GRE

PROJECT ID: 1491-22-71

WITH:

COUNTY: MARINETTE

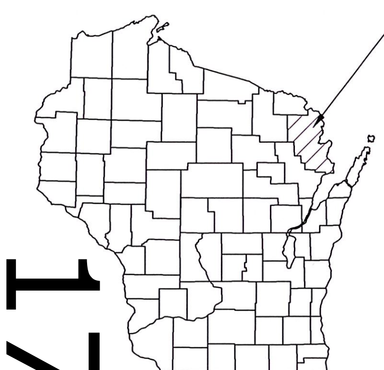
MAY 2023

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 = 156

PROJECT LOCATION



N

17

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

WAUSAUKEE - NIAGARA

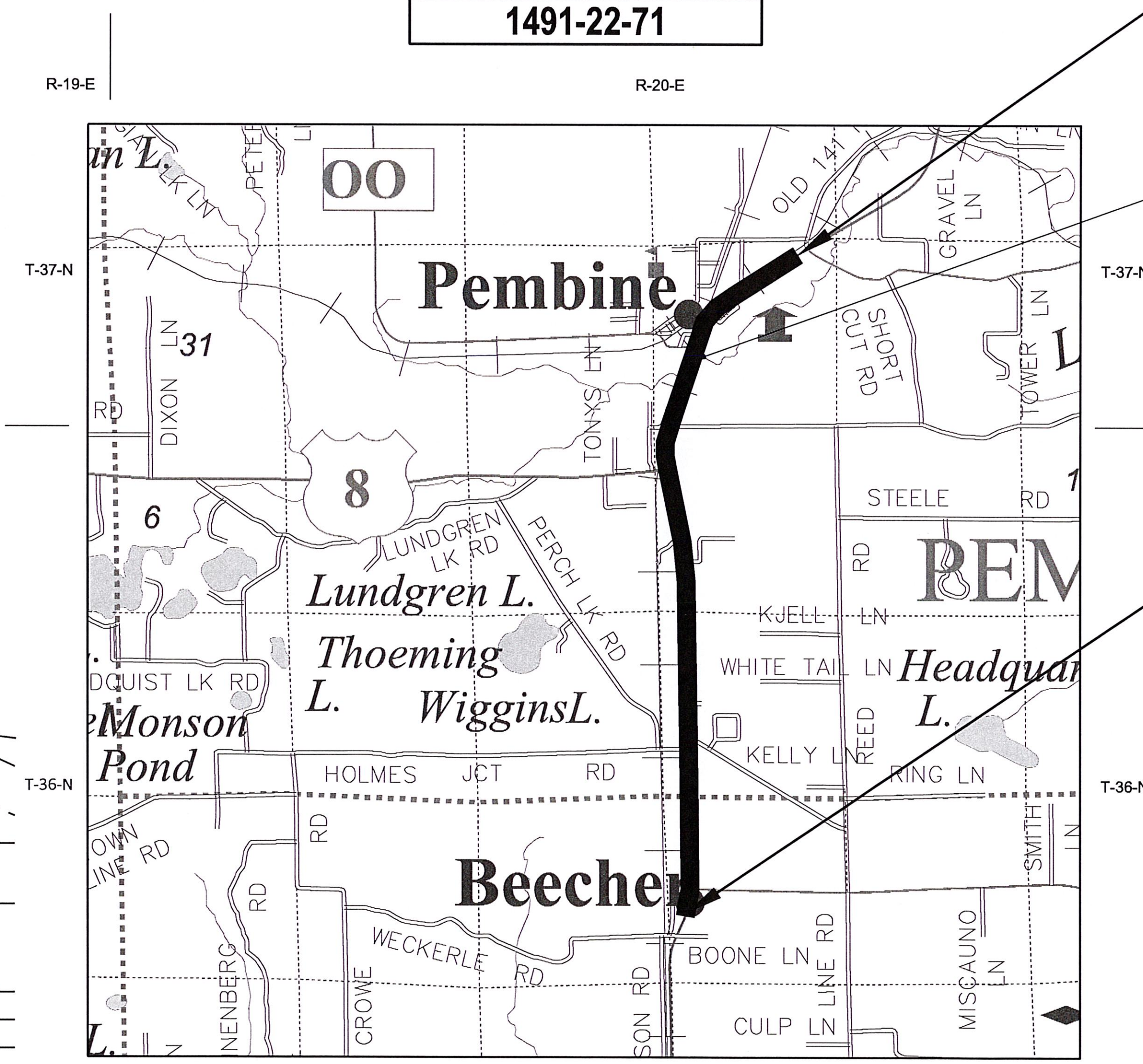
CTH Z - CTH R

USH 141

MARINETTE COUNTY

STATE PROJECT NUMBER
1491-22-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1491-22-71		



END PROJECT
STA. 997+43.59

EXISTING B-38-20
EXCEPTION TO NET C/L LENGTH
STA. 955+95.95 TO STA. 956+61.96

BEGIN PROJECT
STA. 802+04.62
Y= 327074.674
X=710345.511

LAYOUT

SCALE 0 — 1 MI

TOTAL NET LENGTH OF CENTERLINE = 3.688 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MARINETTE 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 12A.

DESIGN DESIGNATION USH 141

A.A.D.T.	2025	=	8400
A.A.D.T.	2045	=	9800
D.H.V.		=	1156
D.D.		=	61/39
T.		=	17.9%
DESIGN SPEED		=	45/55 MPH
ESALS		=	4,000,000

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

ORIGINAL PLANS PREPARED BY

AYRES

WISCONSIN
ANDREW C. DANA
34172
OCONTO, WI
PROFESSIONAL ENGINEER

1-9-2023
(Date)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NE REGION/COLEMAN ENGINEERING
Designer	AYRES
Project Manager	KURT VOGEL
Regional Supervisor	BRIAN EDWARDS

APPROVED FOR THE DEPARTMENT

DATE: 1/9/2023 (Signature)

E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\010101-TI.DWG   PLOT DATE : 11/22/2022 1:32 PM   PLOT BY : GARNICA, BRANDON   PLOT NAME :

GENERAL NOTES

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

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

THE EXACT LOCATIONS OF EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

A BUTT JOINT AND VERTICAL FACE IS REQUIRED WHERE NEW HMA PAVEMENT MEETS EXISTING HMA PAVEMENT.

UTILITIES

COMMUNICATIONS

ASTREA
ANDY HEIGL
105 KENT ST
IRON MOUNTAIN, MI 49801
PHONE: (906) 776-2609
MOBILE: (906) 221-7536
EMAIL: ANDY.HEIGL@ASTREACONNECT.COM

BRIGHTSPEED
STEVE BISHOP
130 4TH ST
BARABOO, WI 53913
PHONE: (608) 355-7501
MOBILE: (608) 963-8594
EMAIL: STEVEN.BISHOP@LUMEN.COM

NSIGHT
RICK VINCENT
470 SECURITY BLVD
GREEN BAY, WI 54313
PHONE: (920) 617-7316
EMAIL: RICK.VINCENT@NSIGHT.COM

ELECTRICITY

WISCONSIN PUBLIC SERVICE CORPORATION
BRANDON TAYLOR
2850 S ASHLAND AVE
PO BOX 19001
GREEN BAY, WI 54307-9001
PHONE: (715) 775-0222
EMAIL: BRANDON.TAYLOR@WISCONSINPUBLICSERVICE.COM

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

OTHER CONTACTS

WISCONSIN DNR LIASION
JIM DOPERALSKI
DEPARTMENT OF NATURAL RESOURCES
2984 SHAWANO AVE
GREEN BAY, WI 54313
(920) 662-5119
JAMES.DOPERALSKI@WISCONSIN.GOV

NE REGION SURVEY COORDINATOR
CORMAC MCINNIS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-5638
CORMAC.MCINNIS@DOT.WI.GOV

KURT VOGEL
PROJECT MANAGER
NORTHEAST REGION
944 VAN DER PERREN WAY
GREEN BAY, WI 54304
(920) 492-7706
MATTHEW.TERNES@DOT.WI.GOV

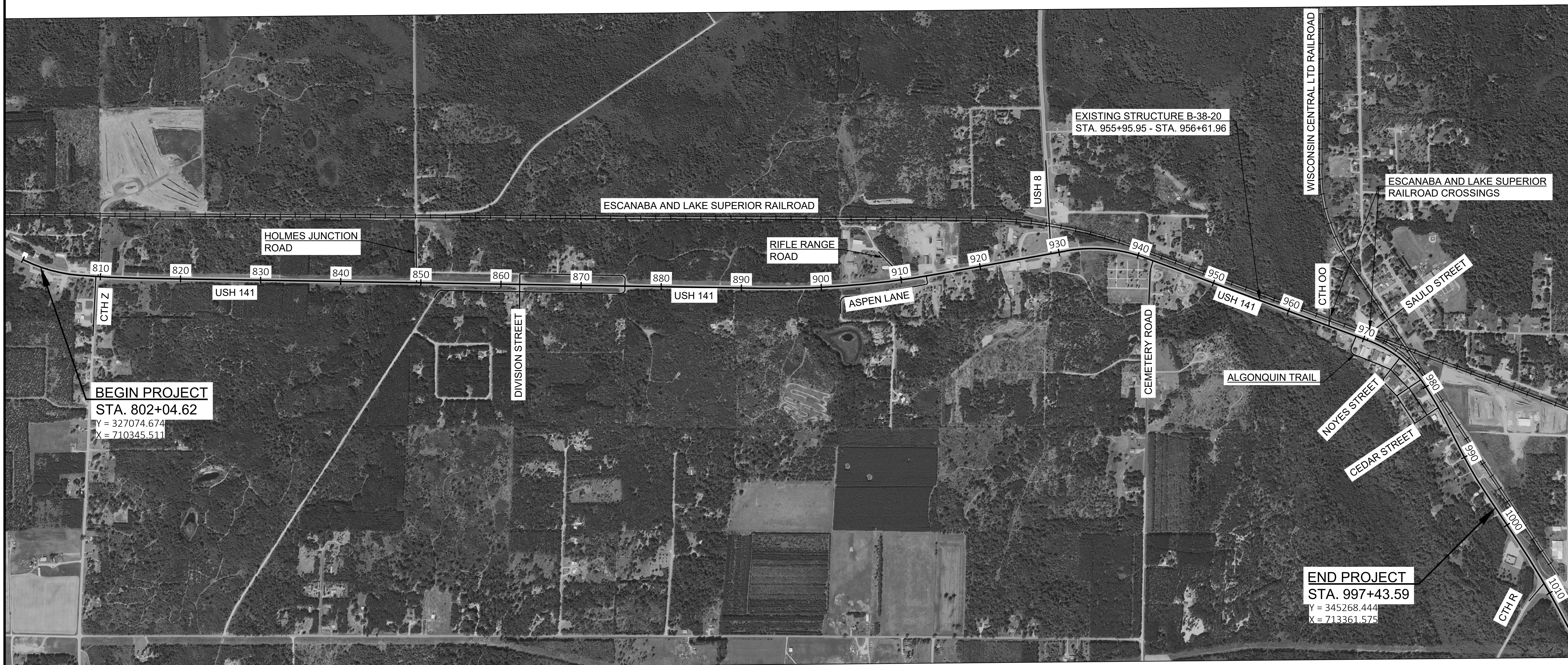
AYRES
ANDY DANA
DESIGN PROJECT LEADER
3376 PACKERLAND DR
ASHWAUBENON, WI 54115
(920) 327-7826
DANAA@AYRESASSOCIATES.COM

ORDER OF SECTION 2 SHEETS

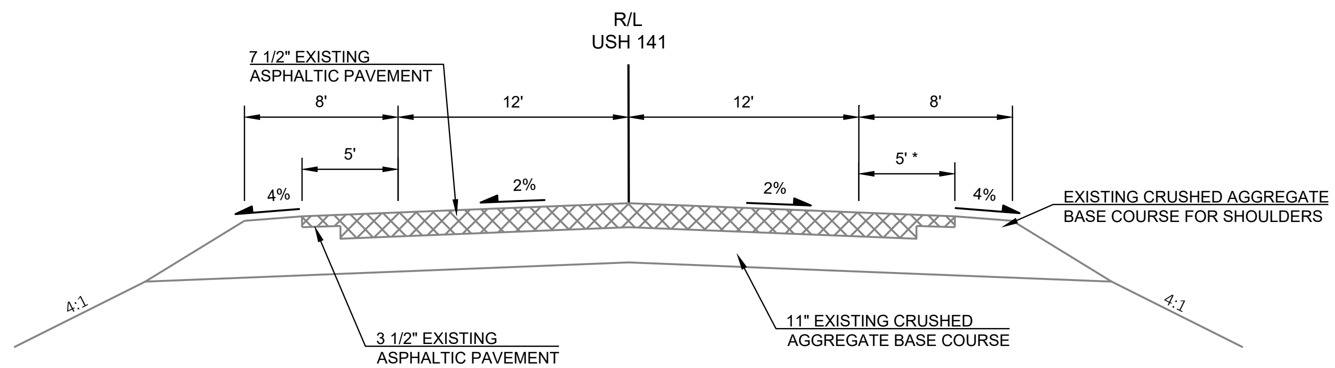
GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PAVING DETAILS
GUARDRAIL DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
PEDESTRIAN DETOUR DETAILS

LIST OF STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CORRUGATED METAL CULVERT PIPE
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC YARD
D	DEGREE OF CURVE
	DELTA
DISCH	DISCHARGE
EB	EAST BOUND
EL OR ELEV	ELEVATION
EAT	ENERGY ABSORBING TERMINAL
EXIST	EXISTING
FE	FIELD ENTRANCE
FT	FOOT
HMA	HOT MIX ASPHALT
INL	INLET
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
LF	LINEAR FOOT
MIN	MINIMUM
MH	MANHOLE
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	REINFORCED CONCRETE APRON ENDWALL FOR CULVERT PIPE
REQ'D	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RRSP	RAIL ROAD SPIKE
RT	RIGHT
RW OR R/W	RIGHT OF WAY
SALV	SALVAGED
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COURSE
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
TYP	TYPICAL
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT
WB	WESTBOUND
YD	YARD



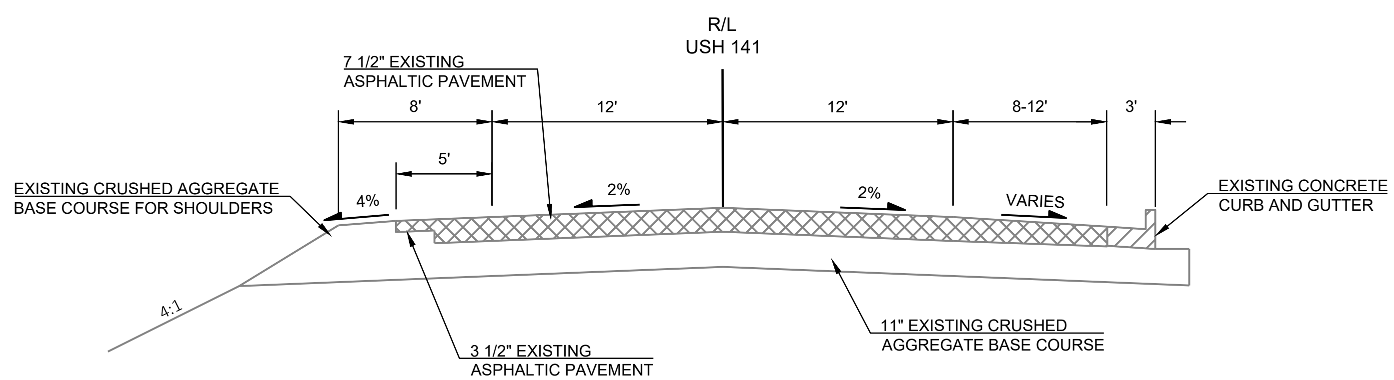
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	PROJECT OVERVIEW	SHEET 3	E



EXISTING TYPICAL SECTION USH 141

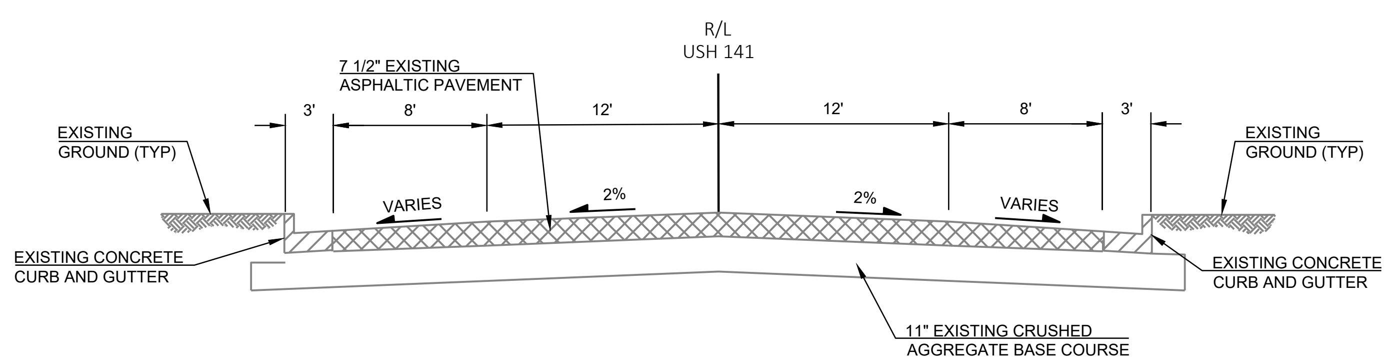
STA. 802+04.62 - STA. 921+00

* 8' PAVED SHOULDER FROM STA. 802+00 - 804+80



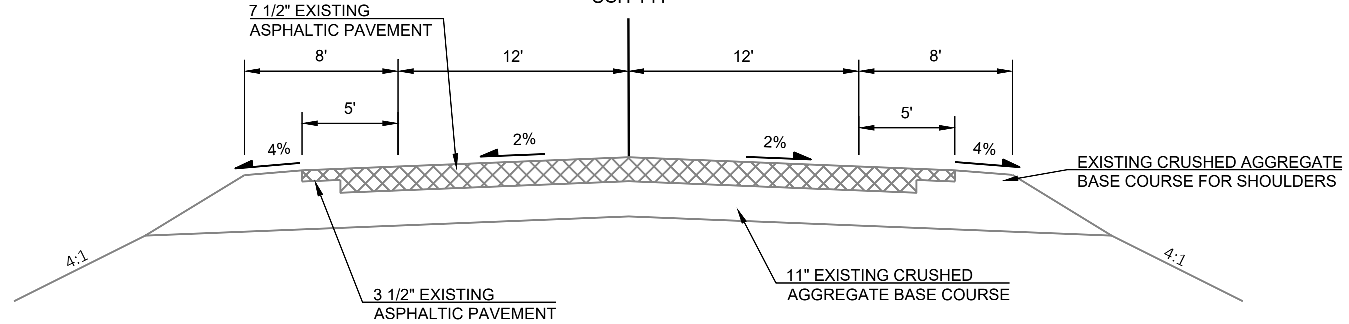
EXISTING TYPICAL SECTION USH 141

STA. 921+00 - STA. 922+00
STA. 923+50 - STA. 931+28



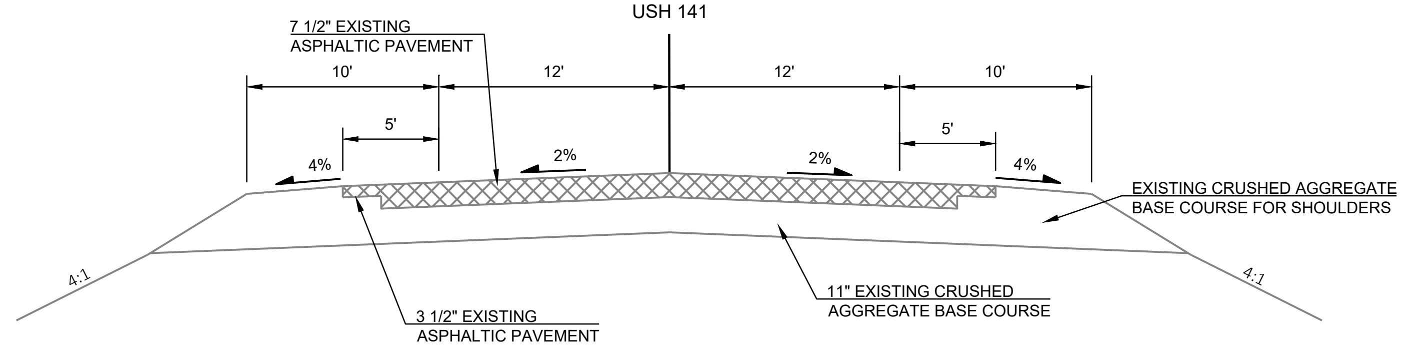
EXISTING TYPICAL SECTION USH 141

STA. 922+00 - STA. 923+50
STA. 962+50 - STA. 964+82



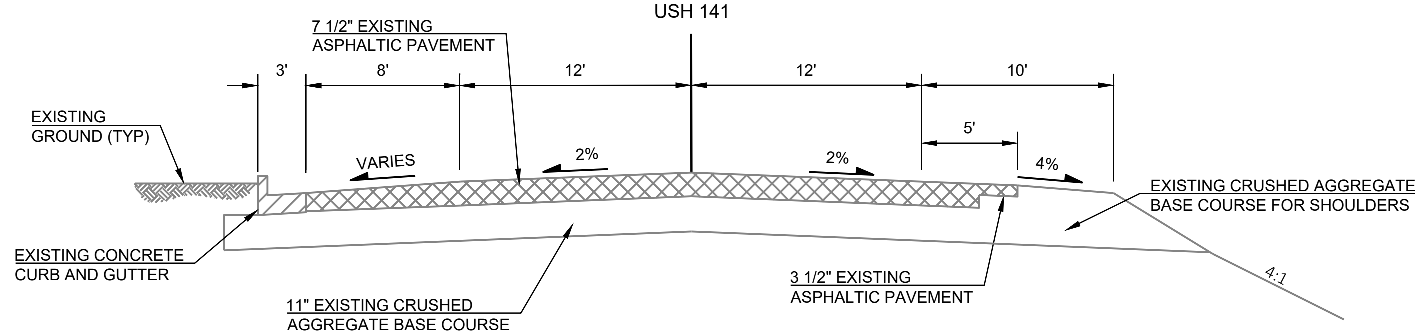
EXISTING TYPICAL SECTION USH 141

STA. 931+28 - STA. 947+00
STA. 985+75 - STA. 997+43.59



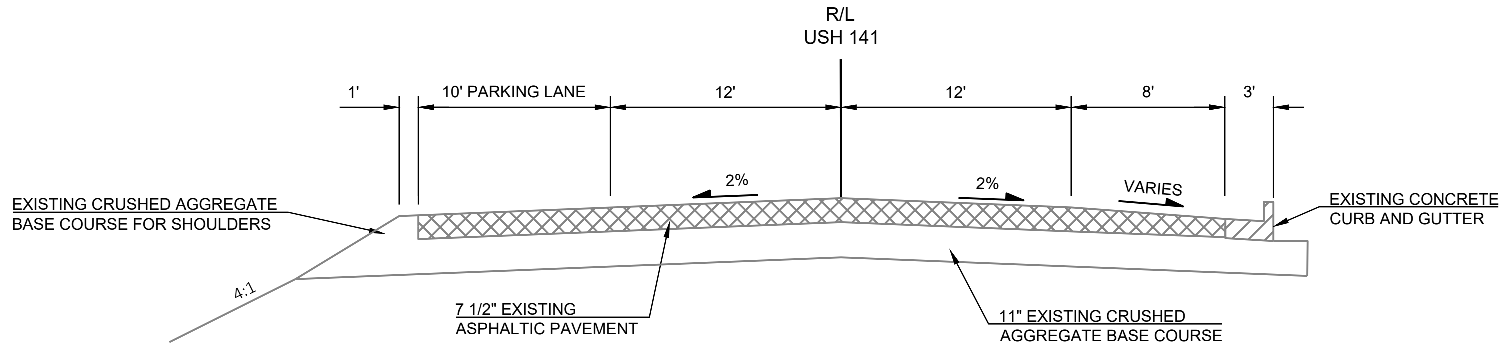
EXISTING TYPICAL SECTION USH 141

STA. 947+00 - STA. 955+85
STA. 956+90 - STA. 959+50



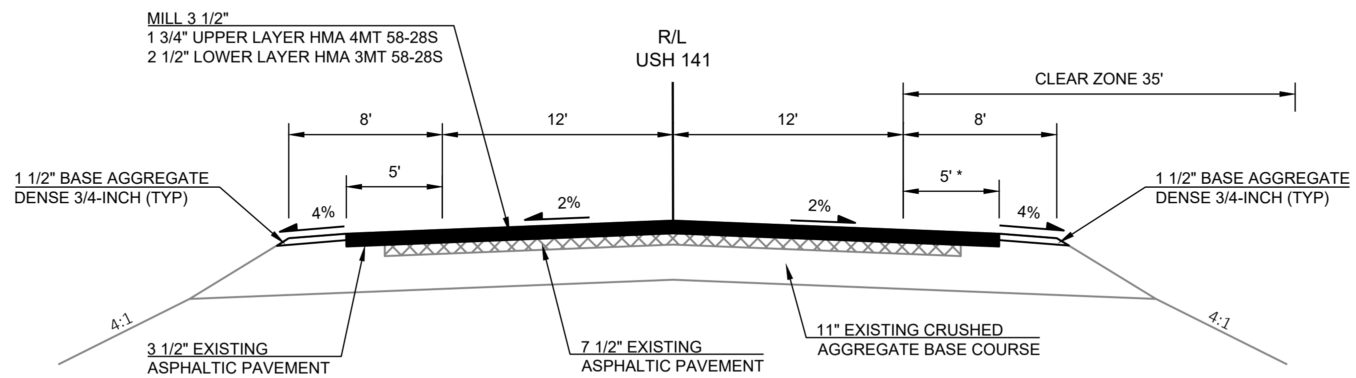
EXISTING TYPICAL SECTION USH 141

STA. 959+50 - STA. 962+50



EXISTING TYPICAL SECTION USH 141

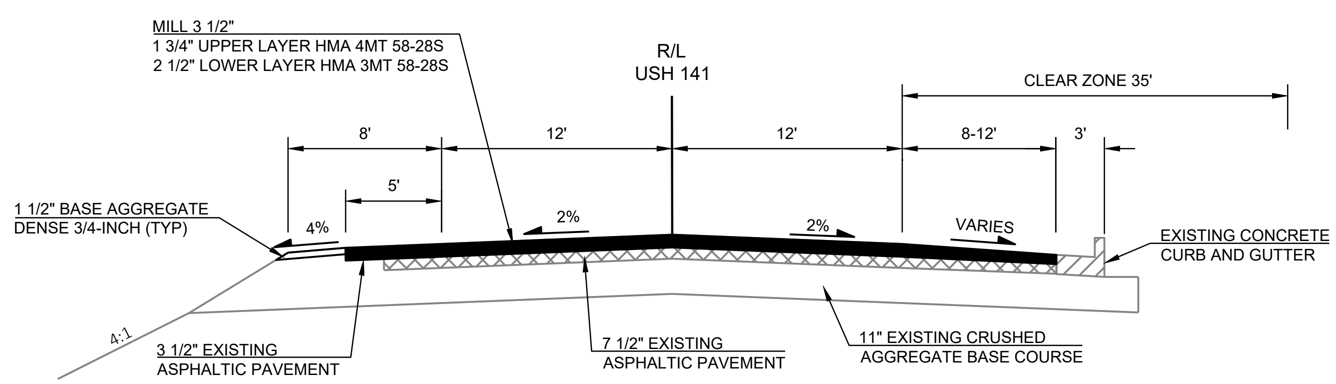
STA. 964+82 - STA. 985+75



FINISHED TYPICAL SECTION USH 141

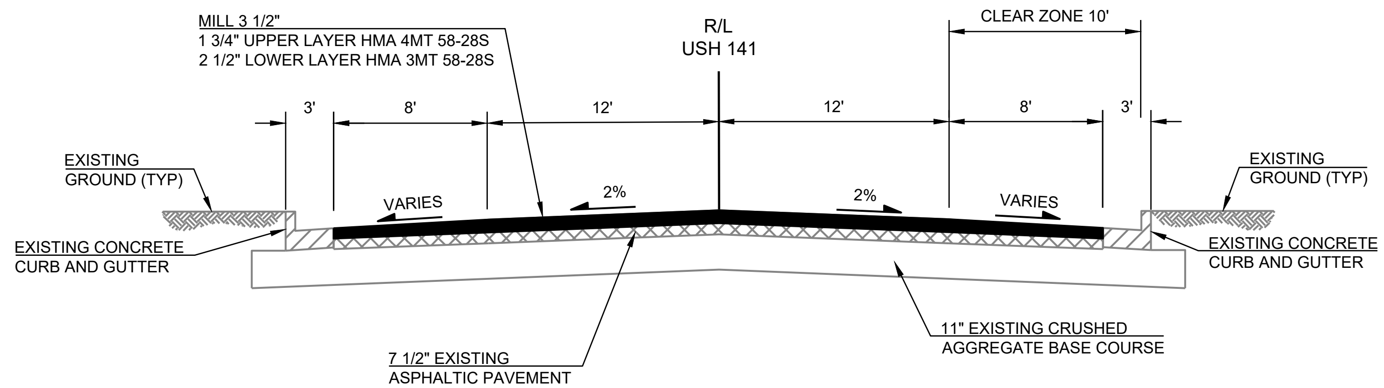
STA. 802+04.62 - STA. 921+00

* 8' PAVED SHOULDER FROM STA. 802+00 - 804+80



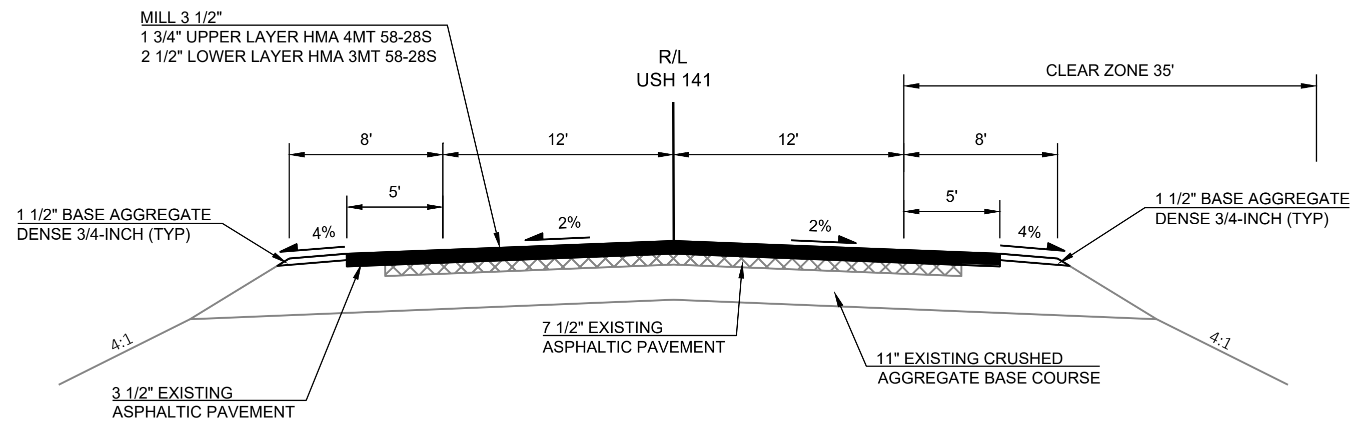
FINISHED TYPICAL SECTION USH 141

STA. 921+00 - STA. 922+00
STA. 923+50 - STA. 931+28



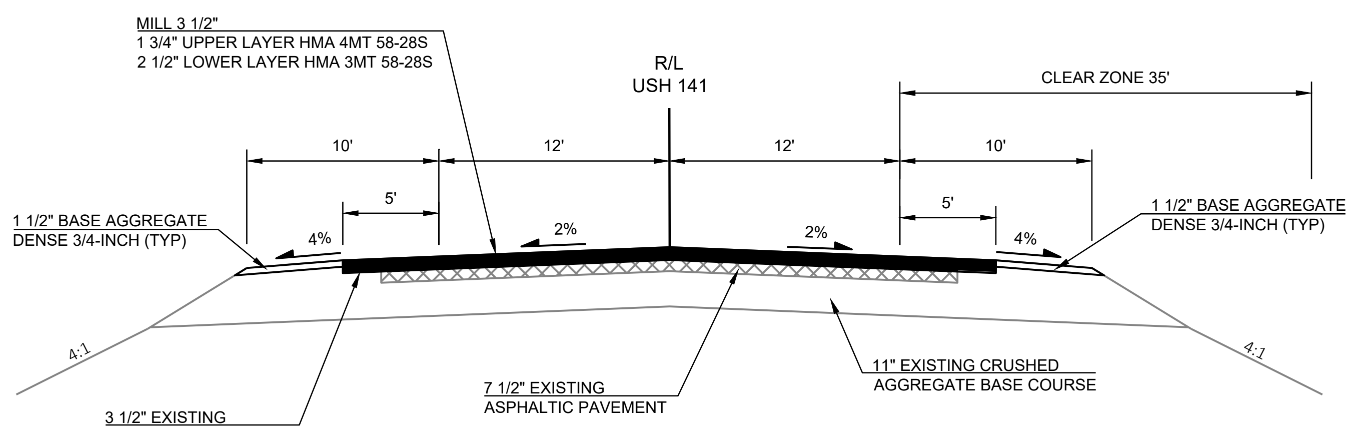
FINISHED TYPICAL SECTION USH 141

STA. 922+00 - STA. 923+50
STA. 962+50 - STA. 964+82



FINISHED TYPICAL SECTION USH 141

STA. 931+28 - STA. 947+00
STA. 985+75 - STA. 997+43.59



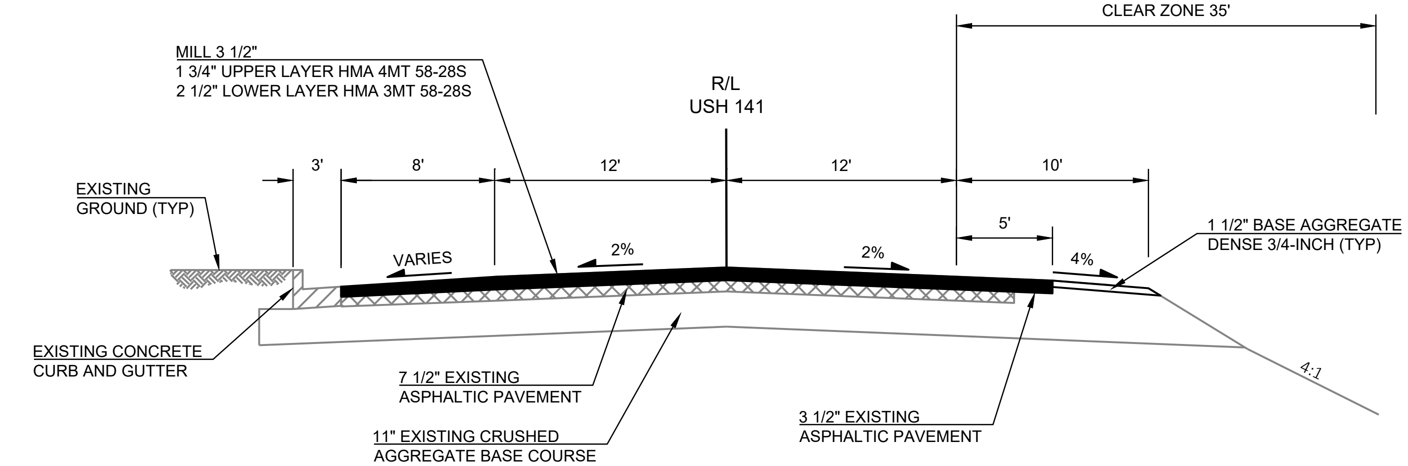
FINISHED TYPICAL SECTION USH 141

STA. 947+00 - STA. 955+95
STA. 956+961 - STA. 959+50

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	TYPICAL SECTIONS	SHEET 7	E

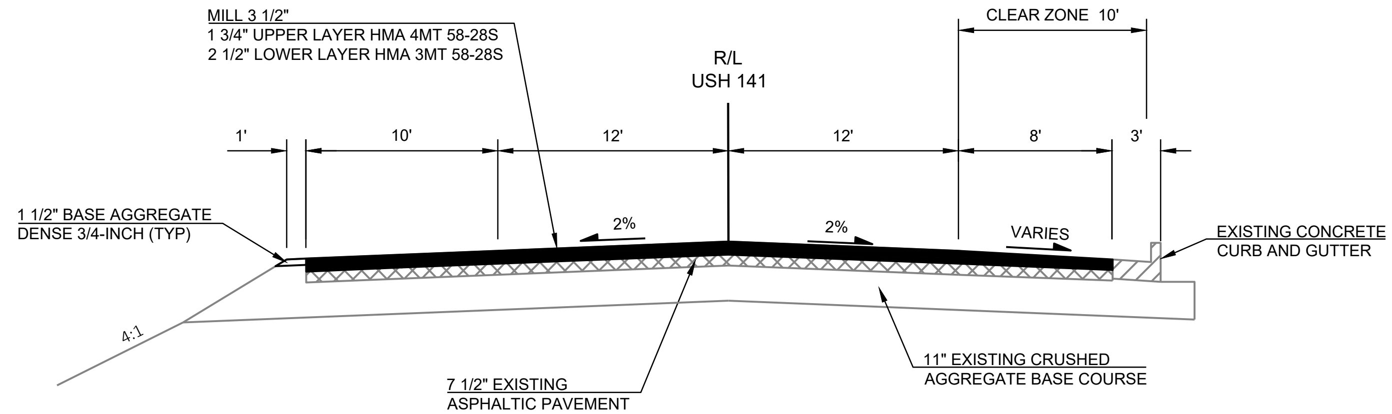
FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020304-ts
PLOT DATE : 11/22/2022 1:33 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



FINISHED TYPICAL SECTION USH 141

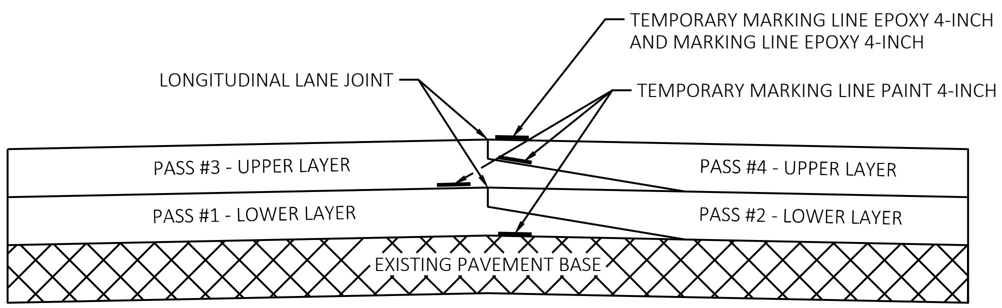
STA. 959+50 - STA. 962+50



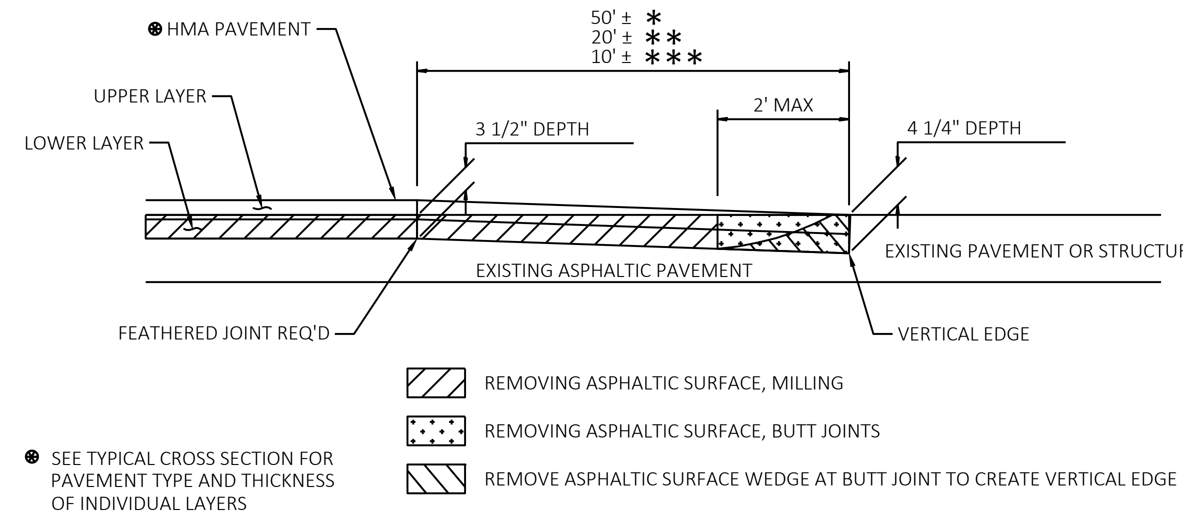
FINISHED TYPICAL SECTION USH 141

STA. 964+82 - STA. 985+75

2

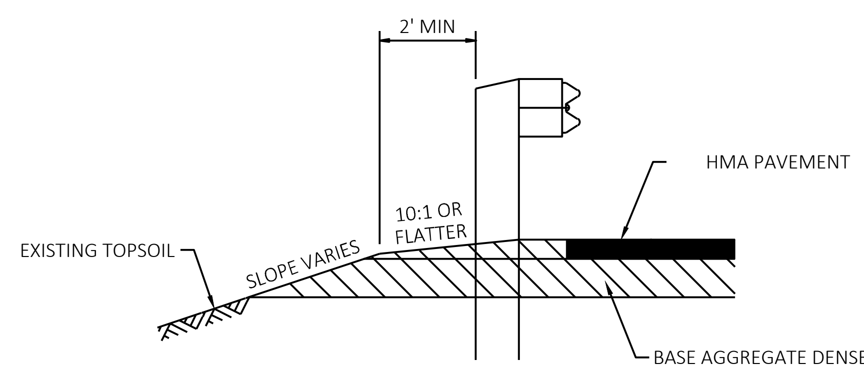


PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS

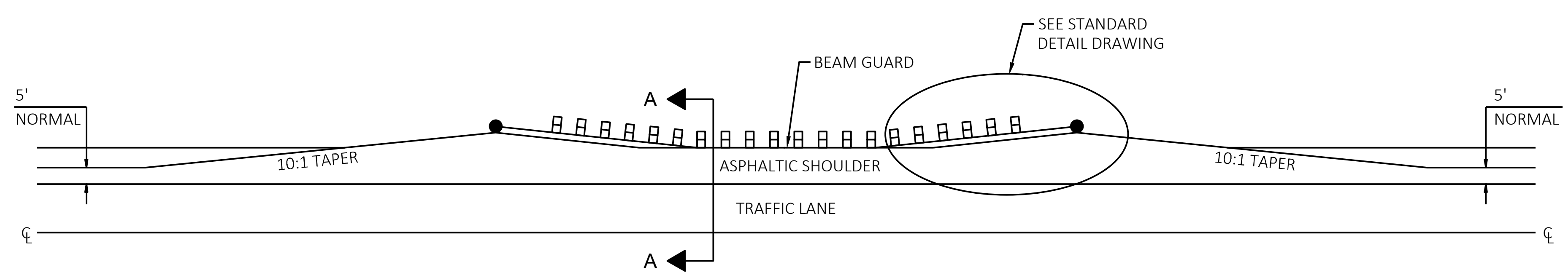


BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS (PROFILE CHANGE)

* MAINLINE
** SIDEROADS
*** PRIVATE ENTRANCES

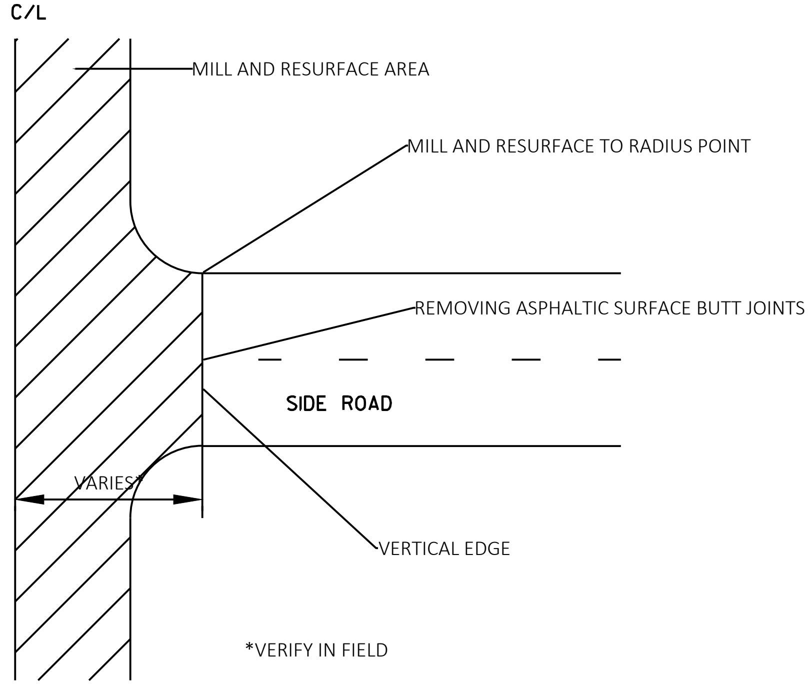


SECTION A-A



DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

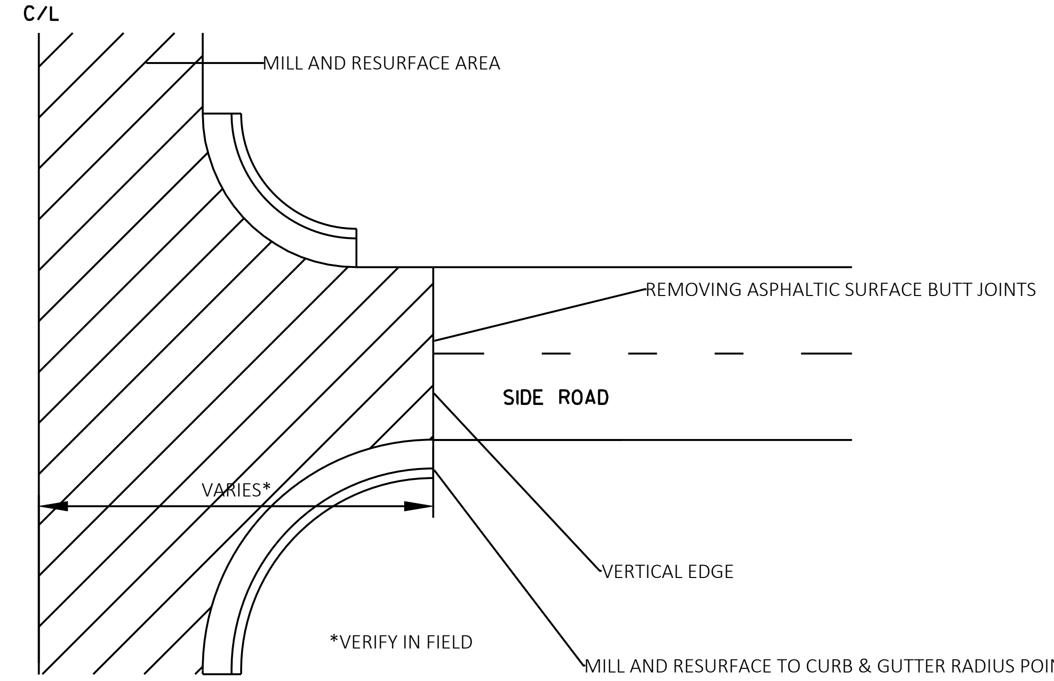
2



PLAN VIEW

SIDE ROAD DETAIL - NO CURB & GUTTER

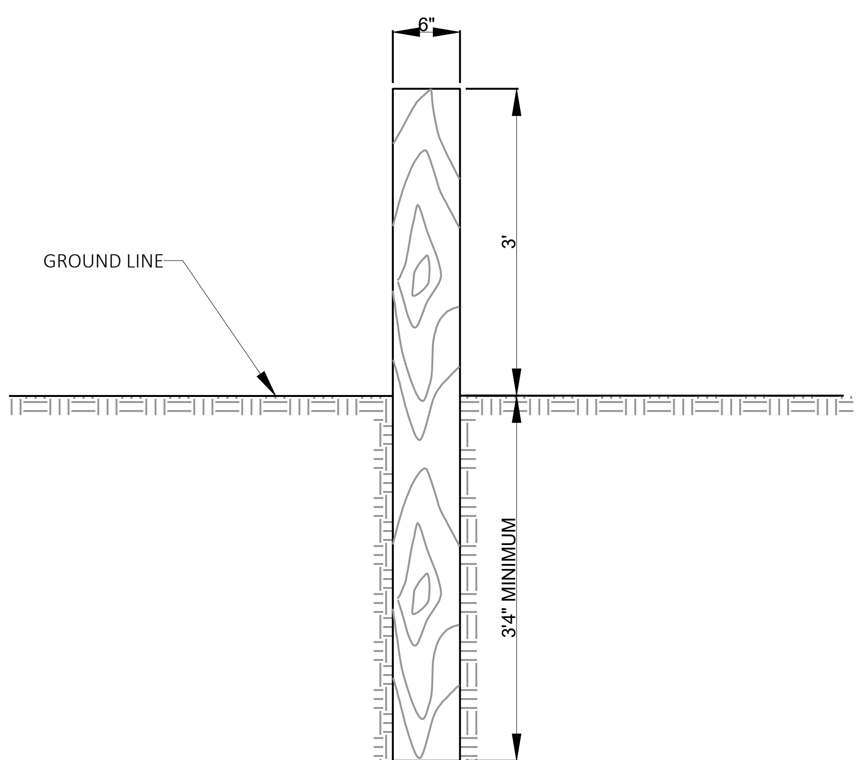
NOT TO SCALE



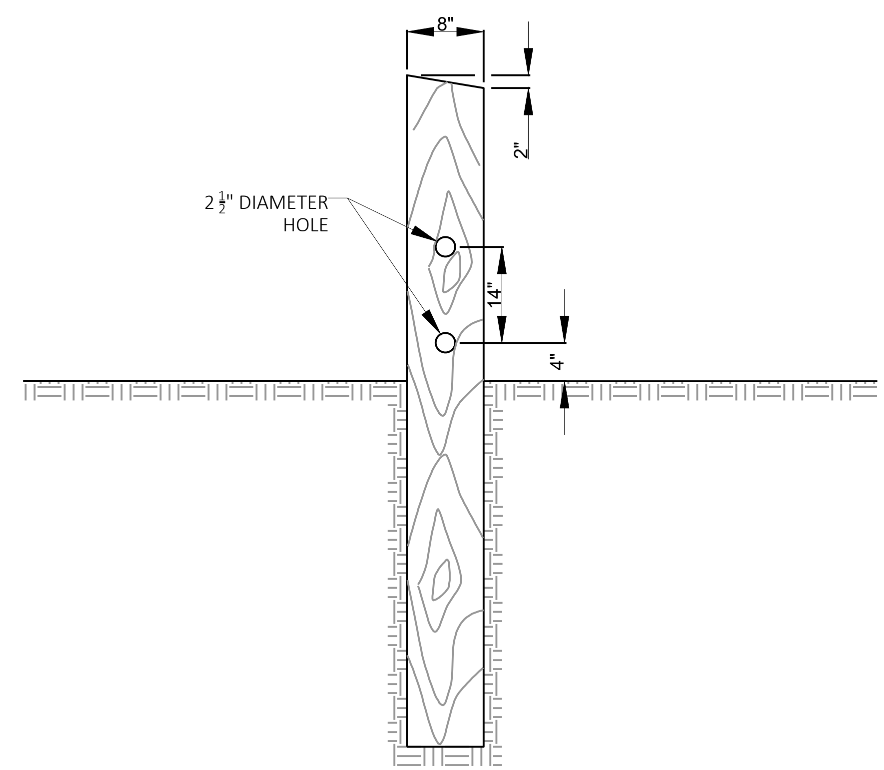
PLAN VIEW

SIDE ROAD DETAIL - CURB & GUTTER

NOT TO SCALE



FRONT VIEW



SIDE VIEW

TIMBER GUARD POST

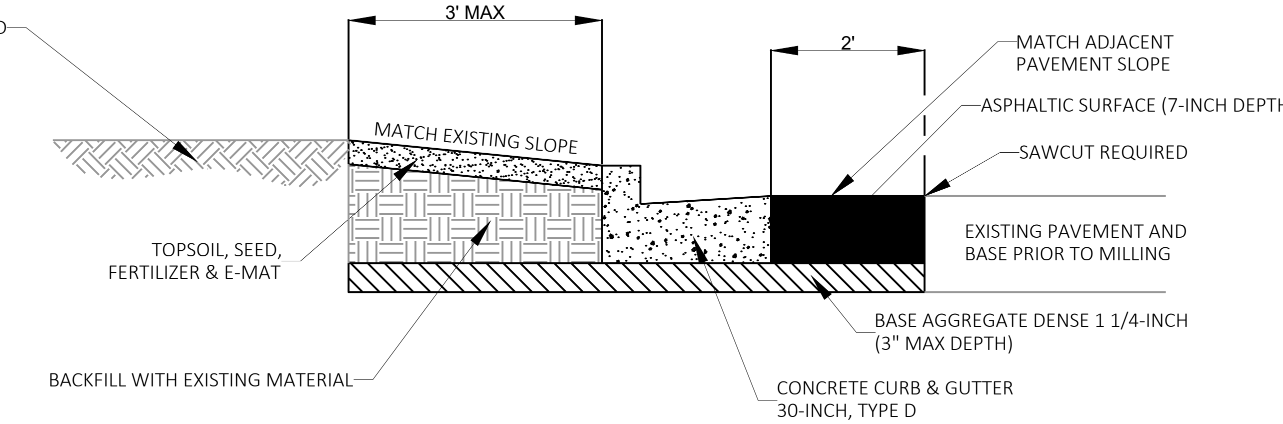
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CONSTRUCTION DETAILS	SHEET 10	E

NOTES:

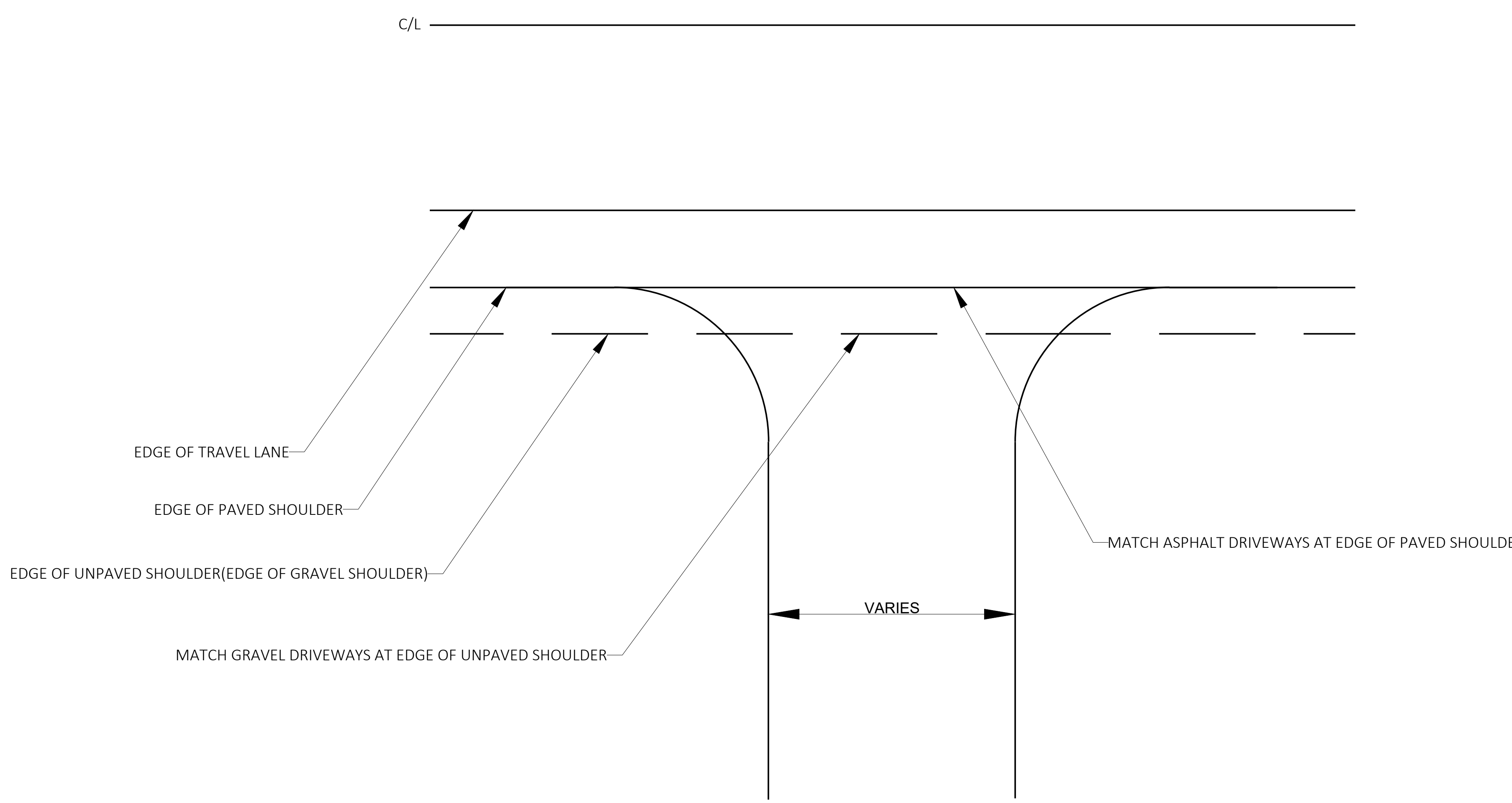
BASE COURSE BELOW PROPOSED CURB & GUTTER SHALL BE CONSTRUCTED TO PROVIDE A SUITABLE BASE AS DETERMINED BY THE ENGINEER IN THE FIELD

SEE MISCELLANEOUS QUANTITIES FOR FINISHING AND EROSION CONTROL ITEMS

SEE SPECIFIC CURB RAMP DETAILS FOR FURTHER INFORMATION

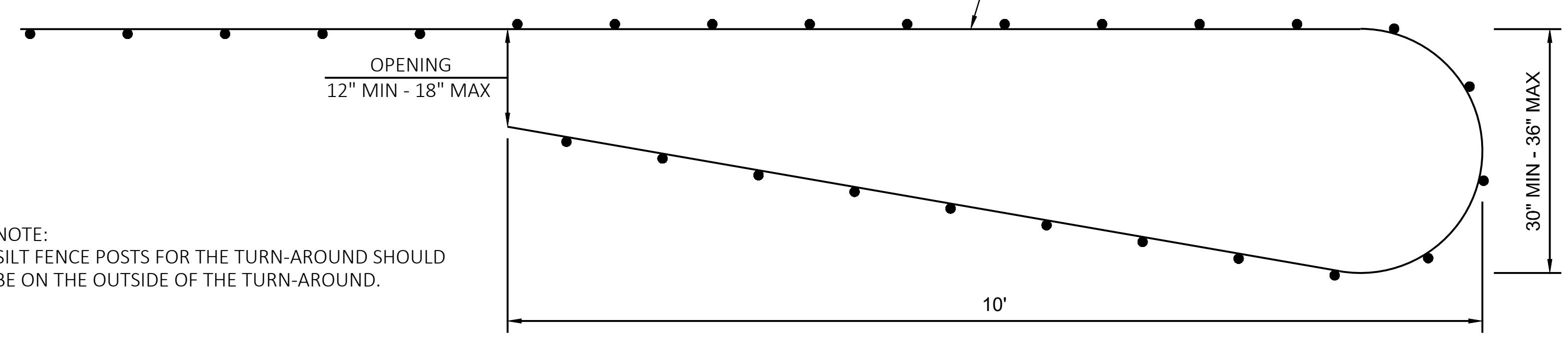


DETAIL FOR CURB & GUTTER REPLACEMENT



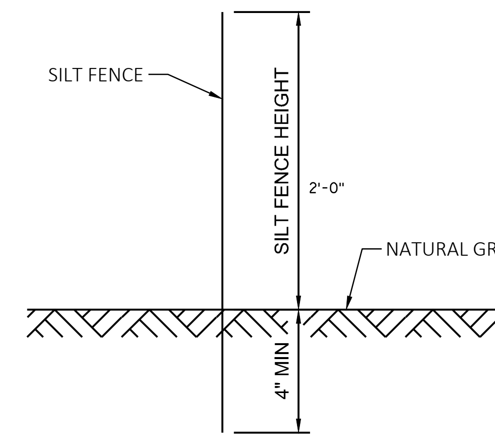
DETAIL FOR TYPICAL DRIVEWAY PAVING LIMITS

2



NOTE:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND.

PLAN VIEW

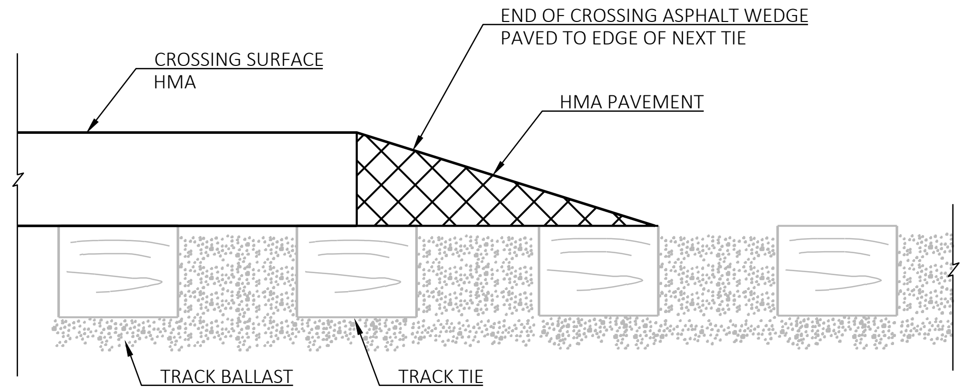


SIDE VIEW

SILT FENCE TURN-AROUND DETAIL

2

2



END OF CROSSING ASPHALT WEDGE DETAIL

NOTES

SEE RAILROAD CROSSING PLAN DETAIL FOR MORE DETAILS OF CROSSING CONSTRUCTION.

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST AND CROSS DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE.

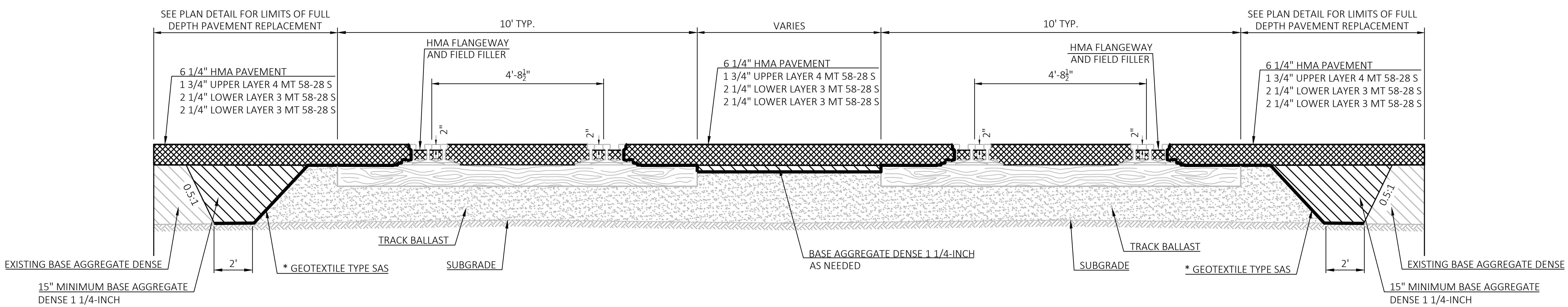
HMA PAVEMENT APPROACHES AND THE HMA PAVEMENT CROSSING SURFACES TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

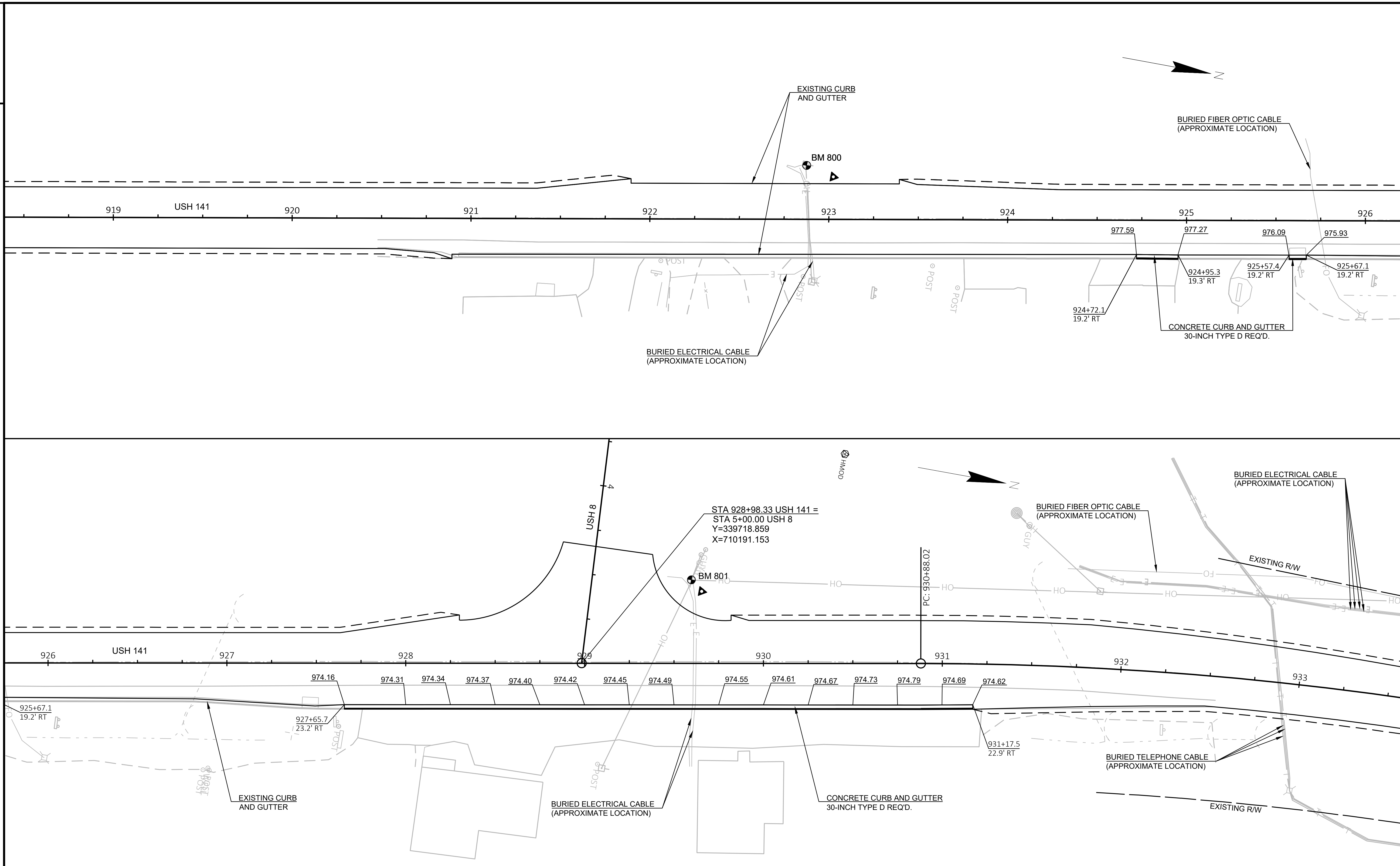
* GEOTEXTILE TYPE SAS PLACED IN ORDER TO PROVIDE STABILIZATION AND SEPARATION ON TOP OF THE TRACK BALLAST WHERE IT IS UNDER OR ADJACENT TO HMA PAVEMENT AND BASE AGGREGATE DENSE AND THE FIELD SIDE BALLAST CRIBS. GEOTEXTILE TYPE SAS SHALL EXTEND FROM THE TOP OF THE PAVEMENT SURFACE TO 2 FEET BEYOND THE LIMITS OF THE TRACK BALLAST.



PAVEMENT DETAILS FOR RAILROAD APPROACH

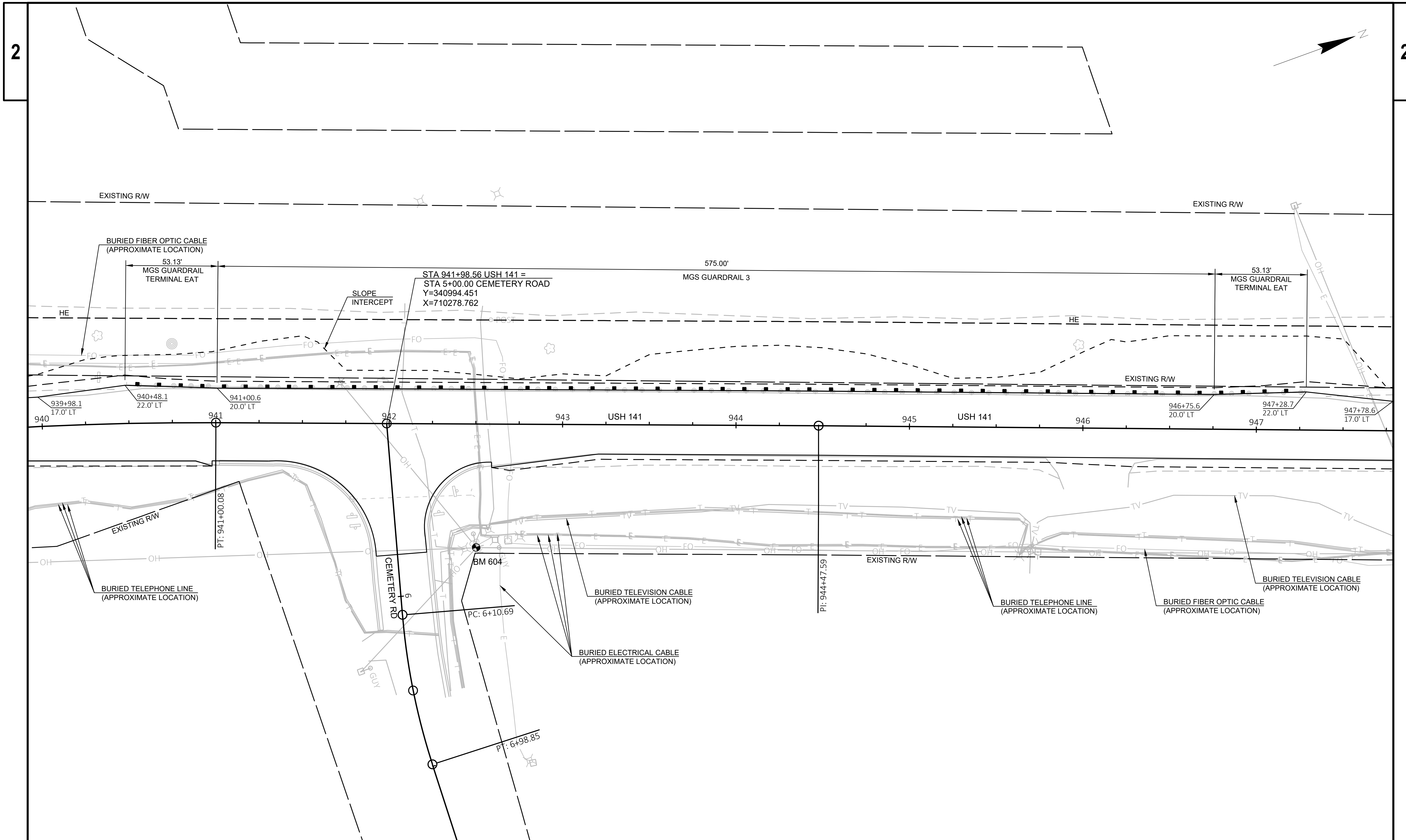
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CONSTRUCTION DETAILS	SHEET 13	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021005-cd
PLOT DATE : 1/13/2023 10:24 AM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

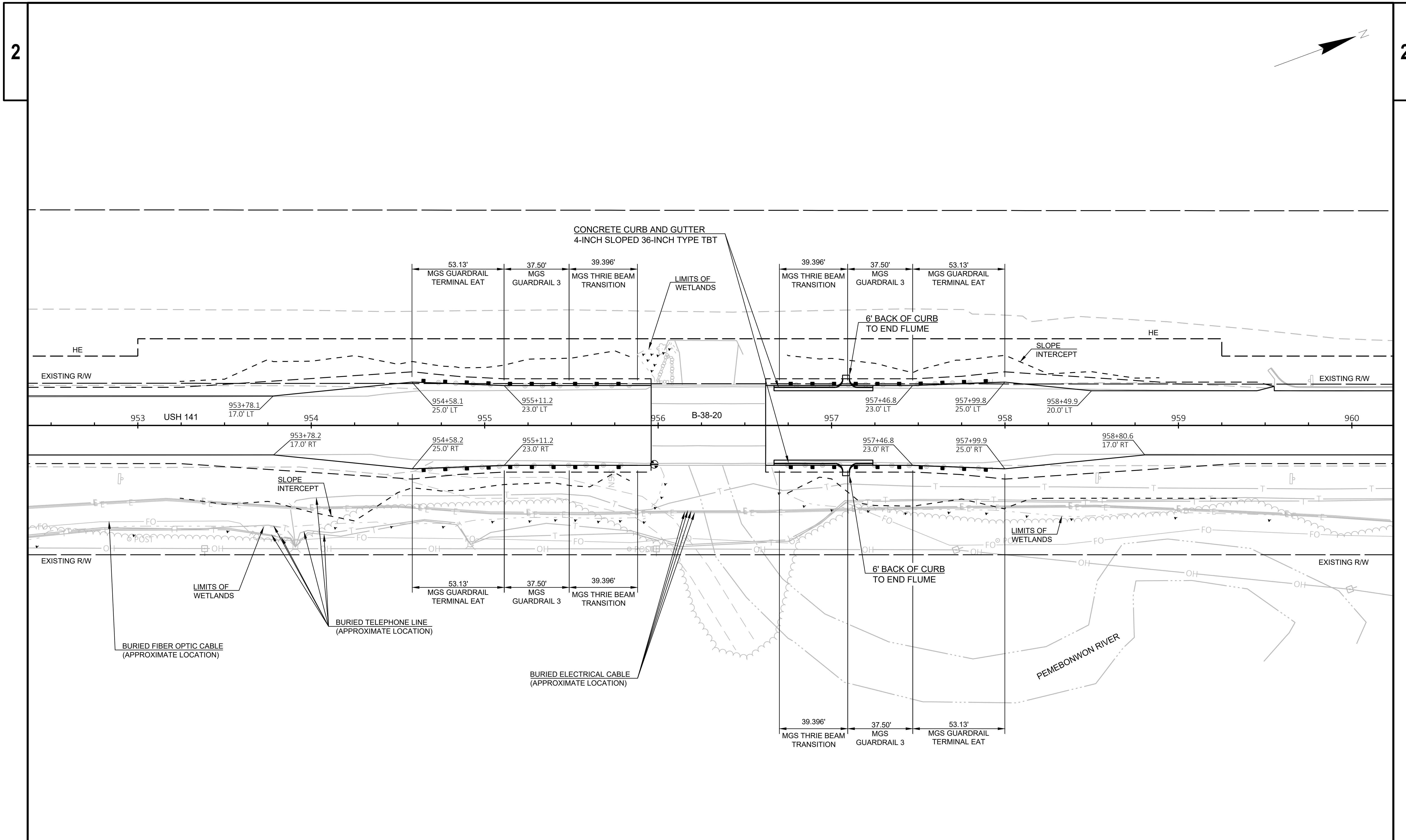


PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	PAVING DETAIL	SHEET 14	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021201-pd
PLOT DATE : 11/22/2022 1:34 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

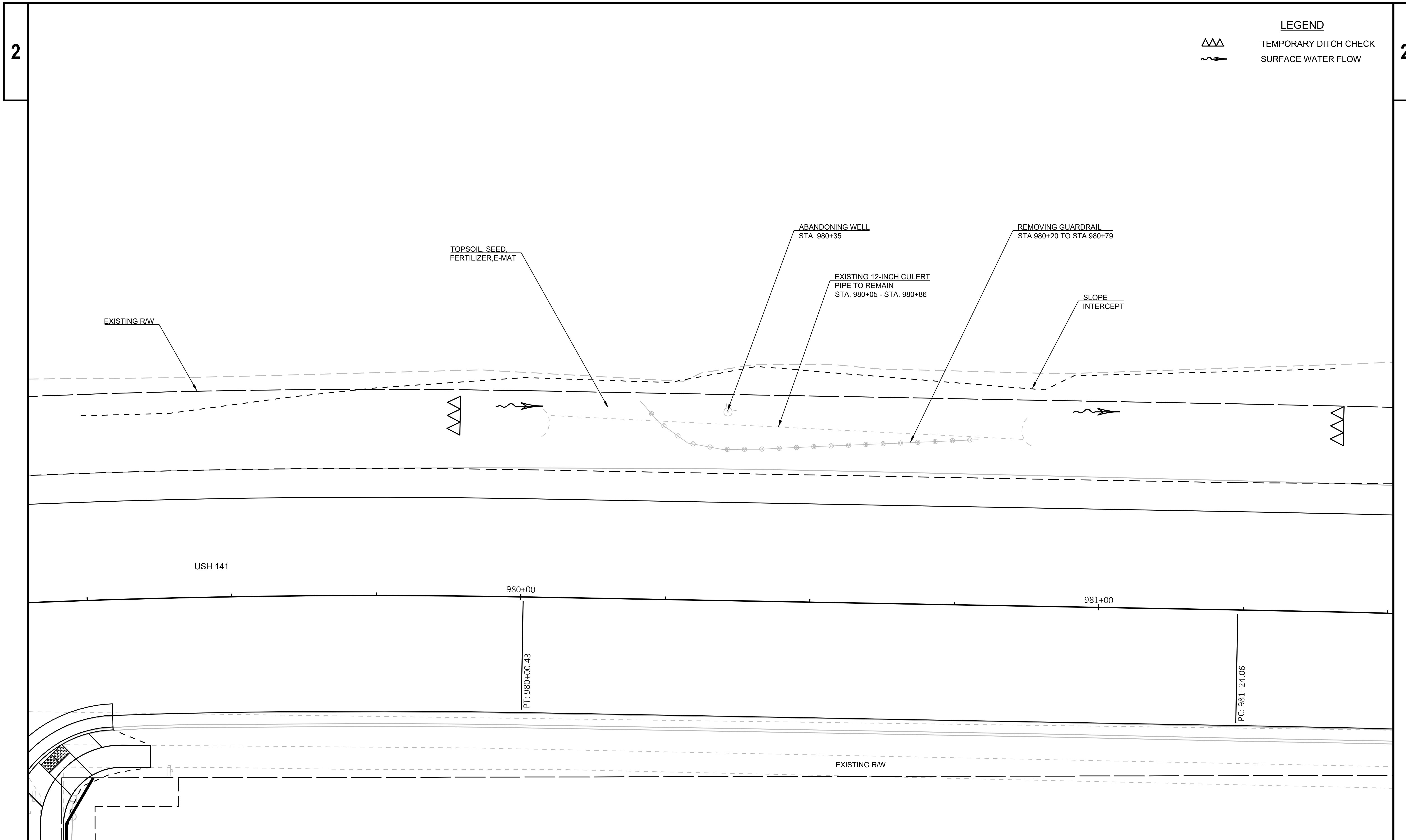


PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	GUARDRAIL DETAIL	SHEET 15	E



PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	GUARDRAIL DETAIL	SHEET 16	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021203-pd
PLOT DATE : 11/22/2022 1:34 PM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

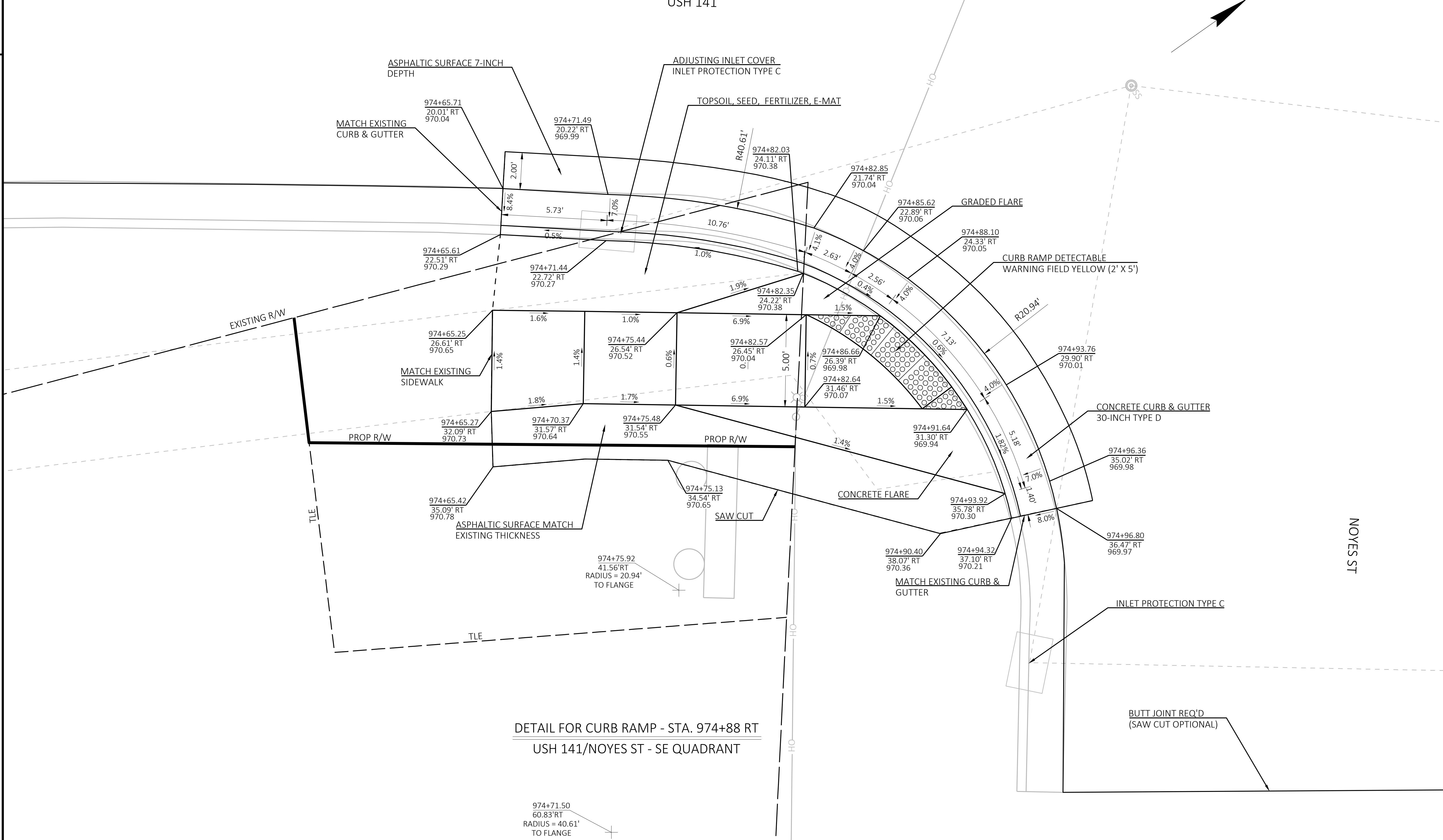


PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	PLAN DETAILS	SHEET 17	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021204-pd
PLOT DATE : 11/22/2022 1:34 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:15 FT
WISDOT/CADDS SHEET 42

2

NOTE:
REFER TO CURB RAMP STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION
OR REFER TO CONSTRUCTION DETAIL FOR CURB & GUTTER REPLACEMENT
STATIONING REFERS TO USH 141 MAINLINE ALIGNMENT



DETAIL FOR CURB RAMP - STA. 974+88 RT

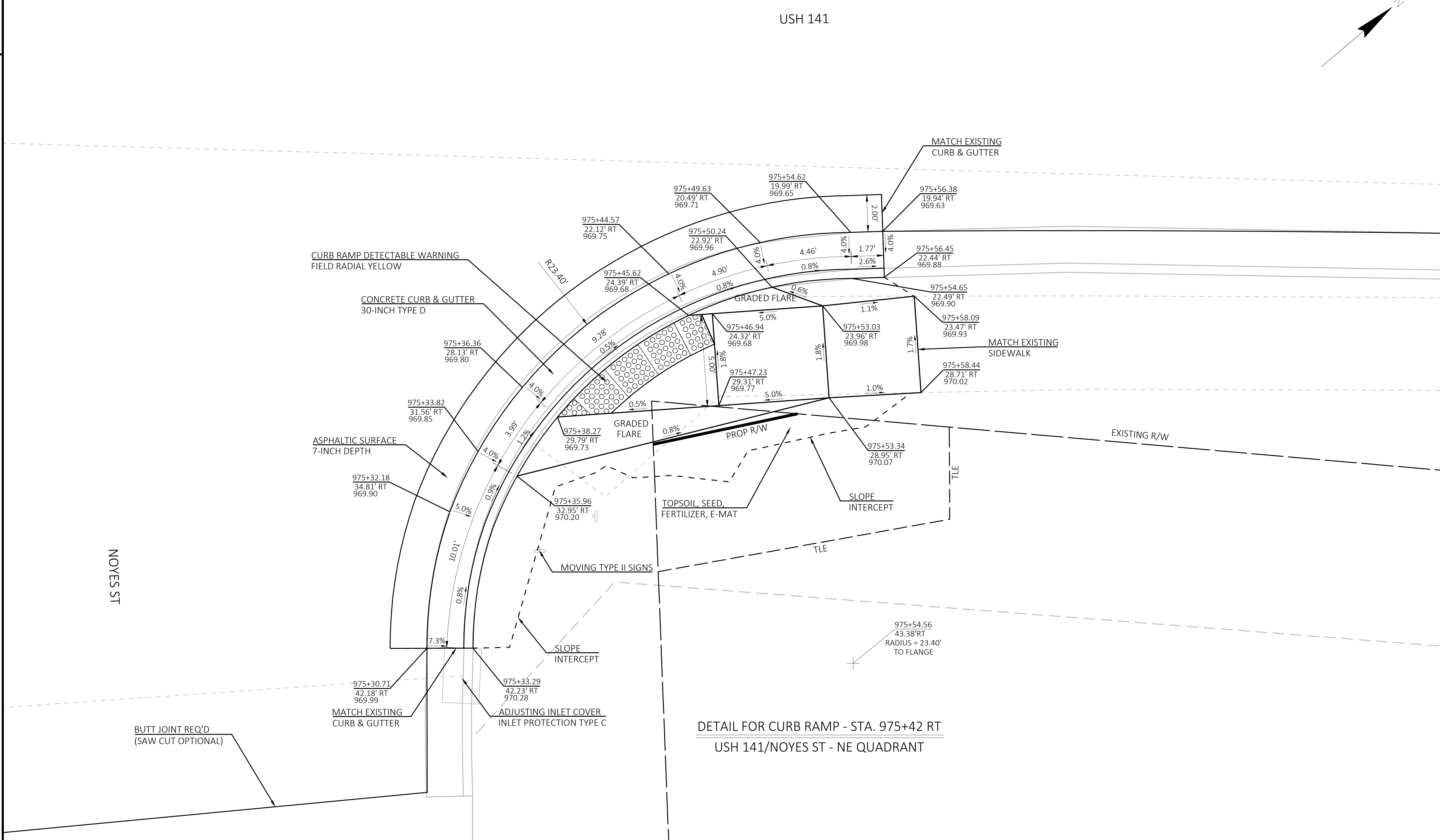
USH 141/NOYES ST - SE QUADRANT

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CURB RAMP DETAILS	SHEET 18	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 021301-cr
PLOT DATE : 11/22/2022 1:34 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

NOTE:
REFER TO CURB RAMP STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION
OR REFER TO CONSTRUCTION DETAIL FOR CURB & GUTTER REPLACEMENT
STATIONING REFERS TO USH 141 MAINLINE ALIGNMENT

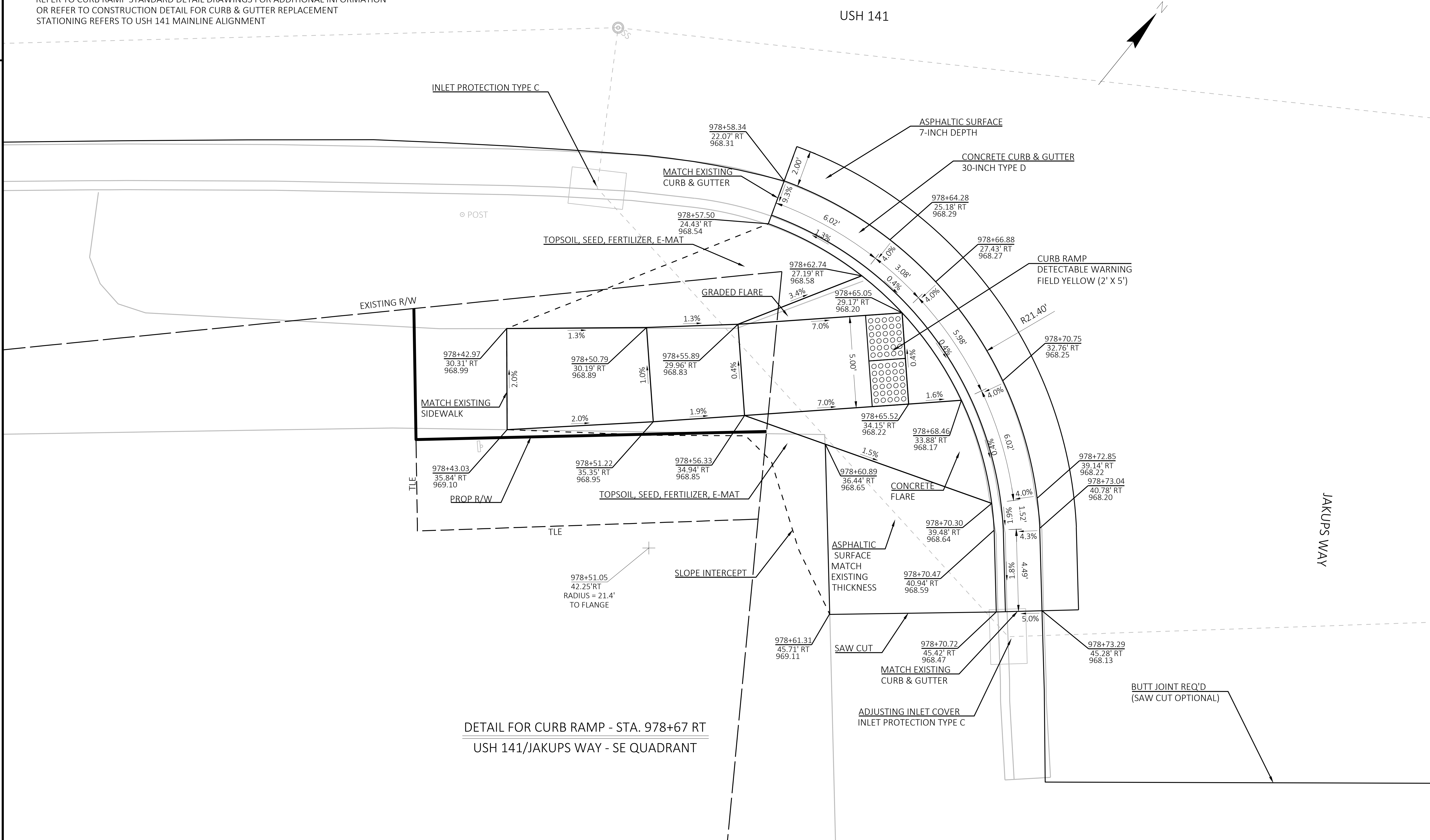


DETAIL FOR CURB RAMP - STA. 975+42 RT
USH 141/NOYES ST - NE QUADRANT

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CURB RAMP DETAILS	SHEET 19	E

2

NOTE:
REFER TO CURB RAMP STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION
OR REFER TO CONSTRUCTION DETAIL FOR CURB & GUTTER REPLACEMENT
STATIONING REFERS TO USH 141 MAINLINE ALIGNMENT

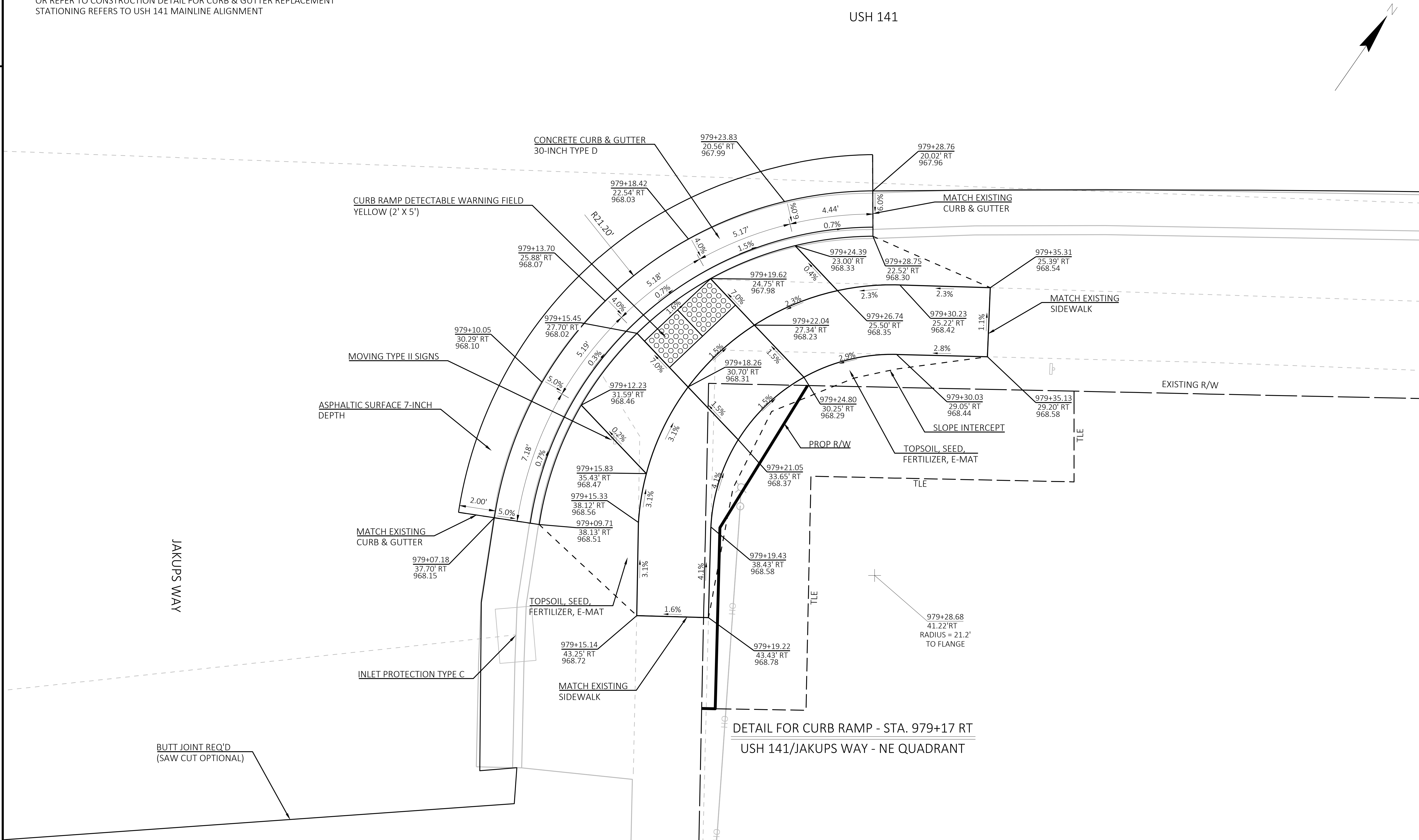


DETAIL FOR CURB RAMP - STA. 978+67 RT
USH 141/JAKUPS WAY - SE QUADRANT

2

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CURB RAMP DETAILS	SHEET 20	E

NOTE:
REFER TO CURB RAMP STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION
OR REFER TO CONSTRUCTION DETAIL FOR CURB & GUTTER REPLACEMENT
STATIONING REFERS TO USH 141 MAINLINE ALIGNMENT

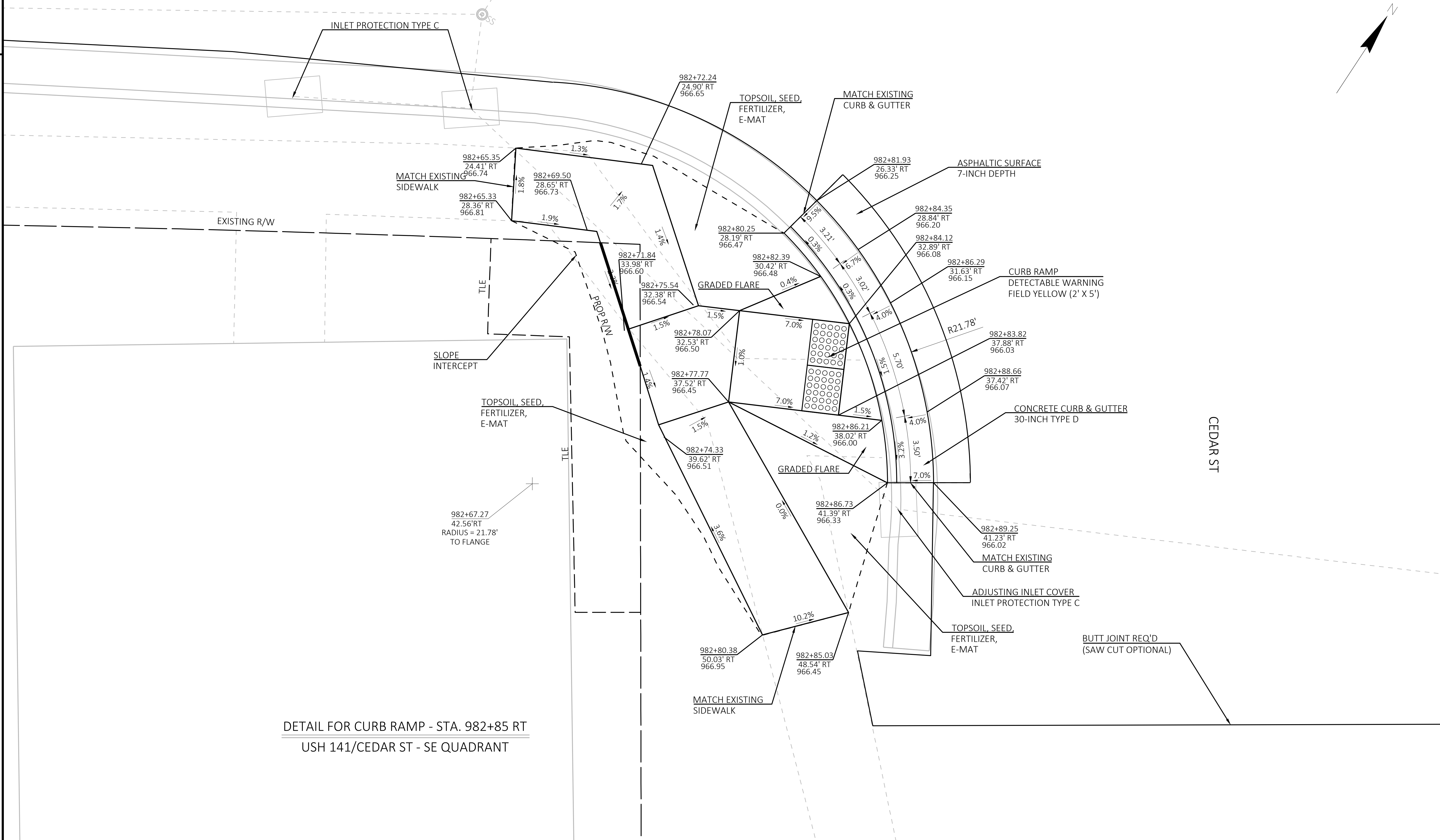


DETAIL FOR CURB RAMP - STA. 979+17 RT
USH 141/JAKUPS WAY - NE QUADRANT

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CURB RAMP DETAILS	SHEET 21	E

2

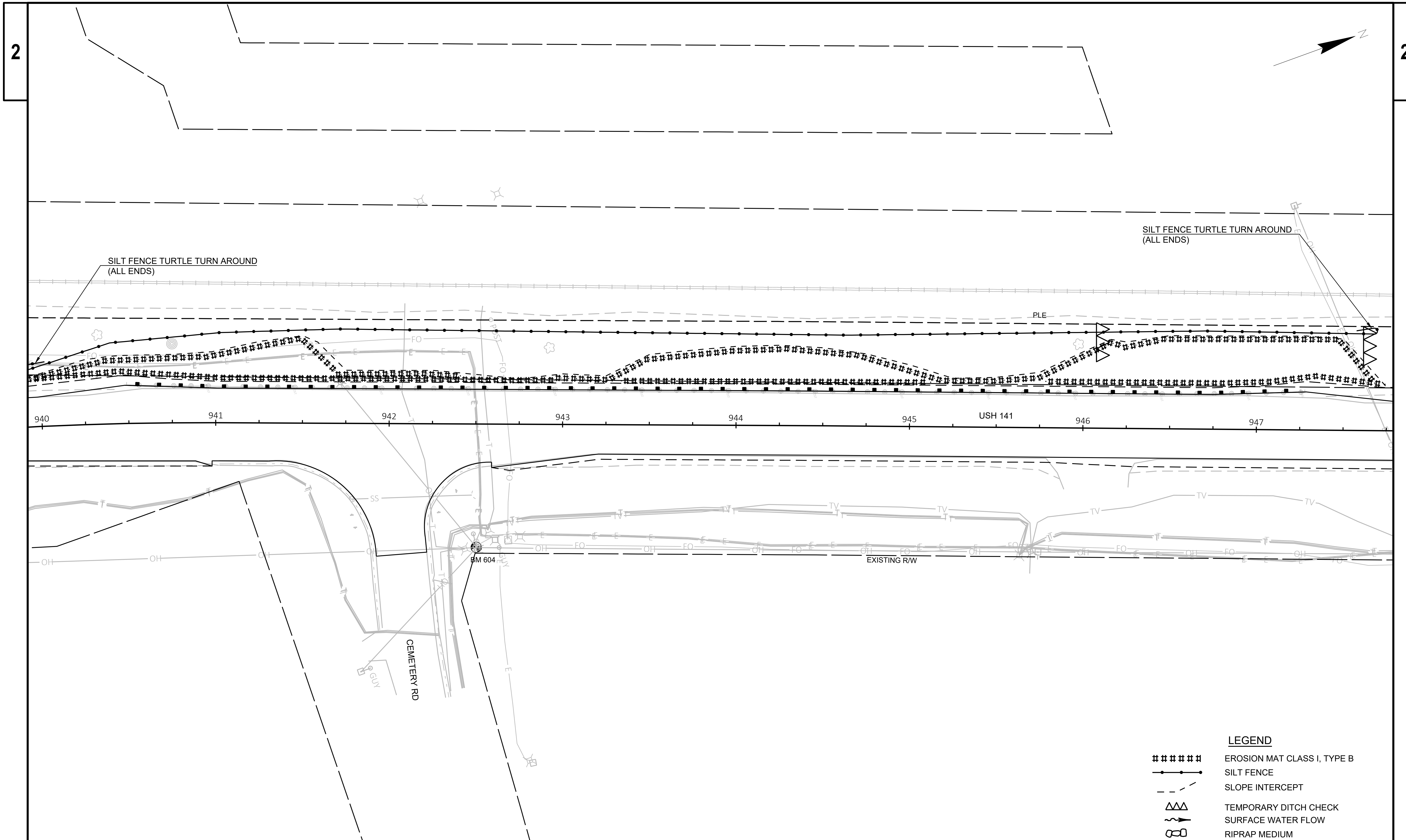
NOTE:
REFER TO CURB RAMP STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION
OR REFER TO CONSTRUCTION DETAIL FOR CURB & GUTTER REPLACEMENT
STATIONING REFERS TO USH 141 MAINLINE ALIGNMENT



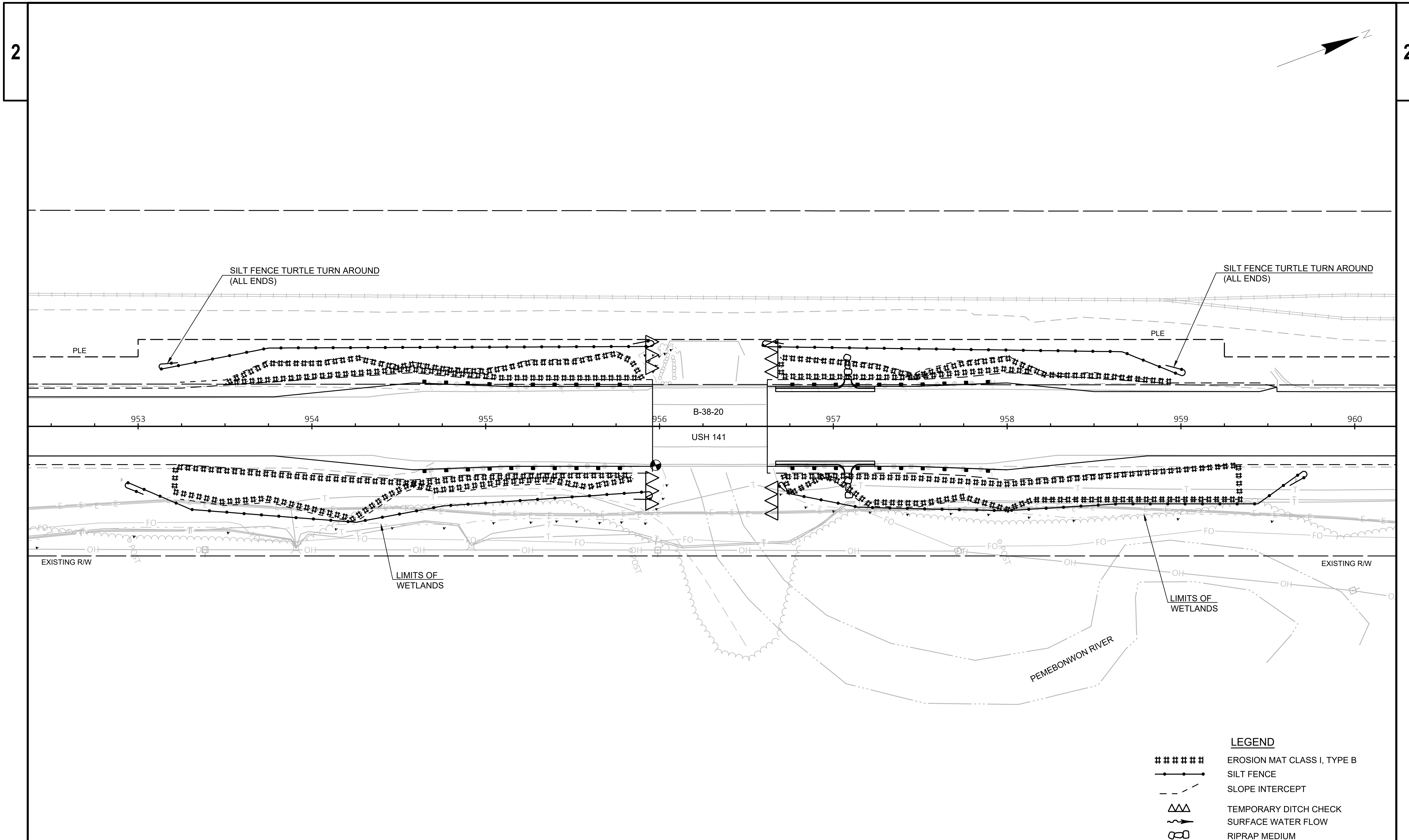
DETAIL FOR CURB RAMP - STA. 982+85 RT

USH 141/CEDAR ST - SE QUADRANT

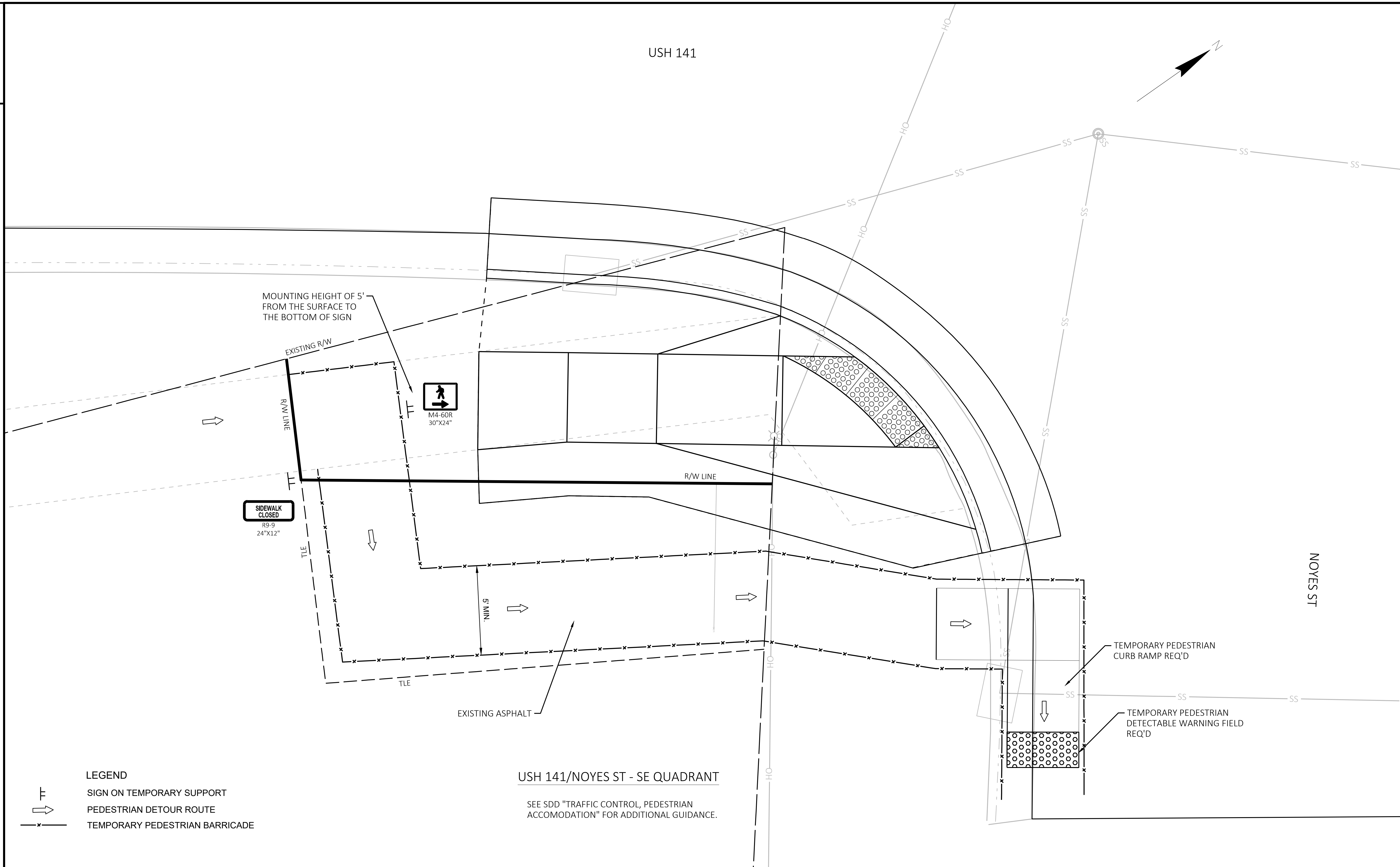
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CURB RAMP DETAILS	SHEET 22	E



PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	EROSION CONTROL	SHEET 23	E



PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	EROSION CONTROL	SHEET 24	E

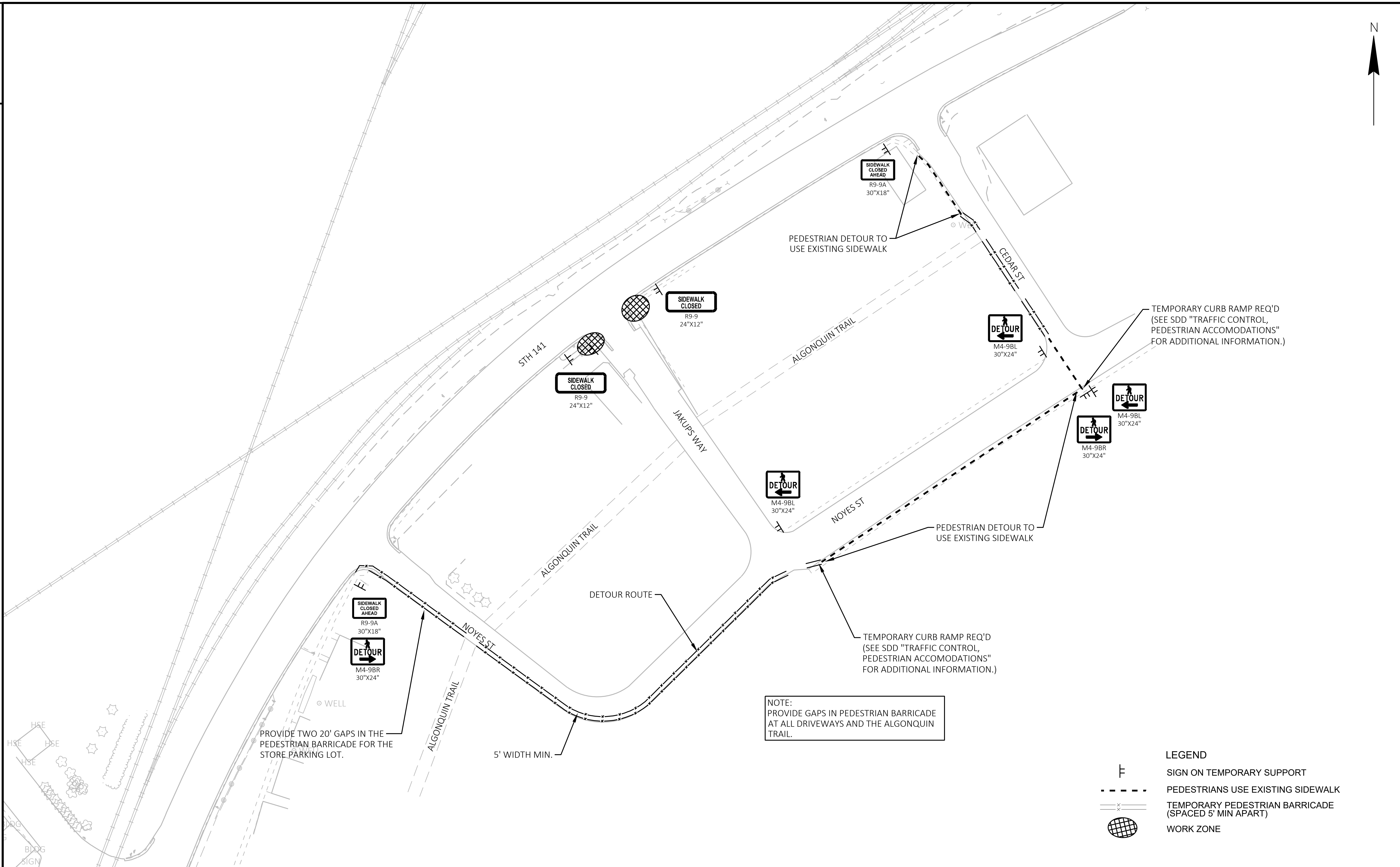


USH 141/NOYES ST - SE QUADRANT

SEE SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMODATION" FOR ADDITIONAL GUIDANCE.

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	PEDESTRIAN DETOUR DETAIL	SHEET 25	E

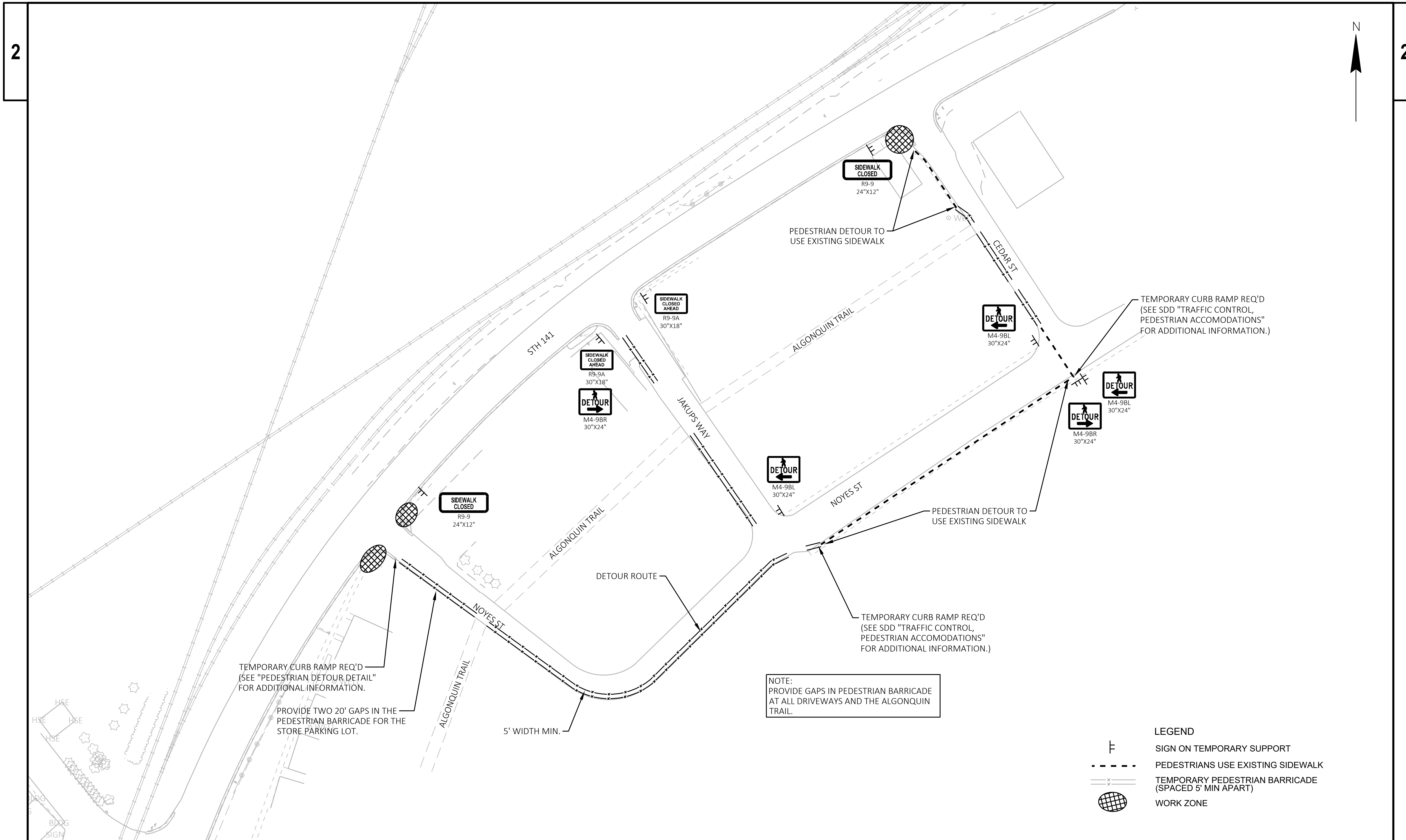
2



2

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	PEDESTRIAN DETOUR DETAIL - STAGE 1	SHEET 26	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\027001-DT.DWG
LAYOUT NAME - 0270101-dt
PLOT DATE : 1/5/2023 7:34 AM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	PEDESTRIAN DETOUR DETAIL - STAGE 2	SHEET 27	E

1491-22-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	5.000	5.000
0004	201.0205	Grubbing	STA	5.000	5.000
0006	204.0110	Removing Asphaltic Surface	SY	693.000	693.000
0008	204.0115	Removing Asphaltic Surface Butt Joints	SY	135.000	135.000
0010	204.0120	Removing Asphaltic Surface Milling	SY	82,726.000	82,726.000
0012	204.0150	Removing Curb & Gutter	LF	540.000	540.000
0014	204.0155	Removing Concrete Sidewalk	SY	61.000	61.000
0016	204.0165	Removing Guardrail	LF	1,473.000	1,473.000
0018	204.0220	Removing Inlets	EACH	2.000	2.000
0020	204.0245	Removing Storm Sewer (size) 01. 18-Inch	LF	10.000	10.000
0022	204.0265	Abandoning Wells	EACH	1.000	1.000
0024	204.0291.S	Abandoning Sewer	CY	2.000	2.000
0026	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1491-22-71	EACH	1.000	1.000
0028	213.0100	Finishing Roadway (project) 01. 1491-22-71	EACH	1.000	1.000
0030	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,950.000	1,950.000
0032	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	217.000	217.000
0034	416.1010	Concrete Surface Drains	CY	1.000	1.000
0036	455.0605	Tack Coat	GAL	10,056.000	10,056.000
0038	460.2000	Incentive Density HMA Pavement	DOL	13,550.000	13,550.000
0040	460.6223	HMA Pavement 3 MT 58-28 S	TON	12,434.000	12,434.000
0042	460.6224	HMA Pavement 4 MT 58-28 S	TON	8,910.000	8,910.000
0044	465.0105	Asphaltic Surface	TON	65.000	65.000
0046	465.0110	Asphaltic Surface Patching	TON	20.000	20.000
0048	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	17,540.000	17,540.000
0050	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	8,800.000	8,800.000
0052	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	530.000	530.000
0054	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	114.000	114.000
0056	602.0415	Concrete Sidewalk 6-Inch	SF	720.000	720.000
0058	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	30.000	30.000
0060	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	32.000	32.000
0062	606.0200	Riprap Medium	CY	6.000	6.000
0064	611.0624	Inlet Covers Type H	EACH	3.000	3.000
0066	611.8110	Adjusting Manhole Covers	EACH	4.000	4.000
0068	611.8115	Adjusting Inlet Covers	EACH	3.000	3.000
0070	614.0010	Barrier System Grading Shaping Finishing	EACH	5.000	5.000
0072	614.2300	MGS Guardrail 3	LF	725.000	725.000
0074	614.2500	MGS Thrie Beam Transition	LF	156.000	156.000
0076	614.2610	MGS Guardrail Terminal EAT	EACH	6.000	6.000
0078	615.0300	Guard Posts Timber	EACH	45.000	45.000
0080	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1491-22-71	EACH	1.000	1.000
0082	619.1000	Mobilization	EACH	1.000	1.000
0084	624.0100	Water	MGAL	45.000	45.000
0086	625.0100	Topsoil	SY	60.000	60.000
0088	628.1504	Silt Fence	LF	2,400.000	2,400.000
0090	628.1520	Silt Fence Maintenance	LF	2,400.000	2,400.000
0092	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0094	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0096	628.2004	Erosion Mat Class I Type B	SY	60.000	60.000
0098	628.7015	Inlet Protection Type C	EACH	9.000	9.000

1491-22-71

Line	Item	Item Description	Unit	Total	Qty
0100	628.7504	Temporary Ditch Checks	LF	75.000	75.000
0102	629.0210	Fertilizer Type B	CWT	0.060	0.060
0104	630.0140	Seeding Mixture No. 40	LB	1.000	1.000
0106	630.0500	Seed Water	MGAL	1.300	1.300
0108	638.2102	Moving Signs Type II	EACH	4.000	4.000
0110	638.4000	Moving Small Sign Supports	EACH	4.000	4.000
0112	642.5001	Field Office Type B	EACH	1.000	1.000
0114	643.0300	Traffic Control Drums	DAY	1,220.000	1,220.000
0116	643.0410	Traffic Control Barricades Type II	DAY	126.000	126.000
0118	643.0420	Traffic Control Barricades Type III	DAY	28.000	28.000
0120	643.0705	Traffic Control Warning Lights Type A	DAY	126.000	126.000
0122	643.0900	Traffic Control Signs	DAY	3,034.000	3,034.000
0124	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0126	643.3105	Temporary Marking Line Paint 4-Inch	LF	26,604.000	26,604.000
0128	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	13,302.000	13,302.000
0130	643.5000	Traffic Control	EACH	1.000	1.000
0132	644.1601	Temporary Pedestrian Curb Ramp	DAY	35.000	35.000
0134	644.1605	Temporary Pedestrian Detectable Warning Field	SF	80.000	80.000
0136	644.1810	Temporary Pedestrian Barricade	LF	2,200.000	2,200.000
0138	645.0120	Geotextile Type HR	SY	18.000	18.000
0140	645.0140	Geotextile Type SAS	SY	430.000	430.000
0142	646.1020	Marking Line Epoxy 4-Inch	LF	15,862.000	15,862.000
0144	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	33,140.000	33,140.000
0146	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	765.000	765.000
0148	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	644.000	644.000
0150	650.8000	Construction Staking Resurfacing Reference	LF	19,539.000	19,539.000
0152	650.9000	Construction Staking Curb Ramps	EACH	5.000	5.000
0154	650.9500	Construction Staking Sidewalk (project) 01. 1491-22-71	EACH	1.000	1.000
0156	650.9911	Construction Staking Supplemental Control (project) 01. 1491-22-71	EACH	1.000	1.000
0158	690.0150	Sawing Asphalt	LF	928.000	928.000
0160	690.0250	Sawing Concrete	LF	70.000	70.000
0162	740.0440	Incentive IRI Ride	DOL	29,504.000	29,504.000
0164	SPV.0060	Special 01. Protection of Residential Septic Sewer	EACH	1.000	1.000
0166	SPV.0090	Special 01. Grading and Shaping of Ditch	LF	100.000	100.000

3

CLEARING AND GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	CLEARING 201.0105 STA	GRUBBING 201.0205 STA	REMARKS
0010	954+00	-	954+40	USH 141	1	1	TREES CUT DOWN BY COUNTY
0010	3+00	-	4+50	CTH OO	2	2	VISION CORNER
0010	2+80	-	4+20	SAULD ST	2	2	VISION CORNER
				TOTAL	5	5	

REMOVING ASPHALTIC SURFACE BUTT JOINTS

CATEGORY	STATION	LOCATION	204.0115 SY	REMARKS
0010	802+05	USH 141	9	---
0010	955+96	USH 141	10	---
0010	956+62	USH 141	10	---
0010	997+44	USH 141	8	---
0010	5+75	CTH Z	8	---
0010	4+20	HOLMES JCT	7	---
0010	4+18	DIVISION	7	---
0010	5+50	DIVISION	7	---
0010	29+18	HOLMES JCT PLAT	7	---
0010	30+50	HOLMES JCT PLAT	8	---
0010	4+19	RIFLE RANGE	5	---
0010	5+62	ASPEN	8	---
0010	4+16	USH 8	11	---
0010	5+76	CEMETERY	7	---
0010	5+52	NOYES	8	---
0010	5+60	JAKUPS	7	---
0010	5+54	CEDAR	8	---
		TOTAL	135	

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STATION	TO	STATION	LOCATION	204.0120 SY	REMARKS
0010	802+05	-	853+00	USH 141	19,241	MAINLINE
0010	853+00	-	904+00	USH 141	19,267	MAINLINE
0010	904+00	-	955+94	USH 141	19,628	MAINLINE
0010	956+64	-	997+44	USH 141	15,121	MAINLINE
0010	803+89	-	812+16	USH 141	522	CTH Z BYPASS LANE LEFT
0010	920+52	-	932+49	USH 141	597	USH 8 PASSING LANE RIGHT
0010	921+37	-	924+29	USH 141	82	CURB & GUTTER WIDENING LEFT
0010	940+19	-	947+58	USH 141	178	BEAMGUARD WIDENING LEFT
0010	954+27	-	955+94	USH 141	55	BEAMGUARD WIDENING LEFT
0010	954+15	-	955+94	USH 141	84	BEAMGUARD WIDENING RIGHT
0010	956+64	-	958+25	USH 141	74	BEAMGUARD WIDENING RIGHT
0010	962+36	-	986+16	USH 141	790	CURB & GUTTER WIDENING RIGHT
0010	5+17	-	5+73	CTH Z	835	---
0010	4+22	-	4+81	HOLMES JCT	396	---
0010	4+20	-	4+82	DIVISION (WEST)	430	---
0010	5+16	-	5+48	DIVISION (EAST)	296	---
0010	29+20	-	29+82	HOLMES JCT PLAT (WEST)	428	---
0010	30+16	-	30+48	HOLMES JCT PLAT (EAST)	301	---
0010	4+21	-	4+81	RIFLE RANGE	296	---
0010	5+17	-	5+60	ASPEN	327	---
0010	4+34	-	4+83	USH 8	719	---
0010	5+17	-	5+74	CEMETERY	444	---
0010	4+67	-	4+82	CTH OO	677	PLUS BEAMGUARD AND CURB & GUTTER WIDENING LEFT ON USH 141
0010	4+54	-	4+83	SAULD	1,267	PLUS SHOULDER WIDENING LEFT ON USH 141
0010	5+20	-	5+49	NOYES	128	---
0010	5+20	-	5+52	JAKUPS	141	---
0010	5+20	-	5+52	CEDAR	135	---
0010				**SUBTOTAL**	82,459	
0020	975+00	-	979+00	USH 141	267	PARKING LANE
0020				**SUBTOTAL**	267	
				TOTAL	82,726	

3

ABANDONING WELLS

CATEGORY	STATION	LOCATION	204.0265 EACH
0010	980+35 LT	USH 141	1
		TOTAL	1

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 SY
0010	924+66	-	925+00	USH 141 RT	8
0010	925+60	-	970+00	USH 141 RT	2
0010	927+71	-	931+18	USH 141 RT	79
0010	956+74	-	956+79	USH 141	60
0010	4+03	-	4+53	CTH OO	177
0010	4+04	-	4+58	SALUD	296
0010	974+65	-	974+96	NOYES ST SE QUAD	20
0010	975+30	-	975+56	NOYES ST NE QUAD	8
0010	978+58	-	978+73	JAKUPS WAY SE QUAD	33
0010	979+07	-	979+28	JAKUPS WAY NE QUAD	7
0010	982+81	-	982+89	CEDAR ST SE QUAD	4
				TOTAL	693

REMOVING GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	204.0165 LF
0010	940+48	-	947+29	USH 141	LT	683
0010	954+58	-	955+88	USH 141	LT	125
0010	954+58	-	955+88	USH 141	RT	125
0010	956+70	-	958+00	USH 141	LT	125
0010	956+70	-	958+00	USH 141	RT	125
0010	969+41	-	970+17	USH 141	RT	76
0010	971+59	-	972+36	USH 141	RT	76
0010	972+42	-	973+05	USH 141	RT	62
0010	973+76	-	973+76	USH 141	RT	15
0010	980+20	-	980+79	USH 141	LT	61
				TOTAL		1,473

3

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 SY	REMARKS
0010	974+65	-	974+91	NOYES ST SE QUAD	18	---
0010	975+35	-	975+58	NOYES ST NE QUAD	12	---
0010	978+42	-	978+70	JAKUPS WAY SE QUAD	0	EXISTING SIDEWALK IS ASPHALT
0010	979+15	-	979+35	JAKUPS WAY NE QUAD	15	---
0010	982+65	-	982+85	CEDAR ST SE QUAD	16	---
				TOTAL	61	

REMOVING INLETS AND STORM SEWER

CATEGORY	LOCATION	204.0220 REMOVING INLETS EACH	204.0245.01 REMOVING STORM SEWER 18-INCH EACH	204.0291.S ABANDONING SEWER CY
0010	956+76 RT	1	5	1
0010	956+76 LT	1	5	1
	TOTAL	2	10	2

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 LF
0010	924+66	-	925+00	USH 141 RT	34
0010	925+60	-	970+00	USH 141 RT	10
0010	927+71	-	931+18	USH 141 RT	347
0010	956+74	-	956+79	USH 141 LT & RT	10
0010	974+65	-	974+96	NOYES ST SE QUAD	35
0010	975+30	-	975+56	NOYES ST NE QUAD	35
0010	978+58	-	978+73	JAKUPS WAY SE QUAD	27
0010	979+07	-	979+28	JAKUPS WAY NE QUAD	27
0010	982+81	-	982+89	CEDAR ST SE QUAD	15
				TOTAL	540

PREPARE FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	STATION	TO	STATION	LOCATION	211.0101 PREPARE FOUNDATION FOR ASPHALTIC PAVING EACH
0010	802+04	-	980+35	USH 141	1
				TOTAL	1

BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	305.0110 3/4-INCH TON	305.0120 1 1/4-INCH TON	REMARKS
0010	802+05	-	848+91	USH 141	LT	251	---	SHOULDER
0010	850+20	-	861+74	USH 141	LT	62	---	SHOULDER
0010	863+04	-	874+89	USH 141	LT	64	---	SHOULDER
0010	876+19	-	909+34	USH 141	LT	178	---	SHOULDER
0010	910+56	-	921+89	USH 141	LT	61	---	SHOULDER
0010	923+39	-	928+30	USH 141	LT	26	---	SHOULDER
0010	929+82	-	939+45	USH 141	LT	53	---	SHOULDER
0010	939+45	-	948+17	USH 141	LT	80	---	SHOULDER
0010	948+17	-	953+24	USH 141	LT	37	---	SHOULDER
0010	953+24	-	955+96	USH 141	LT	29	---	SHOULDER
0010	956+62	-	959+55	USH 141	LT	29	---	SHOULDER
0010	965+76	-	969+80	USH 141	LT	18	---	SHOULDER
0010	971+11	-	997+44	USH 141	LT	161	---	SHOULDER
0010	802+05	-	808+81	USH 141	RT	37	---	SHOULDER
0010	810+14	-	861+67	USH 141	RT	276	---	SHOULDER
0010	862+81	-	874+82	USH 141	RT	65	---	SHOULDER
0010	875+99	-	912+54	USH 141	RT	196	---	SHOULDER
0010	913+71	-	920+89	USH 141	RT	39	---	SHOULDER
0010	931+17	-	940+98	USH 141	RT	52	---	SHOULDER
0010	942+59	-	953+22	USH 141	RT	71	---	SHOULDER
0010	953+22	-	955+96	USH 141	RT	29	---	SHOULDER
0010	956+61	-	962+44	USH 141	RT	59	---	SHOULDER
0010	985+63	-	997+44	USH 141	RT	64	---	SHOULDER
0010	4+20	-	4+37	HOLMES JCT	RT	1	---	SHOULDER
0010	4+18	-	4+38	DIVISION (WEST)	RT	1	---	SHOULDER
0010	29+18	-	29+38	HOLMES JCT PLAT (WEST)	RT	1	---	SHOULDER
0010	4+19	-	4+78	RIFLE RANGE	RT	4	---	SHOULDER
0010	4+19	-	4+78	RIFLE RANGE	LT	4	---	SHOULDER
0010	5+51	-	5+62	ASPEN	RT	1	---	SHOULDER
0010	4+03	-	4+53	CTH OO	LT	---	61	RAILROAD CROSSING
0010	4+04	-	4+58	SALUD	LT	---	96	RAILROAD CROSSING
0010	5+49	-	5+54	CEDAR	RT	1	---	SHOULDER
0010	924+66	-	925+00	USH 141	RT	---	3	UNDER CURB & GUTTER
0010	925+60	-	970+00	USH 141	RT	---	1	UNDER CURB & GUTTER
0010	927+71	-	931+18	USH 141	RT	---	30	UNDER CURB & GUTTER
0010	---	---	---	NOYES ST SE QUAD	---	---	6	UNDER CURB RAMP AND CURB & GUTTER
0010	---	---	---	NOYES ST NE QUAD	---	---	4	UNDER CURB RAMP AND CURB & GUTTER
0010	---	---	---	JAKUPS WAY SE QUAD	---	---	6	UNDER CURB RAMP AND CURB & GUTTER
0010	---	---	---	JAKUPS WAY NE QUAD	---	---	6	UNDER CURB RAMP AND CURB & GUTTER
0010	---	---	---	CEDAR ST SE QUAD	---	---	4	UNDER CURB RAMP AND CURB & GUTTER
					TOTAL	1950	217	

WATER

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	624.0100 MGAL
0010	802+05	-	848+91	USH 141	LT	5
0010	850+20	-	861+74	USH 141	LT	1
0010	863+04	-	874+89	USH 141	LT	1
0010	876+19	-	909+34	USH 141	LT	3
0010	910+56	-	921+89	USH 141	LT	1
0010	923+39	-	928+30	USH 141	LT	1
0010	929+82	-	939+45	USH 141	LT	1
0010	939+45	-	948+17	USH 141	LT	2
0010	948+17	-	953+24	USH 141	LT	1
0010	953+24	-	955+96	USH 141	LT	1
0010	956+62	-	959+55	USH 141	LT	1
0010	965+76	-	969+80	USH 141	LT	1
0010	971+11	-	997+44	USH 141	LT	3
0010	802+05	-	808+81	USH 141	RT	1
0010	810+14	-	861+67	USH 141	RT	5
0010	862+81	-	874+82	USH 141	RT	1
0010	875+99	-	912+54	USH 141	RT	3
0010	913+71	-	920+89	USH 141	RT	1
0010	931+17	-	940+98	USH 141	RT	1
0010	942+59	-	953+22	USH 141	RT	1
0010	953+22	-	955+96	USH 141	RT	1
0010	956+61	-	962+44	USH 141	RT	1
0010	985+63	-	997+44	USH 141	RT	1
0010	4+20	-	4+37	HOLMES JCT	RT	1
0010	4+18	-	4+38	DIVISION (WEST)	RT	1
0010	29+18	-	29+38	HOLMES JCT PLAT (WEST)	RT	1
0010	4+19	-	4+78	RIFLE RANGE	RT	1
0010	4+19	-	4+78	RIFLE RANGE	LT	1
0010	5+51	-	5+62	ASPEN	RT	1
0010	5+49	-	5+54	CEDAR	RT	1
					TOTAL	45

HMA PAVEMENT SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3MT 58-28 S TON	460.6224 HMA PAVEMENT 4MT 58-28 S TON	REMARKS
0010	802+05	-	853+00	USH 141	2,310	2,840	2,046	---
0010	853+00	-	904+00	USH 141	2,312	2,844	2,049	---
0010	904+00	-	955+96	USH 141	2,354	2,896	2,087	---
0010	956+62	-	997+44	USH 141	1,699	2,090	1,505	---
0010	803+89	-	812+16	USH 141	63	77	55	CTH Z BYPASS LANE LEFT
0010	920+52	-	932+49	USH 141	72	88	63	USH 8 PASSING LANE RIGHT
0010	921+37	-	924+29	USH 141	10	12	9	CURB & GUTTER WIDENING LEFT
0010	940+19	-	947+58	USH 141	32	39	28	BEAMGUARD WIDENING LEFT
0010	954+27	-	955+96	USH 141	16	20	14	BEAMGUARD WIDENING LEFT
0010	954+15	-	955+96	USH 141	16	20	14	BEAMGUARD WIDENING RIGHT
0010	956+62	-	958+25	USH 141	16	20	14	BEAMGUARD WIDENING RIGHT
0010	5+17	-	5+73	CTH Z	101	124	90	---
0010	4+22	-	4+83	HOLMES JCT	48	59	43	---
0010	4+20	-	4+83	DIVISION (WEST)	52	64	46	---
0010	5+17	-	5+48	DIVISION (EAST)	36	45	32	---
0010	29+20	-	29+83	HOLMES JCT PLAT (WEST)	52	64	46	---
0010	30+17	-	30+48	HOLMES JCT PLAT (EAST)	37	45	33	---
0010	4+21	-	4+81	RIFLE RANGE	36	44	32	---
0010	5+17	-	5+60	ASPEN	40	49	35	---
0010	4+18	-	4+83	USH 8	86	106	76	---
0010	5+17	-	5+74	CEMETERY	54	66	48	---
0010	4+03	-	4+53	CTH OO	21	50	19	AT RAILROAD CROSSING
0010	4+35	-	4+82	CTH OO	101	125	90	PLUS BEAMGUARD AND CURB & GUTTER WIDENING LEFT ON USH 141
0010	4+04	-	4+58	SAULD	35	84	31	AT RAILROAD CROSSING
0010	4+43	-	4+83	SAULD	88	108	78	PLUS SHOULDER WIDENING LEFT ON USH 141
0010	5+20	-	5+50	NOYES	16	20	14	---
0010	5+20	-	5+58	JAKUPS	18	22	16	---
0010	5+20	-	5+52	CEDAR	17	21	15	---
0010	973+75	-	984+10	USH 141	53	89	34	PARKING LANE LEFT
0010	962+45	-	985+63	USH 141	246	303	218	8-FOOT SHOULDER RIGHT
0010				**SUBTOTAL**	10,037	12,434	8,880	
0020	975+00	-	979+00	USH 141	19	0	30	PARKING LANE LEFT
0020				**SUBTOTAL**	19	0	30	
				TOTAL	10,056	12,434	8,910	

3

3 3

CONCRETE SURFACE DRAINS

CATEGORY	STATION	LOCATION	416.1010 CY
0010	957+15 LT & RT	USH 141	1
		TOTAL	1

ASPHALTIC SURFACE PATCHING

CATEGORY	LOCATION	465.0110 TON	REMARKS
0010	UNDISTRIBUTED	20	FILLING MINOR REPAIRS AND AT MATCHPOINTS
	TOTAL	20	

ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	465.011 TON	REMARKS
0010	924+66	-	925+00	USH 141	RT	3	NEXT TO CURB & GUTTER REPLACEMENT
0010	925+60	-	970+00	USH 141	RT	1	NEXT TO CURB & GUTTER REPLACEMENT
0010	927+71	-	931+18	USH 141	RT	32	NEXT TO CURB & GUTTER REPLACEMENT
0010	957+74	-	957+31	USH 141	RT & LT	12	NEXT TO CURB & GUTTER REPLACEMENT
0010	974+65	-	974+96	NOYES ST SE QUAD	---	5	NEXT TO CURB & GUTTER REPLACEMENT
0010	975+30	-	975+56	NOYES ST NE QUAD	---	4	NEXT TO CURB & GUTTER REPLACEMENT
0010	978+58	-	978+73	JAKUPS WAY SE QUAD	---	4	NEXT TO CURB & GUTTER REPLACEMENT
0010	979+07	-	979+28	JAKUPS WAY NE QUAD	---	3	NEXT TO CURB & GUTTER REPLACEMENT
0010	982+81	-	982+89	CEDAR ST SE QUAD	---	2	NEXT TO CURB & GUTTER REPLACEMENT
					TOTAL	65	

ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	465.0425 LF
0010	802+05	-	805+43	USH 141	LT	336
0010	810+82	-	814+34	USH 141	LT	352
0010	814+96	-	821+05	USH 141	LT	609
0010	821+67	-	847+79	USH 141	LT	2,612
0010	851+45	-	860+63	USH 141	LT	918
0010	864+29	-	873+78	USH 141	LT	949
0010	877+44	-	902+76	USH 141	LT	2,532
0010	904+60	-	908+05	USH 141	LT	344
0010	811+27	-	860+67	USH 141	RT	4,941
0010	864+02	-	873+82	USH 141	RT	980
0010	877+14	-	887+93	USH 141	RT	1,079
0010	888+55	-	896+68	USH 141	RT	813
0010	897+30	-	908+05	USH 141	RT	1,075
					TOTAL	17,540

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

CATEGORY	STATION	TO	STATION	LOCATION	465.0475 LF
0010	802+05	-	807+48	USH 141	543
0010	811+48	-	847+46	USH 141	3,599
0010	851+46	-	860+29	USH 141	883
0010	864+29	-	873+45	USH 141	916
0010	877+45	-	902+43	USH 141	2,498
0010	904+43	-	908+04	USH 141	361
				TOTAL	8,800

CONCRETE CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	601.0411 30-INCH TYPE D LF	601.0588 36-INCH TYPE TBT LF
0010	924+66	-	925+00	USH 141	RT	34	---
0010	925+60	-	970+00	USH 141	RT	10	---
0010	927+71	-	931+18	USH 141	RT	347	---
0010	956+74	-	757+31	USH 141	LT	---	57
0010	956+74	-	757+31	USH 141	RT	---	57
0010	974+65	-	974+96	NOYES ST SE QUAD	---	35	---
0010	975+30	-	975+56	NOYES ST NE QUAD	---	35	---
0010	978+58	-	978+73	JAKUPS WAY SE QUAD	---	27	---
0010	979+07	-	979+28	JAKUPS WAY NE QUAD	---	27	---
0010	982+81	-	982+89	CEDAR ST SE QUAD	---	15	---
				TOTALS		530	114

CONCRETE SIDEWALK 6-INCH

CATEGORY	LOCATION	602.0415 SF
0010	NOYES ST SE QUAD	156
0010	NOYES ST NE QUAD	84
0010	JAKUPS WAY SE QUAD	154
0010	JAKUPS WAY NE QUAD	169
0010	CEDAR ST SE QUAD	157
	TOTAL	720

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CATEGORY	LOCATION	602.0505 SF
0010	JAKUPS WAY SE QUAD	10
0010	JAKUPS WAY NE QUAD	10
0010	CEDAR ST SE QUAD	10
	TOTAL	30

CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW

CATEGORY	LOCATION	602.0605 SF
0010	NOYES ST SE QUAD	15
0010	NOYES ST NE QUAD	17
	TOTAL	32

INLET COVERS TYPE H

CATEGORY	STATION	LOCATION	611.0624 EACH
0010	925+65	USH 141	1
0010	975+30	NOYES ST NE QUAD	1
0010	979+07	JAKUPS WAY NE QUAD	1
		TOTAL	3

RIPRAP AND GEOTEXTILE

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
0010	957+15 RT	USH 141	3	9
0010	957+15 LT	USH 141	3	9
		TOTAL	6	18

ADJUSTING MANHOLE COVERS

CATEGORY	STATION	LOCATION	611.8110 EACH
0010	975+00	USH 141	1
0010	977+24	USH 141	1
0010	978+49	USH 141	1
0010	982+63	USH 141	1
		TOTAL	4

ADJUSTING INLET COVERS

CATEGORY	STATION	LOCATION	611.8115 EACH
0010	974+71	NOYES ST SE QUAD	1
0010	978+71	JAKUPS WAY SE QUAD	1
0010	982+87	CEDAR ST SE QUAD	1
		TOTAL	3

3

BARRIER SYSTEM GRADING, SHAPING, AND FINISHING

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	614.0010 BARRIER SYSTEM GRADING SHAPING AND FINISHING EACH	*EXCAVATION COMMON CY	*BORROW CY	*TOPSOIL SY	*FERTILIZER TYPE B CWT	*SEEDING MIXTURE 30 LB	*SEEDING TEMPORARY LB	*EROSION MAT CLASS I TYPE B SY	*SEED WATER MGAL	LOCATION
0010	940+48	-	947+29	USH 141	LT	1	13	180	1,366	0.9	24.6	36.9	1,366	31	CEMETERY RD
0010	954+58	-	955+88	USH 141	LT	1	0	55	264	0.2	4.7	7.1	264	6	SW QUAD OF B-38-20
0010	954+58	-	955+88	USH 141	RT	1	16	18	393	0.2	7.1	10.6	393	9	SE QUAD OF B-38-20
0010	956+70	-	958+00	USH 141	LT	1	0	33	165	0.1	3.0	4.4	165	4	NW QUAD OF B-38-20
0010	956+70	-	958+00	USH 141	RT	1	14	125	680	0.4	12.2	18.4	680	15	NE QUAD OF B-38-20
				TOTAL		5	43	411	2,867	2	52	77	2,867	64	

* ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY.

MGS GUARDRAIL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	LOCATION
0010	940+48	-	947+29	USH 141	LT	575	---	2	CEMETERY RD
0010	954+58	-	955+88	USH 141	LT	38	39	1	SW QUAD OF B-38-20
0010	954+58	-	955+88	USH 141	RT	38	39	1	SE QUAD OF B-38-20
0010	956+70	-	958+00	USH 141	LT	38	39	1	NW QUAD OF B-38-20
0010	956+70	-	958+00	USH 141	RT	38	39	1	NE QUAD OF B-38-20
				TOTAL		725	156	6	

GUARD POSTS TIMBER

CATEGORY	STATION	TO	STATION	LOCATION	615.0300 EACH
0010	969+41	-	970+18	USH 141	12
0010	970+95	-	973+05	USH 141	31
0010	973+76	-	973+76	USH 141	2
				TOTAL	45

3

EROSION CONTROL & LANDSCAPING

CATEGORY	LOCATION	625.0100 TOPSOIL SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2004 EROSION MAT CLASS I TYPE B SY	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL
0010	NOYES ST SE QUAD	7	---	---	---	---	7	2	---	0.01	0.1	0.2
0010	NOYES ST NE QUAD	7	---	---	---	---	7	1	---	0.01	0.1	0.2
0010	JAKUPS WAY SE QUAD	10	---	---	---	---	10	2	---	0.01	0.2	0.2
0010	JAKUPS WAY NE QUAD	8	---	---	---	---	8	1	---	0.01	0.1	0.2
0010	CEDAR ST SE QUAD	15	---	---	---	---	15	3	---	0.01	0.3	0.3
0010	STA 940+48 - STA 947+29 LT	---	780	780	---	---	---	---	20	---	---	---
0010	STA 954+58 - STA 955+88 LT	---	280	280	---	---	---	---	10	---	---	---
0010	STA 954+58 - STA 955+88 RT	---	310	310	---	---	---	---	10	---	---	---
0010	STA 956+70 - STA 958+00 LT	---	240	240	---	---	---	---	10	---	---	---
0010	STA 956+70 - STA 958+00 RT	---	310	310	---	---	---	---	10	---	---	---
0010	PROJECT/UNDISTRIBUTED	13	480	480	4	3	13	---	15	0.01	0.2	0.2
	TOTALS	60	2400	2400	4	3	60	9	75	0.06	1	1.3

MOVING SIGNS

CATEGORY	LOCATION	638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
0010	NOYES ST NE QUAD	2	2
0010	JAKUPS WAY NE QUAD	2	2
	TOTAL	4	4

3

TRAFFIC CONTROL SUMMARY

CATEGORY	LOCATION	APPROX. SERVICE DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH	DAYS	643.0410 TRAFFIC CONTROL BARRICADES TYPE II EACH	DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH	DAYS	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	DAYS
0010	ADVANCE WARNING FOR USH 141	92	---	---	---	---	---	---	---	---	10	920	2	14
0010	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	92	---	---	---	---	---	---	---	---	6	552	---	---
0010	SIDEROAD ADVANCE WARNING AT ALL SIDEROADS	92	---	---	---	---	---	---	---	---	15	1,380	---	---
0010	TRAFFIC CONTROL , WORK ON PARKING LANE IN TOWN OF PEMBINE (FOR CURB RAMPS)	14	55	770	---	---	2	28	---	---	3	42	---	---
0010	PEDESTRIAN DETOUR	14	---	---	9	126	---	---	9	126	10	140	---	---
0010	UNDISTRIBUTED	45	10	450	---	---	---	---	---	---	---	---	---	---
	TOTAL			1,220		126		28		126		3,034		14

NOTE: INSTALL TRAFFIC CONTROL SIGNS PCMS NEAR THE NORTH AND SOUTH PROJECT LIMITS FOR 7 DAYS IN ADVANCE OF CONSTRUCTION OPERATIONS TO NOTIFY THE TRAVELING PUBLIC

TEMPORARY PEDESTRIAN BARRICADE

CATEGORY	LOCATION	644.1810 LF
0010	PEDESTRIAN DETOUR	2,200
	TOTALS	2,200

TEMPORARY PEDESTRIAN CURB RAMP AND WARNING FIELD

CATEGORY	LOCATION	644.1601 CURB RAMP DAY	644.1605 DETECTABLE WARNING FIELD SF
0010	PEDESTRIAN DETOUR	35	80
	TOTAL	35	80

TEMPORARY MARKING LINE PAINT 4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	NUMBER OF APPLICATIONS	643.3105 LF	REMARKS
0010	802+00	-	804+91	USH 141	2	1,164	CENTERLINE DOUBLE SOLID YELLOW
0010	804+91	-	814+43	USH 141	2	2,056	CENTERLINE SOLID AND DASHED YELLOW
0010	814+43	-	912+87	USH 141	2	1,576	CENTERLINE DASHED YELLOW
0010	912+87	-	921+19	USH 141	2	1,800	CENTERLINE SOLID AND DASHED YELLOW
0010	921+19	-	940+17	USH 141	2	7,592	CENTERLINE DOUBLE SOLID YELLOW
0010	940+17	-	950+40	USH 141	2	2,206	CENTERLINE SOLID AND DASHED YELLOW
0010	950+40	-	962+50	USH 141	2	192	CENTERLINE DASHED YELLOW
0010	962+50	-	985+64	USH 141	2	9,258	CENTERLINE DOUBLE SOLID YELLOW
0010	985+64	-	997+49	USH 141	2	184	CENTERLINE DASHED YELLOW
0010	5+38	-	5+75	CTH Z	2	80	CENTERLINE SOLID AND DASHED YELLOW
0010	4+03	-	4+70	CTH OO	2	268	CENTERLINE DOUBLE SOLID YELLOW
0010	4+04	-	4+60	SAULD	2	228	CENTERLINE DOUBLE SOLID YELLOW
					TOTAL	26,604	

3

MARKING LINE GROOVED WET REF EPOXY 4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	646.1040 LF	REMARKS
0010	802+05	-	848+91	USH 141	LT	4,682	EDGE LINE SOLID WHITE
0010	850+20	-	851+45	USH 141	LT	33	EDGE LINE DASHED WHITE
0010	851+45	-	861+74	USH 141	LT	1,030	EDGE LINE SOLID WHITE
0010	863+04	-	864+29	USH 141	LT	33	EDGE LINE DASHED WHITE
0010	864+29	-	874+89	USH 141	LT	1,061	EDGE LINE SOLID WHITE
0010	876+19	-	877+44	USH 141	LT	33	EDGE LINE DASHED WHITE
0010	877+44	-	909+34	USH 141	LT	3,189	EDGE LINE SOLID WHITE
0010	910+56	-	911+04	USH 141	LT	12	EDGE LINE DASHED WHITE
0010	911+04	-	928+30	USH 141	LT	1,727	EDGE LINE SOLID WHITE
0010	929+82	-	959+56	USH 141	LT	2,982	EDGE LINE SOLID WHITE
0010	965+76	-	969+81	USH 141	LT	406	EDGE LINE SOLID WHITE
0010	971+11	-	997+44	USH 141	LT	2,642	EDGE LINE SOLID WHITE
0010	802+05	-	808+81	USH 141	RT	681	EDGE LINE SOLID WHITE
0010	810+15	-	860+77	USH 141	RT	5,065	EDGE LINE SOLID WHITE
0010	860+77	-	861+67	USH 141	RT	24	EDGE LINE DASHED WHITE
0010	862+81	-	873+92	USH 141	RT	1,112	EDGE LINE SOLID WHITE
0010	873+92	-	874+82	USH 141	RT	24	EDGE LINE DASHED WHITE
0010	875+99	-	911+46	USH 141	RT	3,550	EDGE LINE SOLID WHITE
0010	911+46	-	912+55	USH 141	RT	27	EDGE LINE DASHED WHITE
0010	913+71	-	920+89	USH 141	RT	719	EDGE LINE SOLID WHITE
0010	927+49	-	930+12	USH 141	RT	75	EDGE LINE DASHED WHITE
0010	931+17	-	939+52	USH 141	RT	829	EDGE LINE SOLID WHITE
0010	939+52	-	940+98	USH 141	RT	36	EDGE LINE DASHED WHITE
0010	942+59	-	962+45	USH 141	RT	1,986	EDGE LINE SOLID WHITE
0010	985+64	-	997+44	USH 141	RT	1,182	EDGE LINE SOLID WHITE
					TOTAL	33,140	

GEOTEXTILE TYPE SAS

CATEGORY	STATION	TO	STATION	LOCATION	645.0140 SY	REMARKS
0010	4+03	-	4+53	CTH OO	151	RAILROAD CROSSING
0010	4+04	-	4+58	SALUD	279	RAILROAD CROSSING
					430	

MARKING LINE GROOVED WET REF EPOXY 8-INCH

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	646.3040 LF	REMARKS
0010	806+48	-	808+81	USH 141	RT	233	TURN LANE SOLID WHITE
0010	929+82	-	931+82	USH 141	LT	200	TURN LANE SOLID WHITE
0010	965+76	-	967+06	USH 141	LT	130	TURN LANE SOLID WHITE
0010	971+11	-	973+11	USH 141	LT	202	TURN LANE SOLID WHITE
					TOTAL	765	

MARKING LINE EPOXY 4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 LF	REMARKS
0010	802+00	-	804+91	USH 141	582	CENTERLINE DOUBLE SOLID YELLOW
0010	804+91	-	814+43	USH 141	1,190	CENTERLINE SOLID AND DASHED YELLOW
0010	814+43	-	912+87	USH 141	2,463	CENTERLINE DASHED YELLOW
0010	912+87	-	921+19	USH 141	1,045	CENTERLINE SOLID AND DASHED YELLOW
0010	921+19	-	940+17	USH 141	3,796	CENTERLINE DOUBLE SOLID YELLOW
0010	940+17	-	950+40	USH 141	1,273	CENTERLINE SOLID AND DASHED YELLOW
0010	950+40	-	962+50	USH 141	300	CENTERLINE DASHED YELLOW
0010	962+50	-	985+64	USH 141	4,630	CENTERLINE DOUBLE SOLID YELLOW
0010	985+64	-	997+49	USH 141	288	CENTERLINE DASHED YELLOW
0010	5+38	-	5+75	CTH Z	49	CENTERLINE SOLID AND DASHED YELLOW
0010	4+03	-	4+70	CTH OO	134	CENTERLINE DOUBLE SOLID YELLOW
0010	4+04	-	4+60	SAULD	114	CENTERLINE DOUBLE SOLID YELLOW
				TOTAL	15,862	

TEMPORARY MARKING LINE EPOXY 4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	NUMBER OF APPLICATIONS	643.3120 LF	REMARKS
0010	802+00	-	804+91	USH 141	1	582	CENTERLINE DOUBLE SOLID YELLOW
0010	804+91	-	814+43	USH 141	1	1,028	CENTERLINE SOLID AND DASHED YELLOW
0010	814+43	-	912+87	USH 141	1	788	CENTERLINE DASHED YELLOW
0010	912+87	-	921+19	USH 141	1	900	CENTERLINE SOLID AND DASHED YELLOW
0010	921+19	-	940+17	USH 141	1	3,796	CENTERLINE DOUBLE SOLID YELLOW
0010	940+17	-	950+40	USH 141	1	1,103	CENTERLINE SOLID AND DASHED YELLOW
0010	950+40	-	962+50	USH 141	1	96	CENTERLINE DASHED YELLOW
0010	962+50	-	985+64	USH 141	1	4,629	CENTERLINE DOUBLE SOLID YELLOW
0010	985+64	-	997+49	USH 141	1	92	CENTERLINE DASHED YELLOW
0010	5+38	-	5+75	CTH Z	1	40	CENTERLINE SOLID AND DASHED YELLOW
0010	4+03	-	4+70	CTH OO	1	134	CENTERLINE DOUBLE SOLID YELLOW
0010	4+04	-	4+60	SAULD	1	114	CENTERLINE DOUBLE SOLID YELLOW
					TOTAL	13,302	

3

3

CONSTRUCTION STAKING SUMMARY

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	650.5500 CURB, GUTTER AND CURB & GUTTER LF	650.8000 RESURFACING REFERENCE LF	650.9000 CURB RAMPS EACH	650.9500 SIDEWALK EA	650.9911 SUPPLEMENTAL CONTROL EA
0010	924+66	-	925+00	RT	USH 141	34	---	---	---	---
0010	925+60	-	970+00	RT	USH 141	10	---	---	---	---
0010	927+71	-	931+18	RT	USH 141	347	---	---	---	---
0010	956+74	-	757+31	LT	USH 141	57	---	---	---	---
0010	956+74	-	757+31	RT	USH 141	57	---	---	---	---
0010	974+65	-	974+96	---	SE NOYES ST	35	---	1	---	---
0010	975+30	-	975+56	---	NE NOYES ST	35	---	1	---	---
0010	978+58	-	978+73	---	SE JAKUPS WAY	27	---	1	---	---
0010	979+07	-	979+28	---	NE JAKUPS WAY	27	---	1	---	---
0010	982+81	-	982+89	---	SE CEDAR ST	15	---	1	---	---
0010	---		---	---	PROJECT	---	19,539	---	1	1
						644	19,539	5	1	1

SAWING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF	REMARKS
0010	924+66	-	925+00	USH 141	38	5	CURB & GUTTER REMOVALS
0010	925+60	-	970+00	USH 141	15	5	CURB & GUTTER REMOVALS
0010	927+71	-	931+18	USH 141	350	5	CURB & GUTTER REMOVALS
0010	957+74	-	957+31	USH 141	120	---	CURB AND GUTTER REMOVAL/ADDITION
0010	4+03	-	4+53	CTH OO	68	---	RAILROAD CROSSING
0010	4+04	-	4+58	SALUD	104	---	RAILROAD CROSSING
0010	974+65	-	974+96	NOYES ST SE QUAD	77	11	CURB & GUTTER AND CURB RAMP REMOVALS
0010	975+30	-	975+56	NOYES ST NE QUAD	44	11	CURB & GUTTER AND CURB RAMP REMOVALS
0010	978+58	-	978+73	JAKUPS WAY SE QUAD	51	5	CURB & GUTTER AND CURB RAMP REMOVALS
0010	979+07	-	979+28	JAKUPS WAY NE QUAD	37	13	CURB & GUTTER AND CURB RAMP REMOVALS
0010	982+81	-	982+89	CEDAR ST SE QUAD	23	15	CURB & GUTTER AND CURB RAMP REMOVALS
				TOTAL	928	70	

PROTECTION OF RESIDENTIAL SEPTIC SEWER

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0060.01 EACH	REMARKS
0010	3+00	-	4+50	CTH OO	1	VISION CORNER
				TOTAL	1	

GRADING AND SHAPING DITCH

CATEGORY	STATION	TO	STATION	LOCATION	OFFSET	SPV.0090.01 GRADING AND SHAPING DITCH LF	*EXCAVATION COMMON CY	*BORROW CY	*TOPSOIL SY	*FERTILIZER TYPE B CWT	*SEEDING MIXTURE 30 LB	*SEEDING TEMPORARY LB	*EROSION MAT CLASS I TYPE B SY
0010	980+00	-	981+00	USH 141	LT	100	23	0	130	0.1	2.3	3.5	130
				TOTAL		100	23	0	130	0	2	4	130

* ITEMS AND QUANTITIES LISTED FOR BID INFORMATION ONLY.

3

TRANSPORTATION PROJECT PLAT NO: 1491-22-21-4.01

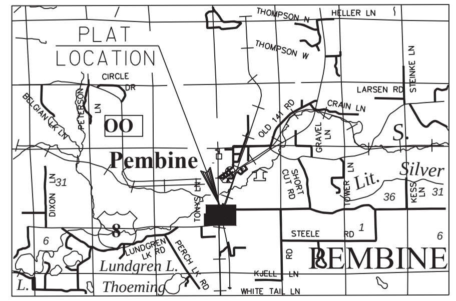
BEING PART OF THE NW 1/4 OF THE NW 1/4 OF SECTION 3, T36N-R20E AND THE SW 1/4 OF THE SW 1/4 OF SECTION 34, T37N-R20E, TOWN OF PEMBINE, MARINETTE COUNTY, WISCONSIN.

RELOCATION ORDER USH 141, WAUSAUKEE - NIAGARA, (CTH Z-CTH R) MARINETTE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02 (3), 84.09 and 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SECTION 34, T37N - R20E
SECTION 3, T36N - R20E
TOWN OF PEMBINE



LOCATION SKETCH
(NOT TO SCALE)

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER(S)	INTEREST REQUIRED	FEE R/W ACRES REQUIRED			H.E. ACRES
			NEW	EXISTING	TOTAL	
6	ESCANABA & LAKE SUPERIOR RR CO	HE				0.696

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

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
100	CENTURYLINK	RELEASE OF RIGHTS
101	WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)	RELEASE OF RIGHTS
102	NSIGHT	RELEASE OF RIGHTS
103	ASTREA	RELEASE OF RIGHTS

EASEMENTS OF RECORD
PARCEL 6

WISCONSIN PUBLIC SERVICE CORP. (ELEC.) DOC#782752
WISCONSIN PUBLIC SERVICE CORP. J 1602 IM 02 DOC#443942
NORTHEASTERN POWER CO. VOL 116 PG 355 DOC#128982A
CENCOM OF WISCONSIN J 1635 IM 05 DOC#444913
CENCOM OF WISCONSIN J 2096 IM 18 DOC#458158
NIAGARA TELEPHONE CO. J 6480 IM 31 DOC#567201
WISCONSIN TELEPHONE CO. VOL 122 PG 28 DOC#136746A
CENCOM OF WISCONSIN J 2096 IM 20 DOC#458160

DOC. #: 862930
RENEE MILLER, REGISTER OF DEEDS
MARINETTE COUNTY
February 22, 2022 at 8:40 AM
Fee Amount: $25.00 Pages: 1

FILED IN ______

PLAT NAME: TPP 1491-22-21-4.01
PLAT CODE: 70238 TPP Drawer 3

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1491-22-21-4.01
AMENDMENT NO:

4

CONVENTIONAL SYMBOLS

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

PARCEL NUMBER 25
SECTION CORNER
NOTATION FOR COMBUSTIBLE FLUIDS (CAUTION)
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES (CAUTION)

UTILITY NUMBER 40
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND 1"x 24" IRON PIN (IP)
VALVE (GAS, WATER, ETC.) (TYPE)
SIGN
OFF-PREMISE SIGN

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

CURVE DATA ABBREVIATIONS

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

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

SCALE, FEET
0 50 100

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, MARINETTE COUNTY, NAD83 (97) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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

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

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT(S):
TRANSPORTATION PROJECT PLAT NO. 1491-09-01-4.74, DOCUMENT NO. 804033, FILED IN TPP2 PG 100.

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

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

A HIGHWAY EASEMENT (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE.

RIGHT OF WAY COURSE TABLE

SEC1	94	S54°51'04"E	577.12'
94	95	N08°19'23"W	105.87'
95	96	N70°17'20"W	33.00'
96	97	N20°10'49"E	221.85'
SEC1	97	S89°04'21"E	502.09'
97	98	N20°10'49"E	331.74'
98	99	N20°23'54"E	329.78'
99	100	S69°36'06"E	35.30'
100	101	S69°36'06"E	24.70'
101	90	S20°23'54"W	329.55'
		Delta: 00°13'05"(LT)	
90	102	S20°10'49"W	310.78'
102	QTR2	S89°04'21"E	2088.01'
102	89	S20°10'49"W	36.72'
89	94	CURVE (SEE CURVE NOTE BELOW)	

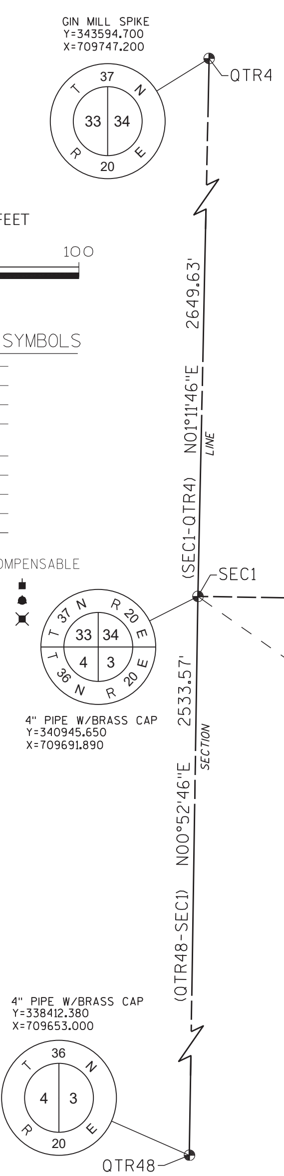
PI Y:340760.902 X:710192.923 STATION 939+50.04 5.91'(LT)
Deg. of Curve 03°00'00" PC STATION 938+00.00
Arc Length: 300.08' Radius: 1909.86'
Delta: 9°00'09"(LT) Tangent: 150.35'
Chord: 299.77' Chord Bearing: N15°40'45"E
Ahead Tan: N20°10'49"E Back Tan: N11°10'40"E

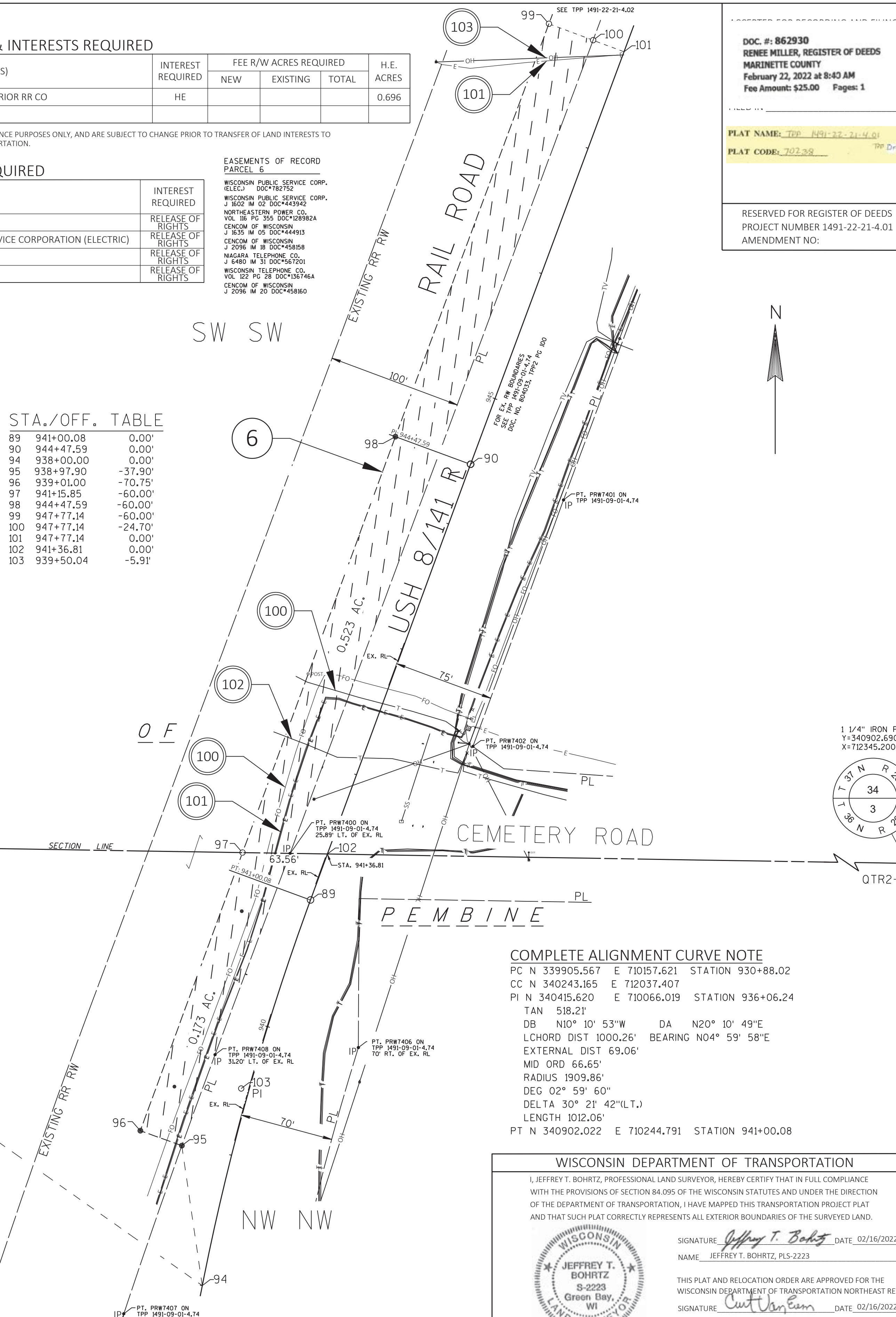
STA./OFF. TABLE

89	941+00.08	0.00'
90	944+47.59	0.00'
94	938+00.00	0.00'
95	938+97.90	-37.90'
96	939+01.00	-70.75'
97	941+15.85	-60.00'
98	944+47.59	-60.00'
99	947+77.14	-60.00'
100	947+77.14	-24.70'
101	947+77.14	0.00'
102	941+36.81	0.00'
103	939+50.04	-5.91'

COORDINATE TABLE

89	340902.022	710244.791
90	341228.197	710364.673
94	340613.402	710163.777
95	340718.160	710148.451
96	340729.292	710117.381
97	340937.522	710193.914
98	341248.896	710308.356
99	341557.995	710423.298
100	341545.692	710456.382
101	341537.082	710479.536
102	340936.493	710257.460
103	340760.902	710192.923





COMPLETE ALIGNMENT CURVE NOTE

PC N 339905.567 E 710157.621 STATION 930+88.02
CC N 340243.165 E 712037.407
PI N 340415.620 E 710066.019 STATION 936+06.24
TAN 518.21'
DB N10° 10' 53"W DA N20° 10' 49"E
LCHORD DIST 1000.26' BEARING N04° 59' 58"E
EXTERNAL DIST 69.06'
MID ORD 66.65'
RADIUS 1909.86'
DEG 02° 59' 60"
DELTA 30° 21' 42"(LT.)
LENGTH 1012.06'
PT N 340902.022 E 710244.791 STATION 941+00.08

WISCONSIN DEPARTMENT OF TRANSPORTATION

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

WISCONSIN JEFFREY T. BOHRTZ S-2223 Green Bay, WI LAND SURVEYOR

SIGNATURE Jeffrey T. Bohrtz DATE 02/16/2022
NAME JEFFREY T. BOHRTZ, PLS-2223

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

SIGNATURE Curt Van Erem DATE 02/16/2022
NAME CURT VAN EREM

4

APPRAISAL DATE: 02/16/2022

TRANSPORTATION PROJECT PLAT NO: 1491-22-21-4.02

BEING PART OF THE SW 1/4 OF THE SW 1/4 AND THE NW 1/4 OF THE SW 1/4 OF SECTION 34, T37N-R20E, TOWN OF PEMBINE, MARINETTE COUNTY, WISCONSIN.

DOC. #: 862931
RENEE MILLER, REGISTER OF DEEDS
MARINETTE COUNTY
February 22, 2022 at 8:40 AM
Fee Amount: $25.00 Pages: 1

PLAT NAME: TPP 1491-22-21-4.02
PLAT CODE: 70239 TPP Drawer 3

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1491-22-21-4.02
AMENDMENT NO:

RELOCATION ORDER USH 141, WAUSAUKEE - NIAGARA, (CTH Z-CTH R) MARINETTE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02 (3), 84.09 and 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE, AND OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W — (TYPE)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMP. LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
BUILDING (TO BE REMOVED)
BRIDGE
PARCEL NUMBER (25)
UTILITY NUMBER (40)
SECTION CORNER
R/W MONUMENT
NON-MONUMENTED R/W POINT
NOTATION FOR COMBUSTABLE FLUIDS — CAUTION
FOUND 1"x 24" IRON PIN — IP
VALVE (GAS, WATER, ETC.) — (TYPE)
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES — CAUTION
SIGN — SIGN
OFF-PREMISE SIGN — #1-25 SIGN
ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

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

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, MARINETTE COUNTY, NAD83 (97) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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

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

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

EXISTING RIGHT OF WAY WAS REESTABLISHED UNDER PROJECT(S):
TRANSPORTATION PROJECT PLAT NO. 1491-09-01-4.74, DOCUMENT NO. 804033, FILED IN TPP2 PG 100.

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

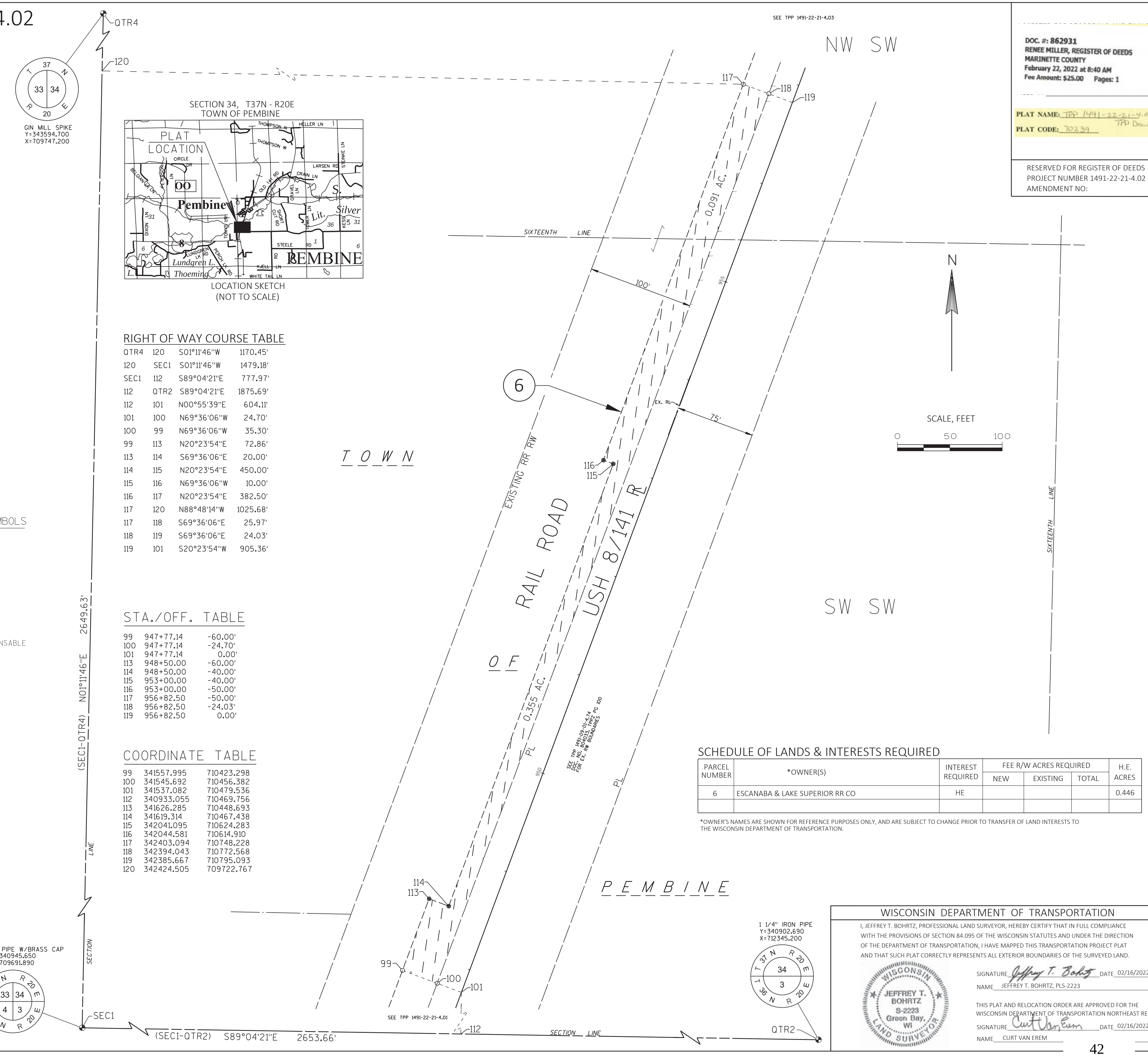
THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

A HIGHWAY EASEMENT (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE.

SECTION 34, T37N - R20E
TOWN OF PEMBINE

PLAT LOCATION

LOCATION SKETCH
(NOT TO SCALE)



RIGHT OF WAY COURSE TABLE

QTR4	120	S01°11'46"W	1170.45'
120	SEC1	S01°11'46"W	1479.18'
SEC1	112	S89°04'21"E	777.97'
112	QTR2	S89°04'21"E	1875.69'
112	101	N00°55'39"E	604.11'
101	100	N69°36'06"W	24.70'
100	99	N69°36'06"W	35.30'
99	113	N20°23'54"E	72.86'
113	114	S69°36'06"E	20.00'
114	115	N20°23'54"E	450.00'
115	116	N69°36'06"W	10.00'
116	117	N20°23'54"E	382.50'
117	120	N88°48'14"W	1025.68'
117	118	S69°36'06"E	25.97'
118	119	S69°36'06"E	24.03'
119	101	S20°23'54"W	905.36'

STA./OFF. TABLE

99	947+77.14	-60.00'
100	947+77.14	-24.70'
101	947+77.14	0.00'
113	948+50.00	-60.00'
114	948+50.00	-40.00'
115	953+00.00	-40.00'
116	953+00.00	-50.00'
117	956+82.50	-50.00'
118	956+82.50	-24.03'
119	956+82.50	0.00'

COORDINATE TABLE

99	341557.995	710423.298
100	341545.692	710456.382
101	341537.082	710479.536
112	340933.055	710469.756
113	341626.285	710448.693
114	341619.314	710467.438
115	342041.095	710624.283
116	342044.581	710614.910
117	342403.094	710748.228
118	342394.043	710772.568
119	342385.667	710795.093
120	342424.505	709722.767

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER(S)	INTEREST REQUIRED	FEE R/W ACRES REQUIRED			H.E. ACRES
			NEW	EXISTING	TOTAL	
6	ESCANABA & LAKE SUPERIOR RR CO	HE				0.446

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

WISCONSIN DEPARTMENT OF TRANSPORTATION

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

WISCONSIN JEFFREY T. BOHRTZ S-2223 Green Bay, WI LAND SURVEYOR

SIGNATURE Jeffrey T. Bohrtz DATE 02/16/2022
NAME JEFFREY T. BOHRTZ, PLS-2223

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

SIGNATURE Curt Van Erem DATE 02/16/2022
NAME CURT VAN EREM

4

APPRAISAL DATE: 02/16/2022

TRANSPORTATION PROJECT PLAT NO: 1491-22-21-4.03

BEING PART OF THE NW 1/4 OF THE SW 1/4 OF SECTION 34, T37N-R20E, TOWN OF PEMBINE, MARINETTE COUNTY, WISCONSIN.

RELOCATION ORDER USH 141, WAUSAUKEE - NIAGARA, (CTH Z-CTH R) MARINETTE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02 (3), 84.09 and 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

CONVENTIONAL SYMBOLS

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

PARCEL NUMBER (25)
UTILITY NUMBER (40)
SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS (CAUTION)
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES (CAUTION)
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND 1"x 24" IRON PIN (IP)
VALVE (GAS, WATER, ETC.) (TYPE)
SIGN
OFF-PREMISE SIGN
ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

SCALE, FEET
0 50 100

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS REMAINING	ROR REM.
ACCESS RIGHTS	AR	RIGHT-OF-WAY	R/W
ACRES	AC.	SECTION	SEC.
AND OTHERS	ET.AL.	STATION	STA.
CENTERLINE	C/L	TEMPORARY LIMITED EASEMENT	TLE
CERTIFIED SURVEY MAP	CSM	VOLUME	V.
CORNER	COR.		
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

CONVENTIONAL UTILITY SYMBOLS

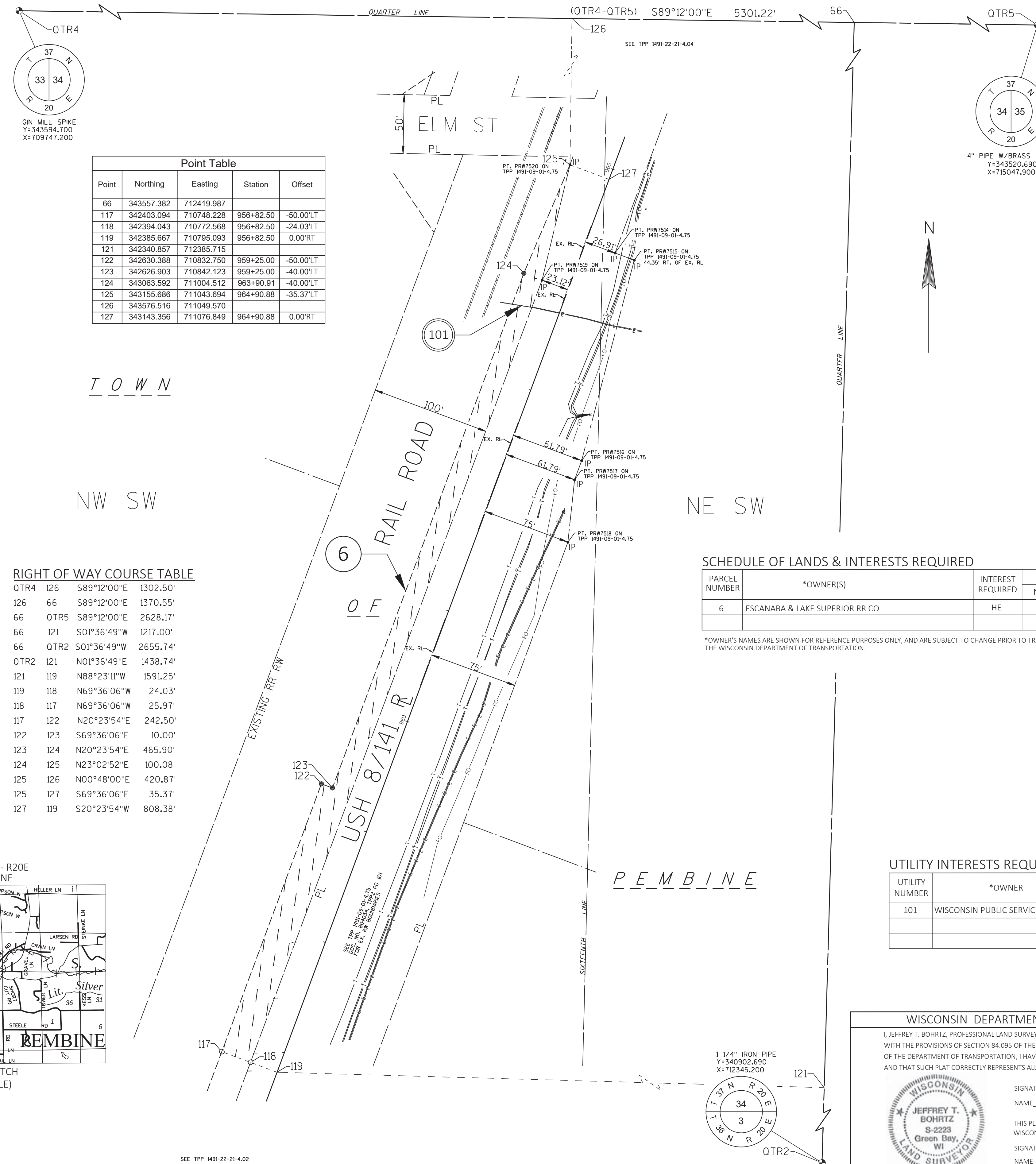
WATER — W —
GAS — G —
TELEPHONE — T —
OVERHEAD TRANSMISSION LINES — OH —
ELECTRIC — E —
CABLE TELEVISION — TV —
FIBER OPTIC — FO —
SANITARY SEWER — SAN —
STORM SEWER — SS —
NON COMPENSABLE / COMPENSABLE
POWER POLE
TELEPHONE POLE
TELEPHONE PEDESTAL
ELECTRIC TOWER

Point Table

Point	Northing	Easting	Station	Offset
66	343557.382	712419.987		
117	342403.094	710748.228	956+82.50	-50.00'LT
118	342394.043	710772.568	956+82.50	-24.03'LT
119	342385.667	710795.093	956+82.50	0.00'RT
121	342340.857	712385.715		
122	342630.388	710832.750	959+25.00	-50.00'LT
123	342626.903	710842.123	959+25.00	-40.00'LT
124	343063.592	711004.512	963+90.91	-40.00'LT
125	343155.686	711043.694	964+90.88	-35.37'LT
126	343576.516	711049.570		
127	343143.356	711076.849	964+90.88	0.00'RT

RIGHT OF WAY COURSE TABLE

QTR4	126	S89°12'00"E	1302.50'
126	66	S89°12'00"E	1370.55'
66	QTR5	S89°12'00"E	2628.17'
66	121	S01°36'49"W	1217.00'
66	QTR2	S01°36'49"W	2655.74'
QTR2	121	N01°36'49"E	1438.74'
121	119	N88°23'11"W	1591.25'
119	118	N69°36'06"W	24.03'
118	117	N69°36'06"W	25.97'
117	122	N20°23'54"E	242.50'
122	123	S69°36'06"E	10.00'
123	124	N20°23'54"E	465.90'
124	125	N23°02'52"E	100.08'
125	126	N00°48'00"E	420.87'
125	127	S69°36'06"E	35.37'
127	119	S20°23'54"W	808.38'



SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER(S)	INTEREST REQUIRED	FEE R/W ACRES REQUIRED NEW	EXISTING	TOTAL	H.E. ACRES
6	ESCANABA & LAKE SUPERIOR RR CO	HE				0.338

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

EASEMENTS OF RECORD
PARCEL 6
WISCONSIN PUBLIC SERVICE CORP. VOL 434 PG 348 DOC*676610
WISCONSIN PUBLIC SERVICE CORP. DOC*778394, DOC *779430

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	*OWNER	INTEREST REQUIRED
101	WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRIC)	RELEASE OF RIGHTS

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, MARINETTE COUNTY, NAD83 (97) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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

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

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

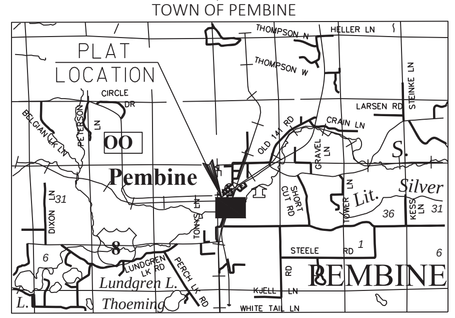
EXISTING RIGHT OF WAY WAS ESTABLISHED OR REESTABLISHED UNDER PROJECT(S):
TRANSPORTATION PROJECT PLAT NO. 1491-09-01-4.75, DOCUMENT NO. 804034, FILED IN TPP2 PG 101.
PLAT OF JAMES. B. GOODMAN'S FIRST ADDITION TO THE VILLAGE OF PEMBINE.

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

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

A HIGHWAY EASEMENT (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE.

SECTION 34, T37N - R20E
TOWN OF PEMBINE



LOCATION SKETCH
(NOT TO SCALE)

DOC. #: 862932
RENEE MILLER, REGISTER OF DEEDS
MARINETTE COUNTY
February 22, 2022 at 8:40 AM
Fee Amount: $25.00 Pages: 1

FILED IN ____

PLAT NAME: TPP 1491-22-21-4.03 TPP Drawer3
PLAT CODE: 702.40

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1491-22-21-4.03
AMENDMENT NO:

WISCONSIN DEPARTMENT OF TRANSPORTATION

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

WISCONSIN JEFFREY T. BOHRTZ S-2223 Green Bay, WI LAND SURVEYOR

SIGNATURE Jeffrey T. Bohrtz DATE 02/16/2022
NAME JEFFREY T. BOHRTZ, PLS-2223

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

SIGNATURE Curt Van Erem DATE 02/16/2022
NAME CURT VAN EREM

APPRAISAL DATE: 02/16/2022

TRANSPORTATION PROJECT PLAT NO: 1491-22-21-4.04

BEING PART OF LOT 11 OF JAMES B. GOODMAN'S FIRST ADDITION TO THE VILLAGE OF PEMBINE LOCATED WITHIN AND INCLUDING PART OF SPRUCE STREET, PART OF THE NW 1/4 OF THE SW 1/4 AND THE SE 1/4 OF THE NW 1/4 OF SECTION 34, T37N-R20E, TOWN OF PEMBINE, MARINETTE COUNTY, WISCONSIN.

RELOCATION ORDER USH 141, WAUSAUKEE - NIAGARA, (CTH Z-CTH R) MARINETTE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02 (3), 84.09 and 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

CURVE DATA ABBREVIATIONS

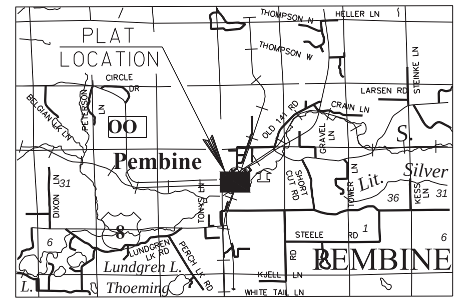
LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

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

SECTION 34, T37N - R20E
TOWN OF PEMBINE



LOCATION SKETCH
(NOT TO SCALE)

SCALE, FEET
0 50 100

GIN MILL SPIKE
Y=343594.700
X=709747.200

CONVENTIONAL SYMBOLS

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

PARCEL NUMBER
SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

UTILITY NUMBER
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND 1"x 24" IRON PIN
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, MARINETTE COUNTY, NAD83 (97) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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

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

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

EXISTING RIGHT OF WAY WAS ESTABLISHED OR REESTABLISHED UNDER PROJECT(S):
TRANSPORTATION PROJECT PLAT NO. 1491-09-01-4.75, DOCUMENT NO. 804034, FILED IN TPP2 PG 101.
PLAT OF JAMES. B. GOODMAN'S FIRST ADDITION TO THE VILLAGE OF PEMBINE.
PLAT OF WEST PEMBINE.

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

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

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

APPRAISAL DATE: 02/16/2022

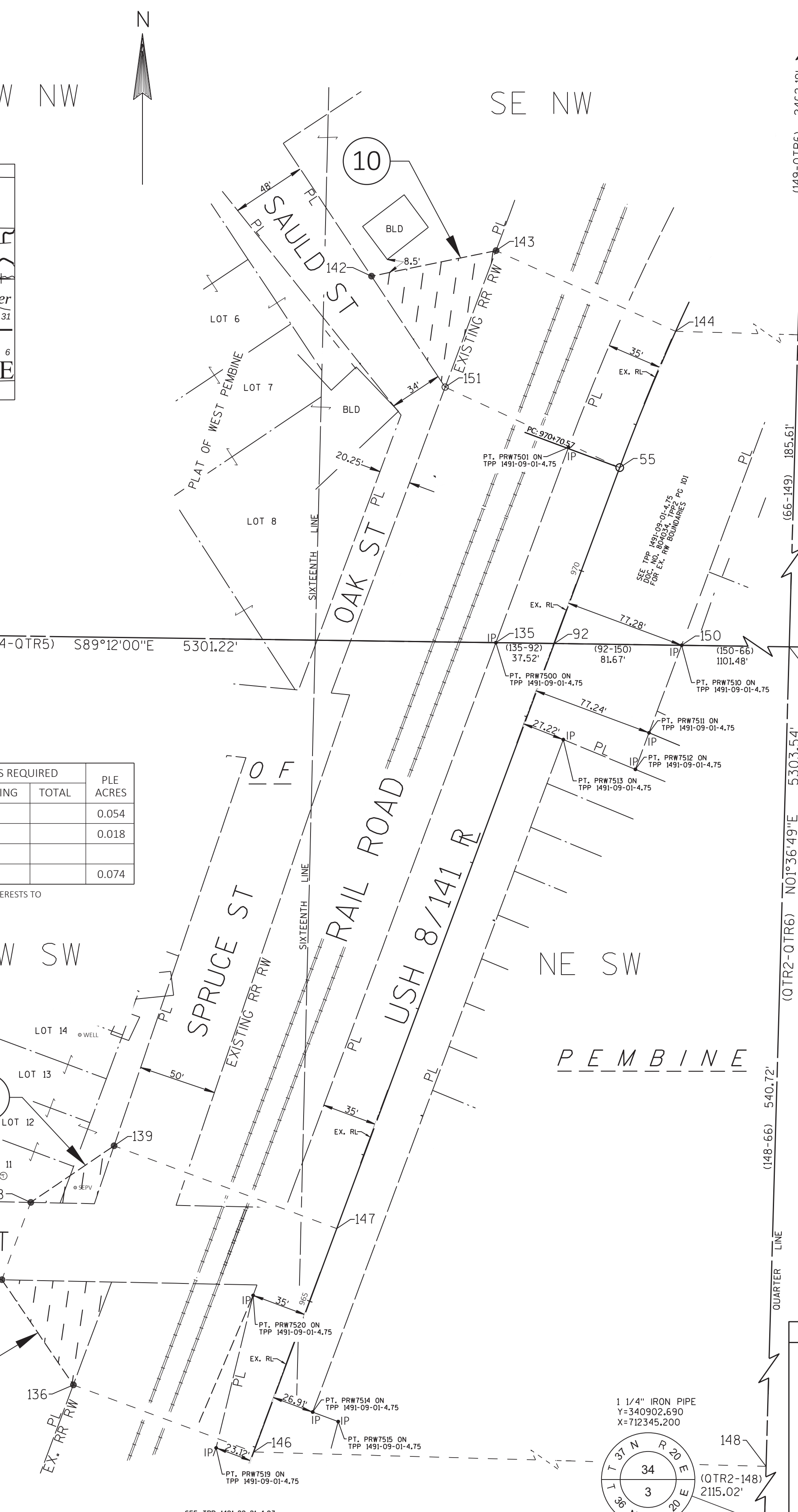
SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER(S)	INTEREST(S) REQUIRED	FEE R/W ACRES REQUIRED			PLE ACRES
			NEW	EXISTING	TOTAL	
7	MICHAEL & SONIA SMET	PLE				0.054
8	JAMES & ELIZABETH HENSEL	PLE				0.018
10	RONALD ARTS	PLE				0.074

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

Point Table

Point	Northing	Easting	Station	Offset
55	343686.699	711278.898	970+70.57	0.00'RT
92	343573.900	711236.952	969+50.23	0.00'RT
135	343574.424	711199.434	969+37.64	35.35'LT
136	343098.253	710928.318	963+96.84	-123.50'LT
137	343165.699	710882.491	964+44.08	-189.96'LT
138	343215.331	710900.987	964+97.05	-189.92'LT
139	343251.670	710954.469	965+49.75	-152.46'LT
142	343809.546	711119.643	971+23.14	-193.18'LT
143	343825.942	711199.533	971+65.16	-126.32'LT
144	343774.198	711314.766	971+65.16	0.00'RT
146	343055.209	711044.071	963+96.84	0.00'RT
147	343198.532	711097.367	965+49.75	0.00'RT
148	343016.876	712404.760		
149	343742.915	712425.214		
150	343572.759	711318.610	969+77.62	76.93'RT
151	343738.364	711166.892	970+79.22	123.02'LT



COMPLETE ALIGNMENT CURVE NOTE

PC N 343686.699 E 711278.898 STATION 970+70.57
CC N 343187.448 E 712621.467
PI N 344138.450 E 711446.888 STATION 975+52.55
TAN 481.97'
DB N20° 23' 54"E DA N57° 35' 34"E
LCHORD DIST 913.62' BEARING N38° 59' 44"E
EXTERNAL DIST 78.91'
MID ORD 74.79'
RADIUS 1432.39'
DEG 04° 00' 00"
DELTA 37° 11' 40"(LT.)
LENGTH 929.86'
PT N 344396.757 E 711853.800 STATION 980+00.43

REFERENCE LINE COURSE TABLE

QTR2 148 N01°36'49"E 2115.02'
148 146 N88°23'11"W 1361.23'
146 92 N20°23'54"E 553.39'
92 55 N20°23'54"E 120.35'
55 144 CURVE
LCHORD DIST 94.57' BEARING N22° 17' 24"E
RADIUS 1432.39'
LENGTH 94.58'
144 149 S88°23'11"E 1110.89'
149 QTR6 N01°36'49"E 2462.19'

RIGHT OF WAY COURSE TABLE

QTR6 149 S01°36'49"W 2462.19'
149 148 S01°36'49"W 726.33'
148 146 N88°23'11"W 1361.23'
146 136 N69°36'06"W 123.50'
136 137 N34°11'42"W 81.54'
137 138 N20°26'20"E 52.97'
138 139 N55°48'18"E 64.66'
139 147 S69°36'06"E 152.46'
147 55 N20°23'54"E 520.83'
55 151 N65°14'15"W 123.35'
151 142 N33°34'31"W 85.44'
142 143 N78°24'09"E 81.55'
143 144 S65°49'06"E 126.32'
144 149 S88°23'11"E 1110.89'
149 QTR2 S01°36'49"W 2841.35'

DOC. #: 862933
RENEE MILLER, REGISTER OF DEEDS
MARINETTE COUNTY
February 22, 2022 at 8:40 AM
Fee Amount: $25.00 Pages: 1

PLAT NAME: TPP 1491-22-21-4.04
PLAT CODE: 702.41
TPP Drawer 3

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1491-22-21-4.04
AMENDMENT NO:

WISCONSIN DEPARTMENT OF TRANSPORTATION

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

WISCONSIN JEFFREY T. BOHRTZ S-2223 Green Bay, WI LAND SURVEYOR

SIGNATURE Jeffrey T. Bohrtz DATE 02/16/2022
NAME JEFFREY T. BOHRTZ, PLS-2223

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

SIGNATURE Curt Van Erem DATE 02/16/2022
NAME CURT VAN EREM

4 4

TRANSPORTATION PROJECT PLAT NO: 1491-22-21-4.05

BEING PART OF LOT 1 OF BLOCK 1 AND PART OF LOT 6 OF BLOCK 2 OF THE PLAT OF THE VILLAGE OF PEMBINE, LOCATED IN THE SE 1/4 OF THE NW 1/4 OF SECTION 34, T37N-R20E, TOWN OF PEMBINE, MARINETTE COUNTY, WISCONSIN.

RELOCATION ORDER USH 141, WAUSAUKEE - NIAGARA, (CTH Z-CTH R) MARINETTE COUNTY

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

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

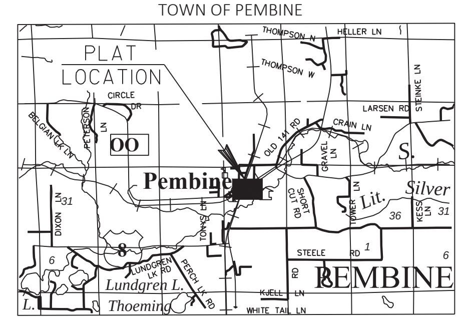
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER(S)	INTEREST(S) REQUIRED	FEE R/W SQ.FT. REQUIRED			T.L.E. SQ.FT.
			NEW	EXISTING	TOTAL	
1	DUCEY'S GUNS & AMMO LLC	FEE,TLE	286 sq ft		286 sq ft	262 sq ft
2	JO ANN MISCHKER	FEE,TLE	9 sq ft		9 sq ft	105 sq ft

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

SECTION 34, T37N - R20E
TOWN OF PEMBINE



LOCATION SKETCH
(NOT TO SCALE)

SCALE, FEET
0 20 40

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP
ACCESS RIGHTS	AR
ACRES	AC.
AND OTHERS	ET.AL.
CENTERLINE	C/L
CERTIFIED SURVEY MAP	CSM
CORNER	COR.
DOCUMENT	DOC.
EASEMENT	EASE.
HIGHWAY EASEMENT	H.E.
LAND CONTRACT	LC
MONUMENT	MON.
PAGE	P.
PERMANENT LIMITED EASEMENT	PLE
PROPERTY LINE	PL
RECORDED AS	(100')
REFERENCE LINE	R/L
RELEASE OF RIGHTS	ROR
REMAINING	REM.
RIGHT-OF-WAY	R/W
SECTION	SEC.
STATION	STA.
TEMPORARY LIMITED EASEMENT	TLE
VOLUME	V.

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

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

NON COMPENSABLE / COMPENSABLE: POWER POLE, TELEPHONE POLE, TELEPHONE PEDESTAL, ELECTRIC TOWER

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE, AND OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W — (TYPE)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMP. LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
BUILDING (TO BE REMOVED)
BRIDGE
PARCEL NUMBER (25)
SECTION CORNER
NOTATION FOR COMBUSTIBLE FLUIDS (CAUTION)
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES (CAUTION)
UTILITY NUMBER (40)
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND 1"x 24" IRON PIN (IP)
VALVE (GAS, WATER, ETC.) (TYPE)
SIGN
OFF-PREMISE SIGN
ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, MARINETTE COUNTY, NAD83 (97) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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

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

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

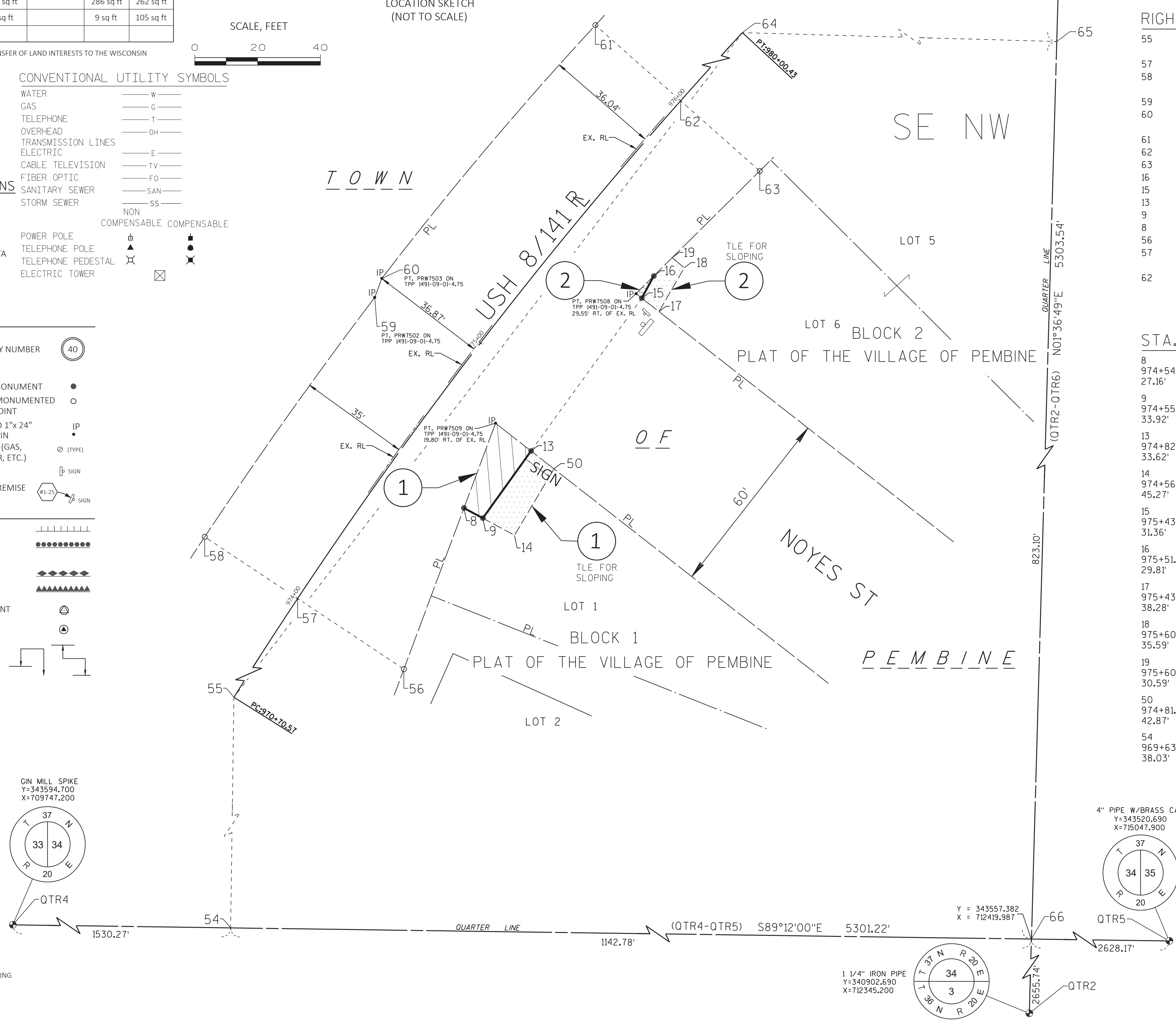
EXISTING RIGHT OF WAY WAS ESTABLISHED OR REESTABLISHED UNDER PROJECT(S):
TRANSPORTATION PROJECT PLAT NO. 1491-09-01-4.75, DOCUMENT NO. 804034, FILED IN TPP2 PG 101.
PLAT OF THE VILLAGE OF PEMBINE.

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

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

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

APPRAISAL DATE: 02/16/2022



USH 8/141 REFERENCE LINE COURSE TABLE

QTR4	QTR5	S89°12'00"E	5301.22'
QTR5	66	N89°12'00"W	2628.17'
66	54	N89°12'00"W	1142.78'
54	55	N00°48'00"E	113.37'
55	64	PI Y:344138.450 X:711446.888 STATION 975+52.55 Deg. of Curve 04°00'00" Arc Length: 929.86' Radius: 1432.39' Delta: 37°11'40"(RT) Tangent: 481.97' Chord: 913.62' Chord Bearing: N38°59'44"E Back Tan: N20°23'54"E Ahead Tan: N57°35'34"E	
64	65	S88°23'11"E	589.60'
65	QTR6	N01°36'49"E	1824.70'
QTR6	66	S01°36'49"W	2647.80'

DOC. #: 862934
RENEE MILLER, REGISTER OF DEEDS
MARINETTE COUNTY
February 22, 2022 at 8:40 AM
Fee Amount: $25.00 Pages: 1

PLAT NAME: TPP 1491-22-21-4.05
PLAT CODE: 702-42 TPP Drawer 3

SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1491-22-21-4.05
AMENDMENT NO:

RIGHT OF WAY COURSE TABLE

55	57	Tangent: 165.44' Chord: 328.70' Chord Direction: N26°59'13"E Arc Length: 329.43' Radius: 1432.39' Delta: 13°10'37" (RT)
57	58	N56°25'29"W 35.48'
58	59	Tangent: 46.75' Chord: 93.45' Chord Direction: N35°22'40"E Arc Length: 93.46' Radius: 1467.39' Delta: 3°38'57" (RT)
59	60	N20°26'27"E 6.44'
60	61	Tangent: 52.76' Chord: 105.42' Chord Direction: N40°08'12"E Arc Length: 105.45' Radius: 1138.11' Delta: 5°18'32" (RT)
61	62	S48°25'29"E 36.25'
62	63	S48°25'29"E 33.65'
63	16	S45°14'44"W 47.49'
16	15	S28°19'11"W 8.01'
15	13	S35°56'03"W 60.04'
13	9	S35°39'44"W 26.33'
9	8	N61°41'39"W 6.82'
8	56	S20°26'27"W 54.68'
56	57	N56°25'29"W 40.59'
57	62	Tangent: 100.16' Chord: 199.84' Chord Direction: N37°34'31"E Arc Length: 200.00' Radius: 1432.39' Delta: 8°00'00" (RT)
62	64	Tangent: 201.53' Chord: 399.13' Chord Direction: N49°35'03"E Arc Length: 400.43' Radius: 1432.39' Delta: 16°01'02" (RT)

STA./OFFSET TABLE

Point	Station	Offset
8	974+54.29	27.16'
9	974+55.20	33.92'
13	974+82.17	33.62'
14	974+56.74	45.27'
15	975+43.56	31.36'
16	975+51.59	29.81'
17	975+43.72	38.28'
18	975+60.00	35.59'
19	975+60.00	30.59'
50	974+81.97	42.87'
54	969+63.77	38.03'
55	970+70.57	0.00'
56	974+00.00	40.59'
57	974+00.00	0.00'
58	974+00.00	-35.48'
59	974+91.20	-35.52'
60	974+97.21	-37.39'
61	976+00.00	-36.26'
62	976+00.00	0.00'
63	976+00.00	33.65'
64	980+00.43	0.00'
65	985+18.45	311.09'

COORDINATE TABLE

	Y	X
8	344008.397	711480.975
9	344005.162	711486.982
13	344026.557	711502.334
14	343999.737	711497.055
15	344075.170	711537.569
16	344082.225	711541.371
17	344070.909	711543.020
18	344084.833	711551.072
19	344088.045	711547.240
50	344020.857	711509.625
54	343573.336	711277.316
55	343686.699	711278.898
56	343957.158	711461.878
57	343979.607	711428.058
58	343999.231	711398.494
59	344075.422	711452.596
60	344081.456	711454.845
61	344162.048	711522.798
62	344137.989	711549.920
63	344115.659	711575.092
64	344396.757	711853.800
65	344380.154	712443.166

WISCONSIN DEPARTMENT OF TRANSPORTATION

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

WISCONSIN JEFFREY T. BOHRTZ S-2223 Green Bay, WI LAND SURVEYOR

SIGNATURE Jeffrey T. Bohrtz DATE 02/16/2022
NAME JEFFREY T. BOHRTZ, PLS-2223

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

SIGNATURE Curt Van Erem DATE 02/16/2022
NAME CURT VAN EREM

4

TRANSPORTATION PROJECT PLAT NO: 1491-22-21-4.06

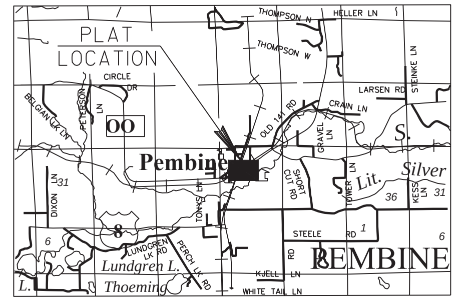
BEING PART OF LOT 1 OF BLOCK 2 AND PART OF LOT 7 OF BLOCK 3 OF THE PLAT OF THE VILLAGE OF PEMBINE, LOCATED IN THE SE 1/4 OF THE NW 1/4 OF SECTION 34, T37N-R20E, TOWN OF PEMBINE, MARINETTE COUNTY, WISCONSIN.

RELOCATION ORDER USH 141, WAUSAUKEE - NIAGARA, (CTH Z-CTH R) MARINETTE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02 (3), 84.09 and 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SECTION 34, T37N - R20E
TOWN OF PEMBINE



LOCATION SKETCH
(NOT TO SCALE)

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER(S)	INTEREST(S) REQUIRED	FEE R/W SQ.FT. REQUIRED			T.L.E. SQ.FT.
			NEW	EXISTING	TOTAL	
3	HANSON RENTALS, INC.	FEE,TLE	156 sq ft		156 sq ft	92 sq ft
4	ERIC W. LYON & SCOTT H. LYON	FEE,TLE	33 sq ft		33 sq ft	143 sq ft

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

N

SCALE, FEET
0 20 40

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

CURVE DATA ABBREVIATIONS

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

CONVENTIONAL UTILITY SYMBOLS

WATER —W—
GAS —G—
TELEPHONE —T—
OVERHEAD —OH—
TRANSMISSION LINES 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

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE, AND OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W — (TYPE)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMP. LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
BUILDING (TO BE REMOVED)
BRIDGE
PARCEL NUMBER
SECTION CORNER
NOTATION FOR COMBUSTIBLE FLUIDS — CAUTION
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES — CAUTION
UTILITY NUMBER
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND 1"x 24" IRON PIN — IP
VALVE (GAS, WATER, ETC.) — (TYPE)
SIGN — SIGN
OFF-PREMISE SIGN — SIGN
ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, MARINETTE COUNTY, NAD83 (97) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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

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

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

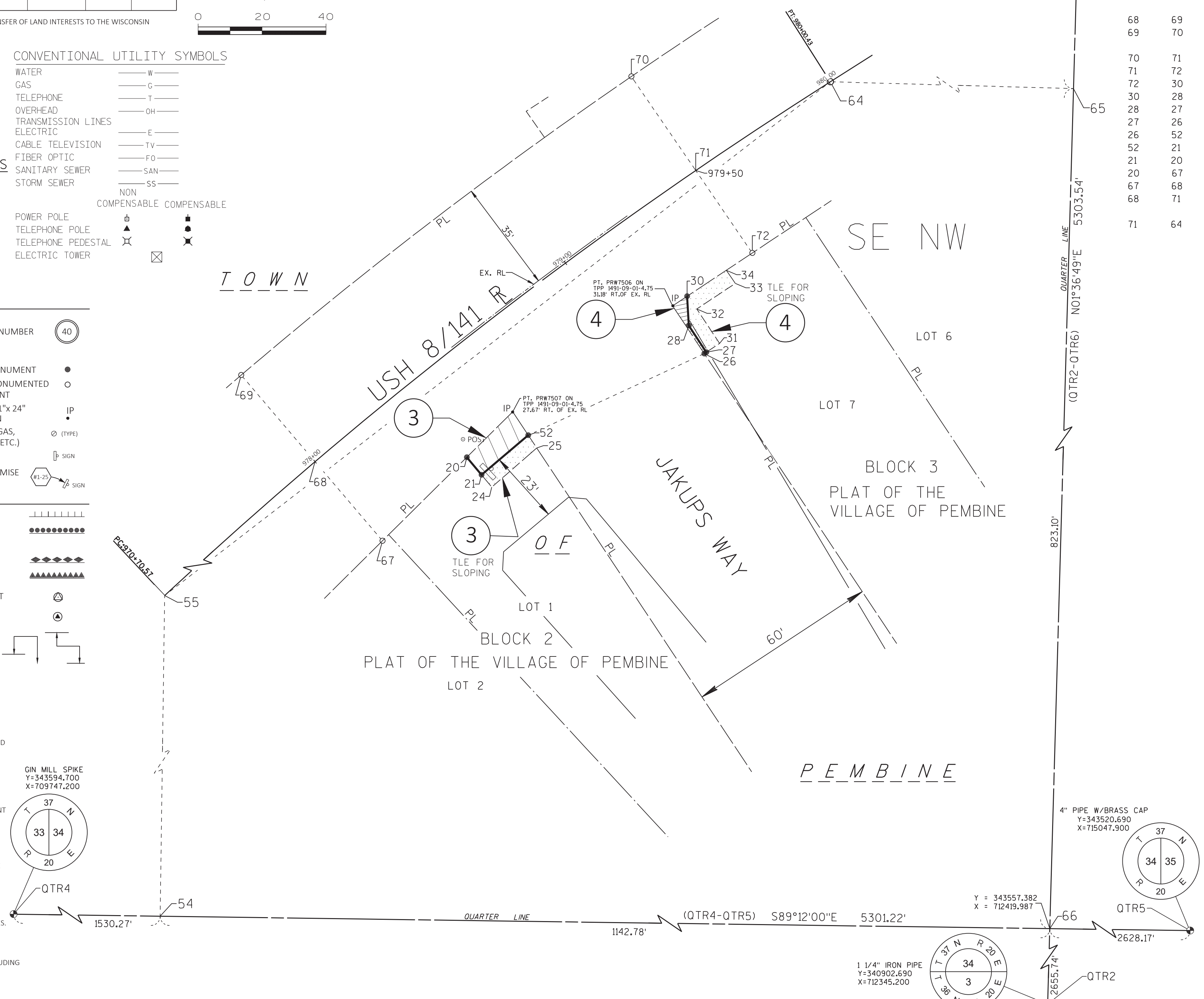
EXISTING RIGHT OF WAY WAS ESTABLISHED OR REESTABLISHED UNDER PROJECT(S):
TRANSPORTATION PROJECT PLAT NO. 1491-09-01-4.75, DOCUMENT NO. 804034, FILED IN TPP2 PG 101.
PLAT OF THE VILLAGE OF PEMBINE.

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

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

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

APPRAISAL DATE: 02/16/2022



USH 8/141 REFERENCE LINE COURSE TABLE

QTR4	QTR5	S89°12'00"E	5301.22'
QTR5	66	N89°12'00"W	2628.17'
66	54	N89°12'00"W	1142.78'
54	55	N00°48'00"E	113.37'
55	64	PI Y:344138.450 X:711446.888 STATION 975+52.55 Deg. of Curve 04°00'00" Arc Length: 929.86' Radius: 1432.39' Delta: 37°11'40"(RT) Tangent: 481.97' Chord: 913.62' Chord Bearing: N38°59'44"E Back Tan: N20°23'54"E Ahead Tan: N57°35'34"E	
64	65	S88°23'11"E	589.60'
65	QTR6	N01°36'49"E	1824.70'
QTR6	66	S01°36'49"W	2647.80'

DOC. #: 862935
RENEE MILLER, REGISTER OF DEEDS
MARINETTE COUNTY
February 22, 2022 at 8:40 AM
Fee Amount: $25.00 Pages: 1

PLAT NAME: TPP 1491-22-21-4.06
PLAT CODE: 702.43 TPP Drawer 3

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1491-22-21-4.06
AMENDMENT NO:

RIGHT OF WAY COURSE TABLE

55	68	Tangent: 372.80' Chord: 721.57' Chord Direction: N34°59'13"E Arc Length: 729.43' Radius: 1432.39' Delta: 29°10'38" (RT)	
68	69	N40°25'28"W	35.62'
69	70	Tangent: 76.94' Chord: 153.66' Chord Direction: N52°33'38"E Arc Length: 153.73' Radius: 1467.39' Delta: 6°00'10" (RT)	
70	71	S34°25'28"E	35.66'
71	72	S34°25'28"E	31.29'
72	30	S56°26'33"W	24.47'
30	28	S03°07'07"E	9.21'
28	27	S33°18'24"E	9.98'
27	26	S56°26'33"W	0.75'
26	52	S65°06'56"W	60.69'
52	21	S49°39'32"W	19.17'
21	20	N39°54'47"W	7.17'
20	67	S45°14'44"W	37.12'
67	68	N40°25'28"W	32.52'
68	71	Tangent: 75.07' Chord: 149.93' Chord Direction: N52°34'32"E Arc Length: 150.00' Radius: 1432.39' Delta: 6°00'00" (RT)	
71	64	Tangent: 25.22' Chord: 50.43' Chord Direction: N56°35'03"E Arc Length: 50.43' Radius: 1432.39' Delta: 2°01'02" (RT)	

STA./OFFSET TABLE

20	978+37.79	29.23'
21	978+37.92	36.41'
24	978+38.01	41.40'
25	978+57.19	40.59'
26	979+18.75	48.43'
27	979+19.52	48.46'
28	979+19.94	38.49'
30	979+25.00	30.71'
31	979+24.70	48.61'
32	979+25.13	35.71'
33	979+40.00	36.11'
34	979+40.00	31.11'
52	978+57.58	35.79'
54	969+63.77	38.03'
55	970+70.57	0.00'
64	980+00.43	0.00'
65	985+18.45	311.09'
67	978+00.00	32.52'
68	978+00.00	0.00'
69	978+00.00	-35.62'
70	979+50.00	-35.66'
71	979+50.00	0.00'
72	979+50.00	31.29'

COORDINATE TABLE

20	344279.247	711740.088
21	344273.744	711744.691
24	344269.909	711747.900
25	344282.143	711761.969
26	344311.696	711814.366
27	344312.110	711814.990
28	344320.451	711809.510
30	344329.649	711809.009
31	344314.892	711819.146
32	344325.644	711812.014
33	344333.660	711824.099
34	344337.765	711821.244
52	344286.156	711759.307
54	343573.336	711277.316
55	343686.699	711278.898
64	344396.757	711853.800
65	344380.154	712443.166
67	344253.111	711713.728
68	344277.869	711692.638
69	344304.987	711669.539
70	344398.402	711791.546
71	344368.985	711811.707
72	344343.173	711829.397

WISCONSIN DEPARTMENT OF TRANSPORTATION

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

WISCONSIN JEFFREY T. BOHRTZ S-2223 Green Bay, WI LAND SURVEYOR

SIGNATURE Jeffrey T. Bohrtz DATE 02/16/2022
NAME JEFFREY T. BOHRTZ, PLS-2223

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

SIGNATURE Curt Van Erem DATE 02/16/2022
NAME CURT VAN EREM

TRANSPORTATION PROJECT PLAT NO: 1491-22-21-4.07

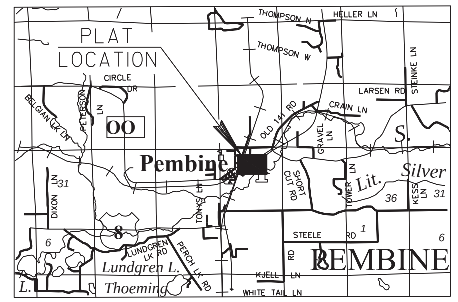
BEING PART OF LOT 1 OF BLOCK 3 OF THE PLAT OF THE VILLAGE OF PEMBINE, LOCATED IN THE SE 1/4 OF THE NW 1/4 OF SECTION 34, T37N-R20E, TOWN OF PEMBINE, MARINETTE COUNTY, WISCONSIN.

RELOCATION ORDER USH 141, WAUSAUKEE - NIAGARA, (CTH Z-CTH R) MARINETTE COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTIONS 84.02 (3), 84.09 and 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SECTION 34, T37N - R20E
TOWN OF PEMBINE



LOCATION SKETCH
(NOT TO SCALE)

CONVENTIONAL SYMBOLS

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

PARCEL NUMBER — UTILITY NUMBER
SECTION CORNER — R/W MONUMENT — NON-MONUMENTED R/W POINT
NOTATION FOR COMBUSTIBLE FLUIDS (CAUTION) — FOUND 1"x 24" IRON PIN (IP) — VALVE (GAS, WATER, ETC.) (TYPE)
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES (CAUTION) — SIGN — OFF-PREMISE SIGN
ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RELEASE OF RIGHTS	ROR
ACCESS RIGHTS	AR	REMAINING	REM.
ACRES	AC.	RIGHT-OF-WAY	R/W
AND OTHERS	ET.AL.	SECTION	SEC.
CENTERLINE	C/L	STATION	STA.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.		
EASEMENT	EASE.		
HIGHWAY EASEMENT	H.E.		
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

CURVE DATA ABBREVIATIONS

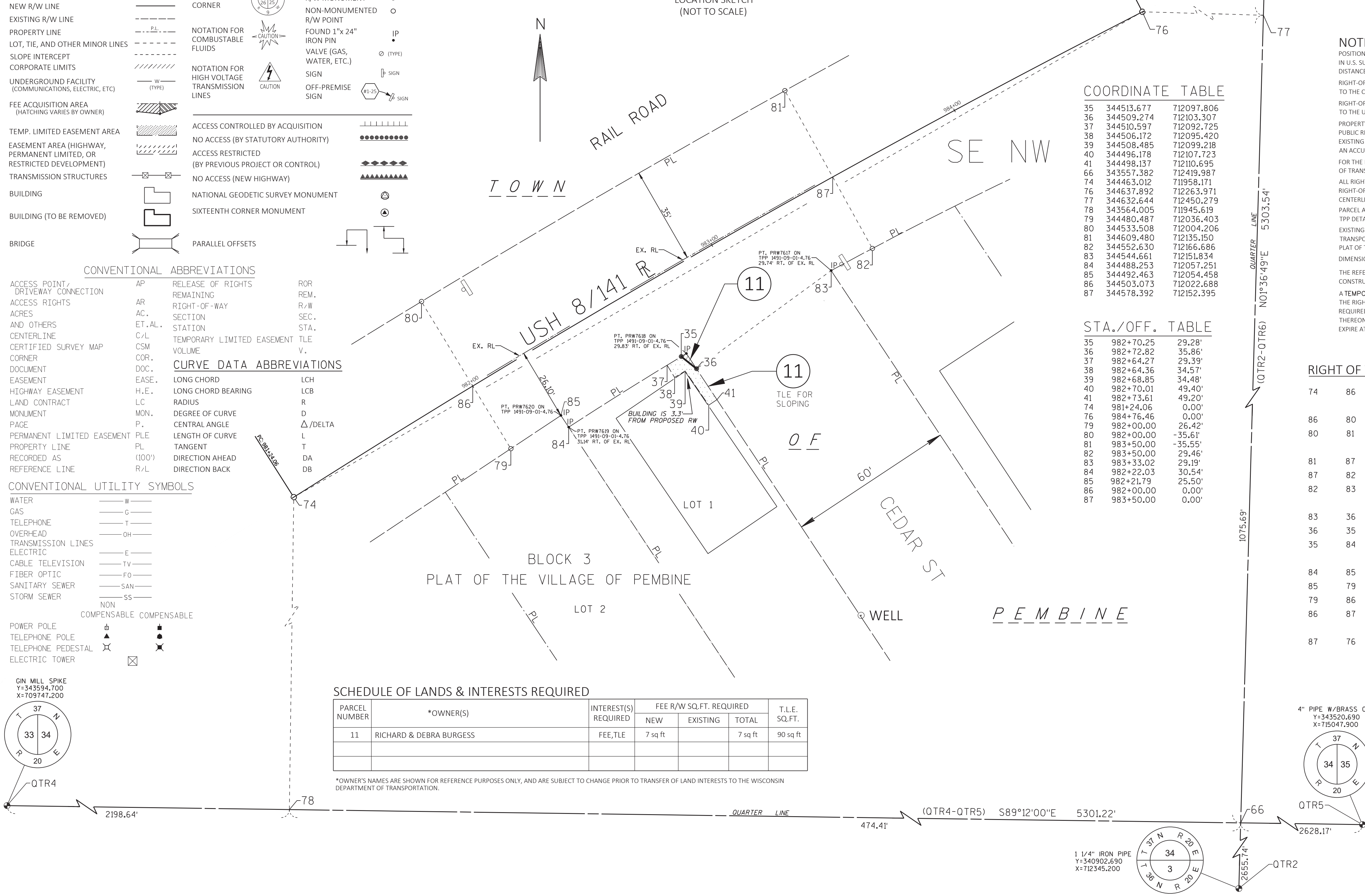
LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ /DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

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

SCALE, FEET
0 20 40



USH 8/141 REFERENCE LINE COURSE TABLE

QTR4	QTR5	S89°12'00"E	5301.22'
QTR5	66	N89°12'00"W	2628.17'
66	78	N89°12'00"W	474.41'
78	74	N00°48'00"E	899.09'
74	76	PI Y:344557.510 X:712107.035 STATION 983+00.38 Deg. of Curve 01°30'00" Arc Length: 352.40' Radius: 3819.72' Delta: 5°17'10"(RT) Tangent: 176.32' Chord: 352.27' Chord Bearing: N60°14'08"E Back Tan: N57°35'34"E Ahead Tan: N62°52'43"E	
76	77	S88°23'11"E	186.38'
77	QTR6	N01°36'49"E	1572.11'
QTR6	66	S01°36'49"W	2647.80'

ACCEPTED FOR RECORDING AND FILING IN

DOC. #: 862936
RENEE MILLER, REGISTER OF DEEDS
MARINETTE COUNTY
February 22, 2022 at 8:40 AM
Fee Amount: $25.00 Pages: 1

PLAT NAME: TPP 1491-22-21-4.07
PLAT CODE: 70244 TPP Drawer 3

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1491-22-21-4.07
AMENDMENT NO:

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, MARINETTE COUNTY, NAD83 (97) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

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

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

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

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

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

EXISTING RIGHT OF WAY WAS ESTABLISHED OR REESTABLISHED UNDER PROJECT(S):
TRANSPORTATION PROJECT PLAT NO. 1491-09-01-4.75, DOCUMENT NO. 804034, FILED IN TPP2 PG 101.
PLAT OF THE VILLAGE OF PEMBINE.

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

THE REFERENCE LINE SHOWN ON THIS PLAT MAY NOT BE THE SAME AS THE REFERENCE LINE SHOWN ON THE CONSTRUCTION PLAN.

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

COORDINATE TABLE

35	344513.677	712097.806
36	344509.274	712103.307
37	344510.597	712092.725
38	344506.172	712095.420
39	344508.485	712099.218
40	344496.178	712107.723
41	344498.137	712110.695
66	343557.382	712419.987
74	344463.012	711958.171
76	344637.892	712263.971
77	344632.644	712450.279
78	343564.005	711945.619
79	344480.487	712036.403
80	344533.508	712004.206
81	344609.480	712135.150
82	344552.630	712166.686
83	344544.661	712151.834
84	344488.253	712057.251
85	344492.463	712054.458
86	344503.073	712022.688
87	344578.392	712152.395

STA./OFF. TABLE

35	982+70.25	29.28'
36	982+72.82	35.86'
37	982+64.27	29.39'
38	982+64.36	34.57'
39	982+68.85	34.48'
40	982+70.01	49.40'
41	982+73.61	49.20'
74	981+24.06	0.00'
76	984+76.46	0.00'
79	982+00.00	26.42'
80	982+00.00	-35.61'
81	983+50.00	-35.55'
82	983+50.00	29.46'
83	983+33.02	29.19'
84	982+22.03	30.54'
85	982+21.79	25.50'
86	982+00.00	0.00'
87	983+50.00	0.00'

RIGHT OF WAY COURSE TABLE

74	86	Tangent: 37.97' Chord: 75.94' Chord Direction: N58°09'44"E Arc Length: 75.94' Radius: 3819.72' Delta: 1°08'21" (RT)
86	80	N31°16'05"W 35.61'
80	81	Tangent: 75.71' Chord: 151.39' Chord Direction: N59°52'42"E Arc Length: 151.40' Radius: 3854.72' Delta: 2°15'01" (RT)
81	87	S29°01'05"E 35.55'
87	82	S29°01'05"E 29.46'
82	83	Tangent: 8.43' Chord: 16.85' Chord Direction: S61°47'00"W Arc Length: 16.85' Radius: 1402.39' Delta: 0°41'19" (LT)
83	36	S53°54'00"W 60.06'
36	35	N51°19'48"W 7.05'
35	84	Tangent: 23.94' Chord: 47.87' Chord Direction: S57°54'59"W Arc Length: 47.87' Radius: 1402.39' Delta: 1°57'20" (LT)
84	85	N33°33'27"W 5.05'
85	79	S56°26'33"W 21.67'
79	86	N31°16'05"W 26.42'
86	87	Tangent: 75.01' Chord: 149.99' Chord Direction: N59°51'25"E Arc Length: 150.00' Radius: 3819.72' Delta: 2°15'00" (RT)
87	76	Tangent: 63.23' Chord: 126.45' Chord Direction: N61°55'49"E Arc Length: 126.46' Radius: 3819.72' Delta: 1°53'49" (RT)

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	*OWNER(S)	INTEREST(S) REQUIRED	FEE R/W SQ.FT. REQUIRED			T.L.E. SQ.FT.
			NEW	EXISTING	TOTAL	
11	RICHARD & DEBRA BURGESS	FEE,TLE	7 sq ft		7 sq ft	90 sq ft

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

WISCONSIN DEPARTMENT OF TRANSPORTATION

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

WISCONSIN JEFFREY T. BOHRTZ S-2223 Green Bay, WI LAND SURVEYOR

SIGNATURE Jeffrey T. Bohrtz DATE 02/16/2022
NAME JEFFREY T. BOHRTZ, PLS-2223

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

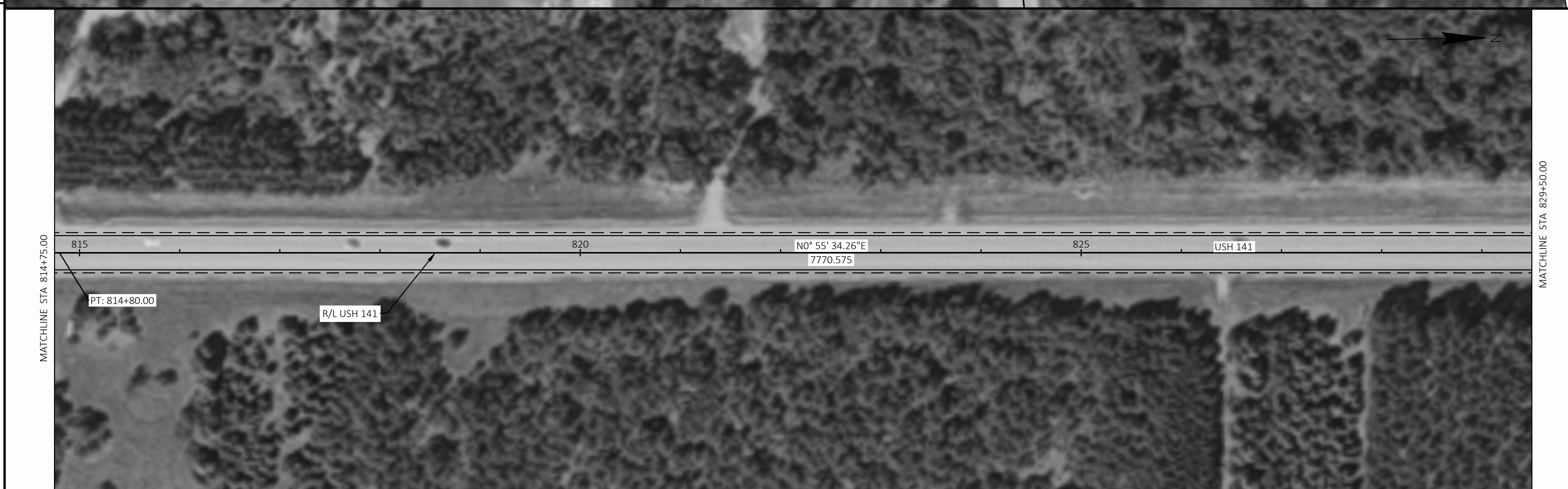
SIGNATURE Curt Van Erem DATE 02/16/2022
NAME CURT VAN EREM

4

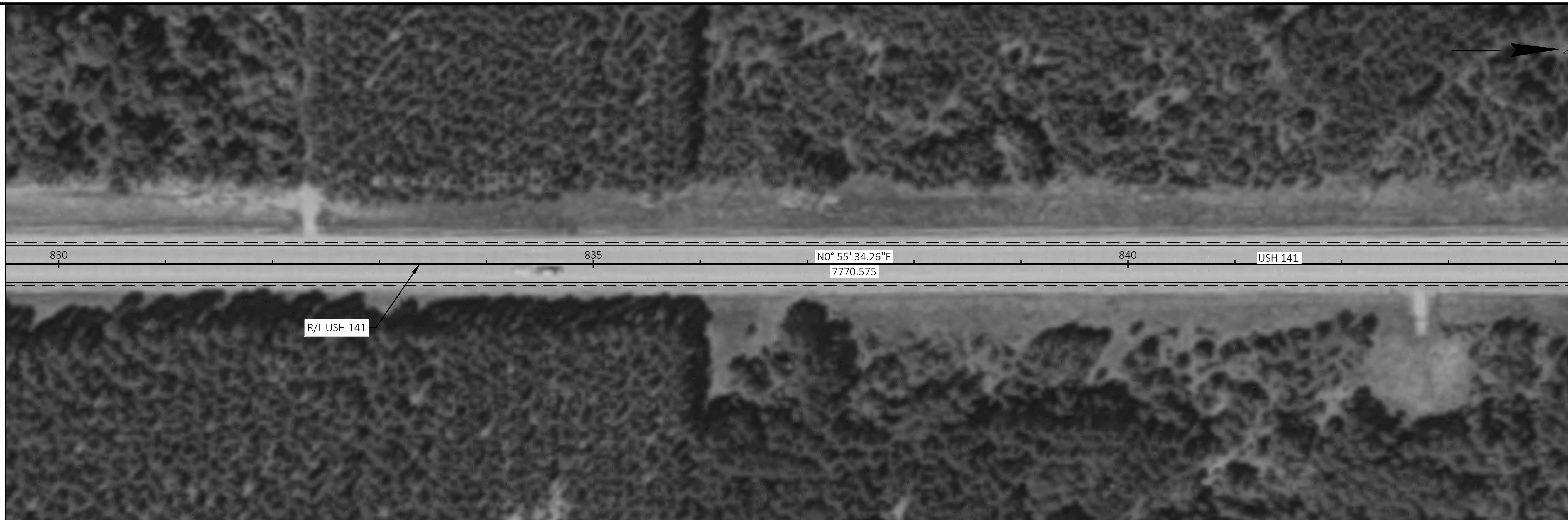
APPRAISAL DATE: 02/16/2022

CONTROL POINTS

NO.	STATION	OFFSET	NORTHING	EASTING	ELEV.	DESCRIPTION
HMOD-7L13	811+44.12	34.02 RT	327997.461	710520.235	974.40	NGS HEIGHT MODERNIZATION POINT



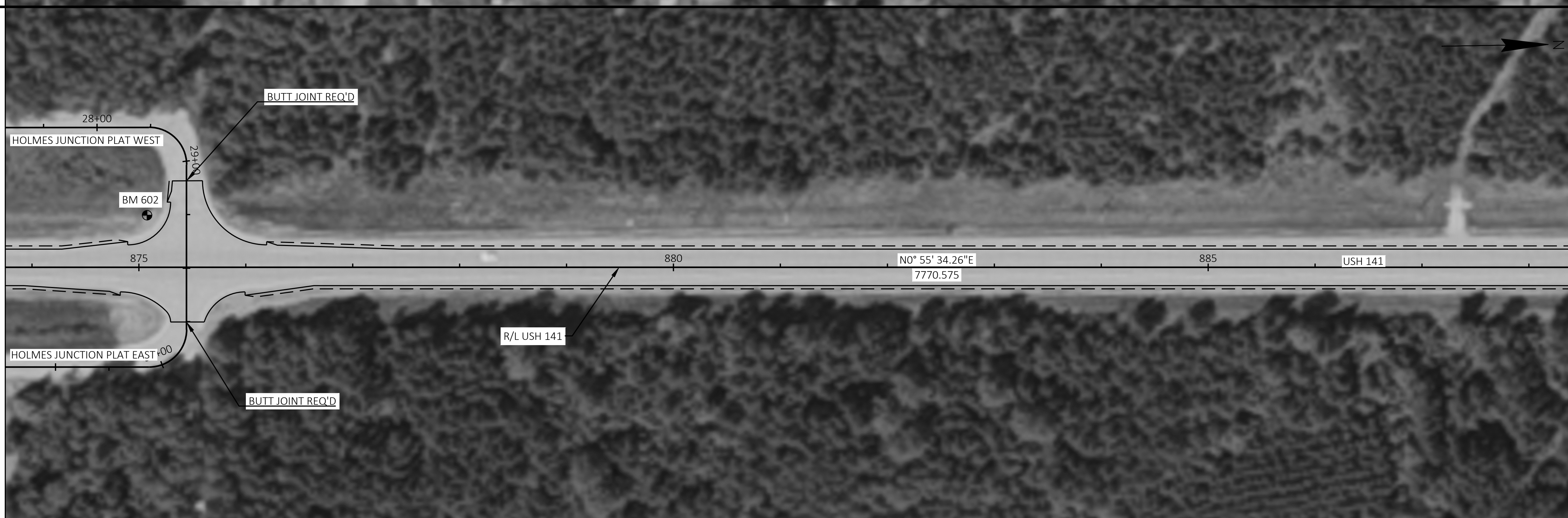
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	PLAN USH 141	SHEET 48	E



BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
BM600	848+35 46.4 LT	969.41	RR SPIKE IN POWER POLE LOCATED IN THE SW QUAD OF HOLMES JCT AND USH 141

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM601	863+08 47.1 LT	974.06	RR SPIKE IN PPOL LOCATED IN THE NW QUAD OF DIVISION ST AND USH 141
BM602	875+08 48.8 LT	978.35	RR SPIKE IN PPOL LOCATED IN THE SW QUAD OF HOLMES JCT PLAT W AND USH 141



PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	PLAN USH 141	SHEET 50	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn
PLOT DATE : 11/22/2022 1:35 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
BM603	908+91 64' LT	973.68	RR SPIKE IN PPOL LOCATED IN THE SW QUAD OF RIFLE RANGE RD AND USH 141

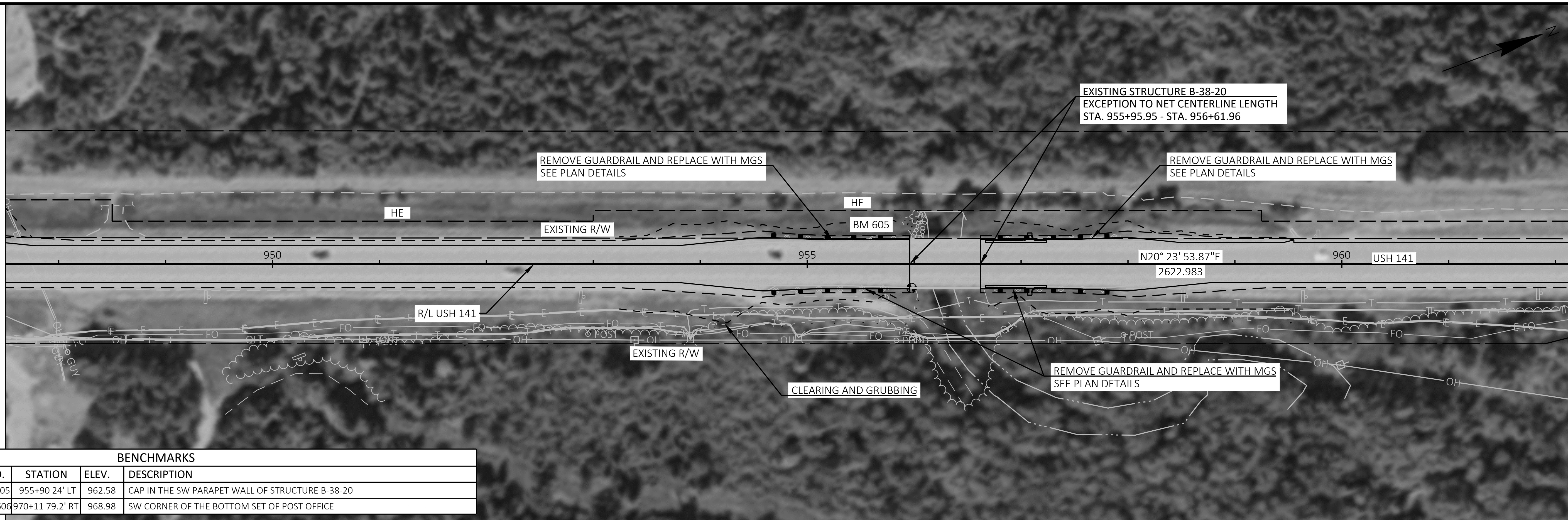
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	PLAN USH 141	SHEET 51 E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050204-pn
PLOT DATE : 11/22/2022 1:36 PM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

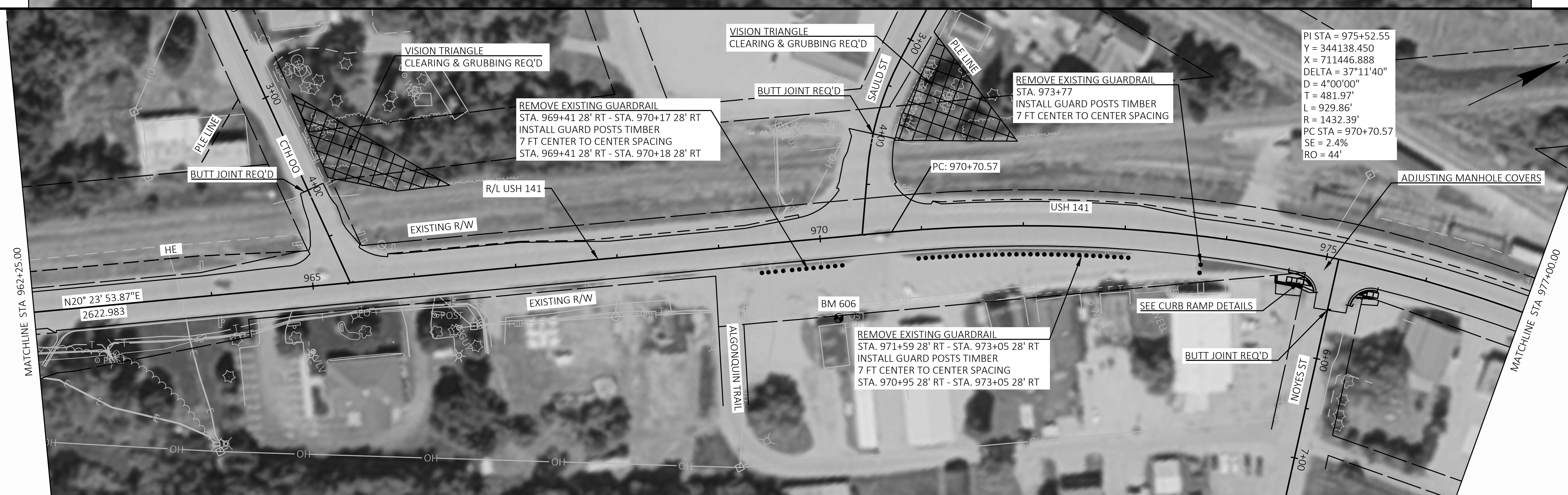
CONTROL POINTS						
NO.	STATION	OFFSET	NORTHING	EASTING	ELEV.	DESCRIPTION
HMOD-033620	930+45.55	117.10 LT	339843.065	710049.877	976.08	NGS HEIGHT MODERNIZATION POINT

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM604	942+51 71.2' RT	983.08	RR SPIKE IN POWER POLE LOCATED IN THE NE QUAD OF CEMETERY RD AND USH 141

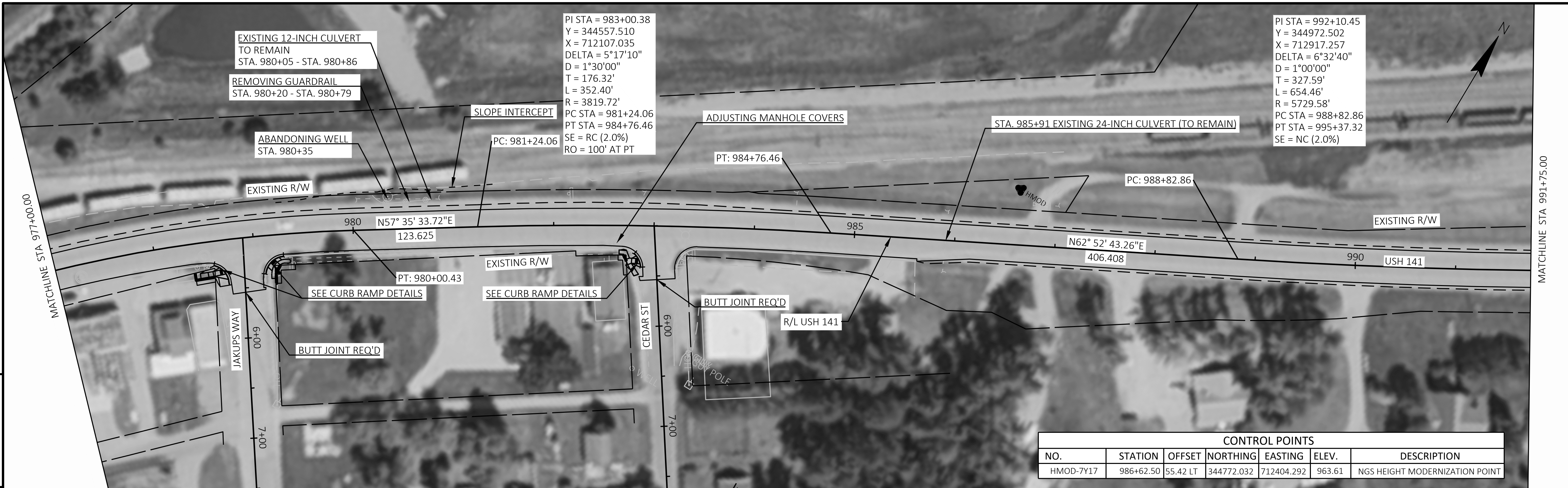
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	PLAN USH 141	SHEET 52	E



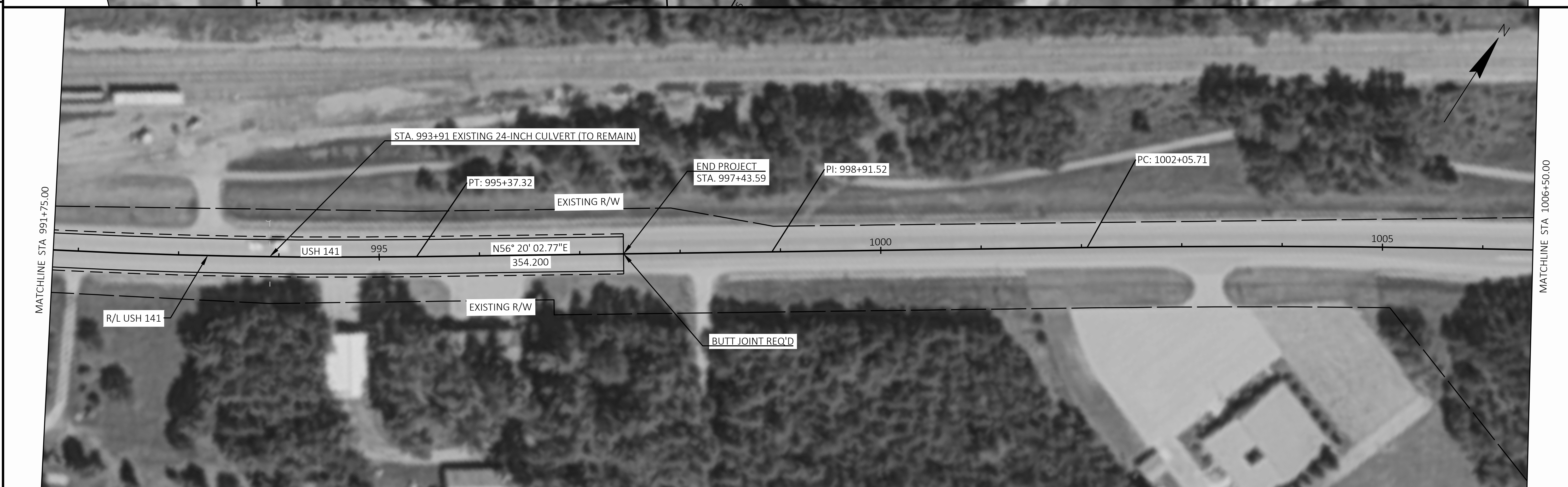
BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
BM605	955+90 24' LT	962.58	CAP IN THE SW PARAPET WALL OF STRUCTURE B-38-20
BM 606	970+11 79.2' RT	968.98	SW CORNER OF THE BOTTOM SET OF POST OFFICE



PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	PLAN USH 141	SHEET 53	E



CONTROL POINTS						
NO.	STATION	OFFSET	NORTHING	EASTING	ELEV.	DESCRIPTION
HMOD-7Y17	986+62.50	55.42 LT	344772.032	712404.292	963.61	NGS HEIGHT MODERNIZATION POINT



5

5

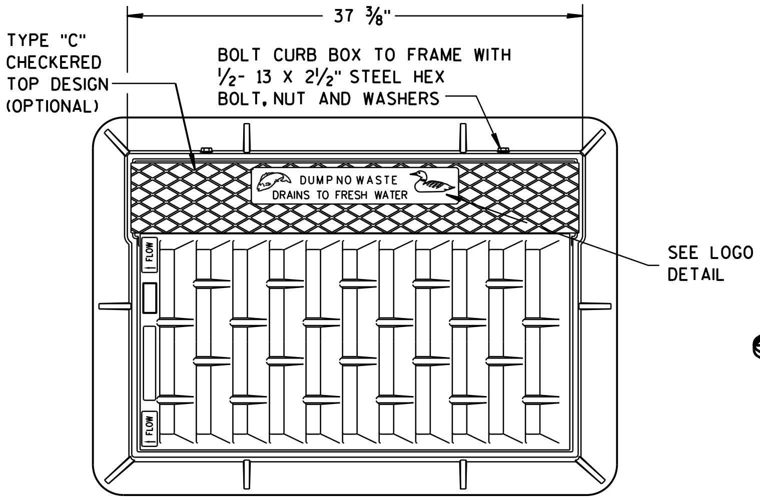
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	PLAN USH 141	SHEET 54	E

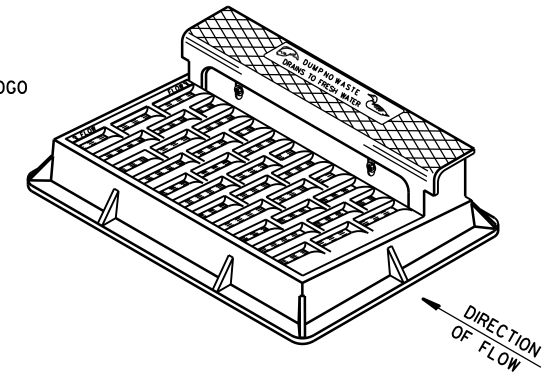
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-07A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-07C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09A01-14A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C19-03	HMA LONGITUDINAL JOINTS
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
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
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	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
15D30-08A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-08C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

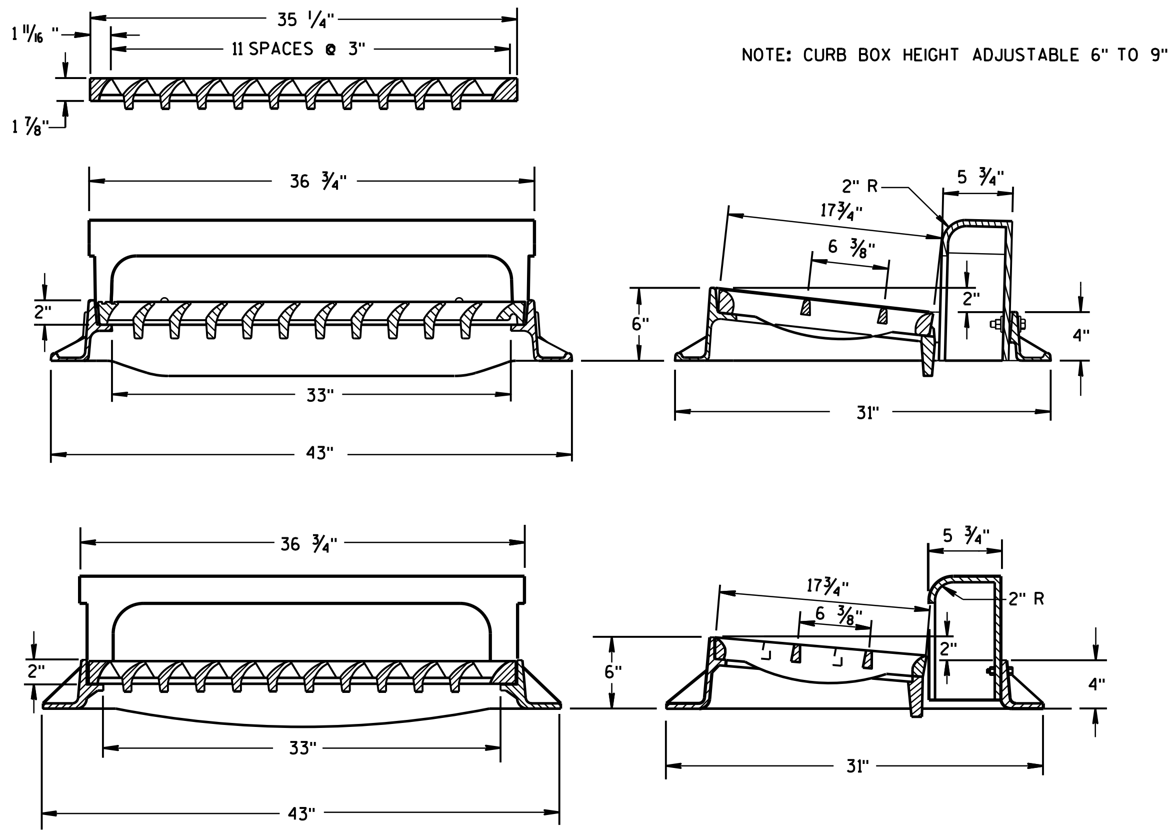
6

NOTE:
GRATE IS REVERSIBLE.





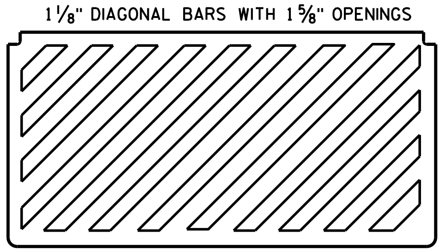
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"



TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

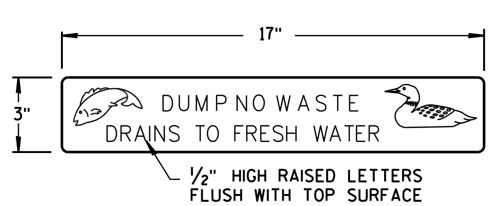
1⅛" DIAGONAL BARS WITH 1⅝" OPENINGS



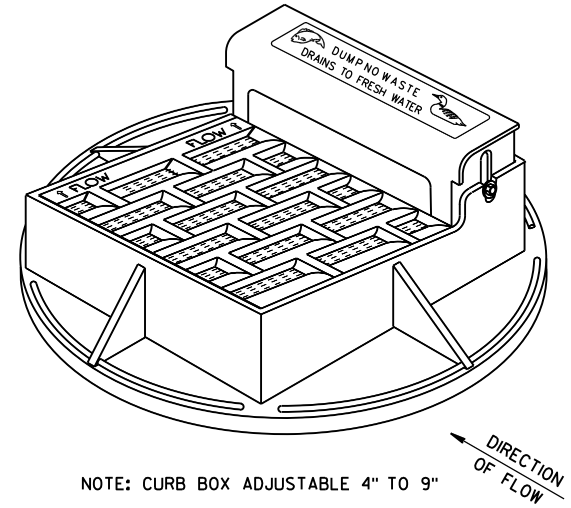
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 ¼" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

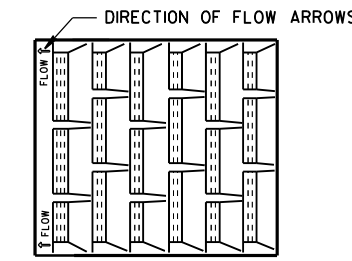
NOTE:
GRATE IS REVERSIBLE.

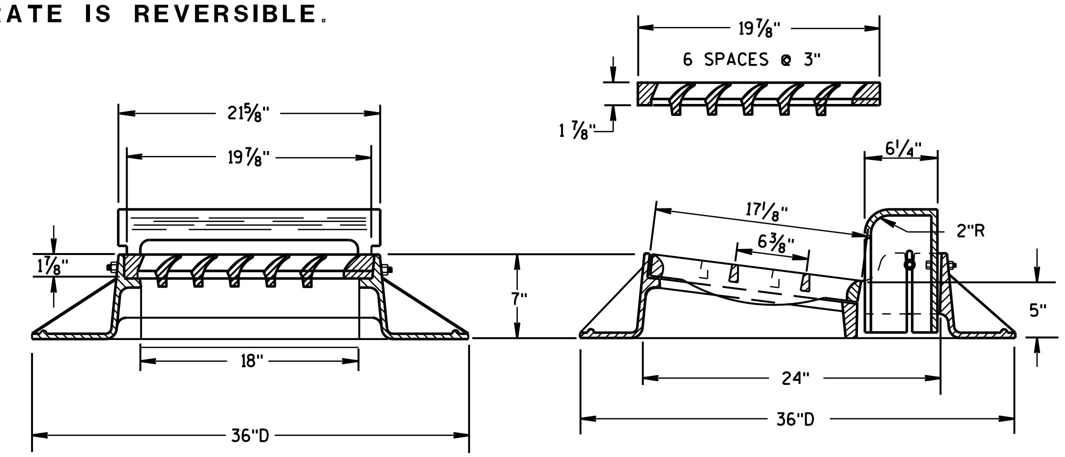
GENERAL NOTES

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

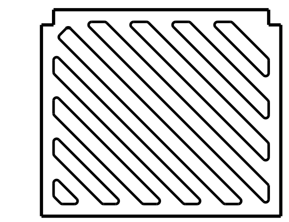
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





1" DIAGONAL BARS WITH 1½" OPENINGS

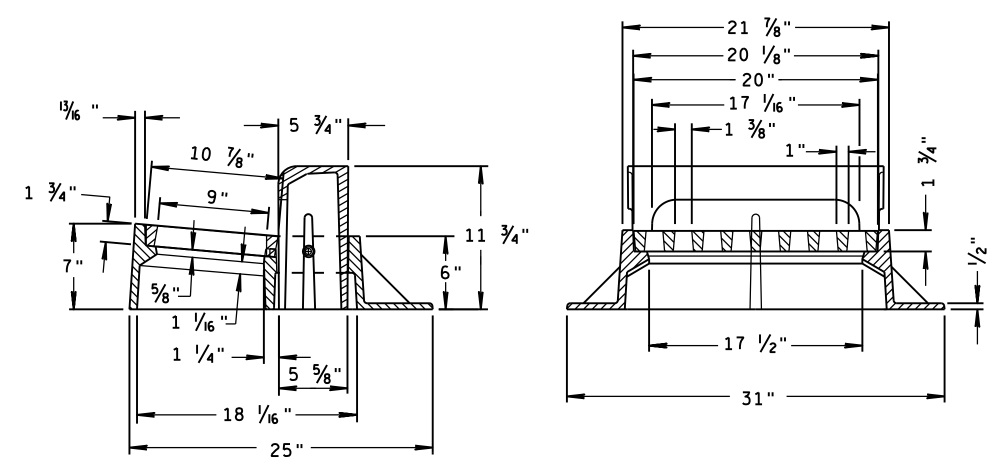


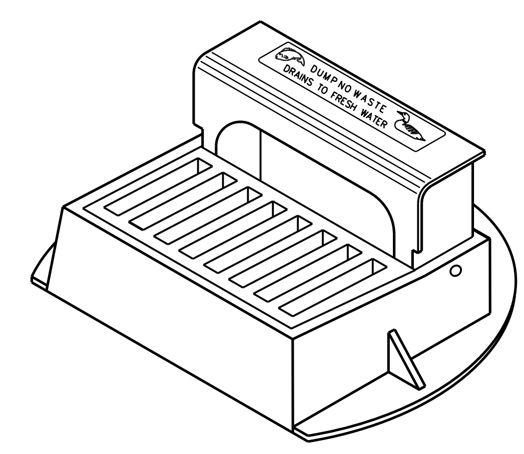
SPECIAL GRATE FOR TYPE "A" COVER

(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

TYPE "A"



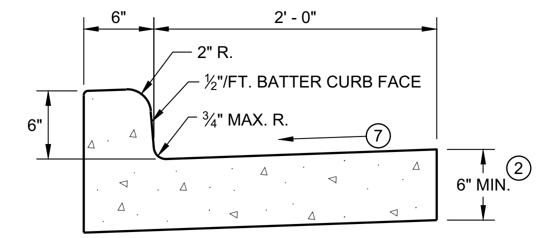


TYPE "Z"

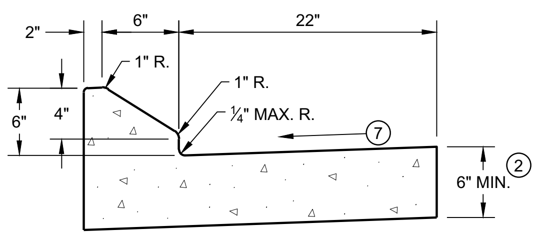
INLET COVERS TYPE A, H, A-S, H-S & Z
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 11-27-13 — DATE /S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER FHWA

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

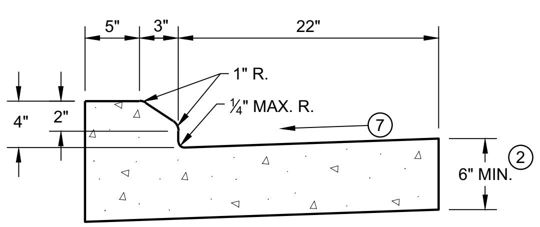
6



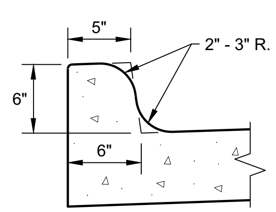
TYPES A(1) & D



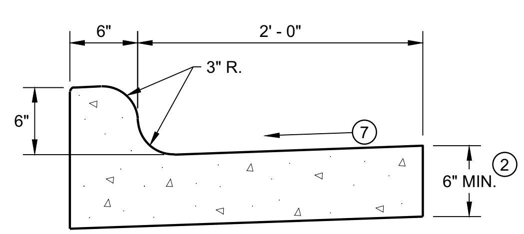
6" SLOPED CURB TYPES G(1) & J



4" SLOPED CURB TYPES G(1) & J

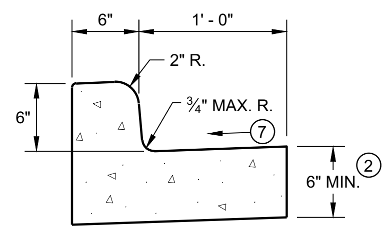


TYPES K(1) & L
(OPTIONAL CURB SHAPE)



TYPES K(1) & L

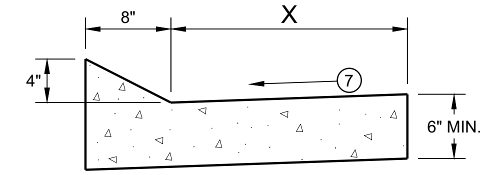
CONCRETE CURB AND GUTTER 30"



TYPES A(1) & D

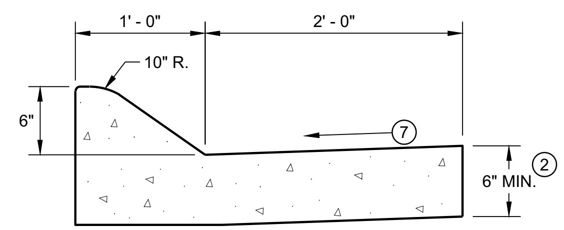
CONCRETE CURB AND GUTTER 18"

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

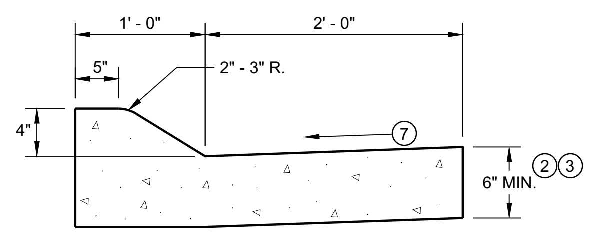


TYPES TBT & TBTT(1)

CONCRETE CURB AND GUTTER

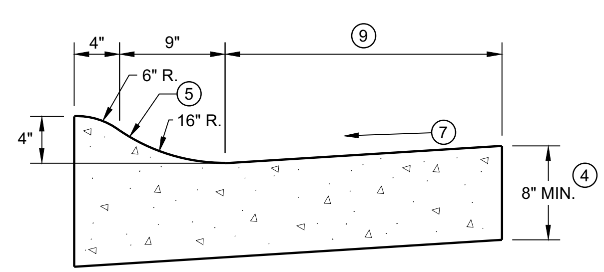


6" SLOPED CURB TYPES A(1) & D



4" SLOPED CURB TYPES A(1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R(1) & T

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.

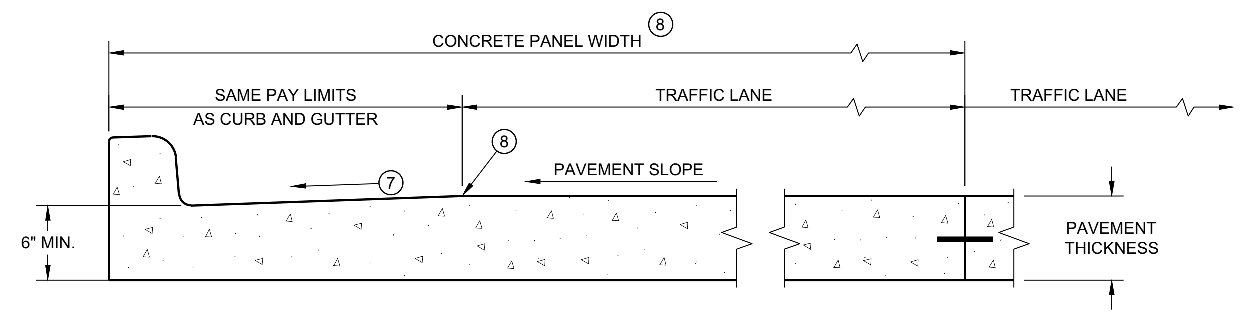
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

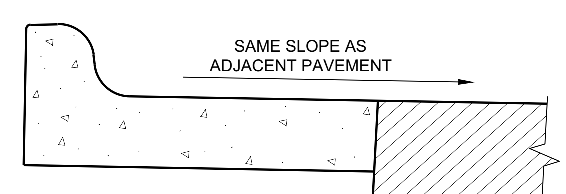
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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)

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D01 - 22a

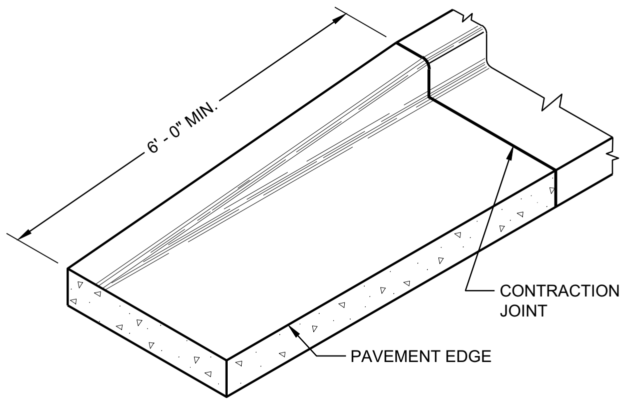
GENERAL NOTES

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

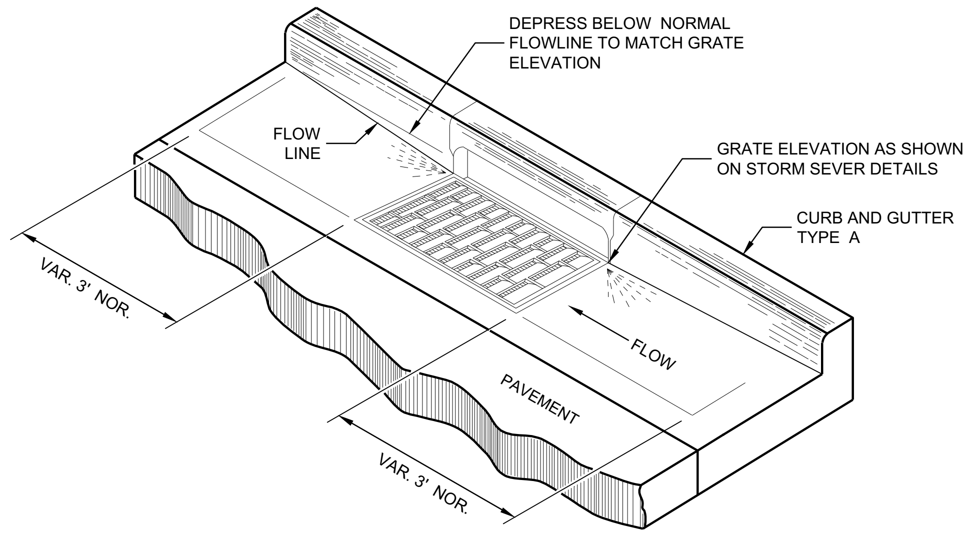
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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.

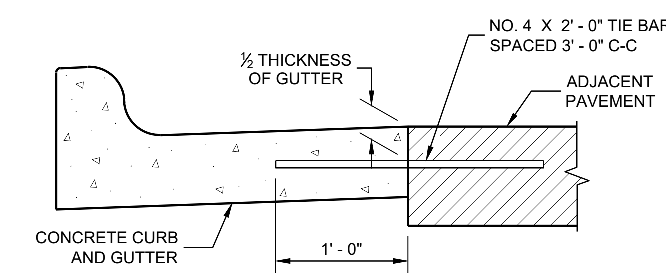


END SECTIONCURB AND GUTTER

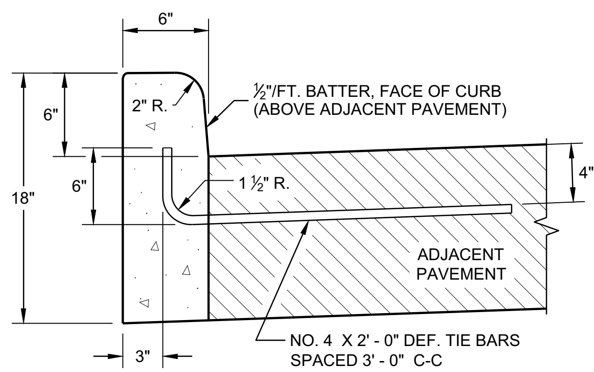


DETAIL OF CURB AND GUTTER AT INLETS

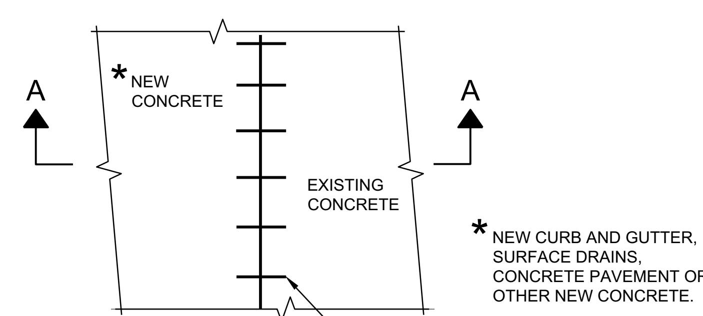
(TYPICAL H INLET COVER SHOWN)



TYPICAL TIE BAR LOCATION (1)

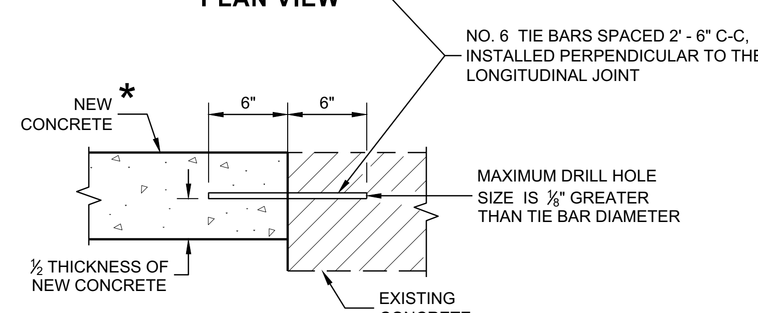


TYPES A (1) & D



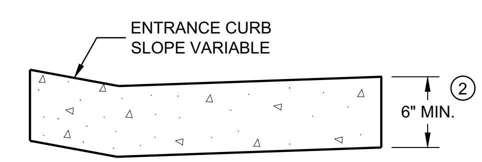
* NEW CURB AND GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

PLAN VIEW



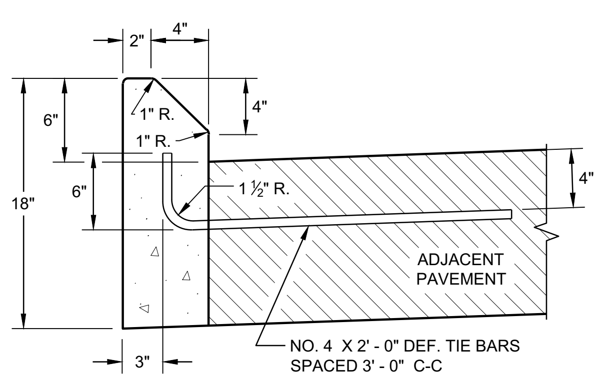
SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)



TYPES G (1) & J

CONCRETE CURB

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

SDD 08D01 - 22b
6

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)

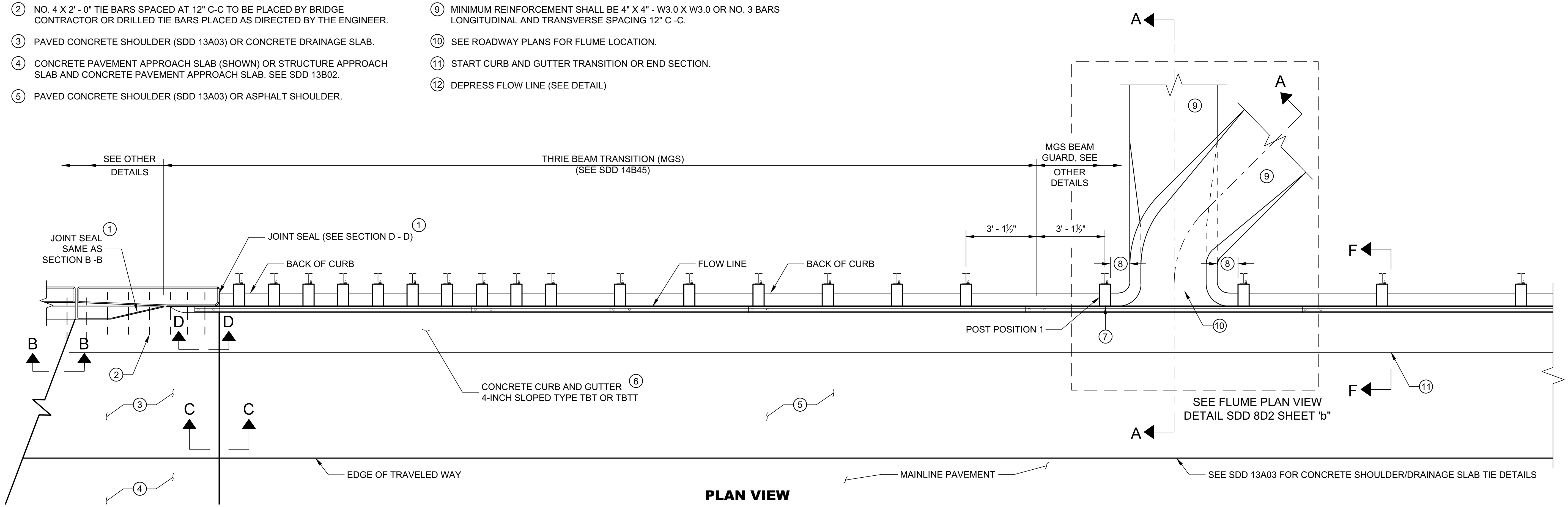
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

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

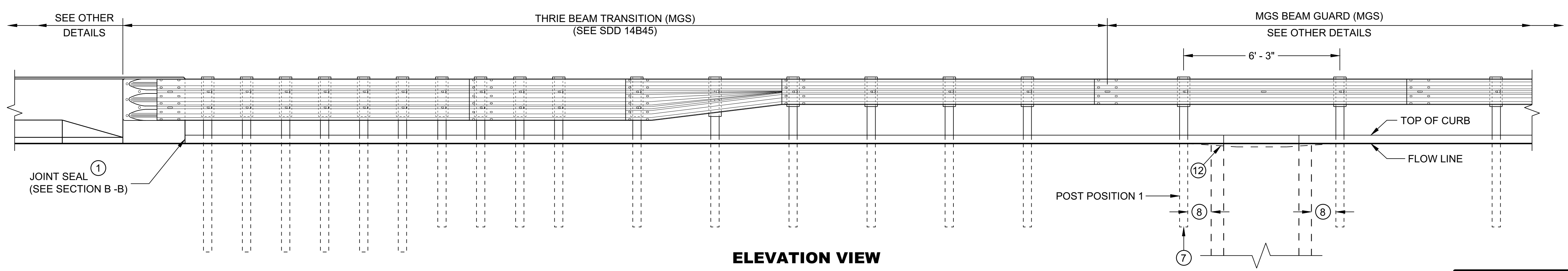
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

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

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



ELEVATION VIEW

6

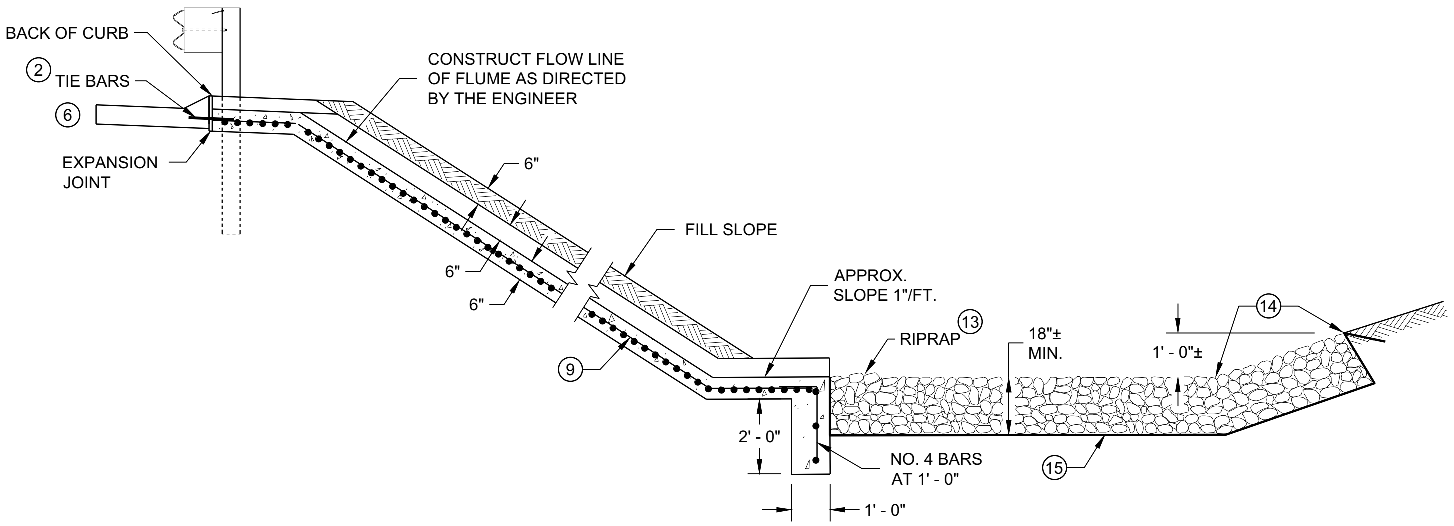
6

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

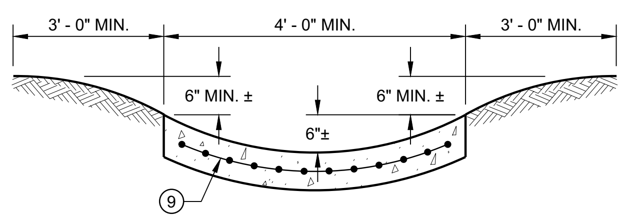
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D02 - 07a

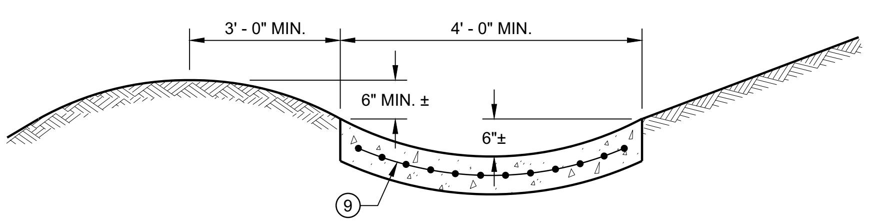
SDD 08D02 - 07a



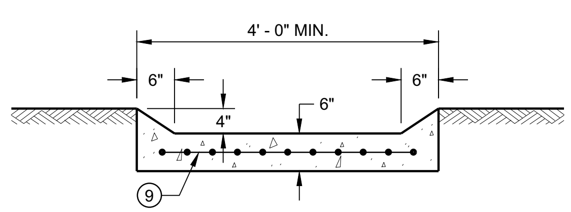
SECTION A - A



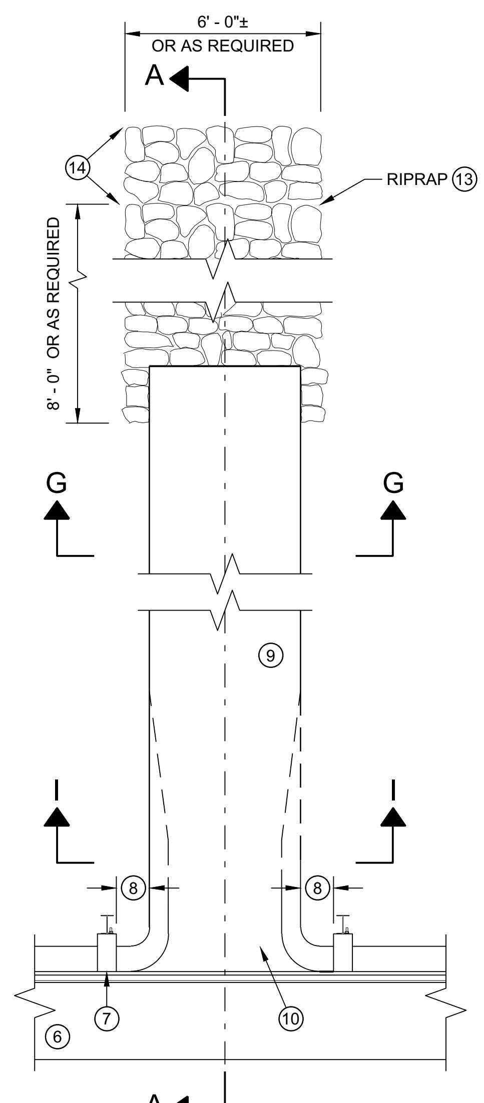
SECTION G - G



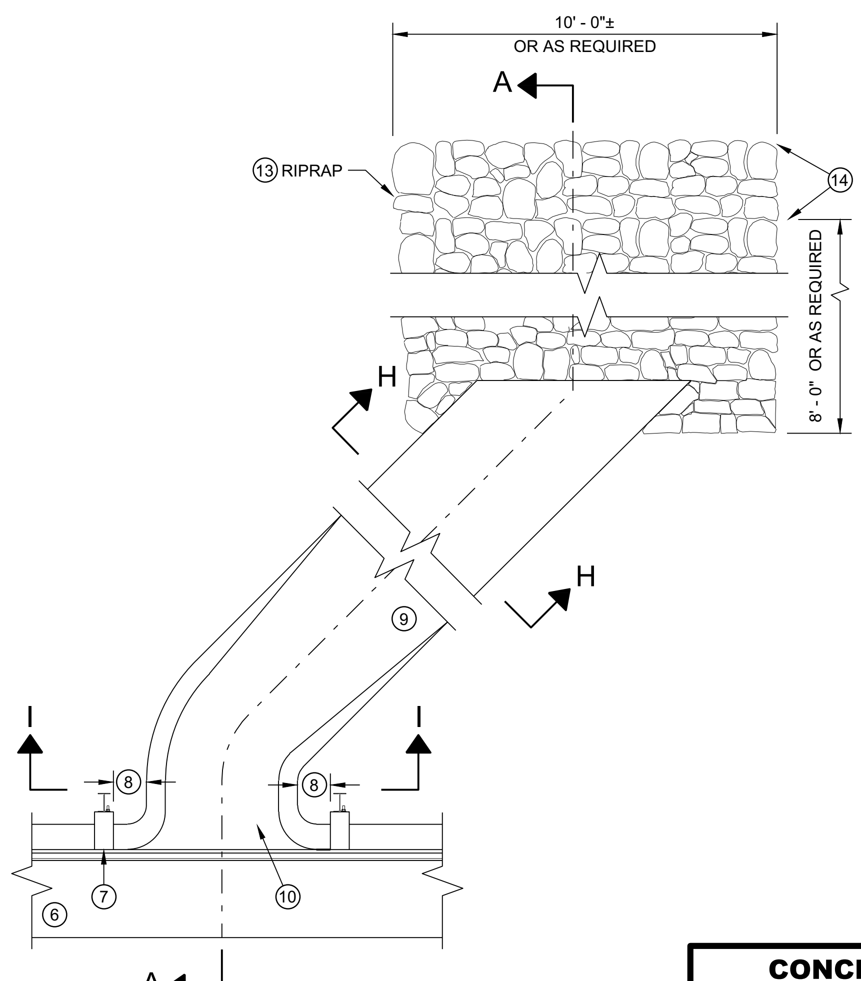
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

GENERAL NOTES

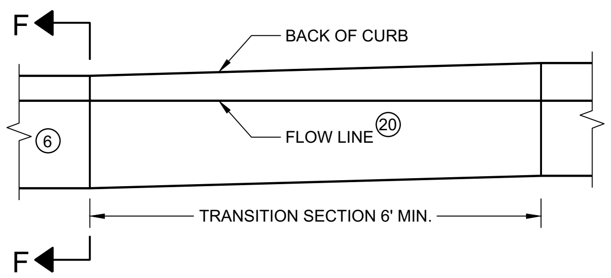
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

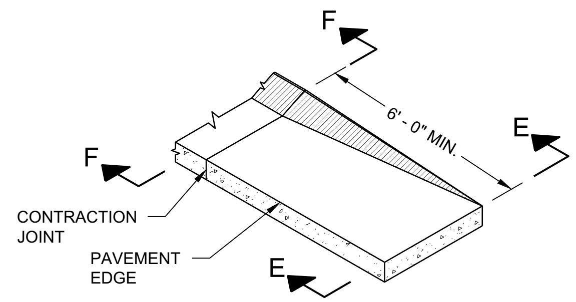
1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH 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

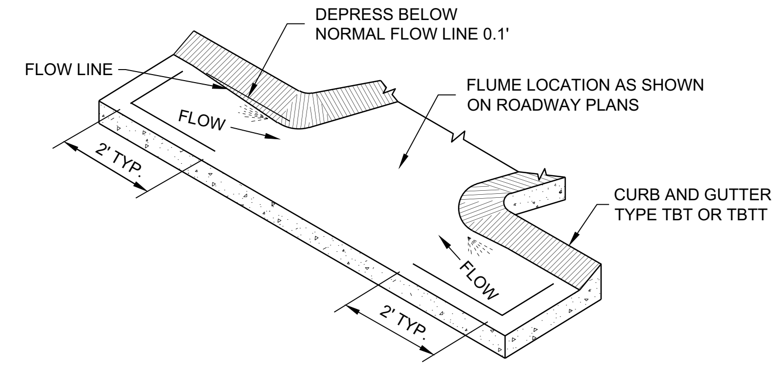
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT 60



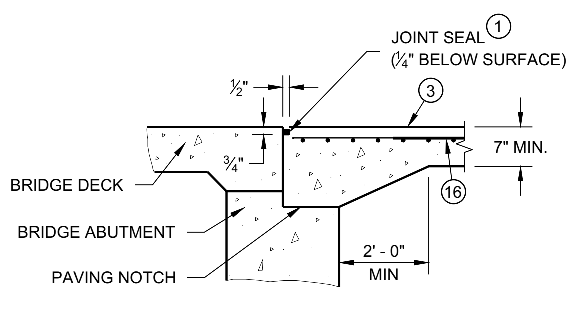
CURB AND GUTTER TRANSITION SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



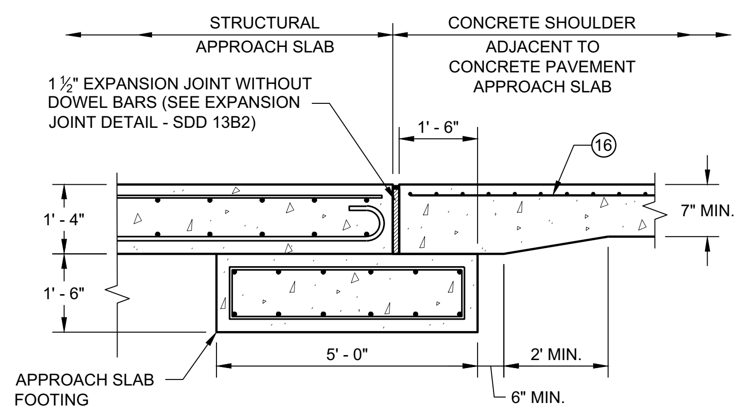
CURB AND GUTTER END SECTION CONCRETE CURB AND GUTTER 4-INCH SLOPED 36 INCH TYPE TBT OR TBTT



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

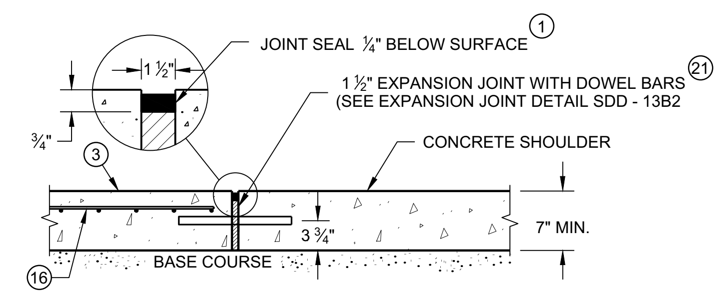


SECTION B-B 4



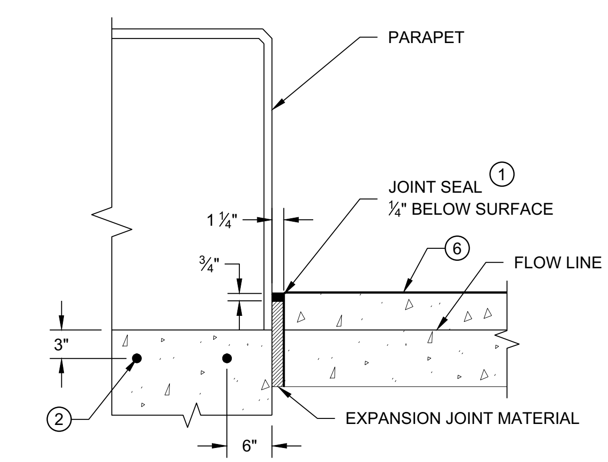
SECTION C - C

JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB

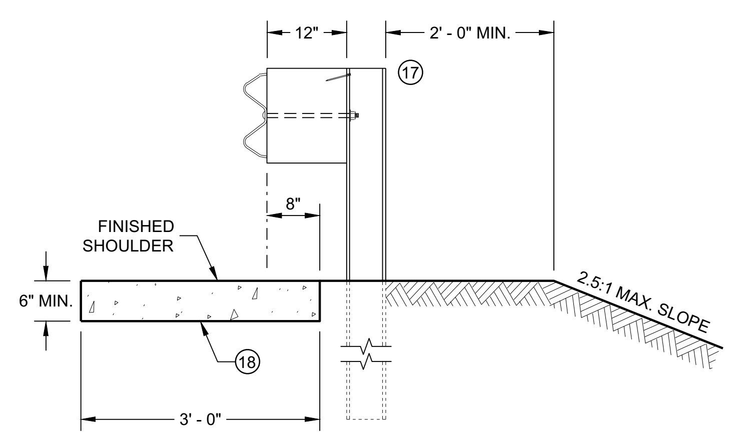


SECTION C - C

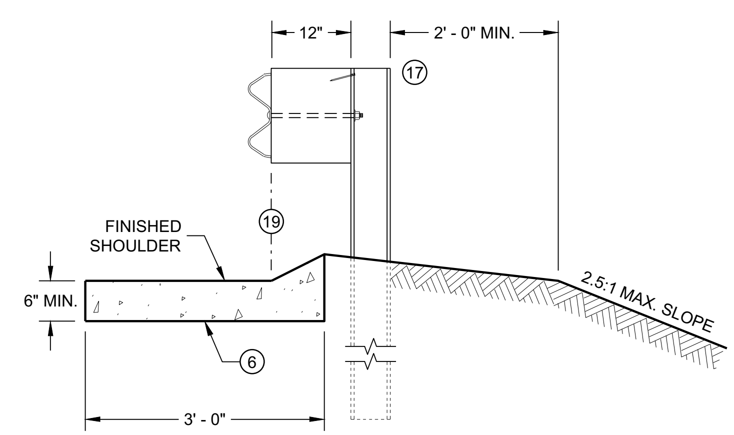
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

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 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.

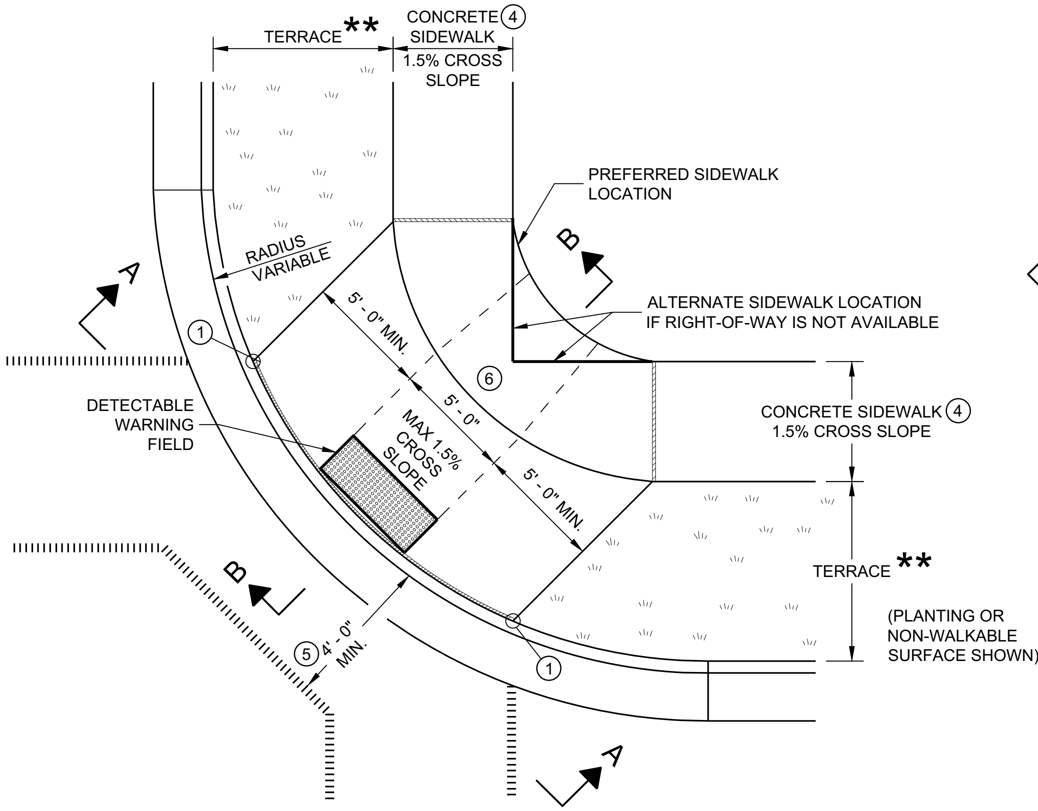
CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

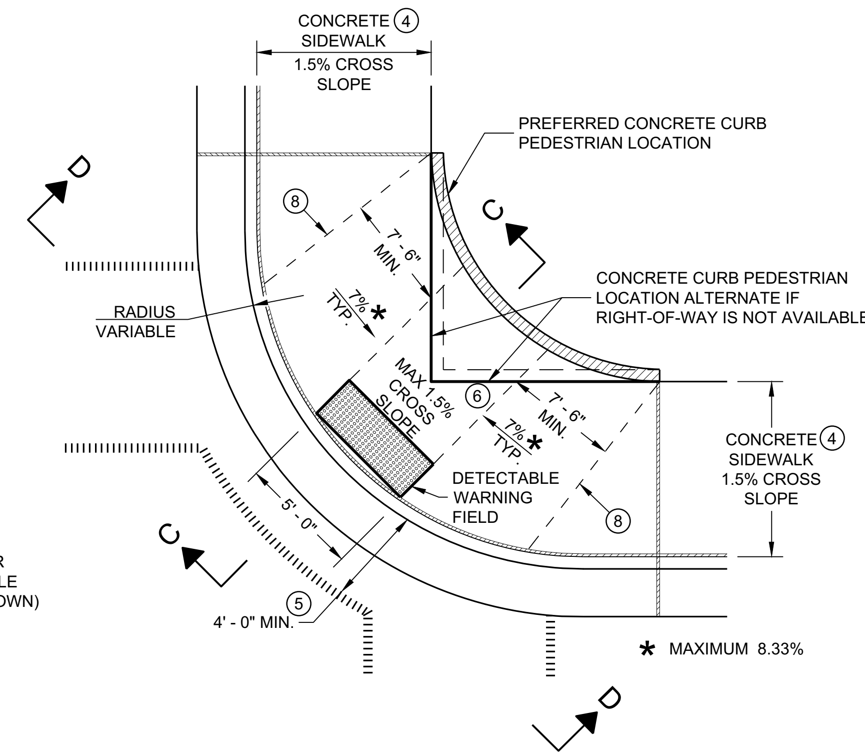
SDD 08D02 - 07c



PLAN VIEW

CURB RAMP TYPE 1

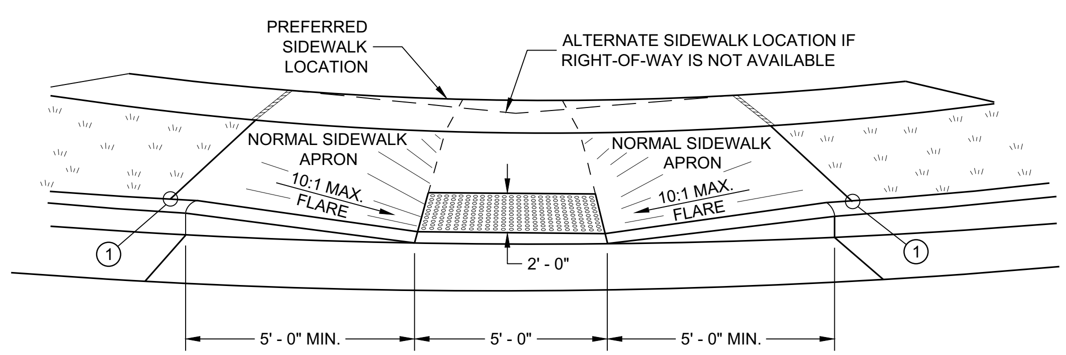
(CENTER OF CORNER RADIUS)



PLAN VIEW

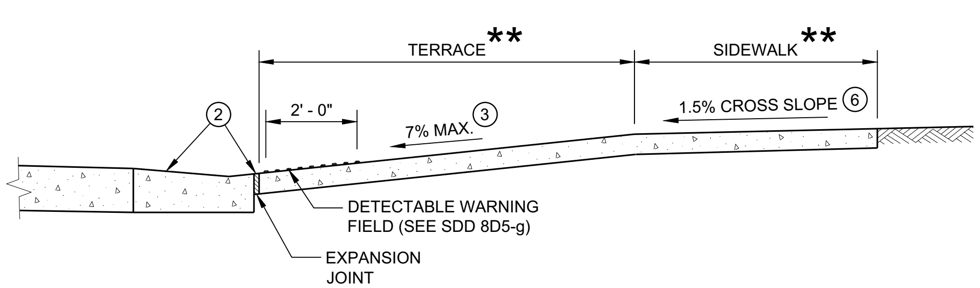
CURB RAMP TYPE 1 - A

(NO TERRACE)

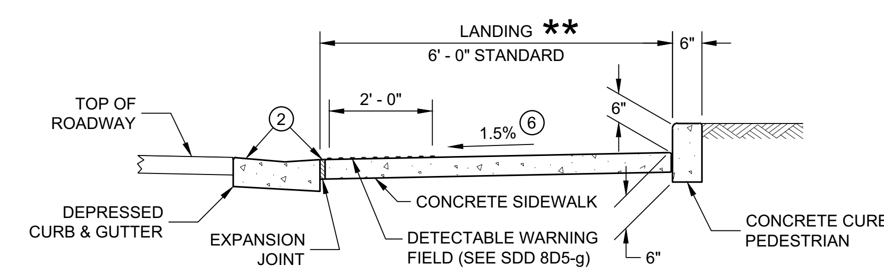


VIEW A - A FOR TYPE 1

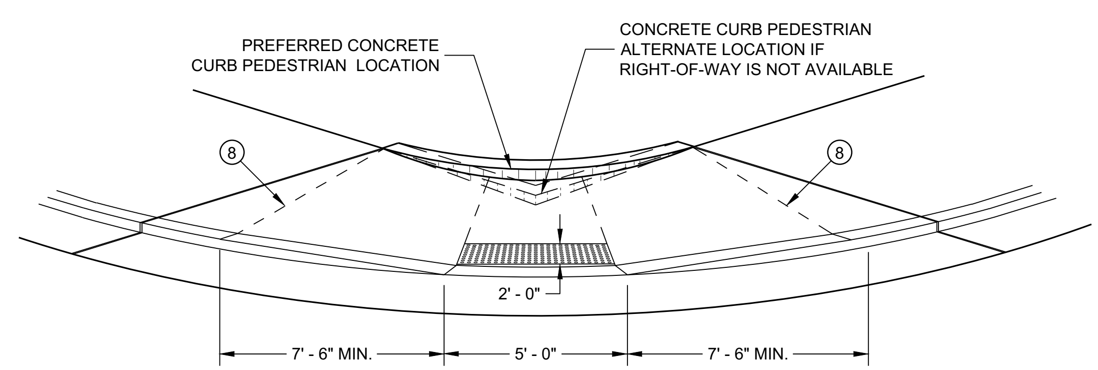
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



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
IIIIIIIIIIII	PAVEMENT MARKING CROSSWALK (WHITE)

6

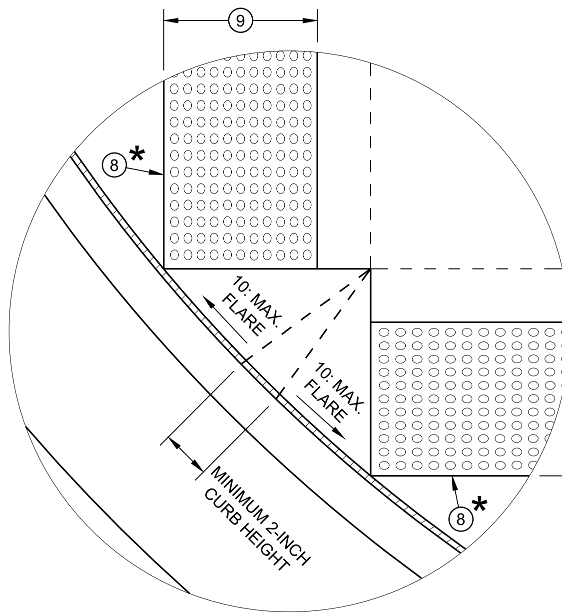
6

CURB RAMPS
TYPE 1 AND 1-A

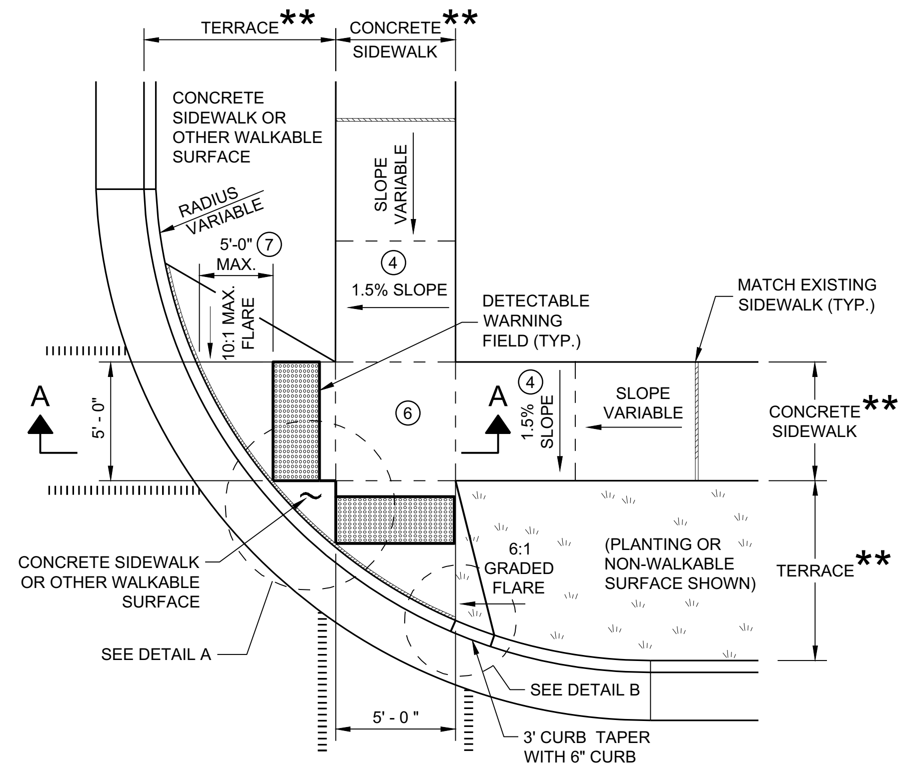
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

SDD 08D05 - 20a

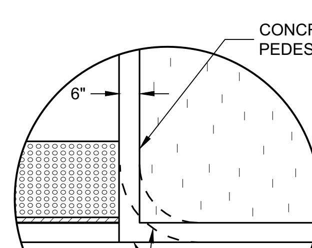
SDD 08D05 - 20a



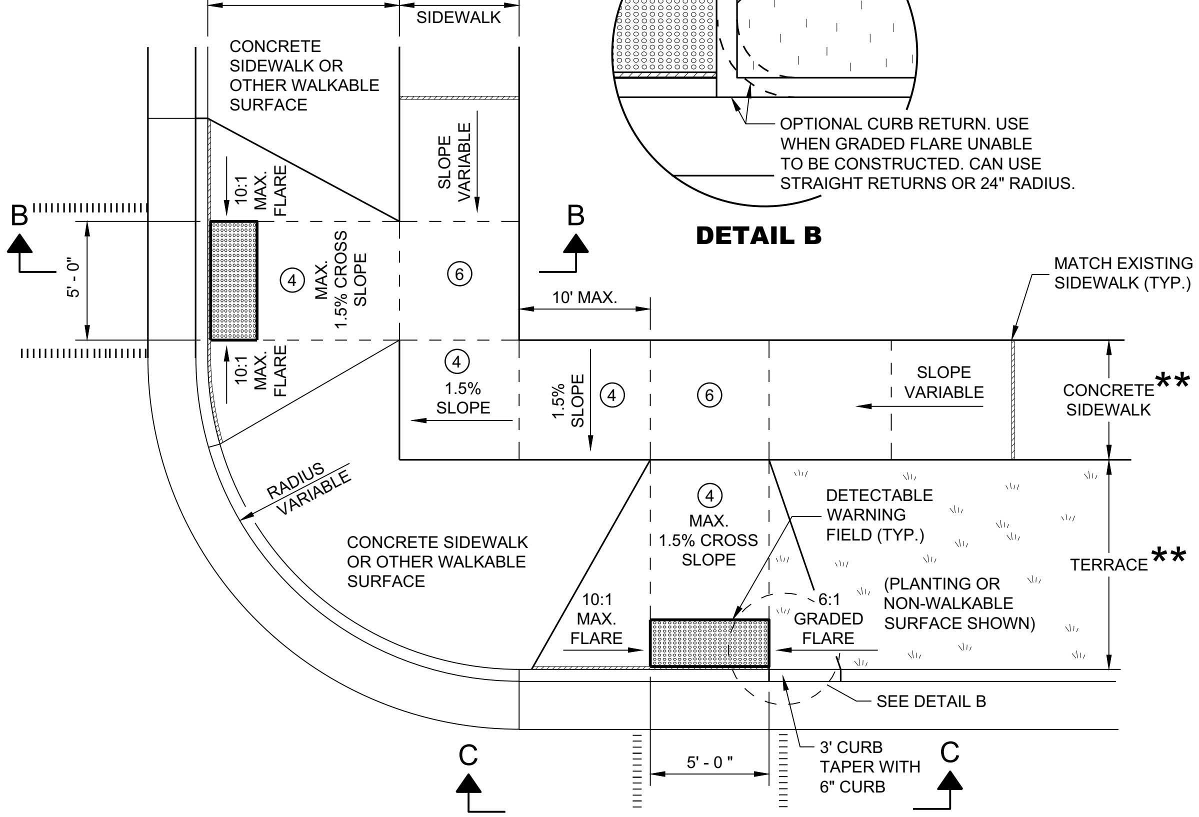
DETAIL A



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



DETAIL B



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

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.

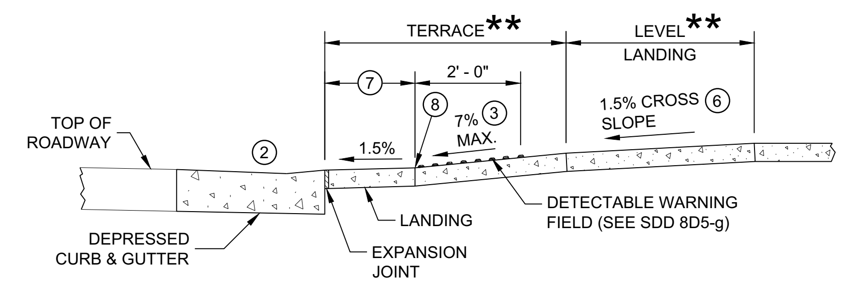
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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

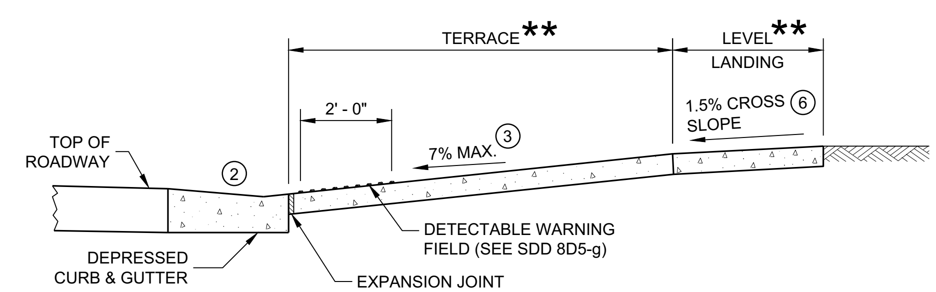
** WIDTH SHOWN ELSEWHERE IN THE PLANS

LEGEND

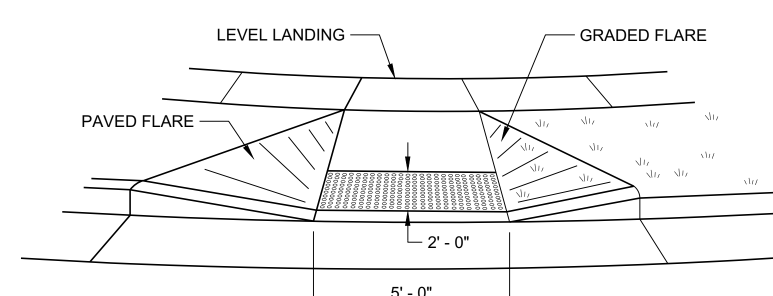
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



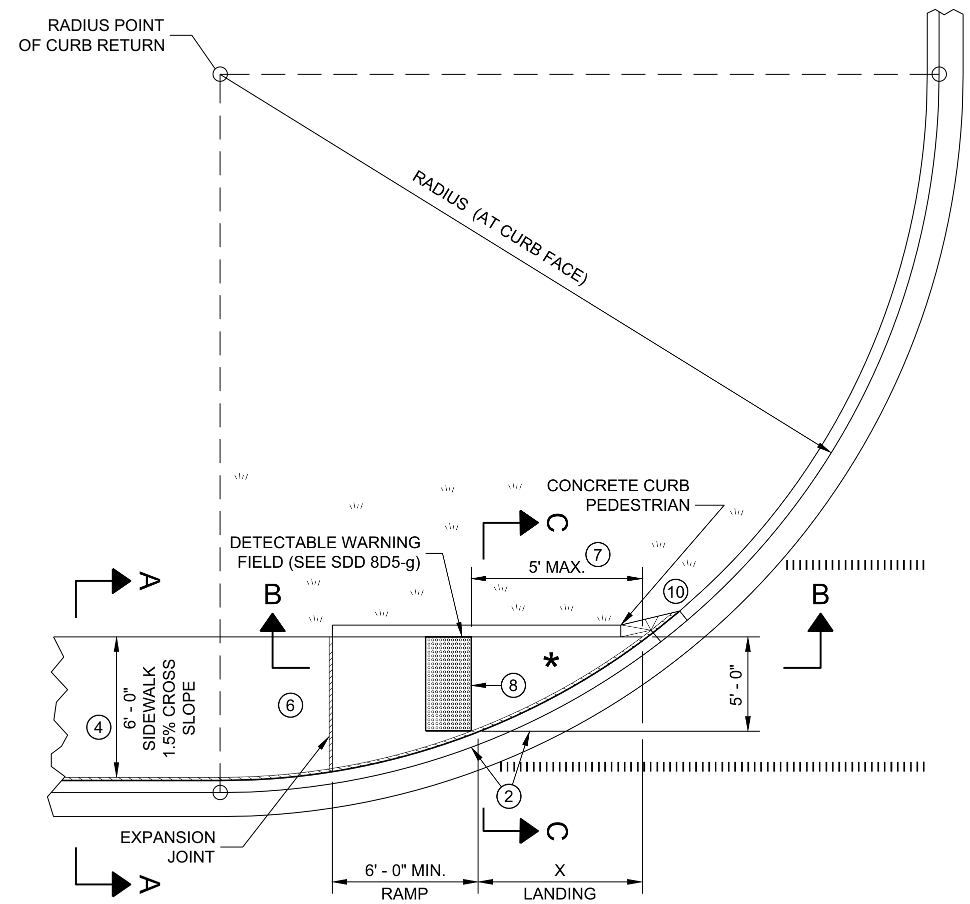
SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

CURB RAMPS
TYPE 2 AND 3

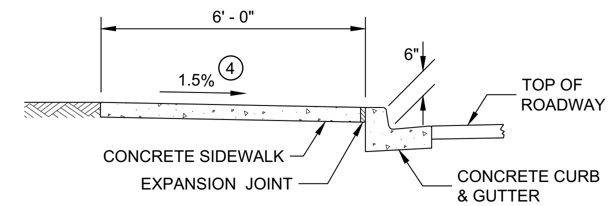
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 ½"

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.

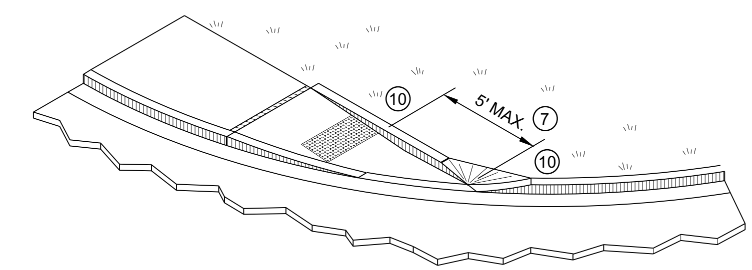
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

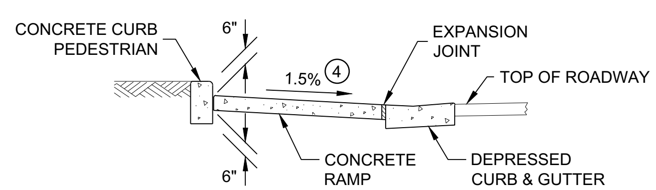
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

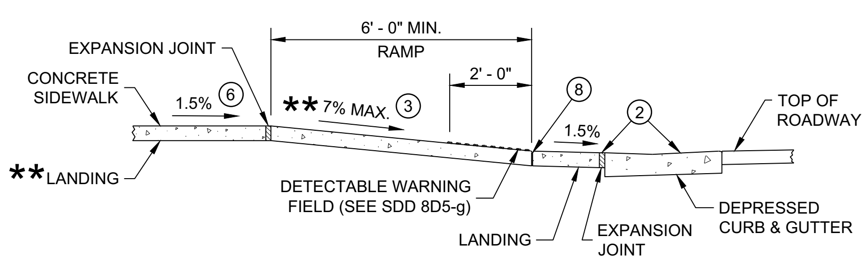


ISOMETRIC VIEW FOR TYPE 4A



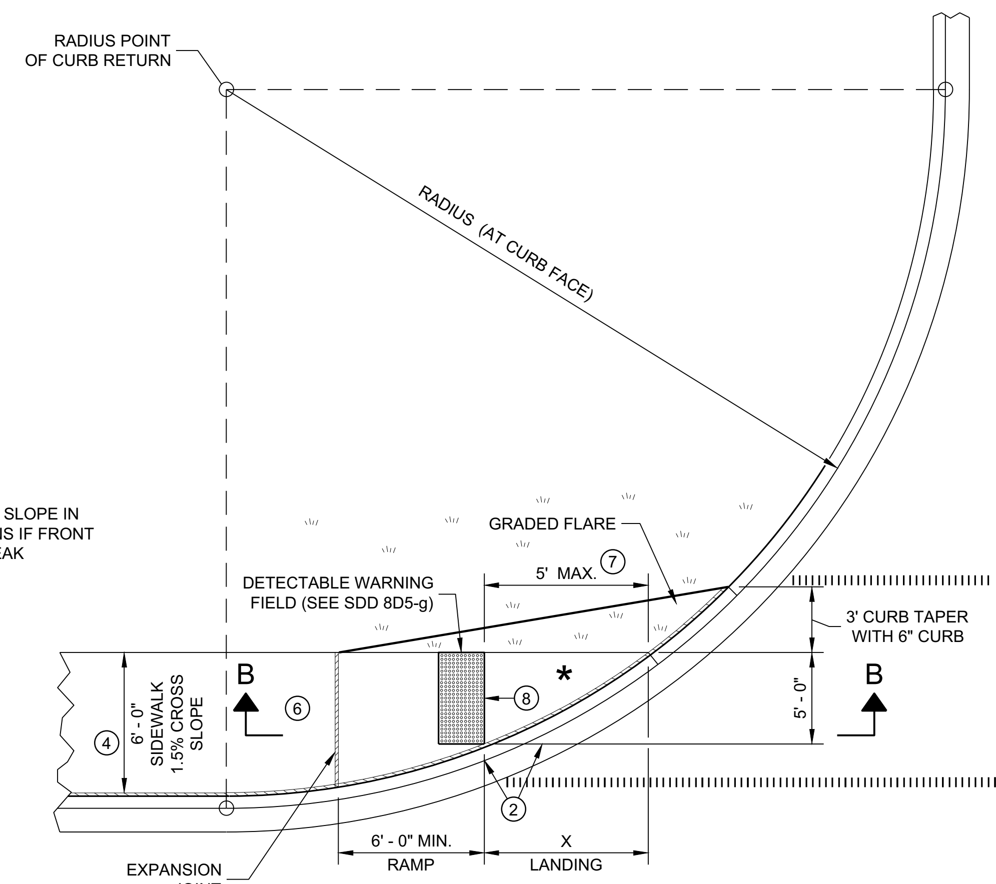
SECTION C - C FOR TYPE 4A

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

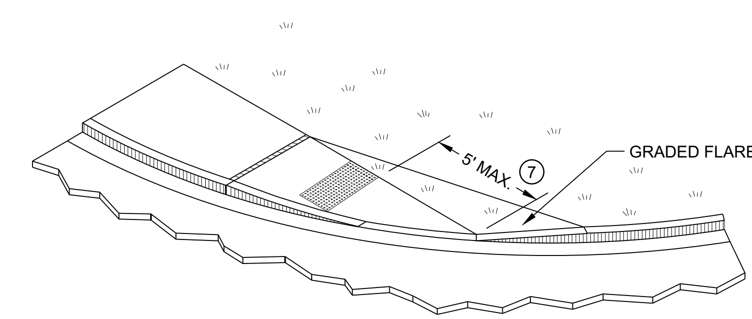


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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



PLAN VIEW
CURB RAMP TYPE 4A1



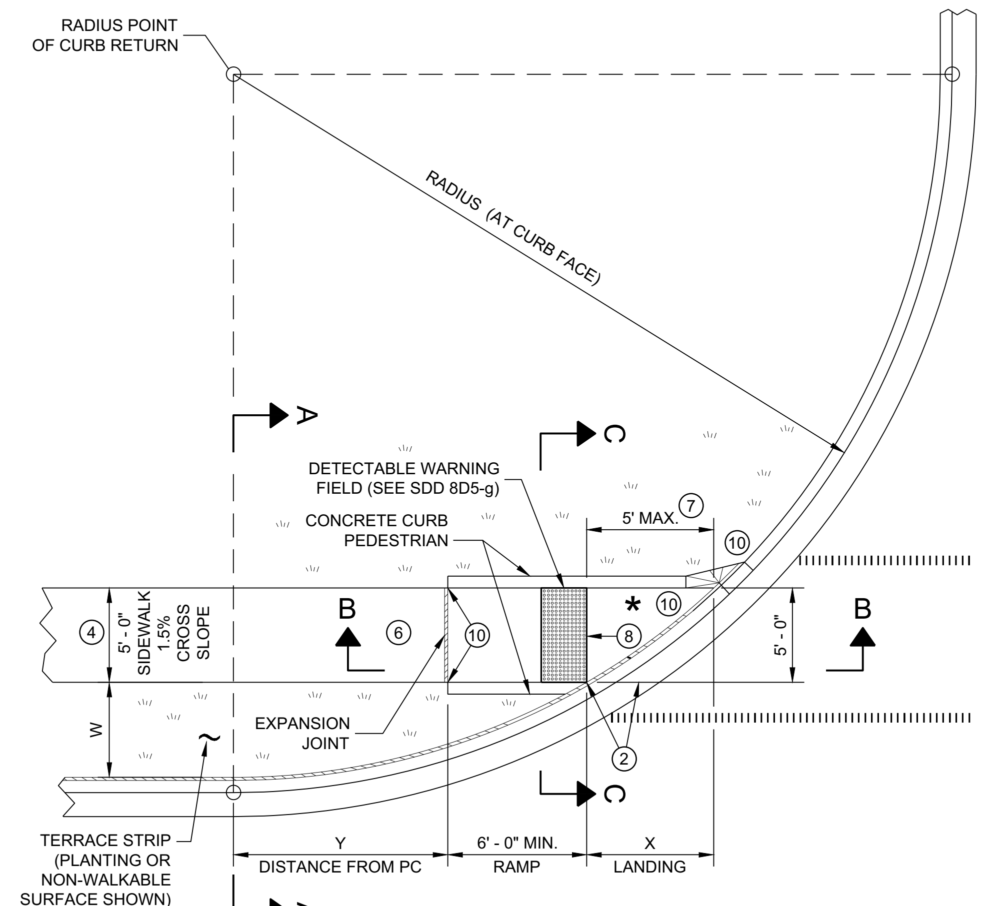
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c



PLAN VIEW

CURB RAMP TYPE 4B

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

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

LEGEND

½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

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

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

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

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

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

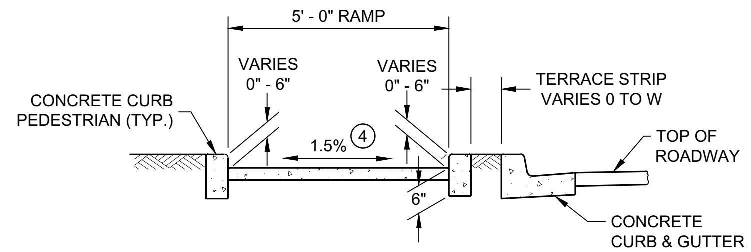
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

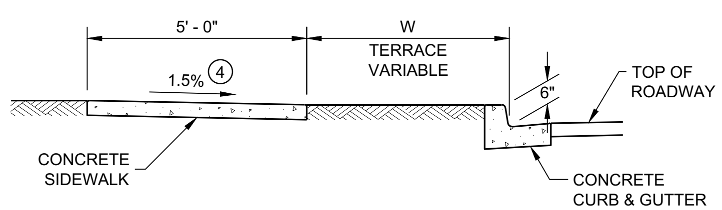
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

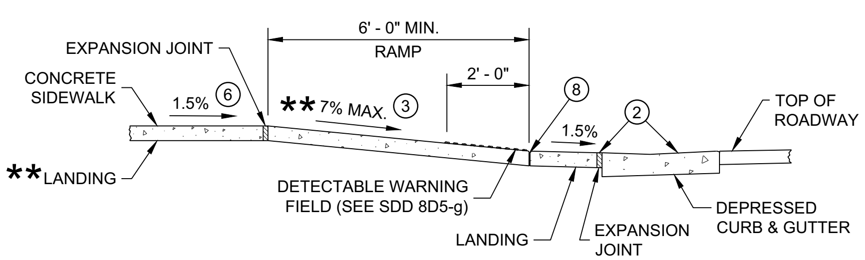


SECTION C - C FOR TYPE 4B



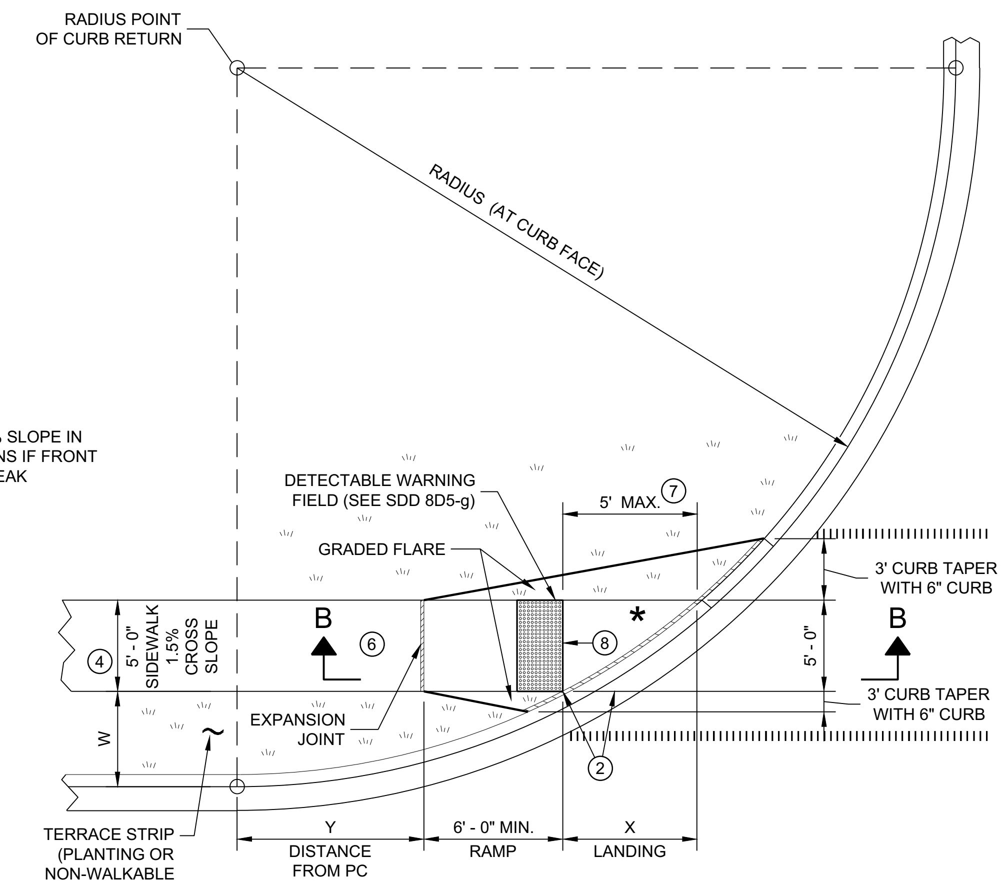
SECTION A - A FOR TYPE 4B

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



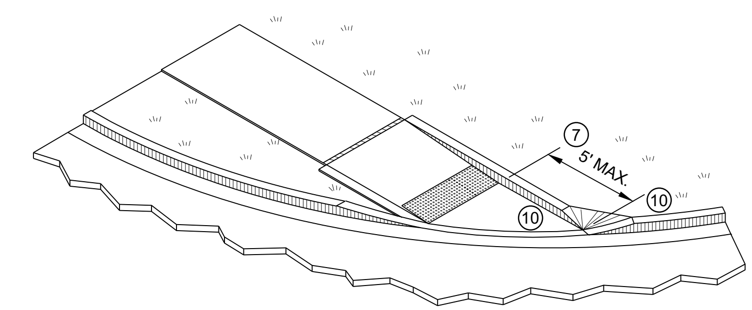
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

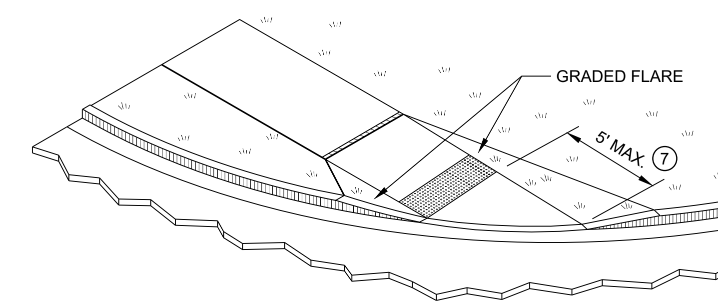


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



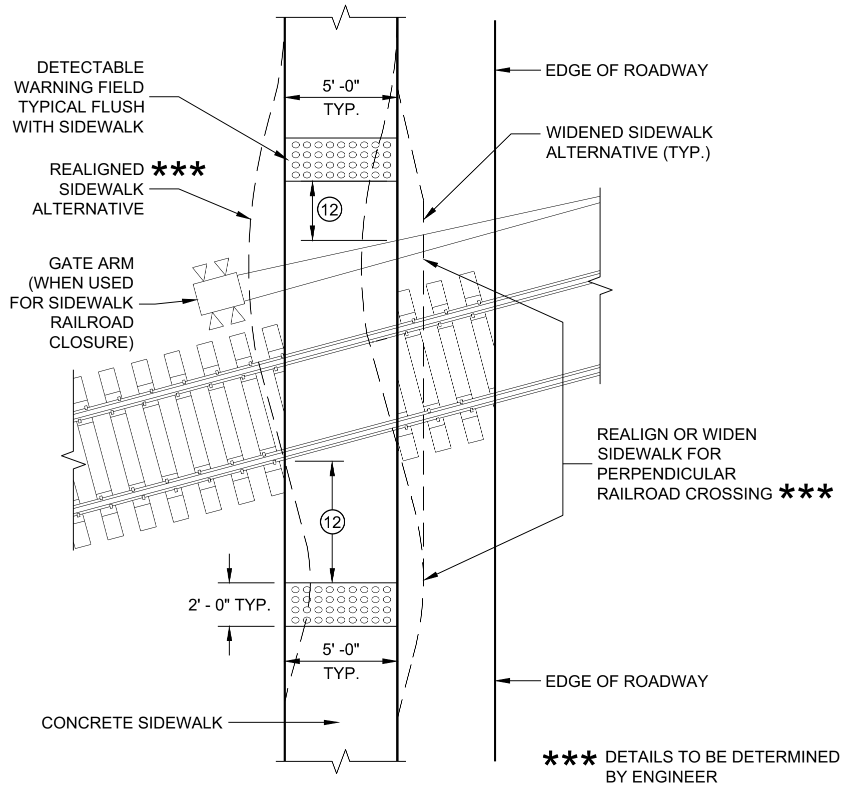
ISOMETRIC VIEW FOR TYPE 4B1

6

6

CURB RAMPS
TYPE 4B AND 4B1

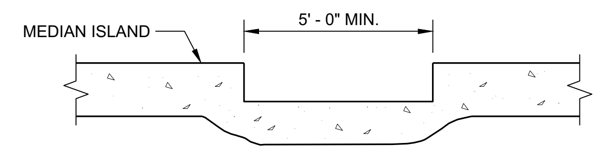
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



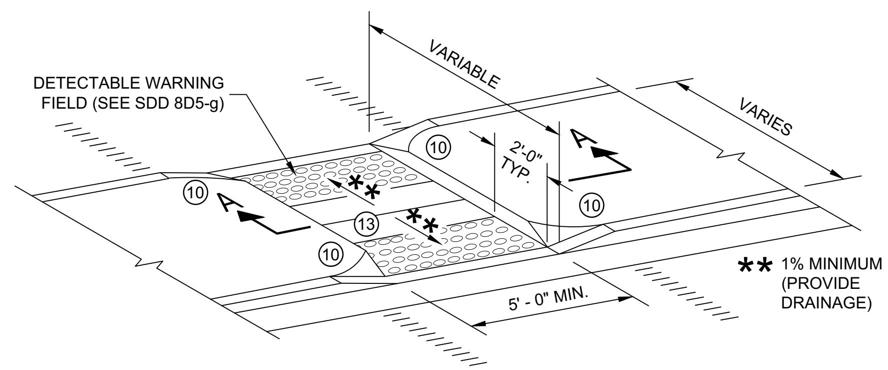
*** DETAILS TO BE DETERMINED BY ENGINEER

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.

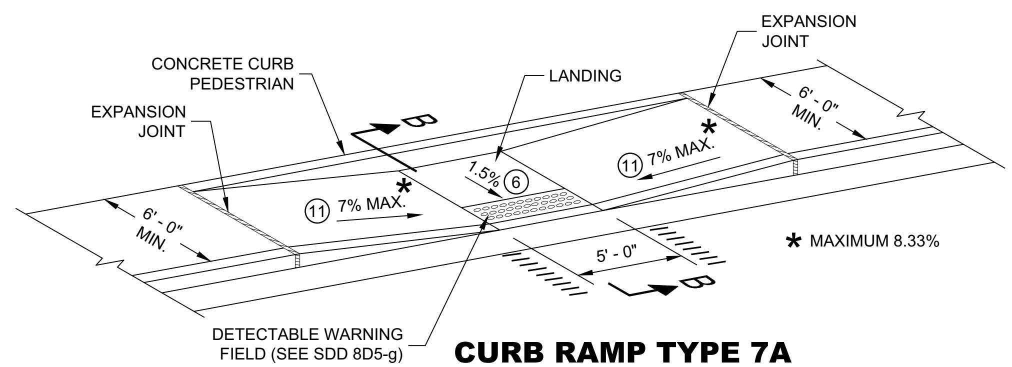
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.

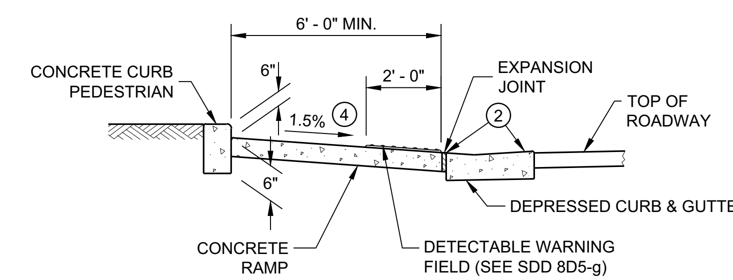
LEGEND

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

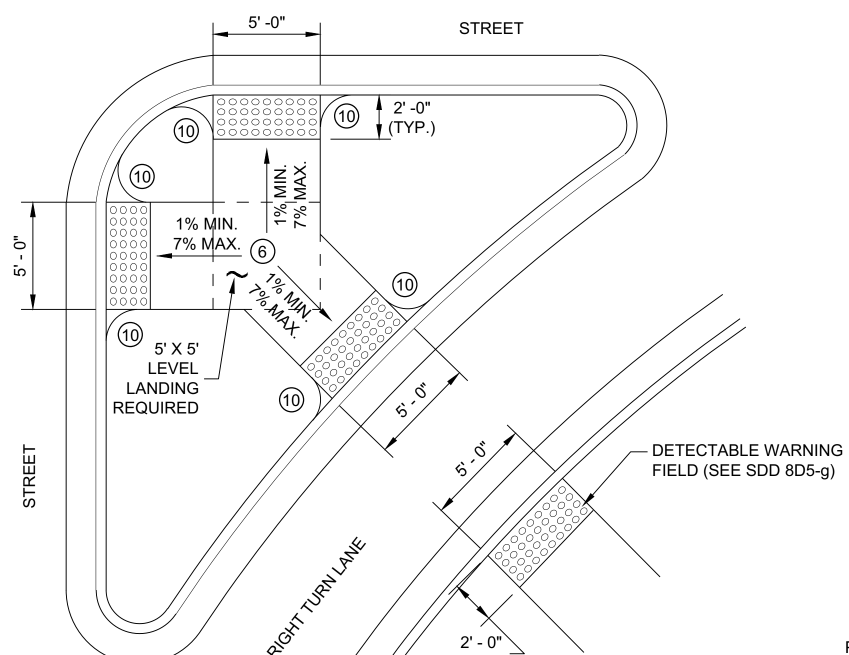


CURB RAMP TYPE 7A

MID BLOCK CROSSING



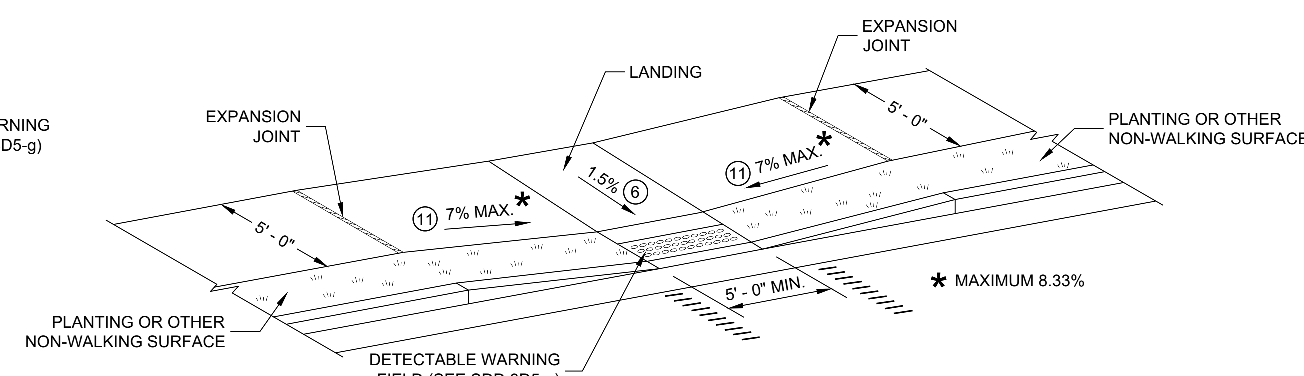
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

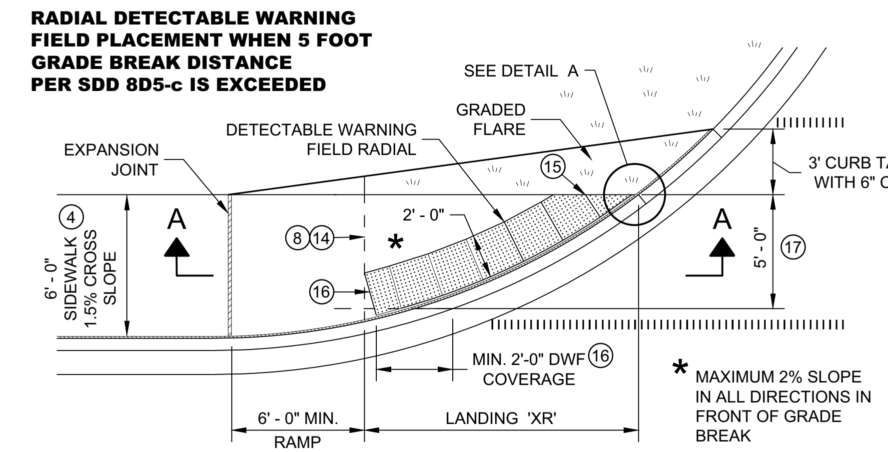
MID BLOCK CROSSING

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

SDD 08D05 - 20e
6



PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

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.

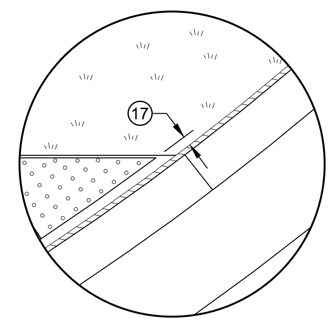
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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

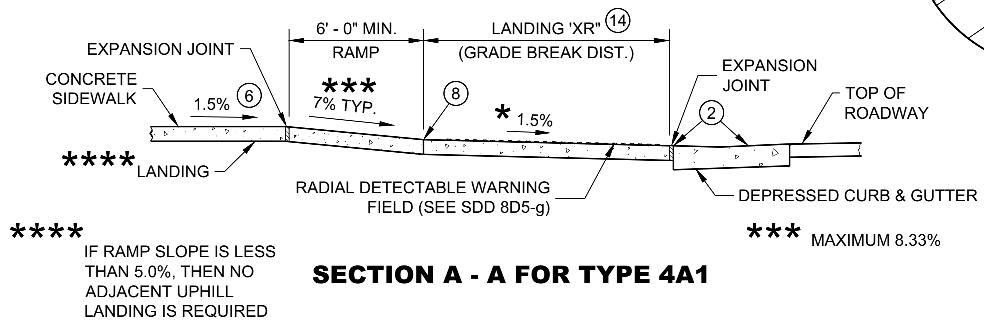
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(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.

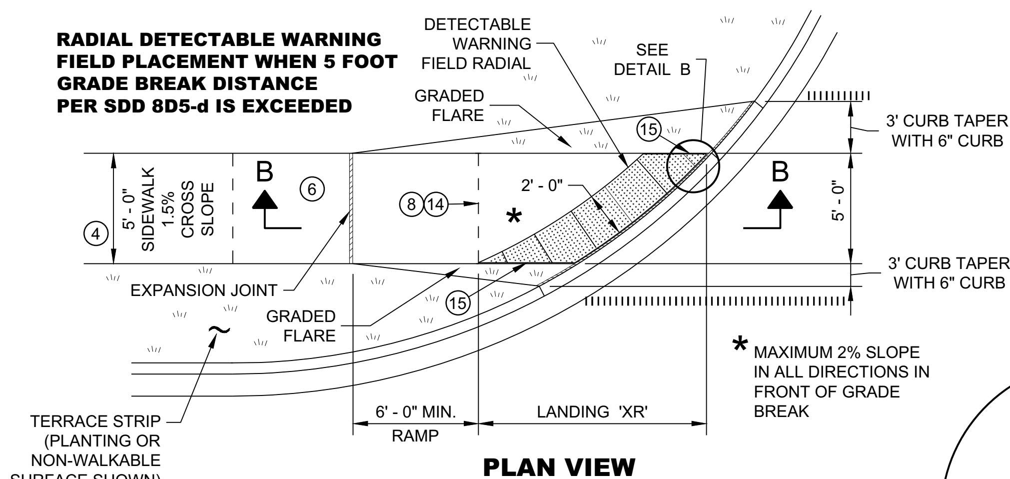
(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



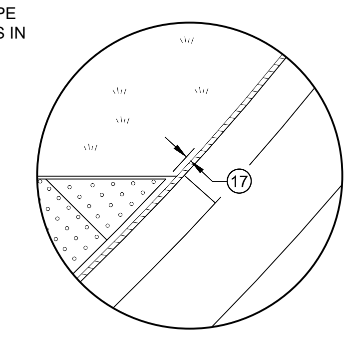
DETAIL A



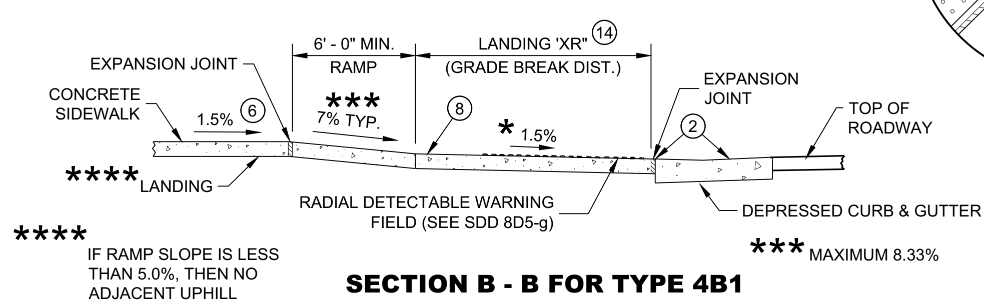
SECTION A - A FOR TYPE 4A1



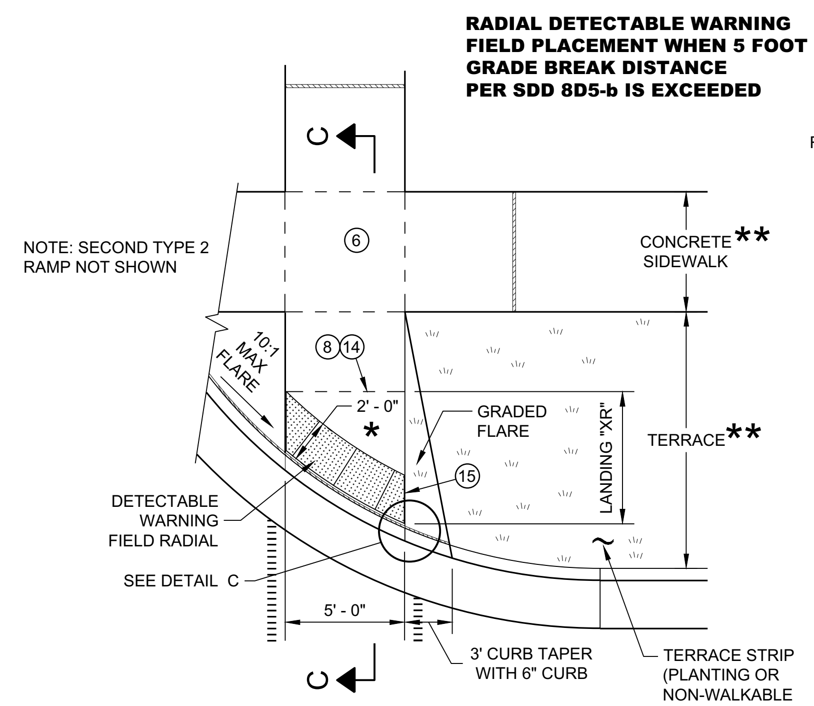
PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



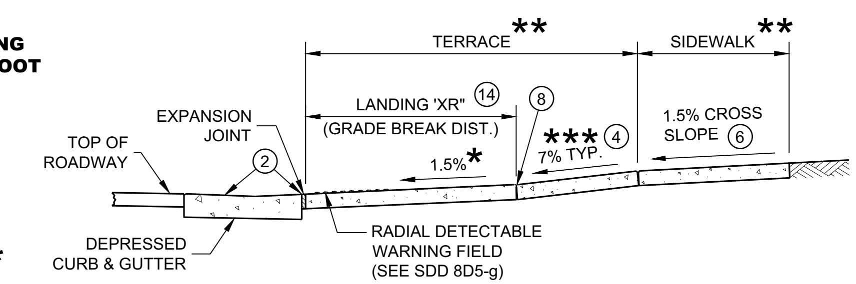
DETAIL B



SECTION B - B FOR TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)

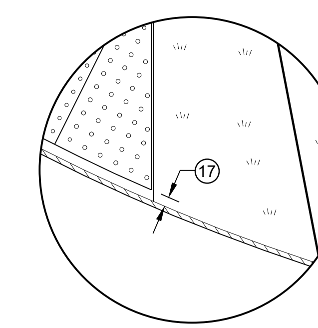


SECTION C - C FOR TYPE 2

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

6

SDD 08D05 - 20f

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

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.

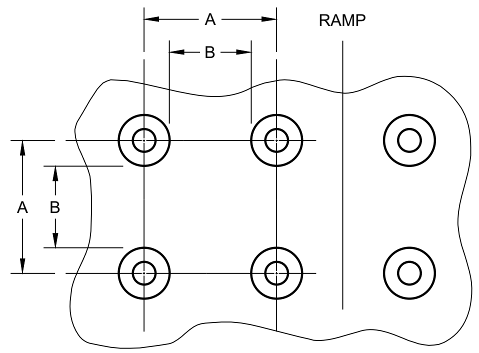
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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.

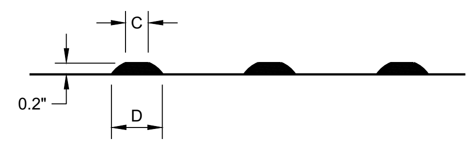
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

	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.

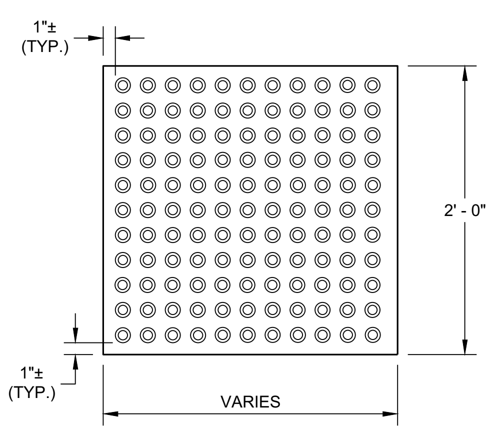


PLAN VIEW

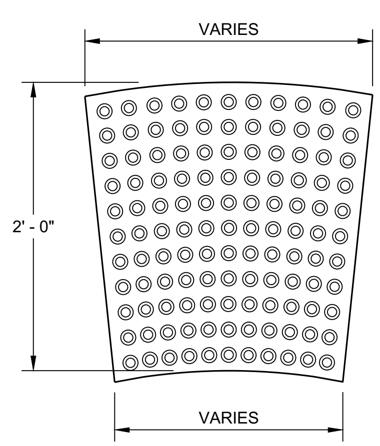


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

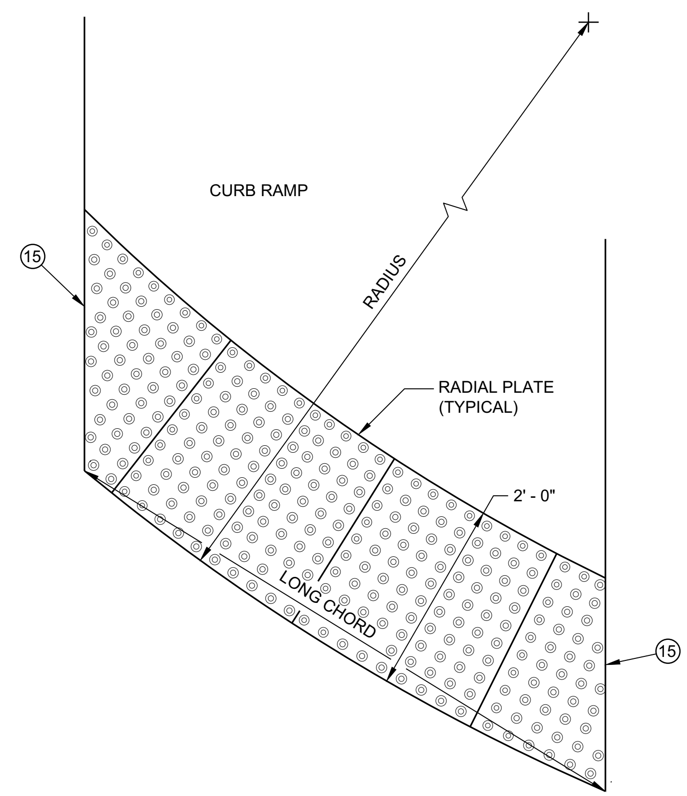


RECTANGULAR PLATES

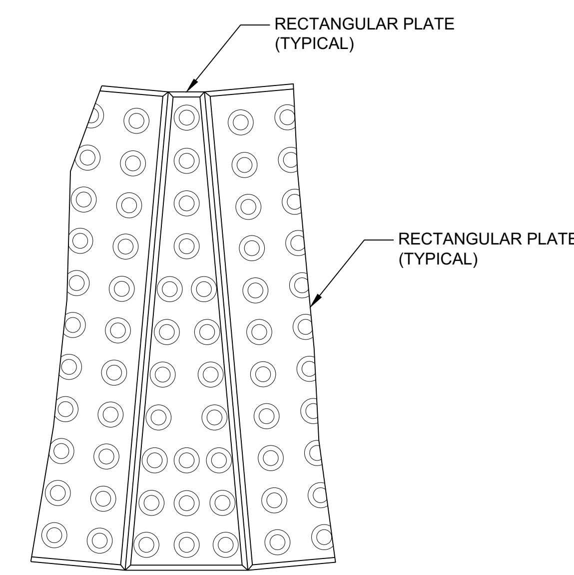


RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

6

6

CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

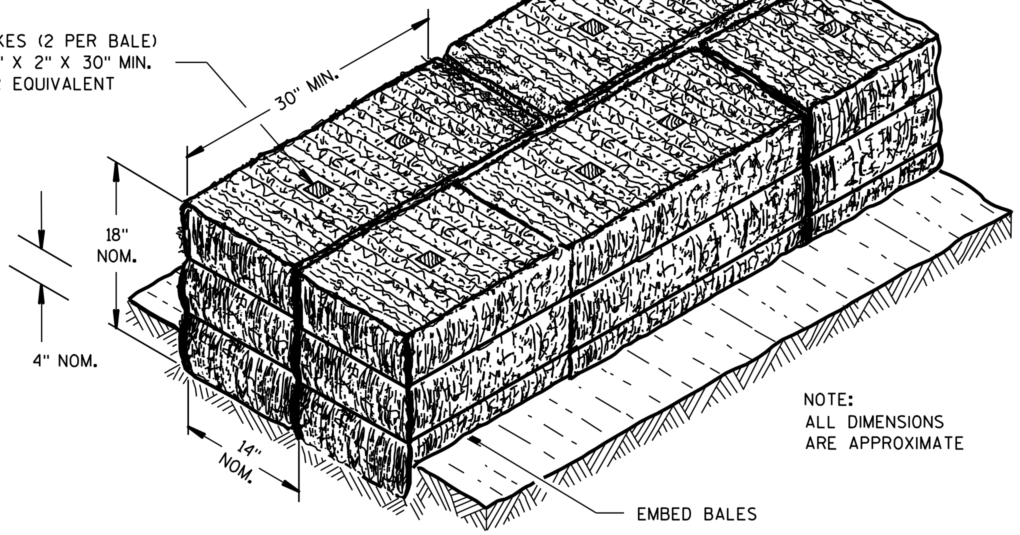
APPROVED

May 2019 — DATE

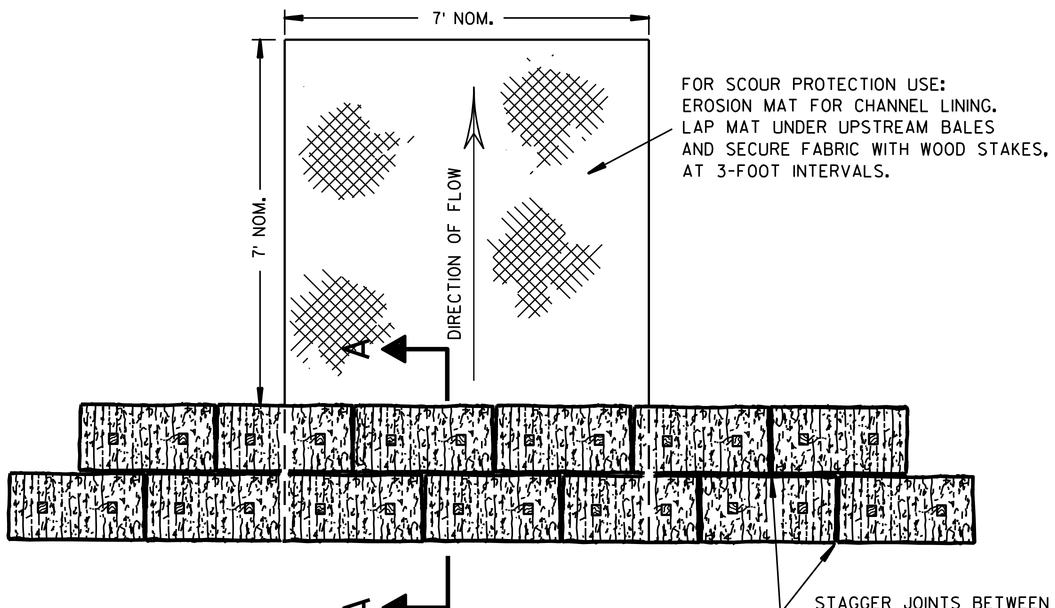
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

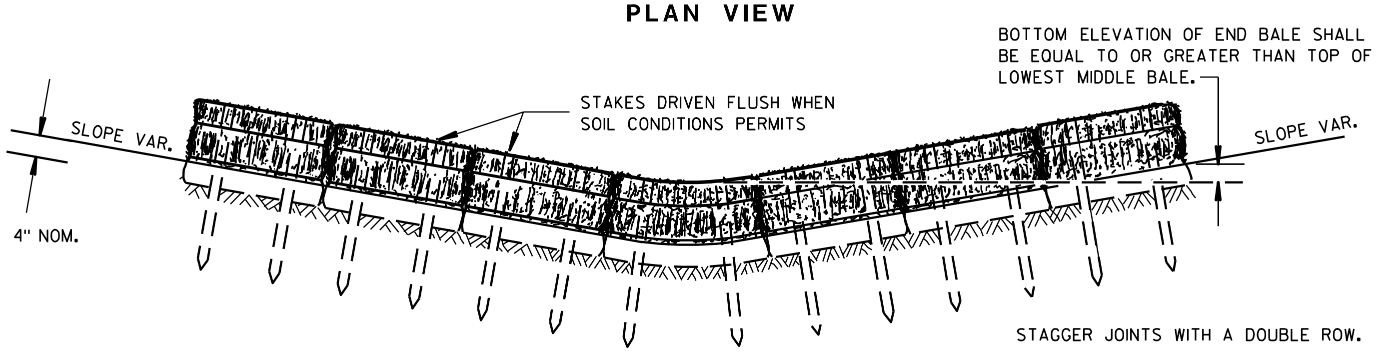
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



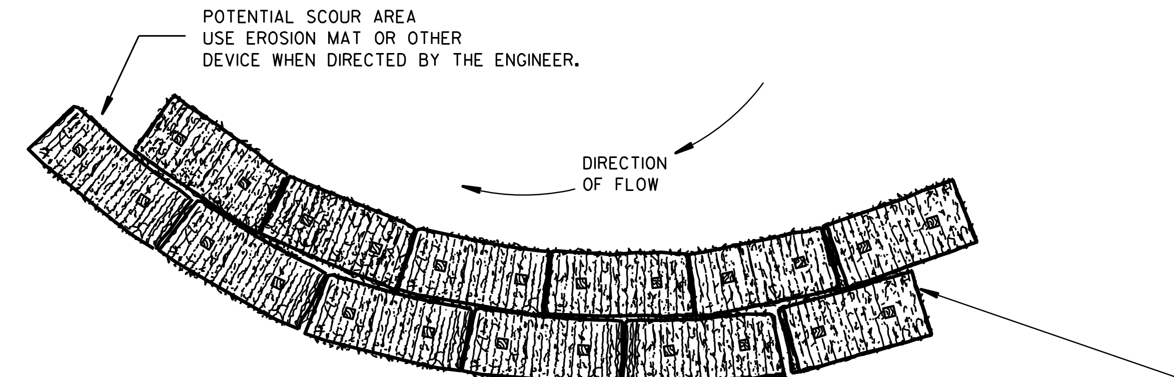
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

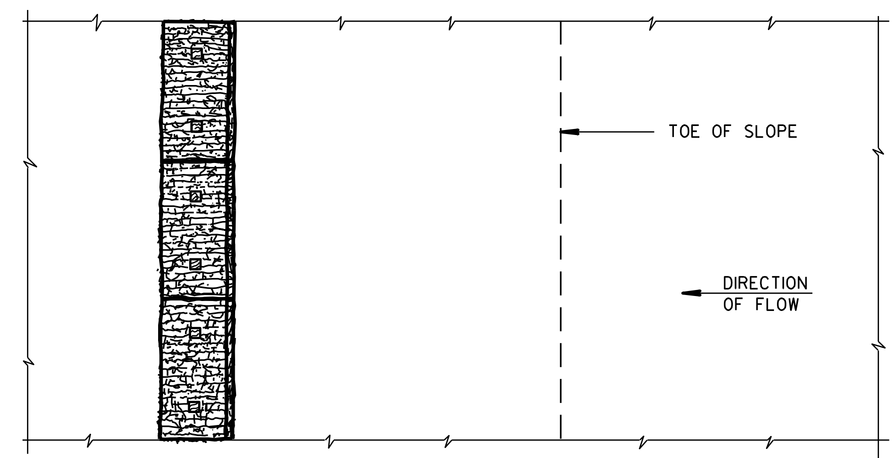
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.

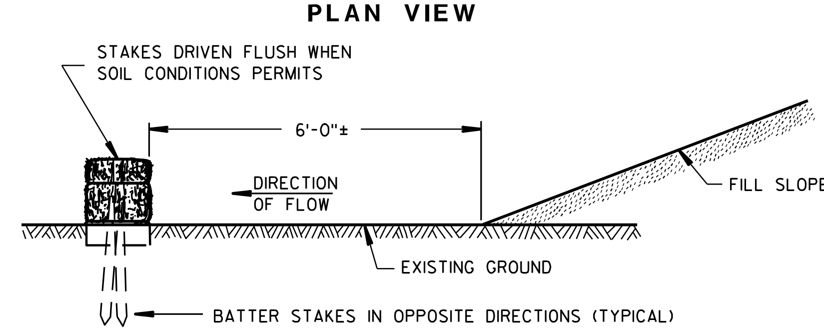


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

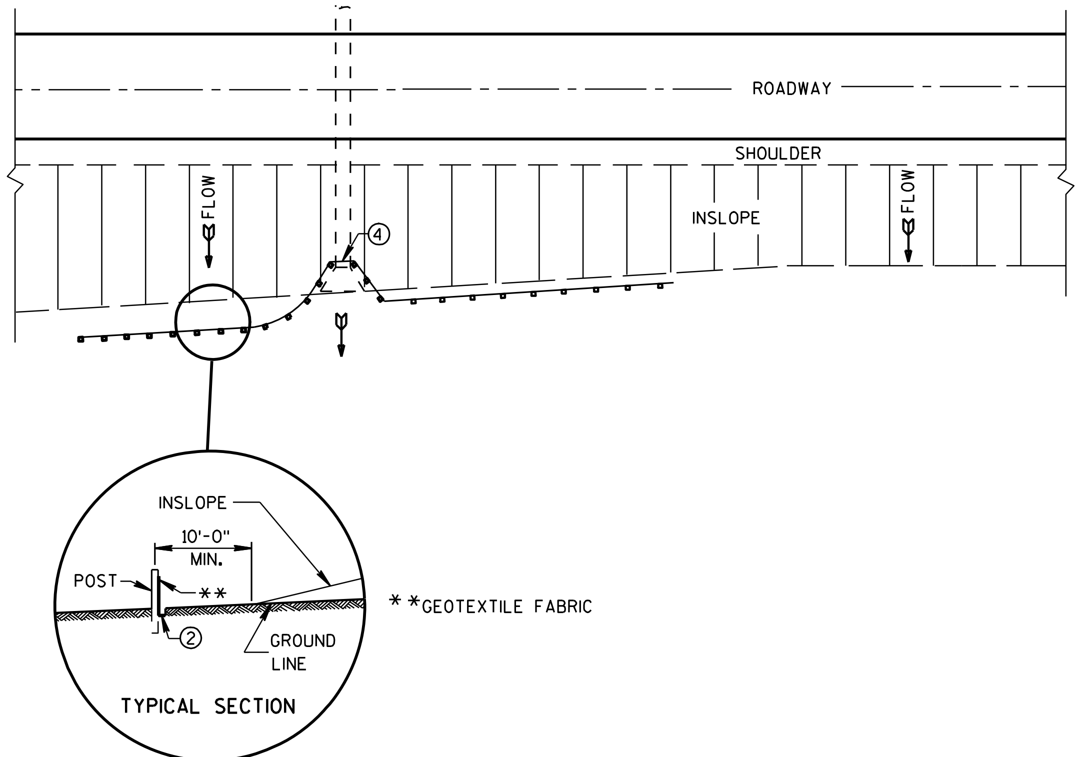
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

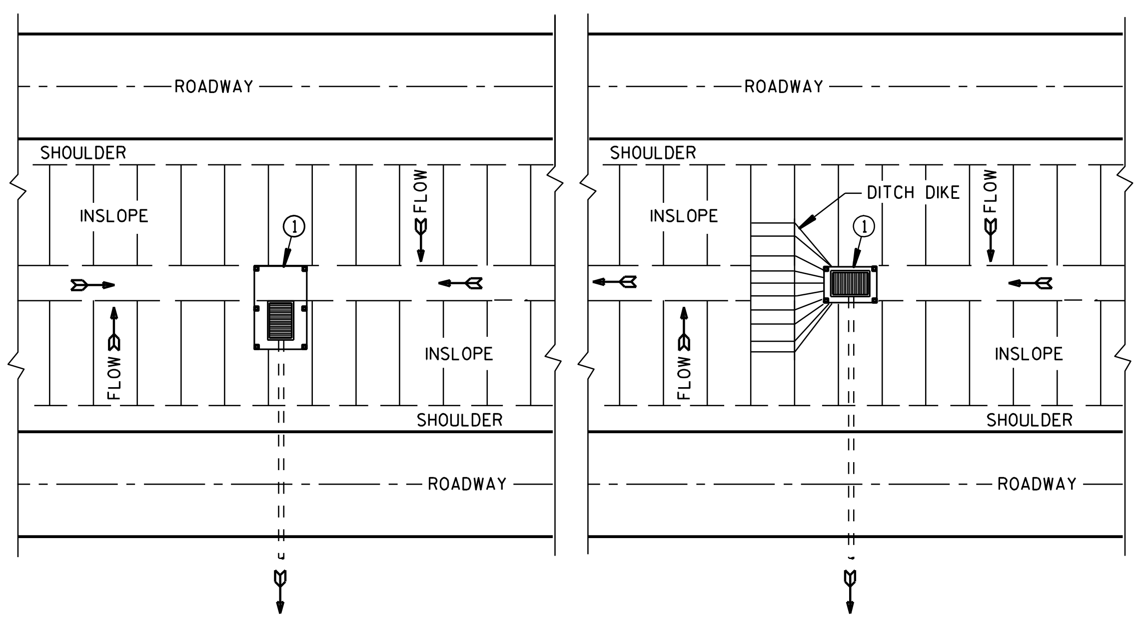
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 /S/ Beth Cann...
DATE CHIEF ROADWAY DEVELOP... ...INEER
FHWA



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



SITUATION 1

SITUATION 2

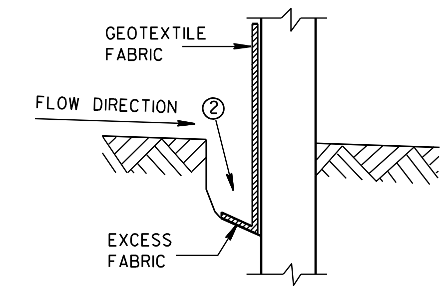
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

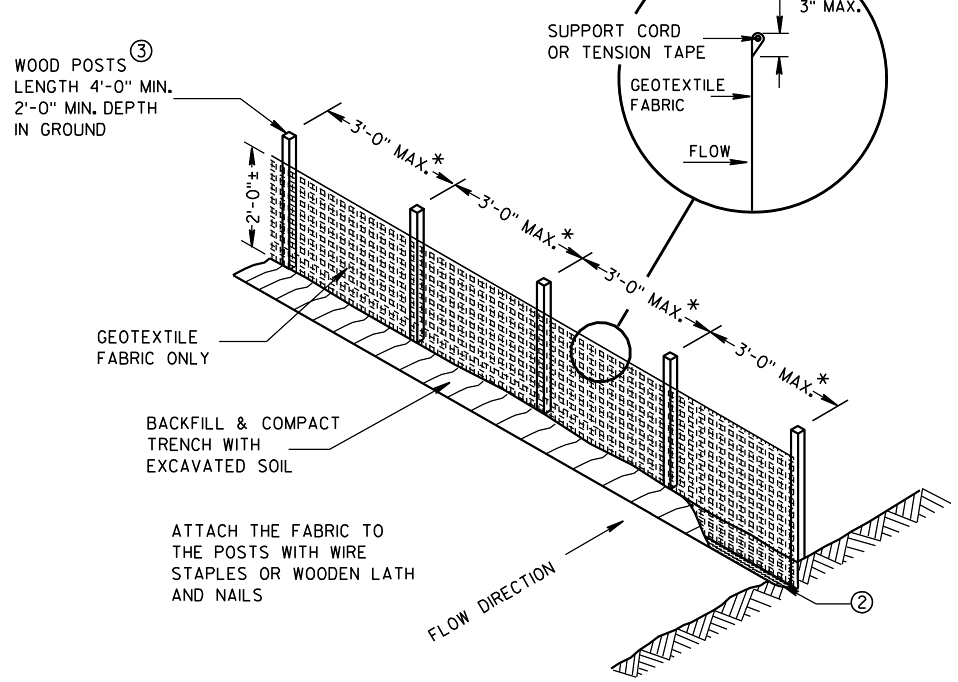
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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 $1\frac{1}{8}$" X $1\frac{1}{8}$" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



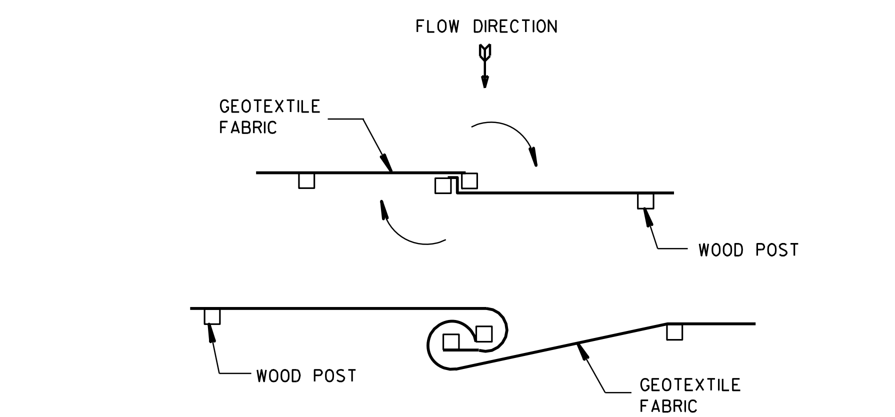
TRENCH DETAIL

NOTE: ADDITIONAL POST DEPTH OR TIE BACKS MAY BE REQUIRED IN UNSTABLE SOILS

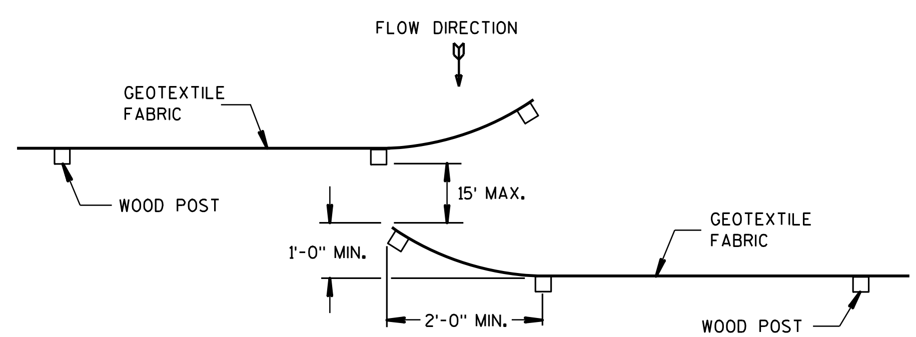


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

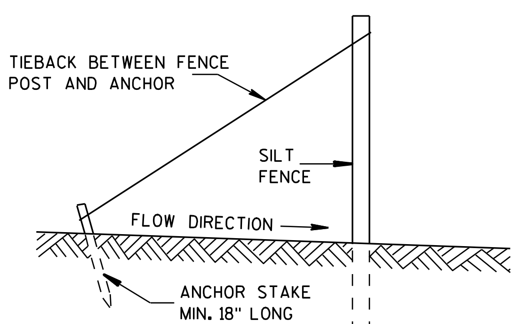


TWIST METHOD



HOOK METHOD

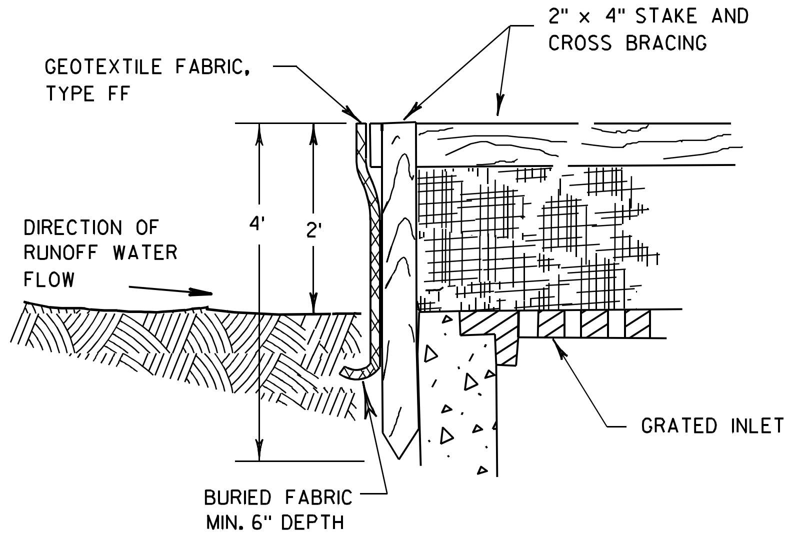
JOINING TWO LENGTHS OF SILT FENCE 5

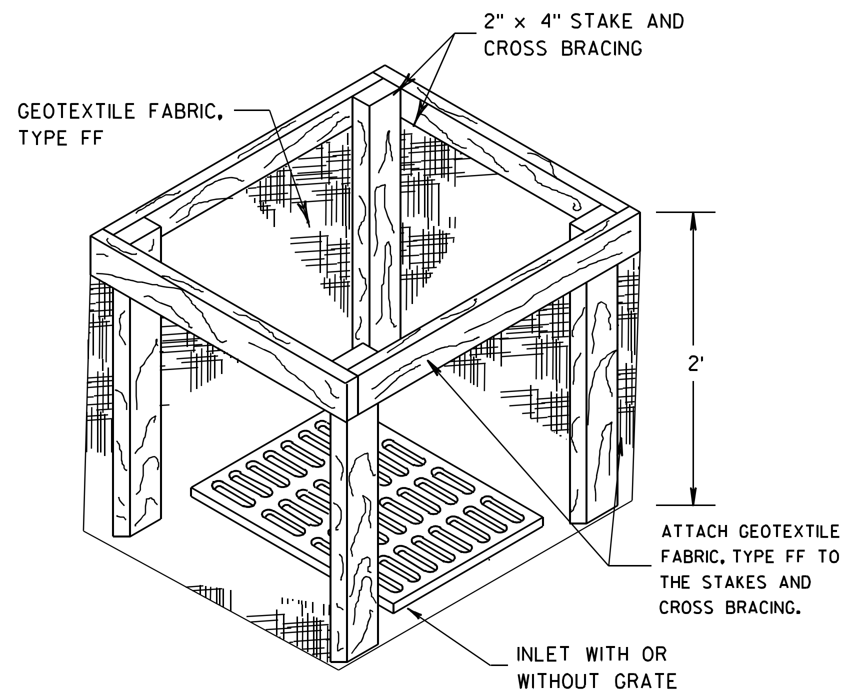


SILT FENCE TIE BACK

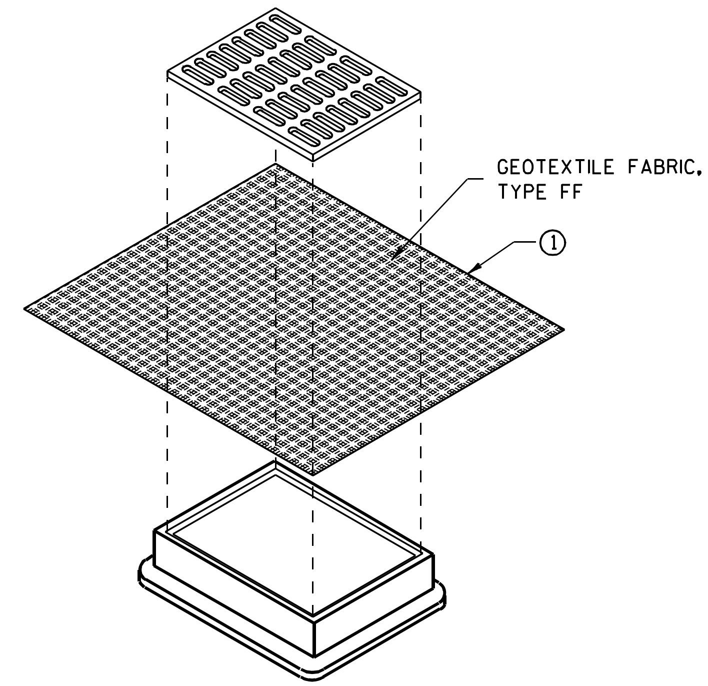
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 4-29-05 /S/ Beth Conn DATE CHIEF ROADWAY DEVELOP ... INEER FHWA



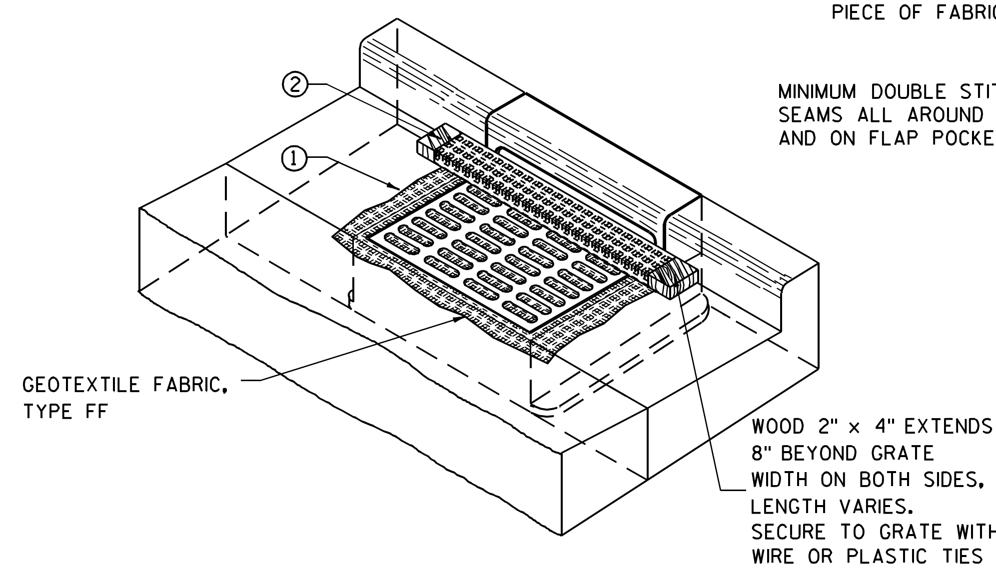


INLET PROTECTION, TYPE A

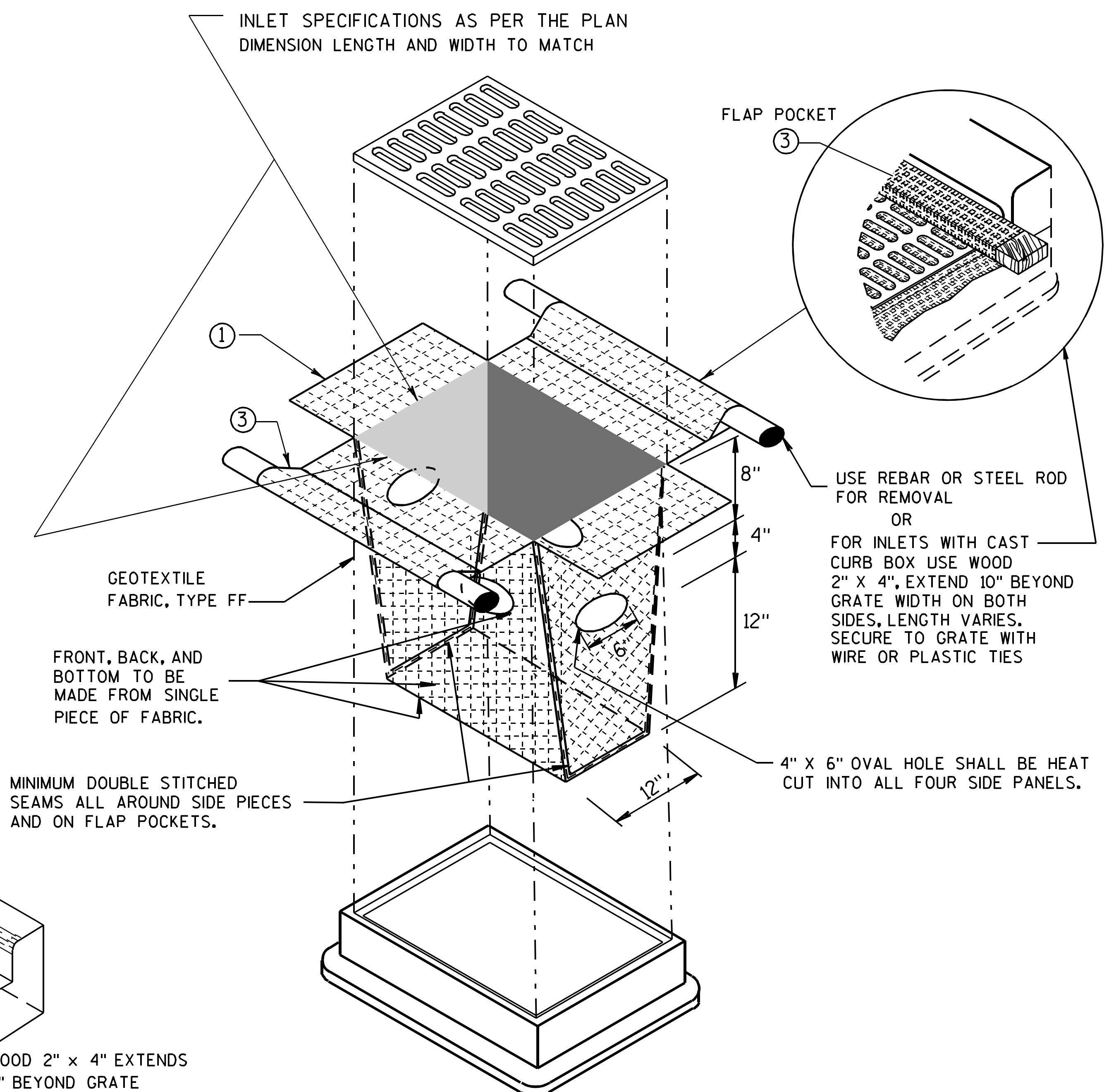


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

(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

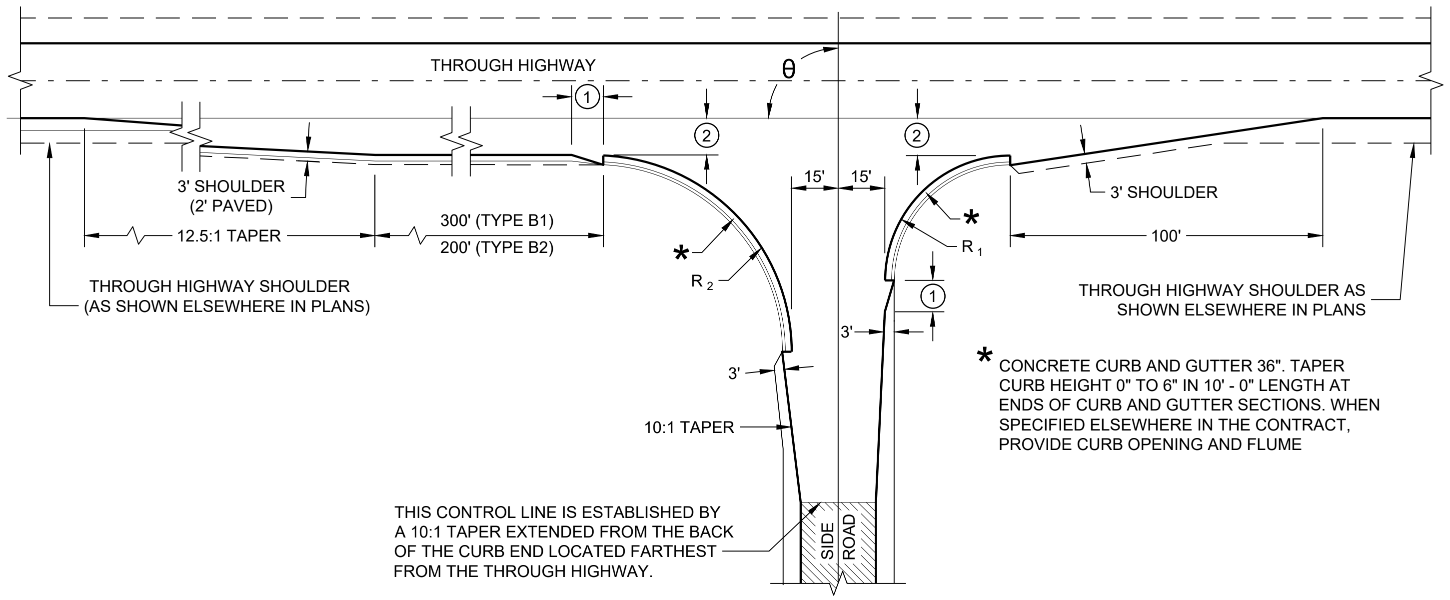
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 — DATE
/S/ Beth Cann[illegible]
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 10-2

6



TYPE "B1" AND "B2"

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

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

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

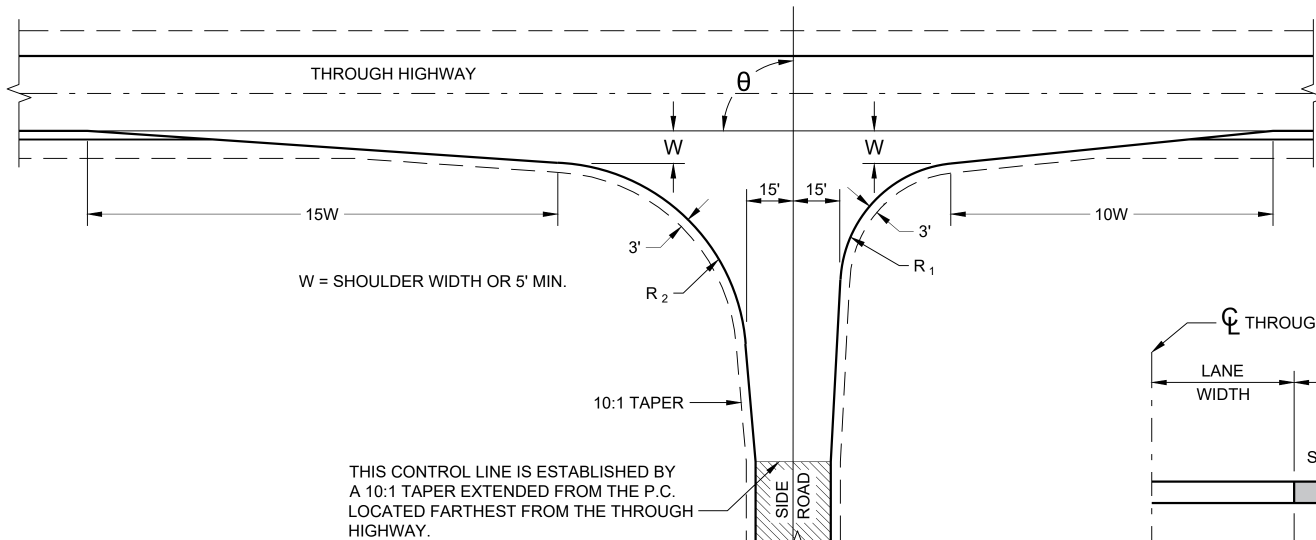
(1) 10-FT TYPICAL.

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

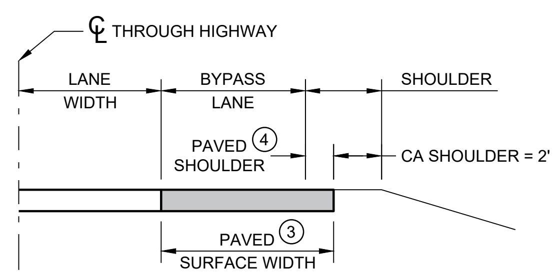
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

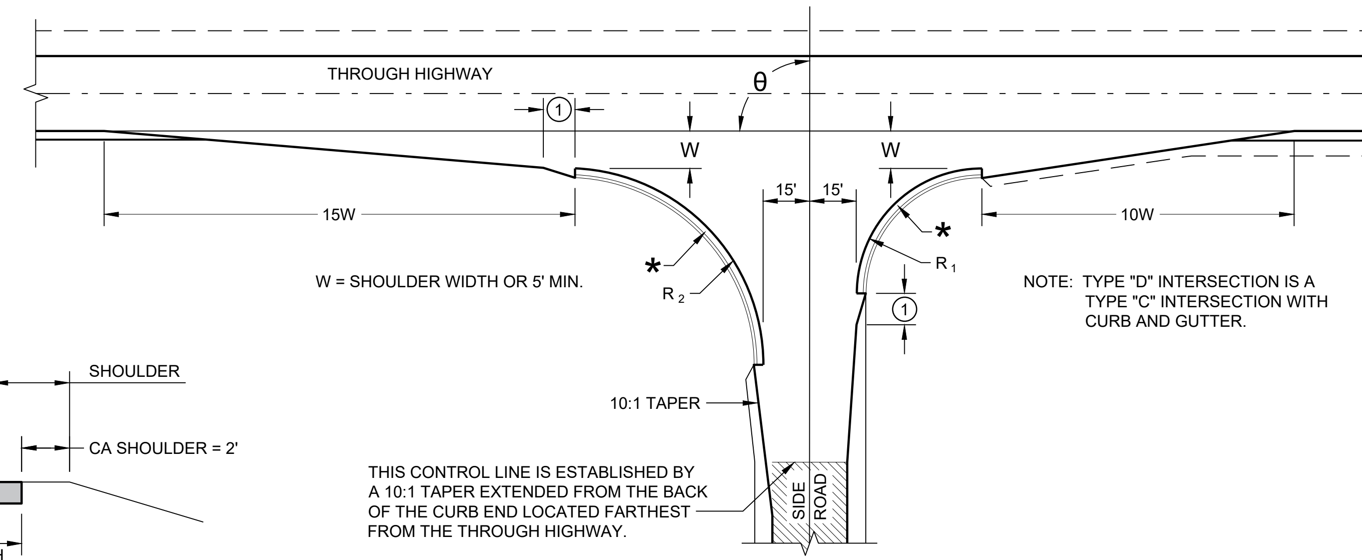
(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



TYPE "C"

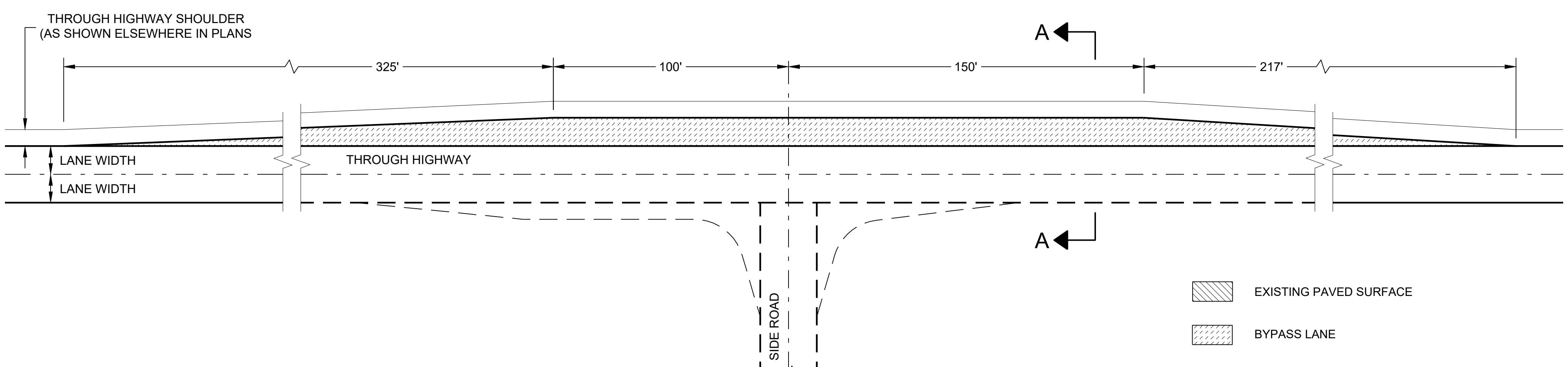


SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)



NOTE: TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB AND GUTTER.

TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 09A01 - 14a

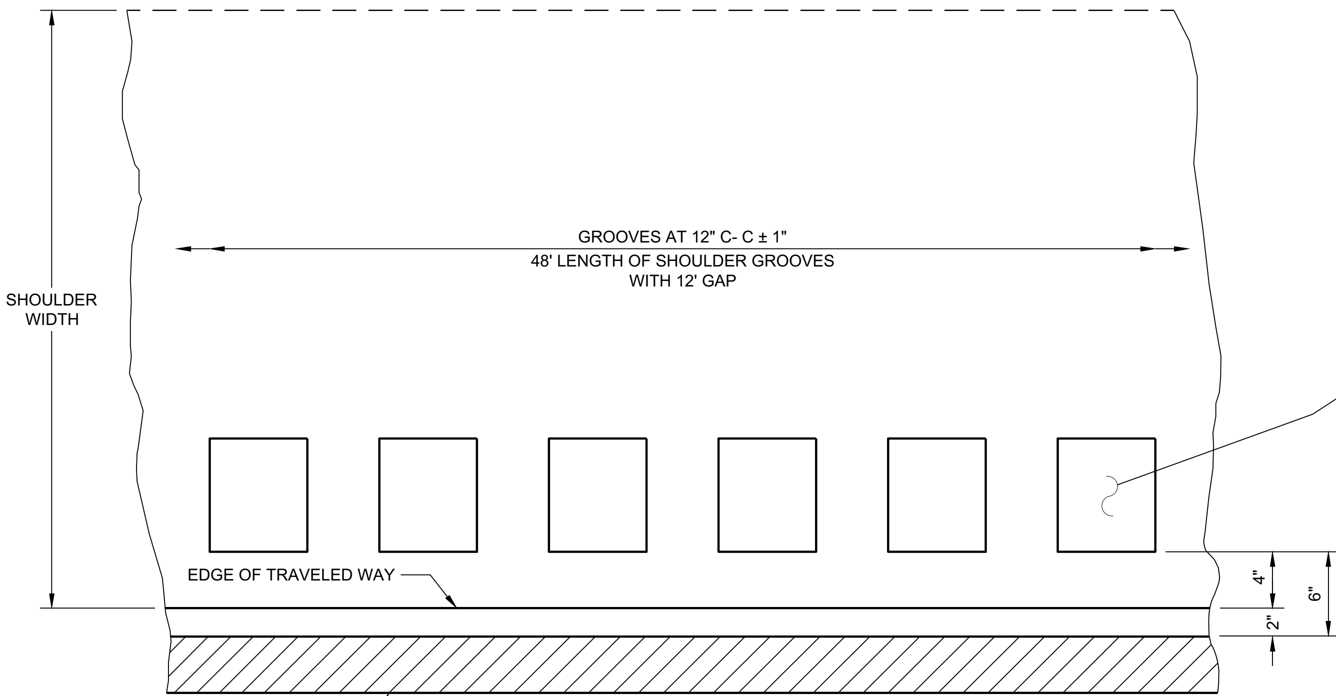
SDD 09A01 - 14a

GENERAL NOTES

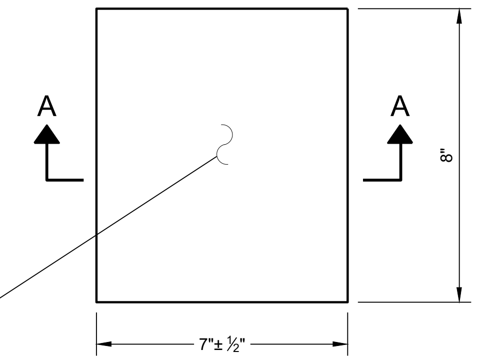
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

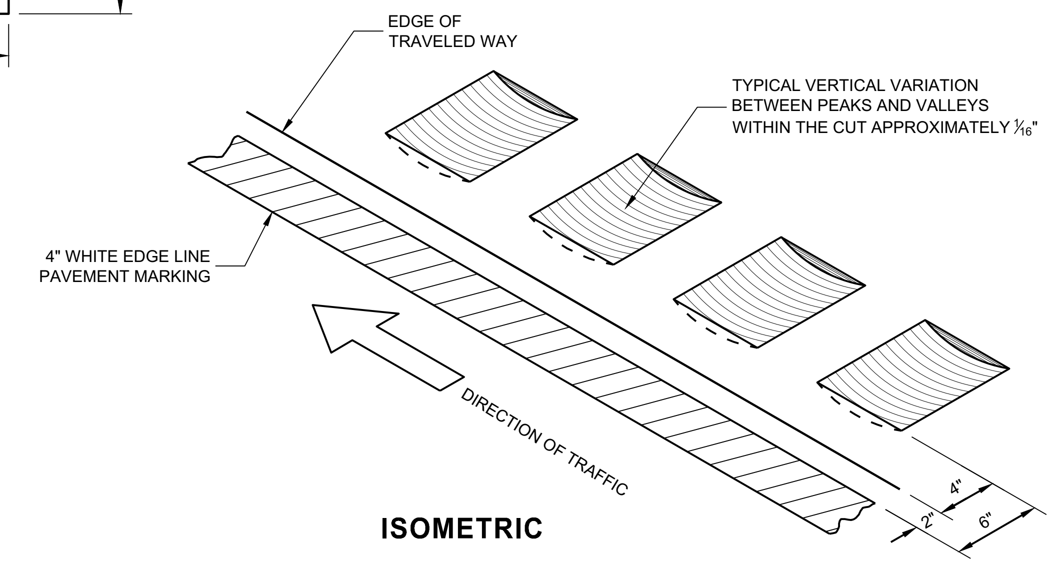


PLAN VIEW
SHOULDER WITH GROOVES

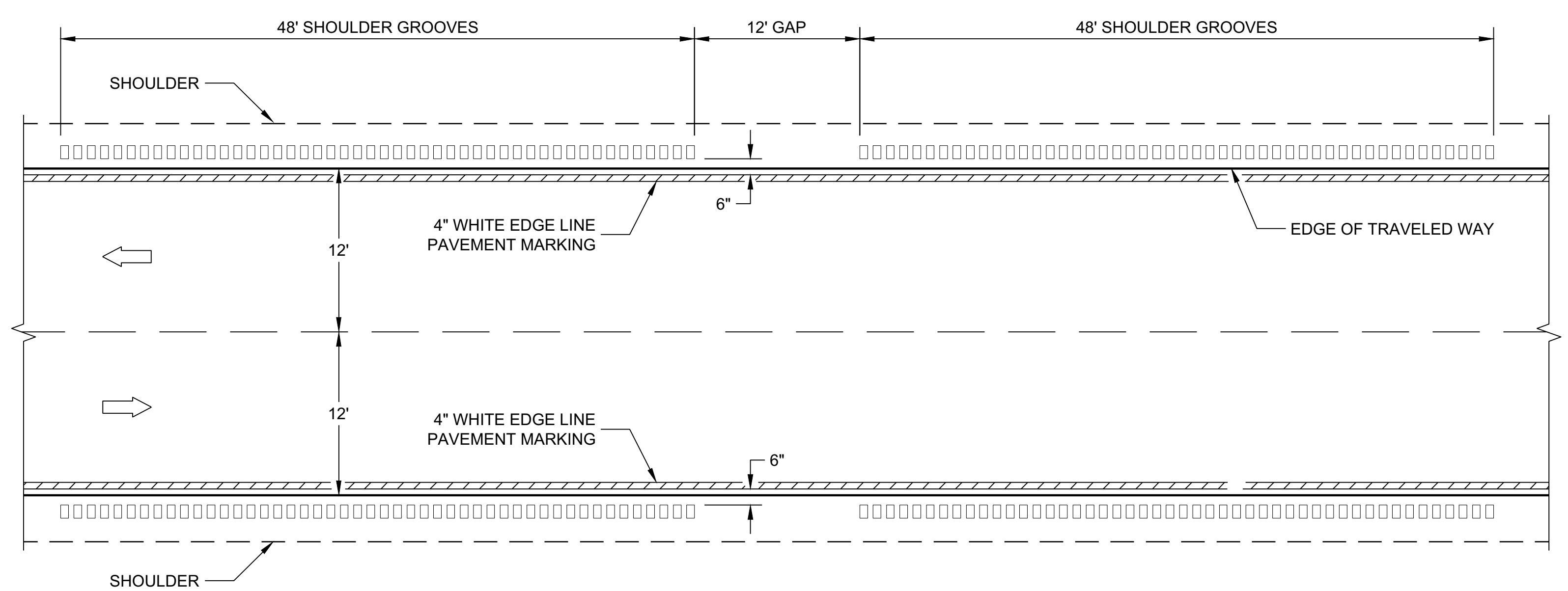


PLAN VIEW
(SINGLE GROOVE)

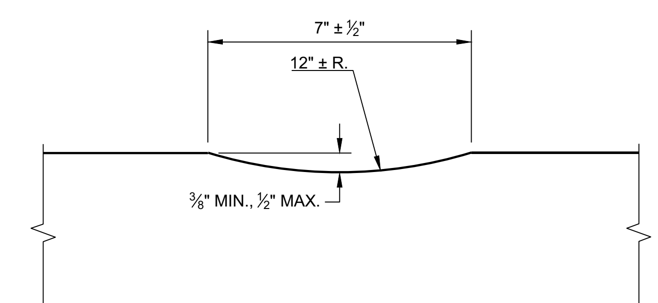
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



ISOMETRIC



TYPE 1
2 - LANE SHOULDER RUMBLE STRIP

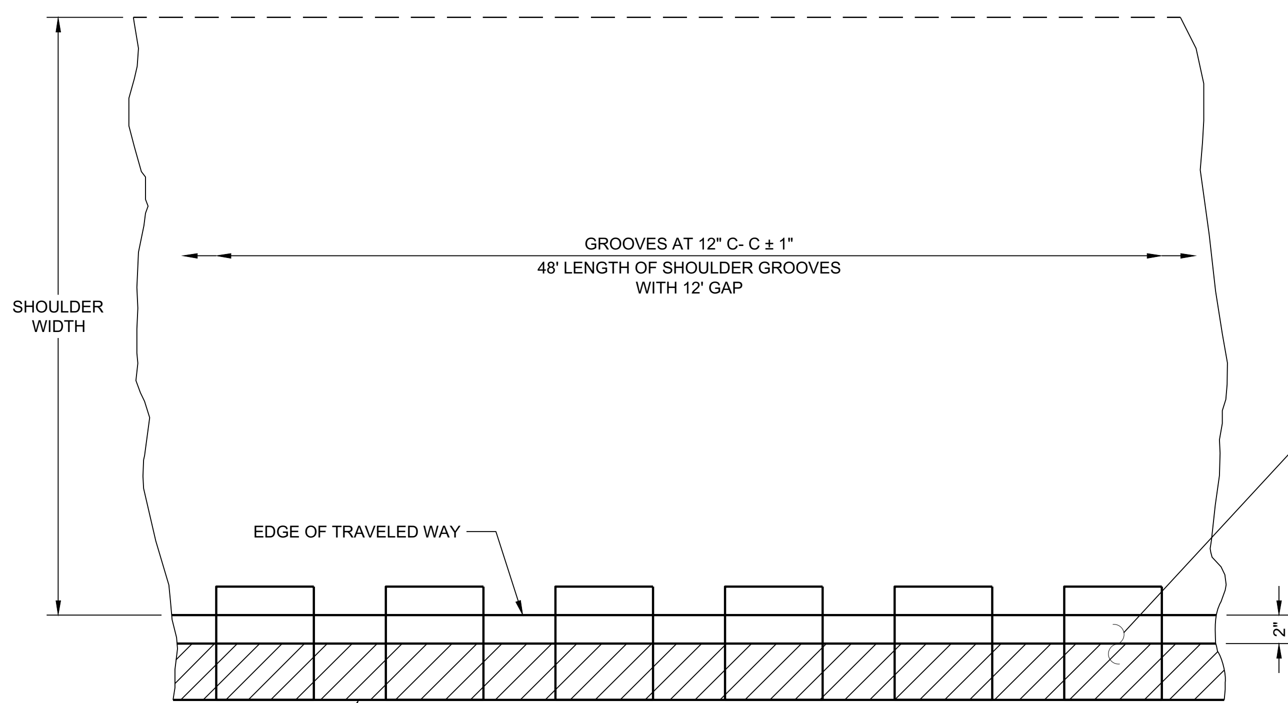


SECTION A - A

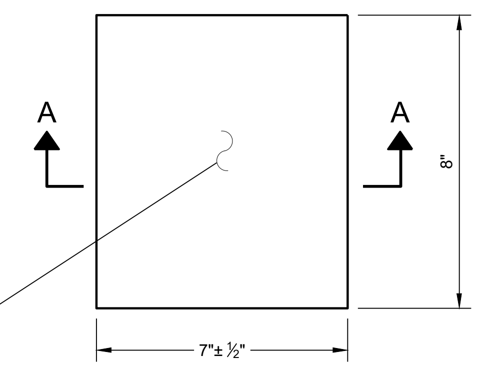
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

SDD 13A10 - 02a
6



PLAN VIEW
SHOULDER WITH GROOVES



PLAN VIEW
(SINGLE GROOVE)

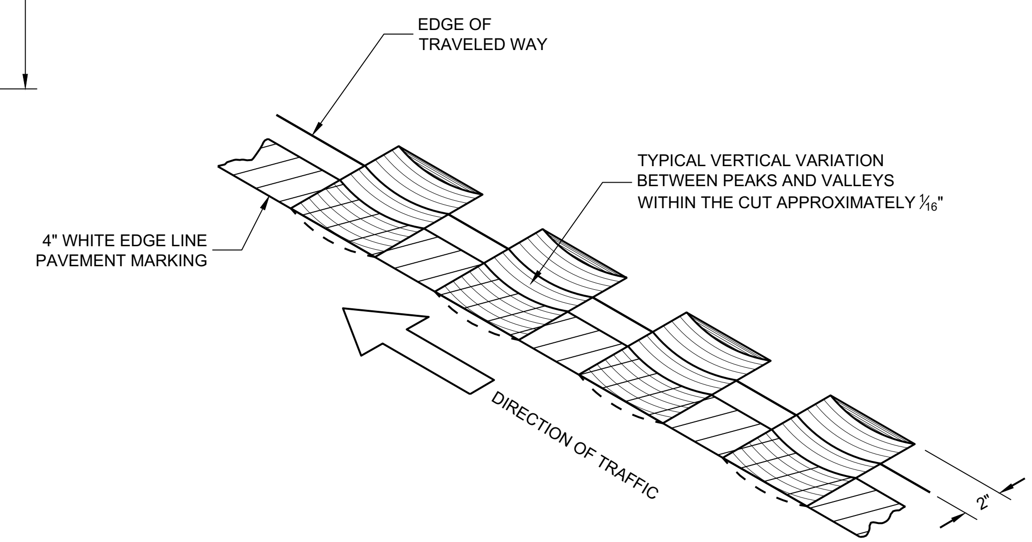
PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP

GENERAL NOTES

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

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

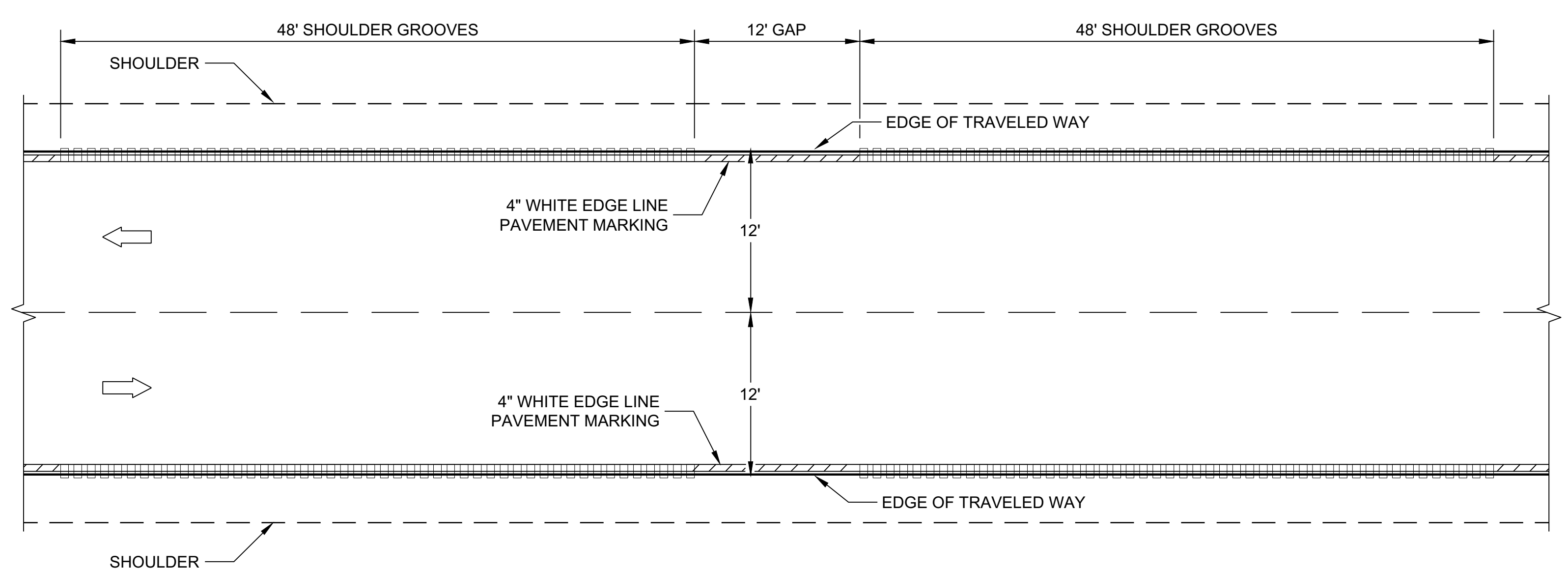
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



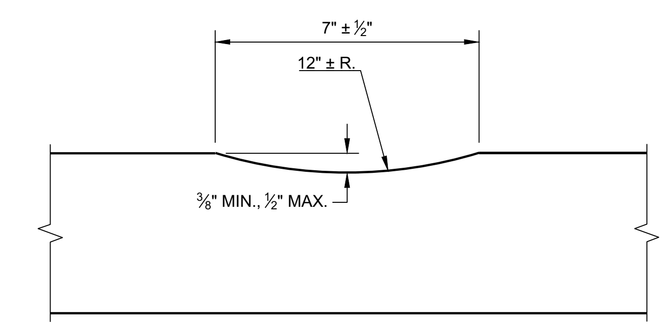
ISOMETRIC

6

6



TYPE 2
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - A

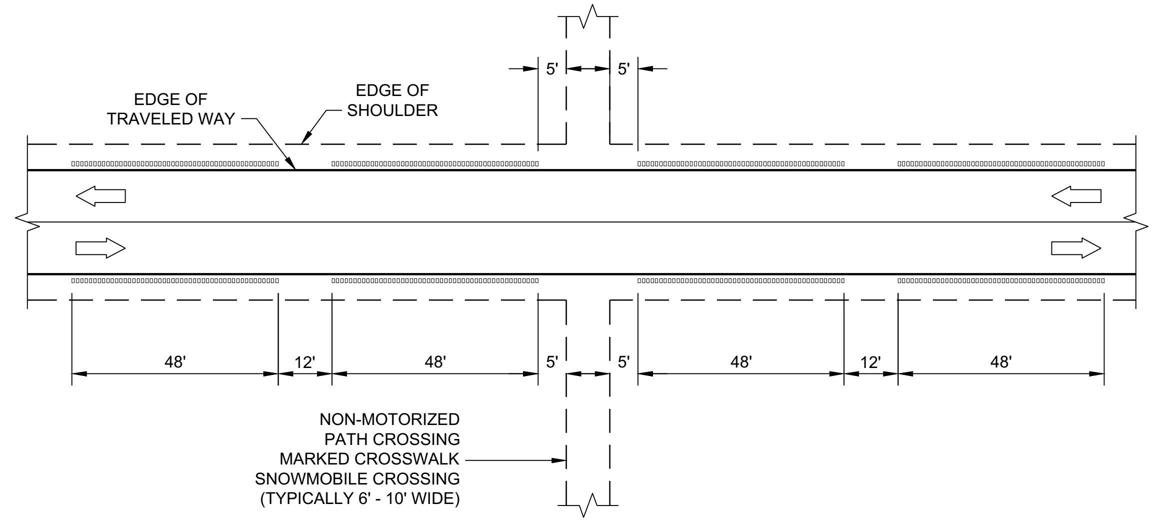
SDD 13A10 - 02b

SDD 13A10 - 02b

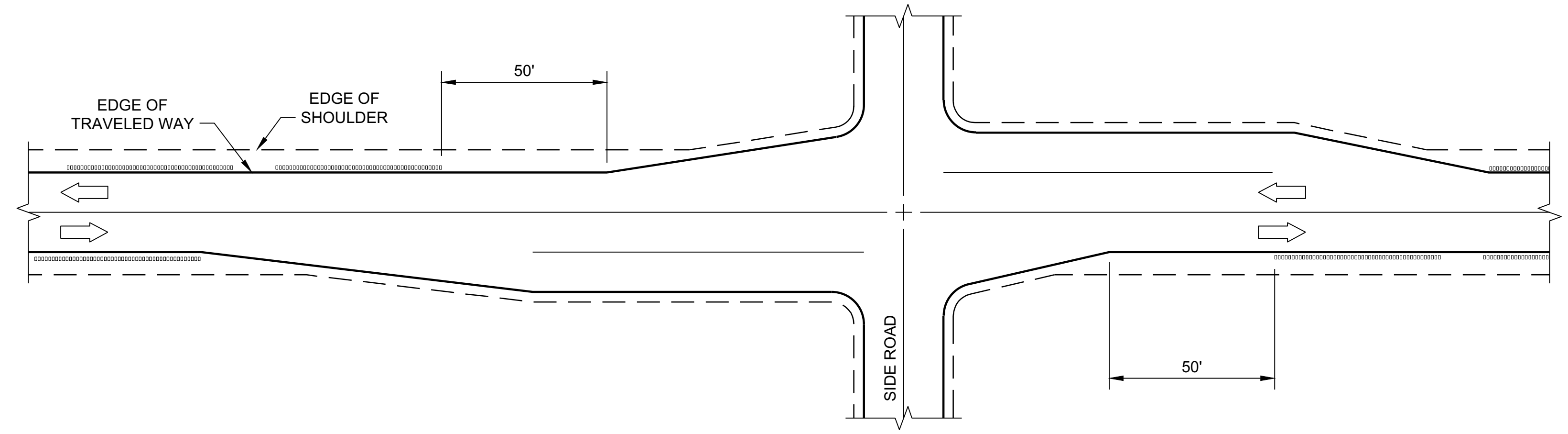
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

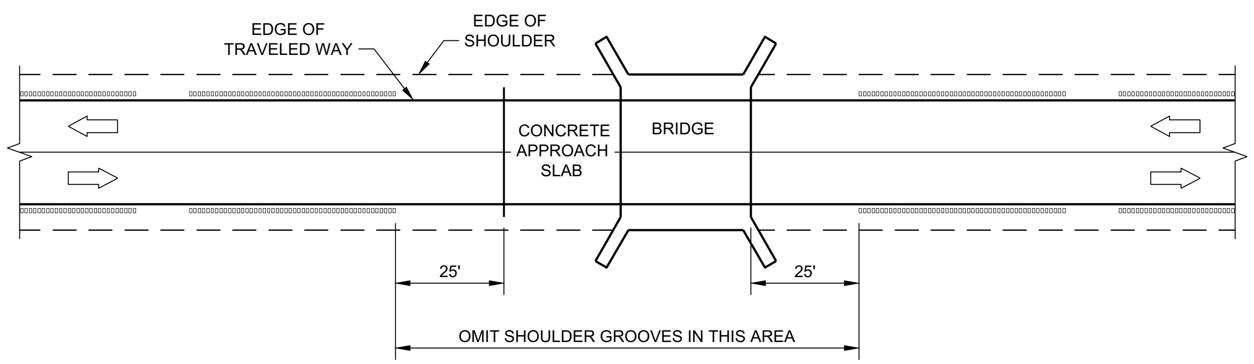
6



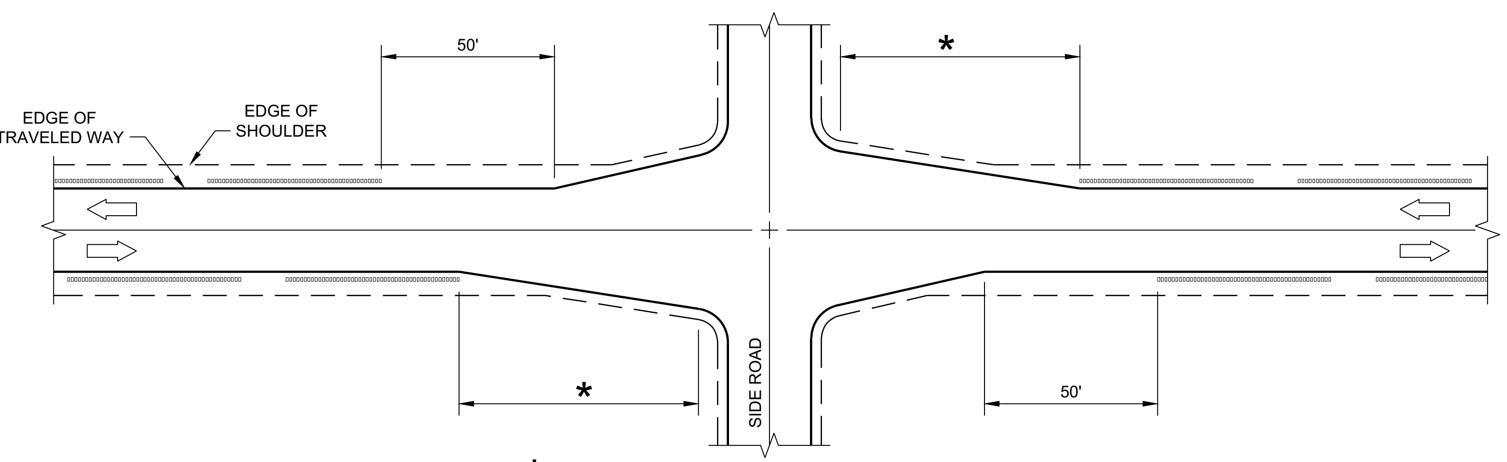
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

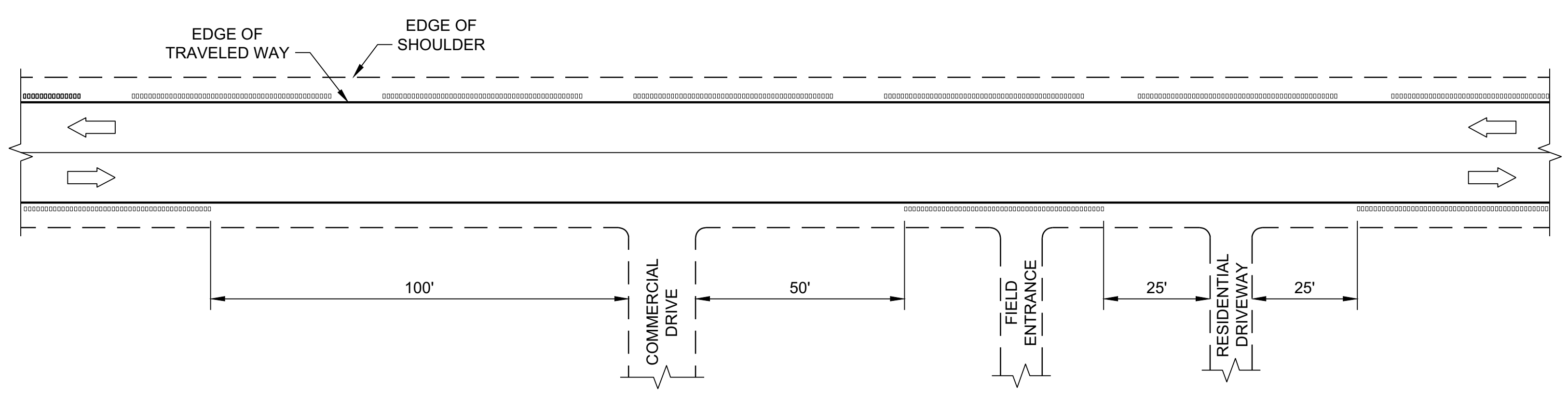


SHOULDER GROOVES AT BRIDGES



* 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.

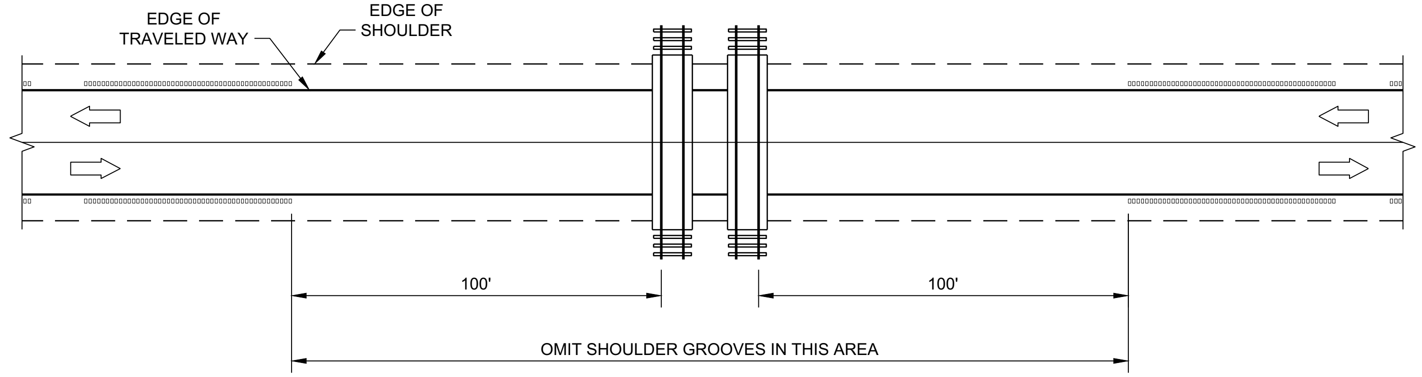
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

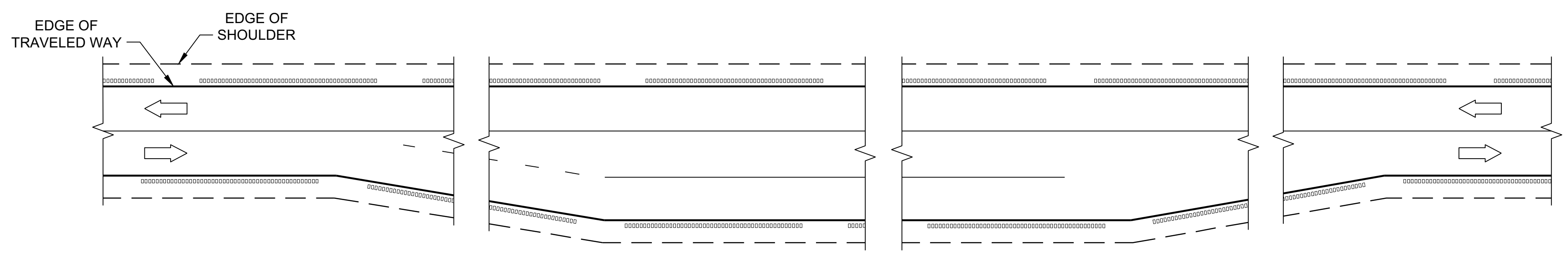
6

SDD 13A10 - 02c

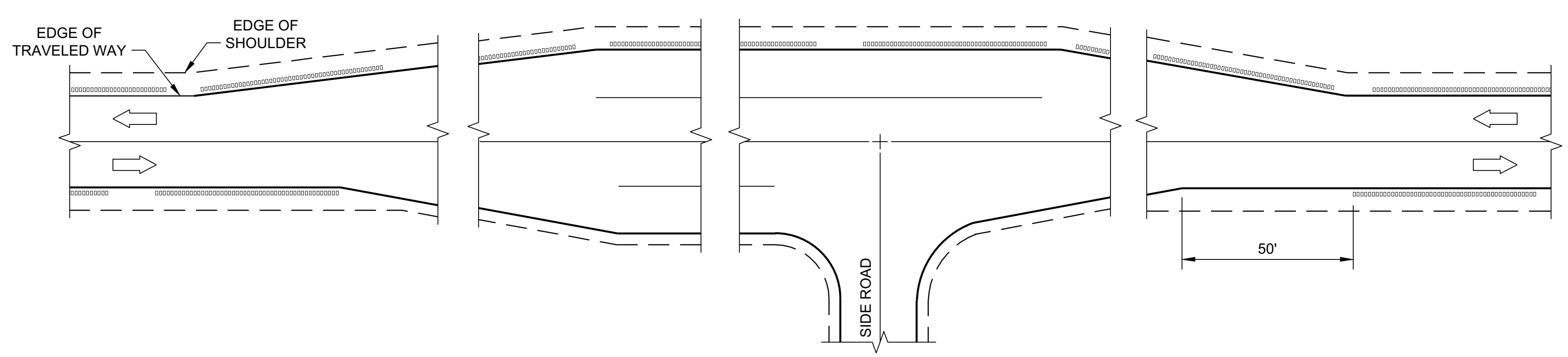
SDD 13A10 - 02c



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

6

6

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 13A10 - 02d

SDD 13A10 - 02d

GENERAL NOTES

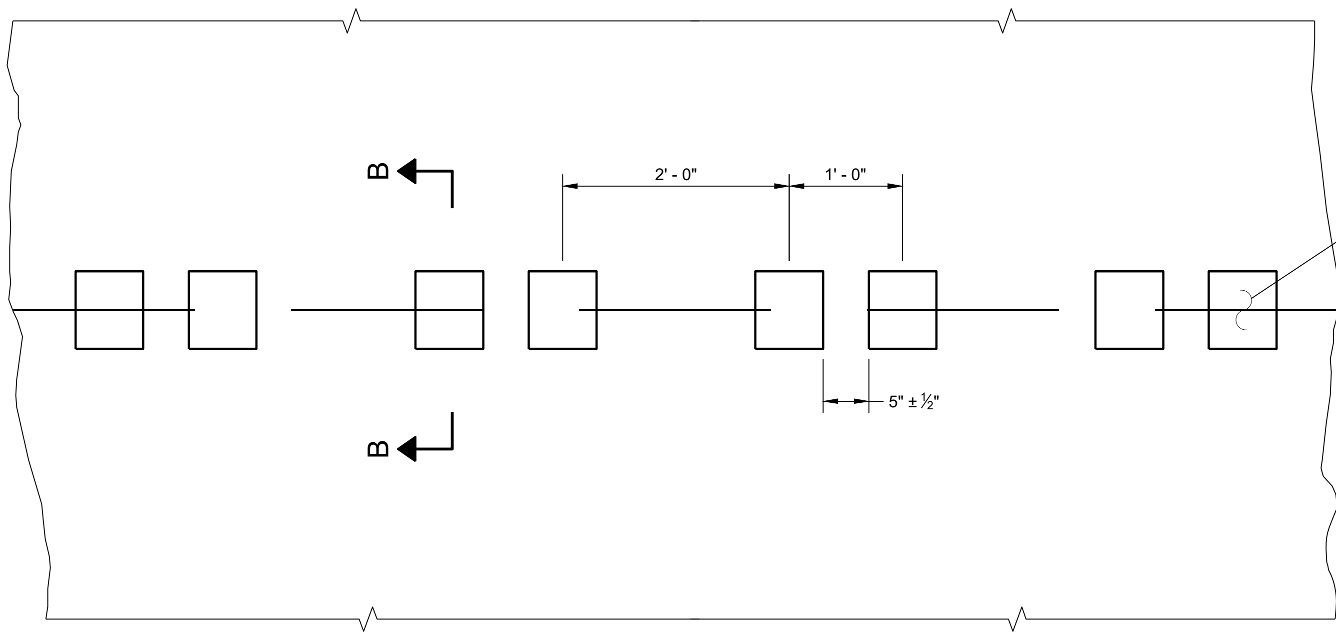
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

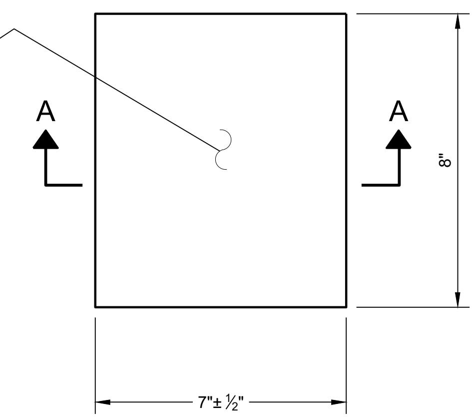
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

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.

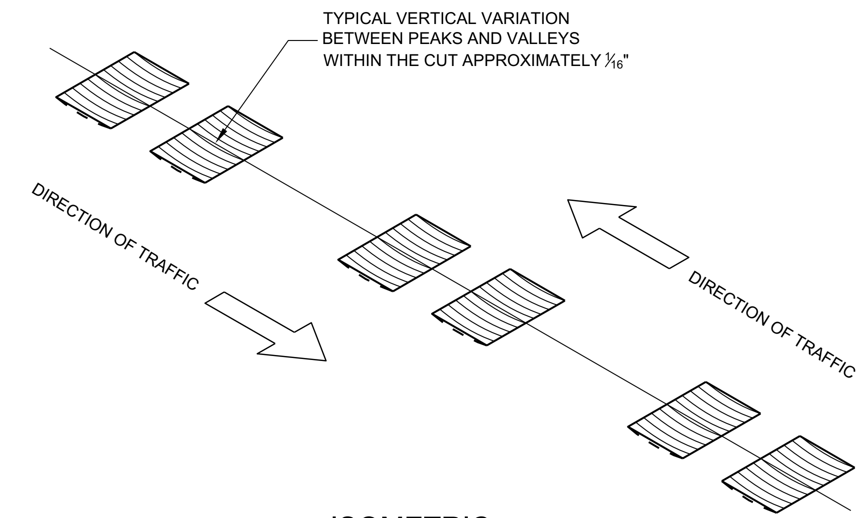


PLAN VIEW
SHOULDER WITH GROOVES

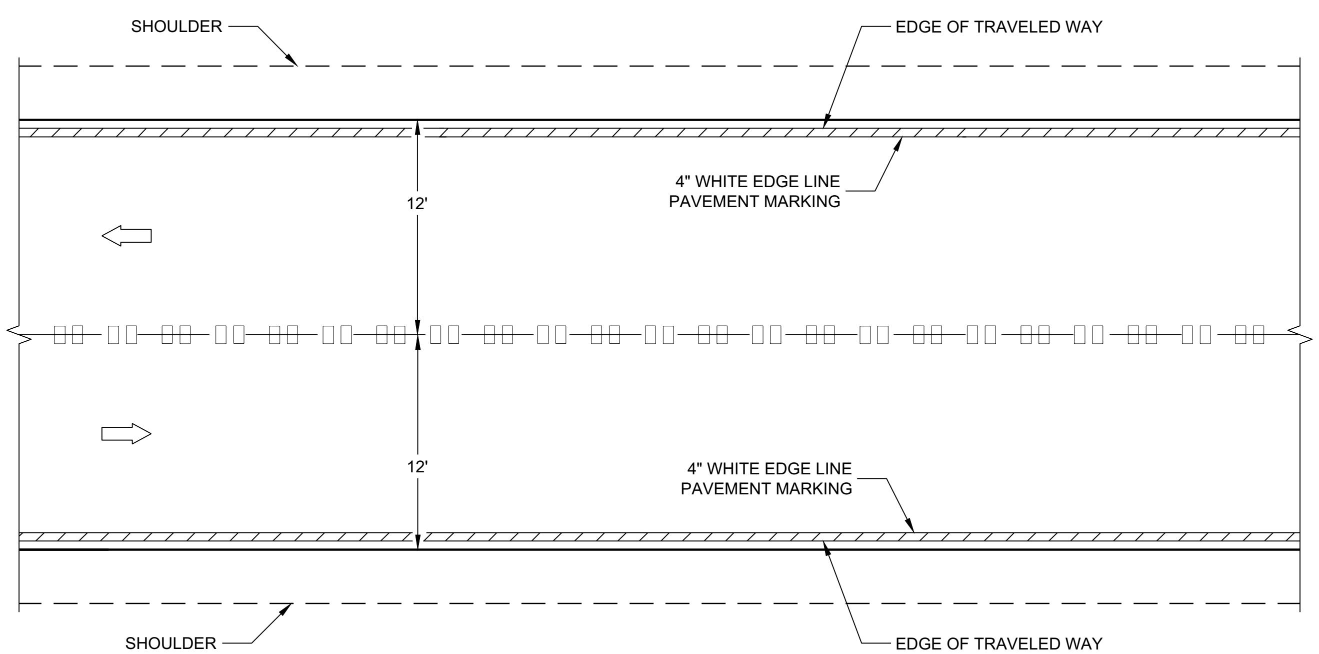


PLAN VIEW
(SINGLE GROOVE)

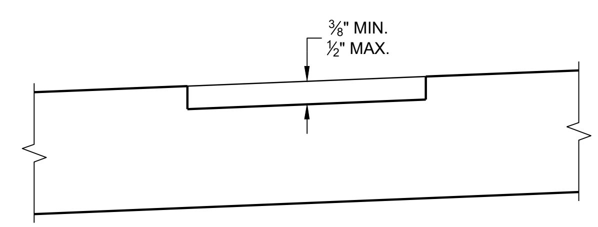
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



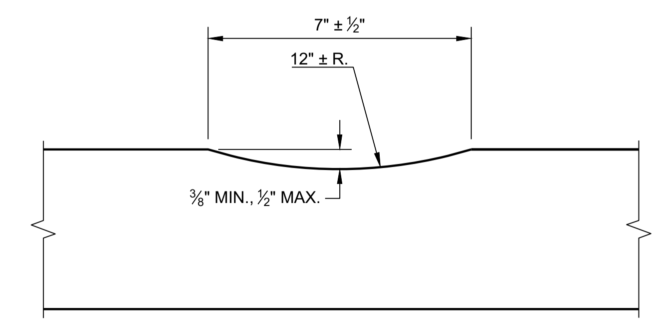
ISOMETRIC



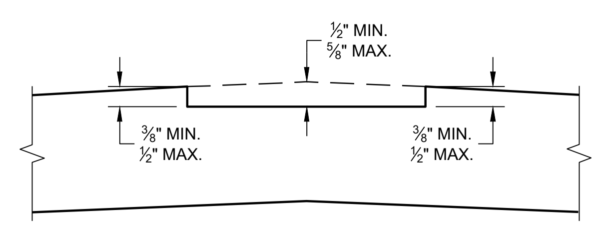
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



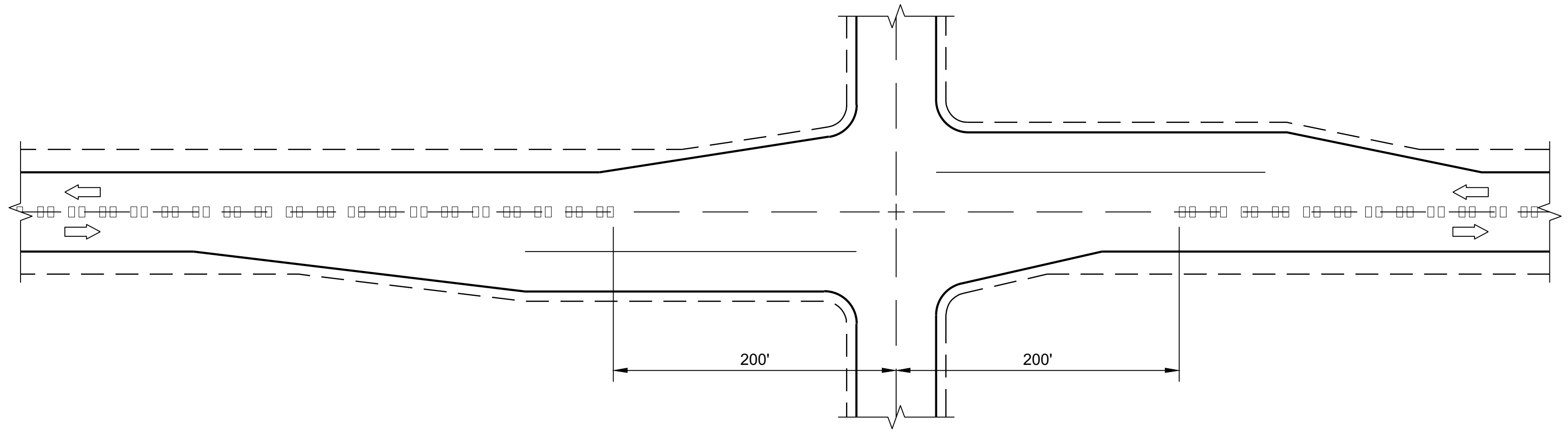
SECTION A - A



SECTION B - B
CROWNED ROADWAY

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

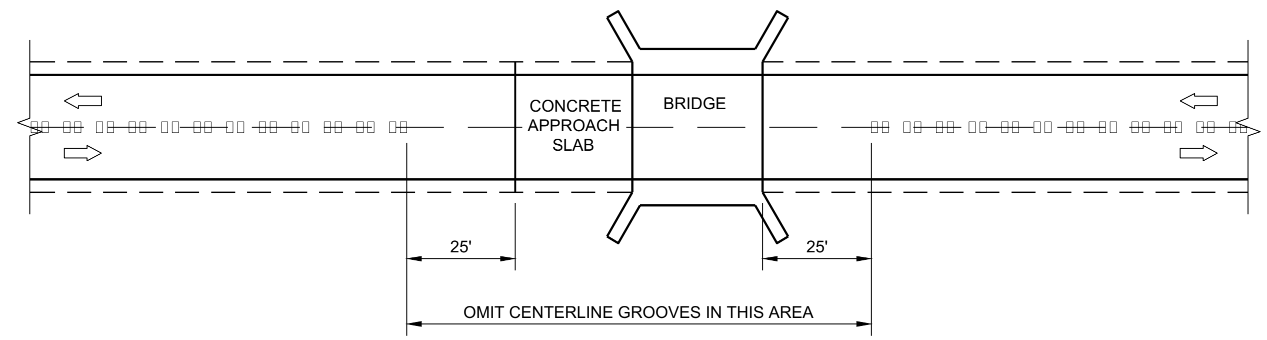
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



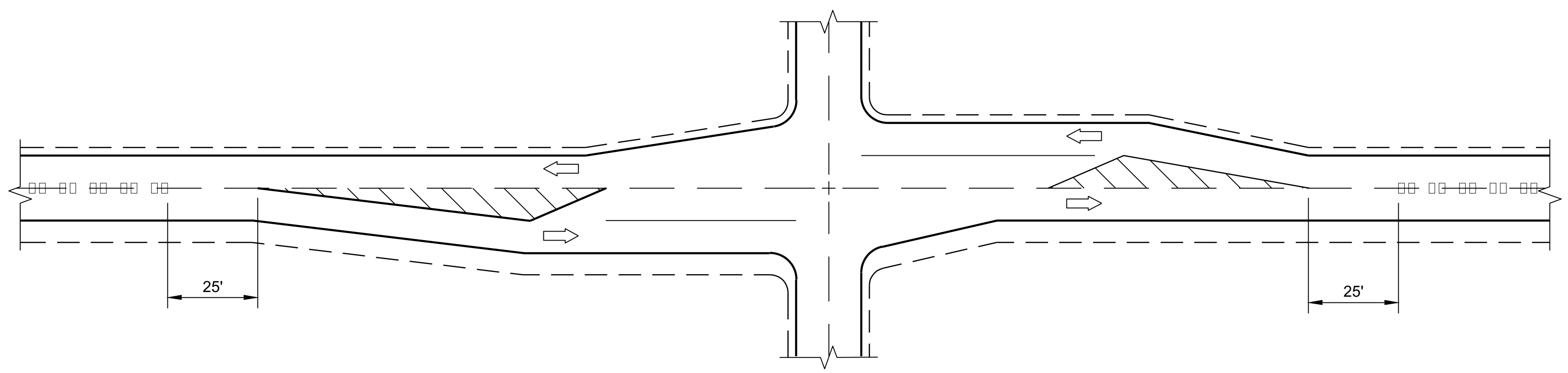
CENTERLINE GROOVES AT INTERSECTIONS

GENERAL NOTES

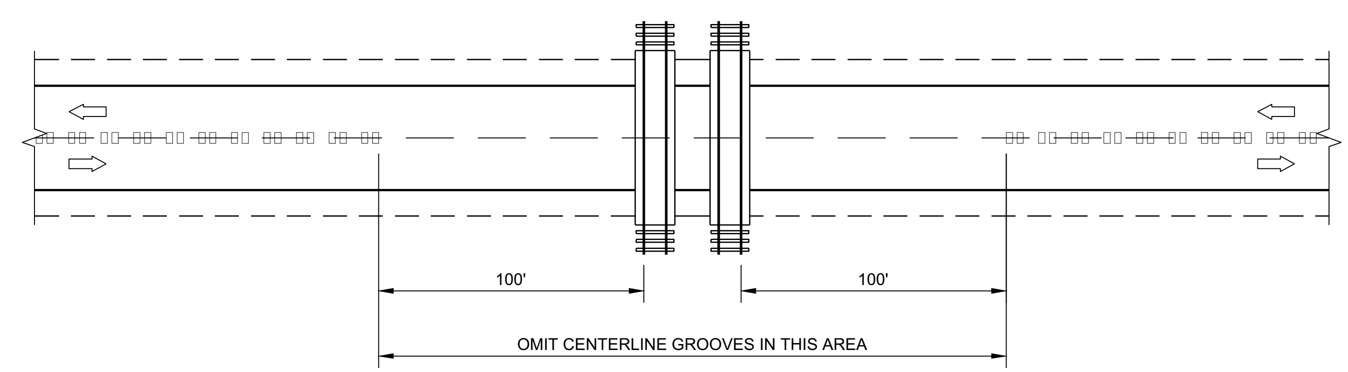
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



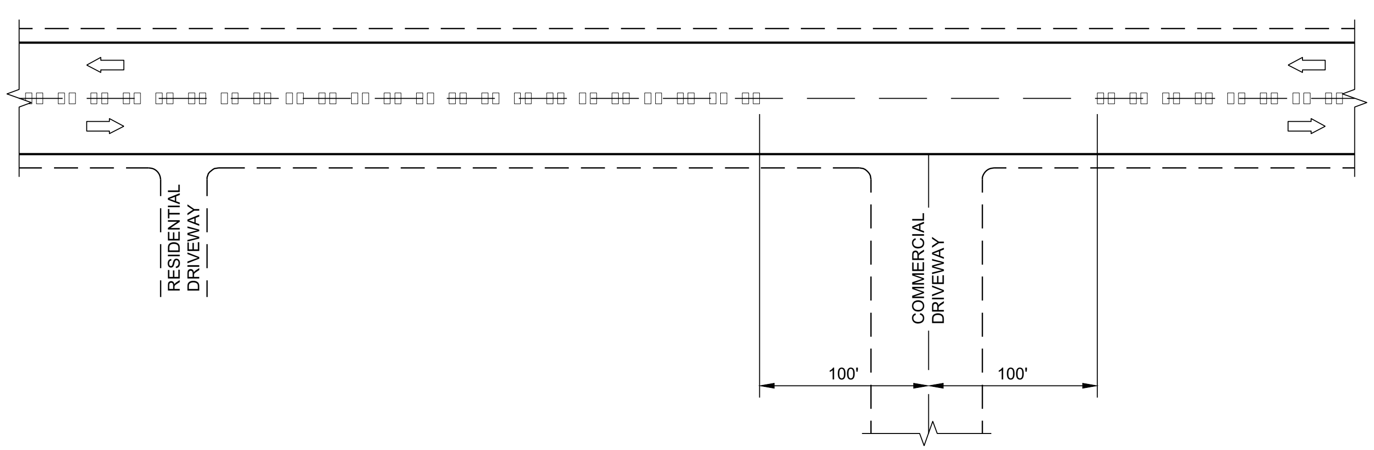
CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)



CENTERLINE GROOVES AT RAILROADS



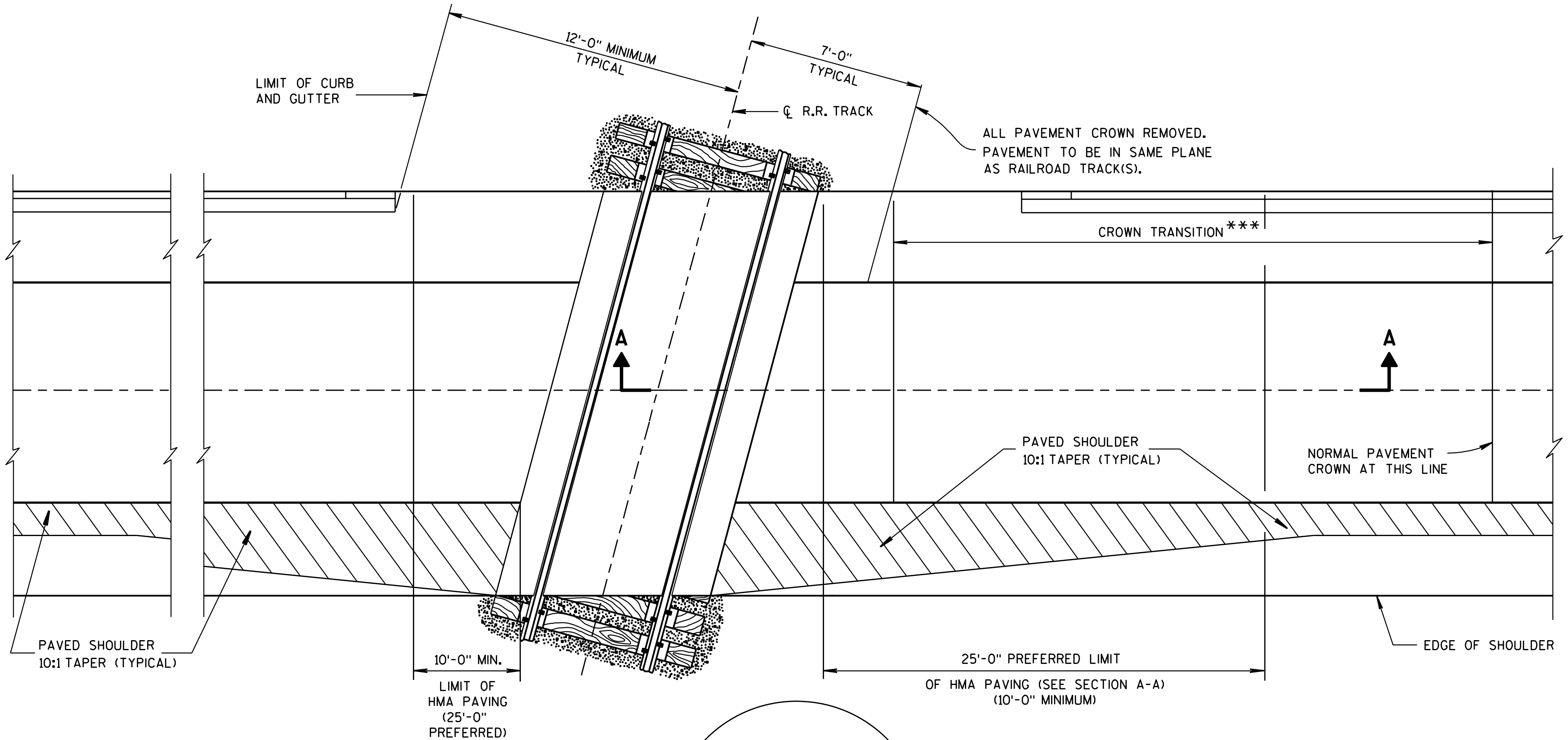
CENTERLINE GROOVES AT DRIVEWAYS (1)

2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



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.

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

HMA PAVEMENT APPROACHES AND HMA PAVEMET CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

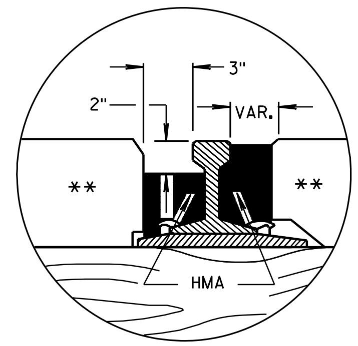
HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

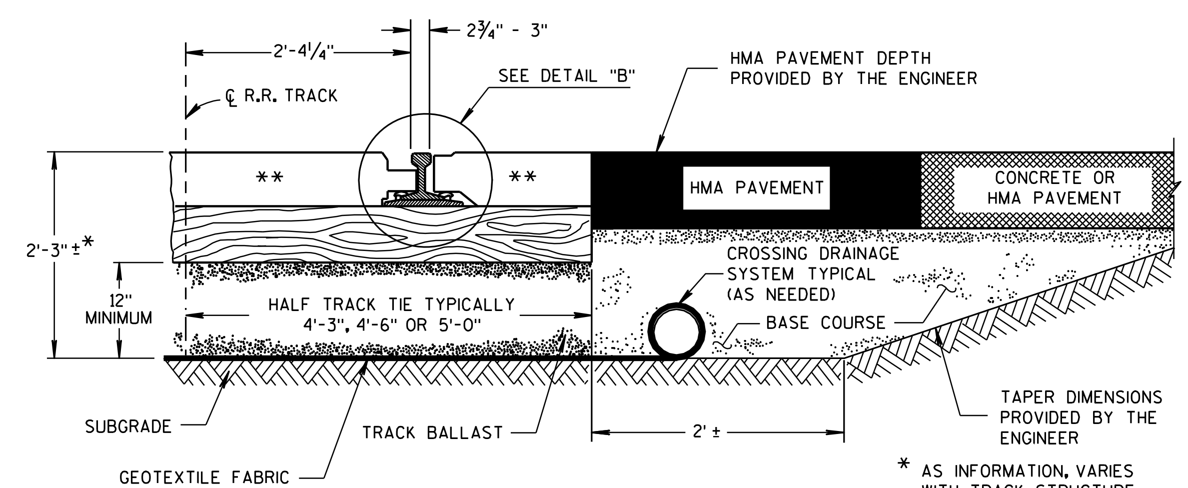
*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.

6



DETAIL B

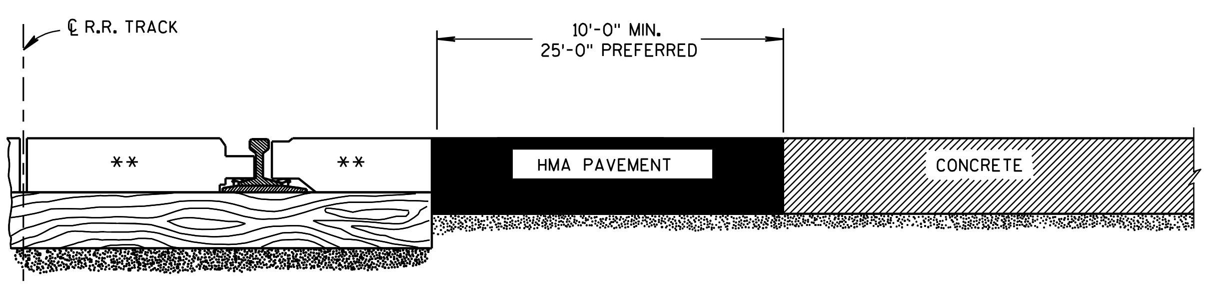
HMA FLANGEWAY AND FIELD FILLERS



* AS INFORMATION, VARIES WITH TRACK STRUCTURE AND SOIL CONDITIONS

TYPICAL HALF SECTION

6



SECTION A-A

CONCRETE PAVEMENT APPROACH

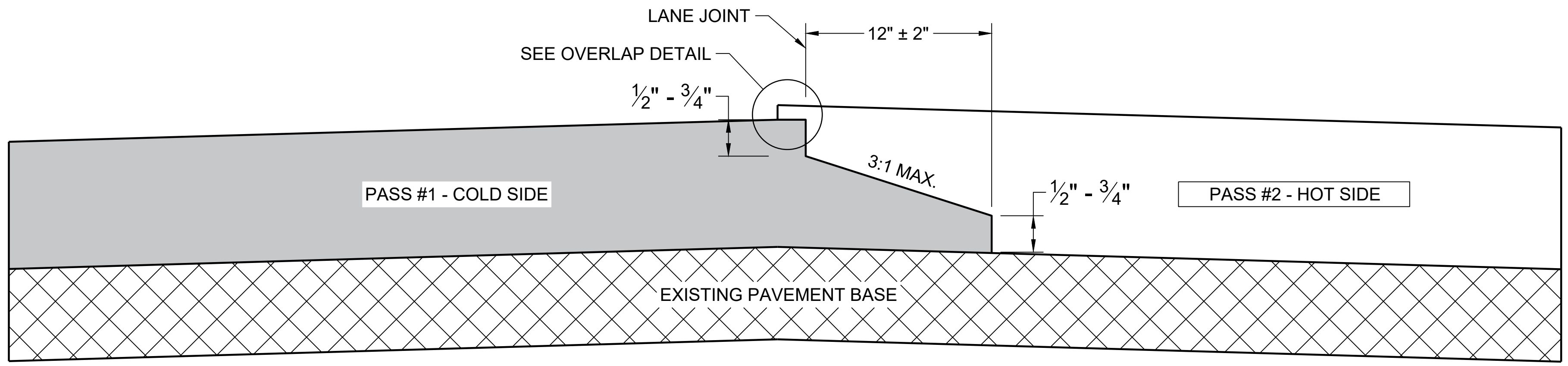
SECTION A-A

HMA PAVEMENT APPROACH

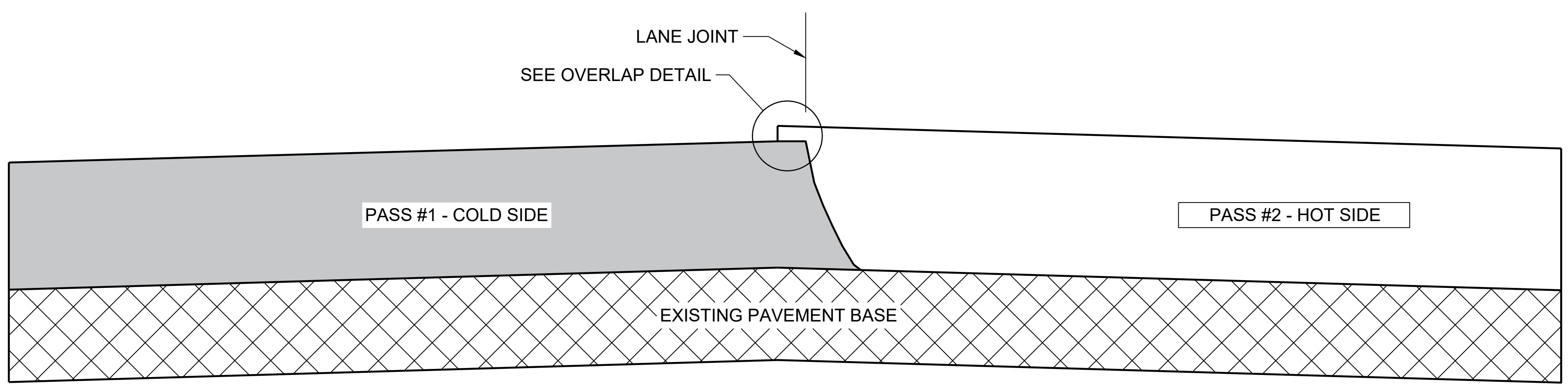
EXAMPLES OF PAVEMENT APPROACHES

PAVEMENT DETAILS FOR RAILROAD APPROACH
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 8-28-09 DATE /S/ Ronald E. Adams CHIEF, RAILROADS & HAR[79]CTION FHWA

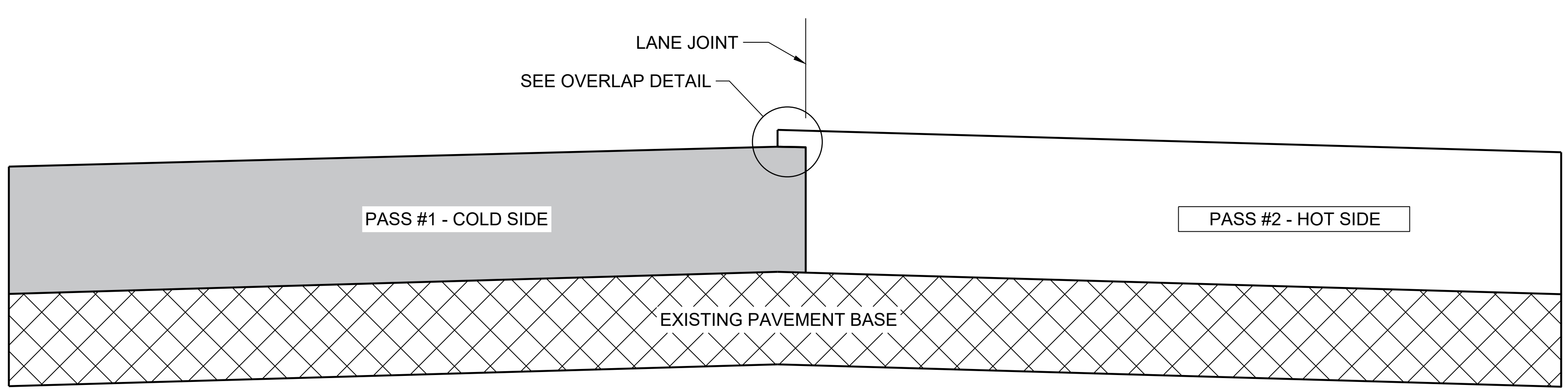
S.D.D. 13 B 1-10



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

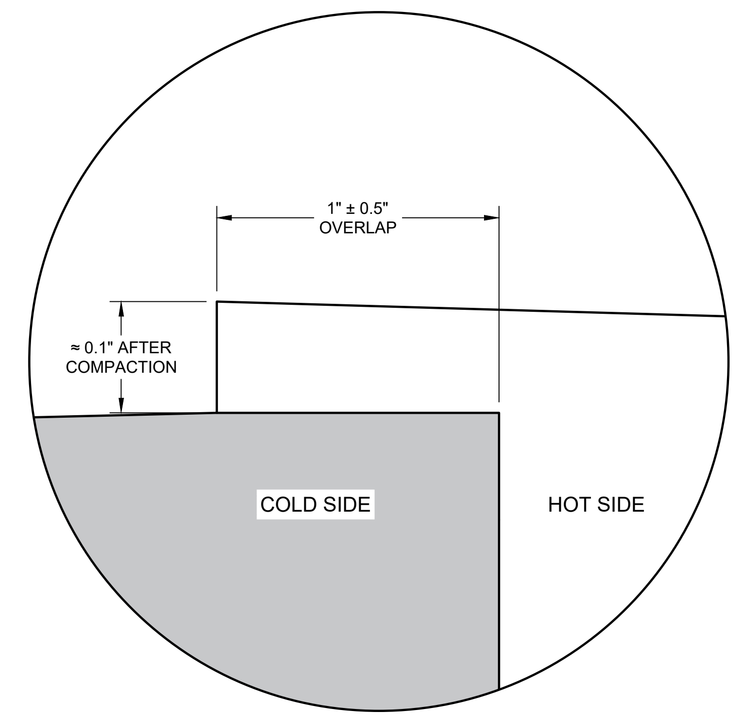
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

HMA LONGITUDINAL JOINTS

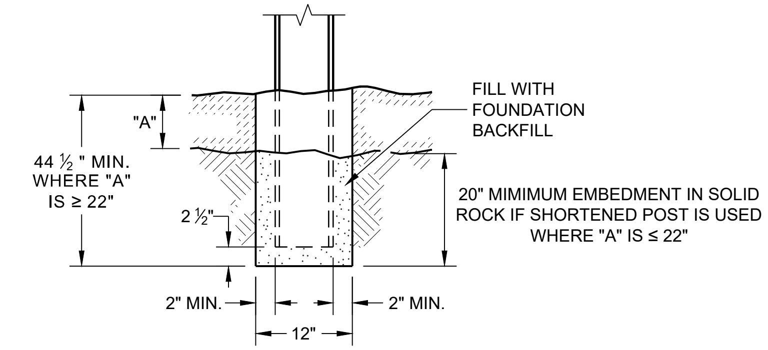
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN: 80
FHWA

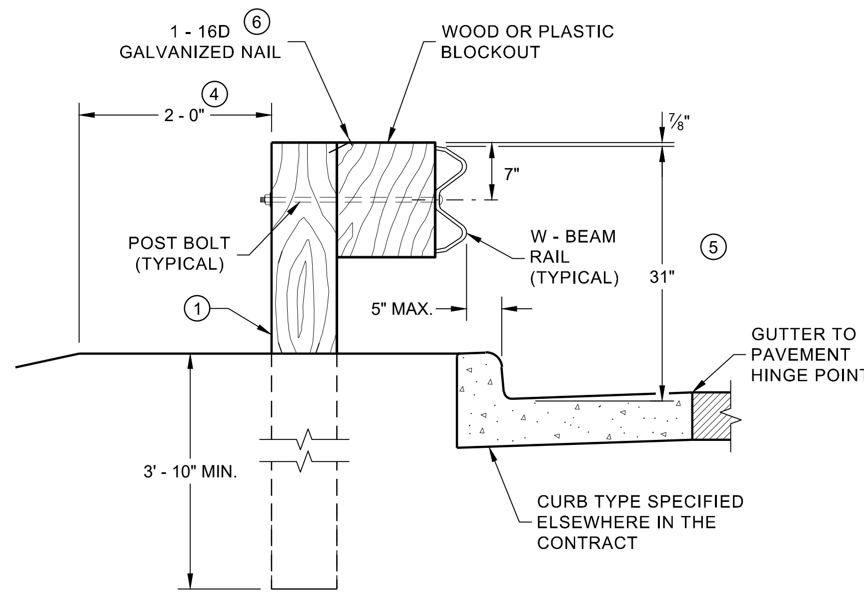
SDD 13C19 - 03

SDD 13C19 - 03

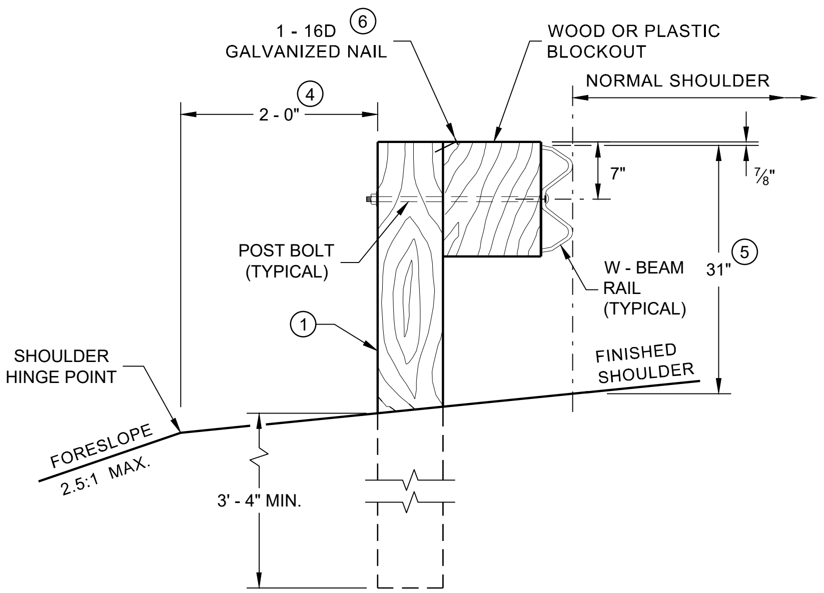
1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS 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".



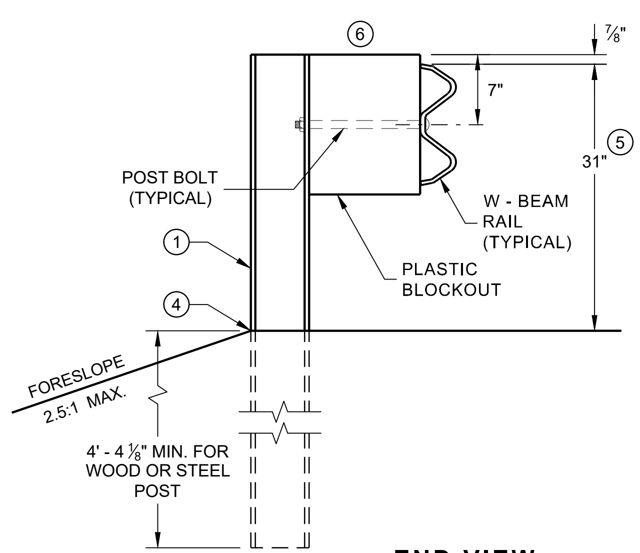
END VIEW
SETTING STEEL OR WOOD POST IN ROCK 3



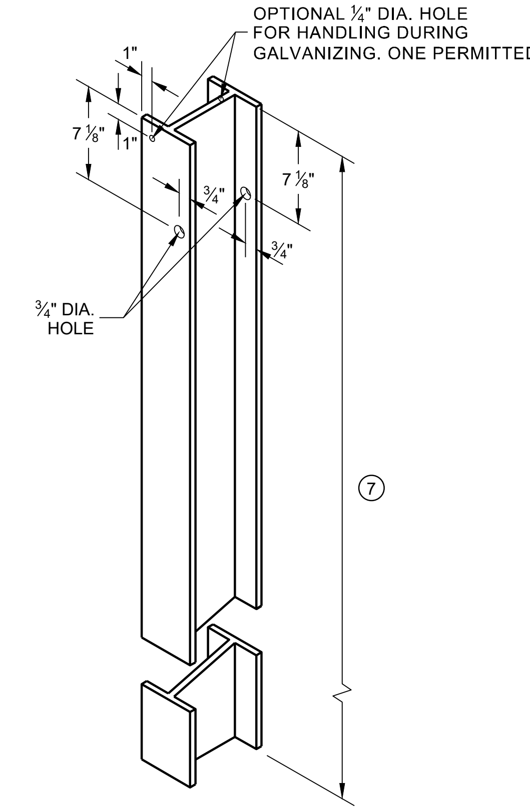
END VIEW
LOCATED ALONG A CURBED ROADWAY



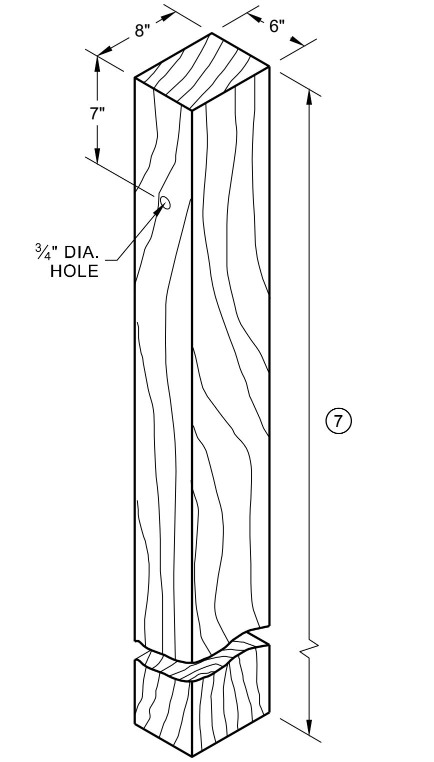
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



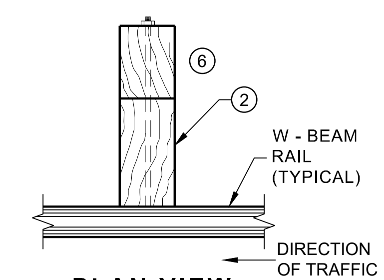
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



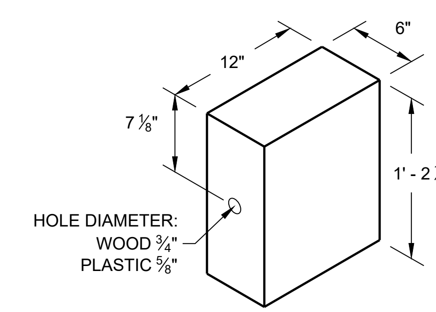
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) 1



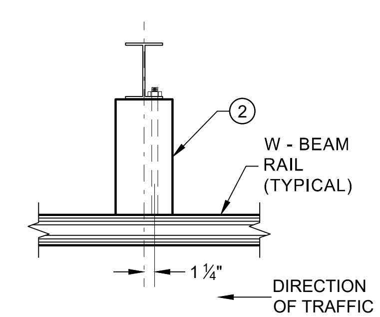
WOOD POST (6" X 8") NOMINAL 1



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT 2



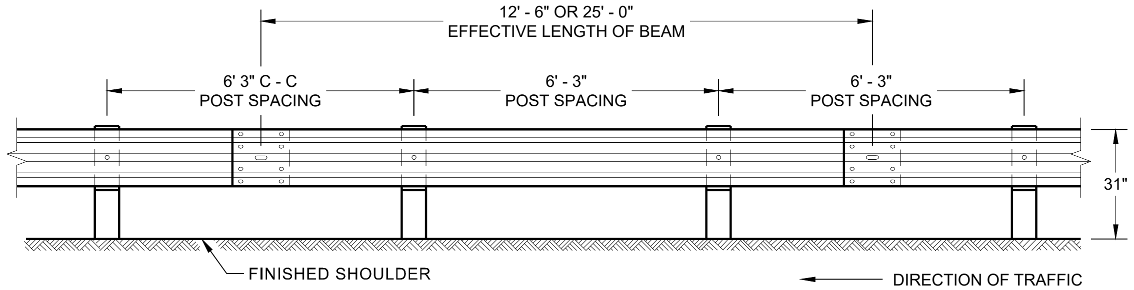
PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

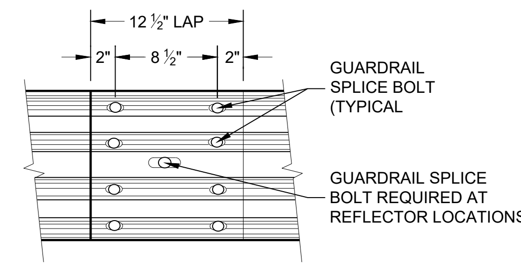
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07a



FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
MID-SPAN BEAM SPLICE

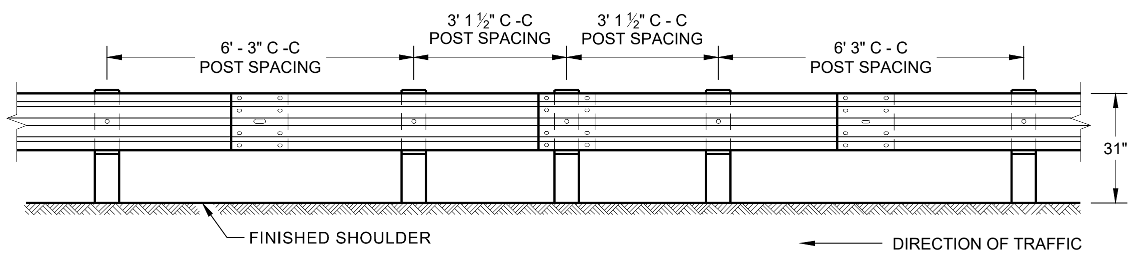
GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

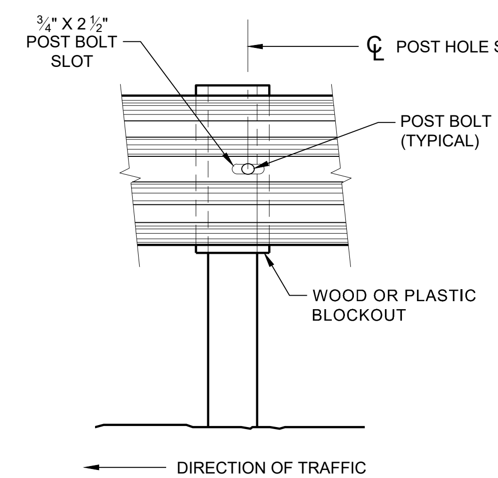
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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.

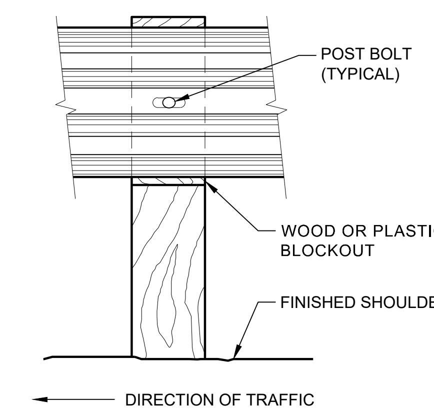
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



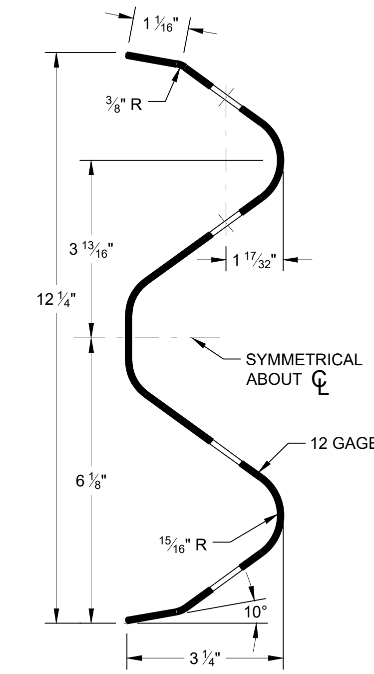
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



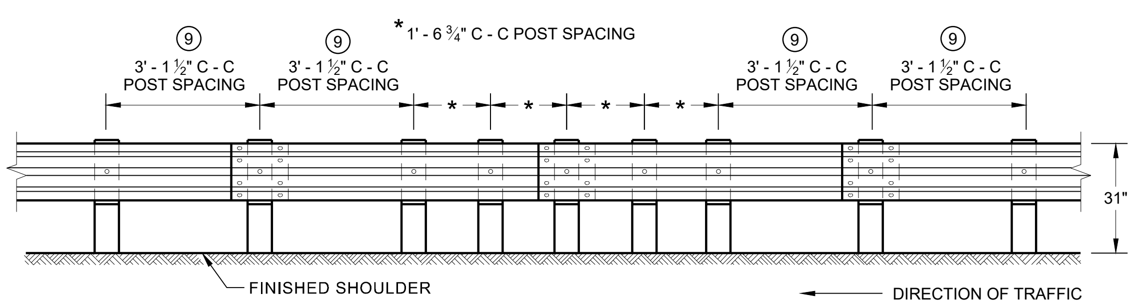
FRONT VIEW AT STEEL POST



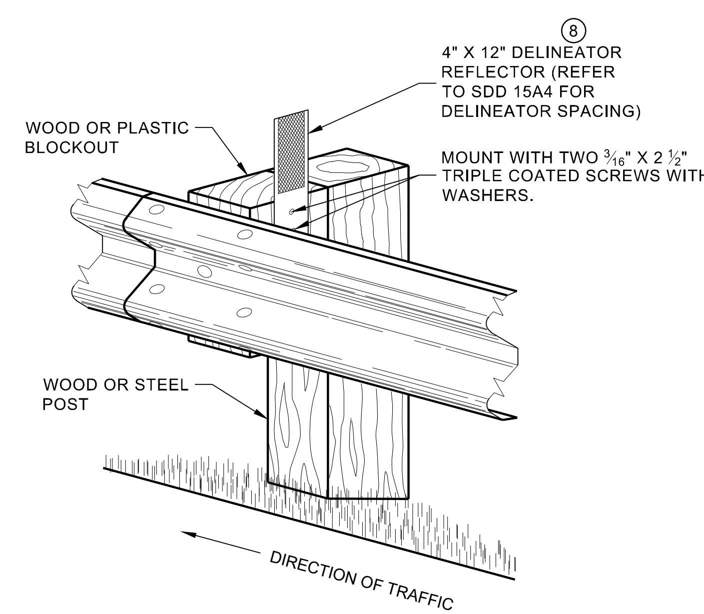
FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



FRONT VIEW
QUARTER POST SPACING (QS)



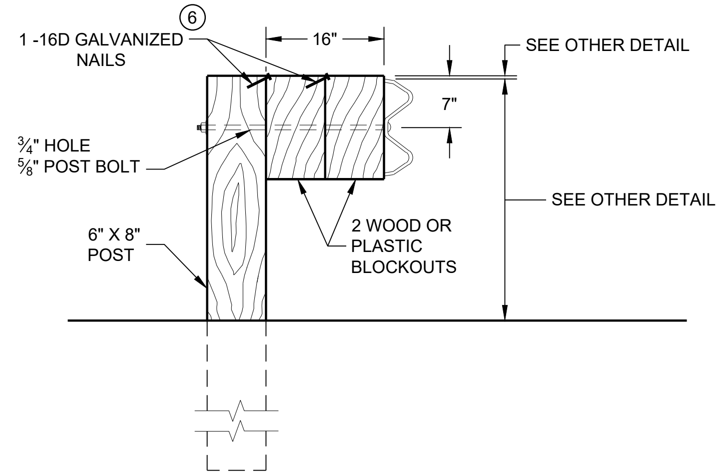
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

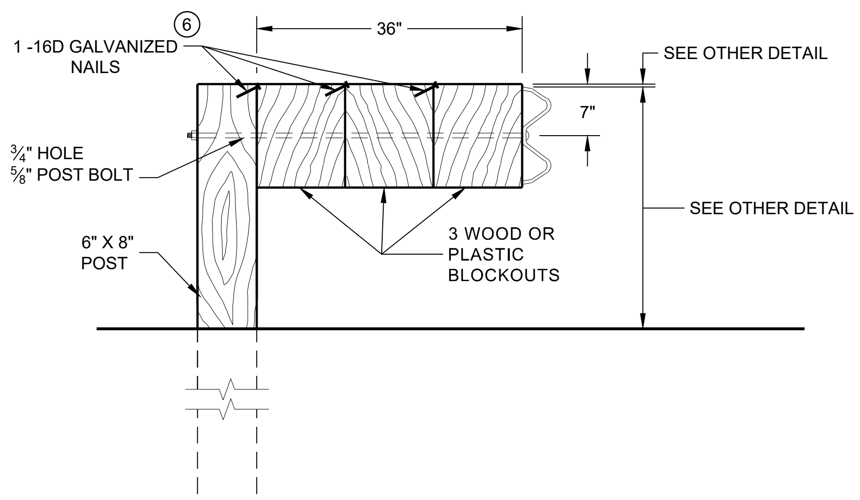
6

SDD 14B42 - 07b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.



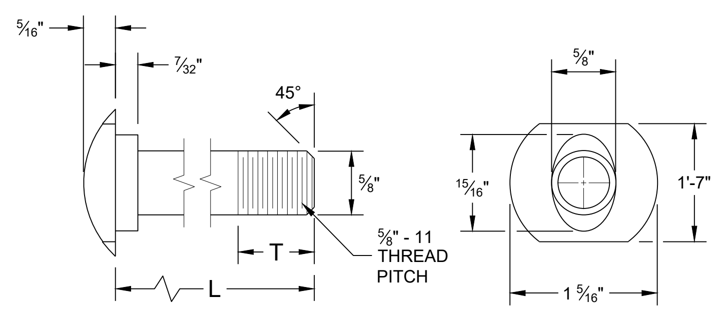
DETAIL FOR 36" BLOCKOUT DEPTH

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.

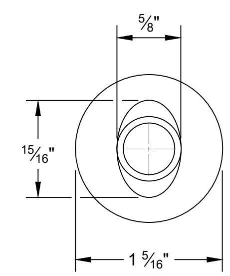
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF $\frac{3}{16}$".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

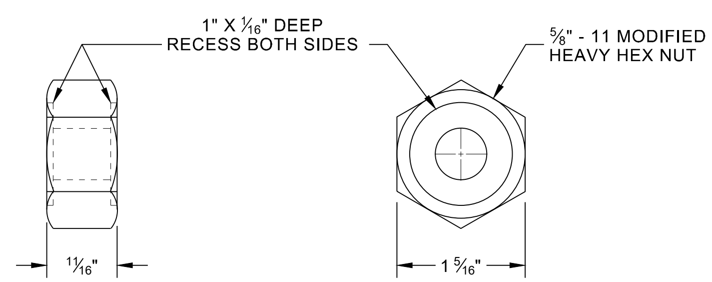


POST BOLT TABLE

L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 $\frac{1}{16}$"
18"	4"
21"	4 $\frac{1}{16}$"
25"	4"

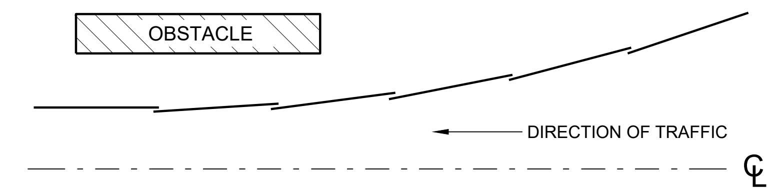


ALTERNATE BOLT HEAD

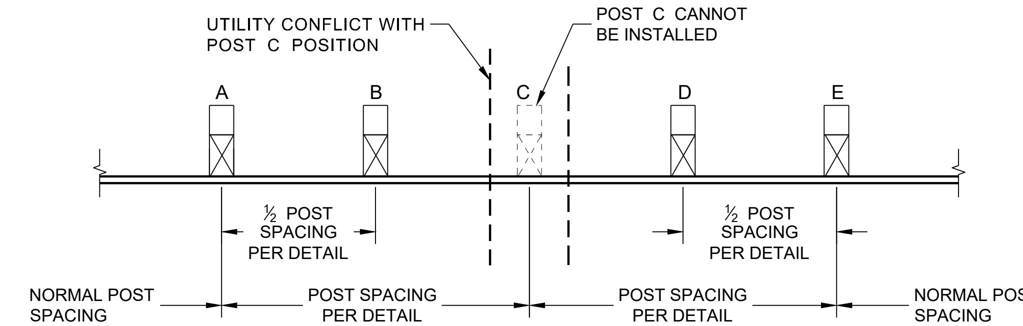


POST BOLT, SPLICE BOLT AND RECESS NUT

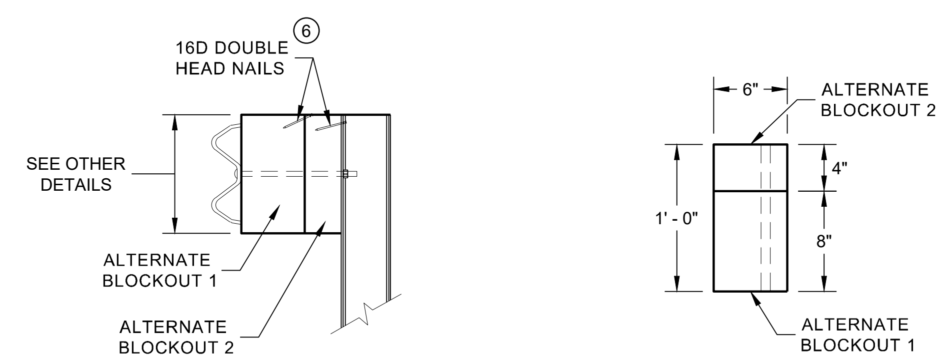
6 WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



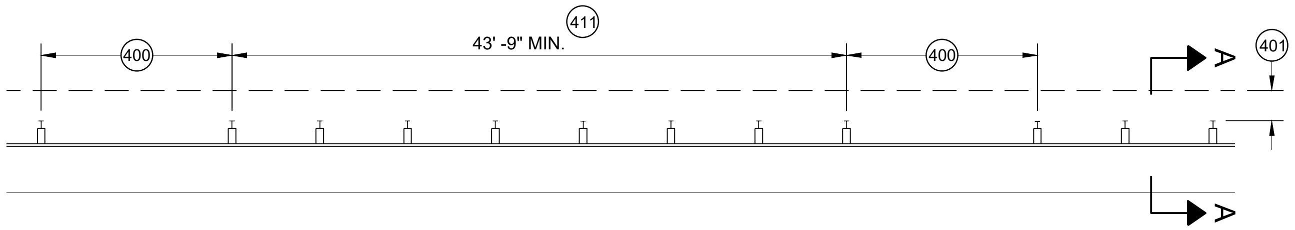
SIDE VIEW

PLAN VIEW

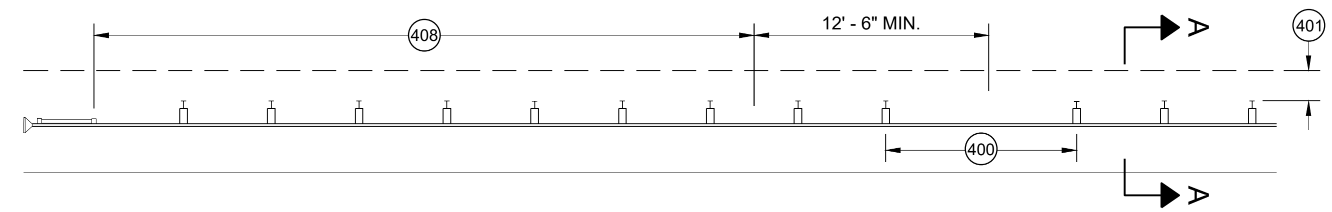
ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

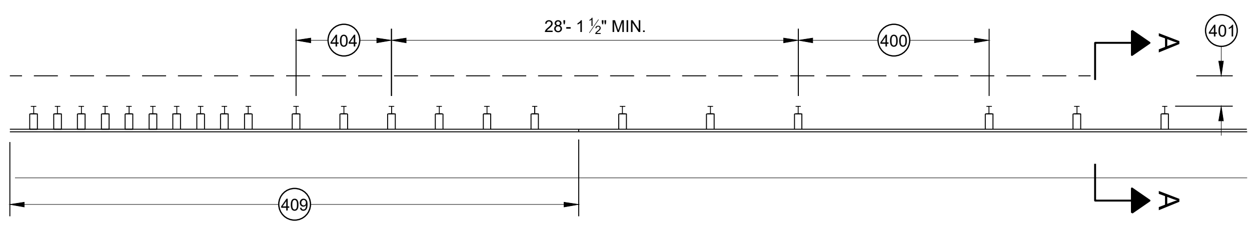
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI



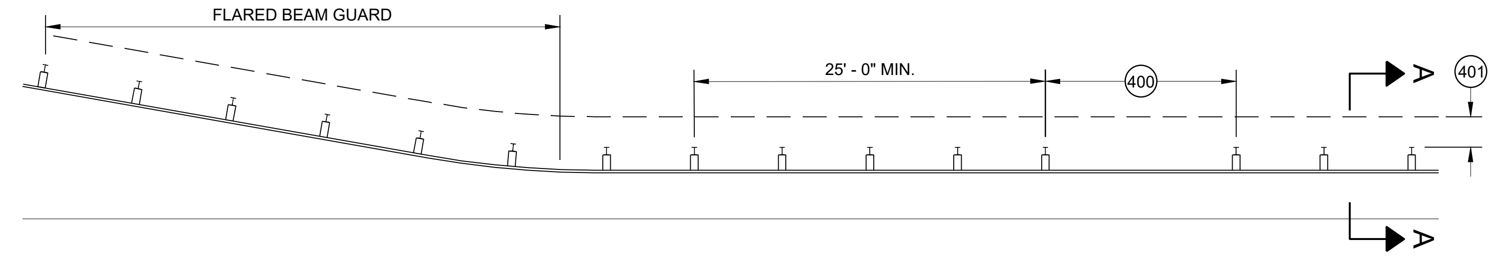
MISSING POST IN MGS GUARDRAIL



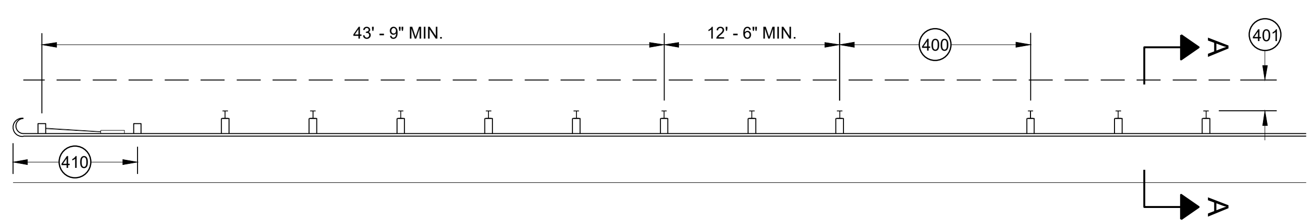
MISSING POST IN MGS GUARDRAIL NEAR EAT



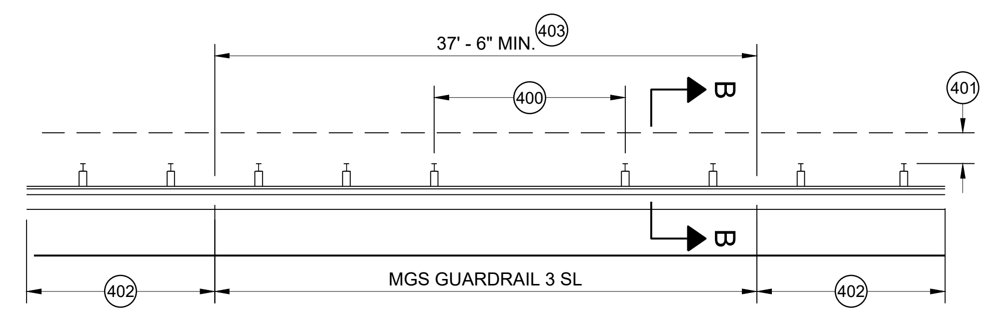
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

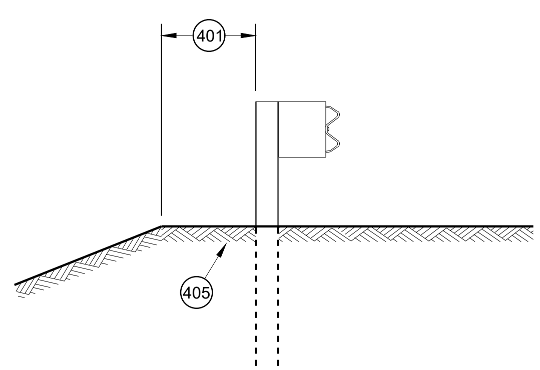


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

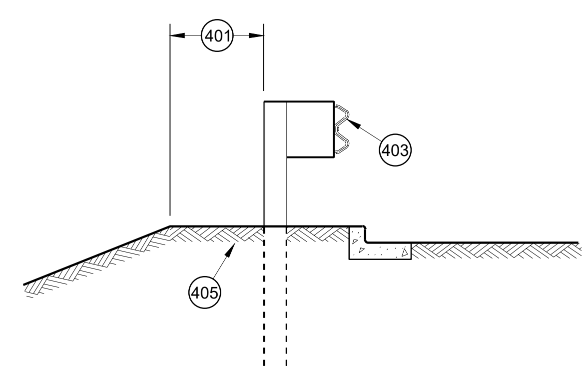


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

- 400 MAX SPAN 12' - 6"
- 401 2' MIN.
- 402 MGS GUARDRAIL 3
- 403 NESTING BEAM GUARD
- 404 ASYMMETRIC TRANSITION
- 405 SOIL WELL DRAINED AND COMPACTED
- 406 SEE OTHER DRAWINGS IN THIS SDD
- 407 SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
- 408 SEE SDD 14B44
- 409 SEE SDD 14B45
- 410 SEE SDD 14B47
- 411 MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

6

6

SDD 14B42 - 07d

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

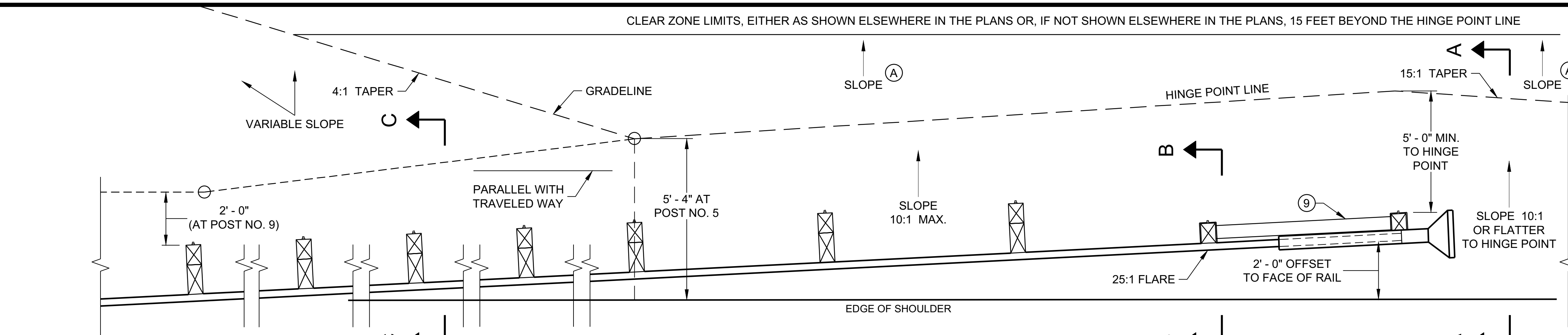
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

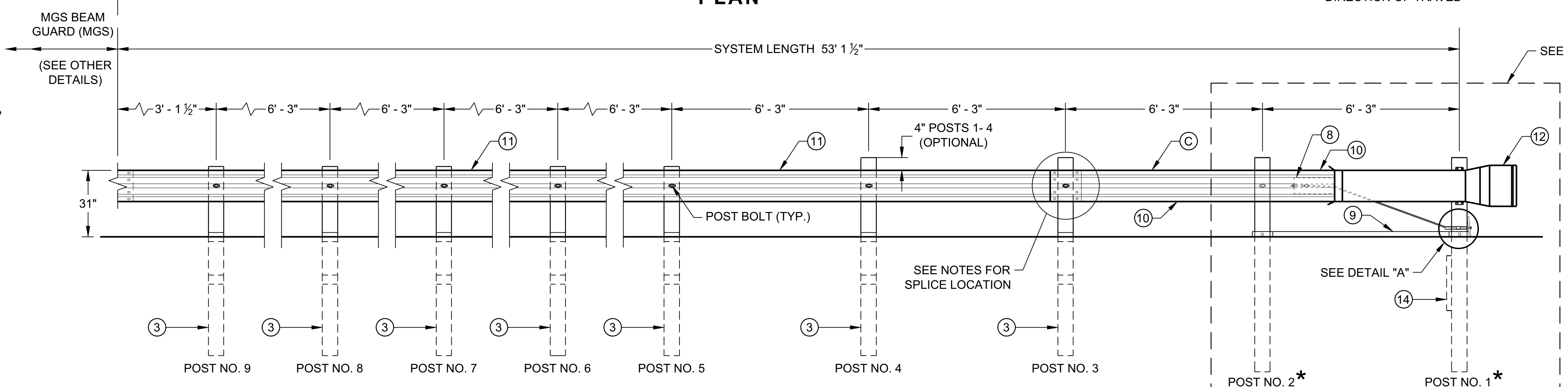
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

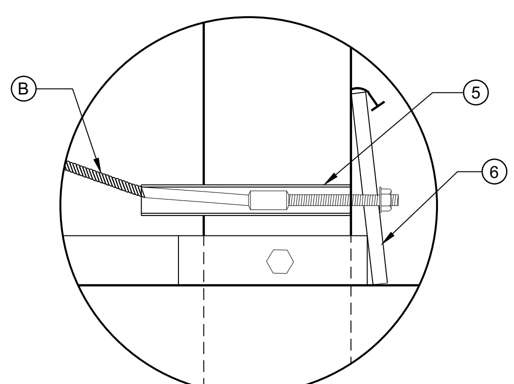
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



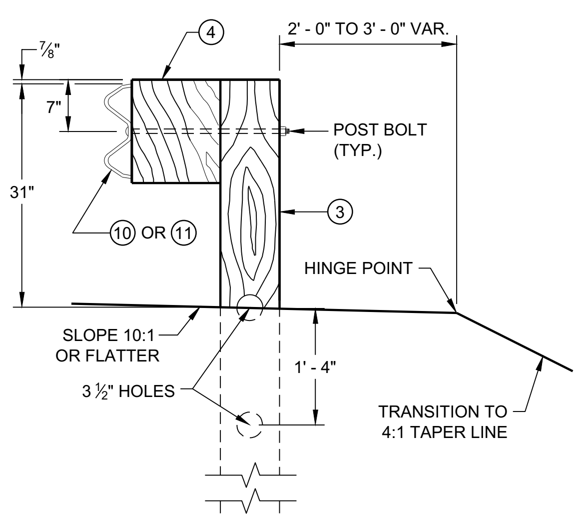
PLAN



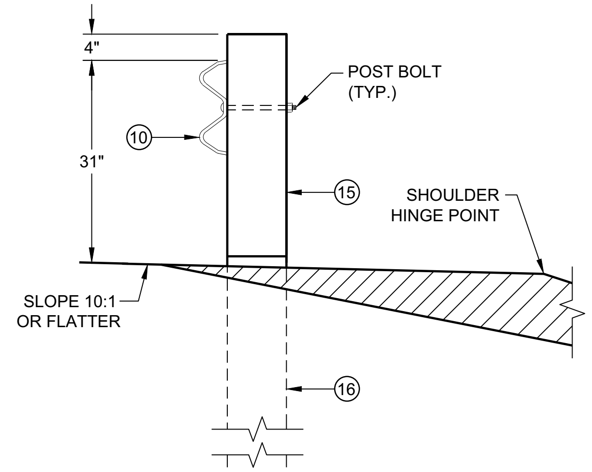
ELEVATION



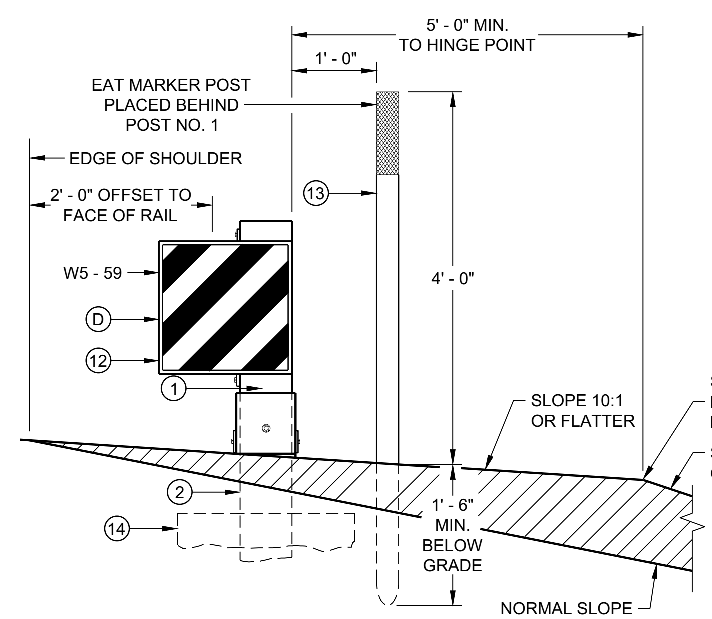
DETAIL "A" (E)



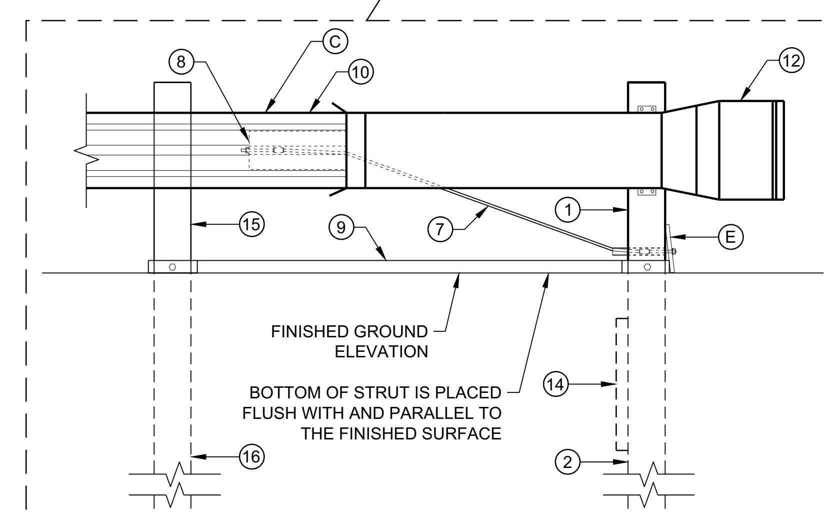
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

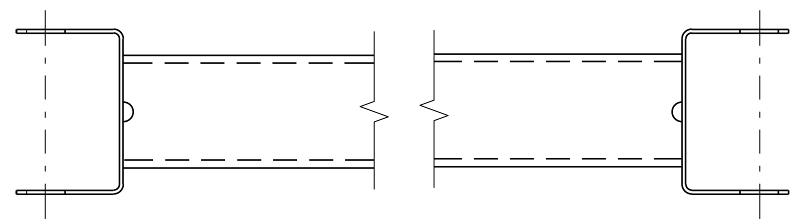
6

SDD 14B44 - 04a

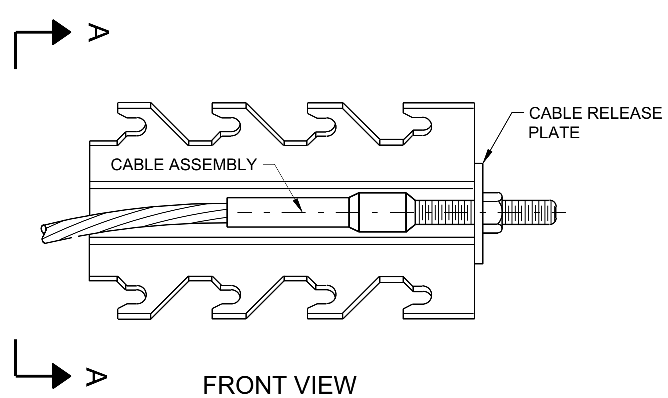
6

BILL OF MATERIALS

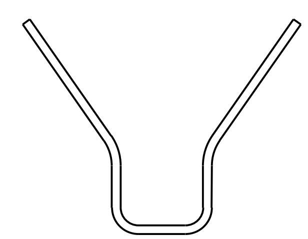
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
1	UPPER POST NO. 1 6" X 6" TUBE
2	LOWER POST NO. 1
3	WOOD CRT
4	WOOD BLOCKOUT
5	PIPE SLEEVE
6	BEARING PLATE
7	BCT CABLE ASSEMBLY
8	ANCHOR CABLE BOX
9	GROUND STRUT
10	PERFORATED W-BEAM RAIL 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 GROUND STRUT 9 E

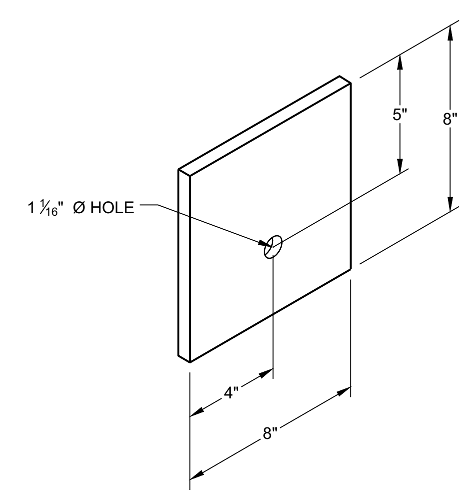


FRONT VIEW



SECTION A - A

GENERIC ANCHOR CABLE BOX 9 E



BEARING PLATE 6 E

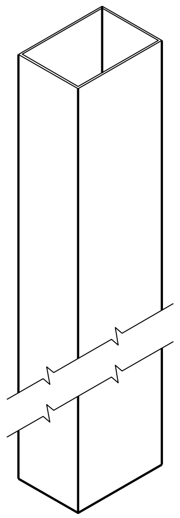
6

SDD 14B44 - 04b

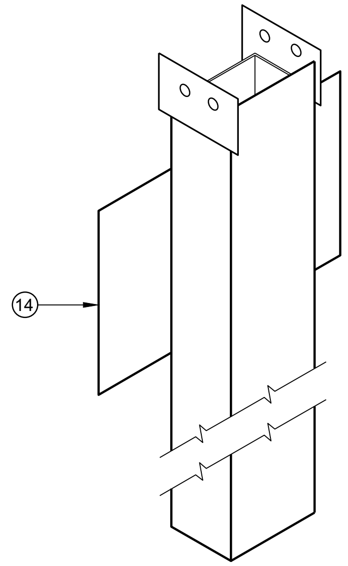
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

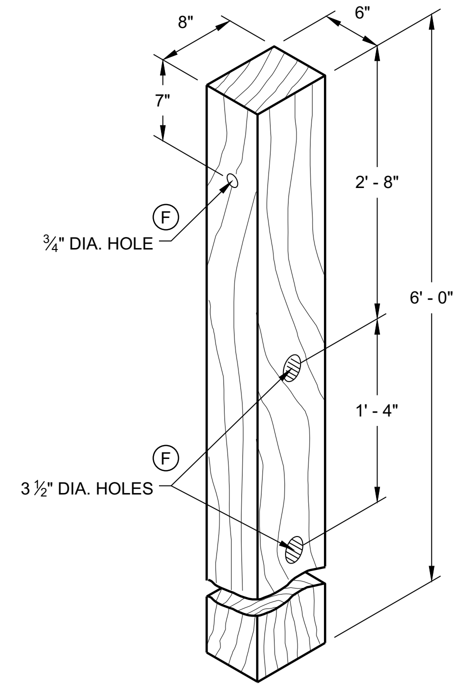
SDD 14B44 - 04b



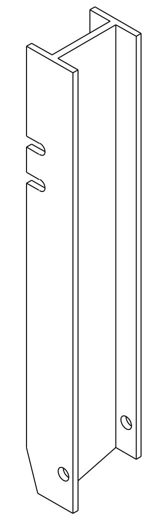
UPPER POST NO. 1 ① Ⓔ



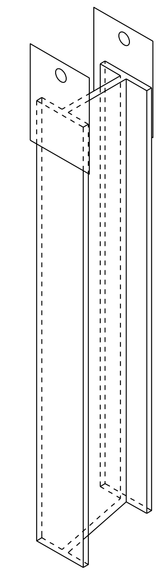
LOWER POST NO. 1 ② Ⓔ



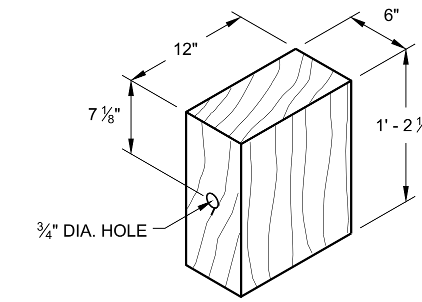
WOOD CRT POST ③ Ⓔ
POSTS NUMBER 3-9



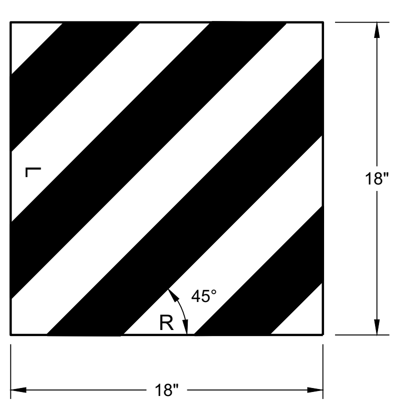
UPPER POST NO. 2 ⑮ Ⓔ



LOWER POST NO. 2 ⑯ Ⓔ

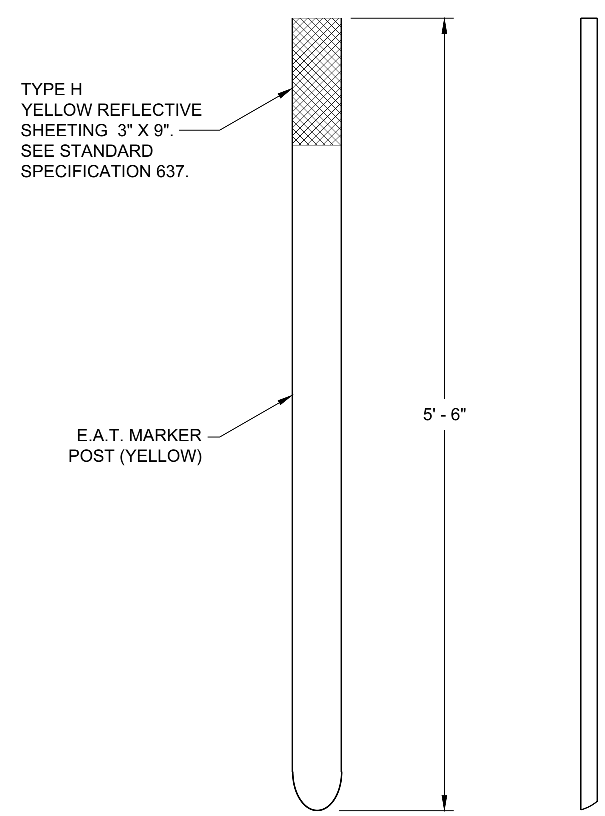


WOOD BLOCKOUT ④
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



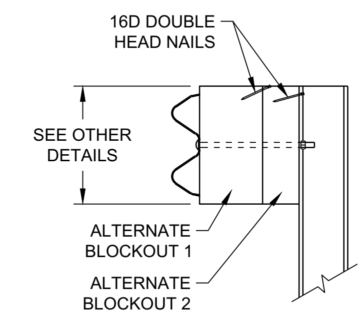
W5 - 59

REFLECTIVE SHEETING DETAIL Ⓔ

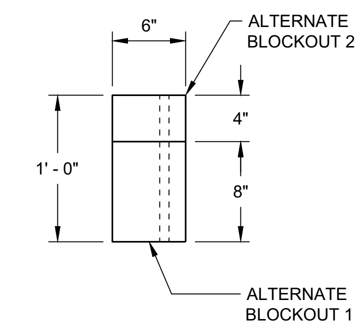


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST ⑬



SIDE VIEW



TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

6

6

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

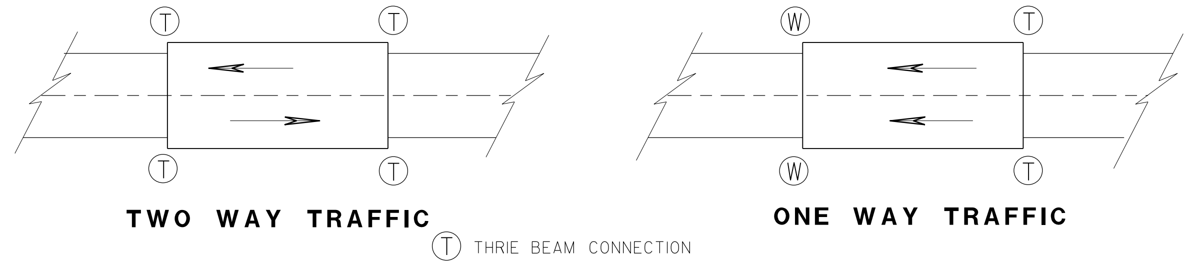
7/2018	/S/ Rodney Taylor
DATE	ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

SDD 14B44 - 04c

SDD 14B44 - 04c

6



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.

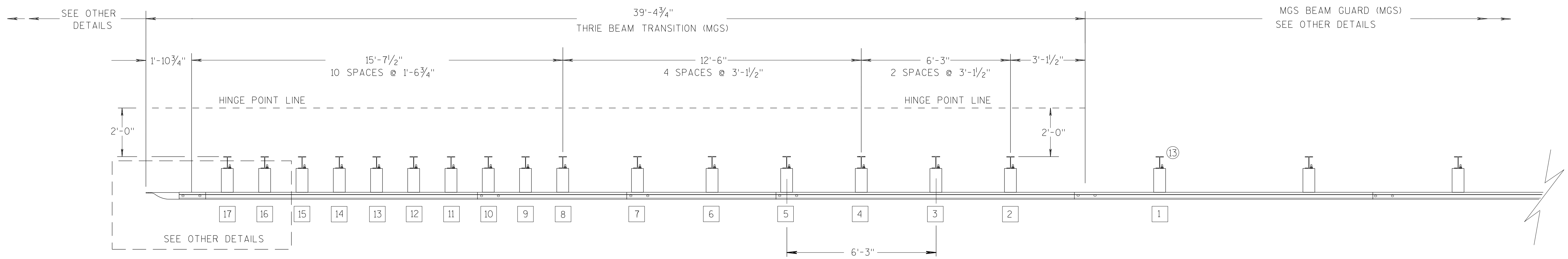
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

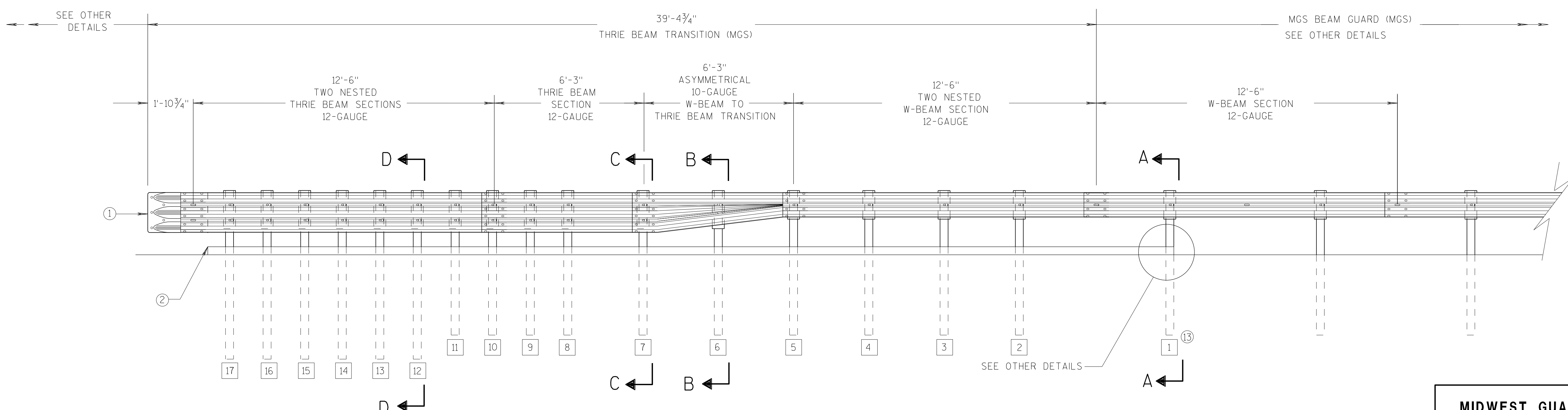
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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

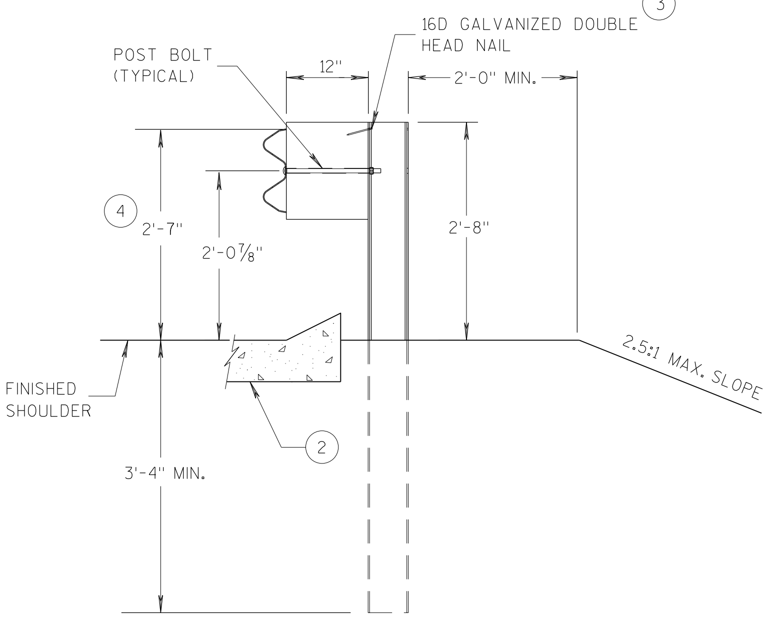
6

S.D.D. 14 B 45-5a

S.D.D. 14 B 45-5a

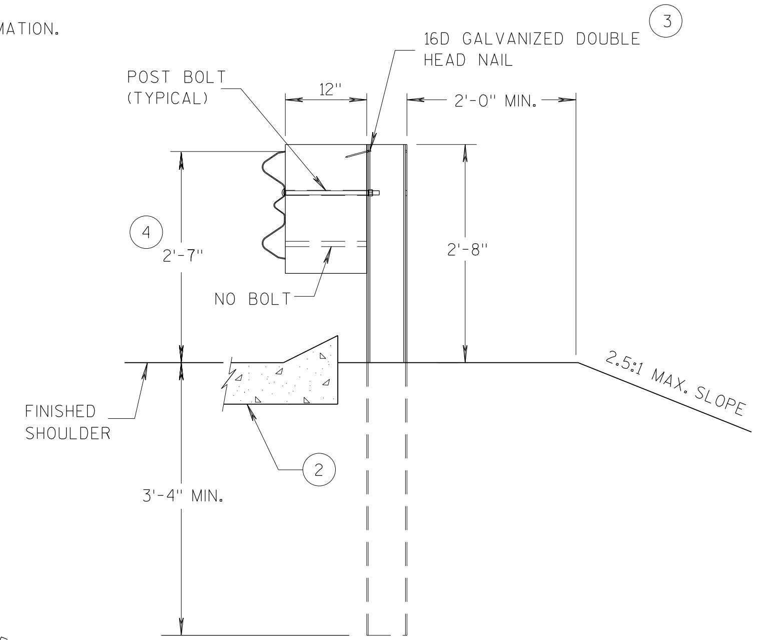
GENERAL NOTES

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



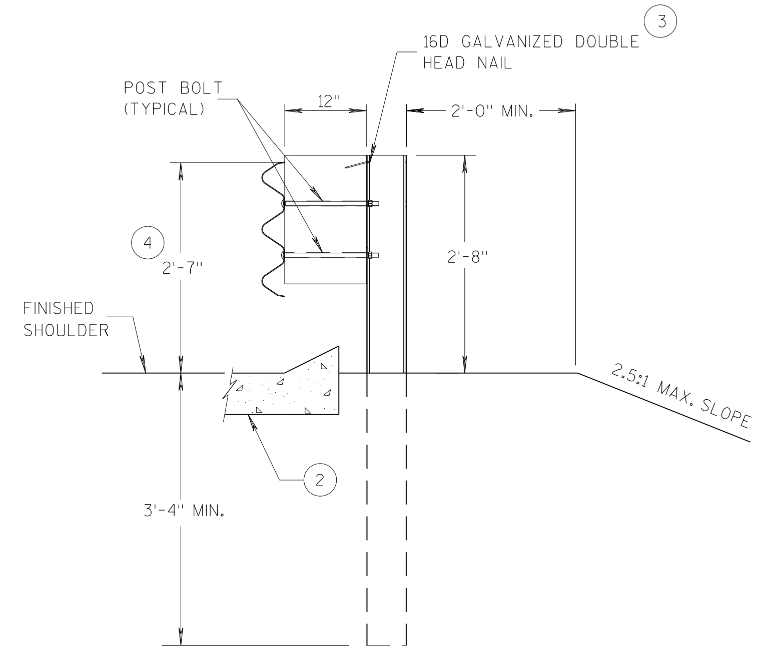
SECTION A-A (13)

POSTS 1-5



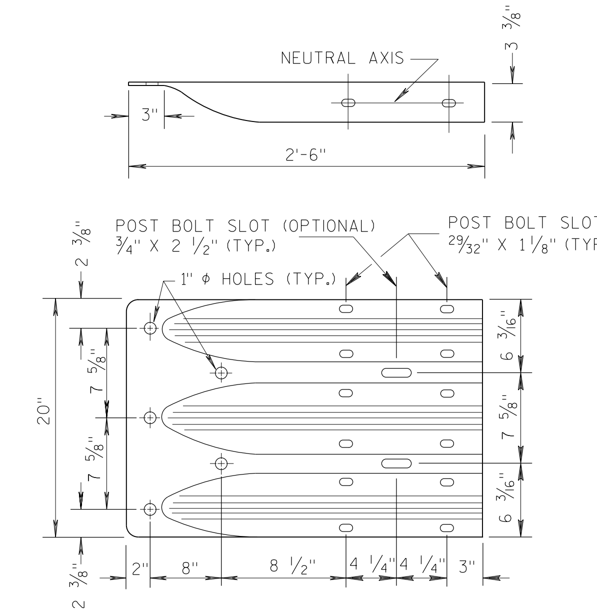
SECTION B-B

POST 6



SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR

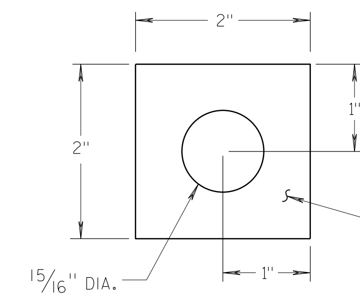
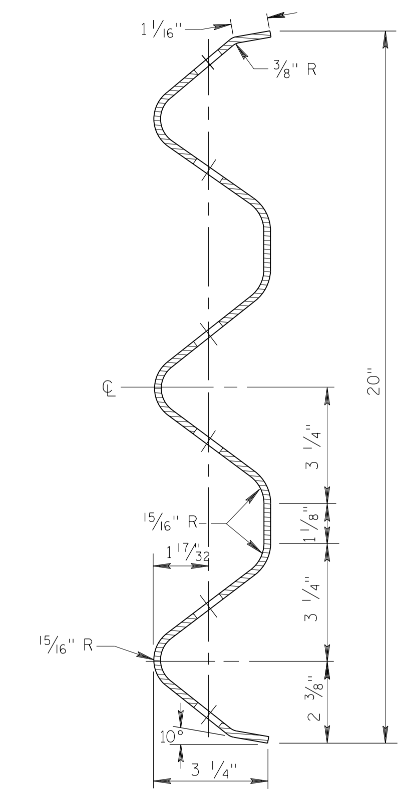
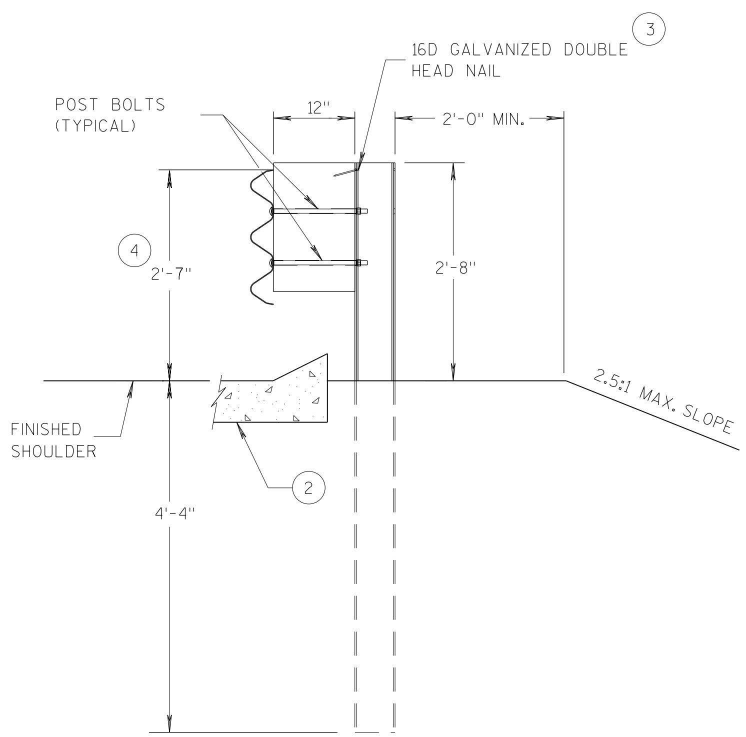


PLATE WASHER DETAIL

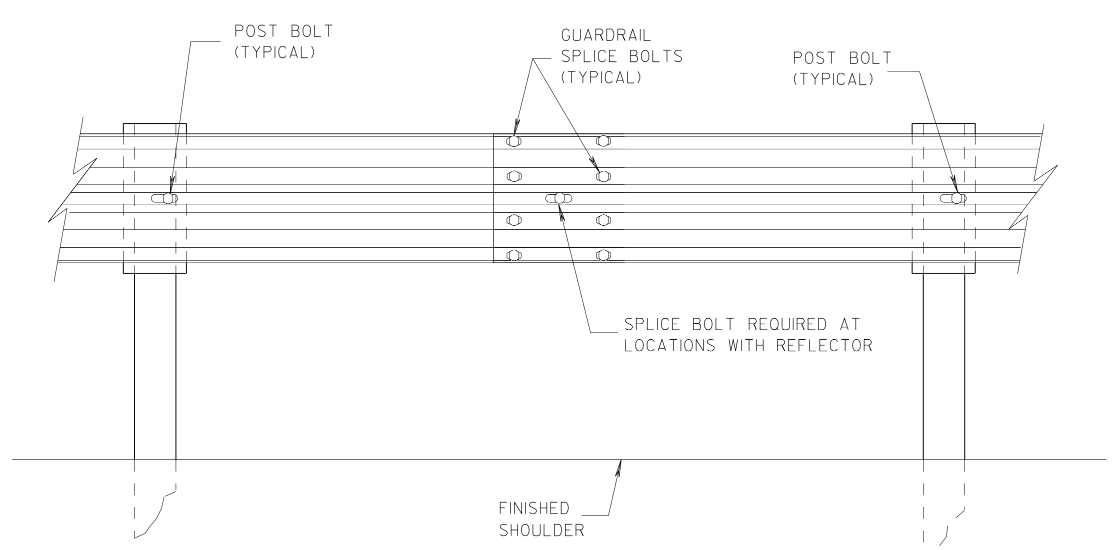


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-17



SPLICE DETAIL

6

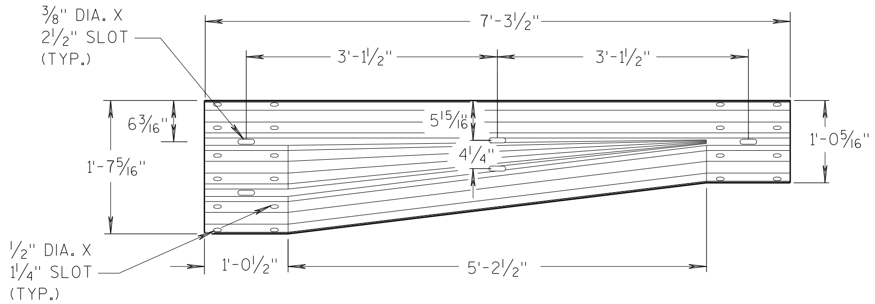
6

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

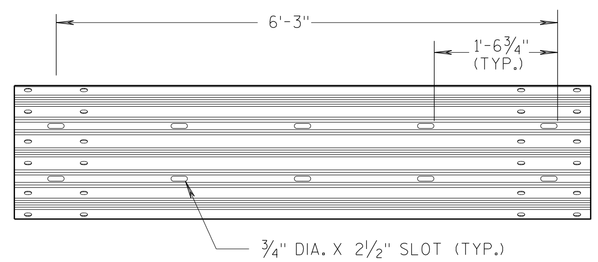
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

S.D.D. 14 B 45-5b

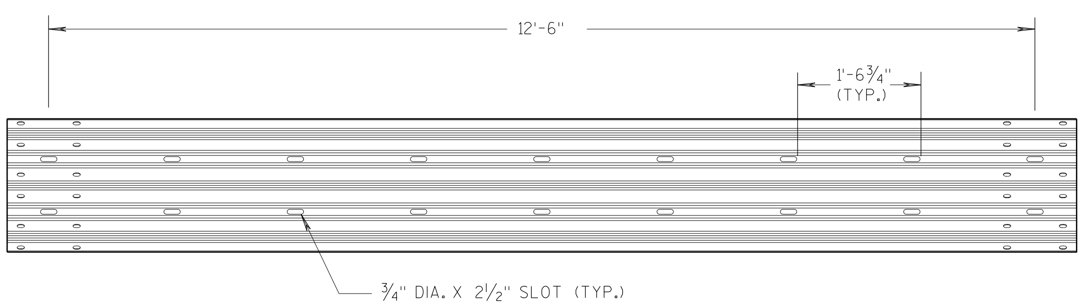
S.D.D. 14 B 45-5b



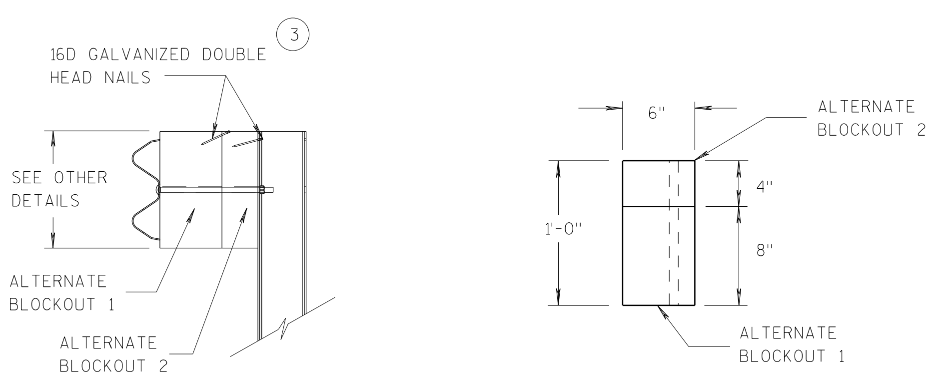
W-BEAM TO THRIE BEAM TRANSITION SECTION



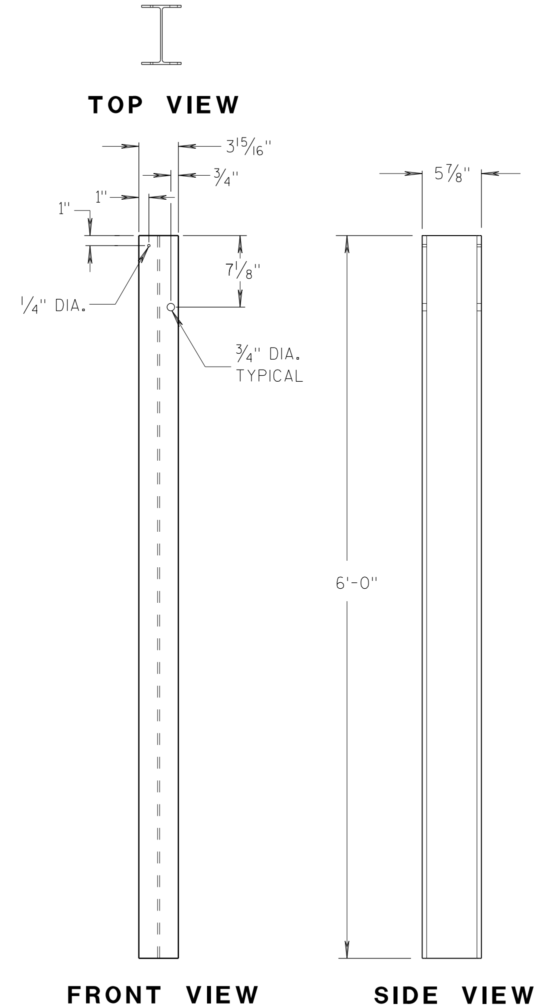
6'-3" THRIE BEAM SECTION



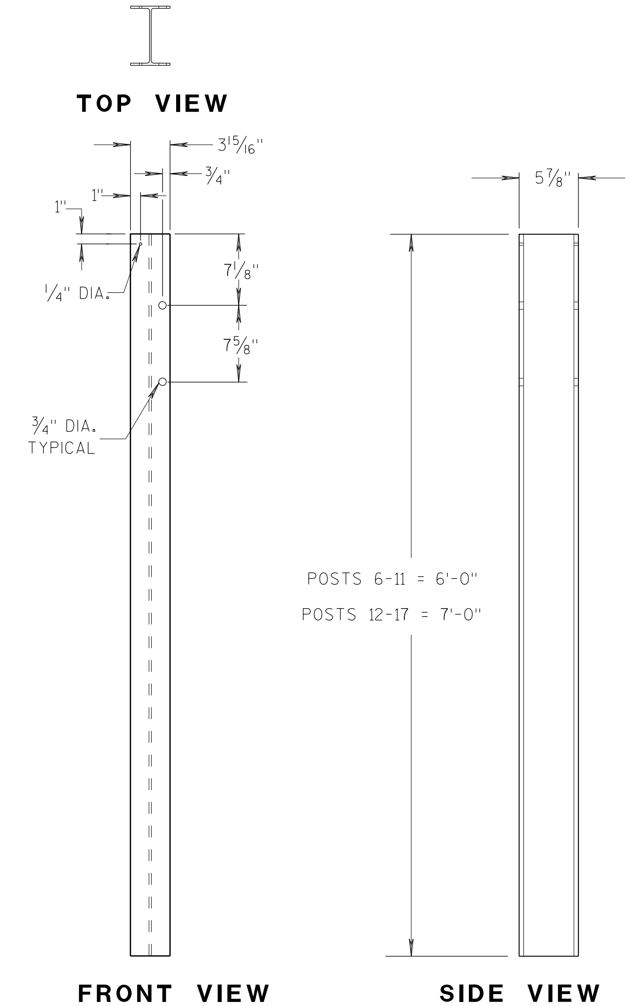
12'-6" THRIE BEAM SECTION



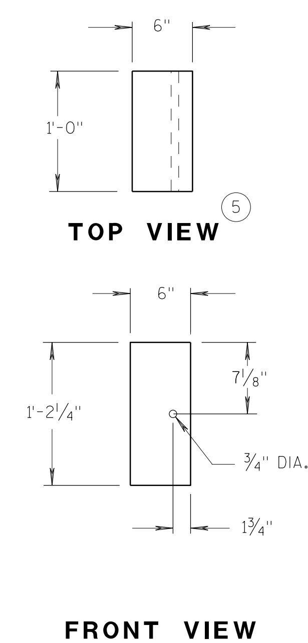
ALTERNATE WOOD BLOCKOUT DETAIL



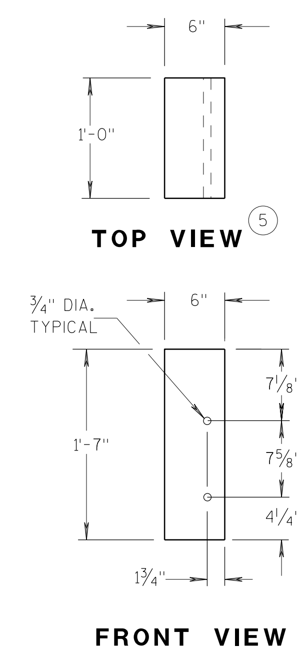
STEEL POSTS 1-5 (13)



STEEL POSTS 6-17



BLOCKOUT POSTS 1-5



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.

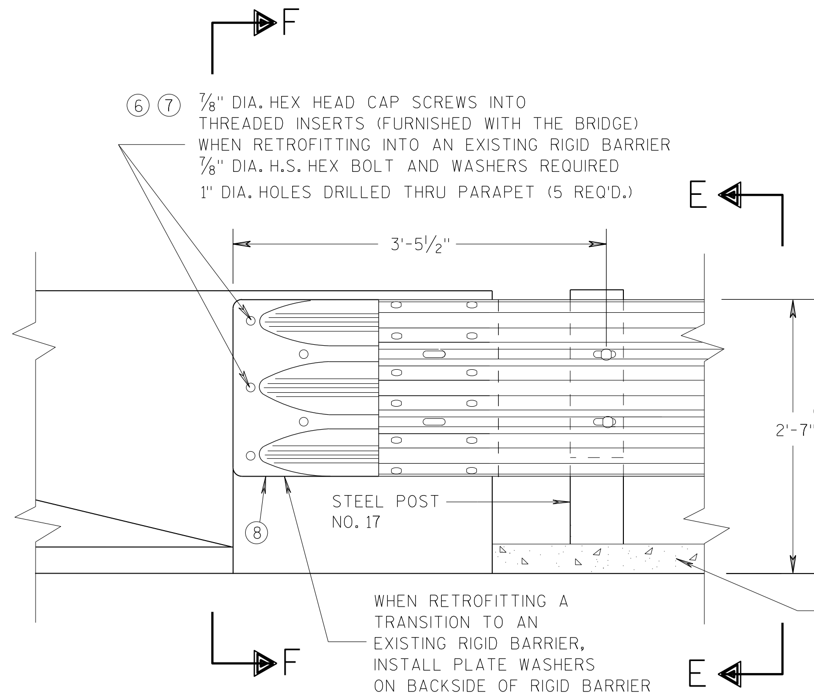
6

6

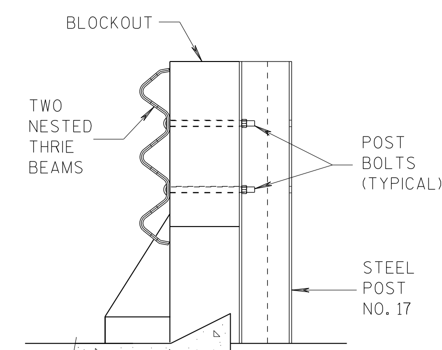
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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.

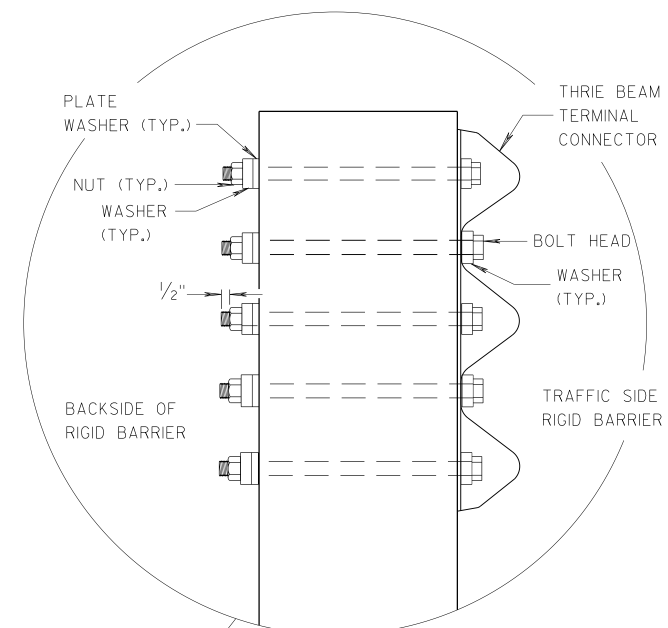
2 OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

4 TOLERANCE FOR TOP OF BEAM IS ± 1".

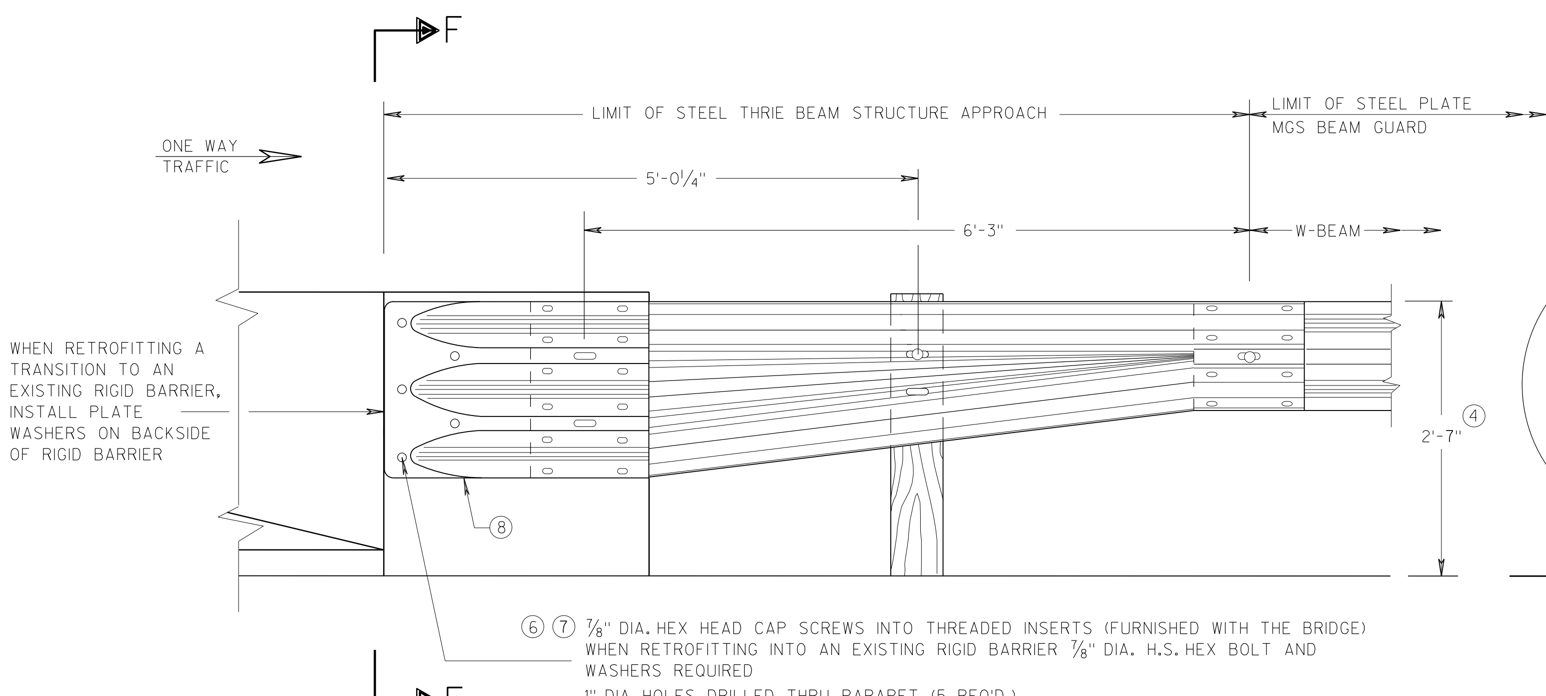
6 DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

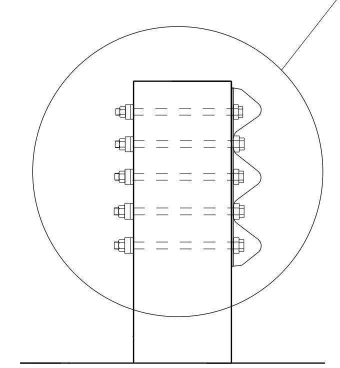
7 BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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".

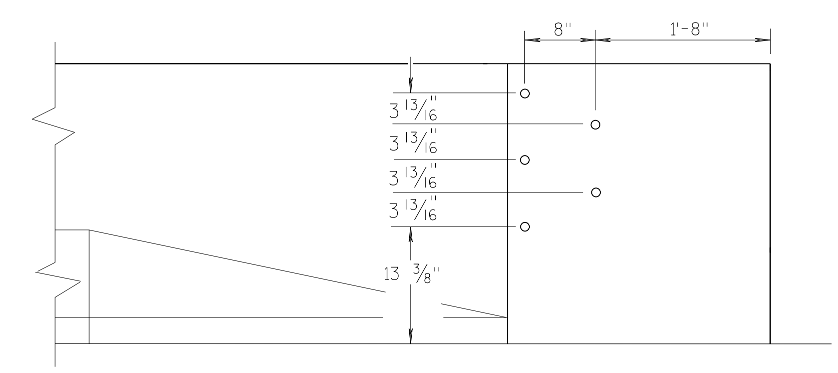


6





SECTION F-F



DRILL HOLE LOCATION

FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

6

S.D.D. 14 B 45-5d

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[...]NT UNIT SUPERVIS[...]
FHWA

S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

2 OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

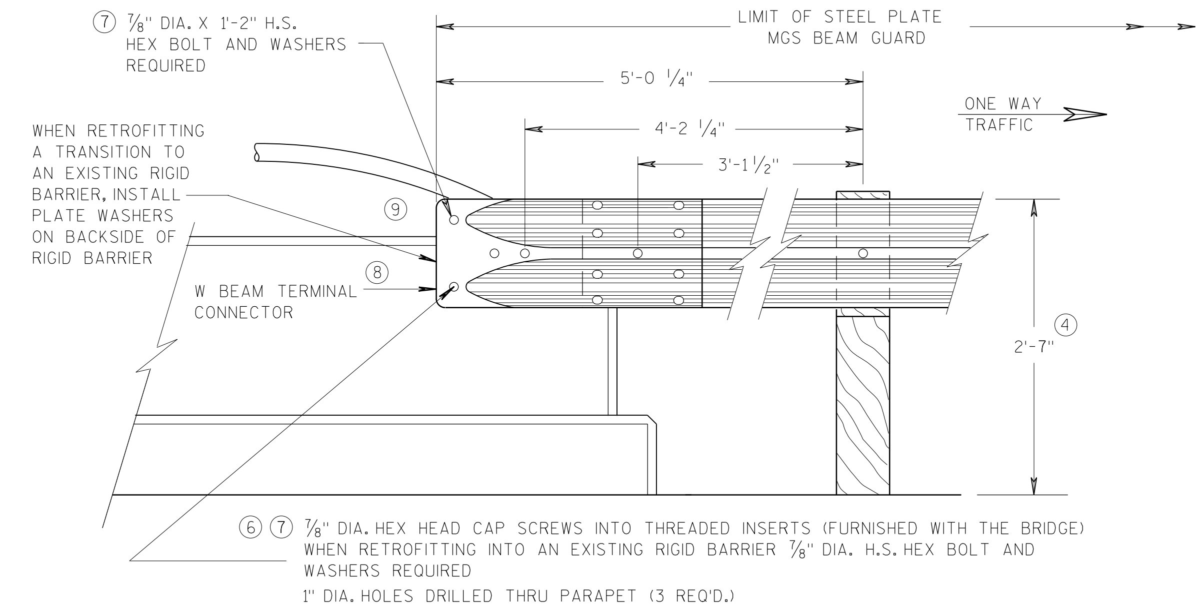
4 TOLERANCE FOR TOP OF BEAM IS ± 1".

6 DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

7 BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

8 THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

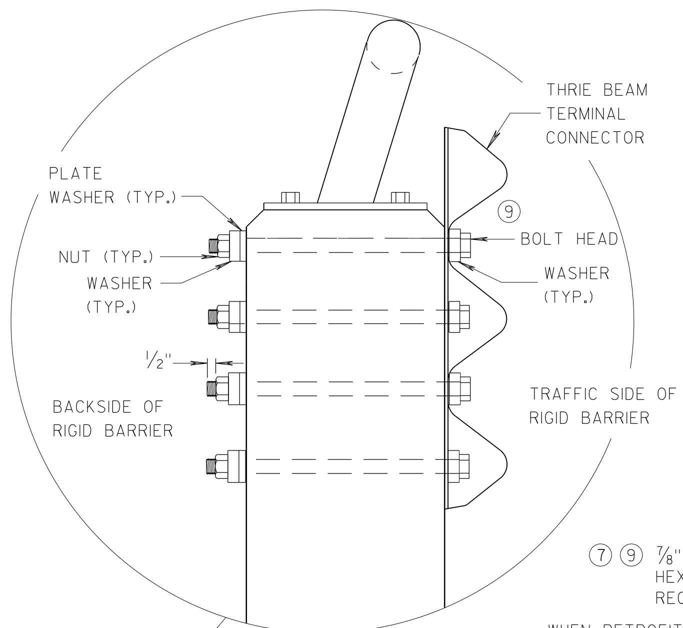
9 BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

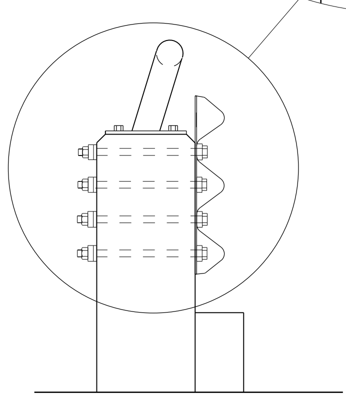


FRONT VIEW

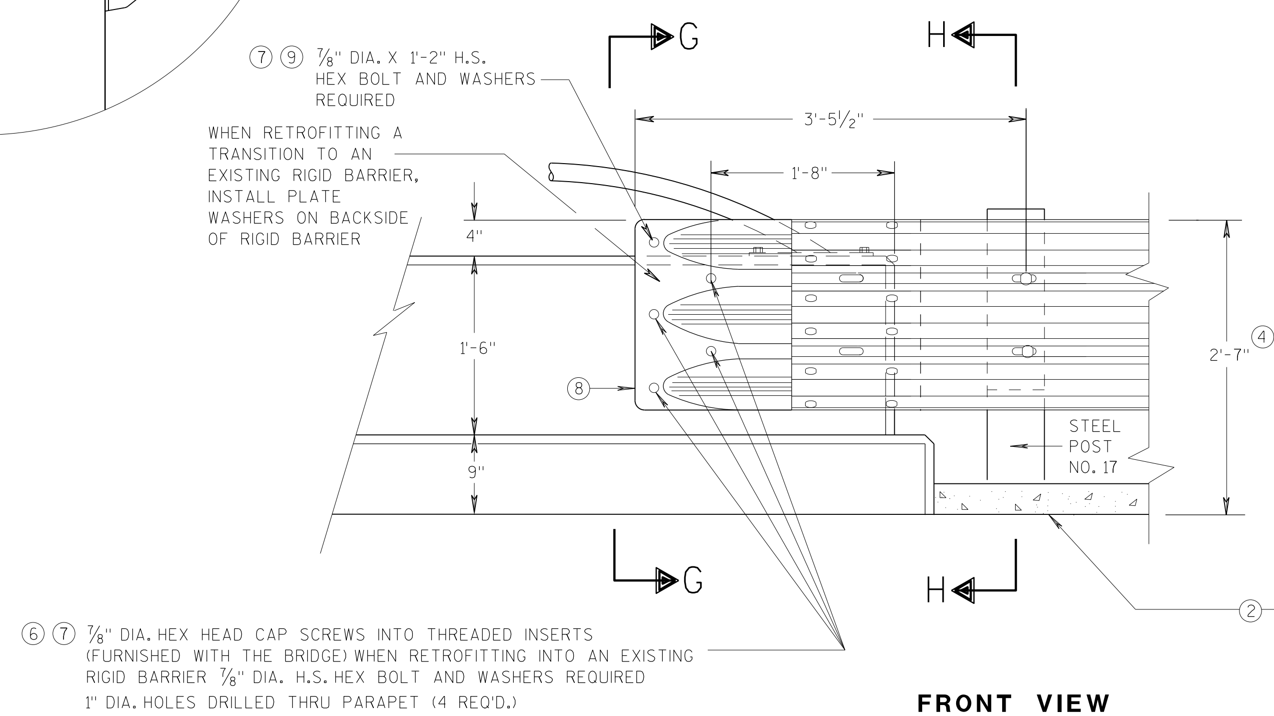
W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

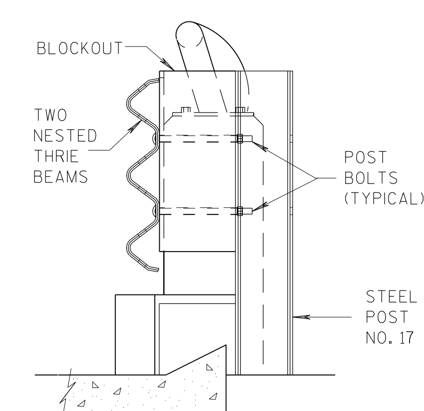




SECTION G-G



FRONT VIEW



SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 07/2018 DATE FHWA	/S/ Rodney Taylor ROADWAY STANDARDS D[...] UNIT SUPERVIS[...]

6

S.D.D. 14 B 45-5e

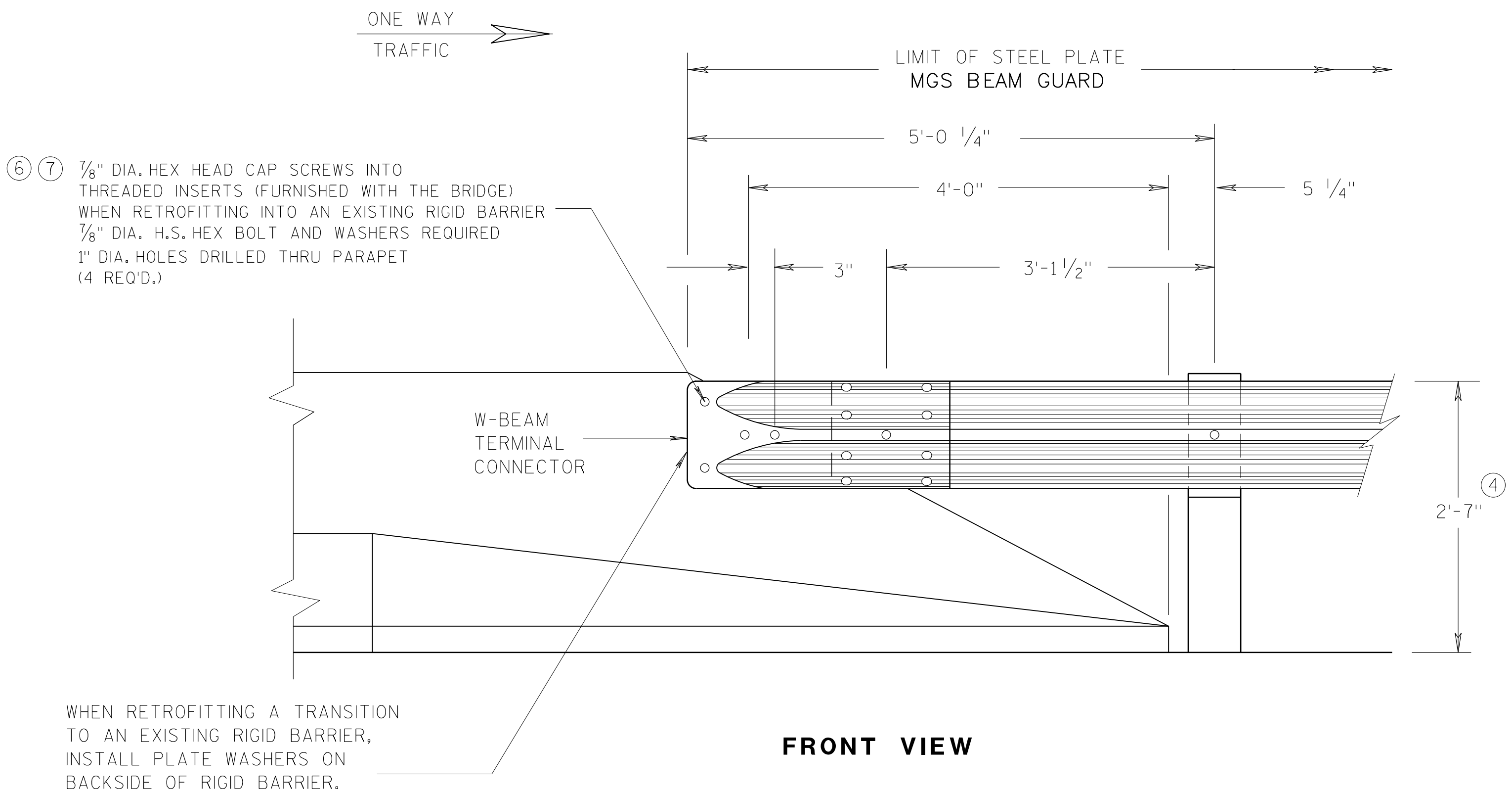
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

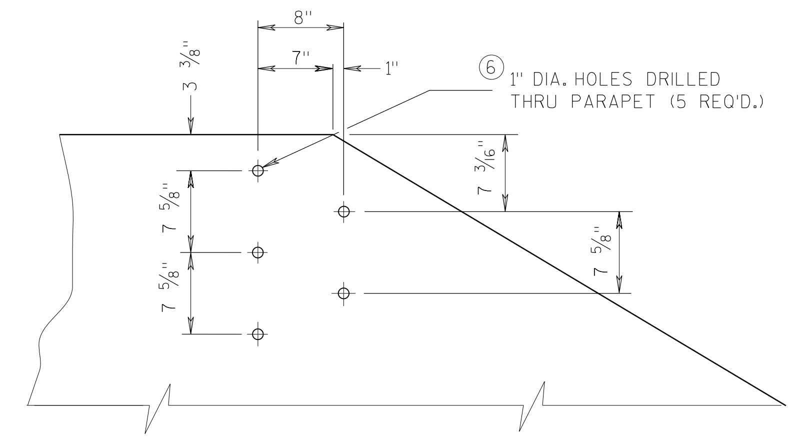
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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.



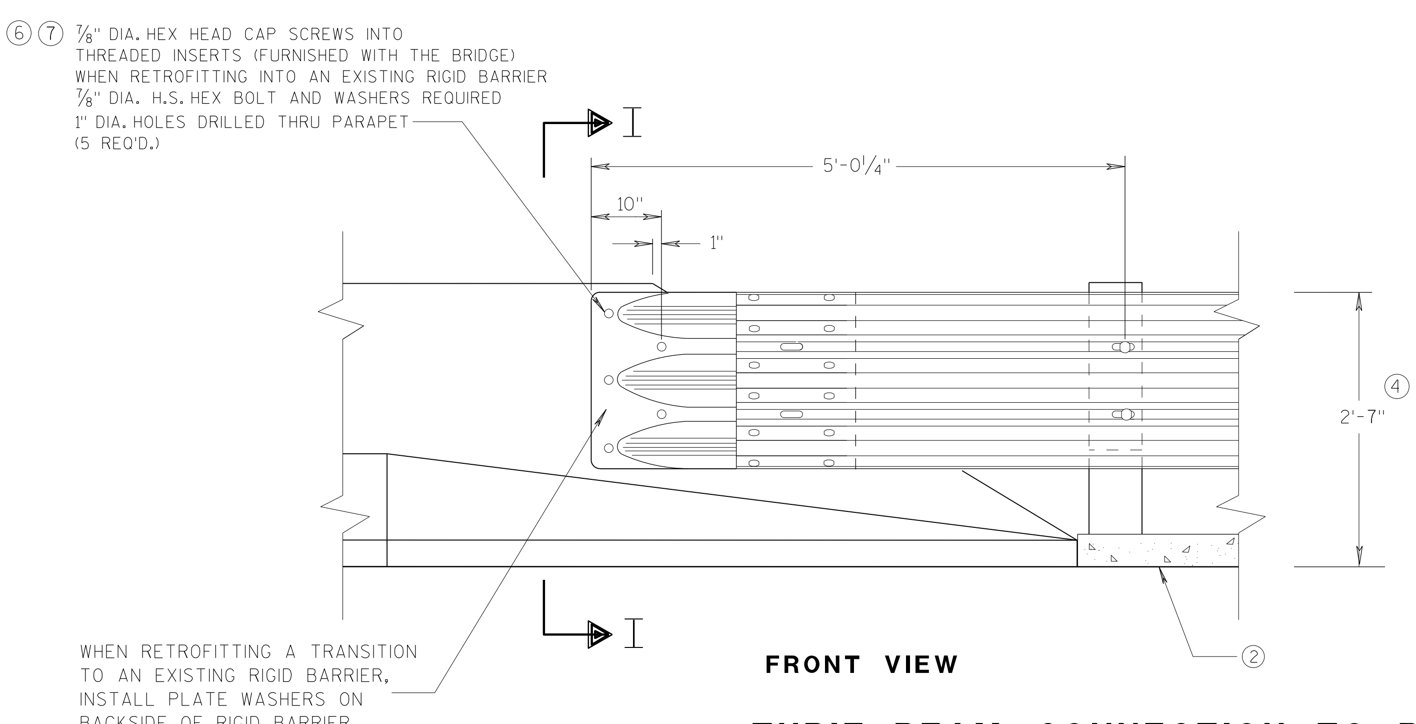
FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS
(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

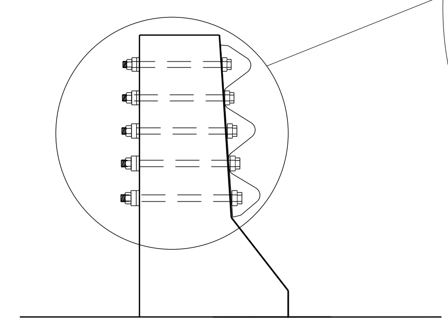


DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION

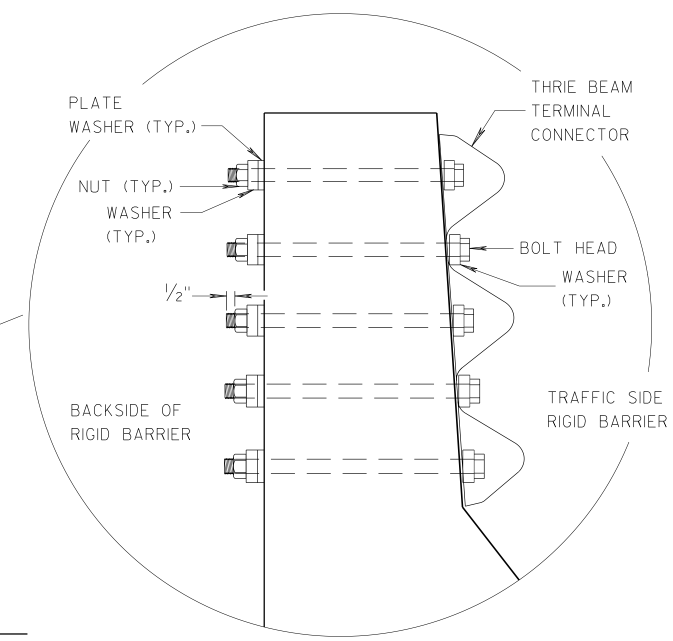
6



FRONT VIEW



SECTION I-I

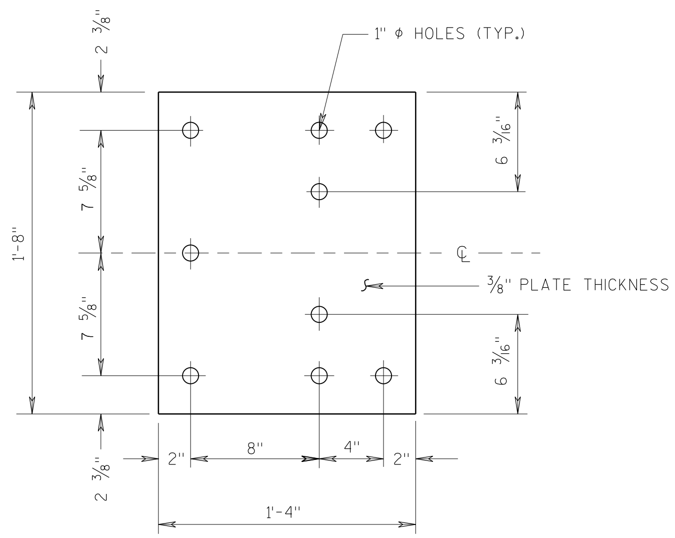


THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

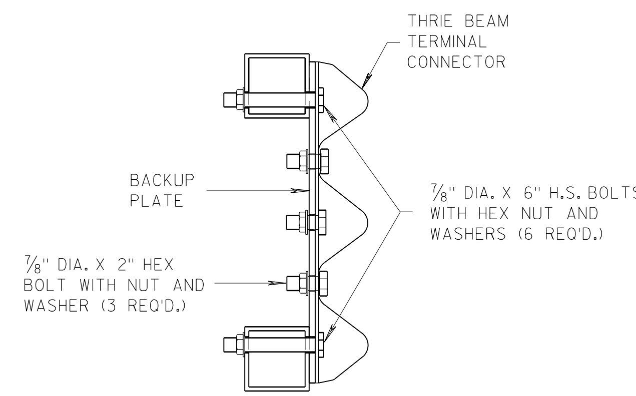
MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 07/2018 DATE /S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR FHWA

S.D.D. 14 B 45-5f

6



BACK-UP PLATE DETAIL

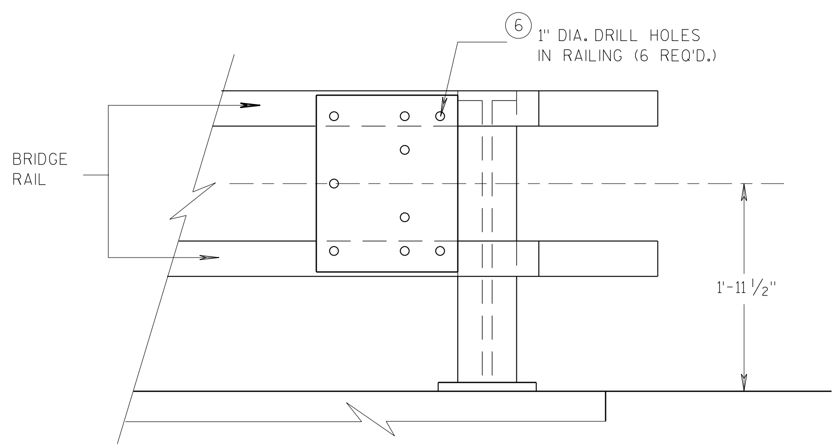


SECTION J-J

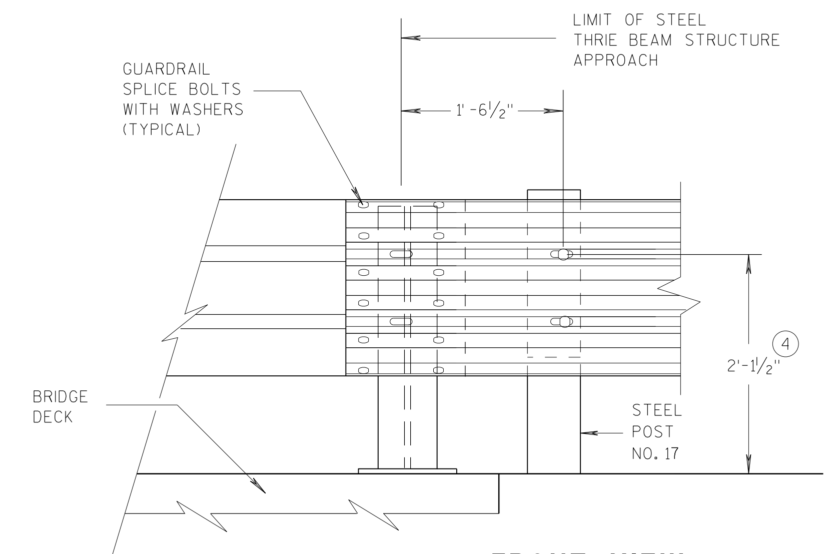
GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(6) DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

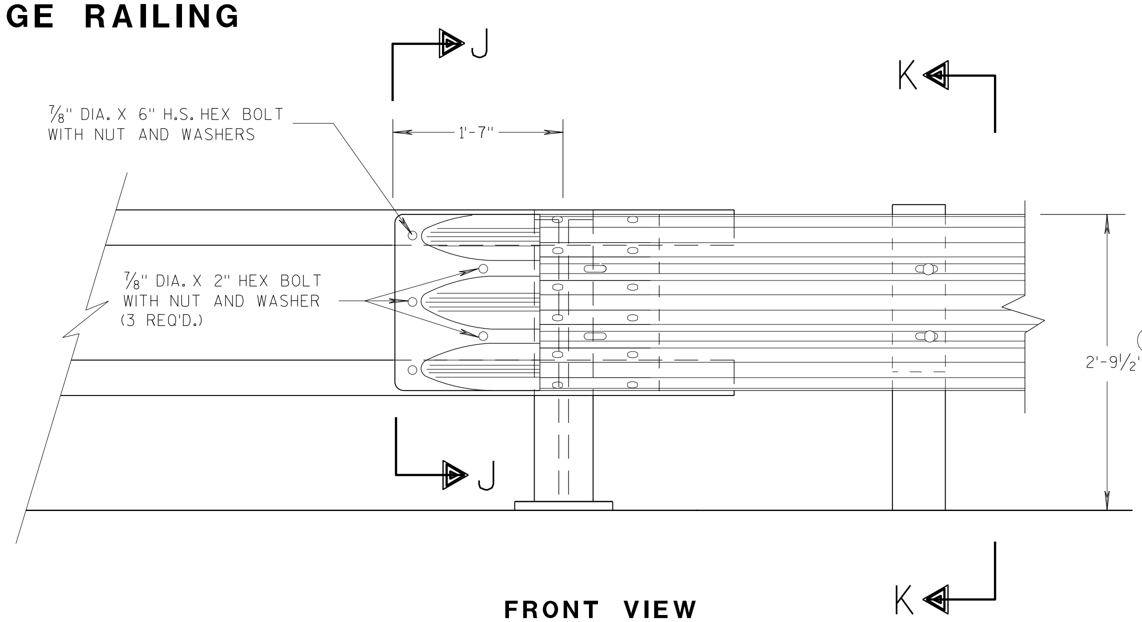


BACK-UP PLATE MOUNTING
ONTO BRIDGE RAILING

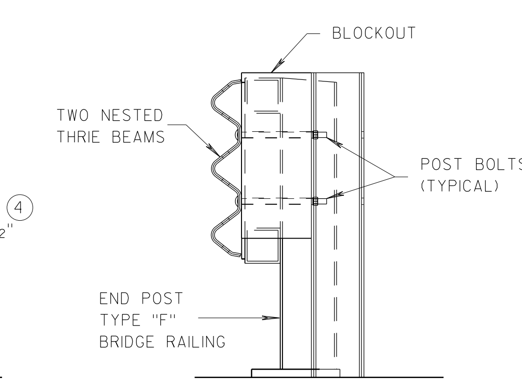


FRONT VIEW

THRIE BEAM CONNECTION TO
STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO
TUBULAR RAILING TYPE "F"

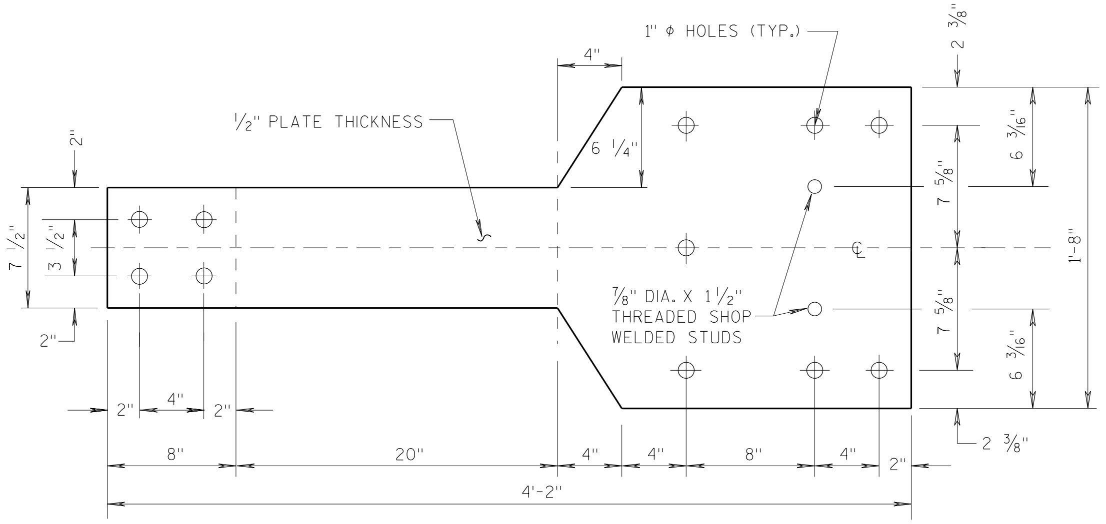
MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 07/2018 DATE FHWA	/S/ Rodney Taylor 94 ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

6

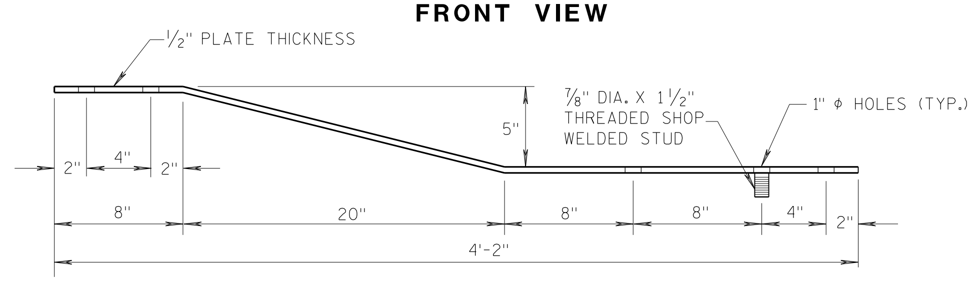
S.D.D. 14 B 45-5g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

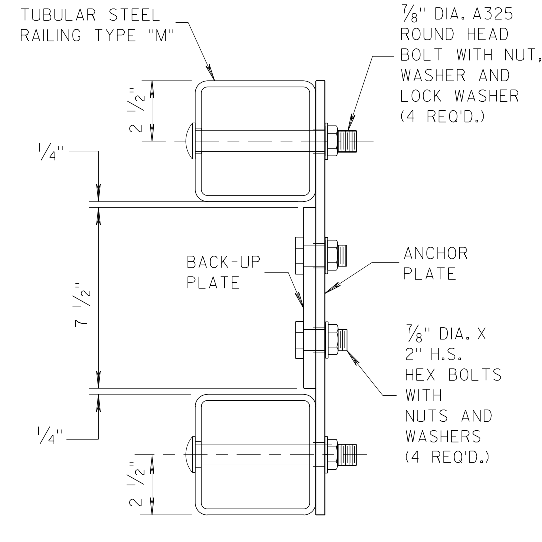


FRONT VIEW

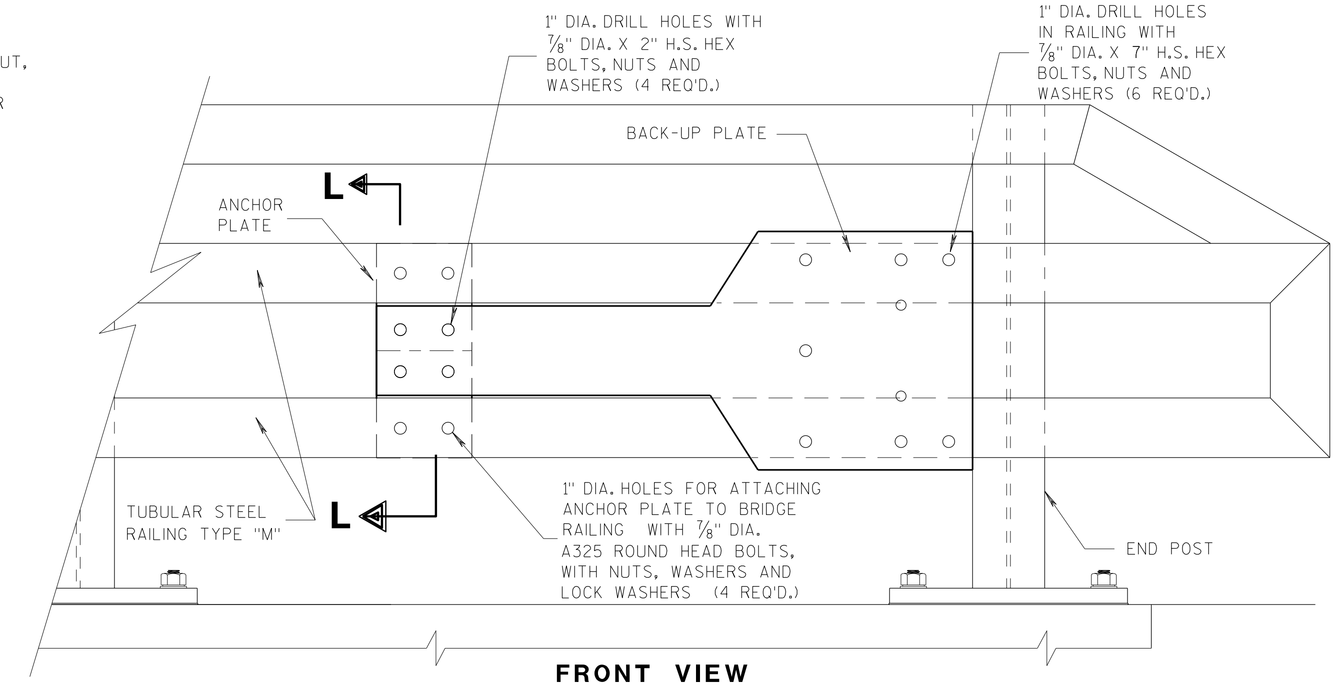


PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

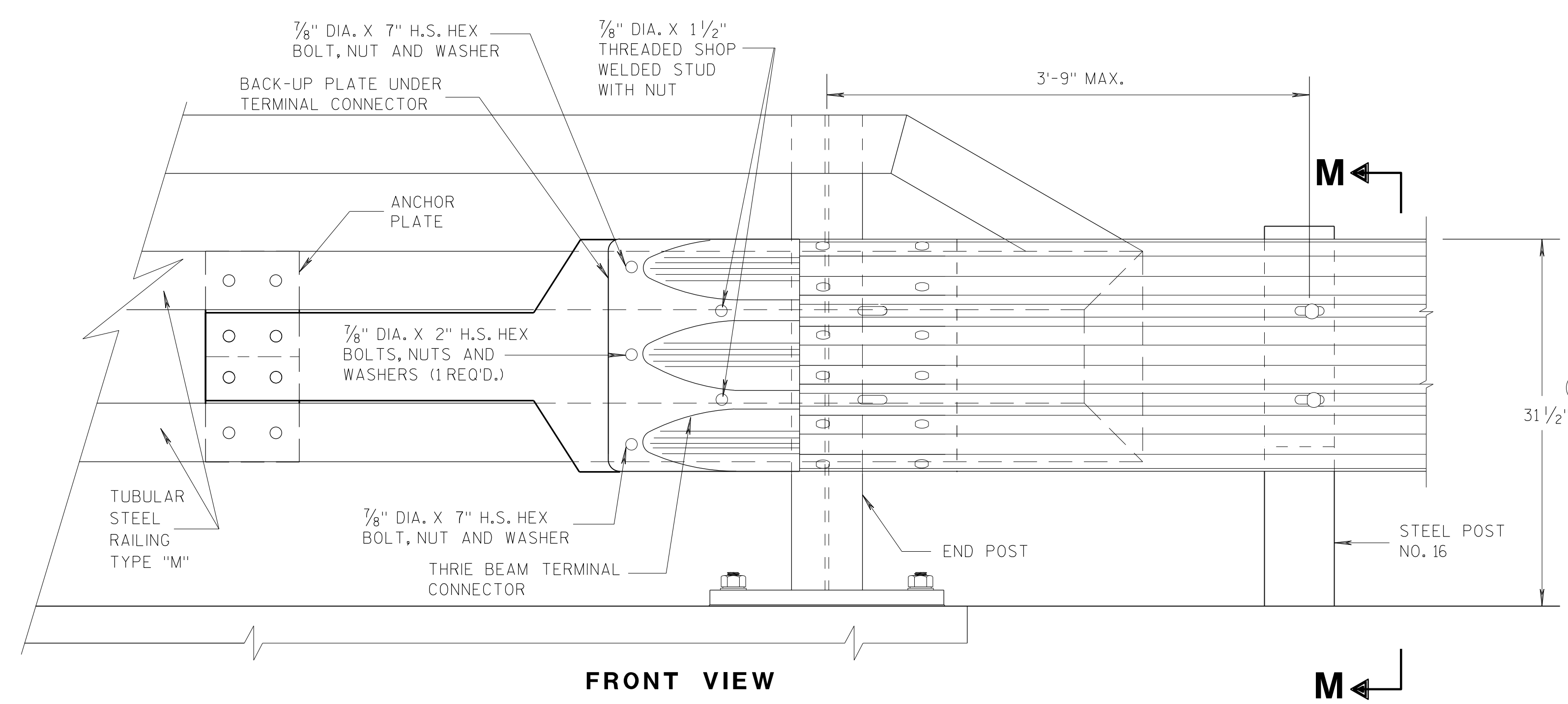


SECTION L-L

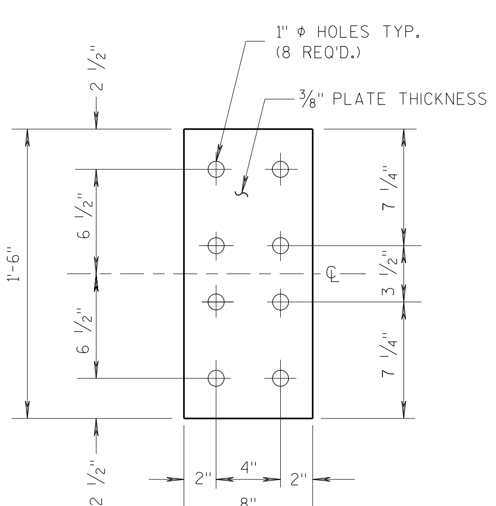


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"

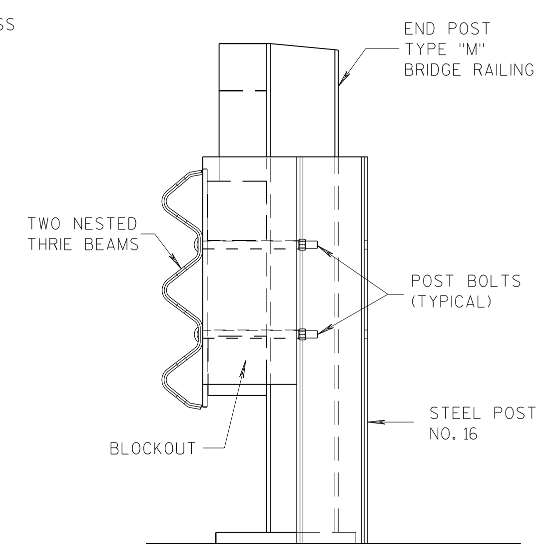


FRONT VIEW

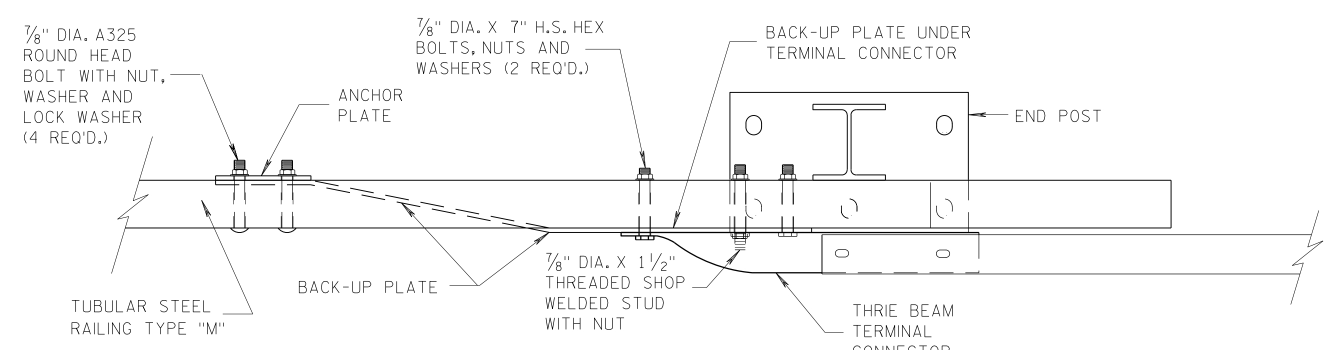


FRONT VIEW

ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

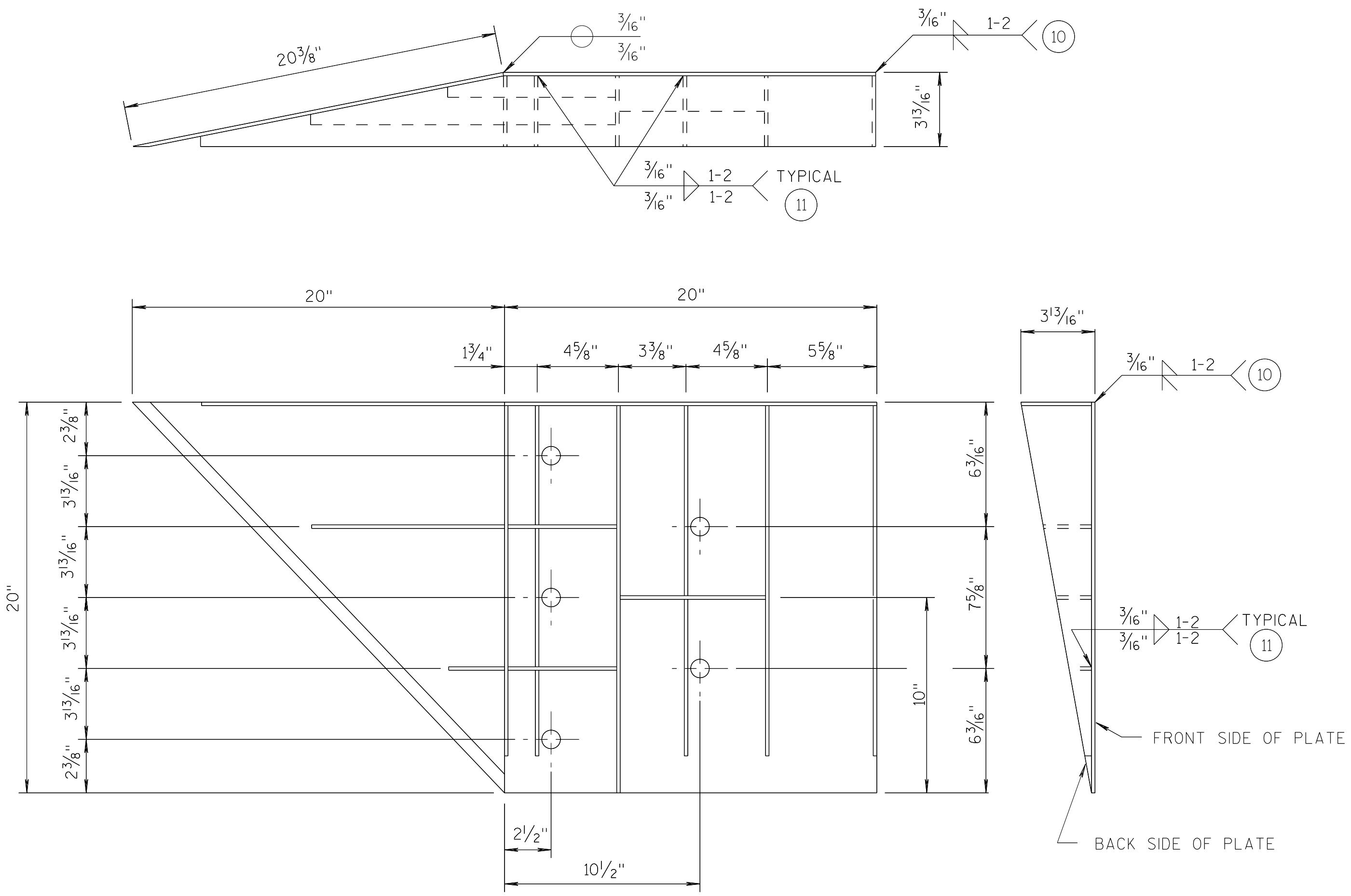
MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 07/2018 DATE /S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR FHWA

6

6

S.D.D. 14 B 45-5h

S.D.D. 14 B 45-5h



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

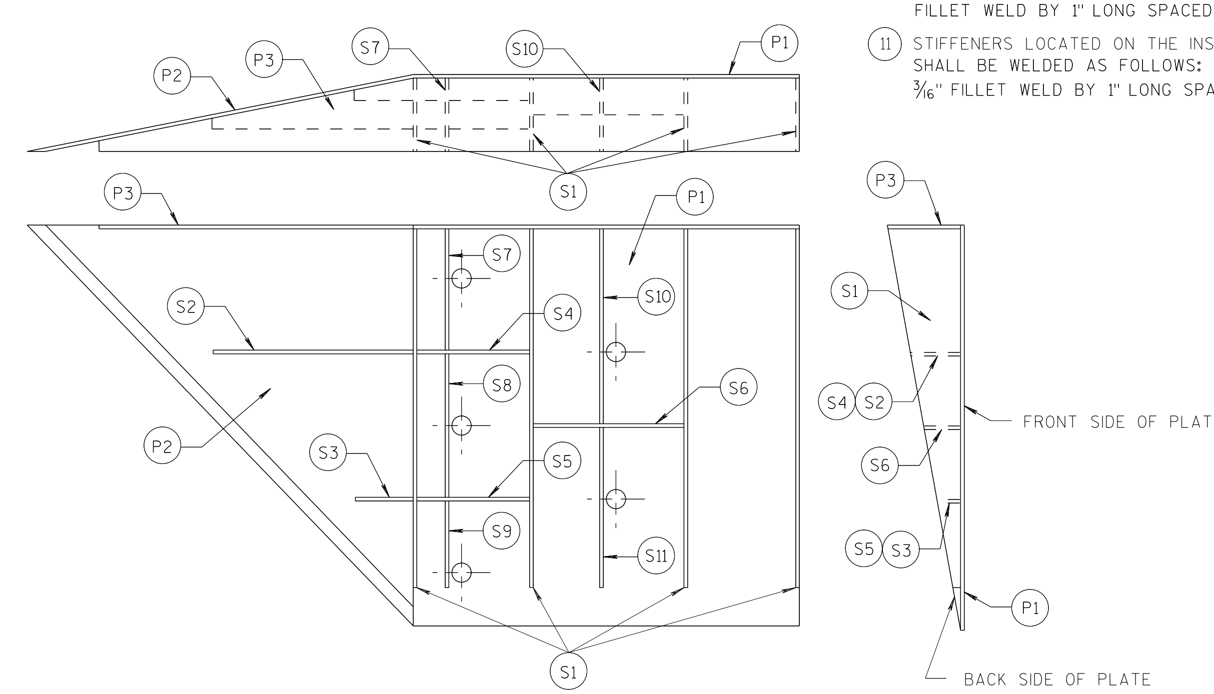


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3⁄16" THICK.

ALL STIFFENERS ARE ¼" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

10 STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS: SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3⁄16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

11 STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS: 3⁄16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3⁄16"
P2	1		20" x 20" x 28 9⁄16"	3⁄16"
P3	1		39" x 3⅝" x 20" x 19 5⁄16"	3⁄16"
S1	4		18 7⁄16" x 3⅝" x 18¾"	¼"
S2	1		10¼" x 2 7⁄16" x 10⅜" x ½"	¼"
S3	1		3" x 1 1⁄16" x 3⅛" x ½"	¼"
S4	1		6⅛" x 2 7⁄16"	¼"
S5	1		6⅛" x 1 1⁄16"	¼"
S6	1		7¾" x 1¾"	¼"
S7	1		2 9⁄16" x 6" x 3⅝" x 5⅞"	¼"
S8	1		1 5⁄32" x 7½" x 2½" x 7⅜"	¼"
S9	1		6 1⁄16" x 6 3⁄16" x 1 3⁄32"	¼"
S10	1		1⅞" x 9⅞" x 3⅝" x 9 11⁄16"	¼"
S11	1		8½" x 8¾" x 1 13⁄16"	¼"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

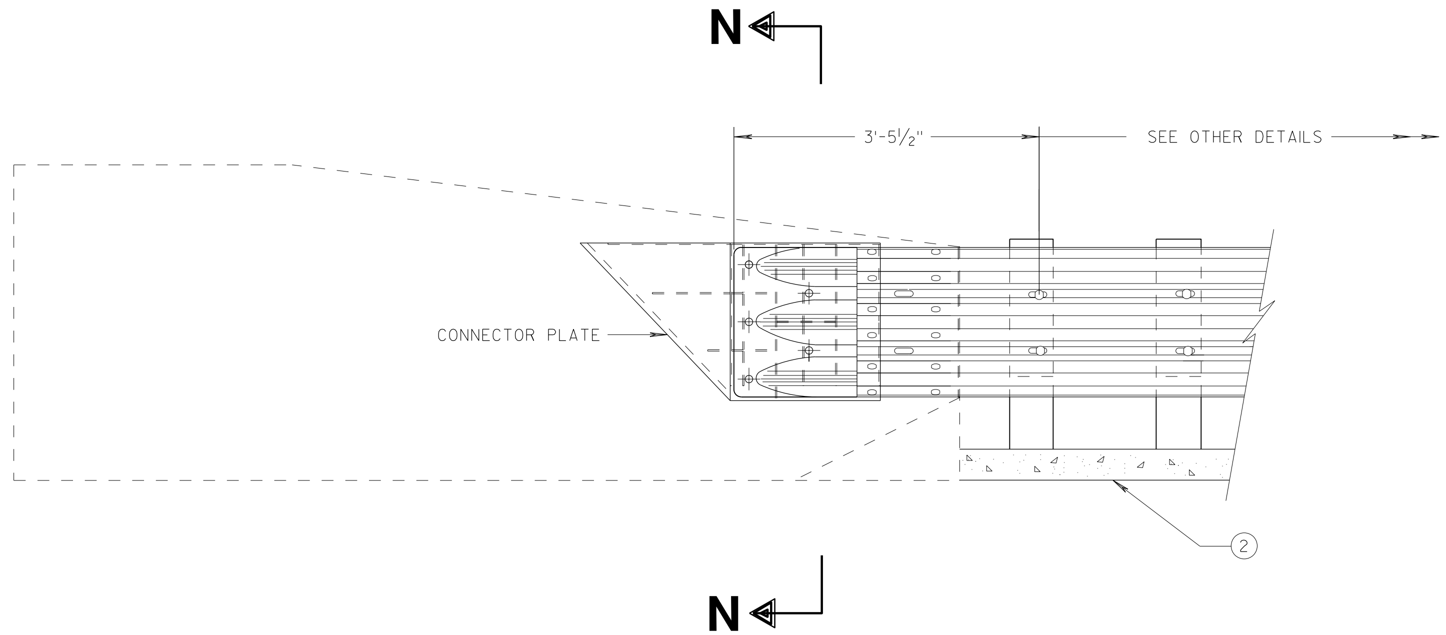
APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

GENERAL NOTES

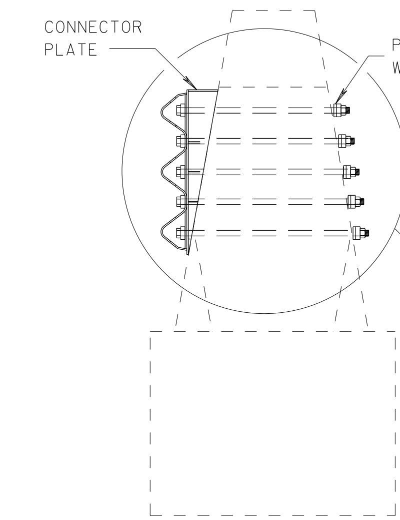
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

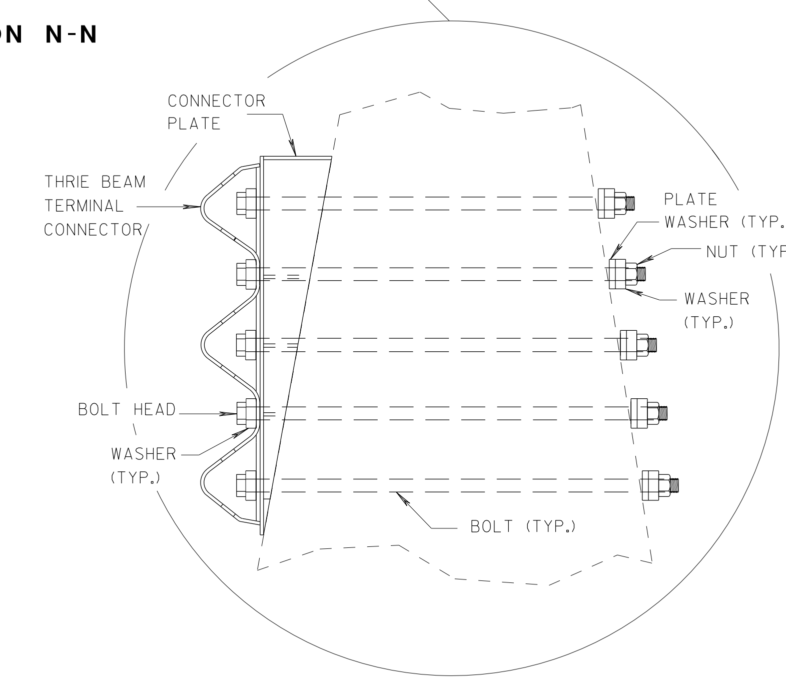
(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. 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.

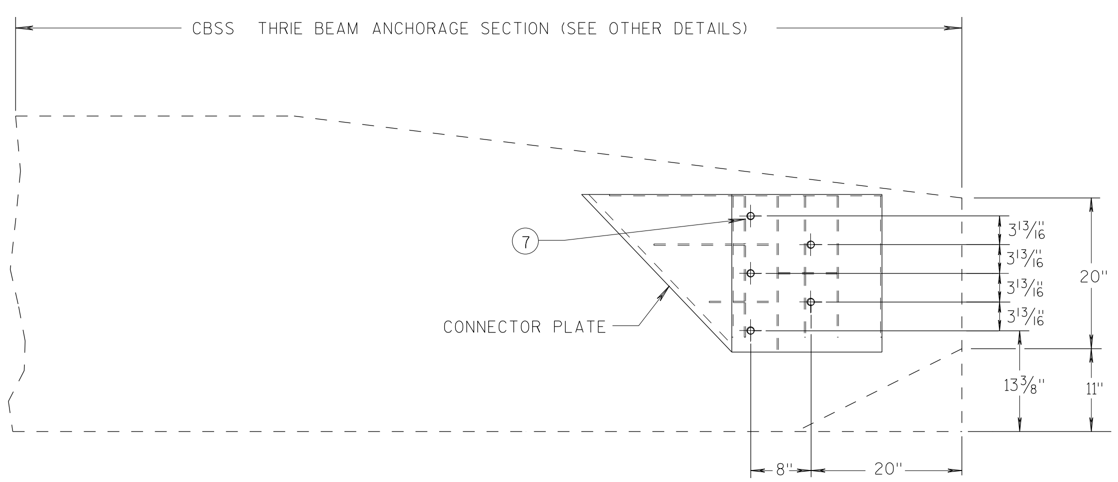


THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



SECTION N-N





SINGLE SLOPE CONNECTION PLATE PLACEMENT

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

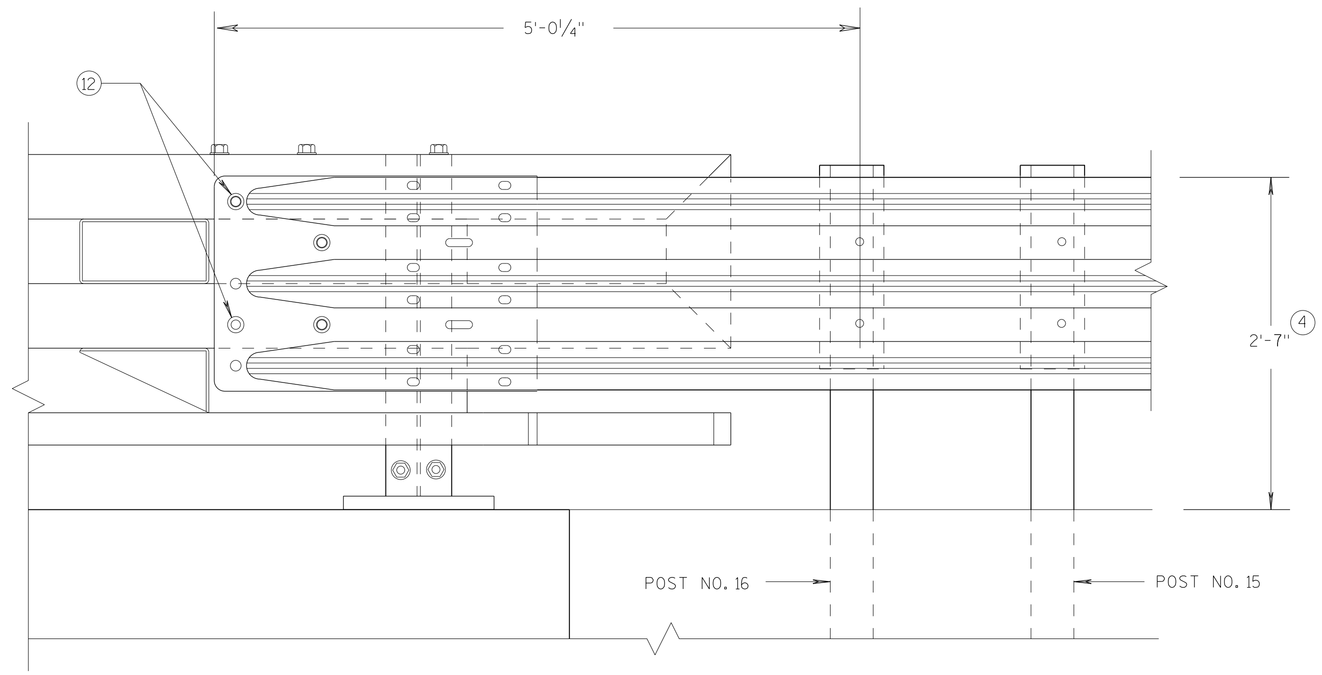
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 — DATE

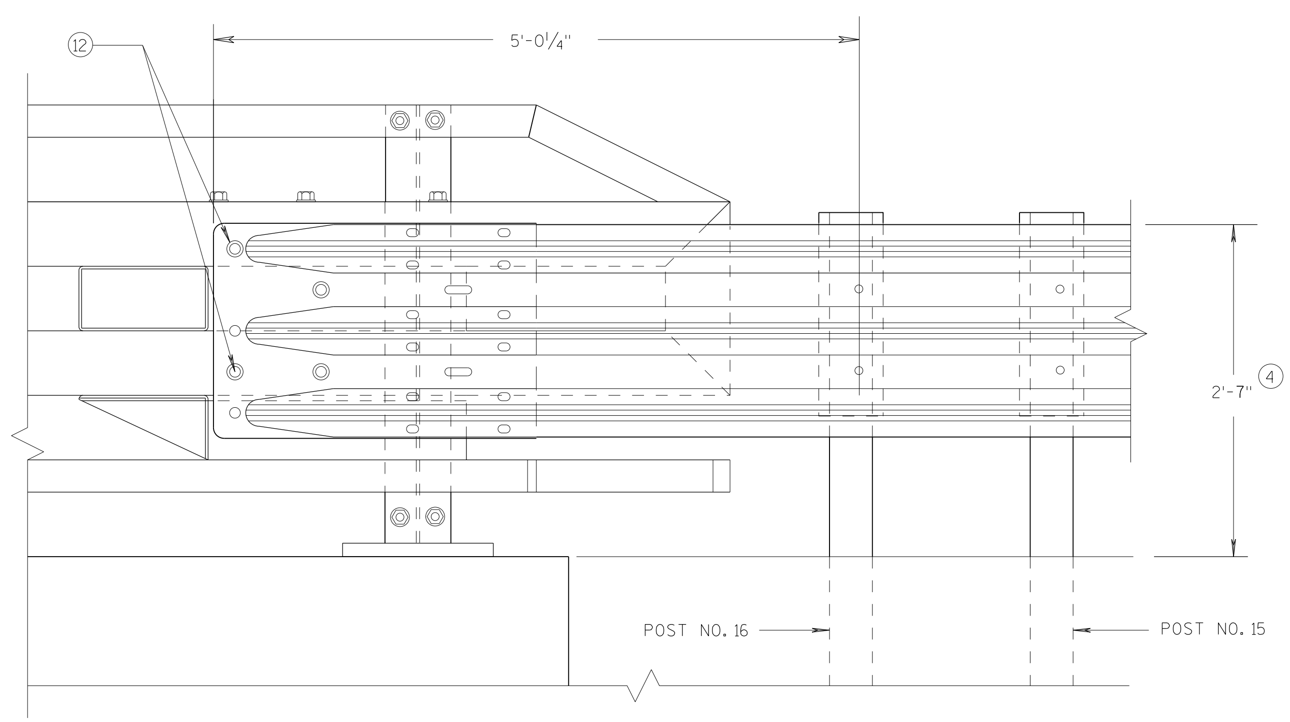
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

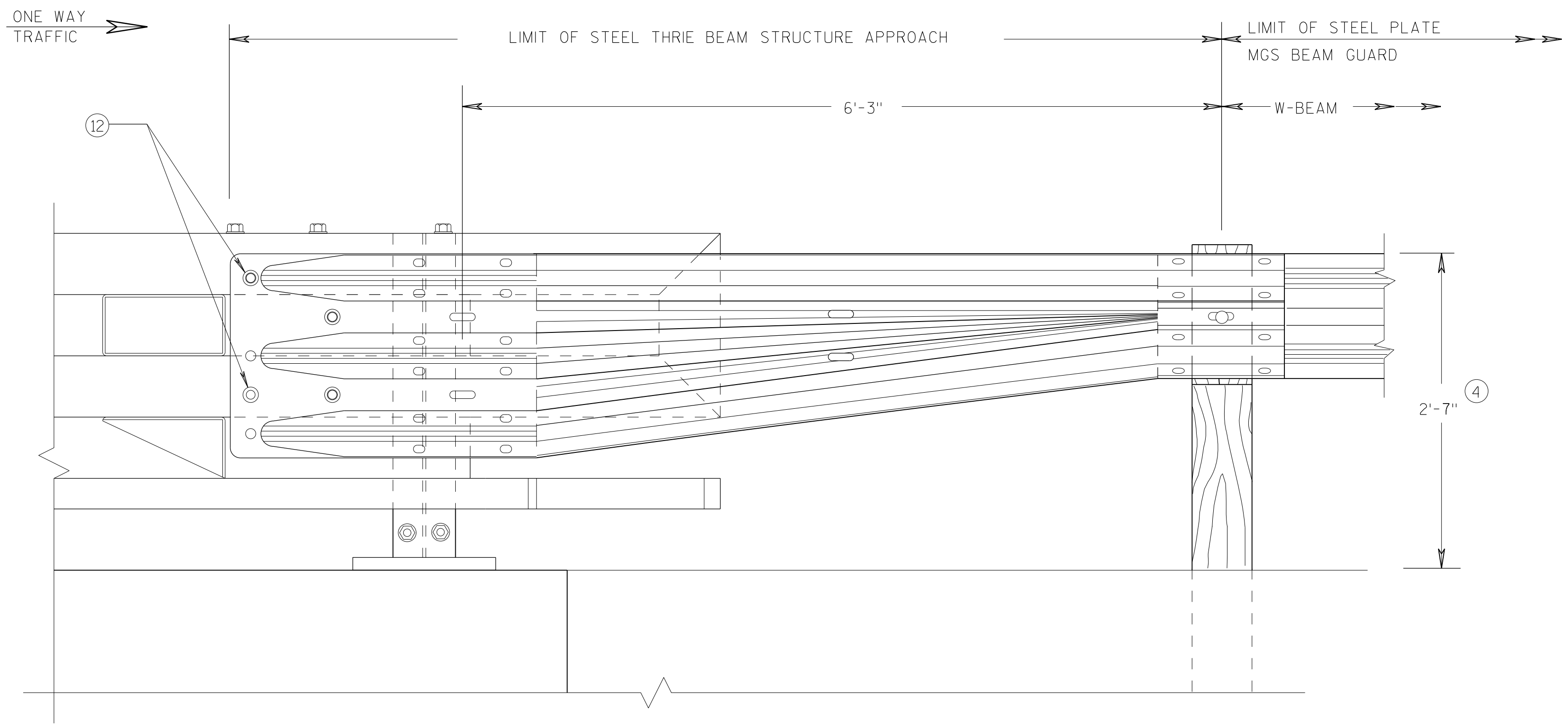
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018	/S/ Rodney Taylor
DATE	ROADWAY STANDARDS C NT UNIT SUPERVIS
FHWA	

6

S.D.D. 14 B 45-5k



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

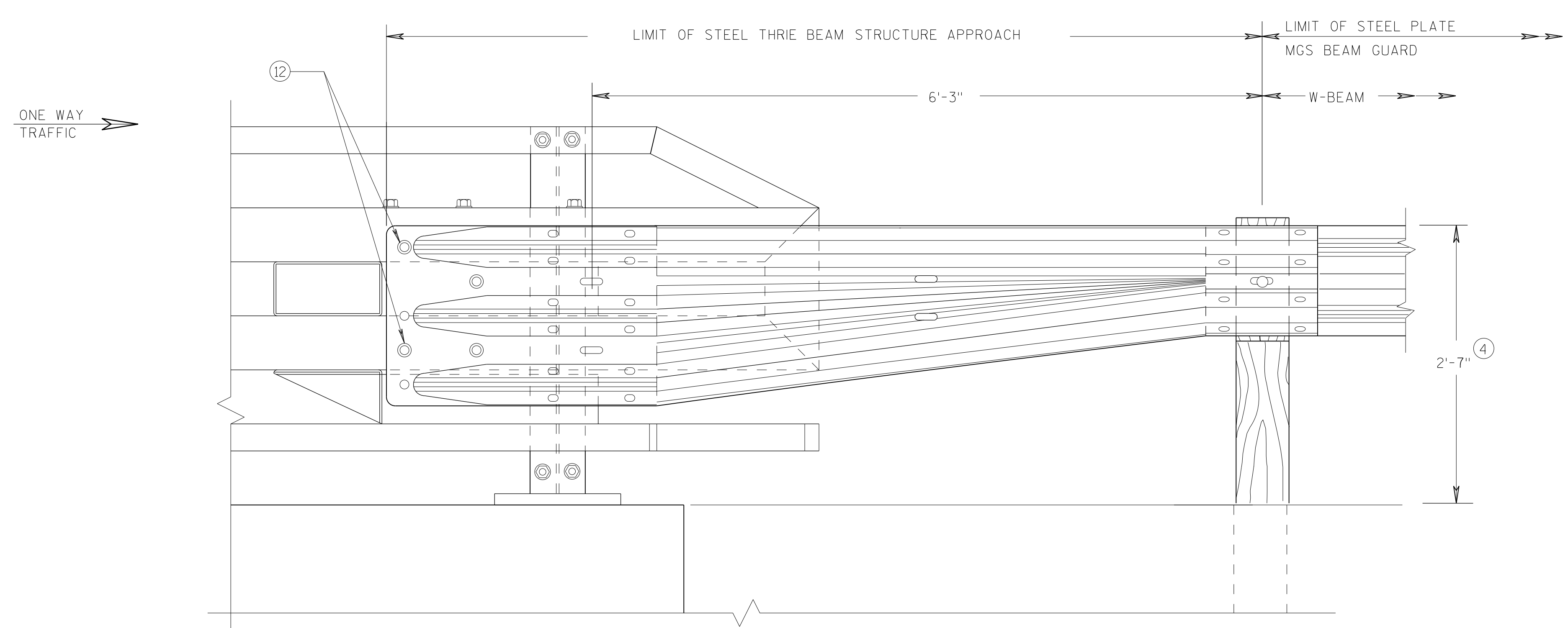
GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

6

6



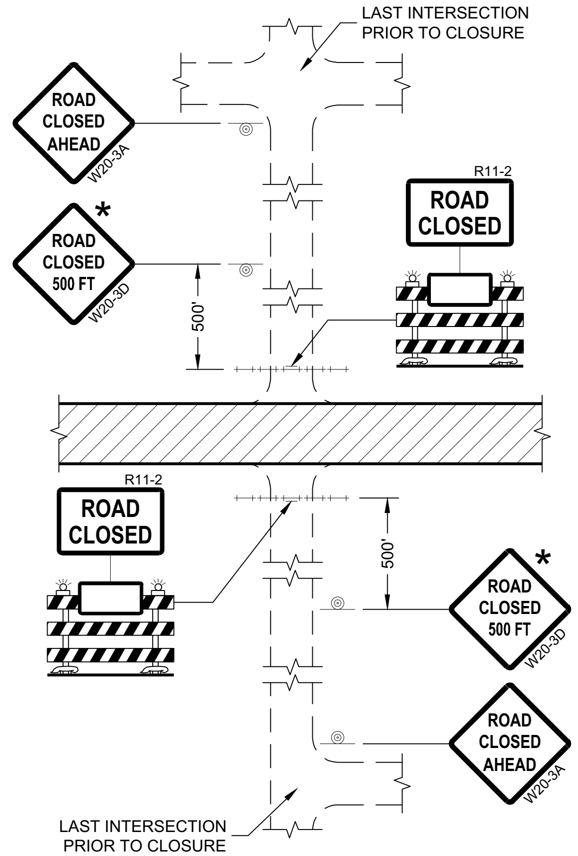
FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

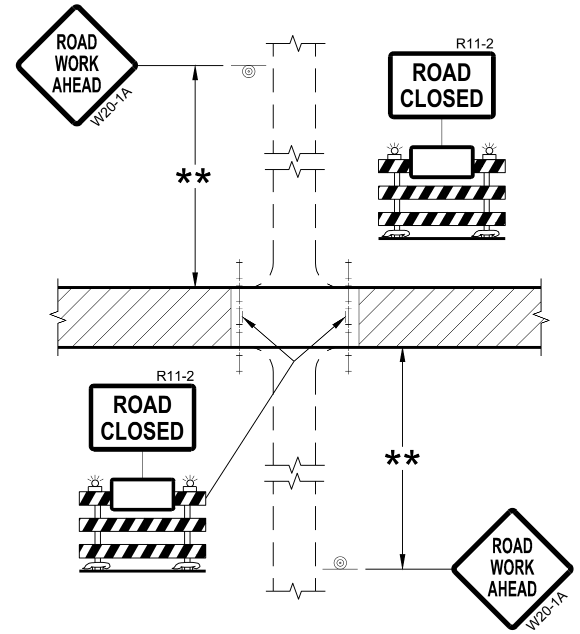
MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 7/2018 DATE /S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR FHWA

S.D.D. 14 B 45-5L



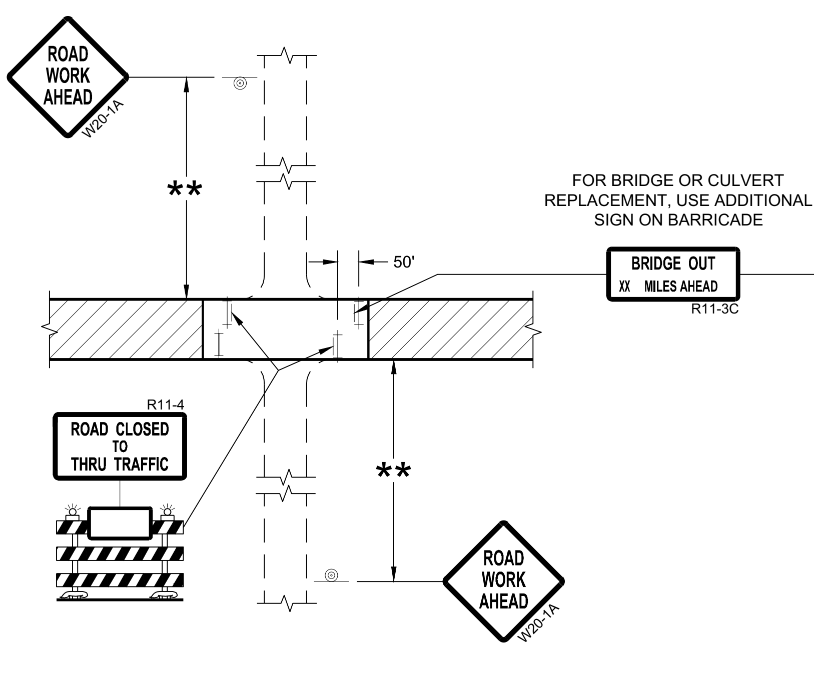
DETAIL 1

(NO ACCESS TO PROJECT)



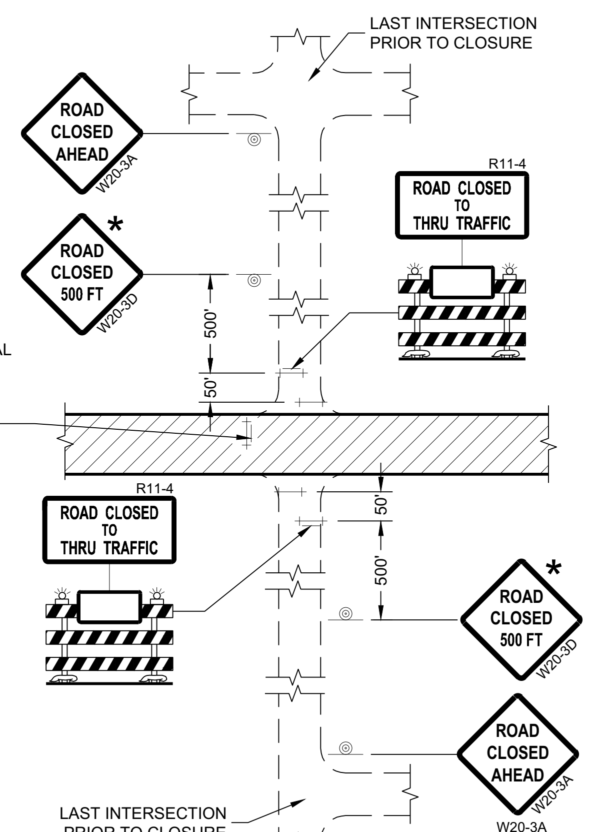
DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT)



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

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

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

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

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

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

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

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

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

LEGEND

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

6

6

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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.

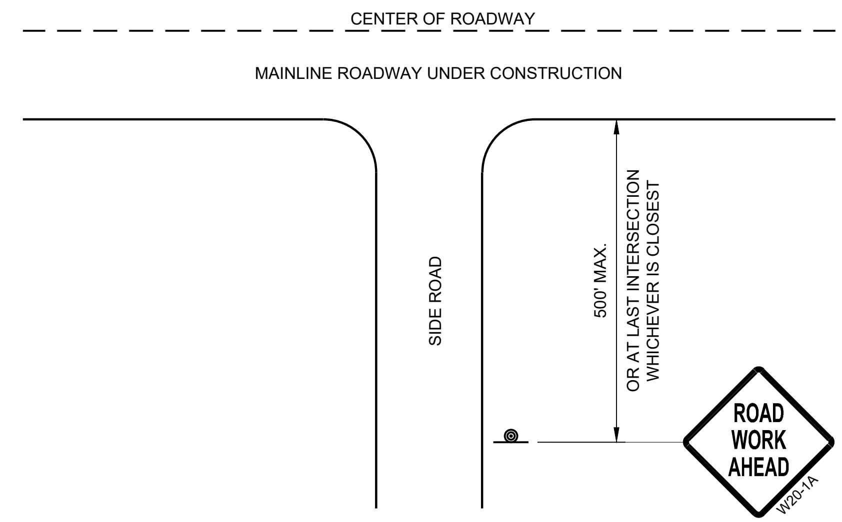
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



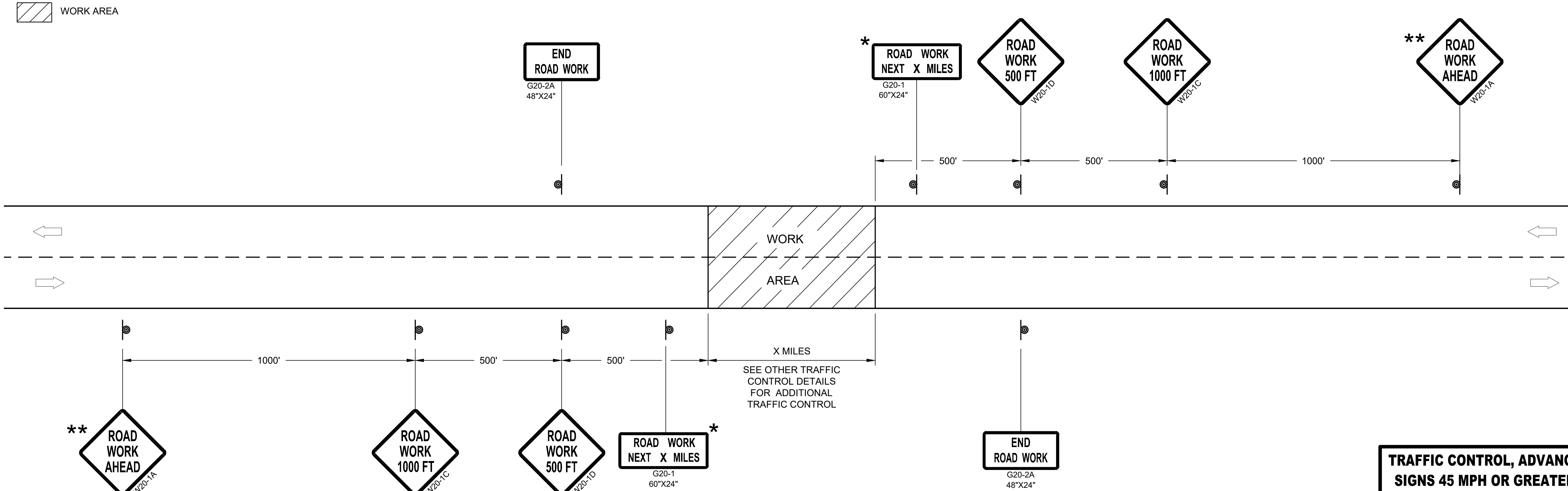
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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	/S/ Andrew Heidtke
DATE	WORK ZONE ENGINEER

FHWA

6

6

SDD 15C04 - 05

SDD 15C04 - 05

GENERAL NOTES

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

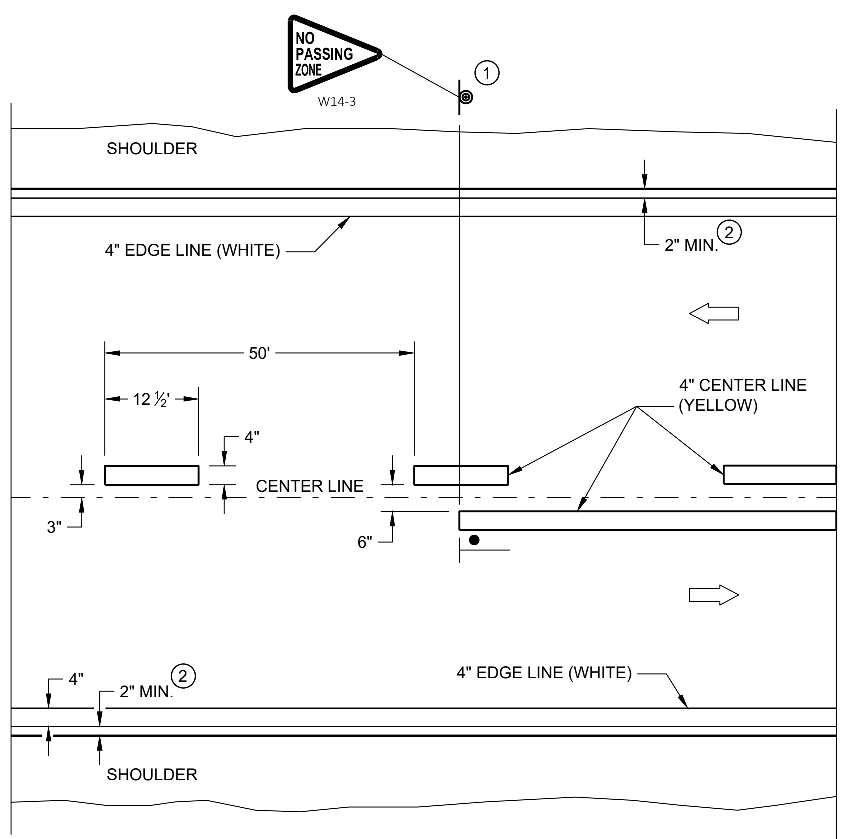
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

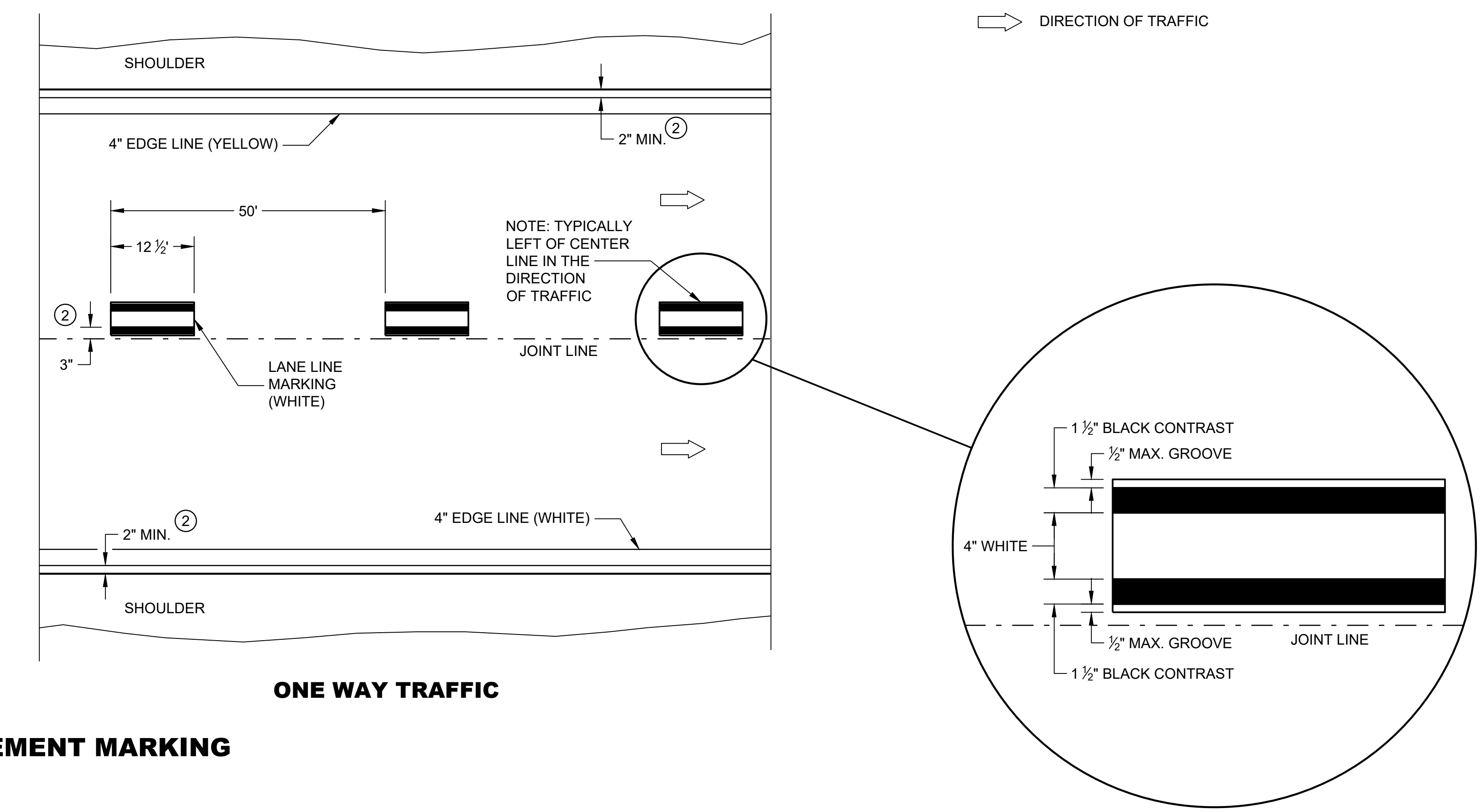
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

6

SDD 15C08 - 22a

SDD 15C08 - 22a

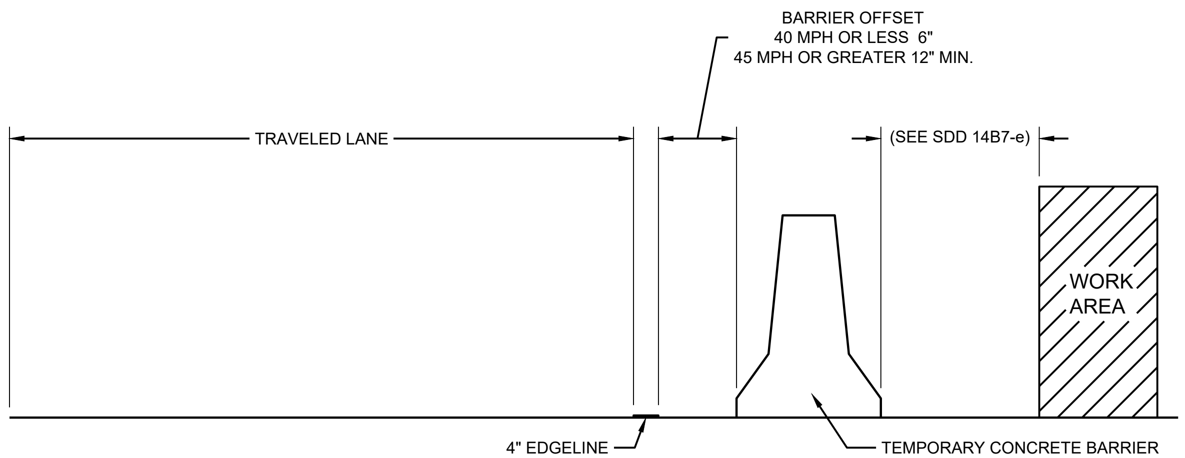
PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022	/S/ Jeannie Silver
DATE	STATEWIDE SIGNING AND M ENGINEER

FHWA



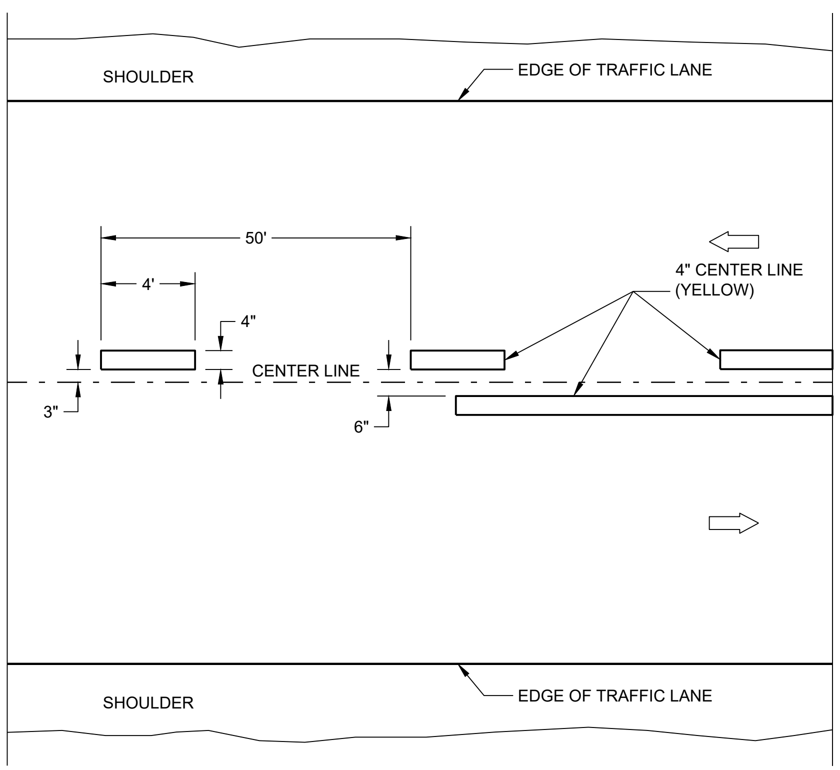
TEMPORARY BARRIER OFFSET FROM EDGELINE

GENERAL NOTES

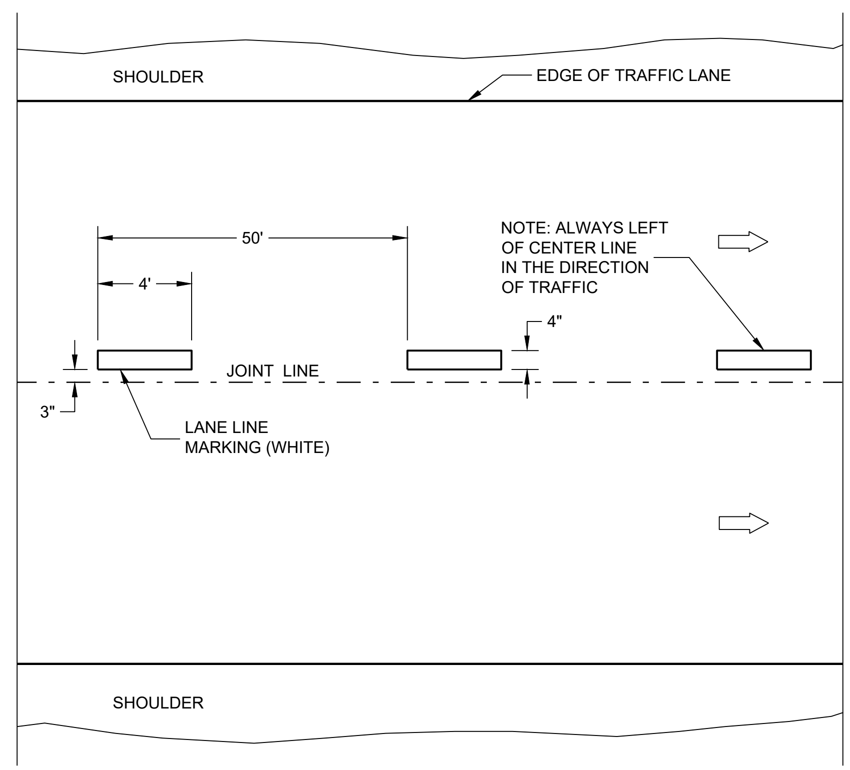
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

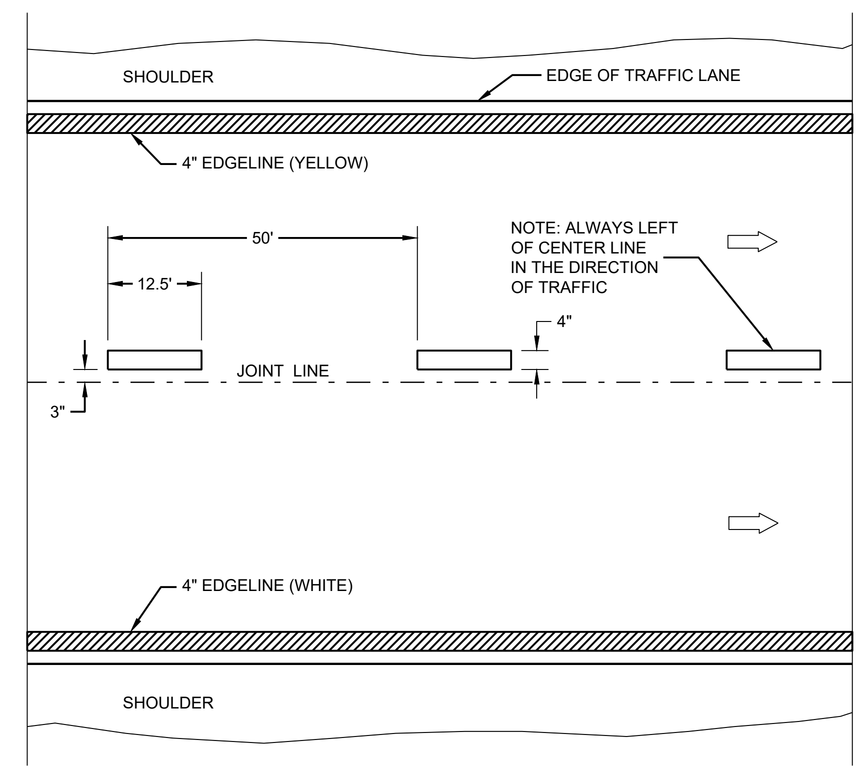
⇨ DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

6

6

SDD 15C08 - 22b

SDD 15C08 - 22b

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022
DATE

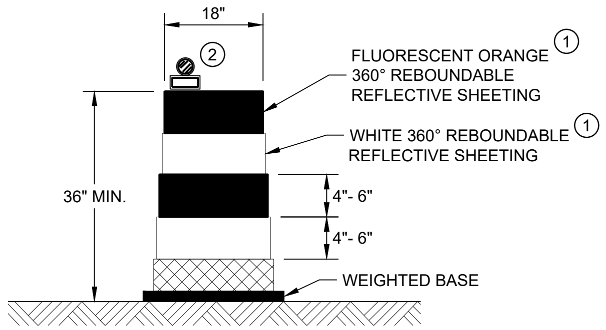
/S/ Jeannie Silver
STATEWIDE SIGNING AND M ENGINEER

FHWA

6

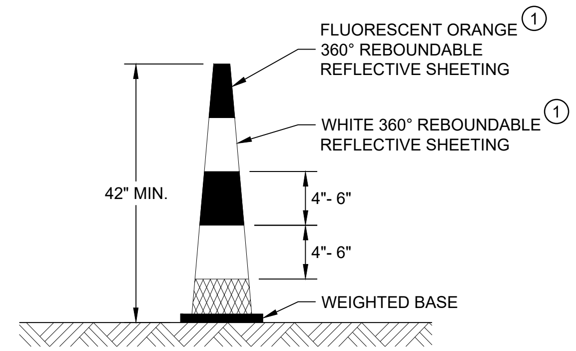
GENERAL NOTES

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

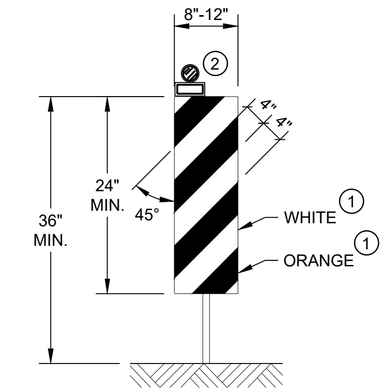
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

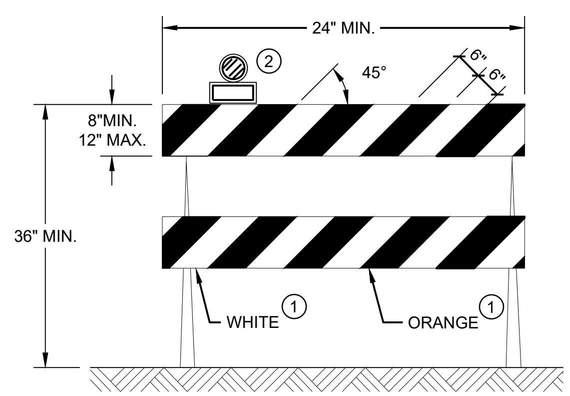
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



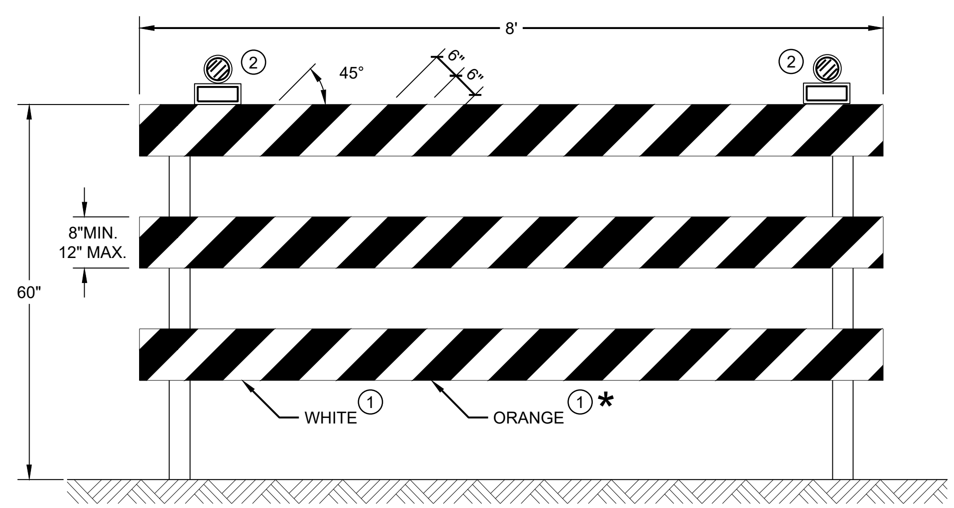
VERTICAL PANEL

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
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

6

SDD 15C11 - 10b

SDD 15C11 - 10b

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.

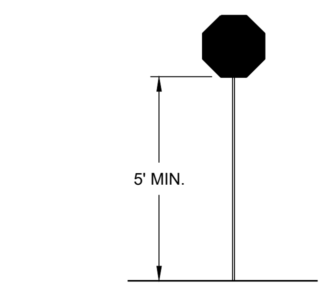
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.

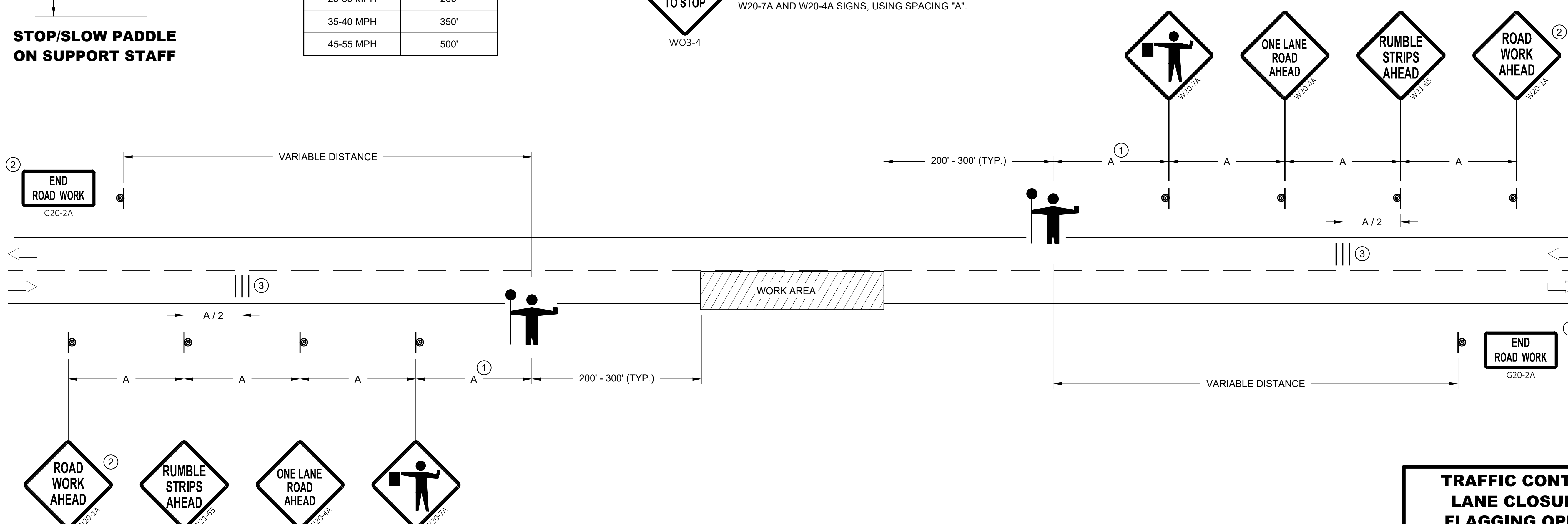


STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

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".



6

6

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

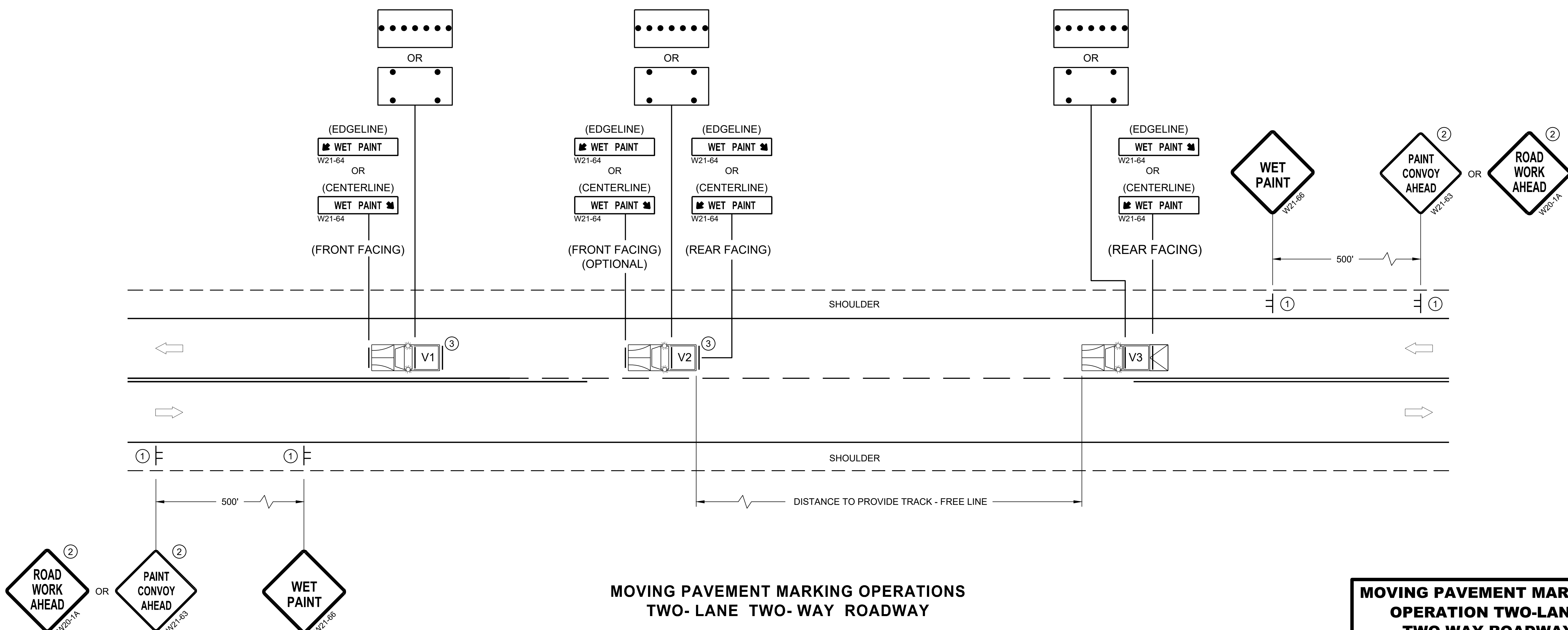
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

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

6

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 15C19 - 07a

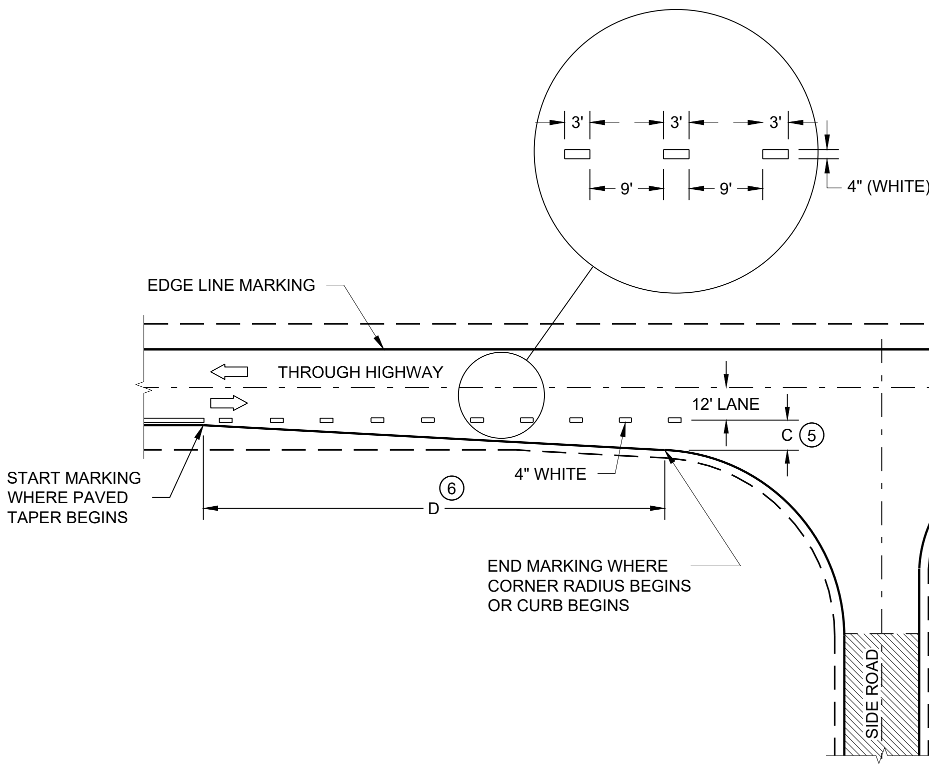
GENERAL NOTES

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

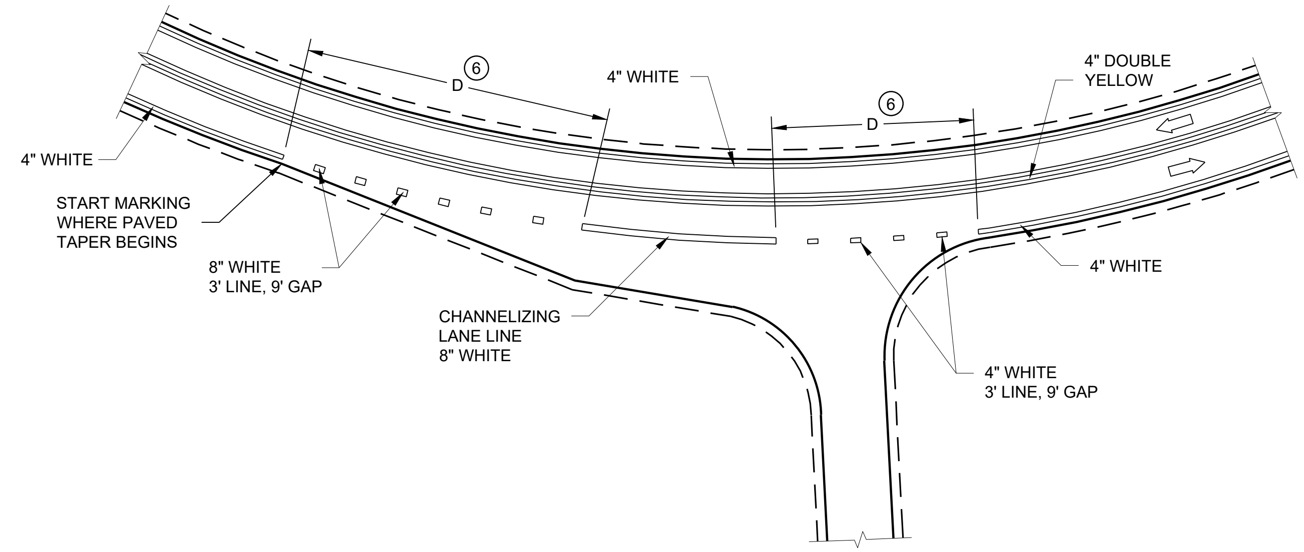
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

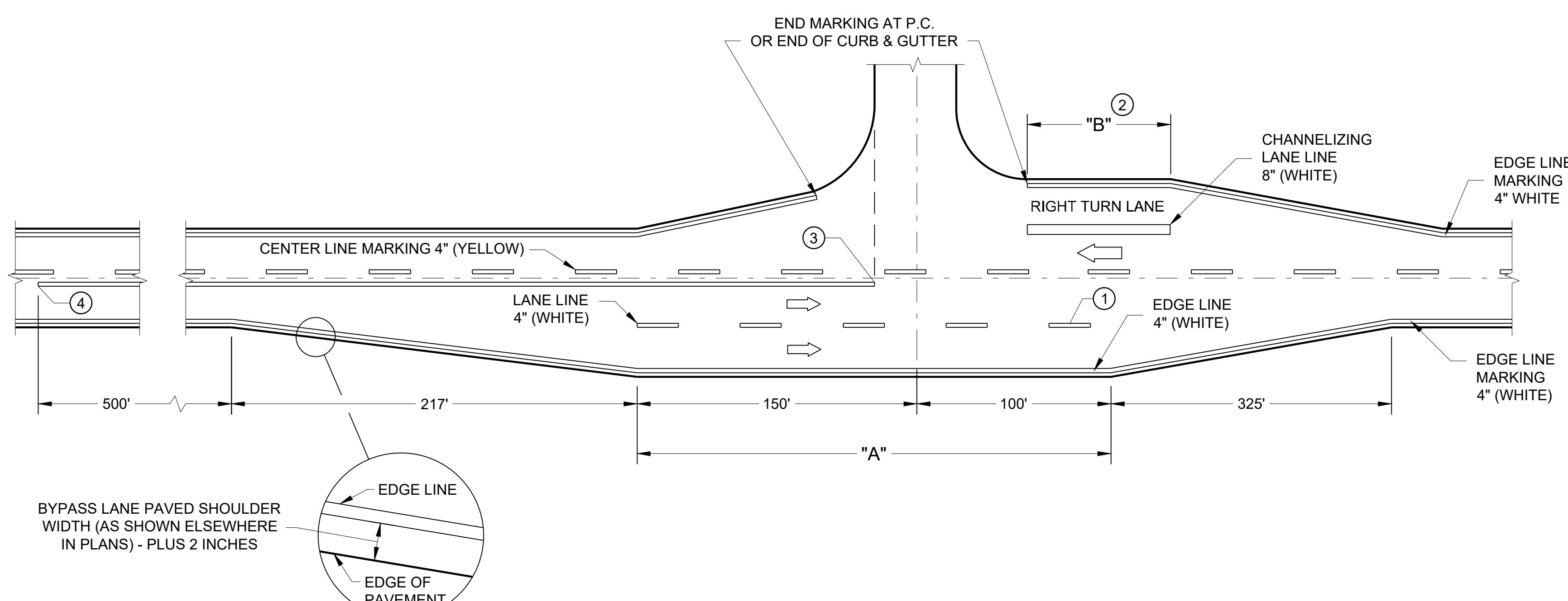
⇨ DIRECTION OF TRAVEL



MINOR INTERSECTION



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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.

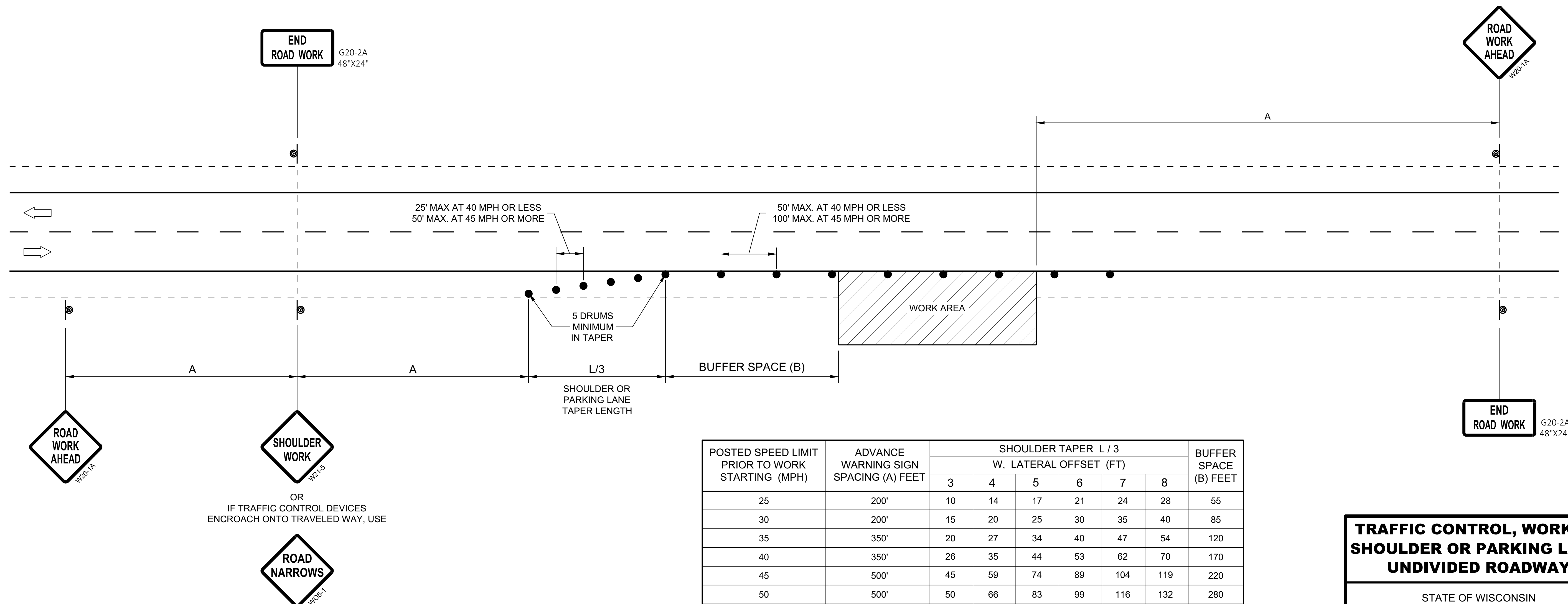
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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 SAFETY ENGINEER
FHWA

SDD 15D28 - 04

GENERAL NOTES

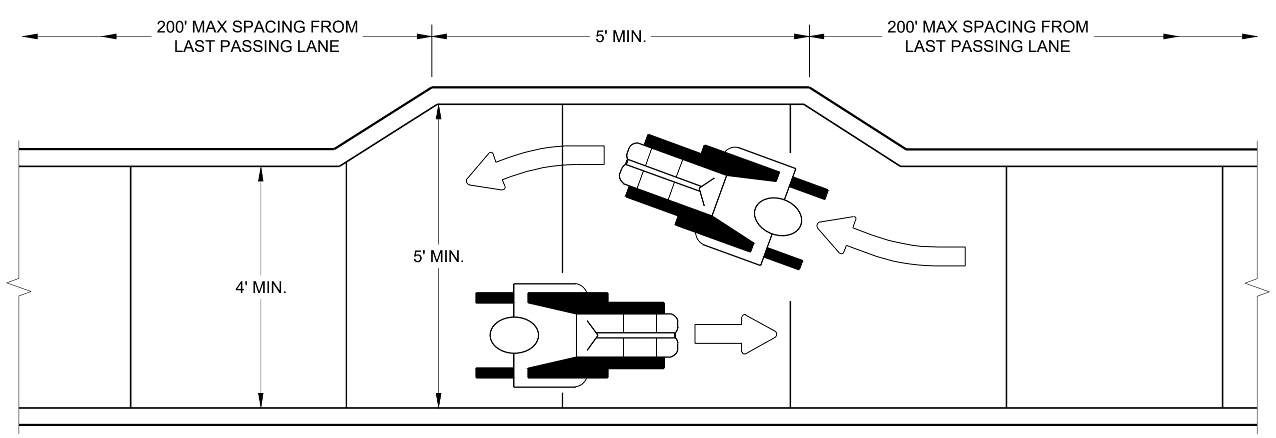
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

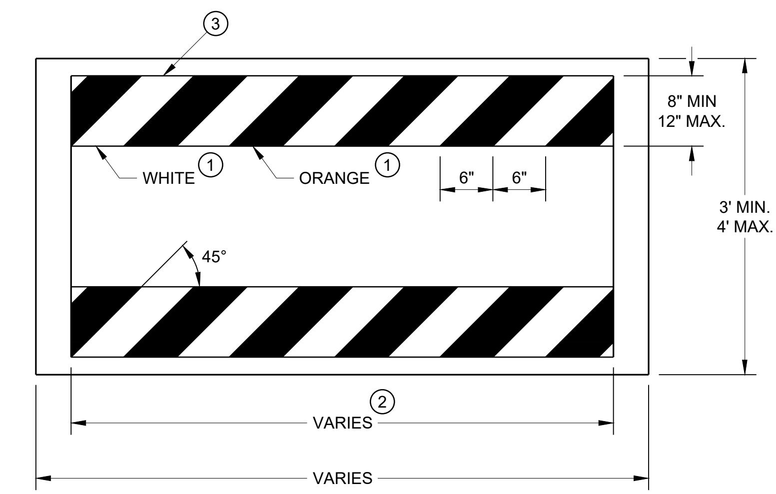
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

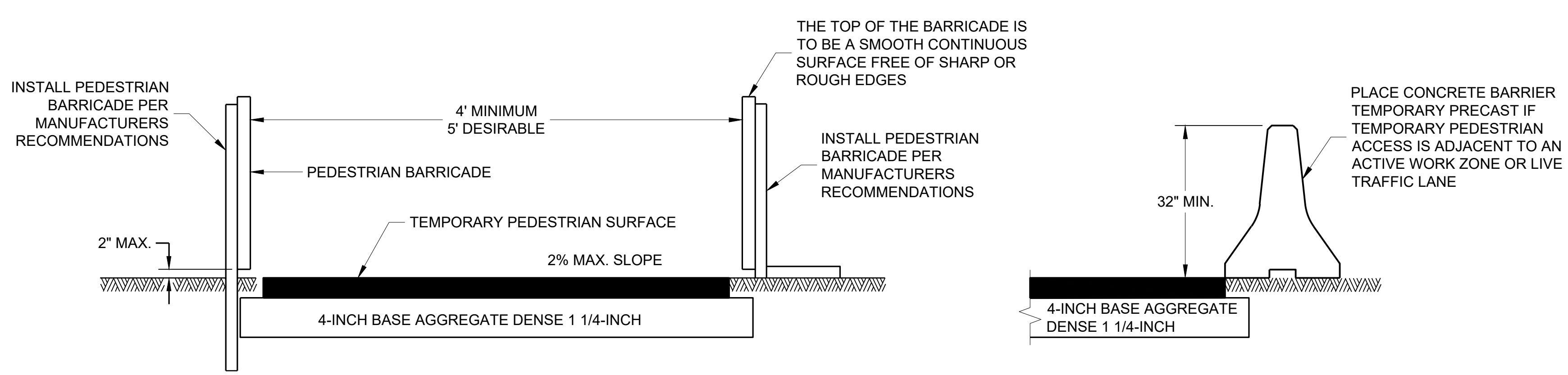
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

6

6

SDD 15D30 - 08a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

SDD 15D30 - 08a

GENERAL NOTES

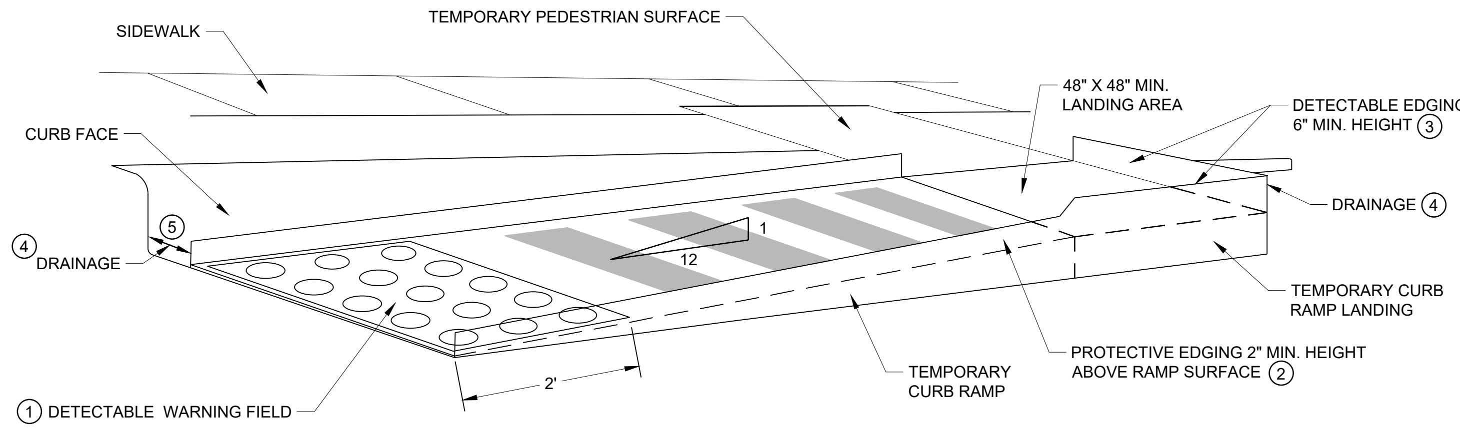
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

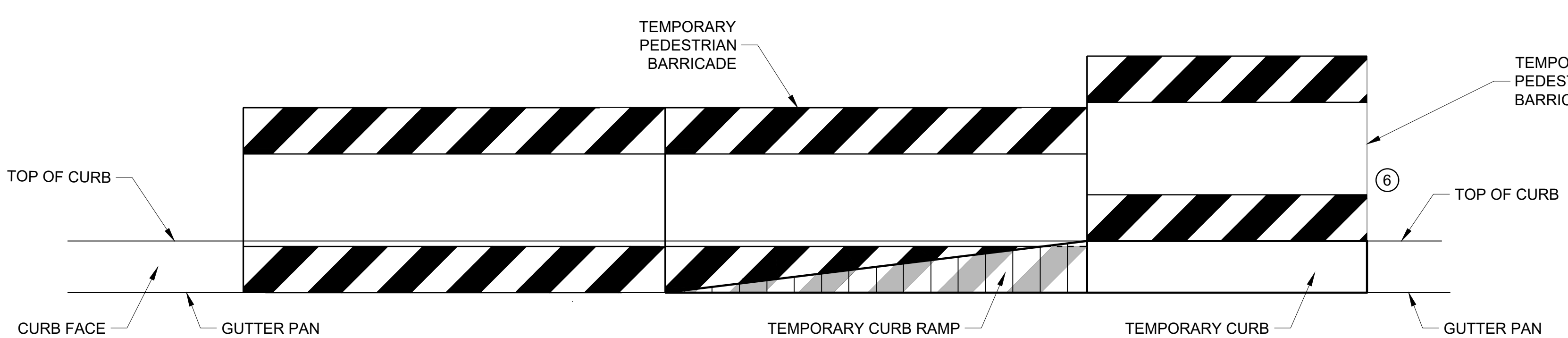
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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".

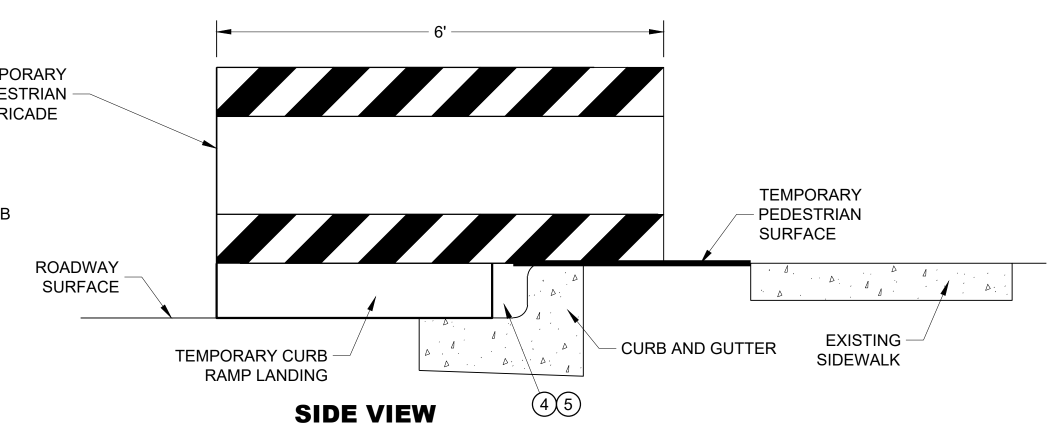
1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE 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. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



PERSPECTIVE VIEW



FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

6

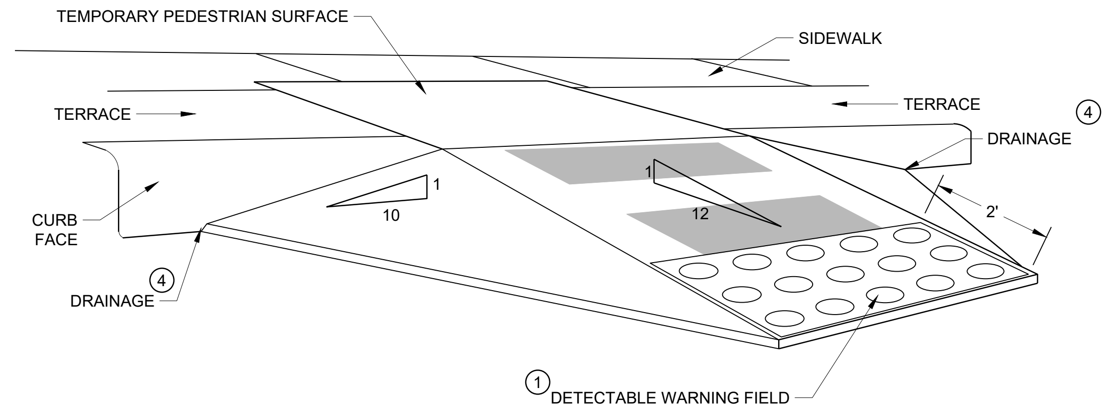
6

SDD 15D30 - 08b

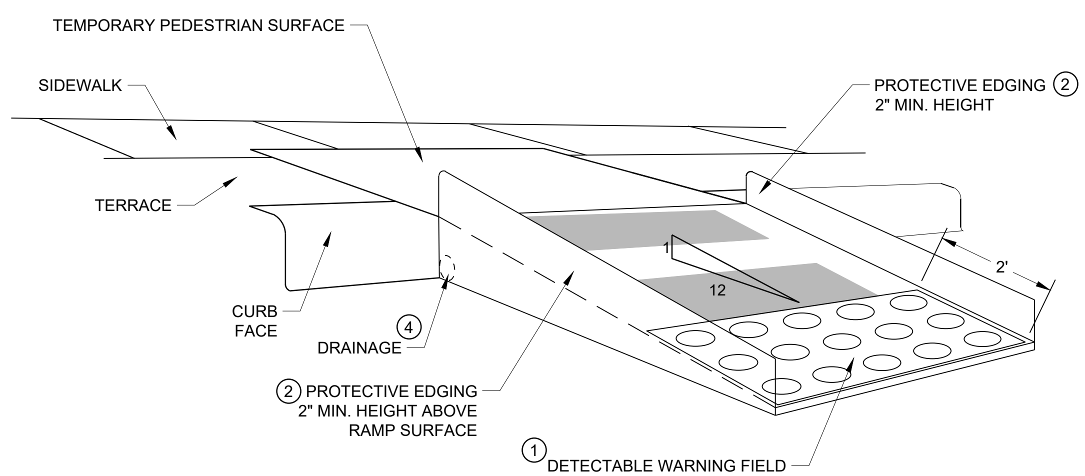
SDD 15D30 - 08b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT



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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

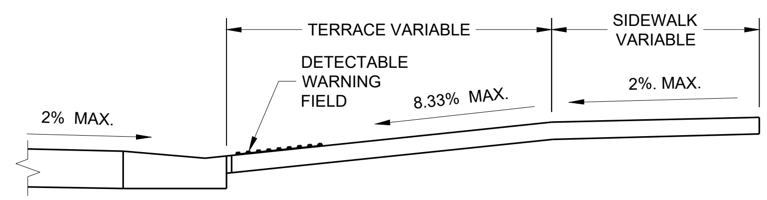
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT 111

GENERAL NOTES

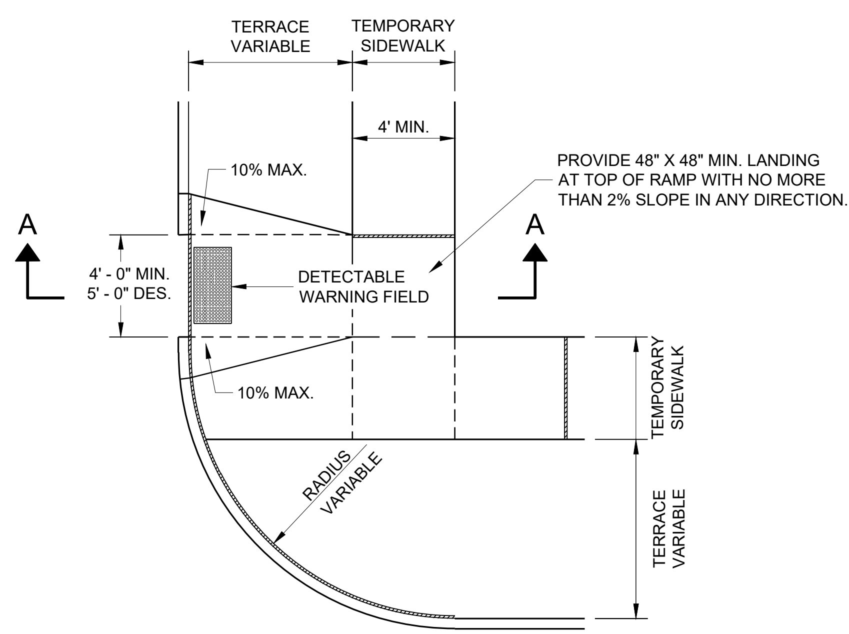
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

6

6

SDD 15D30-08d

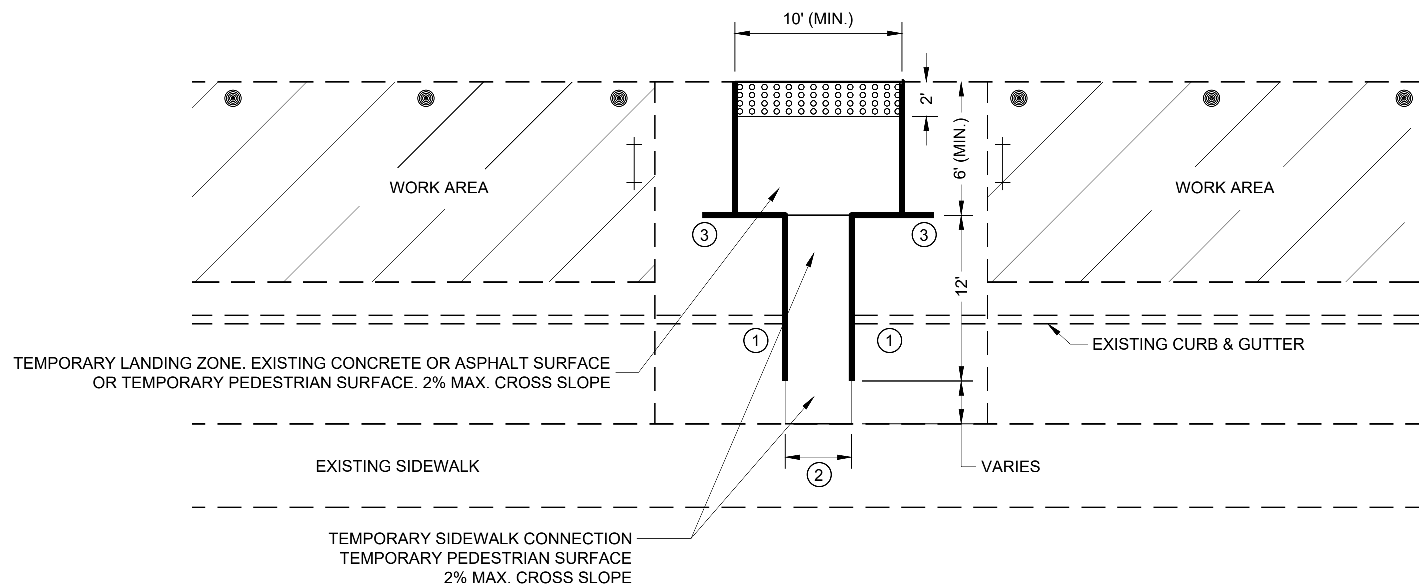
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

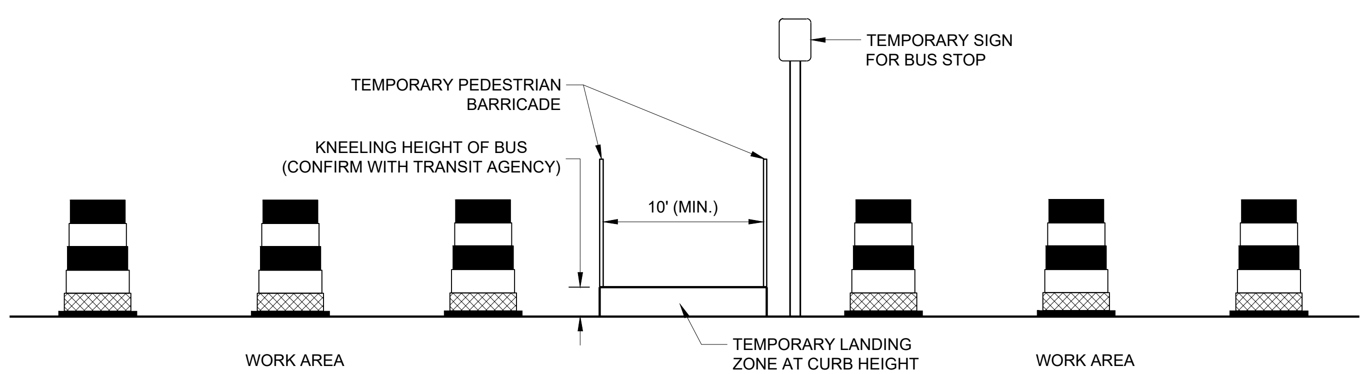
APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

SDD 15D30-08d



PLAN VIEW



PROFILE VIEW

TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

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

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

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

1. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
2. 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
3. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

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

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30 - 08e

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC

GENERAL NOTES

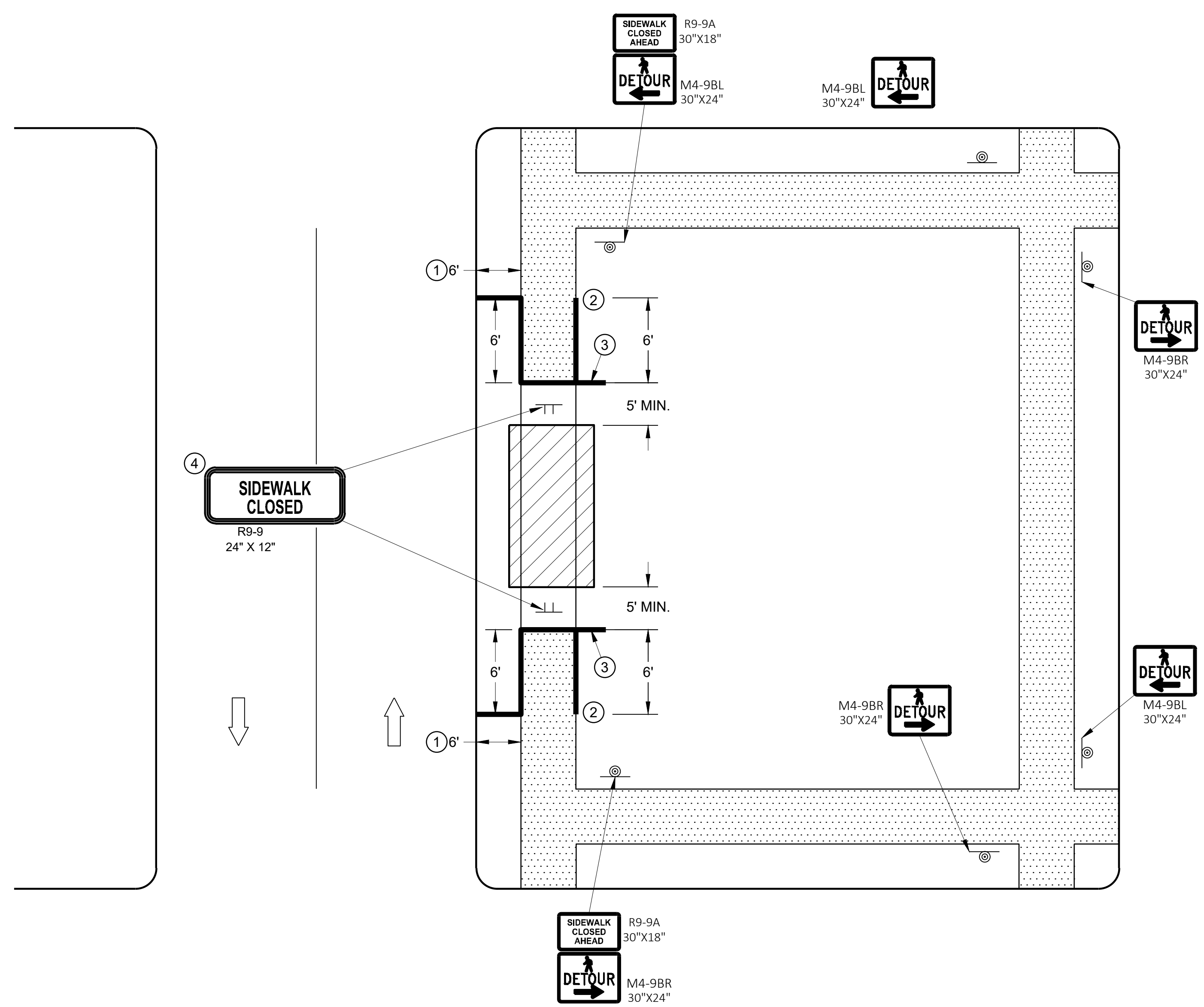
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

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



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES

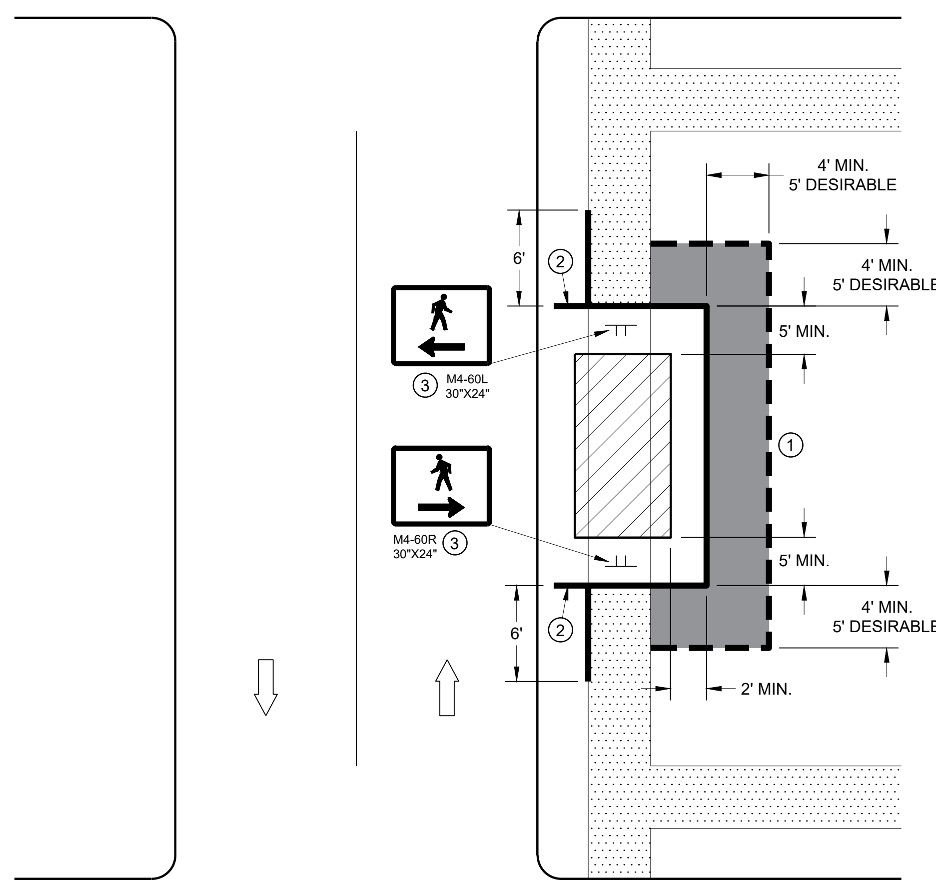
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

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

1. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
2. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

6

6

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15D30 - 08g

SDD 15D30 - 08g

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

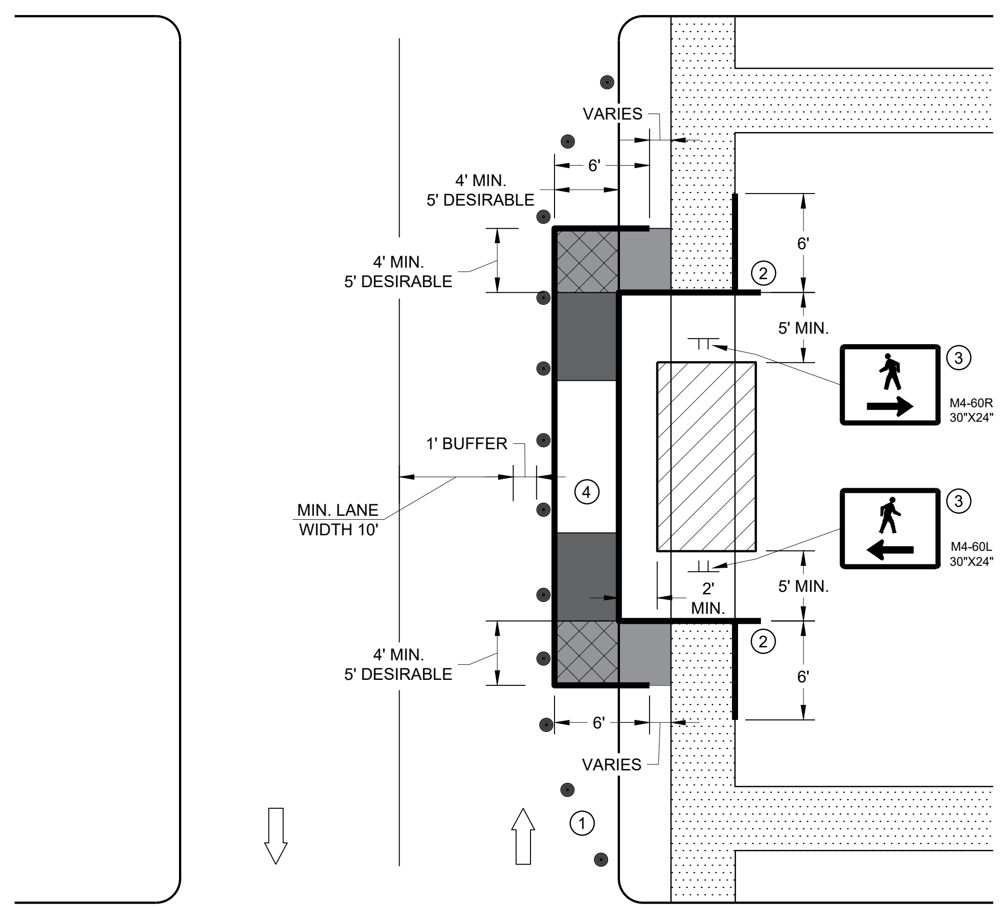
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



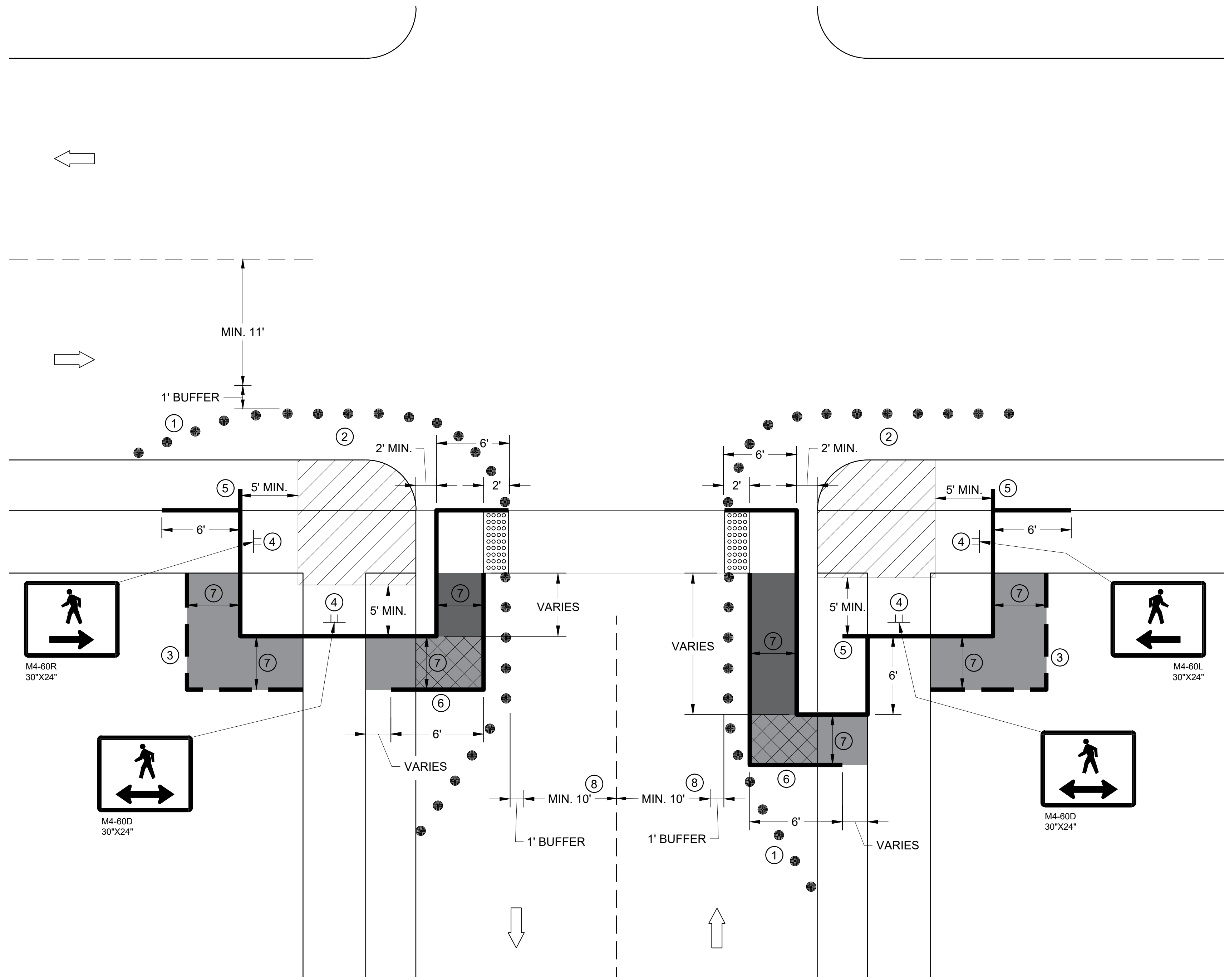
SIDEWALK DIVERSION, SINGLE SIDE

6

6

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

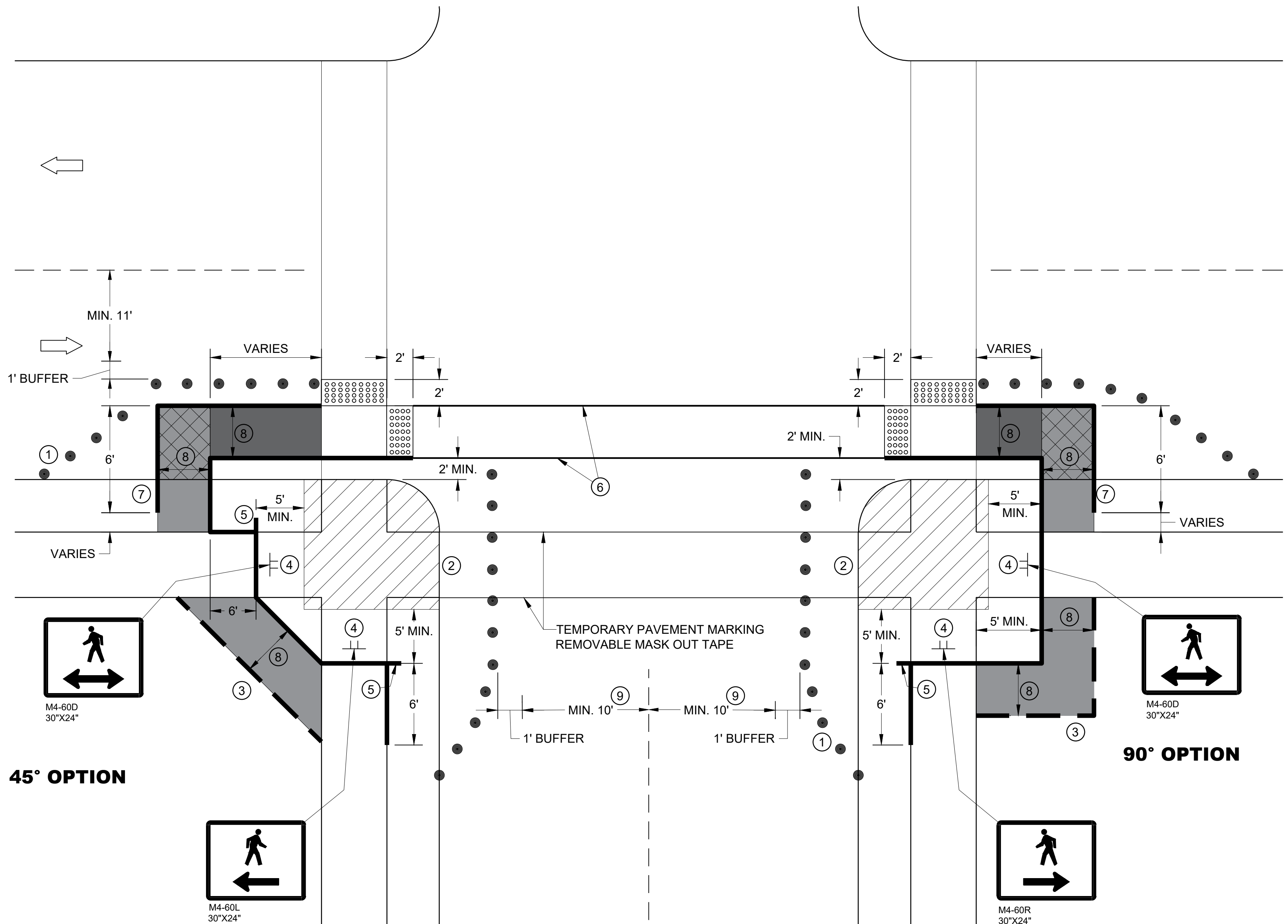
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

SDD 15D30 - 08i
6



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

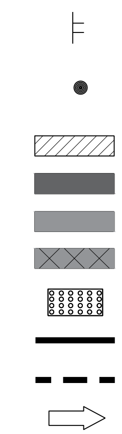
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. WHITE 6" TEMPORARY PAVEMENT MARKING
7. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
8. 4 FEET MINIMUM, 5 FEET DESIRABLE
9. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND



SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM
WORK AREA
TEMPORARY CURB RAMP
TEMPORARY PEDESTRIAN SURFACE "A"
TEMPORARY PEDESTRIAN SURFACE "B"
TEMPORARY DETECTABLE WARNING FIELD
TEMPORARY PEDESTRIAN BARRICADE
OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

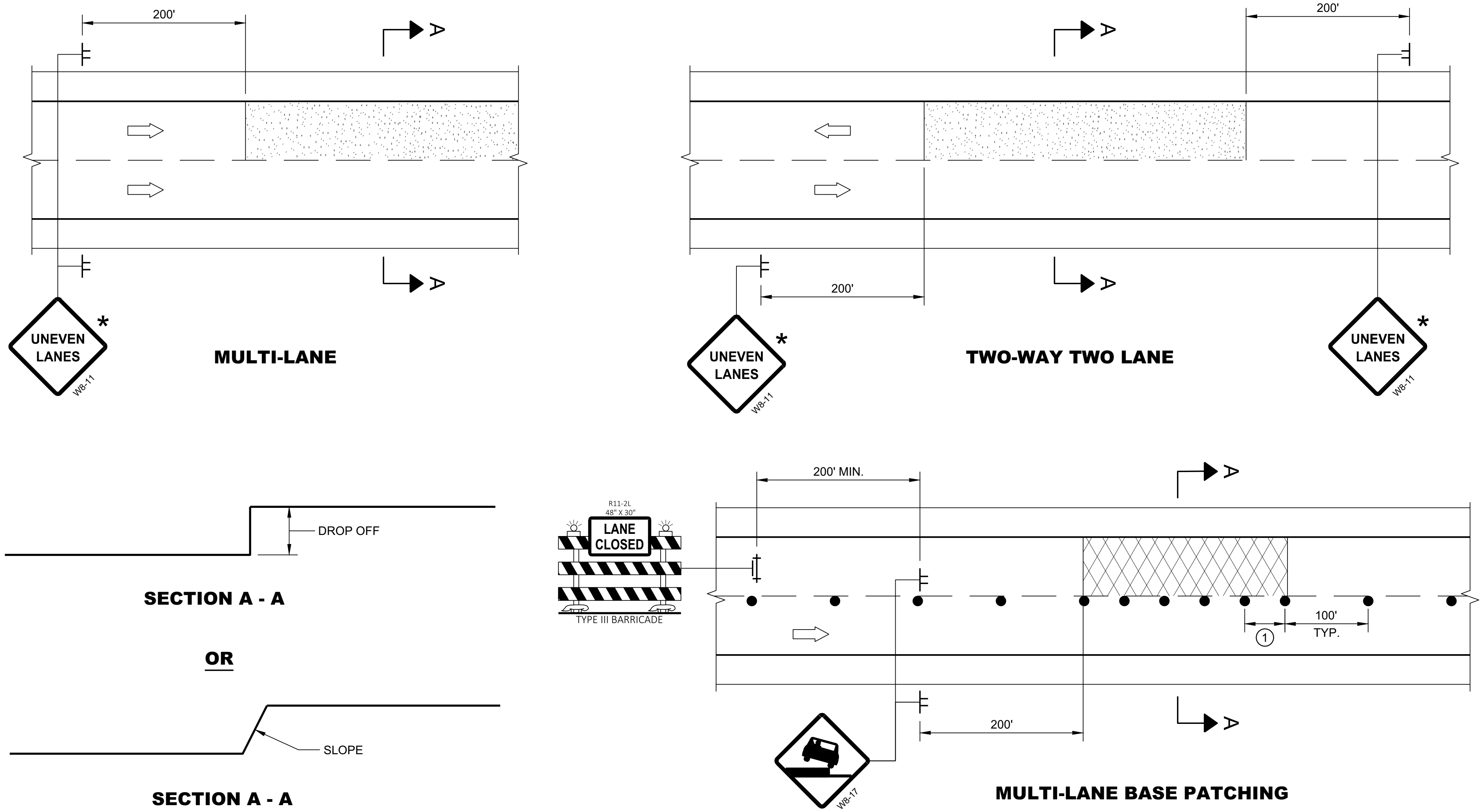
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

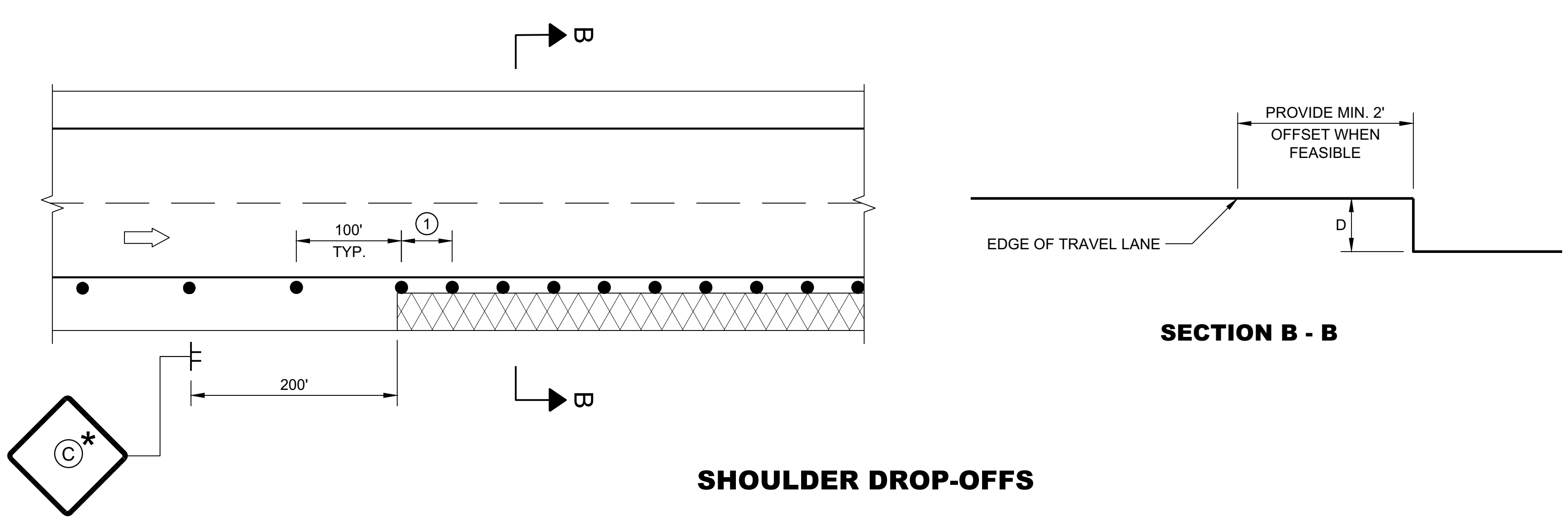
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

SDD 15D39 - 02

SDD 15D39 - 02

6

6

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.

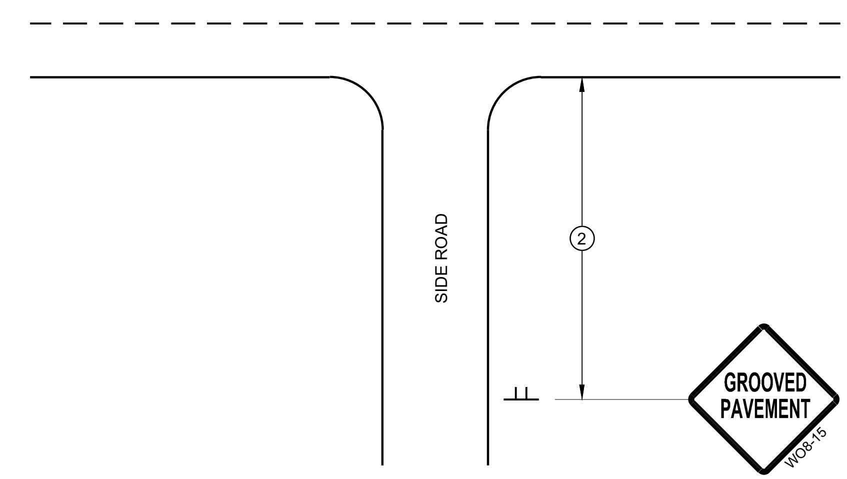
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.

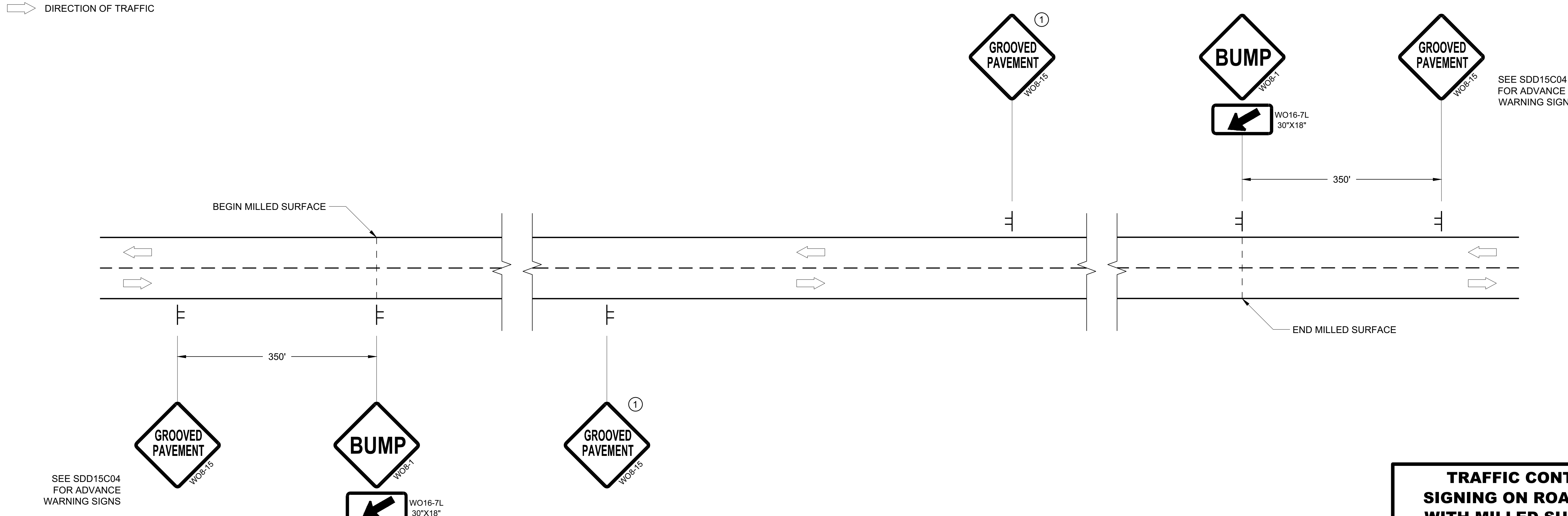


TYPICAL SIDE ROAD APPROACH SIGN DETAIL

LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



DETAIL FOR SIGNING ON MILLED SURFACES

6

6

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

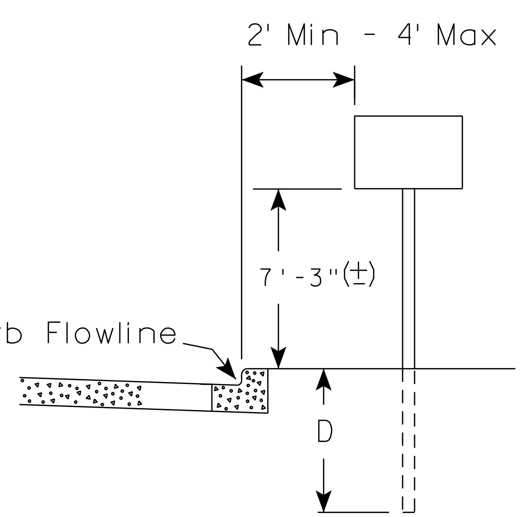
APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

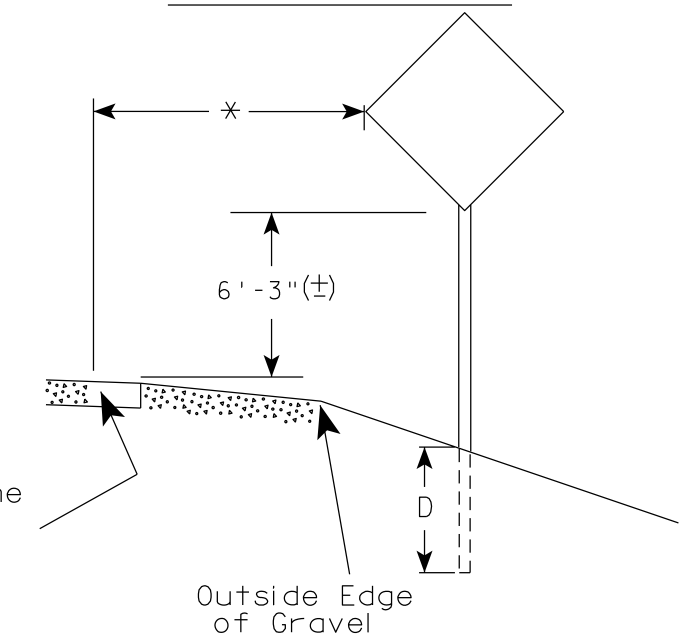
SDD 15D44 - 02

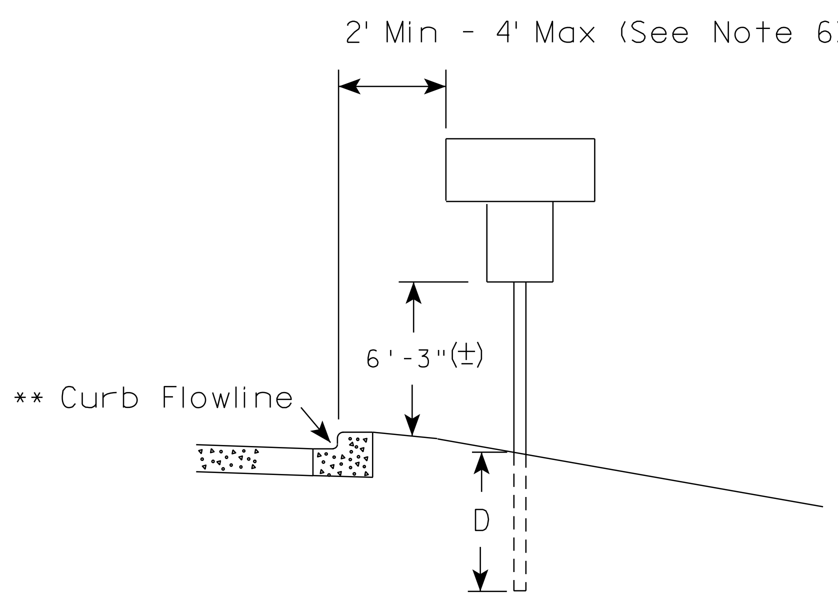
SDD 15D44 - 02

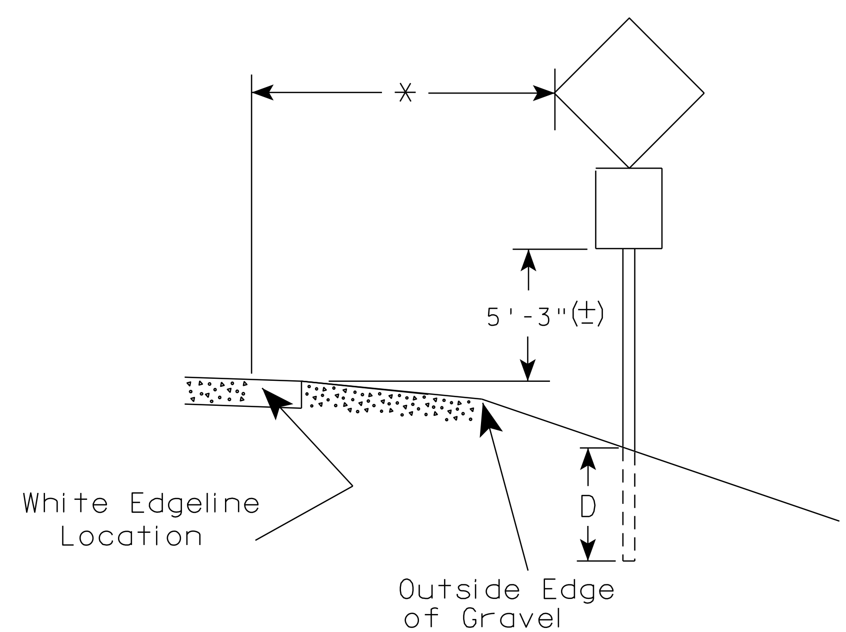
URBAN AREA

RURAL AREA (See Note 2)









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.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** 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.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

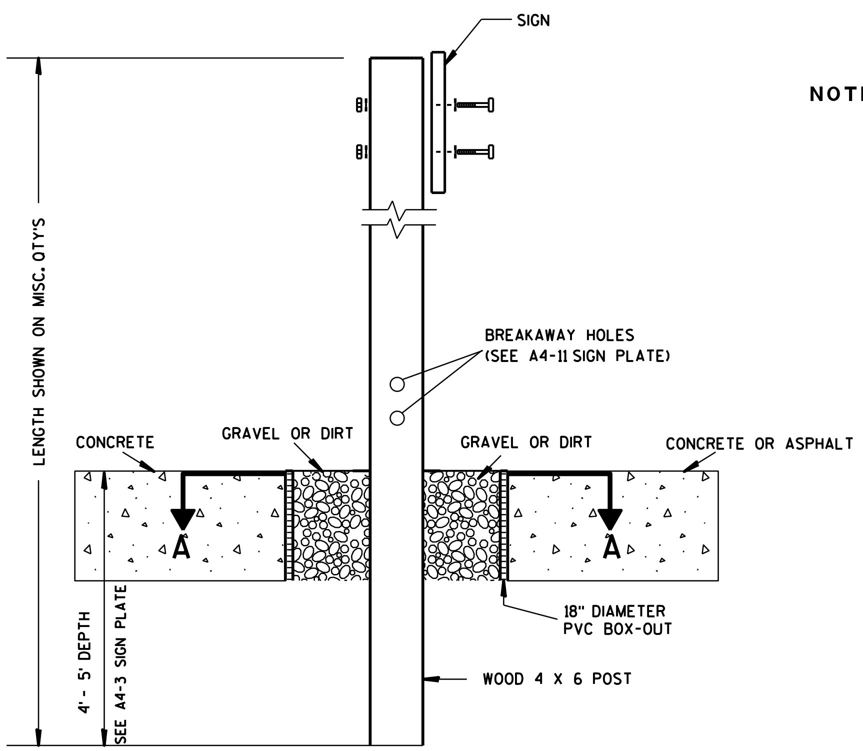
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

7 7

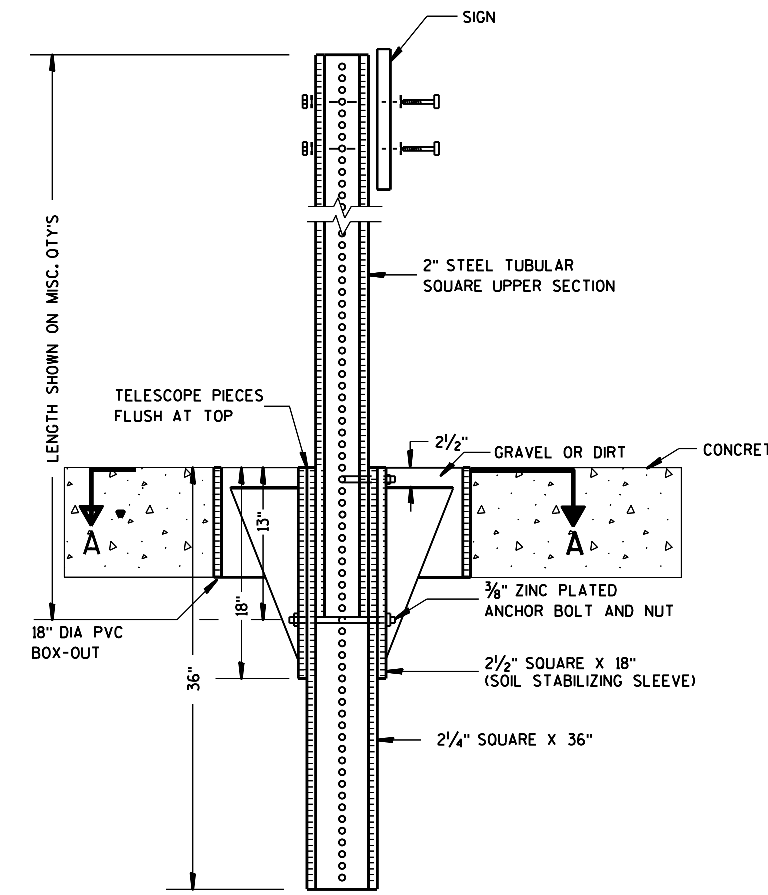
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 121	E

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.



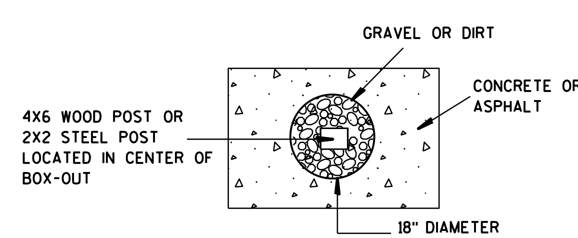
ELEVATION VIEW

DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

7

7

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

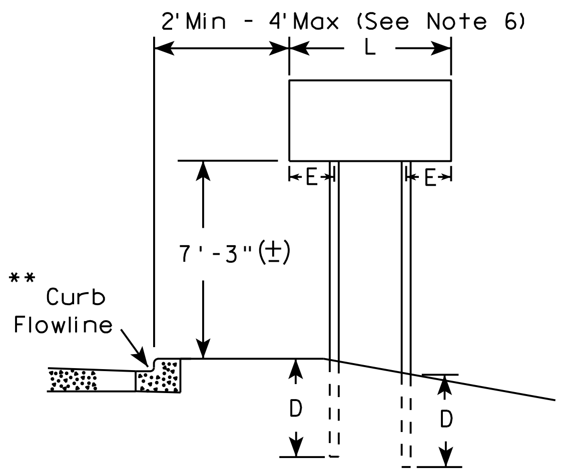
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

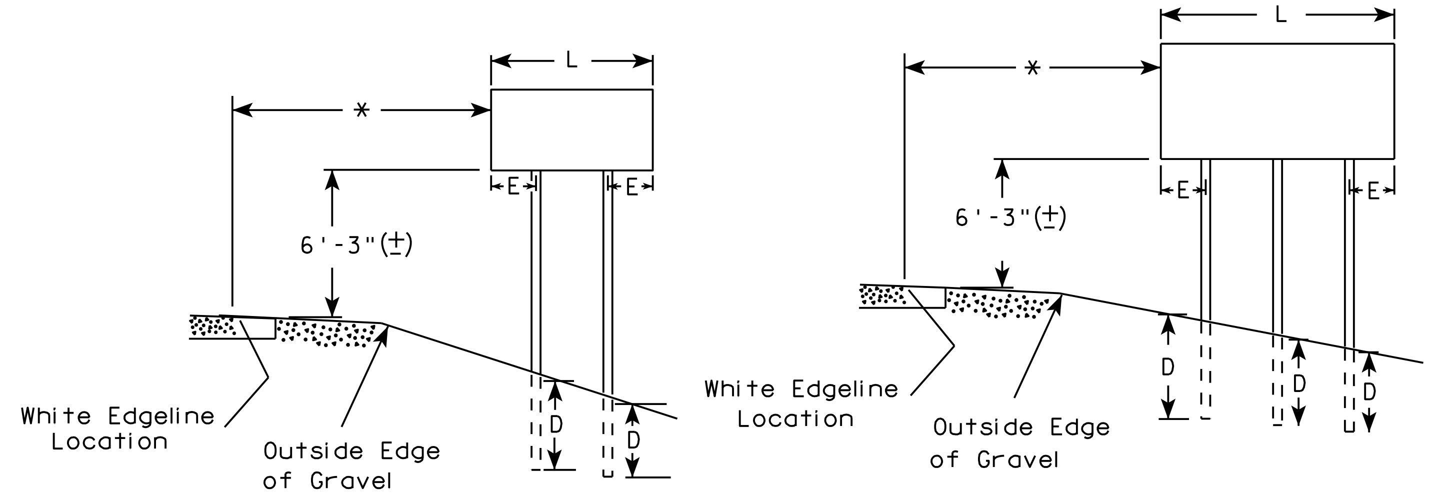
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

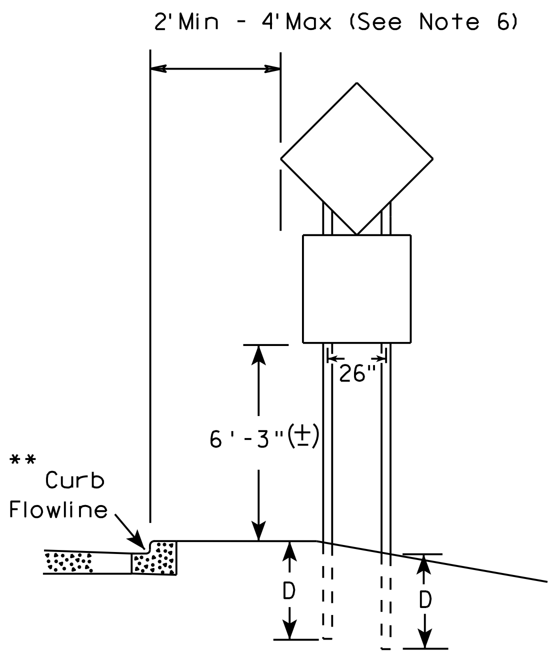
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

URBAN AREA

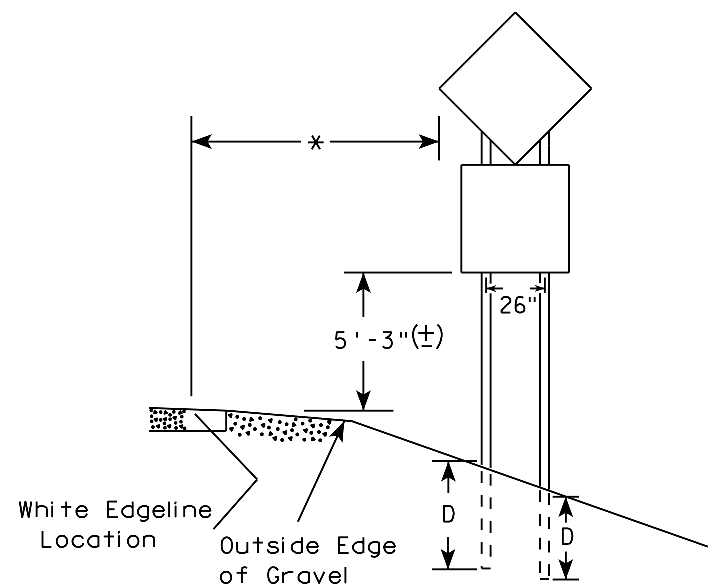


RURAL AREA (See Note 3)





48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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.

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"

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

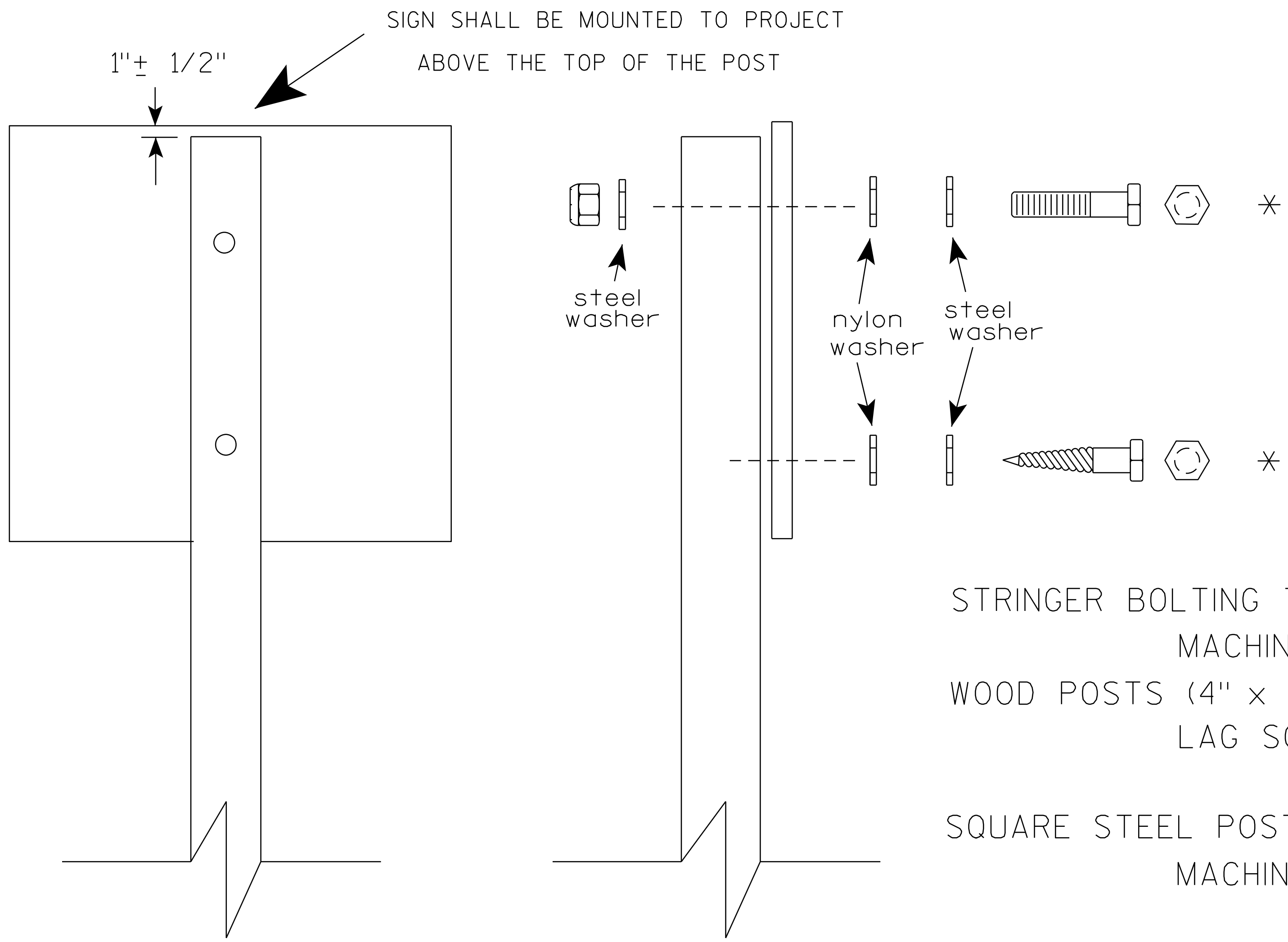
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

7

7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 123	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) -

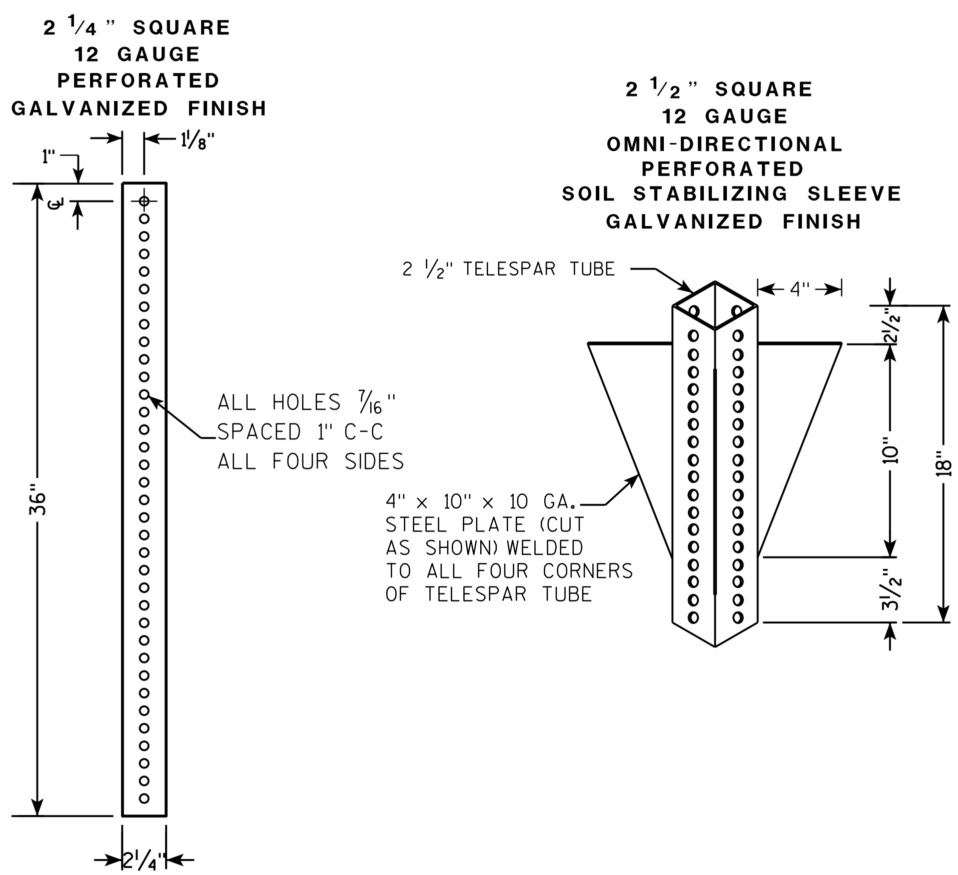
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

7

* 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.

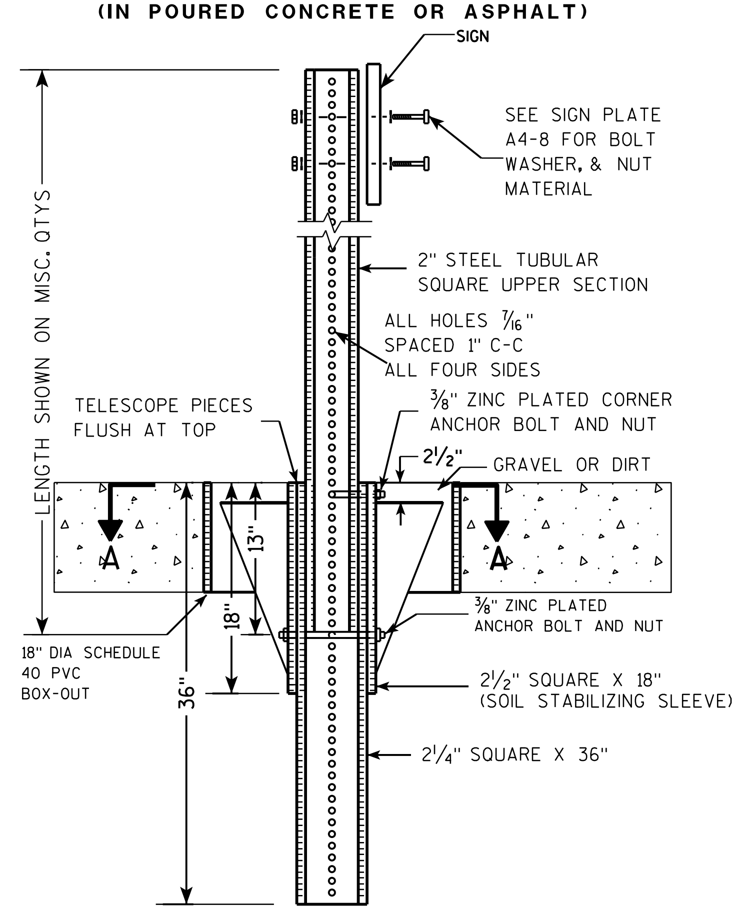
ATTACHMENT OF SIGNS TO POSTS
WISCONSIN DEPT OF TRANSPORTATION
APPROVED Matthew R Rauch for State Traffic Engineer
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS TWO PIECE SYSTEM



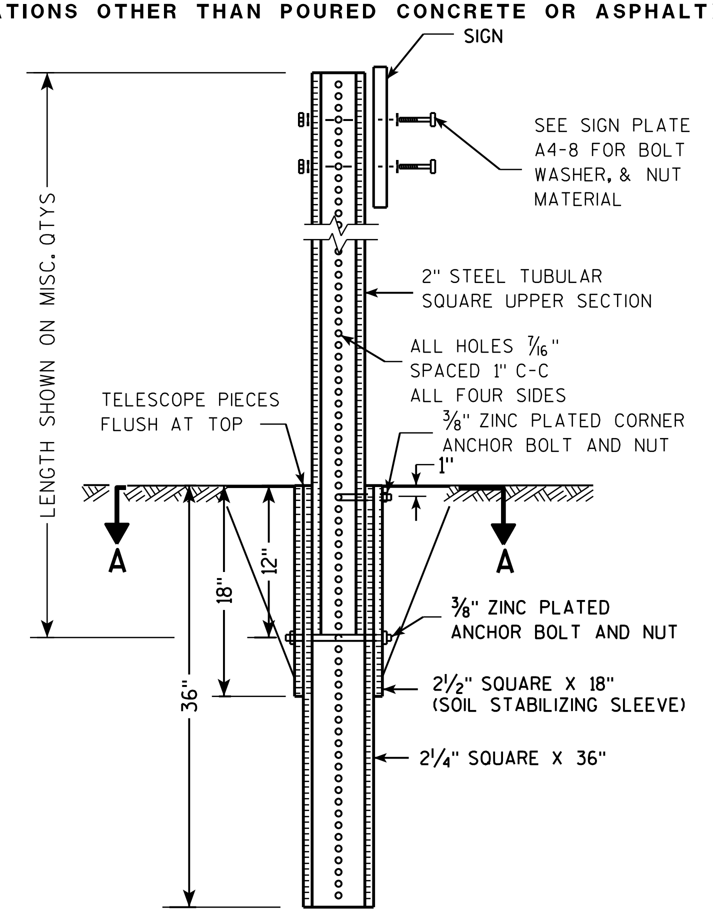
DETAIL OF TUBULAR STEEL SIGN POST

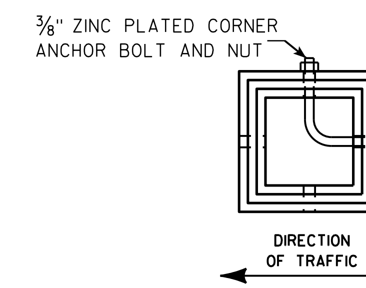
(IN POURED CONCRETE OR ASPHALT)



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

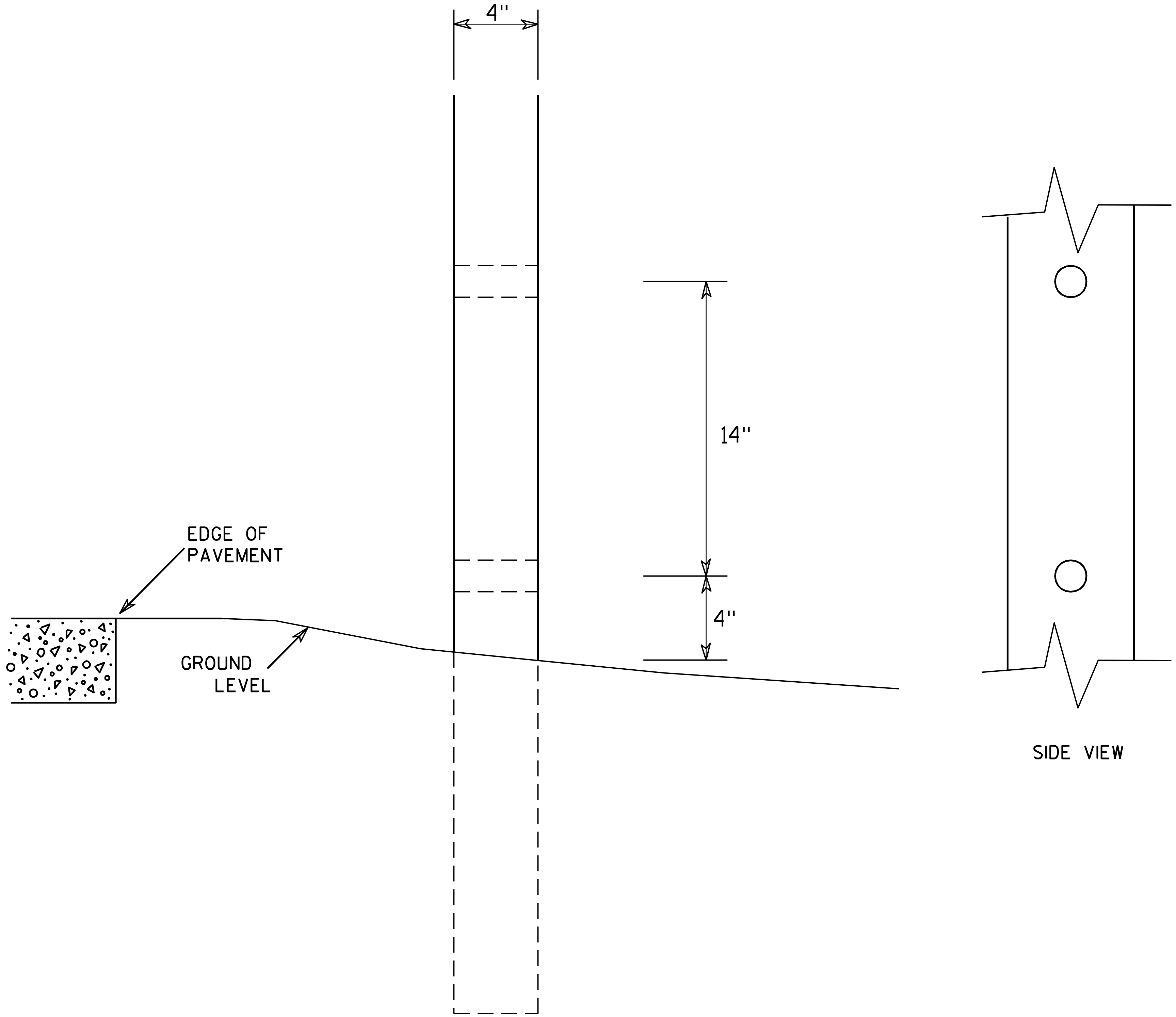
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsjo PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42



GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two $1\frac{1}{2}$" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

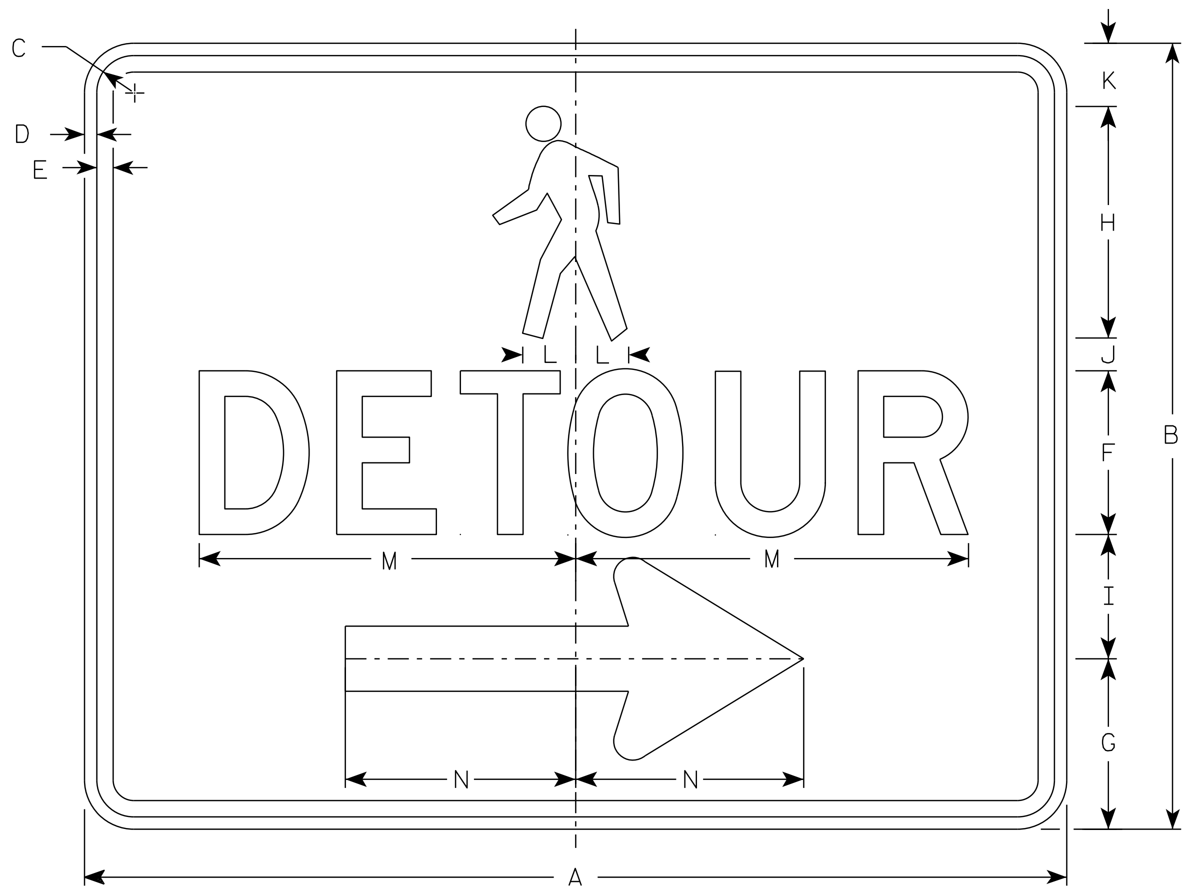
APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

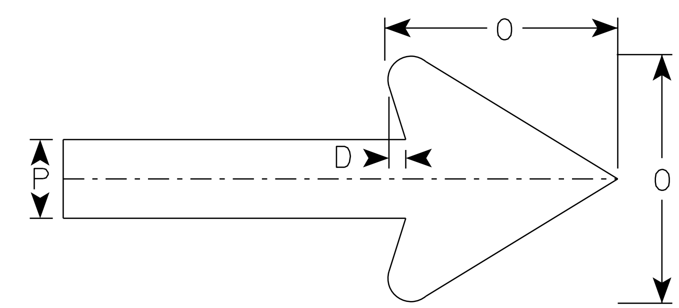
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 126 | E

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



M4-9BR



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

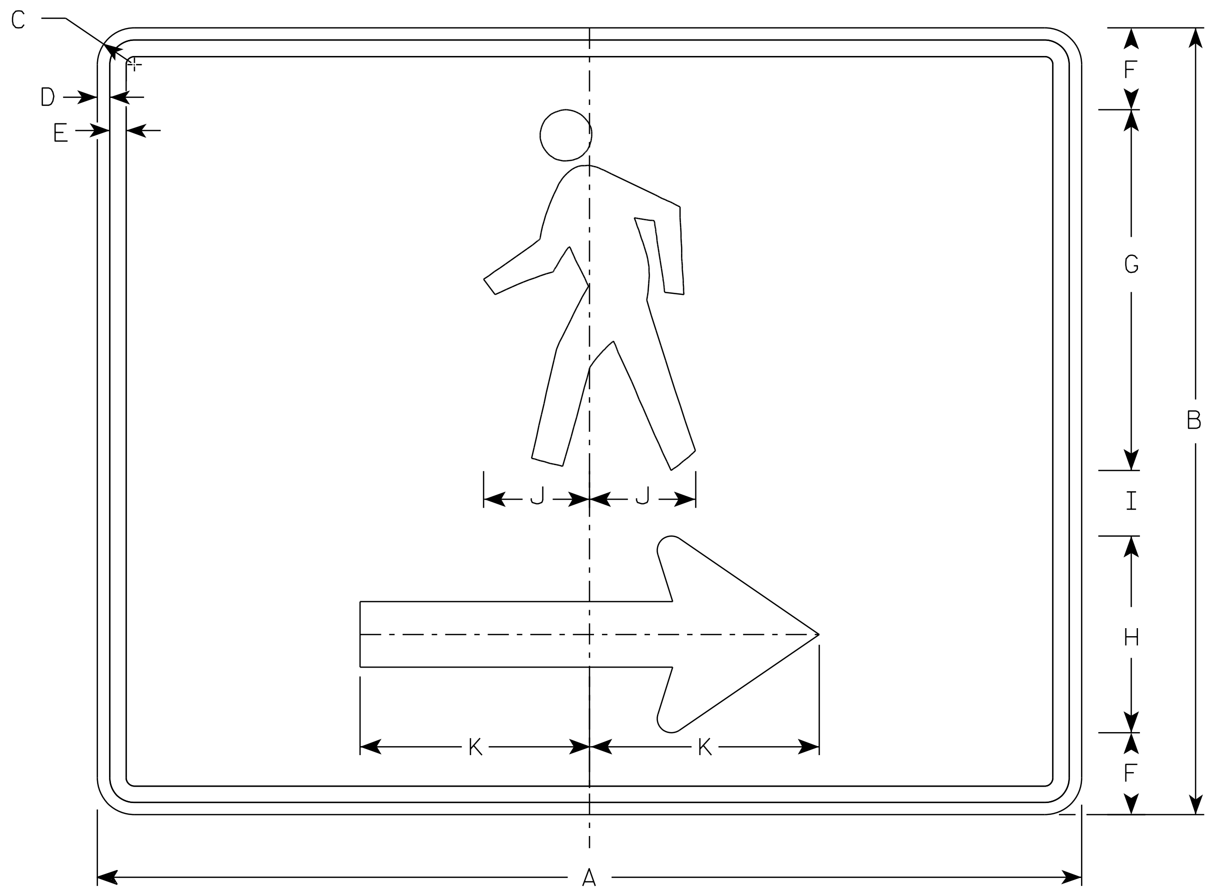
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 7/1/19 PLATE NO. M4-9B.2

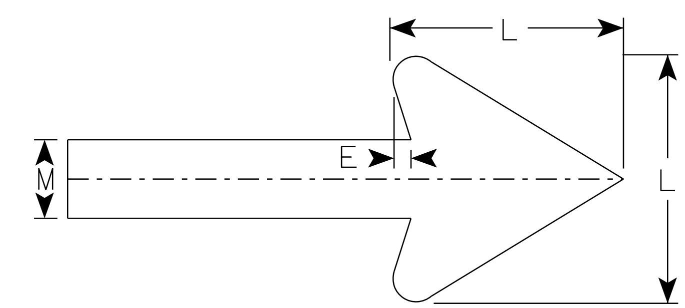
PROJECT NO: HWY: COUNTY: SHEET NO: 127 E



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

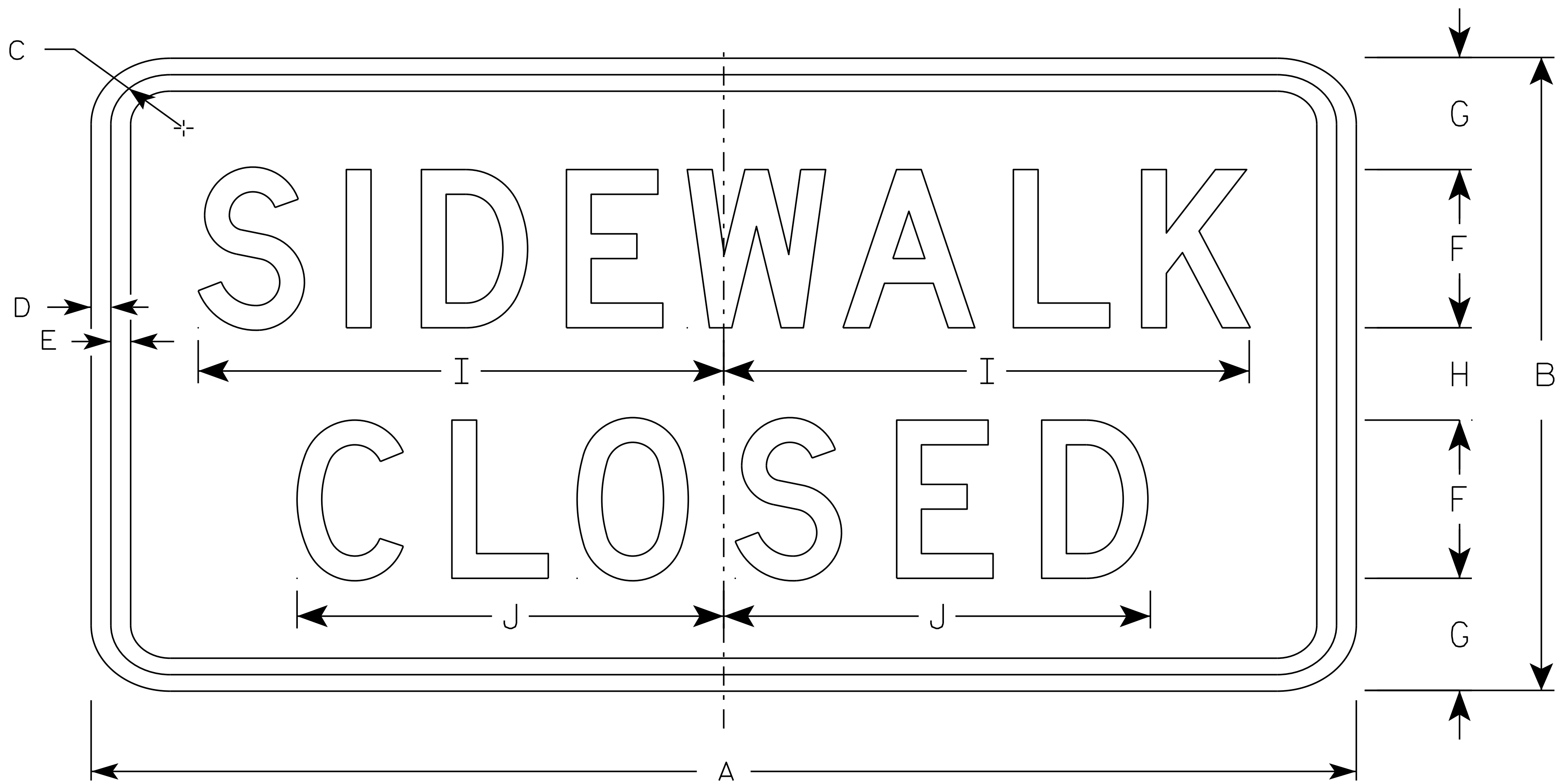
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/16/2021 PLATE NO. M4-60.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 128 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M460.dgn PLOT DATE : 16-SEPT 2021 8:00 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

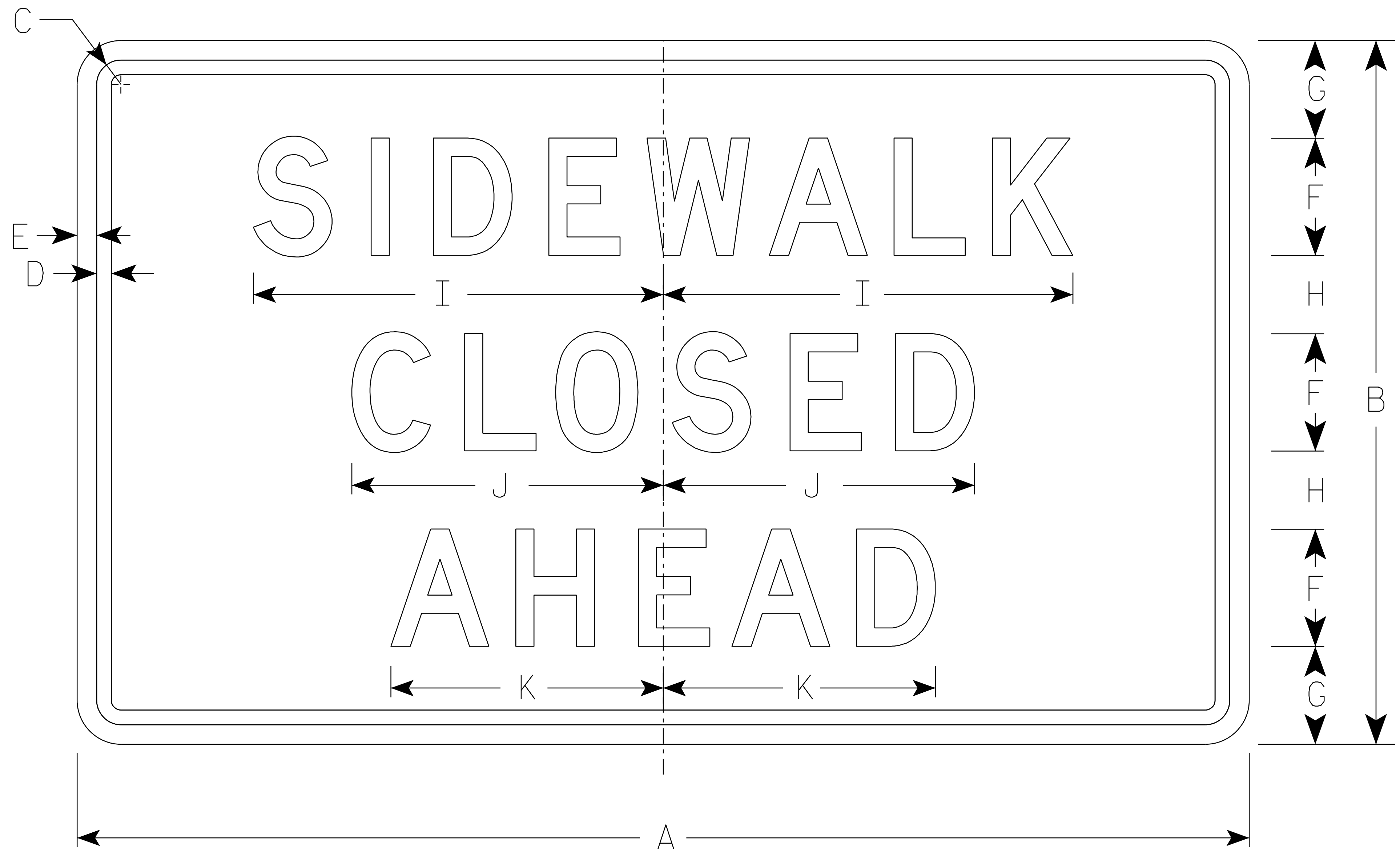
DATE 8/11/16 PLATE R9-9.6

PROJECT NO: HWY: COUNTY: SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - 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.



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/8	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

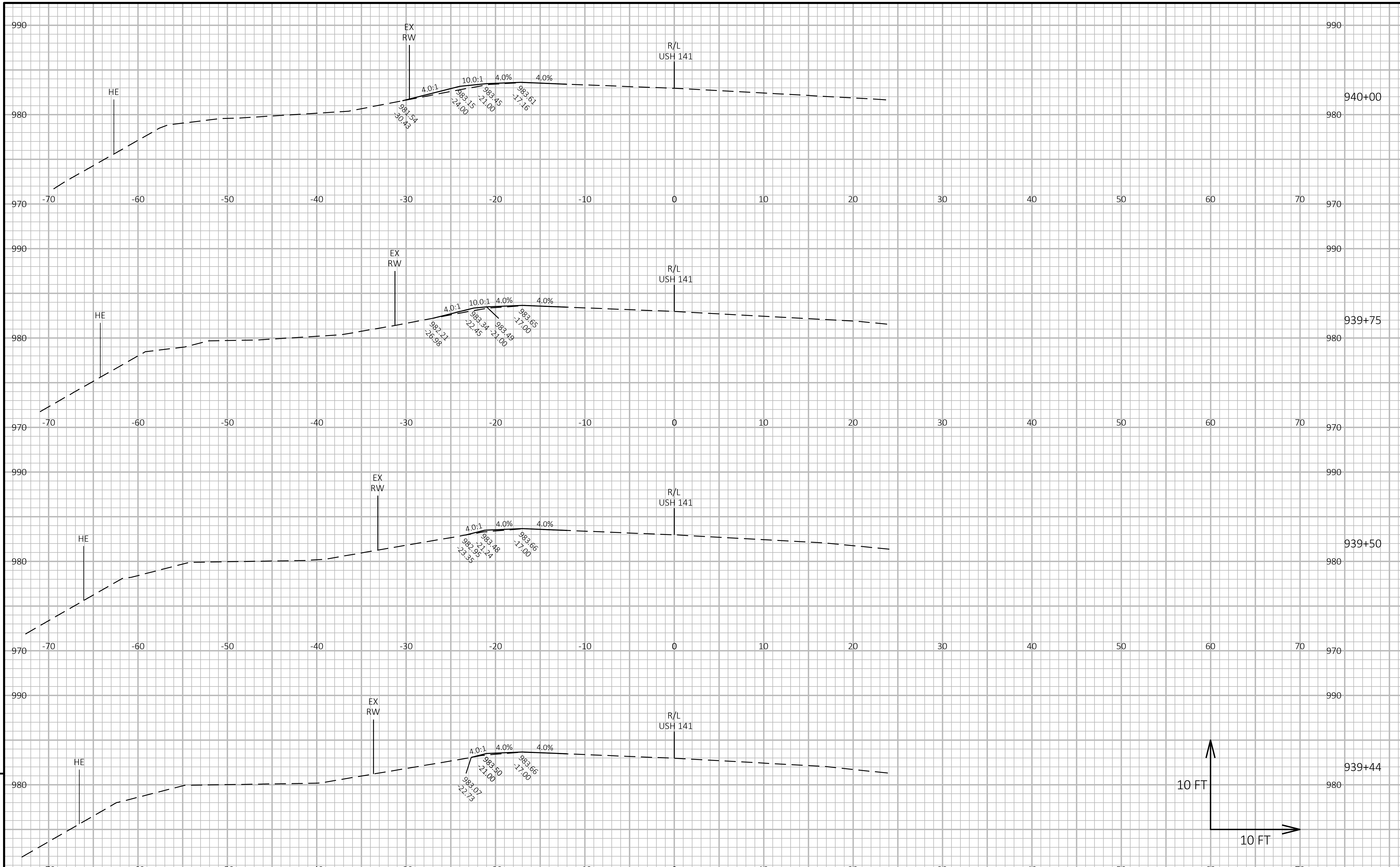
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/31/2020 PLATE NO. R9-9A.1

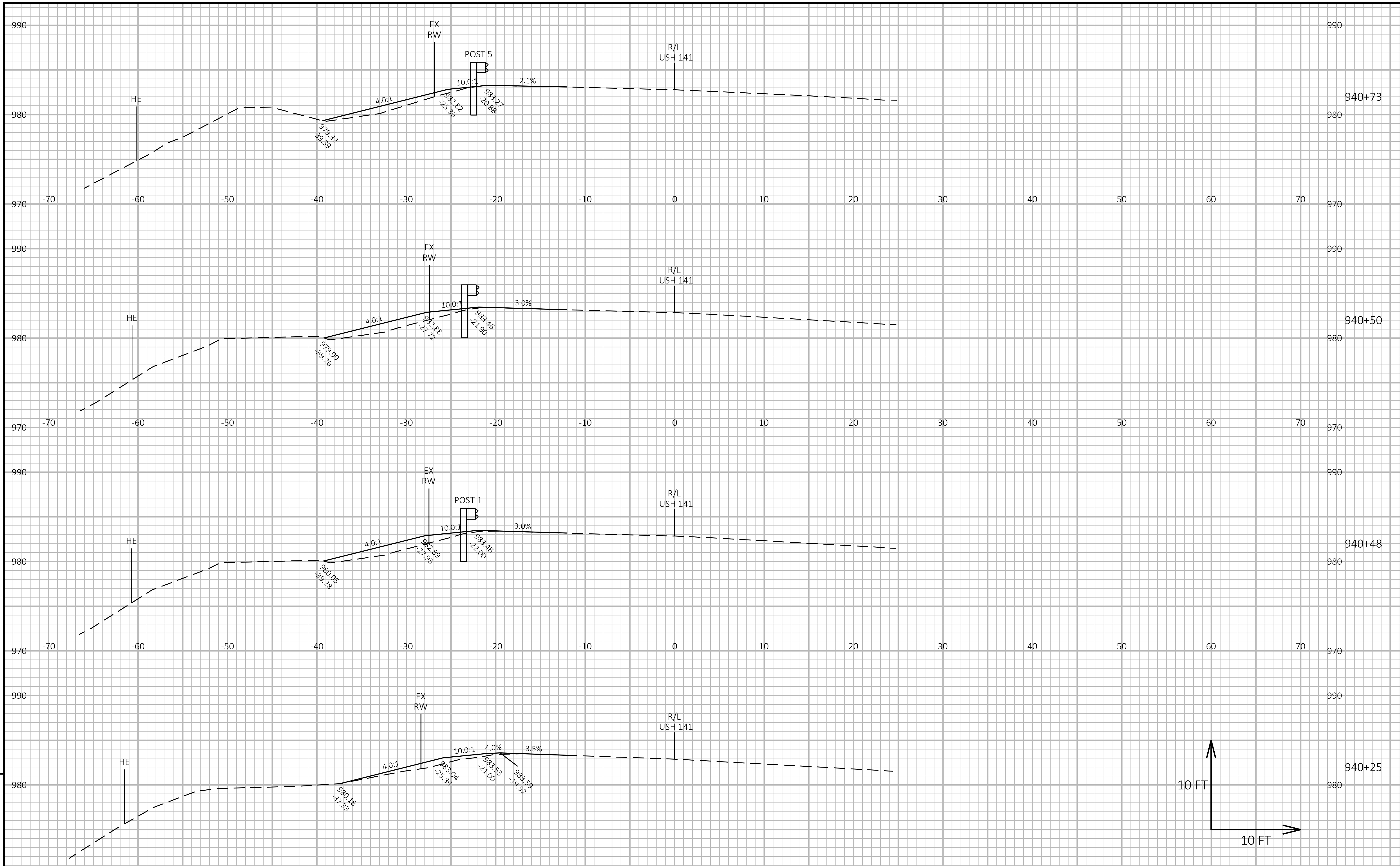
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 130 | E

7

7



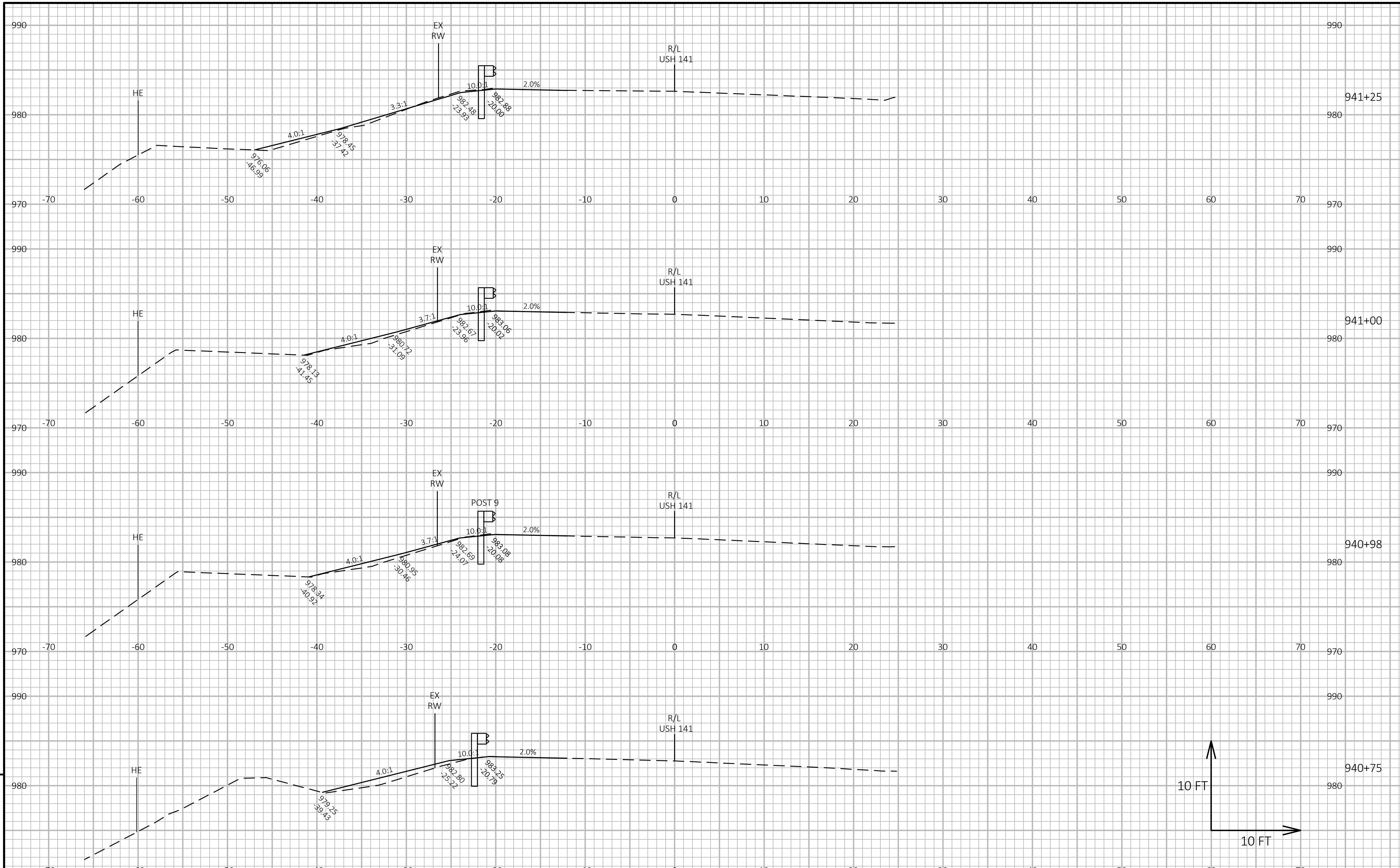
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 131	E



PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 132	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090202-xs
PLOT DATE : 11/22/2022 1:36 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

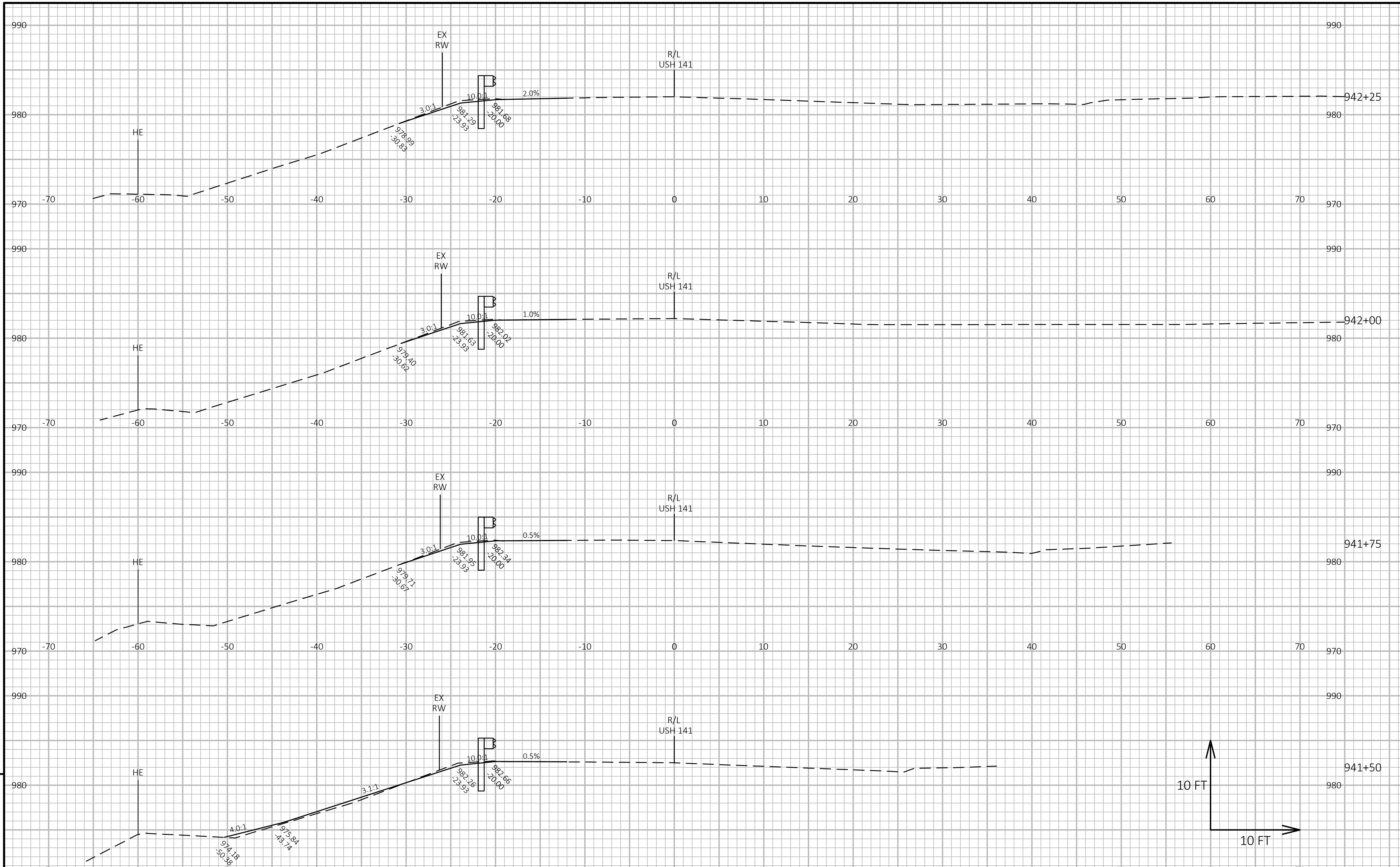
9



9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 133	E

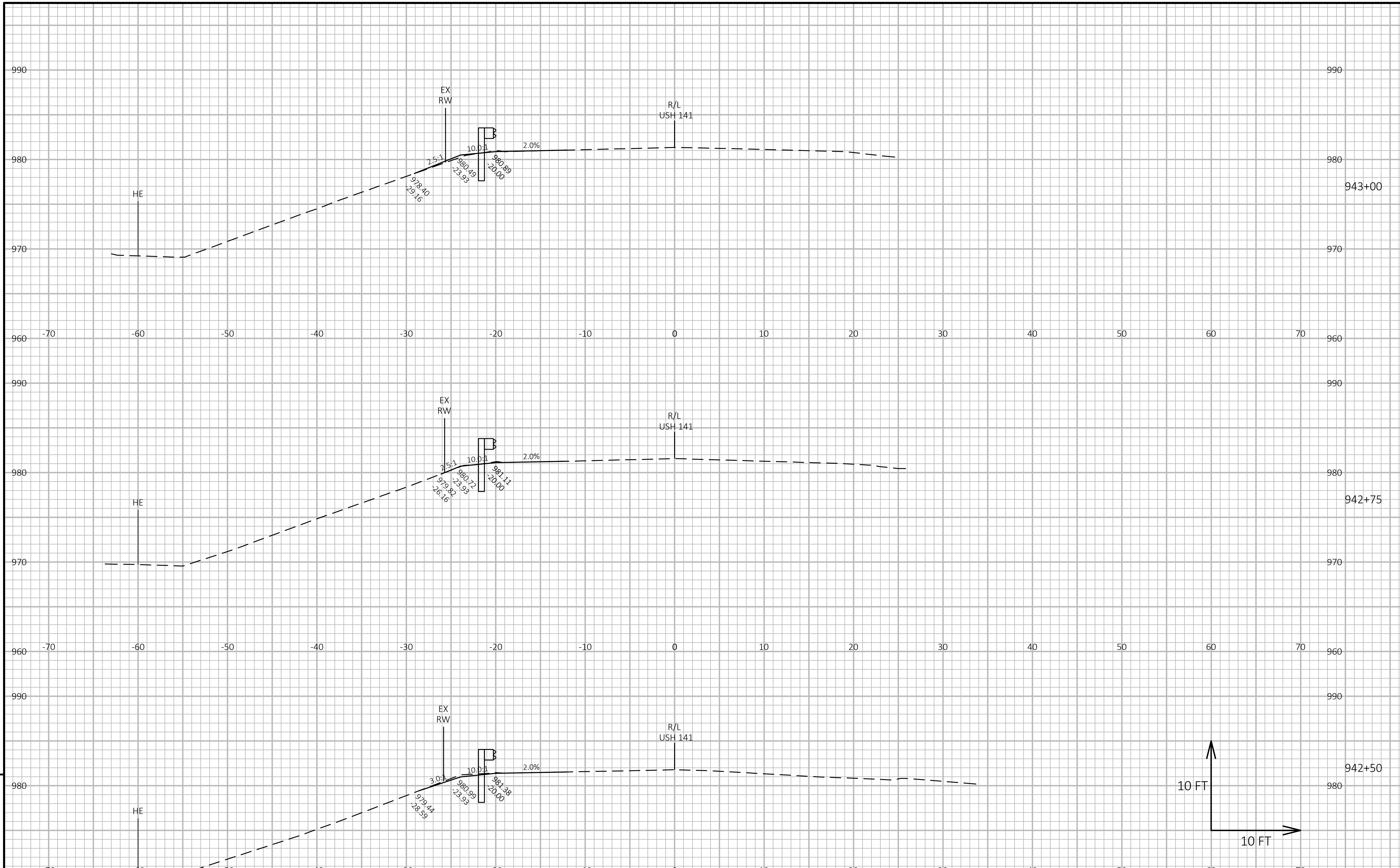
FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090203-xs
PLOT DATE : 11/22/2022 1:36 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 134	E

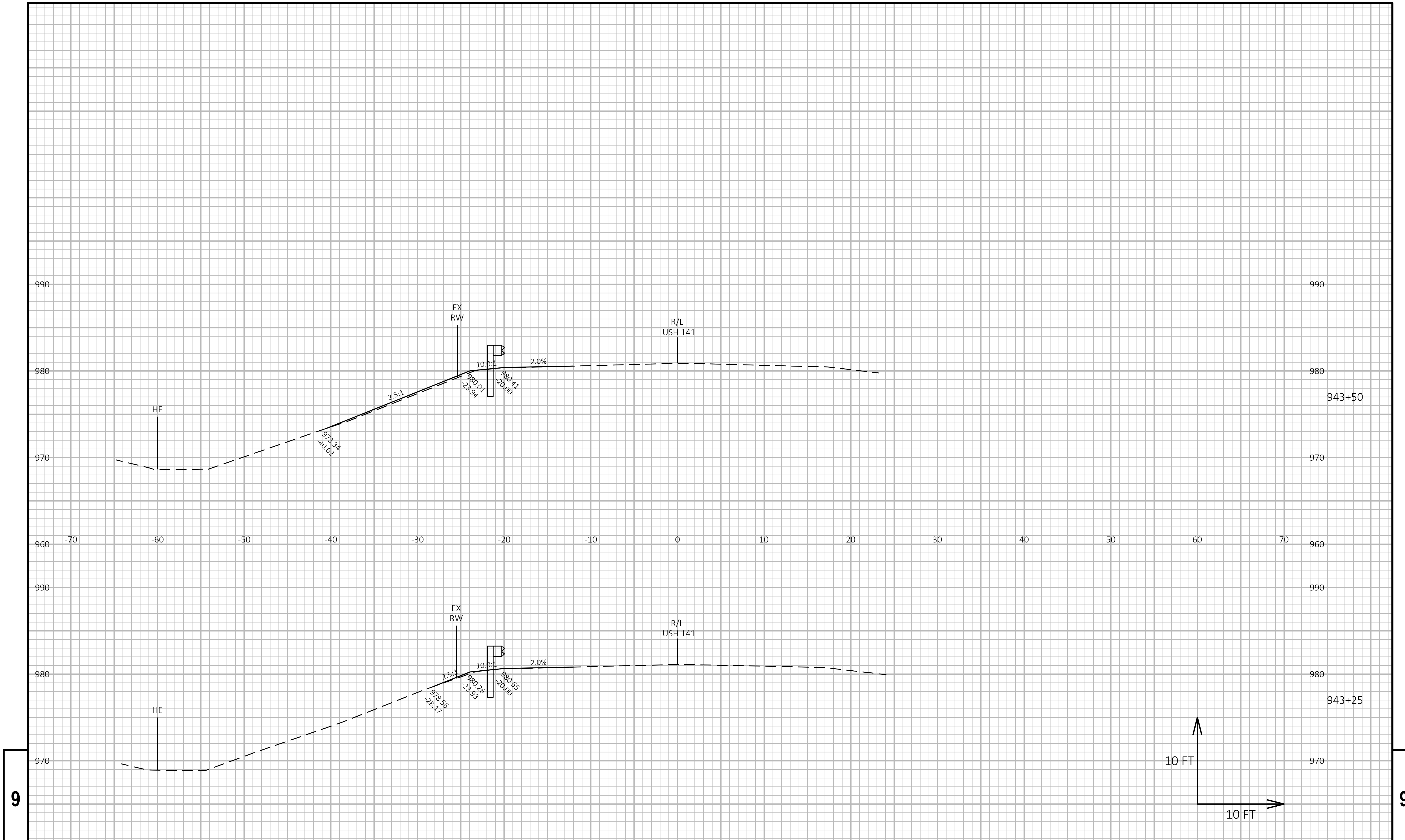


9

9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 135	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090205-xs
PLOT DATE : 11/22/2022 1:36 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

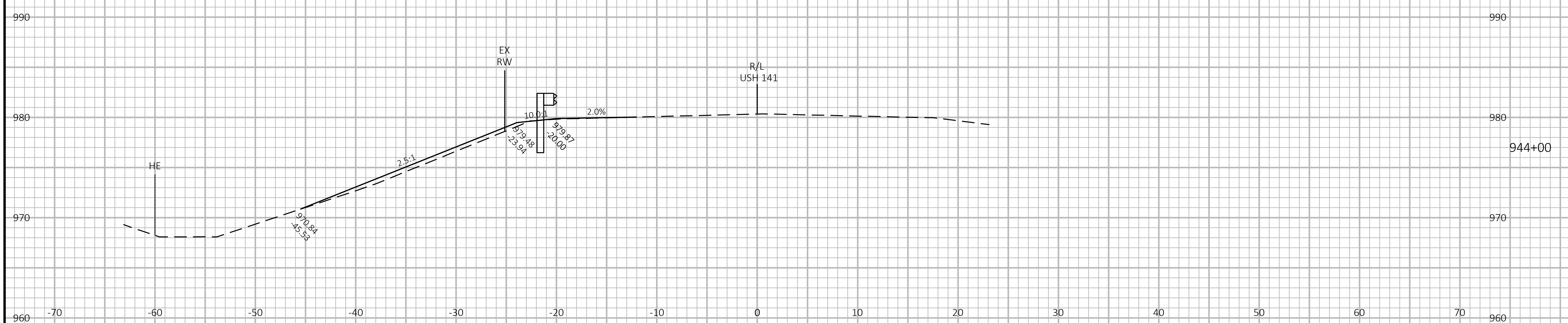


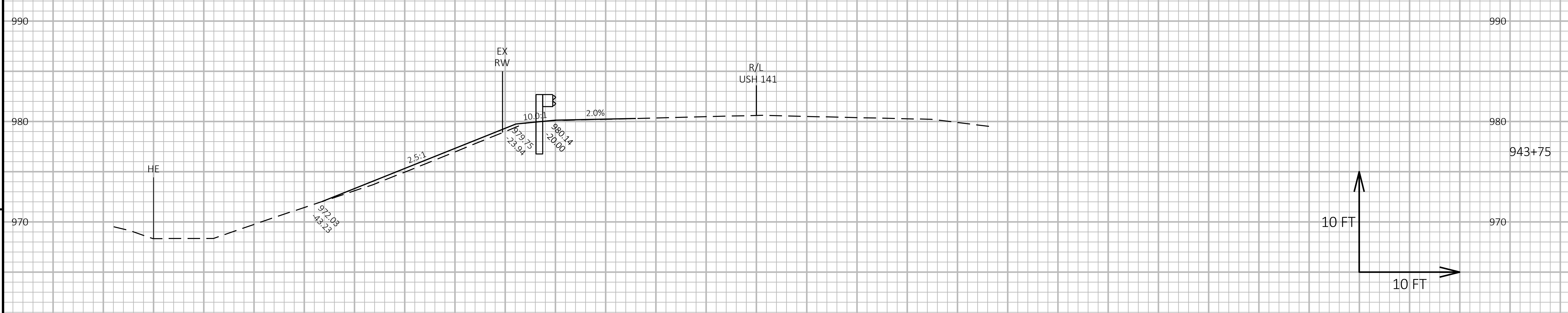
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 136	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 11/22/2022 1:36 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

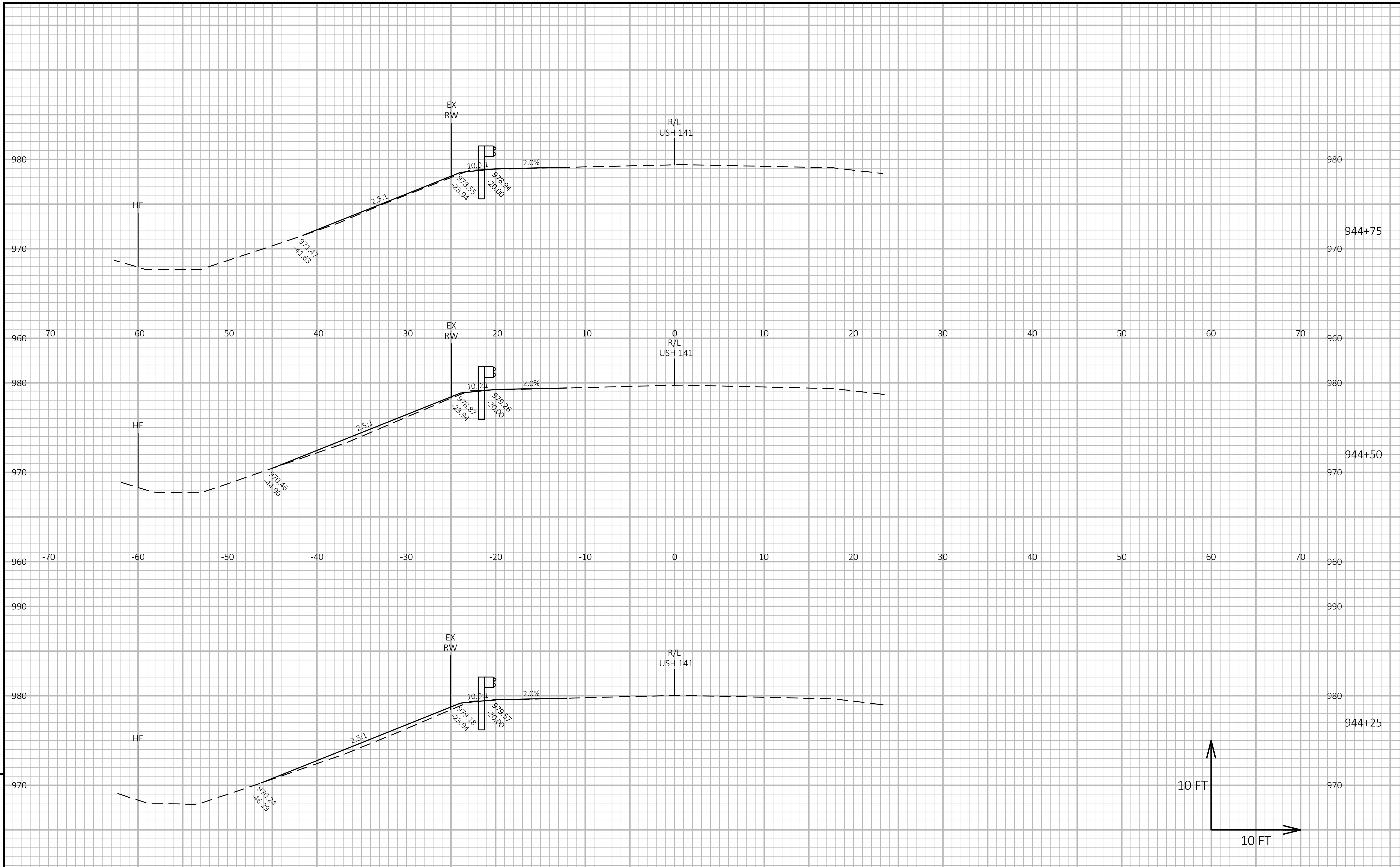




9

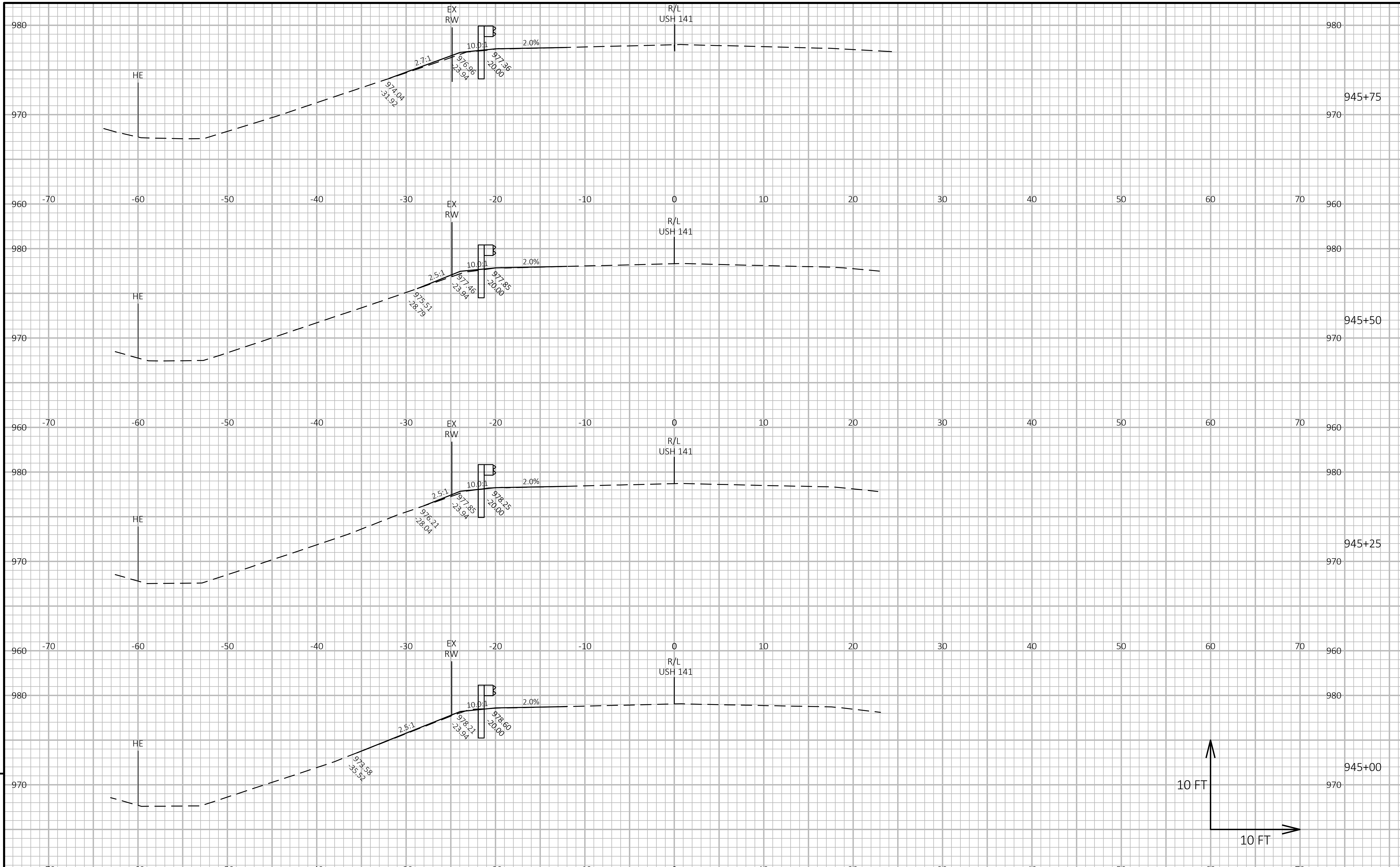
9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 137	E



9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 138	E



9

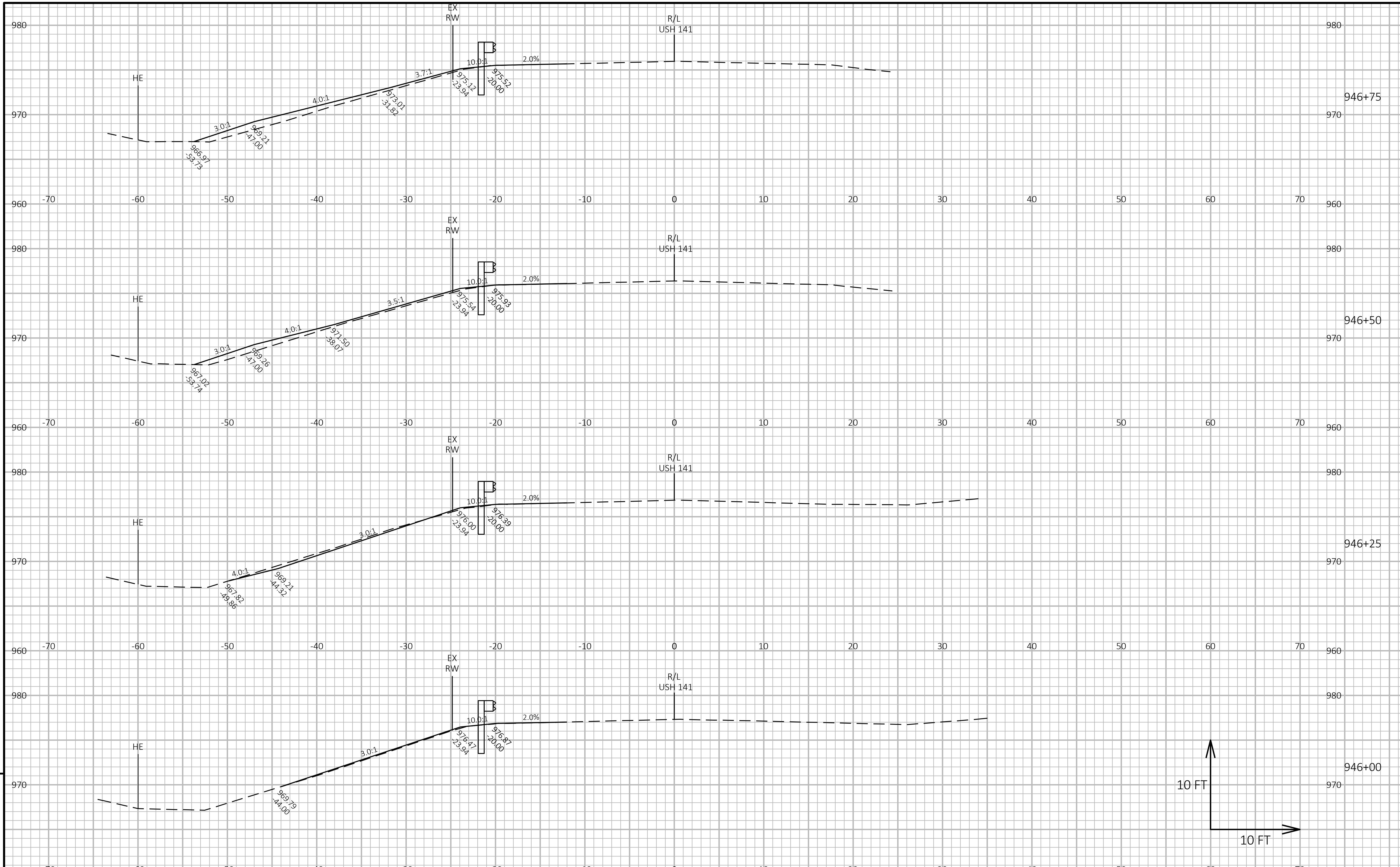
9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 139	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090209-xs

PLOT DATE : 11/22/2022 1:37 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



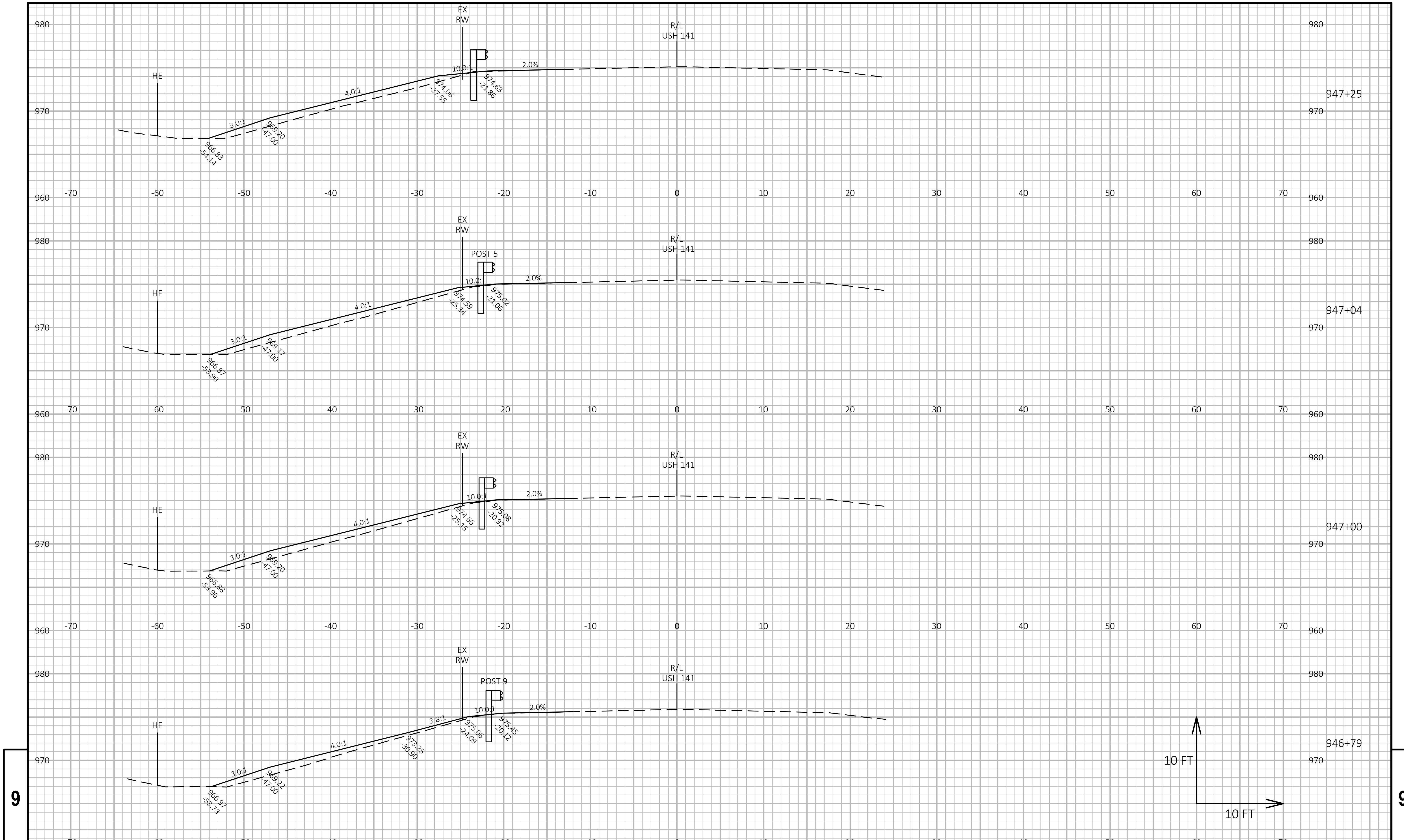
9

9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 140	E

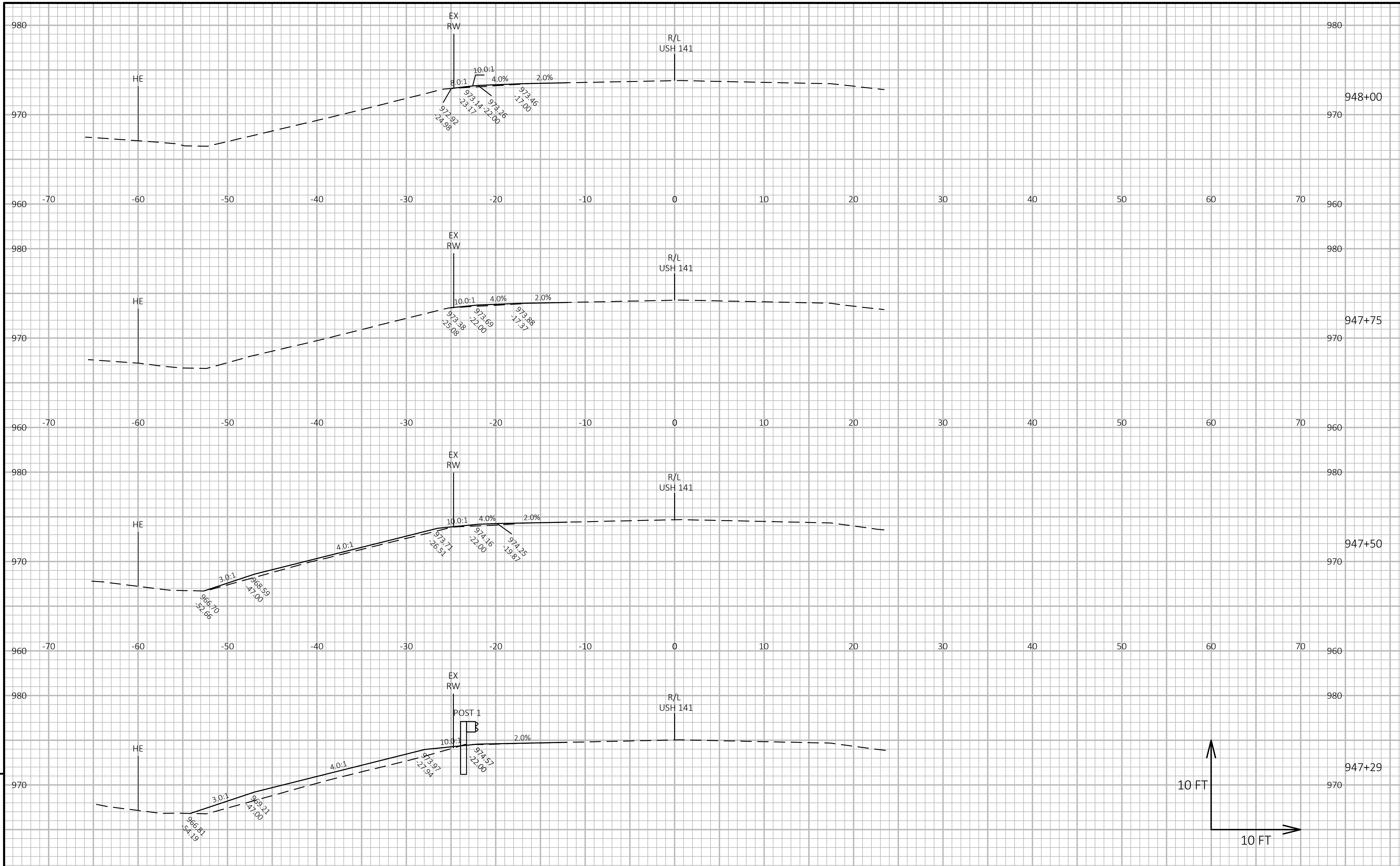
FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090210-xs

PLOT DATE : 11/22/2022 1:37 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 141	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090211-xs
PLOT DATE : 11/22/2022 1:37 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

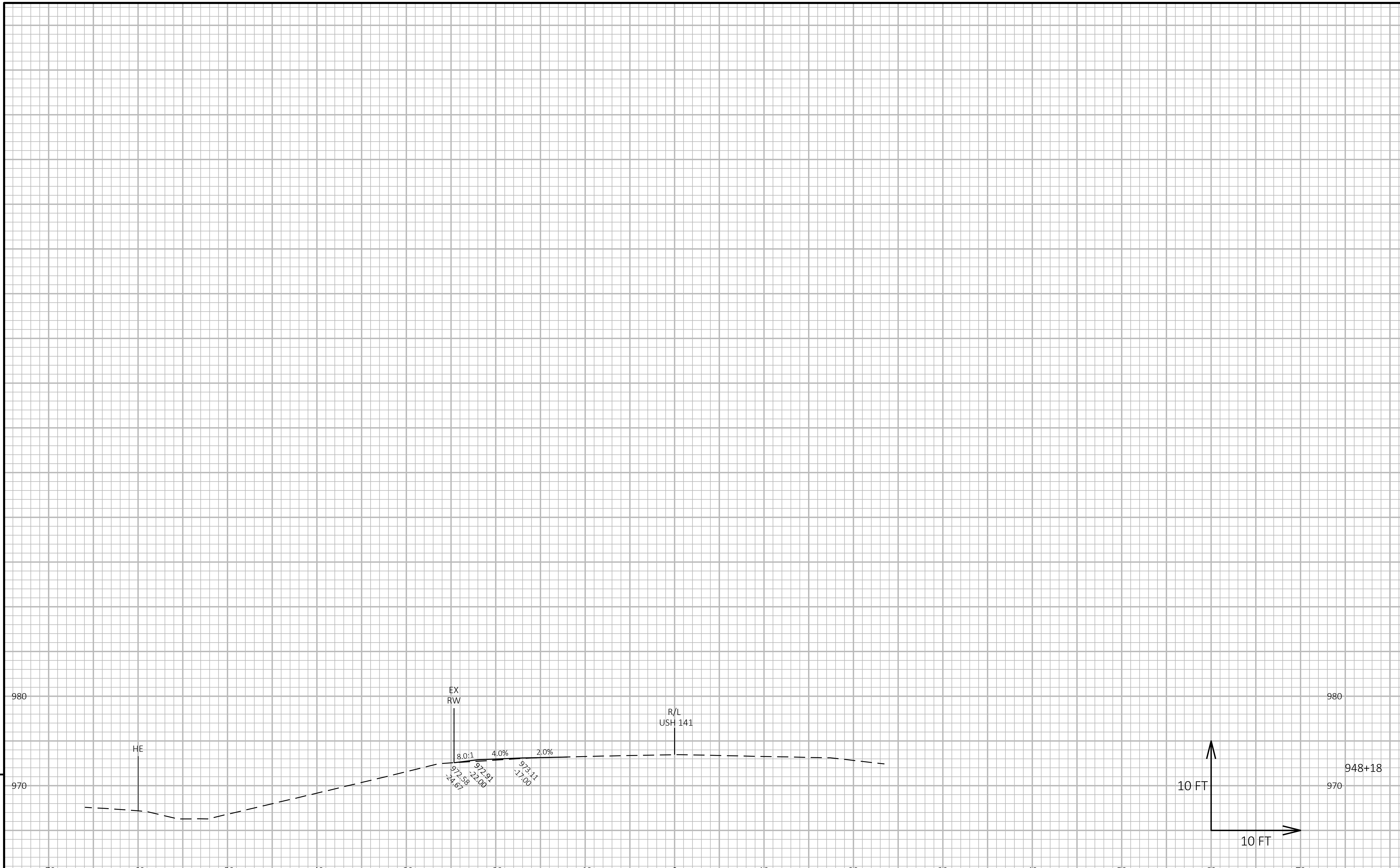


9

9

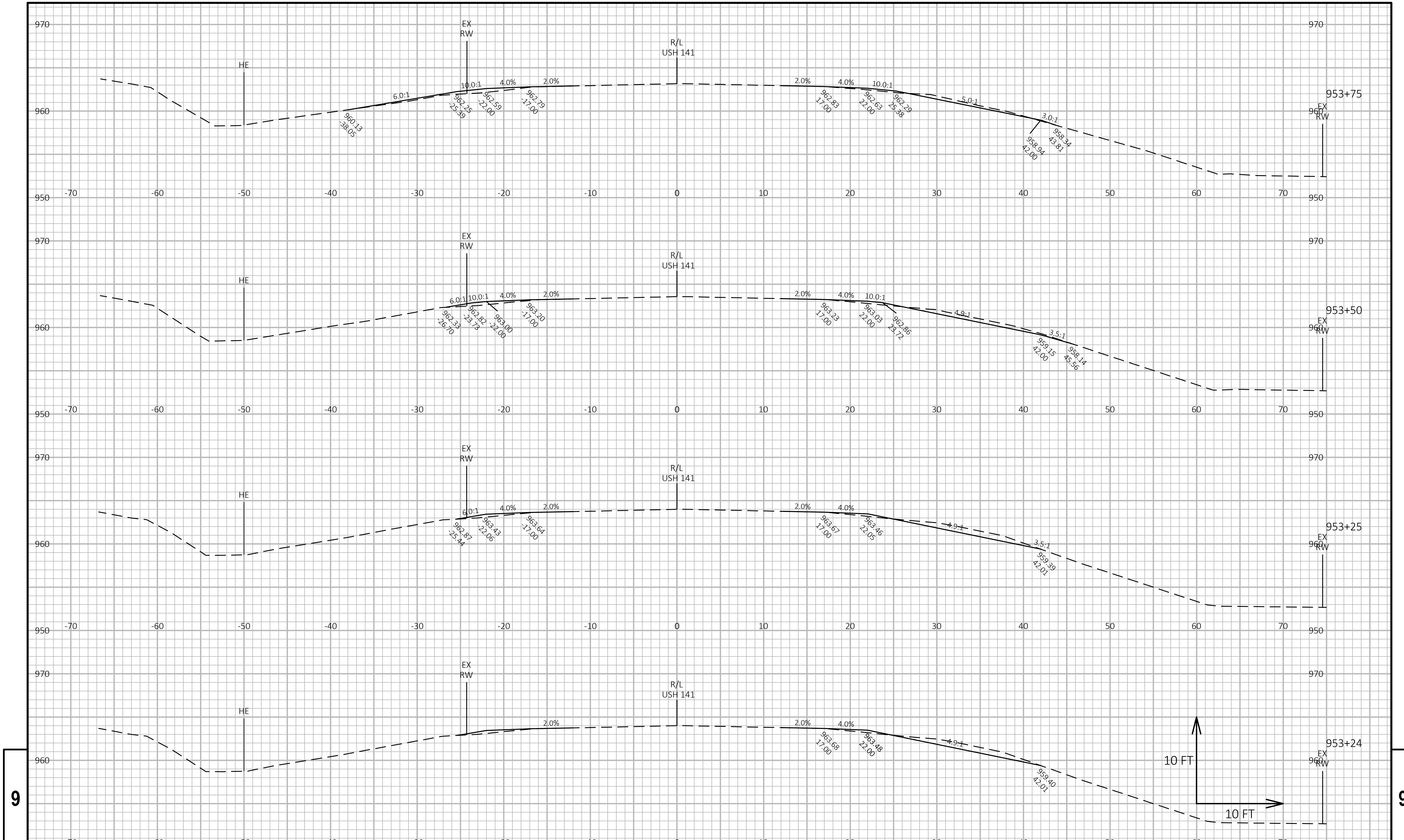
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090212-xs
PLOT DATE : 11/22/2022 1:37 PM PLOT BY : GARNICA, BRANDON PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



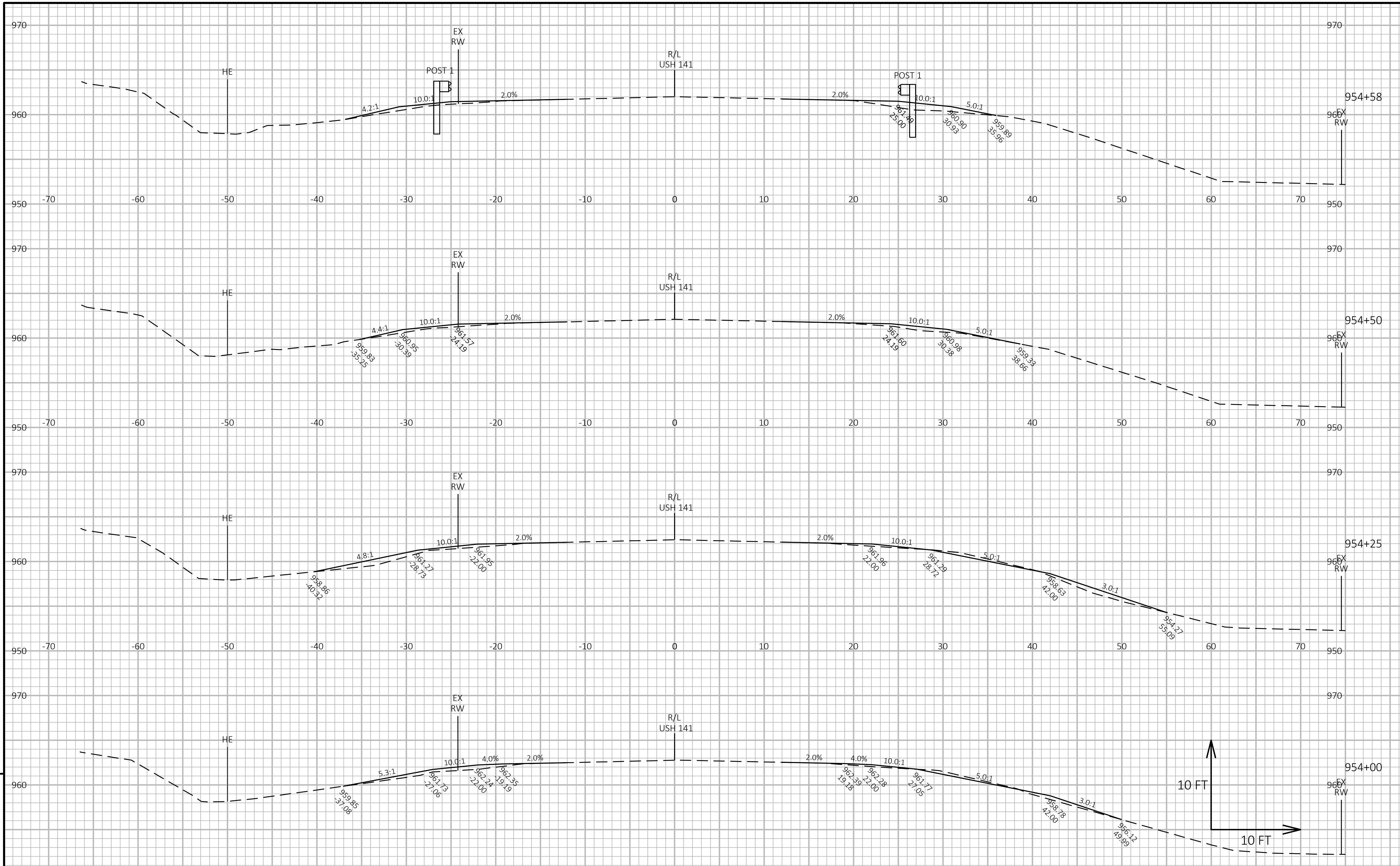
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 143	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090213-xs
PLOT DATE : 11/22/2022 1:37 PM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



953+75
953+50
953+25
953+24
EX RW
R/L USH 141
HE
10 FT
10 FT

9



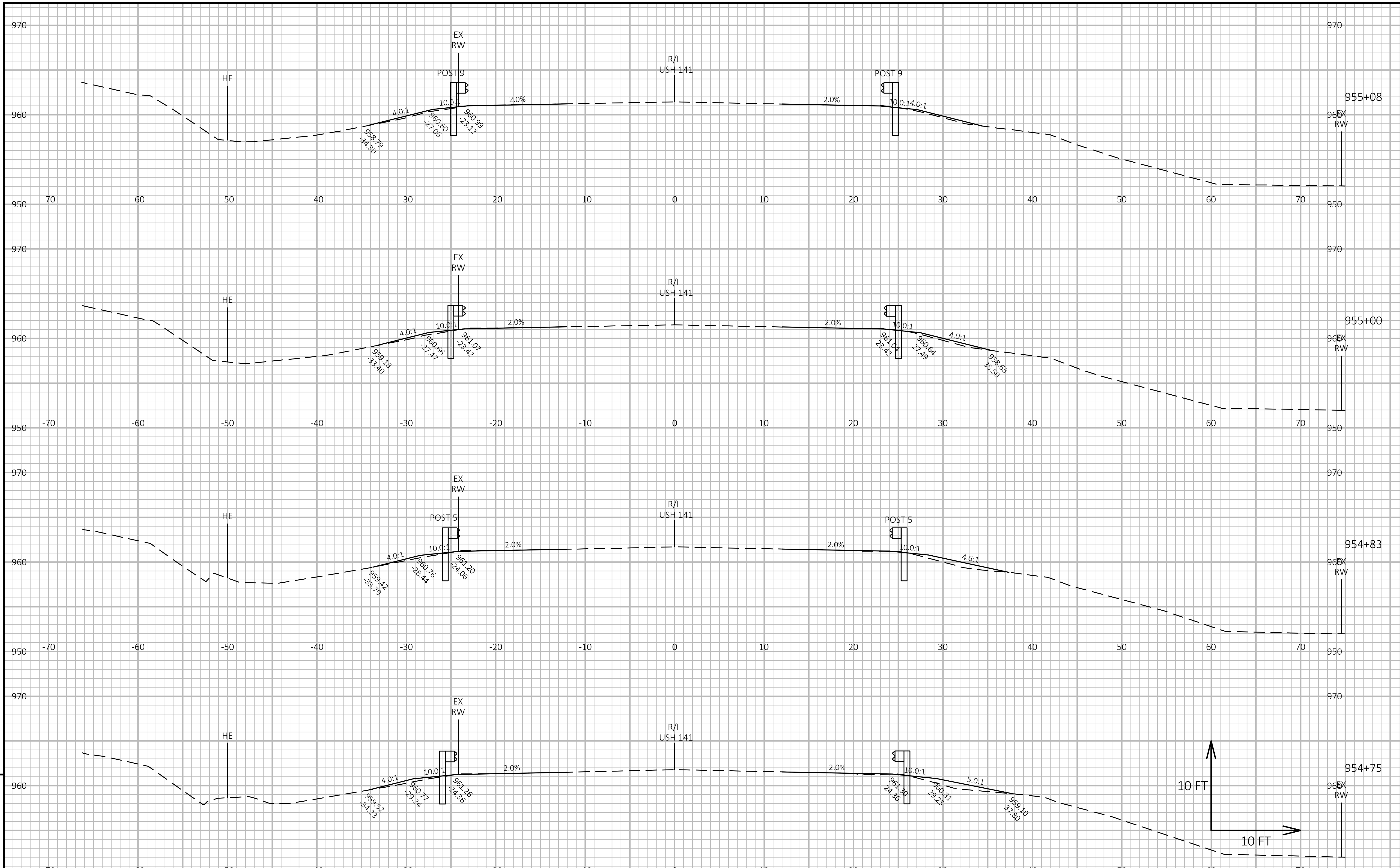
9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 145 E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090215-xs

PLOT DATE : 11/22/2022 1:37 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

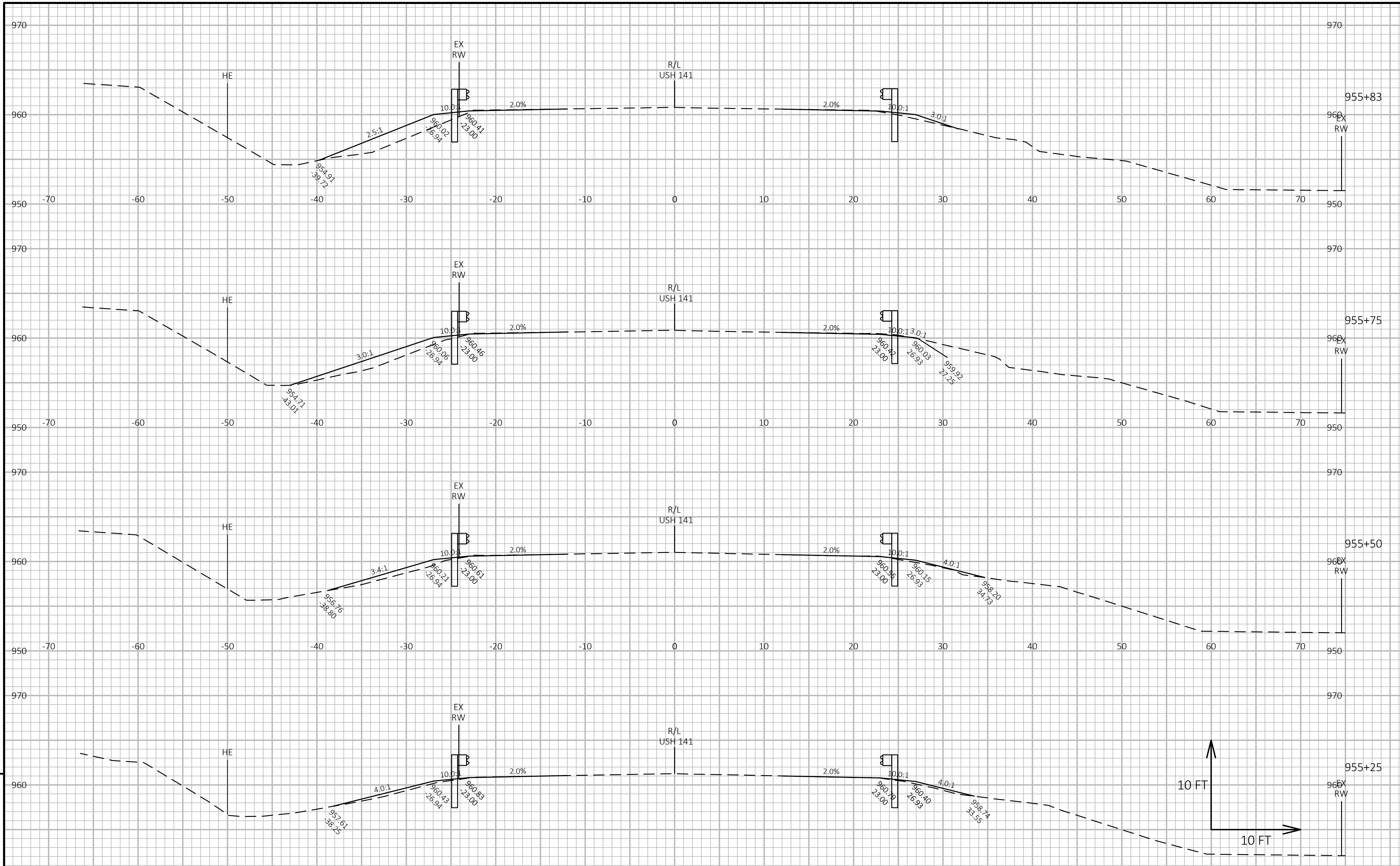
9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 146	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090216-xs

PLOT DATE : 11/22/2022 1:37 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

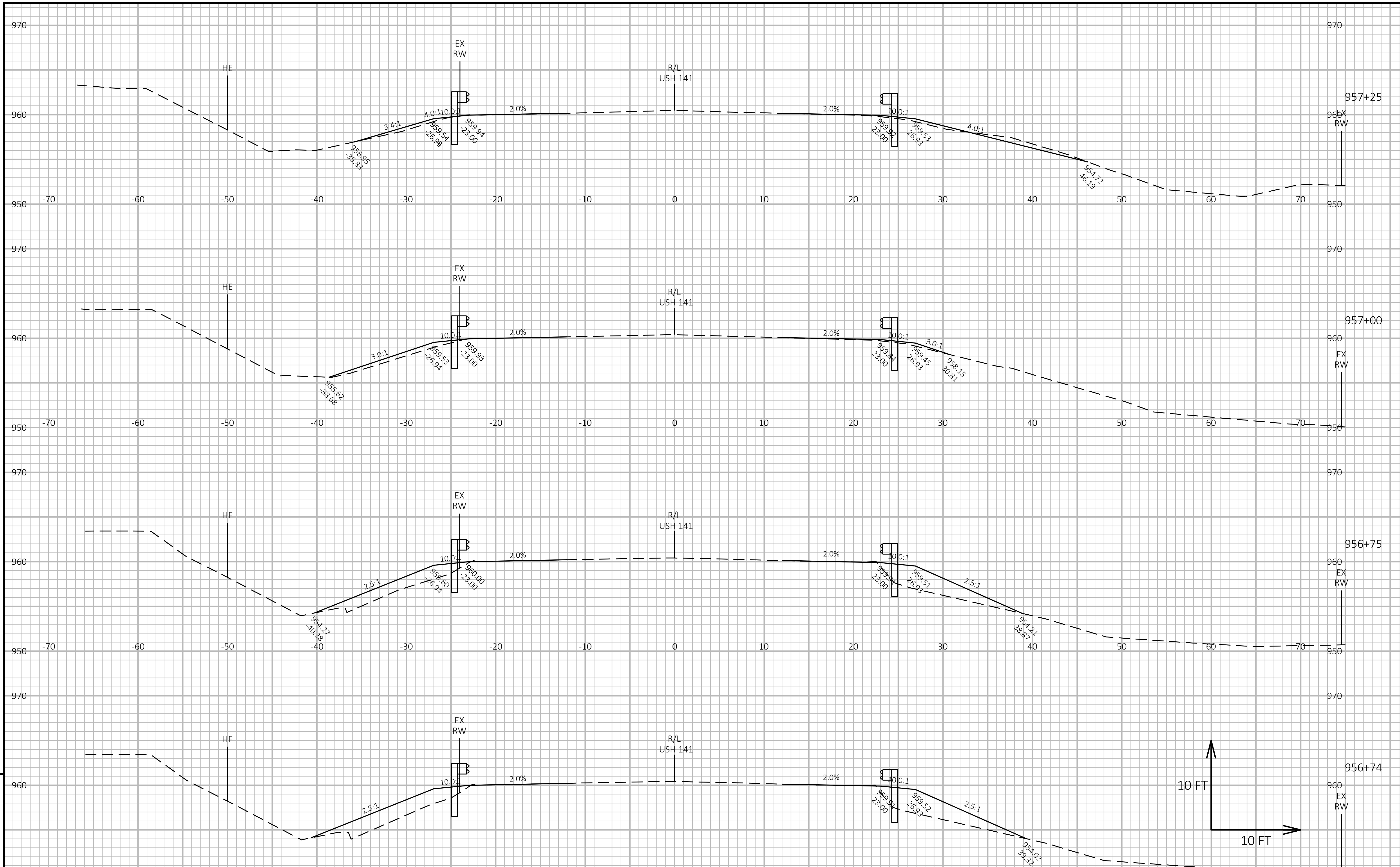
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 147	E



9

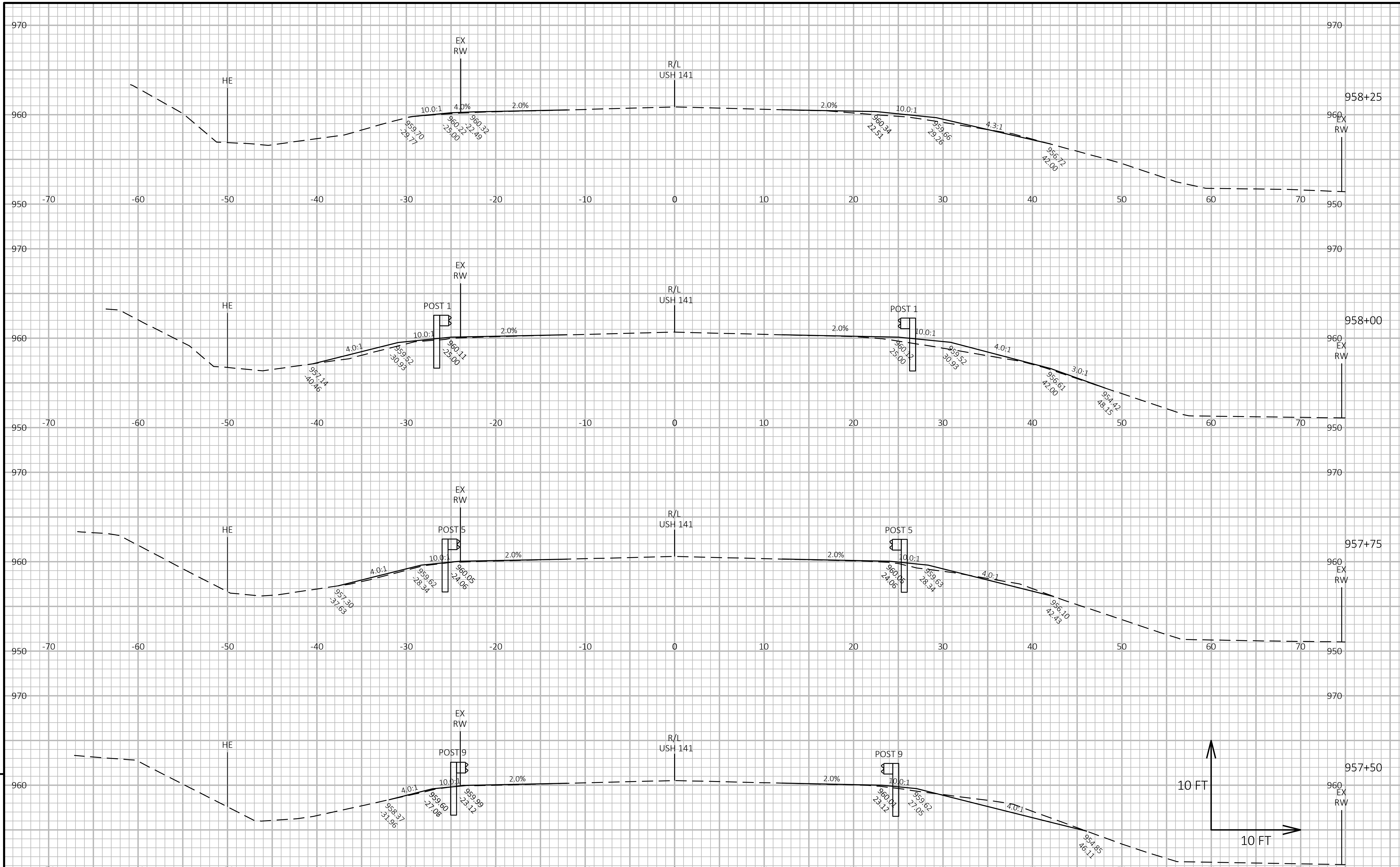
9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 148	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090218-xs

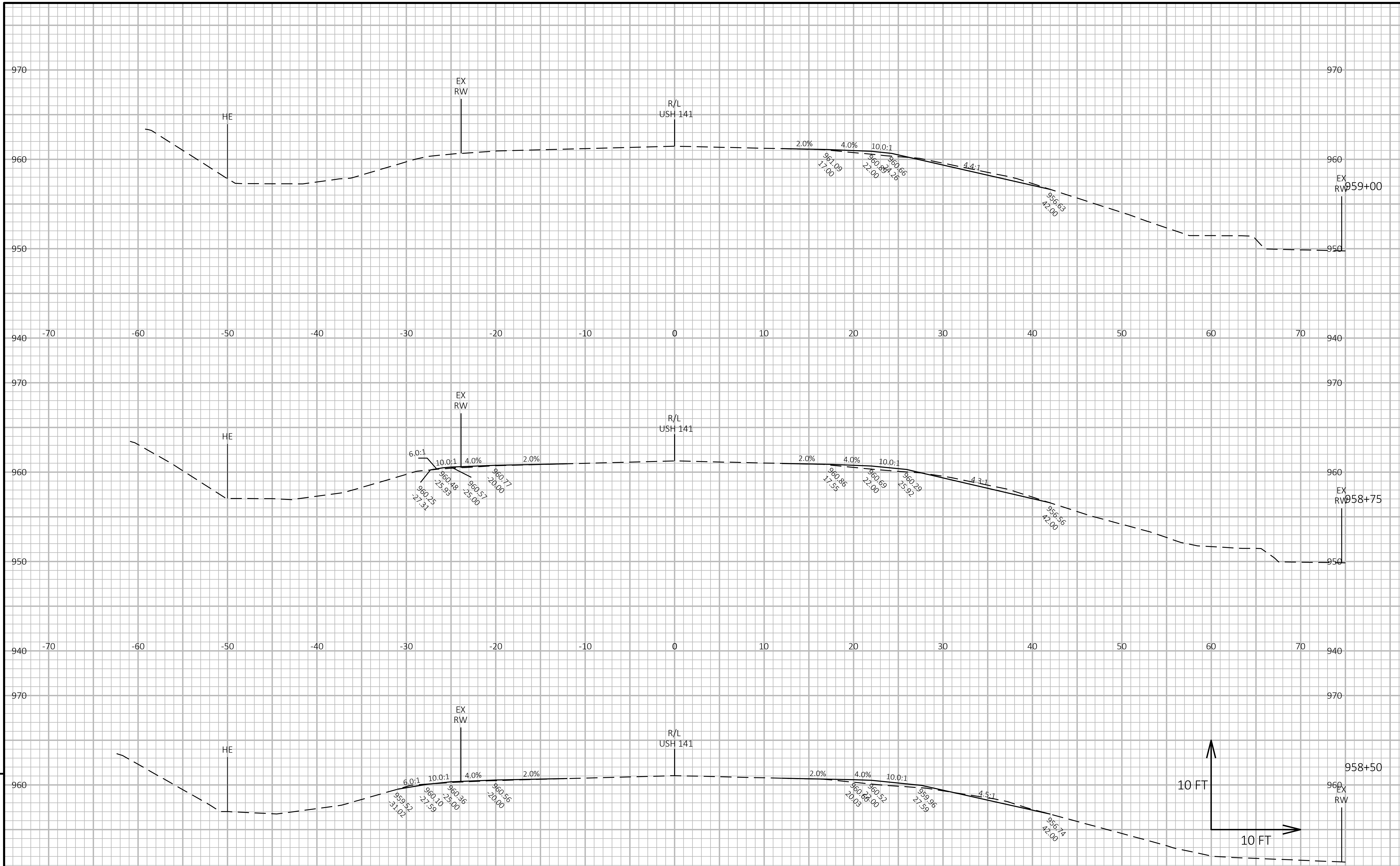
PLOT DATE : 11/22/2022 1:37 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 149	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090219-xs
PLOT DATE : 11/22/2022 1:37 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

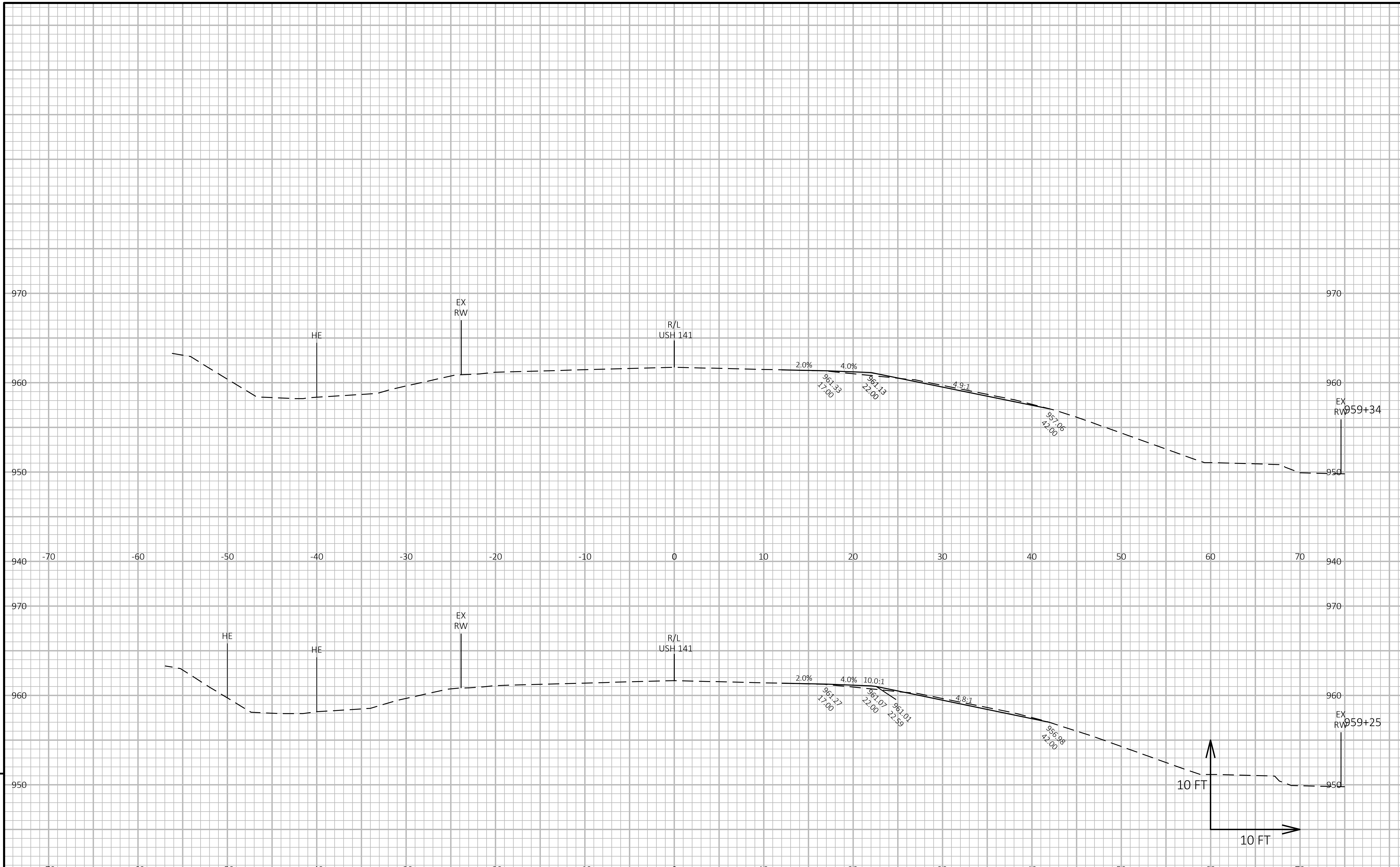


9

9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 150	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090220-xs
PLOT DATE : 11/22/2022 1:38 PM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

9

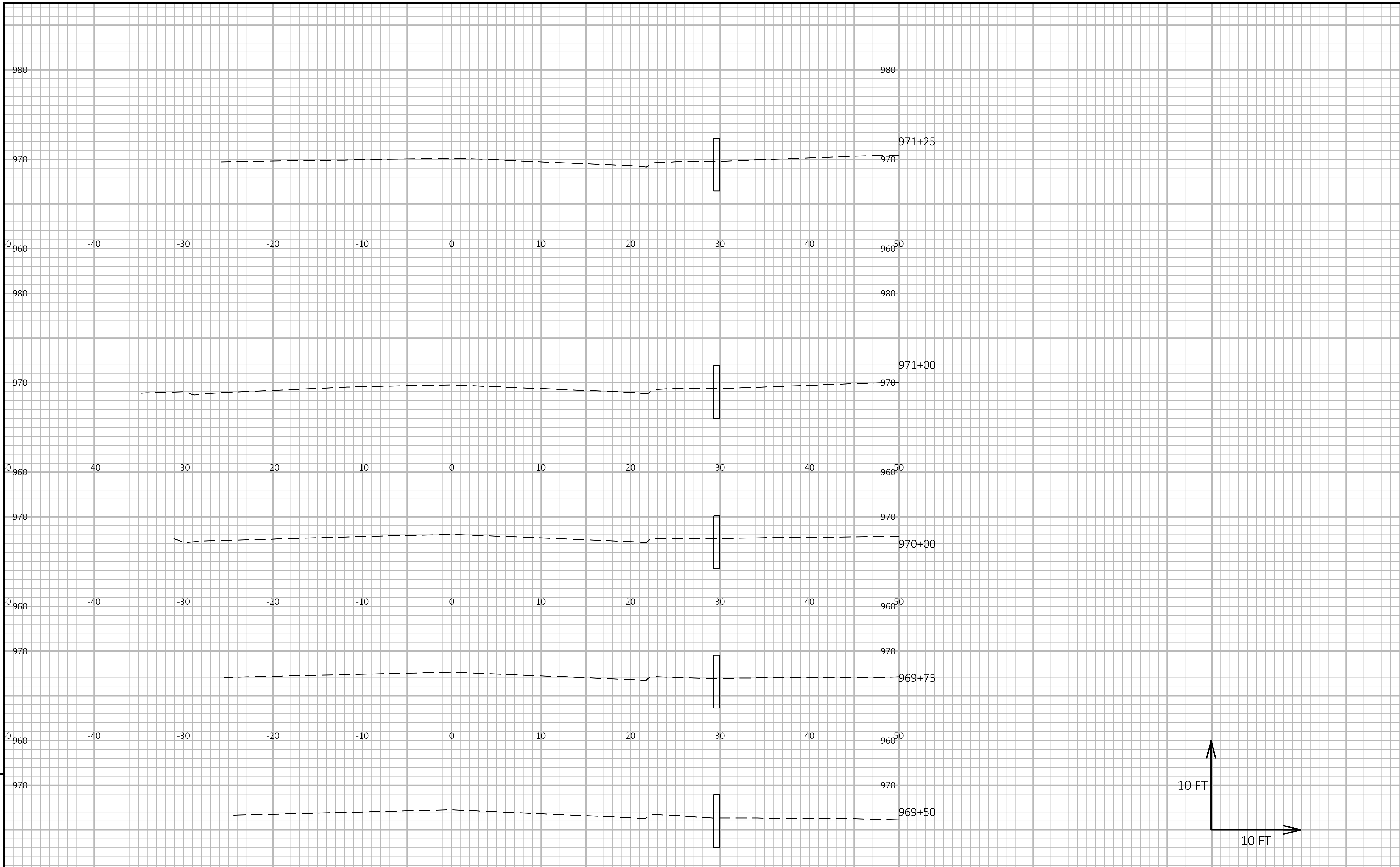
PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 BEAM GUARD	SHEET 151	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090221-xs

PLOT DATE : 11/22/2022 1:38 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9



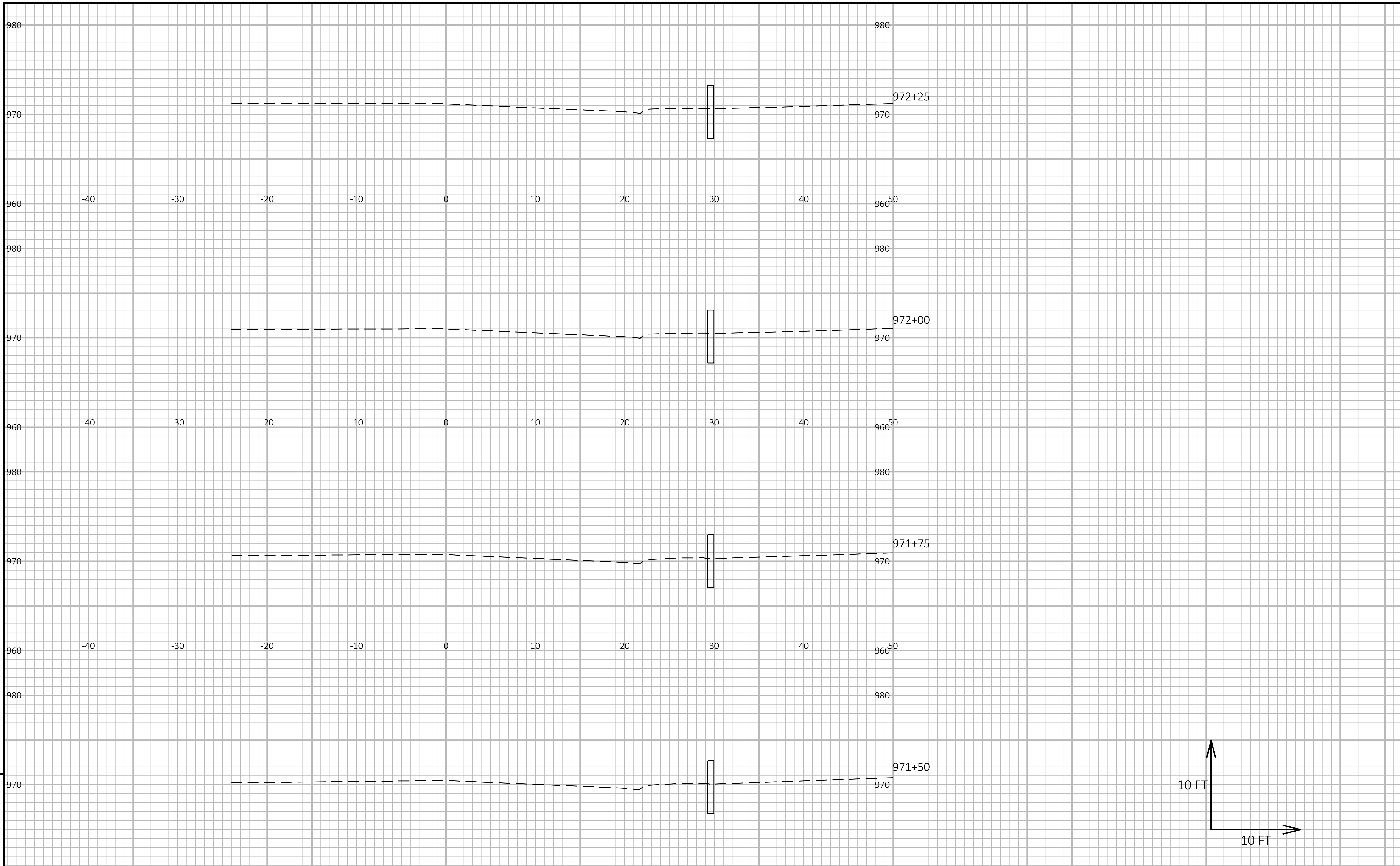
9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 GUARD POSTS	SHEET 152	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090226-xs

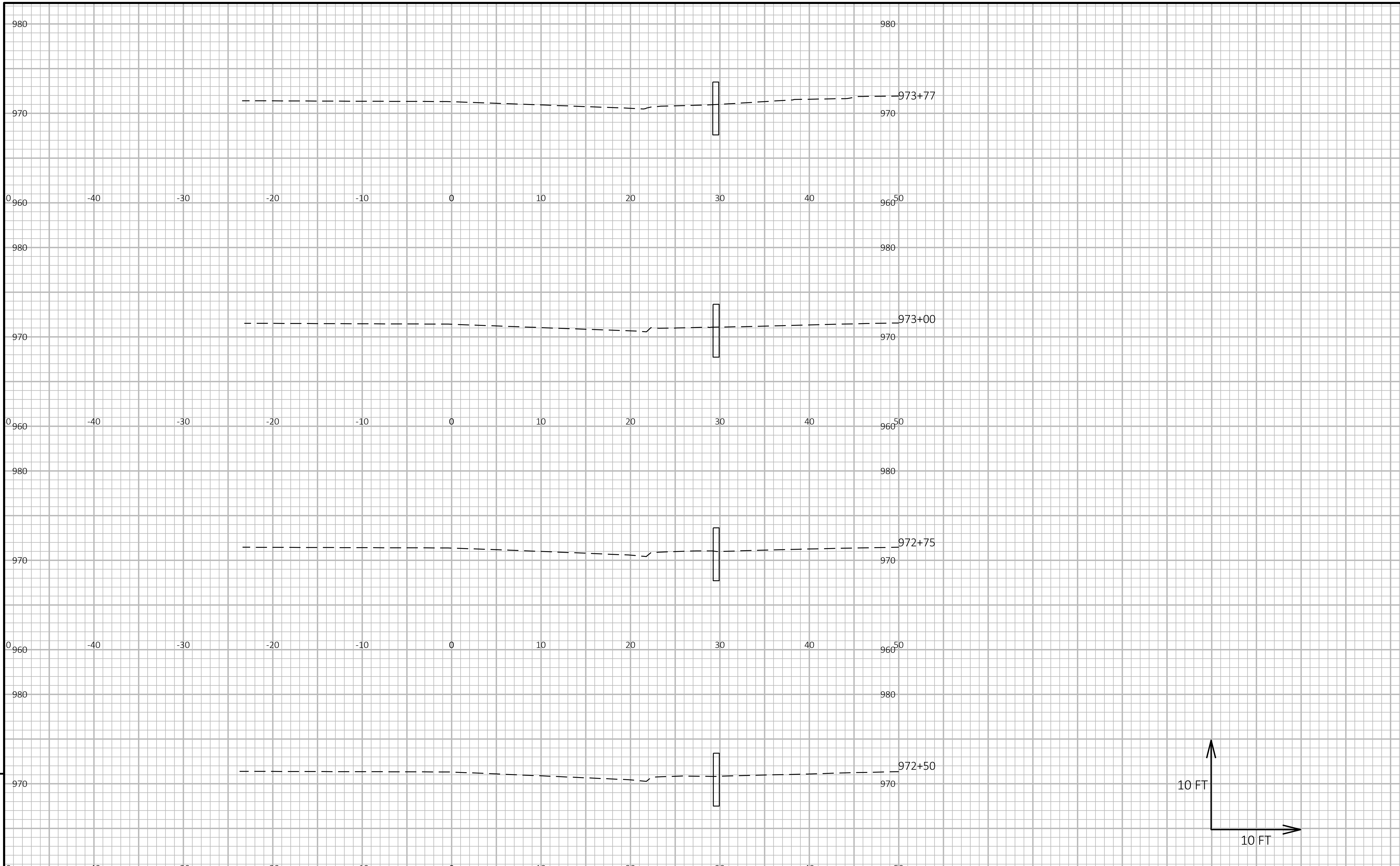
PLOT DATE : 11/22/2022 1:38 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 GUARD POSTS	SHEET 153	E



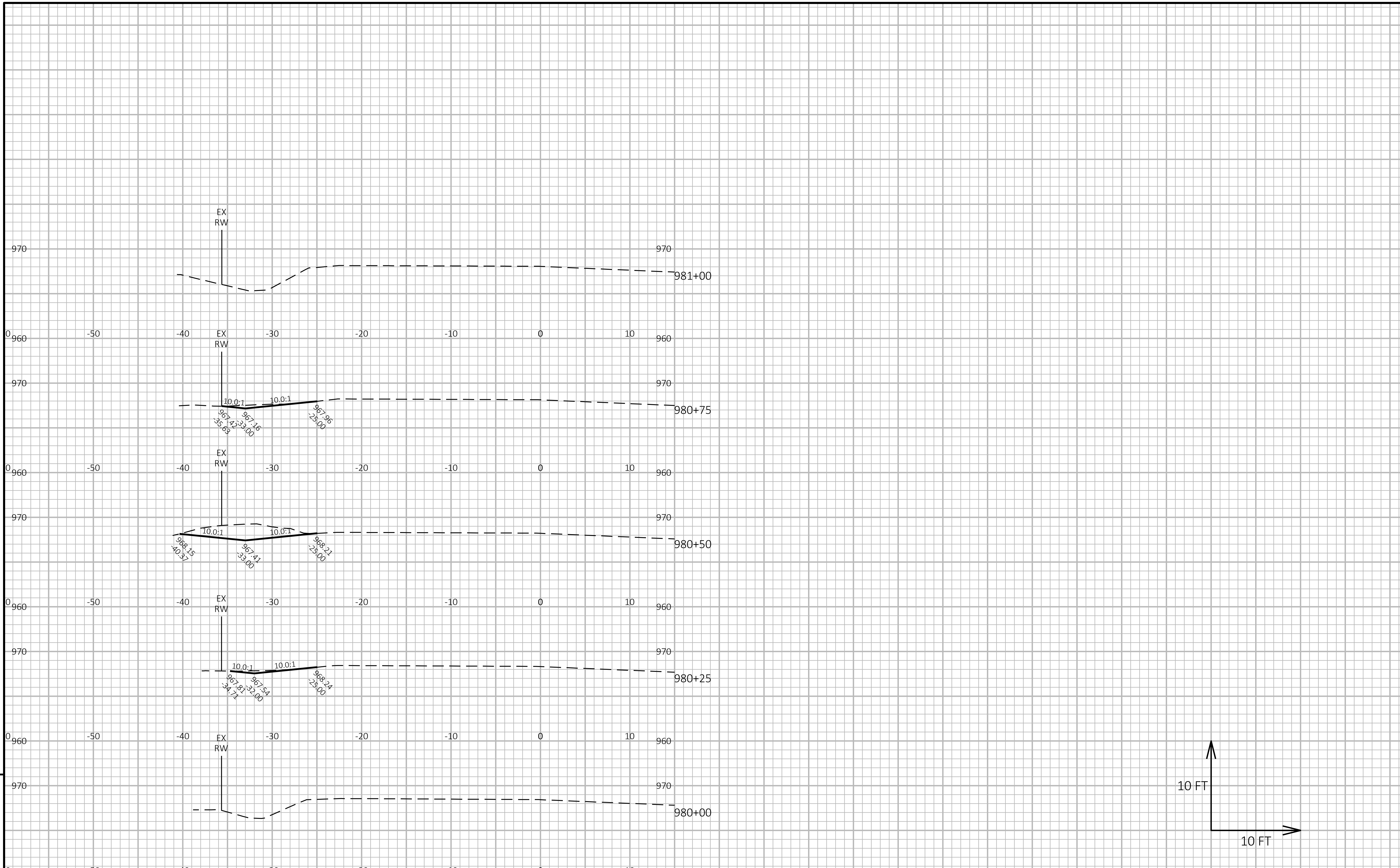
9

9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 GUARD POSTS	SHEET 154	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090228-xs
PLOT DATE : 11/22/2022 1:38 PM
PLOT BY : GARNICA, BRANDON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

9



9

PROJECT NO: 1491-22-71	HWY: USH 141	COUNTY: MARINETTE	CROSS SECTIONS: USH 141 DITCHING	SHEET 155	E

FILE NAME : I:\45\450548 USH 141 (CTH Z - CTH R)\C3D\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 090225-xs

PLOT DATE : 11/22/2022 1:38 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:5 FT HORZ. / 1 IN:2 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

http://www.dot.wisconsin.gov