GRE

JANUARY 2023

PROJECT ID: 6230-14-71

WITH: 6230-14-72 & 6517-15-60

COUNTY: OUTAGAMIE

ORDER OF SHEETS

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

TOTAL SHEETS = 270



23

N

DESIGN DESIGNATION

A.A.D.T.	2023	=	5000
A.A.D.T.	2043	=	5200
D.H.V.		=	13.5%
D.D.		=	60/40
T.		=	7.3
DESIGN SPEED		=	60 MPH
ESALS		=	1,800,000

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300 ER)
- 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 (955.36)
- CULVERT (Profile View)

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6230-14-71	WISC 2023160	1
6230-14-72		

SHIOCTON - SEYMOUR E. STATE STREET, VILLAGE OF BLACK CREEK

PARK AVENUE - FRENCH ROAD

STH 54

OUTAGAMIE COUNTY

STATE PROJECT NUMBER 6230-14-71

TOWER DRIVE - N BEECH STREET

STH 54

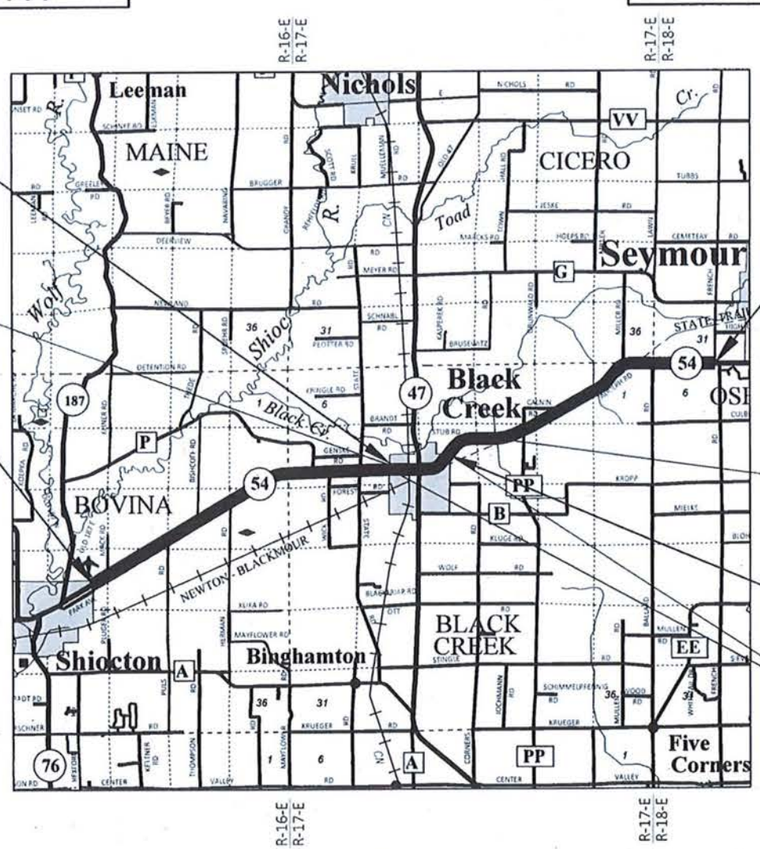
OUTAGAMIE COUNTY

STATE PROJECT NUMBER 6230-14-72

END PROJECT 6230-14-71 /
BEGIN PROJECT 6230-14-72
STA 837+22.56
Y= 640,842.575
X= 814,752.452

STRUCTURE B-44-0485
STA 835+87.90

BEGIN PROJECT 6230-14-71
STA 538+25
Y= 631,567.180
X= 787,232.172



END PROJECT 6230-14-71
STA 1133+00

STRUCTURE B-44-0469
STA 924+76.08

END PROJECT 6230-14-72 /
BEGIN PROJECT 6230-14-71
STA 858+60.00

EXCEPTION TO NET CENTERLINE LENGTH
PROJECT 6230-14-71
STA 837+22.56 TO 858+60.00

LAYOUT

SCALE 0 2.5 MI

TOTAL NET LENGTH OF CENTERLINE 6230-14-71 = 10.859 MILES
TOTAL NET LENGTH OF CENTERLINE 6230-14-72 = 0.405 MILES

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

ORIGINAL PLANS PREPARED BY
Westwood

WISCONSIN
MICHAEL A. MALCOLM
E-30025
Appleton, WI
PROFESSIONAL ENGINEER

DATE: 7/15-2022
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WESTWOOD
Designer	WESTWOOD
Project Manager	JESSE HANSEN
Regional Examiner	---
Regional Supervisor	TAMMY RABE

APPROVED FOR THE DEPARTMENT

DATE: 7/19/22 Jesse Hansen P.E.
(Signature)

E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-010101-TI.DWG

PLOT DATE : 7/15/2022 8:14 AM

PLOT BY : TYLER TAVES

PLOT NAME :

GENERAL NOTES

LOCATIONS OF EXISTING AND PROPOSED UTILITY FACILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE PROJECT REFERENCE LINE IS BASED ON AS-BUILT PLAN AND FIELD INFORMATION. THE LOCATION OF THE REFERENCE LINE MAY VARY SLIGHTLY FROM THE ACTUAL CENTER LINE.

CULVERT PIPE STATION AND OFFSETS GIVEN TO END OF PIPE.

ALL DISTURBED AREAS NOT OTHERWISE SURFACED ARE TO BE TOPSOILED, SEEDED, FERTILIZE AND EROSION MATTED.

STORM SEWER STRUCTURE INFORMATION FROM AVAILABLE GIS DATA, CONTRACTOR TO VERIFY STRUCTURE DEPTHS AND INVERTS BEFORE ORDERING STRUCTURES.

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	0.08	0.16	0.22	0.12	0.20	0.27	0.15	0.24	0.33	0.19	0.28	0.38
	0.22	0.30	0.38	0.26	0.34	0.44	0.30	0.37	0.50	0.34	0.41	0.56
MEDIAN STRIP -	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25	0.30
TURF	0.24	0.26	0.30	0.25	0.28	0.33	0.26	0.30	0.37	0.27	0.32	0.40
SIDE SLOPE -			0.25			0.27			0.28			0.30
TURF			0.32			0.34			0.36			0.38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA =169.6 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 62.2 ACRES

EROSION CONTROL NOTES

RUNOFF COEFFICIENT FOR THIS PROJECT:
EXISTING PAVEMENT 0.95, EXISTING SLOPES 0.30,
NEW PAVEMENT 0.95, NEW SLOPES 0.30.

ORDER OF "SECTION 2" SHEETS

SHEET TITLE
GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
WATER CONTROL DETAILS
BEAMGUARD DETAILS
DREDGING DETAILS
CURB RAMP DETAILS
EROSION CONTROL DETAILS
STORM SEWER
TRAFFIC SIGNALS
PAVEMENT MARKING
PEDESTRIAN TRAFFIC CONTROL
DETOUR SIGNING

UTILITIES

ELECTRIC

WE ENERGIES - ELECTRIC
ZACH DUGA
800 S LYNNDALE DR
APPLETON, WI 54914
TELEPHONE: 920-380-3458
MOBILE: 920-450-9314
EMAIL: WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

ATC MANAGEMENT, INC. - ELECTRIC TRANSMISSION
CHRIS DAILEY
PO BOX 47
WAUKAESHA, WI 53187
TELEPHONE: 262-506-6884
EMAIL: CDAILEY@ATCLLC.COM

GAS

WE ENERGIES - GAS / PETROLEUM
EDDIE A. HEDLUND
800 S LYNNDALE DR
APPLETON, WI 54914
TELEPHONE: 920-380-3240
MOBILE: 920-470-0418
EMAIL: EDDIE.HEDLUND@WE-ENERGIES.COM

COMMUNICATION

CENTURY LINK / LUMEN
STEVE BISHOP
130 4TH ST
BARABOO, WI 53913
TELEPHONE: 608-355-7501
MOBILE: 608-963-8594
EMAIL: STEVEN.BISHOP@LUMEN.COM

SPECTRUM
BILL PARMENTER
853 MCINTOSCH ST
WAUSAU, WI
MOBILE: 608-301-6189
EMAIL: BILL.PARMENTER@CHARTER.COM

SEWER & WATER

VILLAGE OF BLACK CREEK
KYLE HEIDEN
301 NORTH MAPLE ST.
BLACK CREEK, WI 54106
TELEPHONE: 920-419-53333
EMAIL: KHEIDEN@BLACKCREEKWI.NET

OTHER CONTACTS

DNR LIAISON

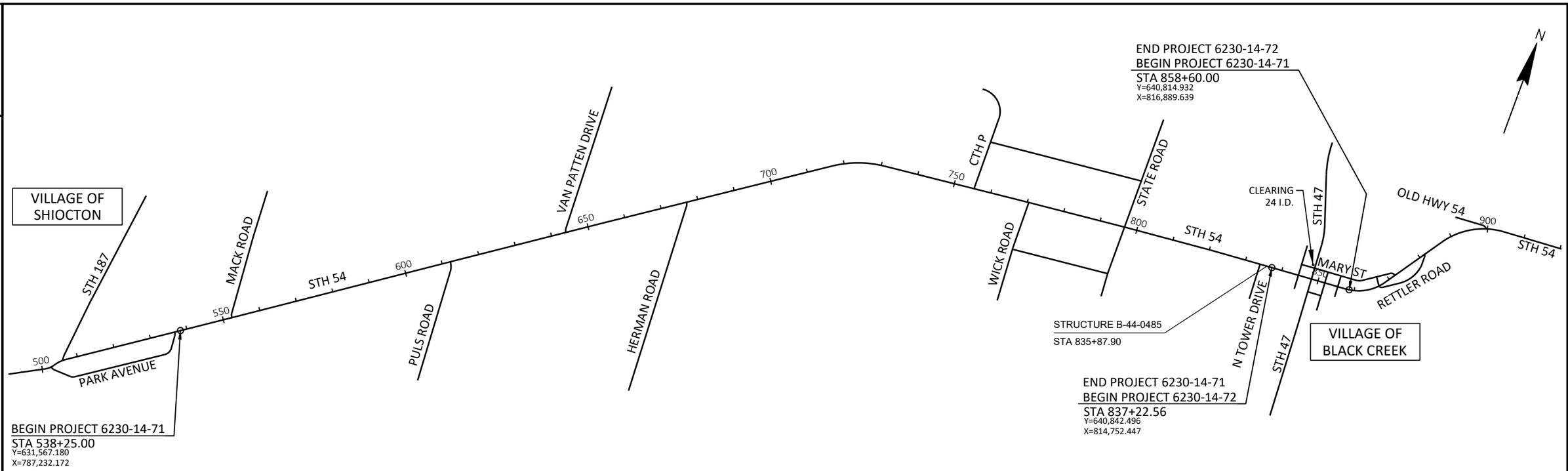
MATT SCHAEVE
WDNR
2984 SHAWANO AVE.
GREEN BAY, WI 54307
TELEPHONE: 920-366-1544
EMAIL: MATTHEW.SCHAEVE@WISCONSIN.GOV

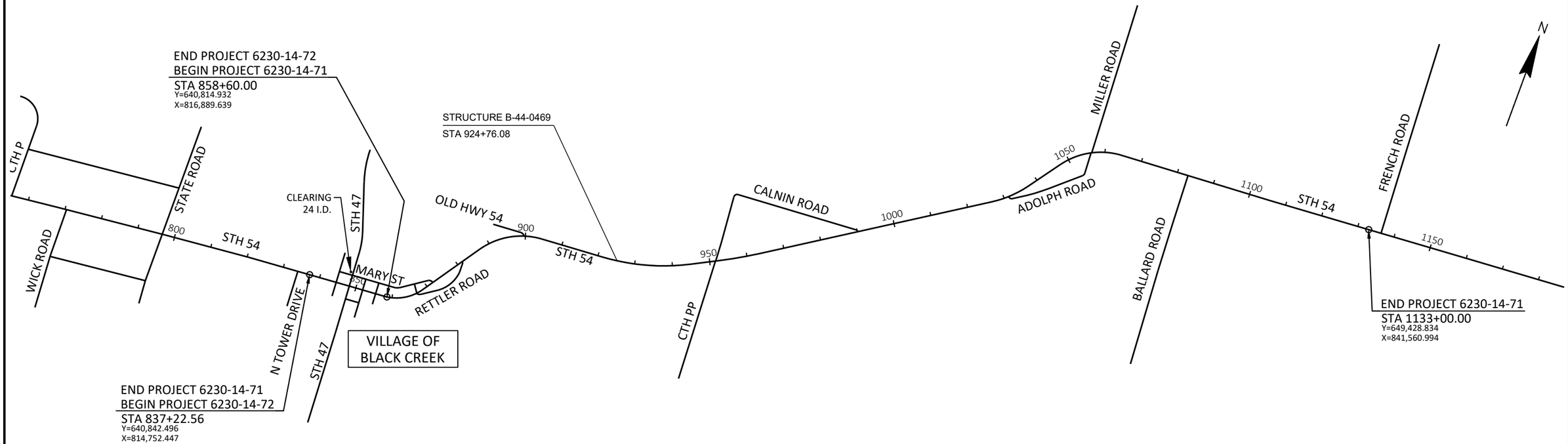
SEYMOUR SCHOOL DISTRICT

SHAWN BRADY
413 S. MADISON ST
GREEN BAY, WI 54301
TELEPHONE: 920-301-7906
MOBILE: 920-883-0167
EMAIL: SBRADY78@GMAIL.COM

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

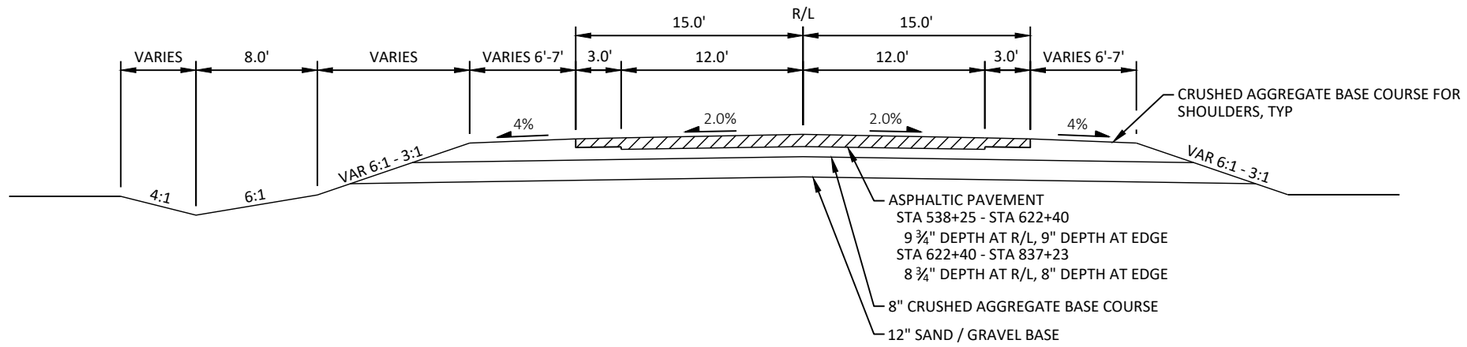
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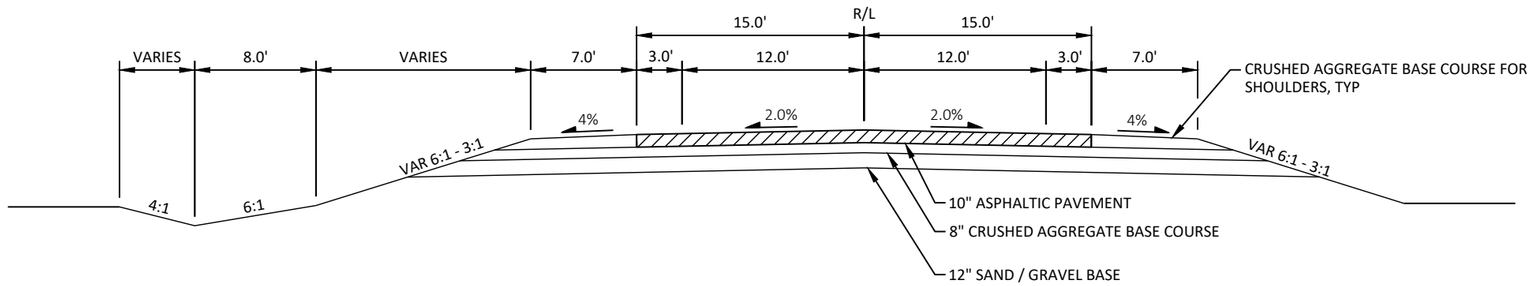
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-020201-PO.DWG
LAYOUT NAME - 62301471-020201-po
PLOT DATE : 4/11/2022 6:57 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



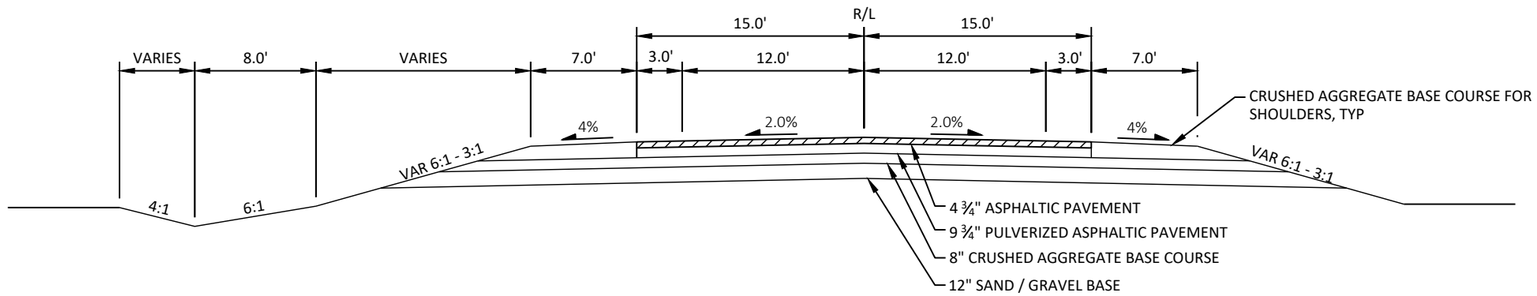
EXISTING TYPICAL SECTION - STH 54

STA 538+25 - STA 837+23



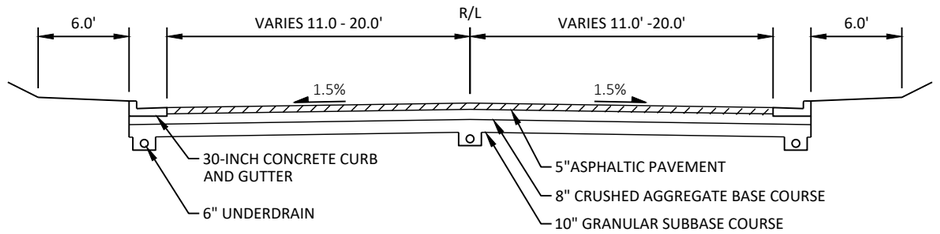
EXISTING TYPICAL SECTION - STH 54

STA 858+50 - STA 911+50



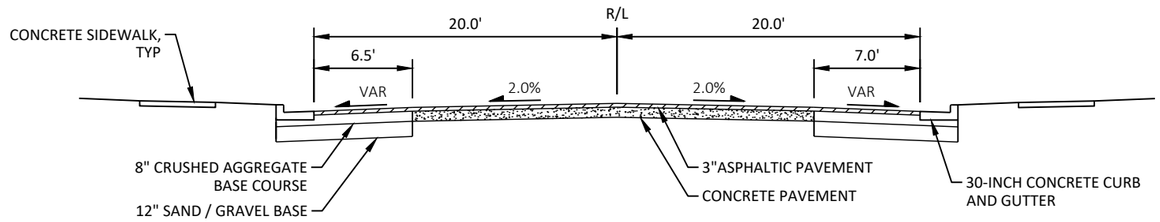
EXISTING TYPICAL SECTION - STH 54

STA 911+50 - STA 1133+00



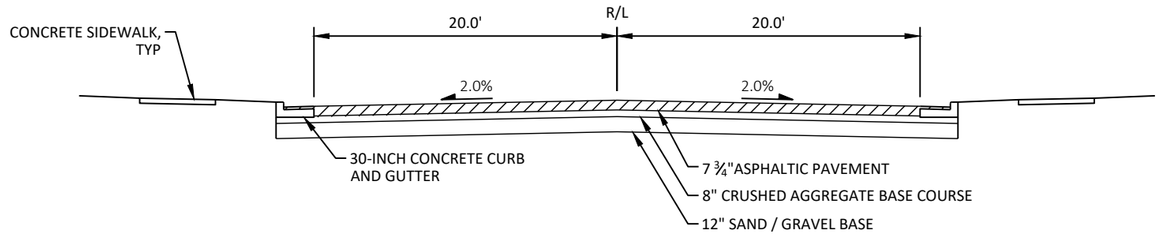
EXISTING TYPICAL SECTION - STH 54

STA 837+23 - STA 844+52



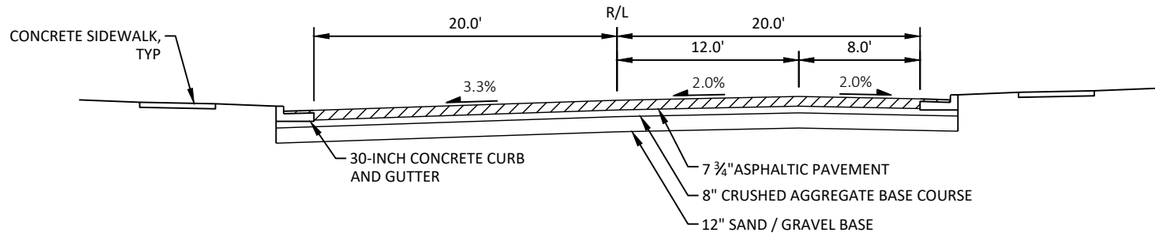
EXISTING TYPICAL SECTION - STH 54

STA 844+52 - STA 847+60



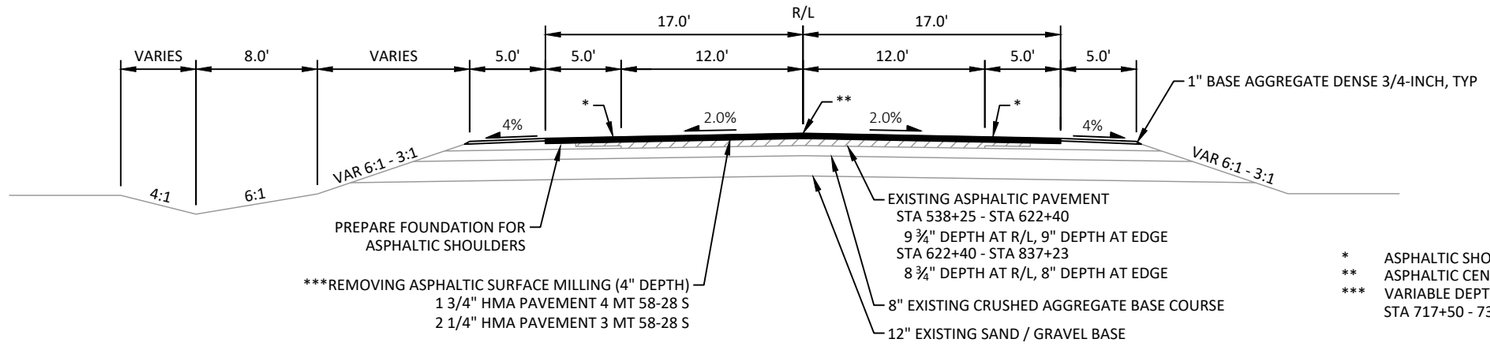
EXISTING TYPICAL SECTION - STH 54

STA 847+60 - STA 852+15
STA 855+05 - STA 858+50



EXISTING TYPICAL SECTION - STH 54

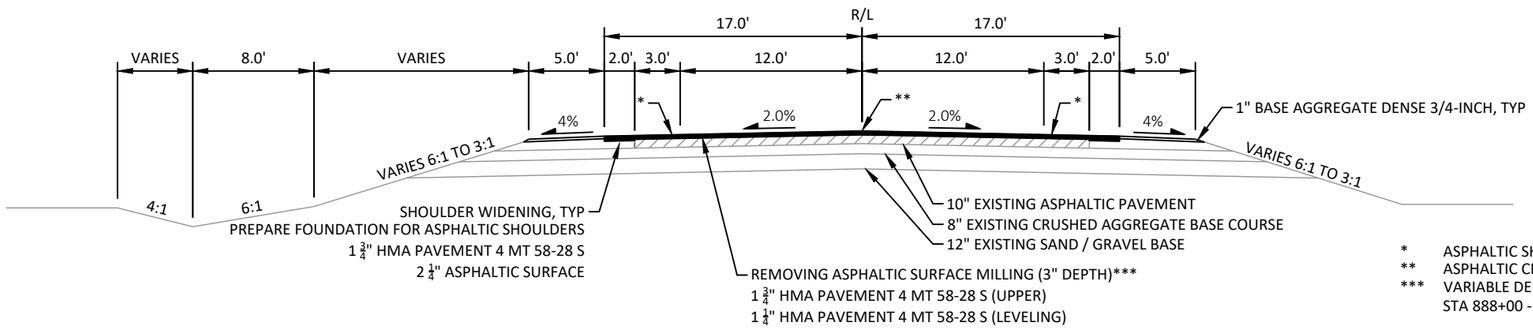
STA 852+15 - STA 855+05



* ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL
** ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
*** VARIABLE DEPTH MILLING FOR FULL SUPER CORRECTION
STA 717+50 - 730+00. MILL 5" AT CENTERLINE (SEE CROSS SECTIONS)

PROPOSED TYPICAL SECTION - STH 54

STA 538+25 - STA 837+23

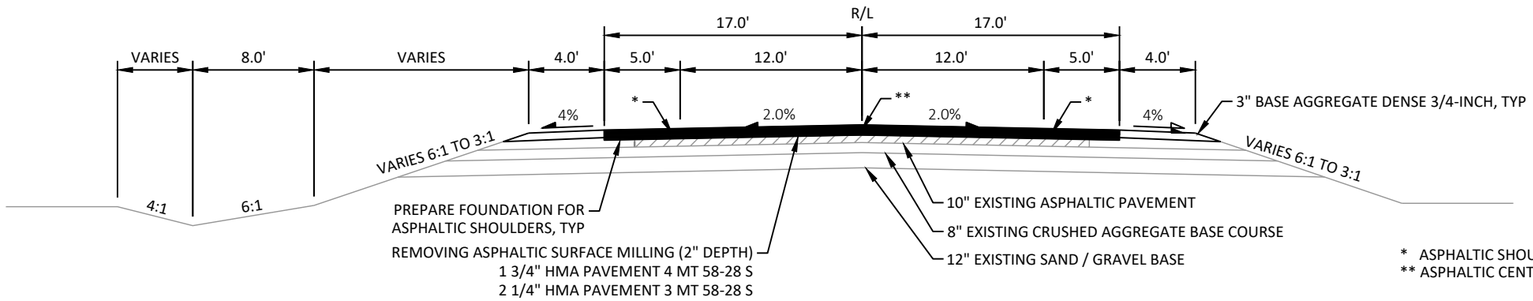


* ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL
** ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL
*** VARIABLE DEPTH MILLING FOR FULL SUPER CORRECTION
STA 888+00 - 903+50. MILL 3" AT CENTERLINE (SEE CROSS SECTIONS)

NOTE: TRANSITION FROM 3" HMA PAVEMENT TO 4"
HMA PAVEMENT FROM STA 906+00 TO 907+00.

PROPOSED TYPICAL SECTION - STH 54

STA 858+50 - STA 907+00



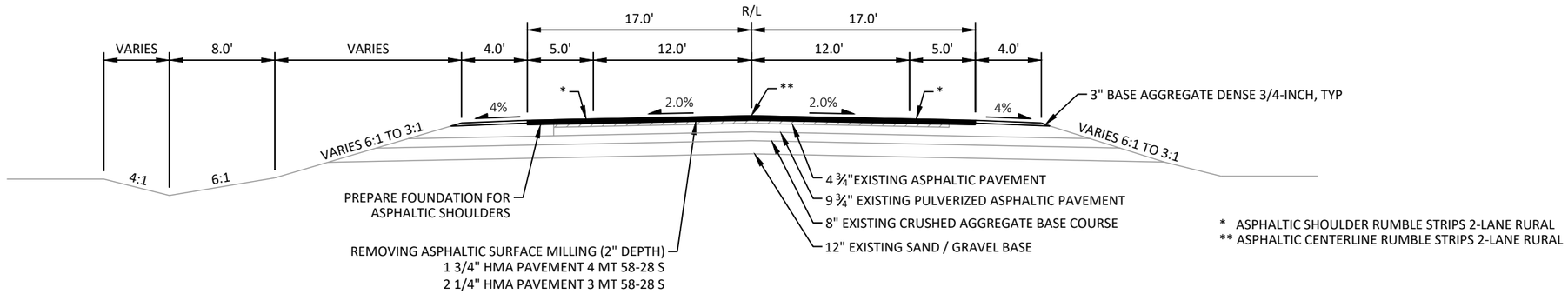
* ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL
** ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

PROPOSED TYPICAL SECTION - STH 54

STA 907+00 - STA 911+50

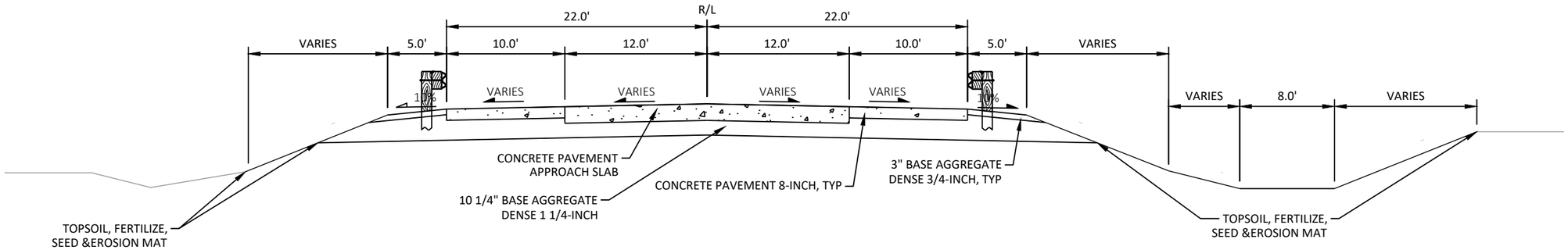
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 7	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-020301-TS.DWG
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WISDOT/CADDS SHEET 42



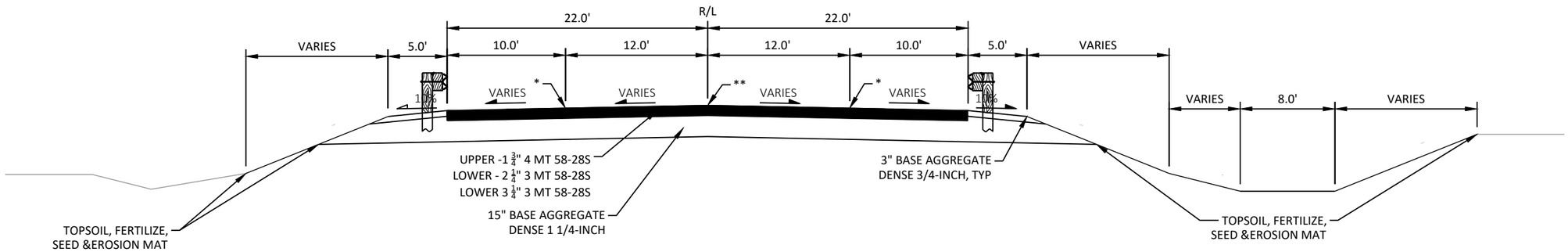
PROPOSED TYPICAL SECTION - STH 54

STA 911+50 - STA 924+06
STA 925+46 - STA 1133+00



PROPOSED TYPICAL SECTION - STH 54

STA 924+41.33 - STA 924+56.33
STA 924+95.83 - STA 925+10.83

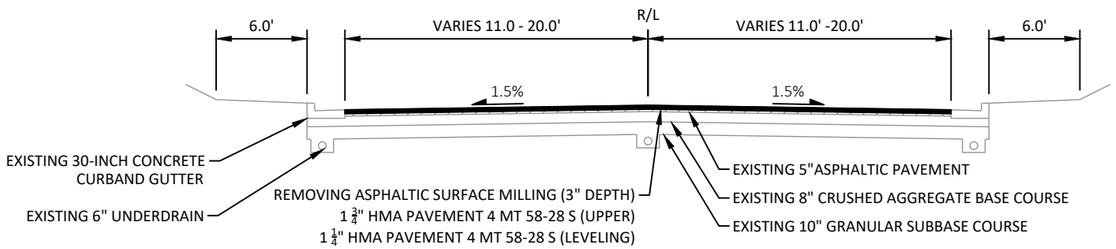


* ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL
** ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

PROPOSED TYPICAL SECTION - STH 54

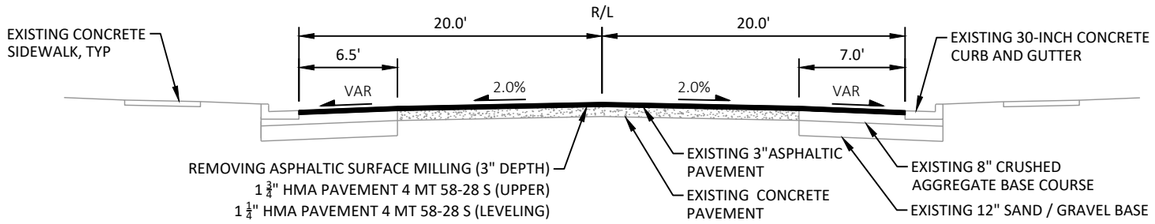
STA 924+06.00 - STA 924+41.32
STA 925+10.84 - STA 925+46.00

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 8	E



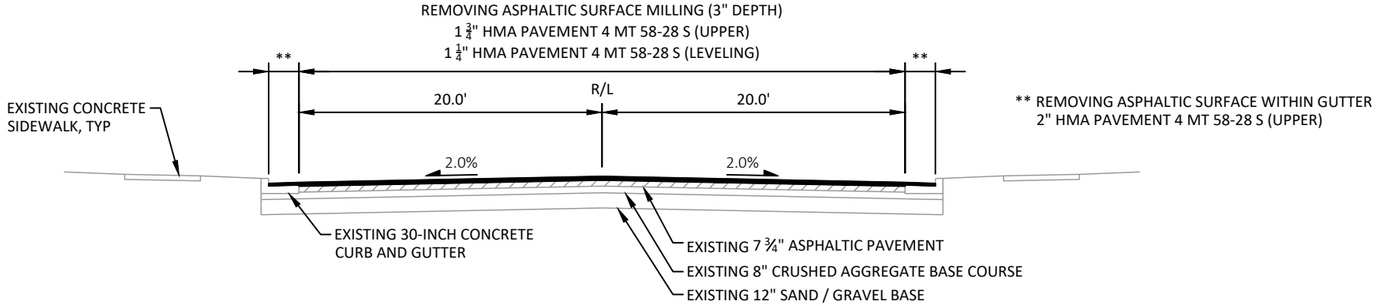
PROPOSED TYPICAL SECTION - STH 54

STA 837+23 - STA 844+52



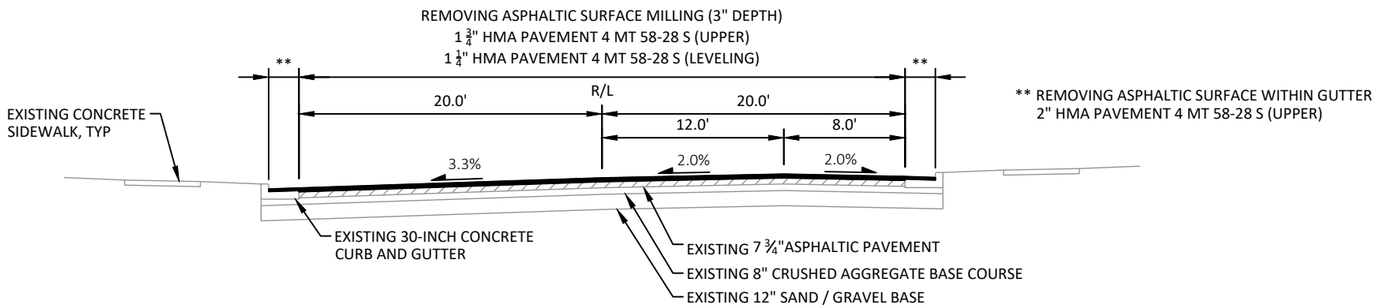
PROPOSED TYPICAL SECTION - STH 54

STA 844+52 - STA 847+60



PROPOSED TYPICAL SECTION - STH 54

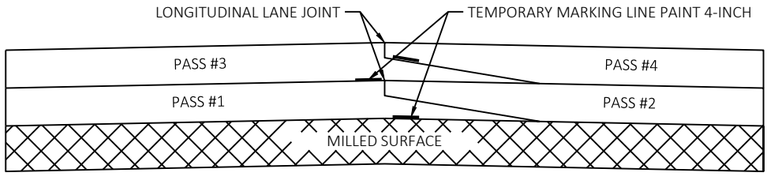
STA 847+60 - STA 852+15
STA 855+05 - STA 858+50

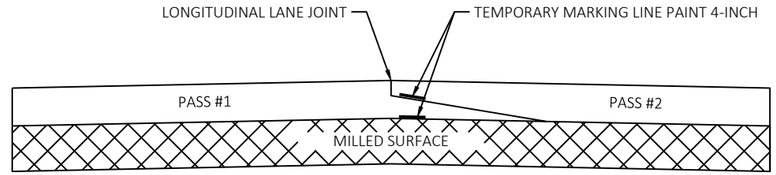


PROPOSED TYPICAL SECTION - STH 54

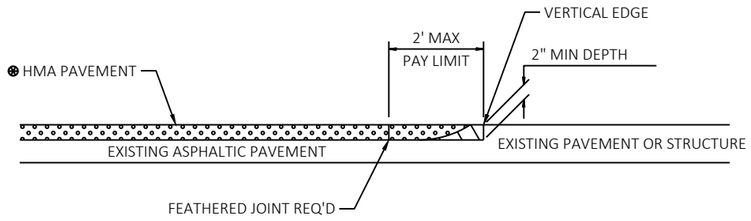
STA 852+15 - STA 855+05

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: TYPICAL SECTIONS	SHEET 9	E





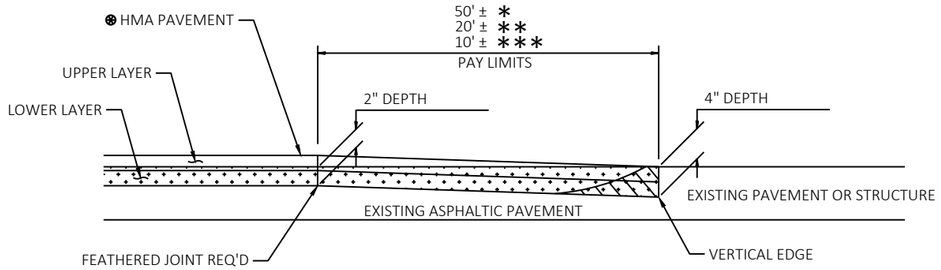
PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS



REMOVING ASPHALTIC SURFACE, MILLING

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

⊛ SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS



REMOVING ASPHALTIC SURFACE, MILLING

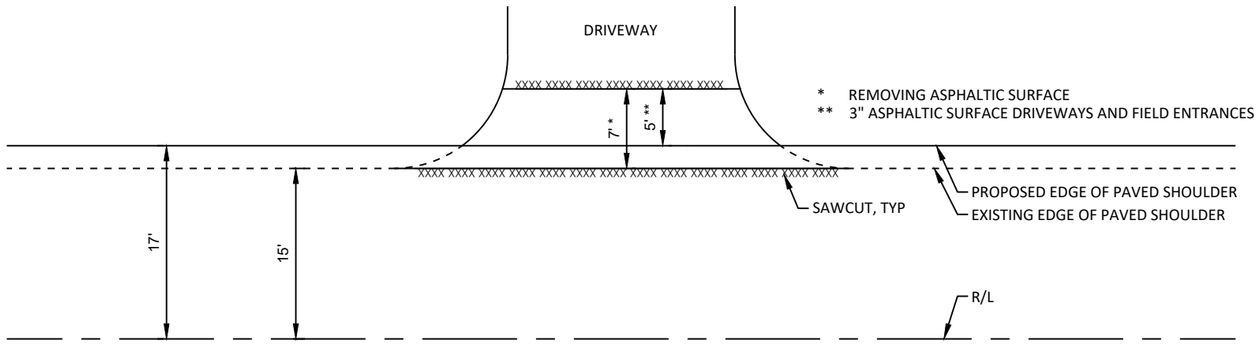
REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

⊛ SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)

BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS (PROFILE CHANGE)

* MAINLINE
** SIDEROADS
*** PRIVATE ENTRANCES

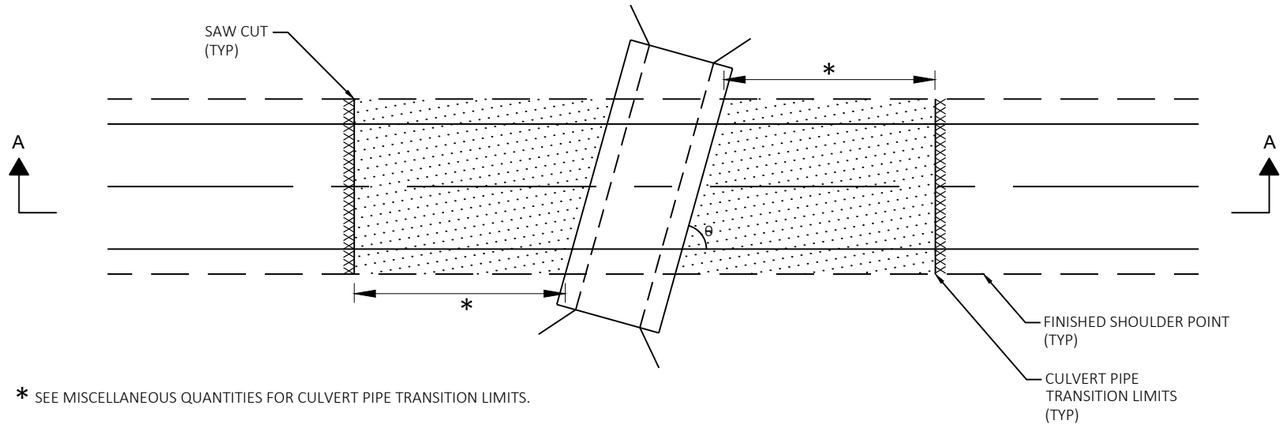


* REMOVING ASPHALTIC SURFACE
** 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

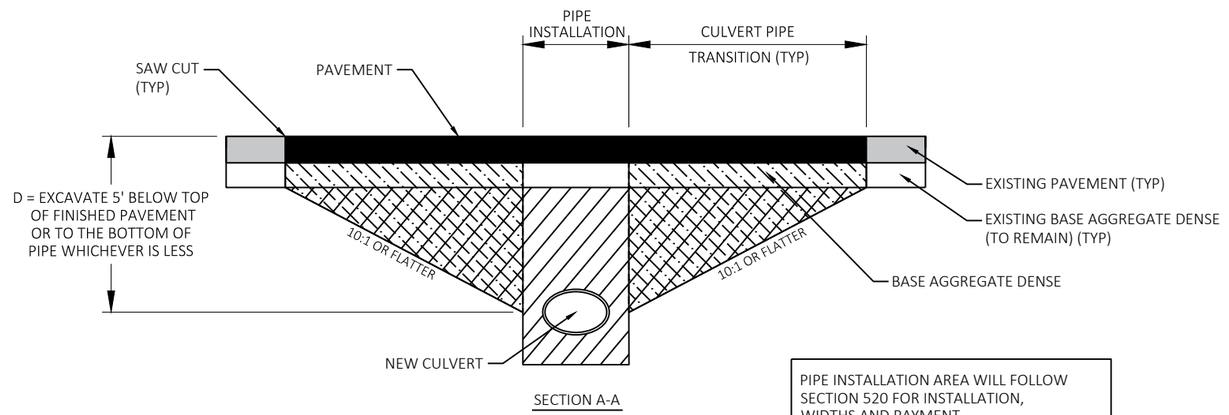
PAVED DRIVEWAY DETAIL (NO ROADWAY PROFILE CHANGE)

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 10	E

2



* SEE MISCELLANEOUS QUANTITIES FOR CULVERT PIPE TRANSITION LIMITS.



PIPE INSTALLATION AREA WILL FOLLOW SECTION 520 FOR INSTALLATION, WIDTHS AND PAYMENT.

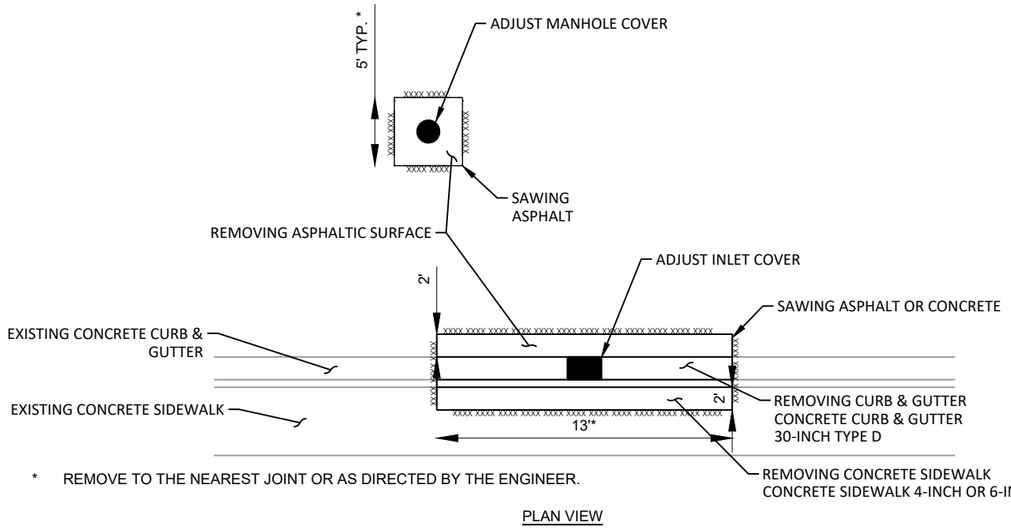
CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

CULVERT PIPE TRANSITION AREAS WILL BE PAID BY SPV "FOUNDATION BACKFILL & COMMON EXCAVATION".

PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

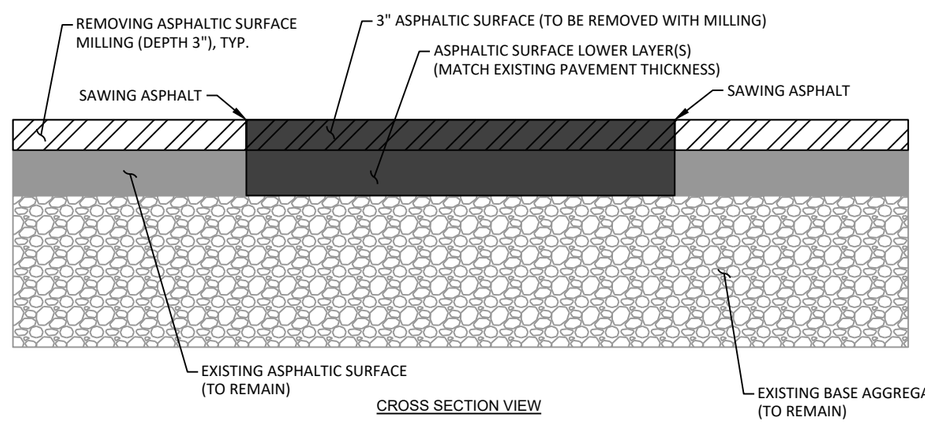
NEW CULVERT PIPES WITH TRANSITION

STA 552+69	STA 644+91	STA 816+08
STA 552+75	STA 720+29	STA 835+88
STA 582+48	STA 778+17	
STA 582+56	STA 796+07	



* REMOVE TO THE NEAREST JOINT OR AS DIRECTED BY THE ENGINEER.

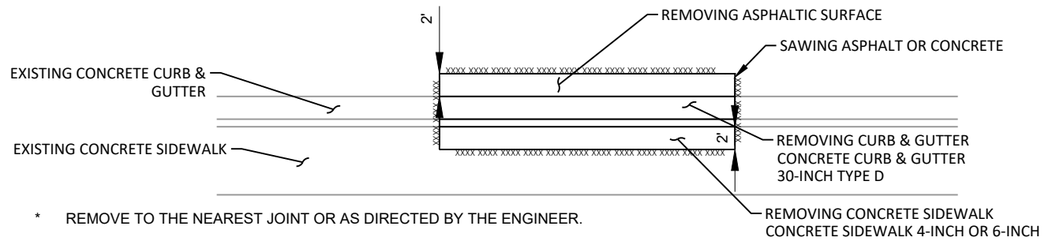
PLAN VIEW



CROSS SECTION VIEW

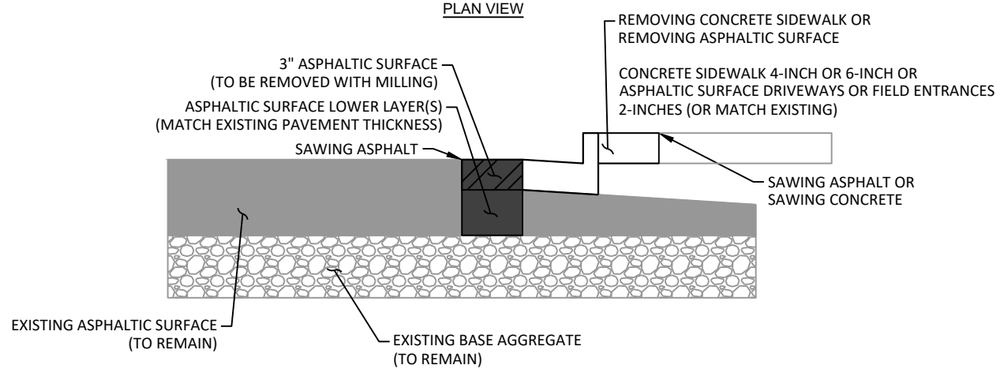
ADJUST MANHOLE COVER AND INLET COVER DETAIL

SEE PLAN SHEETS FOR LOCATIONS



* REMOVE TO THE NEAREST JOINT OR AS DIRECTED BY THE ENGINEER.

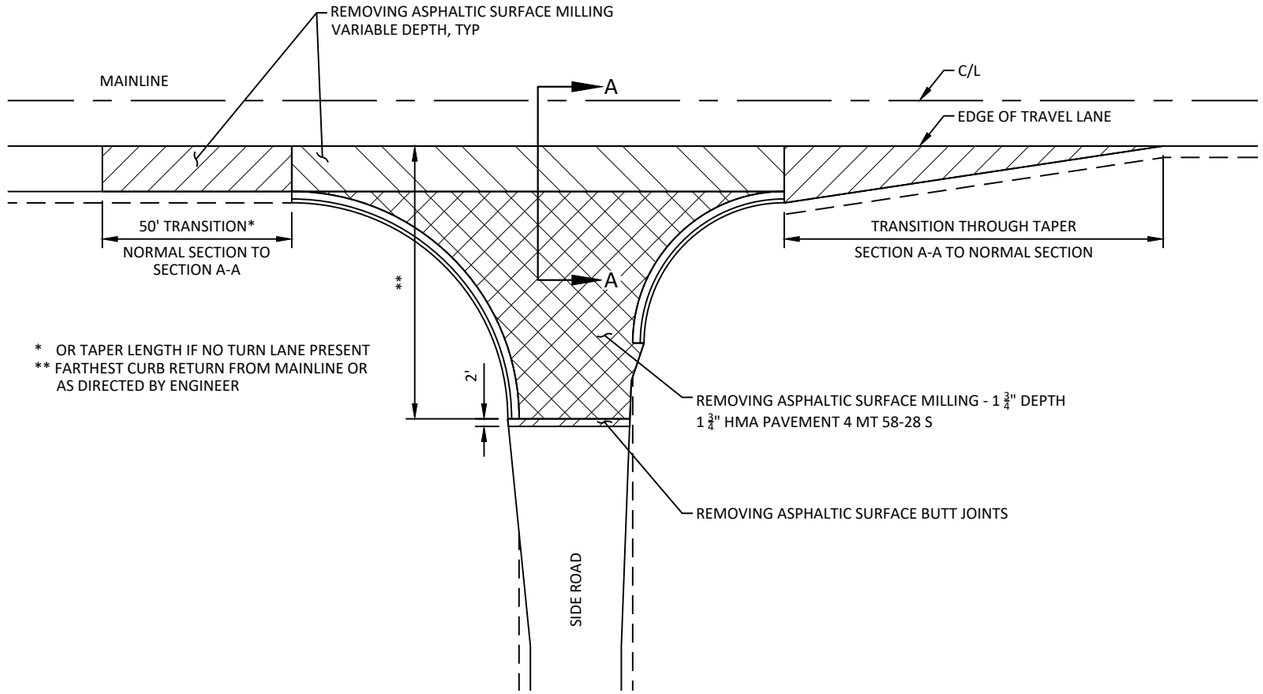
PLAN VIEW



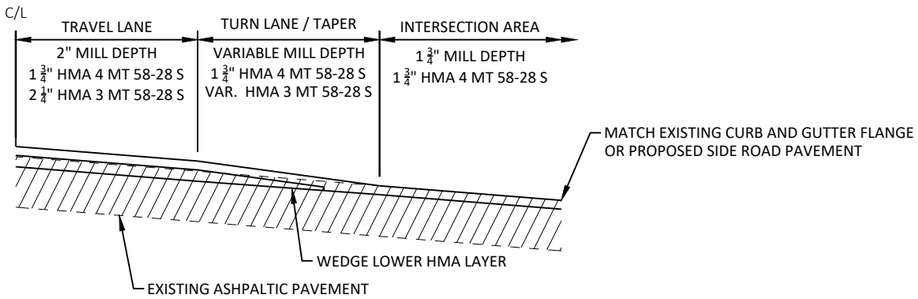
CROSS SECTION VIEW

CURB REPAIR DETAIL

SEE PLAN SHEETS FOR LOCATIONS



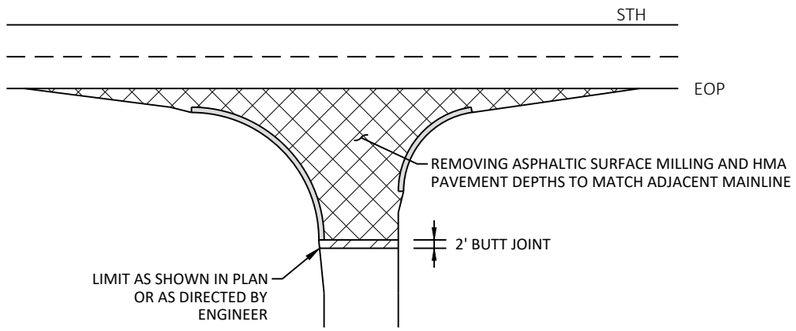
PLAN VIEW



SECTION A-A

SIDE ROAD WITH CURB AND GUTTER (PROFILE CHANGE)

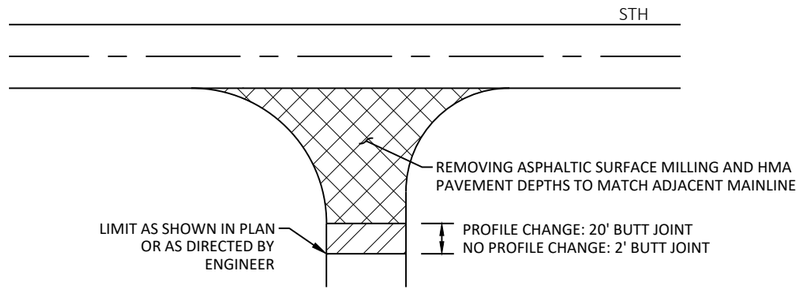
CTH PP
MILLER RD
BALLARD RD



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

SIDE ROAD WITH CURB AND GUTTER (NO PROFILE CHANGE)

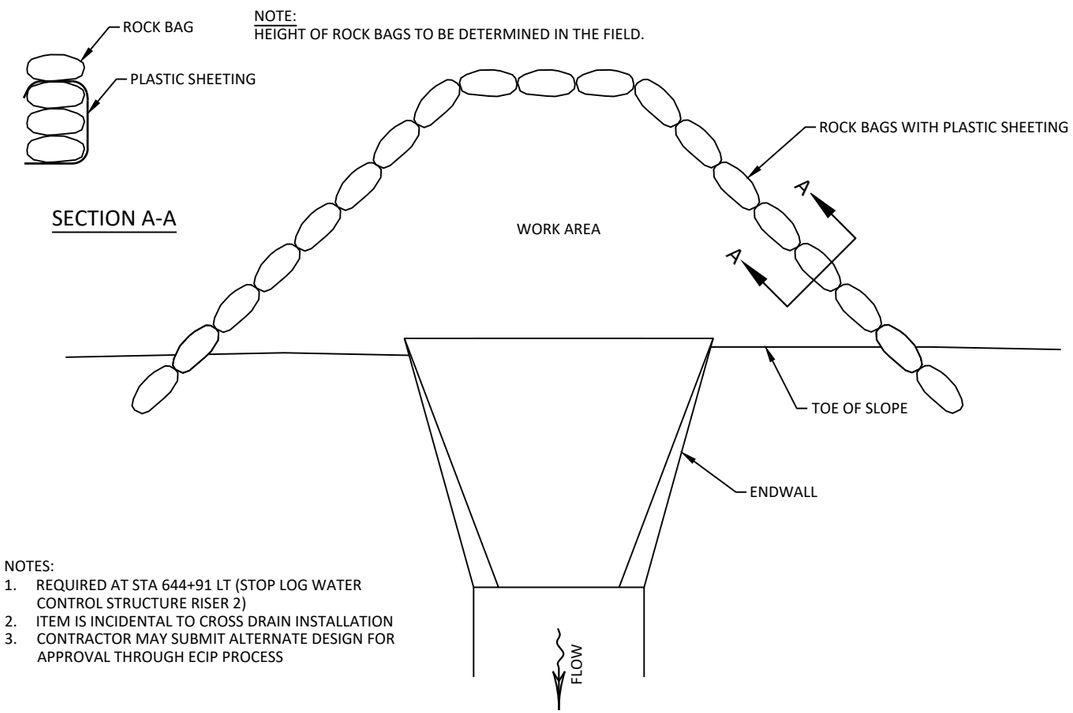
CTH P
STATE RD
N TOWER DR
E MARY ST



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

SIDE ROAD WITHOUT CURB AND GUTTER

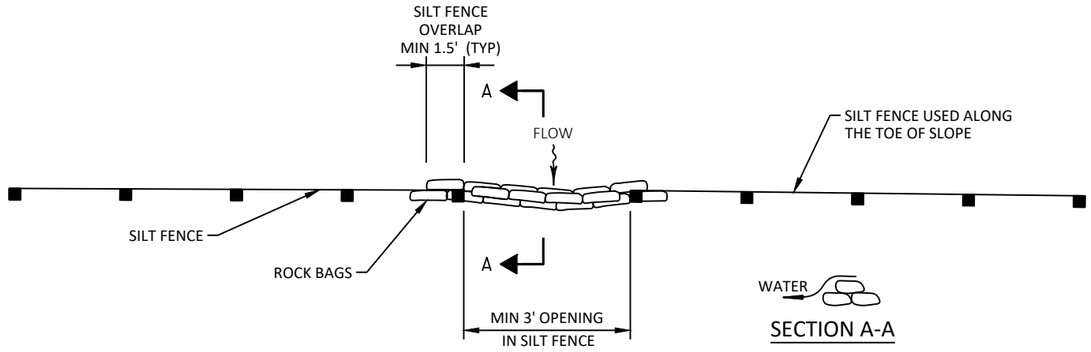
MACK RD
PULS RD
VAN PATTEN DR
HERMAN RD
WICK RD
SPRUCE ST
RETTLER RD
OLD HWY 54
CALNIN RD
ADOLF RD



NOTES:
1. REQUIRED AT STA 644+91 LT (STOP LOG WATER CONTROL STRUCTURE RISER 2)
2. ITEM IS INCIDENTAL TO CROSS DRAIN INSTALLATION
3. CONTRACTOR MAY SUBMIT ALTERNATE DESIGN FOR APPROVAL THROUGH ECIP PROCESS

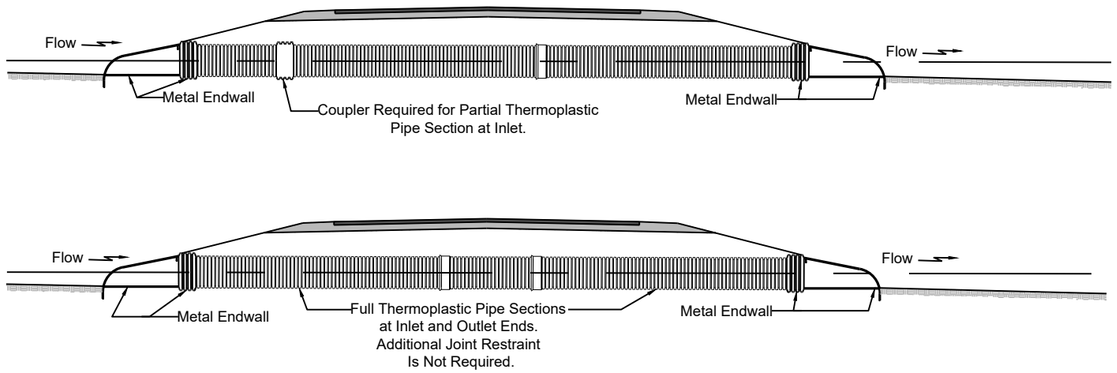
PLAN VIEW

ROCK BAG DAM FOR DEWATERING



TOP VIEW

ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL



THERMOPLASTIC PIPE JOINT DIAGRAM

RISER 2
STOP LOG WATER CONTROL STRUCT
84-INCH DIA
RIM: 769.00'
SE INV: 762.55'

RISER 1
STOP LOG WATER CONTROL STRUCT
84-INCH DIA
RIM: 769.00'
NW INV: 762.85'

EXISTING GRADE

88 LF CPCSAC 48-INCH @ 0.34%

ALUMINUM ANTISEEP COLLAR

CULVERT PROFILE

644+92.64
46.60' LT

ROCK BAG DAM FOR DEWATERING
SEE CONSTRUCTION DETAIL

CULVERT R/L

RISER 2 STA 644+92.56, 44.09' LT
STOP LOG WATER CONTROL STRUCT
84-INCH DIA

VAN PATTEN RD

STH 54 R/L

STH 54

ALUMINUM ANTISEEP COLLAR

RISER 1 STA 644+89.74, 43.50' RT
STOP LOG WATER CONTROL STRUCT
84-INCH DIA

WETLAND BOUNDARY

REMOVE EXIST
ENDWALL AND GATE

644+89.66
46.00' RT

EAST WEIR
SEE DETAIL

SOUTH DITCH R/L

MH 100 STA 644+51.35, 54.80' RT
MANHOLES 4X4

MH 101 STA 645+37.81, 54.80' RT
MANHOLES 4X4 SPECIAL

WEST WEIR
SEE DETAIL

TURBIDITY BARRIER , TYP

SLOPE INTERCEPT

TLE

EXIST R/W

MH 100
MANHOLES 4X4
RIM: 767.48'
RIM TO FLOOR: 7.67'
SUMP DEPTH: 3.00'
SW INV: 762.81'

MH 101
MANHOLES 4X4 SPECIAL
RIM: 767.62'
RIM TO FLOOR: 7.67'
SUMP DEPTH: 3.00'
SW INV: 762.95'

REMOVE EXIST ENDWALL AND GATE

EXIST DITCH
PROFILE

21 LF CPCSAC 24-INCH @ 0.48%

16 LF CPCSAC 24-INCH @ 0.31%

SOUTH DITCH PROFILE

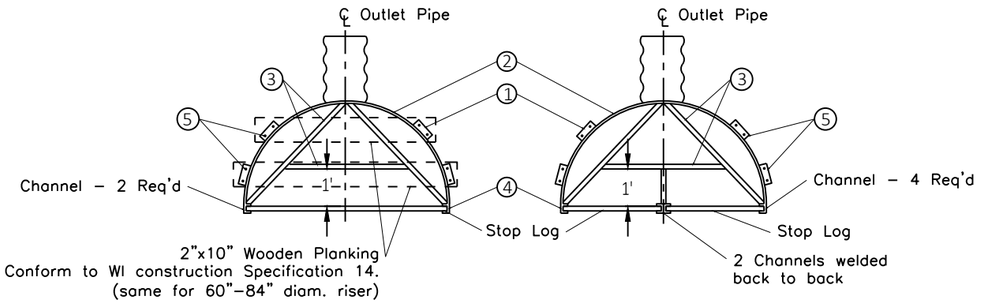
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	WATER CONTROL DETAILS	SHEET 15	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-021010-CD.DWG
LAYOUT NAME - 62301471-021010-cd
PLOT DATE : 7/28/2022 1:05 PM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

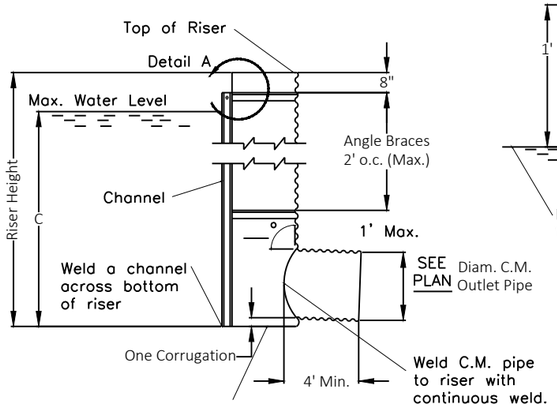
Notes for mark numbers shown in riser detail:

(1) 4 each, 2–1/2" x 2–1/2" x 3/16" angle 7" long welded or bolted with 1/2" bolts to riser for 2" x 10" planking.
(2) Half of SEE PLAN diameter C.M. Riser SEE PLAN long
(3) Angle brace welded together with 2" x 2" x 1/4" angles and installed with leg turned down. Brace to be welded to C.M. Riser and channels.
(4) Weld channel to C.M. Riser by continuous weld. Length of channel = C + 4".
(5) Drill holes 7/16" diam. to receive 3/8" diam. bolts for securing planks.



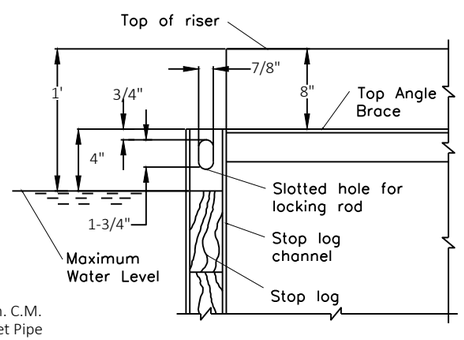
PLAN VIEW
36"–54" DIAM. RISER

PLAN VIEW FOR RISERS
60"–84" DIAM. RISER



Metal plate, same thickness as riser, welded to riser with continuous weld. (If iron or steel, the plate shall be galvanized.)

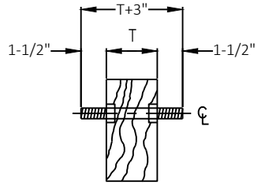
SECTION ON CENTERLINE OF RISER
(Stop logs not shown)



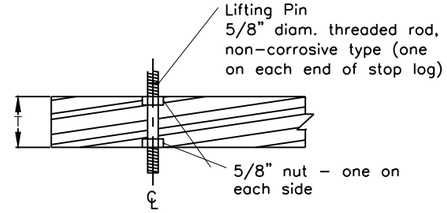
DETAIL A

Note: Stop logs may be tongue and grooved to reduce leakage.

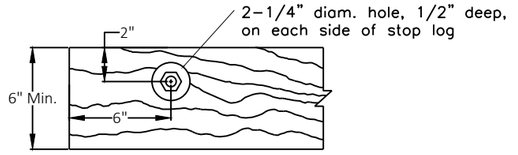
T = actual thickness of stop log



END VIEW

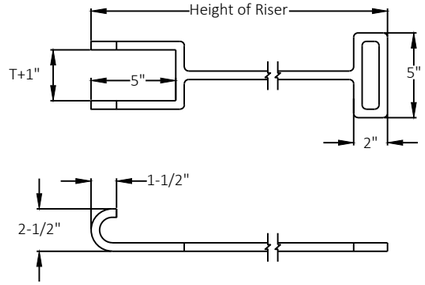


TOP VIEW

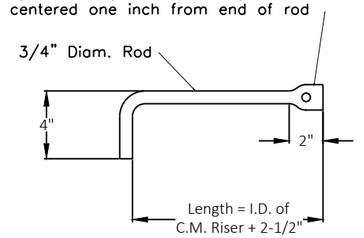


FRONT VIEW

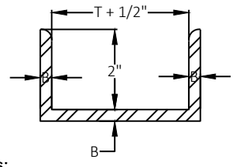
STOP LOG DETAILS



STOP LOG LIFTING HOOK
2–Required



LOCKING ROD DETAIL
2–Required



Notes:

1. Stop logs shall conform to WI Construction Specification 14.
2. B = Min. of 3/16" for 2" stop logs and 1/4" for thicker stop logs.
3. Channels may be fabricated from 2 angles welded together.

STOP LOG CHANNEL DETAIL

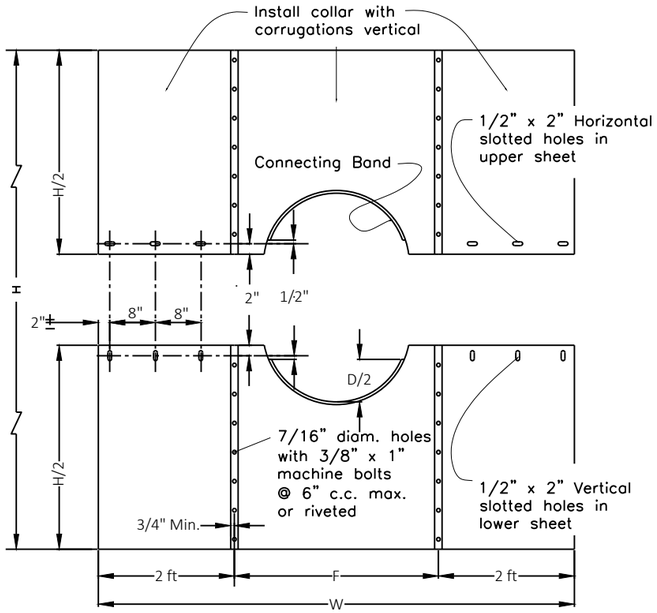
NOMINAL STOP LOG THICKNESS "T" IN INCHES

DIAM. OF RISER (IN.)	LENGTH OF STOP LOG	MAX. DEPTH OF WATER – C				
		4 Ft.	5 Ft.	6 Ft.	7 Ft.	8 Ft.
24	23	2	2	2	2	2
30	29	2	2	2	2	2
36	35	2	2	2	2	3
42	41	2	2	2	3	3
48	47	2	2	3	3	3
54	53	2	3	3	3	3
60	29	2	2	2	2	2
66	32	2	2	2	2	2
72	35	2	2	2	2	3
78	38	2	2	2	3	3
84	41	2	2	2	3	3

CONDUIT–RISER RELATIONSHIP

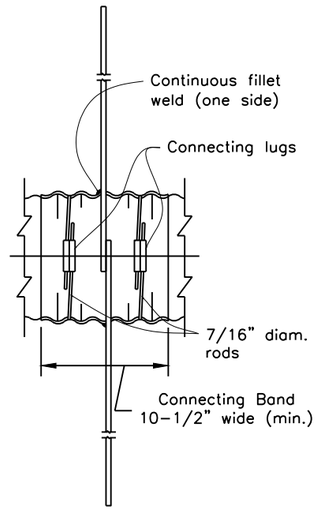
OUTLET DIAM. (IN.)	RISER DIAM. (IN)
12	24
15	27
18	30
21	36
24	42
27	48
30	54
36	66
42	78
48	84

STOP LOG DETAILS HALF–ROUND C.M. RISER

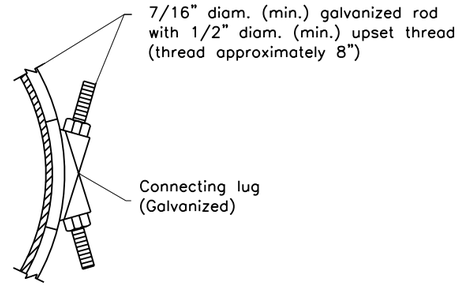


All antiseep laps shall be caulked prior to riveting or assembly. See Note 4.

FRONT ELEVATION



SIDE ELEVATION



CONNECTING LUG DETAILS

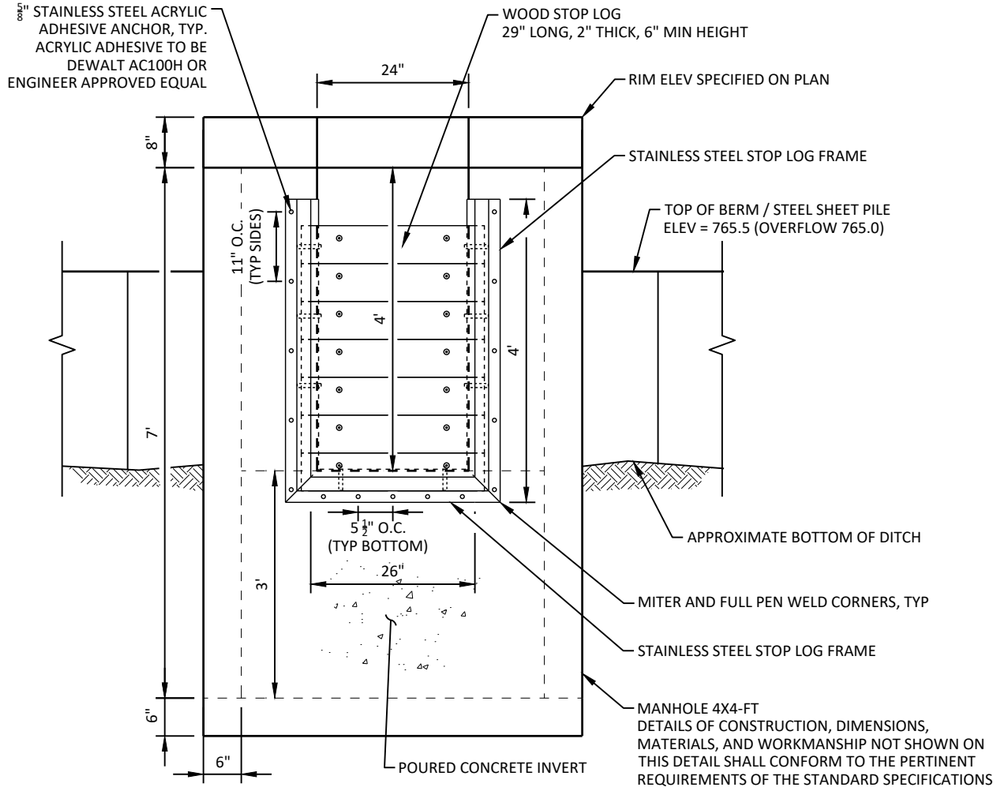
Minimum Dimensions for C.M. Pipe Antiseep Collars (in inches)			
	Nominal Dimensions		
Pipe Diam. D	F	W	H
8	18	66	66
10	18	66	66
12	24	72	72
15	27	75	75
18	30	78	78
21	33	81	81
24	36	84	84
30	42	90	90
36	48	96	96
42	54	102	102
48	60	108	108
*			

* Nominal dimensions shown may be used for any pipe diameter listed.

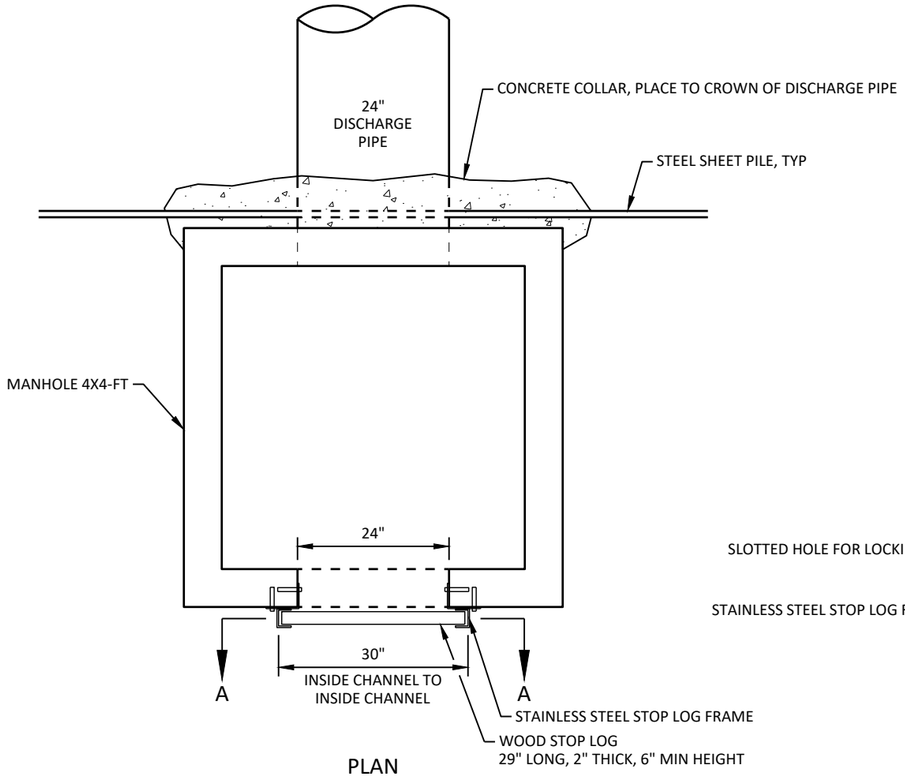
Notes:

1. See plan for the location and spacing of the antiseep collars.
2. Unassembled antiseep collars shall be marked by painting or tagging to identify matching pairs.
3. For annular pipe, the connecting bands shall be fabricated from corrugated metal. A dimpled band or a band fabricated from smooth steel shall be used for helical pipe.
4. The laps between all sections of the antiseep collar and between the pipe and connecting band shall be caulked with a heavy coat of fibrated mastic or a neoprene gasket. Use latex caulk for openings greater than 1/8 inch.
5. Each antiseep collar shall be furnished with either two 7/16" diameter rods with standard connecting lugs or a two–piece dimpled coupling band with 2" x 2" x 3/16" angles and 1/2" x 4–1/2" carriage bolts.
6. Use 3/8" x 1" machine bolts to connect the upper and lower halves of the antiseep collar.
7. For pipe diameters of 8" to 30", iron or steel collar thickness shall be 0.064", (16 Gage), or aluminum alloy shall be 0.060". For pipe diameters of 36" to 48", iron or steel collar thickness shall be 0.079", (14 Gage), or aluminum alloy shall be 0.075".

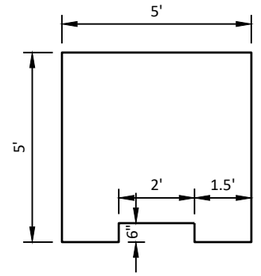
TWO–PIECE ANTISEEP COLLAR FOR ANNULAR AND HELICAL C.M. PIPE



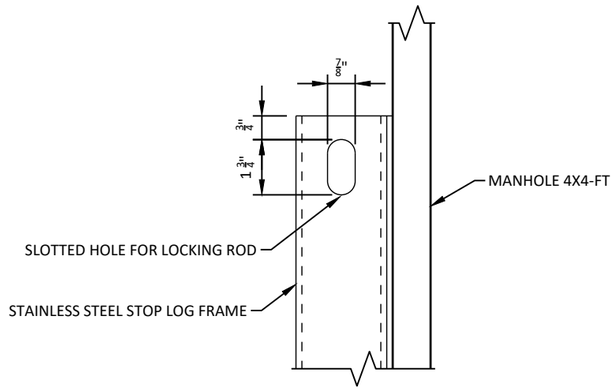
ELEVATION



PLAN

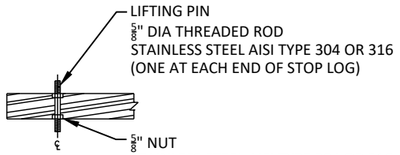


MANHOLE TOP DETAIL

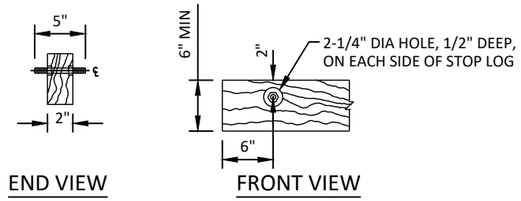


SECTION A-A

NOTE:
WOOD STOP LOGS SHALL CONFORM TO USDA NRCS CONSTRUCTION SPECIFICATION 014 TIMBER FABRICATION AND INSTALLATION

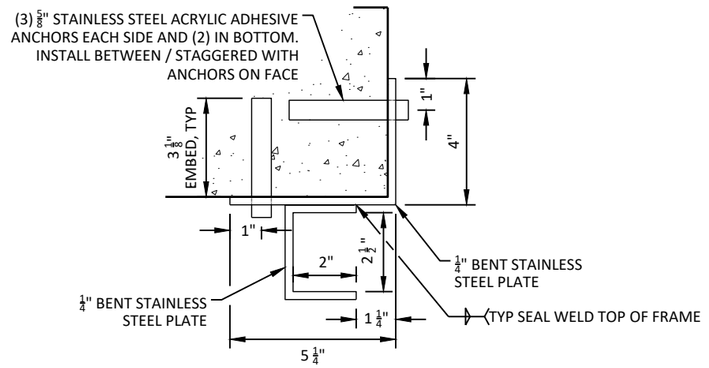


TOP VIEW

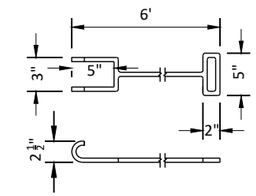


END VIEW FRONT VIEW

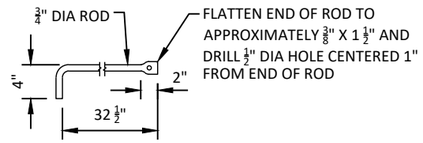
STOP LOG DETAILS



STAINLESS STEEL STOP LOG FRAME



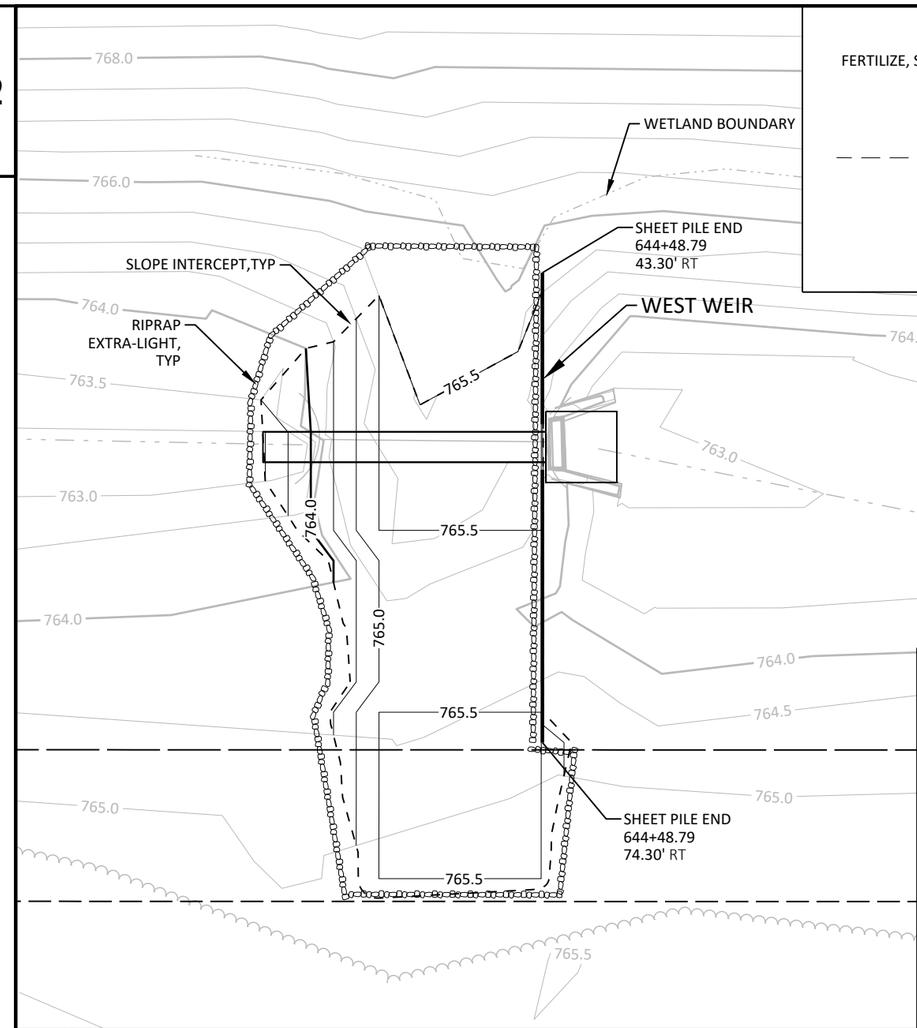
STOP LOG LIFTING HOOK
TWO REQD

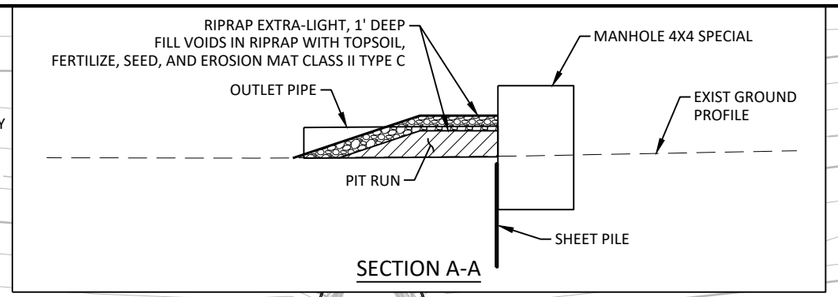


LOCKING ROD DETAIL
TWO REQD

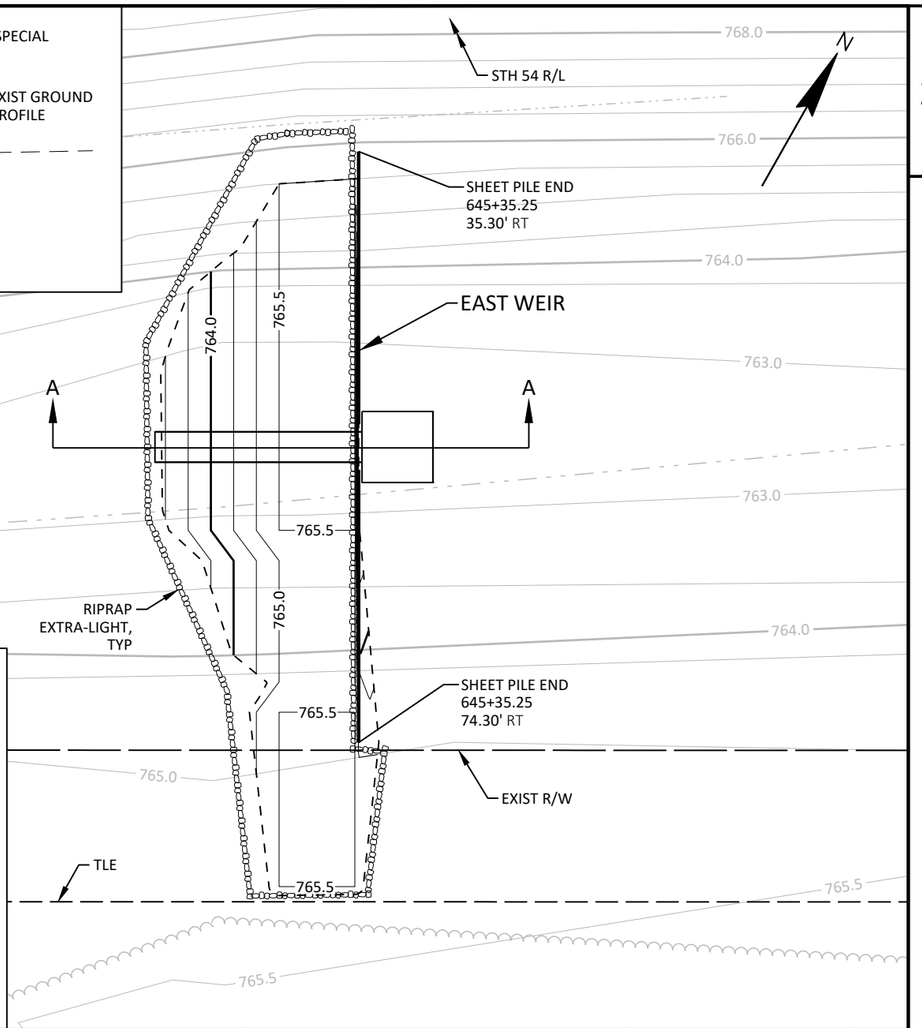
MANHOLE 4X4 WITH STOP LOG CONTROL
MH 100 AND MH 101

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	WATER CONTROL DETAILS	SHEET 18	E





SECTION A-A



GENERAL NOTES

1. THE PLAN QUANTITY FOR THE BID ITEM "PILING STEEL SHEET PERMANENT DELIVERED" AND "PILING STEEL SHEET PERMANENT DRIVEN" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL ELEVATION TO THE SHEET TIP ELEVATION.
2. THE COLOR OF THE FINISHED TOP COAT OF STEEL SHEET PILE SHALL BE BLACK (FEDERAL COLOR NO. 27038 OR A SIMILAR COLOR APPROVED BY THE ENGINEER). PAINTING IS TO BE COMPLETED (FRONT, BACK, AND ENDS) PRIOR TO DRIVING THE PILES AND SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PILING STEEL SHEET PERMANENT DRIVEN".

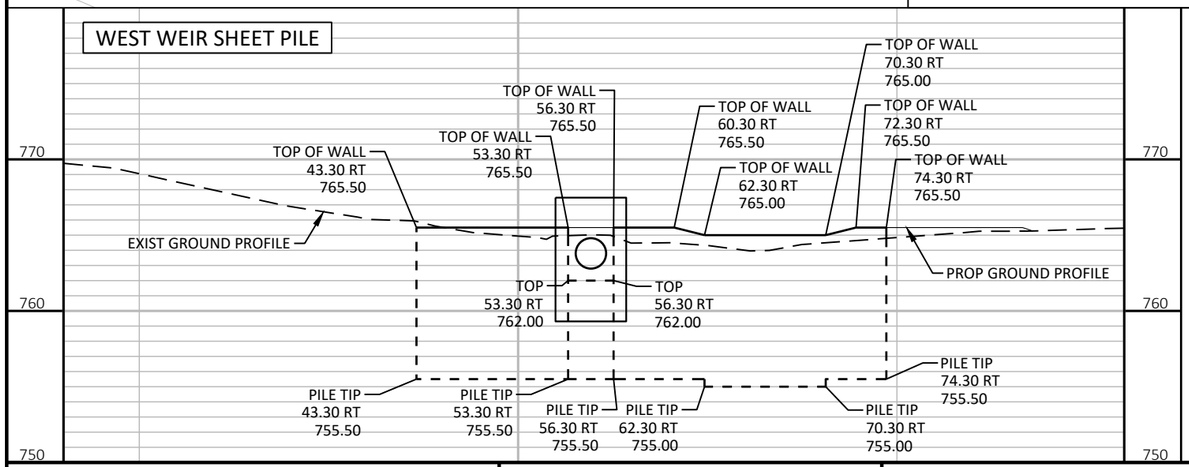
DESIGN DATA:

MATERIAL PROPERTIES

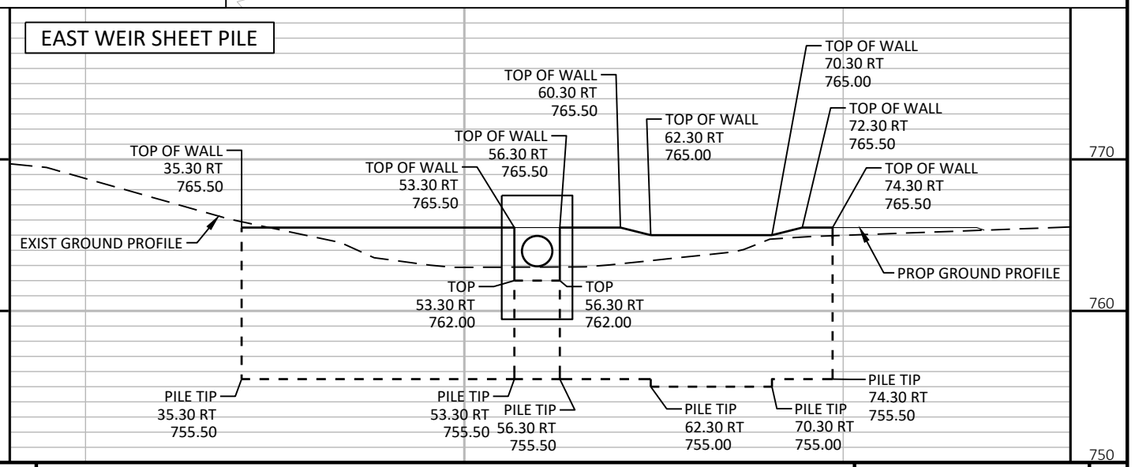
STEEL SHEET PILING (ASTM A328): f_y = 39,000 psi

MIN. REQD. SECTION MODULUS (ASTM A328) = 3.3 in^3/FT

WEST WEIR SHEET PILE



EAST WEIR SHEET PILE



PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	WATER CONTROL DETAILS	SHEET 19	E

N

SLOPE INTERCEPT, TYP

CONCRETE CURB AND GUTTER 30-INCH TYPE D
DRIVEWAY CURB HEAD REQD

MGS EAT

MGS THRIE BEAM TRANSITION

+19.89
18.33' LT

REMOVING GUARDRAIL

+72.87
14.65' LT

+12.26
13.91' LT

RR OVERPASS

+50.18
13.74' LT

+22.56
15.82' LT

+37.00
13.03' LT

+18.21
11.12' LT

STH 54

837+00

838+00

839+00

+38.99
14.71' RT

+09.70
11.32' RT

+67.69
12.01' RT

+23.29
20.37' RT

+74.03
15.74' RT

+13.36
13.78' RT

+51.10
14.11' RT

REMOVING GUARDRAIL

+21.12
20.46' RT

MGS EAT

MGS THRIE BEAM TRANSITION

CONCRETE CURB AND GUTTER 30-INCH TYPE D
DRIVEWAY CURB HEAD REQD

2

N

CONCRETE CURB AND GUTTER 30-INCH TYPE D
DRIVEWAY CURB HEAD REQD

EXIST ROW

RR OVERPASS

MGS THRIE BEAM TRANSITION

MGS EAT

+89.54
14.91' LT

+42.45
19.64' LT

REMOVING GUARDRAIL

SEE STORM SEWER
DETAIL

+50.18
13.74' LT

+12.26
13.91' LT

+45.00
19.63' LT

+99.39
12.66' LT

+25.00
13.87' LT

+18.21
11.12' LT

STH 54

CAUTION

+00

840+00

841+00

842+00

+09.70
.32' RT

CONCRETE CURB AND GUTTER
30-INCH TYPE D

+67.69
12.01' RT

+90.49
14.84' RT

+25.00
14.34' RT

+45.00
19.71' RT

+13.36
13.78' RT

+51.10
14.11' RT

MGS THRIE BEAM TRANSITION

REMOVING GUARDRAIL
MGS EAT

+43.34
20.06' RT

SLOPE INTERCEPT, TYP

CONCRETE CURB AND GUTTER 30-INCH TYPE D
DRIVEWAY CURB HEAD REQD

EXIST ROW

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	BEAM GUARD DETAILS	SHEET 20	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-021020-CD.DWG
LAYOUT NAME - 62301471-021020-cd

PLOT DATE : 5/29/2022 9:58 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

2

N

BP: 10+00.00
Y: 640,952.782
X: 814,610.795

PI: 10+10.15
Y: 640,943.005
X: 814,608.055

RIPRAP HEAVY, TYP

PROPOSED ENDWALL GRADING

EXIST R/W

PI: 10+71.09
Y: 640,882.071
X: 814,608.091

833+00 834+00 835+00 836+00 837+00 838+00 839+00

STH 54

PI: 11+62.00
Y: 640,793.983
X: 814,630.590

PROPOSED BERM GRADING

12+00

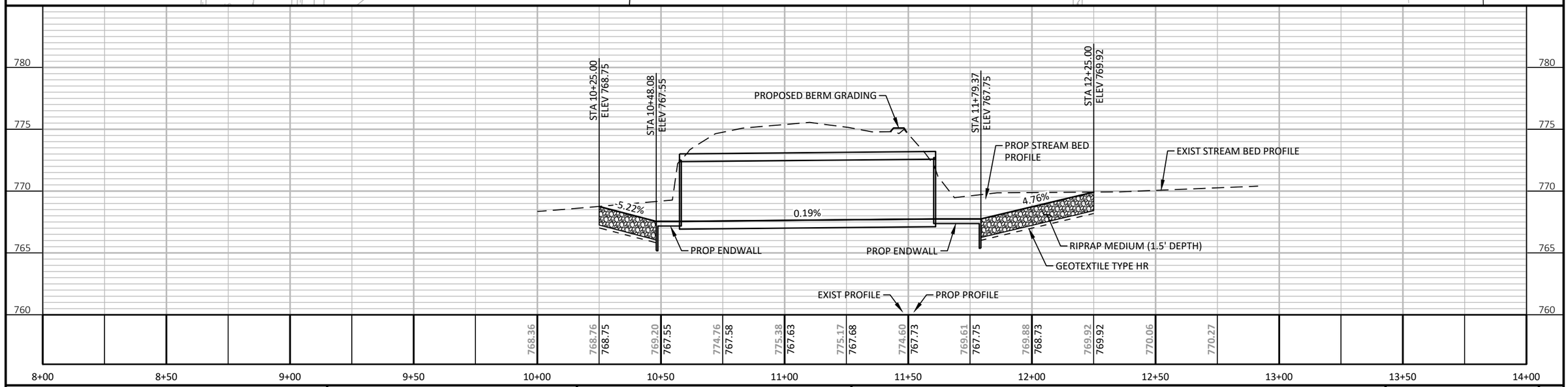
PI: 12+35.43
Y: 640,774.769
X: 814,700.499

EP: 12+91.45
Y: 640,769.022
X: 814,756.224

PI: 11+85.90
Y: 640,782.574
X: 814,651.588

EXIST R/W

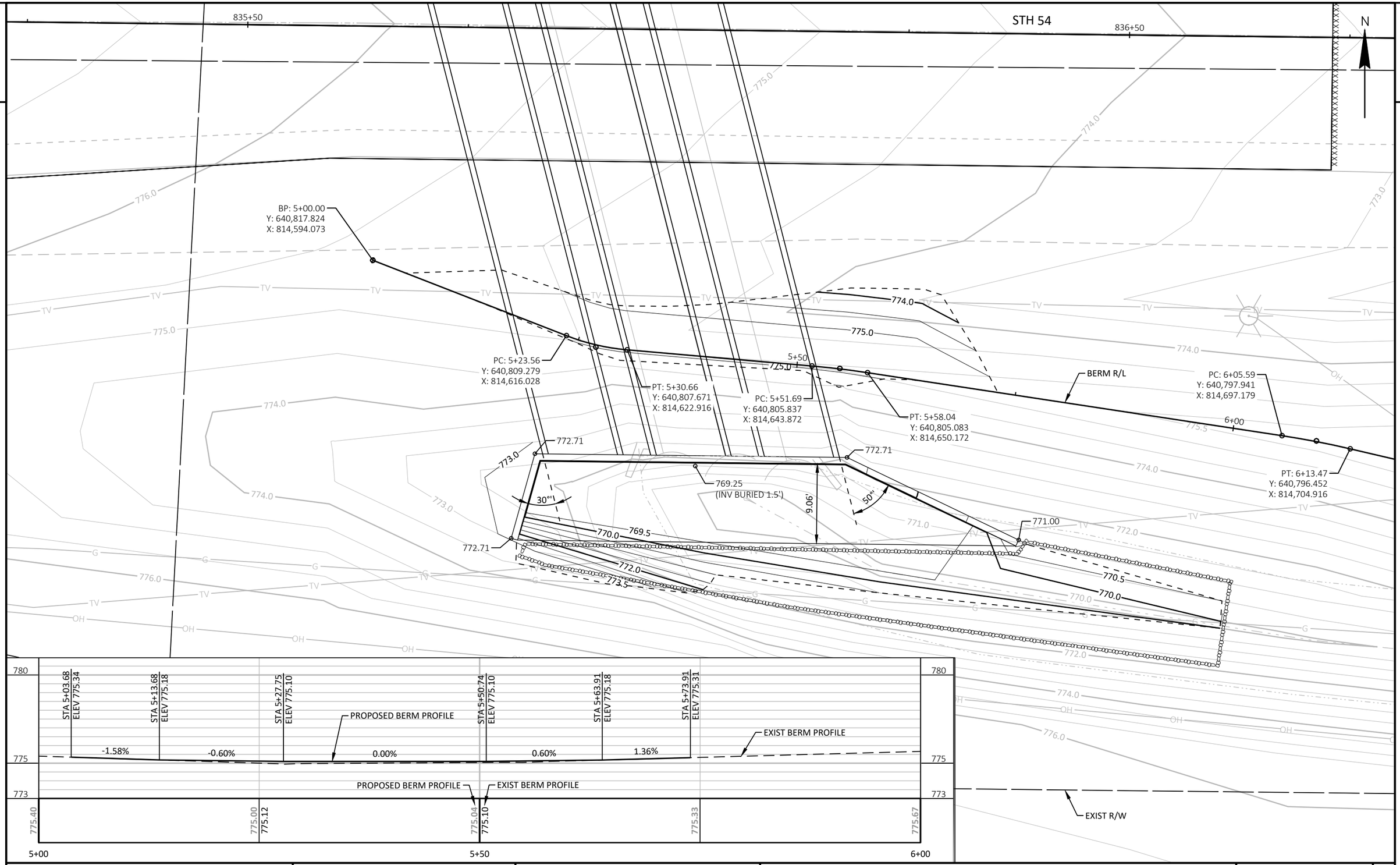
TOWER DR



PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	B-44-0485 DREDGING DETAILS	SHEET 21	E

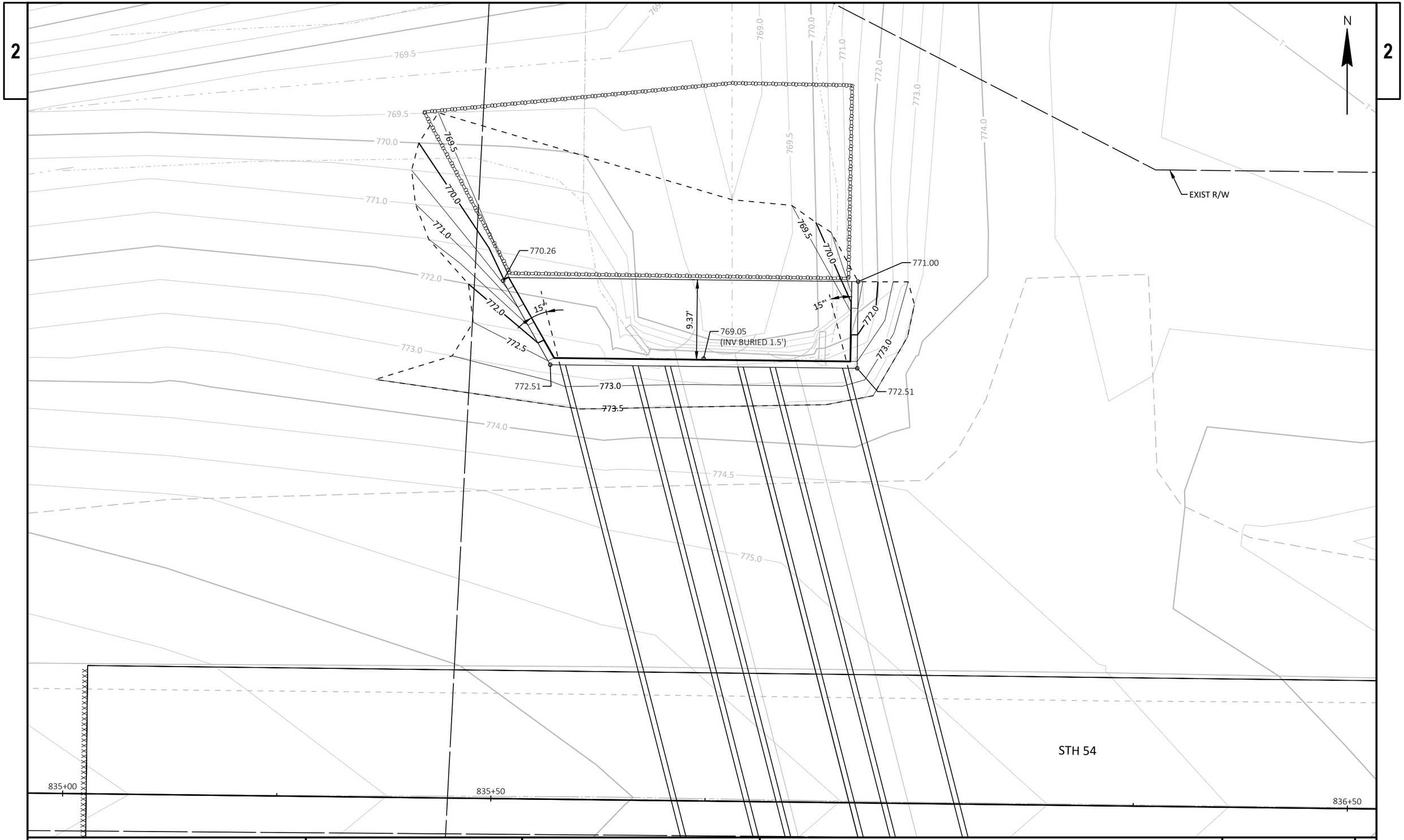
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LAYOUT NAME - 62301471-021030-cd

PLOT DATE : 7/12/2022 7:43 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########



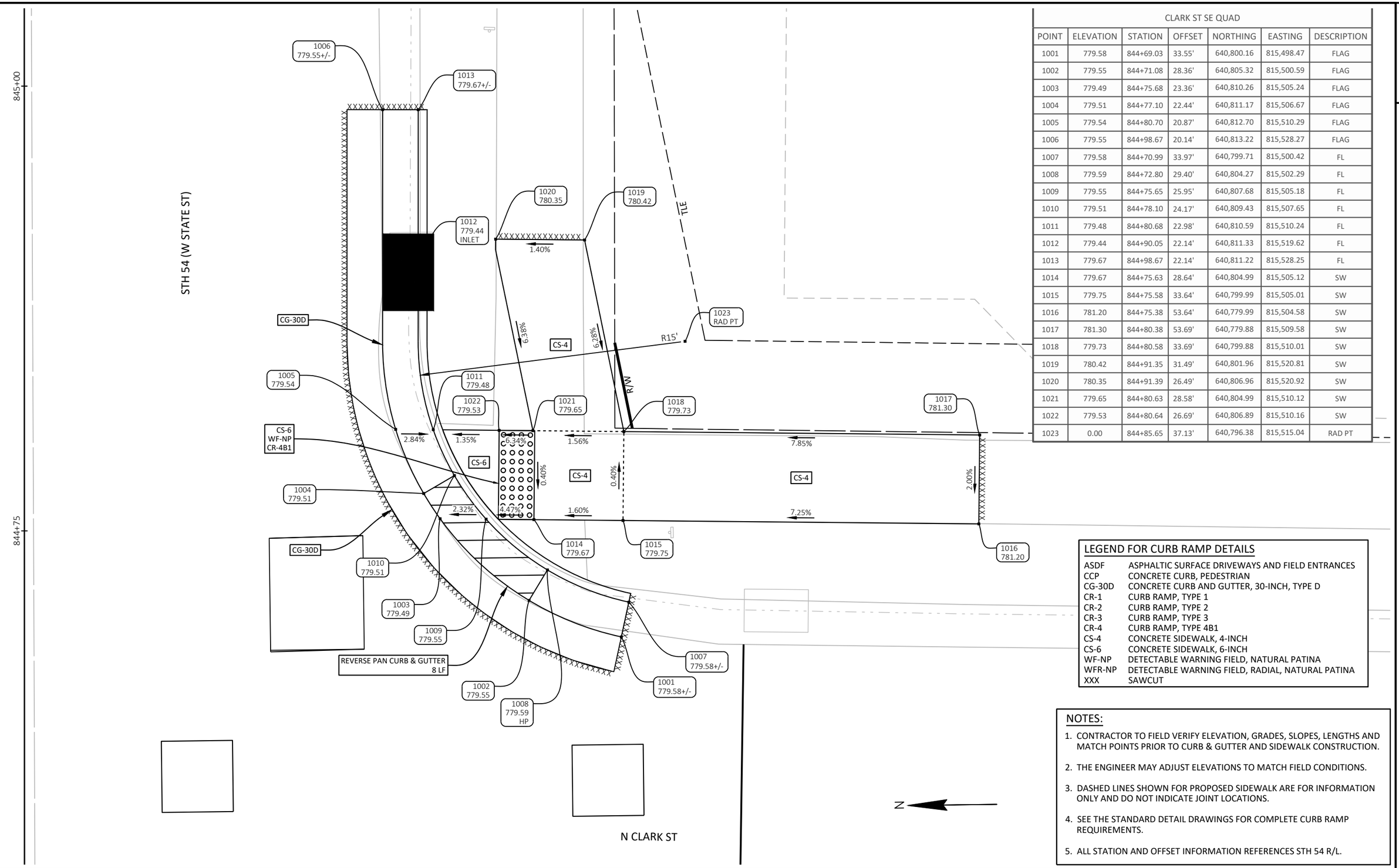
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	B-44-0485 ENDWALL DETAILS	SHEET 22	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-021035-CD.DWG
LAYOUT NAME - 62301471-021035-cd
PLOT DATE : 7/12/2022 7:41 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	B-44-0485 ENDWALL DETAILS	SHEET 23	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-021035-CD.DWG
LAYOUT NAME - 62301471-021036-cd
PLOT DATE : 7/12/2022 7:42 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



CLARK ST SE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1001	779.58	844+69.03	33.55'	640,800.16	815,498.47	FLAG
1002	779.55	844+71.08	28.36'	640,805.32	815,500.59	FLAG
1003	779.49	844+75.68	23.36'	640,810.26	815,505.24	FLAG
1004	779.51	844+77.10	22.44'	640,811.17	815,506.67	FLAG
1005	779.54	844+80.70	20.87'	640,812.70	815,510.29	FLAG
1006	779.55	844+98.67	20.14'	640,813.22	815,528.27	FLAG
1007	779.58	844+70.99	33.97'	640,799.71	815,500.42	FL
1008	779.59	844+72.80	29.40'	640,804.27	815,502.29	FL
1009	779.55	844+75.65	25.95'	640,807.68	815,505.18	FL
1010	779.51	844+78.10	24.17'	640,809.43	815,507.65	FL
1011	779.48	844+80.68	22.98'	640,810.59	815,510.24	FL
1012	779.44	844+90.05	22.14'	640,811.33	815,519.62	FL
1013	779.67	844+98.67	22.14'	640,811.22	815,528.25	FL
1014	779.67	844+75.63	28.64'	640,804.99	815,505.12	SW
1015	779.75	844+75.58	33.64'	640,799.99	815,505.01	SW
1016	781.20	844+75.38	53.64'	640,779.99	815,504.58	SW
1017	781.30	844+80.38	53.69'	640,779.88	815,509.58	SW
1018	779.73	844+80.58	33.69'	640,799.88	815,510.01	SW
1019	780.42	844+91.35	31.49'	640,801.96	815,520.81	SW
1020	780.35	844+91.39	26.49'	640,806.96	815,520.92	SW
1021	779.65	844+80.63	28.58'	640,804.99	815,510.12	SW
1022	779.53	844+80.64	26.69'	640,806.89	815,510.16	SW
1023	0.00	844+85.65	37.13'	640,796.38	815,515.04	RAD PT

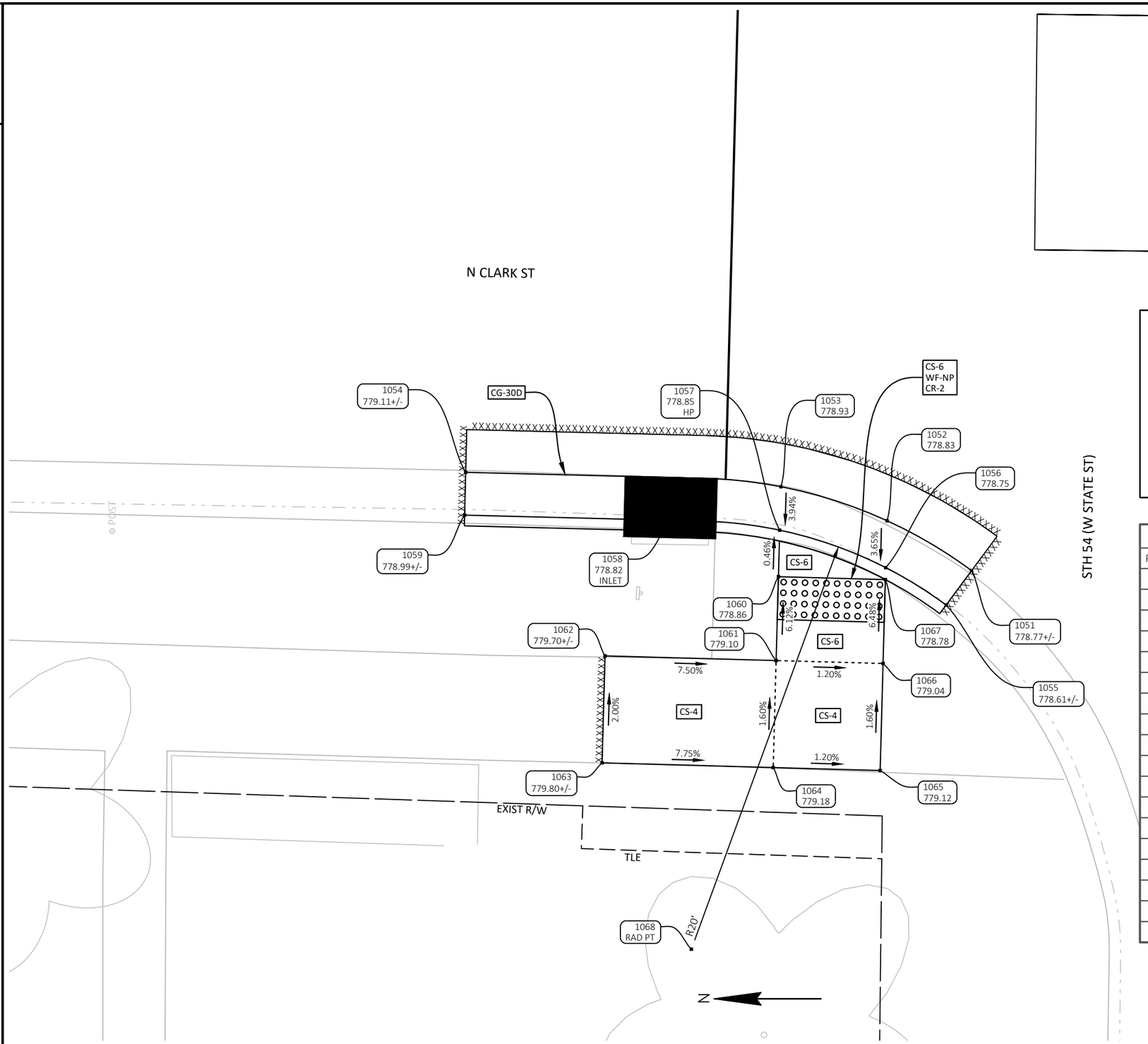
LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - N CLARK ST	SHEET 24	E



LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

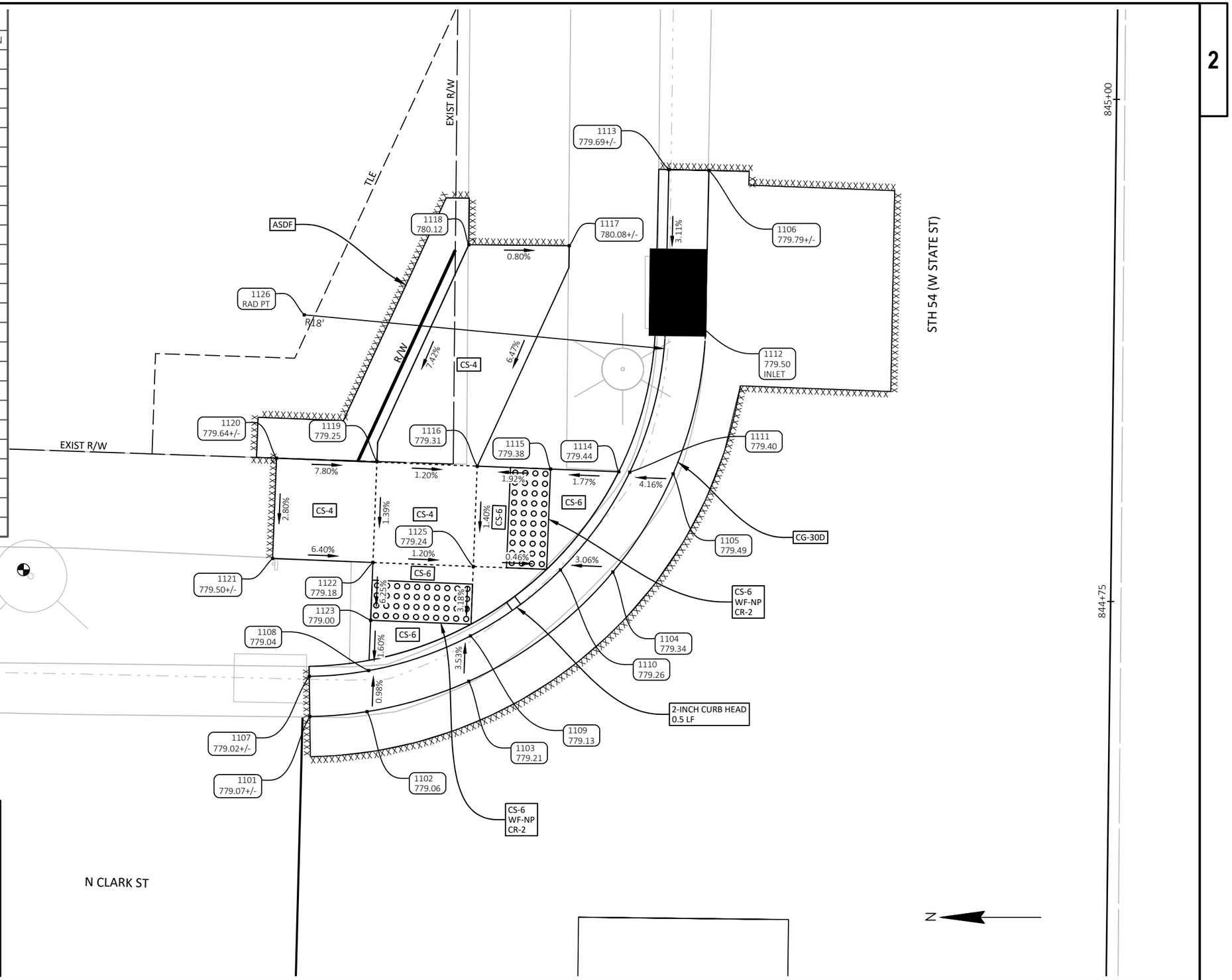
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

CLARK ST NW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1051	778.77	844+32.95	-29.07'	640,863.19	815,463.13	FLAG
1052	778.83	844+35.23	-33.05'	640,867.15	815,465.46	FLAG
1053	778.93	844+36.76	-38.02'	640,872.11	815,467.05	FLAG
1054	779.11	844+37.26	-52.76'	640,886.84	815,467.72	FLAG
1055	778.61	844+31.33	-30.24'	640,864.39	815,461.52	FL
1056	778.75	844+33.04	-33.08'	640,867.21	815,463.27	FL
1057	778.85	844+34.73	-38.05'	640,872.16	815,465.02	FL
1058	778.82	844+35.14	-43.18'	640,877.28	815,465.48	FL
1059	778.99	844+35.26	-52.79'	640,886.89	815,465.72	FL
1060	778.86	844+32.56	-38.09'	640,872.22	815,462.85	SW
1061	779.10	844+28.65	-38.15'	640,872.33	815,458.93	SW
1062	779.70	844+28.77	-46.15'	640,880.33	815,459.15	SW
1063	779.80	844+23.77	-46.23'	640,880.46	815,454.15	SW
1064	779.18	844+23.65	-38.23'	640,872.47	815,453.93	SW
1065	779.12	844+23.57	-33.23'	640,867.47	815,453.80	SW
1066	779.04	844+28.57	-33.15'	640,867.33	815,458.80	SW
1067	778.78	844+32.49	-33.09'	640,867.22	815,462.71	SW
1068	0.00	844+15.12	-41.95'	640,876.29	815,445.45	RAD PT

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - N CLARK ST	SHEET 25	E

CLARK ST NE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1101	779.07	844+68.80	-39.80'	640,873.51	815,499.10	FLAG
1102	779.06	844+69.08	-36.96'	640,870.66	815,499.35	FLAG
1103	779.21	844+70.65	-31.91'	640,865.60	815,500.86	FLAG
1104	779.34	844+76.18	-24.80'	640,858.42	815,506.30	FLAG
1105	779.49	844+81.10	-21.86'	640,855.42	815,511.19	FLAG
1106	779.79	844+96.22	-20.25'	640,853.63	815,526.29	FLAG
1107	779.02	844+70.80	-39.85'	640,873.54	815,501.10	FL
1108	779.04	844+71.12	-36.90'	640,870.58	815,501.39	FL
1109	779.13	844+72.91	-31.85'	640,865.51	815,503.12	FL
1110	779.26	844+76.25	-27.41'	640,861.03	815,506.41	FL
1111	779.40	844+81.16	-24.02'	640,857.58	815,511.27	FL
1112	779.50	844+90.13	-22.32'	640,855.77	815,520.23	FL
1113	779.69	844+96.24	-22.25'	640,855.63	815,526.34	FL
1114	779.44	844+81.17	-24.57'	640,858.13	815,511.29	SW
1115	779.38	844+81.26	-27.96'	640,861.52	815,511.43	SW
1116	779.31	844+81.37	-31.61'	640,865.17	815,511.57	SW
1117	780.08	844+92.39	-27.16'	640,860.59	815,522.55	SW
1118	780.12	844+92.38	-32.16'	640,865.59	815,522.59	SW
1119	779.25	844+81.54	-36.61'	640,870.17	815,511.80	SW
1120	779.64	844+81.64	-41.61'	640,875.16	815,511.97	SW
1121	779.50	844+76.65	-41.75'	640,875.36	815,506.97	SW
1122	779.18	844+76.51	-36.75'	640,870.37	815,506.77	SW
1123	779.00	844+73.63	-36.83'	640,870.48	815,503.90	SW
1125	779.24	844+76.37	-31.75'	640,865.37	815,506.58	SW
1126	-0.01	844+88.79	-40.32'	640,873.79	815,519.10	RAD PT



LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

NOTES:

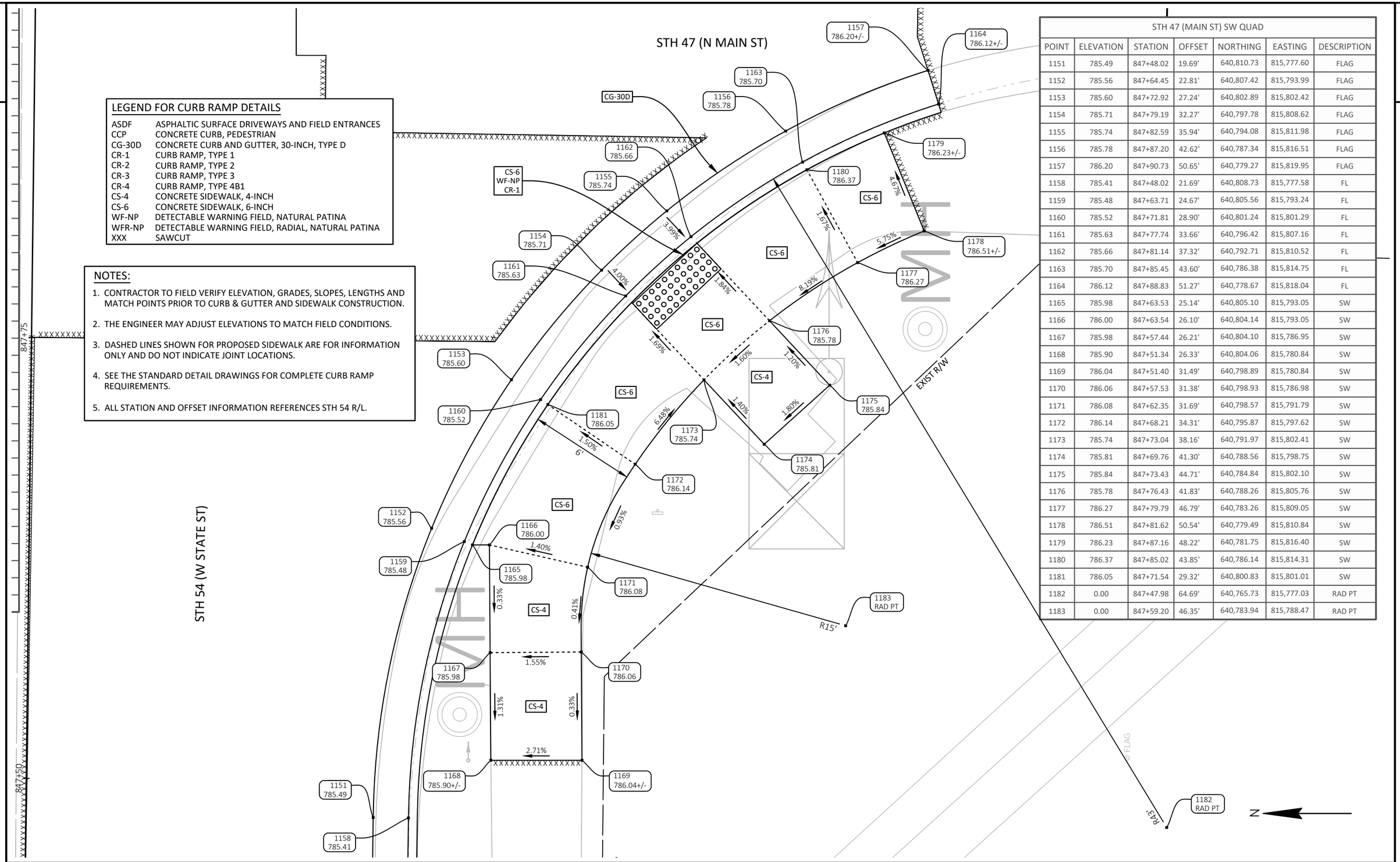
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

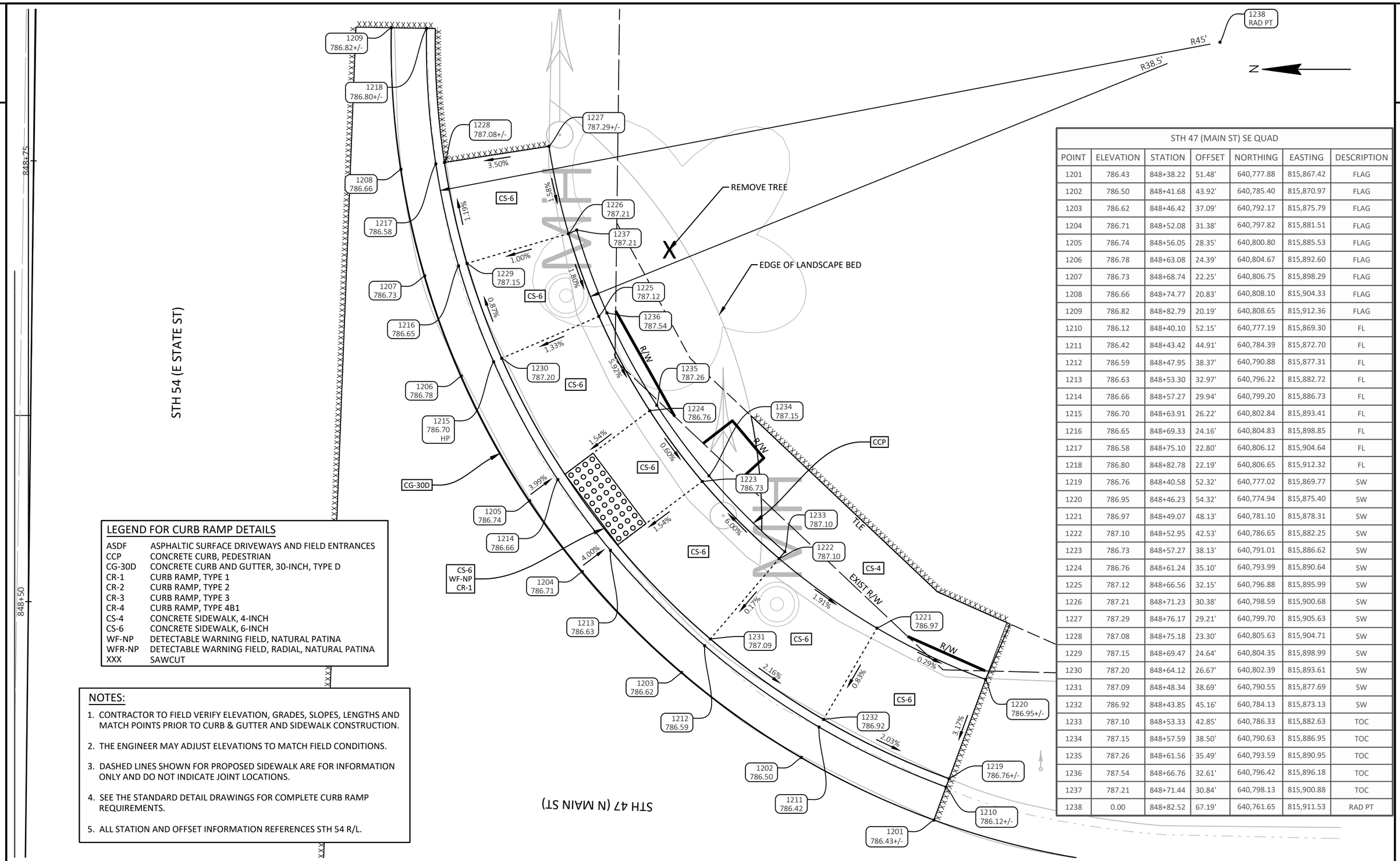
NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.



STH 47 (MAIN ST) SW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1151	785.49	847+48.02	19.69'	640,810.73	815,777.60	FLAG
1152	785.56	847+64.45	22.81'	640,807.42	815,793.99	FLAG
1153	785.60	847+72.92	27.24'	640,802.89	815,802.42	FLAG
1154	785.71	847+79.19	32.27'	640,797.78	815,808.62	FLAG
1155	785.74	847+82.59	35.94'	640,794.08	815,811.98	FLAG
1156	785.78	847+87.20	42.62'	640,787.34	815,816.51	FLAG
1157	786.20	847+90.73	50.65'	640,779.27	815,819.95	FLAG
1158	785.41	847+48.02	21.69'	640,808.73	815,777.58	FL
1159	785.48	847+63.71	24.67'	640,805.56	815,793.24	FL
1160	785.52	847+71.81	28.90'	640,801.24	815,801.29	FL
1161	785.63	847+77.74	33.66'	640,796.42	815,807.16	FL
1162	785.66	847+81.14	37.32'	640,792.71	815,810.52	FL
1163	785.70	847+85.45	43.60'	640,786.38	815,814.75	FL
1164	786.12	847+88.83	51.27'	640,778.67	815,818.04	FL
1165	785.98	847+63.53	25.14'	640,805.10	815,793.05	SW
1166	786.00	847+63.54	26.10'	640,804.14	815,793.05	SW
1167	785.98	847+57.44	26.21'	640,804.10	815,786.95	SW
1168	785.90	847+51.34	26.33'	640,804.06	815,780.84	SW
1169	786.04	847+51.40	31.49'	640,798.89	815,780.84	SW
1170	786.06	847+57.53	31.38'	640,798.93	815,786.98	SW
1171	786.08	847+62.35	31.69'	640,798.57	815,791.79	SW
1172	786.14	847+68.21	34.31'	640,795.87	815,797.62	SW
1173	785.74	847+73.04	38.16'	640,791.97	815,802.41	SW
1174	785.81	847+69.76	41.30'	640,788.56	815,798.75	SW
1175	785.84	847+73.43	44.71'	640,784.84	815,802.10	SW
1176	785.78	847+76.43	41.83'	640,788.26	815,805.76	SW
1177	786.27	847+79.79	46.79'	640,783.26	815,809.05	SW
1178	786.51	847+81.62	50.54'	640,779.49	815,810.84	SW
1179	786.23	847+87.16	48.22'	640,781.75	815,816.40	SW
1180	786.37	847+85.02	43.85'	640,786.14	815,814.31	SW
1181	786.05	847+71.54	29.32'	640,800.83	815,801.01	SW
1182	0.00	847+47.98	64.69'	640,765.73	815,777.03	RAD PT
1183	0.00	847+59.20	46.35'	640,783.94	815,788.47	RAD PT

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - STH 47 (MAIN ST)	SHEET 27	E



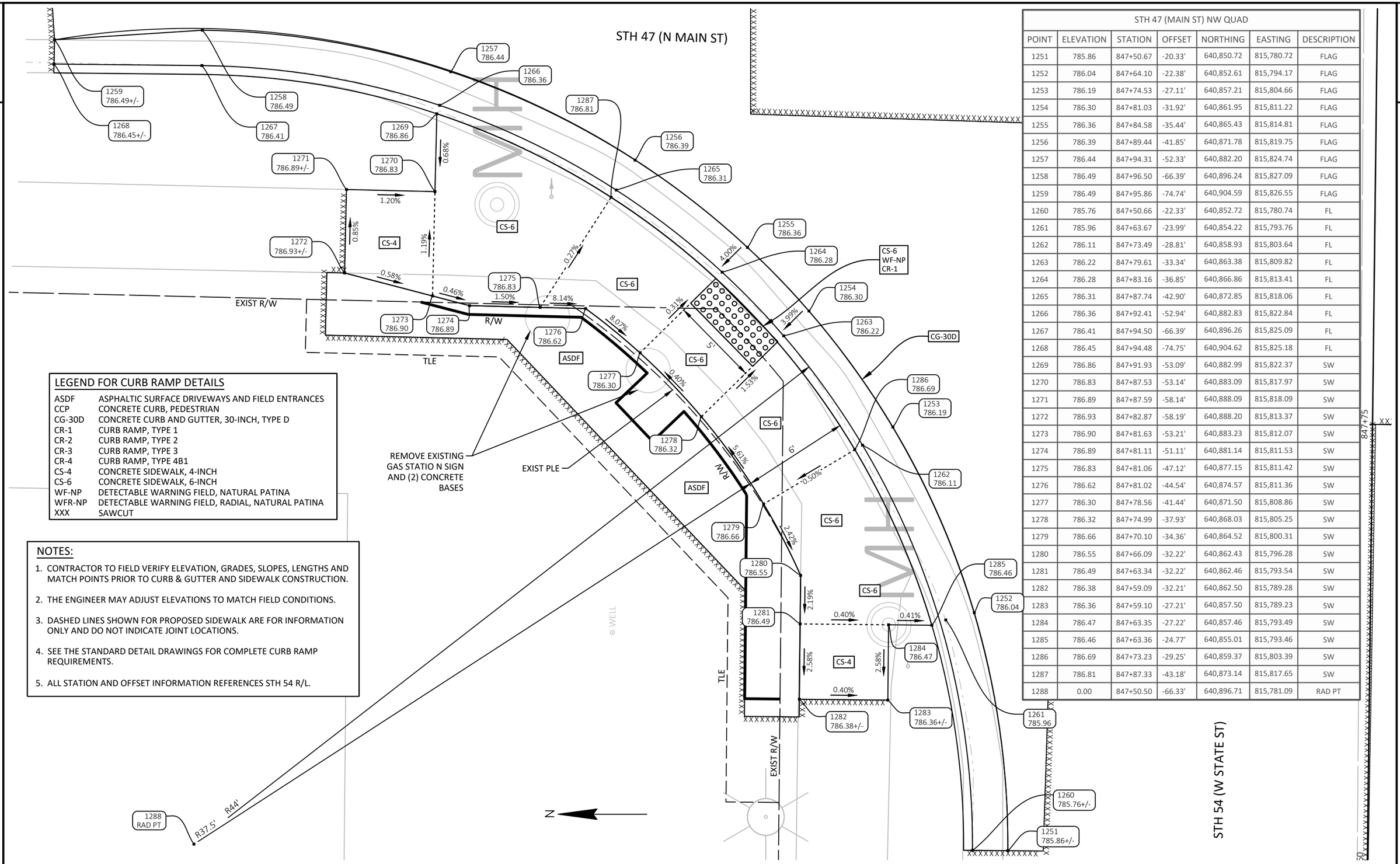
STH 47 (MAIN ST) SE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1201	786.43	848+38.22	51.48'	640,777.88	815,867.42	FLAG
1202	786.50	848+41.68	43.92'	640,785.40	815,870.97	FLAG
1203	786.62	848+46.42	37.09'	640,792.17	815,875.79	FLAG
1204	786.71	848+52.08	31.38'	640,797.82	815,881.51	FLAG
1205	786.74	848+56.05	28.35'	640,800.80	815,885.53	FLAG
1206	786.78	848+63.08	24.39'	640,804.67	815,892.60	FLAG
1207	786.73	848+68.74	22.25'	640,806.75	815,898.29	FLAG
1208	786.66	848+74.77	20.83'	640,808.10	815,904.33	FLAG
1209	786.82	848+82.79	20.19'	640,808.65	815,912.36	FLAG
1210	786.12	848+40.10	52.15'	640,777.19	815,869.30	FL
1211	786.42	848+43.42	44.91'	640,784.39	815,872.70	FL
1212	786.59	848+47.95	38.37'	640,790.88	815,877.31	FL
1213	786.63	848+53.30	32.97'	640,796.22	815,882.72	FL
1214	786.66	848+57.27	29.94'	640,799.20	815,886.73	FL
1215	786.70	848+63.91	26.22'	640,802.84	815,893.41	FL
1216	786.65	848+69.33	24.16'	640,804.83	815,898.85	FL
1217	786.58	848+75.10	22.80'	640,806.12	815,904.64	FL
1218	786.80	848+82.78	22.19'	640,806.65	815,912.32	FL
1219	786.76	848+40.58	52.32'	640,777.02	815,869.77	SW
1220	786.95	848+46.23	54.32'	640,774.94	815,875.40	SW
1221	786.97	848+49.07	48.13'	640,781.10	815,878.31	SW
1222	787.10	848+52.95	42.53'	640,786.65	815,882.25	SW
1223	786.73	848+57.27	38.13'	640,791.01	815,886.62	SW
1224	786.76	848+61.24	35.10'	640,793.99	815,890.64	SW
1225	787.12	848+66.56	32.15'	640,796.88	815,895.99	SW
1226	787.21	848+71.23	30.38'	640,798.59	815,900.68	SW
1227	787.29	848+76.17	29.21'	640,799.70	815,905.63	SW
1228	787.08	848+75.18	23.30'	640,805.63	815,904.71	SW
1229	787.15	848+69.47	24.64'	640,804.35	815,898.99	SW
1230	787.20	848+64.12	26.67'	640,802.39	815,893.61	SW
1231	787.09	848+48.34	38.69'	640,790.55	815,877.69	SW
1232	786.92	848+43.85	45.16'	640,784.13	815,873.13	SW
1233	787.10	848+53.33	42.85'	640,786.33	815,882.63	TOC
1234	787.15	848+57.59	38.50'	640,790.63	815,886.95	TOC
1235	787.26	848+61.56	35.49'	640,793.59	815,890.95	TOC
1236	787.54	848+66.76	32.61'	640,796.42	815,896.18	TOC
1237	787.21	848+71.44	30.84'	640,798.13	815,900.88	TOC
1238	0.00	848+82.52	67.19'	640,761.65	815,911.53	RAD PT

LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.



LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

STH 47 (MAIN ST) NW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1251	785.86	847+50.67	-20.33'	640,850.72	815,780.72	FLAG
1252	786.04	847+64.10	-22.38'	640,852.61	815,794.17	FLAG
1253	786.19	847+74.53	-27.11'	640,857.21	815,804.66	FLAG
1254	786.30	847+81.03	-31.92'	640,861.95	815,811.22	FLAG
1255	786.36	847+84.58	-35.44'	640,865.43	815,814.81	FLAG
1256	786.39	847+89.44	-41.85'	640,871.78	815,819.75	FLAG
1257	786.44	847+94.31	-52.33'	640,882.20	815,824.74	FLAG
1258	786.49	847+96.50	-66.39'	640,896.24	815,827.09	FLAG
1259	786.49	847+95.86	-74.74'	640,904.59	815,826.55	FLAG
1260	785.76	847+50.66	-22.33'	640,852.72	815,780.74	FL
1261	785.96	847+63.67	-23.99'	640,854.22	815,793.76	FL
1262	786.11	847+73.49	-28.81'	640,858.93	815,803.64	FL
1263	786.22	847+79.61	-33.34'	640,863.38	815,809.82	FL
1264	786.28	847+83.16	-36.85'	640,866.86	815,813.41	FL
1265	786.31	847+87.74	-42.90'	640,872.85	815,818.06	FL
1266	786.36	847+92.41	-52.94'	640,882.83	815,822.84	FL
1267	786.41	847+94.50	-66.39'	640,896.26	815,825.09	FL
1268	786.45	847+94.48	-74.75'	640,904.62	815,825.18	FL
1269	786.86	847+91.93	-53.09'	640,882.99	815,822.37	SW
1270	786.83	847+87.53	-53.14'	640,883.09	815,817.97	SW
1271	786.89	847+87.59	-58.14'	640,888.09	815,818.09	SW
1272	786.93	847+82.87	-58.19'	640,888.20	815,813.37	SW
1273	786.90	847+81.63	-53.21'	640,883.23	815,812.07	SW
1274	786.89	847+81.11	-51.11'	640,881.14	815,811.53	SW
1275	786.83	847+81.06	-47.12'	640,877.15	815,811.42	SW
1276	786.62	847+81.02	-44.54'	640,874.57	815,811.36	SW
1277	786.30	847+78.56	-41.44'	640,871.50	815,808.86	SW
1278	786.32	847+74.99	-37.93'	640,868.03	815,805.25	SW
1279	786.66	847+70.10	-34.36'	640,864.52	815,800.31	SW
1280	786.55	847+66.09	-32.22'	640,862.43	815,796.28	SW
1281	786.49	847+63.34	-32.22'	640,862.46	815,793.54	SW
1282	786.38	847+59.09	-32.21'	640,862.50	815,789.28	SW
1283	786.36	847+59.10	-27.21'	640,857.50	815,789.23	SW
1284	786.47	847+63.35	-27.22'	640,857.46	815,793.49	SW
1285	786.46	847+63.36	-24.77'	640,855.01	815,793.46	SW
1286	786.69	847+73.23	-29.25'	640,859.37	815,803.39	SW
1287	786.81	847+87.33	-43.18'	640,873.14	815,817.65	SW
1288	0.00	847+50.50	-66.33'	640,896.71	815,781.09	RAD PT

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - STH 47 (MAIN ST)	SHEET 29	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-021301-CR.DWG
LAYOUT NAME - 62301471-021317-cr
PLOT DATE : 7/15/2022 9:03 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:5 FT

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

STH 54 (E STATE ST)

848+75

848+50

STH 47 (N MAIN ST)

EXIST R/W

R/W

TLE

CCP

R46'

R39.5'

1348 RAD PT

1322 787.69+/-

1321 787.46+/-

1309 786.85+/-

1318 786.70+/-

1320 787.31

1323 787.38

1324 787.15

1347 787.15

1325 787.00

1346 787.50

1319 787.05

1317 786.52

1308 786.60

1326 786.64

1345 787.31

1339 786.93

1307 786.51

1316 786.43

1327 786.67

1344 787.34

1328 787.14

1341 788.01

1343 787.94

1315 786.55

1306 786.63

1331 787.56

1330 787.34

1342 787.97

1332 787.78+/-

1329 787.18

1338 787.03

1305 786.66

1314 786.58

1333 787.65+/-

1334 787.47

1335 787.25

1337 787.07

1304 786.69

1336 787.03

1313 786.61 HP

1303 786.69

1312 786.57

1310 786.55+/-

1302 786.61

1301 786.68+/-

1311 786.53

CS-4

CS-6

CG-30D

CS-6 WF-NP CR-1

4.71%

7.55%

3.65%

1.40%

6.49%

4.40%

1.81%

3.39%

1.17%

2.45%

5.76%

0.60%

1.38%

5'

3.99%

7.55%

1.38%

6'

0.75%

1.83%

3.49%

4.01%

4.00%

2.62%

1.81%

1.80%

3.28%

4.00%

6.67%

0.51%

1.83%

0.65%

N

STH 47 (MAIN ST) NE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1337	787.07	848+40.75	-47.42'	640,876.74	815,871.12	SW
1338	787.03	848+43.86	-42.12'	640,871.41	815,874.16	SW
1339	786.93	848+58.46	-28.45'	640,857.57	815,888.60	SW
1341	788.01	848+46.63	-54.68'	640,883.93	815,877.09	TOC
1342	787.97	848+46.57	-50.31'	640,879.57	815,876.98	TOC
1343	787.94	848+49.23	-45.77'	640,875.00	815,879.58	TOC
1344	787.34	848+53.08	-40.97'	640,870.15	815,883.37	TOC
1345	787.31	848+56.68	-37.60'	640,866.74	815,886.93	TOC
1346	787.50	848+61.75	-34.05'	640,863.13	815,891.96	TOC
1347	787.15	848+65.62	-32.06'	640,861.10	815,895.81	TOC
1348	0.00	847+47.98	64.69'	640,896.54	815,912.09	RAD PT

STH 47 (MAIN ST) NE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1301	786.68	848+34.05	-60.38'	640,889.79	815,864.57	FLAG
1302	786.61	848+35.47	-54.05'	640,883.44	815,865.91	FLAG
1303	786.69	848+38.52	-46.30'	640,875.66	815,868.87	FLAG
1304	786.69	848+41.79	-40.71'	640,870.02	815,872.08	FLAG
1305	786.66	848+46.92	-34.39'	640,863.65	815,877.13	FLAG
1306	786.63	848+50.57	-30.98'	640,860.19	815,880.74	FLAG
1307	786.51	848+57.19	-26.29'	640,855.43	815,887.31	FLAG
1308	786.60	848+61.78	-23.93'	640,853.01	815,891.87	FLAG
1309	786.85	848+74.40	-20.22'	640,849.15	815,904.44	FLAG
1310	786.55	848+36.03	-60.69'	640,890.07	815,866.55	FL
1311	786.53	848+37.39	-54.62'	640,883.98	815,867.84	FL
1312	786.57	848+40.31	-47.20'	640,876.53	815,870.67	FL
1313	786.61	848+43.44	-41.83'	640,871.13	815,873.75	FL
1314	786.58	848+48.28	-35.86'	640,865.10	815,878.51	FL
1315	786.55	848+51.93	-32.44'	640,861.64	815,882.12	FL
1316	786.43	848+58.21	-28.02'	640,857.14	815,888.34	FL
1317	786.52	848+62.60	-25.75'	640,854.82	815,892.71	FL
1318	786.70	848+74.69	-22.19'	640,851.12	815,904.76	FL
1319	787.05	848+63.01	-26.63'	640,855.69	815,893.13	SW
1320	787.31	848+68.92	-26.58'	640,855.57	815,899.04	SW
1321	787.46	848+73.03	-26.66'	640,855.61	815,903.15	SW
1322	787.69	848+73.07	-31.54'	640,860.49	815,903.25	SW
1323	787.38	848+68.96	-31.58'	640,860.57	815,899.14	SW
1324	787.15	848+65.42	-31.61'	640,860.64	815,895.60	SW
1325	787.00	848+61.49	-33.62'	640,862.71	815,891.69	SW
1326	786.64	848+56.36	-37.21'	640,866.35	815,886.61	SW
1327	786.67	848+52.72	-40.63'	640,869.81	815,883.00	SW
1328	787.14	848+48.82	-45.49'	640,874.72	815,879.16	SW
1329	787.18	848+46.13	-50.09'	640,879.35	815,876.52	SW
1330	787.34	848+46.16	-54.68'	640,883.94	815,876.62	SW
1331	787.56	848+46.21	-60.17'	640,889.43	815,876.73	SW
1332	787.78	848+46.26	-65.65'	640,894.91	815,876.84	SW
1333	787.65	848+41.29	-65.70'	640,895.02	815,871.87	SW
1334	787.47	848+41.23	-60.21'	640,889.53	815,871.75	SW
1335	787.25	848+41.16	-54.72'	640,884.04	815,871.62	SW
1336	787.03	848+37.87	-54.76'	640,884.12	815,868.32	SW

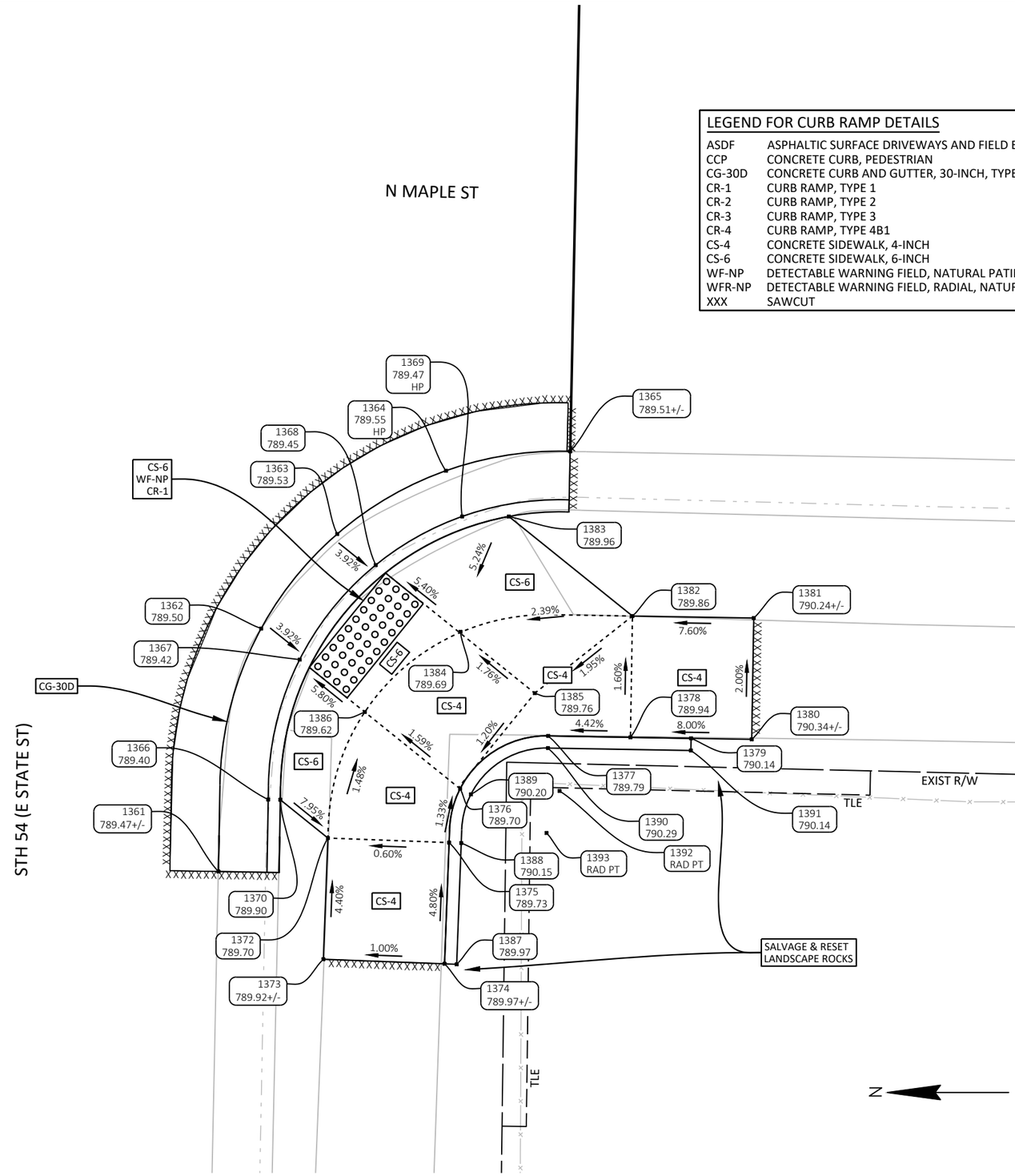
LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - STH 47 (MAIN ST)	SHEET 30	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-021301-CR.DWG
LAYOUT NAME - 62301471-021318-cr
PLOT DATE : 4/25/2022 3:17 PM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2



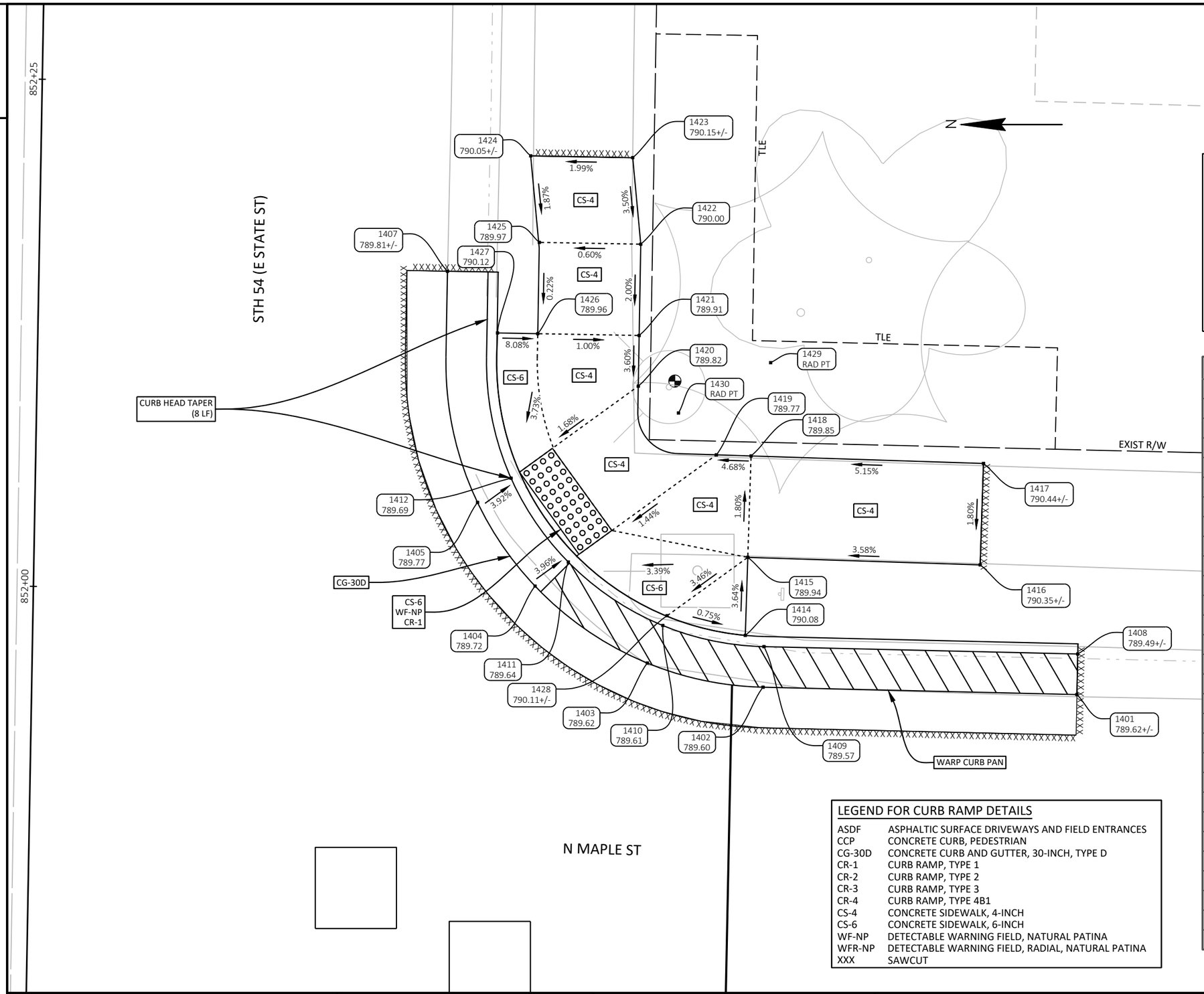
LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

MAPLE ST SW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1361	789.47	851+43.04	20.22'	640,804.19	816,172.46	FLAG
1362	789.50	851+53.08	21.81'	640,802.43	816,182.47	FLAG
1363	789.53	851+57.03	24.87'	640,799.29	816,186.36	FLAG
1364	789.55	851+59.72	29.31'	640,794.81	816,188.97	FLAG
1365	789.51	851+60.61	34.42'	640,789.69	816,189.77	FLAG
1366	789.40	851+46.04	22.22'	640,802.14	816,175.42	FL
1367	789.42	851+51.83	23.42'	640,800.84	816,181.19	FL
1368	789.45	851+55.78	26.48'	640,797.70	816,185.08	FL
1369	789.47	851+57.85	30.01'	640,794.14	816,187.09	FL
1370	789.90	851+46.04	22.72'	640,801.64	816,175.41	SW
1372	789.70	851+44.50	24.71'	640,799.68	816,173.84	SW
1373	789.92	851+39.50	24.61'	640,799.86	816,168.84	SW
1374	789.97	851+39.40	29.60'	640,794.87	816,168.65	SW
1375	789.73	851+44.40	29.70'	640,794.68	816,173.65	SW
1376	789.70	851+46.62	30.12'	640,794.22	816,175.86	SW
1377	789.79	851+48.86	33.71'	640,790.60	816,178.04	SW
1378	789.94	851+48.87	37.10'	640,787.20	816,177.99	SW
1379	790.14	851+48.87	39.60'	640,784.71	816,177.94	SW
1380	790.34	851+48.87	42.10'	640,782.21	816,177.90	SW
1381	790.24	851+53.87	42.10'	640,782.12	816,182.90	SW
1382	789.86	851+53.87	37.10'	640,787.12	816,182.98	SW
1383	789.96	851+57.88	31.93'	640,792.22	816,187.09	SW
1384	789.69	851+53.09	30.02'	640,794.21	816,182.33	SW
1385	789.76	851+50.62	33.13'	640,791.15	816,179.81	SW
1386	789.62	851+49.72	26.14'	640,798.15	816,179.03	SW
1387	789.97	851+39.39	30.10'	640,794.37	816,168.63	TOC
1388	790.15	851+44.39	30.20'	640,794.18	816,173.63	TOC
1389	790.20	851+46.40	30.57'	640,793.78	816,175.64	TOC
1390	790.29	851+48.36	33.71'	640,790.60	816,177.54	TOC
1391	790.14	851+48.37	39.60'	640,784.71	816,177.44	TOC
1392	0.00	851+46.61	34.22'	640,790.13	816,175.78	RAD PT
1393	0.00	851+44.86	33.71'	640,790.66	816,174.04	RAD PT



NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

MAPLE ST SE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1401	789.62	851+95.57	51.50'	640,771.99	816,224.43	FLAG
1402	789.60	851+95.66	36.03'	640,787.45	816,224.79	FLAG
1403	789.62	851+96.75	30.32'	640,793.15	816,225.98	FLAG
1404	789.72	852+00.45	24.72'	640,798.69	816,229.77	FLAG
1405	789.77	852+04.52	21.81'	640,801.52	816,233.90	FLAG
1407	789.81	852+15.89	20.13'	640,803.00	816,245.29	FLAG
1408	789.49	851+97.57	51.51'	640,771.95	816,226.43	FL
1409	789.57	851+97.66	36.05'	640,787.41	816,226.79	FL
1410	789.61	851+98.62	31.04'	640,792.39	816,227.83	FL
1411	789.64	852+01.66	26.33'	640,797.05	816,230.96	FL
1412	789.69	852+05.74	23.44'	640,799.87	816,235.09	FL
1414	790.08	851+98.20	35.11'	640,788.33	816,227.34	SW
1415	789.94	852+02.05	35.17'	640,788.21	816,231.19	SW
1416	790.35	852+01.88	46.63'	640,776.76	816,230.82	SW
1417	790.44	852+06.88	46.70'	640,776.59	816,235.82	SW
1418	789.85	852+07.05	35.25'	640,788.04	816,236.19	SW
1419	789.77	852+07.07	33.54'	640,789.75	816,236.24	SW
1420	789.82	852+10.39	29.63'	640,793.60	816,239.63	SW
1421	789.91	852+12.89	29.63'	640,793.56	816,242.13	SW
1422	790.00	852+17.39	29.63'	640,793.48	816,246.63	SW
1423	790.15	852+21.64	29.16'	640,793.87	816,250.89	SW
1424	790.05	852+21.64	24.13'	640,798.90	816,250.98	SW
1425	789.97	852+17.39	24.63'	640,798.48	816,246.71	SW
1426	789.96	852+12.89	24.63'	640,798.56	816,242.21	SW
1427	790.12	852+12.89	22.65'	640,800.54	816,242.25	SW
1428	790.11	851+99.10	31.24'	640,792.18	816,228.31	SW
1429	0.00	852+11.66	36.13'	640,787.08	816,240.78	RAD PT
1430	0.00	852+09.10	31.63'	640,791.62	816,238.31	RAD PT

LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

LEGEND FOR CURB RAMP DETAILS

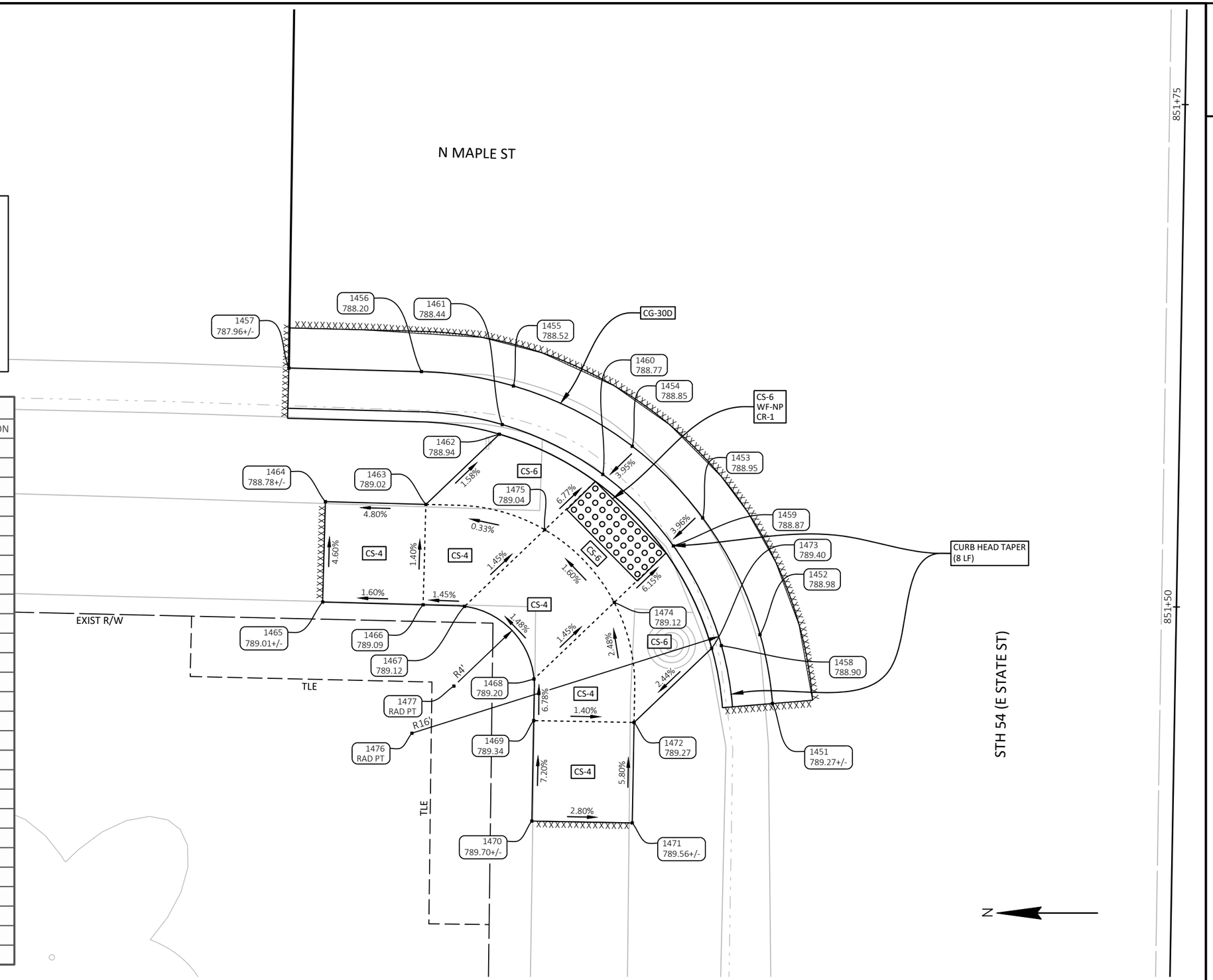
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

MAPLE ST NW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1451	789.27	851+44.84	-20.01'	640,844.38	816,174.96	FLAG
1452	788.98	851+48.26	-20.69'	640,845.00	816,178.39	FLAG
1453	788.95	851+54.01	-23.64'	640,847.85	816,184.20	FLAG
1454	788.85	851+57.52	-27.21'	640,851.36	816,187.76	FLAG
1455	788.52	851+60.41	-33.17'	640,857.27	816,190.76	FLAG
1456	788.20	851+61.05	-37.76'	640,861.84	816,191.48	FLAG
1457	787.96	851+61.11	-44.36'	640,868.44	816,191.65	FLAG
1458	788.90	851+47.68	-22.61'	640,846.92	816,177.84	FL
1459	788.87	851+52.60	-25.08'	640,849.31	816,182.80	FL
1460	788.77	851+56.09	-28.65'	640,852.82	816,186.36	FL
1461	788.44	851+58.49	-33.70'	640,857.83	816,188.84	FL
1462	788.94	851+58.00	-33.83'	640,857.97	816,188.36	SW
1463	789.02	851+54.45	-37.42'	640,861.62	816,184.87	SW
1464	788.78	851+54.50	-42.42'	640,866.62	816,185.01	SW
1465	789.01	851+49.50	-42.47'	640,866.76	816,180.01	SW
1466	789.09	851+49.45	-37.47'	640,861.76	816,179.87	SW
1467	789.12	851+49.41	-35.41'	640,859.70	816,179.79	SW
1468	789.20	851+45.85	-31.90'	640,856.25	816,176.18	SW
1469	789.34	851+43.79	-31.88'	640,856.26	816,174.11	SW
1470	789.70	851+38.79	-31.88'	640,856.35	816,169.11	SW
1471	789.56	851+38.78	-26.88'	640,851.36	816,169.02	SW
1472	789.27	851+43.78	-26.88'	640,851.27	816,174.02	SW
1473	789.40	851+47.54	-23.08'	640,847.41	816,177.71	SW
1474	789.12	851+49.74	-27.97'	640,852.25	816,179.99	SW
1475	789.04	851+53.29	-31.49'	640,855.71	816,183.61	SW
1476	0.00	851+43.05	-37.92'	640,862.32	816,173.48	RAD PT
1477	0.00	851+45.43	-35.87'	640,860.23	816,175.83	RAD PT



PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - MAPLE ST	SHEET 33	E

2

LEGEND FOR CURB RAMP DETAILS

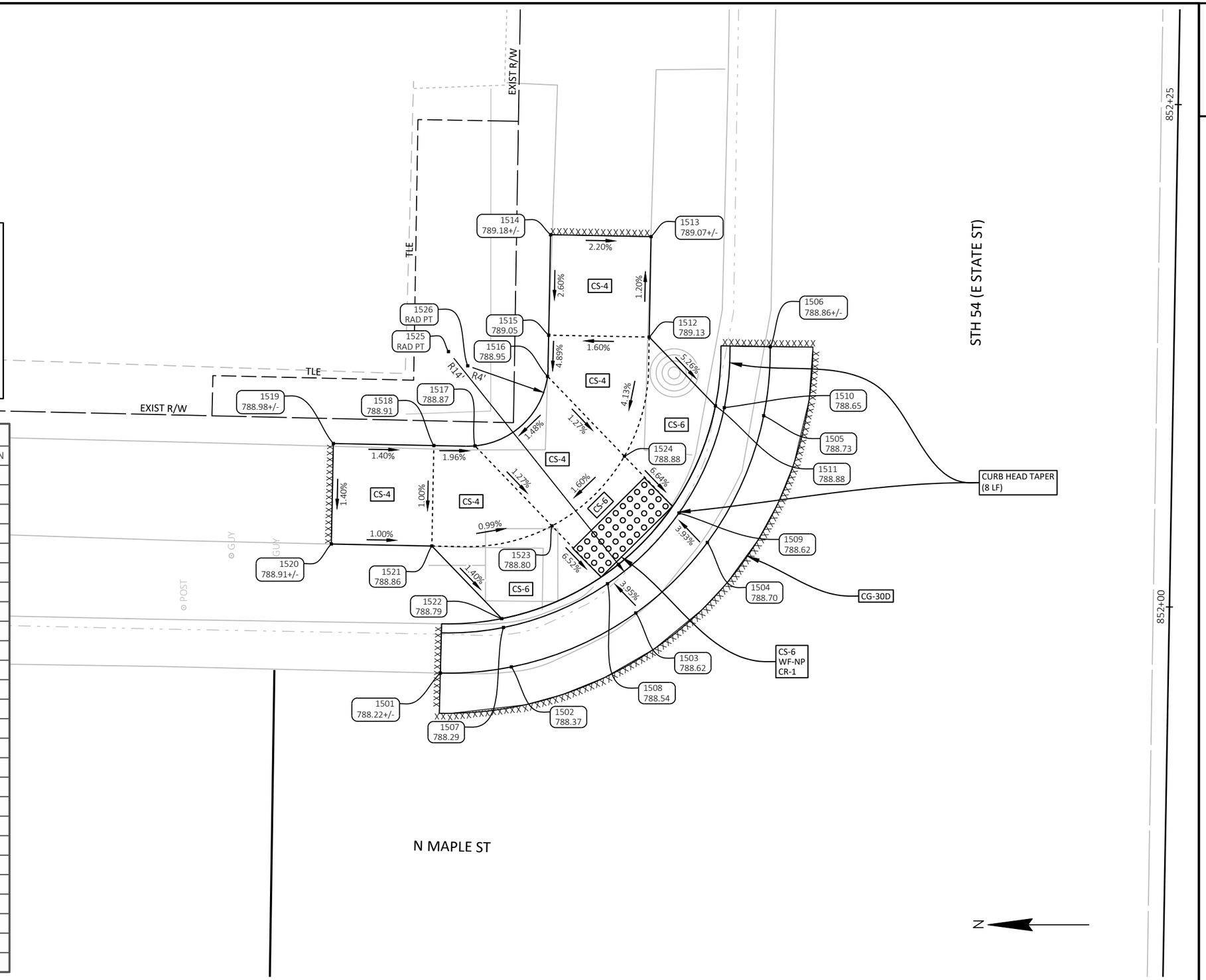
ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

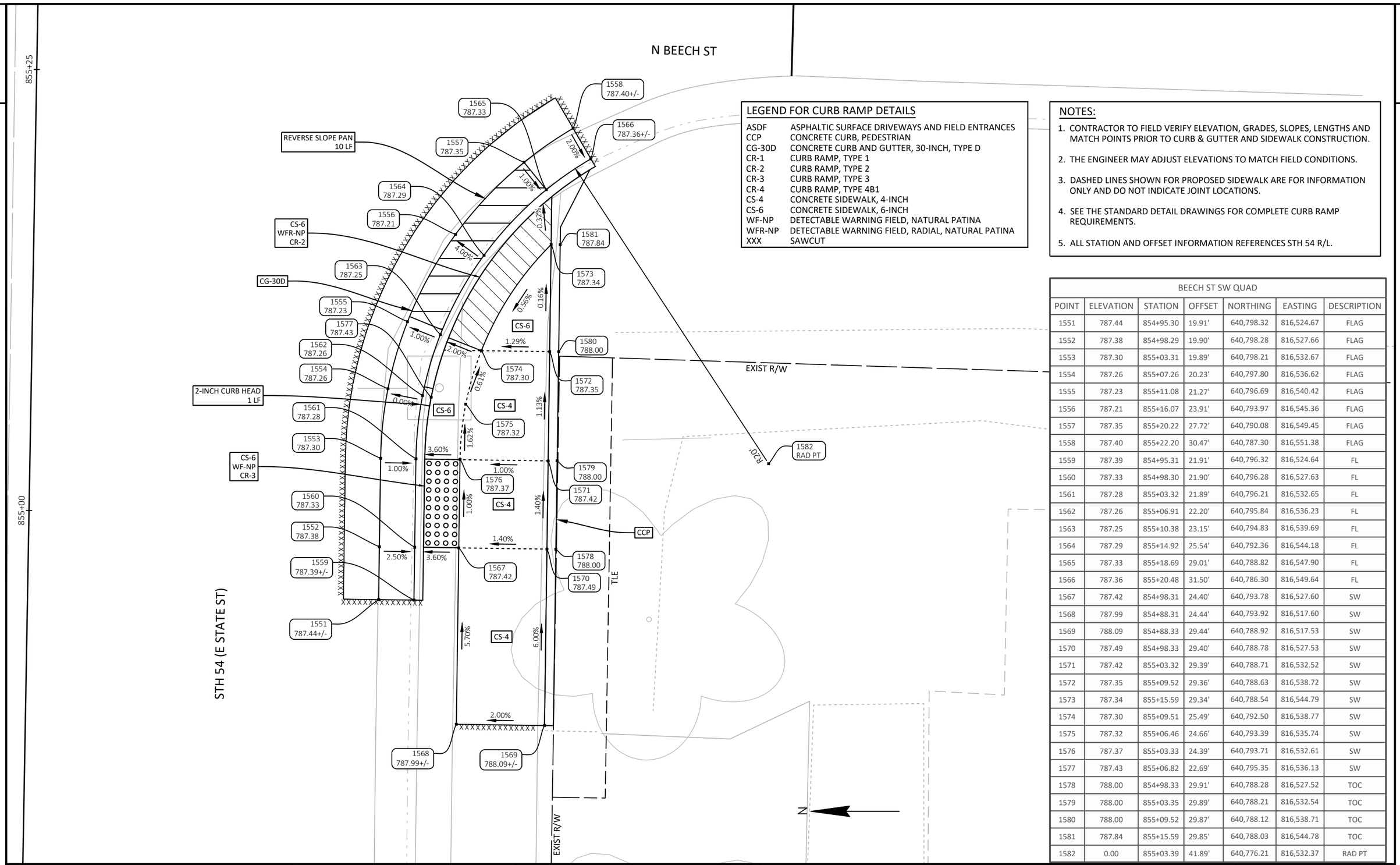
MAPLE ST NE QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1501	788.22	851+96.08	-36.20'	640,859.67	816,226.47	FLAG
1502	788.37	851+96.44	-32.68'	640,856.14	816,226.77	FLAG
1503	788.62	851+99.23	-26.54'	640,849.95	816,229.46	FLAG
1504	788.70	852+02.81	-23.04'	640,846.39	816,232.97	FLAG
1505	788.73	852+09.16	-20.34'	640,843.59	816,239.28	FLAG
1506	788.86	852+12.60	-20.08'	640,843.26	816,242.70	FLAG
1507	788.29	851+98.40	-33.10'	640,856.53	816,228.74	FL
1508	788.54	852+00.67	-27.96'	640,851.35	816,230.92	FL
1509	788.62	852+04.25	-24.47'	640,847.80	816,234.43	FL
1510	788.65	852+09.53	-22.31'	640,845.55	816,239.67	FL
1511	788.88	852+09.61	-22.75'	640,845.99	816,239.76	SW
1512	789.13	852+12.97	-26.11'	640,849.28	816,243.19	SW
1513	789.07	852+17.97	-26.10'	640,849.19	816,248.19	SW
1514	789.18	852+17.98	-31.10'	640,854.19	816,248.28	SW
1515	789.05	852+12.98	-31.11'	640,854.28	816,243.28	SW
1516	788.95	852+10.94	-31.13'	640,854.34	816,241.24	SW
1517	788.87	852+07.41	-34.68'	640,857.95	816,237.77	SW
1518	788.91	852+07.39	-36.72'	640,859.99	816,237.79	SW
1519	788.98	852+07.40	-41.72'	640,864.99	816,237.89	SW
1520	788.91	852+02.40	-41.73'	640,865.09	816,232.89	SW
1521	788.86	852+02.39	-36.73'	640,860.09	816,232.79	SW
1522	788.79	851+98.84	-33.20'	640,856.62	816,229.18	SW
1523	788.80	852+03.49	-30.78'	640,854.12	816,233.79	SW
1524	788.88	852+07.02	-27.24'	640,850.52	816,237.26	SW
1525	0.00	852+12.08	-36.08'	640,859.27	816,242.47	RAD PT
1526	0.00	852+11.38	-35.11'	640,858.31	816,241.76	RAD PT



PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - MAPLE ST	SHEET 34	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-021301-CR.DWG
LAYOUT NAME - 62301471-021324-cr
PLOT DATE : 4/25/2022 3:18 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

NOTES:

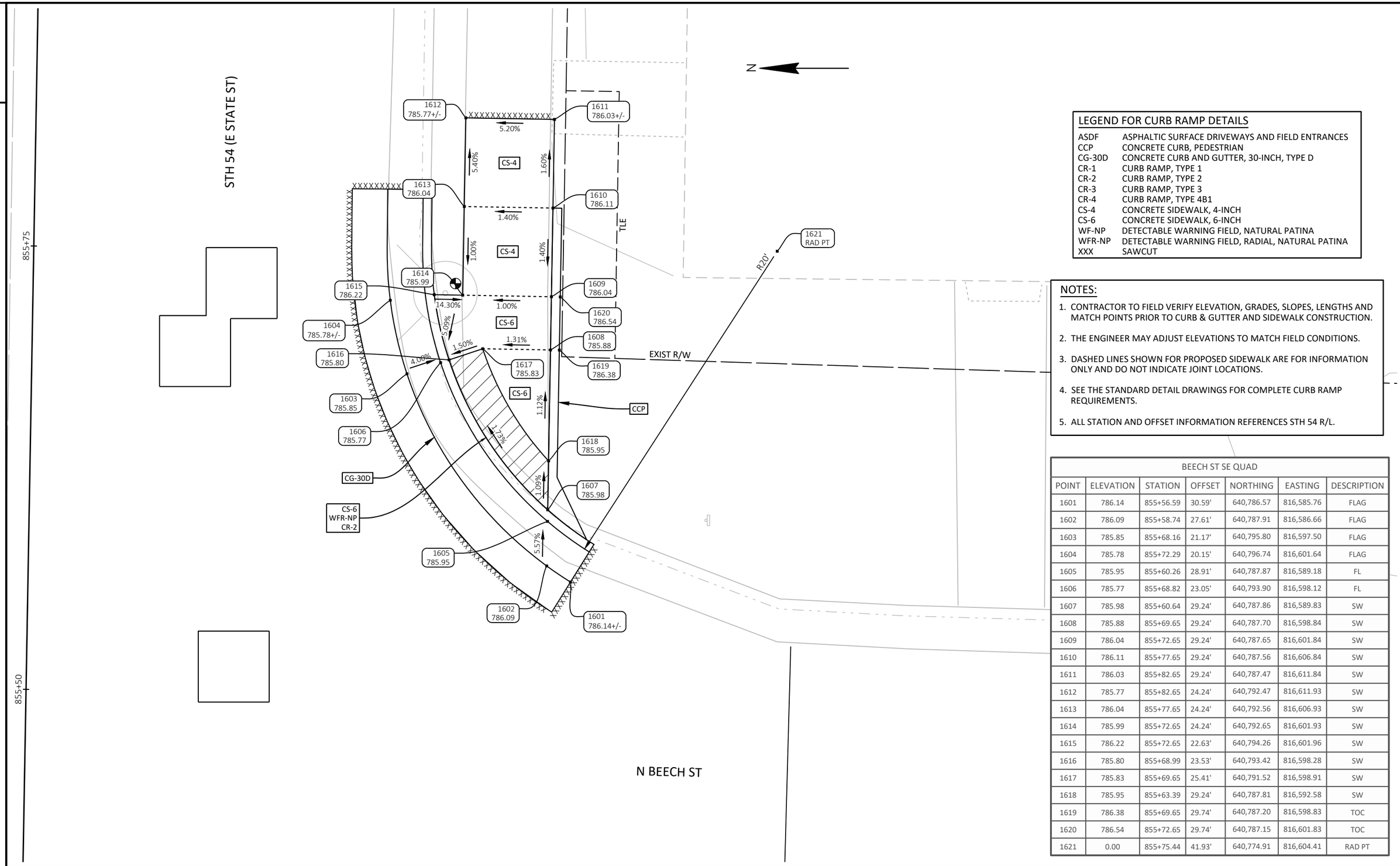
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

BEECH ST SW QUAD

POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1551	787.44	854+95.30	19.91'	640,798.32	816,524.67	FLAG
1552	787.38	854+98.29	19.90'	640,798.28	816,527.66	FLAG
1553	787.30	855+03.31	19.89'	640,798.21	816,532.67	FLAG
1554	787.26	855+07.26	20.23'	640,797.80	816,536.62	FLAG
1555	787.23	855+11.08	21.27'	640,796.69	816,540.42	FLAG
1556	787.21	855+16.07	23.91'	640,793.97	816,545.36	FLAG
1557	787.35	855+20.22	27.72'	640,790.08	816,549.45	FLAG
1558	787.40	855+22.20	30.47'	640,787.30	816,551.38	FLAG
1559	787.39	854+95.31	21.91'	640,796.32	816,524.64	FL
1560	787.33	854+98.30	21.90'	640,796.28	816,527.63	FL
1561	787.28	855+03.32	21.89'	640,796.21	816,532.65	FL
1562	787.26	855+06.91	22.20'	640,795.84	816,536.23	FL
1563	787.25	855+10.38	23.15'	640,794.83	816,539.69	FL
1564	787.29	855+14.92	25.54'	640,792.36	816,544.18	FL
1565	787.33	855+18.69	29.01'	640,788.82	816,547.90	FL
1566	787.36	855+20.48	31.50'	640,786.30	816,549.64	FL
1567	787.42	854+98.31	24.40'	640,793.78	816,527.60	SW
1568	787.99	854+88.31	24.44'	640,793.92	816,517.60	SW
1569	788.09	854+88.33	29.44'	640,788.92	816,517.53	SW
1570	787.49	854+98.33	29.40'	640,788.78	816,527.53	SW
1571	787.42	855+03.32	29.39'	640,788.71	816,532.52	SW
1572	787.35	855+09.52	29.36'	640,788.63	816,538.72	SW
1573	787.34	855+15.59	29.34'	640,788.54	816,544.79	SW
1574	787.30	855+09.51	25.49'	640,792.50	816,538.77	SW
1575	787.32	855+06.46	24.66'	640,793.39	816,535.74	SW
1576	787.37	855+03.33	24.39'	640,793.71	816,532.61	SW
1577	787.43	855+06.82	22.69'	640,795.35	816,536.13	SW
1578	788.00	854+98.33	29.91'	640,788.28	816,527.52	TOC
1579	788.00	855+03.35	29.89'	640,788.21	816,532.54	TOC
1580	788.00	855+09.52	29.87'	640,788.12	816,538.71	TOC
1581	787.84	855+15.59	29.85'	640,788.03	816,544.78	TOC
1582	0.00	855+03.39	41.89'	640,776.21	816,532.37	RAD PT

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - BEECH ST	SHEET 35 E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-021301-CR.DWG
LAYOUT NAME - 62301471-021331-cr
PLOT DATE : 4/25/2022 3:18 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

BEECH ST SE QUAD

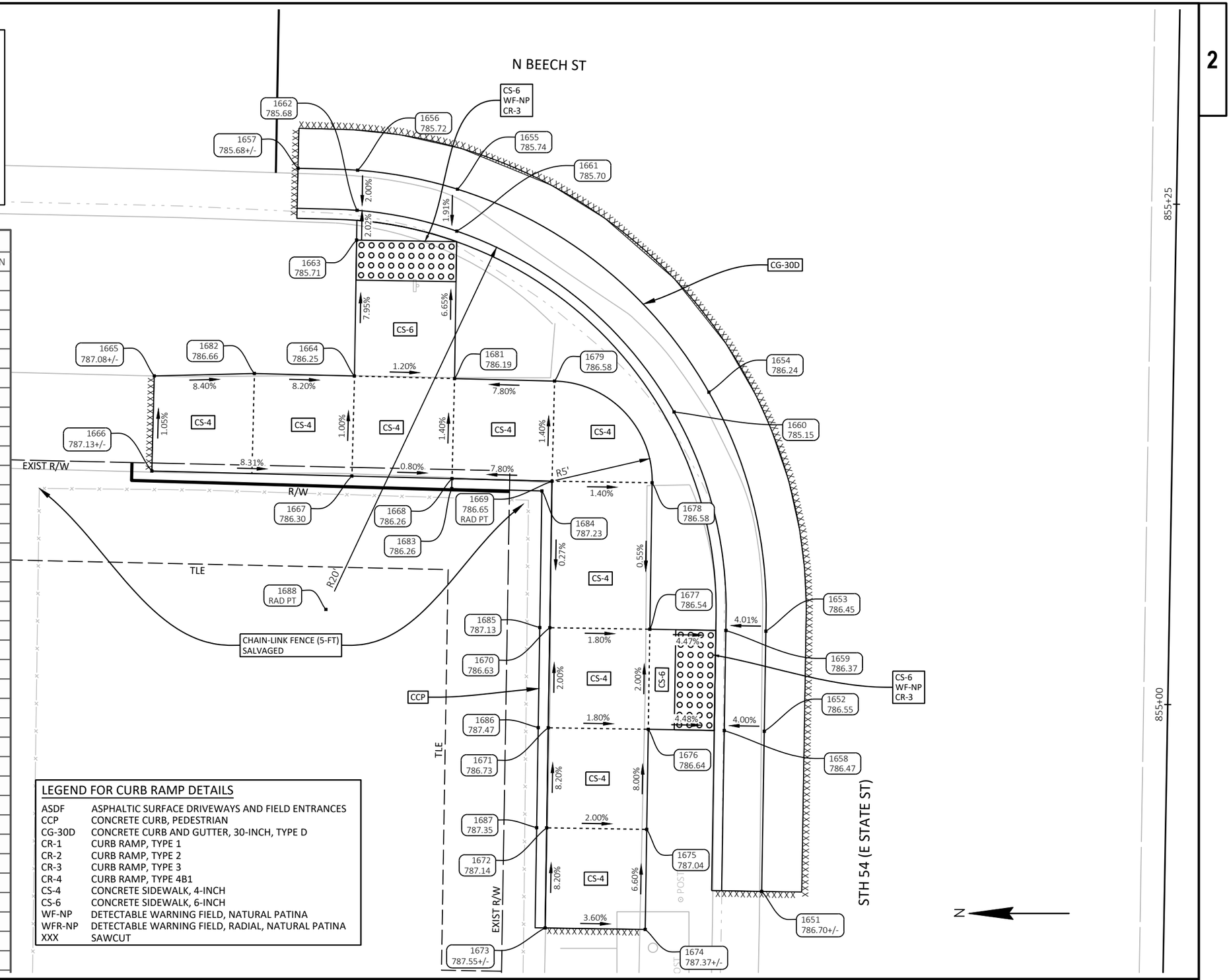
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1601	786.14	855+56.59	30.59'	640,786.57	816,585.76	FLAG
1602	786.09	855+58.74	27.61'	640,787.91	816,586.66	FLAG
1603	785.85	855+68.16	21.17'	640,795.80	816,597.50	FLAG
1604	785.78	855+72.29	20.15'	640,796.74	816,601.64	FLAG
1605	785.95	855+60.26	28.91'	640,787.87	816,589.18	FL
1606	785.77	855+68.82	23.05'	640,793.90	816,598.12	FL
1607	785.98	855+60.64	29.24'	640,787.86	816,589.83	SW
1608	785.88	855+69.65	29.24'	640,787.70	816,598.84	SW
1609	786.04	855+72.65	29.24'	640,787.65	816,601.84	SW
1610	786.11	855+77.65	29.24'	640,787.56	816,606.84	SW
1611	786.03	855+82.65	29.24'	640,787.47	816,611.84	SW
1612	785.77	855+82.65	24.24'	640,792.47	816,611.93	SW
1613	786.04	855+77.65	24.24'	640,792.56	816,606.93	SW
1614	785.99	855+72.65	24.24'	640,792.65	816,601.93	SW
1615	786.22	855+72.65	22.63'	640,794.26	816,601.96	SW
1616	785.80	855+68.99	23.53'	640,793.42	816,598.28	SW
1617	785.83	855+69.65	25.41'	640,791.52	816,598.91	SW
1618	785.95	855+63.39	29.24'	640,787.81	816,592.58	SW
1619	786.38	855+69.65	29.74'	640,787.20	816,598.83	TOC
1620	786.54	855+72.65	29.74'	640,787.15	816,601.83	TOC
1621	0.00	855+75.44	41.93'	640,774.91	816,604.41	RAD PT

2

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

BEECH ST NW QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1651	786.70	854+90.31	-20.12'	640,838.44	816,520.38	FLAG
1652	786.55	854+98.31	-20.13'	640,838.31	816,528.38	FLAG
1653	786.45	855+03.31	-20.14'	640,838.23	816,533.38	FLAG
1654	786.24	855+15.20	-23.19'	640,841.08	816,545.32	FLAG
1655	785.74	855+25.12	-35.93'	640,853.64	816,555.46	FLAG
1656	785.72	855+25.98	-40.93'	640,858.63	816,556.41	FLAG
1657	785.68	855+26.02	-43.91'	640,861.61	816,556.50	FLAG
1658	786.47	854+98.31	-22.13'	640,840.31	816,528.41	FL
1659	786.37	855+03.31	-22.13'	640,840.22	816,533.41	FL
1660	785.15	855+14.18	-24.92'	640,842.82	816,544.33	FL
1661	785.70	855+23.03	-35.93'	640,853.67	816,553.37	FL
1662	785.68	855+23.98	-40.93'	640,858.66	816,554.41	FL
1663	785.71	855+22.49	-40.93'	640,858.68	816,552.92	SW
1664	786.25	855+15.70	-40.92'	640,858.79	816,546.13	SW
1665	787.08	855+15.78	-50.91'	640,868.79	816,546.13	SW
1666	787.13	855+10.78	-50.95'	640,868.91	816,541.38	SW
1667	786.30	855+10.70	-40.96'	640,858.92	816,541.13	SW
1668	786.26	855+10.66	-35.95'	640,853.91	816,541.00	SW
1669	786.65	855+10.62	-30.95'	640,848.92	816,540.87	SW
1670	786.63	855+03.30	-30.94'	640,849.03	816,533.55	SW
1671	786.73	854+98.30	-30.93'	640,849.11	816,528.55	SW
1672	787.14	854+93.30	-30.92'	640,849.18	816,523.56	SW
1673	787.55	854+88.30	-30.91'	640,849.26	816,518.56	SW
1674	787.37	854+88.31	-25.91'	640,844.26	816,518.48	SW
1675	787.04	854+93.31	-25.92'	640,844.18	816,523.48	SW
1676	786.64	854+98.31	-25.93'	640,844.11	816,528.48	SW
1677	786.54	855+03.31	-25.94'	640,844.03	816,533.48	SW
1678	786.58	855+10.63	-25.95'	640,843.92	816,540.80	SW
1679	786.58	855+15.62	-30.91'	640,848.79	816,545.87	SW
1681	786.19	855+15.66	-35.91'	640,853.79	816,546.00	SW
1682	786.66	855+15.70	-40.92'	640,863.79	816,546.26	SW
1683	786.26	855+10.16	-35.96'	640,853.93	816,540.50	TOC
1684	787.23	855+10.12	-31.45'	640,849.42	816,540.39	TOC
1685	787.13	855+03.30	-31.44'	640,849.53	816,533.56	TOC
1686	787.47	854+98.30	-31.43'	640,849.61	816,528.56	TOC
1687	787.35	854+93.30	-31.42'	640,849.68	816,523.56	TOC



LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - BEECH ST	SHEET 37	E

2

2

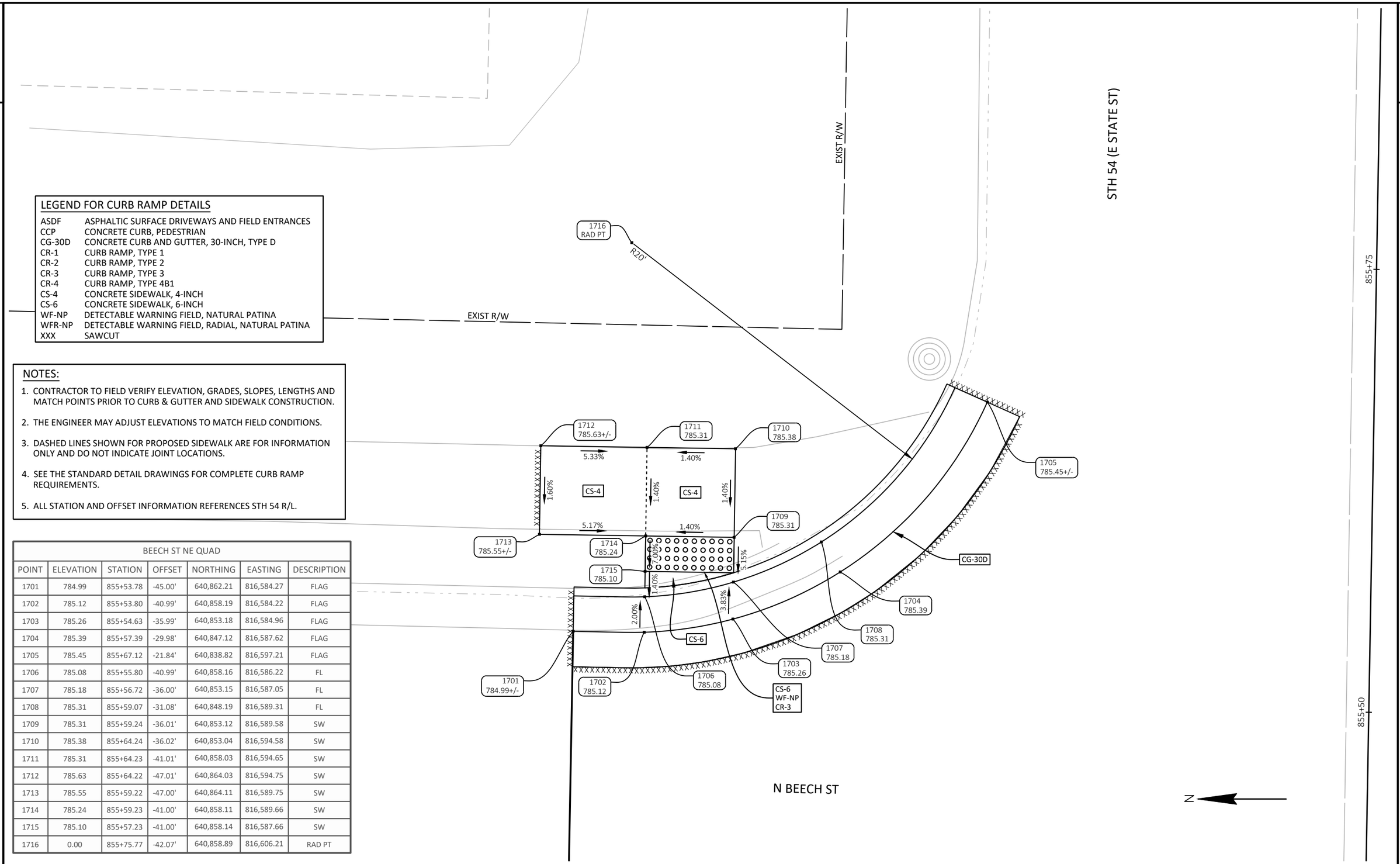
LEGEND FOR CURB RAMP DETAILS

ASDF	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CCP	CONCRETE CURB, PEDESTRIAN
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CR-1	CURB RAMP, TYPE 1
CR-2	CURB RAMP, TYPE 2
CR-3	CURB RAMP, TYPE 3
CR-4	CURB RAMP, TYPE 4B1
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
WFR-NP	DETECTABLE WARNING FIELD, RADIAL, NATURAL PATINA
XXX	SAWCUT

NOTES:

1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB & GUTTER AND SIDEWALK CONSTRUCTION.
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4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCES STH 54 R/L.

BEECH ST NE QUAD						
POINT	ELEVATION	STATION	OFFSET	NORTHING	EASTING	DESCRIPTION
1701	784.99	855+53.78	-45.00'	640,862.21	816,584.27	FLAG
1702	785.12	855+53.80	-40.99'	640,858.19	816,584.22	FLAG
1703	785.26	855+54.63	-35.99'	640,853.18	816,584.96	FLAG
1704	785.39	855+57.39	-29.98'	640,847.12	816,587.62	FLAG
1705	785.45	855+67.12	-21.84'	640,838.82	816,597.21	FLAG
1706	785.08	855+55.80	-40.99'	640,858.16	816,586.22	FL
1707	785.18	855+56.72	-36.00'	640,853.15	816,587.05	FL
1708	785.31	855+59.07	-31.08'	640,848.19	816,589.31	FL
1709	785.31	855+59.24	-36.01'	640,853.12	816,589.58	SW
1710	785.38	855+64.24	-36.02'	640,853.04	816,594.58	SW
1711	785.31	855+64.23	-41.01'	640,858.03	816,594.65	SW
1712	785.63	855+64.22	-47.01'	640,864.03	816,594.75	SW
1713	785.55	855+59.22	-47.00'	640,864.11	816,589.75	SW
1714	785.24	855+59.23	-41.00'	640,858.11	816,589.66	SW
1715	785.10	855+57.23	-41.00'	640,858.14	816,587.66	SW
1716	0.00	855+75.77	-42.07'	640,858.89	816,606.21	RAD PT



PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS - BEECH ST	SHEET 38	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-021301-CR.DWG
LAYOUT NAME - 62301471-021334-cr

PLOT DATE : 4/25/2022 3:18 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:5 FT

WISDOT/CADDS SHEET 42

2

N

EXIST R/W

TOPSOIL, SEED, FERTILIZE, AND EROSION MAT CLASS I TYPE B, TYP

INLET PROTECTION TYPE A

INLET PROTECTION TYPE A/C

836+00

837+00

838+00

839+00

840+00

841+00

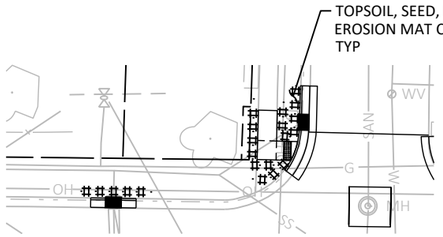
STH 54

INLET PROTECTION TYPE D

WETLAND BOUNDARY, TYP

EXIST R/W

TOPSOIL, SEED, FERTILIZE, AND EROSION MAT CLASS I TYPE B, TYP



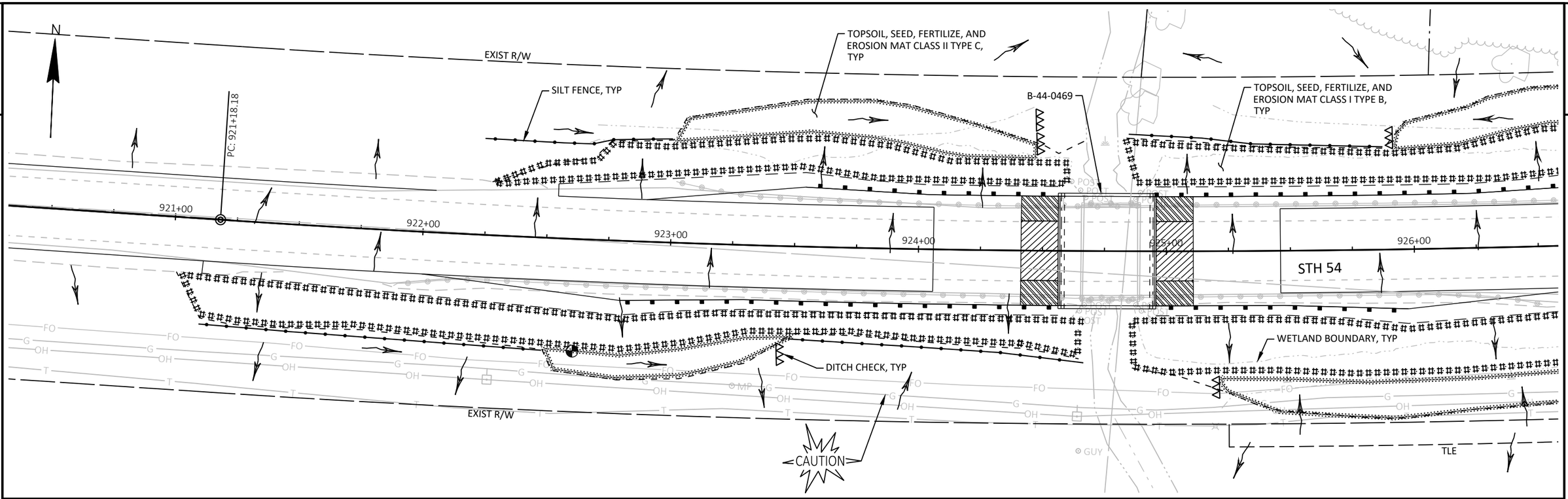
TYPICAL CURB / SIDEWALK REPLACEMENT
EROSION CONTROL

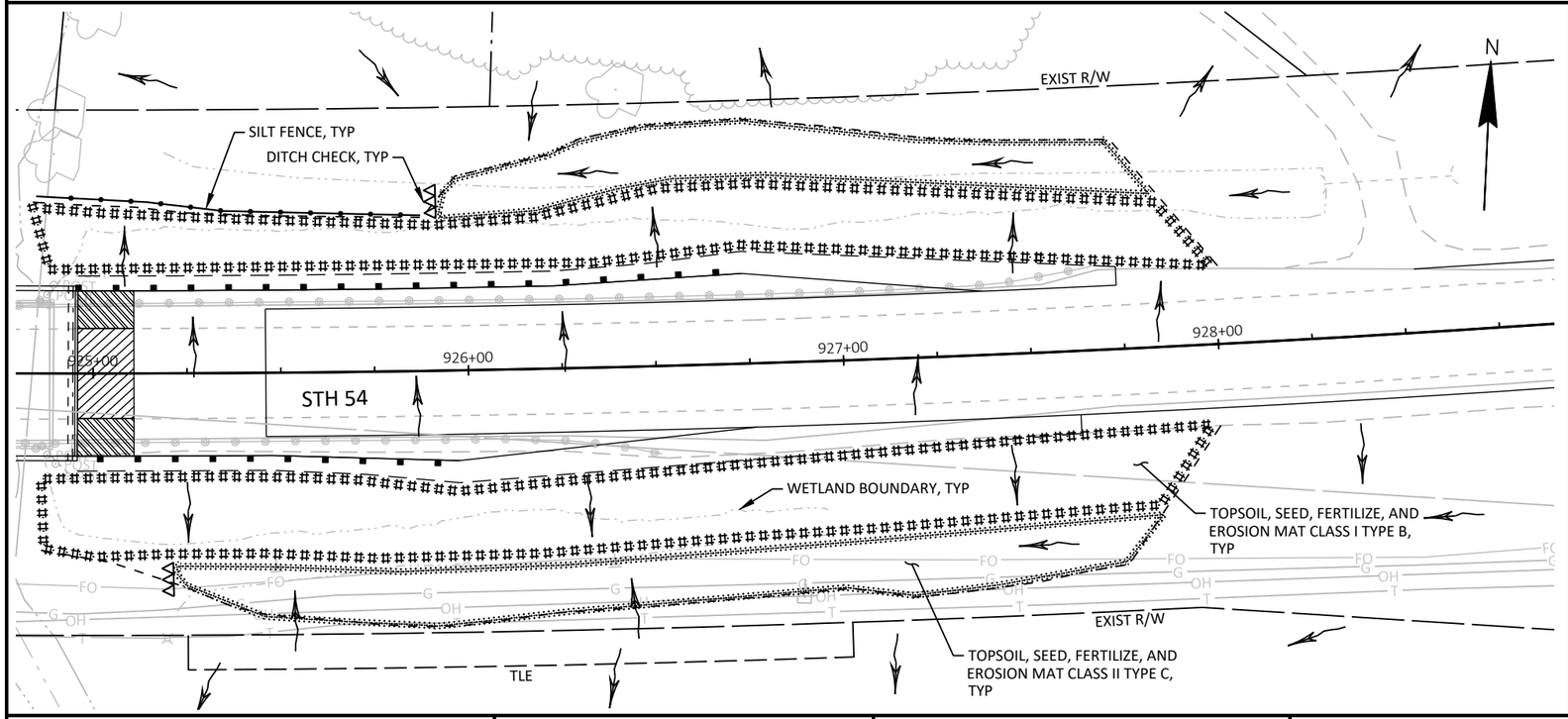
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	EROSION CONTROL DETAILS	SHEET 39	E

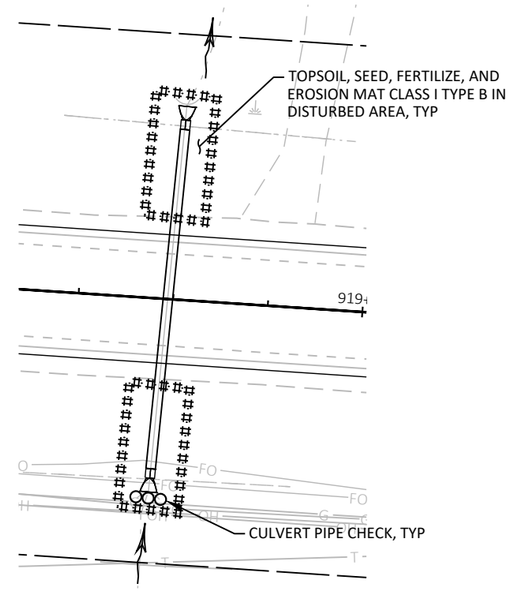
FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-022001-EC.DWG
LAYOUT NAME - 62301471-022001-ec

PLOT DATE : 7/12/2022 7:47 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########

2

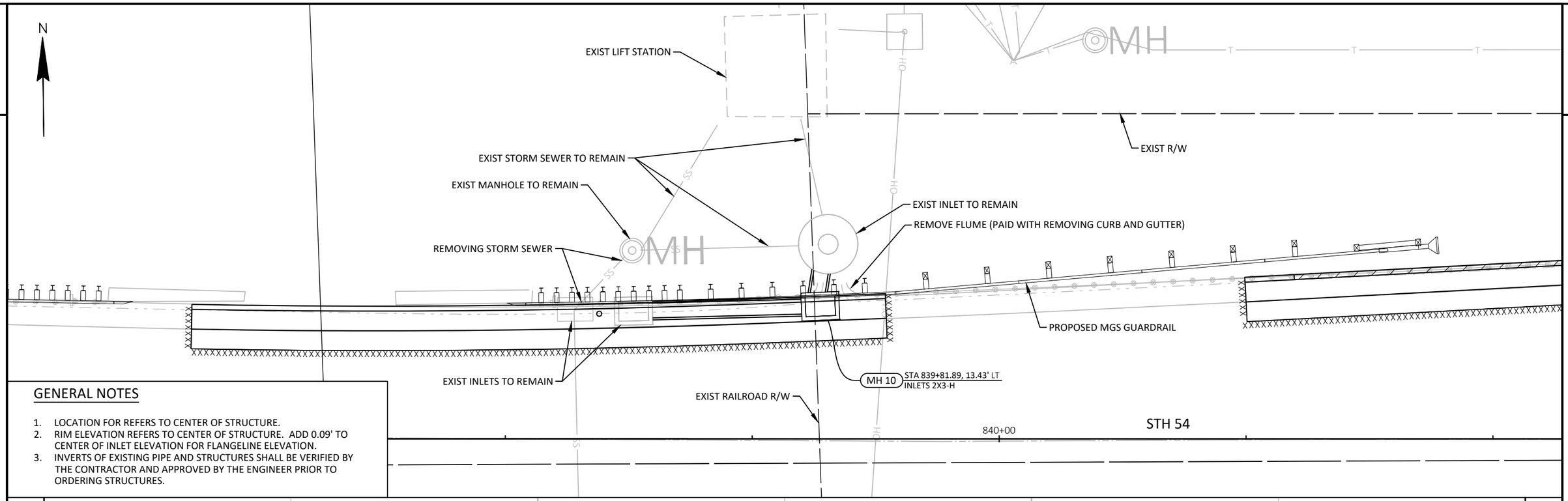






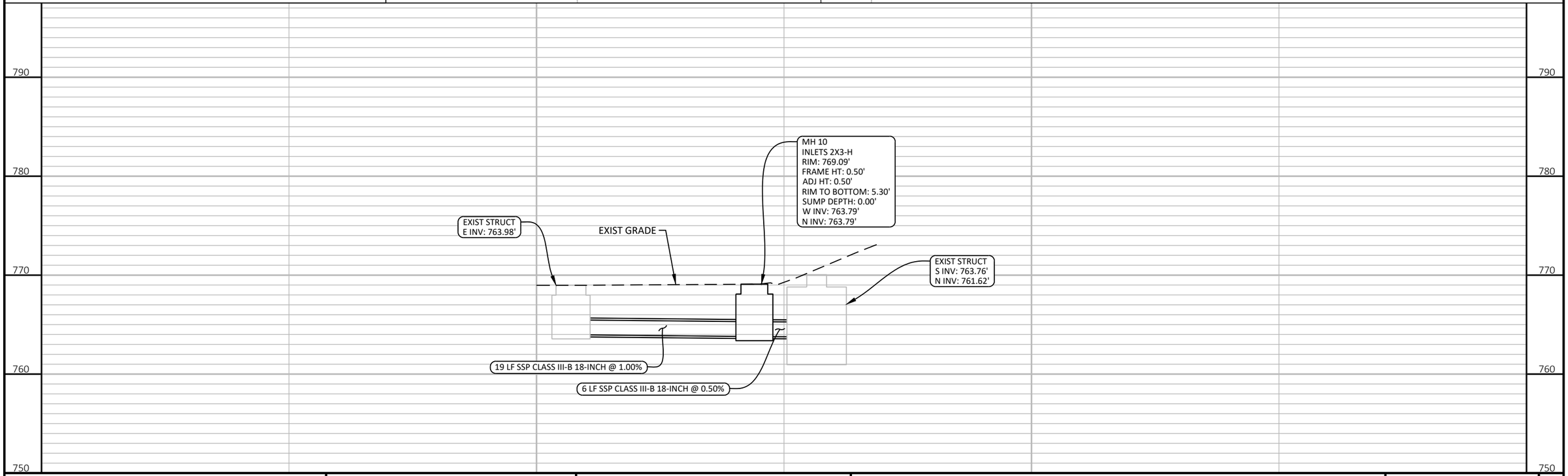
TYPICAL CULVERT PIPE REPLACEMENT
EROSION CONTROL

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	EROSION CONTROL DETAILS	SHEET 40	E



GENERAL NOTES

1. LOCATION FOR REFERS TO CENTER OF STRUCTURE.
2. RIM ELEVATION REFERS TO CENTER OF STRUCTURE. ADD 0.09' TO CENTER OF INLET ELEVATION FOR FLANGELINE ELEVATION.
3. INVERTS OF EXISTING PIPE AND STRUCTURES SHALL BE VERIFIED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER PRIOR TO ORDERING STRUCTURES.



PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	STORM SEWER DETAILS	SHEET 41	E

2

LEGEND

- SERVICE POLE
- CONTROL CABINET
- CABLE-OVERHEAD
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- XX' SIGNAL HEAD, TRAFFIC SIGNAL POLE, NON-BREAKAWAY BASE
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- 2" CONDUIT, NON-METALLIC, (unless otherwise noted)
- LOOP DETECTOR (in 1" conduit)
- PULL BOX, 24" X 42"
- PULL BOX, 24" X 36"
- 3 (R Y G) HEAD NUMBER / MOUNTING CONFIGURATION
- 11 HEAD NUMBER / DON'T WALK/WALK INDICATOR

N

STH 54 (State St)
30 mph Posted Speed Limt

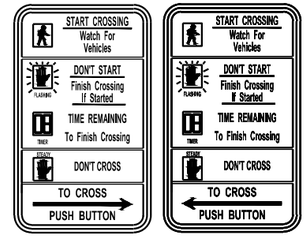
STH 47 (Main St)
25 mph Posted Speed Limt

REMOVE SIGNAL
REMOVE CONCRETE BASE

REMOVE PULL BOX

PB5 PB4 PB3 PB2 PB1 PB6 PB7 PB8 PB9 PB10
SB12 SB3 SB2 SB1 CB1 SB4 SB5 SB6 SB7 SB8 SB9 SB11 SB10

21 22 2T 3T 42 41 81 82 62 61



Mount on SB5, SB8, SB11 & SB12

Mount on SB5, SB8, SB11 & SB12

CONFIGURATION WITH HEAD NUMBERS		
3-H (R Y G) 2, 5, 8, 11	3-V R 1, 3, 4 / Y 6, 7, 9 / G 10, 12	2-P 13 - 20

NOTES

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL LOOP DETECTORS, PED PUSH BUTTONS, AND CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION AND MAKE WIRING TERMINATIONS IN THE SIGNAL CABINET. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 360-3107.

WISCONSIN DOT NE REGION ELECTRICAL UNIT SHALL APPROVE AND VERIFY ELEVATION OF NEW CONTROL CABINET BASE.

NOTE

SB4, SB7 & SB10 DO NOT HAVE TRANSFORMER BASES.

GENERAL NOTE

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

Updated 10-9-2019 (Installed Econolite Controller)
Updated 5-17-2011 (As-Built)

REVISION				
Rev. No.	NEW TS2 CABINET, SIGNAL EQUIPMENT AND UNDERGROUND SYSTEM			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
2	Date	By	Date	By
	2-10-22	RPA	3-16-22	JRI
2-16-09	NEW CABINET/SIGNAL CONTROL & NEW LOOP CONFIGURATION			

TRAFFIC CONTROL SIGNAL
STH 47 & STH 54
VILLAGE OF BLACK CREEK
OUTAGAMIE COUNTY

SIGNAL NO. 44-0459 CONTROLLER TYPE: Cobalt

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
Date 9-20-1991 Gerald R. Kurtz, REGION TRAFFIC ENGINEER

APPROVED
Date 10-17-1991 R. I. Moe, STATE TRAFFIC ENGINEER

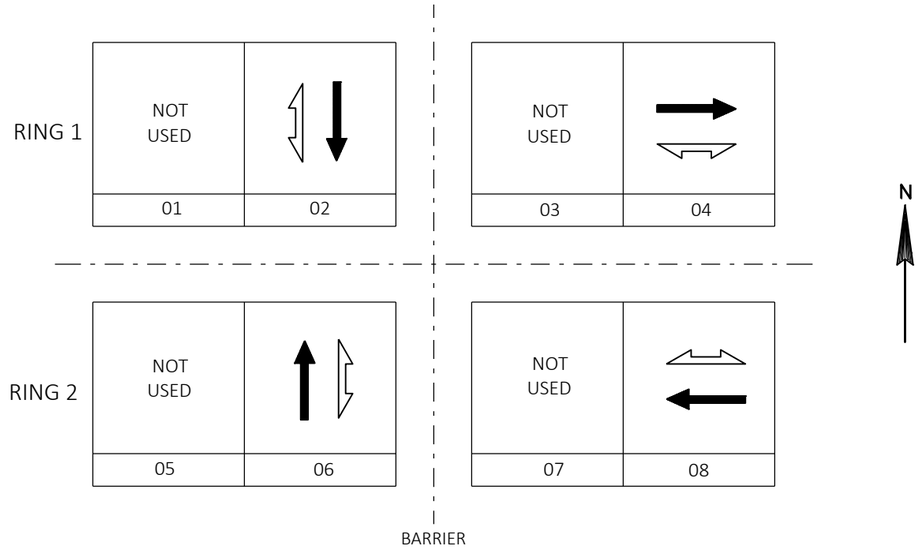
REGION CONTACT: RPA
DESIGNED BY: RJS
REVISED BY:

PROJECT NO: 6230-14-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL SIGNAL - S44-0459	SHEET 42	E

FILE NAME : F:\D3_TRAFFI\S44-0459 (47 & 54)\S44-0459.DWG
LAYOUT NAME - S44-0459-tcs

PLOT DATE : 3/16/2022 1:42 PM PLOT BY : MARTENS, JOHN M PLOT NAME : PLOT SCALE : 1 IN:20 FT

	HEAD NUMBERS	FLASH
01		
02	1, 2, 3	R
03		
04	7, 8, 9	R
05		
06	4, 5, 6	R
07		
08	10, 11, 12	R
02P	13, 14	-
04P	15, 16	-
06P	17, 18	-
08P	19, 20	-
OLA		
OLF		
OLG		
OLH		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2			MIN	YES
3				
4		8		YES
5				
6			MIN	YES
7				
8		4		YES

TYPE OF INTERCONNECT/COMMUNICATION	
CELL MODEM	X
CLOSED LOOP	
TWISTED PAIR*	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S44-0000
SIGNAL SYSTEM #:	SS44-0000

TYPE OF LIGHTING	
BY OTHER AGENCY	X
IN TRAFFIC SIGNAL CABINET	
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
3M	
LIFT BRIDGE	
QUEUE DETECTOR	

DETECTOR LOGIC

RACK # 1

DETECTOR CHANNEL	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR #(S)		21		41		61		81
ASSIGNED PHASE		2		4		6		8
OPERATION MODE		Veh		Veh		Veh		Veh
SWITCH TO PHASE								
EXTEND								
DELAY				Yes				Yes
DETECTOR CHANNEL	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR #(S)		22		42		62		82
ASSIGNED PHASE		2		4		6		8
OPERATION MODE		Veh		Veh		Veh		Veh
SWITCH TO PHASE								
EXTEND								
DELAY				Yes				Yes

RACK # 2

DETECTOR CHANNEL	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR #(S)								
ASSIGNED PHASE								
OPERATION MODE								
SWITCH TO PHASE								
EXTEND								
DELAY								
DETECTOR CHANNEL	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR #(S)								
ASSIGNED PHASE								
OPERATION MODE								
SWITCH TO PHASE								
EXTEND								
DELAY								

GENERAL NOTES:

1. PROVIDE FOR HAND CONTROL.

Updated 2023 (New TS2 Cabinet)
Updated 10-9-2019 (Installed Econolite Controller)
Updated 5-17-2011 (As-Built)

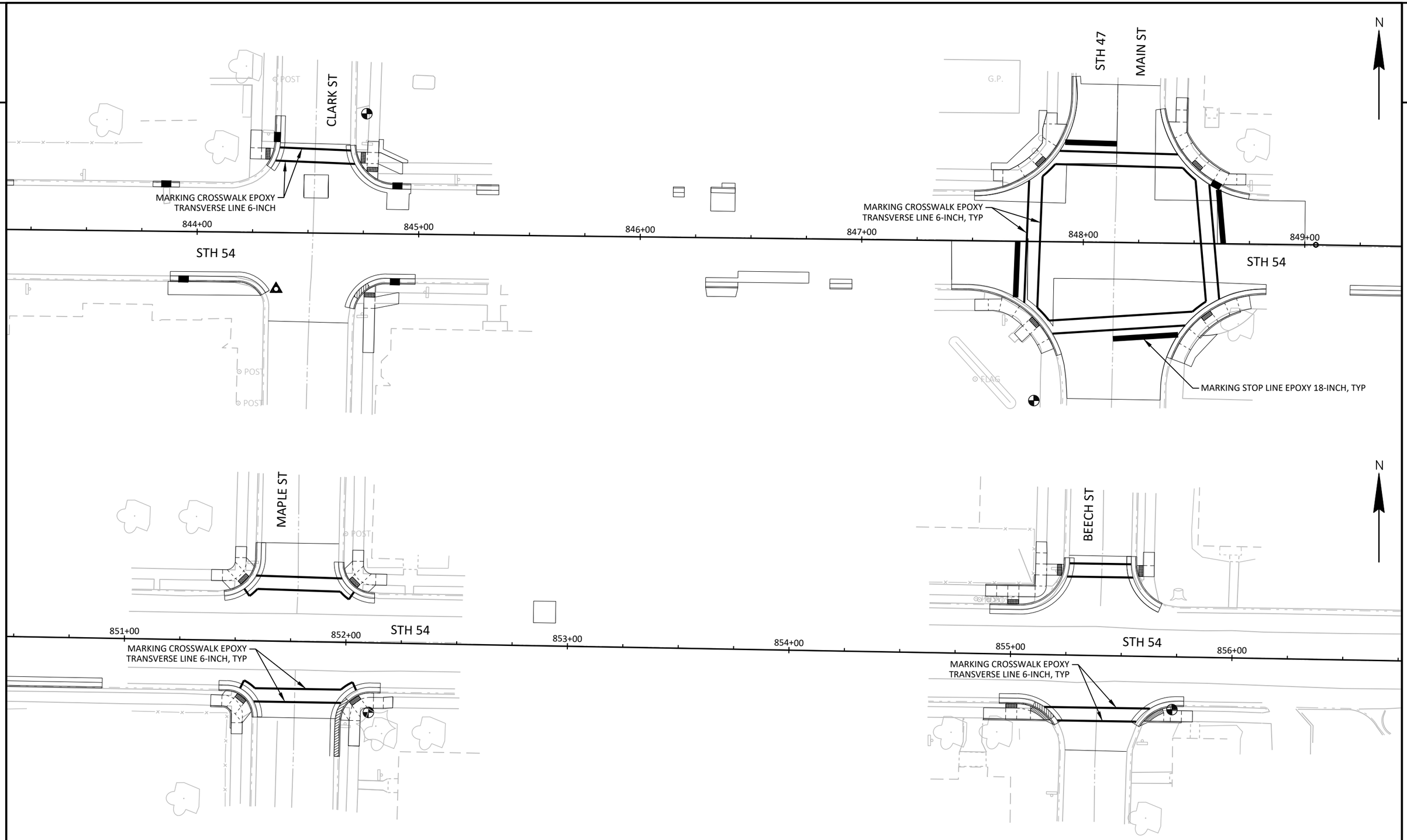
STH 47 & STH 54
VILLAGE OF BLACK CREEK
OUTAGAMIE COUNTY

SIGNAL NO. 44-0459

CABINET: TS2 CONTROLLER: Cobalt

DATE: 2-16-2009 PAGE NO. 2 OF 2

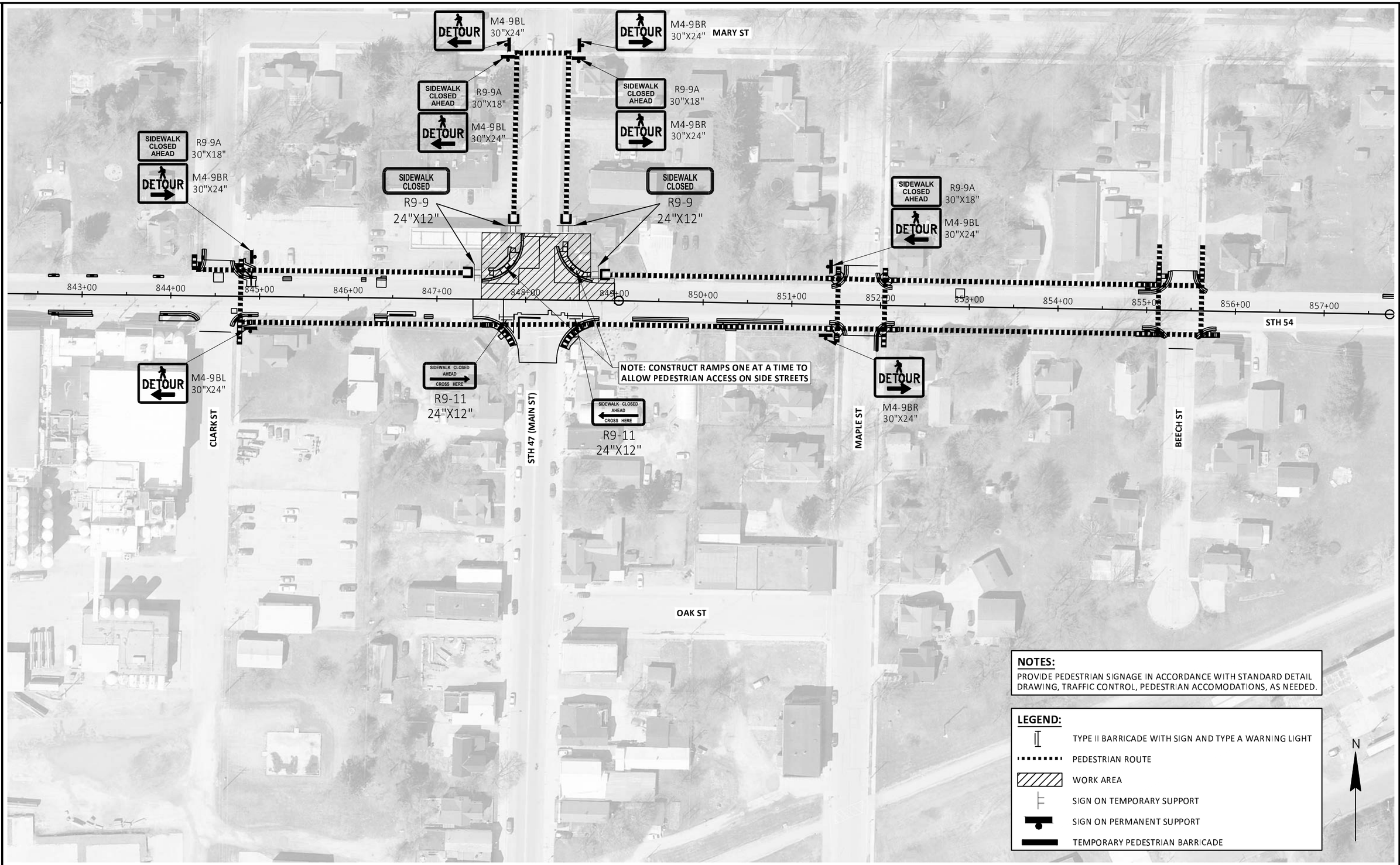
PROJECT NO: 6230-14-71 | HWY: STH 47 | COUNTY: OUTAGAMIE | SEQUENCE OF OPERATIONS - S44-0459 | SHEET 43 | E



2

PROJECT NO: 6230-14-72	HWY: STH 54	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 44	E

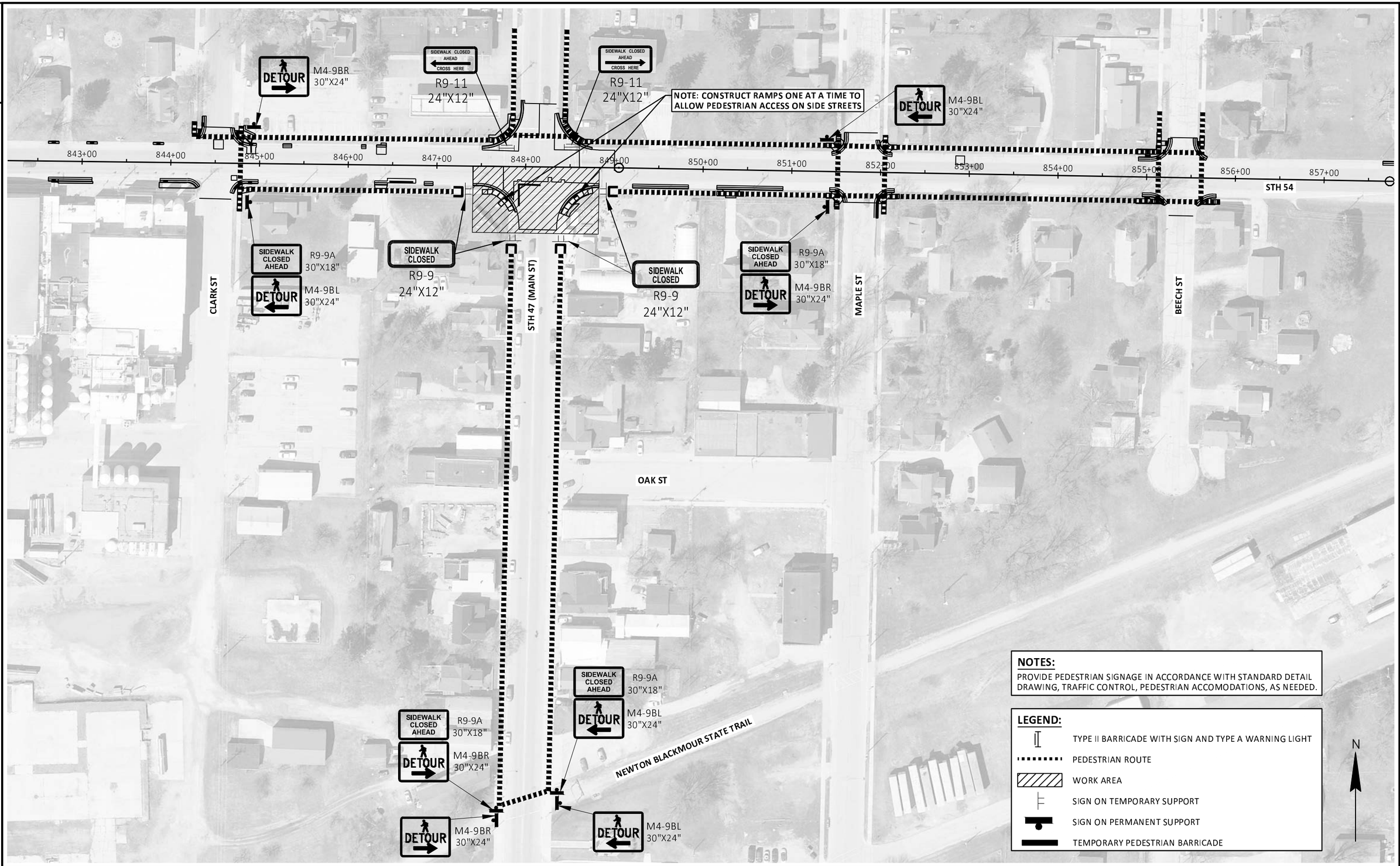
FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-024501-PM.DWG
LAYOUT NAME - 62301471-024501-pm
PLOT DATE : 11/2/2022 10:11 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PEDESTRIAN TRAFFIC CONTROL - CURB RAMP CONSTRUCTION - STAGE 1	SHEET 45	E

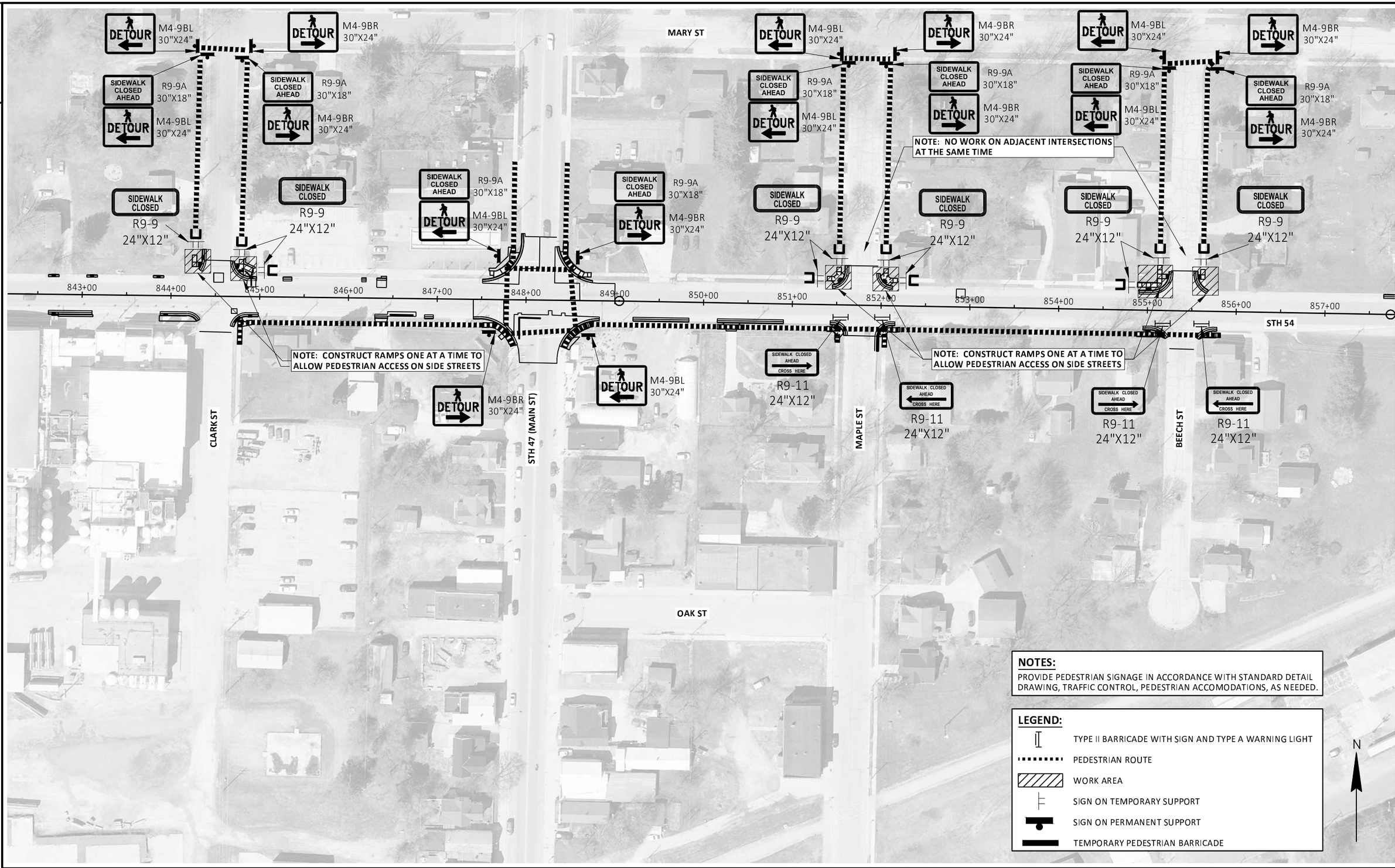
FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-026001-TC_PED-S1.DWG
LAYOUT NAME - 62301471-026001-tc_ped-s1
PLOT DATE : 7/14/2022 11:17 AM PLOT BY : TYLER TAVES PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PEDESTRIAN TRAFFIC CONTROL - CURB RAMP CONSTRUCTION - STAGE 2	SHEET 46	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-026001-TC_PED-S2.DWG
LAYOUT NAME - 62301471-026001-tc_ped-s2
PLOT DATE : 7/14/2022 11:10 AM
PLOT BY : TYLER TAVES
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



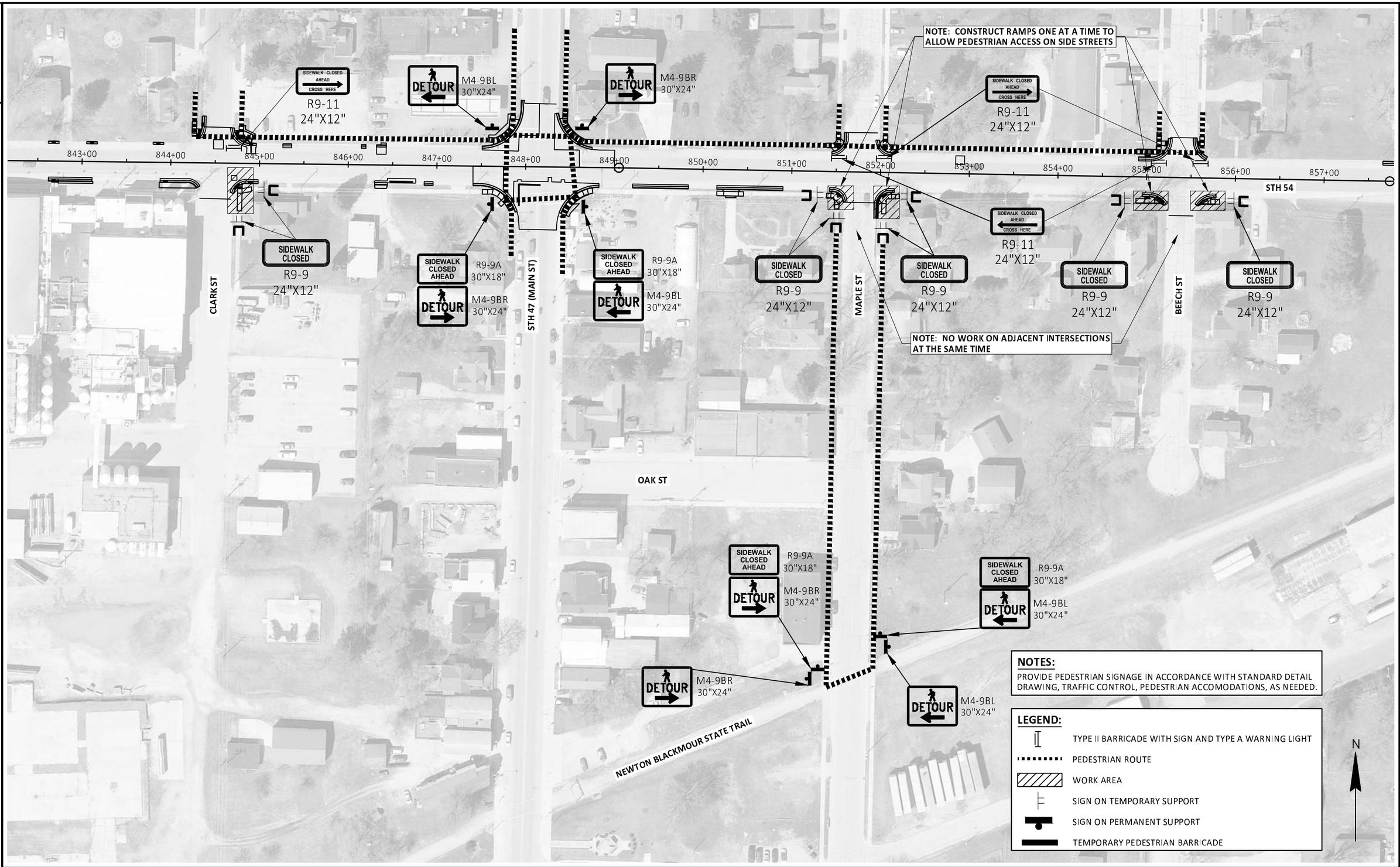
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PEDESTRIAN TRAFFIC CONTROL - CURB RAMP CONSTRUCTION - STAGE 3	SHEET 47	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-026001-TC_PED-S3.DWG
LAYOUT NAME - 62301471-026001-tc_ped-s3

PLOT DATE : 7/14/2022 11:14 AM PLOT BY : TYLER TAVES PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

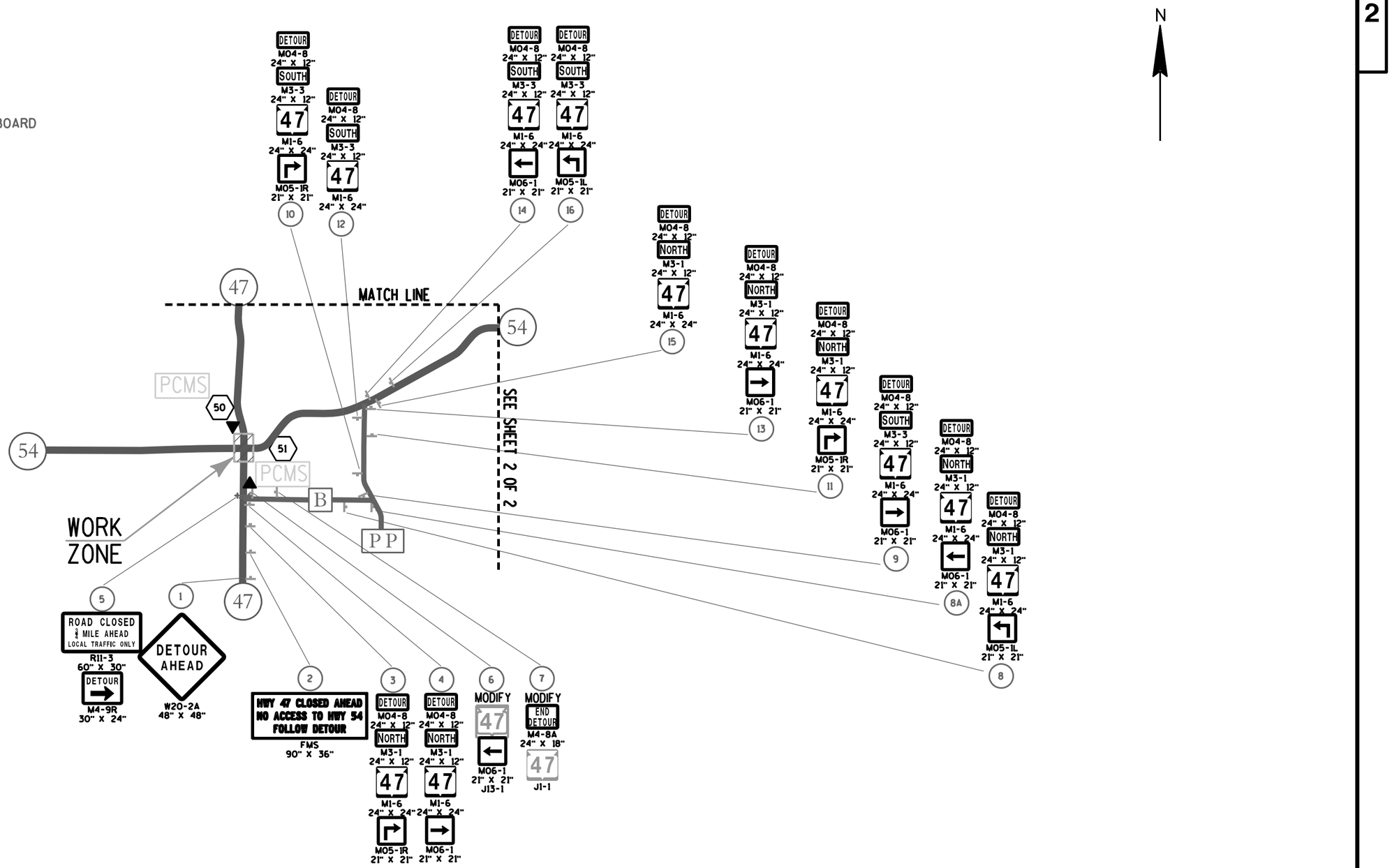


PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PEDESTRIAN TRAFFIC CONTROL - CURB RAMP CONSTRUCTION - STAGE 4	SHEET 48	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-026001-TC_PED-S4.DWG
LAYOUT NAME - 62301471-026001-tc_ped-s4
PLOT DATE : 7/19/2022 9:44 AM
PLOT BY : TYLER TAVES
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN
- (X) CHANGEABLE PORTABLE MESSAGE BOARD



SHEET 1 OF 2

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 6230-14-71	HWY: STH 54	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET 49	E

LEGEND

(X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

(X) CHANGEABLE PORTABLE MESSAGE BOARD

N

DETOUR AHEAD
W20-2A
48" x 48"
49

HWY 47 CLOSED AHEAD
NO ACCESS TO HWY 54
FOLLOW DETOUR
FMS
90" x 36"
48

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
M05-1L
21" x 21"
47

MODIFY
47
M06-1
21" x 21"
J13-1
43

MODIFY
END DETOUR
M4-8A
24" x 18"
47
J1-1
41

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
46

ROAD CLOSED
3 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" x 30"
45

DETOUR
M4-9L
30" x 24"
44

COVER
SOUTH
47
J4-1

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
42

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
40

DETOUR
M04-8
24" x 12"
NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
39

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
38

DETOUR
M04-8
24" x 12"
NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
37

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
22

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
M05-1R
21" x 21"
36

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
34

DETOUR
M04-8
24" x 12"
NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
35

DETOUR
M04-8
24" x 12"
NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
33

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
32

DETOUR
M04-8
24" x 12"
NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
M05-1L
21" x 21"
31

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
M05-1R
21" x 21"
30

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
28

DETOUR
M04-8
24" x 12"
NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
29

DETOUR
M04-8
24" x 12"
NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
17

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
18

DETOUR
M04-8
24" x 12"
NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
19

DETOUR
M04-8
24" x 12"
SOUTH
M3-3
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
20

DETOUR
M04-8
24" x 12"
NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
M05-1L
21" x 21"
21

DETOUR
M04-8
24" x 12"
NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
23

DETOUR
M04-8
24" x 12"
NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
M06-1
21" x 21"
24

DETOUR
M04-8
24" x 12"
NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
M05-1R
21" x 21"
25

HWY 47 NORTH
CLOSED AHEAD
FOLLOW DETOUR
FMS
66" x 36"
26

NORTH
M3-1
24" x 12"
47
M1-6
24" x 24"
DETOUR AHEAD
W20-2A
48" x 48"
27

47 G 55 54 C

KASPEREK RD
BRUSEWITZ RD
GRUNWALD RD
MILLER RD
FRENCH RD
CALNIN RD

MATCH LINE

SEE SHEET 1 OF 2

SHEET 2 OF 2

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 6230-14-71	HWY: STH 54	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET 50	E

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

LEGEND

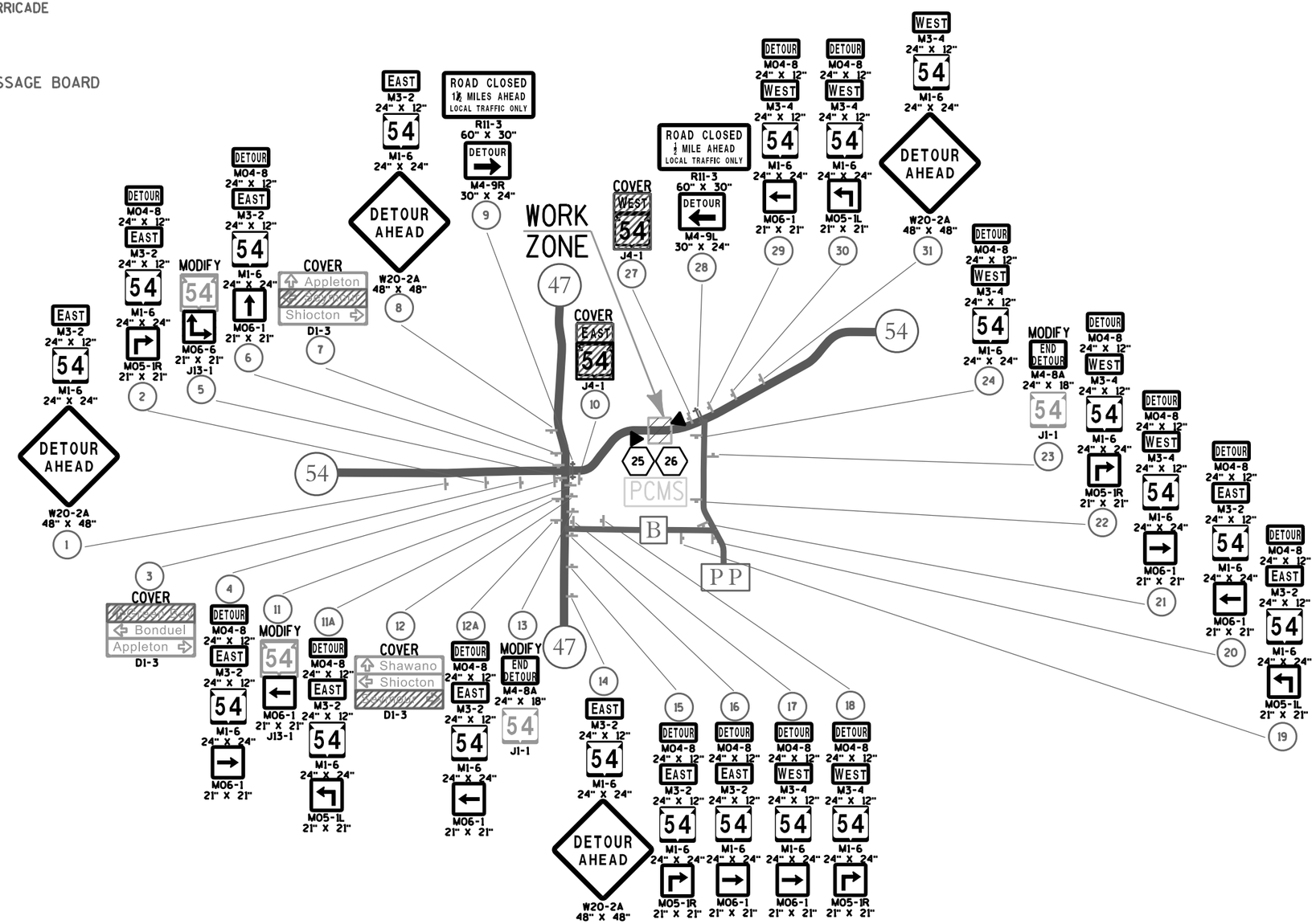
(X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

(X) CHANGEABLE PORTABLE MESSAGE BOARD

N



SHEET 1 OF 1

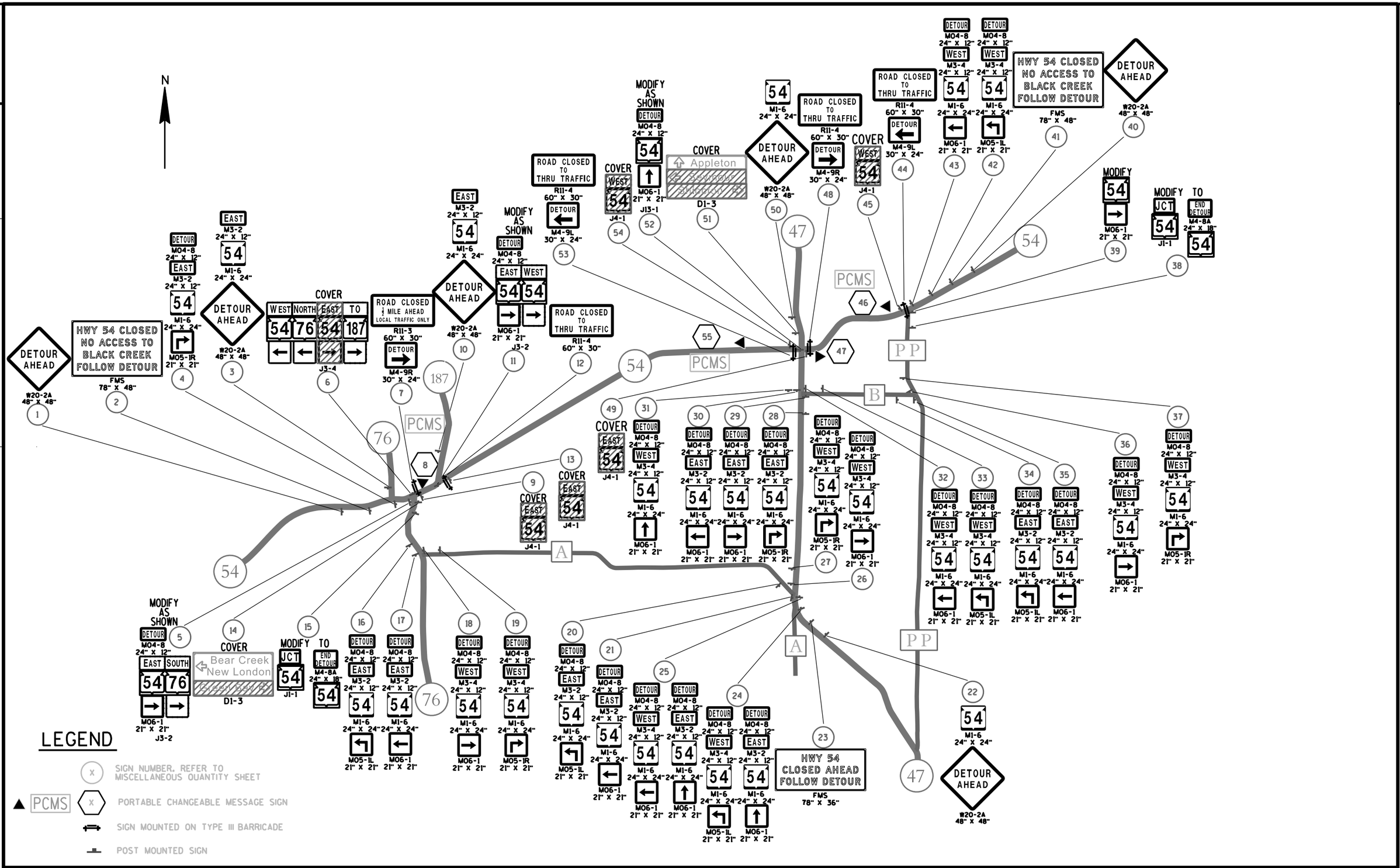
PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 6230-14-71	HWY: STH 54	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET	E

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

WISDOT/CADDS SHEET 42

2



PROJECT NO: 6230-14-71	HWY: STH 54	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET	E

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

Line	Item	Item Description	Unit	Total	6230-14-71 Qty	6230-14-72 Qty
0002	201.0120	Clearing	ID	36.000		36.000
0004	201.0220	Grubbing	ID	12.000		12.000
0006	203.0100	Removing Small Pipe Culverts	EACH	13.000	13.000	
0010	203.0260	Removing Structure Over Waterway Minimal Debris (structure) 01. C-44-9	EACH	1.000	1.000	
0012	204.0100	Removing Concrete Pavement	SY	30.000		30.000
0014	204.0110	Removing Asphaltic Surface	SY	1,264.000	141.000	1,123.000
0016	204.0115	Removing Asphaltic Surface Butt Joints	SY	737.000	676.000	61.000
0018	204.0120	Removing Asphaltic Surface Milling	SY	211,965.000	201,865.000	10,100.000
0020	204.0150	Removing Curb & Gutter	LF	1,532.000	20.000	1,512.000
0022	204.0155	Removing Concrete Sidewalk	SY	376.000		376.000
0024	204.0165	Removing Guardrail	LF	1,375.000	925.000	450.000
0026	204.0185	Removing Masonry	CY	20.200	20.200	
0028	204.0195	Removing Concrete Bases	EACH	8.000		8.000
0032	204.0220	Removing Inlets	EACH	1.000		1.000
0034	204.0245	Removing Storm Sewer (size) 01. 8-Inch	LF	16.000		16.000
0036	204.0245	Removing Storm Sewer (size) 02. 10-Inch	LF	5.000		5.000
0038	204.0245	Removing Storm Sewer (size) 03. 12-Inch	LF	74.000		74.000
0040	204.0245	Removing Storm Sewer (size) 04. 18-Inch	LF	4.000	4.000	
0044	204.0250	Abandoning Manholes	EACH	1.000		1.000
0046	204.9060.S	Removing (item description) 01. Gas Station Sign	EACH	1.000		1.000
0048	204.9060.S	Removing (item description) 02. Stop Log Control Structure	EACH	1.000	1.000	
0050	205.0100	Excavation Common	CY	5,680.000	5,280.000	400.000
0052	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil 01. 6230-14-72	TON	2.000		2.000
0056	206.1001	Excavation for Structures Bridges (structure) 01. B-44-469	EACH	1.000	1.000	
0058	208.0100	Borrow	CY	32.000	32.000	
0060	209.2100	Backfill Granular Grade 2	CY	1,045.000	1,045.000	
0062	210.1500	Backfill Structure Type A	TON	400.000	400.000	
0064	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 6230-14-71	EACH	1.000	1.000	
0066	211.0101	Prepare Foundation for Asphaltic Paving (project) 02. 6230-14-72	EACH	1.000		1.000
0070	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	1,074.000	1,074.000	
0072	213.0100	Finishing Roadway (project) 01. 6230-14-71	EACH	1.000	1.000	
0074	213.0100	Finishing Roadway (project) 02. 6230-14-72	EACH	1.000		1.000
0078	305.0110	Base Aggregate Dense 3/4-Inch	TON	6,618.000	6,600.000	18.000
0080	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,998.000	4,551.000	447.000
0084	313.0115	Pit Run	CY	30.000	30.000	
0086	415.0080	Concrete Pavement 8-Inch	SY	66.000	66.000	
0088	415.0410	Concrete Pavement Approach Slab	SY	80.000	80.000	
0090	416.0160	Concrete Driveway 6-Inch	SY	22.000		22.000
0092	416.0180	Concrete Driveway 8-Inch	SY	2.000		2.000
0094	416.1010	Concrete Surface Drains	CY	2.000		2.000
0096	450.4000	HMA Cold Weather Paving	TON	5,100.000	5,100.000	
0098	455.0605	Tack Coat	GAL	28,234.000	26,974.000	1,260.000
0100	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000	
0102	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000	
0104	460.2000	Incentive Density HMA Pavement	DOL	1,310.000	920.000	390.000
0106	460.2005	Incentive Density PWL HMA Pavement	DOL	32,140.000	32,140.000	
0108	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	29,720.000	28,650.000	1,070.000
0110	460.2010	Incentive Air Voids HMA Pavement	DOL	52,720.000	50,790.000	1,930.000
0116	460.6223	HMA Pavement 3 MT 58-28 S	TON	26,830.000	26,540.000	290.000

Line	Item	Item Description	Unit	Total	6230-14-71 Qty	6230-14-72 Qty
0118	460.6224	HMA Pavement 4 MT 58-28 S	TON	25,880.000	24,060.000	1,820.000
0120	465.0105	Asphaltic Surface	TON	250.000	250.000	
0122	465.0110	Asphaltic Surface Patching	TON	220.000	200.000	20.000
0124	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	51.000	46.000	5.000
0126	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	105,745.000	105,745.000	
0128	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	49,275.000	49,275.000	
0130	502.0100	Concrete Masonry Bridges	CY	211.000	211.000	
0132	502.3200	Protective Surface Treatment	SY	193.000	193.000	
0134	502.3210	Pigmented Surface Sealer	SY	39.000	39.000	
0136	504.0900	Concrete Masonry Endwalls	CY	39.200	39.200	
0138	505.0400	Bar Steel Reinforcement HS Structures	LB	6,340.000	6,340.000	
0140	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	25,400.000	25,400.000	
0142	512.0500	Piling Steel Sheet Permanent Delivered	SF	680.000	680.000	
0144	512.0600	Piling Steel Sheet Permanent Driven	SF	680.000	680.000	
0146	514.0445	Floor Drains Type GC	EACH	1.000	1.000	
0148	516.0500	Rubberized Membrane Waterproofing	SY	25.000	25.000	
0152	520.1036	Apron Endwalls for Culvert Pipe 36-Inch	EACH	1.000	1.000	
0154	520.3636	Culvert Pipe Class III-B Non-metal 36-Inch	LF	306.000	306.000	
0156	520.8000	Concrete Collars for Pipe	EACH	9.000	3.000	6.000
0164	521.6124	Culvert Pipe Corrugated Steel Aluminum Coated 24-Inch	LF	37.000	37.000	
0166	521.6148	Culvert Pipe Corrugated Steel Aluminum Coated 48-Inch	LF	88.000	88.000	
0168	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	16.000	16.000	
0170	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	68.000	68.000	
0172	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	304.000	304.000	
0174	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000	
0176	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	4.000	4.000	
0190	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	1.000	1.000	
0192	550.2104	Piling CIP Concrete 10 3/4 X 0.25-Inch	LF	810.000	810.000	
0194	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,512.000		1,512.000
0196	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	20.000	20.000	
0198	601.0600	Concrete Curb Pedestrian	LF	160.000		160.000
0200	602.0405	Concrete Sidewalk 4-Inch	SF	1,917.000		1,917.000
0202	602.0415	Concrete Sidewalk 6-Inch	SF	1,400.000		1,400.000
0204	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	160.000		160.000
0206	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	35.000		35.000
0208	606.0050	Riprap Extra-Light	CY	45.000	45.000	
0212	606.0200	Riprap Medium	CY	90.000	90.000	
0214	606.0300	Riprap Heavy	CY	145.000	145.000	
0216	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	74.000		74.000
0224	608.3618	Storm Sewer Pipe Class III-B 18-Inch	LF	25.000	25.000	
0228	611.0624	Inlet Covers Type H	EACH	1.000	1.000	
0232	611.0639	Inlet Covers Type H-S	EACH	1.000		1.000
0240	611.3230	Inlets 2x3-FT	EACH	2.000	1.000	1.000
0242	611.8110	Adjusting Manhole Covers	EACH	1.000		1.000
0244	611.8115	Adjusting Inlet Covers	EACH	11.000		11.000
0246	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	160.000	160.000	
0248	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	4.000	4.000	
0256	614.2300	MGS Guardrail 3	LF	200.000	200.000	
0258	614.2500	MGS Thrie Beam Transition	LF	315.200	157.600	157.600

					6230-14-71	6230-14-72
Line	Item	Item Description	Unit	Total	Qty	Qty
0260	614.2610	MGS Guardrail Terminal EAT	EACH	8.000	4.000	4.000
0262	616.0405	Fence Chain Link Salvaged 5-FT	LF	24.000		24.000
0264	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6230-14-71	EACH	1.000	1.000	
0266	618.0100	Maintenance And Repair of Haul Roads (project) 02. 6230-14-72	EACH	1.000		1.000
0270	619.1000	Mobilization	EACH	0.750	0.700	0.050
0272	624.0100	Water	MGAL	115.000	111.000	4.000
0274	625.0100	Topsoil	SY	7,350.000	6,730.000	620.000
0282	628.1504	Silt Fence	LF	550.000	550.000	
0284	628.1520	Silt Fence Maintenance	LF	550.000	550.000	
0286	628.1905	Mobilizations Erosion Control	EACH	4.000	3.000	1.000
0288	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	2.000	1.000
0290	628.2008	Erosion Mat Urban Class I Type B	SY	5,800.000	5,180.000	620.000
0292	628.2027	Erosion Mat Class II Type C	SY	1,550.000	1,550.000	
0294	628.6005	Turbidity Barriers	SY	35.000	35.000	
0296	628.7005	Inlet Protection Type A	EACH	2.000		2.000
0298	628.7015	Inlet Protection Type C	EACH	6.000		6.000
0300	628.7020	Inlet Protection Type D	EACH	4.000		4.000
0302	628.7504	Temporary Ditch Checks	LF	80.000	80.000	
0304	628.7555	Culvert Pipe Checks	EACH	85.000	85.000	
0306	628.7570	Rock Bags	EACH	100.000	100.000	
0308	629.0210	Fertilizer Type B	CWT	4.600	4.200	0.400
0310	630.0110	Seeding Mixture No. 10	LB	122.000	122.000	
0312	630.0140	Seeding Mixture No. 40	LB	11.000		11.000
0314	630.0500	Seed Water	MGAL	166.000	152.000	14.000
0316	633.5200	Markers Culvert End	EACH	12.000	12.000	
0318	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000	
0326	637.2230	Signs Type II Reflective F	SF	12.000	12.000	
0330	642.5201	Field Office Type C	EACH	0.750	0.700	0.050
0332	643.0300	Traffic Control Drums	DAY	1,155.000		1,155.000
0334	643.0410	Traffic Control Barricades Type II	DAY	108.000		108.000
0336	643.0420	Traffic Control Barricades Type III	DAY	4,539.000	3,744.000	795.000
0338	643.0705	Traffic Control Warning Lights Type A	DAY	9,185.000	7,487.000	1,698.000
0340	643.0900	Traffic Control Signs	DAY	29,343.000	23,368.000	5,975.000
0342	643.0920	Traffic Control Covering Signs Type II	EACH	14.000	13.000	1.000
0344	643.1000	Traffic Control Signs Fixed Message	SF	133.000	71.500	61.500
0346	643.1050	Traffic Control Signs PCMS	DAY	56.000	42.000	14.000
0348	643.3105	Temporary Marking Line Paint 4-Inch	LF	131,149.000	119,587.000	11,562.000
0350	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	43,716.000	39,862.000	3,854.000
0352	643.5000	Traffic Control	EACH	0.750	0.700	0.050
0360	644.1810	Temporary Pedestrian Barricade	LF	515.000		515.000
0362	645.0111	Geotextile Type DF Schedule A	SY	170.000	170.000	
0364	645.0120	Geotextile Type HR	SY	405.000	405.000	
0366	645.0130	Geotextile Type R	SY	10.000		10.000
0368	646.1020	Marking Line Epoxy 4-Inch	LF	50,863.000	47,009.000	3,854.000
0370	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	111,567.000	111,367.000	200.000
0372	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	778.000	778.000	
0376	646.6120	Marking Stop Line Epoxy 18-Inch	LF	100.000		100.000
0378	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	86,439.000	86,439.000	
0380	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	890.000		890.000

Line	Item	Item Description	Unit	Total	6230-14-71 Qty	6230-14-72 Qty
0384	650.4000	Construction Staking Storm Sewer	EACH	4.000	3.000	1.000
0386	650.4500	Construction Staking Subgrade	LF	1,412.000	1,412.000	
0388	650.5000	Construction Staking Base	LF	1,412.000	1,412.000	
0390	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,692.000	20.000	1,672.000
0392	650.6000	Construction Staking Pipe Culverts	EACH	14.000	14.000	
0394	650.6501	Construction Staking Structure Layout (structure) 01. B-44-469	EACH	1.000	1.000	
0396	650.7000	Construction Staking Concrete Pavement	LF	30.000	30.000	
0398	650.8000	Construction Staking Resurfacing Reference	LF	59,475.000	57,338.000	2,137.000
0400	650.9000	Construction Staking Curb Ramps	EACH	15.000		15.000
0402	650.9500	Construction Staking Sidewalk (project) 01. 6230-14-72	EACH	1.000		1.000
0406	650.9911	Construction Staking Supplemental Control (project) 01. 6230-14-71	EACH	1.000	1.000	
0408	650.9911	Construction Staking Supplemental Control (project) 02. 6230-14-72	EACH	1.000		1.000
0412	650.9920	Construction Staking Slope Stakes	LF	662.000	662.000	
0414	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	135.000		135.000
0416	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	130.000		130.000
0418	652.0615	Conduit Special 3-Inch	LF	260.000		260.000
0420	652.0800	Conduit Loop Detector	LF	896.000		896.000
0422	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	7.000		7.000
0424	653.0905	Removing Pull Boxes	EACH	5.000		5.000
0426	654.0101	Concrete Bases Type 1	EACH	5.000		5.000
0428	654.0102	Concrete Bases Type 2	EACH	1.000		1.000
0430	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000		1.000
0432	655.0230	Cable Traffic Signal 5-14 AWG	LF	2,211.000		2,211.000
0434	655.0260	Cable Traffic Signal 12-14 AWG	LF	702.000		702.000
0436	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	1,182.000		1,182.000
0438	655.0700	Loop Detector Lead In Cable	LF	1,084.000		1,084.000
0440	655.0800	Loop Detector Wire	LF	2,344.000		2,344.000
0442	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. STH 47 & STH 54	EACH	1.000		1.000
0444	657.0100	Pedestal Bases	EACH	5.000		5.000
0446	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000		1.000
0448	657.0305	Poles Type 2	EACH	1.000		1.000
0450	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	2.000		2.000
0452	657.0430	Traffic Signal Standards Aluminum 10-FT	EACH	3.000		3.000
0454	657.0595	Trombone Arms 25-FT	EACH	1.000		1.000
0456	658.0173	Traffic Signal Face 3S 12-Inch	EACH	5.000		5.000
0458	658.0416	Pedestrian Signal Face 16-Inch	EACH	6.000		6.000
0460	658.0500	Pedestrian Push Buttons	EACH	6.000		6.000
0462	658.5070	Signal Mounting Hardware (location) 01. STH 47 & STH 54	EACH	1.000		1.000
0464	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	21.000		21.000
0466	690.0150	Sawing Asphalt	LF	4,580.000	2,025.000	2,555.000
0468	690.0250	Sawing Concrete	LF	400.000		400.000
0470	715.0502	Incentive Strength Concrete Structures	DOL	1,266.000	1,266.000	
0472	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000	
0474	740.0440	Incentive IRI Ride	DOL	90,050.000	86,800.000	3,250.000
0476	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. STA 924+75	EACH	1.000	1.000	
0480	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000	
0482	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	4,400.000	4,400.000	
0484	SPV.0035	Special 01. Foundation Backfill	CY	3,680.000	3,680.000	
0486	SPV.0060	Special 01. Reconditioning Inlets	EACH	2.000		2.000

					6230-14-71	6230-14-72
Line	Item	Item Description	Unit	Total	Qty	Qty
0488	SPV.0060	Special 02. Adjusting Sanitary Manhole Covers	EACH	2.000		2.000
0490	SPV.0060	Special 03. Remove Traffic Signal (STH 47 & STH 54)	EACH	1.000		1.000
0492	SPV.0060	Special 04. Stop Log Water Control Structure	EACH	2.000	2.000	
0494	SPV.0060	Special 05. Grounding Pull Boxes (STH 47 & STH 54)	EACH	3.000		3.000
0496	SPV.0060	Special 06. Antiseep Collar	EACH	1.000	1.000	
0498	SPV.0060	Special 07. Manhole 4x4 Special	EACH	2.000	2.000	
0500	SPV.0060	Special 08. Flap Gate 36-Inch	EACH	1.000	1.000	
0506	SPV.0090	Special 01. CPRC Horizontal Elliptical Class HE-IV 58x91-Inch	LF	312.000	312.000	
0508	SPV.0090	Special 02. Storm Sewer PVC 8-Inch	LF	16.000		16.000
0510	SPV.0090	Special 03. Storm Sewer PVC 10-Inch	LF	5.000		5.000
0516	SPV.0165	Special 01. Salvage and Reset Landscape Rock	SF	90.000		90.000
0518	SPV.0180	Special 01. Removing Asphaltic Surface Within Gutter	SY	445.000		445.000

CLEARING AND GRUBBING

STATION	OFFSET	DIR	ROADWAY	201.0120 CLEARING ID	201.0220 GRUBBING ID
PROJECT 6230-14-72					
CATEGORY 0010					
847+90	335'	LT	STH 54 (ACTUAL LOCATION: NW CORNER OF STH 47/MARY ST)	24	---
848+70	36'	RT	STH 54	12	12
			PROJECT -72 TOTALS	36	12

EARTHWORK PROJECT 6230-14-71

DIVISION	FROM/TO STATION	DESCRIPTION	LOCATION	205.0100 COMMON EXCAVATION (1)		AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL	208.0100 BORROW	209.0100 BACKFILL GRANULAR GRADE 2	SPV.0035.01 FOUNDATION BACKFILL	MASS ORDINATE +/- (14)	WASTE
				CUT (2)	EBS EXCAVATION (3)			FACTOR 1.25		FACTOR 1.15	FACTOR 1.15		
0010	STA 924+12 TO B-44-469	STRUCTURE APPROACH	STH 54	360	0	360	204	255	0	0	0	-32	0
	B-44-469 TO STA 927+74	STRUCTURE APPROACH	STH 54	719	0	719	685	856	32	0	0		0
	STR TRANSITION		STH 54	909	0	909	0	0	0	1,045	0	909	909
	CULVERT EXCAVATION	CULV REPLACEMENTS	STH 54	2,800	0	2,800	0	0	0	0	3,220	2,800	2,800
	STA 837+25 - 841+45	BEAM GUARD	STH 54	22	0	22	0	0	0	0	0	22	22
	B-44-0485	BERM / ENDWALL GRADING	STH 54	70	0	70	50	63	0	0	0	8	8
			CATEGORY 0010 TOTALS	4,880	0	4,880	939	1,174	32	1,045	3,220	3,706	3,739
		CULVERT REPLACEMENT	STH 54	400	0	400	0	0	0	0	460	400	400
			CATEGORY 0030 TOTALS	400	0	400	0	0	0	0	460	400	400
			PROJECT - 71 TOTALS	5,280	0	5,280	939	1,174	32	1,045	3,680	4,106	4,139

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS

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

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

(14) 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.

EXCAVATION HAULING AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

LOCATION	205.0501.S.01 6230-14-72 TON	COMMENT
PROJECT 6230-14-72		
CATEGORY 0010		
NW QUAD OF STH 54 AND STH 47	2	TRAFFIC SIGNAL INSTALLATION
PROJECT -72 TOTAL	2	

REMOVING SMALL PIPE CULVERTS

STA	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.9060.S.02 REMOVING STOP LOG CONTROL STRUCTURE EA	COMMENTS
PROJECT 6230-14-71				
CATEGORY 0010				
552+69	STH 54	1	---	100 LF OF 30-INCH CMP
552+75	STH 54	1	---	100 LF OF 30-INCH CMP
582+48	STH 54	1	---	108 LF OF 36-INCH CMP
582+56	STH 54	1	---	108 LF OF 36-INCH CMP
644+91	STH 54	1	1	90 LF OF 48-INCH RCP AND STOP LOG STRUCTURE
720+29	STH 54	1	---	100 LF OF 36-INCH CMP
778+17	STH 54	1	---	65 LF OF 30-INCH CMP
796+07	STH 54	1	---	80 LD OF 24-INCH CMP
816+08	STH 54	1	---	62 LF OF 30-INCH CMP
1036+93	STH 54	1	---	16 LF OF 24-INCH RCP
CATEGORY 0010 TOTALS		10	1	
CATEGORY 0030				
835+85	STH 54	1	---	104 LF OF 29-INCH x45-INCH RCHEP
835+95	STH 54	1	---	104 LF OF 29-INCH x45-INCH RCHEP
836+05	STH 54	1	---	104 LF OF 29-INCH x45-INCH RCHEP
CATEGORY 0030 TOTALS		3	0	
PROJECT -71 TOTALS		13	1	

REMOVING GUARDRAIL

STATION		TO STATION	DIR	ROADWAY	204.0165 REMOVING GUARDRAIL LF
PROJECT 6230-14-71					
CATEGORY 0010					
921+90	-	926+50	RT	STH 54	460
923+00	-	927+65	LT	STH 54	465
PROJECT -71 TOTALS					925
PROJECT 6230-14-72					
CATEGORY 0010					
837+65	-	839+10	RT	STH 54	145
838+30	-	839+10	LT	STH 54	80
839+55	-	840+35	RT	STH 54	80
839+55	-	840+95	LT	STH 54	145
PROJECT -72 TOTALS					450

REMOVING CONCRETE BASES

STATION	DIR	ROADWAY	204.0195 EA	COMMENT
PROJECT 6230-14-72				
CATEGORY 0010				
847+80	45' LT	STH 54	2	GAS STATION SIGN BASES
PROJECT -72 TOTAL			2	

NOTE: ADDIITONAL QTY IN TRAFFIC SIGNAL TABLES

REMOVING STORM SEWER

STATION		TO STATION	DIR	ROADWAY	204.0245.01 8-INCH LF	204.0245.02 10-INCH LF	204.0245.03 12-INCH LF	204.245.04 18-INCH LF	COMMENTS
PROJECT 6230-14-71									
CATEGORY 0010									
83957	-	83961	LT	STH 54	---	---	---	4	CONCRETE
PROJECT -71 TOTALS					0	0	0	4	
PROJECT 6230-14-72									
CATEGORY 0010									
844+85	-	844+90	LT	STH 54	8	---	---	---	CONCRETE
844+90	-	844+92	LT	STH 54	---	5	---	---	PVC
844+90	-	844+90	LT	STH 54	8	---	---	---	CONCRETE
846+44	-	846+76	RT	STH 54	---	---	26	---	CONCRETE
847+92	-	847+92	RT	STH 54	---	---	24	---	CLAY
848+03	-	848+20	RT	STH 54	---	---	24	---	CONCRETE/PVC
PROJECT -72 TOTALS					16	5	74	0	

REMOVING MASONRY

STA	DIR	LOCATION	204.0185 REMOVING MASONRY CY	COMMENTS
PROJECT 6230-14-71				
CATEGORY 0010				
552+72	LT & RT	STH 54	8.6	MASONRY CULVERT ENDWALL
582+52	LT & RT	STH 54	4.2	MASONRY CULVERT ENDWALL
644+50	RT	STH 54	1.0	MASONRY CULVERT ENDWALL AND GATE
720+11	LT	STH 54	1.4	MASONRY CULVERT ENDWALL AND GATE
CATEGORY 0010 TOTAL			15.2	
CATEGORY 0030				
835+78	LT	STH 54	2.5	MASONRY CULVERT ENDWALL
836+05	RT	STH 54	2.5	MASONRY CULVERT ENDWALL
CATEGORY 0030 TOTAL			5	
PROJECT -71 TOTAL			20.2	

REMOVING CONCRETE PAVEMENT

STATION	TO	STATION	ROADWAY	204.0100 SY	COMMENTS
PROJECT 6230-14-72					
CATEGORY 0010					
843+00	-	849+00	STH 54	30	EXIST CONC PAVEMENT IN TRAVEL LANES
PROJECT -72 TOTALS				30	

REMOVING ASPHALTIC SURFACE

STATION	TO	STATION	ROADWAY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 BUTT JOINTS SY	204.0120 MILLING SY	SPV.0180.01 REMOVING ASPHALTIC SURFACE WITHIN GUTTER SY	COMMENTS
PROJECT 6230-14-71								
CATEGORY 0010								
538+25	-	590+00	STH 54	---	11	17,725	---	4" DEPTH MILL
590+00	-	650+00	STH 54	---	11	21,030	---	4" DEPTH MILL
650+00	-	710+00	STH 54	---	5	20,540	---	4" DEPTH MILL
710+00	-	770+00	STH 54	---	7	20,670	---	4" DEPTH MILL
770+00	-	830+00	STH 54	---	17	21,720	---	4" DEPTH MILL
830+00	-	837+23	STH 54	---	17	2,815	---	4" DEPTH MILL
858+60	-	911+50	STH 54	---	28	19,720	---	3" / 4" DEPTH MILL
911+50	-	920+00	STH 54	---	---	2,835	---	2" DEPTH MILL
920+00	-	980+00	STH 54	---	54	21,400	---	2" DEPTH MILL
980+00	-	1040+00	STH 54	---	90	20,660	---	2" DEPTH MILL
1040+00	-	1100+00	STH 54	---	56	21,750	---	2" DEPTH MILL
1100+00	-	1133+00	STH 54	---	167	11,000	---	2" DEPTH MILL
DWY 809+75 RT			STH 54	31	---	---	---	
DWY 828+10 RT			STH 54	29	---	---	---	
DWY 889+75 LT			STH 54	28	---	---	---	
DWY 904+00 RT			STH 54	22	---	---	---	
DWY 906+85 LT			STH 54	30	---	---	---	
DWY 1003+05 LT			STH 54	---	45	---	---	
DWY 1114+80 RT			STH 54	---	31	---	---	
DWY 1118+50 RT			STH 54	---	28	---	---	
DWY 1119+90 RT			STH 54	---	29	---	---	
DWY 1123+00 LT			STH 54	---	79	---	---	
PROJECT -71 TOTALS				141	676	201,865	0	
PROJECT 6230-14-72								
CATEGORY 0010								
837+23	-	843+00	STH 54	158	---	2,060	---	3" MILL DEPTH
843+00	-	849+00	STH 54	859	33	3,470	70	3" MILL DEPTH
849+00		855+00	STH 54	72	16	2,835	260	3" MILL DEPTH
855+00	-	858+60	STH 54	34	12	1,735	115	3" MILL DEPTH
PROJECT -72 TOTALS				1,123	61	10,100	445	

REMOVING GAS STATION SIGN

STATION	DIR	ROADWAY	204.9060.S.01 EA
PROJECT 6230-14-72			
CATEGORY 0010			
847+80	45' LT	STH 54	1
PROJECT -72 TOTAL			1

PREPARE FOUNDATION FOR ASPHALTIC PAVING

STATION	TO	STATION	ROADWAY	211.0101.01 6230-14-71 EA	211.0101.02 6230-14-72 EA
PROJECT 6230-14-71					
CATEGORY 0010					
UNDISTRUBUTED			STH 54	1	---
PROJECT -71 TOTALS				1	0
PROJECT 6230-14-72					
CATEGORY 0010					
UNDISTRUBUTED			STH 54	---	1.00
PROJECT -72 TOTALS				0	1

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

STATION	TO	STATION	ROADWAY	211.0400 ASPHALTIC SHOULDERS STA
PROJECT 6230-14-71				
CATEGORY 0010				
538+25	-	590+00	STH 54	102
590+00	-	650+00	STH 54	116
650+00	-	710+00	STH 54	118
710+00	-	770+00	STH 54	115
770+00	-	830+00	STH 54	111
830+00	-	837+23	STH 54	13
858+60	-	920+00	STH 54	113
920+00	-	980+00	STH 54	96
980+00	-	1040+00	STH 54	116
1040+00	-	1100+00	STH 54	108
1100+00	-	1133+00	STH 54	66
PROJECT -71 TOTALS				1,074

BASE AGGREGATE DENSE

STATION		TO STATION	ROADWAY	305.0110 3/4-INCH TON	305.0120 1 1/4-INCH TON	624.0100 WATER MGAL	650.4500 STAKING SUBGRADE LF	650.5000 STAKING BASE LF	COMMENTS
PROJECT 6230-14-71									
CATEGORY 0010									
538+25	-	590+00	STH 54	334	---	3	---	---	SHOULDER
590+00	-	650+00	STH 54	387	---	4	---	---	SHOULDER
650+00	-	710+00	STH 54	388	---	4	---	---	SHOULDER
710+00	-	770+00	STH 54	383	---	4	---	---	SHOULDER
770+00	-	830+00	STH 54	375	---	4	---	---	SHOULDER
830+00	-	837+23	STH 54	38	---	---	---	---	SHOULDER
858+60	-	907+00	STH 54	290	---	3	---	---	SHOULDER
907+00	-	911+50	STH 54	88	---	1	---	---	SHOULDER
911+50	-	921+12	STH 54	199	---	2	---	---	SHOULDER
924+12	-	STR	STH 54	65	1,070	11	256	256	FULL DEPTH/RECONSTRUCT
STR	-	925+78	STH 54	66	1,157	12	277	277	FULL DEPTH/RECONSTRUCT
925+78	-	980+00	STH 54	973	---	10	---	---	SHOULDER
980+00	-	1040+00	STH 54	1,151	---	12	---	---	SHOULDER
1040+00	-	1100+00	STH 54	1,102	---	11	---	---	SHOULDER
1100+00	-	1133+00	STH 54	642	---	6	---	---	SHOULDER
552+17	-	553+27	STH 54	15	291	3	110	110	FULL DEPTH AT CULVERTS
581+86	-	583+17	STH 54	18	346	4	131	131	FULL DEPTH AT CULVERTS
644+50	-	645+31	STH 54	11	214	2	81	81	FULL DEPTH AT CULVERTS
719+72	-	720+86	STH 54	16	301	3	114	114	FULL DEPTH AT CULVERTS
777+78	-	778+56	STH 54	11	206	2	78	78	FULL DEPTH AT CULVERTS
795+26	-	796+07	STH 54	11	214	2	81	81	FULL DEPTH AT CULVERTS
815+27	-	816+08	STH 54	11	214	2	81	81	FULL DEPTH AT CULVERTS
918+13	-	918+85	STH 54	10	190	2	72	72	FULL DEPTH AT CULVERTS
CATEGORY 0010 TOTALS				6,582	4,205	107	1,281	1,281	
CATEGORY 0030									
835+26	-	836+57	STH 54	18	346	4	131	131	FULL DEPTH AT CULVERTS
CATEGORY 0030 TOTALS				18	346	4	131	131	
PROJECT -71 TOTALS				6,600	4,552	111	1,412	1,412	
PROJECT 6230-14-72									
CATEGORY 0010									
837+23	-	858+60	STH 54	18	403	4	---	---	CURB/SIDEWALK/PAVT/SHOULDER
844+85	-	848+20	STH 54	---	43	---	---	---	SS REPLACEMENT
PROJECT -72 TOTALS				18	447	4	0	0	

PIT RUN

STATION		TO STATION	DIR	ROADWAY	313.0115 PIT RUN CY	COMMENTS
PROJECT 6230-14-71						
CATEGORY 0010						
644+50	-	645+35	RT	STH 54	30	EAST AND WEST WEIR FILL
PROJECT -71 TOTALS					30	

CONCRETE PAVEMENT

STATION		TO STATION	ROADWAY	415.0800 CONCRETE PAVEMENT 8-INCH SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF
PROJECT 6230-14-71						
CATEGORY 0010						
924+41	-	924+56	STH 54	33	40	15
924+96	-	925+11	STH 54	33	40	15
PROJECT -71 TOTALS				66	80	30

CONCRETE DRIVEWAY

STATION	DIR	ROADWAY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.0180 CONCRETE DRIVEWAY 8-INCH SY
PROJECT 6230-14-72				
CATEGORY 0010				
846+37	RT	STH 54	6	---
846+39	LT	STH 54	---	2
850+33	RT	STH 54	16	---
PROJECT -72 TOTALS			22	2

CONCRETE SURFACE DRAIN

LOCATION	DIR	ROADWAY	416.1010 CONCRETE SURFACE DRAIN CY	645.0130 GEOTEXTILE FABRIC TYPE R SY
PROJECT 6230-14-72				
CATEGORY 0010				
STA 839+83	LT	STH 54	2	10
PROJECT -72 TOTALS			2	10

HMA MIXTURE ACCEPTANCE 6230-14-71

STATION TO STATION			ROADWAY	LOCATION	UNDERLAYING SURFACE	MIXTURE	BID ITEM	AVG LAYER DEPTH (IN)	DENSITY ACCEPTANCE	MIXTURE ACCEPTANCE
PROJECT 6230-14-71										
CATEGORY 0010										
538+25	-	837+23	STH 54	MAINLINE LANES	EXISTING ASPHALT	3 MT 58-28 S	460.6223	2.25	460.2005	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
				LT SHOULDER / INTERSECTIONS	EXISTING ASPHALT	3 MT 58-28 S	460.6223	2.25	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE	
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
				RT SHOULDER / INTERSECTIONS	EXISTING ASPHALT	3 MT 58-28 S	460.6223	2.25		
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
858+60	-	907+00		MAINLINE LANES	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75	460.2000	
					EXISTING ASPHALT	4 MT 58-28 S	460.6224	1.25	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE	
				LT SHOULDER/INT	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
					EXISTING ASPHALT	4 MT 58-28 S	460.6224	1.25		
				RT SHOULDER/INT	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
					EXISTING ASPHALT	4 MT 58-28 S	460.6224	1.25		
907+00	-	924+06		MAINLINE LANES	EXISTING ASPHALT	3 MT 58-28 S	460.6223	2.25	460.2005	
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
				LT SHOULDER / INTERSECTIONS	EXISTING ASPHALT	3 MT 58-28 S	460.6223	2.25	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE	
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
				RT SHOULDER / INTERSECTIONS	EXISTING ASPHALT	3 MT 58-28 S	460.6223	2.25		
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
924+06	-	924+41		MAINLINE LANES	EXISTING ASPHALT	3 MT 58-28 S	460.6223	3.25	460.2000	
					3 MT 58-28 S	3 MT 58-28 S	460.6223	2.25		
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
				LT SHOULDER	EXISTING ASPHALT	3 MT 58-28 S	460.6223	3.25	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE	
					3 MT 58-28 S	3 MT 58-28 S	460.6223	2.25		
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
				RT SHOULDER	EXISTING ASPHALT	3 MT 58-28 S	460.6223	3.25		
					3 MT 58-28 S	3 MT 58-28 S	460.6223	2.25		
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
925+10	-	925+46		MAINLINE LANES	EXISTING ASPHALT	3 MT 58-28 S	460.6223	3.25	460.2000	
					3 MT 58-28 S	3 MT 58-28 S	460.6223	2.25		
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
				LT SHOULDER	EXISTING ASPHALT	3 MT 58-28 S	460.6223	3.25	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE	
					3 MT 58-28 S	3 MT 58-28 S	460.6223	2.25		
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
				RT SHOULDER	EXISTING ASPHALT	3 MT 58-28 S	460.6223	3.25		
					3 MT 58-28 S	3 MT 58-28 S	460.6223	2.25		
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
925+46	-	1133+00		MAINLINE LANES	EXISTING ASPHALT	3 MT 58-28 S	460.6223	2.25	460.2005	
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
				LT SHOULDER / INTERSECTIONS	EXISTING ASPHALT	3 MT 58-28 S	460.6223	2.25	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE	
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
				RT SHOULDER / INTERSECTIONS	EXISTING ASPHALT	3 MT 58-28 S	460.6223	2.25		
					3 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		

HMA MIXTURE ACCEPTANCE 6230-14-72

STATION TO STATION			ROADWAY	LOCATION	UNDERLAYING SURFACE	MIXTURE USE	BID ITEM	AVG LAYER DEPTH (IN)	DENSITY ACCEPTANCE	MIXTURE ACCEPTANCE
PROJECT 6230-14-72										
CATEGORY 0010										
837+23	-	843+00	STH 54	MAINLINE LANES	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75	460.2000	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010
					EXISTING ASPHALT	4 MT 58-28 S	460.6224	1.25	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE	
				LT PARKING/INT	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
					EXISTING ASPHALT	4 MT 58-28 S	460.6224	1.25		
				RT PARKING/INT	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
					EXISTING ASPHALT	4 MT 58-28 S	460.6224	1.25		
843+00	-	849+00		MAINLINE LANES	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75	460.2000	
					EXISTING CONCRETE	4 MT 58-28 S	460.6224	1.25	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE	
				LT PARKING/INT	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
					EXISTING CONCRETE	4 MT 58-28 S	460.6224	1.25		
				RT PARKING/INT	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
					EXISTING CONCRETE	4 MT 58-28 S	460.6224	1.25		
849+00	-	855+00		MAINLINE LANES	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75	460.2000	
					EXISTING CONCRETE	4 MT 58-28 S	460.6224	1.25	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE	
				LT PARKING/INT	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
					EXISTING CONCRETE	4 MT 58-28 S	460.6224	1.25		
				RT PARKING/INT	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
					EXISTING CONCRETE	4 MT 58-28 S	460.6224	1.25		
855+00	-	858+60		MAINLINE LANES	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75	460.2000	
					EXISTING ASPHALT	4 MT 58-28 S	460.6224	1.25	ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE	
				LT PARKING/INT	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
					EXISTING ASPHALT	4 MT 58-28 S	460.6224	1.25		
				RT PARKING/INT	4 MT 58-28 S	4 MT 58-28 S	460.6224	1.75		
					EXISTING ASPHALT	4 MT 58-28 S	460.6224	1.25		

ASPHALTIC SURFACE

STATION	TO	STATION	ROADWAY	465.0105 TON	COMMENTS
PROJECT 6230-14-71					
CATEGORY 0010					
858+50	-	907+00	STH 54	250	SHOULDER WIDENING LOWER LAYER
PROJECT -71 TOTAL				250	

HMA PWL TEST STRIPS

STATION	TO	STATION	ROADWAY	460.0105.S HMA PWL TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PWL TEST STRIP DENSITY EACH
PROJECT 6230-14-71					
CATEGORY 0010					
UNDISTRUBUTED			STH 54	2	2
PROJECT -71 TOTAL				2	2
PROJECT 6230-14-72					
CATEGORY 0010					
UNDISTRUBUTED			STH 54	---	---
PROJECT -72 TOTAL				0	0

3

ASPHALTIC ITEMS

STATION		TO STATION	ROADWAY	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
PROJECT 6230-14-71									
CATEGORY 0010									
538+25	-	837+23		STH 54	---	14,060	15,160	11,790	---
858+60	-	907+00		STH 54	---	2,400	---	3,450	---
907+00	-	924+06		STH 54	---	790	860	670	---
924+06		924+41		STH 54	---	20	50	20	---
925+10		925+46		STH 54	---	20	50	20	---
925+46		1133+00		STH 54	---	9,670	10,420	8,110	---
DWY 809+75 RT				STH 54	---	1	---	---	4
DWY 828+10 RT				STH 54	---	1	---	---	3
DWY 889+75 LT				STH 54	---	1	---	---	4
DWY 904+00 RT				STH 54	---	1	---	---	2
DWY 906+85 LT				STH 54	---	1	---	---	4
DWY 1003+05 LT				STH 54	---	2	---	---	6
DWY 1114+80 RT				STH 54	---	1	---	---	4
DWY 1118+50 RT				STH 54	---	1	---	---	4
DWY 1119+90 RT				STH 54	---	1	---	---	4
DWY 1123+00 LT				STH 54	---	4	---	---	11
UNDISTRIBUTED				STH 54	5,100	---	---	---	---
				PROJECT -71 TOTALS	5,100	26,974	26,540	24,060	46
PROJECT 6230-14-72									
CATEGORY 0010									
837+23	-	843+00		STH 54	---	250	20	360	0
843+00		849+00		STH 54	---	420	230	610	5
849+00	-	855+00		STH 54	---	370	30	530	---
855+00	-	858+60		STH 54	---	220	10	320	---
				PROJECT -72 TOTALS	0	1,260	290	1,820	5

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ASPHALTIC SURFACE PATCHING

STATION	TO	STATION	ROADWAY	465.0110 TON
PROJECT 6230-14-71				
CATEGORY 0010				
UNDISTRUBUTED			STH 54	200
PROJECT -71 TOTAL				200
PROJECT 6230-14-72				
CATEGORY 0010				
UNDISTRUBUTED			STH 54	20
PROJECT -72 TOTAL				20

RUMBLE STRIPS

STATION	TO	STATION	ROADWAY	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL LF	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF
PROJECT 6230-14-71					
CATEGORY 0010					
538+25	-	590+00	STH 54	10,075	4,775
590+00	-	650+00	STH 54	11,500	5,200
650+00	-	710+00	STH 54	11,730	5,600
710+00	-	770+00	STH 54	11,475	5,425
770+00	-	830+00	STH 54	10,980	5,375
830+00	-	837+23	STH 54	900	200
858+60	-	920+00	STH 54	9,175	3,800
920+00	-	980+00	STH 54	10,835	5,600
980+00	-	1040+00	STH 54	11,425	5,200
1040+00	-	1100+00	STH 54	11,050	5,200
1100+00	-	1133+00	STH 54	6,600	2,900
PROJECT -71 TOTALS				105,745	49,275

CONCRETE MASONRY ENDWALLS

STATION	DIR	ROADWAY	504.0900 CONCRETE MASONRY ENDWALLS CY
PROJECT 6230-14-71			
CATEGORY 0010			
552+72	LT & RT	STH 54	8.6
582+52	LT & RT	STH 54	4.2
720+11	LT	STH 54	1.4
CATEGORY 0010 TOTAL			14.2
CATEGORY 0030			
835+90	LT	STH 54	11
835+90	RT	STH 54	14
CATEGORY 0030 TOTAL			25
PROJECT -71 TOTAL			39.2

PILING SHEET PERMANENT

STATION	DIR	ROADWAY	512.0500 DELIVERED SF	512.0600 DRIVEN SF	COMMENTS
PROJECT 6230-14-71					
CATEGORY 0010					
644+50	RT	STH 54	300	300	WEST WEIR
645+35	RT	STH 54	380	380	EAST WEIR
PROJECT -71 TOTALS			680	680	

CONCRETE CURB AND GUTTER

STATION	TO	STATION	ROADWAY	204.0150 REMOVING CURB AND GUTTER LF	601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D LF	601.0557 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
PROJECT 6230-14-71								
CATEGORY 0010								
796+06			STH 54	20	---	20	---	20
PROJECT -71 TOTALS				20	---	20	---	20
PROJECT 6230-14-72								
CATEGORY 0010								
837+23	-	843+00	STH 54	648	648	---	---	648
843+00	-	849+00	STH 54	473	473	---	65	538
849+00	-	855+00	STH 54	267	267	---	40	307
855+00	-	858+60	STH 54	124	124	---	55	179
PROJECT -72 TOTALS				1,512	1,512	0	160	1,672

CULVERT PIPES

STA	LOCATION	520.1036 APRON ENDWALLS FOR CULVERT PIPE 36-INCH LF	520.3636 CULVERT PIPE CLASS III-B NON-METAL 36-INCH LF	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.0430 CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	SPV.0090.01 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 58X91-INCH LF	522.1024 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	524.0636 APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH SALVAGED EACH	521.6124 CULVERT PIPE CORRUGATED STEEL ALUMINUM COATED 24-INCH LF	521.6148 CULVERT PIPE CORRUGATED STEEL ALUMINUM COATED 48-INCH LF	SPV.0060.08 FLAP GATE 36-INCH EA	633.5200 CULVERT MARKER ENDS EA	MIN. THICKNESS IN	CULVERT PIPE TRANSISTION LIMITS (SEE CONSTRUCTION DETAIL) LF	INLET	OUTLET
PROJECT 6230-14-71																		
CATEGORY 0010																		
552+69	STH 54	---	---	---	---	101	---	---	---	---	---	---	---	2	---	38	763.39	763.17
552+75	STH 54	---	---	---	---	101	---	---	---	---	---	---	---		---	38	763.39	763.17
582+48	STH 54	---	107	---	---	---	---	---	---	---	---	---	---	2	---	41	762.26	762.05
582+56	STH 54	---	107	---	---	---	---	---	---	---	---	---	---		---	41	762.26	762.05
644+51	STH 54	---	---	---	---	---	---	---	---	---	21	---	---	---	0.075	---	762.81	762.71
644+91	STH 54	---	---	---	---	---	---	---	---	---	---	88	---	---	0.105	37	762.85	762.55
645+37	STH 54	---	---	---	---	---	---	---	---	---	16	---	---	---	0.075	---	762.95	762.90
720+29	STH 54	1	92	---	---	---	---	---	---	---	---	---	1	2	---	40	763.25	762.80
778+17	STH 54	---	---	---	---	52	---	---	2	---	---	---	---	2	---	37	785.48	785.11
796+07	STH 54	---	---	---	68	---	---	2	---	---	---	---	---	2	---	37	788.93	788.68
816+08	STH 54	---	---	---	---	50	---	---	2	---	---	---	---	2	---	37	778.52	777.66
859+50	STH 54	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
1036+93	STH 54	---	---	16	---	---	---	---	---	---	---	---	---	---	---	---	---	771.50
CATEGORY 0010 TOTALS		1	306	16	68	304	0	2	4	1	37	88	1	12				
CATEGORY 0030																		
835+62	STH 54	---	---	---	---	---	104	---	---	---	---	---	---	---	---	38	767.75	767.55
835+74	STH 54	---	---	---	---	---	104	---	---	---	---	---	---	---	---	---	767.75	767.55
835+86	STH 54	---	---	---	---	---	104	---	---	---	---	---	---	---	---	38	767.75	767.55
CATEGORY 0030 TOTALS		0	0	0	0	0	312	0	0	0	0	0	0	0				
PROJECT -71 TOTALS		1	306	16	68	304	312	2	4	1	37	88	1	12				

STORM SEWER STRUCTURES

STRUCTURE	STA	DIR	ROADWAY	204.0220 REMOVING INLET EACH	204.0250 ABANDON MANHOLE EACH	611.3230 INLETS 2x3-FT EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	SPV.0060.07 MANHOLE 4X4 SPECIAL EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	COMMENTS
PROJECT 6230-14-71											
CATEGORY 0010											
100	644+51	RT	STH 54	---	---	---	---	---	1	1	STRUCTURE HEIGHT AND INVERT INFORMATION TO BE VERIFIED BY CONTRACTOR PRIOR TO ORDERING STRUCTURES
101	645+35	RT	STH 54	---	---	---	---	---	1	1	
10	839+82	LT	STH 54	---	---	1	1	---	---	1	
			PROJECT -71 TOTALS	0	0	1	1	0	2	3	
PROJECT 6230-14-72											
CATEGORY 0010											
INL 643.0	844+90	LT	STH 54	1	---	1	---	1	---	1	STRUCTURE HEIGHT AND INVERT INFORMATION TO BE VERIFIED BY CONTRACTOR PRIOR TO ORDERING STRUCTURES
MH 817.0	846+37	LT	STH 54	---	1	---	---	---	---	---	
			PROJECT -72 TOTALS	1	1	1	0	1	0	1	

CONCRETE COLLARS FOR PIPE

STA	DIR	LOCATION	520.8000* CONCRETE COLLARS FOR PIPE EACH	COMMENTS
PROJECT 6230-14-71				
CATEGORY 0010				
644+50	RT	STH 54	1	WEST WEIR STRUCT
645+35	RT	STH 54	1	EAST WEIR STRUCT
1036+93	LT	STH 54	1	CULVERT PIPE REPAIR
		PROJECT -71 TOTAL	3	

*ADDITIONAL QUANTITY IN STORM SEWER PIPE TABLE

RIPRAP

STATION TO STATION	DIR	ROADWAY	606.0050 RIPRAP EXTRA-LIGHT CY	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
PROJECT 6230-14-71					
CATEGORY 0010					
644+42	RT	STH 54	25	---	---
645+30	RT	STH 54	20	---	---
		CATEGORY 0010 TOTALS	45	0	0
CATEGORY 0030					
835+90	LT	STH 54	---	55	110
835+90	RT	STH 54	---	35	70
		CATEGORY 0030 TOTALS	0	90	180
		PROJECT -71 TOTALS	45	90	180

STORM SEWER PIPES

STATION / STRUCT	TO	STATION / STRUCT	DIR	ROADWAY	520.8000** CONCRETE COLLARS FOR PIPE EACH	608.0312 STORM SEWER REINFORCED CONCRETE CLASS III 12-INCH LF	608.3618 STORM SEWER PIPE CLASS III-B 18-INCH LF	SPV.0090.02 STORM SEWER PVC 8-INCH LF	SPV.0090.03 STORM SEWER PVC 10-INCH LF
PROJECT 6230-14-71									
CATEGORY 0010									
EXIST	-	10	---	STH 54	---	---	19	---	---
10	-	EXIST	---	STH 54	---	---	6	---	---
				PROJECT -71 TOTALS	0	0	25	0	0
PROJECT 6230-14-72									
CATEGORY 0010									
844+85	-	844+90	LT	STH 54	1	---	---	8	---
844+90	-	844+92	LT	STH 54	---	---	---	---	5
844+90	-	844+90	LT	STH 54	1	---	---	8	---
846+47	-	846+73	RT	STH 54	2	26	---	---	---
848+03	-	848+20	RT	STH 54	1	24	---	---	---
847+92	-	847+92	RT	STH 54	1	24	---	---	---
				PROJECT -72 TOTALS	6	74	0	16	5

**ADDITIONAL QUANTITY SHOWN ON CONCRETE COLLAR TABLE

ADJUSTING COVERS / RECONDITIONING

LOCATION	DIR	ROADWAY	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.01 RECONDITIONING INLETS EACH
PROJECT 6230-14-72					
CATEGORY 0010					
STA 839+50	RT	STH 54	---	1	---
STA 839+55	RT	STH 54	---	1	---
STA 839+55	LT	STH 54	---	1	---
STA 839+60	LT	STH 54	---	1	---
STA 842+68	RT	STH 54	---	1	1
STA 842+68	LT	STH 54	---	1	---
STA 843+12	LT	STH 54	---	1	---
STA 843+87	LT	STH 54	---	1	---
STA 843+95	RT	STH 54	---	---	---
STA 844+38	LT	STH 54	---	1	---
STA 844+91	RT	STH 54	---	1	---
STA 847+92	RT	STH 54	1	---	---
STA 848+60	LT	STH 54	---	1	---
STA 848+85	RT	STH 54	---	---	1
PROJECT -72 TOTALS			1	11	2

TEMPORARY PAVEMENT MARKING

STATION TO STATION			ROADWAY	643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH YELLOW LF	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	COMMENTS
PROJECT 6230-14-71						
CATEGORY 0010						
538+25	-	590+00	STH 54	414	1,242	
590+00	-	650+00	STH 54	480	1,440	
650+00	-	710+00	STH 54	480	1,440	
710+00	-	770+00	STH 54	3,753	11,259	
770+00	-	830+00	STH 54	1,749	5,247	
830+00	-	837+23	STH 54	1,444	4,332	
858+60	-	920+00	STH 54	9,543	28,629	
920+00	-	980+00	STH 54	7,797	23,391	
980+00	-	1040+00	STH 54	3,308	9,924	
1040+00	-	1100+00	STH 54	10,108	30,325	
1100+00	-	1133+00	STH 54	786	2,358	
PROJECT -71 TOTALS				39,862	119,587	
PROJECT 6230-14-72						
CATEGORY 0010						
837+23	-	858+60	STH 54	3,854	11,562	
PROJECT -72 TOTALS				3,854	11,562	

PAVEMENT MARKING

STATION TO STATION			ROADWAY	646.1020 MARKING LINE EPOXY 4-INCH LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH LF	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF
PROJECT 6230-14-71								
CATEGORY 0010								
538+25	-	590+00	STH 54	1,294	10,249	---	---	---
590+00	-	650+00	STH 54	1,500	11,806	---	---	---
650+00	-	710+00	STH 54	1,500	11,905	---	---	---
710+00	-	770+00	STH 54	4,663	11,854	---	---	---
770+00	-	830+00	STH 54	2,756	11,655	---	---	---
830+00	-	837+23	STH 54	1,444	1,312	---	---	---
858+60	-	920+00	STH 54	9,943	11,800	---	21,743	---
920+00	-	980+00	STH 54	8,269	11,762	---	20,031	---
980+00	-	1040+00	STH 54	4,175	10,748	---	14,923	---
1040+00	-	1100+00	STH 54	10,498	11,676	---	22,174	---
1100+00	-	1133+00	STH 54	969	6,600	---	7,569	---
PROJECT -71 TOTALS				47,009	111,367	0	86,439	0
PROJECT 6230-14-72								
CATEGORY 0010								
837+23	-	858+60	STH 54	3,854	200	100	---	890
PROJECT -72 TOTALS				3,854	200	100	0	890

SIGNS

LOCATION	ROADWAY	634.0612 POSTS WOOD 4X6-INCH 12 FT EA	637.2230 SIGNS TYPE II REFLECTIVE F SF	COMMENT
PROJECT 6230-14-71				
CATEGORY 0010				
B-44-0469	STH 54	4	12	(2) W5-52R (2) W5-52L
PROJECT -71 TOTALS		4	12	

PAVEMENT MARKING

STATION TO STATION			ROADWAY	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE) LF
PROJECT 6230-14-71				
CATEGORY 0010				
794+70	-	795+80	STH 54	110
797+28	-	798+44	STH 54	116
947+08	-	950+46	STH 54	338
952+02	-	954+16	STH 54	214
PROJECT -71 TOTAL				778

EROSION CONTROL

LOCATION	ROADWAY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EA	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EA	628.6005 TURBIDITY BARRIER SY	628.7005 INLET PROTECTION TYPE A	628.7015 INLET PROTECTION TYPE C	628.7020 INLET PROTECTION TYPE D	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EA	628.7570 ROCK BAGS EA
PROJECT 6230-14-71												
CATEGORY 0010												
WEST AND EAST WEIRS	STH 54	---	---	---	---	35	---	---	---	---	---	---
CULVERT REPLACEMENTS	STH 54	---	---	---	---	---	---	---	---	---	65	---
921+00 - 928+00	STH 54	440	440	---	---	---	---	---	---	60	---	---
UNDISTRIBUTED		110	110	3	2	---	---	---	---	20	20	100
PROJECT -71 TOTALS		550	550	3	2	35	0	0	0	80	85	100
PROJECT 6230-14-72												
CATEGORY 0010												
837+23 - 858+60	STH 54	---	---	1	1	---	2	1	4	---	---	---
UNDISTRIBUTED		---	---	---	---	---	---	5	---	---	---	---
PROJECT -72 TOTALS		0	0	1	1	0	2	6	4	0	0	0

RESTORATION

STATION TO STATION	DIR	ROADWAY	LOCATION	630.0500 SEED WATER MGAL	625.0100 TOPSOIL SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.2027 EROSION MAT CLASS II TYPE C SY	629.0210 FERTILIZER TYPE B CWT	630.0110 SEEDING MIXTURE #10 LB	630.0140 SEEDING MIXTURE #40 LB
PROJECT 6230-14-71										
CATEGORY 0010										
644+30 - 645+35	RT	STH 54	WEST AND EAST WEIRS	3	150	---	150	0.1	3	---
CULVERT REPLACEMENTS	---	STH 54	CULVERT REPLACEMENTS	32	1,440	1,440	---	0.9	26	---
921+00 - 928+00	LT/RT	STH 54	STRUCT B-44-0469	76	3,390	2,300	1,090	2.1	61	---
UNDISTRIBUTED		STH 54	UNDISTRIBUTED	30	1250	940	310	0.8	23	---
			CATEGORY 0010 TOTALS	141	6,230	4,680	1,550	3.9	113	0
CATEGORY 0030										
835+00 - 837+00	LT/RT	STH 54	B-44-0485	11	500	500	---	0.3	9	---
			CATEGORY 0030 TOTALS	11	500	500	0	0.3	9	0
			PROJECT -71 TOTALS	152	6,730	5,180	1,550	4	122	0
PROJECT 6230-14-72										
CATEGORY 0010										
837+23 - 858+60	LT/RT	STH 54	BLACK CREEK	14	620	620	---	0.4	---	11
			CATEGORY 0010 TOTALS	14	620	620	0	0.4	0	11
			PROJECT -72 TOTALS	14	620	620	0	0.4	0	11

GUARDRAIL

STATION		TO STATION	DIR	ROADWAY	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
PROJECT 6230-14-71							
CATEGORY 0010							
923+54	-	924+56	LT	STH 54	12.5	39.4	1
922+80	-	924+56	RT	STH 54	87.5	39.4	1
924+96	-	926+73	LT	STH 54	87.5	39.4	1
924+96	-	925+97	RT	STH 54	12.5	39.4	1
				PROJECT -71 TOTALS	200.0	157.6	4
PROJECT 6230-14-72							
CATEGORY 0010							
838+21	-	839+13	RT	STH 54	---	39.4	1
838+20	-	839+12	LT	STH 54	---	39.4	1
839+50	-	840+42	LT	STH 54	---	39.4	1
893+51	-	840+43	RT	STH 54	---	39.4	1
				PROJECT -72 TOTALS	0.0	157.6	4

CONCRETE SIDEWALK

STATION		TO STATION	ROADWAY	204.0155 REMOVING CONCRETE SIDEWALK SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE YELLOW SF	602.0605 CURB RAMP DETECTABLE YELLOW RADIAL SF
PROJECT 6230-14-72								
CATEGORY 0010								
843+00	-	849+00	STH 54	211	890	1,005	80	---
849+00	-	855+00	STH 54	98	587	225	40	---
855+00	-	858+60	STH 54	67	440	170	40	35
			PROJECT TOTALS	376	1,917	1,400	160	35

FENCE CHAIN LINK SALVAGED

STATION	DIR	ROADWAY	616.0405 FENCE CHAIN LINK SALVAGED 5-FT LF
PROJECT 6230-14-72			
CATEGORY 0010			
855+09	LT	STH 54	24
		PROJECT -72 TOTALS	24

TRAFFIC CONTROL PROJECT

PROJECT	643.5000 EA
6230-14-71	0.70
PROJECT -71 TOTAL	0.70
PROJECT	643.5000 EA
6230-14-72	0.05
PROJECT -72 TOTAL	0.05

TRAFFIC CONTROL

STAGE	LOCATION	APPROX. SERVICE PERIOD DAYS	643.0300 DRUMS NO.	643.0300 DRUMS DAYS	643.0410 BARRICADES TYPE II NO.	643.0410 BARRICADES TYPE II DAYS	643.0420* BARRICADES TYPE III NO.	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A NO.	643.0705* WARNING LIGHTS TYPE A DAYS	643.0900* SIGNS NO.	643.0900* SIGNS DAYS	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	NOTES
PROJECT 6230-14-71 CATEGORY 0010														
B-44-0469 DETOUR	STH 54 W OF B-44-0469	65	--		--		9	585	18	1,170	6	390	--	
	STH 54 E OF B-44-0469	65	--		--		9	585	18	1,170	6	390	--	
	SIDEROADS	65	--		--		6	390	12	780	9	585	--	
	B-44-0469 DETOUR SUBTOTALS		0		0			1,560		3,120		1,365	0	
STH 54 DETOUR	CULVERT STA 552+68	3	--		--		14	42	28	84	4	12	--	
	CULVERT STA 582+52	3	--		--		14	42	28	84	4	12	--	
	CULVERT STA 644+91	5	--		--		14	70	28	140	4	20	--	
	CULVERT STA 720+46	2	--		--		14	28	28	56	4	8	--	
	CULVERT STA 778+16	2	--		--		14	28	28	56	4	8	--	
	CULVERT STA 796+06	2	--		--		14	28	28	56	4	8	--	
	CULVERT STA 816+08	2	--		--		14	28	28	56	4	8	--	
	CULVERTS STA 835+87	5	--		--		14	70	28	140	4	20	--	
	MACK RD CLOSURE	3	--		--		5	15	10	30	3	9	--	
	STATE RD CLOSURE	2	--		--		10	20	20	40	6	12	--	
	CN RAILROAD STRUCTURE	14	--		--		14	196	28	392	4	56	--	
	SIDEROADS	49	--		--		20	980	40	1,960	30	1,470	--	
	STH 54 DETOUR SUBTOTALS		0		0			1,547		3,094		1,643	0	
FLAGGING	STH 54	65	--		--		--		0	--	48	3,120	--	MILLED SURFACE, UNEVEN LANES
	SIDEROADS	65	--		--		--		0	--	68	4,420	--	
	B-44-0469 DETOUR SUBTOTALS		0		0		0		0			7,540	0	
	PROJECT -71 SUBTOTALS		0		0		3,107		6,214			10,548	0	
	UNDISTRIBUTED		0		0		311		621			1,055	0	
	PROJECT -71 TOTALS		0		0		3,418*		6,835*			11,603*	0	
PROJECT 6230-14-72 CATEGORY 0010														
STH 47 DETOUR	STH 47 S OF STH 54	28	--		--		7	196	14	392	5	140	--	
	STH 47 N OF STH 54	28	--		--		7	196	14	392	5	140	--	
	STH 47 AT BURDICK ST	28	--		--		2	56	4	112	3	84	--	
	SIDEROADS N OF STH 54	28	--		--		8	224	16	448	12	336	--	
	STH 47 DETOUR SUBTOTALS		0		0			672		1,344		700	0	
CURB RAMPS	STAGE 1	14	10	140	1	14	--		1	14	9	126	72	
	STAGE 2	14	10	140	1	14	--		1	14	9	126	72	
	STAGE 3	14	30	420	2	28	--		2	28	23	322	180	
	STAGE 4	14	25	350	3	42	--		3	42	17	238	144	
	CURB RAMP SUBTOTALS			1,050		98	0			98	0	812	468	
	PROJECT -72 SUBTOTALS			1,050		98	672			1,442		1,512	468	
	UNDISTRIBUTED			105		10	67			144		151	47	
	PROJECT -72 TOTALS			1,155		108	739*			1,586*		1,663*	515	

*ADDITIONAL QUANTITIES SHOWN IN TRAFFIC CONTROL DETOUR SUMMARIES

STH 47 DETOUR
ALL QUANTITIES ON THIS SHEET ARE IN PROJECT 6230-14-72, CATEGORY 0010

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TRAFFIC CONTROL DETOUR SIGN SUMMARY (STH 47)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 28 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 PORTABLE CHANGEABLE MESSAGE SIGN DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 47, S. OF CTH B, PLACE 2250' S. OF CTH B INTERSECTION	W 20-2A	48"X48"	1	28	28							
2	STH 47, S. OF CTH B, PLACE 1500' S. OF CTH B INTERSECTION	FMS	90"X36"	1					22.5				SEE SIGN DETAIL SHEET
3	STH 47, S. OF CTH B, PLACE 750' S. OF CTH B INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 5-1R	21"X21"	1	28	28							
4	STH 47, AT CTH B, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH B INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							RIGHT
5	STH 47, AT CTH B, PLACE ON RIGHT SHOULDER IN NE QUADRANT OF CTH B INTERSECTION	R 11-3	60"X30"	1	28	28	28	56					3/4 MILE AHEAD
	"	M 4-9R	30"X24"	1	28	28							
6	CTH B, AT STH 47, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	28	28							LEFT
7	CTH B, E. OF STH 47, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	28	28							
8	CTH B, W. OF CTH PP, PLACE 500' W. OF CTH PP INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 5-1L	21"X21"	1	28	28							
8A	CTH B, AT CTH PP, PLACE RIGHT OF EXISTING R1-1 SIGN AT CTH PP INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							LEFT
9	CTH PP, AT CTH B, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH B INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							RIGHT
10	CTH PP, N. OF CTH B, PLACE 500' N. OF CTH B INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 5-1R	21"X21"	1	28	28							
11	CTH PP, S. OF STH 54, PLACE 500' S. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 5-1R	21"X21"	1	28	28							
12	CTH PP, S. OF STH 54, PLACE 250' S. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
13	CTH PP, AT STH 54, PLACE RIGHT OF EXISTING J13-1 SIGN AT STH 54 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							RIGHT
14	STH 54, AT CTH PP, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH PP INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							LEFT
PAGE SUBTOTALS				45		1,232	28	56	22.5	0		0	

STH 47 DETOUR
ALL QUANTITIES ON THIS SHEET ARE IN PROJECT 6230-14-72, CATEGORY 0010

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TRAFFIC CONTROL DETOUR SIGN SUMMARY (STH 47)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 28 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 PORTABLE CHANGEABLE MESSAGE SIGN DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
15	STH 54, E. OF CTH PP, PLACE RIGHT OF EXISTING J4-1 SIGN	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
16	STH 54, E. OF CTH PP, PLACE 500' E. OF CTH PP INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 5-1L	21"X21"	1	28	28							
17	STH 54, W. OF MILLER RD, PLACE 150' W. OF MILLER RD INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							AHEAD
18	STH 54, E. OF MILLER RD, PLACE 150' E. OF MILLER RD INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							AHEAD
19	STH 54, W. OF FRENCH RD, PLACE 150' W. OF FRENCH RD INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							AHEAD
20	STH 54, E. OF FRENCH RD, PLACE 150' E. OF FRENCH RD INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							AHEAD
21	STH 54, W. OF STH 55, PLACE 750' W. OF STH 55 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 5-1L	21"X21"	1	28	28							
22	STH 54, W. OF STH 55, PLACE 250' W. OF STH 55 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
23	STH 54, W. OF STH 55, PLACE 150' W. OF STH 55 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							LEFT
24	STH 54/55, E. OF STH 55, PLACE 100' E. OF STH 55 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							RIGHT
25	STH 54/55, E. OF STH 55, PLACE 500' E. OF STH 55 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 5-1R	21"X21"	1	28	28							
26	STH 54/55, E. OF STH 55, PLACE 1/4 MILE E. OF STH 55 INTERSECTION	FMS	66"X36"	1					16.5				SEE SIGN DETAIL SHEET
	PAGE SUBTOTALS			43		1,176	0	0	16.5	0		0	

STH 47 DETOUR
ALL QUANTITIES ON THIS SHEET ARE IN PROJECT 6230-14-72, CATEGORY 0010

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TRAFFIC CONTROL DETOUR SIGN SUMMARY (STH 47)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 28 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 PORTABLE CHANGEABLE MESSAGE SIGN DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
27	STH 54/55, E. OF STH 55, PLACE 2000' E. OF STH 55 INTERSECTION	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	W 20-2A	48"X48"	1	28	28							
28	STH 55, N. OF STH 54, PLACE 100' N. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							RIGHT
29	STH 55, N. OF STH 54, PLACE 250' N. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
30	STH 55, N. OF STH 54, PLACE 600' N. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 5-1R	21"X21"	1	28	28							
31	STH 55, S. OF CTH G, PLACE 600' S. OF CTH G INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 5-1L	21"X21"	1	28	28							
32	STH 55, S. OF CTH G, PLACE 250' S. OF CTH G INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
33	STH 55, AT CTH G, PLACE 100' S. OF CTH G INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							LEFT
34	CTH G, AT STH 55, PLACE 100' W. OF STH 55 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							RIGHT
35	CTH G, W. OF STH 55, PLACE 250' W. OF STH 55 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
36	CTH G, W. OF STH 55, PLACE 600' W. OF STH 55 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 5-1R	21"X21"	1	28	28							
37	CTH G, E. OF FRENCH RD, PLACE 150' E. OF FRENCH RD INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							AHEAD
	PAGE SUBTOTALS			40		1,120	0	0	0	0		0	

STH 47 DETOUR
ALL QUANTITIES ON THIS SHEET ARE IN PROJECT 6230-14-72, CATEGORY 0010

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TRAFFIC CONTROL DETOUR SIGN SUMMARY (STH 47)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 28 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 PORTABLE CHANGEABLE MESSAGE SIGN DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
38	CTH G, W. OF FRENCH RD, PLACE 150' W. OF FRENCH RD INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							AHEAD
39	CTH G, E. OF MILLER RD, PLACE 150' E. OF MILLER RD INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-1	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							AHEAD
40	CTH G, W. OF MILLER RD, PLACE 150' W. OF MILLER RD INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							AHEAD
41	CTH G, E. OF STH 47, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	28	28							
42	CTH G, E. OF STH 47, PLACE 250' E. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
43	CTH G, AT STH 47, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	28	28							RIGHT
44	STH 47, S. OF CTH G, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
45	STH 47, AT CTH G, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF CTH G INTERSECTION	R 11-3	60"X30"	1	28	28	28	56					3 MILES AHEAD
	"	M 4-9L	30"X24"	1	28	28							
46	STH 47, AT CTH G, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 6-1	21"X21"	1	28	28							LEFT
47	STH 47, N. OF CTH G, PLACE 750' N. OF CTH G INTERSECTION	MO 4-8	24"X12"	1	28	28							
	"	M 3-3	24"X12"	1	28	28							
	"	M 1-6	24"X24"	1	28	28							47
	"	MO 5-1L	21"X21"	1	28	28							
48	STH 47, N. OF CTH G, PLACE 1500' N. OF CTH G INTERSECTION	FMS	90"X36"	1					22.5				SEE SIGN DETAIL SHEET
49	STH 47, N. OF CTH G, PLACE 2250' N. OF CTH G INTERSECTION	W 20-2A	48"X48"	1	28	28							
50	STH 47, N. OF STH 54, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
51	STH 47, S. OF STH 54, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
	PAGE SUBTOTALS			31		784	28	56	22.5	14		1	
	STH 47 DETOUR TOTALS			**159**		**4,312***	**56***	**112***	**61.5**	**14**		**1**	

*ADDITIONAL QUANTITIES SHOWN IN TRAFFIC CONTROL TABLE AND OTHER DETOUR SUMMARIES

B-44-0469 DETOUR
ALL QUANTITIES ON THIS SHEET ARE IN PROJECT 6230-14-71, CATEGORY 0010

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 65 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 54, W. OF STH 47, PLACE 1500' W. OF STH 47 INTERSECTION	M 3-2	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	W 20-2A	48"X48"	1	65	65						
2	STH 54, W. OF STH 47, PLACE 500' W. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-2	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 5-1R	21"X21"	1	65	65						
3	STH 54, W. OF STH 47, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "GREEN BAY AHEAD"
4	STH 54, AT STH 47, PLACE 100' W. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-2	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 6-1	21"X21"	1	65	65						RIGHT
5	STH 47, AT STH 54, MODIFY EXISTING J13-1 SIGN AS SHOWN			1	65	65						
6	STH 47, AT STH 54, PLACE 100' N. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-2	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 6-1	21"X21"	1	65	65						AHEAD
7	STH 47, N. OF STH 54, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "SEYMOUR LEFT"
8	STH 47, N. OF STH 54, PLACE 1500' N. OF STH 54 INTERSECTION	M 3-2	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	W 20-2A	48"X48"	1	65	65						
9	STH 54, AT STH 47, PLACE ON RIGHT SHOULDER ON E. LEG OF INTERSECTION	R 11-3	60"X30"	1	65	65	65	130				1 1/2 MILES AHEAD
	"	M 4-9R	30"X24"	1	65	65						
10	STH 54, E. OF STH 47, COVER EXISITNG J4-1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
11	STH 47, AT STH 54, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	65	65						LEFT
11A	STH 47, N. OF CTH B, PLACE 500' N. OF CTH B INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-2	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 5-1L	21"X21"	1	65	65						
12	STH 47, S. OF STH 54, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "SEYMOUR RIGHT"
12A	STH 47, N. OF CTH B, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH B INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-2	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 6-1	21"X21"	1	65	65						LEFT
13	STH 47, S. OF STH 54, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	65	65						
14	STH 47, S. OF CTH B, PLACE 1500' S. OF CTH B INTERSECTION	M 3-2	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	W 20-2A	48"X48"	1	65	65						
15	STH 47, S. OF CTH B, PLACE 500' S. OF CTH B INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-2	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 5-1R	21"X21"	1	65	65						
16	STH 47, S. OF CTH B, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH B INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-2	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 6-1	21"X21"	1	65	65						RIGHT
17	CTH B, AT STH 47, PLACE RIGHT OF EXISTING R1-1 SIGN	MO 4-8	24"X12"	1	65	65						
	"	M 3-4	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 6-1	21"X21"	1	65	65						RIGHT
PAGE SUBTOTALS				46		2,990	65	130	0		4	

B-44-0469 DETOUR
ALL QUANTITIES ON THIS SHEET ARE IN PROJECT 6230-14-71, CATEGORY 0010

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 65 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
18	CTH B, E. OF STH 47, PLACE 500' E. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-4	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 5-1R	21"X21"	1	65	65						
19	CTH B, W. OF CTH PP, PLACE 500' W. OF CTH PP INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-2	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 5-1L	21"X21"	1	65	65						
20	CTH B, AT CTH PP, PLACE RIGHT OF EXISTING R1-1 SIGN AT CTH PP INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-2	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 6-1	21"X21"	1	65	65						LEFT
21	CTH PP, AT CTH B, PLACE RIGHT OF EXISTING R1-1 SIGN AT CTH B INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-4	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 6-1	21"X21"	1	65	65						RIGHT
22	CTH PP, N. OF CTH B, PLACE 500' N. OF CTH B INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-4	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 5-1R	21"X21"	1	65	65						
23	CTH PP, S. OF STH 54, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	65	65						
24	CTH PP, S. OF STH 54, PLACE 150' S. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-4	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
25	STH 54, W. OF C-44-09, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
26	STH 54, E. OF C-44-09, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
27	STH 54, W. OF CTH PP, COVER EXISTING J4-1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
28	STH 54, AT CTH PP, PLACE ON RIGHT SHOULDER ON W. LEG OF INTERSECTION	R 11-3	60"X30"	1	65	65	65	130				1/2 MILE AHEAD
	"	M 4-9L	30"X24"	1	65	65						
29	STH 54, AT CTH PP, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	65	65						
	"	M 3-4	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 6-1	21"X21"	1	65	65						LEFT
30	STH 54, E. OF CTH PP, PLACE 500' E. OF CTH PP INTERSECTION	MO 4-8	24"X12"	1	65	65						
	"	M 3-4	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	MO 5-1L	21"X21"	1	65	65						
31	STH 54, E. OF CTH PP, PLACE 1500' E. OF CTH PP INTERSECTION	M 3-4	24"X12"	1	65	65						
	"	M 1-6	24"X24"	1	65	65						54
	"	W 20-2A	48"X48"	1	65	65						
	PAGE SUBTOTALS			39		2,405	65	130	14		1	
	PROJECT DETOUR TOTALS			**85**		**5,395***	**130***	**260***	**14**		**5**	

*ADDITIONAL QUANTITIES SHOWN IN TRAFFIC CONTROL TABLE AND OTHER DETOUR SUMMARIES

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STH 54 DETOUR
ALL QUANTITIES ON THIS SHEET ARE IN PROJECT 6230-14-71, CATEGORY 0010

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 49 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 FIXED MESSAGE SIGNS SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 54, W. OF STH 76, PLACE 1000' W. OF STH 76 INTERSECTION	W 20-2A	48"X48"	1	49	49							
2	STH 54, W. OF STH 76, PLACE 500' W. OF STH 76 INTERSECTION	FMS	78"X48"	1					26				SEE SIGN DETAIL SHEET
3	STH 76, N. OF STH 54, PLACE 500' N. OF STH 54 INTERSECTION	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	W 20-2A	48"X48"	1	49	49							
4	STH 54/76, W. OF STH 76 SOUTH, PLACE 750' W. OF STH 76 SOUTH INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 5-1R	21"X21"	1	49	49							
5	STH 54/76, W. OF STH 76 SOUTH, MODIFY EXISTING J3-2 SIGN AS SHOWN	MO 4-8	24"X12"	1	49	49							
	"	MO 6-1	21"X21"	1	49	49							RIGHT
6	STH 54/76, AT STH 76 SOUTH, COVER EXISTING J3-4 SIGN AS SHOWN										1	1	COVER "EAST 54 RT"
7	STH 54/76, AT STH 76 SOUTH, PLACE ON RIGHT SHOULDER IN SE QUADRANT OF INTERSECTION	R 11-3	60"X30"	1	49	49	49	98					1/2 MILE AHEAD
	"	M 4-9R	30"X24"	1	49	49							
8	STH 54, BETWEEN STH 76 & 187, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
9	STH 54, E. OF STH 76 SOUTH, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
10	STH 187, N. OF STH 54, PLACE 500' N. OF STH 54 INTERSECTION	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							
	"	W 20-2A	48"X48"	1	49	49							
11	STH 54, AT STH 187, MODIFY EXISTING J3-2 SIGN AS SHOWN	MO 4-8	24"X12"	1	49	49							
	"	MO 6-1	21"X21"	1	49	49							RIGHT
12	STH 54, E. OF STH 187, PLACE IN ROADWAY JUST E. OF STH 187 INTERSECTION	R 11-4	60"X30"	1	49	49	49	98					
13	STH 54, E. OF STH 187, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
14	STH 76, S. OF STH 54, COVER EXISTING D1-3 SIGN AS SHOWN										1	1	COVER "GREEN BAY RT"
15	STH 76, S. OF STH 54, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18'	1	49	49							
16	STH 76, N. OF CTH A, PLACE 500' N. OF CTH A INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 5-1L	21"X21"	1	49	49							
17	STH 76, AT CTH A, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH A INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							LEFT
18	CTH A, AT STH 76, PLACE RIGHT OF EXISTING J13-1 SIGN AT STH 76 INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							RIGHT
19	CTH A, E. OF STH 76, PLACE 500' E. OF STH 76 INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 5-1R	21"X21"	1	49	49							
20	CTH A, W. OF STH 47, PLACE 500' W. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 5-1L	21"X21"	1	49	49							
21	CTH A, AT STH 47, PLACE RIGHT OF EXISTING J13-1 AT STH 47 INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							LEFT
	PAGE SUBTOTALS			45		2,107	98	196	26	7		4	

STH 54 DETOUR
ALL QUANTITIES ON THIS SHEET ARE IN PROJECT 6230-14-71, CATEGORY 0010

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TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 49 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 FIXED MESSAGE SIGNS SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
22	STH 47, S. OF CTH A, PLACE 1500' S. OF CTH A INTERSECTION	M 1-6	24"X24"	1	49	49							54
	"	W 20-2A	48"X48"	1	49	49							
23	STH 47, S. OF CTH A, PLACE 1000' S. OF CTH A INTERSECTION	FMS	78"X36"	1					19.5				SEE SIGN DETAIL SHEET
24	STH 47, S. OF CTH A, PLACE 500' S. OF CTH A	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 5-1L	21"X21"	1	49	49							
	"	MO 4-8	24"X12"	1	49	49							
	"	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							LEFT
25	STH 47, AT CTH A, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH A INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							LEFT
	"	MO 4-8	24"X12"	1	49	49							
	"	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							AHEAD
26	STH 47, AT CTH A, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH A INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							RIGHT
27	STH 47, N. OF CTH A, PLACE 500' N. OF CTH A INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 5-1R	21"X21"	1	49	49							
28	STH 47, S. OF CTH B, PLACE 500' S. OF CTH B INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 5-1R	21"X21"	1	49	49							
29	STH 47, AT CTH B, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH B INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							RIGHT
30	STH 47, AT CTH B, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH B INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							LEFT
31	STH 47, AT CTH B, PLACE RIGHT OF SIGN #30 AT CTH B INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							AHEAD
32	CTH B, AT STH 47, PLACE RIGHT OF EXISTING J13-1 SIGN AT STH 47 INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							LEFT
PAGE SUBTOTALS				47		2,254	0	0	19.5	0		0	

STH 54 DETOUR
ALL QUANTITIES ON THIS SHEET ARE IN PROJECT 6230-14-71, CATEGORY 0010

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 49 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1000 FIXED MESSAGE SIGNS SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
33	CTH B, E. OF STH 47, PLACE 500' E. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 5-1L	21"X21"	1	49	49							
34	CTH B, W. OF CTH PP, PLACE 500' W. OF CTH PP INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 5-1L	21"X21"	1	49	49							
35	CTH B, AT CTH PP, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH PP INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-2	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							LEFT
36	CTH PP, AT CTH B, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH B INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							RIGHT
37	CTH PP, N. OF CTH B, PLACE 500' N. OF CTH B INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 5-1R	21"X21"	1	49	49							
38	CTH PP, S. OF STH 54, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	49	49							
39	CTH PP, AT STH 54, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	49	49							RIGHT
40	STH 54, E. OF CTH PP, PLACE 1500' E. OF CTH PP INTERSECTION	W 20-2A	48"X48"	1	49	49							
41	STH 54, E. OF CTH PP, PLACE 1000' E. OF CTH PP INTERSECTION	FMS	78"X48"	1					26				SEE SIGN DETAIL SHEET
42	STH 54, E. OF CTH PP, PLACE 500' E. OF CTH PP INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 5-1L	21"X21"	1	49	49							
43	STH 54, AT CTH PP, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH PP INTERSECTION	MO 4-8	24"X12"	1	49	49							
	"	M 3-4	24"X12"	1	49	49							
	"	M 1-6	24"X24"	1	49	49							54
	"	MO 6-1	21"X21"	1	49	49							LEFT
44	STH 54, AT CTH PP, PLACE IN MIDDLE OF ROADWAY ON WEST LEG OF INTERSECTION	R 11-4	60"X30"	1	49	49	49	98					
	"	M 4-9L	30"X24"	1	49	49							
45	STH 54, W. OF CTH PP, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
46	STH 54, W. OF CTH PP, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
47	STH 54, E. OF STH 47, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
48	STH 54, AT STH 47, PLACE IN MIDDLE OF ROADWAY ON EAST LEG OF INTERSECTION	R 11-4	60"X30"	1	49	49	49	98					
	"	M 4-9R	30"X24"	1	49	49							
49	STH 54, E. OF STH 47, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
50	STH 47, N. OF STH 54, PLACE 1000' N. OF STH 54 INTERSECTION	M 1-6	24"X24"	1	49	49							
	"	W 20-2A	48"X48"	1	49	49							
51	STH 47, N. OF STH 54, COVER EXISTING D1-3 SIGN AS SHOWN										1	1	COVER "LT SEYMOUR, SHIOCTON RT"
52	STH 47, AT STH 54, MODIFY EXISTING J13-1 SIGN ON SIGNAL AS SHOWN	MO 4-8	24"X12"	1	49	49							
	"	MO 6-1	21"X21"	1	49	49							AHEAD
53	STH 54, AT STH 47, PLACE IN MIDDLE OF ROADWAY ON WEST LEG OF INTERSECTION	R 11-4	60"X30"	1	49	49							
	"	M 4-9L	30"X24"	1	49	49							
54	STH 54, W. OF STH 47, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
55	STH 54, W. OF STH 47, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
	PAGE SUBTOTALS			45		2,009	98	196	26	21		4	
	6230-14-71 DETOUR TOTALS			**137**		**6,370***	**196***	**392***	**71.5**	**28**		**8**	

*ADDITIONAL QUANTITIES SHOWN IN TRAFFIC CONTROL TABLE AND OTHER DETOUR SUMMARIES

Conduit Rigid Nonmetallic Schedule 40

Location					
STH 47 & STH 54 (S44-0459)			652.0225	652.0235	652.0615
			2-Inch	3-Inch	Special 3-Inch
FROM	TO		LF	LF	LF
CB1	PB1			10	
CB1	PB1			10	
PB1	PB2		25		
PB1	SB1		15		
PB1	PB3				70
PB1	PB3				70
PB3	SB2		5		
PB3	SB12		15		
PB3	PB4			35	
PB4	SB3		10		
PB4	PB5		20		
PB4	PB6				60
PB4	PB6				60
PB6	SB4		10		
PB6	PB7			35	
PB7	SB5		15		
PB7	Splice			10	
PB7	SB6		10		
PB9	SB8		10		
PB10	CB1			15	
PB10	CB1			15	
	TOTALS		135	130	260

Removing Pull Box

	653.0905
LOCATION	EACH
STH 47 & STH 54 (S44-0459)	5
TOTAL	5

Pull Boxes

		Non-Conductive
		653.0164
		24x42-Inch
LOCATION		EACH
STH 47 & STH 54 (S44-0459)		7
TOTALS		7

Removing Concrete Bases

	204.0195
LOCATION	EACH
STH 47 & STH 54 (S44-0459)	6
TOTAL	6

Concrete Bases

			Control Cabinet
	654.0101	654.0102	654.0217
	Type 1	Type 2	Type 9 Special
LOCATION	EACH	EACH	EACH
STH 47 & STH 54 (S44-0459)	5	1	1
TOTALS	5	1	1

ALL QUANTITIES ON THIS SHEET ARE IN PROJECT 6230-14-72, CATEGORY 0010

3

3

TRAFFIC SIGNAL CABLE

LOCATION	655.0230	655.0260			655.0230		
STH 47 & STH 54 (S44-0459)					Base to Head		
	5-14	12-14		HEAD	5-14		
	AWG	AWG		NO.	AWG		
From CB1 to	LF				LF		
SB1		63		9	21		
				10	21		
SB2	138			11	53		
SB12	148			13	18		
	148			20	18		
SB3		193		3	21		
				4	21		
SB4	268			5	Use Exiting		
SB5	283			18	18		
	283			19	18		
SB6		278		7	Use Exiting		
				12	Use Exiting		
SB7	198			8	Use Exiting		
SB8	158			16	18		
	158			17	18		
SB9		168		1	Use Exiting		
				6	Use Exiting		
SB10	68			2	Use Exiting		
SB11	58			14	Use Exiting		
	58			15	Use Exiting		
Sub Total	1,966	702			245		
TOTALS	2,211	702					

Signal Indication		**Conductor Color**
Red	=	Red
Yellow	=	Orange
Green	=	Green
Red Arrow	=	Red w/Black Tracer
Yellow Arrow	=	Black w/White
Yellow Flashing Arrow	=	White w/Black
Green Arrow	=	Blue w/Black

PEDS

Walk	=	Green
Don't Walk	=	Red
Button	=	Black & Orange

ALL QUANTITIES ON THIS SHEET ARE IN PROJECT 6230-14-72, CATEGORY 0010

Electrical Wire Traffic Signals 10 AWG

LOCATION		655.0515
STH 47 & STH 54 (S44-0459)		
		(Equipment Grounding Conductor)
		(Green)
		LF
FROM	TO	
CB1	SB1	63
SB1	SB2	136
SB2	SB12	51
SB2	SB3	96
SB3	SB4	126
SB4	SB6	101
SB6	SB5	56
SB6	SB7	131
SB7	SB8	91
SB8	SB9	61
SB9	SB10	161
SB10	SB11	51
SB11	CB1	58
	TOTAL	1,182

Loop Detectors

LOCATION	LOOP NO.	# OF TURNS	652.0800 Conduit LF	655.0700 Lead In Cable LF	655.0800 Wire LF
STH 47 & STH 54 (S44-0459)					
	21	2	92	158	192
	22	3	112	158	344
	41	2	92	58	192
	42	3	112	58	344
	61	2	112	118	232
	62	3	132	118	404
	81	2	112	208	232
	82	3	132	208	404
		TOTALS	896	1,084	2,344

TRAFFIC SIGNALS

LOCATION	656.0201 Electrical Service Meter Breaker Pedestal (STH 47 & STH 54) EACH	657.0100 Pedestal Bases EACH	657.0255 Transformer Bases Each	657.0305 Poles Type 2 Each	657.0420 Traffic Signal Standard Aluminum 13-FT EACH	657.0430 Traffic Signal Standard Aluminum 10-FT EACH	657.0595 Trombone Arms 25-FT EACH
STH 47 & STH 54 (S44-0459)	1	5	1	1	2	3	1
TOTALS	1	5	1	1	2	3	1

TRAFFIC SIGNALS

LOCATION	658.0173 Traffic Signal Face 3S 12-Inch EACH	658.0416 Pedestrain Signal Face 16-Inch EACH	658.0500 Pedestrian Push Buttons EACH	658.5070 Signal Mounting Hardware (STH 47 & STH 54) EACH	659.5000.S Lamp Ballest, LED Switch Disposal by Contractor Each	SPV.0060.03 Remove Traffic Signal (STH 47 & STH 54) EACH	SPV.0060.05 Grounding Pull Boxes (STH 47 & STH 54) EACH
STH 47 & STH 54 (S44-0459)	5	6	6	1	21	1	3
TOTALS	5	6	6	1	21	1	3

CONSTRUCTION STAKING

STATION			LOCATION	650.6501.01 STRUCTURE LAYOUT (B-44-0469) EACH	650.9500.01 SIDEWALK 6230-14-72 EACH	650.9911.01 SUPPLEMENTAL CONTROL 6230-14-71 EACH	650.9911.02 SUPPLEMENTAL CONTROL 6230-14-72 EACH
PROJECT 6230-14-71							
538+25	-	837+23	STH 54	---	---	0.5	---
858+60	-	1133+00	STH 54	---	---	0.5	---
835+95			STH 54	---	---	---	---
924+76			STH 54	1	---	---	---
PROJECT -71 TOTAL				1	0	1	0
PROJECT 6230-14-72							
837+23	-	858+60	STH 54	---	1	---	1
PROJECT -72 TOTAL				0	1	0	1

CONSTRUCTION STAKING PIPE CULVERTS

STA	LOCATION	650.6000 EACH
PROJECT 6230-14-71		
CATEGORY 0010		
552+69	STH 54	1
552+75	STH 54	1
582+48	STH 54	1
582+56	STH 54	1
644+50	STH 54	1
644+91	STH 54	1
645+36	STH 54	1
720+29	STH 54	1
778+17	STH 54	1
796+07	STH 54	1
816+08	STH 54	1
CATEGORY 0010 TOTAL		11
CATEGORY 0030		
835+95	STH 54	3
CATEGORY 0030 TOTAL		3
PROJECT -71 TOTAL		14

CONSTRUCTION STAKING

STATION TO STATION			LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF
PROJECT 6230-14-71				
538+25	-	837+23	STH 54	29,898
858+60	-	1133+00	STH 54	27,440
PROJECT -71 TOTAL				57,338
PROJECT 6230-14-72				
837+23	-	858+60	STH 54	2,137
PROJECT -72 TOTAL				2,137

NOTE: SUBGRADE, BASE, CURB AND GUTTER, PIPE CULVERTS, AND CONCRETE PAVEMENT STAKING IN RESPECTIVE TABLES

CONSTRUCTION STAKING CURB RAMPS

STATION TO STATION			LOCATION	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
PROJECT 6230-14-72				
844+20	-	844+95	CLARK ST	3
847+60	-	848+80	STH 47	4
851+35	-	850+20	MAPLE ST	4
854+85	-	855+85	BEECH ST	4
PROJECT -72 TOTAL				15

CONSTRUCTION STAKING SLOPE STAKES

STATION TO STATION			LOCATION	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
PROJECT 6230-14-71				
921+12	-	STR	STH 54	344
STR	-	927+74	STH 54	278
PROJECT -71 TOTAL				622

SAWING

STATION	TO	STATION	DIR	ROADWAY	690.0150 ASPHALT LF	690.0250 CONCRETE LF
PROJECT 6230-14-71						
CATEGORY 0010						
552+17	-	553+27	RT & LT	STH 54	60	---
581+86	-	583+17	RT & LT	STH 54	60	---
644+50	-	645+31	RT & LT	STH 54	60	---
719+72	-	720+86	RT & LT	STH 54	60	---
777+78	-	778+56	RT & LT	STH 54	60	---
795+26	-	796+07	RT & LT	STH 54	60	---
815+27	-	816+08	RT & LT	STH 54	60	---
918+13	-	918+85	RT & LT	STH 54	60	---
921+12	-	924+06	RT & LT	STH 54	555	---
925+11	-	928+25	RT & LT	STH 54	530	---
DWY 809+75			RT	STH 54	80	---
DWY 828+10			RT	STH 54	75	---
DWY 889+75			LT	STH 54	80	---
DWY 904+00			RT	STH 54	80	---
DWY 906+85			LT	STH 54	85	---
CATEGORY 0010 TOTALS					1,965	0
CATEGORY 0030						
835+26	-	836+57	RT & LT	STH 54	60	---
CATEGORY 0030 TOTALS					60	0
PROJECT -71 TOTALS					2,025	0
PROJECT 6230-14-72						
CATEGORY 0010						
837+23	-	843+00	RT & LT	STH 54	705	50
843+00	-	849+00	RT & LT	STH 54	1,210	210
849+00	-	855+00	RT & LT	STH 54	425	105
855+00	-	858+60	RT & LT	STH 54	215	35
PROJECT -72 TOTALS					2,555	400

WATER CONTROL CROSS DRAIN

STA	LOCATION	DIR	SPV.0060.04 STOP LOG WATER CONTROL STRUCTURE EACH	SPV.0060.06 ANTISEEP COLLAR EACH	COMMENTS
PROJECT 6230-14-71					
CATEGORY 0010					
644+91	STH 54	LT/RT	2	1	RISERS 1 AND 2
PROJECT -71 TOTALS			2	1	

ADJUSTING SANITARY MANHOLE COVERS

STATION	DIR	ROADWAY	SPV.0060.02 EACH	COMMNENTS
PROJECT 6230-14-72				
CATEGORY 0020				
844+52	LT	STH 54	1	
852+90	LT	STH 54	1	
PROJECT -72 TOTAL			2	

SALVAGE AND RESET LANDSCAPE ROCK

STATION TO STATION			DIR	ROADWAY	SPV.0165.01 SALVAGE AND RESET LANDSCAPE ROCK SF
PROJECT 6230-14-72					
CATEGORY 0010					
850+16	-	850+46	RT	STH 54	30
851+38	-	851+49	RT	STH 54	60
PROJECT -72 TOTAL					90

TRANSPORTATION PROJECT PLAT NO: 6230-14-21 - 4.01 AMENDMENT NO. 1

ADDS UTILITY NUMBER 92 TO TRANSPORTATION PROJECT PLAT NO: 6230-14-21-4.01 RECORDED IN DOCUMENT NO. 2228494 AT OUTAGAMIE COUNTY REGISTEER OF DEEDS

BEING A PART OF BLOCK 1 AND BLOCK 4, HILLYERS ADDITION, BEING A PART OF GOVERNMENT LOT 8, AND PART OF THE SOUTHEAST QUARTER OF SOUTHEAST QUARTER, ALL IN SECTION 8, T23N, R17E, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN

RELOCATION ORDER STH 54 SHIOCTON - SEYMOUR (PARK AVENUE - FRENCH ROAD) OUTAGAMIE COUNTY

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

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

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

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED NEW	EXISTING	TOTAL	TLE AREA
2	KERRI L. BEAN	TLE	---	---	---	28 SQ FT
3	SAPUTO CHEESE USA INC.	FEE, TLE	29 SQ FT	---	27 SQ FT	306 SQ FT

TLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES

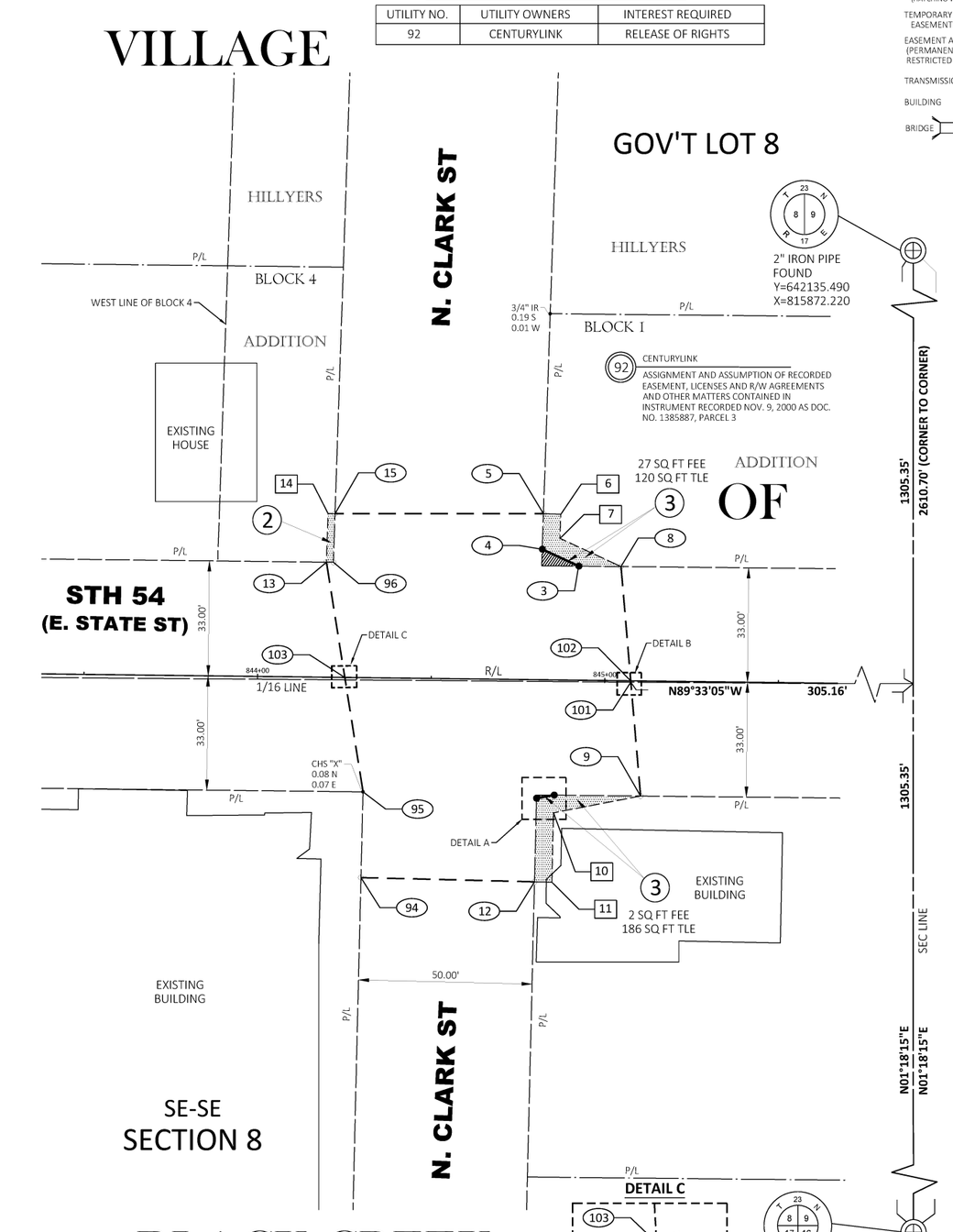
EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:

EXISTING RIGHT-OF-WAY OF STH 54 (E. STATE STREET) ESTABLISHED FROM PREVIOUS PROJECTS: WISDOT PROJECT F.A.D. PROJECT NO. 435-0; R/W PROJECT NO. 6280-08-21, DATED 6-30-98, AND HILLYERS ADDITION DATED 1870.

EXISTING RIGHT-OF-WAY OF NORTH CLARK STREET: ESTABLISHED FROM PREVIOUS PROJECT HILLYERS ADDITION DATED 1876.

UTILITY INTERESTS REQUIRED

UTILITY NO.	UTILITY OWNERS	INTEREST REQUIRED
92	CENTURYLINK	RELEASE OF RIGHTS



CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL; SECTION CORNER MONUMENT; R/W MONUMENT (TO BE SET); NON-MONUMENTED R/W POINT; FOUND IRON PIN (1-INCH UNLESS NOTED); GEODETIC SURVEY MONUMENT; SIXTEENTH CORNER MONUMENT; SIGN; OFF-PREMISE SIGN; ELECTRIC POLE; TELEPHONE POLE; PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.); COMPENSABLE; NON-COMPENSABLE; ACCESS RESTRICTED BY ACQUISITION; NO ACCESS (BY STATUTORY AUTHORITY); ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL); NO ACCESS (NEW HIGHWAY); PARCEL NUMBER 25; UTILITY NUMBER 40; PARALLEL OFFSETS; 25 R/W POINT NUMBER; 30 TLE POINT NUMBER

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

LINE TABLE

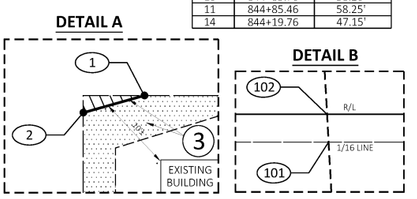
LINE	BEARING	DISTANCE
101-9	S04°52'20"E	32.91'
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1-2	S79°06'14"W	4.91'
2-12	S01°22'51"W	24.02'
12-94	N88°37'09"W	50.00'
94-95	N01°22'51"E	24.68'
95-113	N09°03'26"W	32.65'
113-103	N09°03'26"W	0.72'
103-13	N09°03'26"W	33.59'
13-96	S89°20'59"E	2.00'
96-15	N01°55'57"E	14.00'
15-5	S89°59'54"E	60.03'
5-4	S01°55'57"W	10.26'
4-3	S65°12'47"E	11.56'
3-8	S89°25'35"E	12.19'
8-102	S04°52'20"E	33.01'
102-101	S04°52'20"E	0.39'

RIGHT OF WAY TABLE

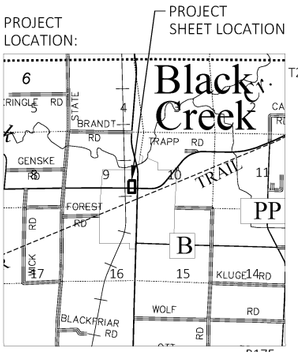
PT#	Y	X	STA	OFFSET
1	640800.332	815515.010	844+85.57	33.18'
2	640799.403	815510.186	844+80.75	34.17'
3	640866.262	815522.332	844+92.11	32.83'
4	640871.109	815511.836	844+81.56	37.55'
5	640881.360	815512.182	844+81.79	47.81'
8	640866.140	815534.522	845+04.30	32.85'
9	640800.080	815540.154	845+10.71	33.14'
12	640775.387	815509.607	844+80.46	58.19'
13	640867.392	815449.676	844+19.45	33.10'
15	640881.362	815452.148	844+21.76	47.10'
94	640776.592	815459.621	844+30.46	57.57'
95	640801.268	815460.216	844+30.77	32.89'
96	640867.370	815451.676	844+21.45	33.11'
101	640832.869	815537.359	845+07.53	0.38'
102	640833.254	815537.326	845+07.49	0.00'
103	640834.223	815454.963	844+25.12	0.00'
113	640801.269	815460.216	844+25.25	0.71'

TLE STATION / OFFSET TABLE

PT#	STATION	OFFSET
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7	844+86.63	40.76'
10	844+85.70	38.26'
11	844+85.46	58.25'
14	844+19.76	47.15'



PROJECT LOCATION:



NOTES:

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

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1-INCH BY 24-INCH IRON PIPE) 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 OR OTHER SURVEYS OF RECORD.

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

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

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

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

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 TLE'S EXPIRE AT THE COMPLETION OF THE PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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

GN

SCALE, FEET
0 20 40

Document #: **2235774**
Date: **05-27-2021** Time: **3:54 PM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6230-14-21-4.01
AMENDMENT NO: 1

Westwood
Phone (920) 735-6900
Fax (920) 830-6100
Toll Free (800) 571-6677
Westwood Professional Services
One Systems Drive
Appleton, WI 54914-1654
westwoodps.com

I, PAUL D. NORDWIG PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT. I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6230-14-21-4.01 AMENDMENT NO. 1 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 5-19-2021
PRINT NAME: PAUL D. NORDWIG
REGISTRATION NUMBER: S-2784

PAUL D. NORDWIG 2784 WRIGHTSTOWN WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: _____ DATE: 5-26-2021
PRINT NAME: CURT VAN EREM

1 IN:20 FT
PLOT SCALE :
PLOT NAME : Nick Lindquist
PLOT BY : 5/26/2021 10:17 AM
PLOT DATE :
PLOT DATE :
FILE NAME : F:\TR\OBS\E2364A19\CIVIL 3D\RW\TPP.DWG
APPRAISAL PLAT DATE : 5-26-2021

TRANSPORTATION PROJECT PLAT NO: 6230-14-21 - 4.01

BEING A PART OF BLOCK 1 AND BLOCK 4, HILLYERS ADDITION, BEING A PART OF GOVERNMENT LOT 8, AND PART OF THE SOUTHEAST QUARTER OF SOUTHEAST QUARTER, ALL IN SECTION 8, T23N, R17E, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN

RELOCATION ORDER STH 54 SHIOCTON - SEYMOUR (PARK AVENUE - FRENCH ROAD) OUTAGAMIE COUNTY

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

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

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

Document #: 2228494
Date: 03-26-2021 Time: 3:32 PM
Pages: 1 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI
SARAH R VAN CAMP, REGISTER OF DEEDS
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87

GN

SCALE, FEET
0 20 40

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6230-14-21-4.01
AMENDMENT NO:___

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED			TLE AREA
			NEW	EXISTING	TOTAL	
2	KERRI L. BEAN	TLE	---	---	---	28 SQ FT
3	SAPUTO CHEESE USA INC.	FEE, TLE	29 SQ FT	---	29 SQ FT	306 SQ FT

TLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:

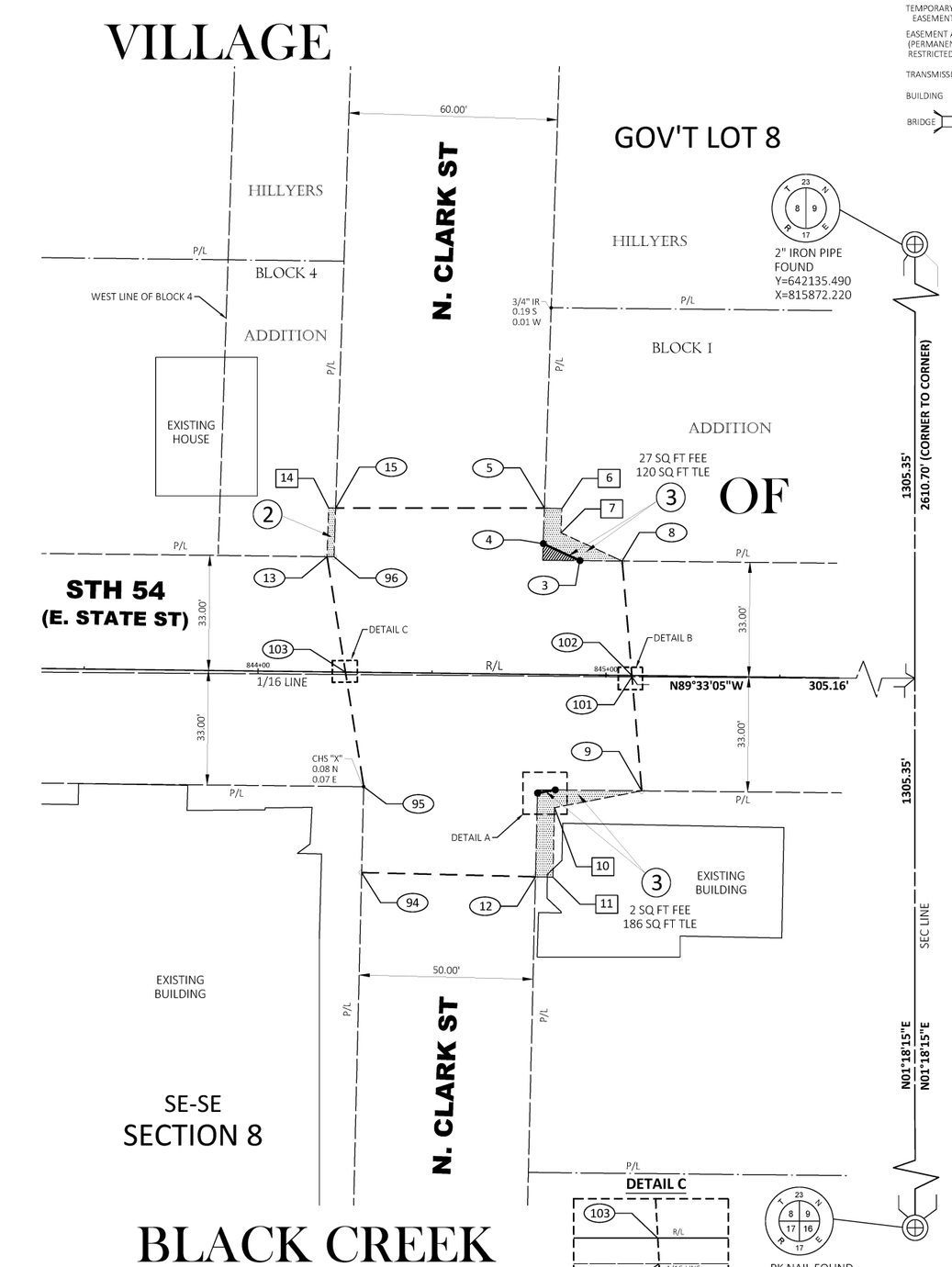
EXISTING RIGHT-OF-WAY OF STH 54 (E. STATE STREET) ESTABLISHED FROM PREVIOUS PROJECTS: WISDOT PROJECT F.A.D. PROJECT NO. 435-0; R/W PROJECT NO. 6280-08-21, DATED 6-30-98, AND HILLYERS ADDITION DATED 1870.

EXISTING RIGHT-OF-WAY OF NORTH CLARK STREET: ESTABLISHED FROM PREVIOUS PROJECT HILLYERS ADDITION DATED 1876.

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
COMPENSABLE NON-COMPENSABLE
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25 UTILITY NUMBER 40
PARALLEL OFFSETS
25 R/W POINT NUMBER 30 TLE POINT NUMBER



CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

LINE TABLE

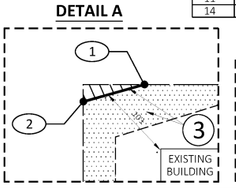
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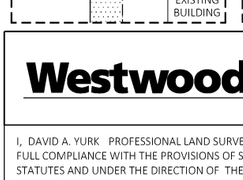
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TLE STATION / OFFSET TABLE

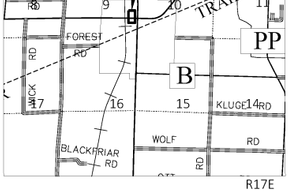
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PROJECT LOCATION:



NOTES:

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

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1-INCH BY 24-INCH IRON PIPE) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

Westwood
Phone (920) 735-6900
Fax (920) 830-6100
Toll Free (800) 571-6677
Westwood Professional Services
One Systems Drive
Appleton, WI 54914-1654
westwoodps.com

I, DAVID A. YURK PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT. I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6230-14-21-4.01 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: David A. Yurk DATE: 03-16-2021
PRINT NAME: DAVID A. YURK
REGISTRATION NUMBER: S-2648

WISCONSIN DAVID A. YURK S-2648 CHISCHOL WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: Curt Van Erem DATE: 03-17-2021
PRINT NAME: CURT VAN EREM

PLOT SCALE : 1 IN:20 FT
PLOT NAME : Jairo Mazariegos
PLOT BY : 3/25/2021 2:11 PM
PLOT DATE :
PLOT DATE :
FILE NAME : F:\TR\OBS\E2364A19\CIVIL 3D\RW\TPP.DWG
APPRAISAL PLAT DATE : 03-17-2021

TRANSPORTATION PROJECT PLAT NO: 6230-14-21 - 4.02 AMENDMENT NO. 2

AMENDS TRANSPORTATION PROJECT PLAT NO: 6230-14-21-4.02, RECORDED IN DOCUMENT NO. 2228495 AT OUTAGAMIE COUNTY REGISTER OF DEEDS, TO ADDS PARCEL 92 AND AMENDS TRANSPORTATION PROJECT PLAT NO: 6230-14-21-4.02 AMENDMENT NO.1, RECORDED IN DOCUMENT NO. 2235775 AT OUTAGAMIE COUNTY REGISTER OF DEEDS; TO REMOVE UTILITY NUMBER 192.

BEING A PART OF BLOCK 1, HILLYER'S ADDITION, LOCATED IN GOVERNMENT LOT 8, SECTION 8, PART OF LOT 1, BLOCK 1, BATLEY'S ADDITION TO MIDDLEBURG, LOCATED IN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, AND PART OF LOT 1, BLOCK 1, PLAT OF MIDDLEBURG, LOCATED IN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 9, ALL IN T23N, R17E, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 54 SHIOCTON - SEYMOUR (PARK AVENUE - FRENCH ROAD) OUTAGAMIE COUNTY

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

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

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

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

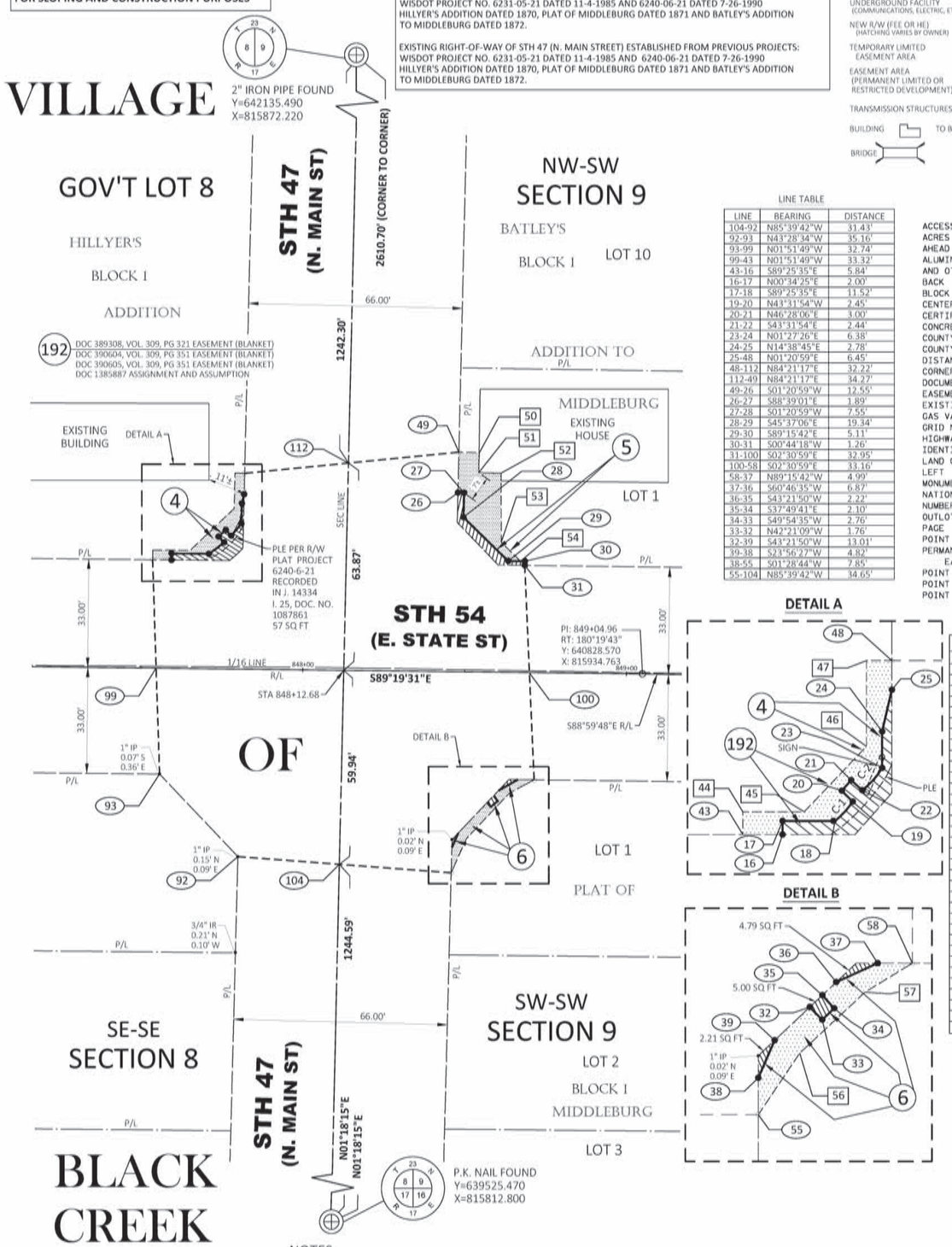
PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED			TLE AREA	EASEMENT AREA
			NEW	EXISTING	TOTAL		
4	RONS SERVICE/ CONVENIENCE STORE LLC	FEE, TLE	96 SQ FT	---	96 SQ FT	139 SQ FT	---
5	RYAN P. ROHAN	FEE, TLE	76 SQ FT	---	76 SQ FT	291 SQ FT	---
6	JAMES P. WAGNER	FEE, TLE	12 SQ FT	---	12 SQ FT	94 SQ FT	---
192	CENTURYTEL OF CENTRAL WISCONSIN, LLC	EASEMENT RIGHTS, TLE	---	---	---	139 SQ FT	96 SQ FT

TLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:

EXISTING RIGHT-OF-WAY OF STH 54 (E. STATE STREET) ESTABLISHED FROM PREVIOUS PROJECTS: WISDOT PROJECT NO. 6231-05-21 DATED 11-4-1985 AND 6240-06-21 DATED 7-26-1990 HILLYER'S ADDITION DATED 1870, PLAT OF MIDDLEBURG DATED 1871 AND BATLEY'S ADDITION TO MIDDLEBURG DATED 1872.

EXISTING RIGHT-OF-WAY OF STH 47 (N. MAIN STREET) ESTABLISHED FROM PREVIOUS PROJECTS: WISDOT PROJECT NO. 6231-05-21 DATED 11-4-1985 AND 6240-06-21 DATED 7-26-1990 HILLYER'S ADDITION DATED 1870, PLAT OF MIDDLEBURG DATED 1871 AND BATLEY'S ADDITION TO MIDDLEBURG DATED 1872.



CONVENTIONAL SYMBOLS

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

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

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

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER (25) UTILITY NUMBER (40)
PARALLEL OFFSETS
25 R/W POINT NUMBER 30 TLE POINT NUMBER

LINE TABLE

LINE	BEARING	DISTANCE
104-92	N85°39'42"W	31.43'
92-93	N43°28'34"W	35.16'
93-99	N01°51'49"W	32.74'
99-43	N01°51'49"W	33.32'
43-16	S89°25'35"E	5.84'
16-17	N00°34'25"E	2.00'
17-18	S89°25'35"E	11.52'
19-20	N43°31'54"W	2.45'
20-21	N46°28'06"E	3.00'
21-22	S43°31'54"E	2.44'
23-24	N01°27'26"E	6.38'
24-25	N14°38'45"E	2.78'
25-48	N01°20'59"E	6.45'
48-112	N84°21'17"E	32.22'
112-49	N84°21'17"E	34.27'
49-26	S01°20'59"W	12.55'
26-27	S88°39'01"E	1.89'
27-28	S01°20'59"W	7.55'
28-29	S45°37'06"E	19.34'
29-30	S89°15'42"E	5.11'
30-31	S00°44'18"W	1.26'
31-100	S02°30'59"E	32.95'
100-58	S02°30'59"E	33.16'
58-37	N89°15'42"W	4.99'
37-36	S60°46'35"W	6.87'
36-35	S43°21'50"W	2.22'
35-34	S37°49'41"E	2.10'
34-33	S49°54'35"W	2.76'
33-32	N42°21'09"W	1.76'
32-39	S43°21'50"W	13.01'
39-38	S23°56'27"W	4.82'
38-55	S01°28'44"W	7.85'
55-104	N85°39'42"W	34.65'

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

RIGHT OF WAY TABLE

PT#	Y	X	STA	OFFSET
16	640863.589	815789.291	847+59.08	33.30'
17	640865.589	815789.312	847+59.08	35.30'
18	640865.474	815800.827	847+70.60	35.32'
19	640869.021	815805.544	847+75.27	38.92'
20	640870.795	815803.859	847+73.57	40.68'
21	640872.862	815806.034	847+75.72	42.77'
22	640871.096	815807.711	847+77.41	41.02'
23	640874.831	815810.864	847+80.52	44.80'
24	640881.211	815811.027	847+80.61	51.18'
25	640883.898	815811.729	847+81.28	53.87'
26	640884.341	815877.758	848+47.30	55.09'
27	640884.296	815879.644	848+49.19	55.07'
28	640876.752	815879.467	848+49.10	47.52'
29	640863.227	815893.286	848+63.08	34.16'
30	640863.161	815898.399	848+68.19	34.16'
31	640861.899	815898.383	848+68.19	32.90'
32	640788.822	815886.767	848+57.43	40.31'
33	640787.520	815887.954	848+58.64	41.60'
34	640789.300	815890.068	848+60.73	39.80'
35	640790.955	815888.782	848+59.42	38.16'
36	640792.568	815890.306	848+60.93	36.53'
37	640795.920	815896.298	848+66.88	33.10'
38	640774.961	815875.881	848+46.71	54.30'
39	640779.366	815877.837	848+48.62	49.87'
43	640863.648	815783.447	847+53.24	31.29'
48	640890.345	815811.881	847+81.36	60.32'
49	640896.886	815878.053	848+47.45	67.64'
55	640767.112	815875.679	848+46.60	62.15'
58	640795.856	815901.286	848+71.87	33.11'
92	640772.111	815809.786	847+80.65	57.93'
93	640797.623	815785.596	847+56.17	32.71'
99	640830.343	815784.531	847+54.72	0.00'
100	640828.985	815899.830	848+70.02	0.00'
104	640769.733	815841.127	848+12.02	59.94'
112	640893.514	815843.945	848+13.38	63.87'

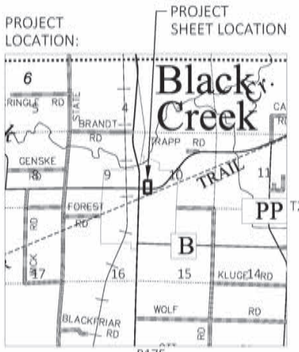
TLE STATION / OFFSET TABLE

PT#	STATION	OFFSET
44	847+53.23	36.29'
45	847+64.77	36.31'
46	847+78.23	49.40'
47	847+78.36	60.36'
50	848+53.77	67.57'
51	848+53.66	61.40'
52	848+60.55	61.31'
53	848+60.87	39.99'
54	848+66.87	34.16'
56	848+51.17	51.53'
57	848+64.24	37.36'

CURVE TABLE

CURVE	R	L	LCH	LCB
C-1	37.37'	5.91'	5.90'	N53°03'35"E
C-2	37.37'	4.89'	4.89'	N40°10'47"E

PROJECT LOCATION:



NOTES:

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

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1-INCH BY 24-INCH IRON PIPE) 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 OR OTHER SURVEYS OF RECORD.

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

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

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

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

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 TLE'S EXPIRE AT THE COMPLETION OF THE PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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

Westwood
Phone (920) 735-6900 Fax (920) 830-6100 Toll Free (800) 571-6677
One Systems Drive Appleton, WI 54914-1654 westwoodps.com
Westwood Professional Services

I, PAUL D. NORDWIG PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT. I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6230-14-21-4.02 AMENDMENT NO. 2 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN PAUL D. NORDWIG 2784 WRIGHTSTOWN WI LAND SURVEYOR

SIGNATURE: _____ DATE: 4-29-2022

PRINT NAME: PAUL D. NORDWIG

REGISTRATION NUMBER: S-2784

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: _____ DATE: 4-29-2022

PRINT NAME: CURT VAN EREM

Document #: 2268245
Date: 05-02-2022 Time: 3:36 PM
Pages: 1 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI
SARAH R VAN CAMP, REGISTER OF DEEDS
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88

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6230-14-21-4.02
AMENDMENT NO: 2

GN

SCALE, FEET
0 20 40

1 IN: 20 FT
PLOT SCALE :
PLOT NAME :
Terry Van Hout
PLOT BY :
4/29/2022 10:55 AM
PLOT DATE :
PLOT DATE :
FILE NAME : F:\TR\O65\E236441\9\CIVIL 3D\RW\TPP.DWG
APPRAISAL PLAT DATE : 4-29-2022

TRANSPORTATION PROJECT PLAT NO: 6230-14-21 - 4.02 AMENDMENT NO. 1

ADDS UTILITY NUMBER 92 TO TRANSPORTATION PROJECT PLAT NO: 6230-14-21-4.02 RECORDED IN DOCUMENT NO. 2228495 AT OUTAGAMIE COUNTY REGISTEER OF DEEDS.

BEING A PART OF BLOCK 1, HILLYERS ADDITION, LOCATED IN GOVERNMENT LOT 8, SECTION 8, PART OF LOT 1, BLOCK 1, BATLEY'S ADDITION TO MIDDLEBURG, LOCATED IN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, AND PART OF LOT 1, BLOCK 1, PLAT OF MIDDLEBURG, LOCATED IN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 9, ALL IN T23N, R17E, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 54 SHIOCTON - SEYMOUR (PARK AVENUE - FRENCH ROAD) OUTAGAMIE COUNTY

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

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SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED NEW	EXISTING	TOTAL	TLE AREA
4	RONS SERVICE/ CONVENIENCE STORE LLC	FEE, TLE	96 SQ FT	---	96 SQ FT	139 SQ FT
5	RYAN P. ROHAN	FEE, TLE	76 SQ FT	---	76 SQ FT	291 SQ FT
6	JAMES P. WAGNER	FEE, TLE	12 SQ FT	---	12 SQ FT	94 SQ FT

TLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES

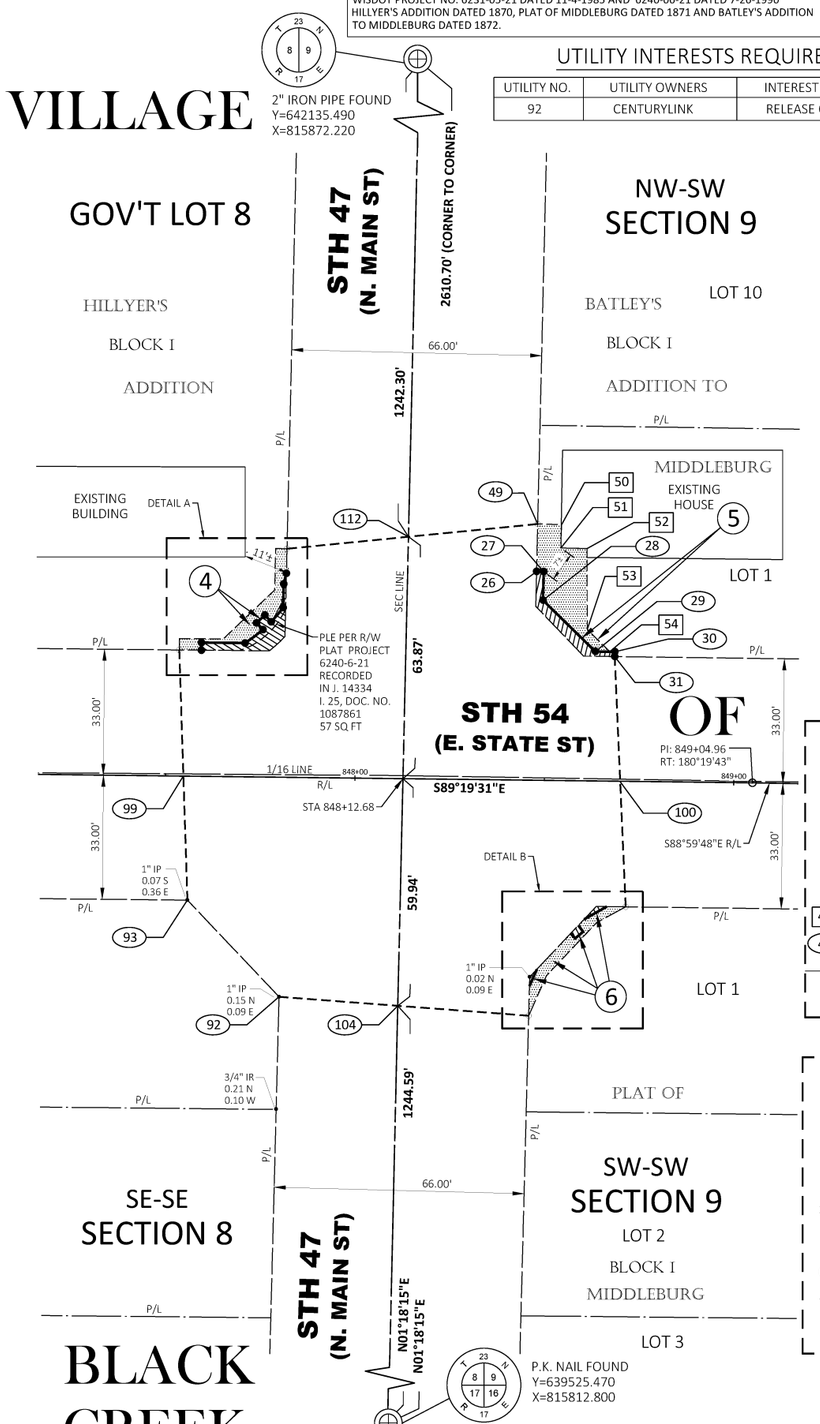
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EXISTING RIGHT-OF-WAY OF STH 54 (E. STATE STREET) ESTABLISHED FROM PREVIOUS PROJECTS: WISDOT PROJECT NO. 6231-05-21 DATED 11-4-1985 AND 6240-06-21 DATED 7-26-1990 HILLYER'S ADDITION DATED 1870, PLAT OF MIDDLEBURG DATED 1871 AND BATLEY'S ADDITION TO MIDDLEBURG DATED 1872.

EXISTING RIGHT-OF-WAY OF STH 47 (N. MAIN STREET) ESTABLISHED FROM PREVIOUS PROJECTS: WISDOT PROJECT NO. 6231-05-21 DATED 11-4-1985 AND 6240-06-21 DATED 7-26-1990 HILLYER'S ADDITION DATED 1870, PLAT OF MIDDLEBURG DATED 1871 AND BATLEY'S ADDITION TO MIDDLEBURG DATED 1872.

UTILITY INTERESTS REQUIRED

UTILITY NO.	UTILITY OWNERS	INTEREST REQUIRED
92	CENTURYLINK	RELEASE OF RIGHTS



LINE TABLE

LINE	BEARING	DISTANCE
104-92	N85°39'42"W	31.43'
92-93	N43°28'34"W	35.16'
93-99	N01°51'49"W	32.74'
99-43	N01°51'49"W	33.32'
43-16	S89°25'35"E	5.84'
16-17	N00°34'25"E	2.00'
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39-38	S23°56'27"W	4.82'
38-55	S01°28'44"W	7.85'
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CONVENTIONAL SYMBOLS

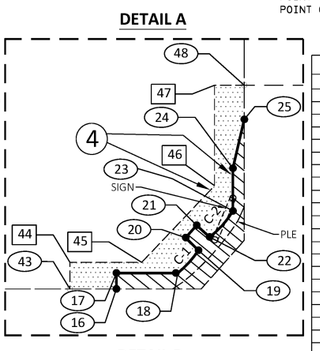
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QUARTER LINE
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TRANSMISSION STRUCTURES
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BRIDGE
SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
COMPENSABLE
NON-COMPENSABLE
ELECTRIC POLE
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ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
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PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS
25 R/W POINT NUMBER
30 TLE POINT NUMBER

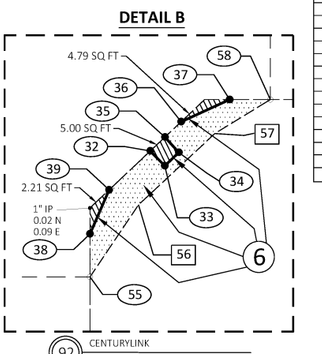
CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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





RIGHT OF WAY TABLE

PT#	Y	X	STA	OFFSET
16	640863.589	815789.291	847+59.08	33.30'
17	640865.589	815789.312	847+59.08	35.30'
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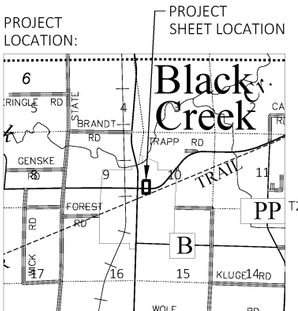
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CURVE	R	L	LCH	LCB
C-1	37.37'	5.91'	5.90'	N53°03'35"E
C-2	37.37'	4.89'	4.89'	N40°10'47"E

92 CENTURYLINK

ASSIGNMENT AND ASSUMPTION OF RECORDED EASEMENT, LICENSES AND R/W AGREEMENTS AND OTHER MATTERS CONTAINED IN INSTRUMENT RECORDED NOV. 9, 2000 AS DOC. NO. 1385887, PARCELS 4, 5, AND 6.

PROJECT LOCATION:



NOTES:

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

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

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 TLE'S EXPIRE AT THE COMPLETION OF THE PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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

GN

SCALE, FEET
0 20 40

Document #: **2235775**
Date: **05-27-2021** Time: **3:55 PM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
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WisDOT - NE Region - Green Bay - PO 39500-000001

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6230-14-21-4.02
AMENDMENT NO: 1

89

Westwood
Phone (920) 735-6900
Fax (920) 830-6100
Toll Free (800) 571-6677
Westwood Professional Services
One Systems Drive
Appleton, WI 54914-1654
westwoodps.com

I, PAUL D. NORDWIG PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT. I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6230-14-21-4.02 AMENDMENT NO. 1 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN PAUL D. NORDWIG 2784 WRIGHTSTOWN WI LAND SURVEYOR

SIGNATURE: _____ DATE: 5-19-2021
PRINT NAME: PAUL D. NORDWIG
REGISTRATION NUMBER: S-2784

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: _____ DATE: 5-26-2021
PRINT NAME: CURT VAN EREM

FILE NAME : F:\TR\OBS\E2364A19\CIVIL 3D\RW\TPP.DWG
APPRAISAL PLAT DATE : 5-26-2021
PLOT DATE : 5/26/2021 10:17 AM
PLOT BY : Nick Lindquist
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

TRANSPORTATION PROJECT PLAT NO: 6230-14-21 - 4.02

BEING A PART OF BLOCK 1, HILLYERS ADDITION, LOCATED IN GOVERNMENT LOT 8, SECTION 8, PART OF LOT 1, BLOCK 1, BATLEY'S ADDITION TO MIDDLEBURG, LOCATED IN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, AND PART OF LOT 1, BLOCK 1, PLAT OF MIDDLEBURG, LOCATED IN THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, SECTION 9, ALL IN T23N, R17E, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 54 SHIOCTON - SEYMOUR (PARK AVENUE - FRENCH ROAD) OUTAGAMIE COUNTY

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

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

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

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

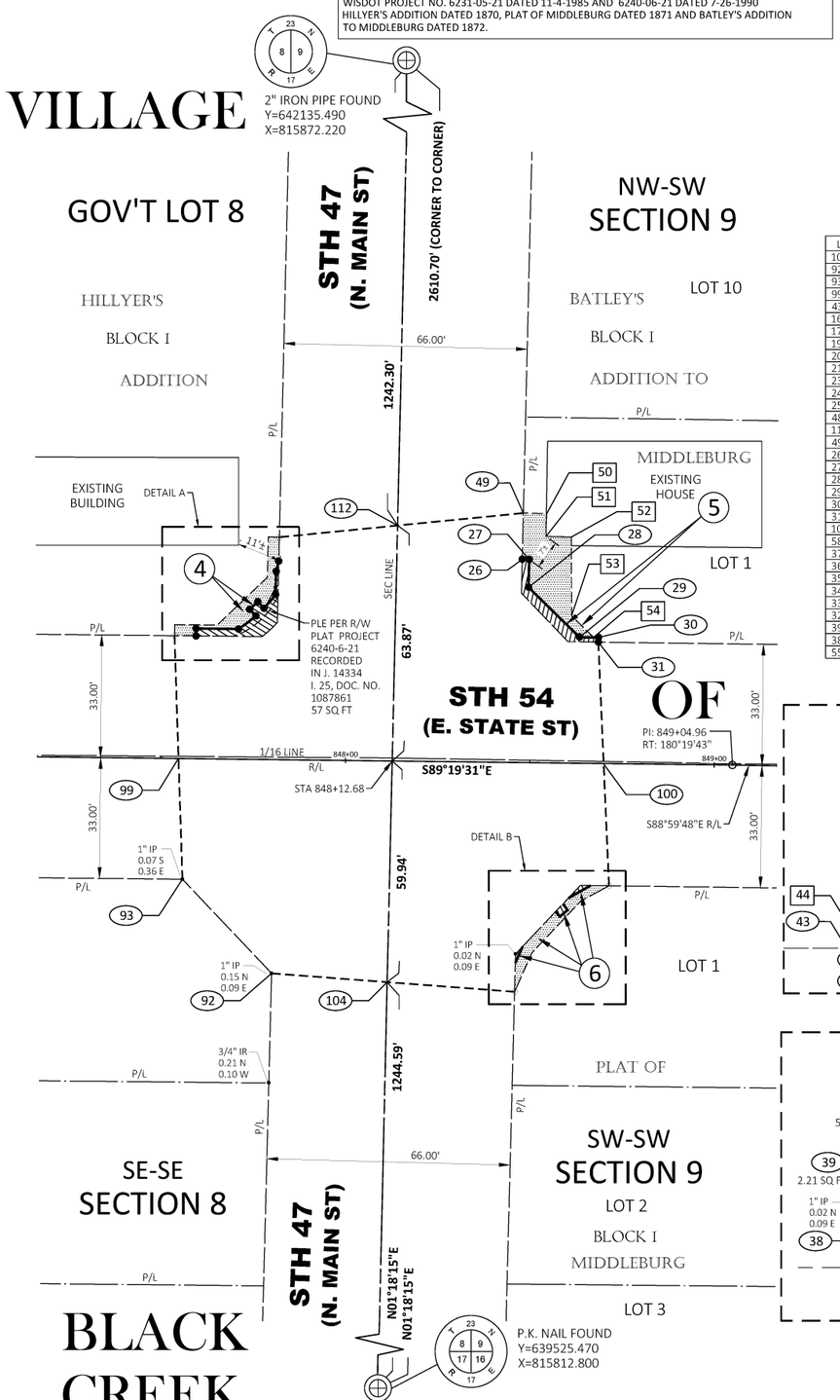
PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED			TLE AREA
			NEW	EXISTING	TOTAL	
4	RONS SERVICE/ CONVENIENCE STORE LLC	FEE, TLE	96 SQ FT	---	96 SQ FT	139 SQ FT
5	RYAN P. ROHAN	FEE, TLE	76 SQ FT	---	76 SQ FT	291 SQ FT
6	JAMES P. WAGNER	FEE, TLE	12 SQ FT	---	12 SQ FT	94 SQ FT

TLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:

EXISTING RIGHT-OF-WAY OF STH 54 (E. STATE STREET) ESTABLISHED FROM PREVIOUS PROJECTS: WISDOT PROJECT NO. 6231-05-21 DATED 11-4-1985 AND 6240-06-21 DATED 7-26-1990 HILLYER'S ADDITION DATED 1870, PLAT OF MIDDLEBURG DATED 1871 AND BATLEY'S ADDITION TO MIDDLEBURG DATED 1872.

EXISTING RIGHT-OF-WAY OF STH 47 (N. MAIN STREET) ESTABLISHED FROM PREVIOUS PROJECTS: WISDOT PROJECT NO. 6231-05-21 DATED 11-4-1985 AND 6240-06-21 DATED 7-26-1990 HILLYER'S ADDITION DATED 1870, PLAT OF MIDDLEBURG DATED 1871 AND BATLEY'S ADDITION TO MIDDLEBURG DATED 1872.



LINE TABLE

LINE	BEARING	DISTANCE
104-92	N85°39'42"W	31.43'
92-93	N43°28'34"W	35.16'
93-99	N01°51'49"W	32.74'
99-43	N01°51'49"W	33.32'
43-16	S89°25'35"E	5.84'
16-17	N00°34'25"E	2.00'
17-18	S89°25'35"E	11.52'
19-20	N43°31'54"W	2.45'
20-21	N46°28'06"E	3.00'
21-22	S43°31'54"E	2.44'
23-24	N01°27'26"E	6.38'
24-25	N14°38'45"E	2.78'
25-48	N01°20'59"E	6.45'
48-112	N84°21'17"E	32.22'
112-49	N84°21'17"E	34.27'
49-26	S01°20'59"W	12.55'
26-27	S88°39'01"E	1.89'
27-28	S01°20'59"W	7.55'
28-29	S45°37'06"E	19.34'
29-30	S89°15'42"E	5.11'
30-31	S00°44'18"W	1.26'
31-100	S02°30'59"E	32.95'
100-58	S02°30'59"E	33.16'
58-37	N89°15'42"W	4.99'
37-36	S60°46'35"W	6.87'
36-35	S43°21'50"W	2.22'
35-34	S37°49'41"E	2.10'
34-33	S49°54'35"W	2.76'
33-32	N42°21'09"W	1.76'
32-39	S43°21'50"W	13.01'
39-38	S23°56'27"W	4.82'
38-55	S01°28'44"W	7.85'
55-104	N85°39'42"W	34.65'

CONVENTIONAL SYMBOLS

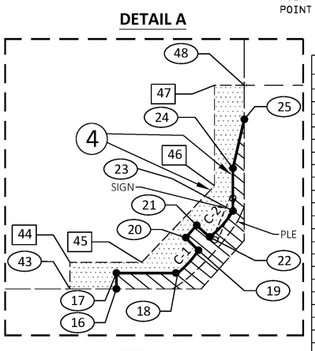
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING TO BE REMOVED
BRIDGE
SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
COMPENSABLE
NON-COMPENSABLE
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS
25 R/W POINT NUMBER
30 TLE POINT NUMBER

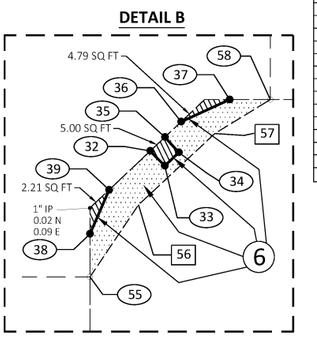
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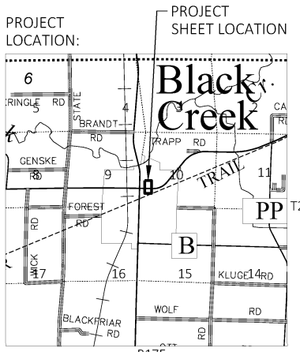
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A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT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

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

GN

SCALE, FEET
0 20 40

Document #: **2228495**
Date: **03-26-2021** Time: **3:33 PM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

Sarah R Van Camp

SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
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WisDOT - NE Region - Green Bay - PO 39500-000001

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6230-14-21-4.02
AMENDMENT NO:___

Westwood
Westwood Professional Services
Phone (920) 735-6900
Fax (920) 830-6100
Toll Free (800) 571-6677
One Systems Drive
Appleton, WI 54914-1654
westwoodps.com

I, DAVID A. YURK PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT. I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6230-14-21-4.02 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: David A. Yurk DATE: 03-16-2021
PRINT NAME: DAVID A. YURK
REGISTRATION NUMBER: S-2648

WISCONSIN DAVID A. YURK S-2648 OSHKOSH, WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: Curt Van Erem DATE: 03-17-2021
PRINT NAME: CURT VAN EREM

PLOT SCALE : 1 IN:20 FT
PLOT NAME :
PLOT BY : Jairo Mazariegos
PLOT DATE : 3/26/2021 11:32 AM
PLOT DATE :
PLOT DATE :
FILE NAME : F:\TR\OBS\E2364A19\CIVIL 3D\RW\TPP.DWG
APPRAISAL PLAT DATE : 03-17-2021

TRANSPORTATION PROJECT PLAT NO: 6230-14-21 - 4.03

BEING A PART OF LOT 5, BLOCK 2, BATLEY'S ADDITION TO MIDDLEBURG, BEING A PART OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, ALSO BEING A PART OF LOT 9, BLOCK 3 AND PART OF LOT 1, BLOCK 4, PLAT OF MIDDLEBURG, BEING A PART OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER, ALL IN SECTION 9, T23N, R17E, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN

RELOCATION ORDER STH 54 SHIOCTON - SEYMOUR (PARK AVENUE - FRENCH ROAD) OUTAGAMIE COUNTY

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

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

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

SCHEDULE OF LANDS AND INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NO.	OWNER	INTEREST REQUIRED	AREA SQUARE FEET REQUIRED NEW	EXISTING	TOTAL	TLE AREA
11	ELIZABETH A. SCHROEDER	FEE, TLE	18 SQ FT	---	18 SQ FT	181 SQ FT
12	H2WI LLC	TLE	---	---	---	75 SQ FT
13	SCOTT BERTRAND	TLE	---	---	---	45 SQ FT

TLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN IS BASED UPON THE FOLLOWING POINTS OF REFERENCE:

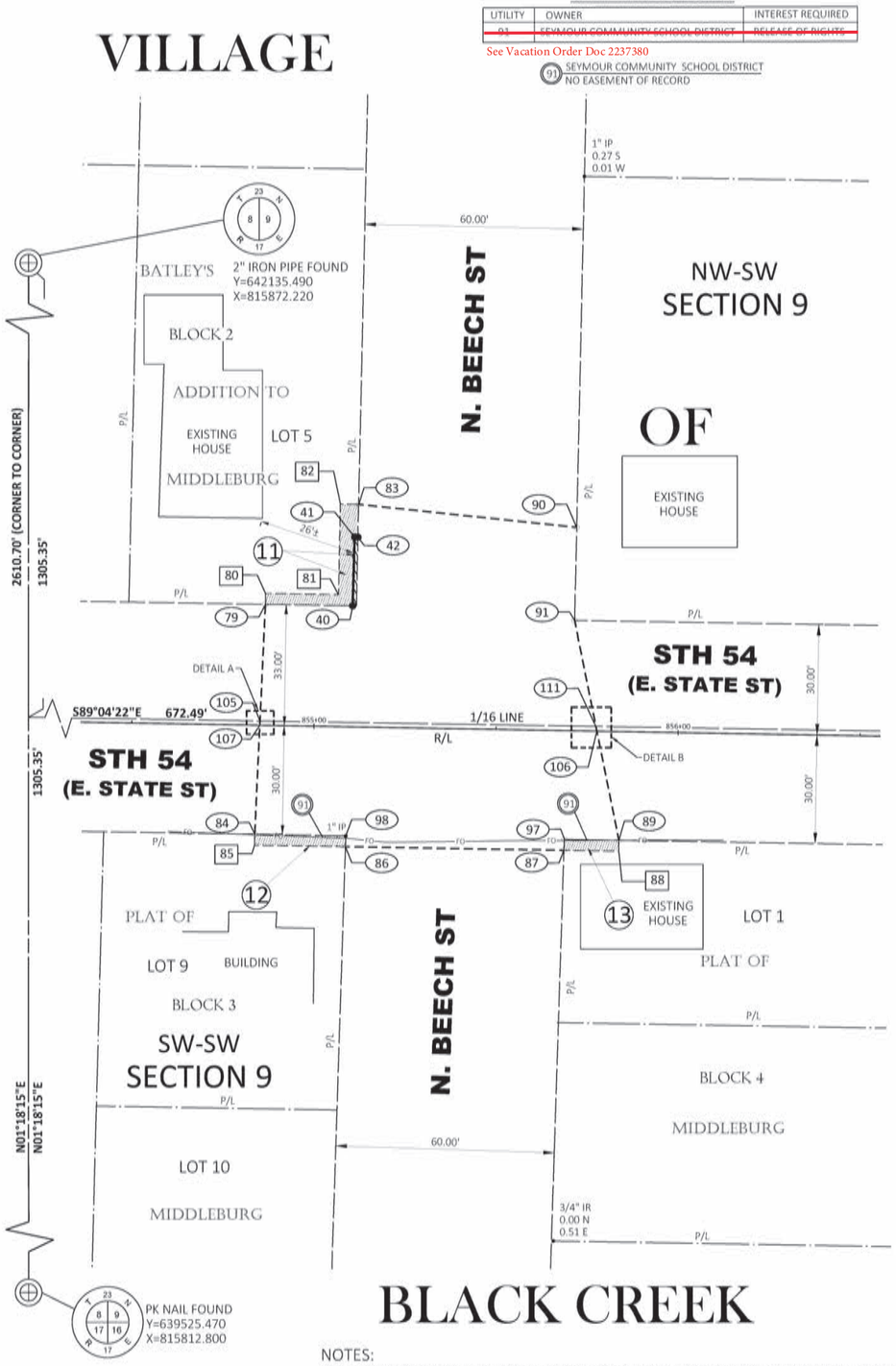
EXISTING RIGHT-OF-WAY OF STH 54 (E. STATE STREET) ESTABLISHED FROM PREVIOUS PROJECT:
BATLEY'S ADDITION TO MIDDLEBURG DATED 1875
WISDOT PROJECT F038-2(14) DATED 1953
PLAT OF MIDDLEBURG DATED 1871

EXISTING RIGHT-OF-WAY OF N. BEECH ST: ESTABLISHED FROM PREVIOUS PROJECT:
BATLEY'S ADDITION TO MIDDLEBURG 1875

UTILITY INTERESTS REQUIRED

UTILITY	OWNER	INTEREST REQUIRED
91	SEYMOUR COMMUNITY SCHOOL DISTRICT	RELEASE OF RIGHTS

See Vacation Order Doc 2237380



NOTES:

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

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1-INCH BY 24-INCH IRON PIPE) 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 OR OTHER SURVEYS OF RECORD.

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

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

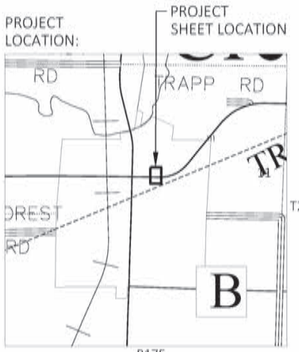
ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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

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 TLE'S EXPIRE AT THE COMPLETION OF THE PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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

PROJECT LOCATION:



GN

SCALE, FEET
0 20 40

Document #: 2228496
Date: 03-26-2021 Time: 3:34 PM
Pages: 1 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI
SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 6230-14-21-4.03
AMENDMENT NO:

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED)
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN
COMPENSABLE
NON COMPENSABLE
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS
25 R/W POINT NUMBER
30 TLE POINT NUMBER

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

LINE TABLE

LINE	BEARING	DISTANCE
105-79	N02°39'45"E	31.87'
79-40	S89°03'04"E	23.97'
40-41	N01°40'45"E	18.89'
41-42	S88°44'24"E	0.89'
42-83	N01°15'36"E	9.00'
83-90	S83°58'35"E	60.21'
90-91	S01°15'36"W	25.55'
91-111	S11°24'06"E	29.51'
111-106	S11°24'06"E	1.34'
106-89	S11°24'06"E	30.57'
89-97	N89°03'04"W	15.00'
97-87	S01°49'58"W	3.00'
87-86	N89°03'04"W	60.01'
86-98	N01°49'58"E	3.00'
98-84	N89°03'04"W	25.00'
84-107	N02°39'45"E	29.97'
107-105	N02°39'45"E	1.19'

CONVENTIONAL UTILITY SYMBOLS

WATER
GAS
TELEPHONE
OVERHEAD TRANSMISSION LINES
ELECTRIC
CABLE TELEVISION
FIBER OPTIC
SANITARY SEWER
STORM SEWER
ELECTRIC TOWER

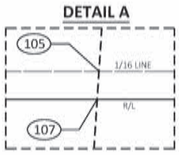
TLE STATION / OFFSET TABLE

PT#	STATION	OFFSET
80	854+86.10	36.05'
81	855+06.11	36.06'
82	855+06.22	60.97'
85	854+84.28	32.96'
88	855+84.28	32.86'

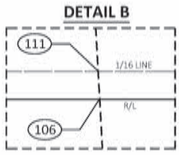
RIGHT OF WAY TABLE

PT#	Y	X	STA	OFFSET
40	640851.041	816540.358	855+10.07	33.07'
41	640869.923	816540.912	855+10.29	51.96'
42	640869.903	816541.805	855+11.18	51.95'
79	640851.438	816516.393	854+86.10	33.05'
83	640878.897	816542.003	855+11.22	60.95'
84	640788.478	816513.465	854+84.27	29.96'
86	640785.065	816538.366	855+09.23	32.93'
87	640784.072	816598.365	855+69.24	32.87'
89	640786.822	816613.459	855+84.28	29.86'
90	640872.579	816601.878	855+71.20	55.68'
91	640847.031	816601.316	855+71.09	30.13'
97	640787.071	816598.461	855+69.28	29.87'
98	640788.064	816538.462	855+09.27	29.93'
105	640819.599	816514.912	854+85.18	1.19'
106	640816.793	816607.415	855+77.71	0.00'
107	640818.414	816514.857	854+85.14	0.00'
111	640818.106	816607.150	855+77.43	1.31'

DETAIL A



DETAIL B



Westwood
Phone (920) 735-6900 Fax (920) 830-6100 Toll Free (800) 571-6677 Westwood Professional Services
One Systems Drive Appleton, WI 54914-1654 westwoodps.com

I, DAVID A. YURK PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT. I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6230-14-21-4.03 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

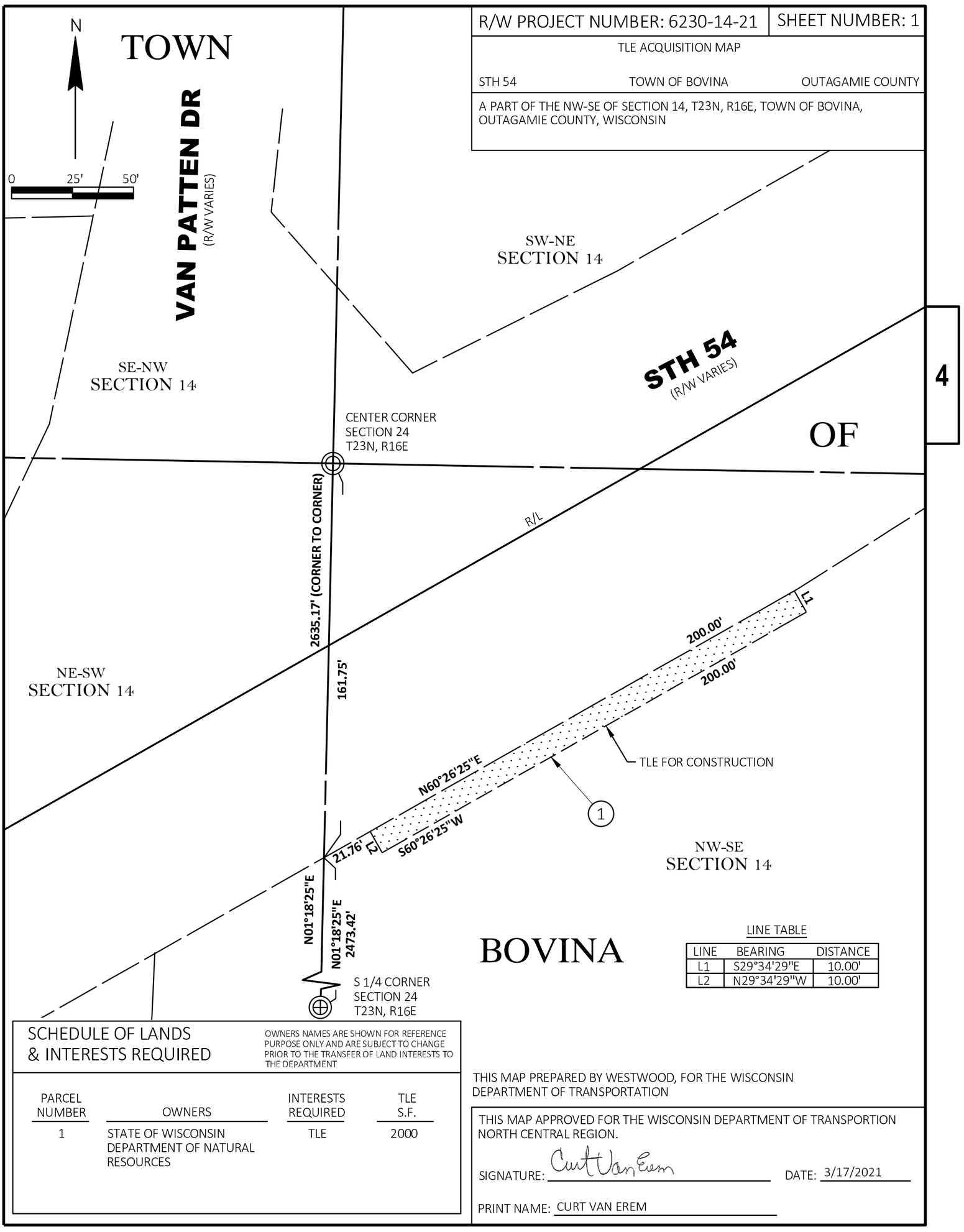
SIGNATURE: David A. Yurk DATE: 03-16-2021
PRINT NAME: DAVID A. YURK
REGISTRATION NUMBER: S-2648

WISCONSIN DAVID A. YURK S-2648 OSHKOSH WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT

SIGNATURE: Curt Van Erem DATE: 03-17-2021
PRINT NAME: CURT VAN EREM

PLOT SCALE : 1 IN:20 FT
PLOT NAME : Jairo Mazariegos
PLOT BY : 3/25/2021 2:10 PM
PLOT DATE :
PLOT DATE :
FILE NAME : F:\TRU065\E2364419\CIVIL 3D\RW\TPP.DWG
APPRAISAL PLAT DATE : 3-17-2021


R/W PROJECT NUMBER: 6230-14-21
SHEET NUMBER: 1
TLE ACQUISITION MAP
STH 54
TOWN OF BOVINA
OUTAGAMIE COUNTY
A PART OF THE NW-SE OF SECTION 14, T23N, R16E, TOWN OF BOVINA, OUTAGAMIE COUNTY, WISCONSIN
N
TOWN
OF
BOVINA
0
25'
50'
VAN PATTEN DR
(R/W VARIES)
STH 54
(R/W VARIES)
SW-NE
SECTION 14
SE-NW
SECTION 14
NE-SW
SECTION 14
NW-SE
SECTION 14
CENTER CORNER
SECTION 24
T23N, R16E
2635.17' (CORNER TO CORNER)
161.75'
R/L
200.00'
200.00'
N60°26'25"E
S60°26'25"W
21.76'
TLE FOR CONSTRUCTION
1
N01°18'25"E
2473.42'
S 1/4 CORNER
SECTION 24
T23N, R16E
LINE TABLE
LINE | BEARING | DISTANCE
L1 | S29°34'29"E | 10.00'
L2 | N29°34'29"W | 10.00'
SCHEDULE OF LANDS & INTERESTS REQUIRED
OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT
PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | TLE S.F.
1 | STATE OF WISCONSIN DEPARTMENT OF NATURAL RESOURCES | TLE | 2000
THIS MAP PREPARED BY WESTWOOD, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTION NORTH CENTRAL REGION.
SIGNATURE: Curt Van Erem
DATE: 3/17/2021
PRINT NAME: CURT VAN EREM

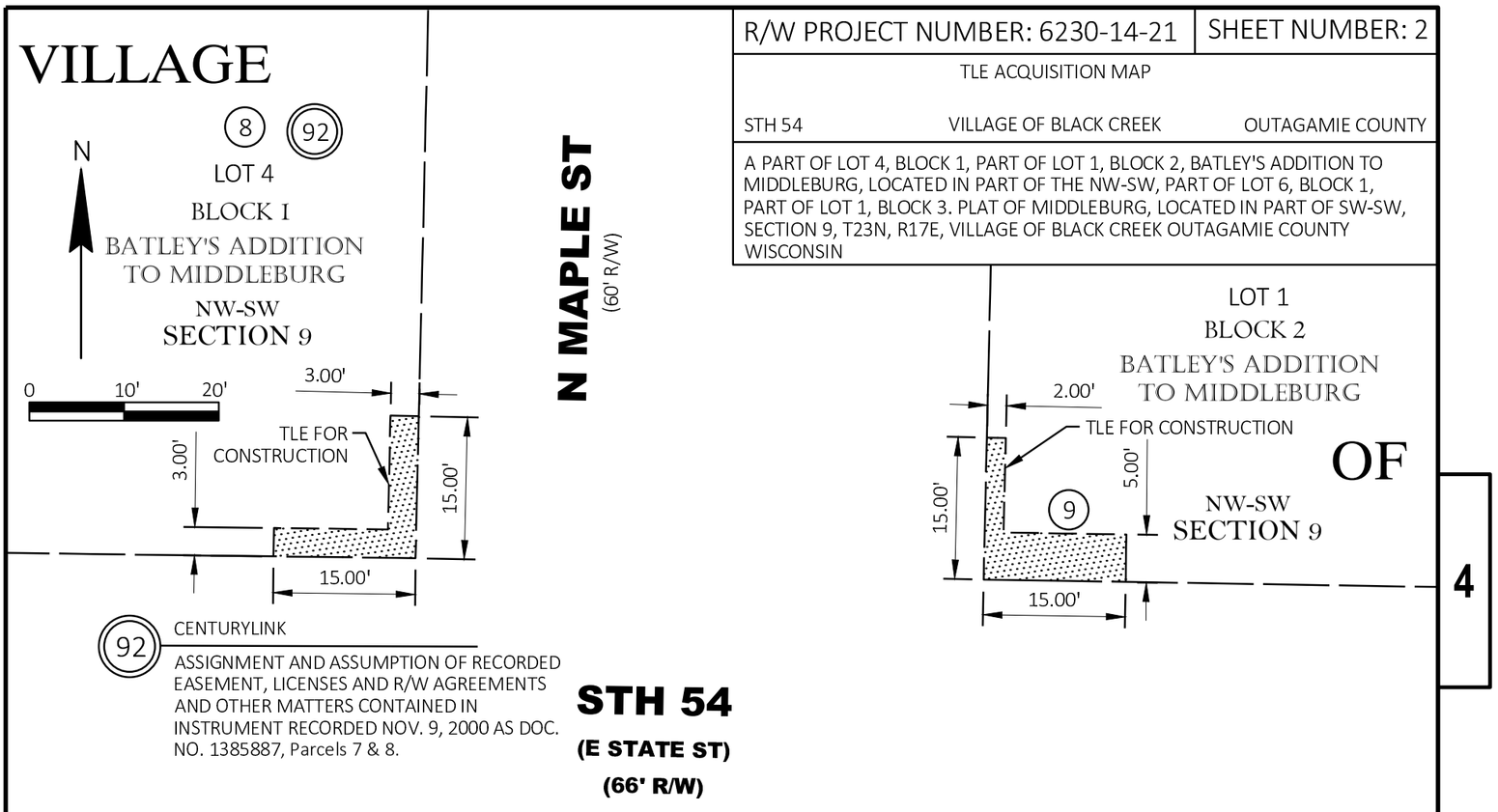
4

R/W PROJECT NUMBER: 6230-14-21	SHEET NUMBER: 2

TLE ACQUISITION MAP

STH 54 | VILLAGE OF BLACK CREEK | OUTAGAMIE COUNTY

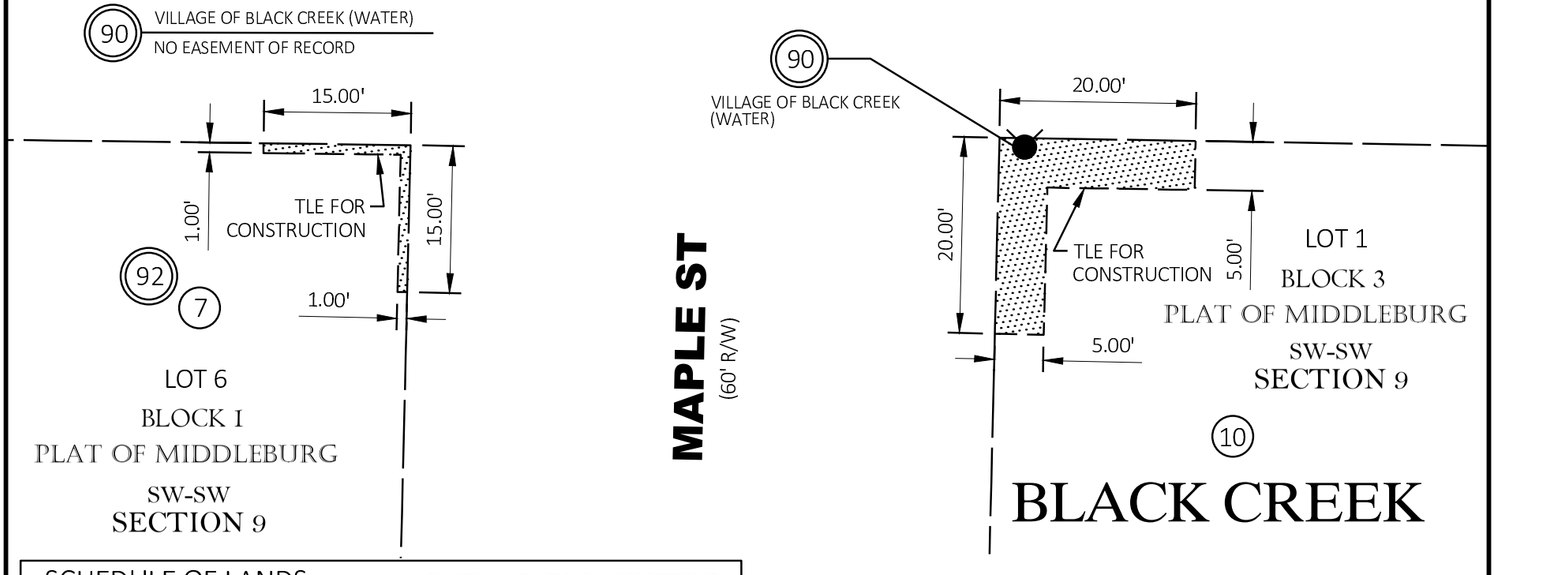
A PART OF LOT 4, BLOCK 1, PART OF LOT 1, BLOCK 2, BATLEY'S ADDITION TO MIDDLEBURG, LOCATED IN PART OF THE NW-SW, PART OF LOT 6, BLOCK 1, PART OF LOT 1, BLOCK 3. PLAT OF MIDDLEBURG, LOCATED IN PART OF SW-SW, SECTION 9, T23N, R17E, VILLAGE OF BLACK CREEK OUTAGAMIE COUNTY WISCONSIN



4

UTILITY INTERESTS

UTILITY	OWNER	INTEREST REQUIRED
90	VILLAGE OF BLACK CREEK (WATER)	RELEASE OF RIGHTS
92	CENTURYLINK	RELEASE OF RIGHTS



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

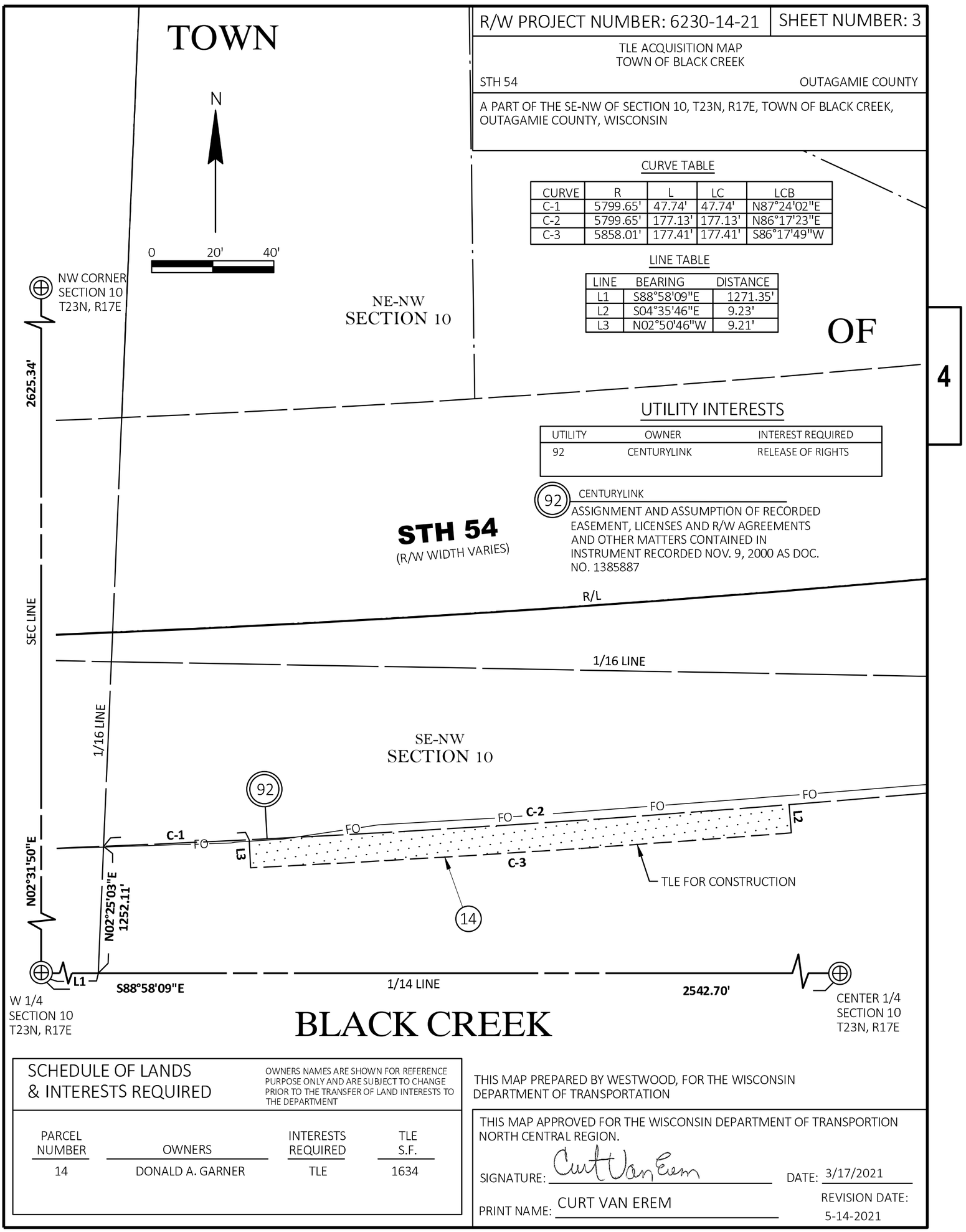
PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	TLE S.F.
7	MATTHEW C. SADLER	TLE	29
8	CRAIG D. & SARAH J. WACHTENDONK	TLE	81
9	TERRELL L. BRICK	TLE	95
10	ARON S. RASMUSSEN	TLE	175

THIS MAP PREPARED BY WESTWOOD, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTION NORTH CENTRAL REGION.

SIGNATURE: Curt Van Erem DATE: 3/17/2021

PRINT NAME: CURT VAN EREM REVISION DATE: 5-14-2021



R/W PROJECT NUMBER: 6230-14-21 | SHEET NUMBER: 3

TLE ACQUISITION MAP
TOWN OF BLACK CREEK

STH 54 — OUTAGAMIE COUNTY

A PART OF THE SE-NW OF SECTION 10, T23N, R17E, TOWN OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN

CURVE TABLE

CURVE	R	L	LC	LCB
C-1	5799.65'	47.74'	47.74'	N87°24'02"E
C-2	5799.65'	177.13'	177.13'	N86°17'23"E
C-3	5858.01'	177.41'	177.41'	S86°17'49"W

LINE TABLE

LINE	BEARING	DISTANCE
L1	S88°58'09"E	1271.35'
L2	S04°35'46"E	9.23'
L3	N02°50'46"W	9.21'

UTILITY INTERESTS

UTILITY	OWNER	INTEREST REQUIRED
92	CENTURYLINK	RELEASE OF RIGHTS

92 CENTURYLINK
ASSIGNMENT AND ASSUMPTION OF RECORDED EASEMENT, LICENSES AND R/W AGREEMENTS AND OTHER MATTERS CONTAINED IN INSTRUMENT RECORDED NOV. 9, 2000 AS DOC. NO. 1385887

4

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSE ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	TLE S.F.
14	DONALD A. GARNER	TLE	1634

THIS MAP PREPARED BY WESTWOOD, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTION NORTH CENTRAL REGION.

SIGNATURE: Curt Van Erem DATE: 3/17/2021

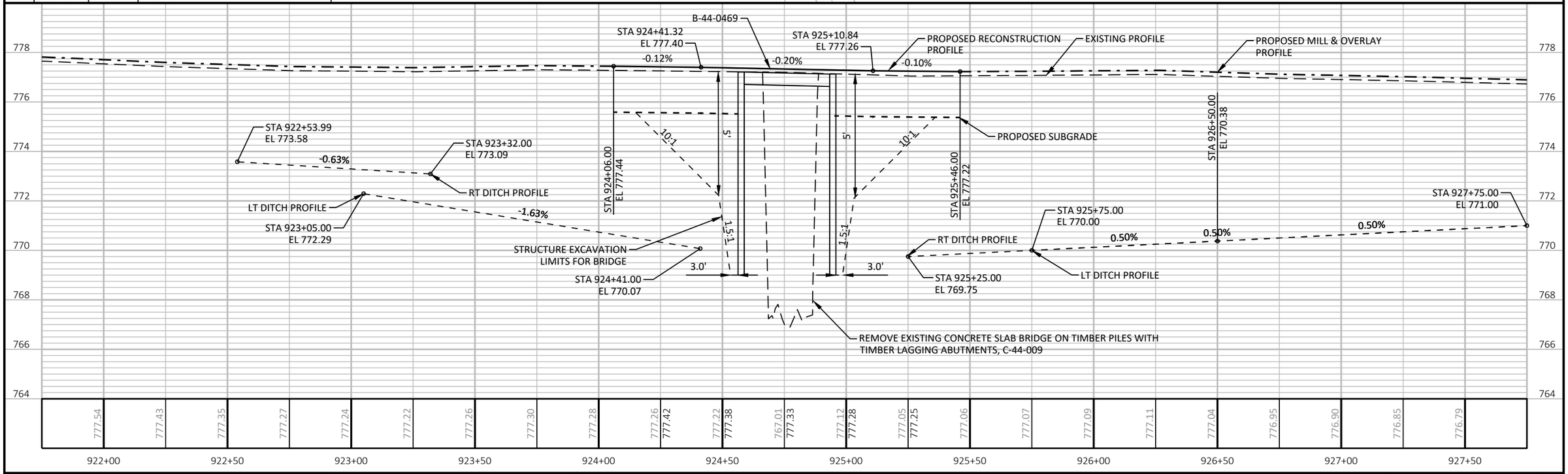
PRINT NAME: CURT VAN EREM REVISION DATE: 5-14-2021

PI STA = 933+21.34
Y = 643325.883
X = 823326.780
DELTA = 23°43'01"
D = 1°00'00"
T = 1203.16'
L = 2371.86'
R = 5730.00'
PC STA = 921+18.18
PT STA = 944+90.04
SE = 2.7%

EXIST R/W
WETLAND BOUNDARY, TYP
REMOVING GUARDRAIL
+53.99 22.00' L
+89.72 17.00' L
+53.97 30.00' L
+79.08 27.33' L
+04.19 26.00' L
+53.97 24.00' L
+19.86 22.00' L
B-44-0469
53.125' MGS EAT
12.5'
MGS 3
39.4'
MGS THRIE BEAM
87.5' MGS 3
+32.26 22.00' L
+23.24 26.00' L
+48.31 27.33' L
+73.40 30.00' L
+20.10 22.00' L
+73.40 24.00' L
+37.77 17.00' L
+73.52 17.00' L
SLOPE INTERCEPT, TYP
15:1
10:1
922+00
923+00
924+00
925+00
926+00
927+00
STH 54
CONCRETE PAVEMENT APPROACH SLAB, TYP
CONCRETE SHOULDERS, TYP
+00.35 17.00' R
+80.24 24.00' R
+33.09 22.00' R
+19.76 22.00' R
+31.83 22.00' R
+97.21 24.00' R
+80.24 30.00' R
+05.11 27.33' R
+30.00 26.00' R
+47.45 26.00' R
+72.34 27.33' R
+97.21 30.00' R
+76.40 17.00' R
+62.54 22.00' R
BM 10
N
5
5
BENCHMARKS

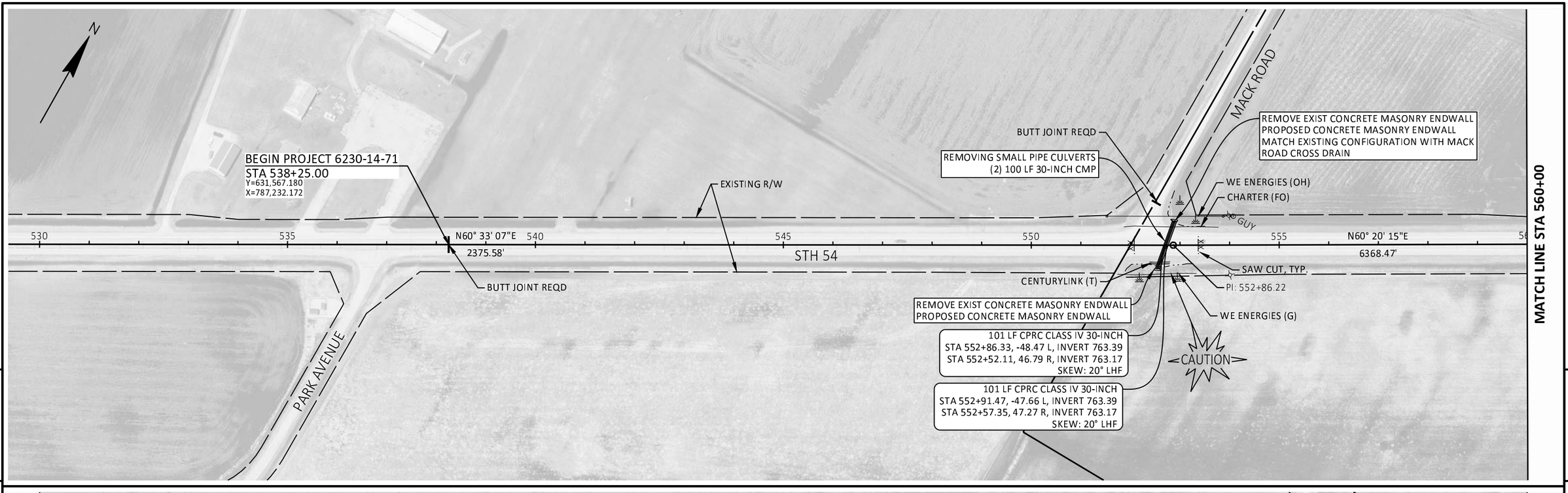
NO.	STATION	ELEV.	DESCRIPTION
10	922+62.04	744.30	DISC IN CONC

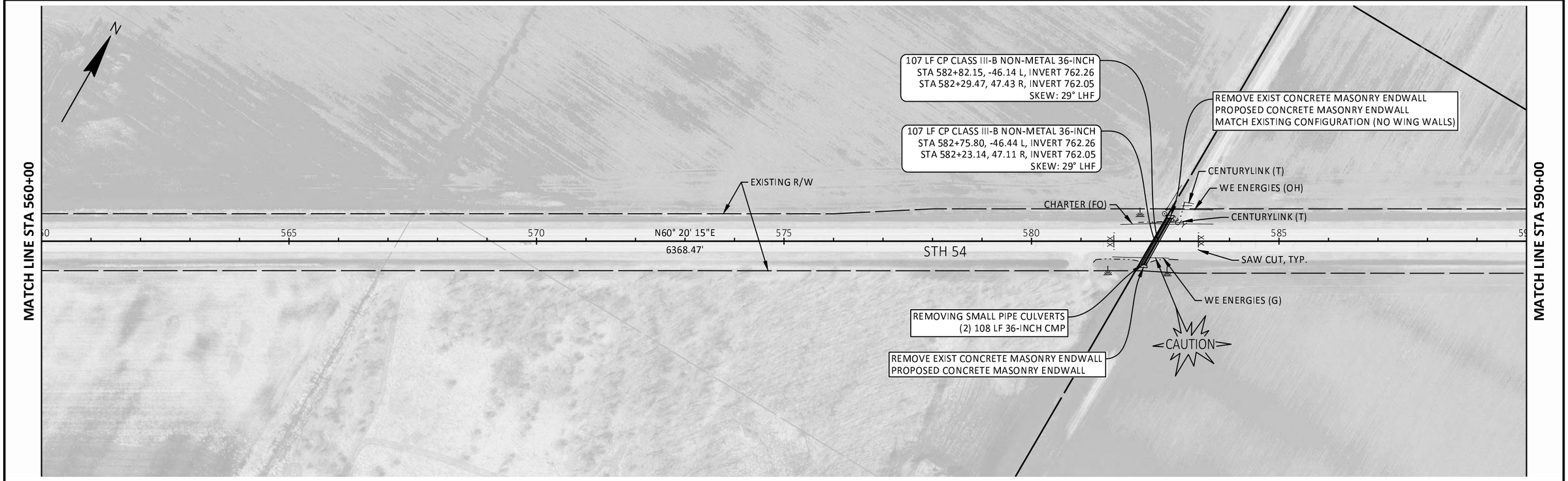
CAUTION
REMOVE EXISTING CONCRETE SLAB BRIDGE ON TIMBER PILES WITH TIMBER LAGGING ABUTMENTS, C -44-009
TLE
SEYMOUR SCH DIST
WE ENERGIES (G)
WE ENERGIES (OH)
CENTURYLINK (T)



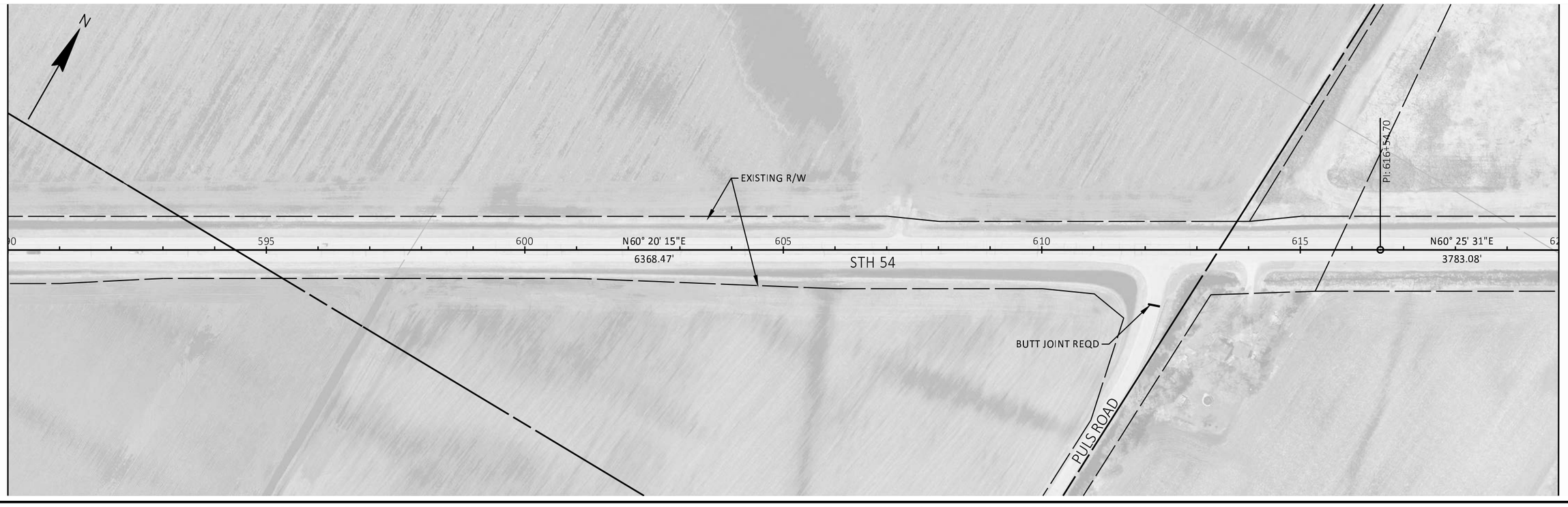
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN AND PROFILE: STH 54	SHEET 95	E

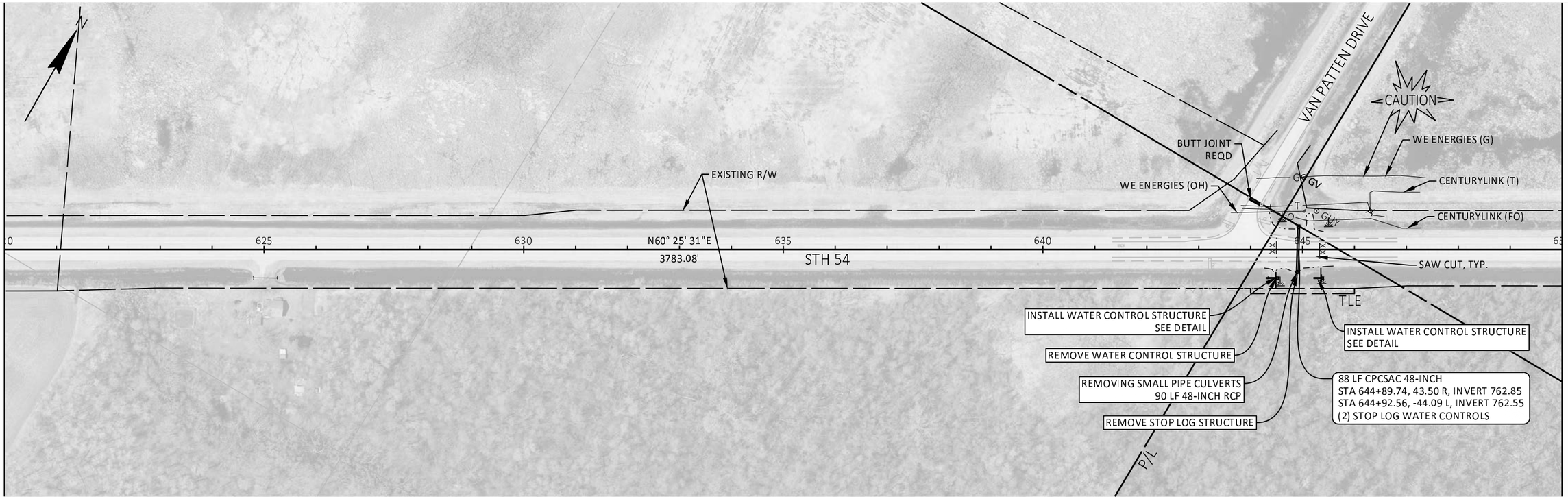
FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-050101-PP.DWG
LAYOUT NAME - 62301471-050101-pp
PLOT DATE : 11/1/2022 9:08 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



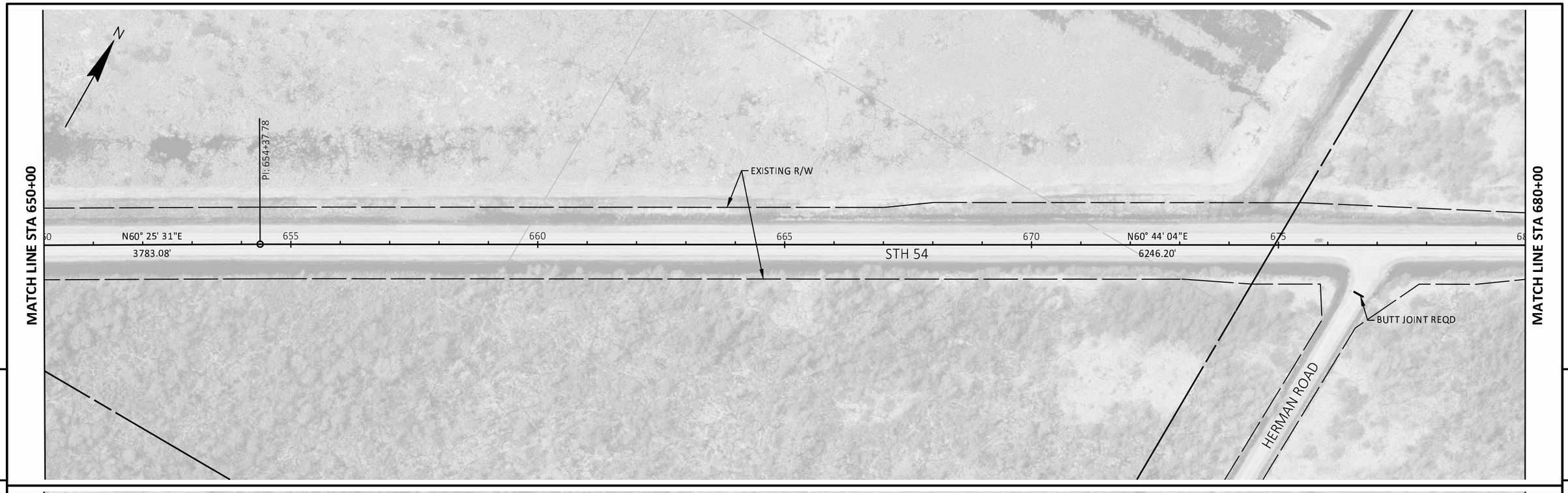


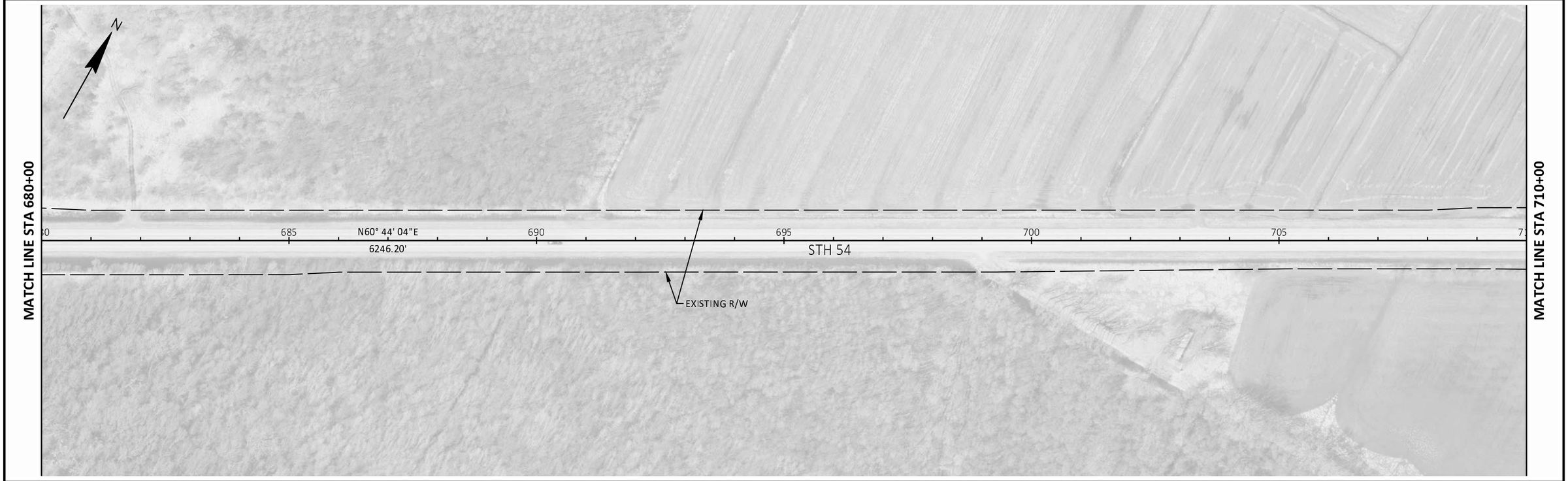
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: STH 54	SHEET 96	E





PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: STH 54	SHEET 97 E



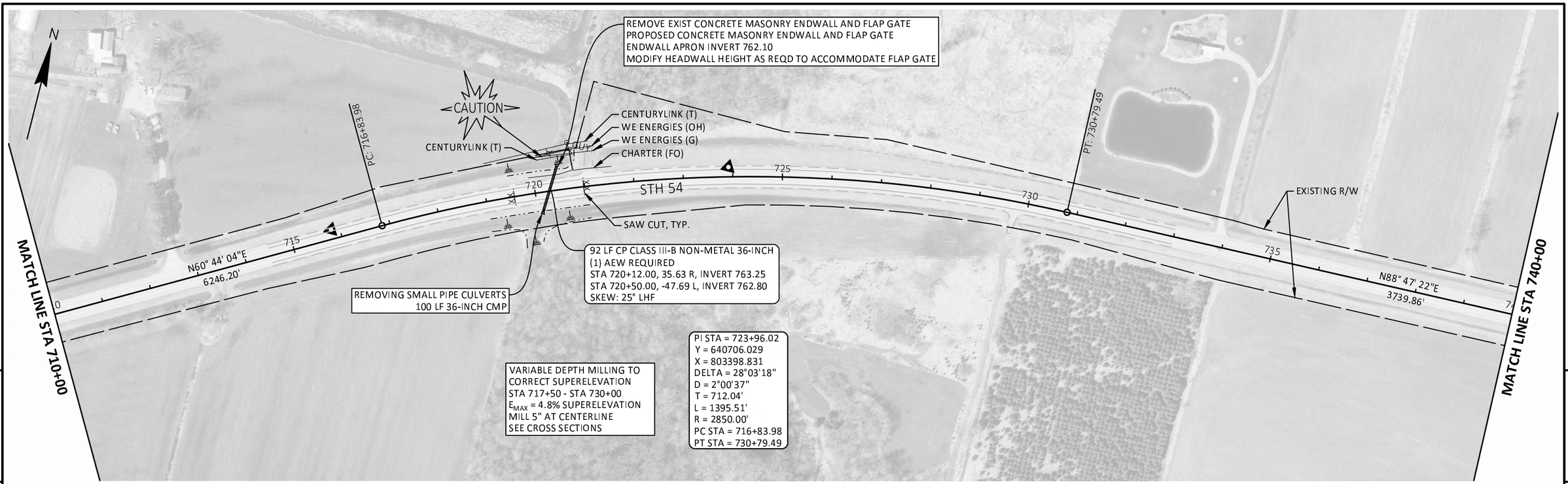


PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: STH 54	SHEET 98	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-050201-PN.DWG
LAYOUT NAME - 62301471-050203-pn

PLOT DATE : 5/18/2022 2:43 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

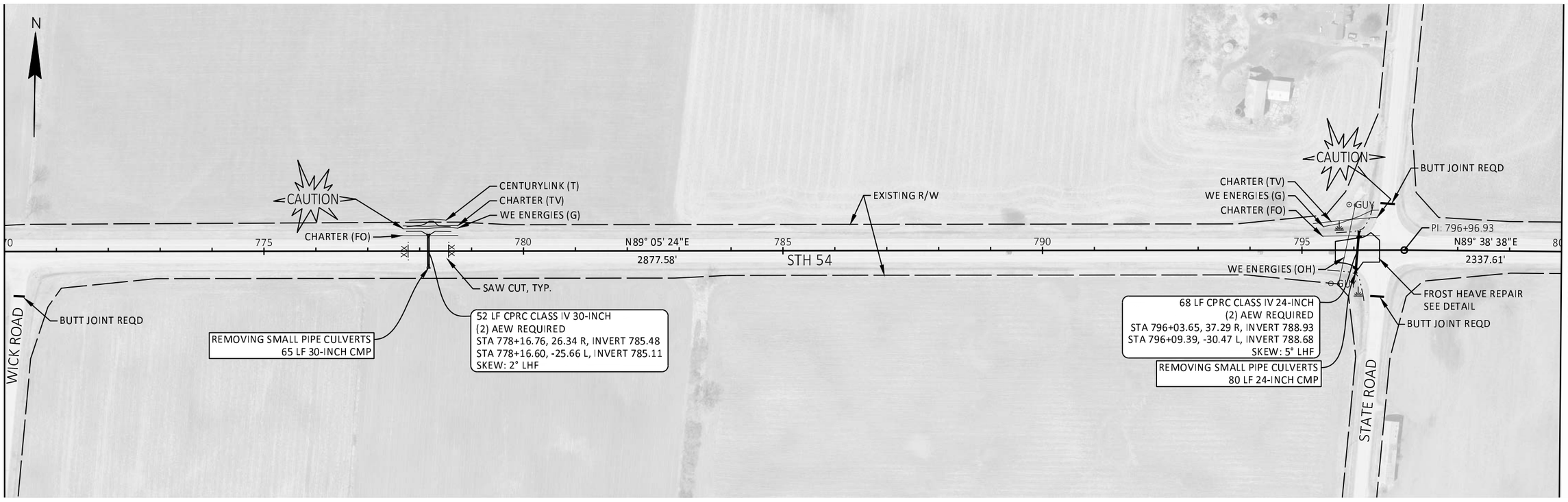


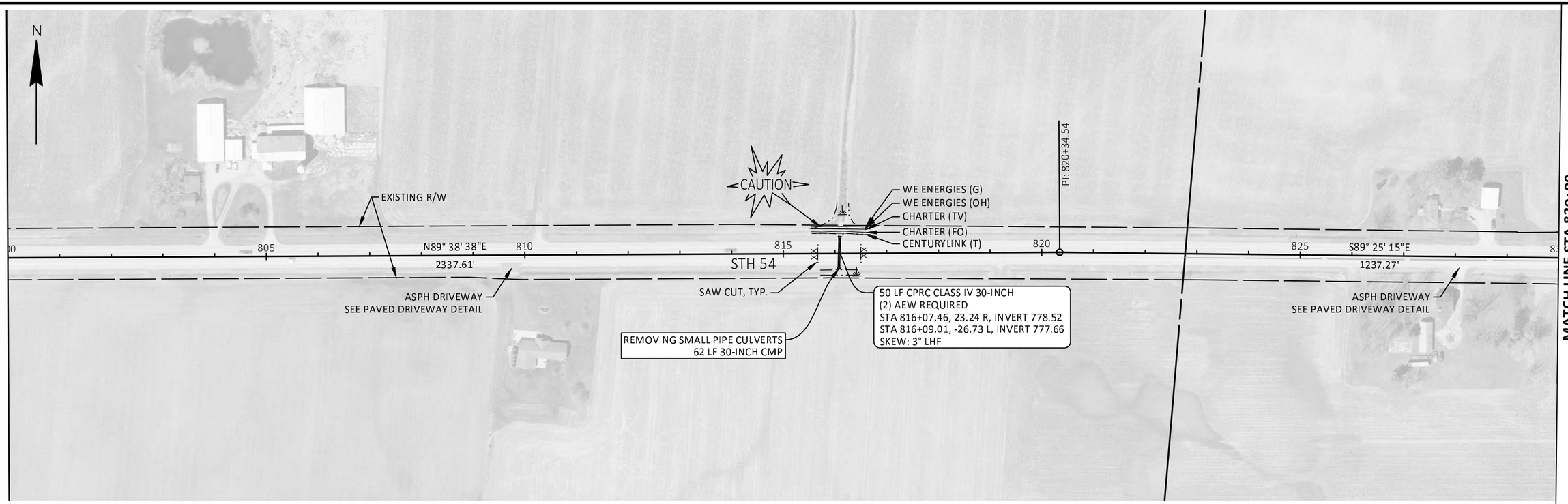
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: STH 54	SHEET 99	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-050201-PN.DWG
LAYOUT NAME - 62301471-050204-pn

PLOT DATE : 11/3/2022 8:56 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########

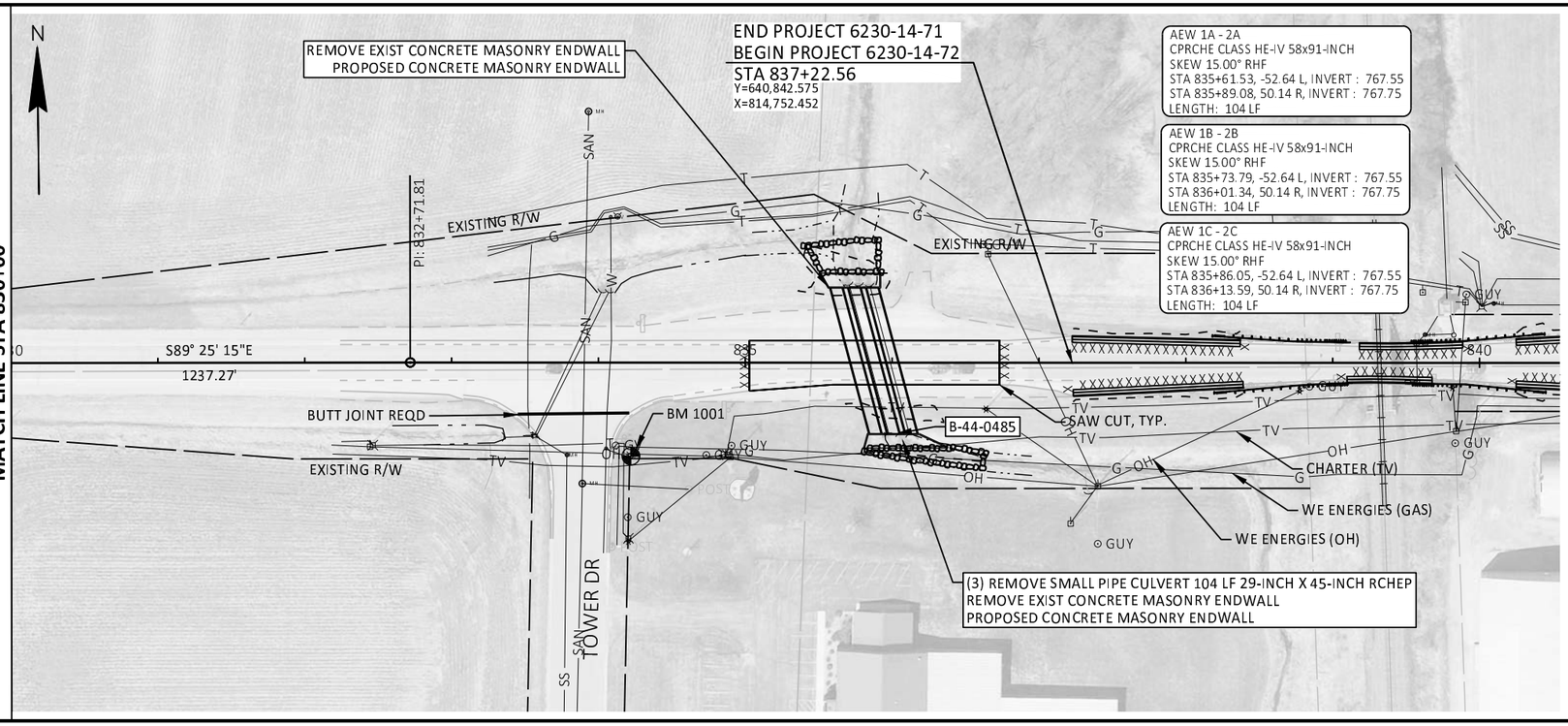
WISDOT/CADDS SHEET 44





PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: STH 54	SHEET 100	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-050201-PN.DWG
LAYOUT NAME - 62301471-050205-pn
PLOT DATE : 5/18/2022 2:43 PM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1001	834+22.0	780.31	ARROW BY WORD "OPEN" ON HYDRANT

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: STH 54	SHEET 101	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-050201-PN.DWG
LAYOUT NAME - 62301471-050206.1-pn
PLOT DATE : 11/2/2022 12:56 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########

END PROJECT 6230-14-71
BEGIN PROJECT 6230-14-72
STA 837+22.56
Y=640,842.575
X=814,752.452

CANADIAN NATIONAL RAILROAD

STH 54

SEE STORM SEWER DETAIL

ADJUST INLET COVERS

SAW CUT, TYP.

GUY POLE

ADJUST INLET COVER

S89° 19' 31"E
1633.15'

EXISTING VANE DRAIN
TO REMAIN

RECONDITION INLET

ADJUST INLET COVER

CONCRETE CURB & GUTTER
30-INCH TYPE D, TYP.

CONCRETE CURB & GUTTER
30-INCH TYPE D, TYP.

5

5

MATCH LINE STA 843+00

ADJUST SANITARY
MANHOLE COVER

CLARK ST.

BUTT JOINT REQUIRED

BM 1002

INL 643.0
MANHOLE 4-FT H-S
RIM: 779.63
STR DEPTH: 4.48'
SUMP DEPTH: 0'
NW 8" INV: 775.17
S 8" INV: 775.15
N 10" INV: 775.82

ADJUST INLET COVER

REMOVE INLET

EXISTING VANE DRAINS
TO REMAIN

STH 54

CONCRETE DRIVEWAY 8-INCH

REMOVE & REPLACE CONC. CURB & GUTTER
30-INCH TYPE D

ABANDON MANHOLE
S89° 19' 31"E
1633.15'

REMOVE GAS STATION
SIGN AND (2) CONCRETE
BASES

STH 47 (MAIN ST.)

BUTT JOINT REQUIRED

ADJUST
INLET
COVER

SAW CUT, TYP.

ADJUST INLET COVER

CONCRETE CURB & GUTTER
4-INCH CURB HEAD
STA 44+00 TO 44+18

ADJUST INLET COVER

BUTT JOINT REQUIRED

CONCRETE DRIVEWAY 6-INCH

REMOVE & REPLACE
26 LF 12" SSRCP
CLASS III

CONCRETE CURB & GUTTER
30-INCH TYPE D, TYP.

ADJUST MANHOLE COVER

RECONDITION INLET

REMOVE & REPLACE
24 LF 12" SSRCP CLASS III

REMOVE & REPLACE
24 LF 12" SSRCP CLASS III

BM 1003
BUTT JOINT REQUIRED

MATCH LINE STA 849+00

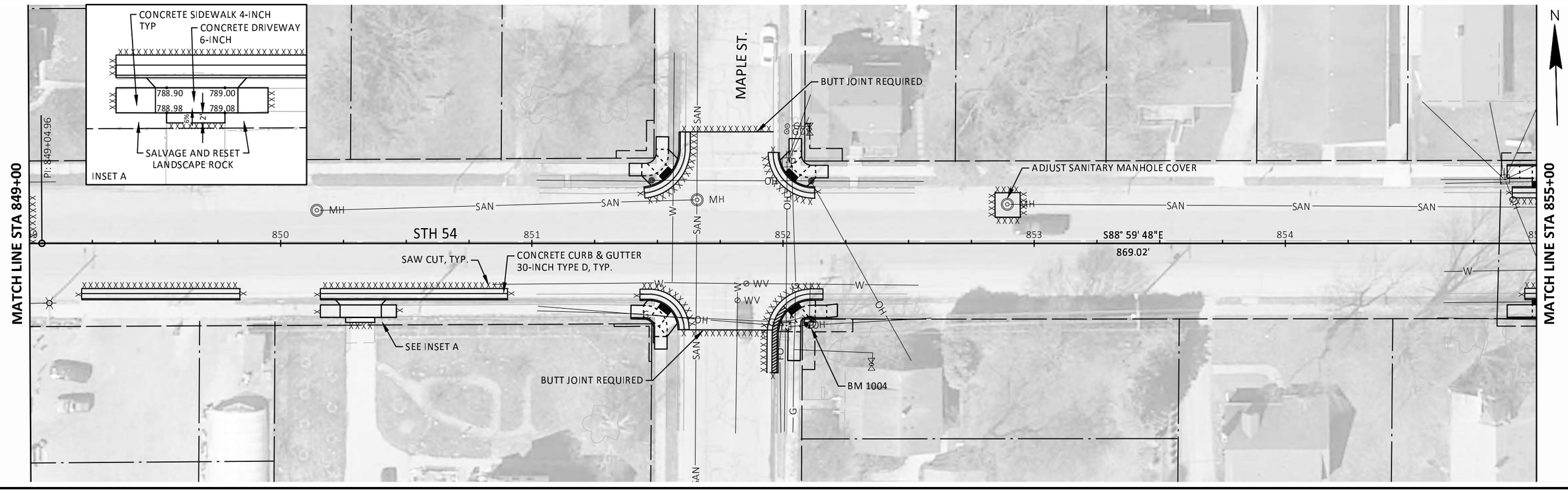
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1002	844+75.9	781.21	BURY BOLT ON HYDRANT
1003	847+78.5	788.87	BURY BOLT ON HYDRANT

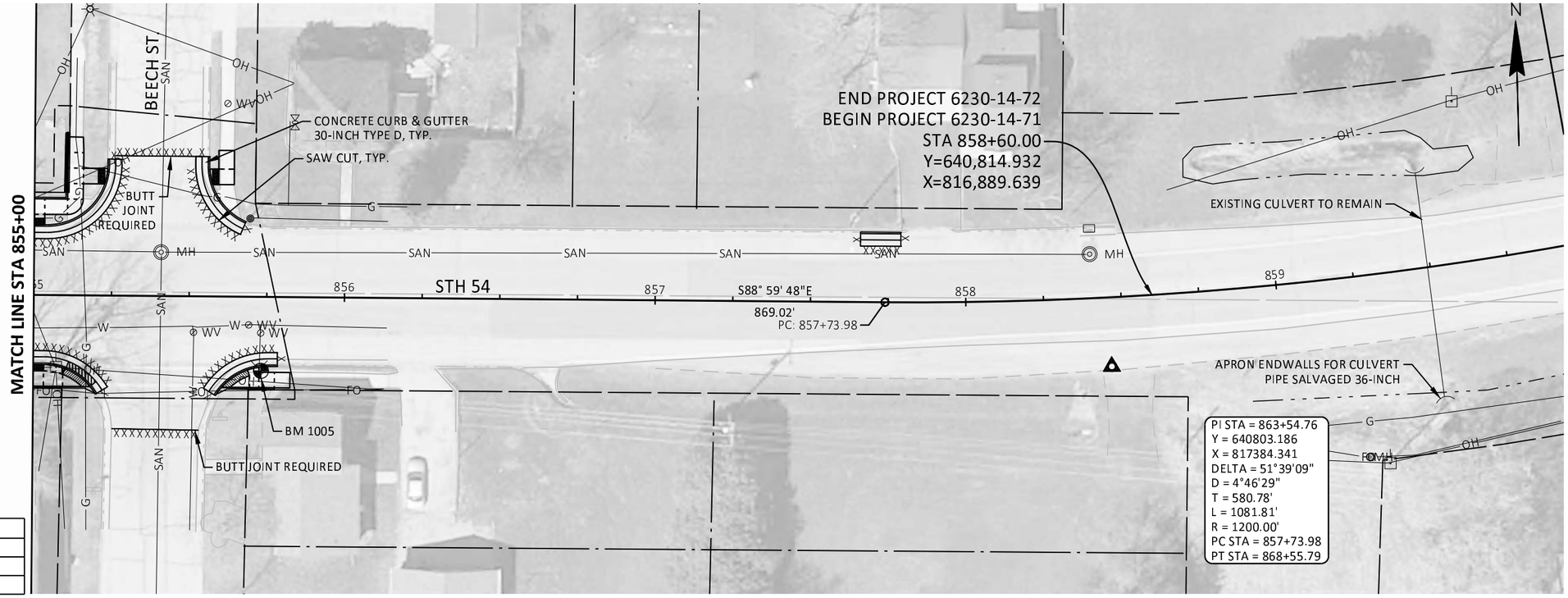
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	STH 54	SHEET 102	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-050301-PN.DWG
LAYOUT NAME - 62301471-050206.2-pn

PLOT DATE : 11/2/2022 1:05 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





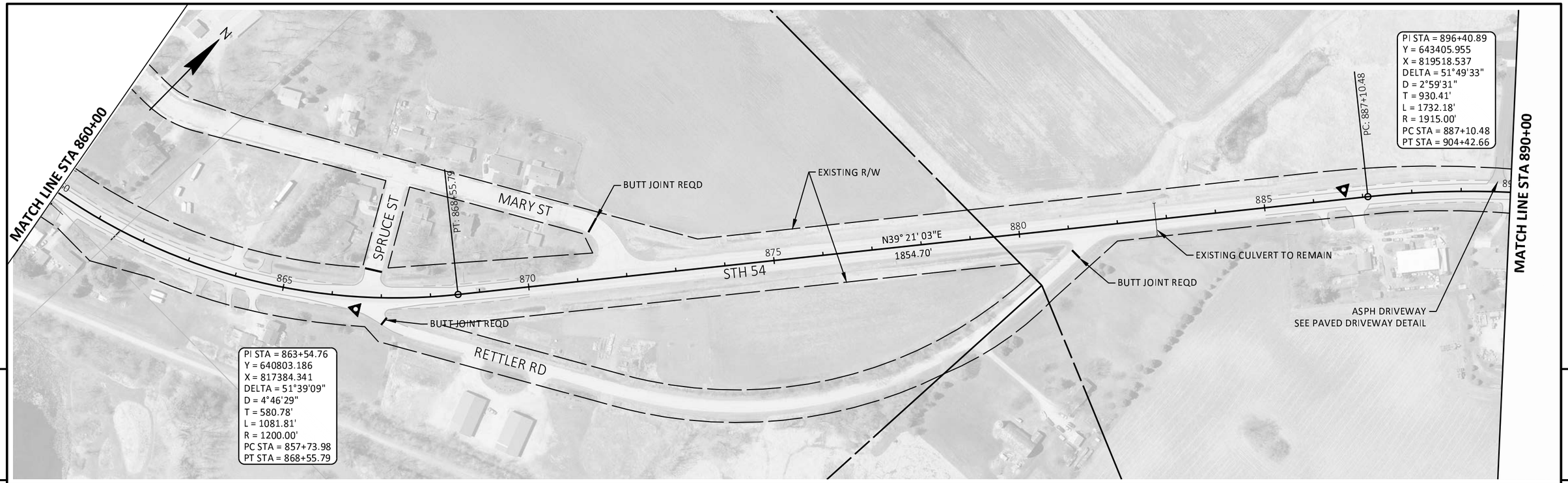
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1004	852+10.7	792.97	BURY BOLT ON HYDRANT
1005	855+73.3	787.64	BURY BOLT ON HYDRANT

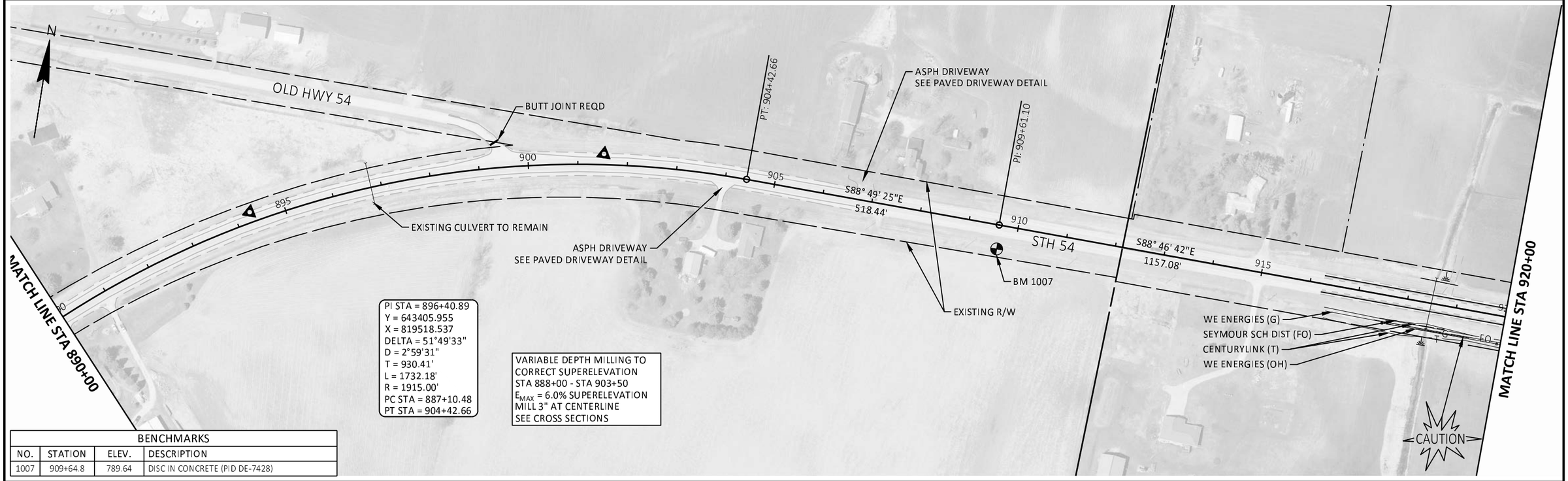
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	STH 54	SHEET 103	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-050301-PN.DWG
LAYOUT NAME - 62301471-050206.3-pn

PLOT DATE : 11/3/2022 8:58 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





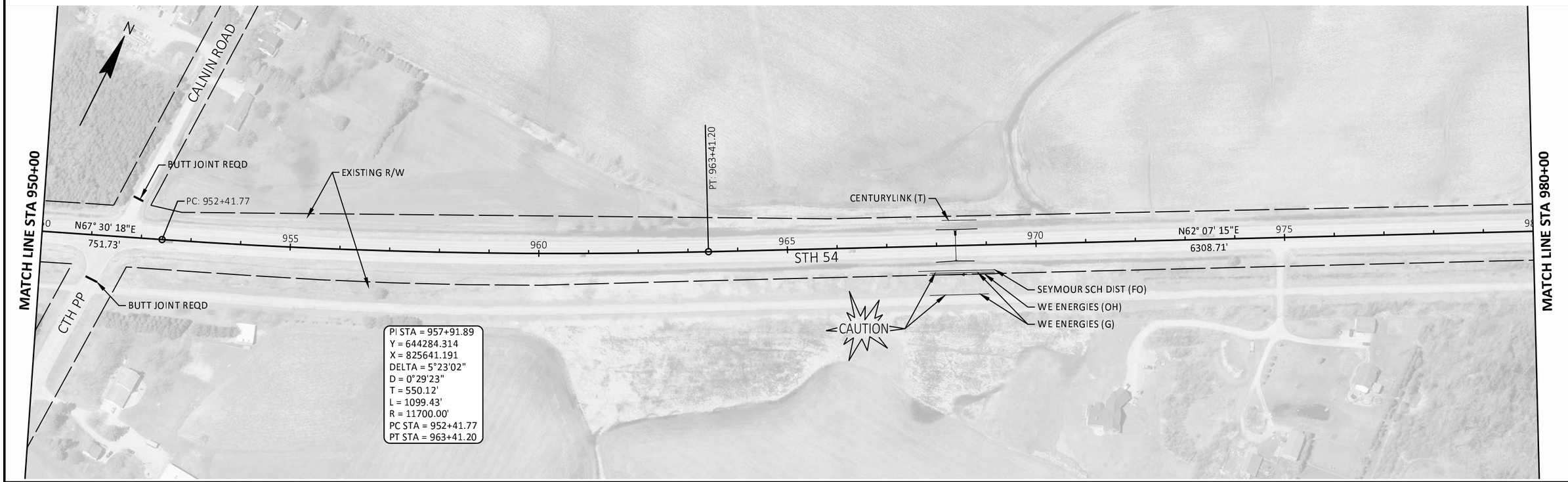
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1007	909+64.8	789.64	DISC IN CONCRETE (PID DE-7428)

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: STH 54	SHEET 104	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-050201-PN.DWG
LAYOUT NAME - 62301471-050207-pn
PLOT DATE : 11/3/2022 8:57 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########

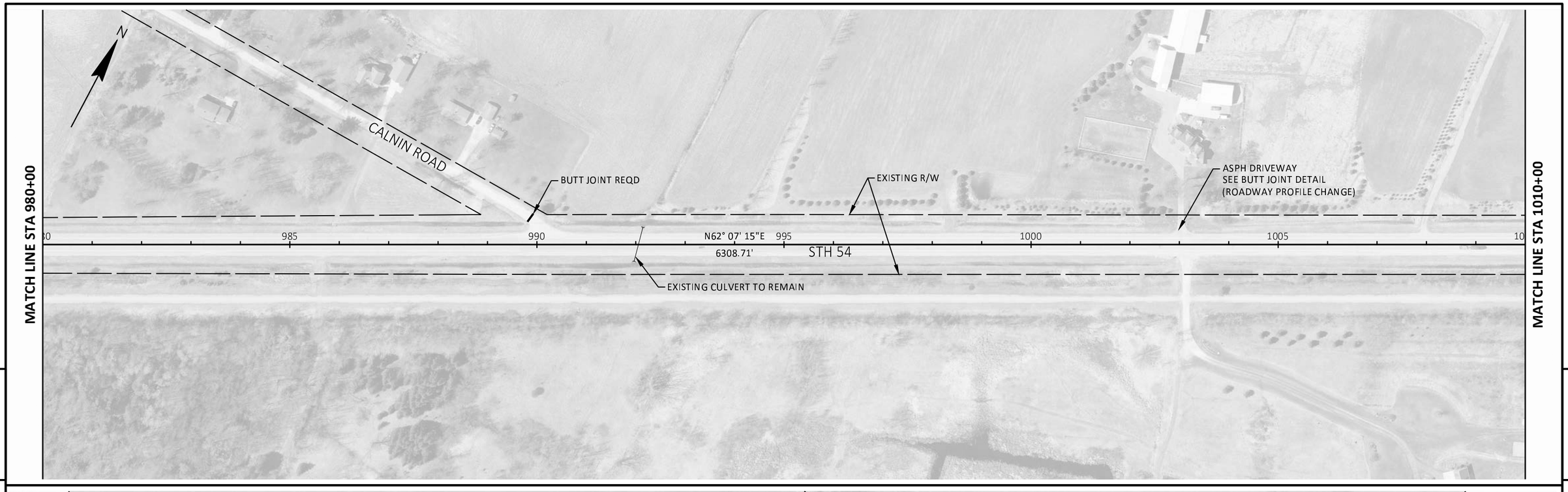


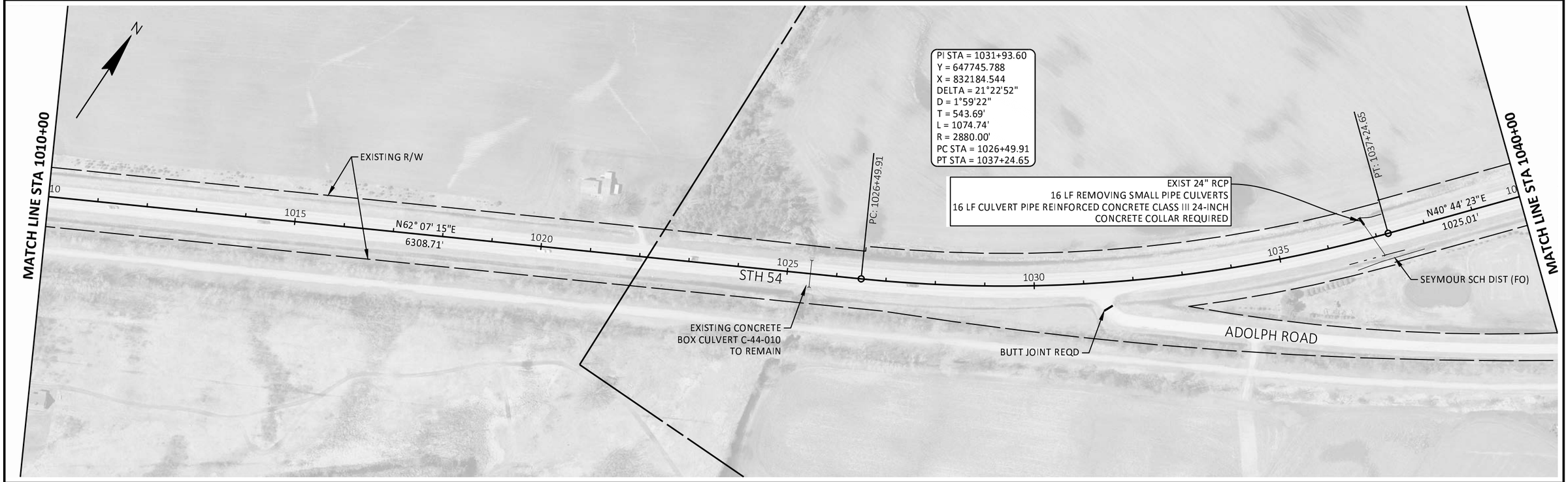
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
1008	922+62.0	774.31	DISC IN CONCRETE (PID DE-7429)
1009	929+06.0	766.10	60D NAIL IN PPOL #08-14552



PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: STH 54	SHEET 105 E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-050201-PN.DWG
LAYOUT NAME - 62301471-050208-pn
PLOT DATE : 11/2/2022 12:56 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44



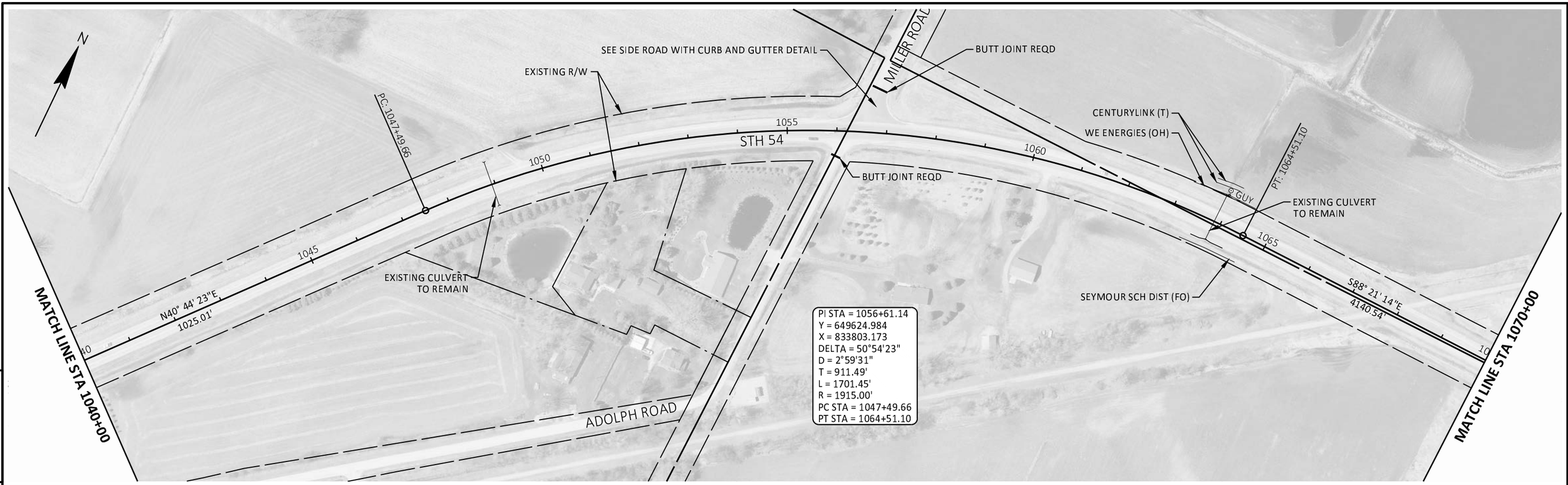


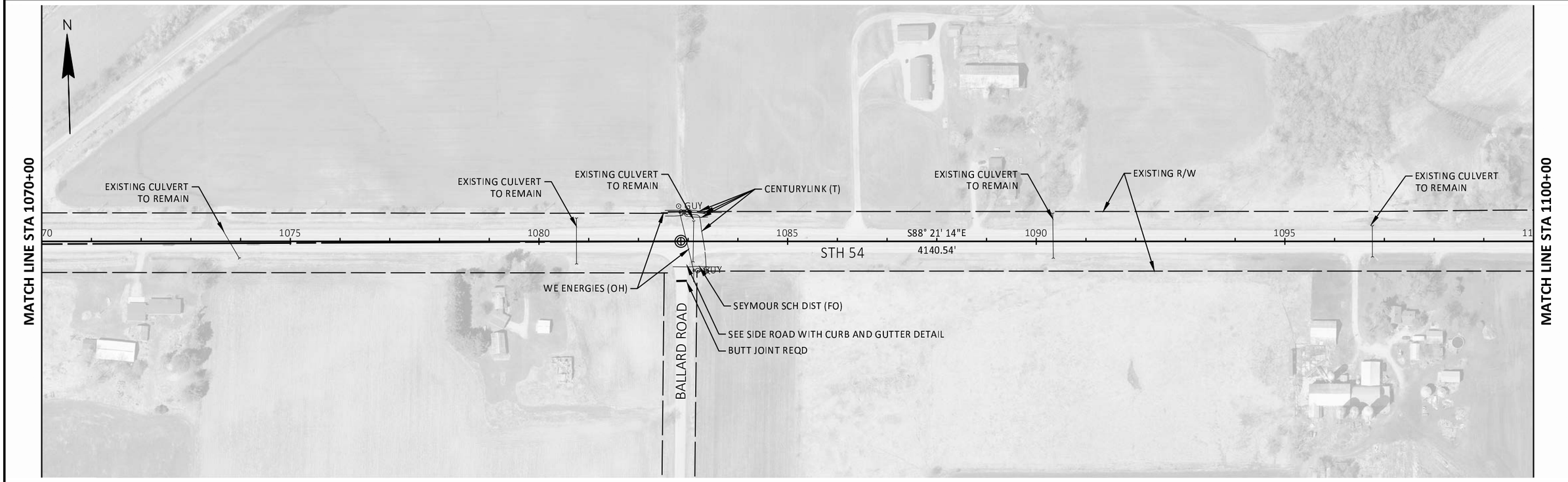
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: STH 54	SHEET 106	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-050201-PN.DWG
LAYOUT NAME - 62301471-050209-pn

PLOT DATE : 5/18/2022 2:44 PM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44



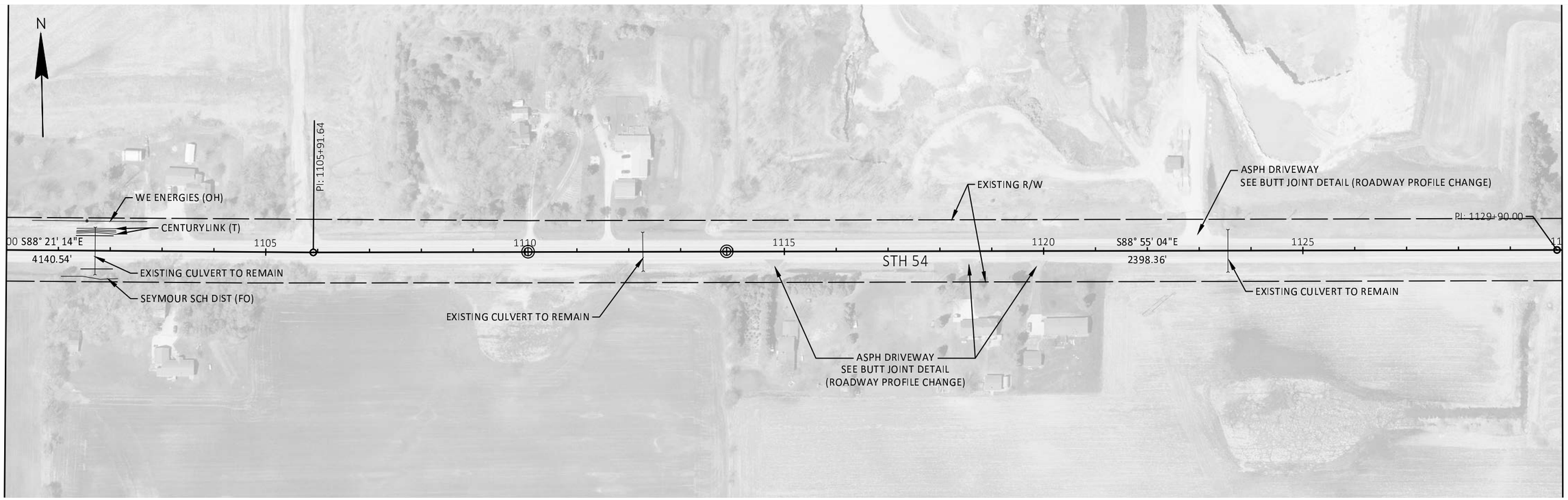


PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: STH 54	SHEET 107 E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-050201-PN.DWG
LAYOUT NAME - 62301471-050210-pn

PLOT DATE : 6/1/2022 5:57 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44





PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN: STH 54	SHEET 108 E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-050201-PN.DWG
LAYOUT NAME - 62301471-050211-pn

PLOT DATE : 6/1/2022 5:56 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

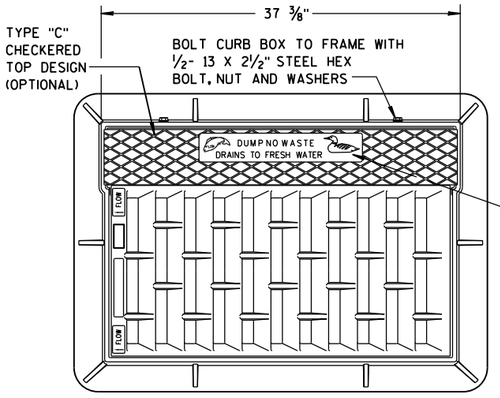
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08B10-02	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-03	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
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
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
08F10-02	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09B02-10	CONDUIT
09B16-02	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
12A03-10	NAME PLATE (STRUCTURES)
13A03-06	CONCRETE PAVEMENT SHOULDERS
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
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)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
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
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

6

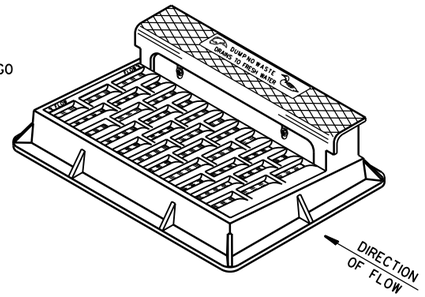
Standard Detail Drawing List

15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C06-10	SIGNING & MARKING FOR TWO LANE BRIDGES
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-21C	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D43-02	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

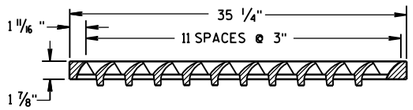
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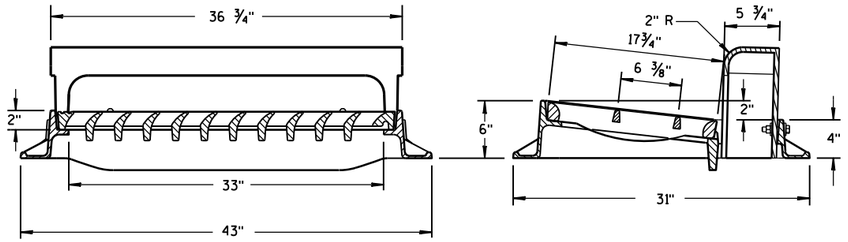


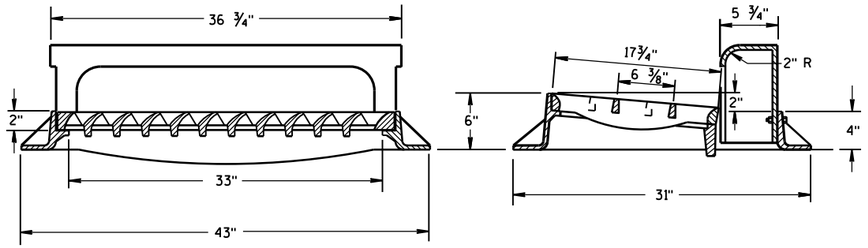
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

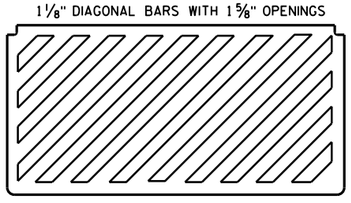






TYPE "H"

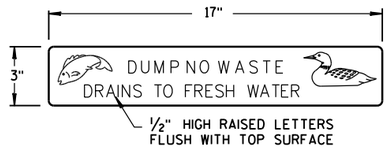
NOTE: EITHER CASTING IS ACCEPTABLE



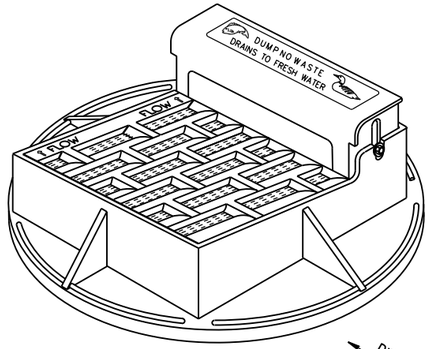
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

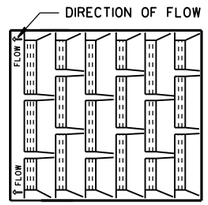
NOTE:
GRATE IS REVERSIBLE.

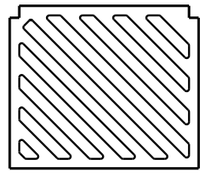
GENERAL NOTES

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

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

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

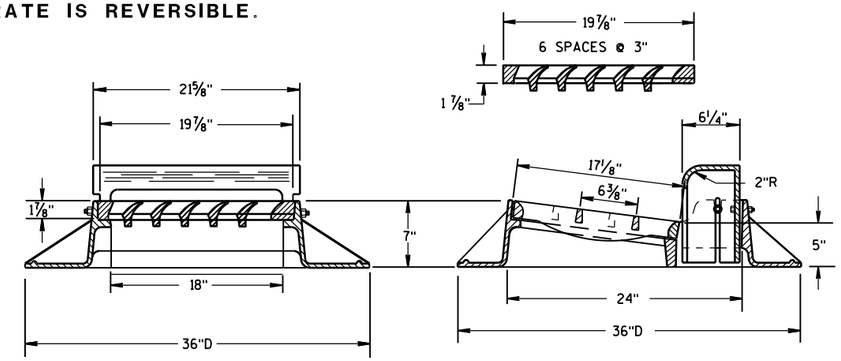




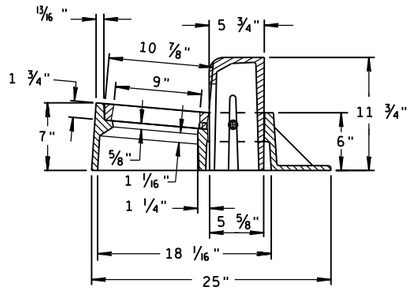
SPECIAL GRATE FOR TYPE "A" COVER

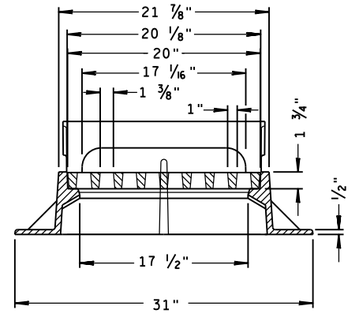
(MEASURES 19 3/4" X 17" X 1 7/8")

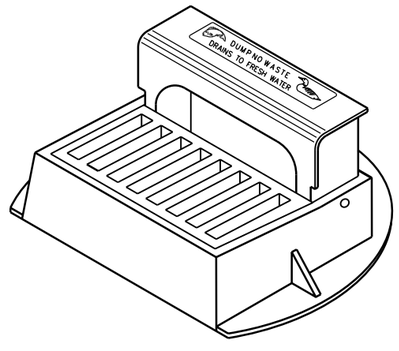
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

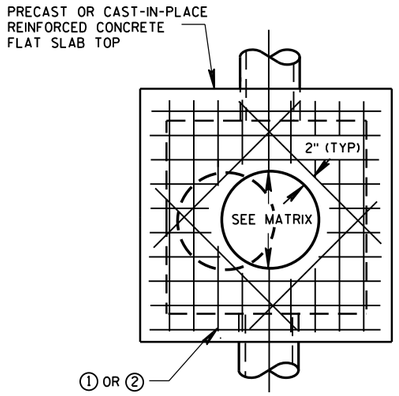
INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

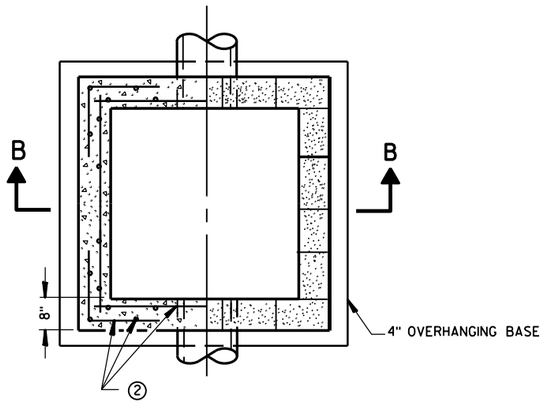
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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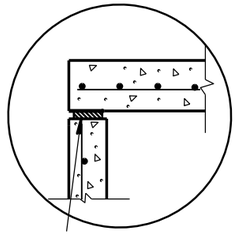
S.D.D. 8 A 5-19a



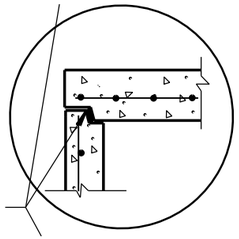
PLAN VIEW
CIRCULAR OPENING



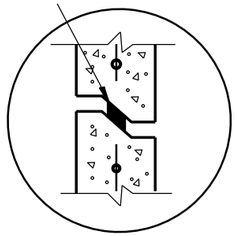
SECTION A-A
PLAN VIEW



TOP WITH PLAIN END JOINT

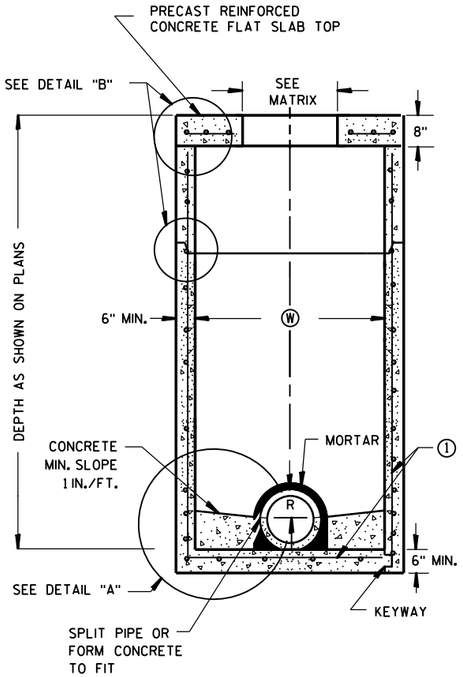


TOP WITH TONGUE AND GROOVE JOINT

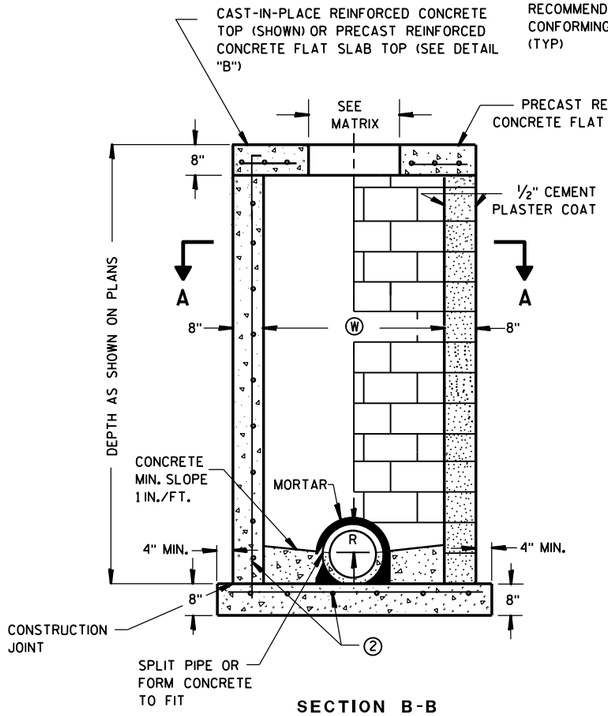


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

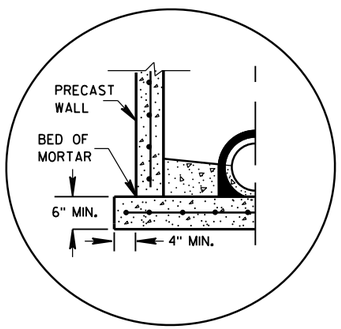


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

CAST-IN-PLACE REINFORCED CONCRETE

SECTION B-B

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



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "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.

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

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

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

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

PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN WIDTH.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

① FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

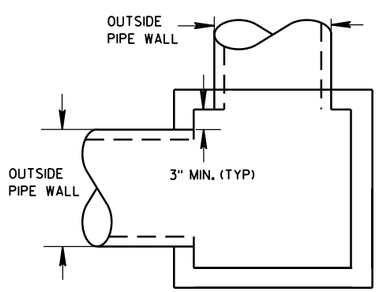
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (W) (IN)	LENGTH (L) (IN)
3X3-FT	24	24
4X4-FT	30	30
5X5-FT	42	42
6X6-FT	54	54



DETAIL "C"

SQUARE MANHOLES W/ FLAT TOP

MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT

MANHOLES 3X3-FT, 4X4-FT
5X5-FT AND 6X6-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

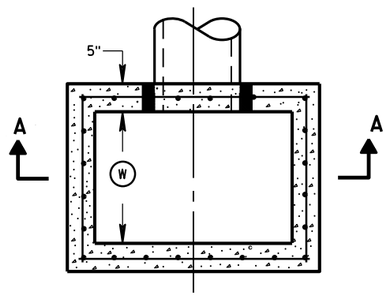
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

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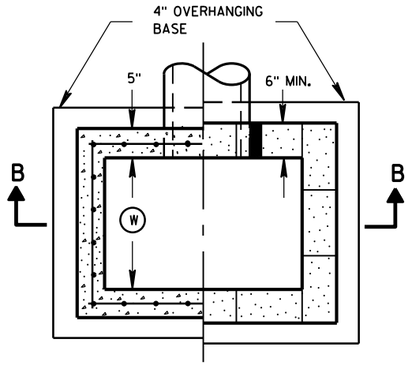
S.D.D. 8 B 10-2

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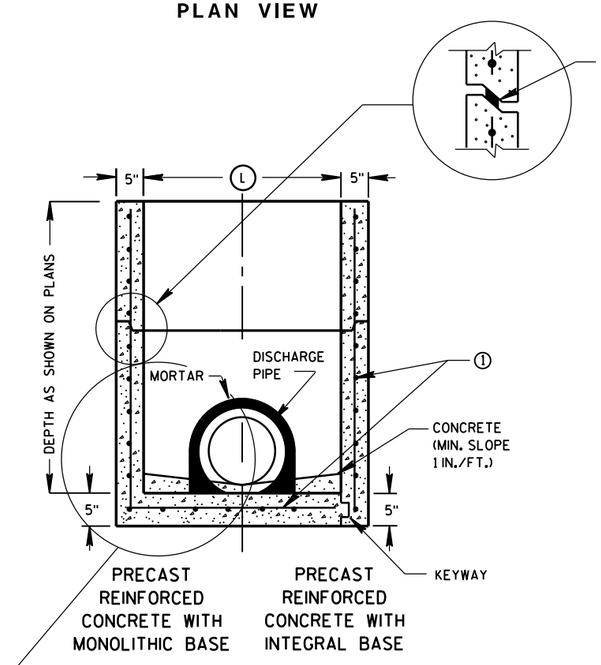
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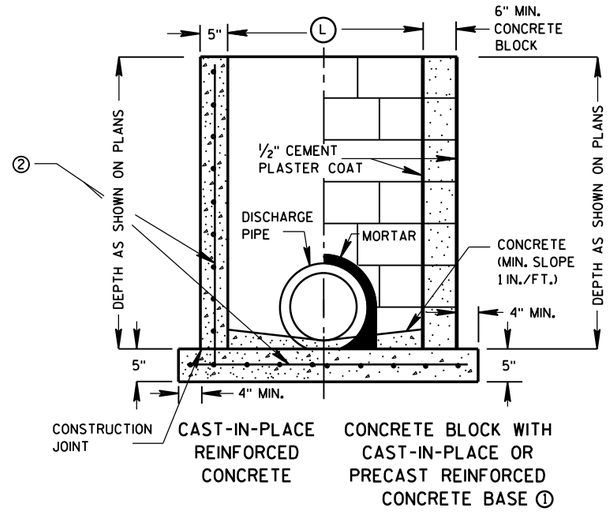
PLAN VIEW



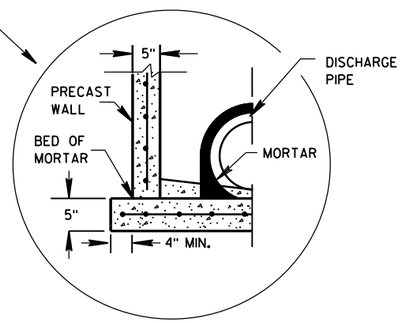
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

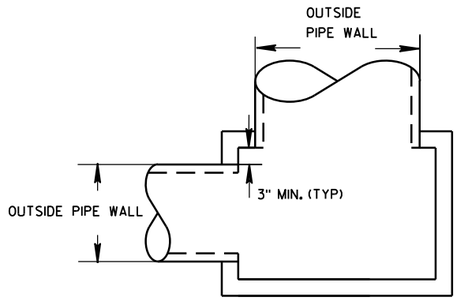
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



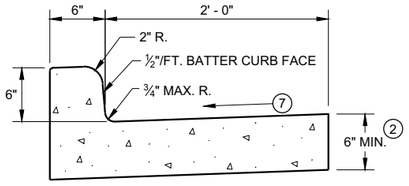
DETAIL "A"

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

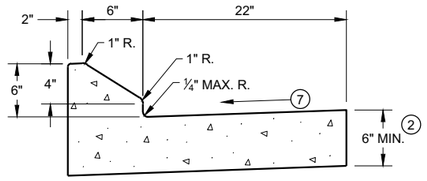
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

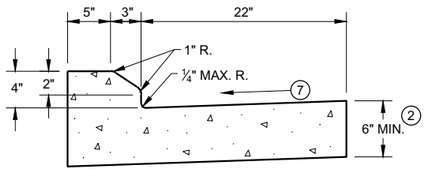
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



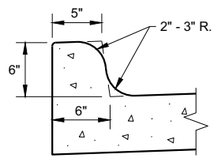
TYPES A (1) & D



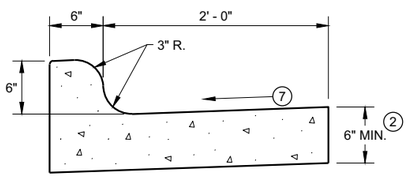
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

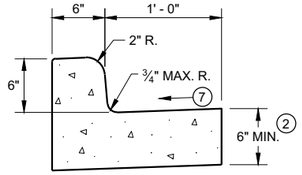


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



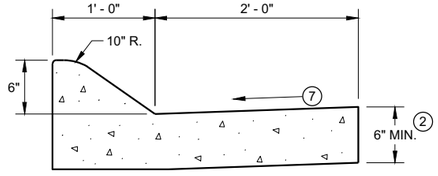
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

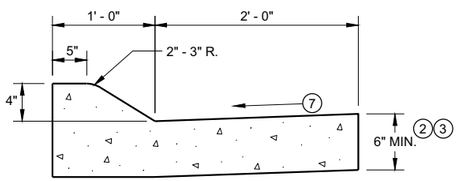


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

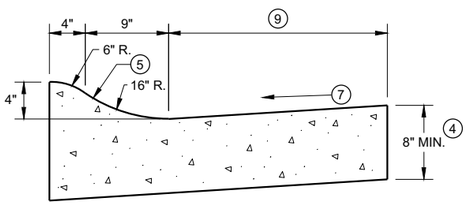


6" SLOPED CURB TYPES A (1) & D



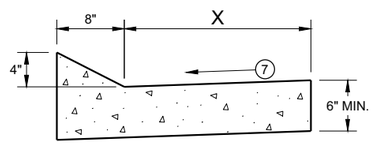
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

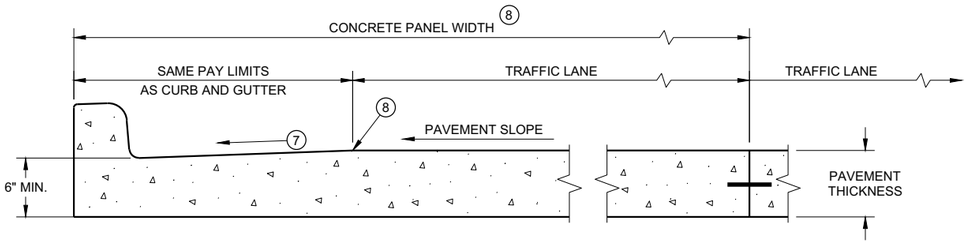


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

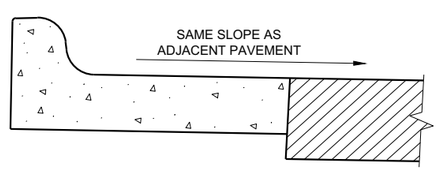
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

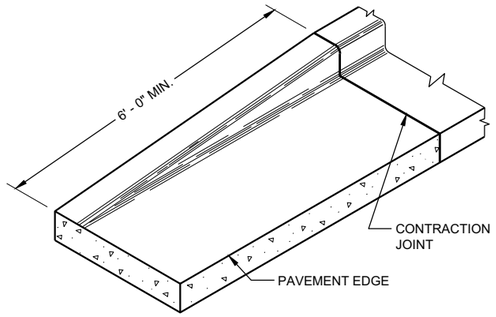
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

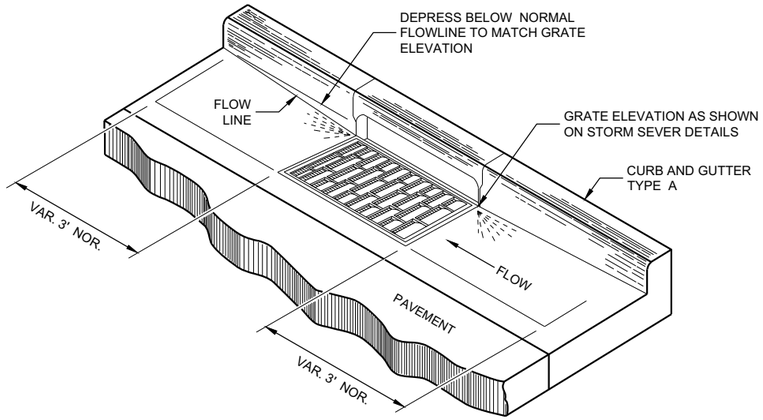
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END SECTIONCURB AND GUTTER



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.

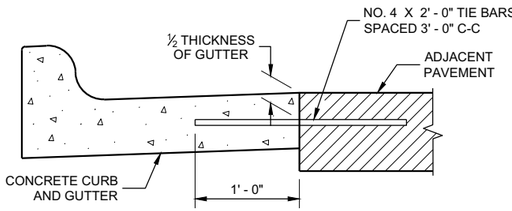
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

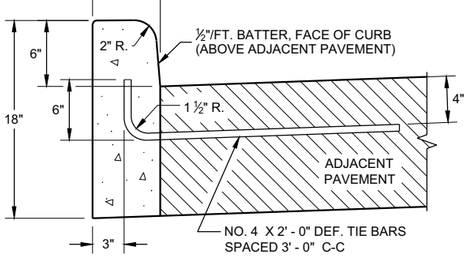
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

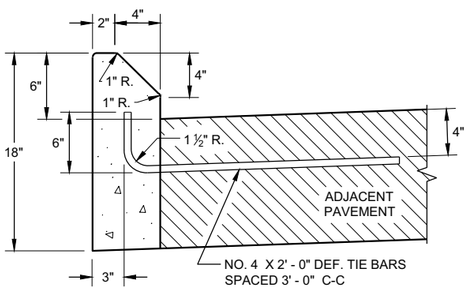
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

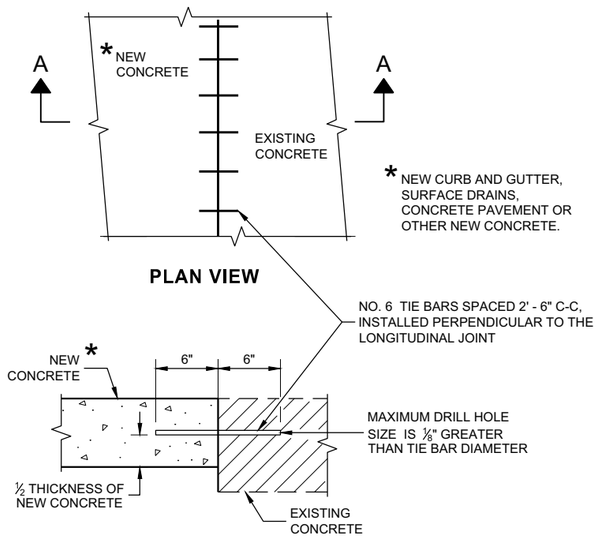


TYPES A (1) & D

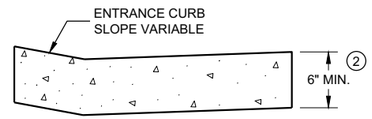


TYPES G (1) & J

CONCRETE CURB



TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

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DEPARTMENT OF TRANSPORTATION

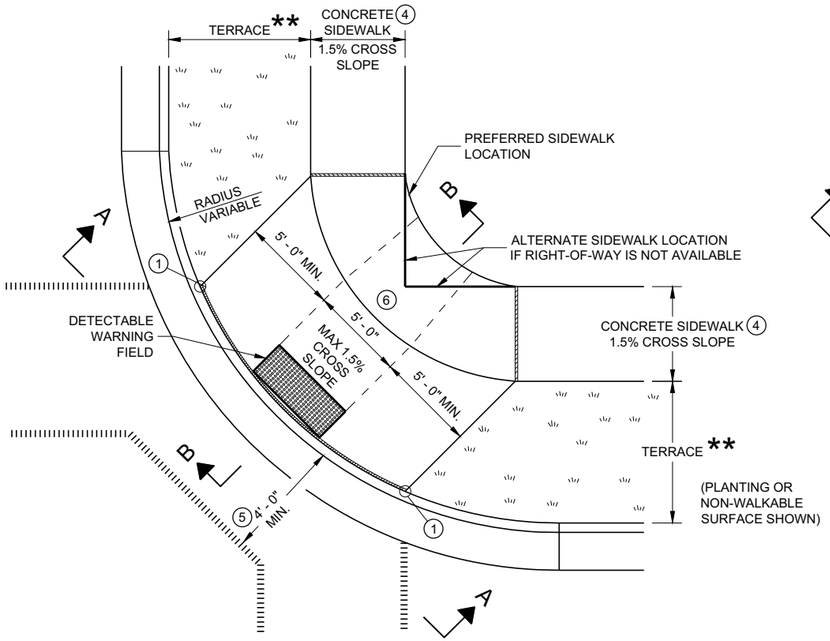
APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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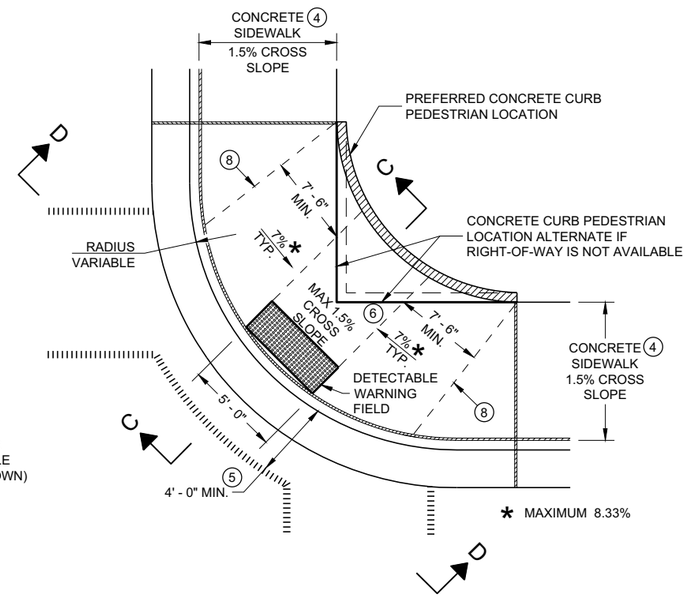
SDD08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

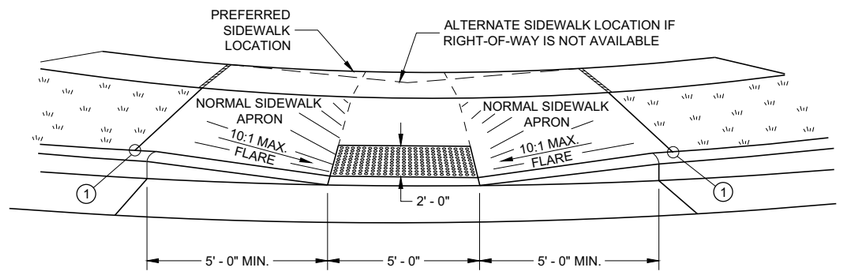
(CENTER OF CORNER RADIUS)



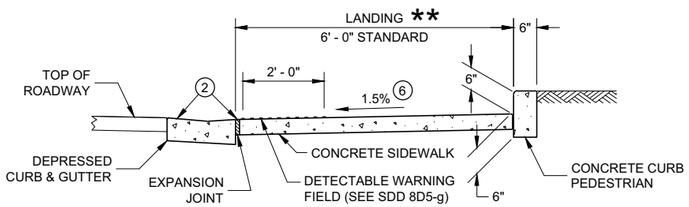
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

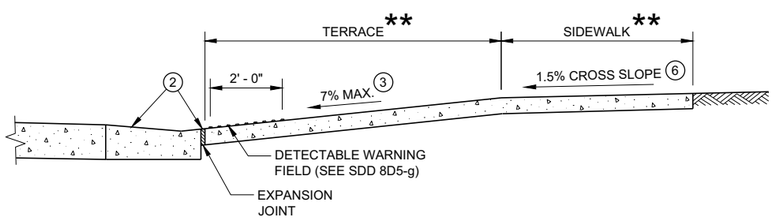


VIEW A - A FOR TYPE 1

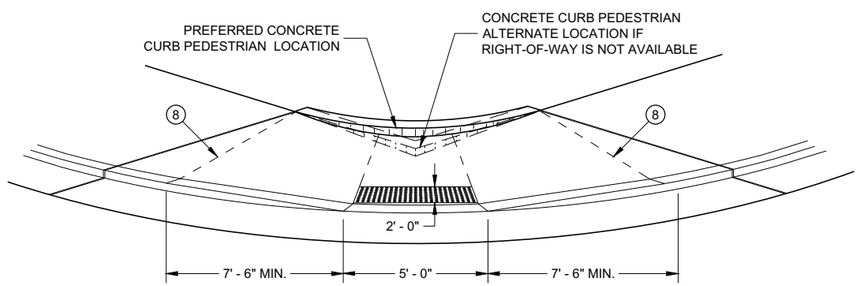


SECTION C - C FOR TYPE 1 - A

** 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

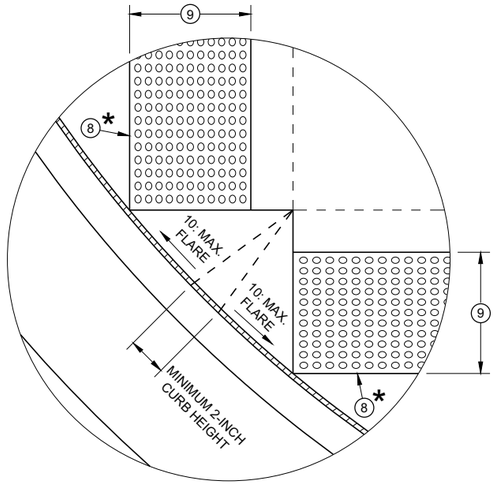
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

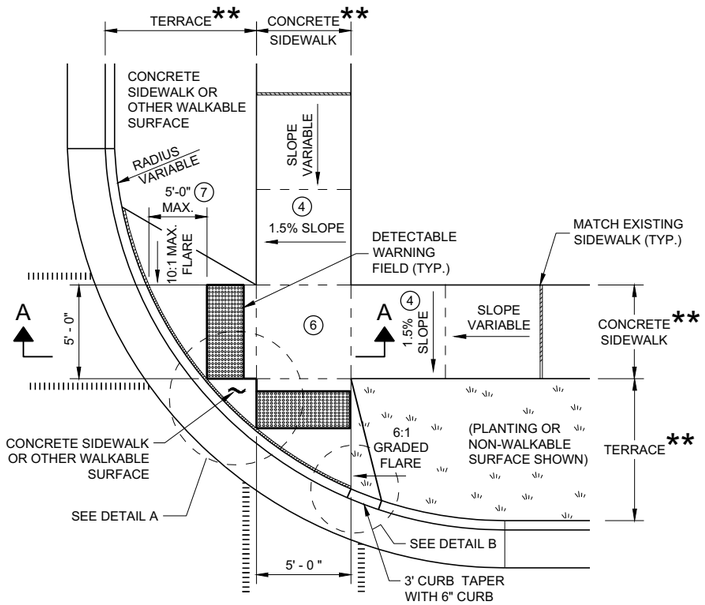
STATE OF WISCONSIN
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DETAIL A



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

GENERAL NOTES

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

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

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

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

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

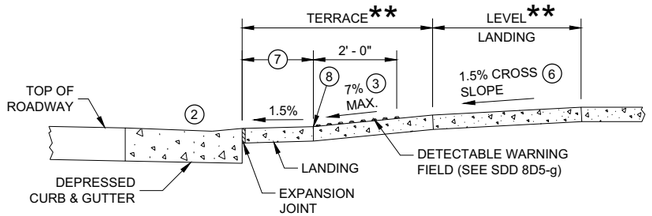
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

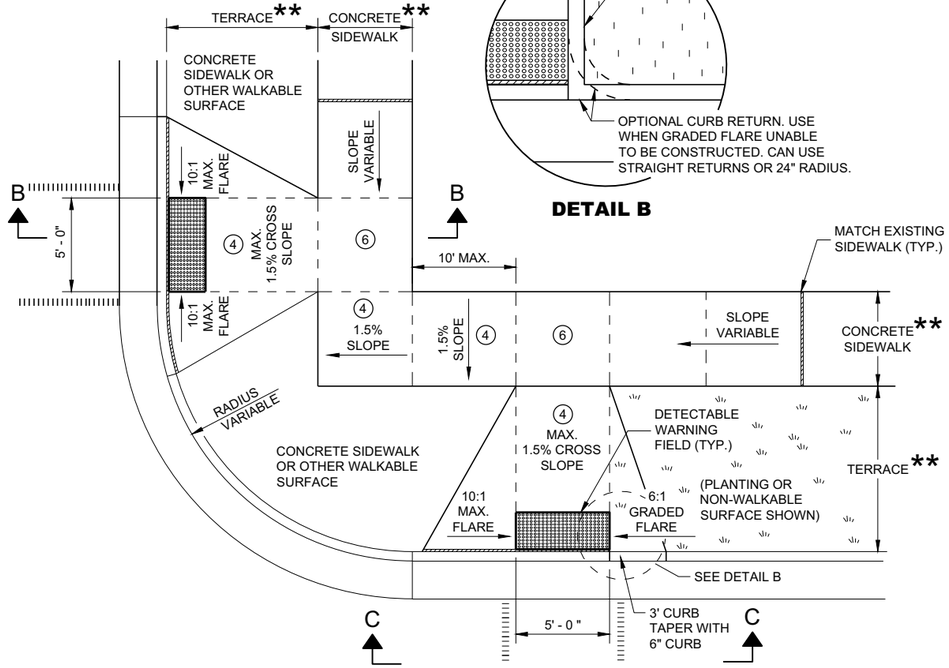
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



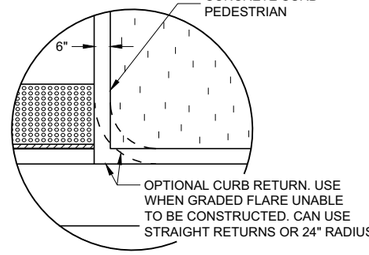
SECTION A - A FOR TYPE 2

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

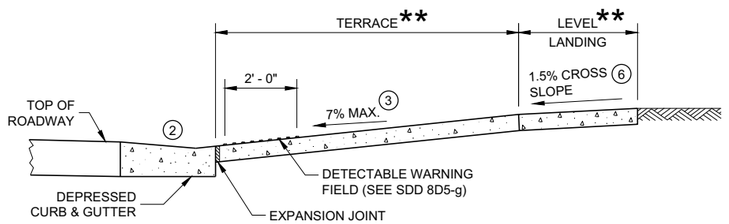
** WIDTH SHOWN ELSEWHERE IN THE PLANS



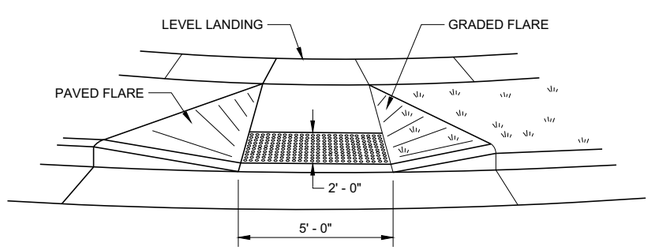
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



DETAIL B



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

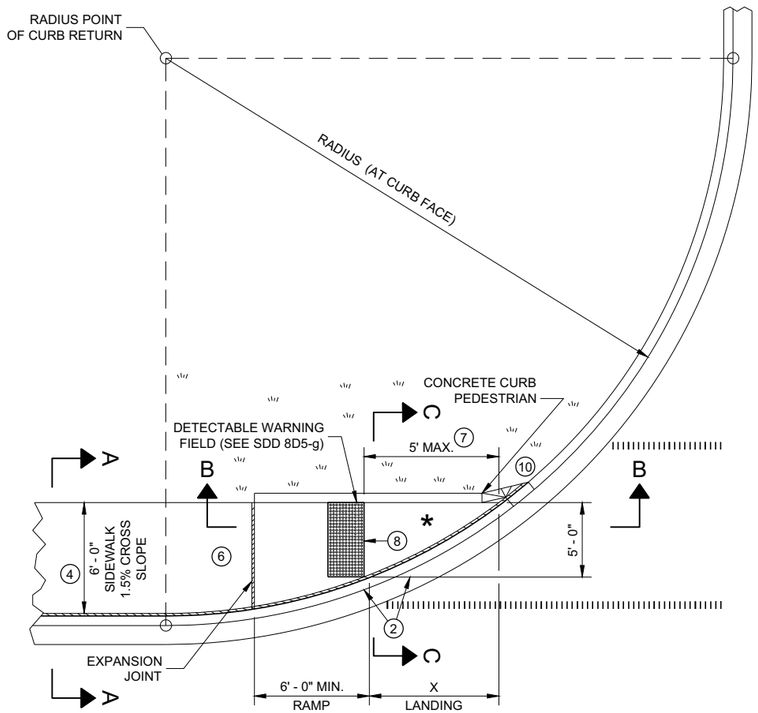
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SDD 08D05 - 20b

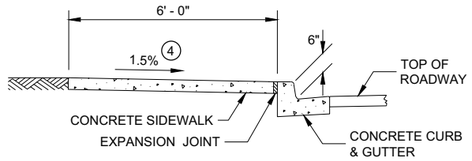


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

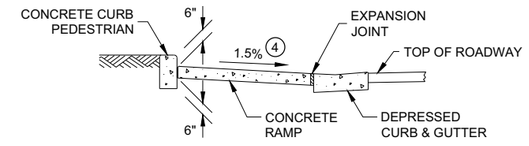
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

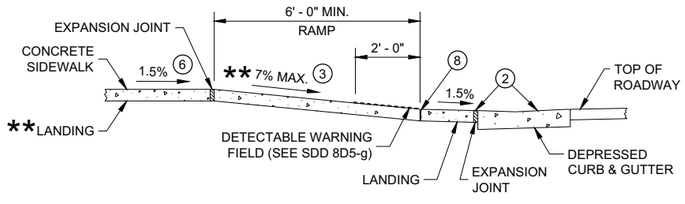
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

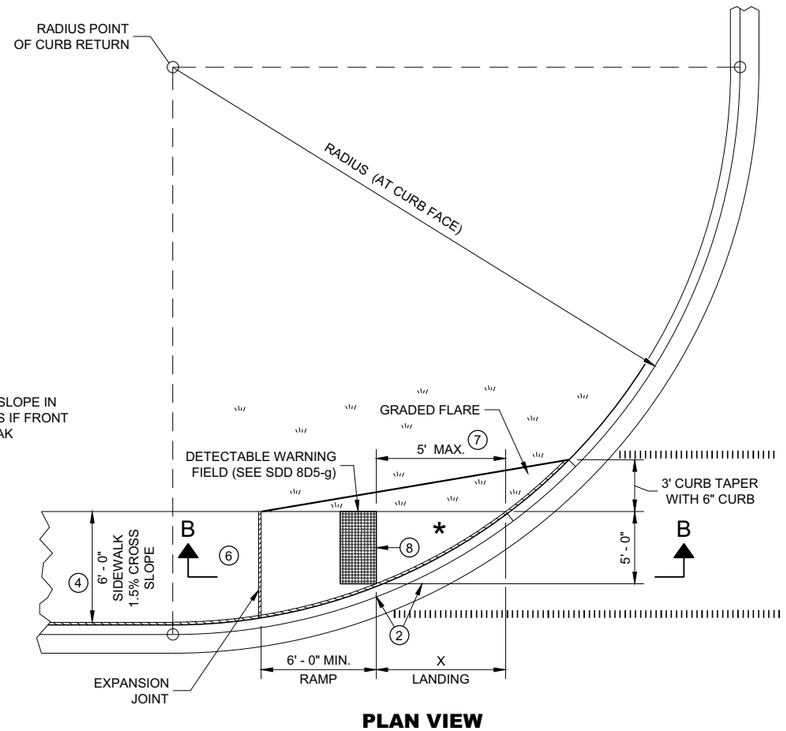


SECTION C - C FOR TYPE 4A



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

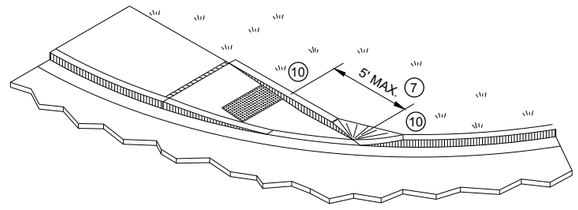
SECTION B - B FOR TYPE 4A AND TYPE 4A1



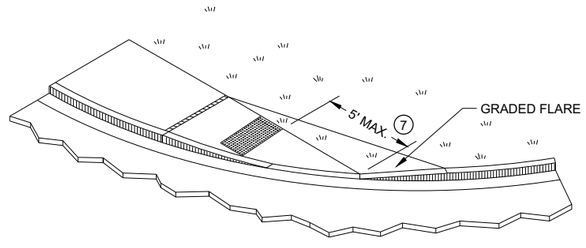
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



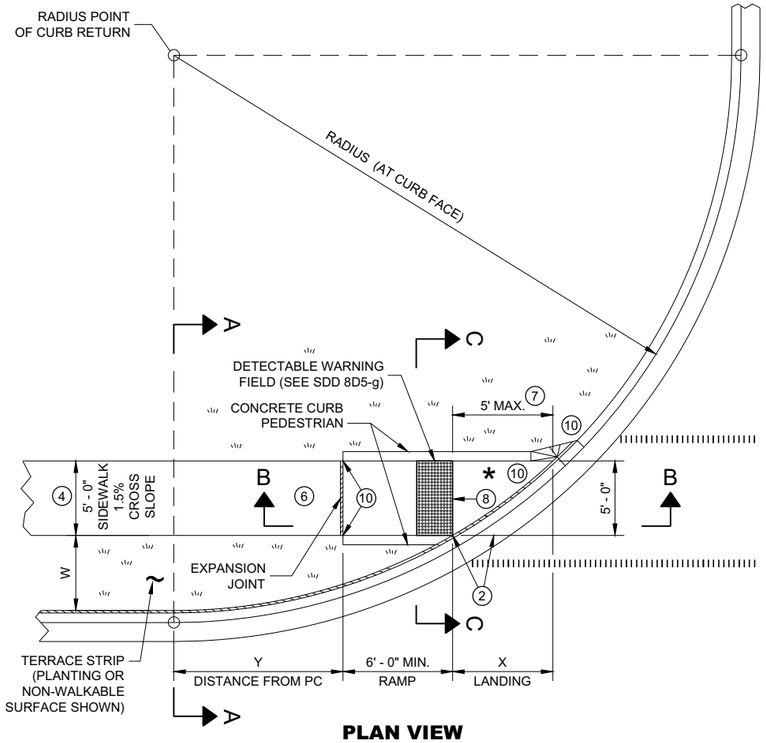
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

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

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

SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

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

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

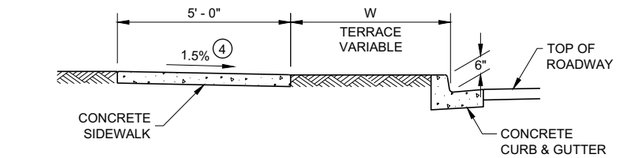
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

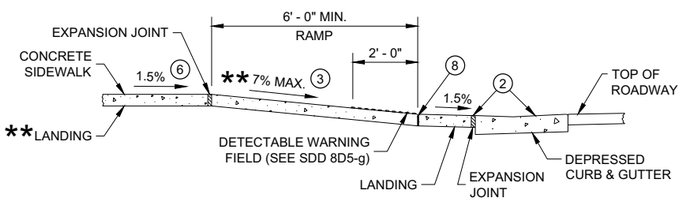
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



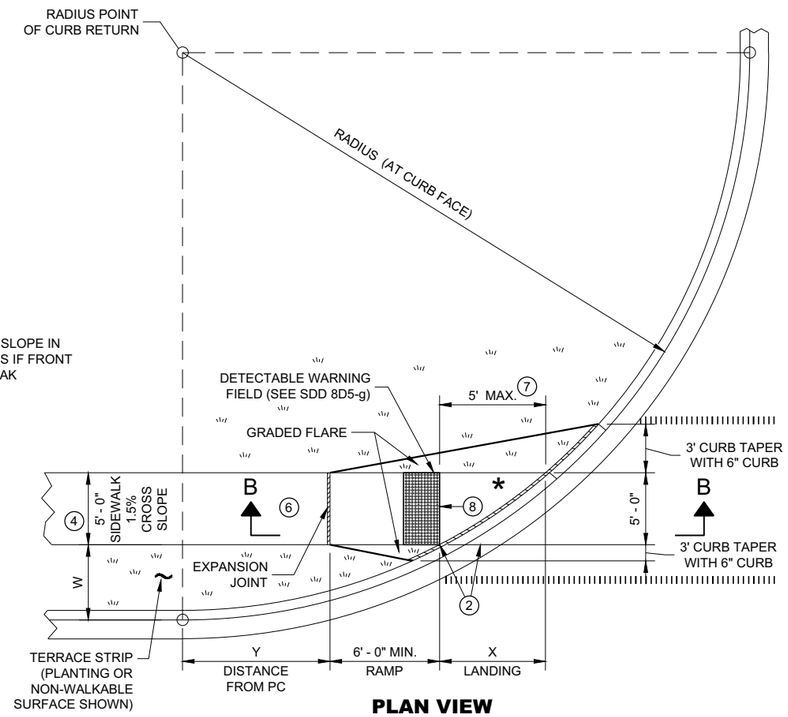
SECTION A - A FOR TYPE 4B



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

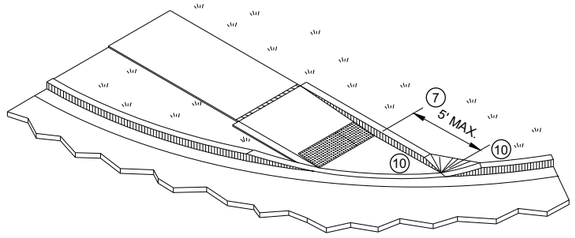
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

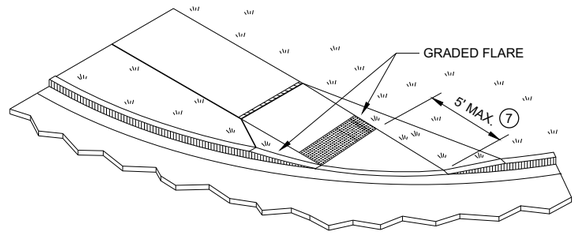


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



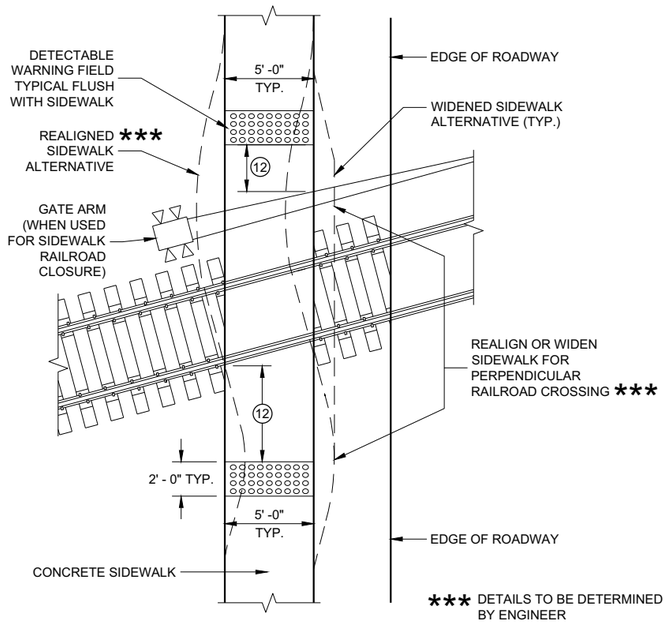
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

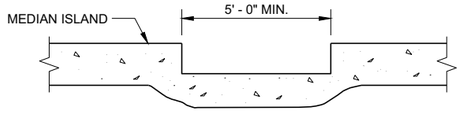
6

SDD 08D05 - 20d

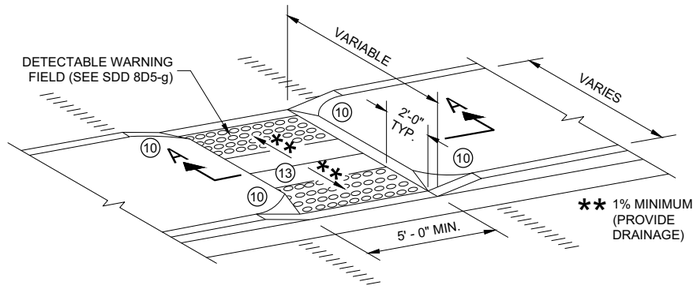


CURB RAMP TYPE 8

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 ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

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

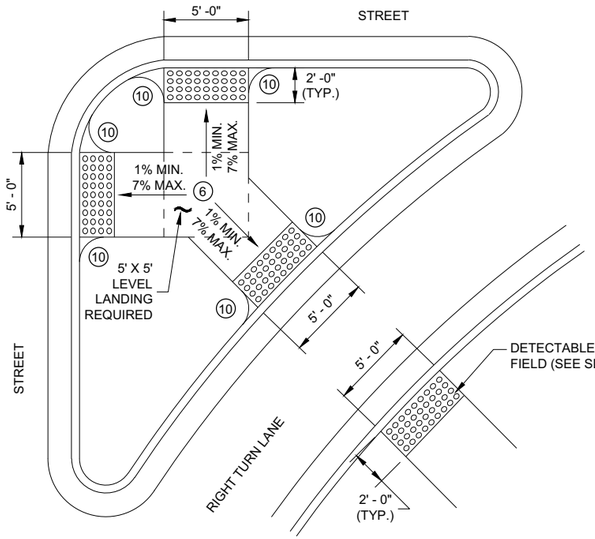
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

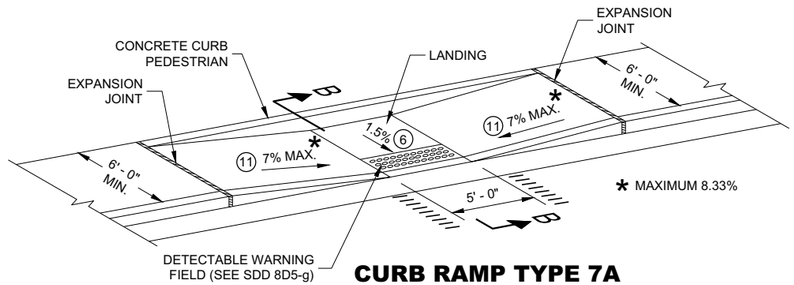
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

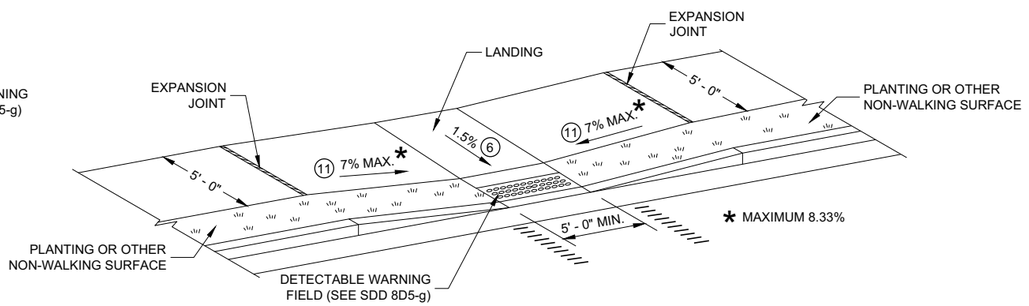
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

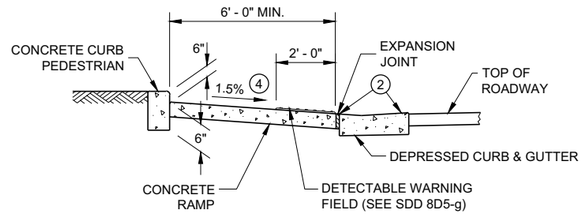
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



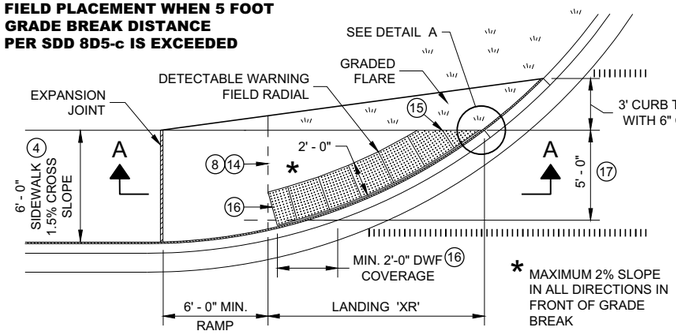
SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05 - 20e

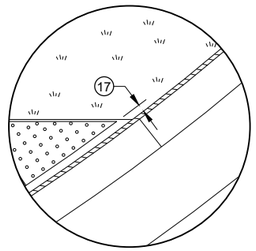
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



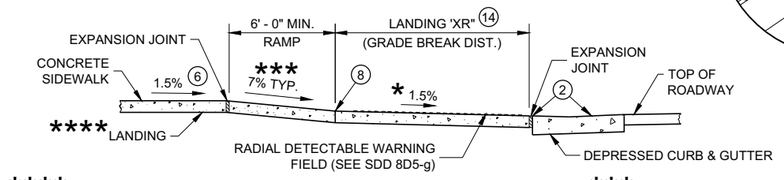
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

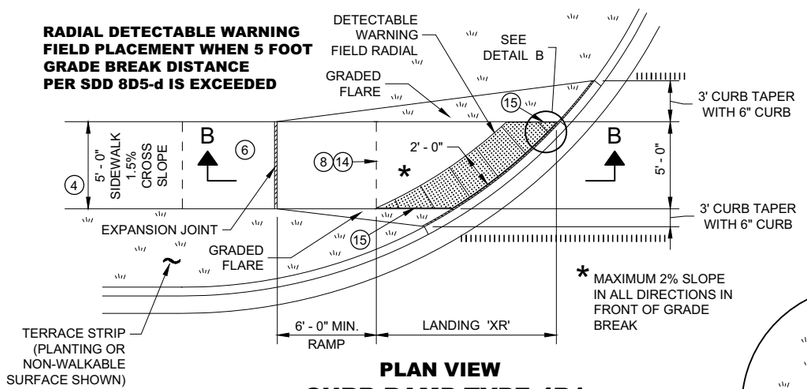


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

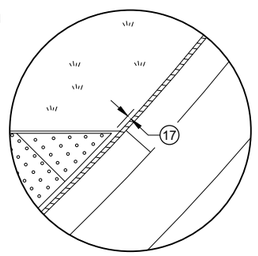
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



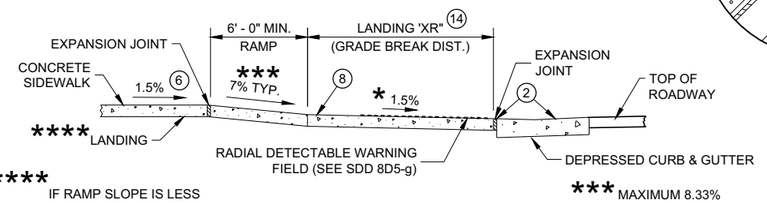
PLAN VIEW

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.

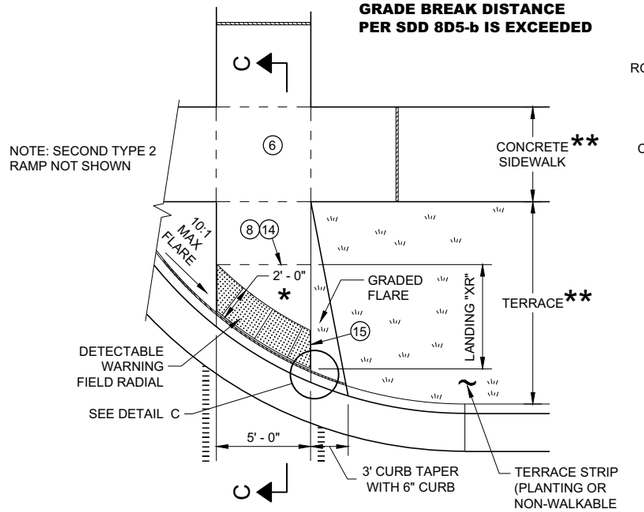
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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

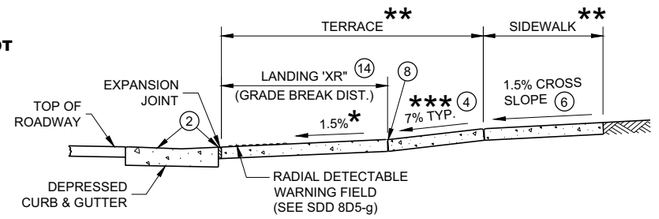


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

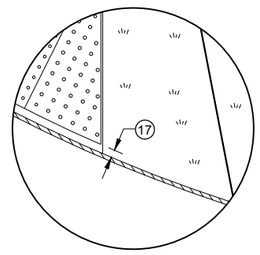


SECTION C - C FOR TYPE 2

* 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

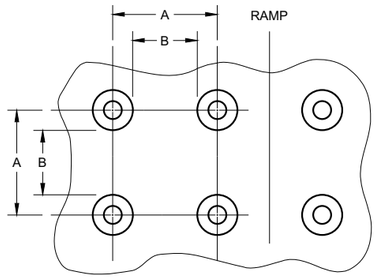
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

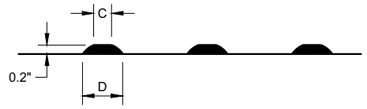
SDD 08D05 - 20f

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

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

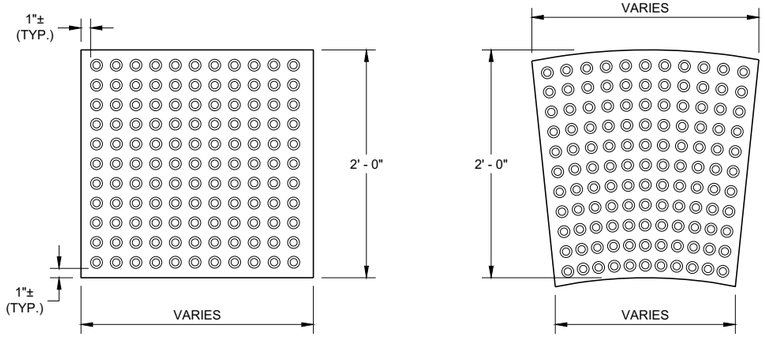


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

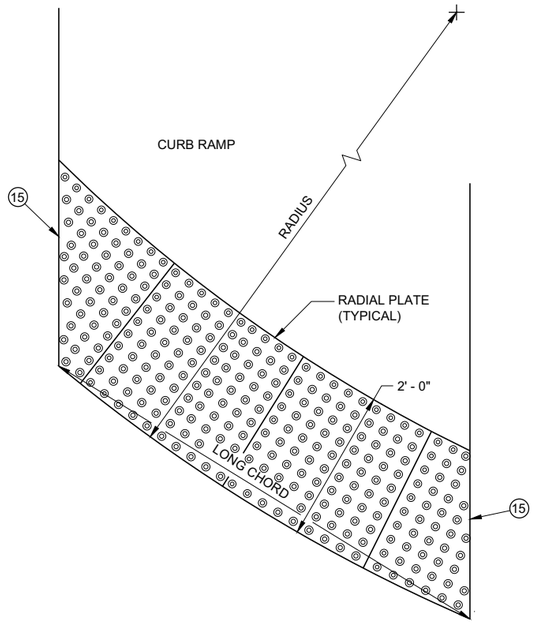
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

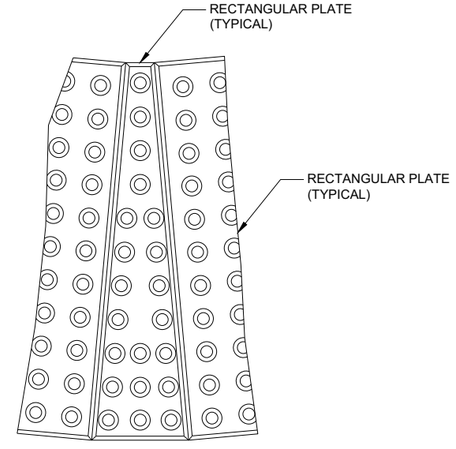
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

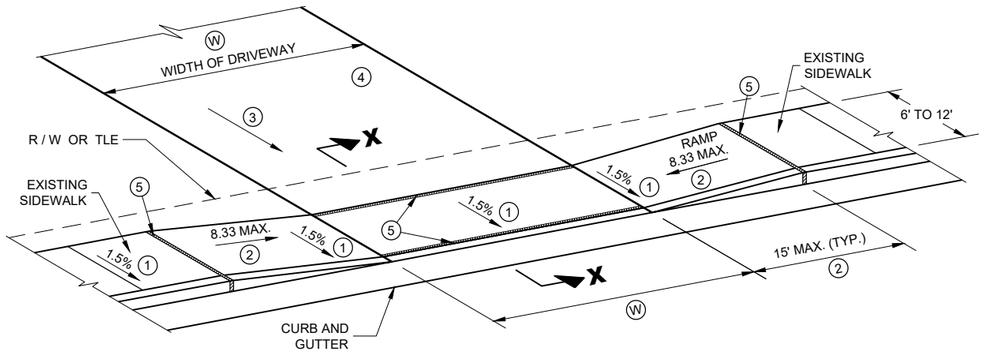
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

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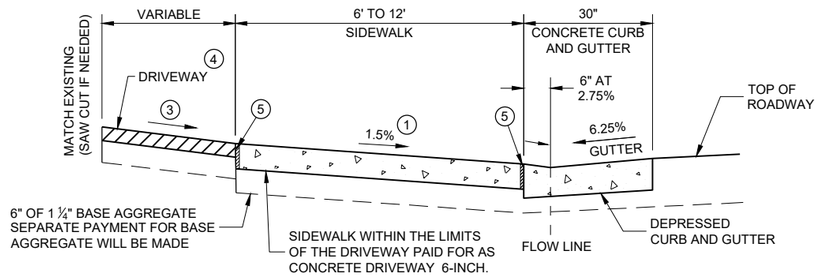
APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

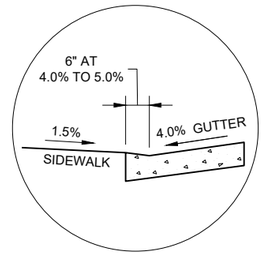
6
SDD 08D05 - 20g



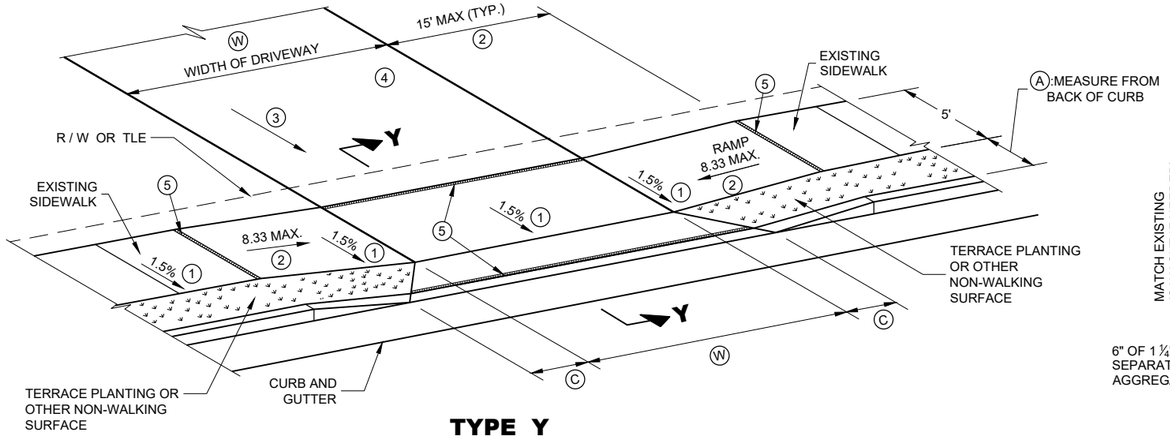
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



SECTION X - X
4% GUTTER SLOPE



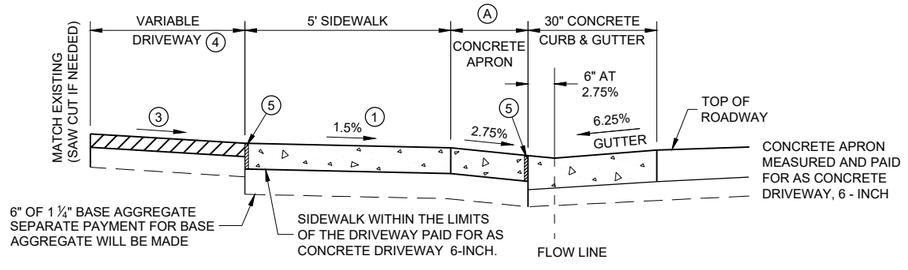
TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

W: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

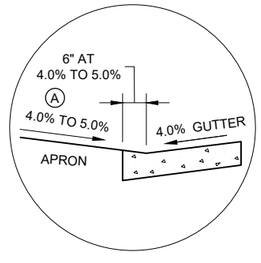
16' MIN. - 35' MAX. COMMERCIAL (CE)

TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

SECTION Y - Y
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ ½" EXPANSION JOINT FILLER

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

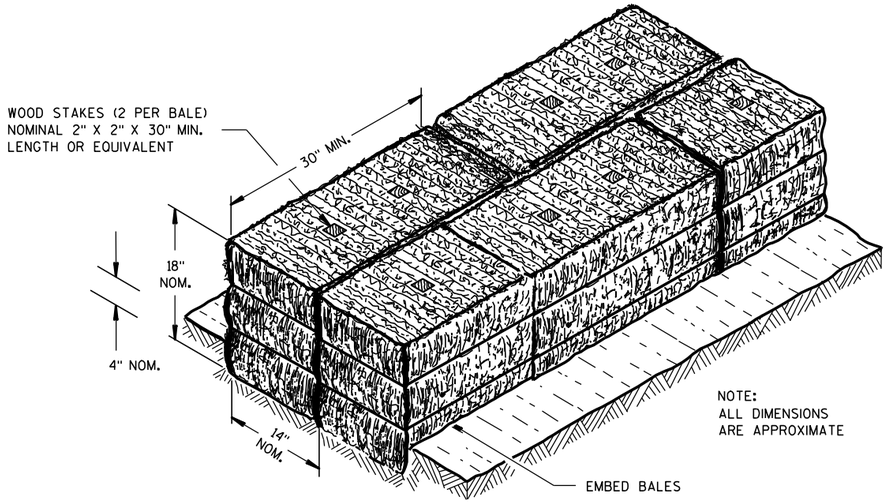
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2022
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

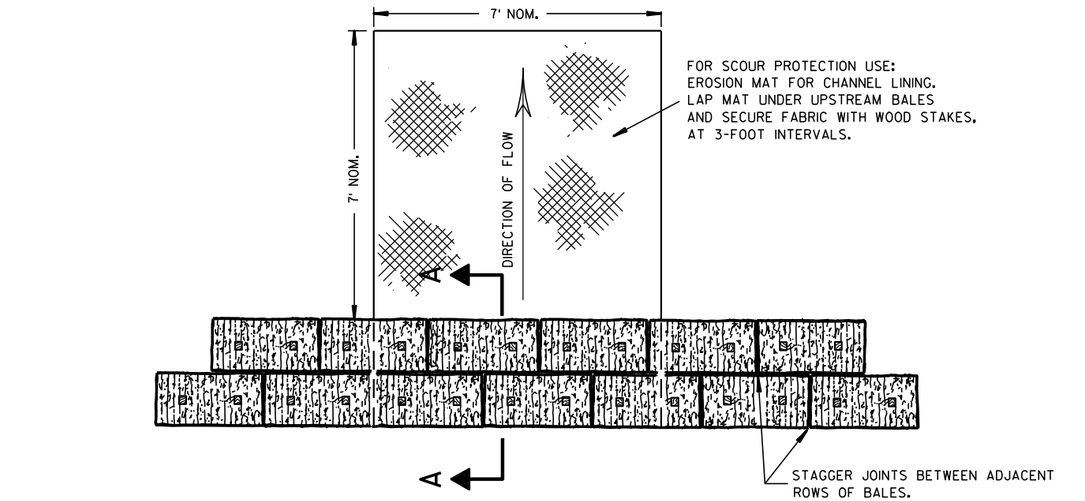
FHWA

SDD 08D18 - 03

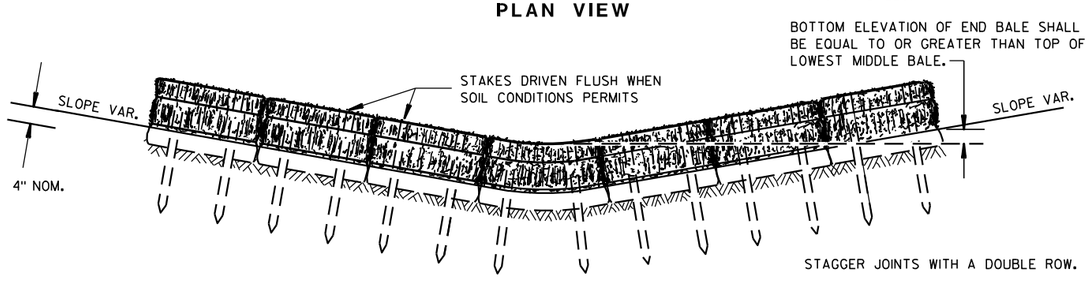
SDD 08D18 - 03



SECTION A-A



PLAN VIEW



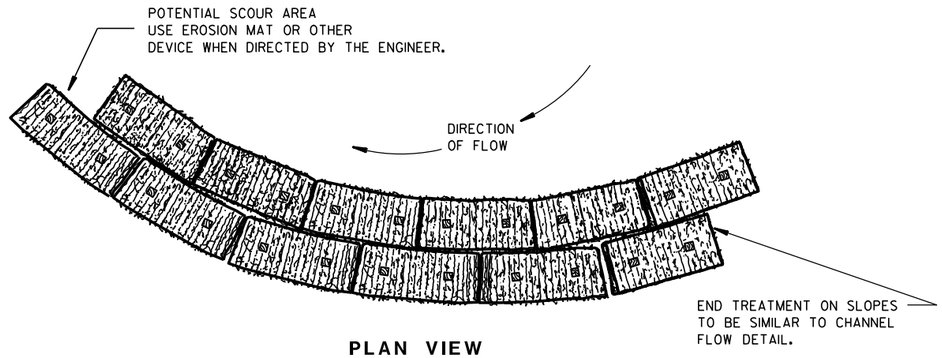
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

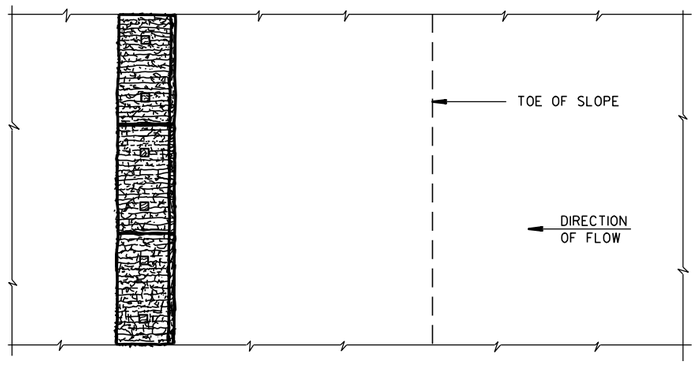
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

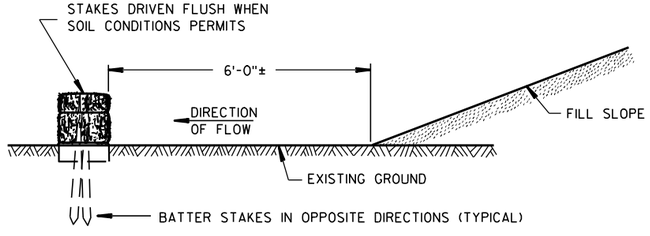


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

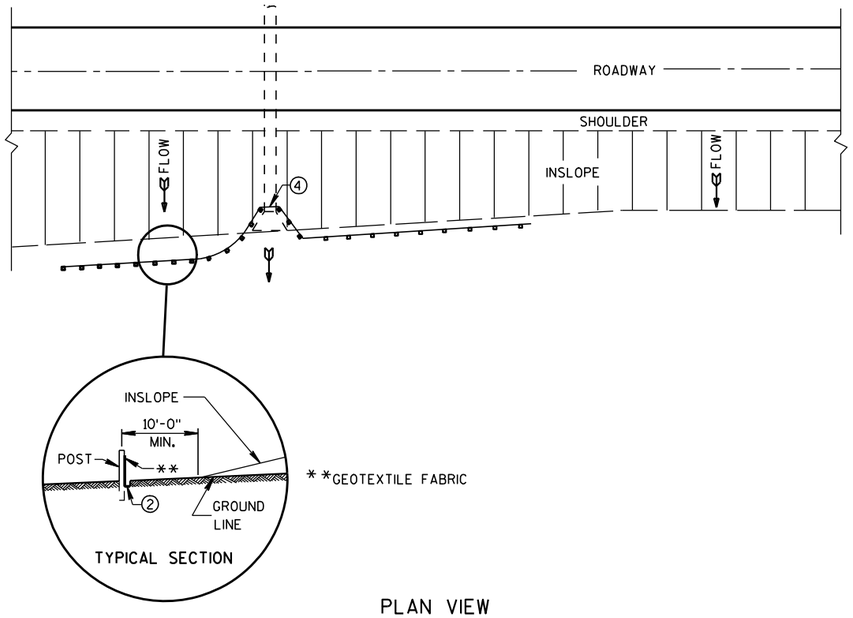
APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

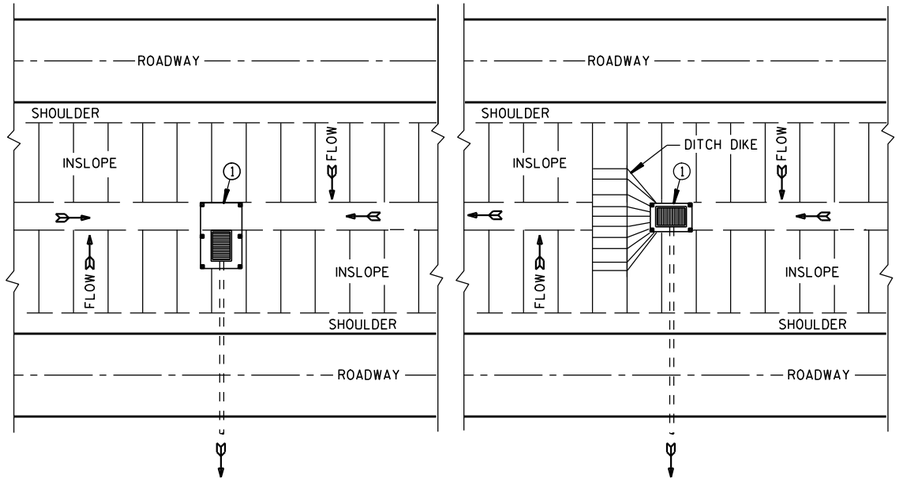
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



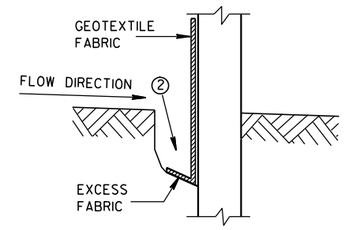
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

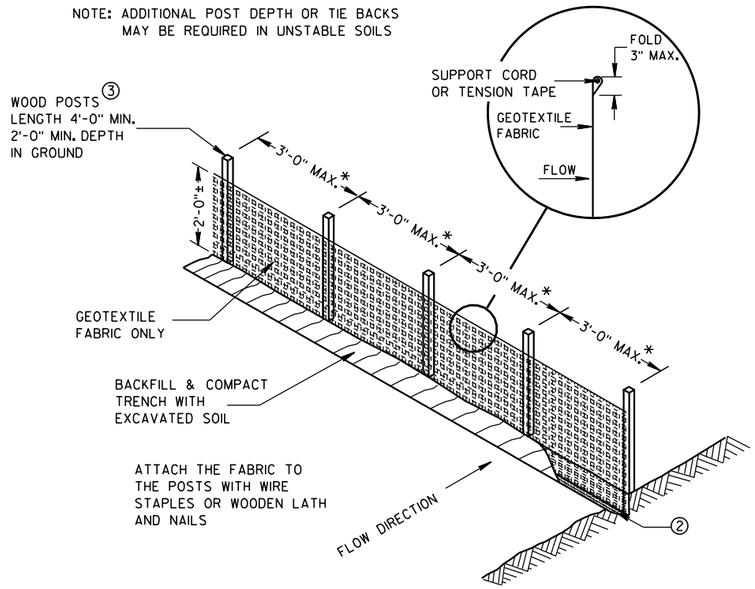
GENERAL NOTES

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

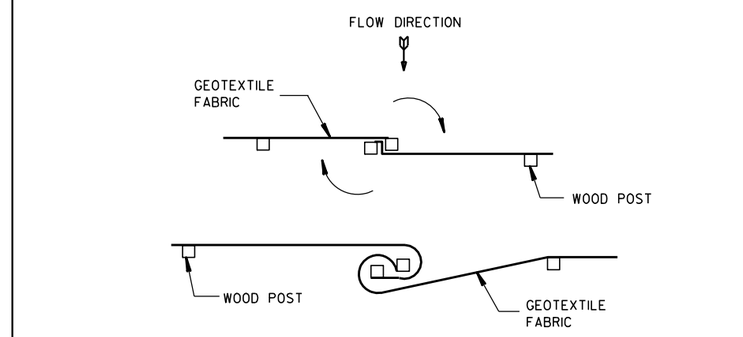
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



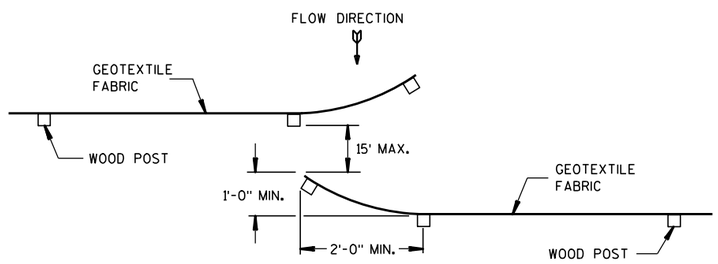
TRENCH DETAIL



SILT FENCE

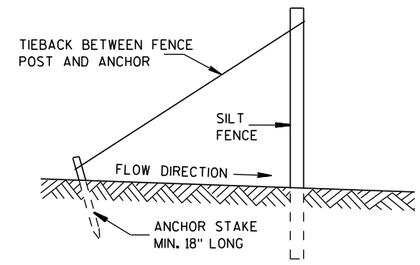


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

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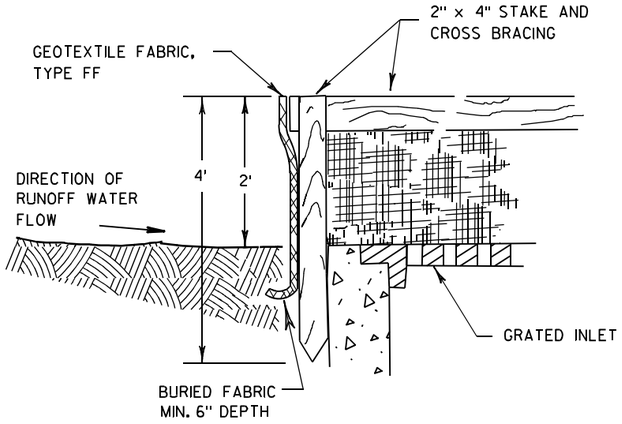
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

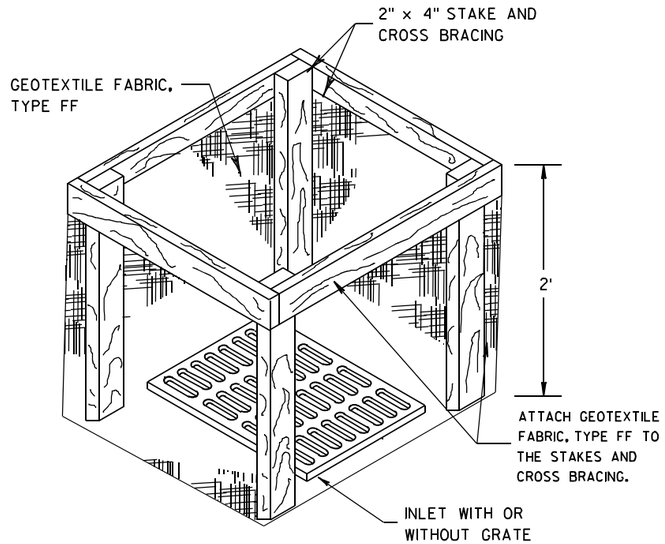
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S.D.D. 8 E 9-6

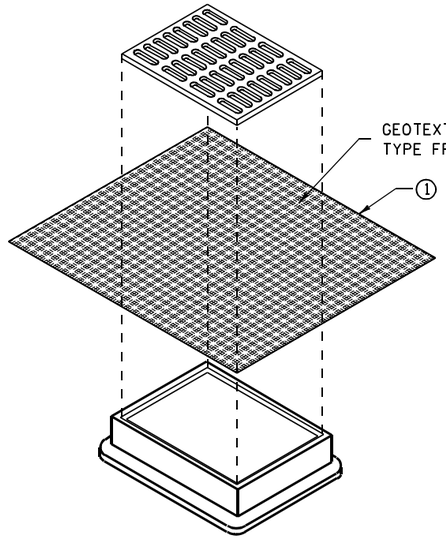
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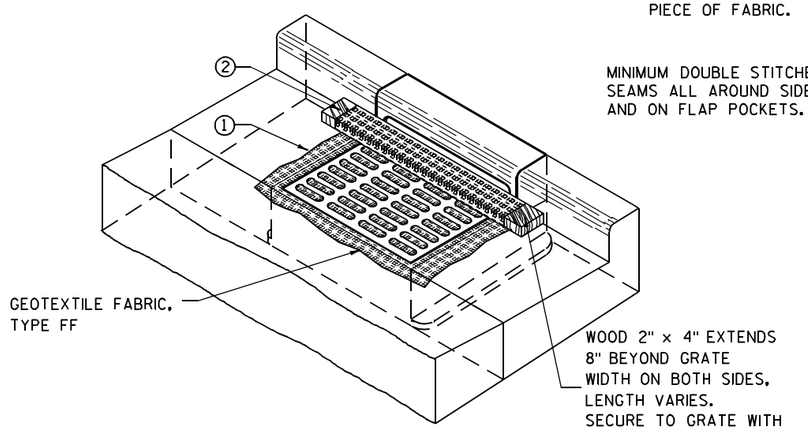


INLET PROTECTION, TYPE A

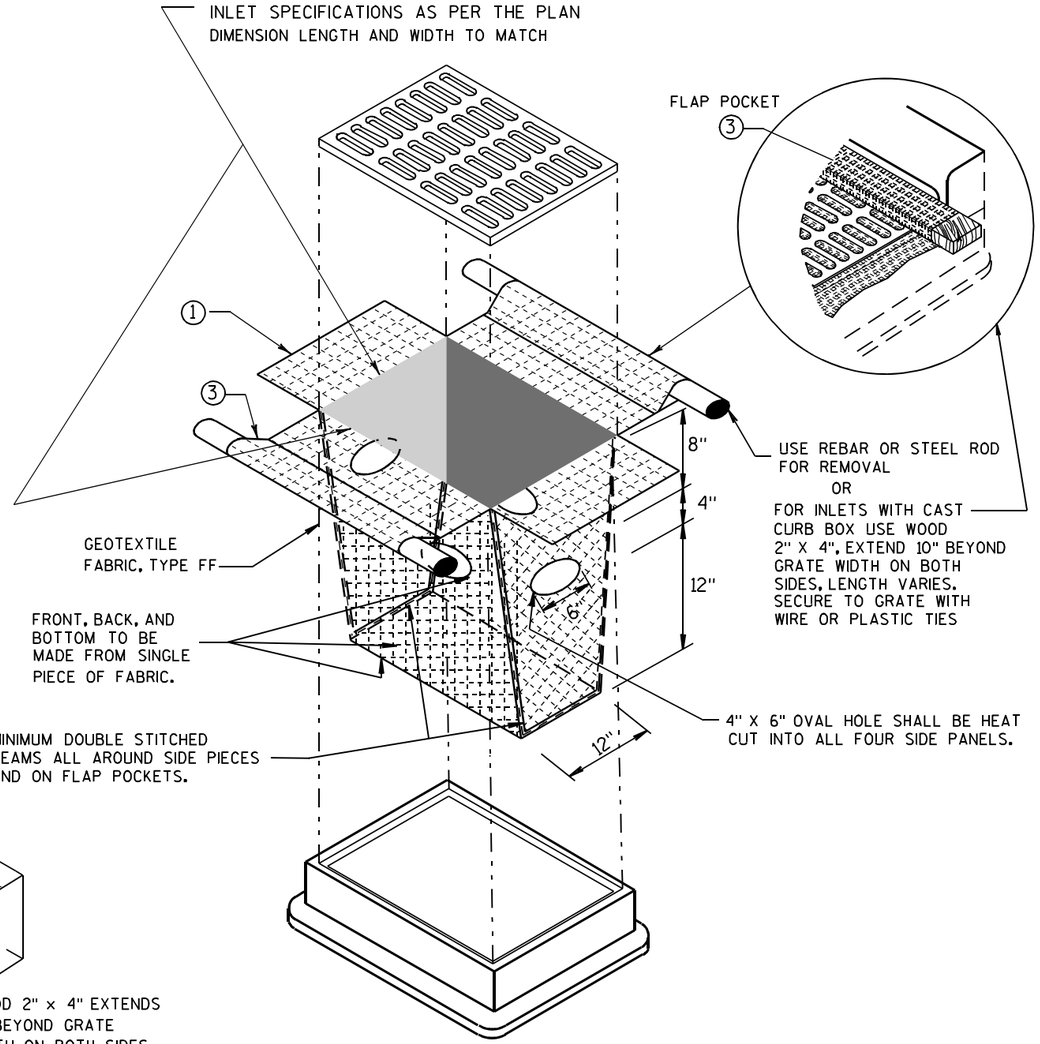


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

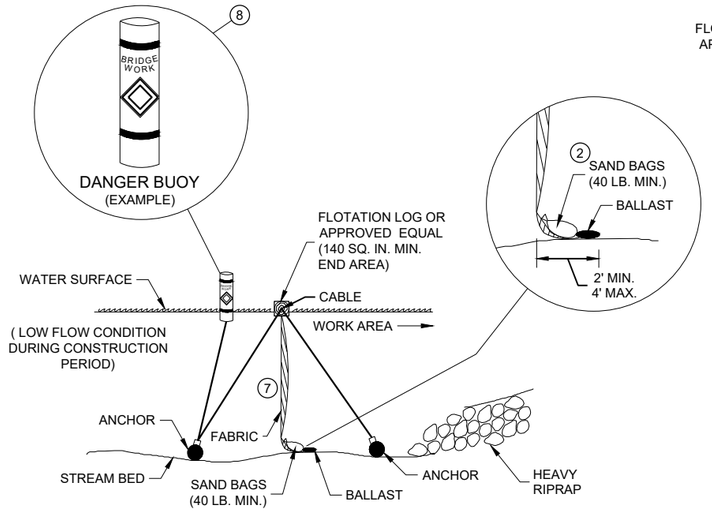
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

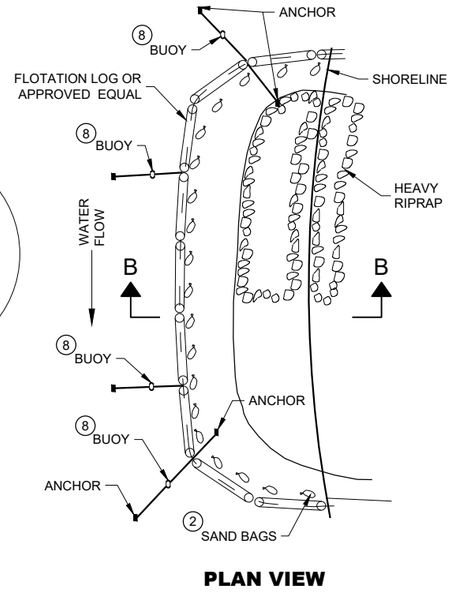
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

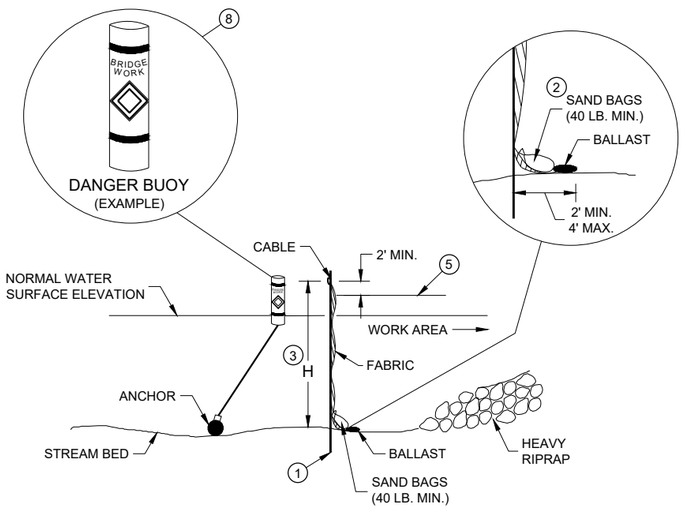


SECTION B - B

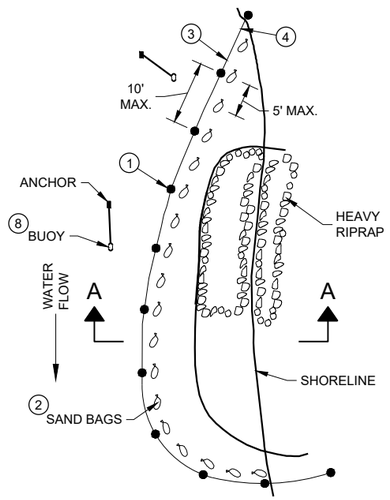


PLAN VIEW

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.

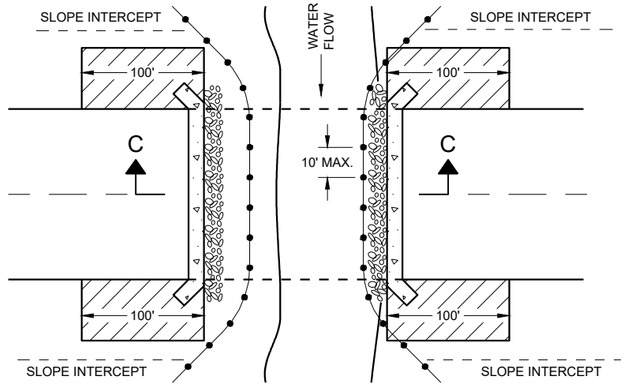
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(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.

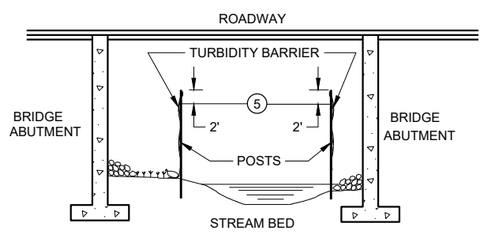
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(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

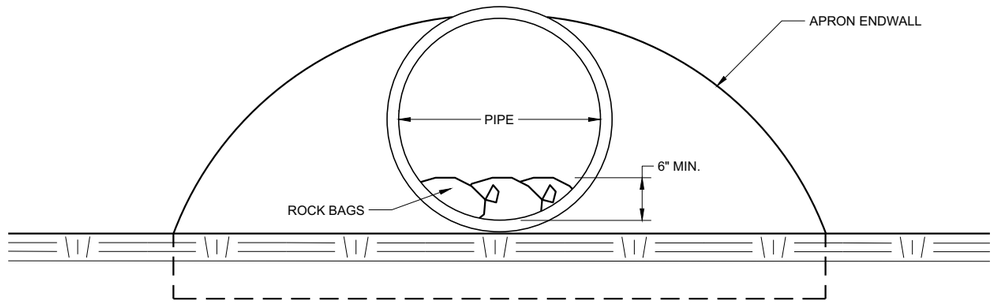
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

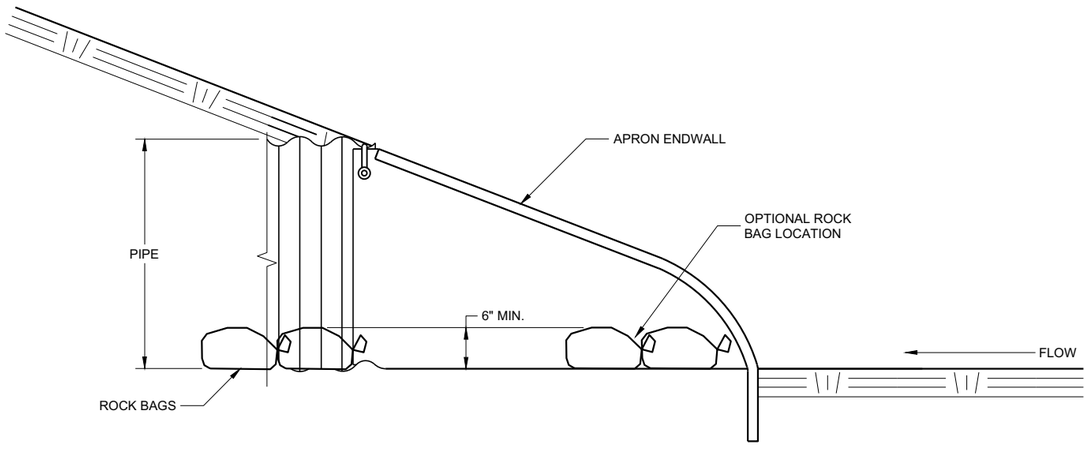
APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOI
ENGINEER

FHWA

6
SDD 08E11 - 02



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

6

SDD 08E15 - 01

METAL APRON ENDWALLS

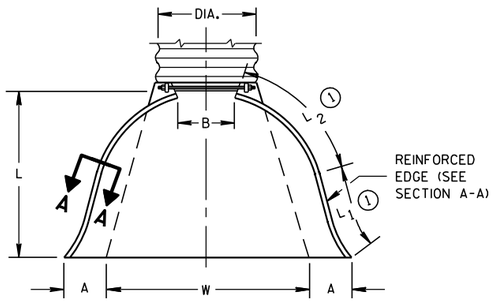
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

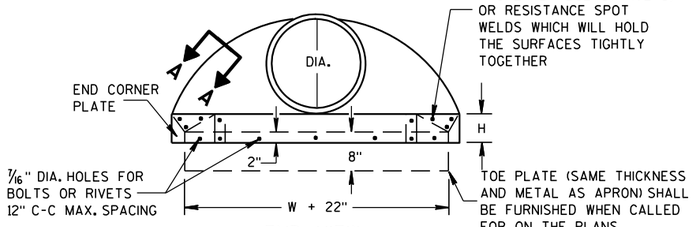
REINFORCED CONCRETE APRON ENDWALLS

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

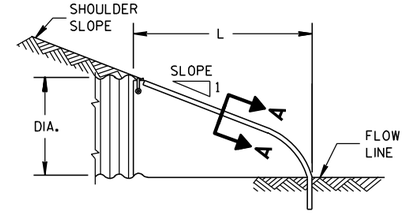
*MINIMUM
**MAXIMUM



PLAN VIEW

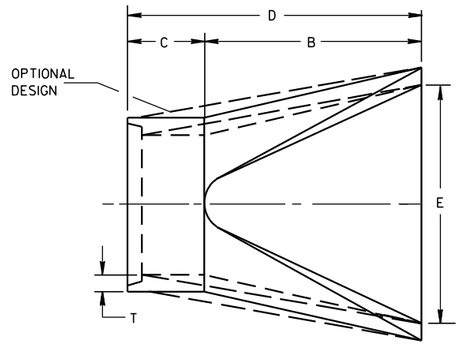


END VIEW

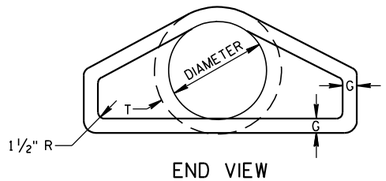


SIDE ELEVATION

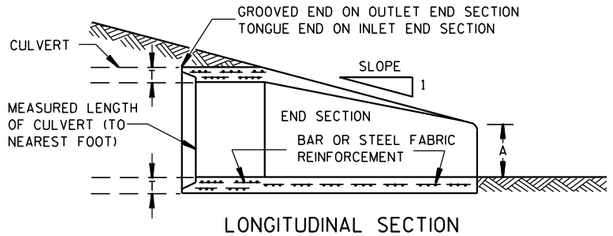
METAL ENDWALLS



PLAN

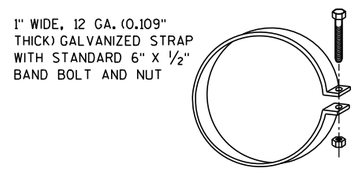


END VIEW



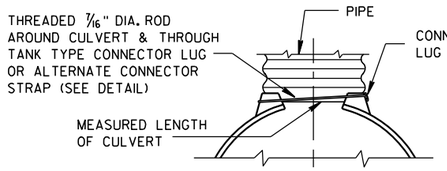
LONGITUDINAL SECTION

CONCRETE ENDWALLS

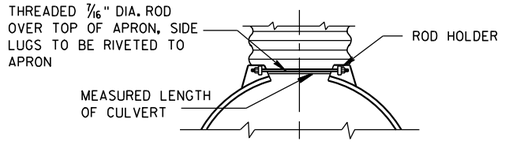


ALTERNATE FOR TYPE 1 CONNECTION

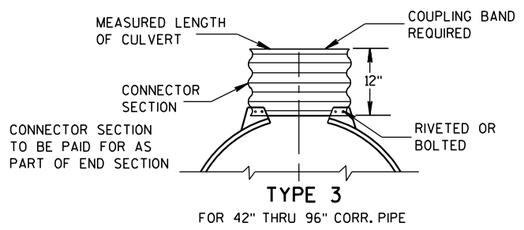
END SECTION CONNECTOR STRAP



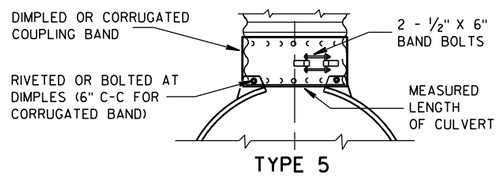
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

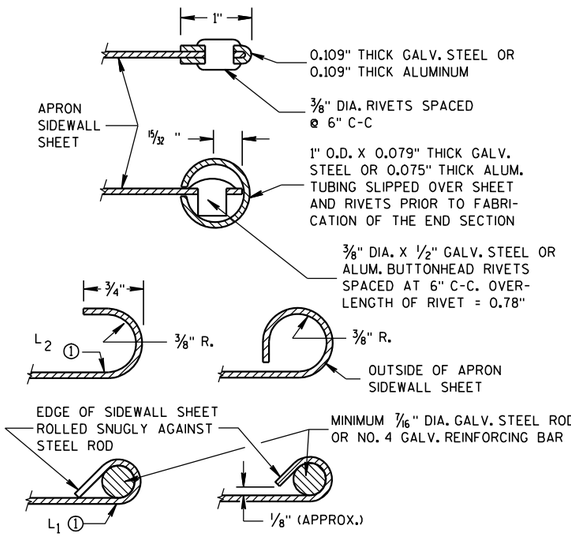
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

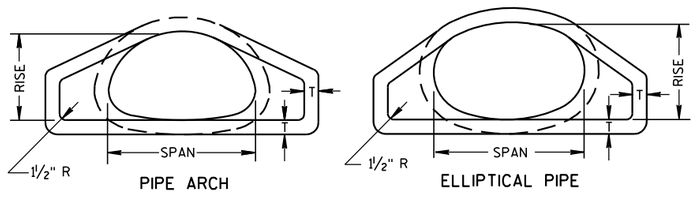
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

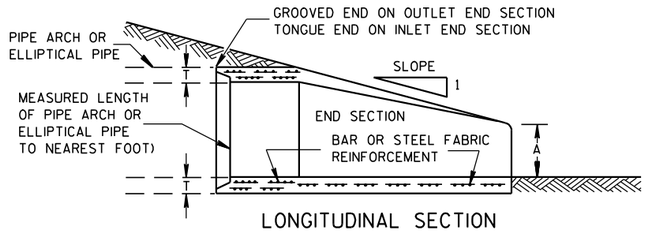
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

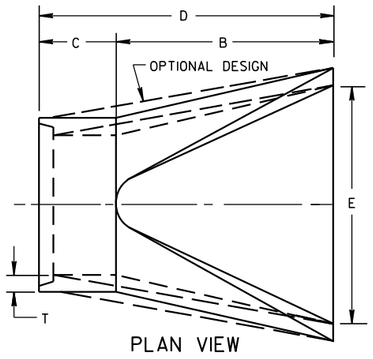
6
S.D.D. 8 F 1-11



END VIEW

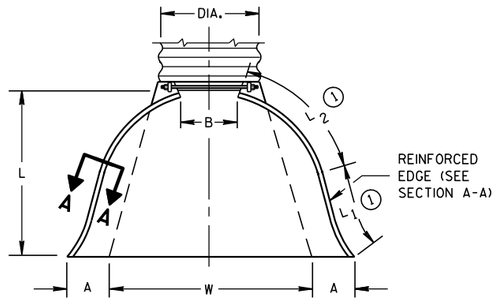


LONGITUDINAL SECTION

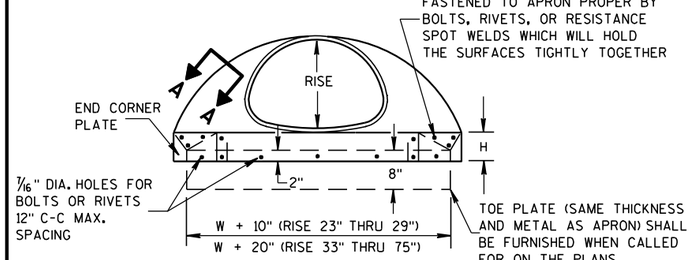


PLAN VIEW

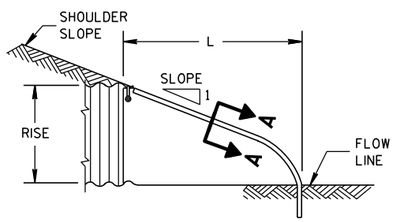
CONCRETE ENDWALLS



PLAN VIEW

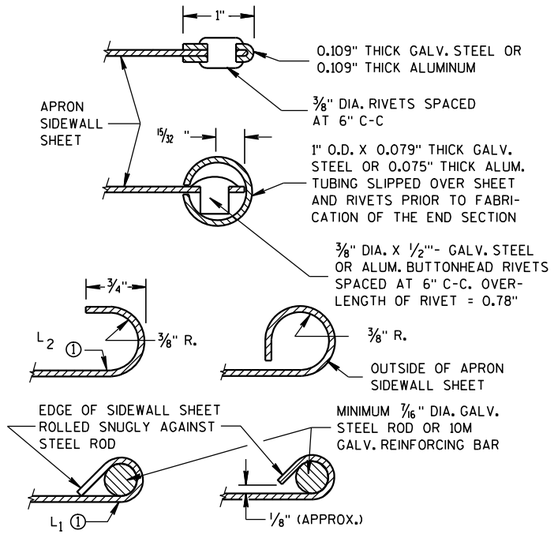


END VIEW



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

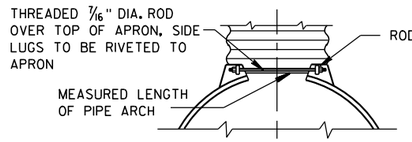
REINFORCED CONCRETE PIPE ARCH

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

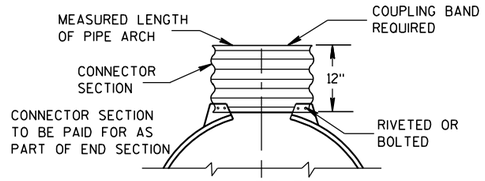
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



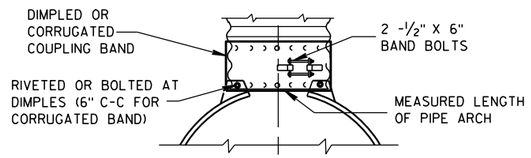
TYPE 2

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

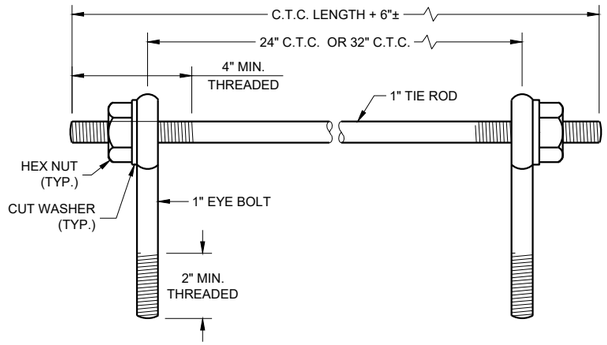
11/30/94 — DATE

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

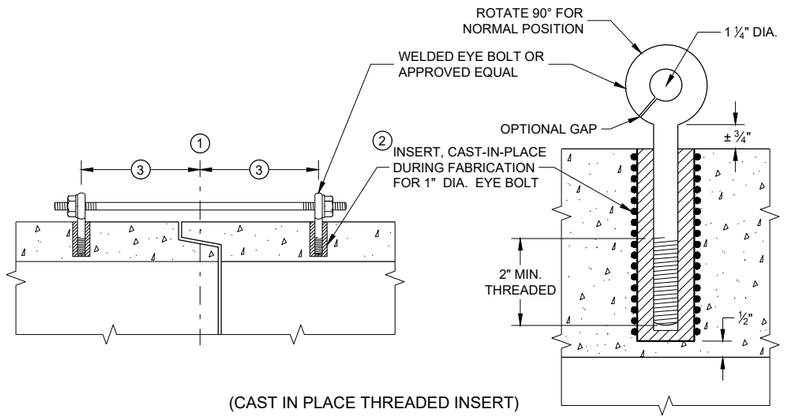
FHWA

6

S.D.D. 8 F 2-1



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.

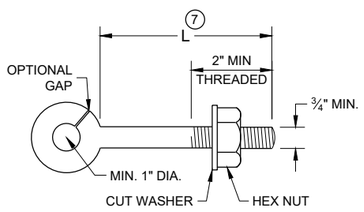
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

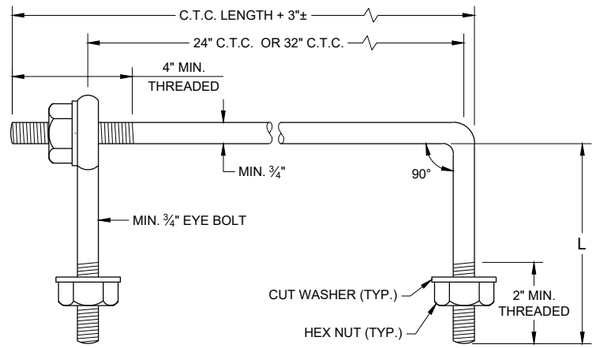
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

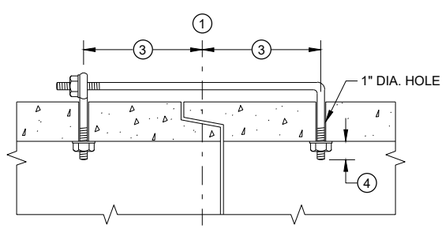


EYE BOLT (7)

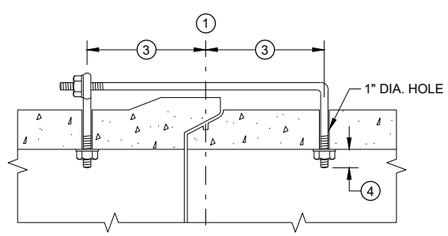
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

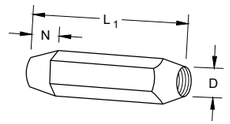
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

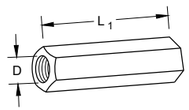
ADJUSTABLE TIE ROD TABLE

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



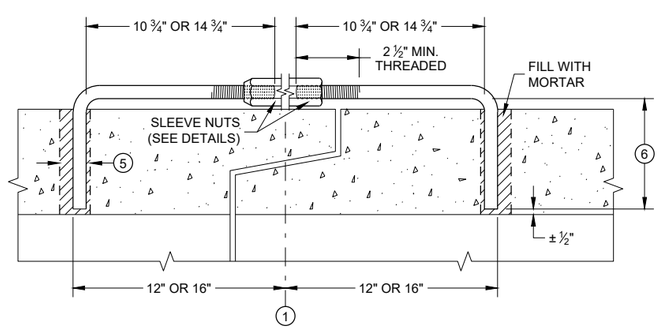
TAPERED



PLAIN

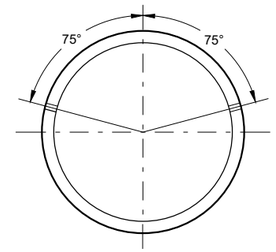
RIGHT AND LEFT THREADS

SLEEVE NUTS



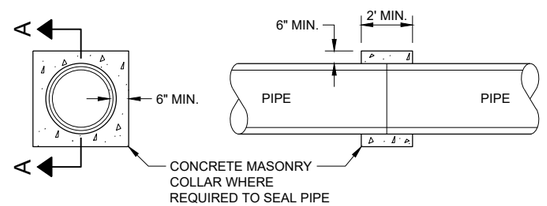
LONGITUDINAL SECTION

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

GENERAL NOTES

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

FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2' - 0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3' - 0"

(3) LIMITS OF TRENCH BACKFILL

(4) LIMITS OF FOUNDATION BACKFILL

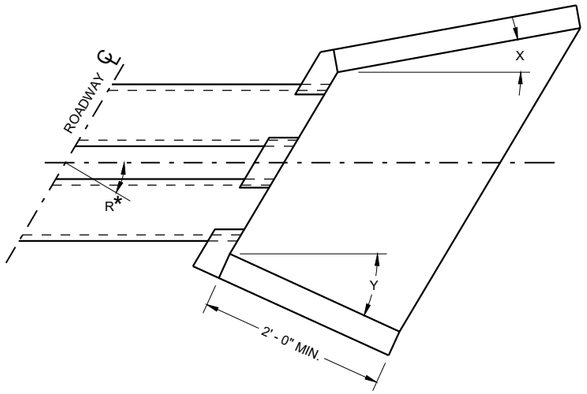
(5) FOUNDATION AND TRENCH BACKFILL ARE MATERIALS INCLUDED IN PAYMENT FOR CULVERT PIPE, PIPE ARCH, CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPSE OR CONCRETE MASONRY ENDWALLS.

(6) DO NOT PLACE FOUNDATION BACK FILL OR ANY OTHER GRANULAR BACKFILL AROUND OR BELOW CUT OFF WALL. POUR CUT OFF WALL AGAINST NATIVE SOIL

(7) MINIMUM HEIGHT SHALL BE THE GREATER OF 1'- 0" OR ¼ HEIGHT OF CULVERT PIPE.

TRENCH BACKFILL

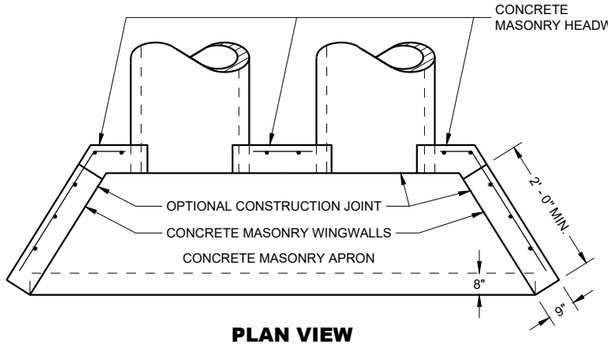
FOUNDATION BACKFILL



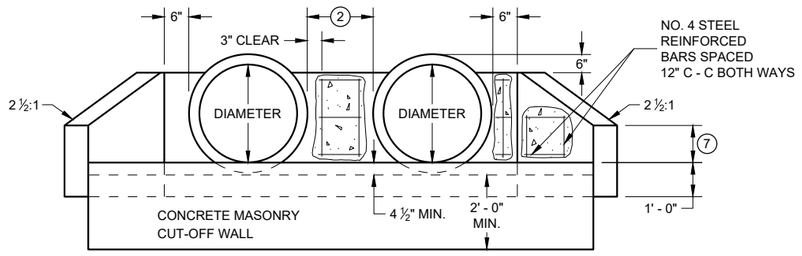
WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	30°	16 - 45°	10°	15°
23 - 37°	20°	30°	46 - 75°	5°	15°
38 - 52°	15°	30°	OVER 75°	0°	15°
53 - 67°	10°	30°			
68 - 82°	5°	30°			
OVER 82°	0°	30°			

R* = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

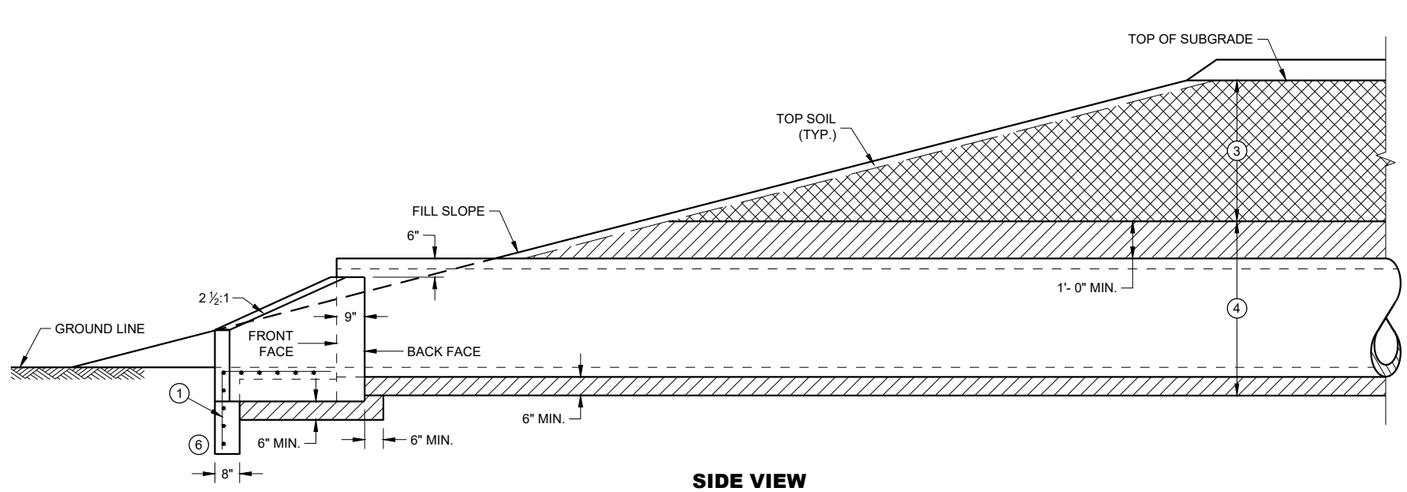


PLAN VIEW



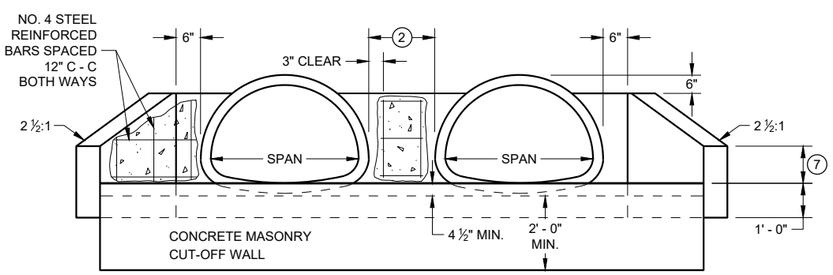
END VIEW

CIRCULAR PIPE



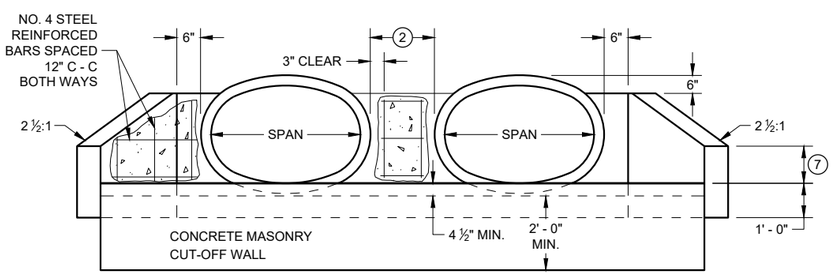
SIDE VIEW

CIRCULAR PIPE, PIPE ARCH OR HORIZONTAL ELLIPSE



END VIEW

PIPE ARCH



END VIEW

HORIZONTAL ELLIPSE

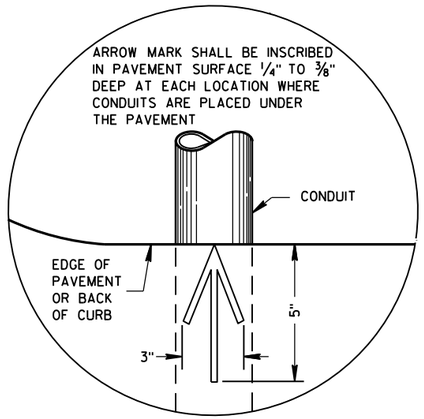
CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

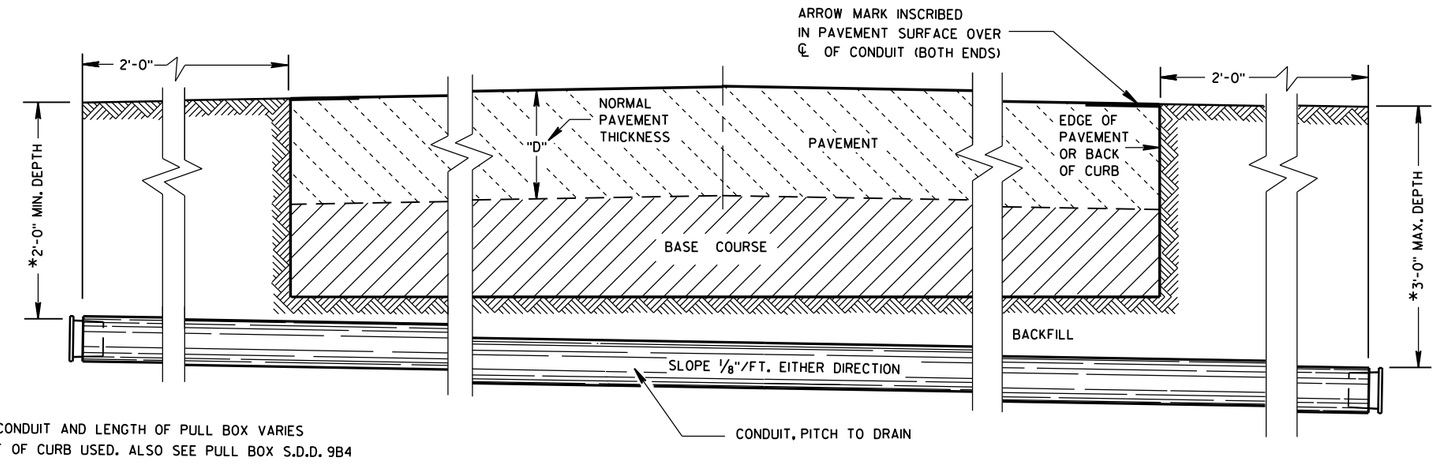
FHWA

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SDD 08F10 - 02



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

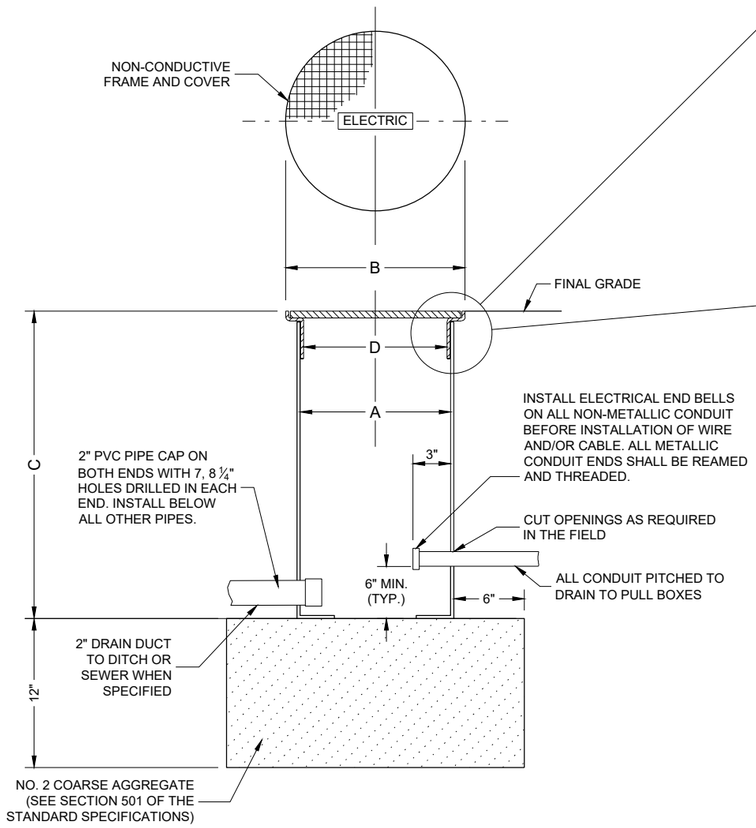
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

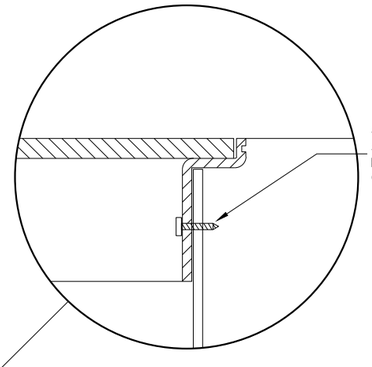
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

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

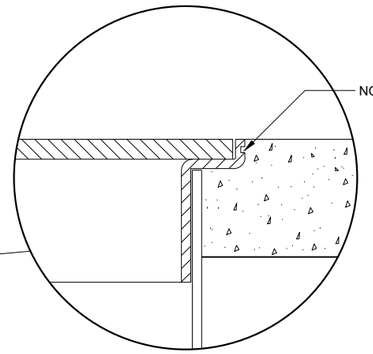
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



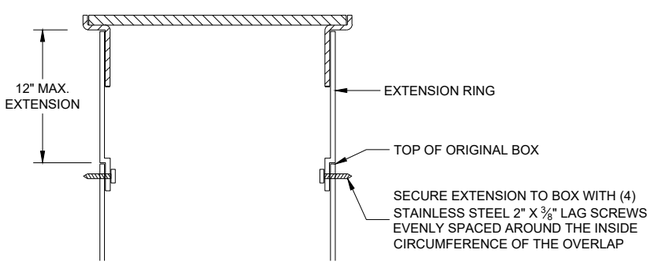
NON-CONDUCTIVE PULL BOX



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



BOX EXTENSION

GENERAL NOTES

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

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

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

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

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

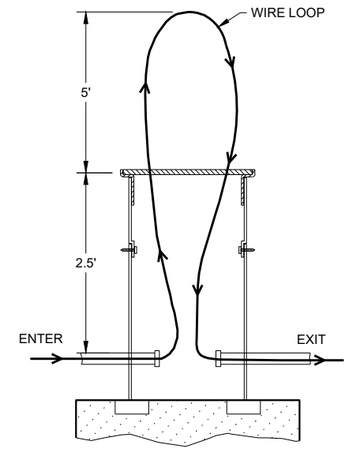
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

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

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

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



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

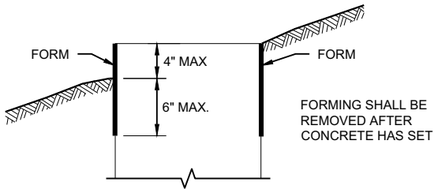
6

SDD 09B16 - 02

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SDD 09B16 - 02

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



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

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

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

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

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

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

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

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

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

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

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

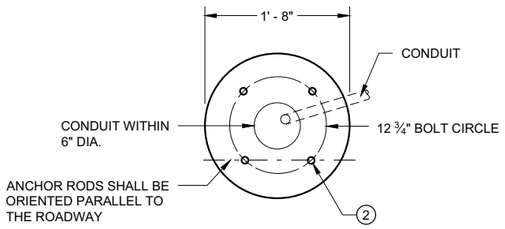
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

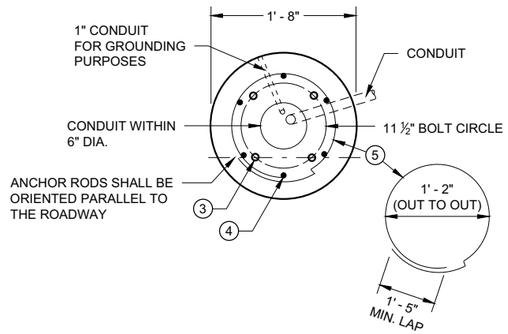
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

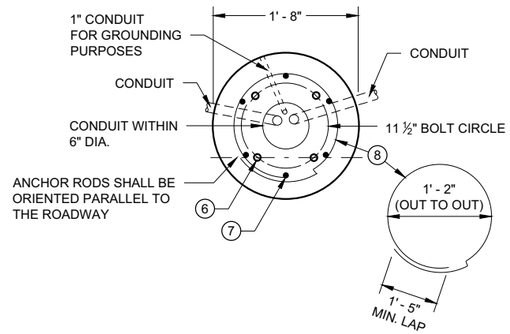
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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

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







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

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

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

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

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

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

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

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

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

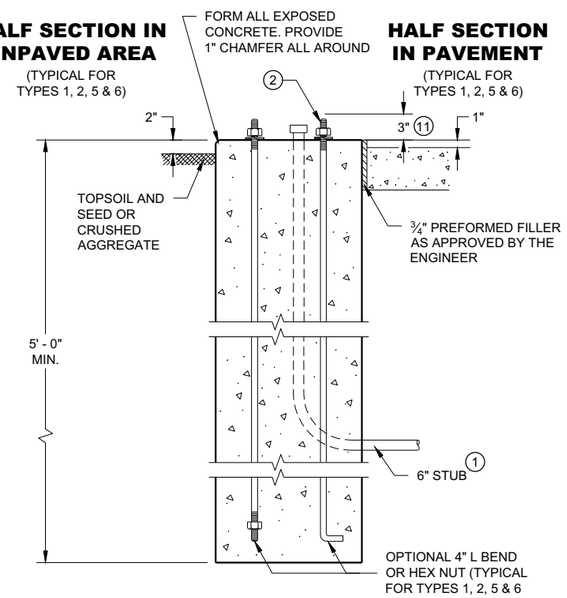
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

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

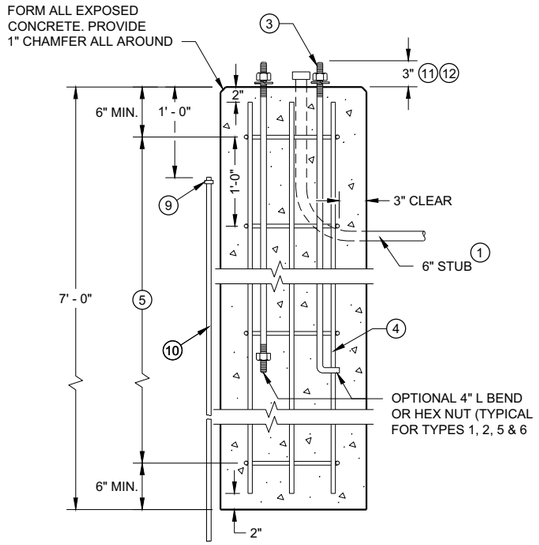
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

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

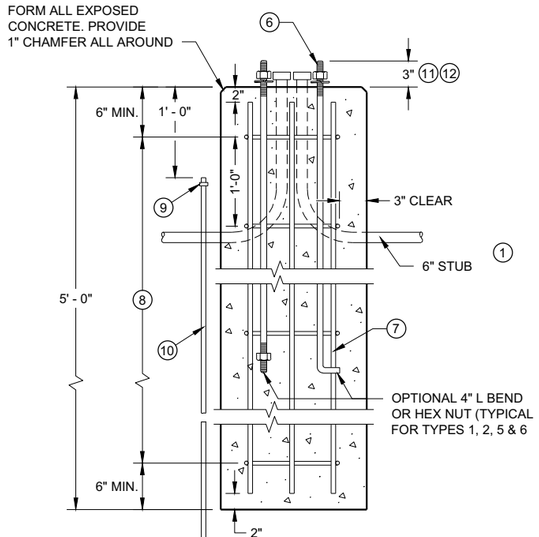
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

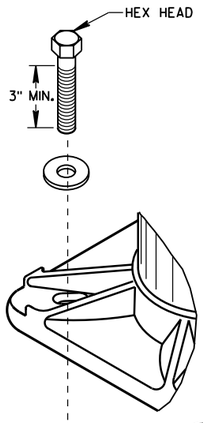
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

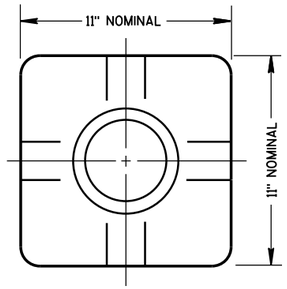
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

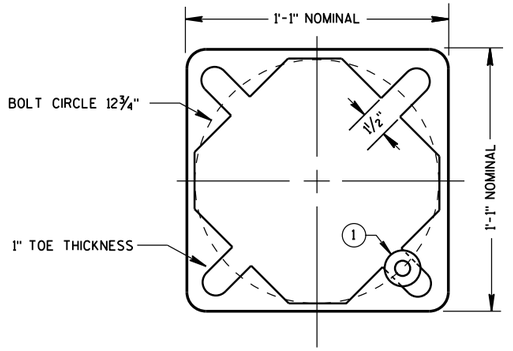
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

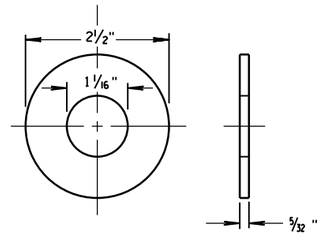




TOP VIEW
(PEDESTAL BASE)

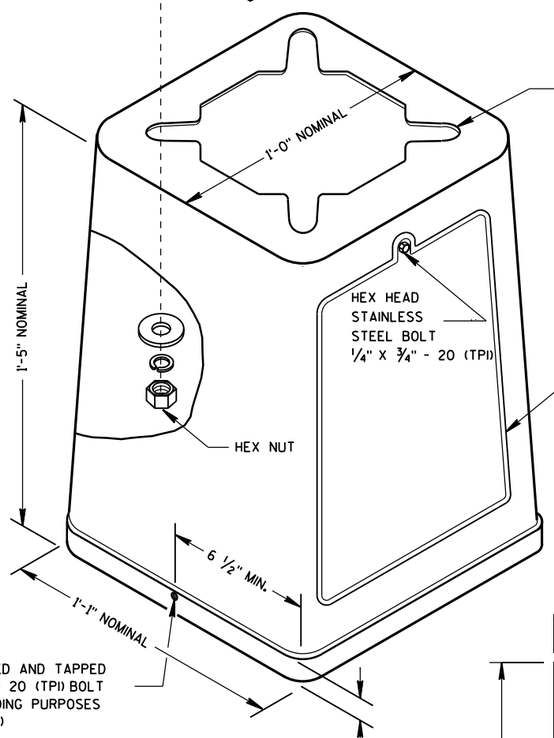


BOTTOM VIEW
(PEDESTAL BASE)

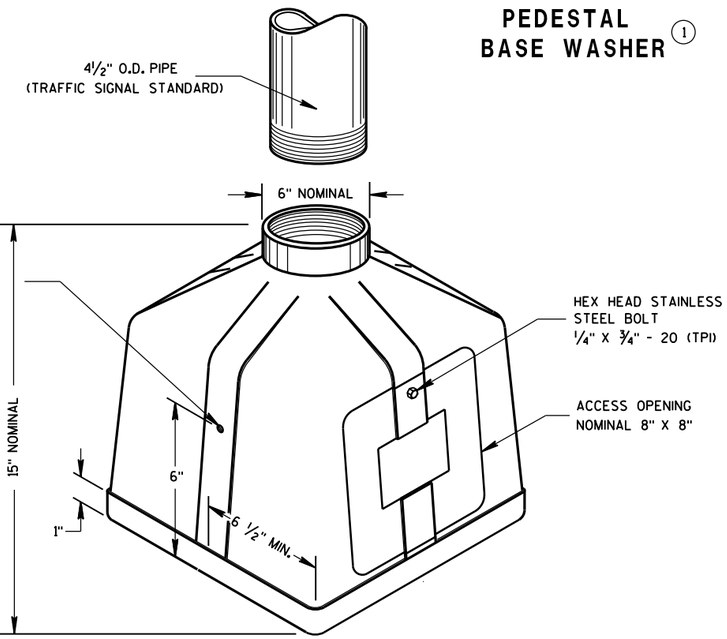


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

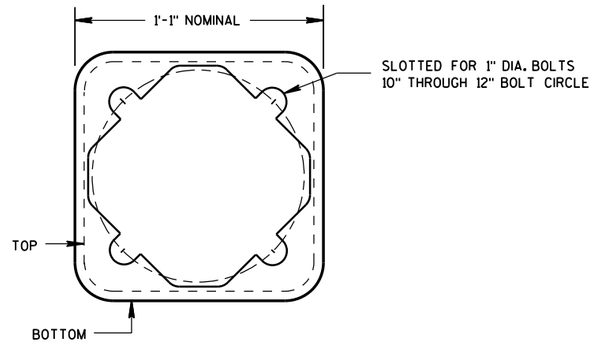
PEDESTAL BASE WASHER (1)



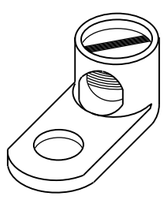
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE

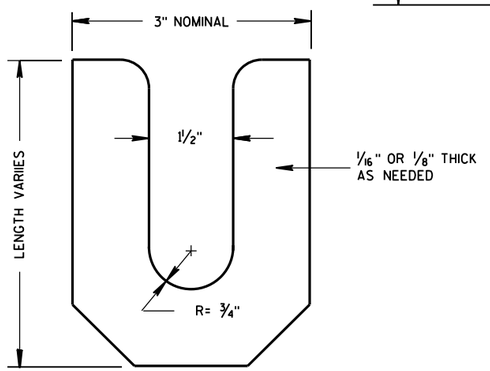


BOTTOM VIEW
(TRANSFORMER BASE)



TYPICAL MECHANICAL CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

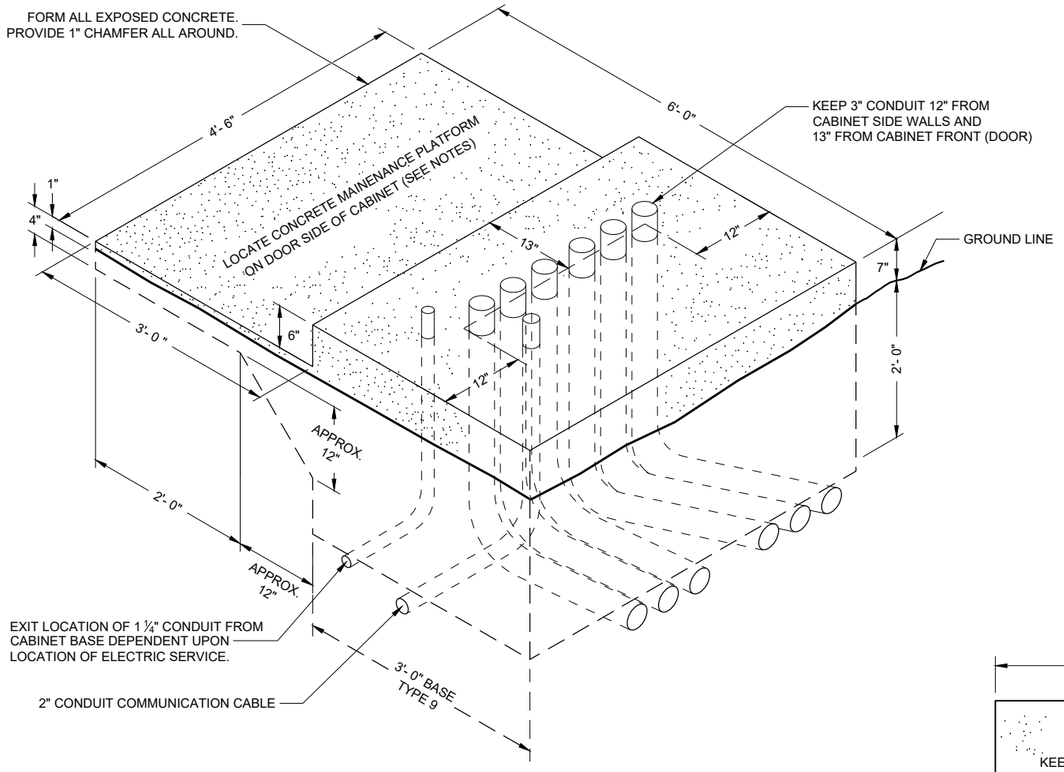
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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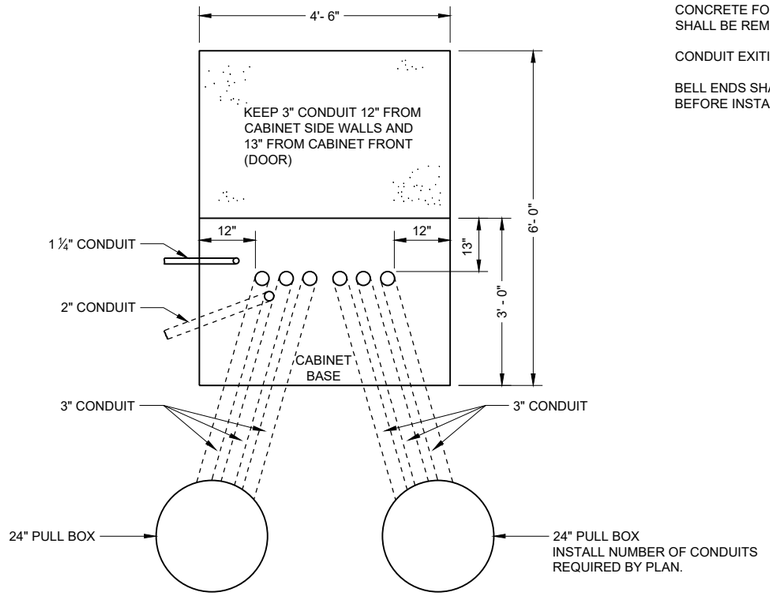
SDD 09C06 Concrete Control Cabinet Base, Type 9, Special



ISOMETRIC VIEW

TYPE 9 SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9 SPECIAL

GENERAL NOTES

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

INSTALL FOUR INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE (SIX 3") SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

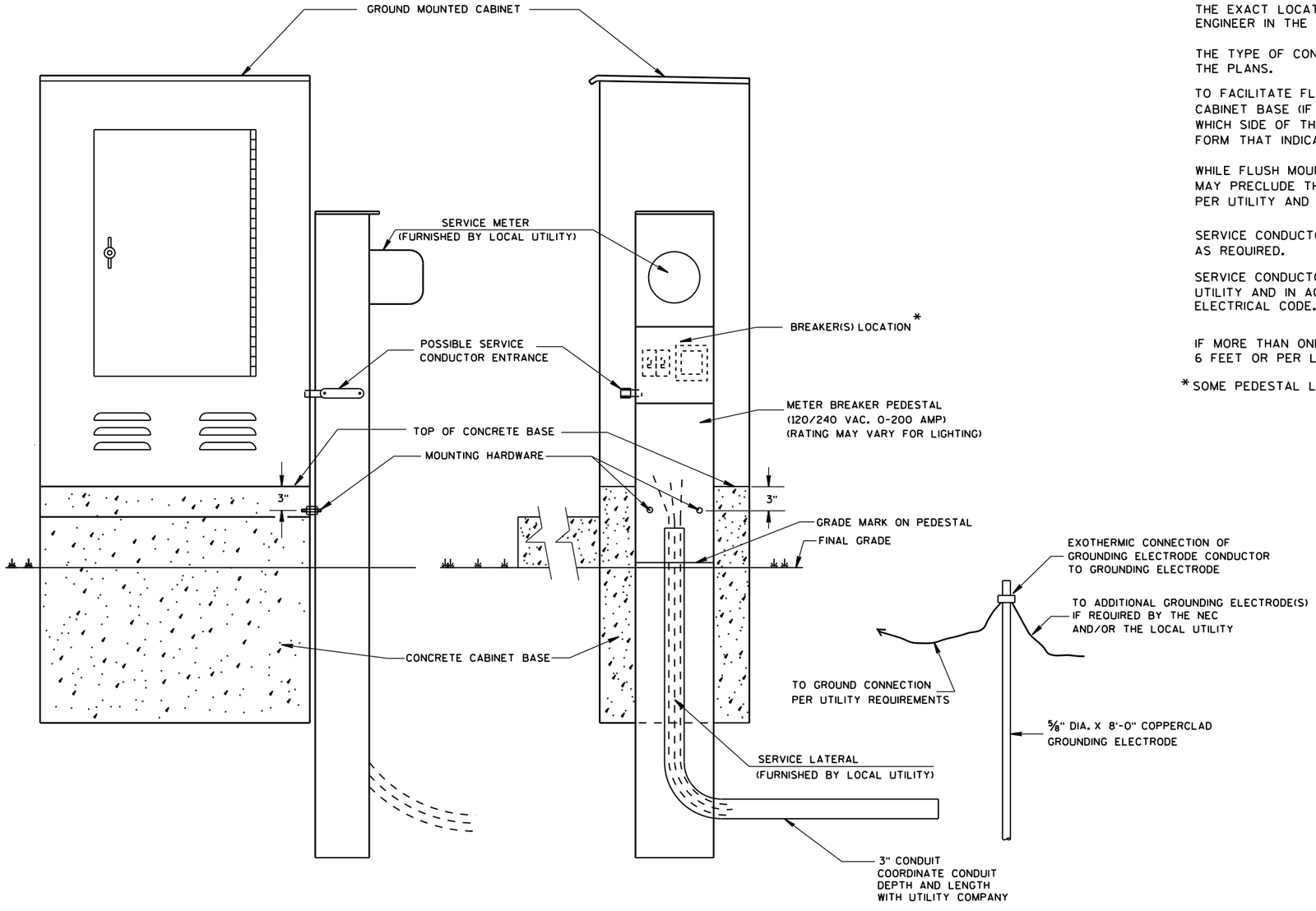
CONCRETE CONTROL CABINET BASE TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

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SDD 09C06 - 07



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

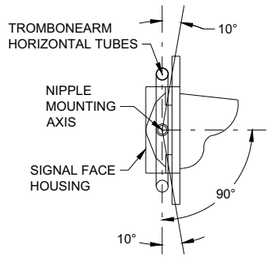
* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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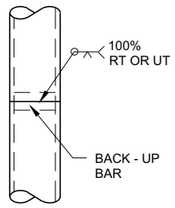


SECTION A-A

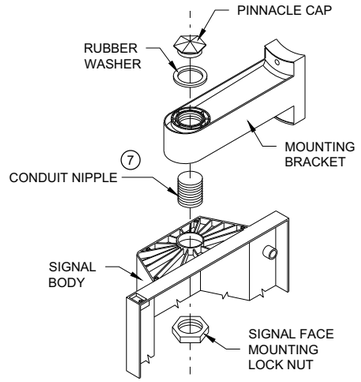
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

FOR MANUFACTURERS USE ONLY

WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN / BRIDGE FOR VERIFICATION AND APPROVAL.



POLE SPLICE DETAIL



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

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

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING,PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) ASREQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

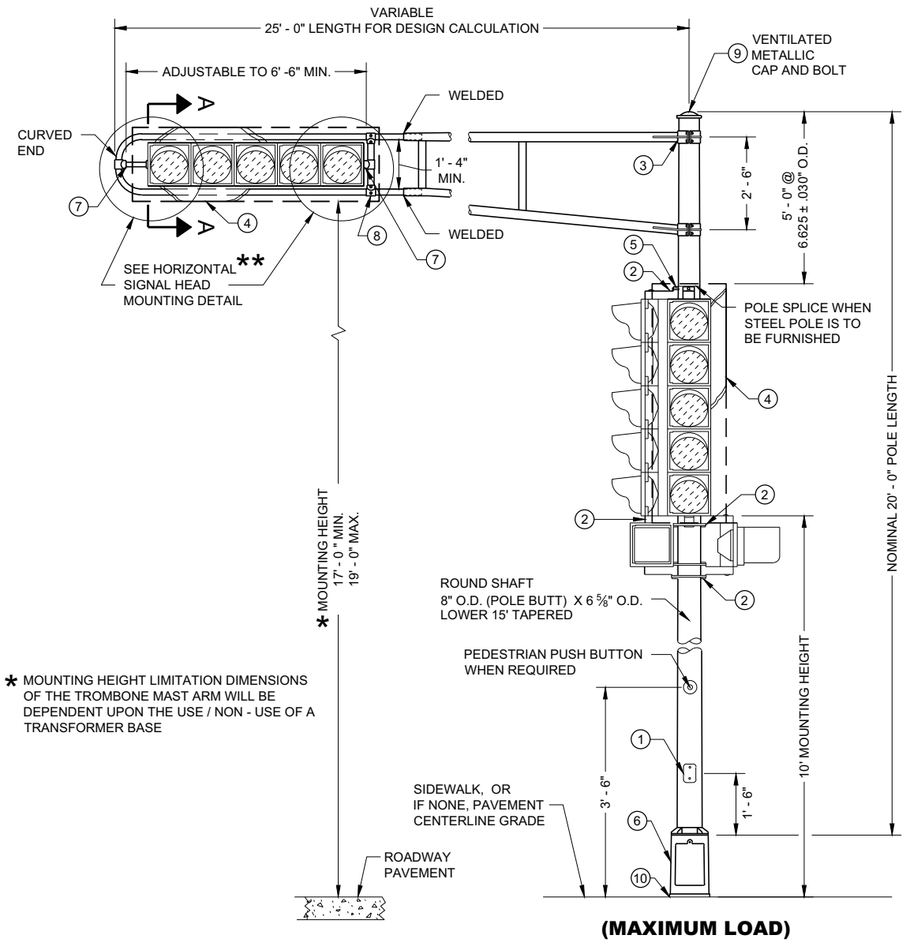
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOTINTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUTIS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

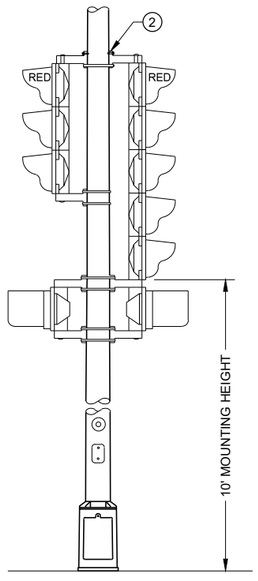
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

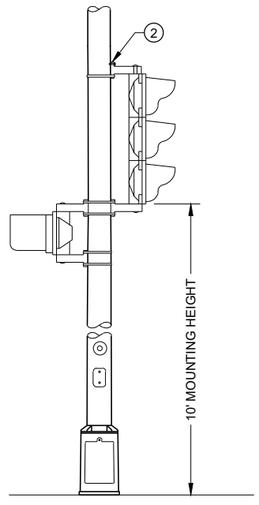


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

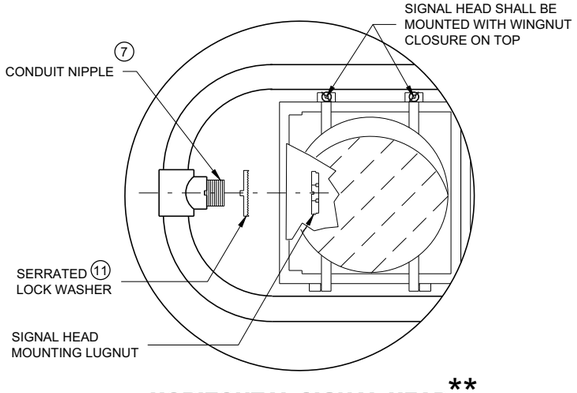
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

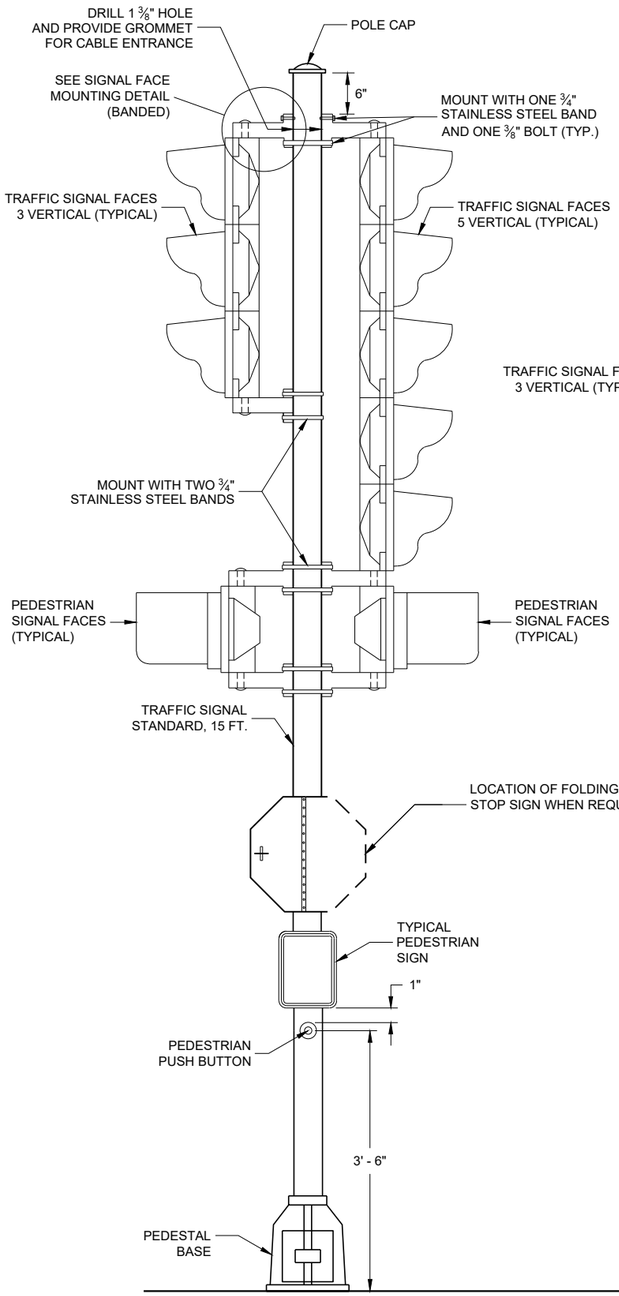
TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

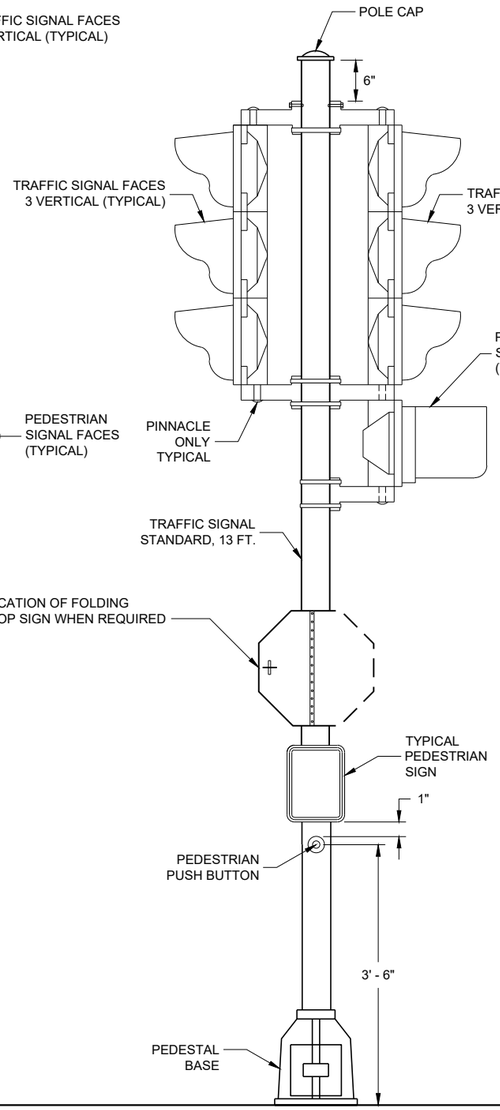
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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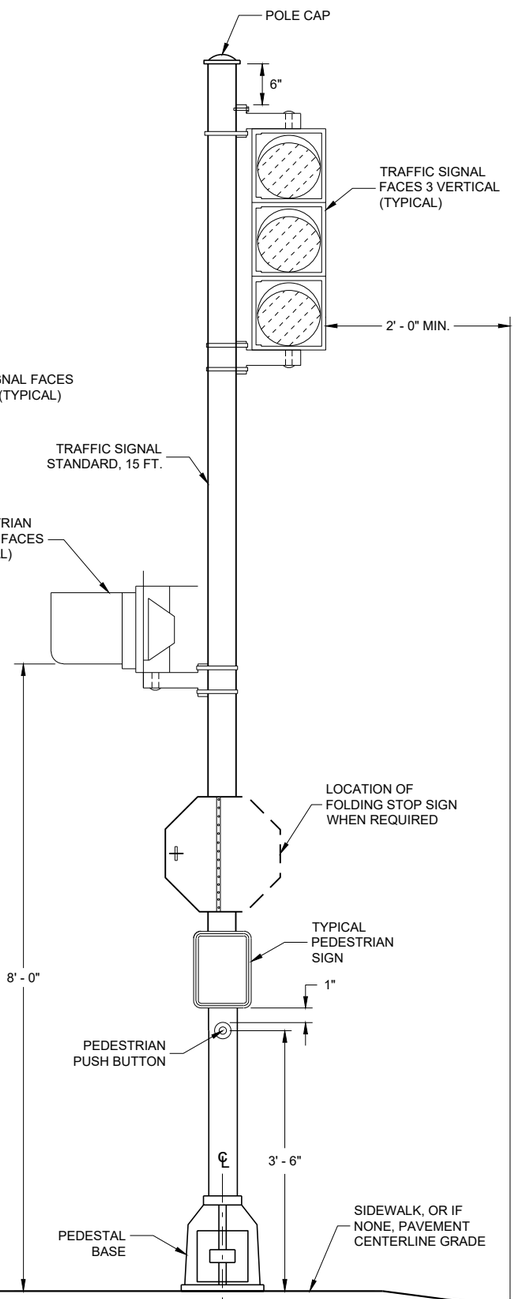
SDD 09E01 - 15a



TRAFFIC SIGNAL STANDARD - 15 FT.



TRAFFIC SIGNAL STANDARD - 13 FT.



TRAFFIC SIGNAL TANDARD - 15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

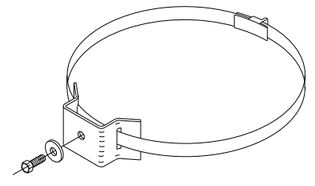
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

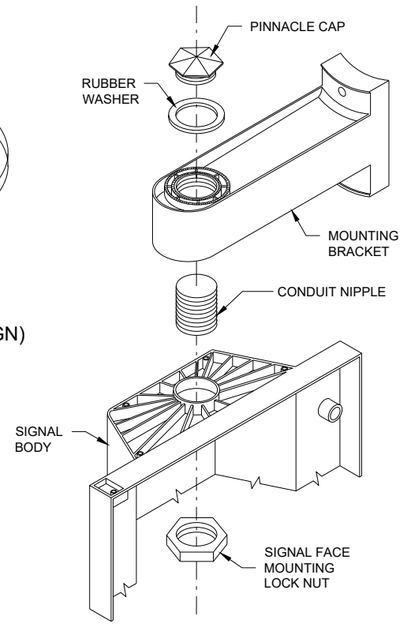
FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAIL (BANDED)

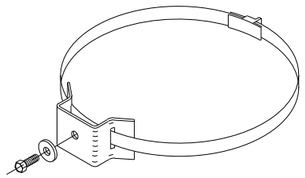
TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

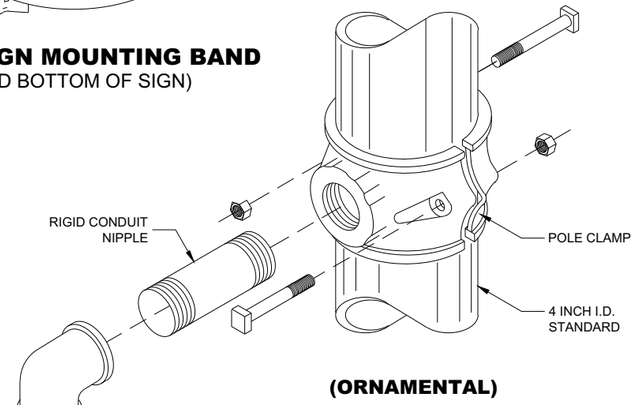
APPROVED
2/28/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 140

FHWA

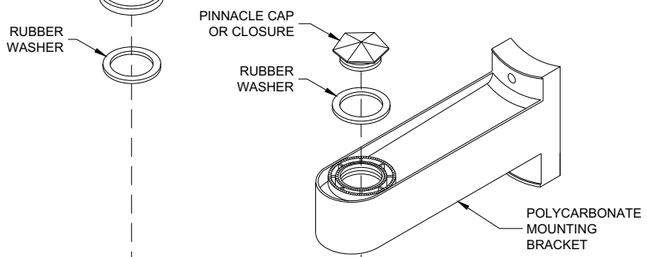
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SDD 09E06 - 05



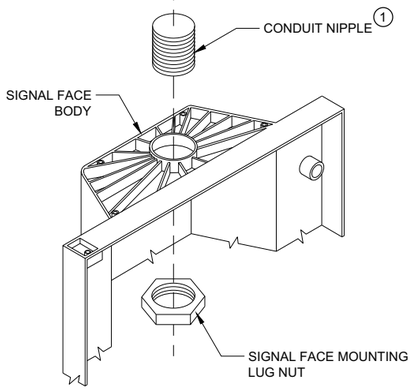
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



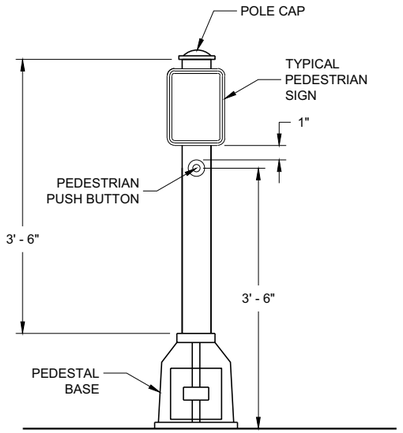
(ORNAMENTAL)



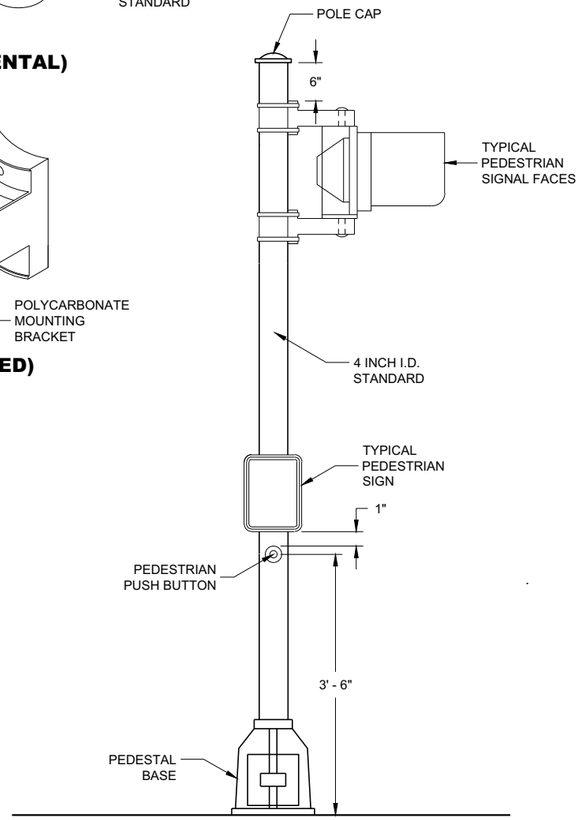
(BANDED)



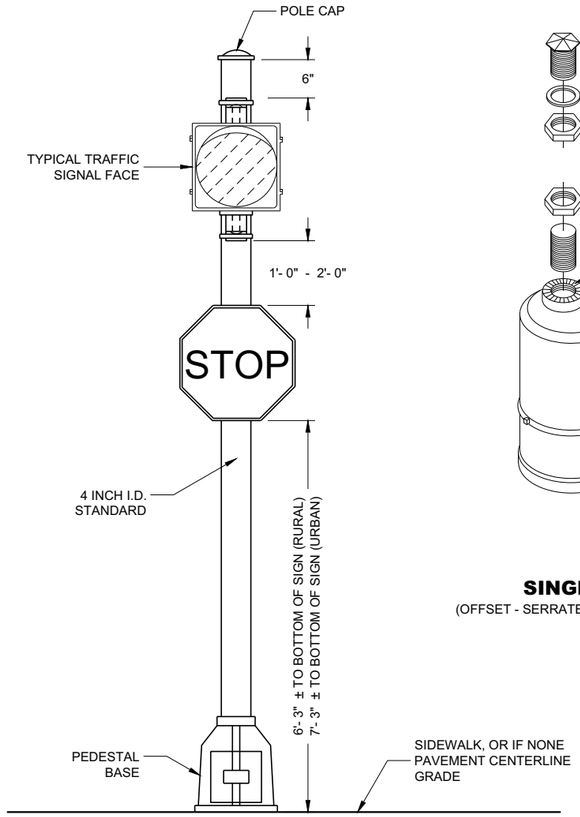
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

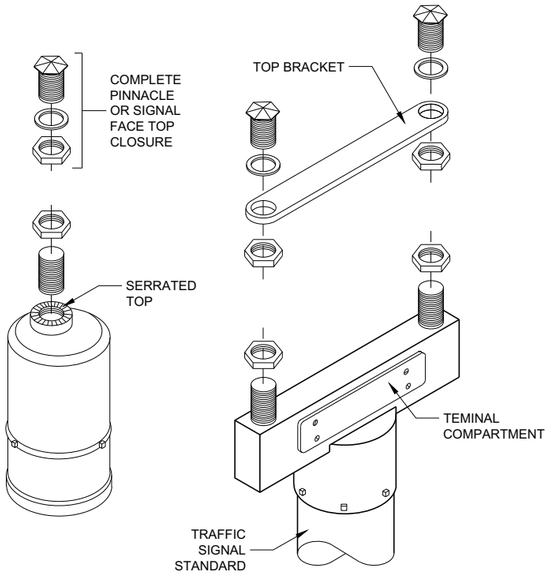
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

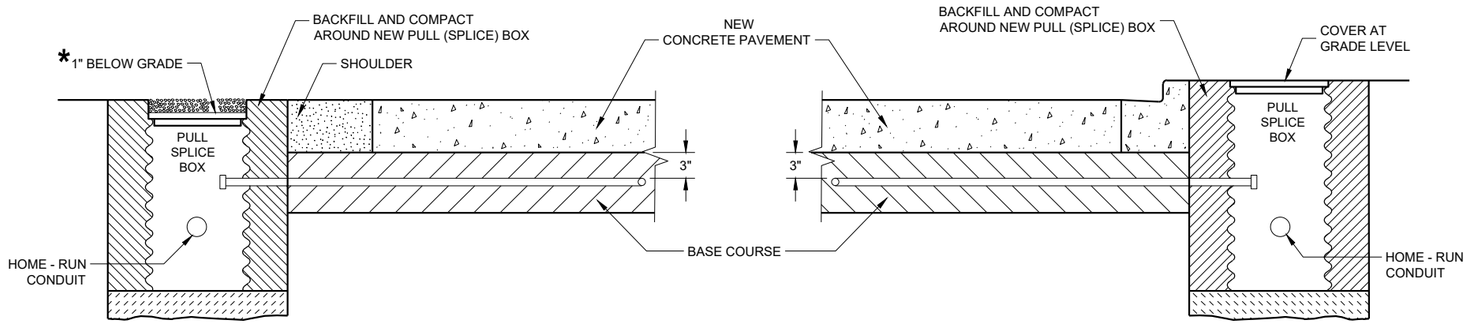
APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
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SDD 09E07 - 06



SECTION A - A
NO CURB AND GUTTER

SECTION B - B
CURB AND GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READING TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

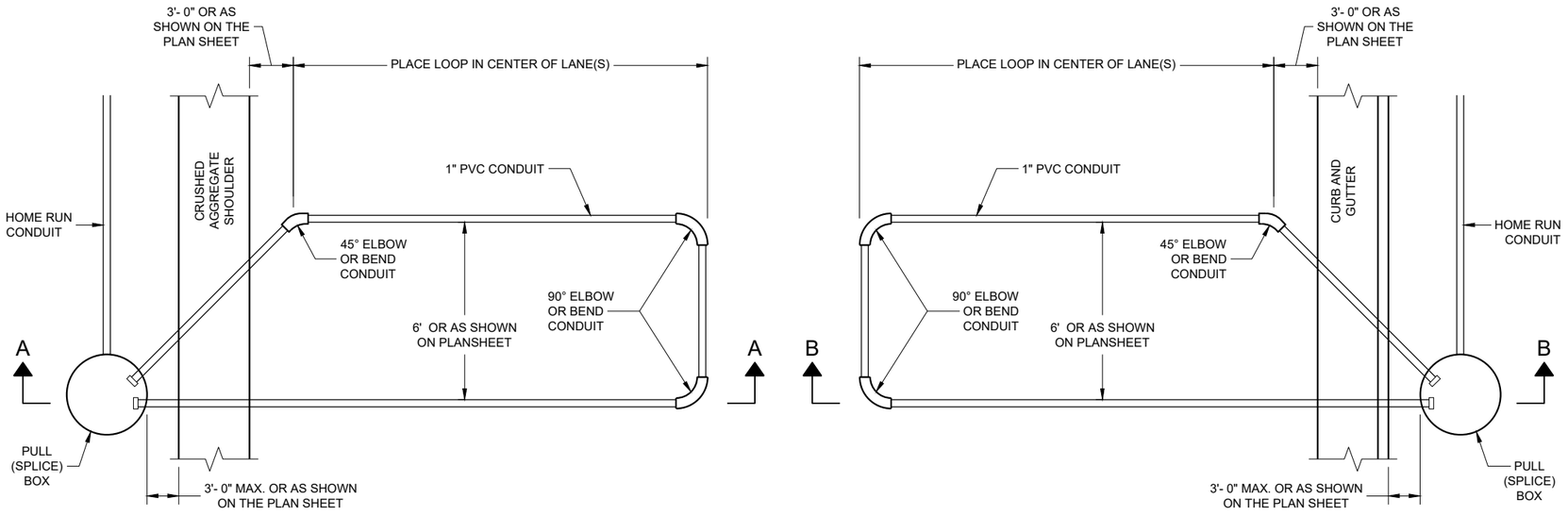
THE #12 AWG LOOP WIRE IN THE ROADSIDE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN LOOP DETECTOR WITH 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

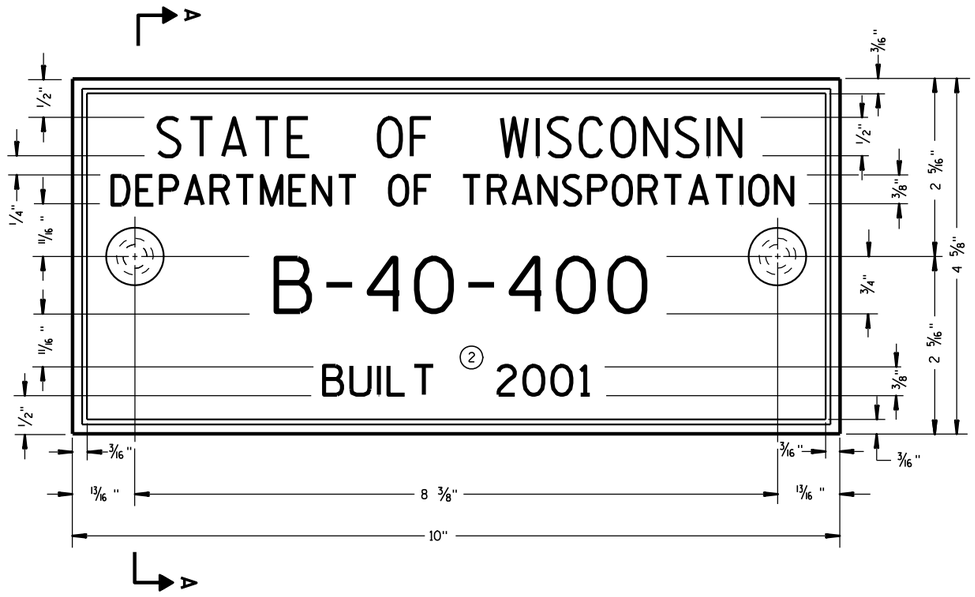
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SDD 09F15 - 04a



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

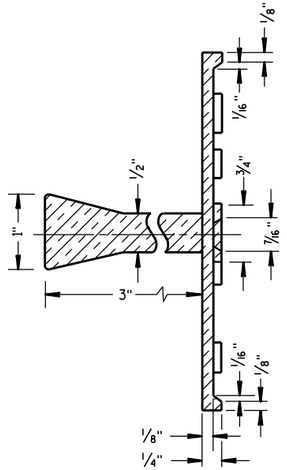
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

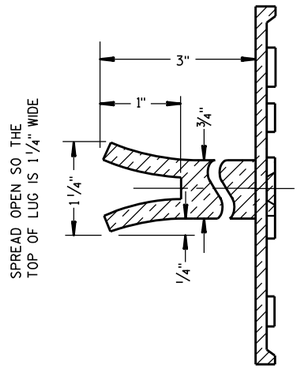
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

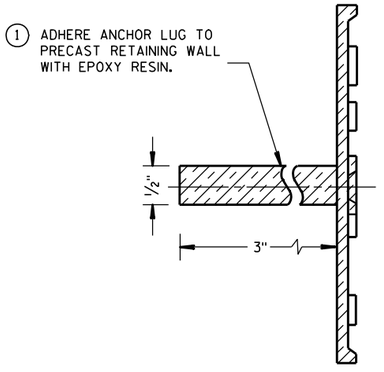
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

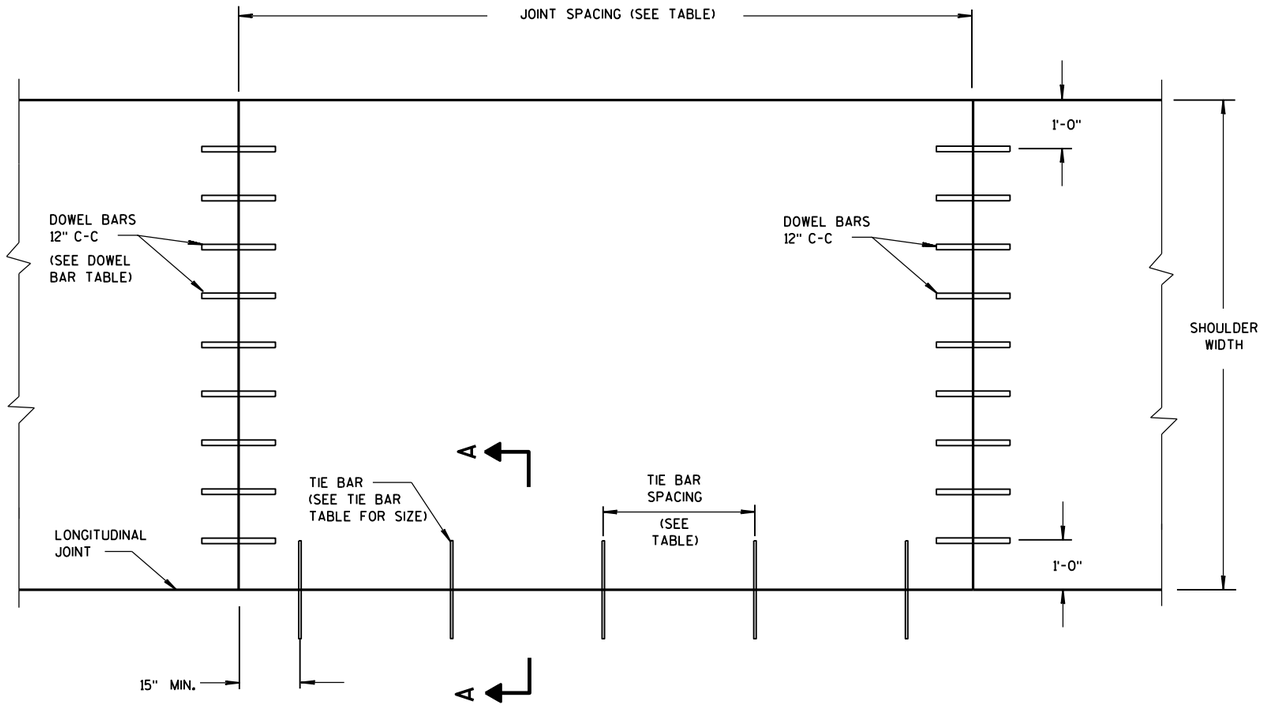
3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

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S.D.D. 12 A 3-10



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

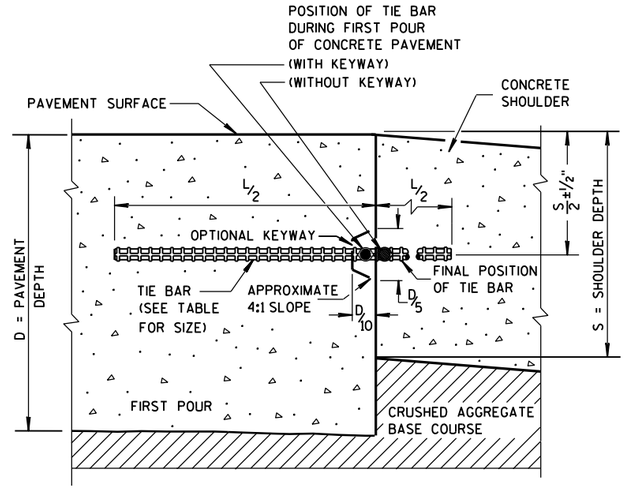
GENERAL NOTES

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.

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER***	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FOR THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

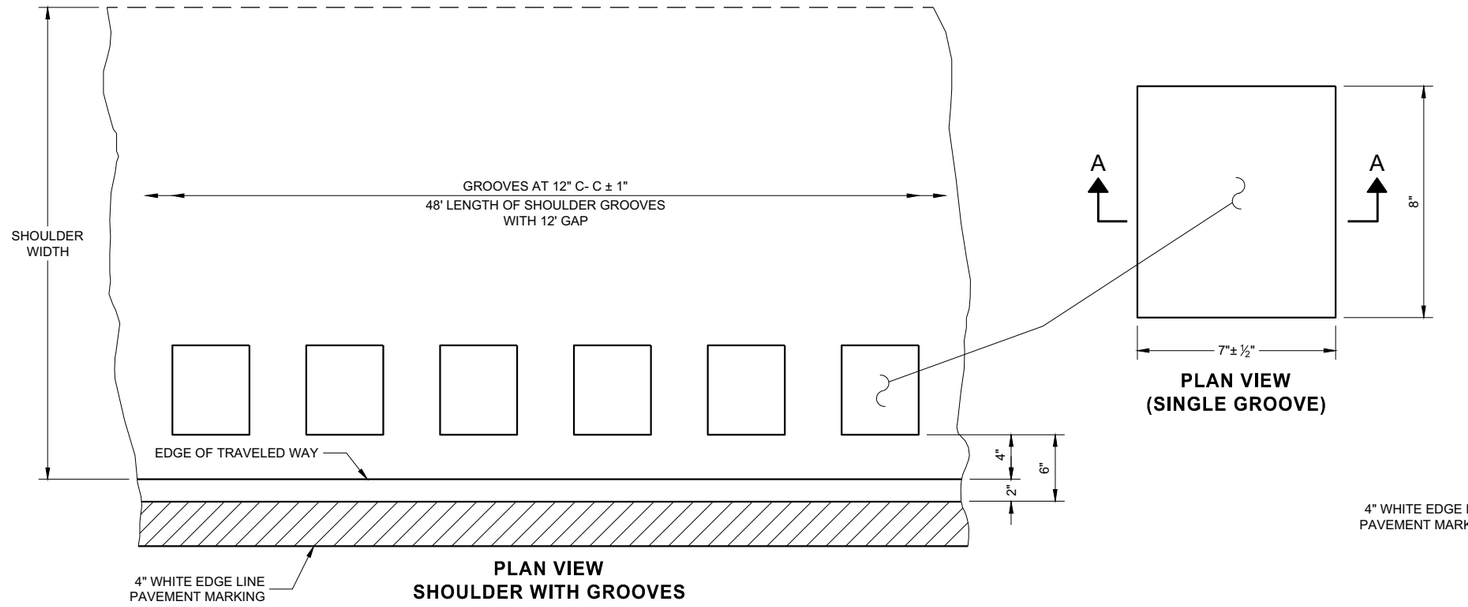
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPEF
FHWA

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S.D.D. 13 A 3-6

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S.D.D. 13 A 3-6



PLAN VIEW
SHOULDER WITH GROOVES

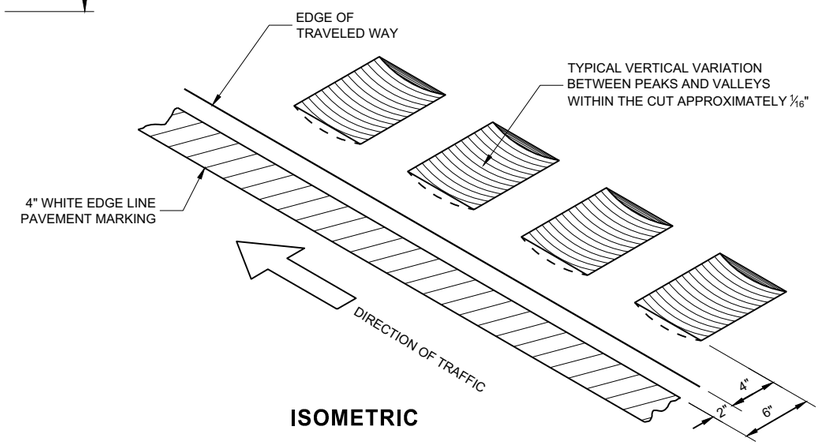
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

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

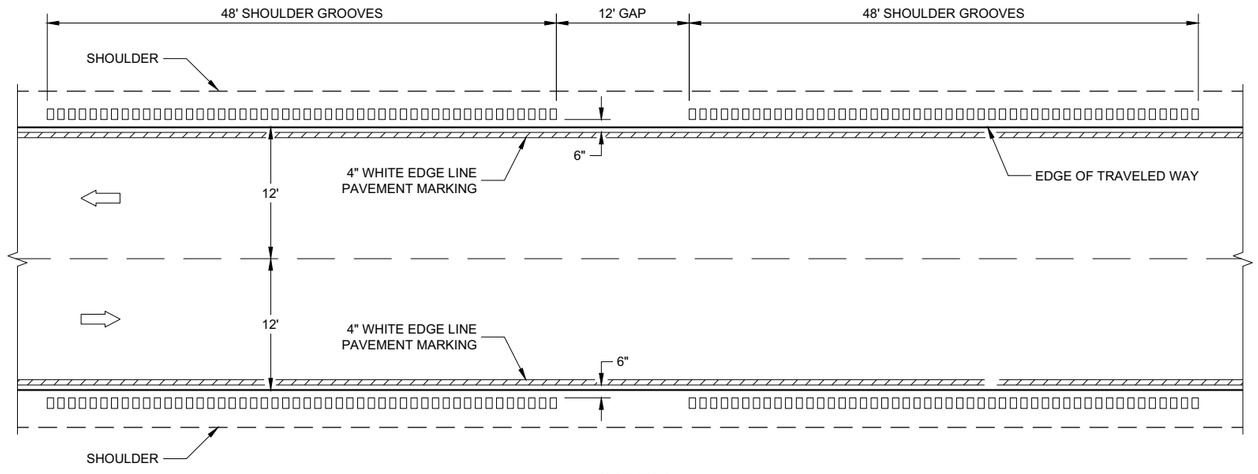
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

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

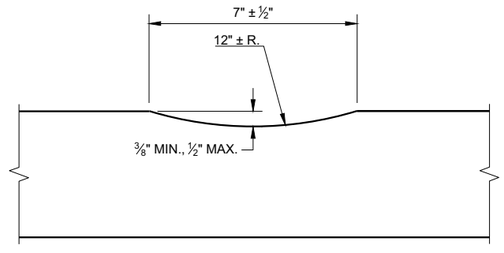


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

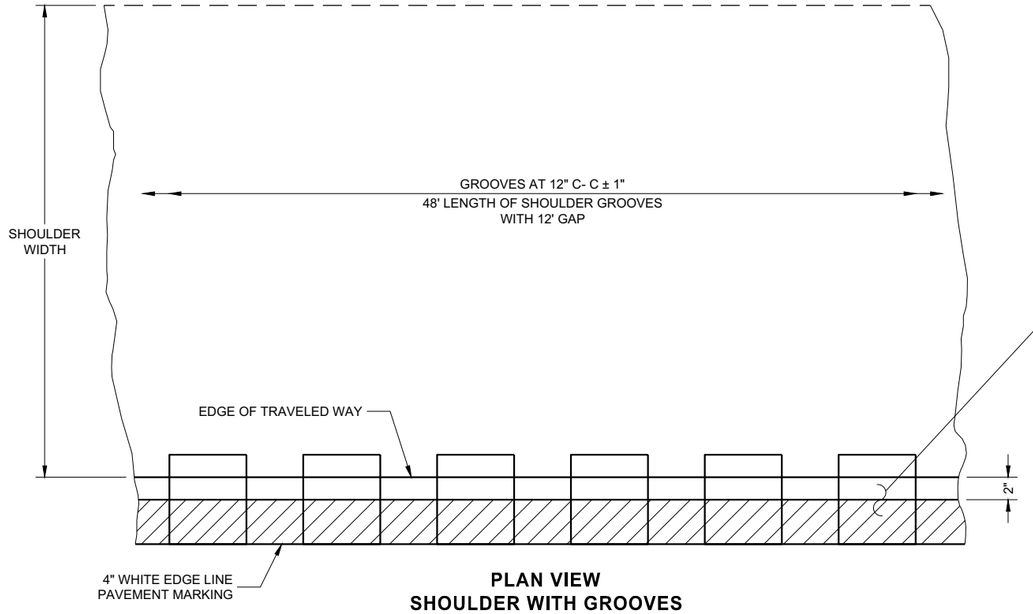


TYPE 1
2 - LANE SHOULDER RUMBLE STRIP

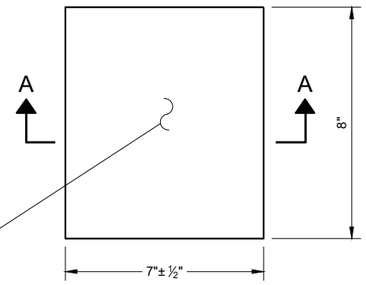


SECTION A - A

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING



PLAN VIEW
SHOULDER WITH GROOVES



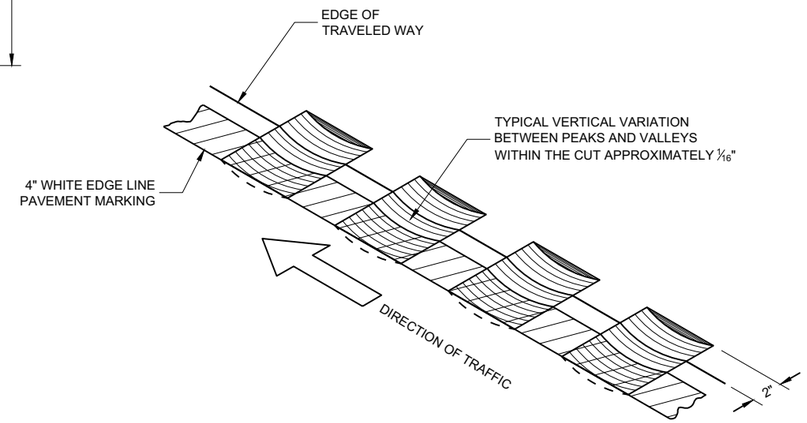
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

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

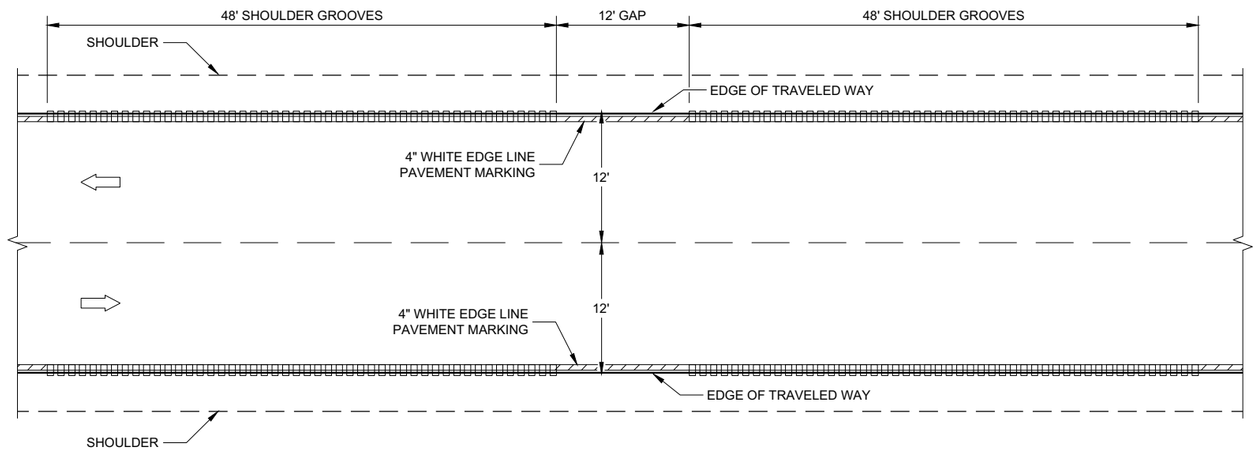
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

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

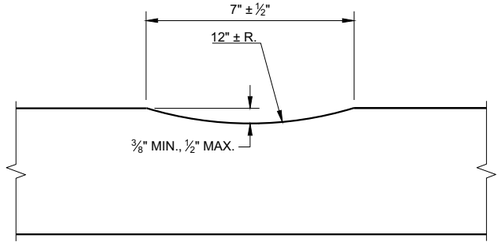


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP



TYPE 2
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - A

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

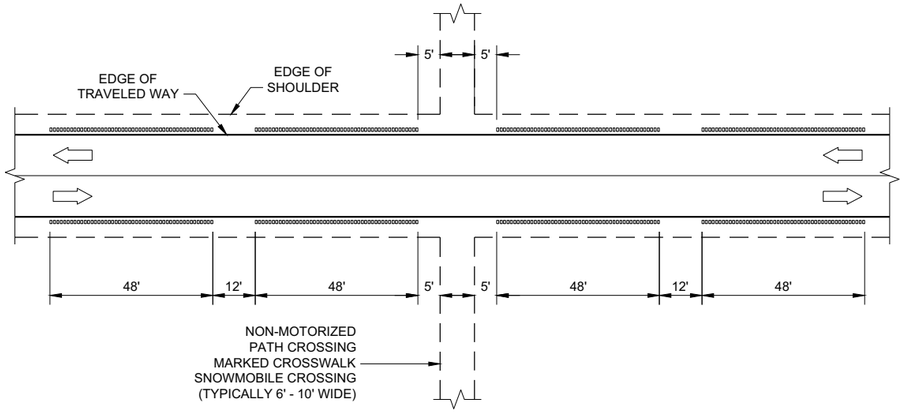
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 13A10 - 02b

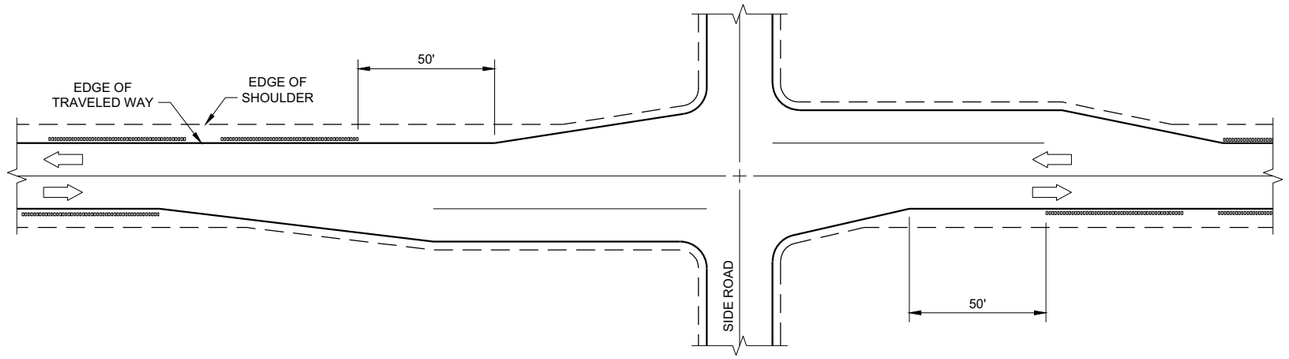
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SDD 13A10 - 02b

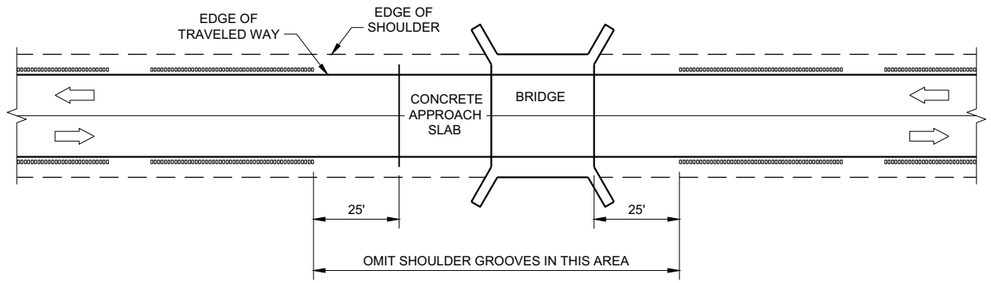
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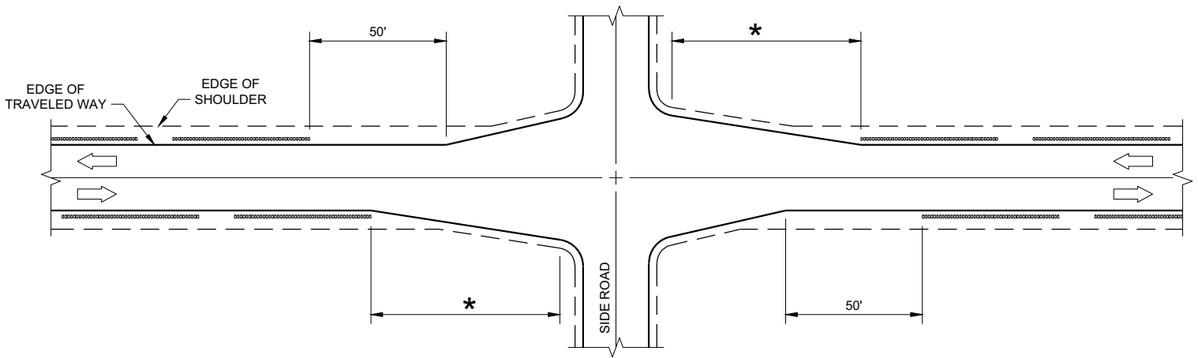
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

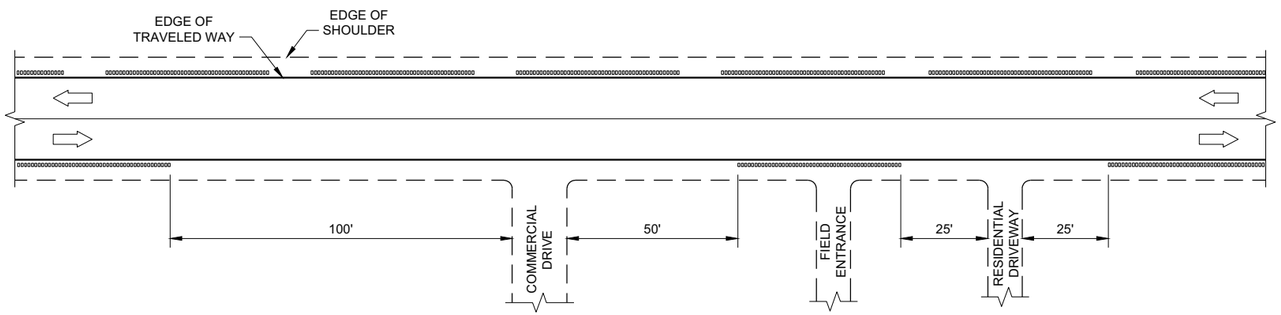


SHOULDER GROOVES AT BRIDGES



* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

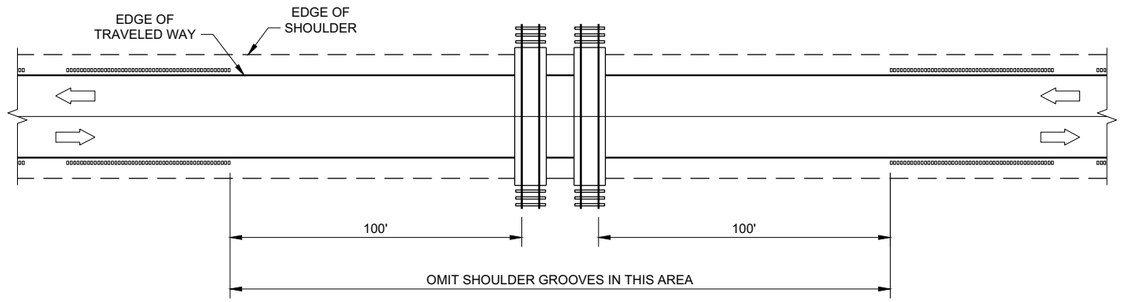
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

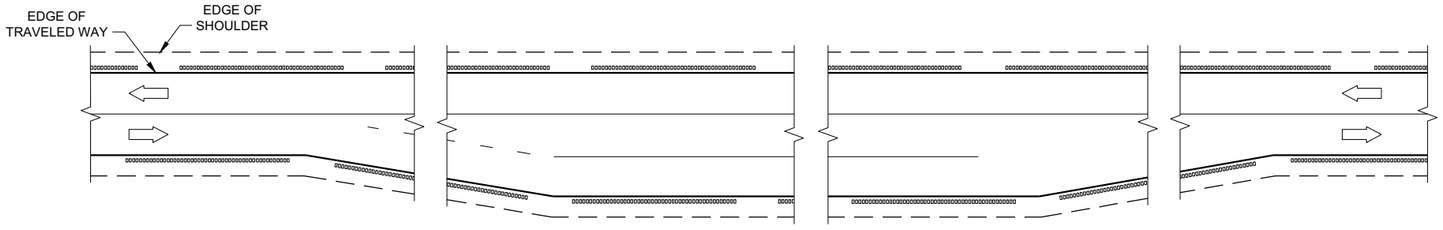
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

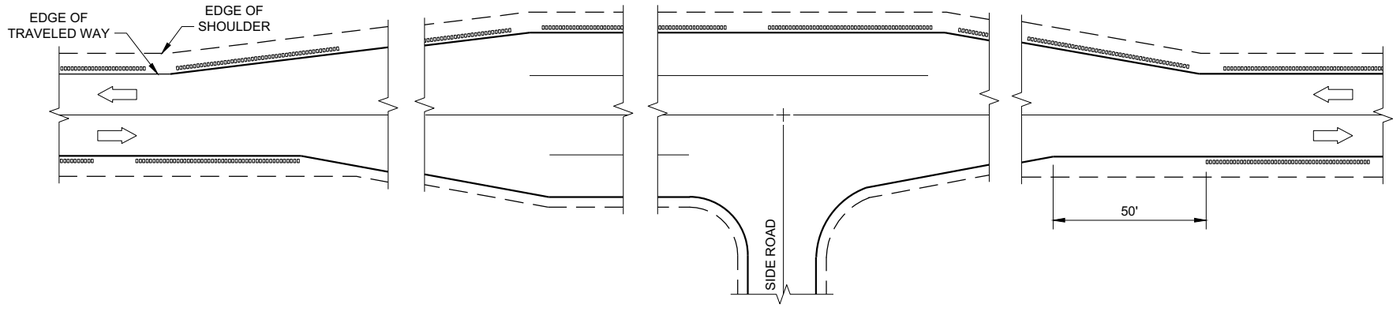
SDD 13A10 - 02c
SDD 13A10 - 02c



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

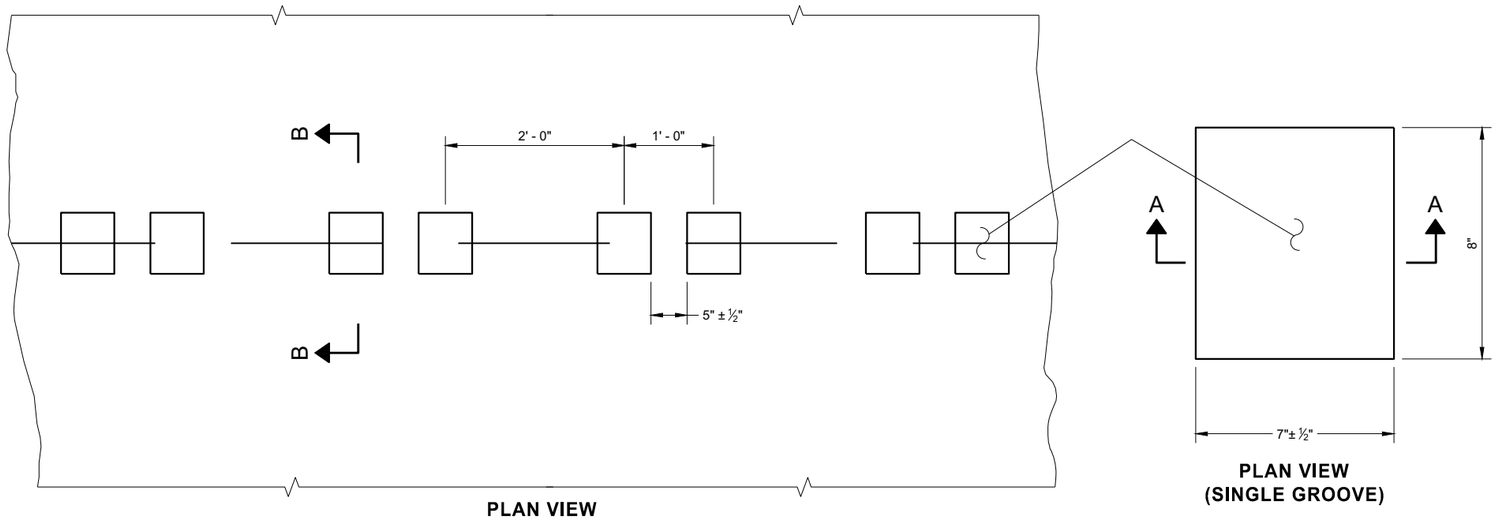
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD13A10 - 02d



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

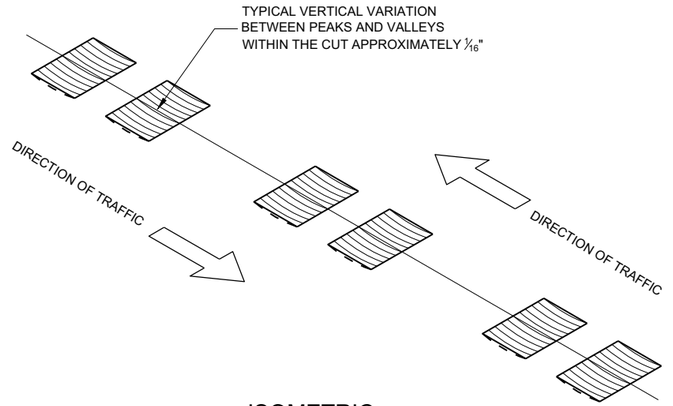
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

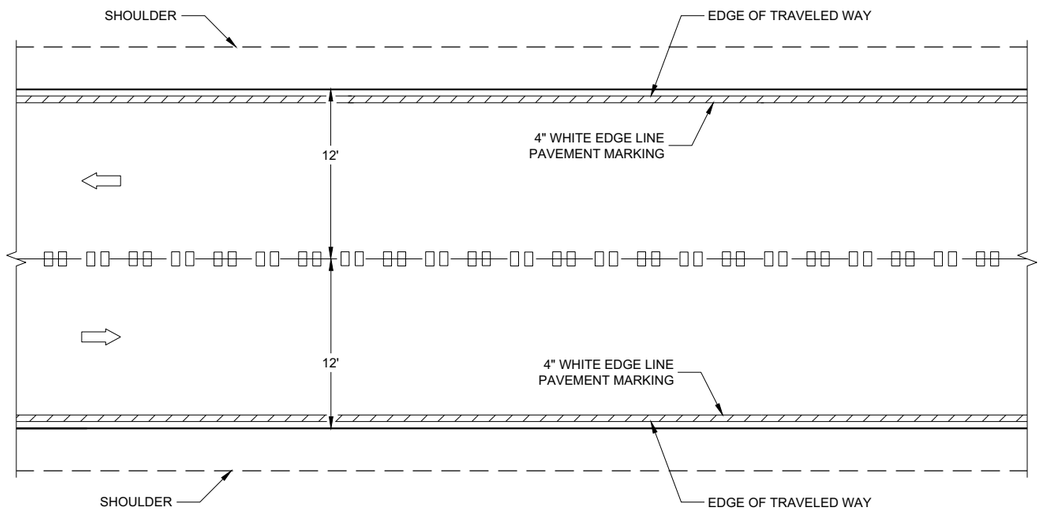
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

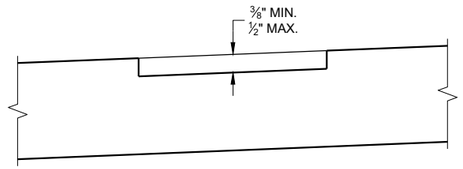
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



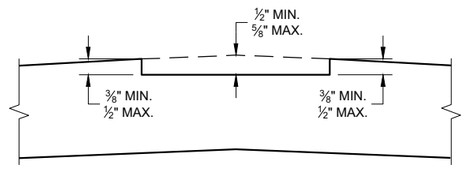
ISOMETRIC



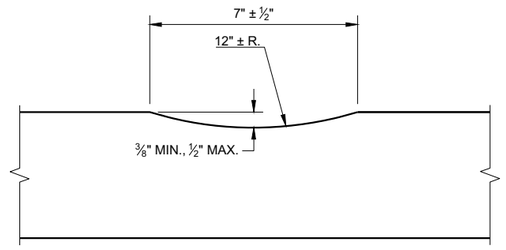
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

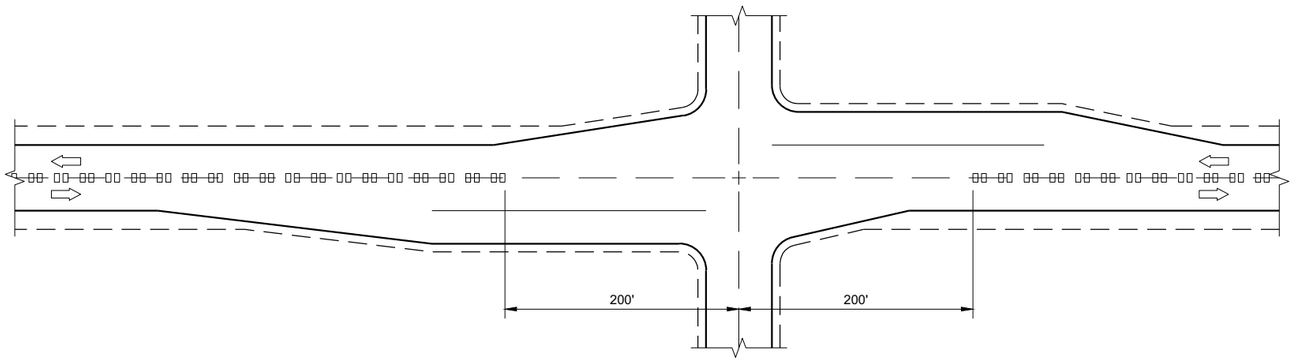
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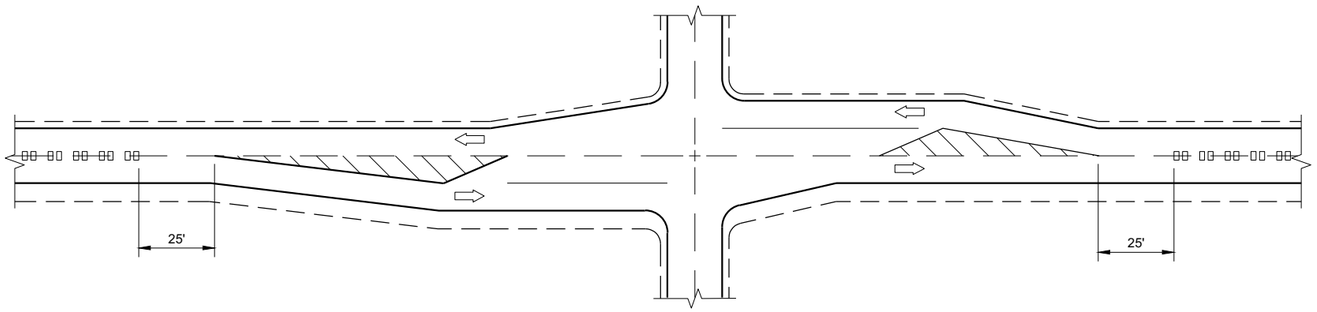
SDD 13A11 - 03a

SDD 13A11 - 03a

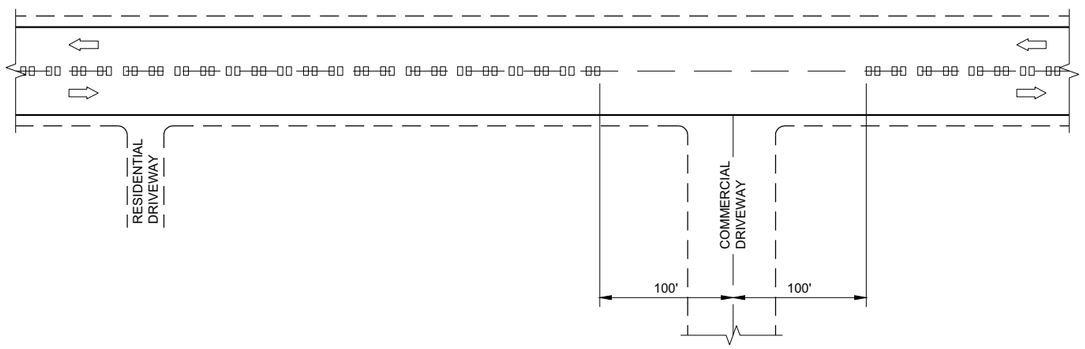
2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING



CENTERLINE GROOVES AT INTERSECTIONS



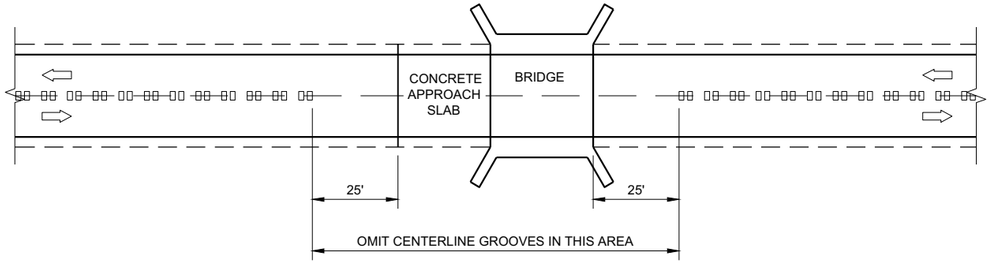
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



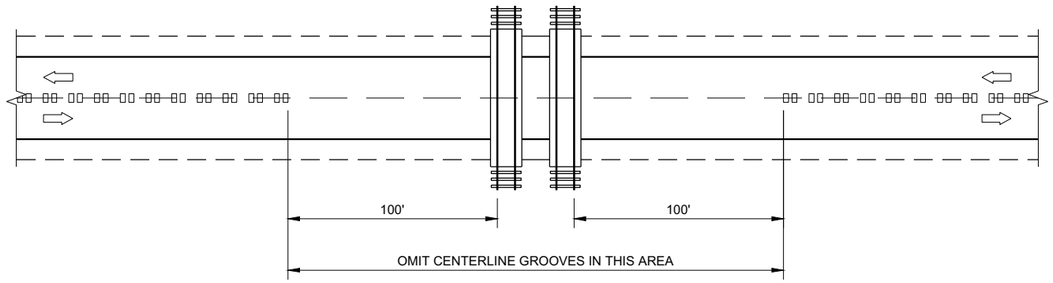
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

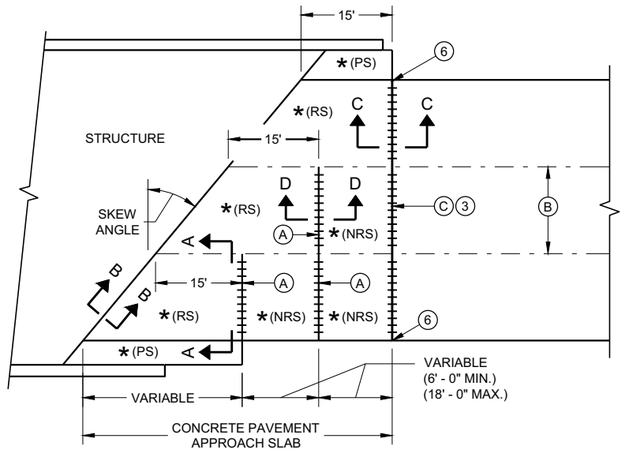
2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

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6
SDD 13A11 - 03b



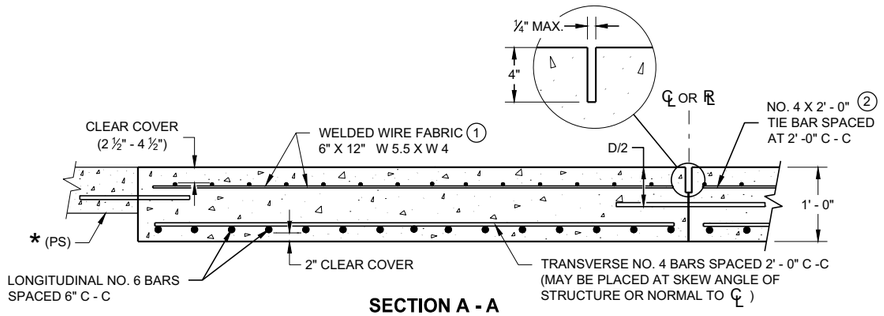
SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)

(RS) = REINFORCED CONCRETE SLAB

(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

(NRS) - NON - REINFORCED CONCRETE SLAB

*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

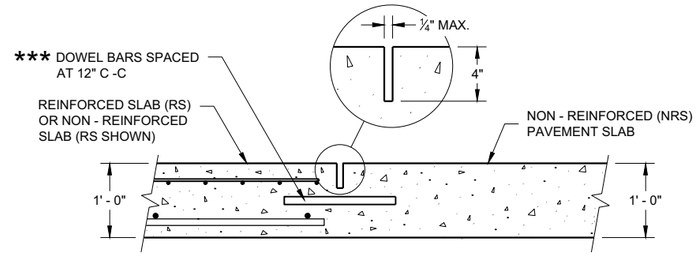
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

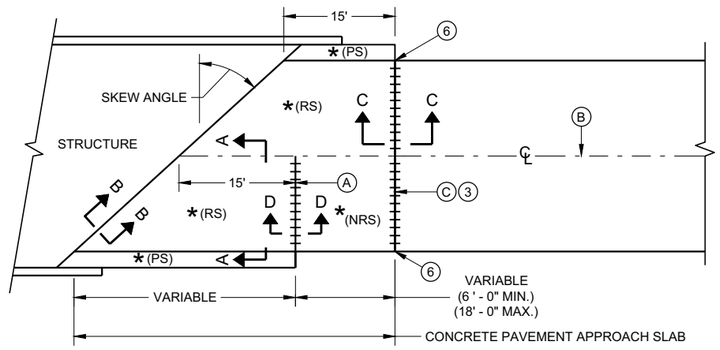
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .

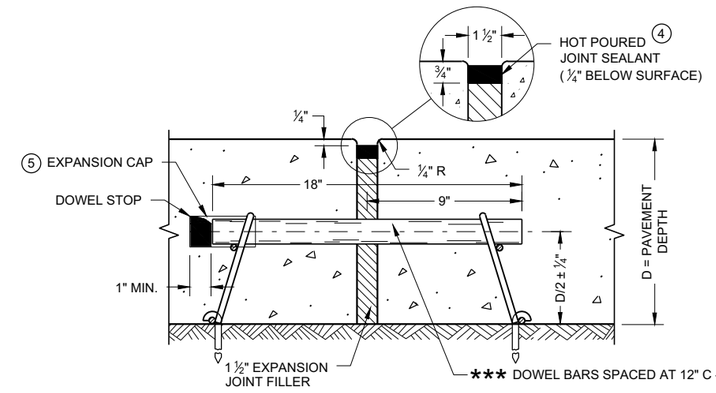


SECTION D - D
CONTRACTION JOINT

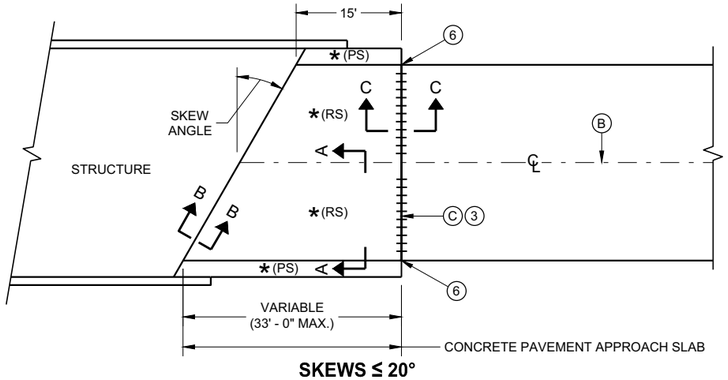


SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')

SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT

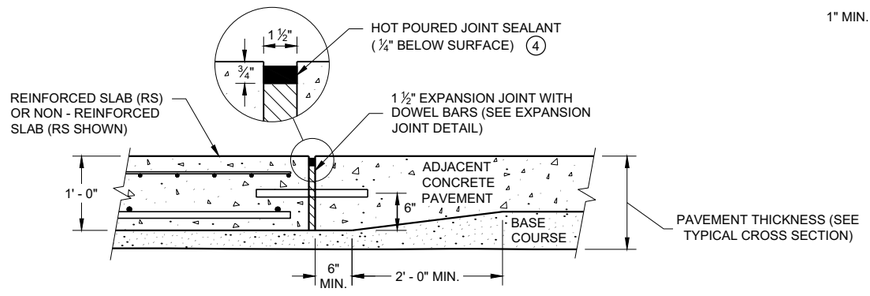


EXPANSION JOINT DETAIL



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

APPROACH SLAB AND ADJACENT PAVEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

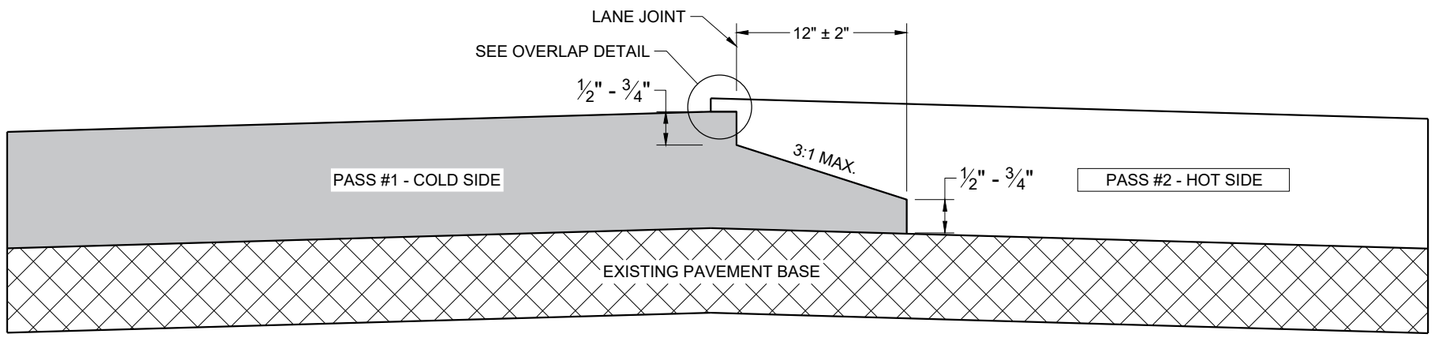
APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVIS

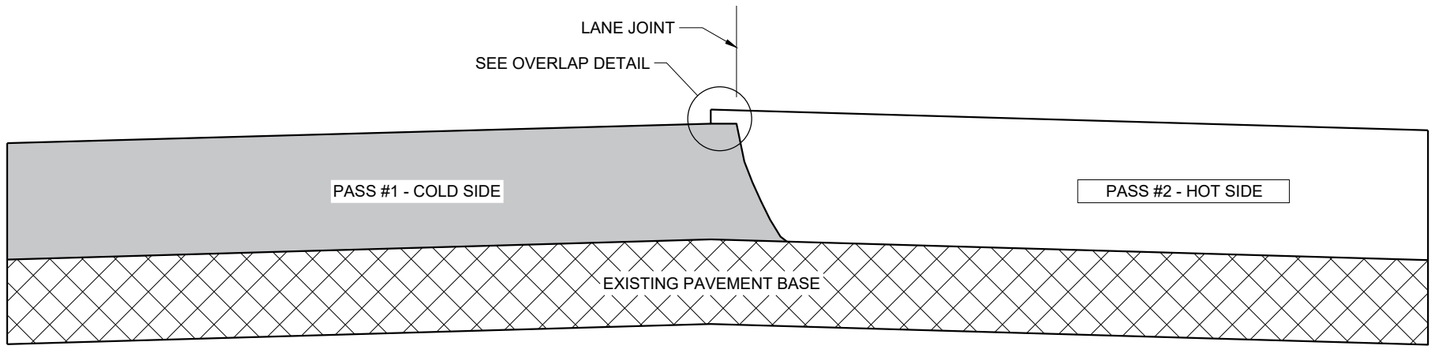
FHWA

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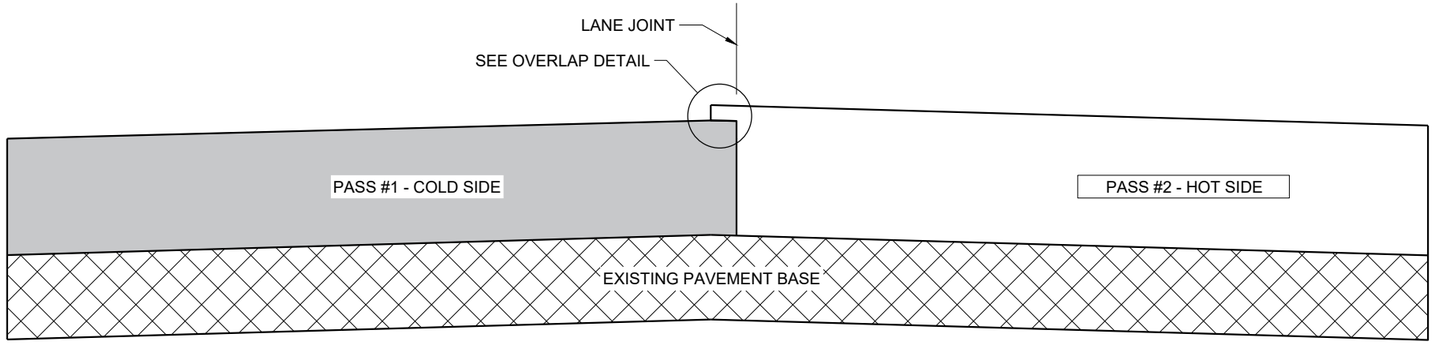
SDD 13B02 - 09a



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

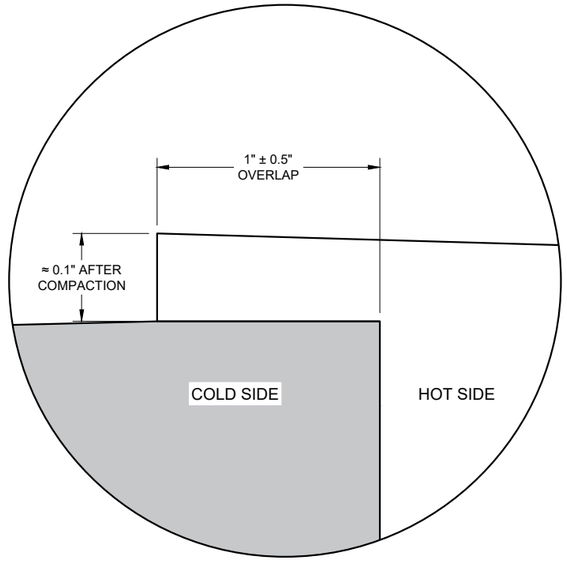
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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.

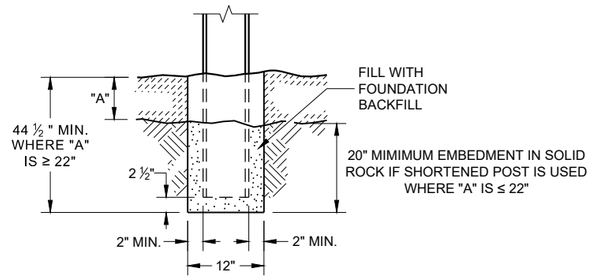
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

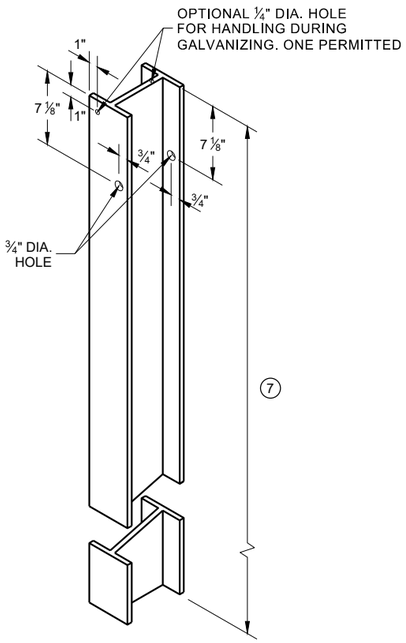
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

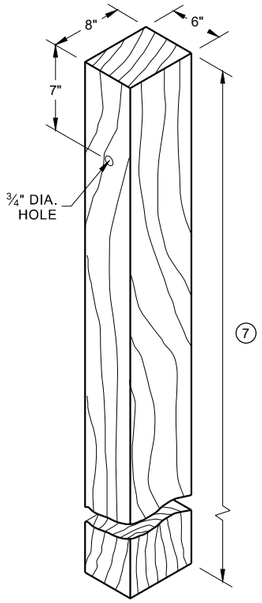
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



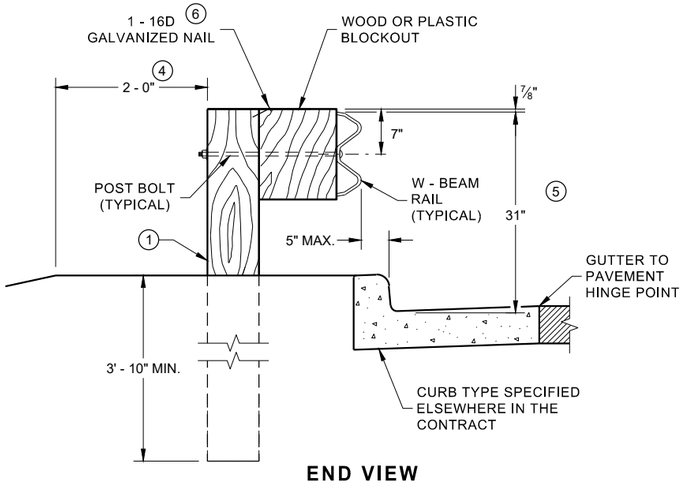
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



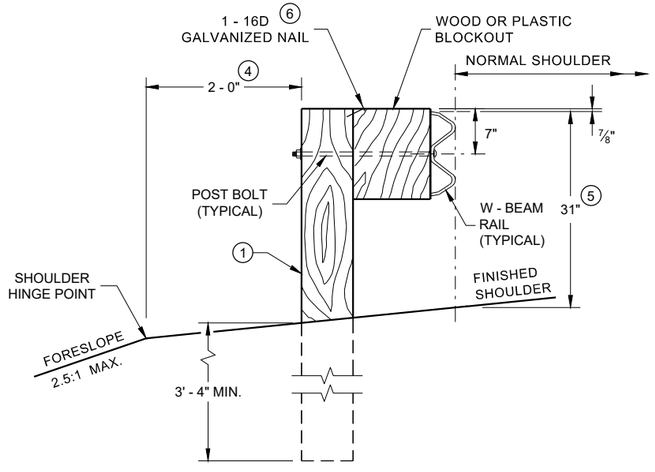
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



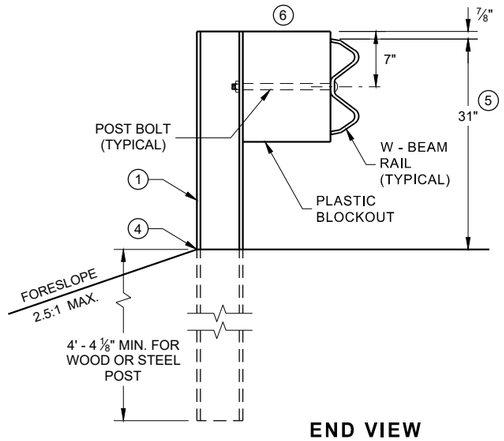
WOOD POST (6" X 8") NOMINAL (1)



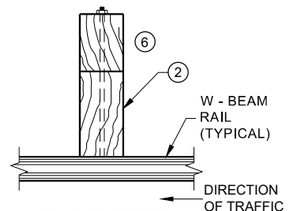
END VIEW
LOCATED ALONG A CURBED ROADWAY



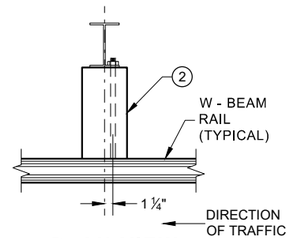
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



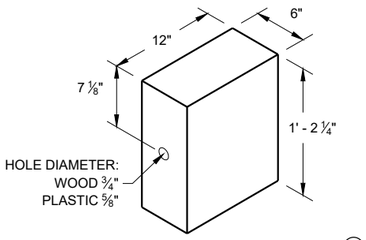
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

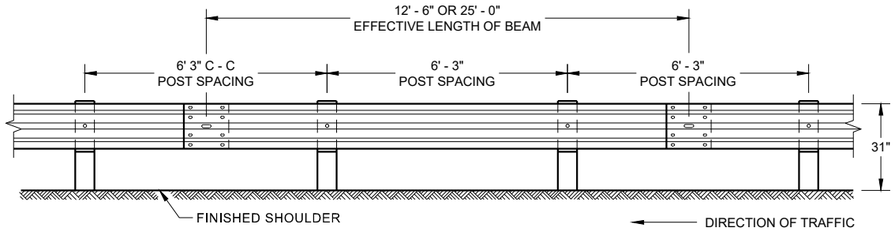
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

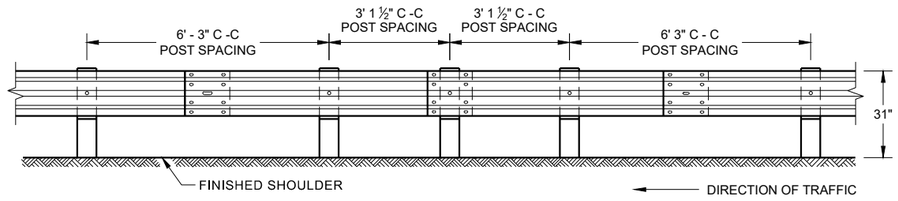
SDD 14B42 - 07a

6

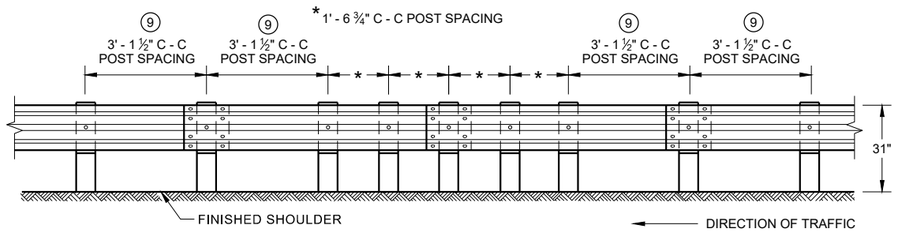
SDD 14B42 - 07a



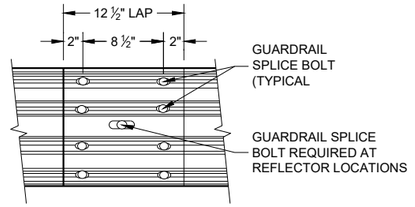
FRONT VIEW
POST SPACING STANDARD INSTALLATION



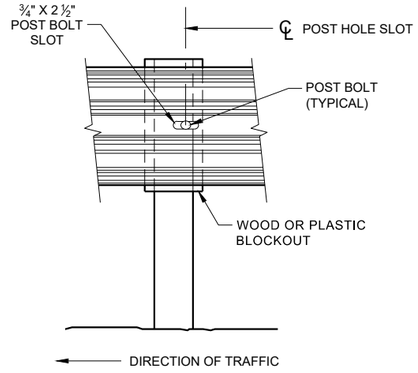
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



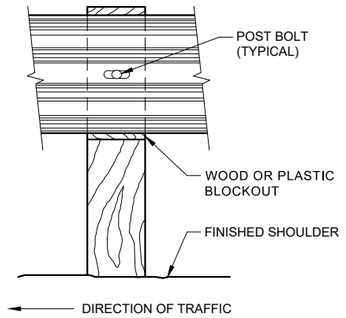
FRONT VIEW
QUARTER POST SPACING (QS)



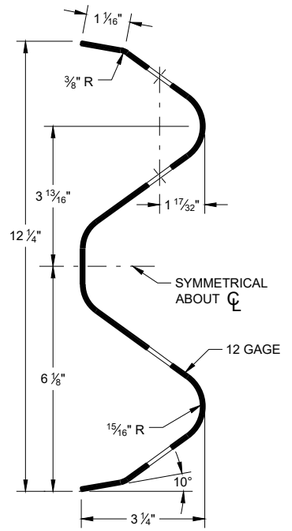
FRONT VIEW
MID-SPAN BEAM SPLICE



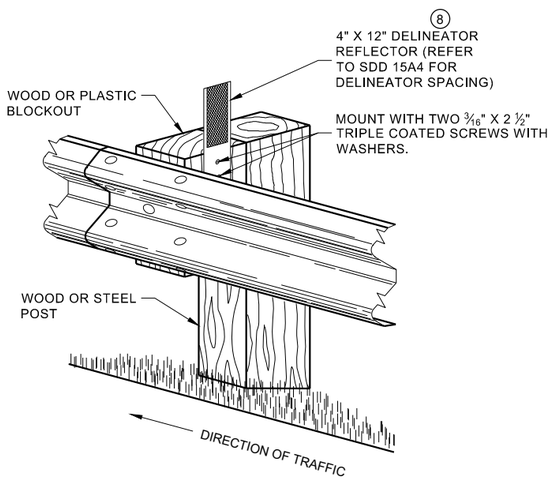
FRONT VIEW AT STEEL POST



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.

6

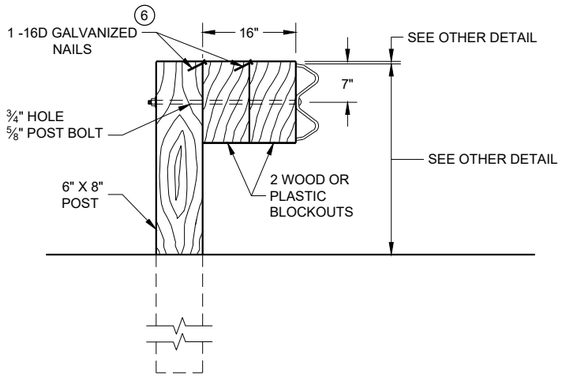
SDD 14B42 - 07b

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

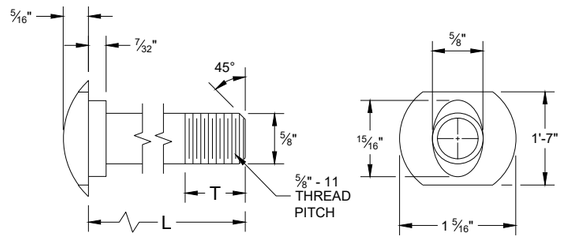


DETAIL FOR 16" BLOCKOUT DEPTH

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

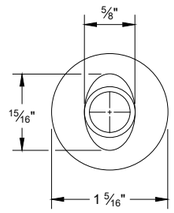
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

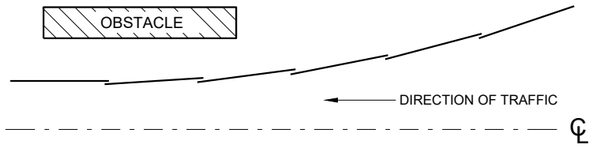


POST BOLT TABLE

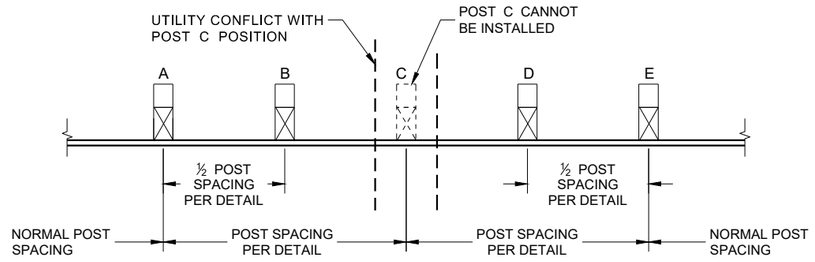
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



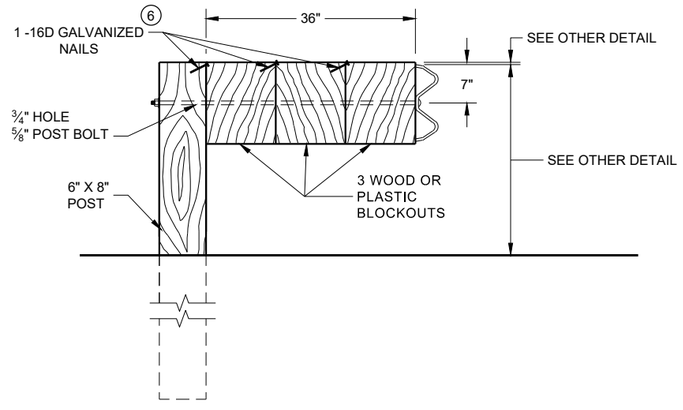
ALTERNATE BOLT HEAD



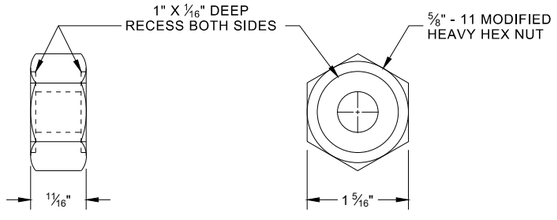
PLAN VIEW
BEAM LAPPING DETAIL



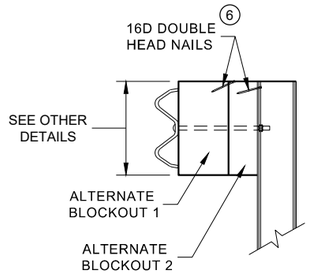
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



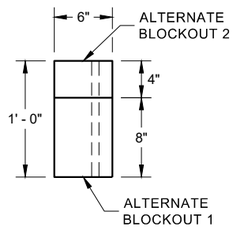
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

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

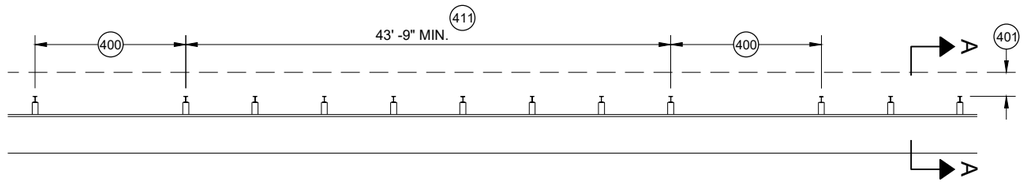
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

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

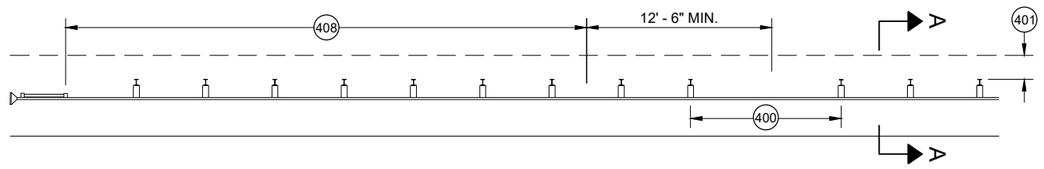
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

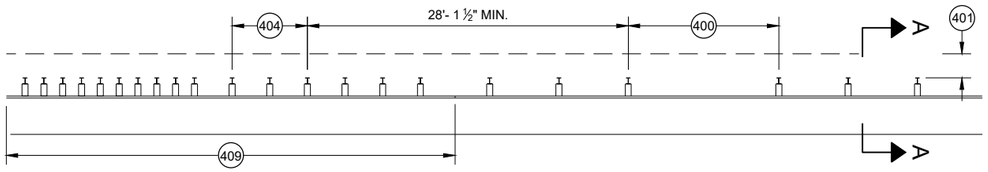
SDD 14B42 - 07c



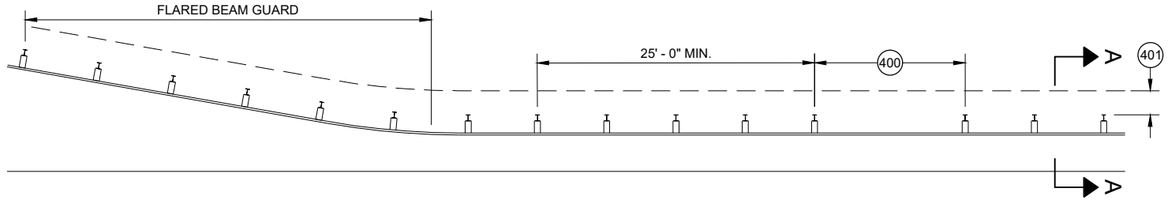
MISSING POST IN MGS GUARDRAIL



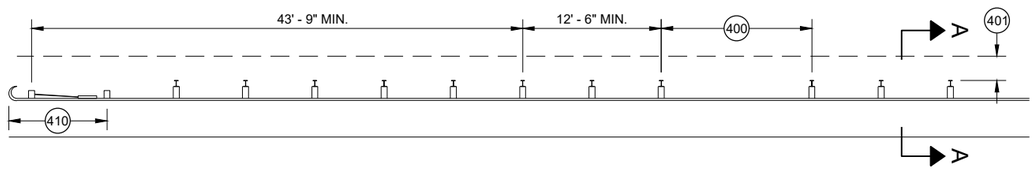
MISSING POST IN MGS GUARDRAIL NEAR EAT



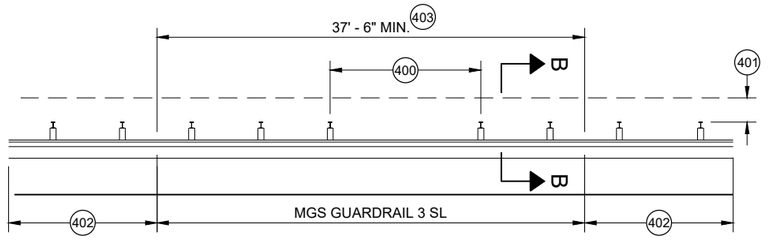
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

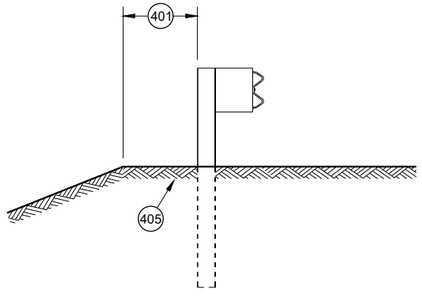


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

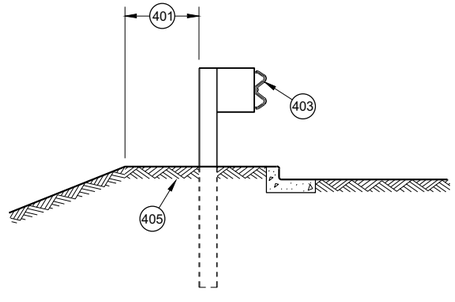


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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.

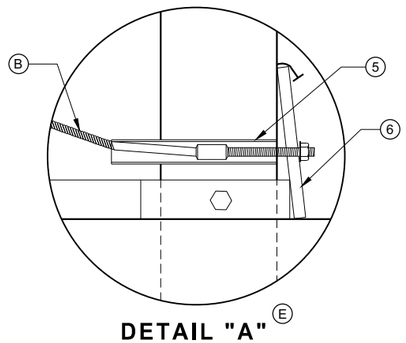
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

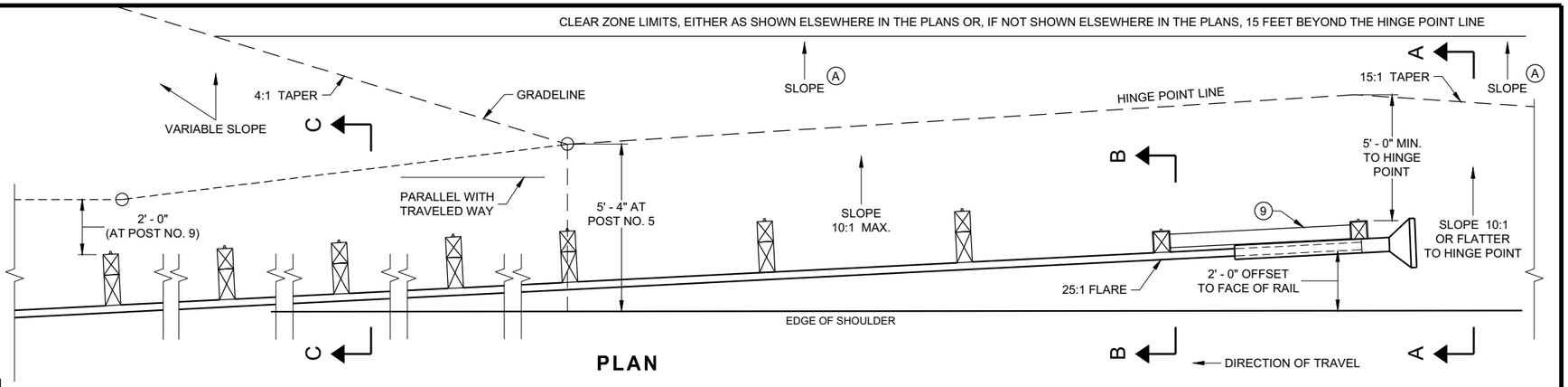
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

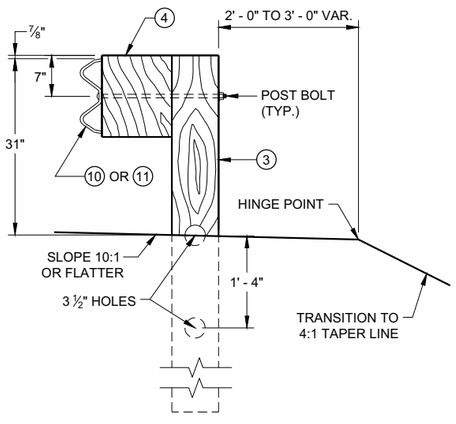
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

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.

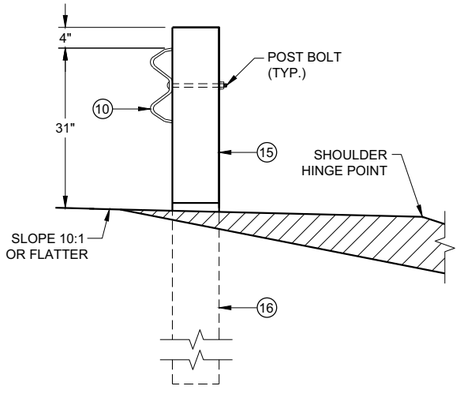


DETAIL "A" (E)

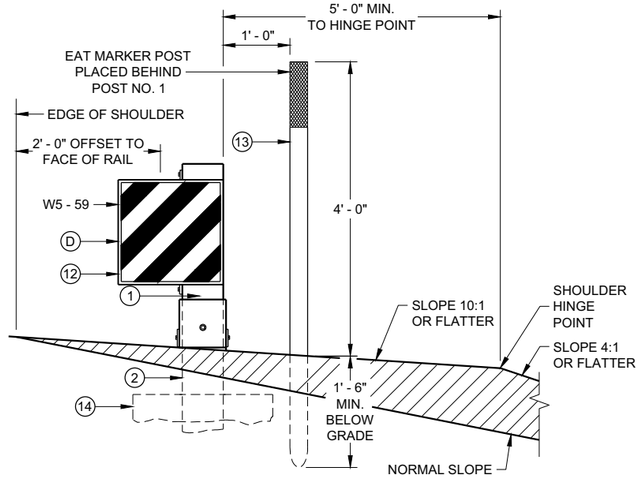




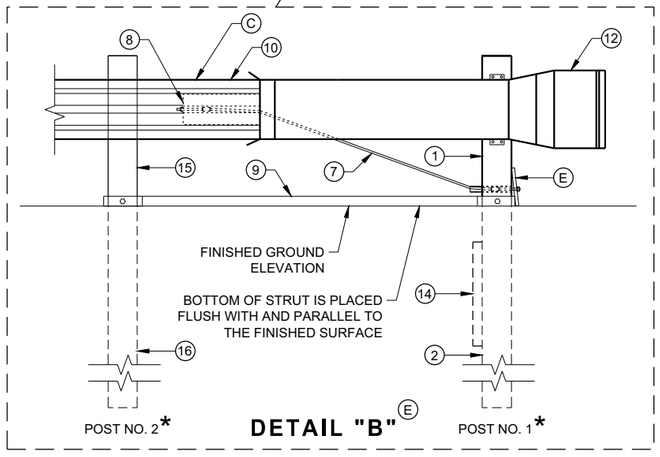
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



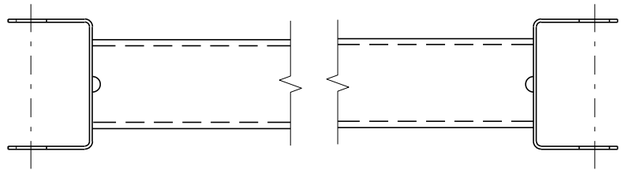
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

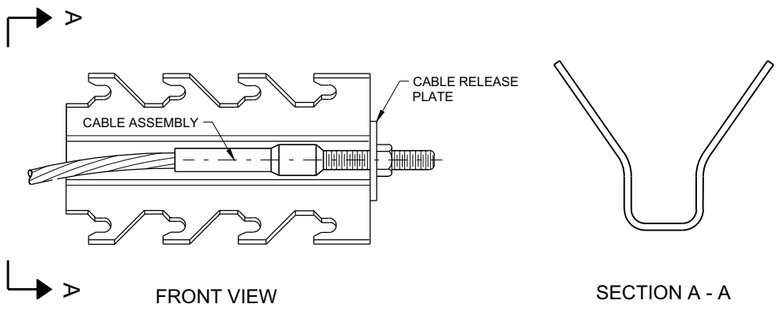
SDD 14B44 - 04a



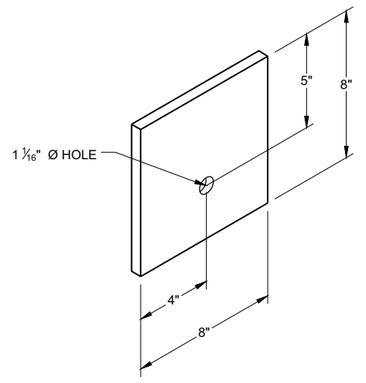
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

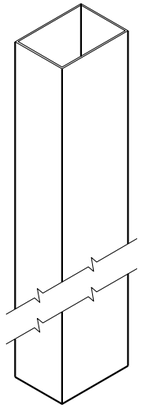
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SDD 14B44 - 04b

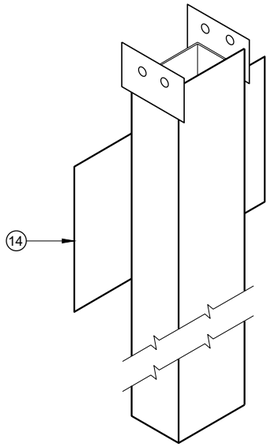
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

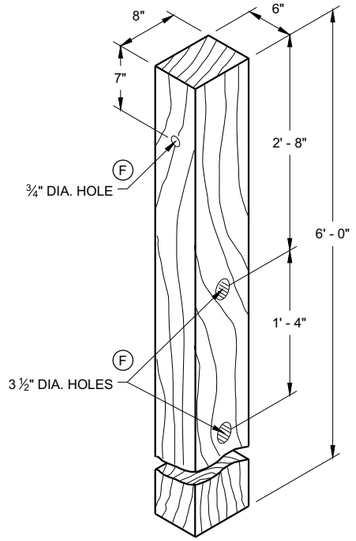
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



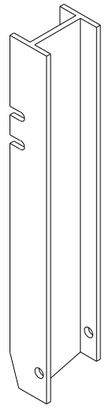
UPPER POST NO. 1 (1) (E)



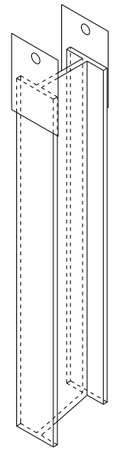
LOWER POST NO. 1 (2) (E)



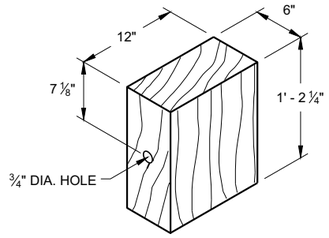
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



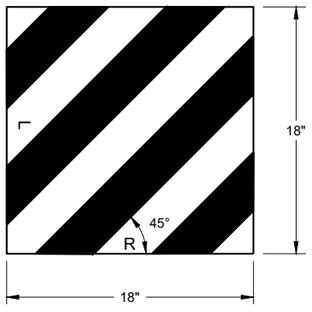
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

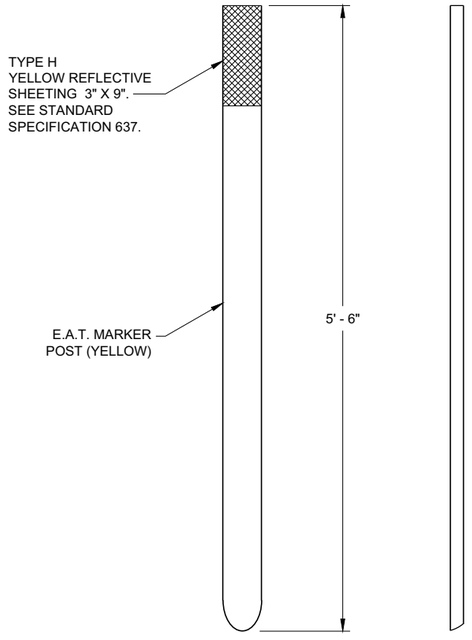


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



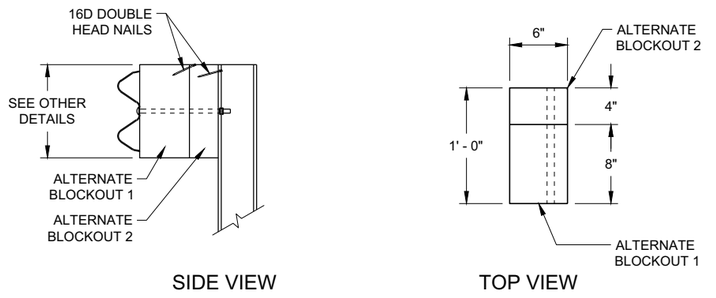
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

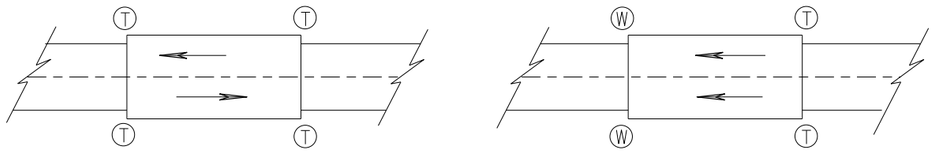
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

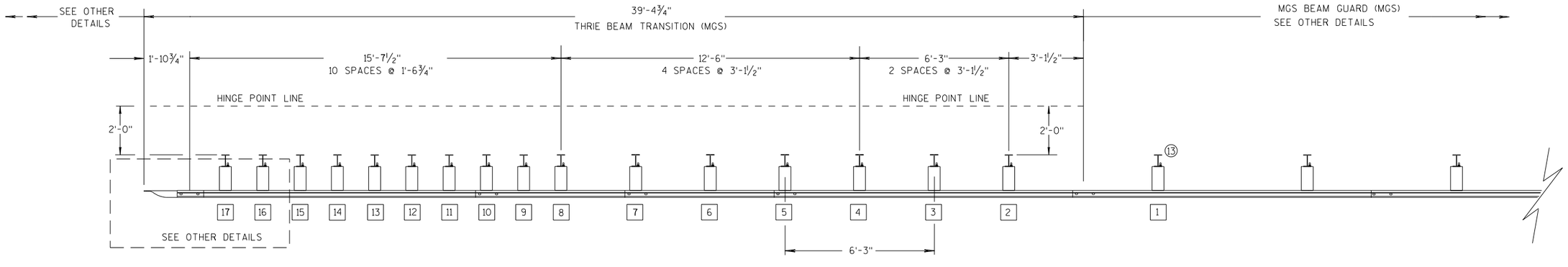
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

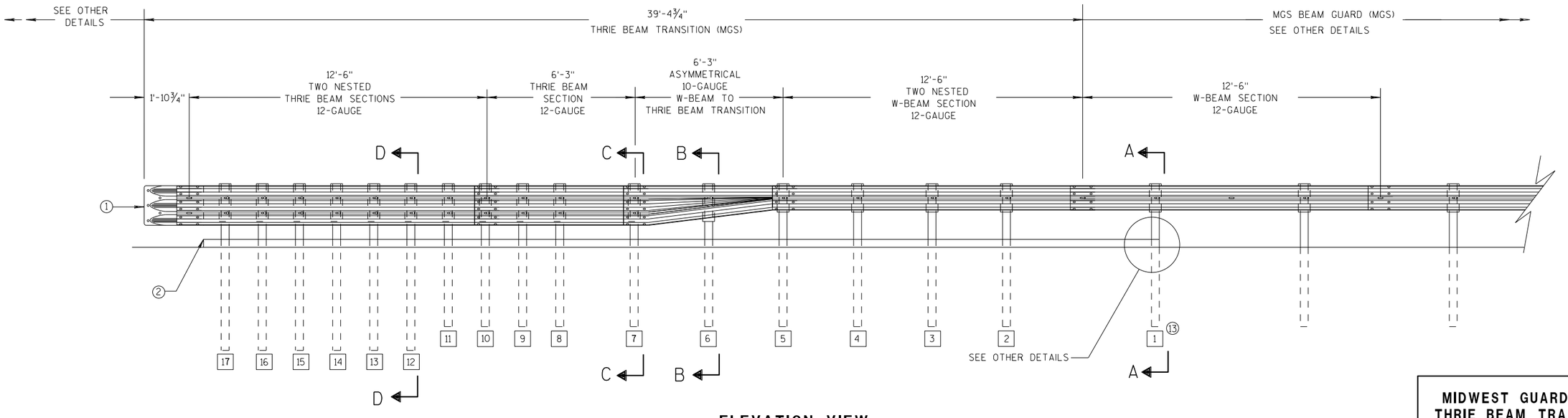
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

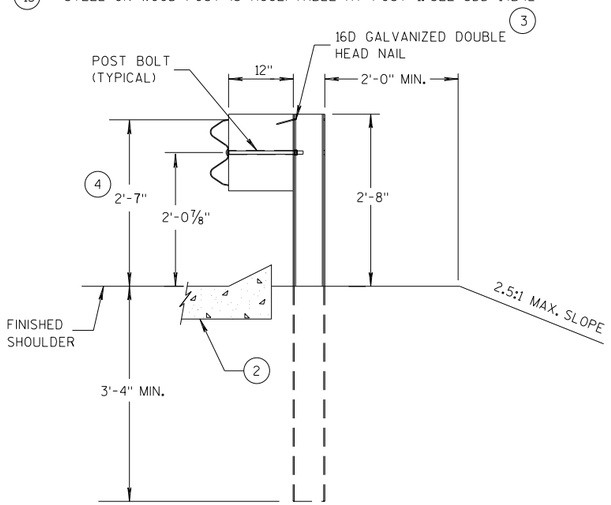
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

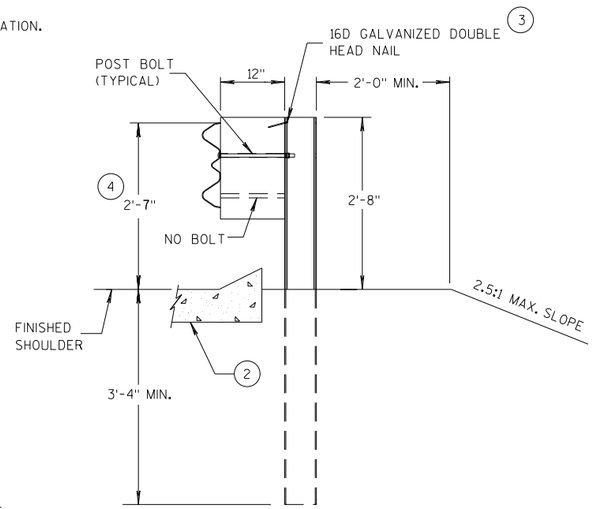
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



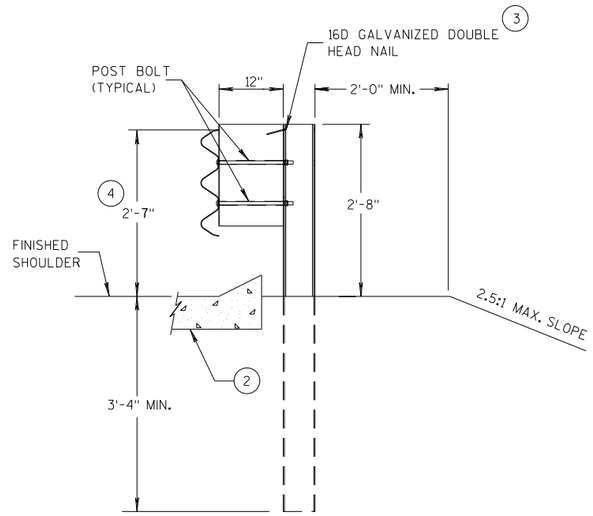
SECTION A-A (13)

POSTS 1-5



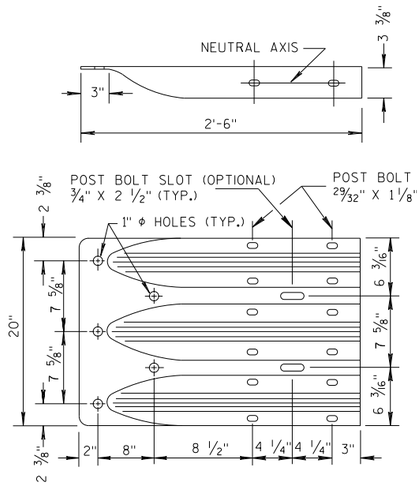
SECTION B-B

POST 6

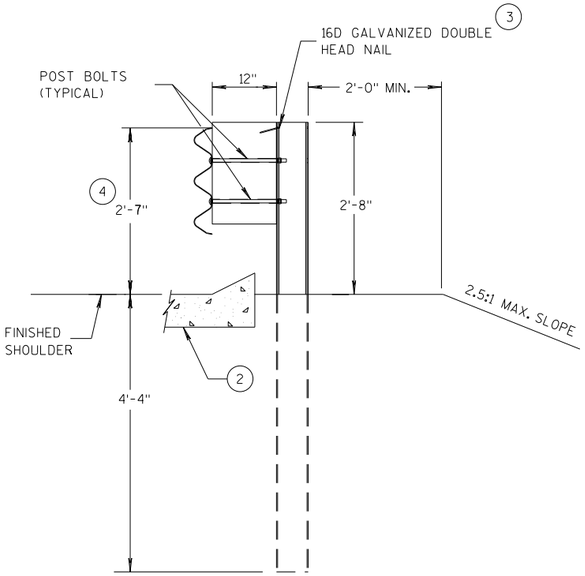


SECTION C-C

POSTS 7-11

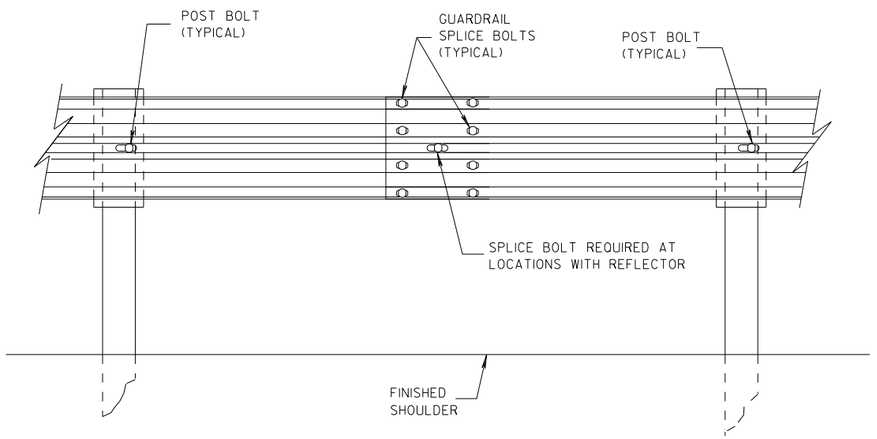


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

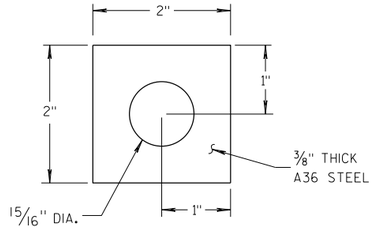
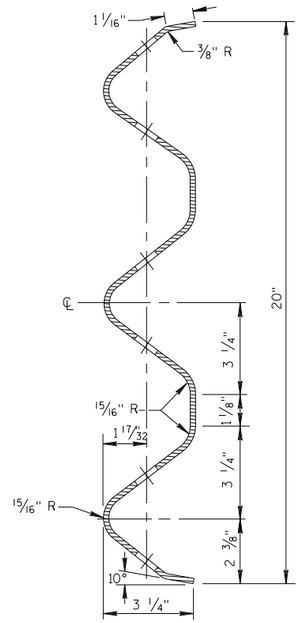


PLATE WASHER DETAIL



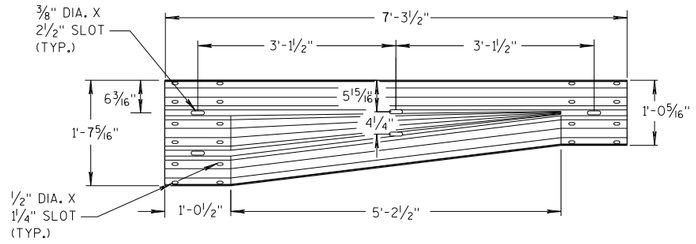
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

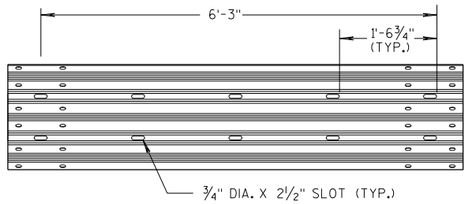
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

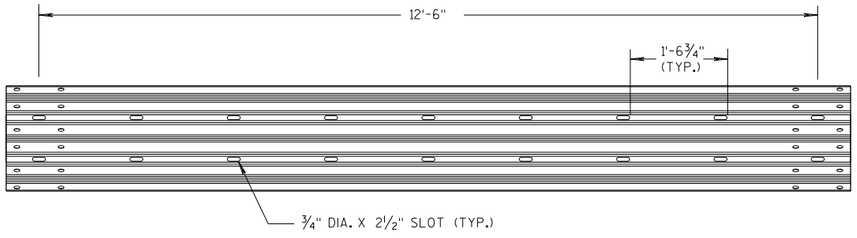
S.D.D. 14 B 45-5b



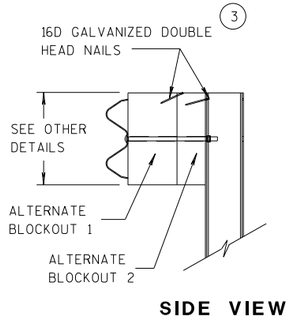
W-BEAM TO THRIE BEAM TRANSITION SECTION



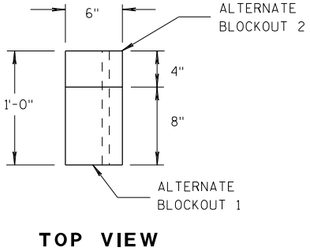
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

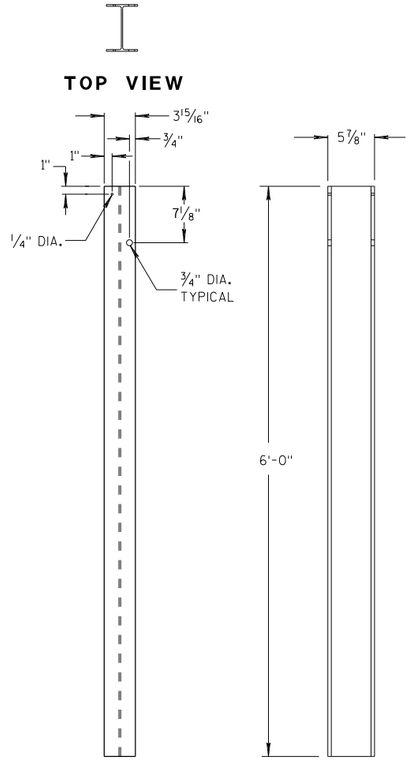


SIDE VIEW

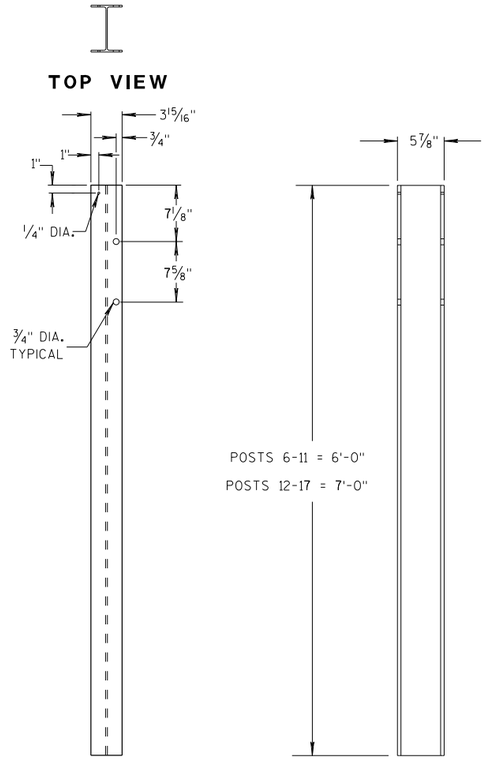


TOP VIEW

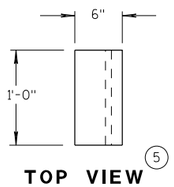
ALTERNATE WOOD BLOCKOUT DETAIL



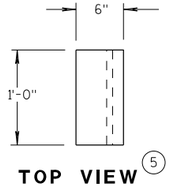
STEEL POSTS 1-5 (13)



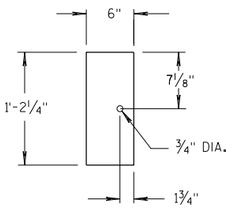
STEEL POSTS 6-17



TOP VIEW (5)

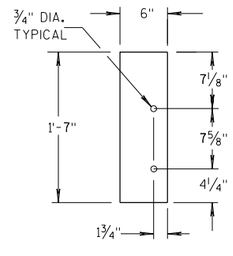


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

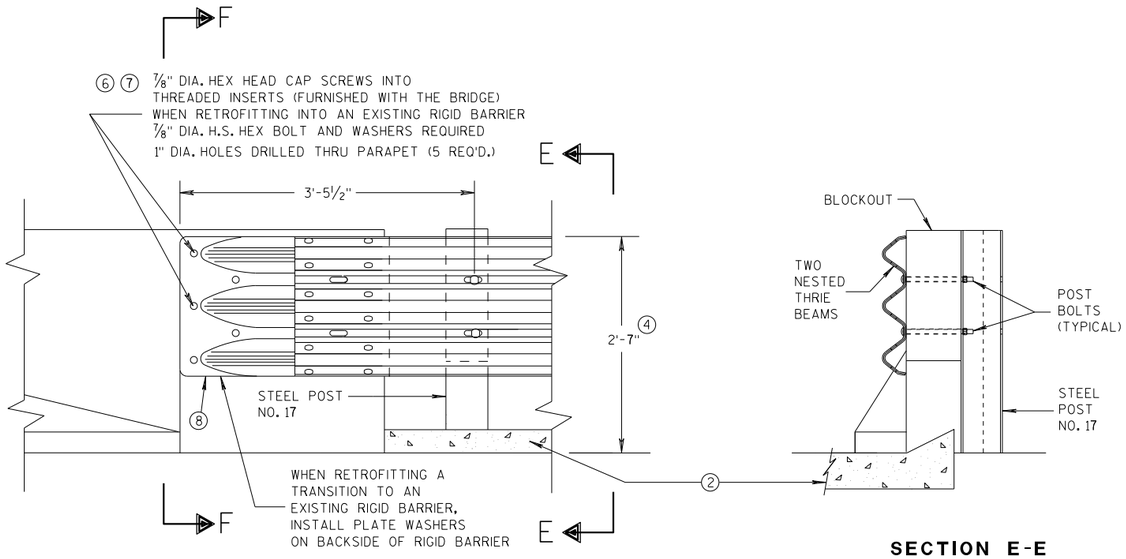
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

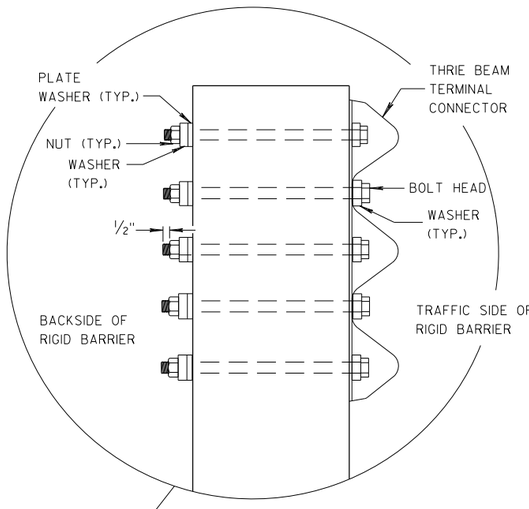
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

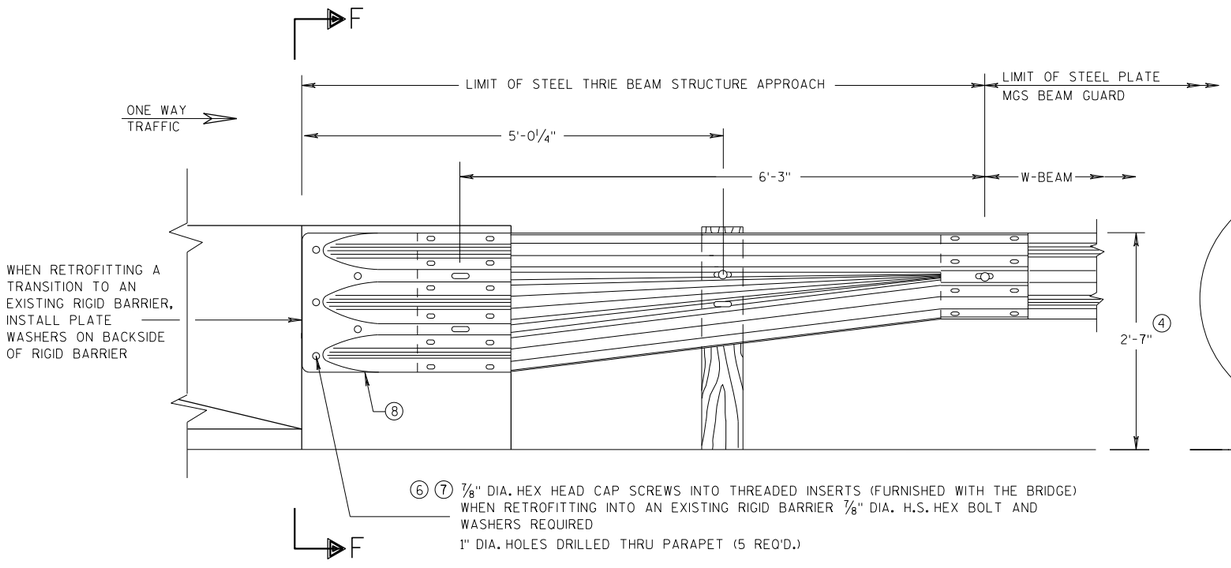
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

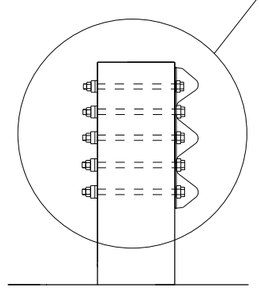
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

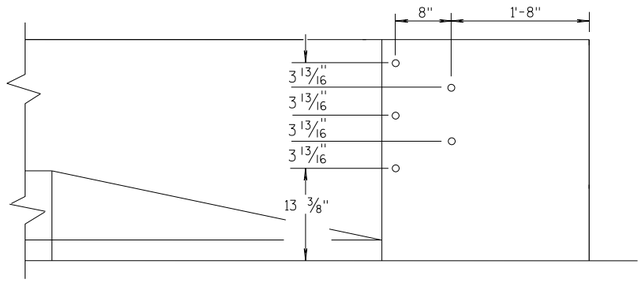




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

6

S.D.D. 14 B 45-5d

6

S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

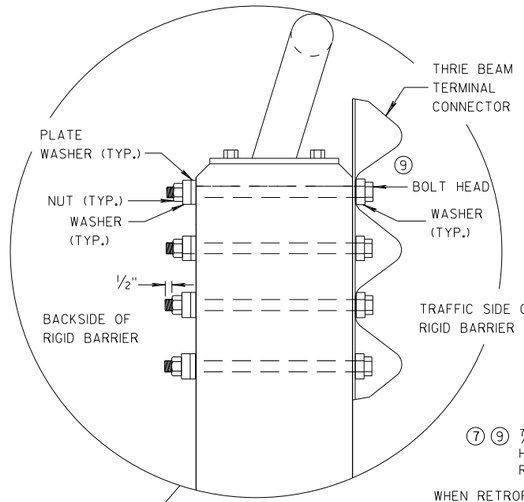
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

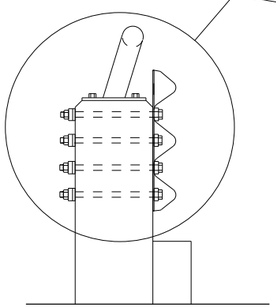
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

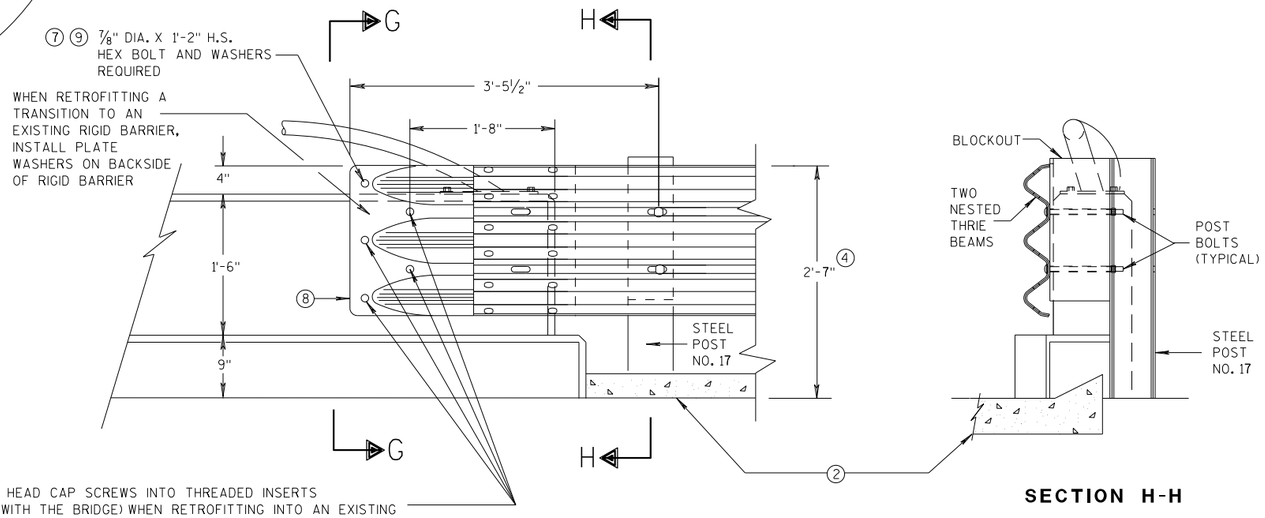
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





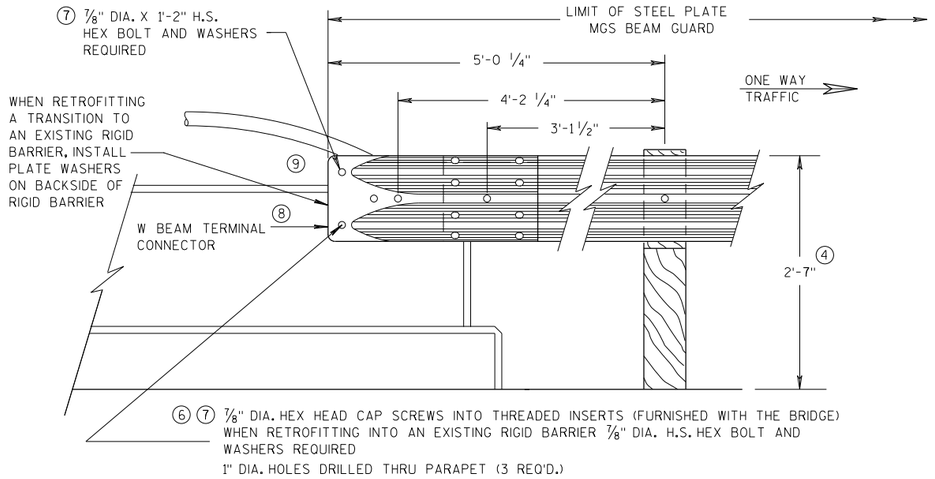
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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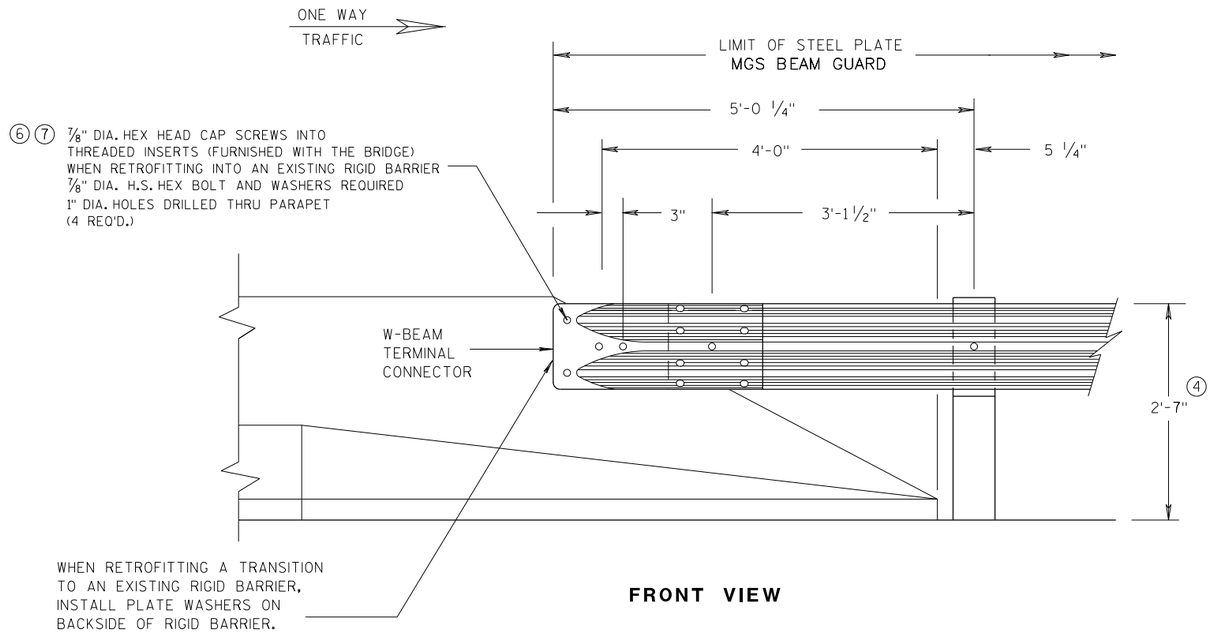
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS NT

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S.D.D. 14 B 45-5e

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S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

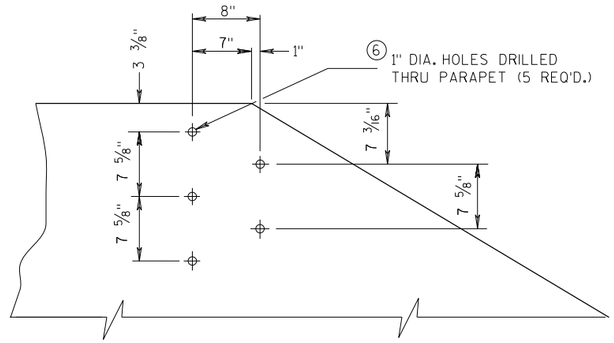
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

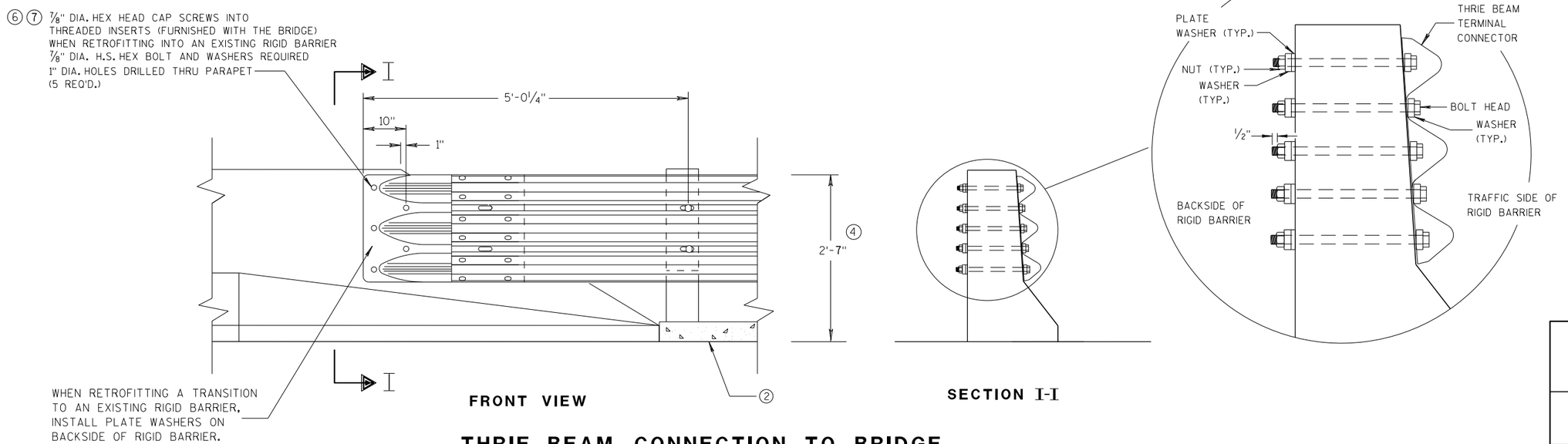
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW

SECTION I-I

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

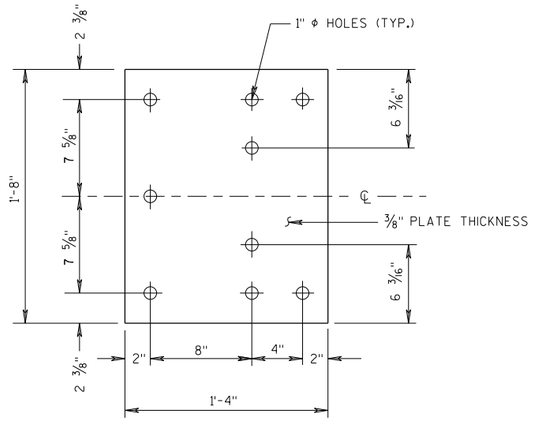
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FHWA

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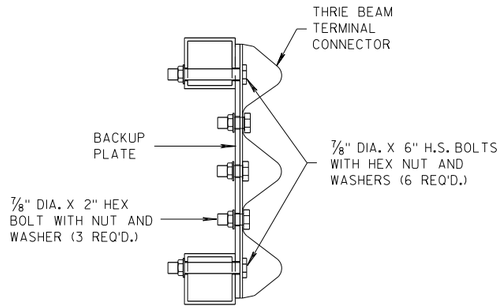
S.D.D. 14 B 45-5f

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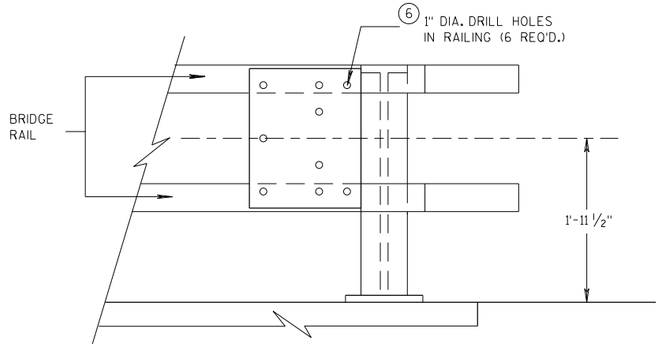
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

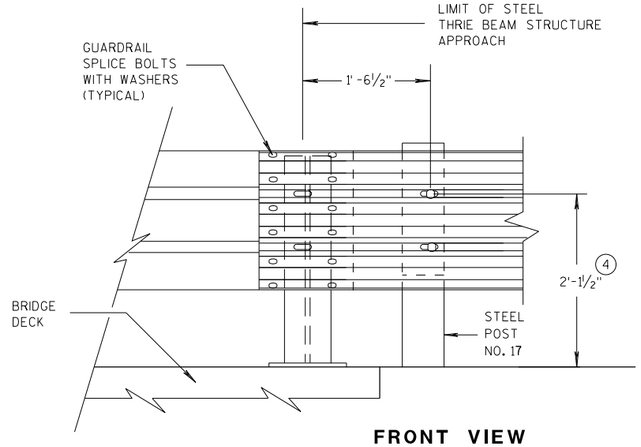


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

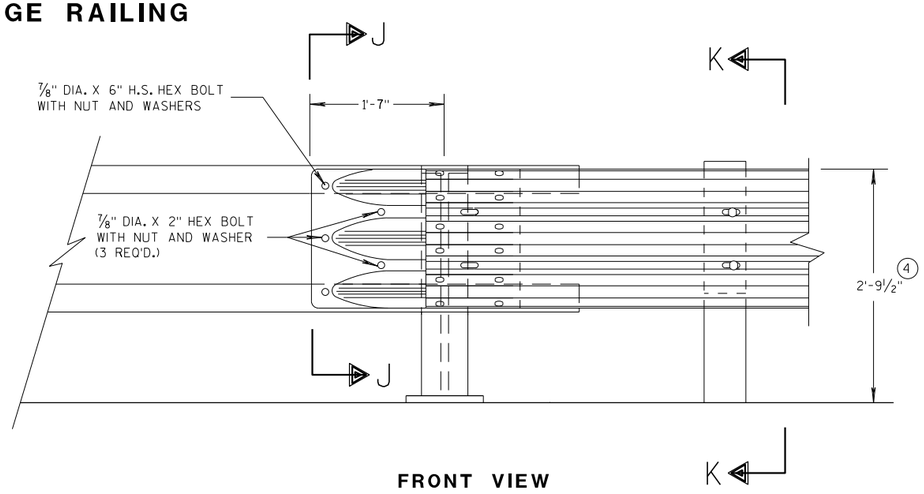
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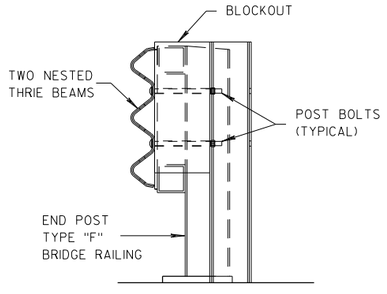


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE
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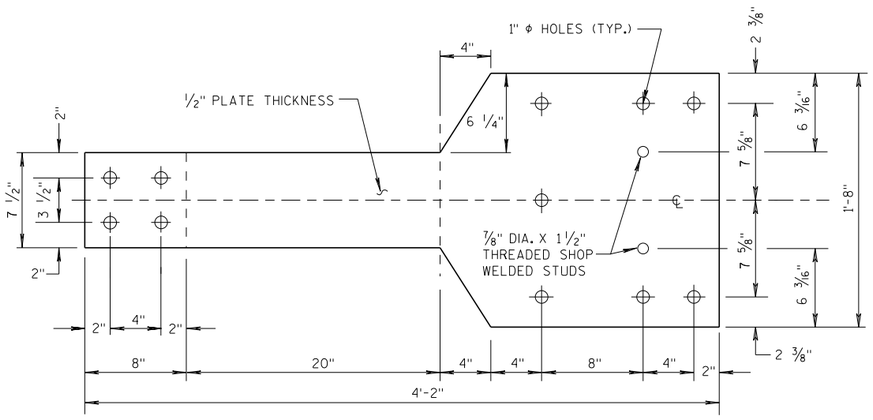
S.D.D. 14 B 45-5g

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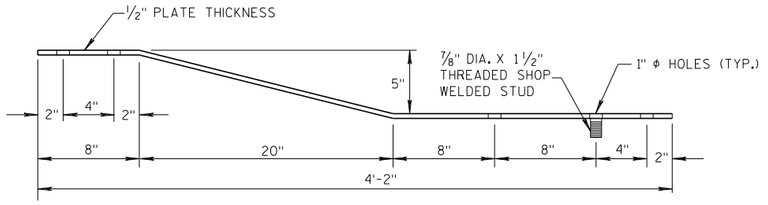
S.D.D. 14 B 45-5g

GENERAL NOTES

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

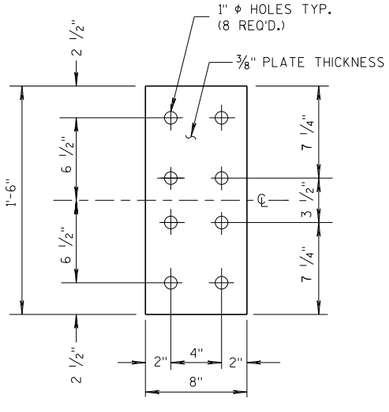


FRONT VIEW



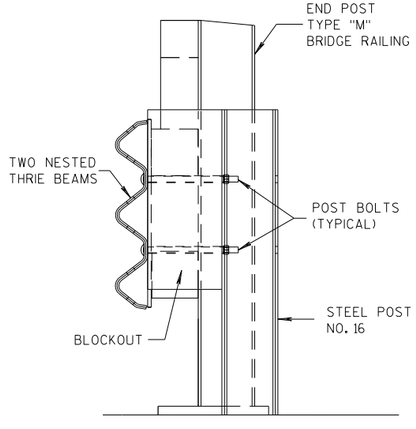
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

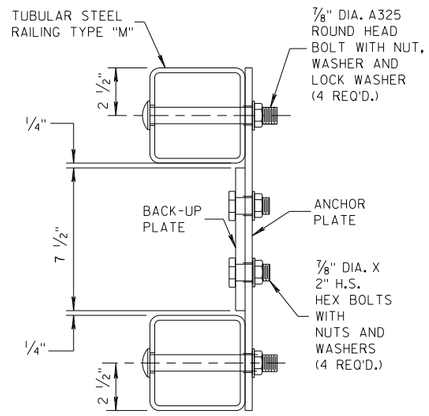


FRONT VIEW

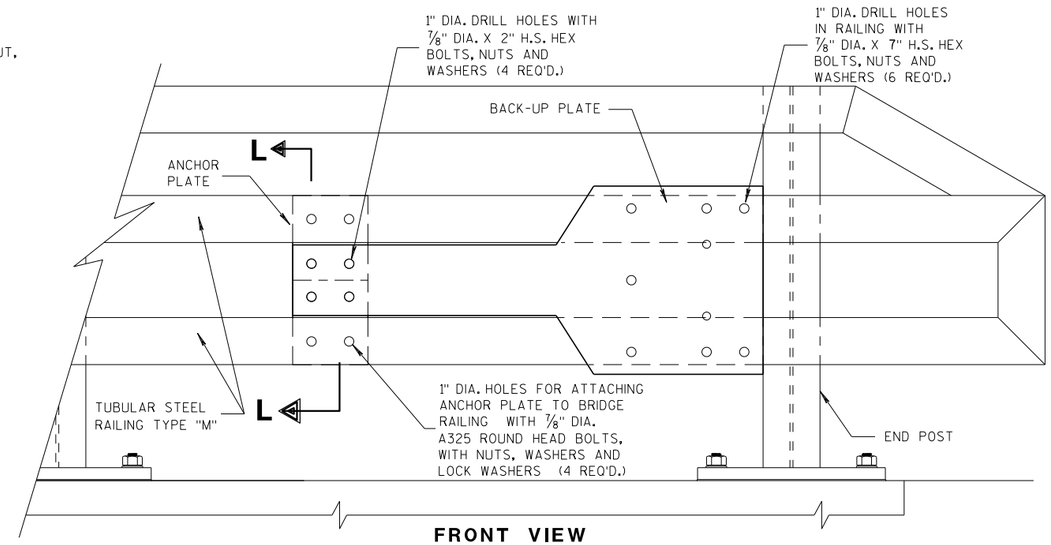
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

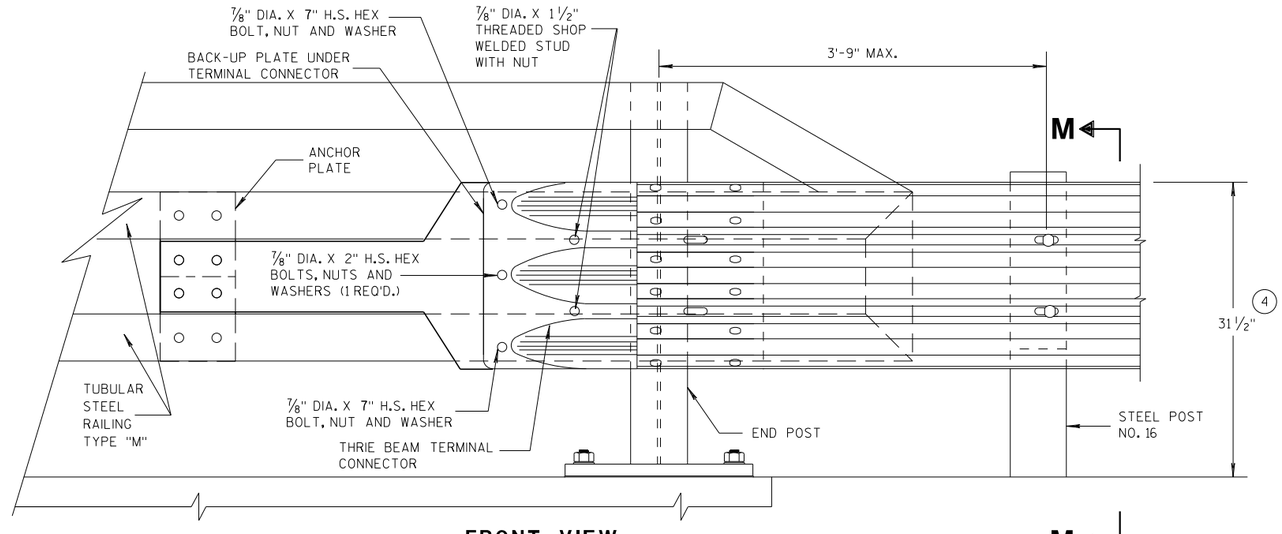


SECTION L-L

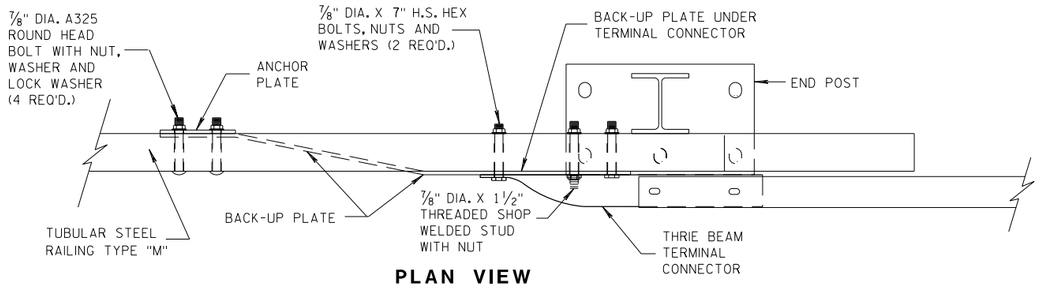


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
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S.D.D. 14 B 45-5h

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

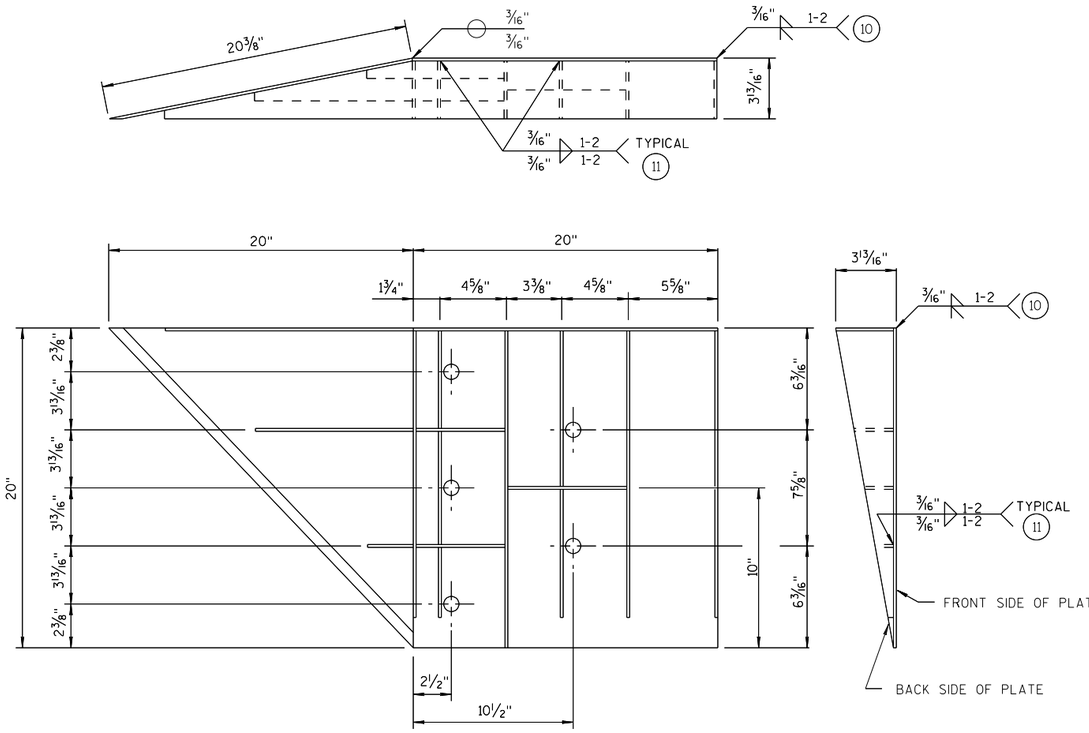
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

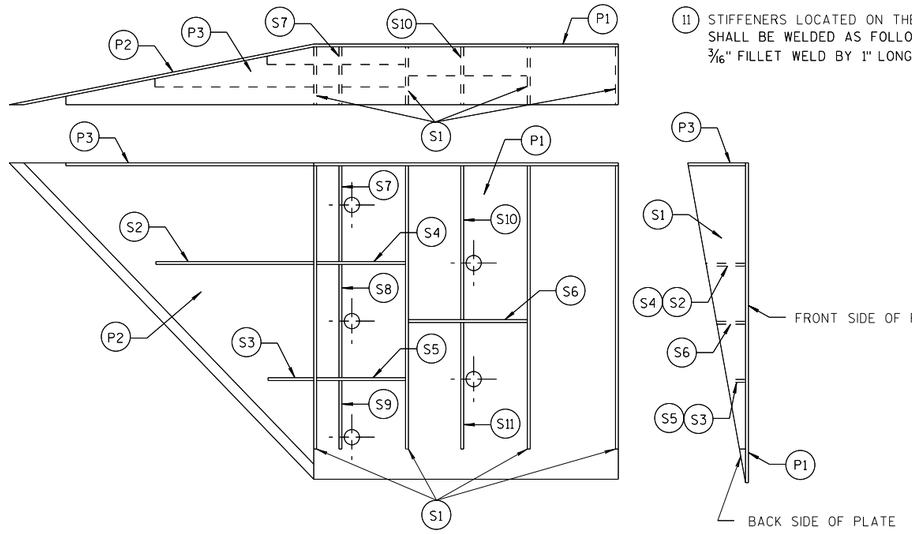


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

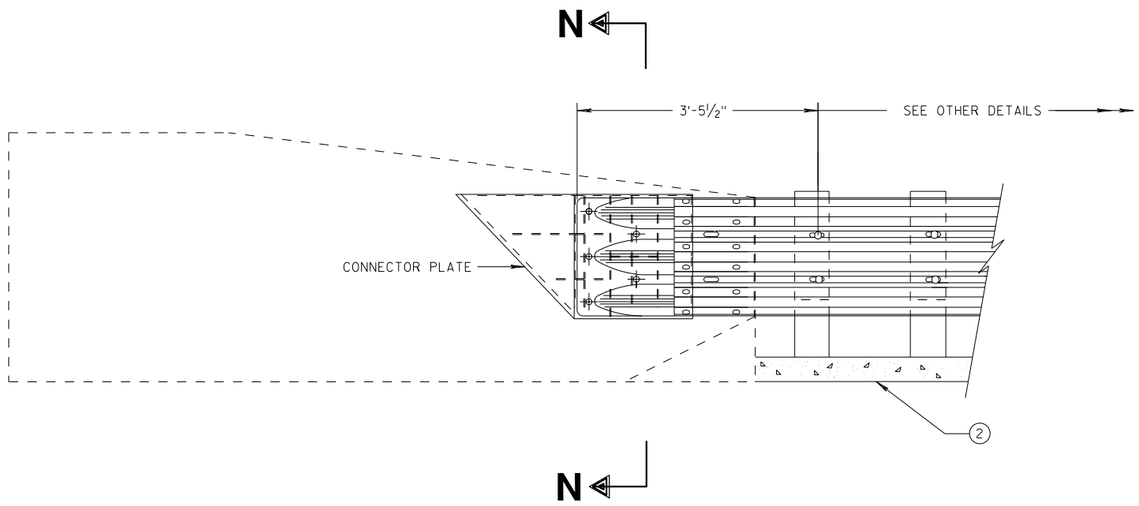
STATE OF WISCONSIN
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FHWA

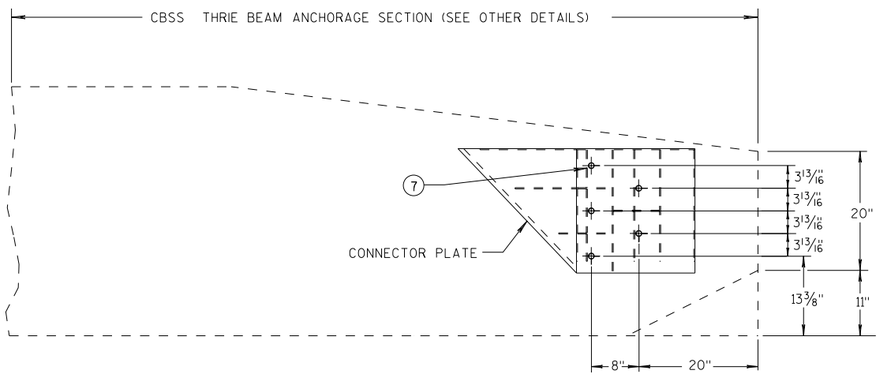
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S.D.D. 14 B 45-5i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



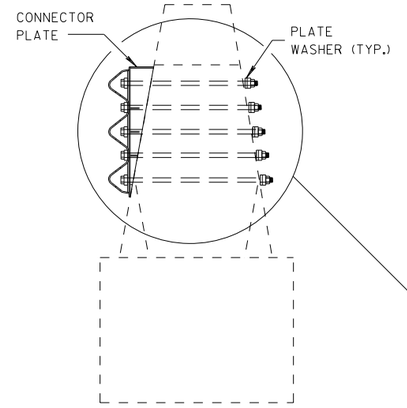
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

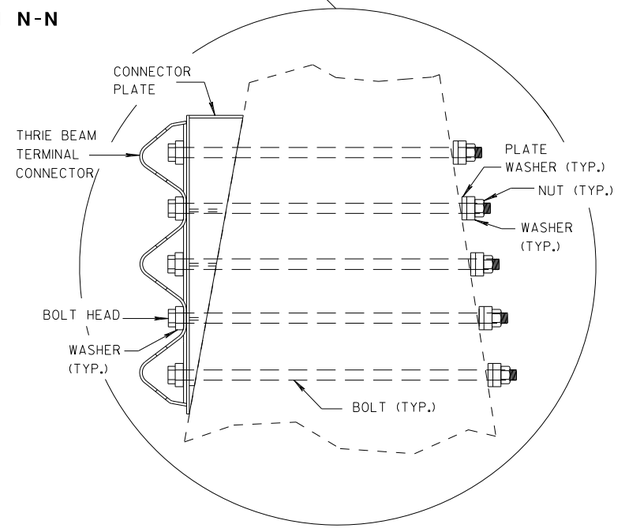
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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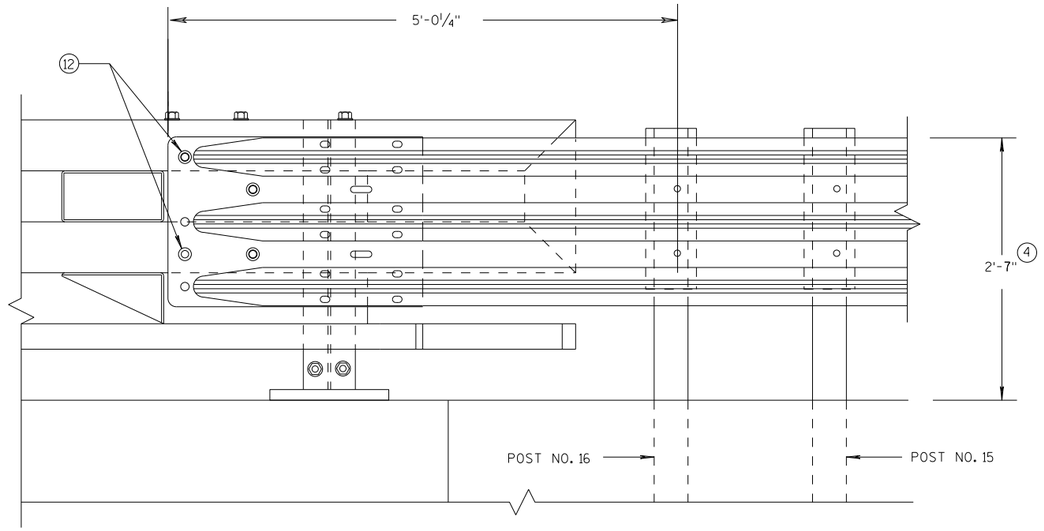
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ROADWAY STANDARDS DI
UNIT SUPERVIS

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S.D.D. 14 B 45-5j

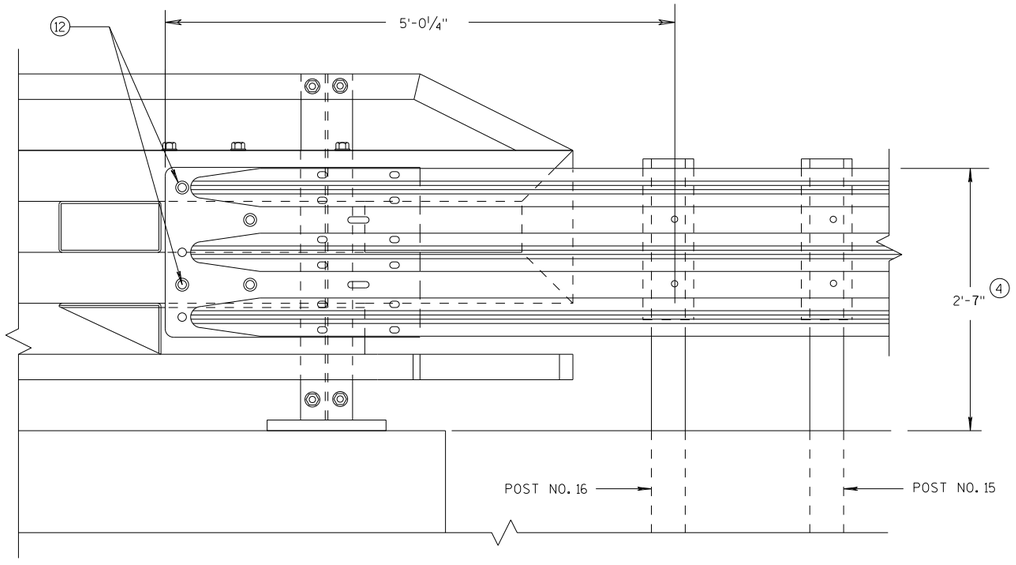
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S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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UNIT SUPERVIS

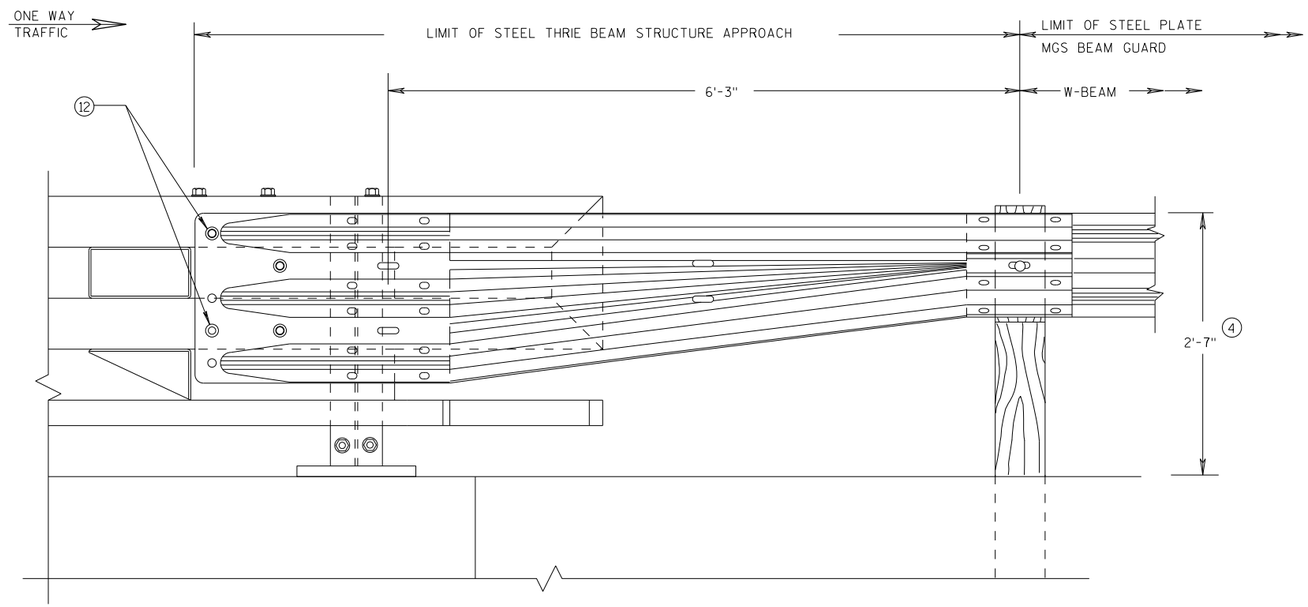
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S.D.D. 14 B 45-5k



FRONT VIEW

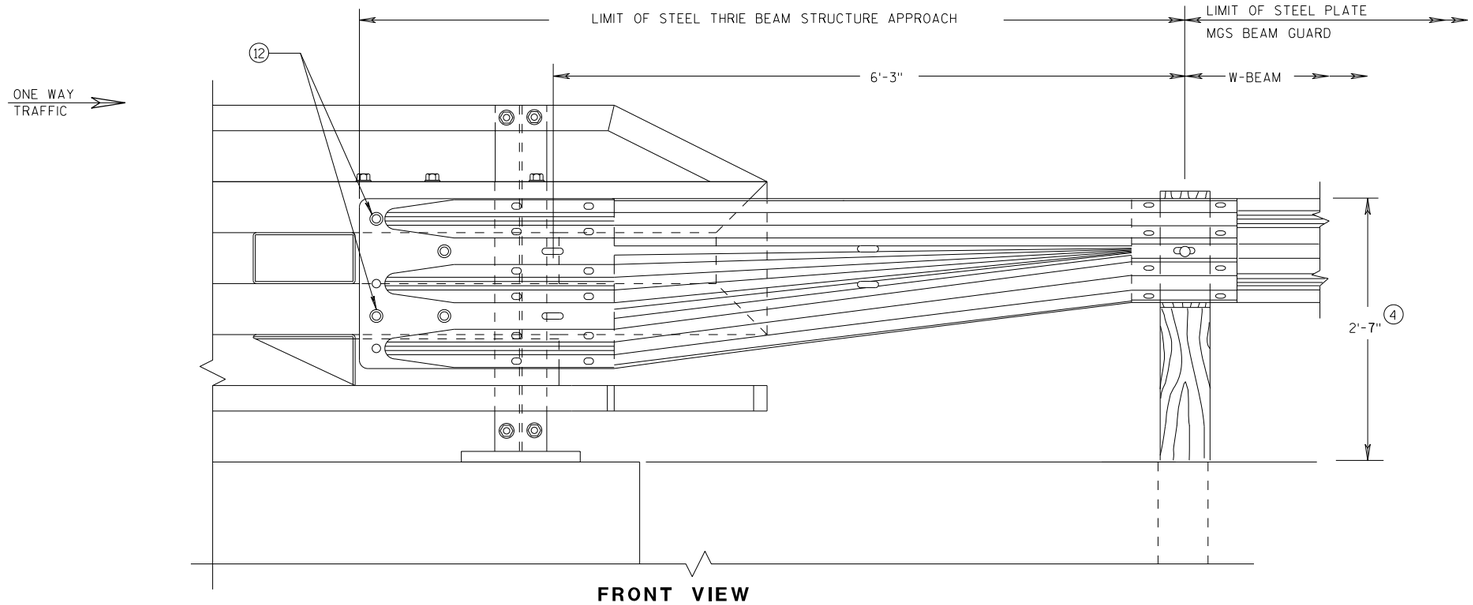
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

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FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

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DEPARTMENT OF TRANSPORTATION

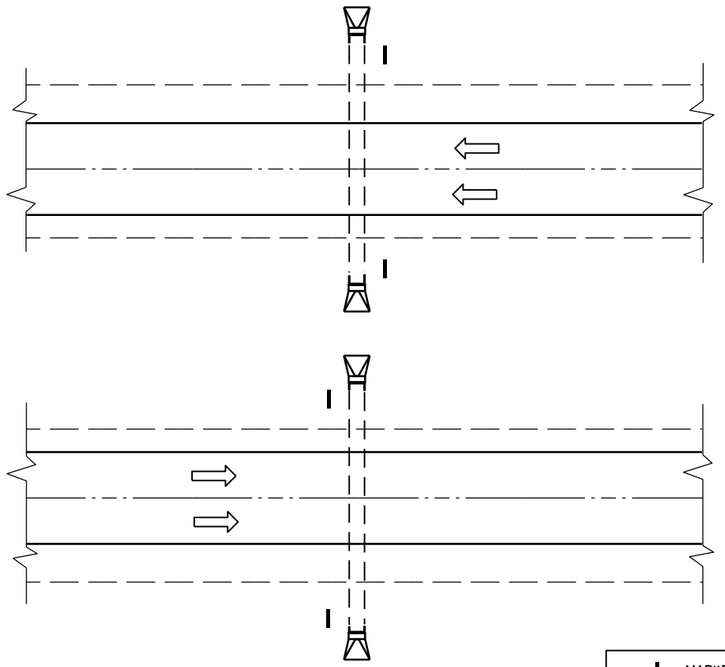
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7/2018 DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS
NT
FHWA

6

S.D.D. 14 B 45-5L

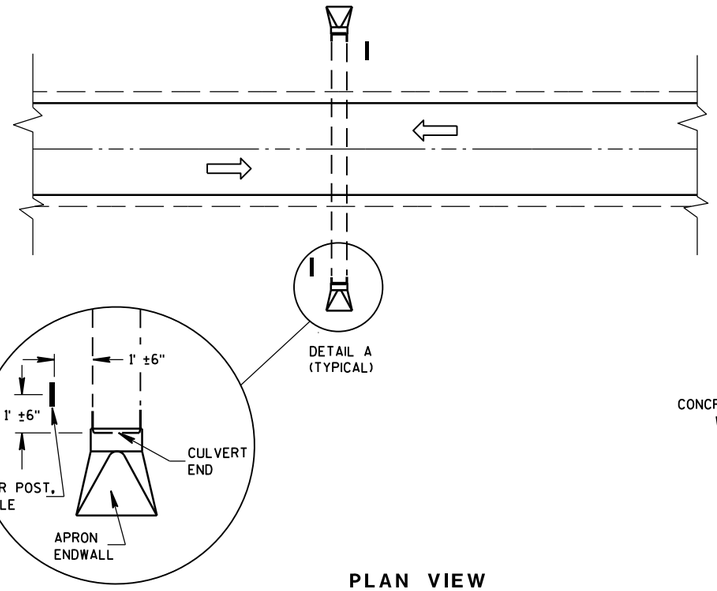
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S.D.D. 14 B 45-5L



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

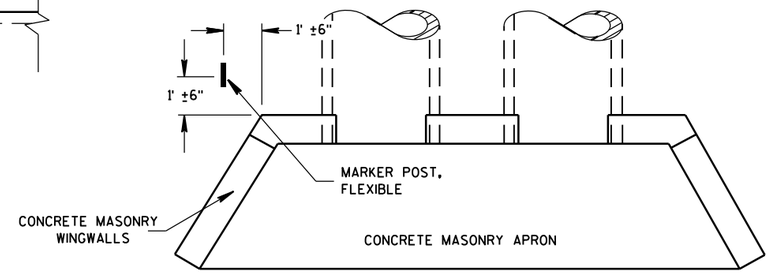
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

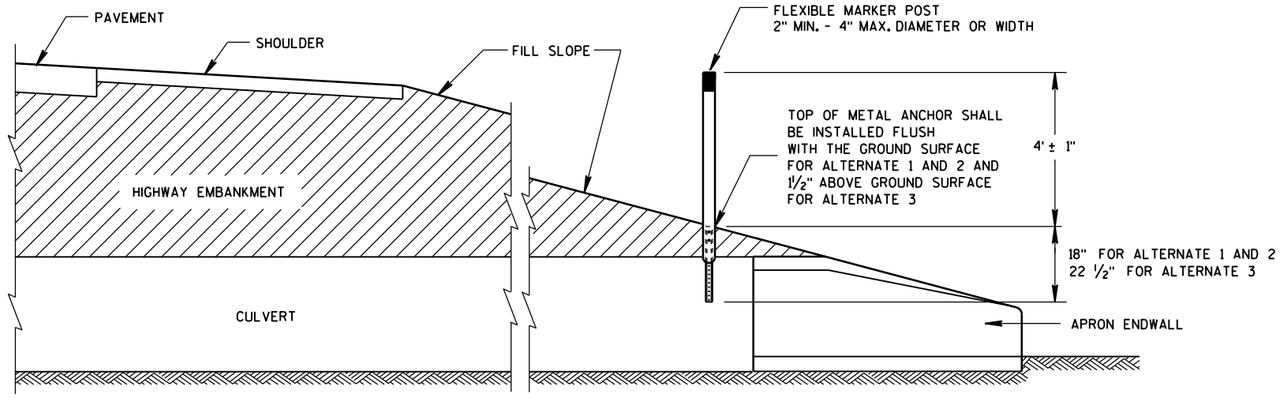
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

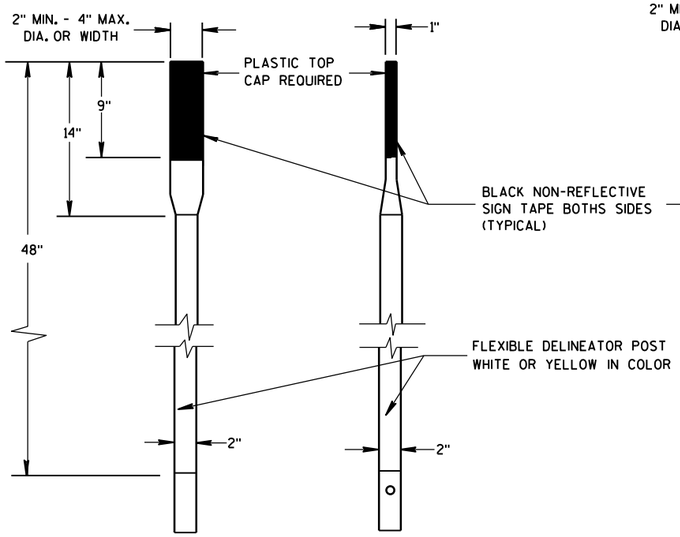
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

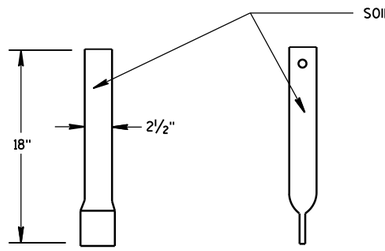
6

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

6

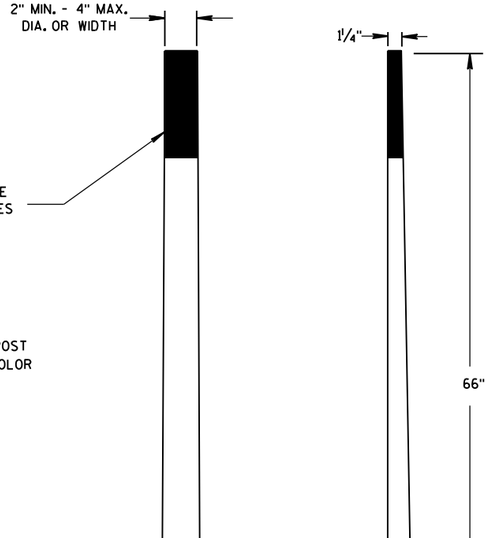
S.D.D. 15 A 3-2a





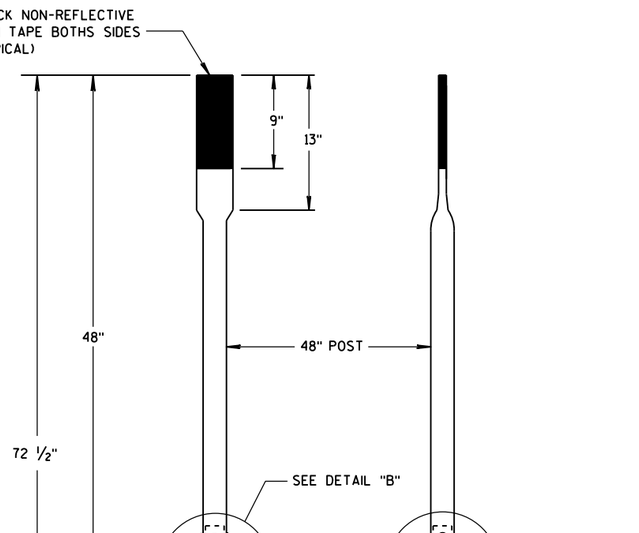
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

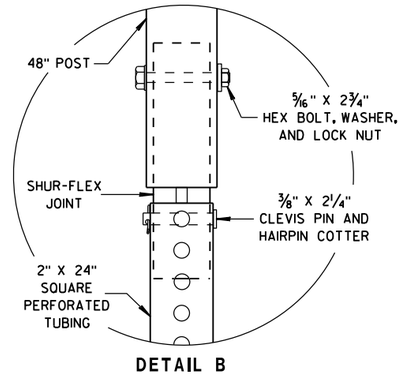
ALTERNATE 2



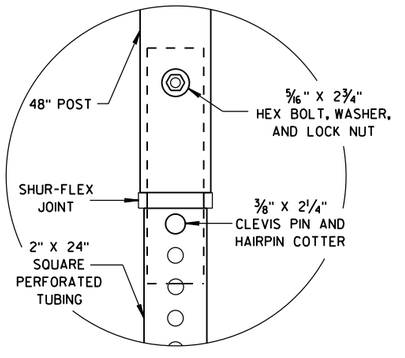
FRONT VIEW SIDE VIEW

ALTERNATE 3

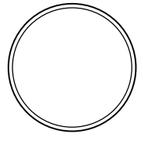
FLEXIBLE MARKER POSTS



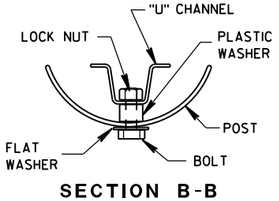
DETAIL B



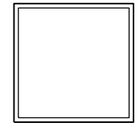
DETAIL C



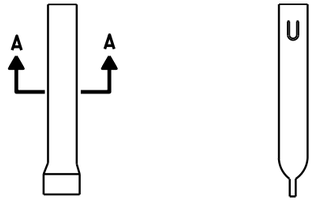
SECTION A-A



SECTION B-B

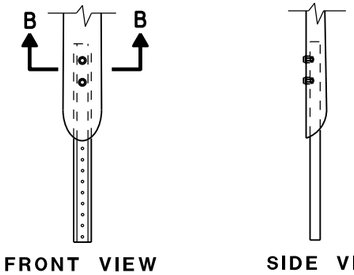


SECTION C-C



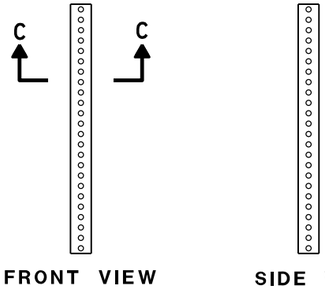
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

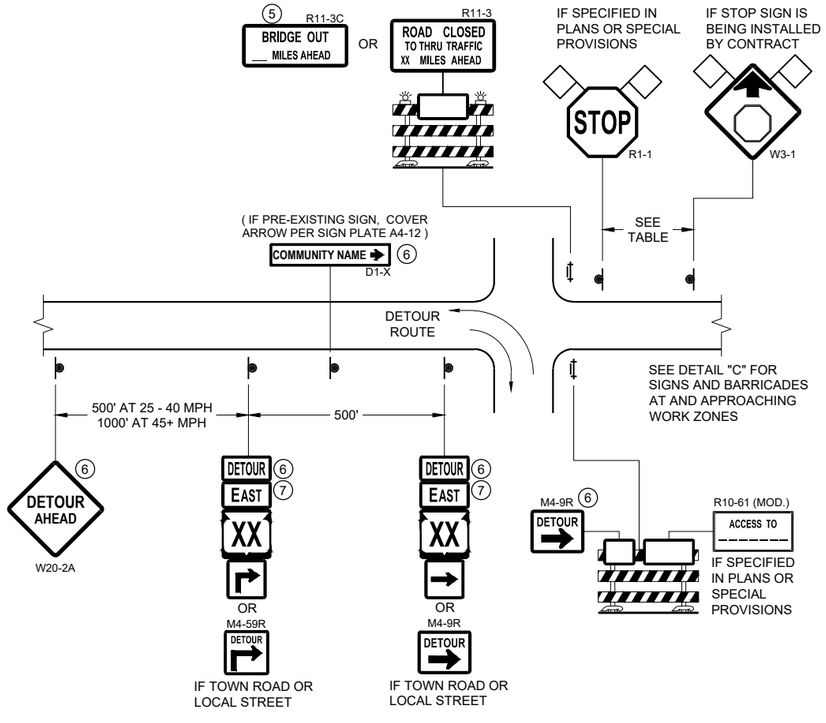
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

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

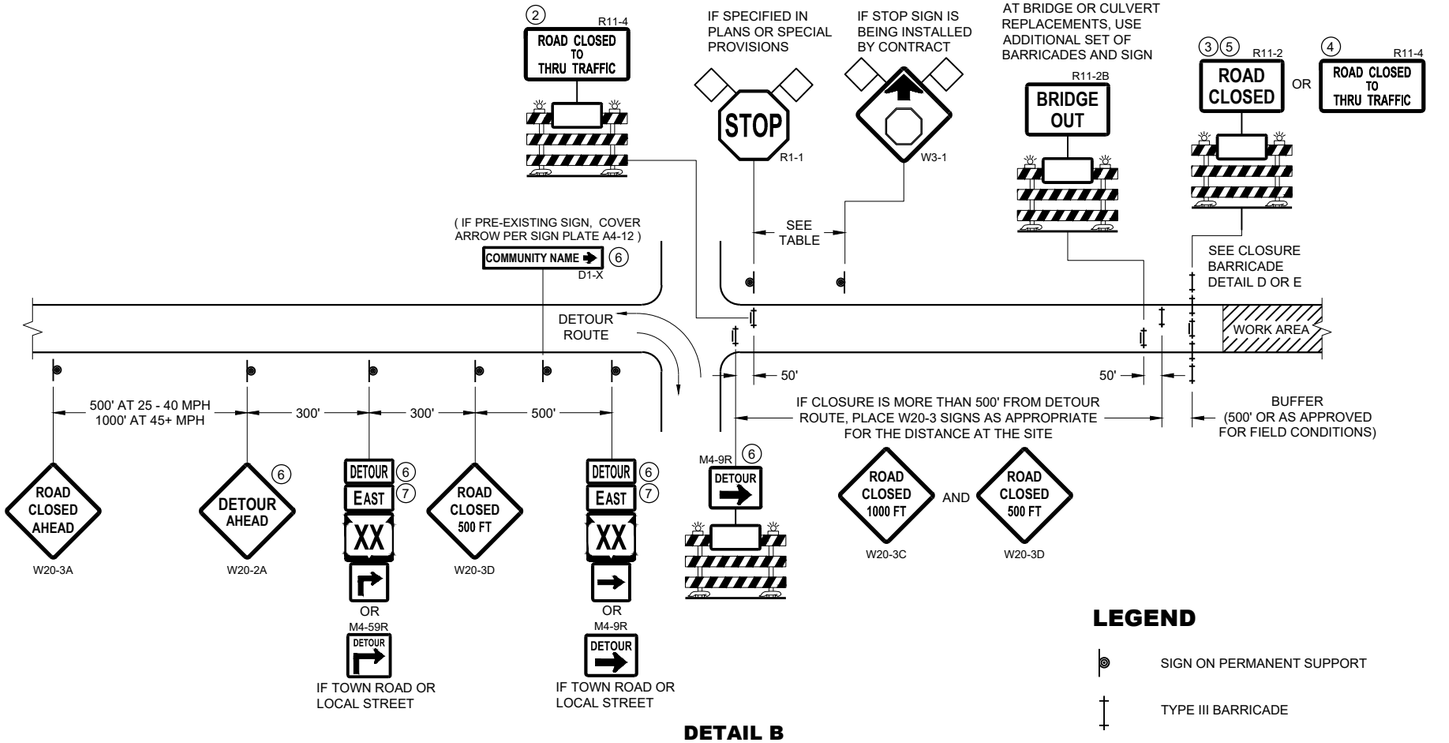
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S.D.D. 15 A 3-2b



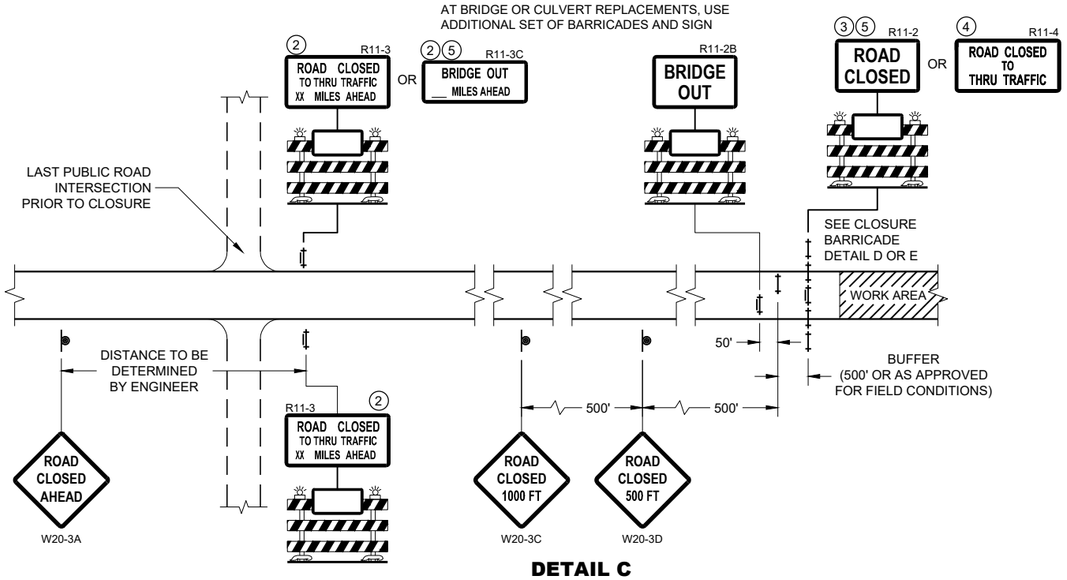
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



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

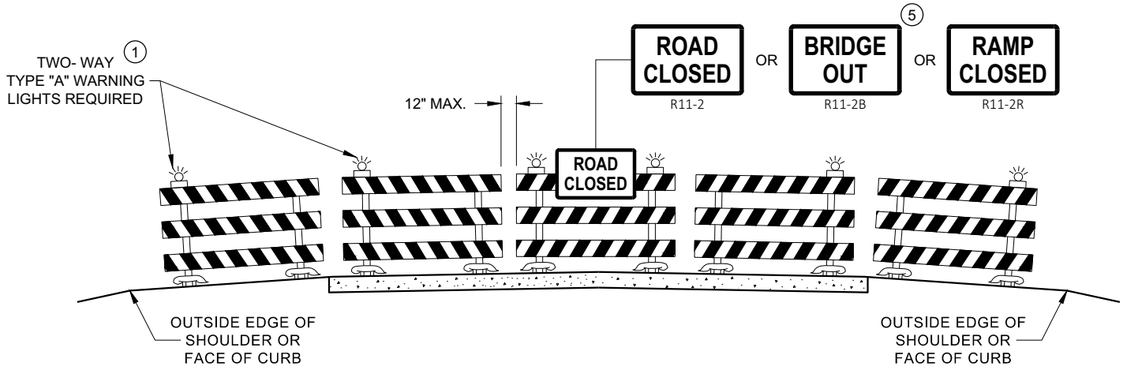
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

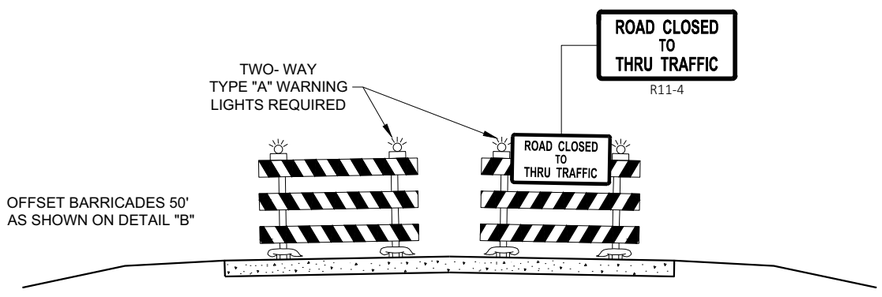
FHWA

SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15C02 - 08b

6

SDD 15C02 - 08b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

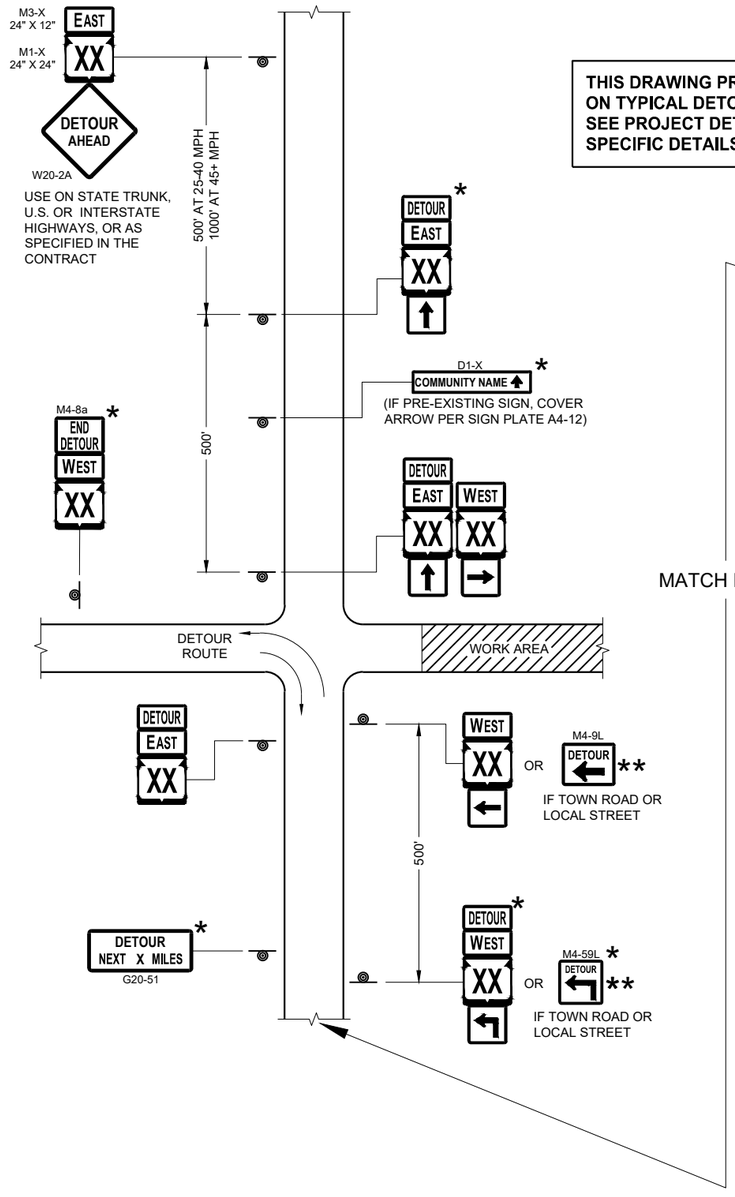
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

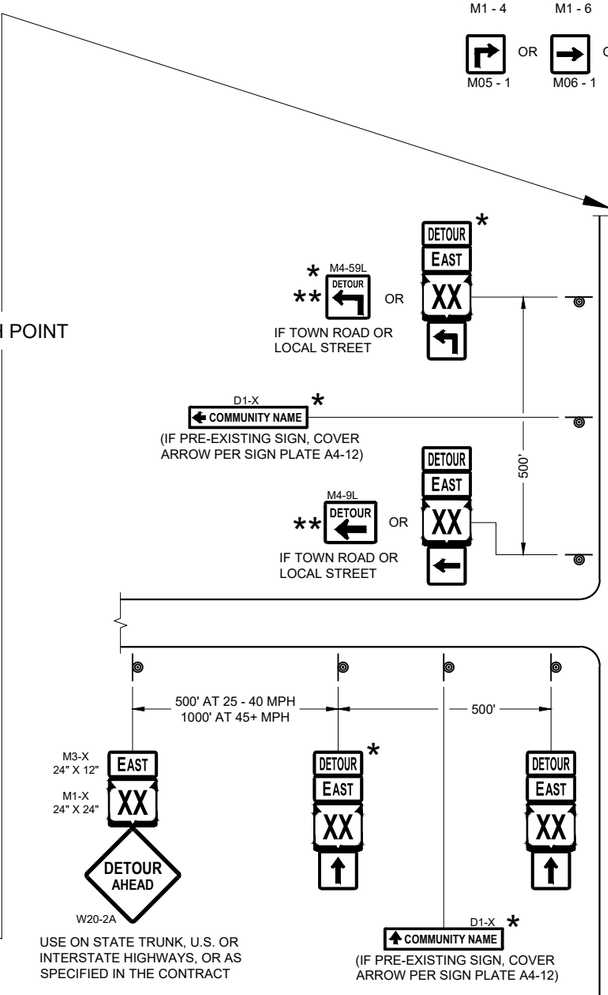
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

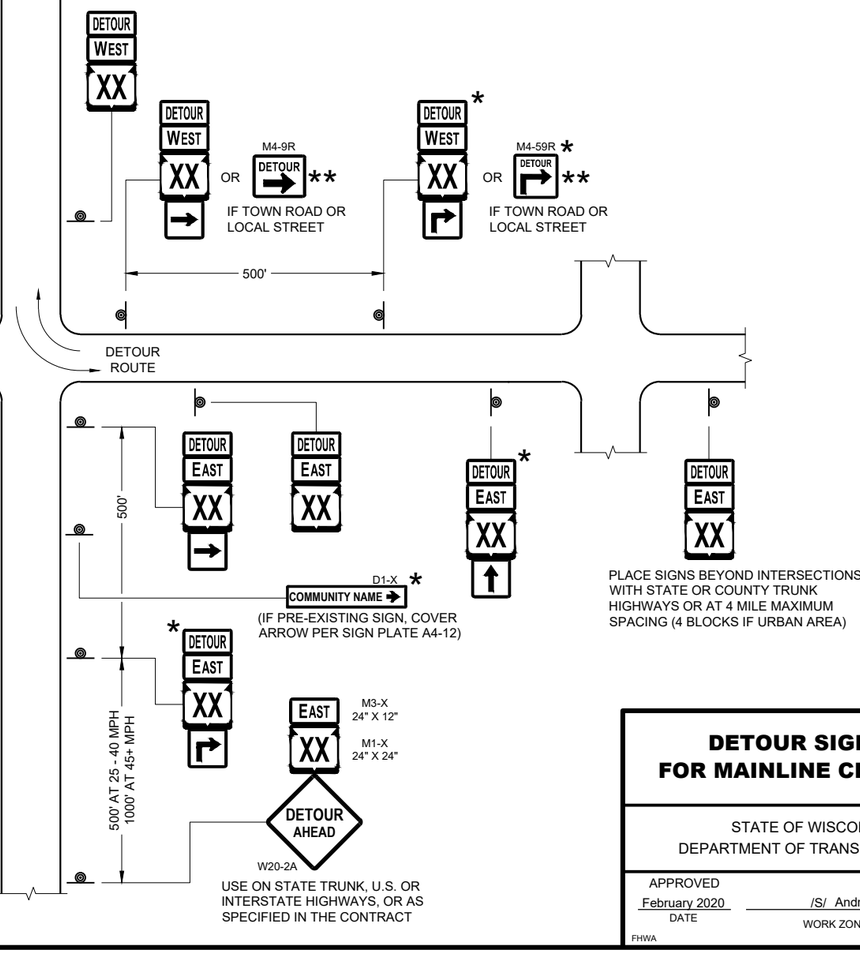
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



MATCH POINT





SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 08c

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.

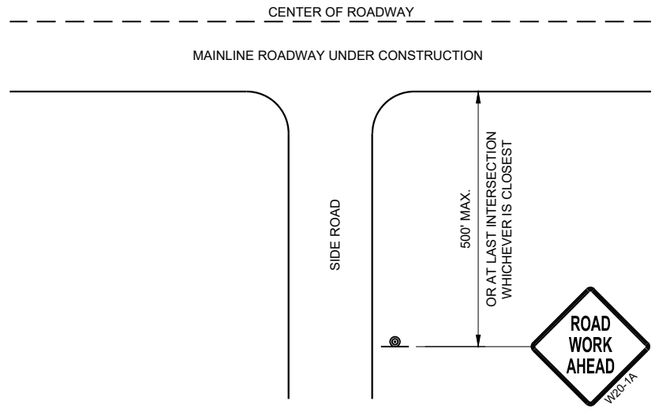
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



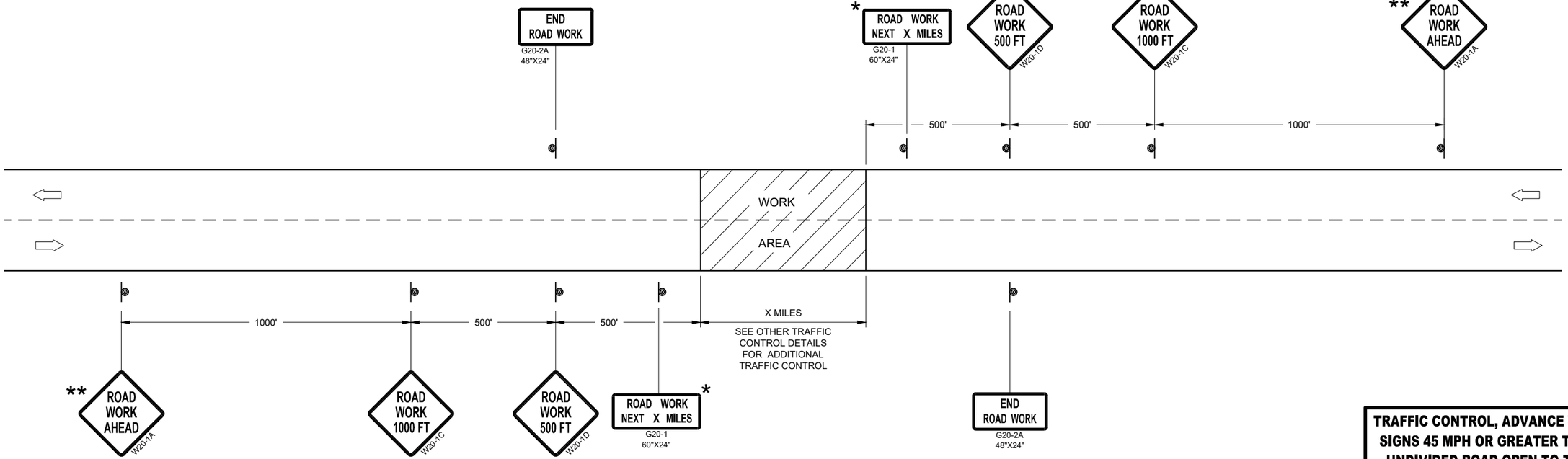
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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.

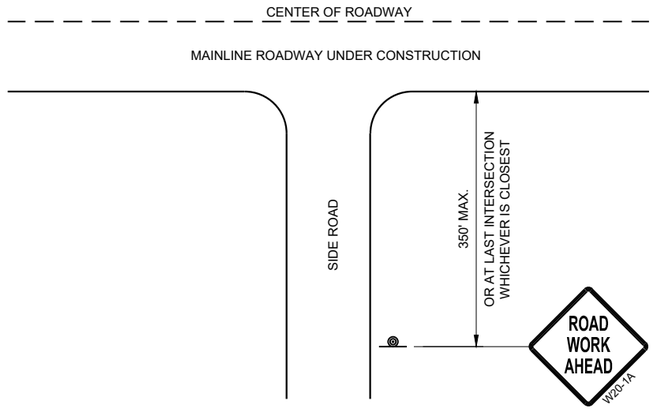
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



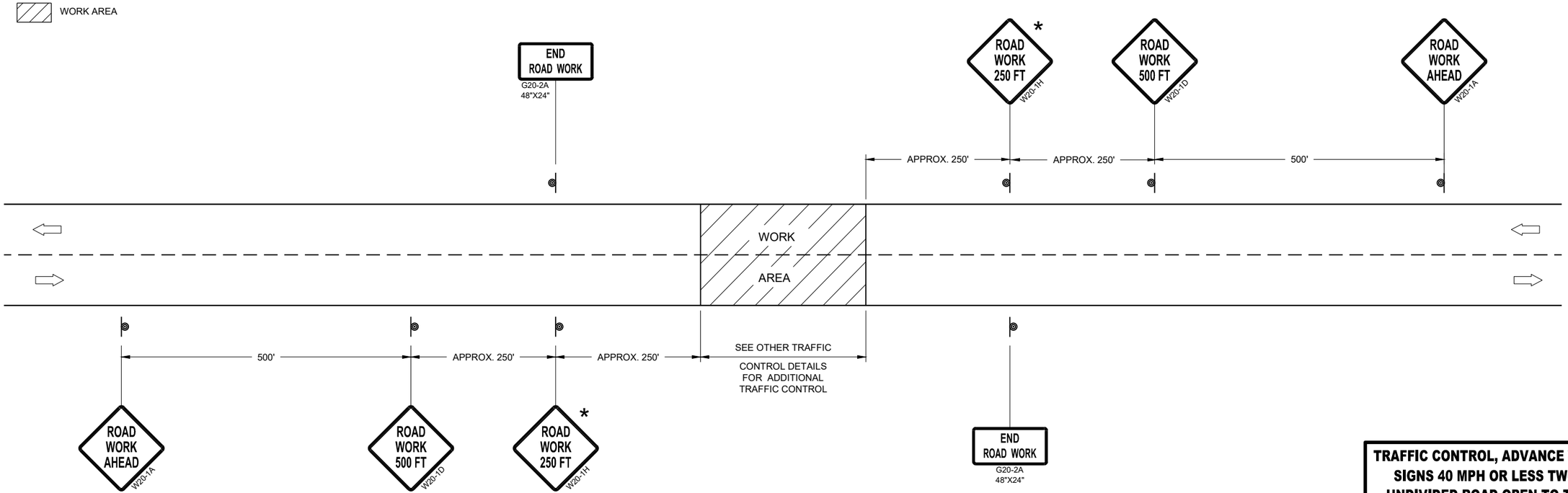
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

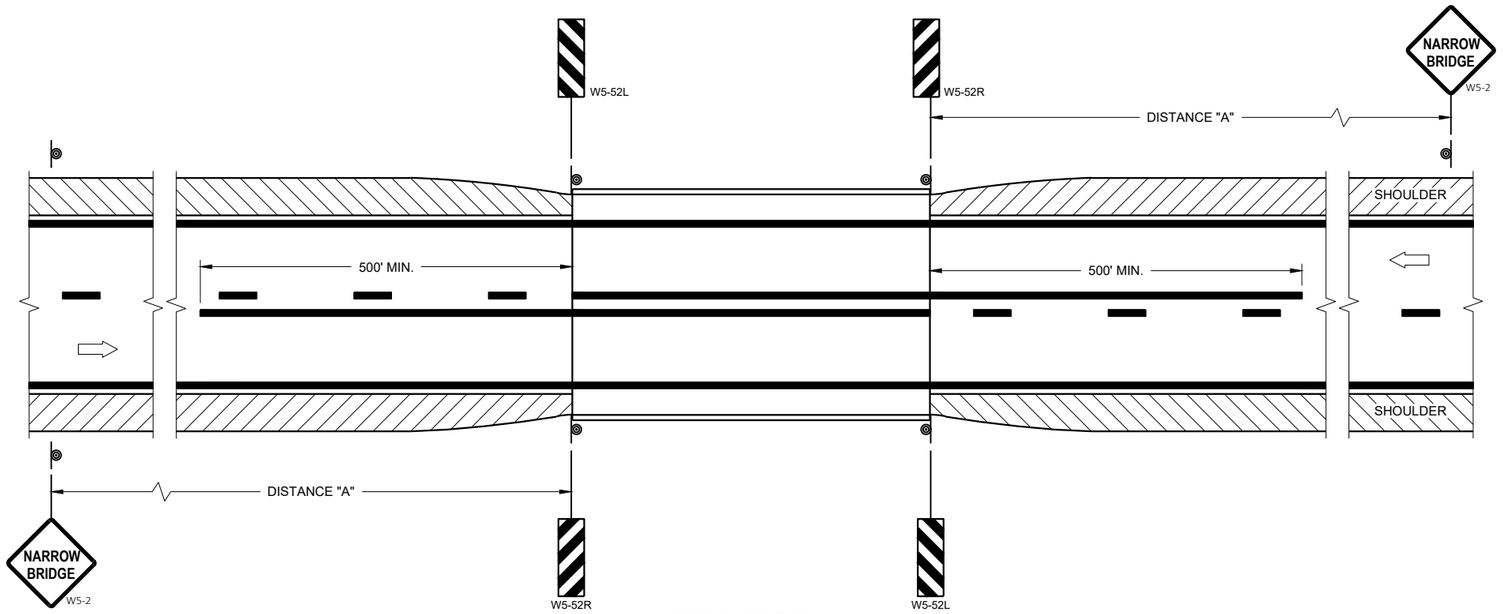
APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

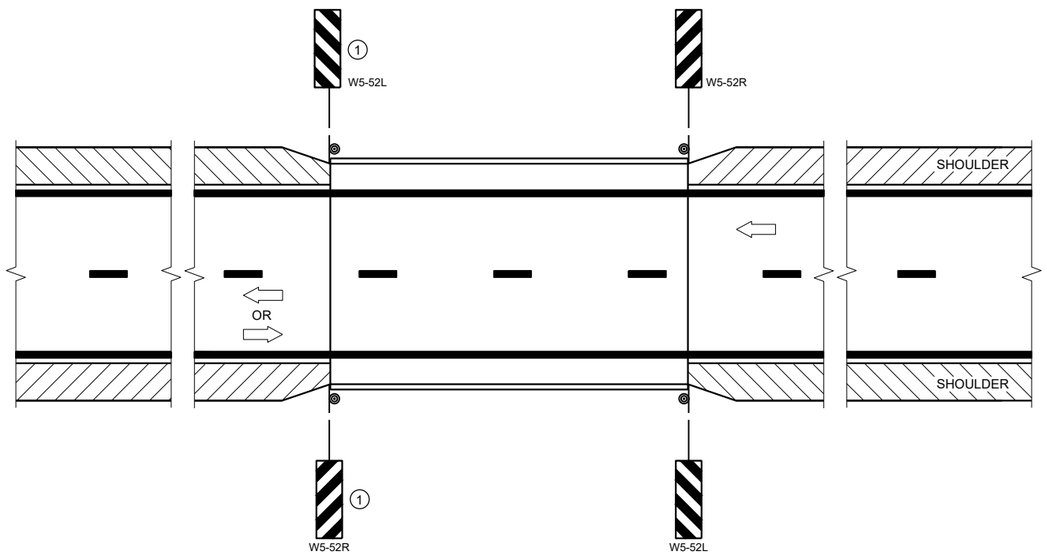
6

SDD 15C05 - 05



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2

WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

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

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

(1) OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

6

SDD 15C06 - 10

SIGNING AND MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAF ENGINEER

FHWA

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

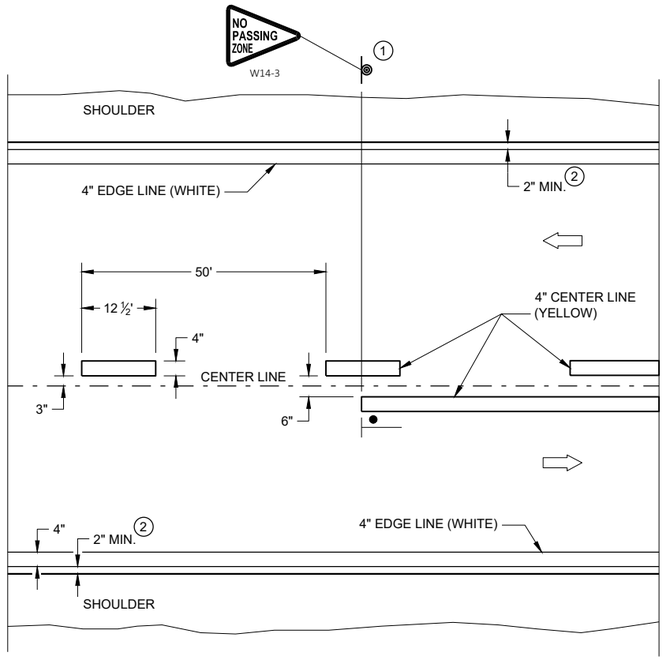
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

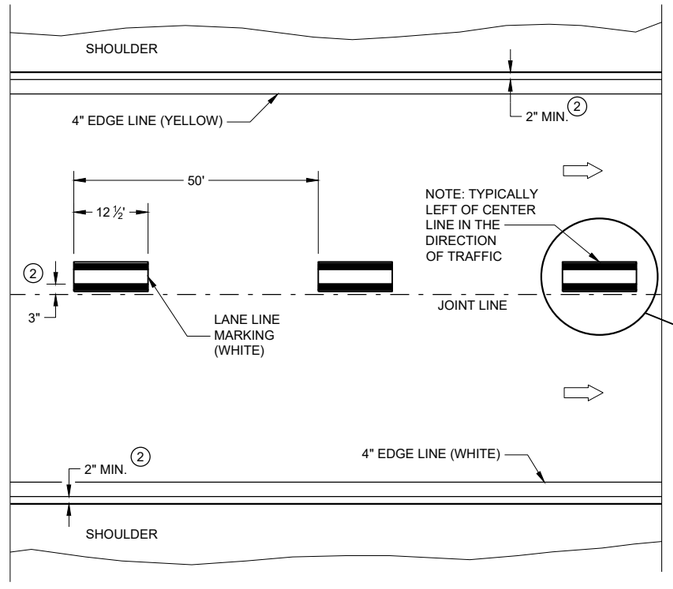
"T" MARKING

SIGN ON PERMANENT SUPPORT

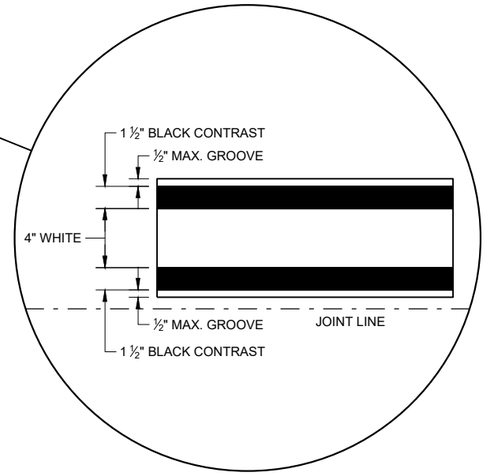
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

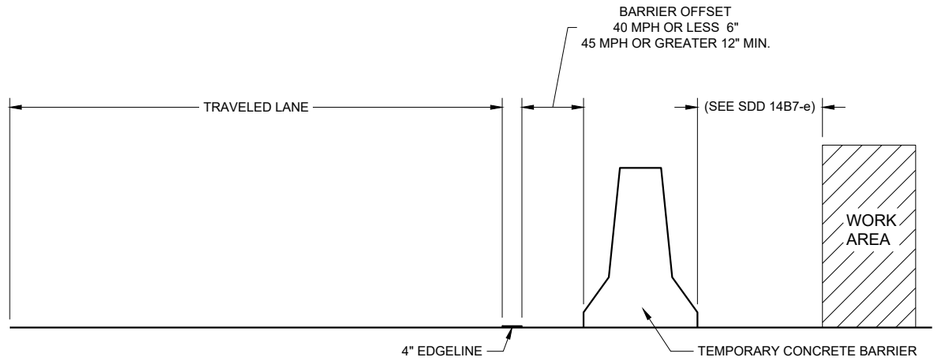
APPROVED
May 2022
DATE

/S/ Jeannie Silver
STATEWIDE SIGNING AND M
ENGINEER

FHWA

SDD 15C08 - 21a

SDD 15C08 - 21a



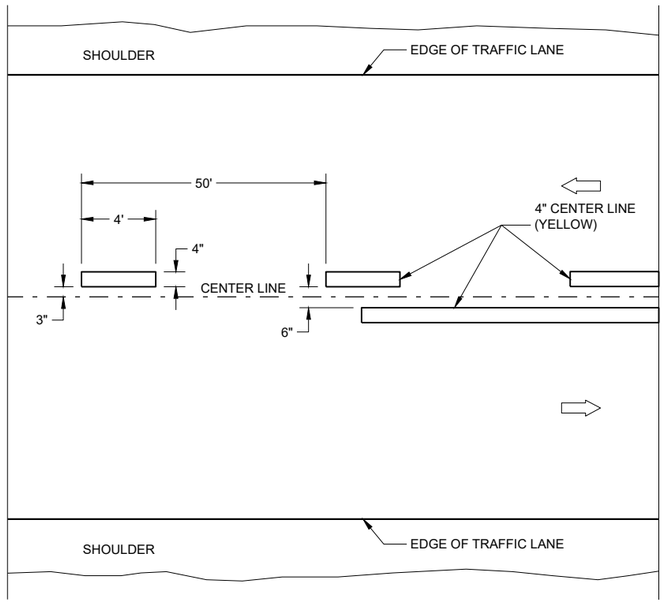
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

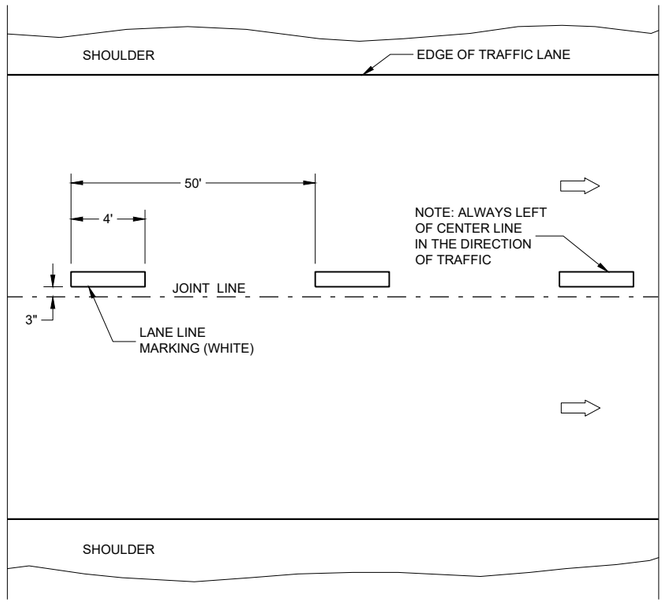
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

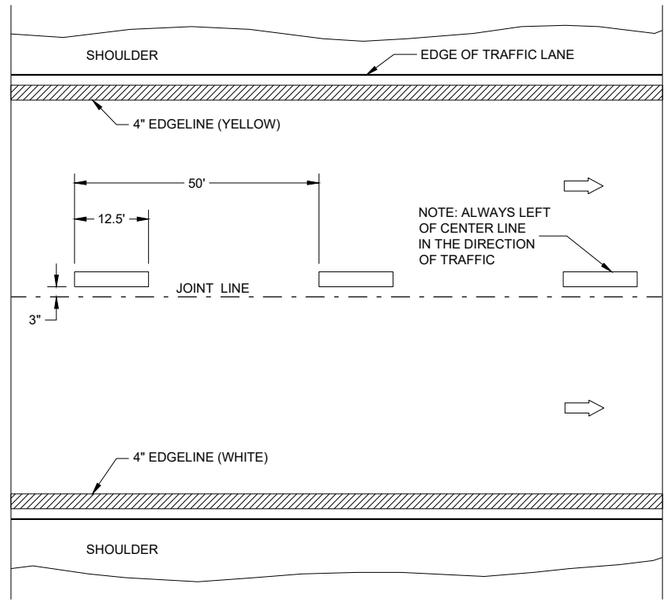
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

6

SDD 15C08 - 21b

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Jeannie Silver STATEWIDE SIGNING AND M ENGINEER
FHWA	

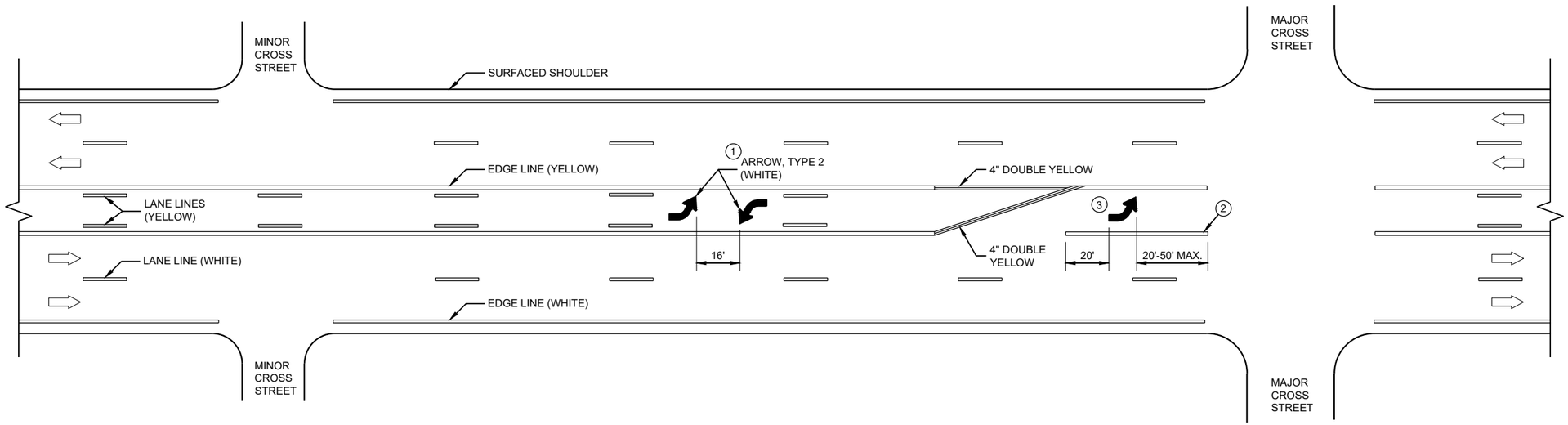
6

SDD 15C08 - 21b

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

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

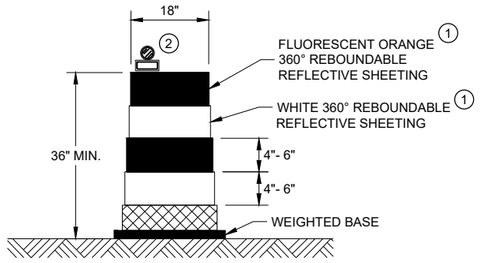
SDD 15C08 - 21c

6

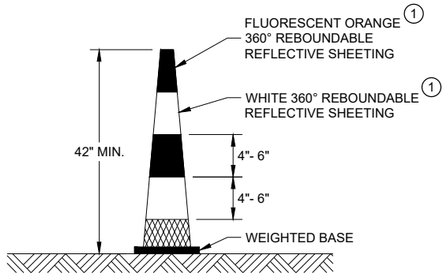
SDD 15C08 - 21c

GENERAL NOTES

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

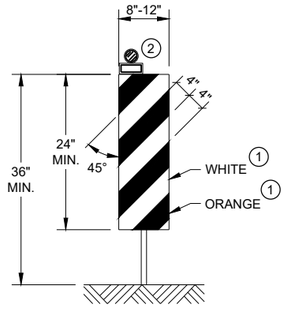


DRUM



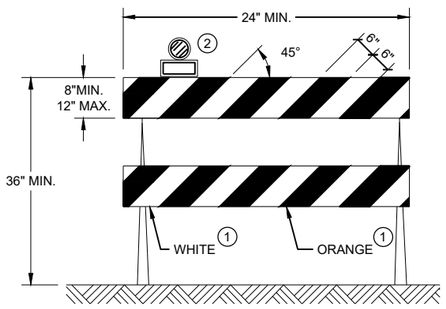
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



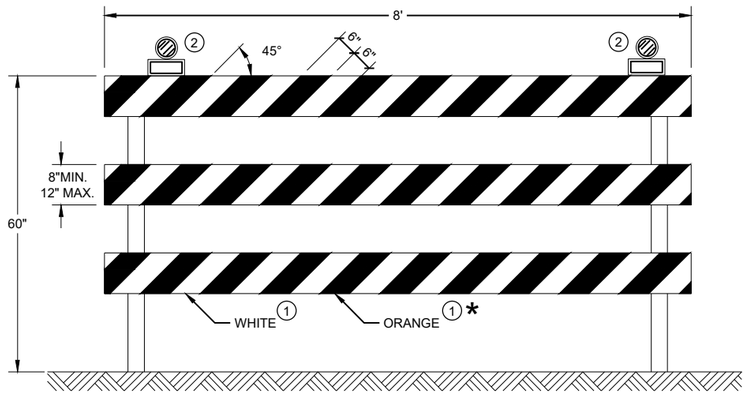
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 09b

6

SDD 15C11 - 09b

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.

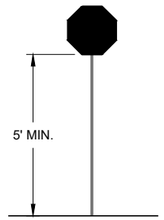
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

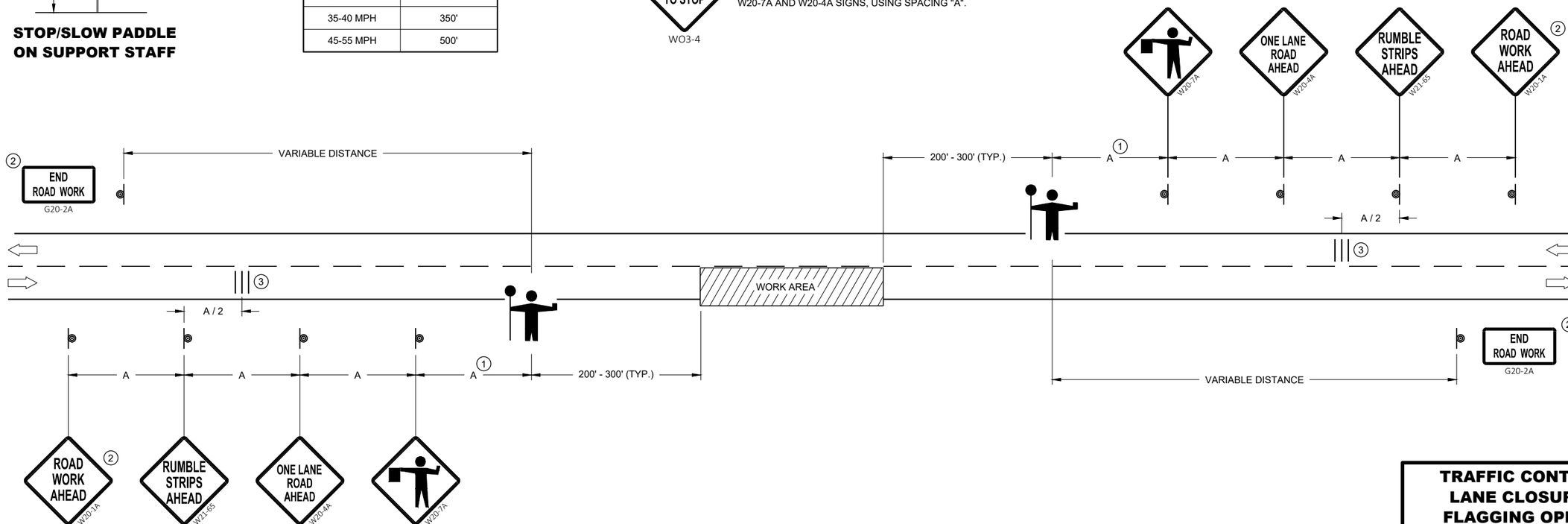
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

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SDD 15C12 - 09a

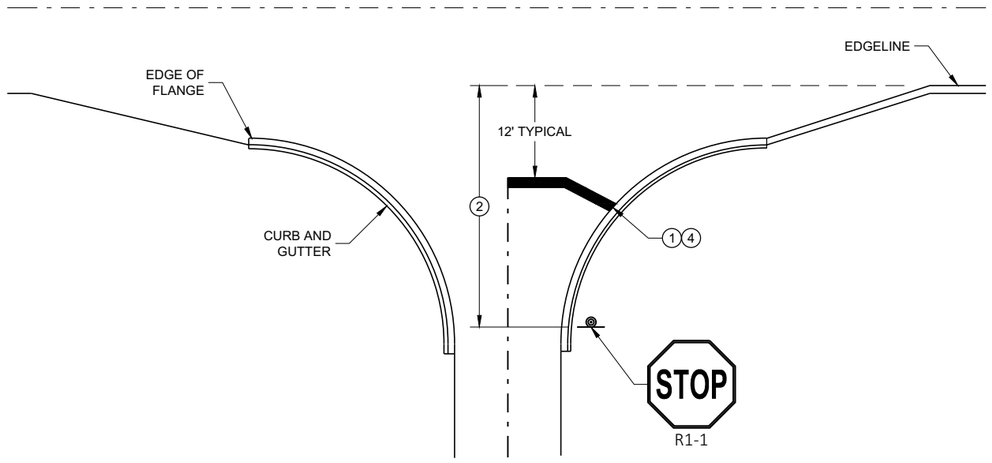
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SDD 15C12 - 09a

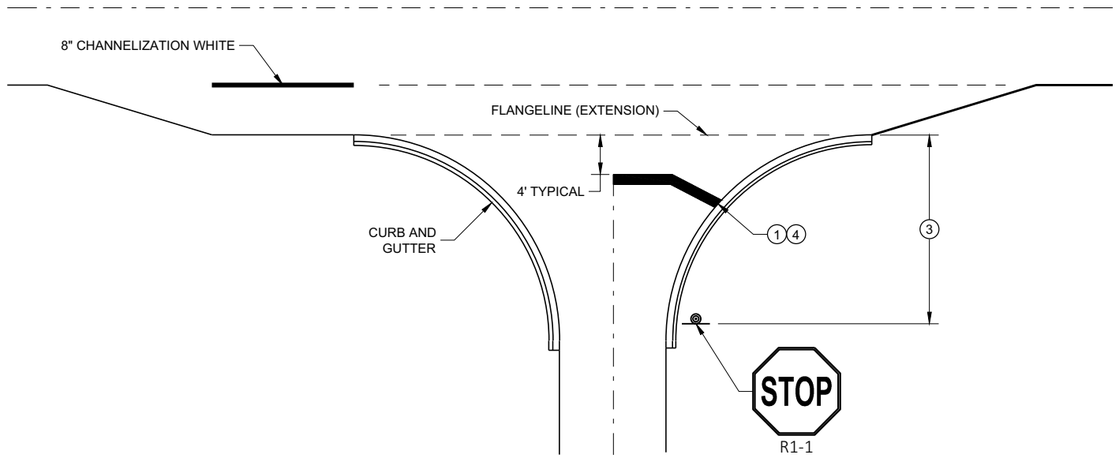
GENERAL NOTES

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

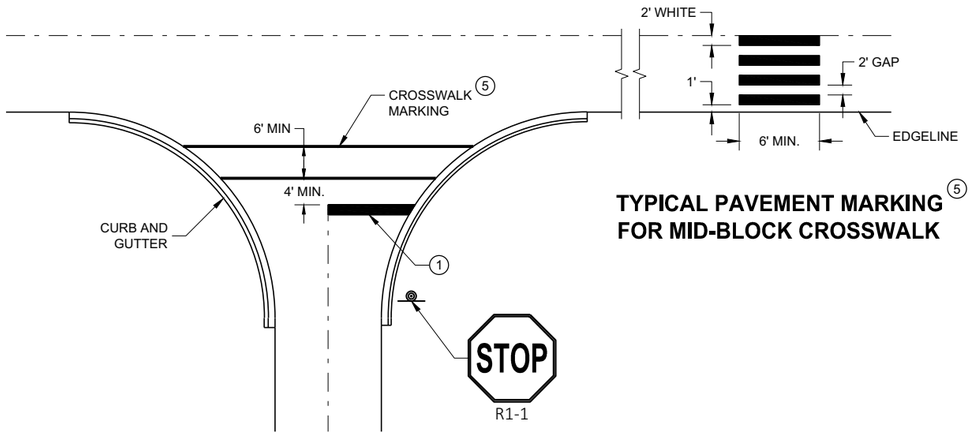
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

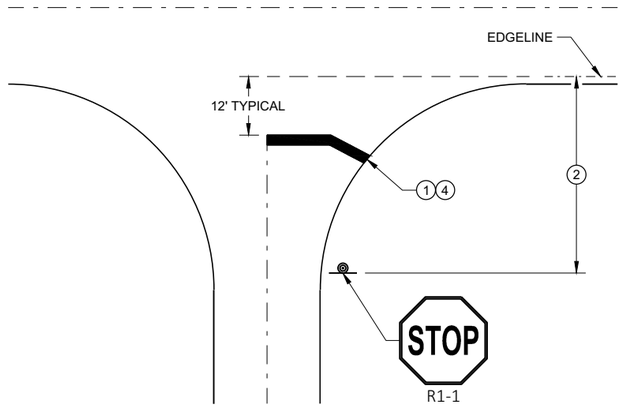


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

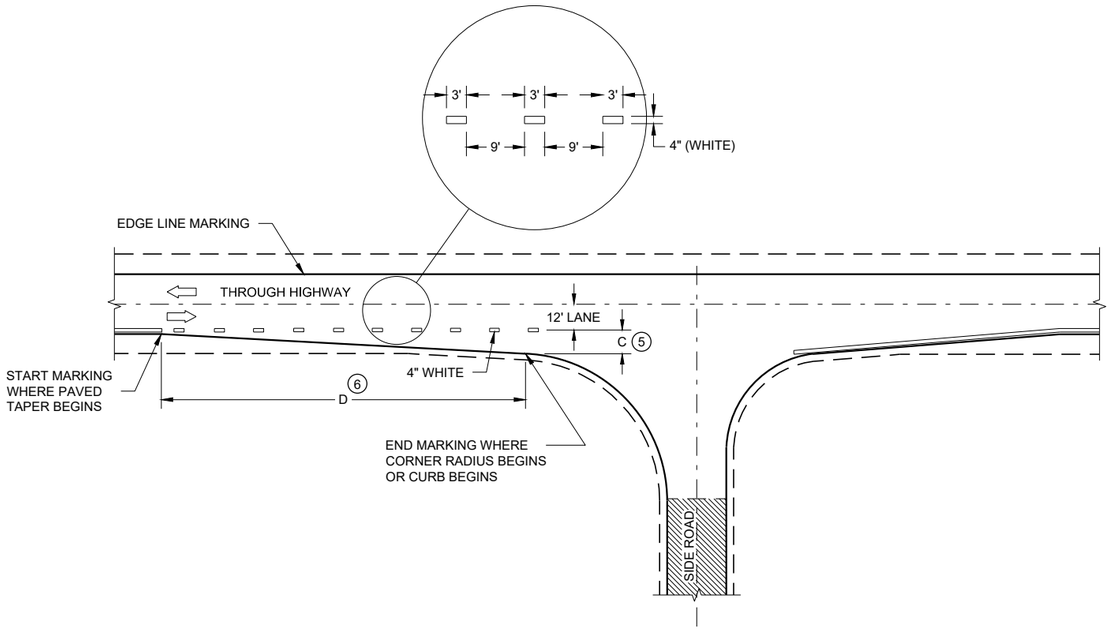
APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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SDD 15C33 - 04

6

SDD 15C33 - 04



MINOR INTERSECTION

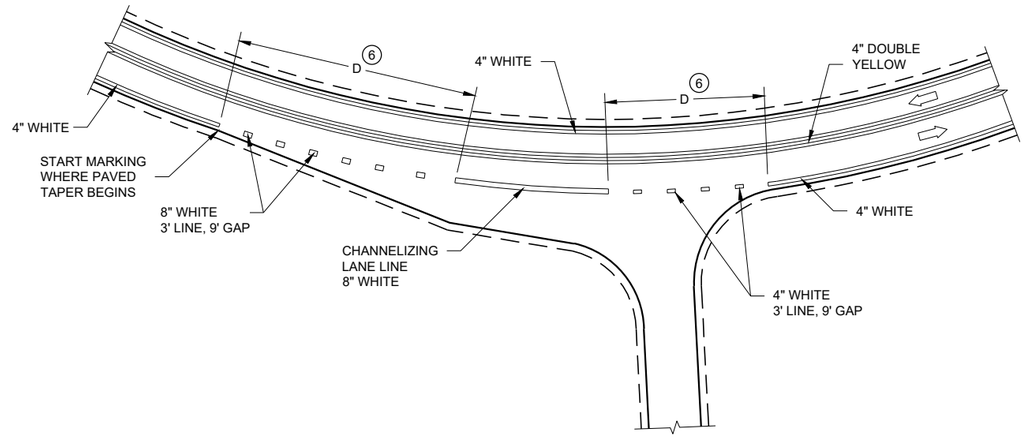
GENERAL NOTES

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

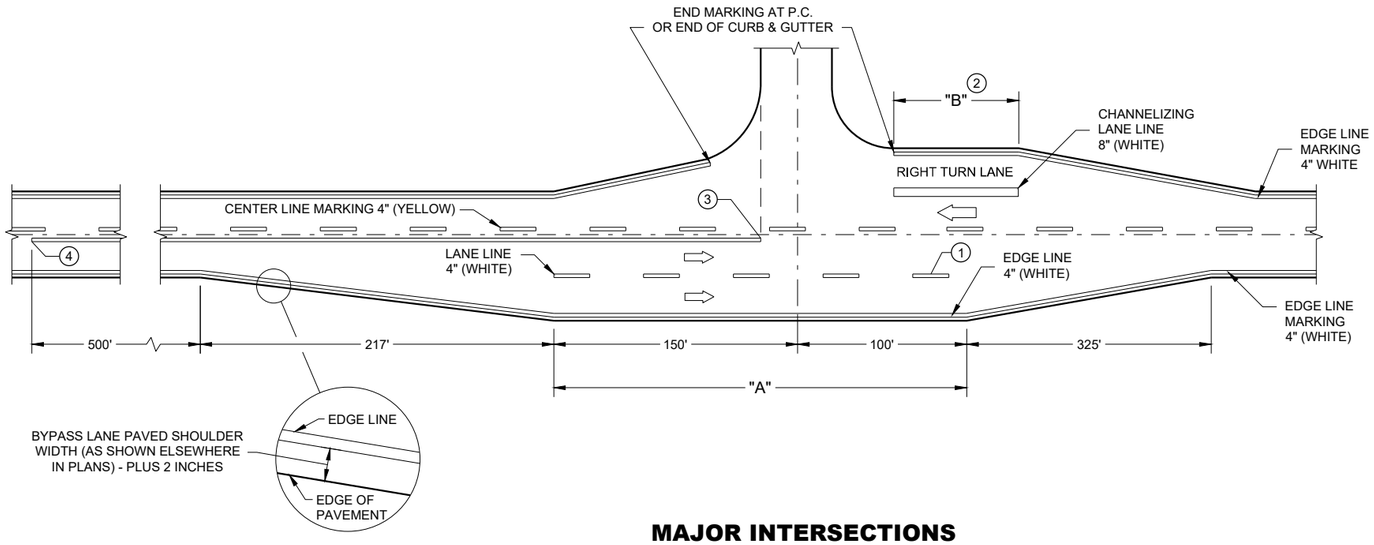
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

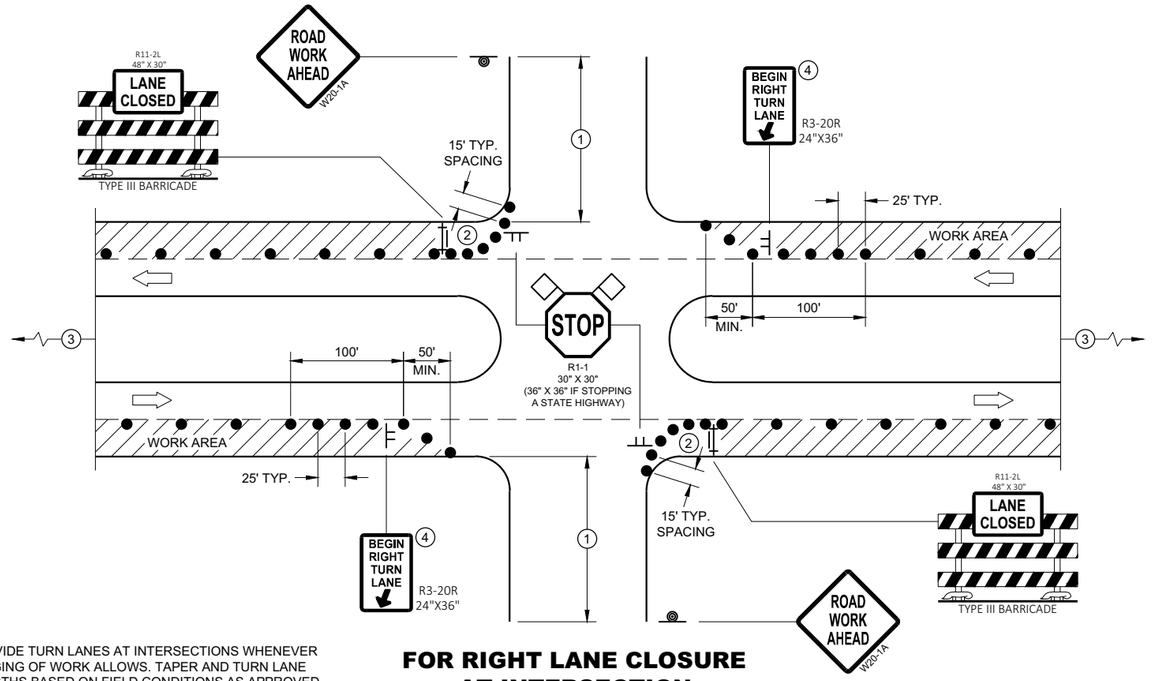
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

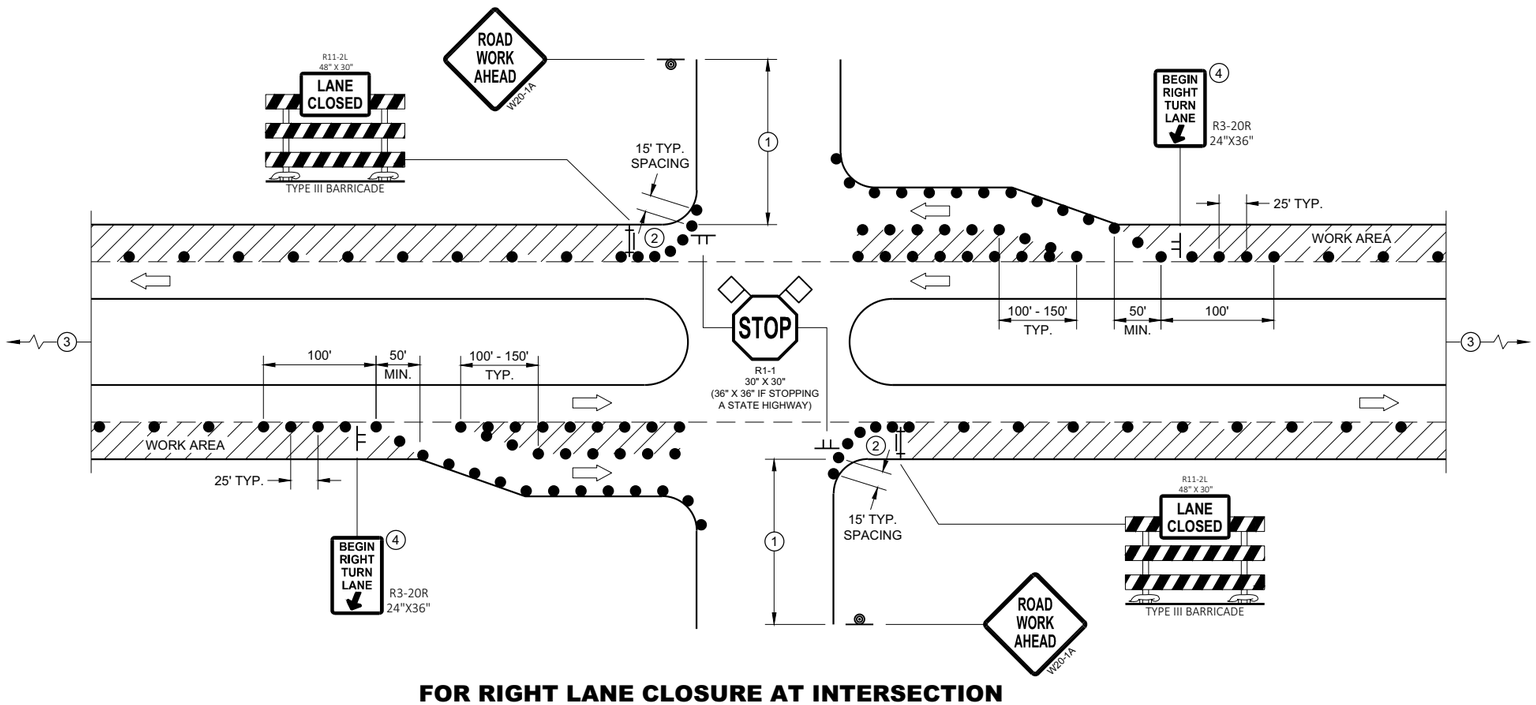
SDD 15C35 - 05a

SDD15C35 - 05a



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

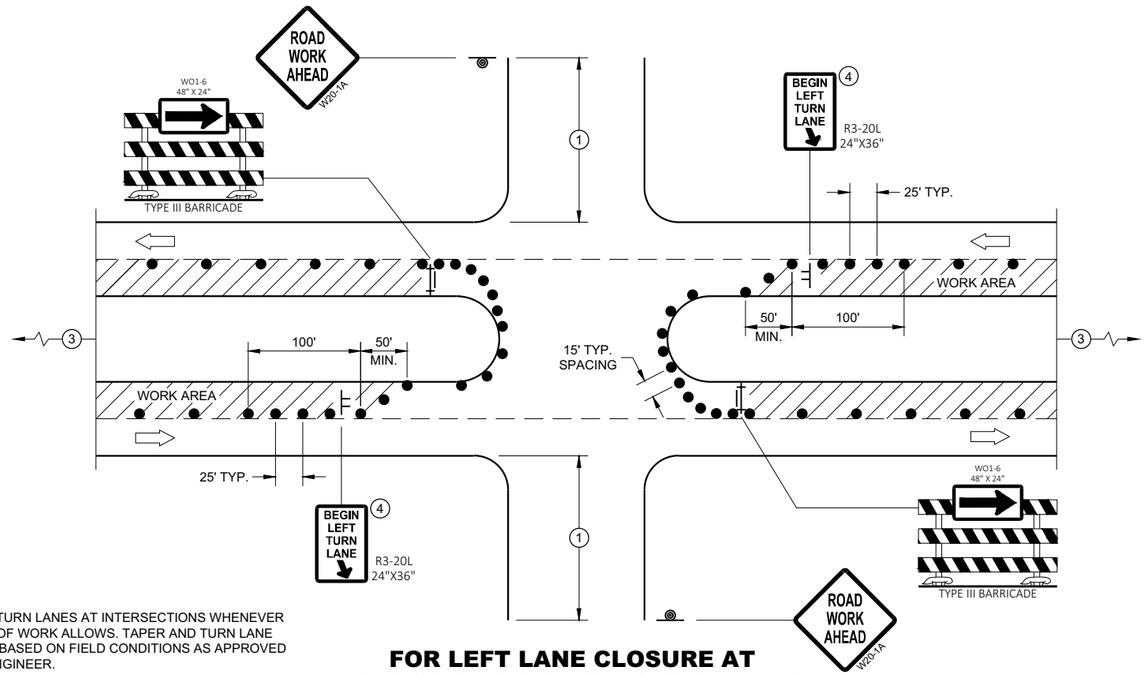
LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

6

SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

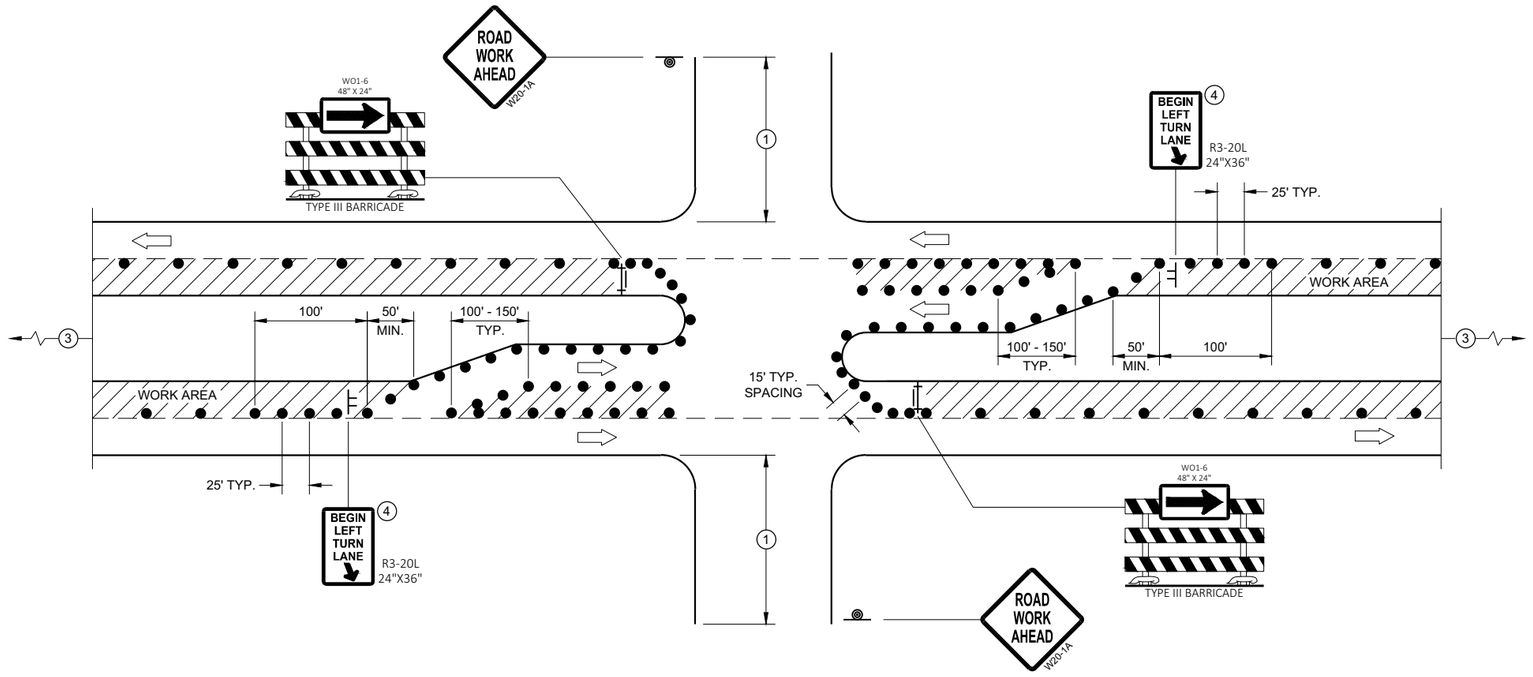
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

GENERAL NOTES

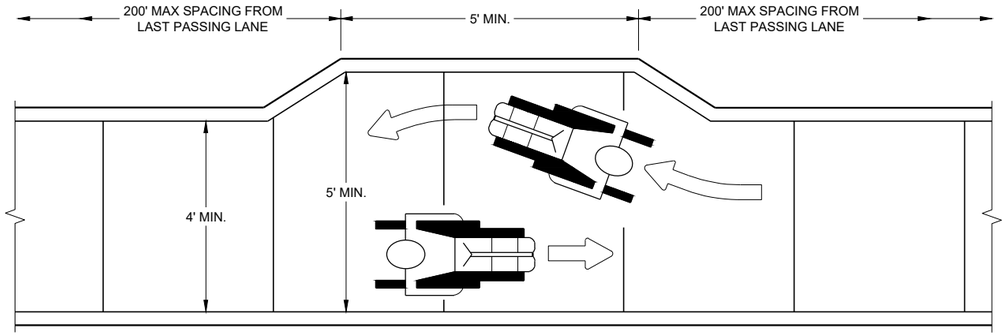
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

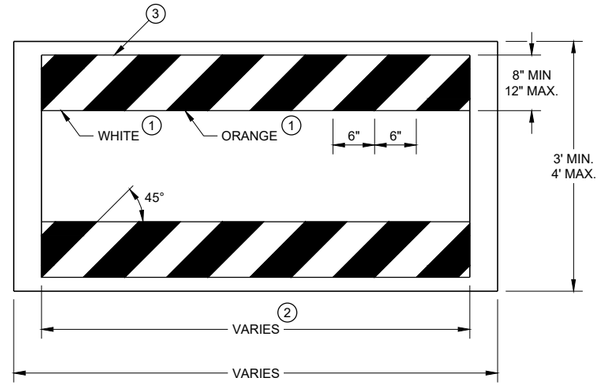
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

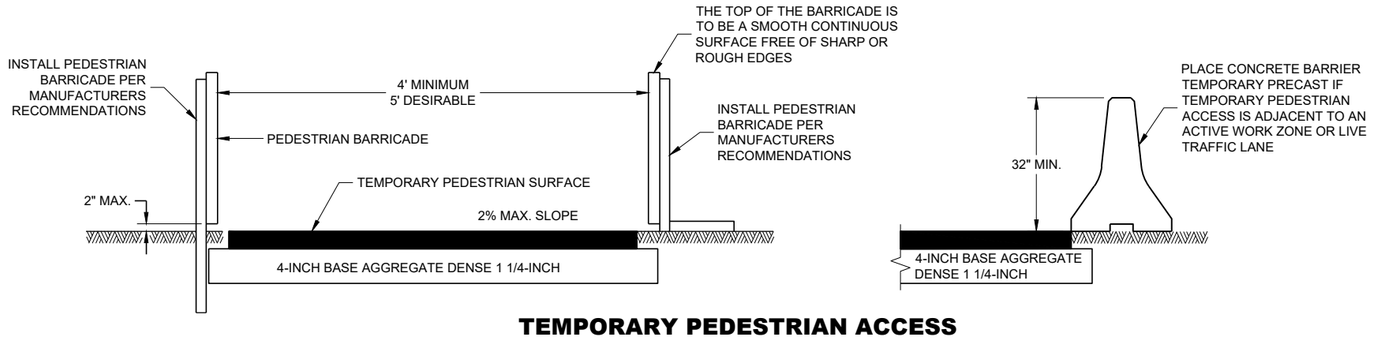
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

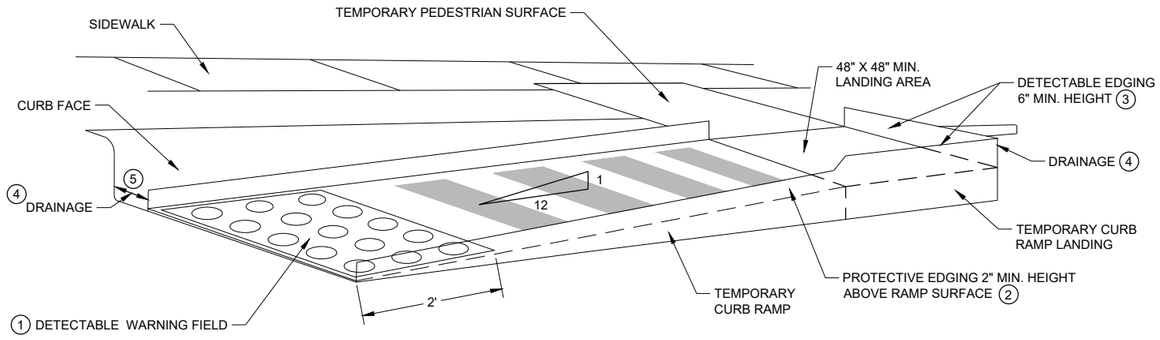


TEMPORARY PEDESTRIAN ACCESS

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.

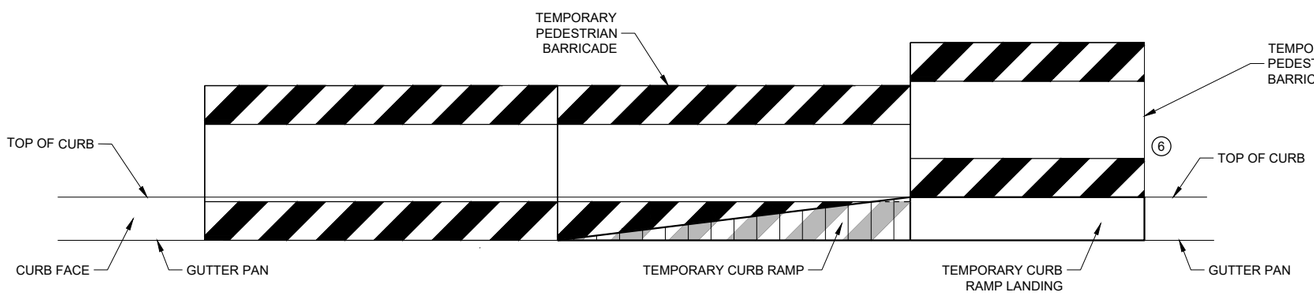
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

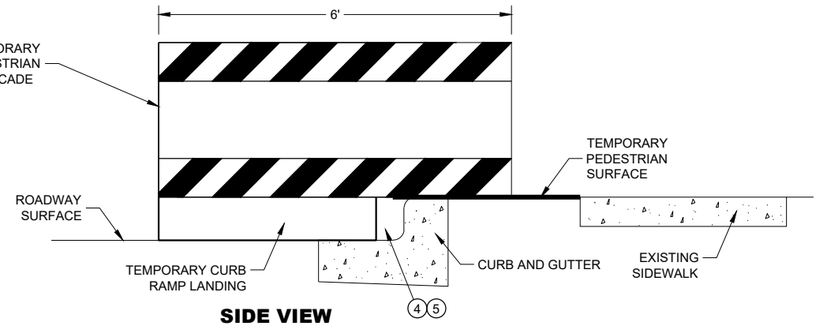
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(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

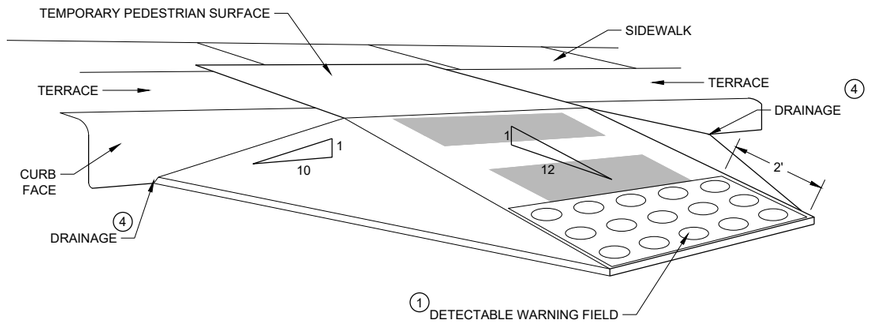
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

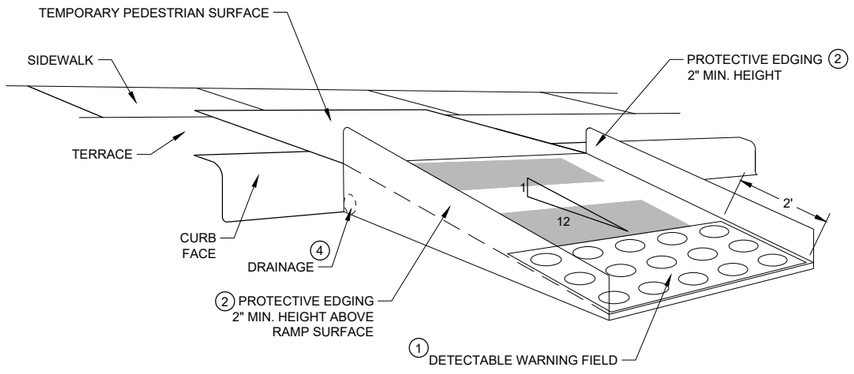
SDD 15D30 - 07b

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SDD 15D30 - 07b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

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

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

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

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

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

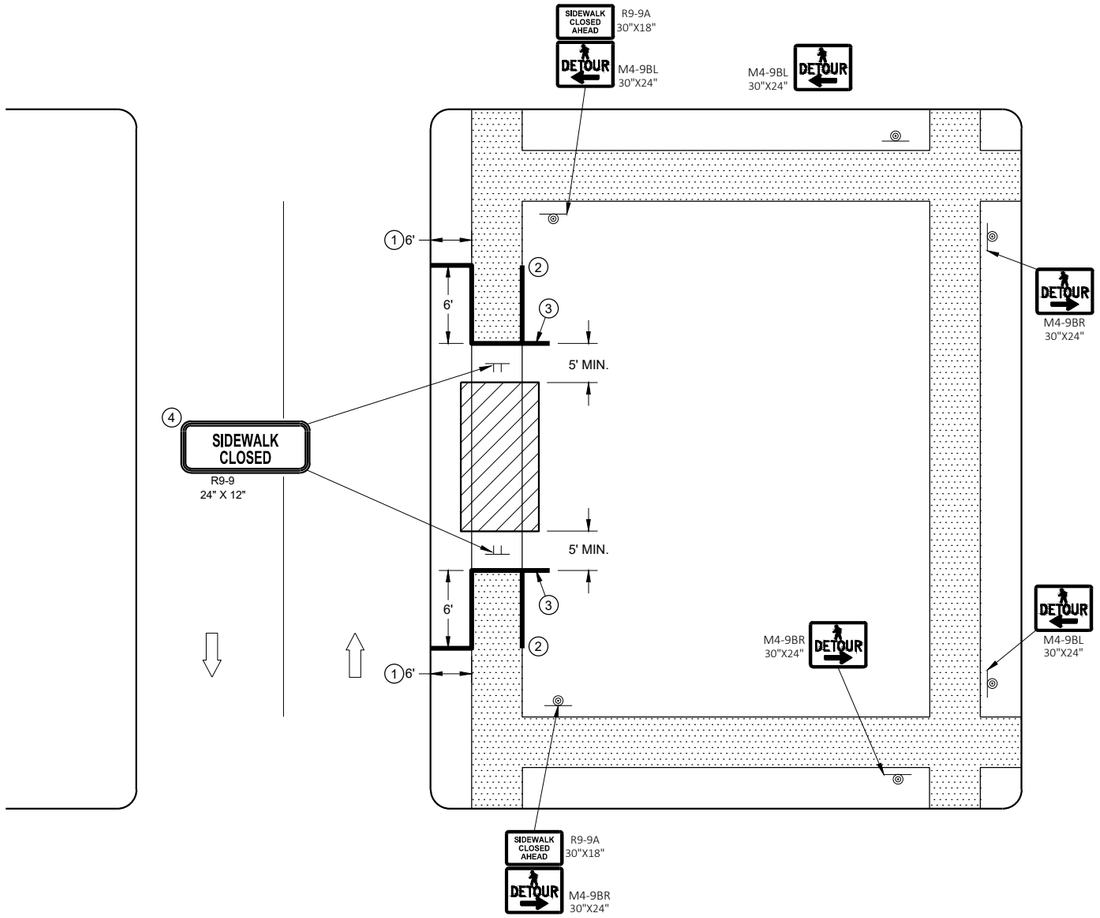
(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

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

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

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

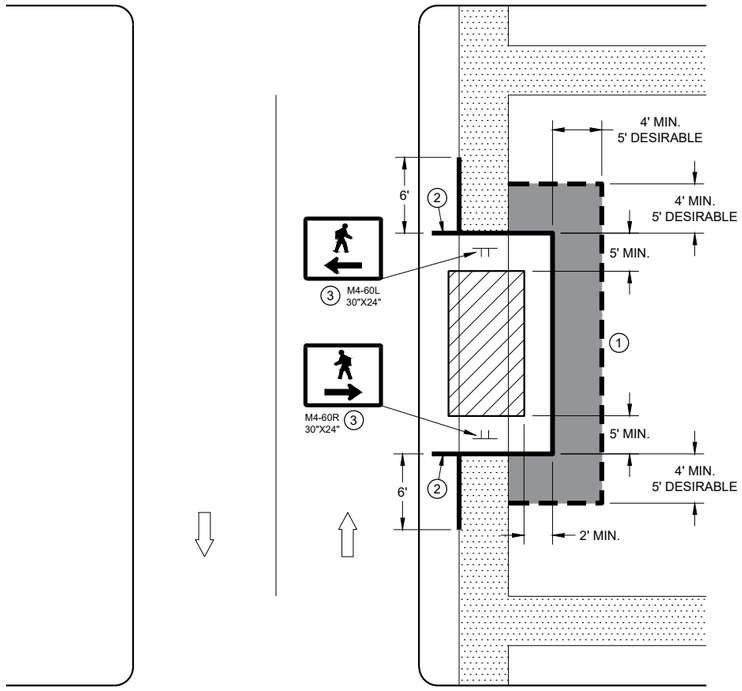
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

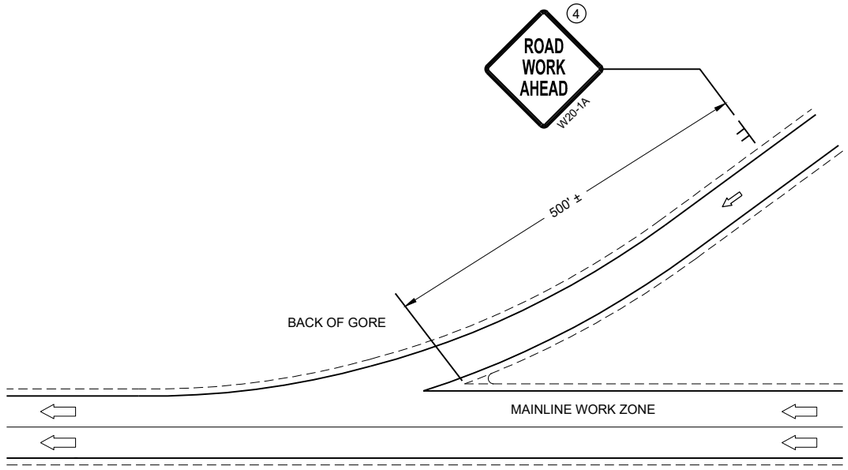
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 07g

LEGEND

- V1 SHADOW VEHICLE 1
- V2 SHADOW VEHICLE 2
- V3 ADVANCE WARNING TRUCK
- ● TRAFFIC CONTROL DRUM
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (MERGE)
- FLASHING ARROW PANEL (CAUTION)
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- WORK AREA



GENERAL NOTES

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

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

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

WHEN WORK ACTIVITY BLOCKS THE RIGHT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

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

(1) DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO 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 AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) DRUMS ARE TO BE USED FOR BRIDGE DECK SEALING AND OTHER PROJECTS THAT REQUIRE DELINEATION.

(3) WITHIN 5 MILES, RELOCATE SIGNS AS WORK PROGRESSES AND NECESSARY OR AS DIRECTED BY THE ENGINEER.

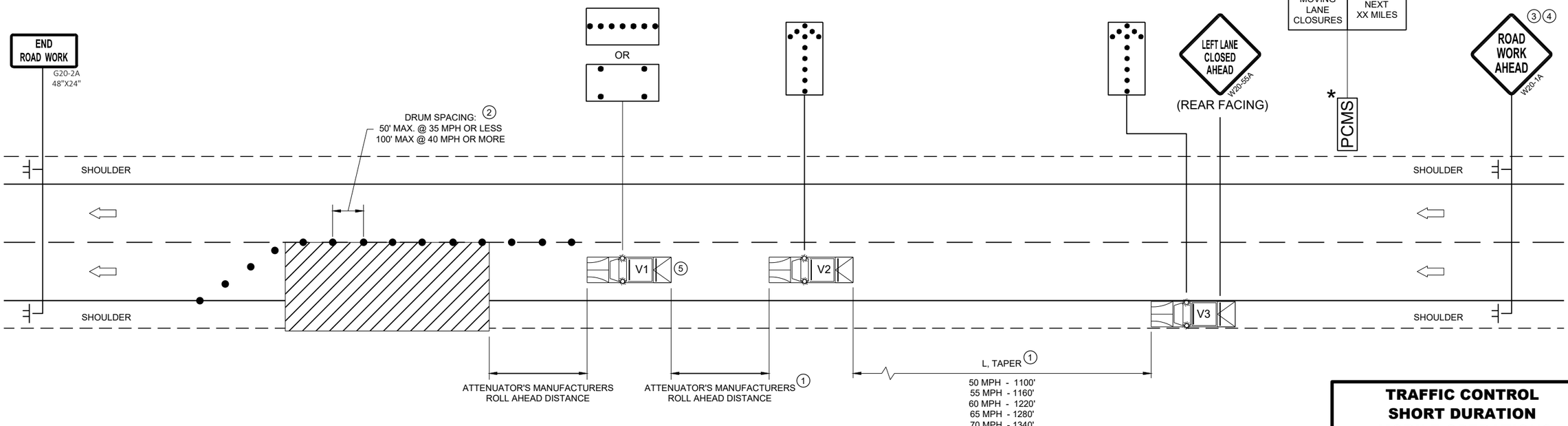
(4) SIGN NOT REQUIRED IF MOVING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(5) SHADOW VEHICLE 1 (V1) IS OPTIONAL

* PCMS OPTIONAL

PCMS MESSAGING

FRAME 1	FRAME 2
MOVING LANE CLOSURES	NEXT XX MILES



TRAFFIC CONTROL SHORT DURATION MOBILE OPERATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D43 - 02

6

SDD 15D43 - 02

GENERAL NOTES

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

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

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

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

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

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

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

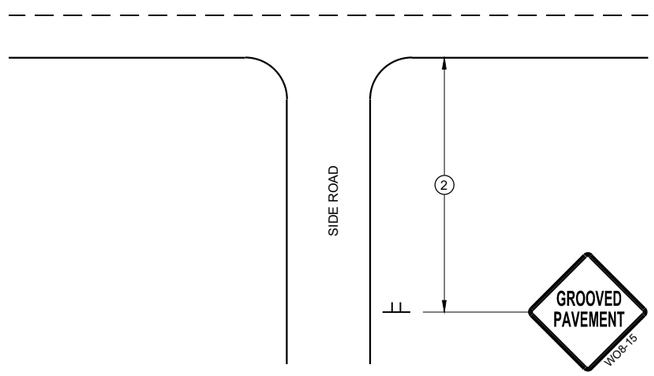
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

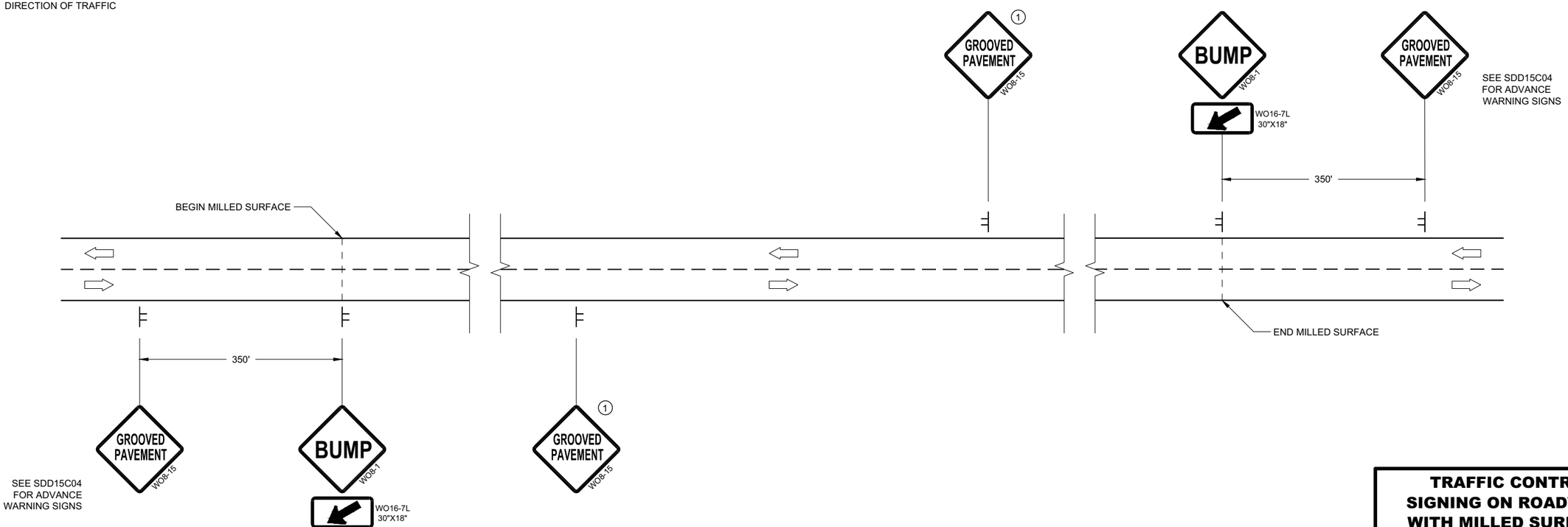
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D44 - 02

SDD 15D44 - 02

GENERAL NOTES

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

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

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

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

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

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

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

(1) PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

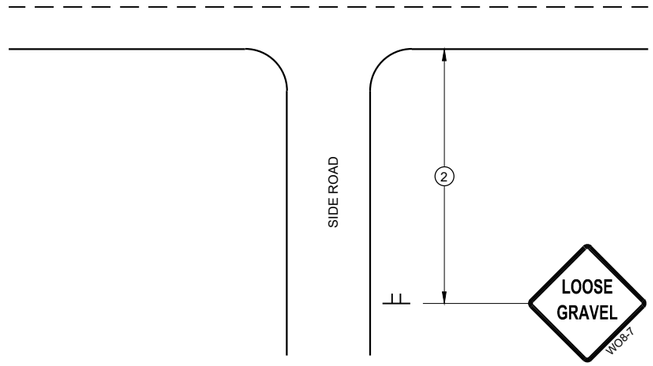
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

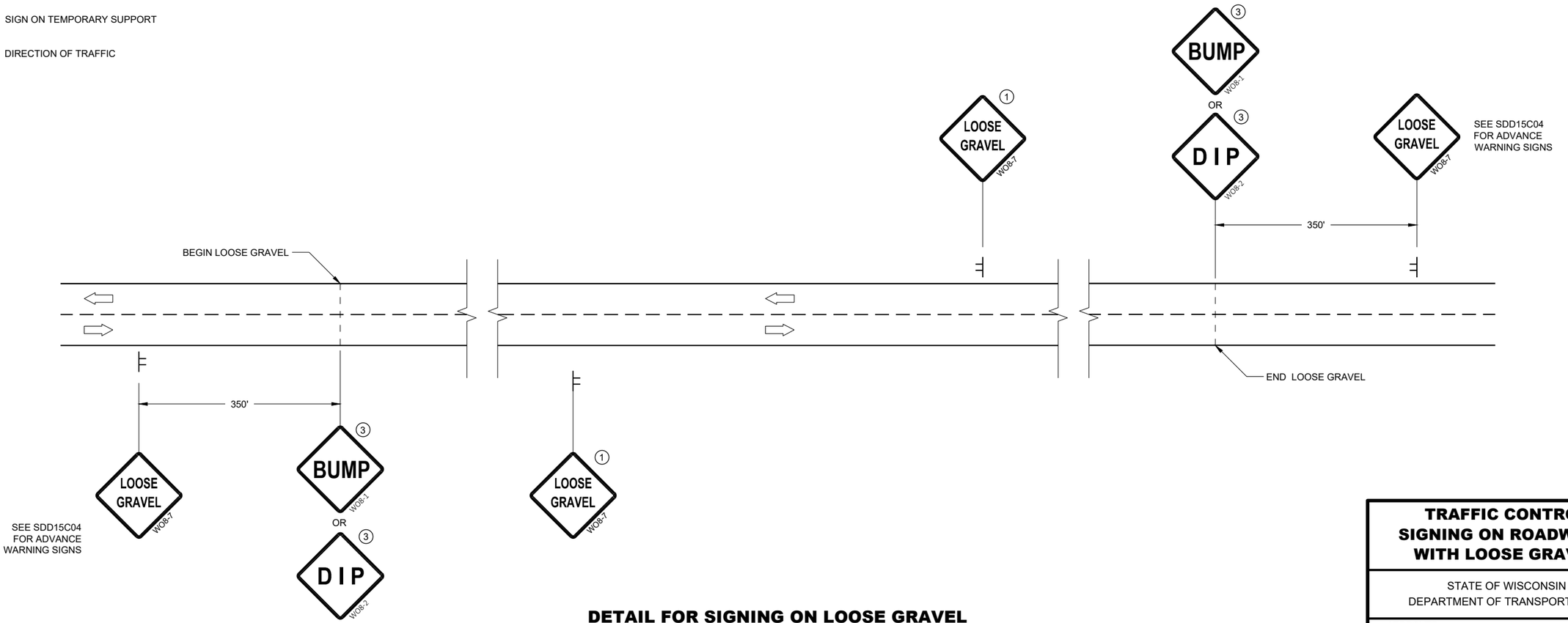
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D45 - 03

LEGEND

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.

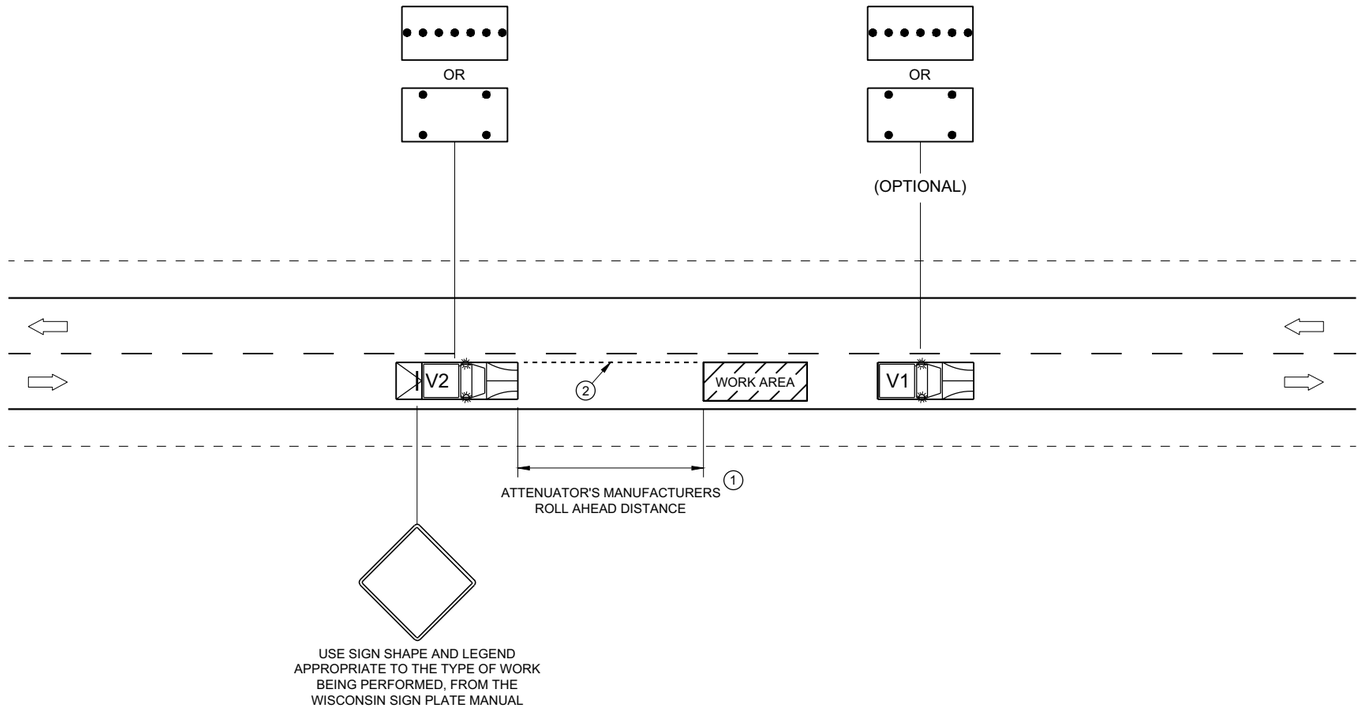
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

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.



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SDD 15D51 - 01

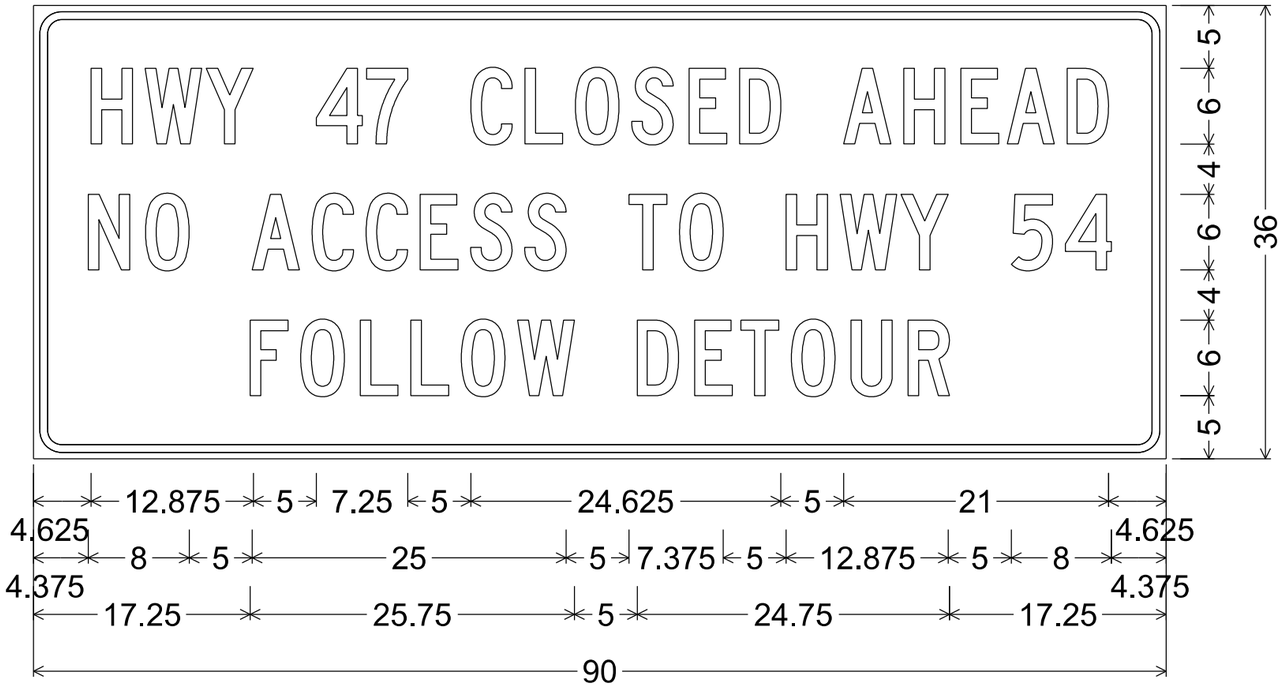
TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

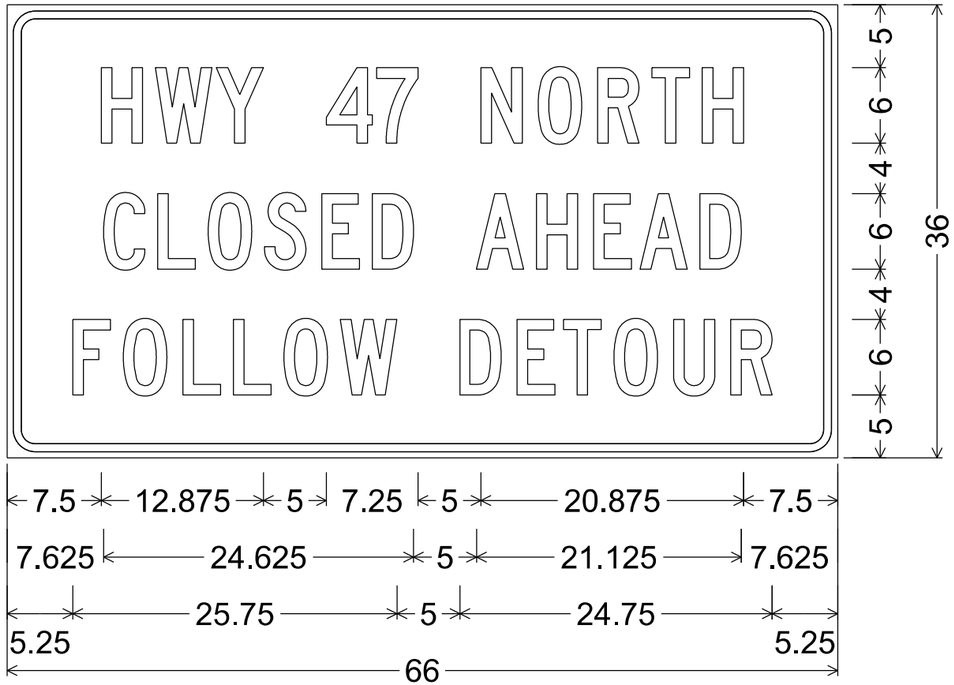
SDD 15D51 - 01



2.250" Radius, 0.625" Border, 0.500" Indent

NOTES

1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



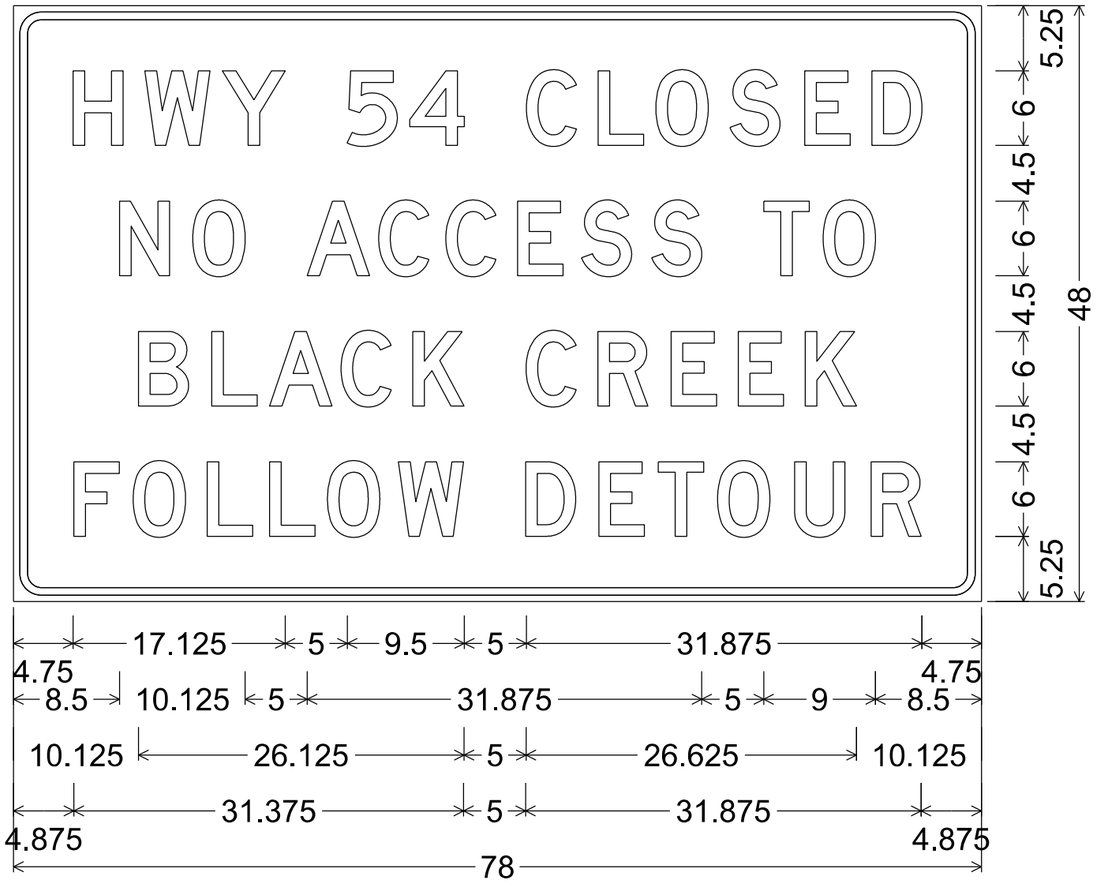
2.250" Radius, 0.625" Border, 0.500" Indent

7

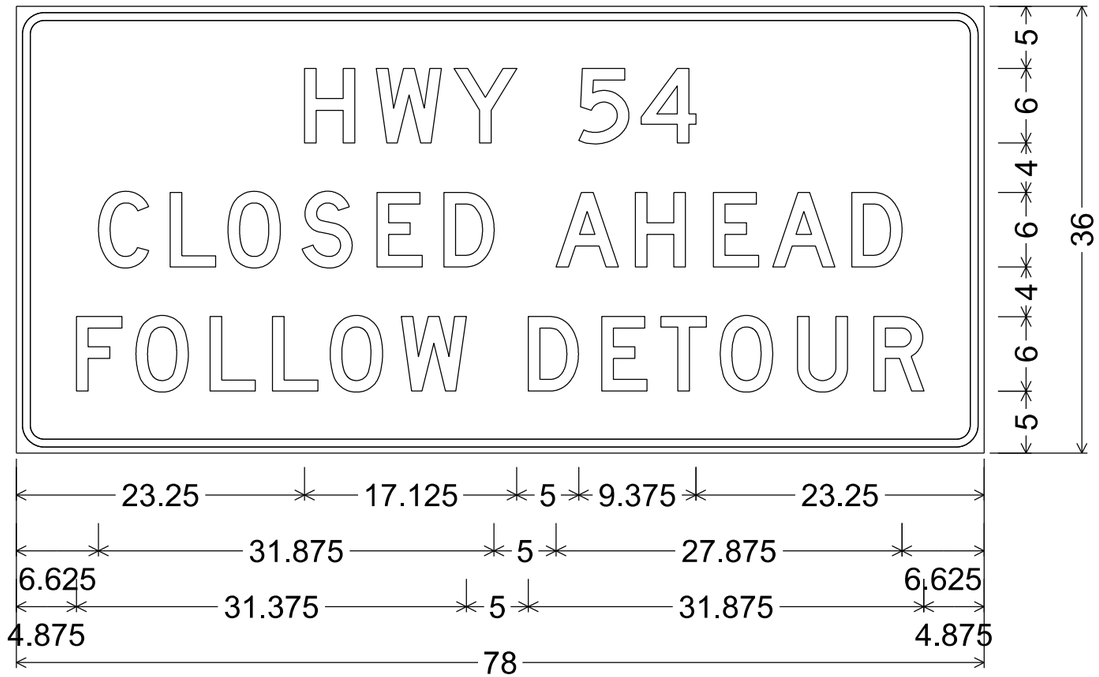
7

NOTES

1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



2.250" Radius, 0.625" Border, 0.500" Indent

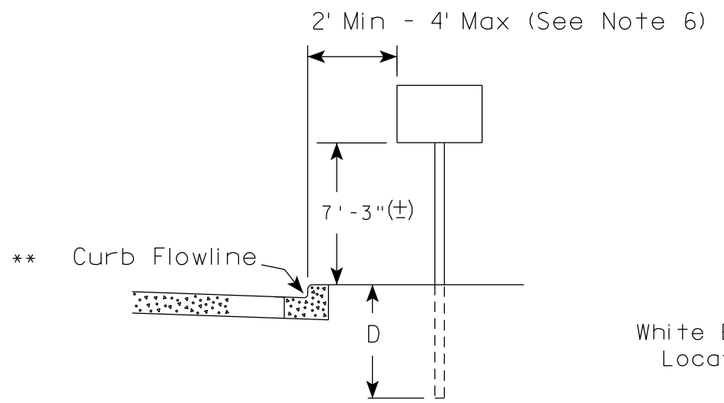


2.250" Radius, 0.625" Border, 0.500" Indent

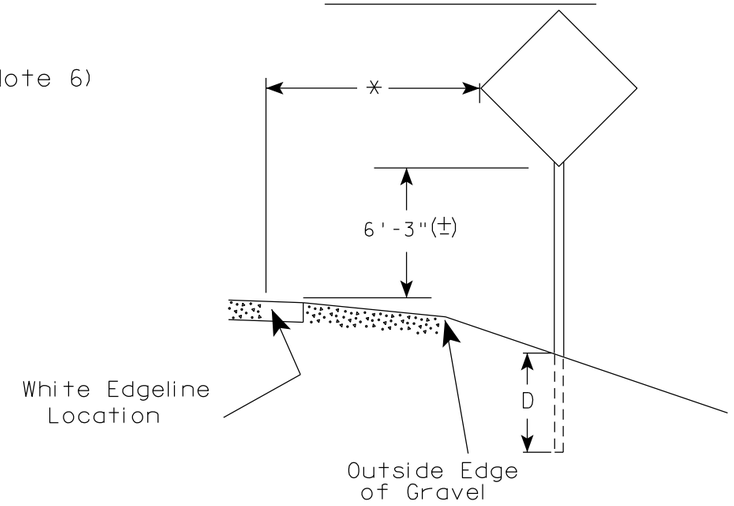
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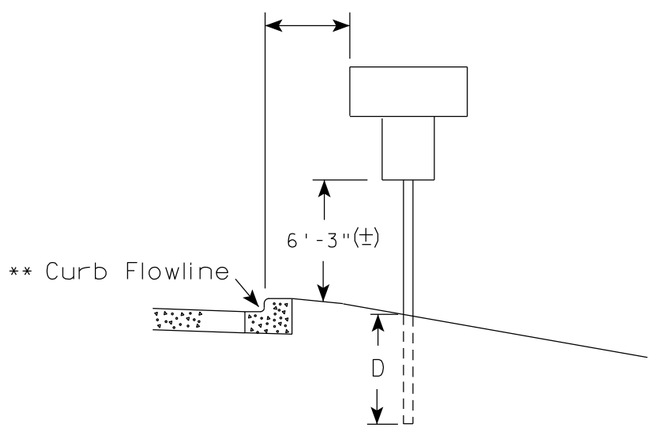
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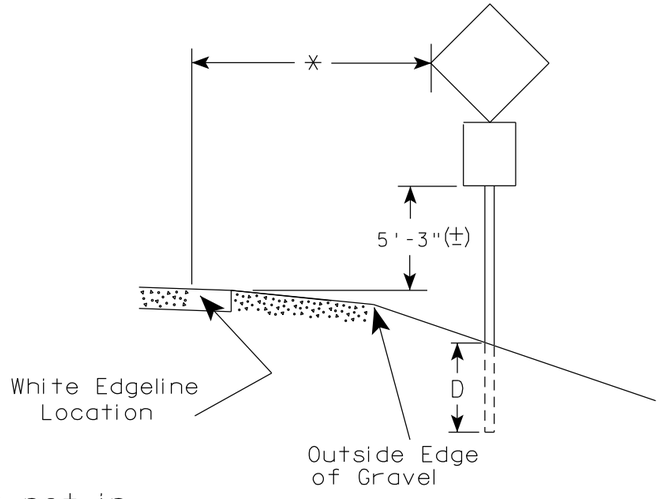
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

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

GENERAL NOTES

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

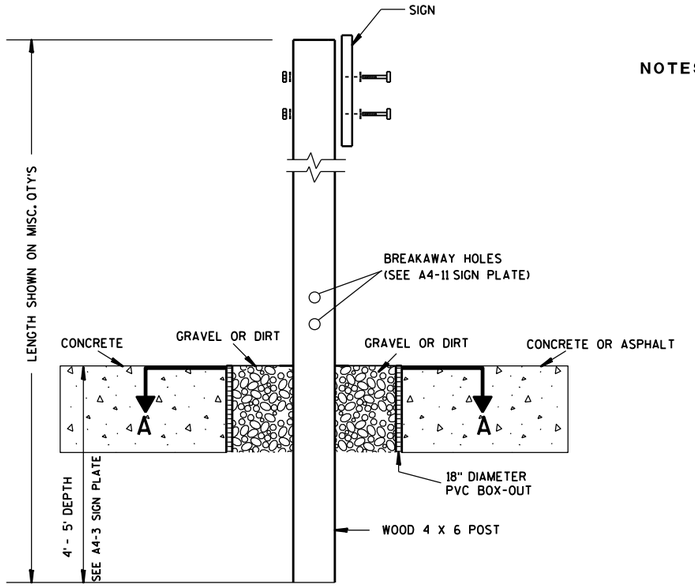
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

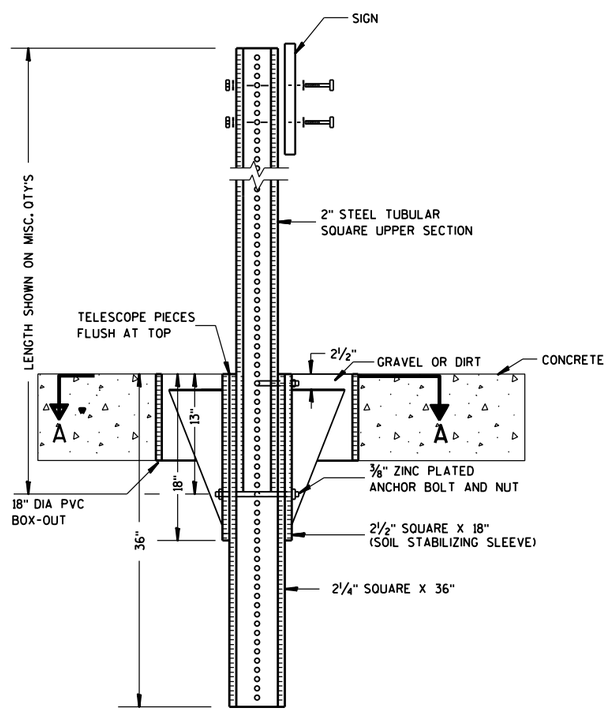
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 200	E



ELEVATION VIEW

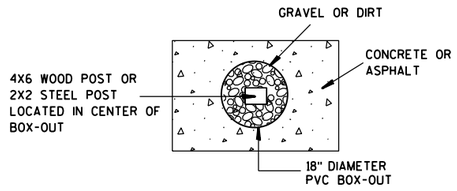
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

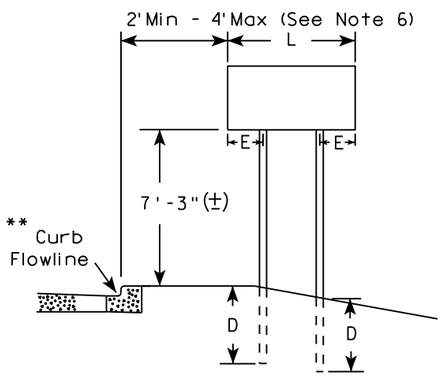
APPROVED Matthew R Rauch
for State Traffic Engineer

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

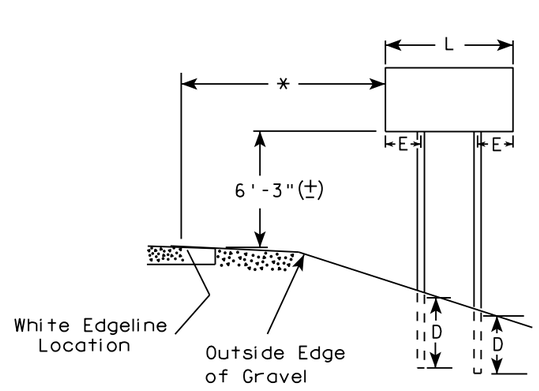
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

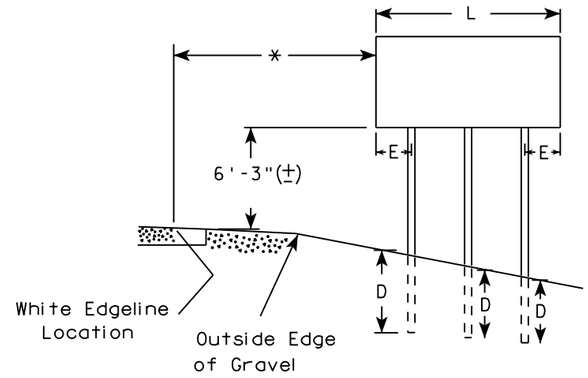
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

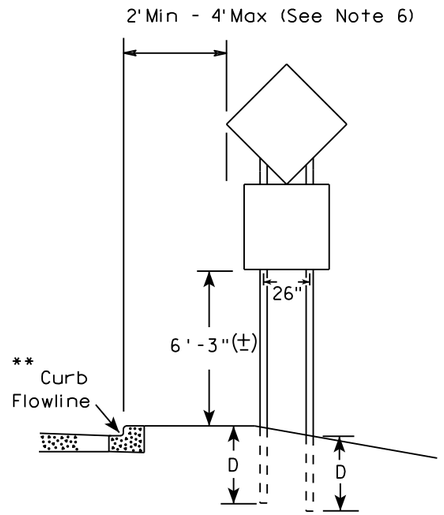
URBAN AREA



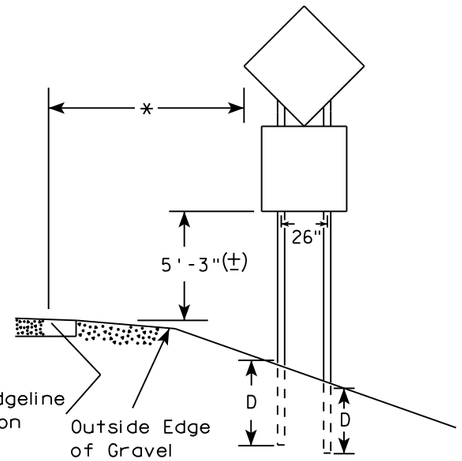
RURAL AREA (See Note 3)







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'

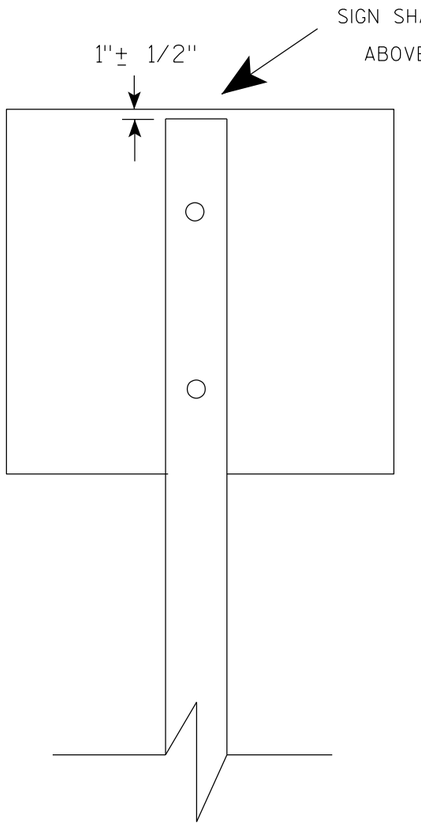
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

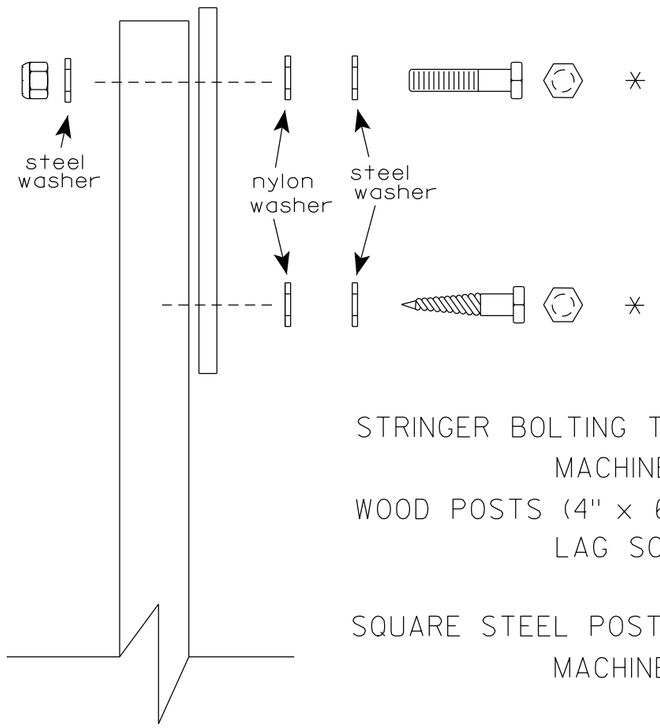
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 202	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

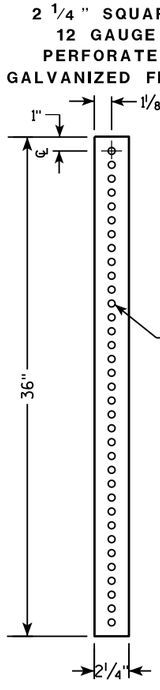
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

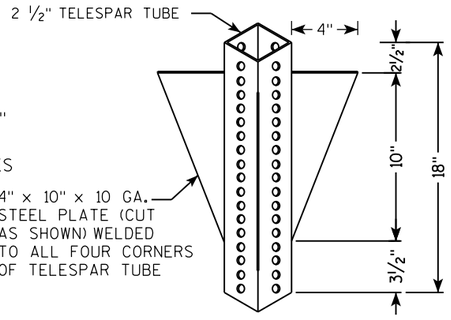
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

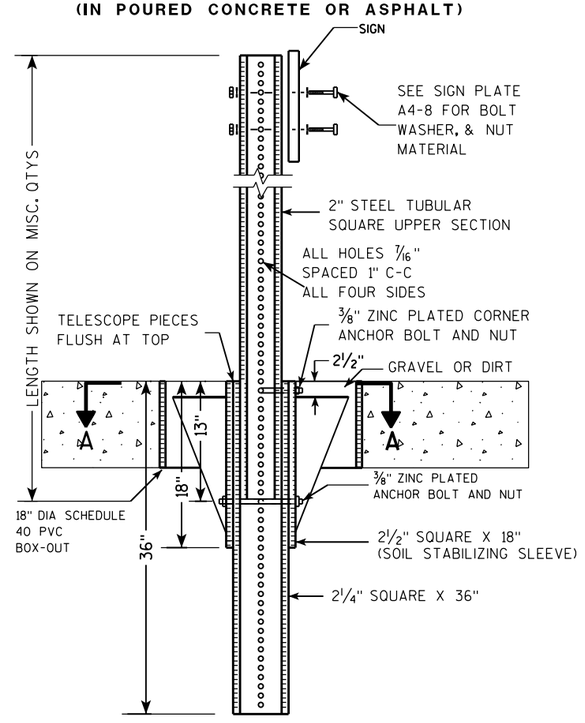
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



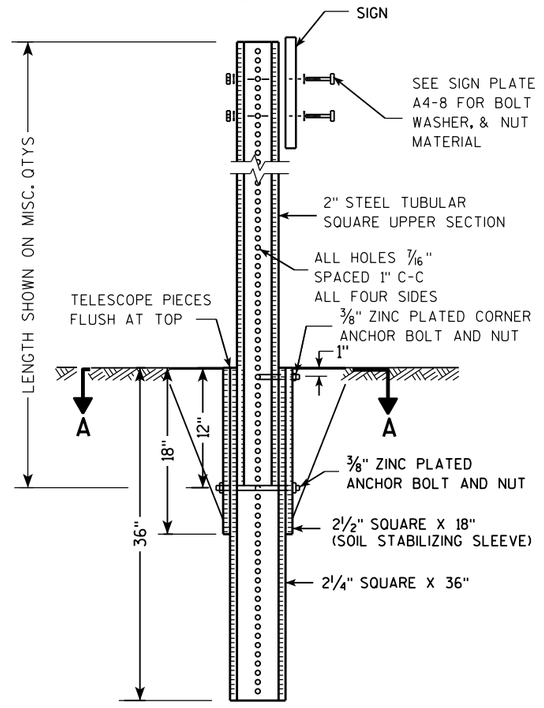
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

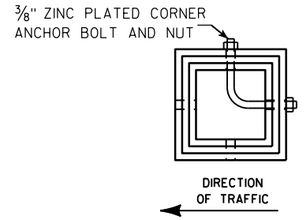


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

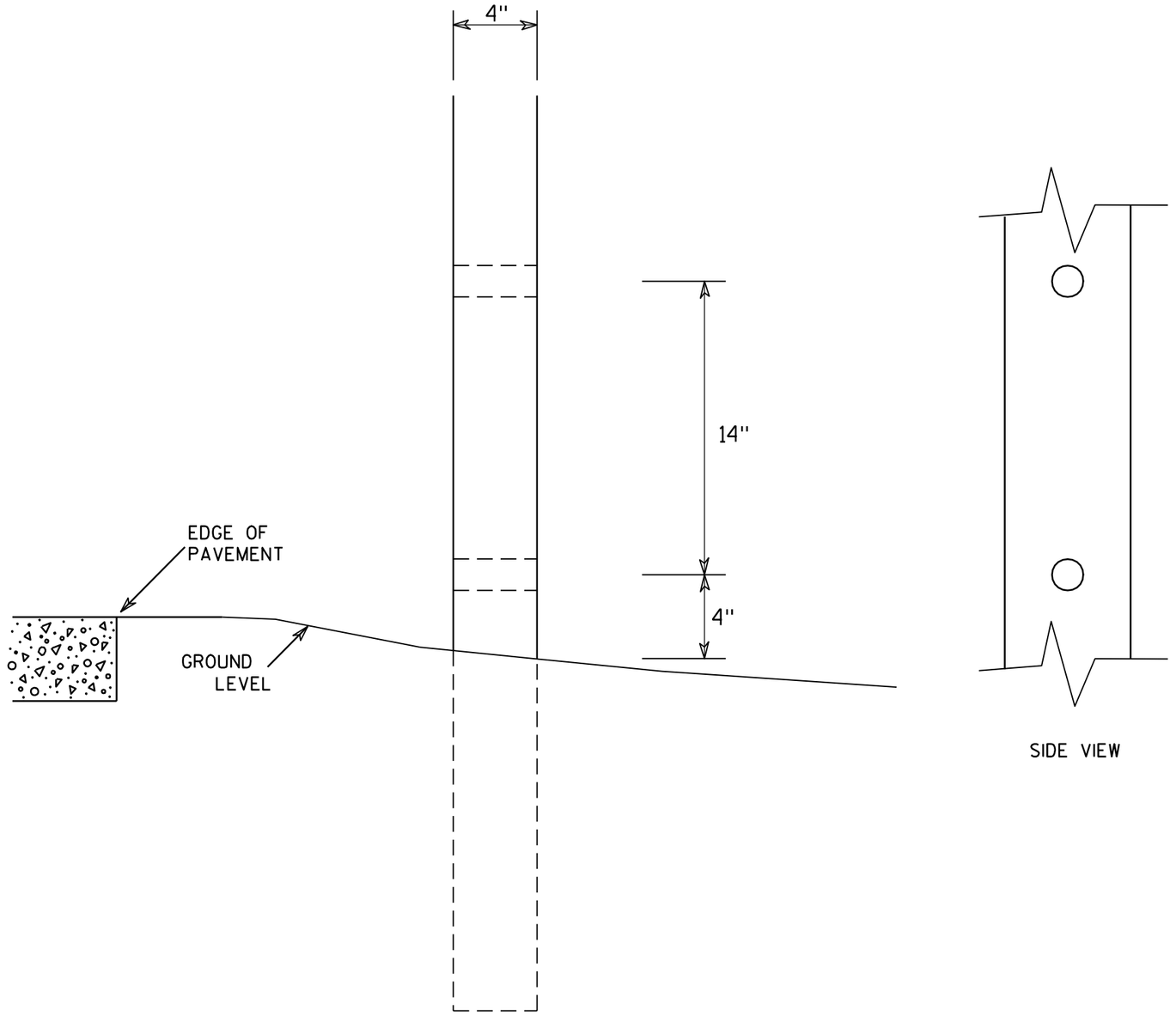
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 204 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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.

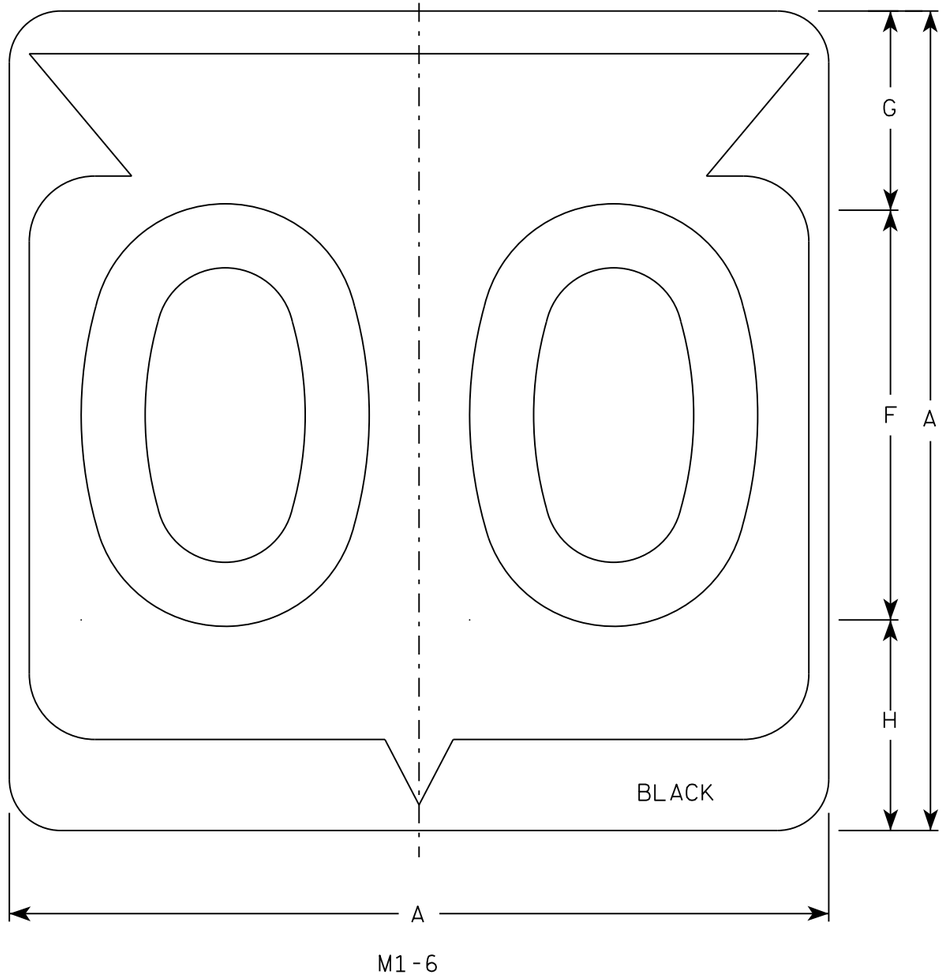
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

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

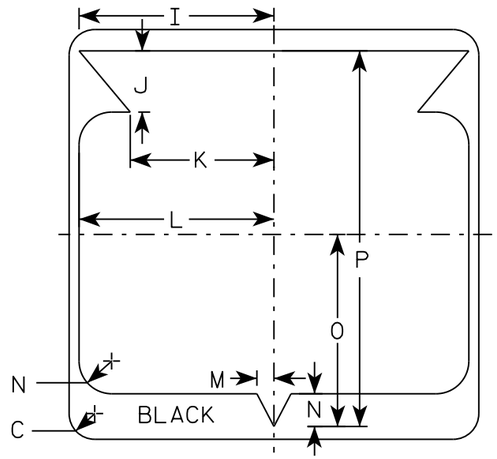
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 205	E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

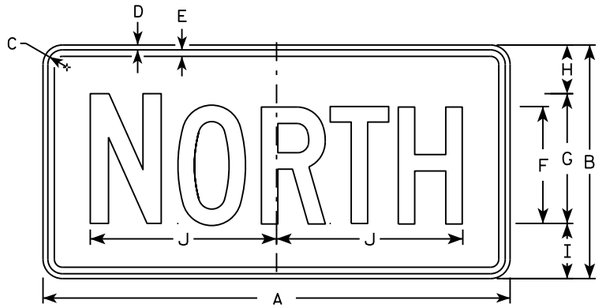
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

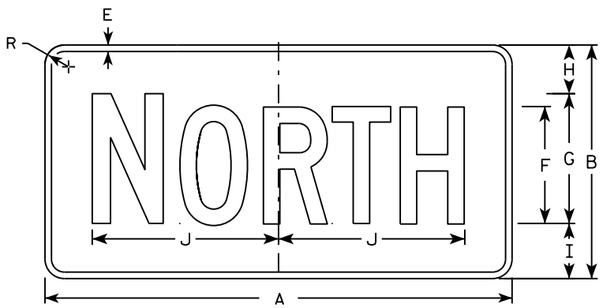
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 206	E



M3-1
MM3-1
MP3-1



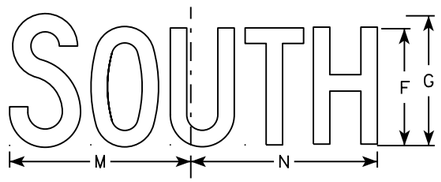
MB3-1
MK3-1
MN3-1



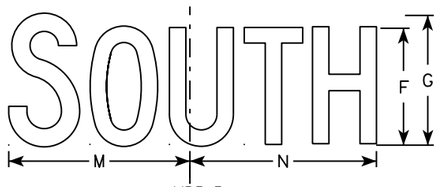
M3-2
MM3-2
MP3-2



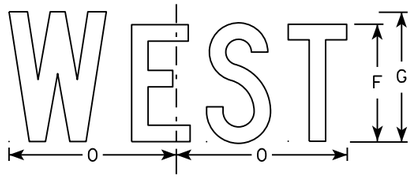
MB3-2
MK3-2
MN3-2



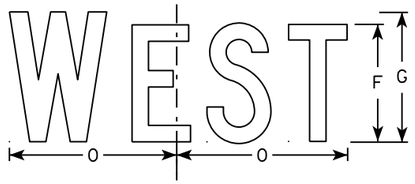
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

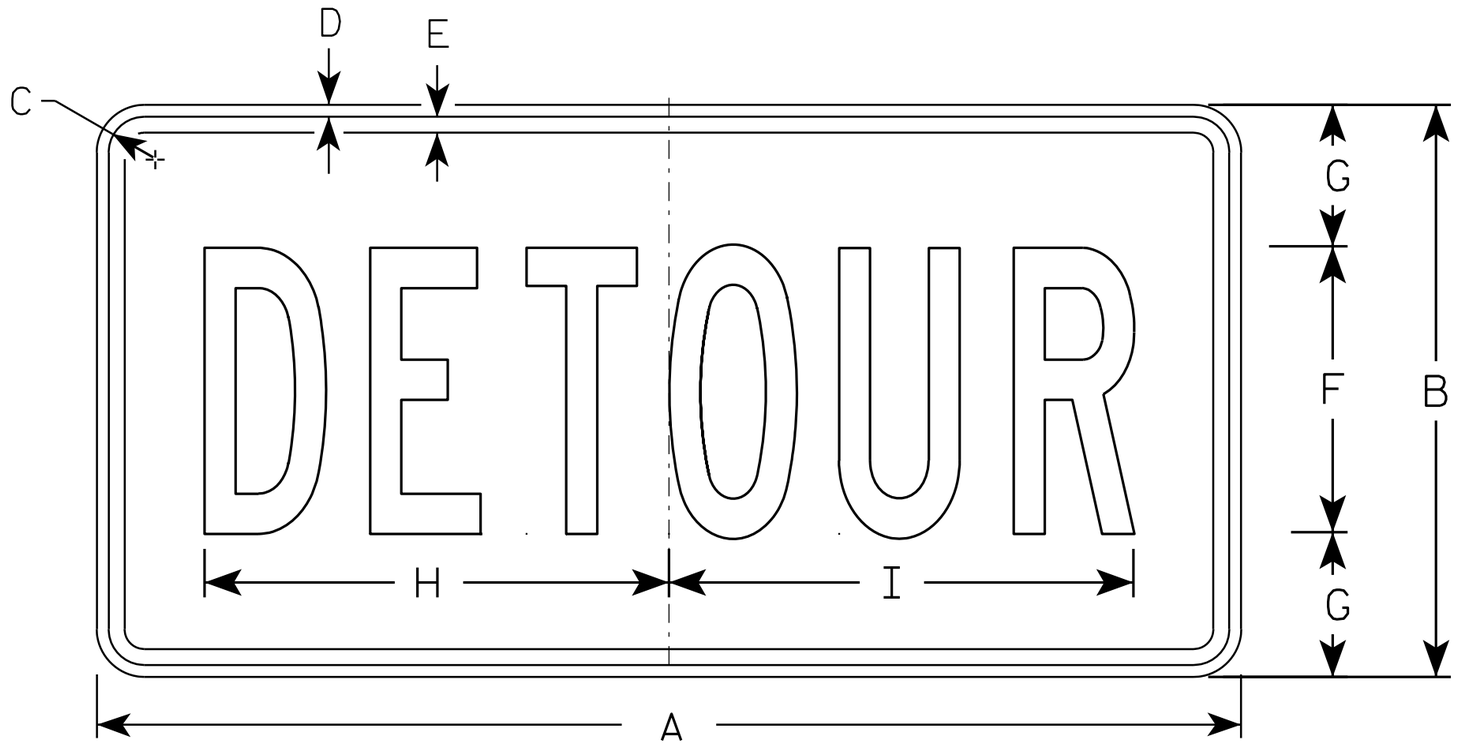
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

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																											

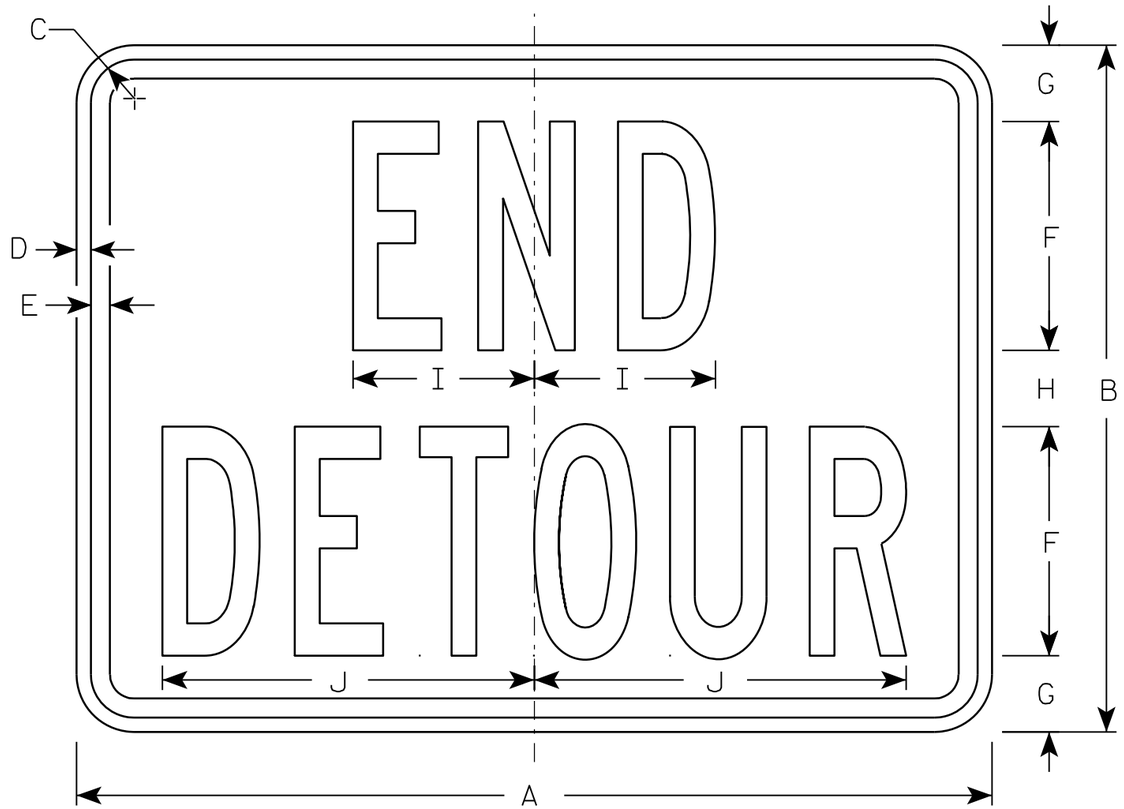
STANDARD SIGN
M4-8

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: 208	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

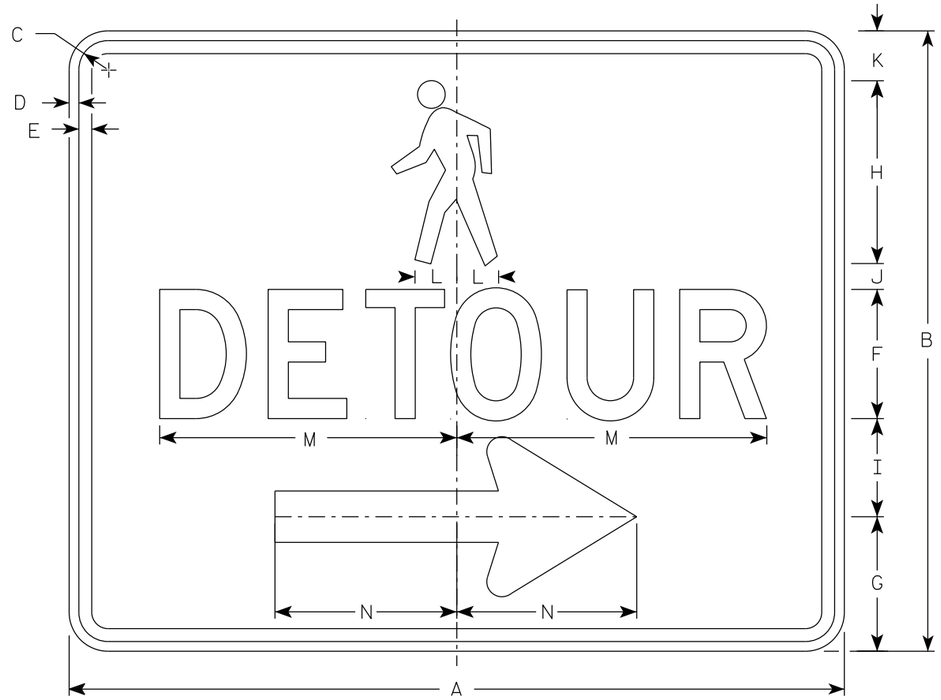
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

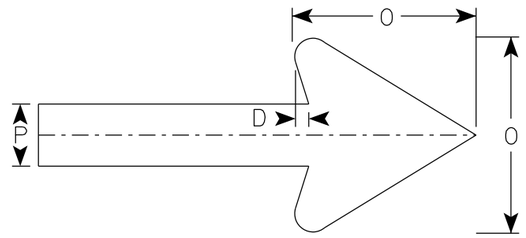
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 209	E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

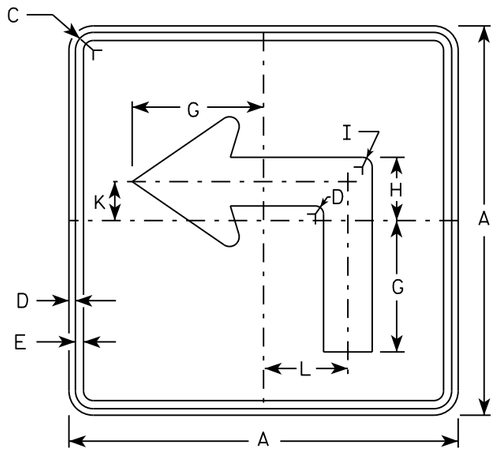
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

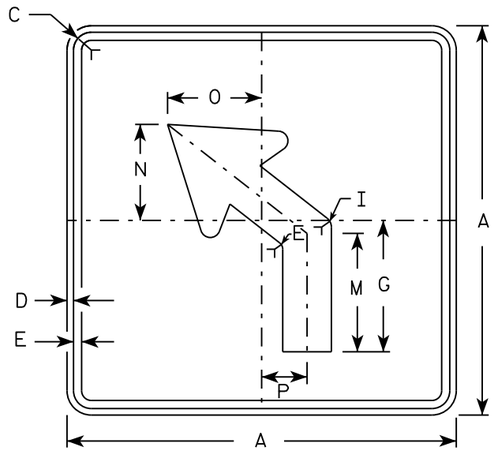
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

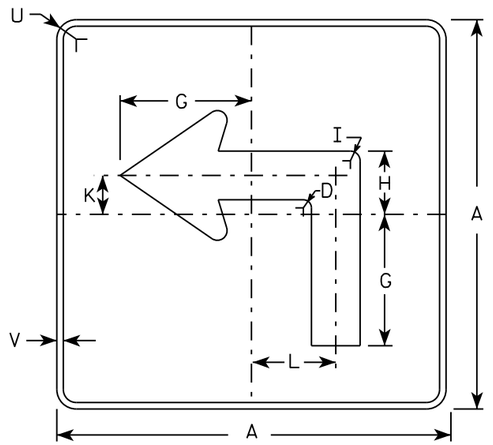
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E



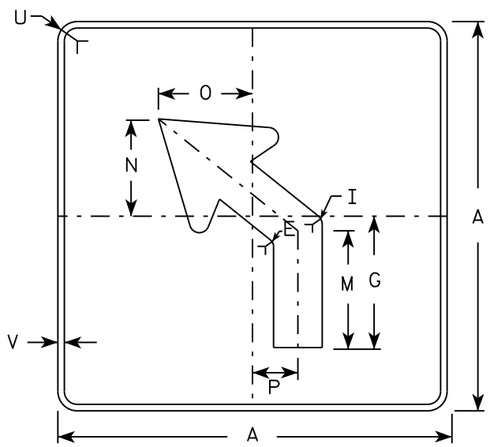
M5-1L
MM5-1L
MO5-1L
MP5-1L



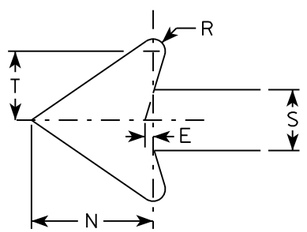
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

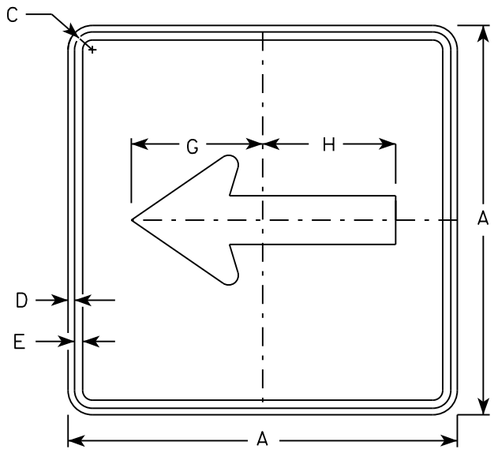
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

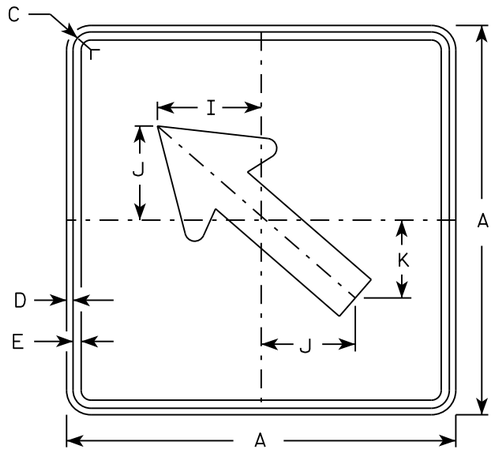
DATE 10/15/15 PLATE NO. M5-1.13

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



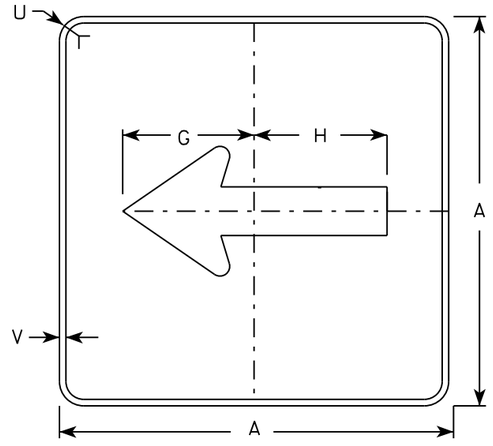
M6-1
MM6-1
MO6-1
MP6-1



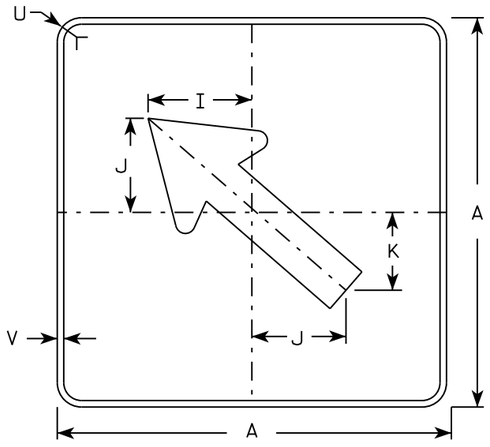
M6-2
MM6-2
MO6-2
MP6-2

NOTES

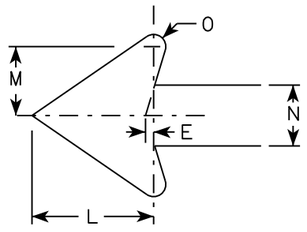
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

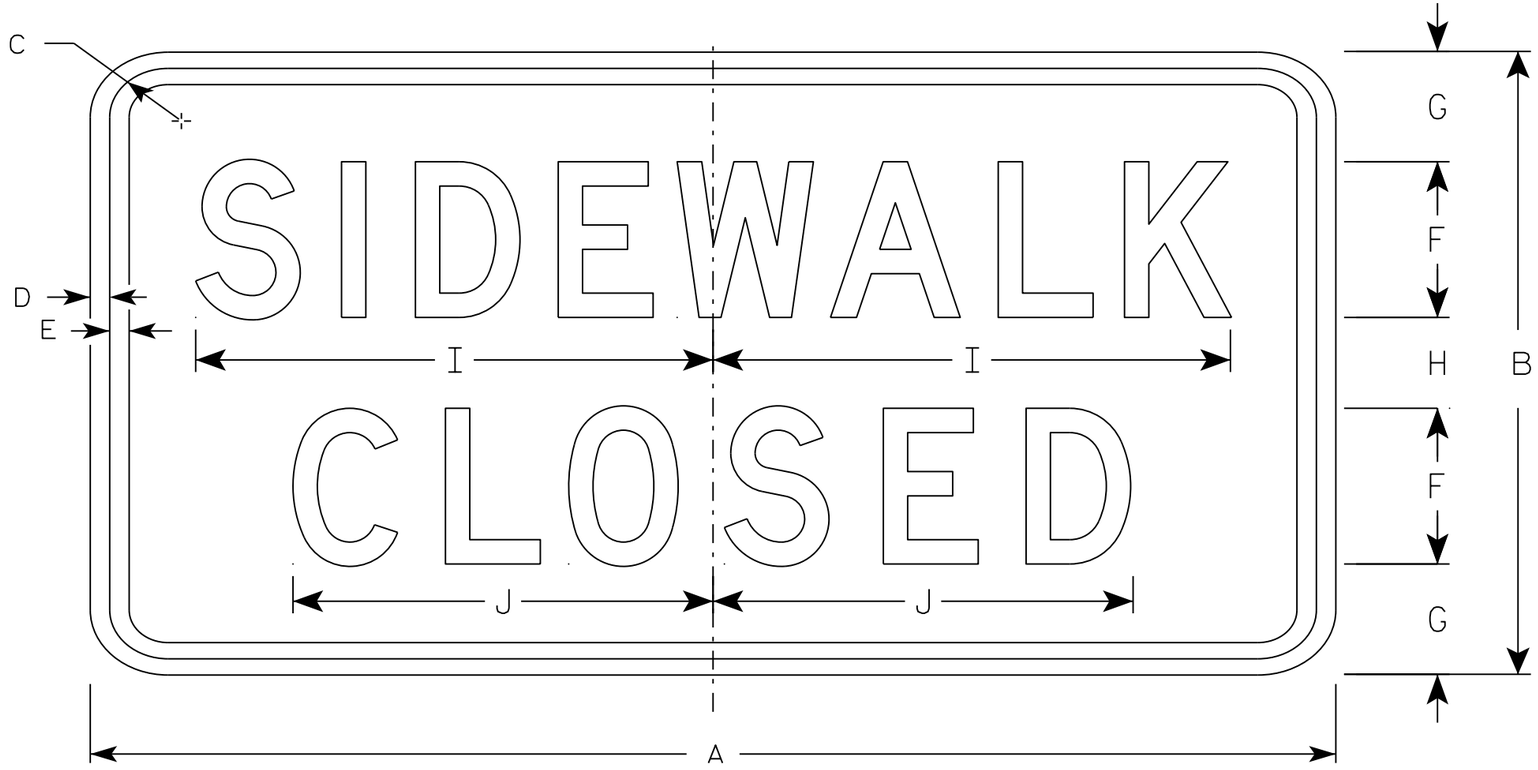
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATI 212 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



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

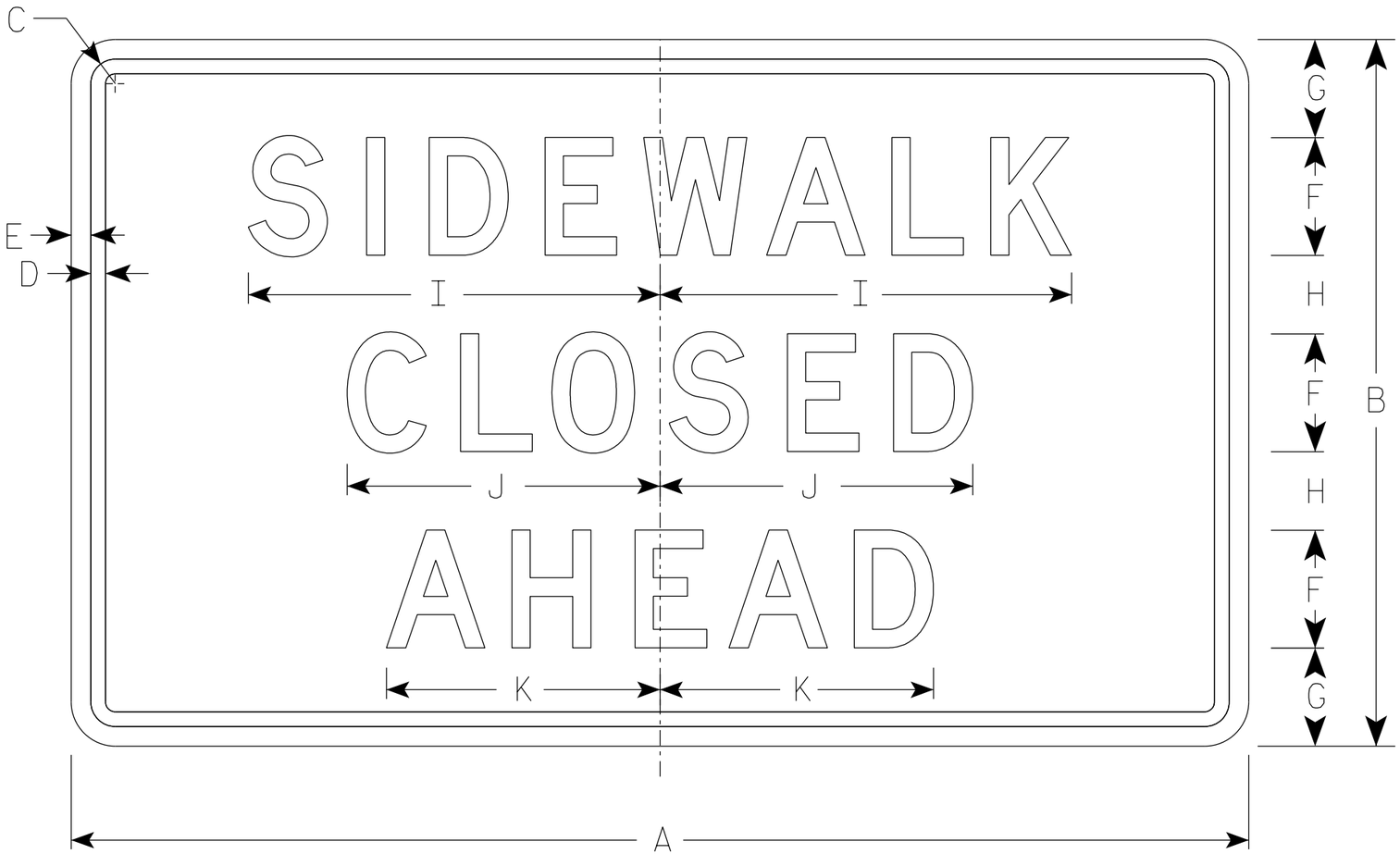
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 213 R9-9.6

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-9A

NOTES

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

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

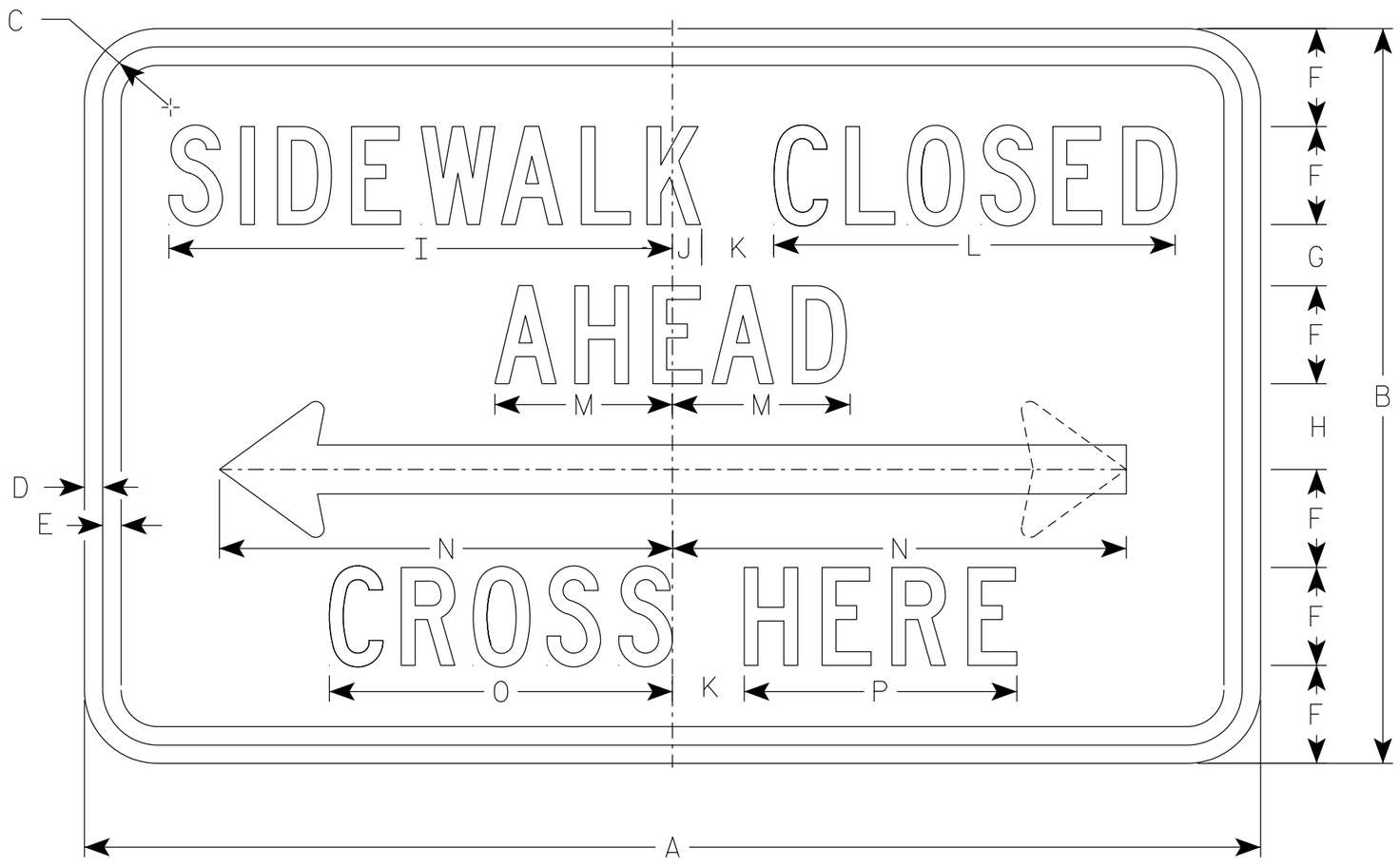
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

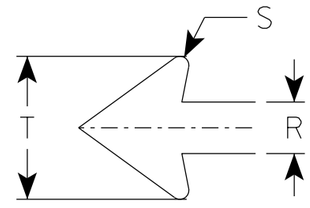
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 | E



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
6. R9-11 D (double arrow)
   R9-11 L (left arrow)
   R9-11 R (right arrow)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

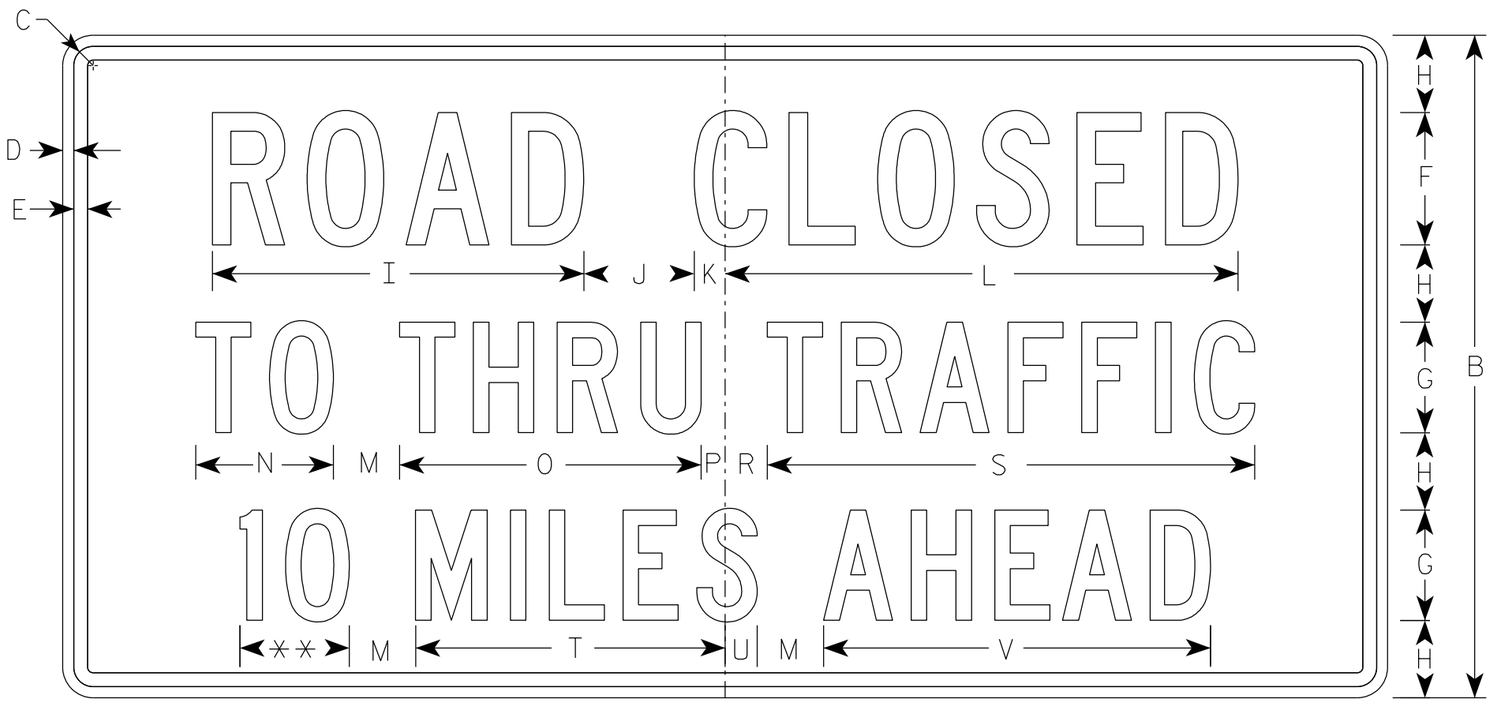
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/30/2021 PLATE NO. R9-11.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 215	E

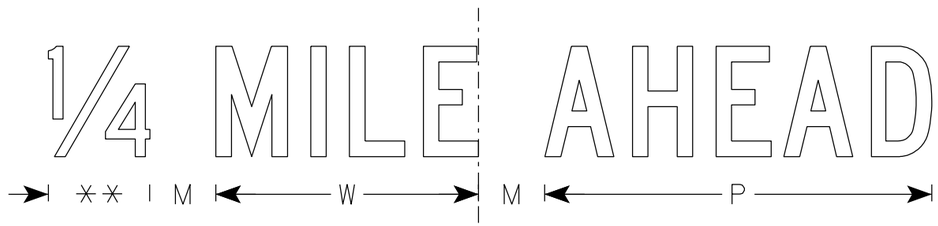
NOTES

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



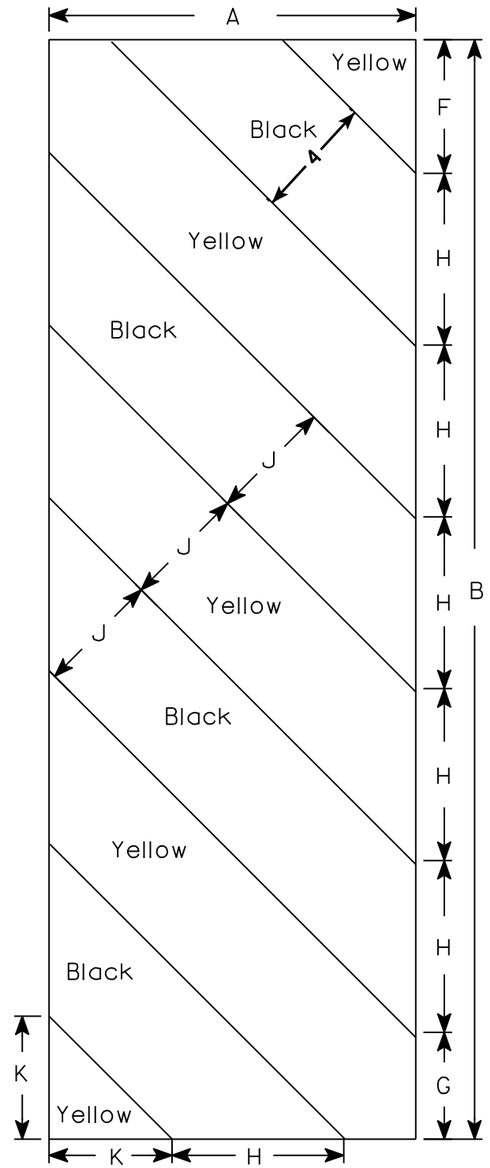
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
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

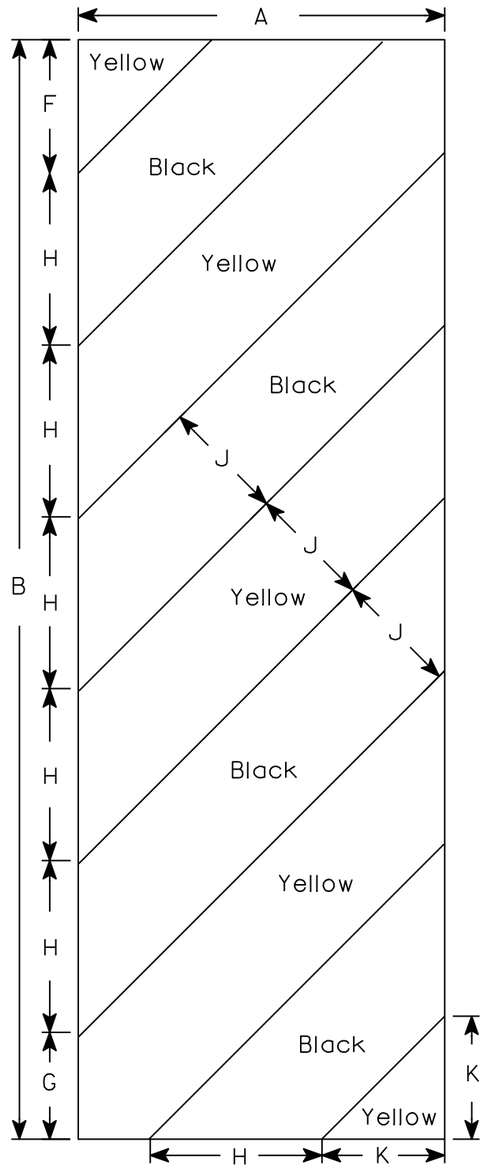
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 6/14/2021 PLATE NO. R11-3.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 216 | E



W5-52L



W5-52R

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. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

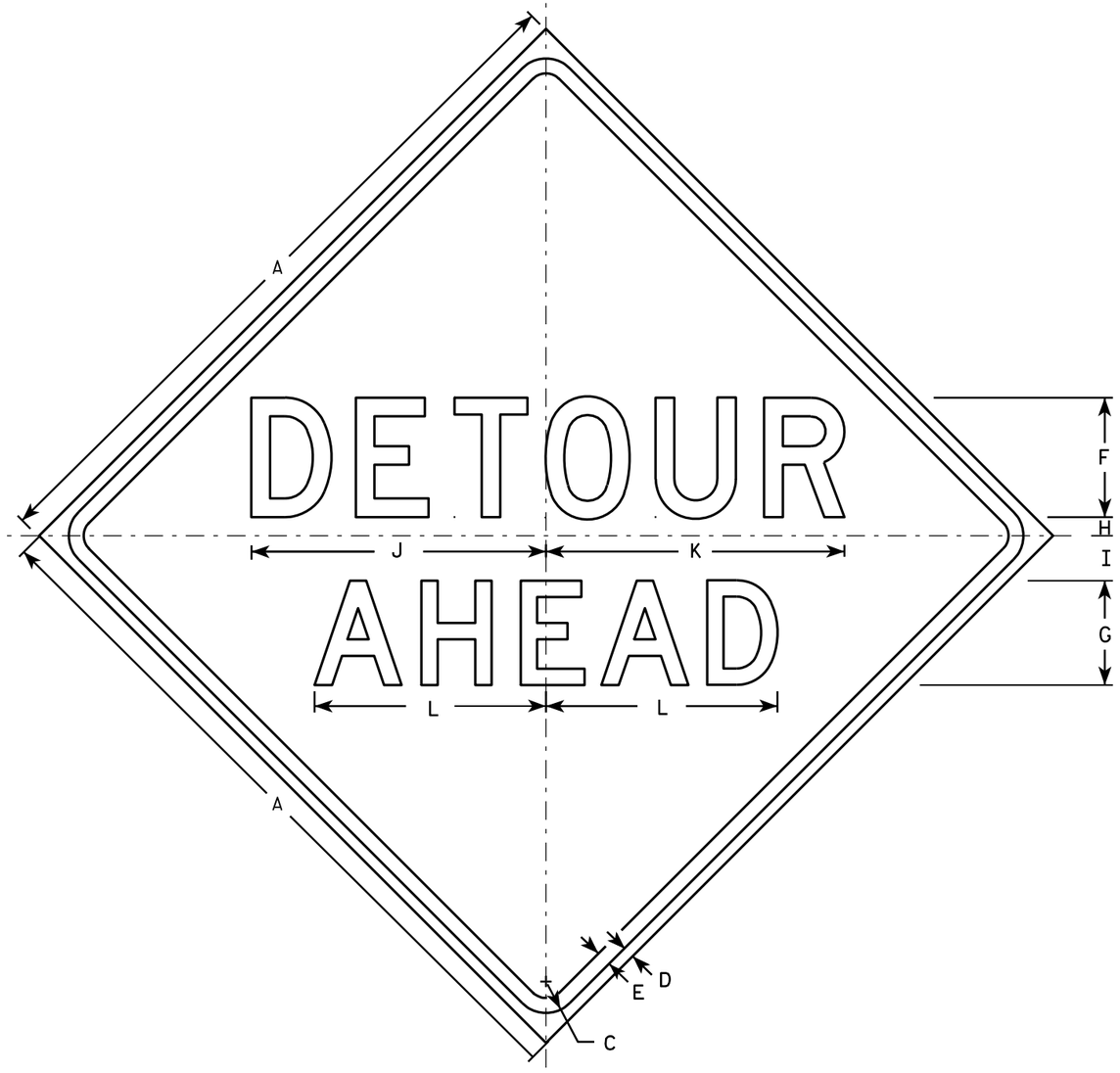
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

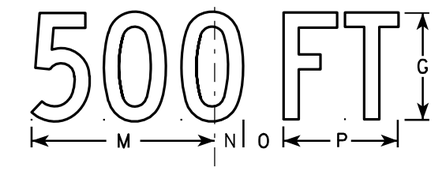
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

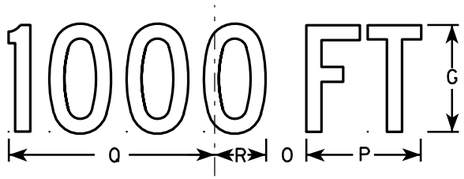
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 217 | E



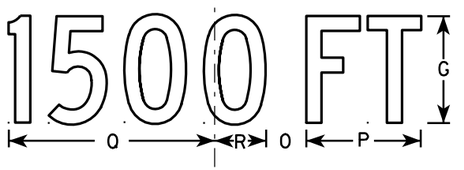
W20-2A



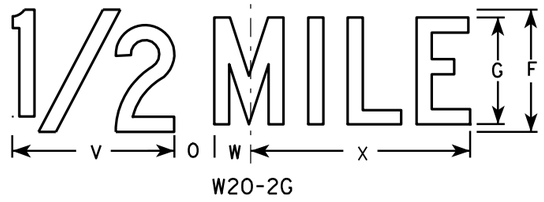
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

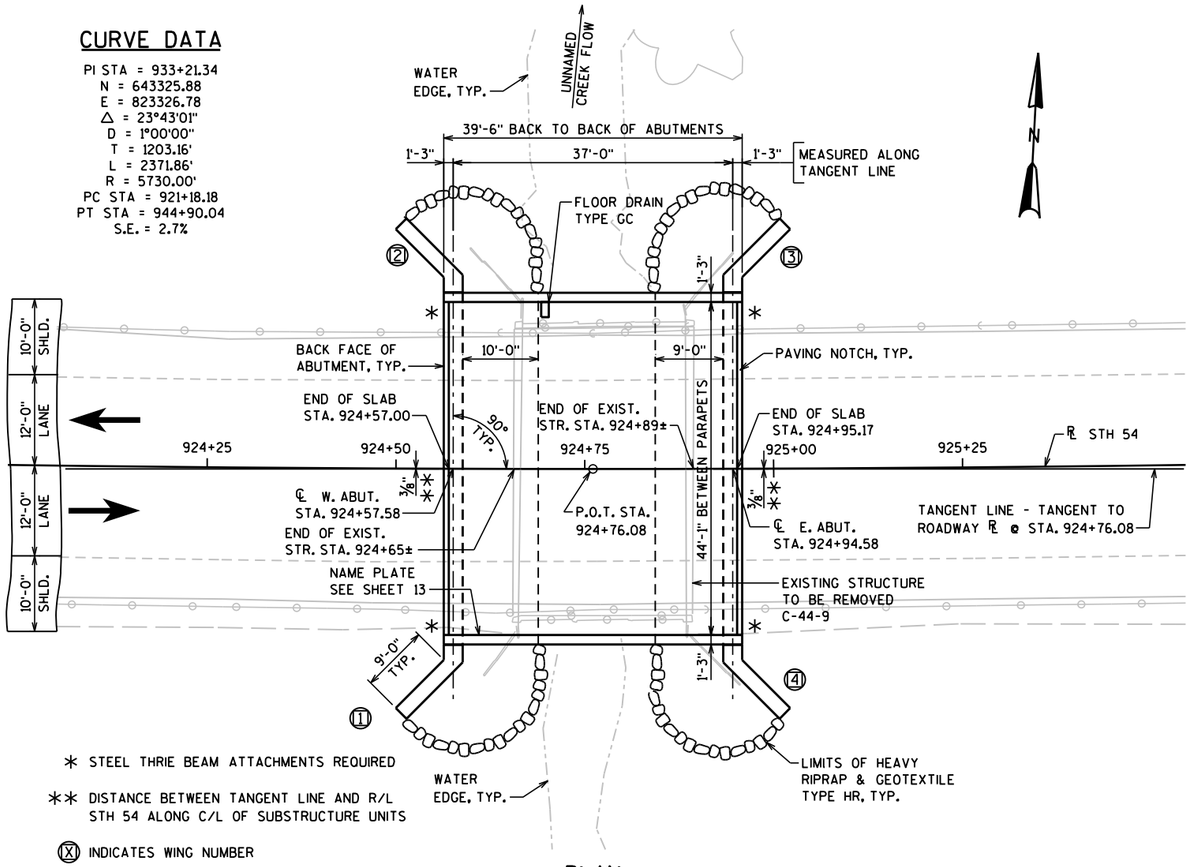
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | E

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

STATE PROJECT NUMBER
6230-14-71

CURVE DATA

PI STA = 933+21.34
N = 643325.88
E = 823326.78
△ = 23°43'01"
D = 1°00'00"
T = 1203.16'
L = 2371.86'
R = 5730.00'
PC STA = 921+18.18
PT STA = 944+90.04
S.E. = 2.7%



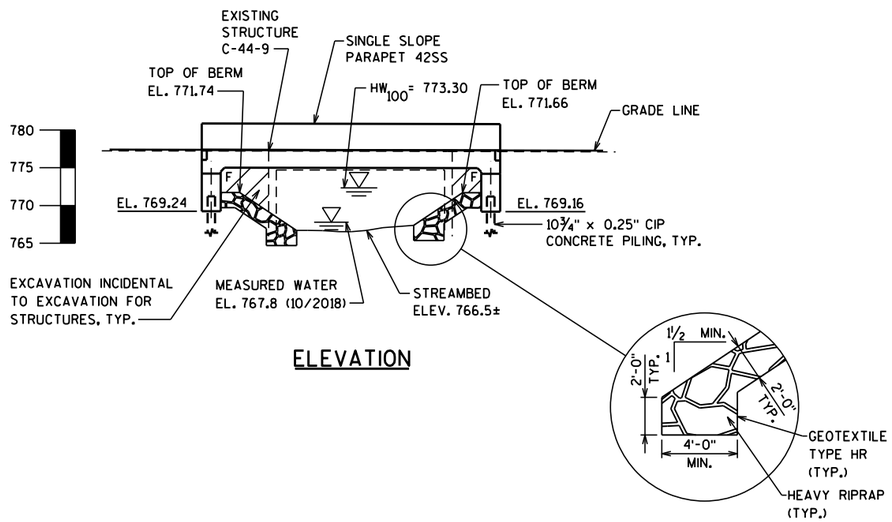
∗ STEEL THRIE BEAM ATTACHMENTS REQUIRED

∗∗ DISTANCE BETWEEN TANGENT LINE AND R/L STH 54 ALONG C/L OF SUBSTRUCTURE UNITS

(X) INDICATES WING NUMBER

PLAN

SINGLE SPAN CONCRETE FLAT SLAB BRIDGE



ELEVATION

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. WEST ABUTMENT
5. WEST ABUTMENT WING 1
6. WEST ABUTMENT WING 2
7. EAST ABUTMENT
8. EAST ABUTMENT WING 3
9. EAST ABUTMENT WING 4
10. SUPERSTRUCTURE
11. SUPERSTRUCTURE DETAILS
12. FLOOR DRAIN TYPE 'GC'
13. SINGLE SLOPE PARAPET 42SS

TRAFFIC DATA

ADT = 5,000 (2023)
5,200 (2043)
RDS = 60 M.P.H.

DESIGN DATA

STRUCTURE IS DESIGNED FOR FUTURE WEARING SURFACE OF 20#/SQ. FT.

LIVE LOAD:

DESIGN LOADING	HL-93
INVENTORY RATING FACTOR	RF = 1.08
OPERATING RATING FACTOR	RF = 1.46
WISCONSIN STANDARD PERMIT VEHICLE (Wis-SPV)	250 KIPS

MATERIAL PROPERTIES:

CONCRETE MASONRY	
SUPERSTRUCTURE	f'c = 4,000 PSI
ALL OTHER	f'c = 3,500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy = 60,000 PSI

HYDRAULIC DATA

100 YEAR FREQUENCY

Q_{100}	800 C.F.S.
VELOCITY	9.61 F.P.S.
HIGH WATER	EL. 773.30 (100 YEAR)
WATERWAY AREA	83 S.F.
DRAINAGE AREA	9.1 SQ. MILES
OVERTOPPING FREQUENCY = N/A	
SCOUR CRITICAL CODE = 5	

2 YEAR FREQUENCY

Q_2	226 C.F.S.
VELOCITY	5.46 F.P.S.
HIGH WATER	EL. 770.28 (2 YEAR)

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON 10¾" X 0.25" CIP CONCRETE PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 130 TONS ** PER PILE. ESTIMATED LENGTH = 45' AT EACH ABUTMENT.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

WISCONSIN
KRISTOFER R. OLSON
E-35236
APPLETON, WI
PROFESSIONAL ENGINEER

5/31/2022

CONSULTANT CONTACT

KRISTOFER OLSON
WESTWOOD INFRASTRUCTURE
(920) 735-6900

BRIDGE OFFICE CONTACT

AARON BONK
(608) 261-0261

NO.	DATE	REVISION	BY

ORIGINAL PLANS PREPARED BY

Westwood

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 11/02/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-44-469

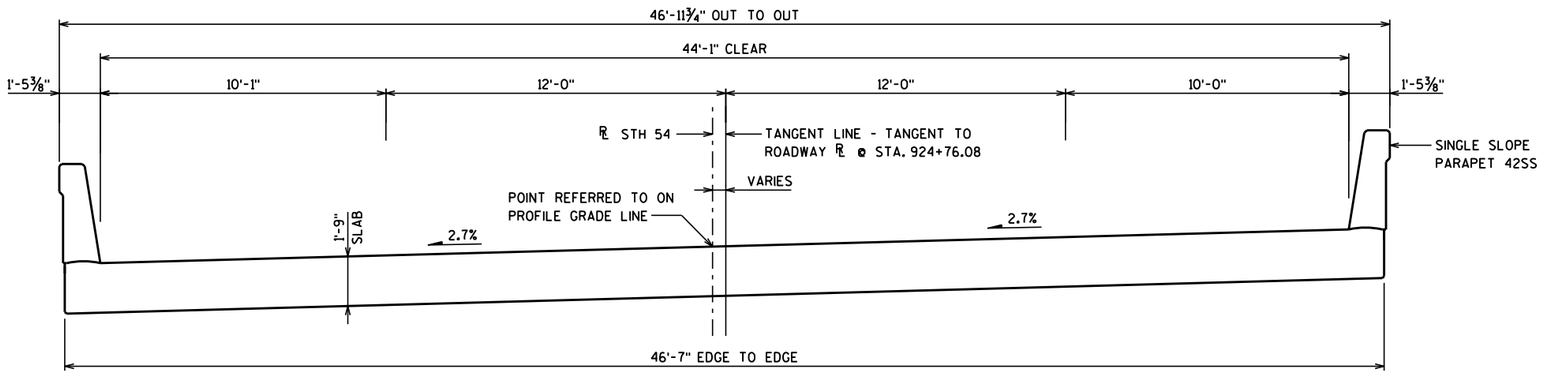
STH 54 OVER UNNAMED CREEK

COUNTY: OUTAGAMIE	TOWN: BLACK CREEK
DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS	LOAD: HL-93
DESIGNED BY: BRE	DESIGN CK'D.: KRO
DRAWN BY: BRE	PLANS CK'D.: KRO

GENERAL PLAN

FILE NAME : F:±TR±JOBS±E2331A18±Sheets±B-44-0469 01 gp.dgn PLOT BY : KROlson PLOT DATE: 5/31/2022 11:08:52 AM

STATE PROJECT NUMBER
6230-14-71



CROSS SECT. THRU RDWY.

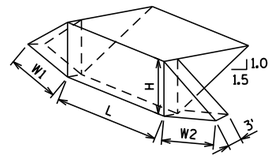
LOOKING UPSTATION

BENCH MARKS (NAVD 88)

NO.	STATION	DESCRIPTION	ELEV.
1008	922+62. 45'RT.	DISK IN CONCRETE STAMPED BLACK CREEK N GPS AZ MK	774.31
1009	929+06. 65'RT.	60D NAIL IN PPOL "08-14552	776.10

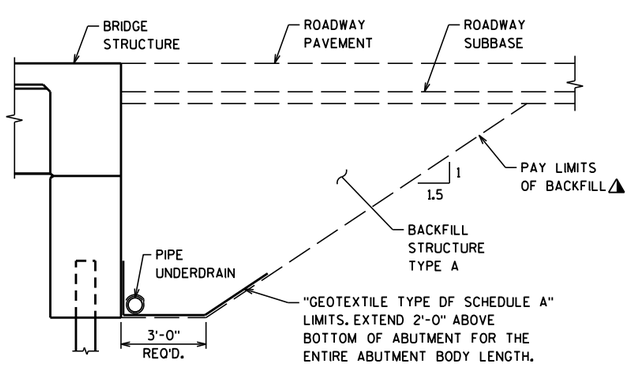
TOTAL ESTIMATED QUANTITIES

ITEM NO.	BID ITEMS	UNIT	SUPER.	WEST ABUT.	EAST ABUT.	TOTALS
203.0260	REMOVING STRUCTURE OVER WATERWAY MINIMAL DEBRIS C-44-9	EA	---	---	---	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-44-469	EA	---	---	---	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	---	200	200	400
502.0100	CONCRETE MASONRY BRIDGES	CY	135	38	38	211
502.3200	PROTECTIVE SURFACE TREATMENT	SY	193	---	---	193
502.3210	PIGMENTED SURFACE SEALER	SY	39	---	---	39
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	---	3,170	3,170	6,340
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	23,140	1,130	1,130	25,400
514.0445	FLOOR DRAINS TYPE GC	EA	1	---	---	1
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	---	13	13	25
550.2104	PILING CIP CONCRETE 10 3/4 X 0.25-INCH	LF	---	405	405	810
606.0300	RIPRAP HEAVY	CY	---	75	70	145
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	---	80	80	160
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EA	4	---	---	4
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	---	85	85	170
645.0120	GEOTEXTILE TYPE HR	SY	---	115	110	225
	NON-BID ITEMS					
	FILLER	SIZE				½"&¾"



ABUTMENT BACKFILL DIAGRAM FOR WINGS PARALLEL TO ABUTMENT

L = OUT TO OUT OF ABUTMENT BODY (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
W1 = WING 1 LENGTH (FT)
W2 = WING 2 LENGTH (FT)
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H) + (3.0')(0.5)(W1+W2)(H)
V_{CY} = V_{CF} (EF)/27
V_{TON} = V_{CY} (2.0)



TYPICAL SECTION THRU ABUTMENT

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR SUBSTRUCTURE, UNLESS ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

AT THE BACKFACE OF ABUTMENTS, ALL EXCAVATED VOLUME NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TYPE A.

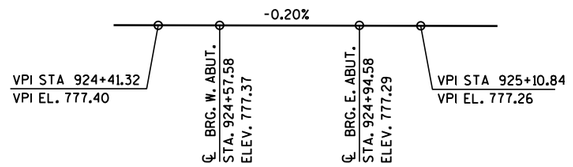
THE EXISTING GROUND LINE SHALL BE USED AS THE UPPER LIMITS OF EXCAVATION.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE TYPE 'HR' TO THE EXTENT SHOWN ON THE GENERAL PLAN SHEET AND IN THE ABUTMENT DETAILS.

THIS BRIDGE WILL REPLACE THE EXISTING CONCRETE SLAB BRIDGE SUPPORTED ON TIMBER RETAINING ABUTMENTS. THE STRUCTURE WAS BUILT IN 1954.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE TOP OF SLAB AND PAVING NOTCH. PIGMENTED SURFACE SEALER SHALL BE APPLIED TO THE ENTIRE FRONT FACES AND TOPS OF PARAPETS.

AT ABUTMENTS CONCRETE POURED UNDER WATER WILL BE ALLOWED AND SHALL BE DONE IN ACCORDANCE WITH SECTION 502.3.5.3 OF THE STANDARD SPECIFICATIONS.



PROFILE GRADE LINE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-469

DRAWN BY BRE | PLANS CK'D. KRO

CROSS SECTION & QUANTITIES

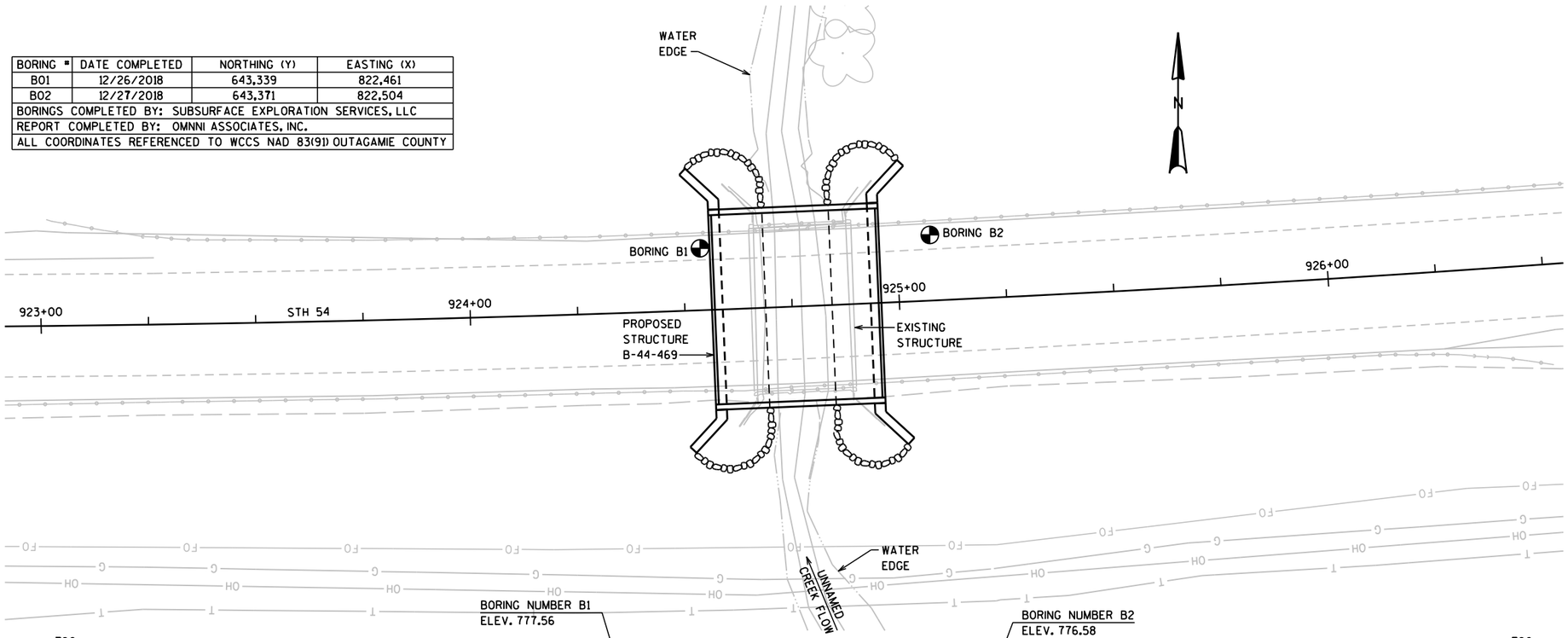
SHEET 2 OF 13

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8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B01	12/26/2018	643,339	822,461
B02	12/27/2018	643,371	822,504
BORINGS COMPLETED BY: SUBSURFACE EXPLORATION SERVICES, LLC			
REPORT COMPLETED BY: OMNNI ASSOCIATES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) OUTAGAMIE COUNTY			



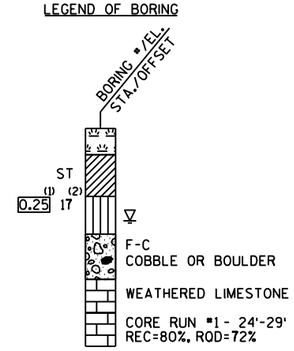
STATE PROJECT NUMBER

6230-14-71

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-469

DRAWN BY BRE | PLANS CK'D. KRO

SUBSURFACE EXPLORATION

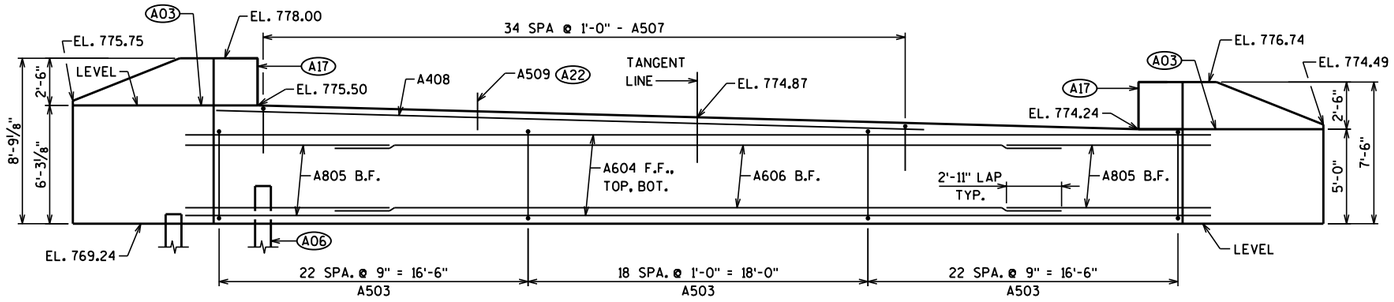
SHEET 3 OF 13

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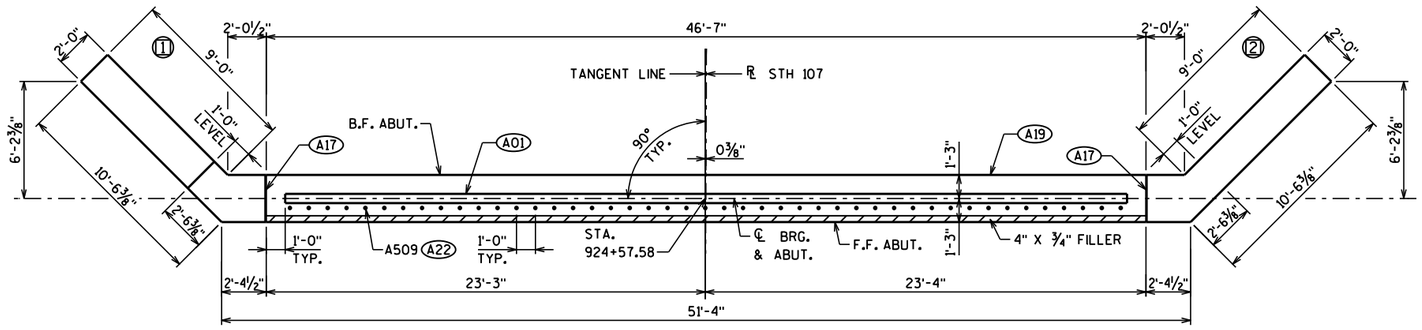
8

STATE PROJECT NUMBER
6230-14-71

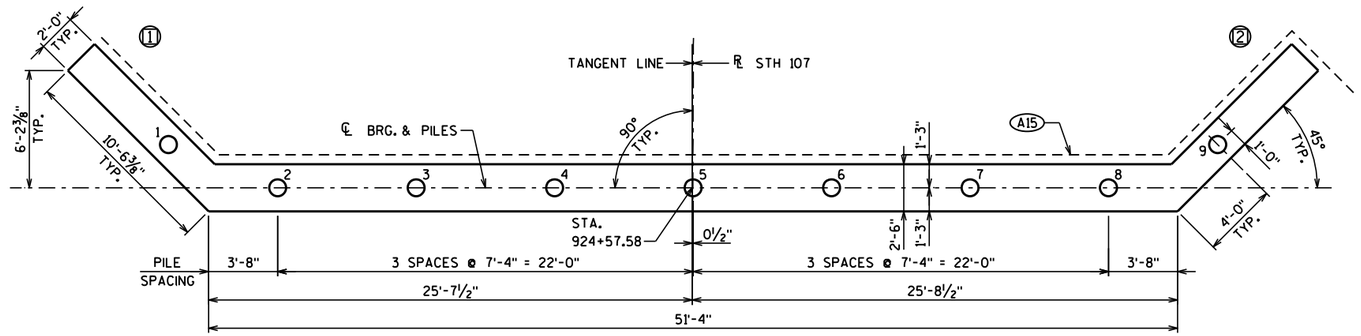


NOTE: SPACE A503 BARS TO MISS PILING

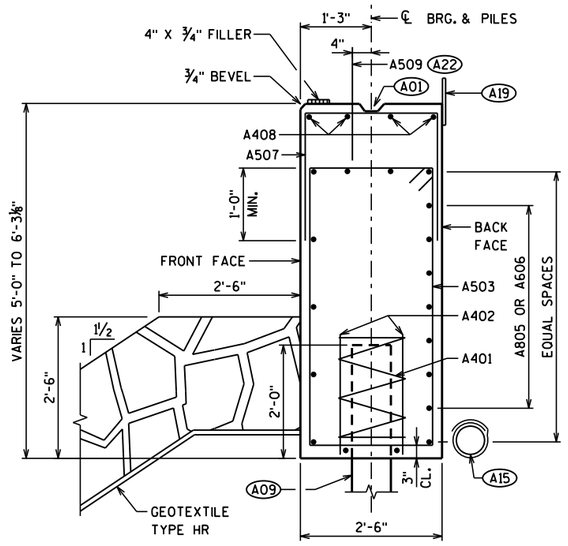
ELEVATION
(LOOKING WEST)



PLAN



PILE PLAN



SECTION THRU ABUTMENT BODY
HORIZ. BARS NOT OTHERWISE IDENTIFIED ARE A604 BARS

LEGEND

(A01) CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6.

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A09) SUPPORT ABUTMENT ON 10¾" X 0.25" CIP CONCRETE PILING, ESTIMATED 45' LONG WITH A REQUIRED DRIVING RESISTANCE OF 130 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN (SEE SHEET 5 FOR DETAILS).

(A17) ½" FILLER INCLUDED IN WING LENGTH. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

(A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

(A22) A509 BARS SPACED @ 1'-0" CTRS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(X) DENOTES WING NUMBER

SEE SHEET 5 FOR WINGWALL DETAILS, BILL OF BARS, AND BAR BENDING DIAGRAMS. SEE SHEET 7 FOR PILE SPLICE DETAIL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-469

DRAWN BY BRE | PLANS CK'D. KRO

WEST ABUTMENT

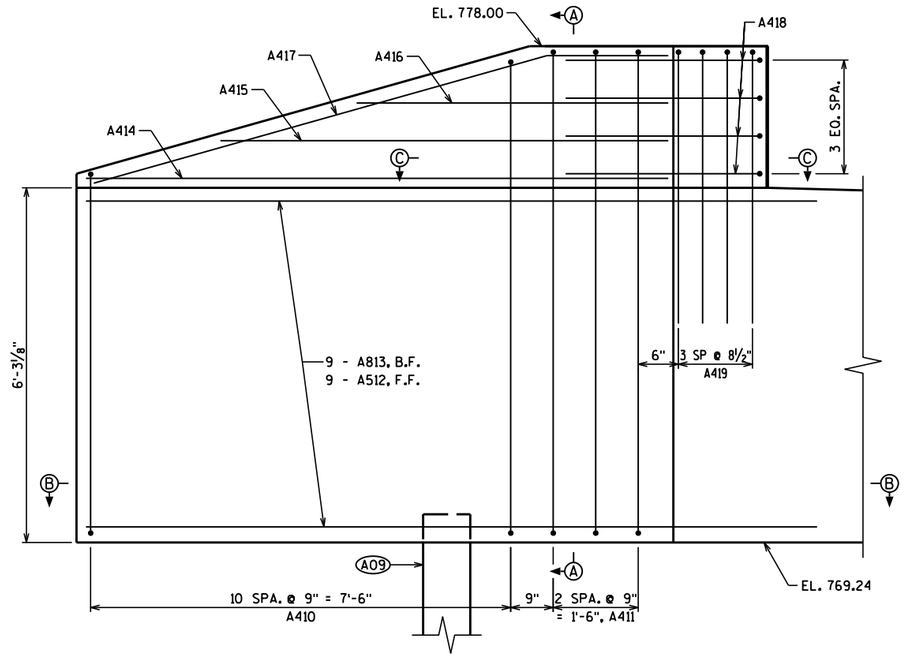
SHEET 4 OF 11

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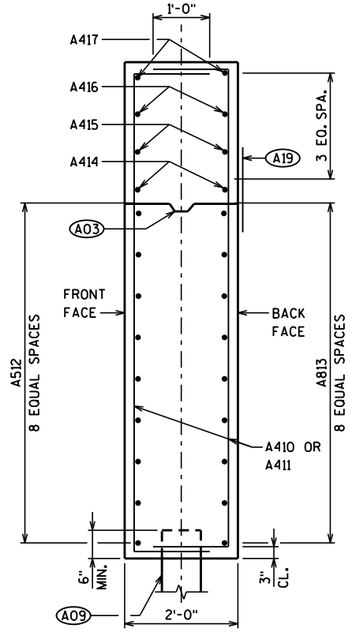
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8

STATE PROJECT NUMBER
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ELEVATION - WING 1



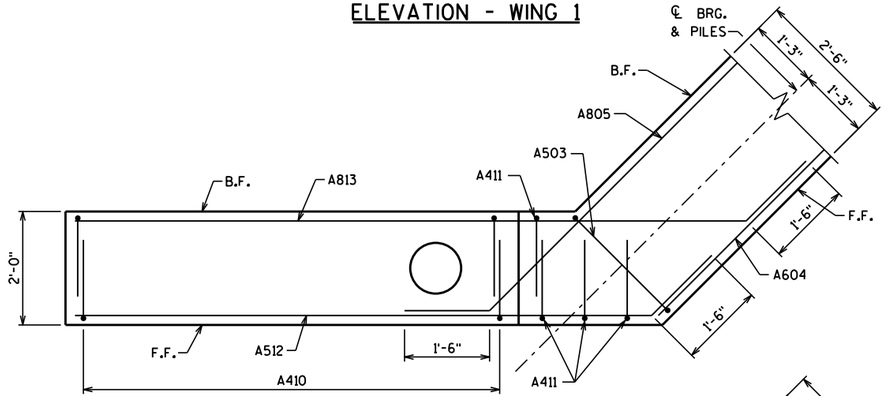
SECTION A-A

NOTES

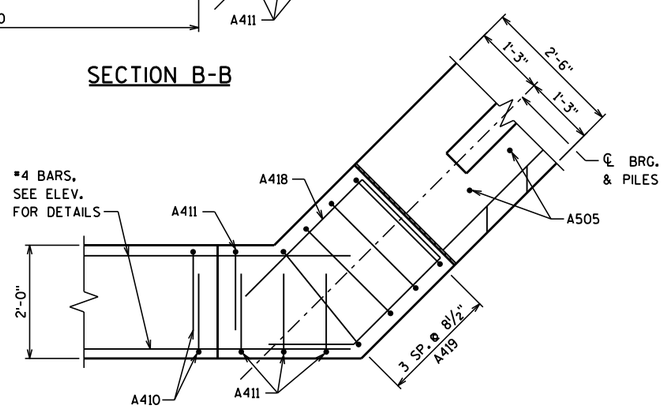
(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A09) SUPPORT ABUTMENT ON 10 3/4" X 0.25" CIP CONCRETE PILING, ESTIMATED 45' LONG WITH A REQUIRED DRIVING RESISTANCE OF 130 TONS PER PILE.

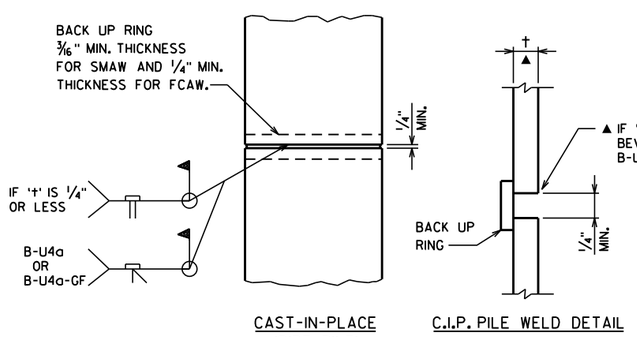
(A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.



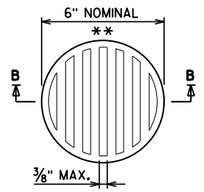
SECTION B-B



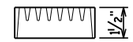
SECTION C-C



PILE SPLICE DETAILS



RODENT SCREEN DETAIL



SECTION B-B

** DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

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

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STRUCTURE B-44-469

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WEST ABUTMENT WING 1

SHEET 5 OF 13

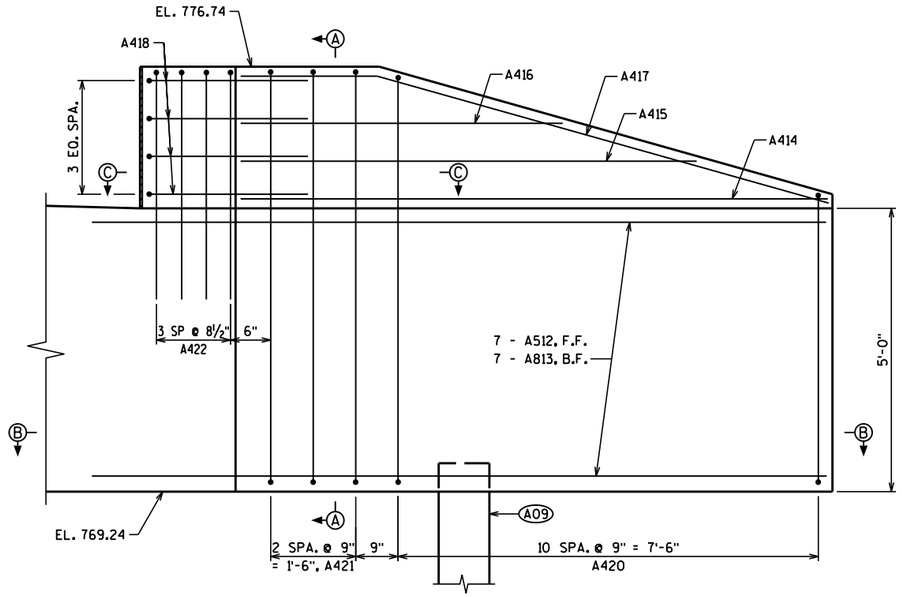
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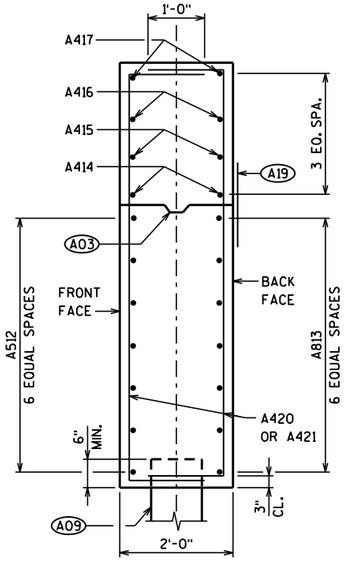
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ELEVATION - WING 2



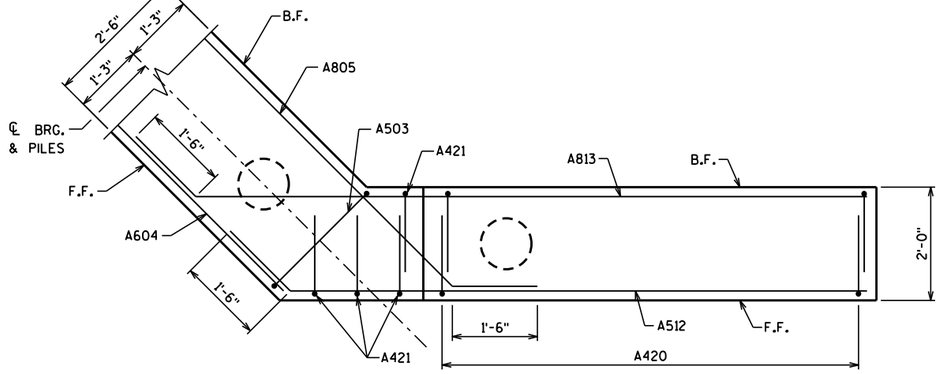
SECTION A-A

BILL OF BARS

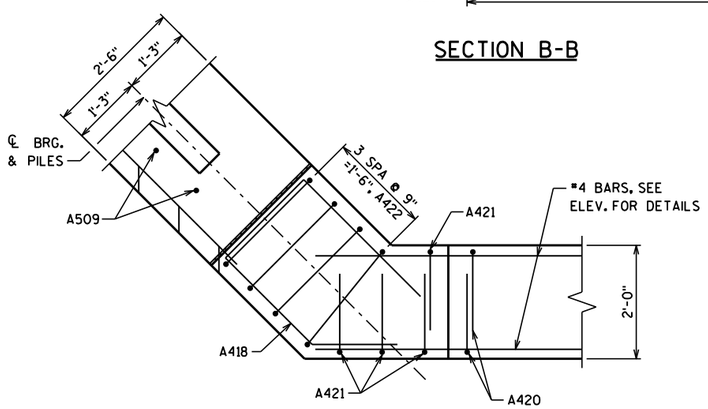
BAR MARK	COAT	NO. REQ'D.	LENGTH	SERIES	BENT	LOCATION
A401		7	28'-0"		X	BODY - ONE PER PILE
A402		14	2'-3"			BODY - TWO PER PILE
A503		63	14'-2"		X	BODY - STIRRUPS
A604		11	51'-2"			BODY - HORIZONTAL
A805		14	12'-11"		X	BODY - HORIZONTAL B.F.
A606		7	38'-6"			BODY - HORIZONTAL B.F.
A507		37	6'-8"		X	BODY - VERTICAL TOP
A408		4	37'-6"			BODY - HORIZONTAL
A509	X	45	2'-0"			BODY - VERTICAL, DOWEL
A410	X	22	9'-10"	△	X	WING 1 - VERTICAL
A411	X	4	10'-11"		X	WING 1 - VERTICAL
A512	X	9	11'-9"		X	WINGS - HORIZONTAL, F.F.
A813	X	9	13'-5"		X	WINGS - HORIZONTAL, B.F.
A414	X	8	10'-3"			WINGS - HORIZONTAL
A415	X	8	7'-4"			WINGS - HORIZONTAL
A416	X	8	4'-7"			WINGS - HORIZONTAL
A417	X	8	10'-6"		X	WINGS - HORIZONTAL
A418	X	8	9'-3"		X	WINGS - HORIZONTAL
A419	X	4	11'-6"		X	WING 1 - VERTICAL
A420	X	22	8'-6"	△	X	WING 2 - VERTICAL
A421	X	4	9'-7"		X	WING 2 - VERTICAL
A422	X	4	9'-0"		X	WING 2 - VERTICAL

BAR SERIES

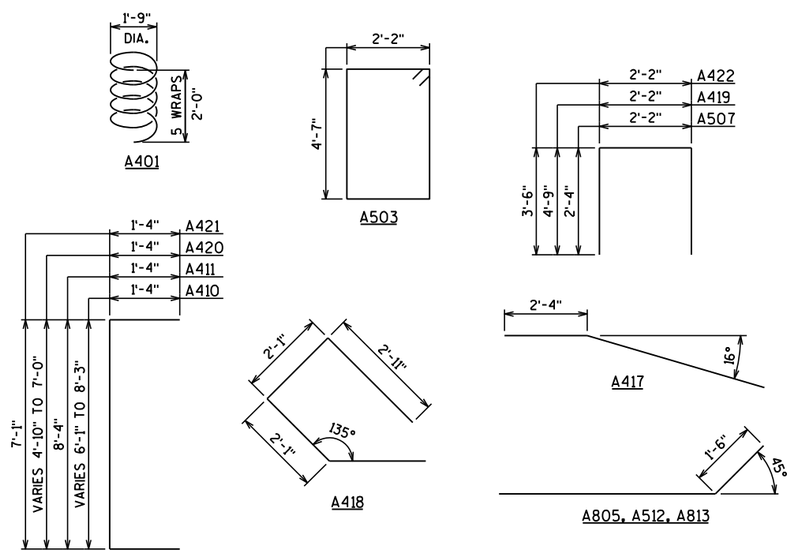
BAR MARK	NO. REQ'D.	LENGTH
A410	2 SERIES OF 11	8'-10" TO 10'-10"
A420	2 SERIES OF 11	7'-4" TO 9'-8"



SECTION B-B



SECTION C-C



BAR BENDING DIAGRAMS

NOTES

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON 10¾" X 0.25" CIP CONCRETE PILING, ESTIMATED 45' LONG WITH A REQUIRED DRIVING RESISTANCE OF 130 TONS PER PILE.

(A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-469

DRAWN BY BRE | PLANS CK'D. KRO

WEST ABUTMENT WING 2

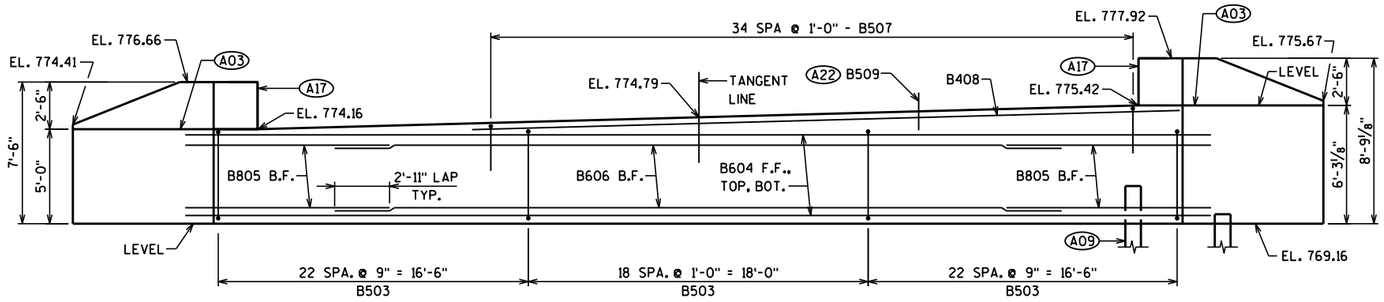
SHEET 6 OF 13

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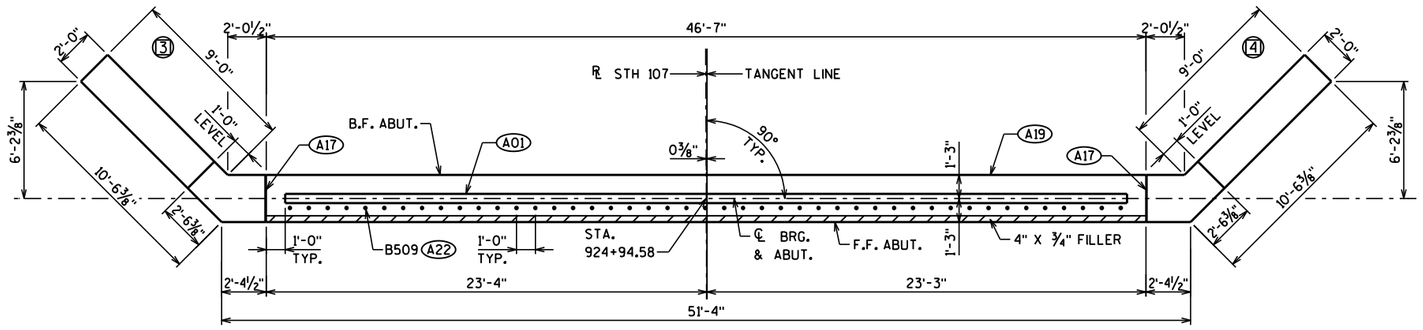
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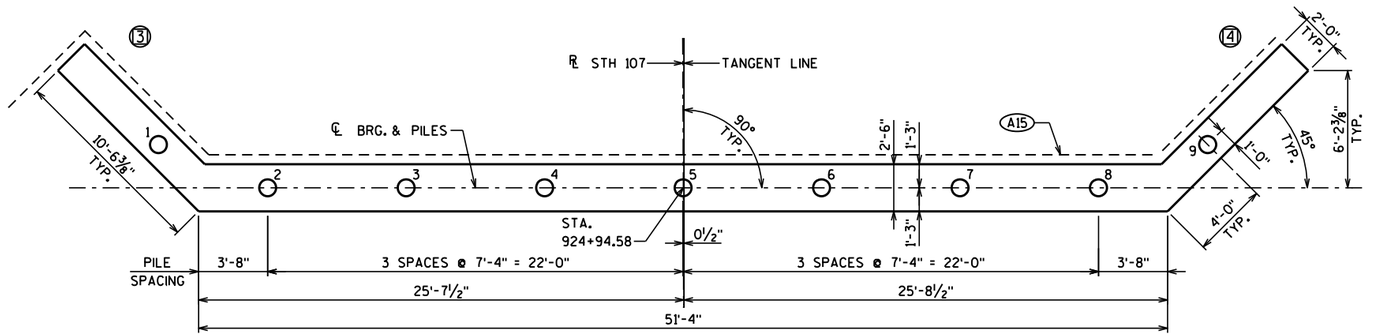


NOTE: SPACE B503 BARS TO MISS PILING

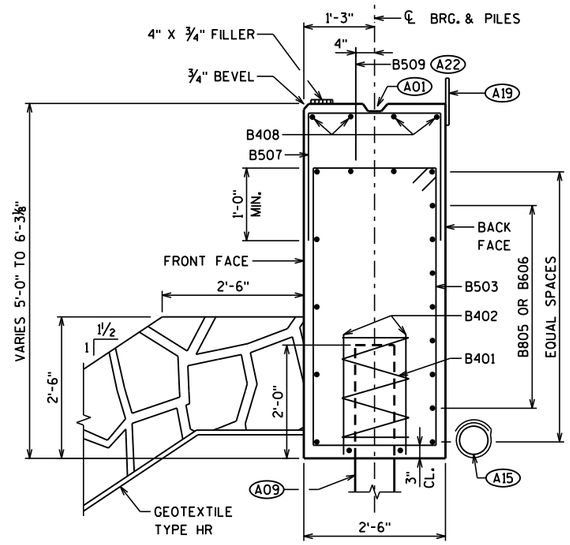
ELEVATION
(LOOKING EAST)



PLAN



PILE PLAN



SECTION THRU ABUTMENT BODY
HORIZ. BARS NOT OTHERWISE IDENTIFIED ARE B604 BARS

LEGEND

(A01) CONSTRUCTION JOINT-FORMED BY BEVELED 2 x 6.

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A09) SUPPORT ABUTMENT ON 10¾" X 0.25" CIP CONCRETE PILING, ESTIMATED 45'LONG WITH A REQUIRED DRIVING RESISTANCE OF 130 TONS PER PILE.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN (SEE SHEET 5 FOR DETAILS).

(A17) ½" FILLER INCLUDED IN WING LENGTH. SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

(A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

(A22) B509 BARS SPACED @ 1'-0" CTRS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

(X) DENOTES WING NUMBER

SEE SHEET 5 FOR WINGWALL DETAILS, BILL OF BARS, AND BAR BENDING DIAGRAMS. SEE SHEET 5 FOR PILE SPLICE DETAIL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-469

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EAST ABUTMENT

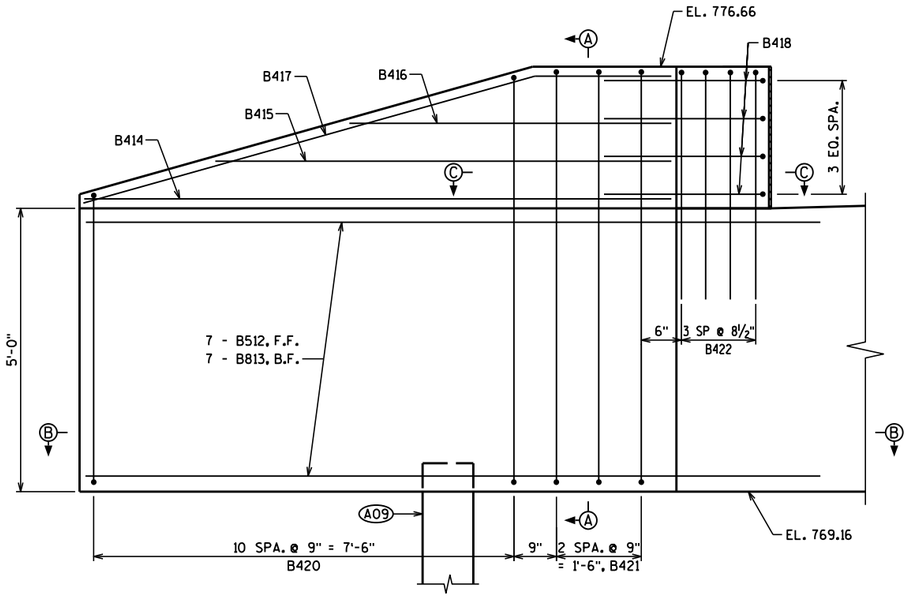
SHEET 7 OF 13

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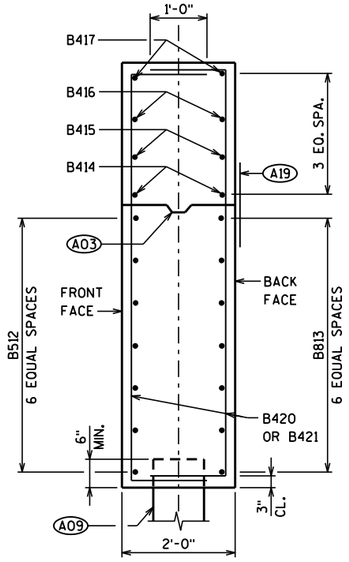
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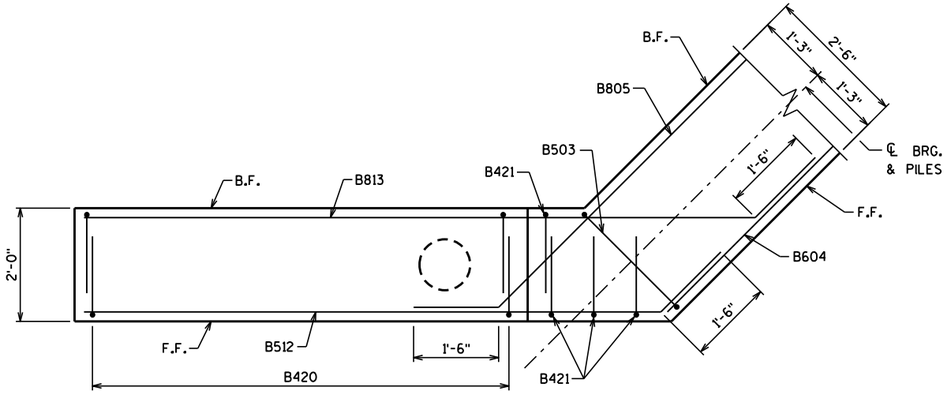
STATE PROJECT NUMBER
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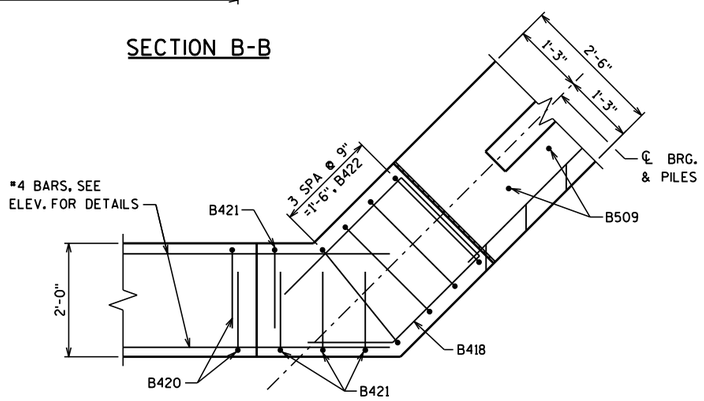
ELEVATION - WING 3



SECTION A-A



SECTION B-B



SECTION C-C

BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	SERIES	BENT	LOCATION
B401		7	28'-0"		X	BODY - ONE PER PILE
B402		14	2'-3"			BODY - TWO PER PILE
B503		63	14'-2"		X	BODY - STIRRUPS
B604		11	51'-2"			BODY - HORIZONTAL
B805		14	12'-11"		X	BODY - HORIZONTAL B.F.
B606		7	38'-6"			BODY - HORIZONTAL B.F.
B507		37	6'-8"		X	BODY - VERTICAL TOP
B408		4	37'-6"			BODY - HORIZONTAL
B509	X	45	2'-0"			BODY - VERTICAL, DOWEL
B410	X	22	9'-10"	△	X	WING 4 - VERTICAL
B411	X	4	10'-11"		X	WING 4 - VERTICAL
B512	X	9	11'-9"		X	WINGS - HORIZONTAL, F.F.
B813	X	9	13'-5"		X	WINGS - HORIZONTAL, B.F.
B414	X	8	10'-3"			WINGS - HORIZONTAL
B415	X	8	7'-4"			WINGS - HORIZONTAL
B416	X	8	4'-7"			WINGS - HORIZONTAL
B417	X	8	10'-6"		X	WINGS - HORIZONTAL
B418	X	8	9'-3"		X	WINGS - HORIZONTAL
B419	X	4	11'-6"		X	WING 4 - VERTICAL
B420	X	22	8'-6"	△	X	WING 3 - VERTICAL
B421	X	4	9'-7"		X	WING 3 - VERTICAL
B422	X	4	9'-0"		X	WING 3 - VERTICAL

BAR SERIES

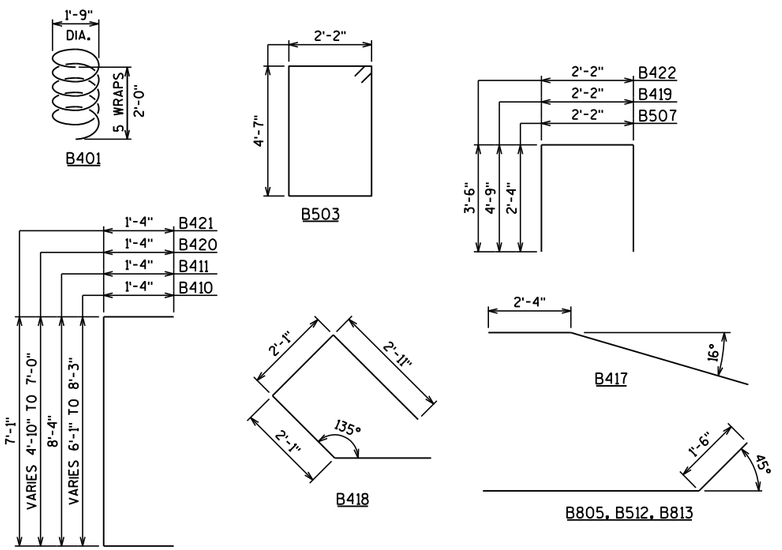
BAR MARK	NO. REQ'D.	LENGTH
B410	2 SERIES OF 11	8'-10" TO 10'-10"
B420	2 SERIES OF 11	7'-4" TO 9'-8"

NOTES

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A06) SUPPORT ABUTMENT ON 10¾" X 0.25" CIP CONCRETE PILING, ESTIMATED 45' LONG WITH A REQUIRED DRIVING RESISTANCE OF 130 TONS PER PILE.

(A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.



BAR BENDING DIAGRAMS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-469

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EAST ABUTMENT WING 3

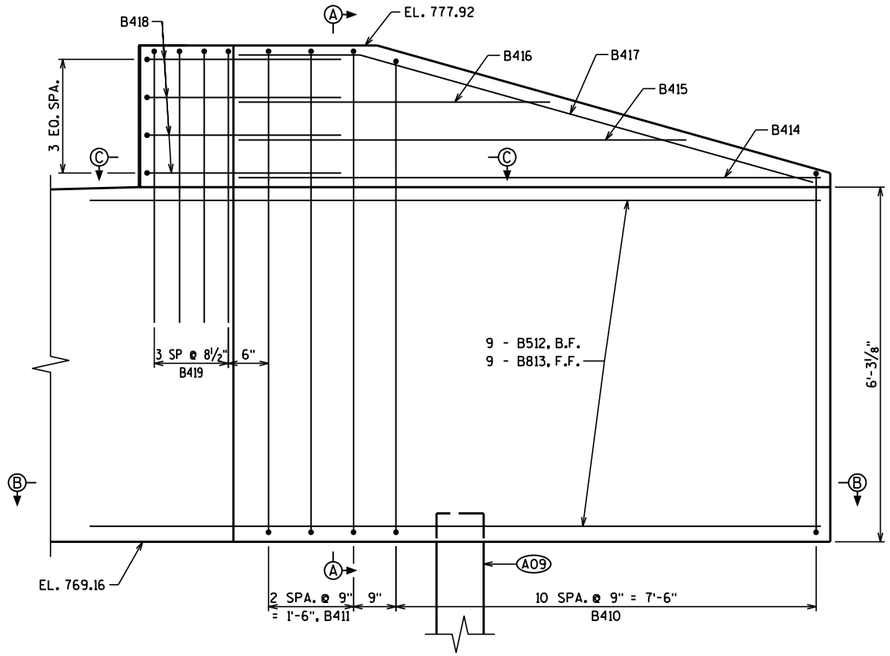
SHEET 8 OF 13

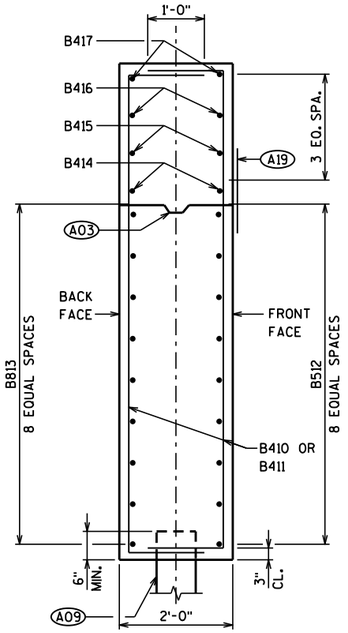
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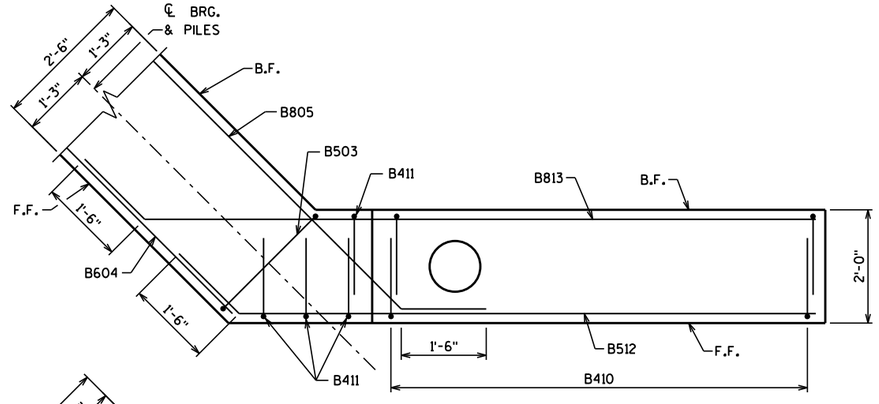
SECTION A-A

NOTES

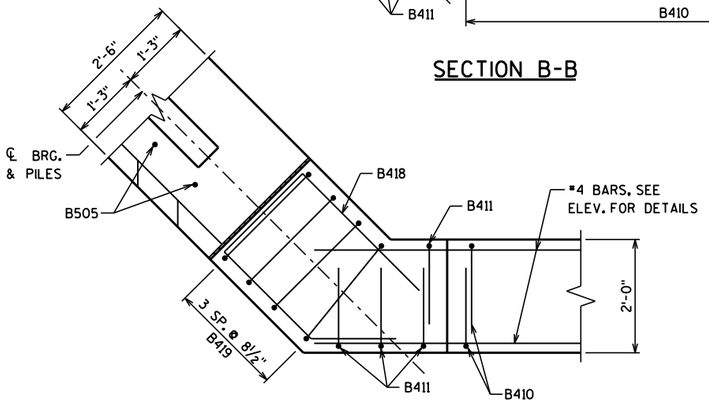
(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2 x 6. (18" R.M.W. @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A09) SUPPORT ABUTMENT ON 10¾" X 0.25" CIP CONCRETE PILING, ESTIMATED 45' LONG WITH A REQUIRED DRIVING RESISTANCE OF 130 TONS PER PILE.

(A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.



SECTION B-B



SECTION C-C

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-469

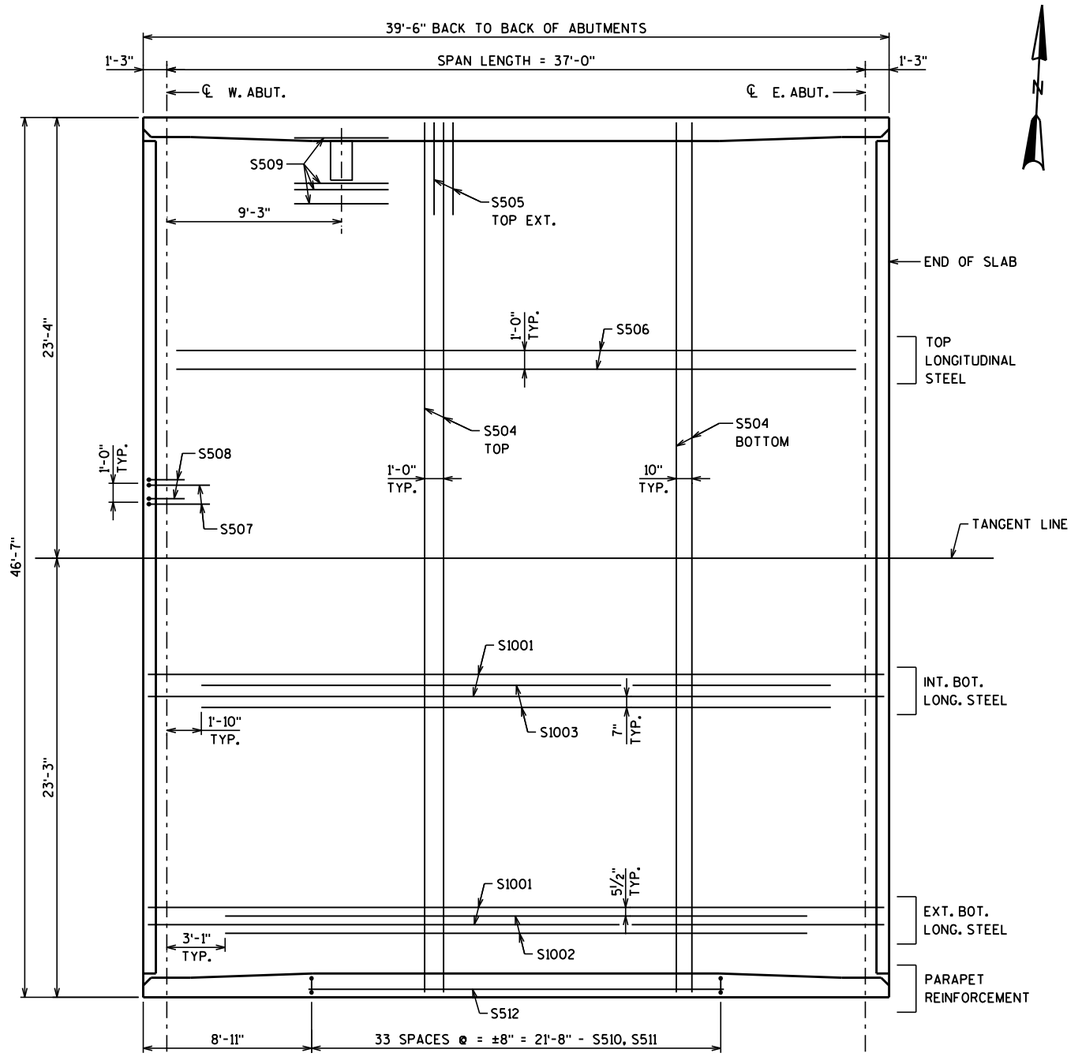
DRAWN BY BRE | PLANS CK'D. KRO

EAST ABUTMENT WING 4

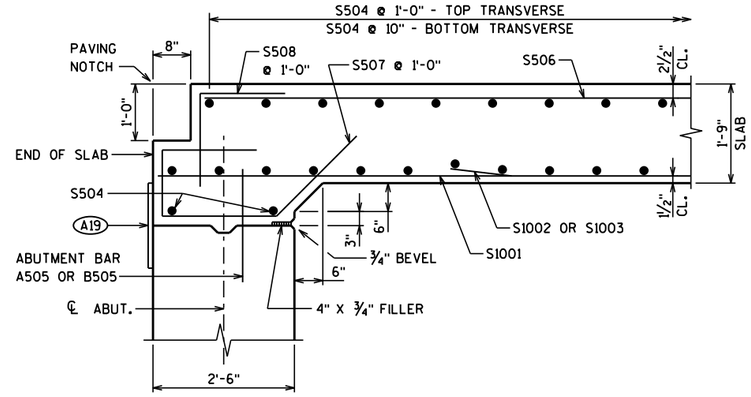
SHEET 9 OF 13

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PLAN



LONG. SECTION THRU RDWY.

TOP OF DECK ELEVATIONS

LOCATION	W.ABUT.	1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	E.ABUT.
N. EDGE	776.74	776.73	776.72	776.72	776.71	776.70	776.69	776.69	776.68	776.67	776.66
R/L	777.37	777.36	777.35	777.35	777.34	777.33	777.32	777.32	777.31	777.30	777.29
S. EDGE	778.00	777.99	777.98	777.97	777.97	777.96	777.95	777.94	777.94	777.93	777.92

NOTES

TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

TRANSVERSE BARS SHALL BE PLACED PARALLEL TO THE ℄ OF SUBSTRUCTURE UNITS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).

(A19) 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE ℄ OF ABUTMENTS, AND AT 5/10 POINTS TO VERIFY CAMBER. TAKE ELEVATIONS ALONG GUTTER LINES AND CROWN OR ℞.

NO.	DATE	REVISION	BY

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STRUCTURE B-44-469

DRAWN BY BRE | PLANS CK'D. KRO

SUPERSTRUCTURE

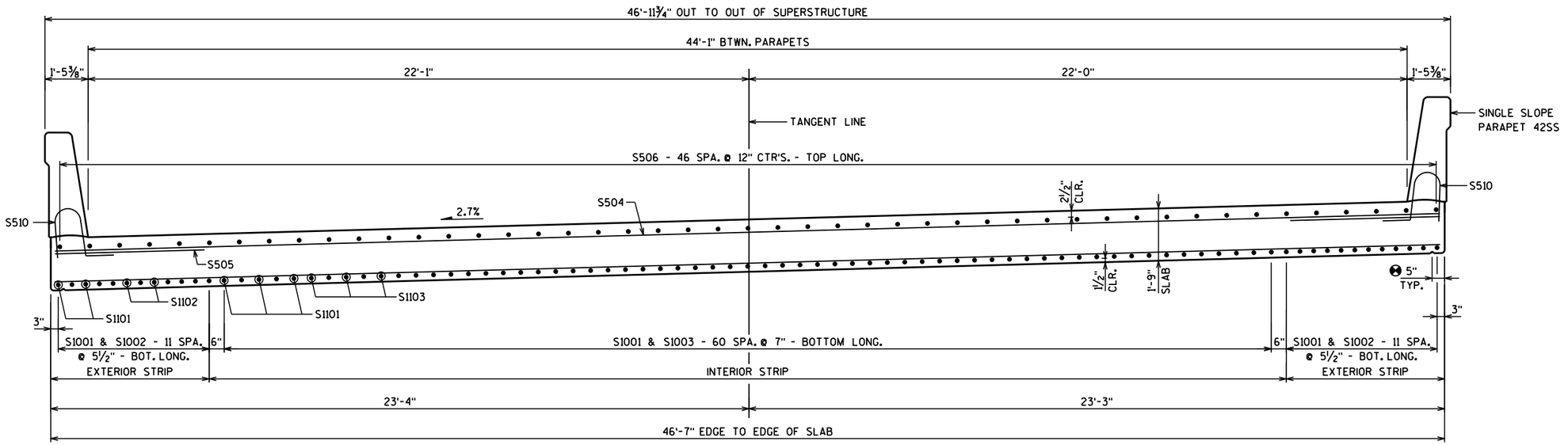
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6230-14-71



CROSS SECTION THRU ROADWAY

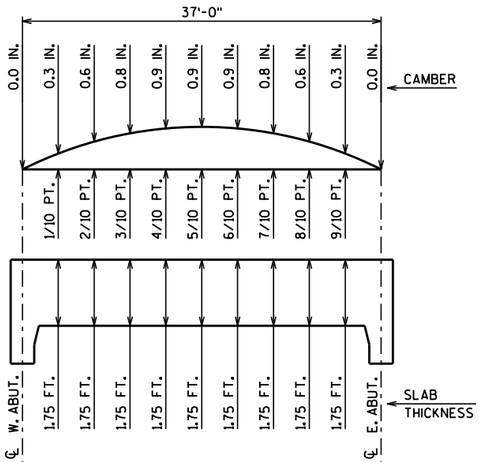
(LOOKING EAST)

BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	SERIES	LOCATION
S1001	X	43	39'-2"			LONG. BOTTOM
S1002	X	12	30'-10"			LONG. BOTTOM, EXT.
S1003	X	30	33'-4"			LONG. BOTTOM, INT.
S504	X	91	46'-3"			TRANS. TOP & BOTTOM
S505	X	68	5'-0"			TRANS. TOP OUTSIDE
S506	X	47	37'-10"			LONGITUDINAL TOP
S507	X	94	6'-7"	X		END OF SLAB
S508	X	94	3'-1"	X		END OF SLAB
S509	X	4	5'-0"			SLAB AT FLOOR DRAIN
S510	X	68	4'-5"	X		PARAPET VERT.
S511	X	68	6'-8"	X		PARAPET VERT.
S512	X	16	22'-0"			PARAPET HORIZ.
S513	X	48	2'-9"	X		PARAPET VERT.
S514	X	68	4'-4"	X		PARAPET VERT.
S515	X	20	6'-5"	X		PARAPET VERT.
S516	X	24	6'-6"	X		PARAPET VERT.
S517	X	4	10'-7"	X		PARAPET HORIZ.
S518	X	20	10'-7"			PARAPET HORIZ.
S519	X	24	5'-5"	X	△	PARAPET VERT.
S520	X	8	10'-9"	X		PARAPET HORIZ.

BAR SERIES

BAR NO.	NO. REQ'D.	LENGTH
S519	4 SERIES OF 6	4'-9" TO 6'-1"



CAMBER DIAGRAM

CAMBER IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS. CAMBER SPANS AS SHOWN TO PROVIDE FOR DEADLOAD DEFLECTION AND FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

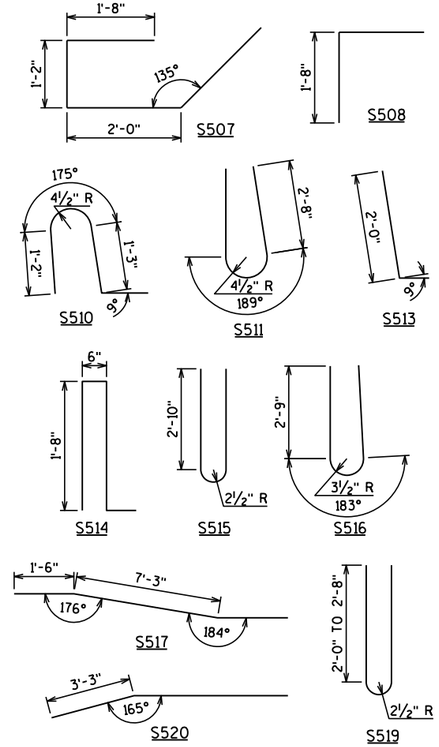
SURVEY TOP OF SLAB ELEVATIONS

	W. ABUTMENT	5/10 PT.	E. ABUTMENT
N. GUTTER			
℄ OF SLAB			
S. GUTTER			

NOTES

△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

⊗ ¾" V-GROOVE, EXTEND V-GROOVE TO 6" FROM FRONT FACE OF ABUTMENT DIAPHRAGM.



BAR BEND DIAGRAMS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-469

DRAWN BY BRE | PLANS CK'D. KRO

SUPERSTRUCTURE DETAILS

SHEET 11 OF 13

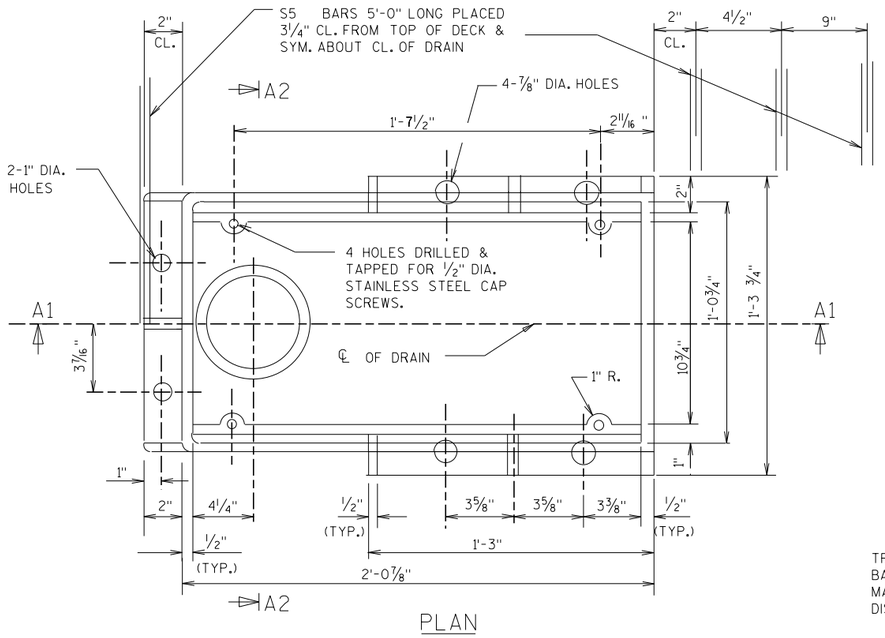
229

8

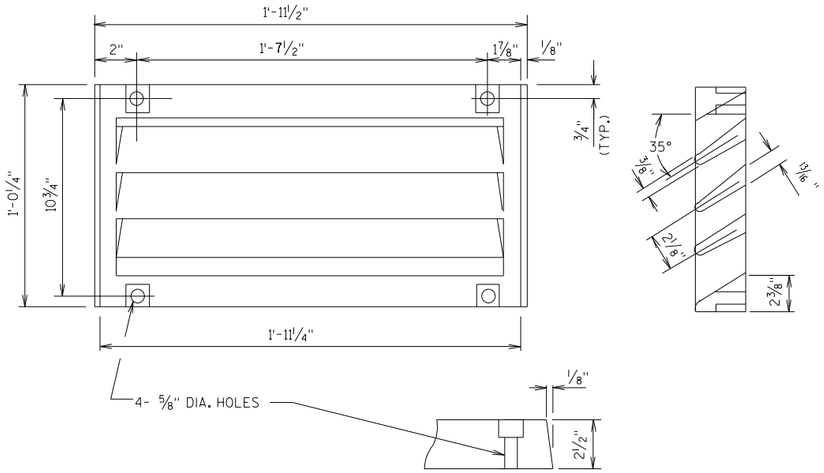
FILE NAME : F:±TR±JOBS±E2331A18±Sheets±B-44-0469 11 super det.dgn PLOT BY : BREpley PLOT DATE: 10/25/2021 12:06:53 PM

STATE PROJECT NUMBER

6230-14-71



PLAN



GRATE CASTING DETAIL

ATTACH GRATE TO FRAME FOR SHIPMENT

TRANS. AND LONGIT. SLAB BAR REINF. TO BE CUT A MAX. 1" CL. FROM DRAIN FRAME DISPLACE BARS WHERE POSSIBLE

NOTES

ALL MATERIAL FOR TYPE "GC" CASTING, EXCLUDING GRATE HOLD DOWN SCREWS, SHALL BE GRAY IRON CONFORMING TO ASTM A48, CLASS 30. (APPROXIMATE WEIGHT = 225#)

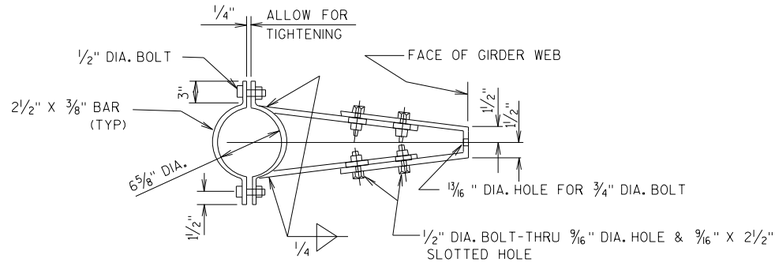
MATERIAL FOR BRACKETS SHALL CONFORM TO ASTM A36.

ALL MATERIAL FOR FLOOR DRAINS TO BE INCLUDED IN THE BID ITEM "FLOOR DRAINS TYPE GC".

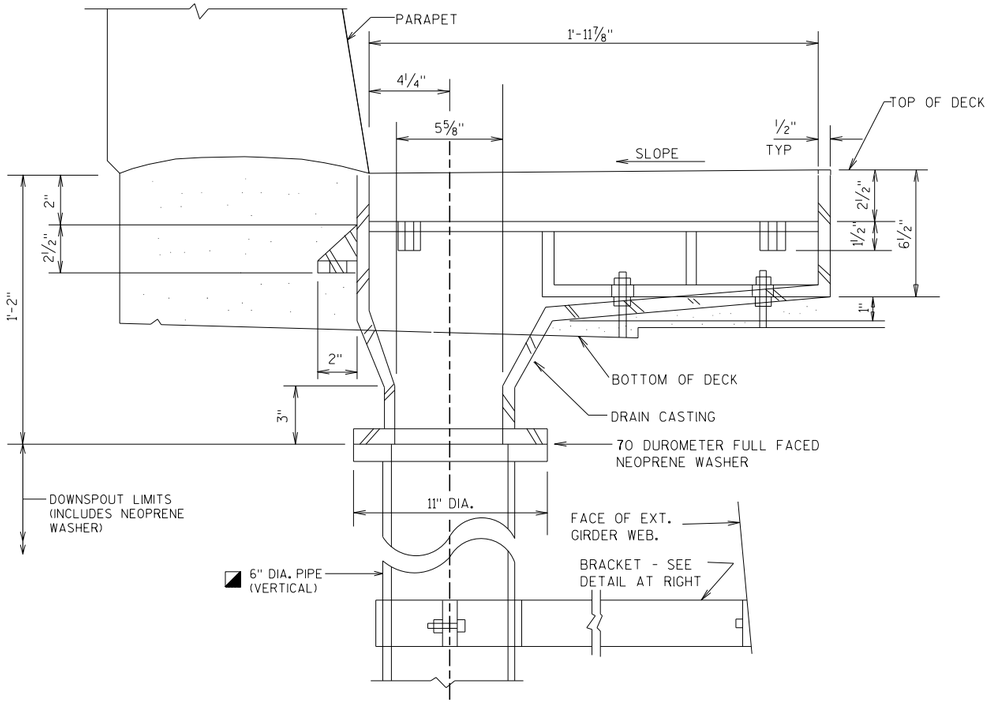
ALL MATERIAL FOR DOWNSPOUTS, DOWNSPOUT CONNECTIONS, AND BRACKETS TO BE INCLUDED IN THE BID ITEM "DOWNSPOUT 6-INCH".

ALTERNATE BRACKETS ARE NOT ALLOWED.

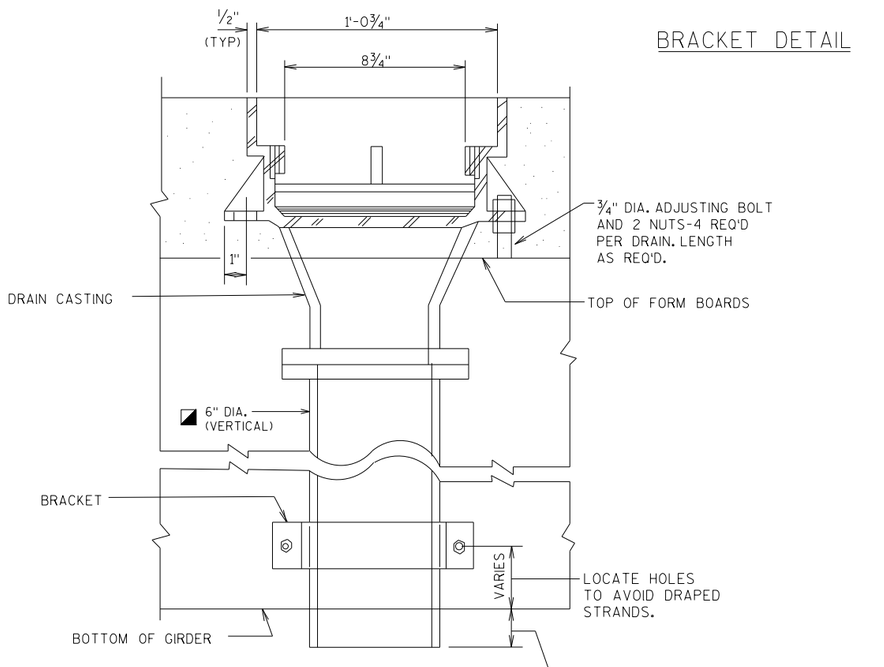
◪ FLANGED 6" DIA. DOWNSPOUTS SHALL BE REINFORCED THERMOSETTING RESIN PIPE (RTRP) OR GALVANIZED STANDARD PIPE CONFORMING TO ASTM A53.



BRACKET DETAIL



SECTION A1



SECTION A2

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-469

DRAWN BY BRE | PLANS CK'D. KRO

FLOOR DRAIN TYPE 'GC'

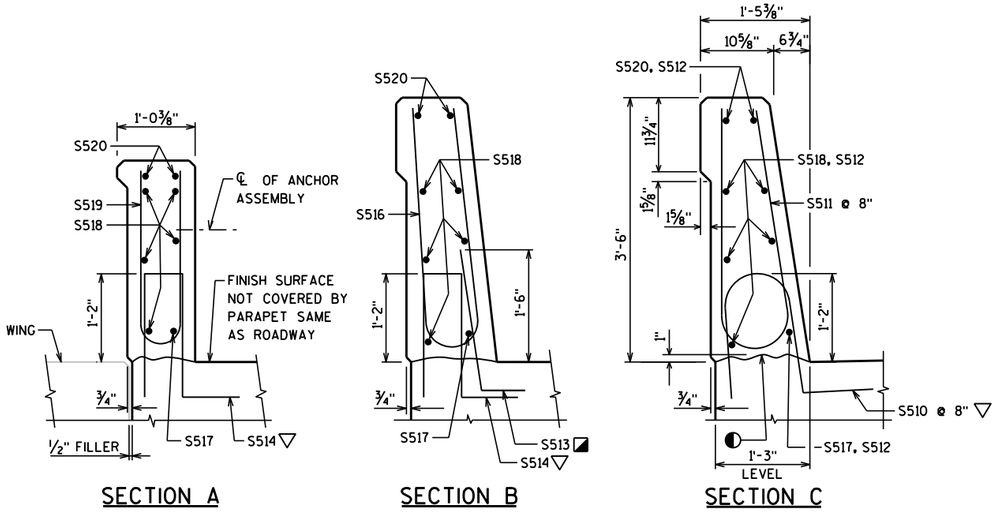
SHEET 12 OF 13

230

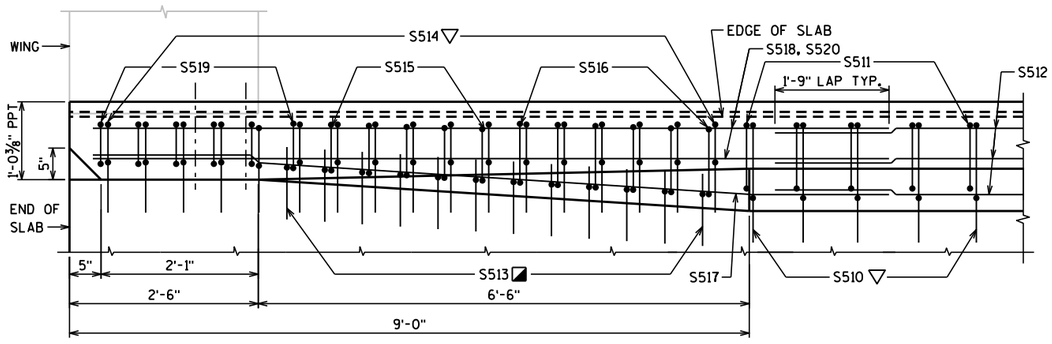
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8

STATE PROJECT NUMBER
6230-14-71

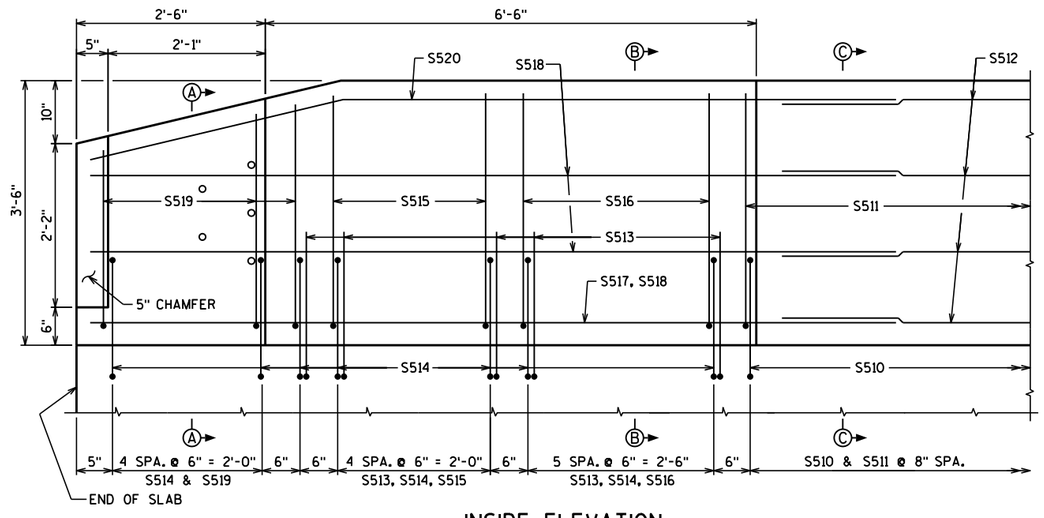


SECTION A SECTION B SECTION C



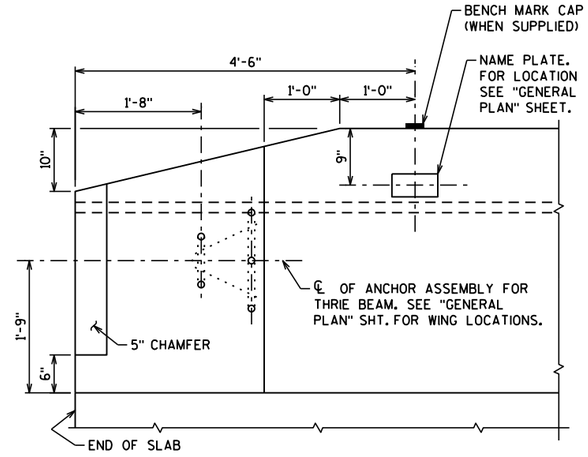
PLAN

NW CORNER SHOWN, OTHERS SIMILAR



INSIDE ELEVATION

NW CORNER SHOWN, OTHERS SIMILAR



PARAPET END TREATMENT DETAIL

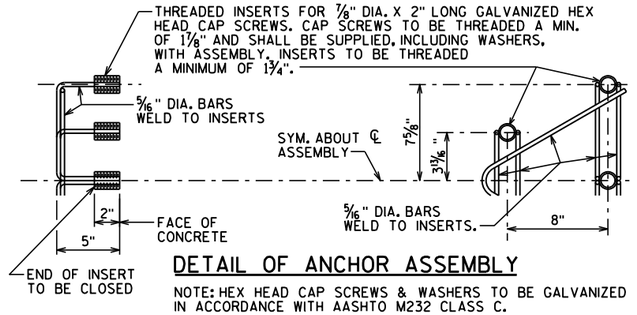
LOOKING AT INSIDE FACE OF PARAPET

NOTES

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

◪ USE CARE TO PLACE S513 BARS CORRECTLY ALONG TRANSITION OF PARAPET.

▽ S510, AND S514 BARS TO BE TIED TO SLAB STEEL BEFORE SLAB IS POURED.



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-44-469

DRAWN BY	BRE	PLANS CK'D.	KRO

SINGLE SLOPE PARAPET 42SS

SHEET 13 OF 13

231

8

8

2

N

STREAM CROSS SECTION 999

EDGE OF WATER

EDGE OF WATER

STREAM CROSS SECTION 1000

EXIST. R/W

END PROJECT STA 1133+00

EXIST. R/W

BEGIN PROJECT STA 538+25

STREAM CROSS SECTION 1001

EXIST. STRUCTURE C-44-09

70.5'

70.3'

END OF EXIST STRUCTURE STA 924+65±

END OF EXIST STRUCTURE STA 924+89±

922+00

923+00

924+00

925+00

926+00

927+00

℄ STH 54

END OF STRUCTURE B-44-469 STA 924+56.33

END OF STRUCTURE B-44-469 STA 924+95.83

68.9'

69.2'

STREAM CROSS SECTION 1002

PROPOSED STRUCTURE B-44-469

EXIST. R/W

EXIST. R/W

STREAM CROSS SECTION 1003

UNNAMED CREEK FLOW

EDGE OF WATER

EDGE OF WATER

STREAM CROSS SECTION 1004

STREAM CROSS SECTION 1004

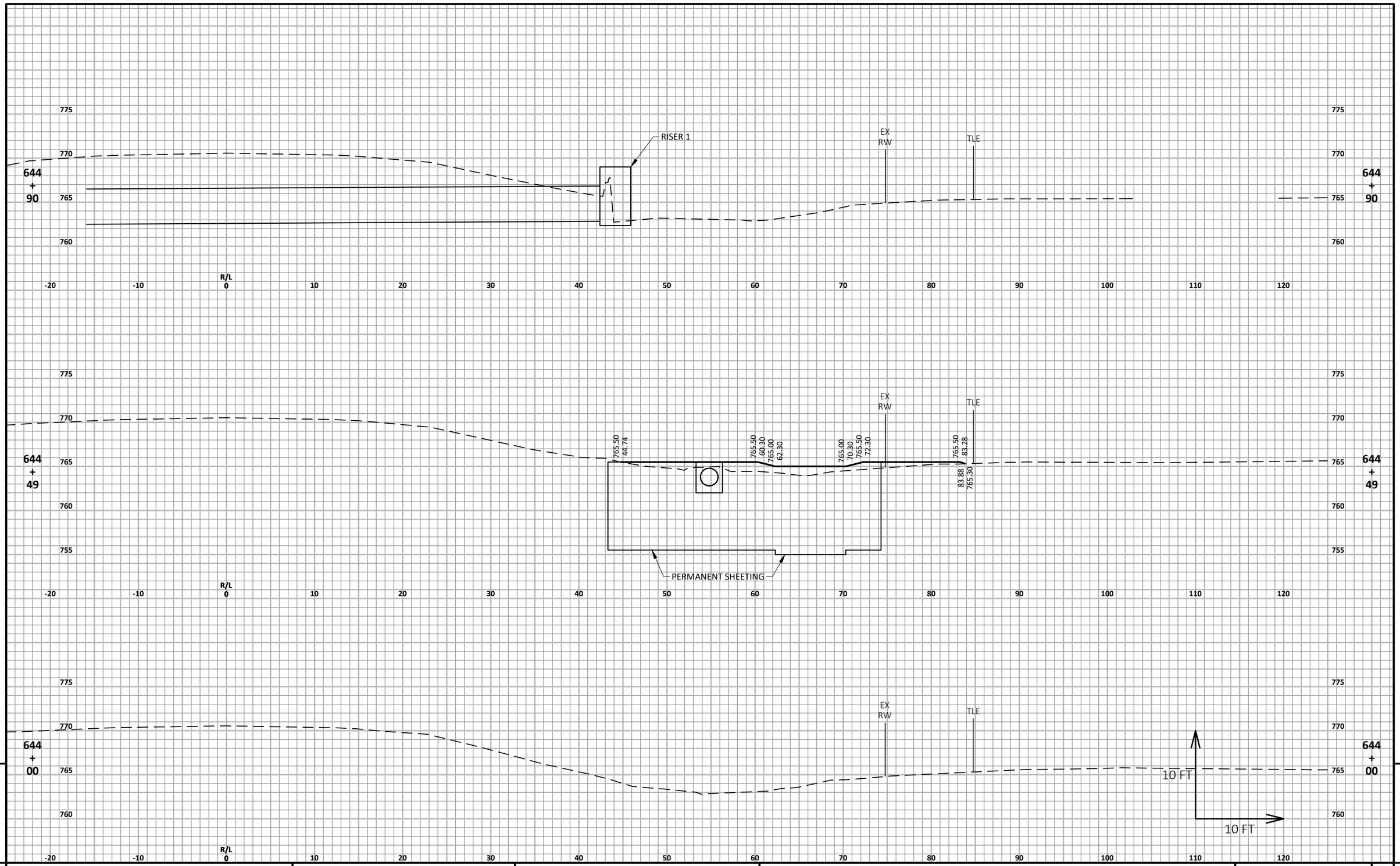
PROJECT NO: 6230-14-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONTOUR MAP (EXISTING)	SHEET 232	E	2.3

EARTHWORK DETAIL - 6230-14-71 - CATEGORY 0010 - B-44-0469

STATION	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
921+12	21	2	0	0	0	0	0	0
921+50	17	5	27	0	4	27	5	22
922+00	21	7	36	0	11	63	19	44
922+50	19	25	37	0	30	100	56	44
922+54	27	21	3	0	3	103	60	43
922+80	36	23	31	0	21	134	86	48
923+05	34	26	32	0	22	166	114	52
923+30	33	16	31	0	19	197	138	60
923+54	30	27	28	0	19	225	161	64
923+79	28	29	27	0	26	252	194	58
924+00	27	20	21	0	19	273	218	56
924+06	49	16	8	0	4	281	223	59
924+41	72	23	79	0	26	360	255	105
STR B-44-0469	0	0	0	0	0	360	255	105
924+50	70	34	0	0	0	360	255	105
925+00	71	53	131	0	80	491	355	136
925+11	71	40	29	0	19	520	379	141
925+46	88	47	104	0	57	624	450	174
925+47	37	48	3	0	3	627	454	173
925+50	40	51	4	0	5	631	460	171
925+72	50	74	38	0	52	669	525	144
925+97	56	76	49	0	69	718	611	107
926+00	55	76	6	0	8	724	621	103
926+23	52	78	46	0	66	770	704	66
926+48	66	80	55	0	73	825	795	30
926+73	68	75	62	0	72	887	885	2
927+00	57	64	61	0	68	948	970	-22
927+50	45	30	94	0	87	1,042	1,079	-37
927+63	46	29	21	0	14	1,063	1,096	-33
927+74	32	29	16	0	12	1,079	1,111	-32

EARTHWORK DETAIL - 6230-14-71 - CATEGORY 0010 - STA 837+2 TO STA 841+45

STATION	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
837+25	1	0	0	0	0	0	0	0
837+75	1	0	2	0	0	2	0	2
838+00	2	0	1	0	0	3	0	3
838+20	3	0	2	0	0	5	0	5
838+45	0	0	1	0	0	6	0	6
838+70	0	0	0	0	0	6	0	6
839+00	0	0	0	0	0	6	0	6
839+25	0	0	0	0	0	6	0	6
839+50	0	0	0	0	0	6	0	6
839+75	0	0	0	0	0	6	0	6
839+91	0	0	0	0	0	6	0	6
840+18	0	0	0	0	0	6	0	6
840+43	8	0	4	0	0	10	0	10
840+75	2	0	6	0	0	16	0	16
841+00	3	0	2	0	0	18	0	18
841+25	3	0	3	0	0	21	0	21
841+45	1	0	1	0	0	22	0	22



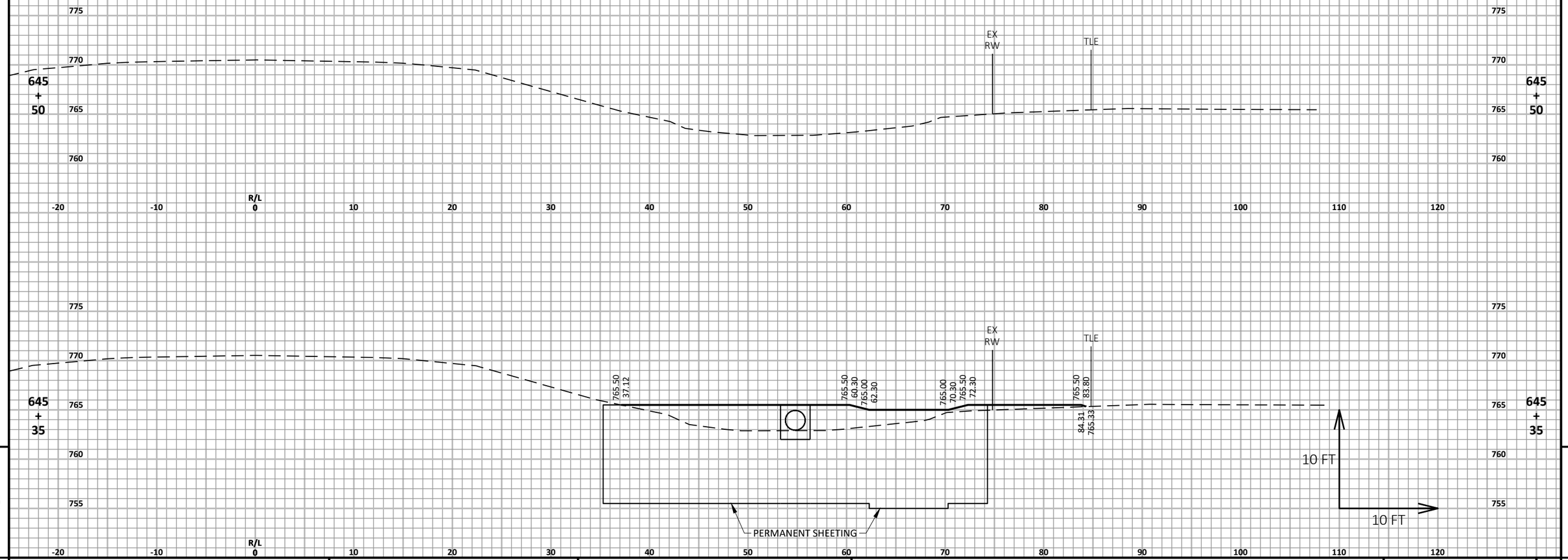
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 235	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090201-xs

PLOT DATE : 5/27/2022 6:20 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

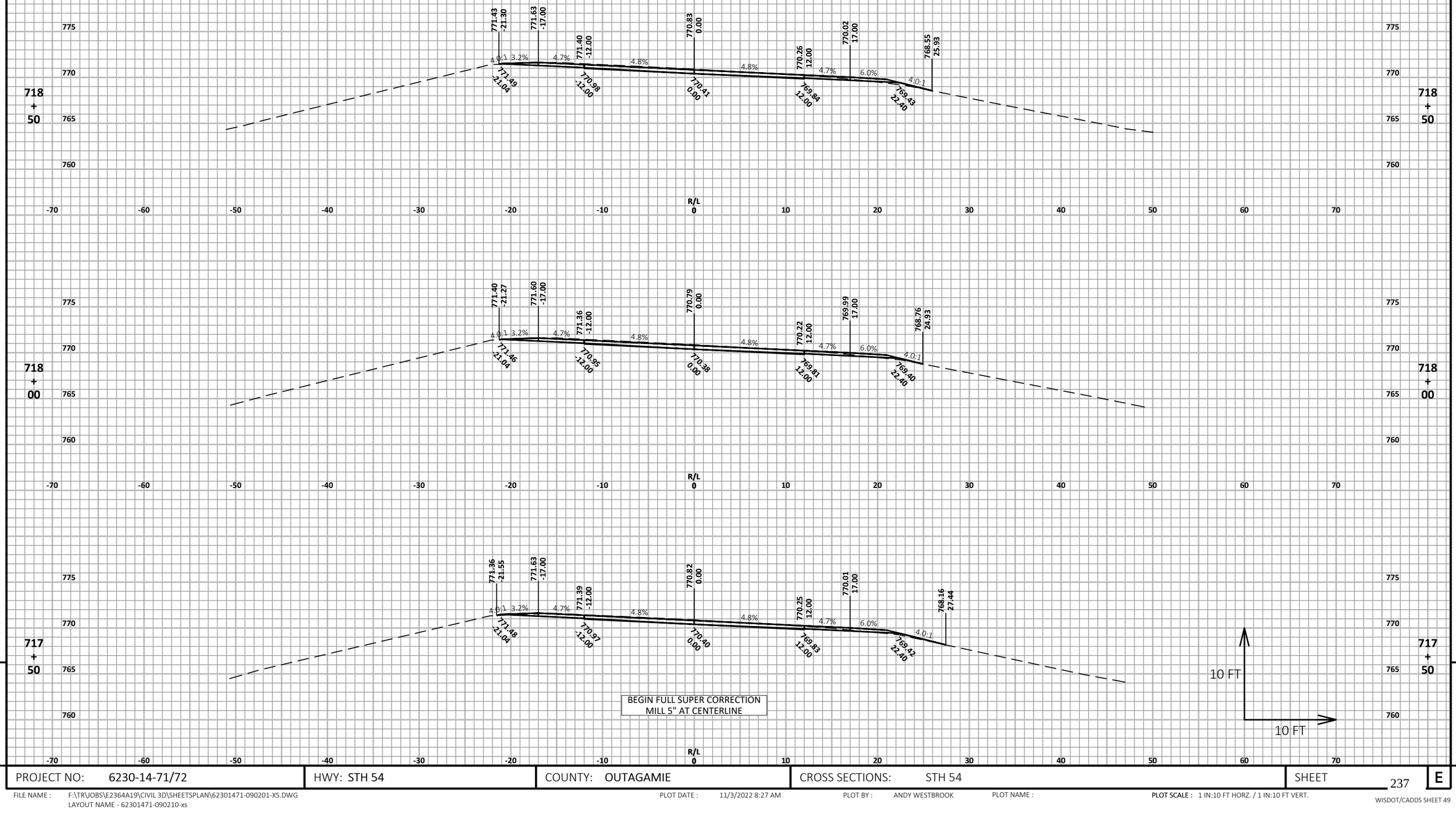
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 236	E

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LAYOUT NAME - 62301471-090202-xs

PLOT DATE : 5/27/2022 6:21 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



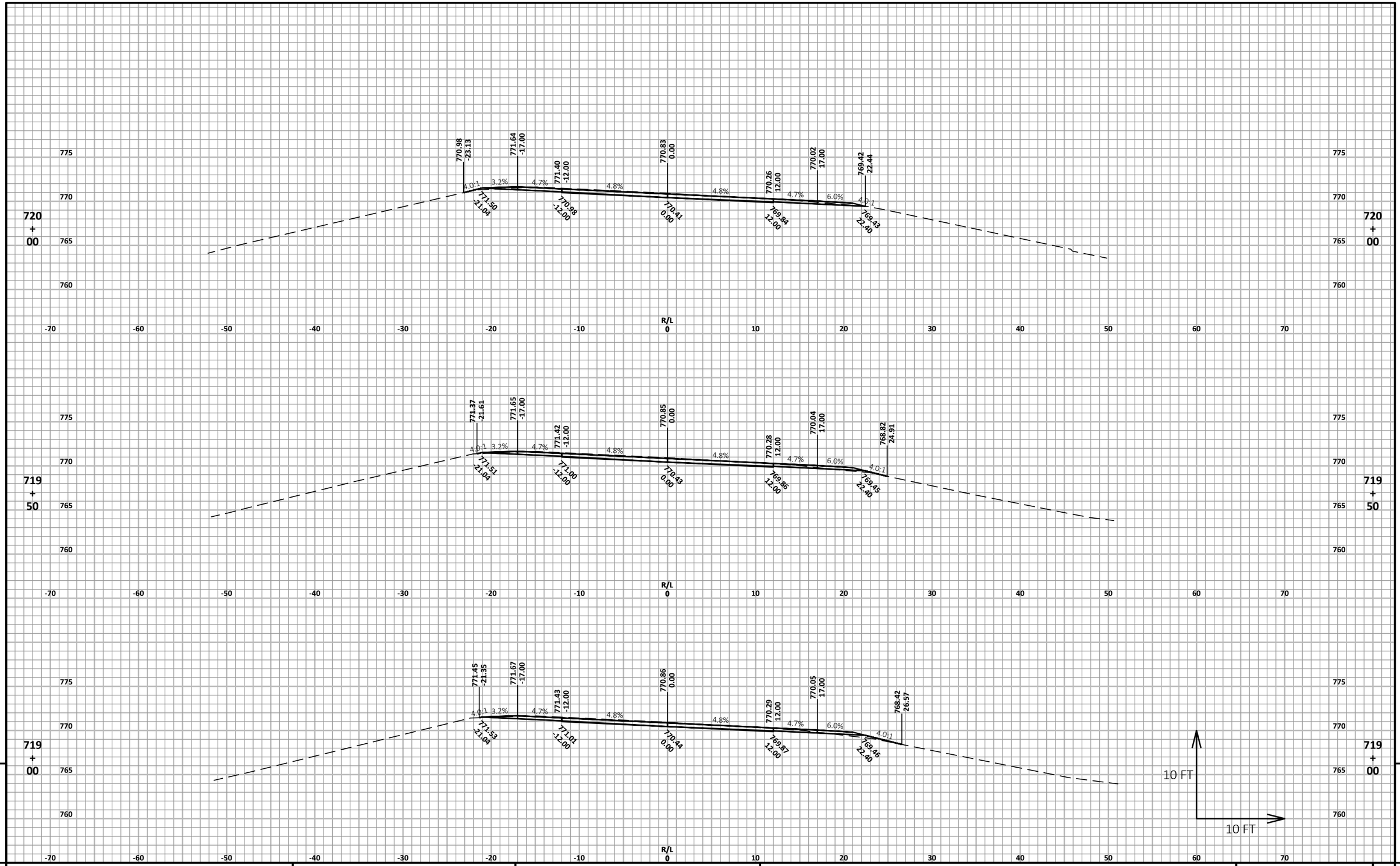
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 237	E

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LAYOUT NAME - 62301471-090210-xs

PLOT DATE : 11/3/2022 8:27 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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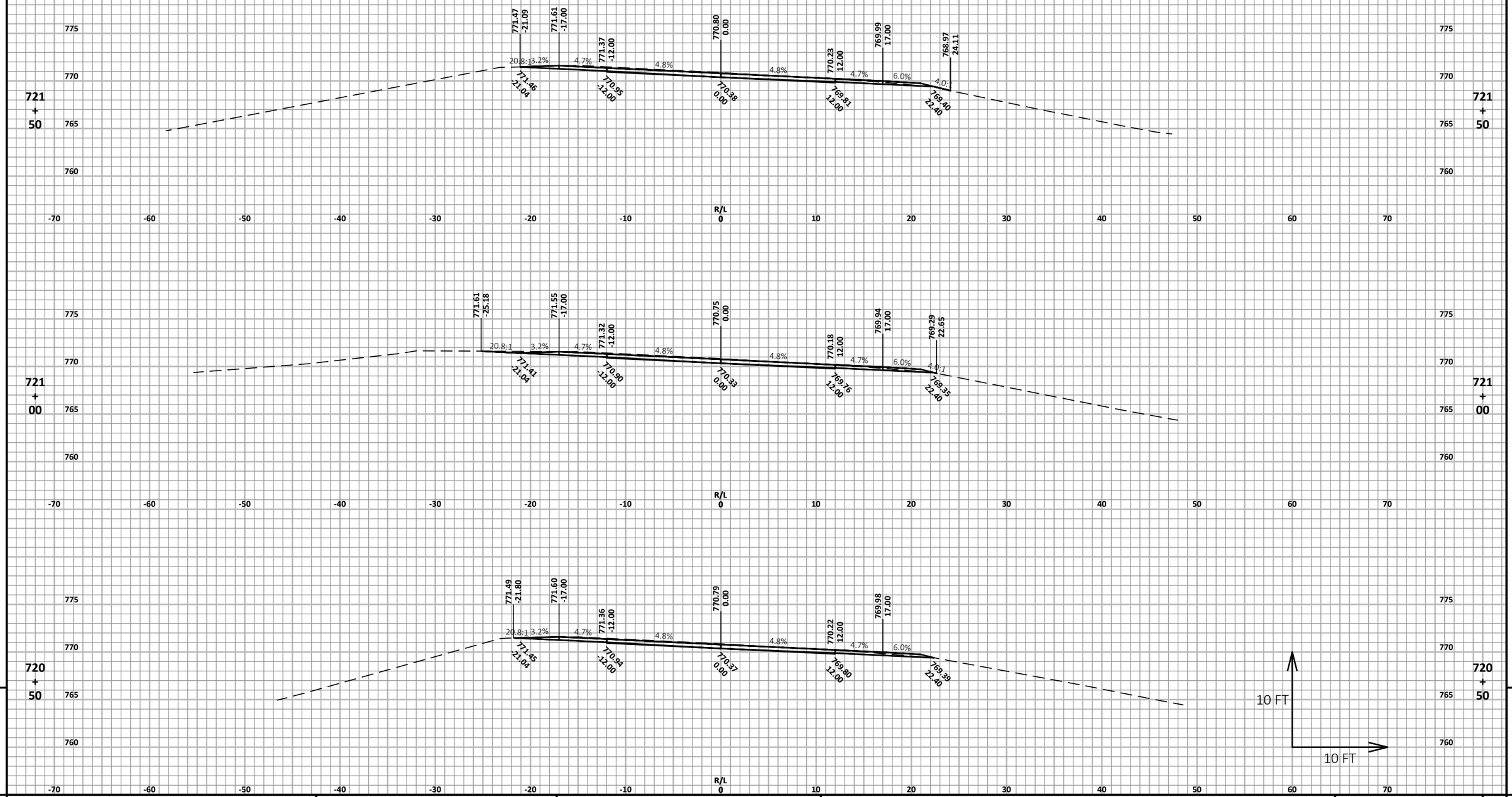
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 238	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090211-xs

PLOT DATE : 11/3/2022 8:28 AM PLOT BY : ANDY WESTBROOK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



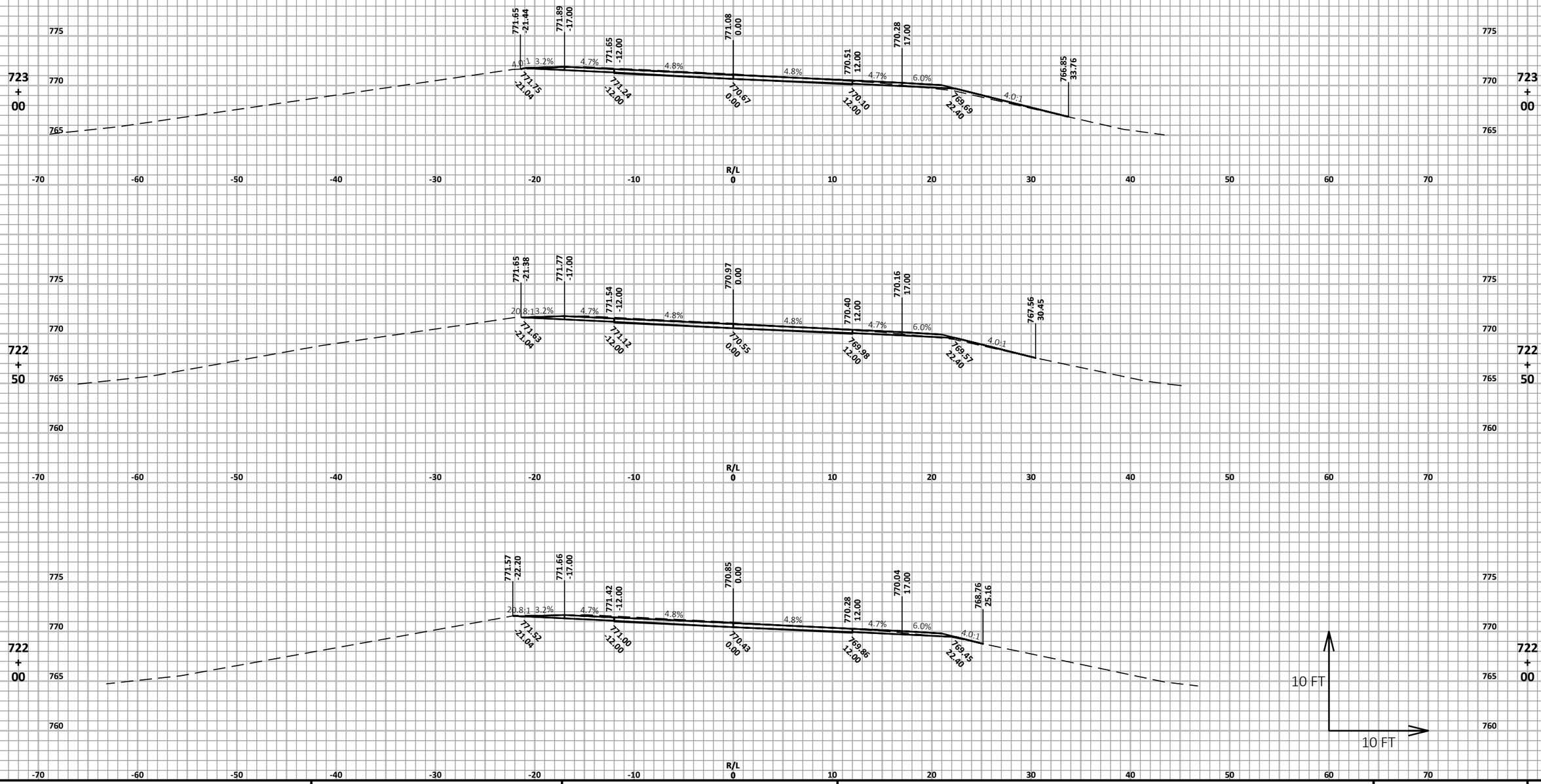
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 239	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090212-xs

PLOT DATE : 11/3/2022 8:28 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

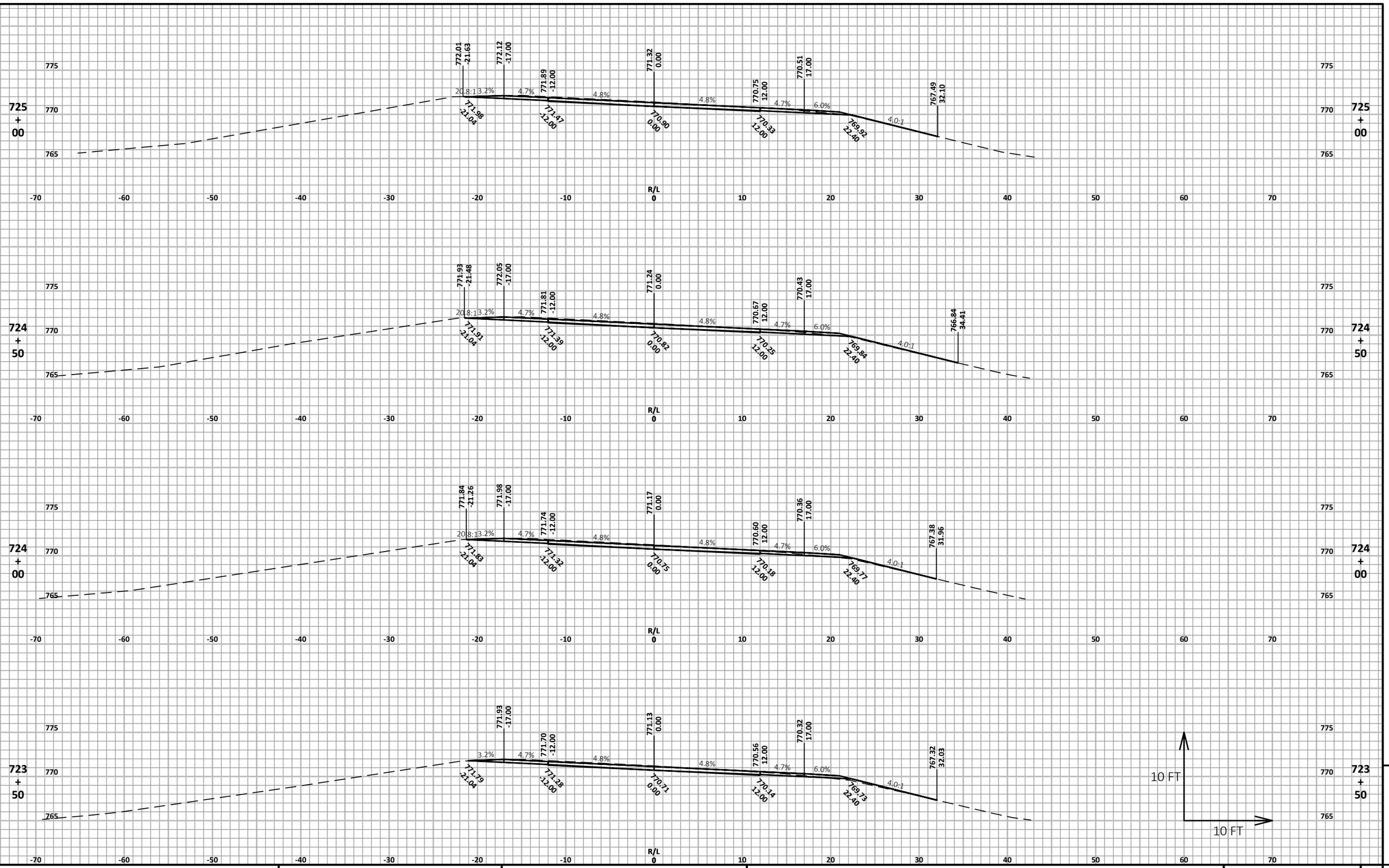
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FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090213-xs

PLOT DATE : 11/3/2022 8:28 AM PLOT BY : ANDY WESTBROOK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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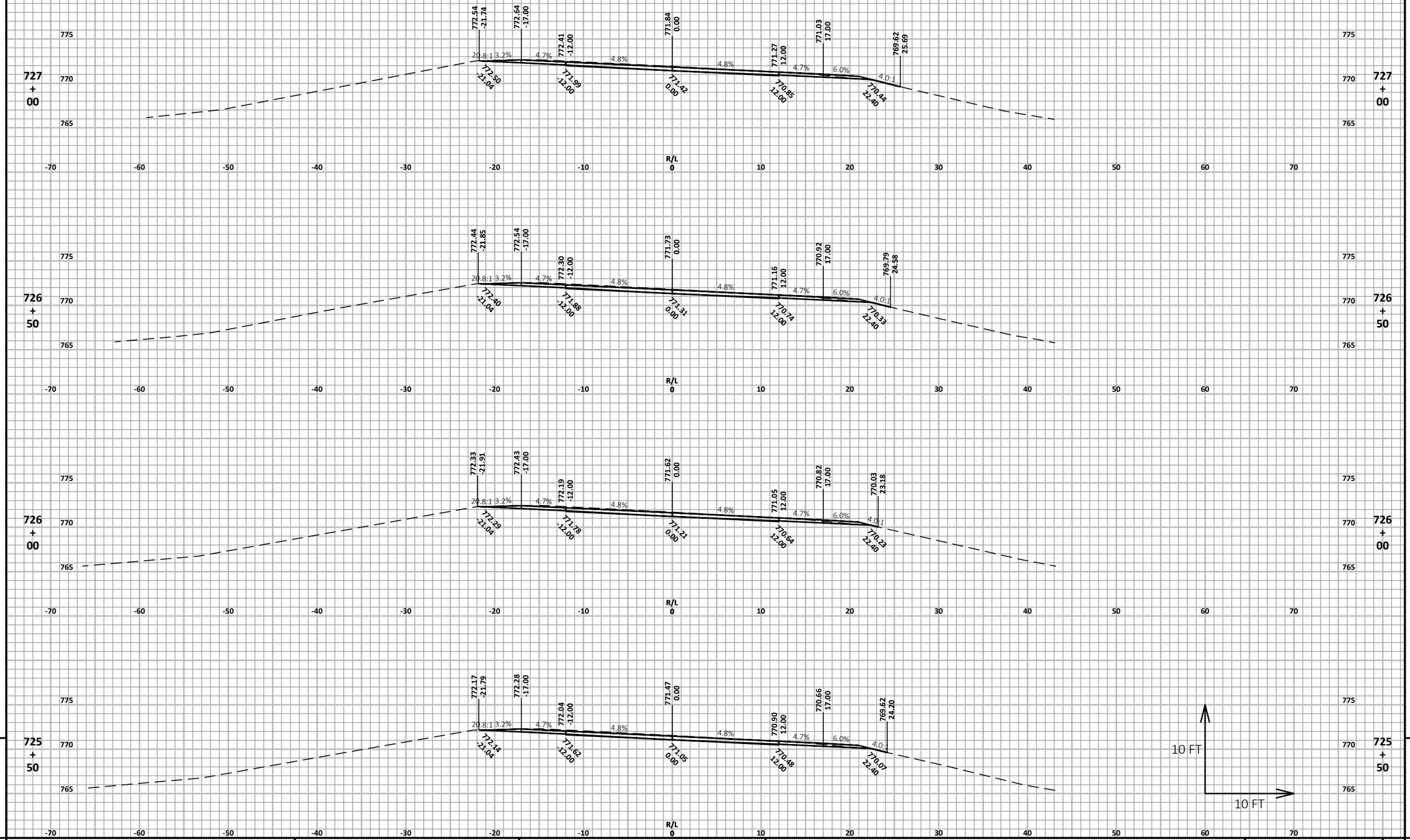
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 241	E

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LAYOUT NAME - 62301471-090214-xs

PLOT DATE : 11/3/2022 8:28 AM PLOT BY : ANDY WESTBROOK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

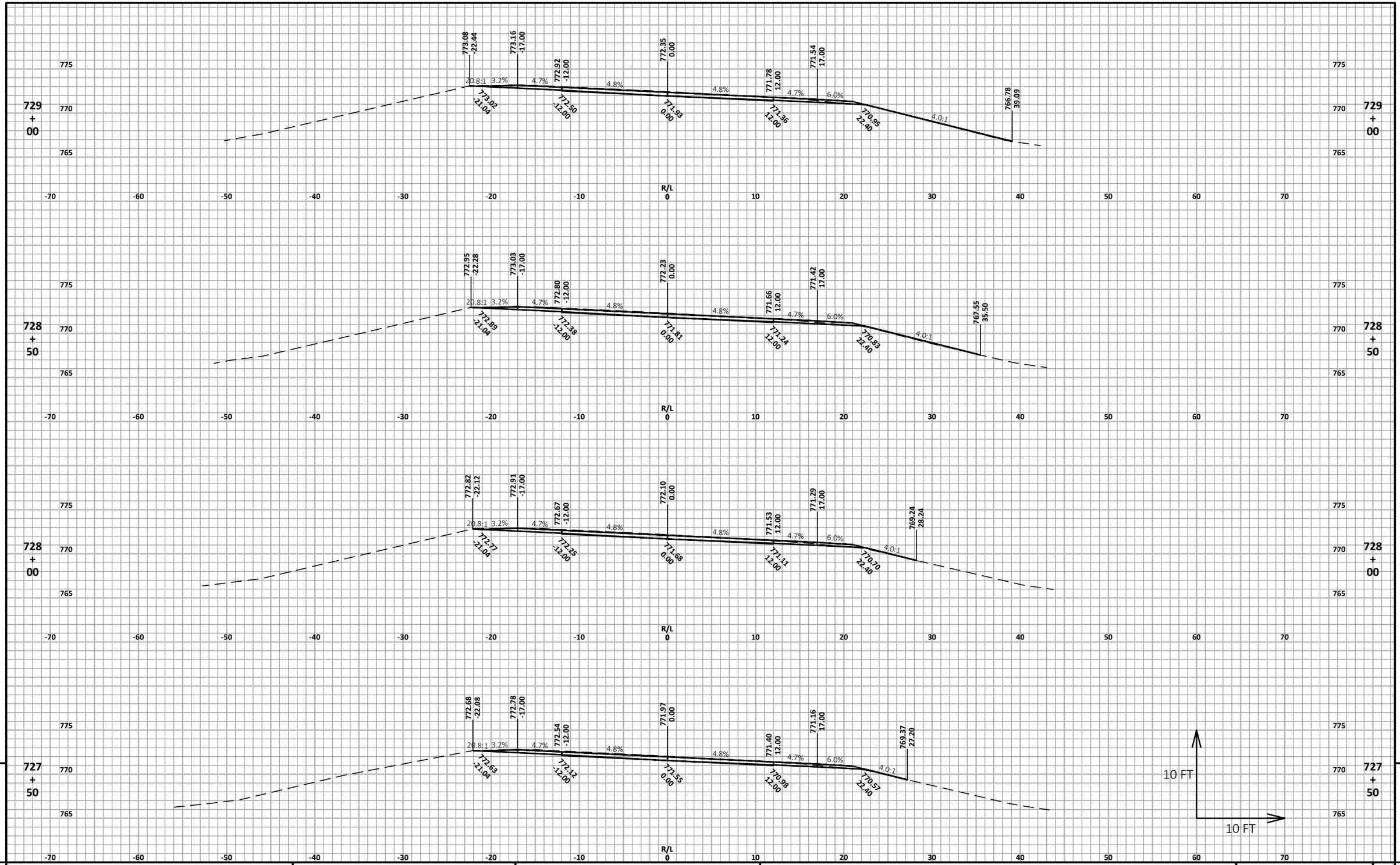
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FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090215-xs

PLOT DATE : 11/3/2022 8:28 AM PLOT BY : ANDY WESTBROOK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

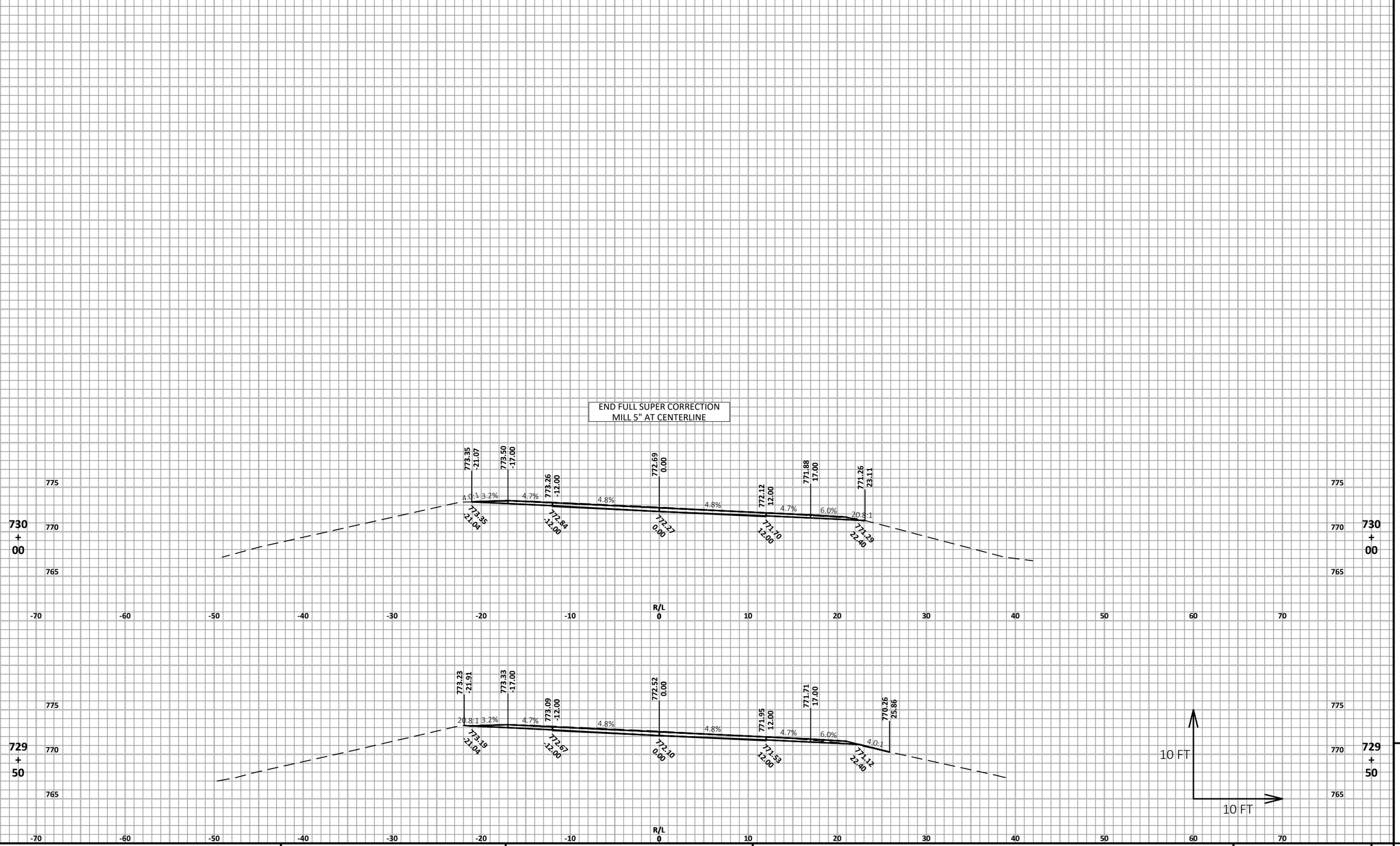
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FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090216-xs

PLOT DATE : 11/3/2022 8:28 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END FULL SUPER CORRECTION
MILL 5" AT CENTERLINE



9

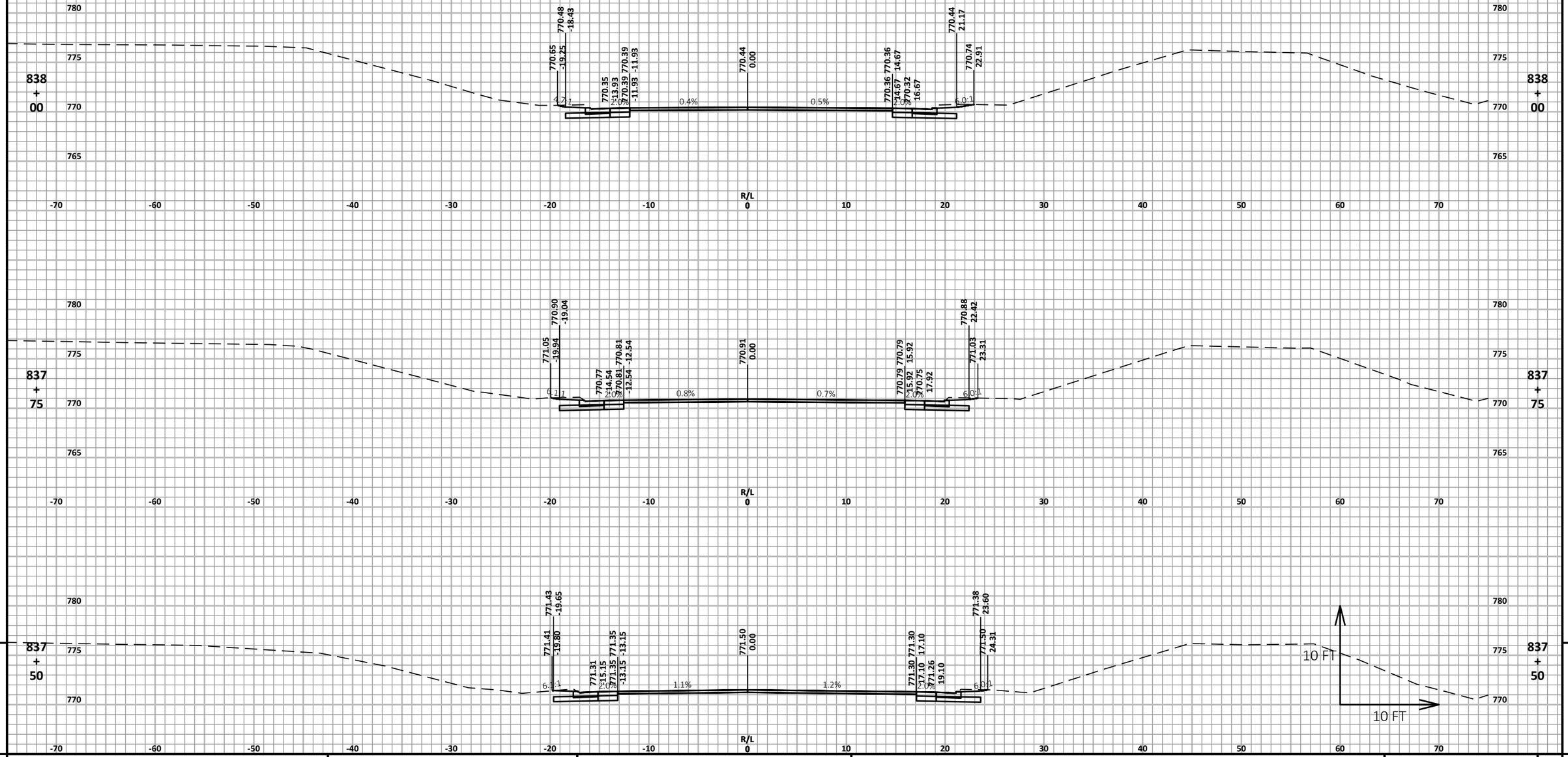
9

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 244	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090217-xs

PLOT DATE : 11/3/2022 8:28 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



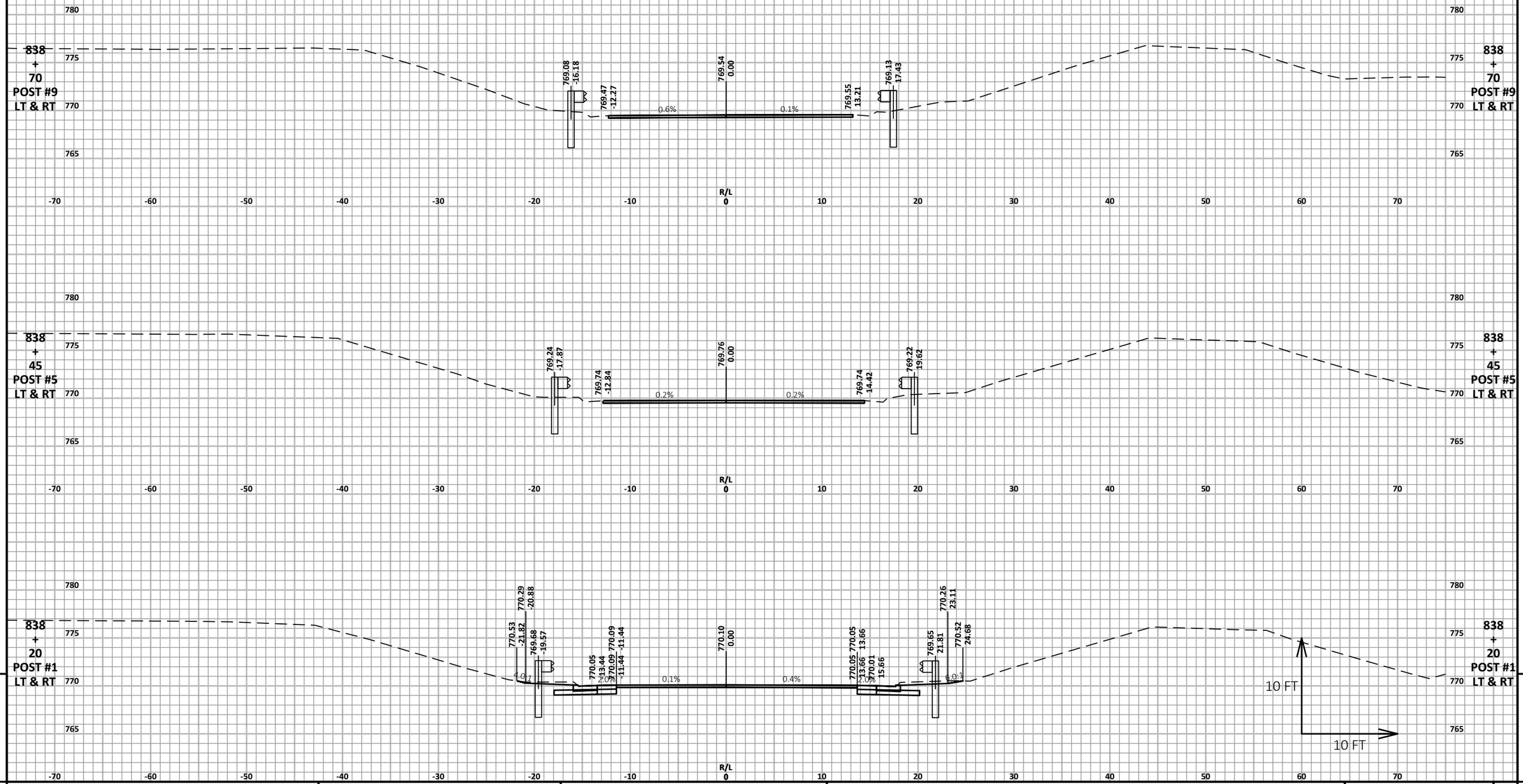
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 245	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090230-xs

PLOT DATE : 5/27/2022 9:29 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9 9



9

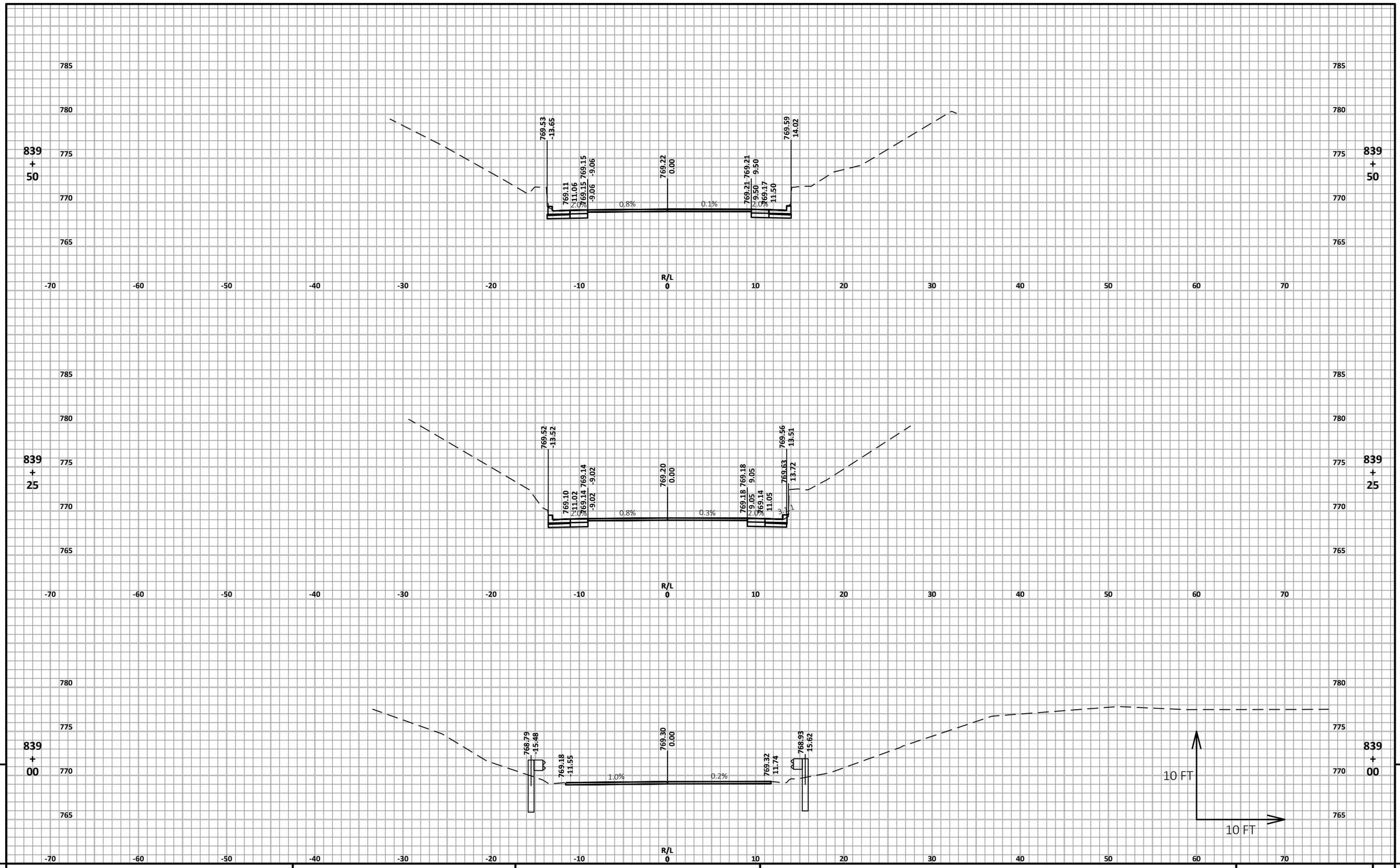
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 246	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090231-xs

PLOT DATE : 5/27/2022 9:29 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9



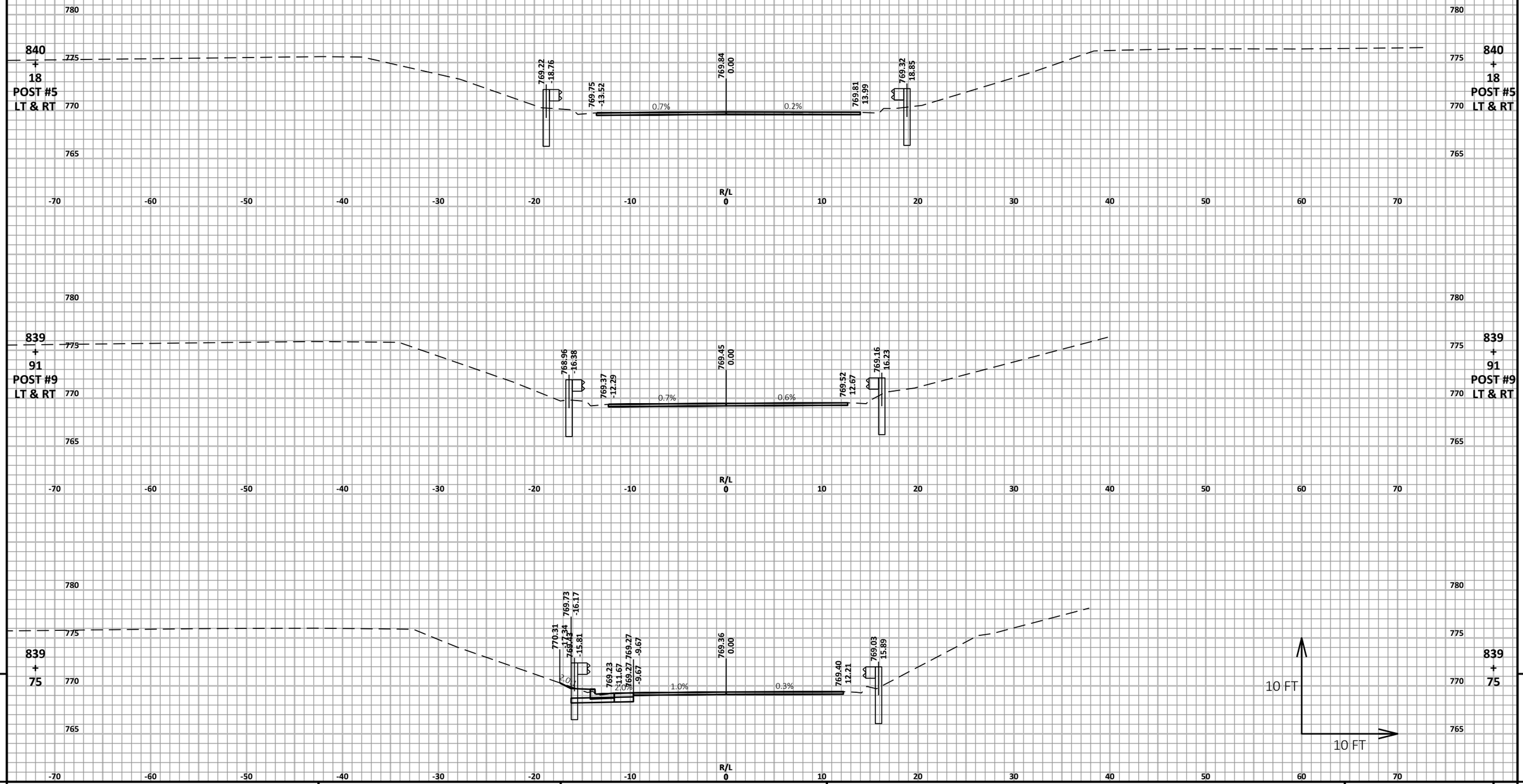
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 247	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090232-xs

PLOT DATE : 5/27/2022 9:29 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

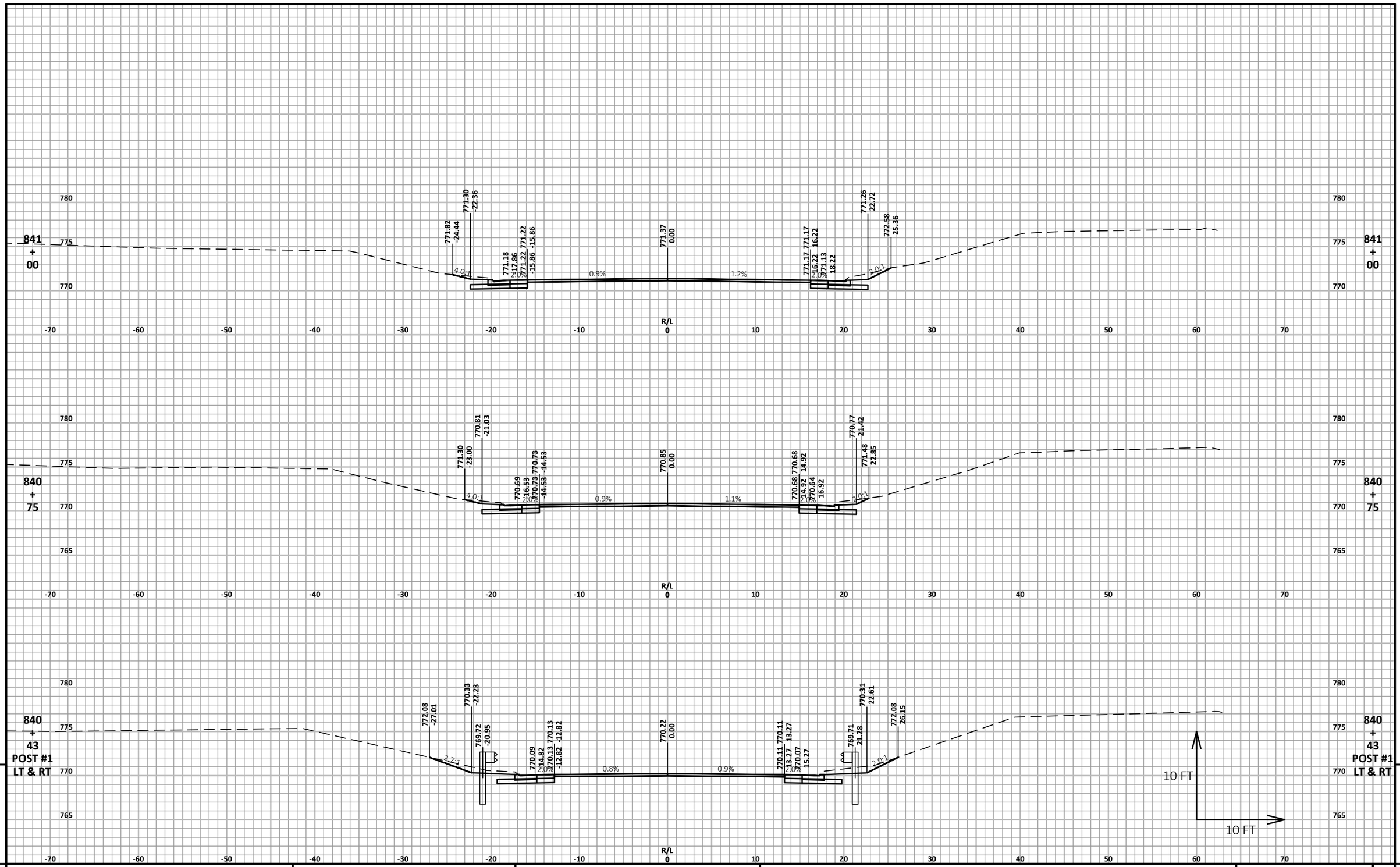
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 248	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090233-xs

PLOT DATE : 5/27/2022 9:29 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



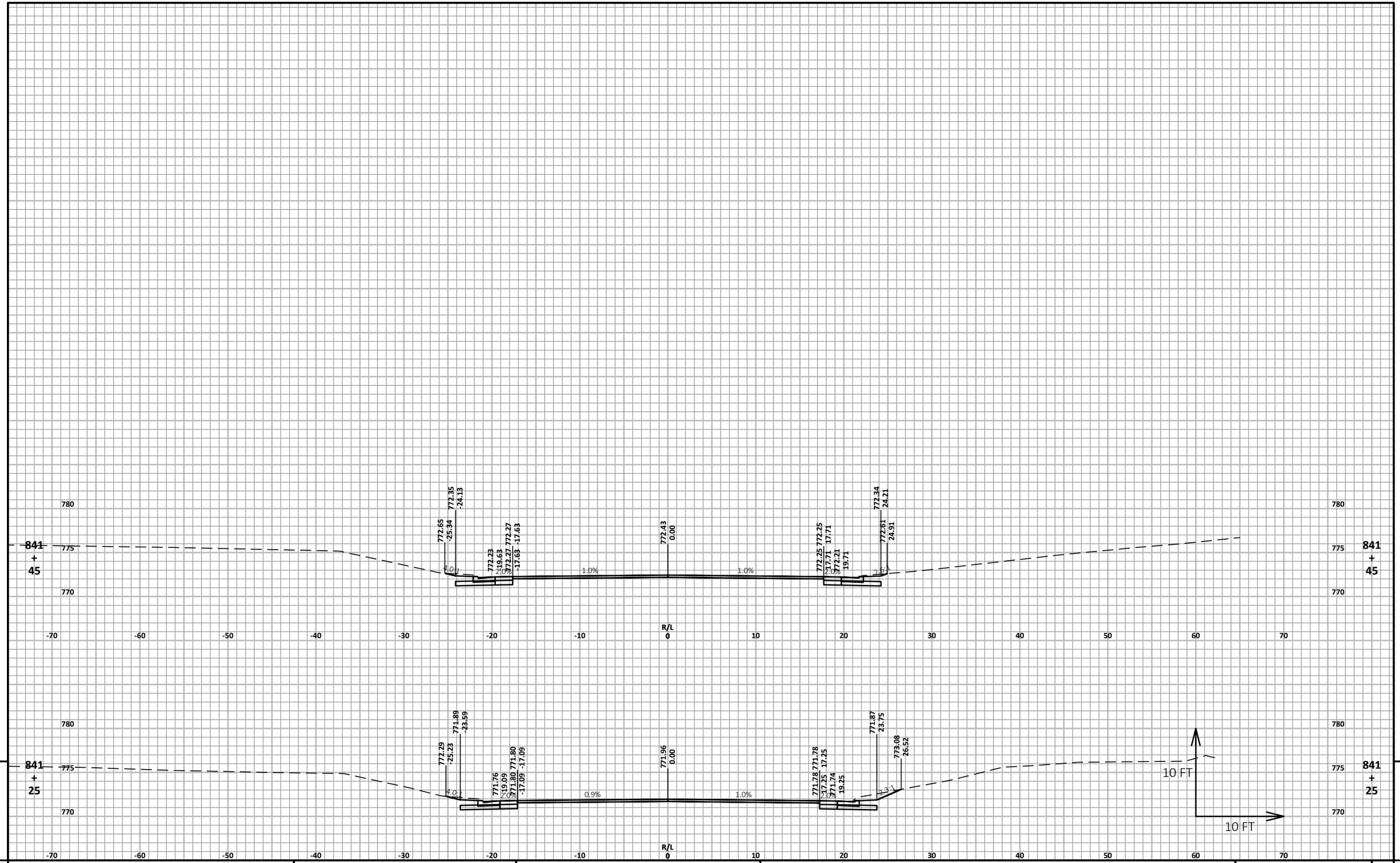
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 249	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090234-xs

PLOT DATE : 5/27/2022 9:29 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

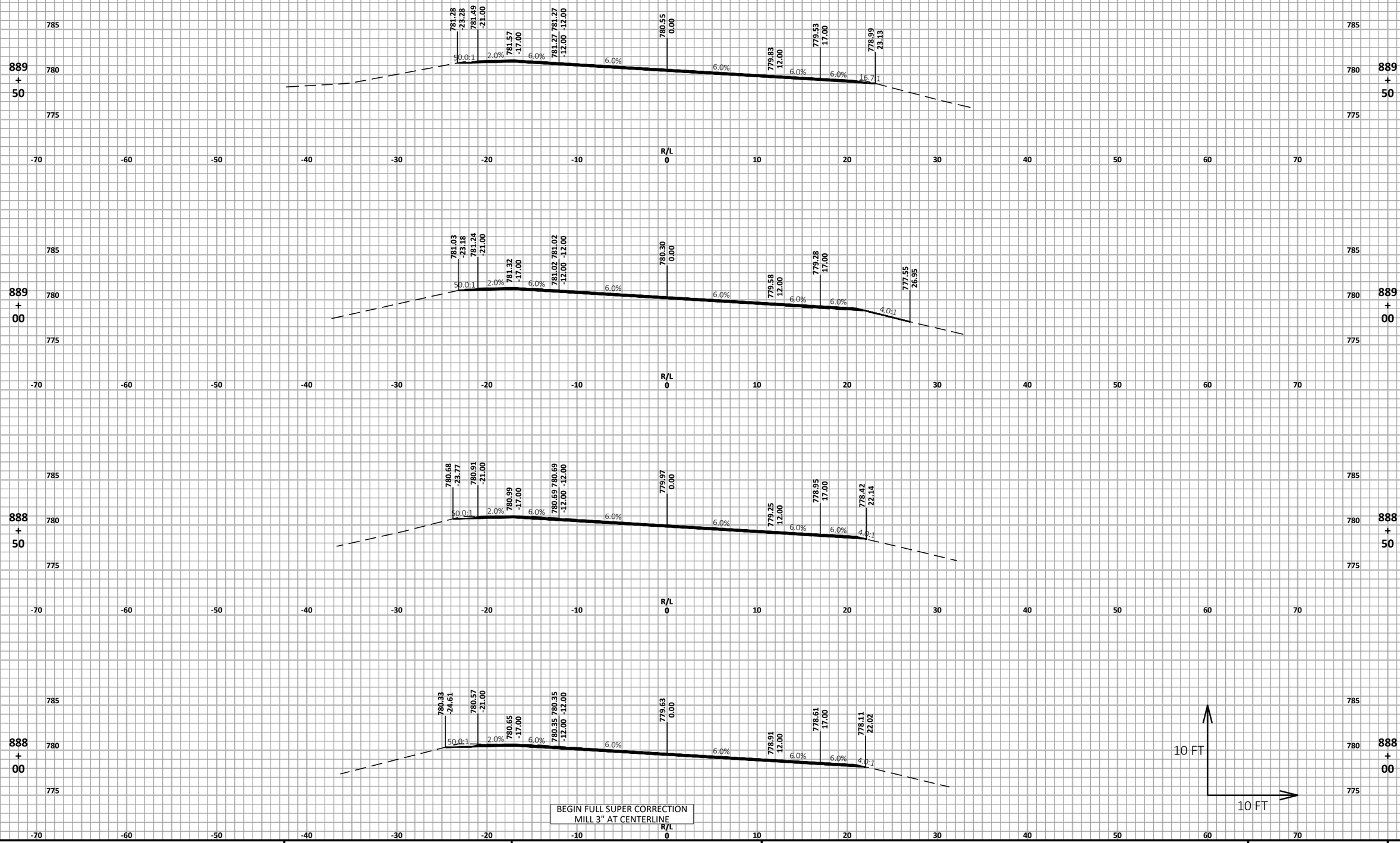


PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 250	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090235-xs

PLOT DATE : 5/27/2022 9:29 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



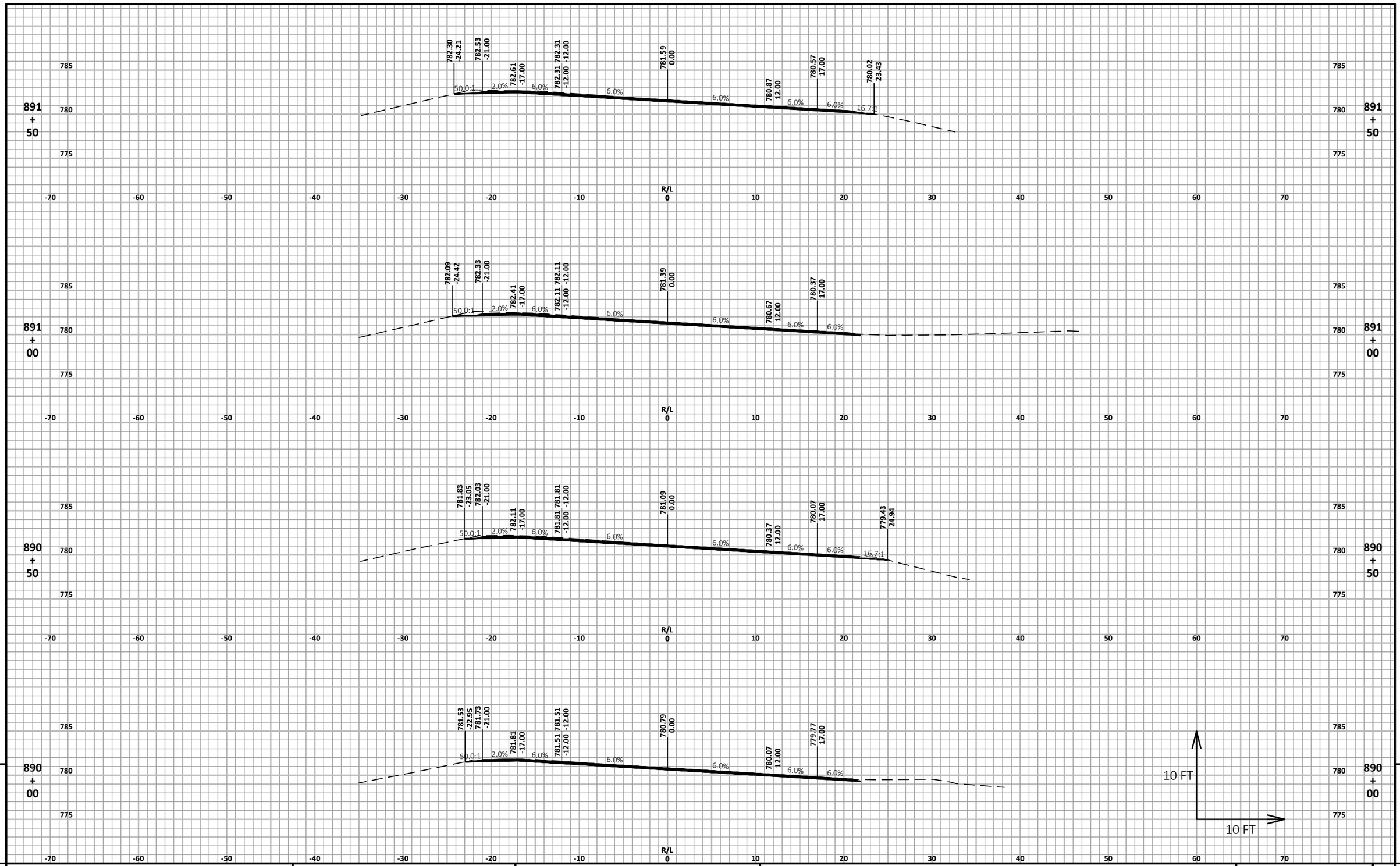
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 251	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090250-xs

PLOT DATE : 11/3/2022 8:40 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

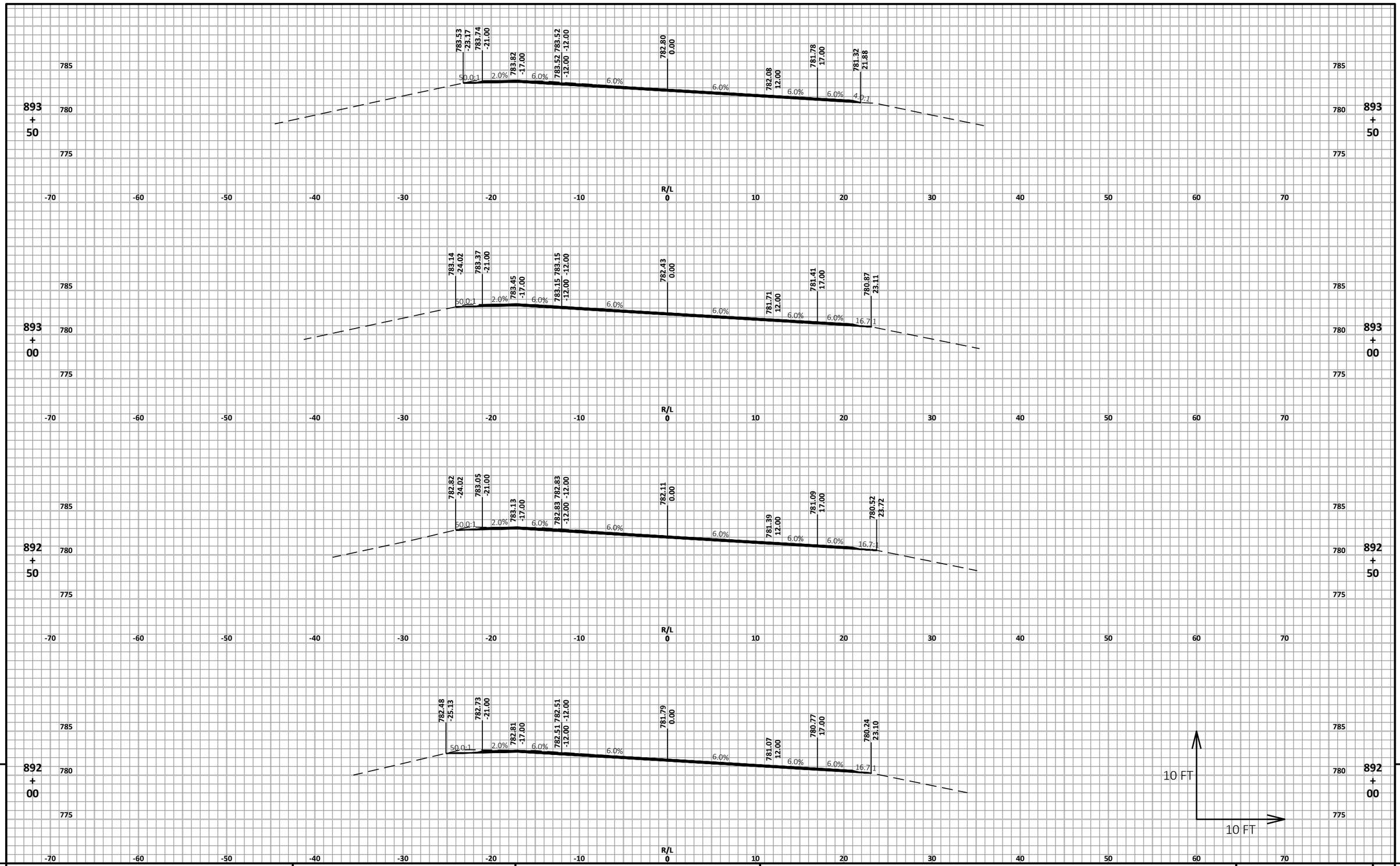
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 252	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090251-xs

PLOT DATE : 11/3/2022 8:40 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

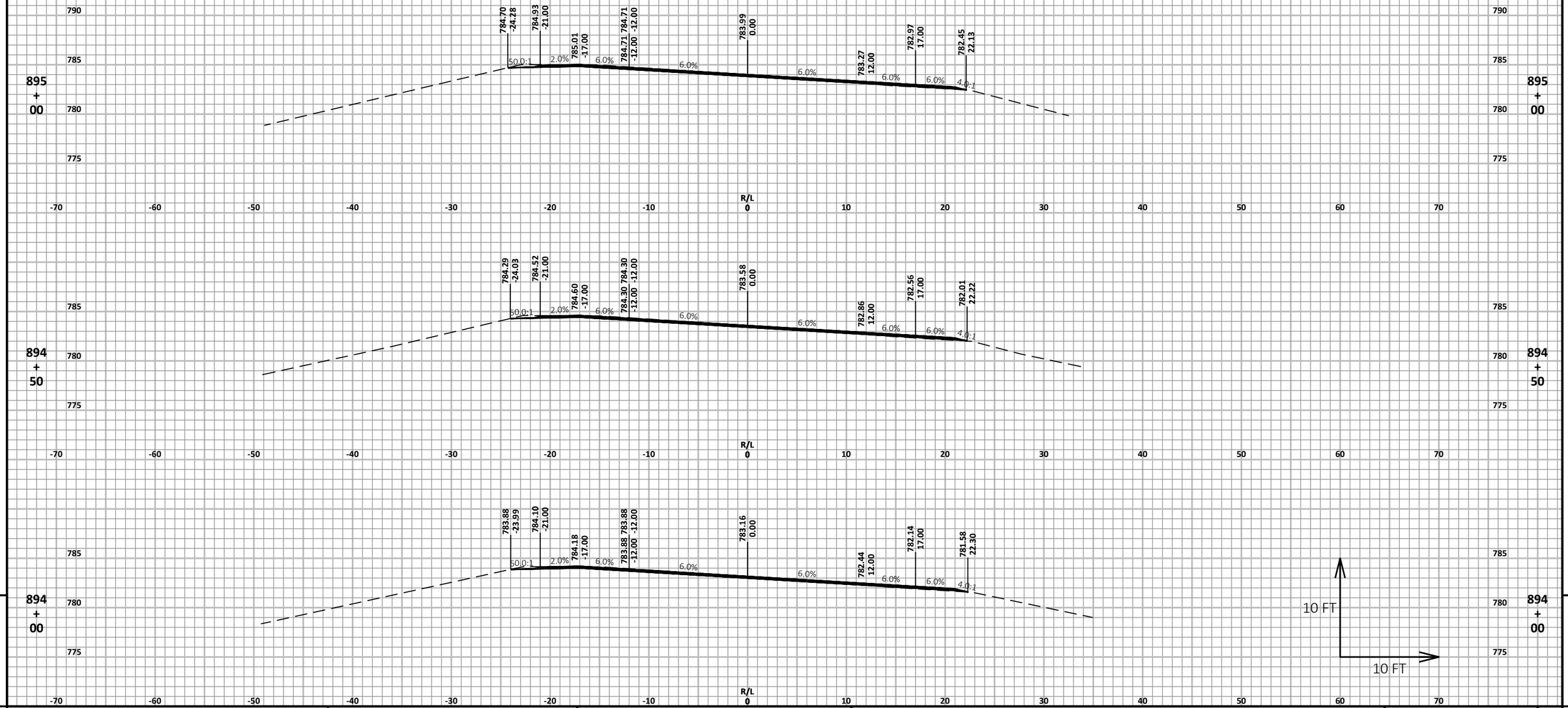
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 253	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090252-xs

PLOT DATE : 11/3/2022 8:41 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



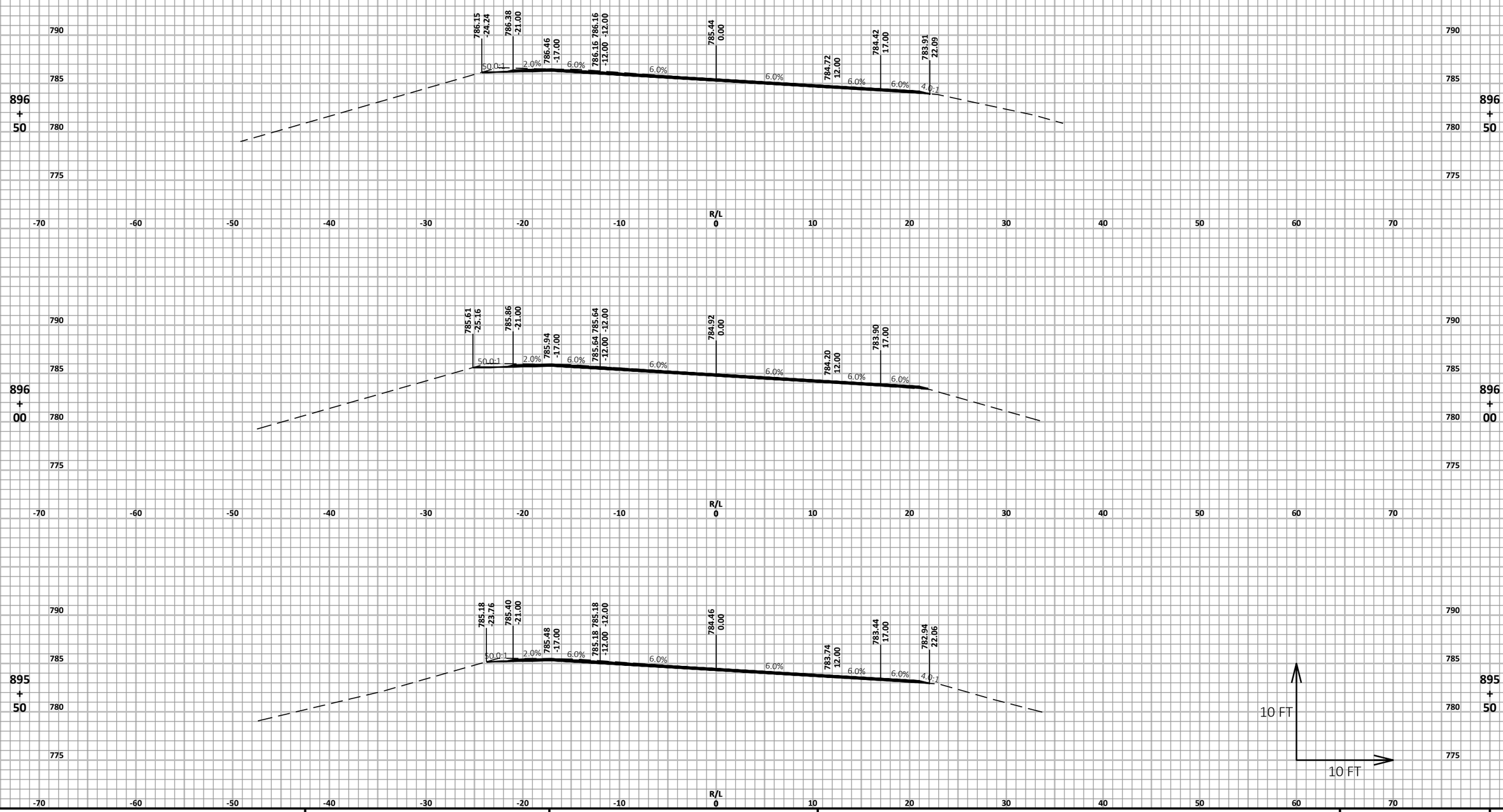
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 254	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090253-xs

PLOT DATE : 11/3/2022 8:41 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



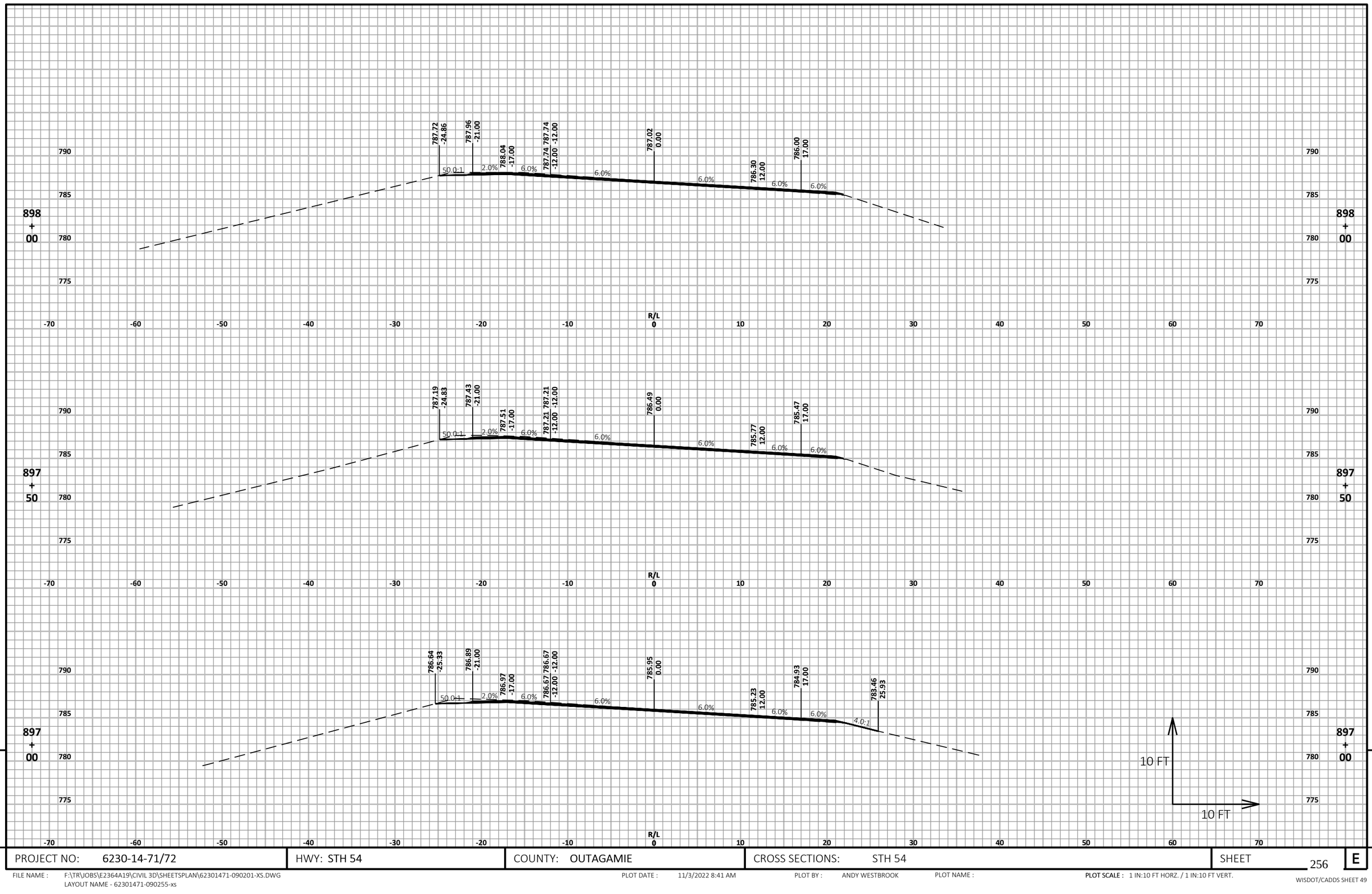
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 255	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090254-xs

PLOT DATE : 11/3/2022 8:41 AM PLOT BY : ANDY WESTBROOK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



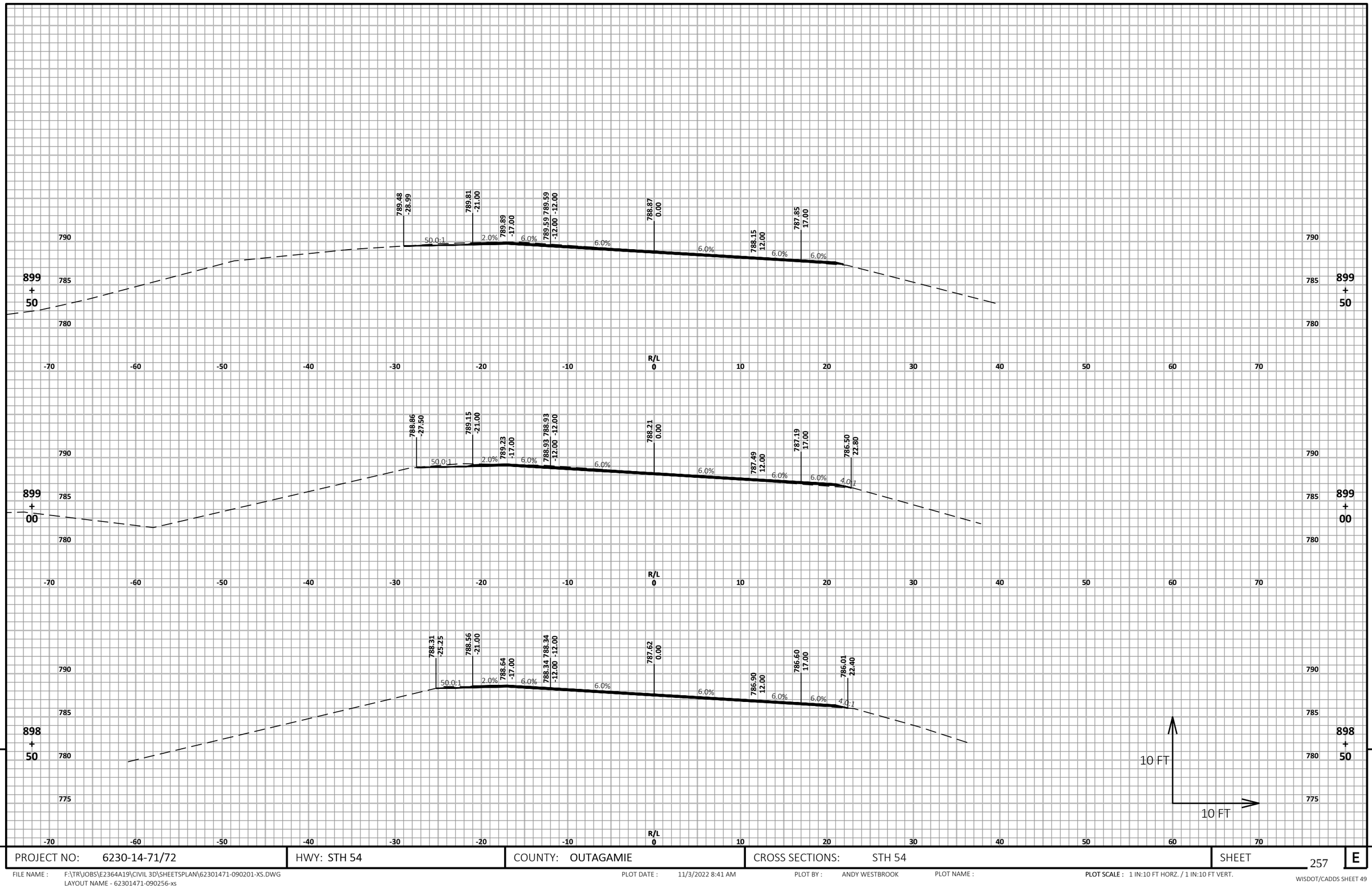
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 256	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090255-xs

PLOT DATE : 11/3/2022 8:41 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 257	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090256-xs

PLOT DATE : 11/3/2022 8:41 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 258	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090257-xs

PLOT DATE : 11/3/2022 8:41 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

9

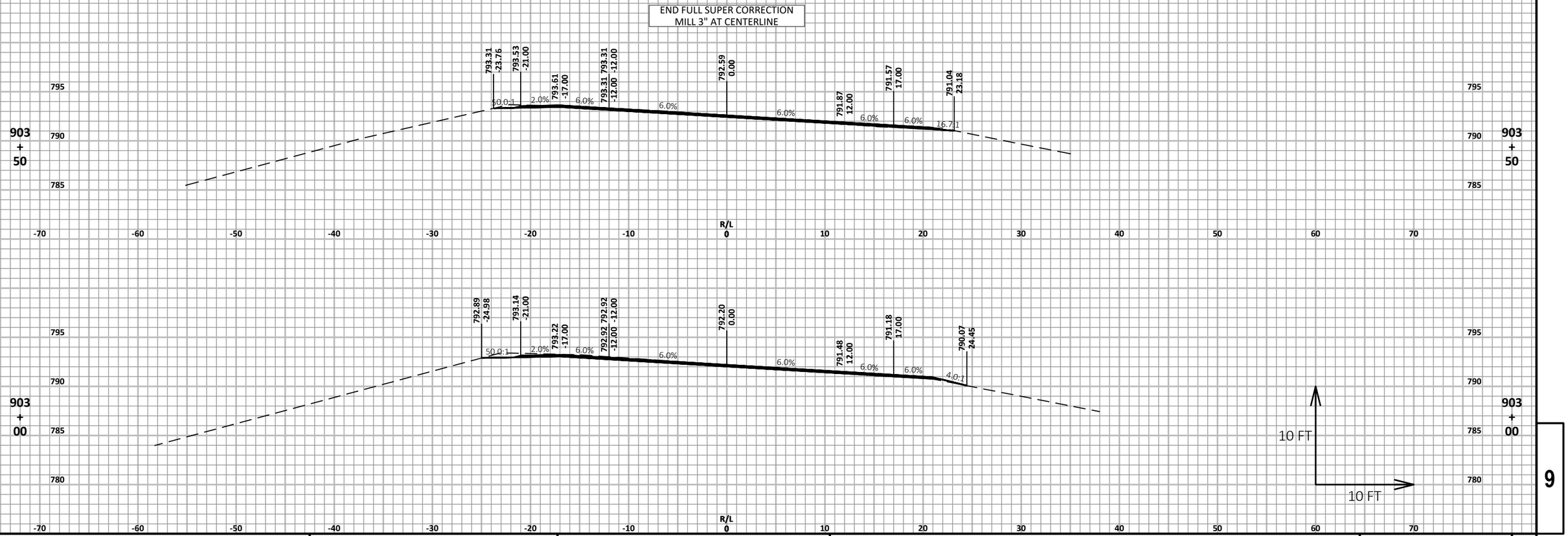
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 259	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090258-xs

PLOT DATE : 11/3/2022 8:41 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END FULL SUPER CORRECTION
MILL 3" AT CENTERLINE



9

9

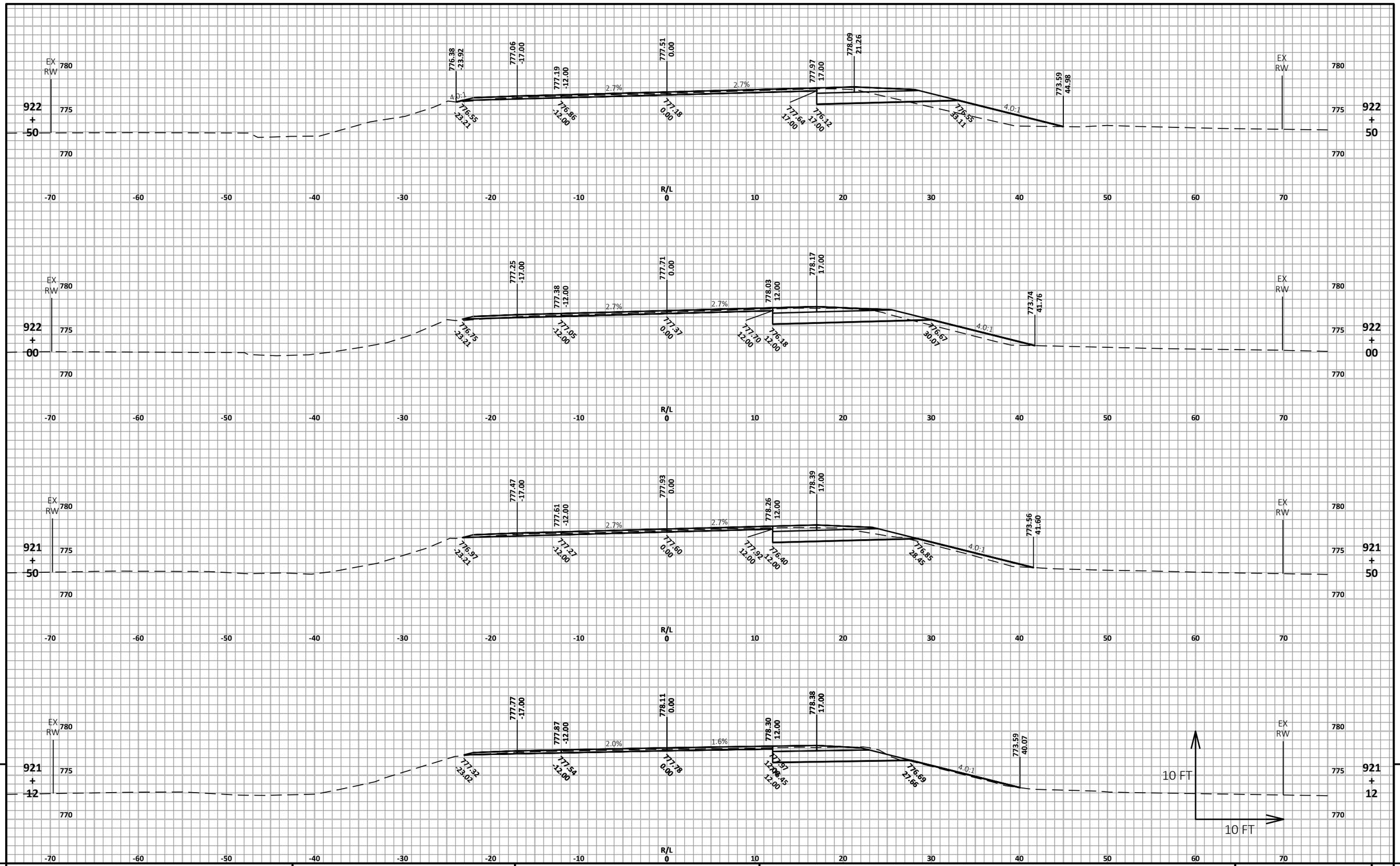
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 260	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090259-xs

PLOT DATE : 11/3/2022 8:41 AM PLOT BY : ANDY WESTBROOK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

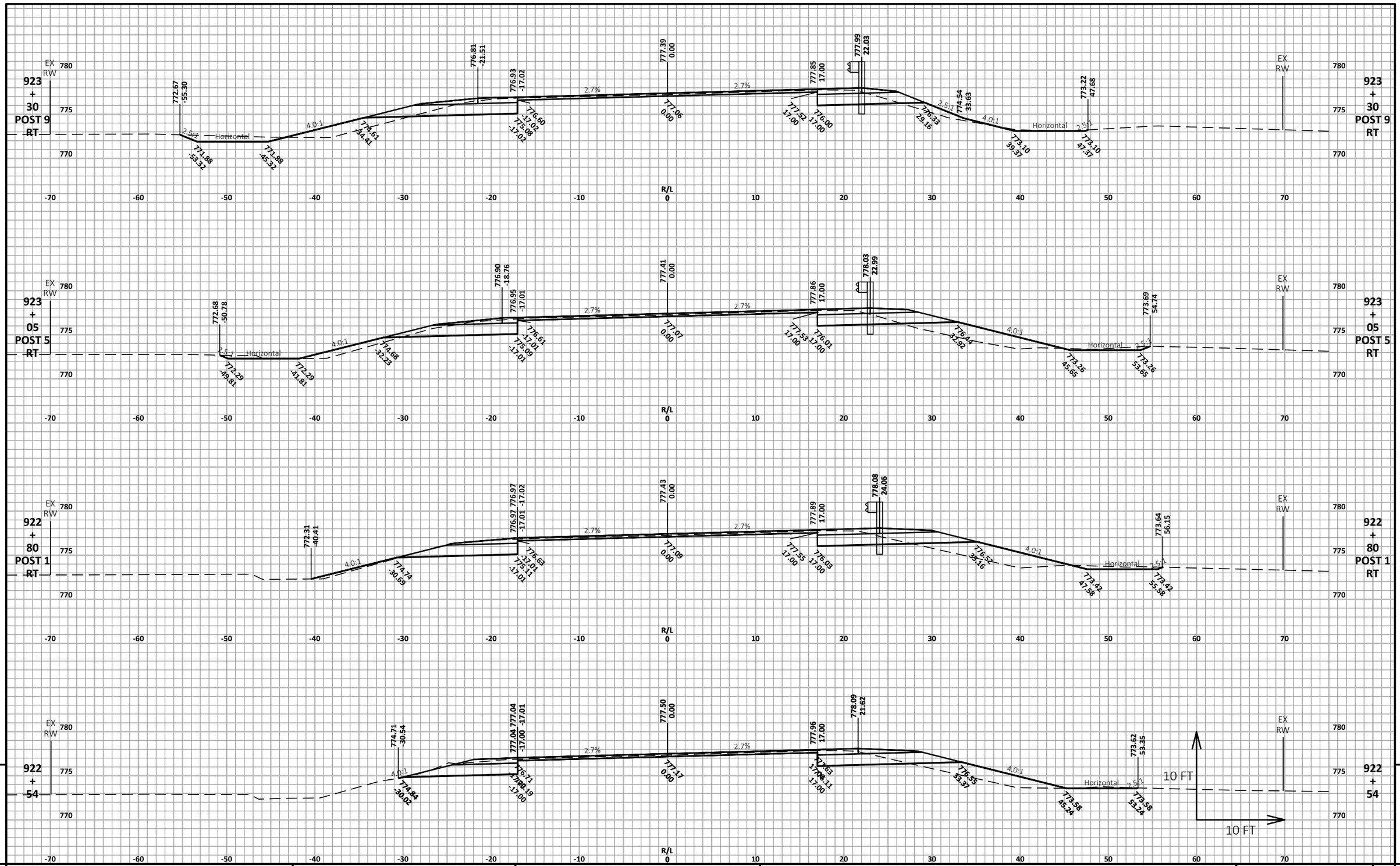
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 261	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090270-xs

PLOT DATE : 11/1/2022 8:49 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 262	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090271-xs

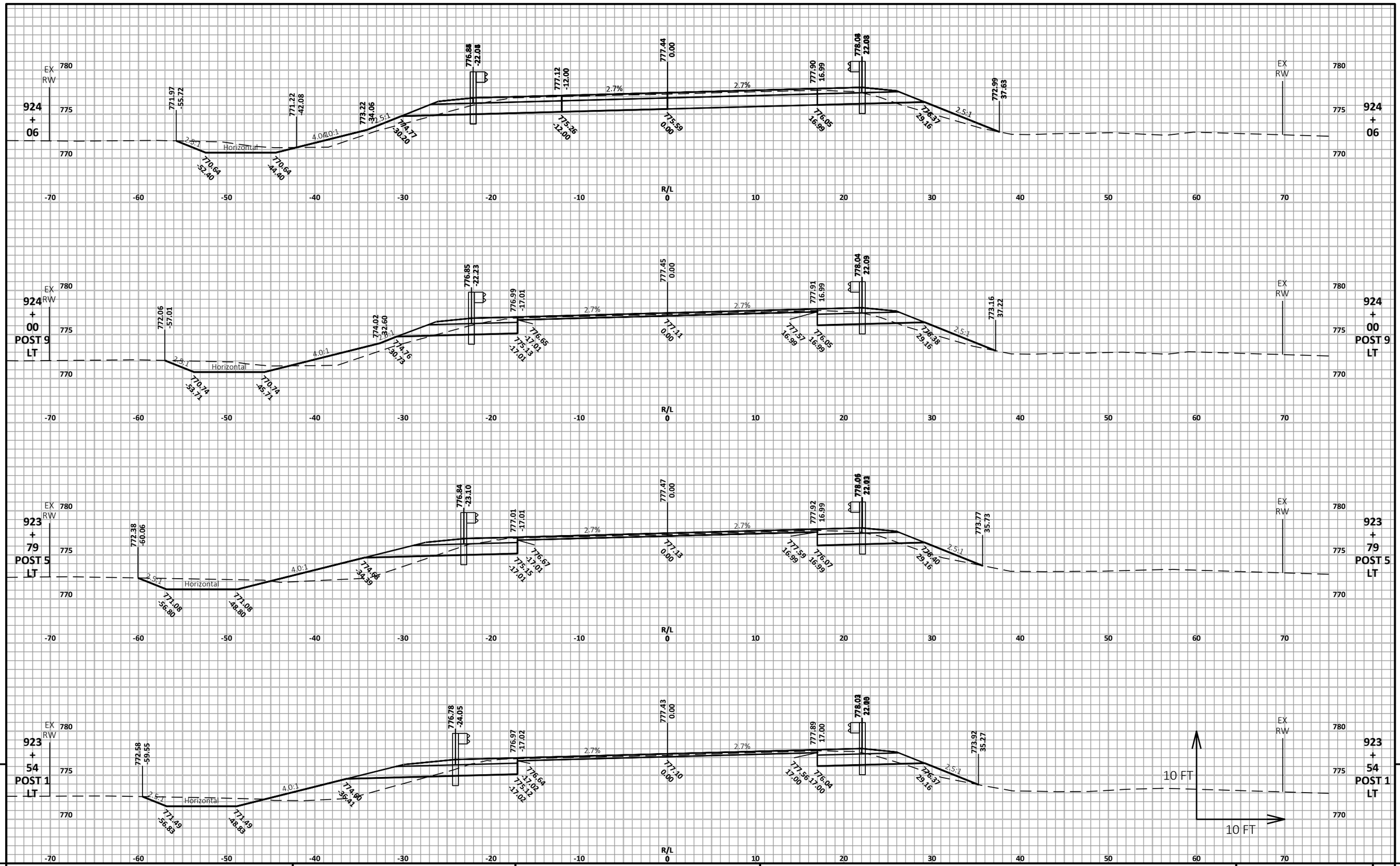
PLOT DATE : 11/1/2022 8:49 AM

PLOT BY : ANDY WESTBROOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

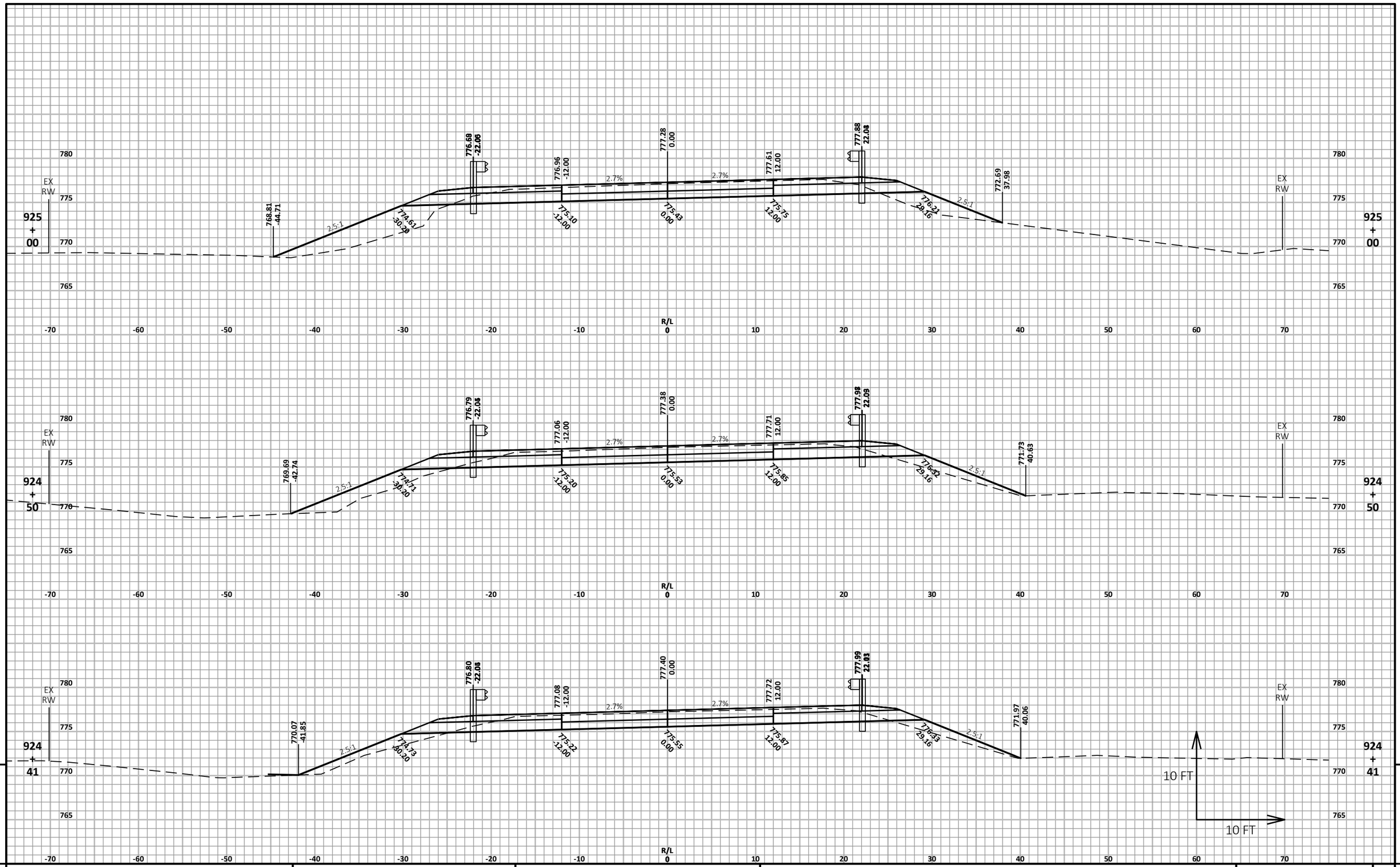


PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 263	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090272-xs

PLOT DATE : 11/1/2022 8:50 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

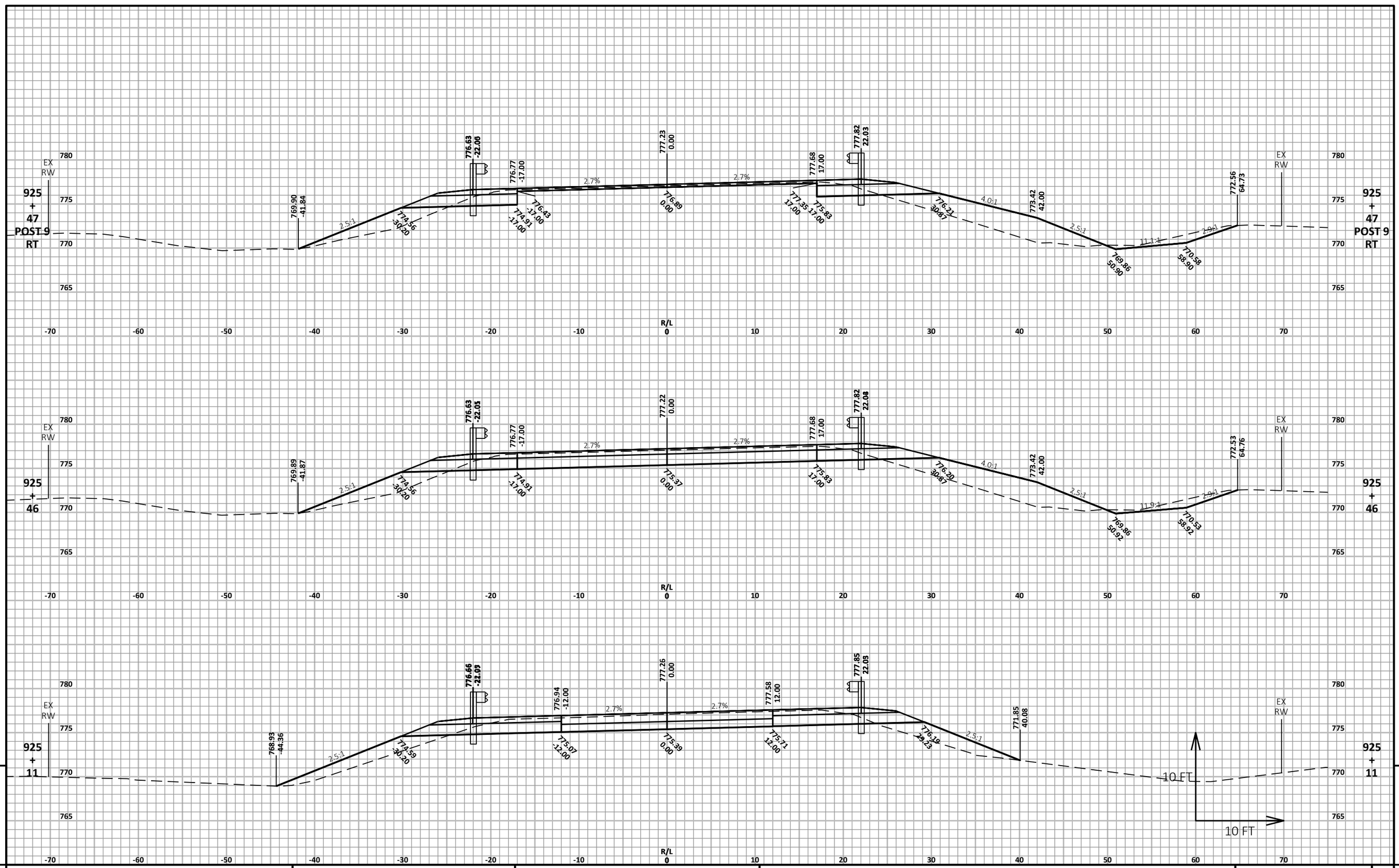
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 264	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090273-xs

PLOT DATE : 11/1/2022 8:50 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 265 E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090274-xs

PLOT DATE : 11/1/2022 8:50 AM PLOT BY : ANDY WESTBROOK PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

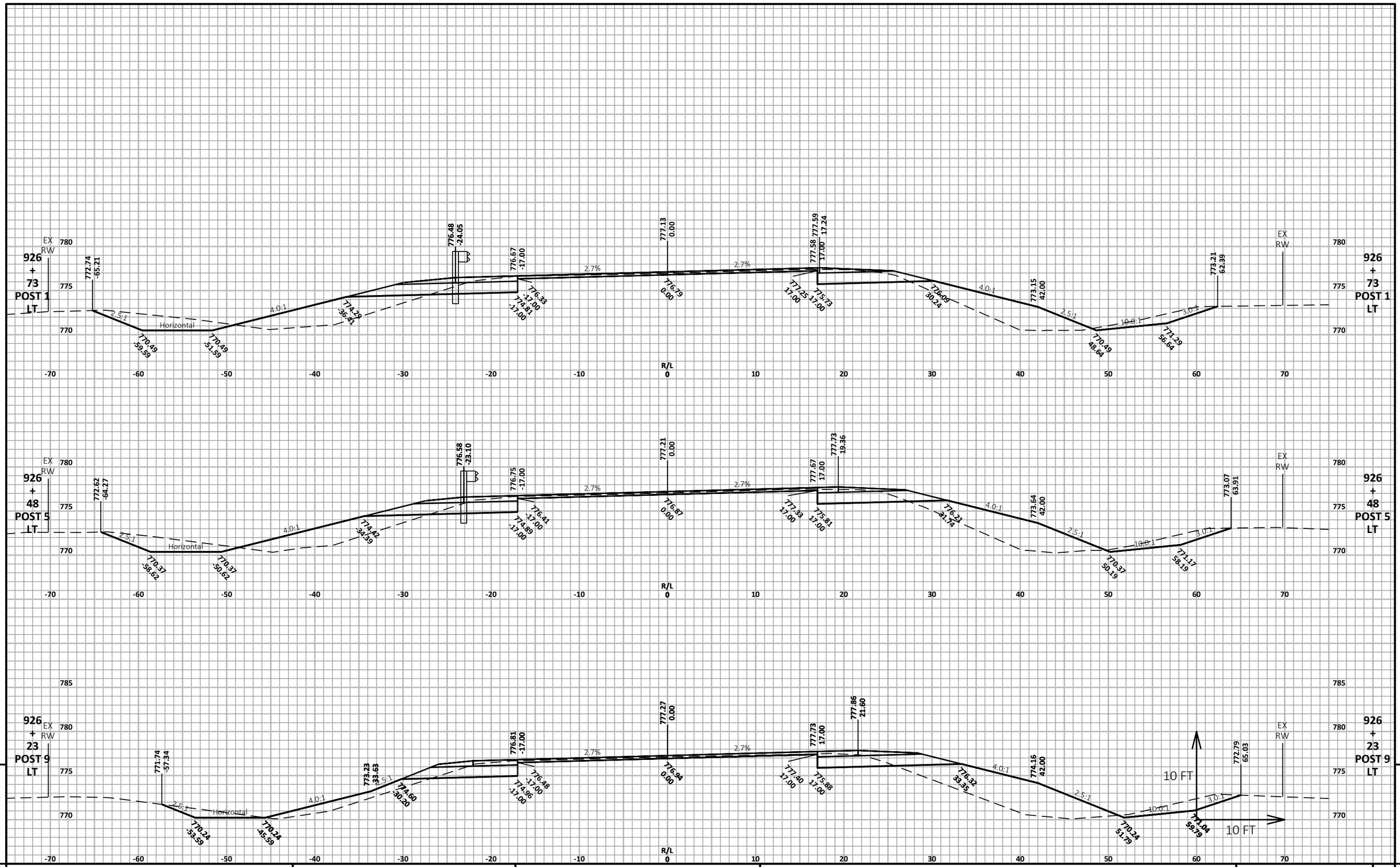
PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 266	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090275-xs

PLOT DATE : 11/1/2022 8:50 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9



9

9

PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 267	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090276-xs

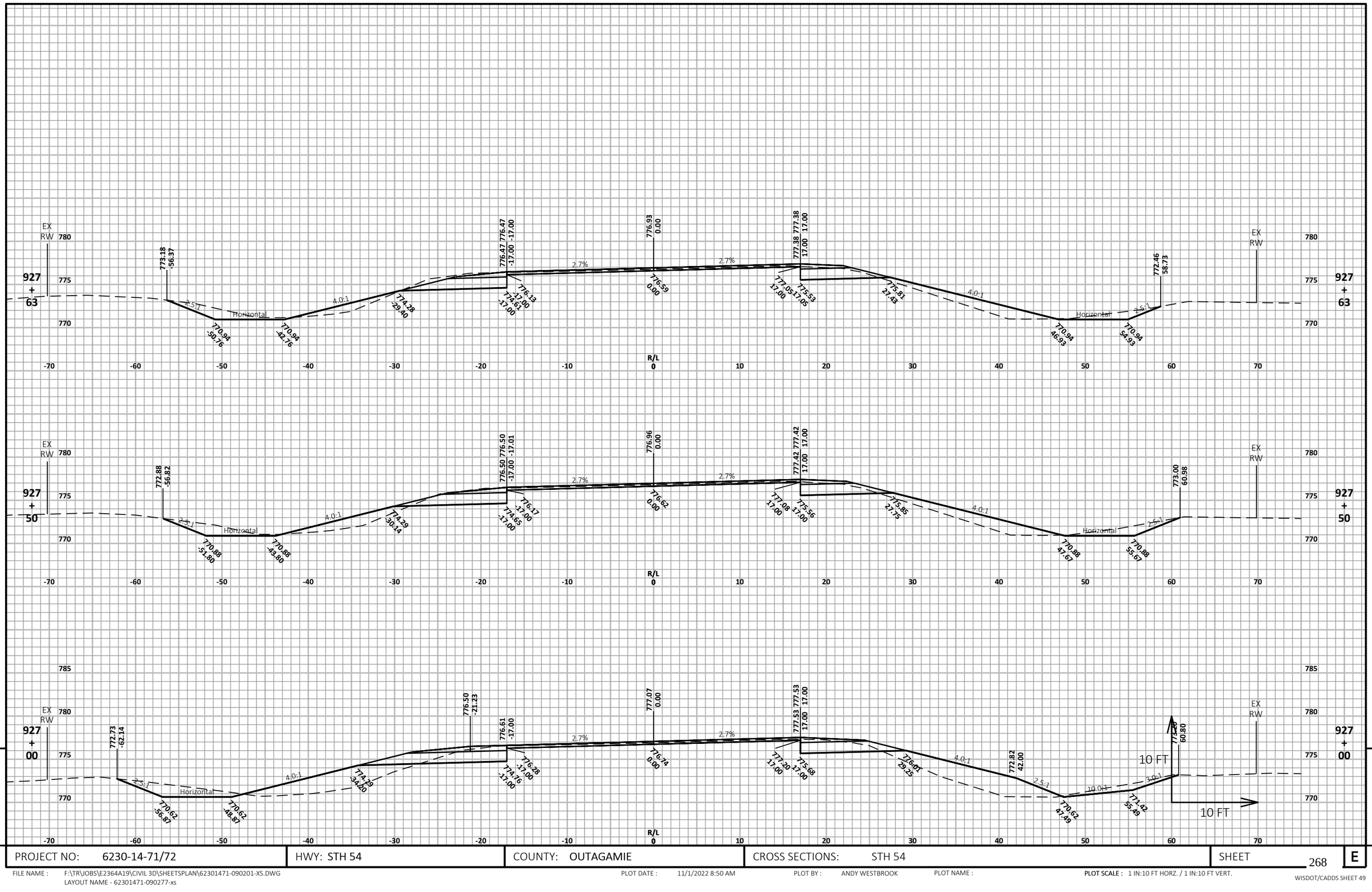
PLOT DATE : 11/1/2022 8:50 AM

PLOT BY : ANDY WESTBROOK

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



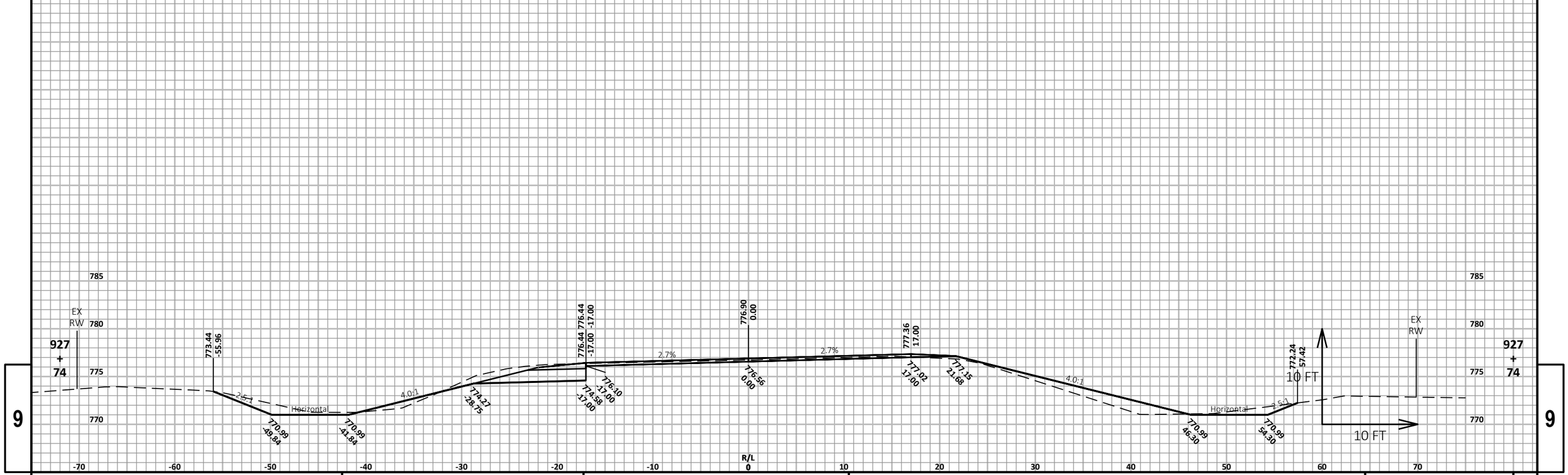
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PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 268	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090277-xs

PLOT DATE : 11/1/2022 8:50 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 6230-14-71/72	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 269	E

FILE NAME : F:\TR\JOBS\E2364A19\CIVIL 3D\SHEETSPLAN\62301471-090201-XS.DWG
LAYOUT NAME - 62301471-090278-xs

PLOT DATE : 11/1/2022 8:50 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

GRE

JANUARY 2023

PROJECT ID: 6517-15-60

WITH: 6230-14-71/72

COUNTY: OUTAGAMIE

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control)
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 = 140



23

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STEPHENSVILLE - SHIOCTON

SOUTH JUNCTION CTH S - STH 54

STH 76

OUTAGAMIE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6517-15-60	WISC 2023161	1

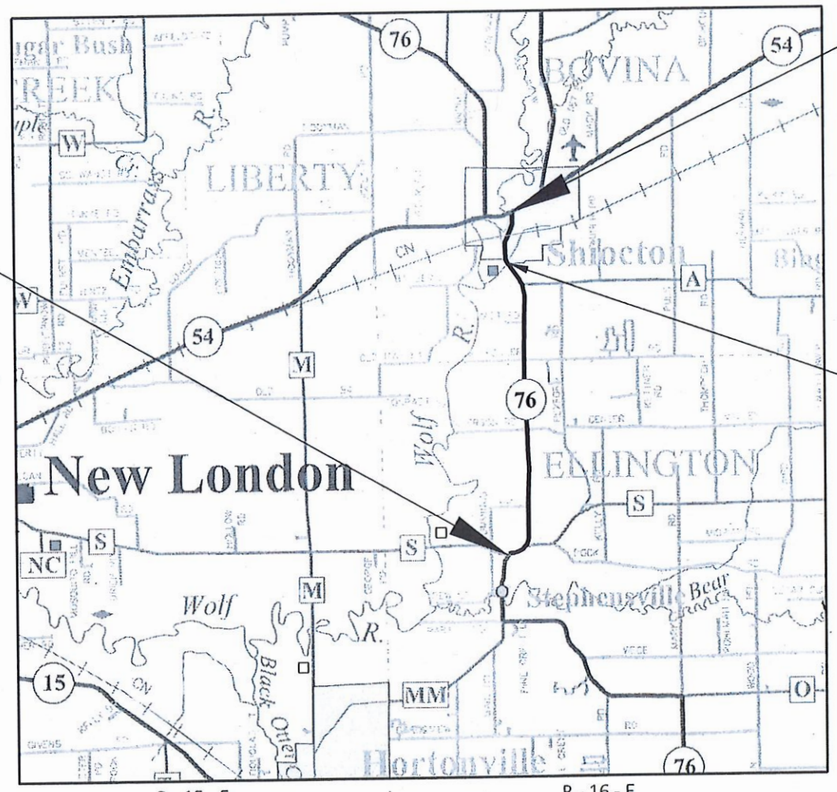
STATE PROJECT NUMBER

6517-15-60

BEGIN PROJECT
STA 18+60.85
Y = 605,201.54
X = 781,369.65

END PROJECT
STA 269+15.45

B-44-076
(TO REMAIN)



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 4.745 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, OUTAGAMIE COUNTY, NAD83 (2011). ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD (2012).

DESIGN DESIGNATION

A.A.D.T.	(2023)	=	3,700
A.A.D.T.	(2043)	=	4,700
D.H.V.	(2043)	=	316
D.D.		=	60/40
T.		=	6.4%
DESIGN SPEED		=	25 - 55 MPH *
ESALS		=	570,000

* 45 MPH DESIGN SPEED FROM STA. 18+60.85 TO STA. 44+50

* 55 MPH DESIGN SPEED FROM STA. 44+50 TO STA. 227+75

* 35 MPH DESIGN SPEED FROM STA. 227+75 TO STA. 238+00

* 25 MPH DESIGN SPEED FROM STA. 238+00 TO STA. 269+15.45

CONVENTIONAL SYMBOLS

PLAN		PROFILE		UTILITIES	
CORPORATE LIMITS		GRADE LINE		ELECTRIC	E
PROPERTY LINE		ORIGINAL GROUND		FIBER OPTIC	FO
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK	GAS	G
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL	SANITARY SEWER	SAN
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36	STORM SEWER	SS
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)		TELEPHONE	T
SLOPE INTERCEPT				WATER	W
REFERENCE LINE				UTILITY PEDESTAL	
EXISTING CULVERT				POWER POLE	
PROPOSED CULVERT (Box or Pipe)				TELEPHONE POLE	
COMBUSTIBLE FLUIDS	CAUTION				
MARSH AREA					
WOODED OR SHRUB AREA					

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES

910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608) 251-4843

WISCONSIN
ERIC D. HANSON
E - 38350
MADISON, WI
PROFESSIONAL ENGINEER

7-18-22

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	STRAND ASSOCIATES, INC.
Designer	STRAND ASSOCIATES, INC.
Project Manager	JESSE HANSEN, P.E.
Regional Examiner	
Regional Supervisor	TAMMY RABE, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 7/19/22 Jesse Hansen P.E.
(Signature)

E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\010101_TI.DWG

PLOT DATE : 7/18/2022 1:11 PM

PLOT BY : ROSENTHAL, BRIAN

PLOT NAME :

GENERAL NOTES:

THE CENTERLINE OF STH 76 IS APPROXIMATELY THE MAINLINE REFERENCE LINE.

DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE RESTORED AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

EXACT LOCATIONS AND WIDTHS OF DRIVEWAYS AND PRIVATE FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PAVEMENT EDGE DROPS ARE PRESENT AT SPOT LOCATIONS ALONG THE PROJECT LENGTH. RESTORE GRAVEL SHOULDERS WITH BASE AGGREGATE DENSE 3/4-INCH AT THE DEPTHS AND LOCATIONS DETERMINED BY THE ENGINEER IN THE FIELD.

PRIOR TO ORDERING DRAINAGE PIPES, THE CONTRACTOR SHALL FIELD VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

THE LOCATIONS OF EXISTING UTILITY FACILITIES AS SHOWN IN THE PLANS ARE APPROXIMATE. THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THAT AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

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

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
STORM SEWER PLAN
TRAFFIC CONTROL

UTILITY CONTACTS:

JOHN RUZZICONE
AT&T WISCONSIN - COMMUNICATION LINE
1601 NORTH BALLARD ROAD
APPLETON, WI 54911
920-202-0666
jr3279@att.com

CHRIS DAILEY
ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
P.O. BOX 47
WAUKESHA, WI 53187
262-506-6884
cdailey@atcllc.com

MATT GUNDERSON
LUMEN (aka CENTURYLINK) - COMMUNICATION LINE
212 CHURCH AVENUE
CASCO, WI 54205
920-896-2867
matt.gunderson@lumen.com

DAN CONRADT
SHIOCTON UTILITIES - WATER & SEWER
W7844 WEST STREET
P.O. BOX 26
SHIOCTON, WI 54170
920-986-3951
wwtp@centurytel.net

BILL PARMENTER
SPECTRUM (aka CHARTER COMMUNICATIONS) - COMMUNICATION LINE
853 MCINTOSH STREET
WAUSAU, WI 54401
608-301-6189
bill.parmenter@charter.com

RICK FASSBENDER
STEPHENSVILLE SANITARY DISTRICT #1 - SEWER
W7826 MASON STREET
HORTONVILLE, WI 54944
920-840-0640
Fozifam5@gmail.com

REIJO MURTO
WE ENERGIES - ELECTRICITY
800 SOUTH LYNNDALE DRIVE
APPLETON, WI 54914
920-858-6254
reijo.murto@we-energies.com

JESUS VICTORIA
WE ENERGIES - GAS/PETROLEUM
800 SOUTH LYNNDALE DRIVE
APPLETON, WI 54914
920-470-3812
jesus.victoria@we-energies.com

WISDOT CONTACT

JESSE HANSEN, P.E.
WISDOT NORTHEAST REGION
944 VANDERPERREN WAY
GREEN BAY, WI 54304
920-362-6095
JESSE.HANSEN@DOT.WI.GOV

DESIGN CONTACT

ERIC HANSON, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
608-251-4843
ERIC.HANSON@STRAND.COM

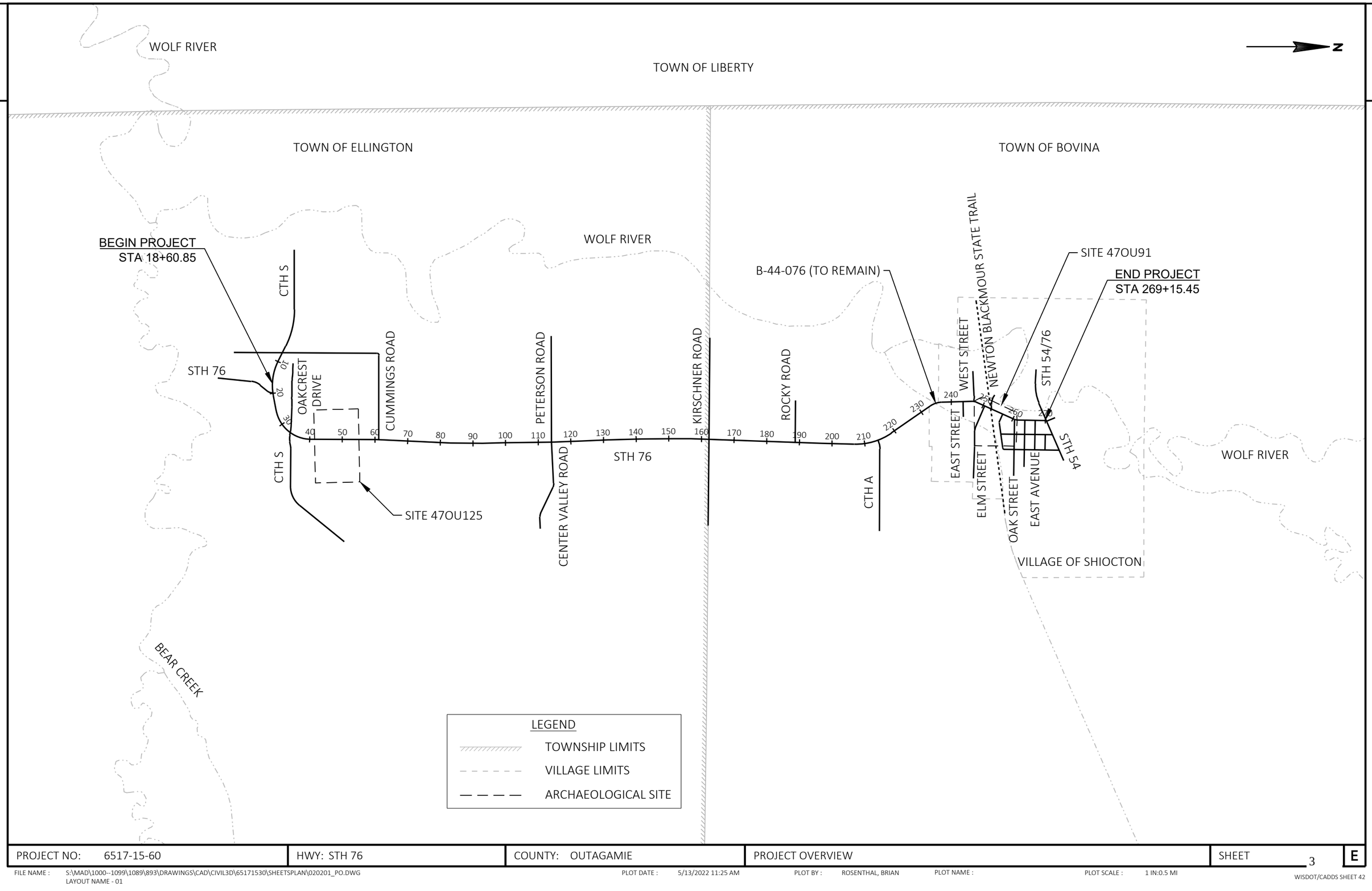
WISDOT REGION SURVEY COORDINATOR

CORMAC MCINNIS
NORTHEAST REGION SURVEY COORDINATOR
944 VANDERPERREN WAY
GREEN BAY, WI 54304
920-492-5638
CORMAC.MCINNIS@DOT.WI.GOV

DNR LIAISON

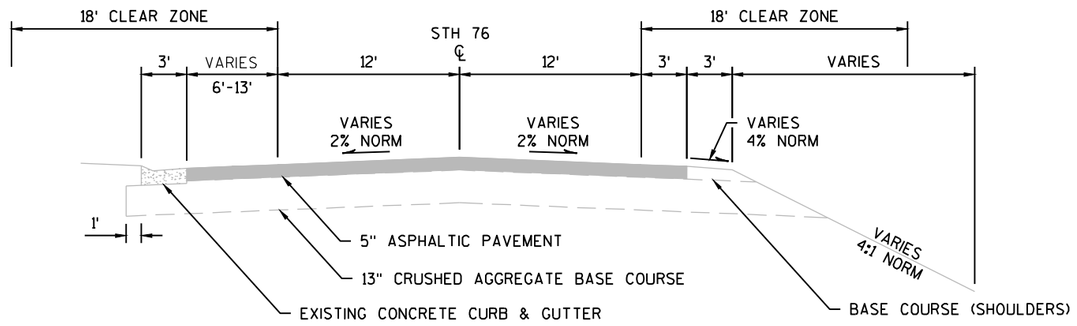
MATT SCHAEVE
DNR NORTHEAST REGIONAL HEADQUARTERS
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
920-366-1544
MATTHEW.SCHAEVE@WISCONSIN.GOV

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



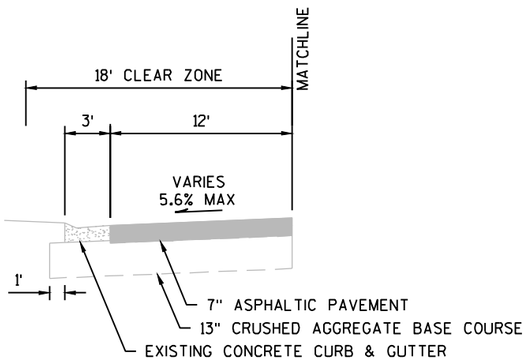
PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\020201_PO.DWG
LAYOUT NAME - 01
PLOT DATE : 5/13/2022 11:25 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42

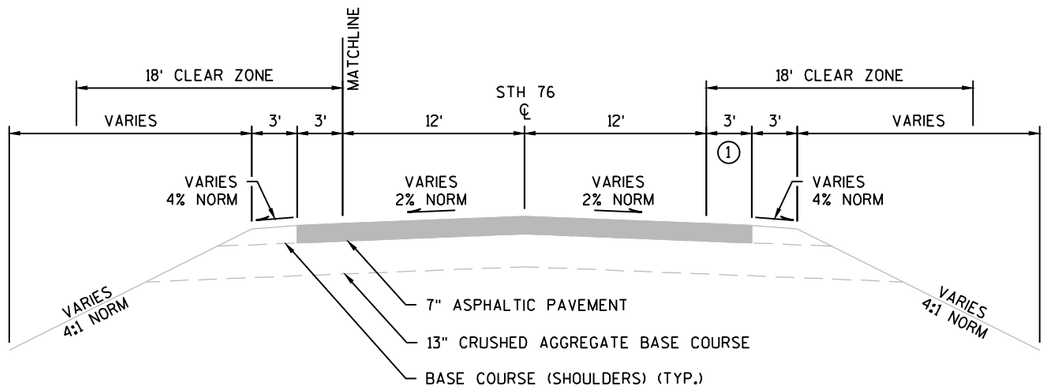


TYPICAL EXISTING SECTION - STH 76 MAINLINE

STA. 18+60 - STA. 23+70



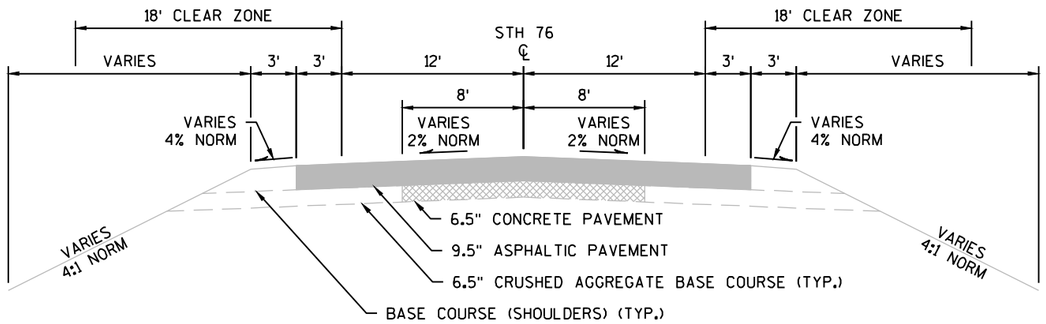
STA. 32+85 - STA. 35+05



1 STA. 30+30 TO STA. 32+10 - VARIES, 12' RIGHT TURN LANE NORM

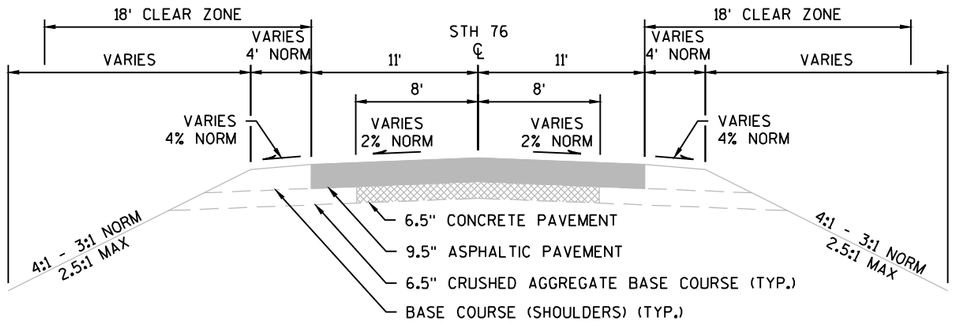
TYPICAL EXISTING SECTION - STH 76 MAINLINE

STA. 23+70 - STA. 46+10



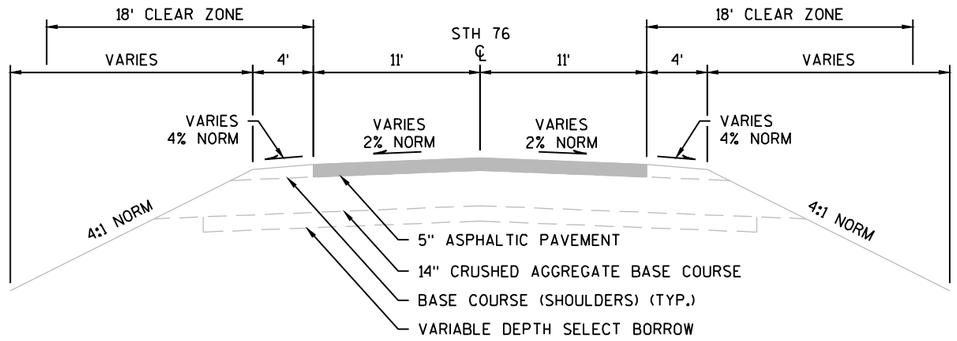
TYPICAL EXISTING SECTION - STH 76 MAINLINE

STA. 46+10 - STA. 60+90



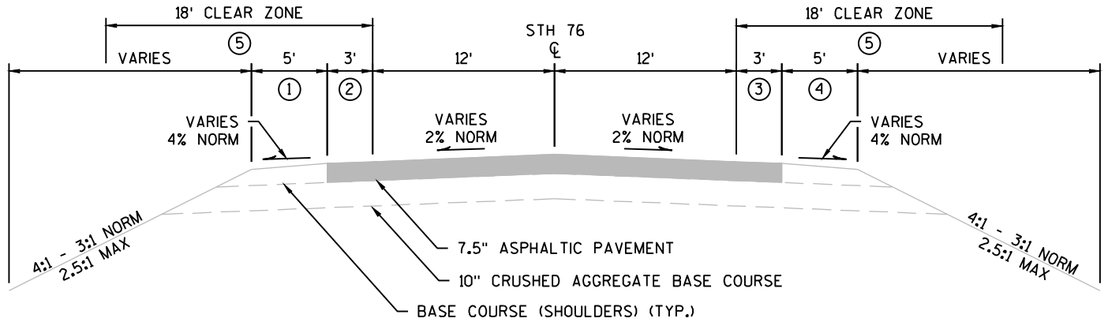
TYPICAL EXISTING SECTION - STH 76 MAINLINE

STA. 60+90 - STA. 73+25
STA. 75+55 - STA. 86+60
STA. 88+70 - STA. 203+91



TYPICAL EXISTING SECTION - STH 76 MAINLINE

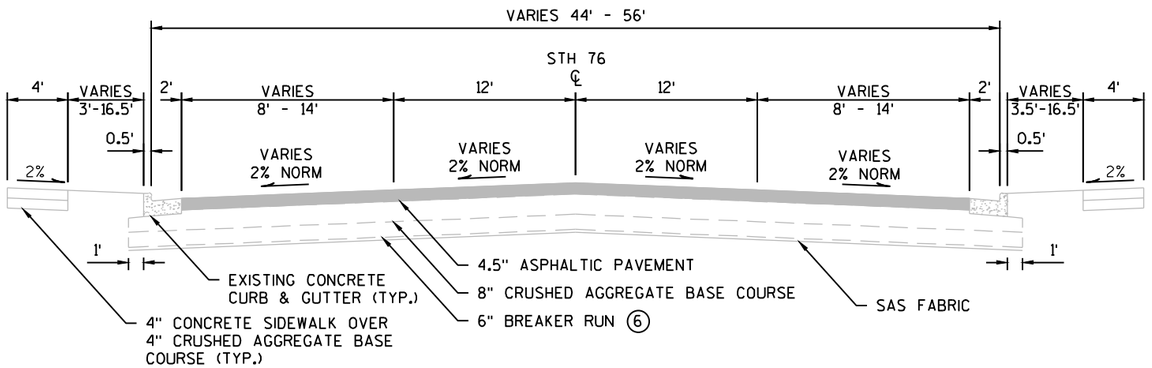
STA. 73+25 - STA. 75+55
STA. 86+60 - STA. 88+70



① STA. 203+91 TO STA. 217+22 - VARIES, 4' NORM
② STA. 203+91 TO STA. 210+25 - 0';
STA. 210+25 TO STA. 217+25 - VARIES, 12' NORM;
③ STA. 203+91 TO STA. 217+22 - 0'
④ STA. 203+91 TO STA. 217+22 - VARIES, 4' NORM
⑤ STA. 227+75 TO STA. 235+92 - 16' CLEAR ZONE

TYPICAL EXISTING SECTION - STH 76 MAINLINE

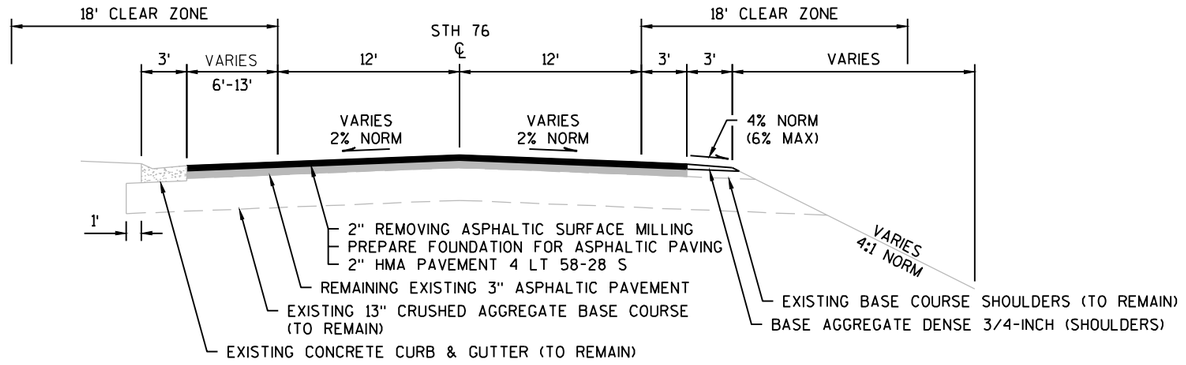
STA. 203+91 - STA. 235+92



TYPICAL EXISTING SECTION - STH 76 MAINLINE

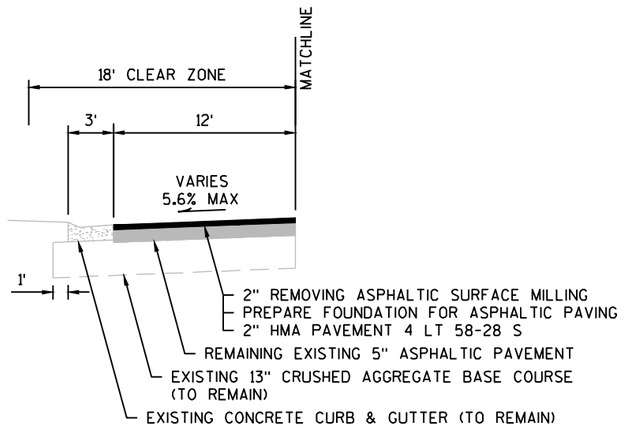
STA. 235+92 - 269+15.45
⑥ STA. 252+07 TO STA. 252+88 - 3' BREAKER RUN

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 5	E

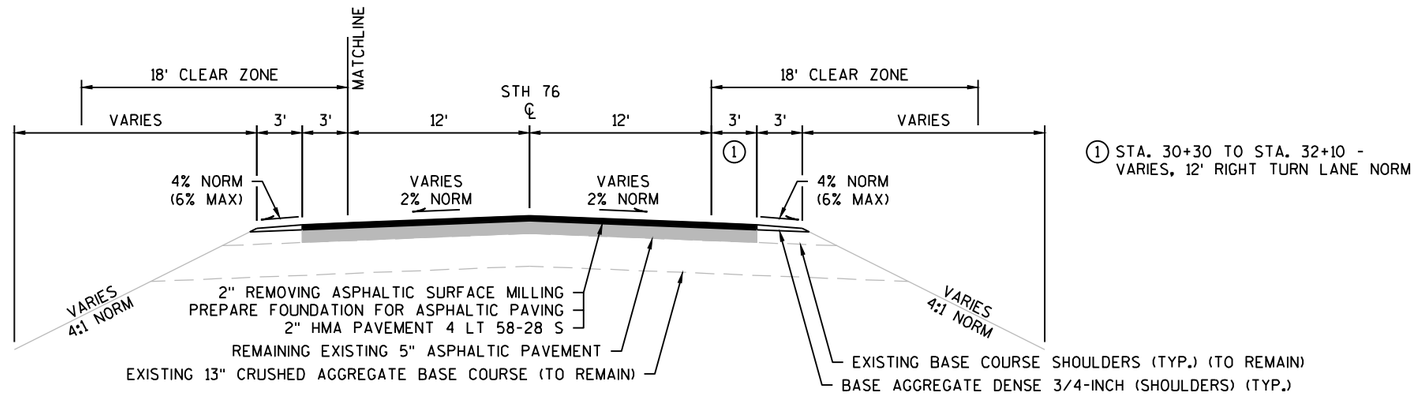


TYPICAL FINISHED SECTION - STH 76 MAINLINE

STA. 18+60 - STA. 23+70



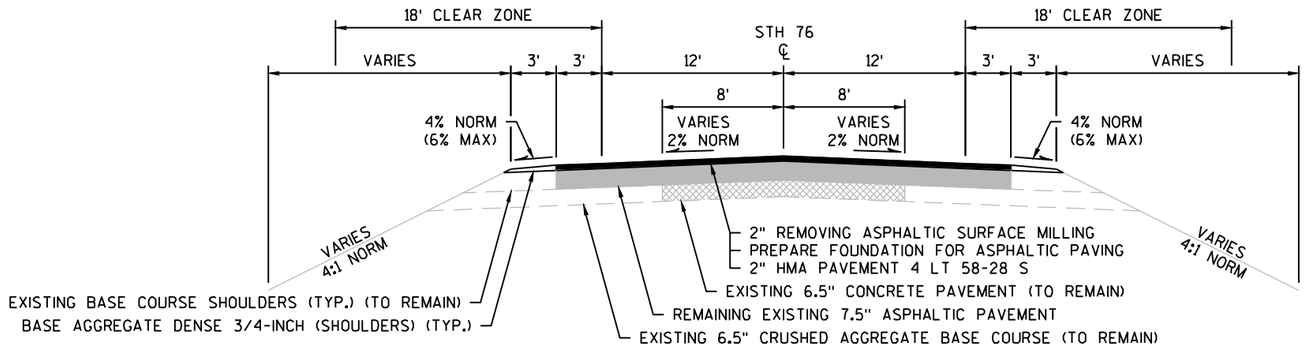
STA. 32+85 - STA. 35+05



1 STA. 30+30 TO STA. 32+10 - VARIES, 12' RIGHT TURN LANE NORM

TYPICAL FINISHED SECTION - STH 76 MAINLINE

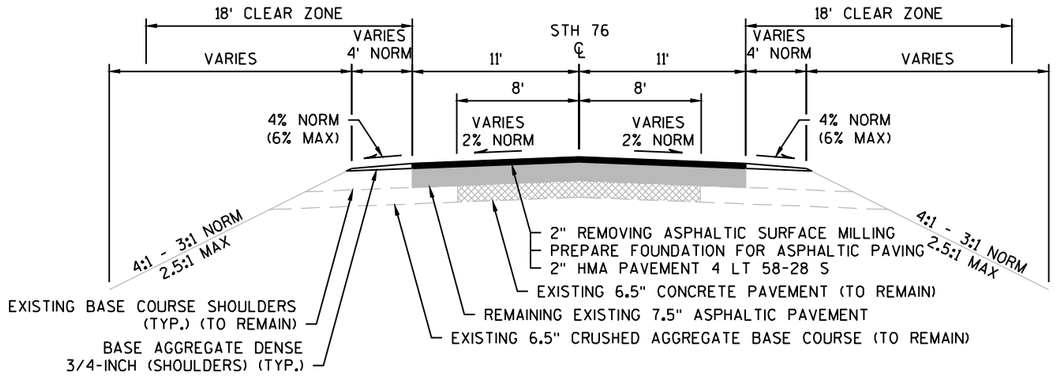
STA. 23+70 - STA. 46+10



TYPICAL FINISHED SECTION - STH 76 MAINLINE

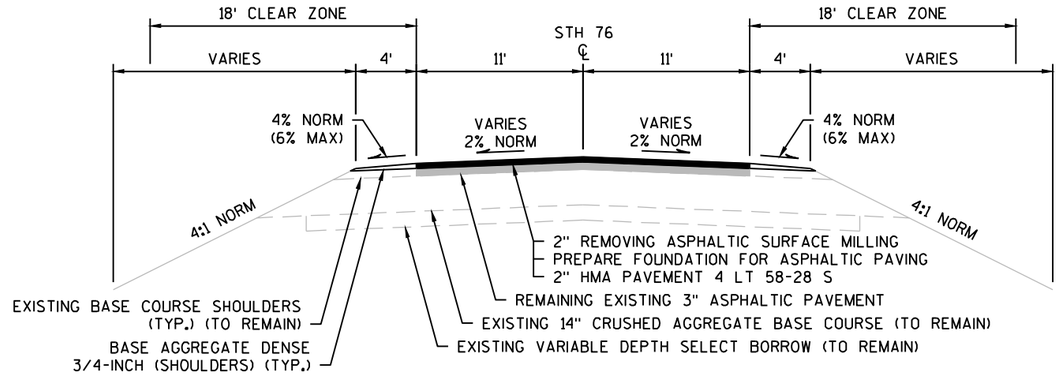
STA. 46+10 - STA. 60+90

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 6	E



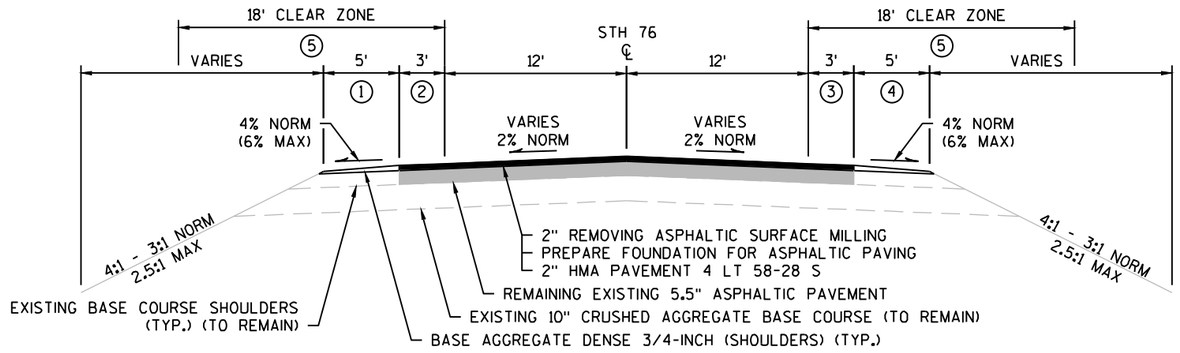
TYPICAL FINISHED SECTION - STH 76 MAINLINE

STA. 60+90 - STA. 73+25
STA. 75+55 - STA. 86+60
STA. 88+70 - STA. 203+91



TYPICAL FINISHED SECTION - STH 76 MAINLINE

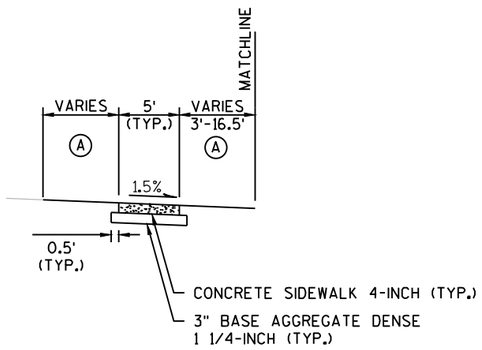
STA. 73+25 - STA. 75+55
STA. 86+60 - STA. 88+70



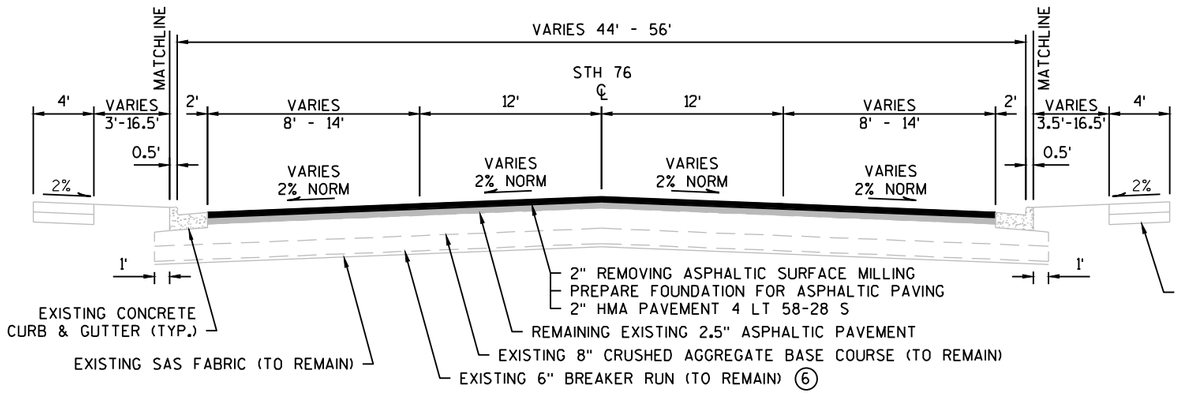
TYPICAL FINISHED SECTION - STH 76 MAINLINE

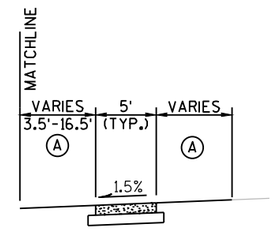
STA. 203+91 - STA. 235+92

① STA. 203+91 TO STA. 217+22 - VARIES, 4' NORM
② STA. 203+91 TO STA. 210+25 - 0';
STA. 210+25 TO STA. 217+25 - VARIES, 12' NORM;
③ STA. 203+91 TO STA. 217+22 - 0'
④ STA. 203+91 TO STA. 217+22 - VARIES, 4' NORM
⑤ STA. 227+75 TO STA. 235+92 - 16' CLEAR ZONE



CURB RAMP REPLACEMENT LOCATIONS





CURB RAMP REPLACEMENT LOCATIONS

EXISTING 4" CONCRETE SIDEWALK OVER EXISTING 4" CRUSHED AGGREGATE BASE COURSE (TYP.) (TO REMAIN)

Ⓐ TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, AND MULCHING REQ'D

TYPICAL FINISHED SECTION - STH 76 MAINLINE

STA. 235+92 - 269+15.45
⑥ STA. 252+07 TO STA. 252+88 - 3' BREAKER RUN

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 7	E

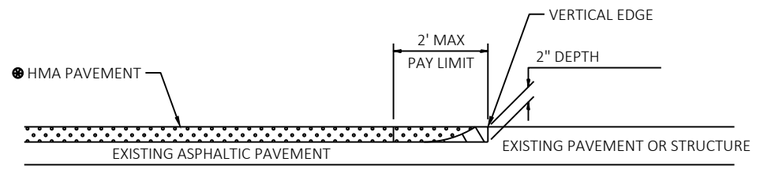
2

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 48.6 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.4 ACRES

NOT TO SCALE



SEE TYPICAL FINISHED SECTIONS FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

REMOVING ASPHALTIC SURFACE MILLING

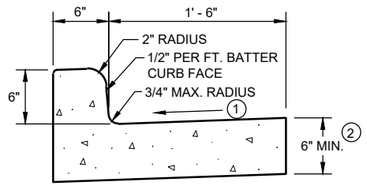
REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE PAID FOR UNDER BID ITEM REMOVING ASPHALTIC SURFACE BUTT JOINTS.

REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)

MAINLINE AND SIDE ROADS

2

NOT TO SCALE



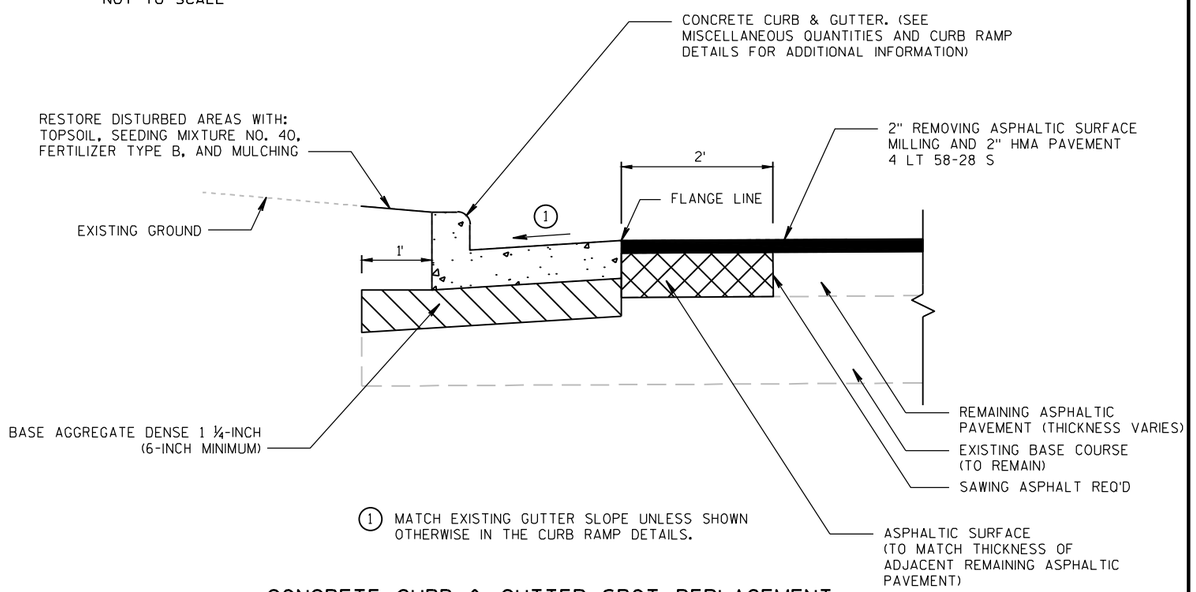
(1) MATCH EXISTING GUTTER SLOPE UNLESS SHOWN OTHERWISE IN THE CURB RAMP DETAILS.

(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.

CONCRETE CURB & GUTTER 24-INCH TYPE D

STA. 256+33 - STA. 256+43 RT
STA. 256+66 - STA. 256+67 RT
STA. 263+83 - STA. 263+86 RT

NOT TO SCALE



(1) MATCH EXISTING GUTTER SLOPE UNLESS SHOWN OTHERWISE IN THE CURB RAMP DETAILS.

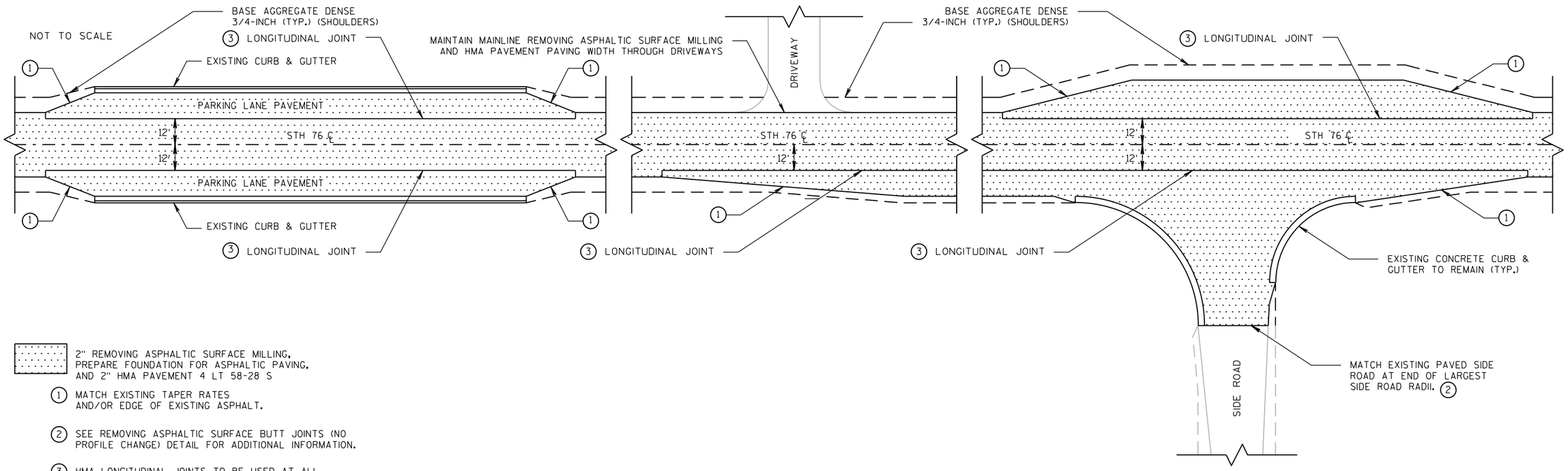
CONCRETE CURB & GUTTER SPOT REPLACEMENT

STA. 21+18 LT
CURB RAMP REPLACEMENT LOCATIONS

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 8	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\021001_CD.DWG
LAYOUT NAME - 021001_cd
PLOT DATE : 7/7/2022 11:39 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



2" REMOVING ASPHALTIC SURFACE MILLING, PREPARE FOUNDATION FOR ASPHALTIC PAVING, AND 2" HMA PAVEMENT 4 LT 58-28 S

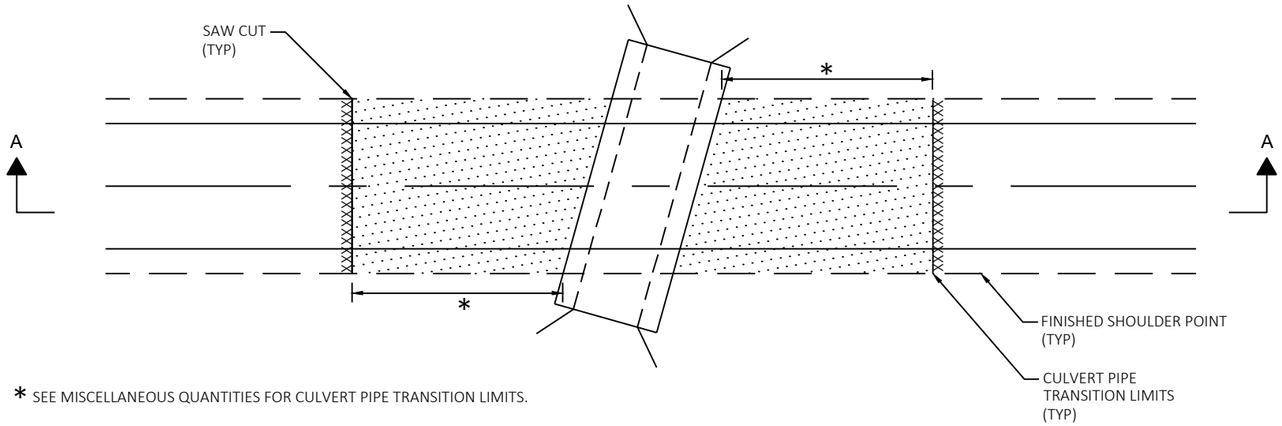
(1) MATCH EXISTING TAPER RATES AND/OR EDGE OF EXISTING ASPHALT.

(2) SEE REMOVING ASPHALTIC SURFACE BUTT JOINTS (NO PROFILE CHANGE) DETAIL FOR ADDITIONAL INFORMATION.

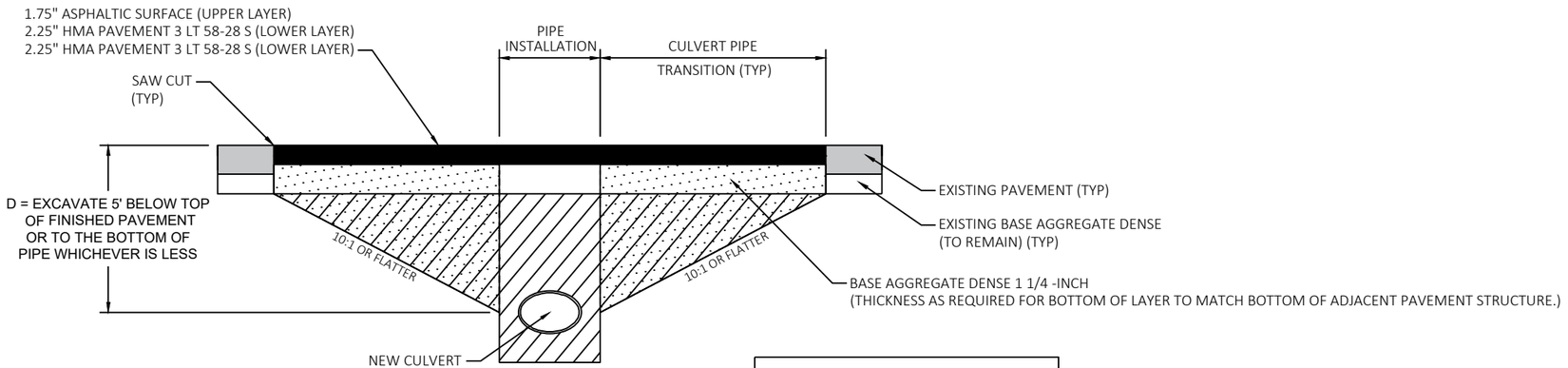
(3) HMA LONGITUDINAL JOINTS TO BE USED AT ALL INTERSECTIONS, PARKING LANES, AND PASSING LANES.

INTERSECTION, PASSING LANE, PARKING LANE, AND DRIVEWAY HMA PAVING AND HMA LONGITUDINAL JOINT DETAIL

NOT TO SCALE



* SEE MISCELLANEOUS QUANTITIES FOR CULVERT PIPE TRANSITION LIMITS.



SECTION A-A

EXCAVATION COMMON

FOUNDATION BACKFILL

PIPE INSTALLATION AREA WILL FOLLOW SECTION 520 FOR INSTALLATION, WIDTHS AND PAYMENT.

CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

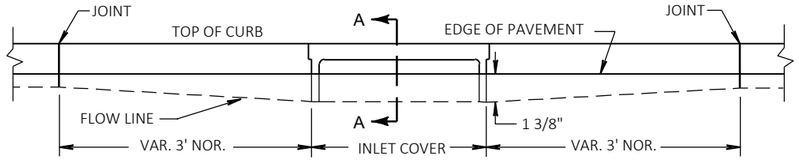
CULVERT PIPE TRANSITION AREAS WILL BE PAID BY EXCAVATION COMMON & SPV FOUNDATION BACKFILL.

PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

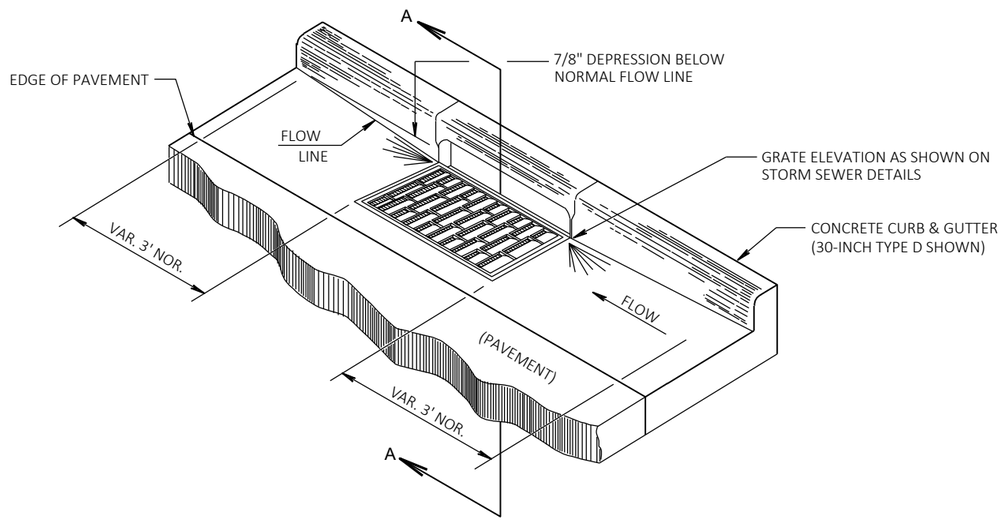
NEW CULVERT PIPES WITH TRANSITION

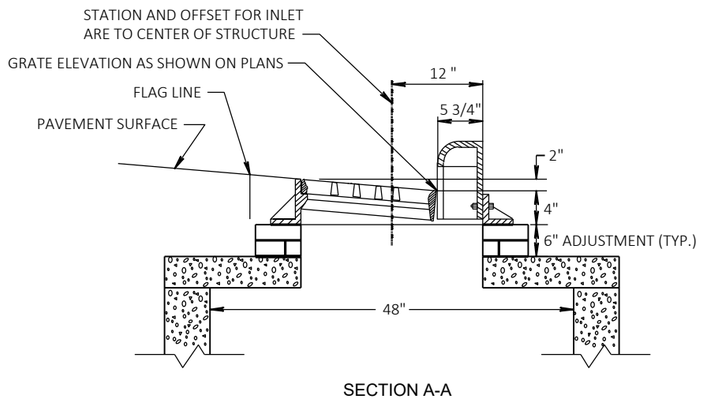
STA. 74+43
STA. 114+04
STA. 135+87
STA. 141+48
STA. 146+95
STA. 161+97
STA. 162+34
STA. 180+97
STA. 188+94

NOT TO SCALE



ELEVATION



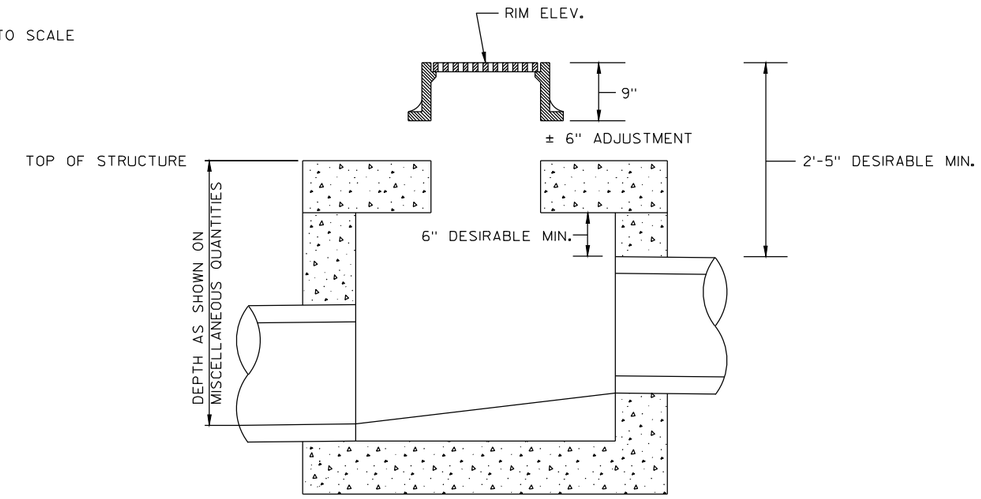


SECTION A-A

DETAIL OF CONCRETE CURB & GUTTER 30-INCH AT INLETS

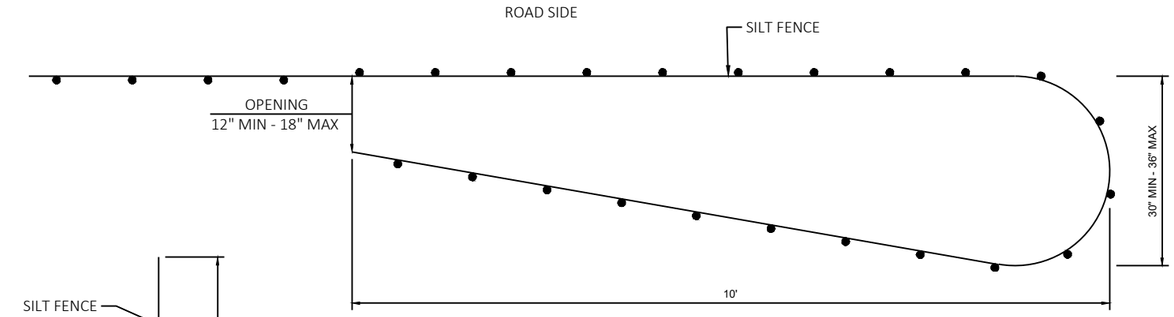
(INLETS 4-FT - H-S SHOWN)

NOT TO SCALE

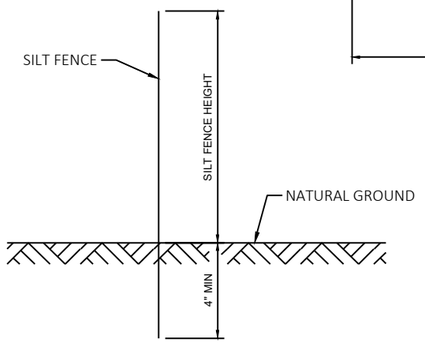


(MANHOLES 5-FT DIAMETER SHOWN)

DETAIL FOR COMPUTING MANHOLE ELEVATIONS



PLAN VIEW



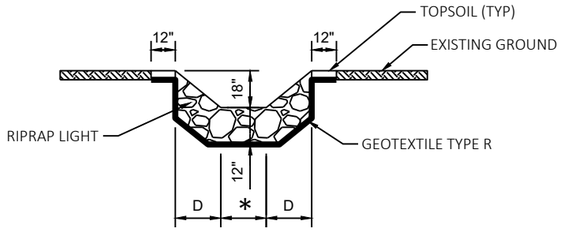
SIDE VIEW

NOTE:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND.

SILT FENCE TURN-AROUND DETAIL

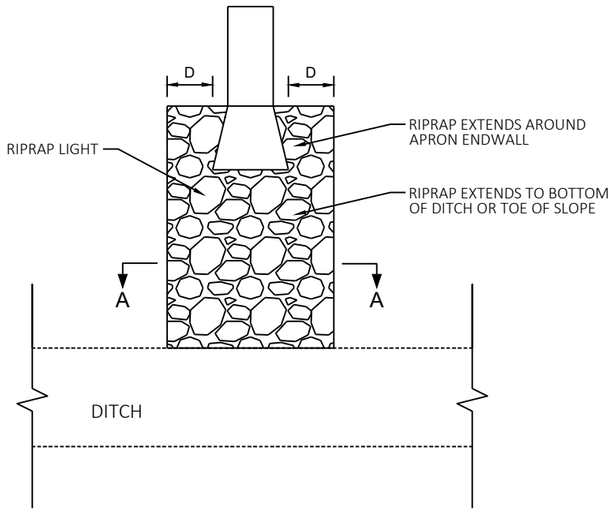
B-44-076

NOT TO SCALE



SECTION A-A

* APRON ENDWALL WIDTH
D = PIPE DIAMETER

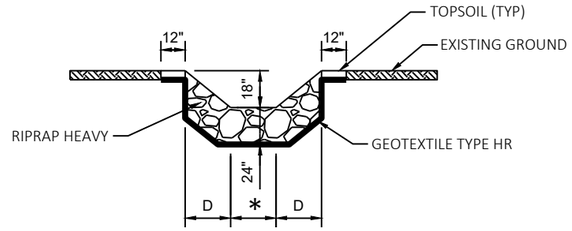


PLAN VIEW

RIPRAP LIGHT TREATMENT AT CULVERT OUTFALLS

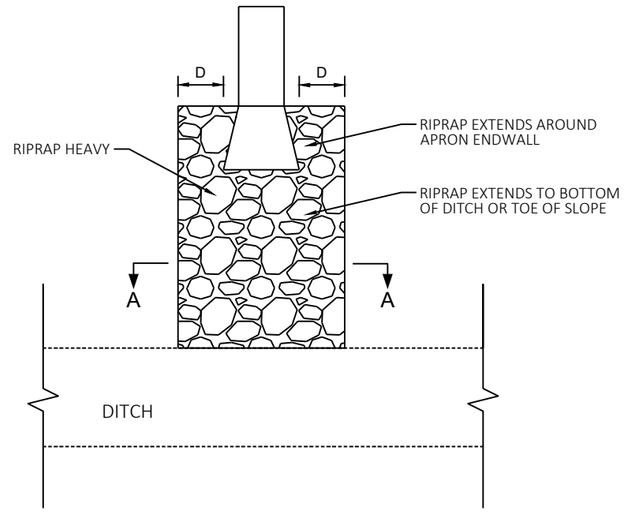
STA. 74+44 LT
STA. 113+79 RT
STA. 135+85 LT
STA. 141+51 LT
STA. 146+95 LT
STA. 161+97 LT
STA. 162+10 RT
STA. 180+95 LT
STA. 188+93 LT
STA. 218+97 LT

NOT TO SCALE



SECTION A-A

* APRON ENDWALL WIDTH
D = PIPE DIAMETER



PLAN VIEW

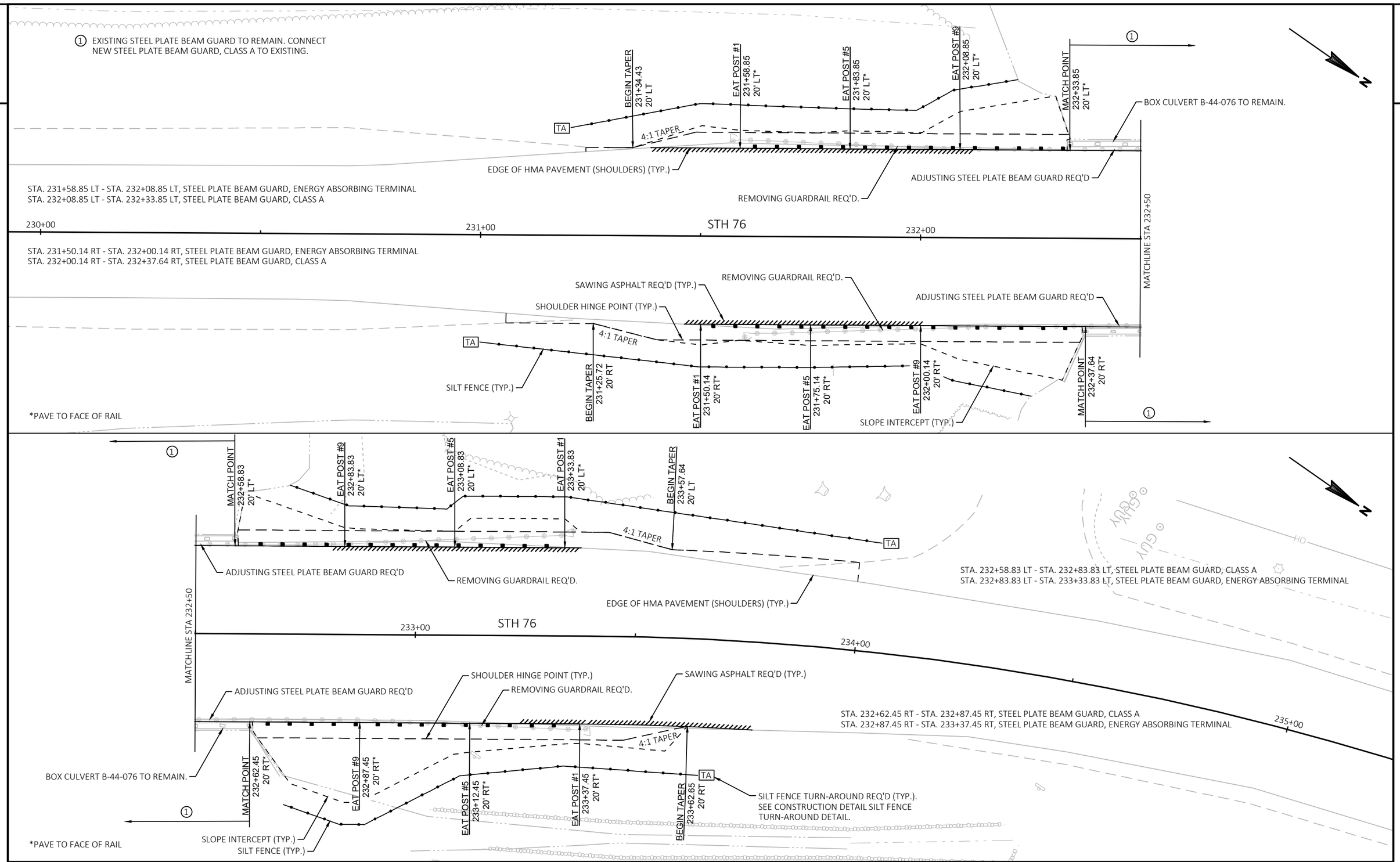
RIPRAP HEAVY TREATMENT AT CULVERT AND STORM SEWER OUTFALLS

STA. 260+26 LT
STA. 266+62 LT

2

2

① EXISTING STEEL PLATE BEAM GUARD TO REMAIN. CONNECT NEW STEEL PLATE BEAM GUARD, CLASS A TO EXISTING.



PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 13	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\021010_CD.DWG
LAYOUT NAME - 021010_cd
PLOT DATE : 7/12/2022 10:31 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

2

N

B-44-076 (TO REMAIN)

225

230

235

240

245

250

STH 76

CR-1

CR-2

CR-3

CR-4

CR-5

CR-6

CR-7

CR-8

CR-9

CR-10

CR-11

WEST STREET

EAST STREET

ELM STREET

NEWTON BLACKMOUR STATE TRAIL

SMITH STREET

NEWTON BLACKMOUR STATE TRAIL

MATCHLINE STA 255+00

MATCHLINE STA 255+00

N

CR-12

CR-13

CR-14

CR-15

CR-16

CR-17

CR-18

CR-19

CR-20

CR-21

CR-22

CR-23

CR-24

CR-25

260

265

270

STH 76

WOLF RIVER

STH 54/76

STH 54

RAILROAD STREET

OAK STREET

PINE STREET

EAST AVENUE

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - CURB RAMP DETAILS OVERVIEW	SHEET 14	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\021011_CD.DWG
LAYOUT NAME - 021011_cd

PLOT DATE : 5/13/2022 2:03 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

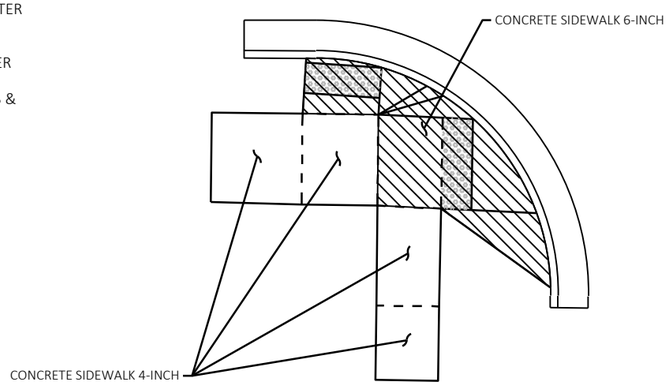
2

CURB RAMP DETAIL NOTES:

1. CURB RAMP SIDEWALK IS CONCRETE SIDEWALK 6-INCH. SEE CONSTRUCTION DETAIL CURB RAMP CONCRETE SIDEWALK. ALL OTHER SIDEWALK IS CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS CONCRETE CURB & GUTTER 30-INCH TYPE D UNLESS OTHERWISE NOTED.
3. TRANSITIONS BETWEEN CONCRETE CURB & GUTTER 30-INCH TYPE D AND CONCRETE CURB & GUTTER 24-INCH TYPE D ARE PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D.

LEGEND

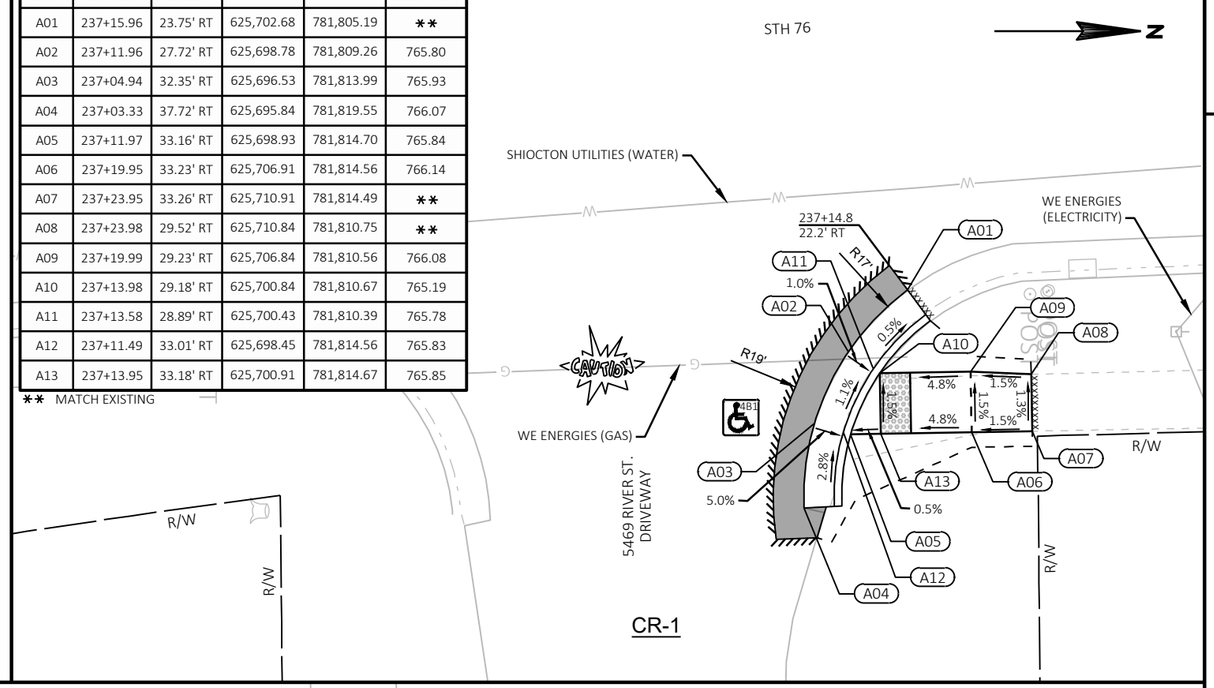
- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- CURB RAMP, TYPE X



CURB RAMP CONCRETE SIDEWALK

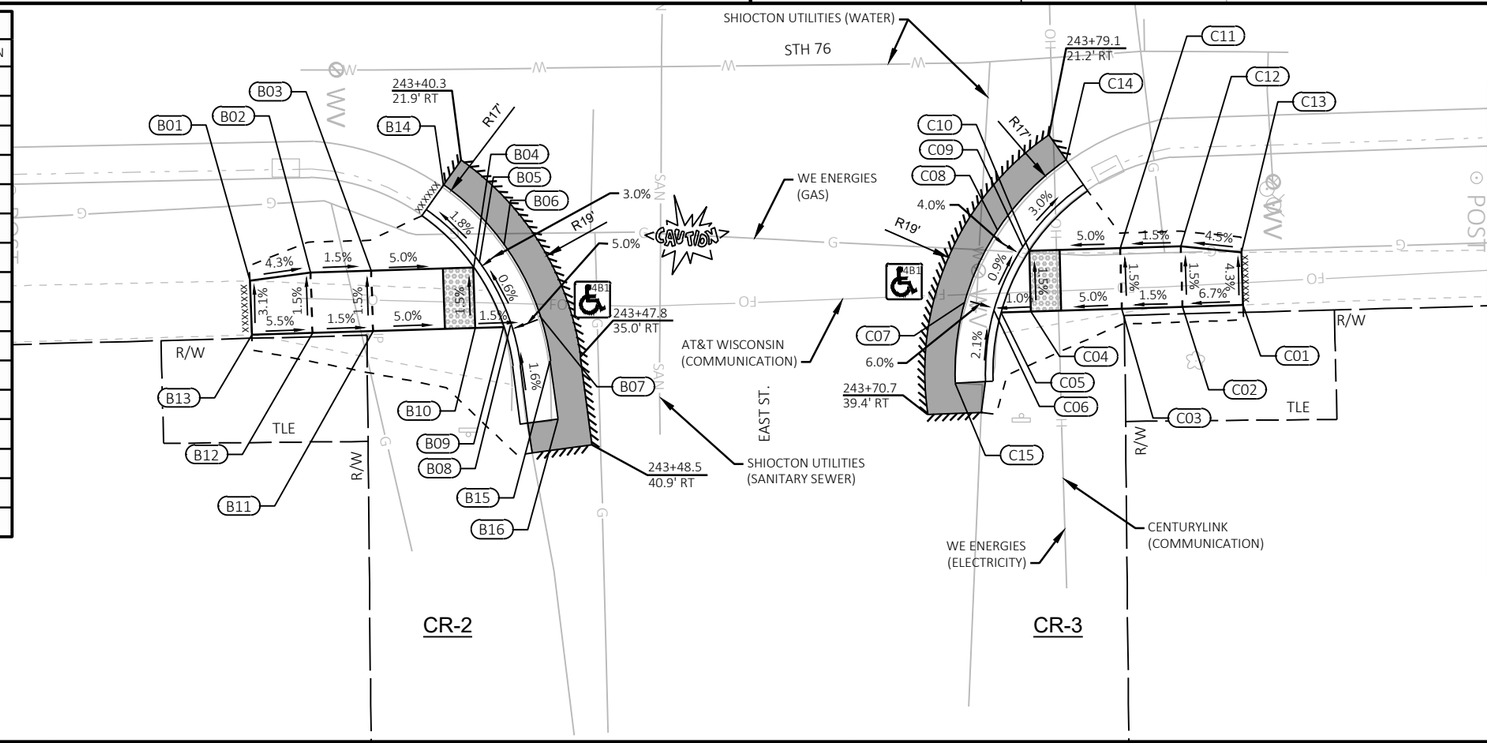
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
A01	237+15.96	23.75' RT	625,702.68	781,805.19	**
A02	237+11.96	27.72' RT	625,698.78	781,809.26	765.80
A03	237+04.94	32.35' RT	625,696.53	781,813.99	765.93
A04	237+03.33	37.72' RT	625,695.84	781,819.55	766.07
A05	237+11.97	33.16' RT	625,698.93	781,814.70	765.84
A06	237+19.95	33.23' RT	625,706.91	781,814.56	766.14
A07	237+23.95	33.26' RT	625,710.91	781,814.49	**
A08	237+23.98	29.52' RT	625,710.84	781,810.75	**
A09	237+19.99	29.23' RT	625,706.84	781,810.56	766.08
A10	237+13.98	29.18' RT	625,700.84	781,810.67	765.19
A11	237+13.58	28.89' RT	625,700.43	781,810.39	765.78
A12	237+11.49	33.01' RT	625,698.45	781,814.56	765.83
A13	237+13.95	33.18' RT	625,700.91	781,814.67	765.85

** MATCH EXISTING



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
B01	243+26.20	29.47' RT	626,312.85	781,795.26	**
B02	243+30.20	29.02' RT	626,316.83	781,794.71	766.11
B03	243+34.20	29.00' RT	626,320.83	781,794.59	766.05
B04	243+40.96	28.96' RT	626,327.59	781,794.37	765.71
B05	243+41.35	28.69' RT	626,327.98	781,794.09	765.70
B06	243+43.01	27.57' RT	626,329.60	781,792.93	765.76
B07	243+45.23	32.25' RT	626,331.95	781,797.55	765.83
B08	243+43.32	32.82' RT	626,330.05	781,798.17	765.73
B09	243+42.84	32.97' RT	626,329.57	781,798.33	765.74
B10	243+40.96	32.97' RT	626,327.69	781,798.38	765.77
B11	243+34.21	33.00' RT	626,320.95	781,798.58	766.11
B12	243+30.21	33.02' RT	626,316.95	781,798.70	766.17
B13	243+26.21	33.04' RT	626,312.96	781,798.82	**
B14	243+39.11	23.49' RT	626,325.60	781,788.95	**
B15	243+45.84	35.26' RT	626,332.63	781,800.55	765.86
B16	243+46.27	39.11' RT	626,333.15	781,804.38	765.87

** MATCH EXISTING



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
C01	243+91.66	32.73' RT	626,378.37	781,796.84	**
C02	243+87.66	32.75' RT	626,374.37	781,796.96	766.14
C03	243+83.66	32.79' RT	626,370.38	781,797.11	766.08
C04	243+77.66	32.82' RT	626,364.38	781,797.29	765.78
C05	243+75.68	32.82' RT	626,362.40	781,797.35	765.76
C06	243+75.20	32.68' RT	626,361.92	781,797.21	765.75
C07	243+73.29	32.08' RT	626,360.00	781,796.67	765.87
C08	243+75.60	27.38' RT	626,362.18	781,791.91	765.79
C09	243+77.23	28.53' RT	626,363.84	781,793.01	765.71
C10	243+77.64	28.82' RT	626,364.26	781,793.29	765.72
C11	243+83.64	28.79' RT	626,370.26	781,793.11	766.02
C12	243+87.64	28.77' RT	626,374.26	781,792.99	766.08
C13	243+91.65	29.27' RT	626,378.27	781,793.38	**
C14	243+80.24	22.88' RT	626,366.71	781,787.29	**
C15	243+72.53	37.40' RT	626,359.37	781,802.00	765.97

** MATCH EXISTING

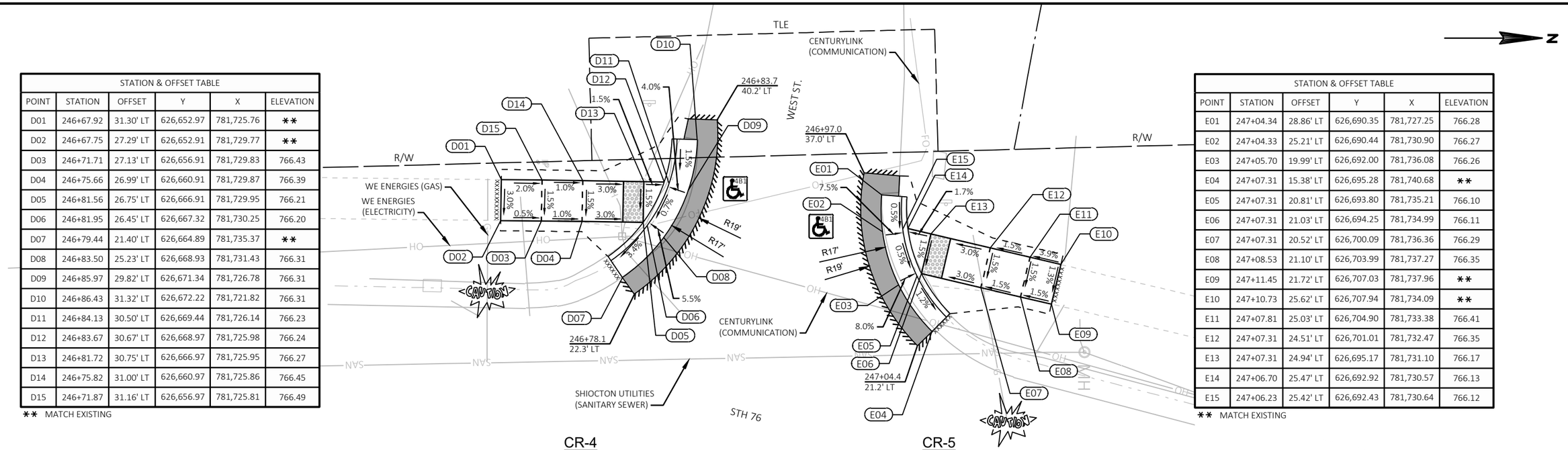
PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 15	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\021012_CD.DWG
LAYOUT NAME - East St
PLOT DATE : 7/11/2022 10:49 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
D01	246+67.92	31.30' LT	626,652.97	781,725.76	**
D02	246+67.75	27.29' LT	626,652.91	781,729.77	**
D03	246+71.71	27.13' LT	626,656.91	781,729.83	766.43
D04	246+75.66	26.99' LT	626,660.91	781,729.87	766.39
D05	246+81.56	26.75' LT	626,666.91	781,729.95	766.21
D06	246+81.95	26.45' LT	626,667.32	781,730.25	766.20
D07	246+79.44	21.40' LT	626,664.89	781,735.37	**
D08	246+83.50	25.23' LT	626,668.93	781,731.43	766.31
D09	246+85.97	29.82' LT	626,671.34	781,726.78	766.31
D10	246+86.43	31.32' LT	626,672.22	781,721.82	766.31
D11	246+84.13	30.50' LT	626,669.44	781,726.14	766.23
D12	246+83.67	30.67' LT	626,668.97	781,725.98	766.24
D13	246+81.72	30.75' LT	626,666.97	781,725.95	766.27
D14	246+75.82	31.00' LT	626,660.97	781,725.86	766.45
D15	246+71.87	31.16' LT	626,656.97	781,725.81	766.49

** MATCH EXISTING



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
E01	247+04.34	28.86' LT	626,690.35	781,727.25	766.28
E02	247+04.33	25.21' LT	626,690.44	781,730.90	766.27
E03	247+05.70	19.99' LT	626,692.00	781,736.08	766.26
E04	247+07.31	15.38' LT	626,695.28	781,740.68	**
E05	247+07.31	20.81' LT	626,693.80	781,735.21	766.10
E06	247+07.31	21.03' LT	626,694.25	781,734.99	766.11
E07	247+07.31	20.52' LT	626,700.09	781,736.36	766.29
E08	247+08.53	21.10' LT	626,703.99	781,737.27	766.35
E09	247+11.45	21.72' LT	626,707.03	781,737.96	**
E10	247+10.73	25.62' LT	626,707.94	781,734.09	**
E11	247+07.81	25.03' LT	626,704.90	781,733.38	766.41
E12	247+07.31	24.51' LT	626,701.01	781,732.47	766.35
E13	247+07.31	24.94' LT	626,695.17	781,731.10	766.17
E14	247+06.70	25.47' LT	626,692.92	781,730.57	766.13
E15	247+06.23	25.42' LT	626,692.43	781,730.64	766.12

** MATCH EXISTING

CURB RAMP DETAIL NOTES:

1. CURB RAMP SIDEWALK IS CONCRETE SIDEWALK 6-INCH. SEE CONSTRUCTION DETAIL CURB RAMP CONCRETE SIDEWALK. ALL OTHER SIDEWALK IS CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS CONCRETE CURB & GUTTER 30-INCH TYPE D UNLESS OTHERWISE NOTED.
3. TRANSITIONS BETWEEN CONCRETE CURB & GUTTER 30-INCH TYPE D AND CONCRETE CURB & GUTTER 24-INCH TYPE D ARE PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D.

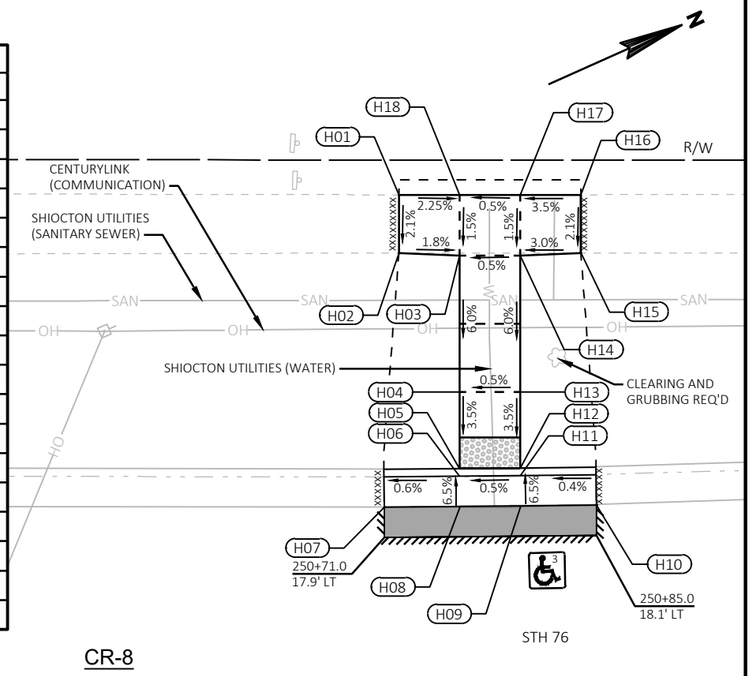
LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- CURB RAMP, TYPE X

2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
H01	250+71.92	40.52' LT	627,044.67	781,868.21	**
H02	250+71.91	36.68' LT	627,043.10	781,871.71	**
H03	250+75.92	36.51' LT	627,046.69	781,873.49	767.44
H04	250+75.92	27.51' LT	627,043.02	781,881.71	766.90
H05	250+75.92	22.47' LT	627,040.96	781,886.31	766.72
H06	250+75.93	21.97' LT	627,040.76	781,886.77	766.71
H07	250+70.94	19.93' LT	627,035.38	781,886.61	**
H08	250+75.94	19.97' LT	627,039.96	781,888.61	766.84
H09	250+79.94	20.01' LT	627,043.63	781,890.20	766.86
H10	250+84.94	20.05' LT	627,048.21	781,892.20	**
H11	250+79.93	22.01' LT	627,044.43	781,888.37	766.73
H12	250+79.92	22.51' LT	627,044.63	781,887.91	766.74
H13	250+79.92	27.51' LT	627,046.67	781,883.35	766.92
H14	250+79.92	36.51' LT	627,050.34	781,875.13	767.46
H15	250+83.92	36.70' LT	627,054.07	781,876.59	**
H16	250+83.92	40.52' LT	627,055.63	781,873.10	**
H17	250+79.92	40.51' LT	627,051.97	781,871.47	767.52
H18	250+75.92	40.51' LT	627,048.32	781,869.85	767.50

** MATCH EXISTING



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
G01	250+83.38	21.46' RT	627,029.86	781,929.46	**
G02	250+78.47	23.68' RT	627,024.46	781,929.49	766.43
G03	250+74.05	26.88' RT	627,019.13	781,930.61	766.30
G04	250+68.65	33.51' RT	627,011.49	781,934.46	766.11
G05	250+66.55	38.07' RT	627,007.71	781,937.76	766.05
G06	250+65.04	48.89' RT	627,001.92	781,947.03	**
G07	250+68.43	38.73' RT	627,009.16	781,939.14	765.99
G08	250+68.90	38.90' RT	627,009.52	781,939.48	766.99
G09	250+71.08	38.75' RT	627,011.57	781,940.24	766.04
G10	250+73.07	38.62' RT	627,013.44	781,940.93	766.17
G11	250+75.67	38.44' RT	627,015.89	781,941.83	766.34
G12	250+75.63	41.29' RT	627,014.69	781,944.41	**
G13	250+79.66	41.19' RT	627,018.41	781,945.97	**
G14	250+79.68	38.18' RT	627,019.65	781,943.22	766.40
G15	250+83.67	38.14' RT	627,023.32	781,944.81	766.65

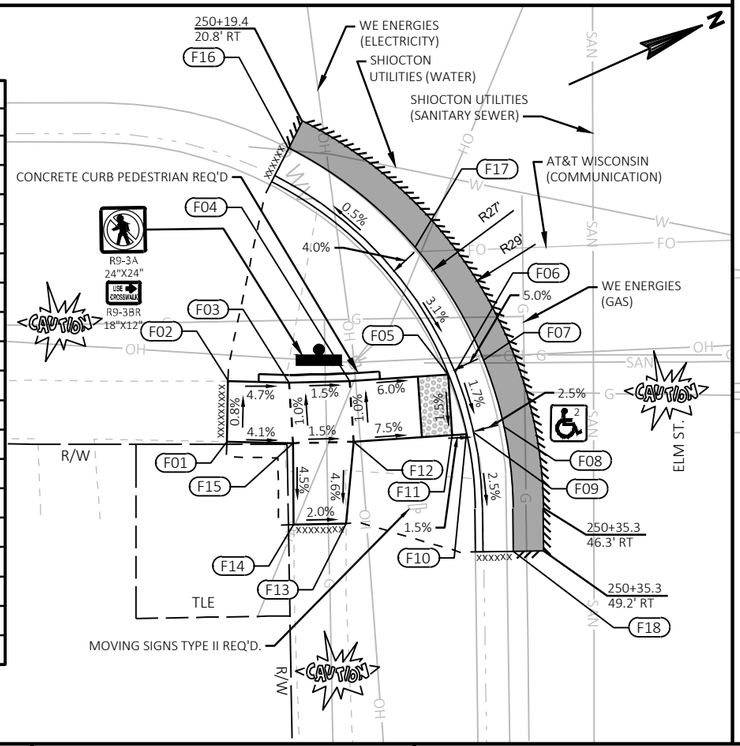
** MATCH EXISTING

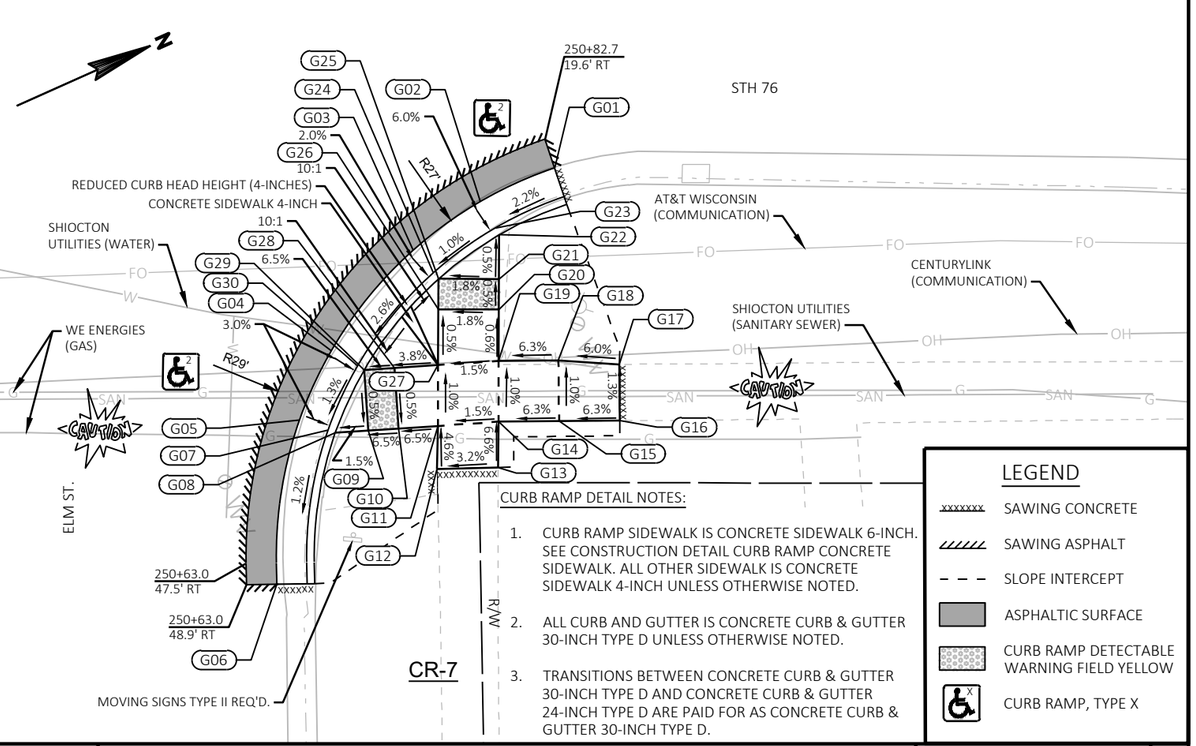
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
G16	250+87.68	38.09' RT	627,026.99	781,946.41	**
G17	250+87.64	34.38' RT	627,028.47	781,943.00	**
G18	250+83.63	34.14' RT	627,024.91	781,941.14	766.61
G19	250+79.69	34.18' RT	627,021.30	781,939.57	766.36
G20	250+79.71	30.76' RT	627,022.70	781,936.46	766.35
G21	250+79.71	28.76' RT	627,023.53	781,934.64	766.34
G22	250+79.73	25.84' RT	627,024.73	781,931.98	766.32
G23	250+79.47	25.41' RT	627,024.67	781,931.48	766.31
G24	250+75.38	28.37' RT	627,019.73	781,932.52	766.26
G25	250+75.71	28.75' RT	627,019.88	781,932.99	766.27
G26	250+75.71	30.75' RT	627,019.06	781,934.82	766.28
G27	250+75.69	34.43' RT	627,017.54	781,938.18	766.30
G28	250+72.81	34.63' RT	627,014.83	781,937.18	766.19
G29	250+70.81	34.76' RT	627,012.95	781,936.48	766.06
G30	250+70.38	34.51' RT	627,012.66	781,936.08	766.05

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
F01	250+14.41	41.97' RT	626,958.51	781,920.06	**
F02	250+14.51	37.98' RT	626,960.23	781,916.45	**
F03	250+18.51	38.07' RT	626,963.84	781,918.17	766.58
F04	250+22.51	37.99' RT	626,967.53	781,919.73	766.52
F05	250+29.00	37.55' RT	626,973.63	781,921.98	766.13
F06	250+29.46	37.37' RT	626,974.13	781,922.00	766.12
F07	250+31.31	36.62' RT	626,976.13	781,922.07	766.22
F08	250+32.65	40.95' RT	626,975.59	781,926.57	766.10
F09	250+30.70	41.38' RT	626,973.63	781,926.16	766.05
F10	250+30.21	41.48' RT	626,973.14	781,926.06	766.06
F11	250+29.26	41.55' RT	626,972.25	781,925.73	766.07
F12	250+22.77	41.98' RT	626,966.15	781,923.48	766.56
F13	250+22.26	47.36' RT	626,963.49	781,928.18	**
F14	250+18.82	47.44' RT	626,960.31	781,926.86	**
F15	250+18.77	42.06' RT	626,962.46	781,921.93	766.62
F16	250+18.47	22.63' RT	626,970.11	781,904.06	**
F17	250+26.81	29.19' RT	626,975.05	781,913.46	766.45
F18	250+33.32	49.20' RT	626,972.83	781,934.37	**

** MATCH EXISTING

CR-6



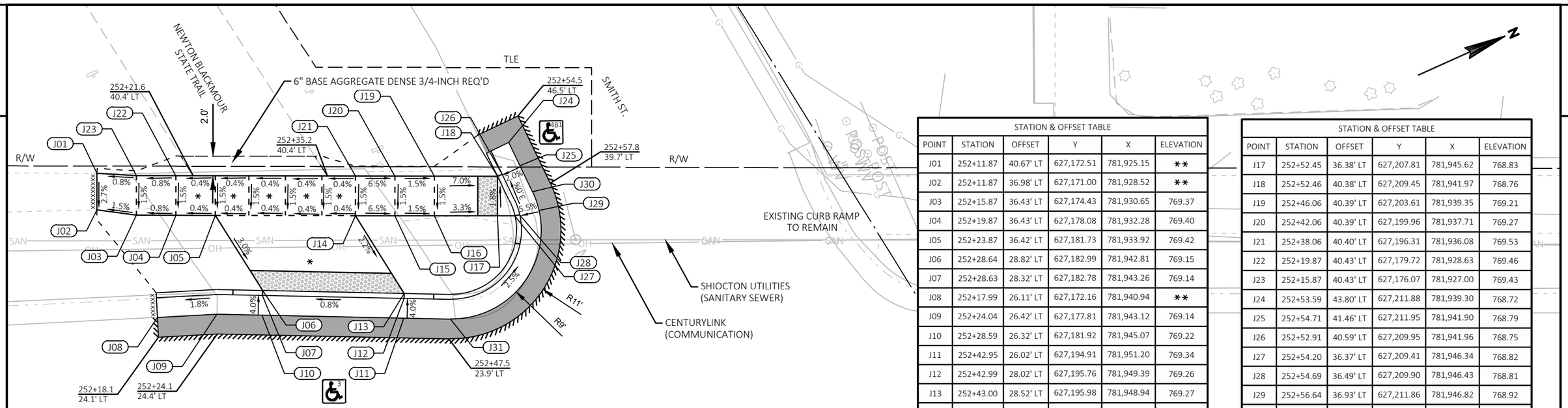


CR-7

2

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 17	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\021012_CD.DWG
LAYOUT NAME - Elm St
PLOT DATE : 7/11/2022 10:50 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
J01	252+11.87	40.67' LT	627,172.51	781,925.15	**
J02	252+11.87	36.98' LT	627,171.00	781,928.52	**
J03	252+15.87	36.43' LT	627,174.43	781,930.65	769.37
J04	252+19.87	36.43' LT	627,178.08	781,932.28	769.40
J05	252+23.87	36.42' LT	627,181.73	781,933.92	769.42
J06	252+28.64	28.82' LT	627,182.99	781,942.81	769.15
J07	252+28.63	28.32' LT	627,182.78	781,943.26	769.14
J08	252+17.99	26.11' LT	627,172.16	781,940.94	**
J09	252+24.04	26.42' LT	627,177.81	781,943.12	769.14
J10	252+28.59	26.32' LT	627,181.92	781,945.07	769.22
J11	252+42.95	26.02' LT	627,194.91	781,951.20	769.34
J12	252+42.99	28.02' LT	627,195.76	781,949.39	769.26
J13	252+43.00	28.52' LT	627,195.98	781,948.94	769.27
J14	252+38.05	36.40' LT	627,194.67	781,939.73	769.47
J15	252+42.05	36.39' LT	627,198.32	781,941.36	769.21
J16	252+46.05	36.39' LT	627,201.97	781,943.00	769.15

** MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
J17	252+52.45	36.38' LT	627,207.81	781,945.62	768.83
J18	252+52.46	40.38' LT	627,209.45	781,941.97	768.76
J19	252+46.06	40.39' LT	627,203.61	781,939.35	769.21
J20	252+42.06	40.39' LT	627,199.96	781,937.71	769.27
J21	252+38.06	40.40' LT	627,196.31	781,936.08	769.53
J22	252+19.87	40.43' LT	627,179.72	781,928.63	769.46
J23	252+15.87	40.43' LT	627,176.07	781,927.00	769.43
J24	252+53.59	43.80' LT	627,211.88	781,939.30	768.72
J25	252+54.71	41.46' LT	627,211.95	781,941.90	768.79
J26	252+52.91	40.59' LT	627,209.95	781,941.96	768.75
J27	252+54.20	36.37' LT	627,209.41	781,946.34	768.82
J28	252+54.69	36.49' LT	627,209.90	781,946.43	768.81
J29	252+56.64	36.93' LT	627,211.86	781,946.82	768.92
J30	252+55.98	38.82' LT	627,212.03	781,944.83	768.88
J31	252+47.68	25.93' LT	627,199.19	781,953.22	768.38

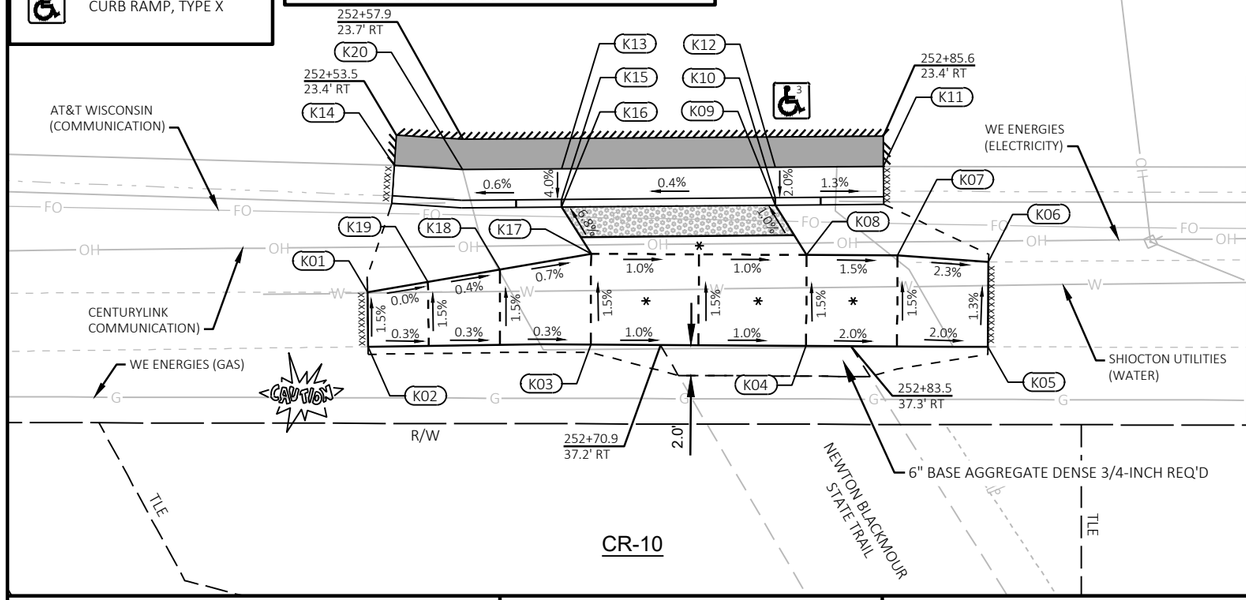
LEGEND

- xxxxxxx SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- CURB RAMP, TYPE X

CURB RAMP DETAIL NOTES:

1. CURB RAMP SIDEWALK IS CONCRETE SIDEWALK 6-INCH. SEE CONSTRUCTION DETAIL CURB RAMP CONCRETE SIDEWALK. ALL OTHER SIDEWALK IS CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS CONCRETE CURB & GUTTER 30-INCH TYPE D UNLESS OTHERWISE NOTED.
3. TRANSITIONS BETWEEN CONCRETE CURB & GUTTER 30-INCH TYPE D AND CONCRETE CURB & GUTTER 24-INCH TYPE D ARE PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D.

* CONCRETE DRIVEWAY 6-INCH REQ'D
6" BASE AGGREGATE DENSE 1 1/4-INCH REQ'D



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
K01	252+51.58	33.72' RT	627,178.43	782,009.27	**
K02	252+51.63	37.33' RT	627,177.00	782,012.58	**
K03	252+66.32	37.20' RT	627,190.46	782,018.45	769.84
K04	252+80.54	37.27' RT	627,203.41	782,024.32	769.70
K05	252+92.54	37.34' RT	627,214.34	782,029.27	**
K06	252+92.56	31.74' RT	627,216.65	782,024.17	**
K07	252+86.57	31.30' RT	627,211.35	782,021.33	769.51
K08	252+80.57	31.27' RT	627,205.89	782,018.86	769.60
K09	252+78.50	27.98' RT	627,205.34	782,015.01	769.56
K10	252+78.50	27.48' RT	627,205.54	782,014.55	769.55

** MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
K11	252+85.64	25.43' RT	627,212.91	782,015.59	**
K12	252+78.48	25.48' RT	627,206.34	782,012.72	769.59
K13	252+64.38	25.60' RT	627,193.42	782,007.07	769.57
K14	252+53.36	25.38' RT	627,183.45	782,002.37	**
K15	252+64.40	27.60' RT	627,192.62	782,008.91	769.49
K16	252+64.40	28.10' RT	627,192.42	782,009.37	769.50
K17	252+66.35	31.20' RT	627,192.94	782,012.99	769.75
K18	252+60.34	32.23' RT	627,187.03	782,011.48	769.79
K19	252+55.58	33.04' RT	627,182.35	782,010.28	769.81
K20	252+57.85	25.65' RT	627,187.44	782,004.46	**

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 18	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\021012_CD.DWG
LAYOUT NAME - Smith St_Newton Trl
PLOT DATE : 7/11/2022 10:50 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- CURB RAMP, TYPE X

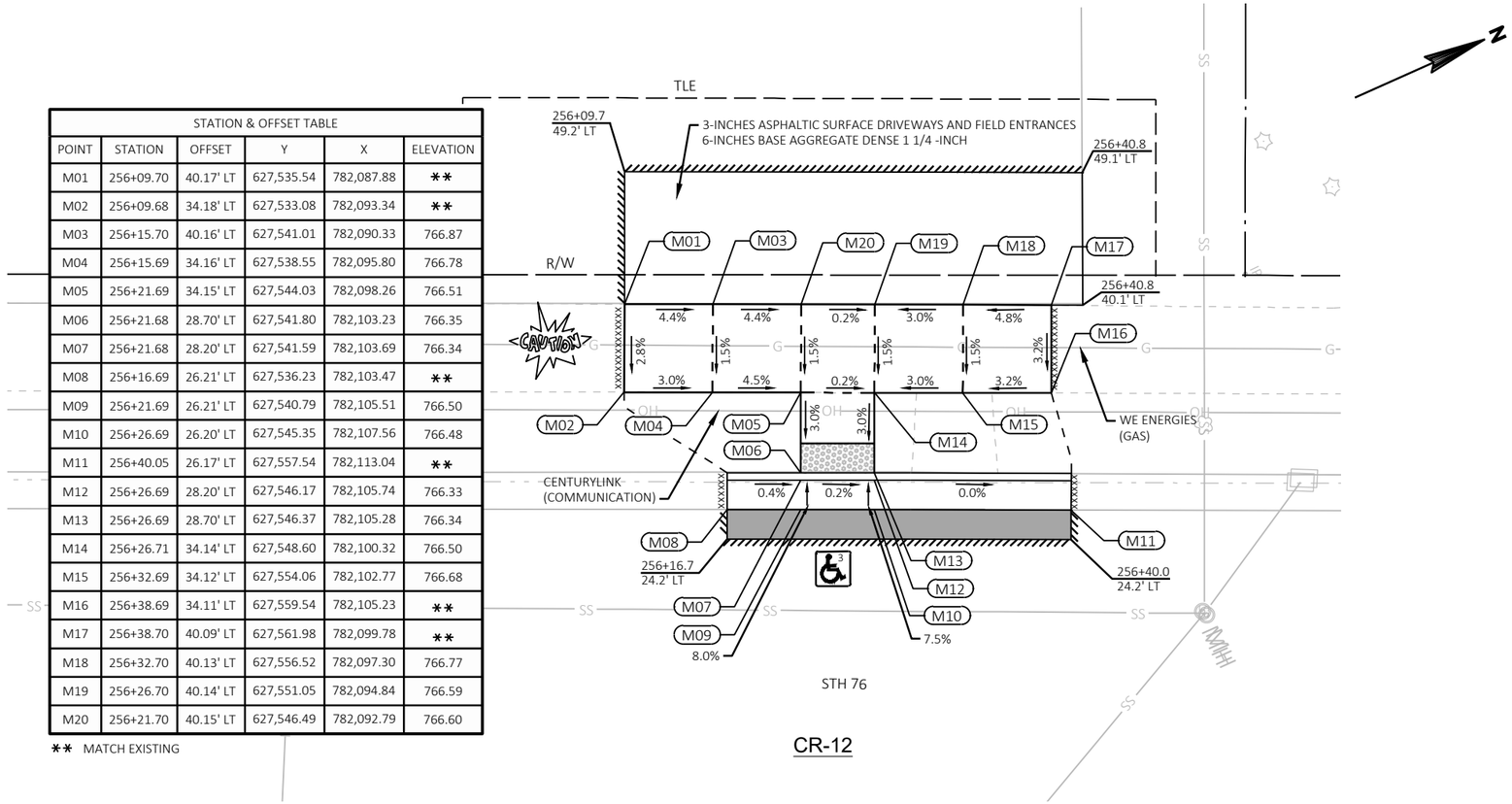
CURB RAMP DETAIL NOTES:

1. CURB RAMP SIDEWALK IS CONCRETE SIDEWALK 6-INCH. SEE CONSTRUCTION DETAIL CURB RAMP CONCRETE SIDEWALK. ALL OTHER SIDEWALK IS CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS CONCRETE CURB & GUTTER 30-INCH TYPE D UNLESS OTHERWISE NOTED.
3. TRANSITIONS BETWEEN CONCRETE CURB & GUTTER 30-INCH TYPE D AND CONCRETE CURB & GUTTER 24-INCH TYPE D ARE PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D.

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y	X	ELEVATION
M01	256+09.70	40.17' LT	627,535.54	782,087.88	**
M02	256+09.68	34.18' LT	627,533.08	782,093.34	**
M03	256+15.70	40.16' LT	627,541.01	782,090.33	766.87
M04	256+15.69	34.16' LT	627,538.55	782,095.80	766.78
M05	256+21.69	34.15' LT	627,544.03	782,098.26	766.51
M06	256+21.68	28.70' LT	627,541.80	782,103.23	766.35
M07	256+21.68	28.20' LT	627,541.59	782,103.69	766.34
M08	256+16.69	26.21' LT	627,536.23	782,103.47	**
M09	256+21.69	26.21' LT	627,540.79	782,105.51	766.50
M10	256+26.69	26.20' LT	627,545.35	782,107.56	766.48
M11	256+40.05	26.17' LT	627,557.54	782,113.04	**
M12	256+26.69	28.20' LT	627,546.17	782,105.74	766.33
M13	256+26.69	28.70' LT	627,546.37	782,105.28	766.34
M14	256+26.71	34.14' LT	627,548.60	782,100.32	766.50
M15	256+32.69	34.12' LT	627,554.06	782,102.77	766.68
M16	256+38.69	34.11' LT	627,559.54	782,105.23	**
M17	256+38.70	40.09' LT	627,561.98	782,099.78	**
M18	256+32.70	40.13' LT	627,556.52	782,097.30	766.77
M19	256+26.70	40.14' LT	627,551.05	782,094.84	766.59
M20	256+21.70	40.15' LT	627,546.49	782,092.79	766.60

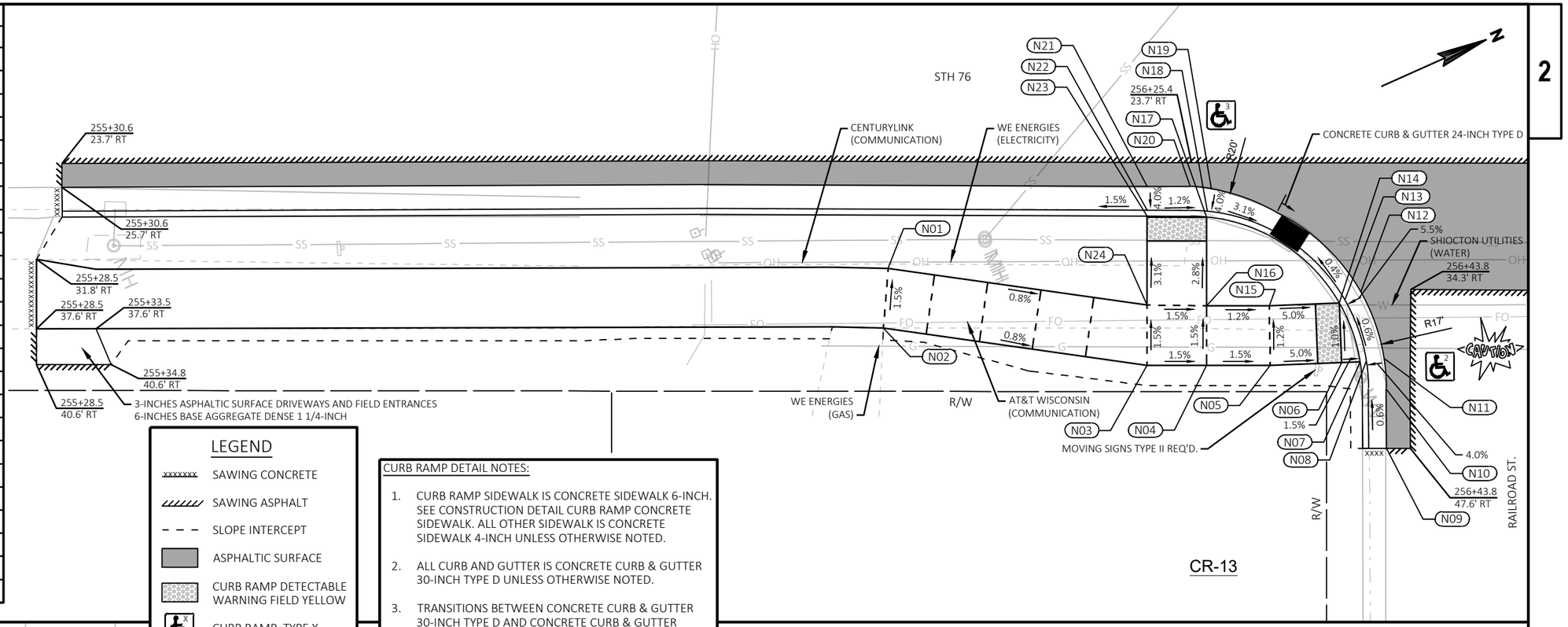
** MATCH EXISTING



2

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
N01	255+99.54	32.17' RT	627,497.01	782,150.28	767.06
N02	255+99.57	37.52' RT	627,494.60	782,154.67	767.14
N03	256+21.69	40.65' RT	627,513.52	782,166.56	766.95
N04	256+26.68	40.66' RT	627,518.08	782,168.60	766.86
N05	256+32.05	40.66' RT	627,522.97	782,170.79	766.78
N06	256+38.04	40.43' RT	627,528.54	782,173.03	766.48
N07	256+39.59	40.37' RT	627,529.98	782,173.60	766.46
N08	256+40.09	40.29' RT	627,530.46	782,173.73	766.45
N09	256+41.79	47.62' RT	627,529.03	782,181.11	**
N10	256+41.77	42.62' RT	627,531.05	782,176.54	**
N11	256+41.57	40.05' RT	627,531.91	782,174.12	766.51
N12	256+39.63	34.52' RT	627,532.40	782,168.28	766.50
N13	256+38.29	35.21' RT	627,530.90	782,168.36	766.42
N14	256+37.85	35.43' RT	627,530.40	782,168.38	766.43
N15	256+31.95	35.66' RT	627,524.92	782,166.19	766.72
N16	256+26.69	35.66' RT	627,520.12	782,164.04	766.79
N17	256+26.69	28.23' RT	627,523.15	782,157.25	766.58
N18	256+26.78	27.73' RT	627,523.43	782,156.84	766.57
N19	256+27.10	25.88' RT	627,524.49	782,155.28	766.65
N20	256+25.34	25.66' RT	627,522.97	782,154.36	**
N21	256+21.69	25.64' RT	627,519.64	782,152.86	766.71
N22	256+21.69	27.64' RT	627,518.82	782,154.68	766.63
N23	256+21.69	28.14' RT	627,518.62	782,155.14	766.64
N24	256+21.69	35.65' RT	627,515.58	782,161.95	766.87

** MATCH EXISTING

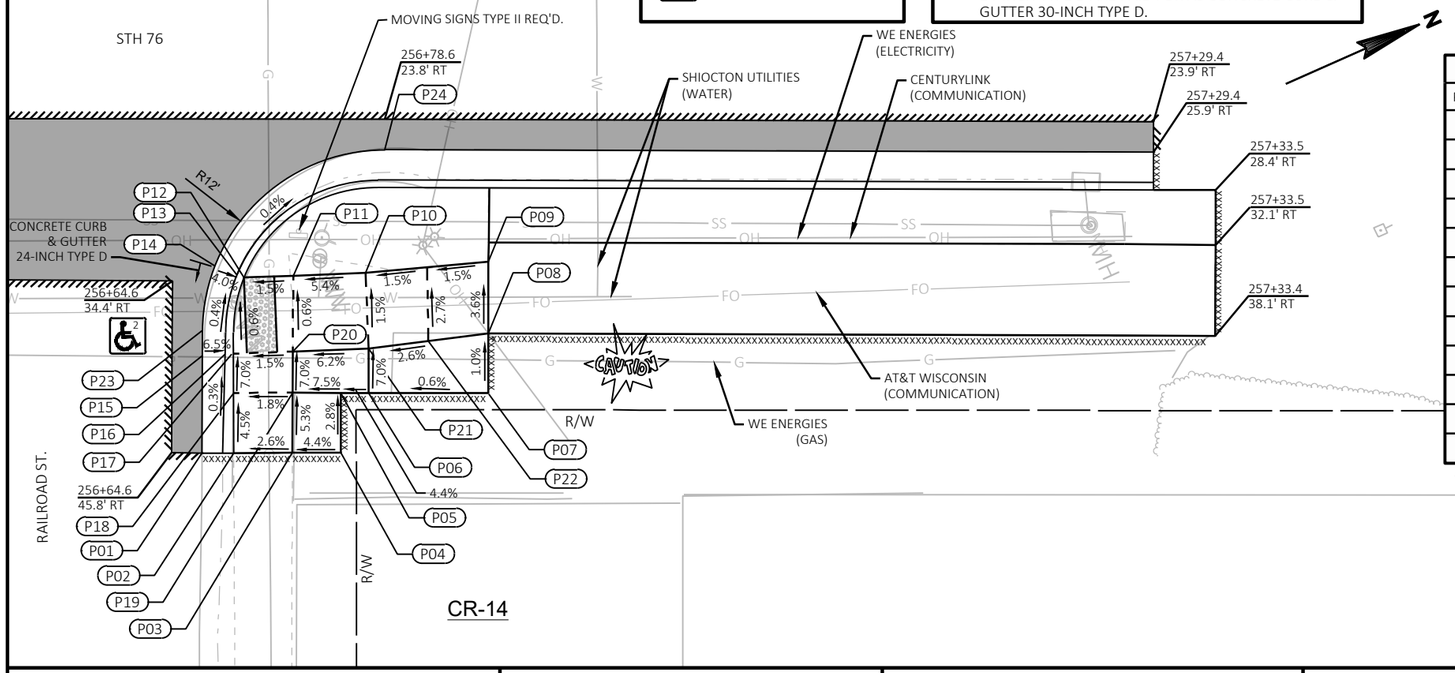


LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- CURB RAMP, TYPE X

CURB RAMP DETAIL NOTES:

1. CURB RAMP SIDEWALK IS CONCRETE SIDEWALK 6-INCH. SEE CONSTRUCTION DETAIL CURB RAMP CONCRETE SIDEWALK. ALL OTHER SIDEWALK IS CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS CONCRETE CURB & GUTTER 30-INCH TYPE D UNLESS OTHERWISE NOTED.
3. TRANSITIONS BETWEEN CONCRETE CURB & GUTTER 30-INCH TYPE D AND CONCRETE CURB & GUTTER 24-INCH TYPE D ARE PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D.



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
P01	256+66.56	45.77' RT	627,552.40	782,189.53	**
P02	256+68.67	45.78' RT	627,554.32	782,190.40	**
P03	256+72.54	45.76' RT	627,557.86	782,191.96	**
P04	256+75.75	45.76' RT	627,560.80	782,193.27	**
P05	256+75.75	41.81' RT	627,562.41	782,189.66	**
P06	256+77.57	41.80' RT	627,564.07	782,190.40	**
P07	256+85.51	41.89' RT	627,571.28	782,193.72	**
P08	256+85.46	37.89' RT	627,572.87	782,190.05	**
P09	256+85.48	33.15' RT	627,574.82	782,185.73	**
P10	256+77.37	33.89' RT	627,567.12	782,183.09	766.71
P11	256+72.59	34.07' RT	627,562.68	782,181.32	766.45
P12	256+69.33	34.20' RT	627,559.65	782,180.10	766.40

** MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
P13	256+68.87	34.01' RT	627,559.30	782,179.74	766.39
P14	256+67.42	33.43' RT	627,558.22	782,178.61	766.47
P15	256+66.59	39.34' RT	627,555.05	782,183.68	766.51
P16	256+68.10	39.26' RT	627,556.46	782,184.22	766.41
P17	256+68.54	39.24' RT	627,556.87	782,184.38	766.42
P18	256+68.65	41.81' RT	627,555.93	782,186.77	766.60
P19	256+72.56	41.79' RT	627,559.50	782,188.35	766.67
P20	256+72.56	39.08' RT	627,560.60	782,185.87	766.48
P21	256+77.57	38.88' RT	627,565.26	782,187.74	766.79
P22	256+81.52	38.38' RT	627,569.07	782,188.89	766.90
P23	256+66.60	37.70' RT	627,555.73	782,182.19	**
P24	256+78.64	25.77' RT	627,571.59	782,176.20	**

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 20	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\021012_CD.DWG
LAYOUT NAME - Railroad St 2
PLOT DATE : 7/14/2022 3:12 PM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

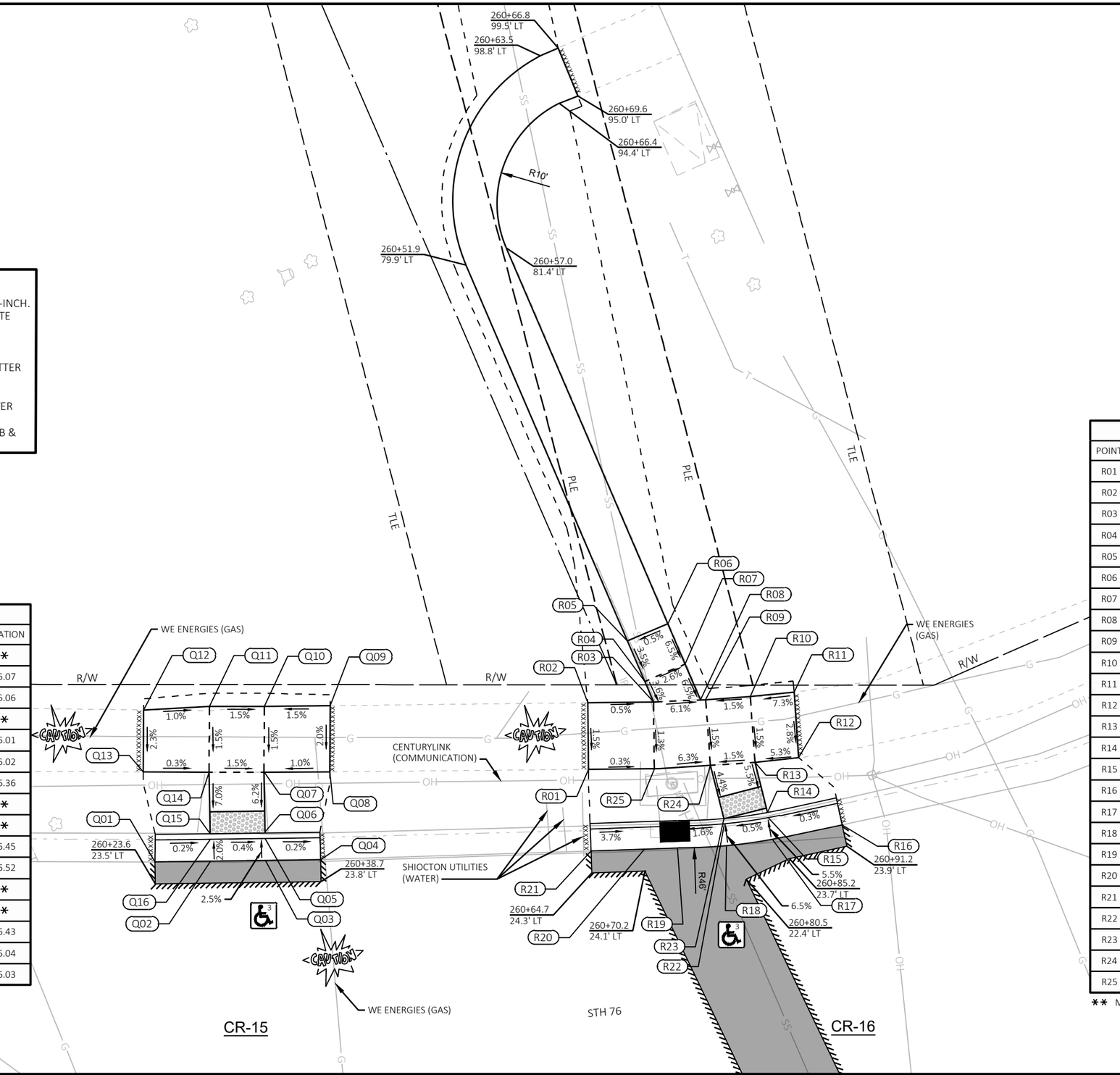
2

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- CURB RAMP, TYPE X

CURB RAMP DETAIL NOTES:

1. CURB RAMP SIDEWALK IS CONCRETE SIDEWALK 6-INCH. SEE CONSTRUCTION DETAIL CURB RAMP CONCRETE SIDEWALK. ALL OTHER SIDEWALK IS CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS CONCRETE CURB & GUTTER 30-INCH TYPE D UNLESS OTHERWISE NOTED.
3. TRANSITIONS BETWEEN CONCRETE CURB & GUTTER 30-INCH TYPE D AND CONCRETE CURB & GUTTER 24-INCH TYPE D ARE PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D.



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
Q01	260+28.85	14.68' RT	627,907.48	782,270.06	**
Q02	260+33.27	12.95' RT	627,912.11	782,272.05	766.07
Q03	260+37.66	11.24' RT	627,916.71	782,274.02	766.06
Q04	260+42.08	9.51' RT	627,921.34	782,276.00	**
Q05	260+38.30	13.12' RT	627,917.50	782,272.18	766.01
Q06	260+38.49	13.68' RT	627,917.73	782,271.63	766.02
Q07	260+40.26	18.76' RT	627,919.90	782,266.66	766.36
Q08	260+45.49	16.67' RT	627,925.37	782,269.05	**
Q09	260+47.51	22.29' RT	627,927.85	782,263.57	**
Q10	260+42.25	24.36' RT	627,922.34	782,261.19	766.45
Q11	260+37.90	26.17' RT	627,917.78	782,259.13	766.52
Q12	260+32.55	28.00' RT	627,912.17	782,256.98	**
Q13	260+30.65	22.73' RT	627,909.85	782,262.13	**
Q14	260+35.88	20.57' RT	627,915.31	782,264.60	766.43
Q15	260+34.07	15.30' RT	627,913.10	782,269.75	766.04
Q16	260+33.91	14.82' RT	627,912.90	782,270.23	766.03

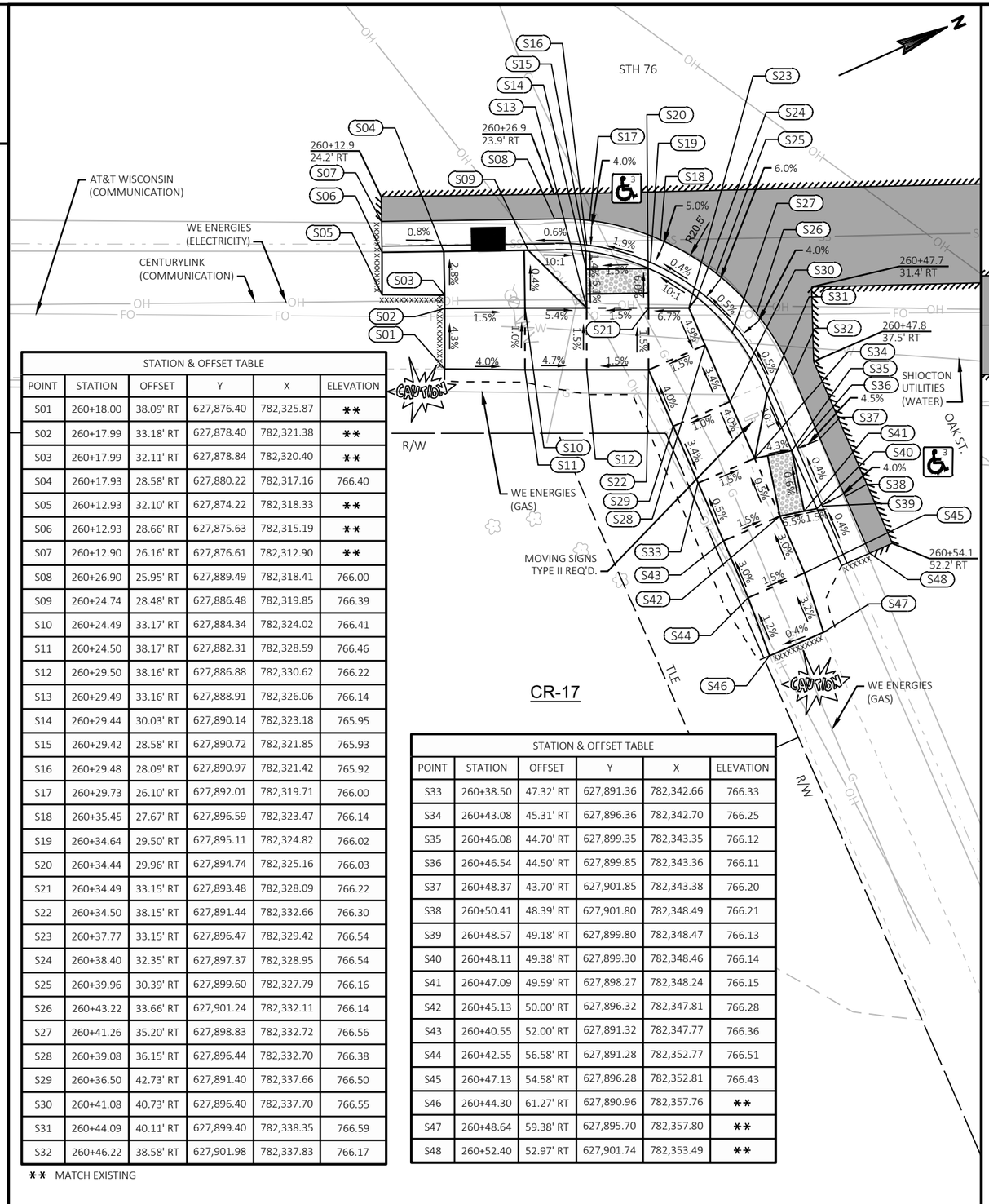
** MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
R01	260+64.97	33.71' LT	627,946.96	782,278.46	**
R02	260+65.32	39.77' LT	627,949.38	782,272.89	**
R03	260+72.74	39.39' LT	627,954.89	782,275.27	766.41
R04	260+71.96	41.32' LT	627,954.92	782,273.24	766.49
R05	260+70.36	45.12' LT	627,954.97	782,269.24	766.63
R06	260+75.27	46.35' LT	627,958.97	782,269.29	766.65
R07	260+76.76	42.52' LT	627,958.92	782,273.29	766.39
R08	260+78.03	39.12' LT	627,958.87	782,276.85	766.16
R09	260+78.62	39.09' LT	627,959.32	782,277.01	766.13
R10	260+83.63	38.81' LT	627,963.13	782,278.42	766.19
R11	260+88.56	38.59' LT	627,966.93	782,279.67	**
R12	260+87.83	32.63' LT	627,964.88	782,285.30	**
R13	260+83.08	32.83' LT	627,961.07	782,284.06	766.10
R14	260+83.64	28.14' LT	627,960.26	782,288.71	765.84
R15	260+83.66	27.64' LT	627,960.14	782,289.19	765.83
R16	260+91.14	25.92' LT	627,966.00	782,292.49	**
R17	260+83.75	25.64' LT	627,959.68	782,291.14	765.94
R18	260+78.88	25.62' LT	627,955.59	782,289.96	765.94
R19	260+73.80	25.93' LT	627,951.45	782,288.31	765.92
R20	260+70.37	26.11' LT	627,948.67	782,287.18	765.94
R21	260+64.76	26.29' LT	627,944.15	782,285.33	**
R22	260+78.95	27.62' LT	627,956.23	782,288.06	765.81
R23	260+78.97	28.12' LT	627,956.39	782,287.59	765.82
R24	260+78.24	33.09' LT	627,957.25	782,282.66	766.04
R25	260+72.13	33.32' LT	627,952.46	782,280.85	766.33

** MATCH EXISTING

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 21	E

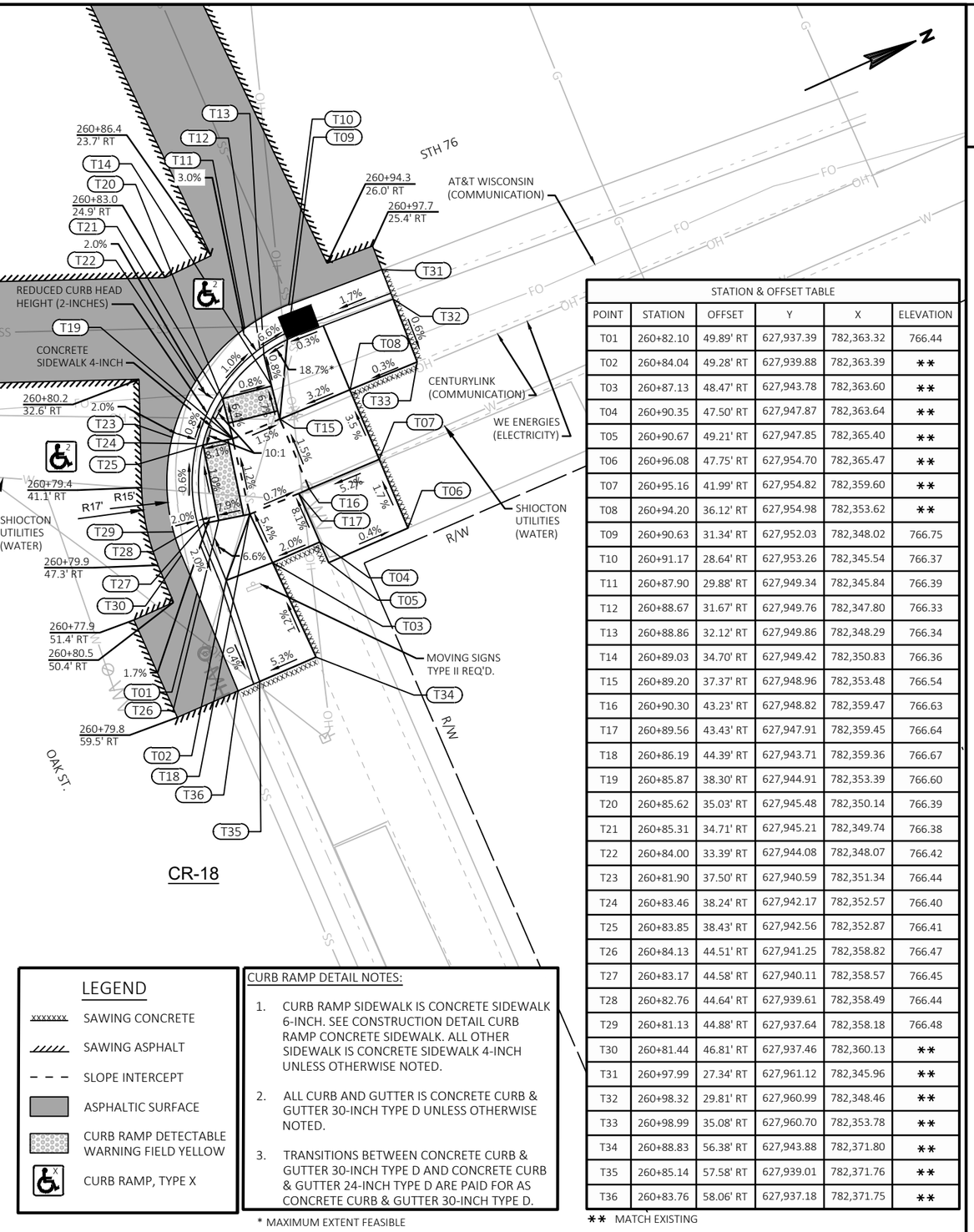
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LAYOUT NAME - Oak St 1
PLOT DATE : 7/14/2022 9:04 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
S01	260+18.00	38.09' RT	627,876.40	782,325.87	**
S02	260+17.99	33.18' RT	627,878.40	782,321.38	**
S03	260+17.99	32.11' RT	627,878.84	782,320.40	**
S04	260+17.93	28.58' RT	627,880.22	782,317.16	766.40
S05	260+12.93	32.10' RT	627,874.22	782,318.33	**
S06	260+12.93	28.66' RT	627,875.63	782,315.19	**
S07	260+12.90	26.16' RT	627,876.61	782,312.90	**
S08	260+26.90	25.95' RT	627,889.49	782,318.41	766.00
S09	260+24.74	28.48' RT	627,886.48	782,319.85	766.39
S10	260+24.49	33.17' RT	627,884.34	782,324.02	766.41
S11	260+24.50	38.17' RT	627,882.31	782,328.59	766.46
S12	260+29.50	38.16' RT	627,886.88	782,330.62	766.22
S13	260+29.49	33.16' RT	627,888.91	782,326.06	766.14
S14	260+29.44	30.03' RT	627,890.14	782,323.18	765.95
S15	260+29.42	28.58' RT	627,890.72	782,321.85	765.93
S16	260+29.48	28.09' RT	627,890.97	782,321.42	765.92
S17	260+29.73	26.10' RT	627,892.01	782,319.71	766.00
S18	260+35.45	27.67' RT	627,896.59	782,323.47	766.14
S19	260+34.64	29.50' RT	627,895.11	782,324.82	766.02
S20	260+34.44	29.96' RT	627,894.74	782,325.16	766.03
S21	260+34.49	33.15' RT	627,893.48	782,328.09	766.22
S22	260+34.50	38.15' RT	627,891.44	782,332.66	766.30
S23	260+37.77	33.15' RT	627,896.47	782,329.42	766.54
S24	260+38.40	32.35' RT	627,897.37	782,328.95	766.54
S25	260+39.96	30.39' RT	627,899.60	782,327.79	766.16
S26	260+43.22	33.66' RT	627,901.24	782,332.11	766.14
S27	260+41.26	35.20' RT	627,898.83	782,332.72	766.56
S28	260+39.08	36.15' RT	627,896.44	782,332.70	766.38
S29	260+36.50	42.73' RT	627,891.40	782,337.66	766.50
S30	260+41.08	40.73' RT	627,896.40	782,337.70	766.55
S31	260+44.09	40.11' RT	627,899.40	782,338.35	766.59
S32	260+46.22	38.58' RT	627,901.98	782,337.83	766.17

** MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
S33	260+38.50	47.32' RT	627,891.36	782,342.66	766.33
S34	260+43.08	45.31' RT	627,896.36	782,342.70	766.25
S35	260+46.08	44.70' RT	627,899.35	782,343.35	766.12
S36	260+46.54	44.50' RT	627,899.85	782,343.36	766.11
S37	260+48.37	43.70' RT	627,901.85	782,343.38	766.20
S38	260+50.41	48.39' RT	627,901.80	782,348.49	766.21
S39	260+48.57	49.18' RT	627,899.80	782,348.47	766.13
S40	260+48.11	49.38' RT	627,899.30	782,348.46	766.14
S41	260+47.09	49.59' RT	627,898.27	782,348.24	766.15
S42	260+45.13	50.00' RT	627,896.32	782,347.81	766.28
S43	260+40.55	52.00' RT	627,891.32	782,347.77	766.36
S44	260+42.55	56.58' RT	627,891.28	782,352.77	766.51
S45	260+47.13	54.58' RT	627,896.28	782,352.81	766.43
S46	260+44.30	61.27' RT	627,890.96	782,357.76	**
S47	260+48.64	59.38' RT	627,895.70	782,357.80	**
S48	260+52.40	52.97' RT	627,901.74	782,353.49	**



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
T01	260+82.10	49.89' RT	627,937.39	782,363.32	766.44
T02	260+84.04	49.28' RT	627,939.88	782,363.39	**
T03	260+87.13	48.47' RT	627,943.78	782,363.60	**
T04	260+90.35	47.50' RT	627,947.87	782,363.64	**
T05	260+90.67	49.21' RT	627,947.85	782,365.40	**
T06	260+96.08	47.75' RT	627,954.70	782,365.47	**
T07	260+95.16	41.99' RT	627,954.82	782,359.60	**
T08	260+94.20	36.12' RT	627,954.98	782,353.62	**
T09	260+90.63	31.34' RT	627,952.03	782,348.02	766.75
T10	260+91.17	28.64' RT	627,953.26	782,345.54	766.37
T11	260+87.90	29.88' RT	627,949.34	782,345.84	766.39
T12	260+88.67	31.67' RT	627,949.76	782,347.80	766.33
T13	260+88.86	32.12' RT	627,949.86	782,348.29	766.34
T14	260+89.03	34.70' RT	627,949.42	782,350.83	766.36
T15	260+89.20	37.37' RT	627,948.96	782,353.48	766.54
T16	260+90.30	43.23' RT	627,948.82	782,359.47	766.63
T17	260+89.56	43.43' RT	627,947.91	782,359.45	766.64
T18	260+86.19	44.39' RT	627,943.71	782,359.36	766.67
T19	260+85.87	38.30' RT	627,944.91	782,353.39	766.60
T20	260+85.62	35.03' RT	627,945.48	782,350.14	766.39
T21	260+85.31	34.71' RT	627,945.21	782,349.74	766.38
T22	260+84.00	33.39' RT	627,944.08	782,348.07	766.42
T23	260+81.90	37.50' RT	627,940.59	782,351.34	766.44
T24	260+83.46	38.24' RT	627,942.17	782,352.57	766.40
T25	260+83.85	38.43' RT	627,942.56	782,352.87	766.41
T26	260+84.13	44.51' RT	627,941.25	782,358.82	766.47
T27	260+83.17	44.58' RT	627,940.11	782,358.57	766.45
T28	260+82.76	44.64' RT	627,939.61	782,358.49	766.44
T29	260+81.13	44.88' RT	627,937.64	782,358.18	766.48
T30	260+81.44	46.81' RT	627,937.46	782,360.13	**
T31	260+97.99	27.34' RT	627,961.12	782,345.96	**
T32	260+98.32	29.81' RT	627,960.99	782,348.46	**
T33	260+98.99	35.08' RT	627,960.70	782,353.78	**
T34	260+88.83	56.38' RT	627,943.88	782,371.80	**
T35	260+85.14	57.58' RT	627,939.01	782,371.76	**
T36	260+83.76	58.06' RT	627,937.18	782,371.75	**

** MATCH EXISTING

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- CURB RAMP, TYPE X

CURB RAMP DETAIL NOTES:

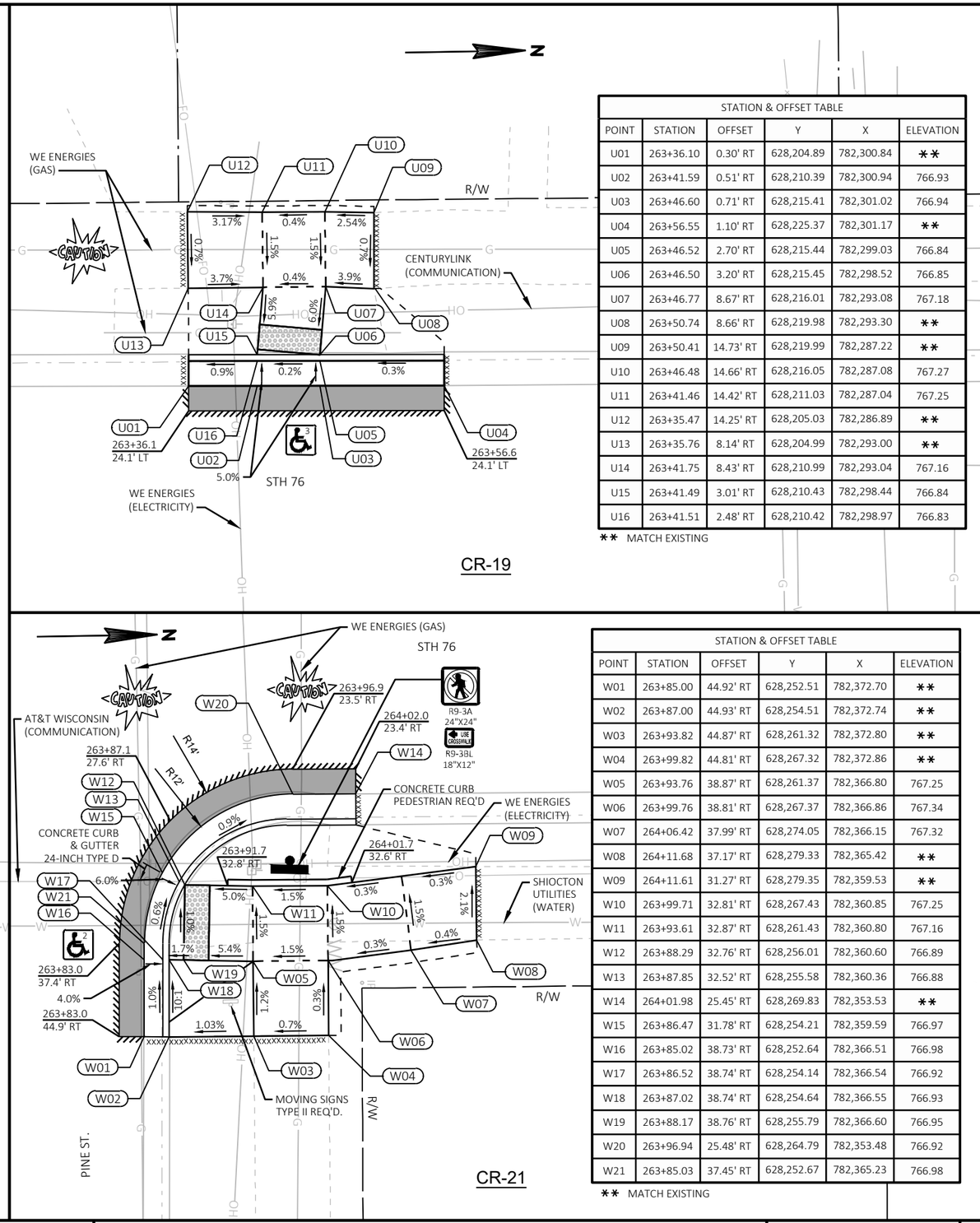
1. CURB RAMP SIDEWALK IS CONCRETE SIDEWALK 6-INCH. SEE CONSTRUCTION DETAIL CURB RAMP CONCRETE SIDEWALK. ALL OTHER SIDEWALK IS CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS CONCRETE CURB & GUTTER 30-INCH TYPE D UNLESS OTHERWISE NOTED.
3. TRANSITIONS BETWEEN CONCRETE CURB & GUTTER 30-INCH TYPE D AND CONCRETE CURB & GUTTER 24-INCH TYPE D ARE PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D.

* MAXIMUM EXTENT FEASIBLE

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
V01	263+30.47	37.60' RT	628,198.12	782,364.41	**
V02	263+36.47	37.56' RT	628,204.12	782,364.48	767.38
V03	263+37.24	37.56' RT	628,204.89	782,364.49	767.37
V04	263+37.26	40.25' RT	628,204.85	782,367.18	767.55
V05	263+37.28	45.25' RT	628,204.79	782,372.18	**
V06	263+42.66	45.23' RT	628,210.17	782,372.25	**
V07	263+42.64	40.23' RT	628,210.24	782,367.25	767.47
V08	263+42.63	37.89' RT	628,210.27	782,364.91	767.29
V09	263+47.24	37.97' RT	628,214.87	782,365.08	766.97
V10	263+49.31	38.01' RT	628,216.95	782,365.16	766.93
V11	263+49.91	37.99' RT	628,217.45	782,365.15	0.00
V12	263+52.17	47.02' RT	628,219.64	782,374.22	**
V13	263+51.80	37.91' RT	628,219.44	782,365.10	767.00
V14	263+49.34	30.46' RT	628,217.11	782,357.61	766.98
V15	263+47.75	31.67' RT	628,215.50	782,358.79	766.94

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
V16	263+47.35	31.98' RT	628,215.09	782,359.09	766.95
V17	263+41.45	31.86' RT	628,209.19	782,358.87	767.20
V18	263+45.15	29.88' RT	628,212.93	782,356.96	767.25
V19	263+44.23	29.32' RT	628,212.02	782,356.37	767.25
V20	263+41.74	28.43' RT	628,209.55	782,355.44	766.99
V21	263+41.84	27.94' RT	628,209.66	782,354.95	766.98
V22	263+42.25	25.98' RT	628,210.11	782,353.00	767.06
V23	263+36.73	25.74' RT	628,204.59	782,352.66	767.11
V24	263+30.41	25.77' RT	628,198.27	782,352.58	**
V25	263+36.74	27.74' RT	628,204.56	782,354.66	767.03
V26	263+36.74	28.24' RT	628,204.55	782,355.16	767.04
V27	263+36.44	31.77' RT	628,204.19	782,358.68	767.29
V28	263+30.44	31.77' RT	628,198.19	782,358.58	**
V29	263+51.78	37.25' RT	628,219.43	782,364.44	767.00
V30	263+39.74	25.73' RT	628,207.60	782,352.70	767.09

** MATCH EXISTING



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
U01	263+36.10	0.30' RT	628,204.89	782,300.84	**
U02	263+41.59	0.51' RT	628,210.39	782,300.94	766.93
U03	263+46.60	0.71' RT	628,215.41	782,301.02	766.94
U04	263+56.55	1.10' RT	628,225.37	782,301.17	**
U05	263+46.52	2.70' RT	628,215.44	782,299.03	766.84
U06	263+46.50	3.20' RT	628,215.45	782,298.52	766.85
U07	263+46.77	8.67' RT	628,216.01	782,293.08	767.18
U08	263+50.74	8.66' RT	628,219.98	782,293.30	**
U09	263+50.41	14.73' RT	628,219.99	782,287.22	**
U10	263+46.48	14.66' RT	628,216.05	782,287.08	767.27
U11	263+41.46	14.42' RT	628,211.03	782,287.04	767.25
U12	263+35.47	14.25' RT	628,205.03	782,286.89	**
U13	263+35.76	8.14' RT	628,204.99	782,293.00	**
U14	263+41.75	8.43' RT	628,210.99	782,293.04	767.16
U15	263+41.49	3.01' RT	628,210.43	782,298.44	766.84
U16	263+41.51	2.48' RT	628,210.42	782,298.97	766.83

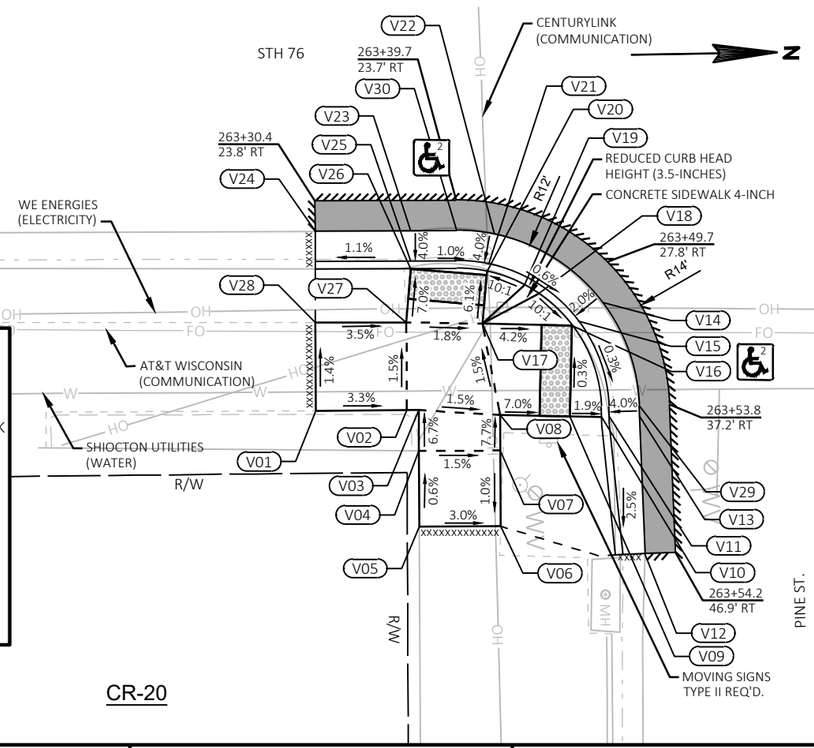
** MATCH EXISTING

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- CURB RAMP, TYPE X

CURB RAMP DETAIL NOTES:

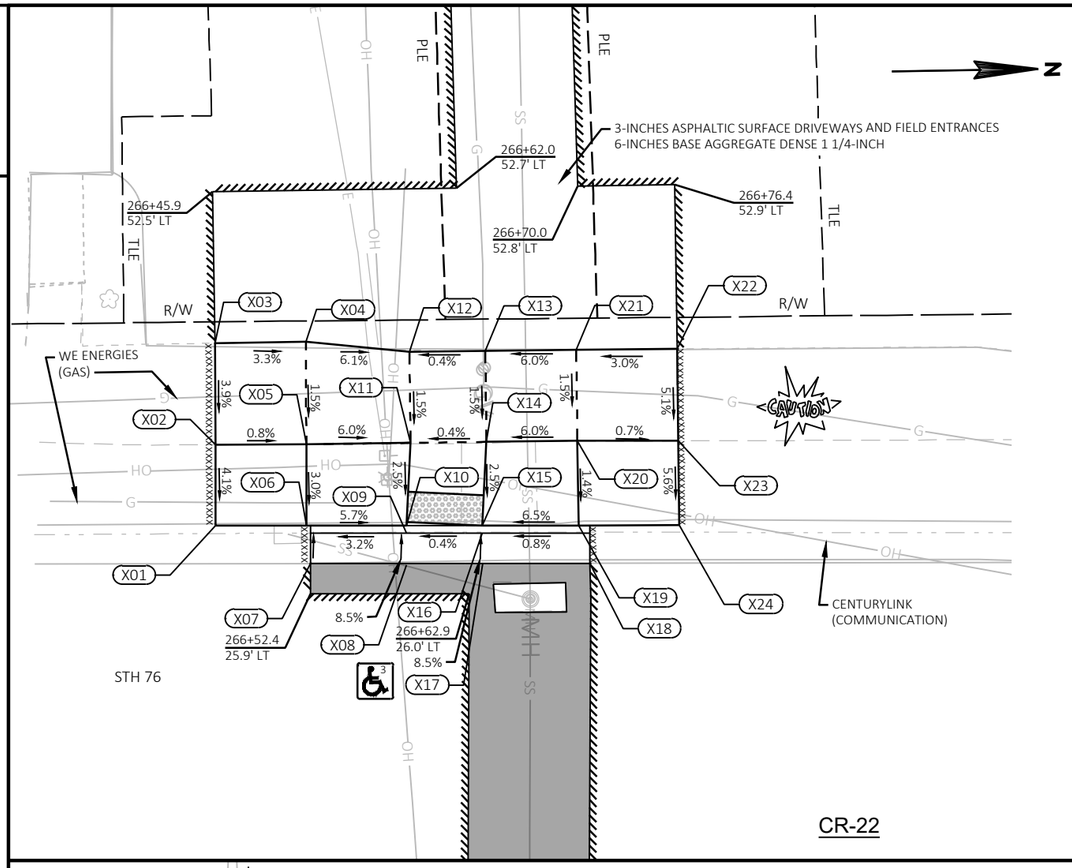
1. CURB RAMP SIDEWALK IS CONCRETE SIDEWALK 6-INCH. SEE CONSTRUCTION DETAIL CURB RAMP CONCRETE SIDEWALK. ALL OTHER SIDEWALK IS CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS CONCRETE CURB & GUTTER 30-INCH TYPE D UNLESS OTHERWISE NOTED.
3. TRANSITIONS BETWEEN CONCRETE CURB & GUTTER 30-INCH TYPE D AND CONCRETE CURB & GUTTER 24-INCH TYPE D ARE PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D.



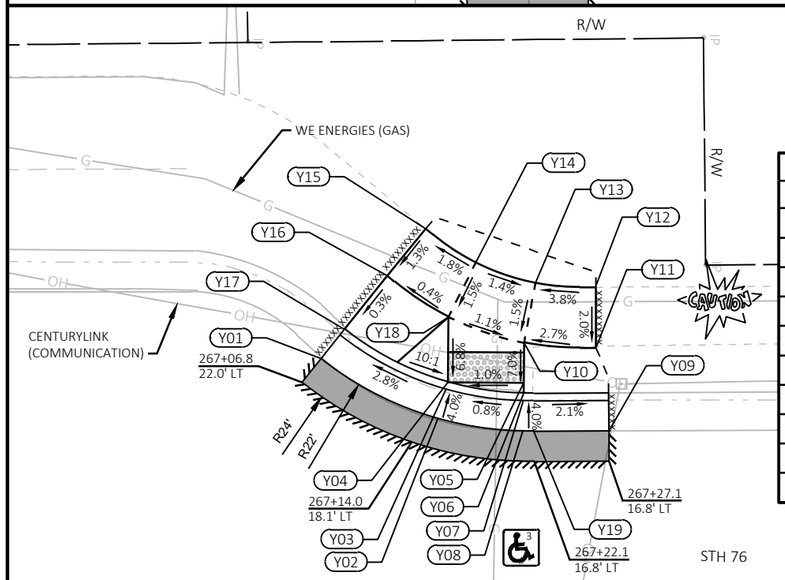
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
W01	263+85.00	44.92' RT	628,252.51	782,372.70	**
W02	263+87.00	44.93' RT	628,254.51	782,372.74	**
W03	263+93.82	44.87' RT	628,261.32	782,372.80	**
W04	263+99.82	44.81' RT	628,267.32	782,372.86	**
W05	263+93.76	38.87' RT	628,261.37	782,366.80	767.25
W06	263+99.76	38.81' RT	628,267.37	782,366.86	767.34
W07	264+06.42	37.99' RT	628,274.05	782,366.15	767.32
W08	264+11.68	37.17' RT	628,279.33	782,365.42	**
W09	264+11.61	31.27' RT	628,279.35	782,359.53	**
W10	263+99.71	32.81' RT	628,267.43	782,360.85	767.25
W11	263+93.61	32.87' RT	628,261.43	782,360.80	767.16
W12	263+88.29	32.76' RT	628,256.01	782,360.60	766.89
W13	263+87.85	32.52' RT	628,255.58	782,360.36	766.88
W14	264+01.98	25.45' RT	628,269.83	782,353.53	**
W15	263+86.47	31.78' RT	628,254.21	782,359.59	766.97
W16	263+85.02	38.73' RT	628,252.64	782,366.51	766.98
W17	263+86.52	38.74' RT	628,254.14	782,366.54	766.92
W18	263+87.02	38.74' RT	628,254.64	782,366.55	766.93
W19	263+88.17	38.76' RT	628,255.79	782,366.60	766.95
W20	263+96.94	25.48' RT	628,264.79	782,353.48	766.92
W21	263+85.03	37.45' RT	628,252.67	782,365.23	766.98

** MATCH EXISTING

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 23	E



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
X01	266+46.11	30.44' LT	628,514.92	782,302.01	**
X02	266+46.11	35.78' LT	628,515.01	782,296.67	**
X03	266+46.07	42.48' LT	628,515.10	782,289.97	**
X04	266+52.07	42.57' LT	628,521.10	782,289.99	766.79
X05	266+52.11	35.81' LT	628,521.01	782,296.74	766.69
X06	266+52.11	30.45' LT	628,520.92	782,302.11	766.53
X07	266+52.39	27.95' LT	628,521.15	782,304.62	**
X08	266+58.73	27.85' LT	628,527.49	782,304.82	766.31
X09	266+58.72	29.95' LT	628,527.52	782,302.72	766.14
X10	266+58.72	30.45' LT	628,527.53	782,302.22	766.15
X11	266+58.99	35.91' LT	628,527.89	782,296.77	766.28
X12	266+58.90	41.90' LT	628,527.92	782,290.78	766.37
X13	266+63.91	41.97' LT	628,532.93	782,290.80	766.39
X14	266+63.99	35.97' LT	628,532.90	782,296.80	766.30
X15	266+63.73	30.45' LT	628,532.54	782,302.31	766.17
X16	266+63.73	29.96' LT	628,532.53	782,302.81	766.16
X17	266+63.73	27.96' LT	628,532.49	782,304.81	766.33
X18	266+70.83	27.97' LT	628,539.59	782,304.92	**
X19	266+70.07	30.46' LT	628,538.87	782,302.41	766.58
X20	266+69.99	36.05' LT	628,538.90	782,296.83	766.66
X21	266+69.91	42.05' LT	628,538.93	782,290.83	766.75
X22	266+76.56	42.10' LT	628,545.58	782,290.90	**
X23	266+76.64	36.04' LT	628,545.55	782,296.96	**
X24	266+76.72	30.47' LT	628,545.52	782,302.52	**



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
Y01	267+07.61	11.65' RT	628,576.73	782,309.96	**
Y02	267+15.45	8.00' RT	628,584.35	782,314.04	766.94
Y03	267+15.92	9.94' RT	628,584.93	782,312.13	766.86
Y04	267+16.04	10.42' RT	628,585.08	782,311.65	766.87
Y05	267+21.03	10.57' RT	628,590.07	782,311.78	766.92
Y06	267+21.05	9.88' RT	628,590.05	782,312.47	766.91
Y07	267+21.06	9.38' RT	628,590.03	782,312.97	766.90
Y08	267+21.10	7.38' RT	628,589.96	782,314.97	766.98
Y09	267+26.76	7.60' RT	628,595.63	782,315.06	**
Y10	267+20.96	13.20' RT	628,590.14	782,309.14	767.10

** MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
Y11	267+25.72	13.05' RT	628,594.89	782,309.56	**
Y12	267+25.55	17.14' RT	628,594.94	782,305.46	**
Y13	267+21.56	17.16' RT	628,590.97	782,305.23	767.16
Y14	267+17.58	18.35' RT	628,587.05	782,303.82	767.22
Y15	267+14.21	20.47' RT	628,583.80	782,301.51	**
Y16	267+11.77	17.30' RT	628,581.19	782,304.55	**
Y17	267+09.10	13.67' RT	628,578.32	782,308.03	**
Y18	267+15.91	14.72' RT	628,585.19	782,307.36	767.16
Y19	267+21.83	7.40' RT	628,590.70	782,314.98	766.97

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- CURB RAMP, TYPE X

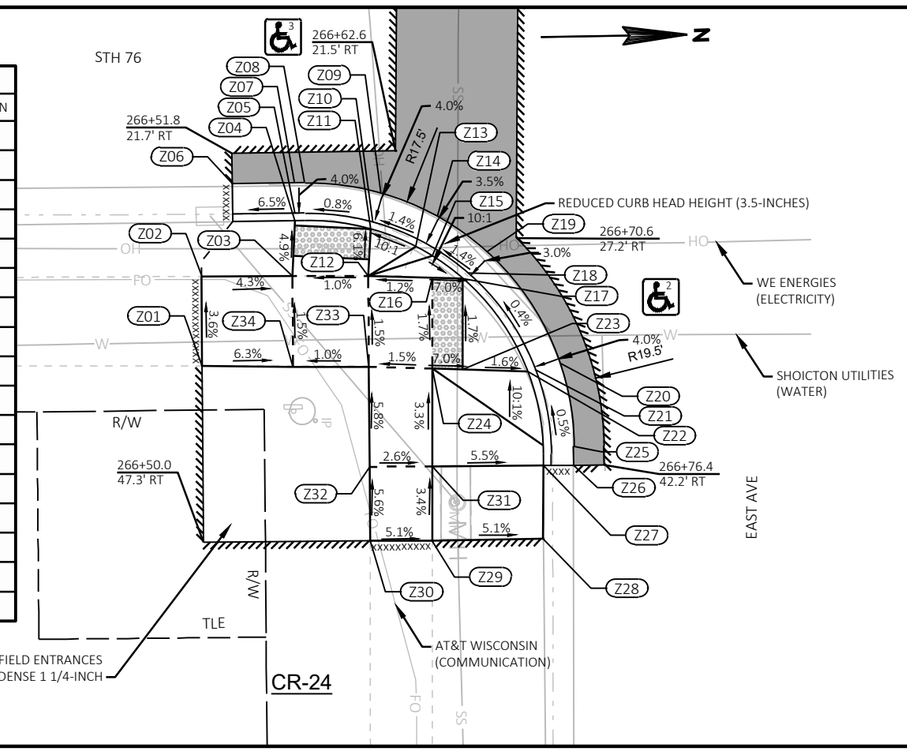
CURB RAMP DETAIL NOTES:

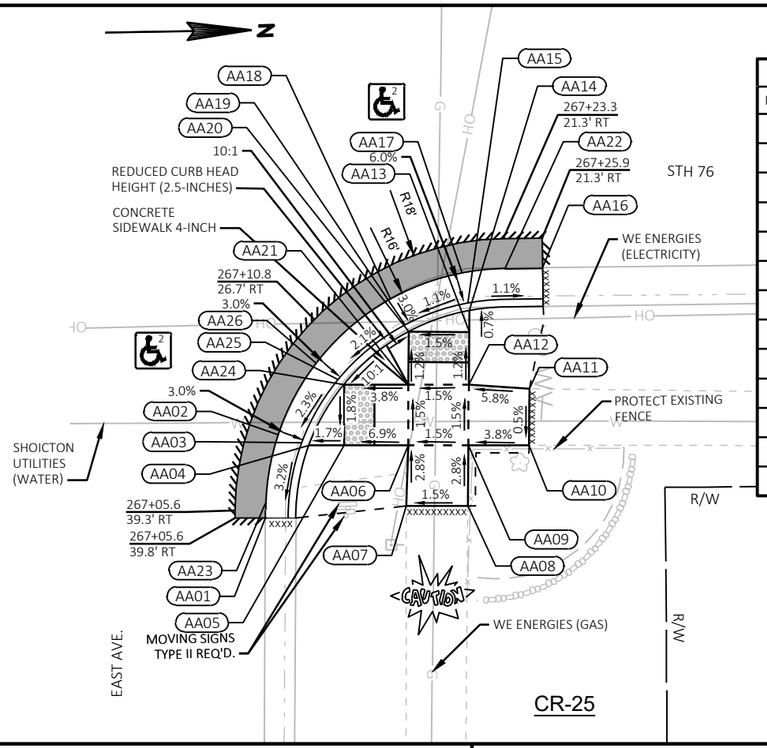
1. CURB RAMP SIDEWALK IS CONCRETE SIDEWALK 6-INCH. SEE CONSTRUCTION DETAIL CURB RAMP CONCRETE SIDEWALK. ALL OTHER SIDEWALK IS CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS CONCRETE CURB & GUTTER 30-INCH TYPE D UNLESS OTHERWISE NOTED.
3. TRANSITIONS BETWEEN CONCRETE CURB & GUTTER 30-INCH TYPE D AND CONCRETE CURB & GUTTER 24-INCH TYPE D ARE PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D.

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 24	E

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
Z01	266+49.86	35.67' RT	628,517.49	782,368.18	**
Z02	266+49.84	29.77' RT	628,517.57	782,362.28	**
Z03	266+55.82	29.74' RT	628,523.55	782,362.36	766.40
Z04	266+55.99	26.09' RT	628,523.79	782,358.71	766.22
Z05	266+55.99	25.59' RT	628,523.80	782,358.21	766.21
Z06	266+51.85	23.65' RT	628,519.70	782,356.20	**
Z07	266+55.96	23.59' RT	628,523.80	782,356.21	766.29
Z08	266+56.61	23.58' RT	628,524.45	782,356.21	766.29
Z09	266+61.65	24.25' RT	628,529.48	782,356.97	766.33
Z10	266+61.11	26.15' RT	628,528.91	782,358.86	766.25
Z11	266+60.97	26.63' RT	628,528.76	782,359.34	766.26
Z12	266+60.82	29.72' RT	628,528.56	782,362.43	766.45
Z13	266+63.95	27.79' RT	628,531.72	782,360.55	766.58
Z14	266+65.39	25.79' RT	628,533.19	782,358.58	766.37
Z15	266+65.06	28.42' RT	628,532.81	782,361.20	766.61
Z16	266+65.07	29.84' RT	628,532.80	782,362.62	766.50
Z17	266+67.07	29.90' RT	628,534.80	782,362.72	766.36

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
Z18	266+67.40	29.53' RT	628,535.14	782,362.35	766.35
Z19	266+68.66	28.15' RT	628,536.42	782,360.99	766.41
Z20	266+73.44	35.46' RT	628,541.07	782,368.39	766.46
Z21	266+71.83	35.90' RT	628,539.45	782,368.80	766.38
Z22	266+71.35	36.03' RT	628,538.97	782,368.92	766.39
Z23	266+67.06	35.90' RT	628,534.69	782,368.72	766.46
Z24	266+65.06	35.85' RT	628,532.69	782,368.62	766.60
Z25	266+74.37	40.95' RT	628,541.90	782,373.89	766.48
Z26	266+74.38	42.22' RT	628,541.89	782,375.16	**
Z27	266+72.38	42.23' RT	628,539.89	782,375.14	766.77
Z28	266+72.34	47.07' RT	628,539.77	782,379.98	**
Z29	266+65.06	47.21' RT	628,532.48	782,379.98	**
Z30	266+60.94	47.20' RT	628,528.36	782,379.90	**
Z31	266+65.06	42.29' RT	628,532.57	782,375.06	766.81
Z32	266+60.91	42.31' RT	628,528.42	782,375.02	766.92
Z33	266+60.86	35.72' RT	628,528.49	782,368.42	766.54
Z34	266+55.86	35.74' RT	628,523.49	782,368.36	766.49





STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
AA01	267+07.59	39.77' RT	628,575.14	782,373.31	**
AA02	267+08.42	34.28' RT	628,576.06	782,367.83	766.57
AA03	267+10.00	34.80' RT	628,577.63	782,368.38	766.52
AA04	267+10.47	34.96' RT	628,578.10	782,368.55	766.53
AA05	267+12.77	34.96' RT	628,580.40	782,368.59	766.57
AA06	267+17.00	34.97' RT	628,584.63	782,368.67	766.86
AA07	267+16.89	38.97' RT	628,584.45	782,372.67	**
AA08	267+20.94	38.97' RT	628,588.50	782,372.75	**
AA09	267+20.97	34.97' RT	628,588.60	782,368.75	766.92
AA10	267+24.97	34.98' RT	628,592.60	782,368.82	**
AA11	267+25.01	31.23' RT	628,592.71	782,365.08	**
AA12	267+21.00	30.97' RT	628,588.71	782,364.75	766.86
AA13	267+21.03	27.51' RT	628,588.80	782,361.29	766.82

** MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y	X	ELEVATION
AA14	267+21.04	26.08' RT	628,588.83	782,359.86	766.81
AA15	267+20.95	25.59' RT	628,588.75	782,359.37	766.80
AA16	267+25.89	23.26' RT	628,593.73	782,357.12	**
AA17	267+20.57	23.63' RT	628,588.41	782,357.40	766.92
AA18	267+15.85	25.34' RT	628,583.66	782,359.03	766.81
AA19	267+16.80	27.04' RT	628,584.57	782,360.74	766.75
AA20	267+17.03	27.48' RT	628,584.80	782,361.18	766.76
AA21	267+17.03	30.97' RT	628,584.73	782,364.67	766.80
AA22	267+23.39	23.35' RT	628,591.22	782,357.17	766.92
AA23	267+07.58	38.81' RT	628,575.14	782,372.35	766.48
AA24	267+12.77	30.96' RT	628,580.47	782,364.59	766.64
AA25	267+12.38	30.65' RT	628,580.09	782,364.27	766.63
AA26	267+10.96	29.56' RT	628,578.69	782,363.16	766.68

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- ASPHALTIC SURFACE
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- CURB RAMP, TYPE X

CURB RAMP DETAIL NOTES:

1. CURB RAMP SIDEWALK IS CONCRETE SIDEWALK 6-INCH. SEE CONSTRUCTION DETAIL CURB RAMP CONCRETE SIDEWALK. ALL OTHER SIDEWALK IS CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS CONCRETE CURB & GUTTER 30-INCH TYPE D UNLESS OTHERWISE NOTED.
3. TRANSITIONS BETWEEN CONCRETE CURB & GUTTER 30-INCH TYPE D AND CONCRETE CURB & GUTTER 24-INCH TYPE D ARE PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D.

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
10.1	255+34.97	30.6' RT	73.1	10.2	---	---	---	---	---	---	---	12	761.66	761.44	73	0.30%	EXIST. STRUCTURE; MATCH EXIST. PIPE INVERT; CONCRETE COLLARS FOR PIPE REQ'D; STORM SEWER TAP REQ'D
10.2	256+08.07	30.1' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	EXIST. STRUCTURE; MATCH EXIST. PIPE INVERT; 2-CONCRETE COLLARS FOR PIPE REQ'D
10.3	256+33.66	29.6' RT	25.6	10.2	4-FT	H-S	---	---	766.40	765.57	4.05	12	761.52	761.44	26	0.31%	---
10.4	257+25.09	30.8' RT	91.4	10.3	---	---	---	---	---	---	---	12	761.79	761.52	91	0.30%	EXIST. STRUCTURE; MATCH EXIST. PIPE INVERT; CONCRETE COLLARS FOR PIPE REQ'D; STORM SEWER TAP REQ'D



LEGEND

- A — REMOVING INLETS REQ'D.
- B — REMOVING STORM SEWER 12-INCH REQ'D.
- C — REMOVING STORM SEWER 15-INCH REQ'D.
- D — ADJUSTING MANHOLE COVERS REQ'D.
- E — ADJUSTING INLET COVERS REQ'D.
- F — STORM SEWER TAP REQ'D.
- G — CONCRETE COLLARS FOR PIPE REQ'D.
- xxxxxx — SAWING CONCRETE
- ////// — SAWING ASPHALT
- – – – — SLOPE INTERCEPT
- HMA PAVEMENT 4 LT 58-28 S

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	STORM SEWER PLAN	SHEET 26	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 01
PLOT DATE : 5/31/2022 9:00 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
20.1	260+21.52	27.5' RT	75.5	20.3	4-FT	H-S	---	---	765.79	764.96	2.31	18	762.65	762.27	76	0.50%	---
20.2	260+82.03	54.8' RT	27.3	20.3	---	---	---	---	---	---	---	24	762.28	761.77	27	1.89%	EXIST. STRUCTURE; MATCH EXIST. PIPE INVERT; STORM SEWER TAP REQ'D; ADJUSTING MANHOLE COVERS REQ'D; CONCRETE COLLARS FOR PIPE REQ'D
20.3	260+91.63	30.1' RT	60.2	20.4	---	H-S	7-FT	---	766.17	765.34	4.07	30	761.27	760.67	60	1.00%	FLAT SLAB TOP REQ'D W/ 2'X3' OPENING
20.4	260+73.69	27.4' LT	110.7	20.5	---	H-S	5-FT	---	765.72	764.89	4.22	30	760.67	760.50	111	0.15%	FLAT SLAB TOP REQ'D W/ 2'X3' OPENING
20.5	260+48.42	136.7' LT	65.0	20.6	---	---	5-FT	J	766.32	765.07	4.57	30	760.50	759.28	65	1.88%	---
20.6	260+28.62	198.6 LT	---	---	---	---	---	---	----	---	---	---	759.28	---	---	----	APRON ENDWALLS FOR CPRC 30-INCH REQ'D



PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	STORM SEWER PLAN	SHEET 27	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 02
PLOT DATE : 5/31/2022 9:01 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
30.1	266+66.68	44.7' RT	70.3	30.2	---	---	---	---	---	---	---	24	762.17	761.72	70	0.64%	EXIST. STRUCTURE; MATCH EXIST. PIPE INVERT; ADJUSTING MANHOLE COVERS REQ'D; STORM SEWER TAP REQ'D; 2-CONCRETE COLLARS FOR PIPE REQ'D
30.2	266+66.88	25.6' LT	130.8	30.3	---	---	---	---	---	---	---	24	761.72	758.33	131	2.59%	EXIST. STRUCTURE; MATCH EXIST. PIPE INVERT; ADJUSTING MANHOLE COVERS REQ'D; 2-STORM SEWER TAP REQ'D; CONCRETE COLLARS FOR PIPE REQ'D
30.3	266+62.74	156.3' LT	---	---	---	---	---	---	---	---	---	---	758.33	---	---	---	APRON ENDWALLS FOR CPRC 24-INCH REQ'D



PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	STORM SEWER PLAN	SHEET 28	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 03
PLOT DATE : 5/11/2022 9:36 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########

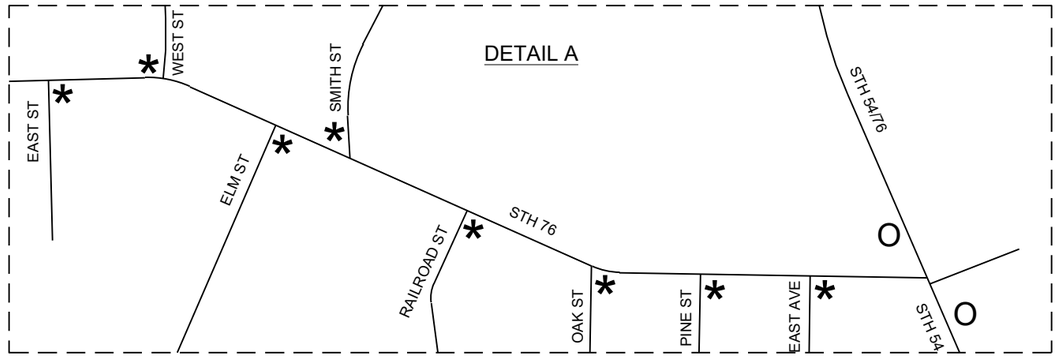
GENERAL NOTES FOR TRAFFIC CONTROL

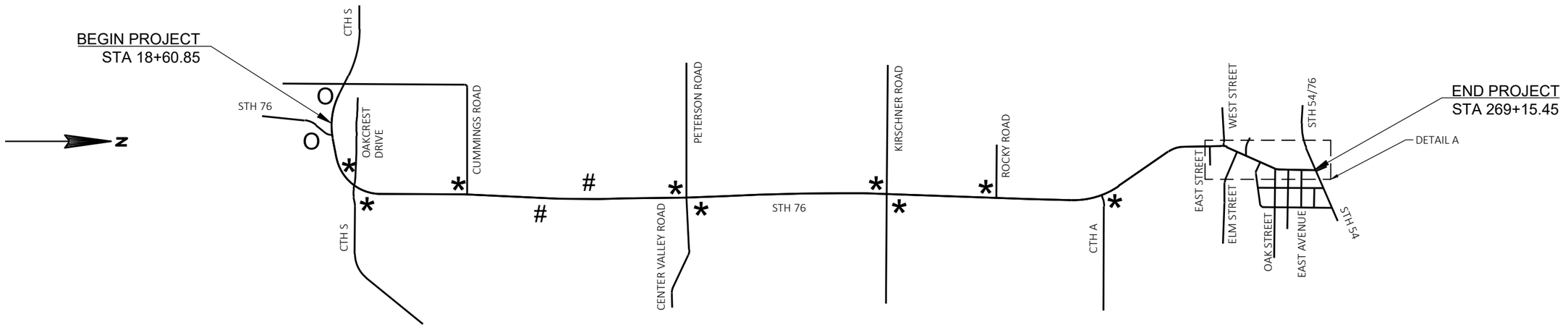
DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHODS OR SEQUENCES OF OPERATION.

TEMPORARY OR PERMANENT SIGNS WHICH CONFLICT WITH THE STAGED TRAFFIC CONTROL PLAN SHALL BE REMOVED OR COVERED.

EXISTING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQUIRED BY THE ENGINEER IN THE FIELD AND SHALL BE CONSIDERED INCIDENTAL TO THE TRAFFIC CONTROL ITEM.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.





* FOR SIDEROAD CLOSURES USE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 3 OR DETAIL 4 AS NEEDED FOR CURRENT CONSTRUCTION OPERATIONS.

\# FOR MAINLINE CLOSURE AT CULVERT REPLACEMENTS USE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL B FOR ADDITIONAL BARRICADES AND SIGNS.

O SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL B FOR ADVANCE WARNING SIGNING AND DETOUR SIGNING DETAIL FOR DETOUR SIGNING.

2

LEGEND

CURB RAMPS/SIDEWALKS/STORM SEWER UNDER CONSTRUCTION

SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS

TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHT TYPE A REQ'D)

TRAFFIC CONTROL BARRICADES TYPE II WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHT TYPE A REQ'D)

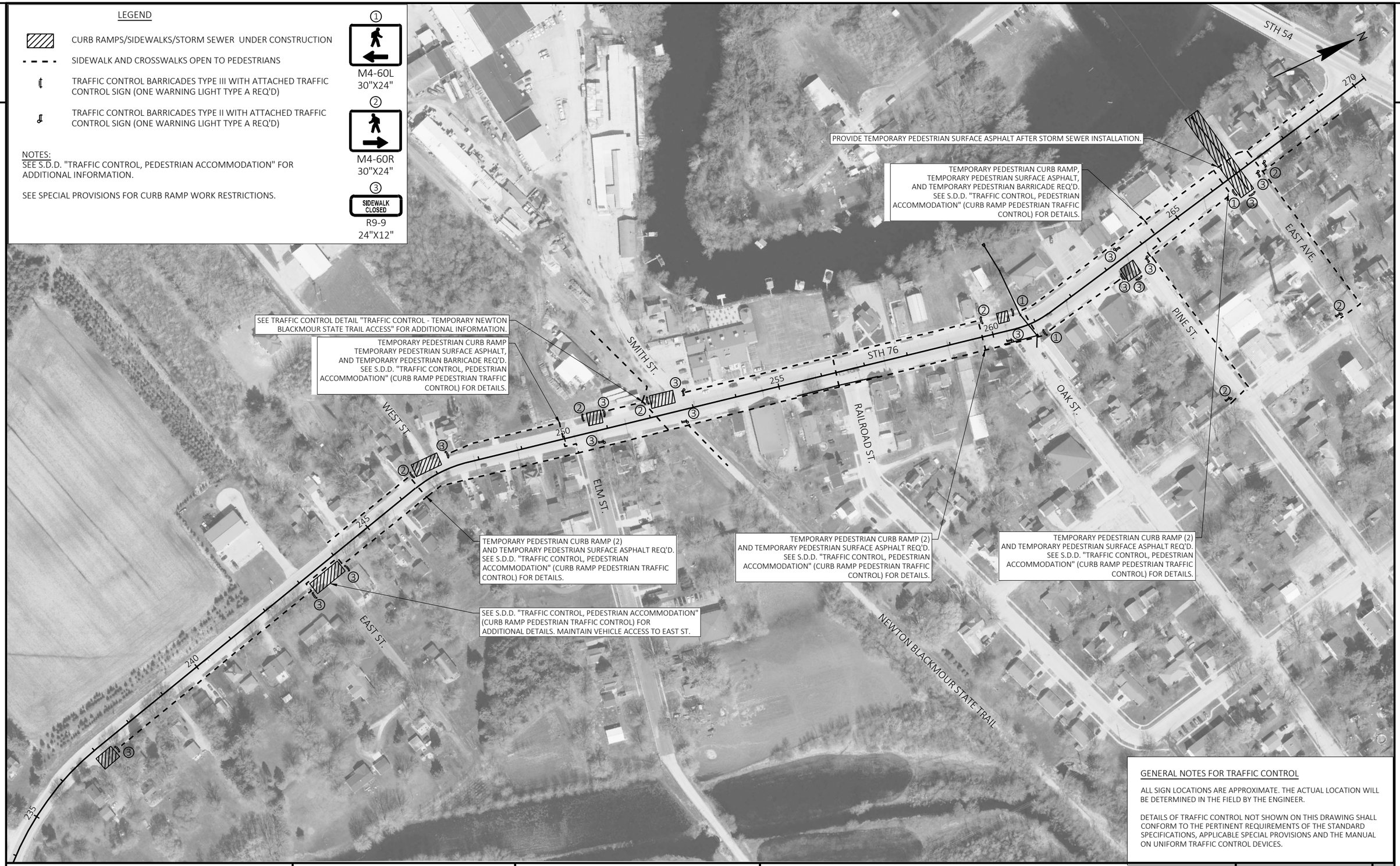
NOTES:
SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

SEE SPECIAL PROVISIONS FOR CURB RAMP WORK RESTRICTIONS.

① M4-60L 30"X24"

② M4-60R 30"X24"

③ SIDEWALK CLOSED R9-9 24"X12"



GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	TEMPORARY PEDESTRIAN ACCOMMODATIONS	SHEET 30	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\027001_PEDESTRIAN DETOUR.DWG
LAYOUT NAME - 027001_01
PLOT DATE : 7/12/2022 11:33 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

LEGEND

- CURB RAMPS/SIDEWALKS/STORM SEWER UNDER CONSTRUCTION
- SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS
- TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHT TYPE A REQ'D)
- TRAFFIC CONTROL BARRICADES TYPE II WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHT TYPE A REQ'D)

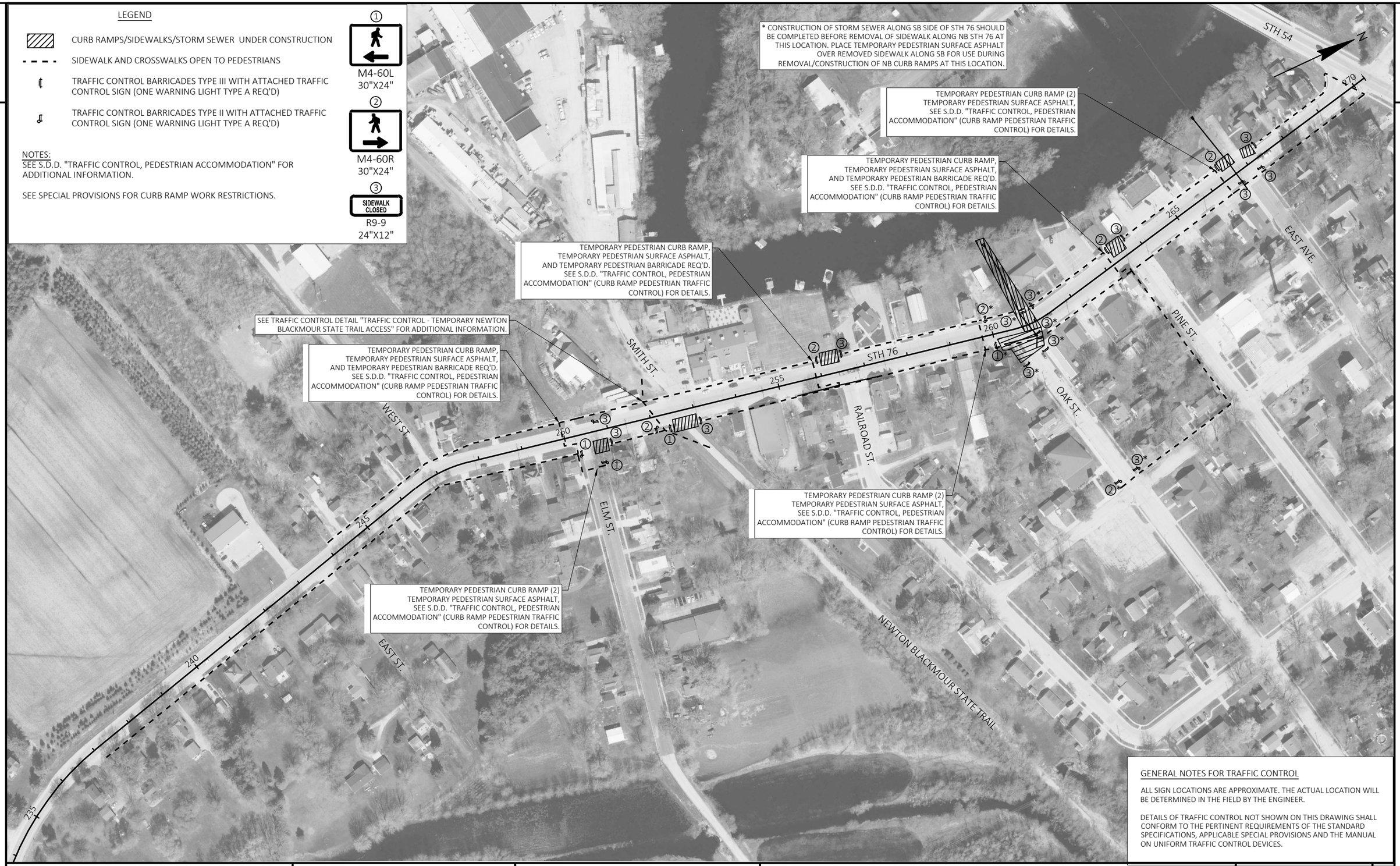
NOTES:
SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

SEE SPECIAL PROVISIONS FOR CURB RAMP WORK RESTRICTIONS.

① M4-60L 30"X24"

② M4-60R 30"X24"

③ SIDEWALK CLOSED R9-9 24"X12"



GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	TEMPORARY PEDESTRIAN ACCOMMODATIONS	SHEET 31	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\027001_PEDESTRIAN DETOUR.DWG
LAYOUT NAME - 027001_02

PLOT DATE : 7/12/2022 11:34 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########

2

LEGEND

CURB RAMPS/SIDEWALKS/STORM SEWER UNDER CONSTRUCTION

SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS

TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHT TYPE A REQ'D)

TRAFFIC CONTROL BARRICADES TYPE II WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHT TYPE A REQ'D)

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

SEE SPECIAL PROVISIONS FOR CURB RAMP WORK RESTRICTIONS.

① M4-60L 30"X24"

② M4-60R 30"X24"

③ SIDEWALK CLOSED R9-9 24"X12"



GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	TEMPORARY PEDESTRIAN ACCOMMODATIONS	SHEET 32	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\027001_PEDESTRIAN DETOUR.DWG
LAYOUT NAME - 027001_03

PLOT DATE : 7/12/2022 11:34 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########

LEGEND

- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- TRAFFIC CONTROL BARRICADES TYPE II (ONE WARNING LIGHT TYPE A REQ'D)
- TRAFFIC CONTROL BARRICADES TYPE II WITH ATTACHED TRAFFIC CONTROL SIGN (ONE WARNING LIGHT TYPE A REQ'D)

N

SMITH STREET

NEWTON BLACKMOUR STATE TRAIL

STH 76

P.L.

R/W

253+00

252+00

STAGE CONSTRUCTION SO SIDEWALK ON ONE SIDE OF STH 76 IS OPEN AT ALL TIMES.

TRAIL CLOSED
R9-9 (MOD.)
24"X12"

M4-60R
30"X24"

TLE

STA:252+09.6\79.9'LT

STA:252+00.4\74.1'LT

8'

STA:252+03.3\40.7'LT

STA:251+94.3\40.6'LT

6-INCHES BASE AGGREGATE DENSE 3/4-INCH REQ'D.

STOP
R1-1
12"X12"

TEMPORARY PEDESTRIAN CURB RAMP REQ'D. (8' MIN. WIDTH)

STA:252+93.7\53.6'RT

STA:252+83.9\59.3'RT

M4-60L
30"X24"

STA:252+46.0\37.4'RT

STA:252+36.9\37.5'RT

6-INCHES BASE AGGREGATE DENSE 3/4-INCH REQ'D.

STOP
R1-1
12"X12"

POST

GUY

MH

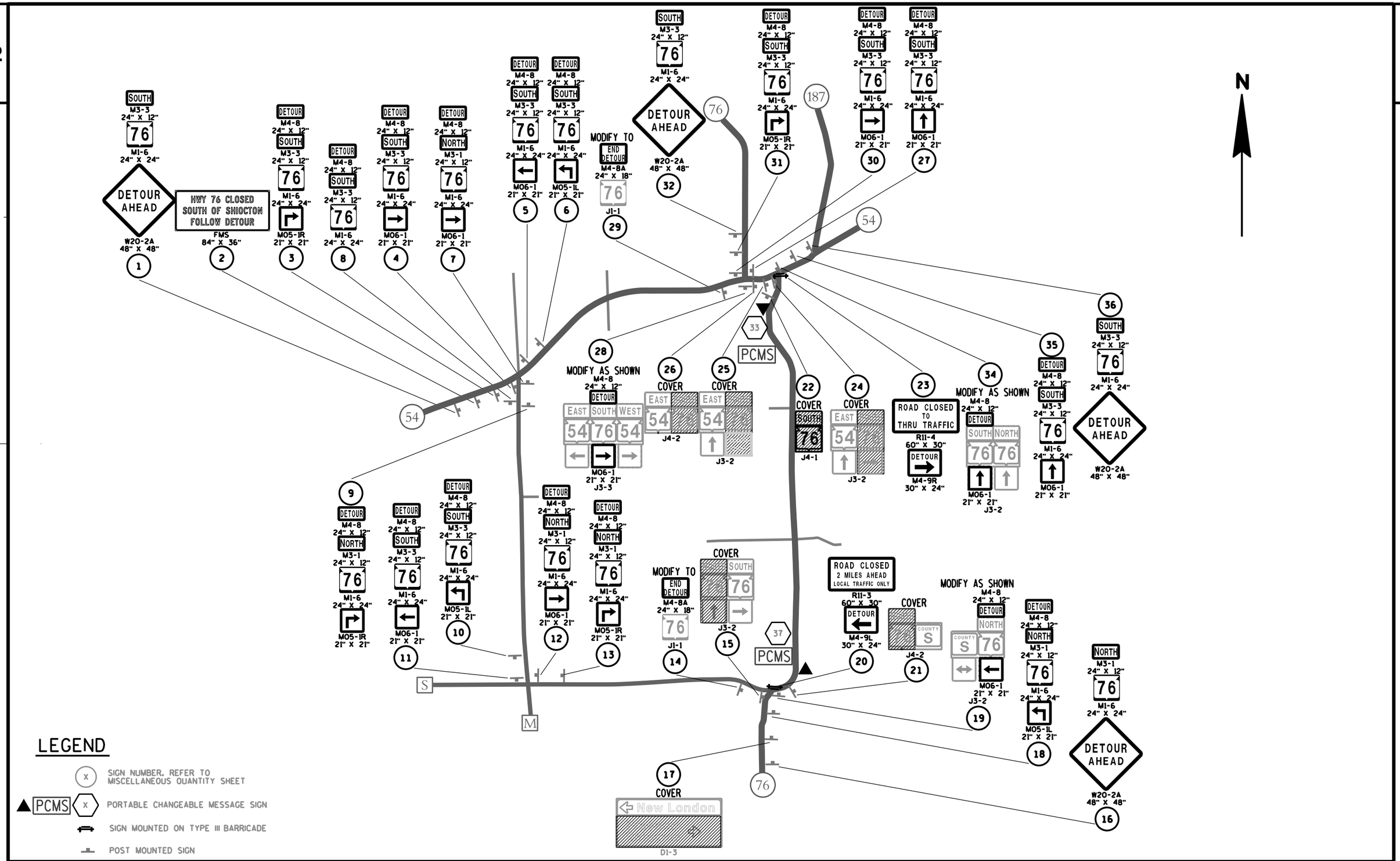
GV

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TEMPORARY NEWTON BLACKMOUR STATE TRAIL ACCESS	SHEET 33	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 01

PLOT DATE : 7/12/2022 8:12 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : STH114 STH55DETOURB PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

6517-15-60

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	52.000	52.000
0004	201.0220	Grubbing	ID	76.000	76.000
0006	203.0100	Removing Small Pipe Culverts	EACH	15.000	15.000
0008	203.0220	Removing Structure (structure) 01. STA 74+43	EACH	1.000	1.000
0012	204.0100	Removing Concrete Pavement	SY	730.000	730.000
0014	204.0110	Removing Asphaltic Surface	SY	534.000	534.000
0016	204.0115	Removing Asphaltic Surface Butt Joints	SY	145.000	145.000
0018	204.0120	Removing Asphaltic Surface Milling	SY	82,050.000	82,050.000
0020	204.0150	Removing Curb & Gutter	LF	729.000	729.000
0022	204.0155	Removing Concrete Sidewalk	SY	516.000	516.000
0024	204.0165	Removing Guardrail	LF	310.000	310.000
0030	204.0210	Removing Manholes	EACH	1.000	1.000
0032	204.0220	Removing Inlets	EACH	4.000	4.000
0038	204.0245	Removing Storm Sewer (size) 03. 12-Inch	LF	300.000	300.000
0042	204.0245	Removing Storm Sewer (size) 05. 15-Inch	LF	450.000	450.000
0050	205.0100	Excavation Common	CY	1,807.000	1,807.000
0054	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil 02. 6517-15-60	TON	20.000	20.000
0068	211.0101	Prepare Foundation for Asphaltic Paving (project) 03. 6517-15-60	EACH	1.000	1.000
0076	213.0100	Finishing Roadway (project) 03. 6517-15-60	EACH	1.000	1.000
0078	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,162.000	2,162.000
0080	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	1,601.000	1,601.000
0082	311.0110	Breaker Run	TON	59.000	59.000
0090	416.0160	Concrete Driveway 6-Inch	SY	40.000	40.000
0098	455.0605	Tack Coat	GAL	5,758.000	5,758.000
0104	460.2000	Incentive Density HMA Pavement	DOL	6,630.000	6,630.000
0112	460.5223	HMA Pavement 3 LT 58-28 S	TON	715.000	715.000
0114	460.5224	HMA Pavement 4 LT 58-28 S	TON	9,650.000	9,650.000
0120	465.0105	Asphaltic Surface	TON	265.000	265.000
0124	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	24.000	24.000
0136	504.0900	Concrete Masonry Endwalls	CY	18.600	18.600
0150	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	1.000	1.000
0156	520.8000	Concrete Collars for Pipe	EACH	8.000	8.000
0158	520.8700	Cleaning Culvert Pipes	EACH	2.000	2.000
0160	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	8.000	8.000
0162	521.3148	Culvert Pipe Corrugated Steel 48-Inch	LF	8.000	8.000
0172	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	68.000	68.000
0174	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0176	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	5.000	5.000
0178	522.2329	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 29x45-Inch	LF	156.000	156.000
0180	522.2414	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch	LF	34.000	34.000
0182	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	348.000	348.000
0184	522.2614	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 14x23-Inch	EACH	2.000	2.000
0186	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	20.000	20.000
0188	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	4.000	4.000
0194	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	725.000	725.000
0196	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	7.000	7.000
0198	601.0600	Concrete Curb Pedestrian	LF	18.000	18.000
0200	602.0405	Concrete Sidewalk 4-Inch	SF	3,700.000	3,700.000
0202	602.0415	Concrete Sidewalk 6-Inch	SF	1,070.000	1,070.000

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Line	Item	Item Description	Unit	Total	Qty
0204	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	337.000	337.000
0210	606.0100	Riprap Light	CY	79.000	79.000
0214	606.0300	Riprap Heavy	CY	15.000	15.000
0216	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	190.000	190.000
0218	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	76.000	76.000
0220	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	228.000	228.000
0222	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	236.000	236.000
0226	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0230	611.0636	Inlet Covers Type HM-S	EACH	1.000	1.000
0232	611.0639	Inlet Covers Type H-S	EACH	4.000	4.000
0234	611.2005	Manholes 5-FT Diameter	EACH	2.000	2.000
0236	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000
0238	611.3004	Inlets 4-FT Diameter	EACH	2.000	2.000
0242	611.8110	Adjusting Manhole Covers	EACH	3.000	3.000
0244	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0250	614.0305	Steel Plate Beam Guard Class A	LF	113.000	113.000
0252	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	4.000	4.000
0254	614.0400	Adjusting Steel Plate Beam Guard	LF	50.000	50.000
0268	618.0100	Maintenance And Repair of Haul Roads (project) 03. 6517-15-60	EACH	1.000	1.000
0270	619.1000	Mobilization	EACH	0.250	0.250
0272	624.0100	Water	MGAL	57.100	57.100
0274	625.0100	Topsoil	SY	826.000	826.000
0276	625.0500	Salvaged Topsoil	SY	1,315.000	1,315.000
0278	627.0200	Mulching	SY	1,161.000	1,161.000
0280	628.1104	Erosion Bales	EACH	90.000	90.000
0282	628.1504	Silt Fence	LF	614.000	614.000
0284	628.1520	Silt Fence Maintenance	LF	614.000	614.000
0286	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0288	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0290	628.2008	Erosion Mat Urban Class I Type B	SY	1,315.000	1,315.000
0294	628.6005	Turbidity Barriers	SY	50.000	50.000
0296	628.7005	Inlet Protection Type A	EACH	6.000	6.000
0298	628.7015	Inlet Protection Type C	EACH	30.000	30.000
0302	628.7504	Temporary Ditch Checks	LF	292.000	292.000
0304	628.7555	Culvert Pipe Checks	EACH	122.000	122.000
0306	628.7570	Rock Bags	EACH	20.000	20.000
0308	629.0210	Fertilizer Type B	CWT	1.360	1.360
0312	630.0140	Seeding Mixture No. 40	LB	39.700	39.700
0314	630.0500	Seed Water	MGAL	48.200	48.200
0316	633.5200	Markers Culvert End	EACH	26.000	26.000
0320	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	2.000	2.000
0322	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	2.000	2.000
0324	637.2210	Signs Type II Reflective H	SF	11.000	11.000
0328	638.2102	Moving Signs Type II	EACH	10.000	10.000
0330	642.5201	Field Office Type C	EACH	0.250	0.250
0332	643.0300	Traffic Control Drums	DAY	9,400.000	9,400.000
0334	643.0410	Traffic Control Barricades Type II	DAY	348.000	348.000
0336	643.0420	Traffic Control Barricades Type III	DAY	4,812.000	4,812.000
0338	643.0705	Traffic Control Warning Lights Type A	DAY	10,148.000	10,148.000

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Line	Item	Item Description	Unit	Total	Qty
0340	643.0900	Traffic Control Signs	DAY	11,136.000	11,136.000
0342	643.0920	Traffic Control Covering Signs Type II	EACH	7.000	7.000
0344	643.1000	Traffic Control Signs Fixed Message	SF	21.000	21.000
0346	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0348	643.3105	Temporary Marking Line Paint 4-Inch	LF	810.000	810.000
0352	643.5000	Traffic Control	EACH	0.250	0.250
0354	644.1410	Temporary Pedestrian Surface Asphalt	SF	580.000	580.000
0356	644.1601	Temporary Pedestrian Curb Ramp	DAY	140.000	140.000
0358	644.1605	Temporary Pedestrian Detectable Warning Field	SF	50.000	50.000
0360	644.1810	Temporary Pedestrian Barricade	LF	460.000	460.000
0364	645.0120	Geotextile Type HR	SY	23.000	23.000
0366	645.0130	Geotextile Type R	SY	235.000	235.000
0368	646.1020	Marking Line Epoxy 4-Inch	LF	25,815.000	25,815.000
0370	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	42,050.000	42,050.000
0372	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	500.000	500.000
0374	646.5020	Marking Arrow Epoxy	EACH	1.000	1.000
0376	646.6120	Marking Stop Line Epoxy 18-Inch	LF	40.000	40.000
0382	646.9000	Marking Removal Line 4-Inch	LF	810.000	810.000
0384	650.4000	Construction Staking Storm Sewer	EACH	10.000	10.000
0390	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	785.000	785.000
0392	650.6000	Construction Staking Pipe Culverts	EACH	20.000	20.000
0398	650.8000	Construction Staking Resurfacing Reference	LF	25,050.000	25,050.000
0400	650.9000	Construction Staking Curb Ramps	EACH	32.000	32.000
0404	650.9500	Construction Staking Sidewalk (project) 01. 6517-15-60	EACH	1.000	1.000
0410	650.9911	Construction Staking Supplemental Control (project) 03. 6517-15-60	EACH	1.000	1.000
0466	690.0150	Sawing Asphalt	LF	2,036.000	2,036.000
0468	690.0250	Sawing Concrete	LF	684.000	684.000
0474	740.0440	Incentive IRI Ride	DOL	37,967.000	37,967.000
0478	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 02. STA 74+43	EACH	1.000	1.000
0484	SPV.0035	Special 01. Foundation Backfill	CY	1,105.000	1,105.000
0502	SPV.0060	Special 09. Storm Sewer Tap	EACH	6.000	6.000
0504	SPV.0060	Special 10. Cleaning Inlets	EACH	1.000	1.000
0512	SPV.0090	Special 04. Concrete Curb and Gutter 24-Inch Type D	LF	47.000	47.000
0514	SPV.0090	Special 05. Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 48x76-Inc	LF	128.000	128.000

3

CLEARING AND GRUBBING

CATEGORY	STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
0010	148+72	RT	34	34
	250+82	LT	6	6
	260+27	LT	---	24
	260+48	LT	12	12
	TOTALS		52	76

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	- STATION	LOCATION	204.0010 SY
0010	133+55	- 136+19	LT/RT	100
	141+05	- 141+89	LT/RT	140
	146+56	- 147+34	LT/RT	120
	161+61	162+34	LT/RT	110
	180+52	181+36	LT	130
	188+50	189+36	RT	130
	TOTAL			730

REMOVAL ITEMS

CATEGORY	STATION	- STATION	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	204.0245 REMOVING STORM SEWER 03. 12-INCH LF	05. 15-INCH LF
0010	255+36	- 257+25	RT	---	1	190	---
	260+21	- 260+91	LT/RT	1	3	110	240
	266+64	- 266+66	LT/RT	---	---	---	210
	TOTALS			1	4	300	450

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	- STATION	LOCATION	204.0115 BUTT JOINTS SY	204.0110 SY	204.0120 MILLING SY
0010	18+60	- 90+00	LT/RT	35	---	24,800
	90+00	- 160+00	LT/RT	10	---	17,400
	160+00	- 235+00	LT/RT	35	---	21,700
	235+00	- 269+18	LT/RT	65	---	16,300
	21+14	- 21+21	LT	---	2	---
	237+03	- 237+16	RT	---	5	---
	243+39	- 243+48	RT	---	5	---
	243+72	- 243+80	RT	---	5	---
	246+79	- 246+86	LT	---	4	---
	246+97	- 247+07	LT	---	4	---
	250+18	- 250+33	RT	---	7	---
	250+65	- 250+83	RT	---	8	---
	250+70	- 250+85	LT	---	3	---
	252+18	- 252+57	LT	---	55	---
	252+53	- 252+85	RT	---	40	---
	256+16	- 256+40	LT	---	5	---
	255+30	- 257+29	RT	---	75	---
	260+23	- 260+38	LT	---	3	---
	260+12	- 260+91	LT/RT	---	120	---
	263+36	- 263+56	LT	---	5	---
	263+30	- 263+54	RT	---	9	---
	263+83	- 263+86	RT	---	7	---
	266+45	- 266+76	LT	---	90	---
	266+52	- 266+76	LT/RT	---	70	---
	267+06	- 267+27	LT	---	5	---
	267+05	- 267+26	RT	---	7	---
	SUBTOTALS (0010)			145	534	80,200
0020	252+82	- 269+18	LT/RT	---	---	1,850
	SUBTOTALS (0020)			0	0	1,850
	TOTALS			145	534	82,050

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EARTHWORK SUMMARY

CATEGORY	STATION - STATION	LOCATION	205.0100 EXCAVATION COMMON CY	** SPV.0035.01 FOUNDATION BACKFILL CY
0010	74+08 - 74+77	LT/RT	280	170
	113+76 - 114+28	RT	120	60
	133+55 - 136+19	LT/RT	150	90
	141+05 - 141+89	LT/RT	250	170
	146+56 - 147+34	LT/RT	200	130
	161+61 - 162+34	LT/RT	200	120
	162+18 - 162+57	RT	60	25
	180+52 - 181+36	LT/RT	240	160
	188+50 - 189+36	LT/RT	280	180
	231+50 - 234+00	LT/RT	27	---
	TOTALS		1,807	1,105

** ACCOUNTS FOR EXPANSION FACTOR OF 1.15

EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL

CATEGORY	STATION - STATION	LOCATION	205.0501.S.02 TON
0010	266+20 - 266+70	RT	20

PREPARE FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	PROJECT	211.0101 03. 6517-15-60 EACH
0010	6517-15-60	1

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100 03. 6517-15-60 EACH
0010	6517-15-60	1

CONCRETE DRIVEWAY 6-INCH

CATEGORY	STATION - STATION	LOCATION	416.0160 SY
0010	252+20 - 252+43	LT	20
	252+64 - 252+87	RT	20
	TOTAL		40

CONCRETE MASONRY ENDWALLS

CATEGORY	STATION	LOCATION	504.0900 CY
0010	74+43	RT	9.3
	74+43	LT	9.3
		TOTALS	18.6

ASPHALTIC ITEMS

CATEGORY	STATION - STATION	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTERANCES TON	455.0605 TACK COAT GAL
0010	18+60 - 90+00	2,910	---	---	---	1,700
	90+00 - 160+00	2,050	---	---	---	1,200
	160+00 - 235+00	2,550	---	---	---	1,500
	235+00 - 269+18	1,920	---	---	---	1,100
	73+98 - 74+88	---	40	21	---	20
	113+78 - 114+27	---	79	18	---	10
	135+55 - 136+19	---	67	15	---	10
	141+06 - 141+89	---	88	20	---	10
	146+57 - 147+34	---	82	18	---	10
	161+62 - 162+57	---	145	32	---	20
	180+53 - 181+36	---	88	20	---	10
	188+51 - 189+36	---	90	20	---	10
	218+79 - 219+13	---	36	11	---	8
	237+07 - 267+27	---	---	90	---	---
	256+10 - 266+77	---	---	---	24	---
	SUBTOTALS (0010)	9,430	715	265	24	5,608
0020	252+82 - 269+18	220	---	---	---	150
	SUBTOTALS (0020)	220	---	---	---	150
	TOTALS	9,650	715	265	24	5,758

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

BASE AGGREGATE DENSE

CATEGORY	STATION	-	STATION	LOCATION	305.0110 3/4-INCH TON	305.0120 1 1/4-INCH TON	311.0110 BREAKER RUN TON	624.0100 WATER MGAL
0010	18+60	-	72+75	LT/RT	480	1	---	7.2
	72+75	-	73+25	LT/RT	5	---	---	0.1
	73+25	-	73+99	LT/RT	9	---	---	0.1
	73+99	-	74+88	LT/RT	10	---	---	0.2
	74+88	-	75+55	LT/RT	8	260	---	4.0
	75+55	-	76+05	LT/RT	5	---	---	0.1
	76+05	-	86+10	LT/RT	100	---	---	1.5
	86+10	-	86+60	LT/RT	5	---	---	0.1
	86+60	-	88+70	LT/RT	25	---	---	0.4
	88+70	-	89+20	LT/RT	5	---	---	0.1
	89+20	-	90+00	LT/RT	8	---	---	0.1
	90+00	-	135+55	LT/RT	450	---	---	6.8
	113+78	-	114+27	LT/RT	---	75	---	1.1
	135+55	-	136+19	LT/RT	6	120	---	1.9
	136+19	-	141+06	LT/RT	45	---	---	0.7
	141+06	-	141+89	LT/RT	4	160	---	2.5
	141+89	-	146+57	LT/RT	45	---	---	0.7
	146+57	-	147+34	LT/RT	8	140	---	2.2
	147+34	-	160+00	LT/RT	120	---	---	1.8
	160+00	-	161+62	LT/RT	15	---	---	0.2
	161+62	-	162+62	LT/RT	10	150	---	2.4
	162+62	-	180+53	LT/RT	170	---	---	2.6
	180+53	-	181+36	LT/RT	8	160	---	2.5
	181+36	-	188+51	LT/RT	70	---	---	1.1
	188+51	-	189+36	LT/RT	6	85	---	1.4
	189+36	-	203+41	LT/RT	140	---	---	2.1
	203+41	-	203+91	LT/RT	5	---	---	0.1
	203+91	-	216+68	LT	75	---	---	1.1
	203+91	-	215+10	RT	60	---	---	0.9
	215+10	-	218+79	RT	25	---	---	0.4
	216+68	-	218+79	LT	15	---	---	0.2
	218+79	-	219+14	LT/RT	5	110	---	1.7
	219+14	-	230+68	LT/RT	160	---	---	2.4
	230+68	-	231+89	LT/RT	5	---	---	0.1
	233+74	-	235+00	LT	8	---	---	0.1
SUBTOTALS					2,115	1,261	0	50.9

BASE AGGREGATE DENSE (CONTINUED)

CATEGORY	STATION	-	STATION	LOCATION	305.0110 3/4-INCH TON	305.0120 1 1/4-INCH TON	311.0110 BREAKER RUN TON	624.0100 WATER MGAL
	234+03	-	235+00	RT	6	---	---	0.1
	235+00	-	235+74	LT/RT	9	---	---	0.1
	237+09	-	237+24	RT	---	3	---	0.1
	243+26	-	243+46	RT	---	4	---	0.1
	243+73	-	243+92	RT	---	3	---	0.1
	246+65	-	246+82	LT	---	3	---	0.1
	246+99	-	247+16	LT	---	3	---	0.1
	250+14	-	250+33	RT	---	6	---	0.1
	250+65	-	250+88	RT	---	7	---	0.1
	250+71	-	250+85	LT	---	4	---	0.1
	251+94	-	252+94	LT/RT	30	---	---	0.5
	252+12	-	252+56	LT	1	15	---	0.2
	252+52	-	252+93	RT	1	15	---	0.2
	255+28	-	256+42	RT	---	30	---	0.5
	256+10	-	256+41	LT	---	15	---	0.2
	256+32	-	256+73	RT	---	15	9	0.2
	256+69	-	257+33	RT	---	20	---	0.3
	260+13	-	260+52	RT	---	15	---	0.2
	260+23	-	260+40	LT	---	5	---	0.1
	260+27	-	260+95	LT/RT	---	50	35	0.8
	260+65	-	260+91	LT	---	10	---	0.2
	260+82	-	260+98	RT	---	10	---	0.2
	263+30	-	263+52	RT	---	8	---	0.1
	263+36	-	263+57	RT	---	5	---	0.1
	263+85	-	264+12	RT	---	8	---	0.1
	266+46	-	266+76	LT	---	40	---	0.6
	266+50	-	266+74	RT	---	15	---	0.2
	266+63	-	266+71	LT/RT	---	20	15	0.3
	267+08	-	267+27	LT	---	4	---	0.1
	267+06	-	267+26	RT	---	7	---	0.1
SUBTOTALS					47	340	59	6.2
TOTALS					2,162	1,601	59	57.1

3

CULVERT MISCELLANEOUS ITEMS

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	203.0220 REMOVING STRUCTURE 01. STA. 74+43 EACH	520.8700 CLEANING CULVERT PIPES EACH	SPV.0060.10 CLEANING INLETS EACH	REMARKS
0010	23+73	LT	1	---	---	---	24-INCH CMCP
	33+15	RT	---	---	1	---	12-INCH RCCP
	33+58	LT	---	---	---	1	---
	34+21	RT	---	---	1	---	12-INCH RCCP
	74+43	RT/LT	---	1	---	---	2 - 60-INCH CMCP
	99+97	LT	2	---	---	---	48-INCH CMCP
	113+92	LT	1	---	---	---	24-INCH CMCP
	114+04	RT	1	---	---	---	24-INCH CMCP
	114+23	LT	1	---	---	---	24-INCH CMCP
	135+87	RT/LT	1	---	---	---	18-INCH CMCP
	141+48	RT/LT	1	---	---	---	19X30-INCH CMCP
	146+95	RT/LT	1	---	---	---	24X38-INCH CMCP
	161+97	RT/LT	1	---	---	---	24X38-INCH CMCP
	162+34	RT	1	---	---	---	18-INCH CMCP
	180+97	RT/LT	1	---	---	---	24X38-INCH CMCP
	188+94	RT/LT	1	---	---	---	36-INCH CMCP
	218+97	RT/LT	2	---	---	---	24X38-INCH CMCP
	TOTALS		15	1	2	1	

CULVERT PIPE ITEMS

CATEGORY	STATION	LOCATION	520.1024 APRON ENDWALLS FOR CULVERT PIPES 24-INCH EACH	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	521.3148 CULVERT PIPE CORRUGATED STEEL 48-INCH LF	THICKNESS (INCHES) STEEL	522.0430 CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	522.1030* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.2329 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH LF	522.2414 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14x23-INCH LF	522.2419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19x30-INCH LF	SPV.0090.05 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 48X76-INCH LF	522.2614 APRON ENDWALLS FOR CULVERT PIPE HORIZONTAL ELLIPTICAL 14X23-INCH EACH	522.2619 APRON ENDWALLS FOR CULVERT PIPE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	522.2629 APRON ENDWALLS FOR CULVERT PIPE HORIZONTAL ELLIPTICAL 29X45-INCH EACH	633.5200 MARKERS CULVERT END EACH
0010	23+73	LT	1	---	---	---	---	---	---	---	---	---	---	---	---	2
	74+43	RT/LT	---	---	---	---	---	---	---	---	---	128	---	---	---	2
	99+97	LT	---	---	8	0.109	---	---	---	---	---	---	---	---	---	2
	113+92	LT	---	4	---	0.064	---	---	---	---	---	---	---	---	---	1
	114+04	RT	---	---	---	---	---	---	---	---	76	---	---	4	---	2
	114+23	LT	---	4	---	0.064	---	---	---	---	---	---	---	---	---	1
	135+87	RT/LT	---	---	---	---	---	---	---	---	32	---	---	2	---	2
	141+48	RT/LT	---	---	---	---	---	---	---	---	36	---	---	2	---	2
	146+95	RT/LT	---	---	---	---	---	---	---	---	68	---	---	4	---	2
	161+97	RT/LT	---	---	---	---	---	---	---	---	68	---	---	4	---	2
	162+34	RT	---	---	---	---	---	---	---	34	---	---	2	---	---	2
	180+97	RT/LT	---	---	---	---	---	---	---	---	68	---	---	4	---	2
	188+94	RT/LT	---	---	---	---	68	4	---	---	---	---	---	---	---	2
	218+97	RT/LT	---	---	---	---	---	---	156	---	---	---	---	---	4	2
	TOTALS		1	8	8		68	4	156	34	348	128	2	20	4	26

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	SPV.0090.04 24-INCH TYPE D LF	601.0411 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	601.0557 6-INCH SLOPED 36-INCH TYPE D LF
0010	21+14 - 21+21	LT	7	---	---	---	7
	237+03 - 237+16	RT	15	---	15	---	---
	243+39 - 243+46	RT	16	---	16	---	---
	243+72 - 243+80	RT	15	---	15	---	---
	246+79 - 246+86	LT	14	---	14	---	---
	247+04 - 247+07	LT	13	---	13	---	---
	250+18 - 250+33	RT	30	---	30	8	---
	250+65 - 250+83	RT	33	---	33	---	---
	250+70 - 250+85	LT	14	---	14	---	---
	252+18 - 252+57	LT	25	---	50	---	---
	252+53 - 252+85	RT	7	---	32	---	---
	256+16 - 256+40	LT	23	---	23	---	---
	255+30 - 256+33	RT	100	---	100	---	---
	256+33 - 256+42	RT	22	22	---	---	---
	256+66 - 256+67	RT	12	12	---	---	---
	256+67 - 257+30	RT	63	---	63	---	---
	260+23 - 260+38	LT	15	---	15	---	---
	260+64 - 260+91	LT	23	---	23	---	---
	260+13 - 260+54	RT	52	---	52	---	---
	260+79 - 260+98	RT	40	---	40	---	---
	263+36 - 263+56	LT	20	---	20	---	---
	263+30 - 263+54	RT	35	---	35	---	---
	263+83 - 263+86	RT	13	13	---	---	---
	263+86 - 264+02	RT	29	---	29	10	---
	266+52 - 266+71	LT	18	---	18	---	---
	267+09 - 267+27	LT	19	---	19	---	---
	266+52 - 266+76	RT	31	---	31	---	---
	267+09 - 267+26	RT	25	---	25	---	---
TOTALS			729	47	725	18	7

CONCRETE SIDEWALK

CATEGORY	STATION - STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
0010	237+12 - 237+24	RT	5	15	30	8
	243+26 - 243+43	RT	9	30	30	8
	243+75 - 243+92	RT	7	30	30	8
	246+67 - 246+84	LT	7	30	30	8
	247+06 - 247+11	LT	7	30	30	8
	250+15 - 250+30	RT	20	55	30	8
	250+68 - 250+88	RT	20	60	70	16
	250+71 - 250+84	LT	5	85	20	8
	252+11 - 252+54	LT	9	65	30	37
	252+51 - 252+92	RT	7	110	---	28
	255+28 - 256+40	RT	70	550	70	20
	256+09 - 256+39	LT	25	170	25	10
	256+68 - 257+33	RT	70	590	30	10
	260+30 - 260+45	LT	15	100	30	10
	260+64 - 260+88	LT	20	380	20	8
	260+12 - 260+48	RT	40	270	100	20
	260+83 - 260+99	RT	30	190	90	20
	263+35 - 263+51	LT	15	90	25	10
	263+30 - 263+49	RT	20	110	70	22
	263+87 - 264+12	RT	30	140	80	12
	266+46 - 266+77	LT	40	330	25	10
	267+09 - 267+25	LT	10	75	25	10
	266+49 - 266+71	RT	25	150	130	22
	267+10 - 267+25	RT	10	45	50	16
TOTALS			516	3,700	1,070	337

STORM SEWER

CATEGORY	FROM STRUCTURE	TO STRUCTURE	522.1024 * APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH LF	522.1030 * APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	608.0312 * STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0418 * STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0424 * STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0430 * STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	520.8000 * CONCRETE COLLARS FOR PIPE EACH	SPV.0060.09 * STORM SEWER TAP EACH
0010	10.1	10.2	---	---	73	---	---	---	2	1
	10.2	---	---	---	---	---	---	---	---	---
	10.3	10.2	---	---	26	---	---	---	1	---
	10.4	10.3	---	---	91	---	---	---	1	1
	20.1	20.3	---	---	---	76	---	---	---	---
	20.2	20.3	---	---	---	---	27	---	1	1
	20.3	20.4	---	---	---	---	---	60	---	---
	20.4	20.5	---	---	---	---	---	111	---	---
	20.5	20.6	---	---	---	---	---	65	---	---
	20.6	---	---	1	---	---	---	---	---	---
	30.1	30.2	---	---	---	---	70	---	2	1
	30.2	30.3	---	---	---	---	131	---	1	2
	30.3	---	1	---	---	---	---	---	---	---
	TOTALS		1	1	190	76	228	236	8	6

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

INLETS, MANHOLES, MANHOLE COVERS, AND INLET COVERS

CATEGORY	STRUCT. ID#	STATION	OFFSET	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	---	21+20	LT	---	---	---	---	1	---	---
	10.1	255+34.97	30.6' RT	---	---	---	---	---	---	1
	10.2	256+08.07	30.1' RT	---	---	---	---	---	---	---
	10.3	256+33.66	29.6' RT	---	---	1	---	---	1	1
	10.4	257+25.09	30.8' RT	---	---	---	---	---	---	1
	20.1	260+21.52	27.5' RT	---	---	1	---	---	1	1
	20.2	260+82.03	54.8' RT	---	---	---	---	---	---	1
	20.3	260+91.63	30.1' RT	---	1	---	---	---	1	1
	20.4	260+73.69	27.4' LT	1	---	---	---	---	1	1
	20.5	260+48.42	136.7' LT	1	---	---	1	---	---	1
	20.6	260+28.62	198.6 LT	---	---	---	---	---	---	---
	30.1	266+66.68	44.7' RT	---	---	---	---	---	---	1
	30.2	266+66.88	25.6' LT	---	---	---	---	---	---	1
	30.3	266+62.74	156.3' LT	---	---	---	---	---	---	---
	TOTALS			2	1	2	1	1	4	10

3

RIPRAP

CATEGORY	STATION - STATION	LOCATION	606.0100 RIPRAP LIGHT CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY	645.0130 GEOTEXTILE TYPE R SY
0010	74+24 - 74+63	LT	35	---	---	100
	113+74 - 113+83	RT	4	---	---	10
	135+81 - 135+90	LT	5	---	---	15
	141+46 - 141+56	LT	2	---	---	7
	146+87 - 147+02	LT	4	---	---	10
	161+90 - 162+04	LT	6	---	---	20
	162+06 - 162+14	RT	3	---	---	8
	180+88 - 181+02	LT	5	---	---	15
	188+86 - 189+01	LT	5	---	---	15
	218+86 - 219+07	LT	10	---	---	35
	260+26	LT	---	9	15	---
	266+62	LT	---	6	8	---
	TOTALS		79	15	23	235

ADJUSTING ITEMS

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
0010	255+35	RT	---	1
	257+25	RT	---	1
	260+82	RT	1	---
	266+67	RT	1	---
	266+67	LT	1	---
	TOTALS		3	2

3

GUARDRAIL ITEMS

CATEGORY	STATION - STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF	614.0305 STEEL PLATE BEAM GUARD CLASS A LF	614.0370 STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL EACH	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF
0010	231+50 - 232+38	RT	78	38	1	---
	231+58 - 232+34	LT	77	25	1	---
	232+34 - 232+58	LT	---	---	---	25
	232+38 - 262+62	RT	---	---	---	25
	232+58 - 233+34	LT	77	25	1	---
	232+62 - 233+37	RT	77	25	1	---
	TOTALS		310	113	4	50

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT	618.0100 03. 6517-15-60 EACH
0010	6517-15-60	1

MOBILIZATIONS EROSION CONTROL

CATEGORY	PROJECT	628.1905 EACH
0010	6517-15-60	10

MOBILIZATIONS EMERGENCY EROSION CONTROL

CATEGORY	PROJECT	628.1910 EACH
0010	6517-15-60	3

MOBILIZATION

CATEGORY	PROJECT	619.1000 EACH
0010	6517-15-60	0.25

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL
0010	21+13 - 21+22	LT	1	---	1	---	--	0.1	0.1
	73+98 - 74+87	LT/RT	---	260	---	260	0.16	5	5.8
	113+76 - 114+28	LT/RT	---	45	---	45	0.03	1	1.0
	135+55 - 136+18	LT/RT	---	55	---	55	0.03	1	1.2
	141+05 - 141+89	LT/RT	---	90	---	90	0.06	2	2.0
	146+56 - 147+34	LT/RT	---	80	---	80	0.05	1	1.7
	161+61 - 162+61	LT/RT	---	95	---	95	0.06	2	2.2
	180+52 - 181+36	LT/RT	---	85	---	85	0.06	2	2.0
	188+50 - 189+36	LT/RT	---	85	---	85	0.05	1	1.9
	218+79 - 219+14	LT/RT	---	130	---	130	0.08	2	2.8
	231+34 - 233+63	LT/RT	---	130	---	130	0.08	2	2.9
	237+09 - 237+24	RT	5	---	5	---	--	0.1	0.1
	243+26 - 243+92	RT	15	---	15	---	0.01	0.3	0.4
	246+65 - 247+15	LT	10	---	10	---	0.01	0.2	0.3
	250+14 - 250+88	LT/RT	45	---	45	---	0.03	1	1.0
	251+85 - 252+92	LT/RT	240	---	240	---	0.15	4	5.4
	255+28 - 256+85	LT/RT	90	---	90	---	0.06	2	2.0
	260+18 - 260+91	LT/RT	170	---	170	---	0.11	3	3.9
	263+30 - 264+12	LT/RT	30	---	30	---	0.02	1	0.6
	266+50 - 267+27	LT/RT	55	---	55	---	0.04	1	1.3
	UNDISTRIBUTED		165	260	500	260	0.27	8	9.6
	TOTALS		826	1,315	1,161	1,315	1.36	39.7	48.2

EROSION CONTROL ITEMS

CATEGORY	STATION - STATION	LOCATION	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.6005 TURBIDITY BARRIERS SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH
0010	74+43	LT	72	---	---	---	24	---	---	36	20
	99+97	LT	---	---	---	---	16	---	---	---	---
	113+92	LT	---	---	---	---	16	---	---	3	---
	114+04	RT	---	---	---	---	16	---	---	10	---
	114+23	RT	---	---	---	---	16	---	---	---	---
	135+87	LT	---	---	---	---	16	---	---	5	---
	141+48	LT	---	---	---	---	16	---	---	5	---
	146+95	LT	---	---	---	---	16	---	---	10	---
	161+97	LT	---	---	---	---	16	---	---	10	---
	162+34	RT	---	---	---	---	16	---	---	3	---
	180+97	LT	---	---	---	---	16	---	---	10	---
	188+94	LT	---	---	---	---	16	---	---	14	---
	218+97	LT	---	---	---	---	16	---	---	16	---
	231+25 - 232+37	RT	---	133	133	---	---	---	---	---	---
	231+33 - 232+33	LT	---	121	121	---	---	---	---	---	---
	232+59 - 233+59	LT	---	122	122	---	---	---	---	---	---
	232+63 - 233+78	RT	---	138	138	---	---	---	---	---	---
	236+63	RT	---	---	---	---	---	---	1	---	---
	236+91	LT	---	---	---	---	---	---	1	---	---
	237+28	RT	---	---	---	---	---	---	1	---	---
	240+43	LT/RT	---	---	---	---	---	---	2	---	---
	243+28	RT	---	---	---	---	---	---	1	---	---
	243+39	LT	---	---	---	---	---	---	1	---	---
	243+83	RT	---	---	---	---	---	---	1	---	---
	246+60	LT	---	---	---	---	---	---	1	---	---
	248+95	LT/RT	---	---	---	---	---	---	2	---	---
	250+32	145' RT	---	---	---	---	---	---	1	---	---
	250+67	145' RT	---	---	---	---	16	---	---	---	---
	250+93	RT	---	---	---	---	---	---	1	---	---
	253+76	LT	---	---	---	---	---	---	1	---	---
	255+35	RT	---	---	---	---	---	1	1	---	---
	256+34	RT	---	---	---	---	---	1	1	---	---
	256+56	LT	---	---	---	---	---	---	1	---	---
	257+25	RT	---	---	---	---	---	1	1	---	---
	260+22	LT/RT	---	---	---	25	---	1	1	---	---
	260+73	LT	---	---	---	---	---	1	1	---	---
	260+91	RT	---	---	---	---	---	1	1	---	---
	260+85	175' RT	---	---	---	---	---	---	1	---	---
	262+49	LT/RT	---	---	---	---	---	---	1	---	---
	263+85	223' RT	---	---	---	---	---	---	1	---	---
	264+57	LT/RT	---	---	---	---	---	---	2	---	---
	266+50	LT\RT	---	---	---	25	---	---	2	---	---
	266+73	185' RT	---	---	---	---	---	---	1	---	---
	267+08	185' RT	---	---	---	---	---	---	1	---	---
UNDISTRIBUTED			18	100	100	---	60	---	---	---	---
TOTALS			90	614	614	50	292	6	30	122	20

FIELD OFFICE TYPE C

CATEGORY	PROJECT	642.5201 EACH
0010	6517-15-60	0.25

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	6517-15-60	0.25

PEDESTRIAN ACCOMODATION

CATEGORY	STATION - STATION	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	* 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	* 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	* 643.0300 TRAFFIC CONTROL DRUMS DAY	* 643.0900 TRAFFIC CONTROL SIGNS DAY	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	646.9000 MARKING REMOVAL LINE 4-INCH LF
0010	236+85 - 267+39	348	172	868	40	816	460	140	50	580	810	810

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

PAVEMENT MARKING ITEMS

CATEGORY	STATION - STATION	646.1020 MARKING LINE EPOXY 4-INCH SOLID YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH SKIPS YELLOW LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH WHITE LF	646.3040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF
0010	18+60 - 90+00	6,620	1,110	13,400	390	---	40
	90+00 - 160+00	2,610	1,620	13,850	---	---	---
	160+00 - 229+75	4,940	1,380	13,650	---	---	---
	229+75 - 235+00	580	115	1,050	---	---	---
	235+00 - 269+18	6,840	---	100	110	1	---
	SUBTOTALS	21,590	4,225	42,050	500	1	40
	TOTALS	25,815		42,050	500	1	40

PERMANENT SIGNING SUMMARY

CATEGORY	STATION	LOCATIONS	SIGN CODE	SIGN MESSAGE	SIGN SIZE (WXH) INCH	637.2210 SIGNS TYPE II REFLECTIVE H SF	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	REMARKS
0010	250+20	RT	R9-3A	NO PEDESTRIAN CROSSING (SYMBOL)	24 X 24	4.00	1	
	250+20	RT	R9-3BR	USE CROSSWALK W/ RIGHT ARROW	18 X 12	1.50	---	MOUNT ON SAME POST AS SIGN R9-3A; 4' MOUNTING HEIGHT
	263+97	RT	R9-3A	NO PEDESTRIAN CROSSING (SYMBOL)	24 X 24	4.00	1	
	263+97	RT	R9-3BR	USE CROSSWALK W/ RIGHT ARROW	18 X 12	1.50	---	MOUNT ON SAME POST AS SIGN R9-3A; 4' MOUNTING HEIGHT
	TOTALS					11.00	2	

MOVING SIGNS TYPE II

CATEGORY	STATION	LOCATION	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	638.2102 MOVING SIGNS TYPE II EACH
0010	250+27	RT	---	1
	250+70	RT	---	1
	256+36	RT	---	1
	256+73	RT	---	1
	260+43	RT	---	1
	260+85	RT	---	1
	263+46	RT	---	1
	263+92	RT	---	1
	267+13	RT	---	2
	UNDISTRIBUTED	LT/RT	2	---
	TOTALS		2	10

TRAFFIC CONTROL

CATEGORY	STATION - STATION	DAYS	* 643.0300 DRUMS DAY	* 643.0420 BARRICADES TYPE III DAY	* 643.0705 WARNING LIGHTS TYPE A DAY	* 643.0900 SIGNS DAY
0010	18+60 - 269+15	60	9,360	4,440	8,880	5,040
	TEMPORARY TRAIL ACCESS	10	---	80	160	60
	TOTALS		9,360	4,520	9,040	5,100

*ADDITIONAL QUANTITES LISTED ELSEWHERE

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 60 DAYS	643.0900 * SIGNS DAYS	643.0420 * BARRICADES TYPE III DAYS	643.0705 * WARNING LIGHTS TYPE A DAYS	643.1000 FIXED MESSAGE SIGN SF	643.1050 SIGNS PCMS EACH	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 54, W. OF CTH M, PLACE 1500' W. OF CTH M INTERSECTION	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	W 20-2A	48"X48"	1	60	60	---	---	---	---	---	---	
2	STH 54, W. OF CTH M, PLACE 1000' W. OF CTH M INTERSECTION	FMS	84"X36"	1	---	---	---	---	21	---	---	---	SEE SIGN DETAIL SHEET
3	STH 54, W. OF CTH M, PLACE 500' W. OF CTH M INTERSECTION	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 5-1R	21"X21"	1	60	60	---	---	---	---	---	---	
4	STH 54, AT CTH M, PLACE RIGHT OF EXISTING J13-1 SIGN	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 6-1	21"X21"	1	60	60	---	---	---	---	---	---	RIGHT
5	STH 54, AT CTH M, PLACE RIGHT OF EXISTING J13-1 SIGN	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 6-1	21"X21"	1	60	60	---	---	---	---	---	---	LEFT
6	STH 54, E. OF CTH M, PLACE 500' E. OF CTH M INTERSECTION	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 5-1L	21"X21"	1	60	60	---	---	---	---	---	---	
7	CTH M, AT STH 54, PLACE RIGHT OF EXISTING J13-2	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-1	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 6-1	21"X21"	1	60	60	---	---	---	---	---	---	RIGHT
8	CTH M, S. OF STH 54, PLACE RIGHT OF EXISTING J4-1 SIGN	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
9	CTH M, S. OF STH 54, PLACE 500' S. OF STH 54 INTERSECTION	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-1	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 5-1R	21"X21"	1	60	60	---	---	---	---	---	---	
10	CTH M, N. OF CTH S, PLACE 500' N. OF CTH S INTERSECTION	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 5-1L	21"X21"	1	60	60	---	---	---	---	---	---	
11	CTH M, AT CTH S, PLACE RIGHT OF EXISTING J13-1 SIGN	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 6-1	21"X21"	1	60	60	---	---	---	---	---	---	LEFT
12	CTH S, AT CTH M, PLACE RIGHT OF EXISTING J13-1 SIGN	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-1	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 6-1	21"X21"	1	60	60	---	---	---	---	---	---	RIGHT
	PAGE SUBTOTALS					2,520	0	0	21	0		0	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL DETOUR SIGN SUMMARY (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 60 DAYS	643.0900 SIGNS DAYS *	643.0420 BARRICADES TYPE III DAYS *	643.0705 WARNING LIGHTS TYPE A DAYS *	643.1000 FIXED MESSAGE SIGN SF	643.1050 SIGNS PCMS EACH	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
13	CTH S, E. OF CTH M, PLACE 500' E. OF CTH M INTERSECTION	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-1	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 5-1R	21"X21"	1	60	60	---	---	---	---	---	---	
14	CTH S, W. OF STH 76, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	60	60	---	---	---	---	---	---	
15	CTH S, AT STH 76, COVER EXISTING J3-2 SIGN AS SHOWN			---	---	---	---	---	---	---	1	1	COVER "NORTH 76 AHEAD"
16	STH 76, S. OF CTH S, PLACE 1500' S. OF CTH S INTERSECTION	M 3-1	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	W 20-2A	48"X48"	1	60	60	---	---	---	---	---	---	
17	STH 76, S. OF CTH S, COVER EXISTING D1-3 SIGN AS SHOWN			---	---	---	---	---	---	---	1	1	COVER "FREEDOM-SHIOCTON"
18	STH 76, S. OF CTH S, PLACE 500' S. OF CTH S INTERSECTION	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-1	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 5-1L	21"X21"	1	60	60	---	---	---	---	---	---	
19	STH 76, AT CTH S, MODIFY EXISTING J3-2 SIGN AS SHOWN	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	MO 6-1	21"X21"	1	60	60	---	---	---	---	---	---	LEFT
20	STH 76, AT CTH S, PLACE ON RIGHT SHOULDER, NE QUADRANT OF INTERSECTION	R 11-3	60"X30"	1	60	60	60	120	---	---	---	---	2 MILES AHEAD
	"	M 4-9L	30"X24"	1	60	60	---	---	---	---	---	---	
21	STH 76, N. OF CTH S, COVER EXISTING J4-2 SIGN AS SHOWN			---	---	---	---	---	---	---	1	1	COVER "NORTH 76"
22	STH 76, S. OF STH 54, COVER EXISTING J4-1 SIGN AS SHOWN			---	---	---	---	---	---	---	1	1	COVER ENTIRE SIGN
23	STH 76, AT STH 54, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF INTERSECTION	R 11-4	60"X30"	1	60	60	60	120	---	---	---	---	
	"	M 4-9R	30"X24"	1	60	60	---	---	---	---	---	---	
24	STH 54/76, AT STH 76 SOUTH, COVER EXISTING J3-2 SIGN AS SHOWN			---	---	---	---	---	---	---	1	1	COVER "SOUTH 76 RIGHT"
25	STH 54/76, W. OF STH 76 SOUTH, COVER EXISTING J3-2 SIGN AS SHOWN			---	---	---	---	---	---	---	1	1	COVER "SOUTH 76 SECOND RIGHT"
26	STH 54/76, W. OF STH 76 SOUTH, COVER EXISTING J4-2 SIGN AS SHOWN			---	---	---	---	---	---	---	1	1	COVER "SOUTH 76"
27	STH 54, AT STH 76 NORTH, PLACE RIGHT OF EXISTING J13-2 SIGN	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 6-1	21"X21"	1	60	60	---	---	---	---	---	---	AHEAD
28	STH 54, AT STH 76 NORTH, MODIFY EXISTING J3-3 SIGN AS SHOWN	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	MO 6-1	21"X21"	1	60	60	---	---	---	---	---	---	RIGHT
29	STH 54, W. OF STH 76 NORTH, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	60	60	---	---	---	---	---	---	
30	STH 76, AT STH 54, PLACE RIGHT OF EXISTING J3-2 SIGN	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 6-1	21"X21"	1	60	60	---	---	---	---	---	---	RIGHT
	PAGE SUBTOTALS					1,740	120	240	0	0		7	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL DETOUR SIGN SUMMARY (CONTINUED)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 60 DAYS	643.0900 SIGNS DAYS *	643.0420 BARRICADES TYPE III DAYS *	643.0705 WARNING LIGHTS TYPE A DAYS *	643.1000 FIXED MESSAGE SIGN SF	643.1050 SIGNS PCMS EACH	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
31	STH 76, N. OF STH 54, PLACE 500' N. OF STH 54 INTERSECTION	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 5-1R	21"X21"	1	60	60	---	---	---	---	---	---	
32	STH 76, N. OF STH 54, PLACE 1500' N. OF STH 54 INTERSECTION	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	W 20-2A	48"X48"	1	60	60	---	---	---	---	---	---	
33	STH 76, S. OF STH 54, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1	---	---	---	---	---	7	---	---	PLACE IN ADVANCE OF FULL CLOSURE
34	STH 54, E. OF STH 76 SOUTH, MODIFY EXISTING J3-2 SIGN AS SHOWN	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	MO 6-1	21"X21"	1	60	60	---	---	---	---	---	---	AHEAD
35	STH 54, E. OF STH 76 SOUTH, PLACE 500' E. OF STH 76 SOUTH INTERSECTION	M 4-8	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	MO 6-1	21"X21"	1	60	60	---	---	---	---	---	---	AHEAD
36	STH 54, E. OF STH 76 SOUTH, PLACE 1500' E. OF STH 76 SOUTH INTERSECTION	M 3-3	24"X12"	1	60	60	---	---	---	---	---	---	
	"	M 1-6	24"X24"	1	60	60	---	---	---	---	---	---	76
	"	W 20-2A	48"X48"	1	60	60	---	---	---	---	---	---	
37	STH 76, N. OF CTH S INTERSECTION, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1	---	---	---	---	---	7	---	---	PLACE IN ADVANCE OF FULL CLOSURE
	PAGE SUBTOTALS					960	0	0	0	14		0	
	DETOUR TOTALS					5,220	120	240	21	14		7	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONSTRUCTION STAKING

CATEGORY	STATION - STATION	650.5500 CURB GUTTER AND CURB & GUTTER LF	650.6000 PIPE CULVERTS EACH	650.8000 RESURFACING REFERENCE LF	650.9000 CURB RAMPS EACH	650.9500 SIDEWALK 02. 6517-15-60 EACH	650.9911 SUPPLEMENTAL CONTROL 03. 6517-15-60 EACH
0010	18+60 - 269+15	785	20	25,050	32	1	1

SAWING EXISTING PAVEMENT

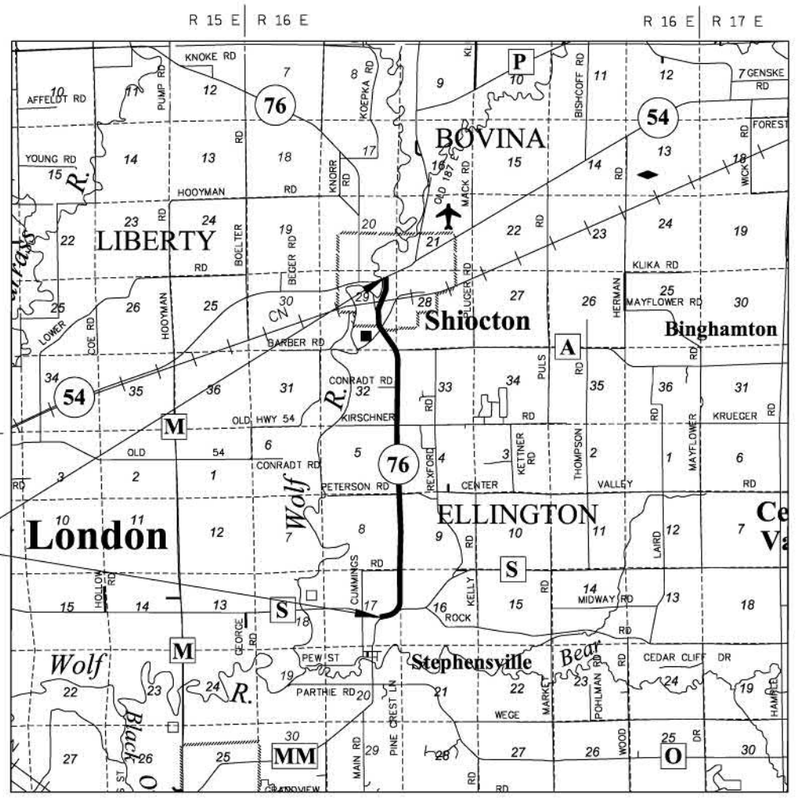
CATEGORY	STATION - STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	21+14 - 21+21	LT	11	6
	73+99 - 74+88	LT/RT	12	32
	113+78 - 114+27	RT	82	---
	135+55 - 136+19	LT/RT	12	32
	141+06 - 141+89	LT/RT	12	32
	146+56 - 147+34	LT/RT	12	32
	161+62 - 162+57	LT/RT	77	32
	180+53 - 181+36	LT/RT	12	32
	188+51 - 189+36	LT/RT	12	32
	218+79 - 219+14	LT/RT	60	---
	231+38 - 233+78	LT/RT	235	---
	237+07 - 237+16	RT	25	6
	243+39 - 243+81	RT	54	12
	246+77 - 247+06	LT	49	13
	250+18 - 250+83	RT	81	27
	250+71 - 250+85	LT	18	13
	252+12 - 252+58	LT	66	6
	252+52 - 252+86	RT	36	14
	255+28 - 257+29	RT	265	100
	256+10 - 256+40	LT	67	17
	260+13 - 260+91	LT/RT	305	92
	260+23 - 260+39	LT	19	17
	263+30 - 264+12	RT	83	39
	263+36 - 263+57	LT	25	17
	266+52 - 266+76	LT/RT	345	50
	267+05 - 267+26	RT	35	13
	267+06 - 267+27	LT	26	18
TOTALS			2,036	684

INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM

CATEGORY	999.2000.S 02. STA 74+43 EACH
0010	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
6517-15-20
STEPHENSVILLE - SHIOCTON
SOUTH JUNCTION CTH S - STH 54
STH 76
OUTAGAMIE COUNTY





CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

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

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER (25) UTILITY NUMBER (40)
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

LAYOUT SCALE 0 1 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6517-15-20.

NOTES:

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

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

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

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

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

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

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

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

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

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

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

PROJECT NUMBER 6517-15-20-4.01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\RW\DWG\040101_RT.DWG
LAYOUT NAME: 040101_rt
PLOT DATE : 9/16/2015 3:04 PM PLOT BY : BARTELT, HEATHER PLOT NAME : _____
APPRAISAL PLAT DATE : 12/10/20
STH 76 6517-15-20-4.01

TRANSPORTATION PROJECT PLAT NO: 6517-15-20 - 4.01

THAT PART OF THE SE 1/4 OF THE NE 1/4 IN SECTION 8, T 22 N, R 16 E, TOWN OF ELLINGTON, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 76 STEPHENSVILLE - SHIOCTON (SOUTH JUNCTION CTH S - STH 54) OUTAGAMIE COUNTY

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

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

POINT #	STATION	OFFSET
100	87+73.26	10.51'
101	87+72.75	-54.77'
102	88+15.59	-54.67'
103	89+20.56	-26.41'
104	100+89.38	-25.92'
107	100+89.30	44.08'
108	89+20.57	43.61'
109	88+15.32	55.33'
110	87+74.24	55.23'

POINT #	STATION	OFFSET
TLE100	99+82.29	-25.62'
TLE101	99+82.25	-35.62'
TLE102	100+12.25	-35.73'
TLE103	100+12.29	-25.73'

GN

SCALE, FEET
0 50 100

Document #: 2216832
Date: 12-11-2020 Time: 9:53 AM
Pages: 2 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI

SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6517-15-20-4.01
AMENDMENT NO:
SHEET 1 OF 2

4

4

NOT FOUND
COUNTY SURVEYOR COORDINATE
Y=611128.13
X=780318.29

PI STA = 88+02.20
Y = 611143.543
X = 783051.671
DELTA = 4°04'55" LT
D = 0°25'00"
T = 490.03'
L = 979.65'
R = 13750.99'
PC STA = 83+12.16
PT STA = 92+91.81
BK = N02°38'17"E
AH = N01°26'38"W

ALIGNMENT SUB-CURVE
PC STA = 87+73.17
Y = 611114.814
X = 783042.613
DELTA = 2°09'40" LT
D = 0°25'00"
T = 259.35'
L = 518.64'
R = 13750.99'

TOWN OF ELLINGTON

SE-NE

PI STA.=99+53.94
Y=612295.339
X=783022.639
DELTA= 0°32'34" RT

STA 87+73.17

S 89° 43' 12" E 2669.58'

P.L.

EP: 87+73.16

N89°43'12"W 54.77'
R/L TO R/W
N89°43'12"W 1050'
SEC. COR. TO R/L

N0° 45' 41"E
42.67'

IP 102 108.41' N15° 26' 02"E 103

P.L.

N1° 06' 42"W 1168.32'

90

95

N1° 26' 38"W R/L

N1° 06' 42"W, 1315.72'

PT: 92+91.81

55'

33'

37'

PI: 88+02.20

IP 109 S6° 00' 34"E 106.27' 108

110

S89°26'46"W 44.72'
R/W TO SEC. COR.

S0° 45' 41"W
41.24'

S 89° 26' 46" W 2578.34'

STH 76

S1° 06' 42"E 1169.47'

100
FOUND MAG NAIL
Y=611114.773
X=783053.127
STA. 87+73.26/10.51 RT

NOT FOUND
COUNTY SURVEYOR COORDINATE
Y=611140.13
X=785676.07

103 CENTURYLINK
NO RECORDED EASEMENT
PARCEL 1

SW-NW

TLE-SLOPES
300 S.F.
1

103

TLE101 TLE102 104

TLE100 TLE103

100

FO

OJ

P.L.

STA. 100+88.88

S89° 48' 32"E 25.92'
R/W TO R/L

S89° 48' 39"E 7.08'
R/L TO SEC. LINE

N0° 54' 04"W R/L

PI: 99+53.94

S1° 06' 42" E
1315.62'

107

N88° 14' 25"E 37.00'
SEC. LINE TO R/W

COMPUTED FROM TIES
Y=613745.613
X=783002.076
STA. 114+04.36/2.25' RT

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE DEPARTMENT

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W NEW	S.F REQUIRED EXISTING	S.F REQUIRED TOTAL	TLE S.F.
1	DAVID A., JOSEPH L., AND DEBRA K. WENNINGER	TLE	---	---	---	300

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
103	CENTURYLINK	RELEASE OF RIGHTS

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

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

FOUND IRON PINS ARE 1-1/4" REBARS UNLESS OTHERWISE NOTED.

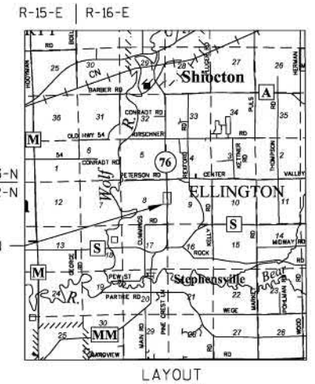
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

HWY	BASIS OF EXISTING R/W	YEAR	WIDTH
STH 76	PREVIOUS PROJECT 6517-08-21-4.01	2006	VARIES
	PREVIOUS PROJECT 3323	1929	37'

R-15-E | R-16-E

T-23-N
T-22-N

SHEET LOCATION



LAYOUT
SCALE 0 1 MI.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF THIS DOCUMENT.

STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6517-15-20-4.01 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

SIGNATURE: Heather Bartelt DATE: 12/10/20
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: Curt Van Erem DATE: 12/11/20
PRINT NAME: CURT VAN EREM

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\RW\DWG\040101_RP.DWG
APPRAISAL PLAT DATE : 12/10/20
PLOT DATE : 12/10/2020 4:21 PM PLOT BY : BARTELT, HEATHER PLOT NAME : PLOT SCALE : ##########
STH 76 6517-15-20-4.01

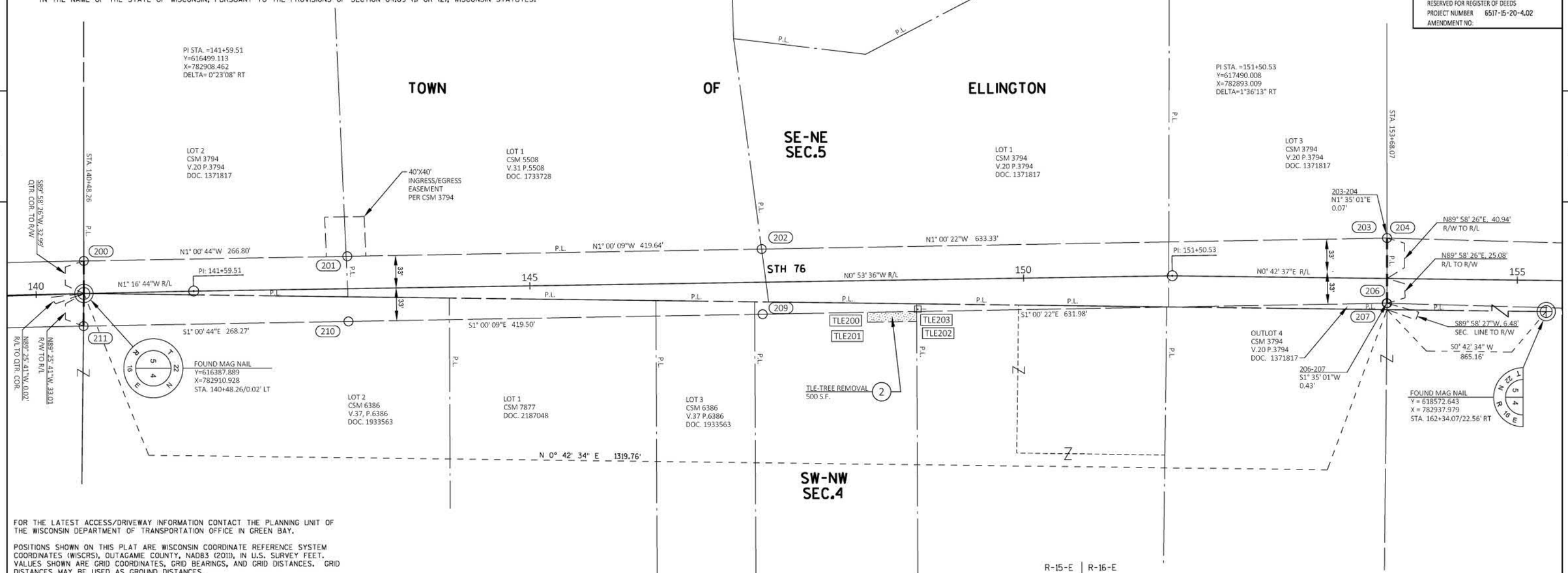
TRANSPORTATION PROJECT PLAT NO: 6517-15-20 - 4.02

THAT PART OF THE SW 1/4 OF THE NW 1/4 IN SECTION 4, T 22 N, R 16 E, TOWN OF ELLINGTON, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 76 STEPHENSVILLE - SHIOCTON (SOUTH JUNCTION CTH S - STH 54) OUTAGAMIE COUNTY

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

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



Document #: **2217752**
Date: **12-18-2020** Time: **9:16 AM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6517-15-20-4.02
AMENDMENT NO:

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

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

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

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

HWY	BASIS OF EXISTING R/W	YEAR	WIDTH
STH 76	EXISTING CENTERLINE	---	66'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE DEPARTMENT

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W NEW	S.F REQUIRED EXISTING	S.F REQUIRED TOTAL	TLE S.F.
2	PEGGY HELM-QUEST	TLE	---	---	---	500

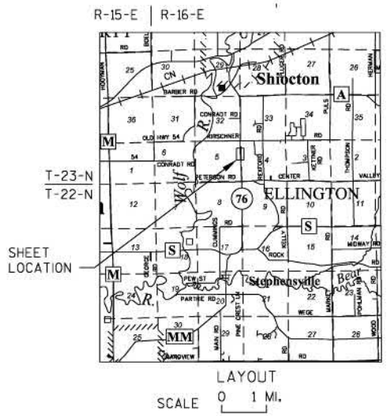
UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	WE ENERGIES-ELECTRIC	RELEASE OF RIGHTS

POINT *	STATION	OFFSET
200	140+48.98	-33.00'
201	143+15.56	-32.81'
202	147+35.21	-33.61'
203	153+67.47	-40.94'
204	153+67.55	-40.94'
206	153+68.39	25.08'
207	153+67.96	25.08'
209	147+35.19	32.39'
210	143+15.69	33.19'
211	140+47.19	33.00'

POINT *	STATION	OFFSET
TLE200	148+41.28	32.18'
TLE201	148+41.17	42.18'
TLE202	148+91.17	42.09'
TLE203	148+91.29	32.09'

(100) WE ENERGIES-ELECTRIC (WEPCO) EASEMENT DOC. 952799 J.9139, L.27-31 PARCEL 2



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF DOCUMENT 2216832.

STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6517-15-20-4.02 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

SIGNATURE: _____ DATE: 12/17/20
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797

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

SIGNATURE: _____ DATE: 12/17/20
PRINT NAME: CURT VAN EREM

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\RW\DWG\040101_RP.DWG
APPRAISAL PLAT DATE : 12/17/20
PLOT DATE : 12/17/2020 1:22 PM
PLOT BY : BARTELT, HEATHER
PLOT NAME :
PLOT SCALE : ##########

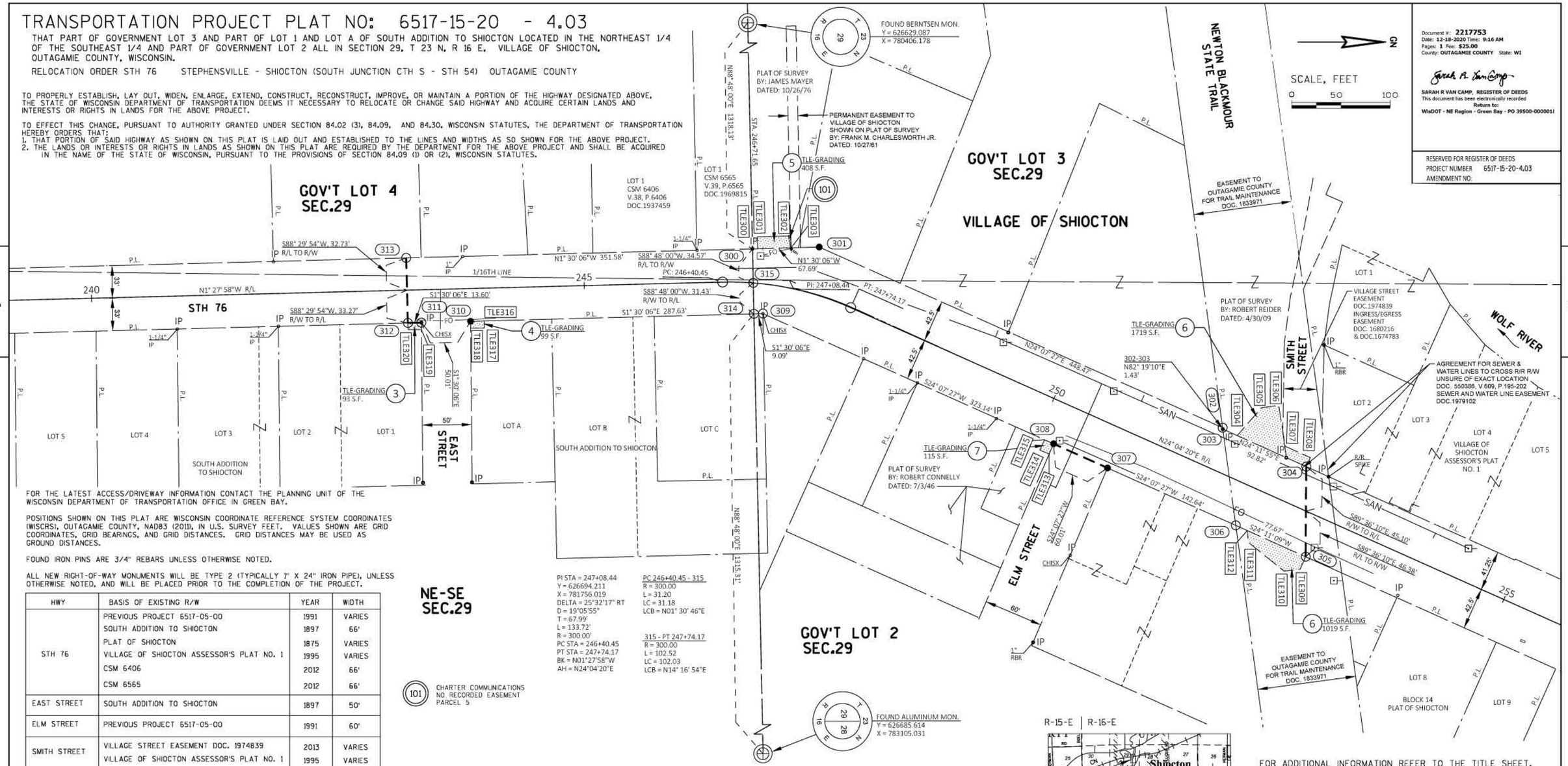
TRANSPORTATION PROJECT PLAT NO: 6517-15-20 - 4.03

THAT PART OF GOVERNMENT LOT 3 AND PART OF LOT 1 AND LOT A OF SOUTH ADDITION TO SHIOCTON LOCATED IN THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 AND PART OF GOVERNMENT LOT 2 ALL IN SECTION 29, T 23 N, R 16 E, VILLAGE OF SHIOCTON, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 76 STEPHENSVILLE - SHIOCTON (SOUTH JUNCTION CTH S - STH 54) OUTAGAMIE COUNTY

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

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



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

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

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

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

HWY	BASIS OF EXISTING R/W	YEAR	WIDTH
STH 76	PREVIOUS PROJECT 6517-05-00	1991	VARIES
	SOUTH ADDITION TO SHIOCTON	1897	66'
	PLAT OF SHIOCTON	1875	VARIES
	VILLAGE OF SHIOCTON ASSESSOR'S PLAT NO. 1	1995	VARIES
	CSM 6406	2012	66'
	CSM 6565	2012	66'
EAST STREET	SOUTH ADDITION TO SHIOCTON	1897	50'
ELM STREET	PREVIOUS PROJECT 6517-05-00	1991	60'
SMITH STREET	VILLAGE STREET EASEMENT DOC. 1974839	2013	VARIES
	VILLAGE OF SHIOCTON ASSESSOR'S PLAT NO. 1	1995	VARIES

(101) CHARTER COMMUNICATIONS NO RECORDED EASEMENT PARCEL 5

PI STA = 247+08.44
Y = 626694.211
X = 781756.019
DELTA = 25°32'17" RT
D = 19°05'55"
T = 67.99'
L = 133.72'
R = 300.00'
PC STA = 246+40.45
PT STA = 247+74.17
BK = N01°27'58"W
AH = N24°04'20"E

PC 246+40.45 - 315
R = 300.00
L = 31.20
LC = 31.18
LCB = N01° 30' 46"E

315 - PT 247+74.17
R = 300.00
L = 102.52
LC = 102.03
LCB = N14° 16' 54"E

FOUND ALUMINUM MON. Y = 626685.614 X = 783105.031

POINT #	STATION	OFFSET
300	246+68.57	-34.42'
301	247+27.14	-47.39'
302	251+68.40	-42.72'
303	251+69.15	-41.51'
304	252+61.97	-41.30'
305	252+98.71	42.48'
306	252+21.03	42.32'
307	250+78.40	42.19'
308	250+18.39	42.14'
309	246+85.17	30.05'
310	243+83.82	33.23'
311	243+33.81	33.26'
312	243+20.21	33.27'
313	243+20.17	-32.73'
314	246+75.12	31.26'
315	246+71.65	0.00'

POINT #	STATION	OFFSET
TLE300	246+73.20	-34.95'
TLE301	246+72.07	-46.88'
TLE302	247+00.92	-52.10'
TLE303	247+03.04	-40.36'
TLE304	251+85.20	-41.48'
TLE305	251+96.15	-77.33'
TLE306	252+11.09	-86.74'
TLE307	252+34.05	-51.41'
TLE308	252+61.99	-51.36'
TLE309	252+98.69	56.43'
TLE310	252+84.59	64.68'
TLE311	252+39.54	52.75'
TLE312	252+33.86	42.35'
TLE313	250+18.58	53.45'
TLE314	250+08.40	53.63'
TLE315	250+08.41	42.13'
TLE316	243+97.66	33.22'
TLE317	243+97.67	40.44'
TLE318	243+83.71	40.23'
TLE319	243+33.70	40.26'
TLE320	243+20.22	40.05'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE DEPARTMENT

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W NEW	S.F REQUIRED EXISTING	S.F REQUIRED TOTAL	TLE S.F.
3	PATRICK T. & MARY JO DEWAR	TLE	---	---	---	93
4	MARY K. MANDA GARCIA REVOCABLE TRUST	TLE	---	---	---	99
5	VILLAGE OF SHIOCTON	TLE	---	---	---	408
6	STATE OF WISCONSIN (DNR)	TLE	---	---	---	2738
7	DAVID T. & DEBRA A. DEWHURST	TLE	---	---	---	115

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
101	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

R-15-E | R-16-E

SHEET LOCATION

T-23-N
T-22-N



LAYOUT SCALE 0 1 MI.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF DOCUMENT 2216832.

STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6517-15-20-4.03 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

SIGNATURE: Heather Bartelt DATE: 12/17/20
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: Curt Van Erem DATE: 12/17/20
PRINT NAME: CURT VAN EREM

Document #: 2217753
Date: 12-18-2020 Time: 9:16 AM
Pages: 1 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI
SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6517-15-20-4.03
AMENDMENT NO:

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\RW\DWG\040101_RP.DWG
APPRAISAL PLAT DATE : 12/17/20
PLOT DATE : 12/17/2020 12:55 PM
PLOT BY : BARTELT, HEATHER
PLOT NAME :
PLOT SCALE : ##########

TRANSPORTATION PROJECT PLAT NO: 6517-15-20 - 4.04

THAT PART OF LOT 1 OF CSM 5511 AND PART OF LOTS 5, 10 & 11 OF VILLAGE OF SHIOCTON ASSESSOR'S PLAT NO. 1 IN GOVERNMENT LOT 2 AND PART OF LOT 1 OF CSM 5040 AND PART OF LOT 11 OF VILLAGE OF SHIOCTON ASSESSOR'S PLAT NO. 1 IN GOVERNMENT LOT 1 AND PART OF LOT 6, BLOCK 3 IN THE PLAT OF SHIOCTON IN GOVERNMENT LOT 1 ALL IN SECTION 29, T 23 N, R 16 E, VILLAGE OF SHIOCTON, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 76 STEPHENSVILLE - SHIOCTON (SOUTH JUNCTION CTH S - STH 54) OUTAGAMIE COUNTY

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

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

PI STA = 260+95.24
Y = 627962.471
X = 782322.598
DELTA = 23°03'00" LT
D = 27°59'59"
T = 41.73'
L = 82.32'
R = 204.63'
PC STA = 260+53.52
PT STA = 261+35.84
BK = N24°04'20"E
AH = N01°01'20"E

POINT #	STATION	OFFSET
400	261+18.27	44.79'
401	260+92.87	49.77'
402	260+35.88	43.29'
403	256+76.75	42.91'
404	256+36.75	42.87'
405	255+98.54	42.83'
406	255+98.71	-42.17'
407	261+03.98	-36.56'
408	267+33.29	-44.75'
409	267+33.41	-29.78'
410	267+33.96	37.75'
411	266+53.96	38.54'
412	264+02.48	41.02'
413	263+36.48	41.68'

POINT #	STATION	OFFSET
PLE400	260+68.74	-41.22'
PLE401	260+21.40	-209.84'
PLE402	260+34.01	-209.09'
PLE403	260+84.12	-39.82'
PLE404	266+61.29	-44.04'
PLE405	266+57.49	-163.85'
PLE406	266+67.45	-165.26'
PLE407	266+71.30	-44.13'

POINT #	STATION	OFFSET
TLE400	260+46.63	67.89'
TLE401	260+39.30	71.10'
TLE402	260+27.15	43.29'
TLE403	255+98.73	-54.20'
TLE404	256+45.81	-54.06'
TLE405	256+45.79	-42.12'
TLE406	260+50.14	-41.69'
TLE407	260+05.36	-211.85'
TLE408	260+49.71	-208.34'
TLE410	261+02.85	-36.79'
TLE411	266+40.06	-43.83'
TLE412	266+39.93	-57.42'
TLE413	266+45.86	-57.48'
TLE414	266+42.60	-160.24'
TLE415	266+82.40	-167.18'
TLE418	266+86.30	-44.28'
TLE419	266+54.08	53.54'
TLE420	266+39.08	53.69'
TLE421	266+38.96	38.69'

STRAND ASSOCIATES, INC. ®
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(608) 251-4843

I, HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6517-15-20-4.04 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

SIGNATURE: Heather Bartelt DATE: 12/18/20
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797

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

SIGNATURE: Curt Van Erem DATE: 12/18/20
PRINT NAME: CURT VAN EREM

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF DOCUMENT 2216832.

Document #: **2217824**
Date: 12-18-2020 Time: 1:17 PM
Pages: 1 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI

Sarah R Van Camp
SARAH R VAN CAMP, REGISTER OF DEEDS
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PROJECT NUMBER 6517-15-20-4.04
AMENDMENT NO:

N

SCALE, FEET
0 50 100

GOV'T LOT 2 SEC.29

GOV'T LOT 1 SEC.29

WOLF RIVER

STH 76

RAILROAD STREET

FORMER RAILROAD STREET R/W

OAK STREET

PINE STREET

EAST AVENUE

VILLAGE OF SHIOCTON

BUILDING NOT AFFECTED

TLE-GRADING 566 S.F.
TLE-GRADING 1920 S.F.
TLE-GRADING 704 S.F.
TLE-GRADING 229 S.F.
TLE-GRADING 1855 S.F.
TLE-GRADING 1831 S.F.
TLE-GRADING 225 S.F.
PLE-STORM SEWER 2082 S.F.
TLE-GRADING 2327 S.F.
PLE-STORM SEWER 1205 S.F.

ACCESS EASEMENT DOC. 542666 V.587, P.367

HWY	BASIS OF EXISTING R/W	YEAR	WIDTH
STH 76	PLAT OF SHIOCTON	1875	VARIES
	VILLAGE OF SHIOCTON ASSESSOR'S PLAT NO. 1	1995	VARIES
	CSM 5511	2006	85'
RAILROAD STREET	RELOCATED FROM PREVIOUS LOCATION ON PLAT OF SHIOCTON PER VARIOUS SURVEY RECORDS	---	40'
OAK STREET	PLAT OF SHIOCTON	1875	60'
PINE STREET	PLAT OF SHIOCTON	1875	66'
EAST AVENUE	PLAT OF SHIOCTON	1875	80'

(102) SHIOCTON UTILITIES -SANITARY SEWER
NO RECORDED EASEMENT
PARCELS 5 & 12

(103) CENTURYLINK
NO RECORDED EASEMENT
PARCEL 12

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE DEPARTMENT

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W NEW	S.F REQUIRED EXISTING	S.F REQUIRED TOTAL	PLE S.F.	TLE S.F.
5	VILLAGE OF SHIOCTON	PLE,TLE	---	---	---	2082	4247
8	RICHARD W. WICKESBERG	TLE	---	---	---	---	566
9	TERRY & TRACY BARWICK	TLE	---	---	---	---	704
10	FIRST CONGREGATION CHURCH OF SHIOCTON-VENDOR SCOTT KRUG-PURCHASER	TLE	---	---	---	---	229
11	PINTAR PINE ACRES LLC.	TLE	---	---	---	---	225
12	RUSCH-DAHLKE, LLC.	PLE,TLE	---	---	---	1205	3686

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
102	SHIOCTON UTILITIES - SANITARY SEWER	RELEASE OF RIGHTS
103	CENTURYLINK	RELEASE OF RIGHTS

FOUND ALUMINUM MON.
Y = 626685.614
X = 783105.031

FOUND 1-1/4" REBAR
Y = 629312.166
X = 783120.410

N0° 20' 08"E 1313.30'

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

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

FOUND IRON PINS ARE 1-1/4" IRON PIPES UNLESS OTHERWISE NOTED.

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

SHEET LOCATION

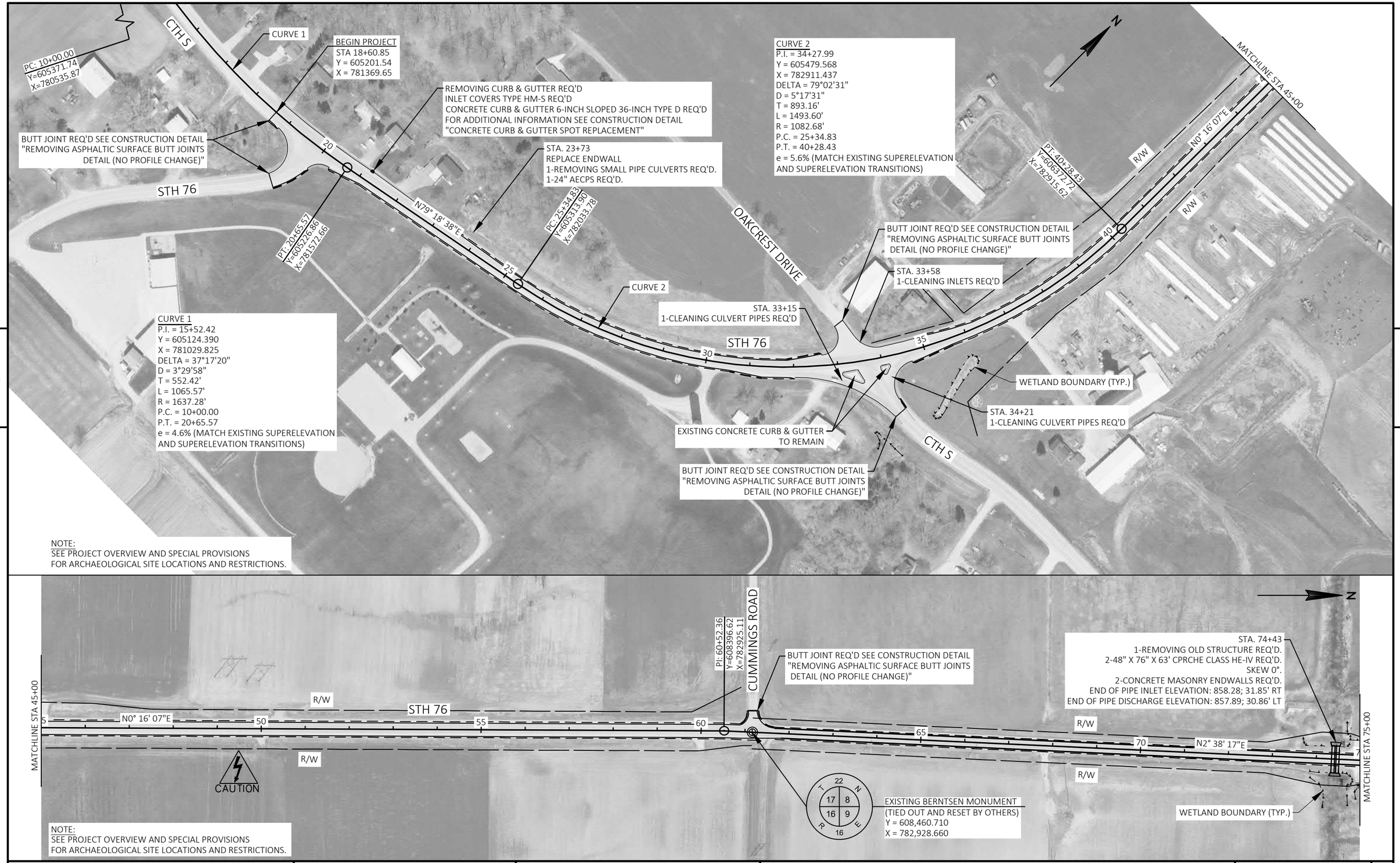
T-23-N
T-22-N

R-15-E | R-16-E

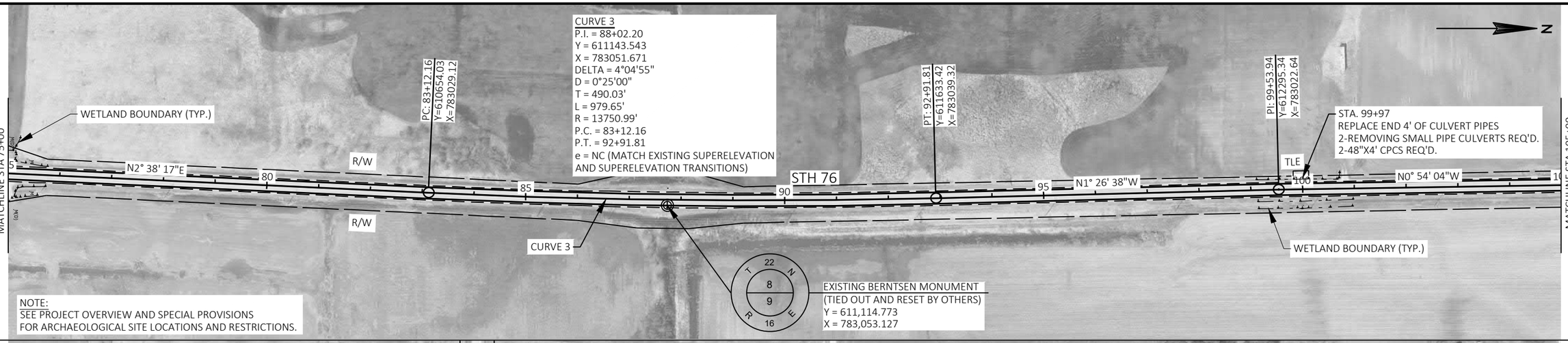
Shiocton
ELLINGTON
Stephensville

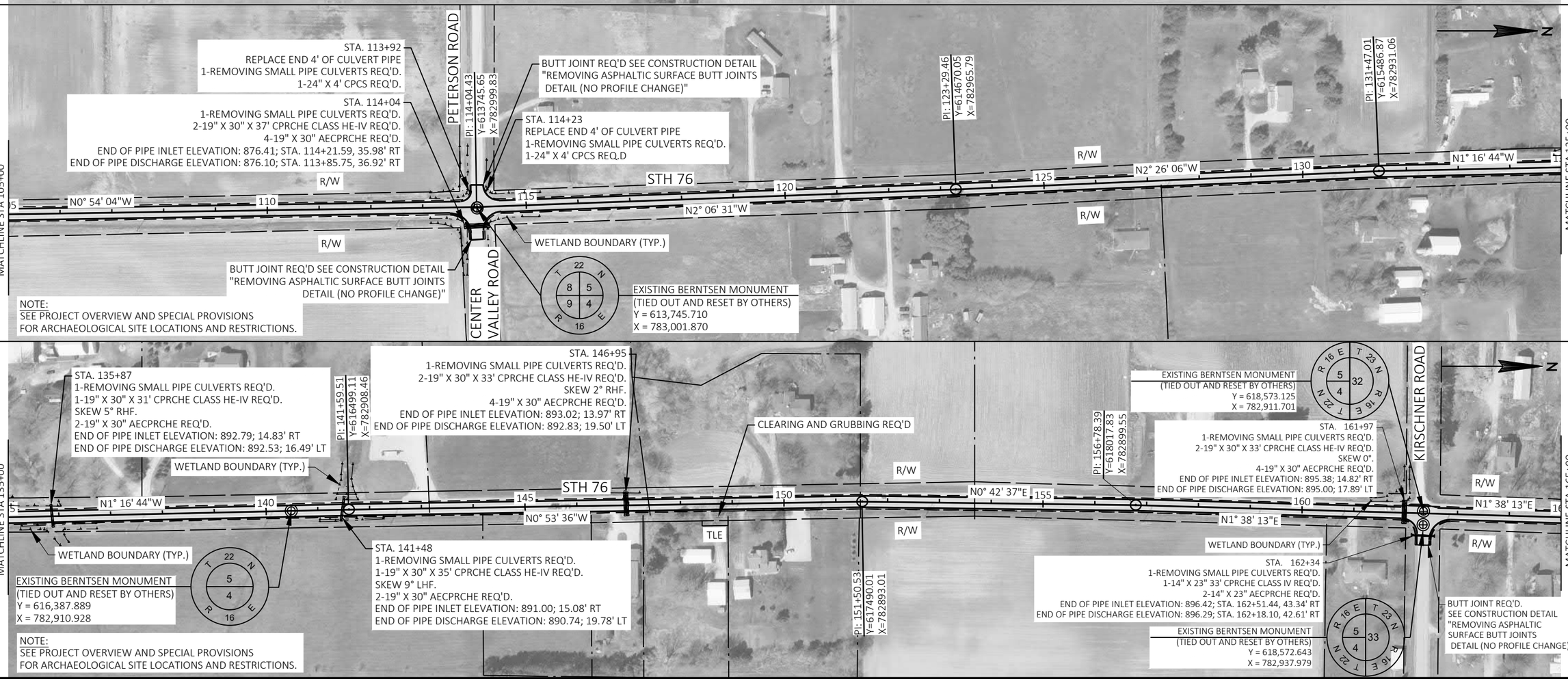
LAYOUT
SCALE 0 1 MI.

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\RW\DWG\040101_RP.DWG
APPRAISAL PLAT DATE : 12/18/20
PLOT DATE : 12/18/2020 9:40 AM PLOT BY : BARTELT, HEATHER PLOT NAME : PLOT SCALE : ##########
STH 76 6517-15-20-4.04



PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 58	E


CURVE 3
P.I. = 88+02.20
Y = 611143.543
X = 783051.671
DELTA = 4°04'55"
D = 0°25'00"
T = 490.03'
L = 979.65'
R = 13750.99'
P.C. = 83+12.16
P.T. = 92+91.81
e = NC (MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS)
PC: 83+12.16 Y=610654.03 X=783029.12
PT: 92+91.81 Y=611633.42 X=783039.32
PI: 99+53.94 Y=612295.34 X=783022.64
WETLAND BOUNDARY (TYP.)
STA. 99+97
REPLACE END 4' OF CULVERT PIPES
2-REMOVING SMALL PIPE CULVERTS REQ'D.
2-48"X4' CPCS REQ'D.
TLE
STH 76
R/W
N2° 38' 17"E
N1° 26' 38"W
N0° 54' 04"W
CURVE 3
WETLAND BOUNDARY (TYP.)
EXISTING BERNTSEN MONUMENT
(TIED OUT AND RESET BY OTHERS)
Y = 611,114.773
X = 783,053.127
MATCHLINE STA 75+00
MATCHLINE STA 105+00
NOTE:
SEE PROJECT OVERVIEW AND SPECIAL PROVISIONS
FOR ARCHAEOLOGICAL SITE LOCATIONS AND RESTRICTIONS.


STA. 113+92
REPLACE END 4' OF CULVERT PIPE
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-24" X 4' CPCS REQ'D.
STA. 114+04
1-REMOVING SMALL PIPE CULVERTS REQ'D.
2-19" X 30" X 37' CPRCHE CLASS HE-IV REQ'D.
4-19" X 30" AECPRCHE REQ'D.
END OF PIPE INLET ELEVATION: 876.41; STA. 114+21.59, 35.98' RT
END OF PIPE DISCHARGE ELEVATION: 876.10; STA. 113+85.75, 36.92' RT
PETERSON ROAD
PI: 114+04.43 Y=613745.65 X=782999.83
BUTT JOINT REQ'D SEE CONSTRUCTION DETAIL "REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)"
STA. 114+23
REPLACE END 4' OF CULVERT PIPE
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-24" X 4' CPCS REQ.D
PI: 123+29.46 Y=614670.05 X=782965.79
PI: 131+47.01 Y=615486.87 X=782931.06
STH 76
R/W
N0° 54' 04"W
N2° 06' 31"W
N2° 26' 06"W
N1° 16' 44"W
WETLAND BOUNDARY (TYP.)
BUTT JOINT REQ'D SEE CONSTRUCTION DETAIL "REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)"
CENTER VALLEY ROAD
EXISTING BERNTSEN MONUMENT
(TIED OUT AND RESET BY OTHERS)
Y = 613,745.710
X = 783,001.870
MATCHLINE STA 105+00
MATCHLINE STA 135+00
NOTE:
SEE PROJECT OVERVIEW AND SPECIAL PROVISIONS
FOR ARCHAEOLOGICAL SITE LOCATIONS AND RESTRICTIONS.

STA. 135+87
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-19" X 30" X 31' CPRCHE CLASS HE-IV REQ'D.
SKEW 5° RHF.
2-19" X 30" AECPRCHE REQ'D.
END OF PIPE INLET ELEVATION: 892.79; 14.83' RT
END OF PIPE DISCHARGE ELEVATION: 892.53; 16.49' LT
PI: 141+59.51 Y=616499.11 X=782908.46
STA. 146+95
1-REMOVING SMALL PIPE CULVERTS REQ'D.
2-19" X 30" X 33' CPRCHE CLASS HE-IV REQ'D.
SKEW 2° RHF.
4-19" X 30" AECPRCHE REQ'D.
END OF PIPE INLET ELEVATION: 893.02; 13.97' RT
END OF PIPE DISCHARGE ELEVATION: 892.83; 19.50' LT
CLEARING AND GRUBBING REQ'D
EXISTING BERNTSEN MONUMENT
(TIED OUT AND RESET BY OTHERS)
Y = 618,573.125
X = 782,911.701
PI: 156+78.39 Y=618017.83 X=782899.55
STA. 161+97
1-REMOVING SMALL PIPE CULVERTS REQ'D.
2-19" X 30" X 33' CPRCHE CLASS HE-IV REQ'D.
SKEW 0°.
4-19" X 30" AECPRCHE REQ'D.
END OF PIPE INLET ELEVATION: 895.38; 14.82' RT
END OF PIPE DISCHARGE ELEVATION: 895.00; 17.89' LT
KIRSCHNER ROAD
WETLAND BOUNDARY (TYP.)
STH 76
R/W
N1° 16' 44"W
N0° 53' 36"W
N0° 42' 37"E
N1° 38' 13"E
TLE
WETLAND BOUNDARY (TYP.)
EXISTING BERNTSEN MONUMENT
(TIED OUT AND RESET BY OTHERS)
Y = 616,387.889
X = 782,910.928
STA. 141+48
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-19" X 30" X 35' CPRCHE CLASS HE-IV REQ'D.
SKEW 9° LHF.
2-19" X 30" AECPRCHE REQ'D.
END OF PIPE INLET ELEVATION: 891.00; 15.08' RT
END OF PIPE DISCHARGE ELEVATION: 890.74; 19.78' LT
PI: 151+50.53 Y=617490.01 X=782893.01
STA. 162+34
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-14" X 23" 33' CPRCHE CLASS IV REQ'D.
2-14" X 23" AECPRCHE REQ'D.
END OF PIPE INLET ELEVATION: 896.42; STA. 162+51.44, 43.34' RT
END OF PIPE DISCHARGE ELEVATION: 896.29; STA. 162+18.10, 42.61' RT
EXISTING BERNTSEN MONUMENT
(TIED OUT AND RESET BY OTHERS)
Y = 618,572.643
X = 782,937.979
BUTT JOINT REQ'D.
SEE CONSTRUCTION DETAIL
"REMOVING ASPHALTIC
SURFACE BUTT JOINTS
DETAIL (NO PROFILE CHANGE)"
MATCHLINE STA 135+00
MATCHLINE STA 165+00
NOTE:
SEE PROJECT OVERVIEW AND SPECIAL PROVISIONS
FOR ARCHAEOLOGICAL SITE LOCATIONS AND RESTRICTIONS.

5

5

MATCHLINE STA 165+00

PI: 166+80.90
Y=619019.93
X=782928.19

N1° 38' 13"E

165 170 175 180 185 190

STH 76

R/W

R/W

WETLAND BOUNDARY (TYP.)

STA. 180+97
1-REMOVING SMALL PIPE CULVERTS REQ'D.
2-19" X 30" X 34' CPRCHE CLASS HE-IV REQ'D.
SKEW 2° LHF.
4-19" X 30" AECPRCHE REQ'D.
END OF PIPE INLET ELEVATION: 881.85; 17.33' RT
END OF PIPE DISCHARGE ELEVATION: 881.02; 16.87' LT

ROCKY ROAD

STA. 188+94
1-REMOVING SMALL PIPE CULVERTS REQ'D.
2-30" X 34' CPRC CLASS IV REQ'D.
SKEW 0°.
4-30" AECPRC REQ'D.
END OF PIPE INLET ELEVATION: 881.44; 16.76' RT
END OF PIPE DISCHARGE ELEVATION: 880.79; 16.94' LT

N2° 02' 54"E

WETLAND BOUNDARY (TYP.)

MATCHLINE STA 195+00

EXISTING BERNTSEN MONUMENT
(TIED OUT AND RESET BY OTHERS)
Y = 621,204.586
X = 783,006.787

T 23 N
32
R 33 E
16

NOTE:
SEE PROJECT OVERVIEW AND SPECIAL PROVISIONS
FOR ARCHAEOLOGICAL SITE LOCATIONS AND RESTRICTIONS.

CURVE 4
P.I. = 212+98.35
Y = 623634.911
X = 783077.803
DELTA = 36°08'20"
D = 3°00'00"
T = 623.11'
L = 1204.63'
R = 1909.86'
P.C. = 206+75.24
P.T. = 218+79.87
e = 5.0% (MATCH EXISTING SUPERELEVATION
AND SUPERELEVATION TRANSITIONS)

MATCHLINE STA 225+00

PT: 218+79.87
Y=624147.60
X=782723.66

N34° 38' 07"W

220

WETLAND BOUNDARY (TYP.)

MATCHLINE STA 195+00

PI: 196+74.16
Y=622011.27
X=783035.18

PC: 206+75.24
Y=623012.01
X=783061.45

CURVE 4

215

R/W

STA. 218+97
2-REMOVING SMALL PIPE CULVERTS REQ'D.
2-29" X 45" X 78' CPRCHE CLASS HE-III REQ'D.
SKEW 0°.
4-29" X 45" AECPRCHE REQ'D.
END OF PIPE INLET ELEVATION: 859.85; 38.74' RT
END OF PIPE DISCHARGE ELEVATION: 859.80; 39.16' LT

N2° 02' 54"E

195 200 205 210

STH 76

R/W

R/W

N1° 30' 13"E

BUTT JOINT REQ'D.
SEE CONSTRUCTION DETAIL
"REMOVING ASPHALTIC
SURFACE BUTT JOINTS
DETAIL (NO PROFILE CHANGE)"

LIMITS OF CONSTRUCTION
(MATCH EXISTING JOINT)

CTH A

NOTE:
SEE PROJECT OVERVIEW AND SPECIAL PROVISIONS
FOR ARCHAEOLOGICAL SITE LOCATIONS AND RESTRICTIONS.

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 60	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 03

PLOT DATE : 2/25/2022 11:46 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM1	236+24, 26' RT	HYDRANT TOP NUT	768.53'
BM2	243+94, 26' RT	HYDRANT TOP NUT	768.88'
BM3	247+36, 28' RT	HYDRANT FLANGE NUT	768.71'
BM4	252+89, 44' LT	HYDRANT FLANGE NUT	770.73'
BM11	232+57, 22' RT	STRUCTURE MONUMENT	766.82'

CONTROL POINTS			
NO.	Y	X	DESCRIPTION
CP20	626,676.183	781,798.235	REBAR
CP25	625,672.689	781,755.394	REBAR
CP30	627,186.034	781,936.157	MAG NAIL
CP35	625,192.069	781,972.605	SPIKE

NOTES:
1. REFER TO CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. SEE PROJECT OVERVIEW AND SPECIAL PROVISIONS FOR ARCHAEOLOGICAL SITE LOCATIONS AND RESTRICTIONS.

N

PC: 233+39.23
Y=625348.34
X=781894.23

CURVE 5

CP25

PT: 237+07.78
Y=625693.88
X=781781.62

R/W

STH 76

N1° 27' 58"W

TLE

PC: 246+40.45
Y=626626.25
X=781757.76

WEST STREET

BUTT JOINT REQ'D SEE CONSTRUCTION DETAIL "REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)"

PT: 247+74.17
Y=626756.29
X=781783.75

SMITH STREET

BM11

CP35

BM1

BM2

CP20

BM3

CURVE 6

N24° 04' 20"E

CP30

BM4

MATCHLINE STA 254+00

B-44-076
(TO REMAIN)

BUTT JOINT REQ'D SEE CONSTRUCTION DETAIL "REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)"

EAST STREET

BUTT JOINT REQ'D SEE CONSTRUCTION DETAIL "REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)"

BUTT JOINT REQ'D SEE CONSTRUCTION DETAIL "REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)"

NEWTON BLACKMOUR STATE TRAIL

ELM STREET

MATCHLINE STA 225+00

N34° 38' 07"W

CURVE 5
P.I. = 235+28.83
Y = 625504.343
X = 781786.471
DELTA = 33°10'09"
D = 9°00'00"
T = 189.60'
L = 368.55'
R = 636.62'
P.C. = 233+39.23
P.T. = 237+07.78
e = 3.0% (MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS)

CURVE 6
P.I. = 247+08.44
Y = 626694.211
X = 781756.019
DELTA = 25°32'17"
D = 19°05'55"
T = 67.99'
L = 133.72'
R = 300.00'
P.C. = 246+40.45
P.T. = 247+74.17
e = NC (MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS)

SEE CONSTRUCTION DETAILS FOR BEAM GUARD INFORMATION

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM5	256+74, 32' RT	HYDRANT FLANGE NUT	769.56'
BM6	260+24, 32' RT	HYDRANT FLANGE NUT	768.98'
BM7	263+44, 43' RT	HYDRANT MIDDLE BOLT	770.35'
BM8	267+26, 28' RT	HYDRANT MIDDLE BOLT	769.73'

CONTROL POINTS			
NO.	Y	X	DESCRIPTION
CP5	628,762.925	782,374.245	REBAR
CP6	627,874.454	782,237.839	SPIKE
CP7	628,273.516	782,366.434	SPIKE
CP10	628,181.173	782,283.195	REBAR
CP15	627,549.424	782,091.743	MAG NAIL

NOTES:
1. REFER TO CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.
2. SEE PROJECT OVERVIEW AND SPECIAL PROVISIONS FOR ARCHAEOLOGICAL SITE LOCATIONS AND RESTRICTIONS.

WOLF RIVER

MATCHLINE STA 256+00

R/W

TLE

CP15

255

N24° 04' 20"E

BUTT JOINT REQ'D SEE CONSTRUCTION DETAIL "REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)"

RAILROAD STREET

BM5

CP6

260

CURVE 7

CP10

N1° 01' 20"E

265

STH 76

270

BM6

BM7

CP7

BM8

CP5

END PROJECT
STA 269+15.45

BUTT JOINT REQ'D SEE CONSTRUCTION DETAIL "REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)"

PC: 260+53.52
Y=627924.37
X=782305.58

OAK STREET

PT: 261+35.84
Y=628004.19
X=782323.34

PINE STREET

APPROX. LIMITS OF CONTAMINATED SOIL

EAST AVENUE

BUTT JOINT REQ'D SEE CONSTRUCTION DETAIL "REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)"

PLE

STH 54

EP: 270+28.84
Y=628897.05
X=782339.27

CURVE 7
P.I. = 260+95.24
Y = 627962.471
X = 782322.598
DELTA = 23°03'00"
D = 27°59'59"
T = 41.73'
L = 82.32'
R = 204.63'
P.C. = 260+53.52
P.T. = 261+35.84
e = NC (MATCH EXISTING SUPERELEVATION AND SUPERELEVATION TRANSITIONS)

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 61	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 04

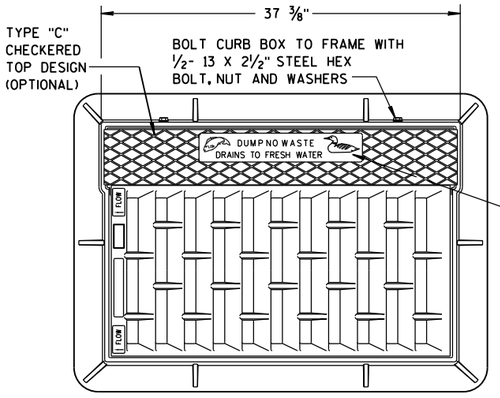
PLOT DATE : 5/31/2022 10:30 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

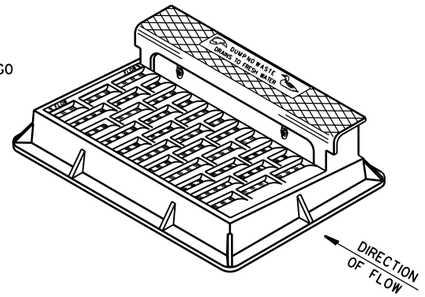
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
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
08F10-02	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
13C19-03	HMA LONGITUDINAL JOINTS
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B24-09A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-09C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B29-01	SAFETY EDGE
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15C	PAVEMENT MARKING ARROWS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21D	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

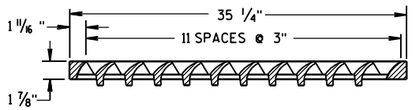
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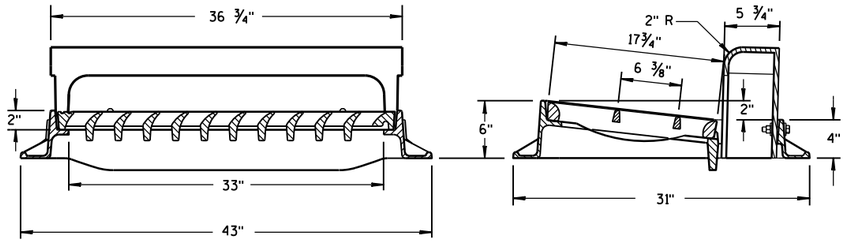


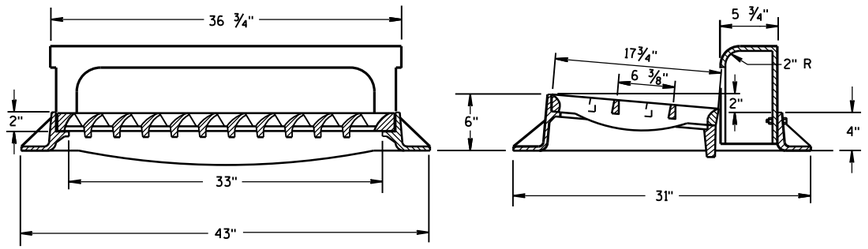
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

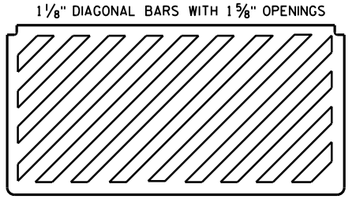






TYPE "H"

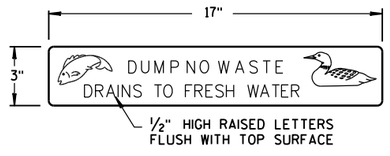
NOTE: EITHER CASTING IS ACCEPTABLE



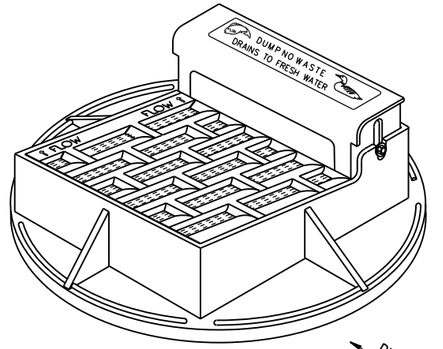
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

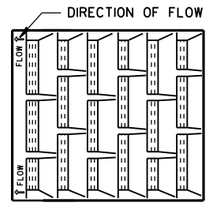
NOTE:
GRATE IS REVERSIBLE.

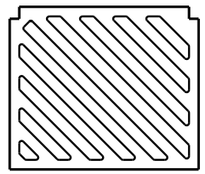
GENERAL NOTES

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

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

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

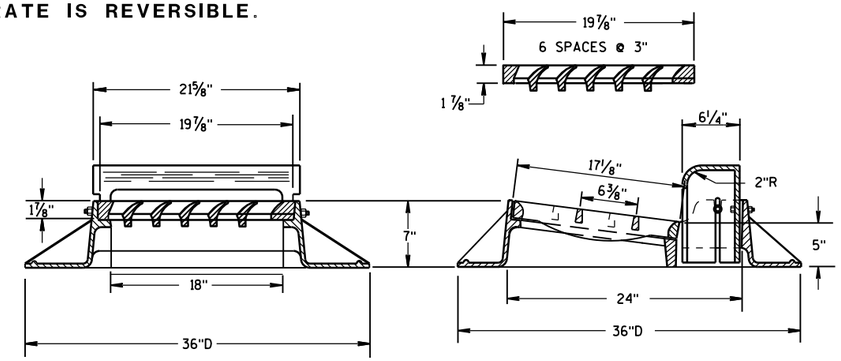




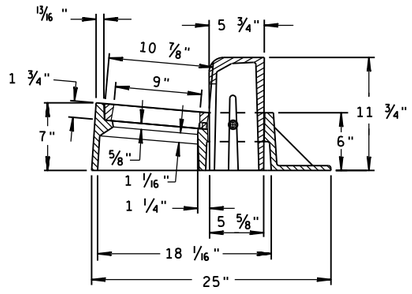
SPECIAL GRATE FOR TYPE "A" COVER

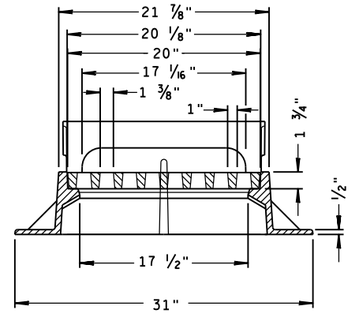
(MEASURES 19 3/4" X 17" X 1 7/8")

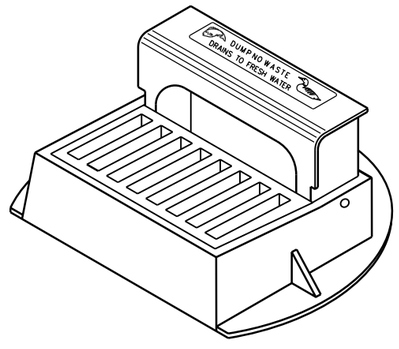
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

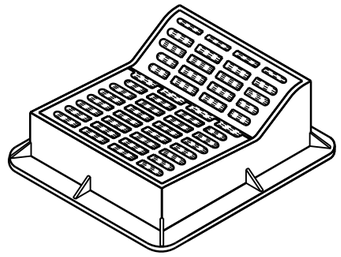
INLET COVERS
TYPE A, H, A-S, H-S & Z

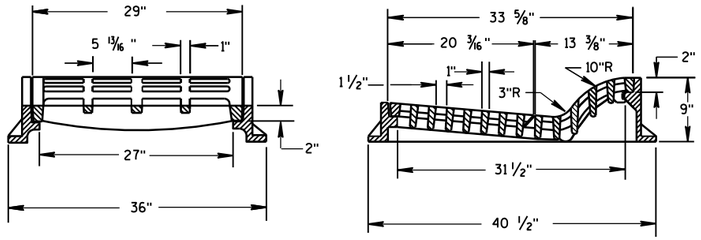
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

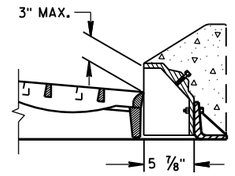
S.D.D. 8 A 5-19a





TYPE "F"

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



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

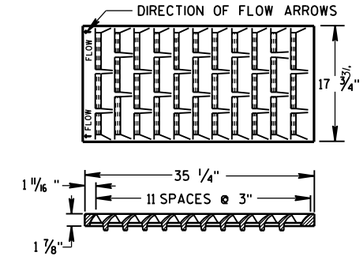
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

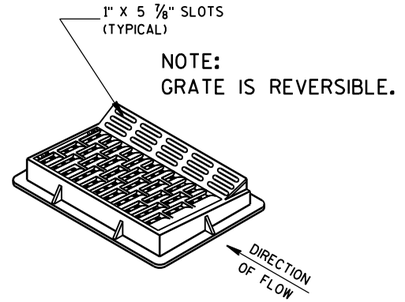
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

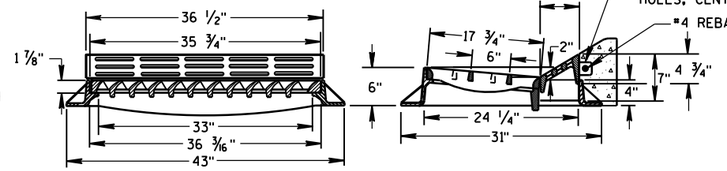
GENERAL NOTES

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

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



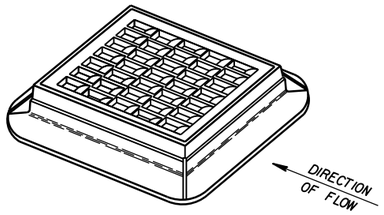


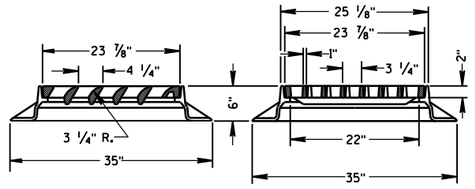


TYPE "HM"

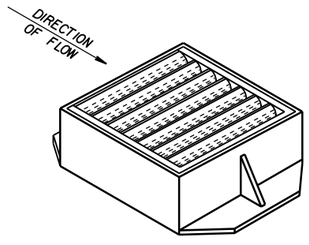
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

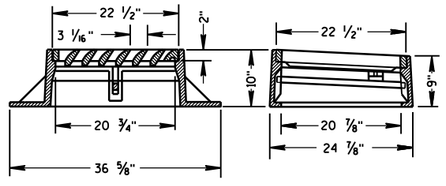
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



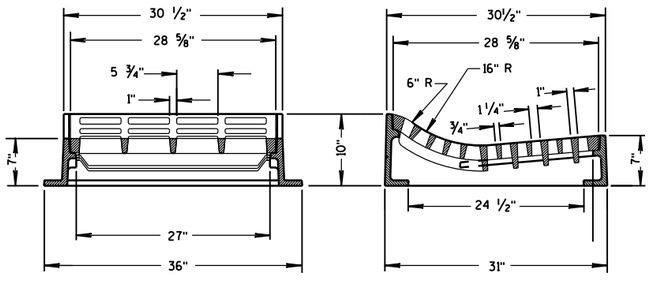


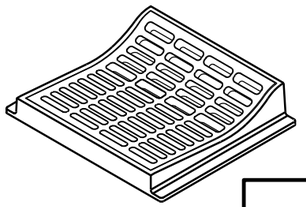
TYPE "S"





TYPE "V"





TYPE "T"

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

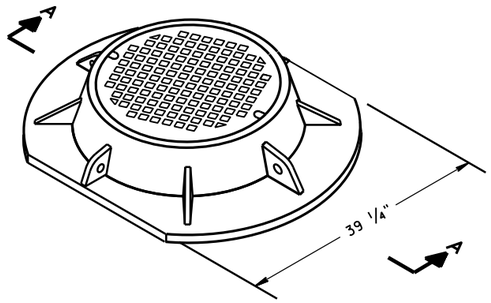
APPROVED
11/27/2013
DATE

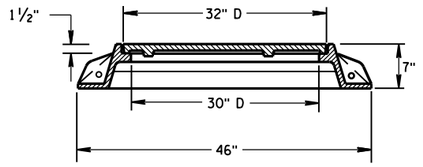
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

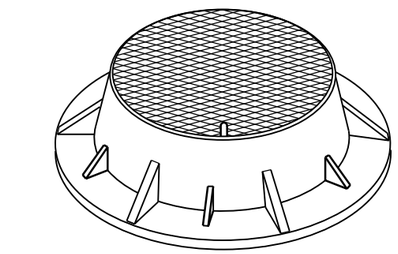
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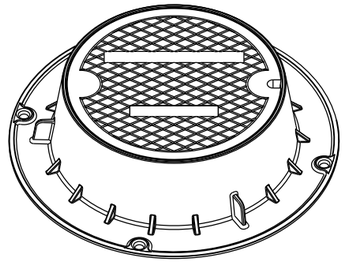
S.D.D. 8 A 5-19c

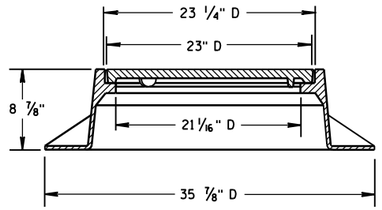


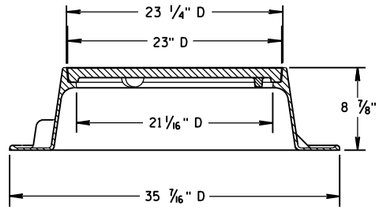


SECTION A-A
TYPE "K"









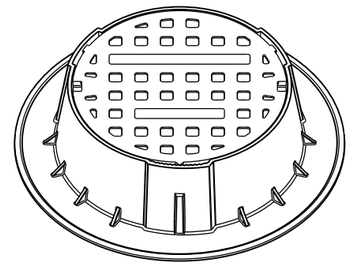
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

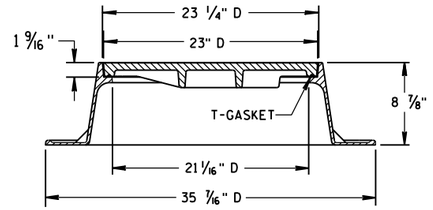
GENERAL NOTES

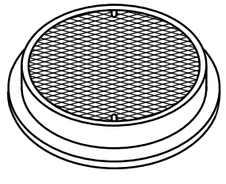
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

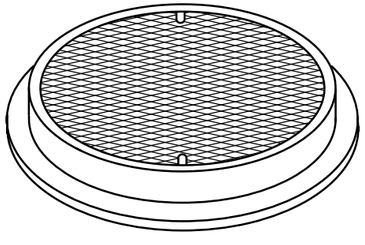
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

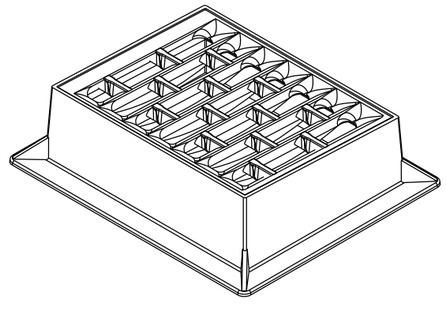
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

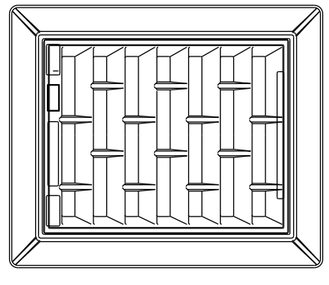


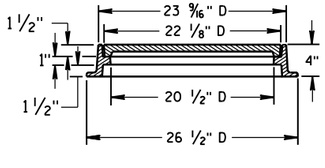




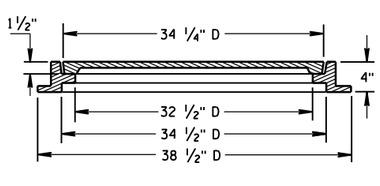




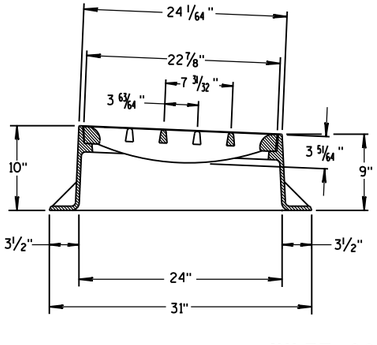


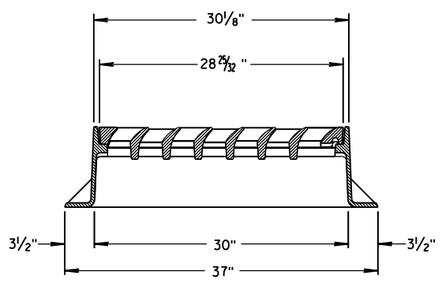


TYPE "L"

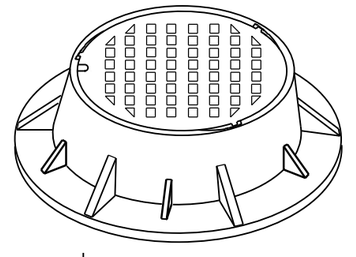


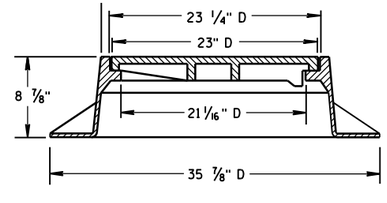
TYPE "M"





INLET COVER TYPE "BW"





TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

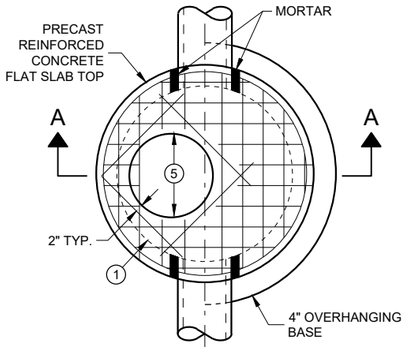
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

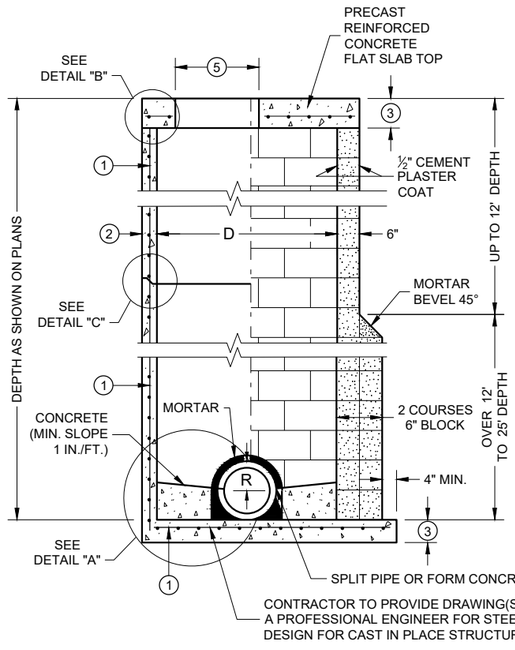
S.D.D. 8 A 5-19d

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



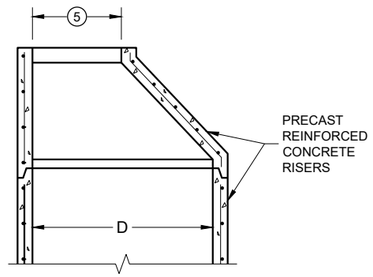
PLAN VIEW
CIRCULAR OPENING



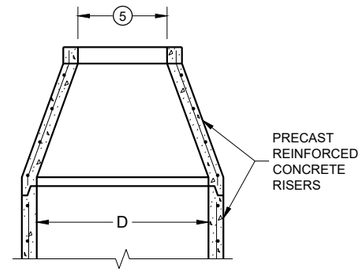
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

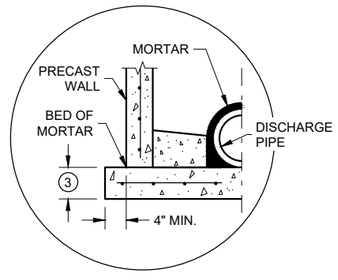
MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

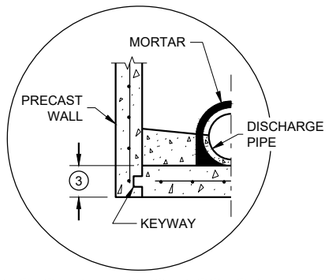
PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42*	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

*A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES.
SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

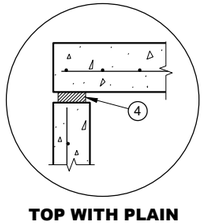


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

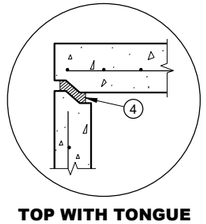


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

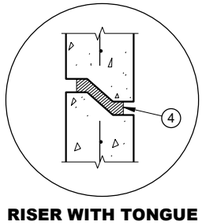
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

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

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

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

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

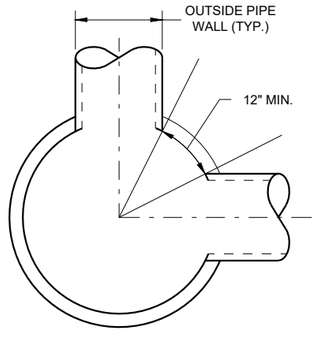
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(2) SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

(3) SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

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

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

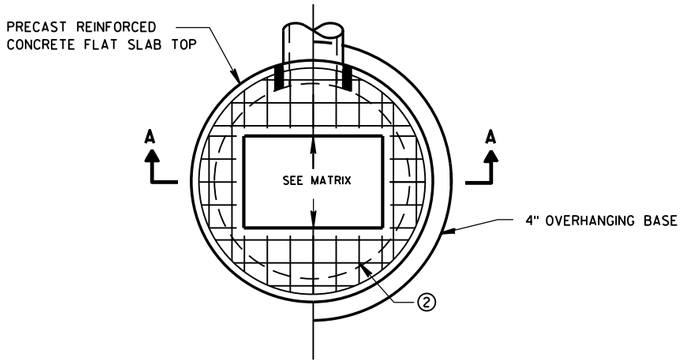
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

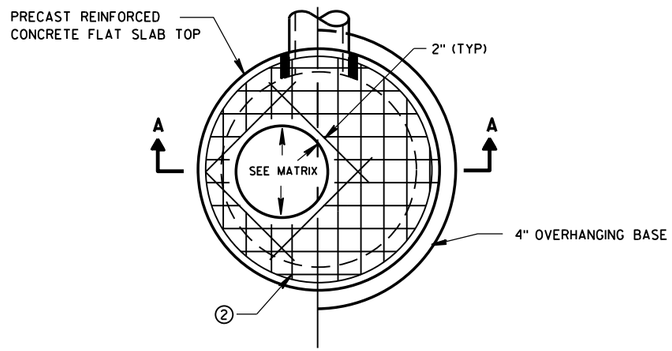
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

6

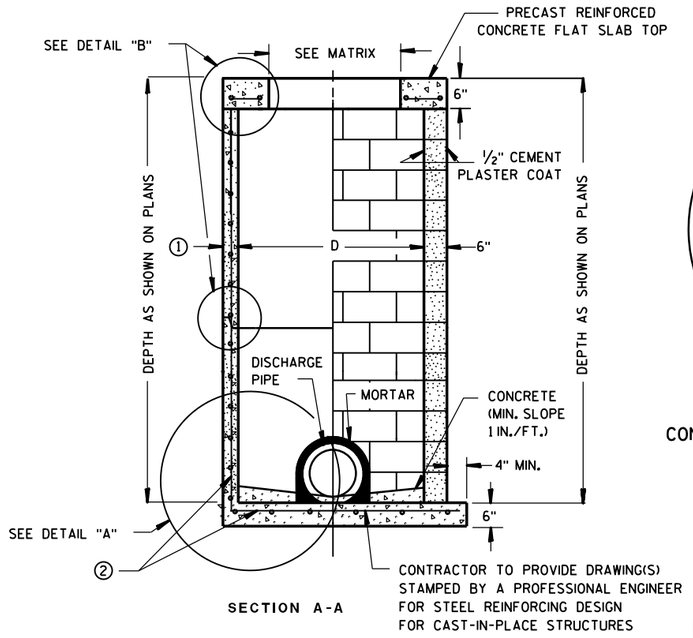
SDD 08B09 - 03



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

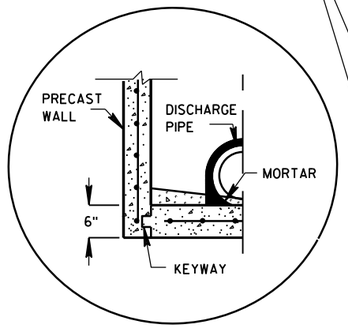


SECTION A-A

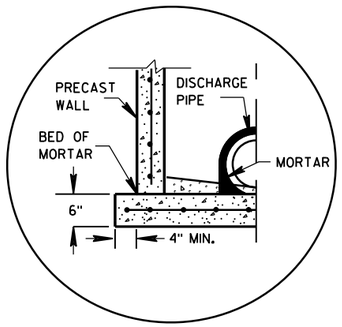
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

CIRCULAR INLETS W/ FLAT TOP

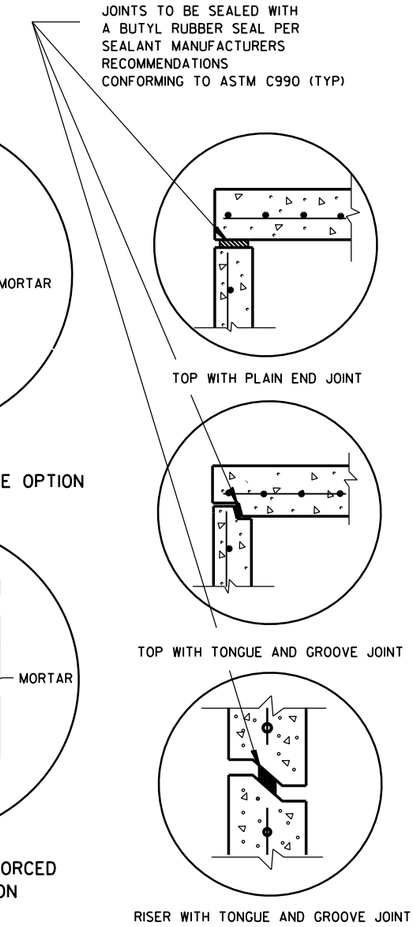


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



TOP WITH PLAIN END JOINT

TOP WITH TONGUE AND GROOVE JOINT

RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

GENERAL NOTES

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

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

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

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

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

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

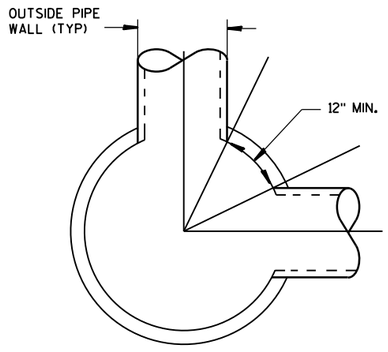
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

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

INLET COVER OPENING MATRIX

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



DETAIL "C"

PIPE MATRIX

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

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

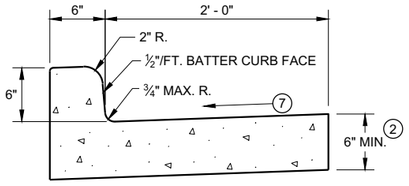
APPROVED
Sept., 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

6

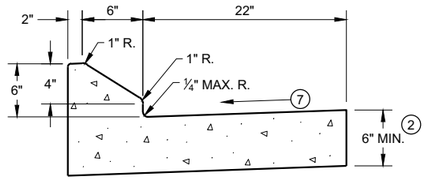
S.D.D. 8 C 6-2

6

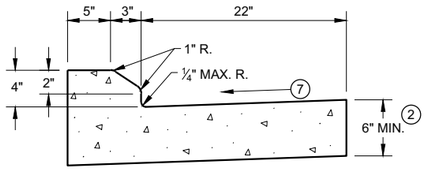
S.D.D. 8 C 6-2



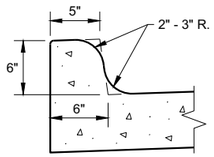
TYPES A (1) & D



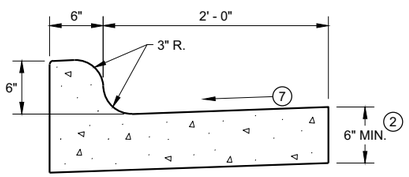
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

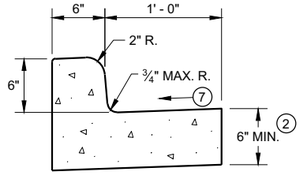


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



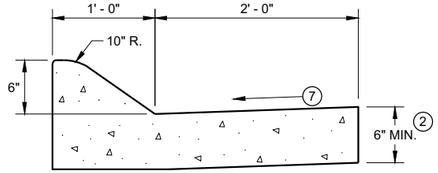
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

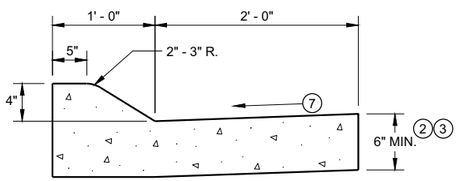


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

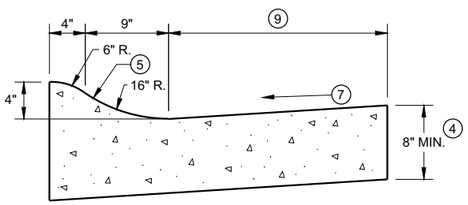


6" SLOPED CURB TYPES A (1) & D



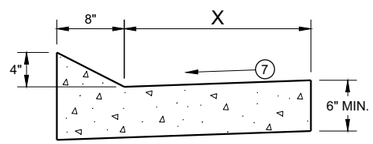
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

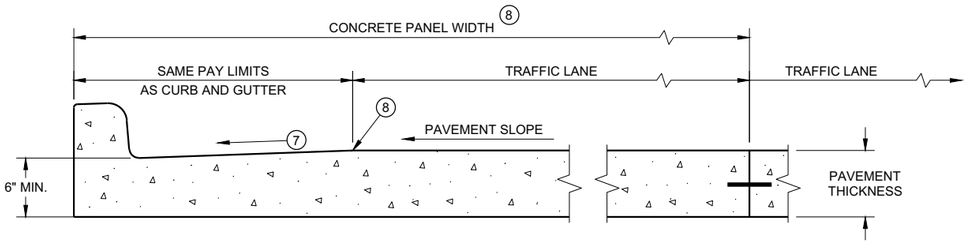


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

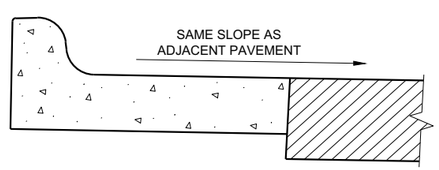
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

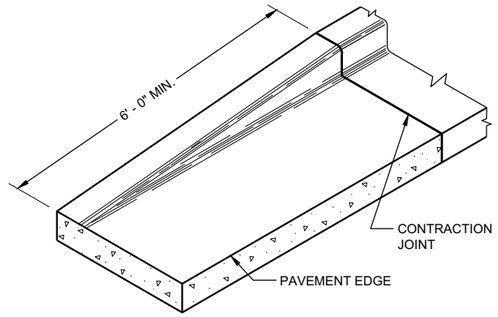
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

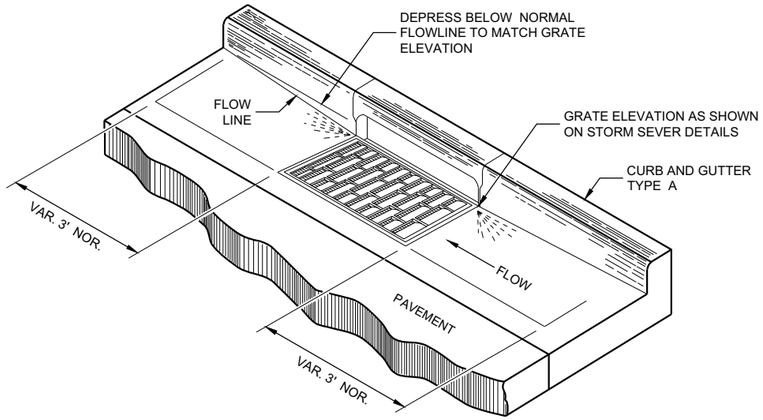
STATE OF WISCONSIN
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SDD 08D01 - 22a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

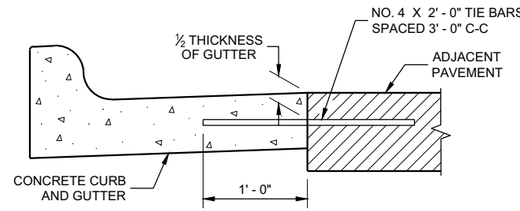
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

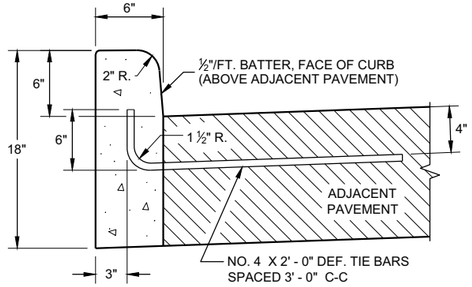
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

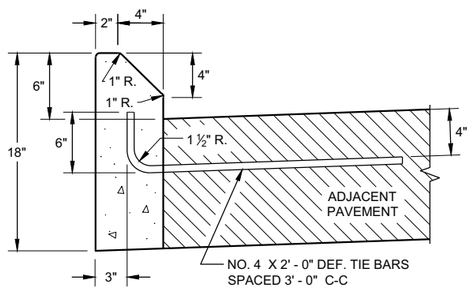
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

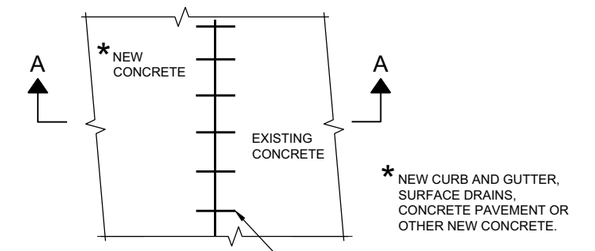


TYPES A (1) & D

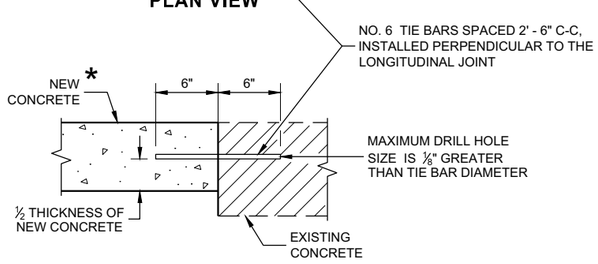


TYPES G (1) & J

CONCRETE CURB

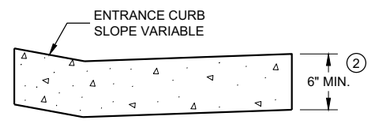


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

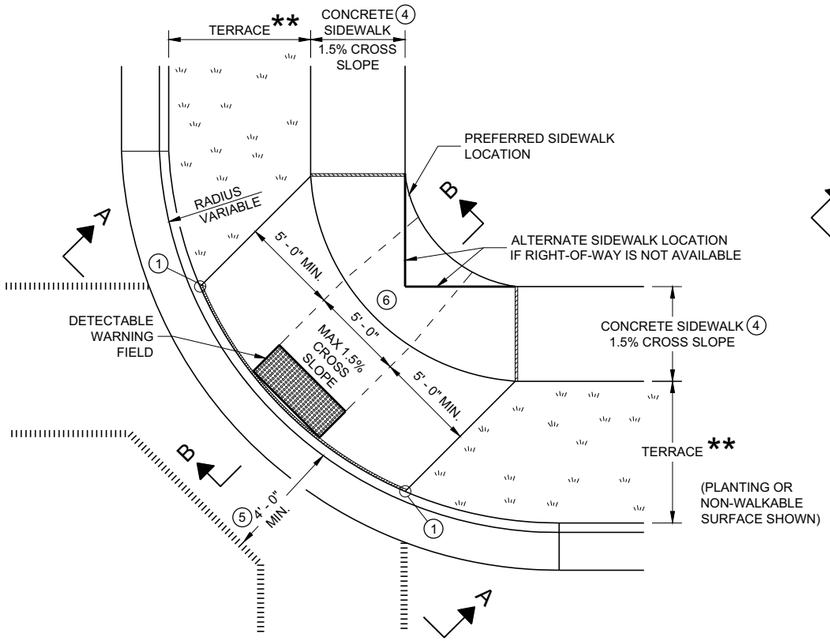
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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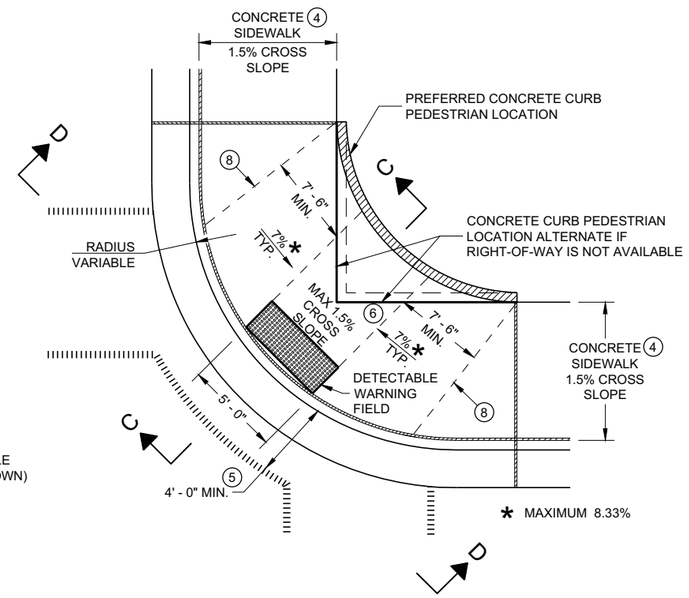
SDD08D01 - 22b



PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

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.

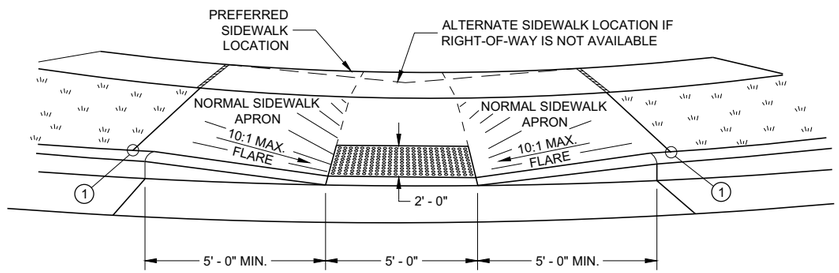
(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

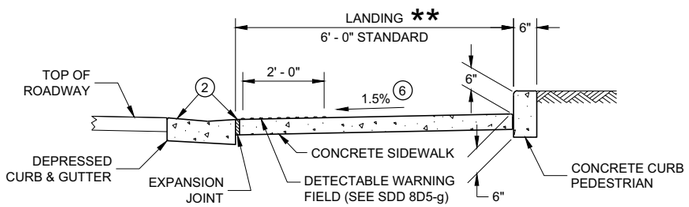
(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(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.



VIEW A - A FOR TYPE 1

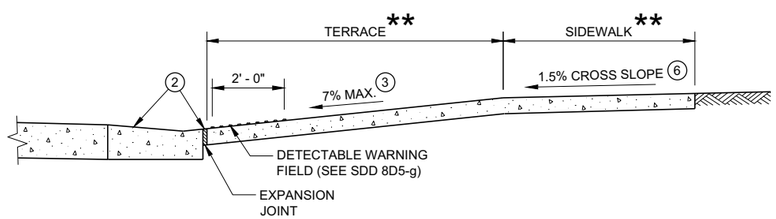


SECTION C - C FOR TYPE 1 - A

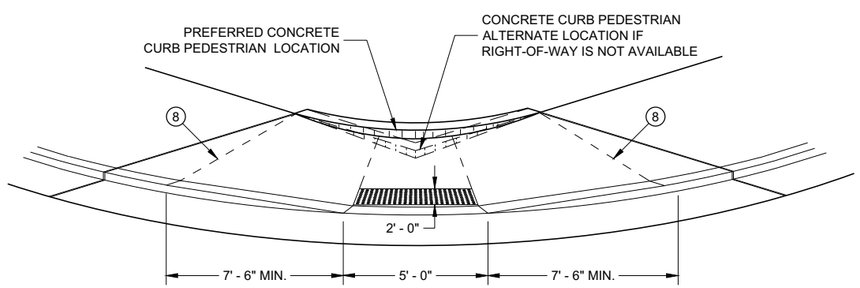
LEGEND

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



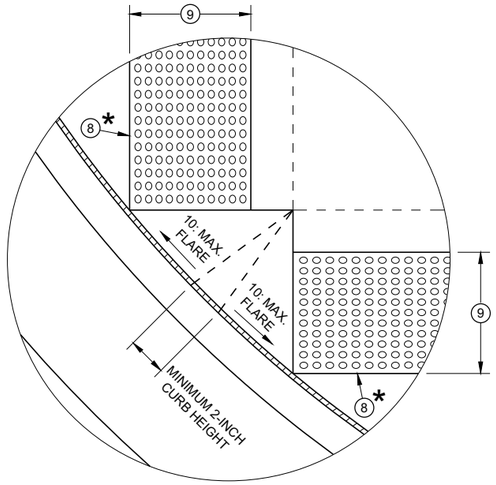
VIEW D - D FOR TYPE 1 - A

CURB RAMPS
TYPE 1 AND 1-A

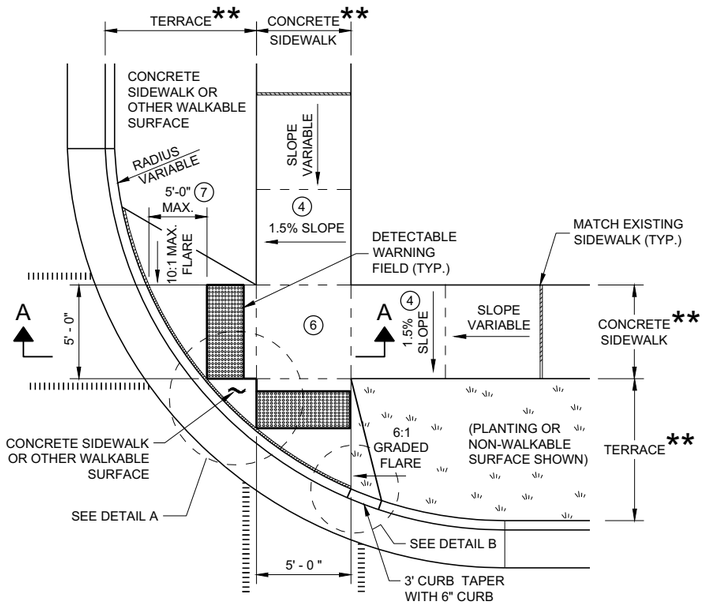
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20a

SDD 08D05 - 20a



DETAIL A



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

GENERAL NOTES

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

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

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

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

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

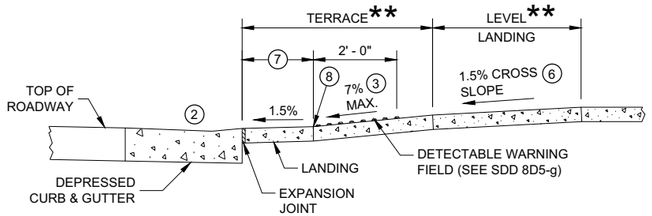
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

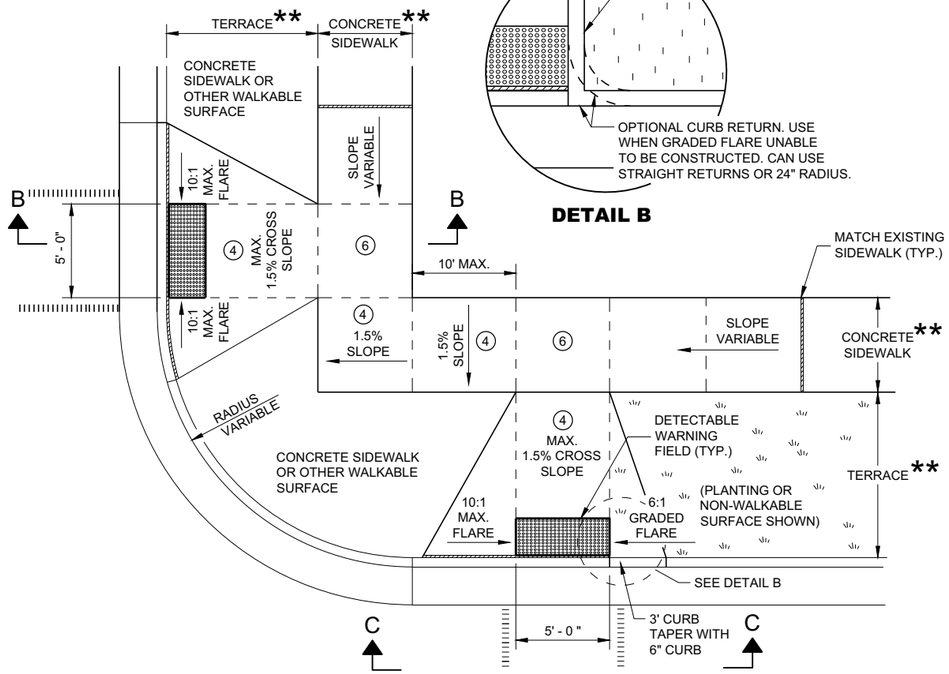
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

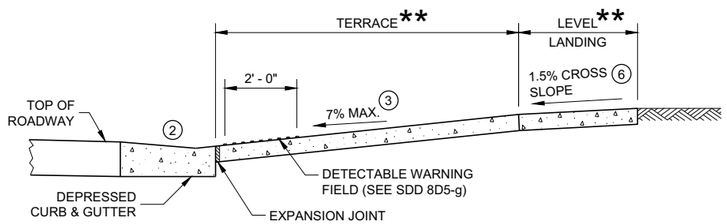
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

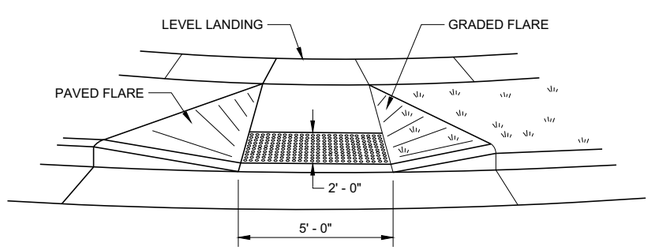


DETAIL B

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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

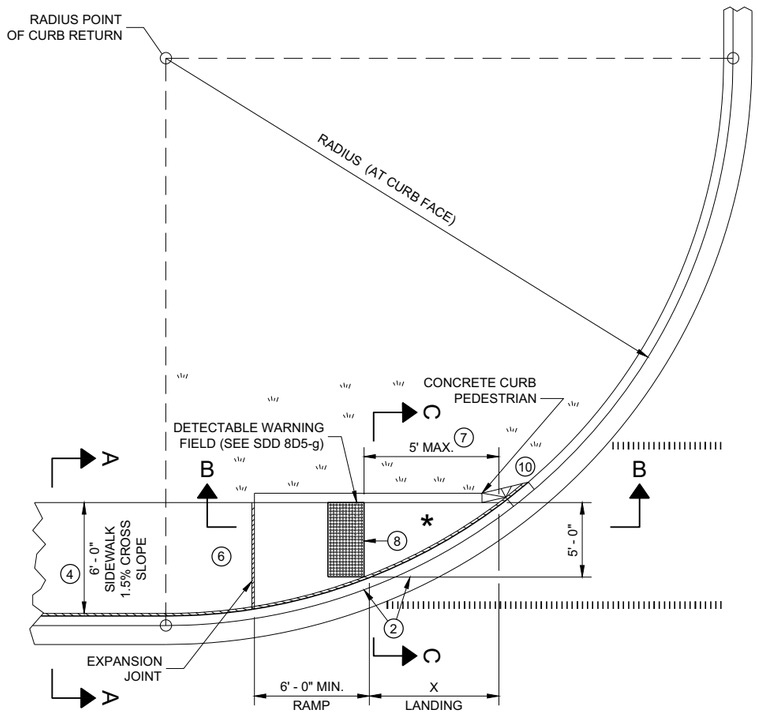
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20b

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SDD 08D05 - 20b

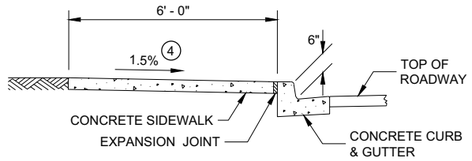


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

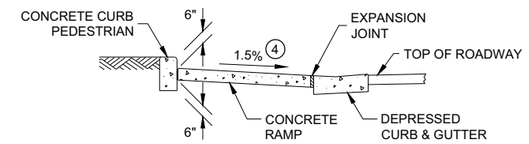
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

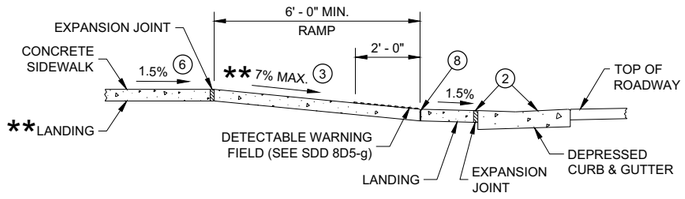
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



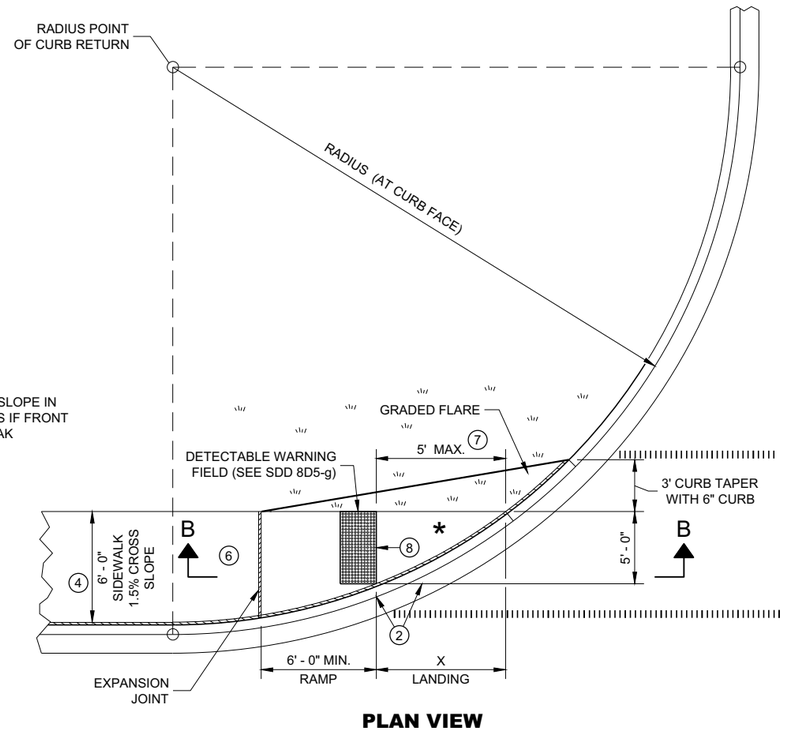
SECTION C - C FOR TYPE 4A



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

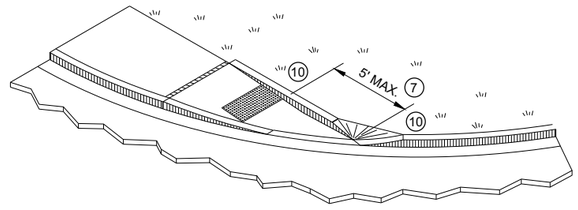
SECTION B - B FOR TYPE 4A AND TYPE 4A1

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

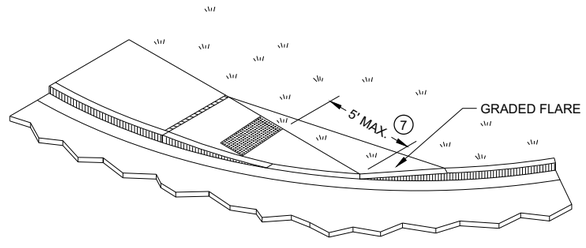


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



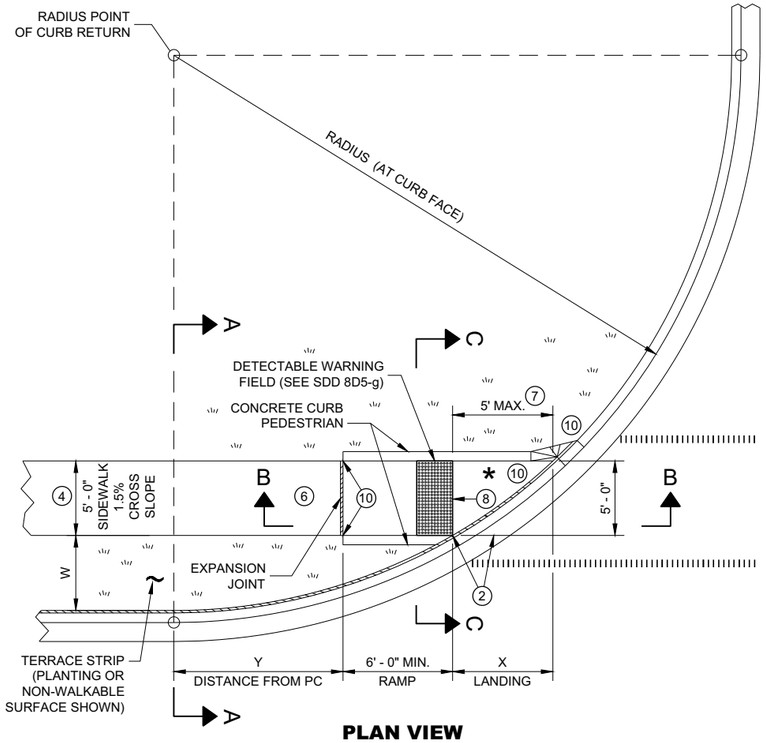
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

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

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

SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

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

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

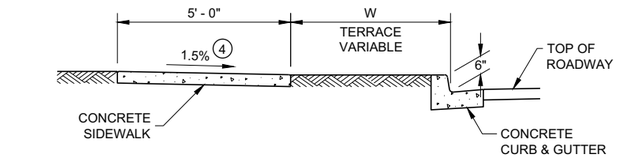
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

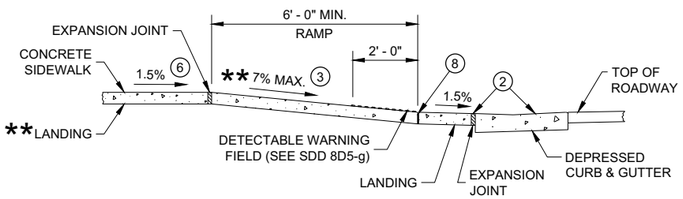
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



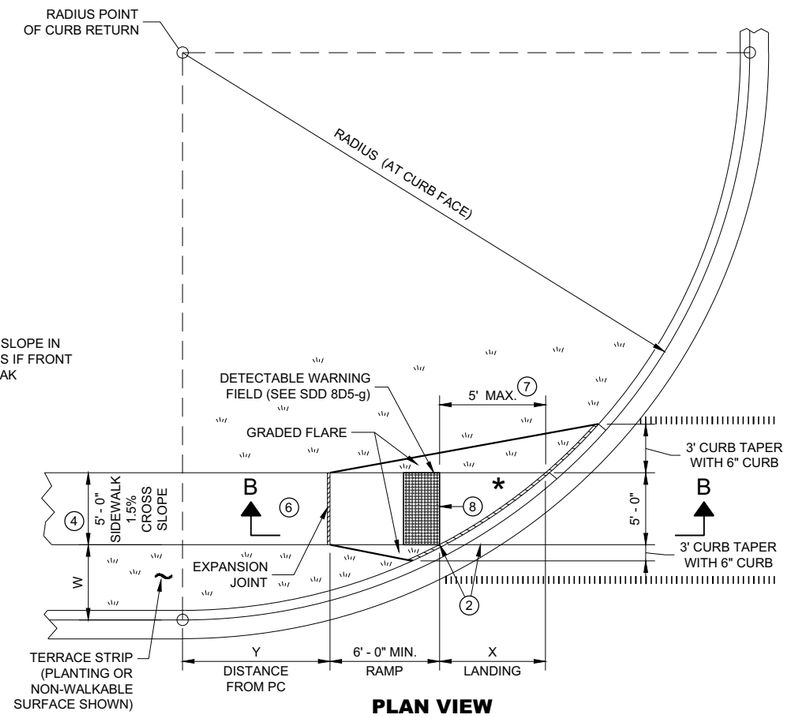
SECTION A - A FOR TYPE 4B



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

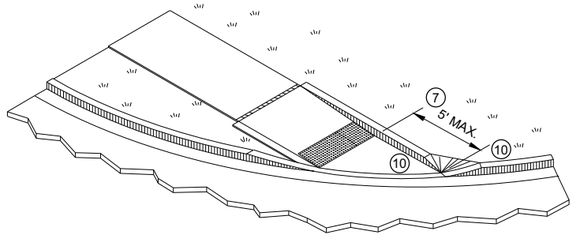
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

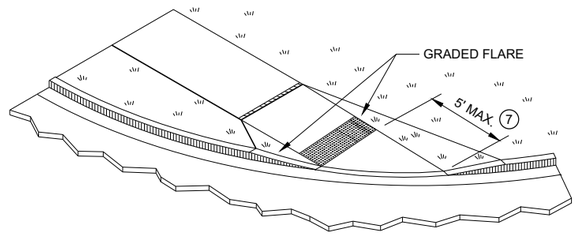


PLAN VIEW

CURB RAMP TYPE 4B1



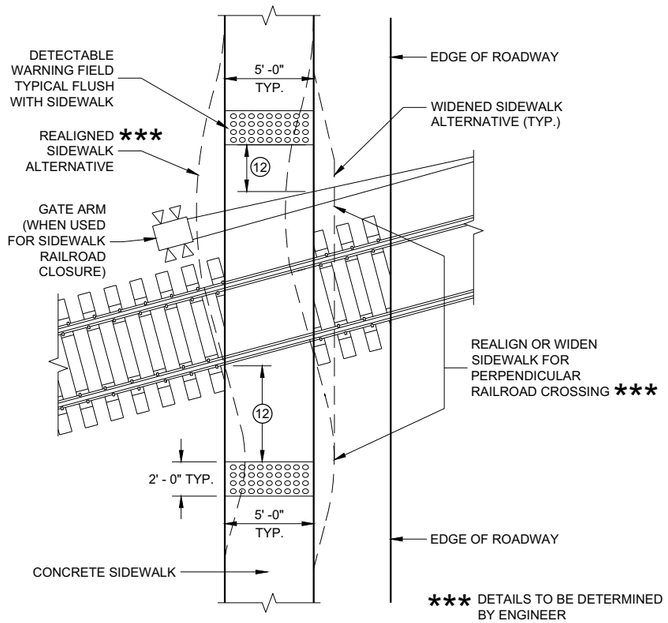
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

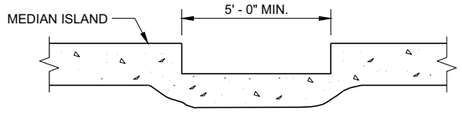
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

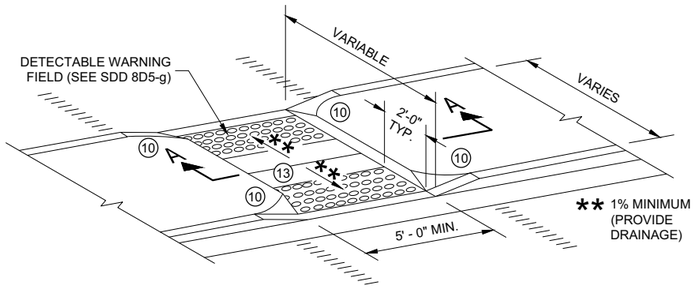


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

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

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

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

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

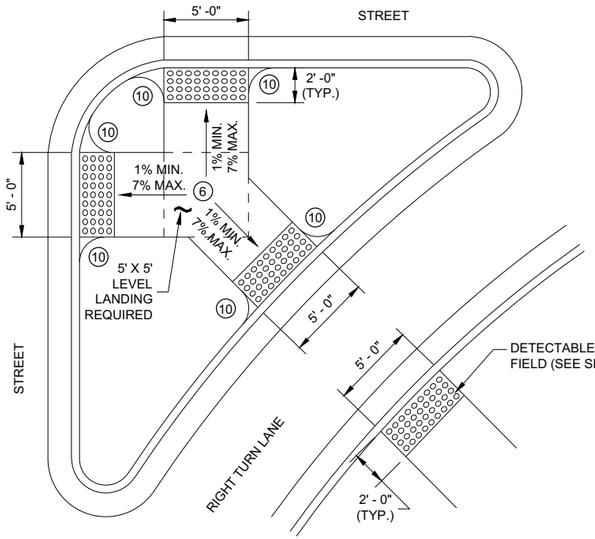
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

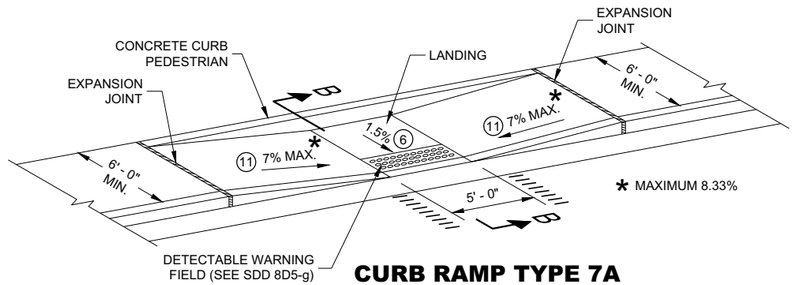
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

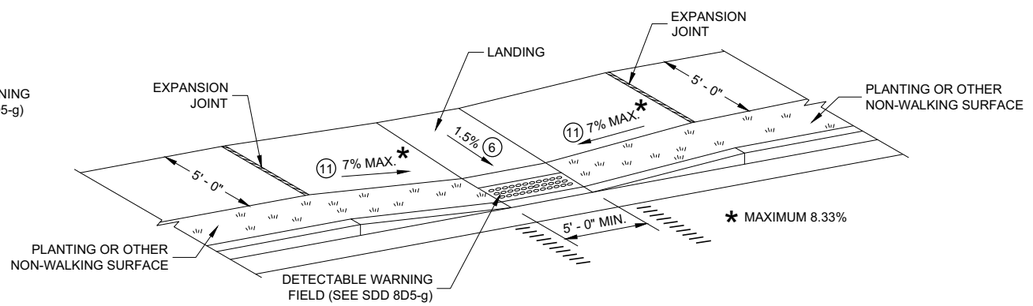
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

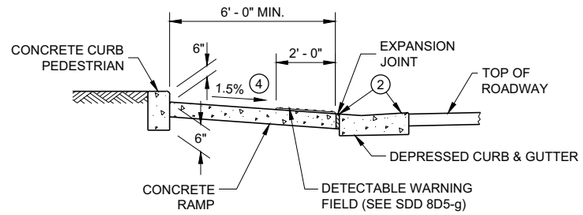
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



SECTION B - B FOR TYPE 7A

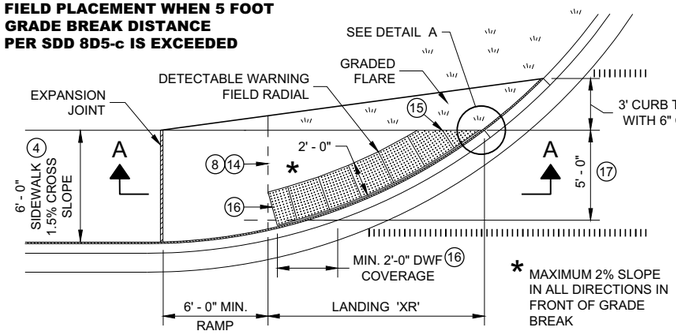
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

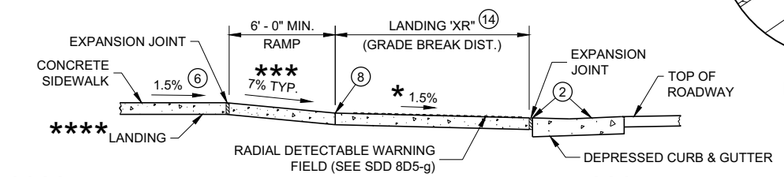
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

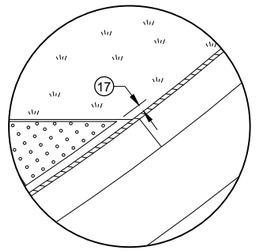
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

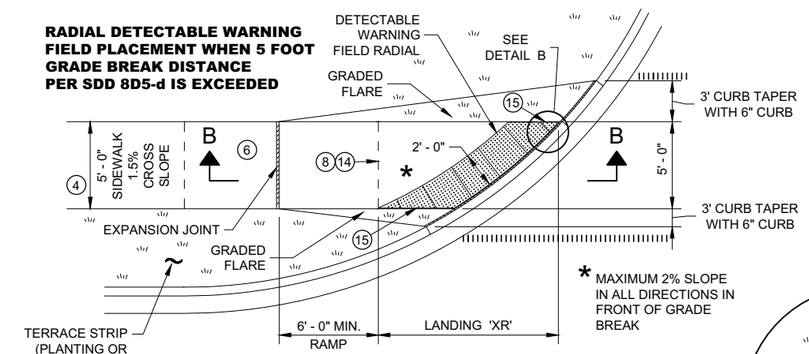
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

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

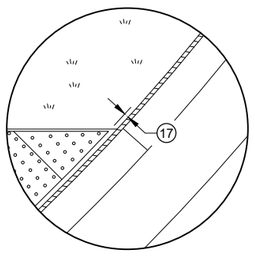
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



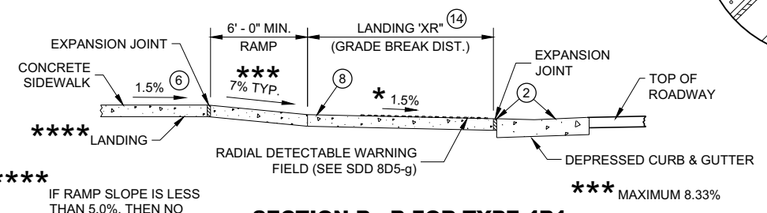
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

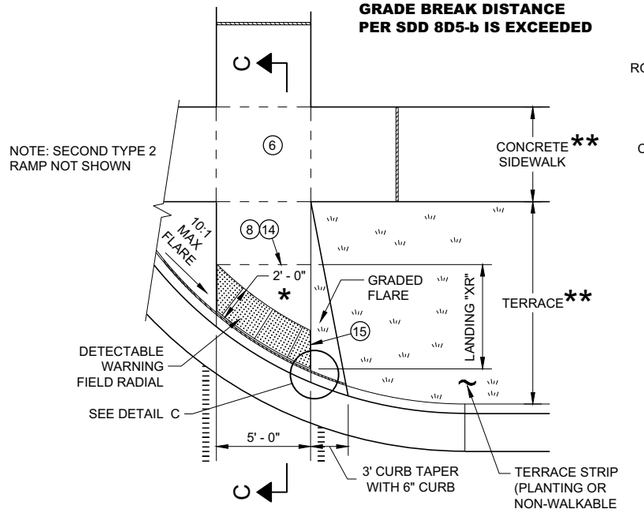


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

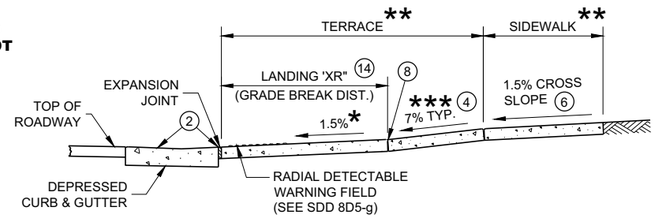


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

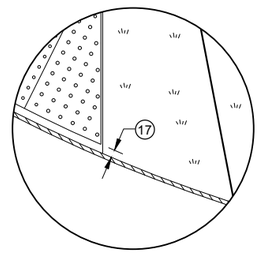


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



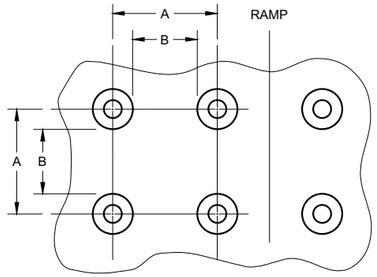
DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

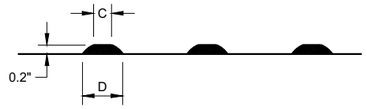
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

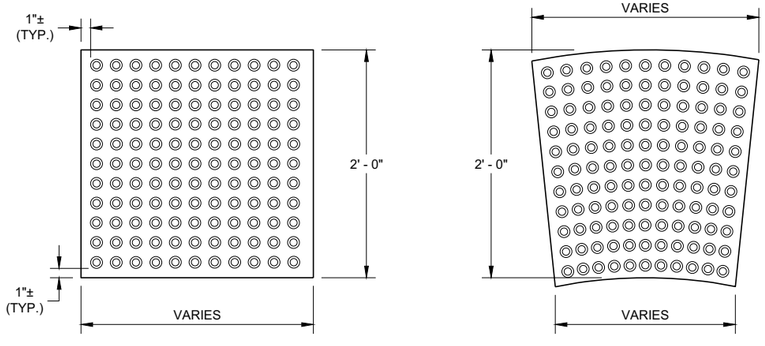


PLAN VIEW



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.

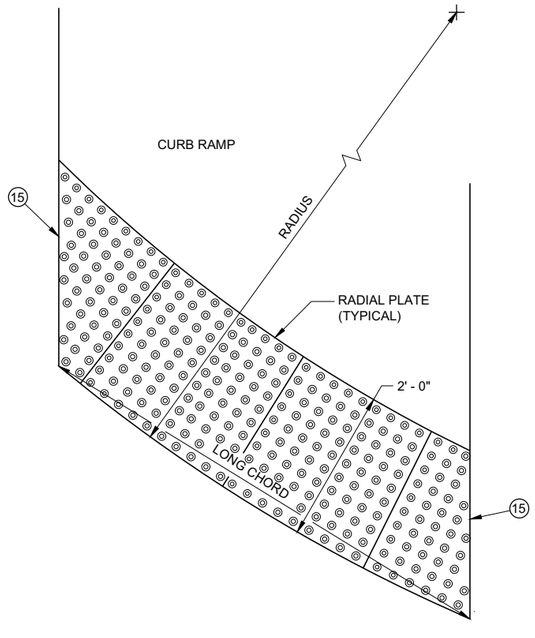
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

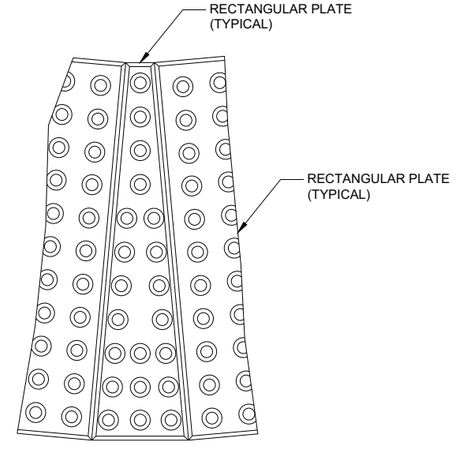
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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.



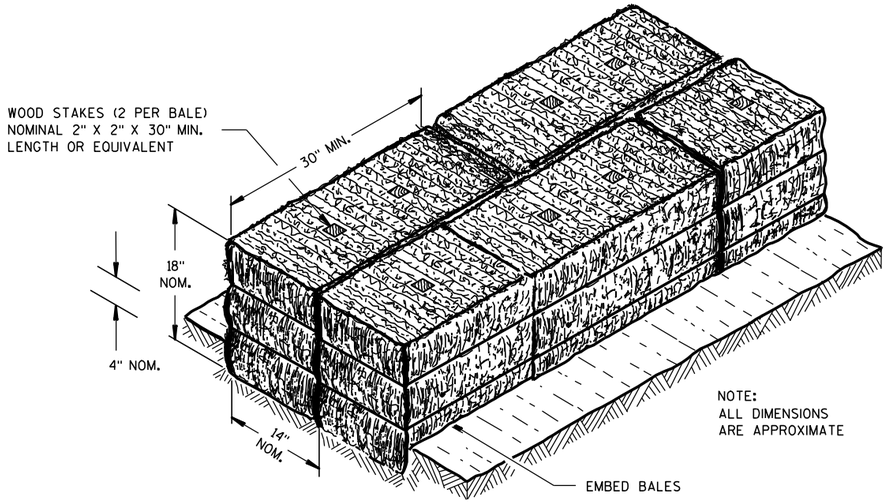
PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



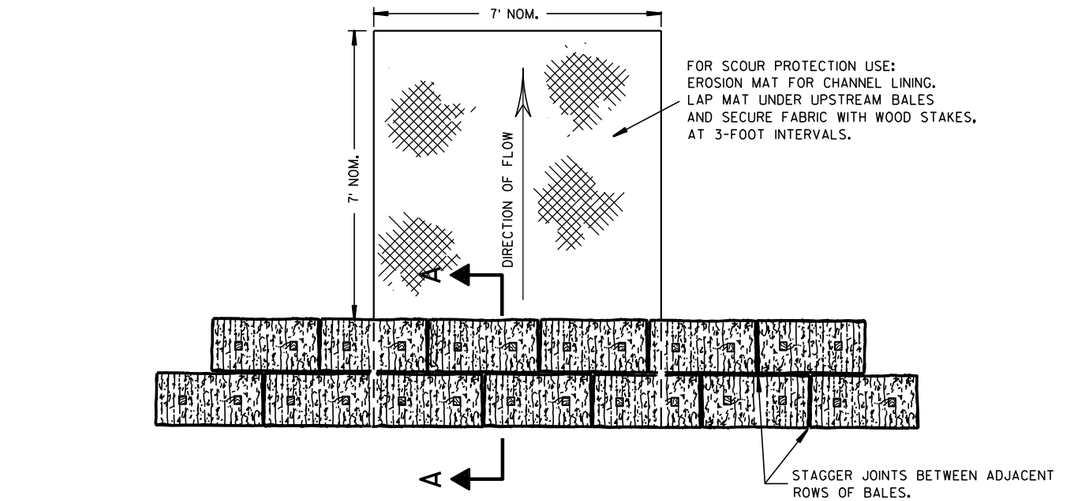
PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

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

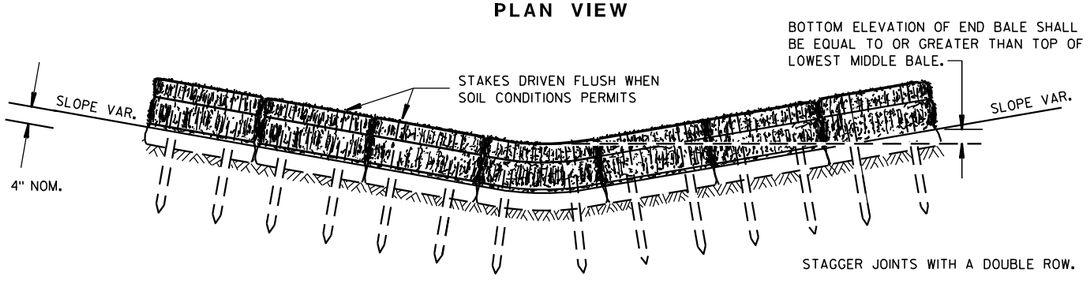
FHWA



SECTION A-A



PLAN VIEW



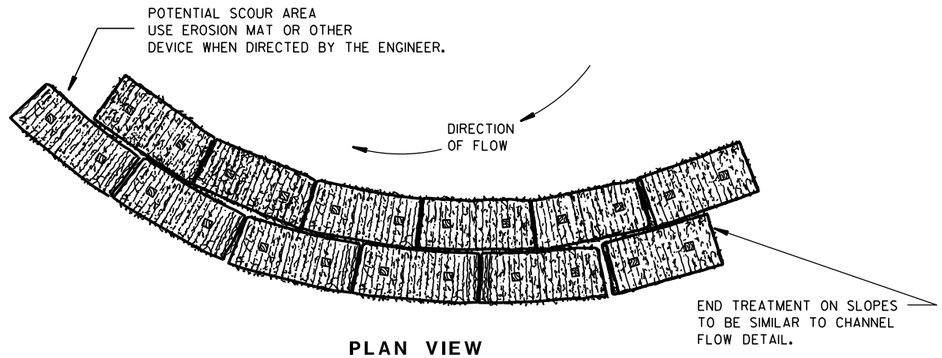
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

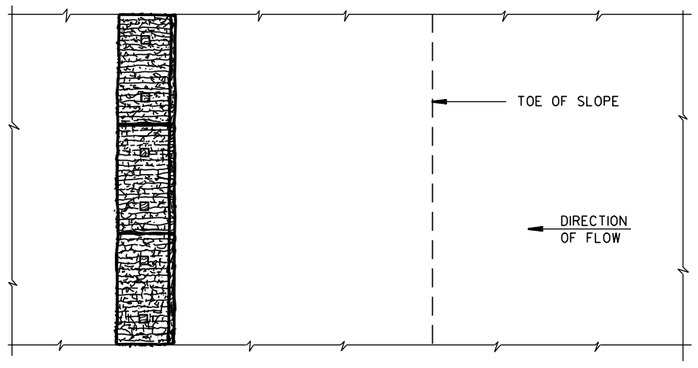
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

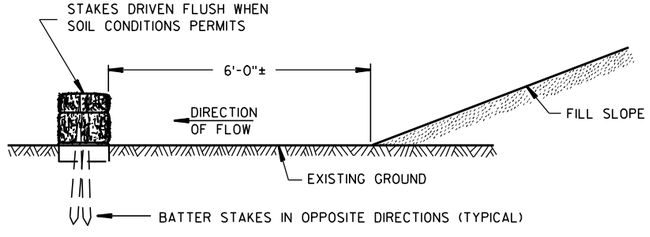


PLAN VIEW

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

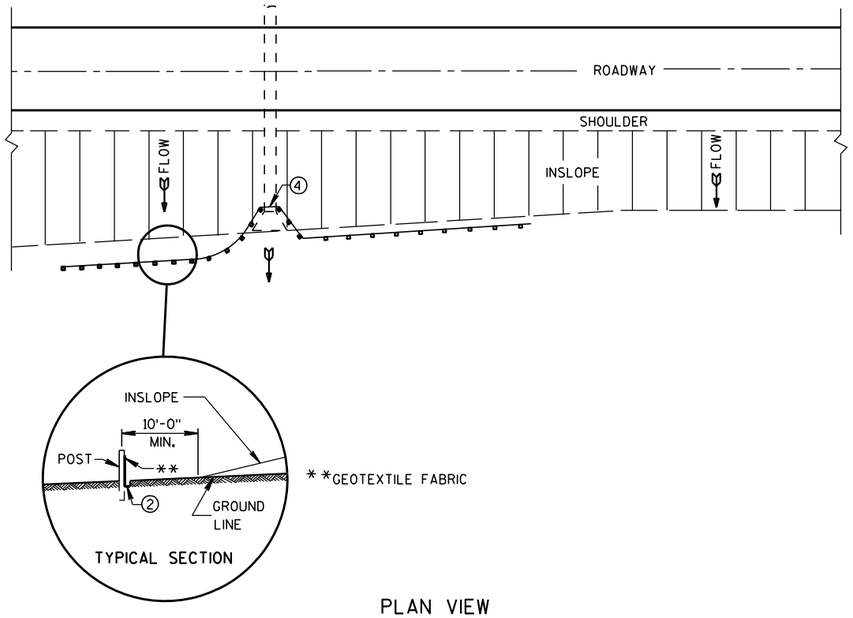
APPROVED

6/04/02 DATE — /S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

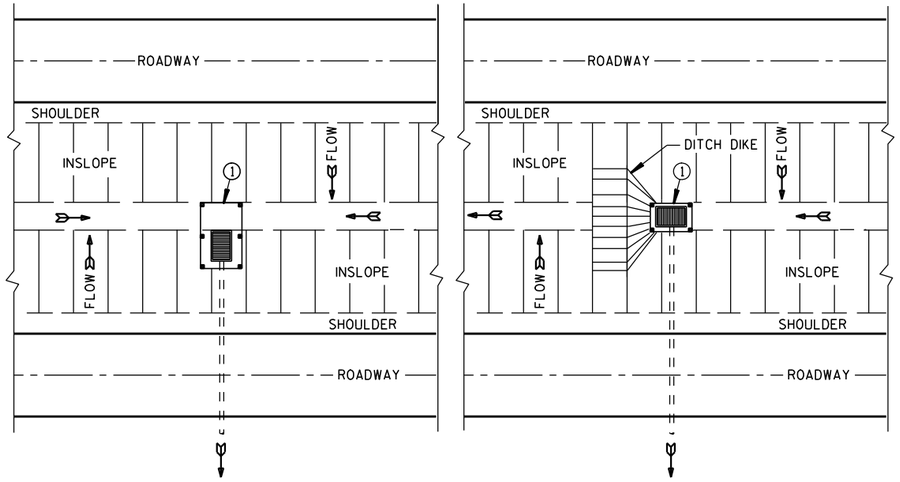
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S.D.D. 8 E 8-3



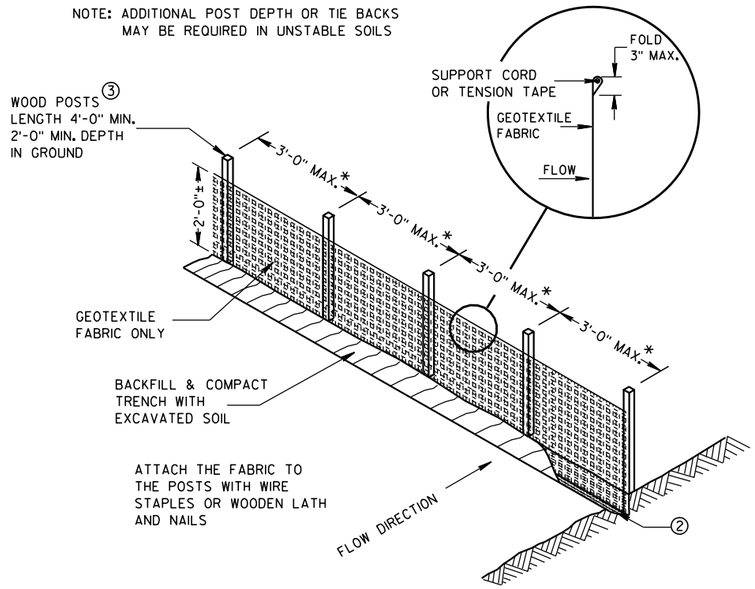
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE

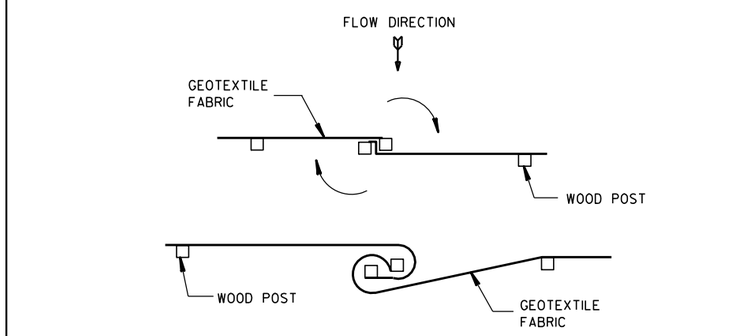


PLAN VIEW

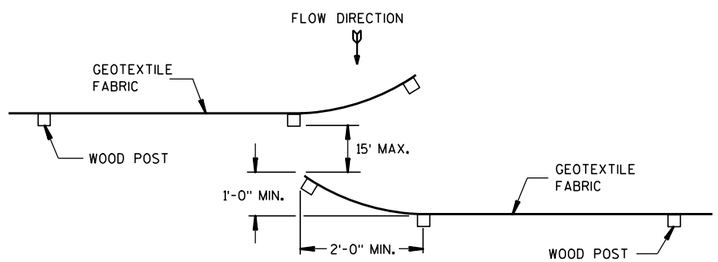
SILT FENCE AT MEDIAN SURFACE DRAINS



SILT FENCE



TWIST METHOD



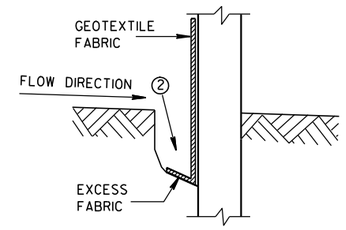
HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5

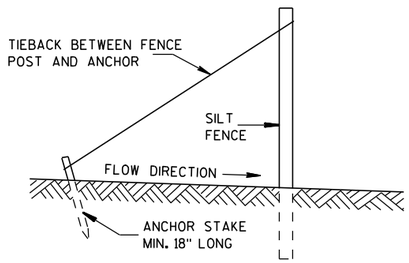
GENERAL NOTES

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

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



TRENCH DETAIL



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

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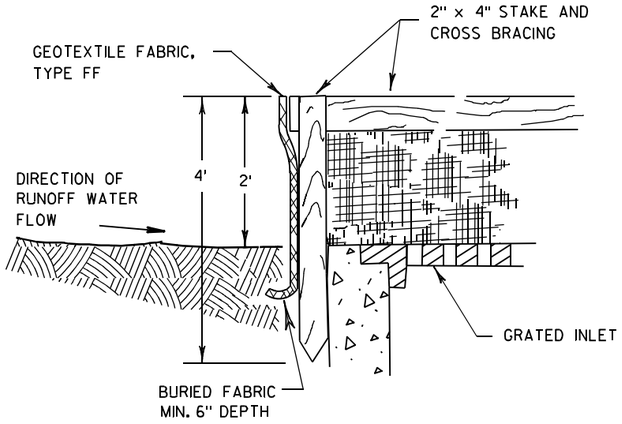
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

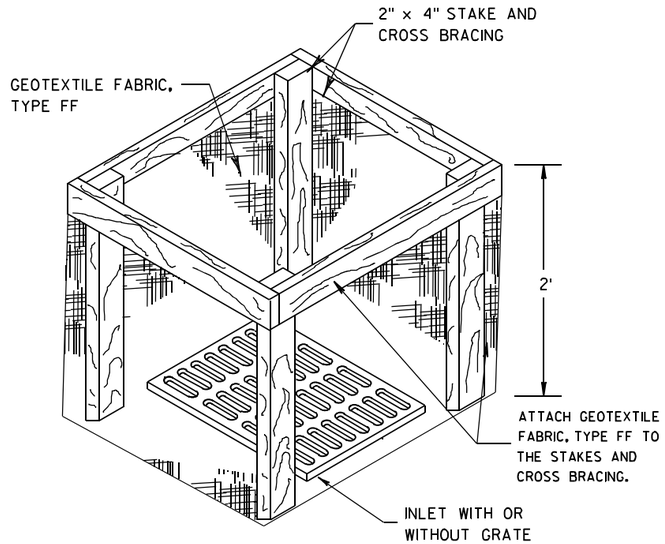
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S.D.D. 8 E 9-6

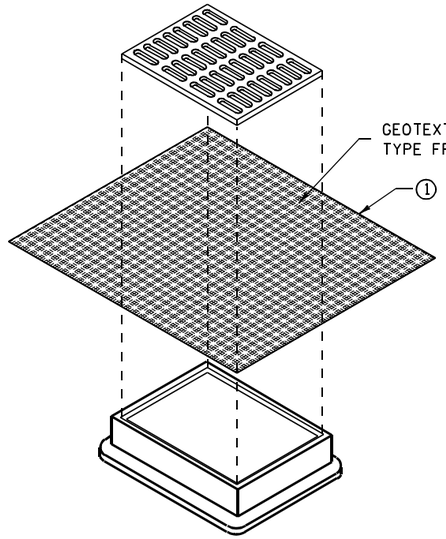
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S.D.D. 8 E 9-6



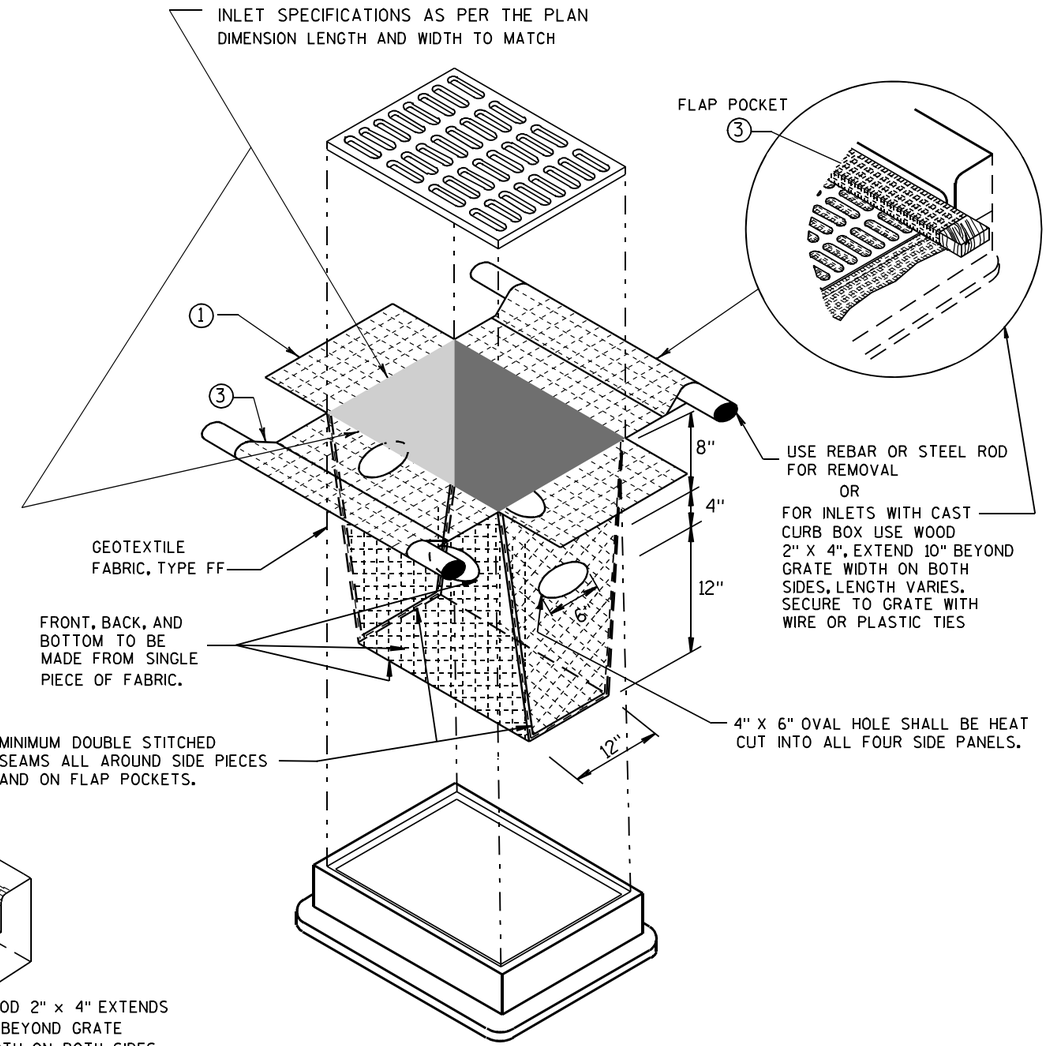


INLET PROTECTION, TYPE A



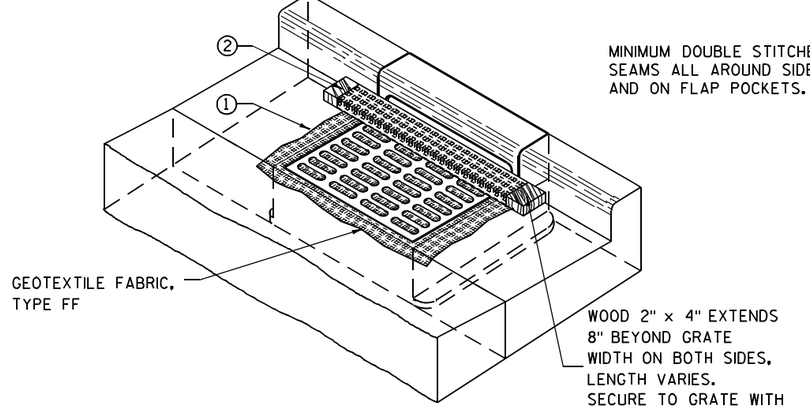
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE 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.

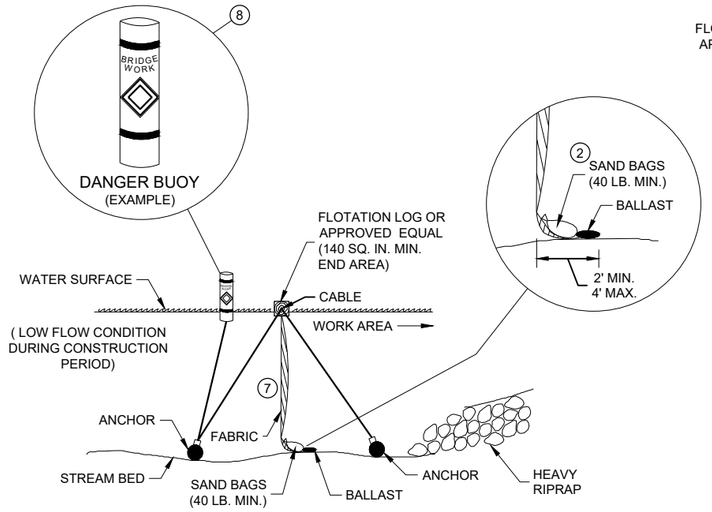
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

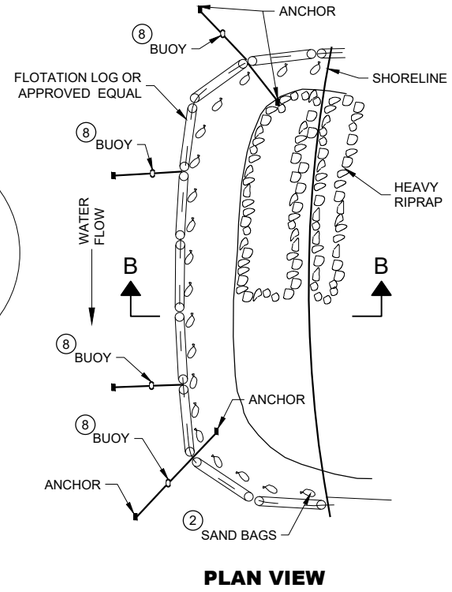
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

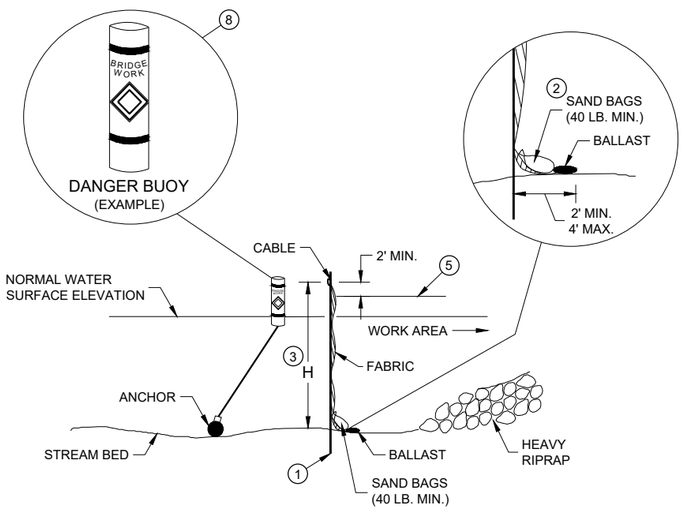


SECTION B - B

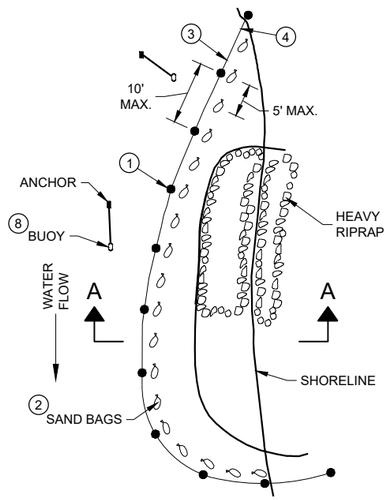


PLAN VIEW

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.

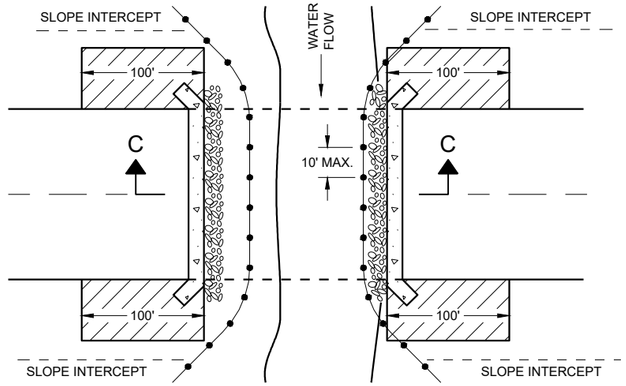
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

(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.

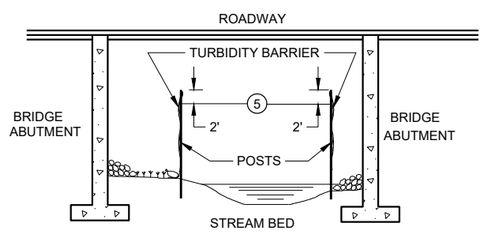
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

(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

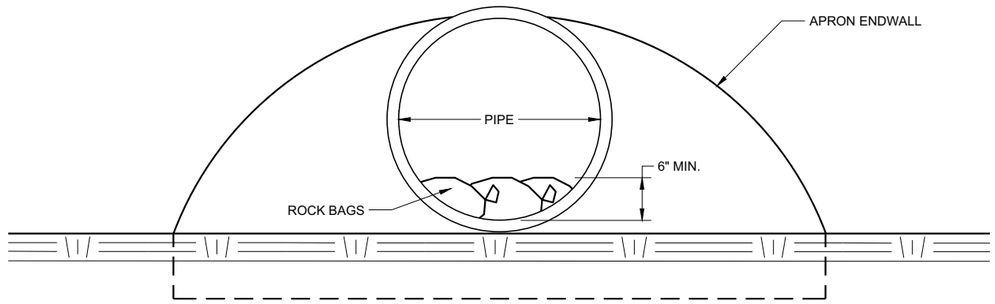
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

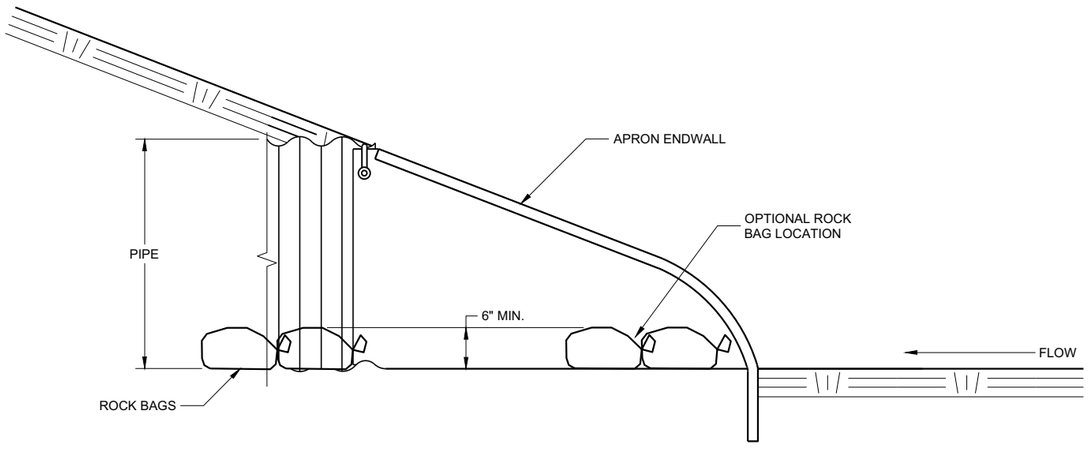
APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOI
ENGINEER

FHWA

6
SDD 08E11 - 02



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

6
SDD 08E15 - 01

METAL APRON ENDWALLS

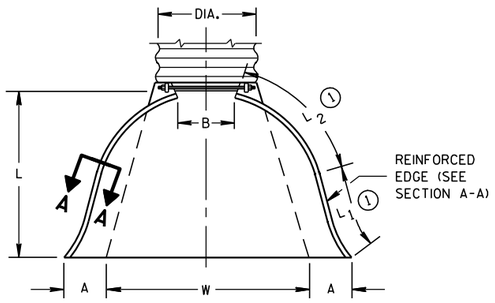
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

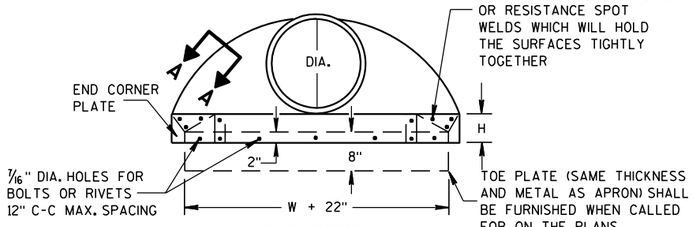
REINFORCED CONCRETE APRON ENDWALLS

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

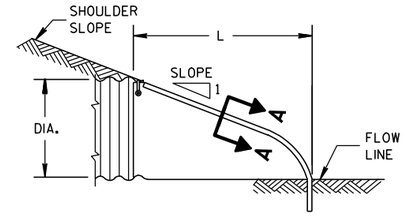
*MINIMUM
**MAXIMUM



PLAN VIEW

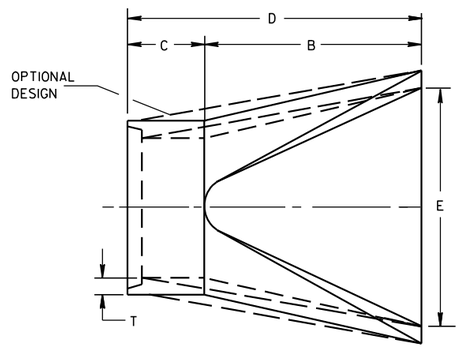


END VIEW

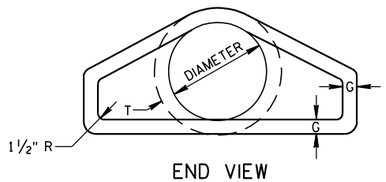


SIDE ELEVATION

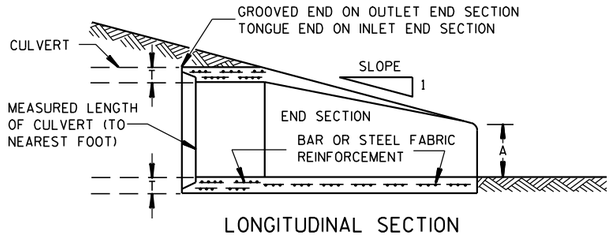
METAL ENDWALLS



PLAN

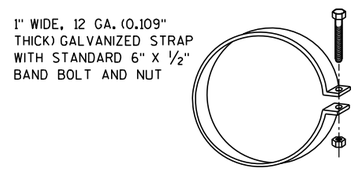


END VIEW



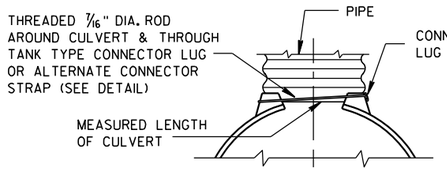
LONGITUDINAL SECTION

CONCRETE ENDWALLS

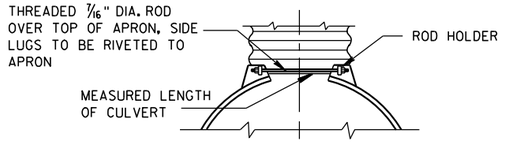


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

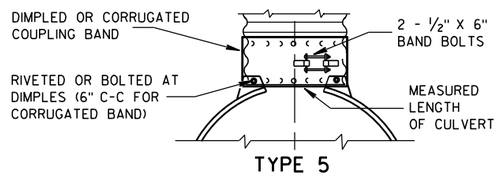


TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE

TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

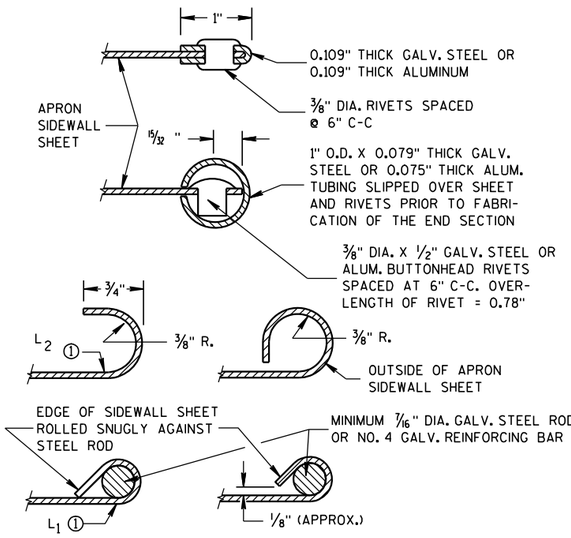
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

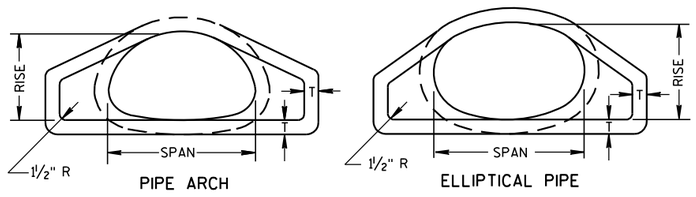
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

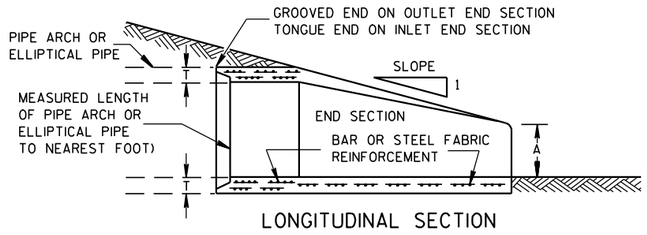
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

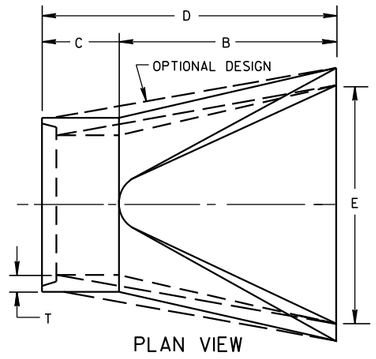
6
S.D.D. 8 F 1-11



END VIEW

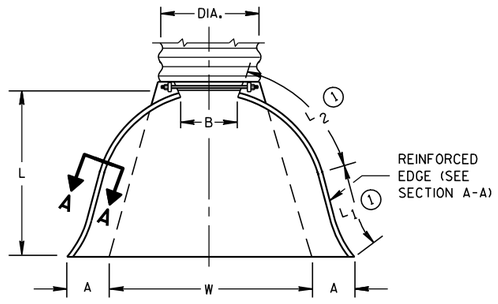


LONGITUDINAL SECTION

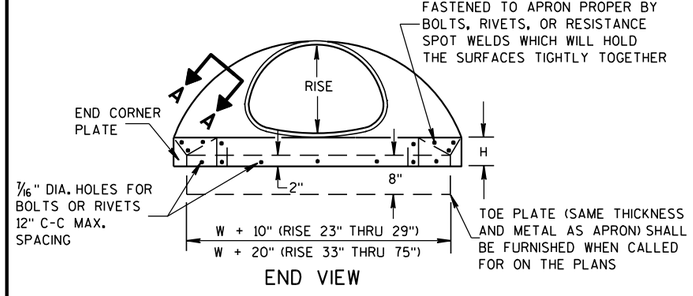


PLAN VIEW

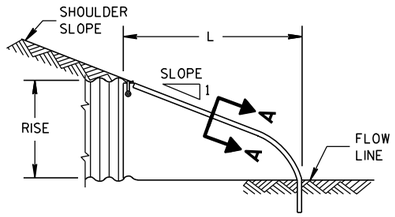
CONCRETE ENDWALLS



PLAN VIEW

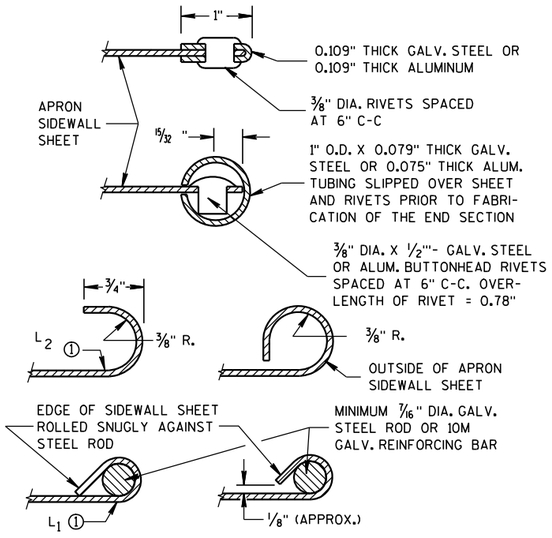


END VIEW



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

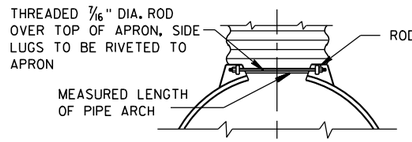
REINFORCED CONCRETE PIPE ARCH

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

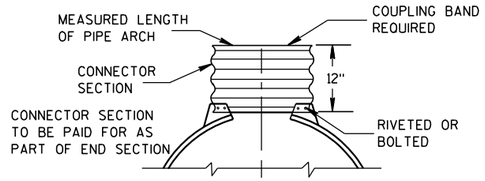
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



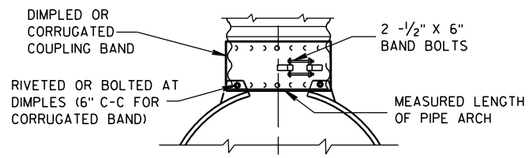
TYPE 2

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

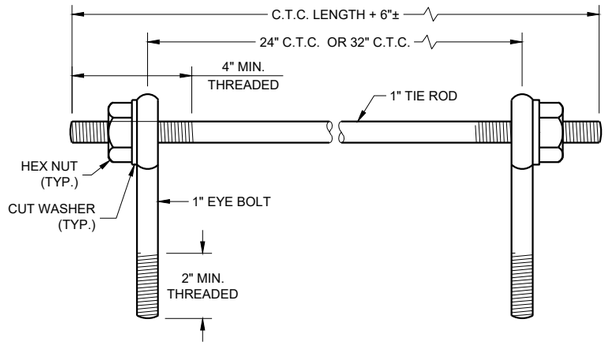
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

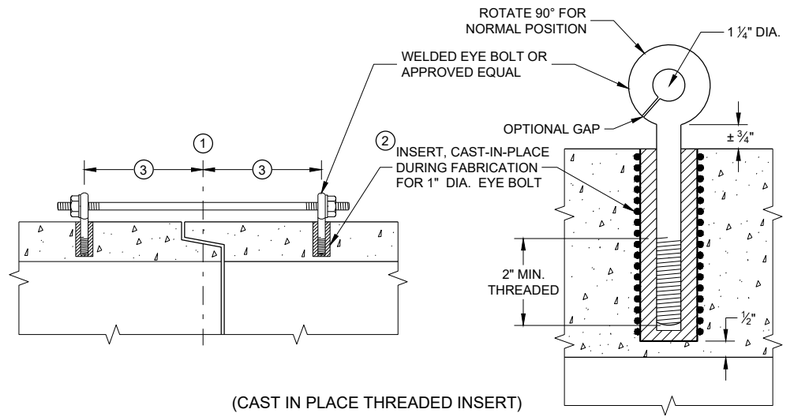
11/30/94 — DATE

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

FHWA



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

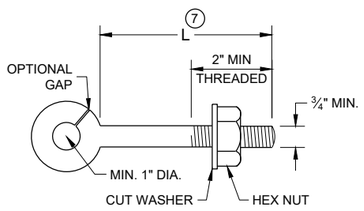
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

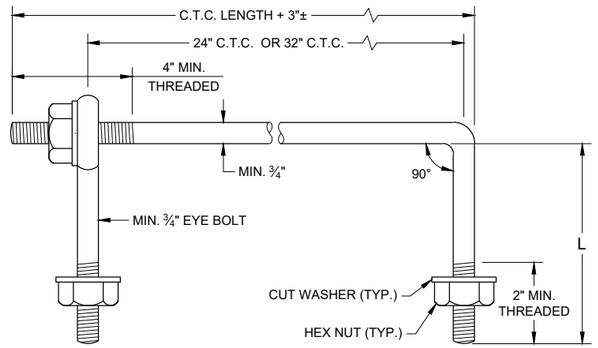
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

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.

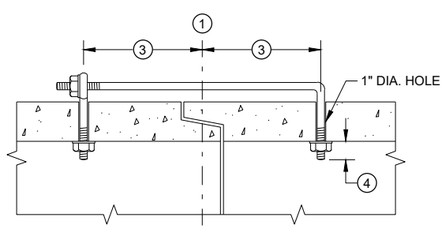


EYE BOLT 7

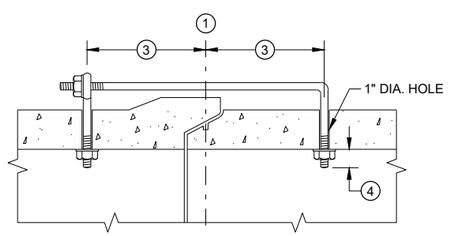
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

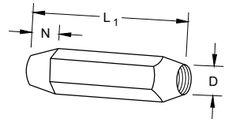
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

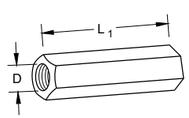
ADJUSTABLE TIE ROD TABLE

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



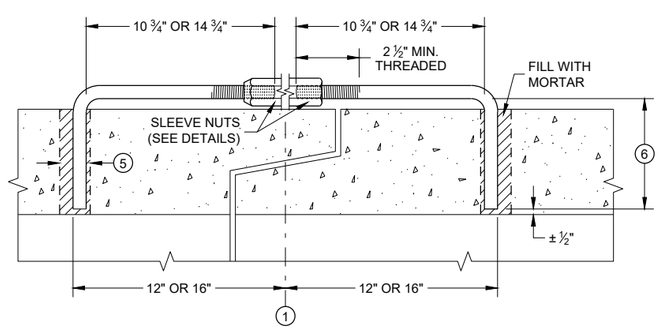
TAPERED



PLAIN

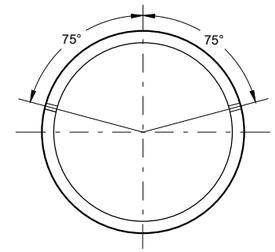
RIGHT AND LEFT THREADS

SLEEVE NUTS



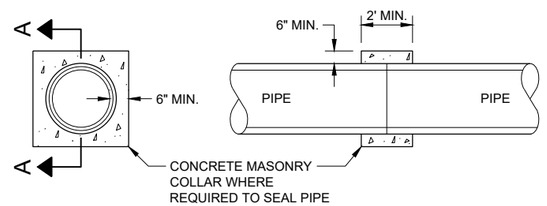
LONGITUDINAL SECTION

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

GENERAL NOTES

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

FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2' - 0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3' - 0"

(3) LIMITS OF TRENCH BACKFILL

(4) LIMITS OF FOUNDATION BACKFILL

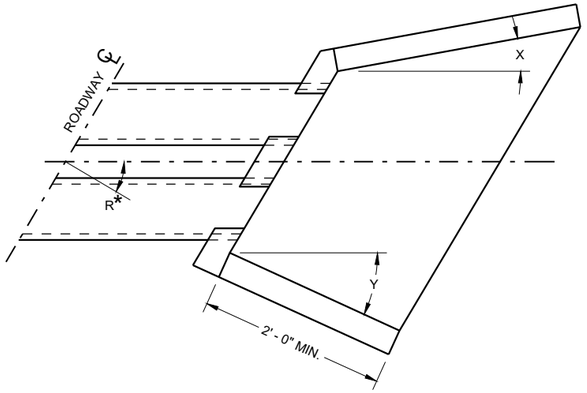
(5) FOUNDATION AND TRENCH BACKFILL ARE MATERIALS INCLUDED IN PAYMENT FOR CULVERT PIPE, PIPE ARCH, CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPSE OR CONCRETE MASONRY ENDWALLS.

(6) DO NOT PLACE FOUNDATION BACK FILL OR ANY OTHER GRANULAR BACKFILL AROUND OR BELOW CUT OFF WALL. POUR CUT OFF WALL AGAINST NATIVE SOIL

(7) MINIMUM HEIGHT SHALL BE THE GREATER OF 1'- 0" OR ¼ HEIGHT OF CULVERT PIPE.

TRENCH BACKFILL

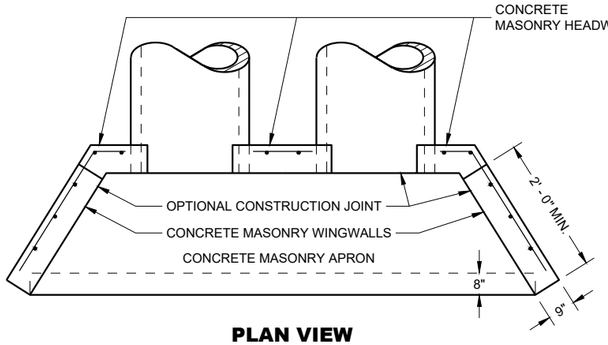
FOUNDATION BACKFILL



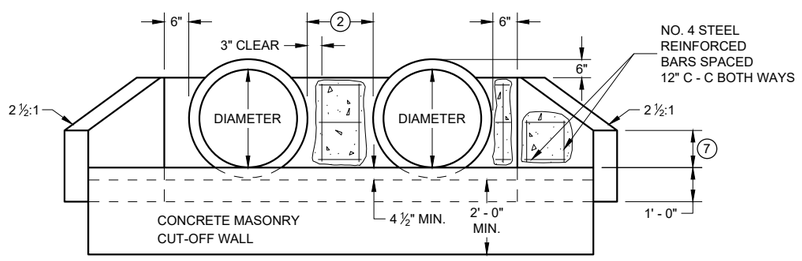
WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	30°	16 - 45°	10°	15°
23 - 37°	20°	30°	46 - 75°	5°	15°
38 - 52°	15°	30°	OVER 75°	0°	15°
53 - 67°	10°	30°			
68 - 82°	5°	30°			
OVER 82°	0°	30°			

R* = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

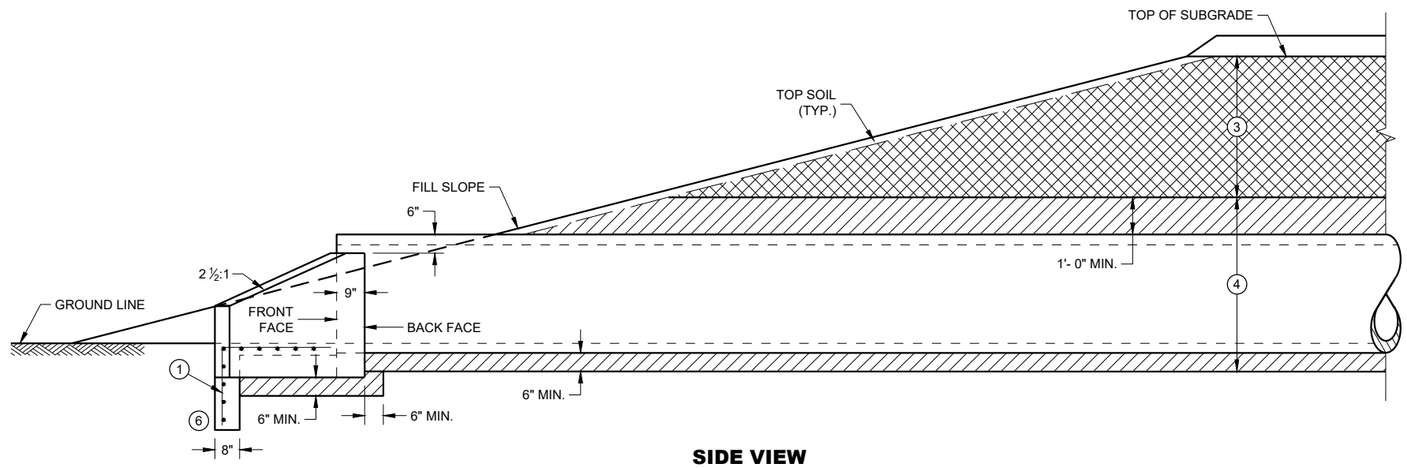


PLAN VIEW



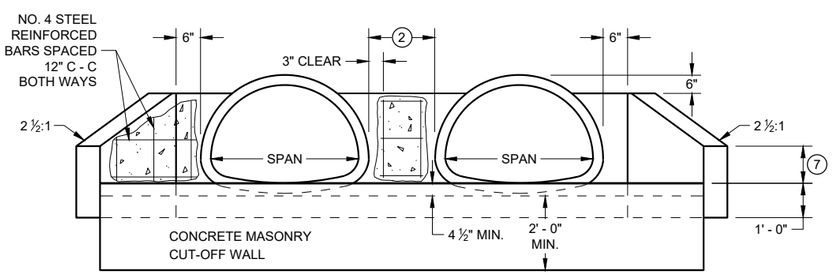
END VIEW

CIRCULAR PIPE



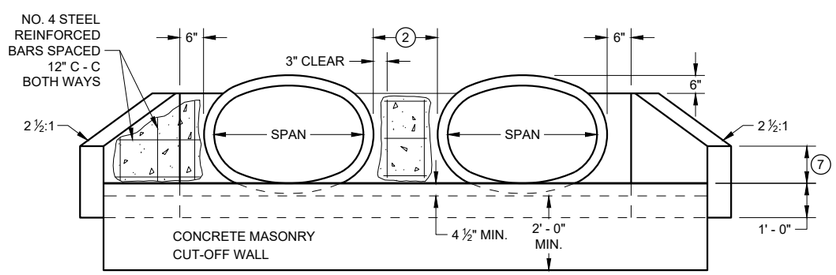
SIDE VIEW

CIRCULAR PIPE, PIPE ARCH OR HORIZONTAL ELLIPSE



END VIEW

PIPE ARCH



END VIEW

HORIZONTAL ELLIPSE

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

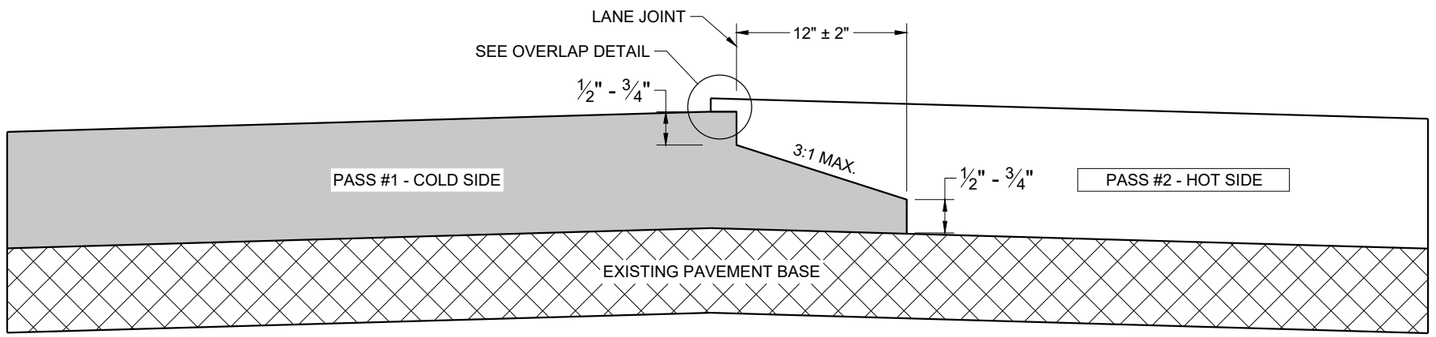
APPROVED

May 2022
DATE

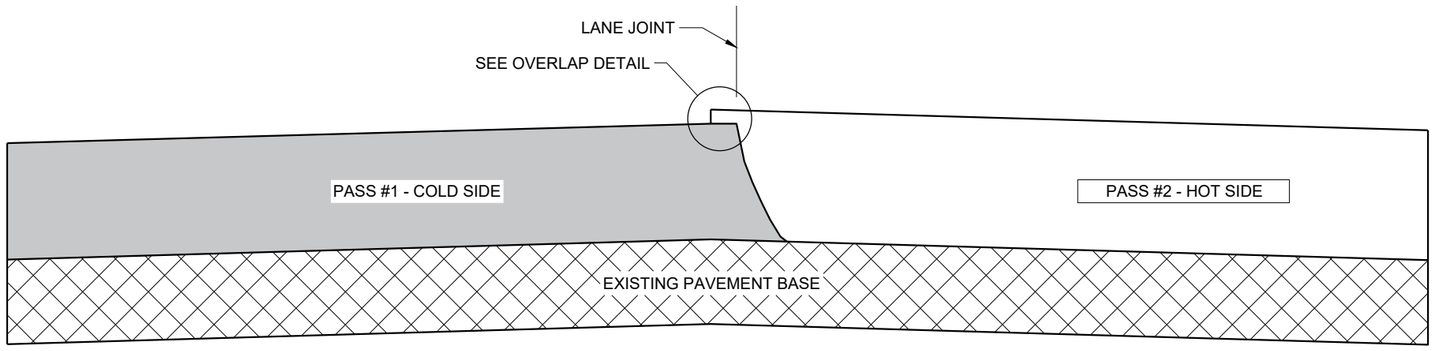
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

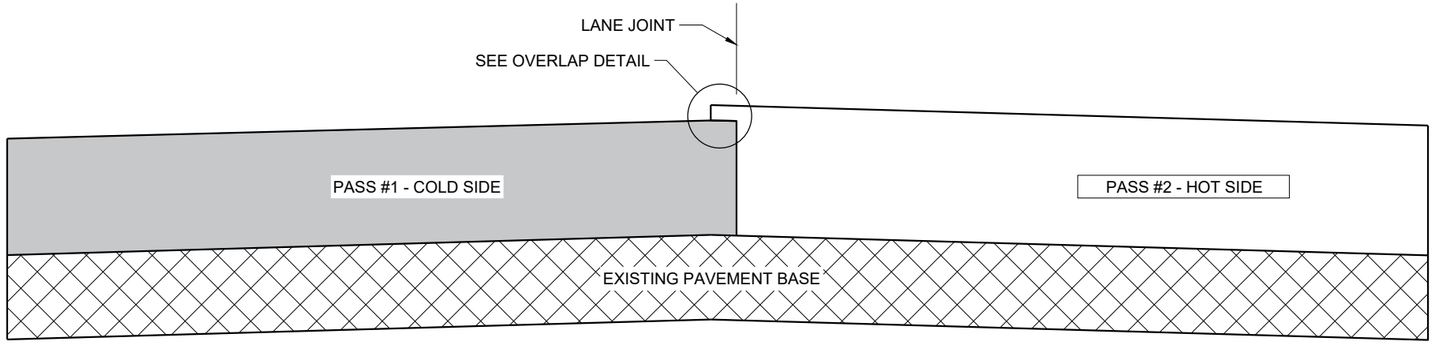
6
SDD 08F10 - 02



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

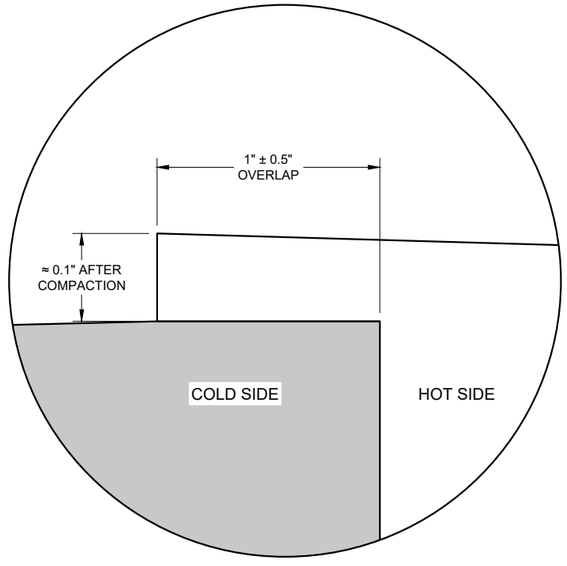
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

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

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

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



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGIN

FHWA

6

SDD 13C19 - 03

GENERAL NOTES

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

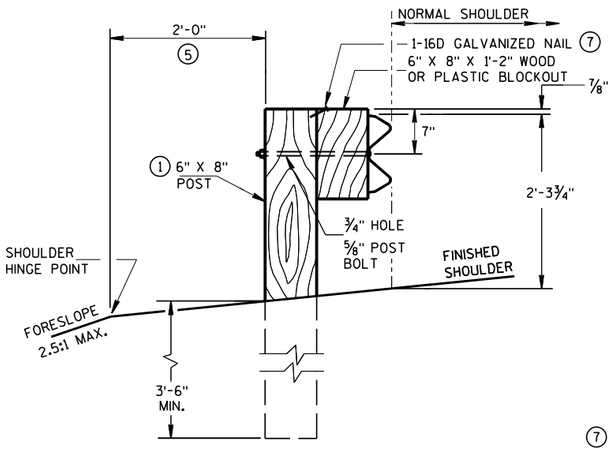
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

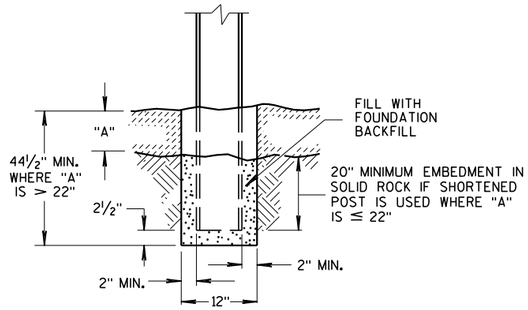
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

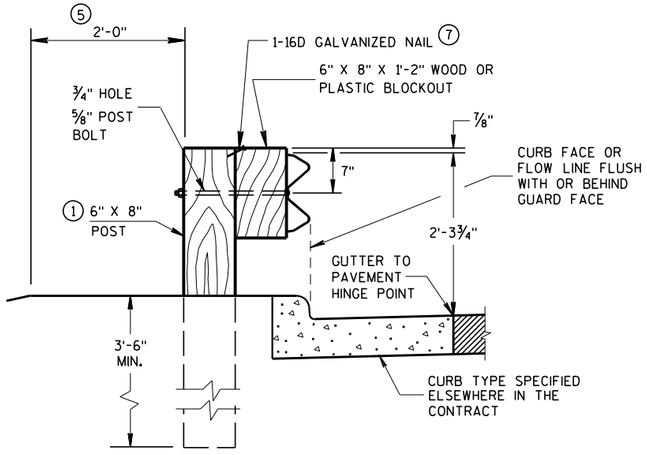
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



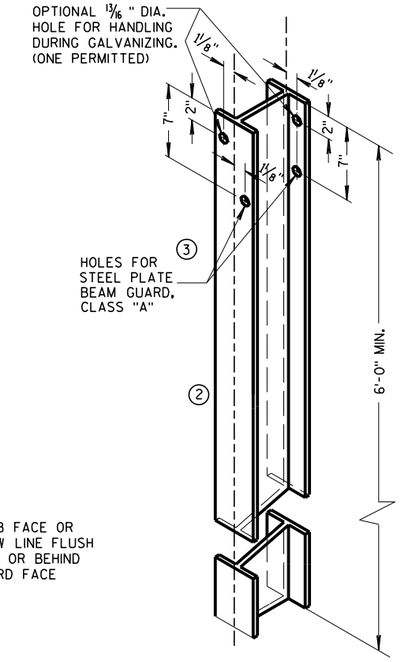
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

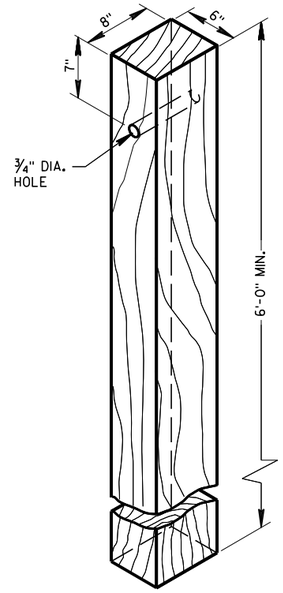


END VIEW
LOCATED ALONG A CURBED ROADWAY

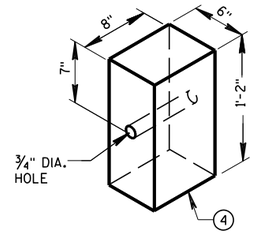


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

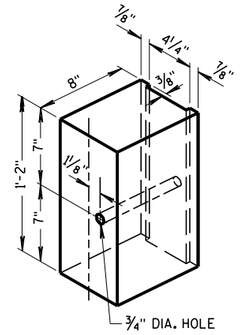
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



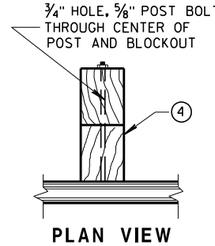
WOOD POST
(6"X8") NOMINAL



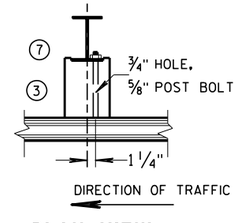
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



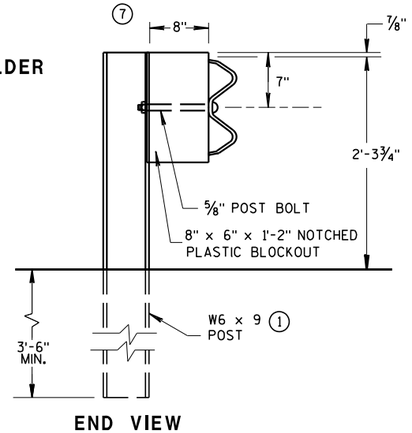
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



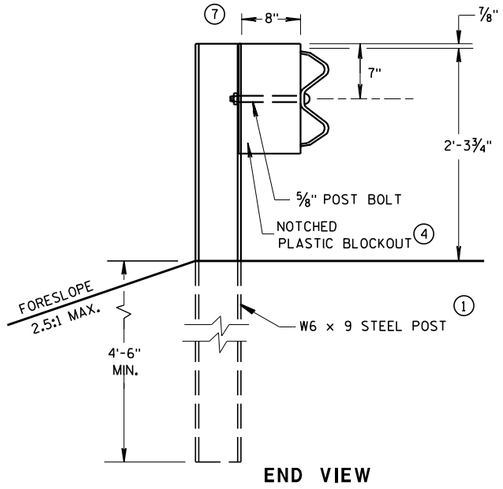
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



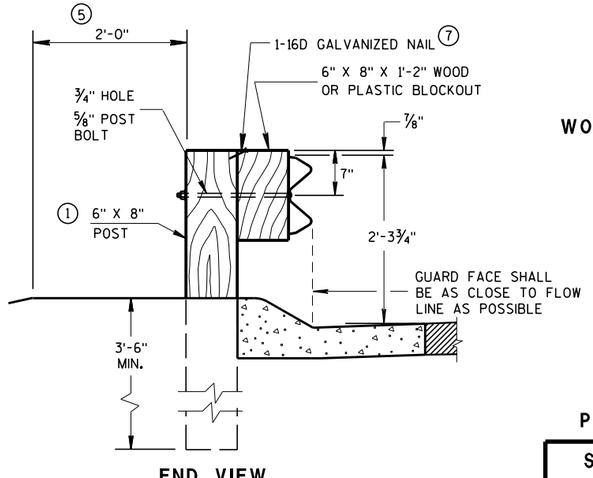
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



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



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

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

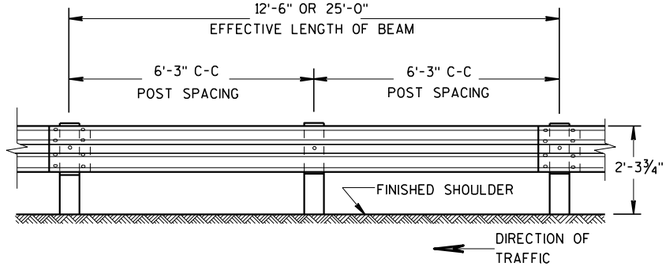
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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

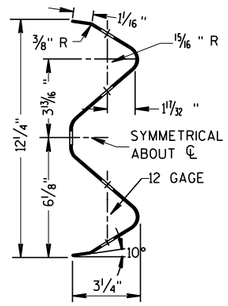
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S.D.D. 14 B 15-11a

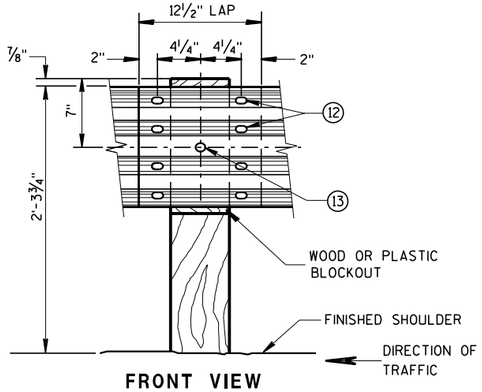


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

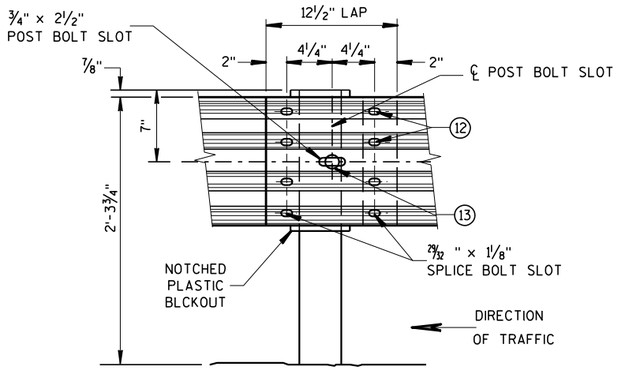
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

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

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

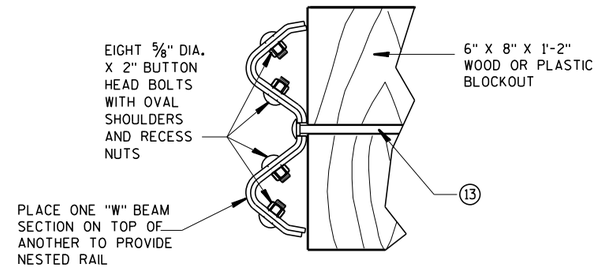
FRONT VIEW

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



FRONT VIEW

BEAM SPLICE AT STEEL POST

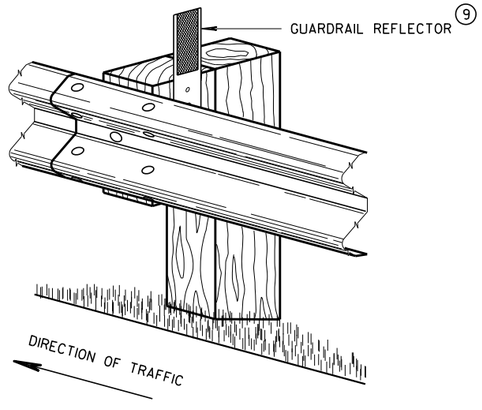


NESTED W BEAM (NW)

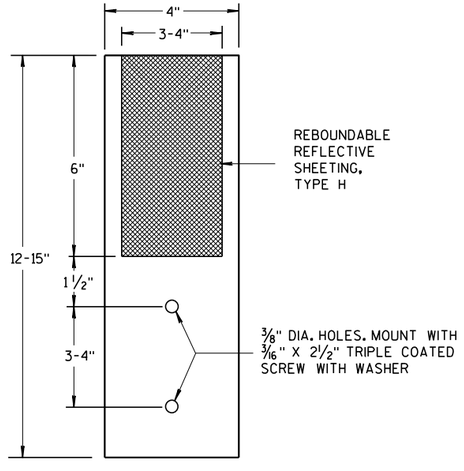
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

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



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



4"x 12" GUARDRAIL REFLECTOR

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

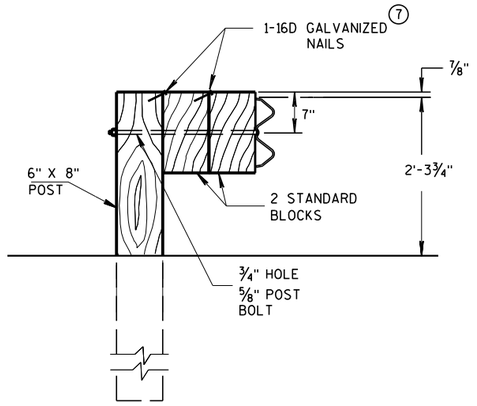
STATE OF WISCO 88
DEPARTMENT OF TRANSPORTATION

6

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

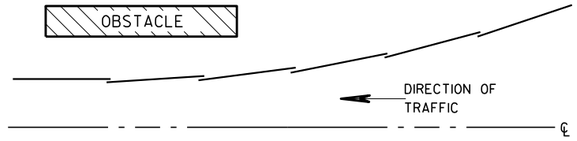
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S.D.D. 14 B 15-11b

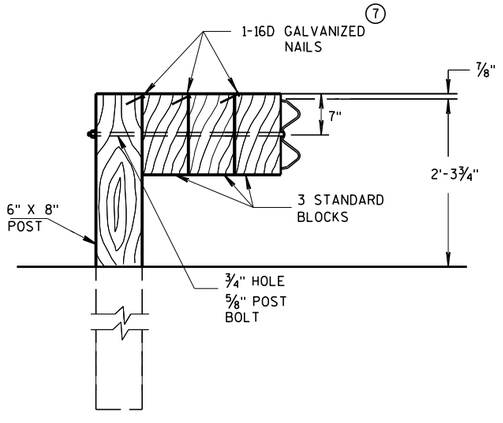


DETAIL FOR DOUBLE BLOCKS

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

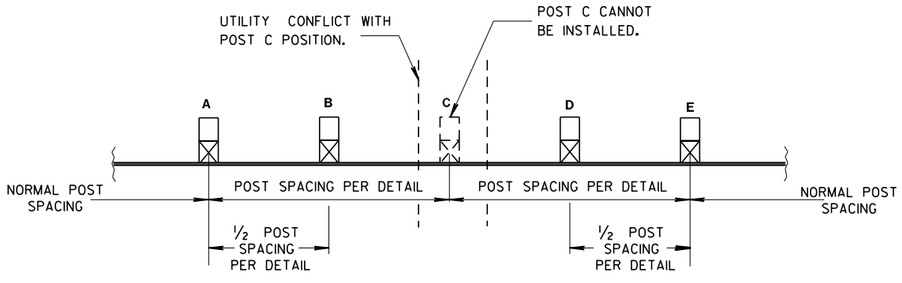


PLAN VIEW
BEAM LAPPING DETAIL



DETAIL FOR TRIPLE BLOCKS

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



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS 89 UNIT SUPERVISOR
FHWA

6

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

6

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

BILL OF MATERIALS

NOTE NO.	DESCRIPTION
①	WOOD BREAKAWAY TERMINAL POST: 5½" X 7½" X 3'-9"
②	STEEL TUBE TS 8" X 6" X 0.188", 6'-0"
④	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	WOOD OFFSET BLOCKS: 6' X 8" X 1'-2"
⑥	PIPE SLEEVE: 2" X 5 ½" STANDARD PIPE
⑦	BEARING PLATE
⑧	BCT CABLE ASSEMBLY
⑨	CABLE ANCHOR BOX
⑩	STRUT & YOKE
⑪	STEEL PLATE BEAM, END PANEL 12 GA.
⑫	STEEL PLATE BEAM: 12 GA. 13'-6½"
⑬	IMPACT HEAD
⑭	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS

GENERAL NOTES

FOLLOW MANUFACTURE'S BOLTING RECOMMENDATIONS.

(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.

(D) THE TOP OF THE STEEL TUBE ON POSTS 1 AND 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

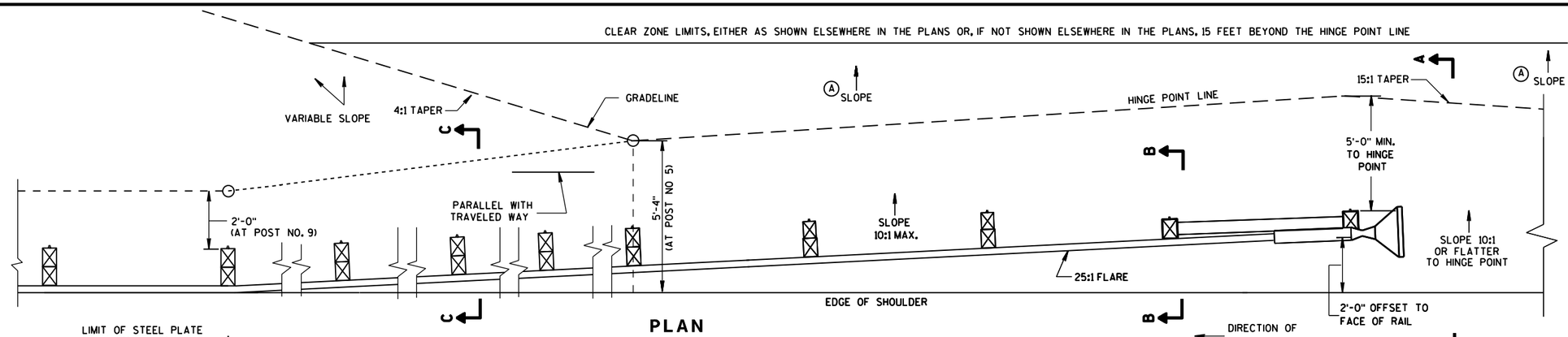
(E) THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST 3 THROUGH 8 SHALL BE ¾" ABOVE THE FINISHED GROUND LINE.

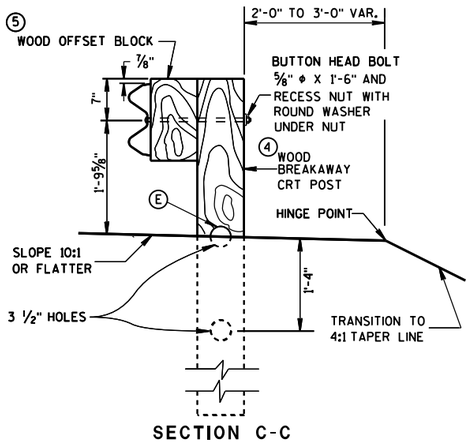
(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

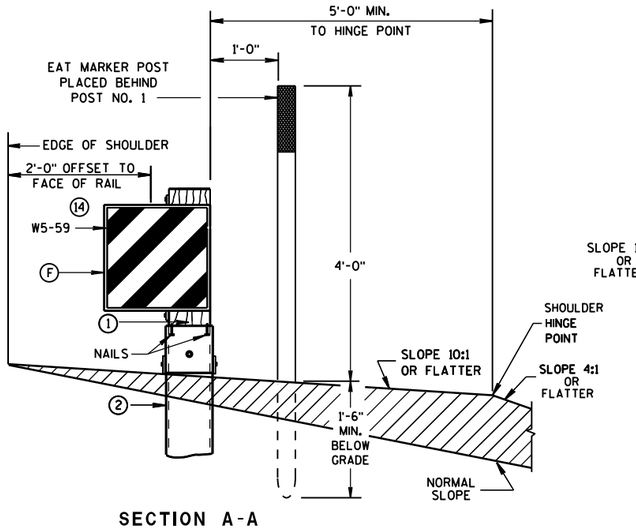
STEEL POSTS SHALL NOT BE ALLOWED FOR USE WITH ENERGY ABSORBING TERMINALS.

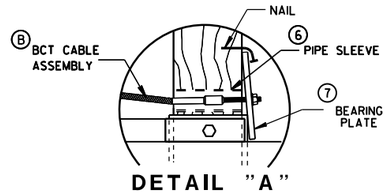
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

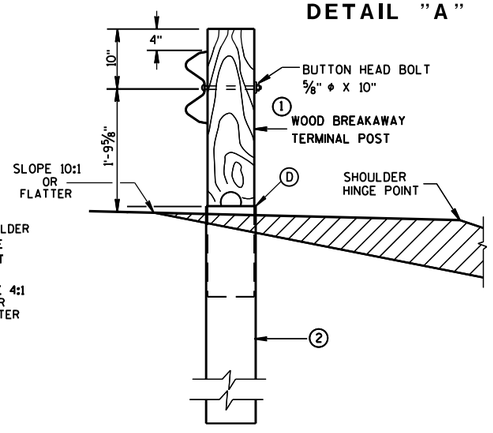
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

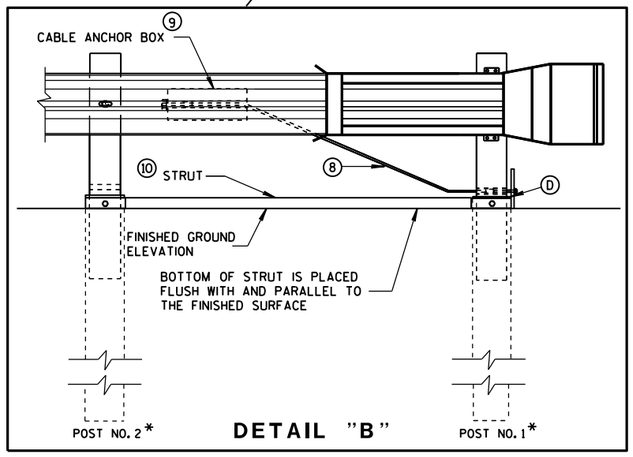










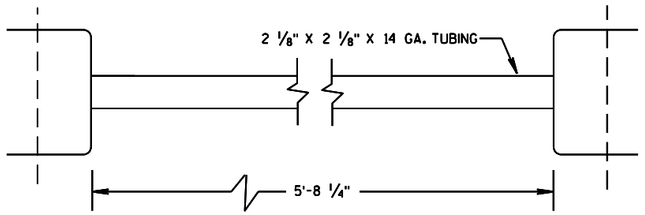


STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL

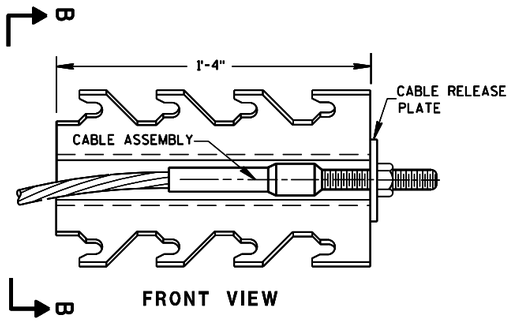
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

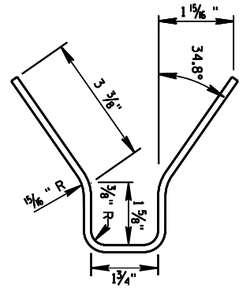
S.D.D. 14 B 24-9a



⑩ STRUT DETAIL

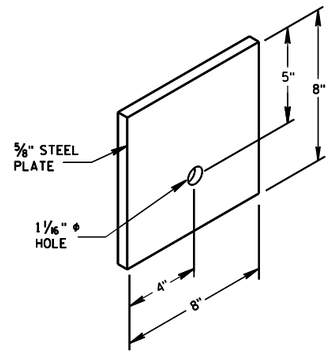


FRONT VIEW



SECTION B-B

⑨ CABLE ANCHOR BOX



⑦ STEEL BEARING PLATE

6

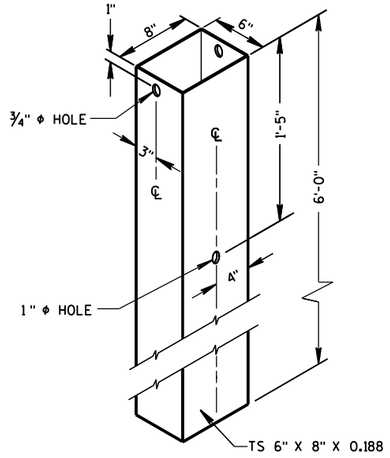
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S.D.D. 14 B 24-9b

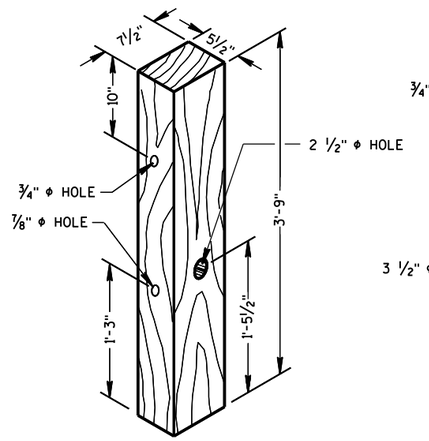
S.D.D. 14 B 24-9b

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

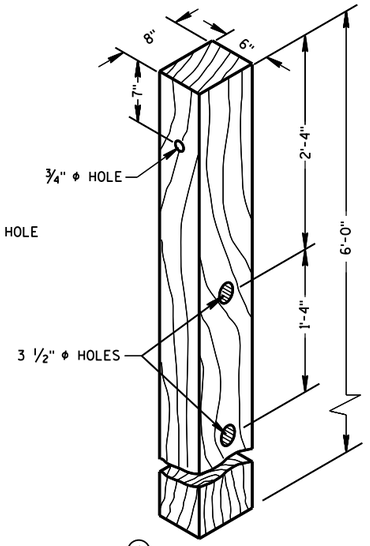
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



② 72" STEEL TUBE
(POSTS NO. 1-2



① TERMINAL POST

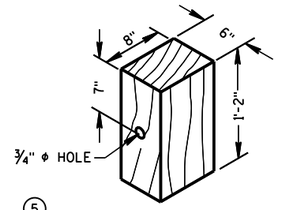


④ CRT POST
(POSTS NO'S 5-8

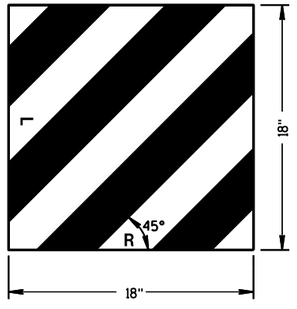
WOOD BREAKAWAY POSTS

GENERAL NOTES

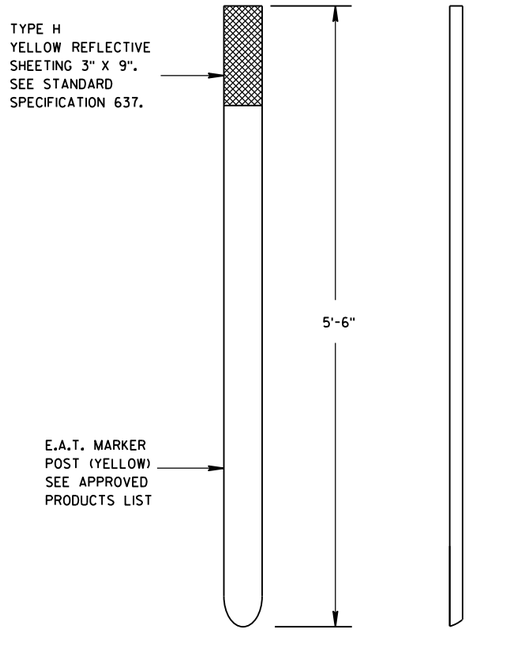
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 ½" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



⑭ REFLECTIVE SHEETING DETAILS



E.A.T. MARKER POST

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

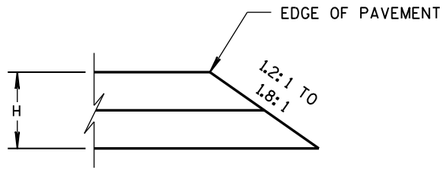
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV.
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S.D.D. 14 B 24-9c

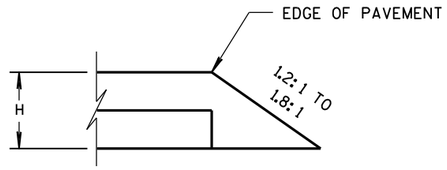
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S.D.D. 14 B 24-9c



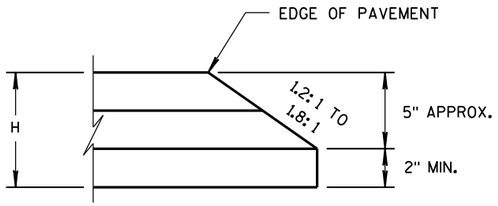
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



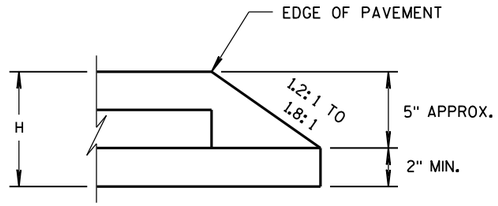
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

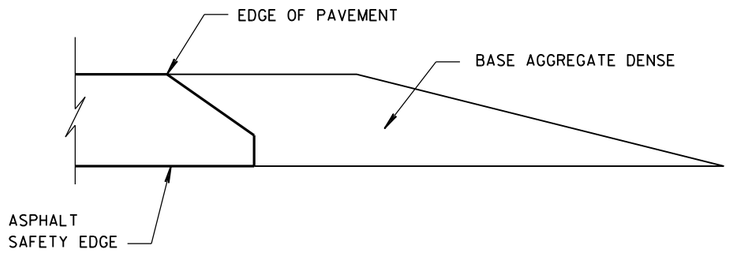
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

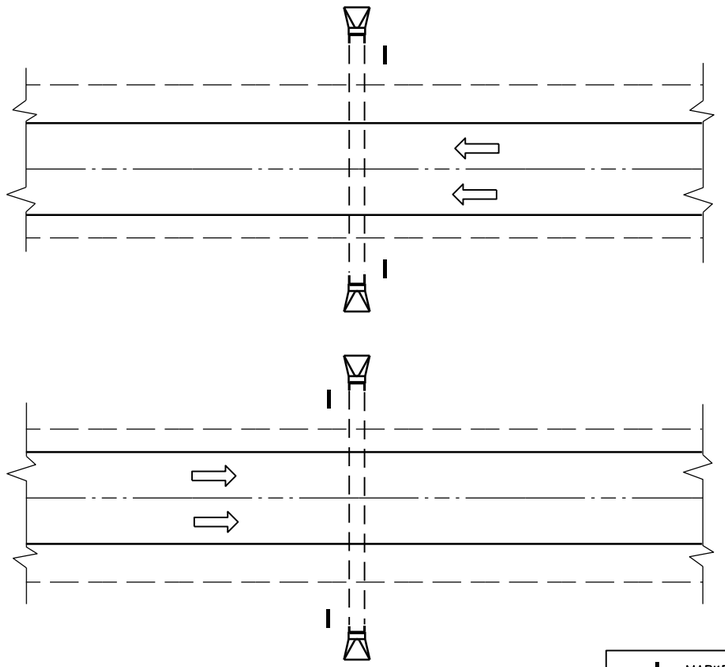
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

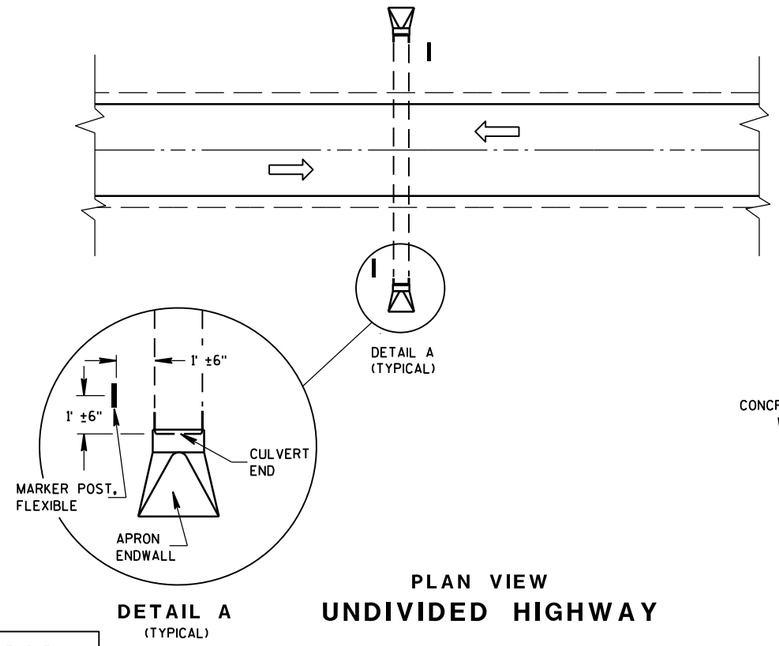
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

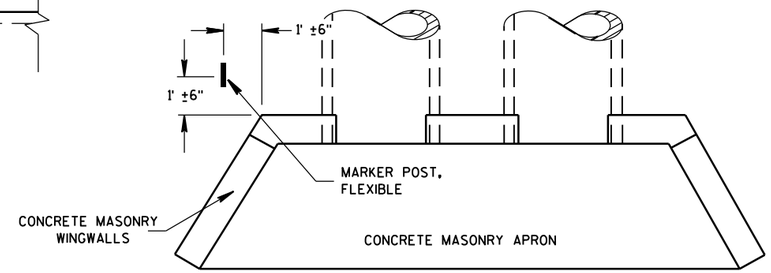
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

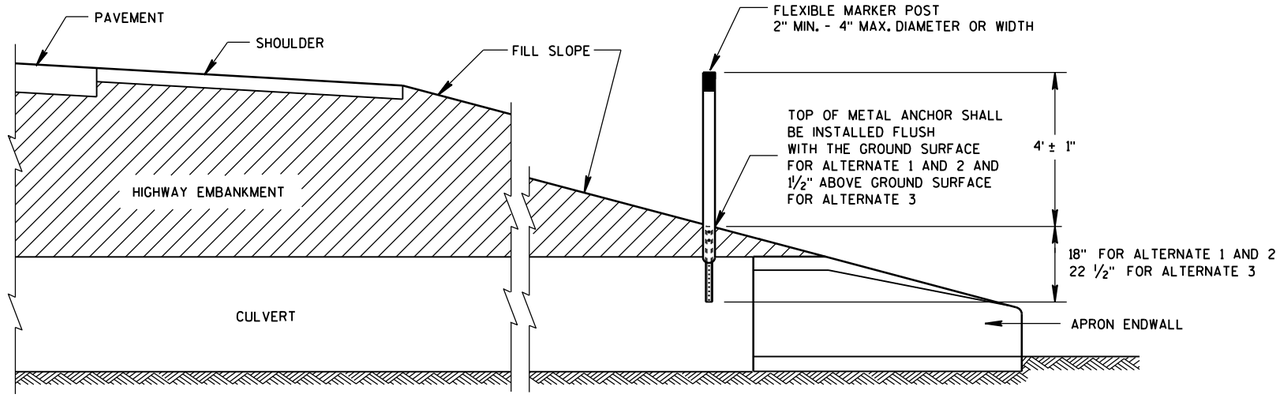
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

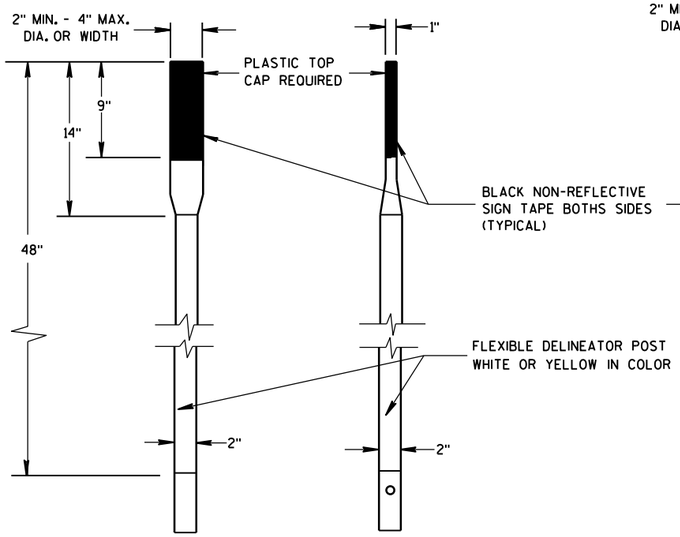
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

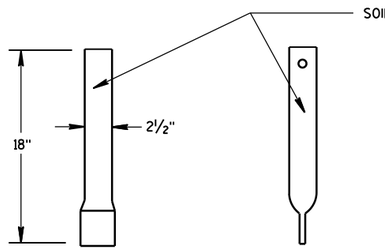
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S.D.D. 15 A 3-2a

6

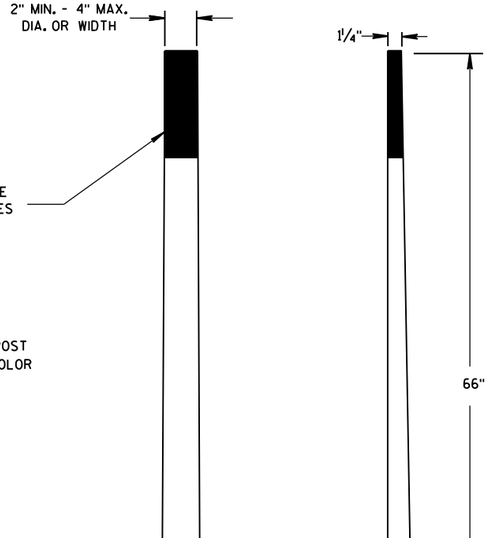
S.D.D. 15 A 3-2a





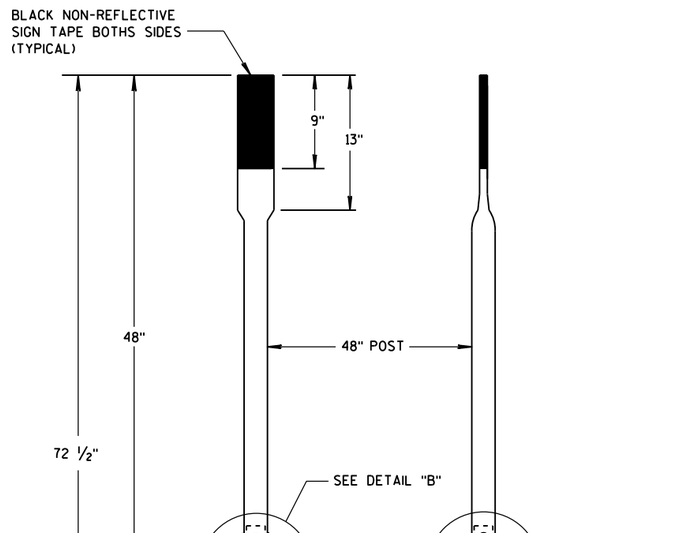
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

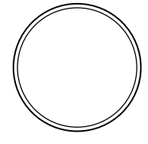
ALTERNATE 2



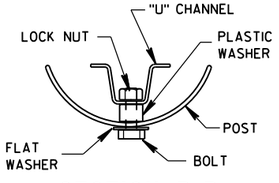
FRONT VIEW SIDE VIEW

ALTERNATE 3

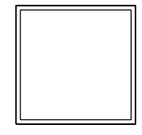
FLEXIBLE MARKER POSTS



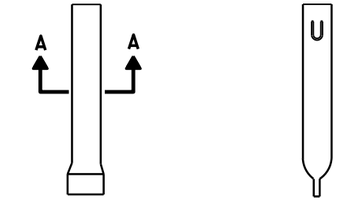
SECTION A-A



SECTION B-B

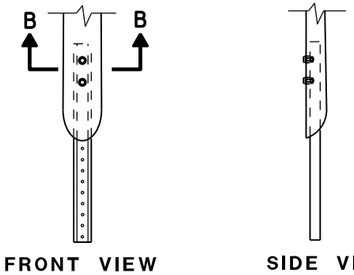


SECTION C-C



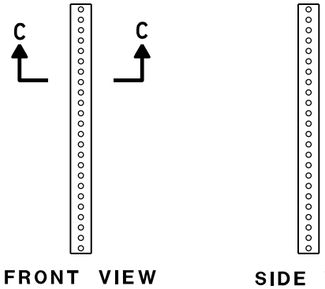
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

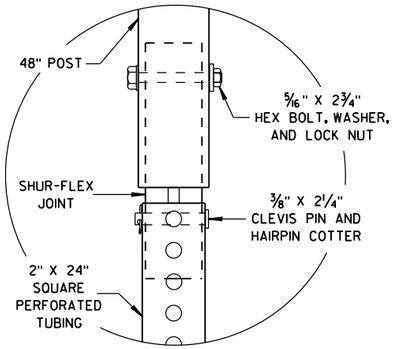
ALTERNATE 2



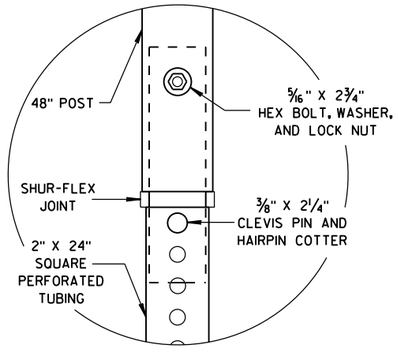
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

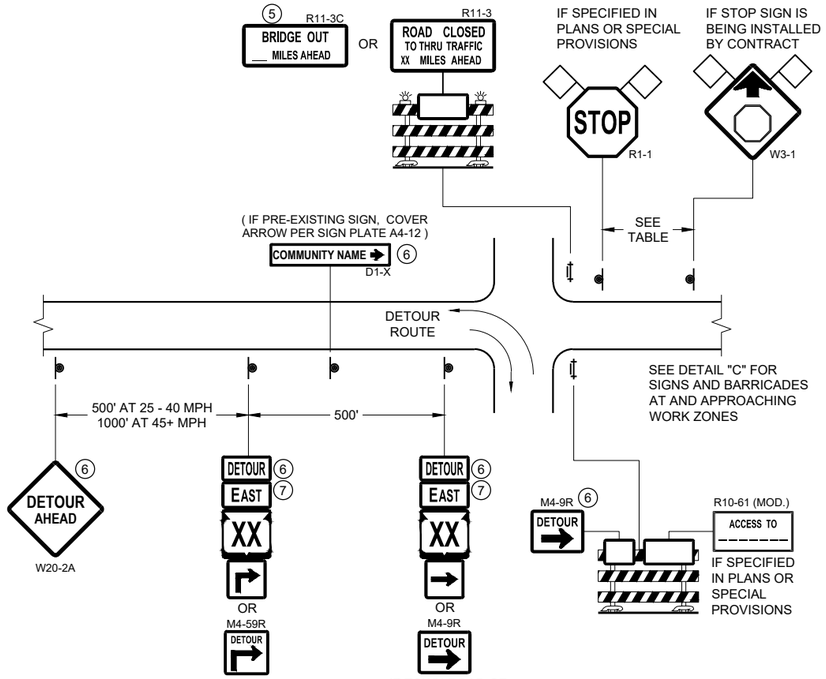
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

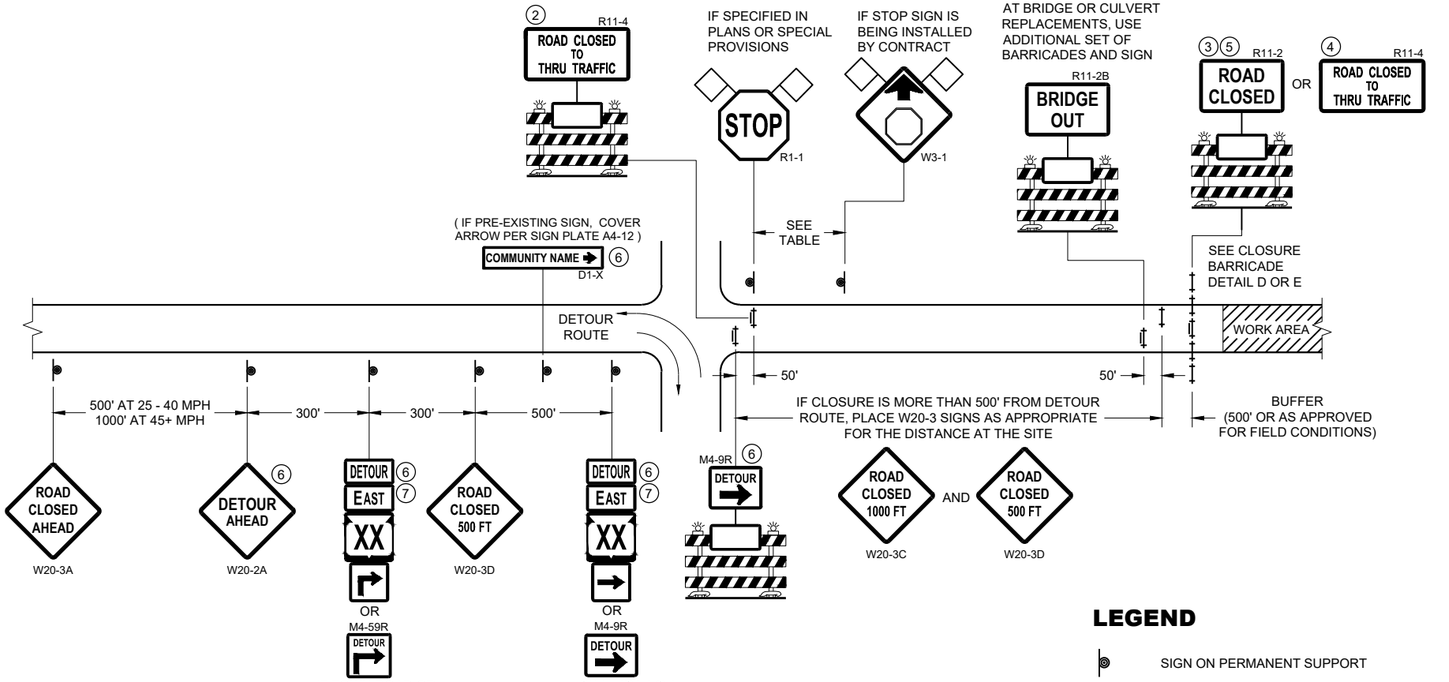
6

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

6

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





DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

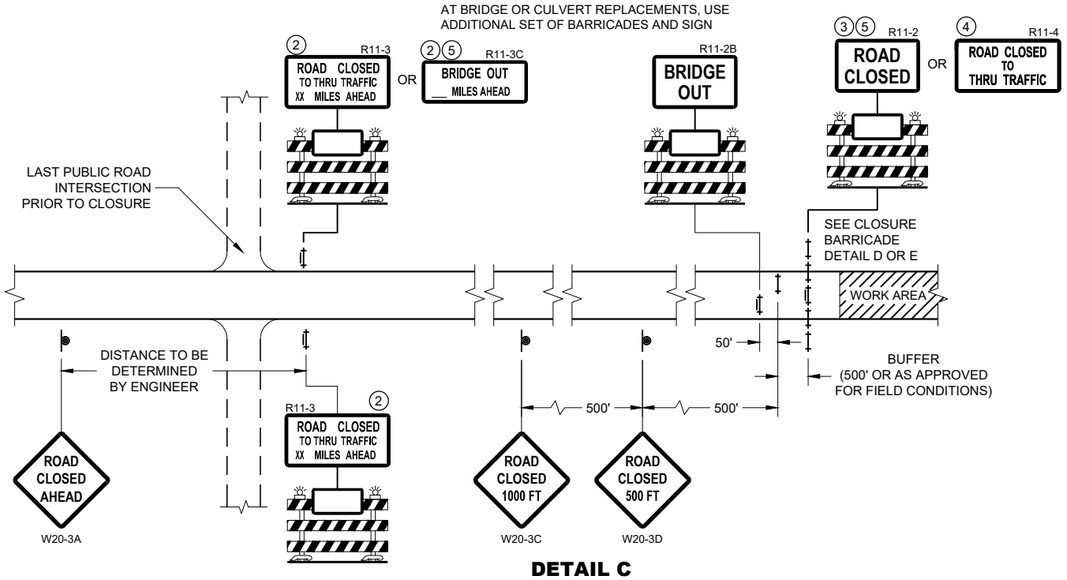
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

LEGEND

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

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

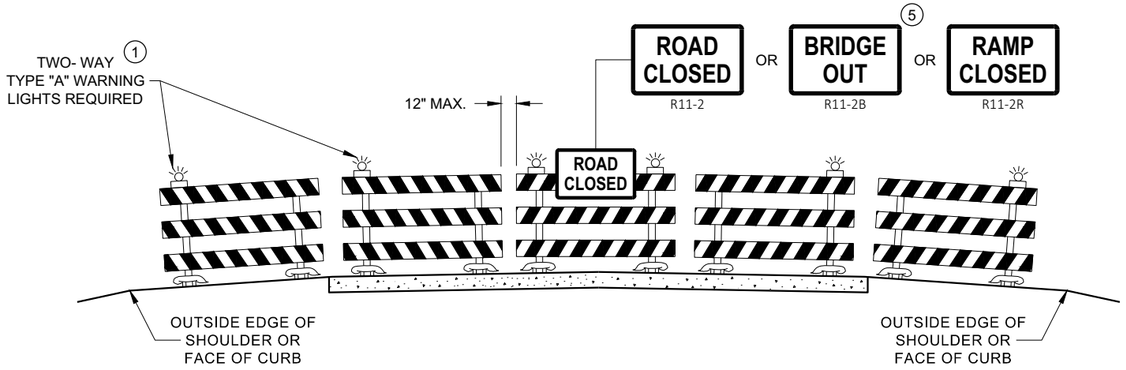
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

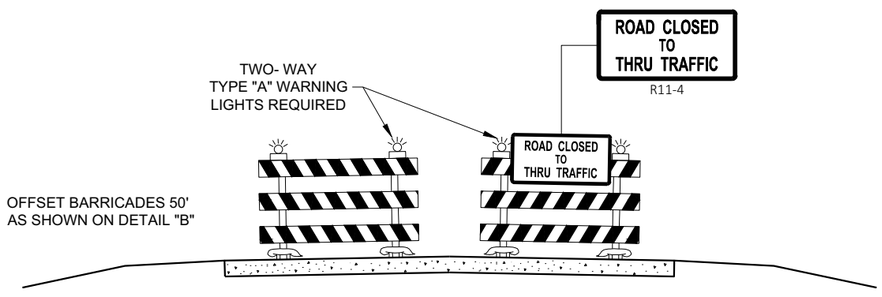
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SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD 15C02 - 08b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

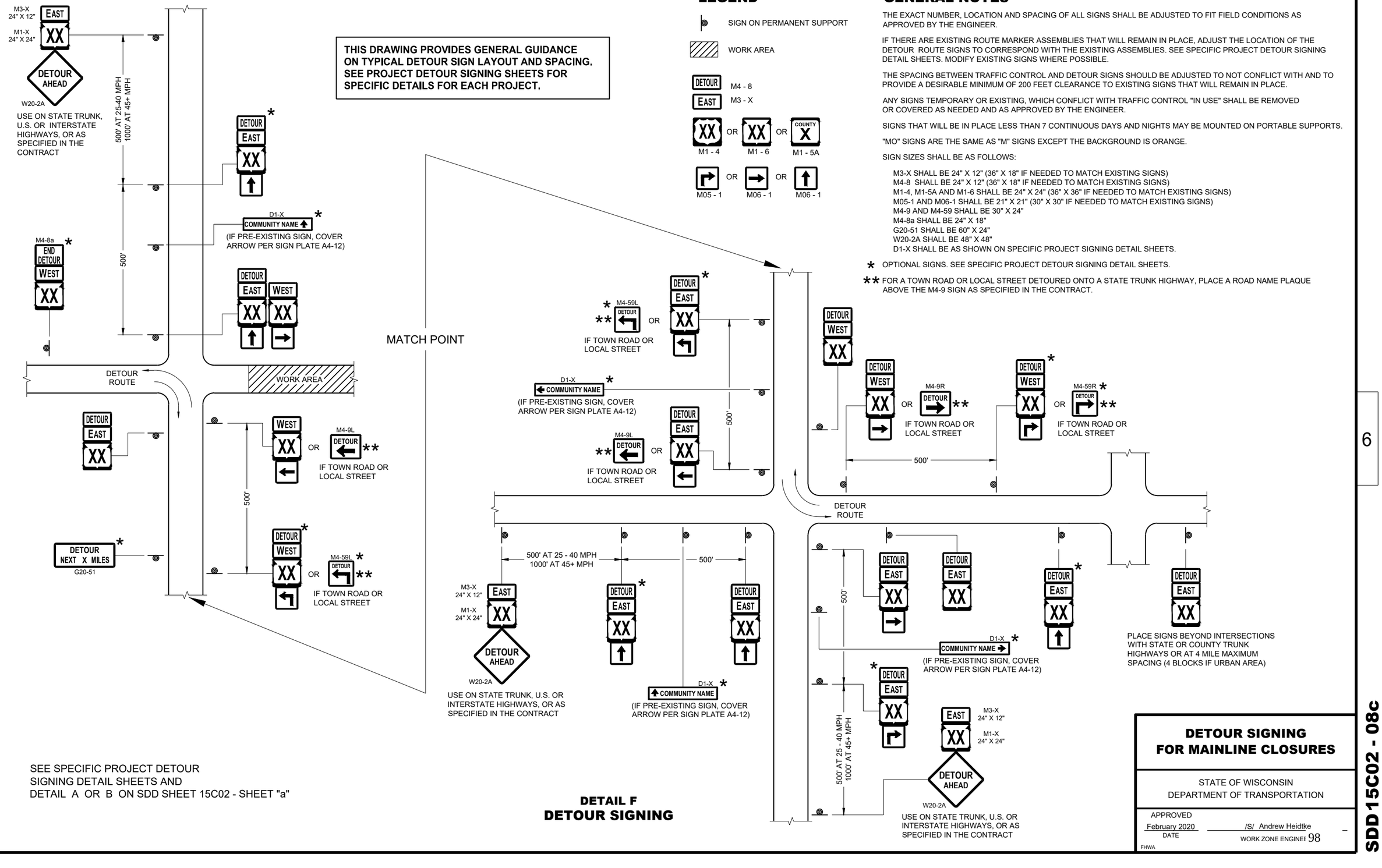
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

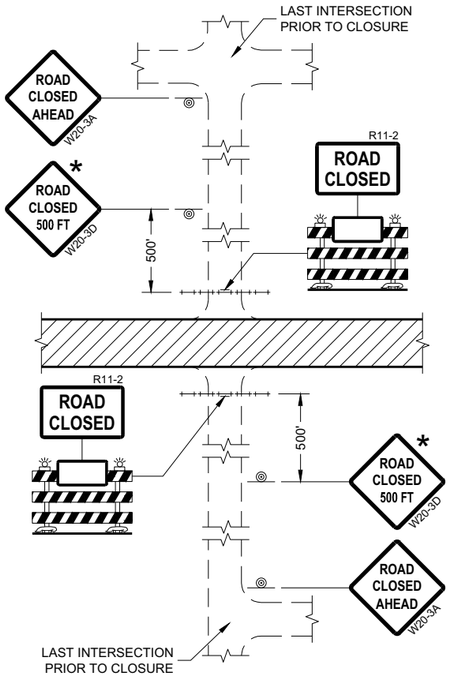
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

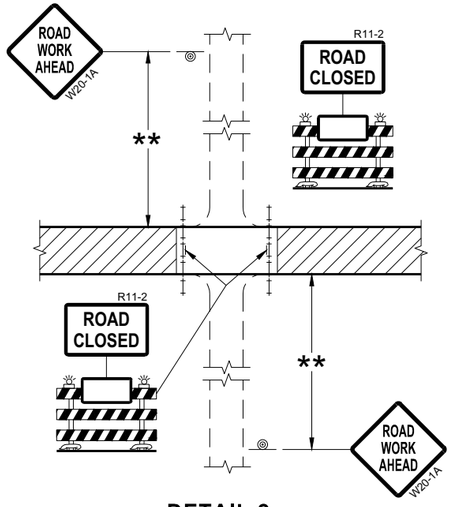
SDD 15C02 - 08c

SDD 15C02 - 08c

6



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

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

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

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

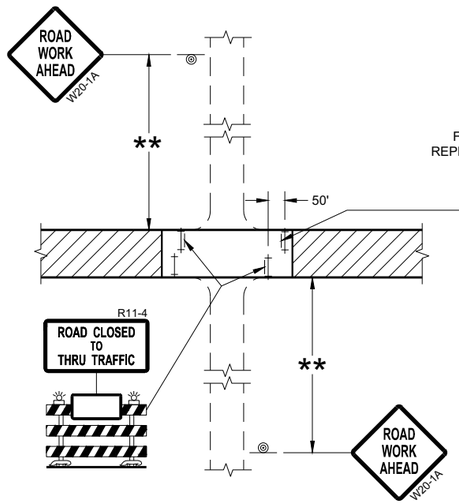
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

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

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

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



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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

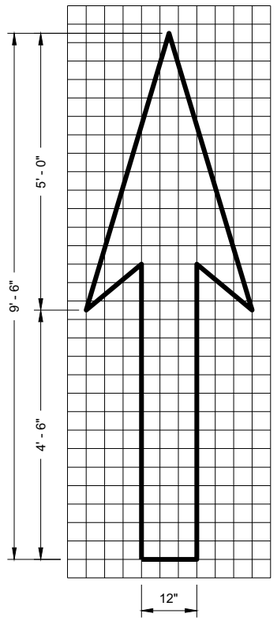
APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

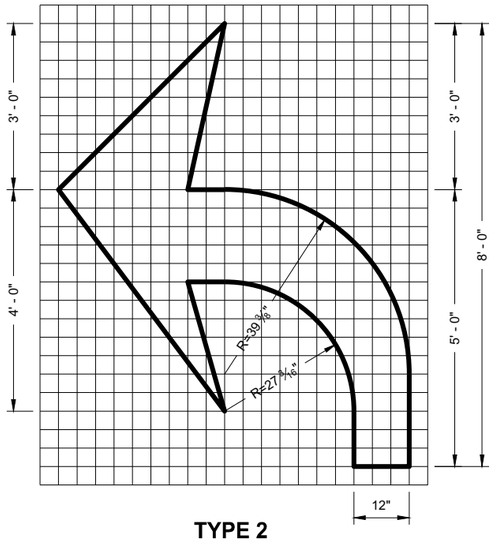
FHWA

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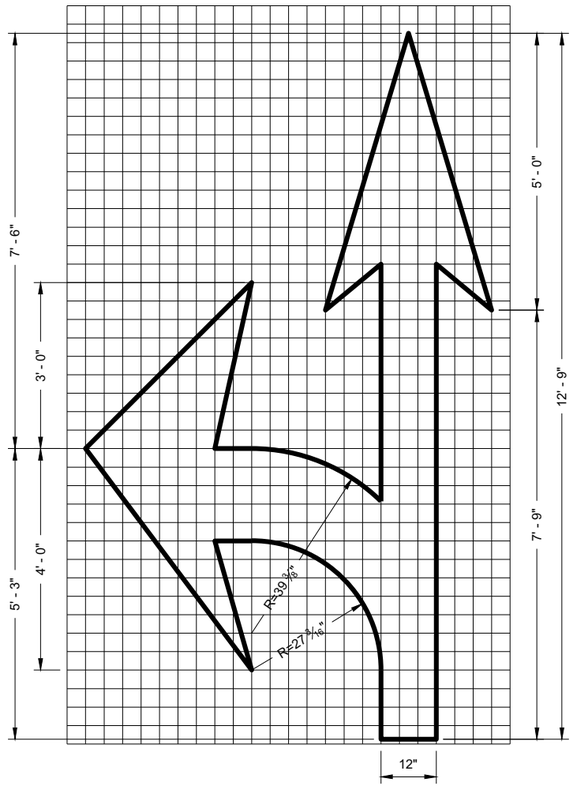
SDD 15C03 - 05



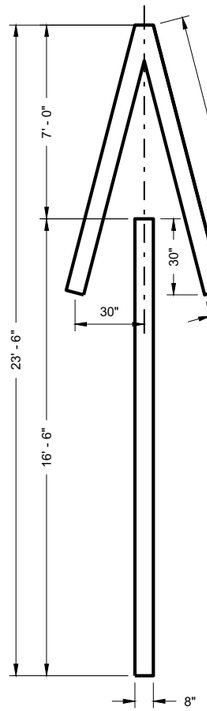
TYPE 1



TYPE 2



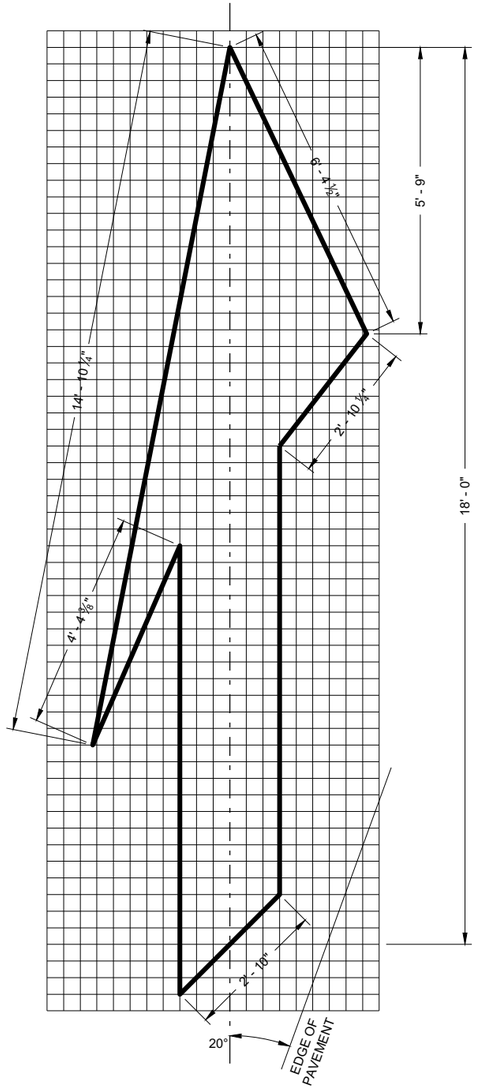
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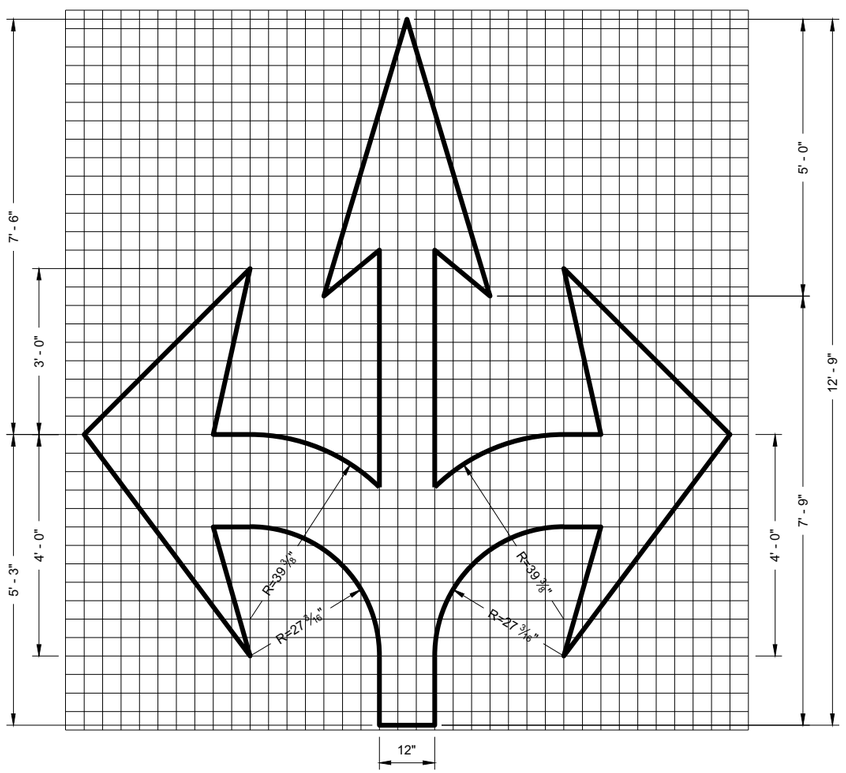
TYPE 4

GENERAL NOTES

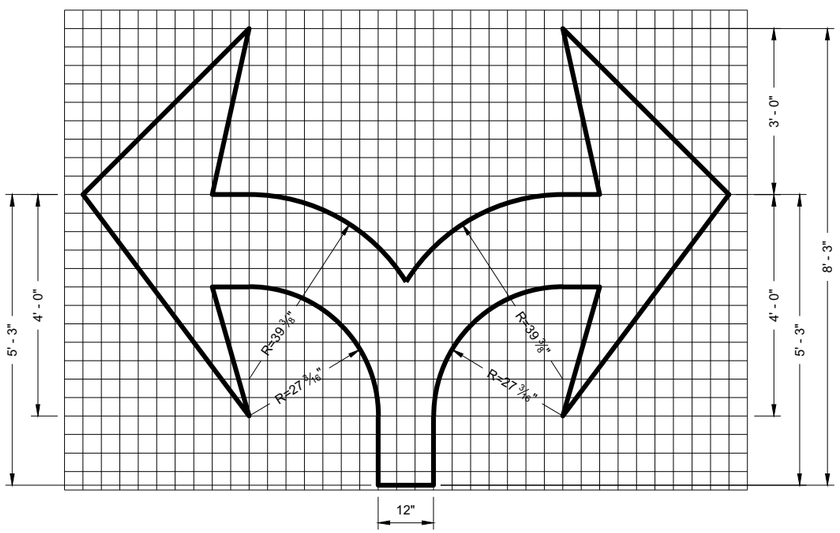
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

100

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SDD 15C07 - 15c

6

SDD 15C07 - 15c

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

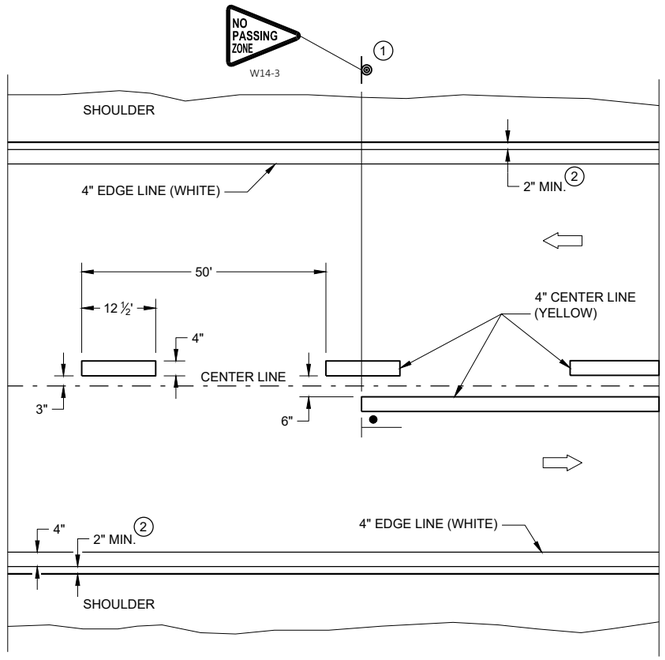
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

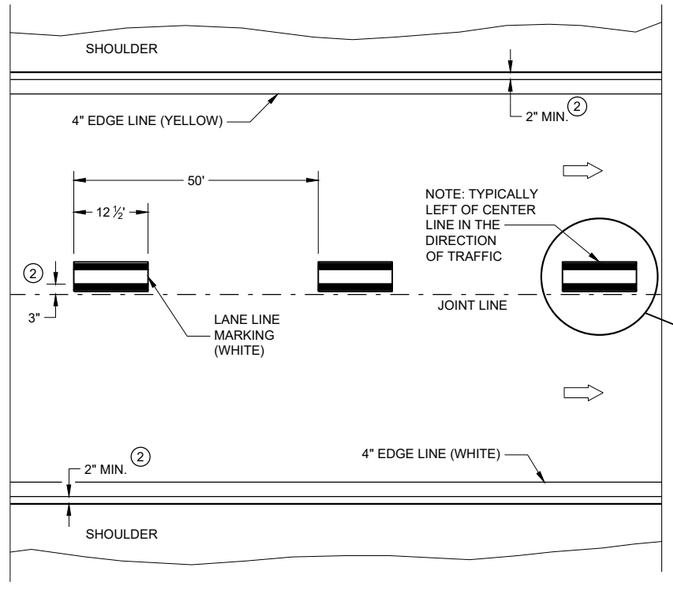
"T" MARKING

SIGN ON PERMANENT SUPPORT

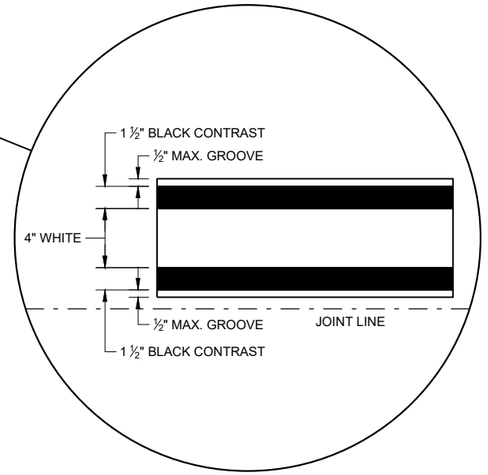
DIRECTION OF TRAFFIC



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

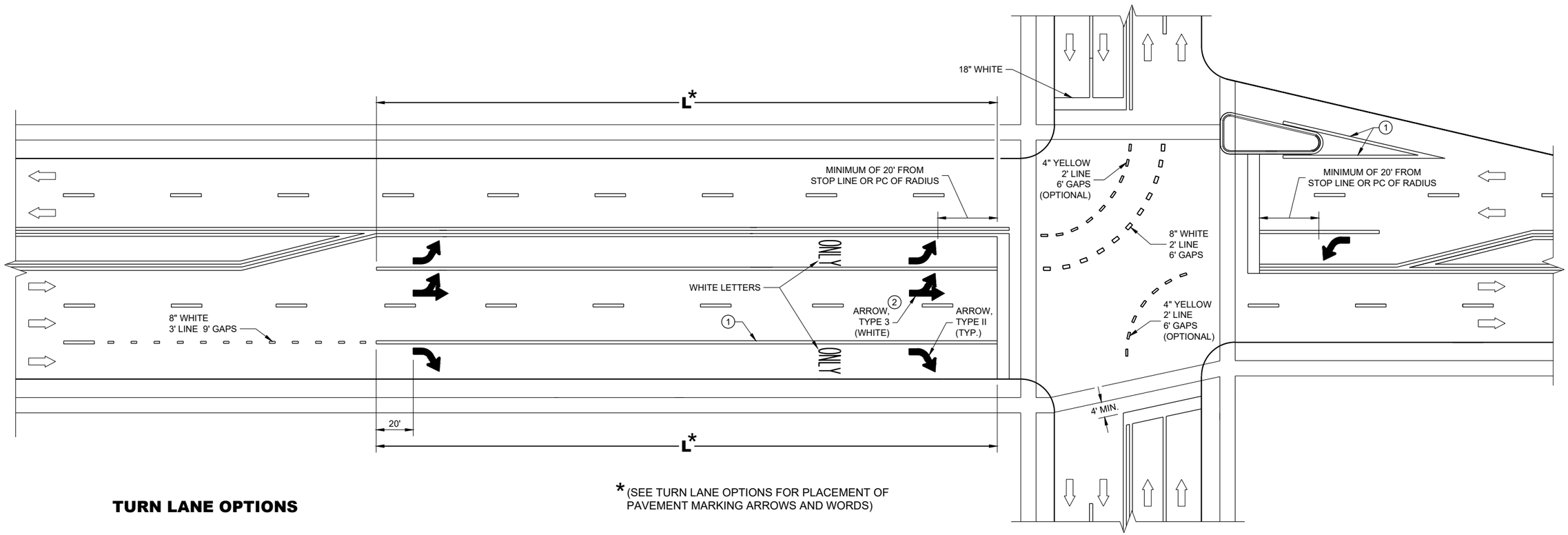
FHWA

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SDD 15C08 - 21a

6

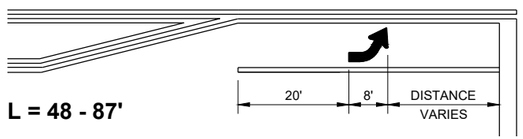
SDD15C08 - 21a



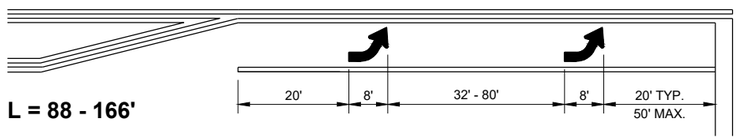
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

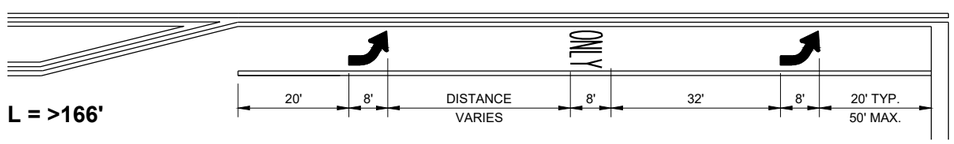
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

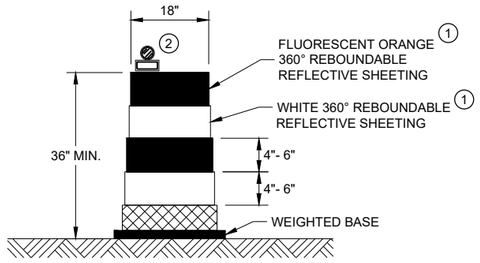
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SDD 15C08 - 21d

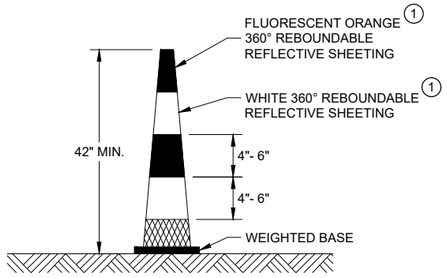
SDD 15C08 - 21d

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.

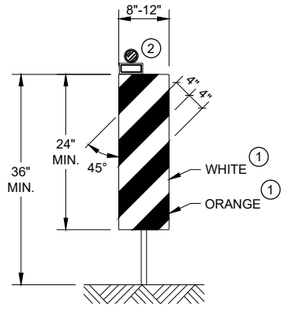


DRUM



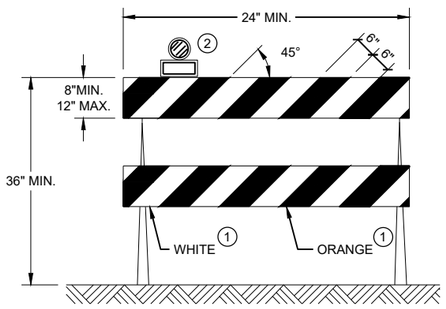
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



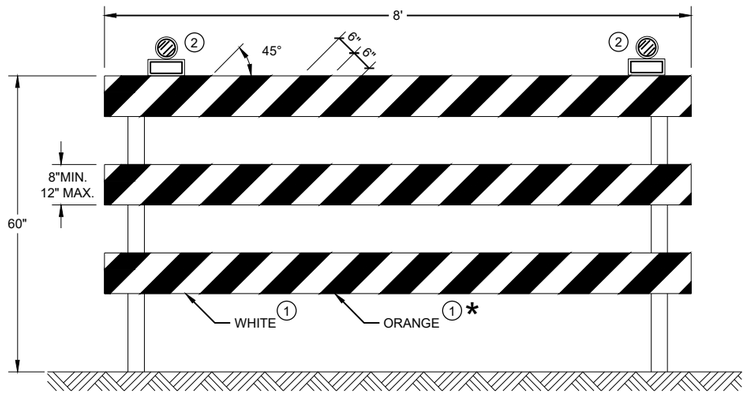
VERTICAL PANEL

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

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SDD 15C11 - 09b

6

SDD 15C11 - 09b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

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

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

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

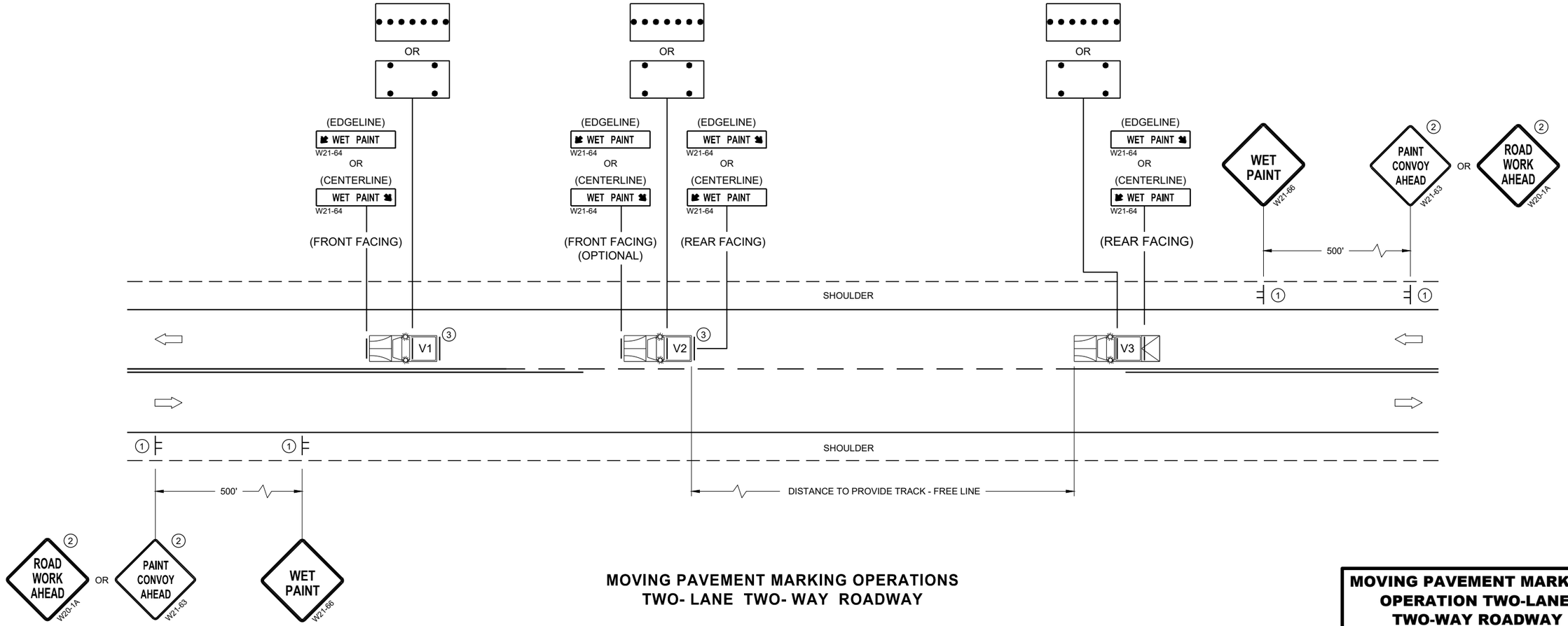
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

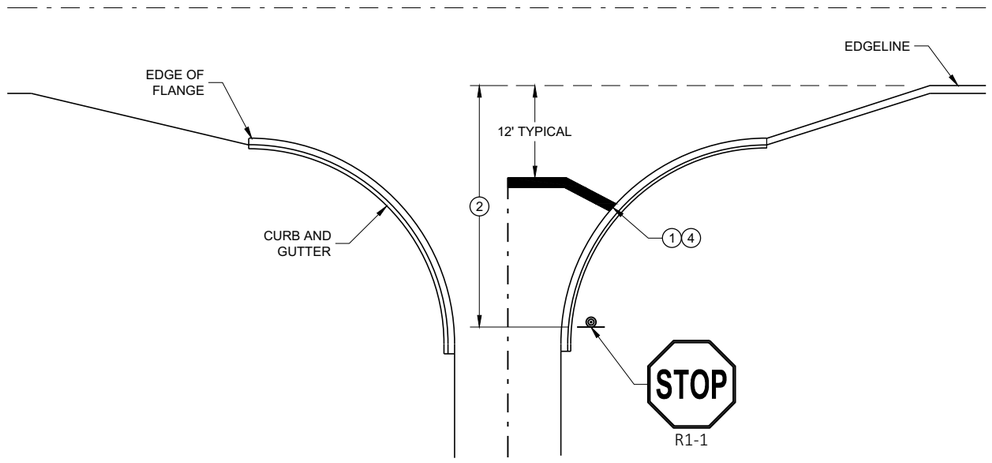
SDD 15C19 - 07a

SDD 15C19 - 07a

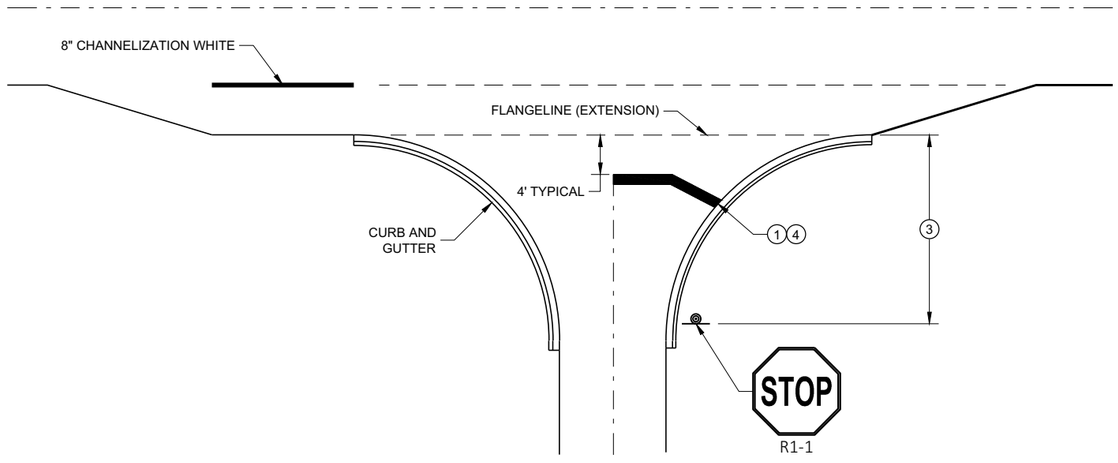
GENERAL NOTES

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

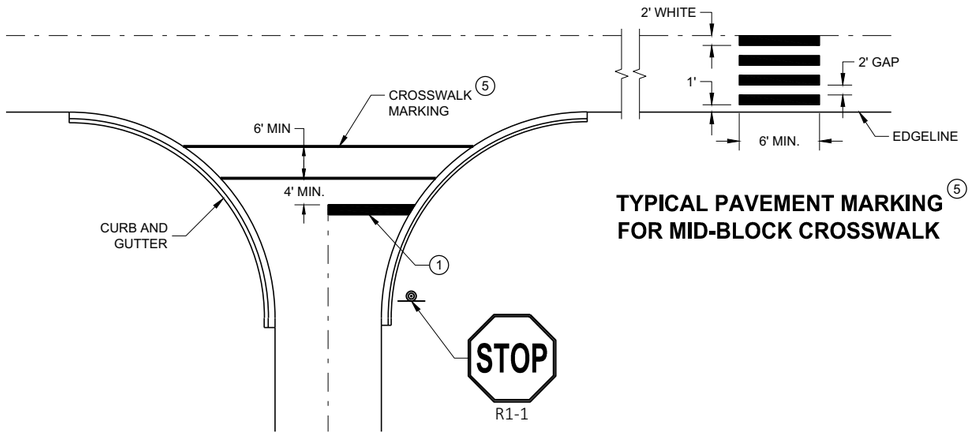
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

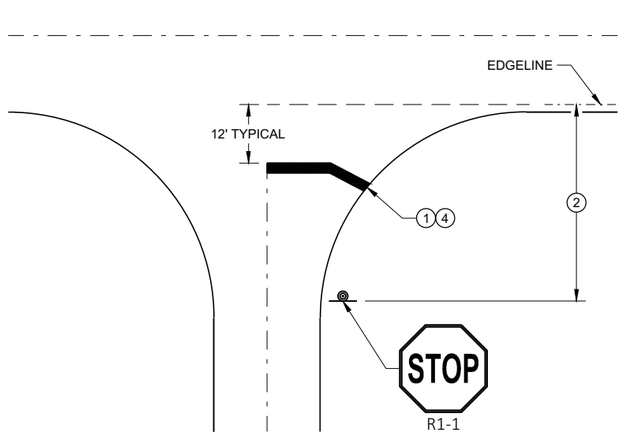


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

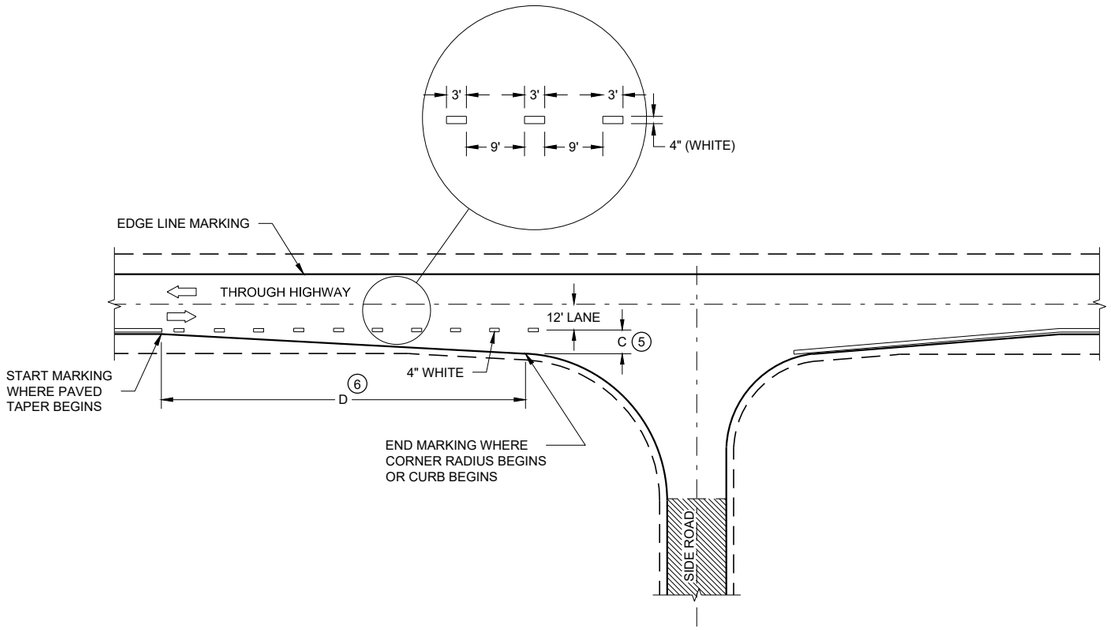
APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

6

SDD 15C33 - 04

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SDD 15C33 - 04



MINOR INTERSECTION

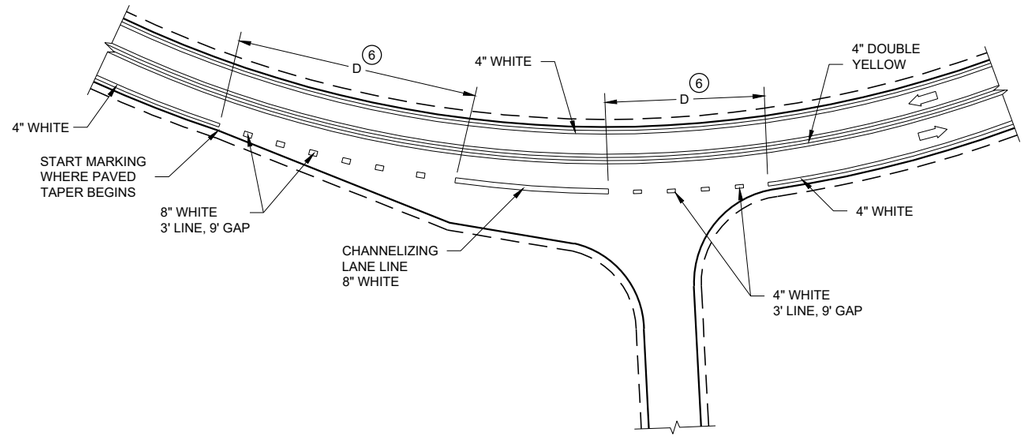
GENERAL NOTES

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

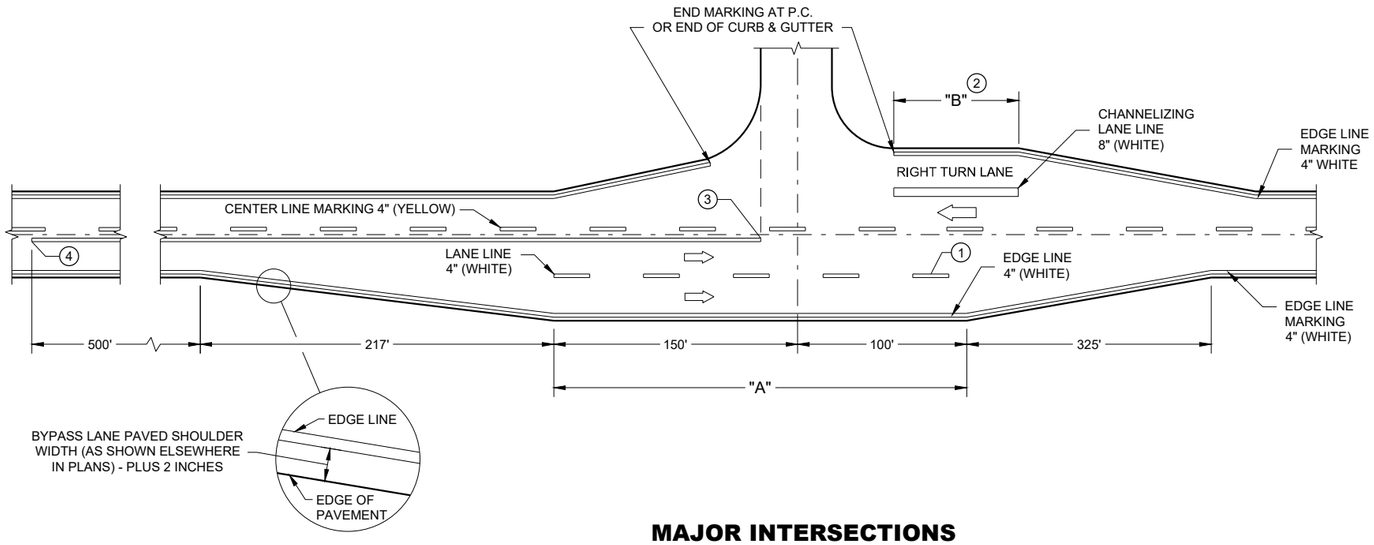
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

6

SDD 15C35 - 05a

GENERAL NOTES

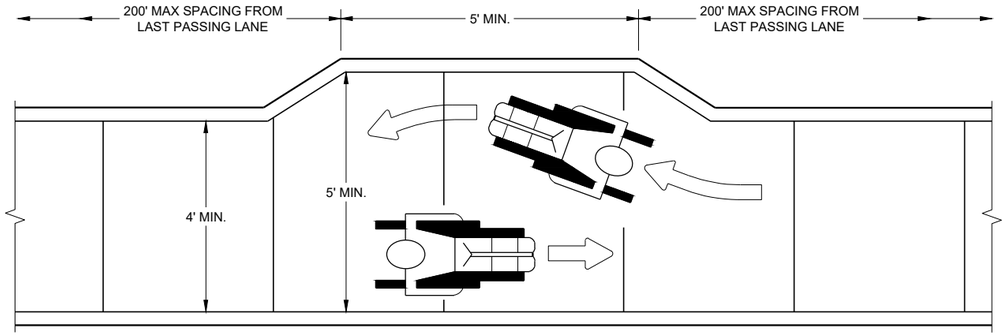
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

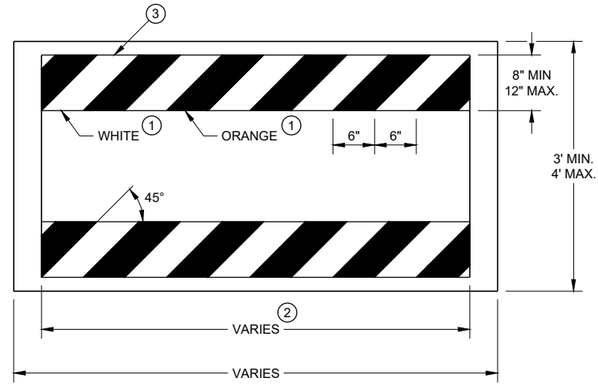
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

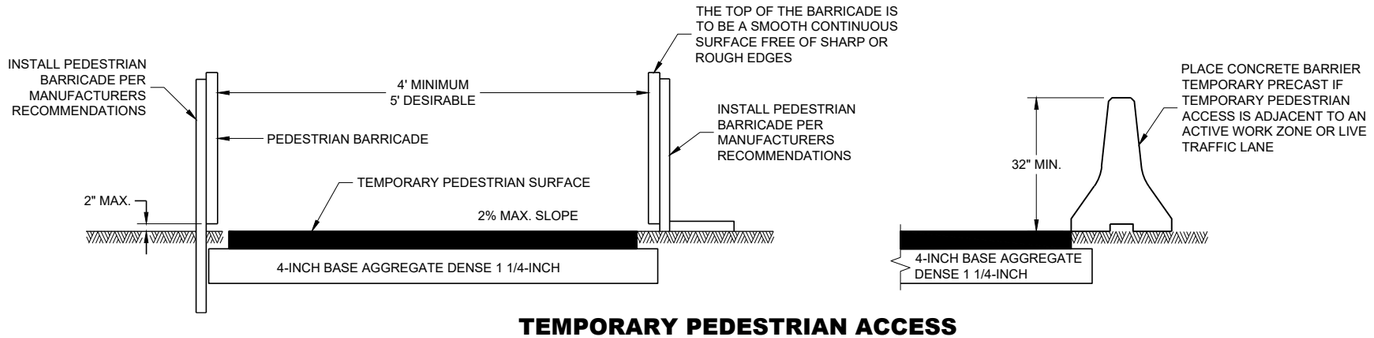
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

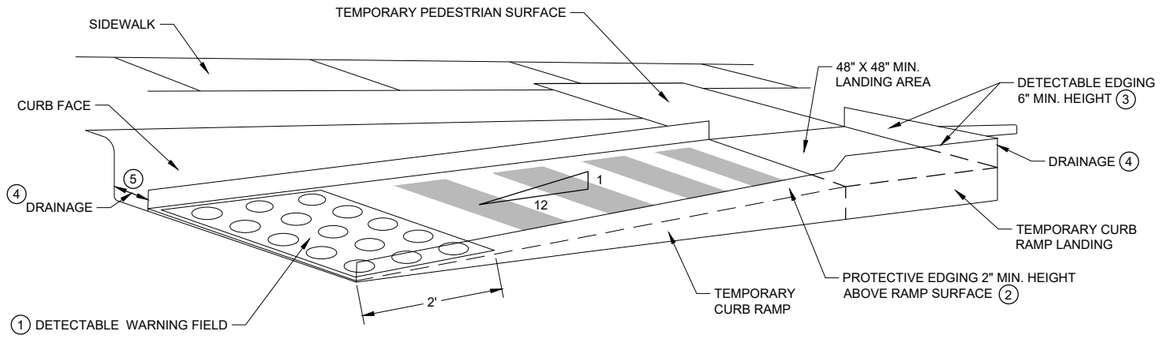


TEMPORARY PEDESTRIAN ACCESS

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.

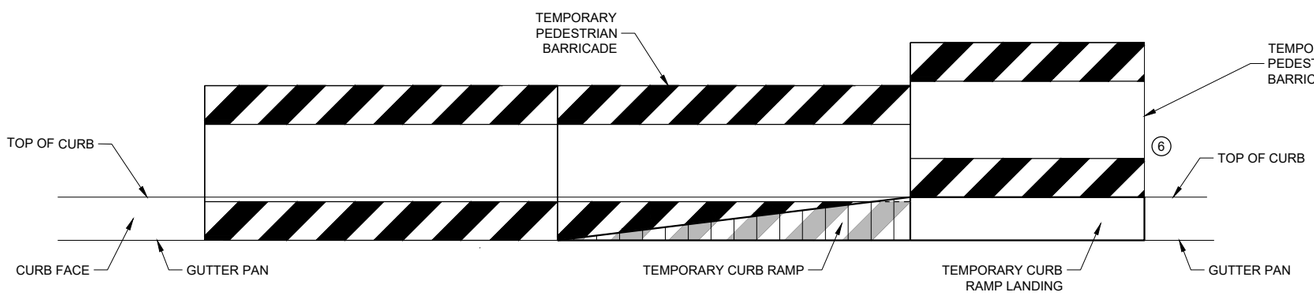
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

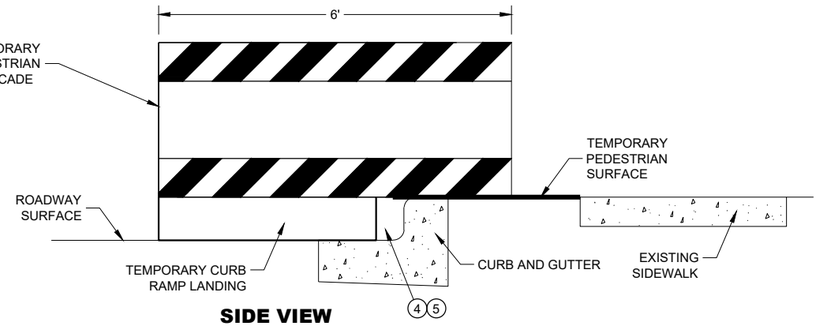
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(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

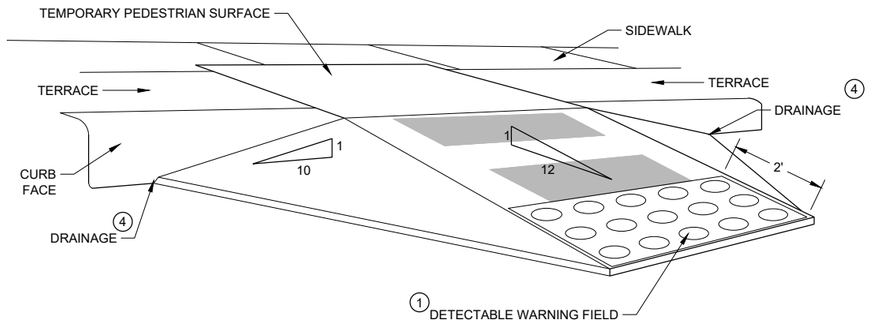
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

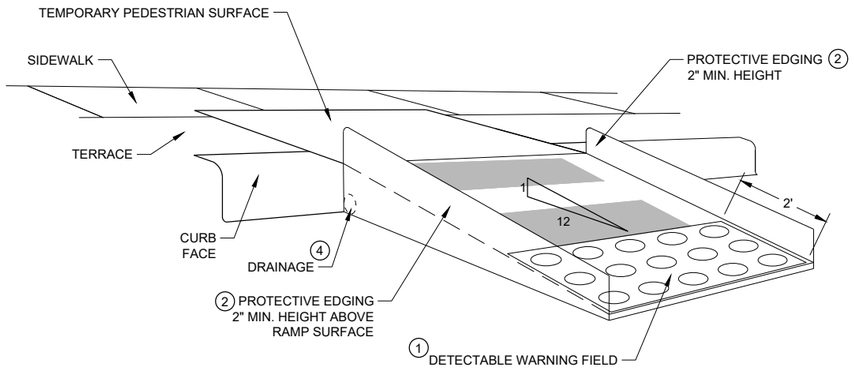
SDD 15D30 - 07b

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SDD 15D30 - 07b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

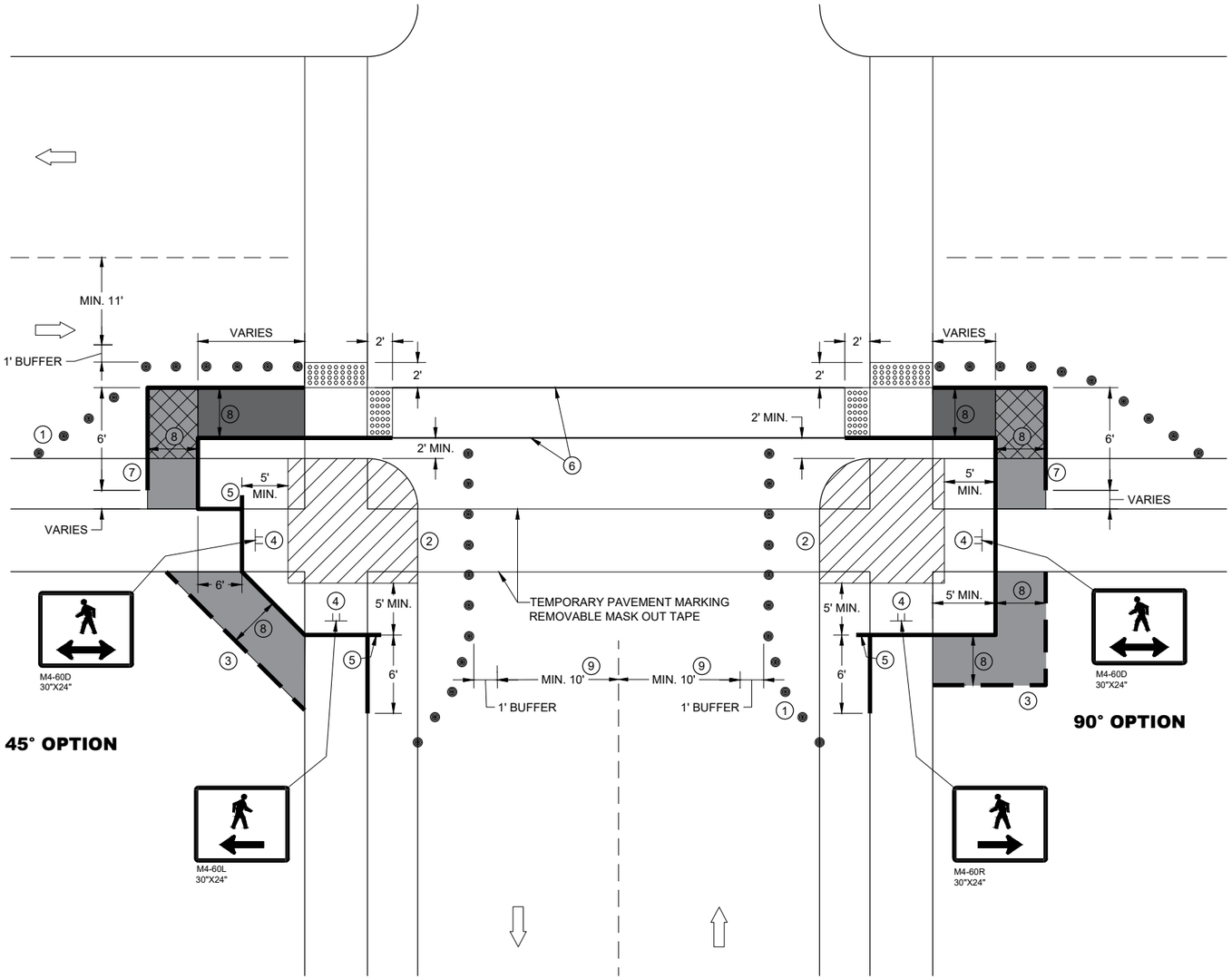
(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.



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.

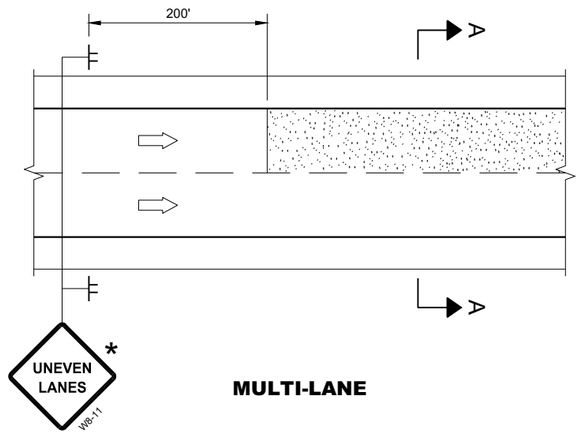
LEGEND

- 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

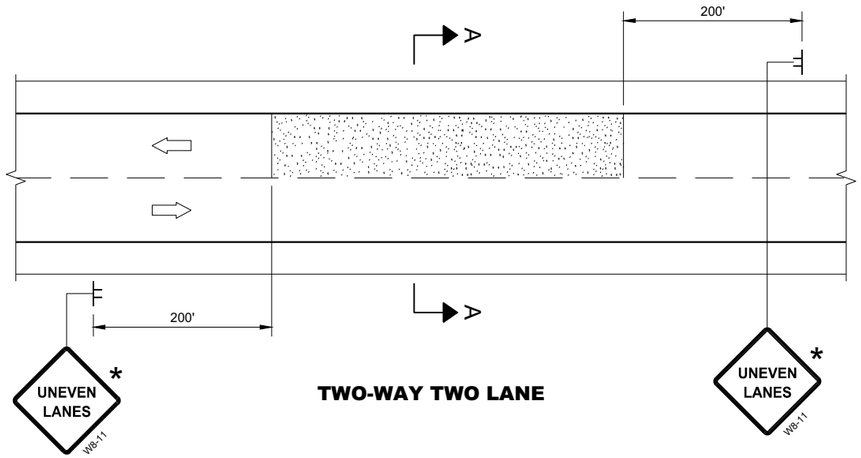
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

SDD 15D30 - 07j

6



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

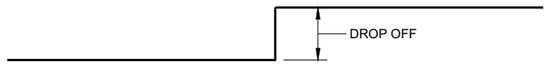
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

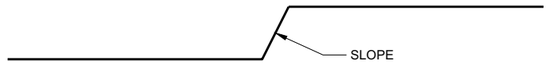
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

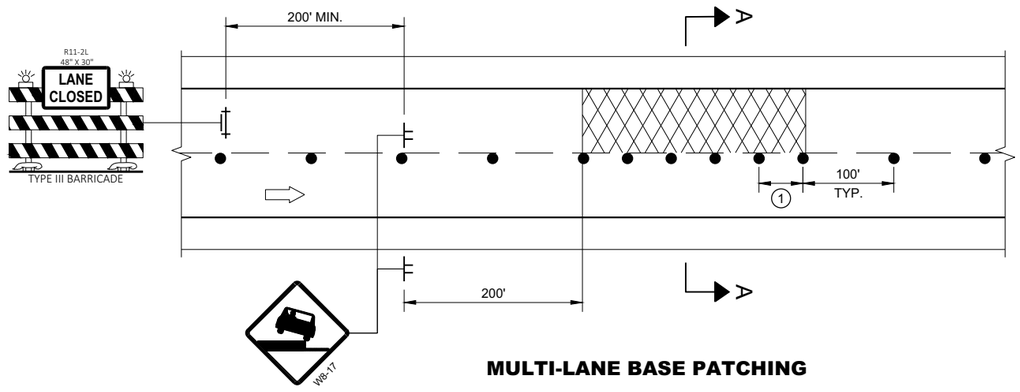


SECTION A - A

OR

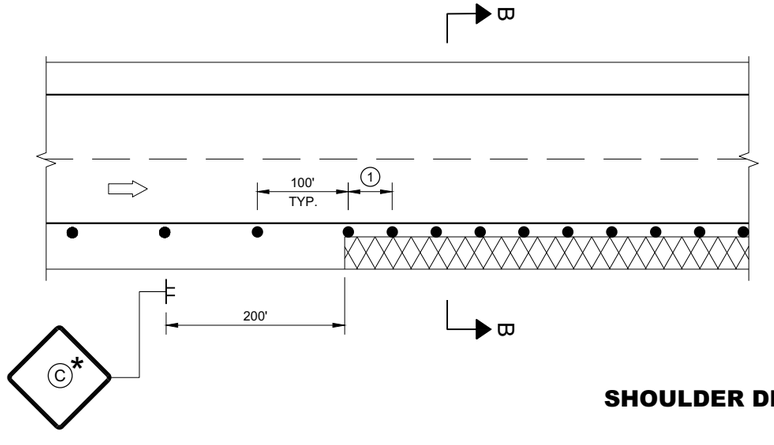


SECTION A - A

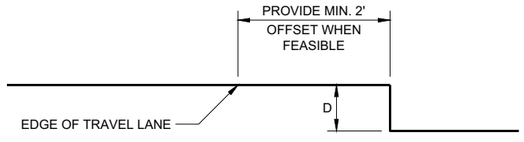


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

6

SDD 15D39 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

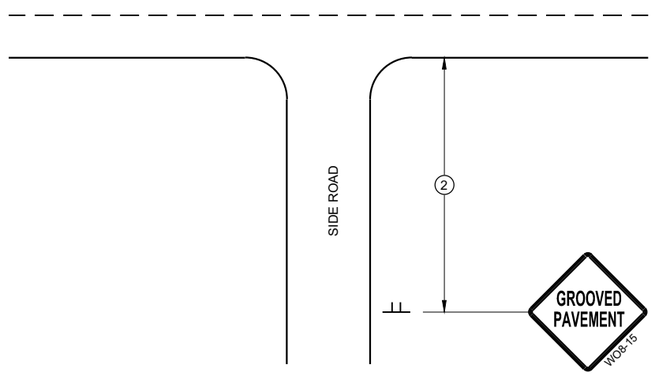
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

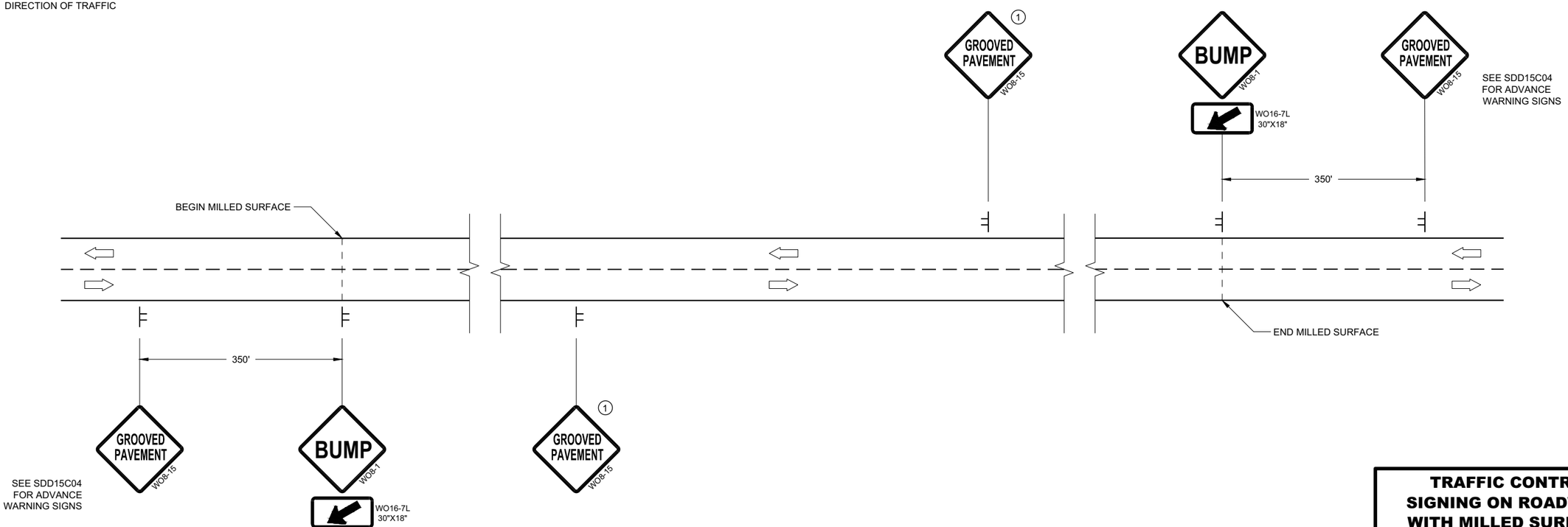
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

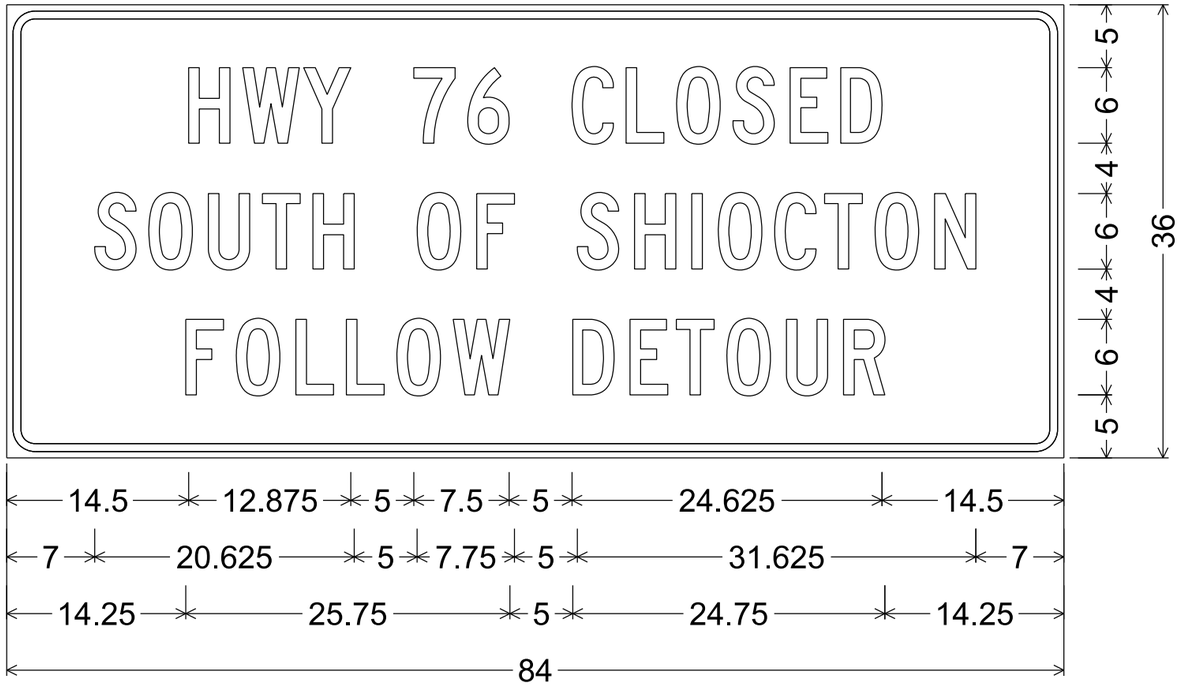
FHWA

SDD 15D44 - 02

SDD 15D44 - 02

NOTES

1. Fixed Message Type II Signs - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



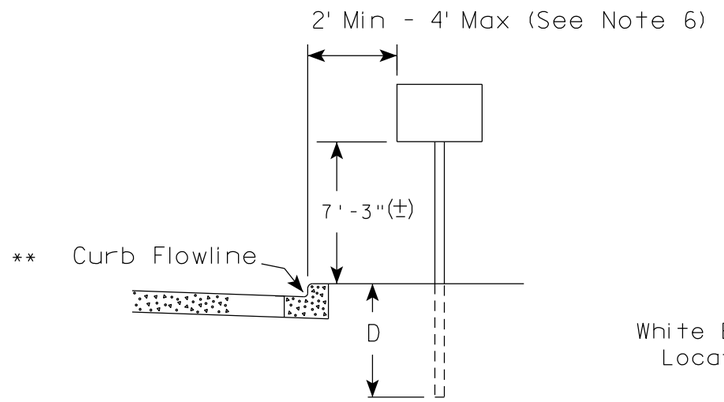
2.250" Radius, 0.625" Border, 0.500" Indent

7

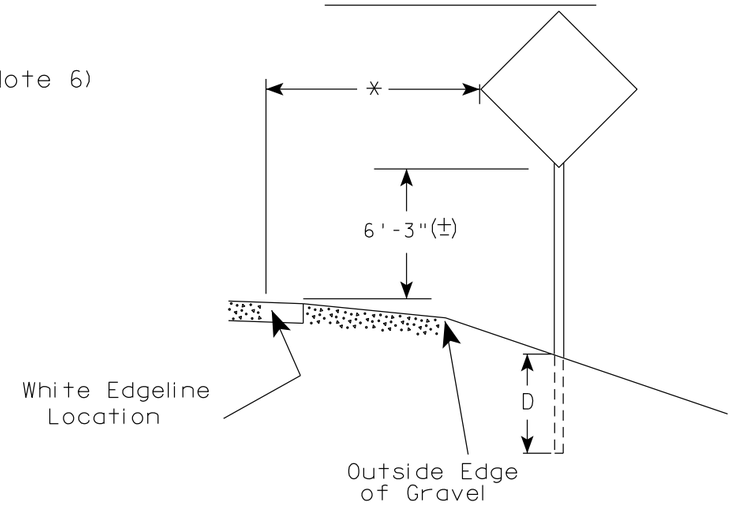
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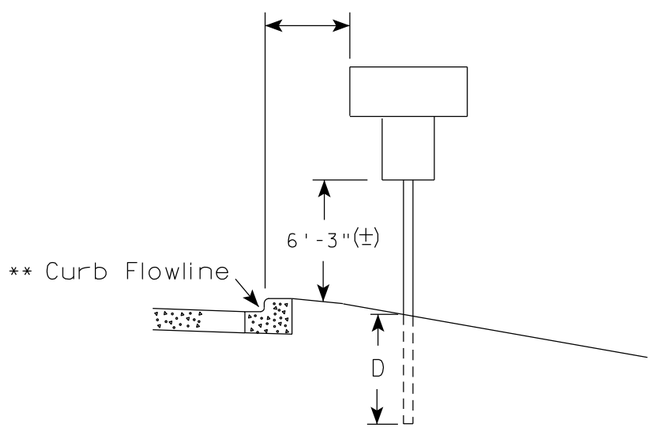
PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	TEMPORARY SIGNING	SHEET NO: 113	E

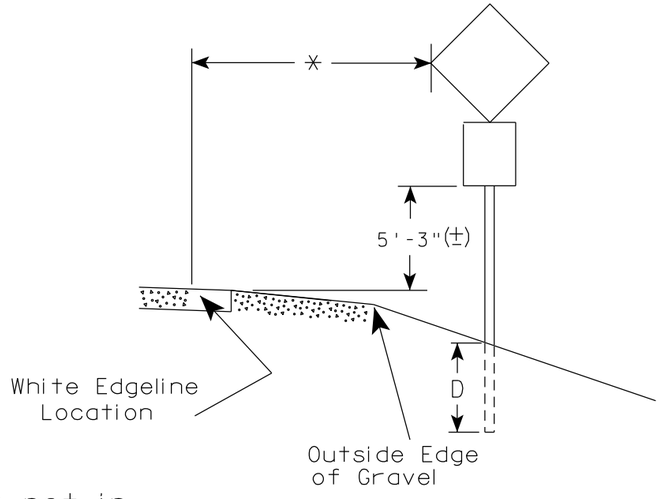
URBAN AREA



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.

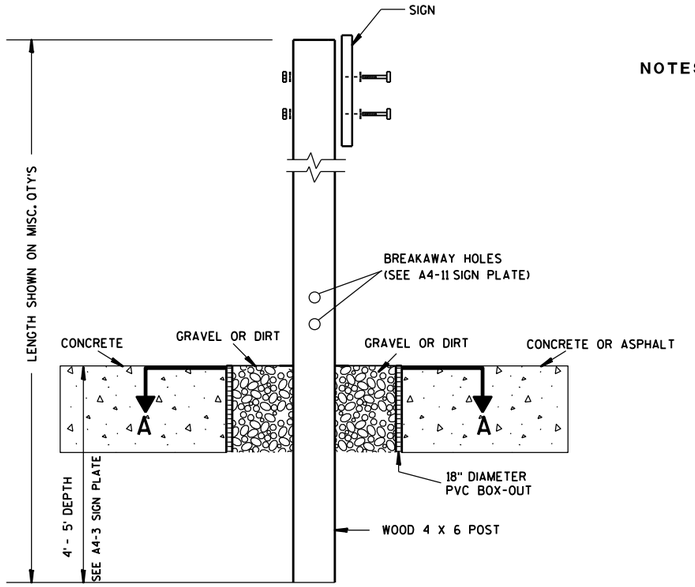
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

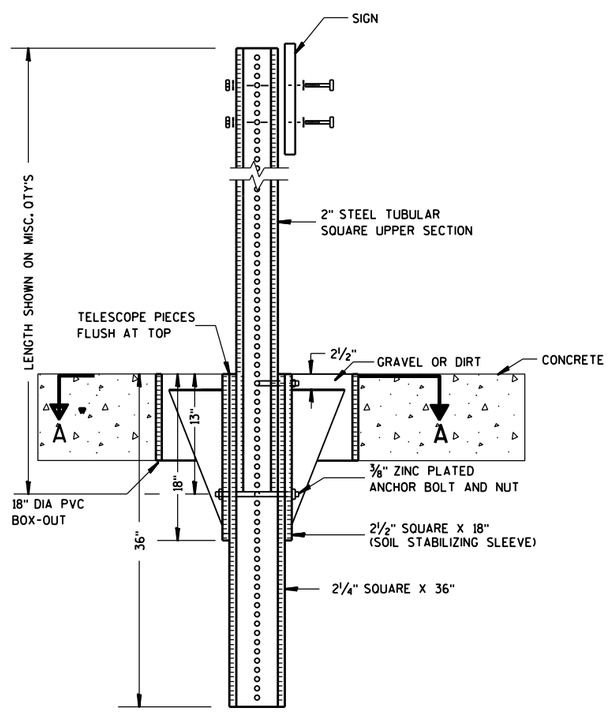
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 114	E



ELEVATION VIEW

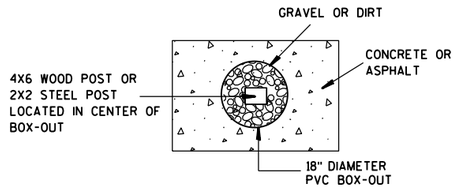
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

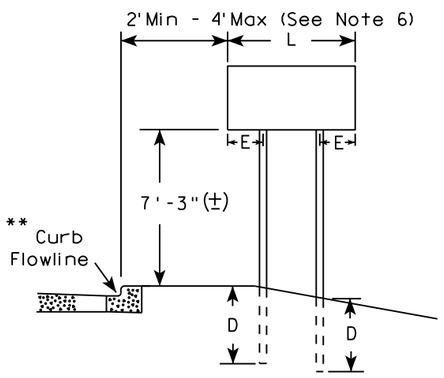
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

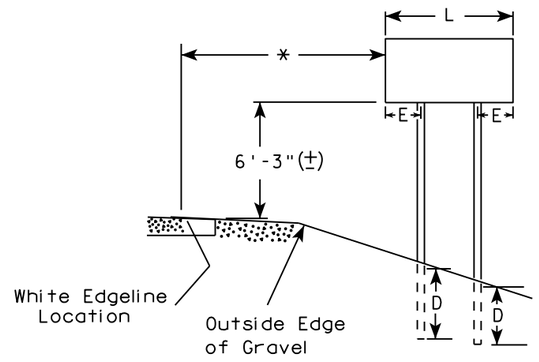
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

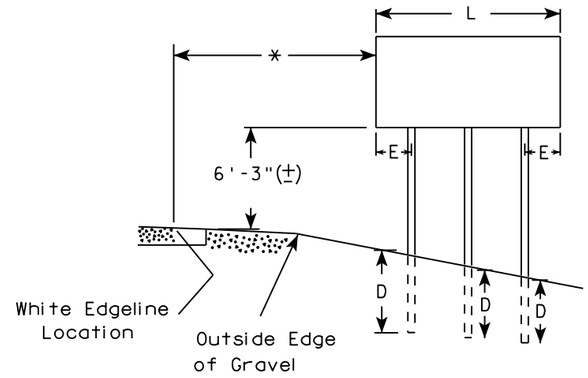
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

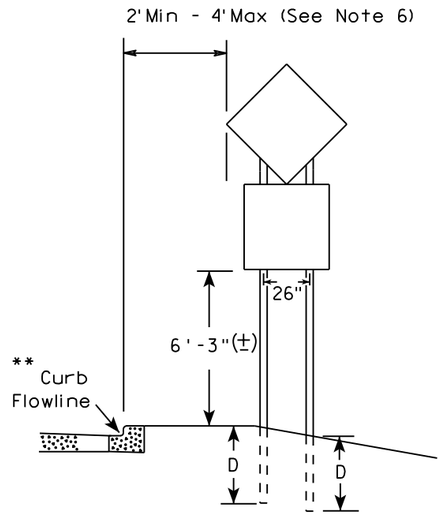
URBAN AREA



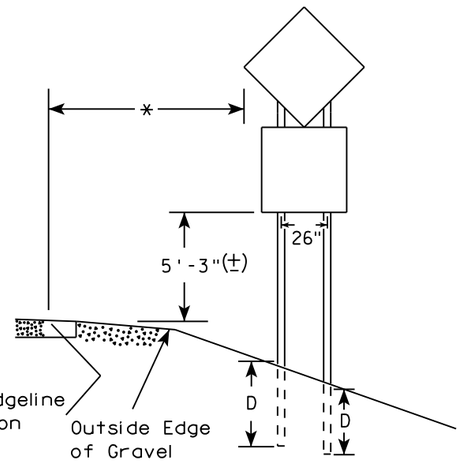
RURAL AREA (See Note 3)







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'

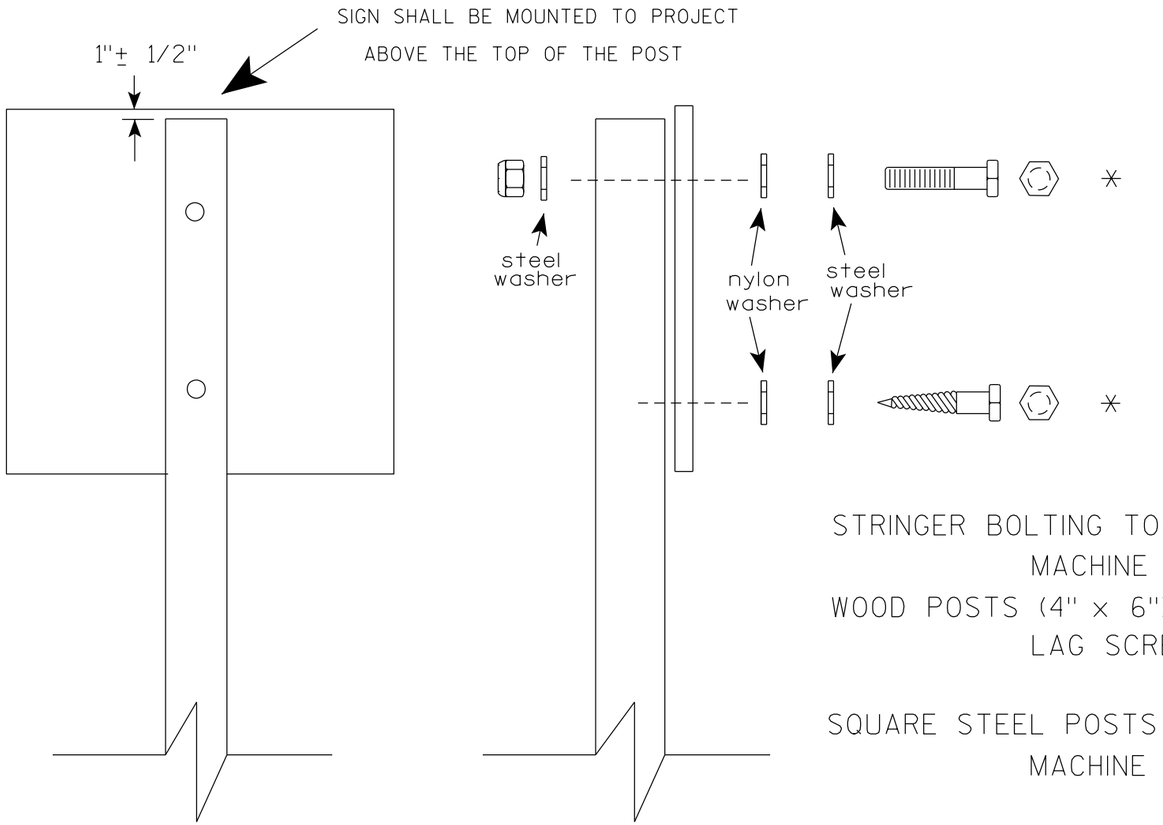
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 116	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

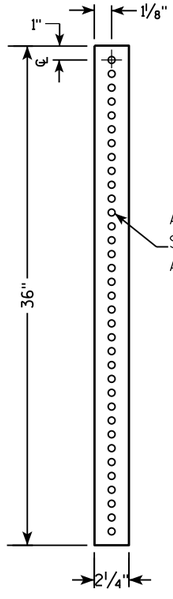
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

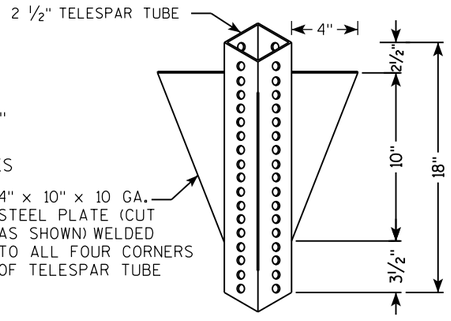
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

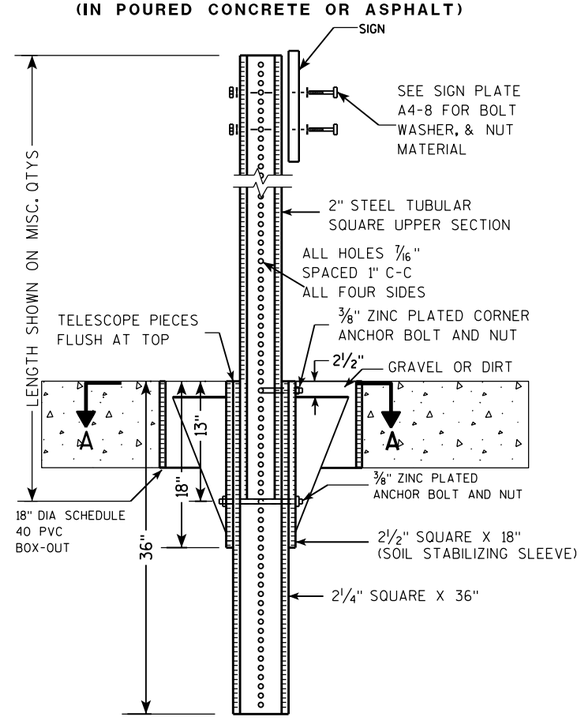
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



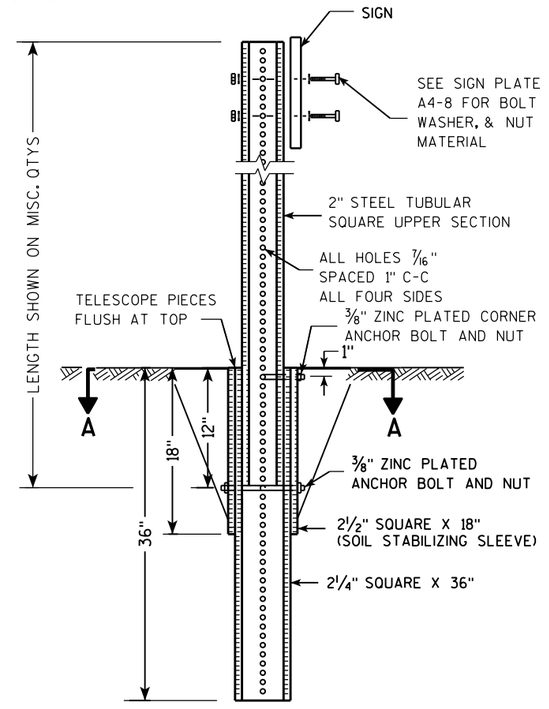
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

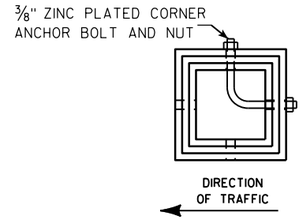


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

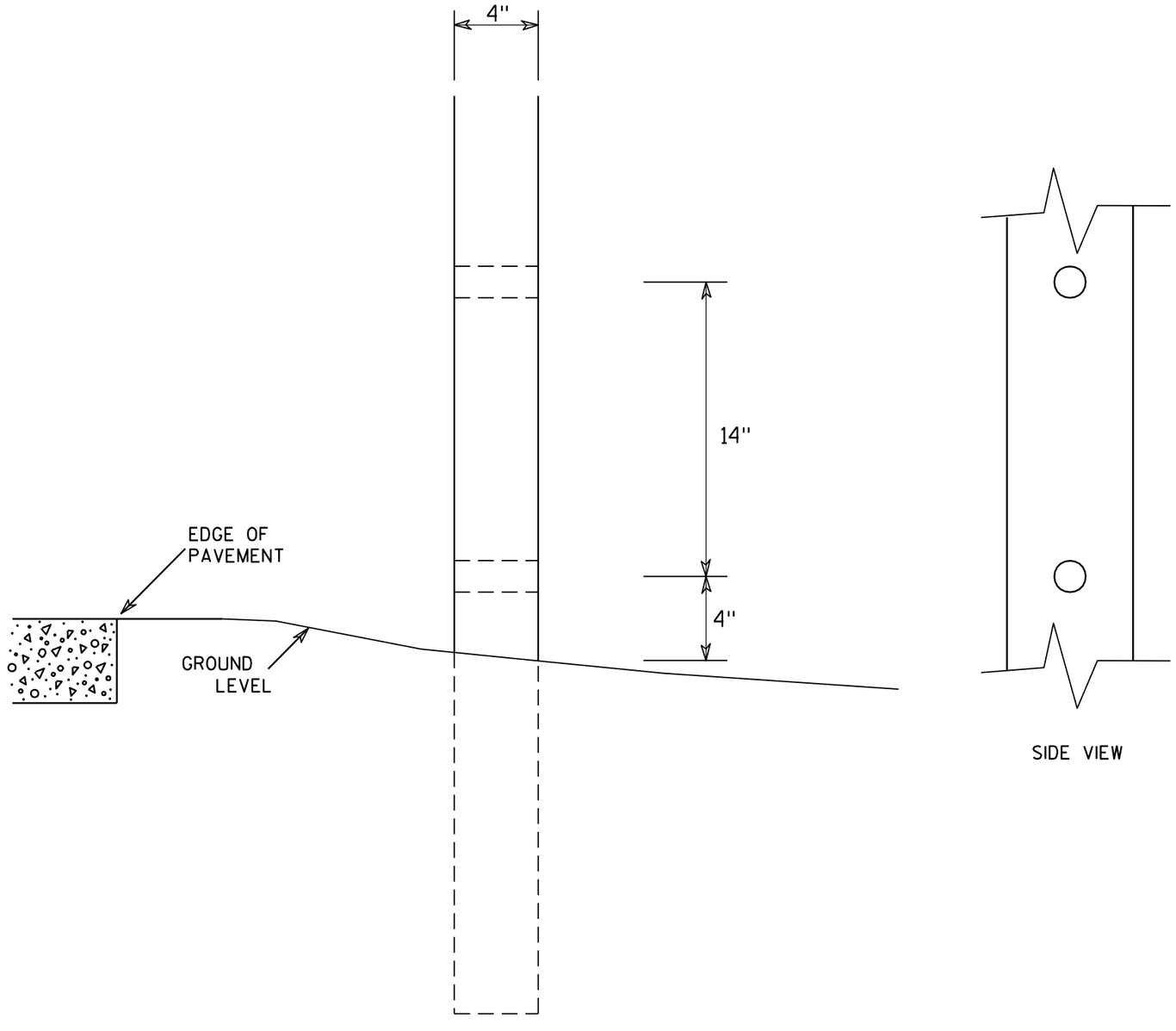
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

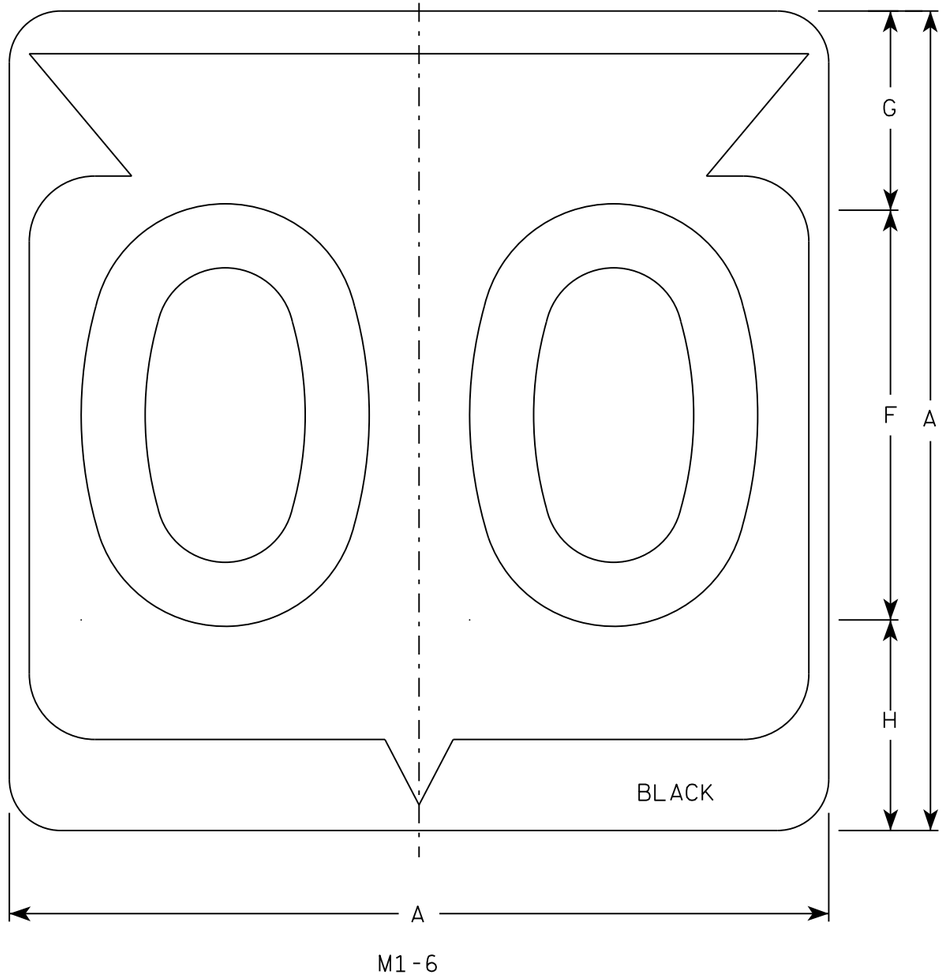
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

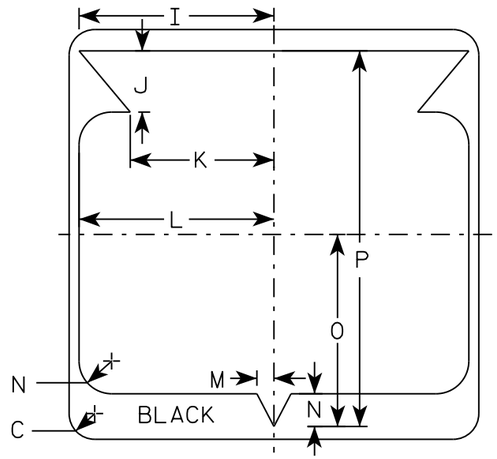
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 119	E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

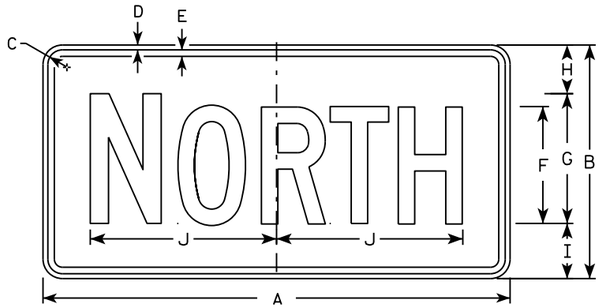
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

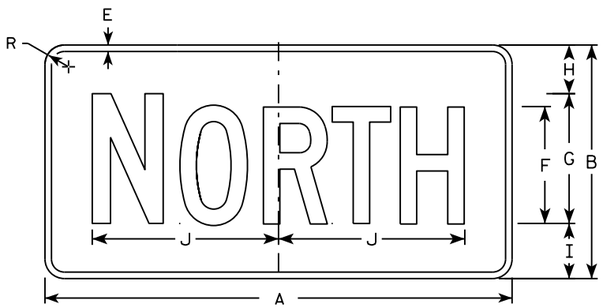
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 120 E



M3-1
MM3-1
MP3-1



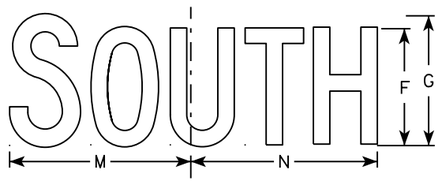
MB3-1
MK3-1
MN3-1



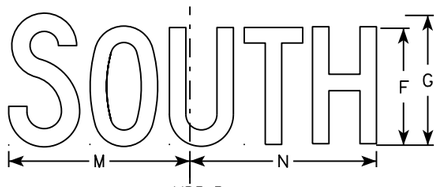
M3-2
MM3-2
MP3-2



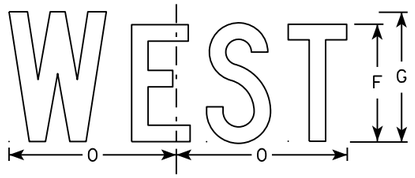
MB3-2
MK3-2
MN3-2



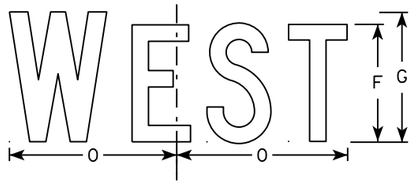
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

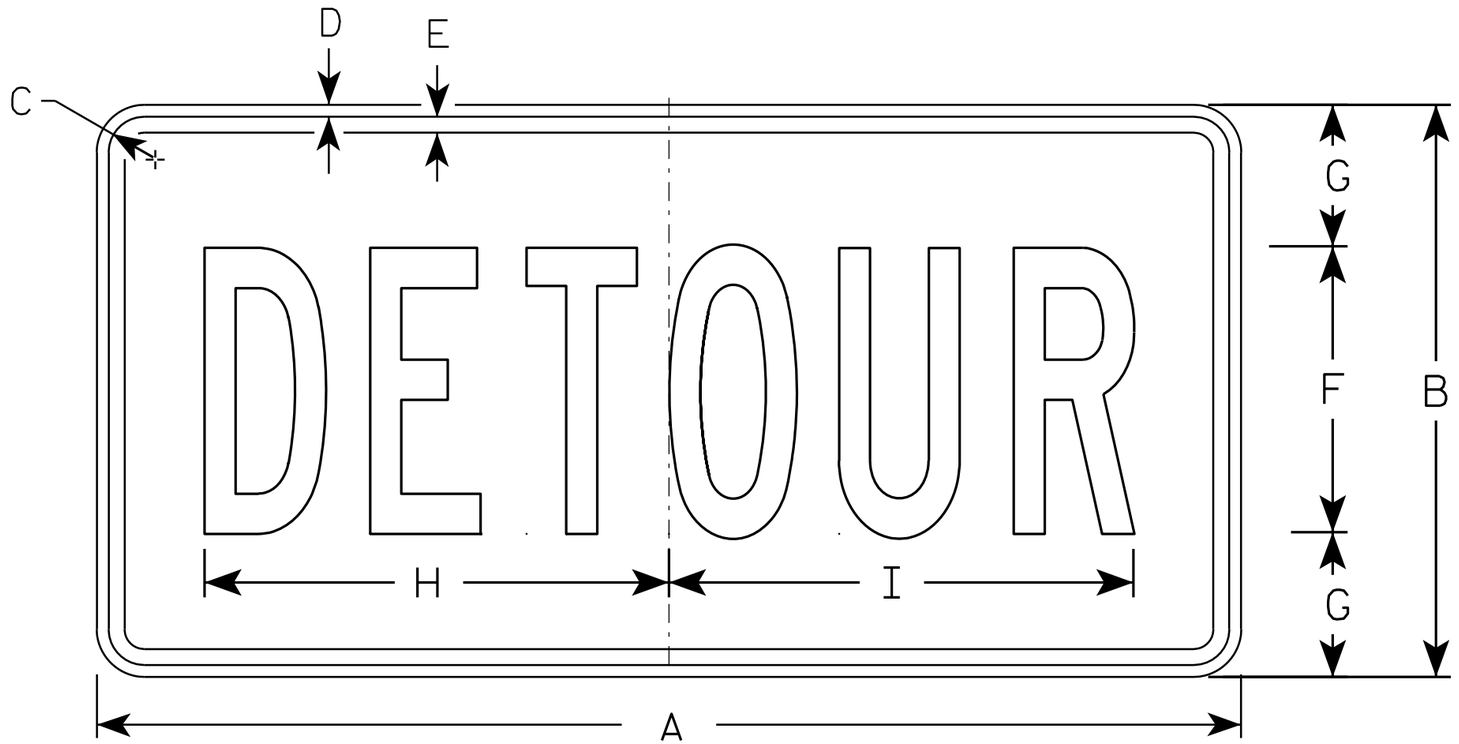
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

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

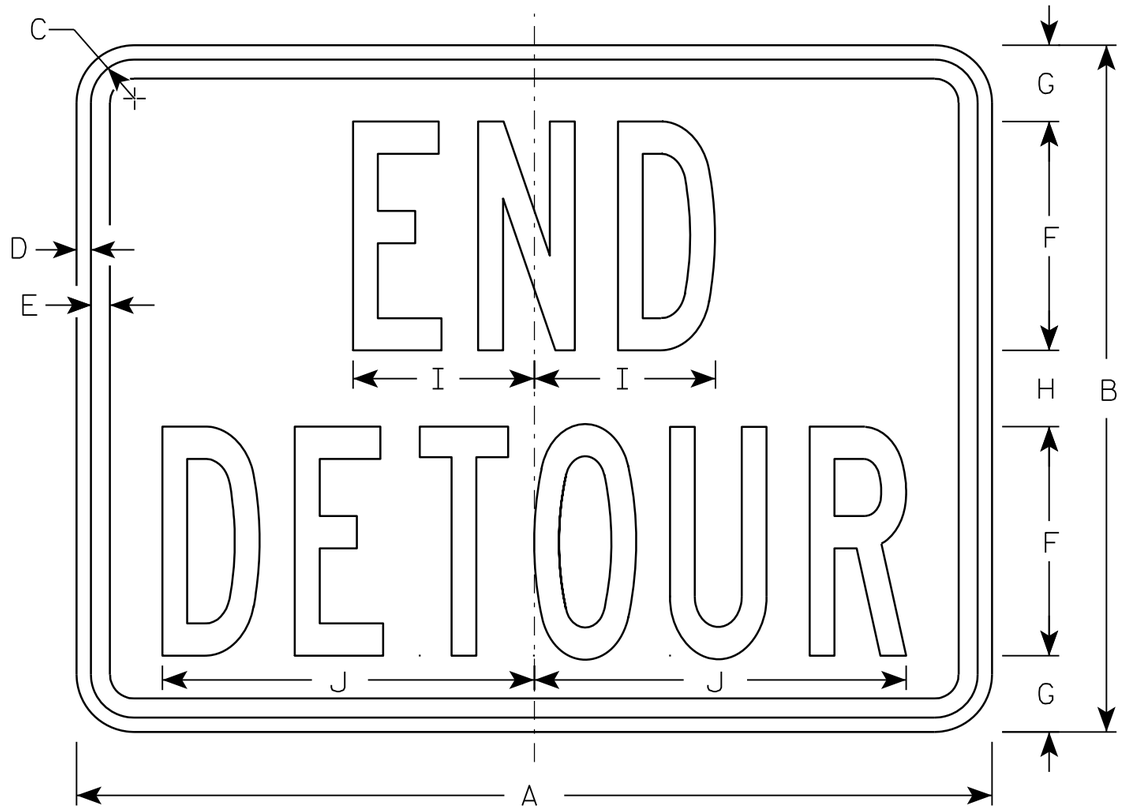
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 122	E

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																											

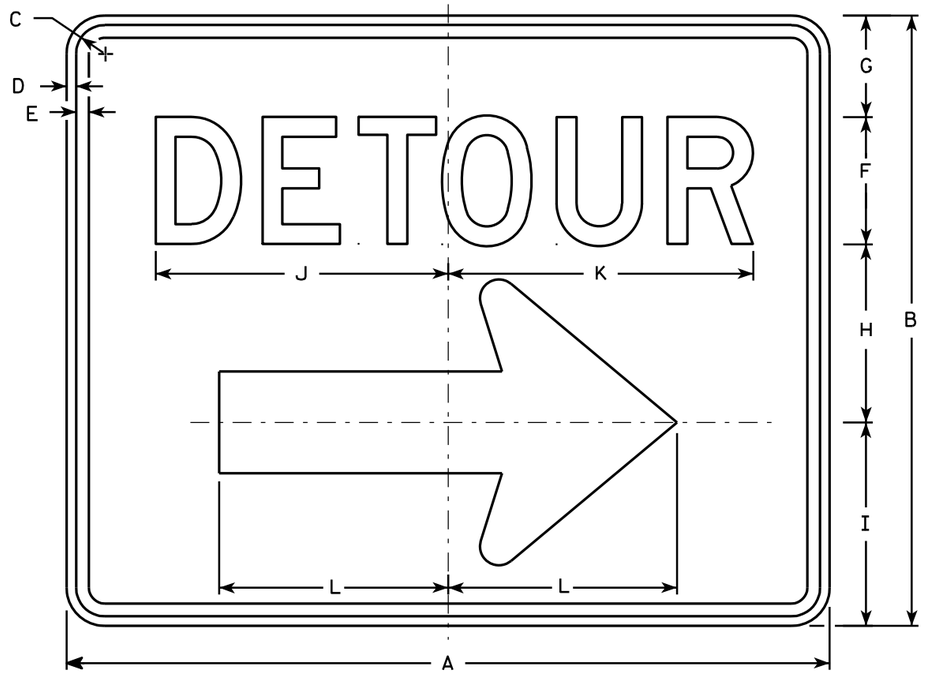
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

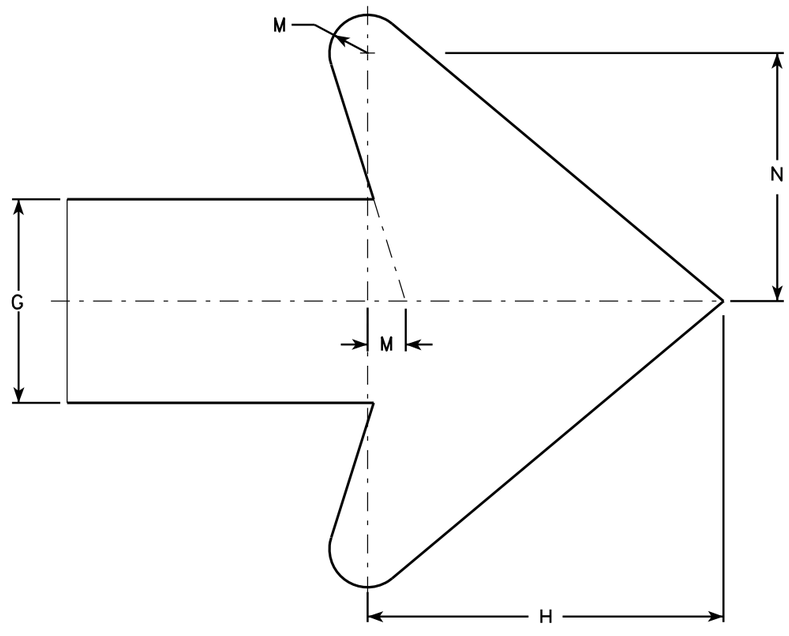
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 123	E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

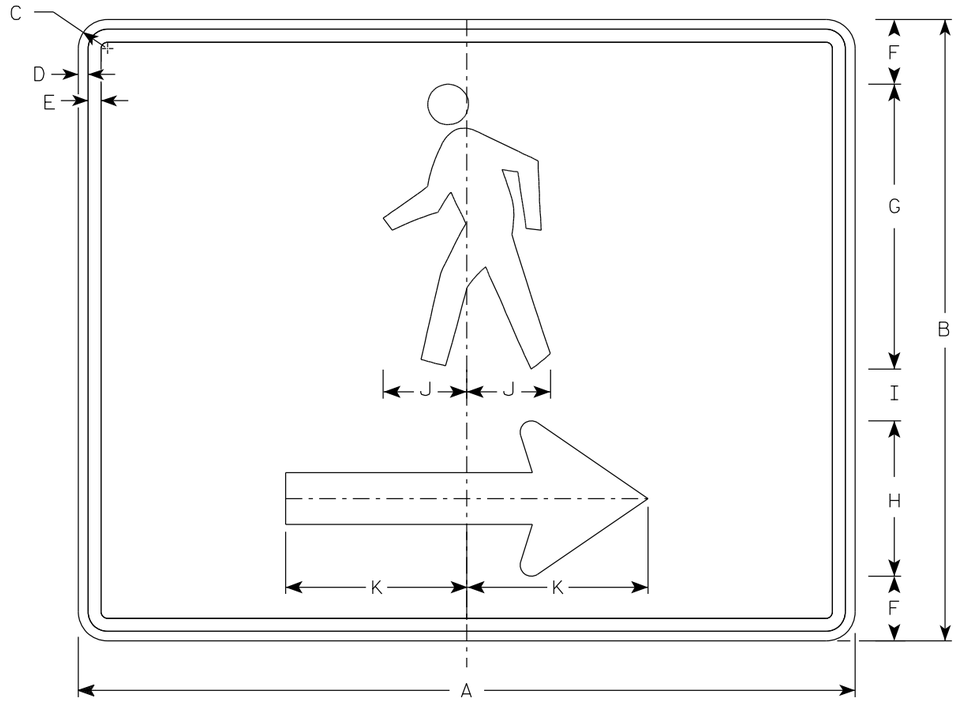
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 124 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\M49R.DGN PLOT DATE : 09-MAR-2011 11:17 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.959043:1.000000

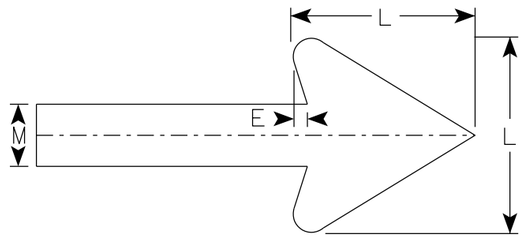
WISDOT/CADDS SHEET 42



M4-60R

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	2 1/2	11	6	2	3 1/4	7	6	2														5.00
3																											
4																											
5																											

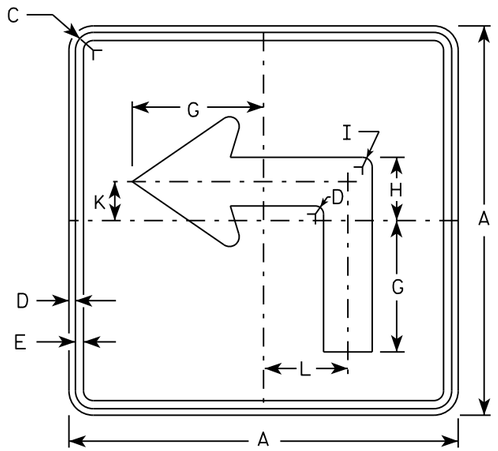
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

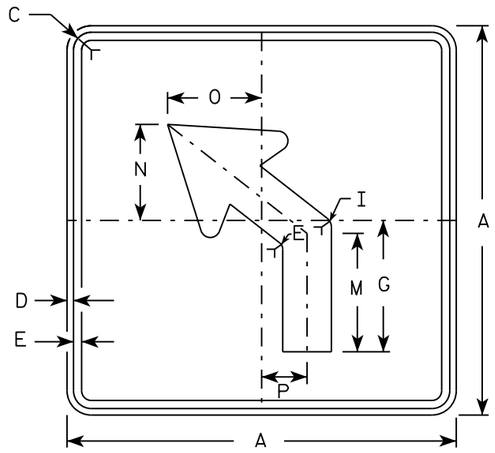
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

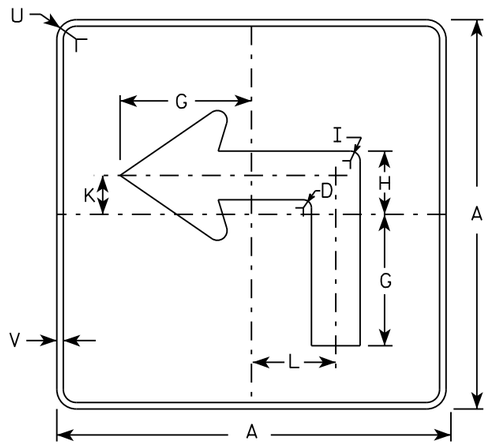
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 125 | E



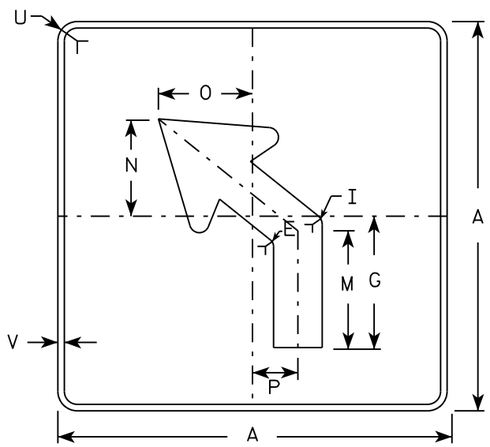
M5-1L
MM5-1L
MO5-1L
MP5-1L



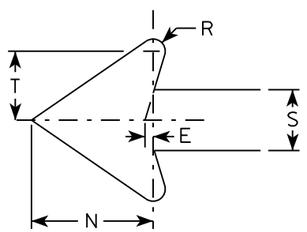
M5-2L
MM5-2L
MO5-2L
MP5-2L



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

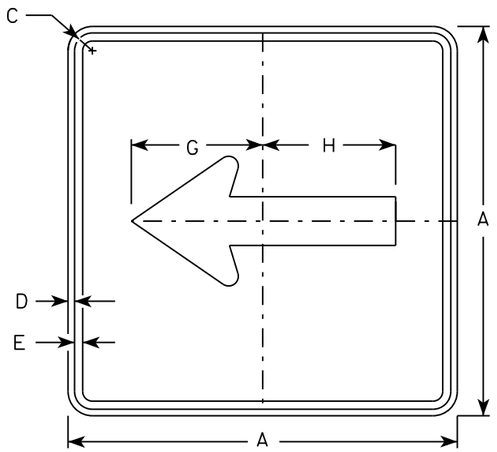
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

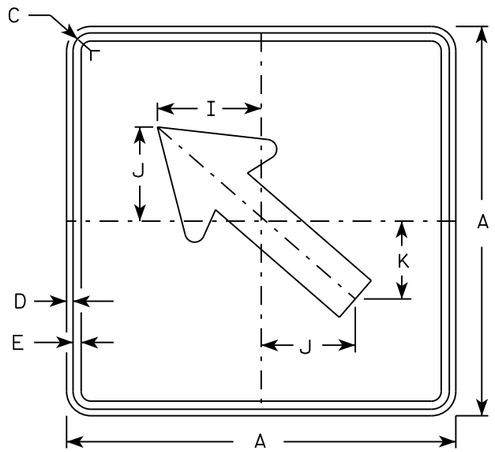
DATE 10/15/15 PLATE M5-1.13

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



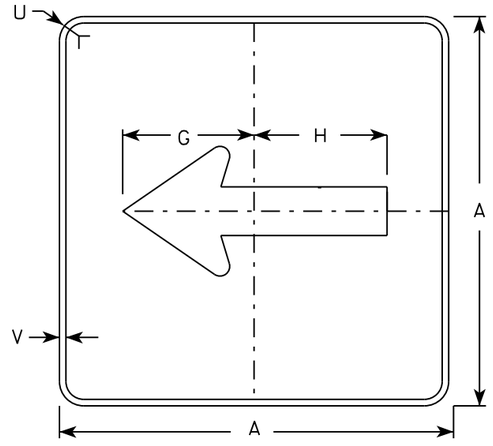
M6-1
MM6-1
MO6-1
MP6-1



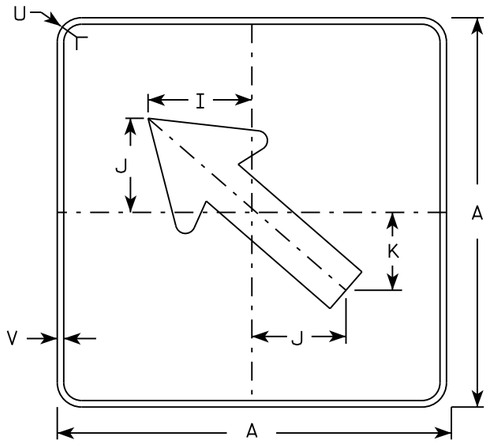
M6-2
MM6-2
MO6-2
MP6-2

NOTES

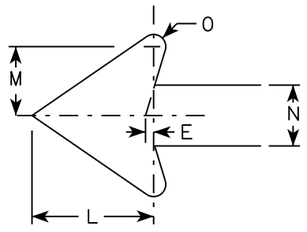
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

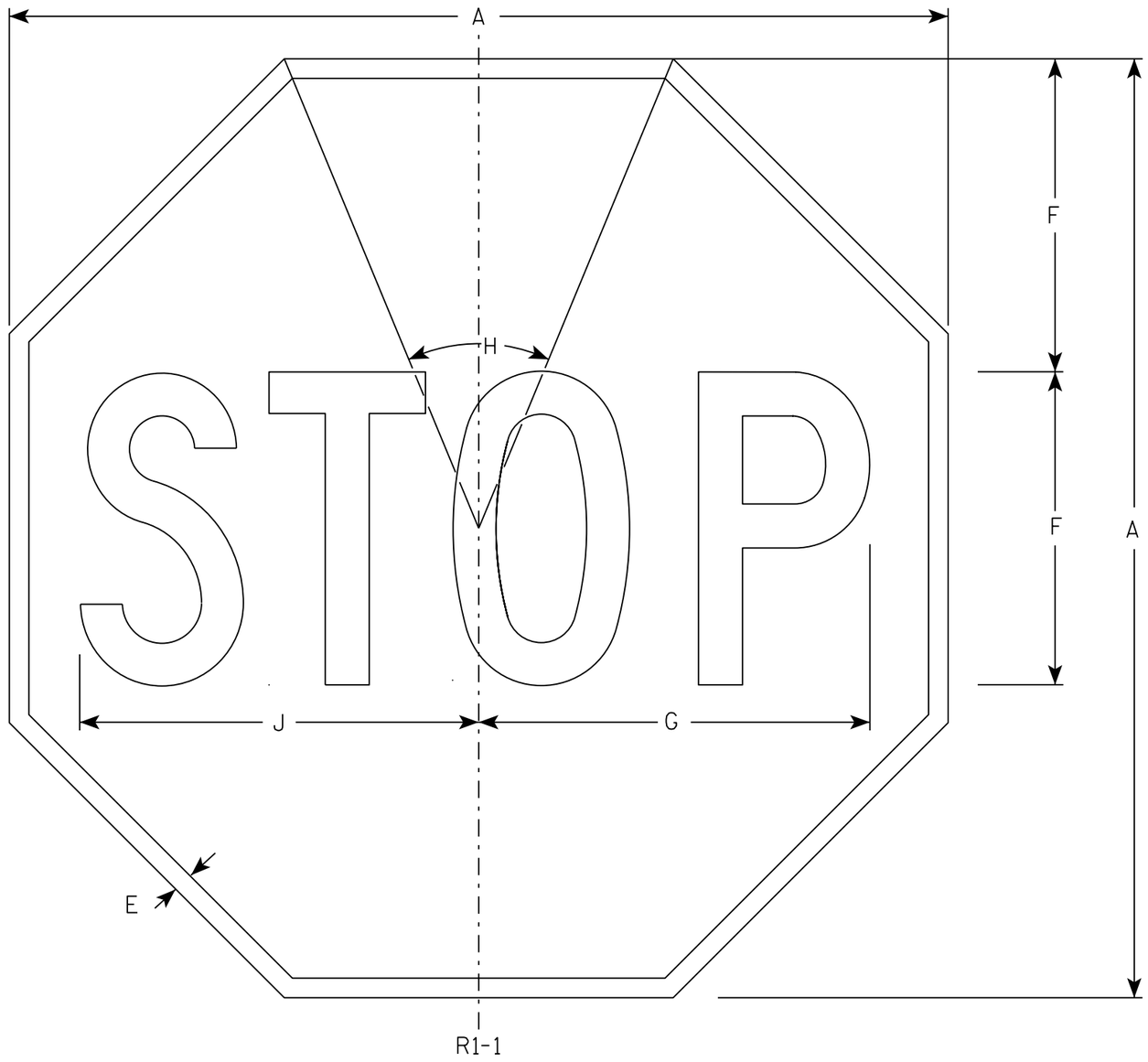
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 127 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

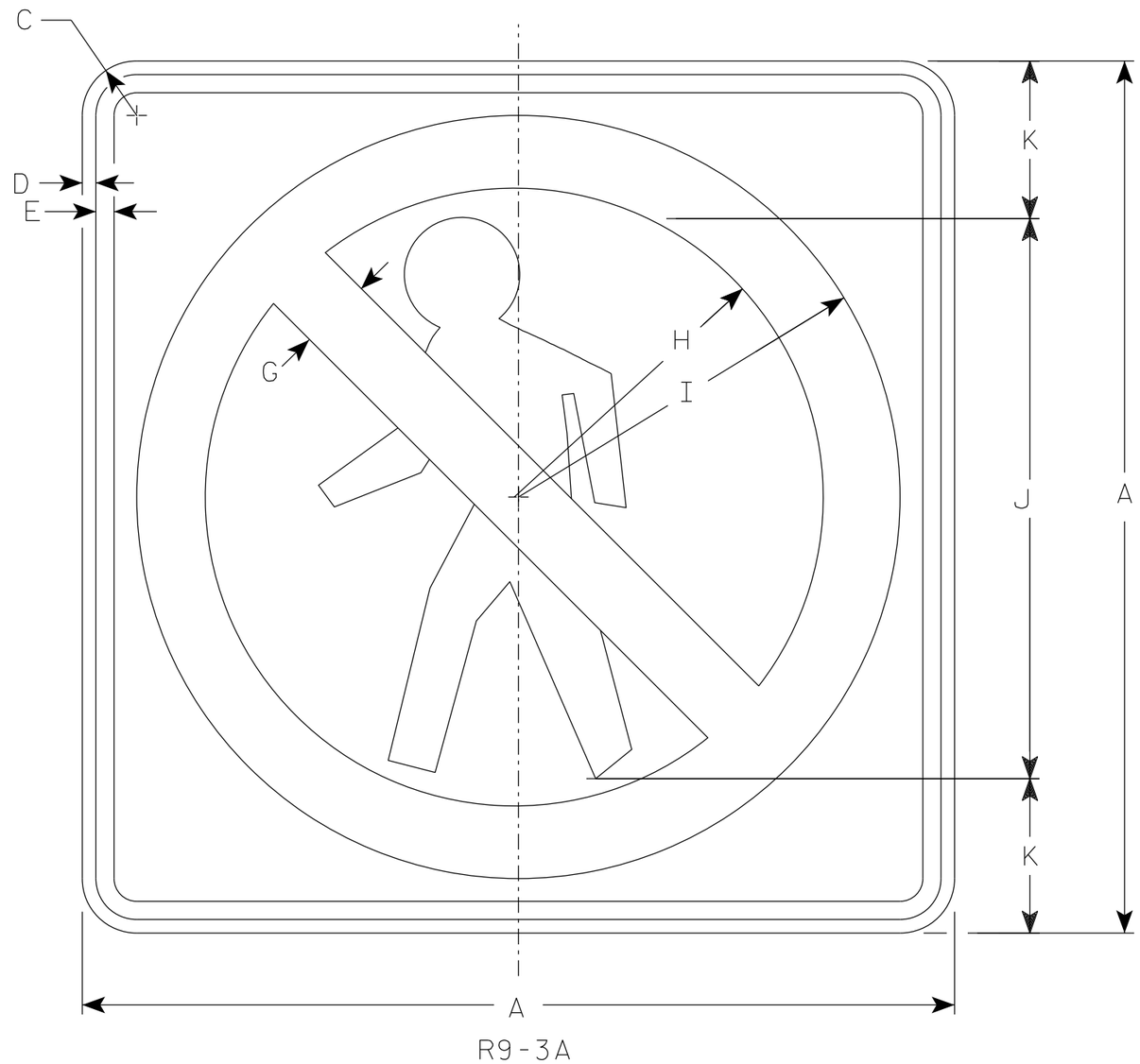
STANDARD SIGN
R1-1

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: 128	E



R9-3A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Pedestrian are non-reflective black.
   Circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2S	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
2M	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
3																											
4																											
5																											

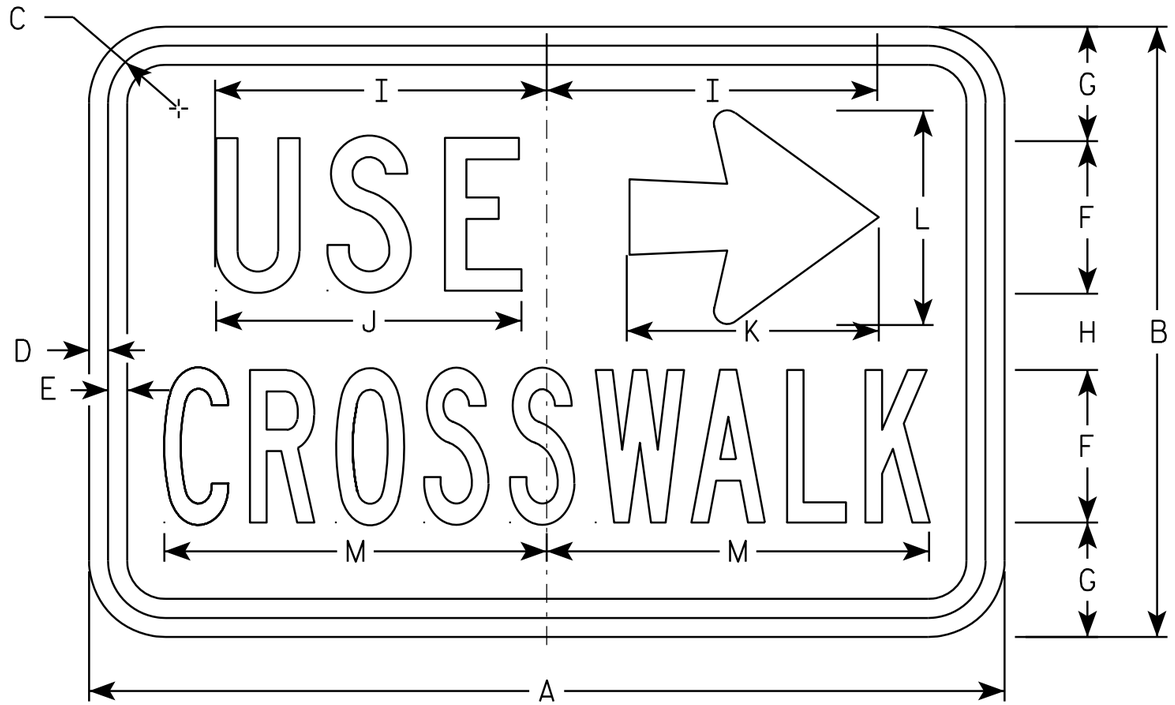
STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/22/21 PLATE NO. R9-3A.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



R9-3BR

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 Line 1, Series B Line 2
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. R9-3BL is the same as R9-3BR except USE and the arrow are switched.

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	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

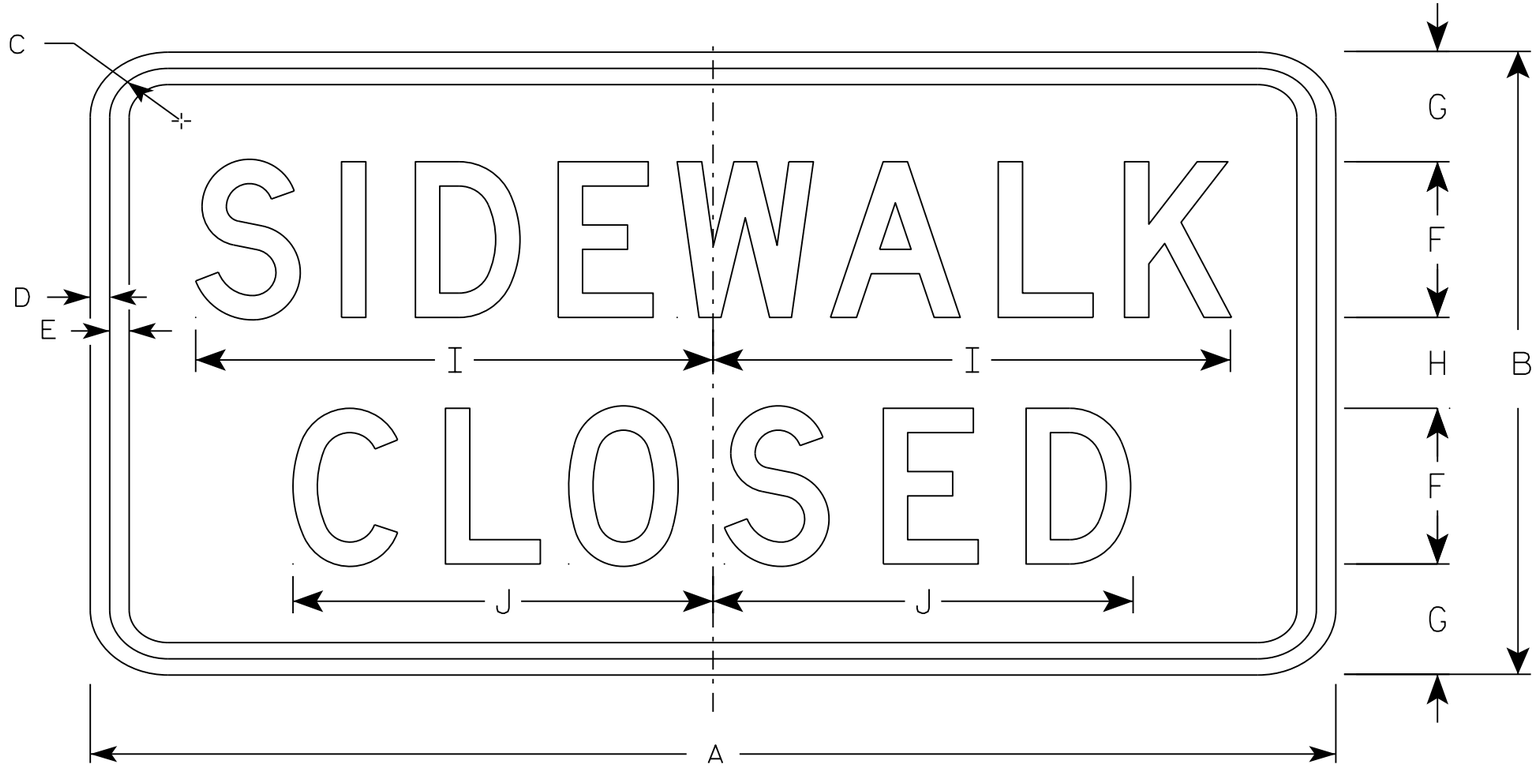
STANDARD SIGN
R9-3BR&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 130 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

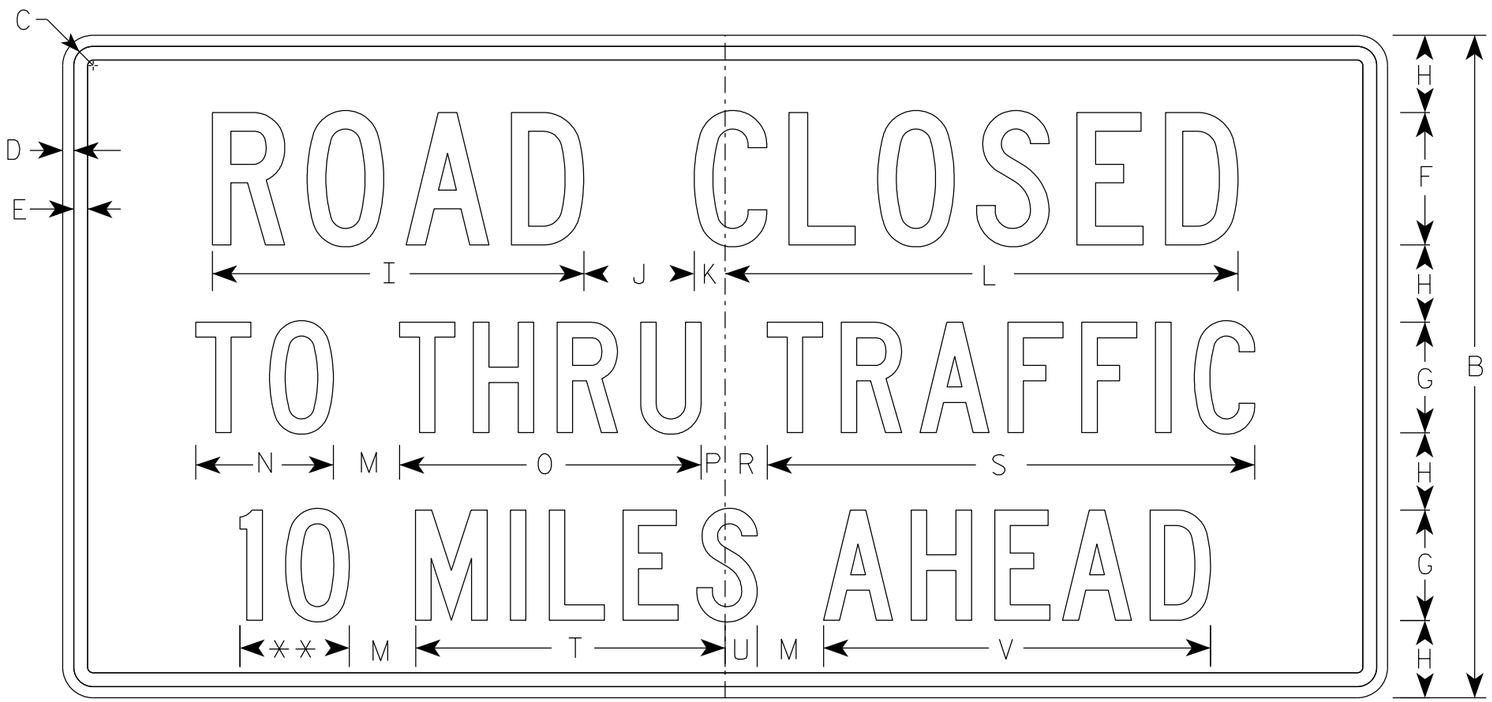
DATE 8/11/16 PLATE 131 R9-9.6

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

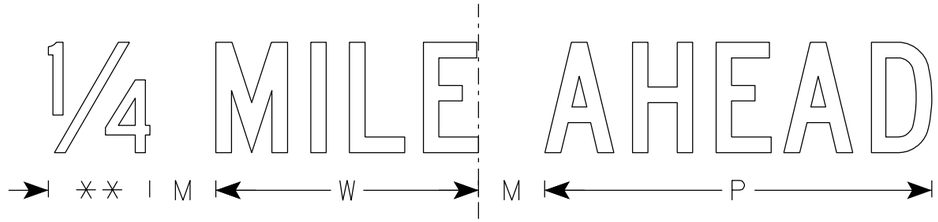
NOTES

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



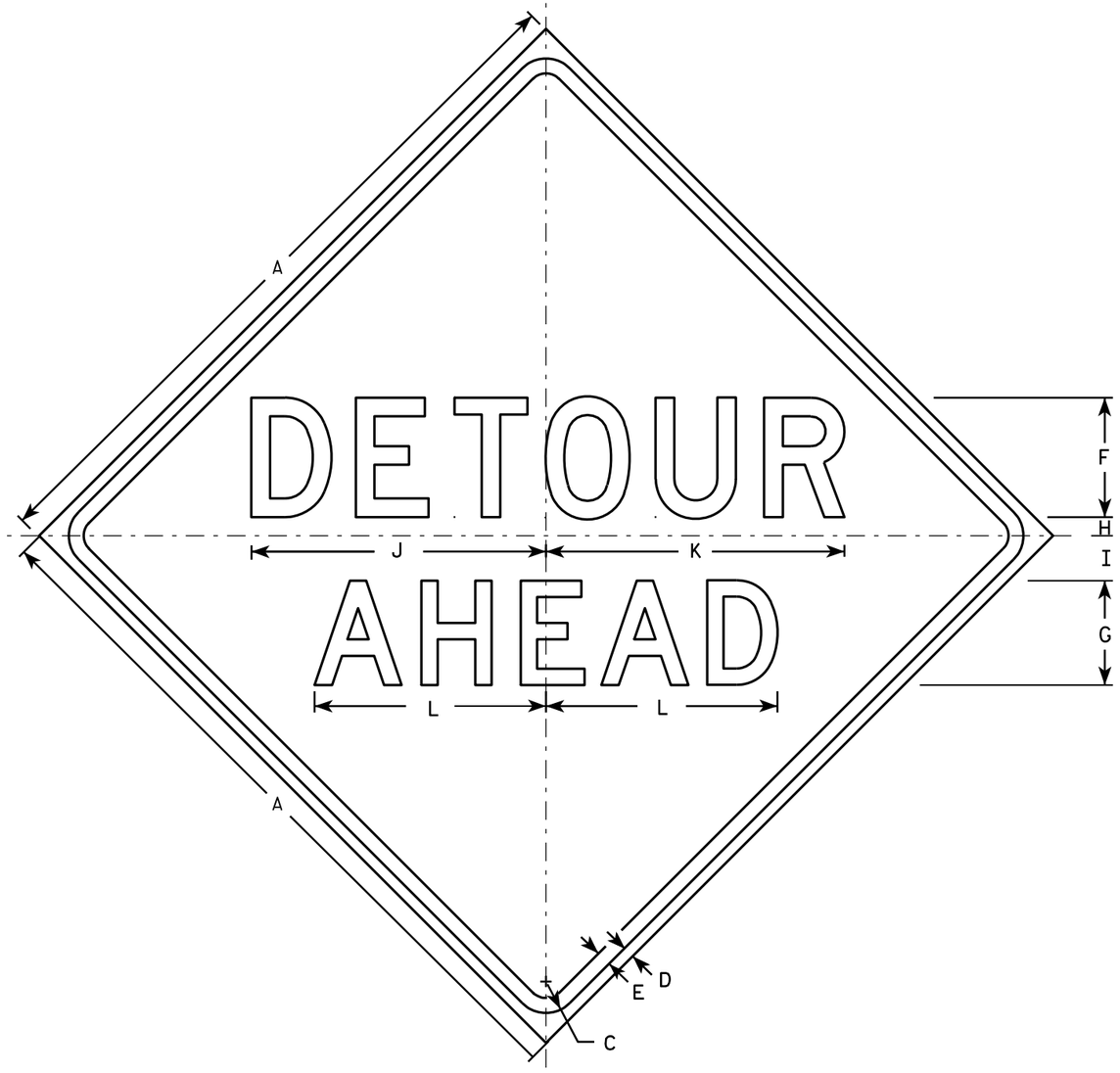
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
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

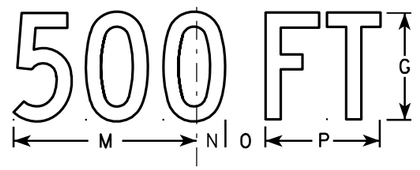
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 6/14/2021 PLATE NO. R11-3.9

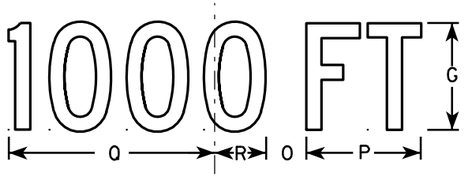
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 132	E



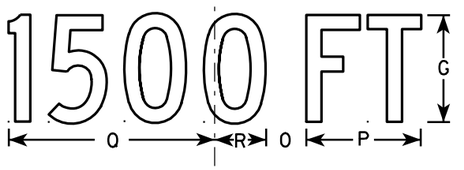
W20-2A



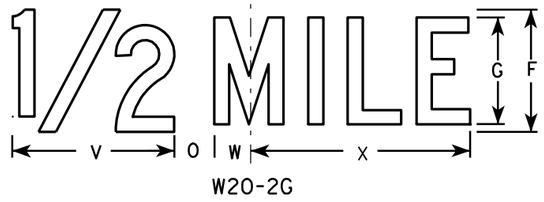
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

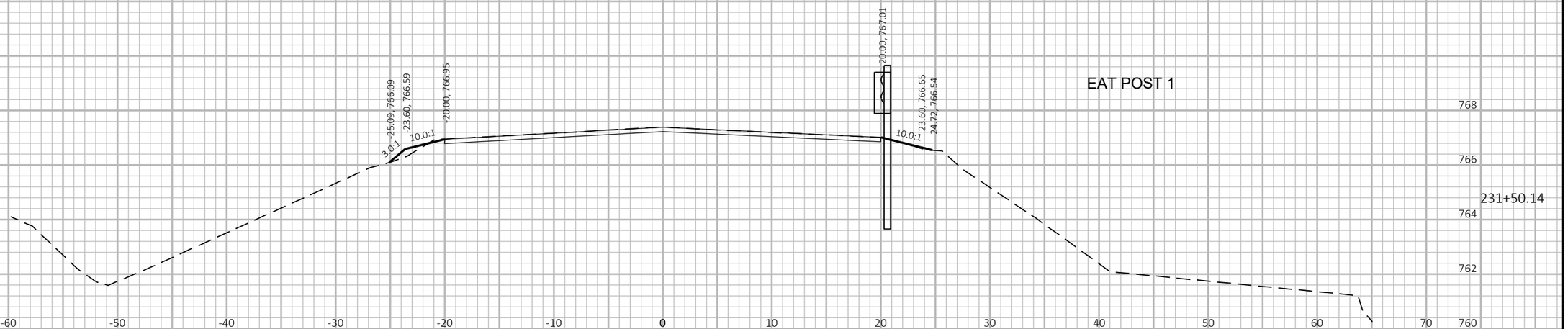
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

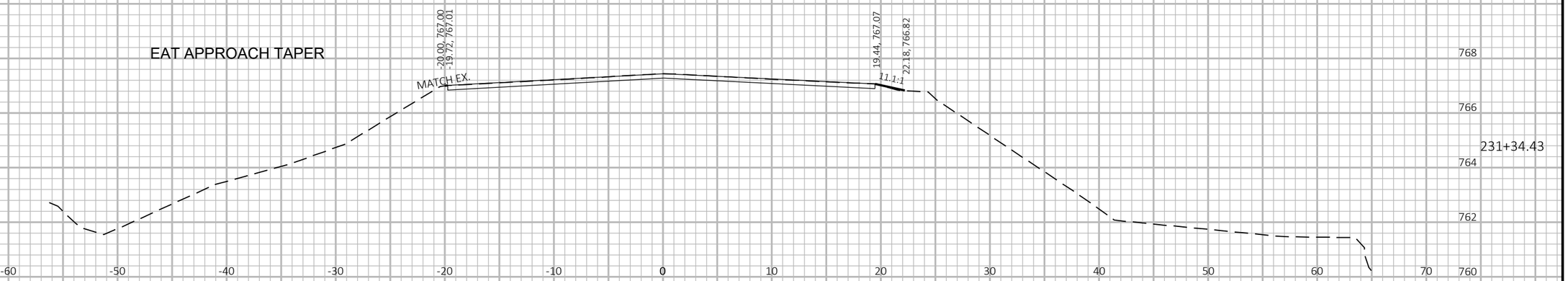
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 133	E

EAT POST 1



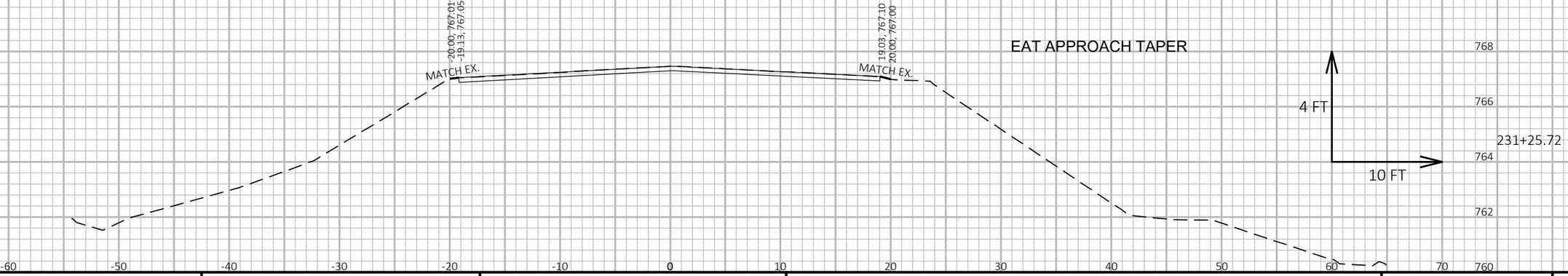
231+50.14

EAT APPROACH TAPER



231+34.43

EAT APPROACH TAPER



231+25.72

9

9

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 76	SHEET 134	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 01

PLOT DATE : 2/25/2022 11:50 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 5

-20.00, 766.83
24.12, 766.41
23.60, 766.47
10.0:1
20.00, 766.93
23.60, 766.57
24.45, 766.29
10.0:1
3.0:1

231+83.85

EAT POST 5

-20.00, 766.87
23.60, 766.60
13.1:1
20.00, 766.95
23.60, 766.59
24.68, 766.23
10.0:1
3.0:1

231+75.14

EAT POST 1

-20.00, 766.91
24.09, 766.39
23.60, 766.55
3.0:1
10.0:1
20.00, 766.98
23.60, 766.63
10.1:1

231+58.85

4 FT
10 FT

9

9

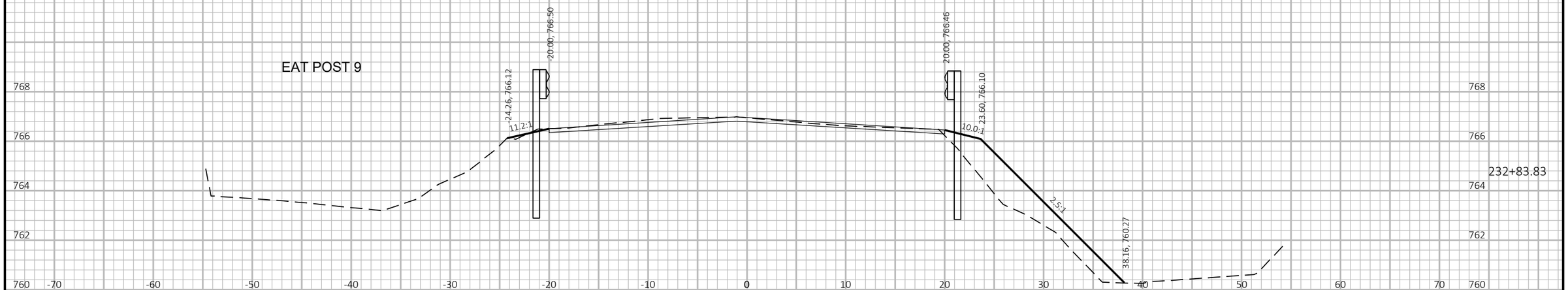
PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 76	SHEET 135	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 02

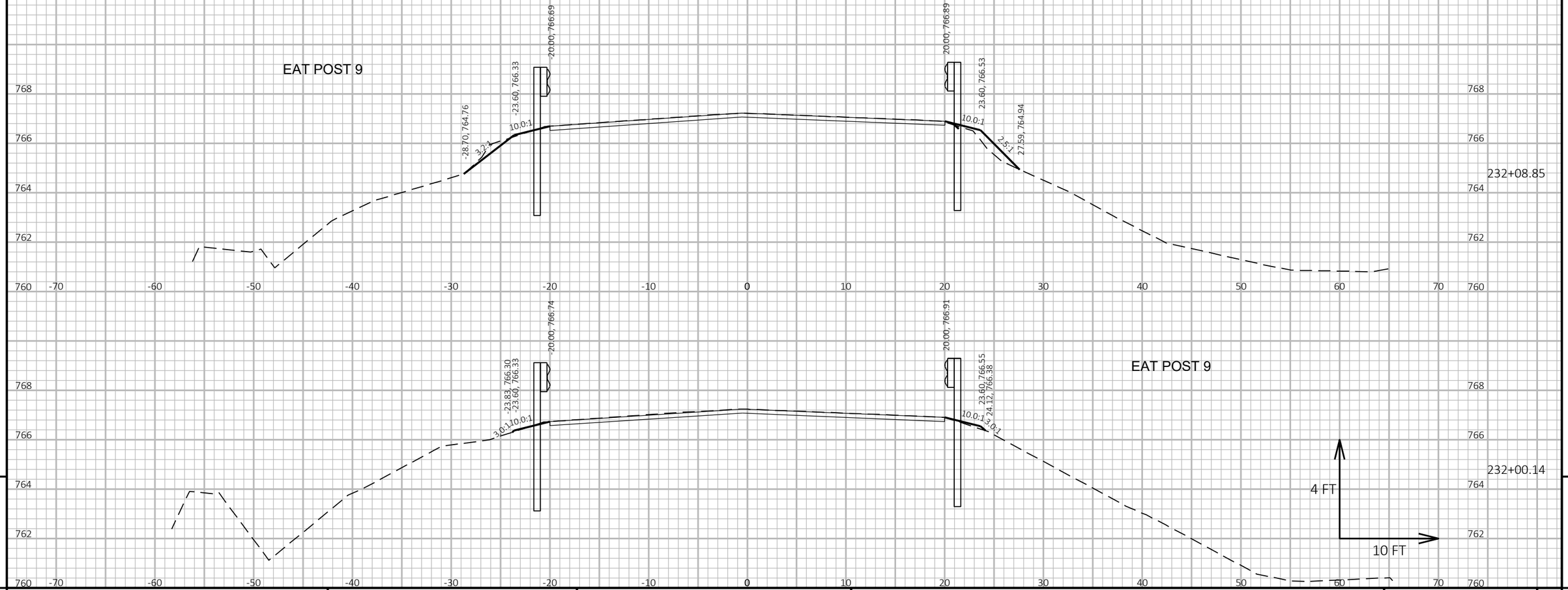
PLOT DATE : 2/25/2022 11:50 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 9



EAT POST 9



9

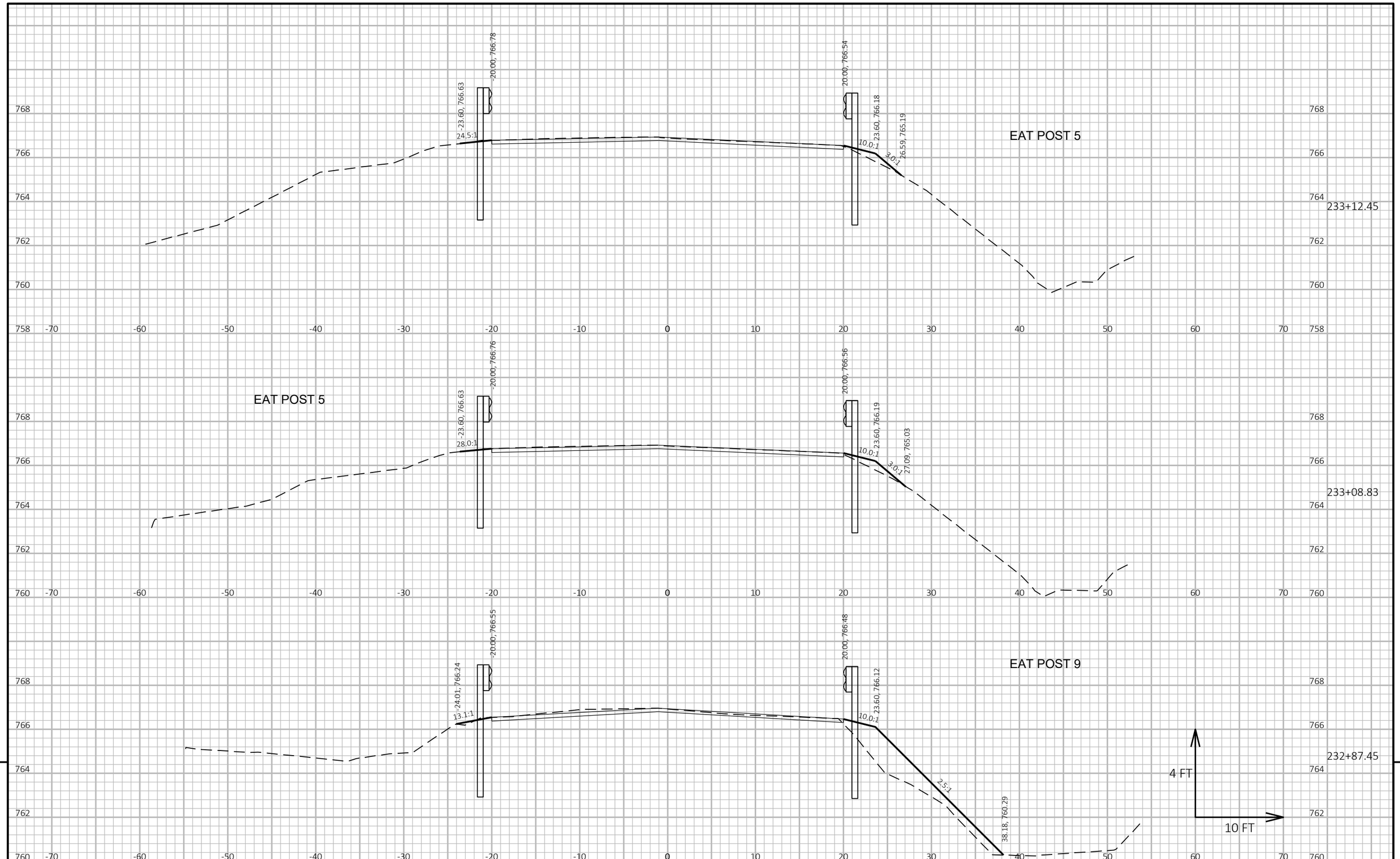
9

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 76	SHEET 136	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 03

PLOT DATE : 2/25/2022 11:50 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

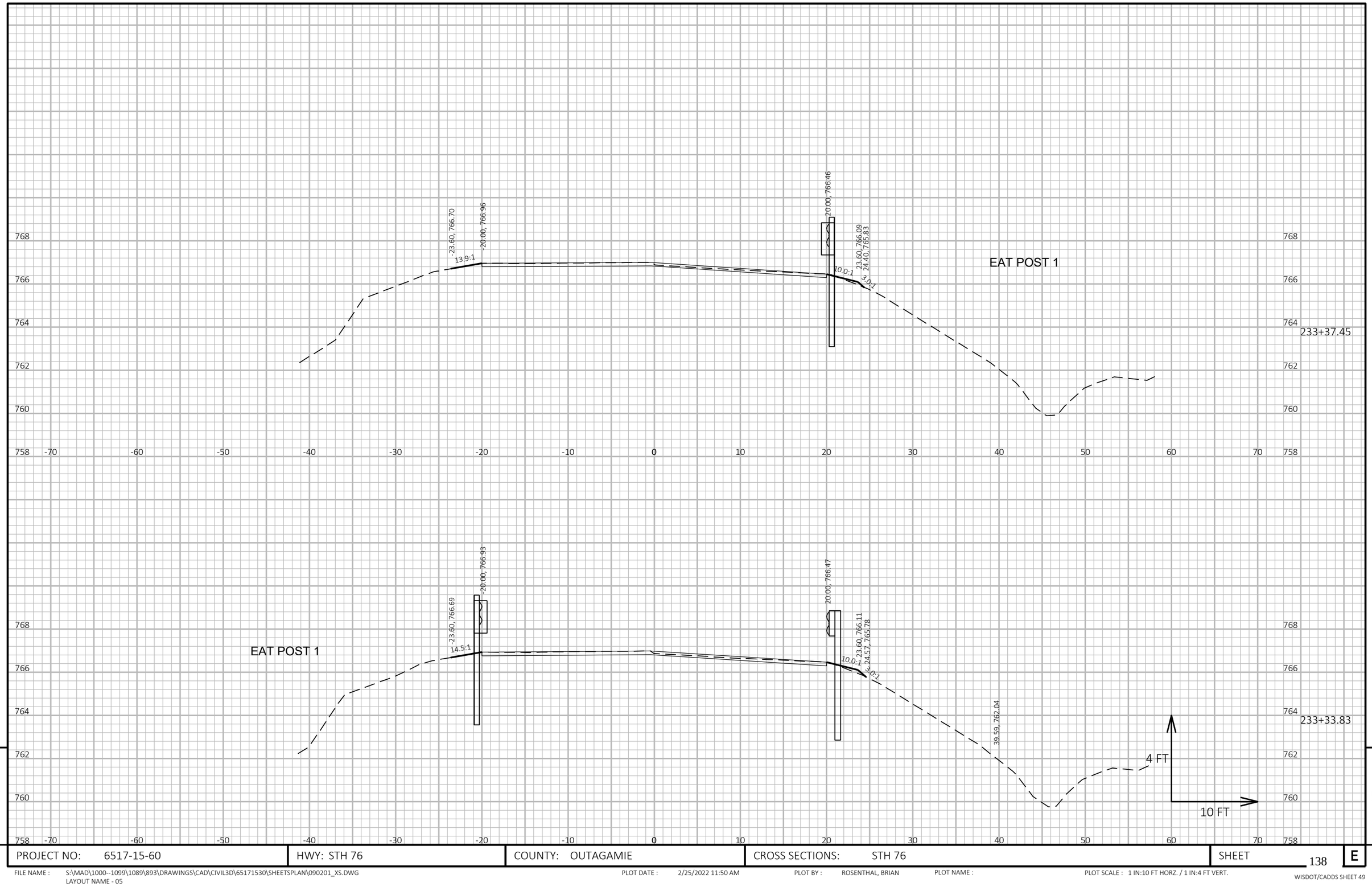
9

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 76	SHEET 137	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 04

PLOT DATE : 2/25/2022 11:50 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

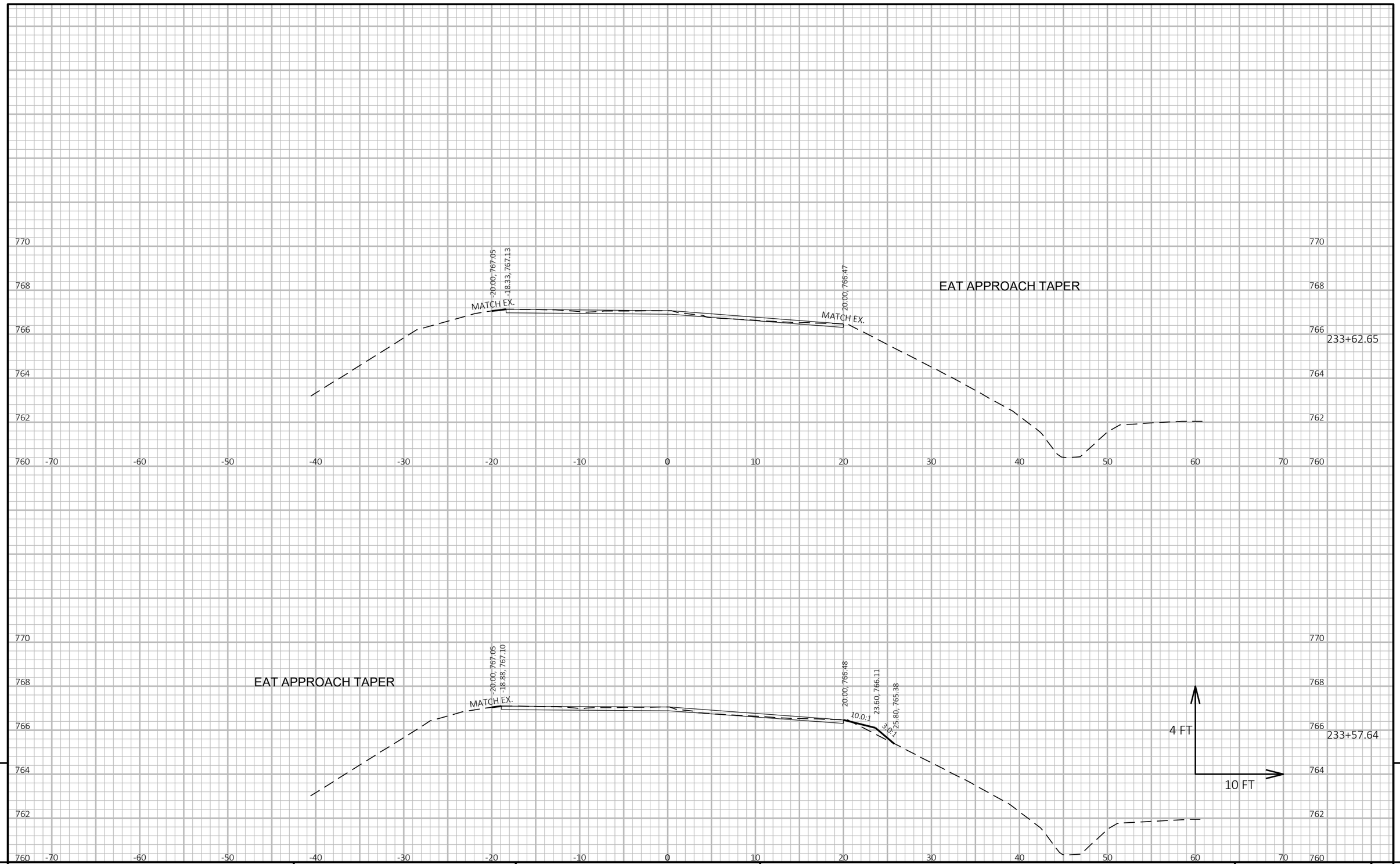
9

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 76	SHEET 138	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 05

PLOT DATE : 2/25/2022 11:50 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6517-15-60	HWY: STH 76	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 76	SHEET 139	E

FILE NAME : S:\MAD\1000--1099\1089\893\DRAWINGS\CAD\CIVIL3D\65171530\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 06

PLOT DATE : 2/25/2022 11:50 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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through innovation and exceptional service.

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