GRE

MARCH 2023

PROJECT ID: 4130-11-71

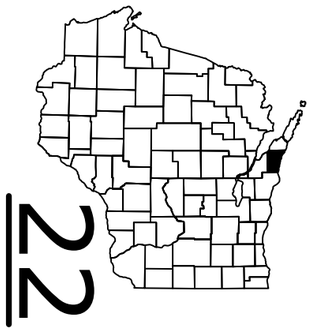
WITH: N/A

COUNTY: KEWAUNEE

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 = 292



22

N

DESIGN DESIGNATION 4130-11-00

A.A.D.T.	2024	=	4820
A.A.D.T.	2044	=	4820
D.H.V.		=	289
D.D.		=	50/50
T.		=	11% (AADT)
DESIGN SPEED		=	55 MPH
ESALS		=	1,140,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

LUXEMBURG - ALGOMA

VALLEY ROAD - SUNSET AVENUE

STH 54

KEWAUNEE COUNTY

STATE PROJECT NUMBER
4130-11-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4130-11-71	WISC 2023301	1

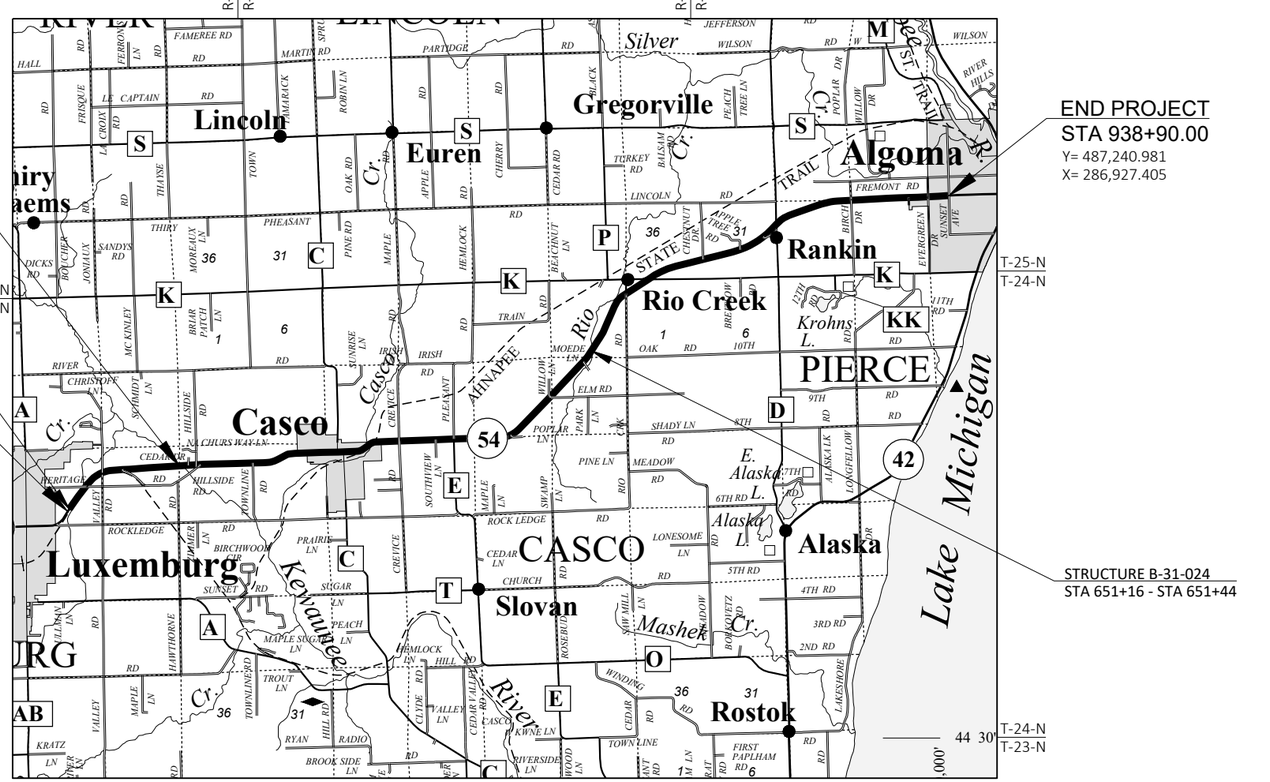
EXCEPTION TO NET ℄ LENGTH
STA 334+99 TO STA 336+37
EXISTING STRUCTURE B-31-71

STRUCTURE B-31-021
STA 244+91 - STA 245+17

BEGIN PROJECT
STA 241+06.81
Y= 466,915.592
X= 224,803.371

END PROJECT
STA 938+90.00
Y= 487,240.981
X= 286,927.405

STRUCTURE B-31-024
STA 651+16 - STA 651+44



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 13.203 MI

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NE REGION
Designer	D. SCHROEDER
Project Manager	P. BRAUER
Regional Examiner	
Regional Supervisor	D. SEGERSTROM

APPROVED FOR THE DEPARTMENT

DATE: 10/31/2022 Paul Brauer, P.E. (Signature)

E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\010101-TI.DWG PLOT DATE : 10/25/2022 1:50 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

GENERAL NOTES

LOCATIONS OF UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE ENGINEER WILL VERIFY AND APPROVE MILL/OVERLAY LIMITS.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

PLACE ROADWAY SHOULDERS PRIOR TO INSTALLING GUARDRAIL UNLESS ALLOWED OTHERWISE BY THE ENGINEER.

DISTURBED AREAS OUTSIDE OF THE FINISHED SUBGRADE SHOULDERS POINT SHALL BE RESTORED WITH FERTILIZER, SEED, AND MULCH/EMAT WITHIN 5 CALENDAR DAYS OF FINAL GRADING/TOPSOILING OR AS DIRECTED BY THE ENGINEER.

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL DETAILS
TRAFFIC CONTROL
DETOUR PLAN

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

DNR LIAISON

MATT SCHAEVE
DEPARTMENT OF NATURAL RESOURCES
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GREEN BAY, WI 54313
(920)366-1544
matthew.schaeve@wisconsin.gov

COUNTY HIGHWAY COMMISSIONER

TODD EVERY
HIGHWAY COMMISSIONER
E4280 COUNTY HIGHWAY F
KEWAUNEE, WI 54216
(920) 388-3707
everyt@kewauneeco.org

NE REGION SURVEY COORDINATOR

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944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-5638
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NE REGION DESIGN PROJECT MANAGER

PAUL BRAUER, PE
944 VANDERPERREN WAY
GREEN BAY, WI 54304
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paul.brauer@dot.wi.gov

UTILITIES CONTACTS

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GREEN BAY, WI 54301
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Vk352k@att.com

STEVEN BISHOP
BRIGHTSPEED- COMMUNICATION LINE
130 4th ST
BARABOO, WI 53913
(608)355-7501
Steven.bishop@brightspeed.com

RICK VINCENT
NET LEC LLC - COMMUNICATION LINE
470 SECURITY BLVD
P.O. BOX 19079
GREEN BAY, WI 54307-9079
(920) 617-7316
rick.vincent@nsight.com

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PO BOX 47
WAUKESHA, WI 53187
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cdailey@atcllc.com

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WISCONSIN PUBLIC SERVICE - ELECTRICITY
2850 SOUTH ASHLAND AVE
GREEN BAY, WI 54304
(920) 617-5149
Thomas.goral@wisconsinpublicservice.com

JOEL SAWICKI
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TWO RIVERS, WI 54241-0236
(920) 657-1862
Joel.sawicki@wisconsinpublicservice.com

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phaack@algomautilities.com

PETE HAACK
ALGOMA UTILITY COMMISSION - ELECTRICITY
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phaack@algomautilities.com

KELLY PINCHART
VILLAGE OF CASCO - WATER
407 MAPLE ST
CASCO, WI 54205
(920) 837-2143
pinchie@centurytel.net

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 = 175 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.9 ACRES

2

N

BEGIN PROJECT
STA 241+06.81
Y=466,915.592
X=224,803.371

END PROJECT
STA 938+90.00
Y=487,240.981
X=286,927.405

HERITAGE RD

HILLSIDE RD

STH 54

ELM RD

POPLAR LN

FREEMONT RD

CTH K

CTH D

CTH C

CTH E

VALLEY RD

HILLSIDE RD

TOWNLINE RD

SMITHWICK CT

PLEASANT RD

CREVICE RD

SOUTHVIEW LN

WILLOW LN

RIO CREEK RD

CHESTNUT DR

APPLE TREE LN

BIRCH RD

EVERGREEN DR

SUNSET AVE

LAKE MICHIGAN

STH 42

GR-1 ~ STA 245+76

GR-2, CP-1 ~ STA 262+57

GR-3, CP-2 ~ STA 294+08

GR-4 ~ STA 333+78

GR-5 ~ STA 337+16

GR-6 ~ STA 386+34

GR-7 ~ STA 469+10

GR-8 ~ STA 651+86

GR-9 ~ STA 713+34

CP-1 ~ STA 262+57

CP-2 ~ STA 294+08

CP-3 ~ STA 551+65

CP-4 ~ STA 581+90

CP-5 ~ STA 585+49

CP-6 ~ STA 737+09

CP-7 ~ STA 857+89

CP-8 ~ STA 882+56

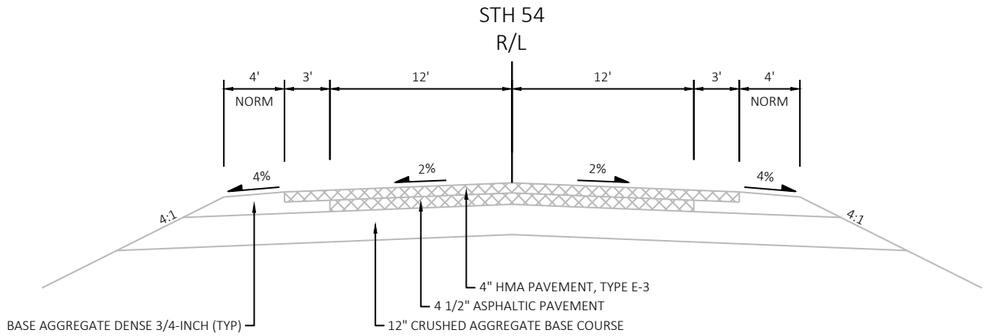
CURB RAMPS
CR-1 THROUGH CR-15

CP = CULVERT PIPE WORK - LOCATION #
CR = CURB RAMP WORK - LOCATION #
GR = GUARDRAIL WORK - LOCATION #

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PROJECT OVERVIEW	SHEET 3	E

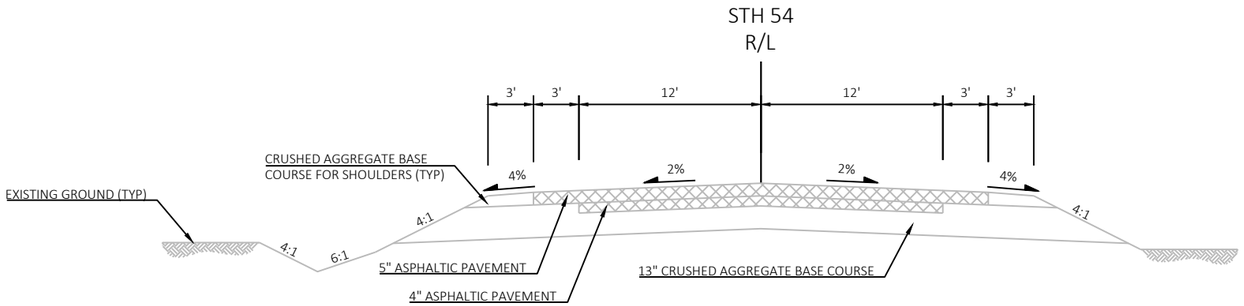
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LAYOUT NAME - 020201-po

PLOT DATE : 10/28/2022 10:12 AM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:1 MI



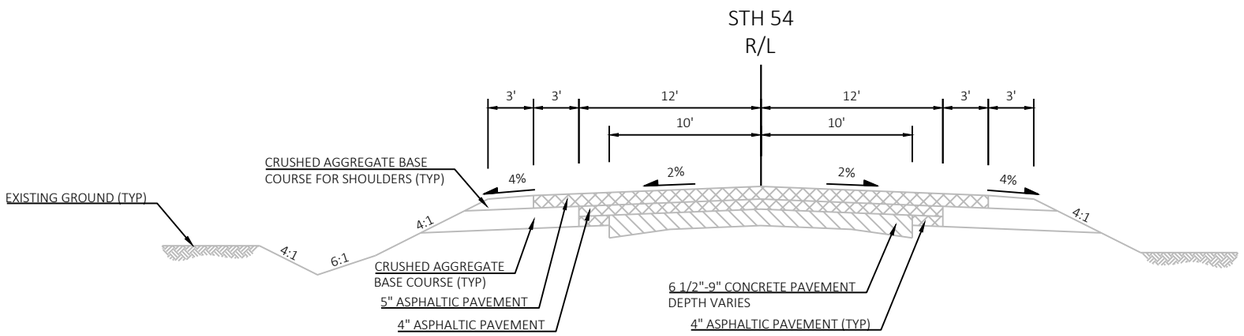
EXISTING TYPICAL SECTION STH 54

STA 241+07 TO STA 244+00



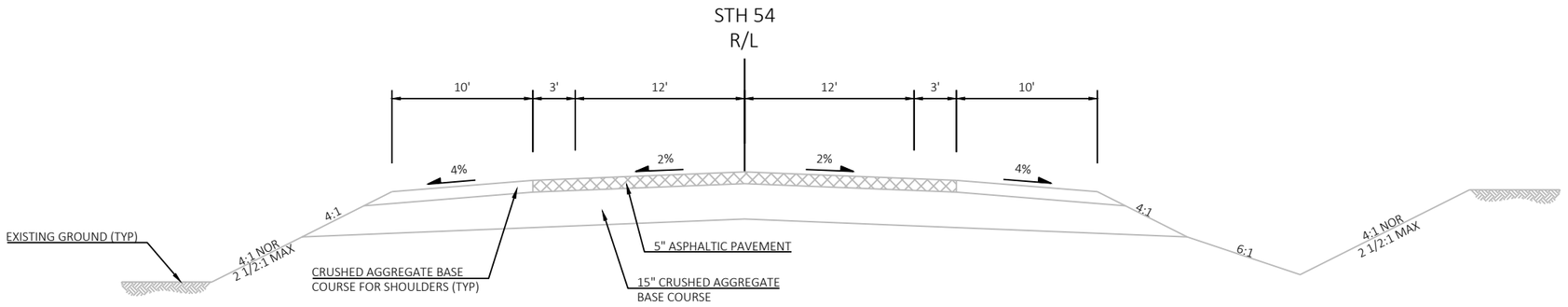
EXISTING TYPICAL SECTION STH 54

STA 244+15 TO STA 263+49
STA 302+50 TO STA 330+00
STA 342+00 TO STA 354+50
STA 367+10 TO STA 408+00



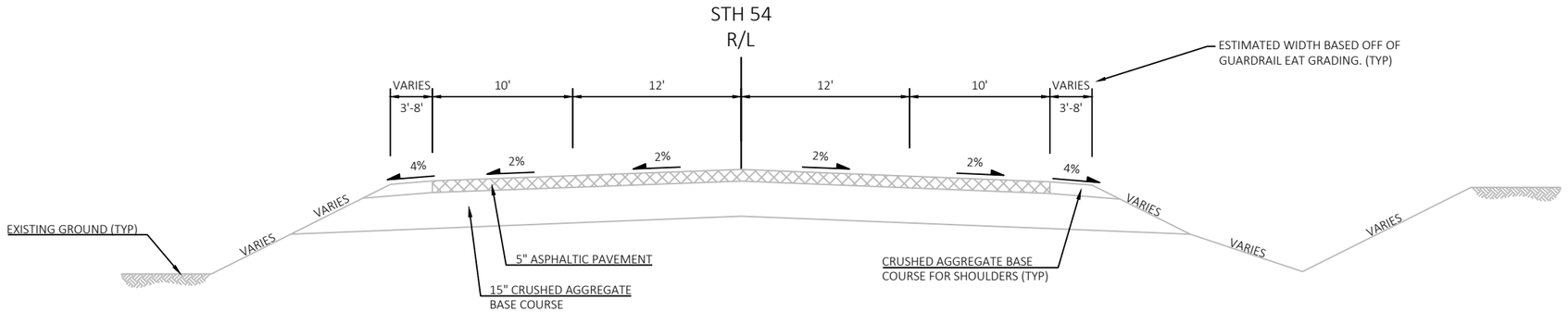
EXISTING TYPICAL SECTION STH 54

STA 263+49 TO STA 302+50
STA 354+50 TO STA 364+90
STA 408+00 TO STA 426+82
STA 631+00 TO STA 634+20
STA 636+20 TO STA 649+50
STA 652+50 TO STA 669+30



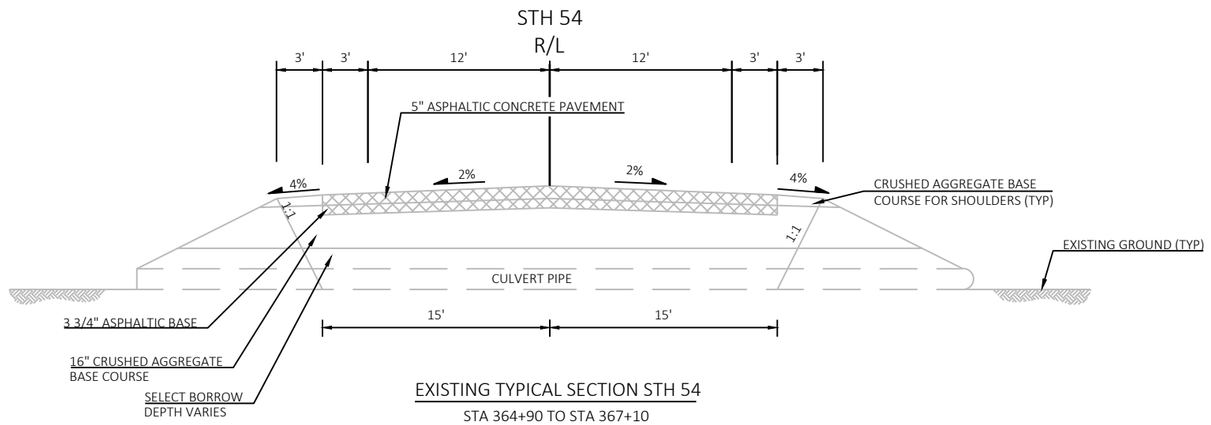
EXISTING TYPICAL SECTION STH 54

STA 330+00 TO STA 332+50
STA 338+13 TO STA 342+00 RT



EXISTING TYPICAL SECTION STH 54

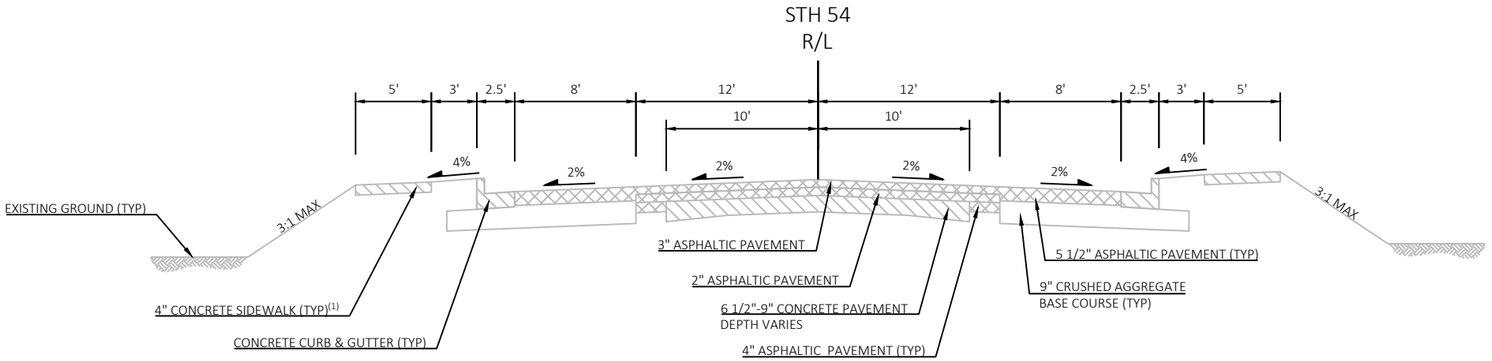
STA 332+50 TO STA 334+79
STA 336+61 TO STA 338+19 LT
STA 336+61 TO STA 338+13 RT
STA 338+19 TO STA 342+00 LT (PAVED 8' WIDE)



EXISTING TYPICAL SECTION STH 54

STA 364+90 TO STA 367+10
STA 472+35 TO STA 474+65
STA 634+20 TO STA 636+20

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EXISTING TYPICAL SECTIONS	SHEET 5	E

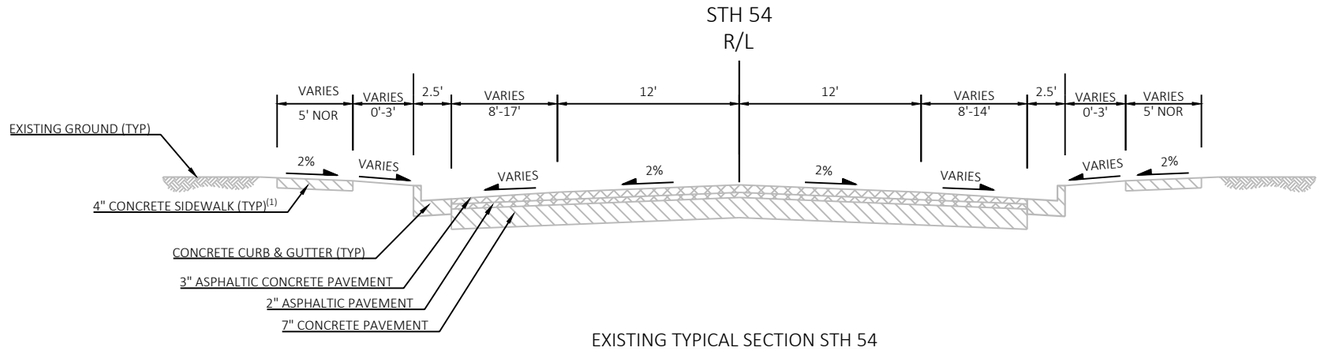


EXISTING TYPICAL SECTION STH 54

STA 426+82 TO STA 437+89

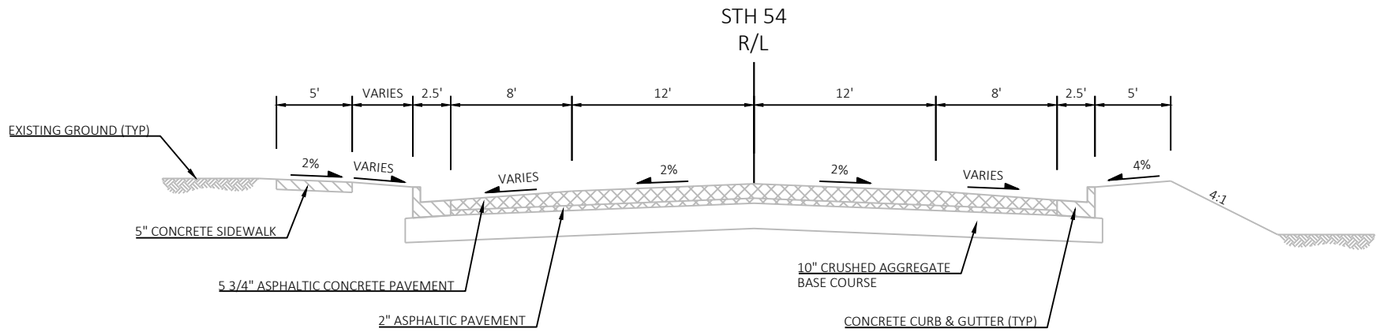
NOTES

(1)6" CONCRETE SIDEWALK AT DRIVEWAYS



EXISTING TYPICAL SECTION STH 54

STA 437+89 TO STA 459+00



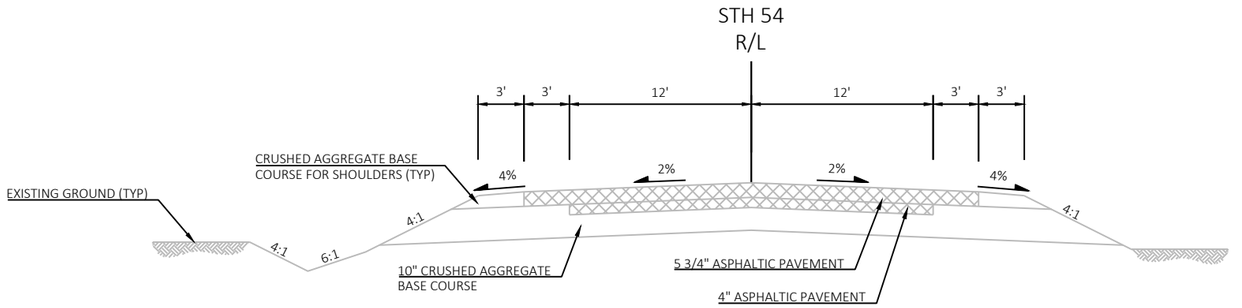
EXISTING TYPICAL SECTION STH 54

STA 459+00 TO STA 465+00

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EXISTING TYPICAL SECTIONS	SHEET 6	E

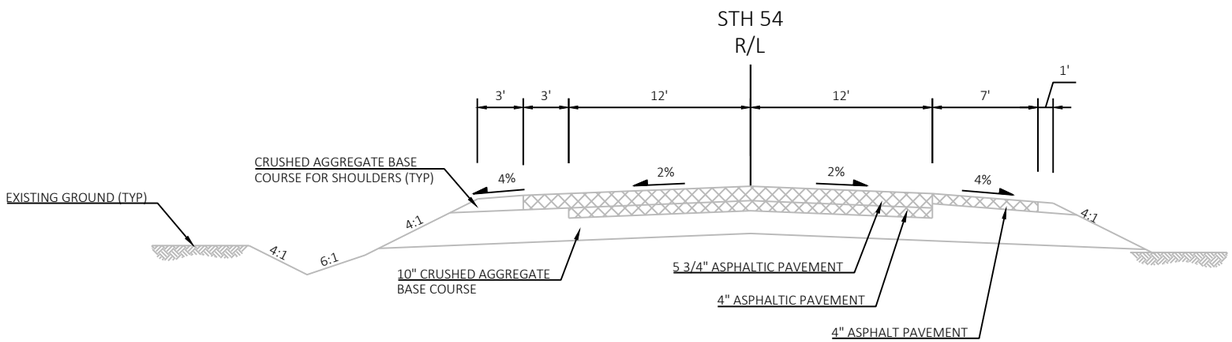
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LAYOUT NAME - 020303-ts

PLOT DATE : 1/5/2023 5:25 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1IN:10 FT



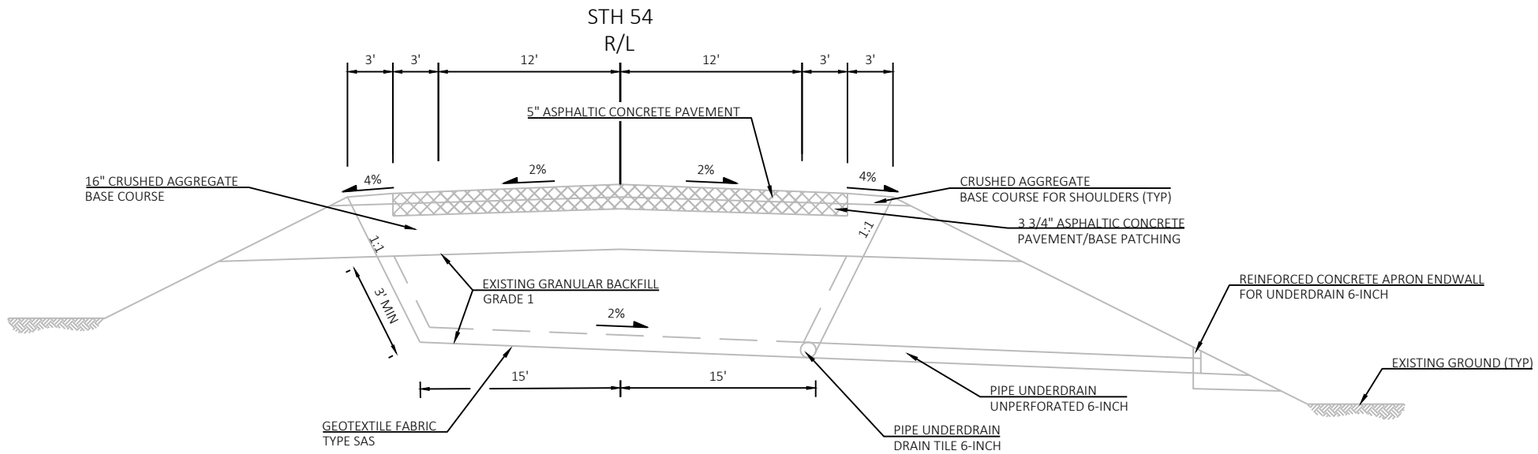
EXISTING TYPICAL SECTION STH 54

STA 465+00 TO STA 472+35
STA 474+65 TO STA 552+50
STA 559+00 TO STA 589+50
STA 601+00 TO STA 631+00
STA 649+50 TO STA 652+50
STA 669+30 TO STA 907+00
STA 911+50 TO STA 914+50
STA 925+00 TO STA 937+00



EXISTING TYPICAL SECTION STH 54

STA 914+50 TO 925+00

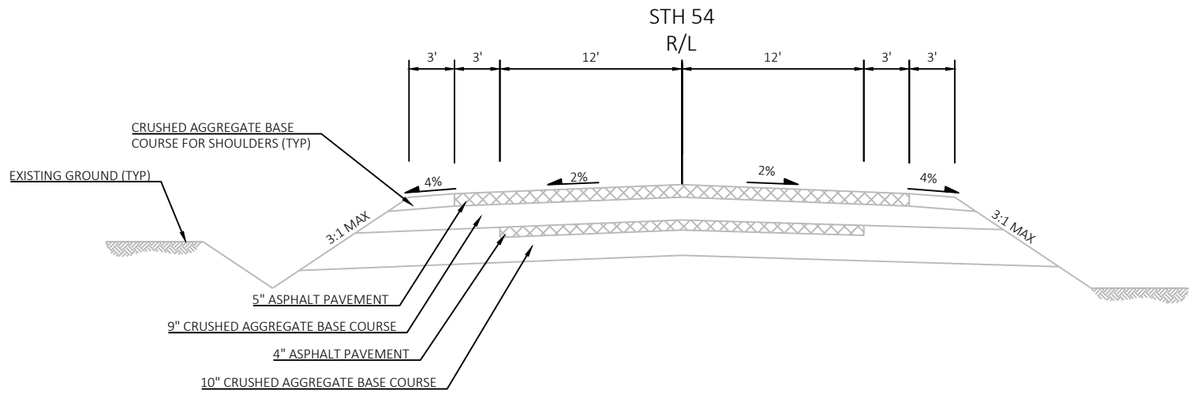


EXISTING TYPICAL SECTION STH 54

STA 552+50 TO STA 559+00
STA 907+00 TO STA 911+50

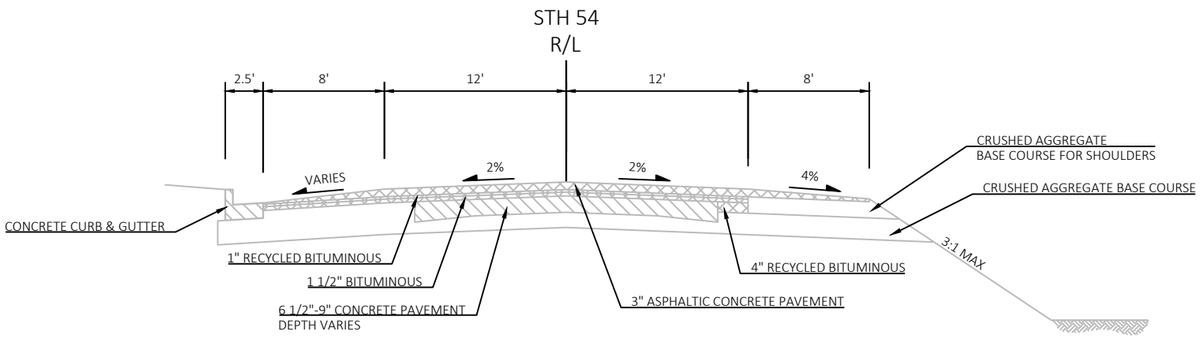
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EXISTING TYPICAL SECTIONS	SHEET 7	E

2



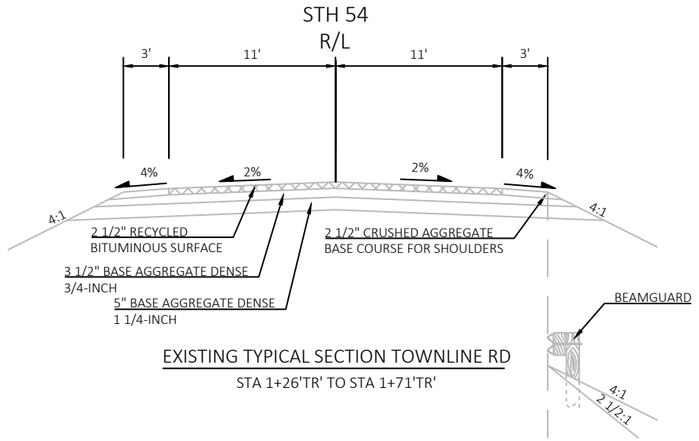
EXISTING TYPICAL SECTION STH 54

STA 589+50 TO STA 601+00



EXISTING TYPICAL SECTION STH 54

STA 937+00 TO STA 938+90



EXISTING TYPICAL SECTION TOWNLINE RD

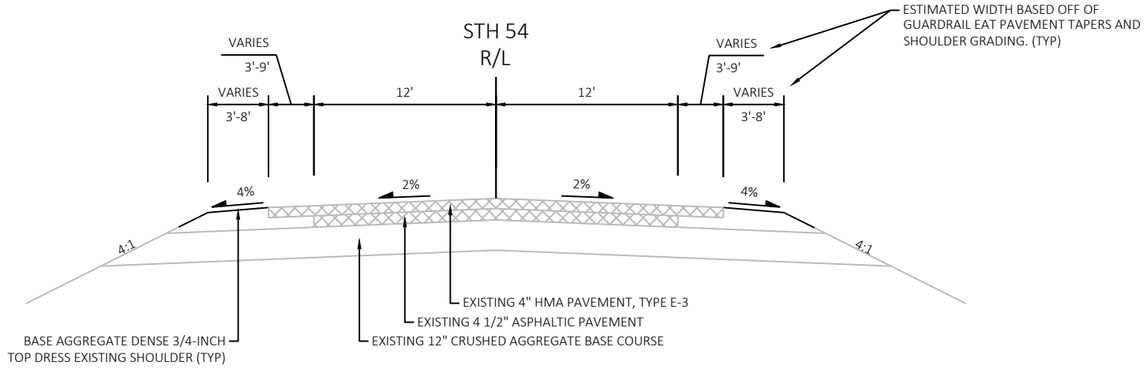
STA 1+26'TR' TO STA 1+71'TR'

EXISTING TYPICAL SECTION TOWNLINE RD

STA 1+43'TR' TO STA 1+71' TR RT

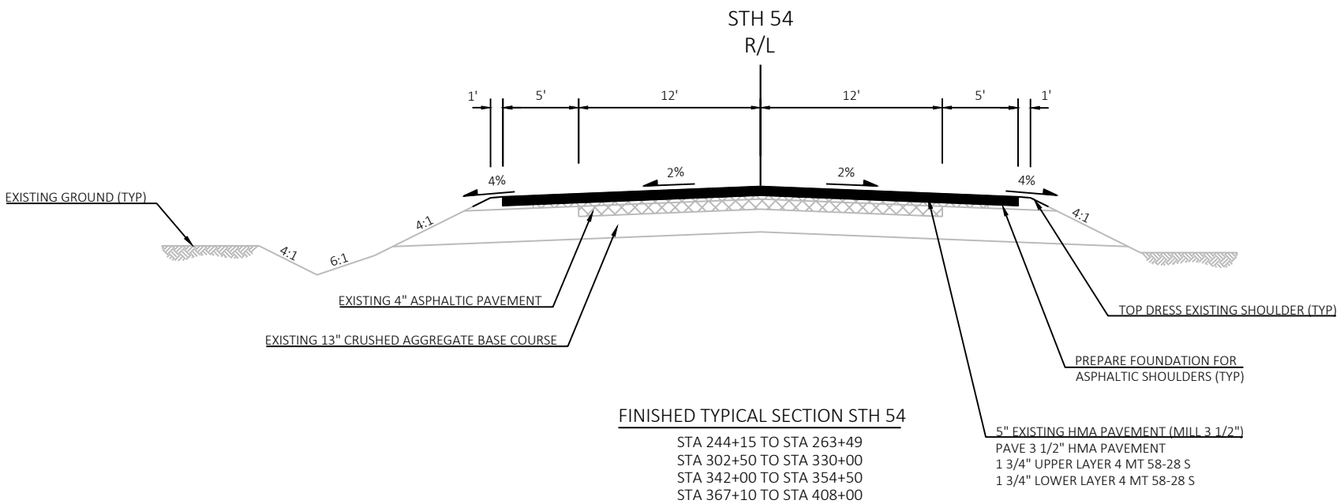
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EXISTING TYPICAL SECTIONS	SHEET 8	E

2



FINISHED TYPICAL SECTION STH 54

STA 241+07 TO STA 244+15

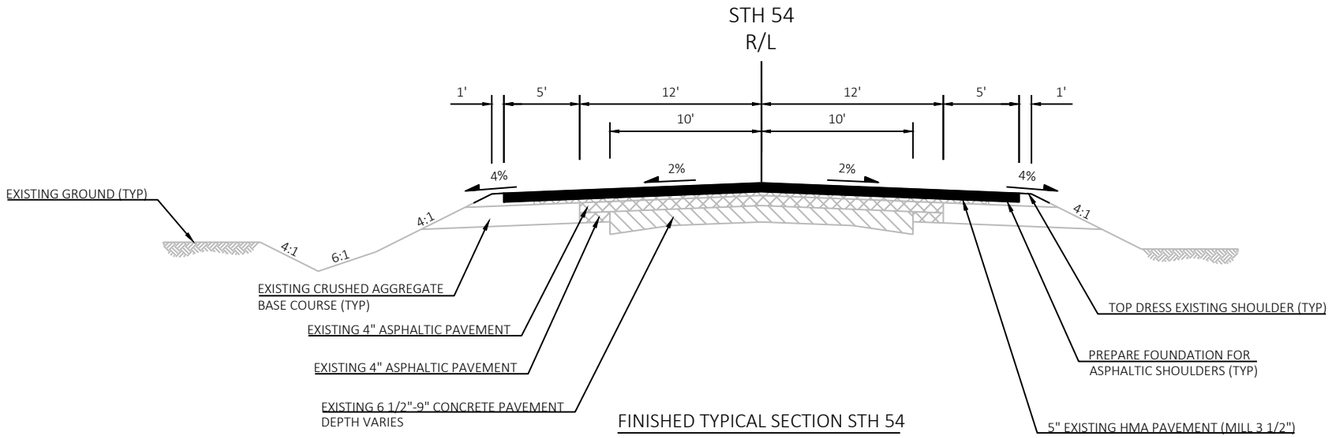


FINISHED TYPICAL SECTION STH 54

STA 244+15 TO STA 263+49
STA 302+50 TO STA 330+00
STA 342+00 TO STA 354+50
STA 367+10 TO STA 408+00

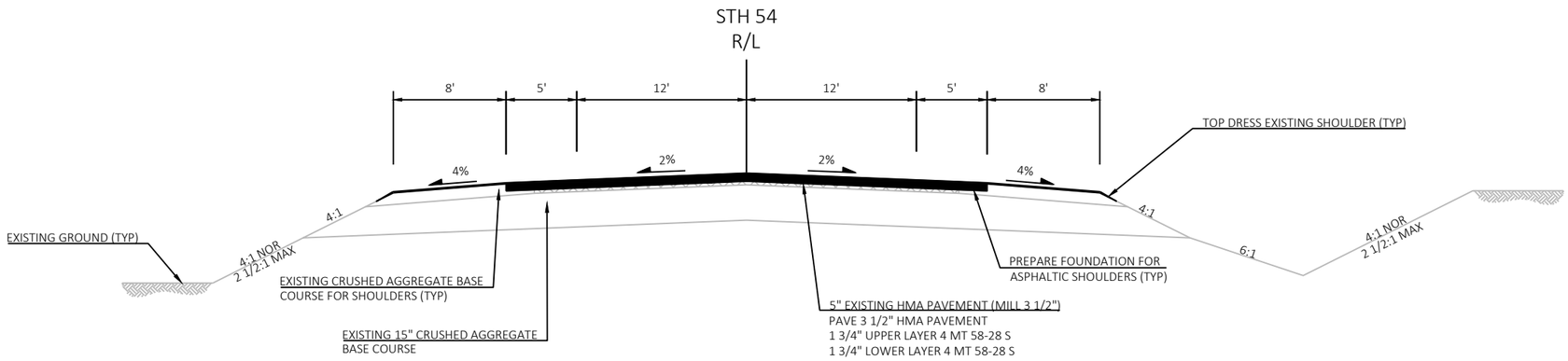
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	FINISHED TYPICAL SECTIONS	SHEET 9	E

2



FINISHED TYPICAL SECTION STH 54

STA 263+49 TO STA 302+50
STA 354+50 TO STA 363+77
STA 408+00 TO STA 426+82
STA 631+85 TO STA 634+20
STA 636+20 TO STA 649+50
STA 652+50 TO STA 669+30



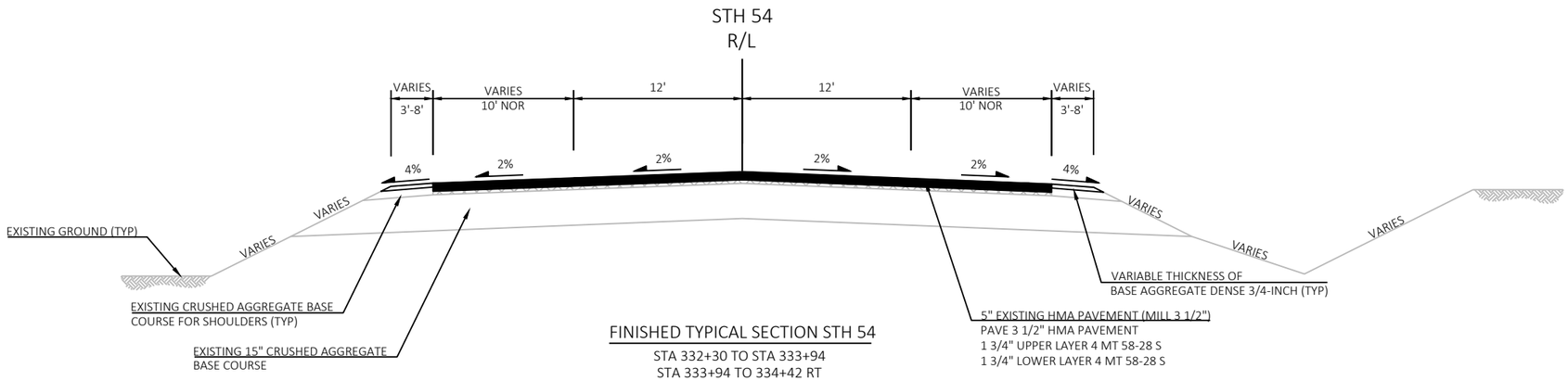
FINISHED TYPICAL SECTION STH 54

STA 330+00 TO STA 332+30
STA 338+76 TO STA 342+00 RT

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	FINISHED TYPICAL SECTIONS	SHEET 10	E

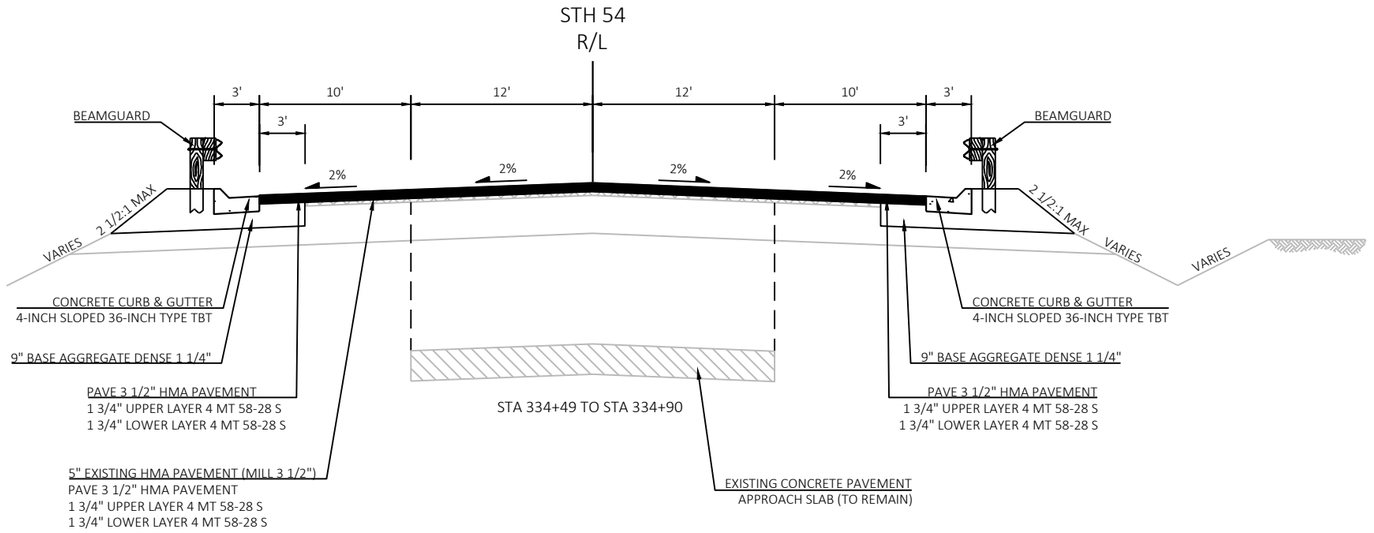
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LAYOUT NAME - 020305-ts
PLOT DATE : 1/5/2023 5:26 PM
PLOT BY : SCHROEDER, DEREK W
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42

2



FINISHED TYPICAL SECTION STH 54

STA 332+30 TO STA 333+94
STA 333+94 TO 334+42 RT
STA 336+59 TO STA 338+76
STA 338+76 TO STA 342+00 LT (PAVED SHOULDER 8' WIDE)

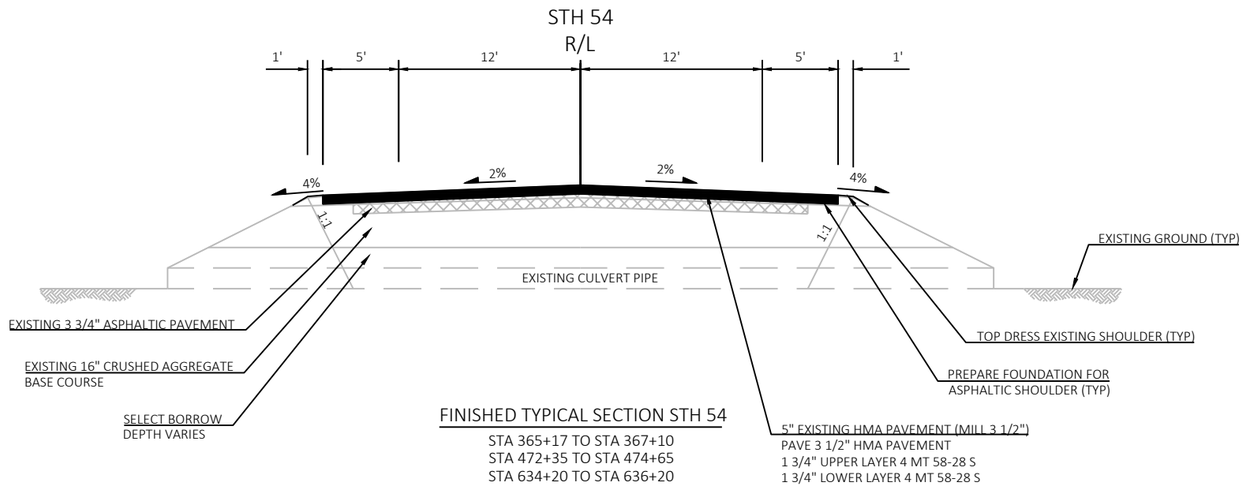


FINISHED TYPICAL SECTION STH 54

STA 333+94 TO STA 334+41 LT
STA 334+42 TO STA 334+90 RT

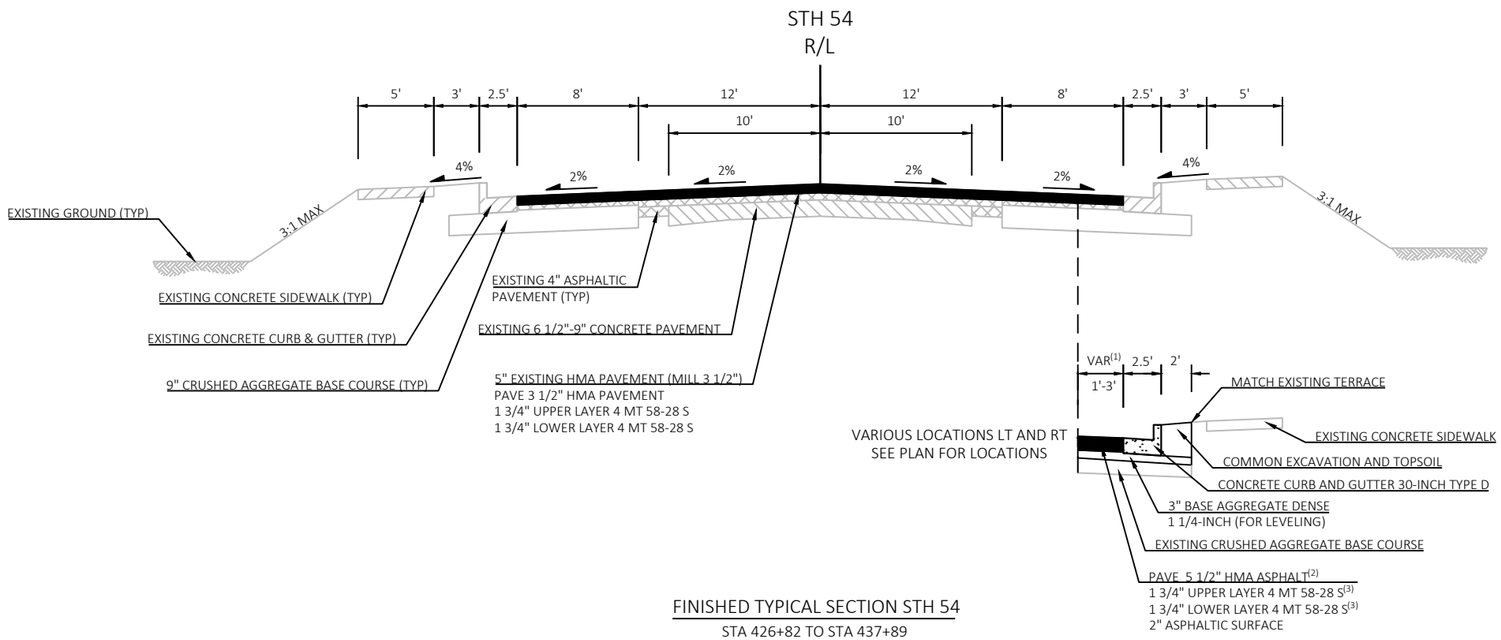
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	FINISHED TYPICAL SECTIONS	SHEET 11	E

2



FINISHED TYPICAL SECTION STH 54

STA 365+17 TO STA 367+10
STA 472+35 TO STA 474+65
STA 634+20 TO STA 636+20



FINISHED TYPICAL SECTION STH 54

STA 426+82 TO STA 437+89

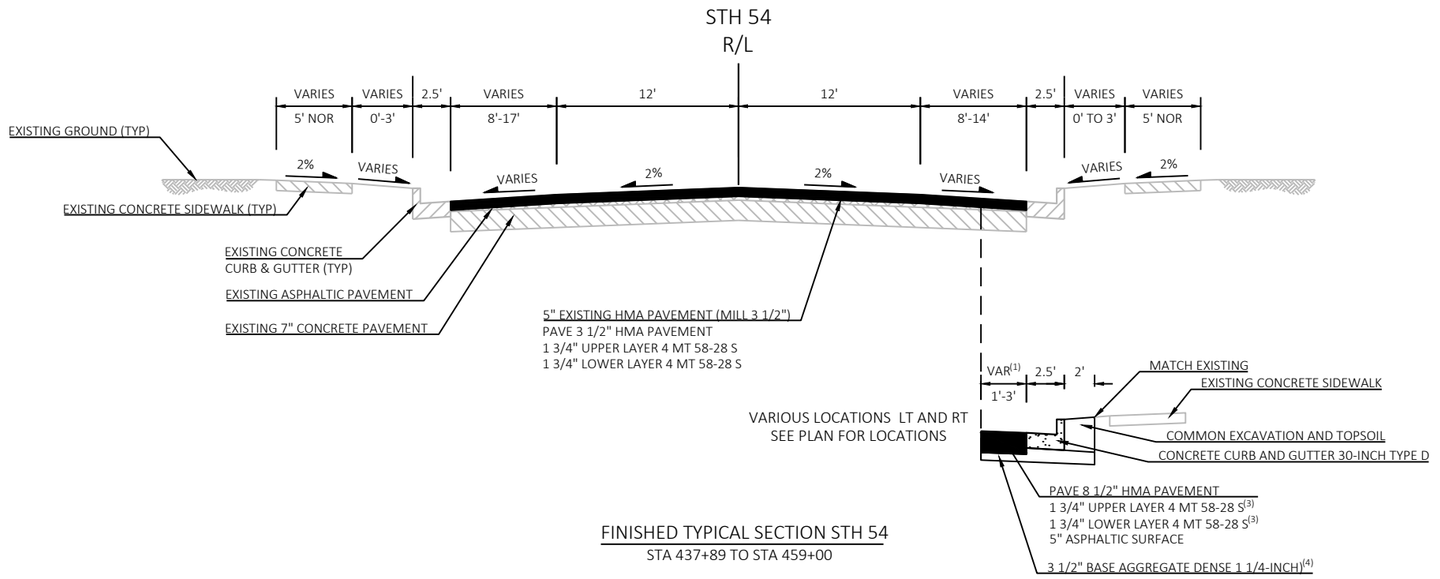
NOTES

(1)WIDTH DEPENDENT ON CURB AND GUTTER PLACEMENT METHOD. ASSUME 3' WIDTH FOR SLIP FORM CURB & GUTTER AND 1' FOR HAND POURED CURB & GUTTER.

(2)INTENTION IS TO MATCH ADJACENT ASPHALT THICKNESS. DISCUSS WITH PROJECT ENGINEER IF THICKNESS VARIES FROM PLAN.

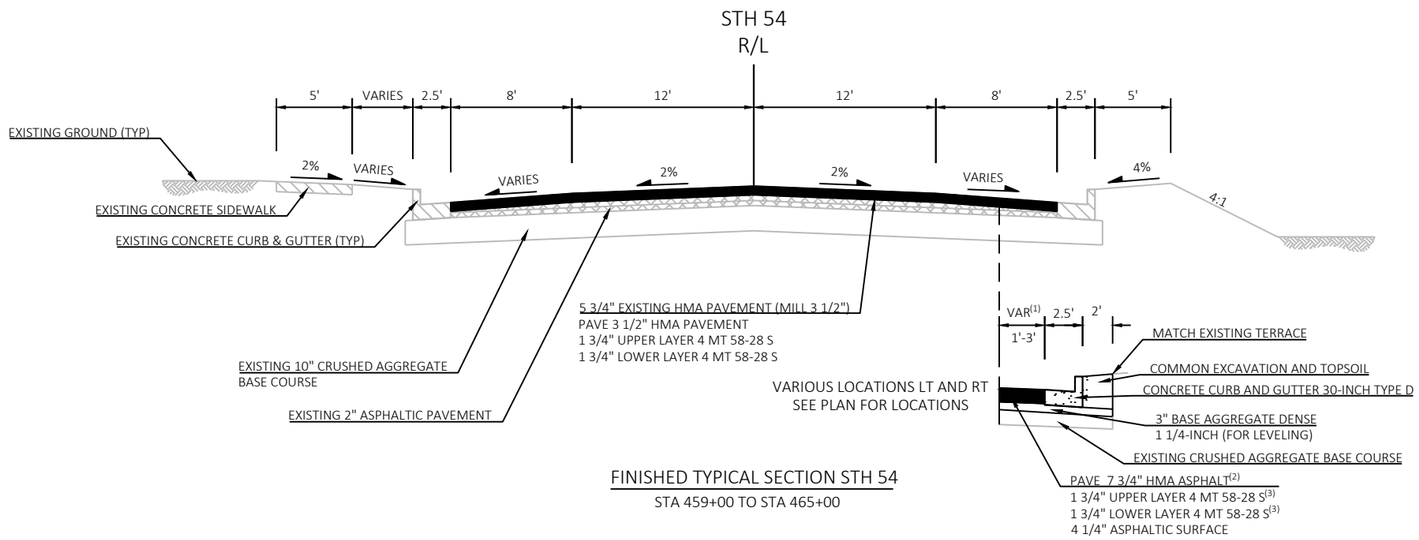
(3)ASPHALTIC SURFACE MAY BE USED BETWEEN CURB & GUTTER INSTALLATION AND MILLING AND PAVING OPERATIONS.

2



FINISHED TYPICAL SECTION STH 54

STA 437+89 TO STA 459+00



FINISHED TYPICAL SECTION STH 54

STA 459+00 TO STA 465+00

NOTES

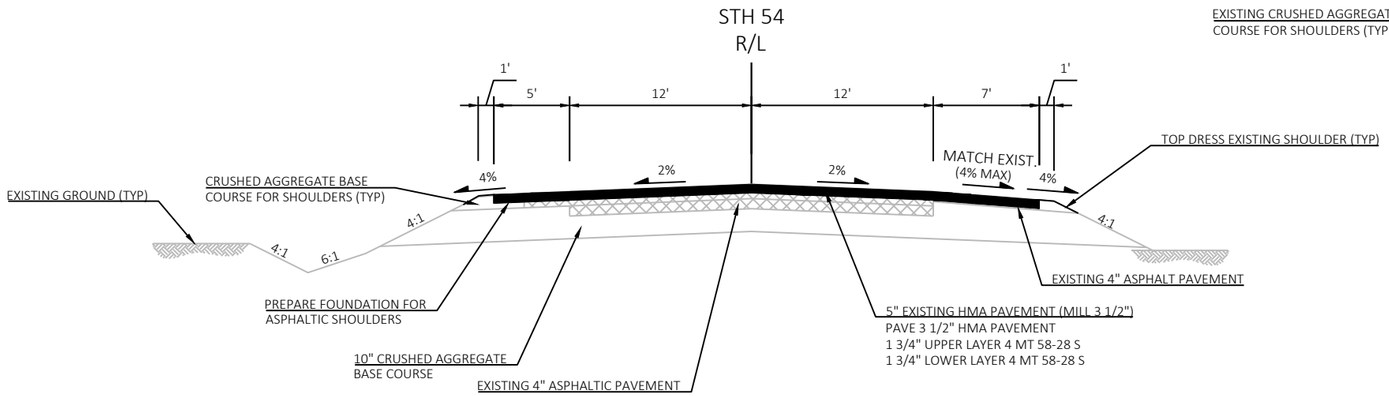
(1)WIDTH DEPENDENT ON CURB AND GUTTER PLACEMENT METHOD. ASSUME 3' WIDTH FOR SLIP FORM CURB & GUTTER AND 1' FOR HAND POURED CURB & GUTTER.

(2)INTENTION IS TO MATCH ADJACENT ASPHALT THICKNESS. DISCUSS WITH PROJECT ENGINEER IF THICKNESS VARIES FROM PLAN.

(3)ASPHALTIC SURFACE MAY BE USED BETWEEN CURB & GUTTER INSTALLATION AND MILLING AND PAVING OPERATIONS.

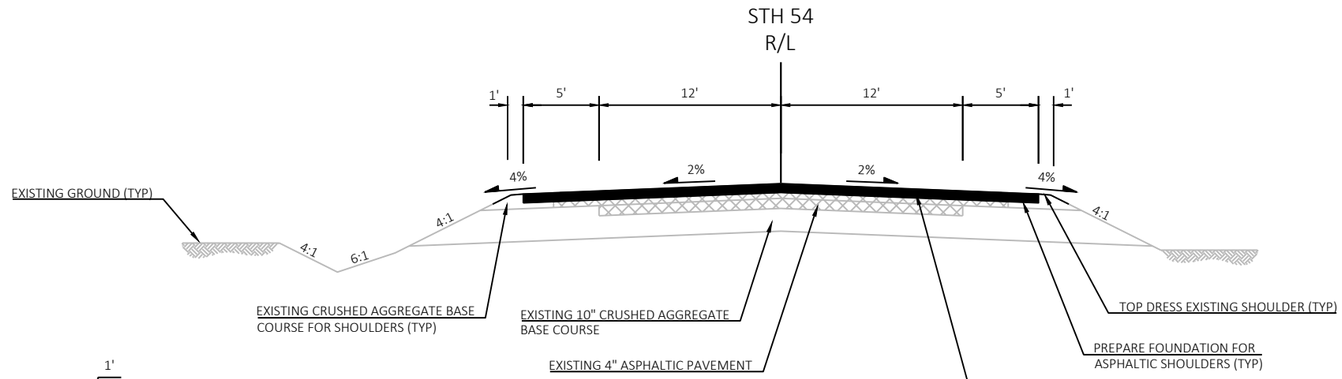
(4)MATCH BASE DEPTH WITH ADJACENT EXISTING CONCRETE.

2



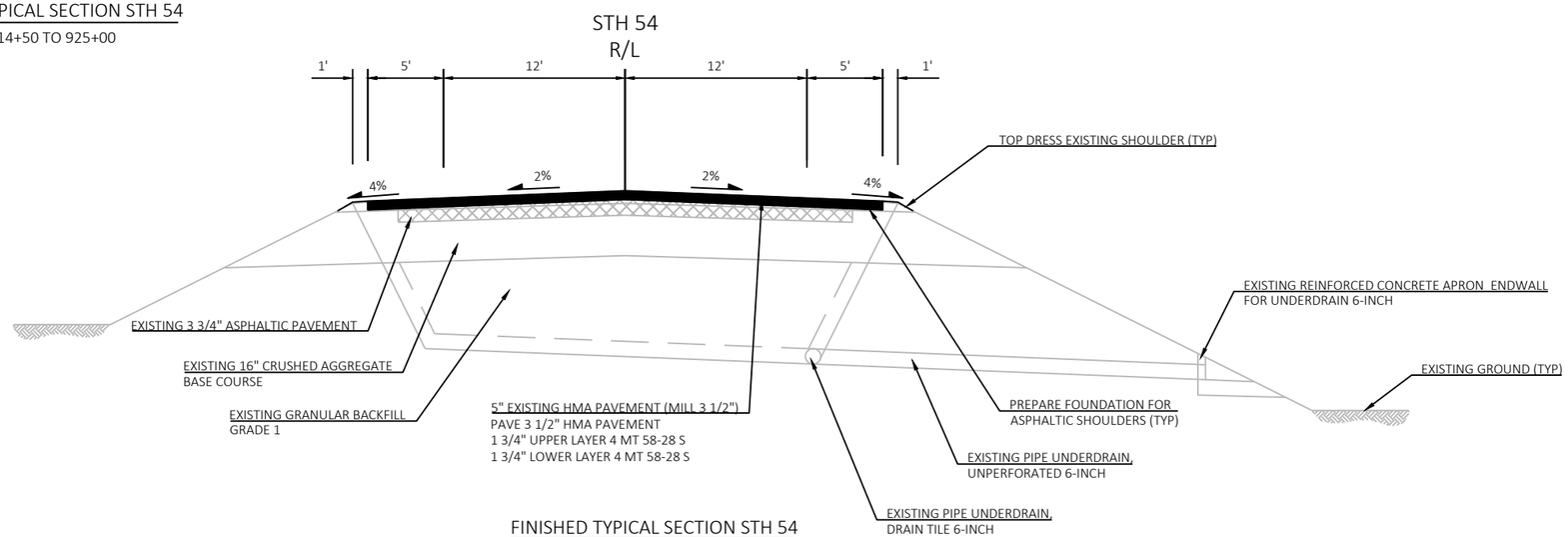
FINISHED TYPICAL SECTION STH 54

STA 914+50 TO 925+00



FINISHED TYPICAL SECTION STH 54

STA 465+00 TO STA 472+35
STA 474+65 TO STA 552+50
STA 559+00 TO STA 589+50
STA 601+00 TO STA 630+49
STA 649+50 TO STA 652+50
STA 669+30 TO STA 907+00
STA 911+50 TO STA 914+50
STA 925+00 TO STA 937+00

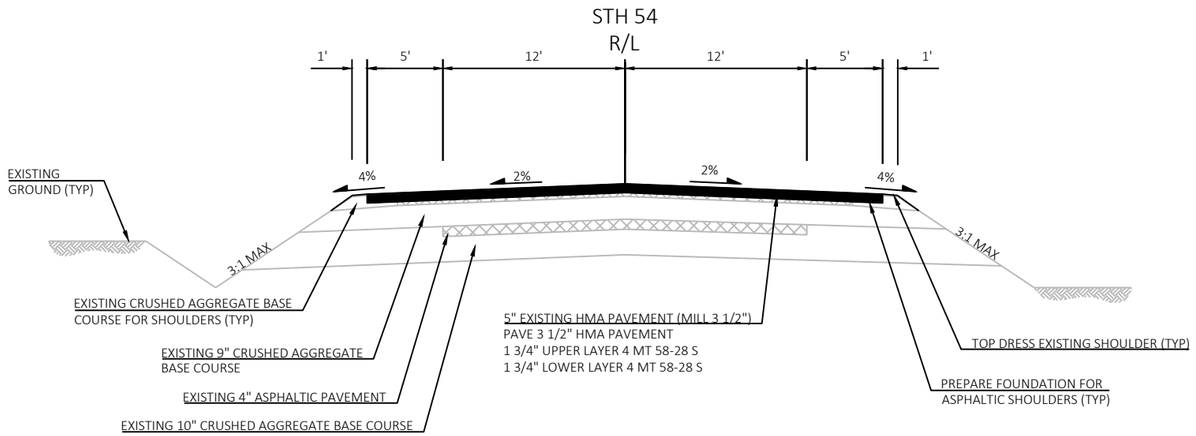


FINISHED TYPICAL SECTION STH 54

STA 552+50 TO STA 559+00
STA 907+00 TO STA 911+50

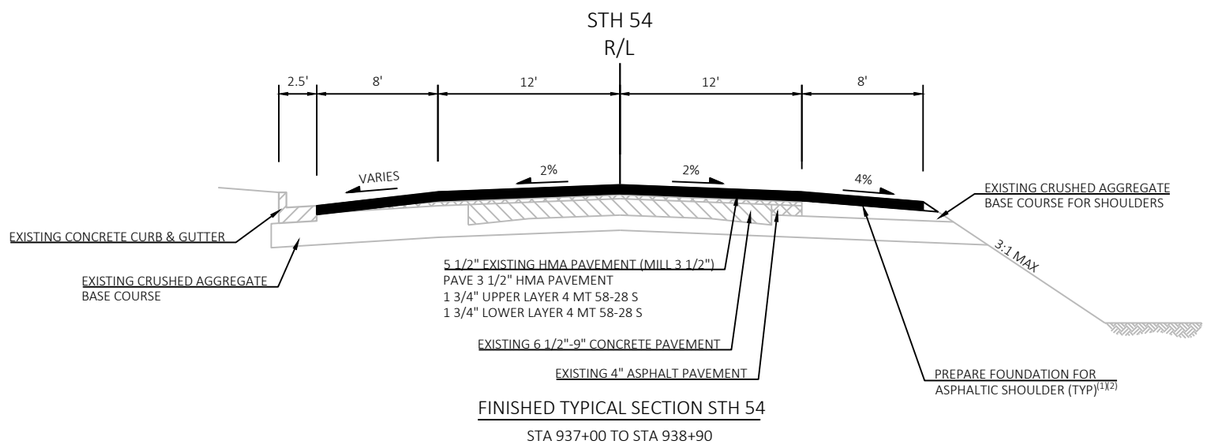
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	FINISHED TYPICAL SECTIONS	SHEET 14	E

2



FINISHED TYPICAL SECTION STH 54

STA 589+50 TO STA 601+00



FINISHED TYPICAL SECTION STH 54

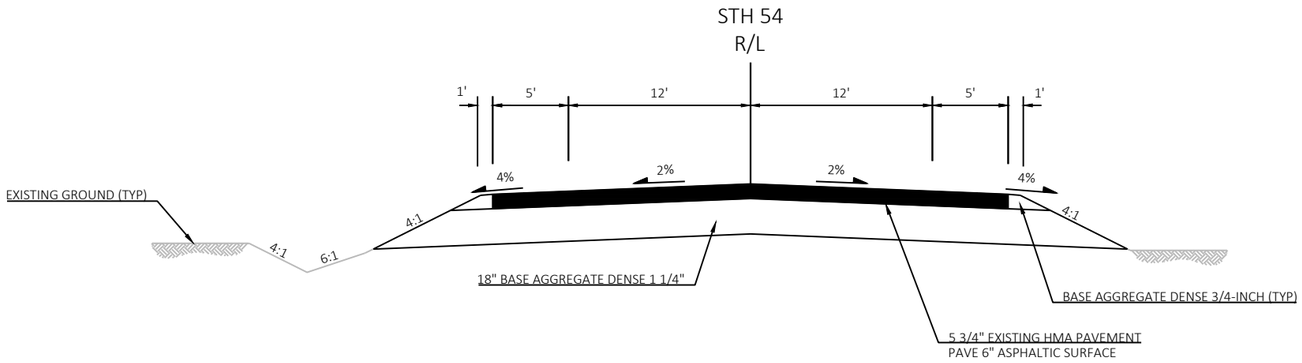
STA 937+00 TO STA 938+90

NOTES

(1)SEE EXISTING TYPICAL SECTION FOR STATION FOR 937+00 TO 938+90. THE 8-FT SHOULDER PAVEMENT THICKNESS VARIES FROM APPROXIMATELY 3-INCHES TO 1-INCH. HENCE, ALL EXISTING PAVEMENT ALONG THE 8-FT SHOULDER IS TO BE REMOVED WITH APPROXIMATELY 0.5-INCHES TO 2.5-INCHES OF BASE AGGREGATE.

(2)EXCESS AGGREGATE FROM PREPARING THE FOUNDATION MAY BE USED TO SHAPE REMAINING 3.5" SHOULDER.

2



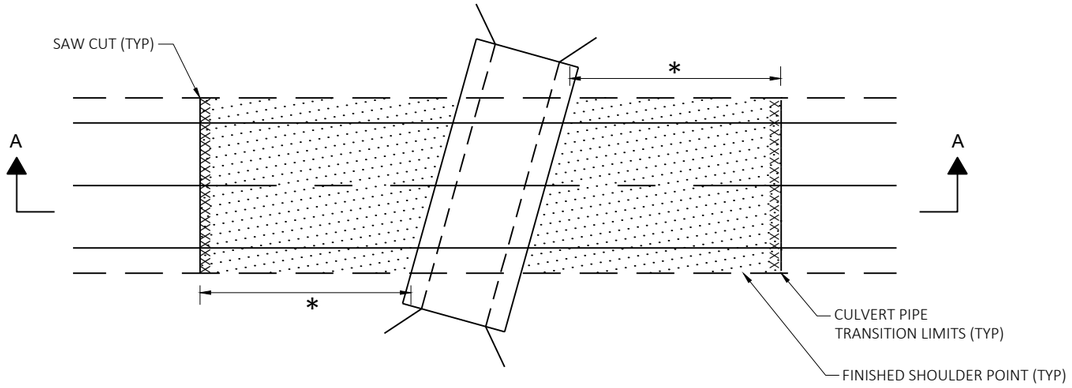
NOTES

* REQUIRE CULVERT PIPE TRANSITIONS.
** FROST HEAVE REPAIRS

FINISHED TYPICAL SECTION STH 54 AT CULVERT PIPES AND FROST HEAVES

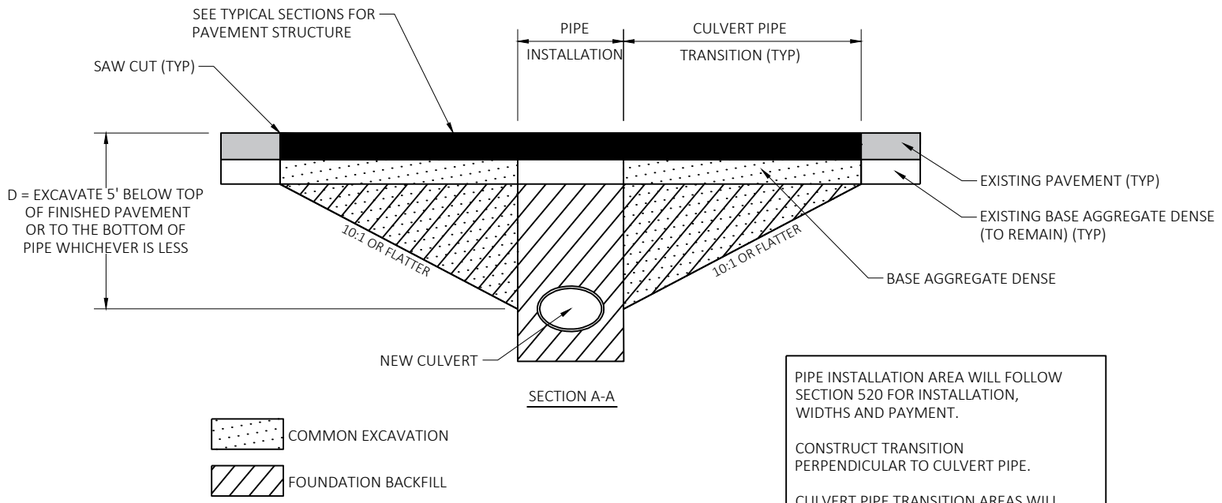
STA 363+77 - STA 365+17**
CP-3, STA 551+65*
CP-4 A/B, STA 581+83 - 581+94
CP-5 A/B, STA 585+41 - STA 585+53
STA 630+49 - STA 631+85**
CP-6 A/B, STA 737+02 -STA 737+10*
CP-7 AT STA 857+92*
CP-8 AT STA 882+54

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	FINISHED TYPICAL SECTIONS	SHEET 16	E



* SEE MISCELLANEOUS QUANTITIES FOR CULVERT PIPE TRANSITION LIMITS.

CP-3, STA 551+65
CP-6 A/B, STA 737+02 - STA 737+10
CP-7, STA 857+92



SECTION A-A

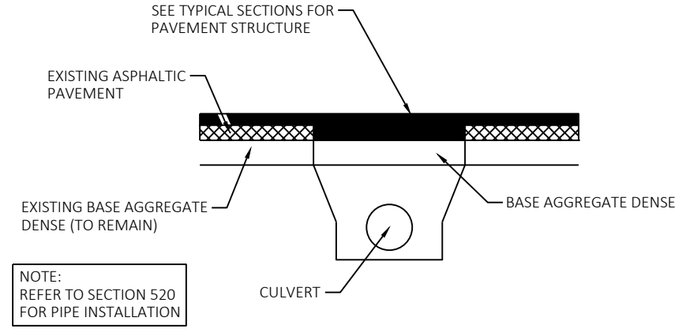
PIPE INSTALLATION AREA WILL FOLLOW SECTION 520 FOR INSTALLATION, WIDTHS AND PAYMENT.

CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

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

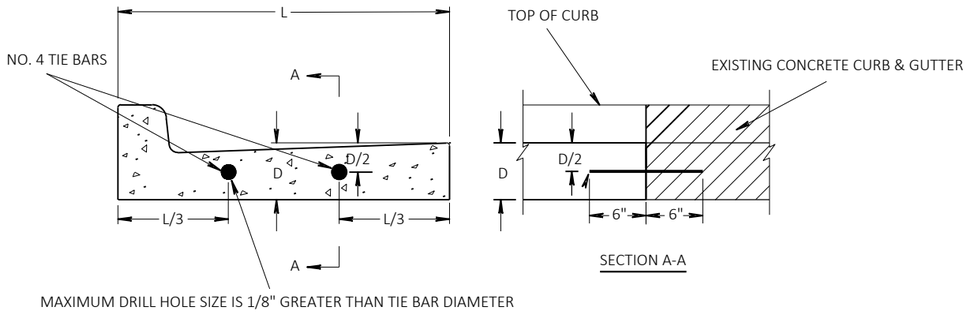
PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

NEW CULVERT PIPES WITH TRANSITION



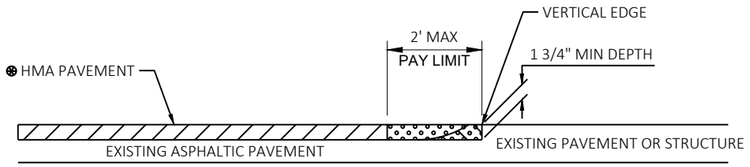
PAVEMENT AT CULVERT REPLACEMENTS

CP-4 A/B, STA 581+83 - STA 581+94
CP-5 A/B, STA 585+41 - STA 585+53
CP-8, STA 882+54

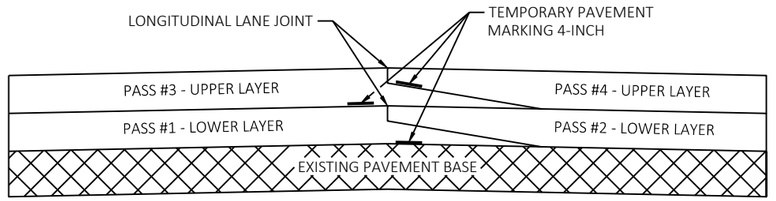


MAXIMUM DRILL HOLE SIZE IS 1/8" GREATER THAN TIE BAR DIAMETER

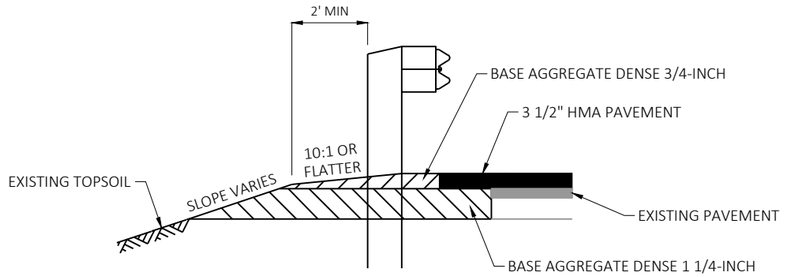
CONCRETE CURB AND GUTTER - DRILLED TIE BARS



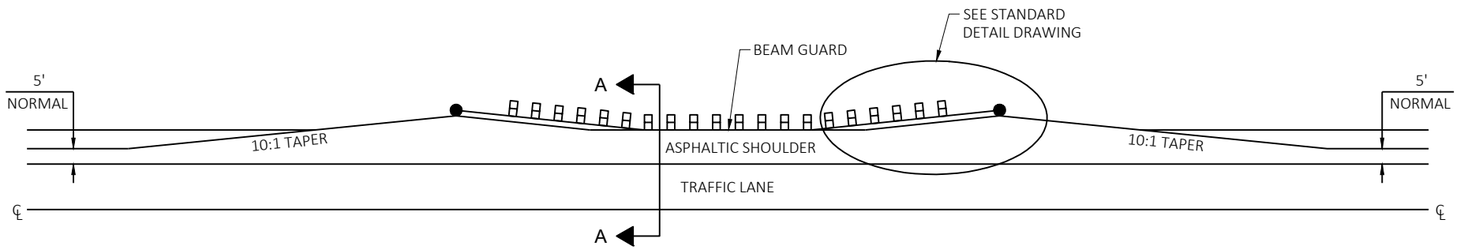
BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)



PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS

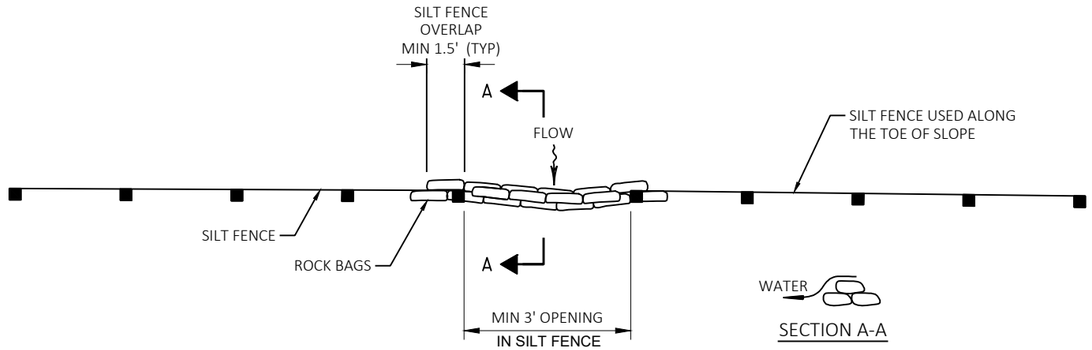


SECTION A-A



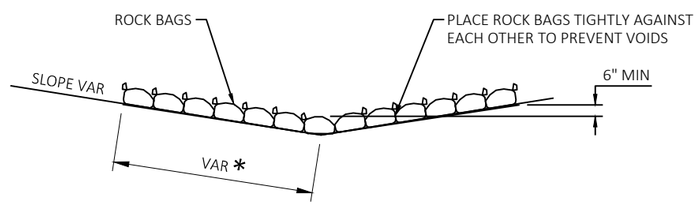
DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

2

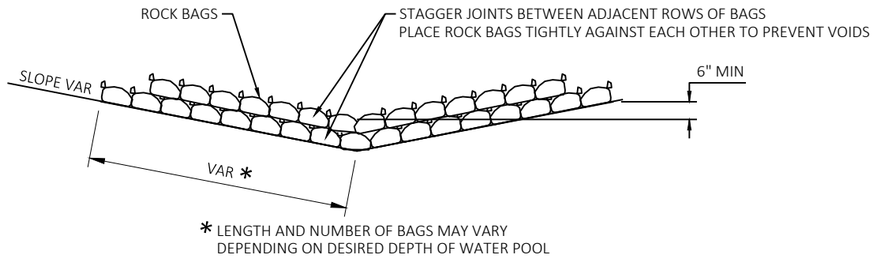


TOP VIEW

ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL



SIDE VIEW (SINGLE LAYER)



* LENGTH AND NUMBER OF BAGS MAY VARY
DEPENDING ON DESIRED DEPTH OF WATER POOL

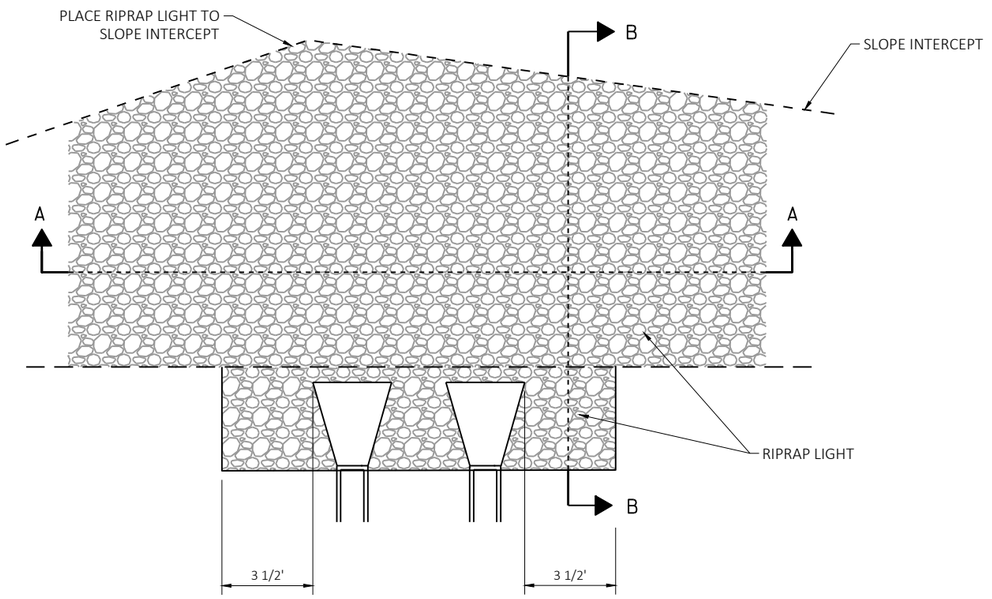
SIDE VIEW (MULTIPLE LAYER)

ROCK BAGS DITCH CHECK

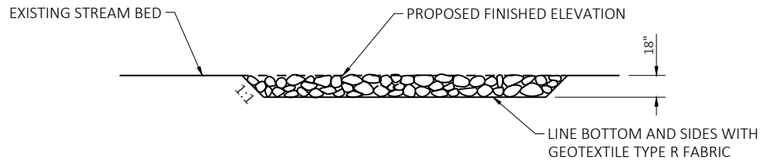
PAID AS ROCK BAGS

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CONSTRUCTION DETAILS	SHEET 19	E

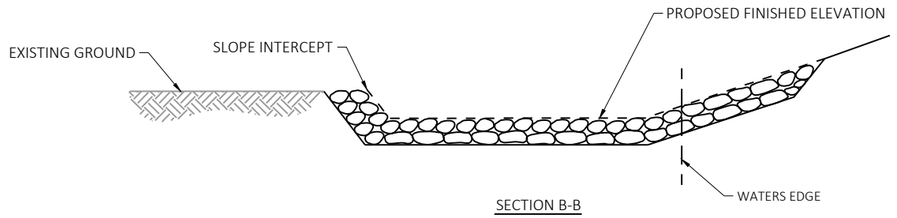
2



PLAN VIEW



SECTION A-A

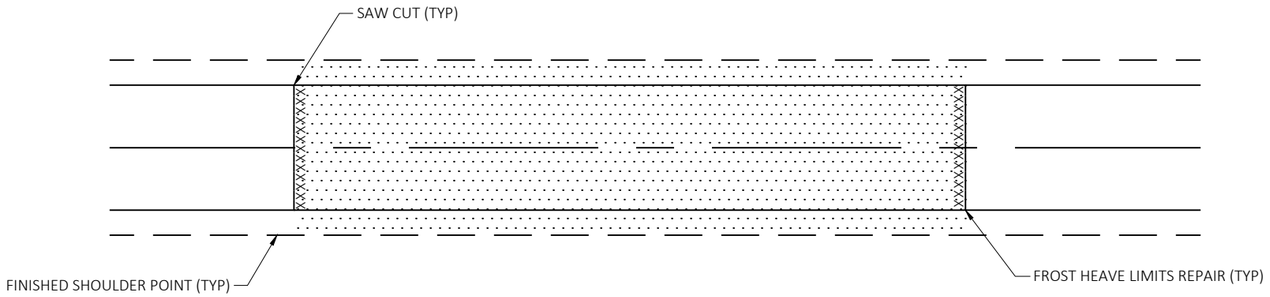


SECTION B-B

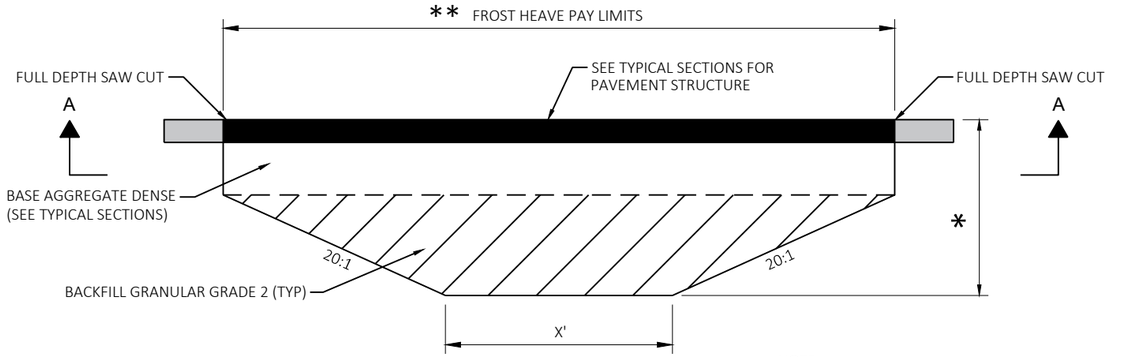
RIPRAP TREATMENT FOR 42-INCH APRON ENDWALLS

STA 262+55 LT

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CONSTRUCTION DETAILS	SHEET 20	E



SECTION A-A

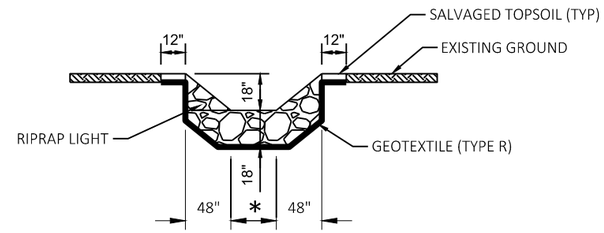


NOTE:
* EXCAVATE 5' BELOW TOP OF FINISHED PAVEMENT.

** PAID AS COMMON EXCAVATION.

LONGITUDINAL DETAIL FOR FROST HEAVE REPAIR AREA WITHOUT PIPE

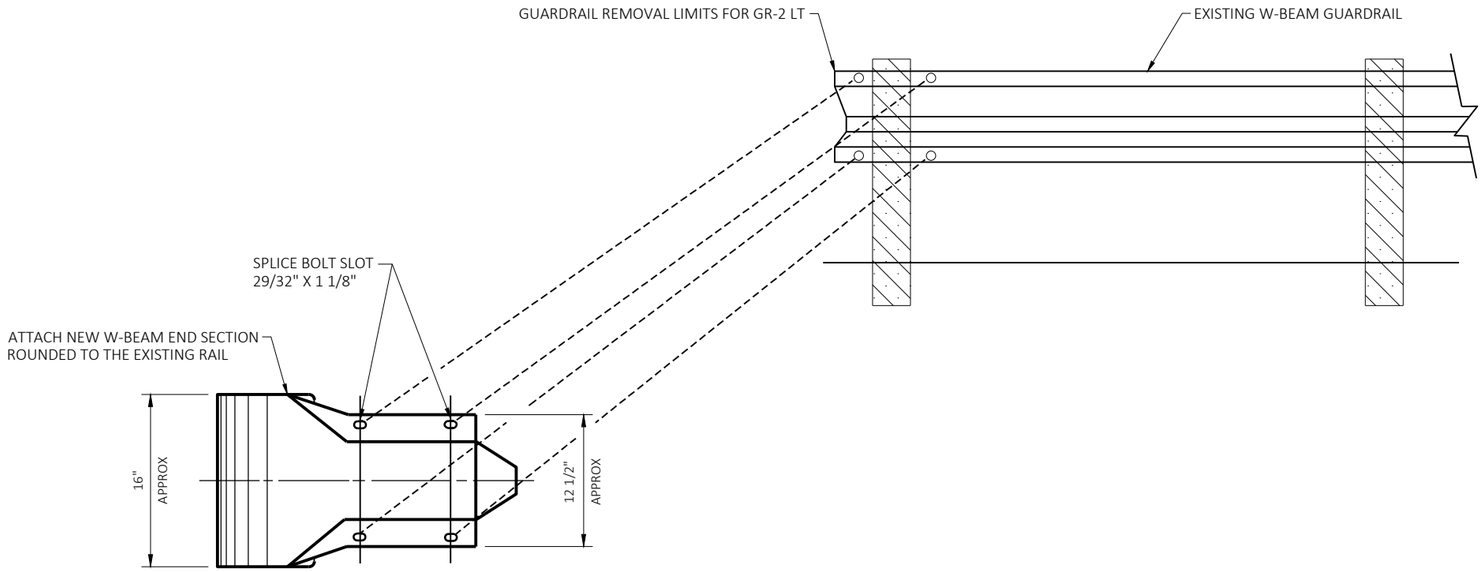
STA 363+77 - STA 365+17 (x' = 20 FT)
STA 630+49 - STA 631+85 (x' = 15 FT)



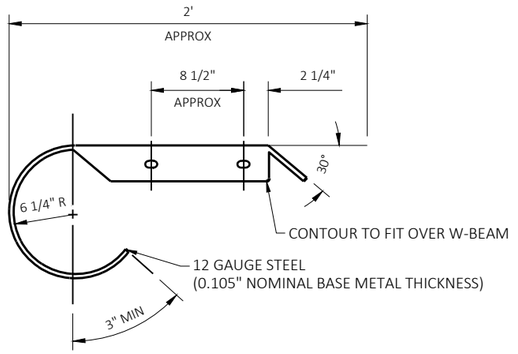
* WIDTH VARIES. SEE PLAN DETAILS.

RETENTION/SWALE RIPRAP TREATMENT - SECTION VIEW

STA 293+66 TO STA 293+96 LT



FRONT VIEW



PLAN VIEW

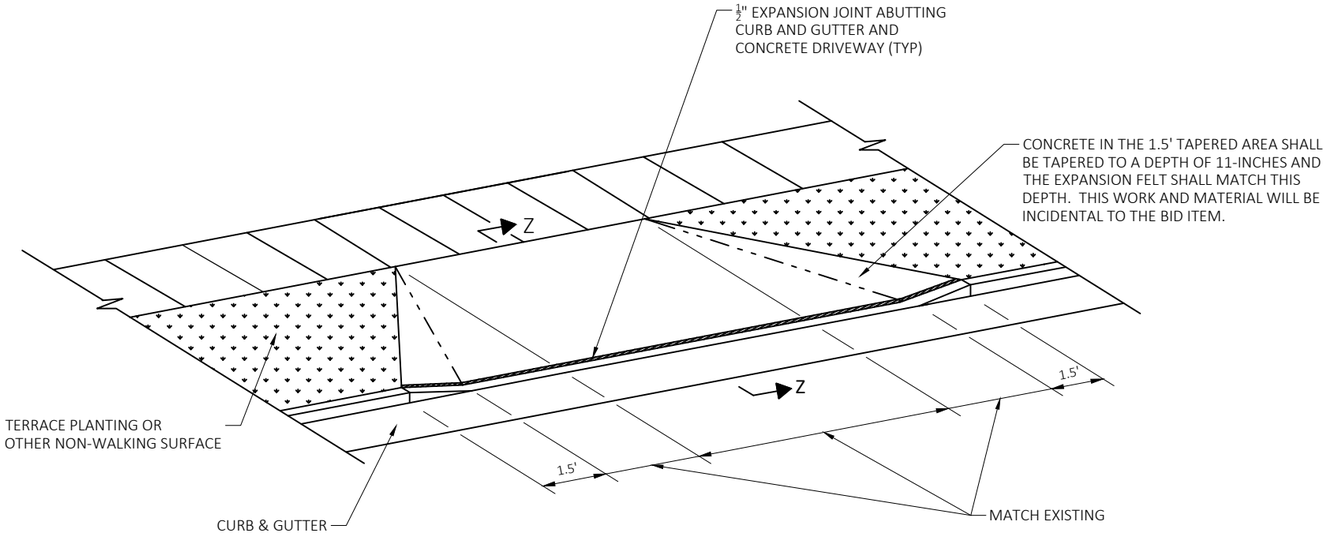
W-BEAM END SECTION ROUNDED STEEL PLATE BEAM GUARD TYPE 2

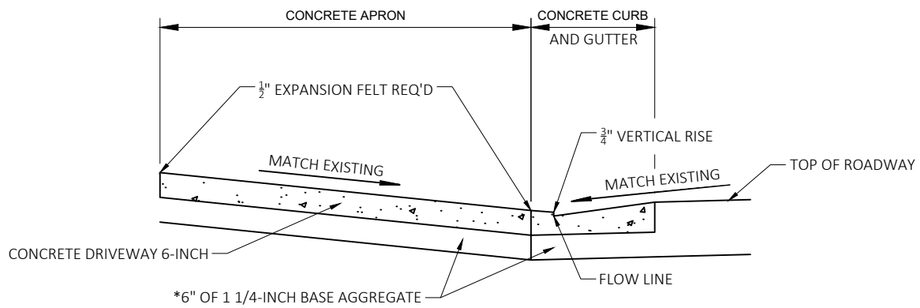
STA 2+27 HERITAGE RD WEST, LT

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CONSTRUCTION DETAILS	SHEET 22	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021006-cd
PLOT DATE : 10/25/2022 2:00 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2





SECTION Z-Z

SEE PLAN FOR ADDITIONAL INFORMATION

CONCRETE DRIVEWAY APRON DETAIL

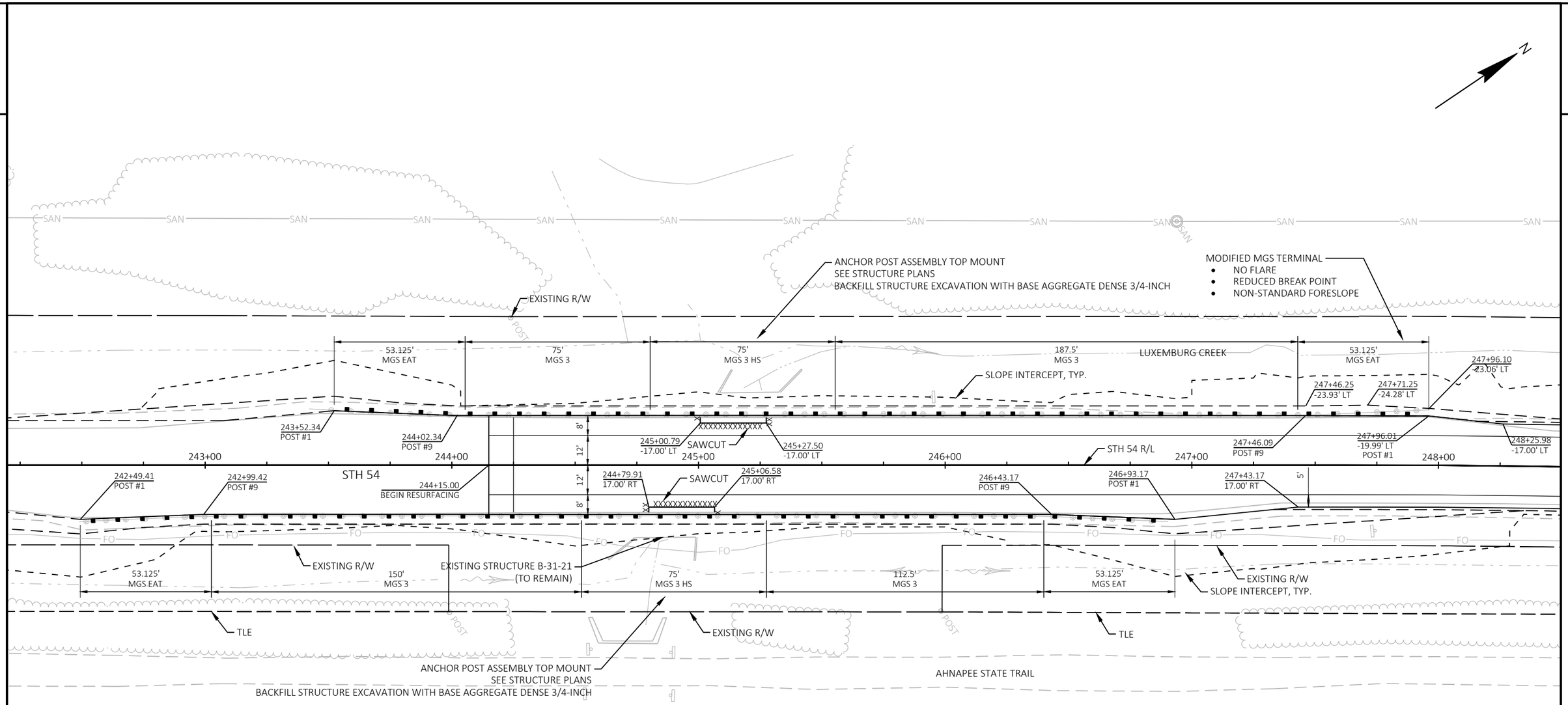
GENERAL NOTES

FOR DRIVEWAYS ADJACENT TO CRUB RAMP WORK AND HIGHLIGHTED IN THE CURB RAMP DETAILS OF THE PLAN, USE THIS CONSTRUCTION DETAIL AS A SUPPLEMENT. LOCATIONS/SLOPES/GRADES CALLED OUT IN THE CURB RAMP DETAILS FOR DRIVEWAY WORK SHALL BE FOLLOWED.

MATCH EXISTING GUTTER CROSS SLOPE.

*SEE TYPICAL SECTIONS FOR BASE AGGREGATE THICKNESS UNDER CURB AND GUTTER WHERE CURB AND GUTTER IS NOT ADJACENT TO DRIVEWAYS.

2



PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN DETAILS GR-1	SHEET 24	E

2

2

N

END GUARDRAIL REMOVAL
INSTALL W BEAM END SECTION ROUNDED STEEL PLATE BEAM GUARD TYPE 2
SEE CONSTRUCTION DETAILS

HERITAGE RD

2+00

EXISTING R/W

TWO (2) APRON ENDWALLS
FOR CULVERT PIPE SLOPED
CROSS DRAINS STEEL
42-INCH 4 TO 1

2+27.73
-13.80' LT

262+49.87
-48.95' LT

262+62.94
-47.62' LT

262+80.00
-47.60' LT

262+00.00
-45.40' LT

LUXEMBURG CREEK

RIPRAP LIGHT
SEE CONSTRUCTION DETAILS
BYPASS PUMPING REQUIRED

SALVAGE RAIL
SALVAGE GUARDRAIL END TREATMENTS

5'
12'
12'
5'

260+57.34
-17.00' LT

263+10.00
-17.00' LT

263+40.00
-20.00' LT

260+00
261+00
262+00
263+00
264+00
265+00

STH 54

STH 54 R/L

259+84.25
17.00' RT

263+51.28
17.00' RT

263+85.99
19.31' RT

SALVAGE RAIL
SALVAGE GUARDRAIL END TREATMENTS

2-EXISTING 42-INCH CMCP
(TO REMAIN)

TLE

TLE

PLE

SLOPE INTERCEPT, TYP.

EXISTING R/W

AHNAPEE STATE TRAIL

TWO (2) APRON ENDWALS
FOR CULVERT PIPE SLOPED
CROSS DRAINS STEEL
42-INCH 4 TO 1

3+00

HERITAGE RD

HERITAGE RD R/L

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN DETAILS GR-2	SHEET 25	E

2

2

N

STA 293+78
CP-2
CPCS 48-INCH REQUIRED
APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 48-INCH 4 TO 1

TLE

SLOPE INTERCEPT, TYP.

SALVAGE RAIL
SALVAGE GUARDRAIL END TREATMENTS

293+75.54
-50.66' LT

293+66.26
-44.61' LT

293+79.42
-50.37' LT

FEE

RIPRAP LIGHT
RETENTION/SWALE

TLE

293+95.65
-59.13' LT

~~293+98.51~~
-49.16' LT

293+94.40
-47.04' LT

293+95.86
-42.43' LT

1
W1-7
48"X24"

EXISTING R/W

291+73.68
-17.00' LT

296+43.33
-17.00' LT

291+00 292+00 293+00 294+00 295+00 296+00 297+00

STH 54

STH 54 R/L

EXISTING 48-INCH CPCS
(TO REMAIN)

7+00

HILLSIDE RD

HILLSIDE RD R/L

8+00

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN DETAILS GR-3	SHEET 26	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021203-pd

PLOT DATE : 10/25/2022 2:02 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

EXISTING HIGHWAY EASEMENT

EXISTING R/W

TLE

SLOPE INTERCEPT, TYP.

53.125'
MGS EAT

50'
MGS 3

39.396'
MGS THRIE BEAM
TRANSITION

333+92.75
68.06' LT

333+98.75
68.04' LT

333+93.75
-35.67' LT

333+97.75
-35.67' LT

REMOVING CONCRETE PAVEMENT
(APPROACH SHOULDER)

KEWAUNEE RIVER

EXISTING STRUCTURE
B-31-71
(TO REMAIN)

333+51.70
POST #9

332+31.70
-17.00' LT

333+01.70
POST #1

CONCRETE SURFACE DRAIN
PERPENDICULAR FLUME REQ'D

330+00 331+00 332+00 333+00 334+00 335+00 336+00

STH 54

331+92.19
17.00' RT

STH 54 R/L

332+62.19
POST #1

333+12.20
POST #9

12'

10'

12'

C&G 4-INCH SLOPED 36-INCH TBT

SLOPE INTERCEPT, TYP.

CONCRETE SURFACE DRAIN
PERPENDICULAR FLUME REQ'D

334+45.70
35.67' RT

334+41.70
35.67' RT

334+46.69
56.28' RT

334+40.70
56.12' RT

REMOVING CONCRETE PAVEMENT
(APPROACH SHOULDER)

EXISTING R/W

53.125'
MGS EAT

137.5'
MGS 3

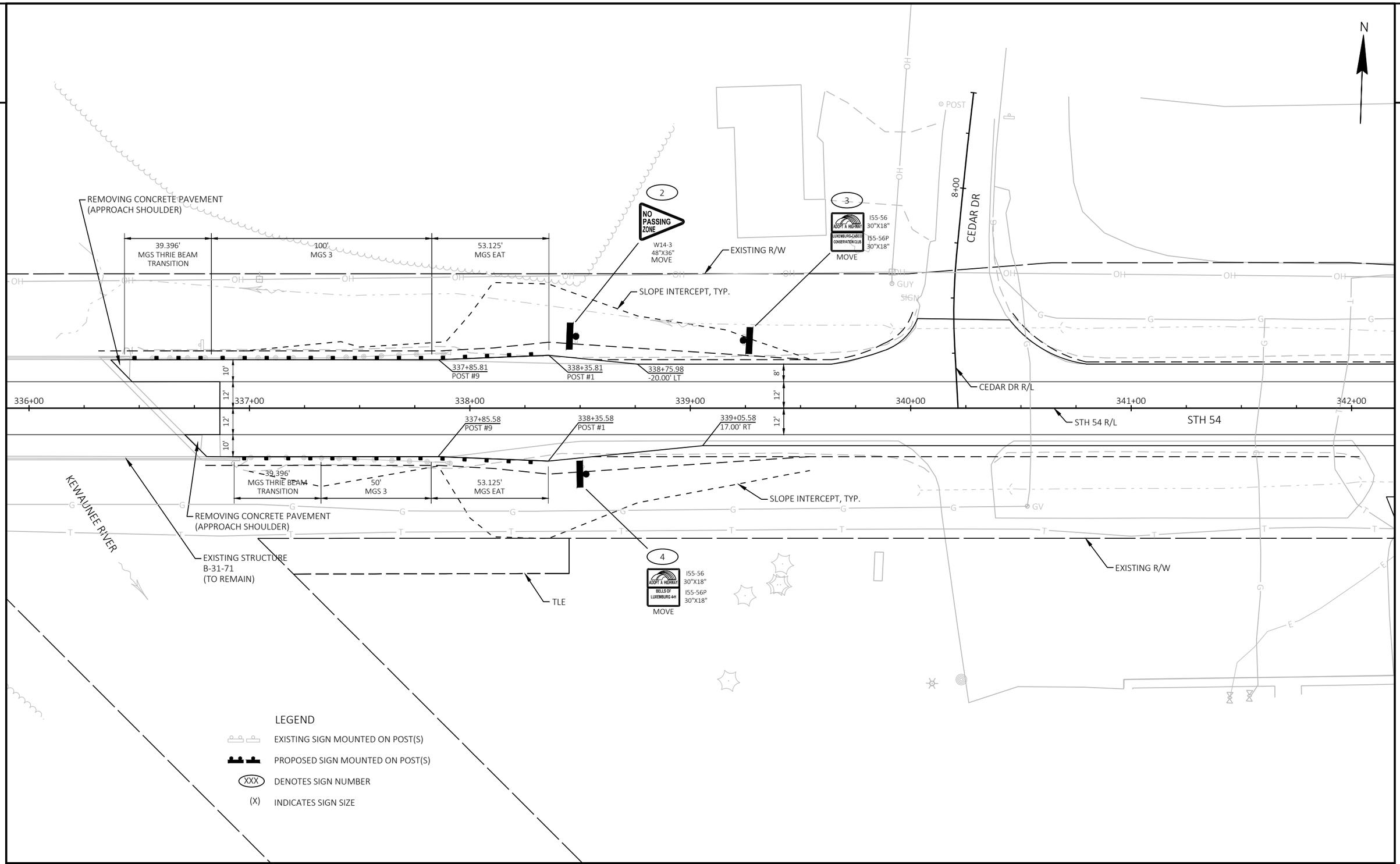
39.396'
MGS THRIE BEAM
TRANSITION

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN DETAILS GR-4	SHEET 27	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021204-pd

PLOT DATE : 10/25/2022 2:02 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN DETAILS GR-5	SHEET 28	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021205-pd

PLOT DATE : 10/25/2022 2:02 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

EXISTING HIGHWAY EASEMENT

REMOVE EXISTING 24-INCH CMCP

EXISTING STRUCTURE
B-31-22
(TO REMAIN)

EXISTING R/W

SLOPE INTERCEPT, TYP.

53.125'
MGS EAT

90.625'
MGS 3

50'
MGS 3K

184.375'
MGS 3

53.125'
MGS EAT

383+00

383+70.00
-17.00' LT

384+00

384+20.00
POST #1

384+70.00
POST #9

385+00

386+00

387+00

STH 54 R/L

388+01.25
POST #9

388+00

388+51.25
POST #1

389+01.25
-17.00' LT

389+00

8'

12'

12'

8'

STH 54

MGS SHORT
RADIUS

R101'

385+89.78
20.00' RT

R30.8'

2+00

MGS SHORT
RADIUS

37.5'

37.5'

137.5'
MGS 3

387+30.53
POST #9

387+80.53
POST #1

388+30.53
17.00' RT

53.125'
MGS EAT

RADIUS PT

78.125'
MGS 3

385+64.57
55.49' RT
Y=470018.936
X=237962.369
R=30.8'

TOWNLINE RD

SLOPE INTERCEPT, TYP.

EXISTING R/W

1+42.39'TL'
18.10' RT

1+42.39'TL'
MGS SHORT RADIUS TERMINAL

RADIUS PT

TOWNLINE RD R/L

1+00.98'TL'
13.96' RT

1+00.98 'TL'
13.96' RT

385+89.78
121.00' RT
Y=469953.174
X=237986.906
R=101.0'

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN DETAILS GR-6	SHEET 29	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021206-pd

PLOT DATE : 10/25/2022 2:03 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

EXISTING R/W

EXISTING STRUCTURE
C-31-24
(TO REMAIN)

SLOPE INTERCEPT, TYP.

53.125'
MGS EAT

37.5'
MGS 3

75'
MGS 3K

112.5'
MGS 3

53.125'
MGS EAT

PRE-DRILL POST HOLES FOR
POSTS OVER C-31-24

8'
12'
12'
5'

467+00

467+55.70
-19.30' LT

467+82.99
POST #1

468+00

468+32.74
POST #9

469+00

470+00

470+60.16
POST #9

471+09.22
POST #1

471+00

471+19.33
-19.58' LT

472+00

STH 54

STH 54 R/L

SMITHWICK CT

AHNAPEE STATE TRAIL

EXISTING R/W

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN DETAILS GR-7	SHEET 30	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021207-pd

PLOT DATE : 10/25/2022 2:03 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

ANCHOR POST ASSEMBLY TOP MOUNT
SEE STRUCTURE PLANS
FIELD CUT OF RAIL MAY BE REQUIRED
BACKFILL STRUCTURE EXCAVATION WITH BASE AGGREGATE DENSE 3/4-INCH

EXISTING R/W

53.125'
MGS EAT

87.5'
MGS 3

74.635'
MGS 3 HS

175'
MGS 3

53.125'
MGS EAT

SLOPE INTERCEPT, TYP.

649+18.77
-17.00' LT

649+68.77
POST #1

650+18.76
POST #9

651+31.03
-17.00' LT

SAWCUT

651+60.29
-17.00' LT

7.5'

12'

649+00

650+00

651+00

652+00

STH 54 R/L

653+00

653+62.25
POST #9

654+12.26
POST #1

654+00

START ASPHALT TAPER AT
STA 647+88.31, 17.00' RT

648+33.73
POST #1

648+83.73
POST #9

651+10.18
17.00' RT

651+39.11
17.00' RT

652+39.61
POST #9

652+89.63
POST #1

653+27.49
17.00' RT

STH 54

START ASPHALT TAPER AT
STA 654+57.67, -17.00' LT

SLOPE INTERCEPT, TYP.

EXISTING STRUCTURE
B-31-24
(TO REMAIN)

RIO CREEK

EXISTING R/W

PROPOSED R/W

TLE

53.127'
MGS EAT

200'
MGS 3

74.635'
MGS 3 HS

75'
MGS 3

53.125'
MGS EAT

ANCHOR POST ASSEMBLY TOP MOUNT
SEE STRUCTURE PLANS
FIELD CUT OF RAIL MAY BE REQUIRED
BACKFILL STRUCTURE EXCAVATION WITH BASE AGGREGATE DENSE 3/4-INCH

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN DETAILS GR-8	SHEET 31	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021208-pd

PLOT DATE : 10/25/2022 2:03 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

EXISTING R/W

SLOPE INTERCEPT, TYP.

53.125'
MGS EAT

93.75'
MGS 3

106.25'
MGS 3 L
18.75' SPAN LENGTH

112.5'
MGS 3

53.125'
MGS EAT

710+75.00
-17.00' LT

711+24.50
POST #1

711+74.50
POST #9

714+93.25
POST #9

715+43.25
POST #1

710+00 711+00 STH 54 712+00 713+00 714+00 715+00

8'
12'
12'
8'

STH 54 R/L

709+88.95
17.00' RT

710+38.95
POST #1

710+88.95
POST #9

714+07.72
POST #9

714+57.72
POST #1

714+74.05
20.00' RT

5

ADOPT A HIGHWAY
IN MEMORY OF JUSTIN MAGLE

I55-56
30"X18"

I55-56P
30"X18"

MOVE

OH

G

GUY

T

SIGN

EXISTING STRUCTURE
C-31-25
(TO REMAIN)

SLOPE INTERCEPT, TYP.

EXISTING R/W

53.125'
MGS EAT

150'
MGS 3

106.27'
MGS 3 L
18.75' SPAN LENGTH

56.25'
MGS 3

53.125'
MGS EAT

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN DETAILS GR-9	SHEET 32	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021209-pd

PLOT DATE : 10/26/2022 8:48 AM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTE:
1. STATIONING & OFFSETS ARE REFERENCED TO STH 54 REFERENCE LINE
2. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

N

EXISTING R/W

SLOPE INTERCEPT, TYP.

2-DRILLED TIE BARS REQ'D

2-DRILLED TIE BARS REQ'D

426+05.70
-61.58' LT
741.16

5.3%

TLE

426+04.01
-56.27' LT
741.46

5.4%

1.6%

426+10.69
-61.46' LT
741.43

2.0%

426+21.50
-58.56' LT
741.83

6.3%

426+56.24
-58.68' LT
741.96

6.3%

PROPOSED R/W

5'

7.1%

426+08.16
-53.48' LT
741.56

1.4%

425+99.25
-40.18' LT
741.78

6.3%

426+18.90
-47.90' LT
741.87

PROPOSED R/W

TLE

425+95.10
-42.96' LT
741.75

0.5%

3.0%

426+74.17
-37.50' LT
742.67

SLOPE INTERCEPT, TYP.

426+65.94
-42.43' LT
742.16

6.3%

425+93.40
-37.47' LT
741.93

3.0%

425+98.40
-37.43' LT
741.85

426+07.93
-35.37' LT
741.80

426+76.45
-35.56' LT
742.23

426+87.87
-35.58' LT
742.40

426+94.61
-35.59' LT
742.83

426+99.61
-35.59' LT
742.91

427+08.40
-35.60' LT
743.14

FO OH FO OH FO OH FO OH FO OH FO OH FO OH FO OH FO OH FO OH FO OH FO OH FO

1.5%

2.5%

1.8%

1.5%

1.8%

0.9%

6.4%

1.5%

2.6%

426+14.55
-39.56' LT
741.91

BEGIN CURB TAPER

BEGIN CURB TAPER

EXISTING R/W

1.5%

1.2%

2.0%

0.0%

0.6%

4.0%

4.0%

1.0%

0.8%

1.5%

1.5%

5'

0.1%

426+74.89
-33.61' LT
742.30

426+11.86
-35.99' LT
741.88

426+87.88
-30.58' LT
742.36

426+94.62
-30.59' LT
742.76

426+99.62
-30.59' LT
742.83

1.2%

4.0%

5.9%

5.9%

1.5%

3.5%

CURB RAMP
TYPE 2

425+93.35
-30.47' LT
741.89

425+98.35
-30.44' LT
741.83

426+09.72
-33.62' LT
741.87

426+83.70
-30.57' LT
742.33

427+08.41
-30.60' LT
743.14

4.0%

6.0%

6.0%

426+03.45
-28.34' LT
741.82

426+82.44
-28.41' LT
742.40

426+99.62
-24.13' LT
742.52

427+02.56
-23.50' LT
743.03

CURB RAMP
TYPE 2

426+02.05
-30.41' LT
741.75

OLD ORCHARD AVE

426+89.33
-27.67' LT
742.72
4-INCH HEAD

426+94.62
-25.59' LT
742.46

4.0%

4.0%

6.3%

425+88.21
-21.79' LT
741.73

426+00.78
-26.64' LT
741.80

426+99.03
-21.70' LT
742.59

2-DRILLED TIE BARS REQ'D

426+93.82
-23.22' LT
742.53

427+26.97
-19.82' LT
742.88

CONCRETE CURB PEDESTRIAN

CURB RAMP
TYPE 2

BEGIN CURB TAPER

STH 54 R/L

STH 54

426+00

427+00

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CURB RAMP DETAILS	SHEET 33	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021301-cr

PLOT DATE : 8/25/2022 2:03 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

STH 54

STH 54 R/L

426+00

427+00

N

426+91.62
23.52' RT
742.72

426+94.51
23.27' RT
742.74

CURB RAMP
TYPE 3

426+99.51
22.96' RT
742.79

426+99.67
25.45' RT
742.72

426+91.68
26.03' RT
743.11

426+85.14
24.84' RT
742.47

427+02.66
25.27' RT
743.22

BEGIN CURB TAPER

427+10.34
22.28' RT
742.89

2-DRILLED TIE BARS REQ'D

426+99.67
25.84' RT
742.72

427+04.95
31.01' RT
743.18

427+11.29
30.14' RT
743.32

BEGIN CURB TAPER

426+65.58
37.43' RT
741.60

2-DRILLED TIE BARS REQ'D

426+94.67
25.77' RT
742.67

426+99.67
30.97' RT
743.06

426+94.67
30.94' RT
743.01

426+61.31
43.41' RT
741.48

426+94.64
35.94' RT
743.08

426+99.64
35.97' RT
743.13

427+07.07
36.03' RT
743.30

427+12.05
35.32' RT
743.42

SLOPE INTERCEPT, TYP.

EXISTING R/W

OLD ORCHARD AVE

NOTE:
1. STATIONING & OFFSETS ARE REFERENCED TO STH 54 REFERENCE LINE
2. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CURB RAMP DETAILS	SHEET 34	E

2

2

N

NOTE:
1. STATIONING & OFFSETS ARE REFERENCED TO STH 54 REFERENCE LINE
2. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

EXISTING R/W

SLOPE INTERCEPT, TYP.

TLE

CONCRETE CURB PEDESTRIAN

PROPOSED R/W

WEST AVE

2-DRILLED TIE BARS REQ'D

BEGIN CURB TAPER

CURB RAMP TYPE 2

0.21-FT HEAD

6-INCH HEAD

STH 54

STH 54 R/L

435+00

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CURB RAMP DETAILS	SHEET 35 E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021303-cr

PLOT DATE : 8/25/2022 2:03 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

STH 54

435+00

STH 54 R/L

WEST AVE

NOTE:
1. STATIONING & OFFSETS ARE REFERENCED TO STH 54 REFERENCE LINE
2. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

N

2-DRILLED TIE BARS REQ'D

CURB RAMP TYPE 2

CURB RAMP TYPE 4B1

BEGIN CURB TAPER

CONCRETE CURB PEDESTRIAN

SLOPE INTERCEPT, TYP.

EXISTING R/W

TLE

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CURB RAMP DETAILS	SHEET 36	E

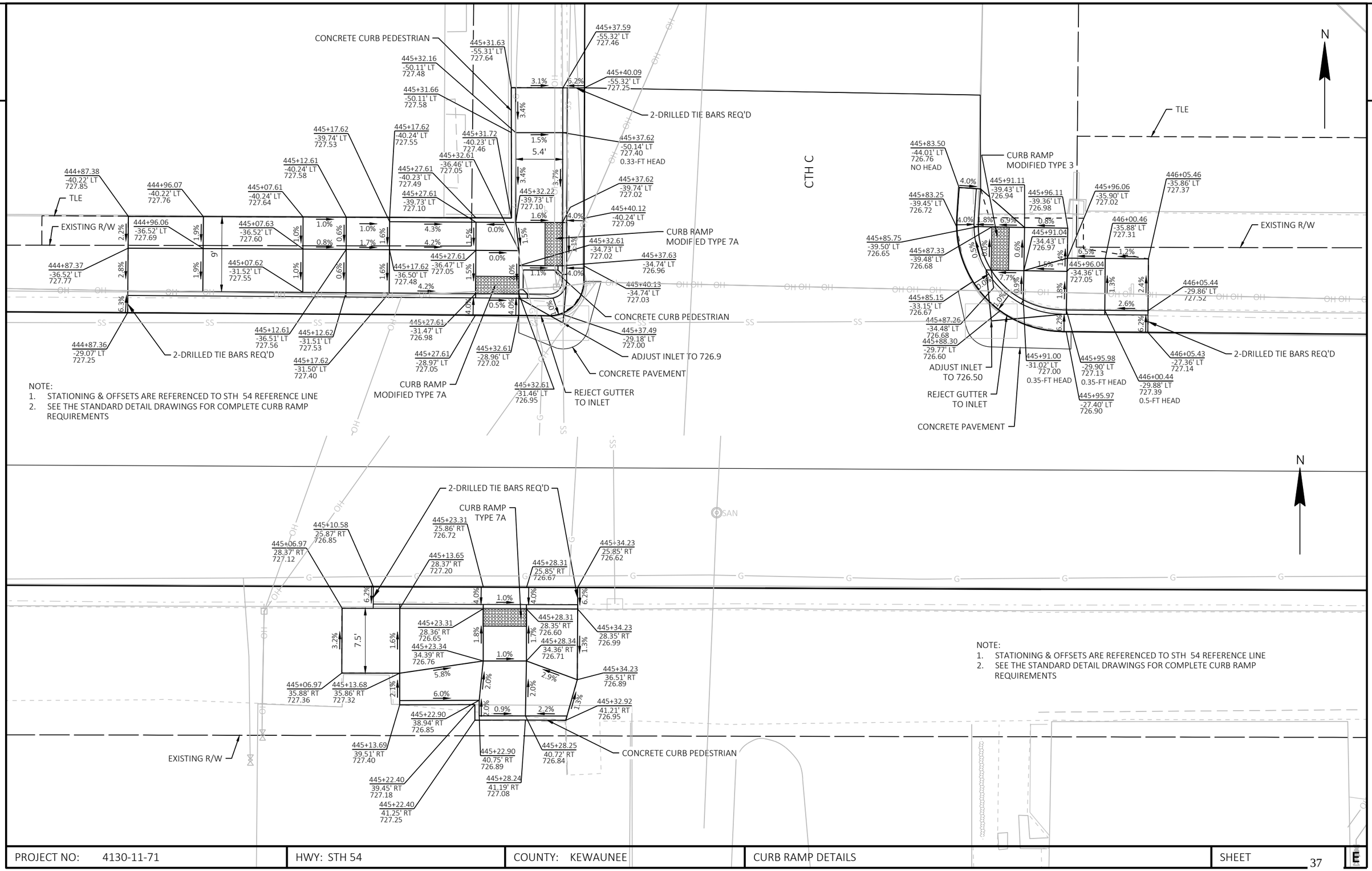
FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021304-cr

PLOT DATE : 8/25/2022 2:03 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

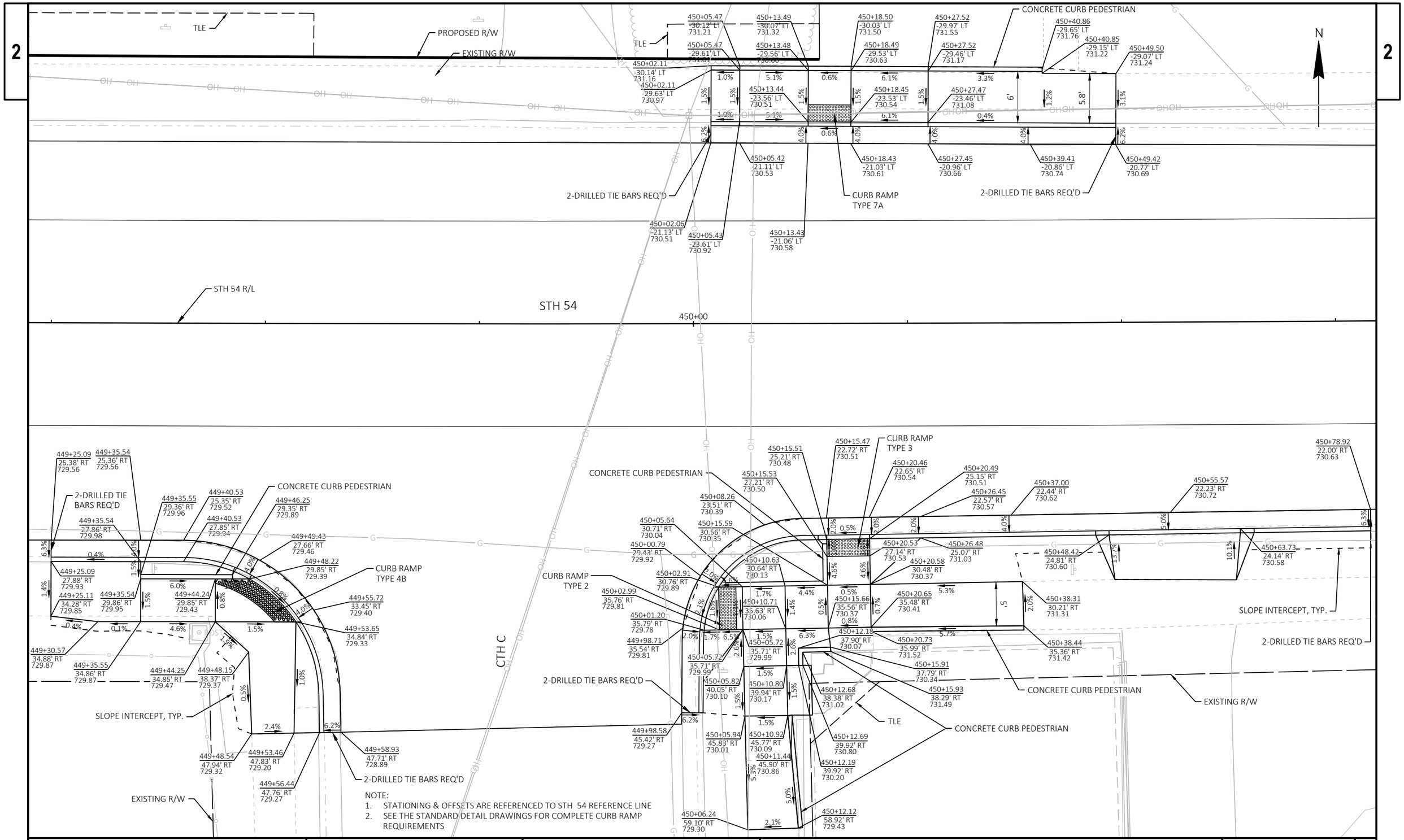


PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CURB RAMP DETAILS	SHEET 37 E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021306-cr

PLOT DATE : 8/25/2022 2:04 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

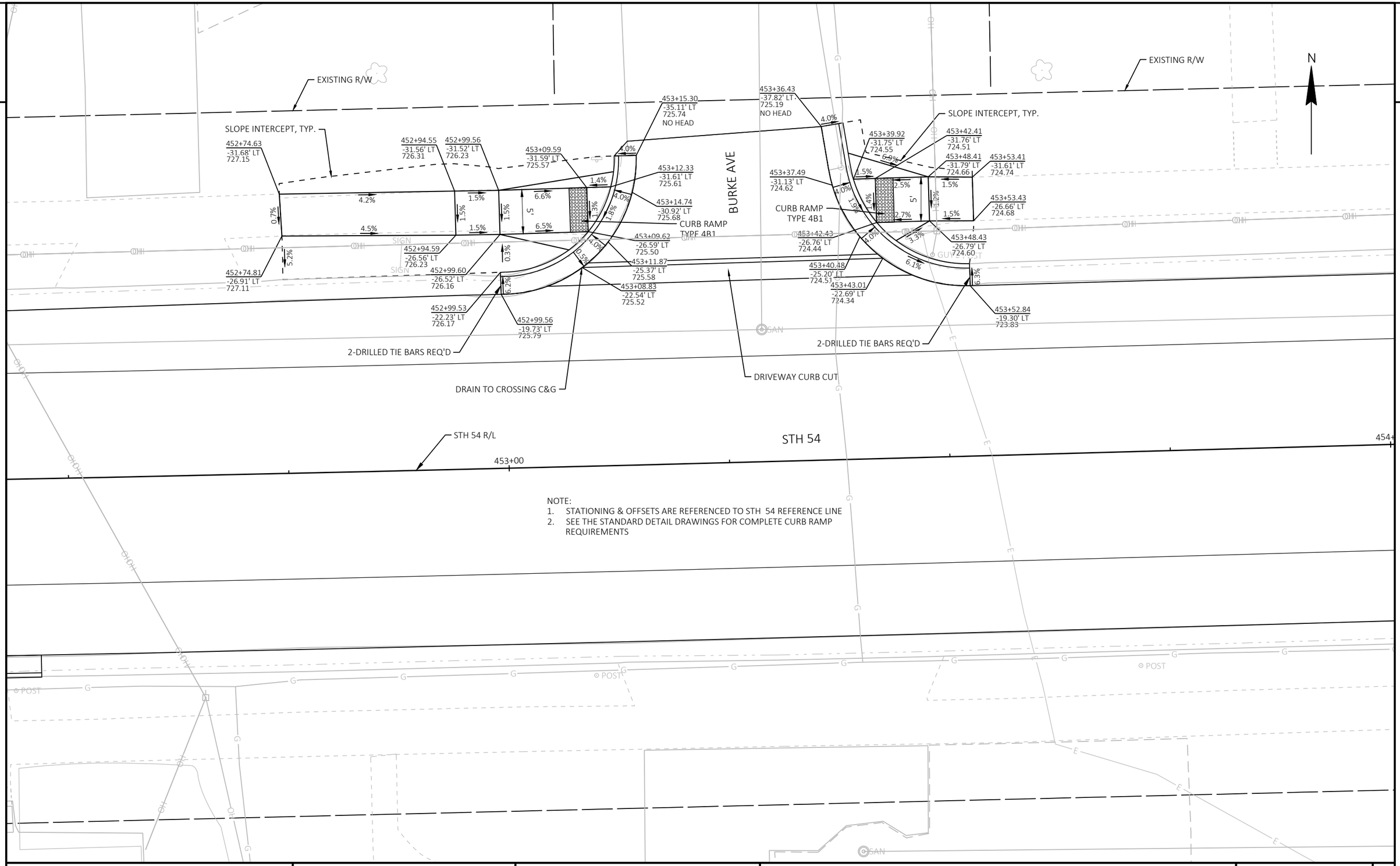


PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CURB RAMP DETAILS	SHEET 38	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021307-cr

PLOT DATE : 8/25/2022 2:19 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



NOTE:
1. STATIONING & OFFSETS ARE REFERENCED TO STH 54 REFERENCE LINE
2. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CURB RAMP DETAILS	SHEET 39	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021308-cr

PLOT DATE : 8/25/2022 2:04 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

SAN

EXISTING R/W

WETLAND BOUNDARY

WETLAND BOUNDARY

242+00 243+00 244+00 245+00 246+00 247+00 248+00 249+00

STH 54

FO

WETLAND BOUNDARY

WETLAND BOUNDARY

POST

POST

TLE

TLE

EXISTING R/W

AHNAPEE STATE TRAIL

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 40	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 10/25/2022 2:06 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

HERITAGE RD

2+00

3+00

EXISTING R/W

WETLAND BOUNDARY

WETLAND BOUNDARY

WETLAND BOUNDARY

EXISTING R/W

WETLAND BOUNDARY

TLE

PLE

TLE

259+00 260+00 261+00 262+00 263+00 264+00 265+00 266+00

STH 54

AHNAPEE STATE TRAIL

SAN OH FO GUY

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 41	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022002-ec

PLOT DATE : 10/25/2022 2:06 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

TLE

FEE

TLE

EXISTING R/W

291+00 292+00 293+00 294+00 295+00 296+00 297+00 298+00

STH 54

EXISTING R/W

7+00

HILLSIDE RD

8+00

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 42	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022003-ec

PLOT DATE : 10/25/2022 2:06 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

KEWAUNEE RIVER

EXISTING R/W

TLE

WETLAND BOUNDARY

GUY

GUY

SIGN

OH

T

G

328+00 329+00 330+00 331+00 332+00 333+00 334+00 335+00

STH 54

WETLAND BOUNDARY

POST

EXISTING R/W

SIGN

SIGN

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 43	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022004-ec

PLOT DATE : 10/25/2022 2:06 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

WETLAND BOUNDARY

EXISTING R/W

CEDAR DR

8+00

POST

GUY

SIGN

GV

336+00 337+00 338+00 339+00 340+00 341+00 342+00 343+00

STH 54

EXISTING R/W

TLE

KEWAUNEE RIVER

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 44	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022005-ec

PLOT DATE : 10/25/2022 2:06 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

EXISTING HIGHWAY EASEMENT

EXISTING R/W

WETLAND BOUNDARY

WETLAND BOUNDARY

383+00 384+00 385+00 386+00 387+00 388+00 389+00 390+00

STH 54

2+00

TOWNLINE RD

WETLAND BOUNDARY

EXISTING R/W

WETLAND BOUNDARY

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 45	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022006-ec

PLOT DATE : 10/25/2022 2:07 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

OLD ORCHARD RD

14+00

TLE

EXISTING R/W

TLE

EXISTING R/W

425+00 426+00 427+00 428+00 429+00 430+00 431+00

STH 54

EXISTING R/W

OLD ORCHARD RD

15+00

16+00

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 46	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022007-ec

PLOT DATE : 10/25/2022 2:07 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

EXISTING R/W

TLE

16+00

WEST AVE

TLE

EXISTING R/W

433+00 434+00 435+00 436+00 437+00 438+00 439+00 440+00

STH 54

SAN

SS

OH

G

C

TLE

EXISTING R/W

WEST AVE

17+00

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 47	E

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

19+00

18+00

CTH C

EXISTING R/W

TLE

EXISTING R/W

TLE

EXISTING R/W

441+00 442+00 443+00 444+00 445+00 446+00 447+00 448+00

STH 54

SAN SAN

GUY GUY

POST POST

SIGN

BLDG BLDG BLDG BLDG BLDG

OH SS G

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 48	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022009-ec

PLOT DATE : 10/25/2022 2:07 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

N

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

21+00

20+00

BURKE AVE

EXISTING R/W

TLE

449+00 450+00 451+00 452+00 453+00 454+00 455+00 456+00

STH 54

CTH C

19+00

EXISTING R/W

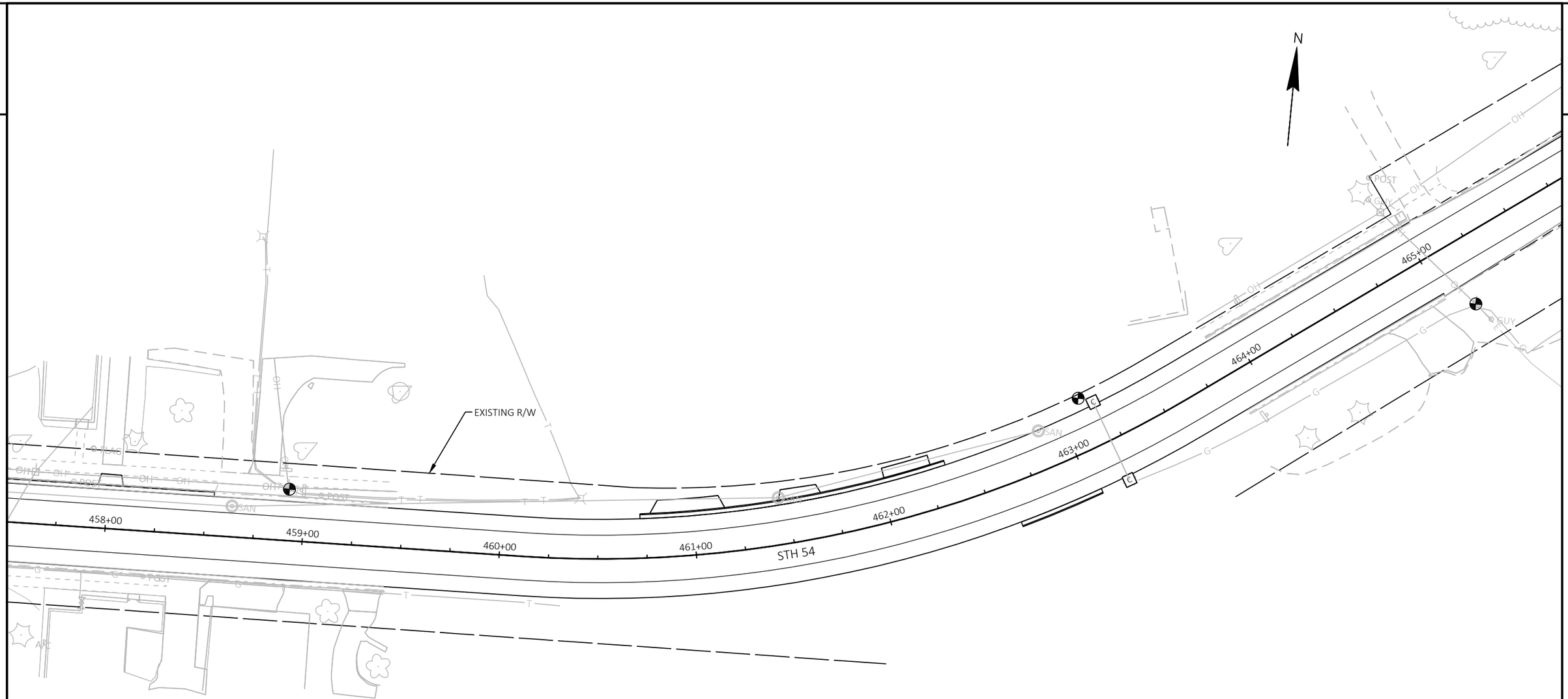
TLE

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 49	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022010-ec

PLOT DATE : 10/25/2022 2:08 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 50	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022011-ec

PLOT DATE : 10/25/2022 2:08 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

EXISTING R/W

WETLAND BOUNDARY

WETLAND BOUNDARY

22+00

21+00

SMITHWICK CT

STH 54

467+00

468+00

469+00

470+00

471+00

472+00

473+00

474+00

EXISTING R/W

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 51	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022012-ec

PLOT DATE : 10/25/2022 2:08 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

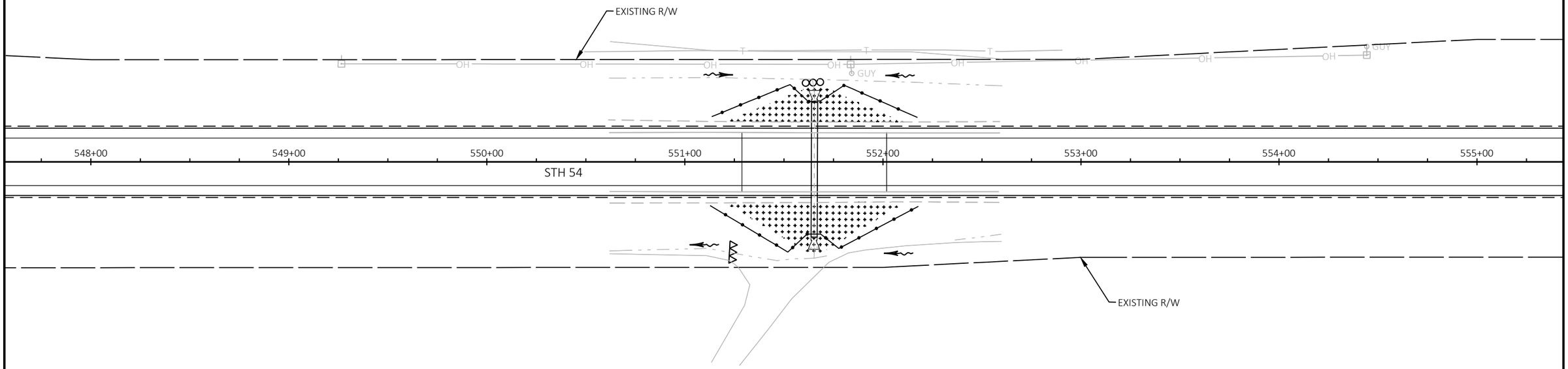
2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N



PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 52	E

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

EXISTING R/W

580+00 581+00 582+00 583+00 584+00 585+00 586+00 587+00

STH 54

EXISTING R/W

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 53	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022014-ec

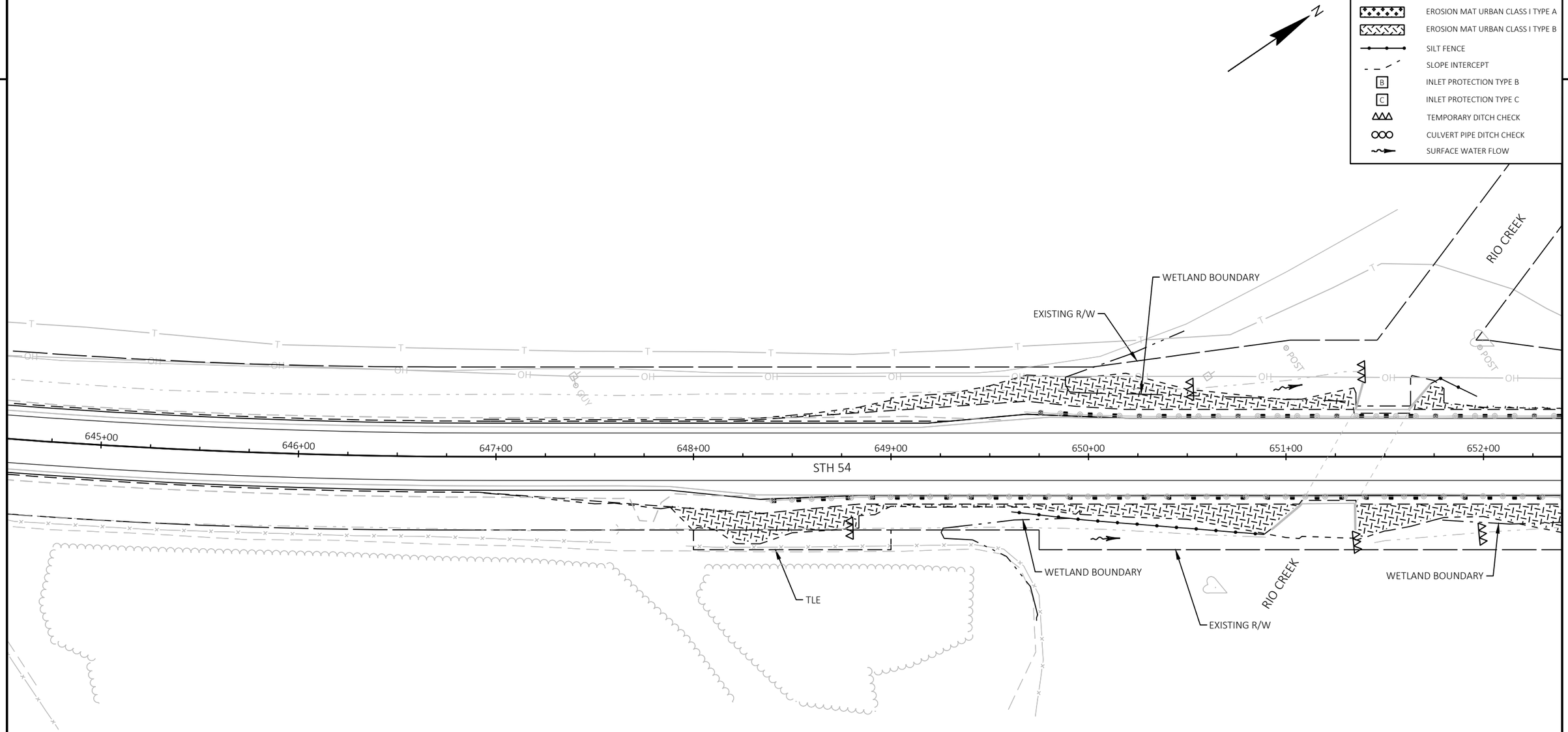
PLOT DATE : 10/25/2022 2:08 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW



PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 54	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022015-ec

PLOT DATE : 10/25/2022 2:09 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- INLET PROTECTION TYPE B
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

RIO CREEK

WETLAND BOUNDARY

EXISTING R/W

652+00 653+00 654+00 655+00 656+00 657+00 658+00 659+00

STH 54

WETLAND BOUNDARY

EXISTING R/W

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 55	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022016-ec

PLOT DATE : 10/25/2022 2:09 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

WETLAND BOUNDARY

EXISTING R/W

WETLAND BOUNDARY

35+00

CTH K

709+00 710+00 711+00 712+00 713+00 714+00 715+00 716+00

STH 54

WETLAND BOUNDARY

EXISTING R/W

WETLAND BOUNDARY

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 56	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022017-ec

PLOT DATE : 10/25/2022 2:09 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N

OH
OH
OH
OH
OH
SIGN
GUY
POST
EXISTING R/W

734+00
735+00
736+00
737+00
738+00
739+00
740+00
741+

STH 54

T
G
T
TV
TV
TV

EXISTING R/W

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 57	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022018-ec

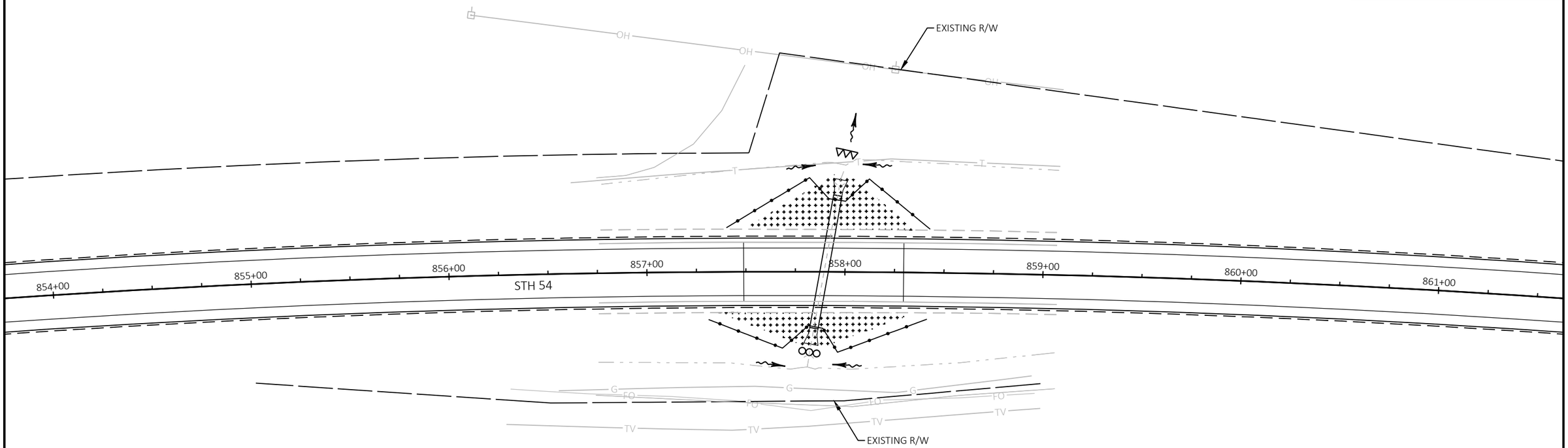
PLOT DATE : 10/25/2022 2:09 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N



PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 58	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022019-ec

PLOT DATE : 10/25/2022 2:10 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

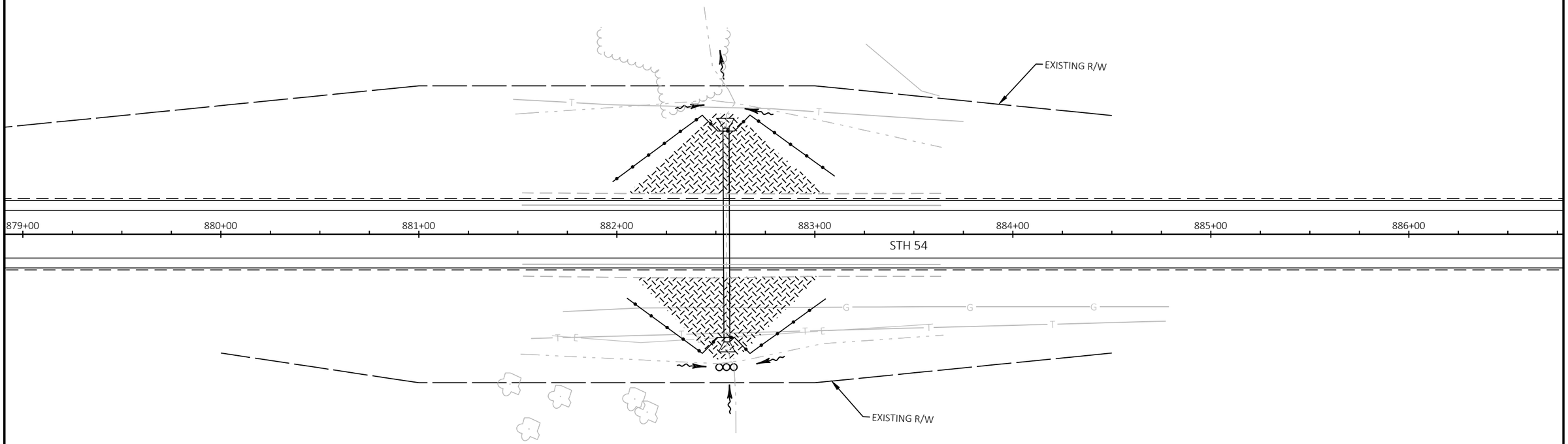
2

2

LEGEND

- EROSION MAT CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- B — INLET PROTECTION TYPE B
- C — INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

N



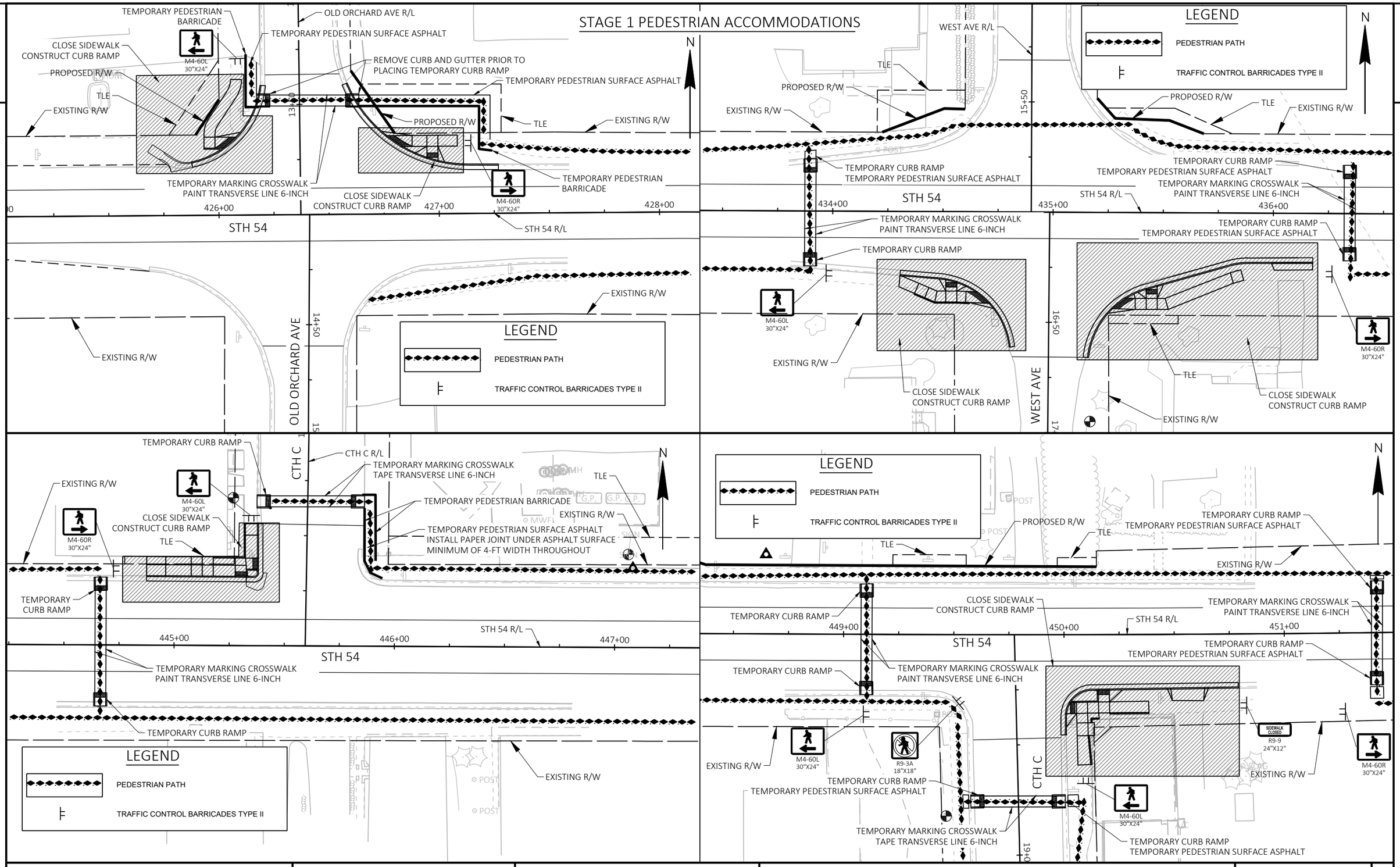
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	EROSION CONTROL	SHEET 59	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022020-ec

PLOT DATE : 10/25/2022 3:51 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

STAGE 1 PEDESTRIAN ACCOMMODATIONS



PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CONSTRUCTION STAGING - PEDESTRIAN - STAGE 1	SHEET 60	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 025101-tc
PLOT DATE : 10/25/2022 2:19 PM
PLOT BY : SCHROEDER, DEREK W
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

STAGE 2 PEDESTRIAN ACCOMMODATIONS

2

N

OLD ORCHARD AVE R/L

TLE

PROPOSED R/W

EXISTING R/W

R9-3A
18"X18"

13+50

426+00

427+00

428+00

STH 54

STH 54 R/L

CLOSE SIDEWALK
CONSTRUCT PED CURB

SIDEWALK CLOSED
R9-9
24"X12"

14+50

OLD ORCHARD AVE

WEST AVE R/L

M4-60R
30"X24"

TEMPORARY CURB RAMP
TEMPORARY PEDESTRIAN
SURFACE ASPHALT

15+50

434+00

435+00

436+00

M4-60L
30"X24"

TEMPORARY CURB RAMP

16+50

WEST AVE

17+

LEGEND

PEDESTRIAN PATH

TRAFFIC CONTROL BARRICADES TYPE II

CTH C R/L

CTH C

15+

445+00

446+00

447+00

M4-60L
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

449+00

450+00

451+00

19+

STAGE 3 PEDESTRIAN ACCOMMODATIONS

2

CTH C

CTH C R/L

EXISTING R/W

CLOSE SIDEWALK
CONSTRUCT PED CURB

MAINTAIN ACCESS TO ONE
GAS STATION DRIVEWAY AT ALL TIMES

TLE

R9-3A
18"X18"

R9-9
24"X12"

SIDEWALK CLOSED

M4-60L
30"X24"

PROPOSED R/W

TEMPORARY CURB RAMP

STH 54 R/L

445+00 446+00 447+00 448+00 449+00 450+00

STH 54

M4-60R
30"X24"

TEMPORARY PEDESTRIAN SURFACE ASPHALT

LEGEND

PEDESTRIAN PATH

TRAFFIC CONTROL BARRICADES TYPE II

N

BURKE AVE

R9-9A
30"X18"

SIDEWALK CLOSED AHEAD

451+00 452+00 453+00 454+00 455+00 456+00

TEMPORARY MARKING CROSSWALK PAINT
TRANSVERSE LINE 6-INCH

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CONSTRUCTION STAGING - PEDESTRIAN - STAGE 3	SHEET 62	E

2

GENERAL NOTES

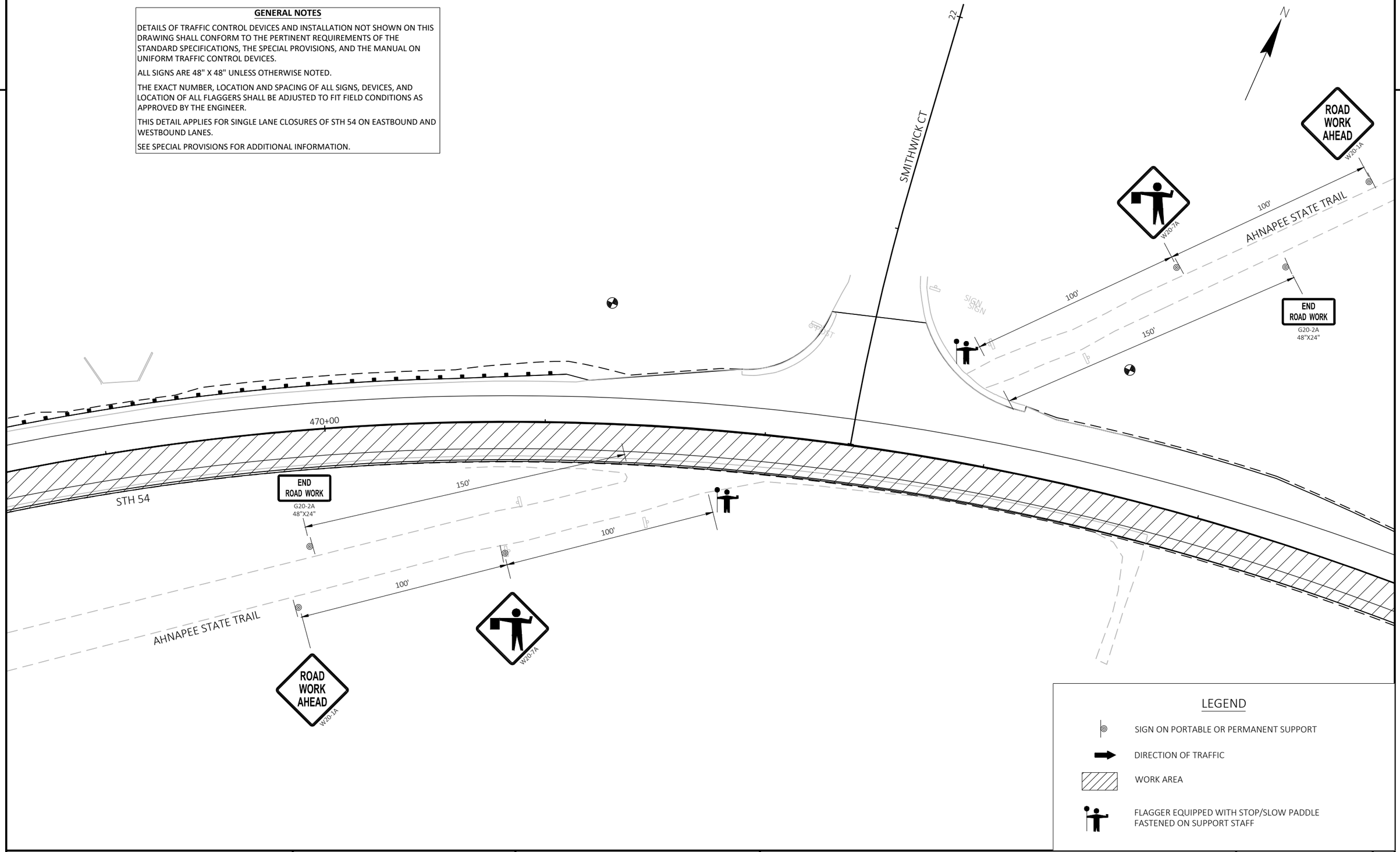
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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.

THIS DETAIL APPLIES FOR SINGLE LANE CLOSURES OF STH 54 ON EASTBOUND AND WESTBOUND LANES.

SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.



LEGEND

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

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	AHNAPEE STATE TRAIL FLAGGING OPERATION	SHEET 63	E

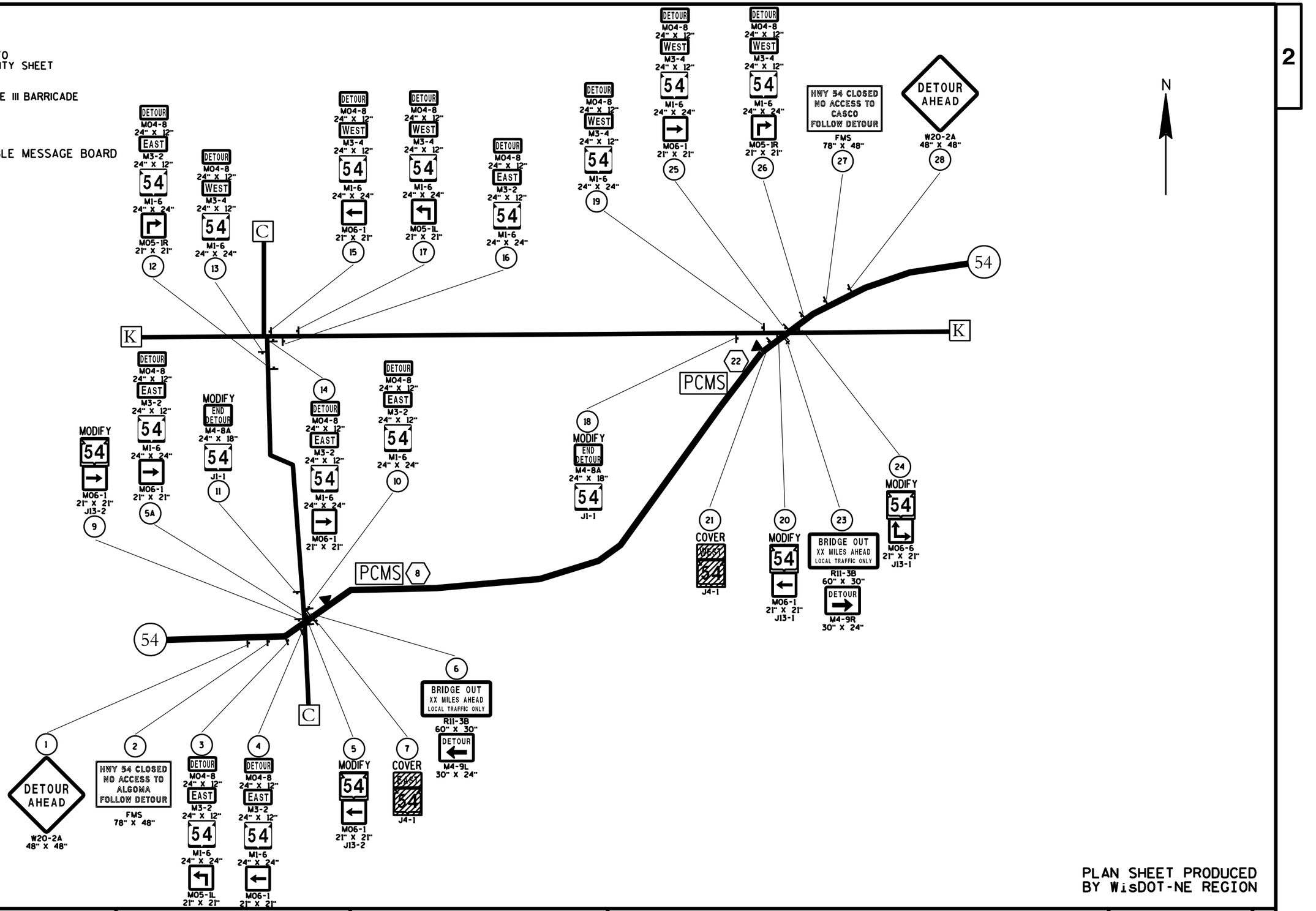
LEGEND

(X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

(X) CHANGEABLE PORTABLE MESSAGE BOARD



PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	DETOUR SIGNING DETAIL - CTH C TO CTH K	SHEET	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

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

2 HWY 54 CLOSED NO ACCESS TO ALGOMA FOLLOW DETOUR FMS 78" x 48"

3 DETOUR M04-8 24" x 12" / EAST M3-2 24" x 12" / 54 M1-6 24" x 24" / M05-1R 21" x 21"

4 DETOUR M04-8 24" x 12" / EAST M3-2 24" x 12" / 54 M1-6 24" x 24" / M06-1 21" x 21"

5 MODIFY 54 M06-6 21" x 21" J13-1

6 BRIDGE OUT XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3B 60" x 30" / DETOUR M4-9R 30" x 24"

7 COVER WEST 54 J4-1

8 MODIFY 54 M06-1 21" x 21" J13-1

9 PCMS

10 DETOUR M04-8 24" x 12" / EAST M3-2 24" x 12" / 54 M1-6 24" x 24"

11 MODIFY END DETOUR M4-8A 24" x 18" / 54 J1-1

12 DETOUR M04-8 24" x 12" / EAST M3-2 24" x 12" / 54 M1-6 24" x 24" / M06-1 21" x 21"

13 DETOUR M04-8 24" x 12" / WEST M3-4 24" x 12" / 54 M1-6 24" x 24" / M06-1 21" x 21"

14 ROAD CLOSED TO THRU TRAFFIC R11-4 60" x 30" / DETOUR M4-9L 30" x 24"

15 ROAD CLOSED TO THRU TRAFFIC R11-4 60" x 30" / DETOUR M4-9R 30" x 24"

16 DETOUR M04-8 24" x 12" / EAST M3-2 24" x 12" / 54 M1-6 24" x 24" / M05-1L 21" x 21"

17 DETOUR M04-8 24" x 12" / WEST M3-4 24" x 12" / 54 M1-6 24" x 24"

18 DETOUR M04-8 24" x 12" / EAST M3-2 24" x 12" / 54 M1-6 24" x 24" / M06-1 21" x 21"

19 WEST M3-4 24" x 12" / 54 M1-6 24" x 24" / DETOUR AHEAD W20-2A 48" x 48"

20 HWY 54 CLOSED NO ACCESS TO CASCO FOLLOW DETOUR FMS 78" x 48"

21 DETOUR M04-8 24" x 12" / WEST M3-4 24" x 12" / 54 M1-6 24" x 24" / M05-1L 21" x 21"

22 DETOUR M04-8 24" x 12" / WEST M3-4 24" x 12" / 54 M1-6 24" x 24" / M06-1 21" x 21"

23 DETOUR M04-8 24" x 12" / WEST M3-4 24" x 12" / 54 M1-6 24" x 24" / M06-1 21" x 21"

24 DETOUR M04-8 24" x 12" / EAST M3-2 24" x 12" / 54 M1-6 24" x 24"

25 DETOUR M04-8 24" x 12" / WEST M3-4 24" x 12" / 54 M1-6 24" x 24" / M05-1R 21" x 21"

26 COVER WEST 54 NORTH 42 J2-2

27 DETOUR M04-8 24" x 12" / WEST M3-4 24" x 12" / 54 M1-6 24" x 24"

28 COVER Sturgeon Bay D1-2

29 COVER WEST 54 J3-1

30 BRIDGE OUT XX MILES AHEAD LOCAL TRAFFIC ONLY R11-3B 60" x 30" / DETOUR M4-9L 30" x 24"

31 COVER WEST 54 J4-1

32 PCMS

33 MODIFY DETOUR M04-8 24" x 12" / WEST 54 M06-1 21" x 21" J3-1

34 MODIFY DETOUR M04-8 24" x 12" / WEST 54 M06-1 21" x 21" J3-1

35 MODIFY DETOUR M04-8 24" x 12" / SOUTH WEST 42 54 M06-1 21" x 21" J2-2

36 HWY 54 CLOSED NO ACCESS TO CASCO FOLLOW DETOUR FMS 48" x 30"

37 WEST M3-4 24" x 12" / 54 M1-6 24" x 24" / DETOUR AHEAD W20-2A 48" x 48"

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	DETOUR SIGNING DETAIL - CTH K TO STH 42	SHEET 65	E

4130-11-71

Line	Item	Item Description	Unit	Total	Qty
0002	203.0100	Removing Small Pipe Culverts	EACH	9.000	9.000
0004	204.0100	Removing Concrete Pavement	SY	442.000	442.000
0006	204.0110	Removing Asphaltic Surface	SY	562.000	562.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	320.000	320.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	257,320.000	257,320.000
0012	204.0150	Removing Curb & Gutter	LF	1,444.000	1,444.000
0014	204.0155	Removing Concrete Sidewalk	SY	411.000	411.000
0016	204.9060.S	Removing (item description) 01. Removing Apron Endwalls	EACH	5.000	5.000
0018	205.0100	Excavation Common	CY	3,614.000	3,614.000
0020	206.2001	Excavation for Structures Culverts (structure) 01. B-31-24	EACH	1.000	1.000
0022	206.2001	Excavation for Structures Culverts (structure) 02. B-31-21	EACH	1.000	1.000
0024	209.2100	Backfill Granular Grade 2	CY	653.000	653.000
0026	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 4130-11-71	EACH	1.000	1.000
0028	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	1,279.000	1,279.000
0030	213.0100	Finishing Roadway (project) 01. 4130-11-71	EACH	1.000	1.000
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,337.000	1,337.000
0034	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,806.000	4,806.000
0036	415.0080	Concrete Pavement 8-Inch	SY	9.000	9.000
0038	416.0160	Concrete Driveway 6-Inch	SY	156.000	156.000
0040	416.0610	Drilled Tie Bars	EACH	88.000	88.000
0042	416.1010	Concrete Surface Drains	CY	6.000	6.000
0044	450.4000	HMA Cold Weather Paving	TON	3,933.000	3,933.000
0046	455.0605	Tack Coat	GAL	33,840.000	33,840.000
0048	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0050	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	3.000	3.000
0052	460.2005	Incentive Density PWL HMA Pavement	DOL	38,080.000	38,080.000
0054	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	34,670.000	34,670.000
0056	460.2010	Incentive Air Voids HMA Pavement	DOL	58,130.000	58,130.000
0058	460.6224	HMA Pavement 4 MT 58-28 S	TON	58,130.000	58,130.000
0060	465.0105	Asphaltic Surface	TON	914.000	914.000
0062	465.0110	Asphaltic Surface Patching	TON	250.000	250.000
0064	465.0315	Asphaltic Flumes	SY	10.000	10.000
0066	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	78,230.000	78,230.000
0068	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	45,960.000	45,960.000
0070	502.0100	Concrete Masonry Bridges	CY	1.600	1.600
0072	502.4204	Adhesive Anchors No. 4 Bar	EACH	152.000	152.000
0074	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	675.000	675.000
0076	521.0342	Apron Endwalls for Culvert Pipe Sloped Cross Drains Steel 42-Inch 4 to 1	EACH	4.000	4.000
0078	521.0348	Apron Endwalls for Culvert Pipe Sloped Cross Drains Steel 48-Inch 4 to 1	EACH	1.000	1.000
0080	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	2.000	2.000
0082	521.3148	Culvert Pipe Corrugated Steel 48-Inch	LF	4.000	4.000
0084	522.0148	Culvert Pipe Reinforced Concrete Class III 48-Inch	LF	352.000	352.000
0086	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	68.000	68.000
0088	522.0442	Culvert Pipe Reinforced Concrete Class IV 42-Inch	LF	220.000	220.000
0090	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	2.000	2.000
0092	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	6.000	6.000
0094	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	8.000	8.000
0096	530.0136	Culvert Pipe Corrugated Polyethylene 36-Inch	LF	108.000	108.000
0098	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,478.000	1,478.000

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Line	Item	Item Description	Unit	Total	Qty
0100	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	80.000	80.000
0102	601.0600	Concrete Curb Pedestrian	LF	224.000	224.000
0104	602.0405	Concrete Sidewalk 4-Inch	SF	3,653.000	3,653.000
0106	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	150.000	150.000
0108	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	102.000	102.000
0110	606.0100	Riprap Light	CY	72.000	72.000
0112	606.0200	Riprap Medium	CY	6.000	6.000
0114	611.8115	Adjusting Inlet Covers	EACH	15.000	15.000
0116	614.0920	Salvaged Rail	LF	5,290.000	5,290.000
0118	614.2300	MGS Guardrail 3	LF	2,416.000	2,416.000
0120	614.2310	MGS Guardrail 3 HS	LF	300.000	300.000
0122	614.2330	MGS Guardrail 3 K	LF	125.000	125.000
0124	614.2340	MGS Guardrail 3 L	LF	212.500	212.500
0126	614.2350	MGS Guardrail Short Radius	LF	75.000	75.000
0128	614.2500	MGS Thrie Beam Transition	LF	158.000	158.000
0130	614.2610	MGS Guardrail Terminal EAT	EACH	21.000	21.000
0132	614.2630	MGS Guardrail Short Radius Terminal	EACH	1.000	1.000
0134	614.8010	Anchor Post Assembly Top Mount	EACH	32.000	32.000
0136	618.0100	Maintenance And Repair of Haul Roads (project) 01. 4130-11-71	EACH	1.000	1.000
0138	619.1000	Mobilization	EACH	1.000	1.000
0140	624.0100	Water	MGAL	84.300	84.300
0142	625.0100	Topsoil	SY	722.000	722.000
0144	625.0500	Salvaged Topsoil	SY	8,380.000	8,380.000
0146	628.1504	Silt Fence	LF	7,031.000	7,031.000
0148	628.1520	Silt Fence Maintenance	LF	7,031.000	7,031.000
0150	628.1905	Mobilizations Erosion Control	EACH	36.000	36.000
0152	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0154	628.2002	Erosion Mat Class I Type A	SY	1,840.000	1,840.000
0156	628.2006	Erosion Mat Urban Class I Type A	SY	112.000	112.000
0158	628.2008	Erosion Mat Urban Class I Type B	SY	8,192.000	8,192.000
0160	628.7010	Inlet Protection Type B	EACH	3.000	3.000
0162	628.7015	Inlet Protection Type C	EACH	12.000	12.000
0164	628.7504	Temporary Ditch Checks	LF	413.000	413.000
0166	628.7555	Culvert Pipe Checks	EACH	93.000	93.000
0168	628.7570	Rock Bags	EACH	100.000	100.000
0170	629.0210	Fertilizer Type B	CWT	5.730	5.730
0172	630.0130	Seeding Mixture No. 30	LB	146.200	146.200
0174	630.0140	Seeding Mixture No. 40	LB	17.700	17.700
0176	630.0500	Seed Water	MGAL	203.900	203.900
0178	633.5200	Markers Culvert End	EACH	17.000	17.000
0180	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	5.000	5.000
0182	637.2230	Signs Type II Reflective F	SF	8.000	8.000
0184	638.2102	Moving Signs Type II	EACH	4.000	4.000
0186	638.3000	Removing Small Sign Supports	EACH	5.000	5.000
0188	642.5401	Field Office Type D	EACH	1.000	1.000
0190	643.0300	Traffic Control Drums	DAY	1,010.000	1,010.000
0192	643.0410	Traffic Control Barricades Type II	DAY	142.000	142.000
0194	643.0420	Traffic Control Barricades Type III	DAY	364.000	364.000
0196	643.0705	Traffic Control Warning Lights Type A	DAY	568.000	568.000

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Line	Item	Item Description	Unit	Total	Qty
0198	643.0900	Traffic Control Signs	DAY	4,115.000	4,115.000
0200	643.0920	Traffic Control Covering Signs Type II	EACH	7.000	7.000
0202	643.1000	Traffic Control Signs Fixed Message	SF	114.000	114.000
0204	643.1050	Traffic Control Signs PCMS	DAY	42.000	42.000
0206	643.3105	Temporary Marking Line Paint 4-Inch	LF	212,944.000	212,944.000
0208	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	55,981.000	55,981.000
0210	643.5000	Traffic Control	EACH	1.000	1.000
0212	644.1410	Temporary Pedestrian Surface Asphalt	SF	917.000	917.000
0214	644.1601	Temporary Pedestrian Curb Ramp	DAY	144.000	144.000
0216	644.1605	Temporary Pedestrian Detectable Warning Field	SF	200.000	200.000
0218	644.1810	Temporary Pedestrian Barricade	LF	180.000	180.000
0220	645.0120	Geotextile Type HR	SY	20.000	20.000
0222	645.0130	Geotextile Type R	SY	190.000	190.000
0224	646.1020	Marking Line Epoxy 4-Inch	LF	79,244.000	79,244.000
0226	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	127,623.000	127,623.000
0228	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	300.000	300.000
0230	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	20,690.000	20,690.000
0232	646.8105	Marking Curb Paint	LF	763.000	763.000
0234	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	862.000	862.000
0236	650.6000	Construction Staking Pipe Culverts	EACH	11.000	11.000
0238	650.8000	Construction Staking Resurfacing Reference	LF	69,551.000	69,551.000
0240	650.9000	Construction Staking Curb Ramps	EACH	23.000	23.000
0242	650.9500	Construction Staking Sidewalk (project) 01. 4130-11-71	EACH	1.000	1.000
0244	650.9911	Construction Staking Supplemental Control (project) 01. 4130-11-71	EACH	1.000	1.000
0246	650.9920	Construction Staking Slope Stakes	LF	4,670.000	4,670.000
0248	690.0150	Sawing Asphalt	LF	2,196.000	2,196.000
0250	690.0250	Sawing Concrete	LF	1,342.000	1,342.000
0252	740.0440	Incentive IRI Ride	DOL	104,760.000	104,760.000
0254	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0256	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,100.000	2,100.000
0258	SPV.0035	Special 01. Foundation Backfill	CY	417.000	417.000
0260	SPV.0060	Special 01. W Beam End Section Rounded Steel Plate Beam Guard Type 2	EACH	1.000	1.000
0262	SPV.0090	Special 01. Temporary Marking Crosswalk Paint Transverse Line 6-Inch	LF	628.000	628.000
0264	SPV.0090	Special 02. Temporary Marking Crosswalk Tape Transverse Line 6-Inch	LF	176.000	176.000

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CULVERT PIPE & ENDWALL REMOVALS

STATION	TO	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.9060.S.01 REMOVING (ITEM DESCRIPTION) (01. REMOVING APRON ENDWALLS) EACH	PIPE SIZE/TYPE	EXIST ENDWALL TYPE	REMARKS
262+57			STH 54 LT/RT	—	4	42-INCH CMCP	METAL	
293+75			STH 54 LT	—	1	48-INCH CPCS	METAL	ENDWALL LT ONLY
385+02	-	385+48	STH 54, 58' LT	1	—	24-INCH CMCP	METAL	
551+65			STH 54	1	—	30-INCH CMCP	METAL	
581+85			STH 54	1	—	48-INCH CMCP	METAL	
581+96			STH 54	1	—	48-INCH CMCP	METAL	
585+43			STH 54	1	—	48-INCH CMCP	METAL	
585+56			STH 54	1	—	48-INCH CMCP	METAL	
737+09			STH 54	1	—	64x43-INCH CSPA		
857+89			STH 54	1	—	42-INCH CMCP	METAL	
882+55			STH 54	1	—	30-INCH CMCP	METAL	
			TOTAL 0010	9	5			

REMOVING PAVEMENTS

STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
259+84	-	263+51	17' RT	—	110	ADJACENT TO REMOVED GUARDRAIL
260+57	-	263+40	17' LT	—	79	ADJACENT TO REMOVED GUARDRAIL
291+73	-	296+44	17' LT	—	89	ADJACENT TO REMOVED GUARDRAIL
334+49	-	334+65	12' LT	12	—	SHOULDER ABUTTING B-31-71
334+89	-	334+99	12' RT	6	—	SHOULDER ABUTTING B-31-71
336+62	-	336+46	13' LT	4	—	SHOULDER ABUTTING B-31-71
336+71	-	336+87	12' RT	12	—	SHOULDER ABUTTING B-31-71
445+32	-	445+42	LT	—	4	CTH C NW QUAD; SEE CURB RAMP DETAILS
445+83	-	445+97	LT	—	5	CTH C NE QUAD; SEE CURB RAMP DETAILS
FROM "DRIVEWAY, CURB & GUTTER" TABLE				408	275	
			TOTAL 0010	442	562	

PREPARE FOUNDATION

STATION	TO	STATION	LOCATION	211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (01. 4130-11-71) EACH	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA
241+07	-	938+90	PROJECT	1	—
247+37	-	332+30	STH 54 LT/RT	—	170
337+85	-	344+00	STH 54 RT	—	6
348+60	-	425+80	STH 54 LT/RT	—	155
465+00	-	938+90	STH 54 LT/RT	—	948
			TOTAL 0010	1	1,279

ASPHALTIC MILLING

CATEGORY	STATION	TO	STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
0010	244+15	-	263+17	STH 54	6,790	PROJECT START / HERITAGE RD
0010	263+17	-	293+07	STH 54	11,200	HERITAGE RD / HILLSIDE RD
0010	293+07	-	334+98	STH 54	14,500	HILLSIDE RD / B-31-71
0010	336+36	-	383+70	STH 54	17,700	B-31-71 / TOWNLINE RD
0010	383+70	-	417+49	STH 54	11,800	TOWNLINE RD / BRAEBURN AVE
0010	417+49	-	424+86	STH 54	3,340	BRAEBURN AVE / OLD ORCHARD AVE
0010	424+86	-	433+56	STH 54	3,680	OLD ORCHARD AVE / WEST AVE
0030	427+33	-	433+56	14' LT	420	PARKING LANE
0030	427+67	-	433+26	14' RT	370	PARKING LANE
0010	433+56	-	445+13	STH 54	5,030	WEST AVE / CTH C (NORTH)
0030	436+09	-	449+25	14' RT	870	PARKING LANE
0030	436+74	-	445+13	VARIES LT	560	PARKING LANE
0010	445+13	-	452+80	STH 54	3,400	CTH C (NORTH) / BURKE AVE
0030	446+17	-	452+79	VARIES LT	440	PARKING LANE
0030	450+57	-	465+01	VARIES RT	970	PARKING LANE
0010	452+80	-	465+06	STH 54	3,910	BURKE AVE / PARKING LANES EASTERN LIMIT
0030	453+73	-	465+05	VARIES LT	750	PARKING LANE
0010	465+06	-	489+63	STH 54	9,290	PARKING LANES EASTERN LIMIT / CREVICE RD
0010	489+63	-	527+85	STH 54	13,800	CREVICE RD / CTH E
0010	527+85	-	568+07	STH 54	14,200	CTH E / POPLAR LN
0010	568+07	-	606+61	STH 54	13,000	POPLAR LN / ELM RD
0010	606+61	-	640+12	STH 54	11,500	ELM RD / MOEDE RD
0010	640+12	-	696+00	STH 54	19,500	MOEDE RD / RIO CREEK RD SOUTH
0010	696+00	-	755+58	STH 54	23,100	RIO CREEK RD SOUTH / CHESTNUT DR
0010	755+58	-	813+16	STH 54	20,800	CHESTNUT DR / CTH D
0010	813+16	-	869+19	STH 54	19,900	CTH D / BIRCH RD
0010	816+19	-	938+90	STH 54	26,500	BIRCH RD / PROJECT END
				SUBTOTAL 0010	252,940	
				SUBTOTAL 0030	4,380	
				PROJECT TOTAL	257,320	

REMOVE ASPHALTIC BUTT JOINTS

STATION	TO	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMARKS
244+15	-	244+17	RT/LT	9	STH 54 TRAVEL LANES AND SHOULDERS
263+69	-	263+95	59' LT	6	HERITAGE RD
264+61	-	264+82	51' RT	5	HERITAGE RD
279+59	-	279+88	54' RT	6	VALLEY RD
280+06	-	280+38	58' LT	7	VALLEY RD
294+22	-	294+57	52' RT	8	HILLSIDE RD
334+47	-	334+49	0' LT/RT	6	WEST OF B-31-71
336+86	-	336+88	0' LT/RT	6	EAST OF B-31-71
340+02	-	340+46	40' LT	10	CEDAR DR
345+50	-	345+78	84' RT	6	HILLSIDE RD
345+62	-	346+00	58' LT	8	HILLSIDE RD
348+24	-	348+58	44' RT	7	HERITAGE RD
385+02	-	385+32	56' RT	7	TOWNLINE RD
418+77	-	419+11	76' LT	8	BRAEBURN AVE
426+18	-	426+56	59' RT	8	OLD ORCHARD AVE
426+21	-	426+56	63' LT	8	OLD ORCHARD AVE
434+75	-	435+07	69' LT	7	WEST AVE
434+80	-	435+14	65' RT	7	WEST AVE
445+40	-	445+86	55' LT	10	CTH C
449+59	-	449+99	47' RT	9	CTH C
453+14	-	453+36	37' LT	5	BURKE AVE
472+23	-	472+64	60' LT	9	SMITHWICK CT
490+30	-	490+61	59' LT	7	CREVICE RD
490+32	-	490+60	59' RT	6	CREVICE RD
515+75	-	516+01	54' RT	6	SOUTHVIEW LN
528+43	-	528+81	68' RT	8	CTH E
528+48	-	528+79	57' LT	7	PLEASANT RD
568+45	-	568+65	70' RT	5	POPLAR LN
606+96	-	607+23	51' RT	6	ELM RD
607+03	-	607+21	65' LT	4	WILLOW DR
640+43	-	640+66	47' RT	5	MOEDE RD
680+45	-	680+65	45' RT	5	WALTERS RD
696+74	-	696+94	80' RT	5	RIO CREEK RD
697+72	-	698+00	83' LT	7	CTH P
716+01	-	716+20	95' LT	6	CTH K
717+35	-	717+57	87' RT	6	CTH K
756+62	-	756+92	57' LT	7	CHESTNUT DR
783+68	-	783+92	63' LT	6	APPLE TREE LN
801+73	-	802+22	61' RT	11	CHURCH RD
813+57	-	814+14	62' RT	13	CTH D
814+87	-	815+05	110' LT	6	CTH D
870+51	-	870+73	82' RT	5	BIRCH RD
870+53	-	870+75	80' LT	5	BIRCH RD
924+53	-	924+86	48' RT	7	EVERGREEN DR
924+63	-	924+90	59' LT	6	EVERGREEN DR
938+88	-	938+90	LT/RT	9	STH 54 TRAVEL LANES AND SHOULDERS
			TOTAL 0010	320	

BASE AGGREGATE

STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
241+07	-	248+71	LT/RT	32	280	4.4	GR-1 SHOULDER/EAT GRADING
244+80	-	245+07	RT	55	—	0.8	B-31-21 STRUCTURE BACKFILL MATERIAL
245+00	-	245+28	LT	55	—	0.8	B-31-21 STRUCTURE BACKFILL MATERIAL
259+84	-	263+86	RT	26	—	0.4	GR-2 SHOUDLER GRADING
260+57	-	263+40	LT	18	—	0.3	GR-2 SHOUDLER GRADING
267+84	-	286+81	LT/RT	111	—	1.5	CURVE #2 - SHOULDER MATERIAL
293+00	-	294+25	LT	3	20	0.3	GR-3 SHOUDLER GRADING
331+44	-	334+92	LT/RT	23	180	2.8	GR-4 SHOULDER/EAT GRADING
336+60	-	339+54	LT/RT	15	210	3.1	GR-5 SHOULDER/EAT GRADING
382+71	-	390+00	LT/RT	44	530	8.0	GR-6 SHOULDER/EAT GRADING
393+49	-	403+98	LT/RT	61	—	0.9	CURVE #4 - SHOULDER MATERIAL
408+48	-	413+83	LT/RT	31	—	0.4	CURVE #5 - SHOULDER MATERIAL
466+72	-	471+37	LT	36	280	4.4	GR-7 SHOULDER/EAT GRADING
468+91	-	475+40	RT	37	—	0.5	CURVE #8 - SHOULDER MATERIAL
551+28	-	552+02	LT/RT	12	200	3.0	CULVERT PIPE TRANSITION
561+65	-	575+26	LT/RT	79	—	1.1	CURVE #9 - SHOULDER MATERIAL
581+70	-	582+11	LT/RT	6	45	0.7	CULVERT PIPE REPACEMENT
585+28	-	585+71	LT/RT	7	43	0.7	CULVERT PIPE REPACEMENT
641+41	-	645+40	LT/RT	23	—	0.3	CURVE #10 - SHOULDER MATERIAL
648+00	-	654+89	LT/RT	34	540	8.0	GR-8 SHOULDER/EAT GRADING
651+10	-	651+39	RT	24	—	0.3	B-31-24 STRUCTURE BACKFILL MATERIAL
651+31	-	651+60	LT	24	—	0.3	B-31-24 STRUCTURE BACKFILL MATERIAL
663+31	-	666+48	LT/RT	18	—	0.3	CURVE #11 - SHOULDER MATERIAL
687+09	-	694+17	LT/RT	41	—	0.6	CURVE #12 - SHOULDER MATERIAL
709+15	-	715+84	LT/RT	31	470	7.0	GR-9 SHOULDER/EAT GRADING
721+03	-	736+65	LT/RT	91	—	1.3	CURVE #13 - SHOULDER MATERIAL
736+65	-	737+51	LT/RT	13	210	3.1	CULVERT PIPE TRANSITION
778+28	-	809+30	LT/RT	181	—	2.5	CURVE #14 - SHOULDER MATERIAL
816+05		825+40	LT/RT	55	—	0.8	CURVE #15 - SHOULDER MATERIAL
846+64		862+16	LT/RT	91	—	1.3	CURVE #16 - SHOULDER MATERIAL
857+48	-	858+30	LT/RT	13	220	3.3	CULVERT PIPE TRANSITION
882+37	-	882+74	LT/RT	6	10	0.2	CULVERT PIPE REPLACEMENT
FROM "FROST HEAVE REPAIRS" MQ TABLE				40	1,200	17.4	
FROM "PEDESTRIAN ACCOMADATION ITEMS" MQ TABLE				—	19	—	
FROM "DRIVEWAY, CURB & GUTTER" MQ TABLE				—	349	3.5	
			TOTAL 0010	1,337	4,806	84.3	

FROST HEAVE REPAIRS

STATION	TO	STATION	LOCATION	205.0100 EXCAVATION COMMON CY	209.2100 BACKFILL GRANULAR GRADE 2 CY	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0105 ASPHALTIC SURFACE TON	624.0100 WATER MGAL
363+77	-	365+17	LT/RT	749	340	20	610	188	8.8
630+49	-	631+85	LT/RT	698	313	20	590	183	8.5
			TOTAL 0010	(NOTE)	653	(NOTE)*	(NOTE)*	(NOTE)**	(NOTE)*

(NOTE) TOTAL QUANTITY SHOWN IN THE EATHWORK SUMMARY TABLE.
(NOTE)* TOTAL QUANTITY SHOWN IN THE "BASE AGGREGATE" TABLE.
(NOTE)** TOTAL QUANTITY SHOWN IN THE "ASPHALT ITEMS" TABLE.

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DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT	AVAILABLE MATERIAL	UNEXPANDED FILL	EXPANDED FILL FACTOR 1.33	MASS ORDINATE +/- (2)	WASTE (3)
DIVISION 1								
	241+06.806/248+70.71	GR-1	141	141	67	89	52	52
	262+00/263+12.747	GR-2	36	36	39	52	-16	0
	293+00/294+25	GR-3	38	38	73	97	-59	0
	331+43.756/334+92.216	GR-4	98	98	104	138	-40	0
	336+60/339+54.251	GR-5	72	72	92	122	-50	0
	382+71.56/390+00.014	GR-6	426	426	147	196	230	230
	466+71.96/471+37.181	GR-7	87	87	60	80	7	7
	646+93.672/655+50	GR-8	211	211	141	188	23	23
	708+95.311/715+85	GR-9	206	206	79	105	101	101
	01+01.028/01+92.893	TOWNLINE ROAD	6	6	11	15	-9	0
DIVISION 1 SUBTOTAL			1,321	1,321	813	1,081	240	414
GRAND TOTAL			1,321	1,321	813	1,081	240	414
QUANTITY FROM "CULVERT PIPES" MQ TABLE			846					
QUANTITY FROM "FROST HEAVE REPAIRS" MQ TABLE			1,447					
TOTAL COMMON EXC			3,614					

NOTES:
(1) AVAILABLE MATERIAL = CUT
EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
(2) 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.
(3) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

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CONCRETE PAVEMENT

STATION	TO	STATION	LOCATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	REMARKS
445+32	-	445+42	LT	4	CTH C NW QUAD; SEE CURB RAMP DETAILS
445+83	-	445+97	LT	5	CTH C NE QUAD; SEE CURB RAMP DETAILS
			TOTAL 0010	9	

FLUMES & SURFACE DRAINS

STATION	TO	STATION	LOCATION	416.1010 CONCRETE SURFACE DRAINS CY	465.0315 ASPHALTIC FLUMES SY	REMARKS
333+93	-	334+01	21'LT	3	—	GR-4 NW QUAD
334+41	-	334+50	17'RT	3	—	GR-4 SW QUAD
425+70	-	425+88	21'LT	—	10	OLD ORCHARD AVE NW QUAD
			TOTAL 0010	6	10	

CULVERT APRON ENDWALLS

STATION	LOCATION	521.0342 APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 42-INCH 4 TO 1 EACH	521.0348 APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 48-INCH 4 TO 1 EACH	521.1036 APRON ENDWALLS FOR CULVERT PIPE STEEL 36-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH
262+57	STH 54 LT/RT	4	—	—	—	—	—
293+75	STH 54 LT	—	1	—	—	—	—
551+65	STH 54 LT/RT	—	—	—	2	—	—
581+85	STH 54 LT/RT	—	—	—	—	—	2
581+95	STH 54 LT/RT	—	—	—	—	—	2
585+43	STH 54 LT/RT	—	—	—	—	—	2
585+56	STH 54 LT/RT	—	—	—	—	—	2
737+04	STH 54 LT/RT	—	—	—	—	2	—
737+13	STH 54 LT/RT	—	—	—	—	2	—
857+89	STH 54 LT/RT	—	—	—	—	2	—
882+55	STH 54 LT/RT	—	—	2	—	—	—
	TOTAL 0010	4	1	2	2	6	8

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CULVERT PIPES

STATION	EXIST INLET ELEV.	EXIST DISCH. ELEV.	PROP'D INLET ELEV.	PROP'D DISCH. ELEV.	PROP'D SLOPE	205.0100 EXCAVATION COMMON CY	465.0105 ASPHALTIC SURFACE TON	521.3148 CULVERT PIPE CORRUGATED STEEL 48-INCH LF	522.0148 CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH LF	522.0430 CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	522.0442 CULVERT PIPE REINFORCED CONCRETE CLASS IV 42-INCH LF	530.0136 CULVERT PIPE CORRUGATED POLYETHYLENE 36-INCH LF	SPV.0035.01 SPECIAL (01. FOUNDATION BACKFILL) CY	REMARKS
293+78	---	---	---	728.05	---	—	—	4	—	—	—	—	—	
551+64	727.95	727.81	728.00	727.70	0.44%	280	89	—	—	68	—	—	138	30-FT PIPE TRANSITION
581+83	702.95	702.40	702.90	702.40	0.63%	—	—	—	80	—	—	—	—	
581+94	702.91	702.24	702.90	702.40	0.63%	—	23	—	80	—	—	—	—	
585+41	703.56	702.90	703.50	703.00	0.52%	—	—	—	96	—	—	—	—	
585+53	703.54	703.13	703.50	703.00	0.52%	—	24	—	96	—	—	—	—	
737+07	704.47	701.93	702.50	702.00	0.66%	282	—	—	—	—	76	—	139	30-FT PIPE TRANSITION
737+15	---	---	702.50	702.00	0.66%	—	101	—	—	—	76	—	—	SEE ABOVE REMARK
857+92	657.06	655.93	657.00	656.00	1.47%	284	91	—	—	—	68	—	140	30-FT PIPE TRANSITION
882+57	652.27	652.23	652.20	651.90	0.28%	—	6	—	—	—	—	108	—	
				TOTAL 0010		(NOTE)	(NOTE)*	4	352	68	220	108	417	

(NOTE) TOTAL QUANTITY SHOWN IN THE EARTHWORK SUMMARY TABLE.
(NOTE)* TOTAL QUANTITY SHOWN IN "ASPHALT ITEMS" TABLE

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ASPHALT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	REMARKS
0010	244+15	-	263+17	STH 54	395	920	1,580	—	—	PROJECT START / HERITAGE RD
0010	263+17	-	293+07	STH 54	640	1,490	2,560	—	—	HERITAGE RD / HILLSIDE RD
0010	293+07	-	334+98	STH 54	843	1,960	3,370	—	—	HILLSIDE RD / B-31-71
0010	336+36	-	383+70	STH 54	1,000	2,330	4,000	—	—	B-31-71 / TOWNLINE RD
0010	383+70	-	417+49	STH 54	683	1,590	2,730	—	—	TOWNLINE RD / BRAEBURN AVE
0010	417+49	-	424+86	STH 54	183	430	730	—	—	BRAEBURN AVE / OLD ORCHARD AVE
0010	424+86	-	433+56	STH 54	190	440	760	—	—	OLD ORCHARD AVE / WEST AVE
0030	427+33	-	433+56	14' LT	—	50	90	—	—	PARKING LANE
0030	427+67	-	433+26	14' RT	—	40	80	—	—	PARKING LANE
0010	433+56	-	445+13	STH 54	—	600	1,040	—	—	WEST AVE / CTH C (NORTH)
0030	436+09	-	449+25	14' RT	—	100	180	—	—	PARKING LANE
0030	436+74	-	445+13	VARIES LT	—	70	120	—	—	PARKING LANE
0010	445+13	-	452+80	STH 54	—	410	700	—	—	CTH C (NORTH) / BURKE AVE
0030	446+17	-	452+79	VARIES LT	—	50	90	—	—	PARKING LANE
0030	450+57	-	465+01	VARIES RT	—	120	200	—	—	PARKING LANE
0010	452+80	-	465+06	STH 54	—	470	800	—	—	BURKE AVE / PARKING LANES EASTERN LIMIT
0030	453+73	-	465+05	VARIES LT	—	90	150	—	—	PARKING LANE
0010	465+06	-	489+63	STH 54	—	1,220	2,100	—	—	PARKING LANES EASTERN LIMIT / CREVICE RD
0010	489+63	-	527+85	STH 54	—	1,830	3,150	—	—	CREVICE RD / CTH E
0010	527+85	-	568+07	STH 54	—	1,910	3,280	—	—	CTH E / POPLAR LN
0010	568+07	-	606+61	STH 54	—	1,760	3,030	—	—	POPLAR LN / ELM RD
0010	606+61	-	640+12	STH 54	—	1,560	2,670	—	—	ELM RD / MOEDE RD
0010	640+12	-	696+00	STH 54	—	2,600	4,470	—	—	MOEDE RD / RIO CREEK RD SOUTH
0010	696+00	-	755+58	STH 54	—	3,000	5,150	—	—	RIO CREEK RD SOUTH / CHESTNUT DR
0010	755+58	-	813+16	STH 54	—	2,740	4,700	—	—	CHESTNUT DR / CTH D
0010	813+16	-	869+19	STH 54	—	2,670	4,580	—	—	CTH D / BIRCH RD
0010	869+19	-	938+90	STH 54	—	3,390	5,820	—	—	BIRCH RD / PROJECT END
0010	UNDISTRIBUTED				—	—	—	—	250	MISCELLANEOUS REPAIRS / RAMPING
0010	FROM "CULVERT PIPES" TABLE				—	—	—	334	—	
0010	FROM "DRIVEWAY, CURB & GUTTER" TABLE				—	—	—	209	—	
0010	FROM "FROST HEAVE REPAIRS" TABLE				—	—	—	371	—	
				SUBTOTAL 0010	3,933	33,320	57,220	914	250	
				SUBTOTAL 0030	—	520	910	—	—	
				PROJECT TOTAL	3,933	33,840	58,130	914	250	

PWL MIXTURE TABLE

THE FOLLWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

LOCATION	STATION	BID ITEM	MIXTURE USE	UNDERLYING SURFACE	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12-FOOT DRIVING LANES	244+15 TO 334+50, 336+36 TO 938+90	4 MT 58-28 S	UPPER LAYER	4 MT 58-28 S	18,100	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12-FOOT DRIVING LANES	244+15 TO 334+50, 336+36 TO 938+90	4 MT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	19,950	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
PAVED SHOULDER (5-FOOT TYP.) & INTERSECTIONS	244+15 TO 334+98, 336+36 TO 938+90	4 MT 58-28 S	UPPER LAYER	4 MT 58-28 S	9,120	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
PAVED SHOULDER (5-FOOT TYP.) & INTERSECTIONS	244+15 TO 334+98, 336+36 TO 938+90	4 MT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE, EXISTING BASE AGGREGATE	10,050	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
VILLAGE OF CASCO PARKING LANES	427+33 TO 465+05	4 MT 58-28 S	UPPER LAYER	4 MT 58-28 S	430	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
VILLAGE OF CASCO PARKING LANES	427+33 TO 465+05	4 MT 58-28 S	LOWER LAYER	4 MT 58-28 S	480	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
CULVERT PIPES	VARIES	ASPHALTIC SURFACE	CULVERT PATCHES	BASE AGGREGATE	334	6" TOTAL	QMP WAIVED PER SPECIAL PROVISIONS	ACCEPTANCE BY ORDINARY COMPACTION STANDARD SPECIFICATION 465.3.1
FROST HEAVES	VARIES	ASPHALTIC SURFACE	FROST HEAVE PATCHES	BASE AGGREGATE	371	6" TOTAL	QMP WAIVED PER SPECIAL PROVISIONS	ACCEPTANCE BY ORDINARY COMPACTION STANDARD SPECIFICATION 465.3.1

PWL VOLUMETRICS AND DENSITY

STATION	TO	STATION	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP DENSITY EACH	REMARKS
	PROJECT		1	—	
244+15	-	938+90	—	1	LOWER LAYER, OVER ASPHAL T (NOTE)
426+82	-	459+00	—	1	LOWER LAYER, OVER CONCRETE PAVEMENT
244+15	-	938+90	—	1	UPPER LAYER
			1	3	

(NOTE) EXCLUDES FROM STATION 426+82 TO STATION 459+00

RUMBLE STRIPS

STATION	TO	STATION	LOCATION	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL TYPE 1 LF	465.0475 ASPHALT CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF	REMARKS
244+15	-	334+25	STH 54	13,760	7,010	PROJECT START / KEWAUNEE RIVER BRIDGE
336+87	-	417+00	STH 54	8,640	—	KEWAUNEE RIVER BRIDGE / BRAEBURN AVE
350+60	-	417+00	STH 54	—	5,040	HILLSIDE RD / BRAEBURN AVE
492+00	-	915+00	STH 54	55,830	33,910	CREVICE RD / SUNSET AVE
			TOTAL 0010	78,230	45,960	

FILE NAME : N:\PDS\...\030200_mq.pptx PLOT DATE : June 14, 1911 PLOT BY : A.R.H. PLOT NAME : PLOT SCALE : 1:1

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DRIVEWAY, CURB & GUTTER

STATION	TO	STATION	LOCATION	* 204.0100 REMOVING CONCRETE PAVEMENT SY	* 204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	** 416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.0610 DRILLED TIE BARS EACH	*** 465.0105 ASPHALTIC SURFACE TON	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	611.8115 ADJUSTING INLET COVERS EACH	624.0100 WATER MGAL	REMARKS
334+01	-	334+41	25'LT	—	36	—	—	—	—	4	—	40	—	—	ADJACENT TO PROPOSED GUARDRAIL
334+50	-	334+90	20'RT	—	33	—	—	—	—	3	—	40	—	—	ADJACENT TO PROPOSED GUARDRAIL
425+88	-	426+18	21'LT	—	17	51	7	—	2	5	51	—	—	0.07	OLD ORCHARD NW QUAD
426+65	-	427+12	35' RT	—	18	54	8	—	4	6	54	—	—	0.08	OLD ORCHARD SE QUAD
426+71	-	427+28	35' LT	—	28	84	12	—	4	9	84	—	—	0.12	OLD ORCHARD NE QUAD
430+85	-	430+96	23'RT	—	4	11	2	—	4	1	11	—	1	0.02	STANDALONE SOUTH
431+25	-	431+35	22'LT	—	3	10	1	—	4	1	10	—	1	0.01	STANDALONE NORTH
434+05	-	434+68	VARIES	35	24	72	22	35	4	7	72	—	1	0.22	WEST AVE NW QUAD; DRIVEWAY
434+30	-	434+80	VARIES	—	22	67	9	—	2	7	67	—	1	0.09	WEST AVE SW QUAD
435+15	-	435+60	VARIES	—	18	53	7	—	4	5	53	—	1	0.07	WEST AVE NE QUAD
435+16	-	436+18	VARIES	6	40	121	19	6	2	12	121	—	1	0.19	WEST AVE SE QUAD; REMOVE D/W APRON
443+74	-	443+85	32'LT	4	—	11	3	—	4	2	11	—	—	0.03	STANDALONE
444+87	-	445+38	32' LT	25	—	74	17	—	4	12	74	—	1	0.17	CTH C (NORTH) NW QUAD
445+07	-	445+35	29' RT	8	—	24	6	—	2	4	24	—	1	0.06	CTH C (NORTH) MID-BLOCK CROSSING
445+85	-	446+05	30' LT	10	—	30	7	—	—	5	30	—	1	0.07	CTH C (NORTH) NE QUAD
447+30	-	447+77	29' LT	49	—	47	22	34	4	7	47	—	—	0.22	REMOVE/REPLACE D/W APRON
449+25	-	449+59	28' RT	15	—	45	10	—	4	7	45	—	—	0.10	CTH C (SOUTH) SW QUAD
450+01	-	450+39	31' RT	43	—	94	25	10	4	15	94	—	—	0.25	CTH C (SOUTH) SE QUAD; REMOVE/REPLACE D/W APRON
450+02	-	450+50	24' LT	16	—	47	11	—	4	7	47	—	—	0.11	CTH C (NORTH) MID-BLOCK CROSSING
452+31	-	452+47	22'RT	5	—	15	3	—	4	2	15	—	—	0.03	STANDALONE
452+74	-	453+14	27'LT	7	—	21	5	—	2	3	21	—	—	0.05	NW QUAD BURKE
453+08	-	453+43	23'LT	11	—	—	8	—	4	5	34	—	1	0.08	GUTTER GOING ACROSS BURKE
453+42	-	453+53	27'LT	8	—	25	6	—	2	4	25	—	—	0.06	NE QUAD BURKE
454+69	-	455+10	26'RT	13	—	40	9	—	4	6	40	—	1	0.09	CURB REPLACEMENT, STANDALONE
454+71	-	456+07	21.5' LT	61	—	136	37	16	4	22	136	—	1	0.37	REMOVE/REPLACE D/W APRONS
457+43	-	458+54	22' LT	44	—	111	28	7	4	18	111	—	—	0.28	REMOVE/REPLACE D/W APRON
460+72	-	462+35	22' LT	48	17	157	60	48	4	23	157	—	2	0.60	REMOVE/REPLACE D/W APRONS
462+62	-	463+05	22'RT	—	15	44	6	—	4	6	44	—	1	0.06	CURB REPLACEMENT, STANDALONE
			TOTAL 0010	(NOTE)	(NOTE)	1,444	(NOTE)*	156	88	(NOTE)**	1,478	80	15	(NOTE)*	

* REMOVE CONCRETE PAVEMENT AND ASPHALTIC SURFACE FOR CURB AND GUTTER FORMING/SLIP FORM PAVING.
**SEE THE "CONCRETE DRIVEWAY APRON DETAIL" IN THE CONSTRUCTION DETAILS OF THE PLAN.
*** SEE TYPICAL SECTIONS FOR ASPHALTIC SURFACES THICKNESS. QUANTITY REFLECTS FULL-DEPTH INSTALLATION.
(NOTE) TOTAL QUANTITY SHOWN IN "REMOVING PAVEMENTS" MQ TABLE.
(NOTE)* TOTAL QUANTITY SHOWN IN "BASE AGGREGATE" MQ TABLE.
(NOTE)** TOTAL QUANTITY SHOWN IN "ASPHALT ITEMS" MQ TABLE.

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3

CURB RAMPS AND SIDEWALK

STATION	TO	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	REMARKS
426+05	-	426+13	36' LT	13	9	210	—	16	OLD ORCHARD AVE NW QUAD
426+65	-	427+12	35' RT	26	—	120	10	—	OLD ORCHARD AVE SE QUAD
426+71	-	427+08	35' LT	19	—	180	—	18	OLD ORCHARD AVE NE QUAD
434+18	-	434+62	31' LT	33	24	180	20	—	WEST AVE NW QUAD
434+30	-	434+74	30' RT	26	26	250	10	17	WEST AVE SW QUAD
435+26	-	435+74	30' LT	36	—	320	10	17	WEST AVE NE QUAD
435+27	-	435+87	30' RT	32	—	350	10	17	WEST AVE SE QUAD
444+87	-	445+38	32' LT	59	38	530	20	—	CTH C (NORTH) NW QUAD
445+07	-	445+35	29' RT	33	21	300	10	—	CTH C (NORTH) MID-BLOCK CROSSING
445+85	-	446+05	30' LT	15	—	140	10	—	CTH C (NORTH) NE QUAD
449+25	-	449+59	28' RT	26	13	230	—	17	CTH C (SOUTH) SW QUAD
450+01	-	450+39	31' RT	44	54	400	20	—	CTH C (SOUTH) SE QUAD
450+02	-	450+50	24' LT	23	39	210	10	—	CTH C (SOUTH) MID-BLOCK CROSSING
452+75	-	453+12	27' LT	19	—	170	10	—	BURKE AVE NW QUAD
453+40	-	453+54	27' LT	7	—	63	10	—	BURKE AVE NE QUAD
			TOTAL 0010	411	224	3,653	150	102	

SALVAGED GUARDRAIL

614.0920

STATION	TO	STATION	LOCATION	SALVAGED RAIL LF	REMARKS
242+50	-	246+91	20' RT	440	GR-1
243+42	-	247+96	20' LT	450	GR-1
260+13	-	263+93	20' RT	380	GR-2
260+86	-	263+67	20' LT	350	GR-2; INCLUDES RADIUS
292+01	-	296+18	20' LT	410	GR-3
332+96	-	334+42	22.5' LT	150	GR-4
333+06	-	334+92	22.5' RT	190	GR-4
336+43	-	337+91	22.5' LT	150	GR-5
336+93	-	337+91	22.5' RT	100	GR-5
385+36	-	388+54	20' LT	330	GR-6; RADIUS GUARDRAIL
385+36	-	387+80	20' RT	270	GR-6; INCLUDES RADIUS
467+61	-	471+09	20' LT	350	GR-7
648+36	-	652+78	20' RT	440	GR-8
649+68	-	654+09	20' LT	440	GR-8
710+39	-	714+15	20' RT	410	GR-9
711+25	-	715+55	20' LT	430	GR-9
			TOTAL 0010	5,290	

RIPRAP AND GEOTEXTILE

STATION	TO	STATION	LOCATION	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	645.0130 GEOTEXTILE TYPE R SY
262+00	-	262+80	LT	57	—	—	134
293+66	-	293+96	LT	15	—	—	56
333+93	-	334+01	LT	—	3	10	—
334+41	-	334+50	RT	—	3	10	—
			TOTAL 0010	72	6	20	190

GUARDRAIL ITEMS

STATION	TO	STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2310 MGS GUARDRAIL 3 HS LF	614.2330 MGS GUARDRAIL 3 K LF	614.2340 MGS GUARDRAIL 3 L LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH	614.8010 ANCHOR POST ASSEMBLY TOP MOUNT EACH	SPV.0060.01 SPECIAL (01. W BEAM END SECTION ROUNDED STEEL PLATE BEAM GUARD TYPE 2) EACH	REMARKS
242+55	-	243+08	RT	—	—	—	—	—	—	1	—	—	—	GR-1
243+08	-	246+33	RT	275	75	—	—	—	—	—	—	8	—	GR-1
246+33	-	246+86	RT	—	—	—	—	—	—	1	—	—	—	GR-1
243+53	-	244+06	LT	—	—	—	—	—	—	1	—	—	—	GR-1
244+06	-	247+43	LT	262.5	75	—	—	—	—	—	—	8	—	GR-1
247+43	-	247+96	LT	—	—	—	—	—	—	1	—	—	—	GR-1
2+27	-		HERITAGE RD; LT	—	—	—	—	—	—	—	—	—	1	INSTALL ON EXISTING GUARDRAIL
332+62	-	333+15	RT	—	—	—	—	—	—	1	—	—	—	GR-4
333+15	-	334+53	RT	137.5	—	—	—	—	—	—	—	—	—	GR-4
334+53	-	334+92	RT	—	—	—	—	—	39.4	—	—	—	—	GR-4
333+01	-	333+55	LT	—	—	—	—	—	—	1	—	—	—	GR-4
333+55	-	334+05	LT	50	—	—	—	—	—	—	—	—	—	GR-4
334+04	-	334+44	LT	—	—	—	—	—	39.4	—	—	—	—	GR-4
336+43	-	336+82	LT	—	—	—	—	—	39.4	—	—	—	—	GR-5
336+82	-	337+82	LT	100	—	—	—	—	—	—	—	—	—	GR-5
337+82	-	338+36	LT	—	—	—	—	—	—	1	—	—	—	GR-5
336+93	-	337+32	RT	—	—	—	—	—	39.4	—	—	—	—	GR-5
337+32	-	337+82	RT	50	—	—	—	—	—	—	—	—	—	GR-5
337+82	-	338+36	RT	—	—	—	—	—	—	1	—	—	—	GR-5
384+20	-	384+73	LT	—	—	—	—	—	—	1	—	—	—	GR-6
384+73	-	385+64	LT	91	—	—	—	—	—	—	—	—	—	GR-6
385+64	-	386+14	LT	—	—	50	—	—	—	—	—	—	—	GR-6
386+14	-	387+98	LT	184	—	—	—	—	—	—	—	—	—	GR-6
387+98	-	388+51	LT	—	—	—	—	—	—	1	—	—	—	GR-6
385+35	-	385+35	RT	28	—	—	—	—	—	—	1	—	—	GR-6
385+35	-	385+89	RT	—	—	—	—	75	—	—	—	—	—	GR-6
385+89	-	387+27	RT	137.5	—	—	—	—	—	—	—	—	—	GR-6
387+27	-	387+80	RT	—	—	—	—	—	—	1	—	—	—	GR-6
467+83	-	468+36	LT	—	—	—	—	—	—	1	—	—	—	GR-7
468+36	-	468+74	LT	38	—	—	—	—	—	—	—	—	—	GR-7
468+74	-	469+49	LT	—	—	75	—	—	—	—	—	—	—	GR-7
469+49	-	470+61	LT	112.5	—	—	—	—	—	—	—	—	—	GR-7
470+55	-	471+09	LT	—	—	—	—	—	—	1	—	—	—	GR-7
648+34	-	648+87	RT	—	—	—	—	—	—	1	—	—	—	GR-8
648+87	-	652+36	RT	275	75	—	—	—	—	—	—	8	—	GR-8
652+33	-	652+86	RT	—	—	—	—	—	—	1	—	—	—	GR-8
649+69	-	650+22	LT	—	—	—	—	—	—	1	—	—	—	GR-8
650+24	-	653+49	LT	262.5	75	—	—	—	—	—	—	8	—	GR-8
653+59	-	654+13	LT	—	—	—	—	—	—	1	—	—	—	GR-8
710+38	-	710+92	RT	—	—	—	—	—	—	1	—	—	—	GR-9
710+92	-	712+42	RT	150	—	—	—	—	—	—	—	—	—	GR-9
712+42	-	713+48	RT	—	—	—	106.25	—	—	—	—	—	—	GR-9
713+48	-	714+05	RT	56	—	—	—	—	—	—	—	—	—	GR-9
714+05	-	714+58	RT	—	—	—	—	—	—	1	—	—	—	GR-9
711+25	-	711+78	LT	—	—	—	—	—	—	1	—	—	—	GR-9
711+78	-	712+71	LT	94	—	—	—	—	—	—	—	—	—	GR-9
712+71	-	713+78	LT	—	—	—	106.25	—	—	—	—	—	—	GR-9
713+78	-	714+91	LT	112.5	—	—	—	—	—	—	—	—	—	GR-9
714+91	-	714+44	LT	—	—	—	—	—	—	1	—	—	—	GR-9
			TOTAL 0010	2,416	300	125	212.50	75	158	21	1	32	1	

3

RESTORATION ITEMS

STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	REMARKS
241+97	-	248+36	RT	—	500	0.32	9.0	—	11.2	GR-1
242+80	-	248+70	LT	—	410	0.26	7.4	—	9.2	GR-1
262+00	-	263+14	RT	—	180	0.11	3.2	—	4.0	CULVERT PIPE
293+00	-	294+25	LT	—	240	0.15	4.3	—	5.4	CULVERT PIPE
331+43	-	334+62	LT	—	270	0.17	4.9	—	6.0	GR-4
331+43	-	334+92	RT	—	370	0.23	6.7	—	8.3	GR-4
336+30	-	339+51	LT	—	290	0.18	5.2	—	6.5	GR-5
336+80	-	339+54	RT	340	—	0.21	—	6.1	7.6	GR-5
382+72	-	388+92	LT	—	1,030	0.65	18.5	—	23.1	GR-6
385+35	-	389+25	RT	—	470	0.30	8.5	—	10.5	GR-6
425+88	-	427+27	LT	50	—	0.03	—	0.9	1.1	OLD ORCHARD AVE NORTH CURB RAMPS
426+61	-	427+10	RT	40	—	0.03	—	0.7	0.9	OLD ORCHARD AVE SOUTH CURB RAMP
434+45	-	435+72	LT	47	—	0.03	—	0.8	1.1	WEST AVE NORTH CURB RAMPS
434+30	-	435+87	RT	50	—	0.03	—	0.9	1.1	WEST AVE SOUTH CURB RAMPS
449+28	-	450+79	RT	25	—	0.02	—	0.5	0.6	CTH C SOUTH CURB RAMPS
452+74	-	455+00	LT	30	—	0.02	—	0.5	0.7	BURKE AVE CURB RAMPS
466+71	-	471+37	LT	—	530	0.33	9.5	—	11.9	GR-7
551+13	-	552+18	LT	—	90	0.06	1.6	—	2.0	CULVERT PIPE
551+13	-	552+18	RT	—	140	0.09	2.5	—	3.1	CULVERT PIPE
581+32	-	582+49	LT	—	190	0.12	3.4	—	4.3	CULVERT PIPE
581+32	-	582+49	RT	—	210	0.13	3.8	—	4.7	CULVERT PIPE
584+79	-	585+98	RT	—	210	0.13	3.8	—	4.7	CULVERT PIPE
585+01	-	586+20	LT	—	210	0.13	3.8	—	4.7	CULVERT PIPE
646+93	-	651+06	RT	—	260	0.16	—	4.7	5.8	GR-8
651+35	-	654+69	RT	—	270	0.17	4.9	—	6.0	GR-8
648+34	-	654+99	LT	—	360	0.23	6.5	—	8.1	GR-8
709+01	-	713+00	RT	—	320	0.20	5.8	—	7.2	GR-9
713+00	-	715+84	RT	—	400	0.25	7.2	—	9.0	GR-9
710+00	-	715+84	LT	—	530	0.33	9.5	—	11.9	GR-9
736+57	-	737+63	LT	140	—	0.09	—	2.5	3.1	CULVERT PIPE
736+65	-	737+63	RT	—	170	0.11	3.1	—	3.8	CULVERT PIPE
857+31	-	858+43	RT	—	100	0.06	1.8	—	2.2	CULVERT PIPE
857+40	-	858+43	LT	—	150	0.09	2.7	—	3.4	CULVERT PIPE
881+98	-	883+10	LT	—	240	0.15	4.3	—	5.4	CULVERT PIPE
882+05	-	883+05	RT	—	240	0.15	4.3	—	5.4	CULVERT PIPE
			TOTAL 0010	722	8,380	5.73	146.2	17.7	203.9	

EROSION CONTROL MOBILIZATIONS

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
PROJECT	36	4
TOTAL 0010	36	4

CULVERT MARKERS

STATION	TO	STATION	LOCATION	633.5200 MARKERS CULVERT END EACH
262+50	-	262+64	LT/RT	2
293+70	-	293+75	LT	1
551+65	-	551+68	LT/RT	2
581+85	-	581+99	LT/RT	2
585+43	-	585+58	LT/RT	2
717+69	-	717+72	LT/RT	2
737+04	-	737+15	LT/RT	2
857+90	-	857+93	LT/RT	2
882+55	-	882+58	LT/RT	2
			TOTAL 0010	17

EROSION CONTROL

STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2002 EROSION MAT CLASS I TYPE A SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH	REMARKS
241+91	-	248+36	RT	190	190	—	—	500	—	—	30	—	—	GR-1
242+73	-	248+70	LT	400	400	—	—	410	—	—	—	—	—	GR-1
262+00	-	262+80	LT	110	110	—	—	—	—	—	—	—	—	
262+00	-	263+14	RT	—	—	—	—	180	—	—	—	12	—	CULVERT PIPE
293+00	-	294+25	LT	48	48	—	—	240	—	—	40	—	—	CULVERT PIPE
331+43	-	334+62	LT	350	350	—	—	270	—	—	—	—	—	GR-4
331+43	-	335+05	RT	270	270	—	—	370	—	—	—	6	—	GR-4
336+30	-	339+51	LT	—	—	—	—	290	—	—	20	—	—	GR-5
336+80	-	339+63	RT	290	290	—	—	340	—	—	—	—	—	GR-5
382+72	-	388+92	LT	350	350	—	—	1,030	—	—	60	—	—	GR-6
385+35	-	389+25	RT	96	96	—	—	470	—	—	50	3	—	GR-6
425+81	-	427+27	LT	51	51	—	50	—	—	—	—	—	—	OLD ORCHARD AVE NORTH
426+61	-	427+10	RT	—	—	—	40	—	—	—	—	—	—	OLD ORCHARD AVE SOUTH
430+90	-		20' RT	—	—	—	—	—	—	1	—	—	—	
431+29	-		20' LT	—	—	—	—	—	—	1	—	—	—	
434+09	-		25' LT	—	—	—	—	—	—	1	—	—	—	
434+42	-		29' RT	—	—	—	—	—	—	1	—	—	—	
434+45	-	435+72	LT	56	56	—	—	47	—	—	—	—	—	WEST AVE NORTH
434+30	-	435+87	RT	—	—	—	—	50	—	—	—	—	—	WEST AVE SOUTH
435+54	-		24' LT	—	—	—	—	—	—	1	—	—	—	
435+70	-		25' RT	—	—	—	—	—	—	1	—	—	—	
443+64	-		25' RT	—	—	—	—	—	—	1	—	—	—	
443+76	-		26' LT	—	—	—	—	—	—	1	—	—	—	
445+35	-		29' RT	—	—	—	—	—	1	—	—	—	—	
445+37	-		27' LT	—	—	—	—	—	1	—	—	—	—	
445+86	-		27' LT	—	—	—	—	—	1	—	—	—	—	
449+28	-	450+79	RT	—	—	—	—	25	—	—	—	—	—	CTH C SOUTH
452+74	-	455+00	LT	—	—	—	—	30	—	—	—	—	—	BURKE AVE
454+94	-		19' RT	—	—	—	—	—	—	1	—	—	—	
454+98	-		19' LT	—	—	—	—	—	—	1	—	—	—	
463+17	-		21' RT	—	—	—	—	—	—	1	—	—	—	
463+18	-		21' LT	—	—	—	—	—	—	1	—	—	—	
466+60	-	471+45	LT	480	480	—	—	530	—	—	—	—	—	GR-7
551+13	-	552+18	LT	120	120	90	—	—	—	—	—	4	—	CULVERT PIPE
551+13	-	552+18	RT	120	120	140	—	—	—	—	20	—	—	CULVERT PIPE
581+32	-	582+49	LT	140	140	190	—	—	—	—	—	12	—	CULVERT PIPE
581+32	-	582+49	RT	140	140	210	—	—	—	—	—	—	—	CULVERT PIPE
584+79	-	585+98	RT	140	140	210	—	—	—	—	—	—	—	CULVERT PIPE
585+01	-	586+20	LT	140	140	210	—	—	—	—	—	12	—	CULVERT PIPE
648+34	-	654+99	LT	140	140	—	—	410	—	—	20	—	—	GR-8
648+86	-	654+69	RT	130	130	—	—	510	—	—	30	—	—	GR-8
708+95	-	715+84	RT	560	560	—	—	720	—	—	—	—	—	GR-9
709+94	-	715+84	LT	520	520	—	—	530	—	—	—	—	—	GR-9
717+21	-	718+18	LT	—	—	—	—	77	—	—	20	—	—	CULVERT PIPE
717+52	-	718+18	RT	—	—	—	—	73	—	—	—	2	—	CULVERT PIPE
736+57	-	737+63	LT	110	110	—	—	140	—	—	20	—	—	CULVERT PIPE
736+65	-	737+63	RT	130	130	170	—	—	—	—	—	12	—	CULVERT PIPE
857+31	-	858+43	RT	130	130	100	—	—	—	—	—	6	—	CULVERT PIPE
857+40	-	858+43	LT	130	130	150	—	—	—	—	20	—	—	CULVERT PIPE
881+98	-	883+10	LT	140	140	—	—	240	—	—	—	—	—	CULVERT PIPE
882+05	-	883+05	RT	130	130	—	—	240	—	—	—	5	—	CULVERT PIPE
UNDISTRIBUTED			VARIES	1,420	1,420	370	22	470	—	—	83	19	100	
			TOTAL 0010	7,031	7,031	1,840	112	8,192	3	12	413	93	100	

TRAFFIC CONTROL

CLOSURE/SIGNING TYPE	STATION	LOCATION	DAYS IN SERVICE	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	REMARKS
CONSTRUCTION START	241+06	STH 54; S. PROJECT LIMITS	7	35	—	—	—	—	—	7	7-DAY ADVANCE CONSTRUCTION NOTICE
"	938+90	STH 54; N. PROJECT LIMITS	7	35	—	—	—	—	—	7	7-DAY ADVANCE CONSTRUCTION NOTICE
ADVANCE WARNING - MAINLINE	241+06	STH 54; S. PROJECT LIMITS	50	—	—	—	250	—	—	—	(1)
"	938+90	STH 54; N. PROJECT LIMITS	50	—	—	—	250	—	—	—	(1)
ADVANCE WARNING - SIDEROADS	VARIES	ALL SIDE ROADS	50	—	—	—	2,000	—	—	—	(1)
ADVANCE WARNING - MILLED SURFACES	VARIES	STH 54	32	—	—	—	288	—	—	—	(2)
SHOULDER CLOSURES - GUARDRAIL WORK	VARIES	STH 54	10	300	—	—	—	—	—	—	(3)
CURB RAMP CONSTRUCTION											
STAGE 1	VARIES	STH 54	8	240	—	—	—	—	—	—	
STAGE 2	VARIES	STH 54	8	200	—	—	—	—	—	—	
STAGE 3	VARIES	STH 54	8	200	—	—	—	—	—	—	
CTH C TO CTH K	530+00	STH 54	5		45	50	35	—	—	—	(4)
"	606+00	STH 54	5	—	45	50	35	—	—	—	(4)
CTH K TO STH 42	717+00	STH 54	8	—	56	64	8	—	—	—	(5)
"	756+63	CHESTNUT DR	8	—	24	48	32	—	—	—	(6)
"	801+87	CHURCH RD	8	—	24	48	32	—	—	—	(6)
"	814+30	CTH D	8	—	16	32	16	—	—	—	(7)
"	870+64	BIRCH RD	8	—	40	80	48	—	—	—	(6)
"	924+00	STH 54	8	—	72	112	56	—	—	—	(4)
SUMMARY OF DETOUR SIGN QUANTITY											
CTH C TO CTH K	—	—	5	—	10	20	300	2	52	14	
CTH K TO STH 42	—	—	8	—	32	64	616	5	62	14	
FROM "PEDESTRIAN ACCOMADATION ITEMS" TABLE				—	—	—	149	—	—	—	
		TOTAL 0010		1,010	364	568	4,115	7	114	42	

(1) SEE "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER" OR "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" SDD.
(2) SEE "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" SDD.
(3) SEE "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" SDD.
(4) SEE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" (DETAIL C) SDD.
(5) SEE "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" (DETAIL D) SDD.
(6) SEE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" (DETAIL 4) SDD.
(7) SEE DETOUR DETAILS AND "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" (DETAIL 3) SDD.

PEDESTRIAN ACCOMADATION ITEMS

LOCATION	DAYS IN SERVICE	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	643.0410 TRAFFIC CONTROL BARRICADES TYPE II DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	SPV.0090.01 SPECIAL (01. TEMPORARY MARKING CROSSWALK PAINT TRANSVERSE LINE 6-INCH) LF	SPV.0090.02 SPECIAL (02. TEMPORARY MARKING CROSSWALK TAPE TRANSVERSE LINE 6-INCH) LF	REMARKS
STAGE 1											
OLD ORCHARD AVE (NORTH)	5	12	10	10	480	10	20	108	83	—	M4-60L, M4-60R
WEST AVE (SOUTH)	5	2	10	10	81	20	40	—	170	—	M4-60L, M4-60R
CTH C NORTH (NW QUAD)	5	—	10	10	138	20	40	72	215	96	M4-60L, M4-60R
CTH C SOUTH (SE QUAD)	5	2	25	25	83	30	60	—	80	80	M4-60L, M4-60R, R9-3A, R9-9
STAGE 2											
OLD ORCHARD AVE (SOUTH)	4	—	8	8	—	—	—	—	—	—	R9-3A , R9-9
WEST AVE (NORTH)	4	—	16	16	—	16	—	—	—	—	M4-60R, 34-60L, R9-3A
CTH C NORTH (MID BLOCK)	4	—	12	12	—	8	—	—	—	—	M4-60L, R9-3A, R9-9, R9-9A
CTH C SOUTH (MID BLOCK)	4	—	24	28	—	16	—	—	—	—	M4-60R, M4-60L, R9-3A, R9-9, R9-9A
STAGE 3											
CTH C NORTH (NE QUAD)	3	2	9	9	75	—	—	—	—	—	M4-60L, R9-3A , R9-9
CTH C SOUTH (SW QUAD)	3	—	9	9	—	12	20	—	—	—	M4-60L, M6-60R, R9-3A
BURKE AVE	3	1	9	12	60	12	20	—	80	—	M6-60L, M4-60R, R9-9, R9-9A
	TOTAL 0010	(NOTE)	142	(NOTE)*	917	144	200	180	628	176	

(NOTE) BASE AGGREGATE IS TO BE USED IN CONJUNCTION WITH ITEM "644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT". TOTAL QUANTITY SHOWN IN THE "BASE AGGREGATE" MQ TABLE.
(NOTE)* TOTAL QUANTITY SHOWN IN THE "TRAFFIC CONTROL" MQ TABLE.

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY - CTH C - CTH K

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 5 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 TRAFFIC CONTROL SIGNS PCMS DAY	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 54, W. OF WEST CTH C, PLACE 1500' W. OF CTH C INTERSECTION	W 20-2A	48"X48"	1	5	5							
2	STH 54, W. OF WEST CTH C, PLACE 1000' W. OF CTH C INTERSECTION	FMS	78"X48"	1					26				SEE SIGN DETAIL SHEET
3	STH 54, W. OF WEST CTH C, PLACE 500' W. OF CTH C INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-2	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
	"	MO 5-1L	21"X21"	1	5	5							
4	STH 54, W. OF WEST CTH C, PLACE 100' W. OF CTH C INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-2	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
	"	MO 6-1	21"X21"	1	5	5							LEFT
5	CTH C, S. OF STH 54, MODIFY EXISTING J13-2 SIGN AS SHOWN	MO 6-1	21"X21"	1	5	5							LEFT
5A	STH 54, E. OF WEST CTH C, PLACE 100' E. OF CTH C INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-2	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
	"	MO 6-1	21"X21"	1	5	5							RIGHT
6	STH 54, AT WEST CTH C, PLACE IN SE QUADRANT OF WEST CTH C INTERSECTION	R 11-3B	60"X30"	1	5	5	5	10					XX MILES AHEAD, MODIFY DISTANCE AS CULVERT LOCATION CHANGES
	"	M 4-9L	30"X24"	1	5	5							
7	STH 54, E. OF EAST CTH C, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
8	STH 54, E. OF CTH C, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
9	CTH C, N. OF STH 54, MODIFY EXISTING J13-2 SIGN AS SHOWN	MO 6-1	21"X21"	1	5	5							RIGHT
10	CTH C, N. OF STH 54, PLACE 250' N. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-2	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
11	CTH C, N. OF STH 54, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	5	5							
12	CTH C, S. OF CTH K, PLACE 500' S. OF CTH K INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-2	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
	"	MO 5-1R	21"X21"	1	5	5							
13	CTH C, S. OF CTH K, PLACE 250' S. OF CTH K INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-4	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
14	CTH C, AT CTH K, PLACE RIGHT OF EXISTING J13-2 SIGN AT CTH K INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-2	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
	"	MO 6-1	21"X21"	1	5	5							RIGHT
15	CTH K, AT CTH C, PLACE RIGHT OF EXISTING J13-2 SIGN AT CTH C INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-4	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
	"	MO 6-1	21"X21"	1	5	5							LEFT
16	CTH C, E. OF CTH K, PLACE 250' E. OF CTH K INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-2	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
	PAGE SUBTOTALS			41		195	5	10	26	7		1	

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TRAFFIC CONTROL DETOUR SIGN SUMMARY - CTH C - CTH K

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 5 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 TRAFFIC CONTROL SIGNS PCMS DAY	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
17	CTH C, E. OF CTH K, PLACE 500' E. OF CTH K INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-4	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
	"	MO 5-1L	21"X21"	1	5	5							
18	CTH K, W. OF STH 54, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	5	5							
19	CTH K, W. OF STH 54, PLACE 250' W. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-4	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
20	CTH K, AT STH 54, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	5	5							LEFT
21	STH 54, W. OF CTH K, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
22	STH 54, W. OF CTH K, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
23	STH 54, AT CTH K, PLACE ON RIGHT SHOULDER IN NW QUADRANT OF INTERSECTION	R 11-3B	60"X30"	1	5	5	5	10					XX MILES AHEAD, MODIFY DISTANCE AS CULVERT LOCATION CHANGES
	"	M 4-9R	30"X24"	1	5	5							
24	CTH K, AT STH 54, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-6	21"X21"	1	5	5							AHEAD-RIGHT
25	STH 54, AT CTH K, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH K INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-4	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
	"	MO 6-1	21"X21"	1	5	5							RIGHT
26	STH 54, E. OF CTH K, PLACE 500' E. OF CTH K INTERSECTION	MO 4-8	24"X12"	1	5	5							
	"	M 3-4	24"X12"	1	5	5							
	"	M 1-6	24"X24"	1	5	5							54
	"	MO 5-1R	21"X21"	1	5	5							
27	STH 54, E. OF CTH K, PLACE 1000' E. OF CTH K INTERSECTION	FMS	78"X48"	1					26				SEE SIGN DETAIL SHEET
28	STH 54, E. OF CTH K, PLACE 1500' E. OF CTH K INTERSECTION	W 20-2A	48"X48"	1	5	5							
	PAGE SUBTOTALS			23		105	5	10	26	7		1	
	CTH C - CTH K DETOUR TOTALS			**64**		**300**	**10**	**20**	**52**	**14**		**2**	

NOTE: THE QUANTITIES FOR THESE BID ITEMS ARE SUMMARIZED IN THE "TRAFFIC CONTROL" MQ TABLE.

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TRAFFIC CONTROL DETOUR SIGN SUMMARY - CTH K - STH 42

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 8 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 TRAFFIC CONTROL SIGNS PCMS DAY	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 54, W. OF CTH K, PLACE 1500' W. OF CTH K INTERSECTION	W 20-2A	48"X48"	1	8	8							
2	STH 54, W. OF CTH K, PLACE 1000' W. OF CTH K INTERSECTION	FMS	78"X48"	1					26				SEE SIGN DETAIL SHEET
3	STH 54, W. OF CTH K, PLACE 500' W. OF CTH K INTERSECTION	MO 4-8	24"X12"	1	8	8							
	"	M 3-2	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
	"	MO 5-1R	21"X21"	1	8	8							
4	STH 54, AT CTH K, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH K INTERSECTION	MO 4-8	24"X12"	1	8	8							
	"	M 3-2	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
	"	MO 6-1	21"X21"	1	8	8							RIGHT
5	CTH K, AT STH 54, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-6	21"X21"	1	8	8							AHEAD-RIGHT
6	TH 54, AT CTH K, PLACE ON RIGHT SHOULDER IN NE QUADRANT OF INTERSECTIO	R 11-3B	60"X30"	1	8	8	8	16					XX MILES AHEAD, MODIFY AS CLOSURE LOCATION CHANGES
	"	M 4-9R	30"X24"	1	8	8							
7	STH 54, E. OF CTH K, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
8	CTH K, AT STH 54, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	8	8							LEFT
9	STH 54, E. OF CTH K, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
10	CTH K, E. OF STH 54, PLACE 250' E. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	8	8							
	"	M 3-2	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
11	CTH K, E. OF STH 54, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	8	8							
12	CTH K, W. OF CTH D, PLACE 250' W. OF CTH D INTERSECTION	MO 4-8	24"X12"	1	8	8							
	"	M 3-2	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
	"	MO 6-1	21"X21"	1	8	8							AHEAD
13	CTH K, E. OF CTH D, PLACE 250' E. OF CTH D INTERSECTION	MO 4-8	24"X12"	1	8	8							
	"	M 3-4	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
	"	MO 6-1	21"X21"	1	8	8							AHEAD
14	STH 54, AT CTH D, PLACE IN ROADWAY ON WEST SIDE OF INTERSECTION	R 11-4	60"X30"	1	8	8	8	16					
	"	M 4-9L	30"X24"	1	8	8							
15	STH 54, AT CTH D, PLACE IN ROADWAY ON EAST SIDE OF INTERSECTION	R 11-4	60"X30"	1	8	8	8	16					
	"	M 4-9R	30"X24"	1	8	8							
16	CTH K, W. OF STH 42, PLACE 500' W. OF STH 42 INTERSECTION	MO 4-8	24"X12"	1	8	8							
	"	M 3-2	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
	"	MO 5-1L	21"X21"	1	8	8							
17	CTH K, W. OF STH 42, PLACE 250' W. OF STH 42 INTERSECTION	MO 4-8	24"X12"	1	8	8							
	"	M 3-4	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
18	H K, AT STH 42, PLACE RIGHT OF EXISTING J13-1 SIGN AT STH 42 INTERSECTI	MO 4-8	24"X12"	1	8	8							
	"	M 3-2	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
	"	MO 6-1	21"X21"	1	8	8							LEFT
	PAGE SUBTOTALS			42		320	24	48	26	7		1	

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TRAFFIC CONTROL DETOUR SIGN SUMMARY - CTH K - STH 42

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 8 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 TRAFFIC CONTROL SIGNS PCMS DAY	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
19	STH 42, S. OF CTH K, PLACE 1500' S. OF CTH K INTERSECTION	M 3-4	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
	"	W 20-2A	48"X48"	1	8	8							
20	STH 42, S. OF CTH K, PLACE 1000' S. OF CTH K INTERSECTION	FMS	78"X48"	1					26				SEE SIGN DETAIL SHEET
21	STH 42, S. OF CTH K, PLACE 500' S. OF CTH K INTERSECTION	MO 4-8	24"X12"	1	8	8							
	"	M 3-4	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
	"	MO 5-1L	21"X21"	1	8	8							
22	H 42, AT CTH K, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH K INTERSECTI	MO 4-8	24"X12"	1	8	8							
	"	M 3-4	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
	"	MO 6-1	21"X21"	1	8	8							LEFT
23	H 42, AT CTH K, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH K INTERSECTI	MO 4-8	24"X12"	1	8	8							
	"	M 3-4	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
	"	MO 6-1	21"X21"	1	8	8							RIGHT
24	STH 42, N. OF CTH K, PLACE 250' N. OF CTH K INTERSECTION	MO 4-8	24"X12"	1	8	8							
	"	M 3-2	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
25	STH 42, N. OF CTH K, PLACE 500' N. OF CTH K INTERSECTION	MO 4-8	24"X12"	1	8	8							
	"	M 3-4	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
	"	MO 5-1R	21"X21"	1	8	8							
26	STH 42, S. OF STH 54, COVER EXISTING J2-2 SIGN AS SHOWN										1	1	COVER "WEST 54 LEFT"
27	STH 42, S. OF STH 54, PLACE 250' S. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	8	8							
	"	M 3-4	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
28	STH 42, S. OF STH 54, COVER EXISTING D1-2 SIGN AS SHOWN										1	1	COVER "LEFT GREEN BAY"
29	STH 42, AT STH 54, COVER EXISTING J3-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
30	TH 54, AT STH 42, PLACE ON RIGHT SHOULDER IN NW QUADRANT OF INTERSECTIO	R 11-3B	60"X30"	1	8	8	8	16					XX MILES AHEAD, MODIFY AS CLOSURE LOCATION CHANGES
	"	M 4-9L	30"X24"	1	8	8							
31	STH 54, W. OF STH 42, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
32	STH 54, W. OF STH 42, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
33	STH 42, AT STH 54, MODIFY EXISTING J3-1 SIGN AS SHOWN	MO 4-8	24"X12"	1	8	8							
	"	MO 6-1	21"X21"	1	8	8							AHEAD
34	STH 42, AT STH 54, MODIFY EXISTING J3-1 SIGN AS SHOWN	MO 4-8	24"X12"	1	8	8							
	"	MO 6-1	21"X21"	1	8	8							AHEAD
35	STH 42, N. OF STH 54, MODIFY EXISTING J2-2 SIGN AS SHOWN	MO 4-8	24"X12"	1	8	8							
	"	MO 6-1	21"X21"	1	8	8							AHEAD
36	STH 42, N. OF STH 54, PLACE 1000' N. OF STH 54 INTERSECTION	FMS	48"X30"	1	8	8			10				SEE SIGN DETAIL SHEET
37	STH 42, N. OF STH 54, PLACE 1500' N. OF STH 54 INTERSECTION	M 3-4	24"X12"	1	8	8							
	"	M 1-6	24"X24"	1	8	8							54
	"	W 20-2A	48"X48"	1	8	8							
	PAGE SUBTOTALS			39		296	8	16	36	7		4	
	CTH K - STH 42 DETOUR TOTALS			**81**		**616**	**32**	**64**	**62**	**14**		**5**	

NOTE: THE QUANTITIES FOR THESE BID ITEMS ARE SUMMARIZED IN THE "TRAFFIC CONTROL" MQ TABLE.

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PERMANENT SIGNING

SIGN NO.	LOCATION	SIGN CODE	W X H	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.2102 MOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1	STH 54 LT AT HILLSIDE RD	W1-7	48" X 24"	1	8.0	—	1	
2	STH 54 LT AT GR-5	W14-3	---	1	—	1	1	
3	"	I55-56	---	1	—	1	1	CONSERVATION CLUB "ADOPT-A-HIGHWAY" SIGN
4	STH 54 RT AT GR-5	I55-56	---	1	—	1	1	LUXEBURG BELLS 4-H "ADOPT-A-HIGHWAY" SIGN
5	STH 54 LT AT GR-9		---	1	—	1	1	JUSTIN MAGLE "ADOPT-A-HIGHWAY" SIGN
			TOTAL 0010	5	8.0	4	5	

3

PAVEMENT MARKING

				643.3105			(NOTE) 643.3120			646.1020			646.1040	646.6464	
				TEMPORARY MARKING LINE PAINT 4-INCH			TEMPORARY MARKING LINE EPOXY 4-INCH			MARKING LINE EPOXY 4-INCH			MARKING LINE GROOVED WET REF EPOXY 4-INCH	COLD WEATHER MARKING EPOXY 4-INCH	
				YELLOW CENTERLINE			YELLOW CENTERLINE			YELLOW CENTERLINE			WHITE EDGELINE	CENTERLINE/EDGELINE	
				SINGLE SOLID	SKIPS	DOUBLE SOLID	SINGLE SOLID	SKIPS	DOUBLE SOLID	SINGLE SOLID	SKIPS	DOUBLE SOLID	SOLID		
STATION	TO	STATION	LOCATION	LF			LF	LF		LF	LF	LF	LF	LF	REMARKS
241+07	-	425+80	STH 54	—	—	—	—	—	—	—	—	—	35,378	—	
465+00	-	938+90	STH 54	—	—	—	—	—	—	—	—	—	92,245	—	
241+07	-	245+30	STH 54	1,269	102	—	423	34	—	423	106	—	—	—	
245+30	-	257+75	STH 54	—	299	—	—	100	—	—	311	—	—	—	
257+75	-	271+50	STH 54	4,125	330	—	1,375	110	—	1,375	344	—	—	—	
271+50	-	284+80	STH 54	—	—	7,980	—	—	2,660	—	—	2,660	—	—	
284+80	-	299+30	STH 54	4,350	348	—	1,450	116	—	1,450	363	—	—	—	
299+30	-	329+25	STH 54	—	719	—	—	240	—	—	749	—	—	—	
329+25	-	334+40	STH 54	1,545	124	—	515	41	—	515	129	—	—	—	
334+40	-	350+10	STH 54	—	—	9,420	—	—	3,140	—	—	3,140	—	—	
350+10	-	357+60	STH 54	2,250	180	—	750	60	—	750	188	—	—	—	
357+60	-	363+80	STH 54	—	—	3,720	—	—	1,240	—	—	1,240	—	—	
363+80	-	369+50	STH 54	1,710	137	—	570	46	—	570	143	—	—	—	
369+50	-	373+50	STH 54	—	96	—	—	32	—	—	100	—	—	—	
373+50	-	383+80	STH 54	3,090	248	—	1,030	83	—	1,030	258	—	—	—	
383+80	-	386+20	STH 54	—	58	—	—	19	—	—	60	—	—	—	
386+20	-	397+00	STH 54	3,240	259	—	1,080	86	—	1,080	270	—	—	—	
397+00	-	514+10	STH 54	—	—	70,260	—	—	8,420	—	—	23,420	—	—	SKIP IN RUMBLE STRIP INSTALLATION
514+10	-	525+75	STH 54	3,495	279	—	1,165	93	—	1,165	291	—	—	—	
525+75	-	544+60	STH 54	—	452	—	—	151	—	—	471	—	—	—	
544+60	-	555+00	STH 54	3,120	250	—	1,040	83	—	1,040	260	—	—	—	
555+00	-	571+10	STH 54	—	—	9,660	—	—	3,220	—	—	3,220	—	—	
571+10	-	580+40	STH 54	2,790	224	—	930	75	—	930	233	—	—	—	
580+40	-	599+45	STH 54	—	457	—	—	152	—	—	476	—	—	—	
599+45	-	603+69	STH 54	1,272	102	—	424	34	—	424	106	—	—	—	
603+69	-	609+65	STH 54	1,788	143	—	596	48	—	596	149	—	—	—	
609+65	-	610+65	STH 54	—	24	—	—	8	—	—	25	—	—	—	
610+65	-	620+20	STH 54	2,865	229	—	955	76	—	955	239	—	—	—	
620+20	-	634+70	STH 54	—	348	—	—	116	—	—	363	—	—	—	
			SUBTOTAL	36,909	5,409	101,040	12,303	1,803	18,680	12,303	5,634	33,680	127,623	—	

(NOTE) TEMPORARY MARKING LINE EPOXY 4-INCH TO BE USED ON THE UPPER LAYER OF PAVEMENT AND IN CONJUNCTION WITH CENTERLINE RUMBLE STRIP APPLICATION.

CONTINUED ON NEXT PAGE

PAVEMENT MARKING (CONTINUED)

STATION	TO	STATION	LOCATION	(NOTE) 643.3105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW CENTERLINE SINGLE SOLID LF	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW CENTERLINE SKIPS	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW CENTERLINE DOUBLE SOLID	643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH YELLOW CENTERLINE SINGLE SOLID LF	643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH YELLOW CENTERLINE SKIPS	643.3120 TEMPORARY MARKING LINE EPOXY 4-INCH YELLOW CENTERLINE DOUBLE SOLID	646.1020 MARKING LINE EPOXY 4-INCH YELLOW CENTERLINE SINGLE SOLID LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW CENTERLINE SKIPS	646.1020 MARKING LINE EPOXY 4-INCH YELLOW CENTERLINE DOUBLE SOLID	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH WHITE EDGELINE SOLID LF	646.6464 COLD WEATHER MARKING EPOXY 4-INCH CENTERLINE/EDGELINE LF	REMARKS
634+70	-	641+15	STH 54	1,935	155	—	645	52	—	645	161	—	—	—	
641+15	-	645+55	STH 54	—	106	—	—	35	—	—	110	—	—	—	
645+55	-	651+30	STH 54	1,725	138	—	575	46	—	575	144	—	—	—	
651+30	-	656+30	STH 54	—	120	—	—	40	—	—	125	—	—	—	
656+30	-	666+45	STH 54	3,045	244	—	1,015	81	—	1,015	254	—	—	—	
666+45	-	671+00	STH 54	—	—	2,730	—	—	910	—	—	910	—	—	
671+00	-	678+80	STH 54	2,340	187	—	780	62	—	780	195	—	—	—	
678+80	-	683+00	STH 54	—	—	2,520	—	—	840	—	—	840	—	—	
683+00	-	690+90	STH 54	2,370	190	—	790	63	—	790	198	—	—	—	
690+90	-	691+40	STH 54	—	—	300	—	—	100	—	—	100	—	—	
691+40	-	702+30	STH 54	3,270	262	—	1,090	87	—	1,090	273	—	—	—	
702+30	-	764+50	STH 54	—	1,493	—	—	498	—	—	1,555	—	—	—	
764+50	-	769+90	STH 54	1,620	130	—	540	43	—	540	135	—	—	—	
769+90	-	775+00	STH 54	—	123	—	—	41	—	—	128	—	—	—	
775+00	-	781+10	STH 54	1,830	147	—	610	49	—	610	153	—	—	—	
781+10	-	782+10	STH 54	—	—	600	—	—	200	—	—	200	—	—	
782+10	-	791+20	STH 54	2,730	219	—	910	73	—	910	228	—	—	—	
791+20	-	821+00	STH 54	—	—	17,880	—	—	5,960	—	—	5,960	—	—	
821+00	-	826+00	STH 54	1,500	120	—	500	40	—	500	125	—	—	—	
826+00	-	832+40	STH 54	1,920	154	—	640	51	—	640	160	—	—	—	
832+40	-	860+90	STH 54	—	684	—	—	228	—	—	713	—	—	—	
860+90	-	871+35	STH 54	3,135	251	—	1,045	84	—	1,045	261	—	—	—	
871+35	-	871+43	STH 54	—	—	48	—	—	16	—	—	16	—	—	
871+43	-	872+30	STH 54	—	—	522	—	—	174	—	—	174	—	—	
872+30	-	883+50	STH 54	3,360	269	—	1,120	90	—	1,120	280	—	—	—	
883+50	-	897+20	STH 54	—	329	—	—	110	—	—	343	—	—	—	
897+20	-	908+50	STH 54	3,390	272	—	1,130	91	—	1,130	283	—	—	—	
908+50	-	911+20	STH 54	—	—	1,620	—	—	540	—	—	540	—	—	
911+20	-	921+00	STH 54	2,940	235	—	980	78	—	980	245	—	—	—	
921+00	-	938+90	STH 54	—	430	—	—	143	—	—	448	—	—	—	
UNDISTRIBUTED				—	—	—	—	—	—	—	—	—	—	20,690	10% OF SUM OF ITEMS 646.1020 & 646.1040
			SUBTOTAL	37,110	6,256	26,220	12,370	2,085	8,740	12,370	6,517	8,740	—	20,690	
			TOTAL 0010		212,944			55,981			79,244		127,623	20,690	

(NOTE) TEMPORARY MARKING LINE EPOXY 4-INCH TO BE USED ON THE UPPER LAYER OF PAVEMENT AND IN CONJUNCTION WITH CENTERLINE RUMBLE STRIP APPLICATION.

CHANNELIZING MARKING

STATION	TO	STATION	LOCATION	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH LF
419+50	-	420+50	BRAEBURN AVE	100
473+00	-	474+00	SMITHWICK CT	100
427+00	-	428+00	CTH E	100
			TOTAL 0010	300

MARKING CURB PAINT

STATION	TO	STATION	LOCATION	646.8105 MARKING CURB PAINT LF	REMARKS
426+75	-	427+25	OLD ORCHARD AVE NORTH	105	REPLACE IN KIND
426+75	-	427+25	OLD ORCHARD AVE SOUTH	54	REPLACE IN KIND
434+00	-	434+75	WEST AVE NORTH	125	REPLACE IN KIND
434+00	-	434+75	WEST AVE SOUTH	188	REPLACE IN KIND
445+00	-	446+00	CTH C NORTH	104	REPLACE IN KIND
449+50	-	450+50	CTH C SOUTH	141	REPLACE IN KIND
453+00	-	453+50	BURKE AVE	46	REPLACE IN KIND
			TOTAL 0010	763	

3

CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01. 4130-11-71) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01. 4130-11-71) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
241+06	-	938+90	Project	—	—	69,551	—	1	1	—	
241+97	-	248+70	LT/RT	—	—	—	—	—	—	673	GR-1
262+00	-	263+13	LT/RT	—	—	—	—	—	—	113	
293+00	-	294+25	LT	—	1	—	—	—	—	125	
331+43	-	334+92	LT/RT	—	—	—	—	—	—	349	GR-4
336+30	-	339+54	LT/RT	—	—	—	—	—	—	324	GR-5
382+72	-	389+25	LT/RT	—	—	—	—	—	—	653	GR-6
425+88	-	426+18	LT	51	—	—	1	—	—	—	
426+65	-	427+12	RT	54	—	—	1	—	—	—	
426+71	-	427+28	LT	84	—	—	2	—	—	—	
434+05	-	434+68	LT	72	—	—	2	—	—	—	
434+30	-	434+80	RT	67	—	—	2	—	—	—	
435+15	-	435+74	LT	53	—	—	2	—	—	—	
435+16	-	436+18	RT	121	—	—	2	—	—	—	
444+87	-	445+38	LT	74	—	—	2	—	—	—	
445+07	-	445+35	RT	24	—	—	1	—	—	—	
445+85	-	446+05	LT	30	—	—	1	—	—	—	
449+25	-	449+59	RT	45	—	—	2	—	—	—	
450+01	-	450+39	RT	94	—	—	2	—	—	—	
450+02	-	450+50	LT	47	—	—	1	—	—	—	
452+75	-	453+12	LT	21	—	—	1	—	—	—	
453+40	-	453+54	LT	25	—	—	1	—	—	—	
466+71	-	471+37	LT/RT	—	—	—	—	—	—	450	GR-7
551+29	-	552+02	LT/RT	—	1	—	—	—	—	73	
581+76	-	582+09	LT/RT	—	2	—	—	—	—	33	
584+94	-	585+93	LT/RT	—	2	—	—	—	—	99	
646+93	-	654+99	LT/RT	—	—	—	—	—	—	806	GR-8
709+01	-	715+84	LT/RT	—	—	—	—	—	—	673	GR-9
717+21	-	718+18	LT/RT	—	1	—	—	—	—	97	
736+65	-	737+52	LT/RT	—	2	—	—	—	—	87	
857+46	-	858+30	LT/RT	—	1	—	—	—	—	84	
882+41	-	882+72	LT/RT	—	1	—	—	—	—	31	
			TOTAL 0010	862	11	69,551	23	1	1	4,670	

3

SAWING

STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
244+80	-	245+07	17' RT	31	—	
245+00	-	245+28	17' LT	31	—	
259+84	-	263+51	17' RT	400	—	SOUTH SAW CUT BEFORE HERITAGE
260+57	-	263+40	17' LT	280	—	NORTH SAW CUT BEFORE HERITAGE
333+93	-	334+49	17' LT	60	—	ASPHALT SAW CUT FOR ASPHALT FLUME, NORTH
334+41	-	334+89	17' RT	53	—	ASPHALT SAW CUT FOR ASPHALT FLUME, SOUTH
363+77	-	365+17	LT/RT	60	—	SAW CUTS FOR FROST HEAVE REPAIR
425+88	-	426+18	21' LT	63	10	OLD ORCHARD NW QUAD
426+65	-	427+12	35' RT	65	10	OLD ORCHARD SE QUAD
426+71	-	427+08	35' LT	96	10	OLD ORCHARD NE QUAD
430+85	-	430+96	23' RT	11	5	CURB REPLACEMENT, STANDALONE SOUTH
431+25	-	431+35	22' LT	10	5	CURB REPLACEMENT, STANDALONE NORTH
434+05	-	434+68	LT	83	25	WEST AVE NW QUAD, REMOVE REPLACE D/W REPLACE D/W APRON
434+30	-	434+80	RT	73	10	WEST AVE SW QUAD
435+15	-	435+60	LT	58	10	WEST AVE NE QUAD
435+16	-	436+18	RT	130	28	WEST AVE SE QUAD; REMOVE D/W APRON
443+74	-	443+85	32' LT	—	16	CURB REPLACEMENT, STANDALONE
444+87	-	445+38	32' LT	—	110	CTH C NW QUAD
445+07	-	445+35	29' RT	—	60	MID-BLOCK CROSSING SOUTH OF CTH C (NORTH)
445+85	-	446+05	30' LT	—	85	CTH C NE QUAD
447+30	-	447+77	29' LT	—	70	REMOVE/REPLACE D/W APRON
449+25	-	449+59	28' RT	—	79	CTH C SW QUAD
450+01	-	450+39	31' RT	—	140	CTH C SE QUAD; REMOVE/REPLACE D/W APRON
450+02	-	450+50	24' LT	—	70	MID-BLOCK CROSSING NORTH OF CTH C (SOUTH)
452+31	-	452+47	22'RT	—	26	CURB REPLACEMENT, STANDALONE
452+75	-	453+53	LT	—	140	BURKE AVE NE & NW QUADS. INCLUDES C&G ACROSS INT.
454+69	-	455+10	26' RT	—	51	CURB REPLACEMENT, STANDALONE
454+71	-	456+07	21.5' LT	—	170	REMOVE/REPLACE D/W APRONS
457+43	-	458+54	22' LT	—	130	REMOVE/REPLACE D/W APRON
460+72	-	462+35	22' LT	160	77	REMOVE/REPLACE D/W APRONS
462+62	-	463+05	22' RT	44	5	CURB REPLACEMENT, STANDALONE
551+30	-	552+00	LT/RT	60	—	SAW CUTS FOR CULVERT REPLACEMENT
581+70	-	582+11	LT/RT	60	—	SAW CUTS FOR CULVERT REPLACEMENT
585+28	-	585+71	LT/RT	60	—	SAW CUTS FOR CULVERT REPLACEMENT
630+49	-	631+85	LT/RT	60	—	SAW CUTS FOR FROST HEAVE REPAIR
651+10	-	651+39	17' RT	34	—	
651+31	-	651+60	17' LT	34	—	
736+67	-	737+49	LT/RT	60	—	SAW CUTS FOR CULVERT REPLACEMENT
857+50	-	858+28	LT/RT	60	—	SAW CUTS FOR CULVERT REPLACEMENT
882+37	-	882+74	LT/RT	60	—	SAW CUTS FOR CULVERT REPLACEMENT
			TOTAL 0010	2,196	1,342	

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
4130-11-21		
FEDERAL PROJECT NUMBER	4.01	10

PLAT OF RIGHT OF WAY REQUIRED FOR

LUXEMBURG - ALGOMA

VALLEY ROAD - SUNSET AVENUE

STH 54 KEWAUNEE COUNTY

4

CONVENTIONAL ABBREVIATIONS AND SYMBOLS

ACCESS POINT	AP	SECTION CORNER (MATERIAL AS NOTED)	
ACCESS RIGHTS	AR	SET R/W MONUMENT W/CAP (1-¼" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT)	
ACRES	AC		
CHORD BEARING	CH BRG		
CHORD DISTANCE	CH DIS		
DEED	(D)	FOUND TYPE 2 MON.	
DOCUMENT	DOC		
EAST BOUND	EB	FOUND 3/4" REBAR	
GAS VALVE	GV		
INLET	IL	SET P.K. NAIL	
LENGTH OF CURVE	L		
MANHOLE	MH	PROPOSED R/W	
MONUMENT	MON	BOUNDARY POINT	PR#000
NORTH BOUND	NB		
PAGE	PG	CORPORATE LIMITS	
PERMANENT	PERM	EXISTING R/W	
PERMANENT LIMITED EASEMENT	PLE	SECTION LINE	
PRIVATE DRIVEWAY	PD	QUARTER LINE	
PROPERTY LINE	PL	SIXTEENTH LINE	
RADIUS	RAD	PROPOSED OR NEW R/W LINE	
REFERENCE LINE	℄	PROPOSED EASEMENT LINE	
REMAINING	REM	CSM, SUBDIVISION, OR PLAT OF SURVEY LINE	
RIGHT OF WAY	R/W	PARCEL NUMBER	00
SECTION	SEC		
SECTION LINE	℄	UTILITY NUMBER	000
FOUND IRON PIPE	IP		
STATION	STA	SIGN NUMBER	0-0
TEMPORARY LIMITED EASEMENT	TLE		
TIE POINT	DBJ	PROPERTY LINE	PL
VOLUME	VOL	LOT, TIE AND OTHER MINOR DASHED LINES	
ADJOINING LANDS WITH SAME OWNER		ACCESS RESTRICTED (By Previous Project, Control)	
PARALLEL TO LINE	00'	ACCESS RESTRICTED (By Acquisition)	
BUILDING TO BE RAZED		NO ACCESS (By Statutory Authority)	
FEE ACQUISITION	VARIOUS HATCHING	LIMITED EASEMENT (Temporary)	
BEGIN POINT	BP	LIMITED EASEMENT (Permanent)	
END POINT	EP		

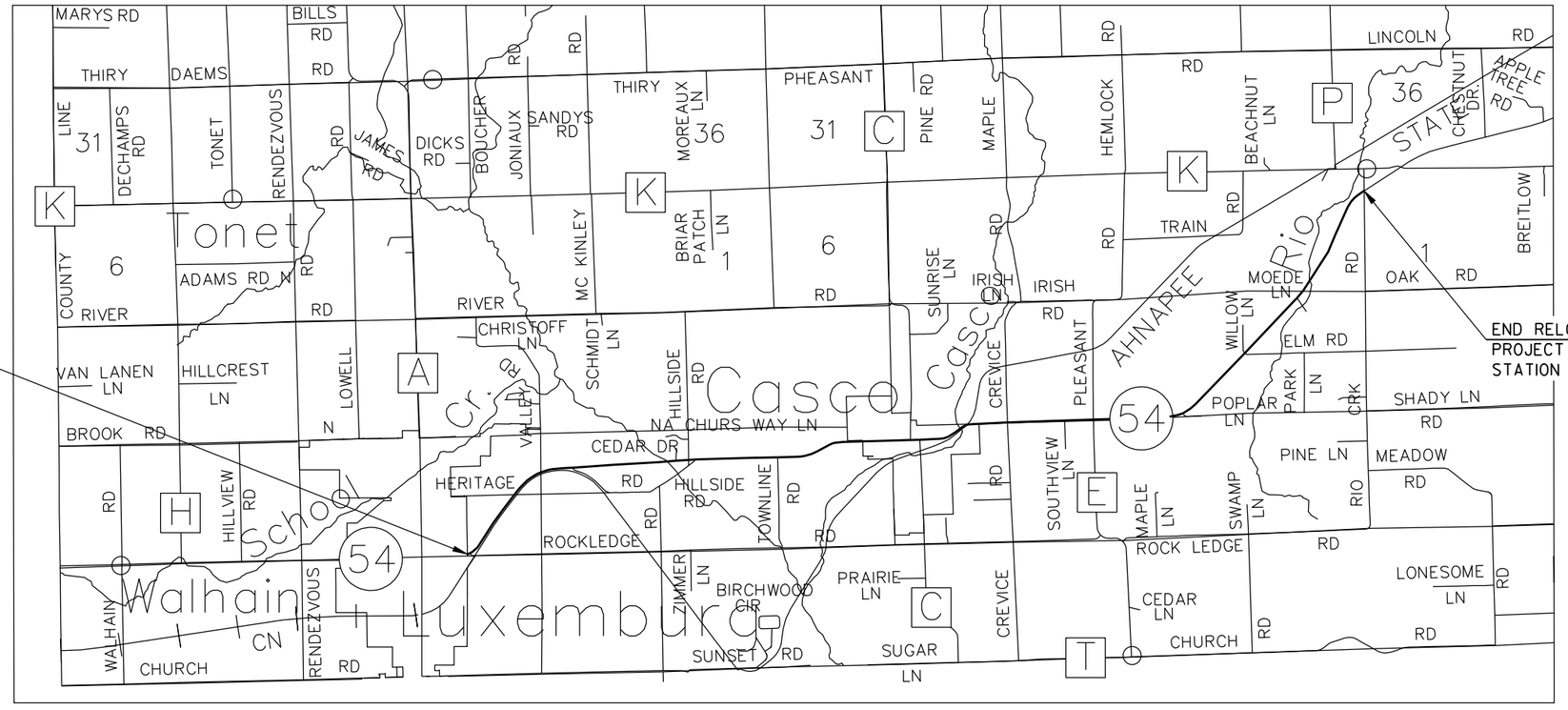
CONVENTIONAL UTILITY SYMBOLS

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

T-24-N

R-23-E

R-24-E



BEGIN RELOCATION ORDER
PROJECT 4130-10-21
STATION 238+91.76

END RELOCATION ORDER
PROJECT 4130-10-21
STATION 720+43.85

LAYOUT

0 1.0 MI.

SCALE

TOTAL NET LENGTH OF CENTERLINE = 9.12 MI.

GN

NOTES:

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 1" X 24" IRON PIPE) AND WILL BE PLACED PRIOR TO COMPLETION OF PROJECT.

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

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, KEWAUNEE COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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 AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): 4130-01-21, 4130-01-22, 4130-01-23, 3309, 3199,

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S)/DOC.#: 4130-01-21, 4130-01-22, 4130-01-23, 4130-01-29

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

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

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

REVISION DATE
6-29-2021

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED:

DATE: 5-26-2021 Curt VanEem

CURT VA

WISDOT/CADDS SHEET 100

SEC 204
KEW. CO. MON.
Y=468771.055
X=224722.085

T 24 N
15
R 23 E

TOWN

SE 1/4 - SW 1/4

N01° 09' 52"E 2651.44'

SE - SW
SW - SE

SAN

POST

FO

T

RIGHT-OF-WAY ℄

307 245+00

60.19'

59.81'

CAUTION

305

304

N 33° 56' 34" E 869.67'

TLE "A" FOR SLOPING

OF

STH 54

1

SW 1/4 - SE 1/4

GN

300

301

302

303

60.80'

306 240+50

32.20'

240

SEC 201
KEW. CO. MON
Y=466120.159
X=224668.206

T 24 N
15
22
R 23 E

TAX ID*012-00015-0680
ALT.*31-012-15.154

LUXEMBURG

POINT	-	POINT	BEARING	DISTANCE
201	-	300	N01°09'52"E	816.84'
300	-	302	S88°50'08"E	169.52'
302	-	305	N33°58'23"E	248.80'
305	-	304	S56°01'37"E	27.00'
304	-	303	S33°58'23"W	248.79'
303	-	302	N56°03'26"W	27.00'

POINT	STATION	OFFSET	COORDINATES
300	240+58.23	-110.22'	Y=466936.834 X=224684.805
301	241+29.20	0.00'	Y=466934.170 X=224815.874
302	241+50.00	32.30'	Y=466933.389 X=224854.285
303	241+50.00	59.30'	Y=466918.313 X=224876.684
304	243+98.79	59.43'	Y=467124.636 X=225015.710
305	243+98.81	32.43'	Y=467139.723 X=224993.319
306	240+50.00	0.00'	Y=466868.466 X=224771.652
307	245+00.00	0.00'	Y=467241.783 X=225022.917

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
1	WISCONSIN DEPARTMENT NATURAL RESOURCES (LESSOR) AND COUNTY OF KEWAUNEE (LESSEE)	TLE	-	-	-	0.154

REVISION DATE
6-29-2021 NC

DATE 5-26-2021

0 25 50
GRAPHIC SCALE, FEET

HWY: STH 54

COUNTY: KEWAUNEE

STATE R/W PROJECT NUMBER 4130-11-21

CONSTRUCTION PROJECT NUMBER _____

PLAT SHEET NO: 4.02

PS&E SHEET NO: 90 - E

GN

T 24 N
15
R 23 E

SEC 204
KEW. CO. MON.
Y=468771.055
X=224722.085

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
1	WISCONSIN DEPARTMENT NATURAL RESOURCES (LESSOR) AND COUNTY OF KEWAUNEE (LESSEE)	TLE	-	-	-	0.170

TOWN

NW 1/4 - SE 1/4

OF

SW 1/4 - SE 1/4

LUXEMBURG

NE - SW
NW - SE

1325.72'

2651.44'

NE - SW
SE - SW

NW - SE
SW - SE

N01° 09' 52"E

1325.72'

SE - SW
SW - SE

308

CURVE TABLE

CURVE	CH. DISTANCE	CH. BEARING	RADIUS	ARC LENGTH	PI COORDINATES
CUR1	101.66'	N34° 29' 03"E	5696.58'	101.66'	Y:467487.825' X: 225227.879'

POINT	-	POINT	BEARING	DISTANCE
201	-	308	N01°09'52"E	1325.72'
308	-	310	S89°44'44"E	502.79'
310	-	440	N33°58'26"E	2.77'
440	-	311	N34°29'03"E	101.66'
311	-	312	S54°59'02"E	27.00'
312	-	313	S34°09'53"W	270.09'
313	-	314	N56°01'37"W	27.00'
314	-	310	N33°58'23"E	166.15'

POINT	STATION	OFFSET	COORDINATES
308	244+86.07	-385.72'	Y=467445.607 X=224695.146
309	247+43.21	0.00'	Y=467443.547 X=225158.716
310	247+64.98	32.63'	Y=467443.373 X=225197.927
311	248+70.00	32.58'	Y=467529.467 X=225257.033
312	248+70.00	59.58'	Y=467513.974 X=225279.146
313	245+98.79	59.54'	Y=467290.496 X=225127.471
314	245+98.81	32.54'	Y=467305.583 X=225105.080
315	245+50.00	0.00'	Y=467283.263 X=225050.835
316	247+61.43	0.00'	Y=467458.664 X=225168.890
317	249+00.00	0.00'	Y=467572.682 X=225247.627
440	247+67.76	32.62'	Y=467445.669 X=225199.474

T 24 N
15
22
R 23 E

SEC 201
KEW. CO. MON.
Y=466120.159
X=224668.206

RIGHT-OF-WAY ℄

250

60.52'

317 249+00

32.48'

311

312

440

310

316

309

PC: 247+61.43

TAX ID*012-00015-0600
ALT.*31-012-15.143

TLE "B" FOR SLOPING

1

STH 54

N 33° 56' 34" E 869.67'

60.22'

315 245+50

59.78'

314

313

CAUTION

245

TAX ID*012-00015-0680
ALT.*31-012-15.154

SAN

FO

REVISION DATE	DATE 5-26-2021	0 25 50 GRAPHIC SCALE, FEET	HWY: STH 54	STATE R/W PROJECT NUMBER 4130-11-21	PLAT SHEET NO: 4.03	
6-29-2021 NC			COUNTY: KEWAUNEE	CONSTRUCTION PROJECT NUMBER ----------	PS&E SHEET NO: 91	- E

GN

TOWN

SEC 204
KEWAUNEE CO.
MONUMENT
Y=468771.055
X=224722.085

T 24 N
15
R 23 E

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			P.L.E. AREA	T.L.E. AREA
			NEW	EXISTING	TOTAL		
1	WISCONSIN DEPARTMENT NATURAL RESOURCES (LESSOR) AND COUNTY OF KEWAUNEE (LESSEE)	PLE & TLE	-	-	-	0.018	0.043

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYLINK	RELEASE OF RIGHTS

RIGHT-OF-WAY ℄

HERITAGE ROAD

SW - NE
NW - SE

S 89° 43' 20" E 2667.14'

SW - NE
SE - NE

SE - NE
NE - SE

318 264+27.38

319

N 39° 15' 05" E 327.38'
FROM PT.328 TO PT.318

SEC 203
KEWAUNEE CO.
MONUMENT
Y=468758.120
X=227389.194

T 24 N
15 14
R 23 E

STH 54

320

321

100

TLE "D" FOR
SLOPING
0.018 ACRE(S)

324

325

1

CALUMET

327

326

PLE "A" FOR
DRAINAGE

TLE "C" FOR
SLOPING
0.025 ACRE(S)

322

323

328 261+00

60.85'

32.15'

N 39° 15' 05" E 801.49'

260

TAX ID*012-00015-0540
ALT.*31-012-15.134

NW - SE
NE - SE

NW 1/4 - SE 1/4

OF

NE 1/4 - SE 1/4

LUXEMBURG

POINT	-	POINT	BEARING	DISTANCE
PLE				
203	-	319	N89°43'20"W	1144.88'
319	-	324	S39°13'07"W	173.22'
324	-	325	S50°44'55"E	17.96'
325	-	326	S39°15'05"W	45.00'
326	-	327	N50°44'56"W	17.93'
327	-	324	N39°13'07"E	45.02'
TLE				
203	-	319	N89°43'20"W	1144.88'
319	-	320	S39°13'07"W	128.22'
320	-	321	S50°44'55"E	17.98'
321	-	322	S39°15'05"W	150.00'
322	-	323	N50°44'55"W	17.90'
323	-	320	N39°13'07"E	150.00'

LESS EXCEPTING THE ABOVE FEE

POINT	STATION	OFFSET	COORDINATES
318	264+27.38	0.00'	Y=468763.872 X=226203.239
319	264+53.22	31.94'	Y=468763.673 X=226244.327
320	263+25.00	32.02'	Y=468664.334 X=226163.255
321	263+25.00	50.00'	Y=468652.956 X=226177.180
322	261+75.00	50.00'	Y=468536.800 X=226082.271
323	261+75.00	32.10'	Y=468548.123 X=226068.413
324	262+80.00	32.04'	Y=468629.471 X=226134.803
325	262+80.00	50.00'	Y=468618.109 X=226148.707
326	262+35.00	50.00'	Y=468583.262 X=226120.235
327	262+35.00	32.07'	Y=468594.607 X=226106.350
328	261+00.00	0.00'	Y=468510.362 X=225996.093

REVISION DATE	DATE 5-26-2021	0 25 50 GRAPHIC SCALE, FEET	HWY: STH 54	STATE R/W PROJECT NUMBER 4130-11-21	PLAT SHEET NO: 4.04	
6-29-2021 NC			COUNTY: KEWAUNEE	CONSTRUCTION PROJECT NUMBER ----------	PS&E SHEET NO: 92 -	E

GN

SEC 207
KEWAUNEE CO.
MONUMENT
Y=471399.335
X=227448.059

T 24 N
R 23 E
10 | 11
15 | 14

NW 1/4 - NW 1/4

NE 1/4 - NW 1/4

TOWN

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
2	RANDALL K. & MELISSA A. REVOCABLE TRUST	TLE	-	-	-	0.034
3	ROBERT A. & SANDRA E. WEIDNER	TLE & FEE	0.017	-	0.017	0.055

POINT	STATION	OFFSET	COORDINATES
329	289+66.65	-203.15'	Y=470073.589 X=228361.747
330	293+37.39	-188.11'	Y=470071.566 X=228732.784
331	293+30.36	-60.00'	Y=469943.286 X=228730.254
332	293+56.75	-60.00'	Y=469944.212 X=228756.624
333	293+96.75	-60.00'	Y=469945.615 X=228796.599
334	293+96.75	-41.63'	Y=469927.257 X=228797.244
335	293+56.75	-41.63'	Y=469925.849 X=228757.269
336	295+00.00	-60.00'	Y=469949.238 X=228899.788
337	295+00.00	-41.64'	Y=469930.894 X=228900.432
338	293+29.35	-41.62'	Y=469924.884 X=228729.891
339	292+50.00	-41.61'	Y=469922.089 X=228650.587
340	292+50.00	-60.00'	Y=469940.466 X=228649.942
341	296+00.00	0.00'	Y=469892.783 X=229001.832
342	287+35.59	0.00'	Y=469862.455 X=228137.956

POINT - POINT			BEARING	DISTANCE
FEE				
203	-	329	N01°16'36"E	1320.93'
329	-	330	S89°41'16"E	1314.18'
330	-	331	S01°07'48"W	128.30'
331	-	332	N87°59'22"E	26.39'
332	-	333	N87°59'22"E	40.00'
333	-	334	S02°00'38"E	18.37'
334	-	335	S87°58'54"W	40.00'
335	-	336	N02°00'38"W	18.37'
TLE				
203	-	329	N01°16'36"E	1320.93'
329	-	330	S89°41'16"E	1314.18'
330	-	331	S01°07'48"W	128.30'
331	-	336	N87°59'22"E	169.64'
336	-	337	S02°00'38"E	18.35'
337	-	339	S87°58'54"W	250.00'
339	-	340	N02°00'38"W	18.39'
340	-	331	N87°59'22"E	80.36'

LESS EXCEPTING THE ABOVE FEE

S 1° 16' 36" W 2641.87'

NW - NW / SW - NW

NW - NW / NE - NW

NE - NW / SE - NW

SW - NW / SE - NW

PL

329

330

OF

TAX ID#012-00014-0240
ALT.#31-012-14.071

TAX ID#012-00014-0206
ALT.#31-012-14.056

TLE "E" FOR SLOPING

TLE "EE" FOR SLOPING

0.011 AC

0.044 AC

2

3

331

332

333

334

335

336

337

338

339

340

PL

41.66'

40.84'

341 296+00

STH 54

290

295

N 87° 59' 22" E 6224.88'

PT:287+35.59 342

RIGHT-OF-WAY ℄

SEC 203
KEWAUNEE CO.
MONUMENT
Y=468758.120
X=227389.194

T 24 N
R 23 E
15 | 14

SE 1/4 - NW 1/4

LUXEMBURG

SW 1/4 - NW 1/4

REVISION DATE 6-29-2021 NC	DATE 5-26-2021	0 25 50 GRAPHIC SCALE, FEET	HWY: STH 54	STATE R/W PROJECT NUMBER 4130-11-21	PLAT SHEET NO: 4.05
			COUNTY: KEWAUNEE	CONSTRUCTION PROJECT NUMBER _____	PS&E SHEET NO: 93 - E

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
4	LISA A. KINNARD	TLE	-	-	-	143 sq. ft.
5	COUNTRY BIBLE INC. CHURCH	TLE	-	-	-	0.049

POINT	STATION	OFFSET	COORDINATES
343	333+28.07	-1,321.13'	Y=471343.905 X=232681.251
344	332+64.90	-55.89'	Y=470077.222 X=232662.518
345	332+90.00	-55.89'	Y=470078.106 X=232687.599
346	332+90.14	-60.00'	Y=470082.218 X=232687.599
347	333+25.00	-60.00'	Y=470083.441 X=232722.433
348	333+25.00	-55.89'	Y=470079.338 X=232722.577
349	337+03.74	59.05'	Y=469977.749 X=233105.112
350	338+45.00	75.00'	Y=469966.768 X=233246.849
351	338+45.00	59.03'	Y=469982.723 X=233246.289
352	337+19.95	75.26'	Y=469962.120 X=233121.882
353	332+00.00	0.00'	Y=470019.092 X=232599.615
354	332+62.11	0.00'	Y=470021.271 X=232661.690
355	338+46.04	0.00'	Y=470041.759 X=233245.260
356	339+00.00	0.00'	Y=470043.652 X=233299.185

POINT	-	POINT	BEARING	DISTANCE
TLE F				
206	-	344	N00°50'50"E	1361.51'
344	-	345	N87°58'54"E	25.10'
345	-	346	N00°00'00"E	4.11'
346	-	347	N87°59'22"E	34.86'
347	-	348	S02°00'38"E	4.10'
348	-	345	S87°58'54"W	35.00'
TLE G				
206	-	354	N00°50'50"E	1305.55'
354	-	355	N87°59'22"E	583.93'
355	-	351	S00°59'56"E	59.04'
351	-	350	S02°00'38"E	15.96'
350	-	352	S87°52'11"W	125.05'
352	-	349	N47°01'00"W	22.92'
349	-	351	N87°58'55"E	141.26'

TOWN

NE 1/4 - NE 1/4

NW 1/4 - NW 1/4

SW 1/4 - NW 1/4

SEC 343
KEWAUNEE CO.
MONUMENT
Y=471343.905
X=232681.251

SEC 206
KEWAUNEE CO.
MONUMENT
Y=468715.862
X=232642.384

T 24 N
R 23 E
11 12 14 13

GN

KEWAUNEE RIVER

PL

1

2

OF

NE - NE / NW - NW

SE - NE / SW - NW

LIMITED HIGHWAY EASEMENT PERM.
PROJECT:4130-01-22
VOL. 186 PG. 286
DOC.#277817

TLE "F" FOR SLOPING

DOT ACCESS CONTROL
VOL.212 PG.147
DOC.#297746

TAX ID#012-00013-0510
ALT.#31-012-13.0622

346 4 347 344 345 348

55.89'

2628.33'

N 0° 50' 50" E

NE - NE / SE - NE

333+00 353 354

59.11'

STH 54

NW - NW / SW - NW

N 87° 59' 22" E 6224.88'

335

RIGHT-OF-WAY ℄

339+00 356 355

60.97'

59.03'

349 352 351 350 5

TLE "G" FOR SLOPING

TAX ID#012-00013-0640
ALT.#31-012-13.077

LUXEMBURG

REVISION DATE	DATE 5-26-2021	0 25 50 GRAPHIC SCALE, FEET	HWY: STH 54	STATE R/W PROJECT NUMBER 4130-11-21	PLAT SHEET NO: 4.06	
6-29-2021 NC			COUNTY: KEWAUNEE	CONSTRUCTION PROJECT NUMBER ----------	PS&E SHEET NO: 94	E

GN

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
6	GC JACOBS, LLC.	FEE & TLE	87 sq. ft.	-	87 sq. ft.	300 sq. ft.
7	BANK OF LUXEMBURG	FEE & TLE	281 sq. ft.	-	281 sq. ft.	1250 sq. ft.

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYLINK	RELEASE OF RIGHTS
101	WISCONSIN PUBLIC SERVICE CORP.	RELEASE OF RIGHTS

VILLAGE

POINT - POINT			BEARING	DISTANCE
FEE PARCEL 6				
5	-	357	S00°05'55"E	690.86'
357	-	358	N89°43'34"W	914.61'
358	-	360	S89°35'56"W	210.71'
360	-	368	N00°17'25"E	36.47'
368	-	369	S89°31'36"W	10.91'
369	-	370	N33°25'02"E	19.39'
370	-	368	S00°48'37"E	16.10'
TLE "H"				
5	-	357	S00°05'55"E	690.86'
357	-	358	N89°43'34"W	914.61'
358	-	360	S89°35'56"W	210.71'
360	-	368	N00°17'25"E	36.47'
368	-	369	S89°31'36"W	10.91'
369	-	371	S89°31'36"W	12.05'
371	-	372	N33°25'03"E	40.81'
372	-	370	S00°48'37"E	17.78'
370	-	369	S33°25'02"W	19.39'

60.00'

OLD ORCHARD ROAD

LOT 1
CSM #484
VOL.3 PG.31-34
DOC.#349420

AGREEMENT
VILLAGE OF CASCO
VOL.71 PG.586
DOC.#168644

TAX ID#111-00020-0061
ALT.#31-111-BLK-B-3.1

EASEMENT
CASCO TELEPHONE COM.
VOL.172 PG.375
DOC.#261967

TLE "H" FOR SLOPING

TAX ID#111-00020-0062
ALT.#31-111-BLK-B-3.2

LOT 1
CSM #535
VOL.3 PG.123-125
DOC.#353671

AGREEMENT
VILLAGE OF CASCO
VOL.71 PG.586
DOC.#168644

EASEMENT
CASCO TELEPHONE COM.
VOL.172 PG.375
DOC.#261967

TLE "I" FOR SLOPING

SEC. 5
KEWAUNEE CO.
MONUMENT
Y=471354.771
X=242994.485

POINT - POINT			BEARING	DISTANCE
FEE PARCEL 7				
5	-	357	S00°05'55"E	690.86'
357	-	358	N89°43'34"W	914.61'
358	-	359	S89°35'56"W	150.01'
359	-	362	N00°48'37"W	36.54'
362	-	363	N00°48'37"W	28.62'
363	-	364	S35°08'29"E	34.80'
364	-	362	S89°31'36"W	19.62'
TLE "I"				
5	-	357	S00°05'55"E	690.86'
357	-	358	N89°43'34"W	914.61'
358	-	359	S89°35'56"W	150.01'
359	-	362	N00°48'37"W	36.54'
362	-	364	N89°31'36"E	19.62'
364	-	365	N35°08'29"W	27.44'
365	-	366	N90°00'00"E	64.06'
366	-	367	S00°00'00"E	22.04'
367	-	364	S89°31'36"W	48.26'

NE-NE
NW-NW
S/L
265L55'
Sta: 428+10.71

36.34'
46.21'
425
STH 54

N89° 35' 56"E 1145.81' R/L
FROM PT:414+37.89 TO POINT#360

N89° 35' 56"E 60.69' R/L

N89° 35' 56"E 150.01' R/L
FROM POINT#359 TO STA 428+10.71 (POINT#358)

S89° 43' 34"E
914.61' TO S/L

S00° 05' 55"E

OF

CASCO

NE 1/4 - NE 1/4

POINT	STATION	OFFSET	COORDINATES
357	437+25.32	0.00'	Y=470663.909 X=242995.667
358	428+10.71	0.00'	Y=470668.282 X=242081.070
359	426+60.69	0.00'	Y=470667.232 X=241931.060
360	426+00.00	0.00'	Y=470666.807 X=241870.367
361	425+00.00	0.00'	Y=470666.108 X=241770.369
362	426+60.43	-36.54'	Y=470703.773 X=241930.543
363	426+60.23	-65.16'	Y=470732.390 X=241930.138
364	426+80.06	-36.57'	Y=470703.935 X=241950.168
365	426+64.42	-59.12'	Y=470726.375 X=241934.373
366	427+28.48	-58.67'	Y=470726.375 X=241998.431
367	427+28.32	-36.63'	Y=470704.334 X=241998.431
368	426+00.44	-36.47'	Y=470703.278 X=241870.552
369	425+89.53	-36.45'	Y=470703.188 X=241859.643
370	426+00.33	-52.57'	Y=470719.375 X=241870.324
371	425+77.48	-36.44'	Y=470703.088 X=241847.597
372	426+00.20	-70.34'	Y=470737.152 X=241870.073

SEC. 6
KEWAUNEE CO.
MONUMENT
Y=468703.225
X=242999.045

REVISION DATE 6-29-2021 NC	DATE 5-26-2021	0 15 30 GRAPHIC SCALE, FEET	HWY: STH 54	STATE R/W PROJECT NUMBER 4130-11-21	PLAT SHEET NO: 4.07
			COUNTY: KEWAUNEE	CONSTRUCTION PROJECT NUMBER ----------	PS&E SHEET NO: 95 - E

GN

POINT - POINT			BEARING	DISTANCE
FEE PARCEL 8				
5	-	357	S00°05'55"E	690.86'
357	-	376	N89°43'34"W	265.49'
376	-	390	N00°19'47"E	35.94'
390	-	394	N89°43'24"W	37.61'
394	-	392	N69°09'16"E	30.22'
392	-	393	S88°05'20"E	9.43'
393	-	390	S00°17'37"W	10.62'
TLE "J"				
5	-	357	S00°05'55"E	690.86'
357	-	376	N89°43'34"W	265.49'
376	-	390	N00°19'47"E	35.94'
390	-	391	N89°43'24"W	37.61'
391	-	394	N89°43'24"W	2.24'
394	-	395	N00°16'26"E	19.06'
395	-	396	N90°00'00"E	39.86'
396	-	393	S00°17'37"W	8.63'
393	-	392	N88°05'20"W	9.43'
392	-	391	S69°09'16"W	30.22'

VILLAGE

NE ¼ - NE ¼

LOT 2
BLOCK B
ASSESSORS PLAT
VILLAGE OF CASCO

TAX ID#111-00020-0080
ALT.#31-111-BLK-B-4

60.00'

WEST AVE.

AGREEMENT
VILLAGE OF CASCO
VOL.71 PG.586
DOC.#168644

EASEMENT
CASCO TELEPHONE COM.
VOL.172 PG.375
DOC.#261967

LOT 1
CSM #483
VOL.3 PG.28-30
DOC.#349419

TAX ID#111-00020-0063
ALT.#31-111-BLK-B-3.3

SEC. 5
KEWAUNEE CO.
MONUMENT
Y=471354.771
X=242994.485

T 24 N
R 24 E
7 8 18 17

LOT 4
BLOCK B
ASSESSORS PLAT
VILLAGE OF CASCO

AGREEMENT
VILLAGE OF CASCO
VOL.71 PG.586
DOC.#168644

TLE "J" FOR SLOPING

TLE "K" FOR SLOPING

STORM SEWER EASEMENT
VILLAGE OF CASCO
VOL.308 PG.76
DOC.#351288

FEE PARCEL 9				
5	-	357	S00°05'55"E	690.86'
357	-	375	N89°43'34"W	205.39'
375	-	382	N00°09'45"E	35.94'
382	-	383	N00°17'37"E	15.88'
383	-	384	S41°34'18"E	12.25'
384	-	385	S87°53'16"E	24.62'
385	-	386	S68°52'06"E	16.75'
386	-	382	N89°43'24"W	48.44'
TLE "K"				
5	-	357	S00°05'55"E	690.86'
357	-	375	N89°43'34"W	205.39'
375	-	382	N00°09'45"E	35.94'
382	-	386	S89°43'24"E	48.44'
386	-	385	N68°52'06"W	16.75'
385	-	384	N87°53'16"W	24.62'
384	-	387	N41°34'18"W	6.33'
387	-	388	S89°43'34"E	31.27'
388	-	389	S66°00'57"E	28.52'
389	-	386	N89°43'24"W	12.90'

NE-NE
NW-NW
S/L 2651.55'

RIGHT-OF-WAY ℞

POST

35.93'

436+00

5.16'

435

S89° 43' 34"E 649.11
FROM STA 428+10.71 TO POINT #376

S89° 43' 34"E 60.10'

S89° 43' 34"E 200.23'
FROM POINT #354 TO S/L (POINT #357)

STH 54

46.57'

S00° 05' 55"E

LOT 2

LOT 1

DANTINNE & KAYE SUBDIVISION
BLOCK 2

PL

OF

WEST AVE.

NE 1/4 - NE 1/4

AGREEMENT
VILLAGE OF CASCO
VOL.72 PG.19
DOC.#168656

TLE "L" FOR SLOPING

LOT 3

LOT 2

TAX ID#111-00070-0020
ALT.#31-111-D&K 1.1

DANTINNE & KAYE SUBDIVISION
BLOCK 1

TLE "L"				
5	-	357	S00°05'55"E	690.86'
357	-	374	N89°43'34"W	200.23'
374	-	377	S00°06'29"E	46.58'
377	-	380	S89°43'19"E	31.60'
380	-	381	S00°16'26"W	3.81'
381	-	379	N89°41'59"W	31.57'
379	-	377	N00°13'00"W	3.80'

GAS LINE EASEMENT
WISCONSIN PUBLIC SERVICE
VOL.111 PG.59
DOC.#200634

POINT	STATION	OFFSET	COORDINATES
357	437+25.32	0.00'	Y=470663.909 X=242995.667
373	436+00.00	0.00'	Y=470664.517 X=242870.353
374	435+25.09	0.00'	Y=470664.866 X=242795.440
375	435+19.92	0.00'	Y=470664.891 X=242790.277
376	434+59.82	0.00'	Y=470665.178 X=242730.175
377	435+25.40	46.58'	Y=470618.285 X=242795.528
378	435+28.59	46.58'	Y=470618.269 X=242798.721
379	435+25.43	50.38'	Y=470614.489 X=242795.542
380	435+57.00	46.58'	Y=470618.132 X=242827.130
381	435+57.00	50.39'	Y=470614.324 X=242827.112
382	435+19.85	-35.94'	Y=470700.827 X=242790.379
383	435+19.83	-51.84'	Y=470716.731 X=242790.431
384	435+28.03	-42.69'	Y=470707.544 X=242798.588
385	435+52.64	-41.90'	Y=470706.632 X=242823.189
386	435+68.29	-35.93'	Y=470700.593 X=242838.815
387	435+23.81	-47.40'	Y=470712.275 X=242794.388
388	435+55.08	-47.40'	Y=470712.125 X=242825.655
389	435+81.19	-35.93'	Y=470700.530 X=242851.718
390	434+59.86	-35.94'	Y=470701.116 X=242730.382
391	434+22.24	-35.94'	Y=470701.298 X=242692.770
392	434+50.44	-46.83'	Y=470712.053 X=242721.014
393	434+59.86	-46.56'	Y=470711.738 X=242730.436
394	434+20.00	-35.94'	Y=470701.309 X=242690.527
395	434+20.00	-55.00'	Y=470720.368 X=242690.618
396	434+59.86	-55.19'	Y=470720.368 X=242730.479

SEC. 6
KEWAUNEE CO.
MONUMENT
Y=468703.225
X=242999.045

T 24 N
R 24 E
18 17

CASCO

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYLINK	RELEASE OF RIGHTS
101	WISCONSIN PUBLIC SERVICE CORP. (ELECTRIC)	RELEASE OF RIGHTS
102	WISCONSIN PUBLIC SERVICE CORP. (GAS)	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
8	KATIE R. DEPREY	FEE & TLE	255 sq. ft.	-	255 sq. ft.	509 sq. ft.
9	JOHN R. AND LORNA JACONI	FEE & TLE	295 sq. ft.	-	295 sq. ft.	267 sq. ft.
10	BRIAN J. PEOT & CINDY M. DEVILLERS	TLE	-	-	-	120 sq. ft.

REVISION DATE:
6-29-2021 NC

DATE 5-26-2021

0 15 30
GRAPHIC SCALE, FEET

HWY: STH 54

COUNTY: KEWAUNEE

STATE R/W PROJECT NUMBER 4130-11-21

CONSTRUCTION PROJECT NUMBER _____

PLAT SHEET NO: 4.08

PS&E SHEET NO: 96 - E

SEC. 5
KEWAUNEE CO.
MONUMENT
Y=471354.771
X=242994.485

T 24 N R 24 E — 7 | 8 / 18 | 17

GN

VILLAGE

NE-NE

NW-NW

S/L

2651.55'

LOT 9

LOT 10

LOT 11

LOT 12

LOT 5

LOT 12

BLOCK B,
ASSESSORS PLAT
VILLAGE OF CASCO

P/L

70.00'

AGREEMENT
VILLAGE OF CASCO
VOL.72 PG.25
DOC.#168658

EASEMENT
CASCO TELEPHONE COM.
VOL.172 PG.388
DOC.#261973

TAX ID#111-00020-0240
ALT.#31-111-BLK-B-12

CTH C,
WIESNER AVE.

TLE "M" FOR
SLOPING

11

400

401

399

402

398

445

36.32'

443+00

397

OF

589° 43' 34"E 574.68' FROM S/L TO STA 443+00

589° 43' 34"E 177.22' FROM STA 443+00 TO POINT #398

357

43.68'

STH 54

S00° 05' 55"E

SAN

SAN

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
11	WIESNER MASSART KINNARD LLC.	TLE	-	-	-	166 sq. ft.
		-	-	-	-	-

POINT	STATION	OFFSET	COORDINATES
357	437+25.32	0.00'	Y=470663.909 X=242995.667
397	443+00.00	0.00'	Y=470661.161 X=243570.345
398	444+77.21	0.00'	Y=470660.313 X=243747.555
399	444+77.39	-36.83'	Y=470697.138 X=243747.904
400	444+77.38	-40.24'	Y=470700.551 X=243747.911
401	445+27.11	-40.22'	Y=470700.293 X=243797.648
402	445+27.10	-36.97'	Y=470697.043 X=243797.617

POINT - POINT	BEARING	DISTANCE
TLE "M"		
5 - 357	S00°05'55"E	690.86'
357 - 398	S89°43'34"E	751.88'
398 - 399	N00°32'37"E	36.83'
399 - 400	N00°06'37"E	3.41'
400 - 401	S89°42'09"E	49.74'
401 - 402	S00°32'37"W	3.25'
402 - 399	N89°53'24"W	49.71'

BLOCK C,
ASSESSORS PLAT
VILLAGE OF CASCO

CASCO

LOT 8

LOT 7

LOT 11

LOT 10

LOT 9

SEC. 6
KEWAUNEE CO.
MONUMENT
Y=468703.225
X=242999.045

T 24 N R 24 E — 18 | 17

LOT 12

REVISION DATE: 6-29-2021 NC	DATE 5-26-2021	0 15 30 GRAPHIC SCALE, FEET	HWY: STH 54	STATE R/W PROJECT NUMBER 4130-11-21	PLAT SHEET NO: 4.09
			COUNTY: KEWAUNEE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET NO: 97 - E

SEC. 5
KEWAUNEE CO.
MONUMENT
Y=471354.771
X=242994.485

TAX ID#111-00010-0240
ALT.#31-111-BLK-A-11

LOT 10 LOT 11

POINT	STATION	OFFSET	COORDINATES
357	437+25.32	0.00'	Y=470663.909 X=242995.667
403	445+96.92	0.00'	Y=470659.741 X=243867.266
404	448+00.00	0.00'	Y=470658.770 X=244070.339
405	448+29.50	0.00'	Y=470658.629 X=244099.837
406	449+22.02	0.00'	Y=470658.186 X=244192.361
407	445+97.10	-37.17'	Y=470696.909 X=243867.619
408	445+97.16	-50.00'	Y=470709.739 X=243867.741
409	447+87.44	-50.00'	Y=470708.829 X=244058.015
410	447+87.60	-37.71'	Y=470696.538 X=244058.117
411	448+29.63	-27.84'	Y=470686.470 X=244100.101
412	448+29.58	-31.23'	Y=470689.858 X=244100.073
415	450+14.80	-30.85'	Y=470688.922 X=244285.065
416	450+14.80	-29.17'	Y=470687.248 X=244285.064
417	449+22.17	-31.20'	Y=470689.390 X=244192.657
418	449+22.19	-36.20'	Y=470694.384 X=244192.703
419	449+55.58	-36.24'	Y=470694.310 X=244225.997
420	449+55.58	-31.15'	Y=470689.221 X=244225.981
421	449+97.00	-30.98'	Y=470689.028 X=244267.303
422	449+97.00	-35.00'	Y=470693.044 X=244267.303
423	450+14.78	-35.02'	Y=470693.091 X=244285.030
424	449+21.79	41.90'	Y=470616.286 X=244191.923
425	449+43.59	41.86'	Y=470616.244 X=244213.799
426	450+13.39	42.01'	Y=470616.055 X=244283.827
427	450+21.62	41.84'	Y=470616.255 X=244292.075
428	450+13.56	49.04'	Y=470609.032 X=244284.006
441	448+29.55	-33.79'	Y=470692.414 X=244100.052
442	448+37.21	-31.23'	Y=470689.819 X=244107.696

BLOCK A,
ASSESSORS PLAT
VILLAGE OF CASCO

TAX ID#111-00010-0300
ALT.#31-111-BLK-A-14

POINT - POINT	BEARING	DISTANCE
FEE PARCEL 13 & 14		
5 - 357	S00°05'55"E	690.86'
357 - 405	S89°43'34"E	1104.18'
405 - 411	N00°32'38"E	27.84'
411 - 441	N00°28'41"W	5.94'
441 - 442	S71°14'50"E	8.07'
442 - 415	S89°42'37"E	177.36'
415 - 416	S00°19'57"W	1.67'
416 - 411	S89°45'32"W	184.96'
TLE "NN"		
5 - 357	S00°05'55"E	690.86'
357 - 405	S89°43'34"E	1104.18'
405 - 411	N00°32'38"E	27.84'
411 - 412	N00°28'41"W	3.39'
412 - 417	S89°42'37"E	92.58'
417 - 418	N00°31'59"E	4.99'
418 - 419	S89°52'26"E	33.29'
419 - 420	S00°07'34"W	5.09'
420 - 417	N89°42'37"W	33.32'
TLE "O"		
5 - 357	S00°05'55"E	690.86'
357 - 405	S89°43'34"E	1104.18'
405 - 411	N00°32'38"E	27.84'
411 - 412	N00°28'41"W	3.39'
412 - 421	S89°42'57"E	167.23'
421 - 422	N00°00'00"E	4.01'
422 - 423	N89°50'56"E	17.73'
423 - 415	S00°19'57"E	4.17'
415 - 421	N89°42'36"W	17.75'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED NEW	EXISTING	TOTAL	T.L.E. AREA
12	ARYA VENTURES INC.	TLE	-	-	-	2391 sq. ft.
13	TCK RENTAL PROPERTIES LLC	FEE & TLE	153 sq. ft.	-	153 sq. ft.	29 sq. ft.
14	CHARLES J. SCHMITT, JR. TRUSTEE OF THE SCHMITT FAMILY TRUST	FEE & TLE	325 sq. ft.	-	325 sq. ft.	241 sq. ft.
-		-	-	-	-	-

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
101	WISCONSIN PUBLIC SERVICE CORP. (ELECTRIC)	RELEASE OF RIGHTS

TAX ID#111-00010-0320
ALT.#31-111-BLK-A-15

EASEMENT
CASCO TELEPHONE COM.
VOL.172 PG.378
DOC.#261968

SEWER PIPE LINE
EASEMENT
VILLAGE OF CASCO
VOL.71 PG.592
DOC.#168646

EASEMENT R/W
SS/WATERMAIN
VILLAGE OF CASCO
VOL.304 PG.616
DOC.#349785

EASEMENT R/W
SS/WATERMAIN
VILLAGE OF CASCO
VOL.304 PG.613
DOC.#349784

EASEMENT AGREEMENT
ACCESS
VOL.525 PG.181
DOC.#413085

TAX ID#111-00010-0260
ALT.#31-111-BLK-A-12

EASEMENT AGREEMENT
JOINT DRIVEWAY
VOL.525 PG.170
DOC.#413083

CONTRACT
EASEMENT DRIVEWAY
VOL.54 PG.463
DOC.#125844

TAX ID#111-00010-0301
ALT.#31-111-BLK-A-14.1

TAX ID#111-00010-0280
ALT.#31-111-BLK-A-13

TLE "N" FOR
SLOPING
2391 sq. ft

TLE "NN" FOR
SLOPING
168 sq. ft

TLE "O" FOR
SLOPING
73 sq. ft

TLE "P" FOR
SLOPING
29 sq. ft

LOT 9 LOT 12 LOT 13 LOT 14

CTH C/
WIESNER AVE.

CTH C/
CHURCH AVE.

NE-NE NW-NW

S/L

2651.55'

S00° 05' 55"E

PC: 449+22.02

+/-24'

37.31'

42.69'

S89° 43' 34"E 87.61'
FROM S/L TO POINT #403

S89° 43' 34"E 203.07'
FROM POINT #403 TO POINT #404

S89° 43' 34"E 122.02'
FROM POINT #404 TO POINT #406

448+00

450

RIGHT-OF-WAY ℄

STH 54

OF

CASCO

SIGN
GUY
POST
SAN
GUY POLE
OH

POINT - POINT	BEARING	DISTANCE
TLE "N"		
5 - 357	S00°05'55"E	690.86'
357 - 403	S89°43'34"E	871.60'
403 - 407	N00°32'37"E	37.17'
407 - 408	N00°32'37"E	12.83'
408 - 409	S89°43'34"E	190.28'
409 - 410	S00°28'41"E	12.29'
410 - 407	N89°53'19"W	190.50'

POINT - POINT	BEARING	DISTANCE
TLE "P"		
5 - 357	S00°05'55"E	690.86'
357 - 406	S89°43'34"E	1196.70'
406 - 424	S00°35'58"W	41.90'
424 - 425	S89°53'24"E	21.88'
425 - 426	S89°50'44"E	70.03'
426 - 427	N88°36'58"E	8.25'
427 - 428	S48°09'56"W	10.83'
428 - 426	N01°27'54"W	7.02'

LOT 1 LOT 3 LOT 4 LOT 5

BLOCK C,
ASSESSORS PLAT
VILLAGE OF CASCO

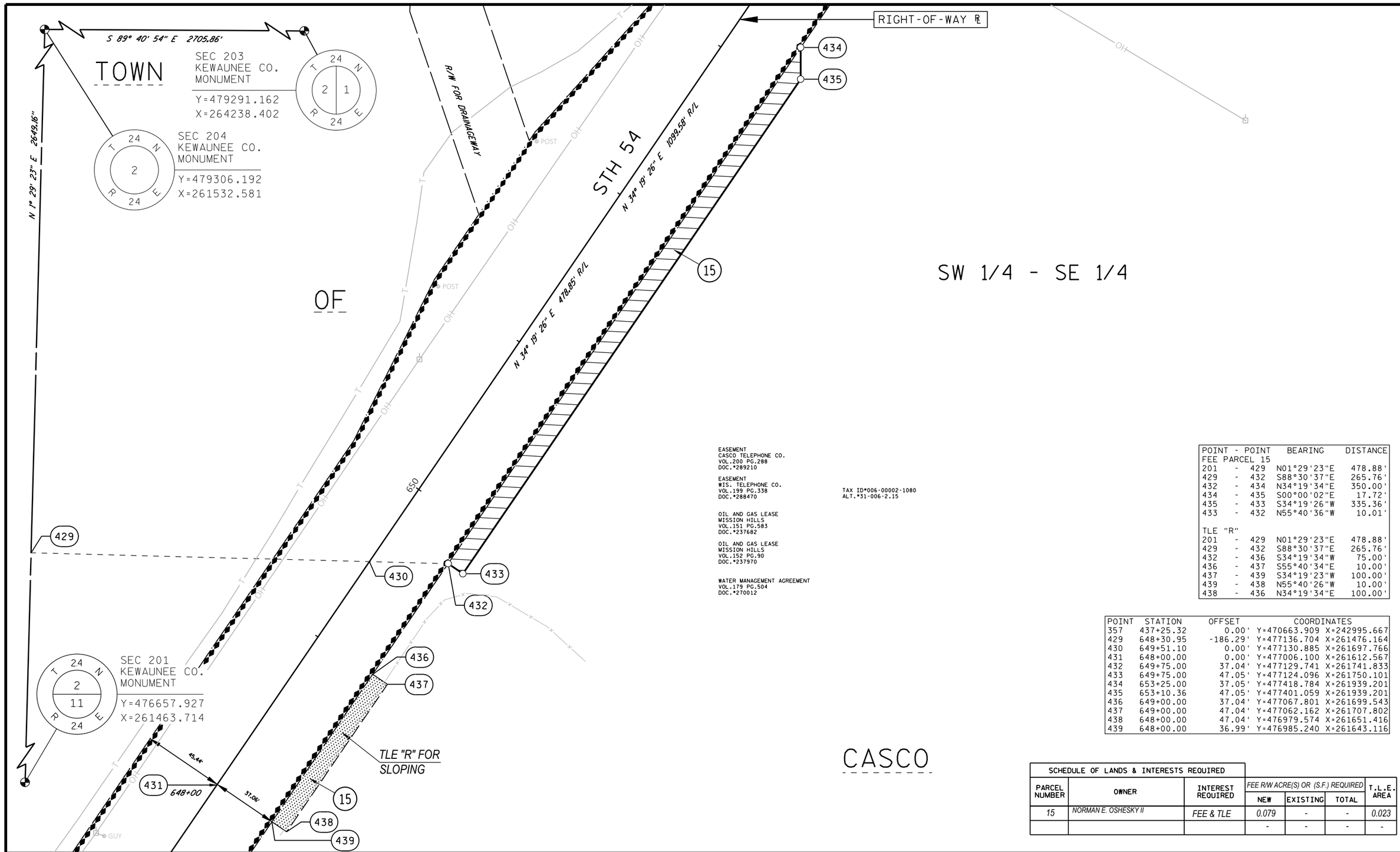
LOT 3
BLOCK D,
ASSESSORS PLAT
VILLAGE OF CASCO

70.00'

TAX ID#111-00040-0040
ALT.#31-111-BLK-D-2

SEC. 6
KEWAUNEE CO.
MONUMENT
Y=468703.225
X=242999.045

REVISION DATE: 6-29-2021	DATE 5-26-2021	0 15 30 GRAPHIC SCALE, FEET	HWY: STH 54	STATE R/W PROJECT NUMBER 4130-11-21	PLAT SHEET NO: 4.10
			COUNTY: KEWAUNEE	CONSTRUCTION PROJECT NUMBER	PS&E SHEET NO: 98 - E



EASEMENT
CASCO TELEPHONE CO.
VOL.200 PG.288
DOC.#289210

EASEMENT
WIS. TELEPHONE CO.
VOL.199 PG.338
DOC.#288470

OIL AND GAS LEASE
WISSION HILLS
VOL.151 PG.583
DOC.#237682

OIL AND GAS LEASE
WISSION HILLS
VOL.152 PG.90
DOC.#237970

WATER MANAGEMENT AGREEMENT
VOL.179 PG.504
DOC.#270012

TAX ID#006-00002-1080
ALT.#31-006-2.15

POINT - POINT	BEARING	DISTANCE
FEE PARCEL 15		
201 - 429	N01°29'23"E	478.88'
429 - 432	S88°30'37"E	265.76'
432 - 434	N34°19'34"E	350.00'
434 - 435	S00°00'02"E	17.72'
435 - 433	S34°19'26"W	335.36'
433 - 432	N55°40'36"W	10.01'
TLE "R"		
201 - 429	N01°29'23"E	478.88'
429 - 432	S88°30'37"E	265.76'
432 - 436	S34°19'34"W	75.00'
436 - 437	S55°40'34"E	10.00'
437 - 439	S34°19'23"W	100.00'
439 - 438	N55°40'26"W	10.00'
438 - 436	N34°19'34"E	100.00'

POINT	STATION	OFFSET	COORDINATES
357	437+25.32	0.00'	Y=470663.909 X=242995.667
429	648+30.95	-186.29'	Y=477136.704 X=261476.164
430	649+51.10	0.00'	Y=477130.885 X=261697.766
431	648+00.00	0.00'	Y=477006.100 X=261612.567
432	649+75.00	37.04'	Y=477129.741 X=261741.833
433	649+75.00	47.05'	Y=477124.096 X=261750.101
434	653+25.00	37.05'	Y=477418.784 X=261939.201
435	653+10.36	47.05'	Y=477401.059 X=261939.201
436	649+00.00	37.04'	Y=477067.801 X=261699.543
437	649+00.00	47.04'	Y=477062.162 X=261707.802
438	648+00.00	47.04'	Y=476979.574 X=261651.416
439	648+00.00	36.99'	Y=476985.240 X=261643.116

CASCO

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
15	NORMAN E. OSHESKY II	FEE & TLE	0.079	-	-	0.023
			-	-	-	-

REVISION DATE
6-29-2021 NC

DATE 5-26-2021

0 25 50
GRAPHIC SCALE, FEET

HWY: STH 54

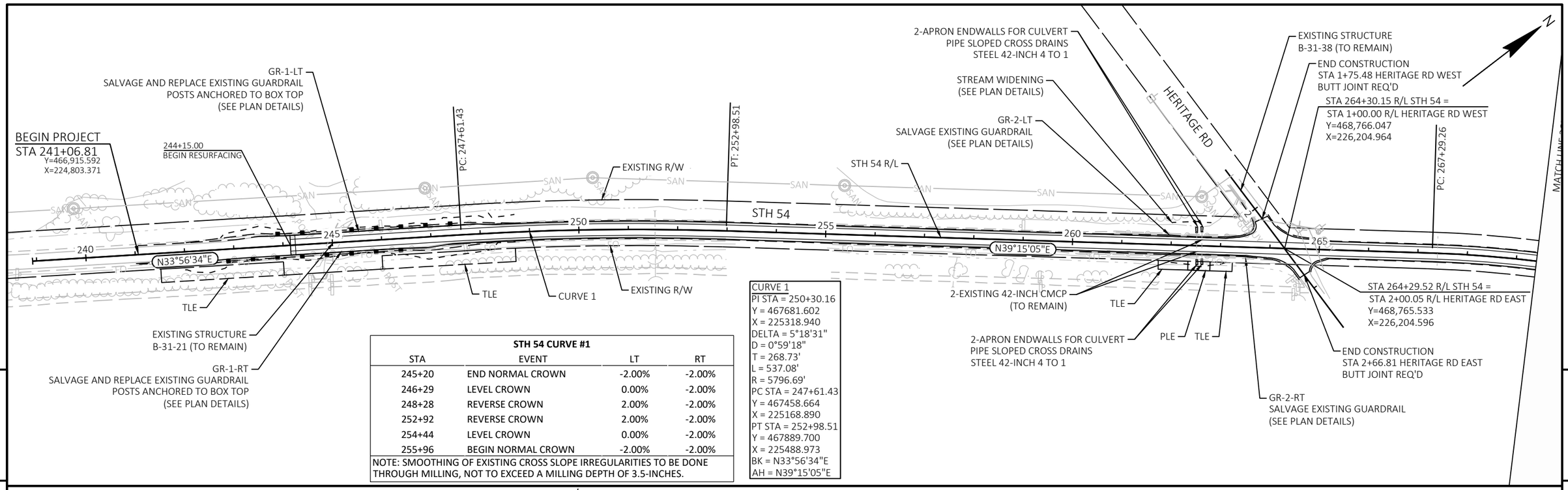
COUNTY: KEWAUNEE

STATE R/W PROJECT NUMBER 4130-11-21

CONSTRUCTION PROJECT NUMBER _____

PLAT SHEET NO: 4.11

PS&E SHEET NO: 99 - E

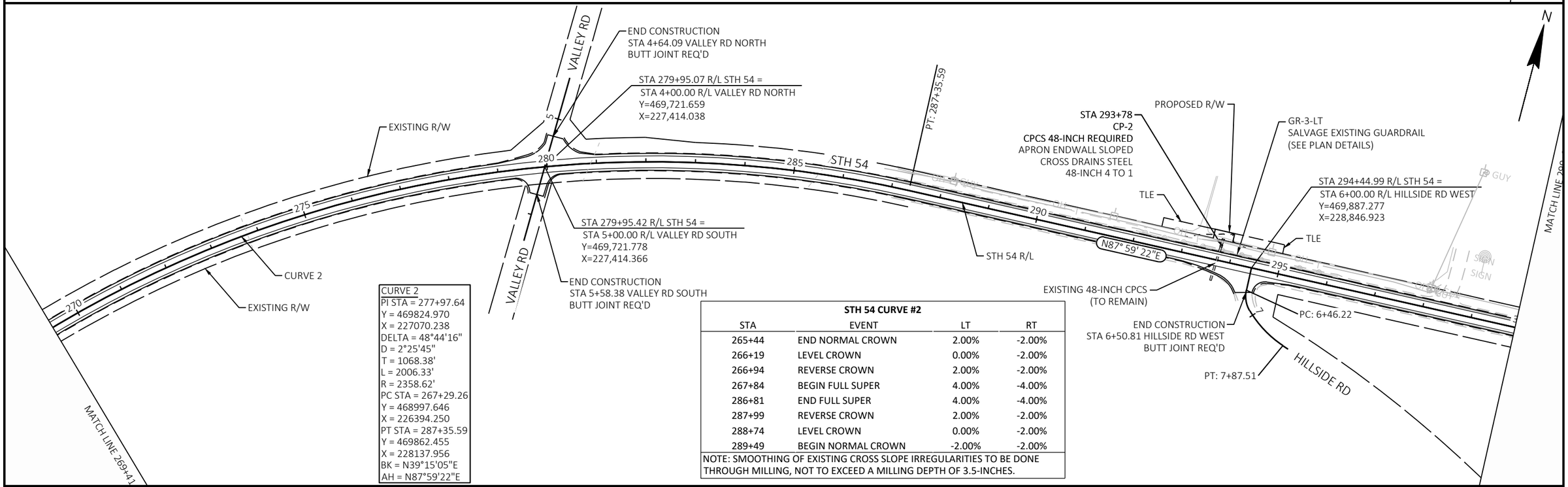


STH 54 CURVE #1

STA	EVENT	LT	RT
245+20	END NORMAL CROWN	-2.00%	-2.00%
246+29	LEVEL CROWN	0.00%	-2.00%
248+28	REVERSE CROWN	2.00%	-2.00%
252+92	REVERSE CROWN	2.00%	-2.00%
254+44	LEVEL CROWN	0.00%	-2.00%
255+96	BEGIN NORMAL CROWN	-2.00%	-2.00%

NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.

CURVE 1
PI STA = 250+30.16
Y = 467681.602
X = 225318.940
DELTA = 5°18'31"
D = 0°59'18"
T = 268.73'
L = 537.08'
R = 5796.69'
PC STA = 247+61.43
Y = 467458.664
X = 225168.890
PT STA = 252+98.51
Y = 467889.700
X = 225488.973
BK = N33°56'34"E
AH = N39°15'05"E



CURVE 2
PI STA = 277+97.64
Y = 469824.970
X = 227070.238
DELTA = 48°44'16"
D = 2°25'45"
T = 1068.38'
L = 2006.33'
R = 2358.62'
PC STA = 267+29.26
Y = 468997.646
X = 226394.250
PT STA = 287+35.59
Y = 469862.455
X = 228137.956
BK = N39°15'05"E
AH = N87°59'22"E

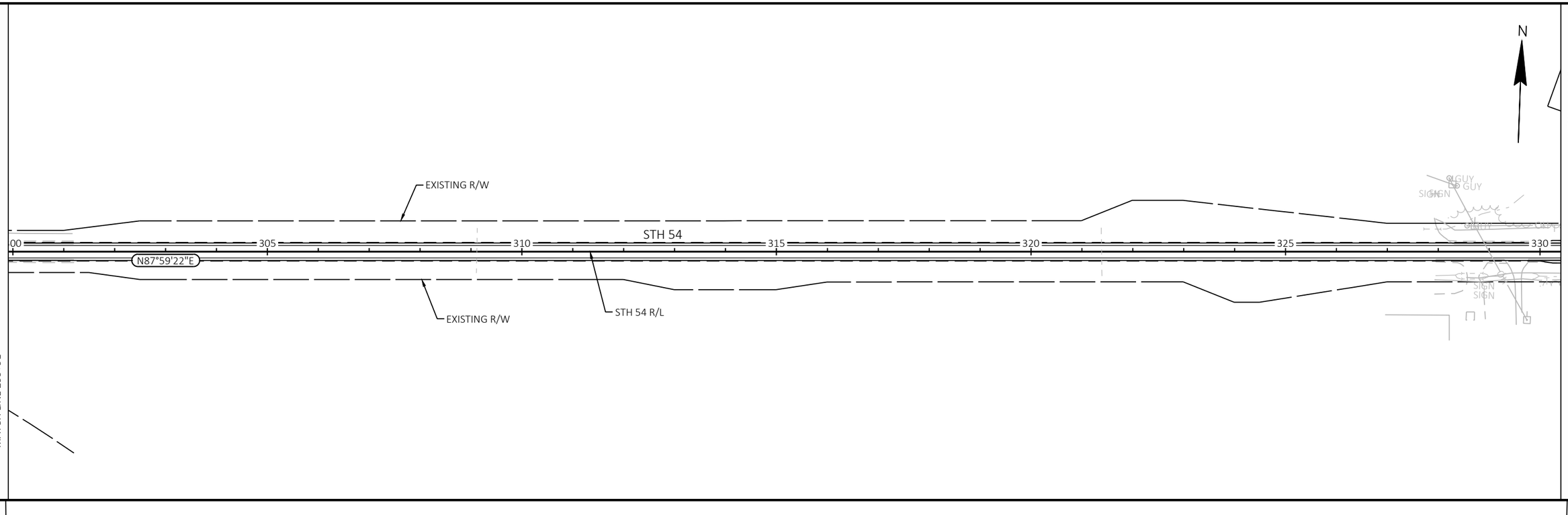
STH 54 CURVE #2

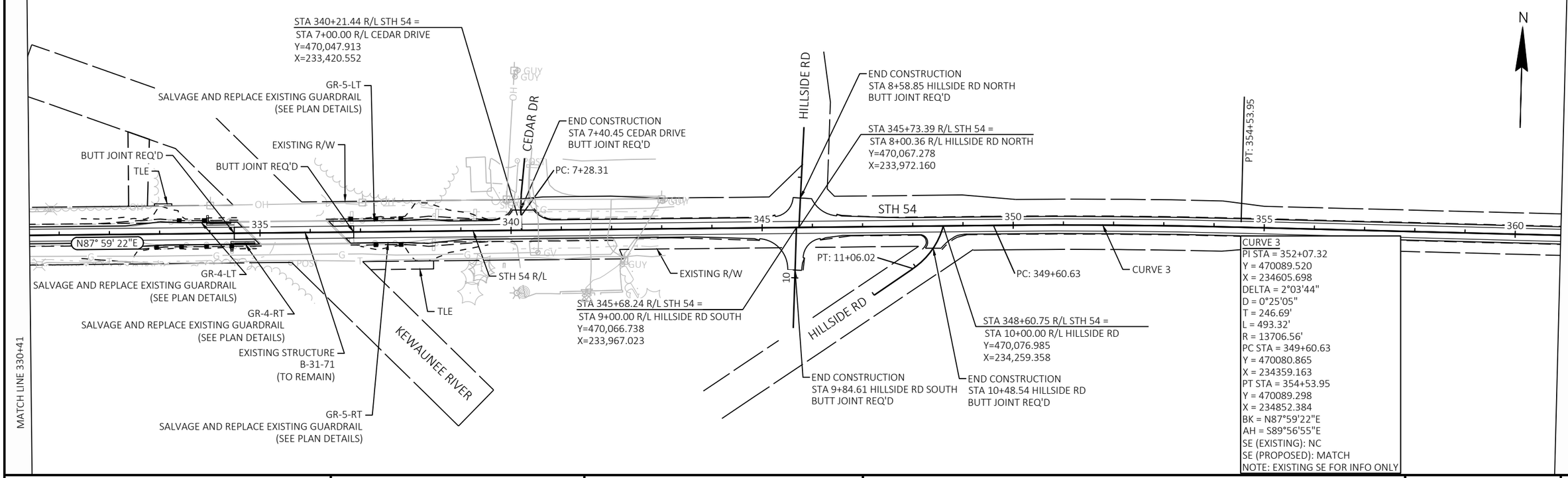
STA	EVENT	LT	RT
265+44	END NORMAL CROWN	2.00%	-2.00%
266+19	LEVEL CROWN	0.00%	-2.00%
266+94	REVERSE CROWN	2.00%	-2.00%
267+84	BEGIN FULL SUPER	4.00%	-4.00%
286+81	END FULL SUPER	4.00%	-4.00%
287+99	REVERSE CROWN	2.00%	-2.00%
288+74	LEVEL CROWN	0.00%	-2.00%
289+49	BEGIN NORMAL CROWN	-2.00%	-2.00%

NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.

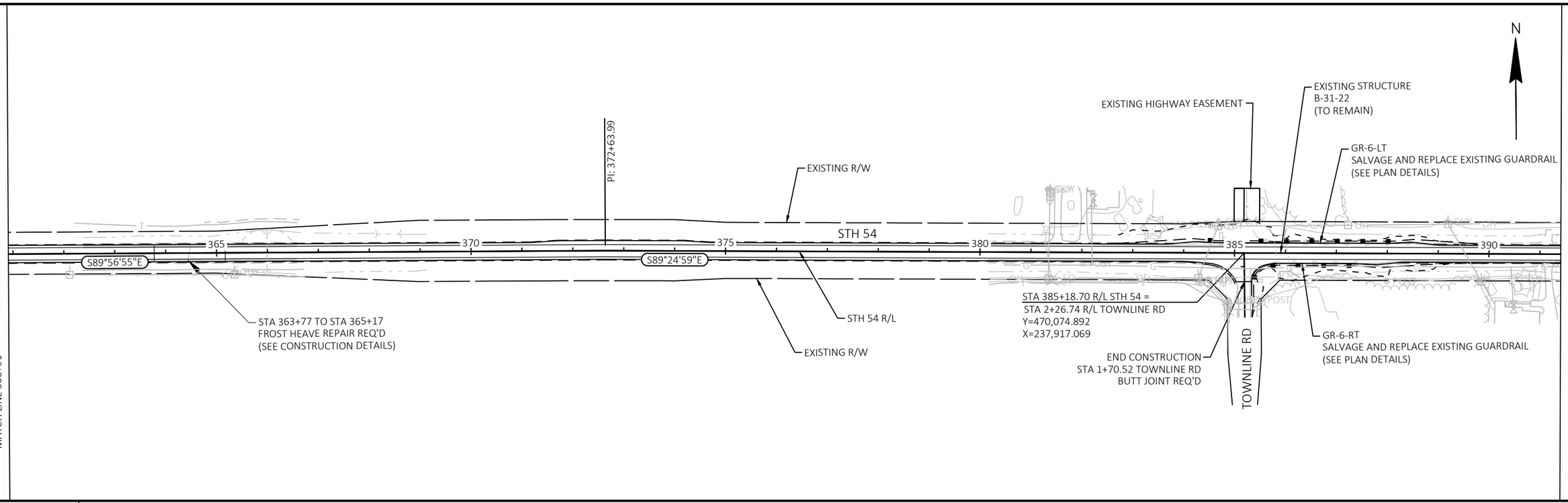
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN	SHEET 100	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn
PLOT DATE : 1/18/2023 2:22 PM
PLOT BY : DANA, SHARON T
PLOT NAME :
PLOT SCALE : 1 IN:200 FT





PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN	SHEET 101	E



5

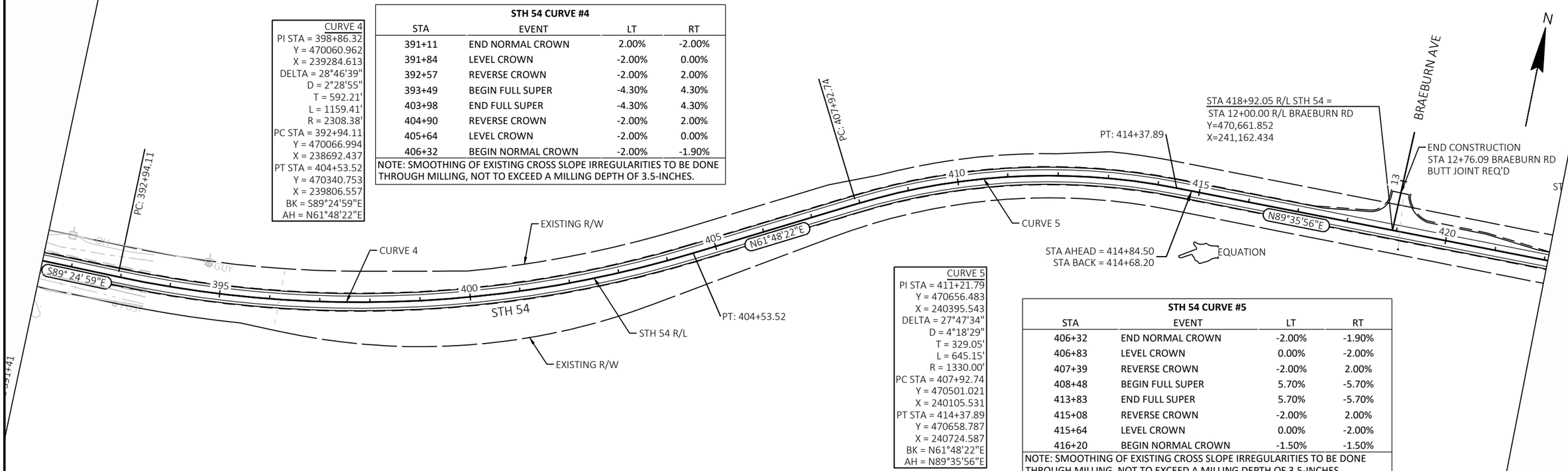
5

CURVE 4	
PI STA	398+86.32
Y	470060.962
X	239284.613
DELTA	28°46'39"
D	2°28'55"
T	592.21'
L	1159.41'
R	2308.38'
PC STA	392+94.11
Y	470066.994
X	238692.437
PT STA	404+53.52
Y	470340.753
X	239806.557
BK	S89°24'59"E
AH	N61°48'22"E

STH 54 CURVE #4

STA	EVENT	LT	RT
391+11	END NORMAL CROWN	2.00%	-2.00%
391+84	LEVEL CROWN	-2.00%	0.00%
392+57	REVERSE CROWN	-2.00%	2.00%
393+49	BEGIN FULL SUPER	-4.30%	4.30%
403+98	END FULL SUPER	-4.30%	4.30%
404+90	REVERSE CROWN	-2.00%	2.00%
405+64	LEVEL CROWN	-2.00%	0.00%
406+32	BEGIN NORMAL CROWN	-2.00%	-1.90%

NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.



CURVE 5	
PI STA	411+21.79
Y	470656.483
X	240395.543
DELTA	27°47'34"
D	4°18'29"
T	329.05'
L	645.15'
R	1330.00'
PC STA	407+92.74
Y	470501.021
X	240105.531
PT STA	414+37.89
Y	470658.787
X	240724.587
BK	N61°48'22"E
AH	N89°35'56"E

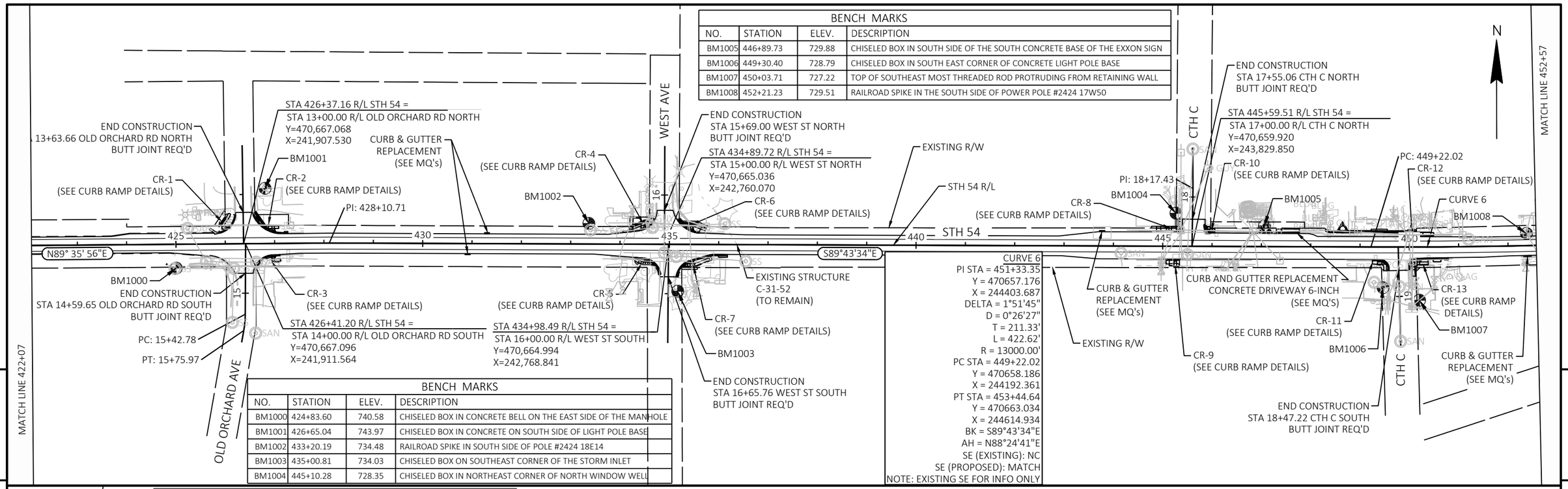
STH 54 CURVE #5

STA	EVENT	LT	RT
406+32	END NORMAL CROWN	-2.00%	-1.90%
406+83	LEVEL CROWN	0.00%	-2.00%
407+39	REVERSE CROWN	-2.00%	2.00%
408+48	BEGIN FULL SUPER	5.70%	-5.70%
413+83	END FULL SUPER	5.70%	-5.70%
415+08	REVERSE CROWN	-2.00%	2.00%
415+64	LEVEL CROWN	0.00%	-2.00%
416+20	BEGIN NORMAL CROWN	-1.50%	-1.50%

NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN	SHEET 102	E

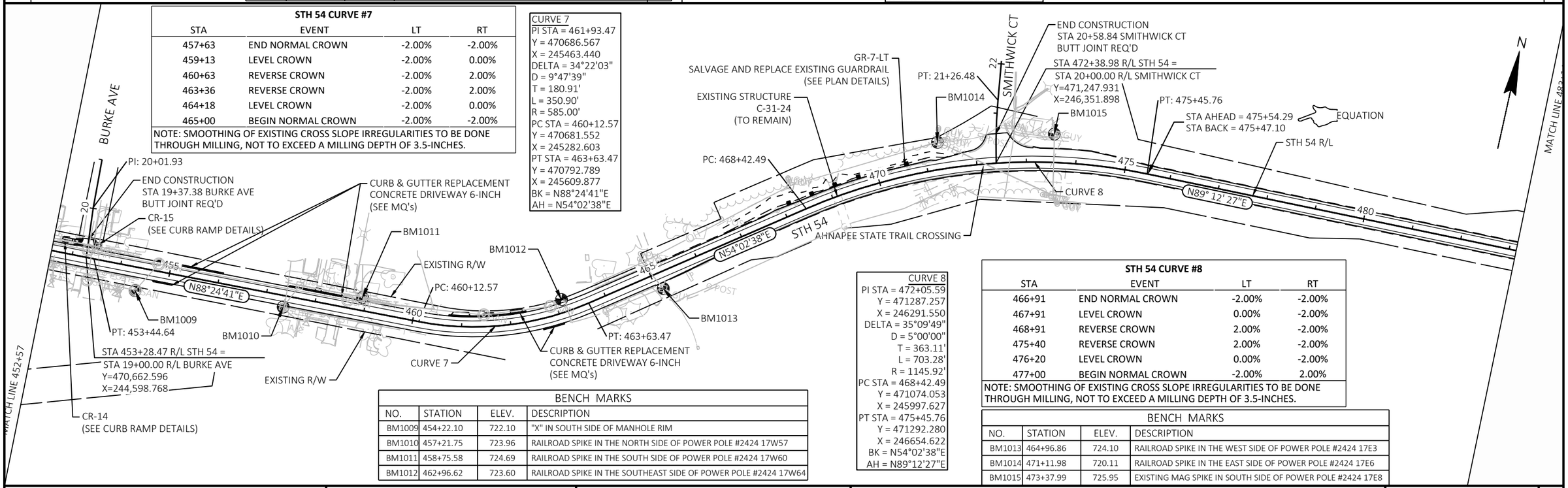
FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn
PLOT DATE : 1/18/2023 2:23 PM
PLOT BY : DANA, SHARON T
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM1005	446+89.73	729.88	CHISELED BOX IN SOUTH SIDE OF THE SOUTH CONCRETE BASE OF THE EXXON SIGN
BM1006	449+30.40	728.79	CHISELED BOX IN SOUTH EAST CORNER OF CONCRETE LIGHT POLE BASE
BM1007	450+03.71	727.22	TOP OF SOUTHEAST MOST THREADED ROD PROTRUDING FROM RETAINING WALL
BM1008	452+21.23	729.51	RAILROAD SPIKE IN THE SOUTH SIDE OF POWER POLE #2424 17W50

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM1000	424+83.60	740.58	CHISELED BOX IN CONCRETE BELL ON THE EAST SIDE OF THE MANHOLE
BM1001	426+65.04	743.97	CHISELED BOX IN CONCRETE ON SOUTH SIDE OF LIGHT POLE BASE
BM1002	433+20.19	734.48	RAILROAD SPIKE IN SOUTH SIDE OF POLE #2424 18E14
BM1003	435+00.81	734.03	CHISELED BOX ON SOUTHEAST CORNER OF THE STORM INLET
BM1004	445+10.28	728.35	CHISELED BOX IN NORTHEAST CORNER OF NORTH WINDOW WELL

CURVE 6
PI STA = 451+33.35
Y = 470657.176
X = 244403.687
DELTA = 1°51'45"
D = 0°26'27"
T = 211.33'
L = 422.62'
R = 13000.00'
PC STA = 449+22.02
Y = 470658.186
X = 244192.361
PT STA = 453+44.64
Y = 470663.034
X = 244614.934
BK = S89°43'34"E
AH = N88°24'41"E
SE (EXISTING): NC
SE (PROPOSED): MATCH
NOTE: EXISTING SE FOR INFO ONLY



STH 54 CURVE #7			
STA	EVENT	LT	RT
457+63	END NORMAL CROWN	-2.00%	-2.00%
459+13	LEVEL CROWN	-2.00%	0.00%
460+63	REVERSE CROWN	-2.00%	2.00%
463+36	REVERSE CROWN	-2.00%	2.00%
464+18	LEVEL CROWN	-2.00%	0.00%
465+00	BEGIN NORMAL CROWN	-2.00%	-2.00%

NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.

CURVE 7
PI STA = 461+93.47
Y = 470686.567
X = 245463.440
DELTA = 34°22'03"
D = 9°47'39"
T = 180.91'
L = 350.90'
R = 585.00'
PC STA = 460+12.57
Y = 470681.552
X = 245282.603
PT STA = 463+63.47
Y = 470792.789
X = 245609.877
BK = N88°24'41"E
AH = N54°02'38"E

CURVE 8
PI STA = 472+05.59
Y = 471287.257
X = 246291.550
DELTA = 35°09'49"
D = 5°00'00"
T = 363.11'
L = 703.28'
R = 1145.92'
PC STA = 468+42.49
Y = 471074.053
X = 245997.627
PT STA = 475+45.76
Y = 471292.280
X = 246654.622
BK = N54°02'38"E
AH = N89°12'27"E

STH 54 CURVE #8			
STA	EVENT	LT	RT
466+91	END NORMAL CROWN	-2.00%	-2.00%
467+91	LEVEL CROWN	0.00%	-2.00%
468+91	REVERSE CROWN	2.00%	-2.00%
475+40	REVERSE CROWN	2.00%	-2.00%
476+20	LEVEL CROWN	0.00%	-2.00%
477+00	BEGIN NORMAL CROWN	-2.00%	2.00%

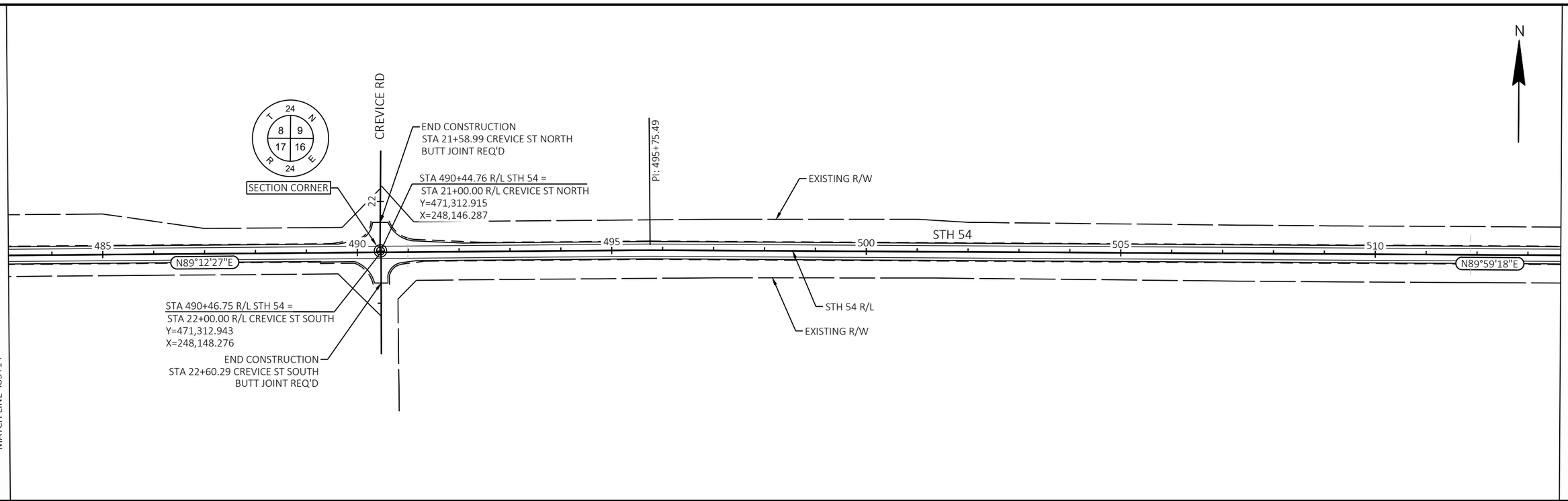
NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.

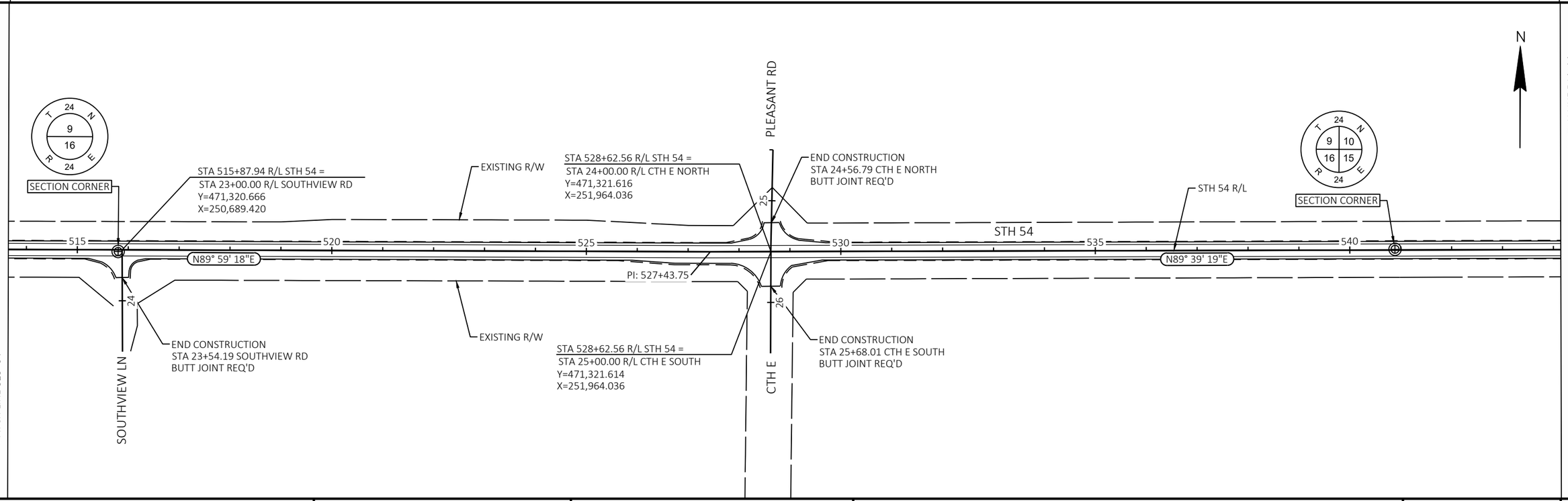
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM1009	454+22.10	722.10	"X" IN SOUTH SIDE OF MANHOLE RIM
BM1010	457+21.75	723.96	RAILROAD SPIKE IN THE NORTH SIDE OF POWER POLE #2424 17W57
BM1011	458+75.58	724.69	RAILROAD SPIKE IN THE SOUTH SIDE OF POWER POLE #2424 17W60
BM1012	462+96.62	723.60	RAILROAD SPIKE IN THE SOUTHEAST SIDE OF POWER POLE #2424 17W64

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM1013	464+96.86	724.10	RAILROAD SPIKE IN THE WEST SIDE OF POWER POLE #2424 17E3
BM1014	471+11.98	720.11	RAILROAD SPIKE IN THE EAST SIDE OF POWER POLE #2424 17E6
BM1015	473+37.99	725.95	EXISTING MAG SPIKE IN SOUTH SIDE OF POWER POLE #2424 17E8

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN	SHEET 103	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050204-pn
PLOT DATE : 1/19/2023 8:25 AM
PLOT BY : SCHROEDER, DEREK W
PLOT NAME :
PLOT SCALE : 1 IN:200 FT





PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN	SHEET 104	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050205-pn
PLOT DATE : 1/18/2023 2:24 PM
PLOT BY : DANA, SHARON T
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

STH 54 CURVE #9			
STA	EVENT	LT	RT
559+49	END NORMAL CROWN	-2.00%	-2.00%
560+00	LEVEL CROWN	-2.00%	0.00%
560+66	REVERSE CROWN	-2.00%	2.00%
561+65	BEGIN FULL SUPER	-4.90%	4.90%
575+26	END FULL SUPER	-4.90%	4.90%
576+25	REVERSE CROWN	-2.00%	2.00%
576+91	LEVEL CROWN	-2.00%	0.00%
577+57	BEGIN NORMAL CROWN	-2.00%	-2.00%

NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.

CURVE 9
PI STA = 568+83.70
Y = 471345.800
X = 255985.101
DELTA = 44°07'21"
D = 3°00'01"
T = 773.95'
L = 1470.63'
R = 1909.70'
PC STA = 561+09.75
Y = 471341.145
X = 255211.168
PT STA = 575+80.38
Y = 471887.950
X = 256537.429
BK = N89°39'19"E
AH = N45°31'58"E

N

MATCH LINE 574+64

545 550 555 560 565 570

N89°39'19"E

STH 54

EXISTING R/W

PC: 561+09.75

STH 54 R/L

STA 551+65
CP-3
CPRC CLASS IV 30-INCH REQUIRED
2-APRON ENDWALLS FOR CPRC 30-INCH
SEE MQ'S FOR PIPE REMOVAL TYPE

EXISTING R/W

CURVE 9

PC: 26+73.83

27

POPLAR LN

STA 568+51.00 R/L STH 54 =
STA 26+00.00 R/L POLAR RD
Y=471,487.552
X=255,933.080

END CONSTRUCTION
STA 26+70.76 POLAR RD
BUTT JOINT REQ'D

MATCH LINE 544+14

5

5

N

MATCH LINE 605+21

PT: 575+80.38

STA 581+83
CP-4A
CPRC CLASS III 48-INCH REQUIRED
2-APRON ENDWALLS FOR CPRC 48-INCH
SEE MQ'S FOR PIPE REMOVAL TYPE

STA 585+41
CP-5A
CPRC CLASS III 48-INCH REQUIRED
2-APRON ENDWALLS FOR CPRC 48-INCH
SEE MQ'S FOR PIPE REMOVAL TYPE

EXISTING R/W

575 580 585 590 595 600 605

STH 54

N45°31'58"E

STA 585+53
CP-5B
CPRC CLASS III 48-INCH REQUIRED
2-APRON ENDWALLS FOR CPRC 48-INCH
SEE MQ'S FOR PIPE REMOVAL TYPE

STH 54 R/L

EXISTING R/W

STA 581+94
CP-4B
CPRC CLASS III 48-INCH REQUIRED
2-APRON ENDWALLS FOR CPRC 48-INCH
SEE MQ'S FOR PIPE REMOVAL TYPE

EQUATION

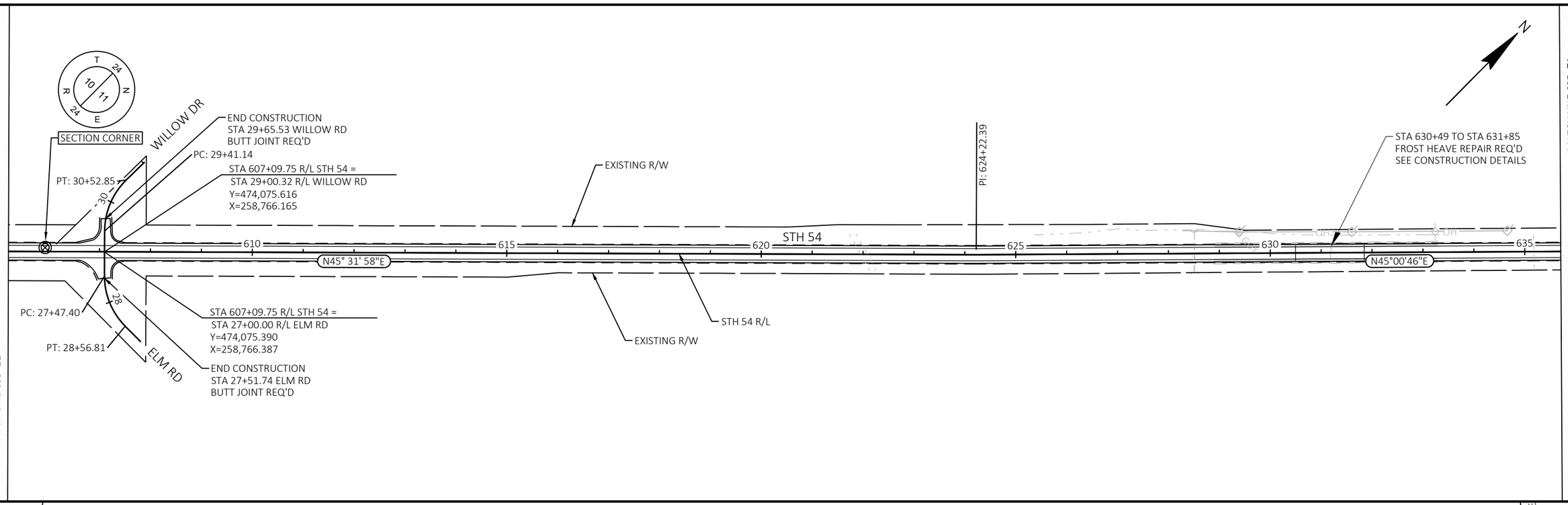
STA BACK = 603+68.59
STA AHEAD = 603+74.95

MATCH LINE 574+64

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN	SHEET 105	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn

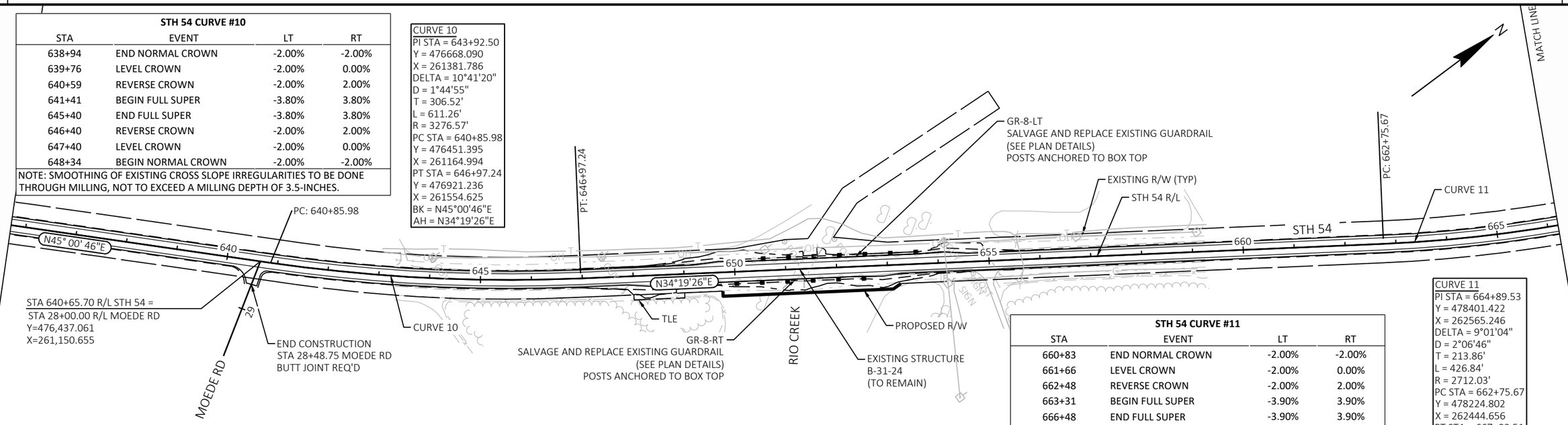
PLOT DATE : 1/18/2023 2:25 PM PLOT BY : DANA, SHARON T PLOT NAME : PLOT SCALE : 1 IN:200 FT



STH 54 CURVE #10			
STA	EVENT	LT	RT
638+94	END NORMAL CROWN	-2.00%	-2.00%
639+76	LEVEL CROWN	-2.00%	0.00%
640+59	REVERSE CROWN	-2.00%	2.00%
641+41	BEGIN FULL SUPER	-3.80%	3.80%
645+40	END FULL SUPER	-3.80%	3.80%
646+40	REVERSE CROWN	-2.00%	2.00%
647+40	LEVEL CROWN	-2.00%	0.00%
648+34	BEGIN NORMAL CROWN	-2.00%	-2.00%

NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.

CURVE 10
PI STA = 643+92.50
Y = 476668.090
X = 261381.786
DELTA = 10°41'20"
D = 1°44'55"
T = 306.52'
L = 611.26'
R = 3276.57'
PC STA = 640+85.98
Y = 476451.395
X = 261164.994
PT STA = 646+97.24
Y = 476921.236
X = 261554.625
BK = N45°00'46"E
AH = N34°19'26"E



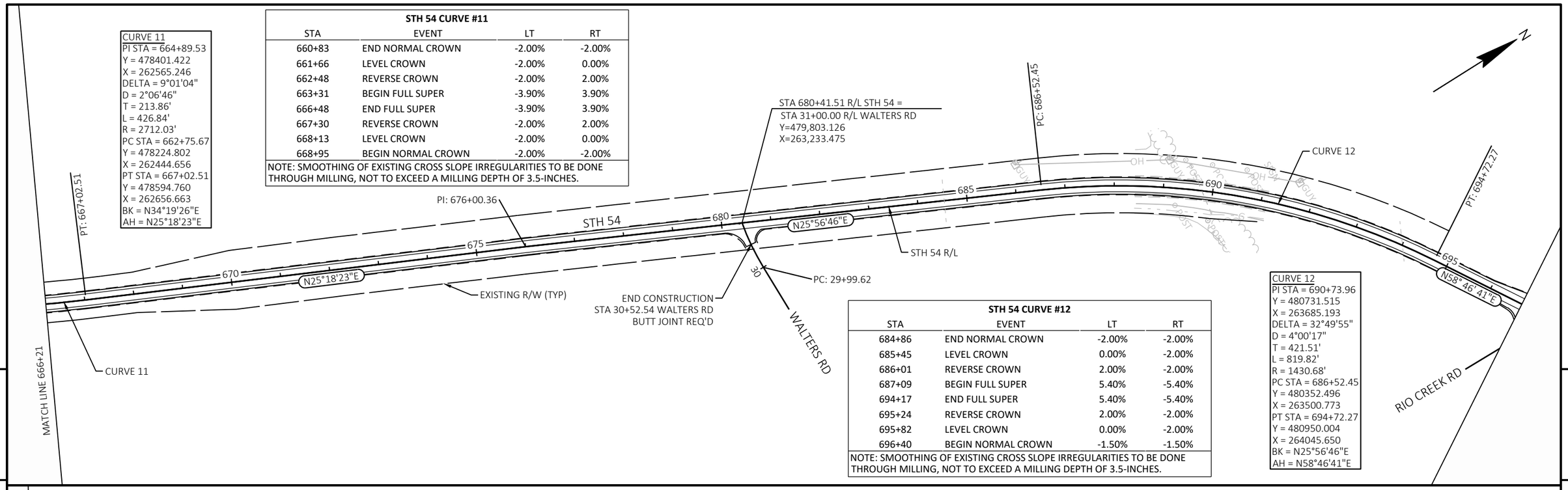
STH 54 CURVE #11			
STA	EVENT	LT	RT
660+83	END NORMAL CROWN	-2.00%	-2.00%
661+66	LEVEL CROWN	-2.00%	0.00%
662+48	REVERSE CROWN	-2.00%	2.00%
663+31	BEGIN FULL SUPER	-3.90%	3.90%
666+48	END FULL SUPER	-3.90%	3.90%
667+30	REVERSE CROWN	-2.00%	2.00%
668+13	LEVEL CROWN	-2.00%	0.00%
668+95	BEGIN NORMAL CROWN	-2.00%	-2.00%

NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.

CURVE 11
PI STA = 664+89.53
Y = 478401.422
X = 262565.246
DELTA = 9°01'04"
D = 2°06'46"
T = 213.86'
L = 426.84'
R = 2712.03'
PC STA = 662+75.67
Y = 478224.802
X = 262444.656
PT STA = 667+02.51
Y = 478594.760
X = 262656.663
BK = N34°19'26"E
AH = N25°18'23"E

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN	SHEET 106	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050207-pn
PLOT DATE : 1/18/2023 2:25 PM PLOT BY : DANA, SHARON T PLOT NAME : PLOT SCALE : 1 IN:200 FT

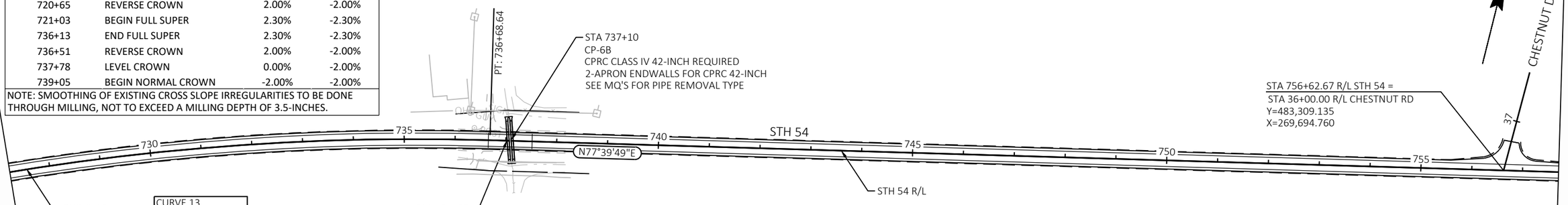


PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN	SHEET 107	E

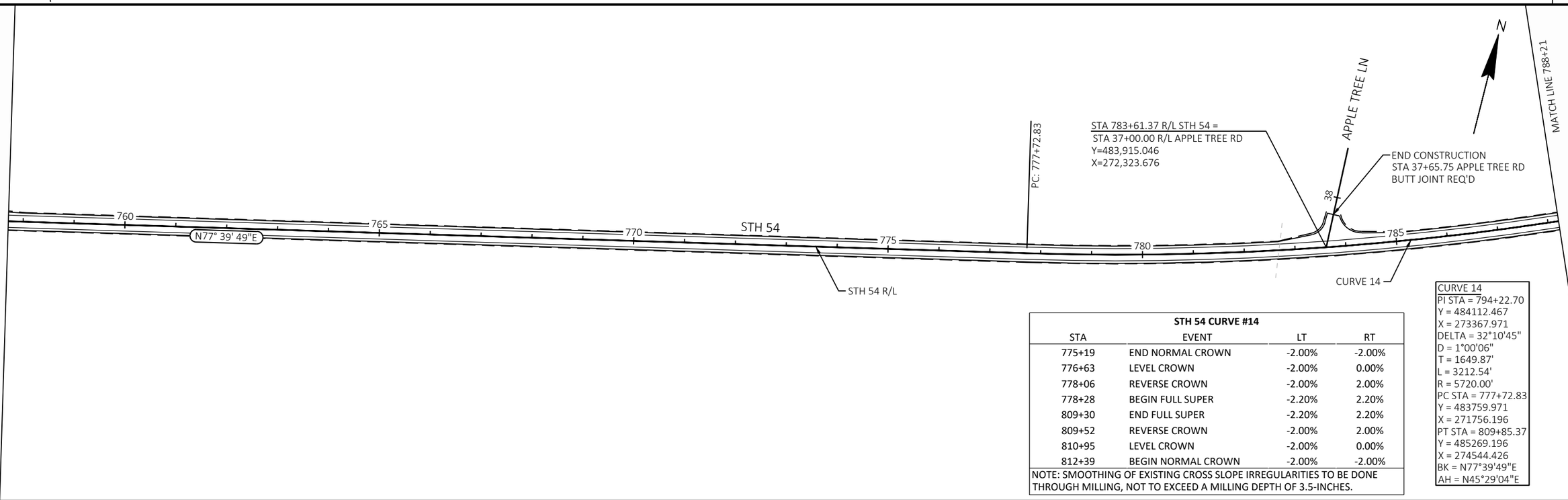
FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050208-pn
PLOT DATE : 1/18/2023 2:26 PM
PLOT BY : DANA, SHARON T
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

STH 54 CURVE #13			
STA	EVENT	LT	RT
718+11	END NORMAL CROWN	-2.00%	-2.00%
719+38	LEVEL CROWN	0.00%	-2.00%
720+65	REVERSE CROWN	2.00%	-2.00%
721+03	BEGIN FULL SUPER	2.30%	-2.30%
736+13	END FULL SUPER	2.30%	-2.30%
736+51	REVERSE CROWN	2.00%	-2.00%
737+78	LEVEL CROWN	0.00%	-2.00%
739+05	BEGIN NORMAL CROWN	-2.00%	-2.00%

NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.



CURVE 13
PI STA = 728+63.68
Y = 482707.953
X = 266945.873
DELTA = 18°53'08"
D = 1°09'44"
T = 819.83'
L = 1624.79'
R = 4929.38'
PC STA = 720+43.85
Y = 482282.990
X = 266244.779
PT STA = 736+68.64
Y = 482883.110
X = 267746.776
BK = N58°46'41"E
AH = N77°39'49"E



STH 54 CURVE #14			
STA	EVENT	LT	RT
775+19	END NORMAL CROWN	-2.00%	-2.00%
776+63	LEVEL CROWN	-2.00%	0.00%
778+06	REVERSE CROWN	-2.00%	2.00%
778+28	BEGIN FULL SUPER	-2.20%	2.20%
809+30	END FULL SUPER	-2.20%	2.20%
809+52	REVERSE CROWN	-2.00%	2.00%
810+95	LEVEL CROWN	-2.00%	0.00%
812+39	BEGIN NORMAL CROWN	-2.00%	-2.00%

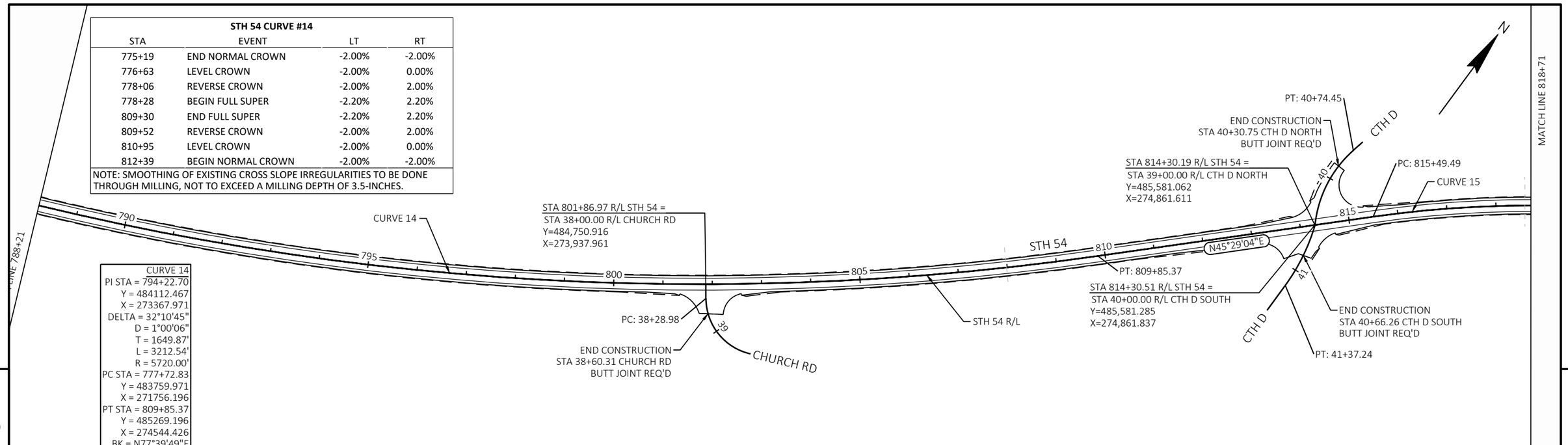
NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.

CURVE 14
PI STA = 794+22.70
Y = 484112.467
X = 273367.971
DELTA = 32°10'45"
D = 1°00'06"
T = 1649.87'
L = 3212.54'
R = 5720.00'
PC STA = 777+72.83
Y = 483759.971
X = 271756.196
PT STA = 809+85.37
Y = 485269.196
X = 274544.426
BK = N77°39'49"E
AH = N45°29'04"E

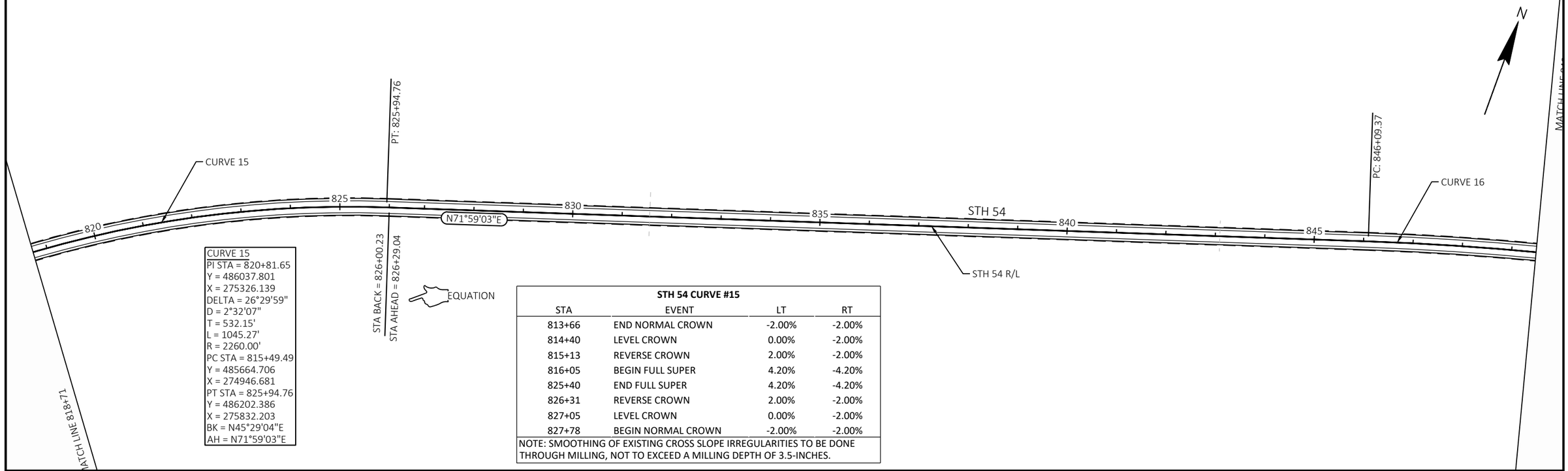
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN	SHEET 108	E

STH 54 CURVE #14			
STA	EVENT	LT	RT
775+19	END NORMAL CROWN	-2.00%	-2.00%
776+63	LEVEL CROWN	-2.00%	0.00%
778+06	REVERSE CROWN	-2.00%	2.00%
778+28	BEGIN FULL SUPER	-2.20%	2.20%
809+30	END FULL SUPER	-2.20%	2.20%
809+52	REVERSE CROWN	-2.00%	2.00%
810+95	LEVEL CROWN	-2.00%	0.00%
812+39	BEGIN NORMAL CROWN	-2.00%	-2.00%

NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.



CURVE 14
PI STA = 794+22.70
Y = 484112.467
X = 273367.971
DELTA = 32°10'45"
D = 1°00'06"
T = 1649.87'
L = 3212.54'
R = 5720.00'
PC STA = 777+72.83
Y = 483759.971
X = 271756.196
PT STA = 809+85.37
Y = 485269.196
X = 274544.426
BK = N77°39'49"E
AH = N45°29'04"E



CURVE 15
PI STA = 820+81.65
Y = 486037.801
X = 275326.139
DELTA = 26°29'59"
D = 2°32'07"
T = 532.15'
L = 1045.27'
R = 2260.00'
PC STA = 815+49.49
Y = 485664.706
X = 274946.681
PT STA = 825+94.76
Y = 486202.386
X = 275832.203
BK = N45°29'04"E
AH = N71°59'03"E

STH 54 CURVE #15			
STA	EVENT	LT	RT
813+66	END NORMAL CROWN	-2.00%	-2.00%
814+40	LEVEL CROWN	0.00%	-2.00%
815+13	REVERSE CROWN	2.00%	-2.00%
816+05	BEGIN FULL SUPER	4.20%	-4.20%
825+40	END FULL SUPER	4.20%	-4.20%
826+31	REVERSE CROWN	2.00%	-2.00%
827+05	LEVEL CROWN	0.00%	-2.00%
827+78	BEGIN NORMAL CROWN	-2.00%	-2.00%

NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN	SHEET 109	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050210-pn
PLOT DATE : 1/18/2023 2:27 PM
PLOT BY : DANA, SHARON T
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

STH 54 CURVE #16			
STA	EVENT	LT	RT
843+56	END NORMAL CROWN	-2.00%	-2.00%
844+99	LEVEL CROWN	0.00%	-2.00%
846+43	REVERSE CROWN	2.00%	-2.00%
846+64	BEGIN FULL SUPER	2.30%	-2.30%
862+16	END FULL SUPER	2.30%	-2.30%
862+66	REVERSE CROWN	2.00%	-2.00%
864+10	LEVEL CROWN	0.00%	-2.00%
865+53	BEGIN NORMAL CROWN	-2.00%	-2.00%

NOTE: SMOOTHING OF EXISTING CROSS SLOPE IRREGULARITIES TO BE DONE THROUGH MILLING, NOT TO EXCEED A MILLING DEPTH OF 3.5-INCHES.

CURVE 16
PI STA = 854+45.81
Y = 487075.246
X = 278516.068
DELTA = 16°28'07"
D = 0°59'29"
T = 836.44'
L = 1661.36'
R = 5780.00'
PC STA = 846+09.37
Y = 486816.551
X = 277720.633
PT STA = 862+70.72
Y = 487097.830
X = 279352.207
BK = N71°59'03"E
AH = N88°27'10"E

PT: 862+70.72

STH 54

850 855 860 865 870 875 880

N88° 27' 10"E

STH 54 R/L

CURVE 16

STA 857+92
CP-7
CPRC CLASS IV 42-INCH REQUIRED
2-APRON ENDWALLS FOR CPRC 42-INCH
SEE MQ'S FOR PIPE REMOVAL TYPE

END CONSTRUCTION
STA 41+80.14 BIRCH DRIVE NORTH
BUTT JOINT REQ'D

BIRCH RD

STA 870+63.87 R/L STH 54 =
STA 41+00.00 R/L BIRCH DRIVE NORTH
Y=487,119.245
X=280,145.060

SECTION CORNER

STA 870+64.39 R/L STH 54 =
STA 42+00.00 R/L BIRCH DRIVE SOUTH
Y=487,119.258
X=280,145.589

END CONSTRUCTION
STA 42+81.92 BIRCH DRIVE SOUTH
BUTT JOINT REQ'D

STA BACK = 871+43.07
STA AHEAD = 871+85.03

EQUATION

T 25 N
R 25 E
29 28
32 33

N

MATCH LINE 849+50

MATCH LINE 880+42

5

5

STA 882+54
CP-8
CPCPE 36-INCH REQUIRED
2-APRON ENDWALLS FOR CULVERT PIPE STEEL 36-INCH
SEE MQ'S FOR PIPE REMOVAL TYPE

STH 54

885 890 895 900 905 910

N88° 27' 10"E

S89° 51' 21"E

STH 54 R/L

T 25 N
R 25 E
28
33

SECTION CORNER

PC: 897+90.88

PT: 902+74.10

CURVE 17

CURVE 17
PI STA = 900+32.51
Y = 487198.267
X = 283070.672
DELTA = 1°41'29"
D = 0°21'00"
T = 241.63'
L = 483.22'
R = 16370.00'
PC STA = 897+90.88
Y = 487191.743
X = 282829.132
PT STA = 902+74.10
Y = 487197.659
X = 283312.300
BK = N88°27'10"E
AH = S89°51'21"E
SE (EXISTING): NC
SE (PROPOSED): MATCH
NOTE: EXISTING SE FOR INFO ONLY

N

MATCH LINE 880+42

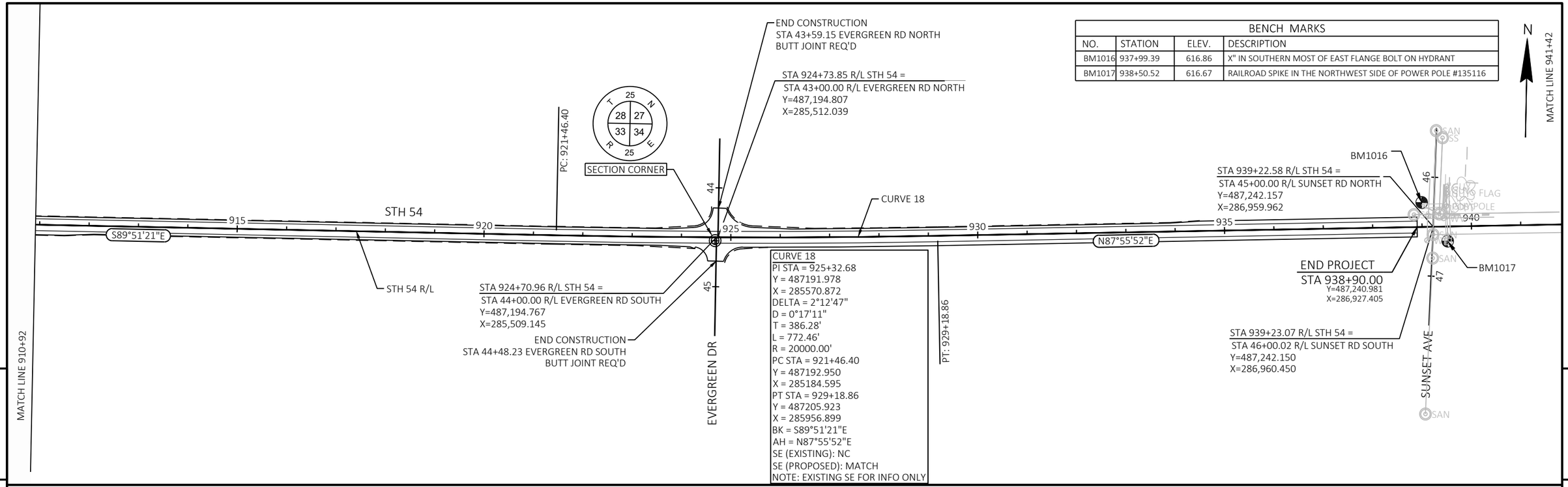
MATCH LINE 910+92

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN	SHEET 110	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050211-pn

PLOT DATE : 1/18/2023 2:28 PM PLOT BY : DANA, SHARON T PLOT NAME : PLOT SCALE : 1 IN:200 FT

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM1016	937+99.39	616.86	X" IN SOUTHERN MOST OF EAST FLANGE BOLT ON HYDRANT
BM1017	938+50.52	616.67	RAILROAD SPIKE IN THE NORTHWEST SIDE OF POWER POLE #135116



5

5

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	PLAN	SHEET 111	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050212-pn

PLOT DATE : 1/18/2023 2:28 PM PLOT BY : DANA, SHARON T PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

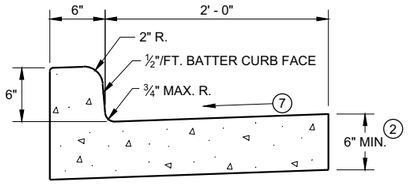
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-07A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B43-04A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
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)
14B53-02A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

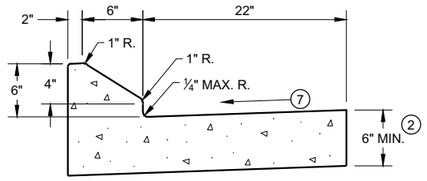
Standard Detail Drawing List

15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

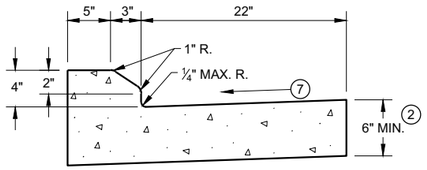
6



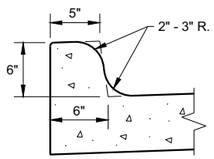
TYPES A (1) & D



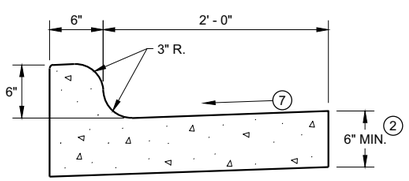
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

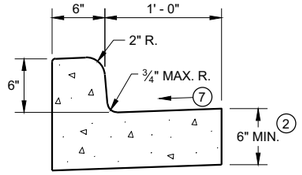


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



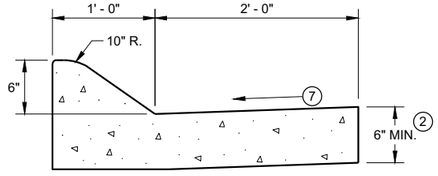
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

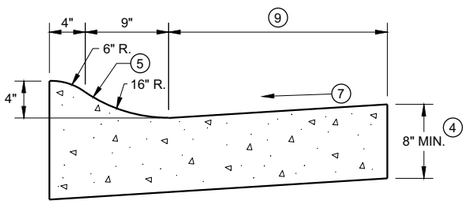
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

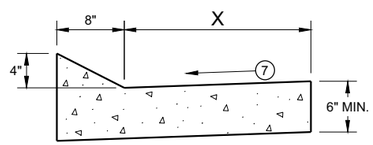
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

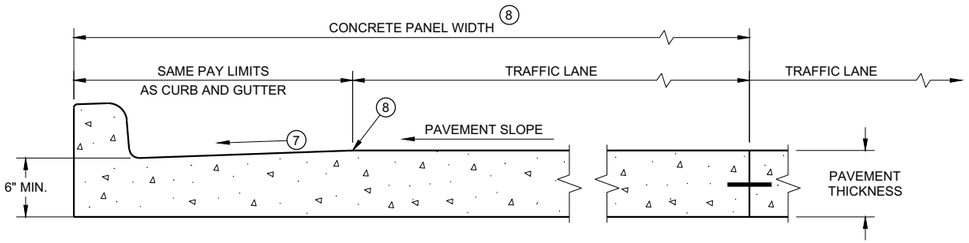


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

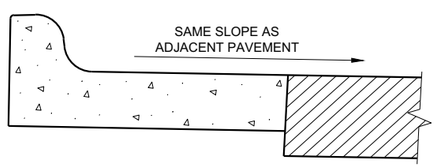
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

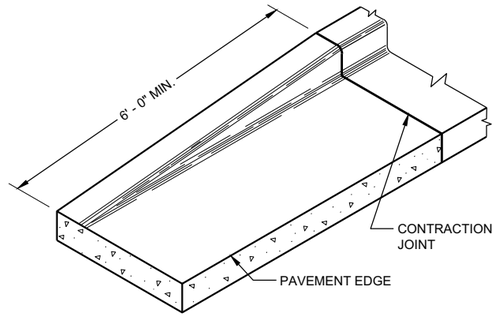
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

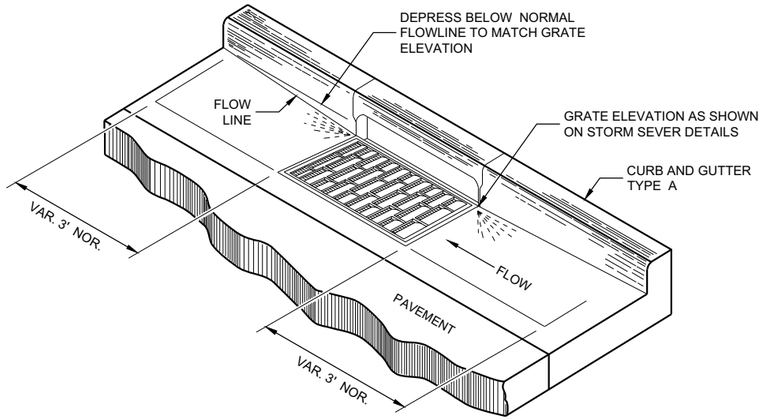
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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



END SECTIONCURB AND GUTTER



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

GENERAL NOTES

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

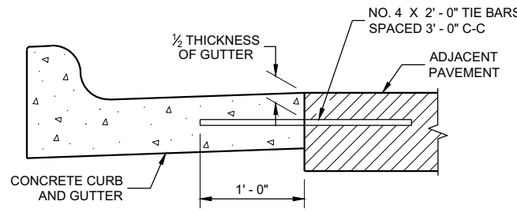
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

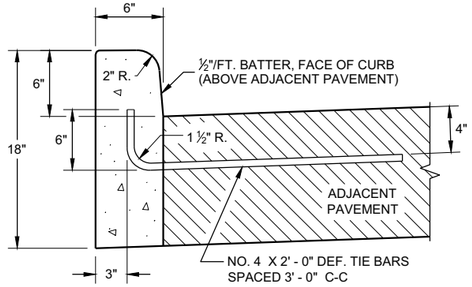
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

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

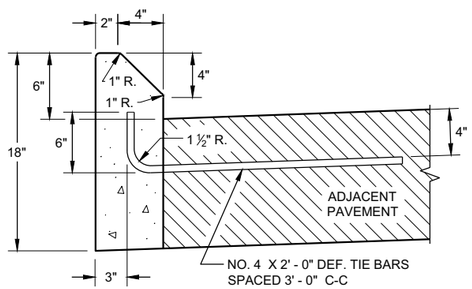
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

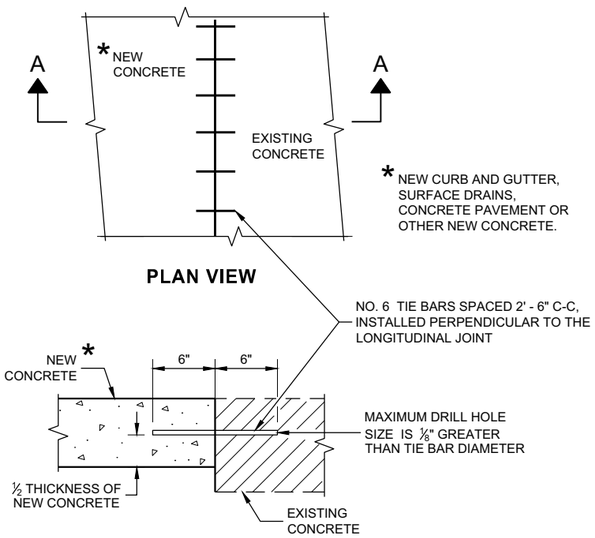


TYPES A (1) & D



TYPES G (1) & J

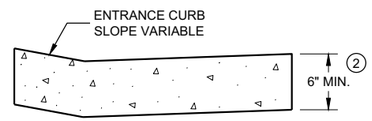
CONCRETE CURB



PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



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

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

SDD08D01 - 22b

GENERAL NOTES

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

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

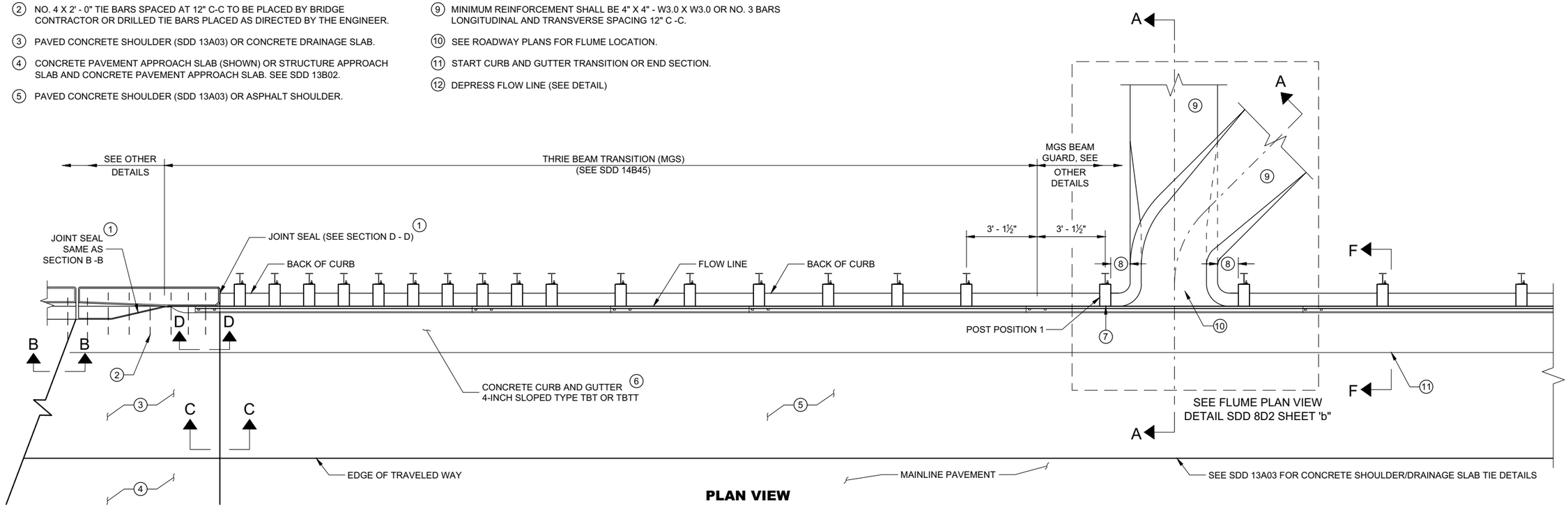
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

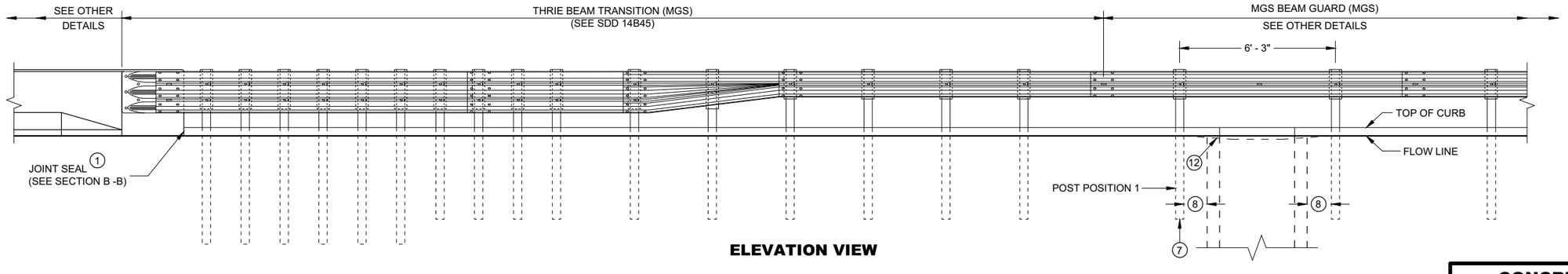
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



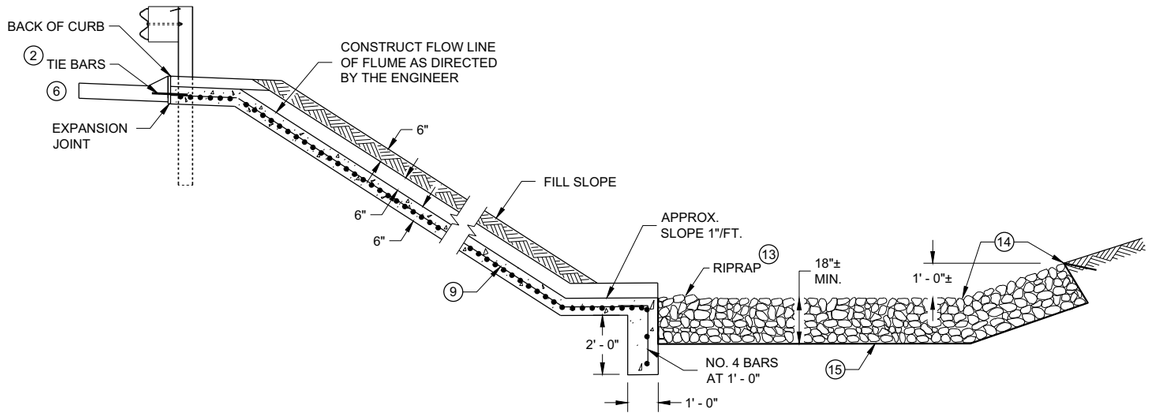
ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

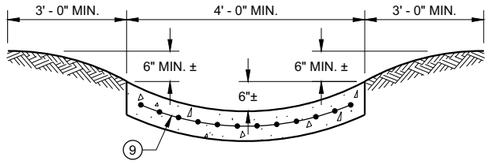
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 07a

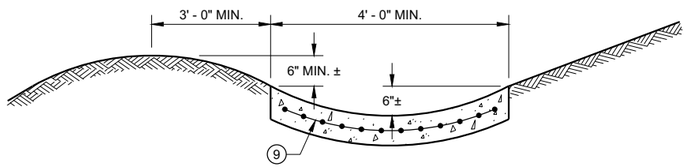
SDD 08D02 - 07a



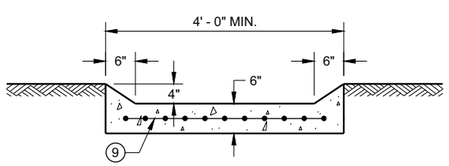
SECTION A - A



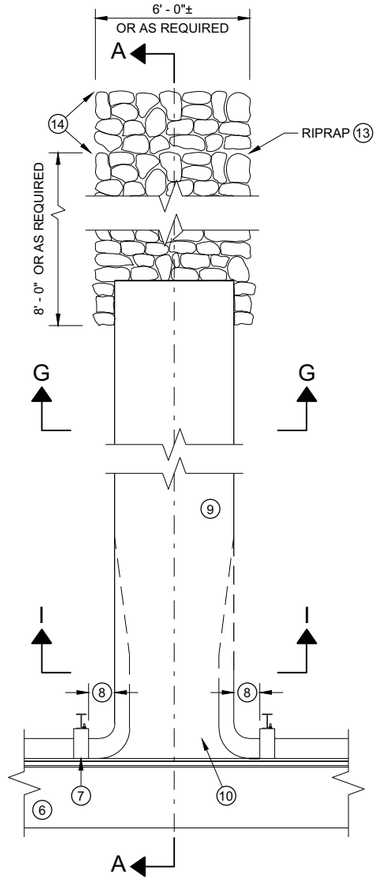
SECTION G - G



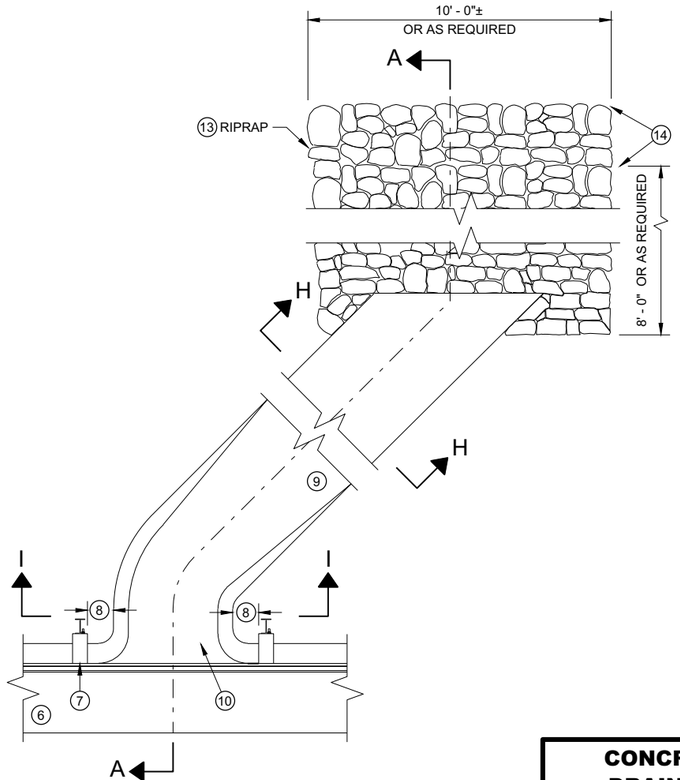
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

GENERAL NOTES

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

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

1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
9. MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.
10. SEE ROADWAY PLANS FOR FLUME LOCATION.
11. START CURB AND GUTTER TRANSITION OR END SECTION.
12. DEPRESS FLOW LINE (SEE DETAIL)
13. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
14. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
15. GEOTEXTILE FABRIC TYPE HR.

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

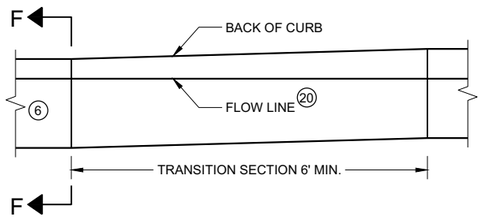
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

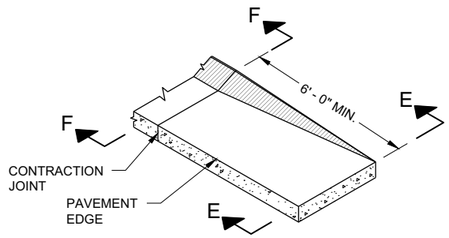
SDD 08D02 - 07b

6

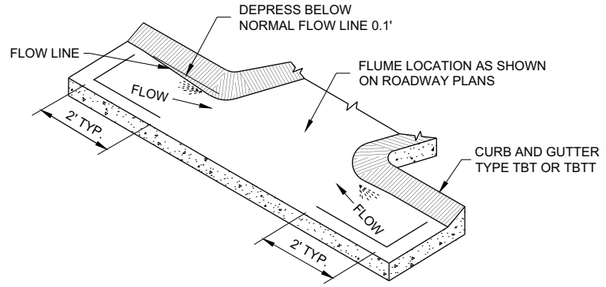
SDD 08D02 - 07b



CURB AND GUTTER TRANSITION SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT



CURB AND GUTTER END SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT



CURB AND GUTTER FLOW LINE DEPRESSION
AT FLUMES CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE TBT OR TBTT

GENERAL NOTES

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

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(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(15) GEOTEXTILE FABRIC TYPE HR.

(16) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

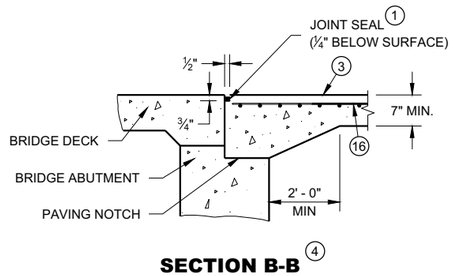
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

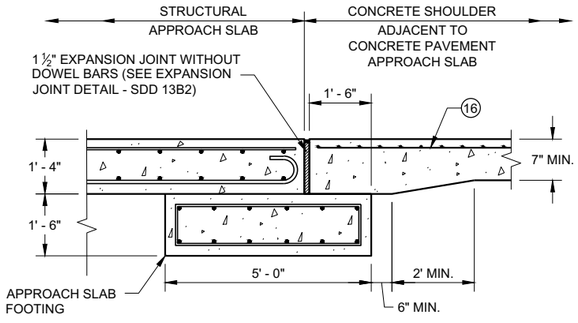
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

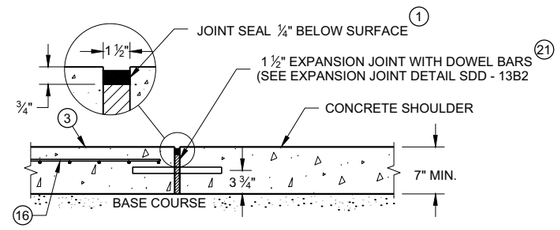
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



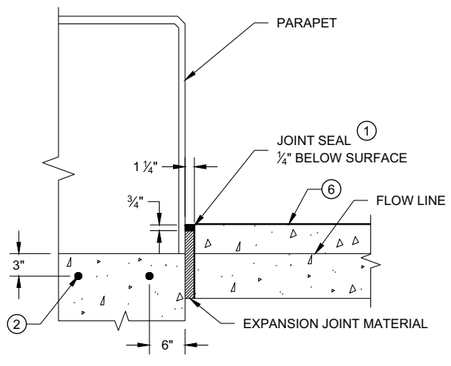
SECTION B-B



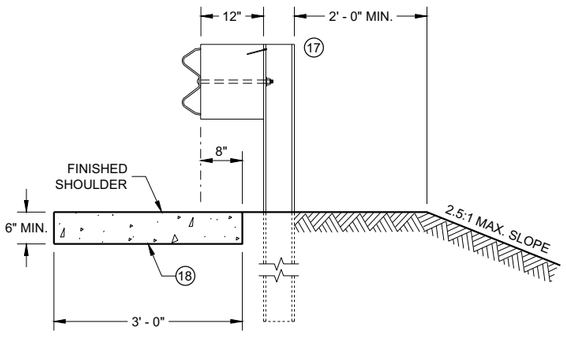
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



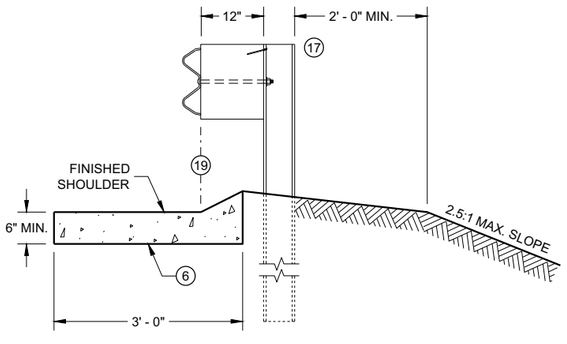
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

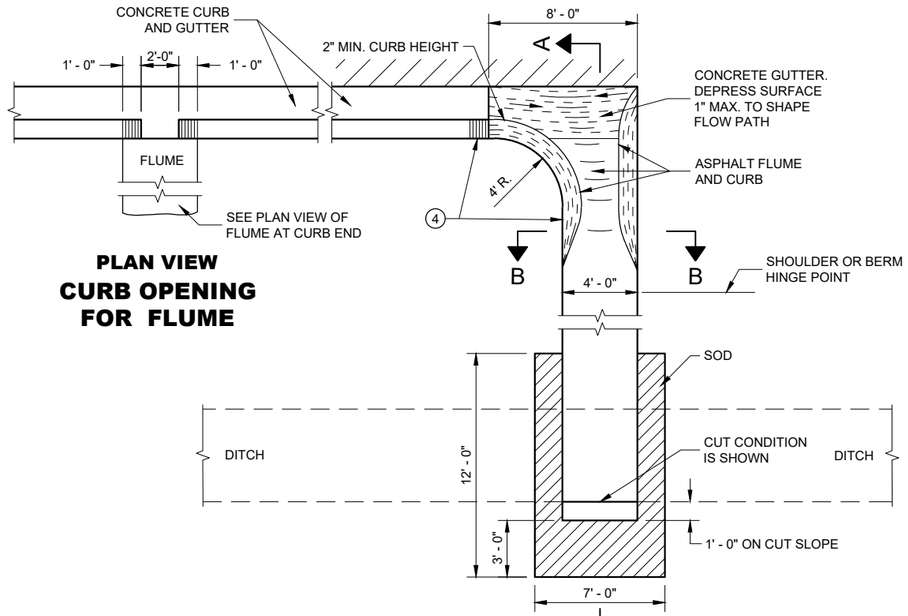
FHWA

SDD 08D02 - 07c

SDD 08D02 - 07c

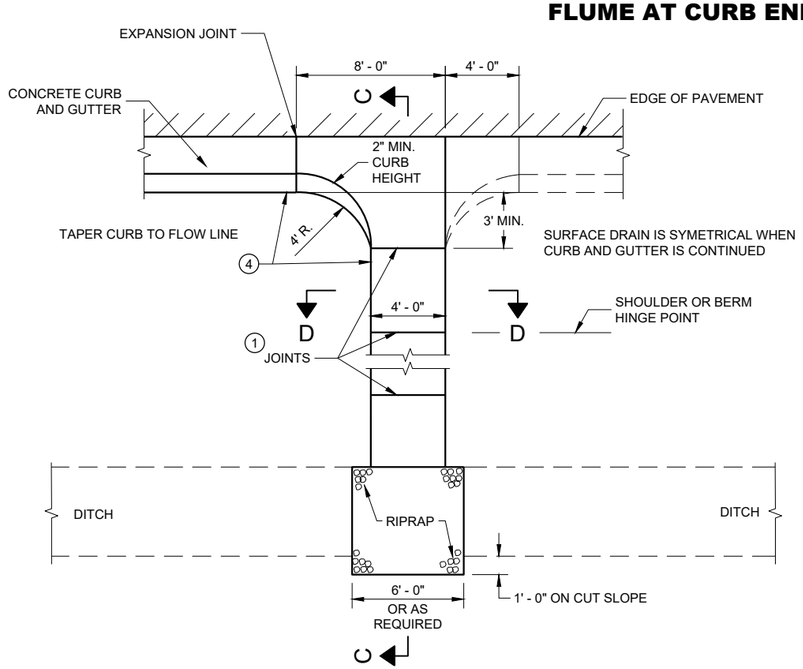
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



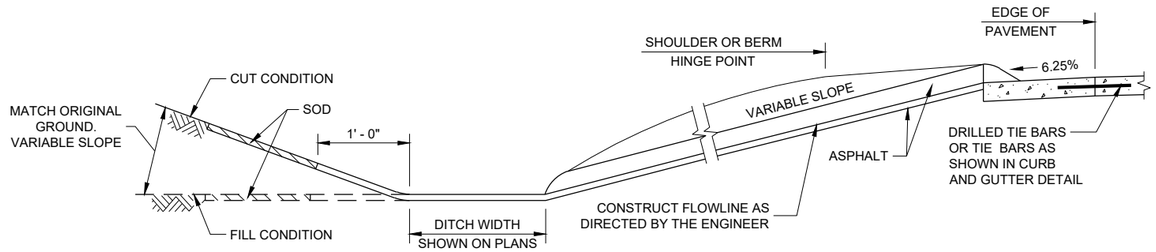
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

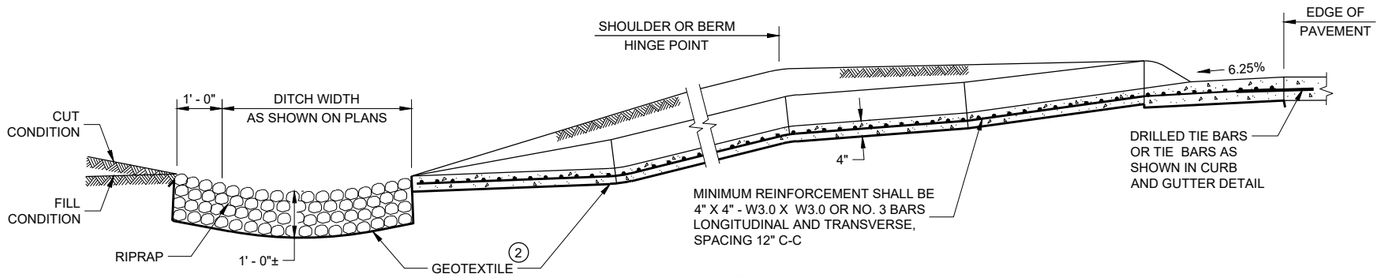
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

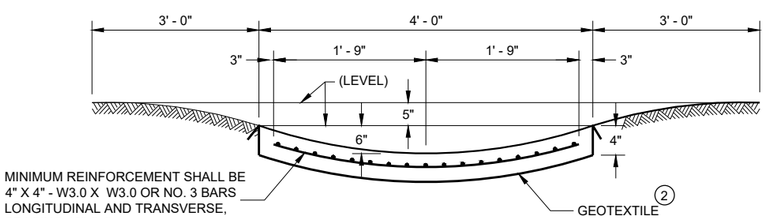


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

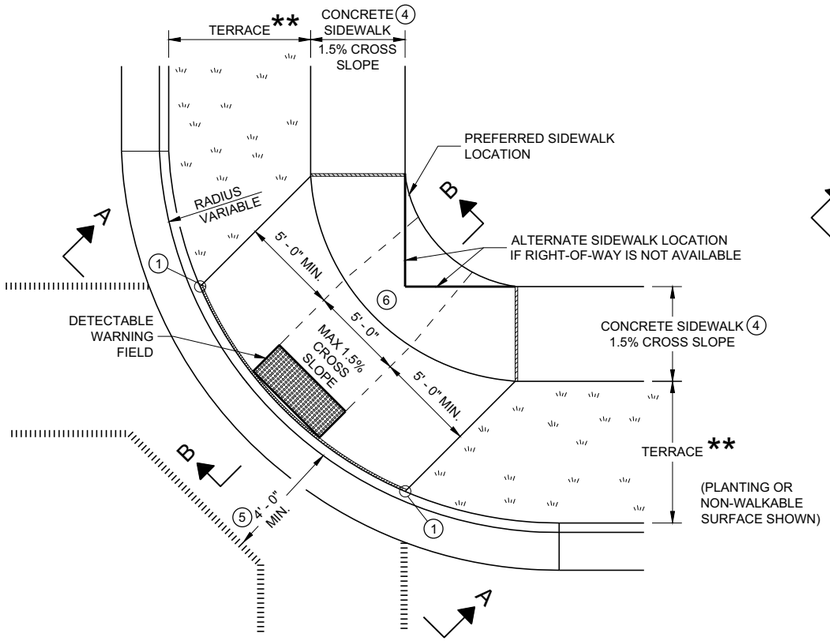
APPROVED
November 2021
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08D04 - 06

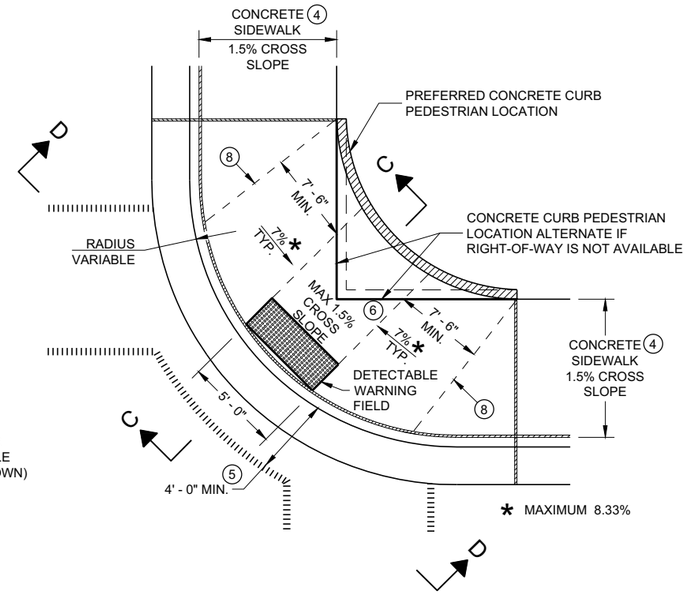
SDD 08D04 - 06



PLAN VIEW

CURB RAMP TYPE 1

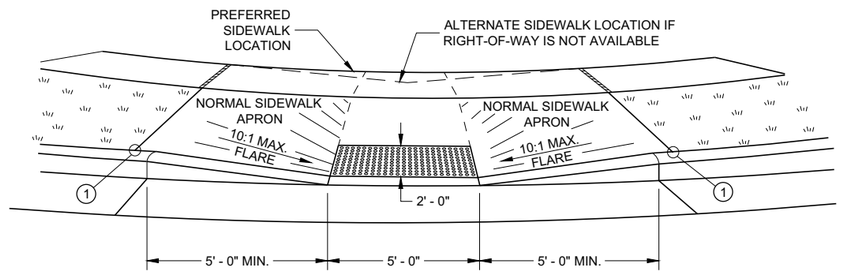
(CENTER OF CORNER RADIUS)



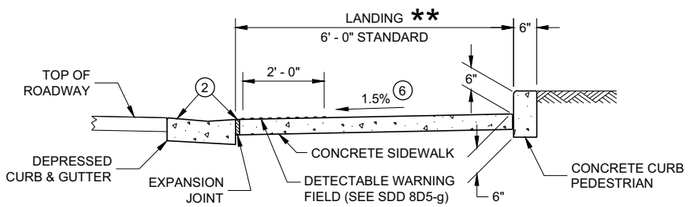
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

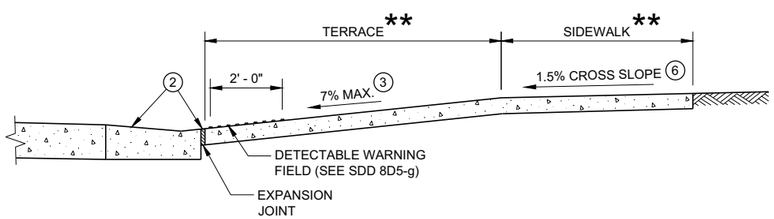


VIEW A - A FOR TYPE 1

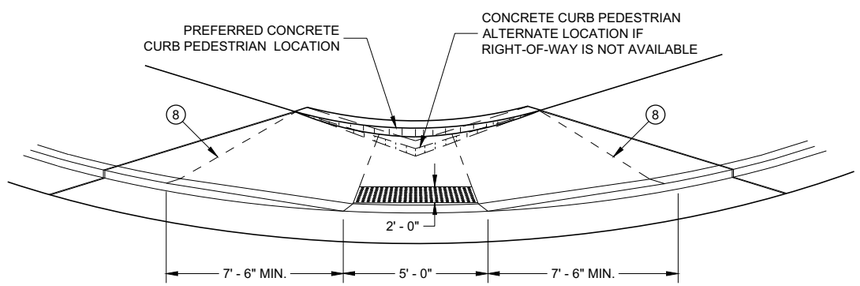


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LEGEND

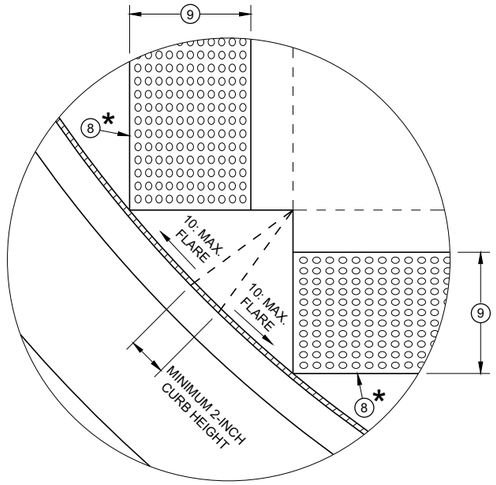
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

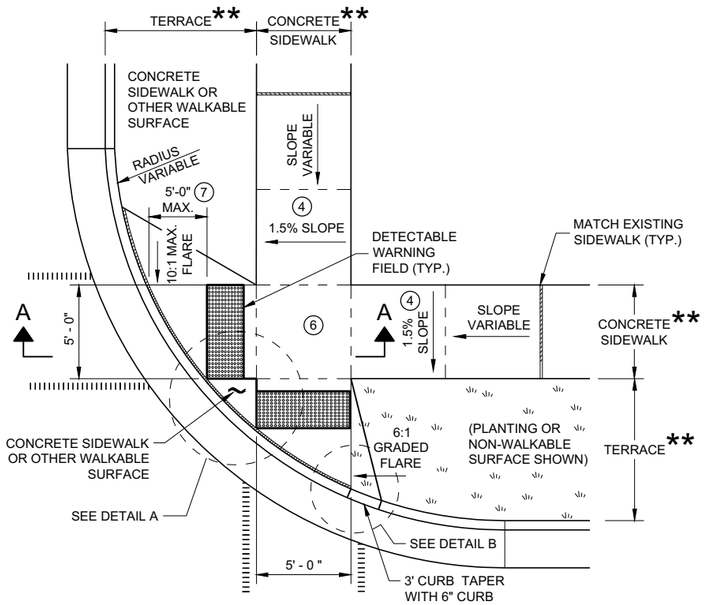
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05 - 20a



DETAIL A



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

GENERAL NOTES

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

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

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

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

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

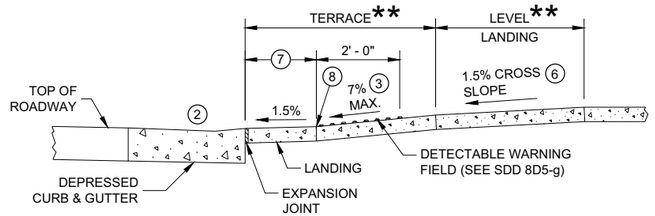
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

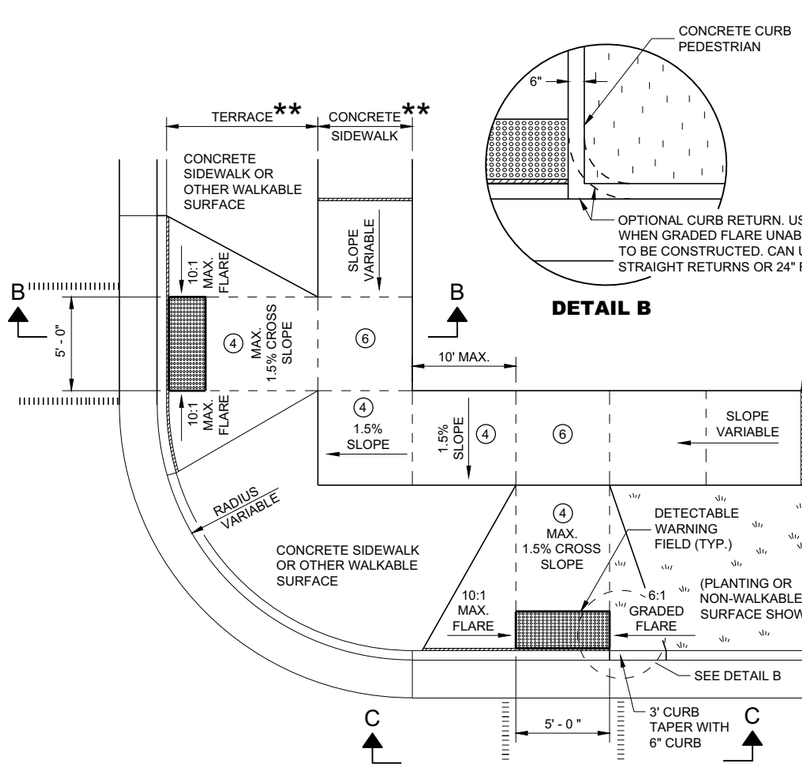
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

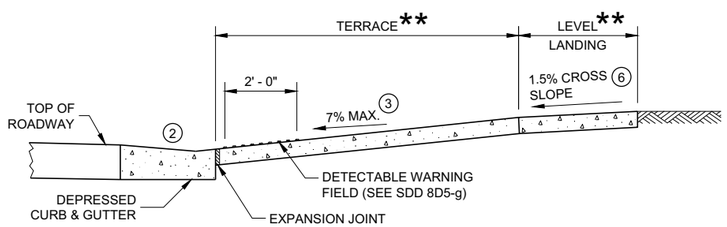
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

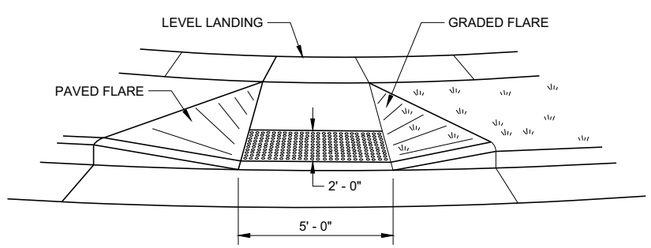
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

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



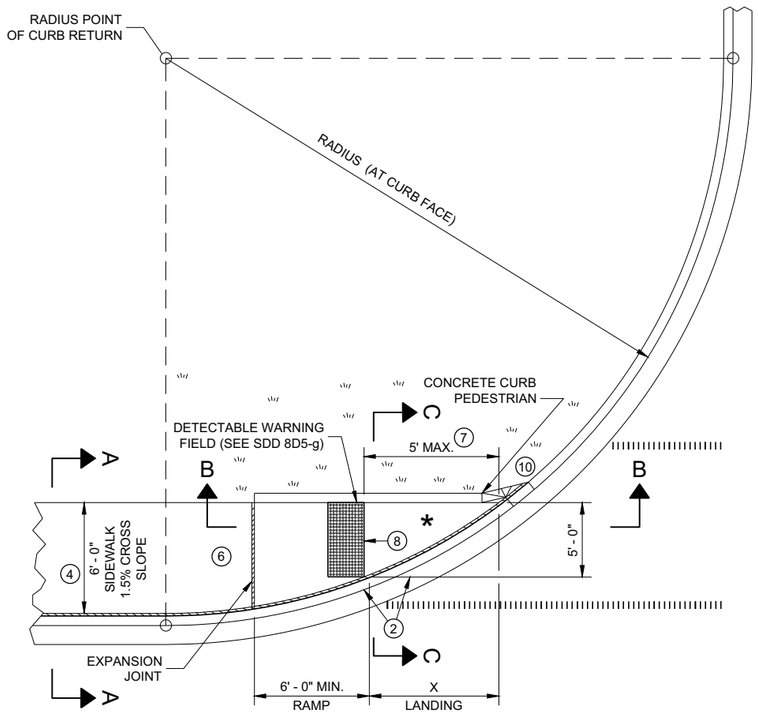
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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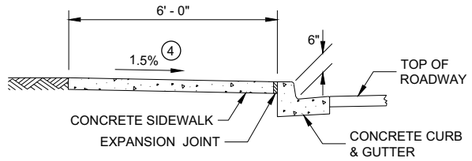


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

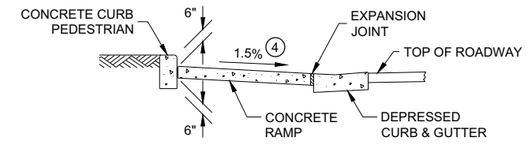
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

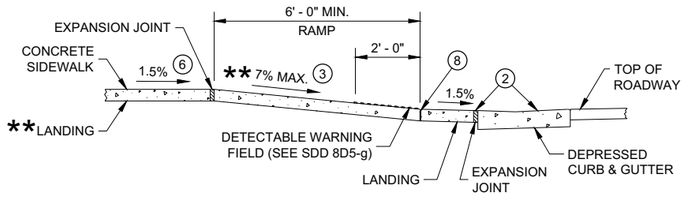
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



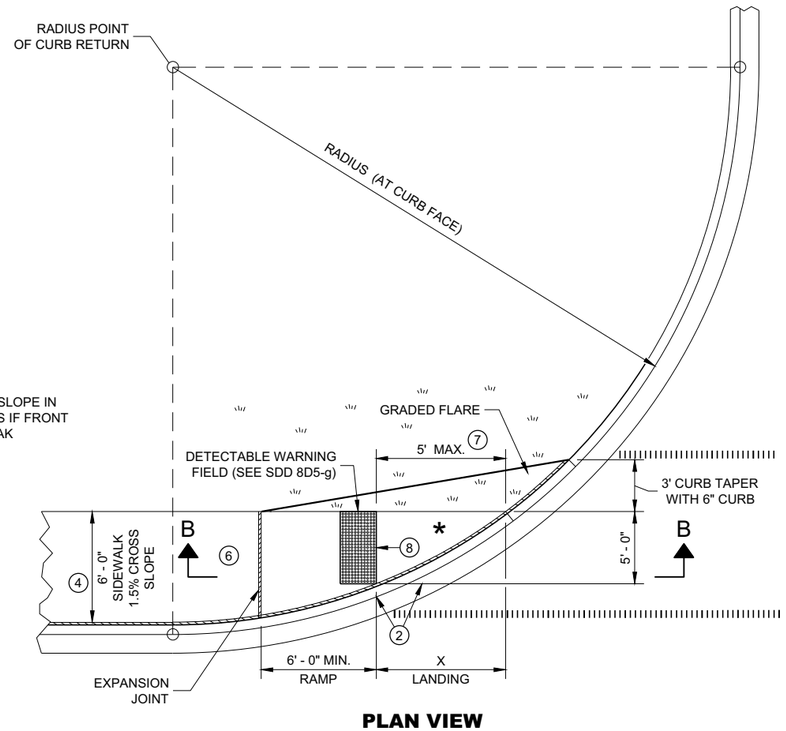
SECTION C - C FOR TYPE 4A



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

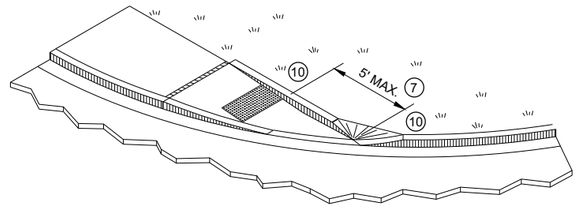
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

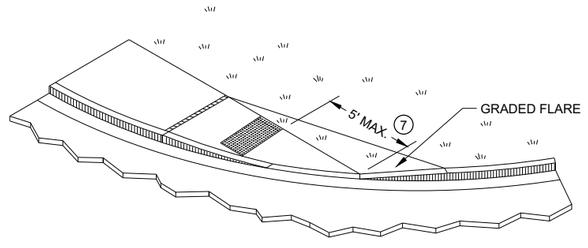


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



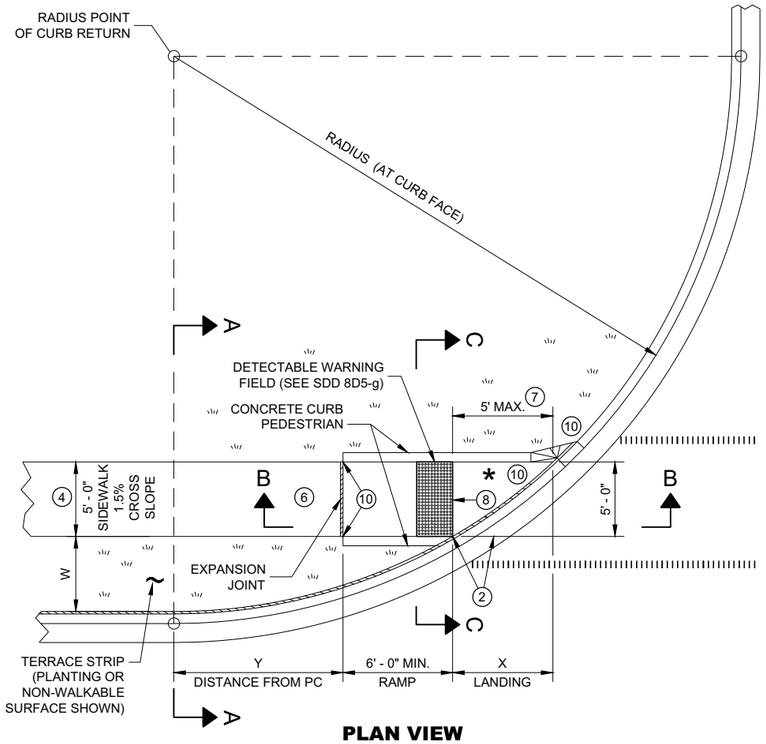
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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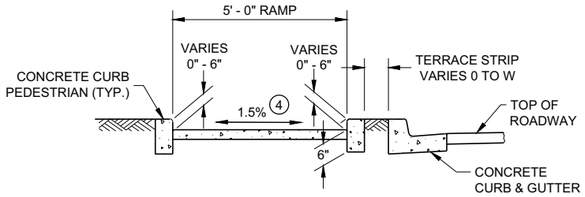


PLAN VIEW

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.

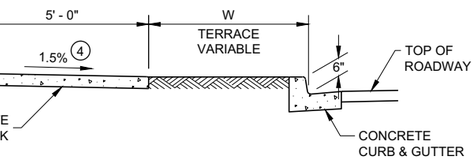
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

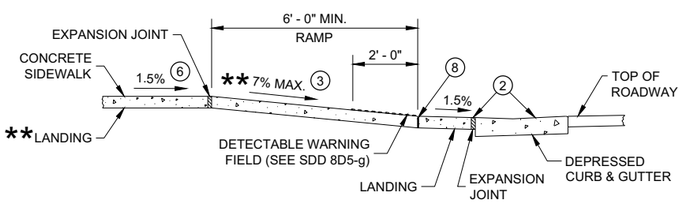
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

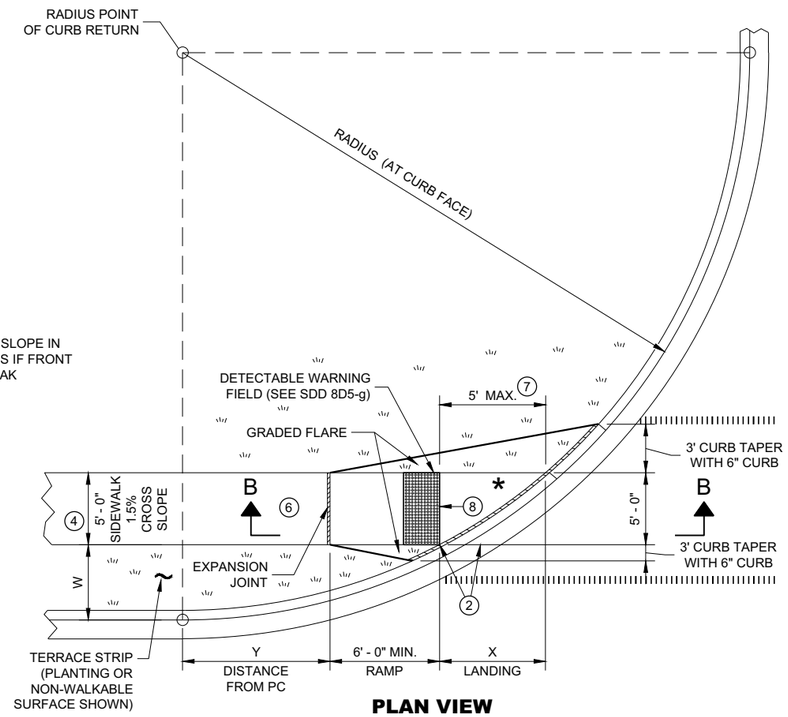


SECTION A - A FOR TYPE 4B



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

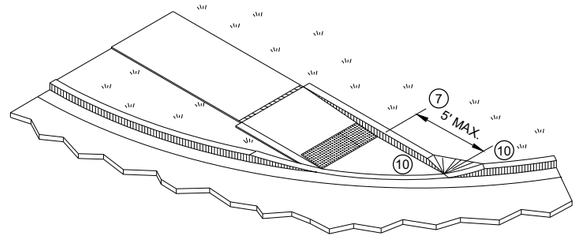
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



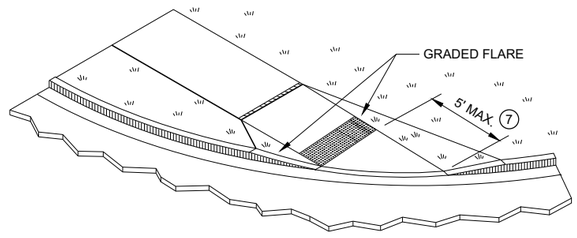
PLAN VIEW

CURB RAMP TYPE 4B1

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



ISOMETRIC VIEW FOR TYPE 4B



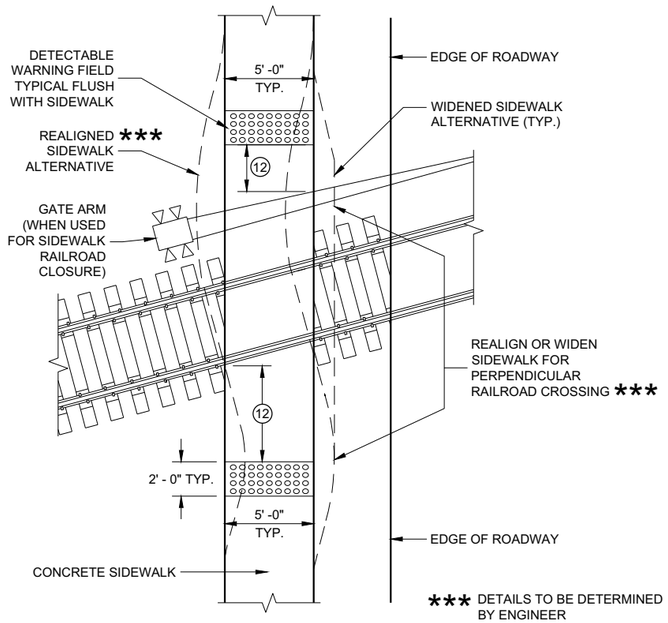
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

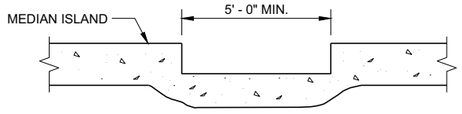
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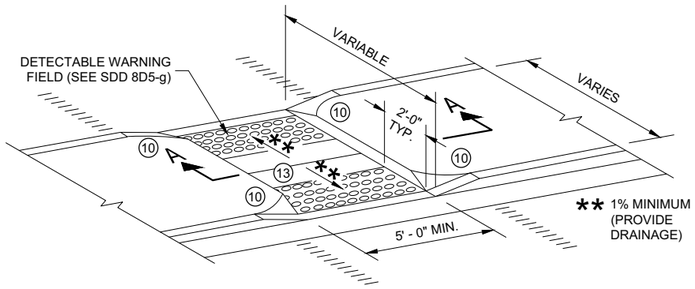


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

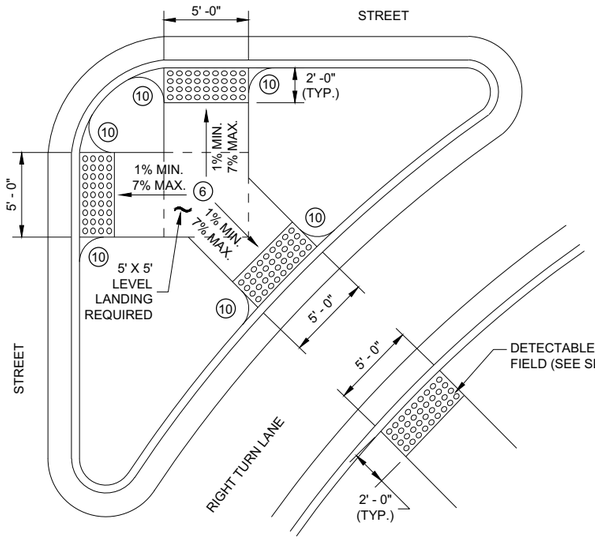
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

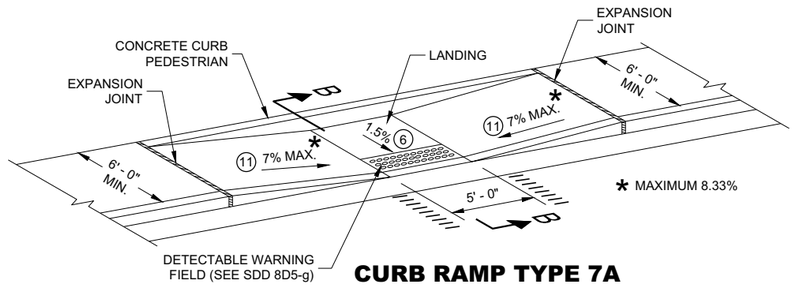
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

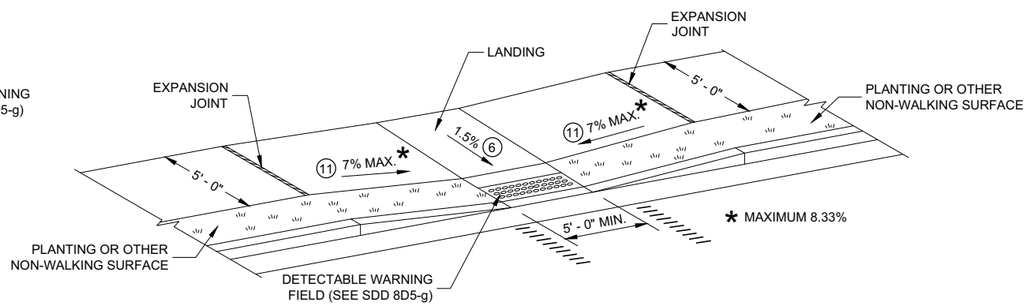
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

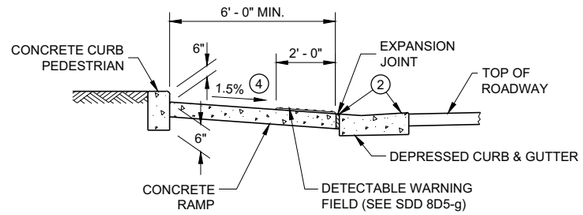
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

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



SECTION B - B FOR TYPE 7A

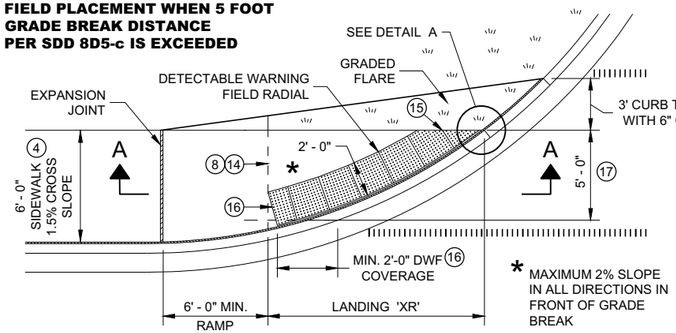
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

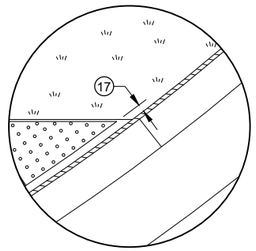
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



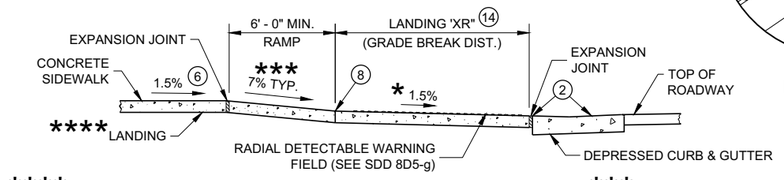
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

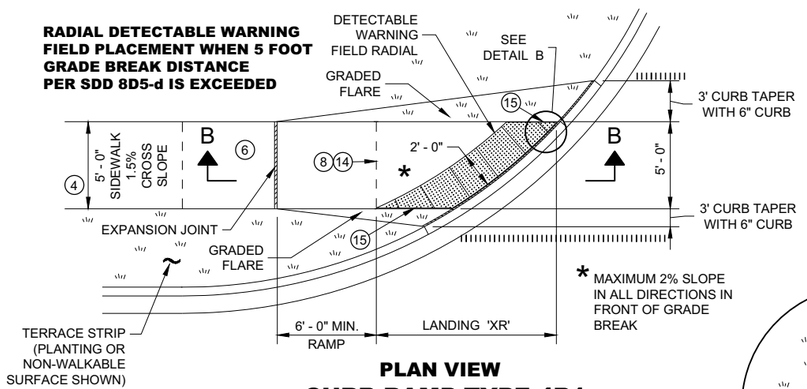


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

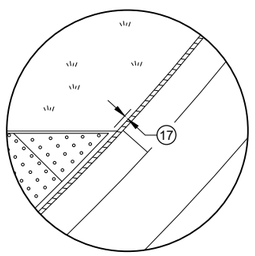
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



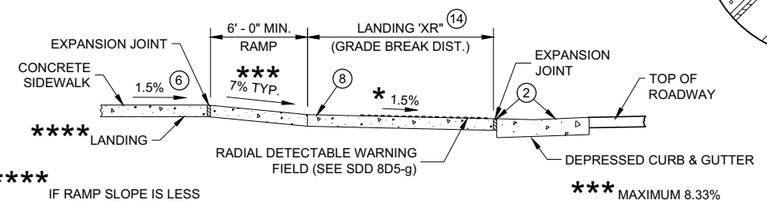
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



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

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

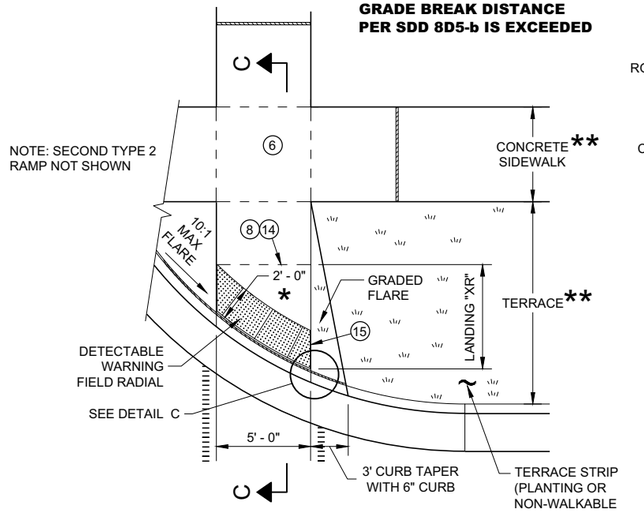
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

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

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

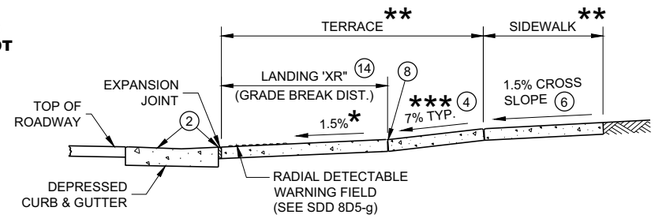


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

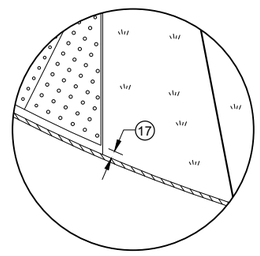


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

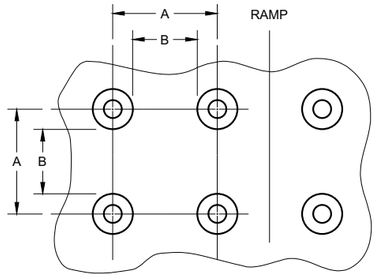
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

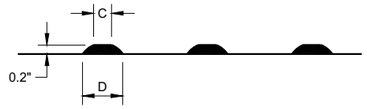
SDD 08D05 - 20f

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

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

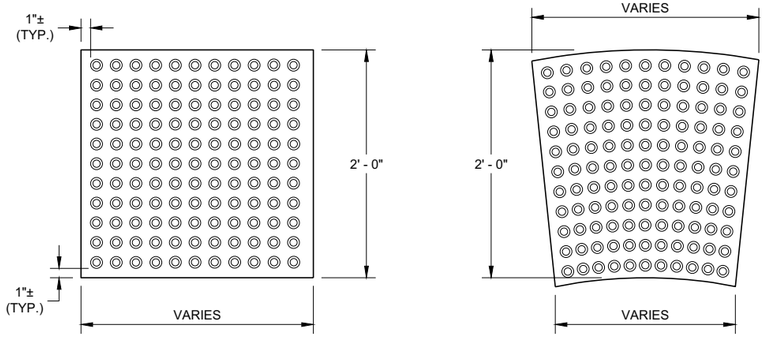


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

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

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

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

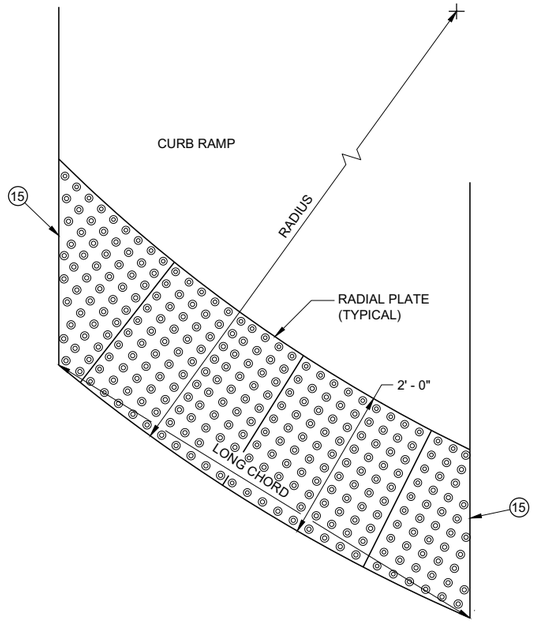
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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

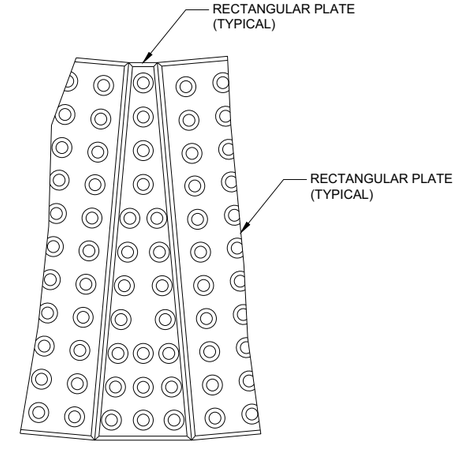
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

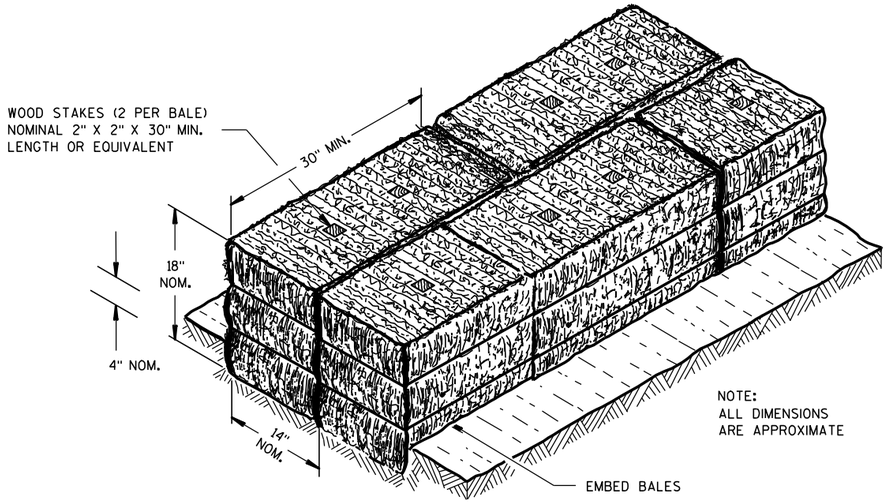
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

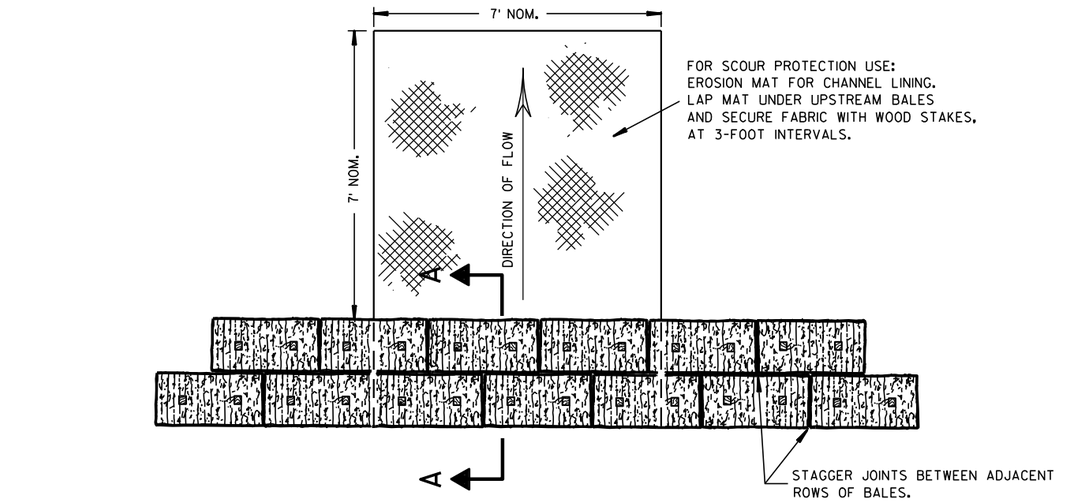
FHWA

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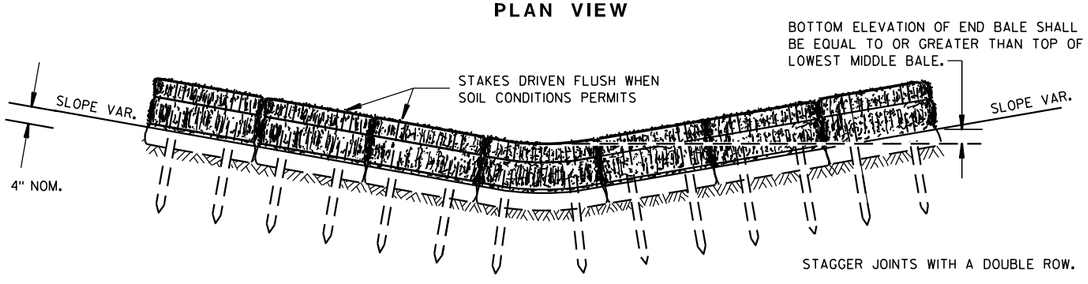
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



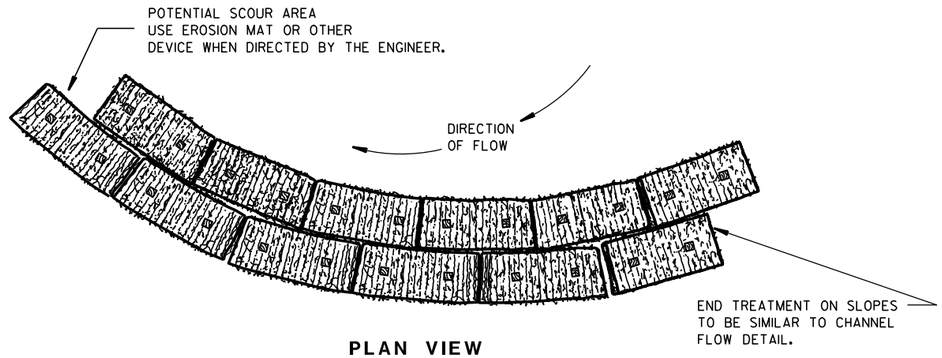
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

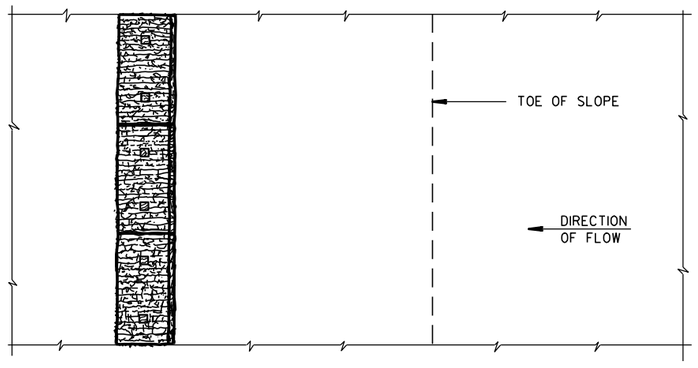
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

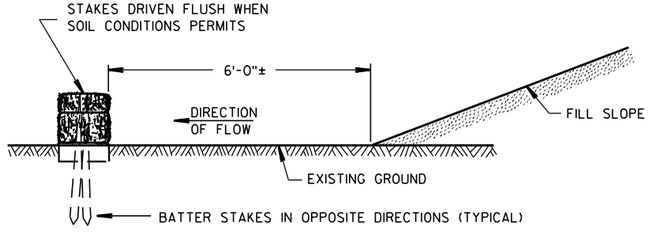


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

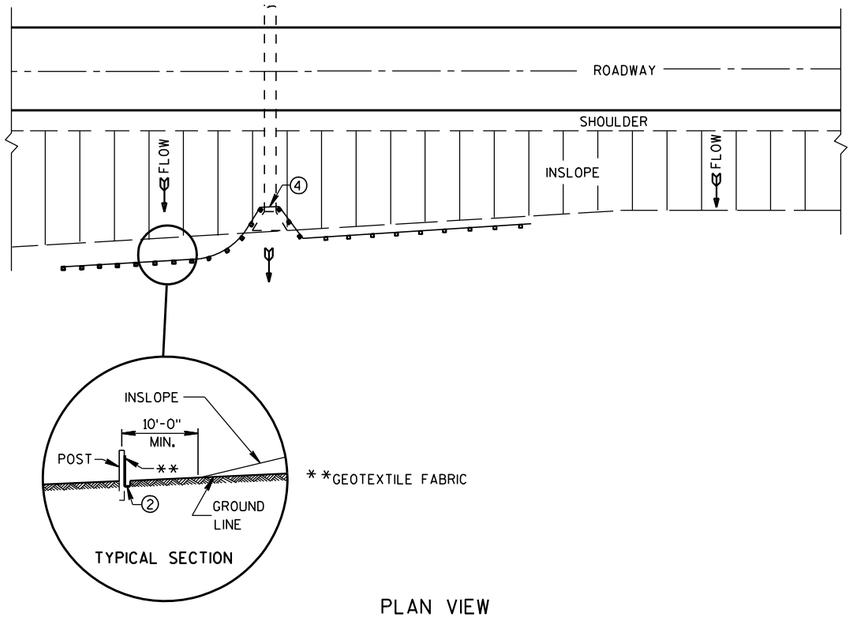
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

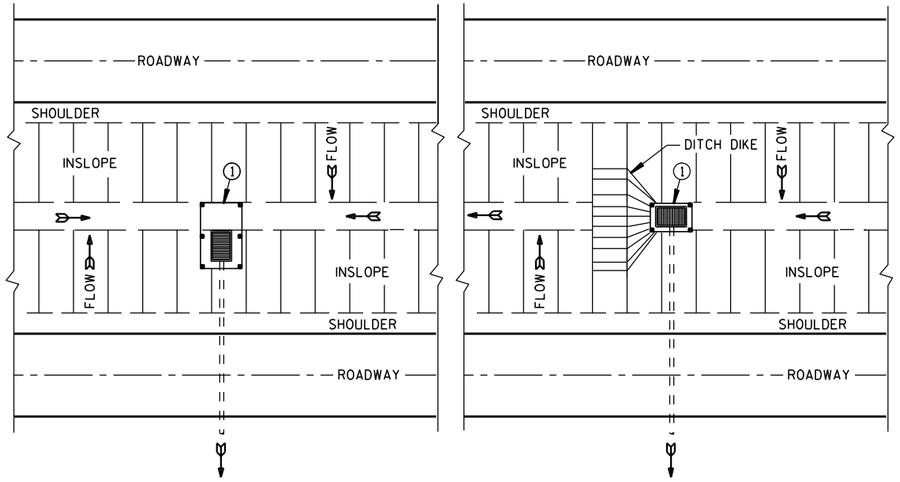
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S.D.D. 8 E 8-3



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.

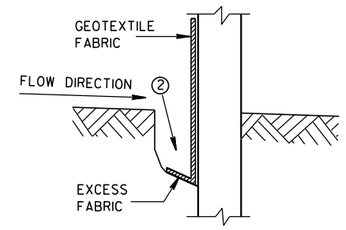
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

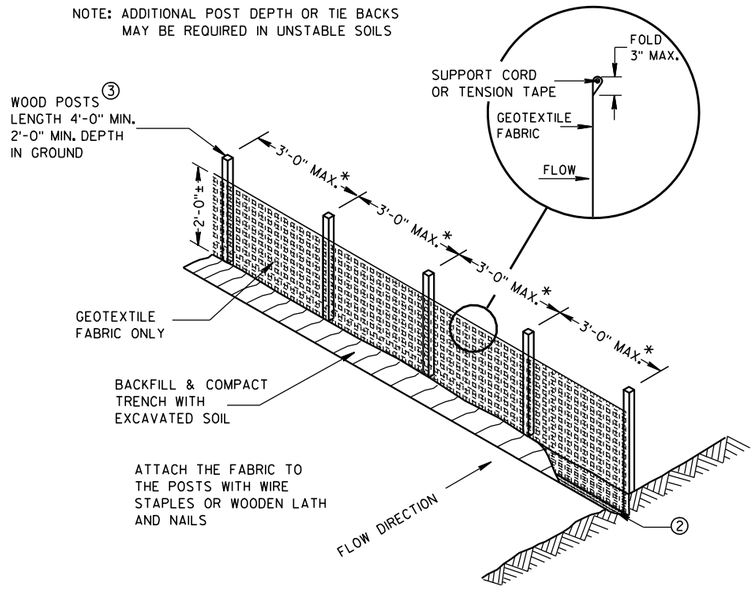
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

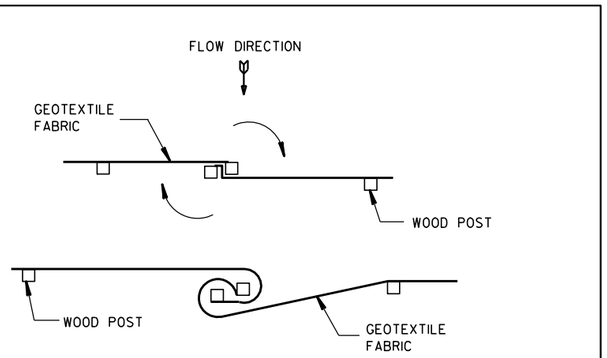
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



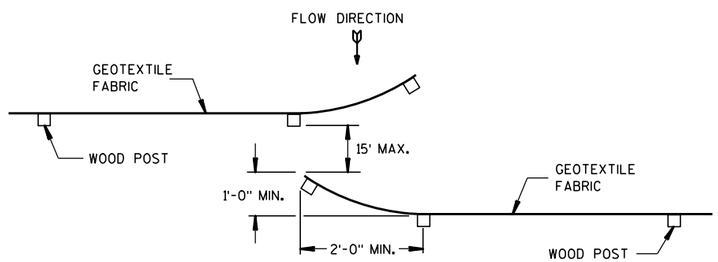
TRENCH DETAIL



SILT FENCE

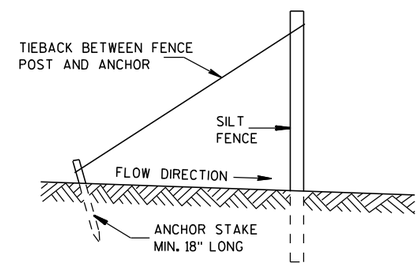


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

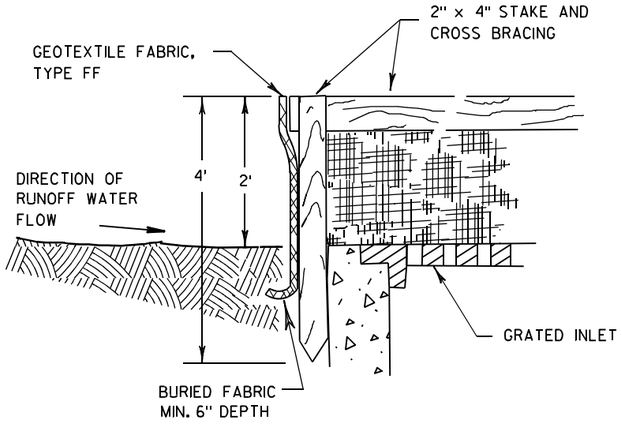
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

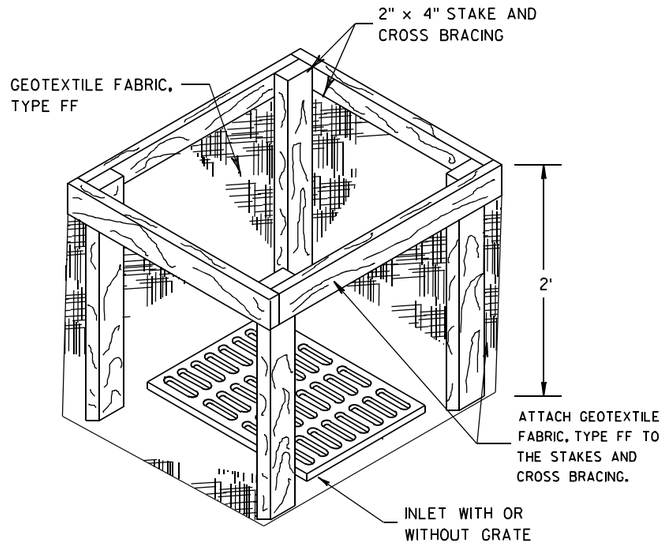
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S.D.D. 8 E 9-6

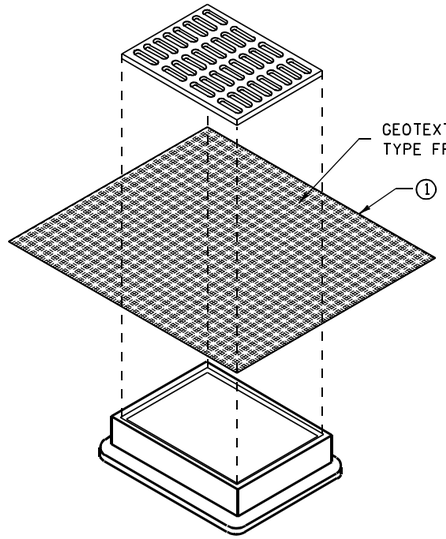
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S.D.D. 8 E 9-6



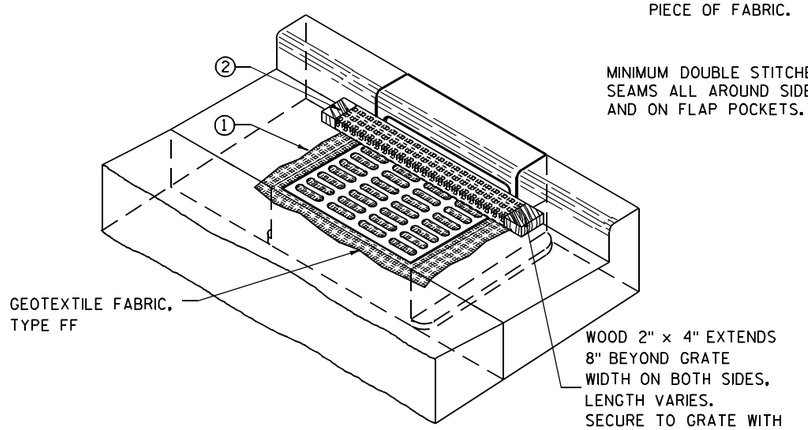


INLET PROTECTION, TYPE A

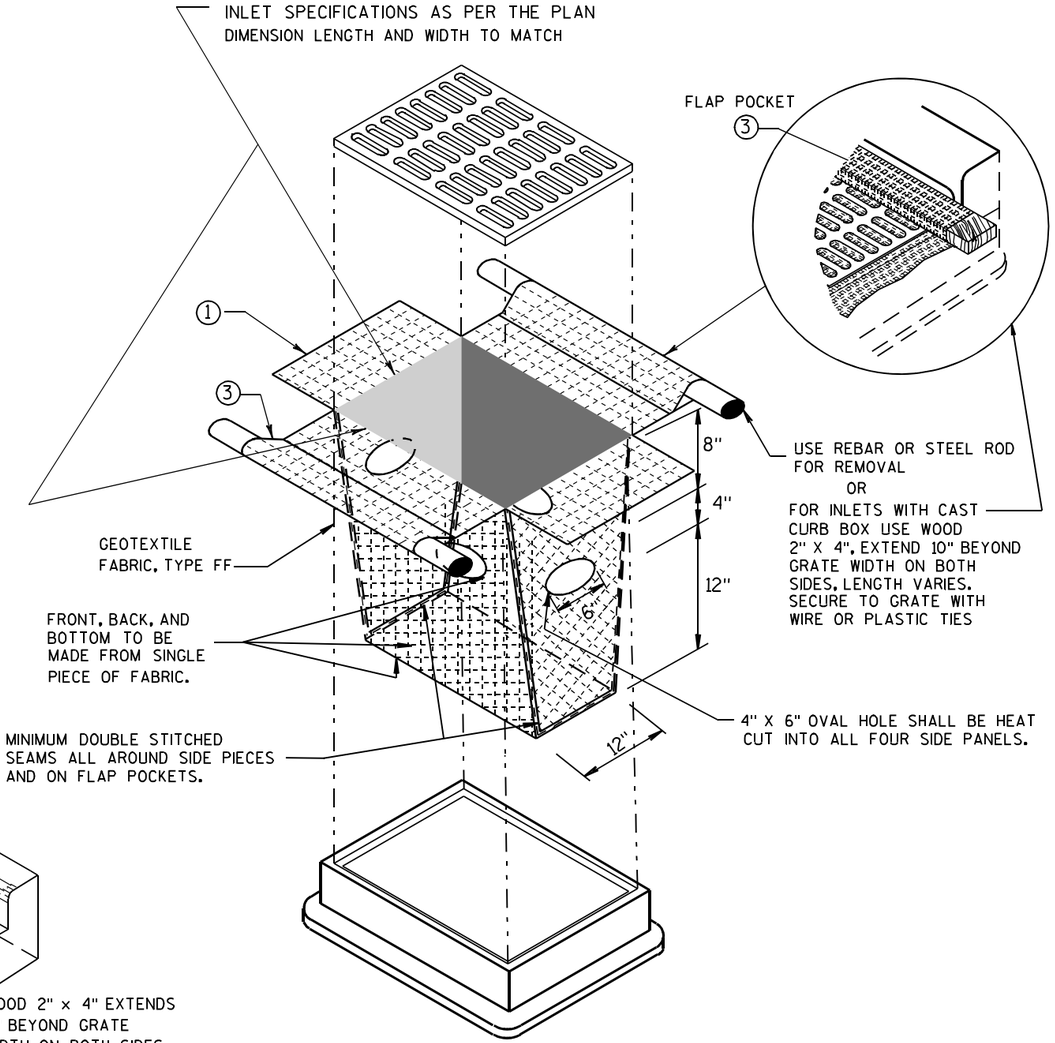


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

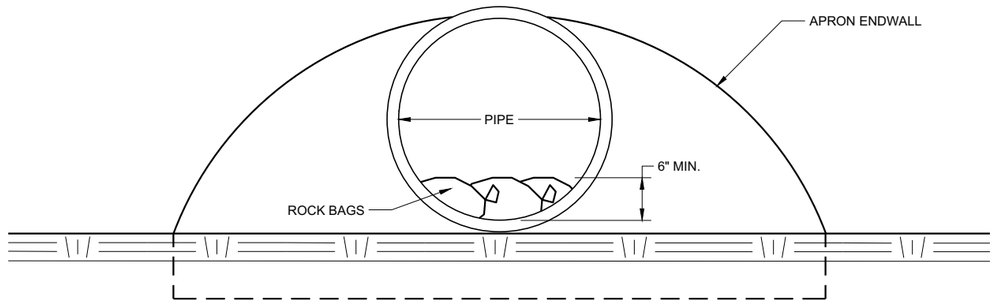
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

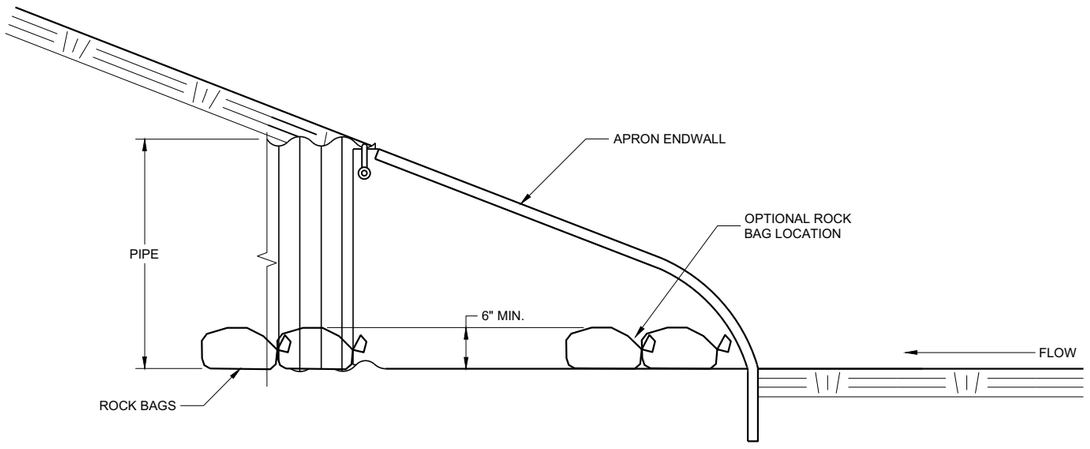
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

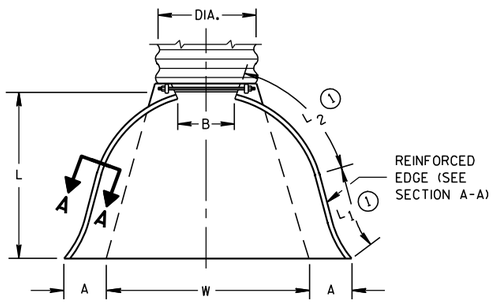
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

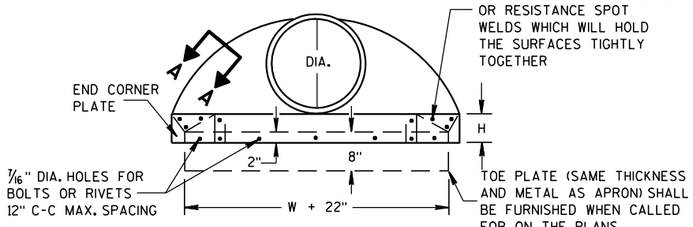
REINFORCED CONCRETE APRON ENDWALLS

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

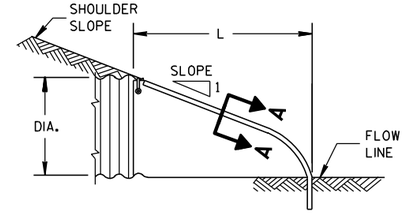
*MINIMUM
**MAXIMUM



PLAN VIEW

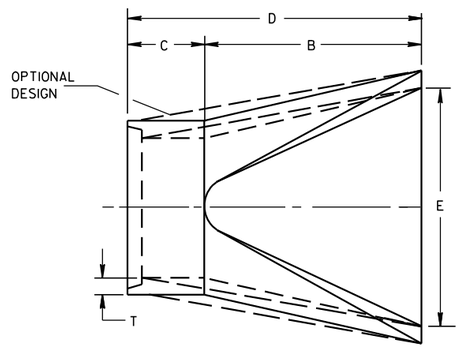


END VIEW

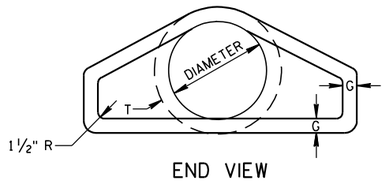


SIDE ELEVATION

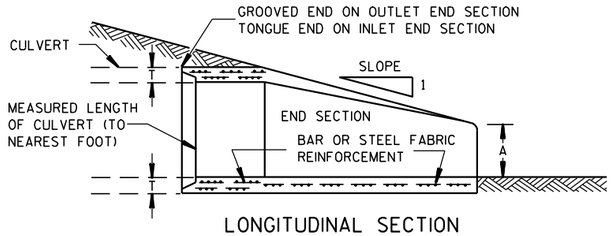
METAL ENDWALLS



PLAN

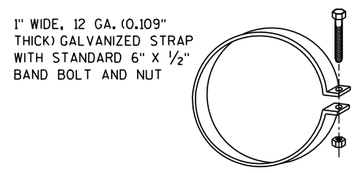


END VIEW



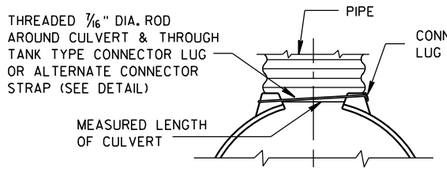
LONGITUDINAL SECTION

CONCRETE ENDWALLS

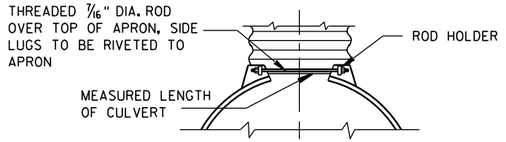


ALTERNATE FOR TYPE 1 CONNECTION

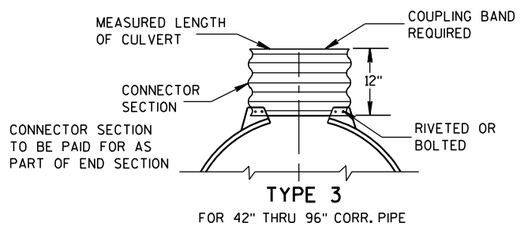
END SECTION CONNECTOR STRAP



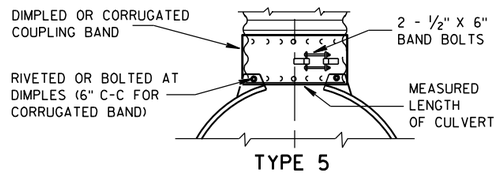
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

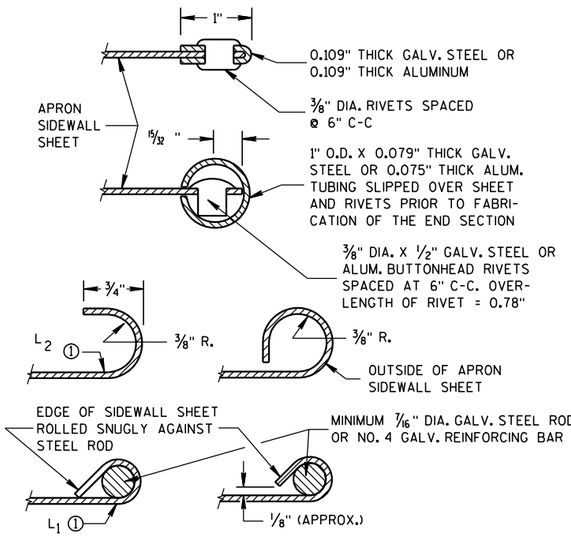
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

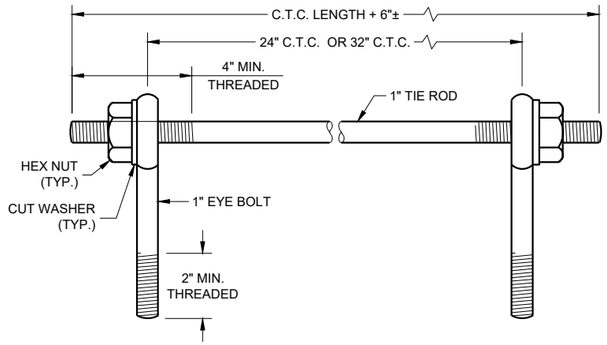
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

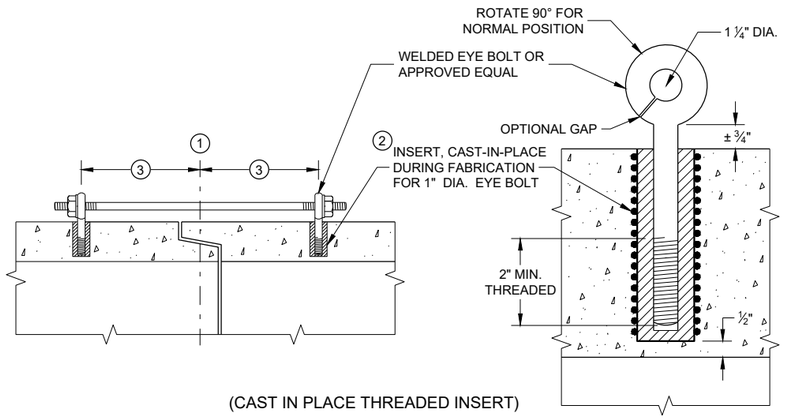
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



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.

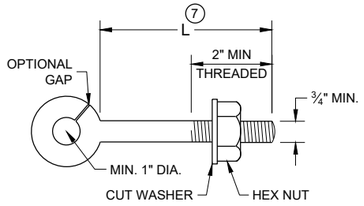
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

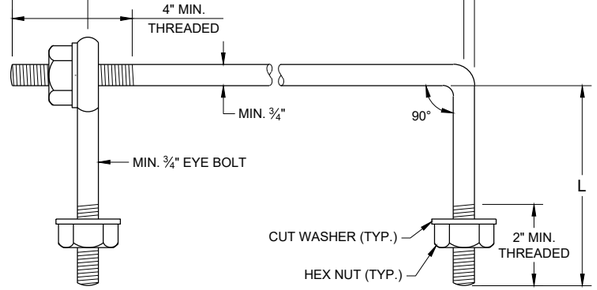
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

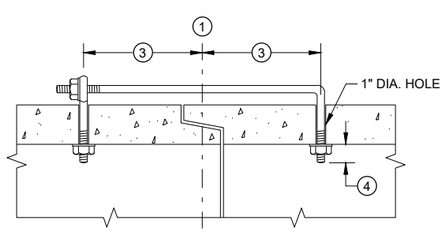


EYE BOLT (7)

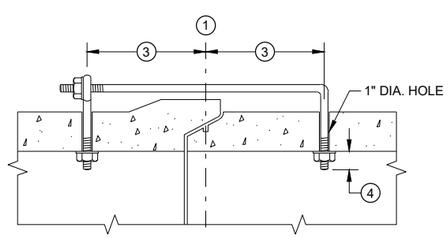
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

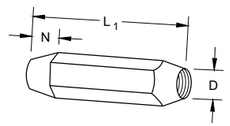
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

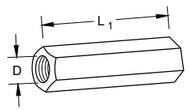
ADJUSTABLE TIE ROD TABLE

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



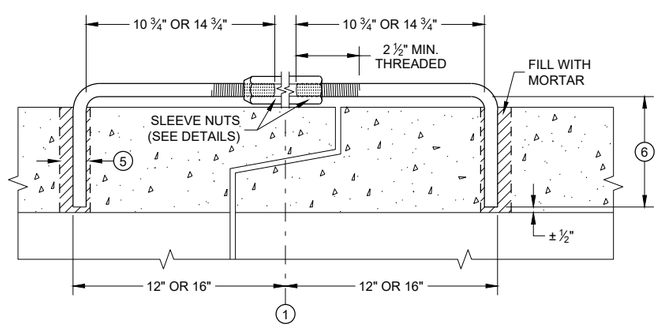
TAPERED



PLAIN

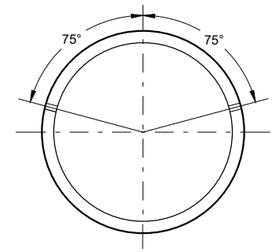
RIGHT AND LEFT THREADS

SLEEVE NUTS



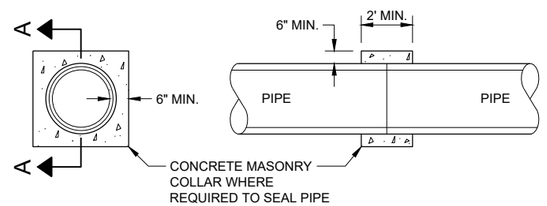
LONGITUDINAL SECTION

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

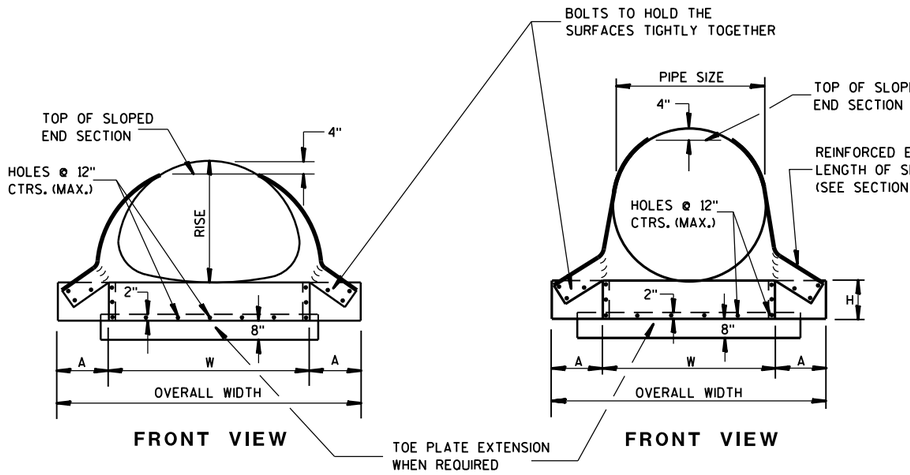
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

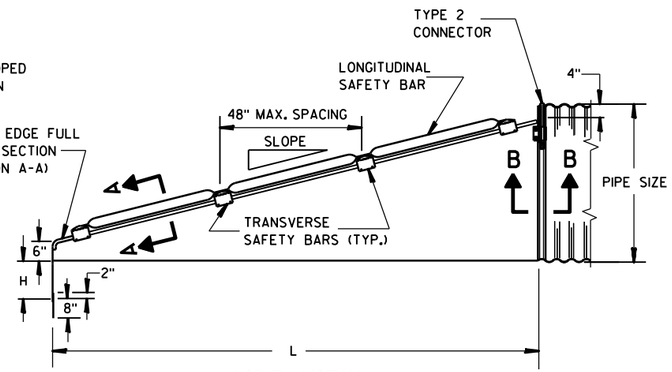
SDD 08F04 - 08

SDD 08F04 - 08



FRONT VIEW

FRONT VIEW



SIDE VIEW
(48" SIZE ILLUSTRATED)

GENERAL NOTES

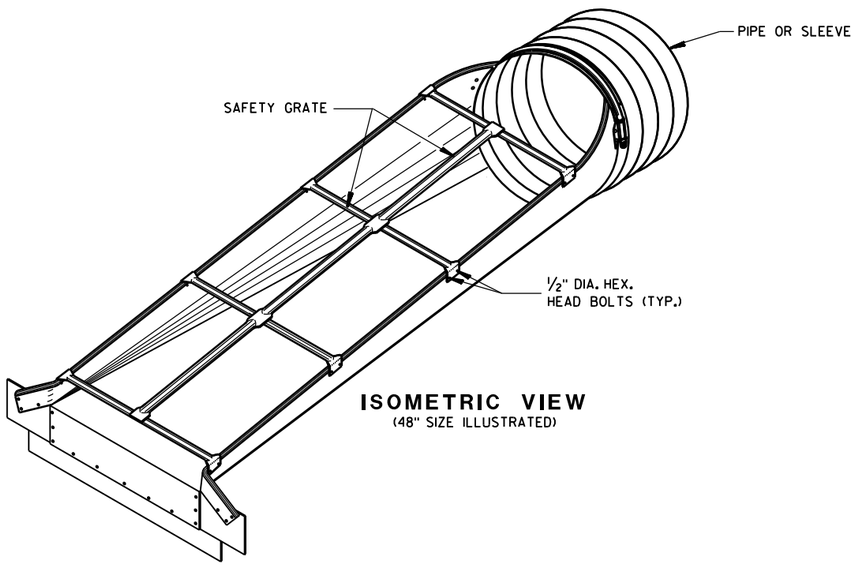
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

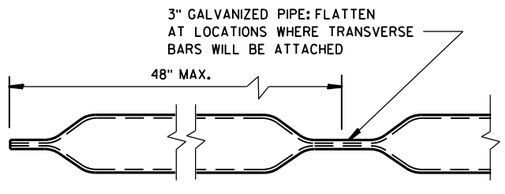
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

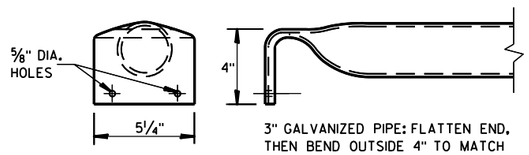
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300



ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



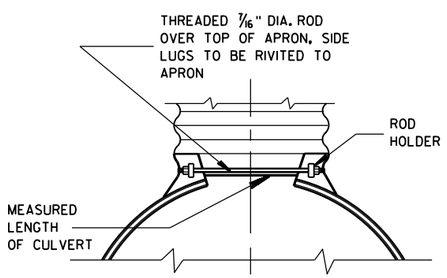
LONGITUDINAL SAFETY BAR



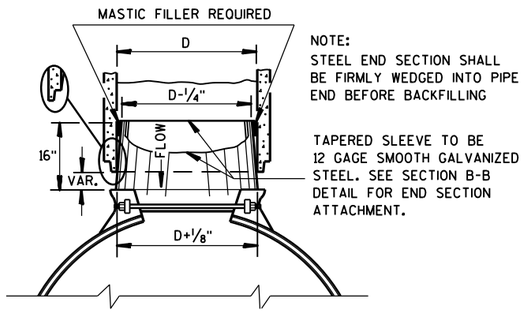
TRANSVERSE SAFETY BAR

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

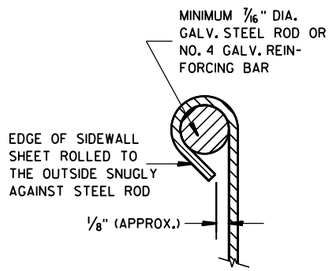
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	12	16	12	63	95	4:1	112	6:1	168
54	64	43	.109	12	16	12	70	102	4:1	132	6:1	198
60	71	47	.109	12	16	12	77	109	4:1	148	6:1	222



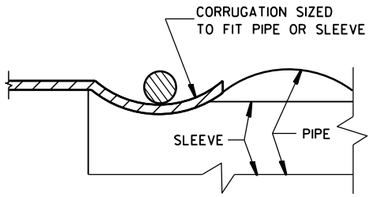
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



SECTION B-B

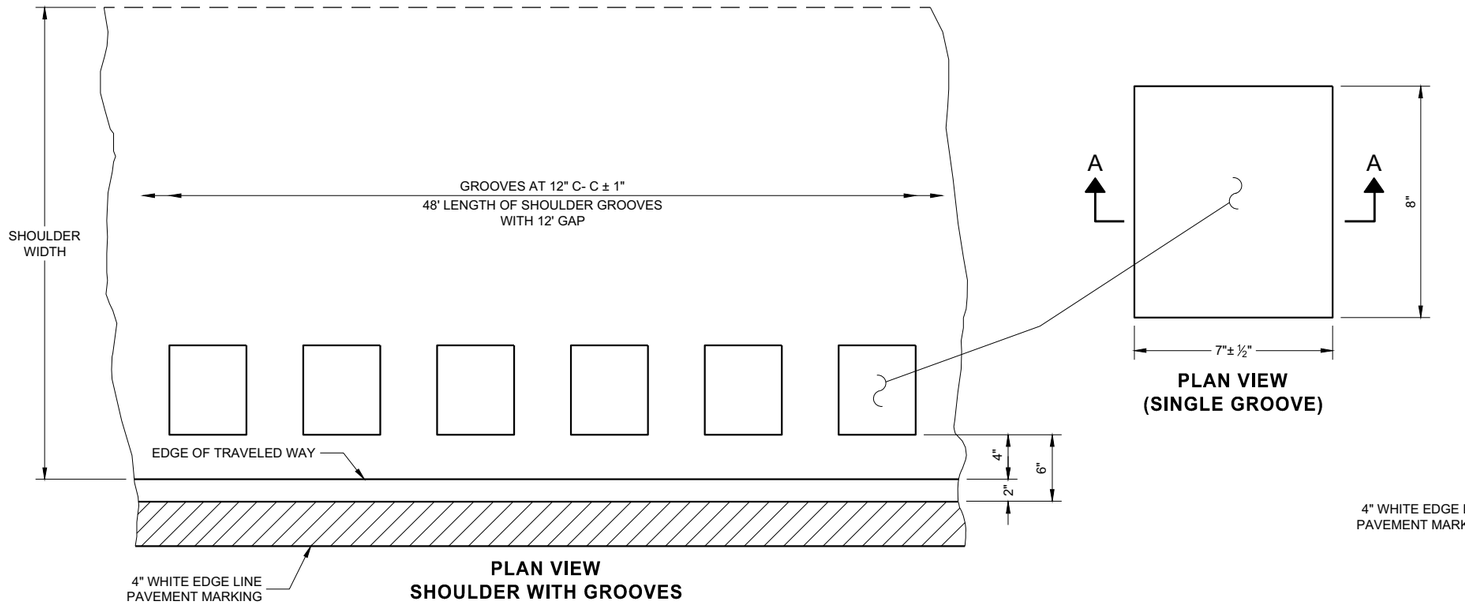
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 F 8-2



PLAN VIEW
SHOULDER WITH GROOVES

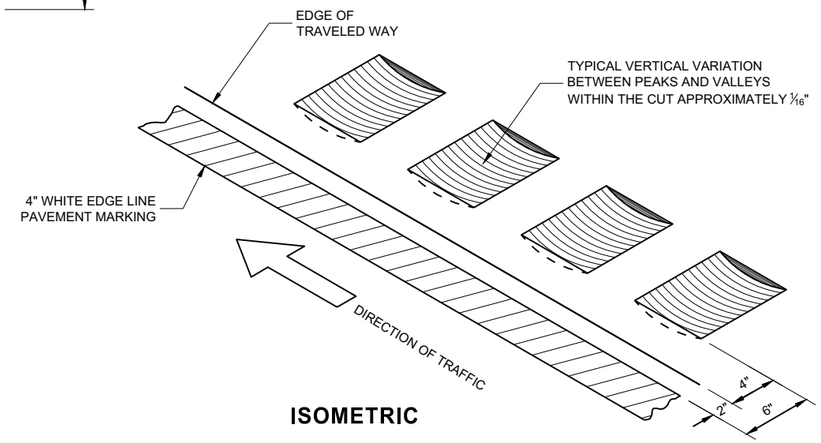
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

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

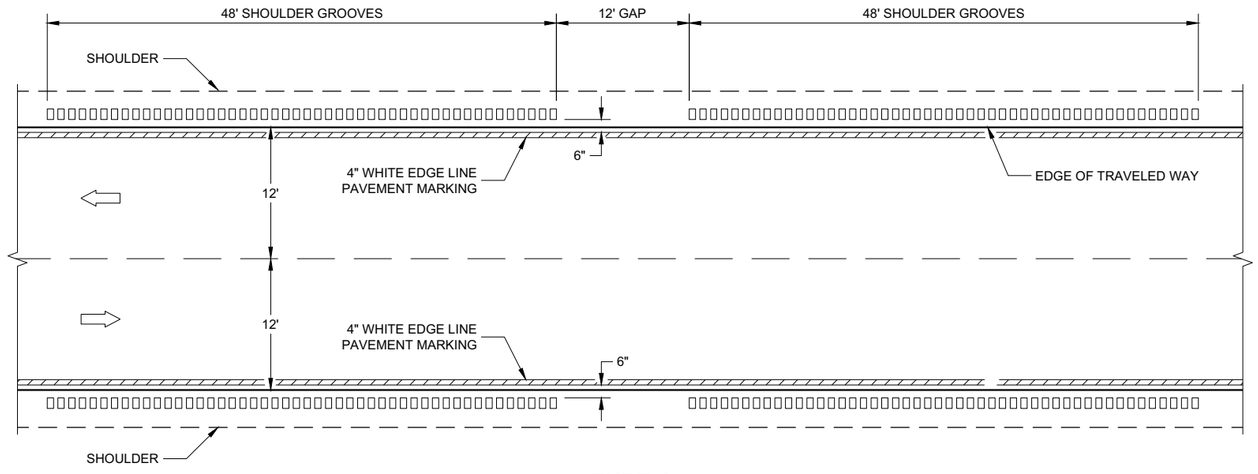
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

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

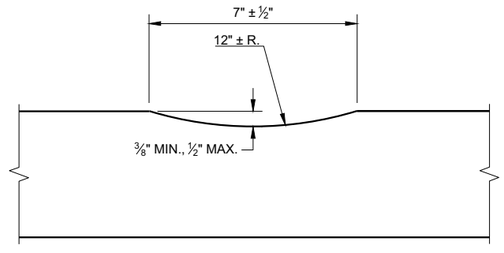


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



TYPE 1
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - A

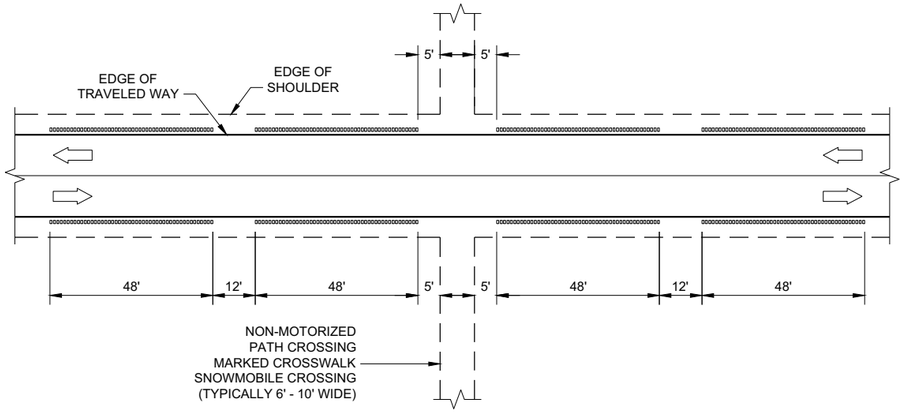
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

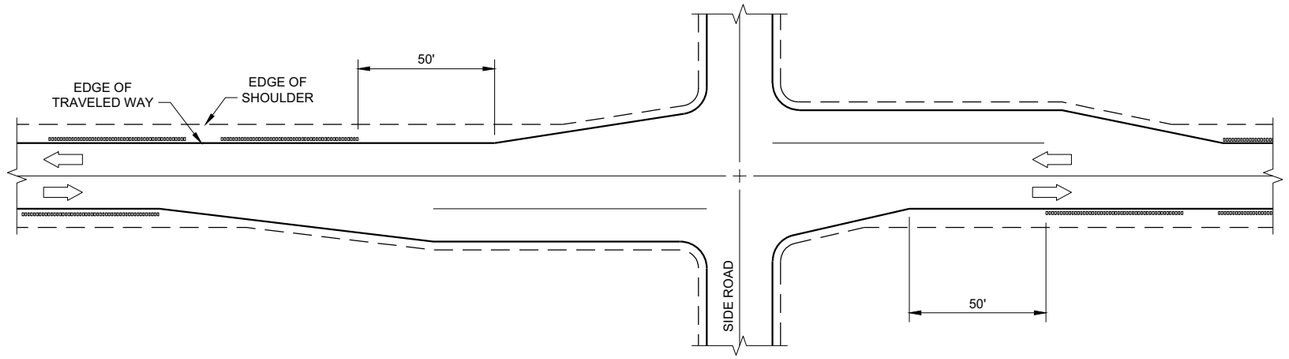
SDD 13A10 - 02a

6

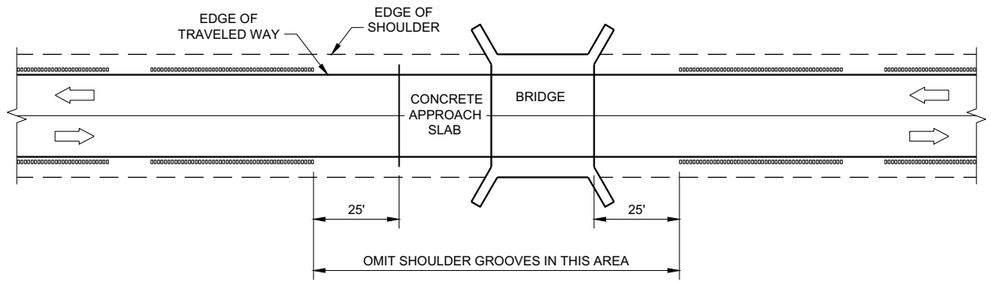
SDD 13A10 - 02a



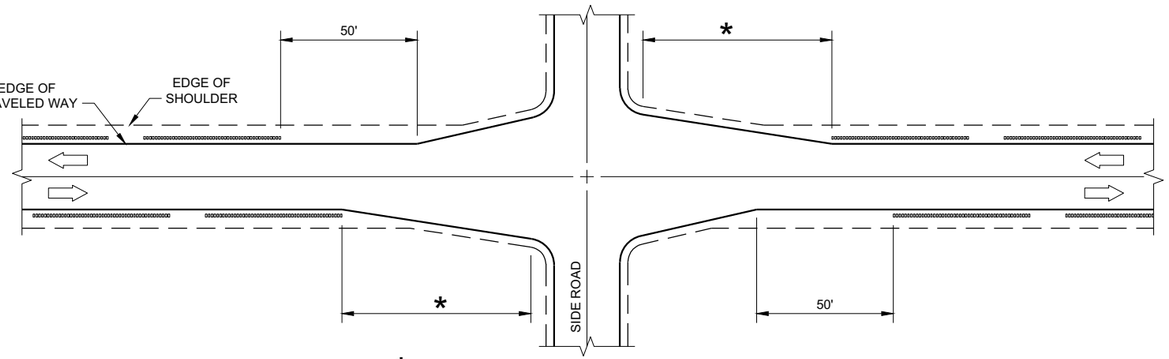
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

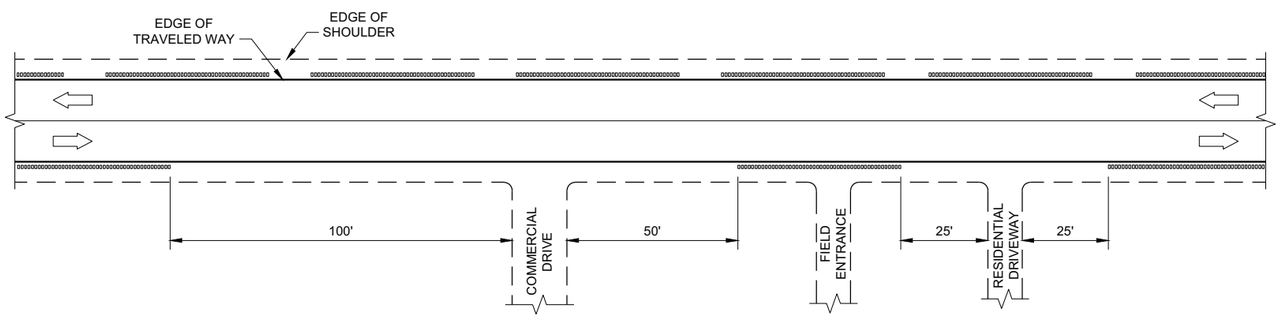


SHOULDER GROOVES AT BRIDGES



* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

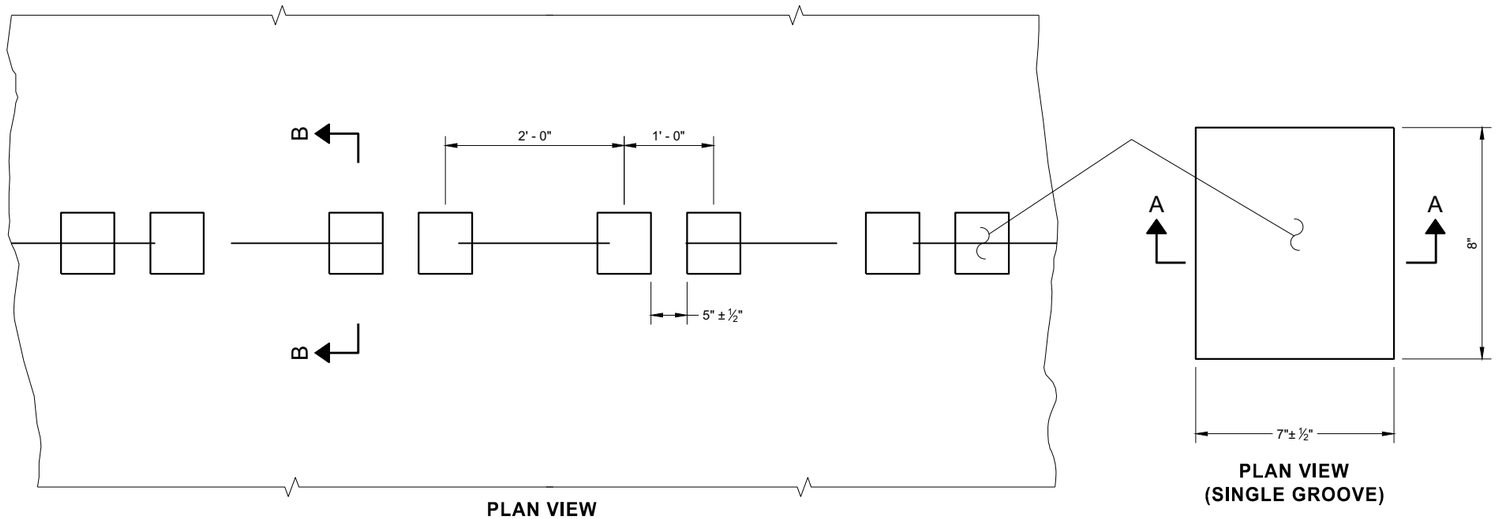
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13A10 - 02c



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

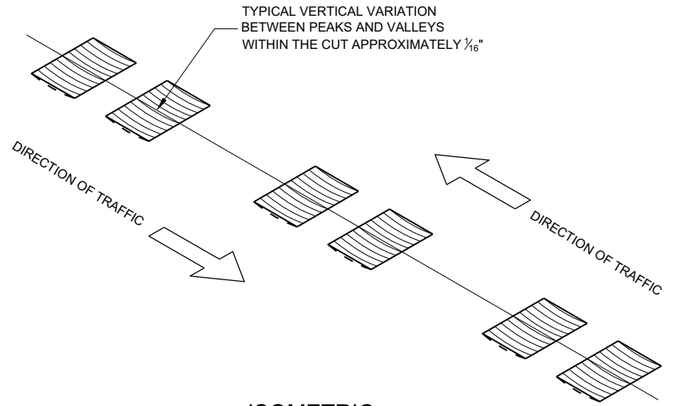
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

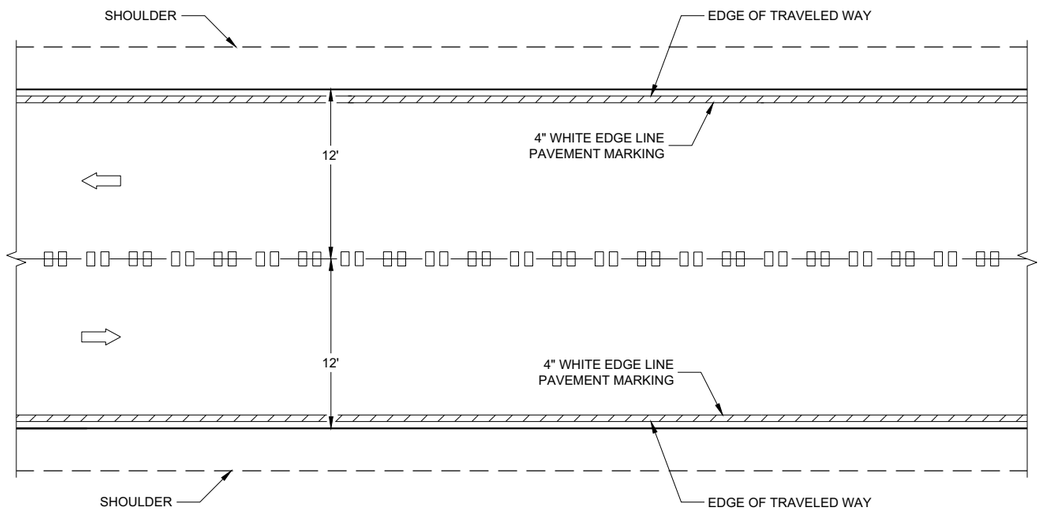
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

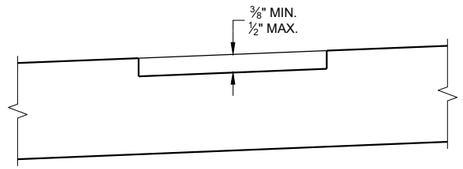
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



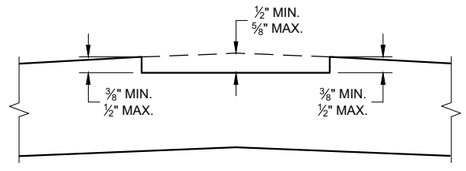
ISOMETRIC



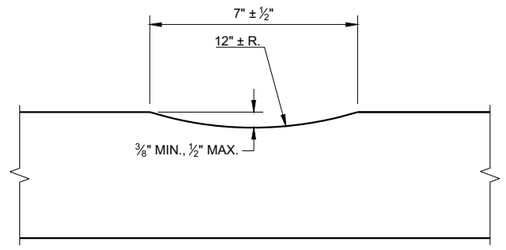
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



SECTION A - A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

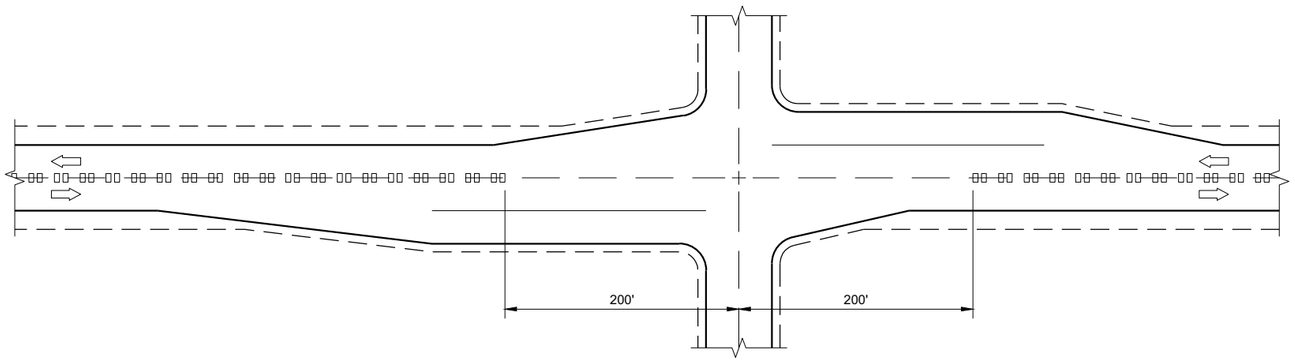
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

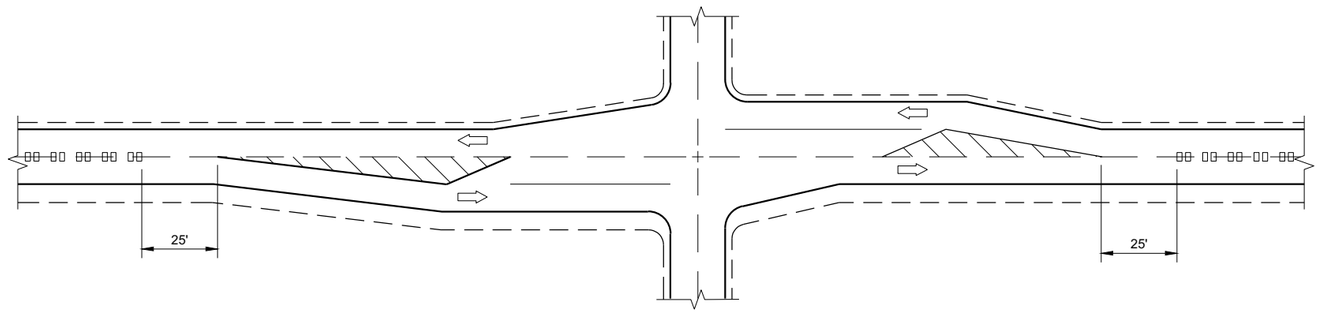
SDD 13A11 - 03a

6

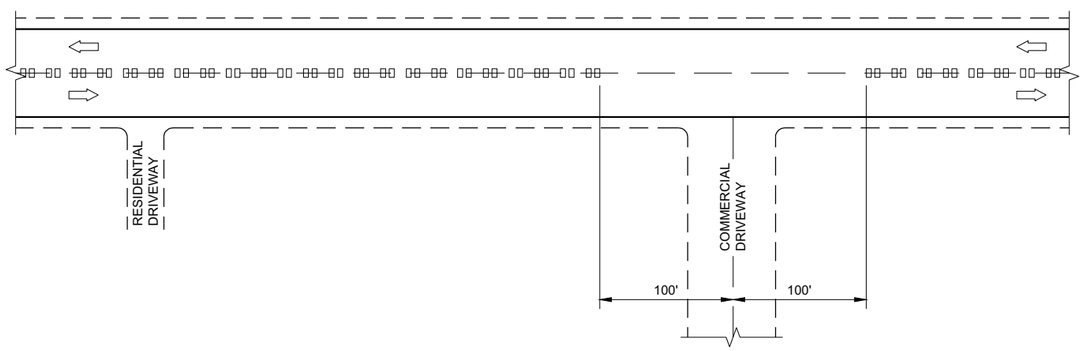
SDD 13A11 - 03a



CENTERLINE GROOVES AT INTERSECTIONS



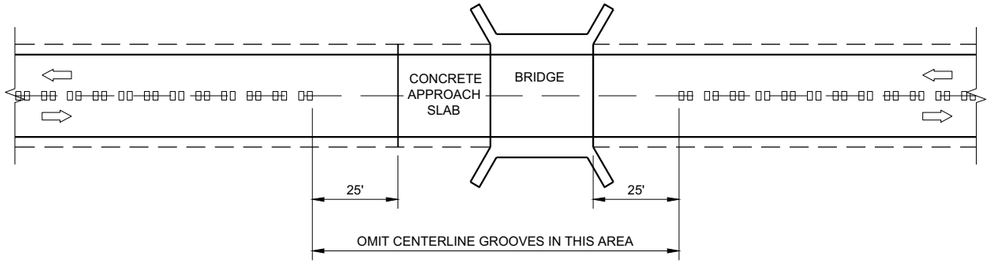
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



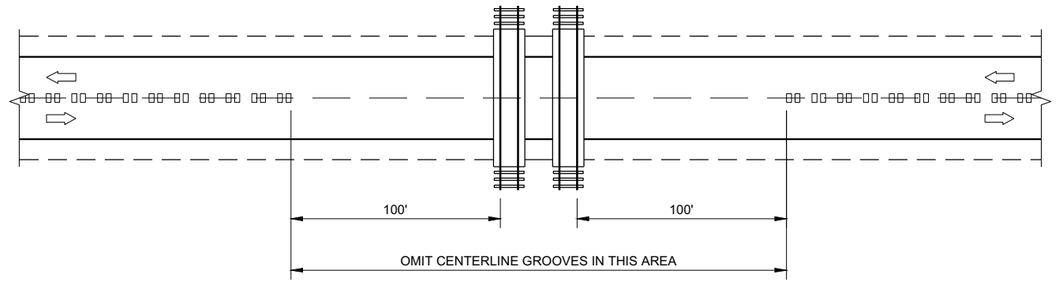
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

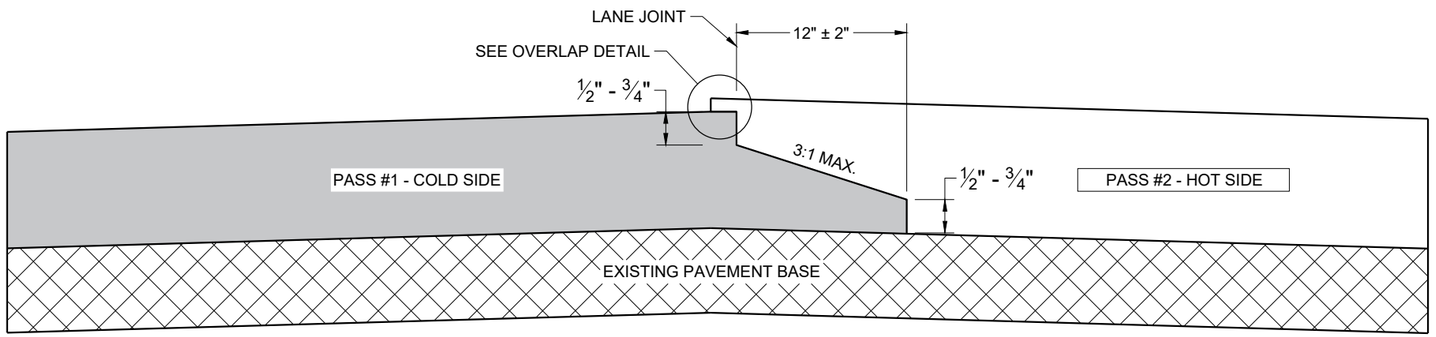
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE

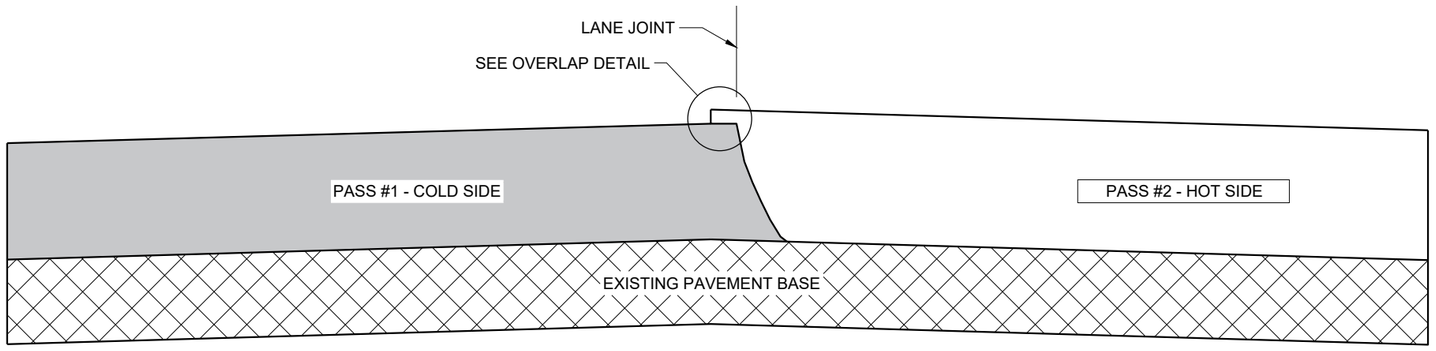
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

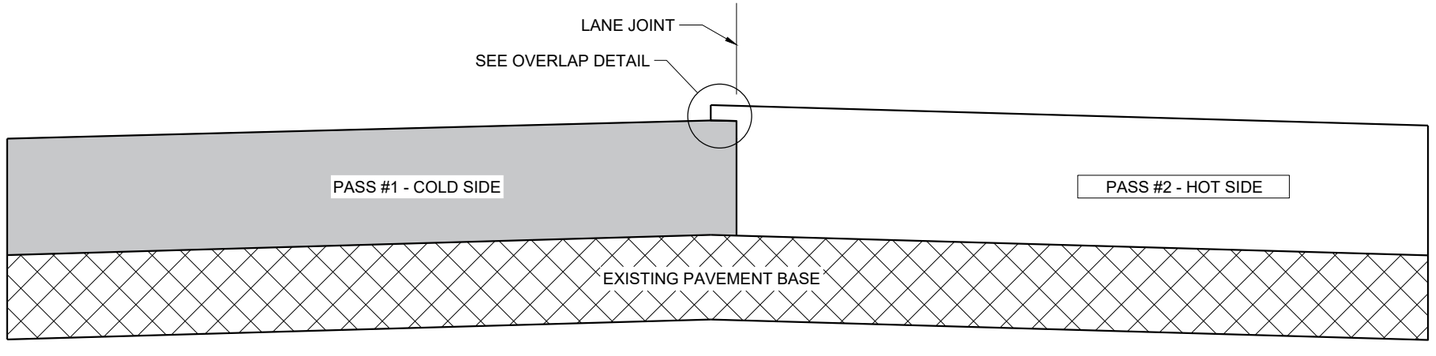
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SDD 13A11 - 03b



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

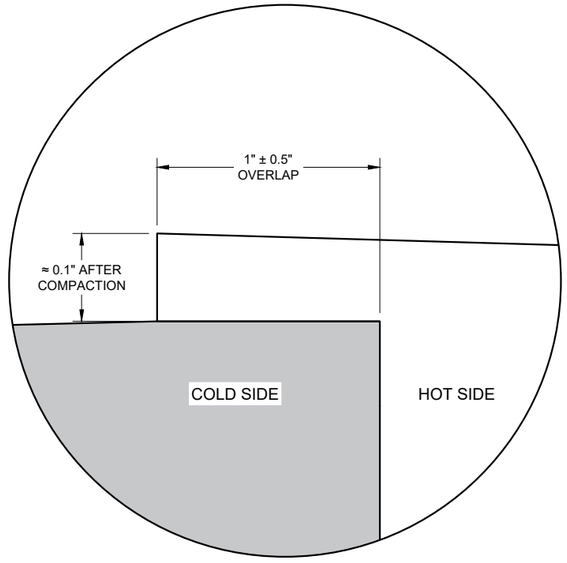
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

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

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

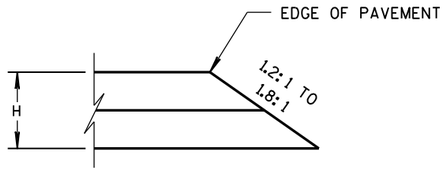
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

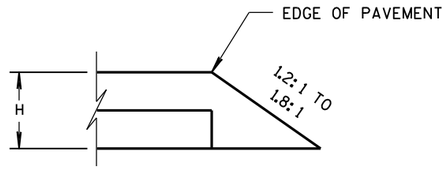
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



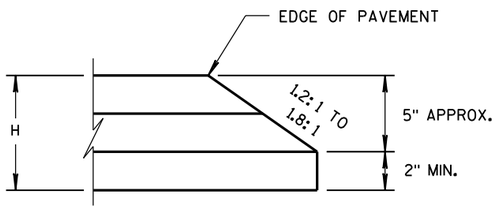
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



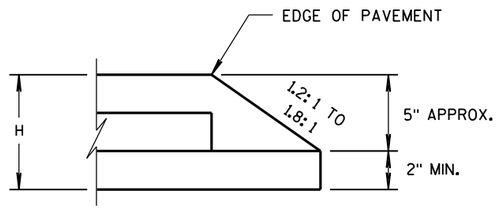
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

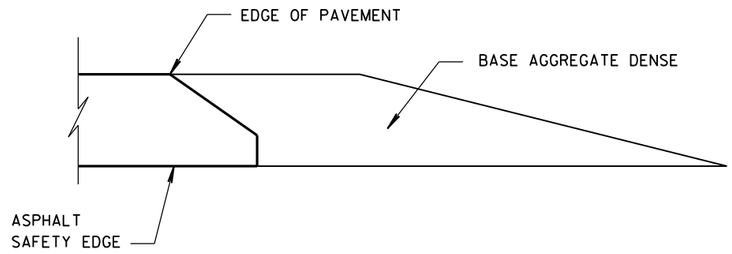
FOR H GREATER THAN 5"



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

(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.

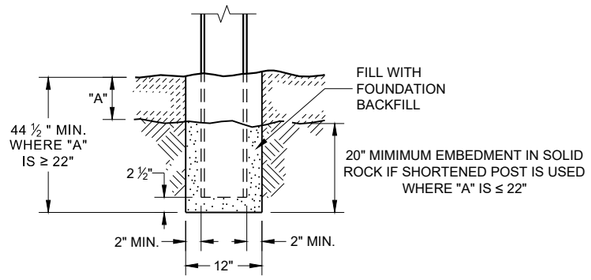
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

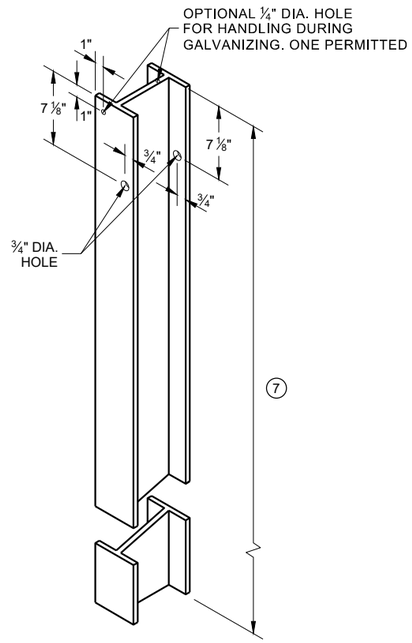
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

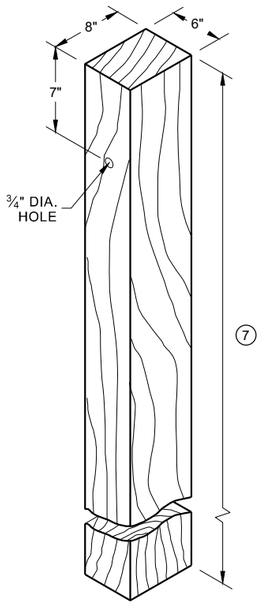
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



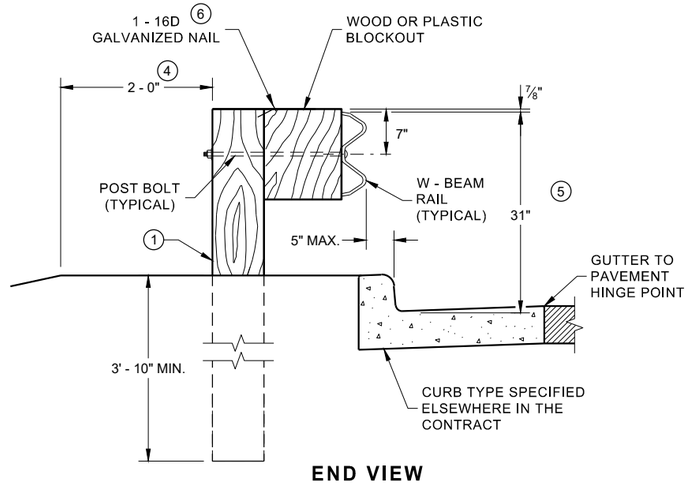
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



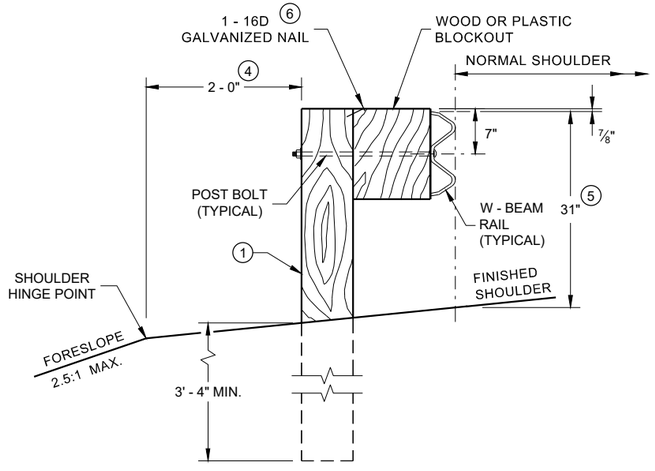
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



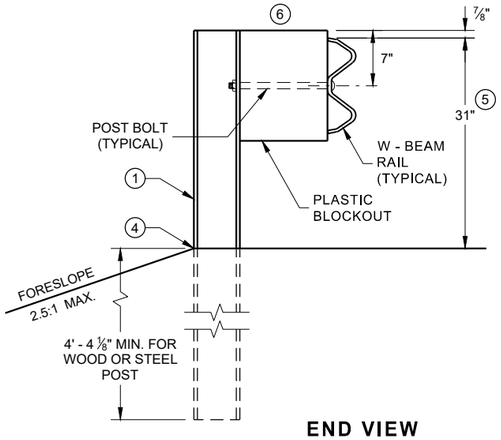
WOOD POST (6" X 8") NOMINAL (1)



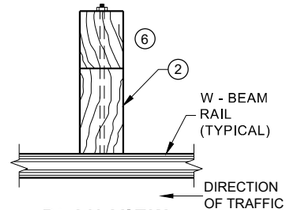
END VIEW
LOCATED ALONG A CURBED ROADWAY



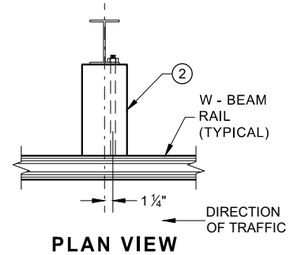
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



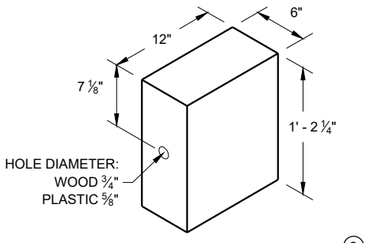
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

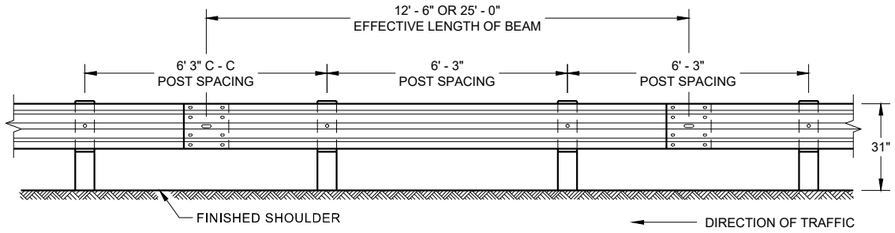
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

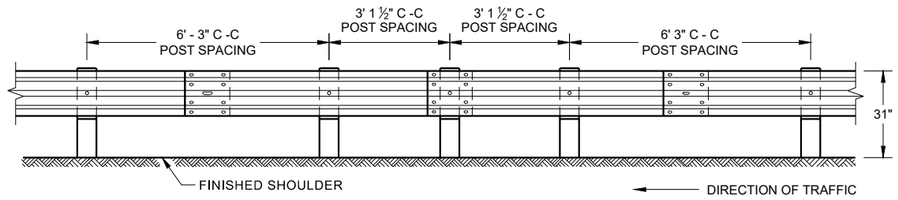
SDD 14B42 - 07a

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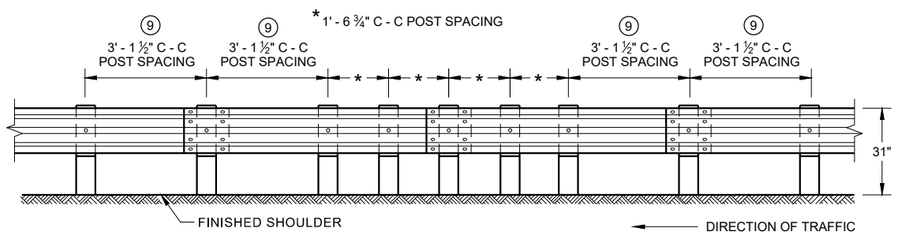
SDD 14B42 - 07a



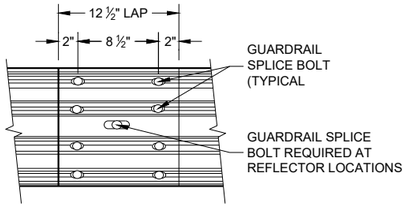
FRONT VIEW
POST SPACING STANDARD INSTALLATION



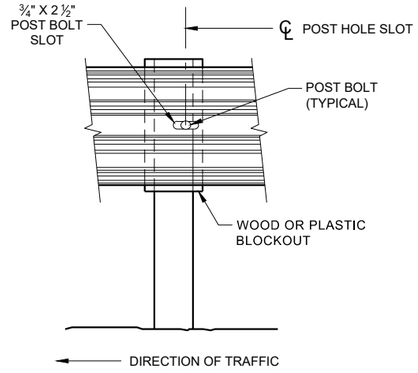
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



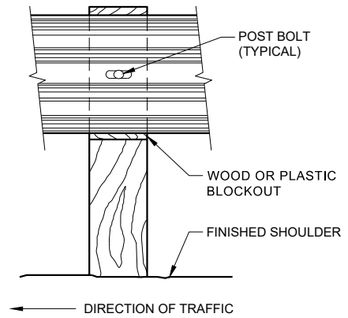
FRONT VIEW
QUARTER POST SPACING (QS)



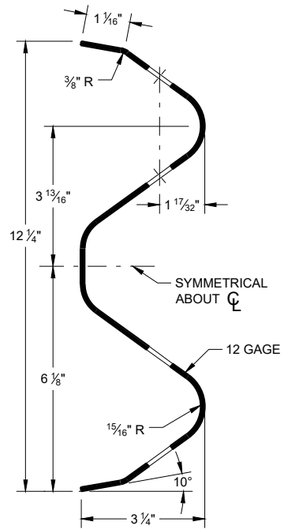
FRONT VIEW
MID-SPAN BEAM SPLICE



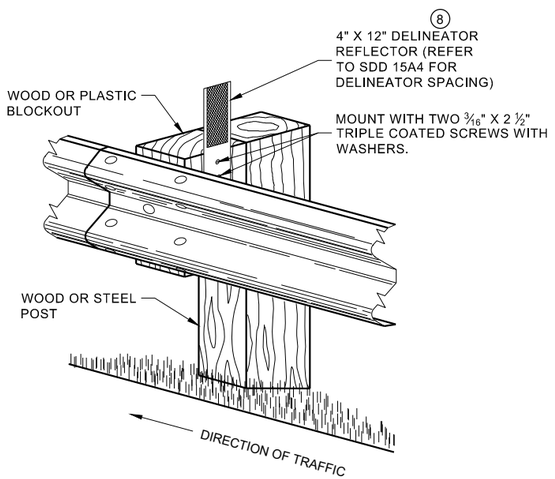
FRONT VIEW AT STEEL POST



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.

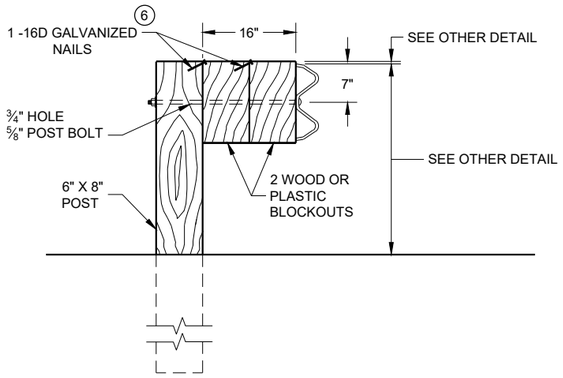
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

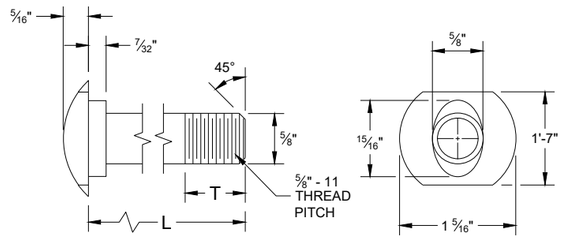


DETAIL FOR 16" BLOCKOUT DEPTH

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

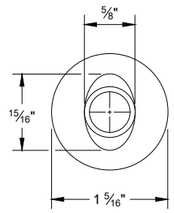
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

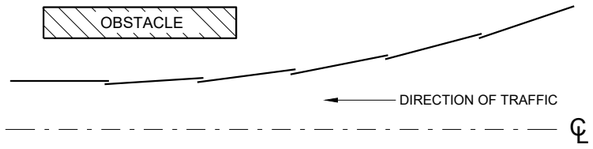


POST BOLT TABLE

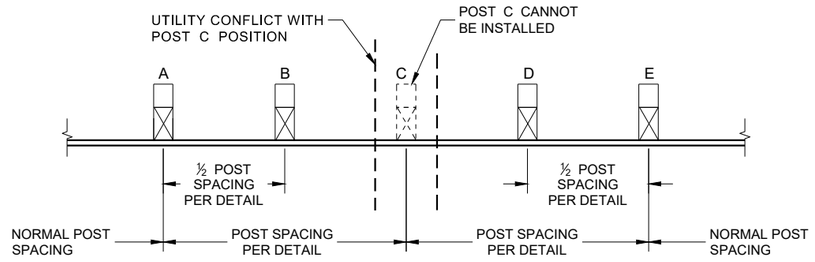
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



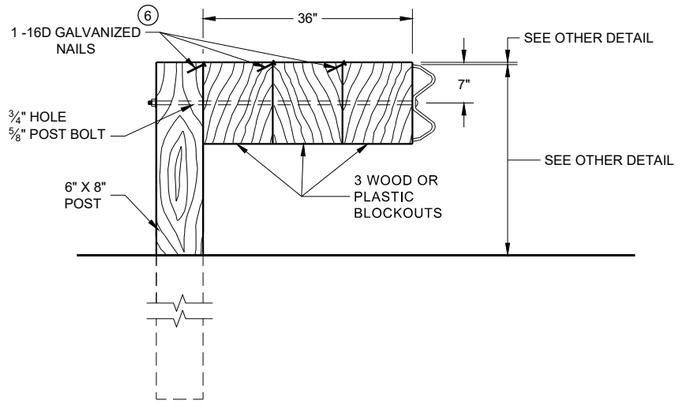
ALTERNATE BOLT HEAD



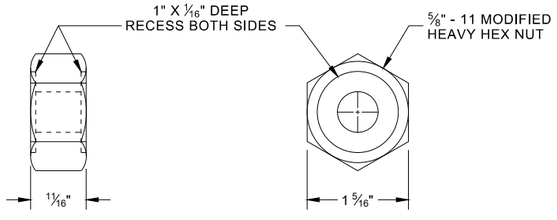
PLAN VIEW
BEAM LAPPING DETAIL



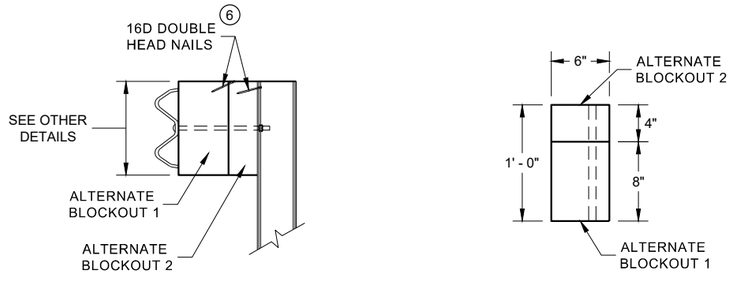
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

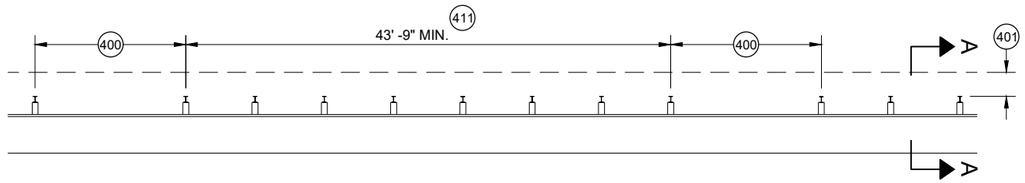
NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

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

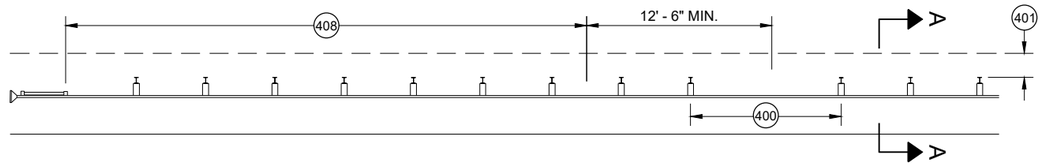
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

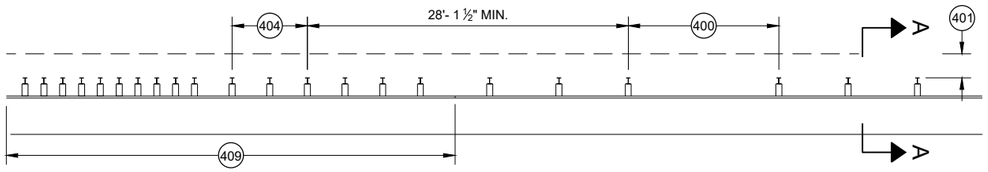
6
SDD 14B42 - 07c



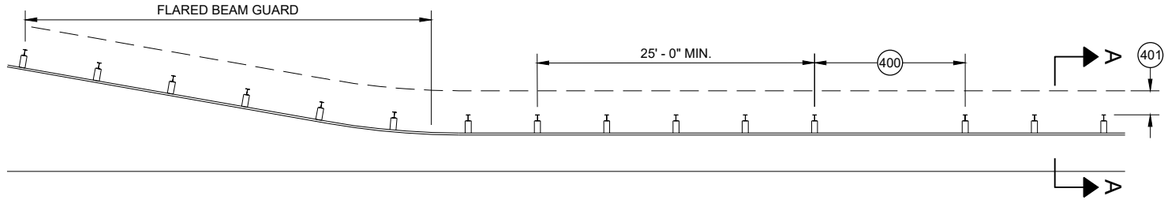
MISSING POST IN MGS GUARDRAIL



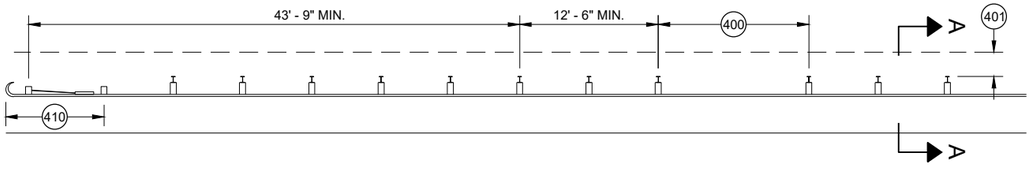
MISSING POST IN MGS GUARDRAIL NEAR EAT



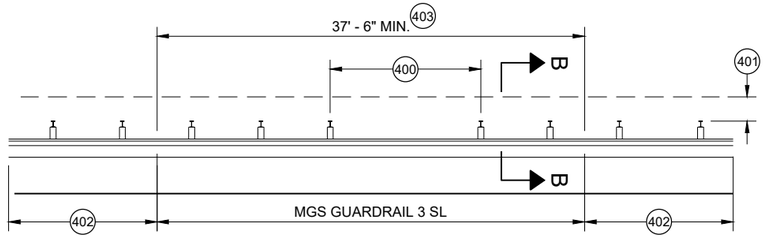
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

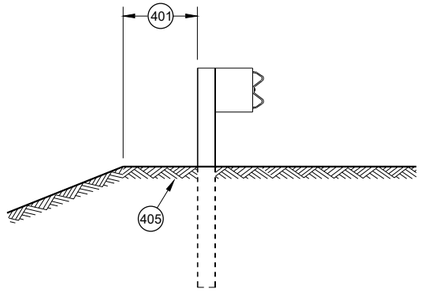


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

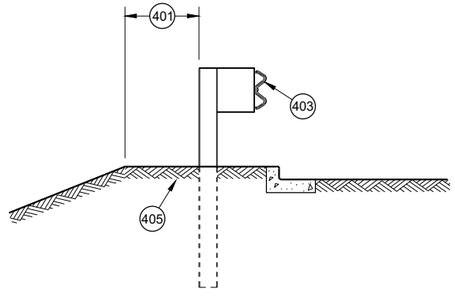


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(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

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SDD 14B42 - 07d

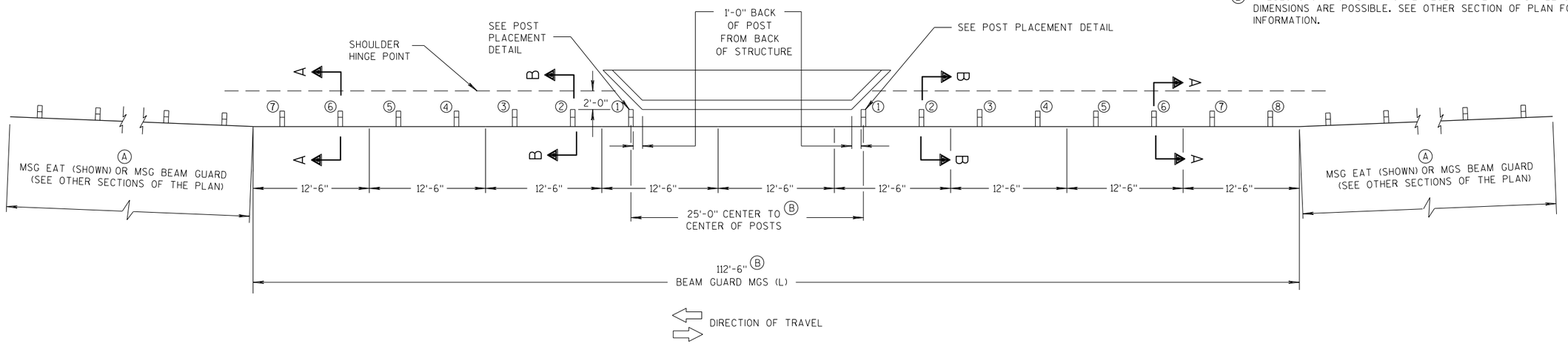
GENERAL NOTES

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

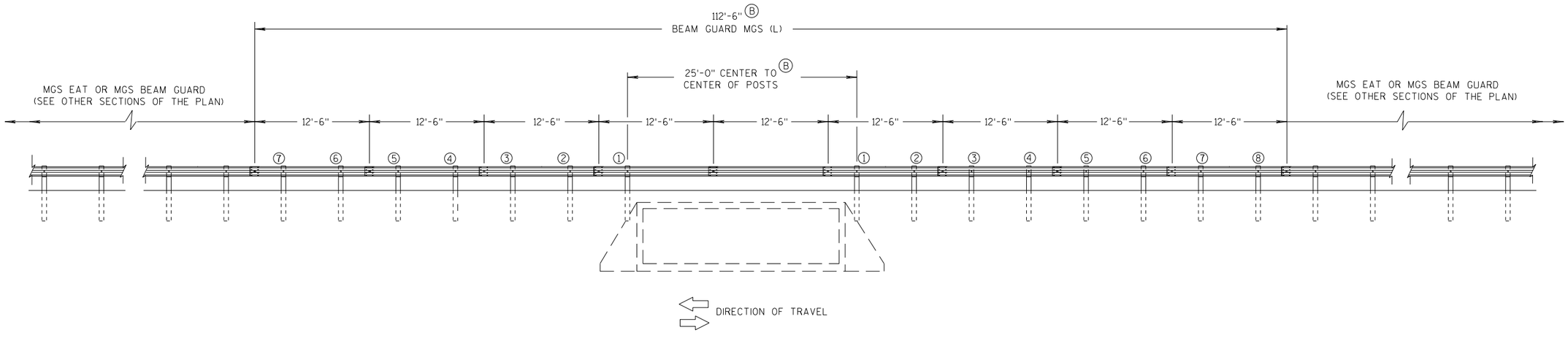
SEE SDD 14 B 42 FOR MORE DETAILS.

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

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



PLAN VIEW



ELEVATION VIEW

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

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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

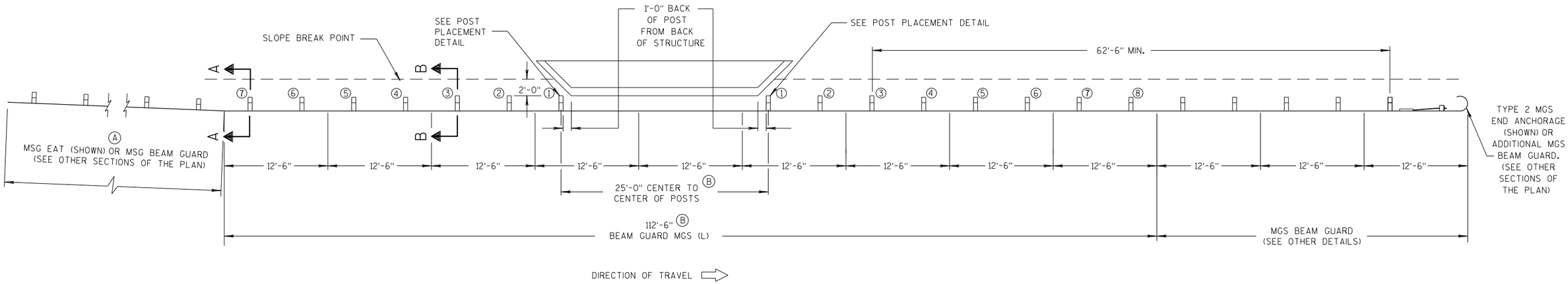
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
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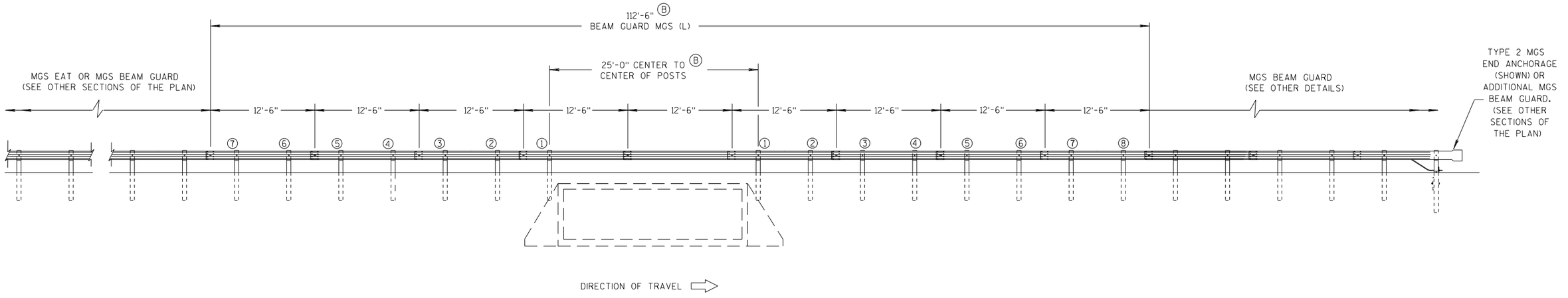
SEE SDD 14 B 42 FOR MORE DETAILS.

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

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



PLAN VIEW



ELEVATION VIEW

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

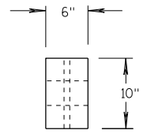
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	145

6

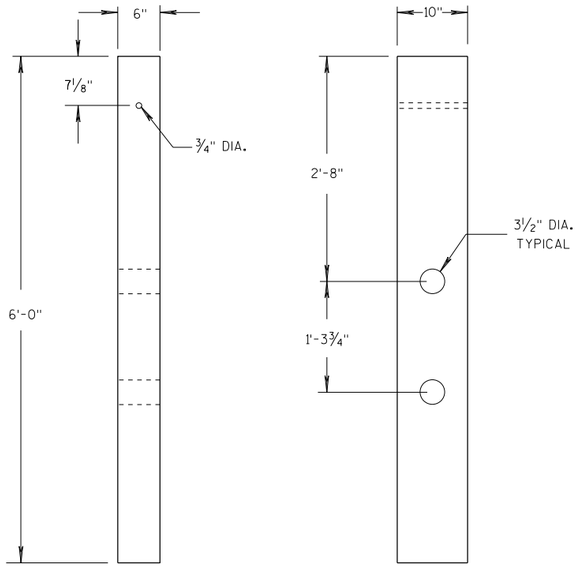
S.D.D. 14 B 43-4b

6

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

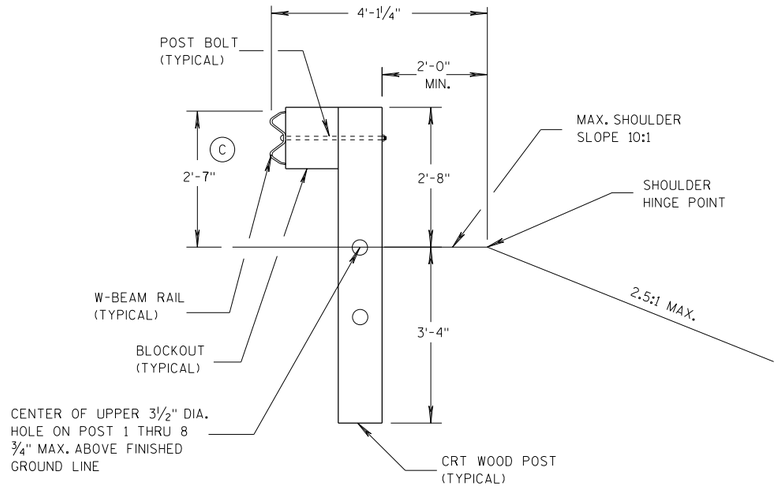


PLAN VIEW



FRONT VIEW SIDE VIEW

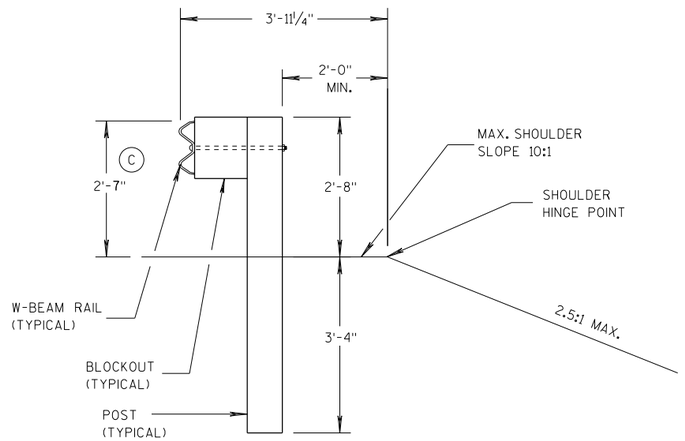
CRT WOOD POST



SECTION B-B

POSTS NO. 1-3

SEE OTHER DETAILS



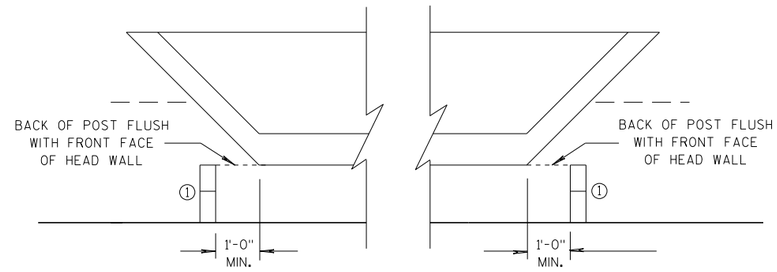
SECTION A-A

POSTS NO. 4-8

SEE OTHER DETAILS

GENERAL NOTES

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



POST PLACEMENT DETAIL

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

146

6

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

6

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

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

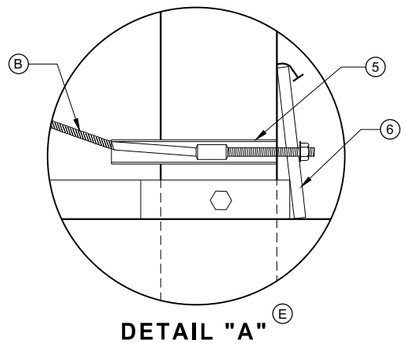
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

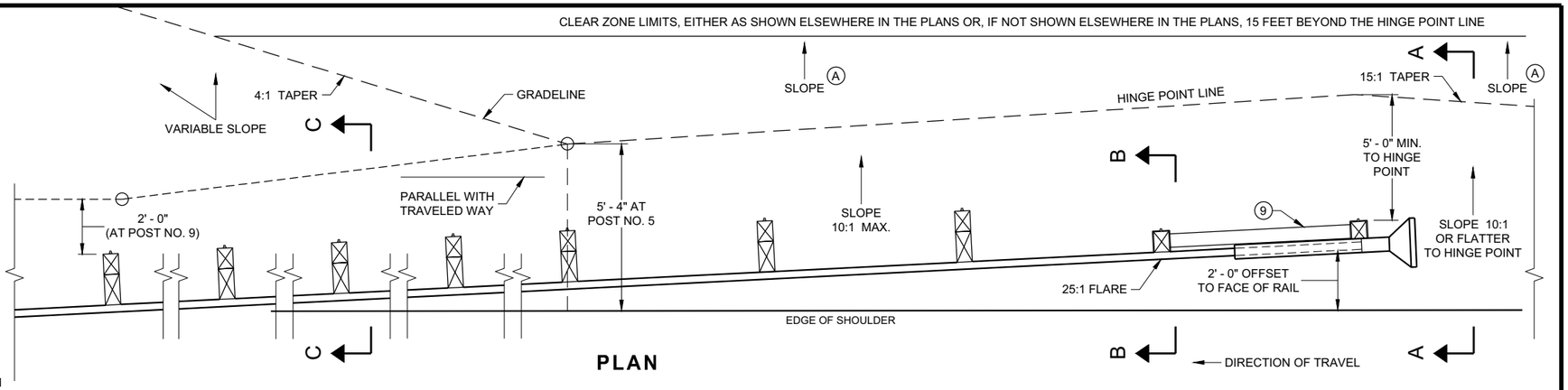
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

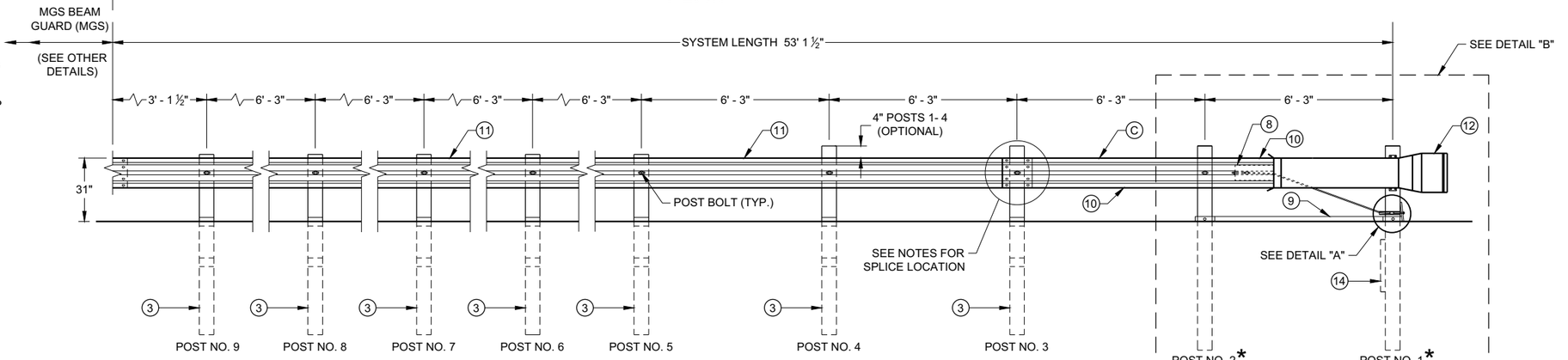
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



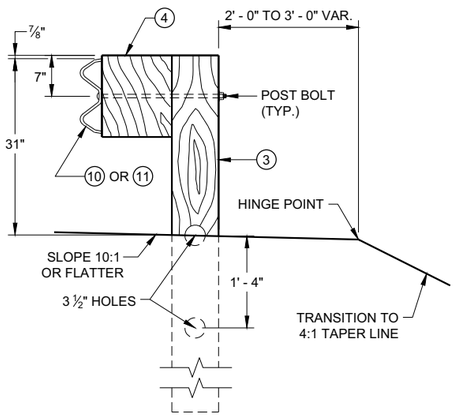
DETAIL "A" (E)



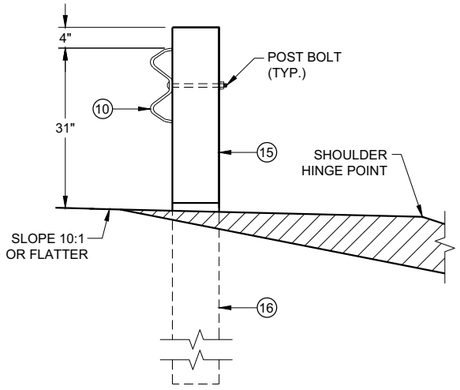
PLAN



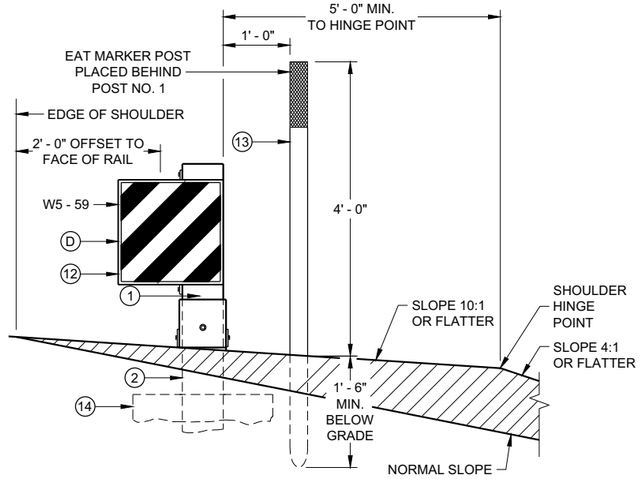
ELEVATION



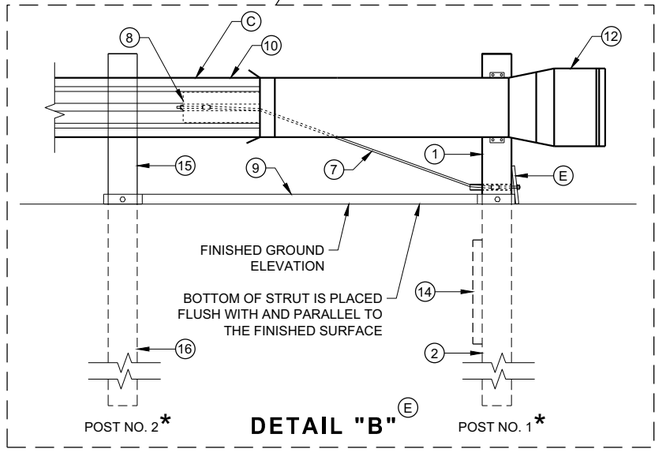
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



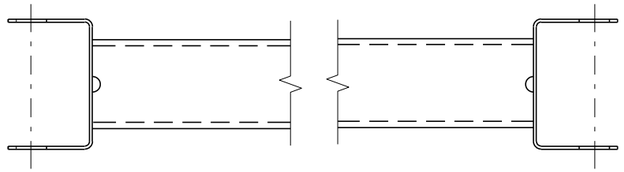
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

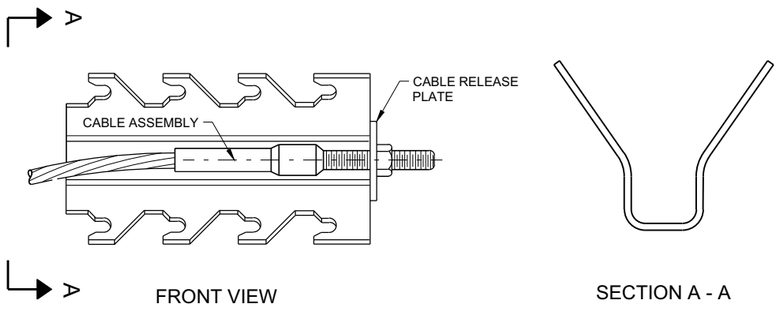
SDD 14B44 - 04a



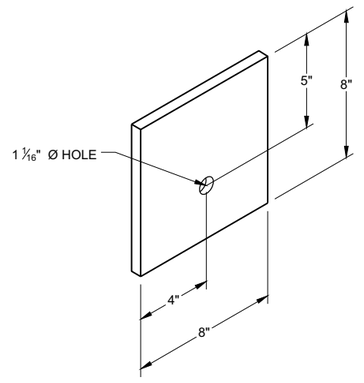
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑧ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

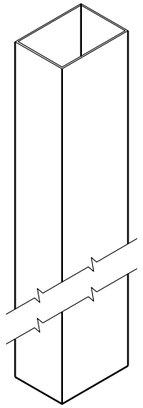
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SDD 14B44 - 04b

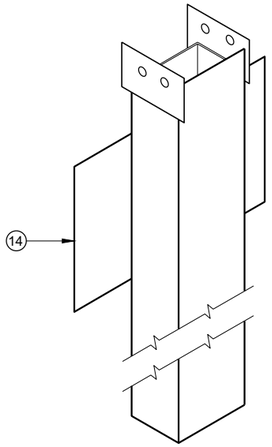
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

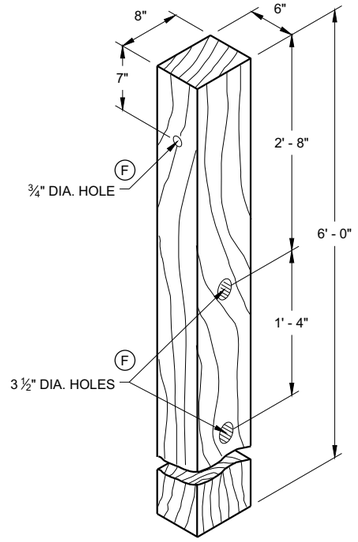
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



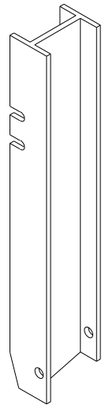
UPPER POST NO. 1 (1) (E)



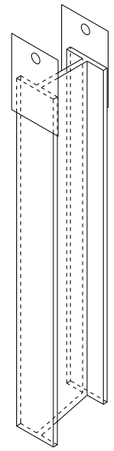
LOWER POST NO. 1 (2) (E)



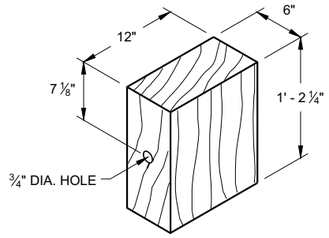
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



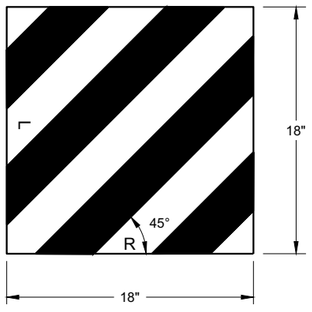
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

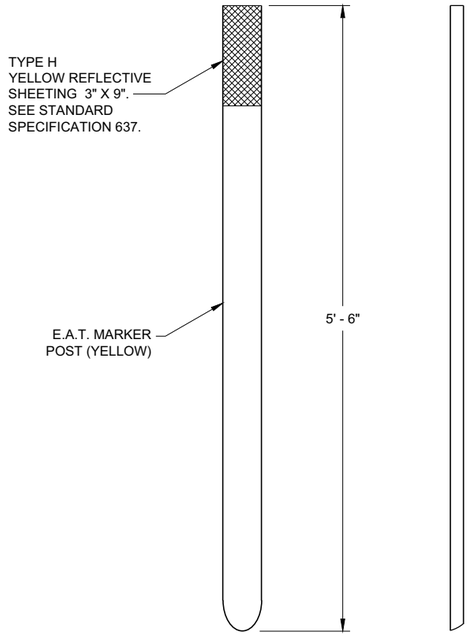


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



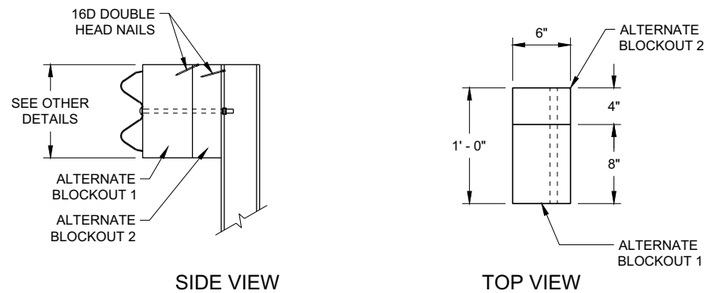
W5 - 59

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)

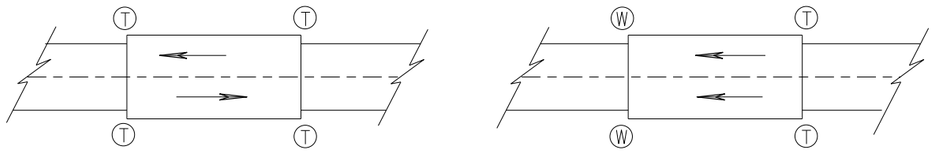
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

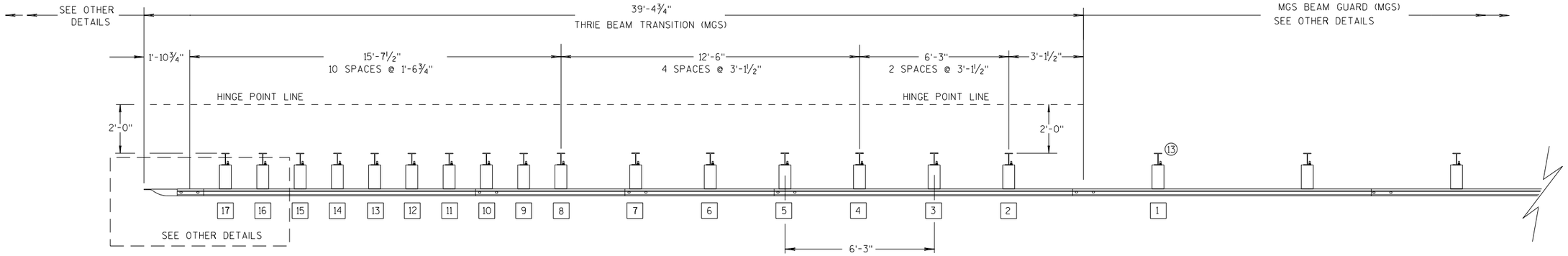
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

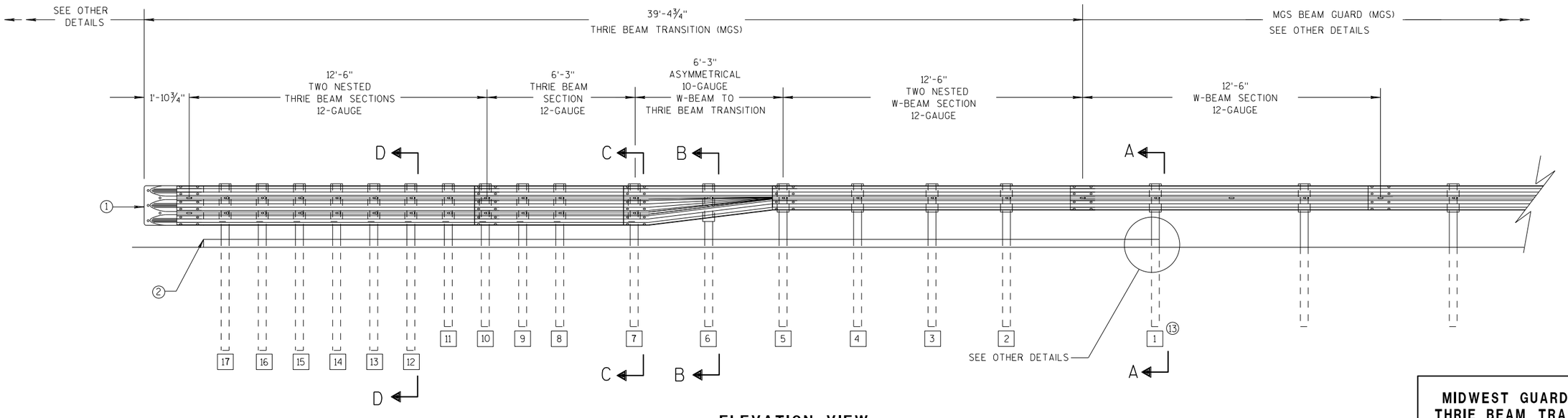
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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

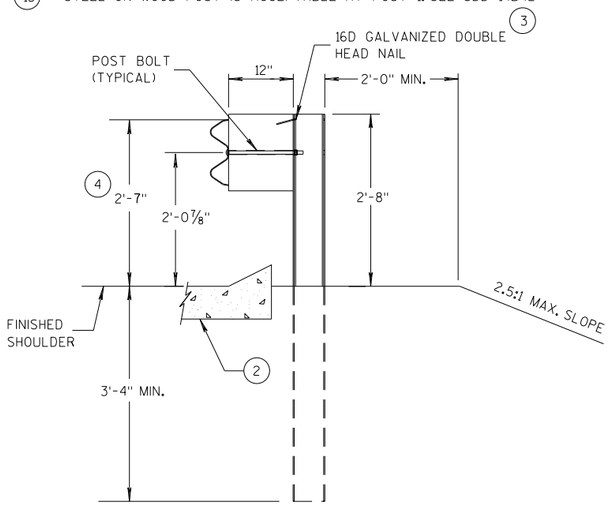
GENERAL NOTES

(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.

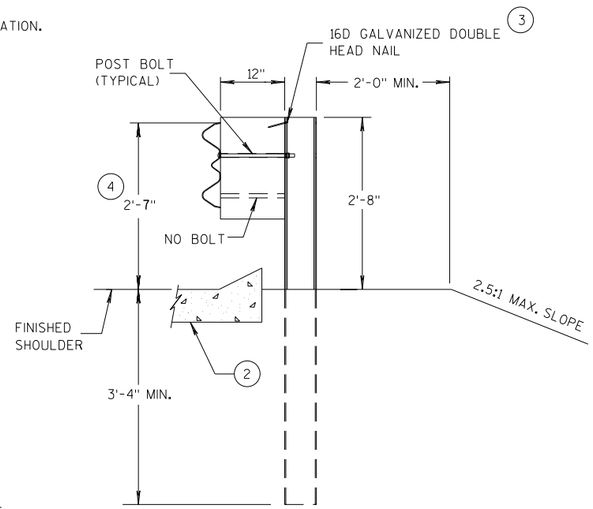
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



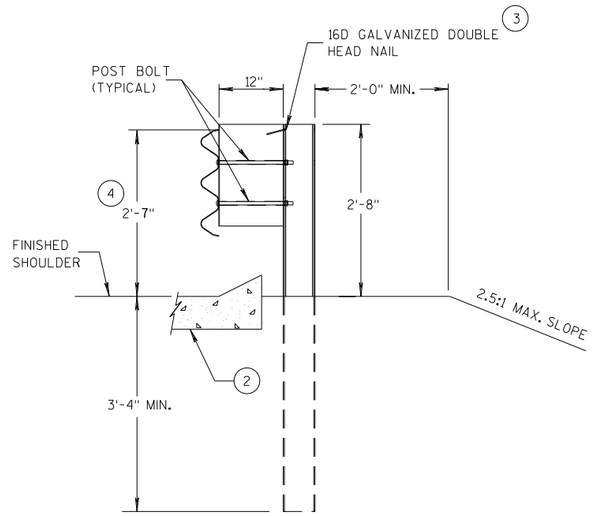
SECTION A-A (13)

POSTS 1-5



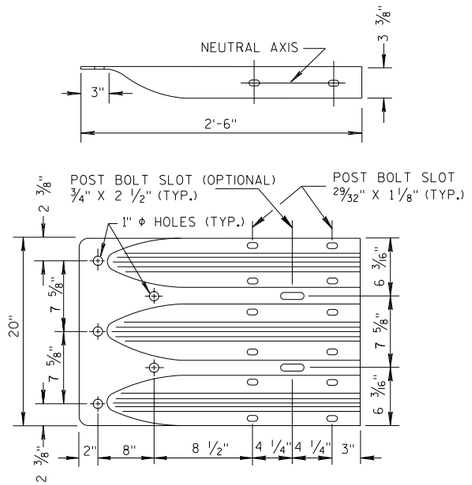
SECTION B-B

POST 6

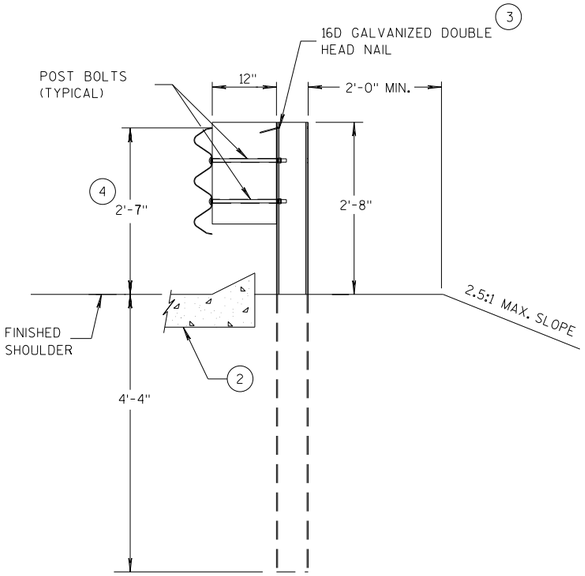


SECTION C-C

POSTS 7-11

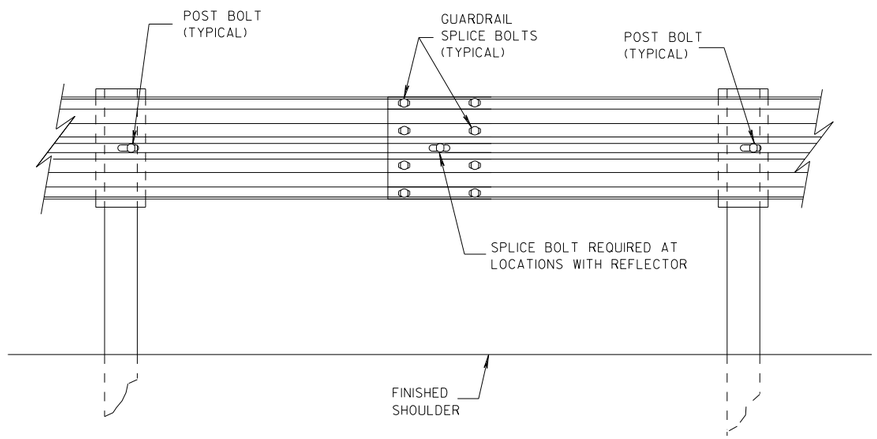


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

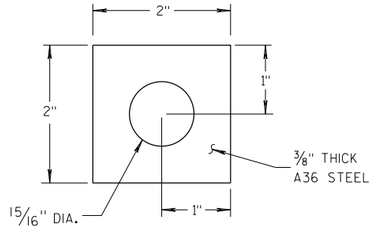
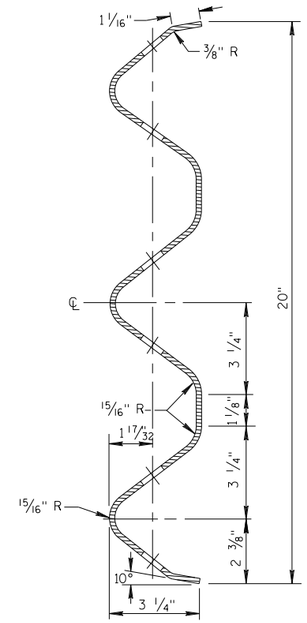


PLATE WASHER DETAIL



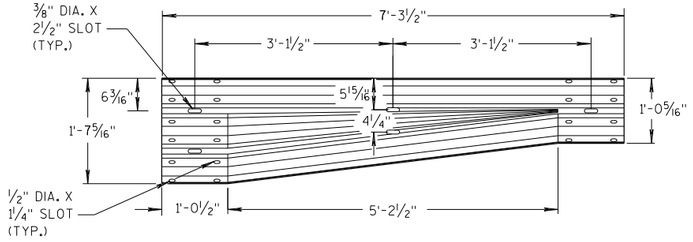
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

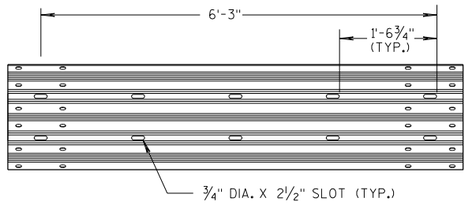
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

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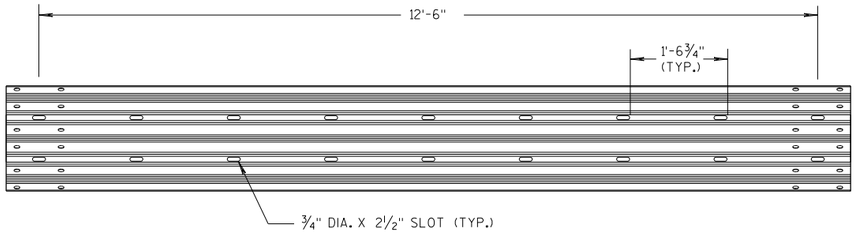
S.D.D. 14 B 45-5b



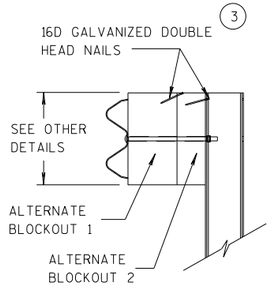
W-BEAM TO THRIE BEAM TRANSITION SECTION



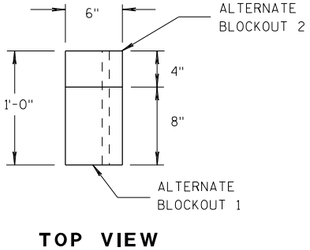
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

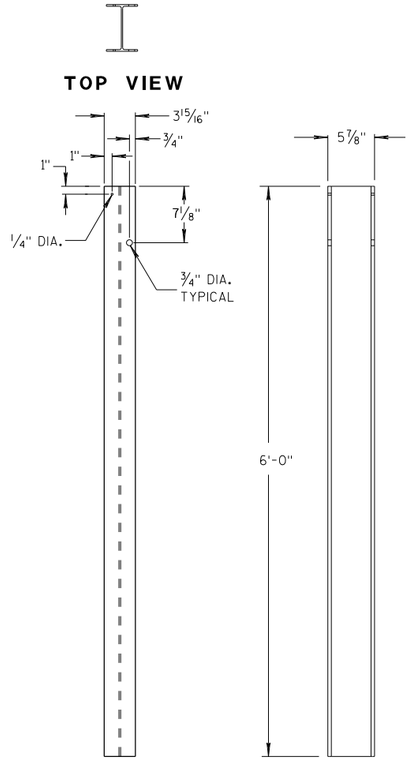


SIDE VIEW



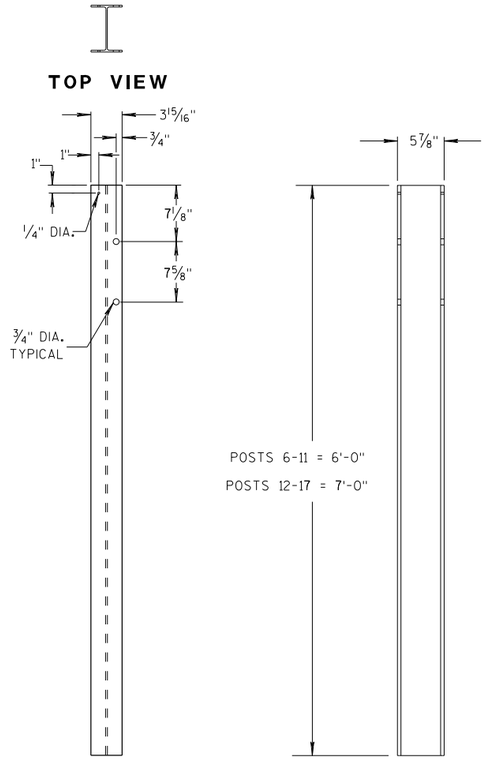
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



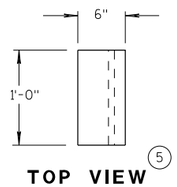
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

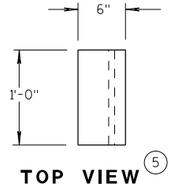


FRONT VIEW SIDE VIEW

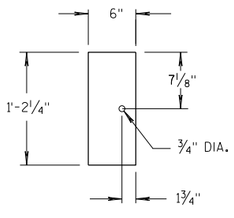
STEEL POSTS 6-17



TOP VIEW (5)

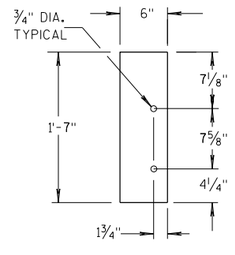


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

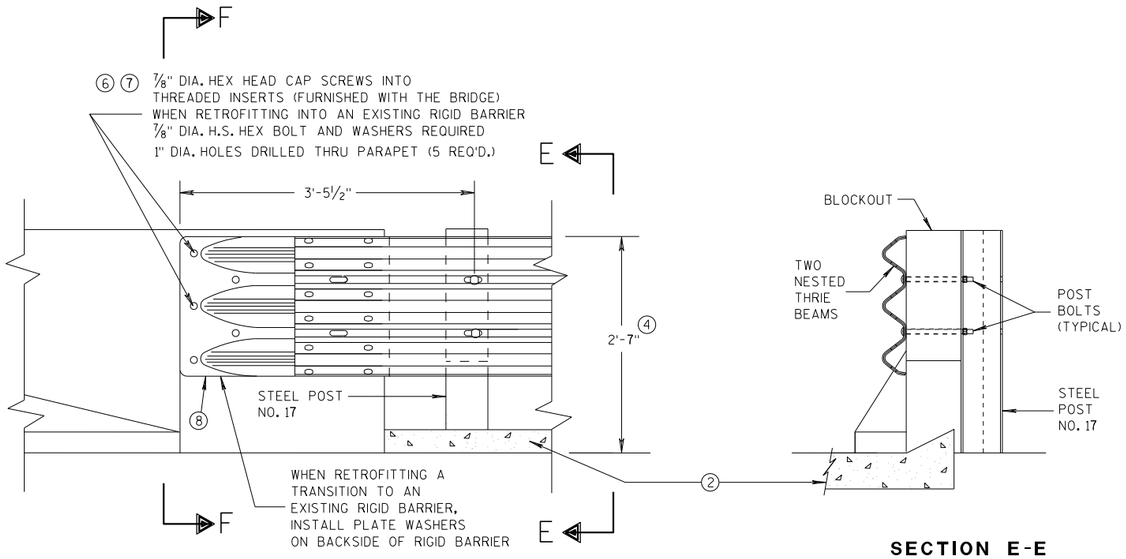
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF 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.

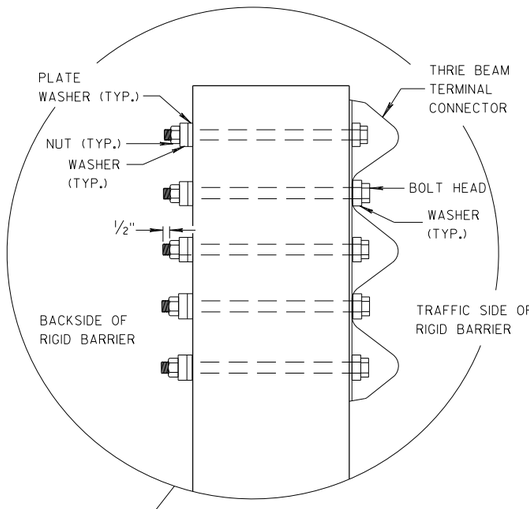
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

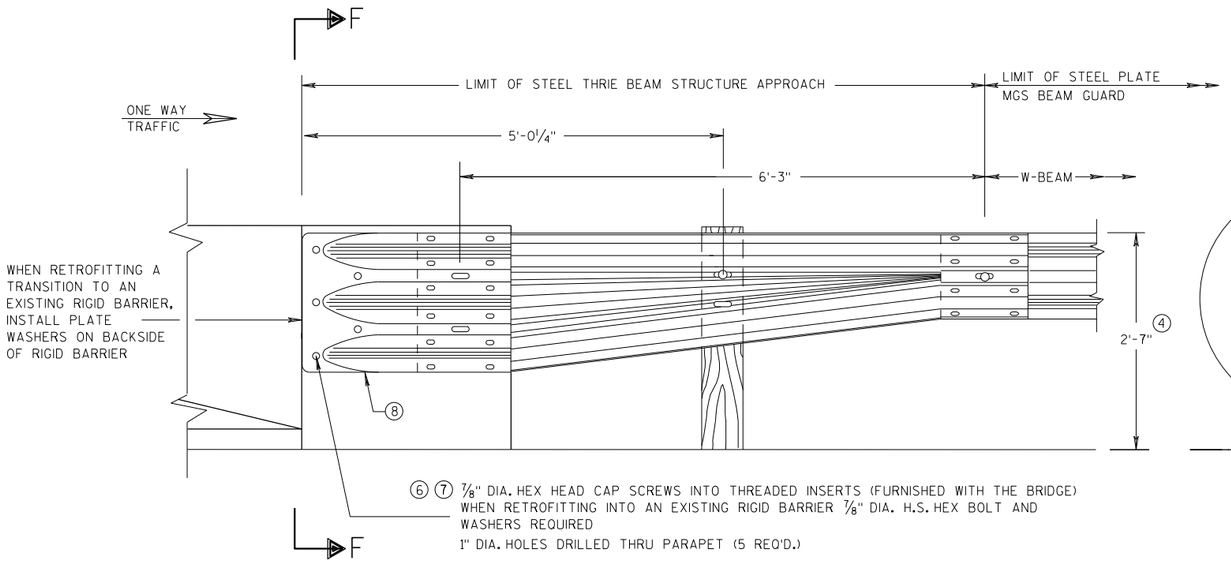
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

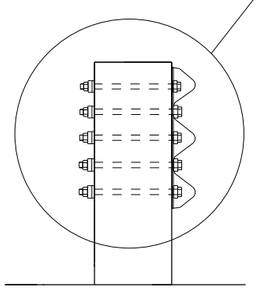
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

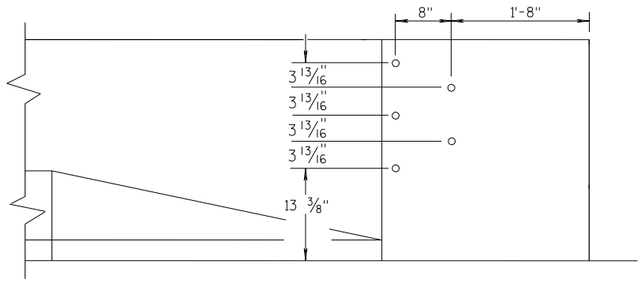




FRONT VIEW



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

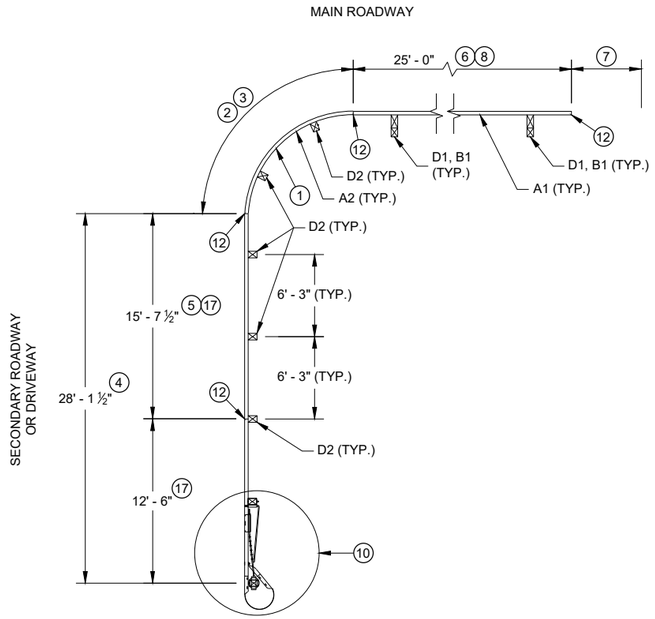
APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

6

S.D.D. 14 B 45-5d

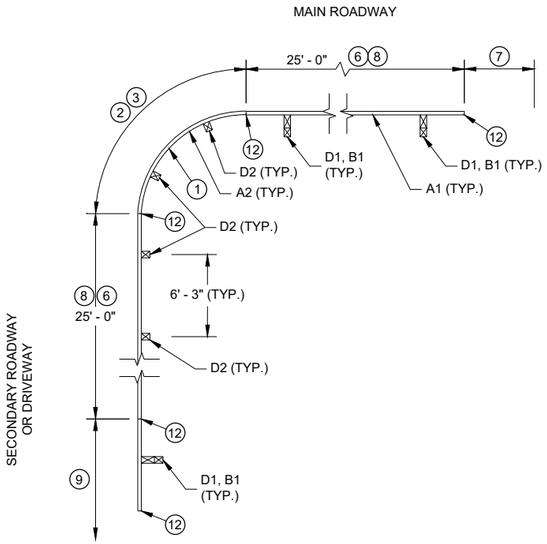
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S.D.D. 14 B 45-5d



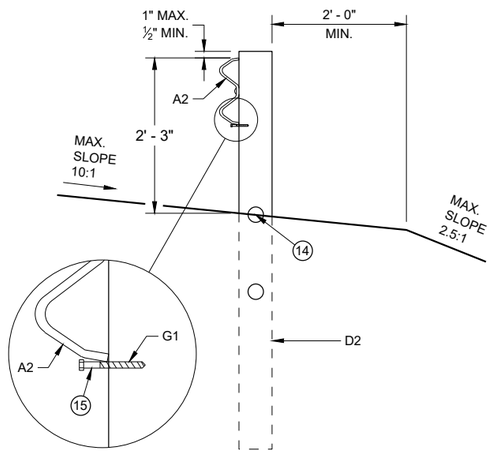
PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

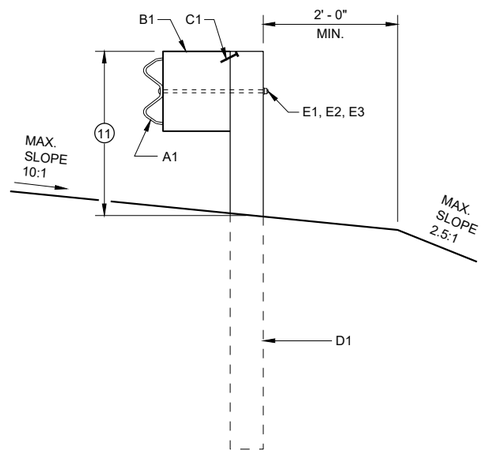


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



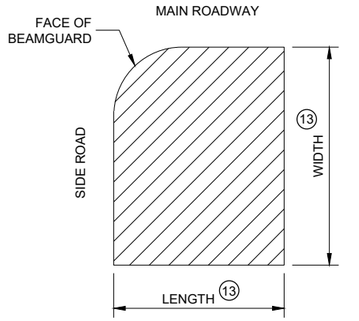
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



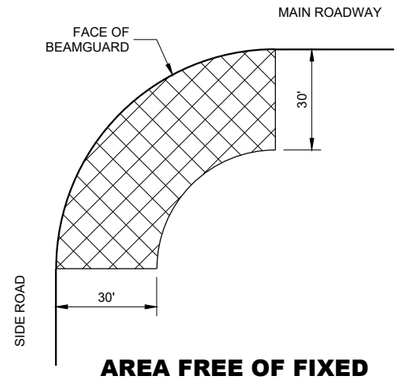
BEAM GUARD POSTS IN HEIGHT TRANSITION

TABLE FOR RADIUS OF 32' AND LESS

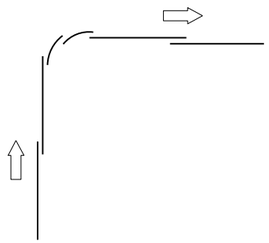
RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS (16)



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (8).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

(15) DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

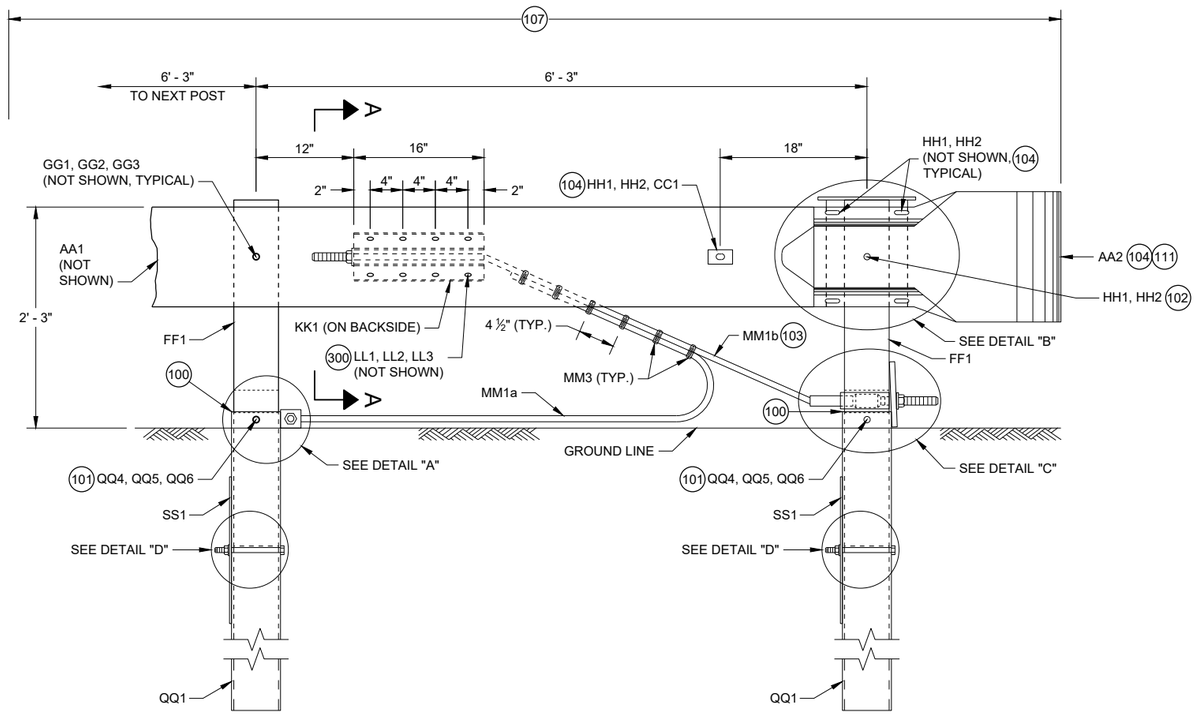
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53 - 02a

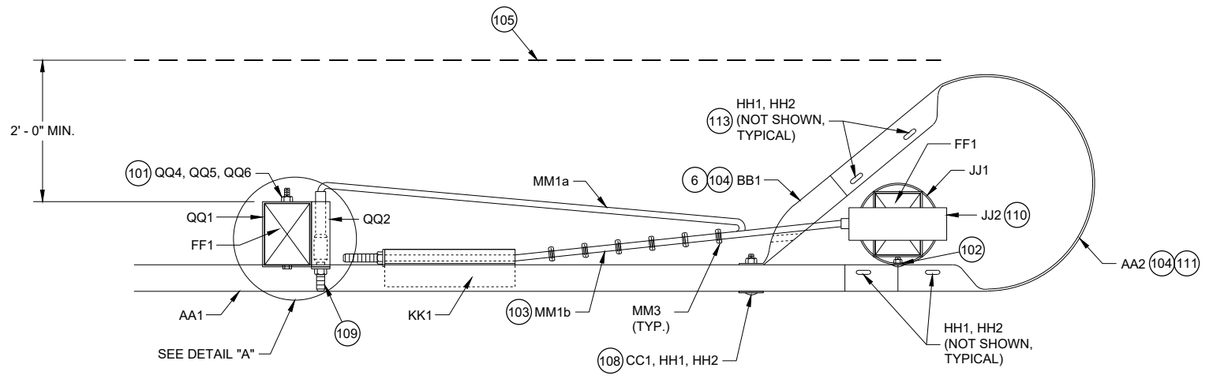
6

SDD 14B53 - 02a



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

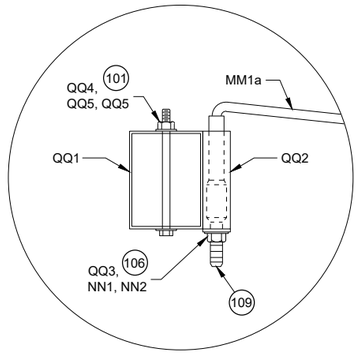
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

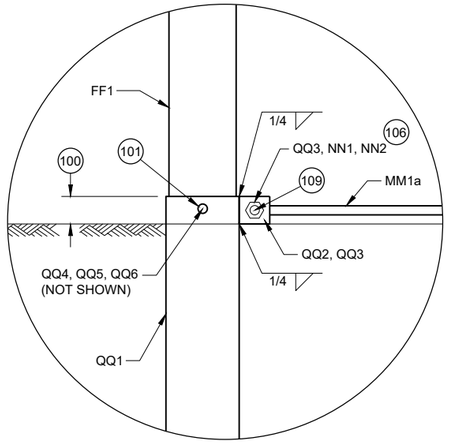
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

6

SDD 14B53 - 02b

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

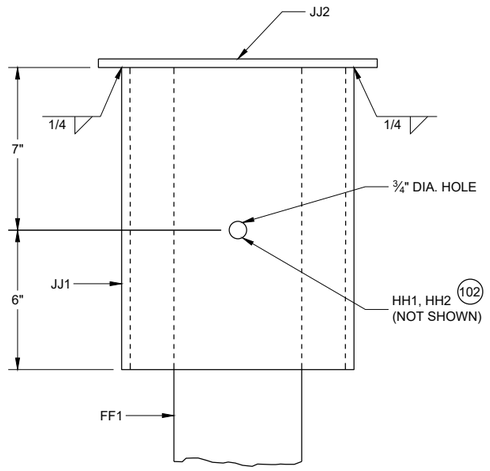
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53 - 02b

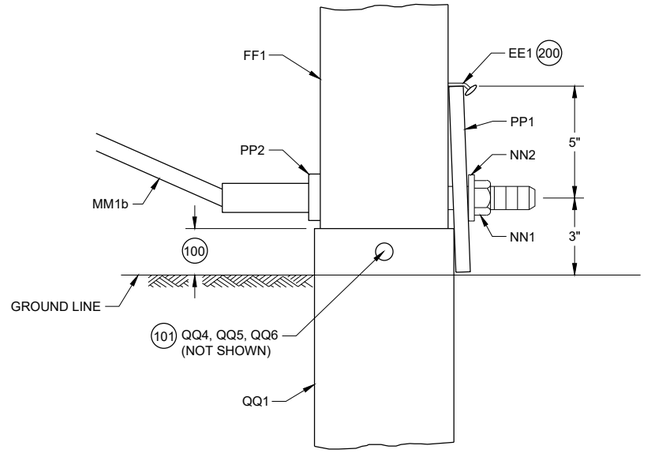
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



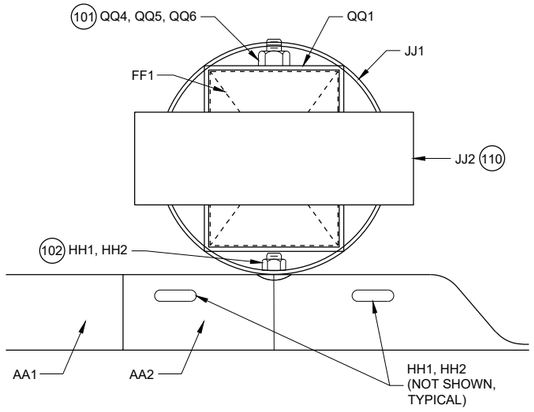
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



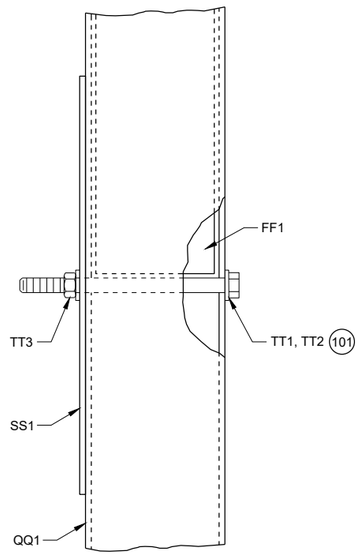
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

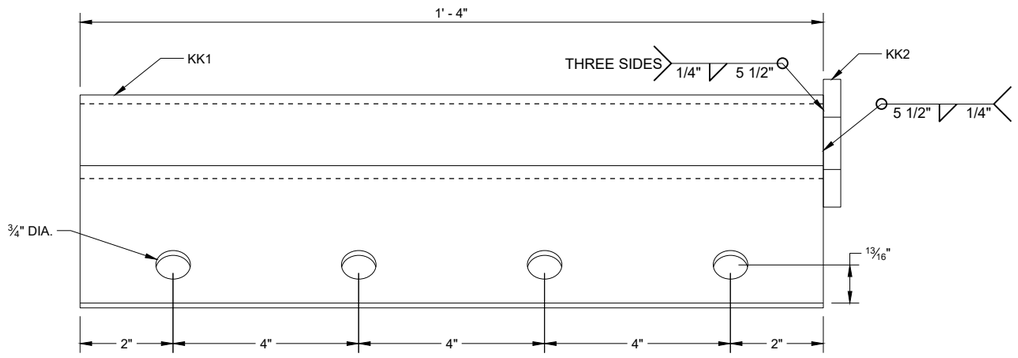
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

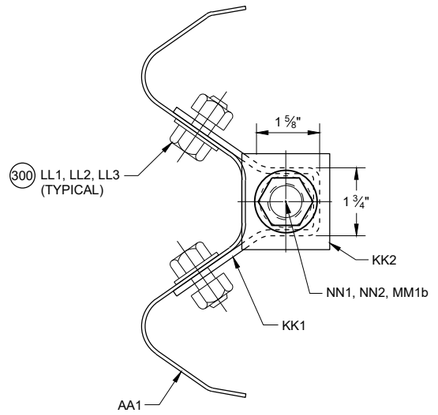
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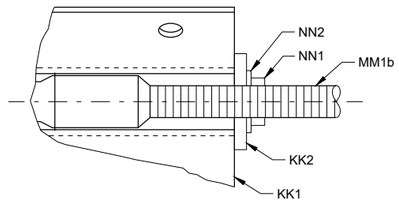
SDD 14B53 - 02c

GENERAL NOTES

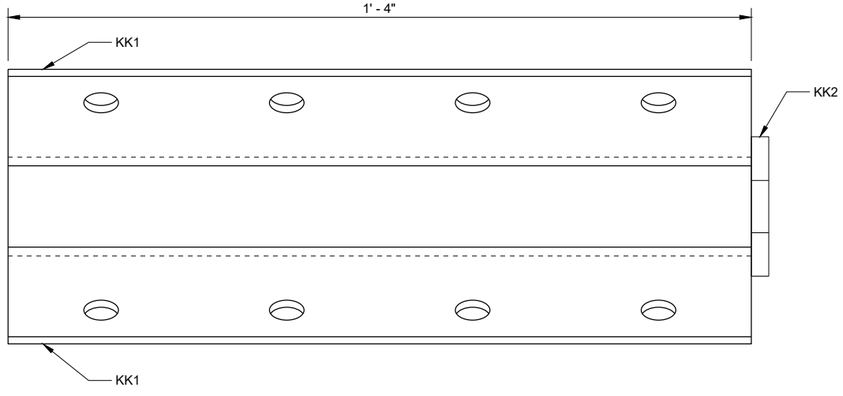
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

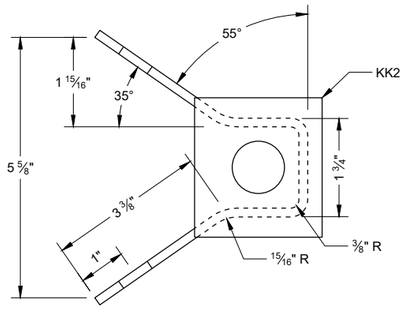




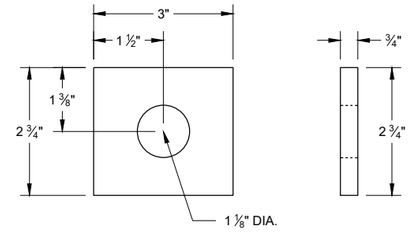


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

6

6

SDD 14B53 - 02d

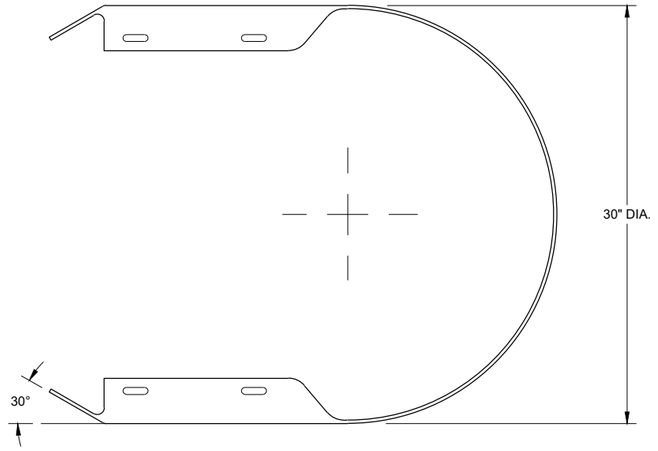
SDD 14B53 - 02d

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

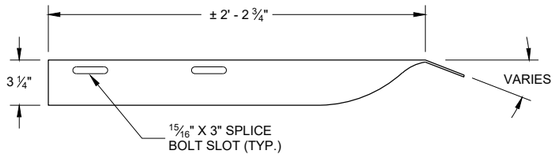
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

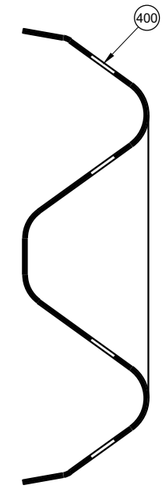
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



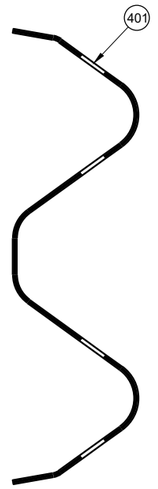
TOP VIEW



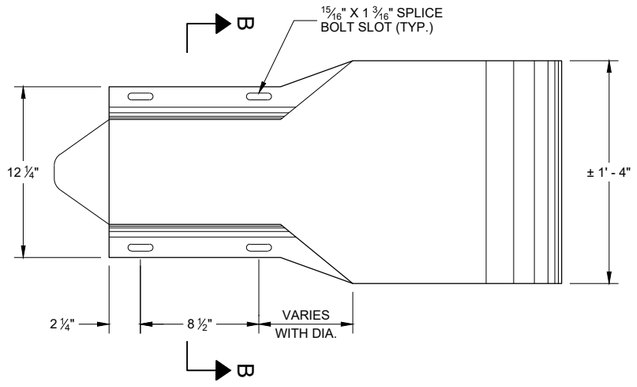
TOP VIEW



SECTION B -B

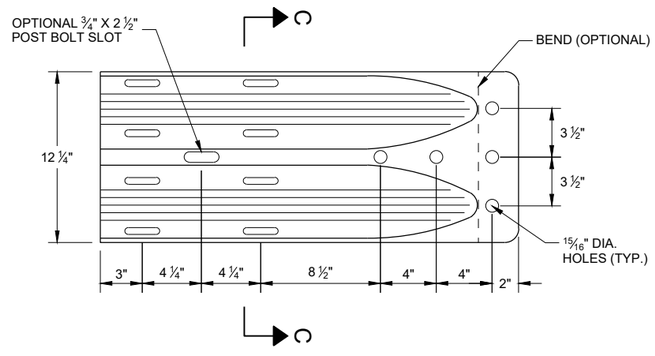


SECTION C -C



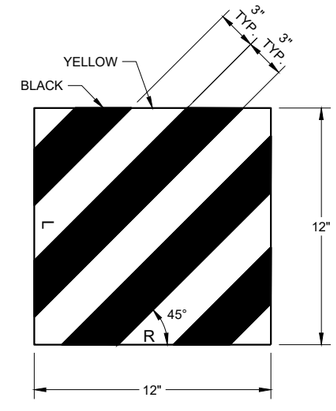
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)



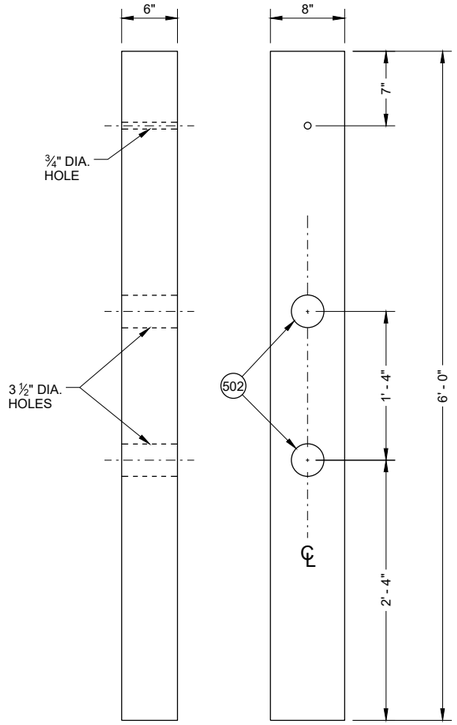
REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

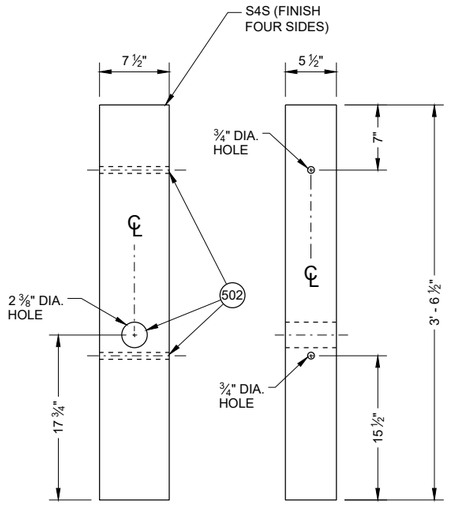
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SDD 14B53 - 02e



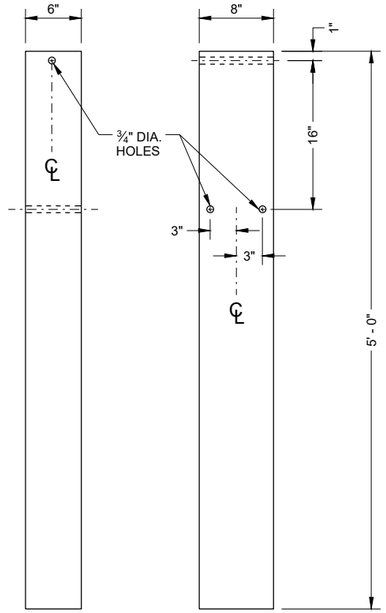
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) (500)

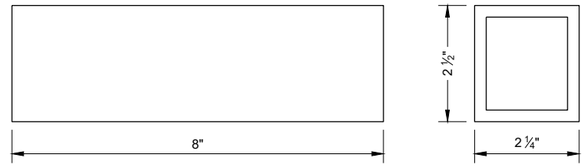
GENERAL NOTES

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

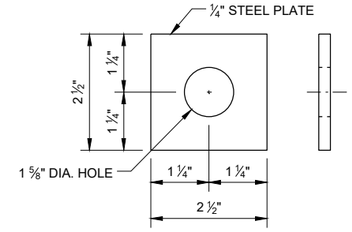
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

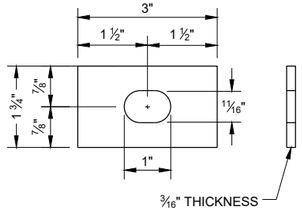
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109).



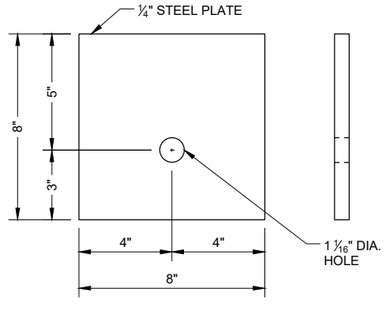
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



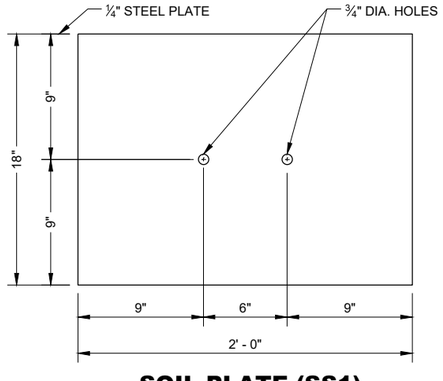
ANCHOR CABLE TUBE END PLATE (QQ3)



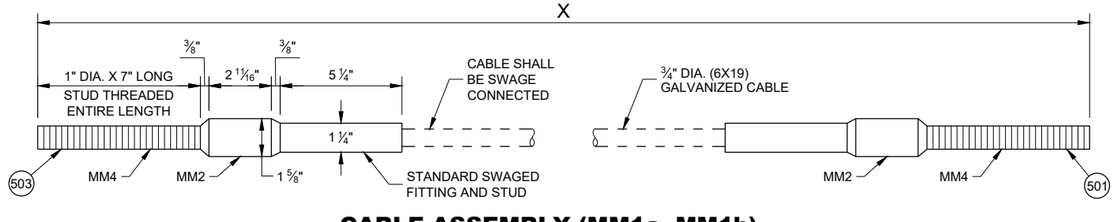
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
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SDD 14B53 - 02f

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 14B53 - 02g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS ⅜" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	¾"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

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SDD 14B53 - 02i

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

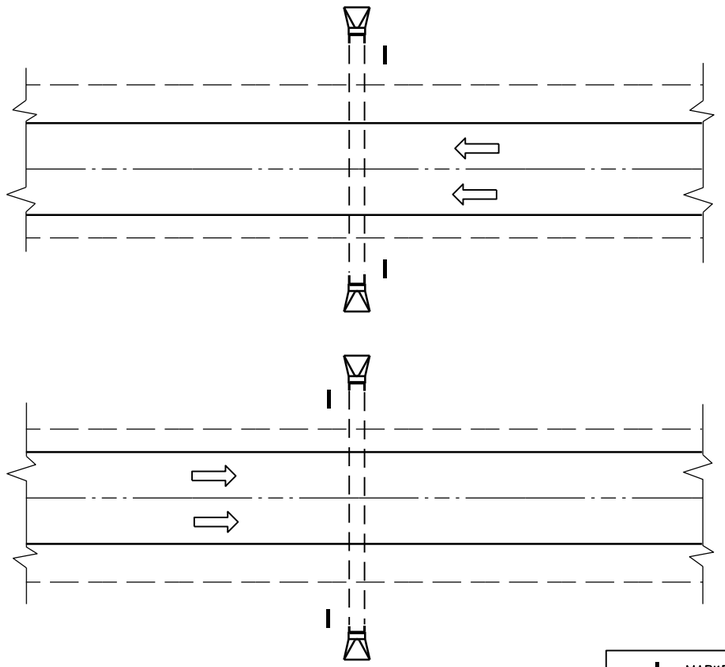
STATE OF WISCONSIN
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APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

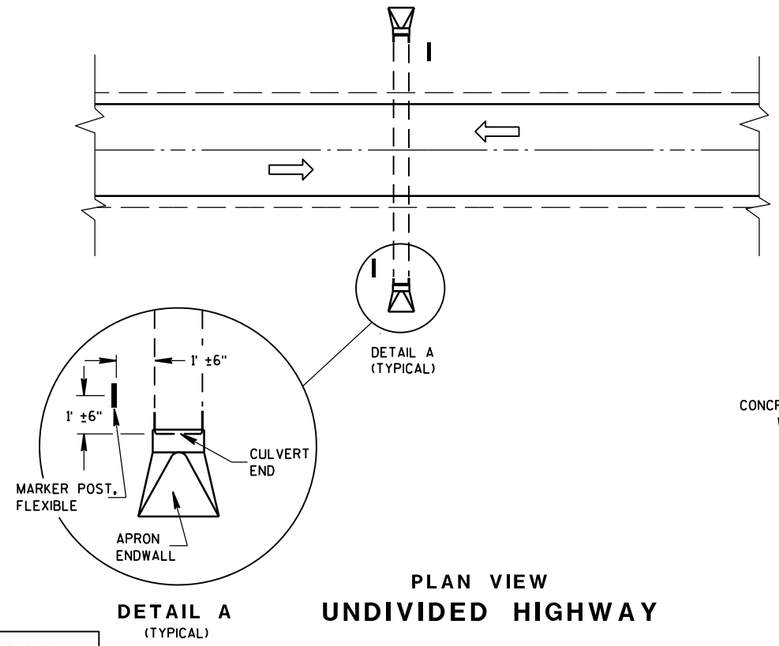
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SDD 14B53 - 02i



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

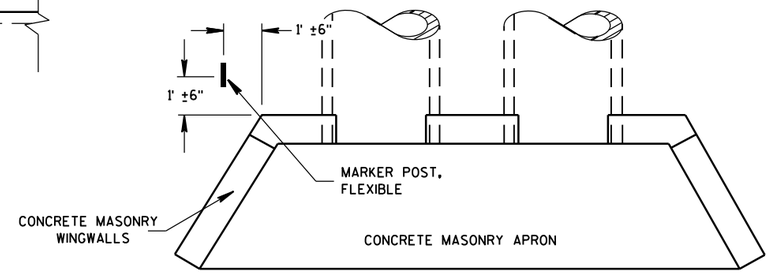
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

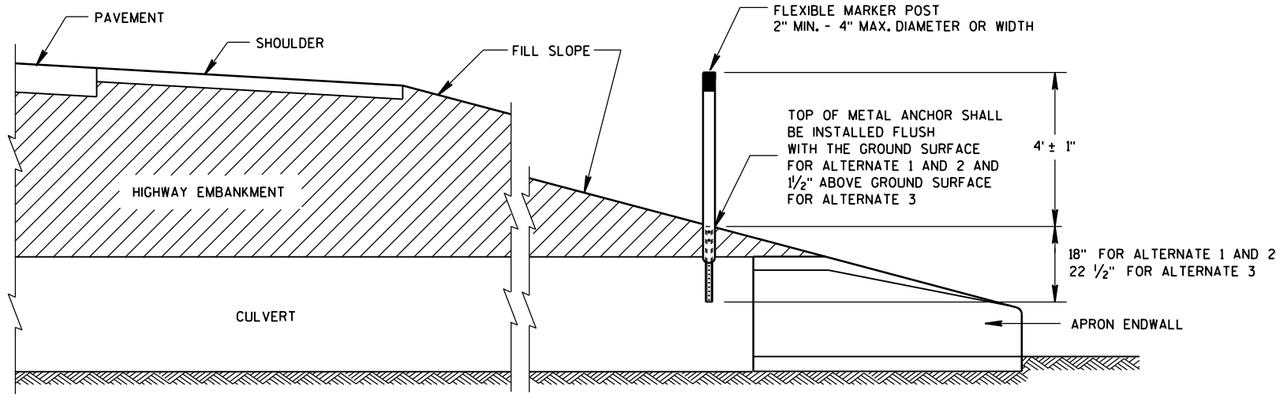
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

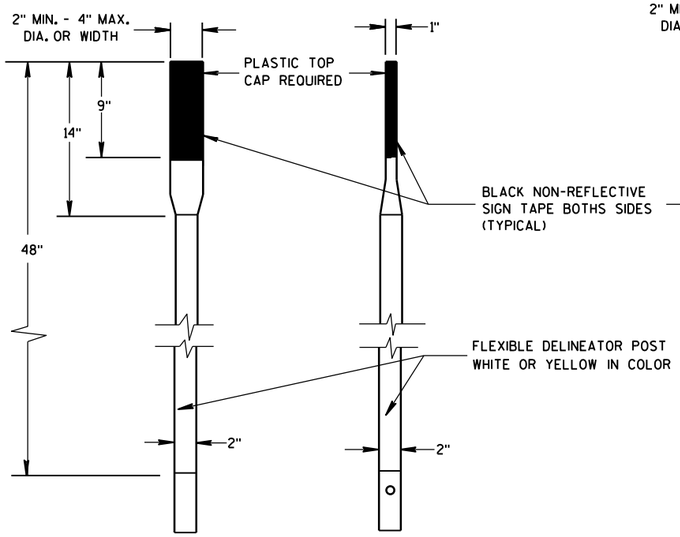
STATE OF WISCONSIN
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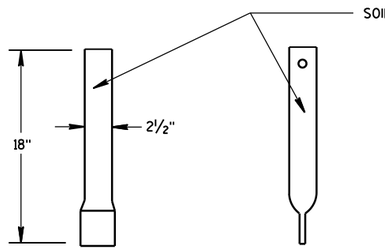
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S.D.D. 15 A 3-2a

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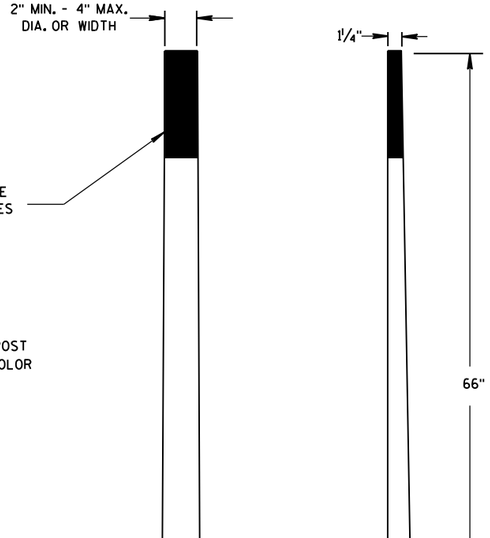
S.D.D. 15 A 3-2a





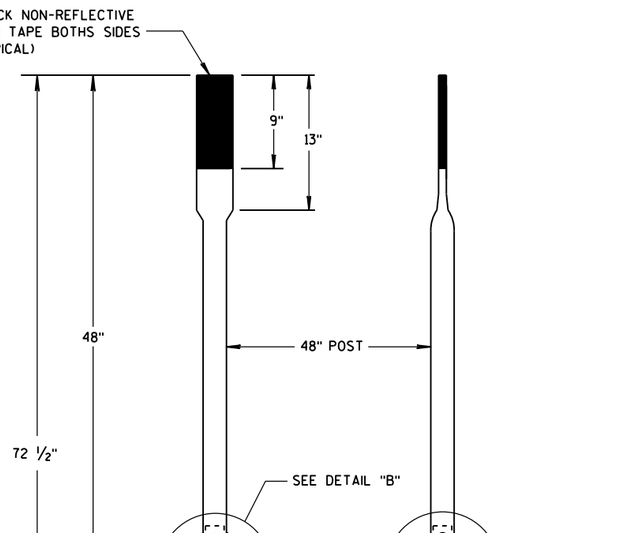
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

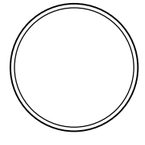
ALTERNATE 2



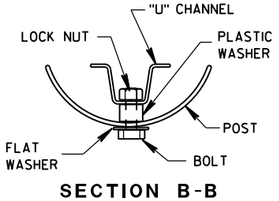
FRONT VIEW SIDE VIEW

ALTERNATE 3

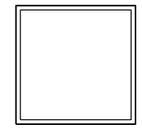
FLEXIBLE MARKER POSTS



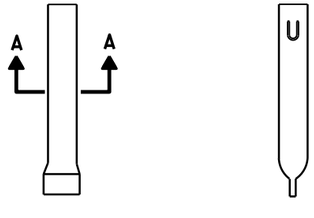
SECTION A-A



SECTION B-B

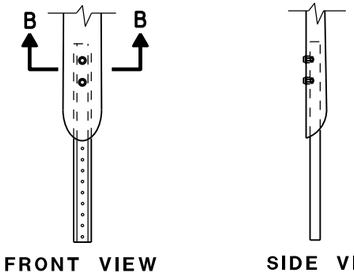


SECTION C-C



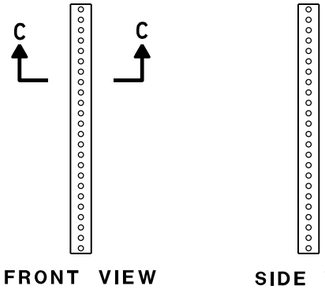
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

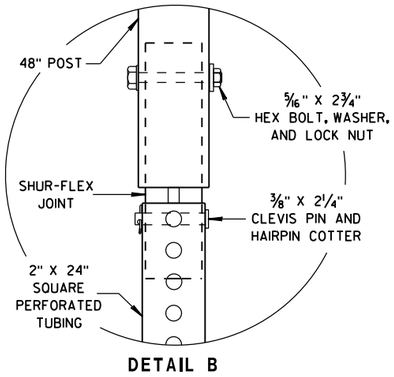
ALTERNATE 2



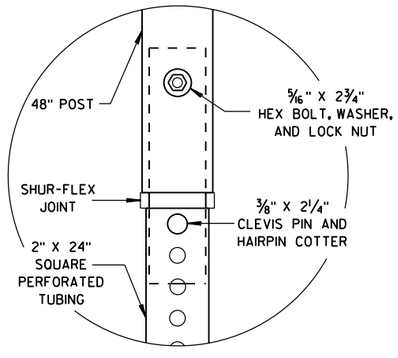
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

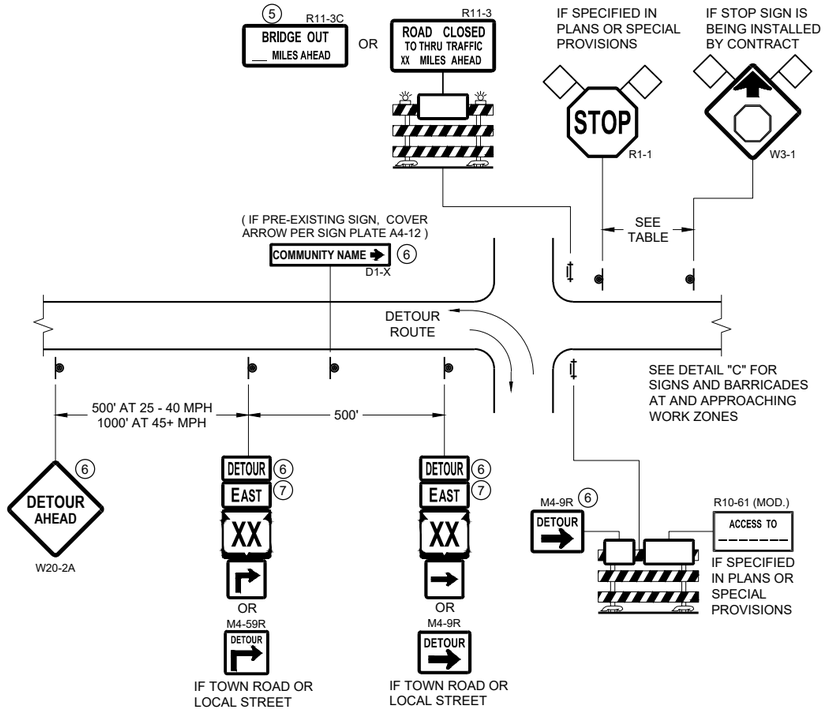
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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

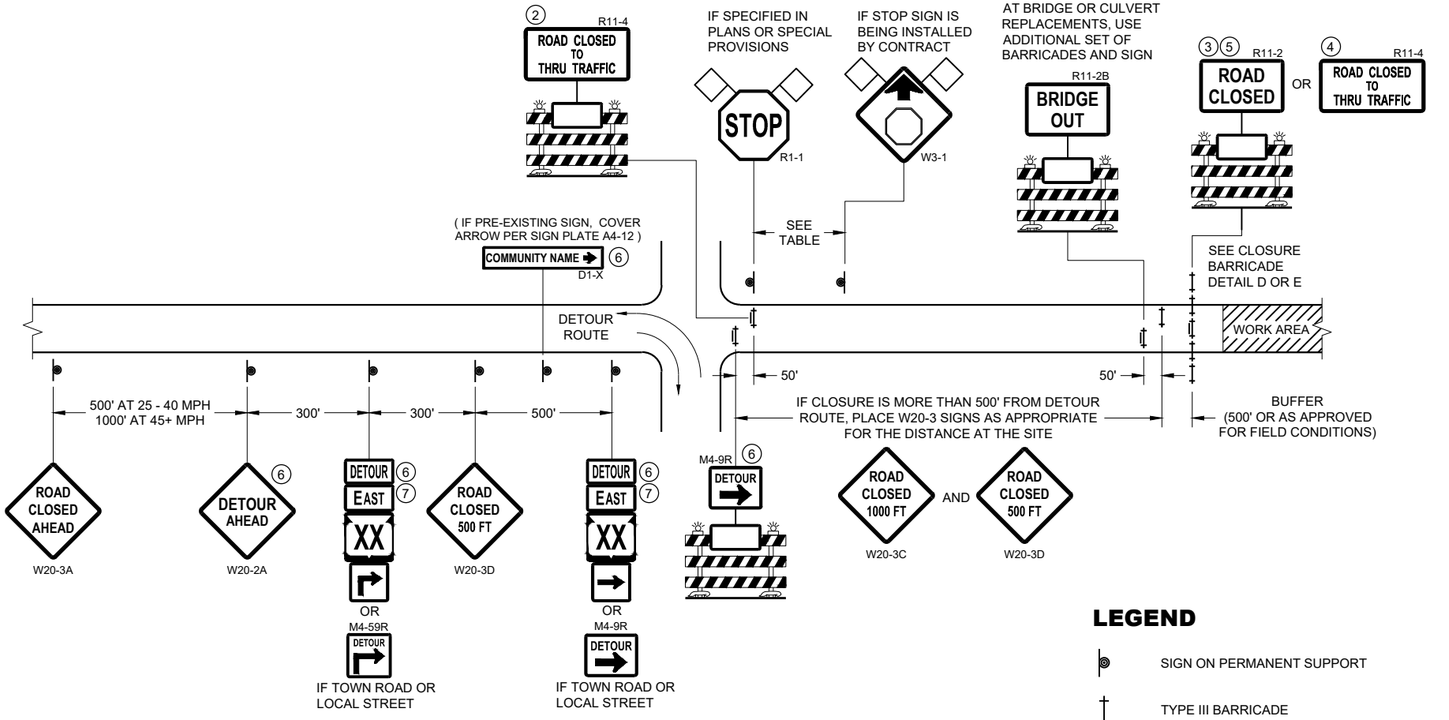
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S.D.D. 15 A 3-2b



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

LEGEND

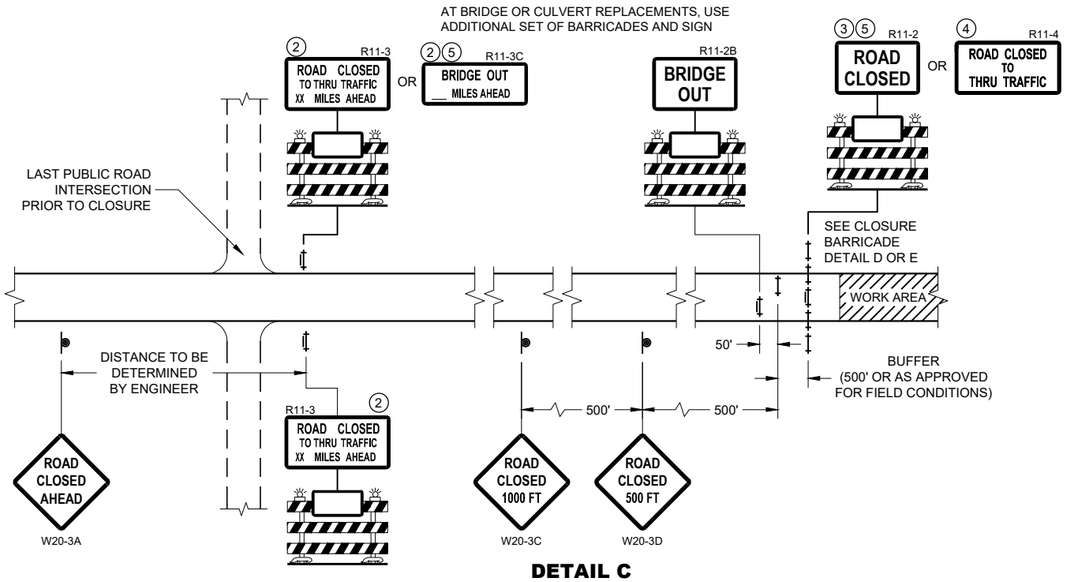
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

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

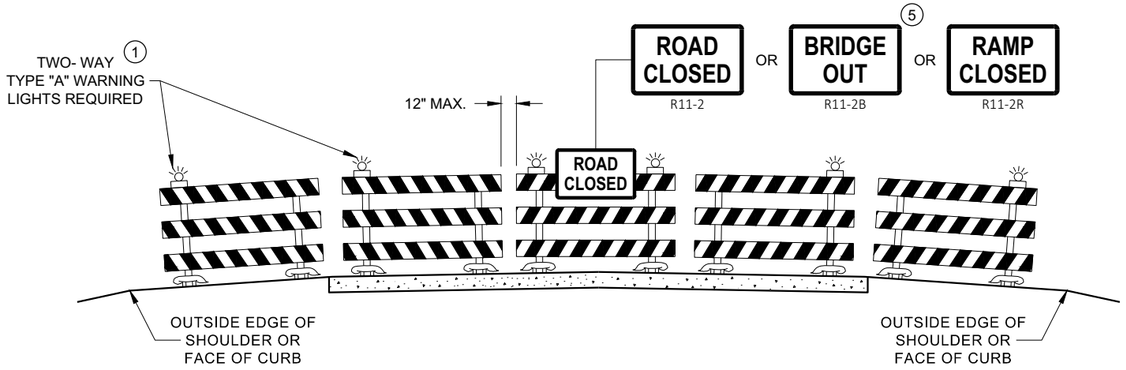
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

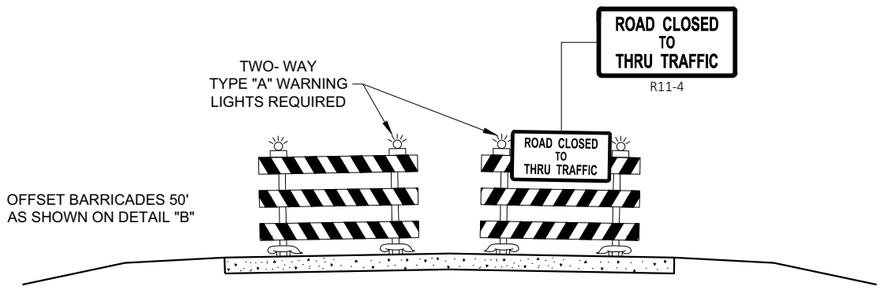
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SDD 15C02 - 08a

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 ENGINEE
FHWA

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SDD 15C02 - 08b

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SDD 15C02 - 08b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4; XX — M1 - 6; COUNTY X — M1 - 5A
- M05 - 1; M06 - 1; M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

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

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

500'

M4-8a *
END DETOUR WEST XX

DETOUR EAST XX *

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

DETOUR EAST WEST XX XX

DETOUR ROUTE

WORK AREA

DETOUR EAST XX

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

500'

DETOUR NEXT X MILES *
G20-51

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

MATCH POINT

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

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

500'

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

DETOUR WEST XX

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

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

500'

DETOUR ROUTE

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

500'

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

DETOUR EAST XX *

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

DETOUR EAST XX

DETOUR EAST XX

500'

DETOUR EAST XX

DETOUR EAST XX

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

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

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

500'

DETOUR EAST XX *

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

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

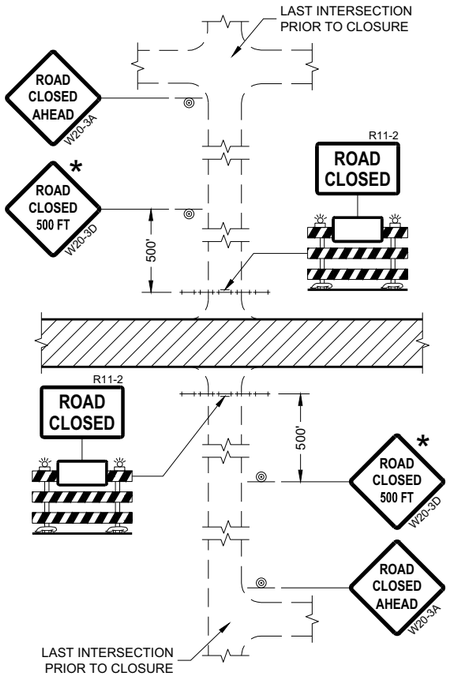
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

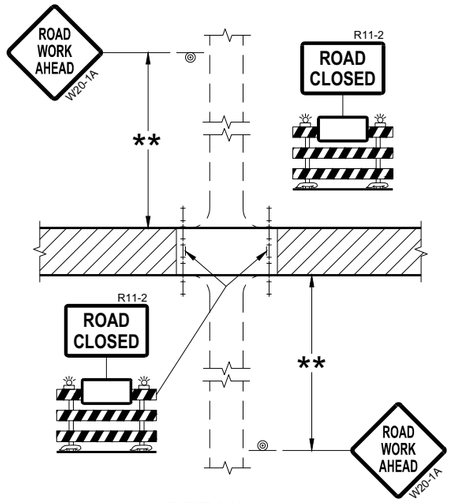
SDD 15C02 - 08c

SDD 15C02 - 08c

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DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

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

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

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

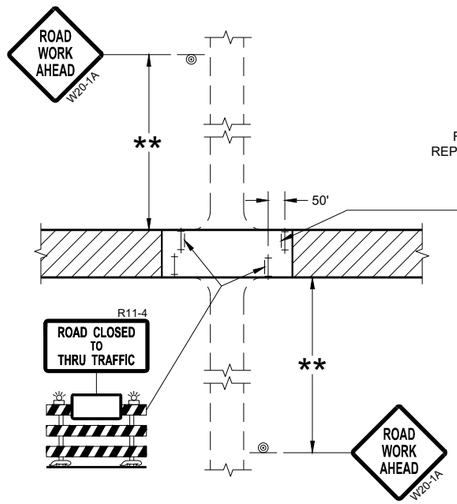
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

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

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

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



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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

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

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

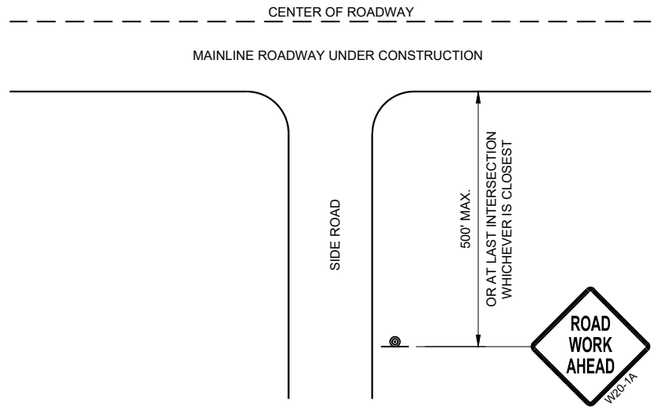
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

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



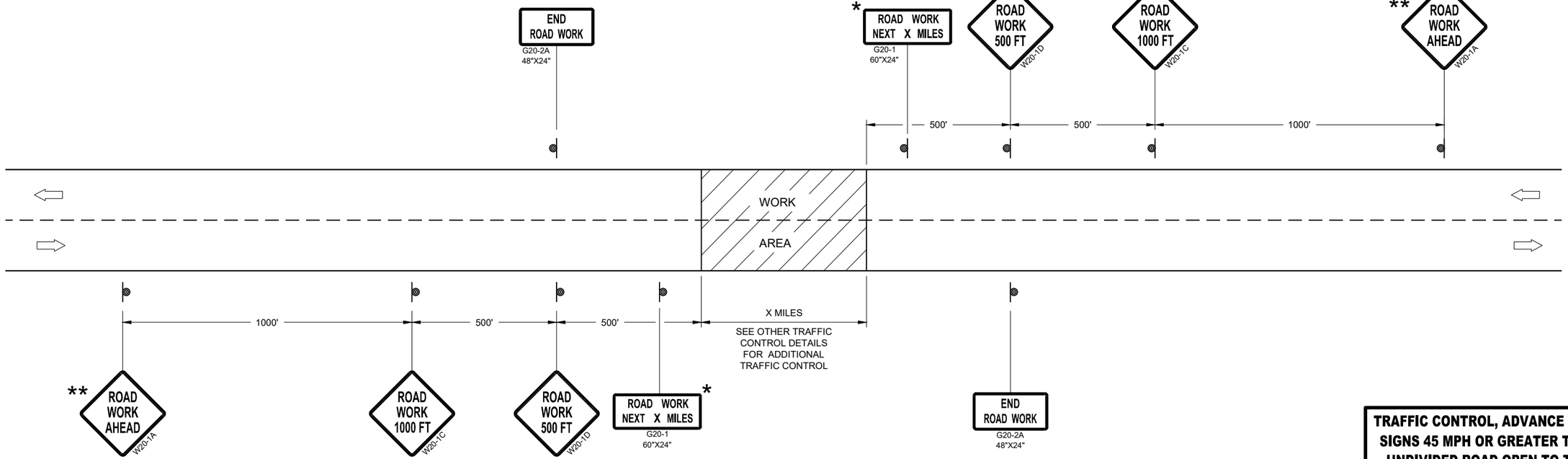
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

GENERAL NOTES

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

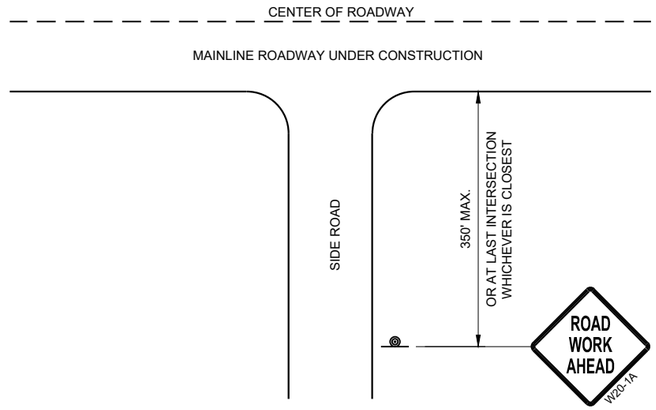
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



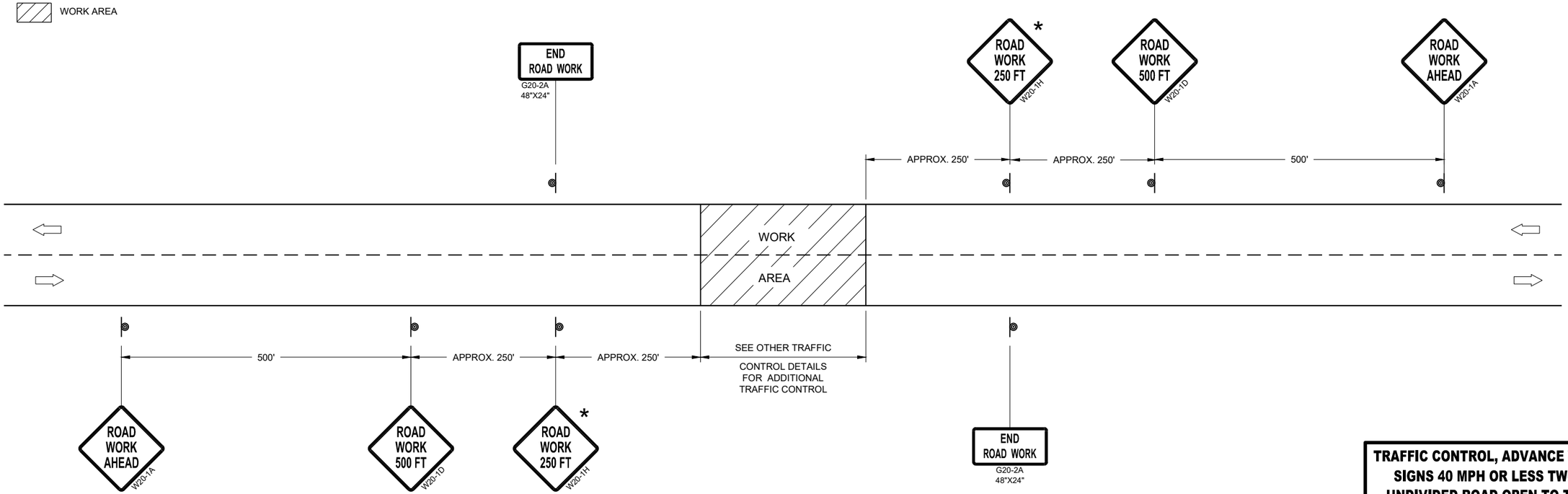
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C05 - 05

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

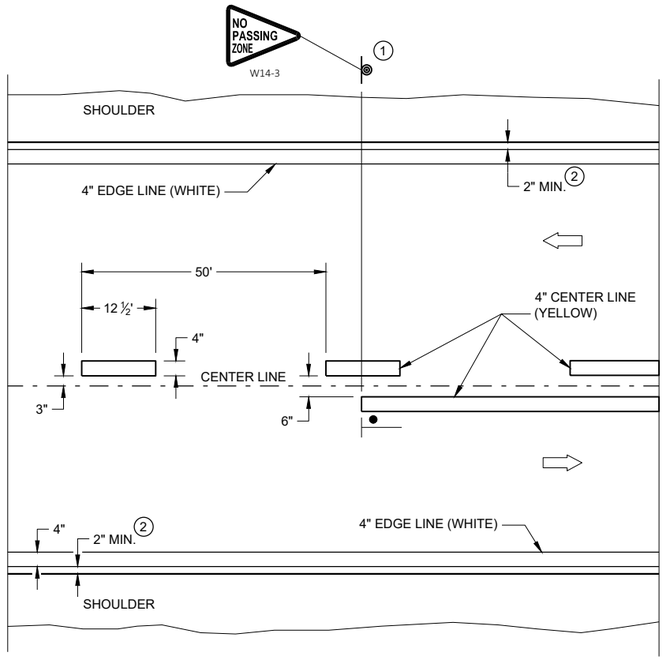
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

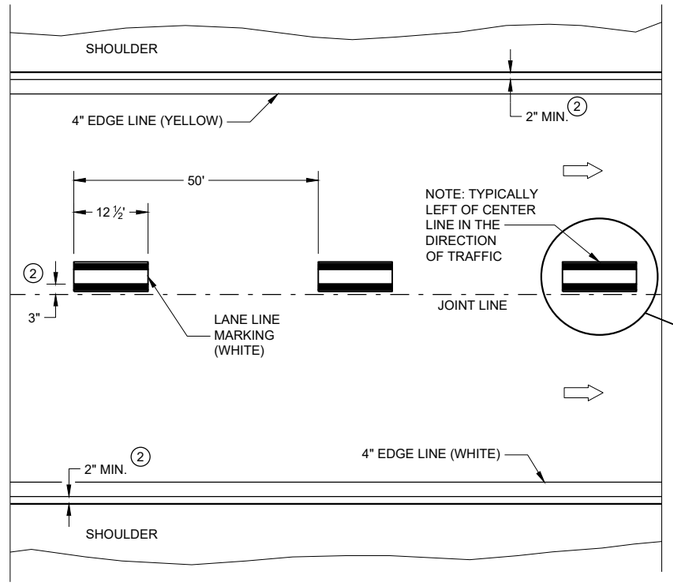
"T" MARKING

SIGN ON PERMANENT SUPPORT

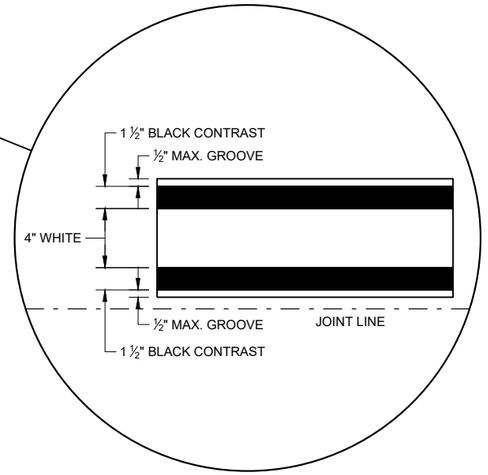
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

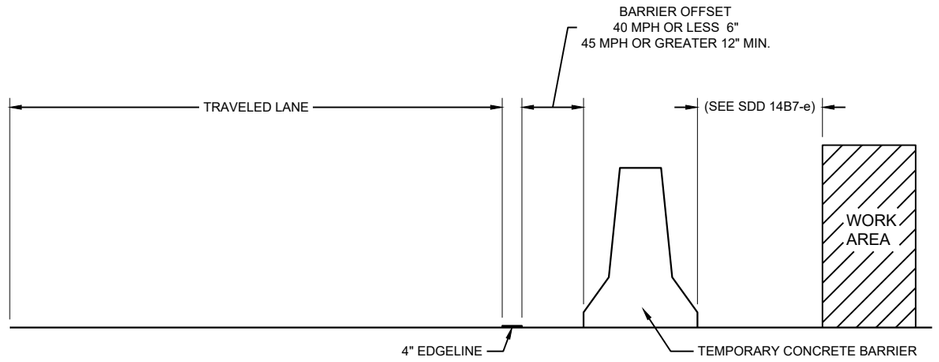
FHWA

6

SDD 15C08 - 22a

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SDD 15C08 - 22a



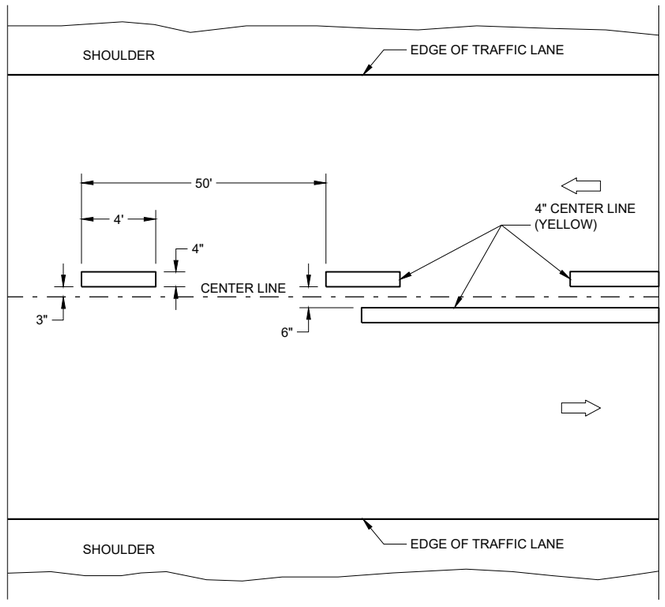
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

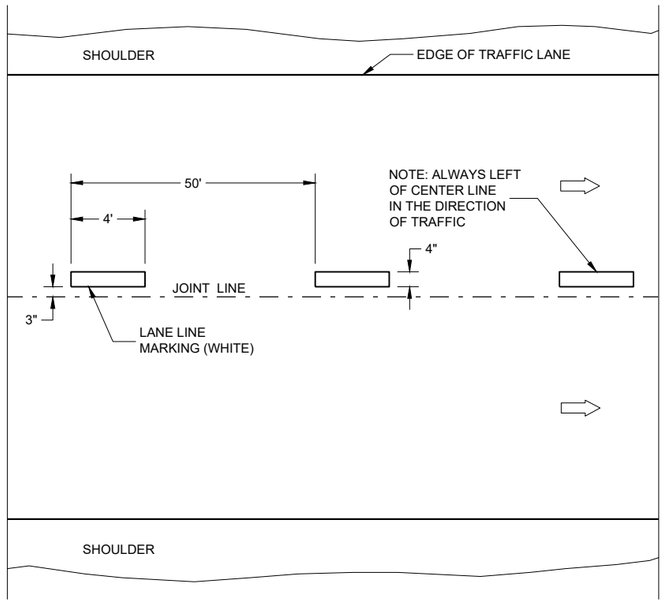
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

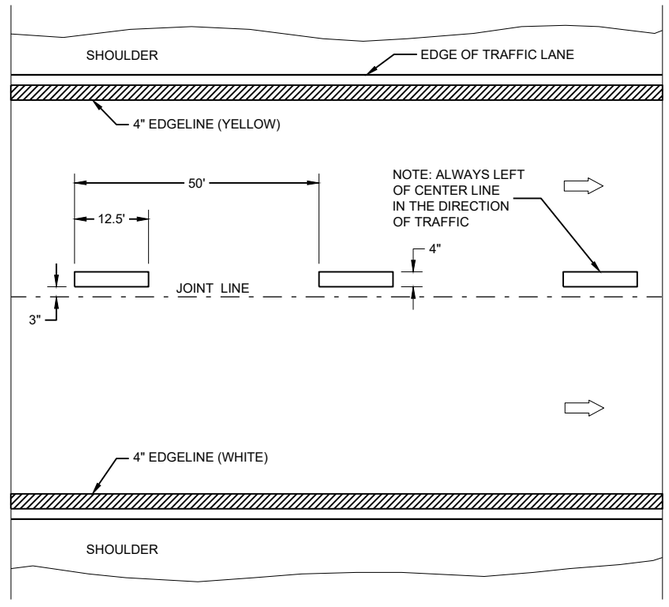
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

6

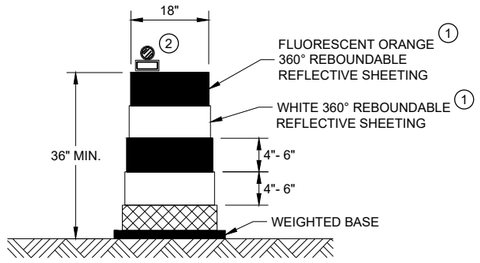
SDD 15C08 - 22b

6

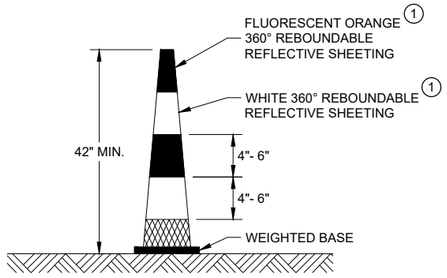
SDD 15C08 - 22b

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.

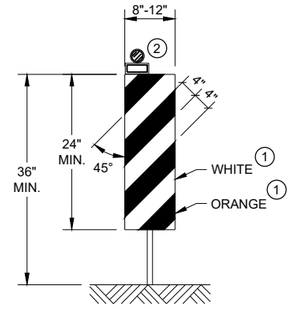


DRUM



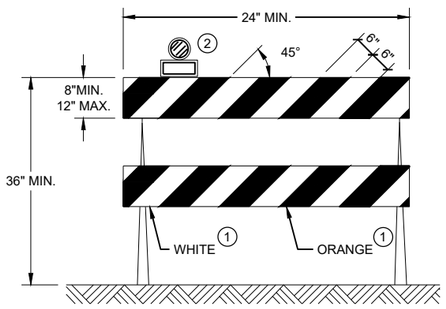
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



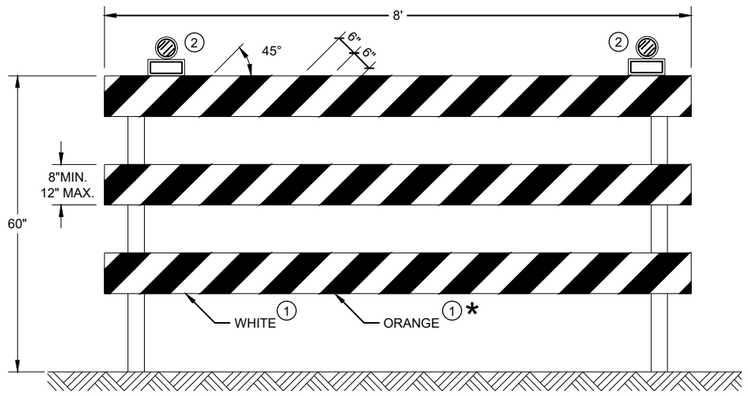
VERTICAL PANEL

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

SDD15C11 - 09b

6

SDD15C11 - 09b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

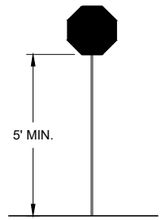
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



STOP/SLOW PADDLE ON SUPPORT STAFF

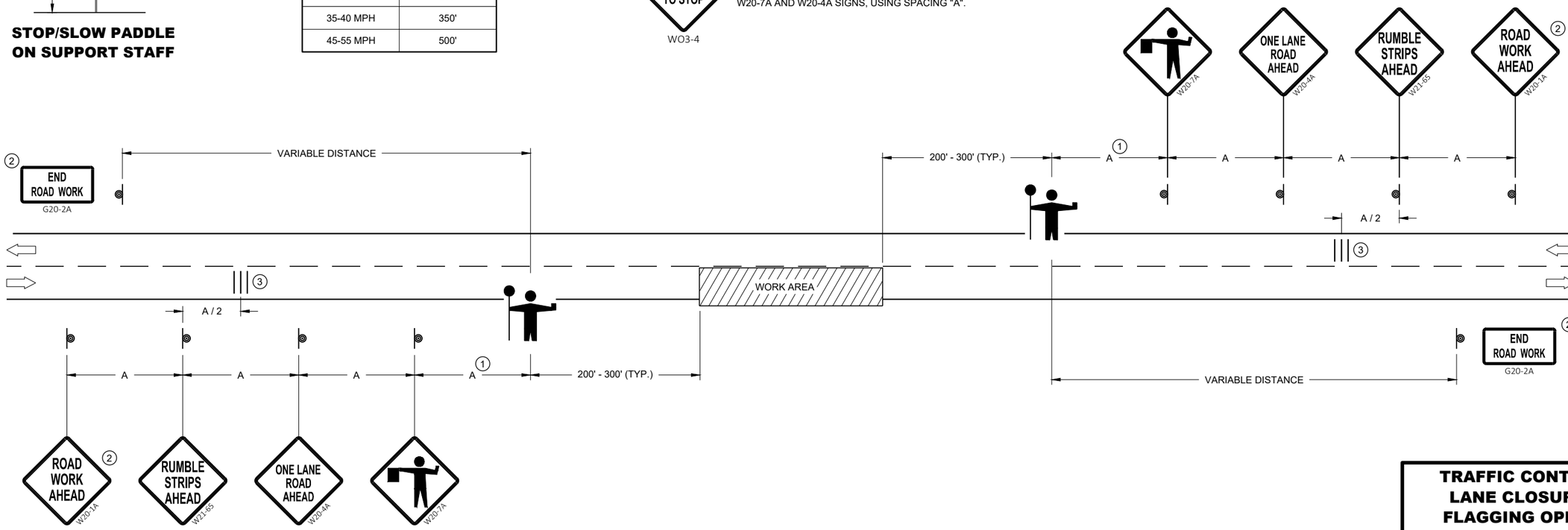
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a

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.

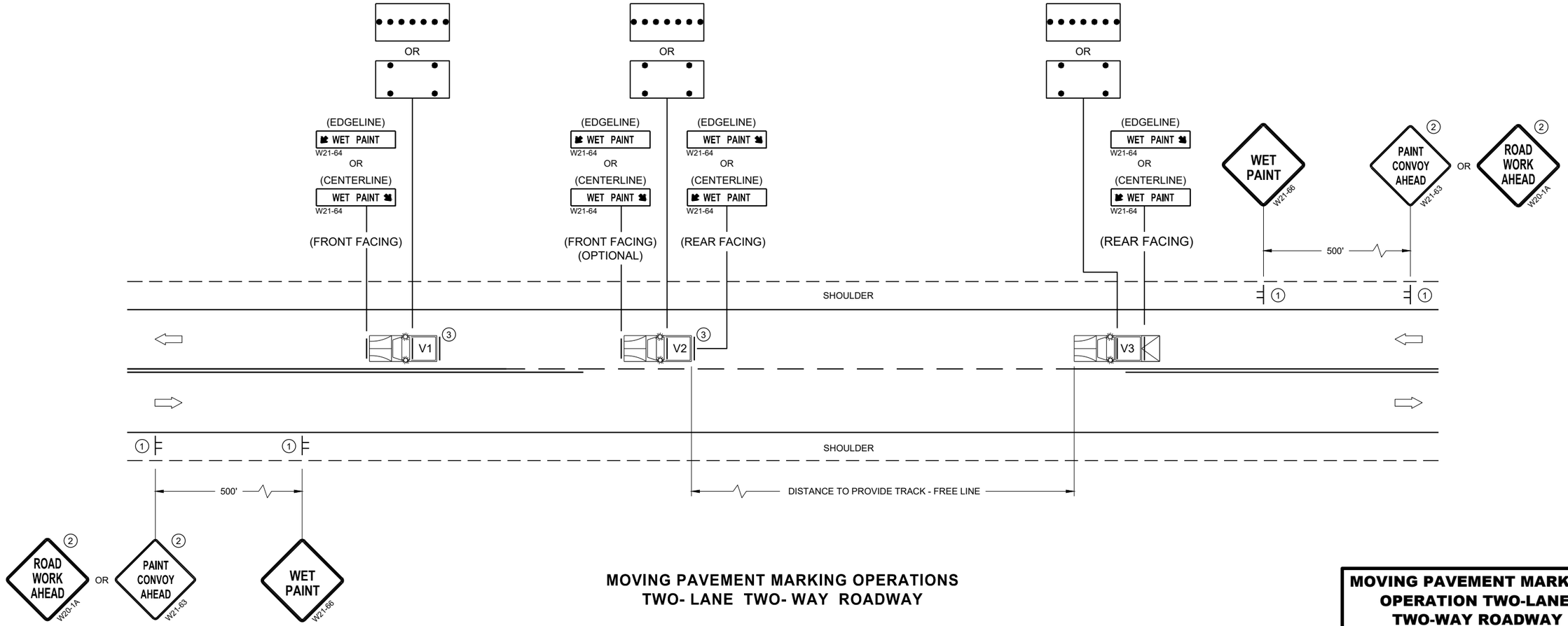
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

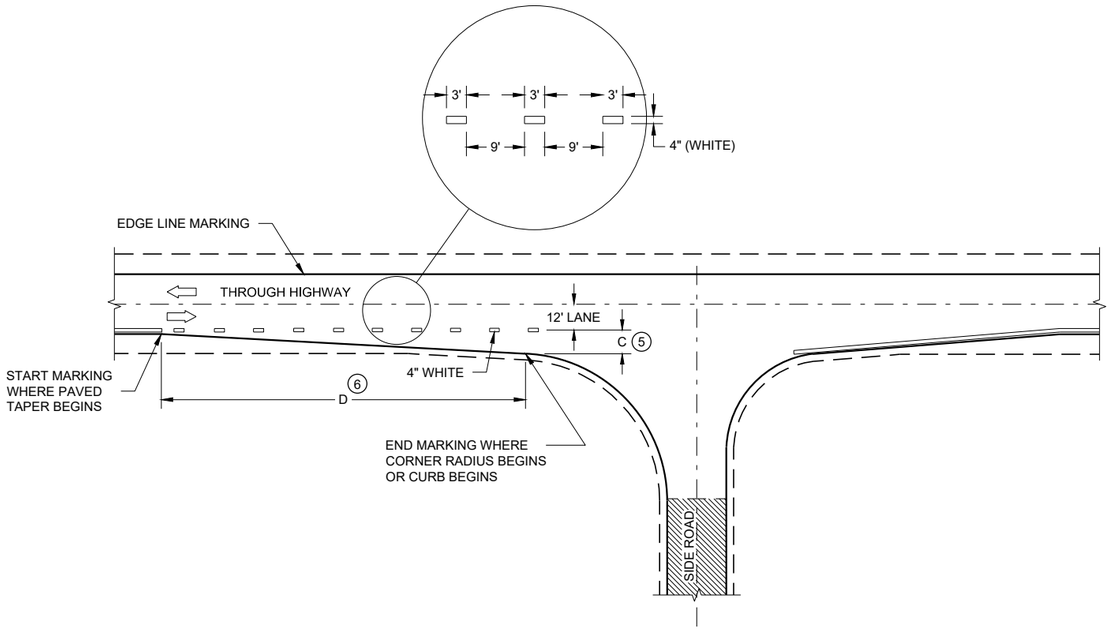
FHWA

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SDD 15C19 - 07a

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SDD 15C19 - 07a



MINOR INTERSECTION

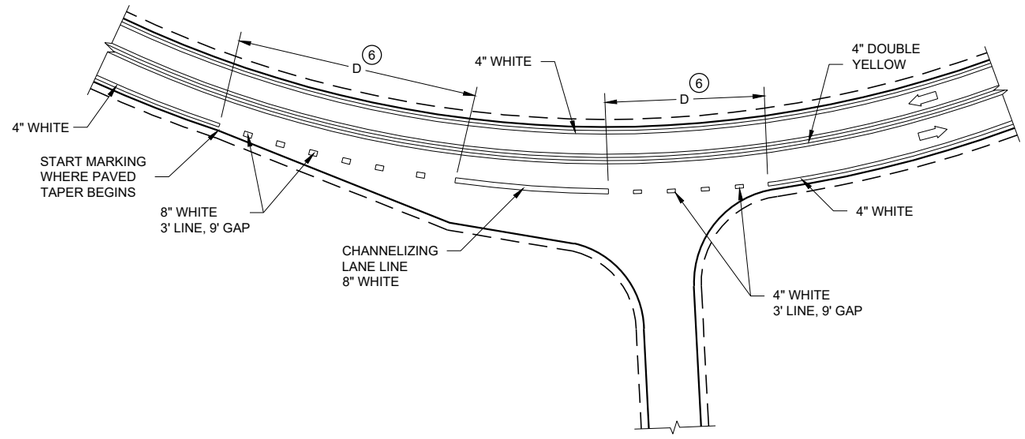
GENERAL NOTES

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

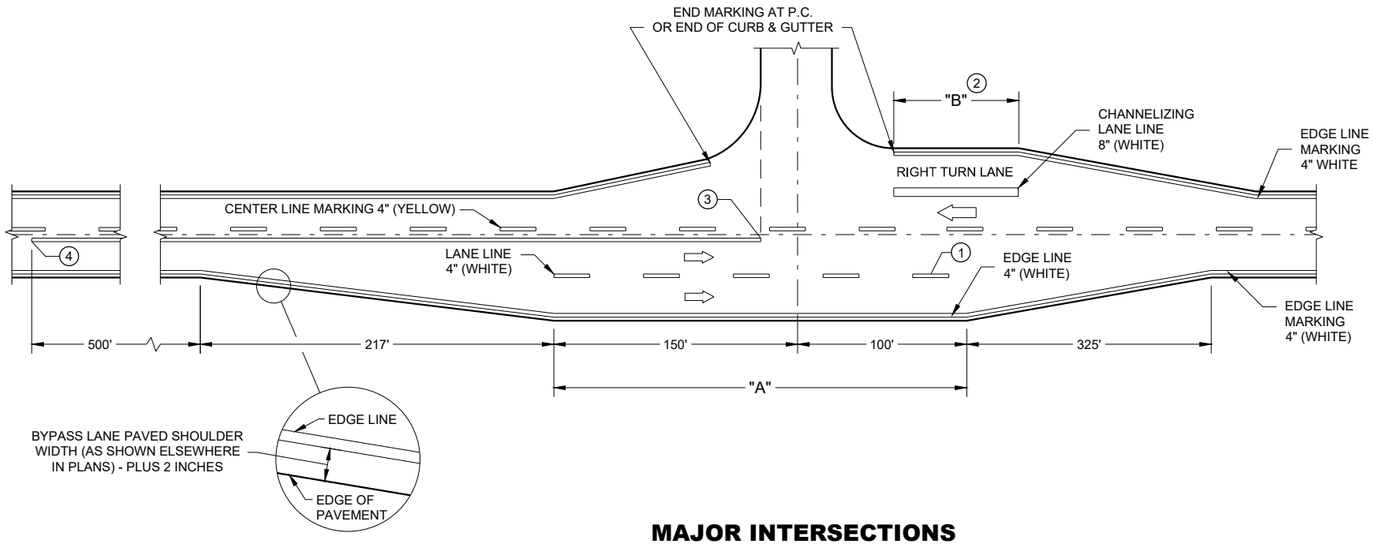
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

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

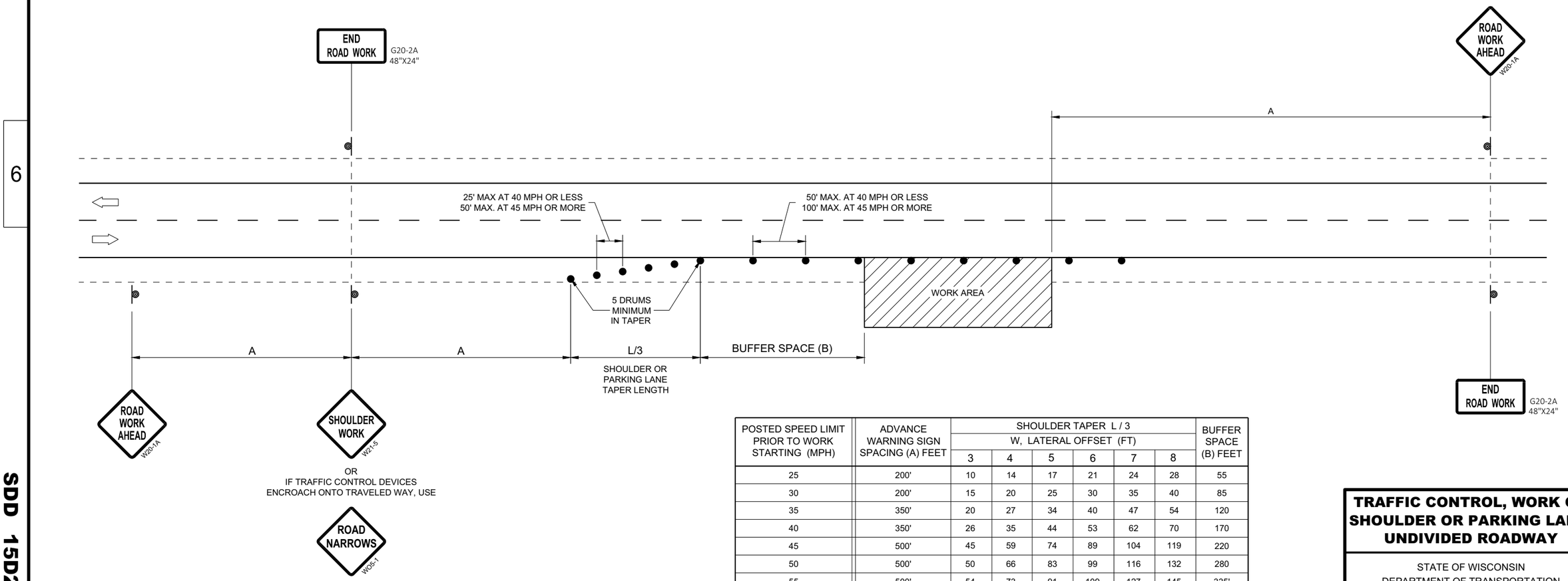
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

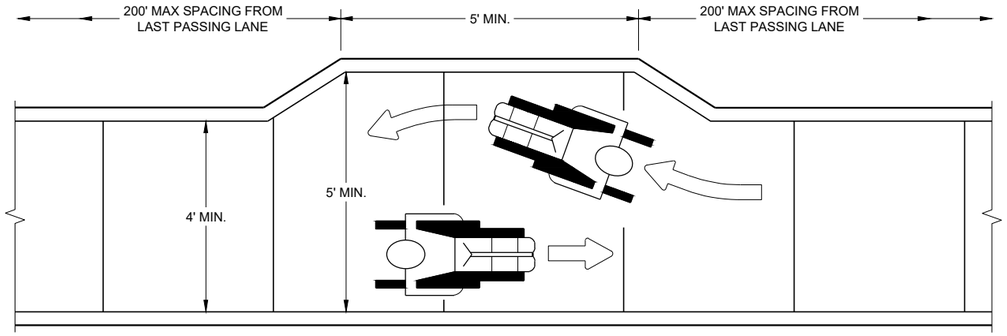
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

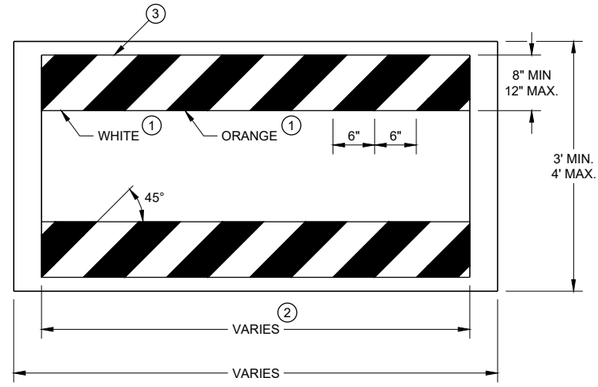
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

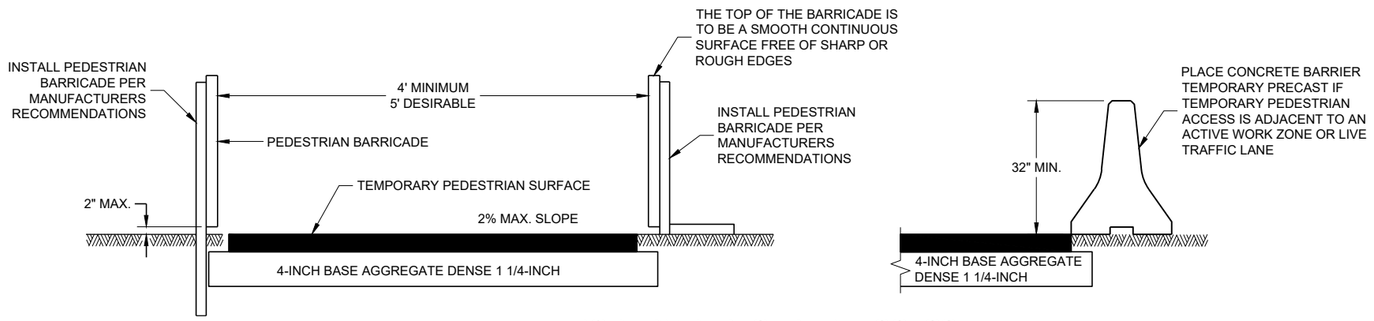
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

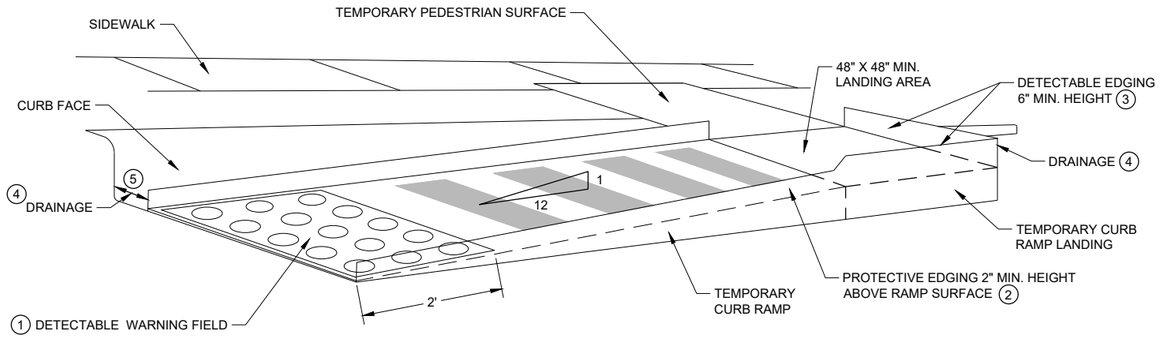
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SDD 15D30 - 07a

SDD 15D30 - 07a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

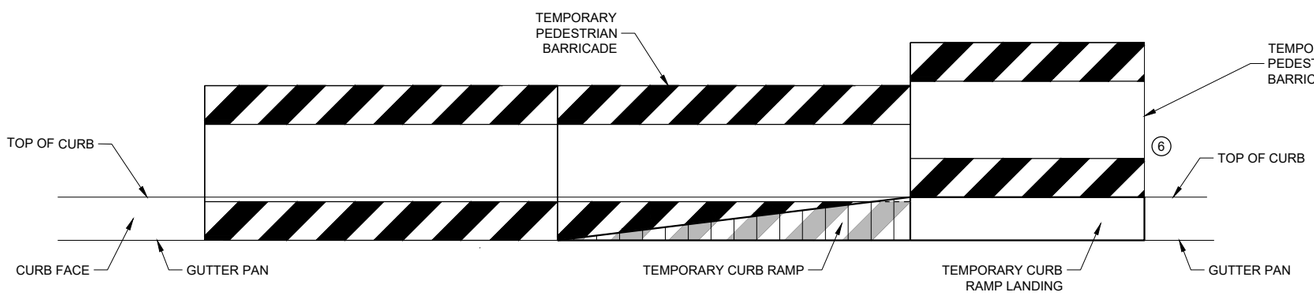
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

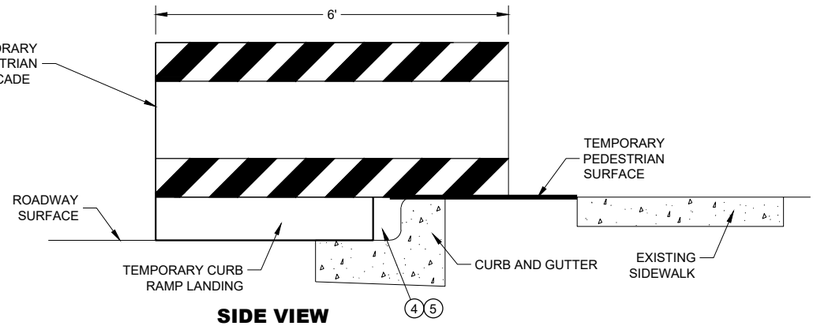
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 6" MINIMUM BETWEEN CURB FACE AND EDGE OF RAMP

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

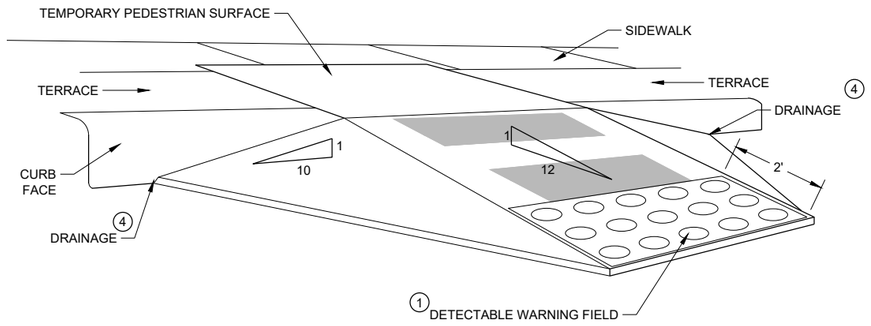
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

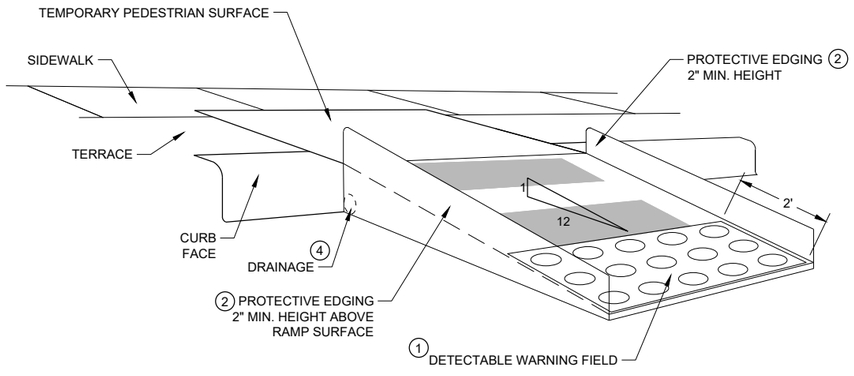
SDD 15D30 - 07b

6

SDD 15D30 - 07b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

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

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

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

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

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

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

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

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

6

SDD 15D30 - 07c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

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.

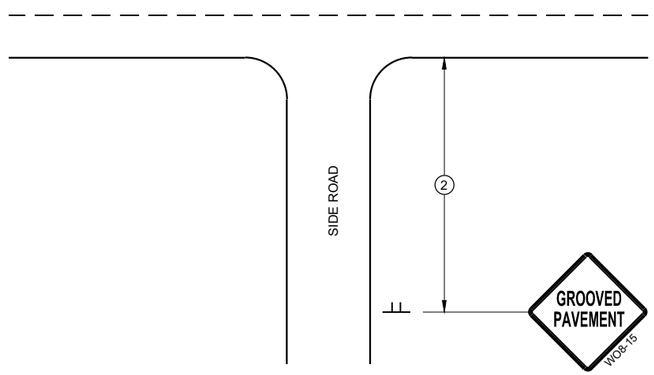
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

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

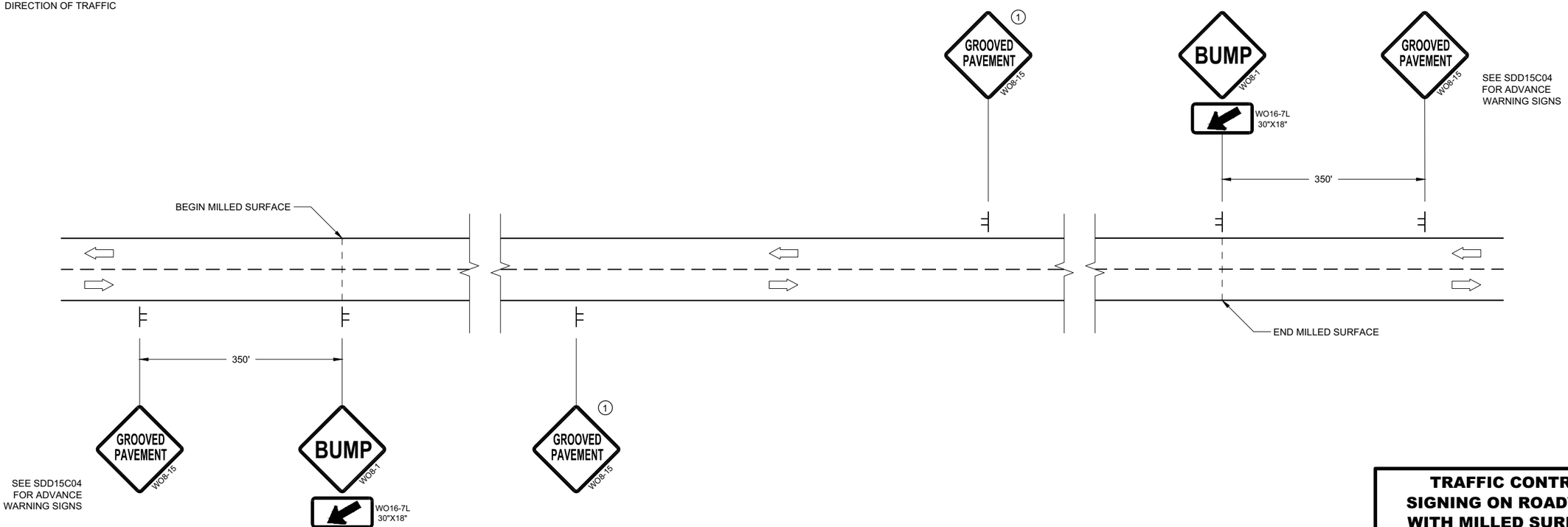
LEGEND

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

6
SDD 15D44 - 02

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

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

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

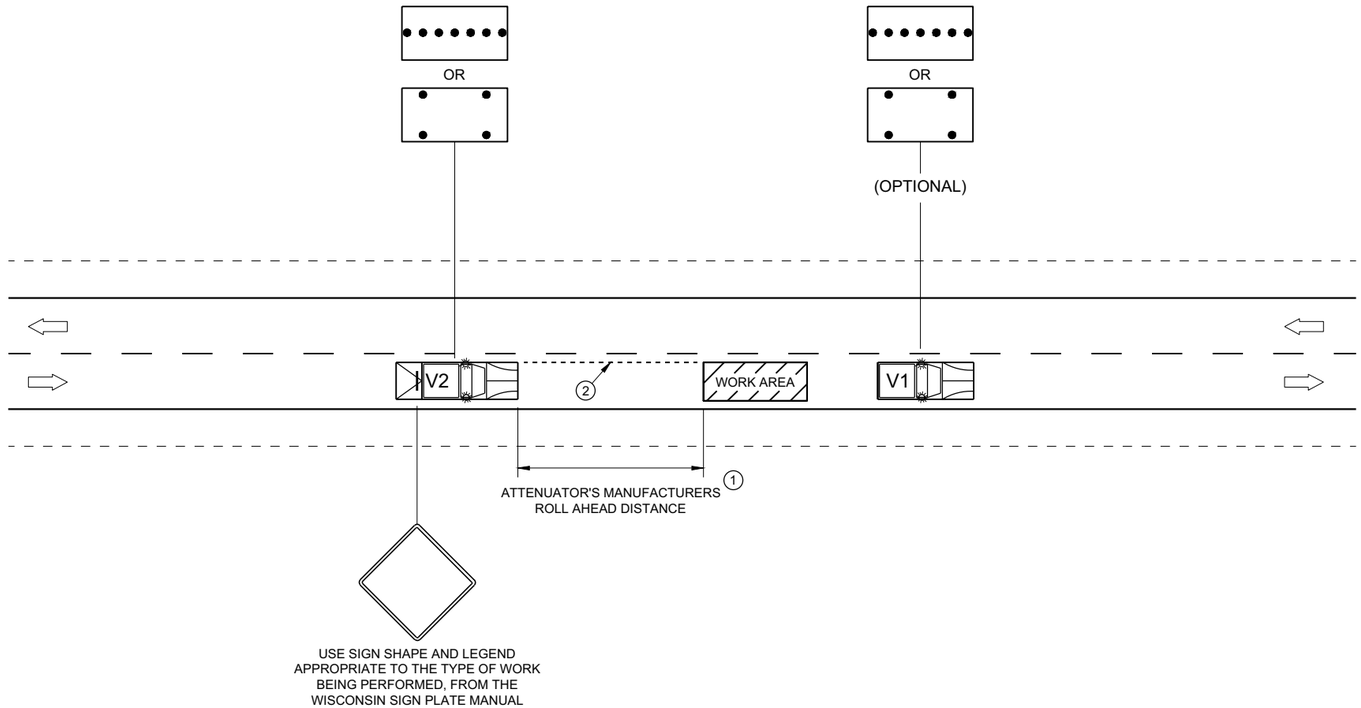
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

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

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

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

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

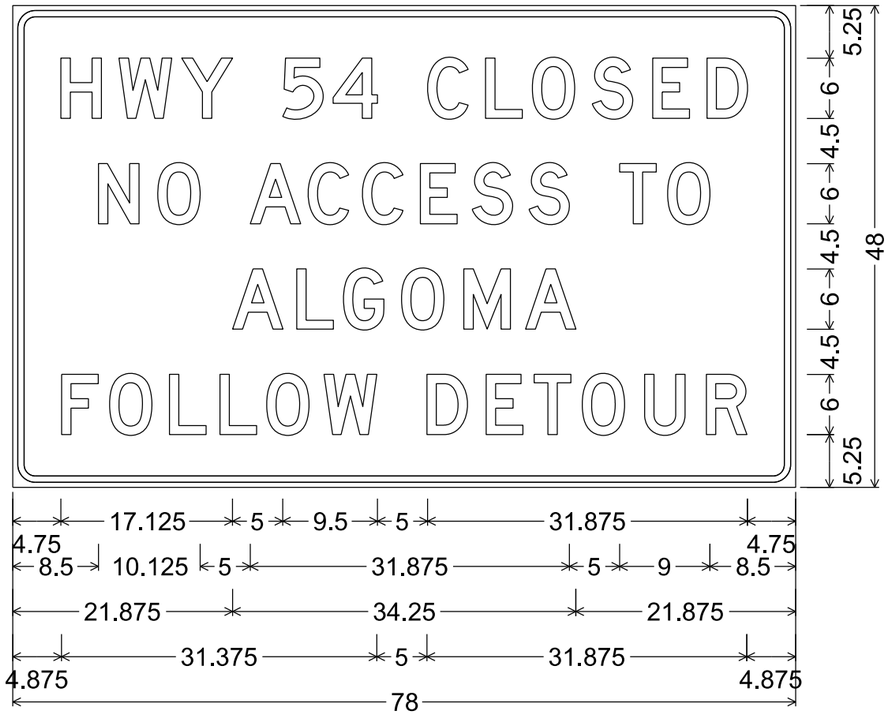


TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

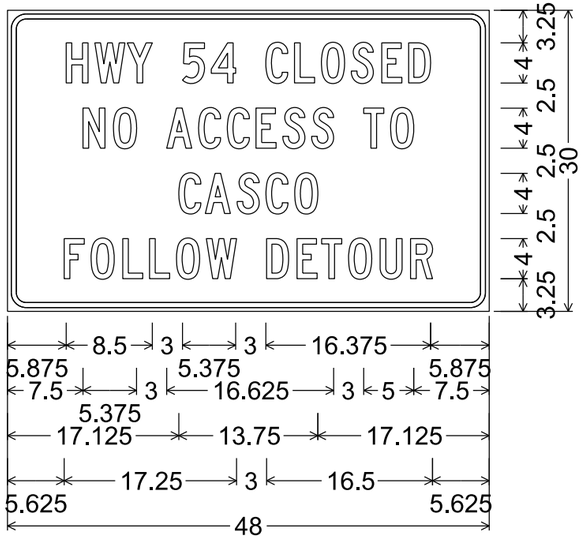
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
SDD 15D51 - 01



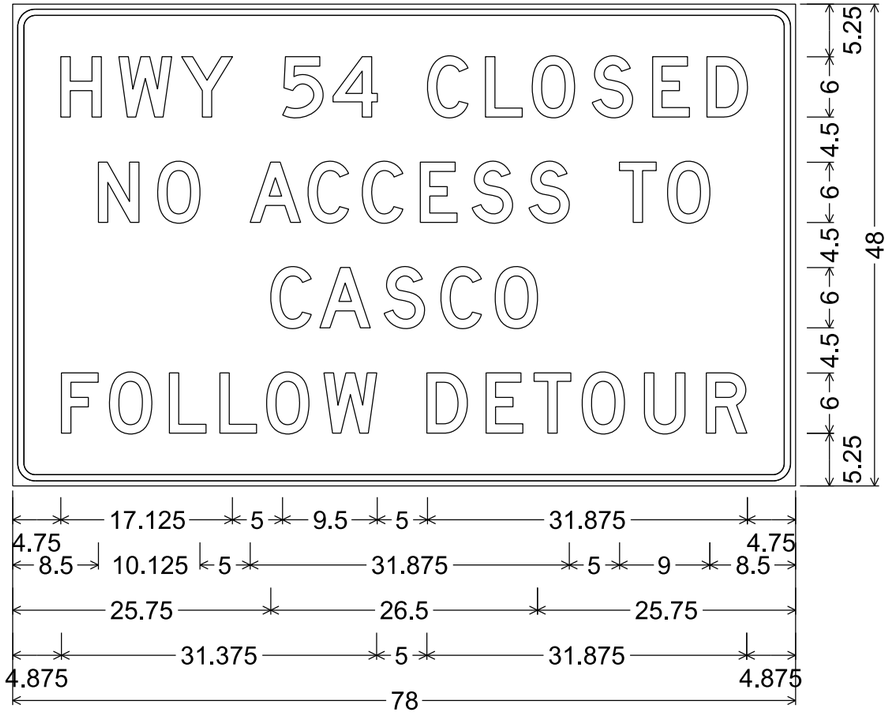
2.250" Radius, 0.625" Border, 0.500" Indent



1.875" Radius, 0.500" Border, 0.375" Indent,
"HWY", C; "54", C; "CLOSED", C; "NO", C; "ACCESS", C; "TO", C;
"CASCO", C; "FOLLOW", C; "DETOUR", C

NOTES

1. Fixed Message signs are Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D except as noted



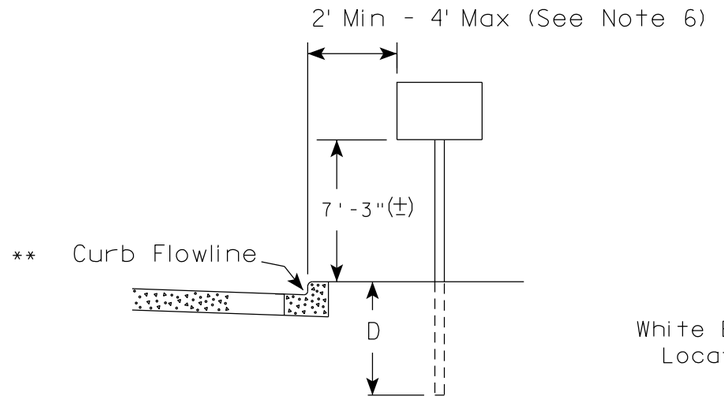
2.250" Radius, 0.625" Border, 0.500" Indent

7

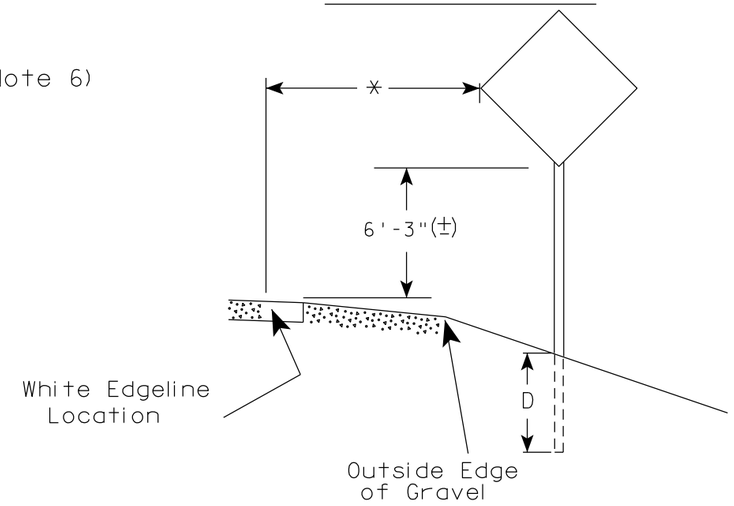
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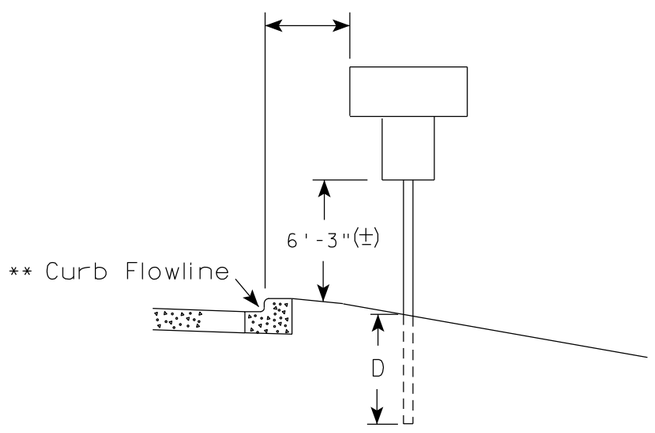
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	TEMPORARY SIGNING	SHEET NO: 183	E

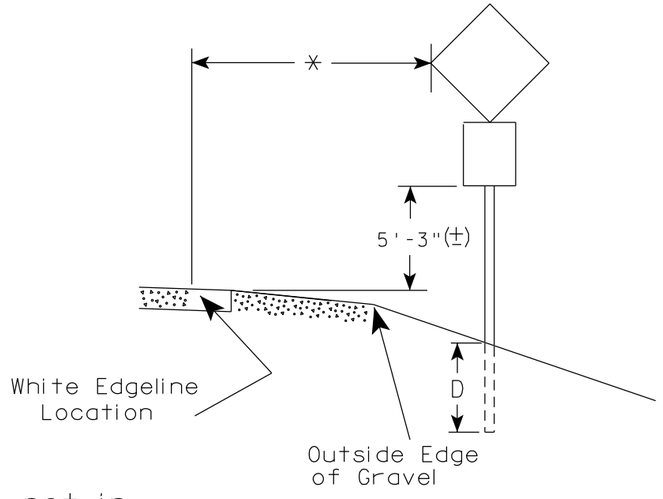
URBAN AREA



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.

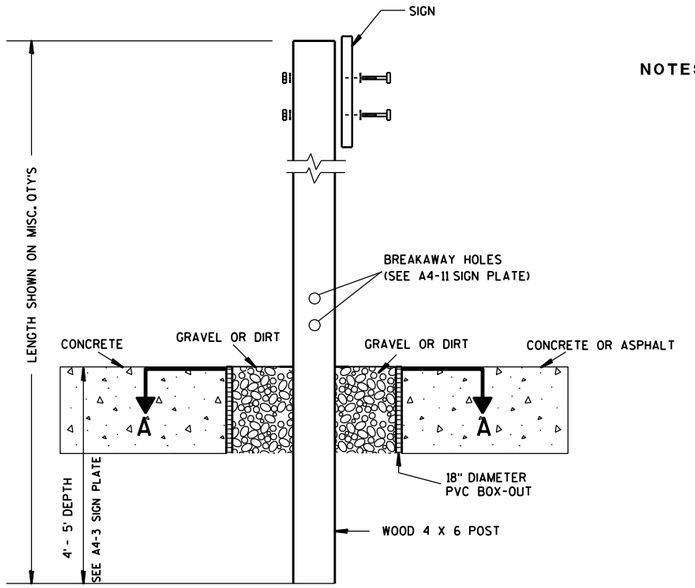
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

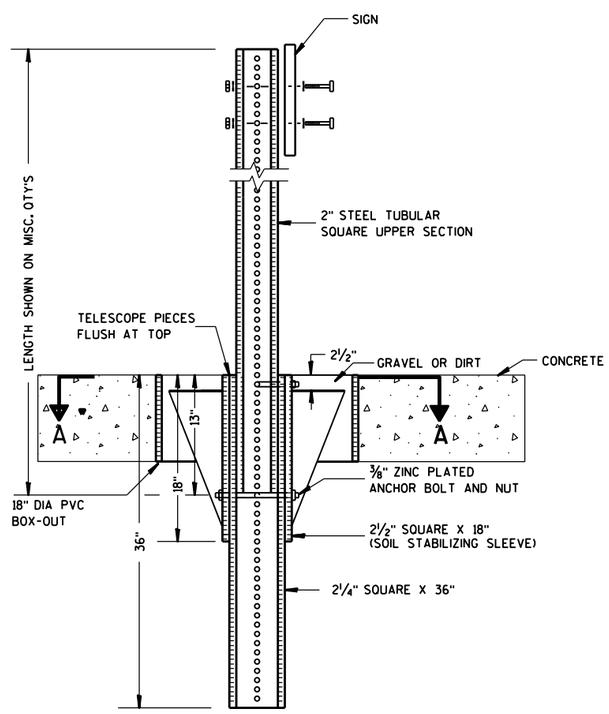
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 184	E



ELEVATION VIEW

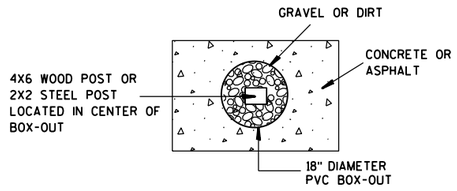
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

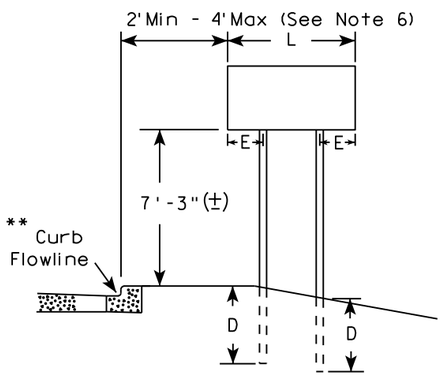
APPROVED Matthew R Rauch
for State Traffic Engineer

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

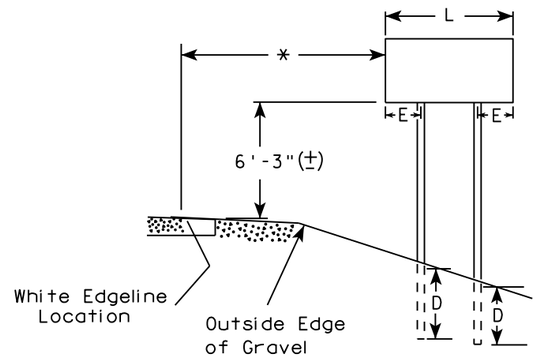
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

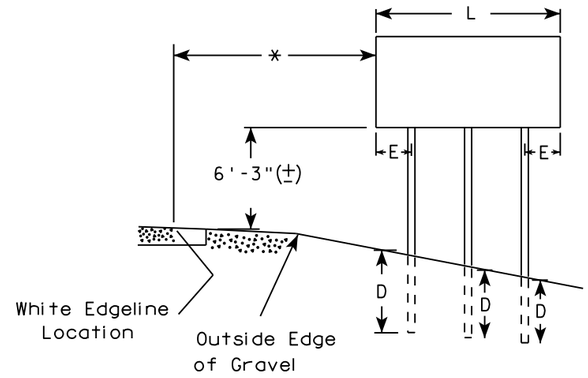
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

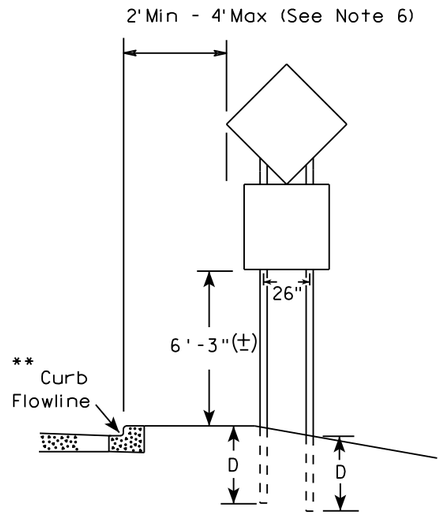
URBAN AREA



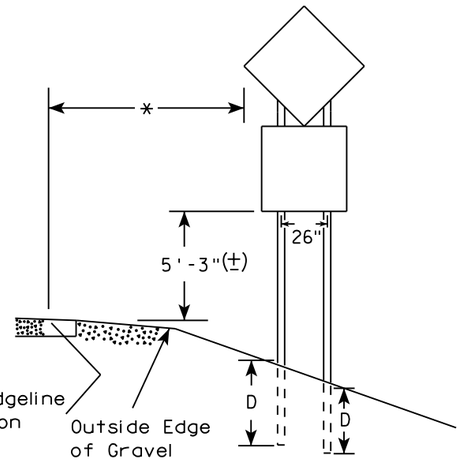
RURAL AREA (See Note 3)







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'

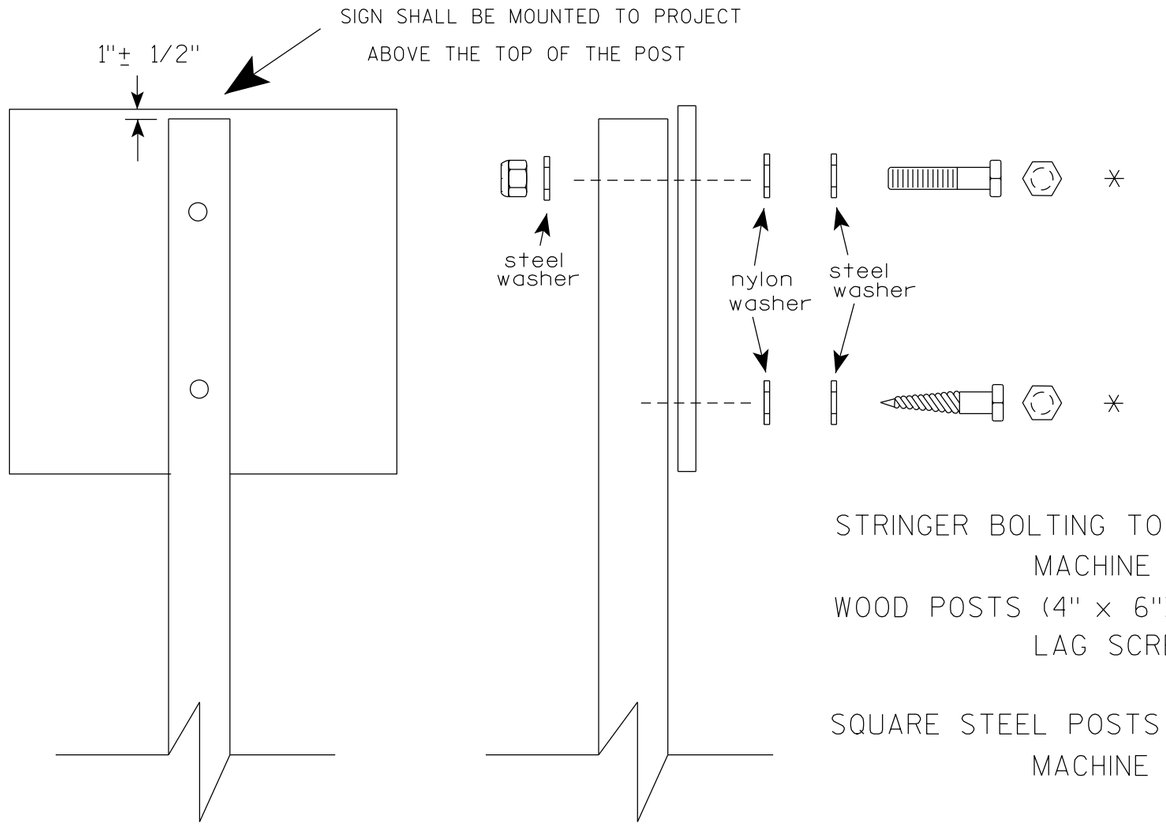
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 186	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

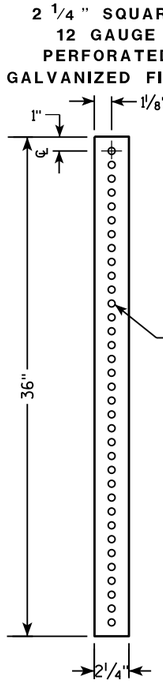
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

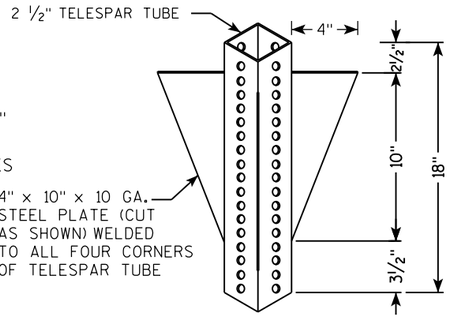
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

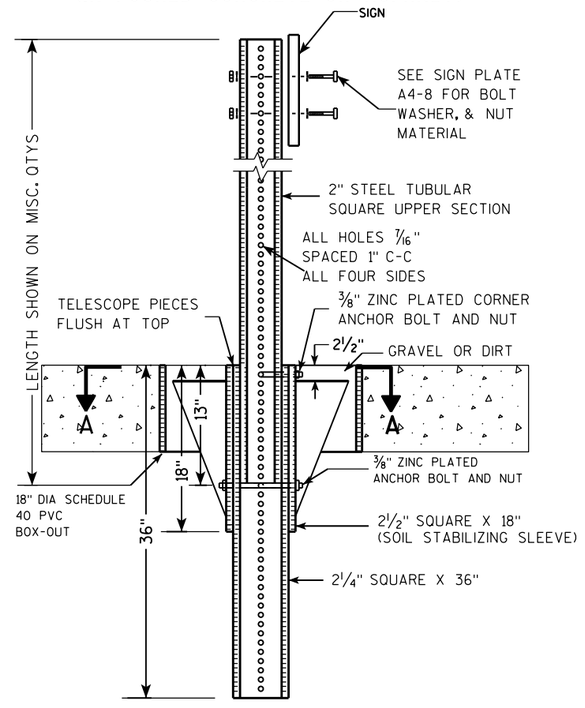
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



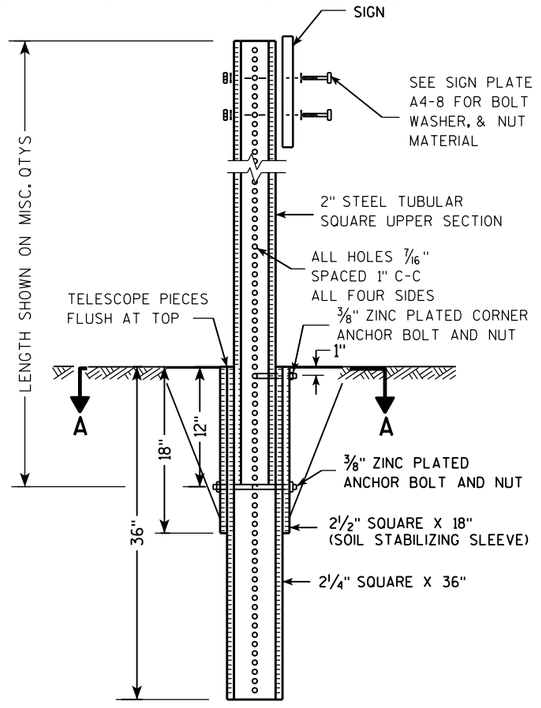
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

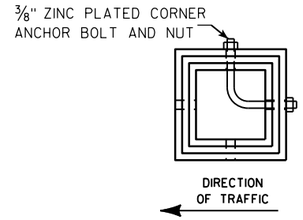


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

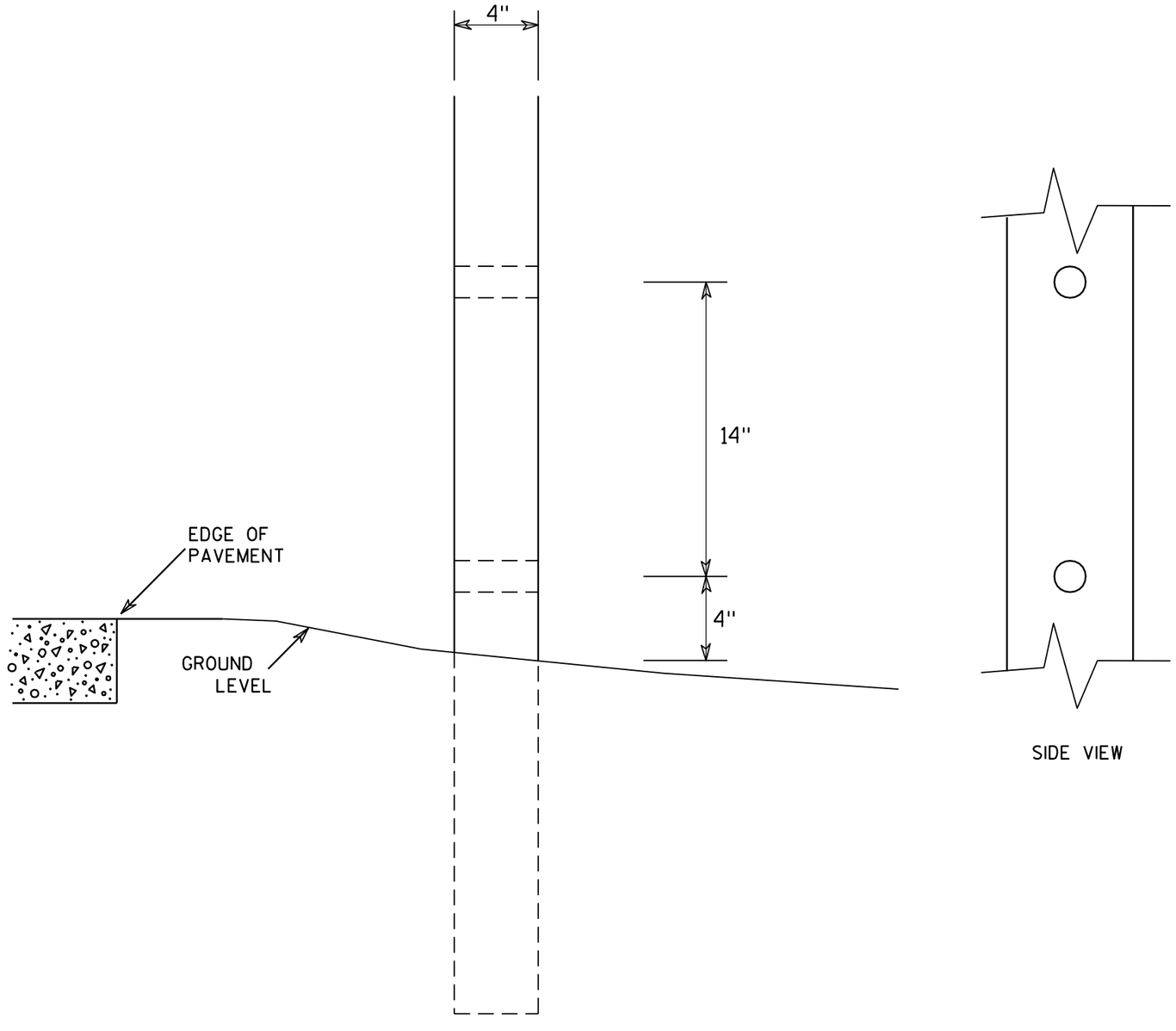
WISCONSIN DEPT OF TRANSPORTATION

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

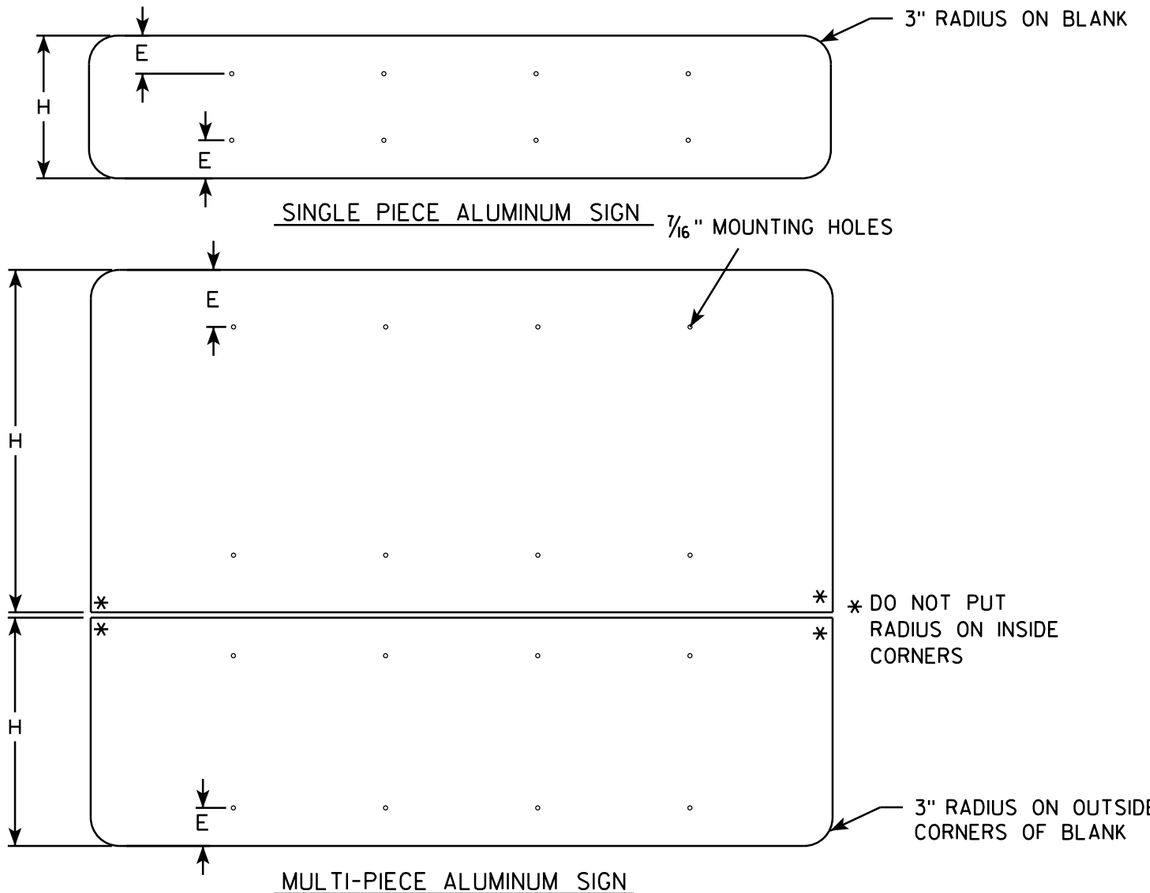
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

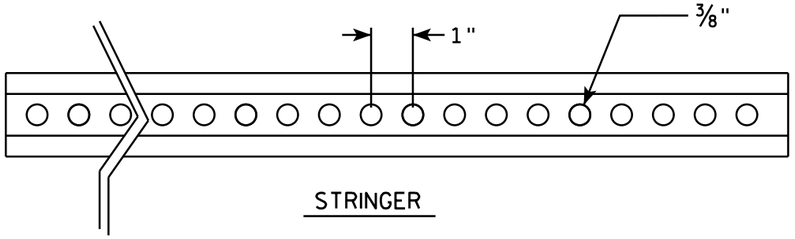
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 189	E



GENERAL NOTES

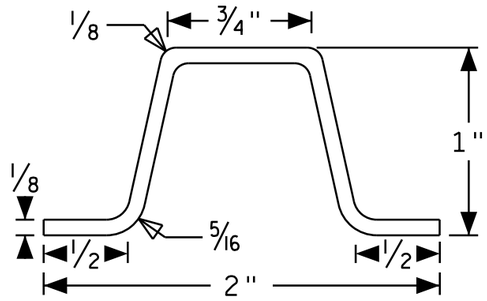
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

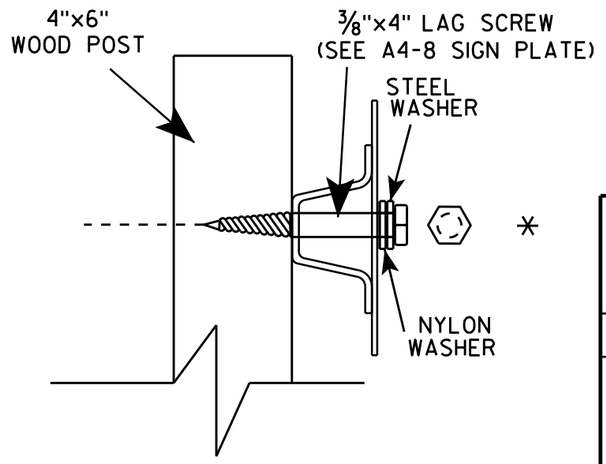


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

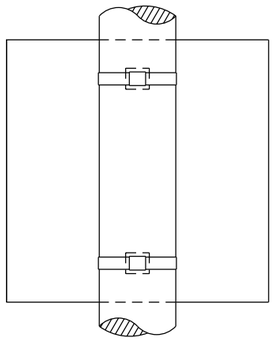
DATE 4/26/16 PLATE NO A4-18.1

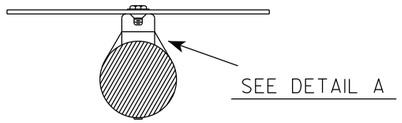
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

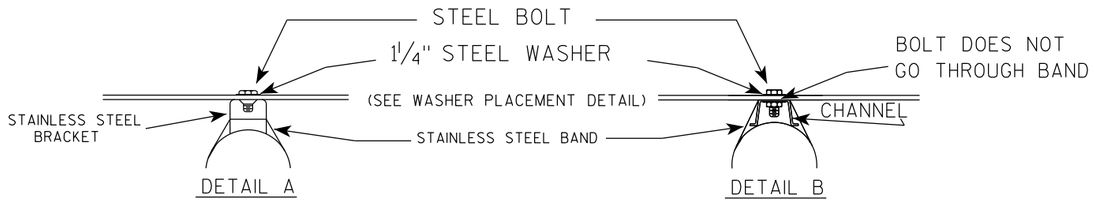
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

SINGLE SIGN



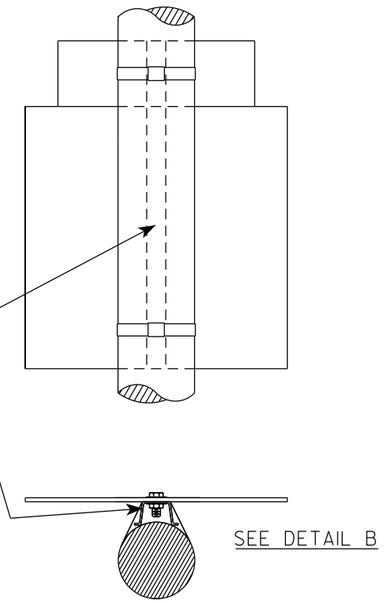




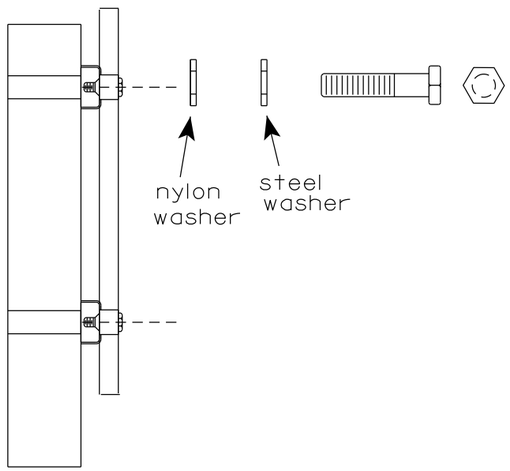
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

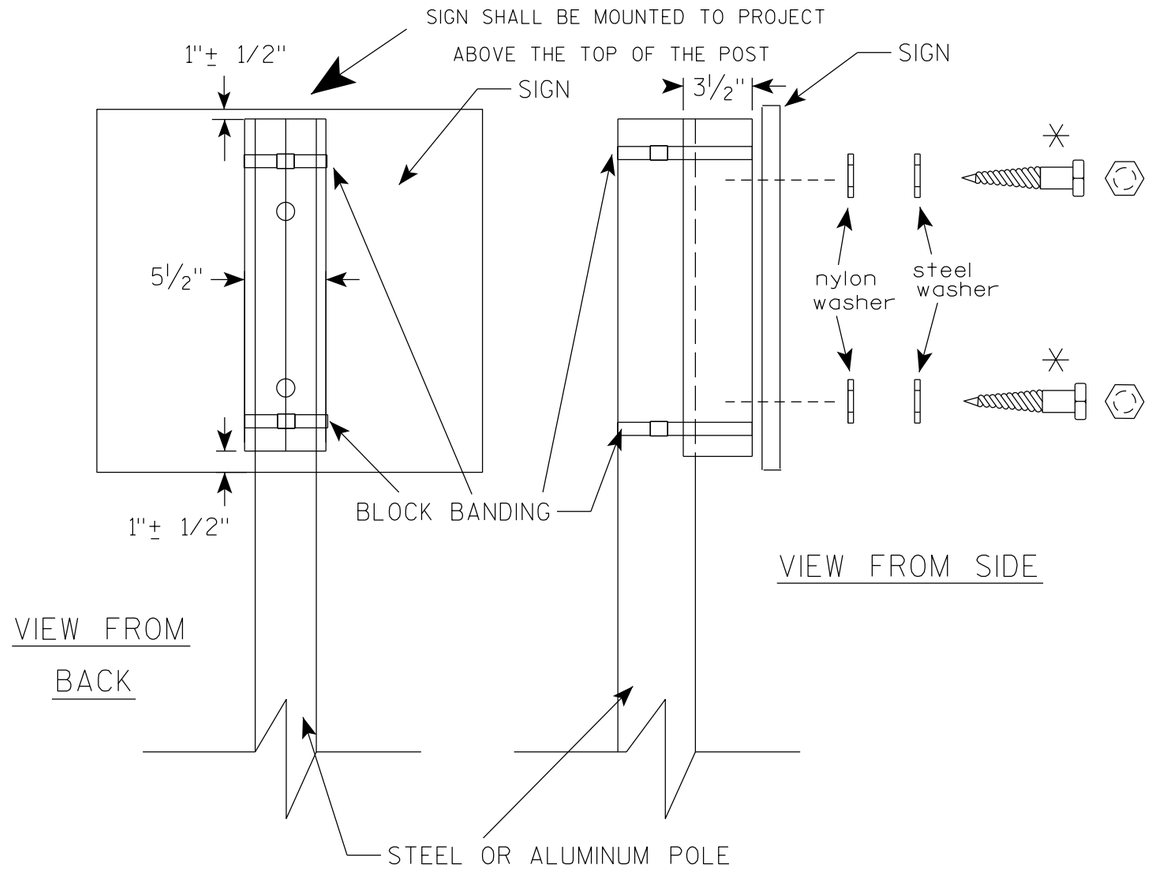
DATE 6/10/19 PLATE NO. A5-9.4

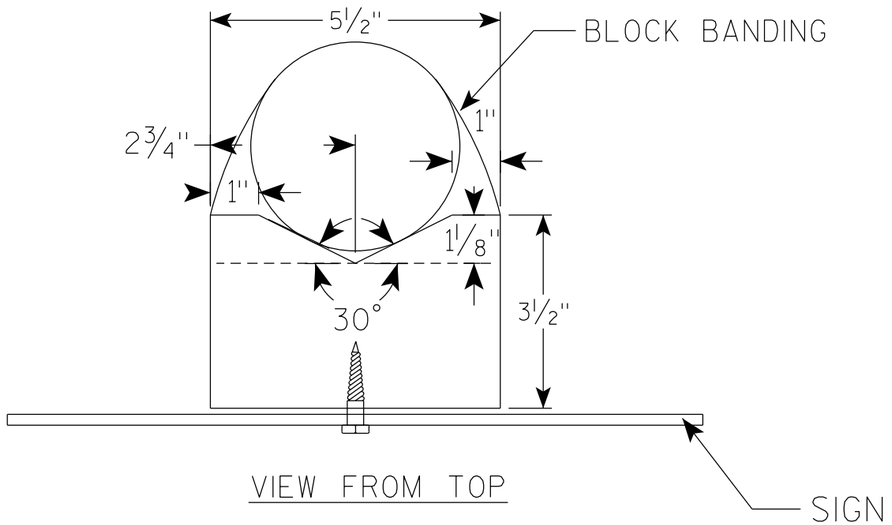
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 191	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

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GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

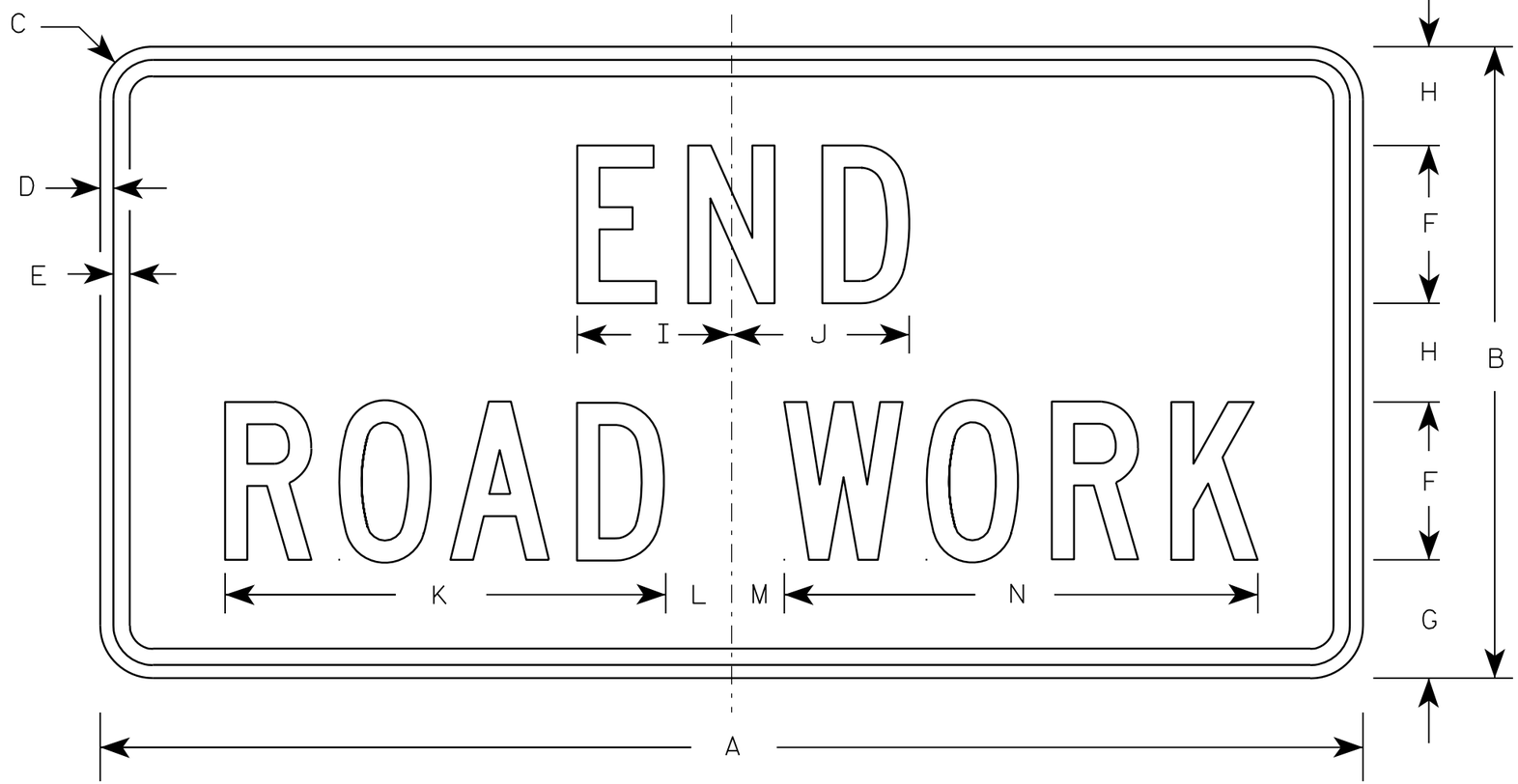
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 192 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

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

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

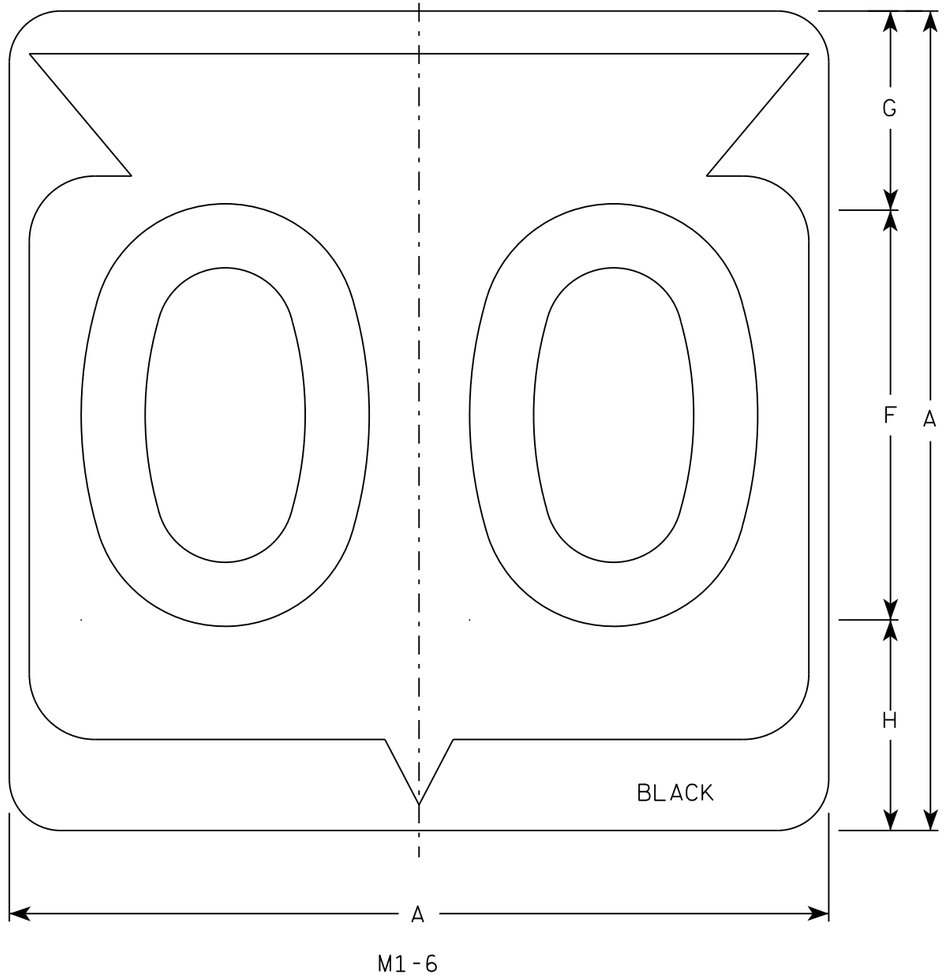
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

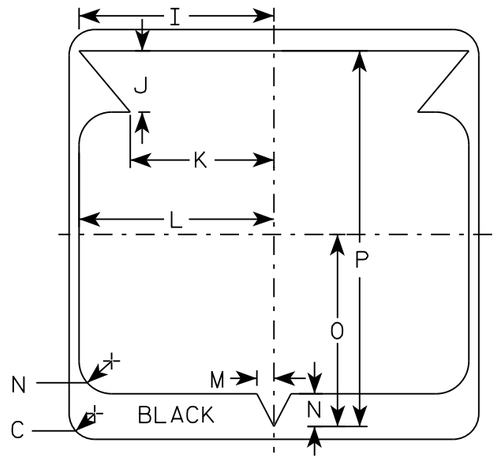
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 193	E



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

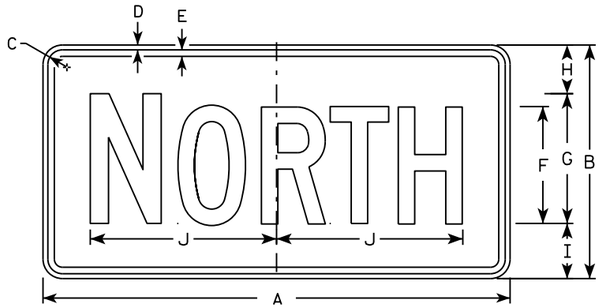
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

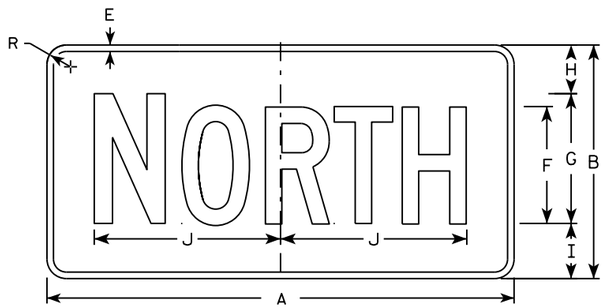
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 194	E



M3-1
MM3-1
MP3-1



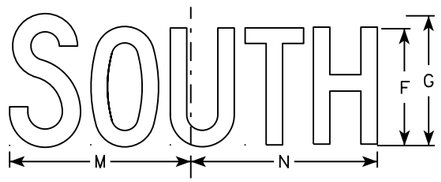
MB3-1
MK3-1
MN3-1



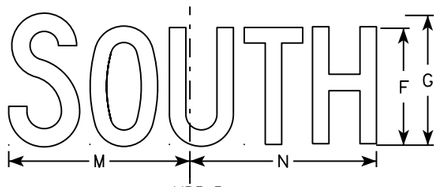
M3-2
MM3-2
MP3-2



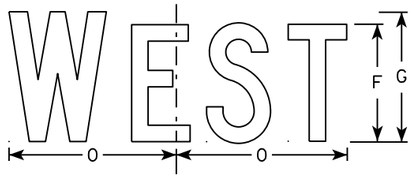
MB3-2
MK3-2
MN3-2



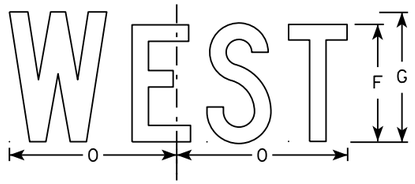
M3-3
MM3-3
MP3-3



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

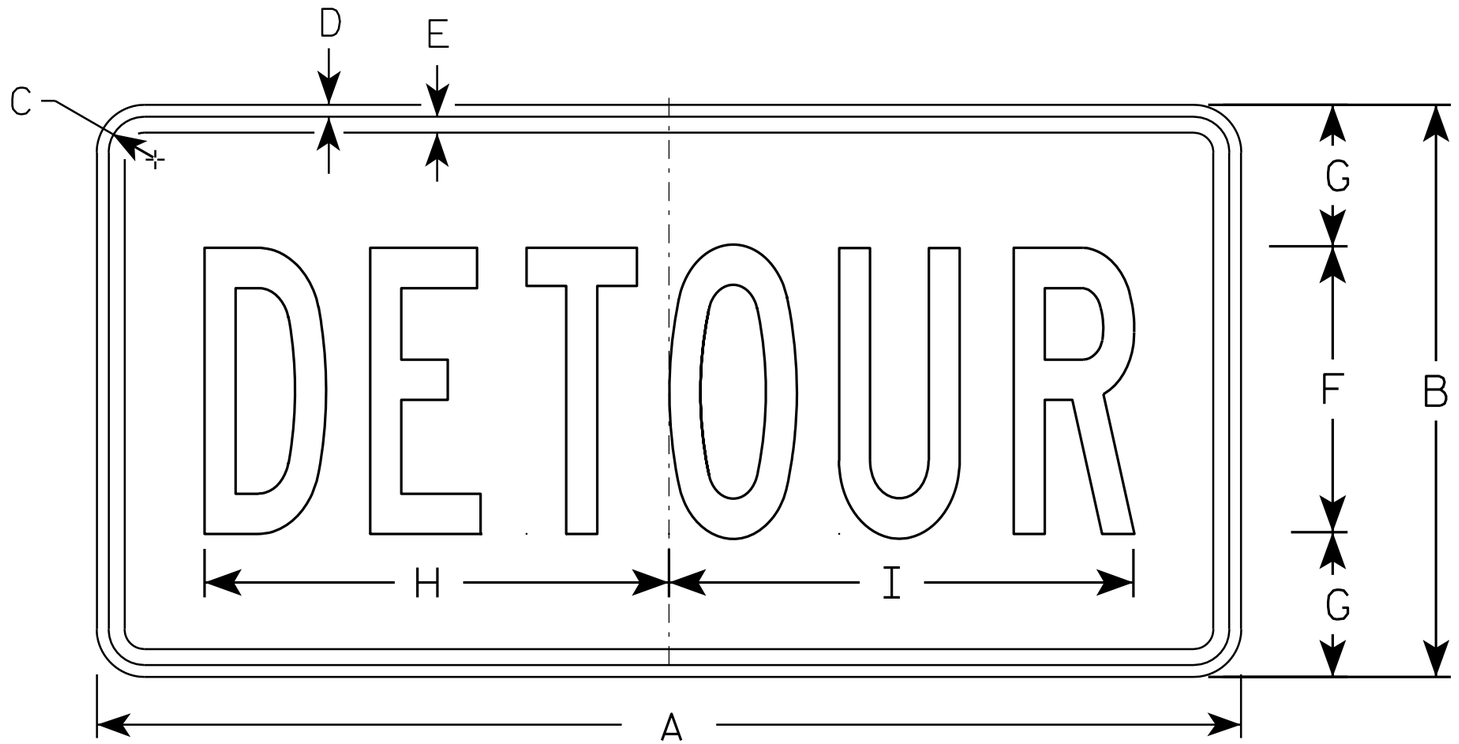
WISCONSIN DEPT OF TRANSPORTATION

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																											

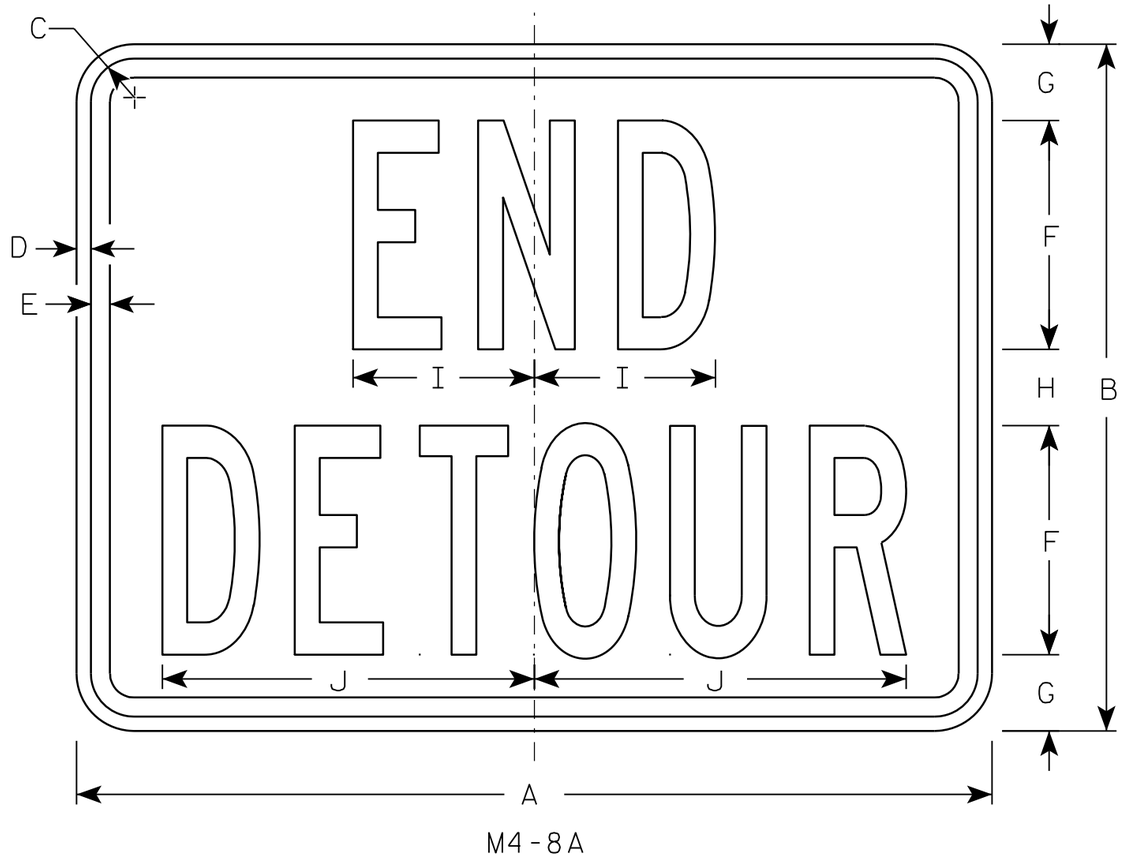
STANDARD SIGN
M4-8

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: 196	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																											

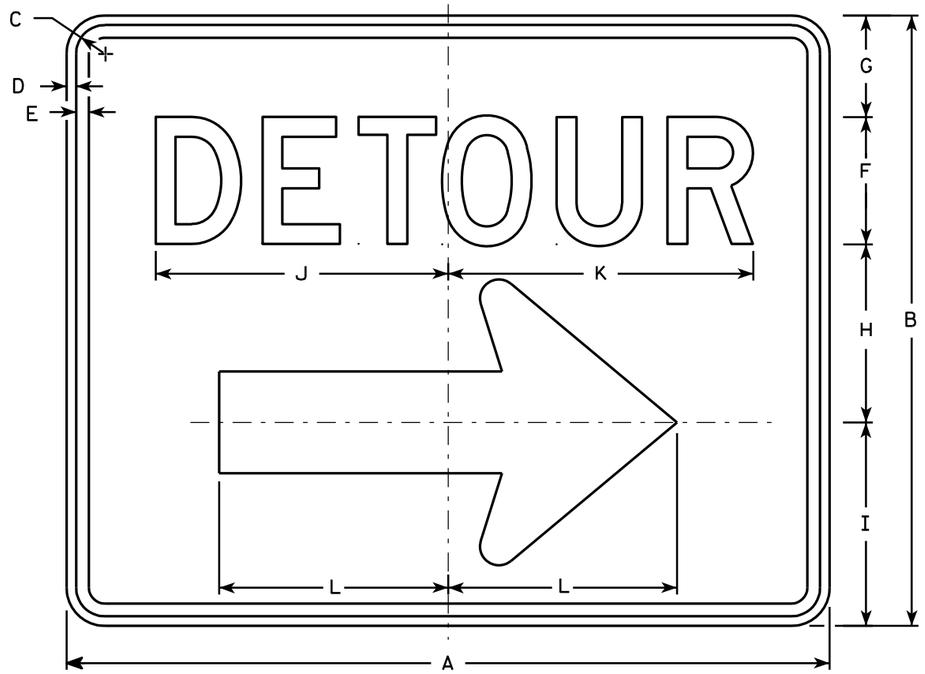
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

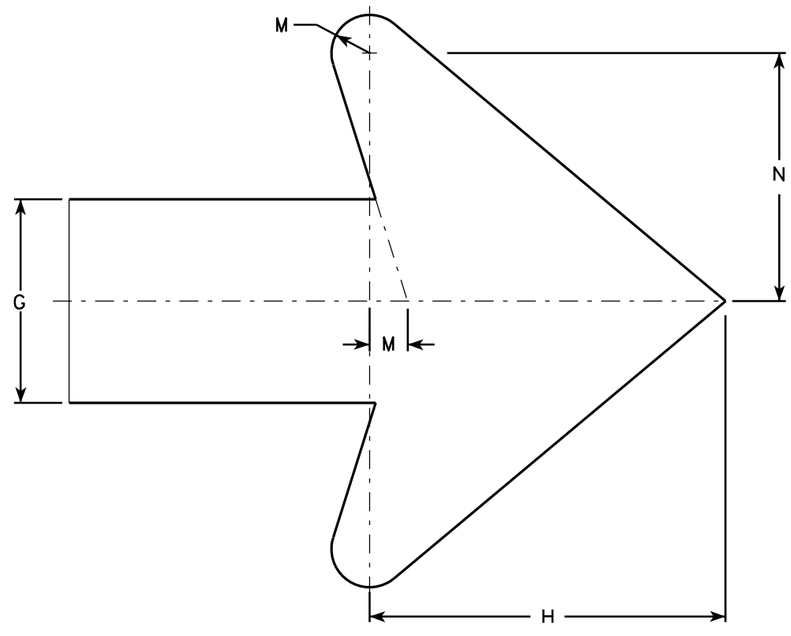
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 197	E



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

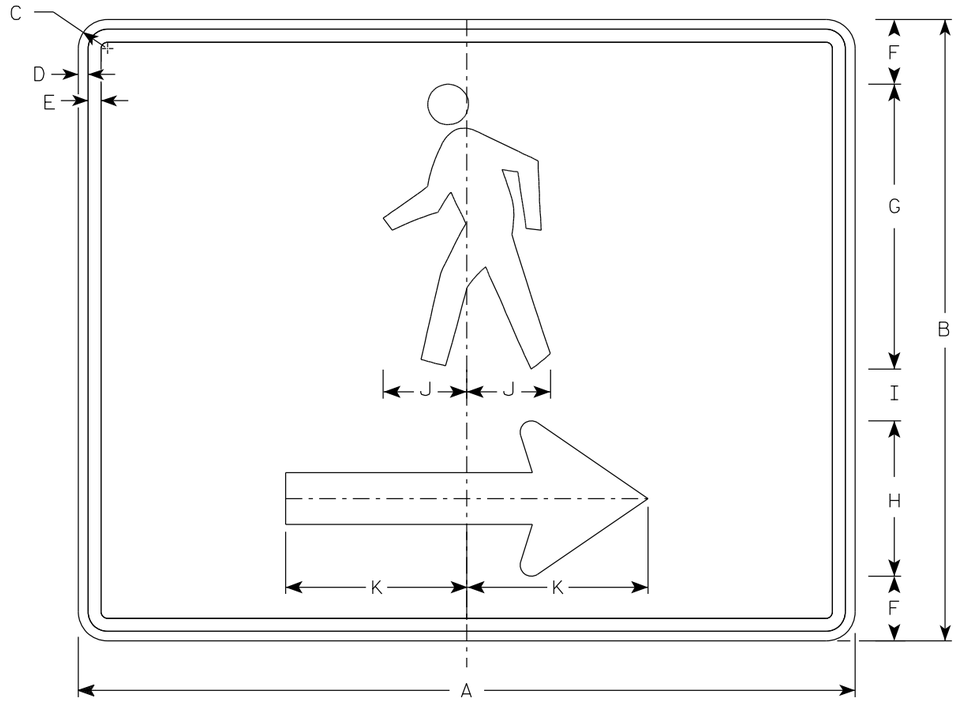
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

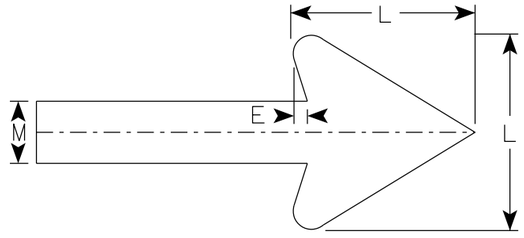
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 198	E



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																											

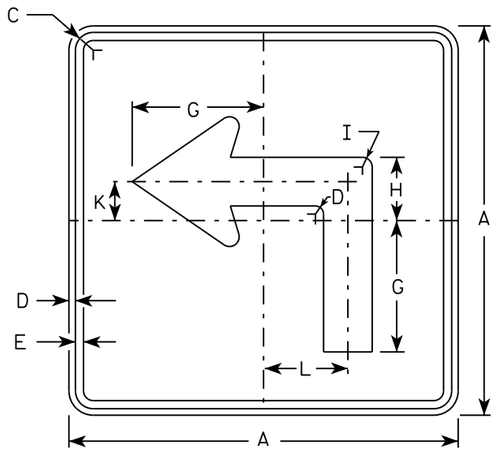
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

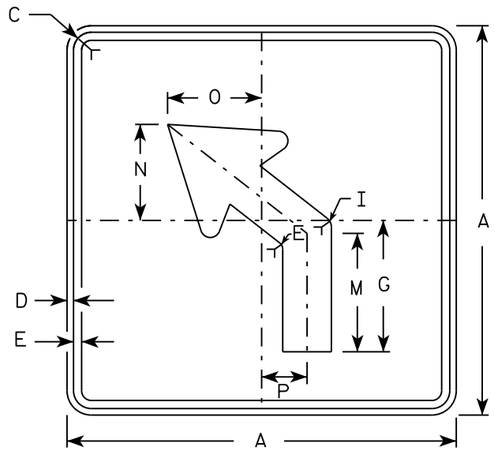
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

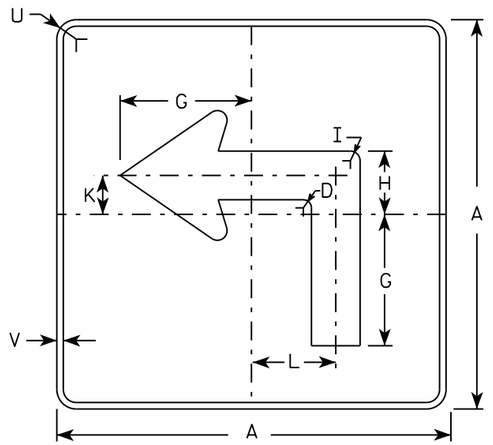
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 199 | E



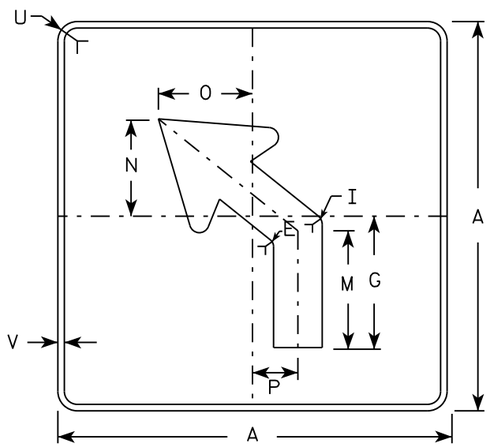
M5-1L
MM5-1L
MO5-1L
MP5-1L



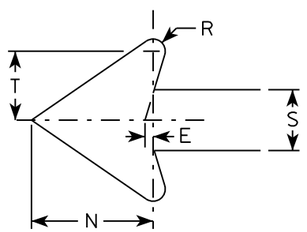
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

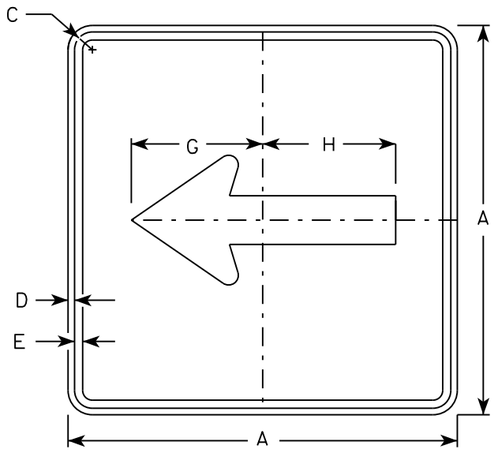
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

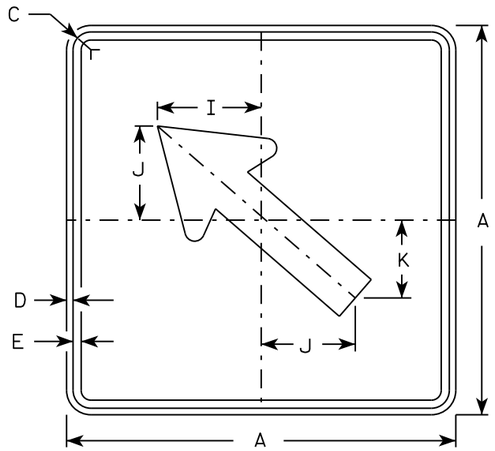
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



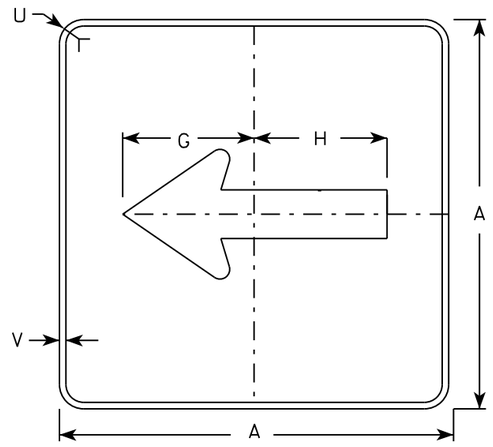
M6-1
MM6-1
MO6-1
MP6-1



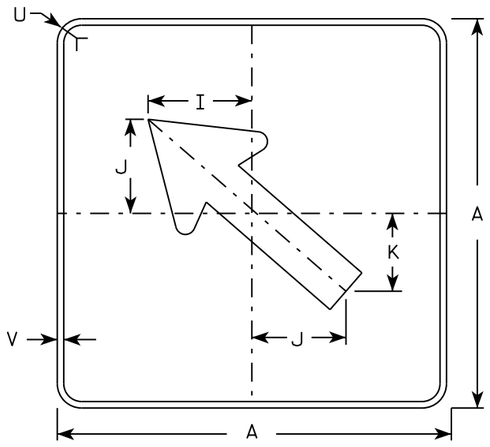
M6-2
MM6-2
MO6-2
MP6-2

NOTES

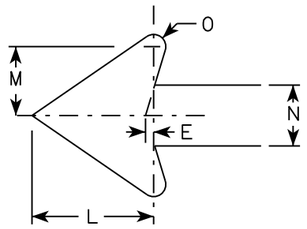
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

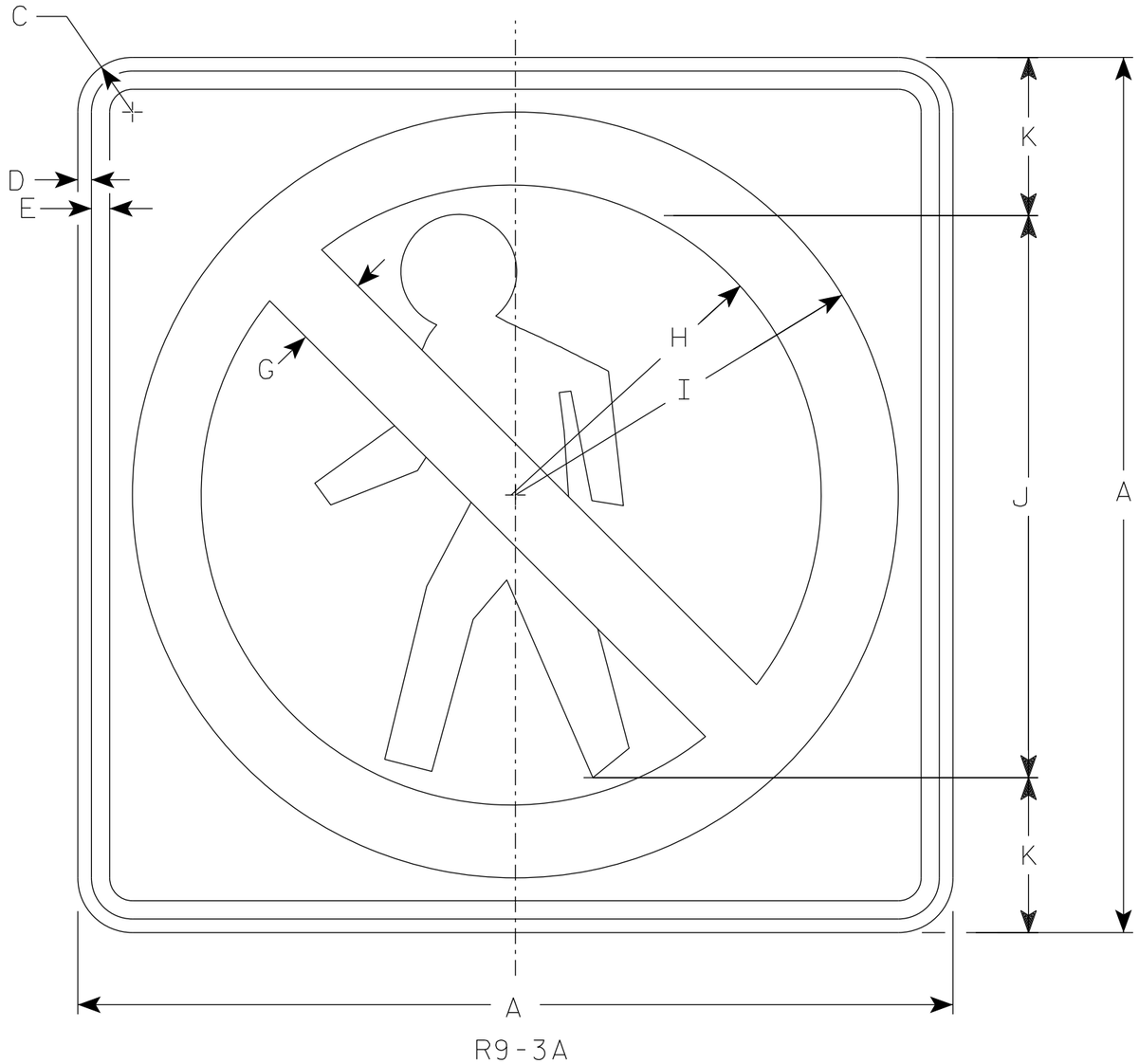
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 201 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



R9-3A

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																											

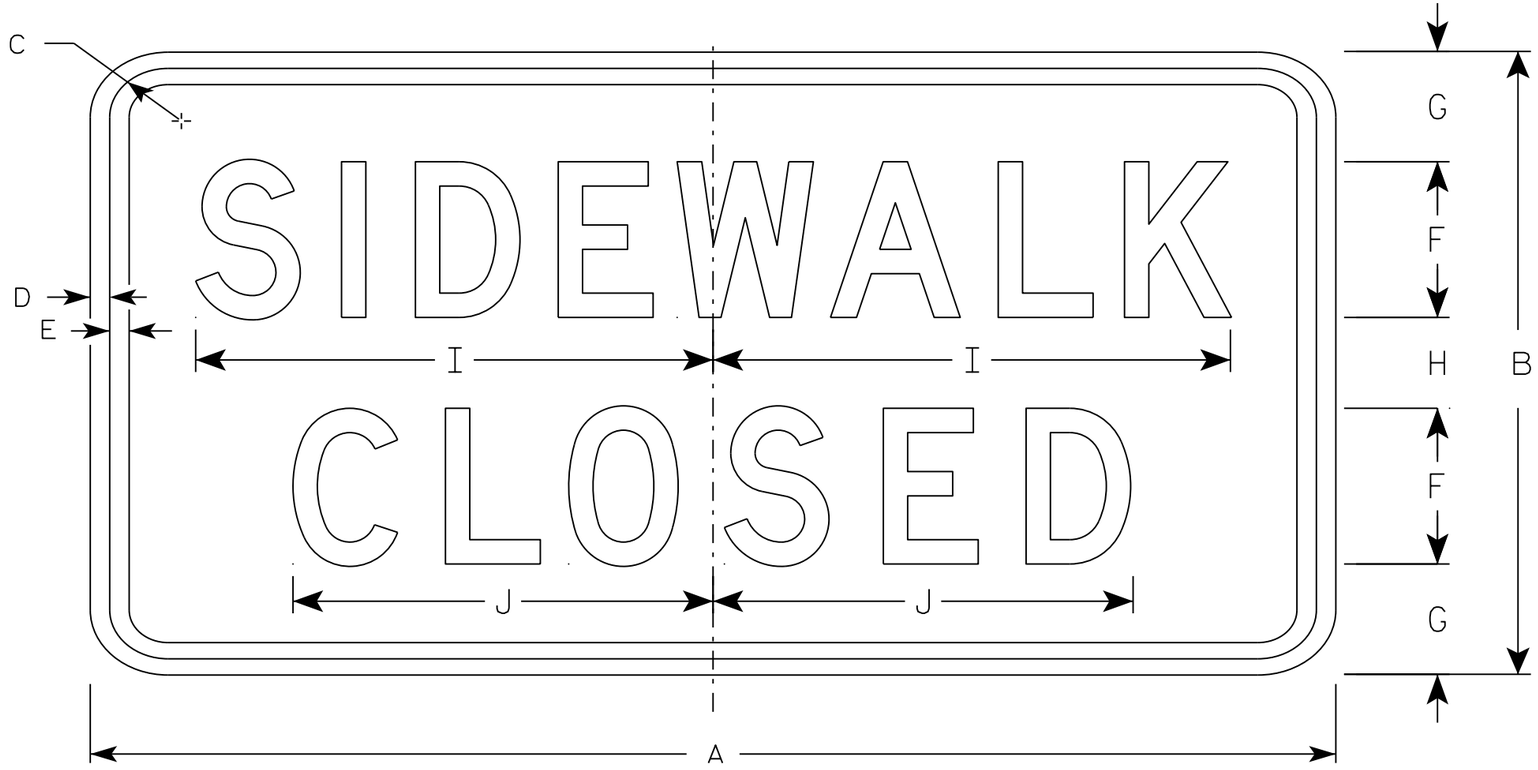
STANDARD SIGN
R9-3A

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



R9-9

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

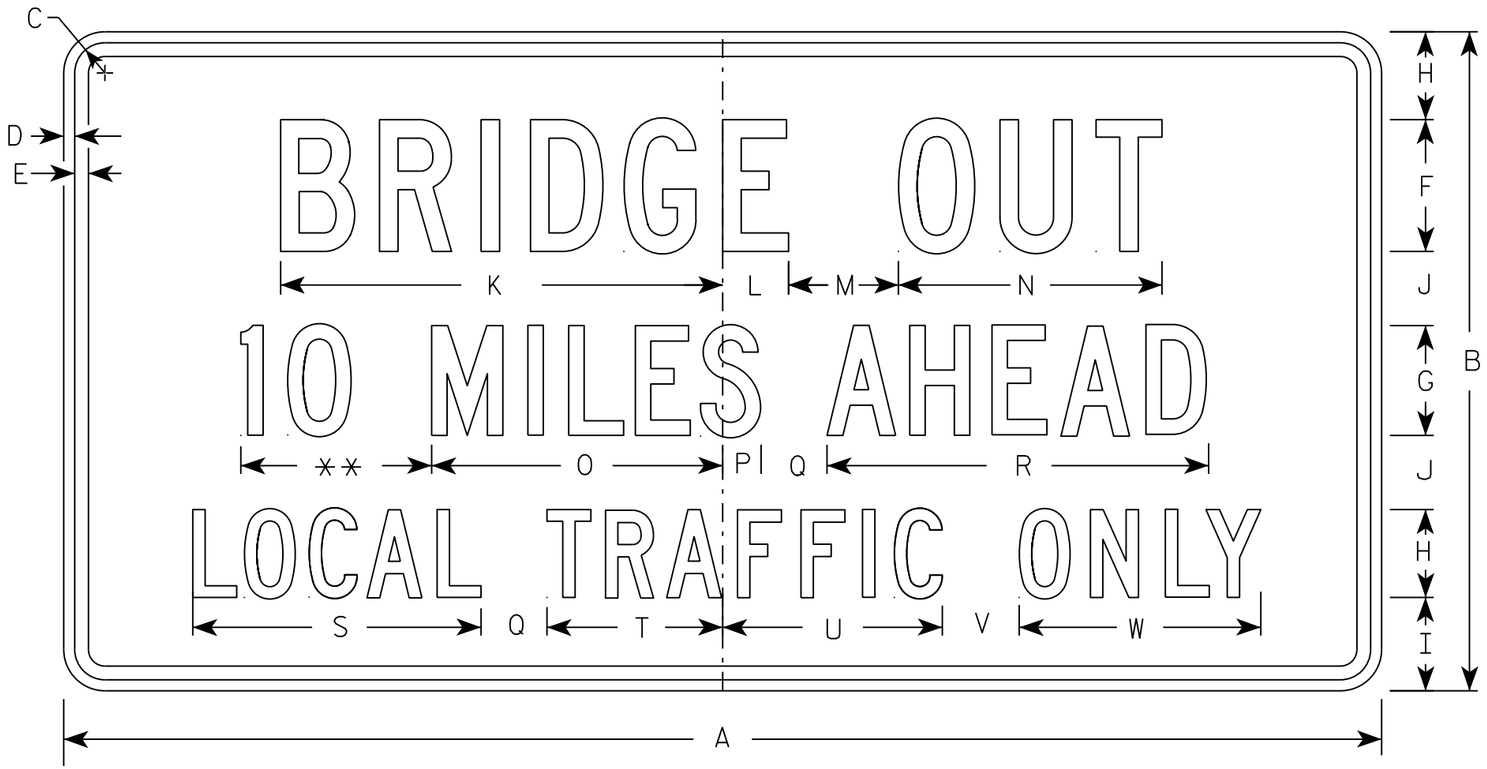
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 203 R9-9.6

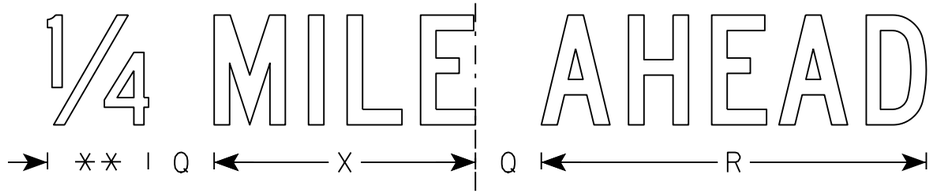
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

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



R11-3B

** See Note 5



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.

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 3/8	1/2	5/8	4	3	2 1/2	2	2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

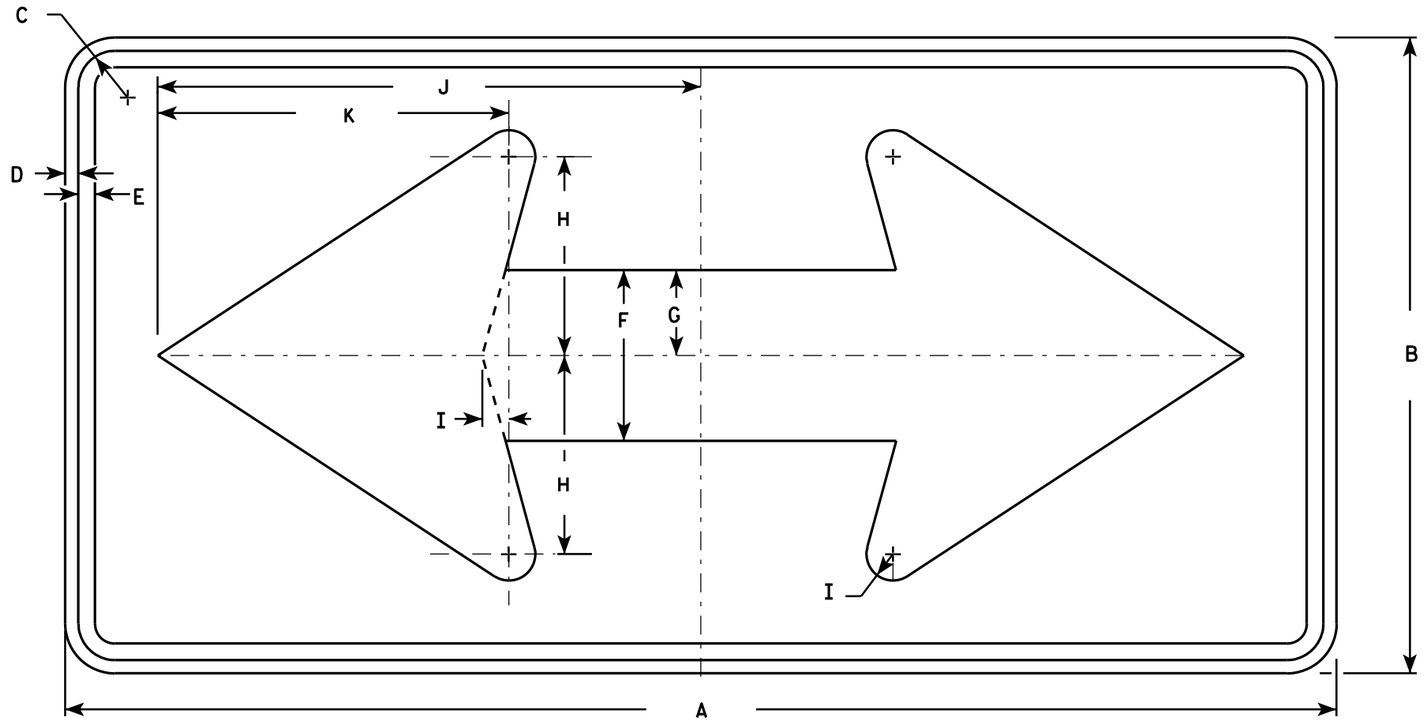
STANDARD SIGN
R11-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. R11-3B.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 204 | E



W1-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

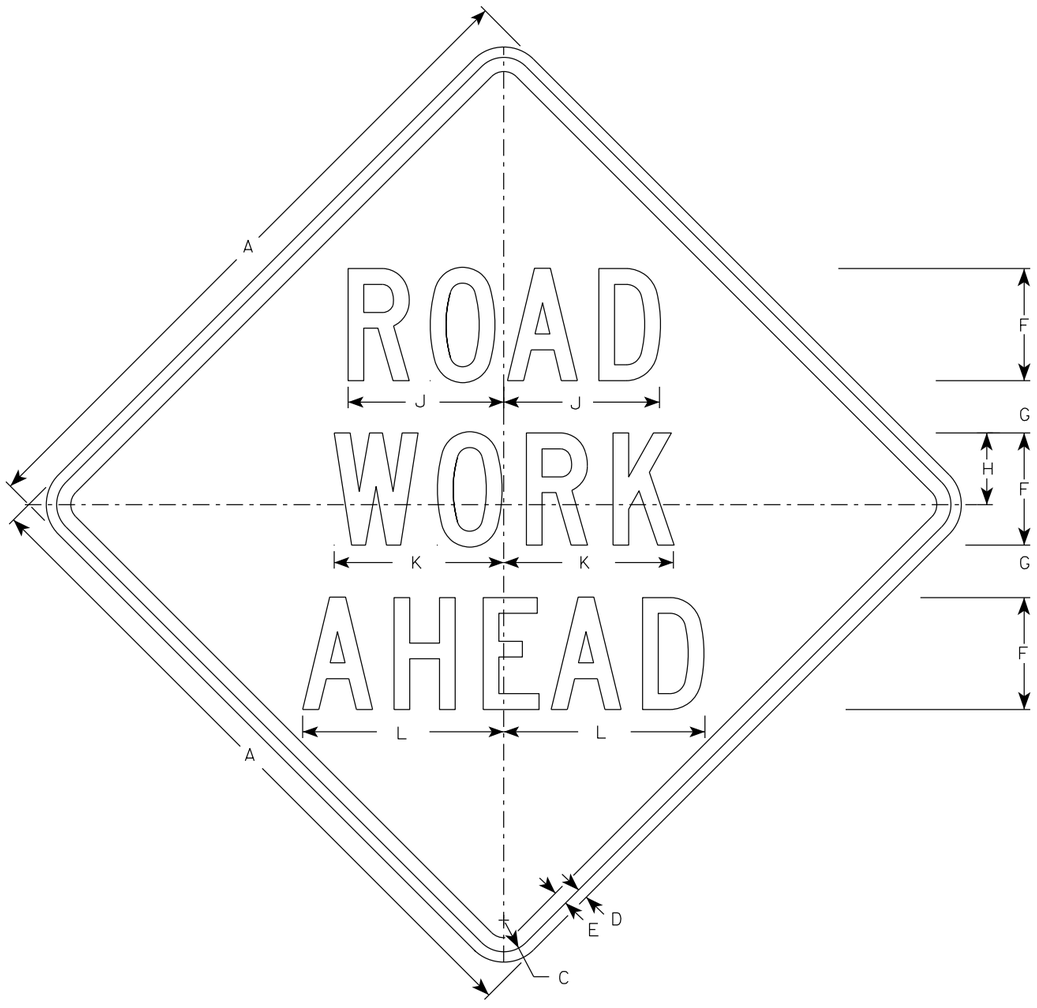
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

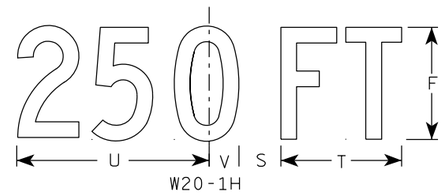
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E

NOTES

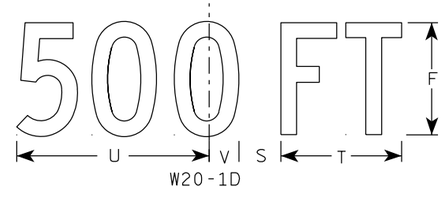
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



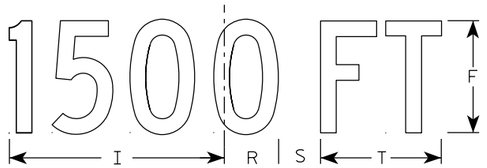
W20-1H



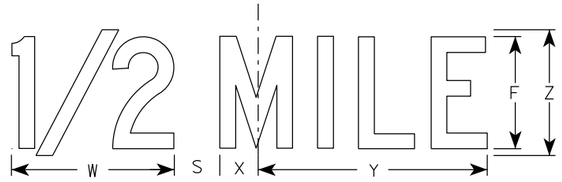
W20-1D



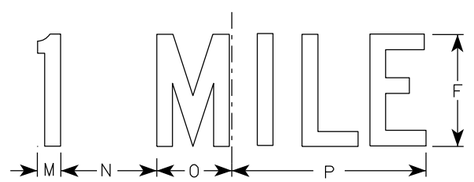
W20-1C



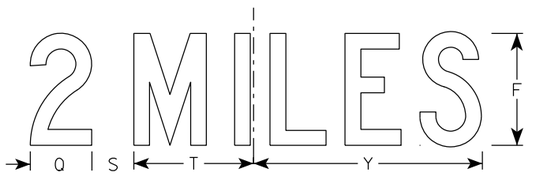
W20-1B



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

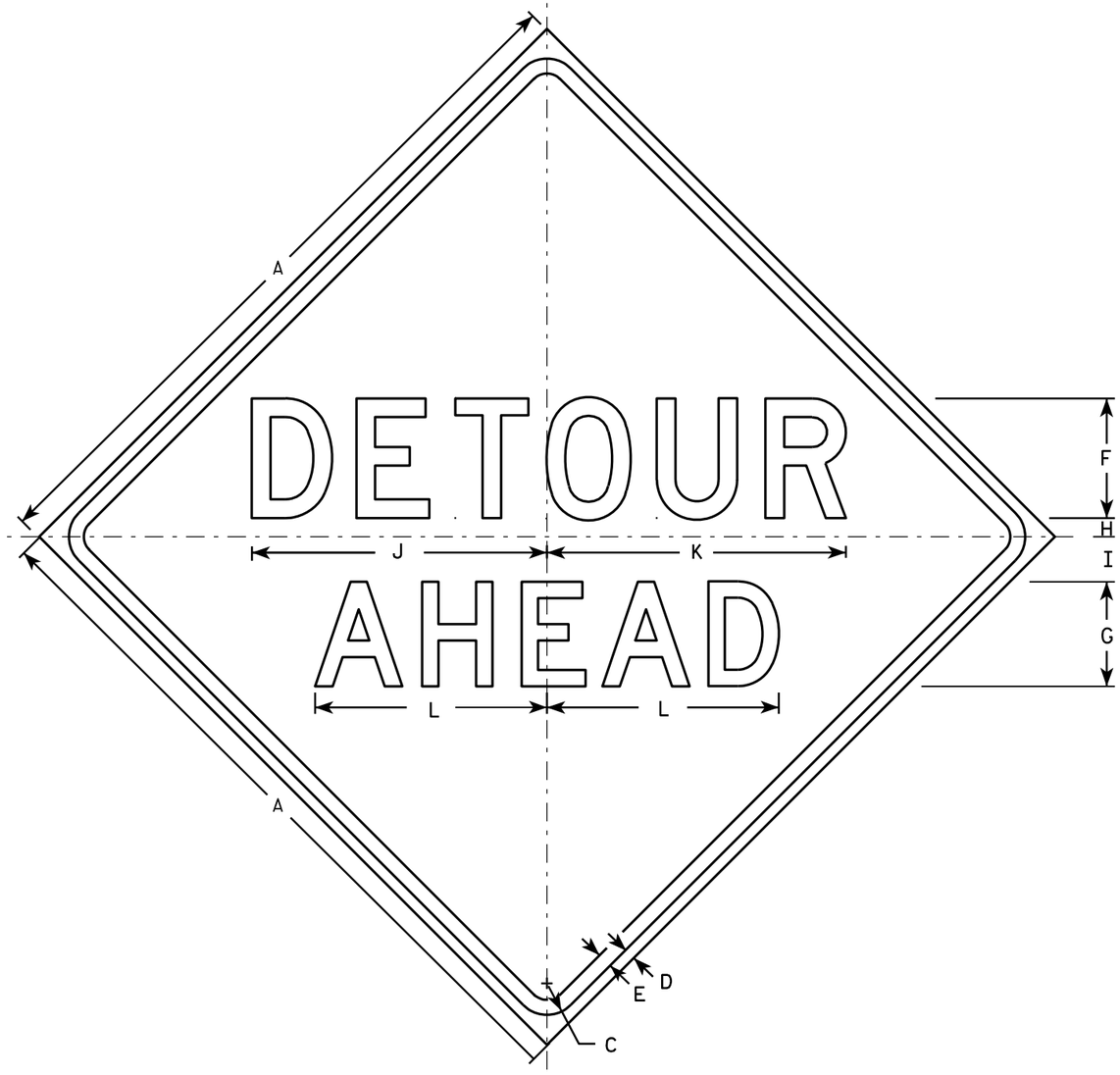
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

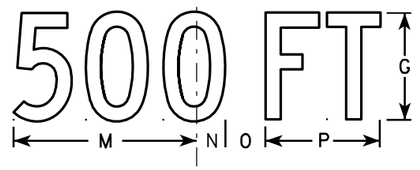
WISDOT/CADDS SHEET 42

7

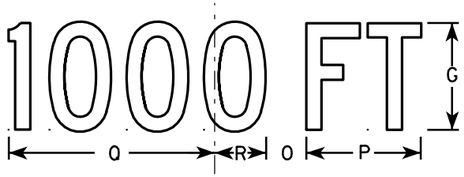
7



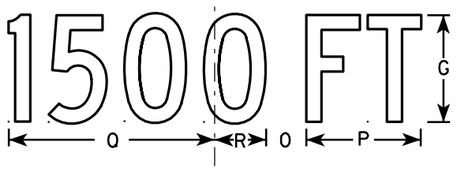
W20-2A



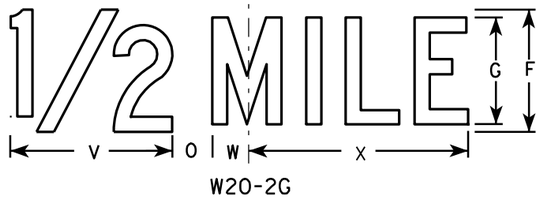
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

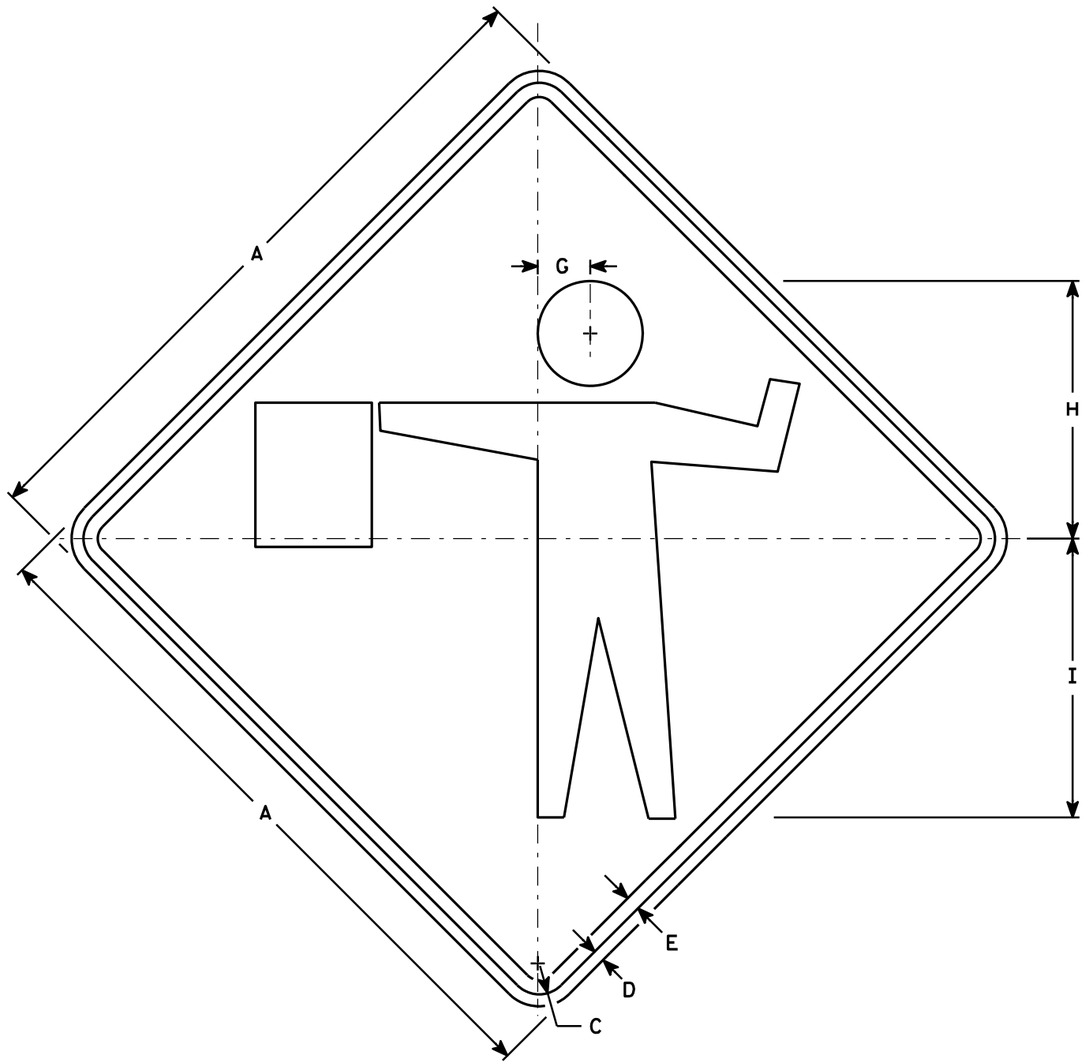
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 207 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



W20-7A

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. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		2 3/4	13 1/2	14 5/8																		9.00
2S	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
2M	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
3	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
4	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00
5	48		2 1/4	3/4	1		3 3/4	18	19 1/2																		16.00

STANDARD SIGN
W20-7A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-7A.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W207A.DGN PLOT DATE : 18-MAR-2011 13:14 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 7.945391:1.000000 WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER

4130-11-71

- INDICATES WING NUMBER
- INDICATES POST NUMBER
- LIMITS OF EXCAVATION. EXCAVATION SHALL BE PAID UNDER BID ITEM "EXCAVATION FOR STRUCTURES CULVERTS B-31-21". SEE ROADWAY PLANS FOR FINISHED SECTION THRU BEAM GUARD. BACKFILL MATERIAL QUANTITY INCLUDED WITH ROADWAY BID ITEMS.

TRAFFIC DATA

STH 54:
ADT = 4,820 (2044)
R.D.S. = 55 MPH

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

DETAILS SHOWN FOR POSTS, PLATES, ANCHORAGE SYSTEM, AND INSTALLATION, BLOCKS, AND GUARDRAIL ARE NOT PART OF THE STRUCTURE CONTRACT, BUT ARE BID PER THE ROADWAY DESIGN PLANS.

POST BASE PLATES AND BOTTOM PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATES SHALL BE MACHINE OR MACHINE FLAME CUTS.

CUT BOTTOM OF POST SO THAT POST WILL BE VERTICAL WHEN POST ASSEMBLY IS PLACED ON TOP OF THE CUVERT. ALONG THE ROADWAY THE POST WILL BE NORMAL TO THE GRADE LINE. HEX BOLTS AND THREADED RODS ARE TO BE PLACED PERPENDICULAR TO THE BASE PLATE.

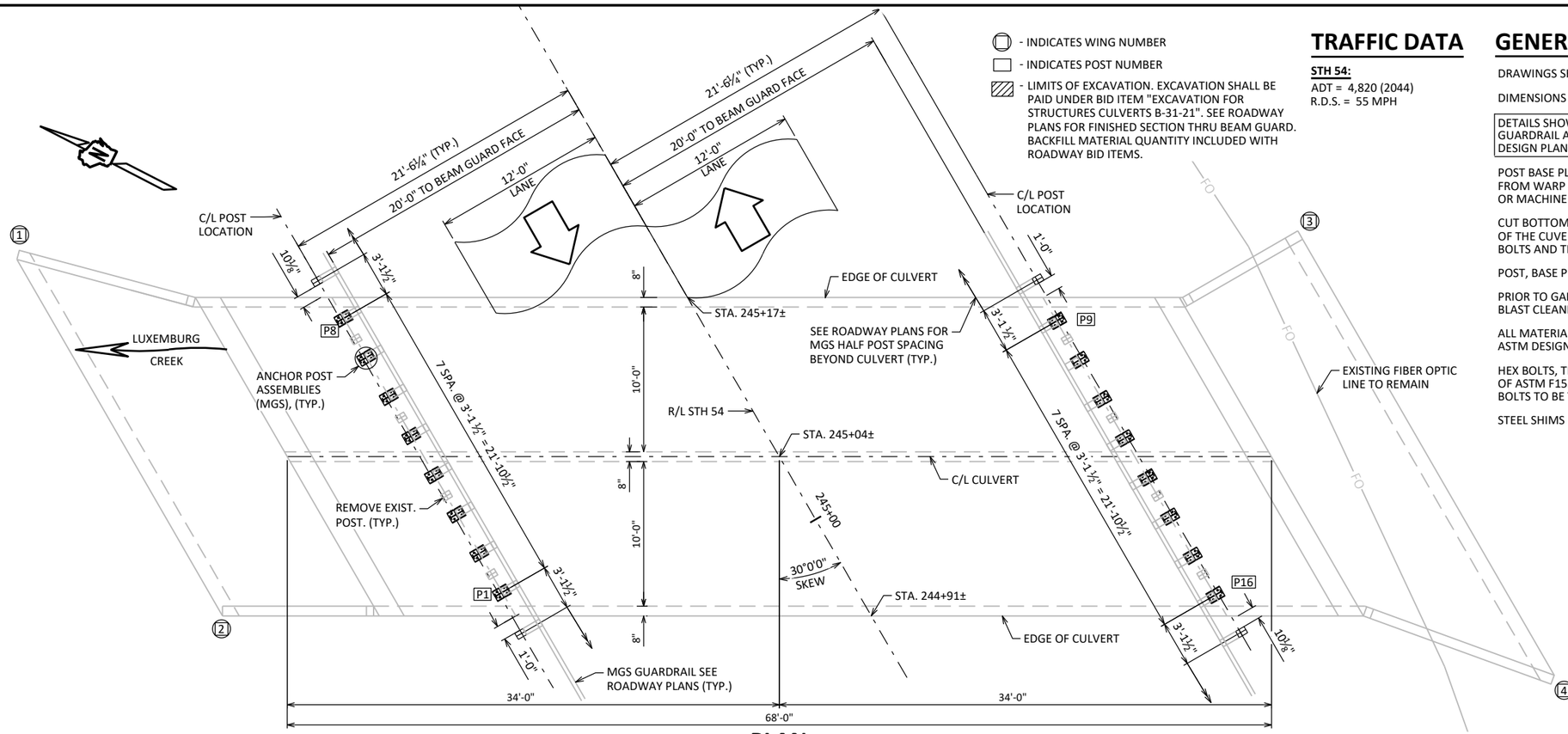
POST, BASE PLATE AND BOTTOM PLATE, AND SHIMS SHALL BE GALVANIZED AFTER FABRICATION.

PRIOR TO GALVANIZING, ALL STEEL POSTS AND PLATES SHALL BE GIVEN A NO. 6 COMMERCIAL BLAST CLEANING BY SSPC SPECS.

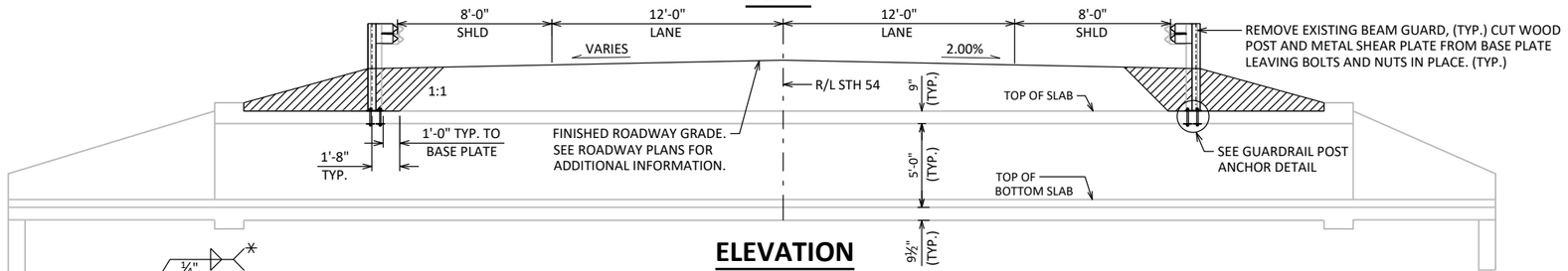
ALL MATERIAL USED IN POSTS AND PLATES SHALL BE MADE FROM MATERIAL CONFORMING TO ASTM DESIGNATION A709 GRADE 50 OR 50S.

HEX BOLTS, THREADED RODS, HEX NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F1554 GRADE 36, AND SHALL BE GALVANIZED. RODS ARE TO BE FULLY THREADED AND BOLTS TO BE THREADED 3". CHAMFER TOP OF BOLTS AND RODS BEFORE THREADING.

STEEL SHIMS MAY BE USED BETWEEN PLATES AND SLAB WHERE REQUIRED FOR ALIGNMENT.

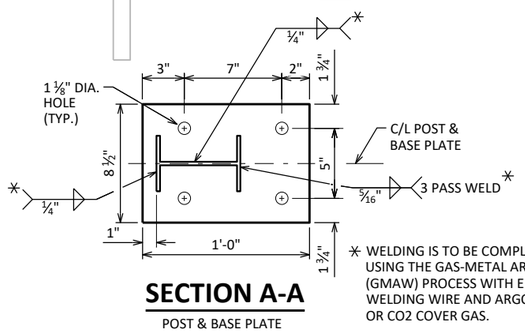


PLAN



ELEVATION

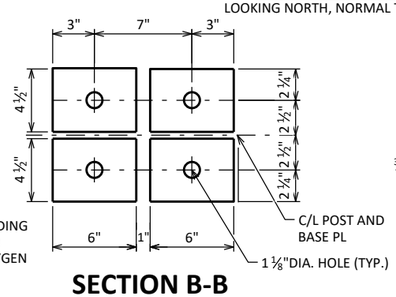
LOOKING NORTH, NORMAL TO R/L



SECTION A-A

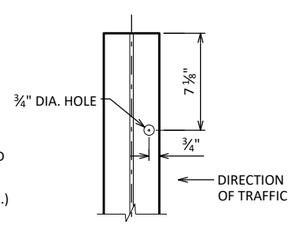
POST & BASE PLATE

✳ WELDING IS TO BE COMPLETED USING THE GAS-METAL ARC WELDING (GMAW) PROCESS WITH ER70S-3 WELDING WIRE AND ARGON-OXYGEN OR CO2 COVER GAS.



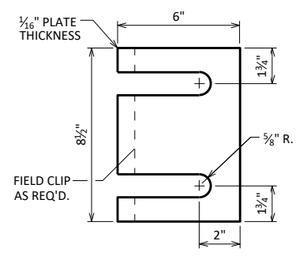
SECTION B-B

(4) BOTTOM PLATES



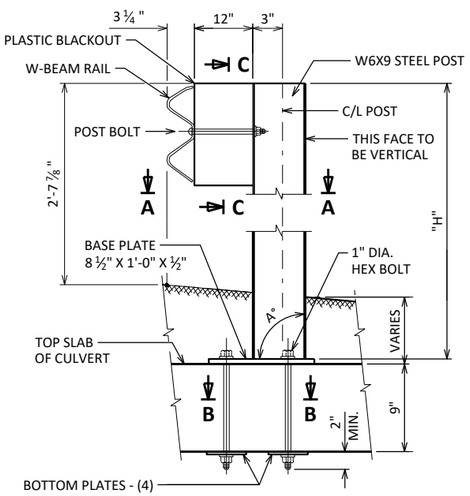
SECTION C-C

HOLE IN POST FLANGE ON APPROACHING TRAFFIC SIDE



STEEL SHIM DETAIL

4 PER POST



GUARDRAIL POST ANCHOR

(ELEVATION VIEW)

POST HEIGHT

POST NO.	"H"	"A"	POST NO.	"H"	"A"
P1	63.75"	89°50'	P9	62.75"	90°10'
P2	63.50"	89°50'	P10	63"	90°10'
P3	63.25"	89°50'	P11	63"	90°10'
P4	63"	89°50'	P12	63.25"	90°10'
P5	63"	89°50'	P13	63.50"	90°10'
P6	62.75"	89°50'	P14	63.75"	90°10'
P7	62.50"	89°50'	P15	64"	90°10'
P8	62.50"	89°50'	P16	64"	90°10'

WITH APPROVAL FROM FIELD ENGINEER, CONTRACTOR IS ABLE TO ADJUST POST HEIGHT LENGTH "H" AND ANGLE "A", DUE TO DIFFERENCES BETWEEN ORIGINAL PLANS AND EXISTING FIELD CONDITIONS.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
206.2001	EXCAVATION FOR STRUCTURES CULVERTS (B-31-21)	EACH	1

LIST OF DRAWINGS:

1 BEAM GUARD POST ANCHOR LAYOUT

STRUCTURE DESIGN CONTACTS:

ALEXIS HANLEY	608-266-3350
DOMINIQUE BECHLE	608-261-8205

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION — BUREAU OF STRUCTURES

ACCEPTED DMB 11/08/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-31-21

STH 54 OVER LUXEMBURG CREEK

COUNTY	VILLAGE
KEWAUNEE	LUXEMBURG

DESIGN SPEC. REHABILITATION, N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
LIH	ACT	LIH	ACT

BEAM GUARD POST ANCHOR LAYOUT

SHEET 1 OF 1
209

SCALE = 9

I.D. 4130-11-00B

DATE: SEPT. 2022

8

8

STATE PROJECT NUMBER

4130-11-71

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

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.

DETAILS SHOWN FOR POSTS, PLATES, ANCHORAGE SYSTEM AND INSTALLATION, BLOCKS AND GUARD RAIL ARE NOT PART OF THE STRUCTURE CONTRACT, BUT ARE BID PER THE ROADWAY DESIGN PLANS.

POST BASE PLATES AND BOTTOM PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

CUT BOTTOM OF POST SO THAT POST WILL BE VERTICAL WHEN POST ASSEMBLY IS PLACED ON TOP OF THE CULVERT. ALONG THE ROADWAY THE POST WILL BE NORMAL TO GRADE LINE. HEX BOLTS AND THREADED RODS ARE TO BE PLACED PERPENDICULAR TO THE BASE PLATE.

POST, BASE PLATE, BOTTOM PLATE, AND SHIMS SHALL BE GALVANIZED AFTER FABRICATION.

PRIOR TO GALVANIZING, ALL STEEL POSTS AND PLATES SHALL BE GIVEN A NO. 6 COMMERCIAL BLAST CLEANING BY SSPC SPECS.

ALL MATERIAL USED IN POSTS AND PLATES SHALL BE MADE FROM MATERIAL CONFORMING TO ASTM DESIGNATION A709 GRADE 50 OR 50S.

HEX BOLTS, THREADED RODS, HEX NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F1554 GRADE 36, AND SHALL BE GALVANIZED. RODS ARE TO BE FULLY THREADED AND BOLTS TO BE THREADED 3". CHAMFER TOP OF BOLTS AND RODS BEFORE THREADING.

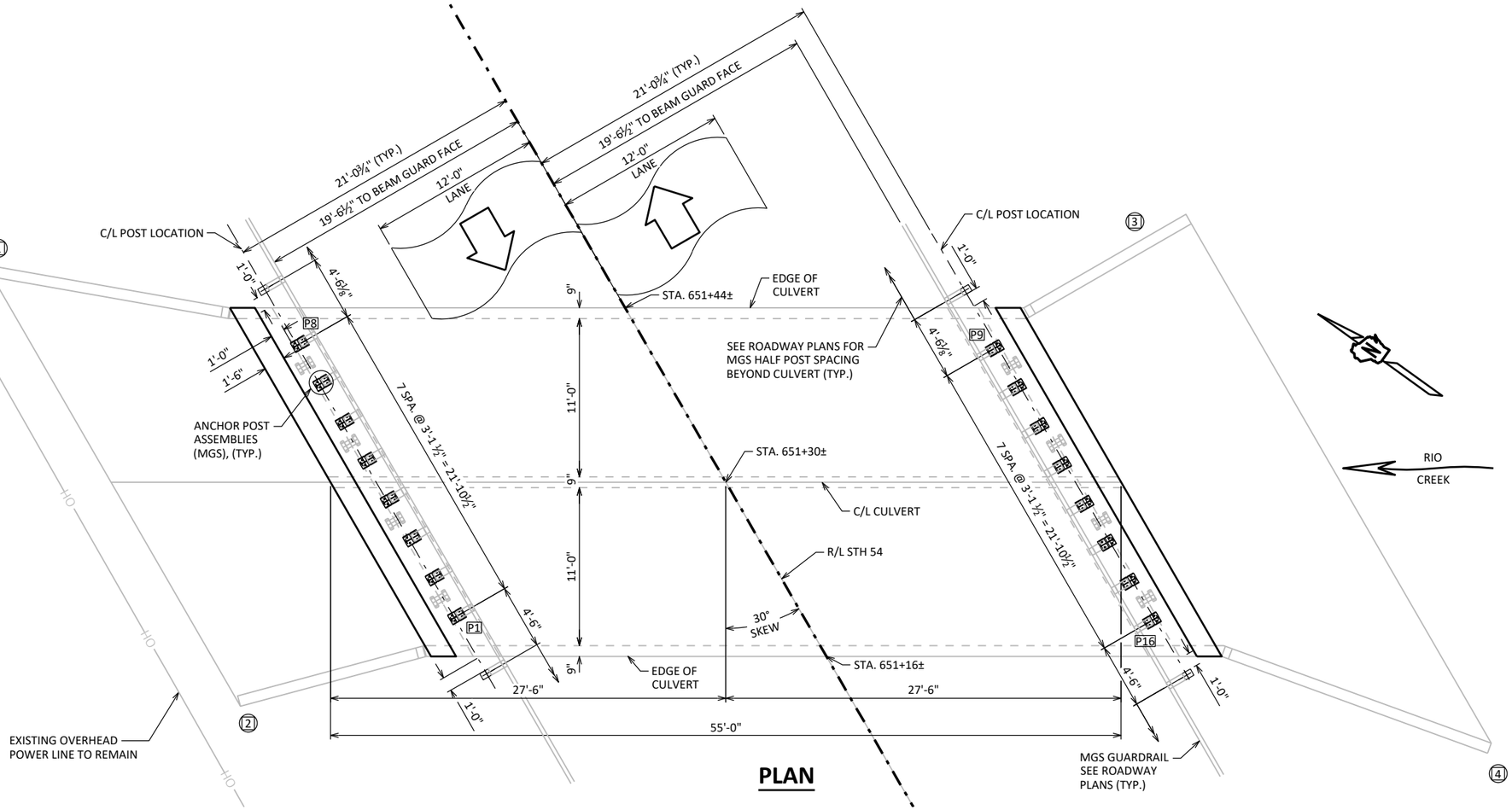
STEEL SHIMS MAY BE USED BETWEEN PLATES AND SLAB WHERE REQUIRED FOR ALIGNMENT.

LEGEND

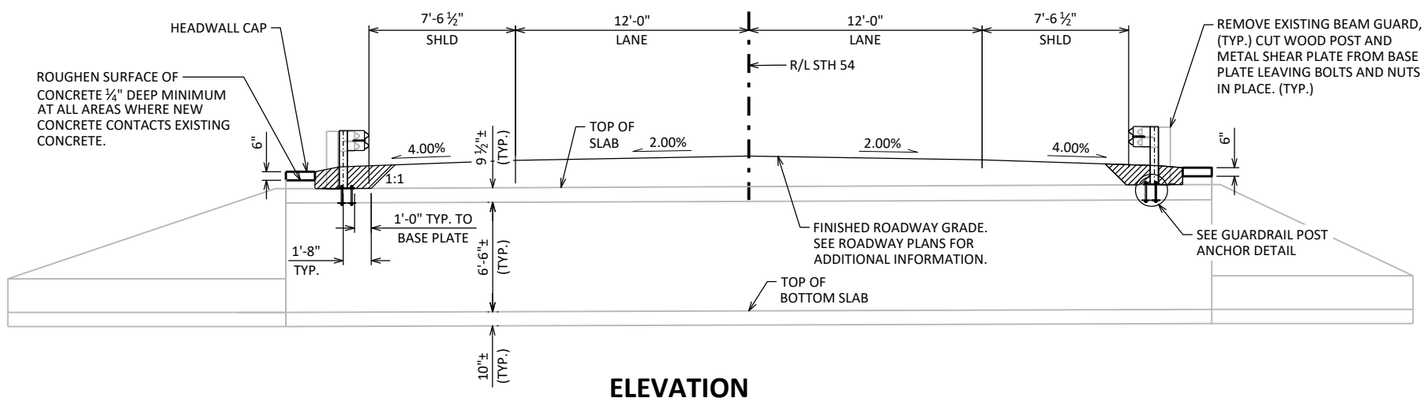
(X) - INDICATES WING NUMBER

▭ - INDICATES POST NUMBER

▨ - LIMITS OF EXCAVATION. EXCAVATION SHALL BE PAID UNDER BID ITEM "EXCAVATION FOR STRUCTURES CULVERTS B-31-24". SEE ROADWAY PLANS FOR FINISHED SECTION THRU BEAM GUARD. BACKFILL MATERIAL QUANTITY INCLUDED WITH ROADWAY BID ITEMS.



PLAN



ELEVATION

LOOKING NORTH, NORMAL TO REFERENCE LINE

DESIGN DATA

MATERIAL PROPERTIES:

CONCRETE MASONRY:
CULVERT — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 — f_y = 60,000 PSI

TRAFFIC DATA

STH 54:

ADT = 4,820 (2044)
R.D.S. = 55 MPH

STRUCTURE DESIGN CONTACTS:

ANN THIELMANN (608) 261-0375
DOMINIQUE BECHLE (608) 261-8205

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
206.2001	EXCAVATION FOR STRUCTURES CULVERTS (B-31-24)	EACH	1
502.0100	CONCRETE MASONRY BRIDGES	CY	1.6
502.4204	ADHESIVE ANCHORS NO. 4 BAR	EACH	152
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	675

LIST OF DRAWINGS:

1 GENERAL PLAN
2 BEAM GUARD POST ANCHOR & HEADER DETAILS

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED DMB 11/08/22
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-31-24

STH 54 OVER RIO CREEK

COUNTY: KEWAUNEE | TOWN: CASCO

DESIGN SPEC.: REHABILITATION, N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
ACT	LIH	ACT	AIH

GENERAL PLAN

SHEET 1 OF 2
210

SCALE = 9.0

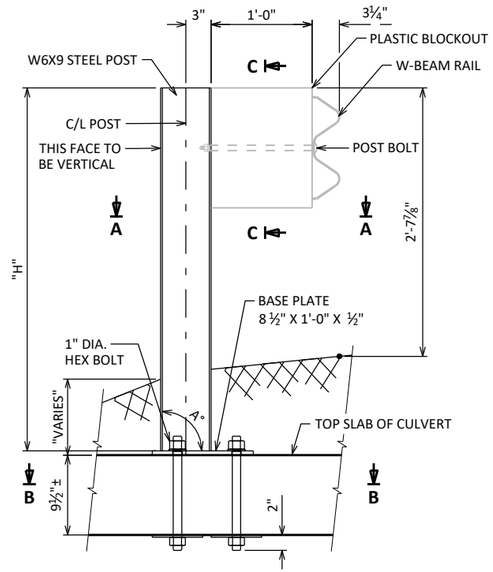
I.D. 4130-11-00A DATE: SEPT 2022

8

8

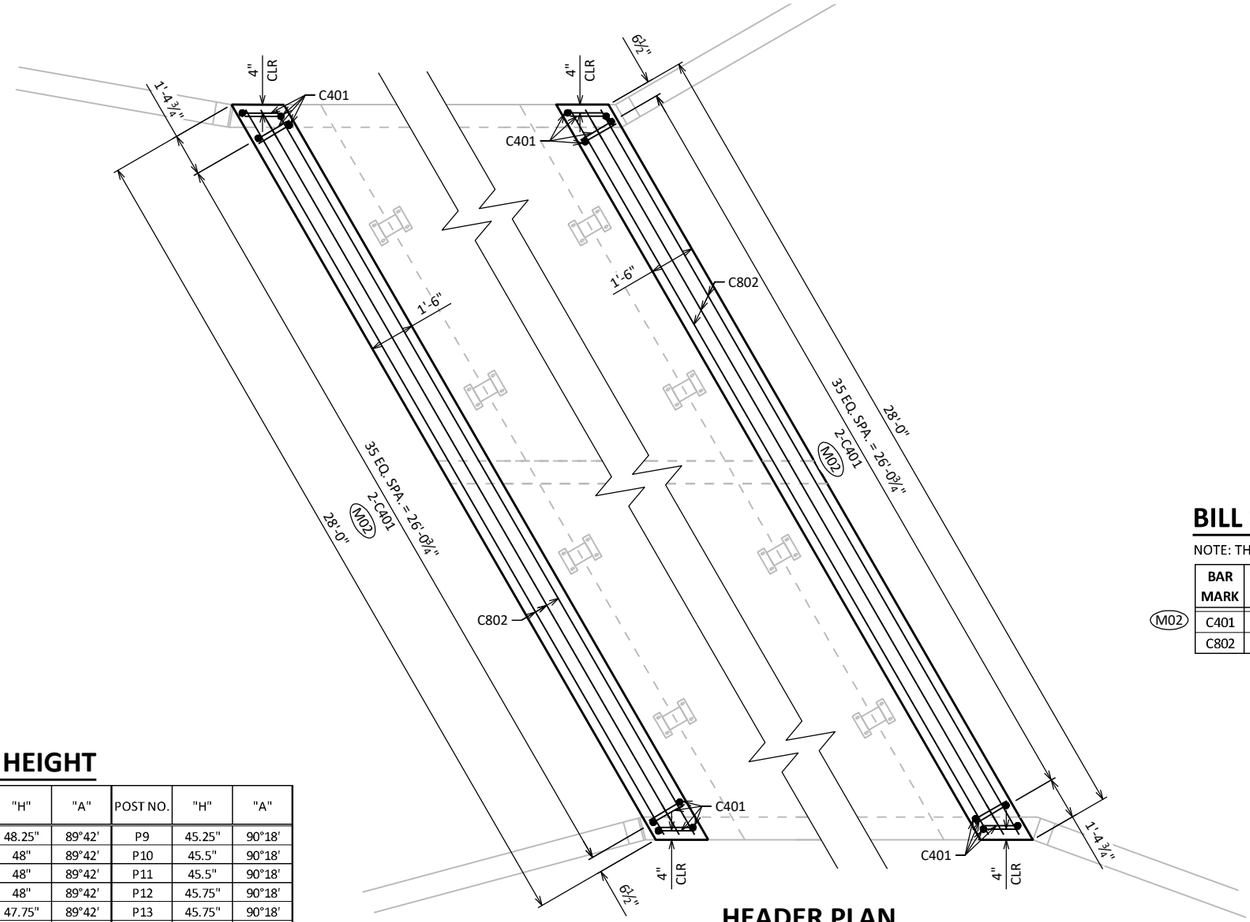
STATE PROJECT NUMBER

4130-11-71

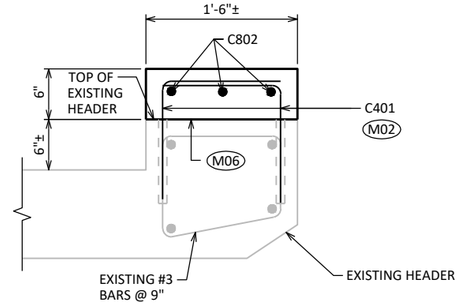


GUARDRAIL POST ANCHOR

ELEVATION VIEW



HEADER PLAN

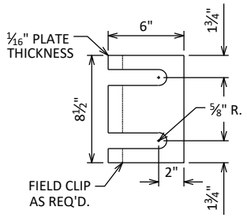


SECTION THRU HEADER

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

	BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
(M02)	C401	X	152	2'-3"	X		HEADER - VERT.
	C802	X	6	27'-7"			HEADER - HORIZ.



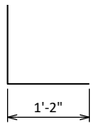
STEEL SHIM DETAIL

4 PER POST

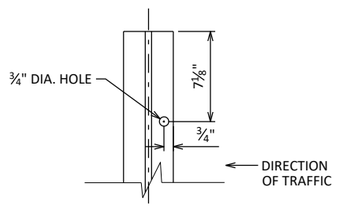
POST HEIGHT

POST NO.	"H"	"A"	POST NO.	"H"	"A"
P1	48.25"	89°42'	P9	45.25"	90°18'
P2	48"	89°42'	P10	45.5"	90°18'
P3	48"	89°42'	P11	45.5"	90°18'
P4	48"	89°42'	P12	45.75"	90°18'
P5	47.75"	89°42'	P13	45.75"	90°18'
P6	47.75"	89°42'	P14	45.75"	90°18'
P7	47.75"	89°42'	P15	46"	90°18'
P8	47.75"	89°42'	P16	46"	90°18'

WITH APPROVAL FROM FIELD ENGINEER, CONTRACTOR IS ABLE TO ADJUST POST HEIGHT LENGTH "H" AND ANGLE "A", DUE TO DIFFERENCES BETWEEN ORIGINAL PLANS AND EXISTING FIELD CONDITIONS.

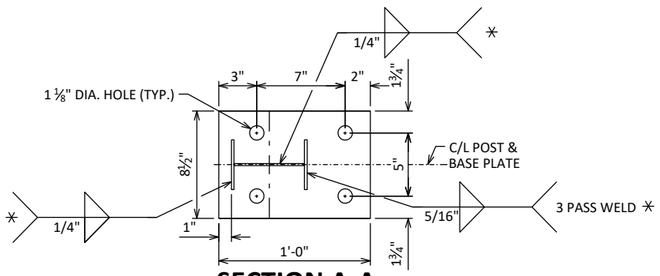


C401



SECTION C-C

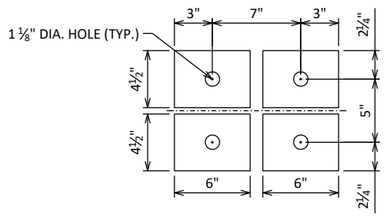
HOLE IN POST FLANGE ON APPROACHING TRAFFIC SIDE



SECTION A-A

POST & BASE PLATE

WELDING IS TO BE COMPLETED USING THE GAS-METAL ARC WELDING (GMAW) PROCESS WITH ER70S-3 WELDING WIRE AND ARGON-OXYGEN OR CO_2 COVER GAS.



SECTION B-B

(4)-BOTTOM PLATES

NOTES

(M02) ADHESIVE ANCHORS NO. 4 BAR. EMBED 10" IN CONCRETE.

(M06) ROUGHEN SURFACE OF CONCRETE ¼" DEEP MINIMUM AT ALL AREAS WHERE NEW CONCRETE CONTACTS EXISTING CONCRETE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-31-24

DRAWN BY ACT | PLANS CK'D AIH

BEAM GUARD POST ANCHOR & HEADER DETAILS

SHEET 2
211

SCALE =

8

8

DIVISION 1 - STH 54: GR-1

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.33	MASS ORDINATE NOTE 1
241+06.806	24106.81	0.00	0.00	0.00	0	0	0	0	0
241+50	24150.00	43.19	0.00	0.00	0	0	0	0	0
242+00	24200.00	50.00	7.80	0.70	7	1	7	1	6
242+50	24250.00	50.00	5.00	7.21	12	7	19	11	8
243+00	24300.00	50.00	6.25	0.26	10	7	29	20	9
243+50	24350.00	50.00	4.53	3.98	10	4	39	25	14
244+00	24400.00	50.00	7.20	0.12	11	4	50	31	19
244+50	24450.00	50.00	0.00	0.00	7	0	57	31	26
245+00	24500.00	50.00	0.00	0.00	0	0	57	31	26
245+50	24550.00	50.00	0.00	0.00	0	0	57	31	26
246+00	24600.00	50.00	0.00	0.00	0	0	57	31	26
246+50	24650.00	50.00	5.54	0.82	5	1	62	32	30
247+00	24700.00	50.00	11.59	6.62	16	7	78	41	37
247+50	24750.00	50.00	7.21	10.75	17	16	95	63	32
248+00	24800.00	50.00	11.81	5.42	18	15	113	82	31
248+50	24850.00	50.00	9.40	0.00	20	5	133	89	44
248+70.71	24870.71	20.71	11.33	0.00	8	0	141	89	52

DIVISION 1 - STH 54: GR-2

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.33	MASS ORDINATE NOTE 1
262+00	26200.00	0.00	2.36	1.12	0	0	0	0	0
262+25	26225.00	25.00	7.38	2.74	5	2	5	3	2
262+50	26250.00	25.00	17.14	27.15	11	14	16	21	-5
262+75	26275.00	25.00	11.18	5.82	13	15	29	41	-12
263+00	26300.00	25.00	1.83	6.19	6	6	35	49	-14
263+12.747	26312.75	12.75	2.48	0.97	1	2	36	52	-16

DIVISION 1 - STH 54: GR-3

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.33	MASS ORDINATE NOTE 1
293+00	29300.00	0.00	4.98	0.00	0	0	0	0	0
293+25	29325.00	25.00	9.04	4.67	6	2	6	3	3
293+50	29350.00	25.00	12.49	13.40	10	8	16	13	3
293+75	29375.00	25.00	11.30	45.64	11	27	27	49	-22
294+00	29400.00	25.00	3.15	14.42	7	28	34	86	-52
294+25	29425.00	25.00	4.67	1.97	4	8	38	97	-59

Notes:	
1 - MASS ORDINATE	CUT - (FILL * FILL FACTOR)

DIVISION 1 - STH 54: GR-4

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.33	MASS ORDINATE NOTE 1
331+43.756	33143.76	0.00	14.27	5.86	0	0	0	0	0
331+50	33150.00	6.24	14.18	8.19	3	2	3	3	0
331+75	33175.00	25.00	13.87	18.71	13	12	16	19	-3
332+00	33200.00	25.00	12.77	26.43	12	21	28	47	-19
332+25	33225.00	25.00	9.16	32.81	10	27	38	82	-44
332+50	33250.00	25.00	8.17	6.27	8	18	46	106	-60
332+75	33275.00	25.00	0.00	0.00	4	3	50	110	-60
333+00	33300.00	25.00	6.28	13.73	3	6	53	118	-65
333+25	33325.00	25.00	7.04	5.99	6	9	59	130	-71
333+50	33350.00	25.00	0.00	0.00	3	3	62	134	-72
333+75	33375.00	25.00	0.00	0.00	0	0	62	134	-72
334+00	33400.00	25.00	6.40	0.29	3	0	65	134	-69
334+25	33425.00	25.00	6.33	1.19	6	1	71	136	-65
334+50	33450.00	25.00	17.15	0.16	11	1	82	137	-55
334+75	33475.00	25.00	6.49	1.09	11	1	93	138	-45
334+92.216	33492.22	17.22	9.34	0.00	5	0	98	138	-40

DIVISION 1 - STH 54: GR-5

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.33	MASS ORDINATE NOTE 1
336+60	33660.00	0.00	0.00	0.00	0	0	0	0	0
336+75	33675.00	15.00	0.00	0.00	0	0	0	0	0
337+00	33700.00	25.00	0.00	0.00	0	0	0	0	0
337+25	33725.00	25.00	0.00	0.00	0	0	0	0	0
337+50	33750.00	25.00	0.00	0.00	0	0	0	0	0
337+75	33775.00	25.00	0.00	0.00	0	0	0	0	0
338+00	33800.00	25.00	16.56	7.02	8	3	8	4	4
338+25	33825.00	25.00	11.49	36.65	13	20	21	31	-10
338+50	33850.00	25.00	14.07	30.68	12	31	33	72	-39
338+75	33875.00	25.00	15.83	16.30	14	22	47	101	-54
339+00	33900.00	25.00	18.88	8.91	16	12	63	117	-54
339+25	33925.00	25.00	0.00	0.00	9	4	72	122	-50
339+50	33950.00	25.00	0.00	0.00	0	0	72	122	-50
339+54.251	33954.25	4.25	0.00	0.00	0	0	72	122	-50

Notes:	
1 - MASS ORDINATE	CUT - (FILL * FILL FACTOR)

DIVISION 1 - STH 54: GR-6

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.33	MASS ORDINATE NOTE 1
382+71.56	38271.56	0.00	10.63	0.20	0	0	0	0	0
382+75	38275.00	3.44	10.62	0.31	1	0	1	0	1
383+00	38300.00	25.00	11.99	1.95	10	1	11	1	10
383+25	38325.00	25.00	11.60	5.24	11	3	22	5	17
383+50	38350.00	25.00	10.67	7.38	10	6	32	13	19
383+75	38375.00	25.00	9.80	12.75	9	9	41	25	16
384+00	38400.00	25.00	5.83	24.67	7	17	48	48	0
384+25	38425.00	25.00	3.09	37.78	4	29	52	86	-34
384+50	38450.00	25.00	4.39	28.98	3	31	55	128	-73
384+75	38475.00	25.00	5.09	8.76	4	17	59	150	-91
385+00	38500.00	25.00	41.55	0.00	22	4	81	156	-75
385+25	38525.00	25.00	159.28	0.00	93	0	174	156	18
385+50	38550.00	25.00	57.33	0.00	100	0	274	156	118
385+75	38575.00	25.00	6.79	7.28	30	3	304	160	144
386+00	38600.00	25.00	13.23	2.64	9	5	313	166	147
386+25	38625.00	25.00	5.74	4.38	9	3	322	170	152
386+50	38650.00	25.00	5.54	4.34	5	4	327	176	151
386+75	38675.00	25.00	6.22	1.02	5	2	332	178	154
387+00	38700.00	25.00	6.71	1.28	6	1	338	180	158
387+25	38725.00	25.00	8.07	1.16	7	1	345	181	164
387+50	38750.00	25.00	8.63	2.53	8	2	353	184	169
387+75	38775.00	25.00	7.61	4.19	8	3	361	188	173
388+00	38800.00	25.00	12.62	1.26	9	3	370	192	178
388+25	38825.00	25.00	9.24	0.32	10	1	380	193	187
388+50	38850.00	25.00	21.34	1.79	14	1	394	194	200
388+75	38875.00	25.00	24.22	0.53	21	1	415	196	219
389+00	38900.00	25.00	0.00	0.00	11	0	426	196	230
389+25	38925.00	25.00	0.00	0.00	0	0	426	196	230
389+50	38950.00	25.00	0.00	0.00	0	0	426	196	230
389+75	38975.00	25.00	0.00	0.00	0	0	426	196	230
390+00	39000.00	25.00	0.00	0.00	0	0	426	196	230
390+00.014	39000.01	0.01	0.00	0.00	0	0	426	196	230

DIVISION 1 - STH 54: GR-7

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.33	MASS ORDINATE NOTE 1
466+71.96	46655.66	0.00	9.51	0.00	0	0	0	0	0
466+75	46658.70	3.04	9.51	0.01	1	0	1	0	1
467+00	46683.70	25.00	9.09	0.42	9	0	10	0	10
467+25	46708.70	25.00	8.62	2.22	8	1	18	1	17
467+50	46733.70	25.00	8.05	5.68	8	4	26	7	19
467+75	46758.70	25.00	5.13	11.81	6	8	32	17	15
468+00	46783.70	25.00	3.55	11.76	4	11	36	32	4
468+25	46808.70	25.00	2.94	10.87	3	10	39	45	-6
468+50	46833.70	25.00	2.58	3.35	3	7	42	55	-13
468+75	46858.70	25.00	2.60	3.10	2	3	44	59	-15
469+00	46883.70	25.00	9.18	1.77	5	2	49	61	-12
469+25	46908.70	25.00	4.71	1.31	6	1	55	63	-8
469+50	46933.70	25.00	3.18	1.84	4	1	59	64	-5
469+75	46958.70	25.00	2.56	1.30	3	1	62	65	-3
470+00	46983.70	25.00	3.02	0.64	3	1	65	67	-2
470+25	47008.70	25.00	3.66	0.28	3	0	68	67	2
470+50	47033.70	25.00	3.50	0.34	3	0	71	67	5
470+75	47058.70	25.00	4.14	4.74	4	2	75	69	6
471+00	47083.70	25.00	4.27	5.69	4	5	79	76	3
471+25	47108.70	25.00	7.33	1.09	5	3	84	80	4
471+37.181	47120.88	12.18	6.03	0.00	3	0	87	80	7

Notes:	
1 - MASS ORDINATE	CUT - (FILL * FILL FACTOR)

DIVISION 1 - STH 54: GR-8

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.33	MASS ORDINATE NOTE 1
646+93.672	64663.82	0.00	0.00	0.00	0	0	0	0	0
647+00	64670.15	6.33	0.00	0.00	0	0	0	0	0
647+25	64695.15	25.00	0.00	0.00	0	0	0	0	0
647+50	64720.15	25.00	0.00	0.00	0	0	0	0	0
647+75	64745.15	25.00	0.00	0.00	0	0	0	0	0
648+00	64770.15	25.00	0.00	0.00	0	0	0	0	0
648+25	64795.15	25.00	10.07	0.40	5	0	5	0	5
648+50	64820.15	25.00	9.67	0.17	9	0	14	0	14
648+75	64845.15	25.00	9.95	0.00	9	0	23	0	23
649+00	64870.15	25.00	9.93	0.01	9	0	32	0	32
649+25	64895.15	25.00	10.56	0.21	9	0	41	0	41
649+50	64920.15	25.00	9.40	0.47	9	0	50	0	50
649+75	64945.15	25.00	7.70	2.21	8	1	58	1	57
650+00	64970.15	25.00	13.34	3.36	10	3	68	5	63
650+25	64995.15	25.00	13.88	4.75	13	4	81	11	70
650+50	65020.15	25.00	12.37	2.53	12	3	93	15	78
650+75	65045.15	25.00	9.78	9.19	10	5	103	21	82
651+00	65070.15	25.00	9.45	26.48	9	17	112	44	68
651+25	65095.15	25.00	10.20	66.15	9	43	121	101	20
651+50	65120.15	25.00	5.19	3.47	7	32	128	144	-16
651+75	65145.15	25.00	5.16	0.87	5	2	133	146	-13
652+00	65170.15	25.00	5.29	0.60	5	1	138	148	-10
652+25	65195.15	25.00	5.52	4.11	5	2	143	150	-7
652+50	65220.15	25.00	5.50	6.17	5	5	148	157	-9
652+75	65245.15	25.00	5.48	7.45	5	6	153	165	-12
653+00	65270.15	25.00	6.94	5.44	6	6	159	173	-14
653+25	65295.15	25.00	9.21	1.03	7	3	166	177	-11
653+50	65320.15	25.00	8.63	0.01	8	0	174	177	-3
653+75	65345.15	25.00	0.00	0.00	4	0	178	177	1
654+00	65370.15	25.00	7.77	0.42	4	0	182	177	5
654+25	65395.15	25.00	8.41	1.27	7	1	189	178	11
654+50	65420.15	25.00	9.11	2.80	8	2	197	181	16
654+75	65445.15	25.00	9.81	4.52	9	3	206	185	21
655+00	65470.15	25.00	0.00	0.00	5	2	211	188	23
655+25	65495.15	25.00	0.00	0.00	0	0	211	188	23
655+50	65520.15	25.00	0.00	0.00	0	0	211	188	23

Notes:	
1 - MASS ORDINATE	CUT - (FILL * FILL FACTOR)

9

9

PROJECT NO: 4130-11-71 | HWY: STH 54 | COUNTY: KEWAUNEE | EARTHWORK QUANTITIES | SHEET: 215 | E

FILE NAME : N:\PDS\...\030200_mq.pptx PLOT DATE : June 14, 1911 PLOT BY : A.R.H. PLOT NAME : PLOT SCALE : 1:1

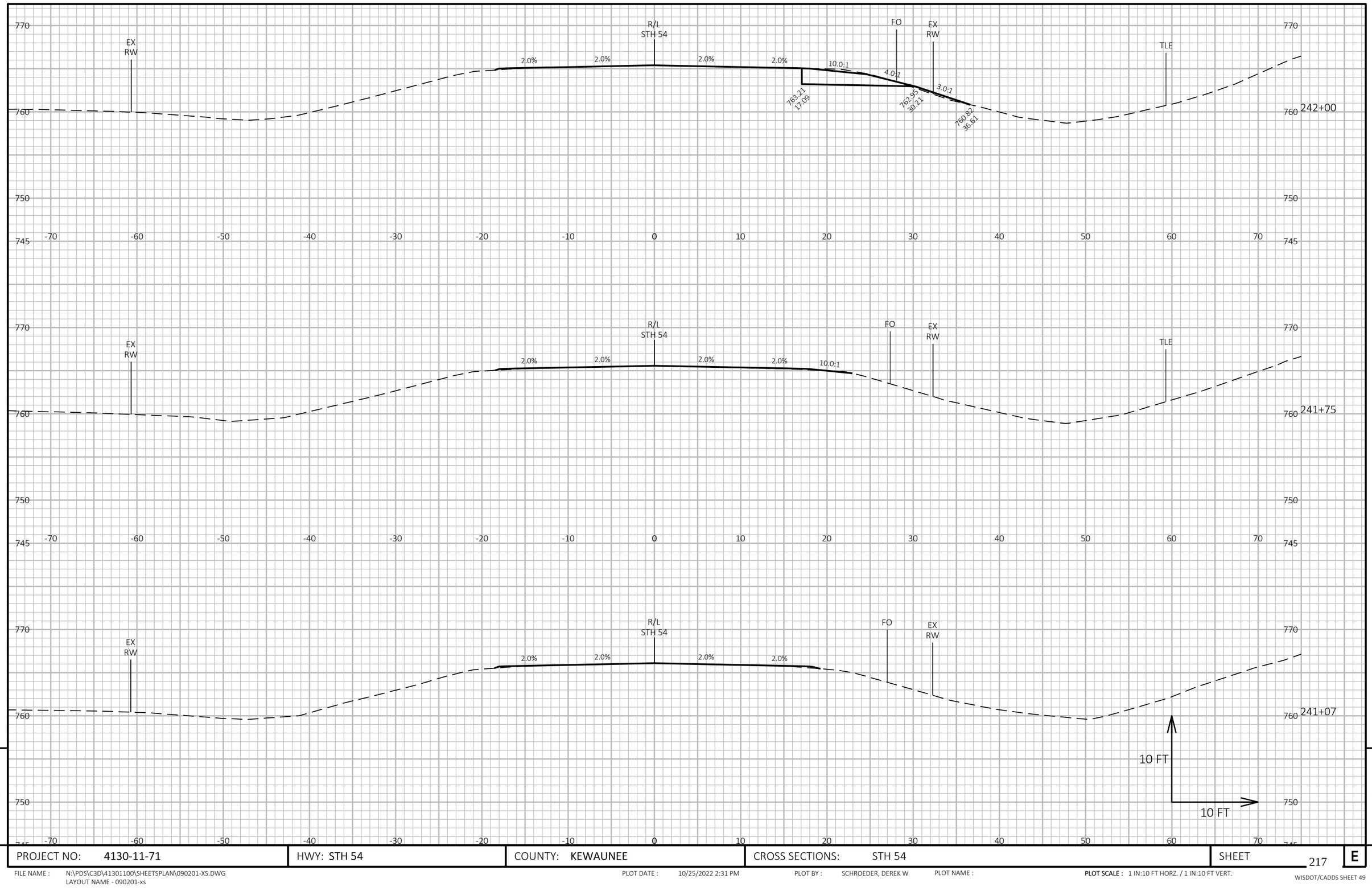
DIVISION 1 - STH 54: GR-9

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.33	MASS ORDINATE NOTE 1
708+95.311	70865.46	0.00	0.00	0.00	0	0	0	0	0
709+00	70870.15	4.69	0.00	0.00	0	0	0	0	0
709+25	70895.15	25.00	7.24	1.16	3	1	3	1	2
709+50	70920.15	25.00	6.84	3.22	7	2	10	4	6
709+75	70945.15	25.00	8.05	2.27	7	3	17	8	9
710+00	70970.15	25.00	9.46	1.63	8	2	25	11	14
710+25	70995.15	25.00	15.37	4.09	11	3	36	15	21
710+50	71020.15	25.00	14.13	6.22	14	5	50	21	29
710+75	71045.15	25.00	15.24	5.04	14	5	64	28	36
711+00	71070.15	25.00	7.02	5.09	10	5	74	35	39
711+25	71095.15	25.00	5.75	8.69	6	6	80	43	37
711+50	71120.15	25.00	7.82	1.33	6	5	86	49	37
711+75	71145.15	25.00	7.99	0.00	7	1	93	51	42
712+00	71170.15	25.00	0.00	0.00	4	0	97	51	46
712+25	71195.15	25.00	0.00	0.00	0	0	97	51	46
712+50	71220.15	25.00	0.00	0.00	0	0	97	51	46
712+75	71245.15	25.00	0.00	0.00	0	0	97	51	46
713+00	71270.15	25.00	0.00	0.00	0	0	97	51	46
713+25	71295.15	25.00	0.00	0.00	0	0	97	51	46
713+50	71320.15	25.00	5.64	0.47	3	0	100	51	49
713+75	71345.15	25.00	6.31	2.59	6	1	106	52	54
714+00	71370.15	25.00	7.27	6.93	6	4	112	57	55
714+25	71395.15	25.00	15.47	6.71	11	6	123	65	58
714+50	71420.15	25.00	15.01	7.57	14	7	137	74	63
714+75	71445.15	25.00	18.06	1.40	15	4	152	80	72
715+00	71470.15	25.00	16.84	4.31	16	3	168	84	84
715+25	71495.15	25.00	14.67	5.49	15	5	183	90	93
715+50	71520.15	25.00	12.59	9.40	13	7	196	100	96
715+75	71545.15	25.00	6.48	0.00	9	4	205	105	100
715+85	71555.15	10.00	0.00	0.00	1	0	206	105	101

DIVISION 1 - TOWNLINE RD

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.33	MASS ORDINATE NOTE 1
01+01	101.03	0.00	0.00	0.00	0	0	0	0	0
01+25	124.96	23.93	0.00	0.00	0	0	0	0	0
01+26	125.96	1.00	2.20	1.53	0	0	0	0	0
01+42	142.44	16.48	2.20	9.60	1	3	1	4	-3
01+60	160.22	17.77	2.42	8.01	2	6	3	12	-9
01+71	170.83	10.61	2.76	0.36	1	2	4	15	-11
01+79	178.95	8.12	2.58	0.38	1	0	5	15	-10
01+93	192.89	13.94	0.00	0.00	1	0	6	15	-9

Notes:	
1 - MASS ORDINATE	CUT - (FILL * FILL FACTOR)



9

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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 217	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs

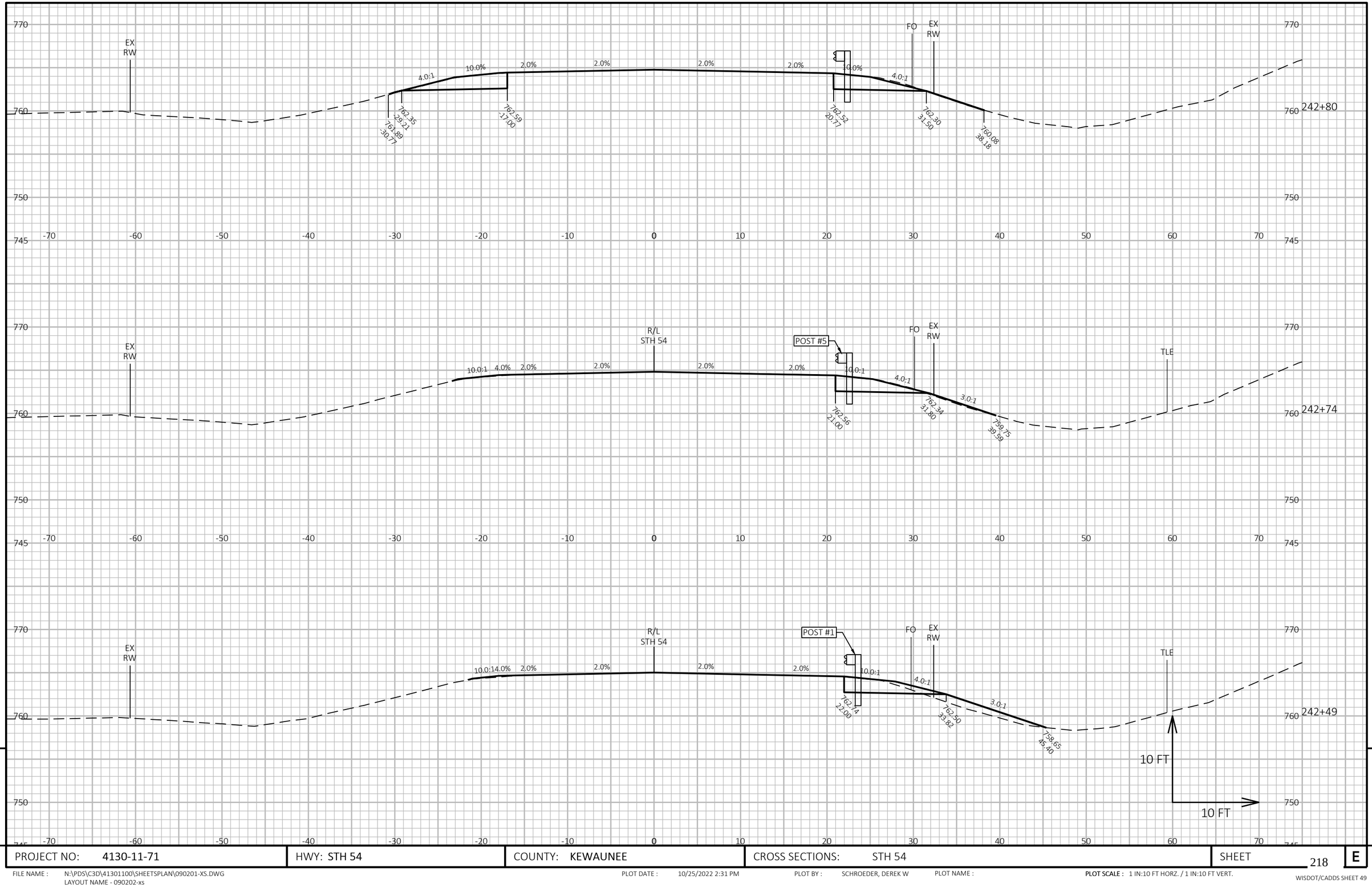
PLOT DATE : 10/25/2022 2:31 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

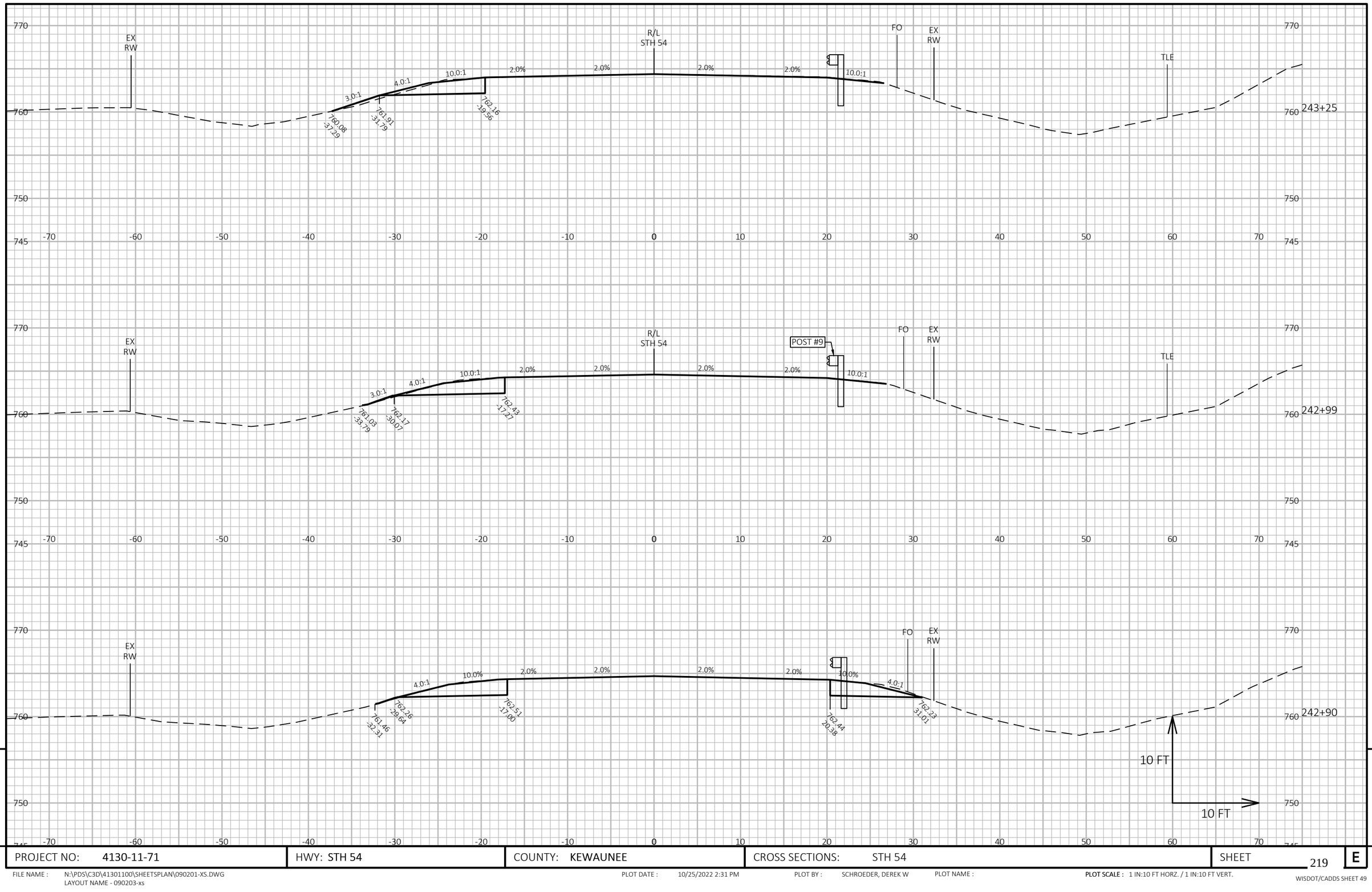
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 218	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 10/25/2022 2:31 PM PLOT BY : SCHROEDER, DEREK W 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: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 219	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090203-xs

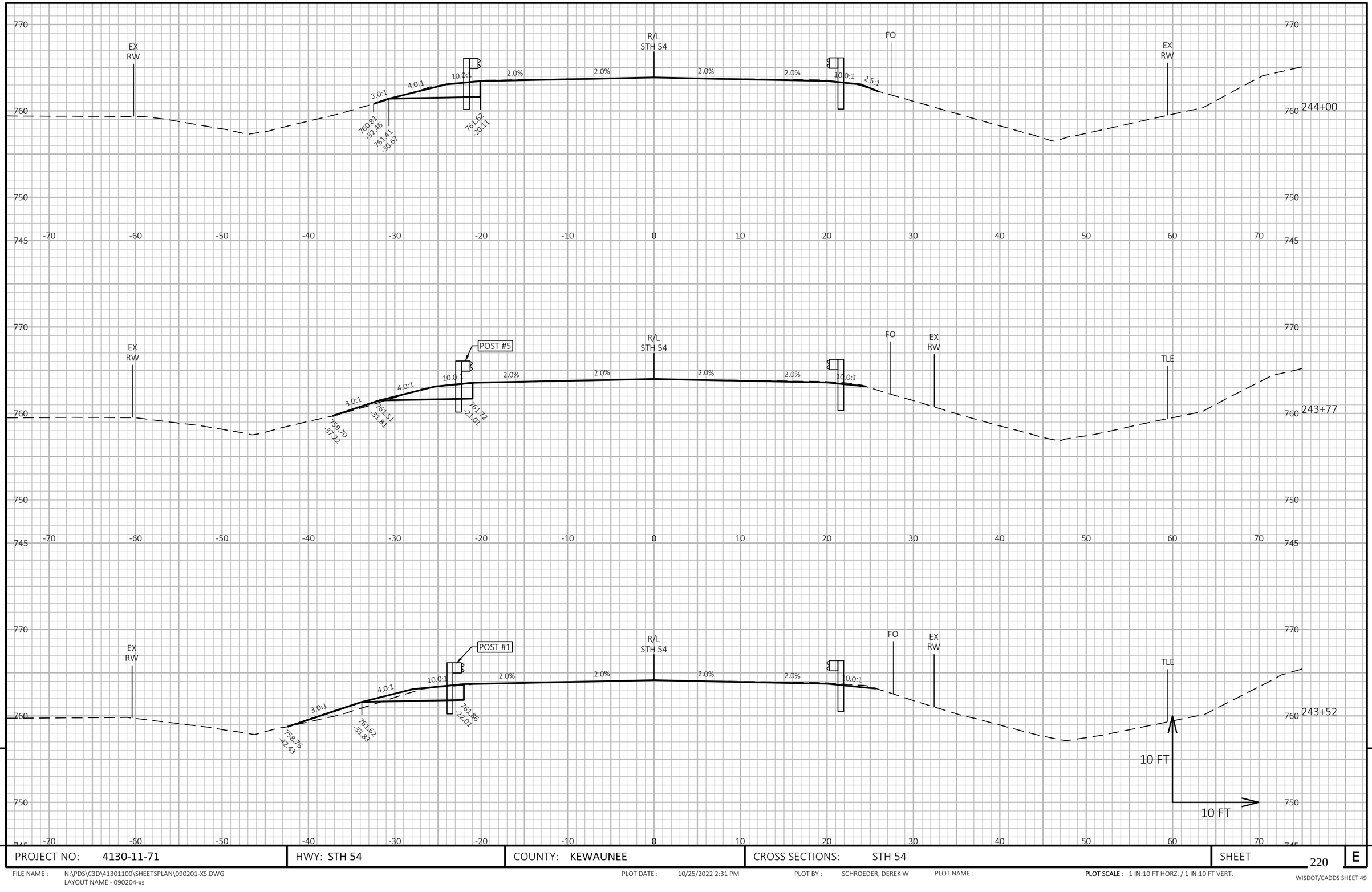
PLOT DATE : 10/25/2022 2:31 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

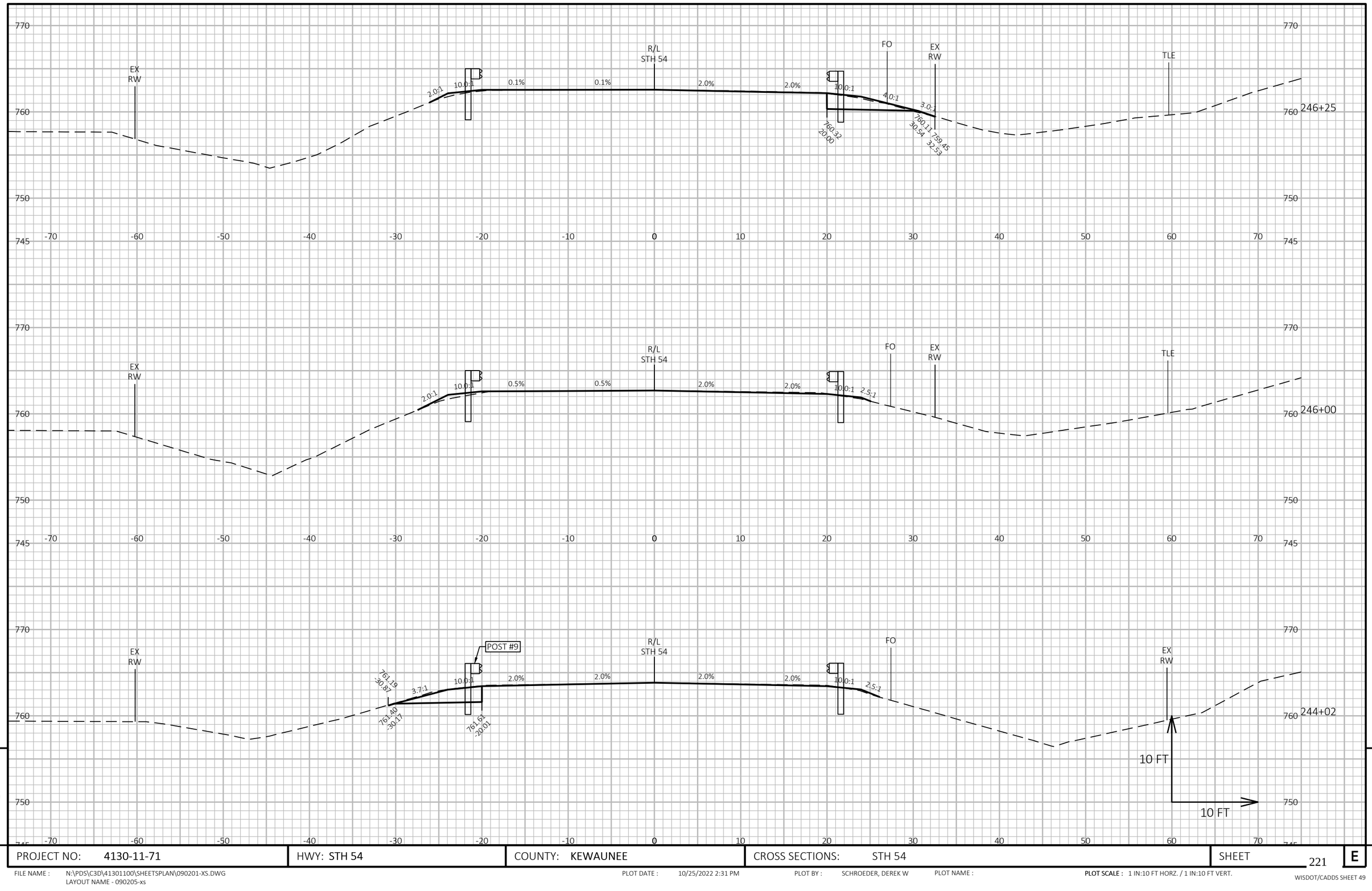
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 220	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 10/25/2022 2:31 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 221	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090205-xs

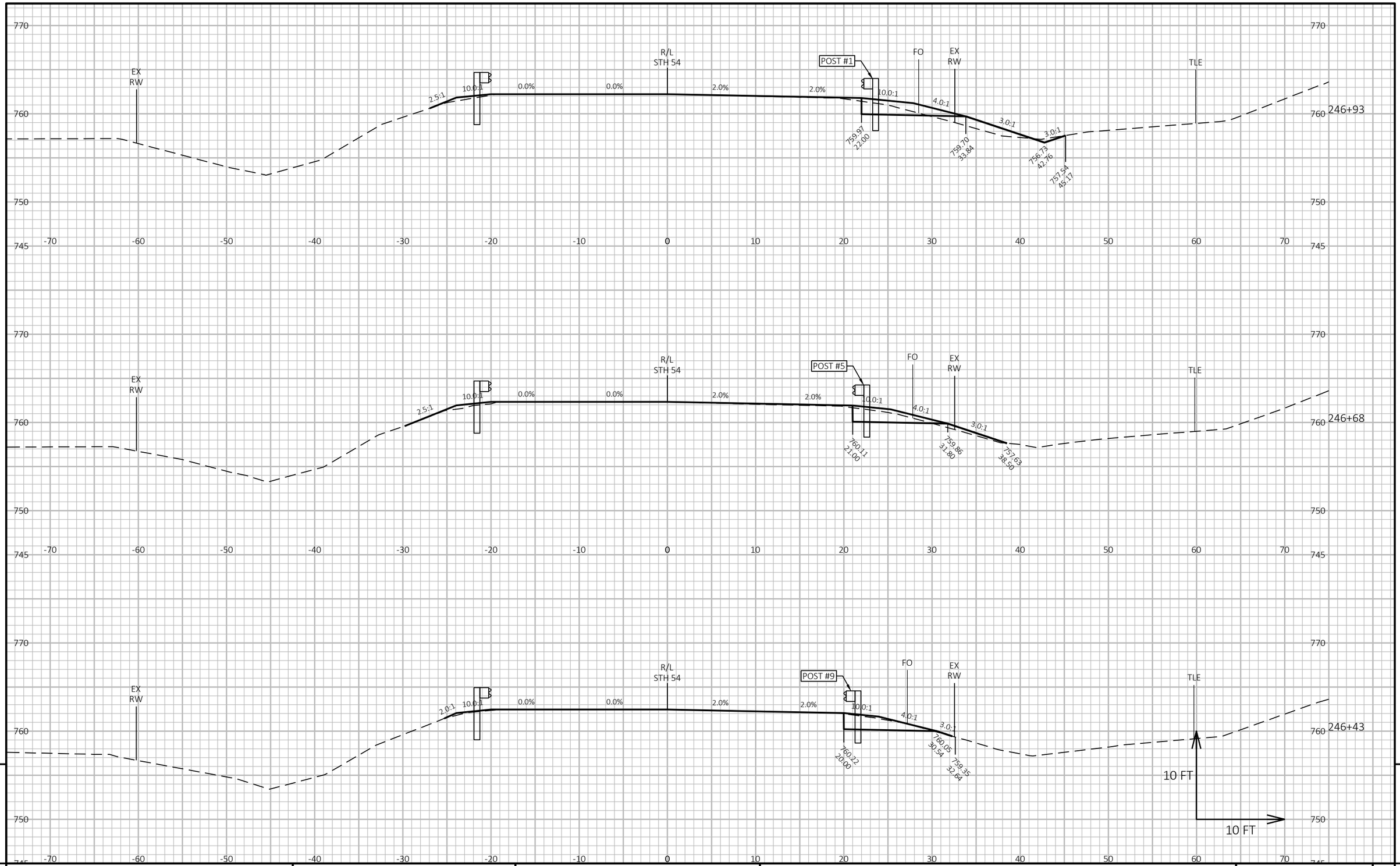
PLOT DATE : 10/25/2022 2:31 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

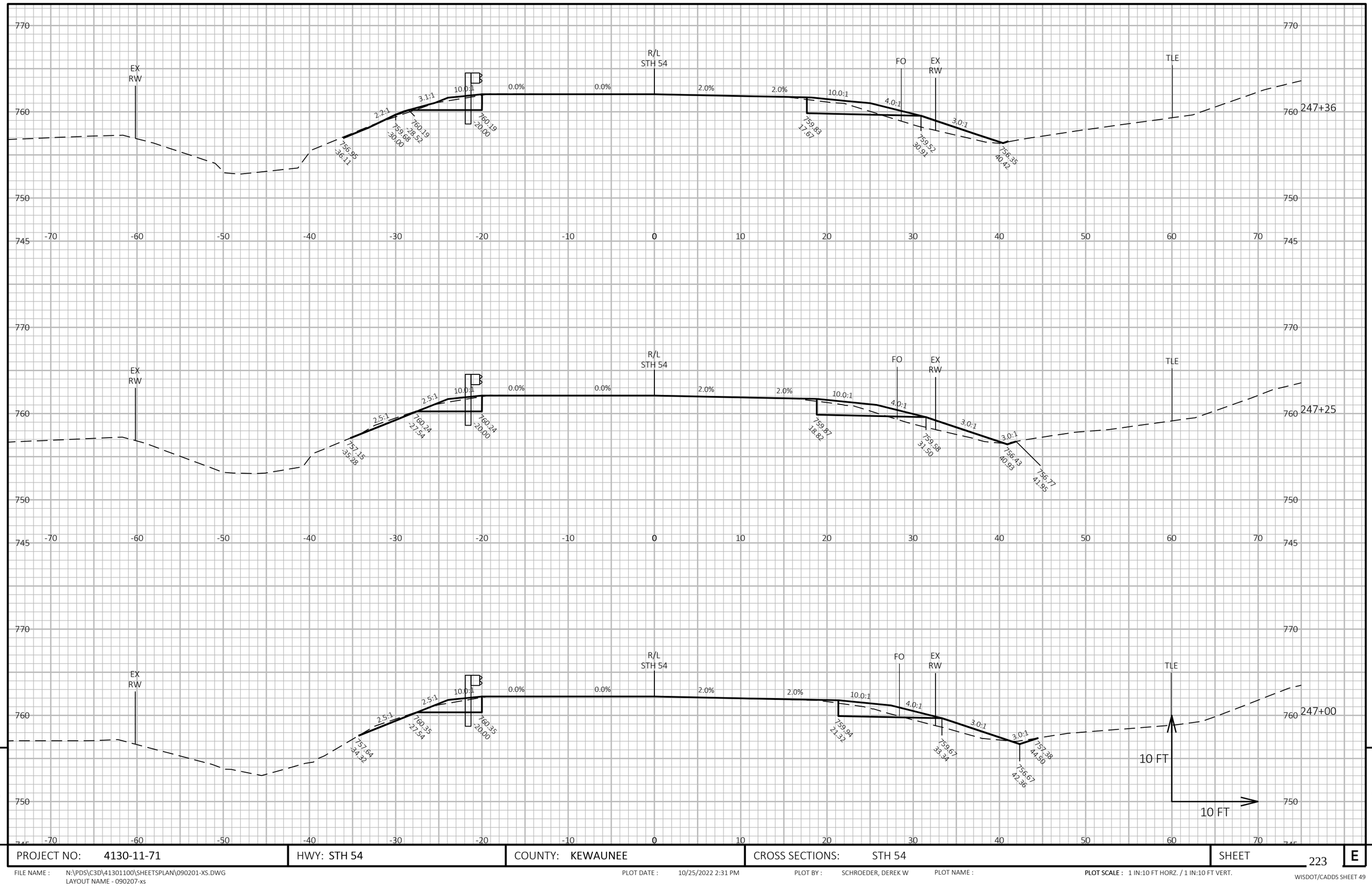
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 222	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 10/25/2022 2:31 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 223	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090207-xs

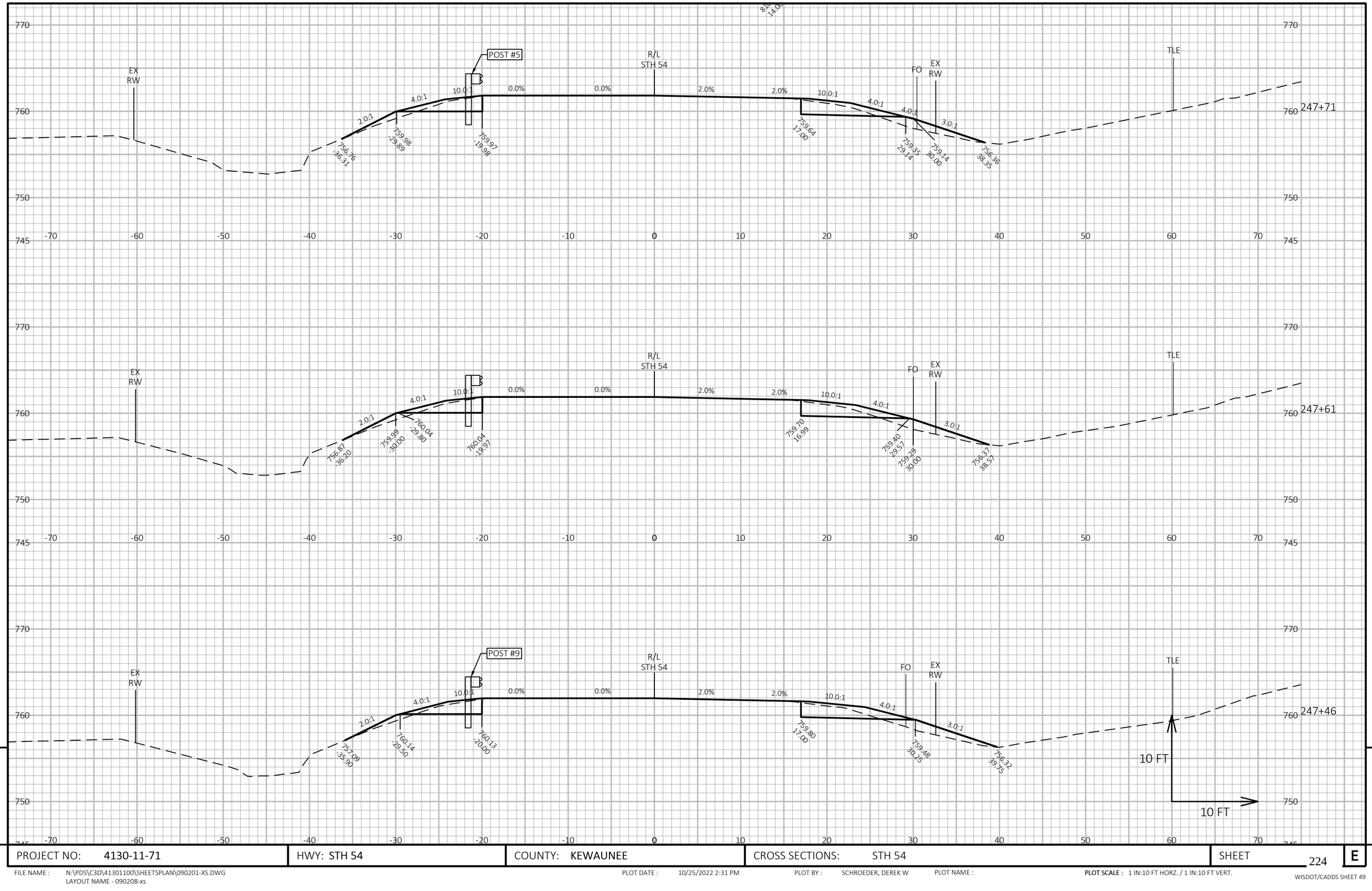
PLOT DATE : 10/25/2022 2:31 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 224	E

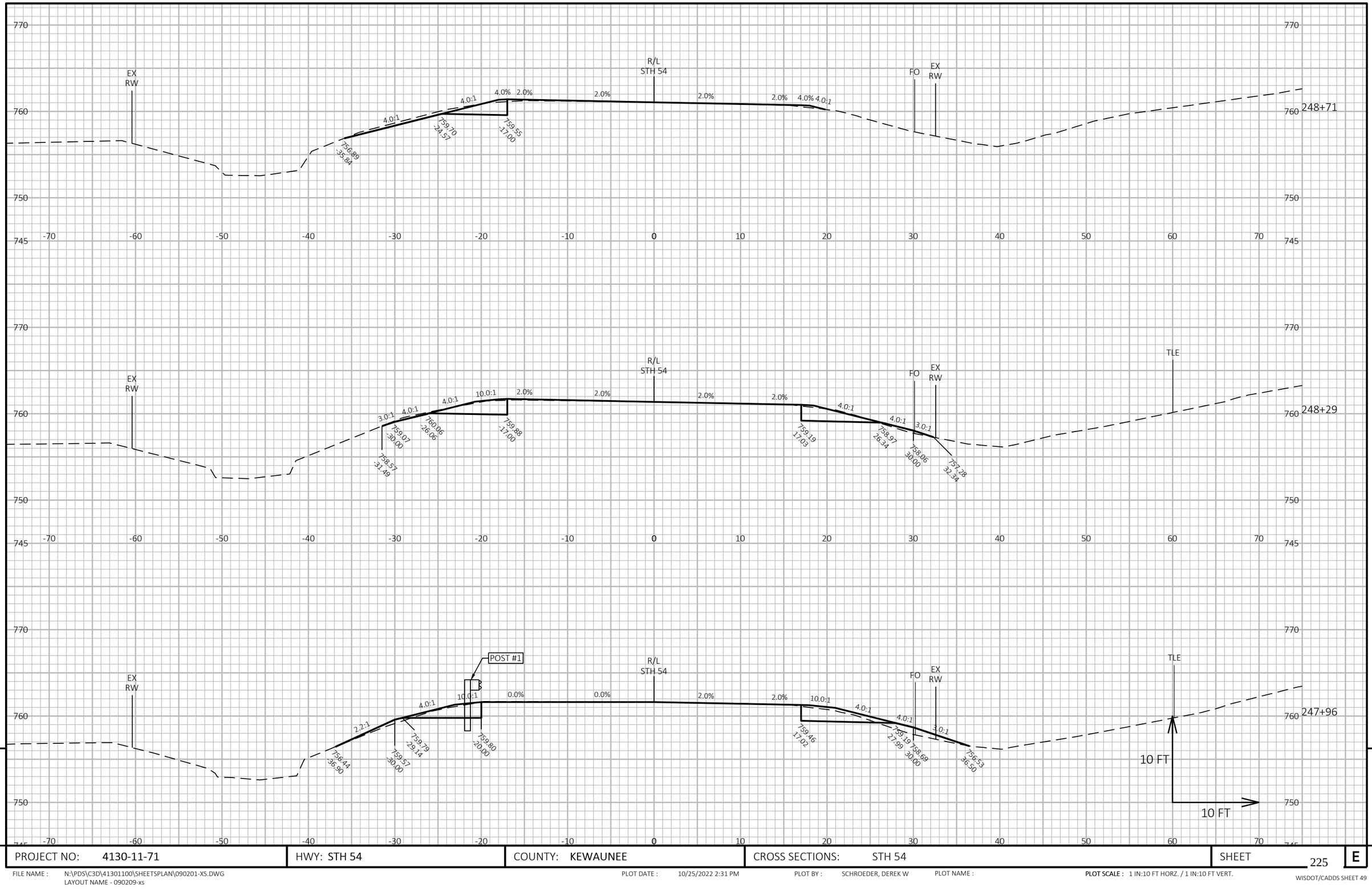
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LAYOUT NAME - 090208-xs

PLOT DATE : 10/25/2022 2:31 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 225	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090209-xs

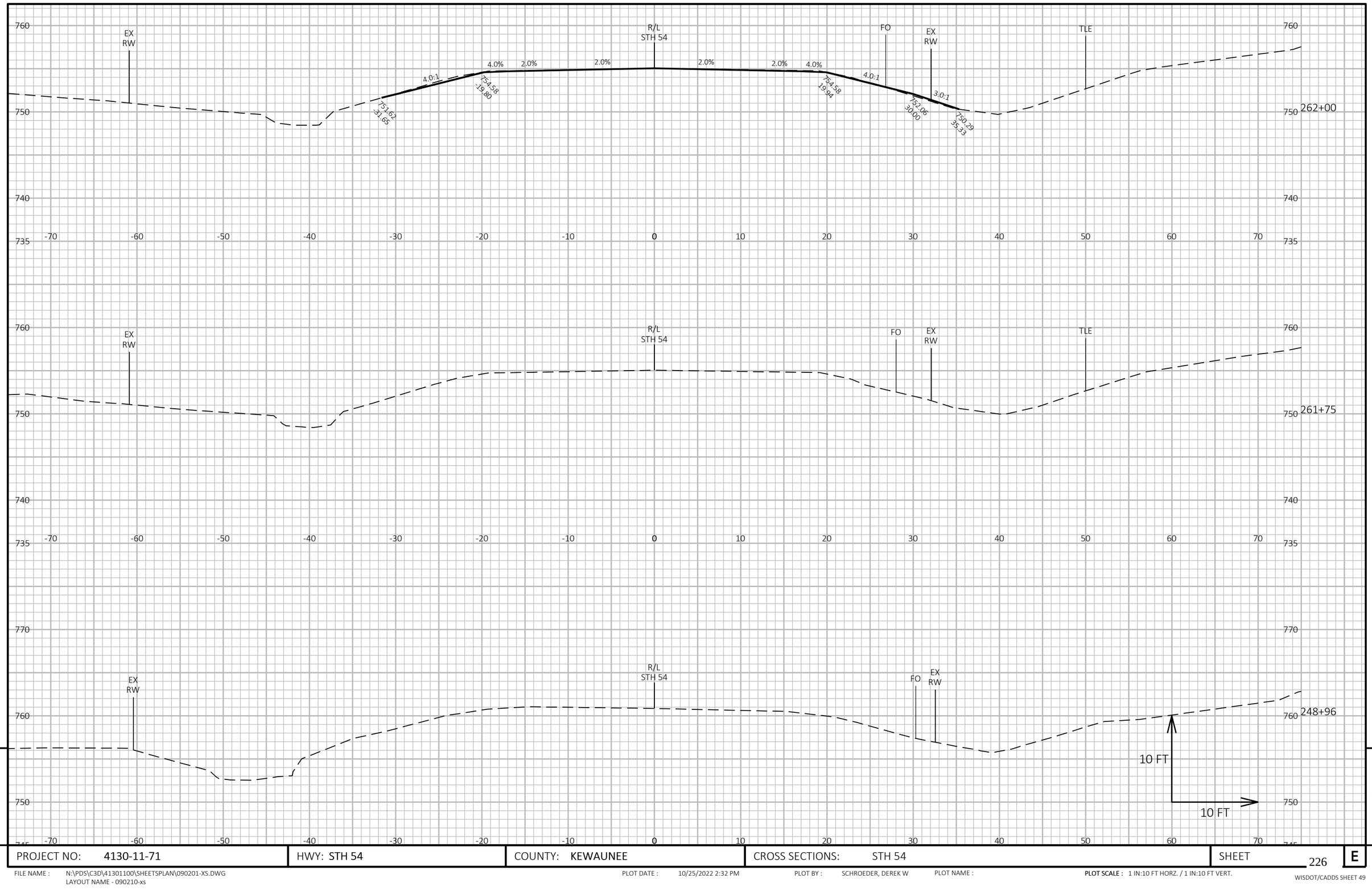
PLOT DATE : 10/25/2022 2:31 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 226	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090210-xs

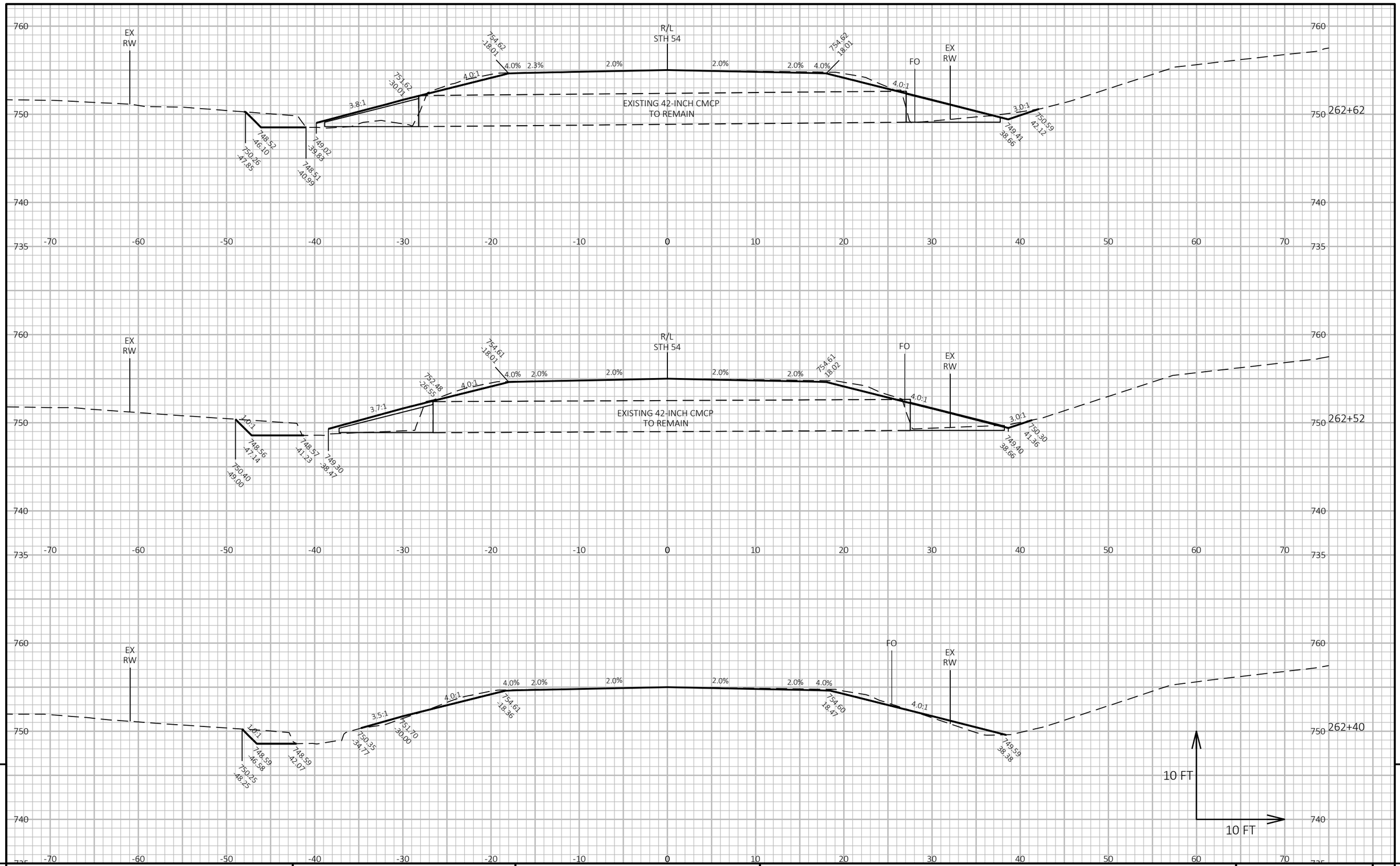
PLOT DATE : 10/25/2022 2:32 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 227	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090211-xs

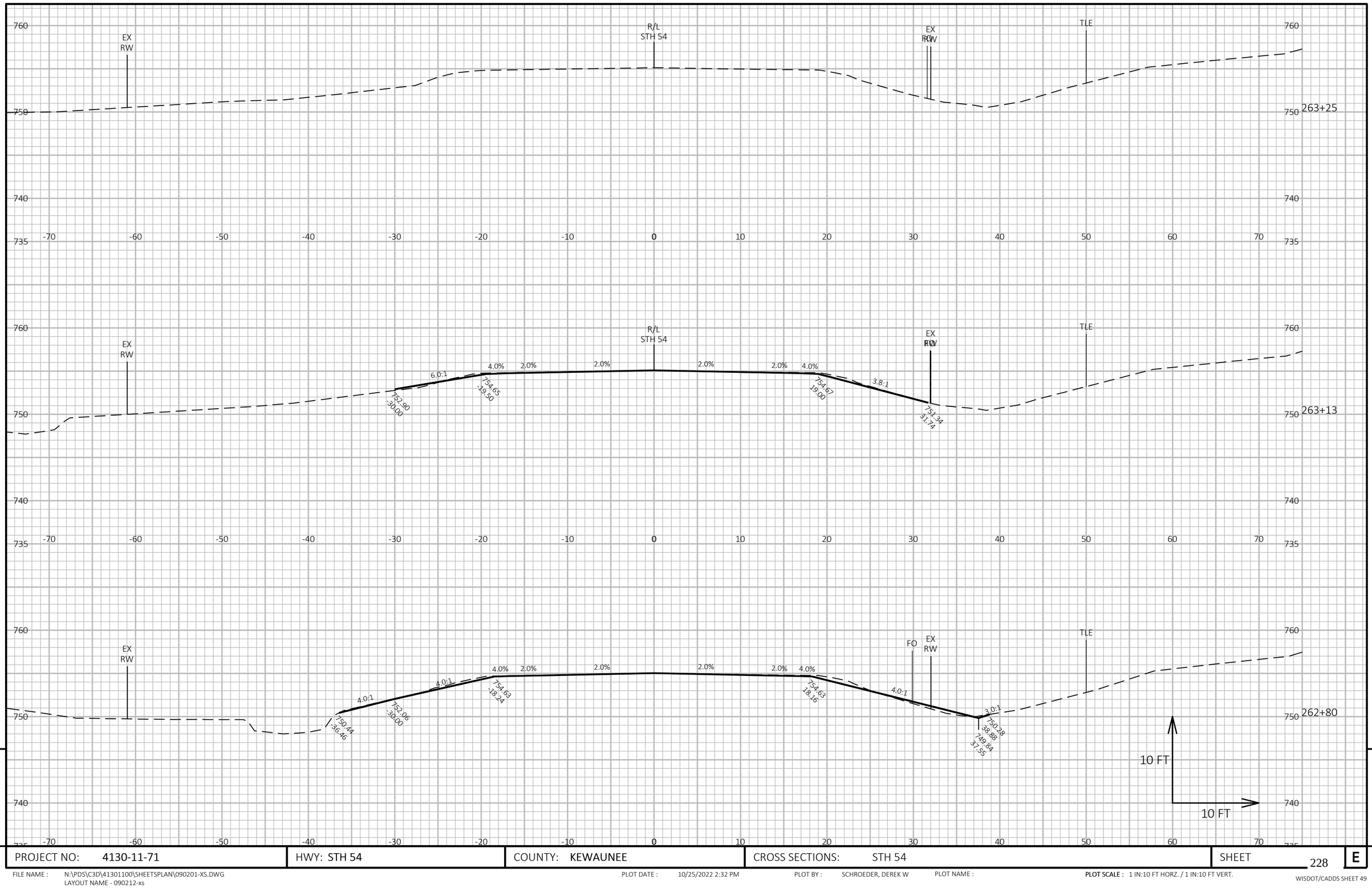
PLOT DATE : 10/25/2022 2:56 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 228	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090212-xs

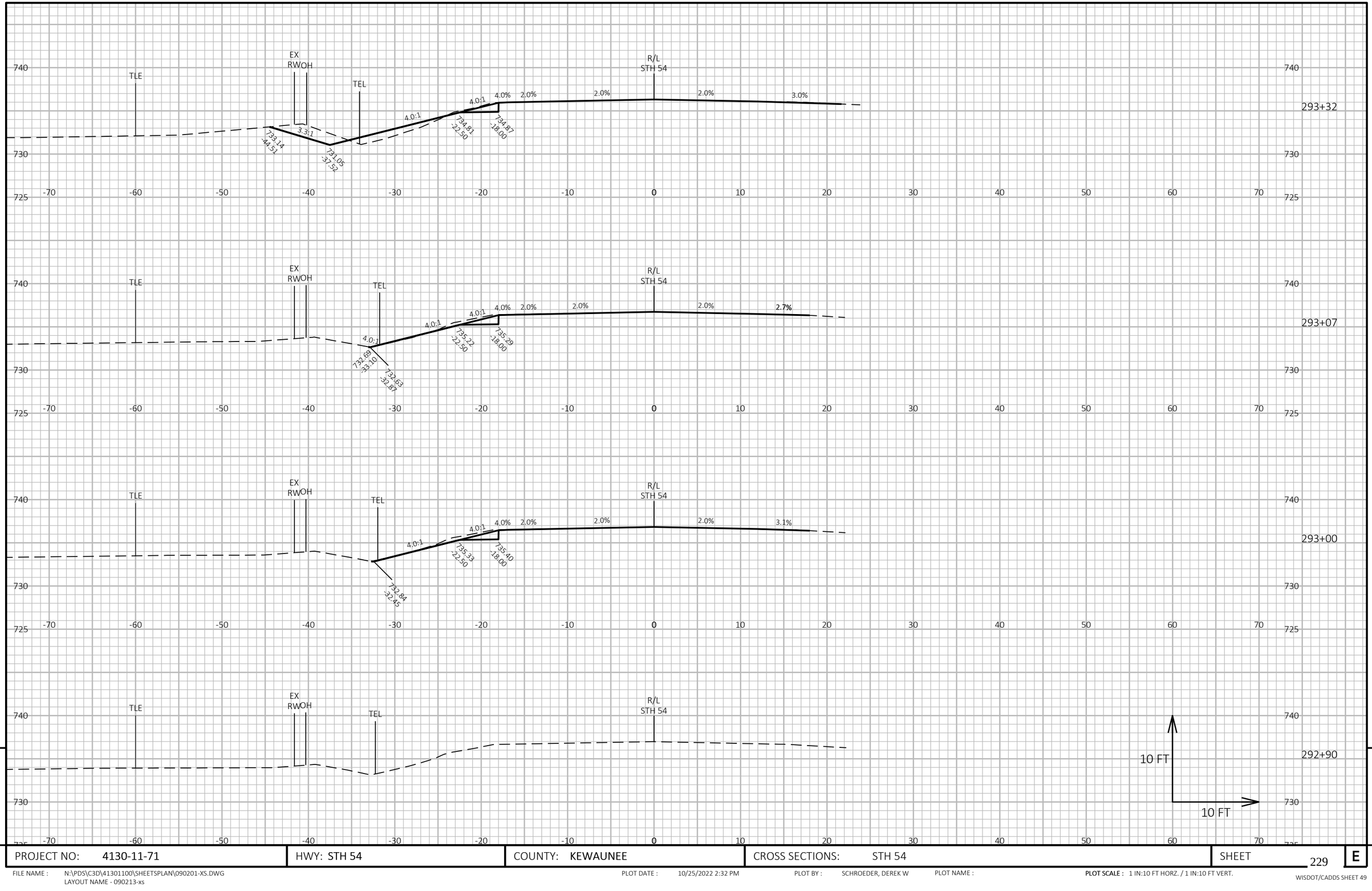
PLOT DATE : 10/25/2022 2:32 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 229	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090213-xs

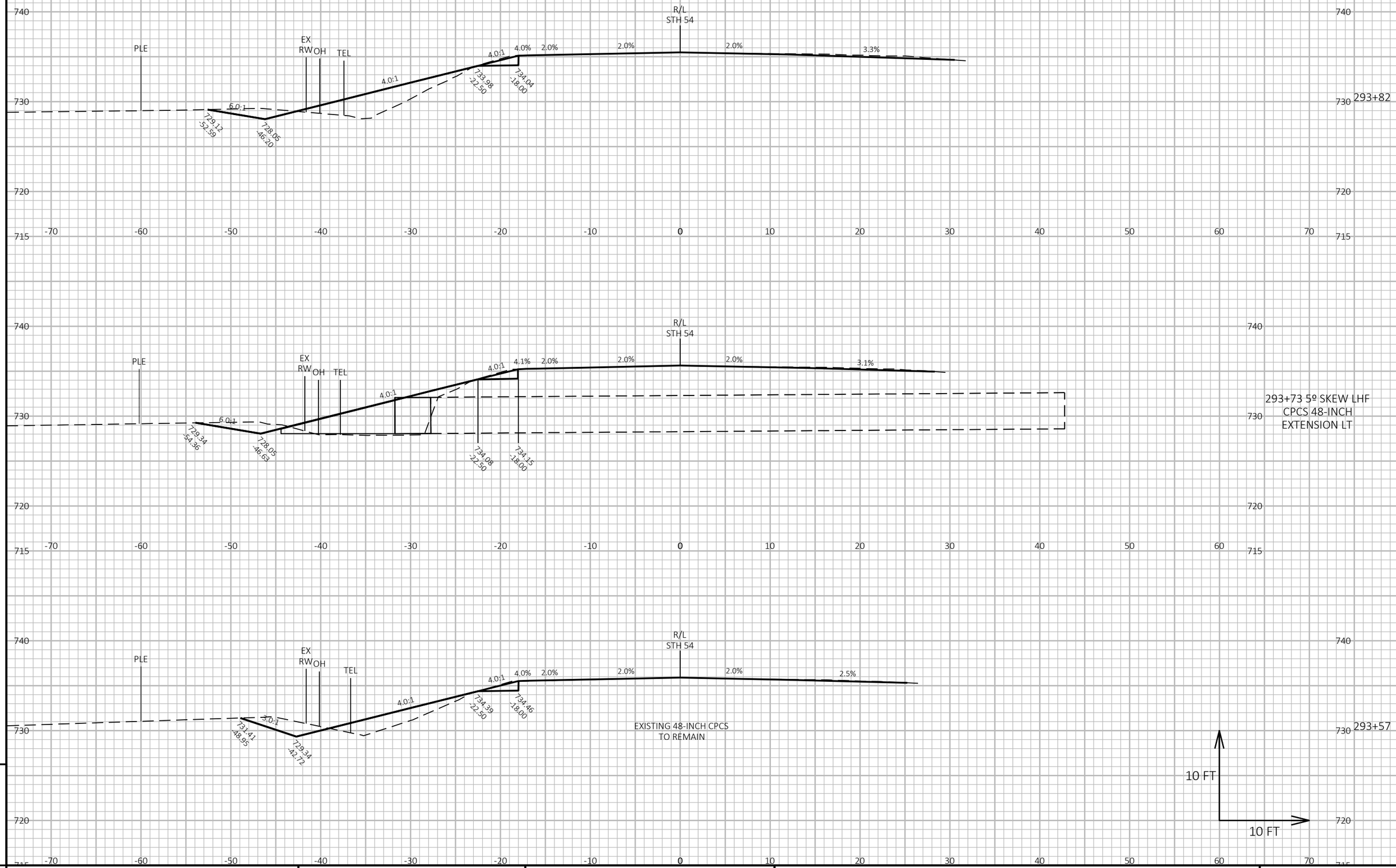
PLOT DATE : 10/25/2022 2:32 PM

PLOT BY : SCHROEDER, DEREK W

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: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 230	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090214-xs

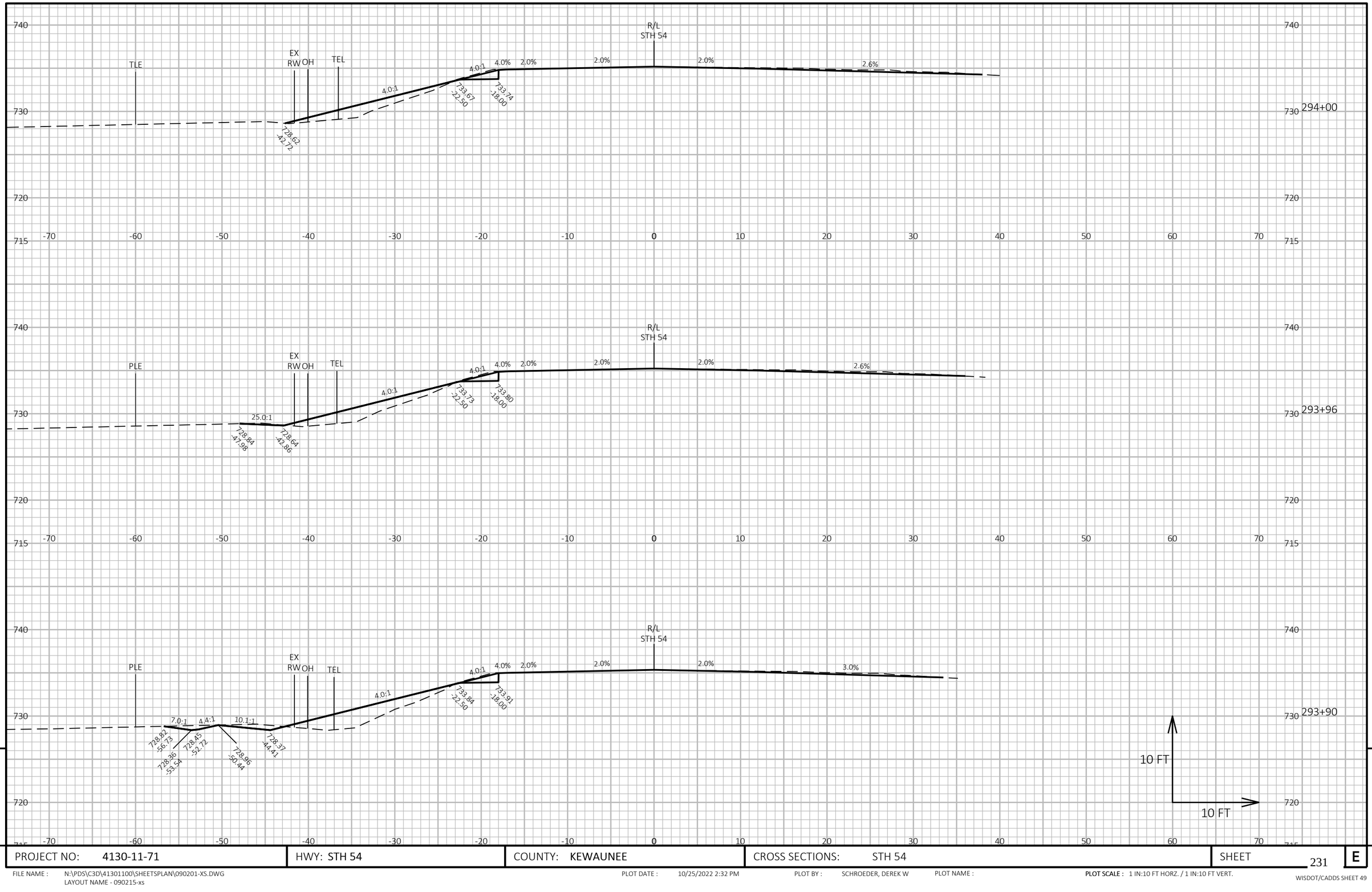
PLOT DATE : 10/25/2022 2:32 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 231	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090215-xs

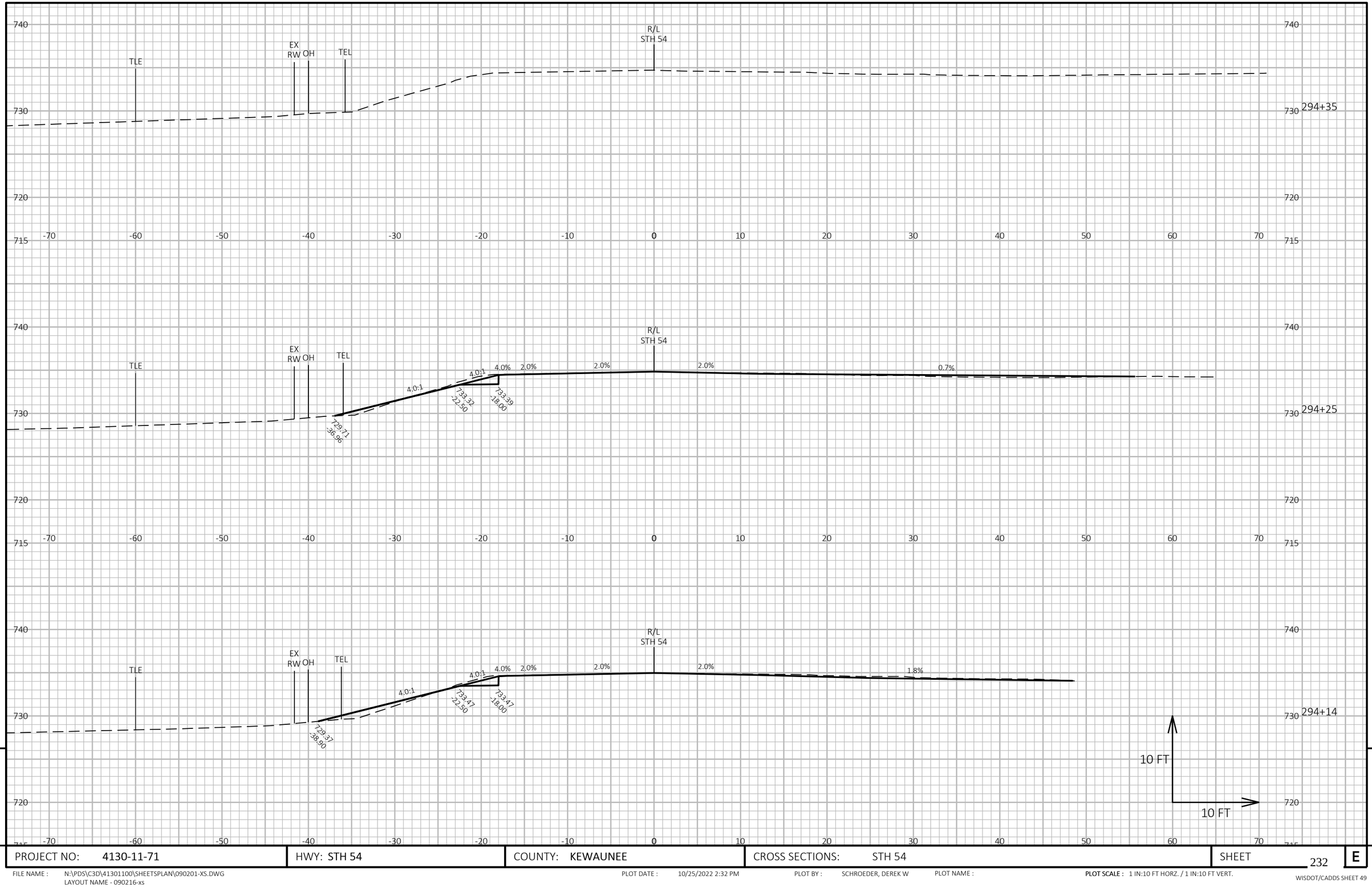
PLOT DATE : 10/25/2022 2:32 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

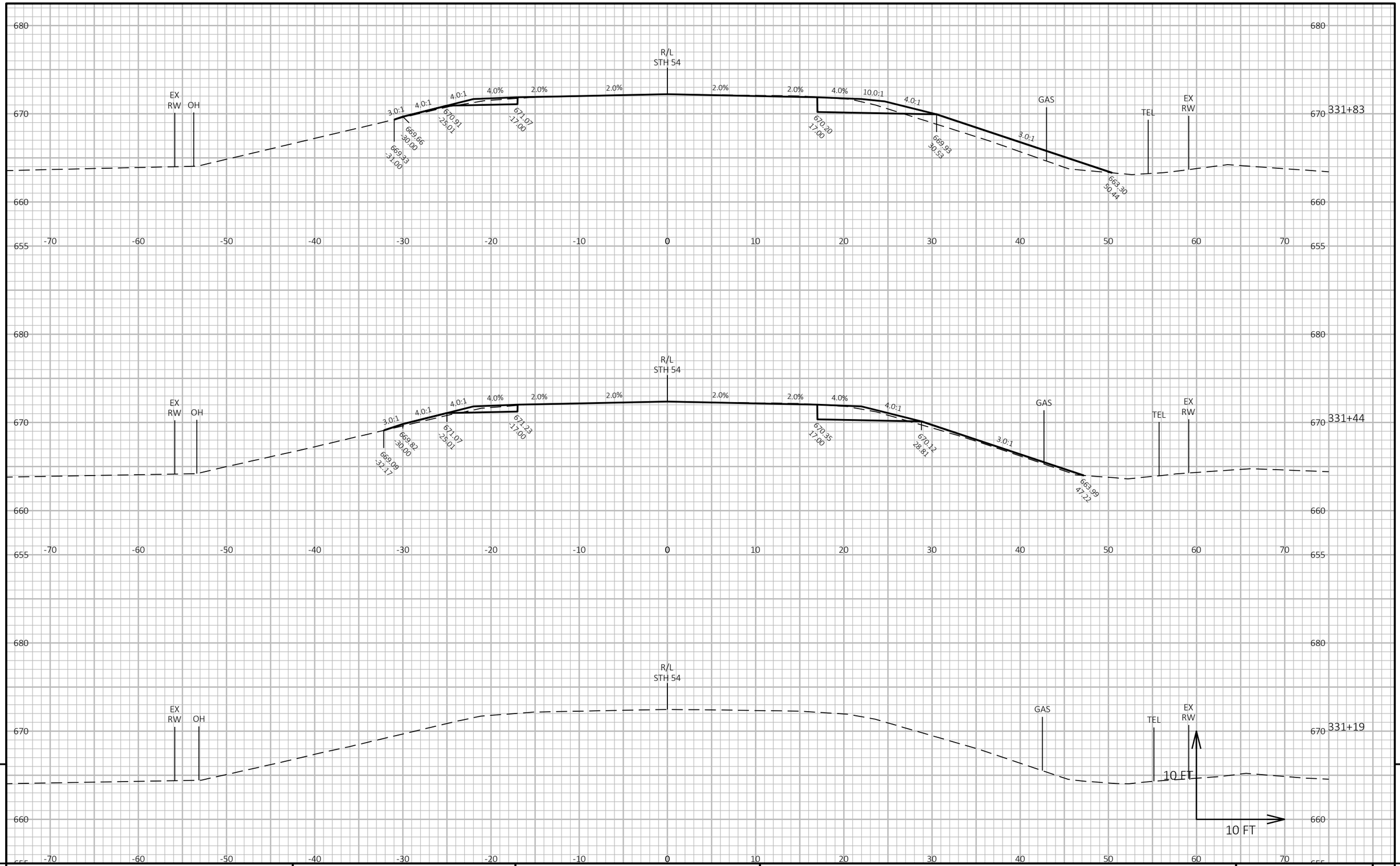
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 232	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090216-xs

PLOT DATE : 10/25/2022 2:32 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

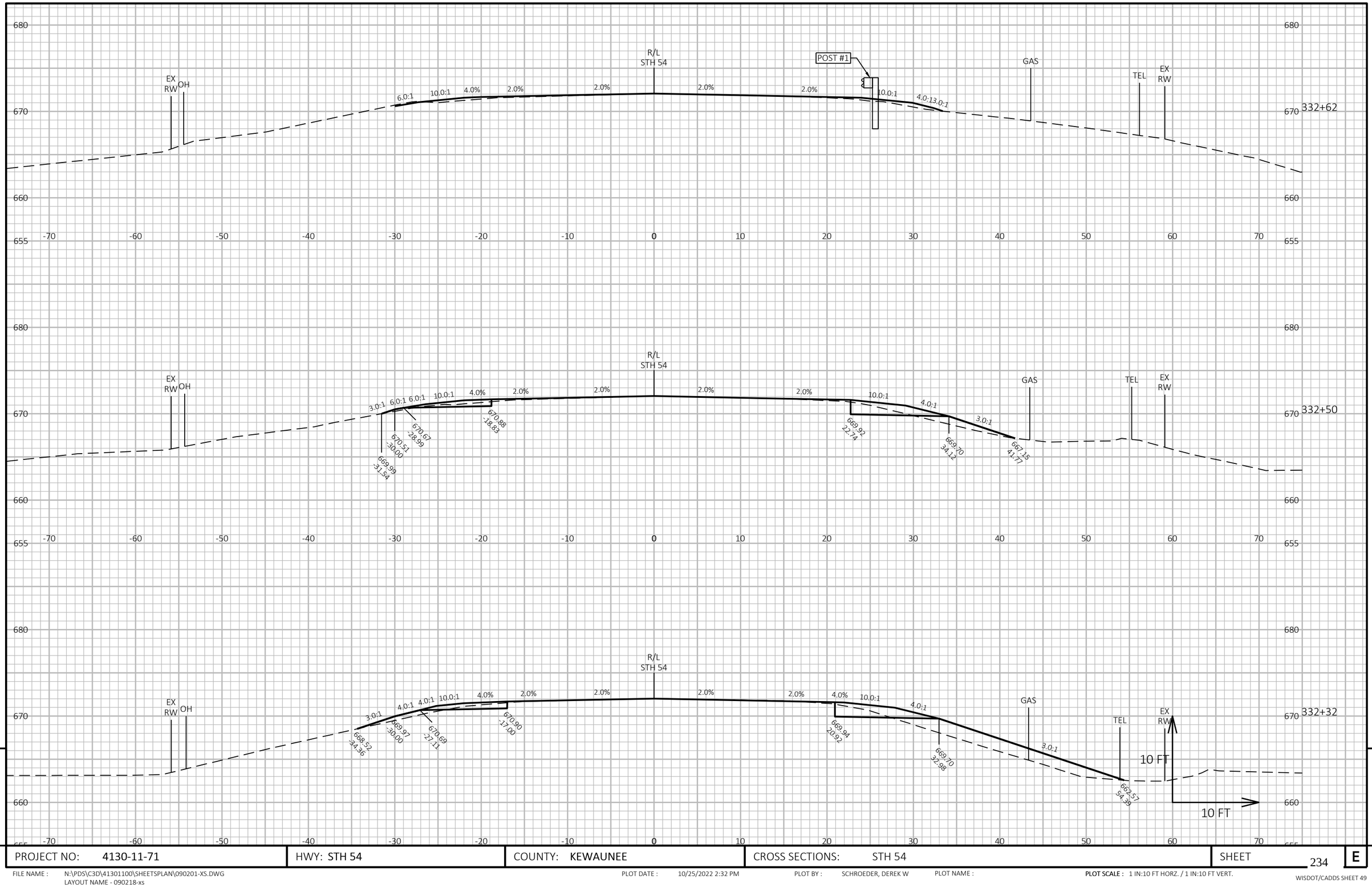
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 233	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090217-xs

PLOT DATE : 10/25/2022 2:32 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 234	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090218-xs

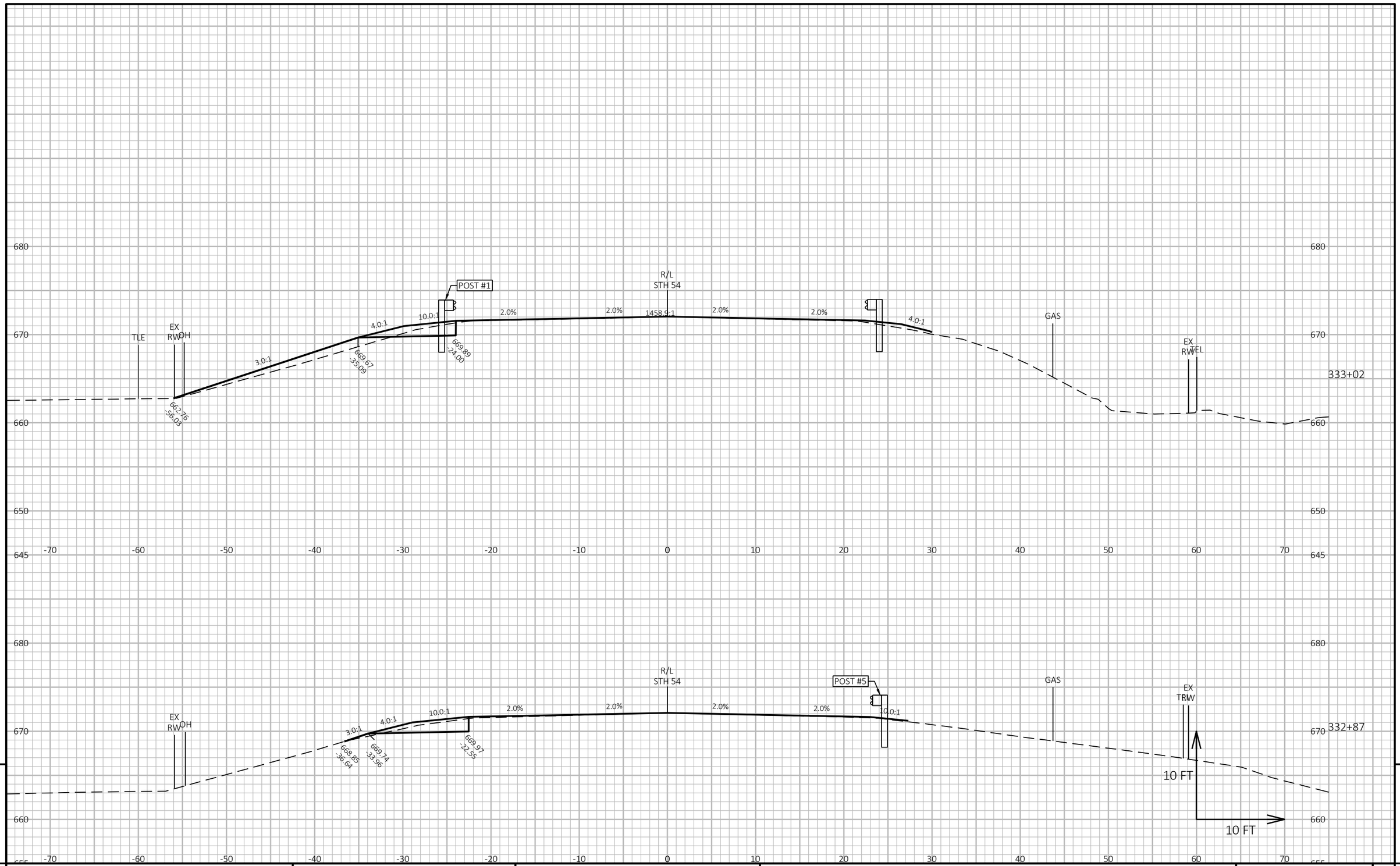
PLOT DATE : 10/25/2022 2:32 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

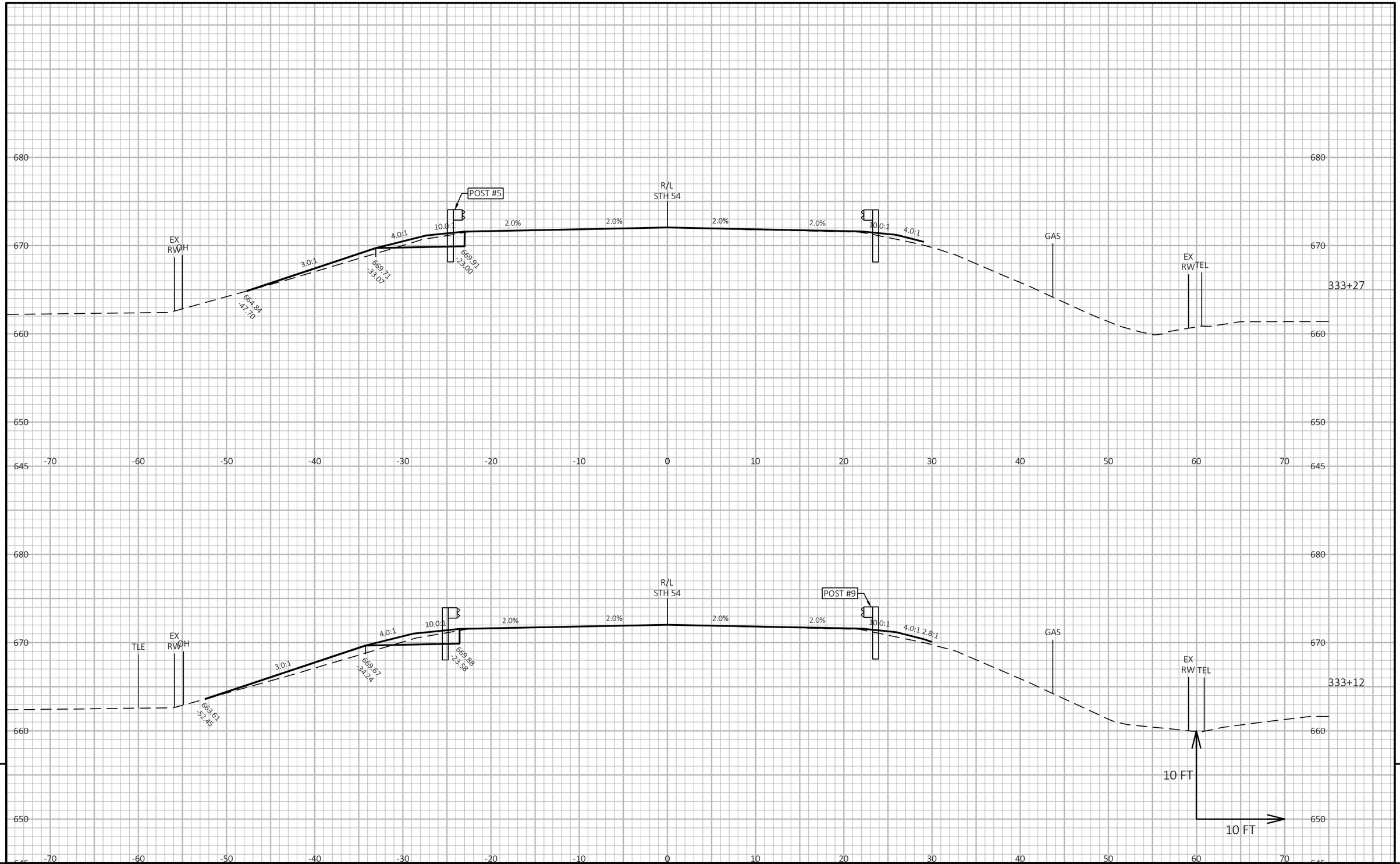
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 235	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090219-xs

PLOT DATE : 10/25/2022 2:33 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 236	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090220-xs

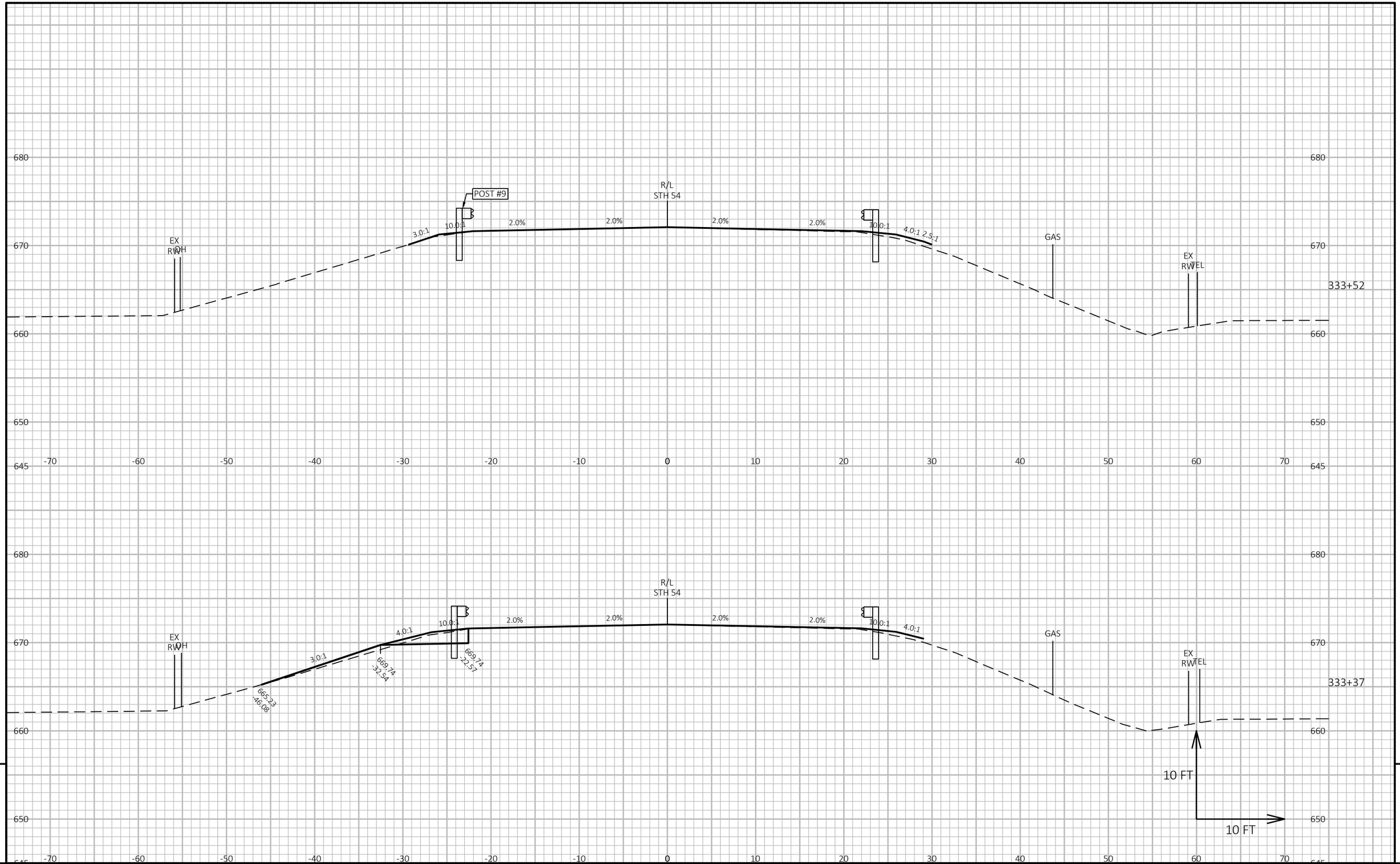
PLOT DATE : 10/25/2022 2:33 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 237	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090221-xs

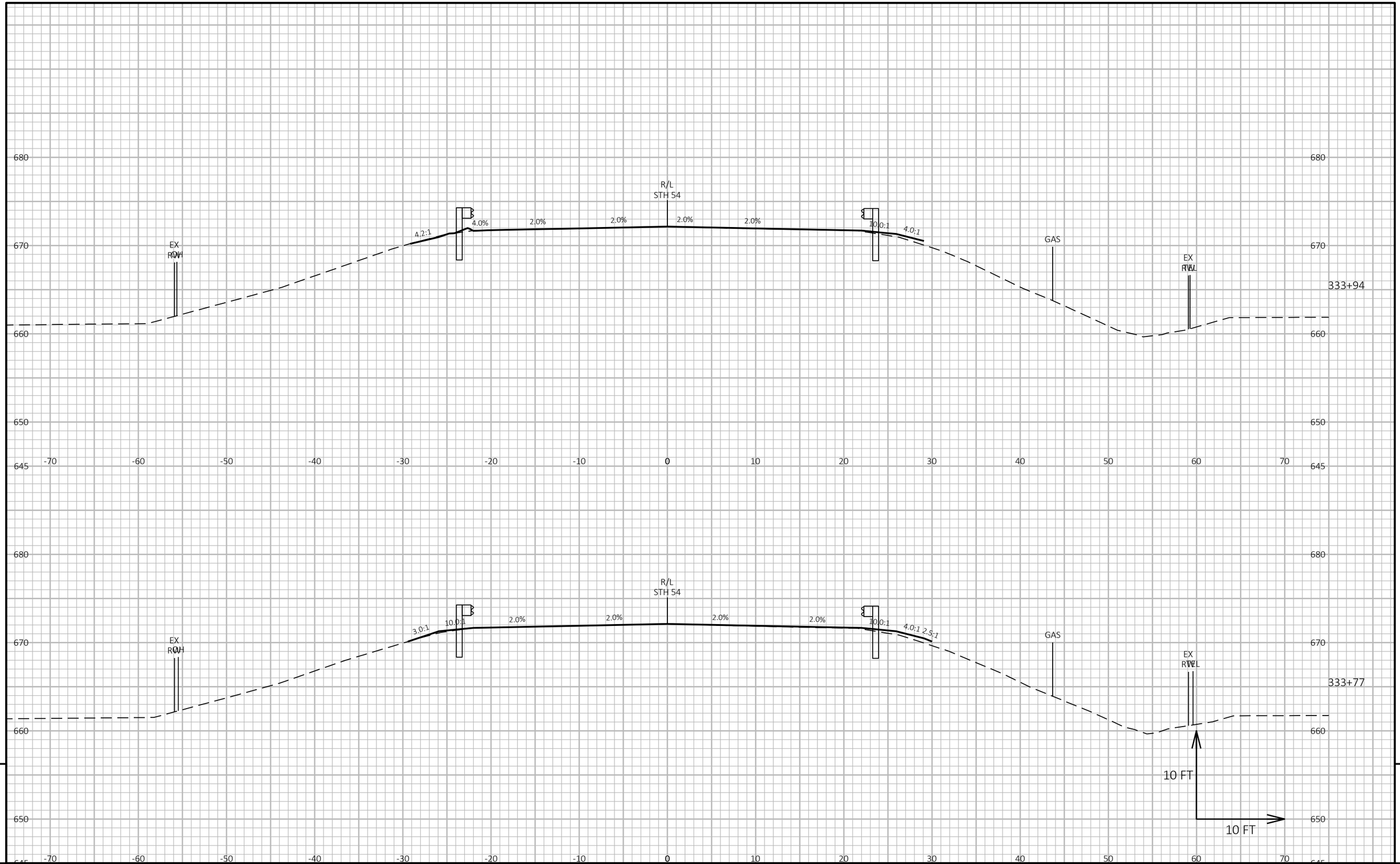
PLOT DATE : 10/25/2022 2:33 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 238	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090222-xs

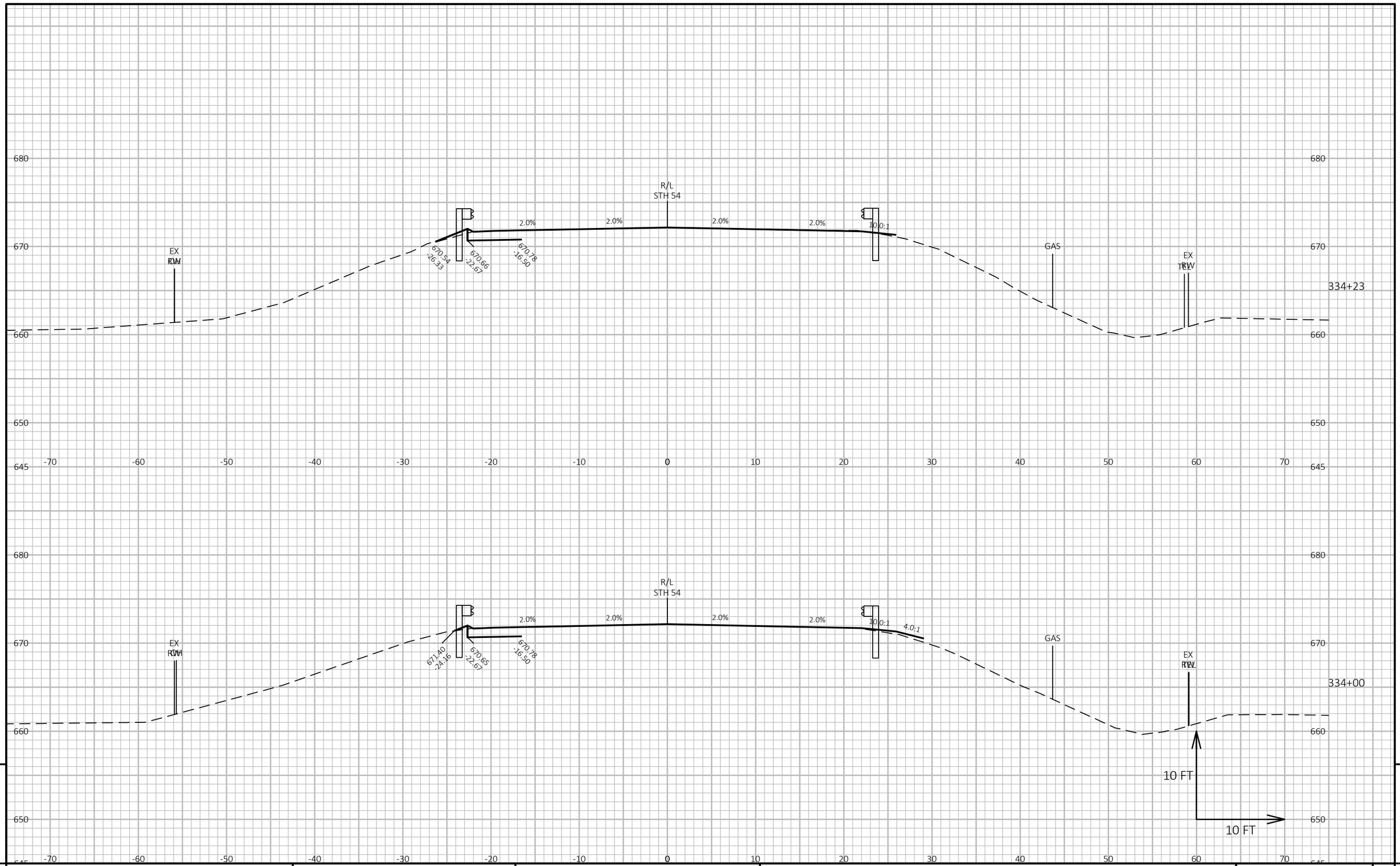
PLOT DATE : 10/25/2022 2:33 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

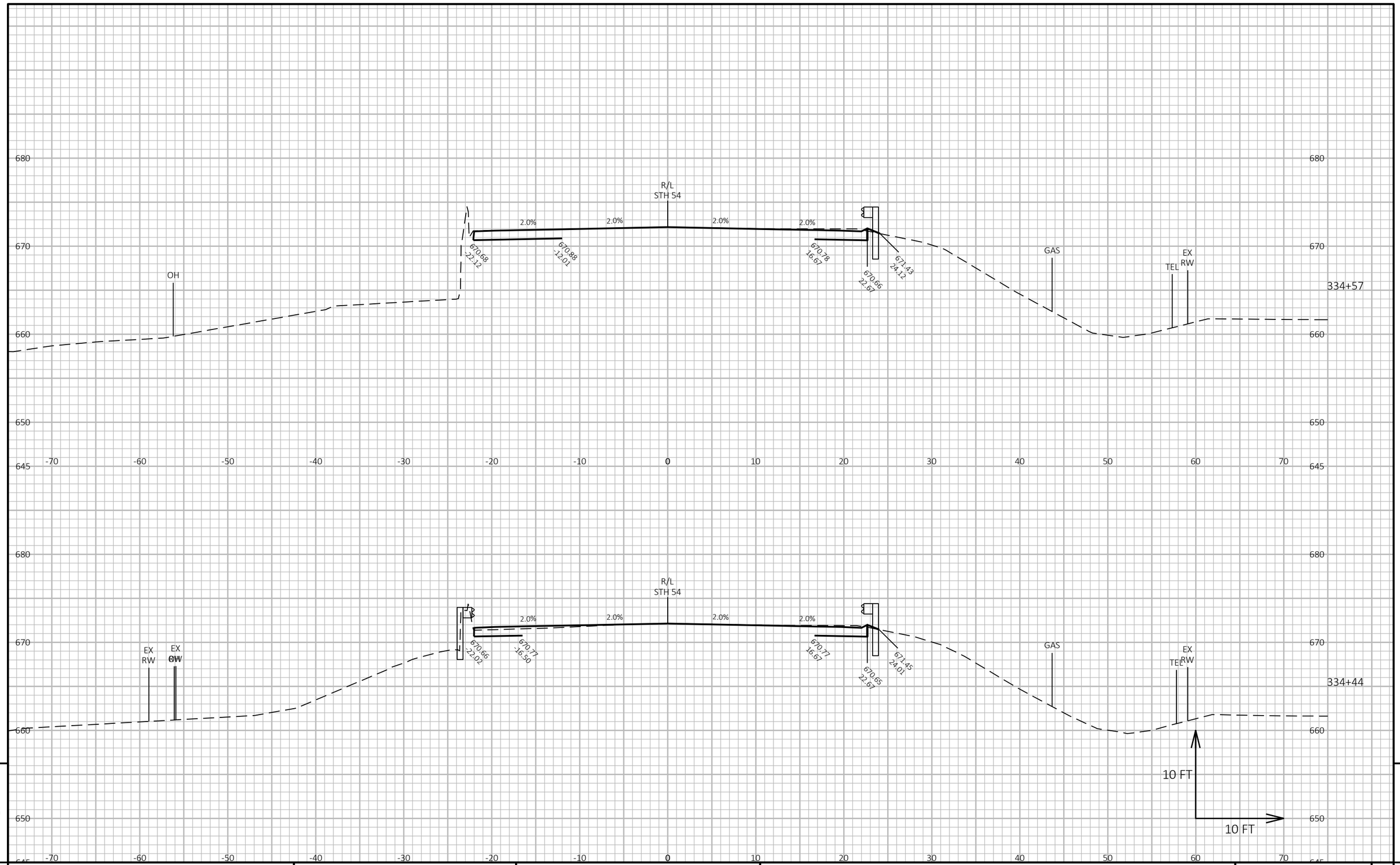


PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 239	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090223-xs

PLOT DATE : 10/25/2022 2:33 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 240	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090224-xs

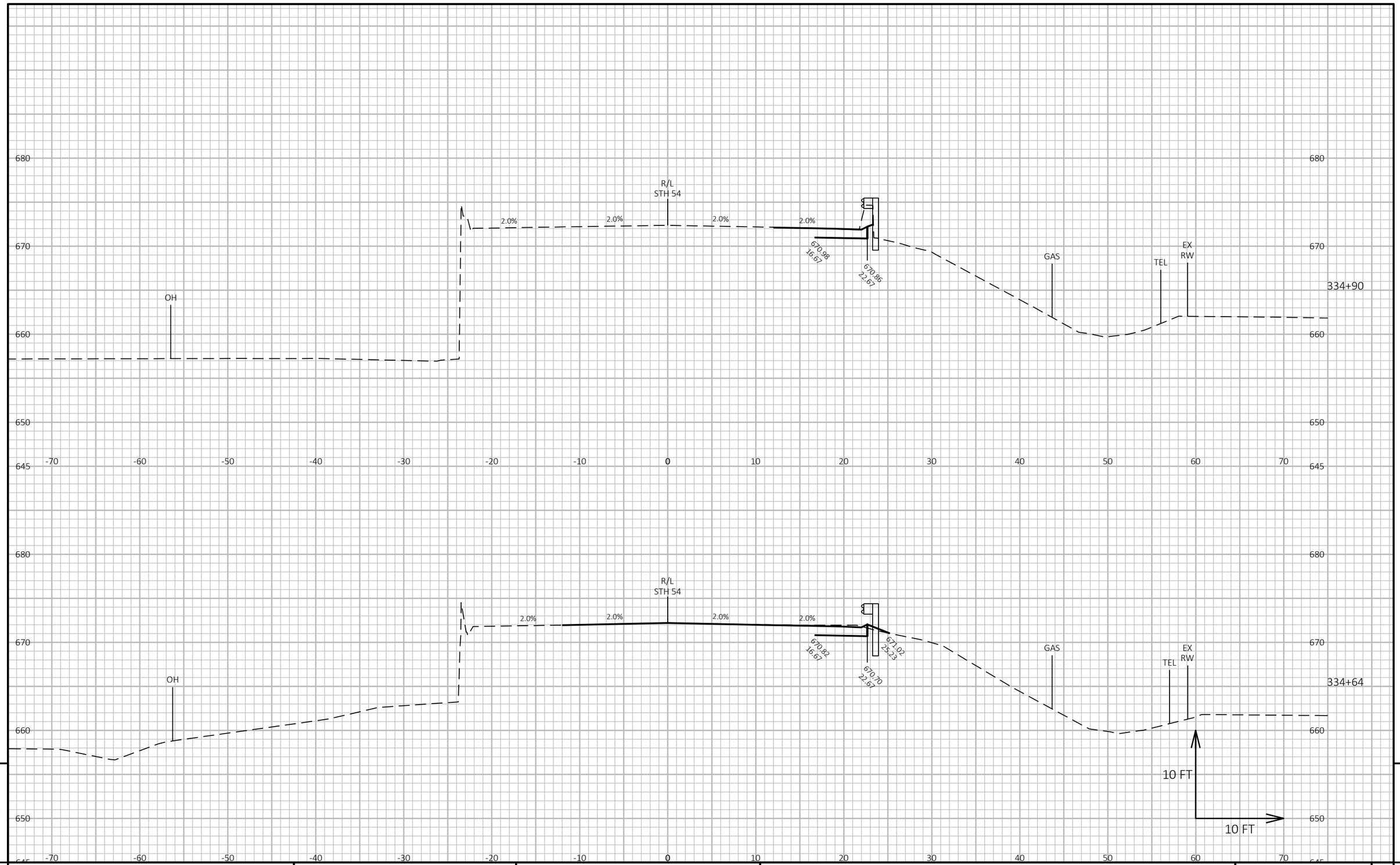
PLOT DATE : 10/25/2022 2:33 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 241	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090225-xs

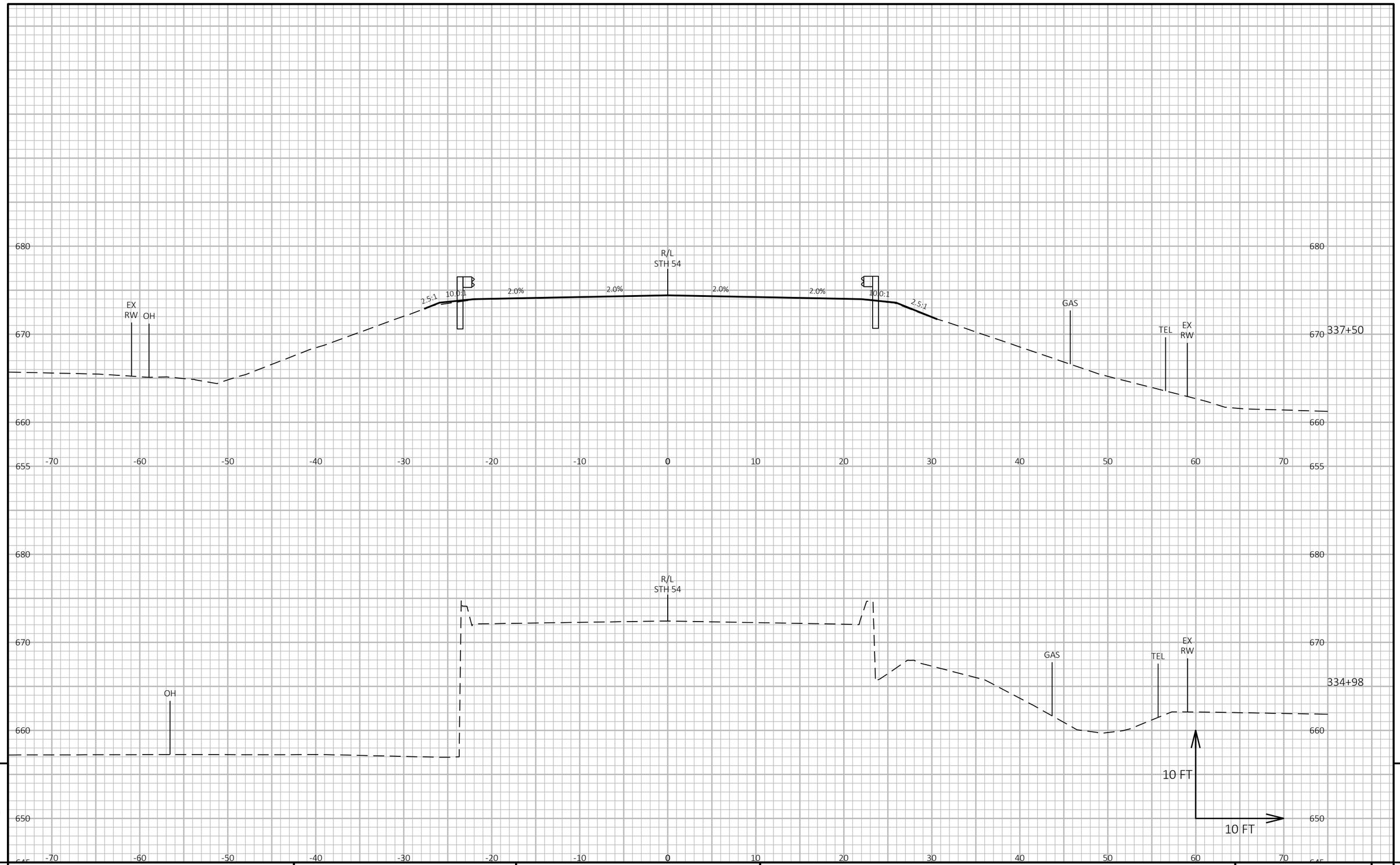
PLOT DATE : 10/25/2022 2:33 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 242	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090226-xs

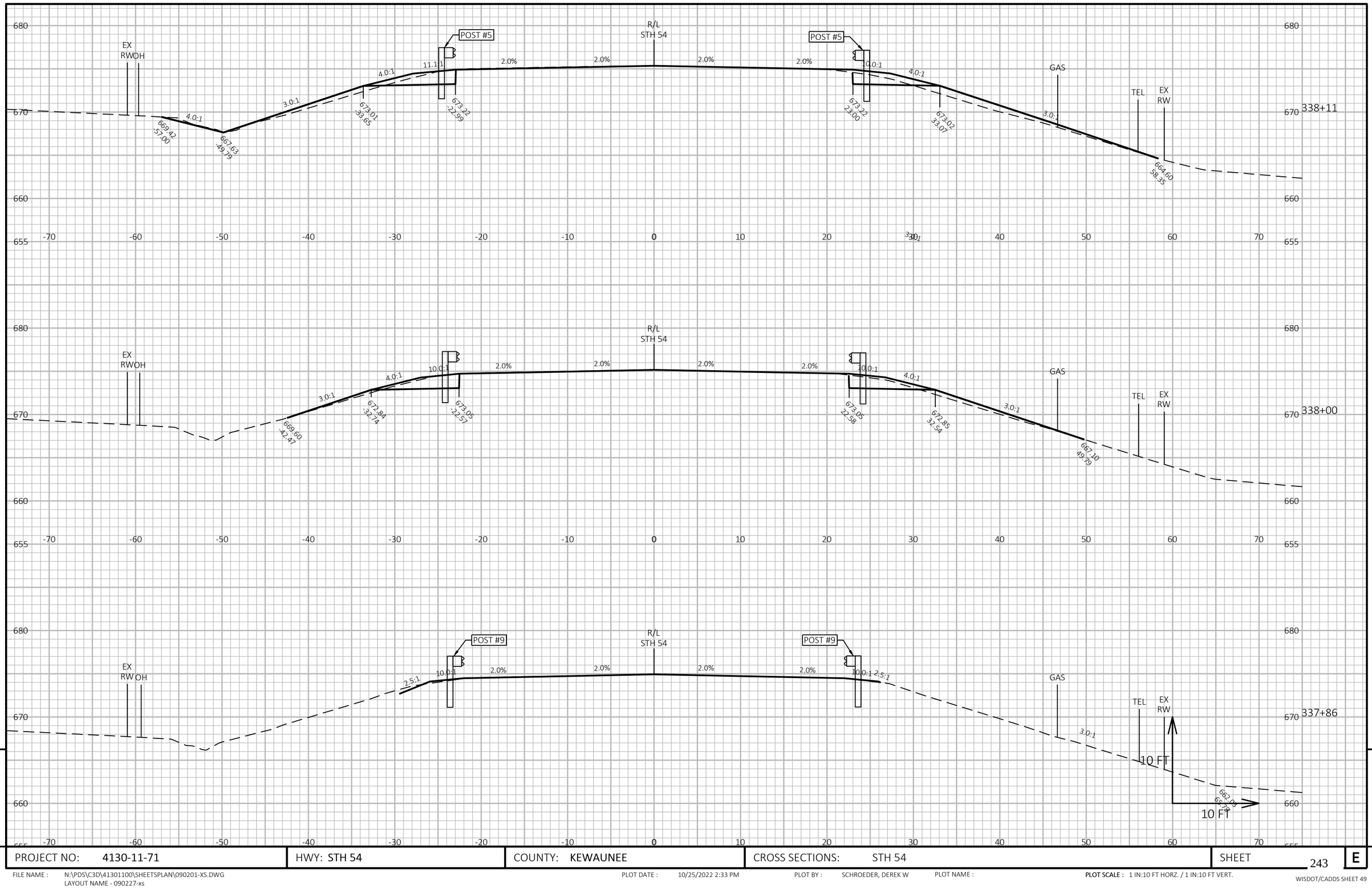
PLOT DATE : 10/25/2022 2:33 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

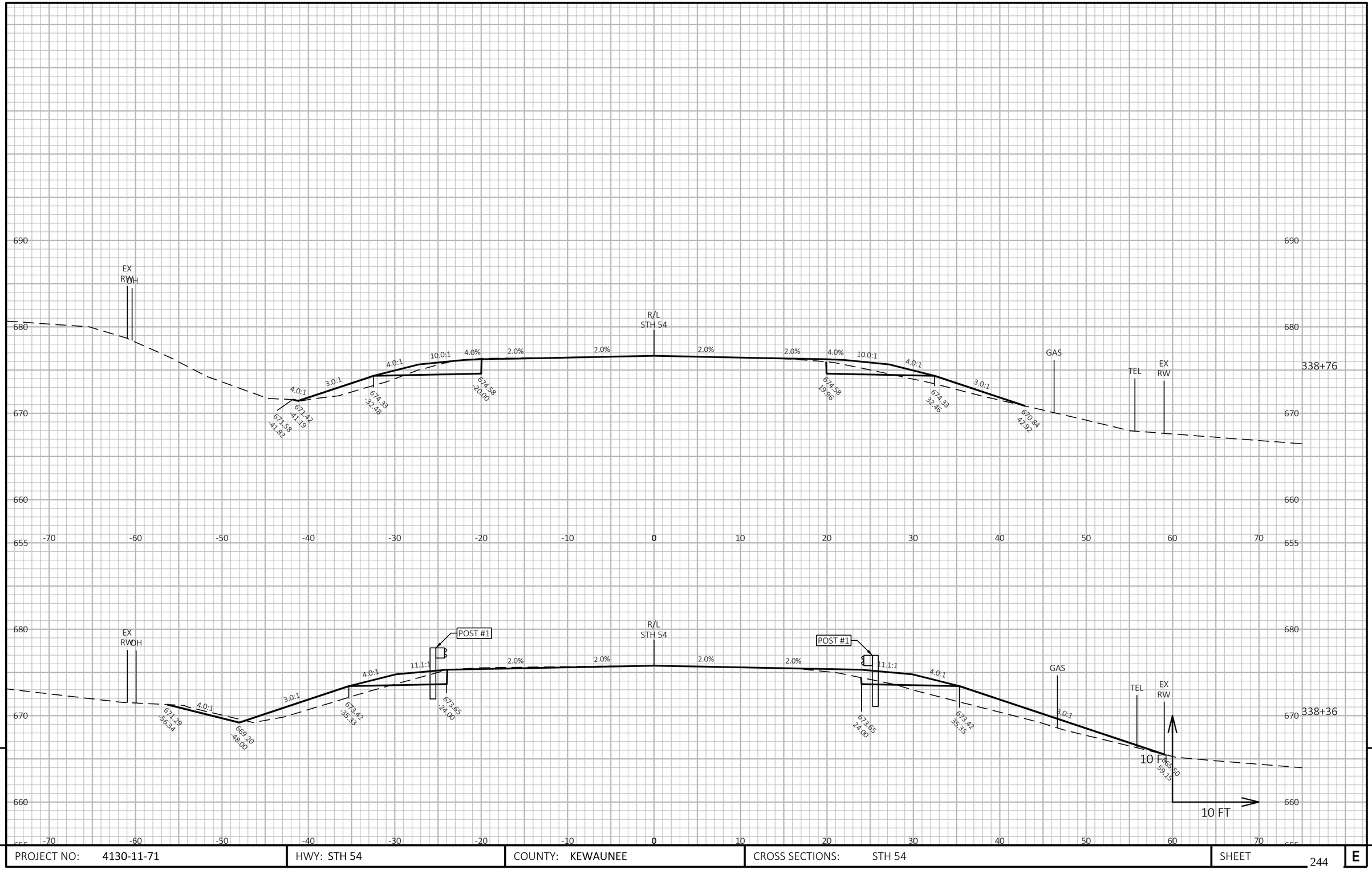


PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 243	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090227-xs

PLOT DATE : 10/25/2022 2:33 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 244	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090228-xs

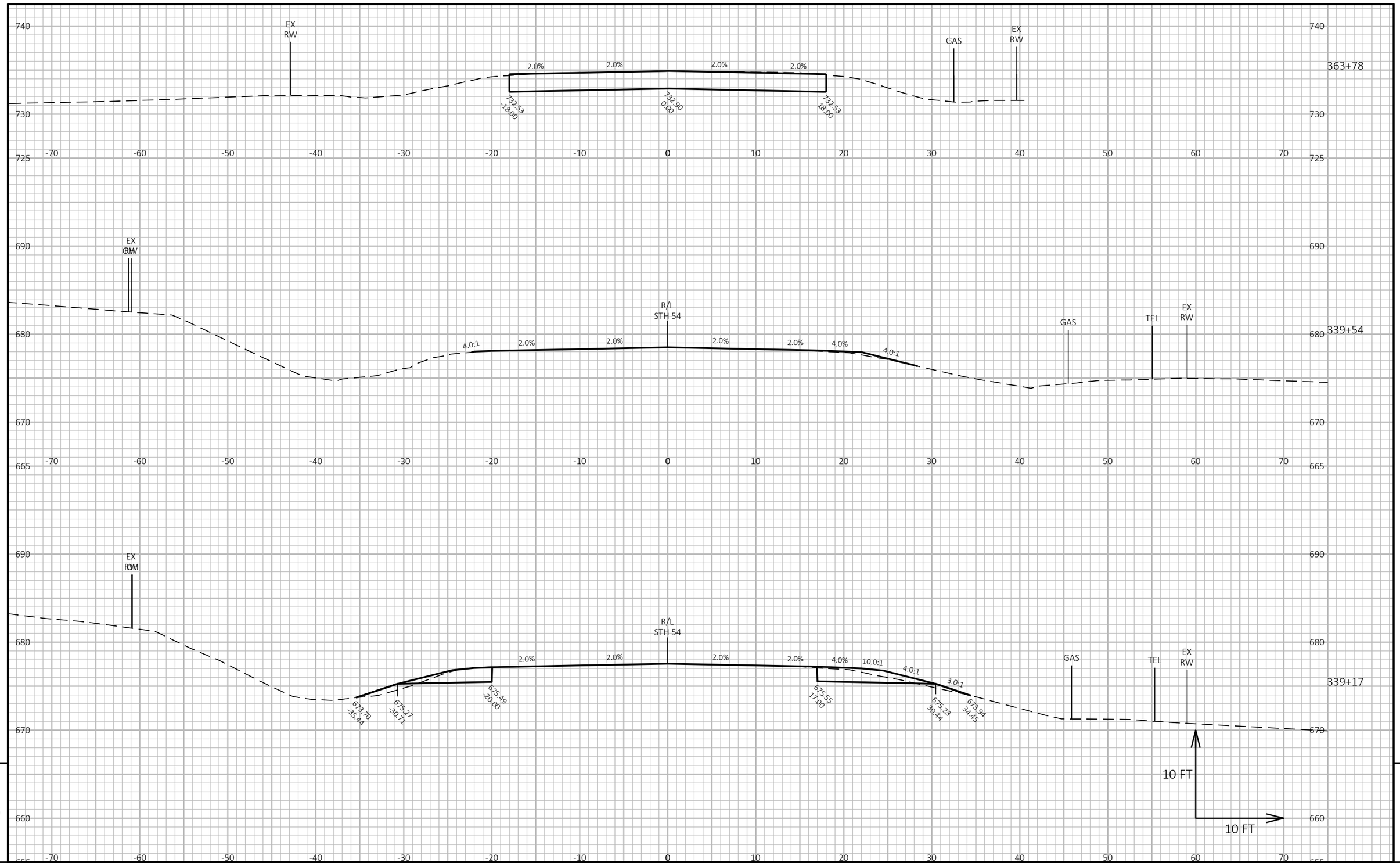
PLOT DATE : 10/25/2022 2:33 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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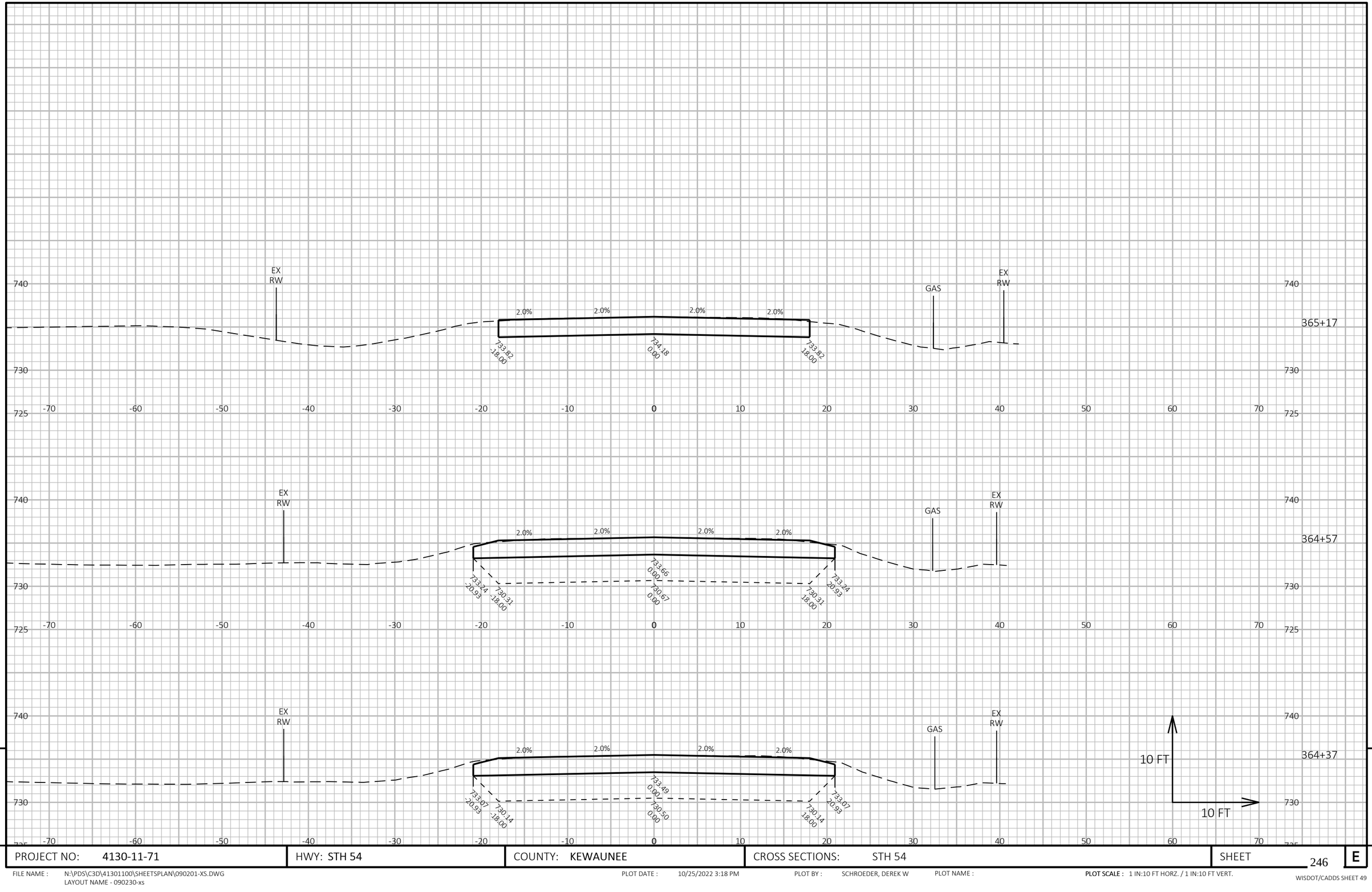
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FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090229-xs

PLOT DATE : 10/25/2022 3:18 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 246	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090230-xs

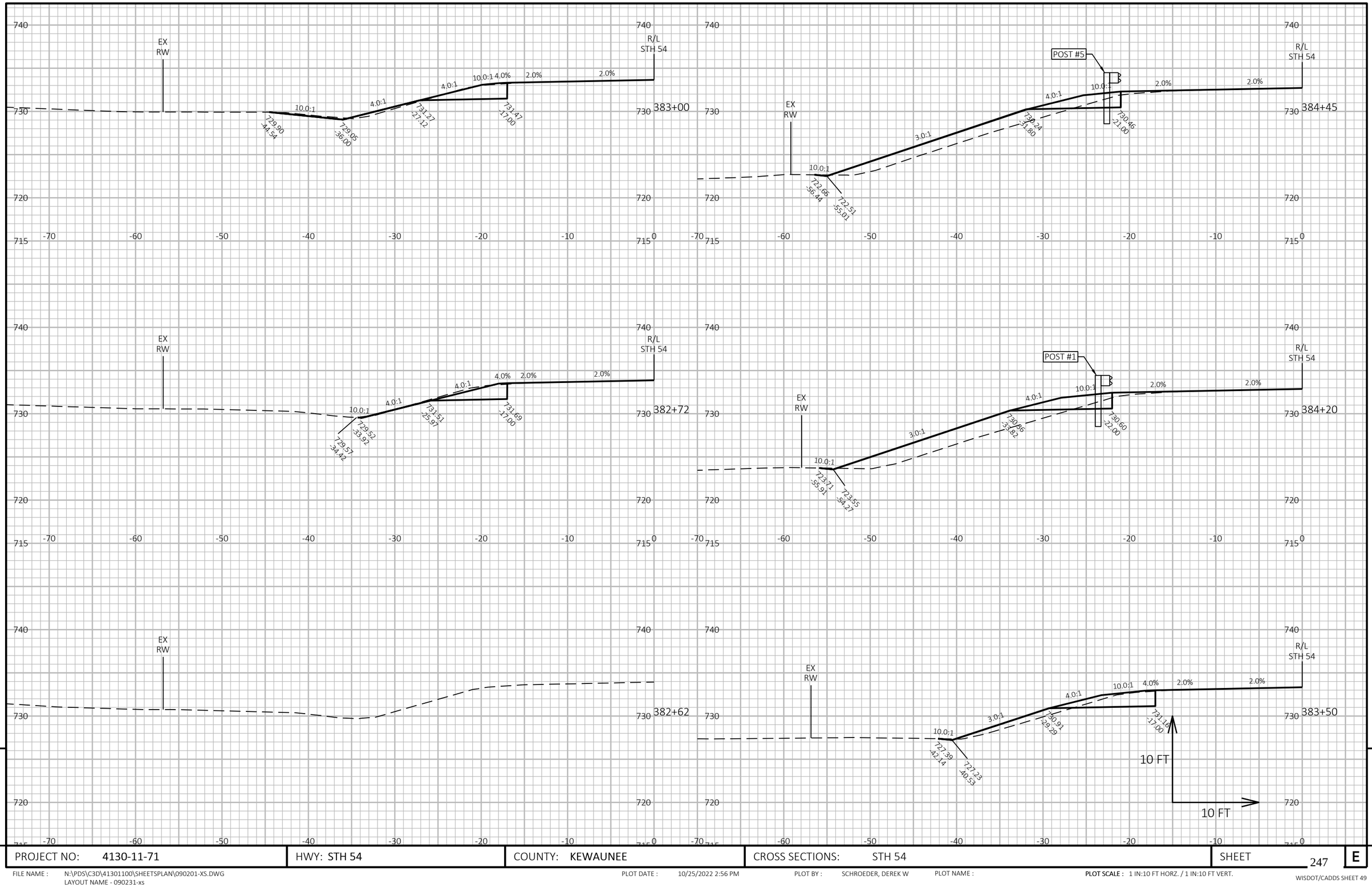
PLOT DATE : 10/25/2022 3:18 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

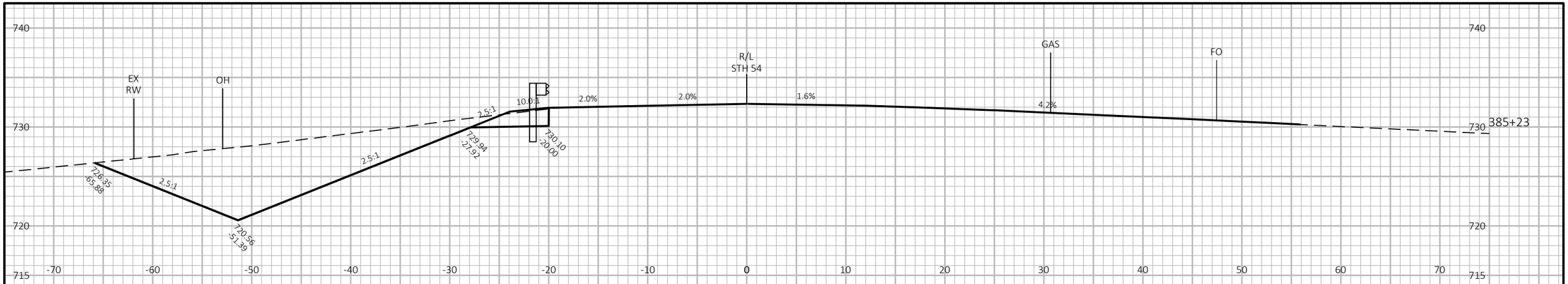
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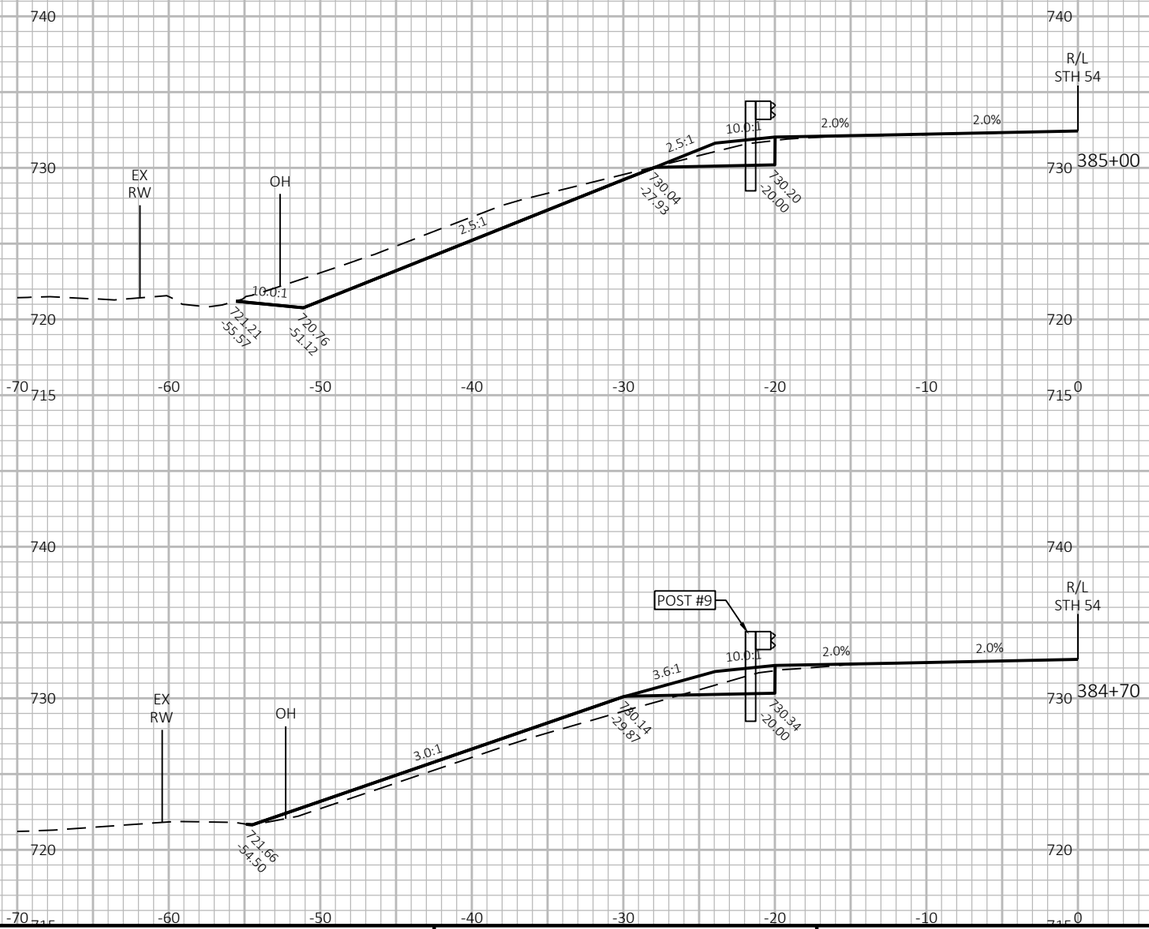
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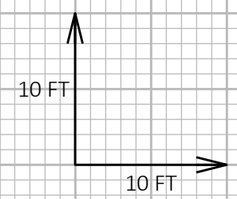
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LAYOUT NAME - 090231-xs

PLOT DATE : 10/25/2022 2:56 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







9

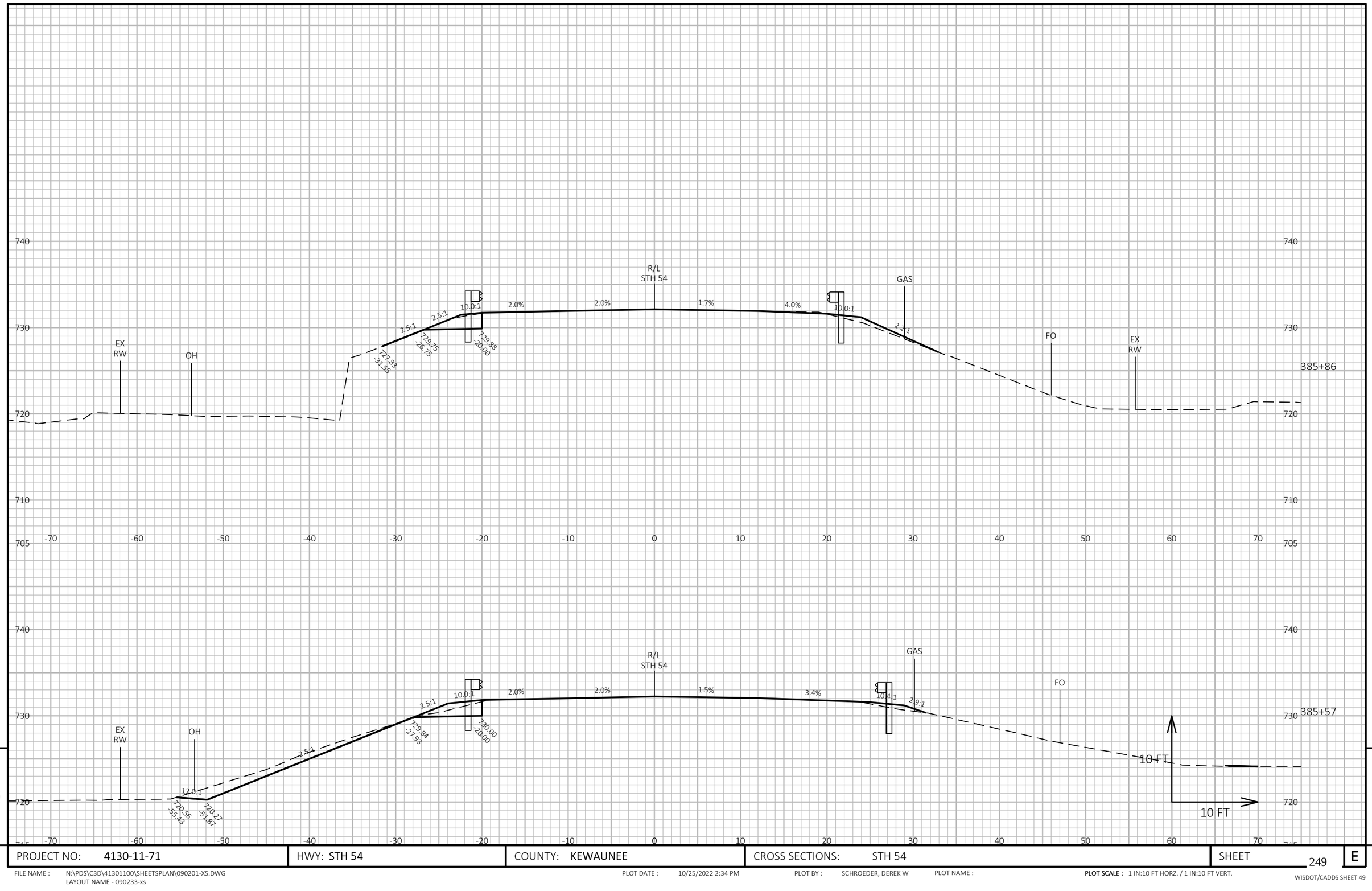
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 248	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090232-xs

PLOT DATE : 10/25/2022 2:34 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



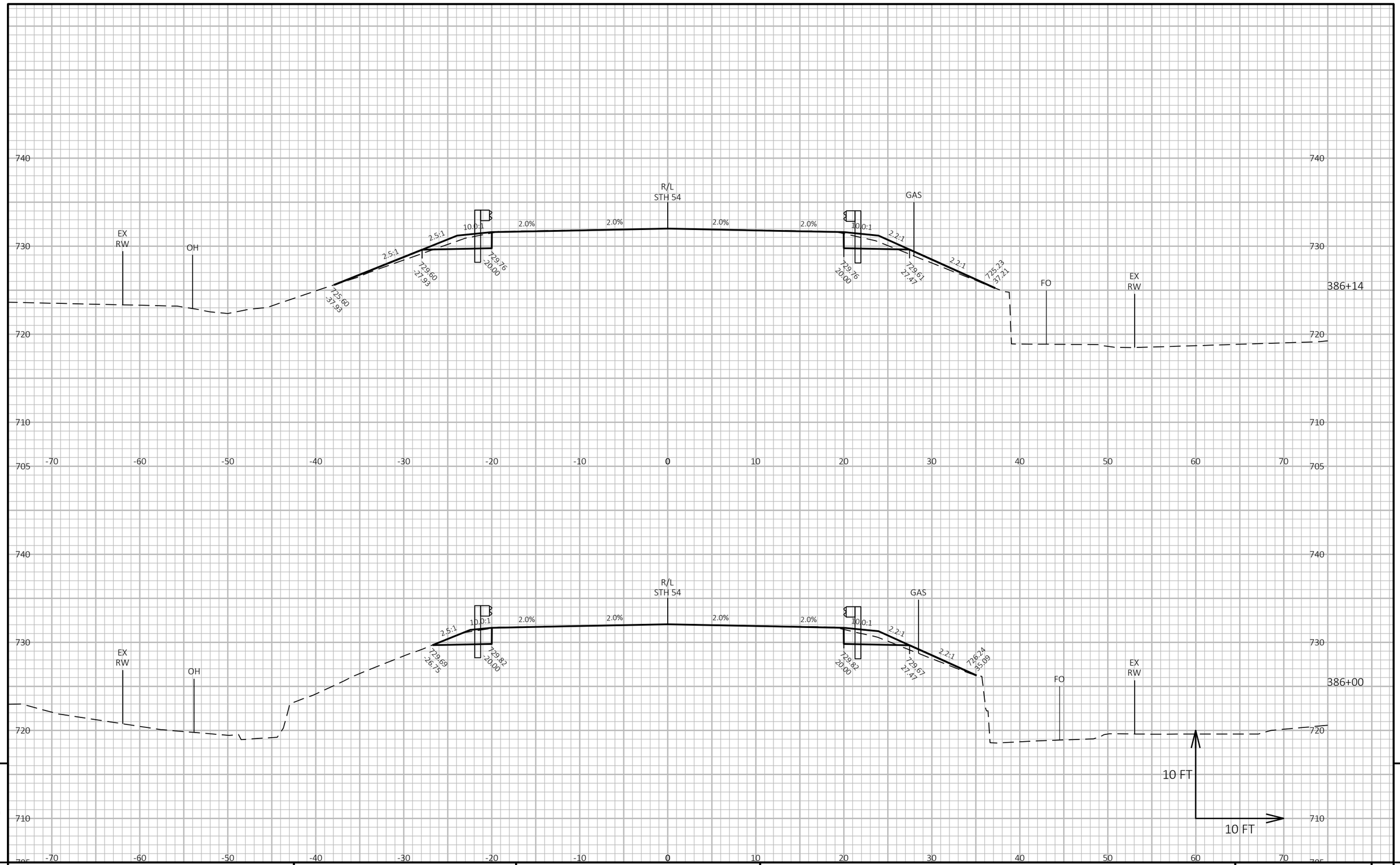
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 249	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090233-xs

PLOT DATE : 10/25/2022 2:34 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 250	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090234-xs

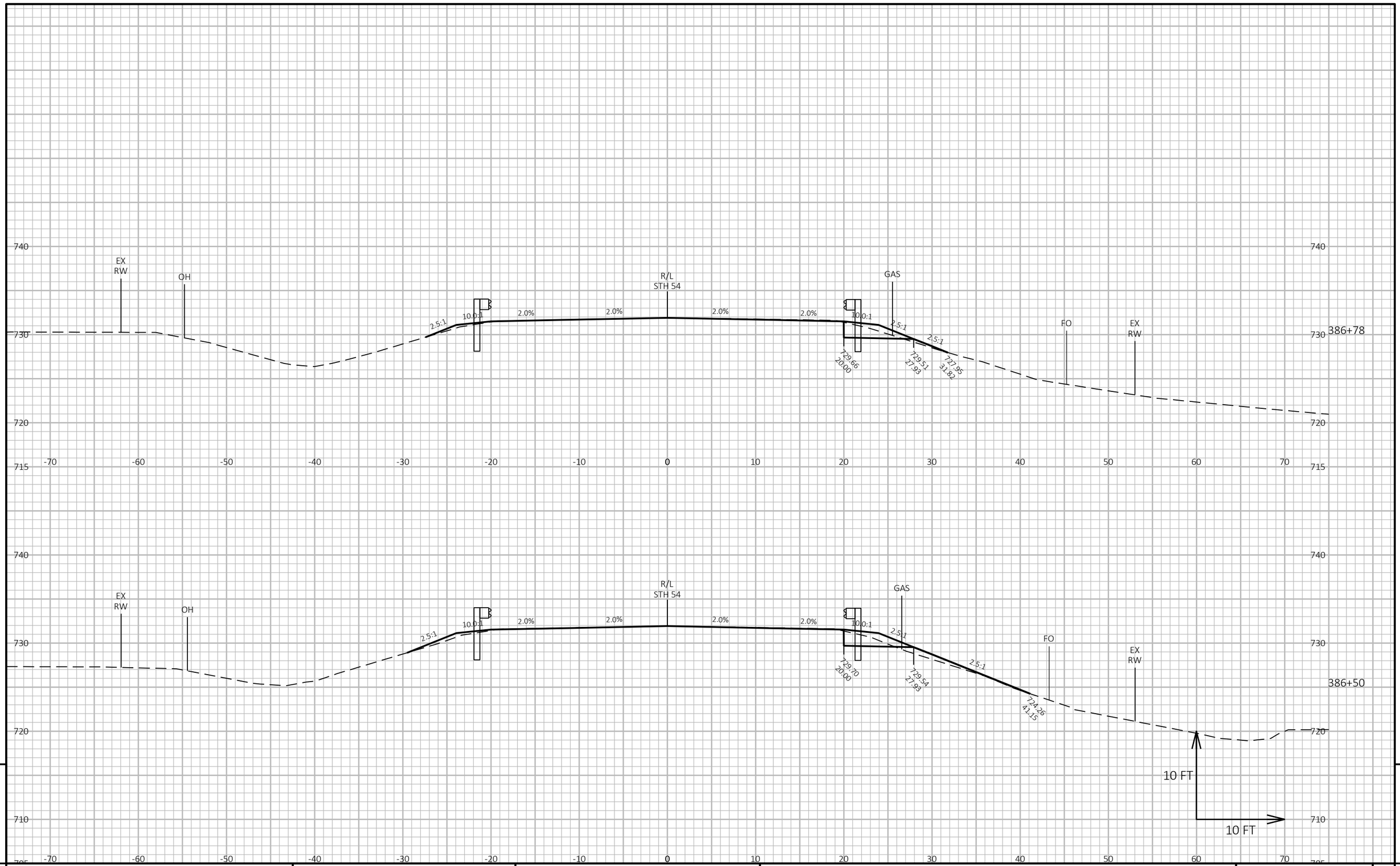
PLOT DATE : 10/25/2022 2:34 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 251	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090235-xs

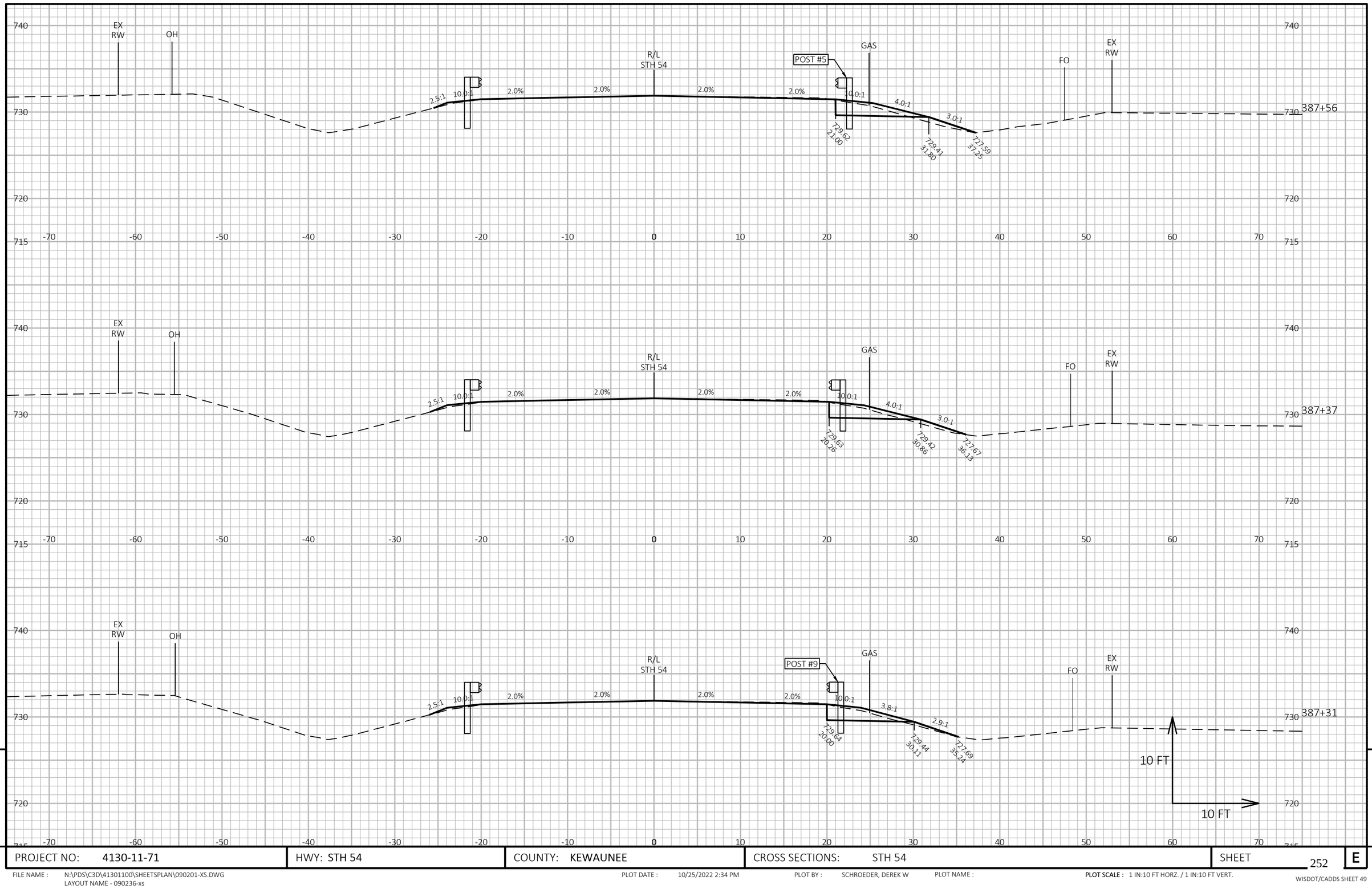
PLOT DATE : 10/25/2022 2:34 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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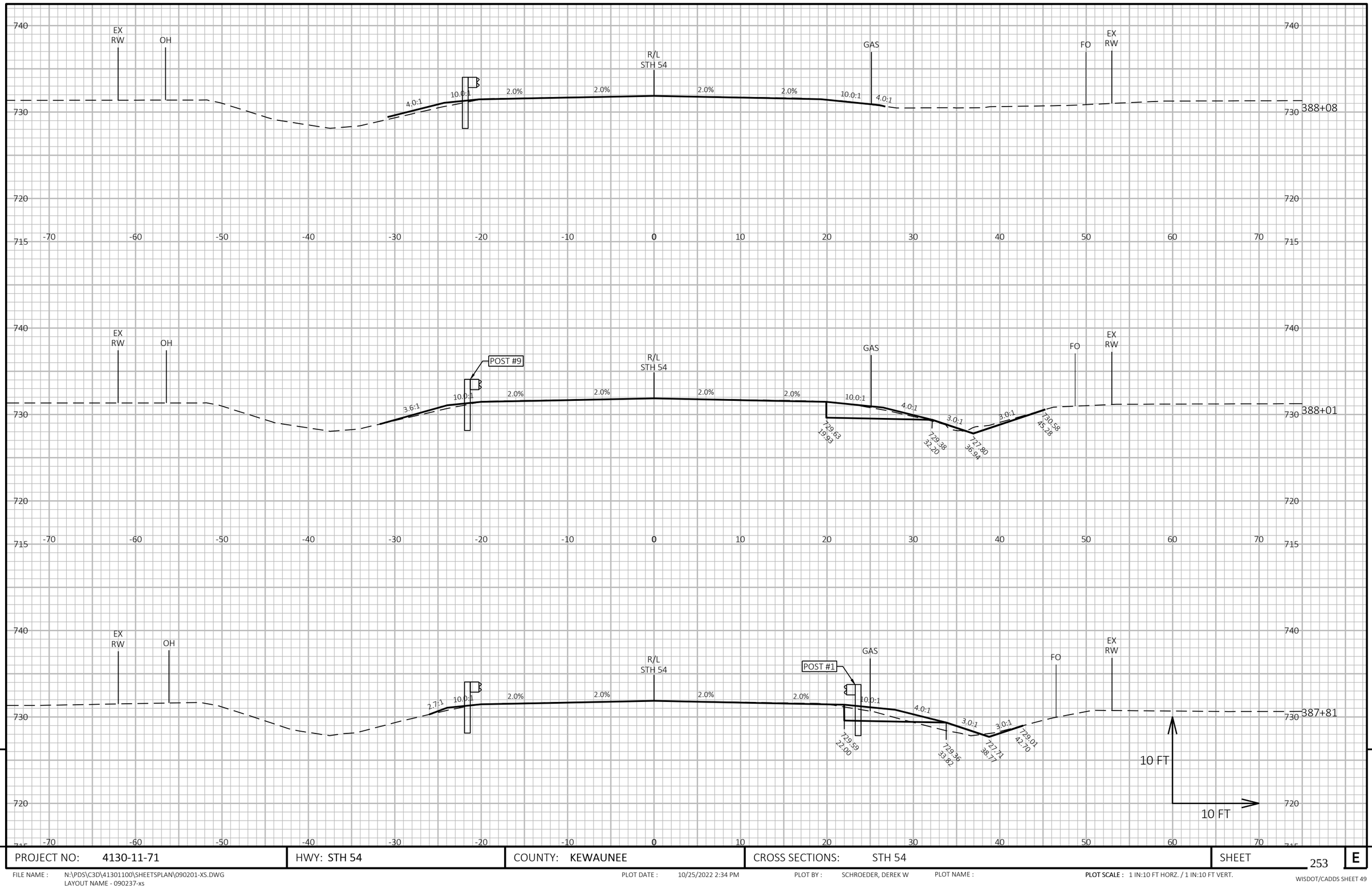
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 252	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090236-xs

PLOT DATE : 10/25/2022 2:34 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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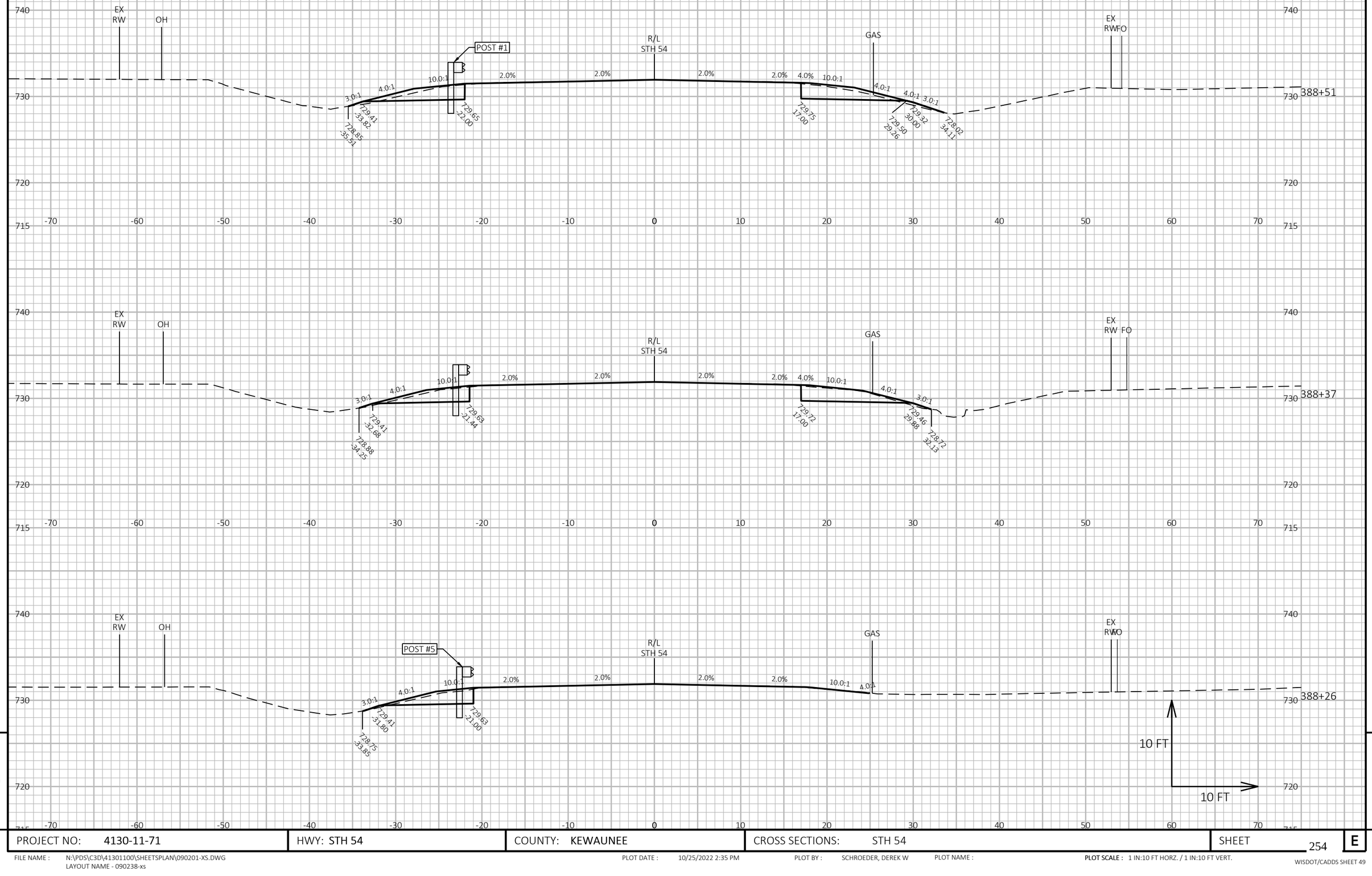
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 253	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090237-xs

PLOT DATE : 10/25/2022 2:34 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

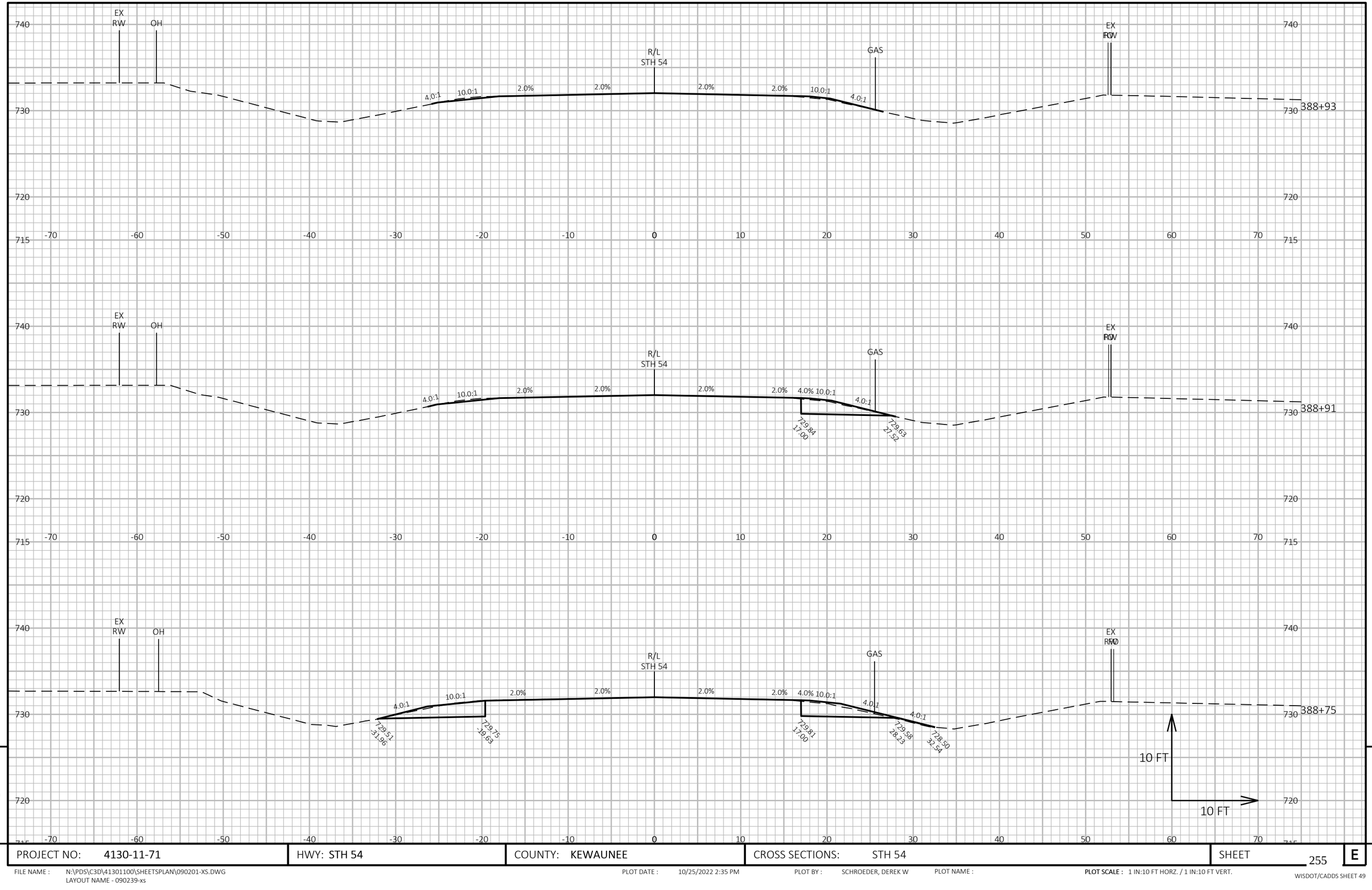
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 254	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090238-xs

PLOT DATE : 10/25/2022 2:35 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

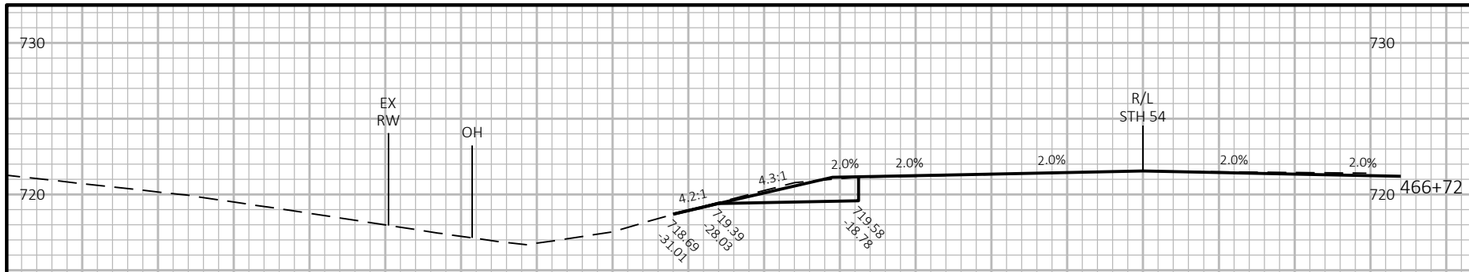
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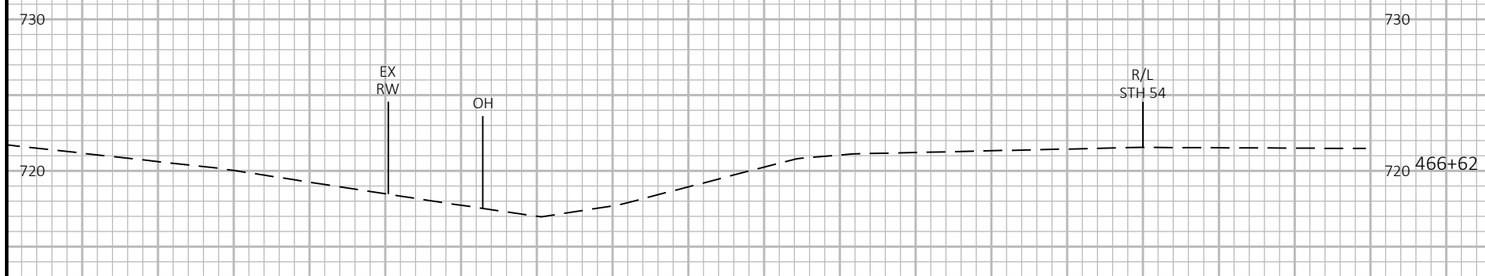
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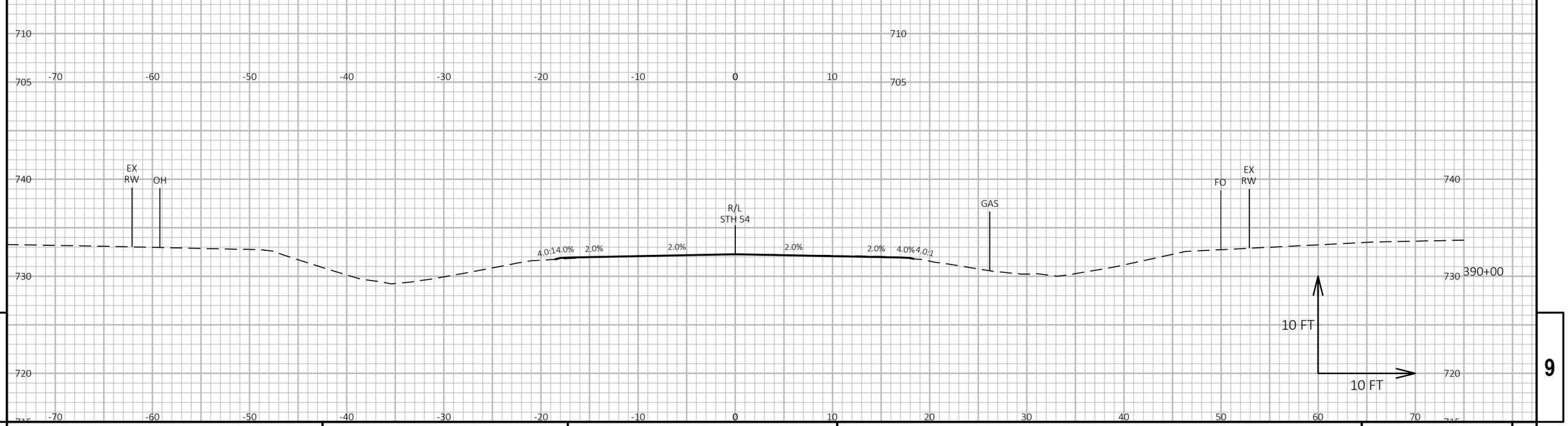
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LAYOUT NAME - 090239-xs

PLOT DATE : 10/25/2022 2:35 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 256	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090240-xs

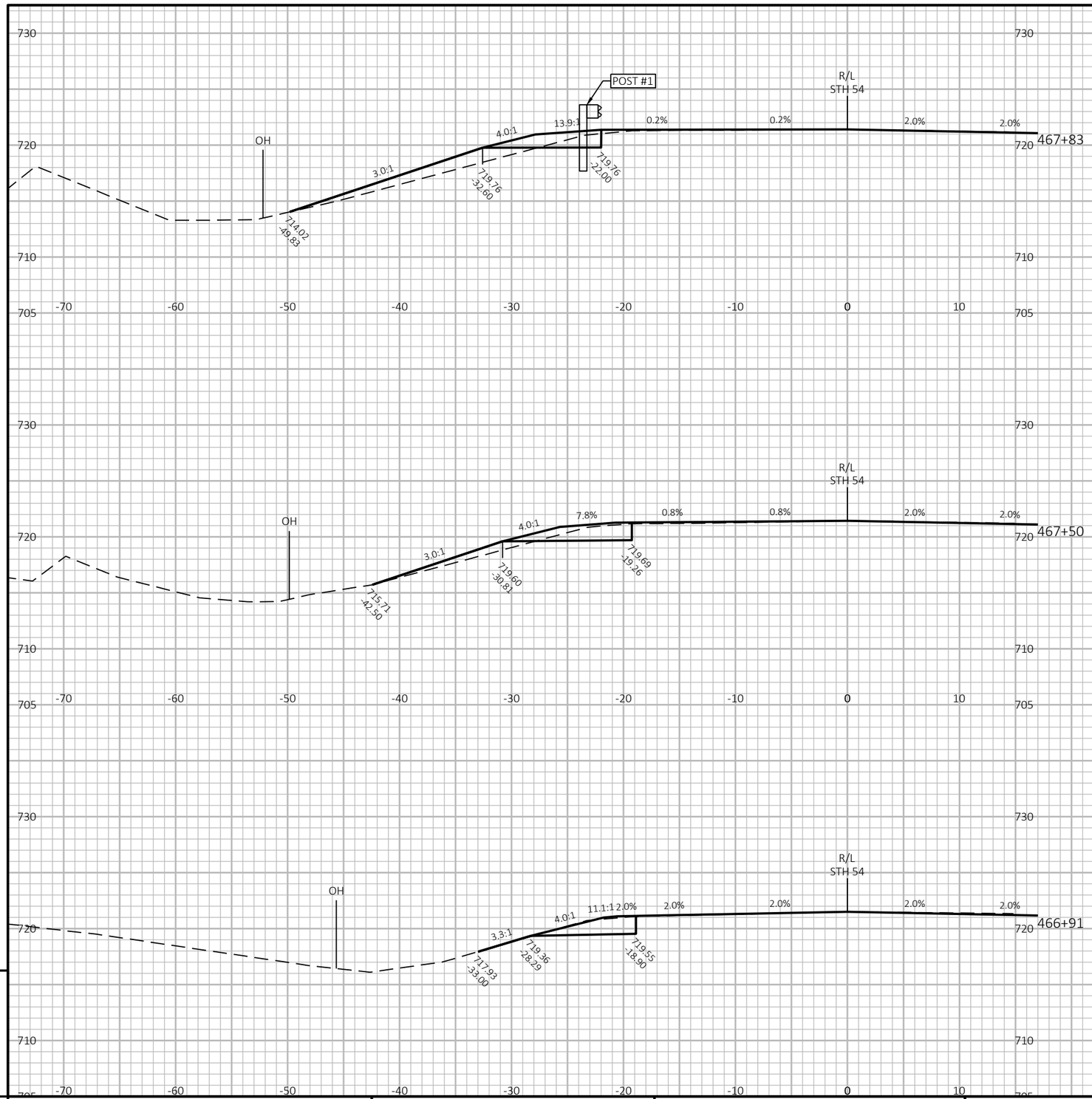
PLOT DATE : 10/25/2022 2:35 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

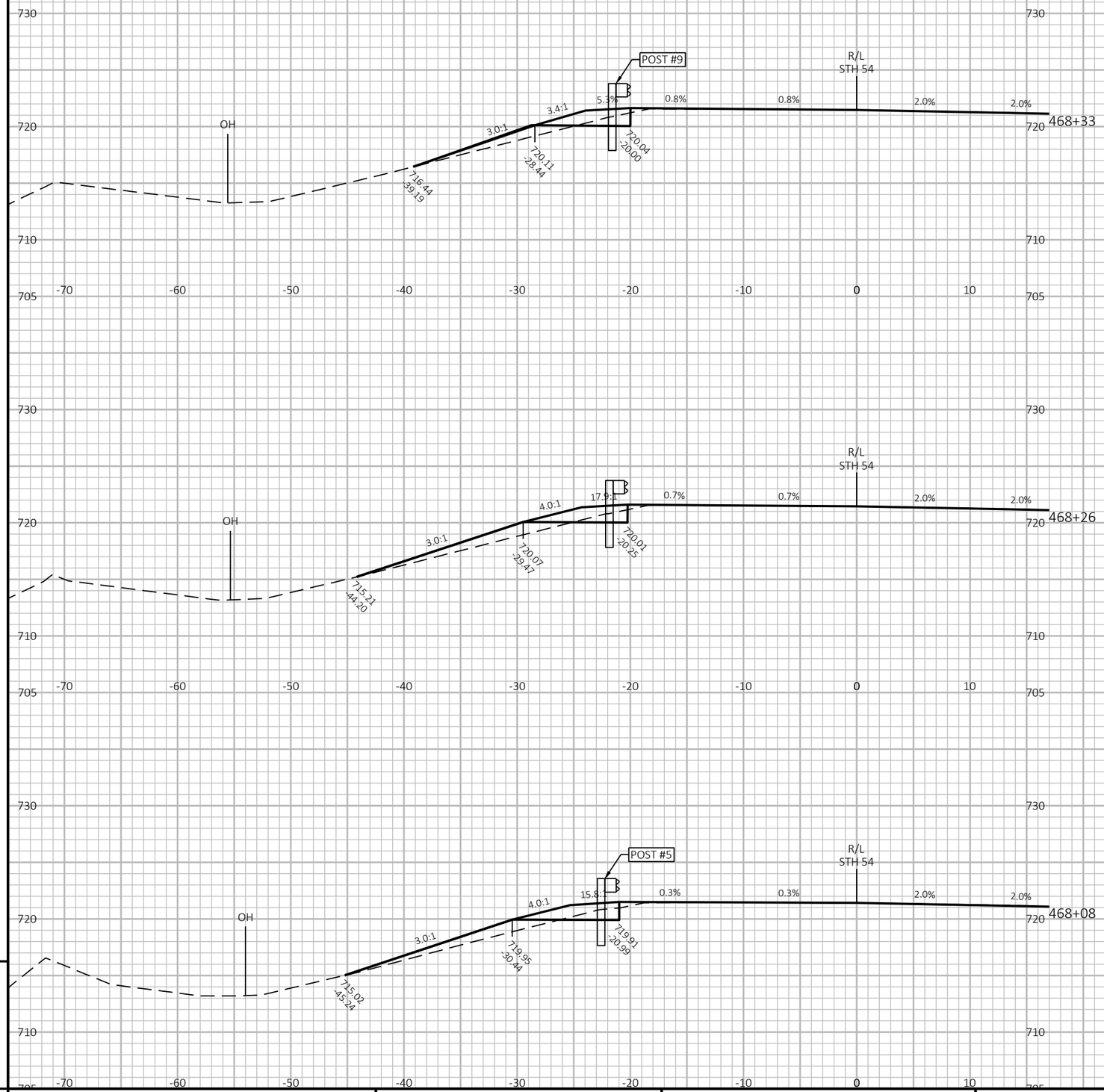
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 257	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090241-xs

PLOT DATE : 10/25/2022 2:35 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 258	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090242-xs

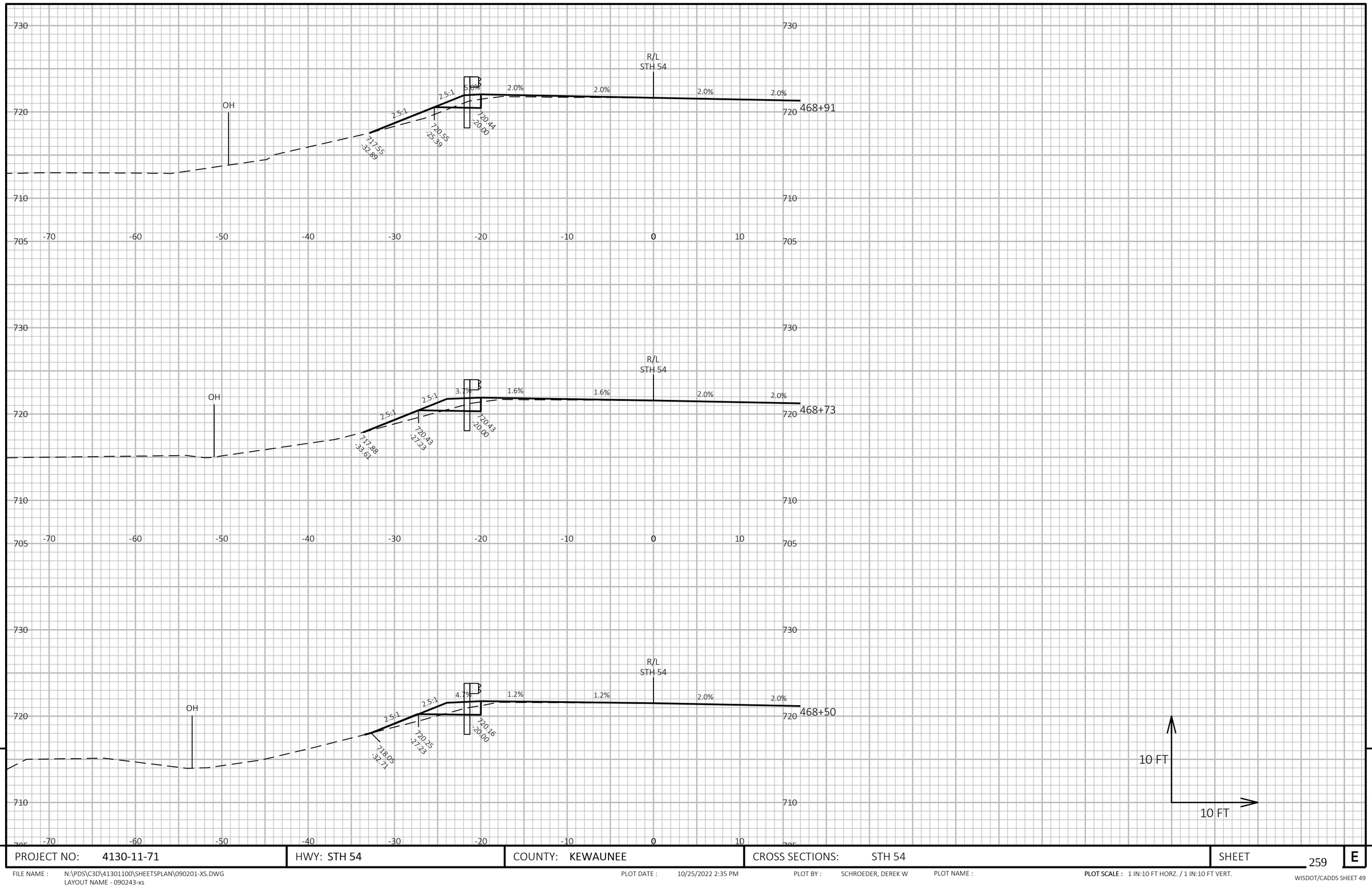
PLOT DATE : 10/25/2022 2:35 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 259	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090243-xs

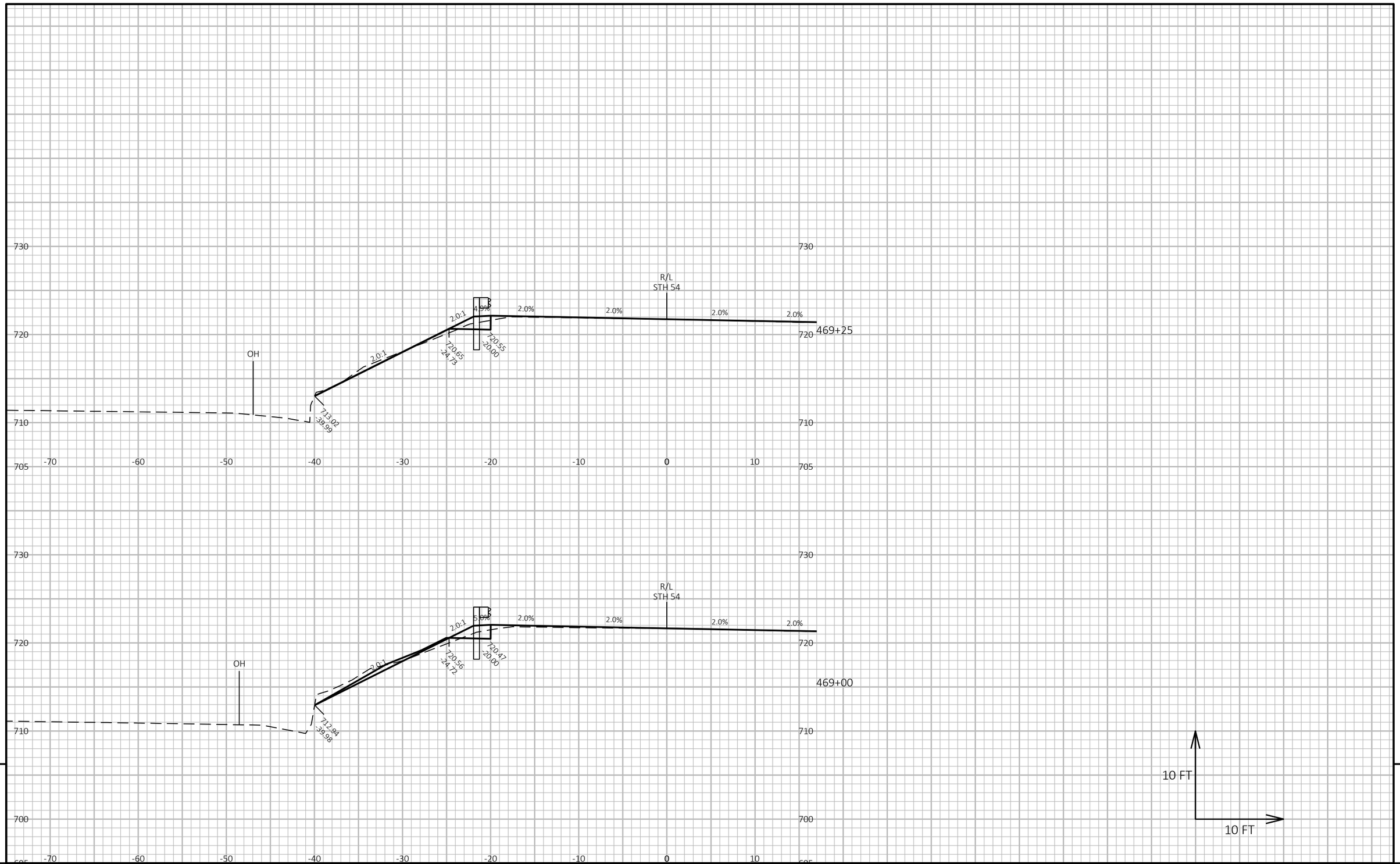
PLOT DATE : 10/25/2022 2:35 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 260	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090244-xs

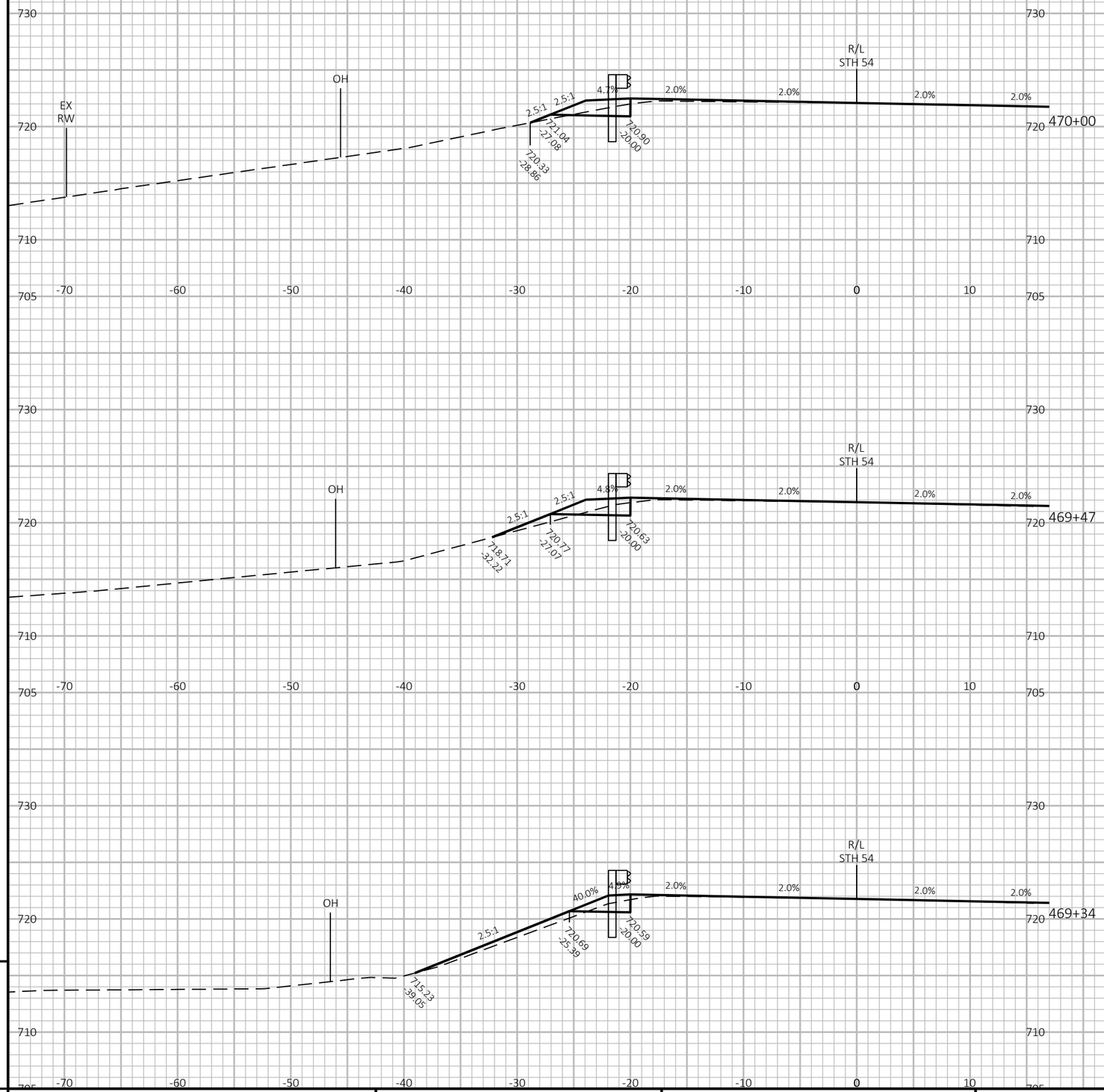
PLOT DATE : 10/25/2022 2:35 PM

PLOT BY : SCHROEDER, DEREK W

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: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 261	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090245-xs

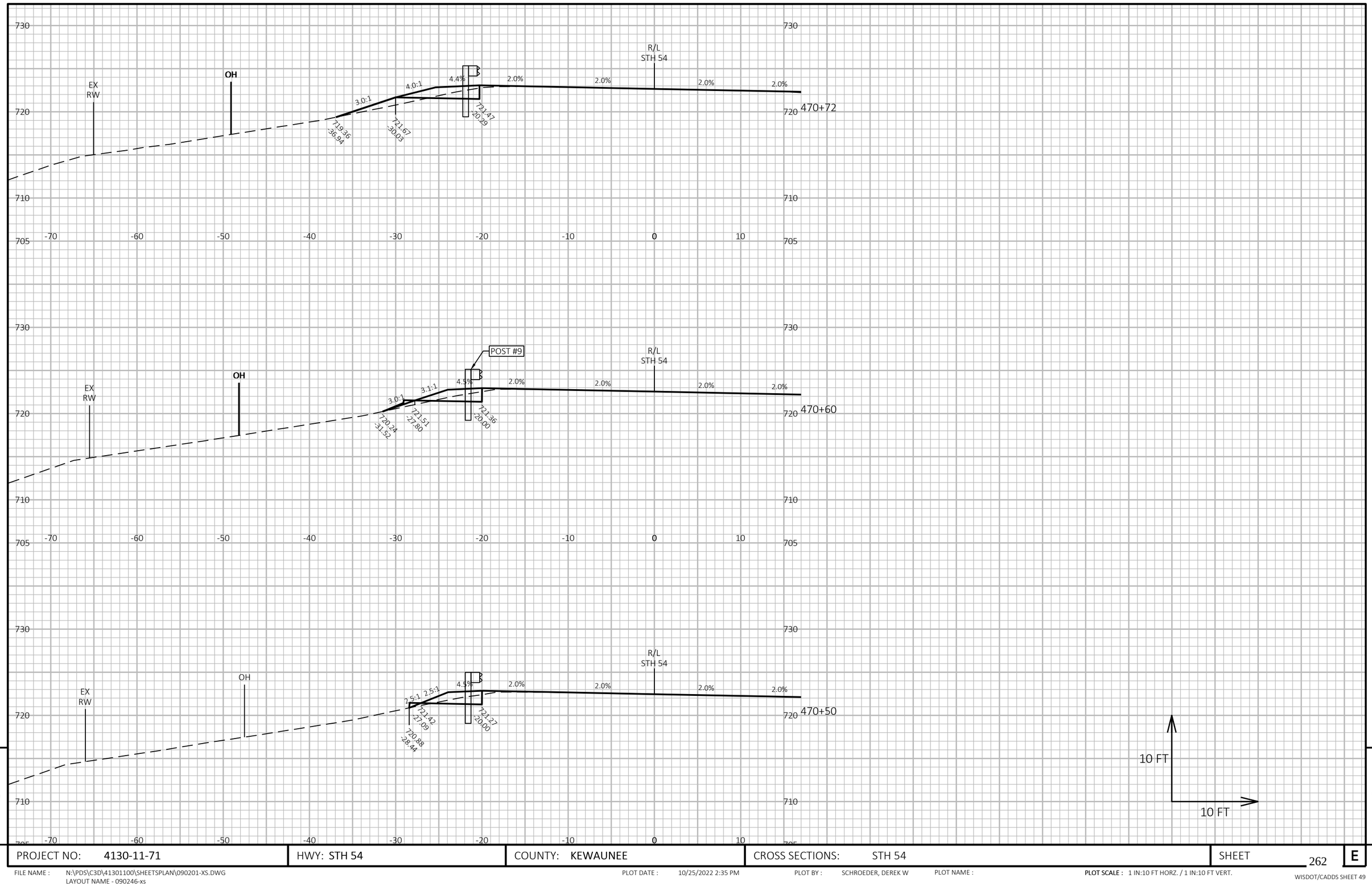
PLOT DATE : 10/25/2022 2:35 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



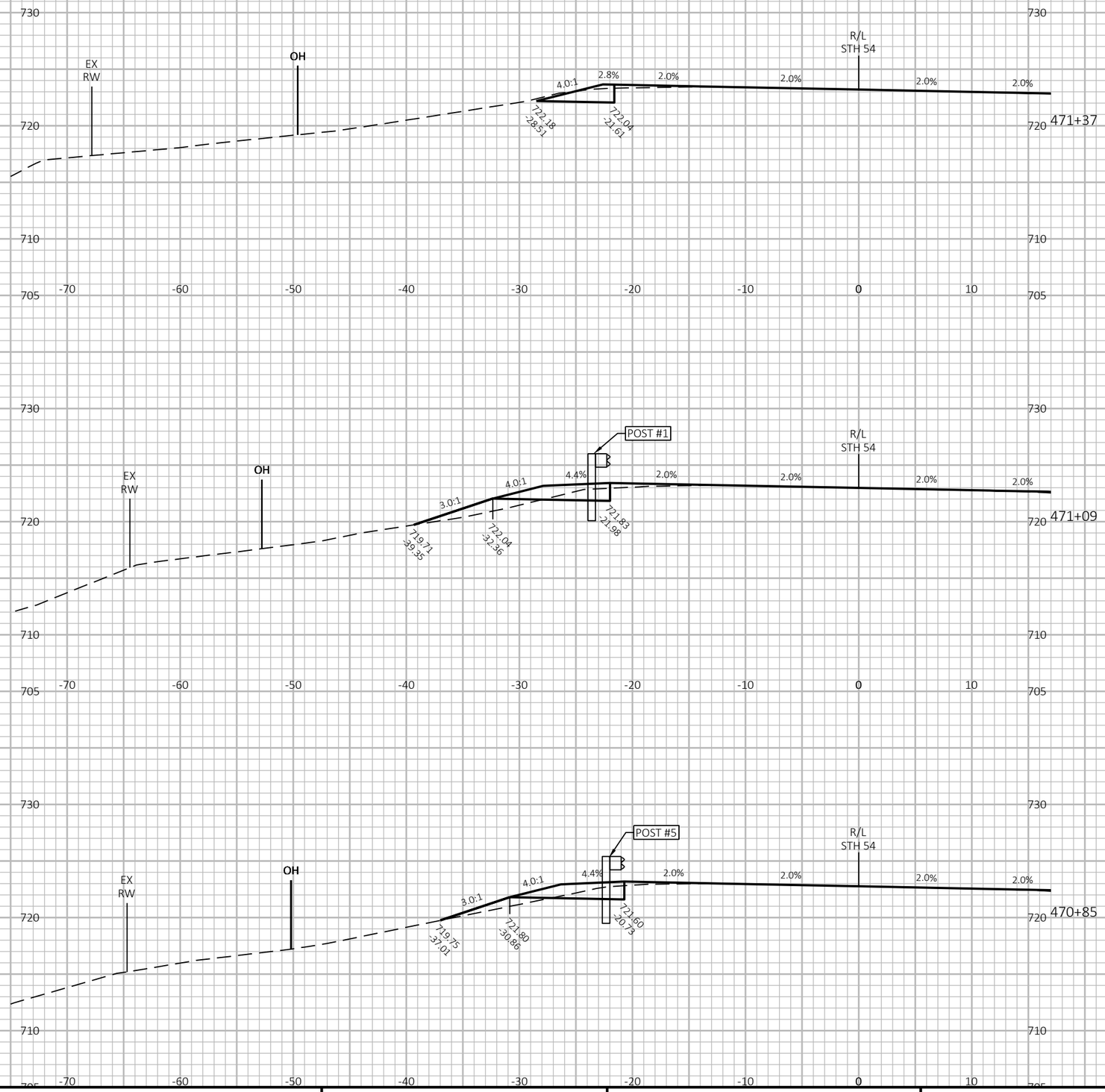
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 262	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090246-xs

PLOT DATE : 10/25/2022 2:35 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

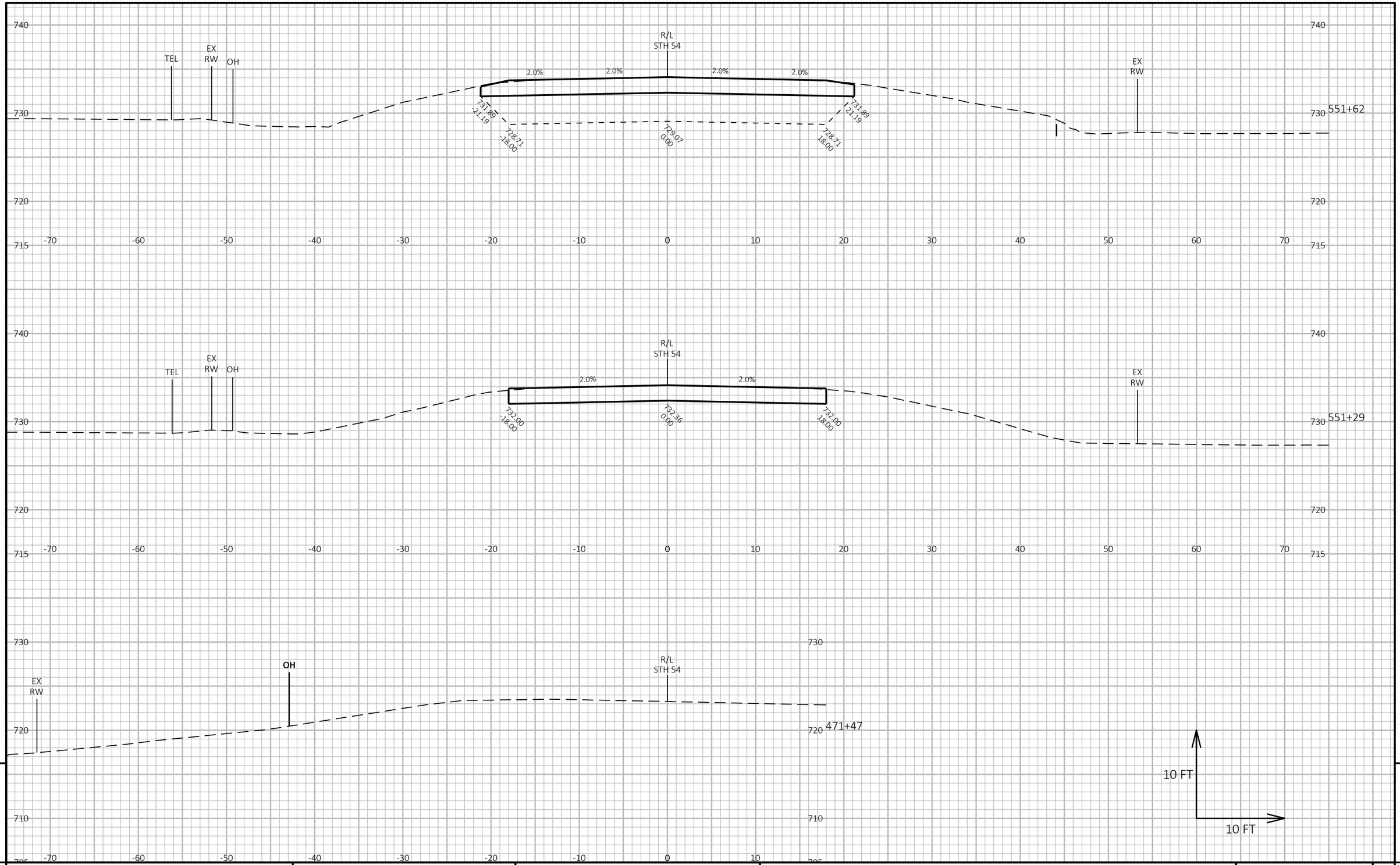
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 263	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090247-xs

PLOT DATE : 10/25/2022 3:29 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 264	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090248-xs

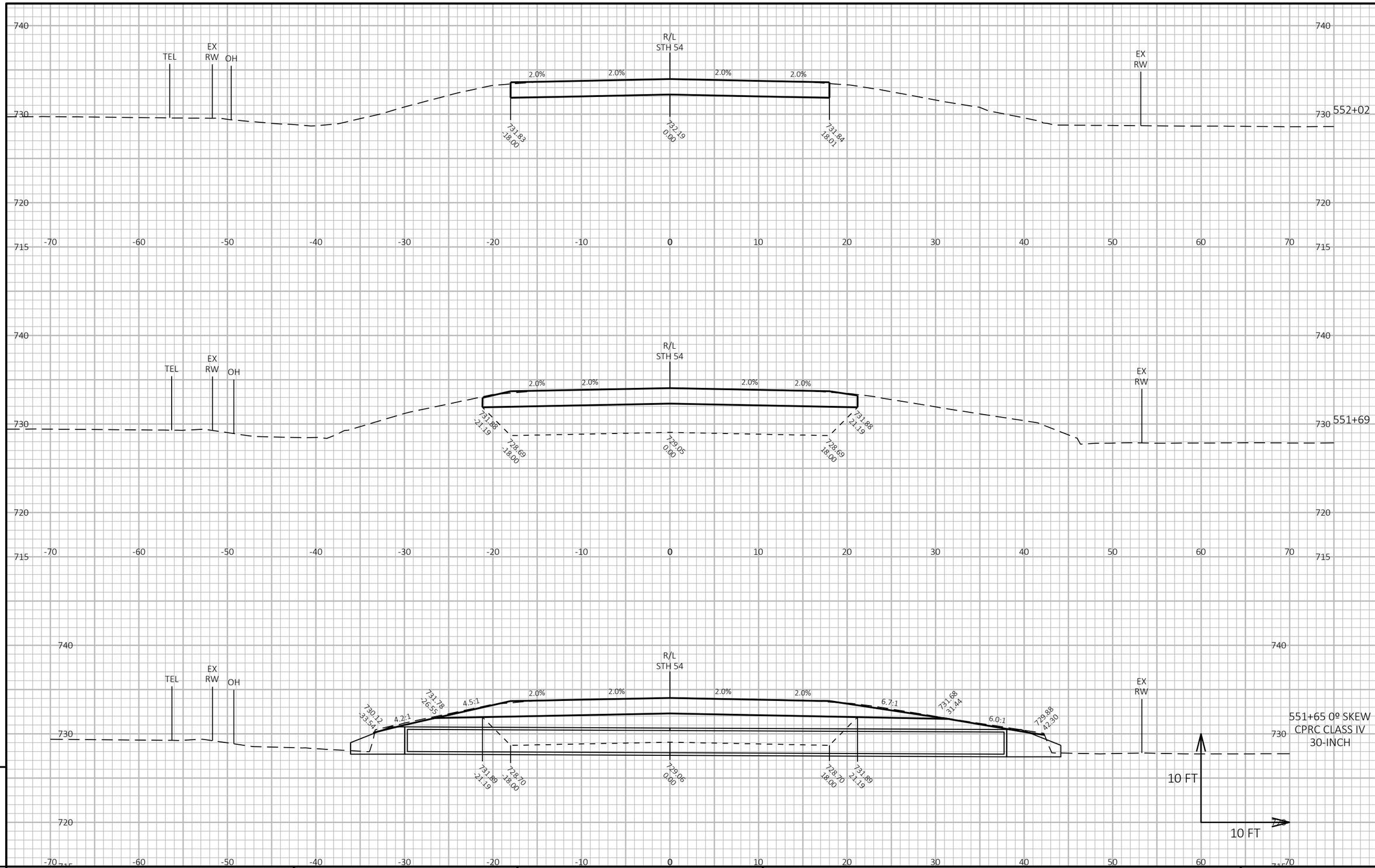
PLOT DATE : 10/25/2022 3:18 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 265	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090249-xs

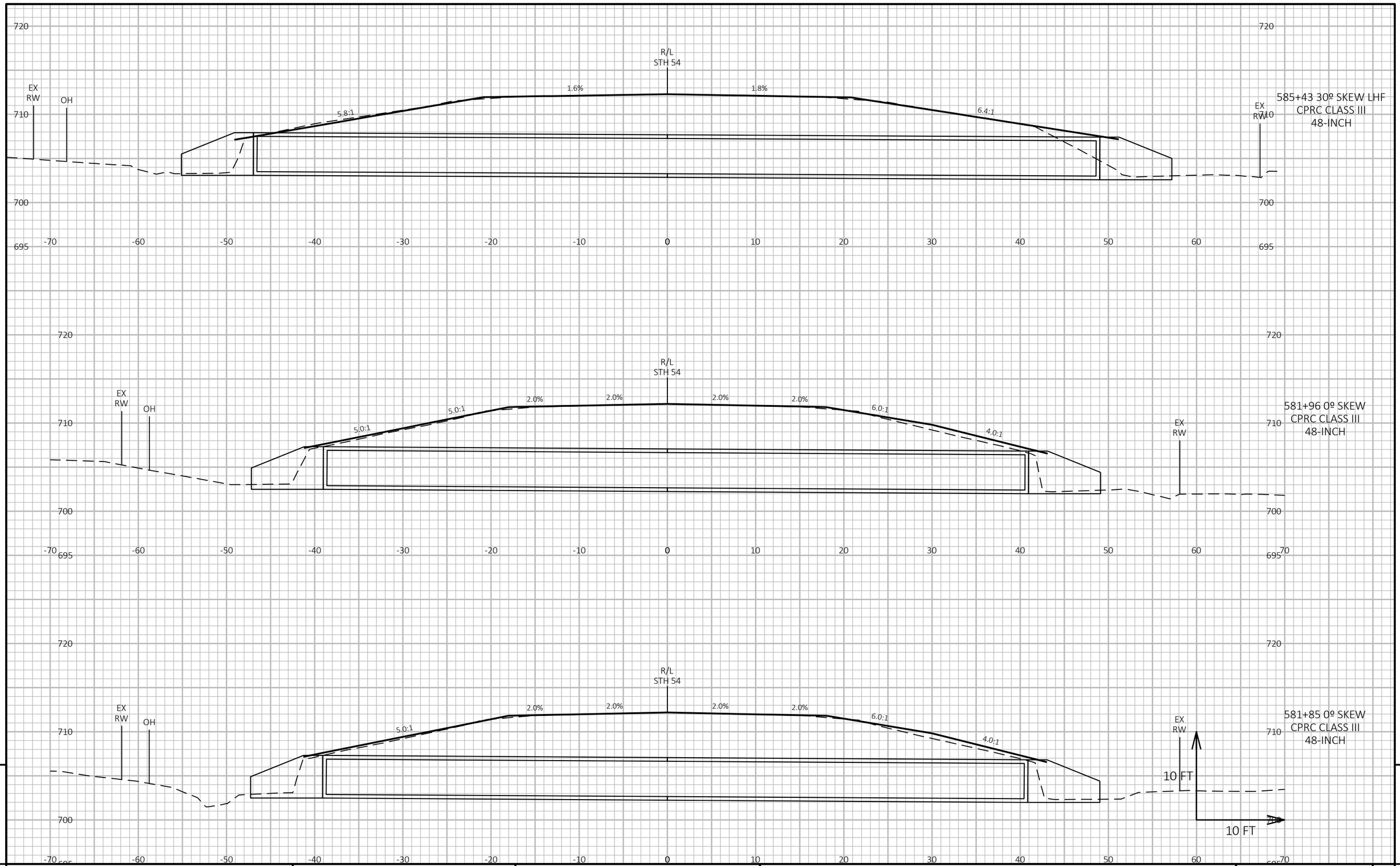
PLOT DATE : 10/25/2022 3:18 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



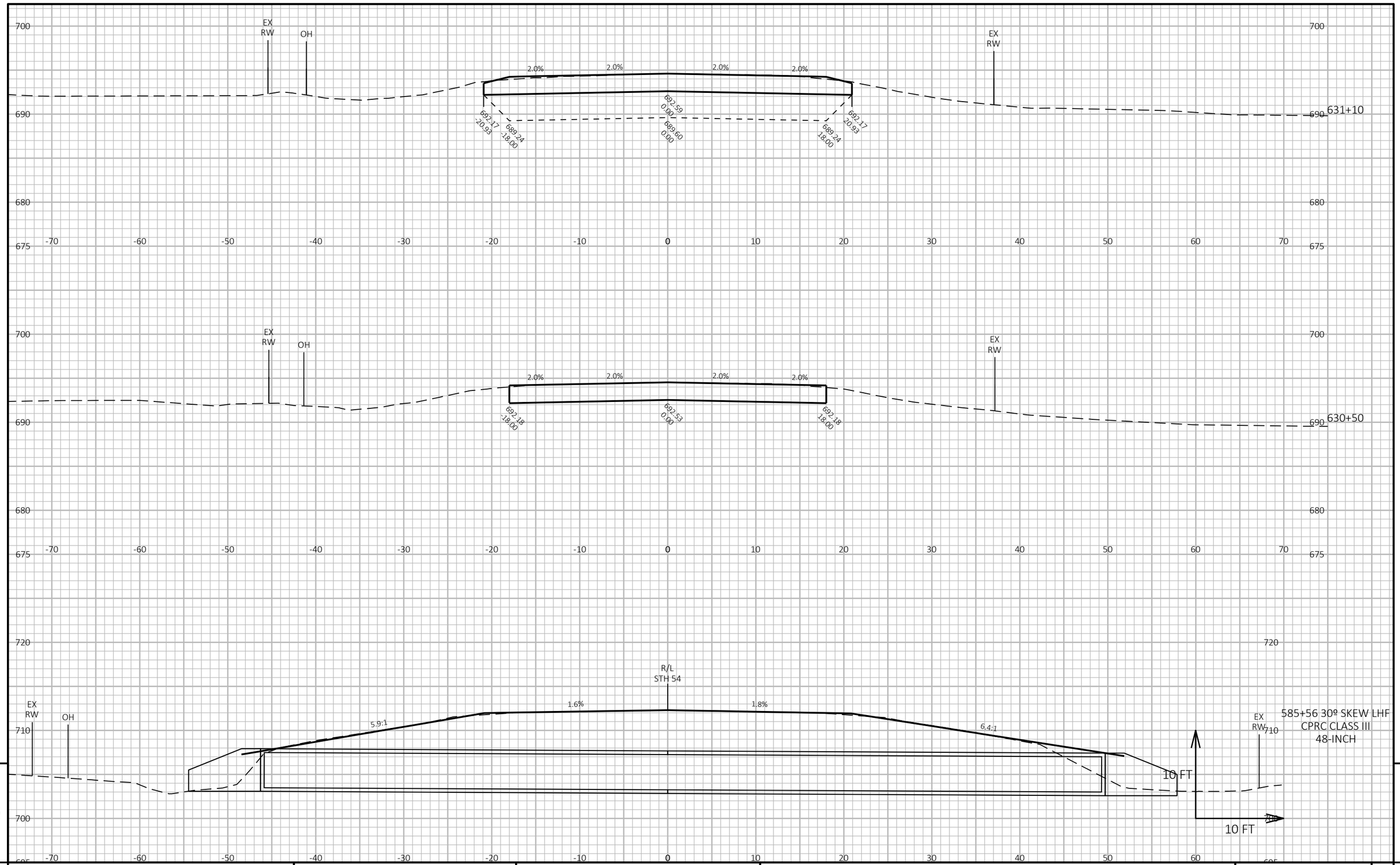
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 266	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090250-xs

PLOT DATE : 10/25/2022 3:18 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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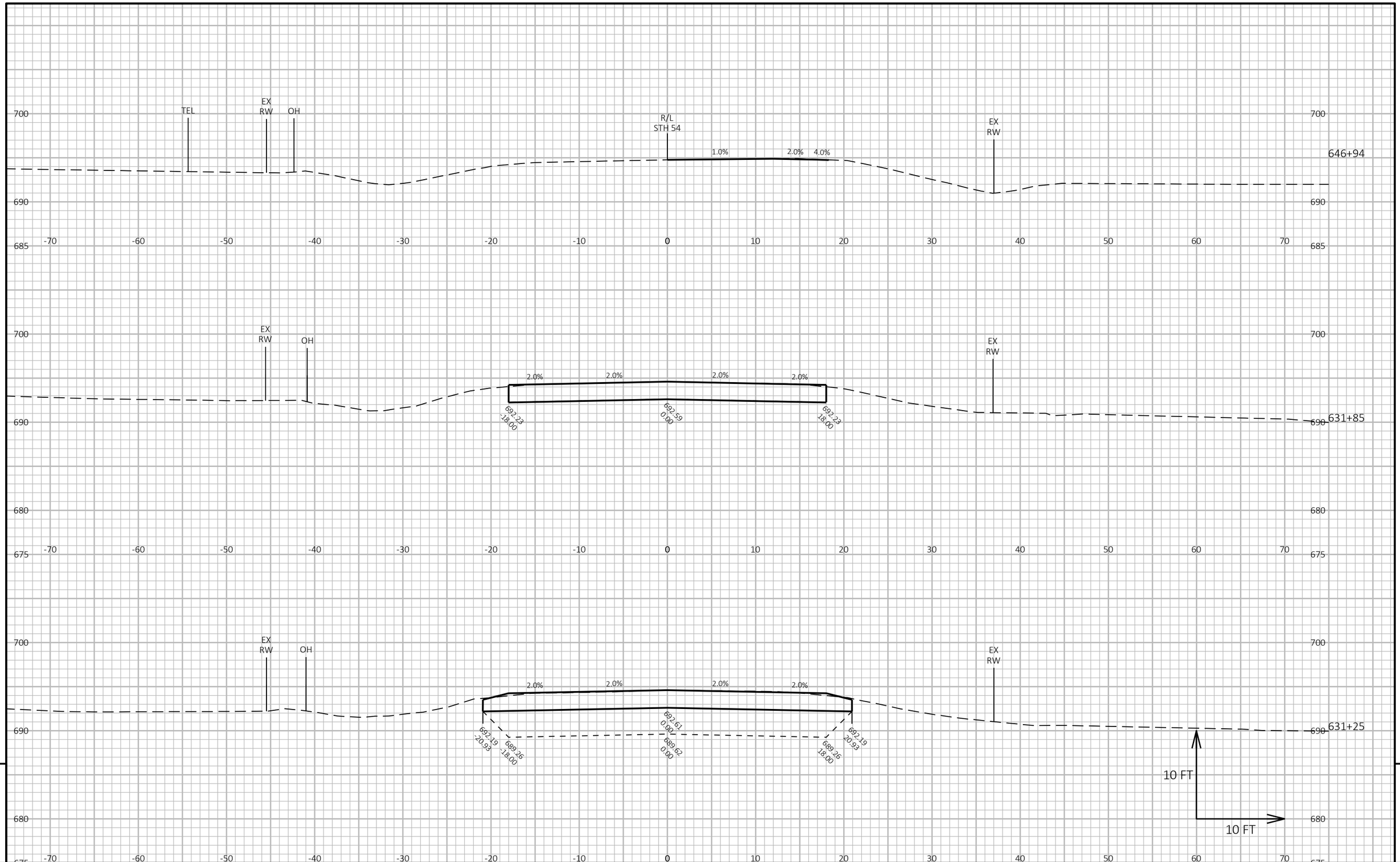
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FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090251-xs

PLOT DATE : 10/25/2022 3:18 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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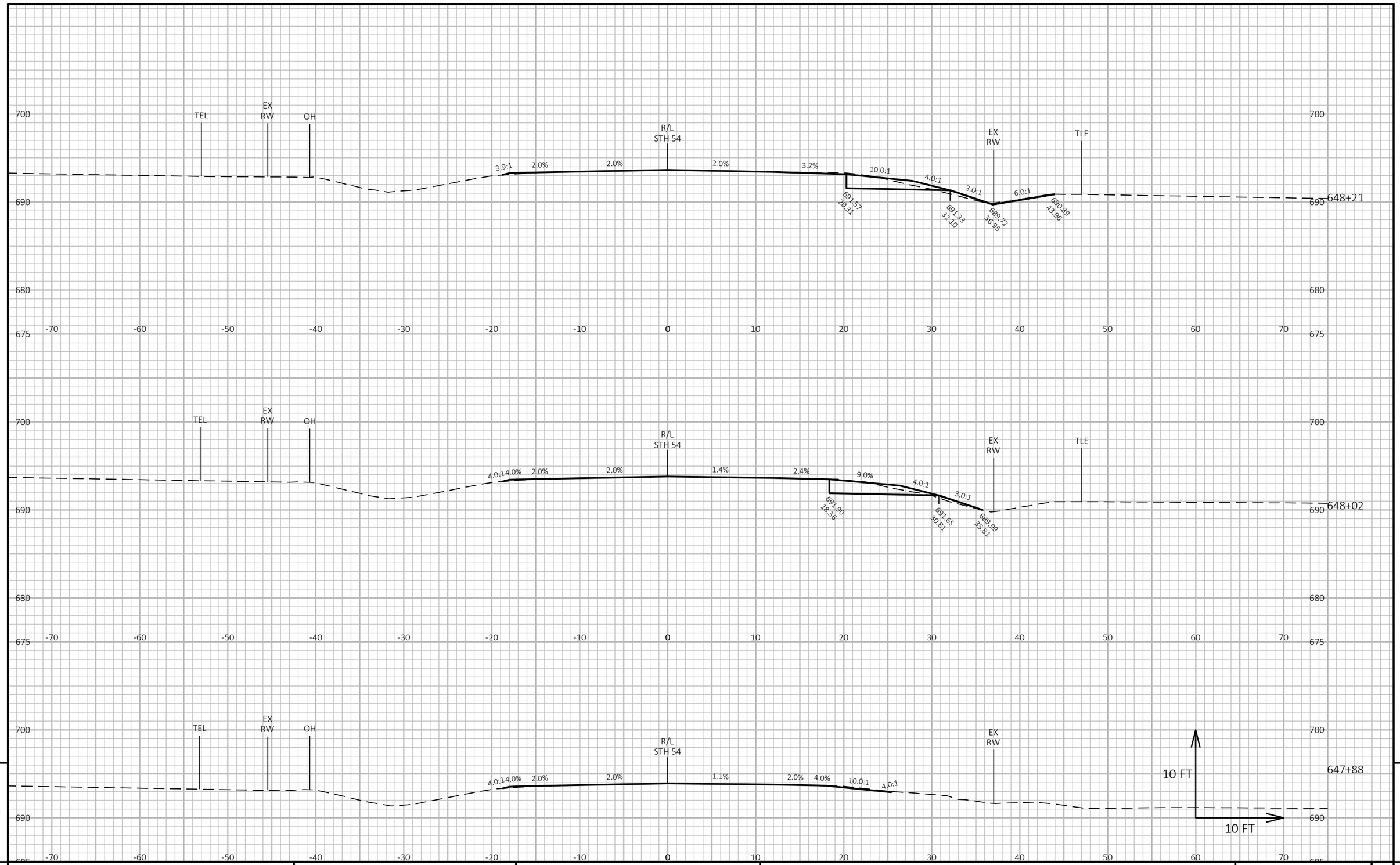
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FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090252-xs

PLOT DATE : 10/25/2022 3:18 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 269	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090253-xs

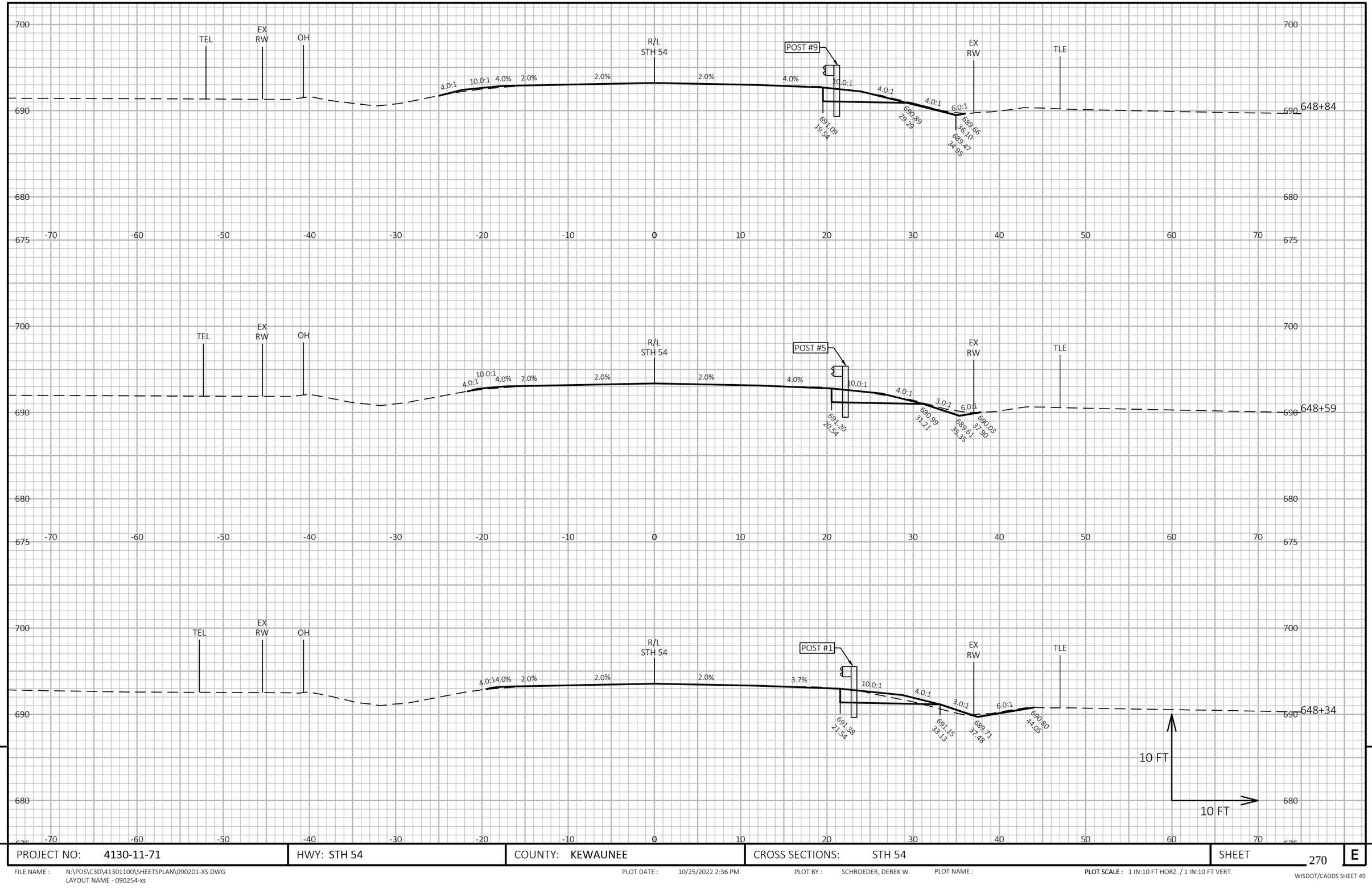
PLOT DATE : 10/25/2022 2:36 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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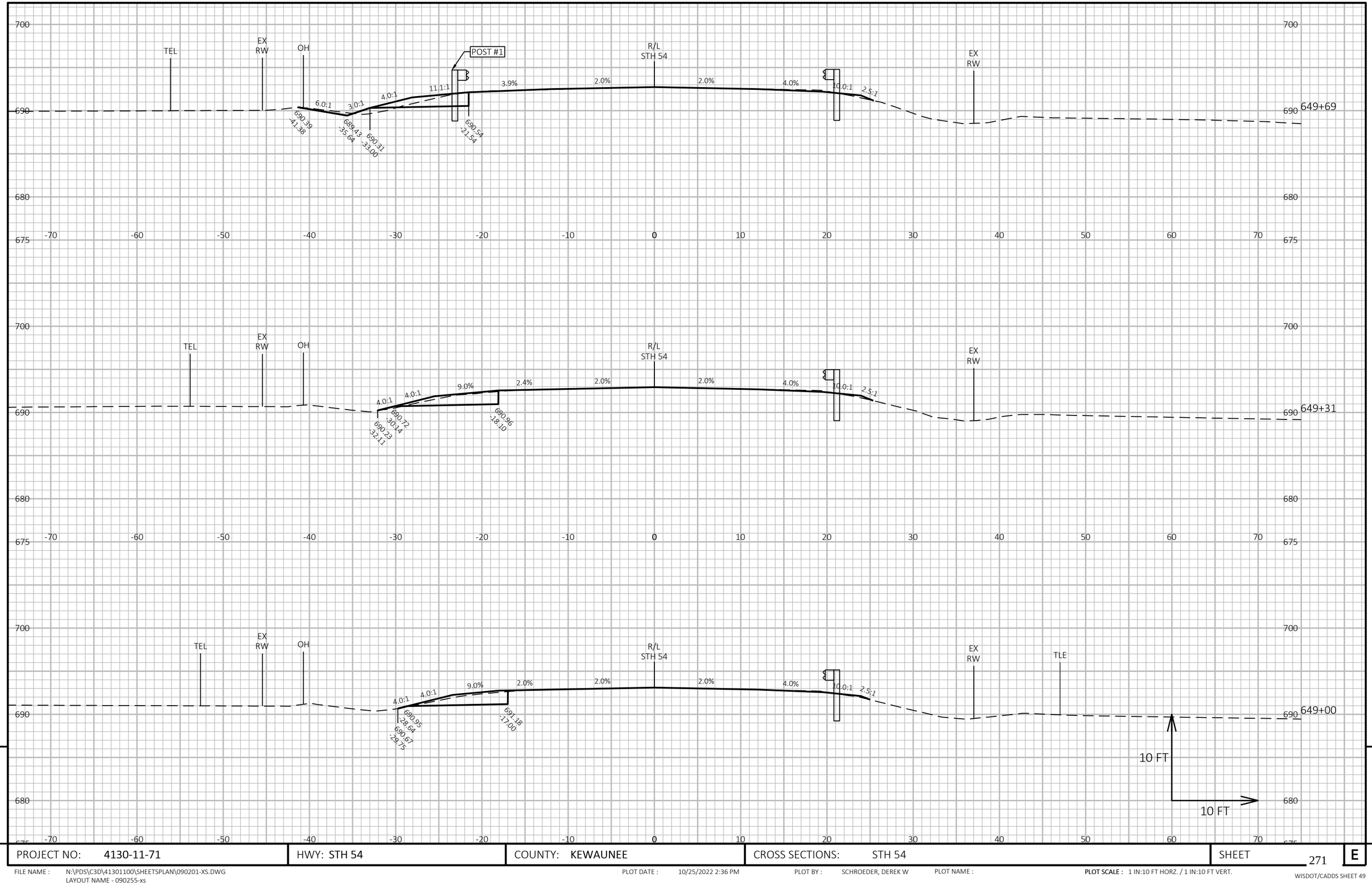
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 270	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090254-xs

PLOT DATE : 10/25/2022 2:36 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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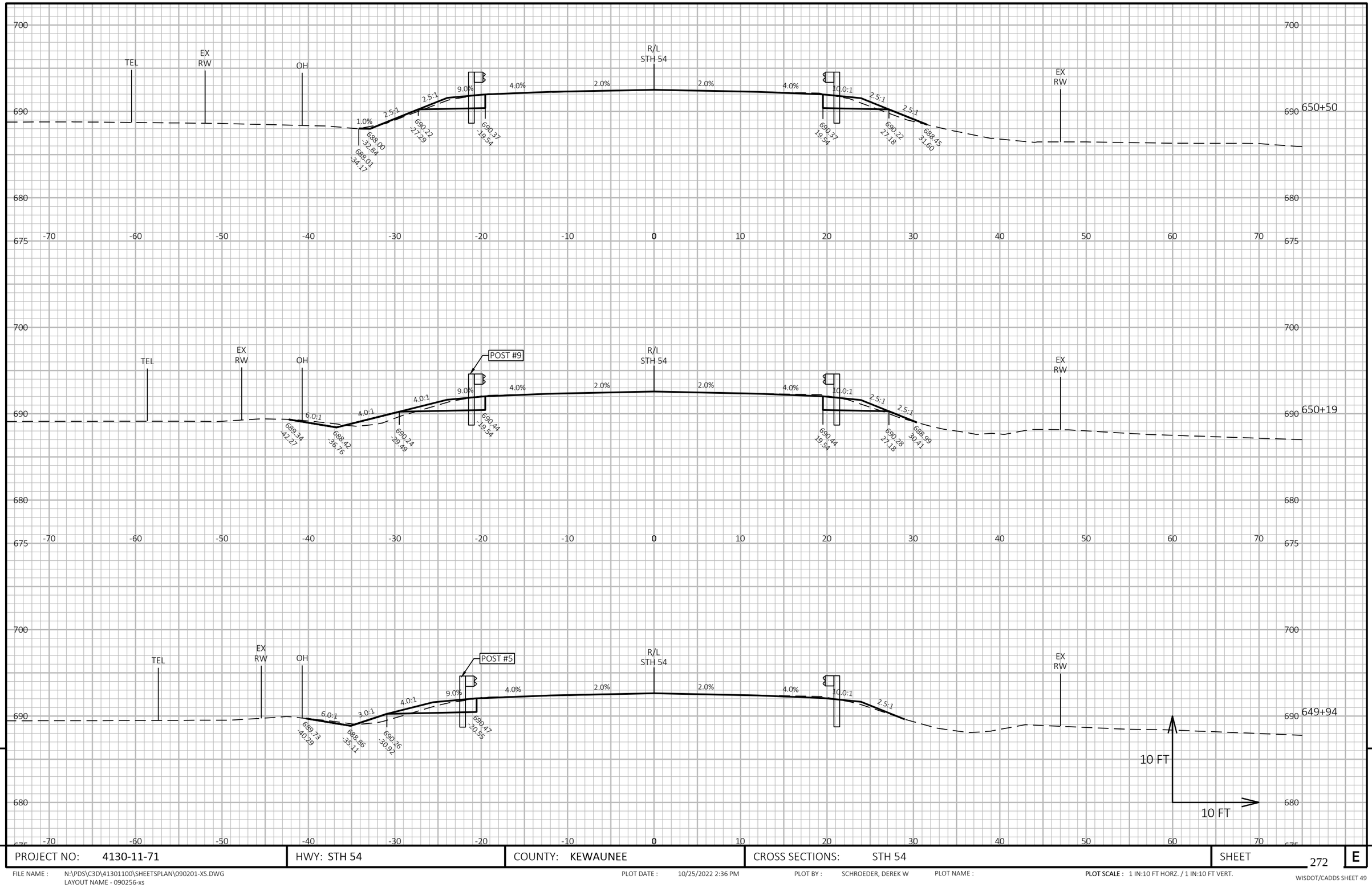
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 271	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090255-xs

PLOT DATE : 10/25/2022 2:36 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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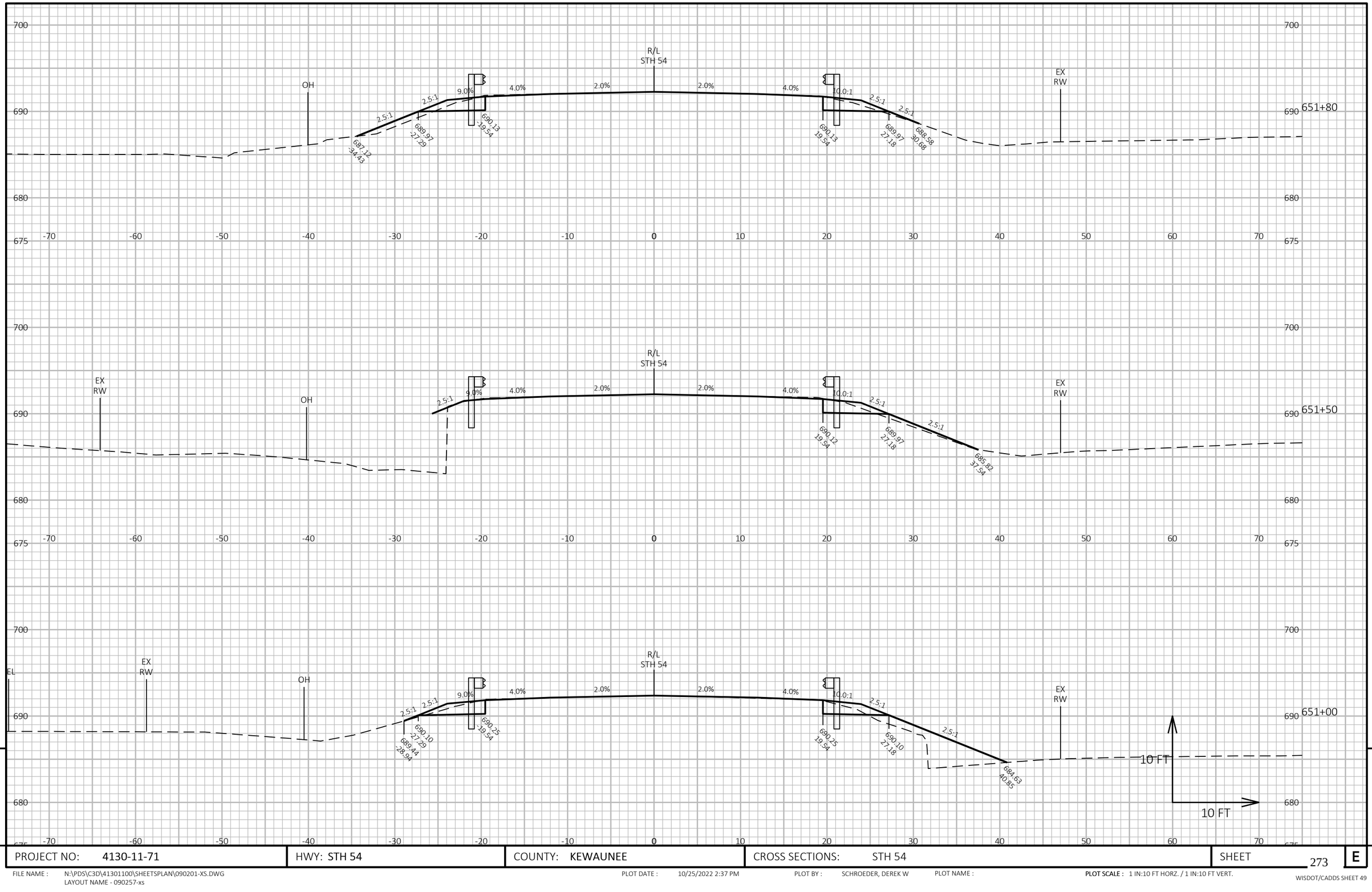
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FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090256-xs

PLOT DATE : 10/25/2022 2:36 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

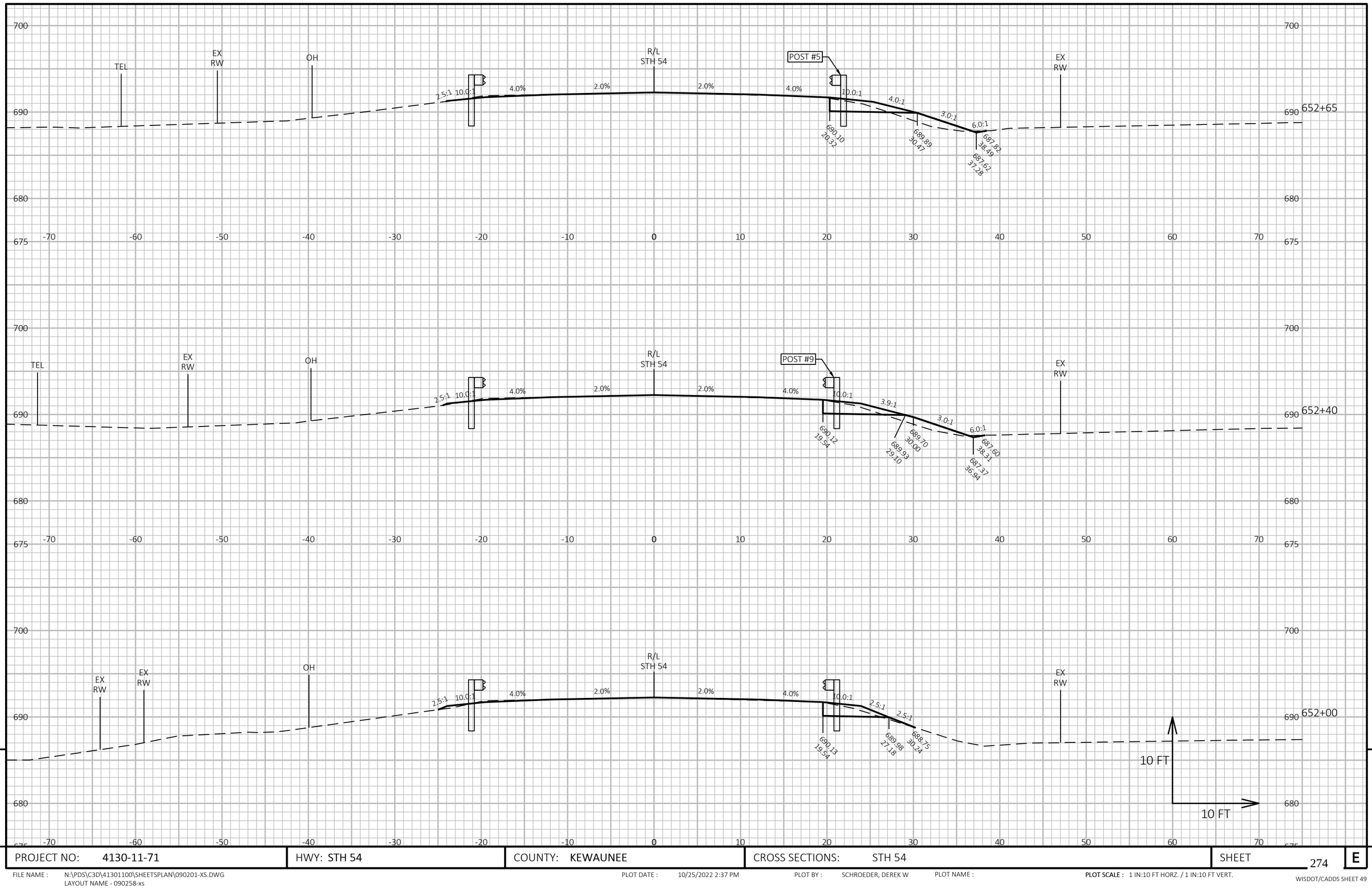


PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 273	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090257-xs

PLOT DATE : 10/25/2022 2:37 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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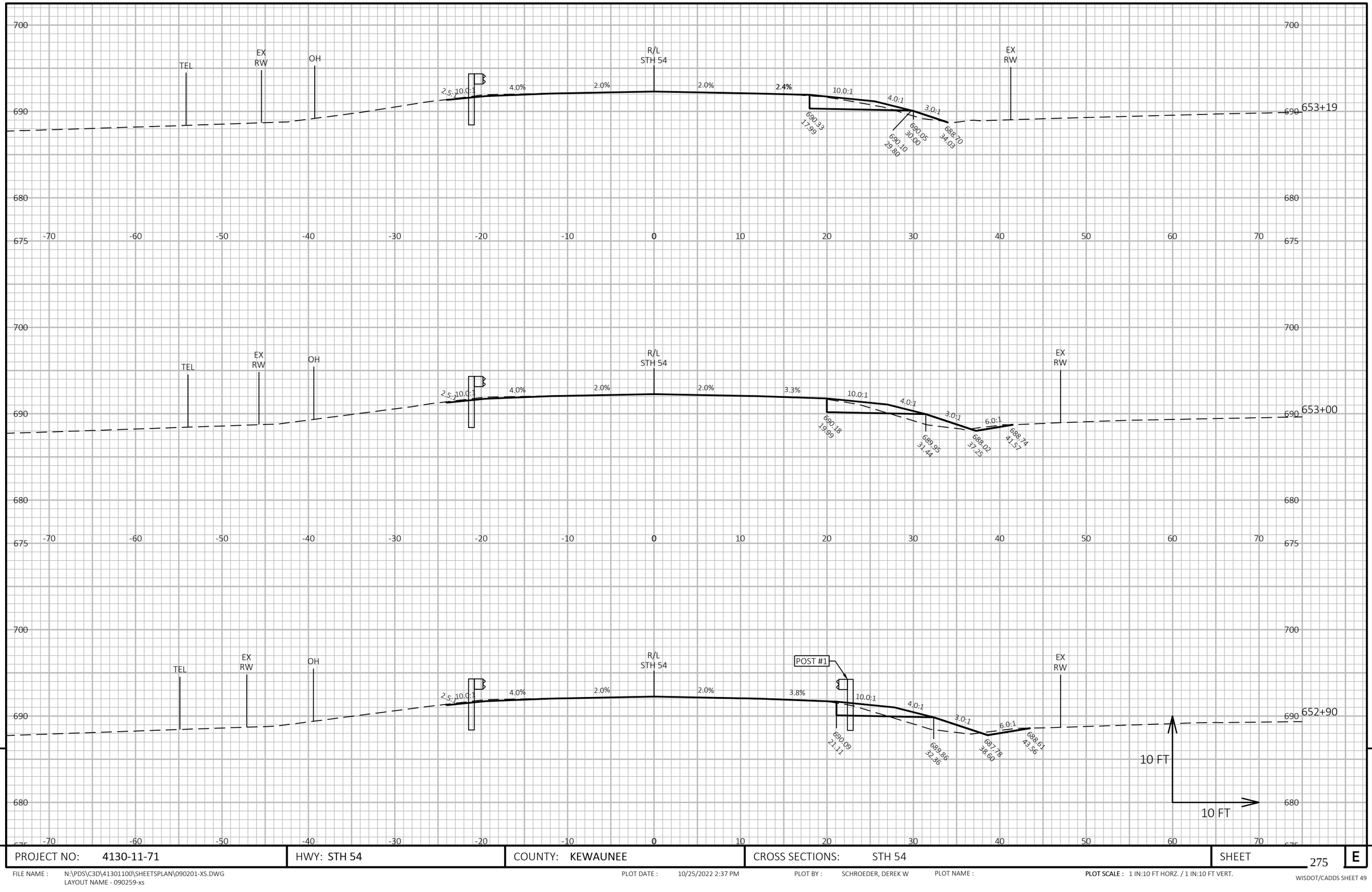
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 274	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090258-xs

PLOT DATE : 10/25/2022 2:37 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 275	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090259-xs

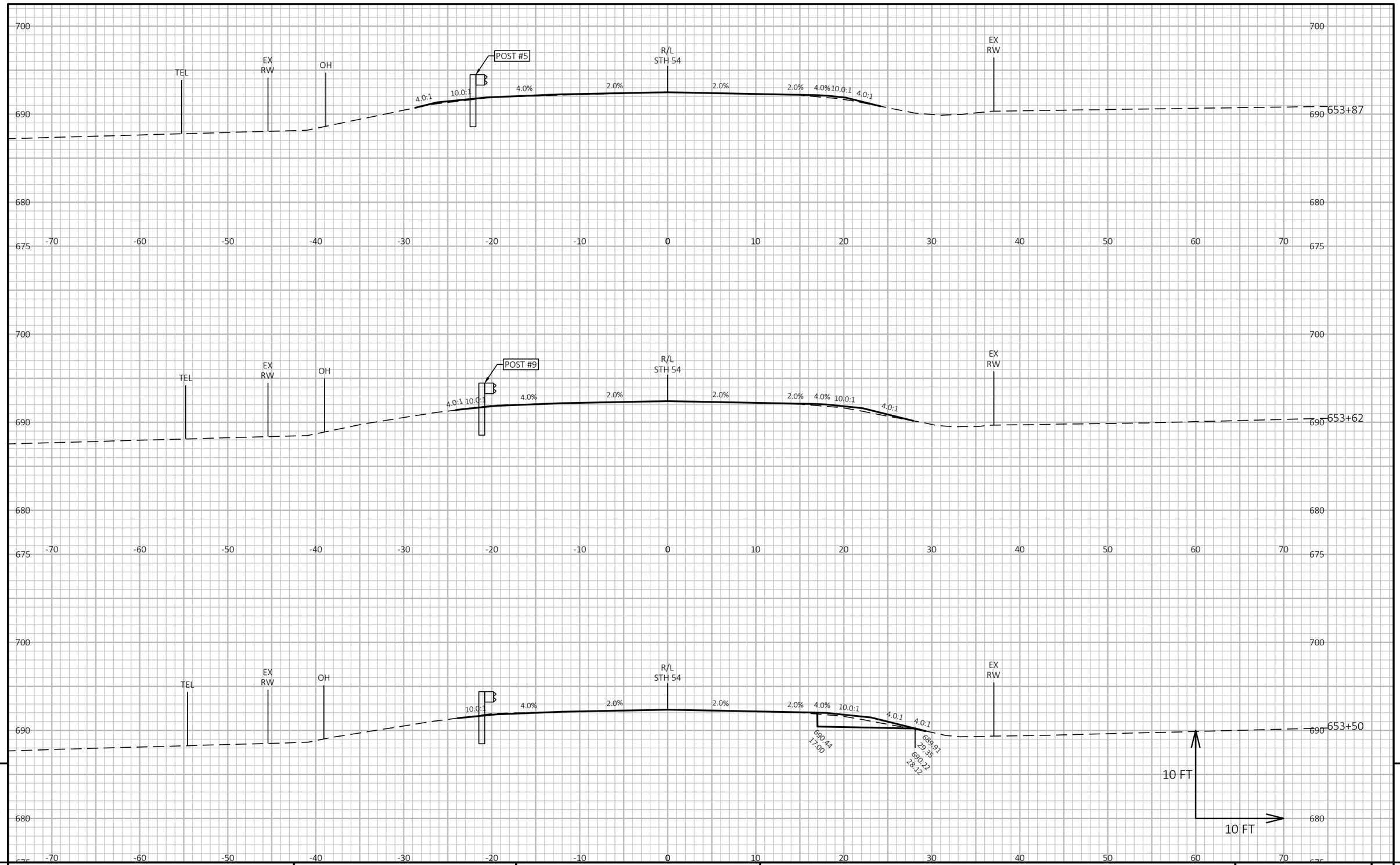
PLOT DATE : 10/25/2022 2:37 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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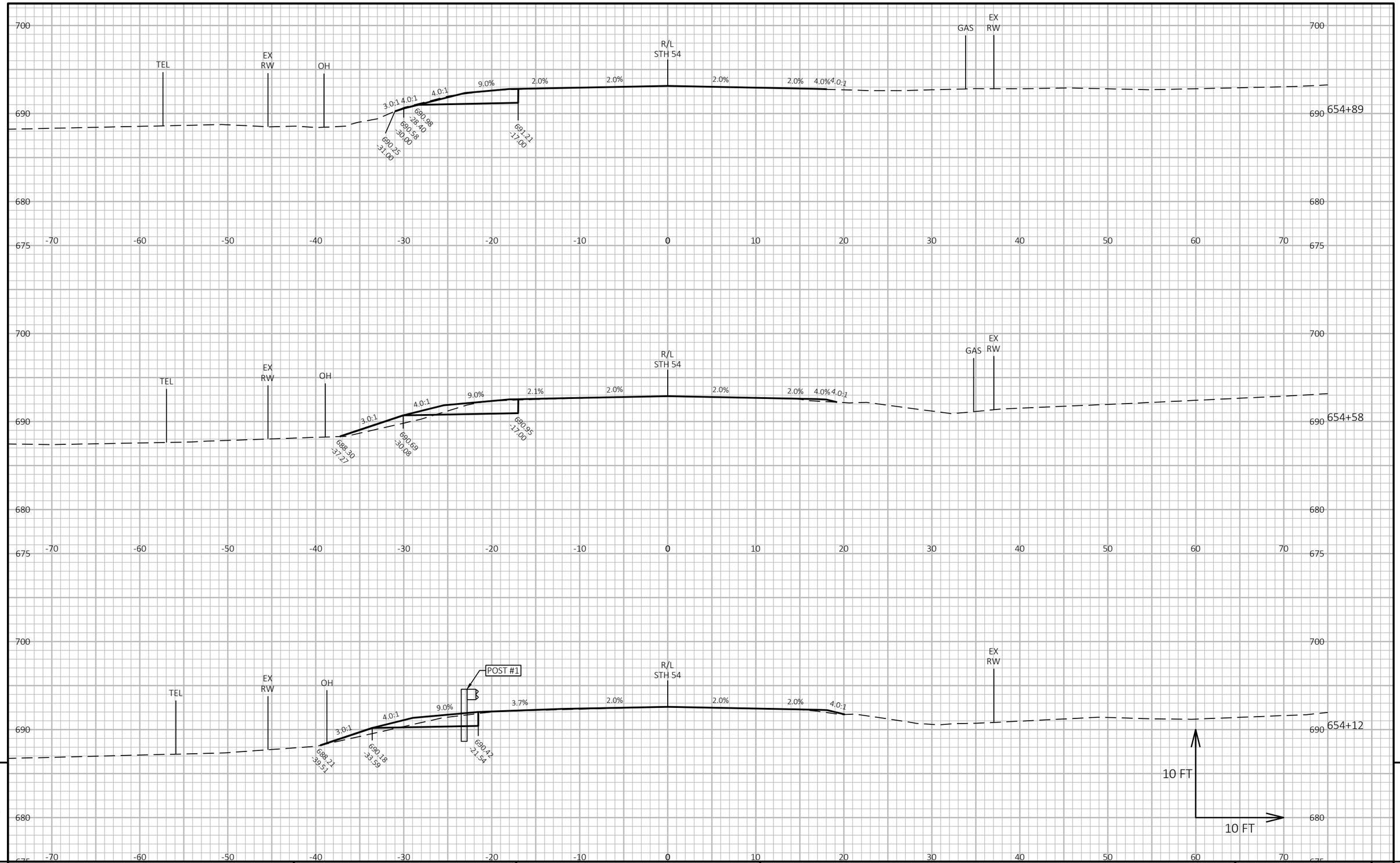
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 276	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090260-xs

PLOT DATE : 10/25/2022 2:37 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 277	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090261-xs

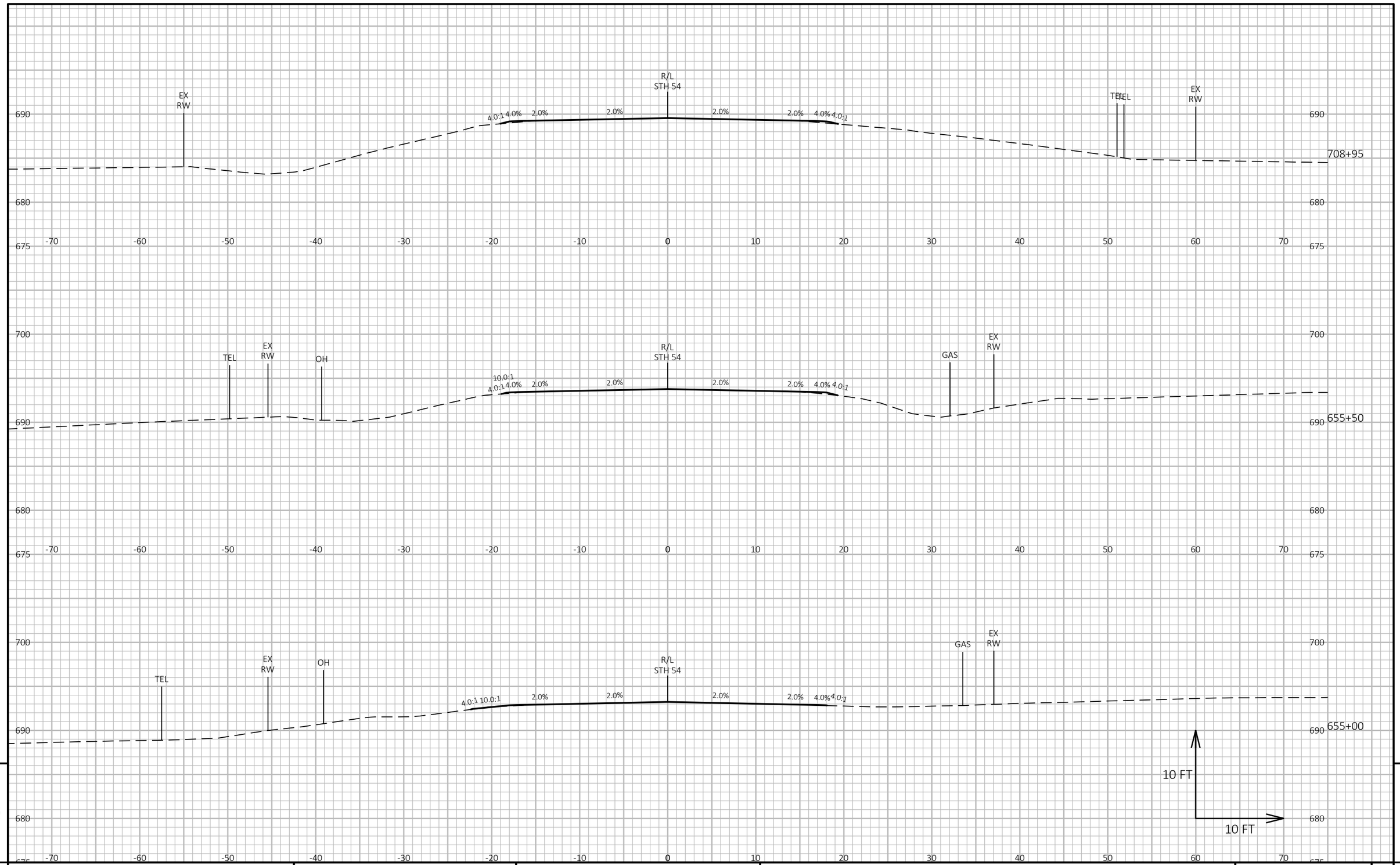
PLOT DATE : 10/25/2022 2:37 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



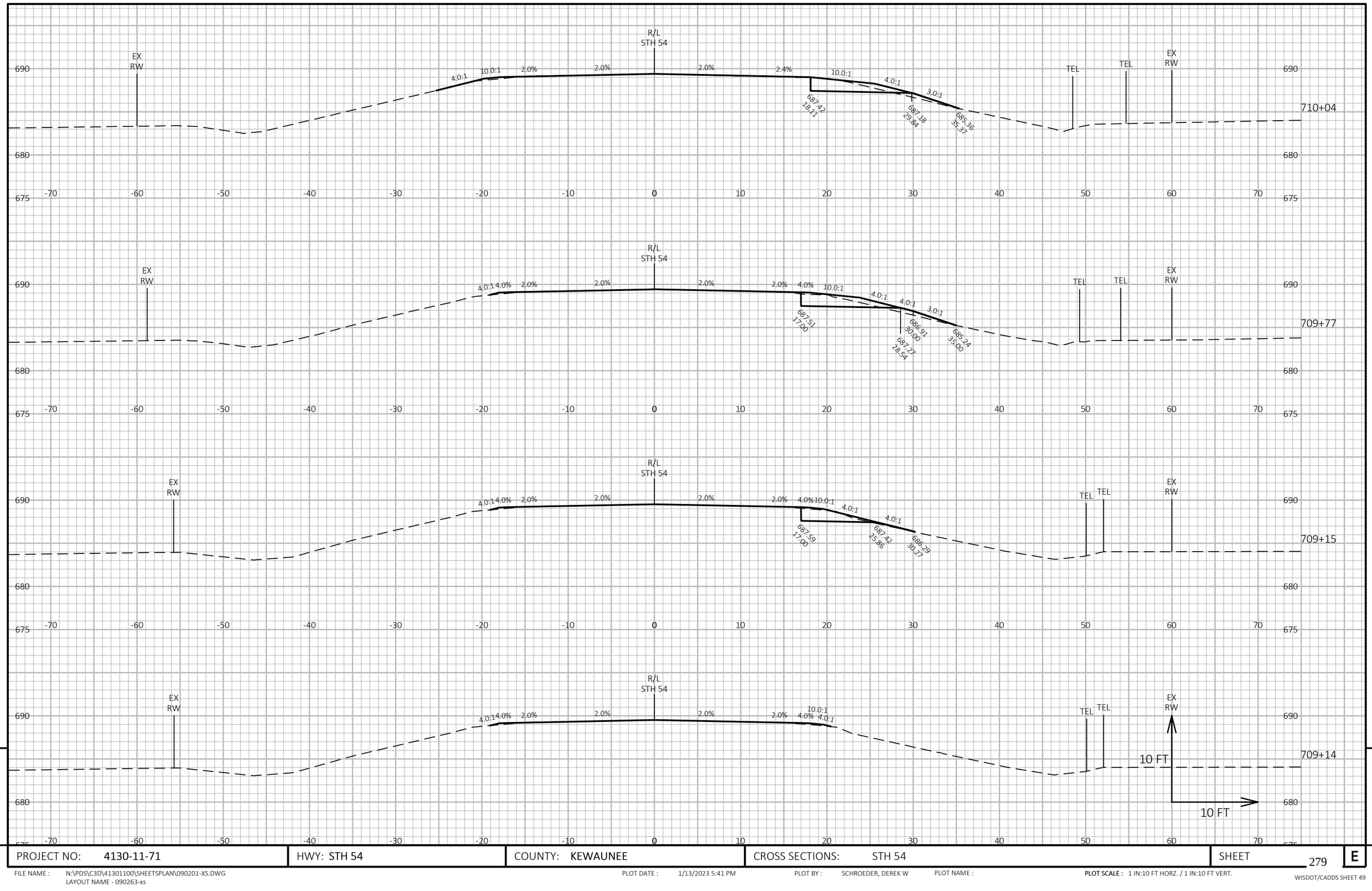
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 278	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090262-xs

PLOT DATE : 10/25/2022 2:37 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



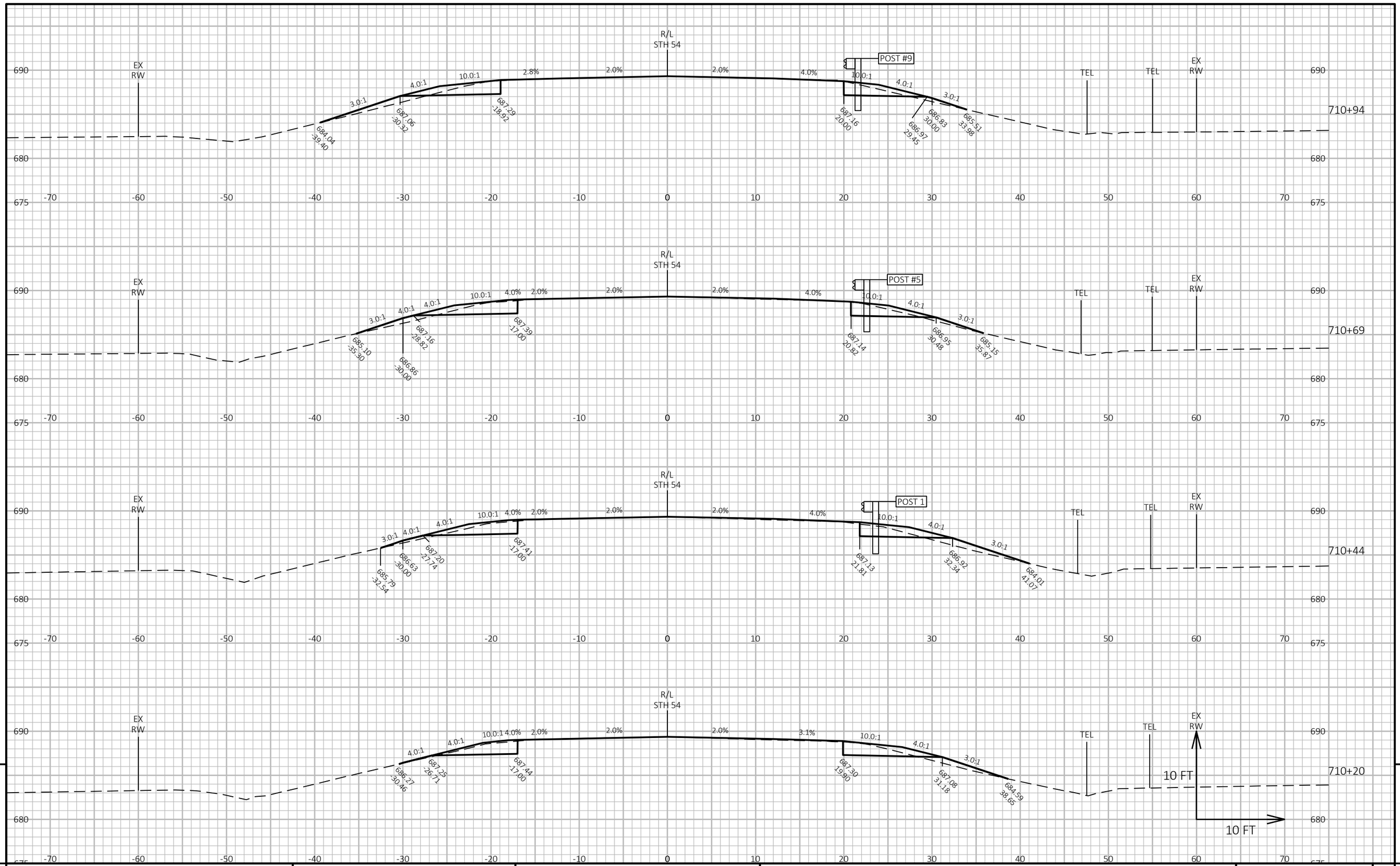
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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 279	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090263-xs

PLOT DATE : 1/13/2023 5:41 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 280	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090264-xs

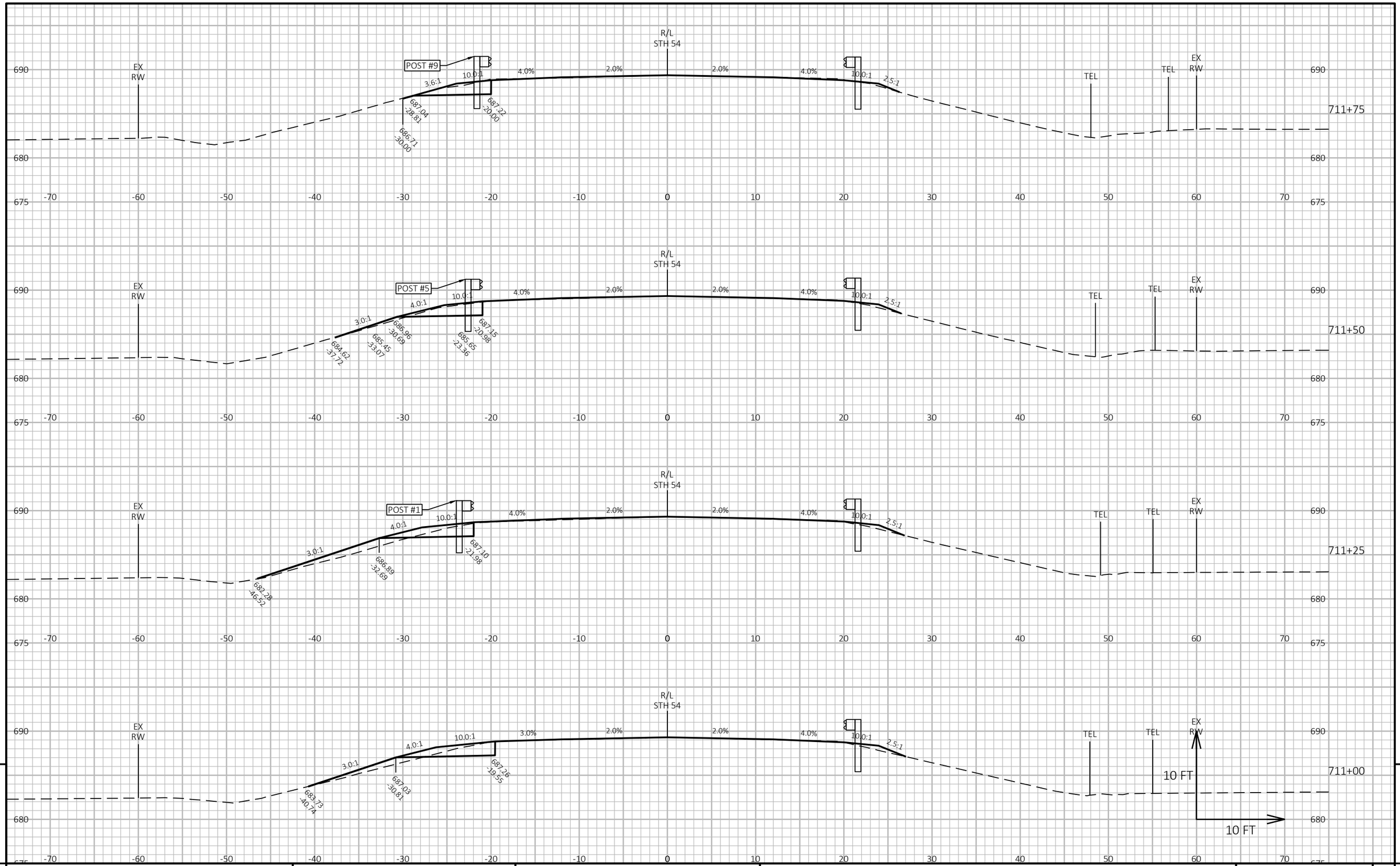
PLOT DATE : 1/13/2023 5:41 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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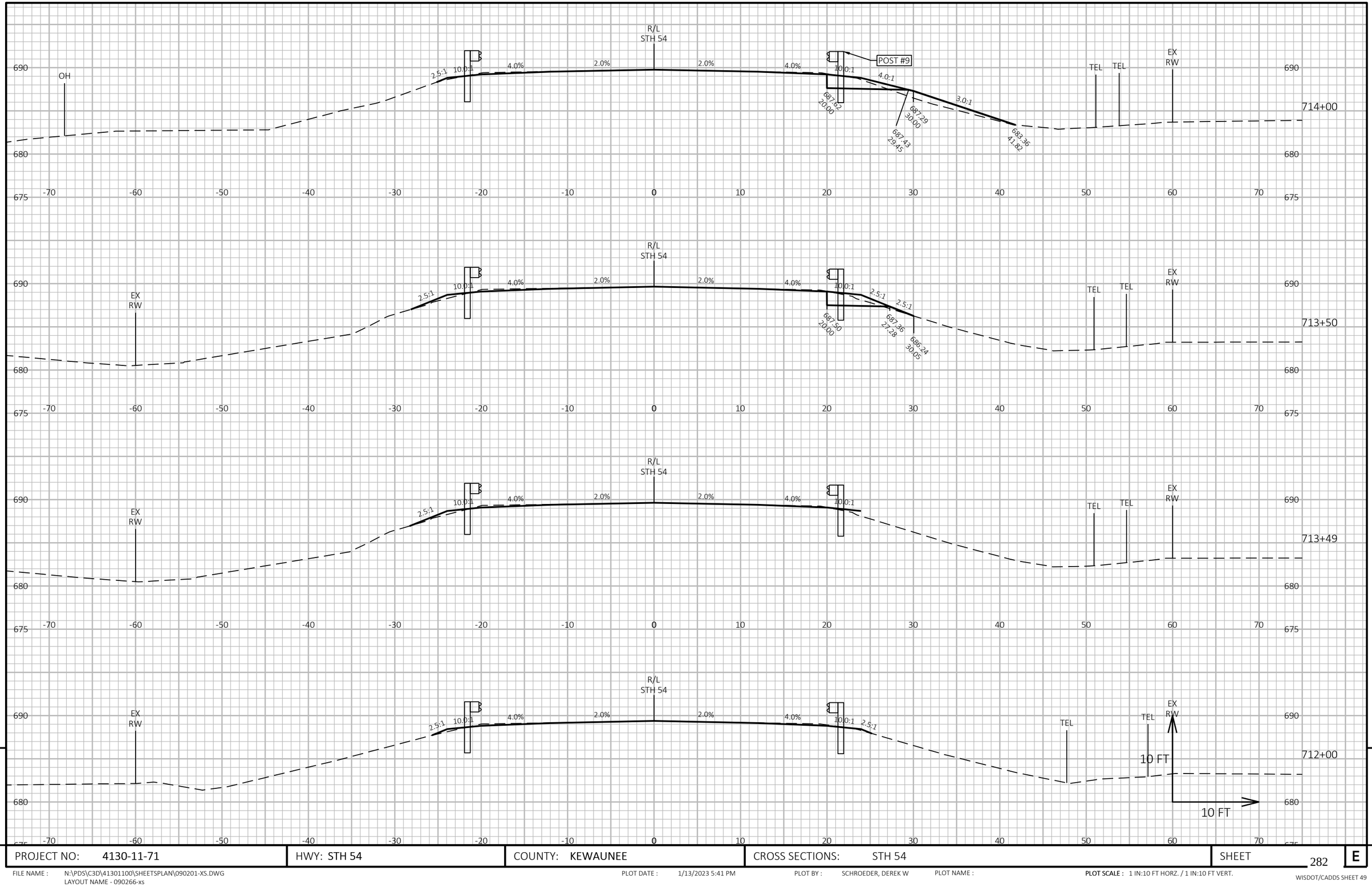
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 281	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090265-xs

PLOT DATE : 1/13/2023 5:41 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 282	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090266-xs

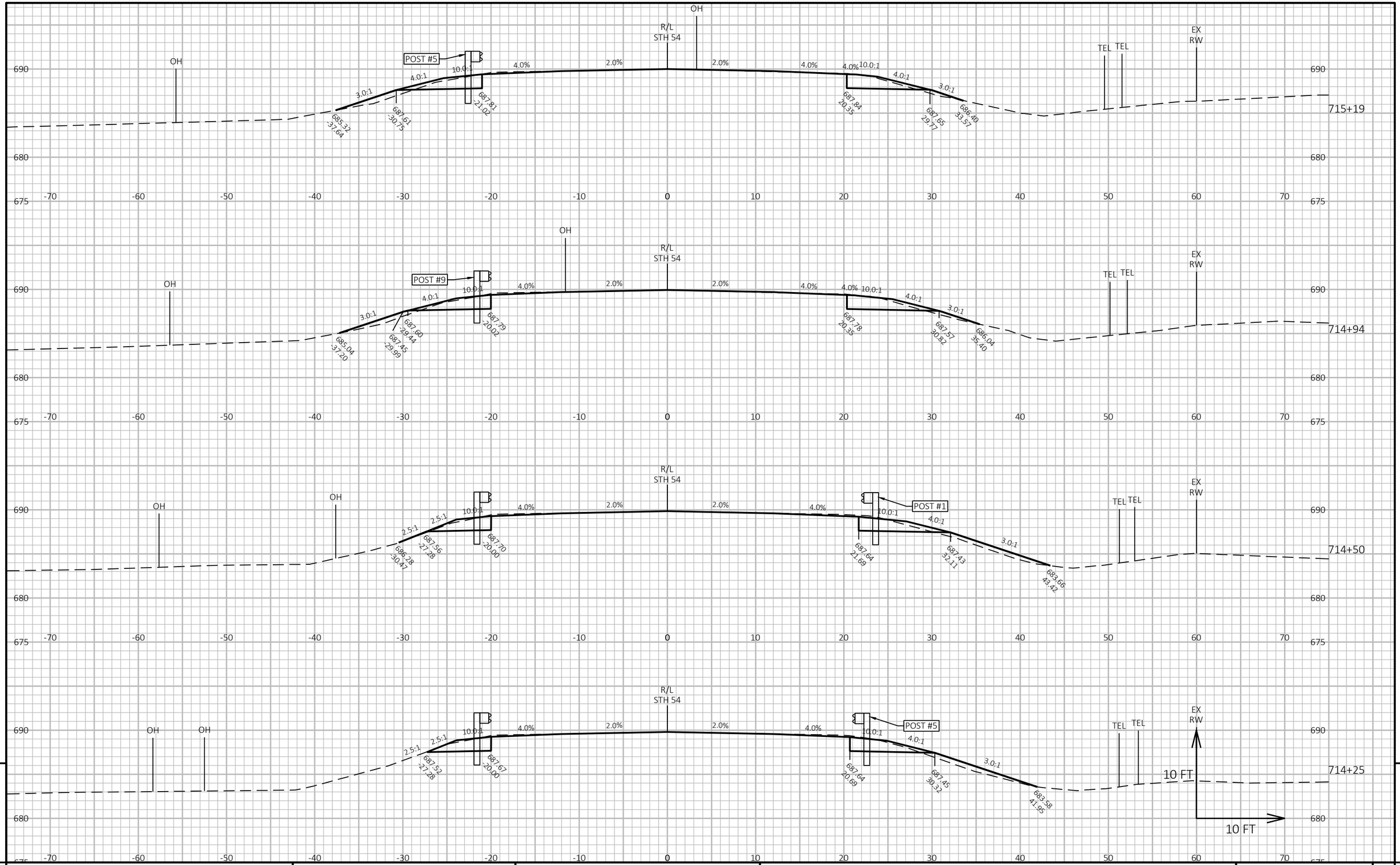
PLOT DATE : 1/13/2023 5:41 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 283	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090267-xs

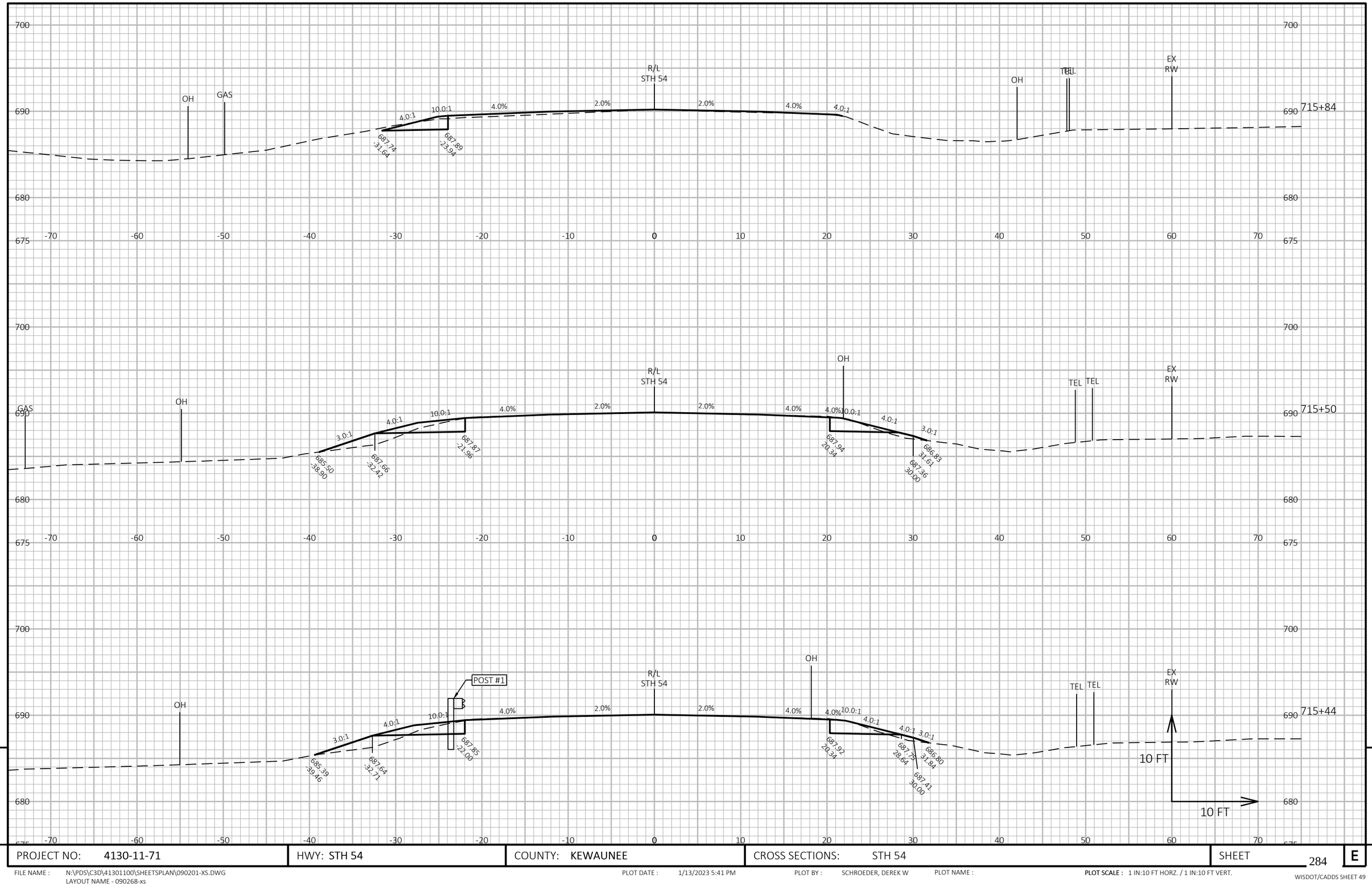
PLOT DATE : 1/13/2023 5:41 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 284	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090268-xs

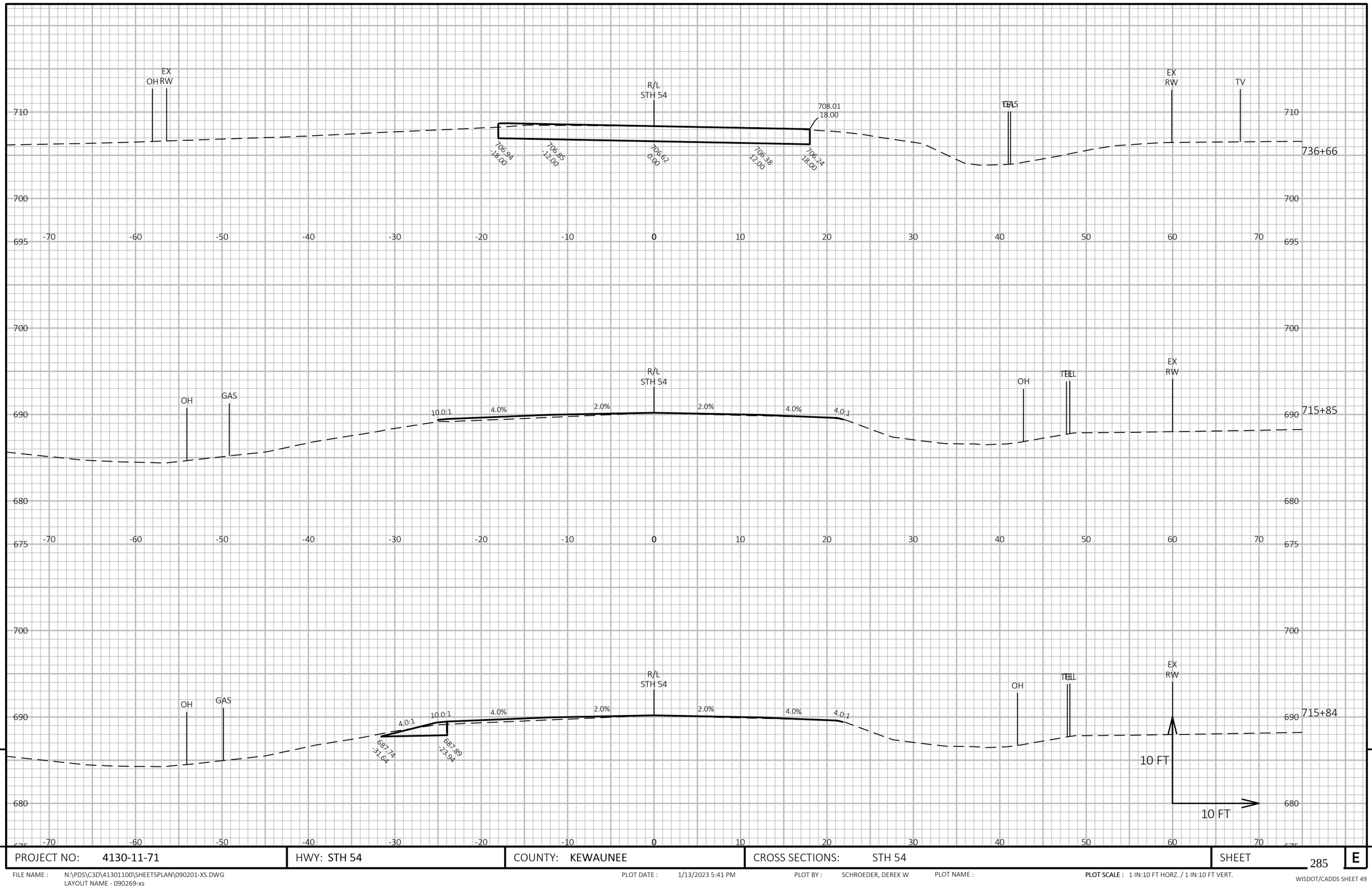
PLOT DATE : 1/13/2023 5:41 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 285	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090269-xs

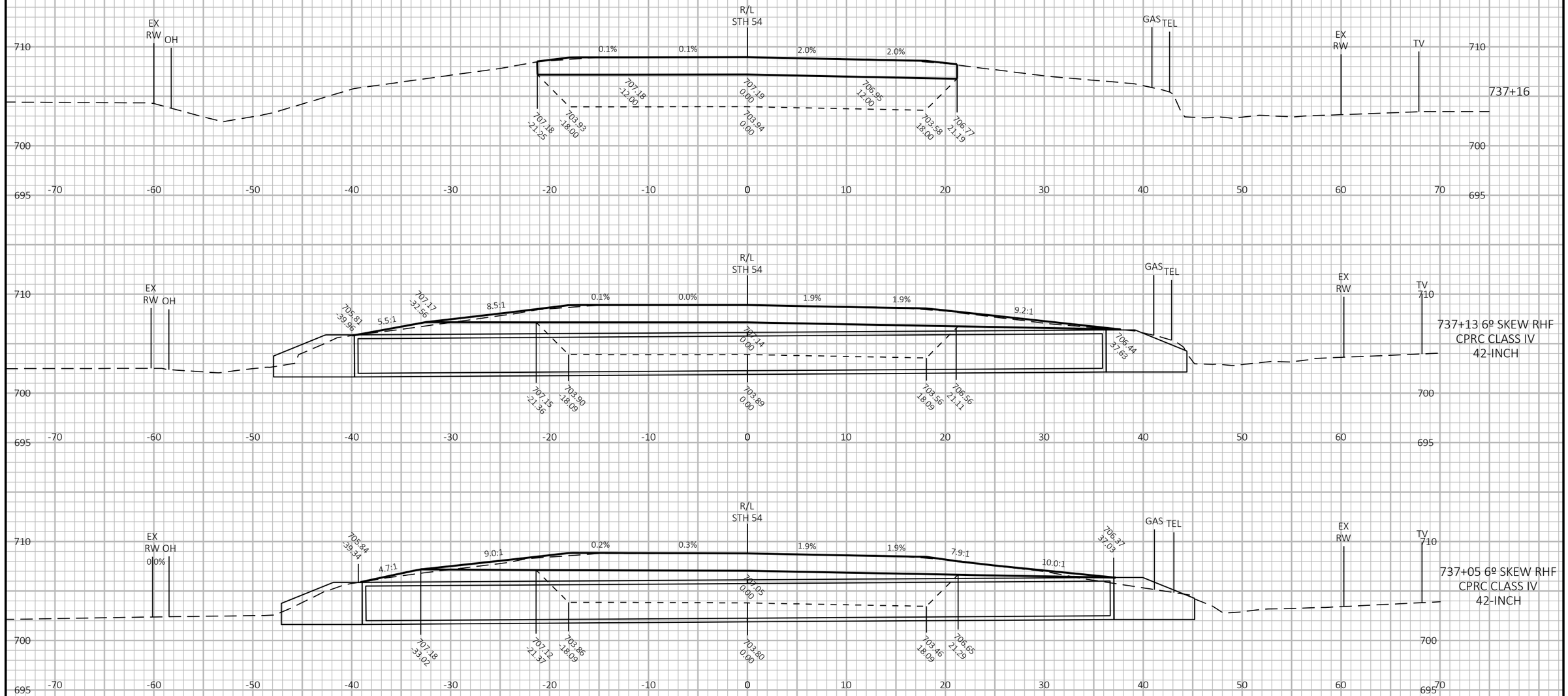
PLOT DATE : 1/13/2023 5:41 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 286	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090270-xs

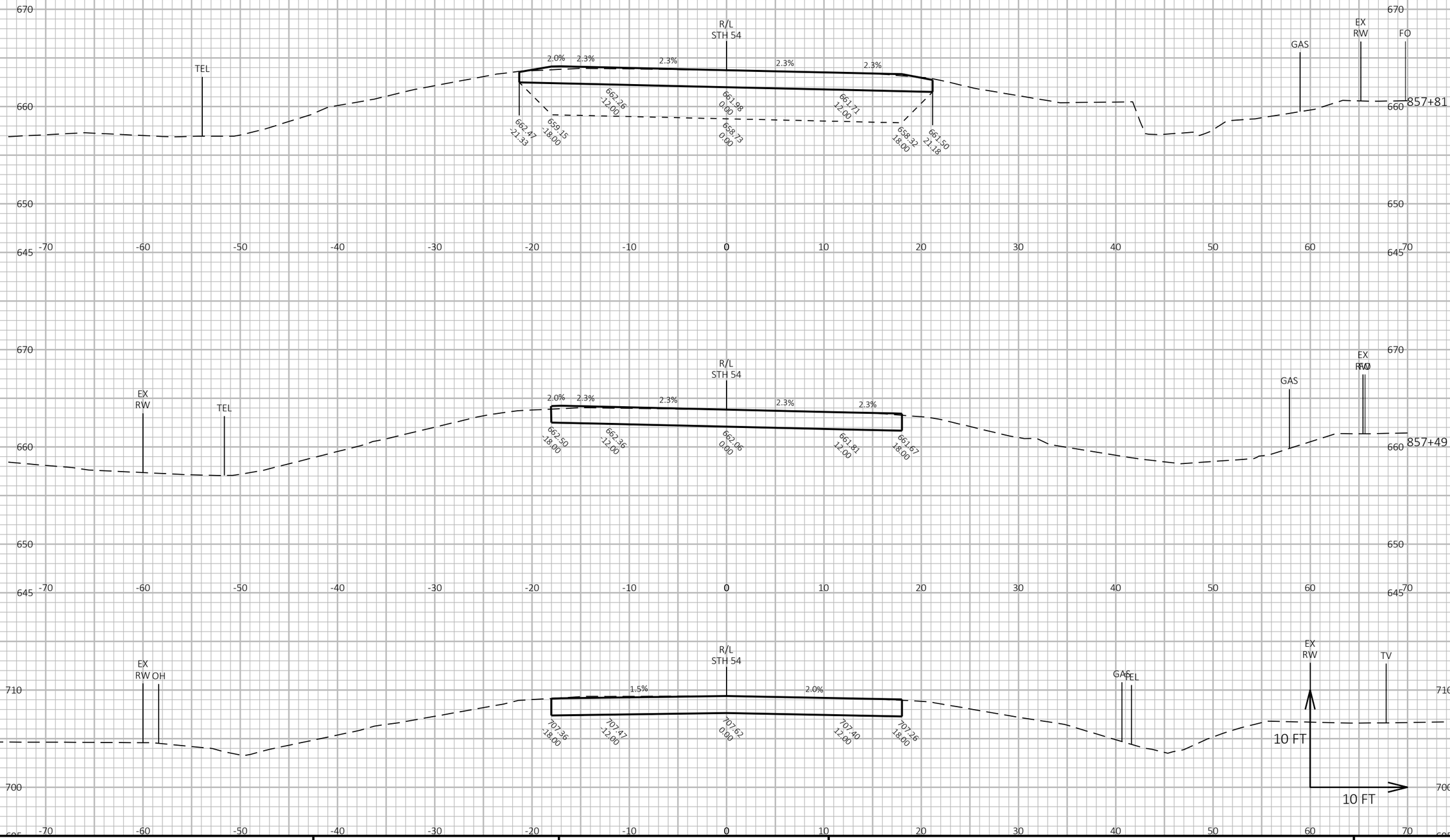
PLOT DATE : 10/25/2022 2:38 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 287	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090271-xs

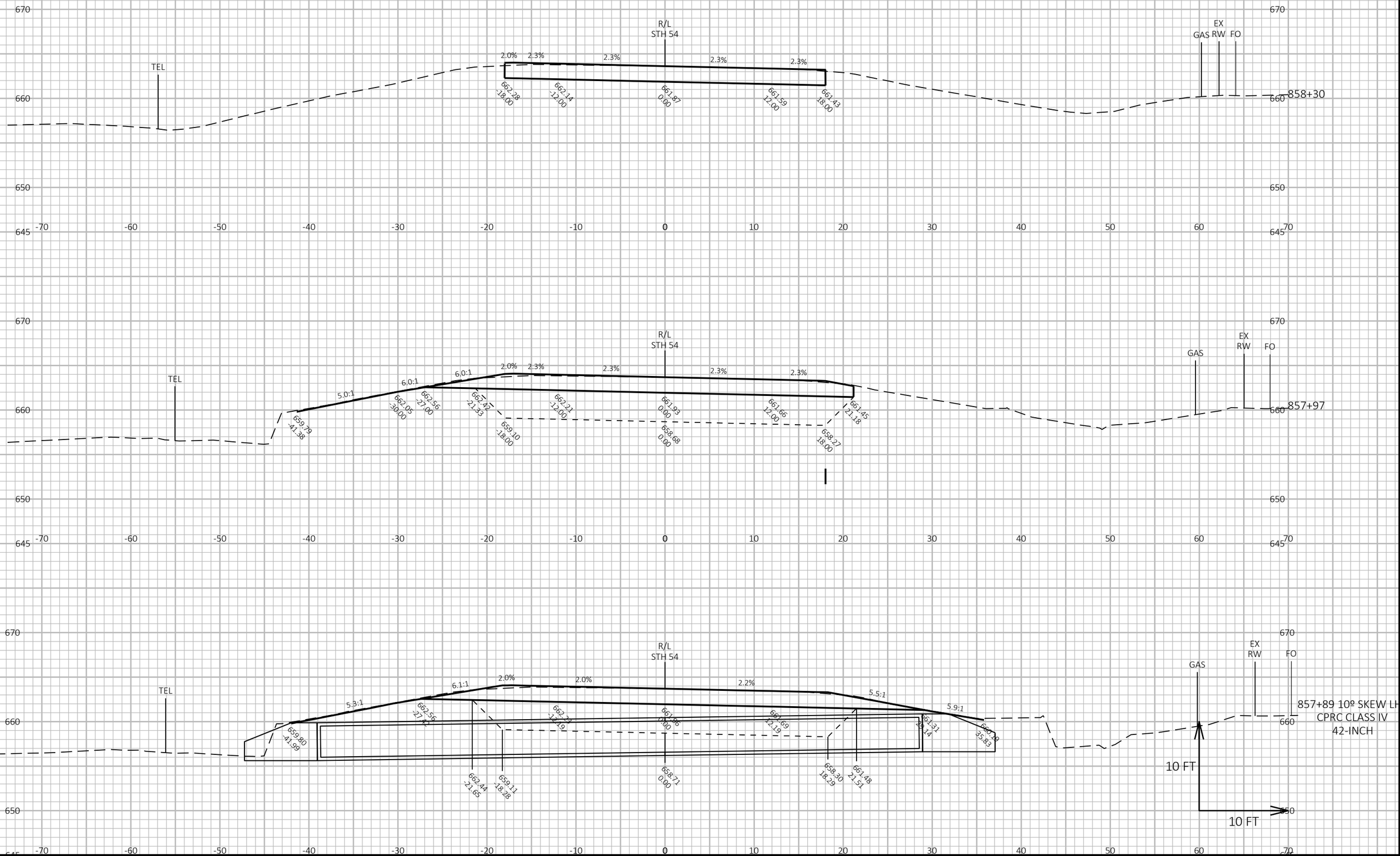
PLOT DATE : 10/25/2022 2:38 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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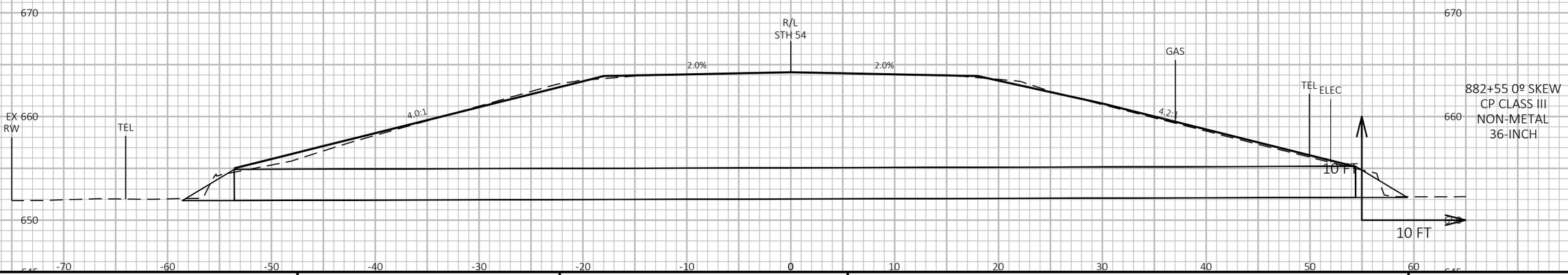
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 288	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090272-xs

PLOT DATE : 10/25/2022 2:38 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: STH 54	SHEET 289	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090273-xs

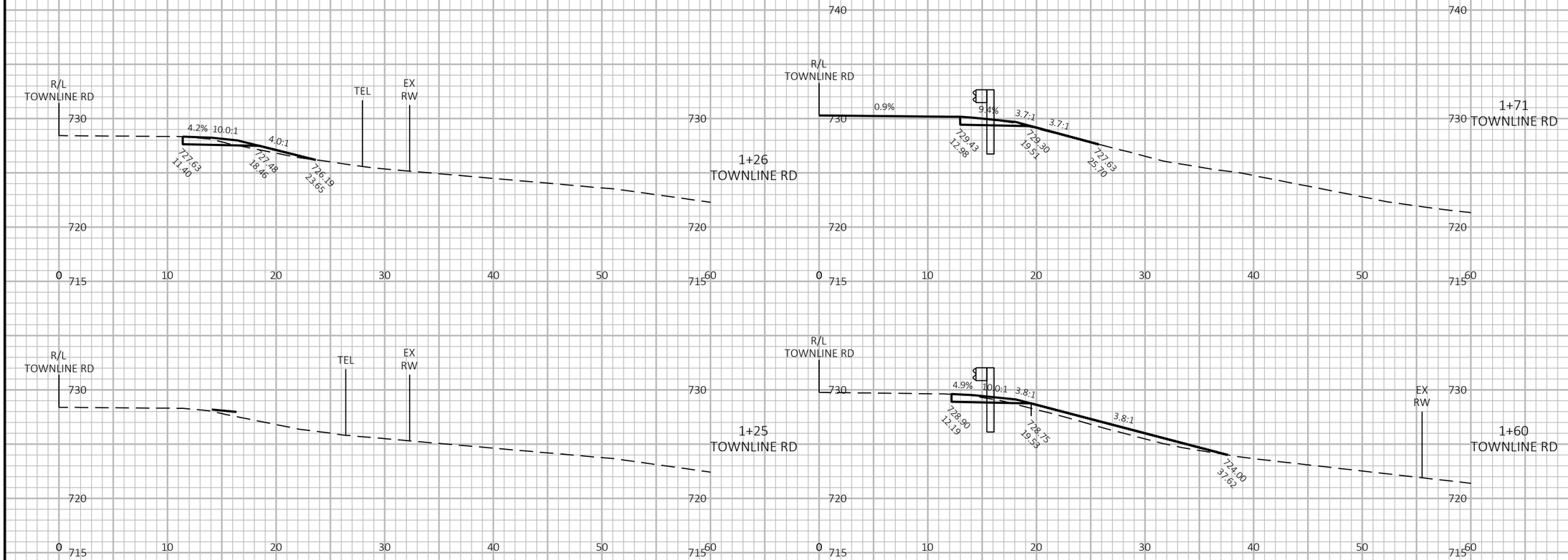
PLOT DATE : 10/25/2022 2:56 PM

PLOT BY : SCHROEDER, DEREK W

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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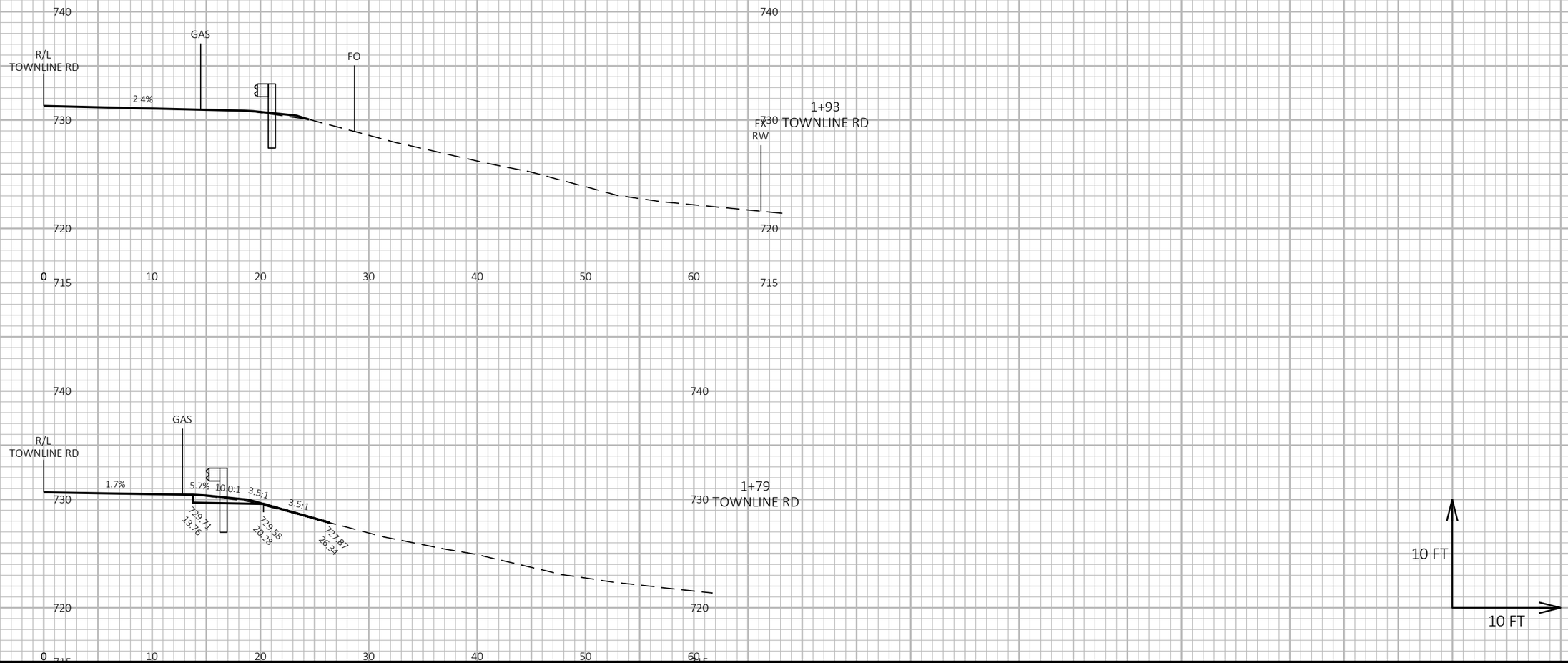
PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: TOWNLINE RD	SHEET 290	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090301-xs

PLOT DATE : 10/25/2022 2:39 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 4130-11-71	HWY: STH 54	COUNTY: KEWAUNEE	CROSS SECTIONS: TOWNLINE RD	SHEET 291	E

FILE NAME : N:\PDS\C3D\41301100\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090302-xs

PLOT DATE : 10/25/2022 2:39 PM PLOT BY : SCHROEDER, DEREK W PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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