GRE JULY 2023

PROJECT ID: 6518-00-70
WITH: 6518-06-71 & 6518-07-71

COUNTY: OUTAGAMIE & WAUPACA

ORDER OF SHEETS

TOTAL SHEETS = 278

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6518-00-70	—	—
6518-06-71	—	—
6518-07-71	—	—

GREENVILLE - BEAR CREEK
OUTAGAMIE COUNTY LINE - USH 45
STH 76
WAUPACA COUNTY

STATE PROJECT NUMBER
6518-00-70

SHIOCTON - BEAR CREEK
STH 54 - NCL
STH 76
OUTAGAMIE COUNTY

STATE PROJECT NUMBER
6518-06-71

SHIOCTON - NCL
BOELTER RD - CTH W
STH 76
OUTAGAMIE COUNTY

STATE PROJECT NUMBER
6518-07-71

N

BEGIN PROJECT 6518-00-70
STA 17+71.32
Y= 660,638.794
X= 737,986.421

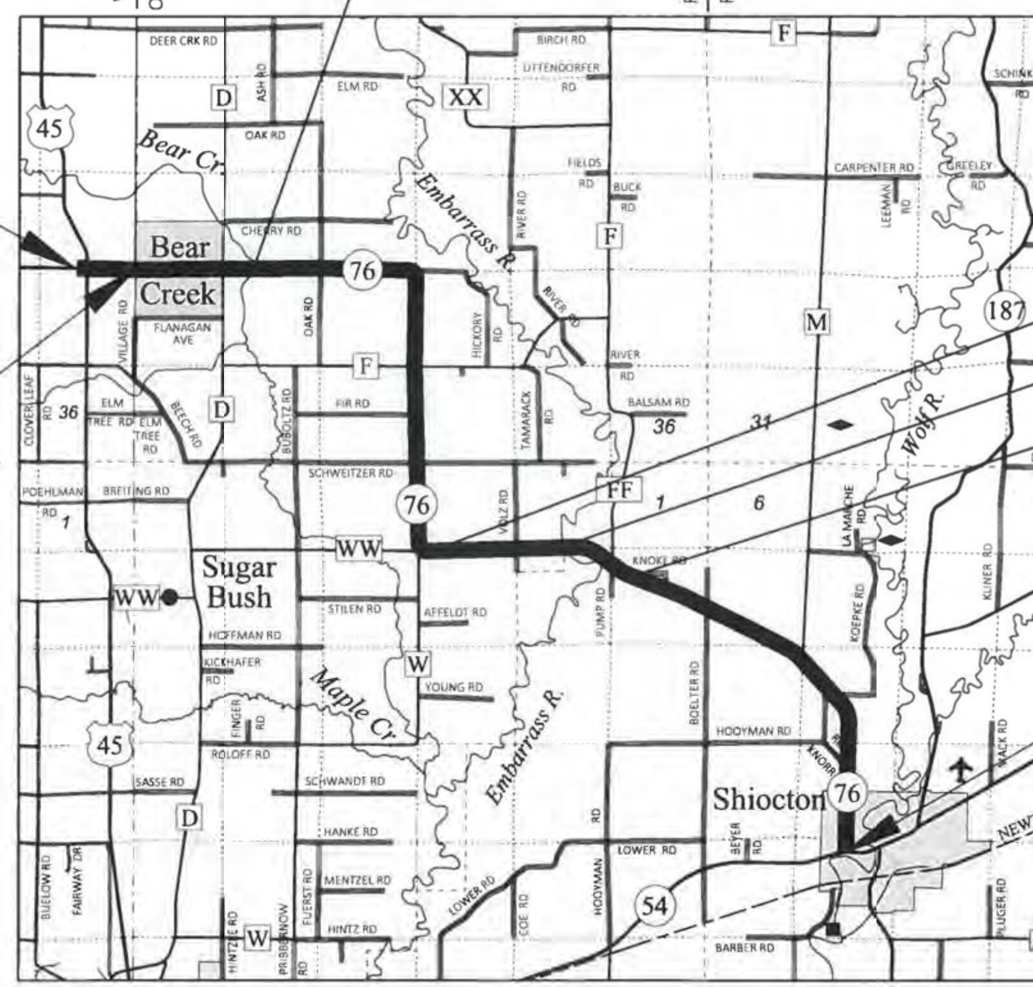
END PROJECT 6518-00-70
BEGIN PROJECT 6518-06-71
STA 50+01.08
Y= 660,557.057
X= 741,215.113

BRIDGE B-44-199

WAUPACA CO
OUTAGAMIE CO

R-15-E
R-16-E

T-24-N
T-23-N



BOX CULVERT B-44-471
PROJECT 6518-07-71
BRIDGE B-44-198
BOX CULVERT C-44-138
PROJECT 6518-07-71

END PROJECT 6518-06-71
STA 696+80.06
Y= 628,643.133
X= 780,438.265

LAYOUT
SCALE 0 2 MI

DESIGN DESIGNATION

A.A.D.T.	(2024)	=	2010
A.A.D.T.	(2044)	=	2280
D.H.V.		=	6.5
D.D.		=	60/40
T		=	7.7 (AADT)
DESIGN SPEED		=	60 MPH
ESALS		=	270,000

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
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

6518-00-70 TOTAL NET LENGTH OF CENTERLINE = 0.612 MI
6518-06-71 TOTAL NET LENGTH OF CENTERLINE = 12.153 MI
6518-07-71 TOTAL NET LENGTH OF CENTERLINE = 0.097 MI

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

ORIGINAL PLANS PREPARED BY
Westwood

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

DATE: 10-26-2022 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NE REGION
Designer	WESTWOOD
Project Manager	J. HANSEN
Regional Examiner	
Regional Supervisor	T. RABE

APPROVED FOR THE DEPARTMENT
DATE: 10/26/2022 (Signature)

E

GENERAL NOTES

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

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

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

NO TREES OR SHRUBS SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL IN THE PLANS OR BY THE ENGINEER.

EROSION CONTROL MEASURES ARE SHOWN AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR'S "ECIP" AND BY THE ENGINEER. EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETEMINES THE MEASURE IS NO LONGER REQUIRED.

ORDER OF "SECTION 2" SHEETS

SHEET TITLE

EROSION CONTROL NOTES

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

TOTAL PROJECT AREA = 130 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 50 ACRES (<1 ACRE BEYOND GRAVEL SHOULDER)

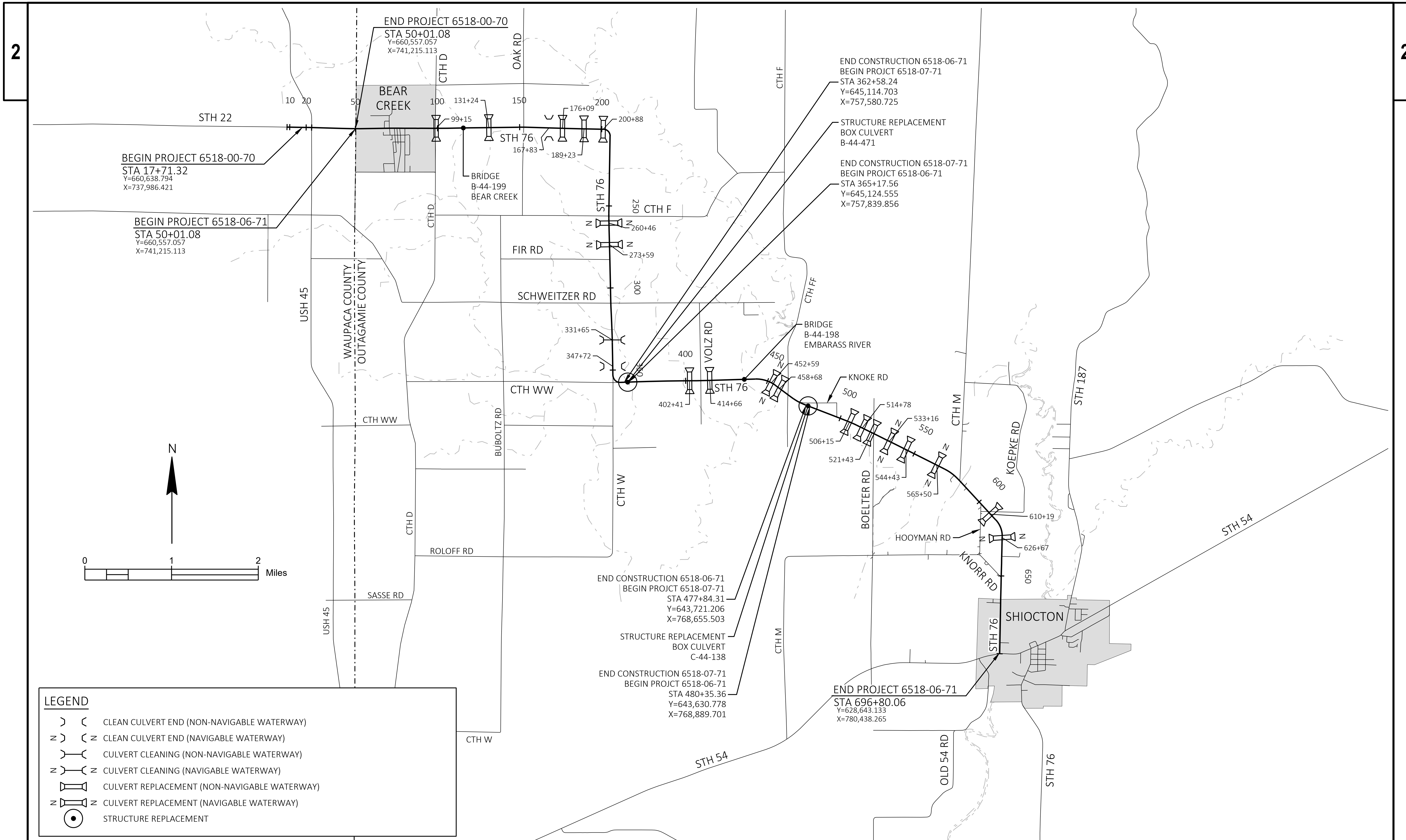
UTILITIES

ELECTRIC	ATC MANAGEMENT, INC. - TRANSMISSION DOUG VOSBERG 2489 RINDEN RD COTTAGE GROVE, WI 53527 TELEPHONE: 608-877-7650 EMAIL: DVOSBERG@ATCLLC.COM
	WE ENERGIES - ELECTRIC SHANE BRUHNKE 800 S LYNNDALE DR APPLETON, WI 54914 TELEPHONE: 920-380-3450 MOBILE: 920-450-5648
GAS	WE ENERGIES - GAS / PETROLEUM CODY JACOBSON 800 S LYNNDALE DR APPLETON, WI 54914 TELEPHONE: 920-380-3565 MOBILE: 920-450-1170
COMMUNICATION	BRIGHTSPEED SCOTT HEINZELMAN 144 N PEARL ST BERLIN, WI 54923 TELEPHONE: 608-716-5964 MOBILE: 920-757-4802 EMAIL: SCOTT.HEINZELMAN@BRIGHTSPEED.COM
	SPECTRUM BILL PARMENTER 853 MCINTOSCH ST WAUSAU, WI 54403 TELEPHONE: 608-301-6189 EMAIL: BILL.PARMENTER@CHARTER.COM
	FRONTIER COMMUNICATIONS OF WI LLC TYLER COFFMAN 330 BLACKBURN ST RIPON, WI MOBILE: 217-491-7186 EMAIL: TYLER.COFFMAN@JSITEL.COM
WATER	VILLAGE OF BEAR CREEK MIDWEST CONTRACT OPERATIONS ERIC VOIGT 109 PROSPECT ST BEAR CREEK, WI 54922 TELEPHONE: 920-716-7284 EMAIL: EVOIGT@MCO-US.COM
SEWER	SHIOCTON UTILITIES DAN CONRADT W7844 WEST ST SHIOCTON, WI 54170 TELEPHONE: 920-986-3951 EMAIL: WWTP@CENTURYTEL.NET

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

OTHER CONTACTS

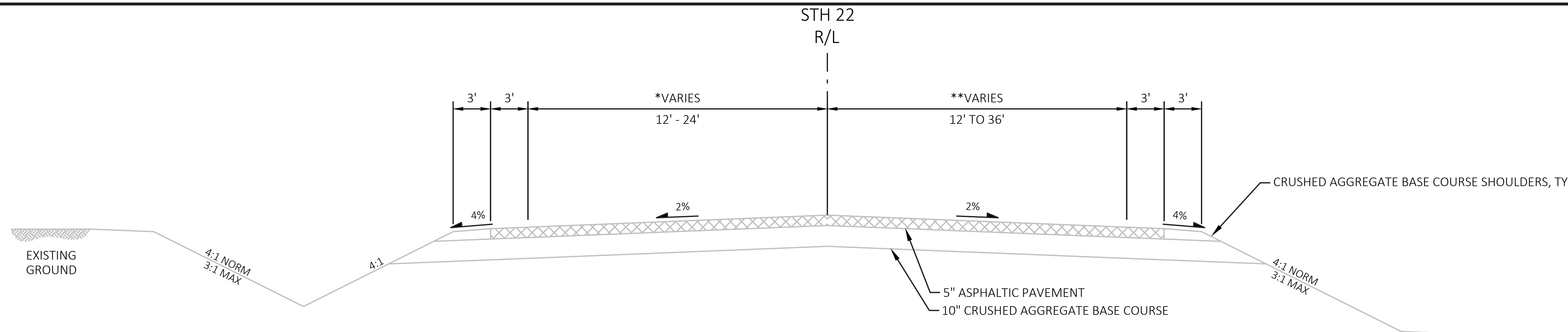
DNR LIAISON	MATT SCHAEVE WDNR 2984 SHAWANO AVE. GREEN BAY, WI 54307 TELEPHONE: 920-366-1544 EMAIL: MATTHEW.SCHAEVE@WISCONSIN.GOV
DESIGN CONTACT	MIKE MALCOLM WESTWOOD ONE SYSTEMS DRIVE APPLETON, WI 54914 TELEPHONE: 920-830-6175 EMAIL: MIKE.MALCOLM@WESTWOODPS.COM



PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTIES: WAUPACA & OUTAGAMIE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-020201-PO.DWG
LAYOUT NAME - 651806-020201-po
PLOT DATE : 11/1/2022 1:51 PM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:1 MI
WISDOT/CADDS SHEET 42

2

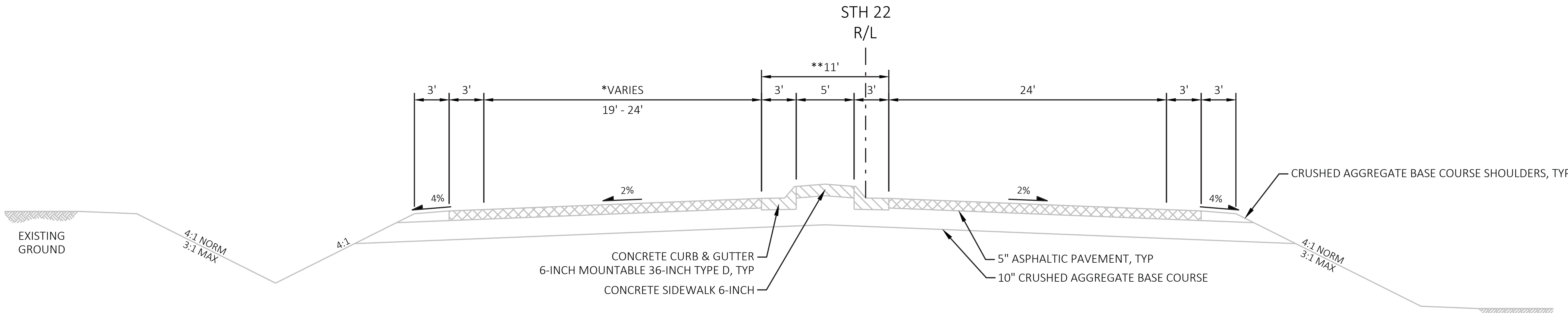


TYPICAL EXISTING SECTION STH 22

STA 17+71.32 TO STA 21+84.96

*VARIES FROM 12' AT STA 17+17.32 TO 24' AT STA 21+84.96

**VARIES FROM 12' AT STA 17+71.32 TO 36' AT 21+84.96

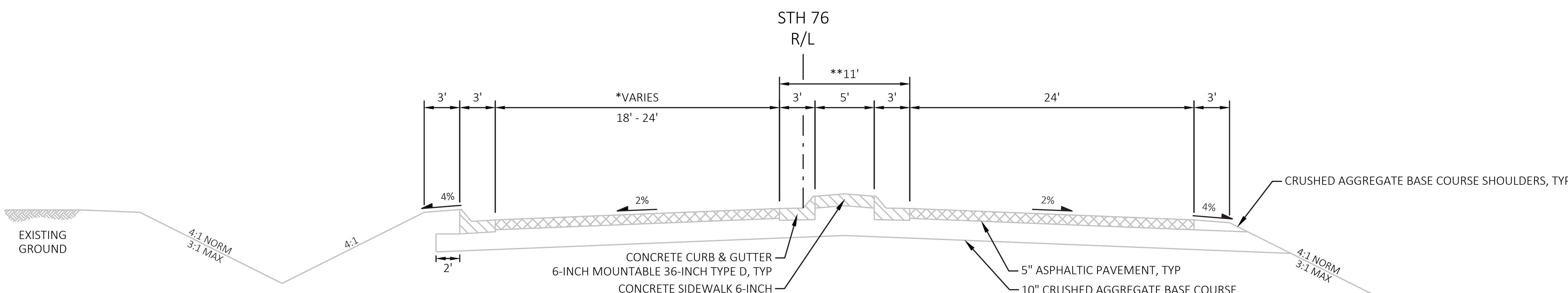


TYPICAL EXISTING SECTION STH 22

STA 21+84.96 TO STA 23+11.78

*VARIES FROM 19' AT STA 21+84.96 TO 24' AT STA 23+11.78

**MEDIAN FROM 11' AT ST21+84.96 TO 7' AT STA 23+11.78



TYPICAL EXISTING SECTION STH 76

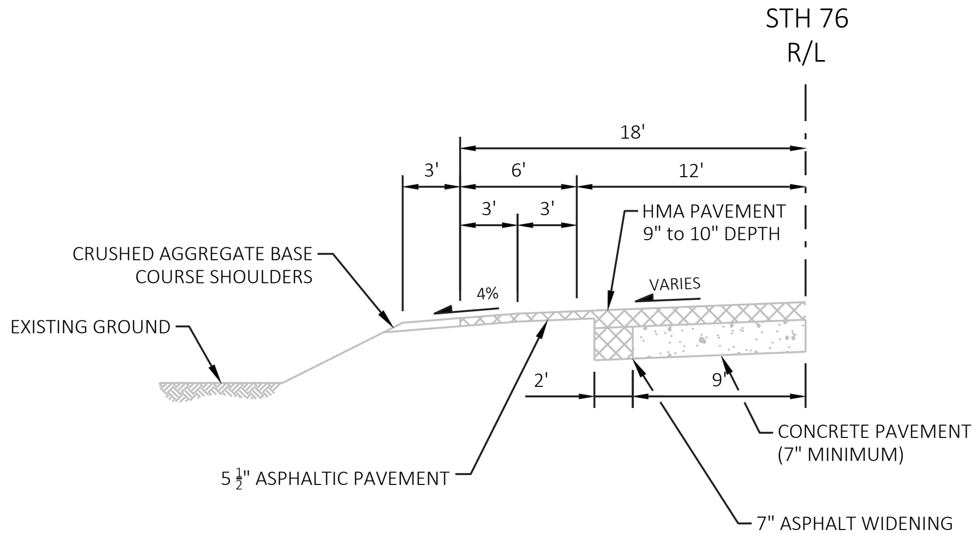
STA 23+81.41 TO STA 26+20

*VARIES FROM 24' AT STA 23+81.41 TO 18' AT STA 26+20

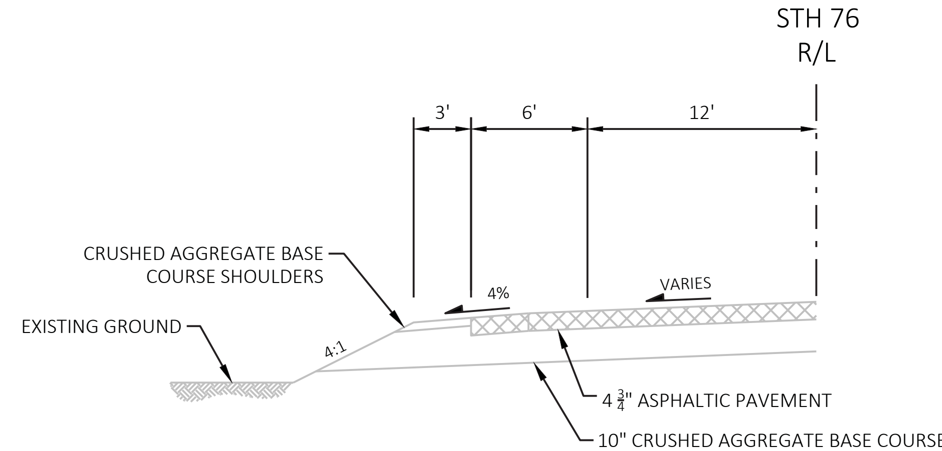
**MEDIAN FROM STA 23+81.41 TO AT 25+07.55

PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	TYPICAL SECTIONS	SHEET 4	E

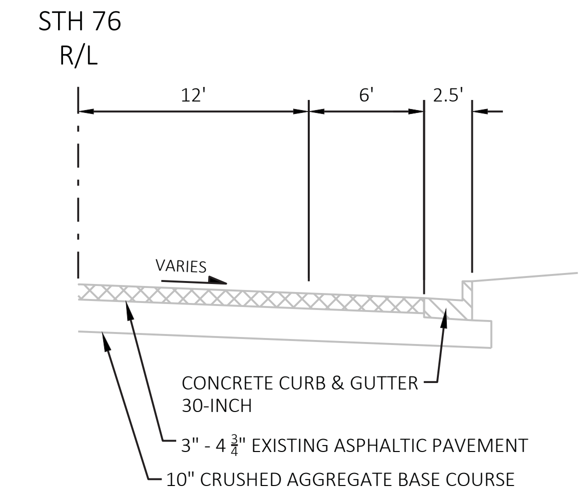
2



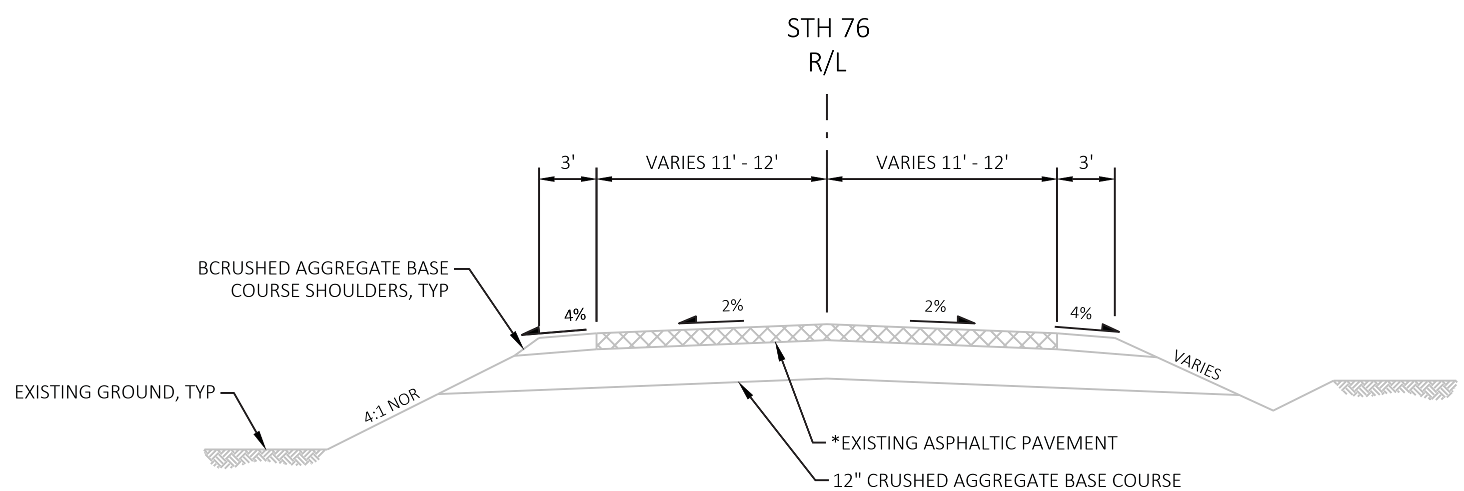
1/2 EXISTING TYPICAL SECTION STH 76
STA 26+20 TO STA 50+00



1/2 EXISTING TYPICAL SECTION STH 76
STA 50+00 TO STA 60+00 LT
STA 50+00 TO STA 51+02 RT



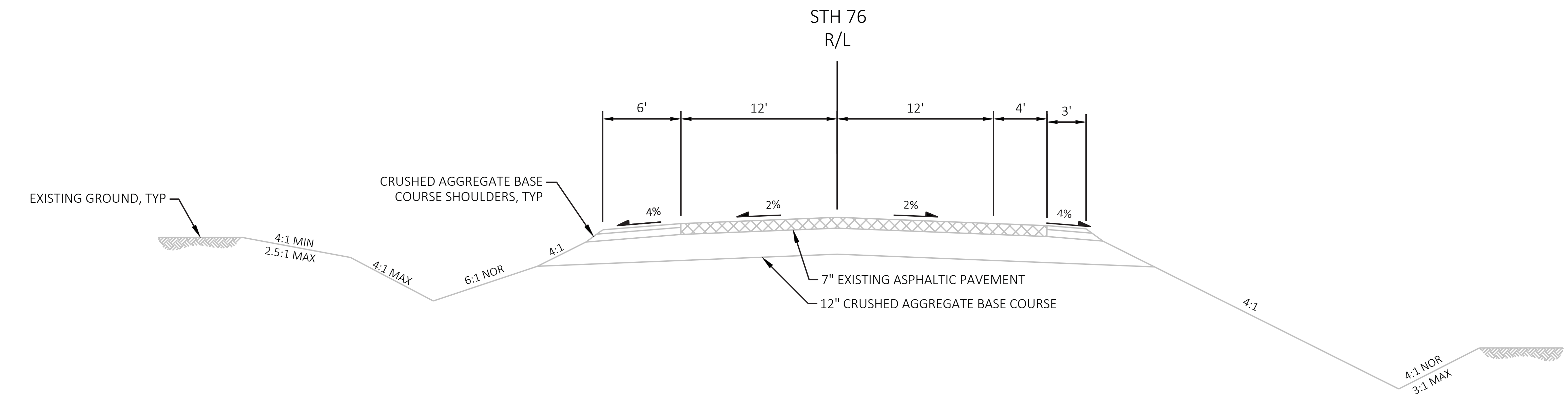
1/2 EXISTING TYPICAL SECTION STH 76
STA 60+00 TO STA 86+10 LT
STA 51+02 TO STA 86+10 RT



EXISTING TYPICAL SECTION STH 76

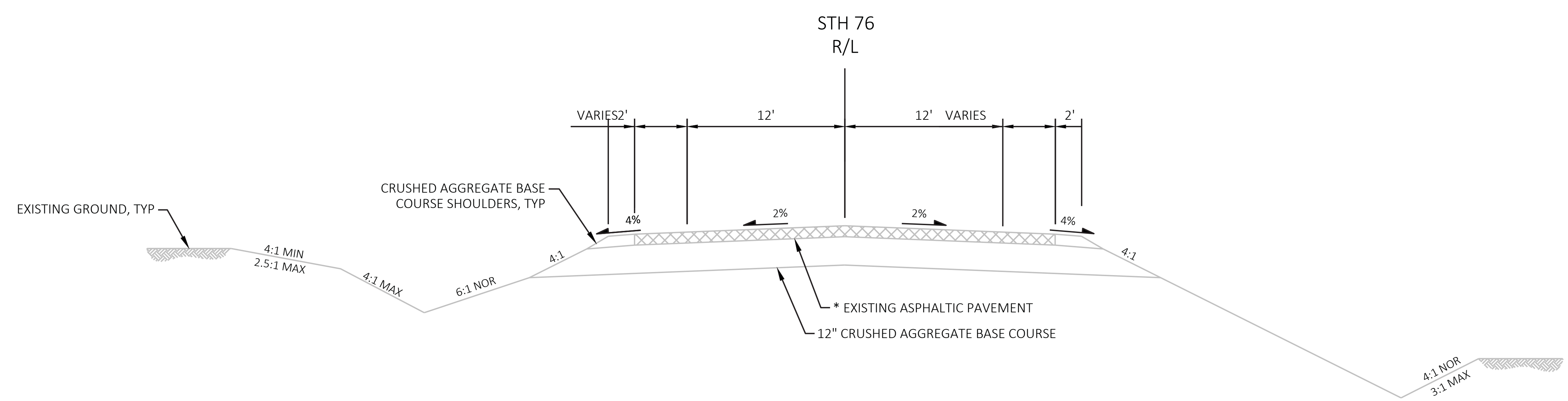
STA 86+10 TO STA 112+50
STA 118+50 TO STA 199+60
STA 207+60 TO 431+05
STA 438+75 TO 696+80

* SEE PAVEMENT CORE DEPTH TABLE FOR
EXITING ASPHALTIC PAVEMENT DEPTHS.



EXISTING TYPICAL SECTION STH 76

STA 199+60 TO STA 207+60

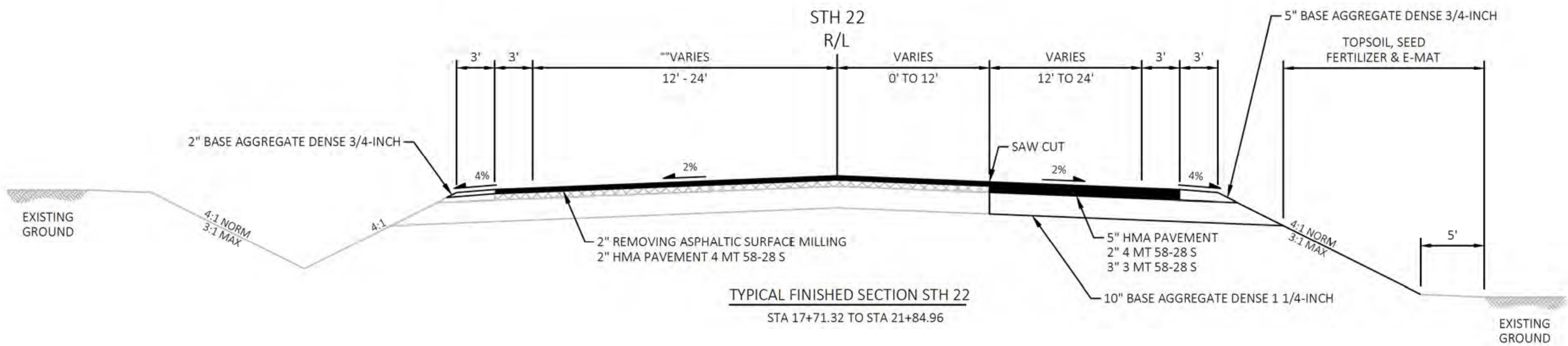


EXISTING TYPICAL SECTION STH 76

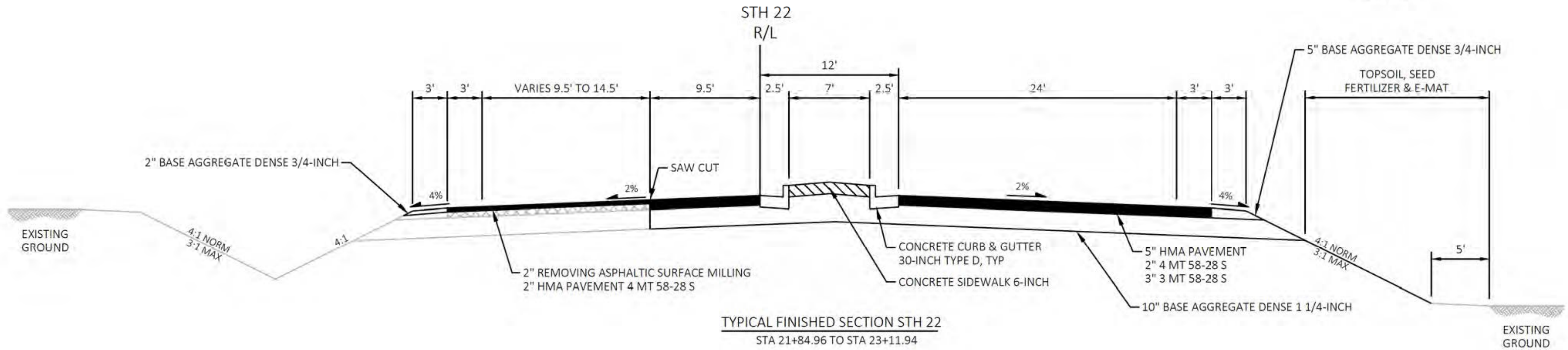
STA 112+50 TO STA 115+21.92
STA 115+71.08 TO STA 118+50
STA 431+05 TO STA 434+34.75
STA 436+17.63 TO STA 438+75

* SEE PAVEMENT CORE DEPTH TABLE FOR
EXITING ASPHALTIC PAVEMENT DEPTHS.

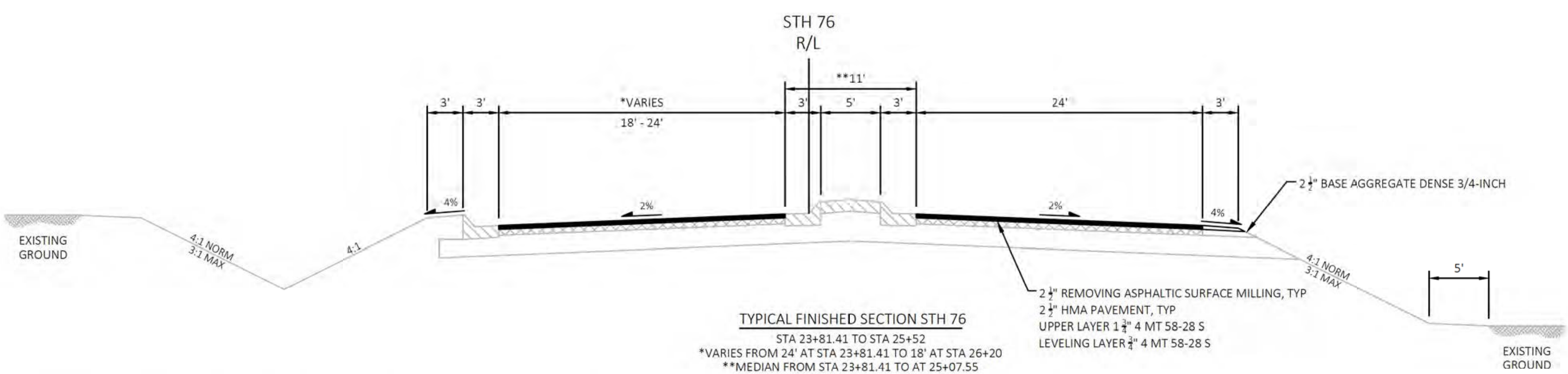
2



TYPICAL FINISHED SECTION STH 22
STA 17+71.32 TO STA 21+84.96



TYPICAL FINISHED SECTION STH 22
STA 21+84.96 TO STA 23+11.94

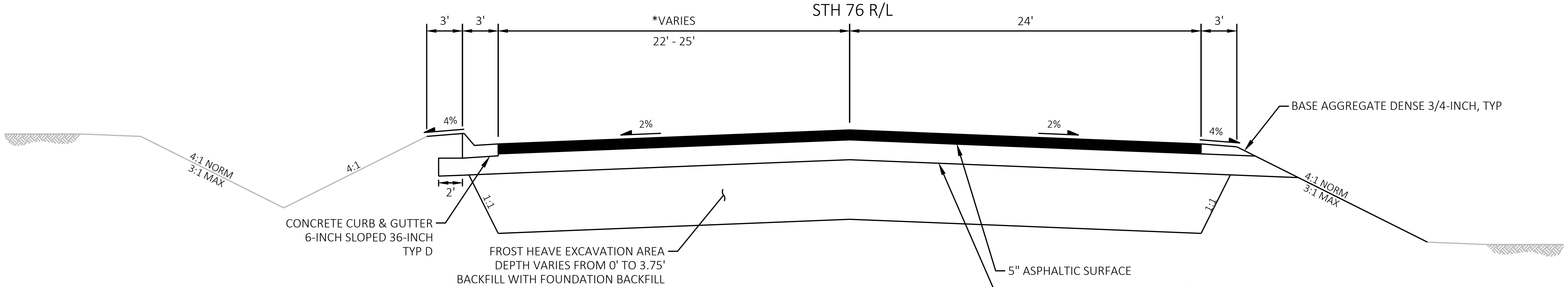


TYPICAL FINISHED SECTION STH 76
STA 23+81.41 TO STA 25+52
*VARIES FROM 24' AT STA 23+81.41 TO 18' AT STA 26+20
**MEDIAN FROM STA 23+81.41 TO AT 25+07.55

2

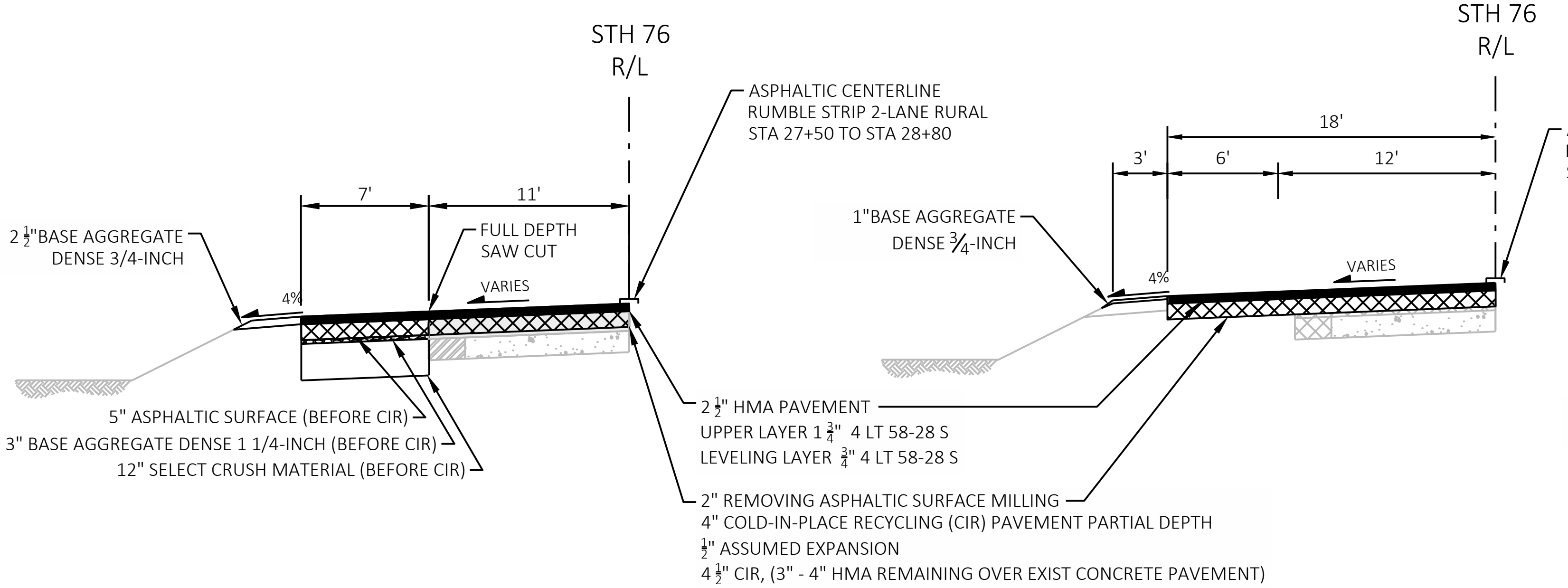
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	TYPICAL SECTIONS	SHEET 7	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-020301-TS.DWG
LAYOUT NAME - 651806-020305-ts
PLOT DATE : 12/20/2022 10:13 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION STH 76

STA 25+52 TO STA 26+60

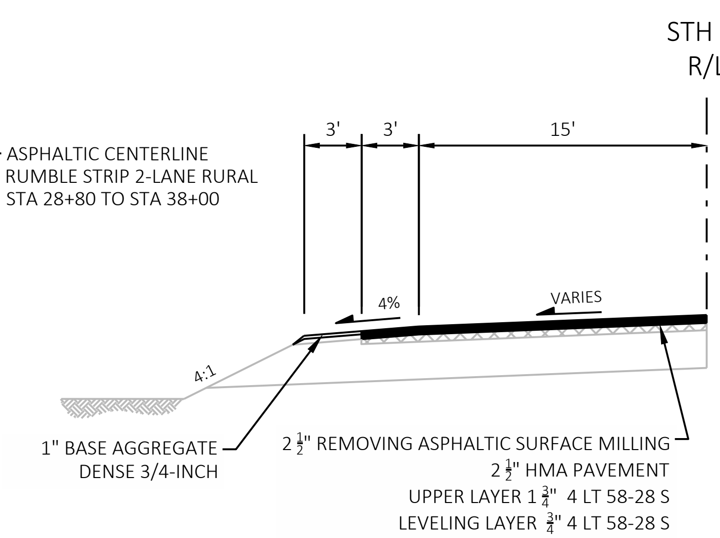


1/2 FINSHED TYPICAL SECTION STH 76

STA 26+60 TO STA 28+80 LT

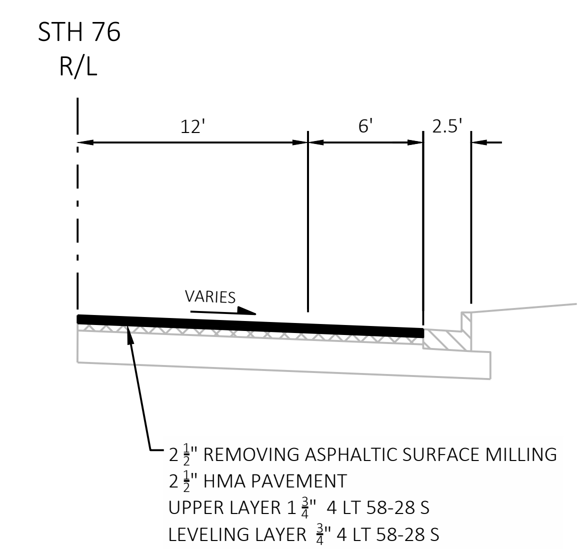
1/2 FINSHED TYPICAL SECTION STH 76

STA 28+80 TO STA 50+01 LT
STA 26+60 TO STA 50+01 RT



1/2 FINISHED TYPICAL SECTION STH 76

STA 50+01 TO STA 60+00 LT
STA 50+01 TO STA 51+02 RT

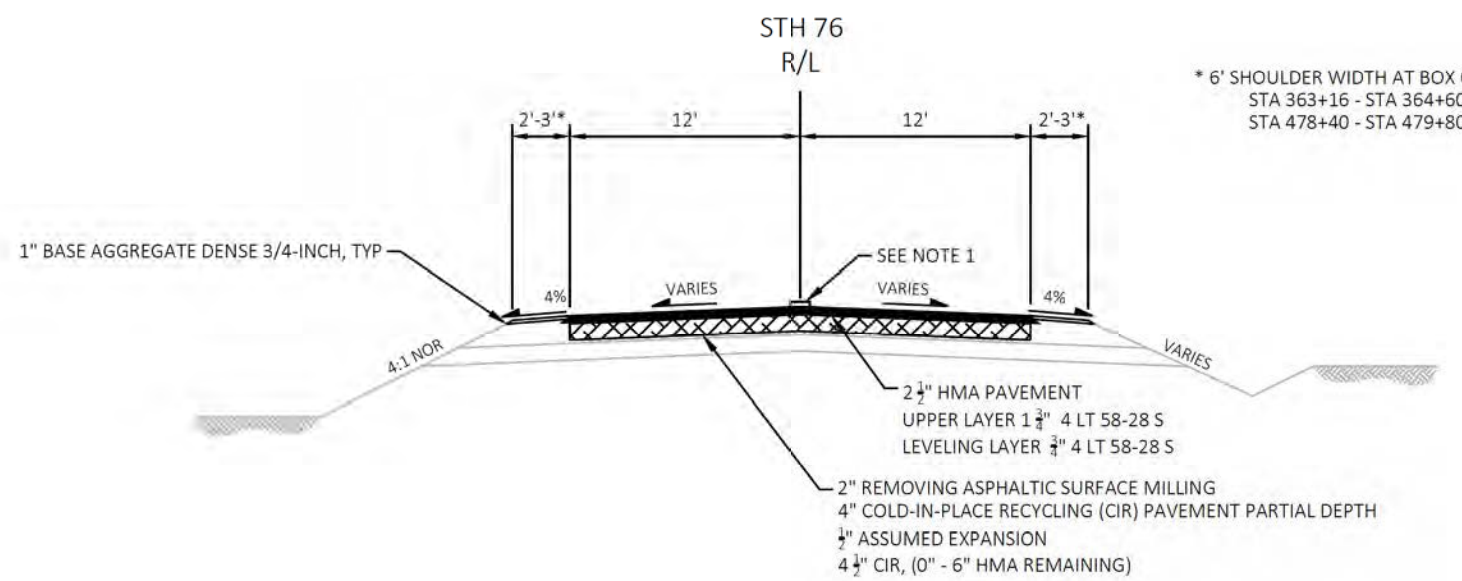


1/2 FINISHED TYPICAL SECTION STH 76

STA 60+00 TO STA 86+10 LT
STA 51+02 TO STA 86+10 RT

PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	TYPICAL SECTIONS	SHEET 8	E

2



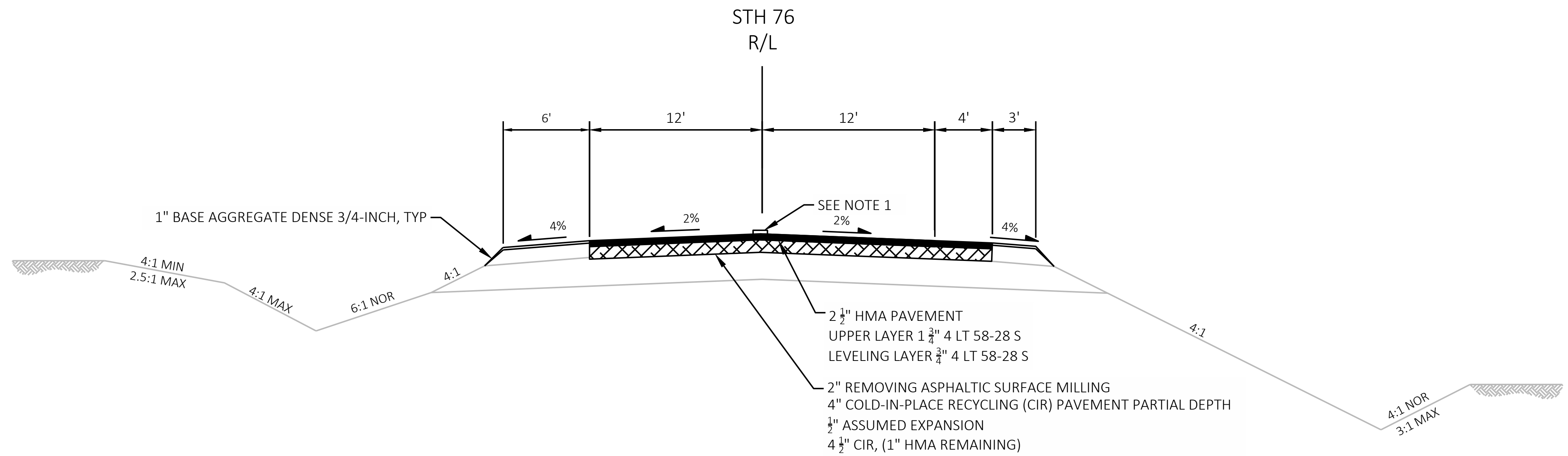
* 6' SHOULDER WIDTH AT BOX CULVERT REPLACEMENTS
STA 363+16 - STA 364+60
STA 478+40 - STA 479+80

FINISHED TYPICAL SECTION STH 76

STA 86+10 TO STA 112+50
STA 118+50 TO STA 199+60
STA 207+60 TO STA 431+05
STA 438+75 TO STA 696+80

NOTES

1. ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL. SEE MISCELLANEOUS QUANTITY TABLE AND SDD "2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS

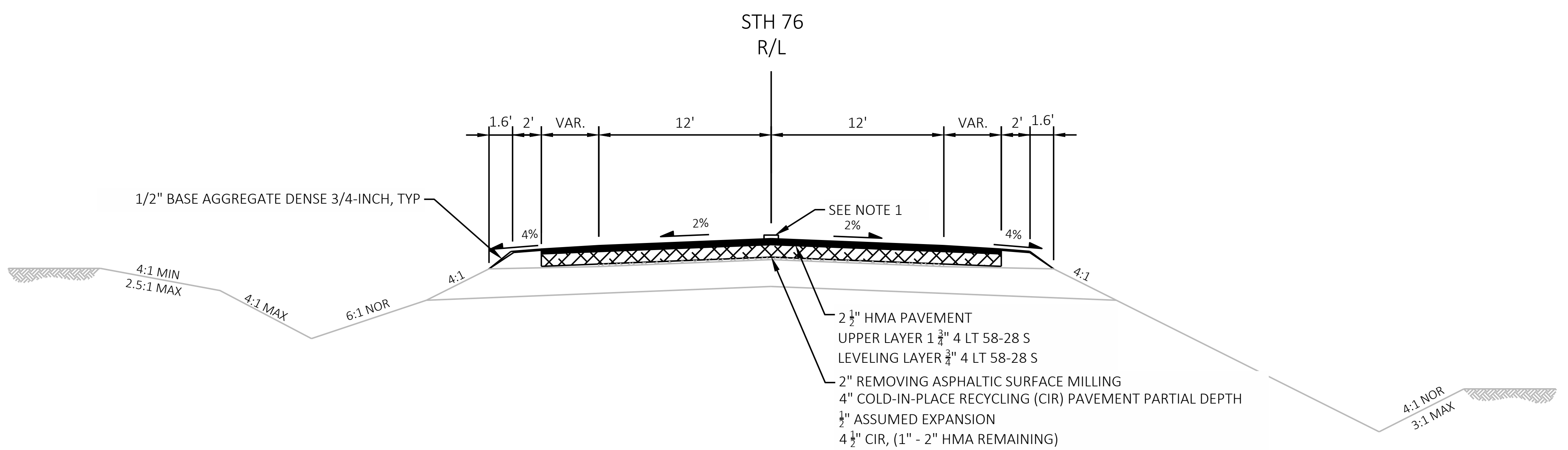


FINISHED TYPICAL SECTION STH 76

STA 199+60 TO STA 207+60

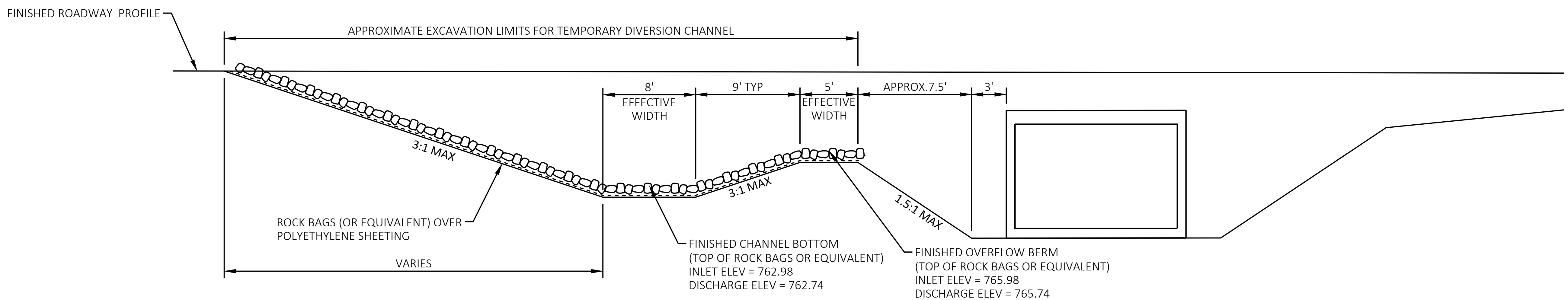
NOTES

1. ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL. SEE MISCELLANEOUS QUANTITY TABLE AND SDD "2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING" FOR GROOVE SPACING AND GAP LOCATIONS



FINISHED TYPICAL SECTION STH 76

STA 112+50 TO STA 115+21.92
STA 115+71.08 TO STA 118+50
STA 431+05 TO STA 434+34.75
STA 436+17.63 TO STA 438+75



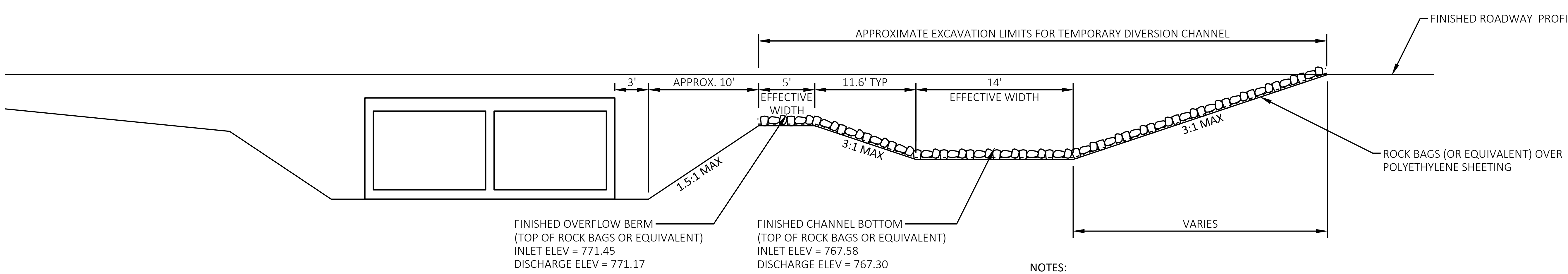
NOTES:

POLYETHYLENE SHEETING AND ROCK BAGS (OR EQUIVALENT) ARE INCIDENTAL TO THE TEMPORARY WATER DIVERSION CHANNEL ITEM

EXCAVATION AND BACKFILL FOR THE DIVERSION CHANNEL BELOW THE FROST HEAVE EXCAVATION IS INCIDENTAL TO THE TEMPORARY WATER DIVERSION CHANNEL ITEM

TEMPORARY WATER DIVERSION CHANNEL

STH 76 STRUCTURE C-44-138



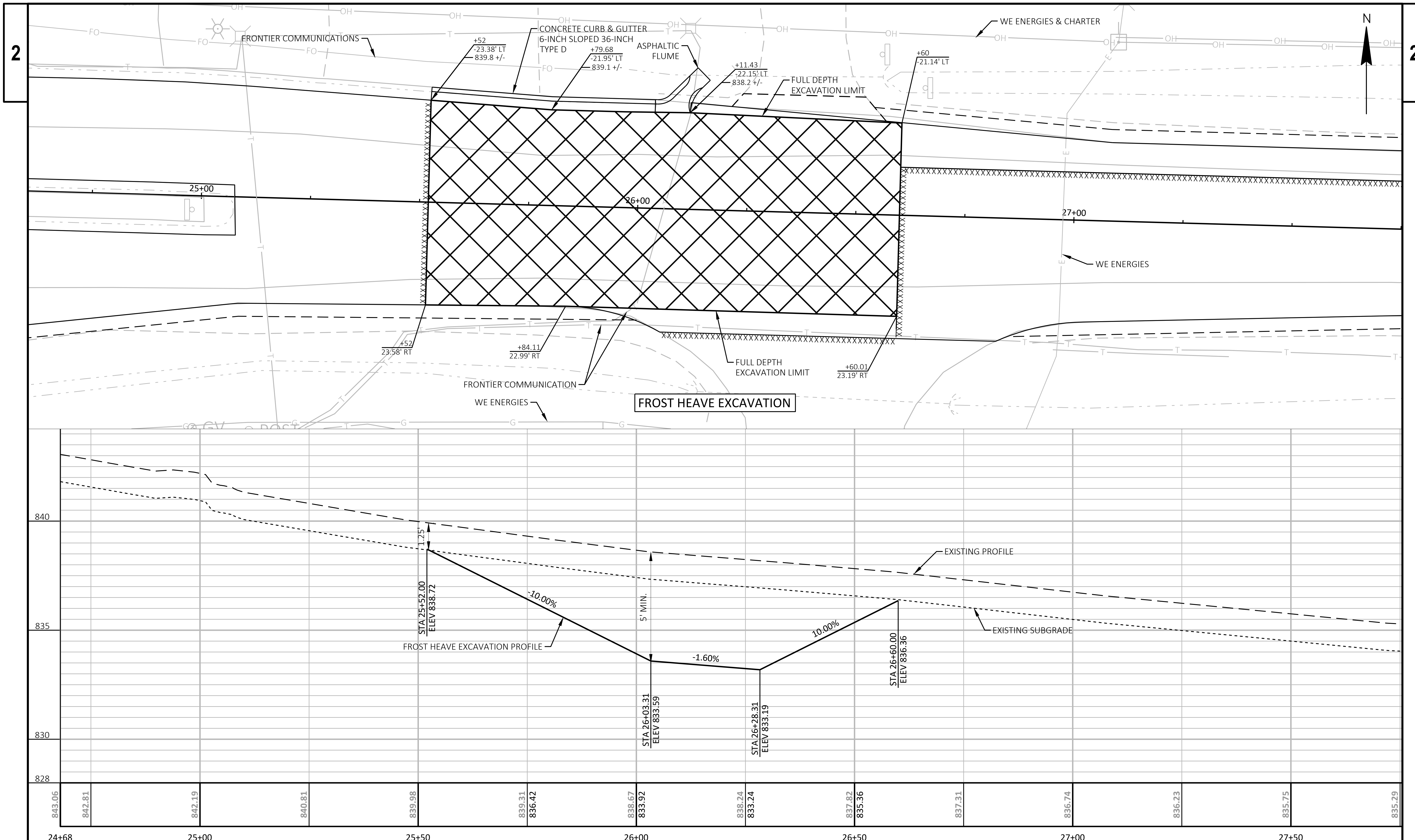
NOTES:

POLYETHYLENE SHEETING AND ROCK BAGS (OR EQUIVALENT) ARE INCIDENTAL TO THE TEMPORARY WATER DIVERSION CHANNEL ITEM

EXCAVATION AND BACKFILL FOR THE DIVERSION CHANNEL BELOW THE FROST HEAVE EXCAVATION IS INCIDENTAL TO THE TEMPORARY WATER DIVERSION CHANNEL ITEM

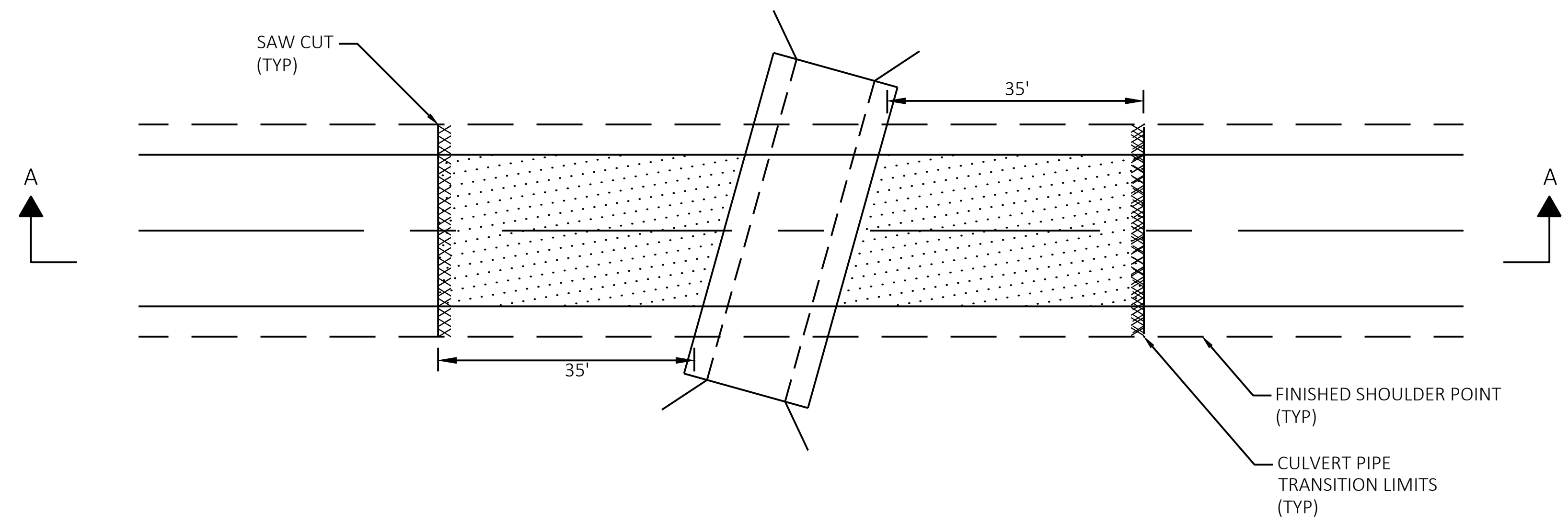
TEMPORARY WATER DIVERSION CHANNEL

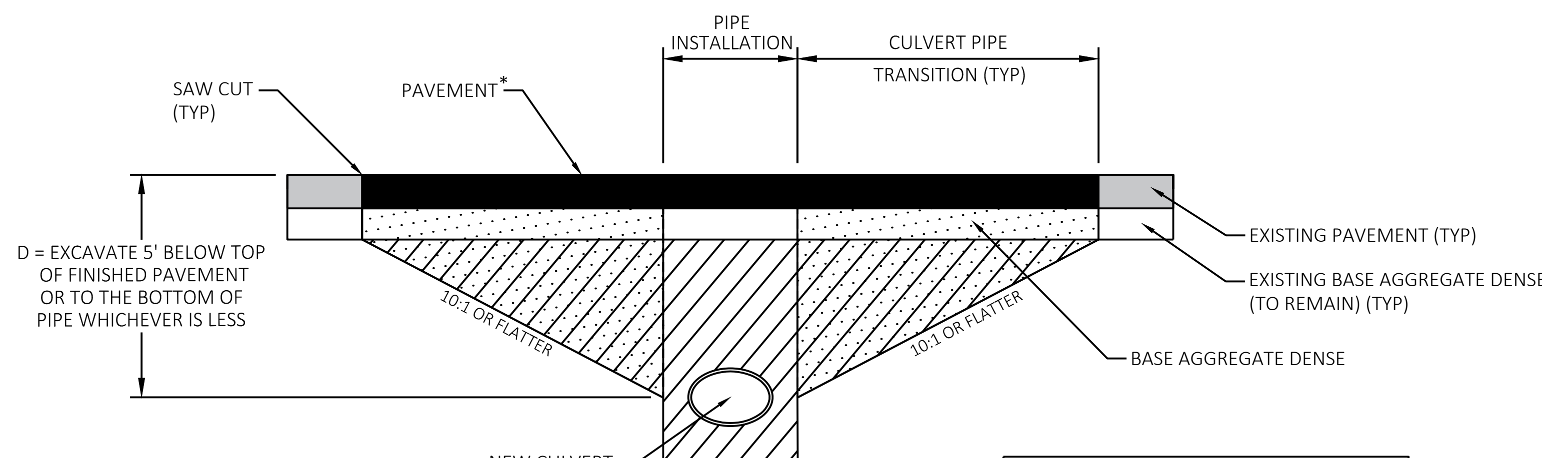
STH 76 STRUCTURE B-44-471



PROJECT NO: 6180-000-70	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 12	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-021002-CD.DWG
LAYOUT NAME - 651806-021002-cd
PLOT DATE : 12/20/2022 10:34 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42





SECTION A-A

* MATCH EXIST DEPTHS OR MIN:
- 7" ASPHALTIC SURFACE
- 10" BASE AGGREGATE DENSE 1 1/4-INCH

COMMON EXCAVATION

FOUNDATION BACKFILL

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

CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

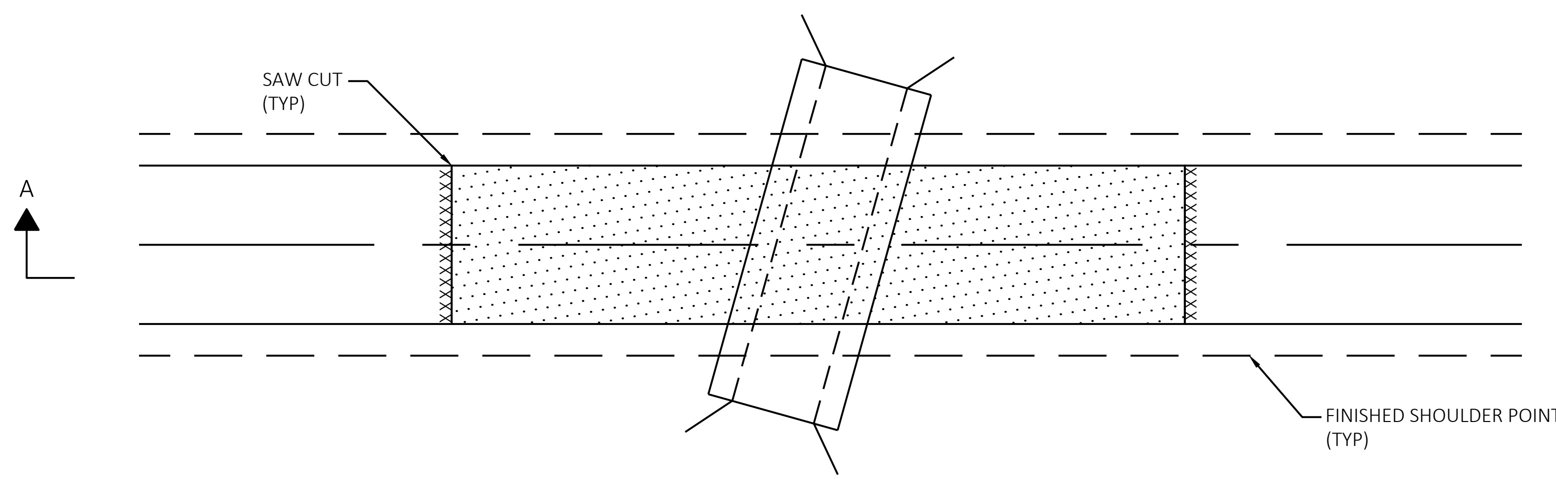
CULVERT PIPE TRANSITION AREAS WILL BE PAID BY COMMON EXCAVATION & SPV FOUNDATION BACKFILL.

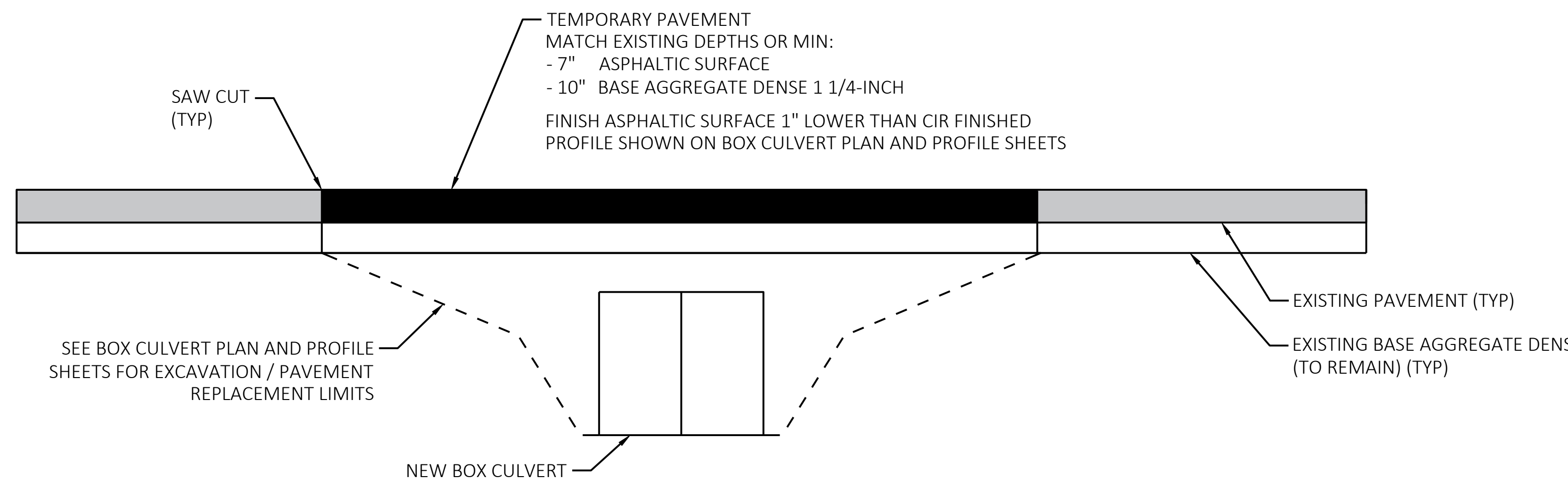
PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

NEW CULVERT PIPES WITH TRANSITION

APPLIES FOR ALL PROPOSED CROSS CULVERT PIPES

2



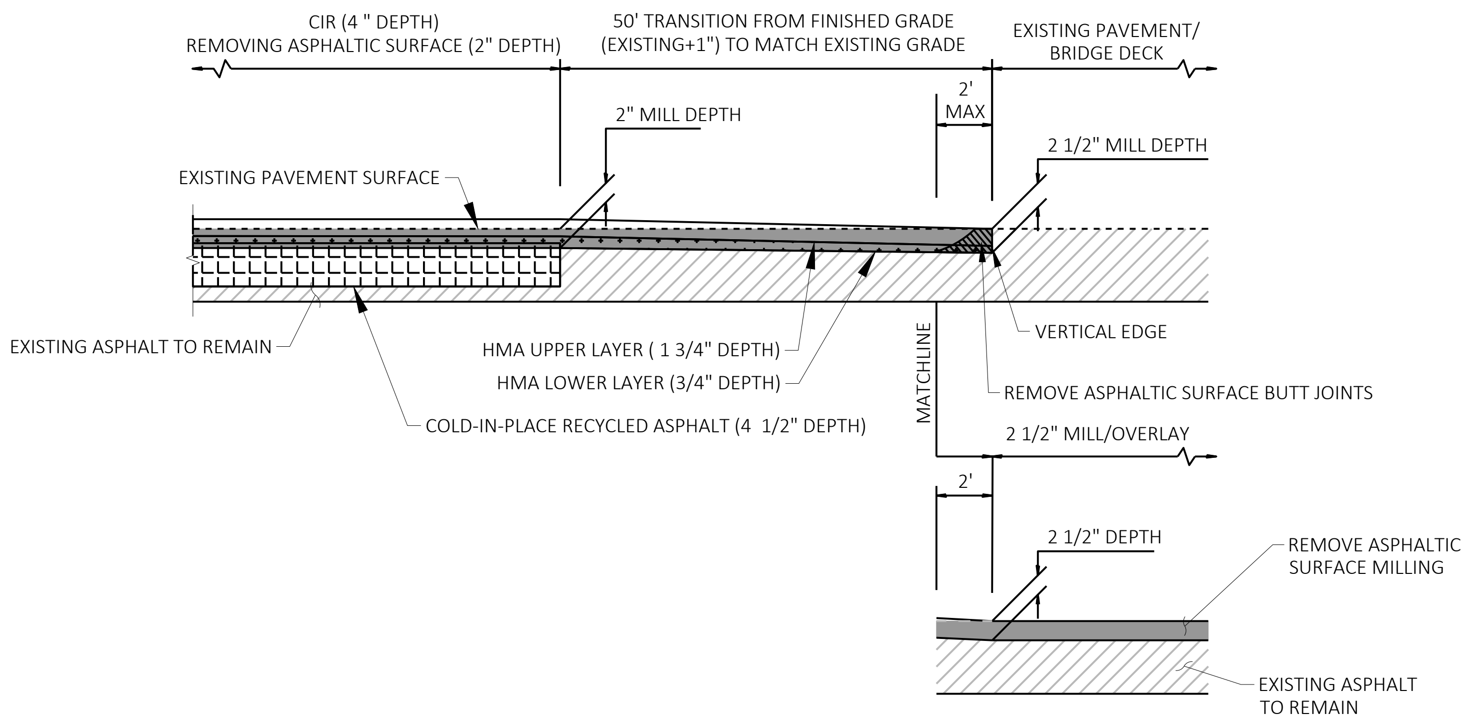


SECTION A-A

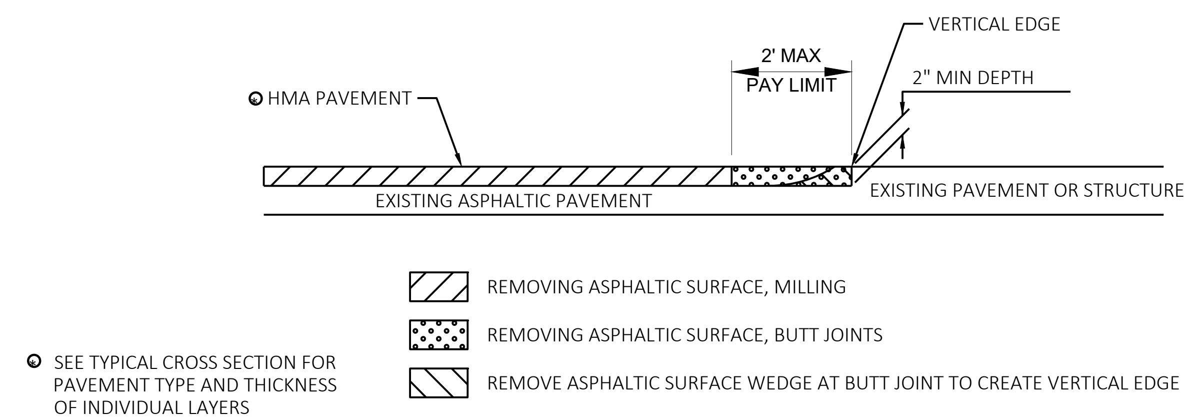
BOX CULVERT TEMPORARY PAVEMENT

FOR PAVING PRIOR TO CIR

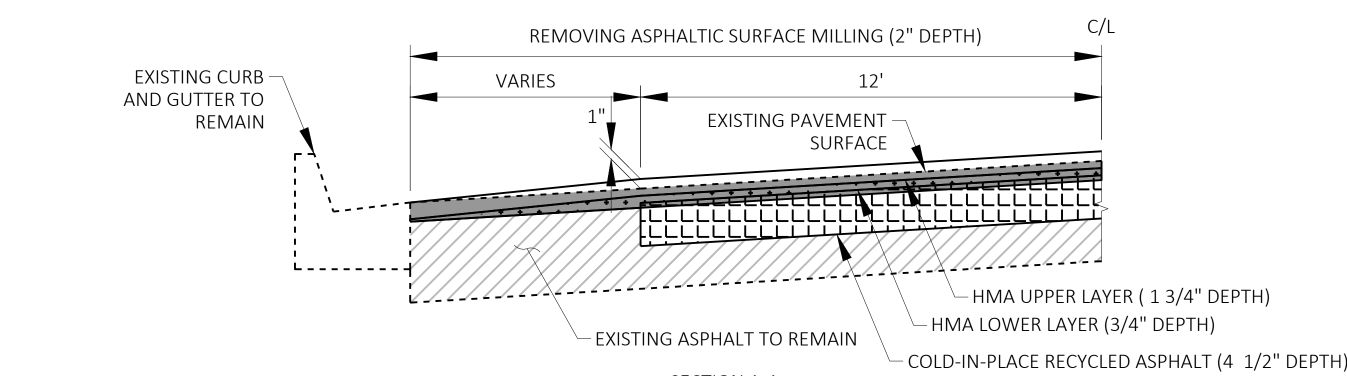
2



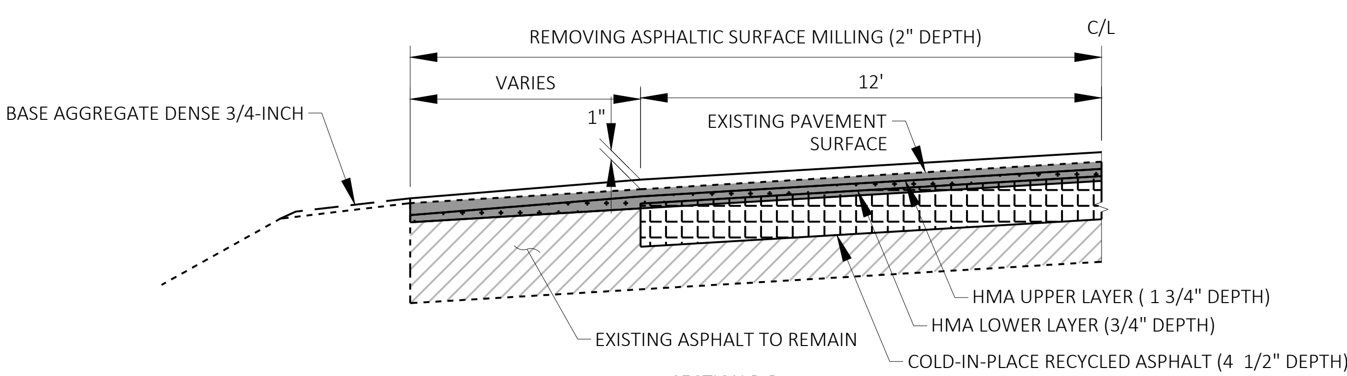
TRANSITION FROM COLD-IN-PLACE RECYCLING TO MILL/OVERLAY MAINLINE & EXISTING PAVEMENT/BRIDGE DECK



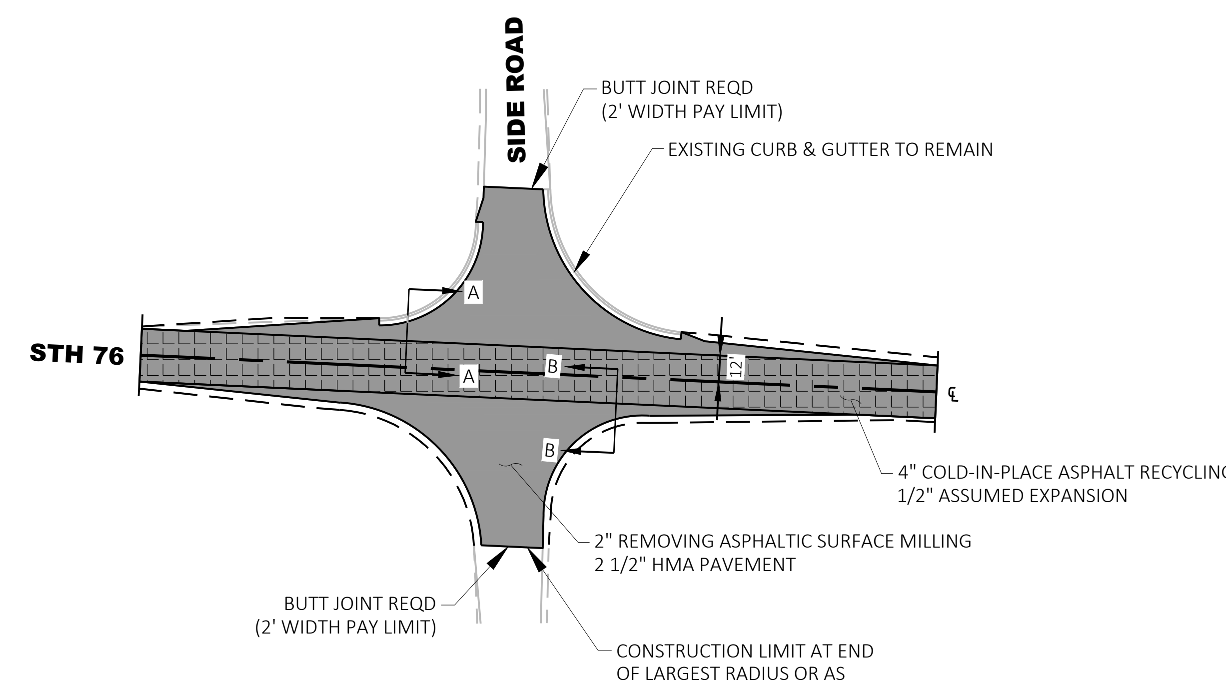
BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)



SECTION A-A
INTERSECTION WITH CURB AND GUTTER
CTH M
V&R LANE



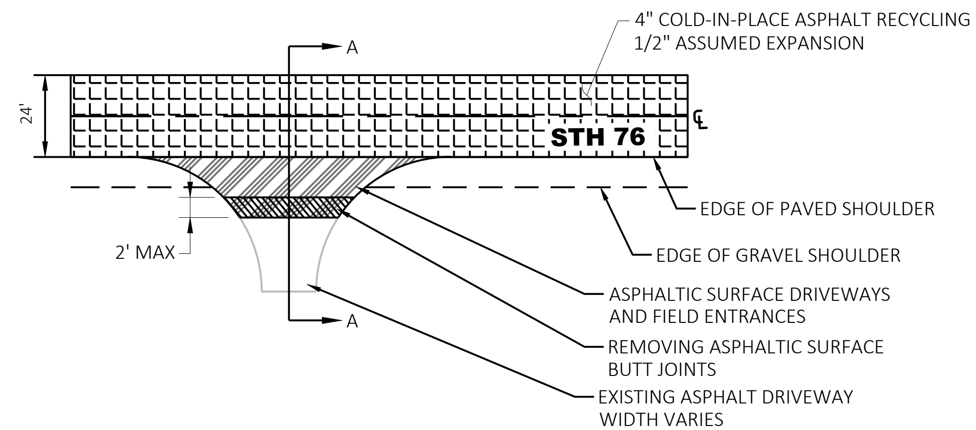
SECTION B-B
INTERSECTION WITHOUT CURB AND GUTTER
ALL INTERSECTIONS OTHER THAN
CTH M
V&R LANE



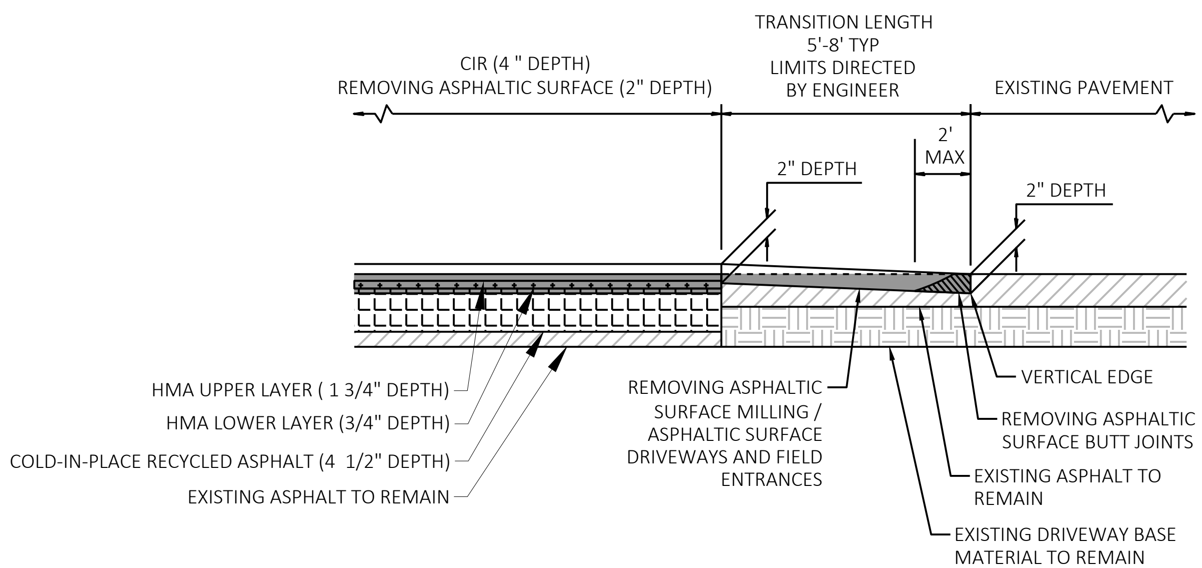
PLAN VIEW

TRANSITION FROM COLD-IN-PLACE RECYCLING AT INTERSECTIONS

PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 15	E

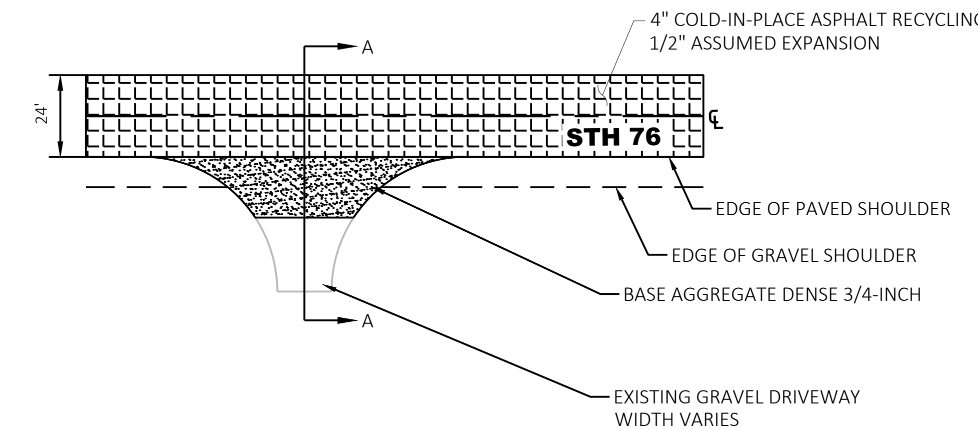


PLAN VIEW

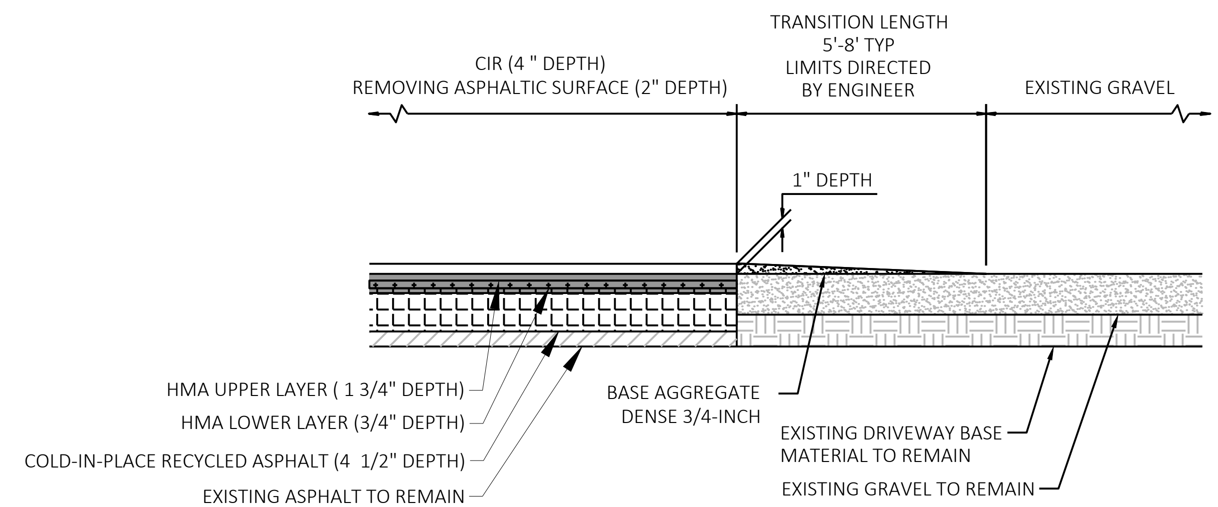


SECTION A-A

TRANSITION FROM COLD-IN-PLACE RECYCLING TO EXISTING ASPHALT DRIVEWAY

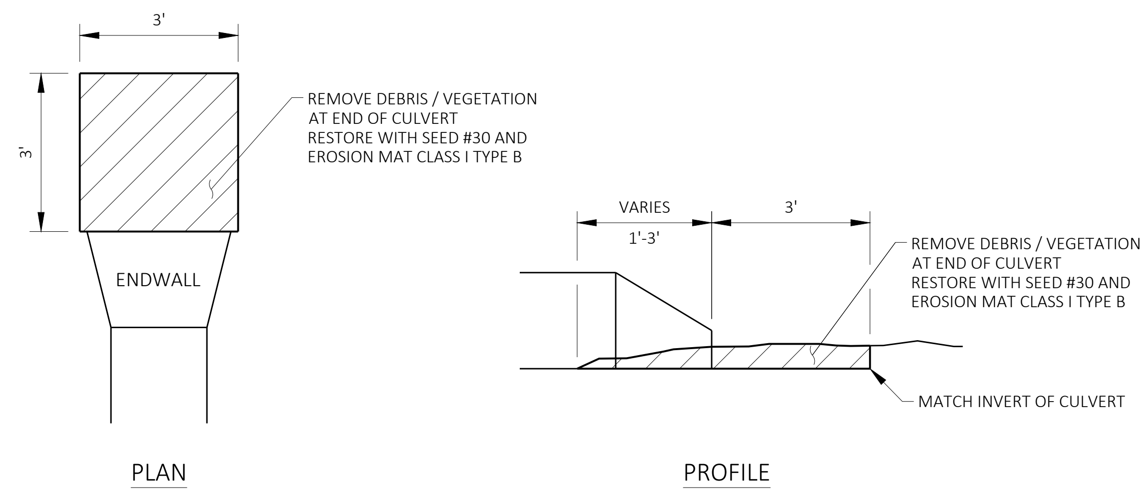


PLAN VIEW

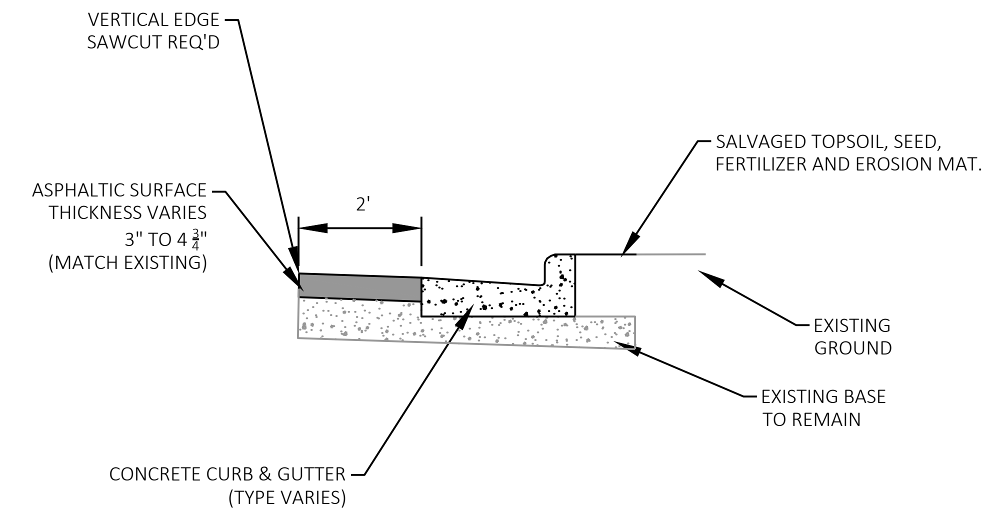


SECTION A-A

TRANSITION FROM COLD-IN-PLACE RECYCLING TO EXISTING GRAVEL DRIVEWAY



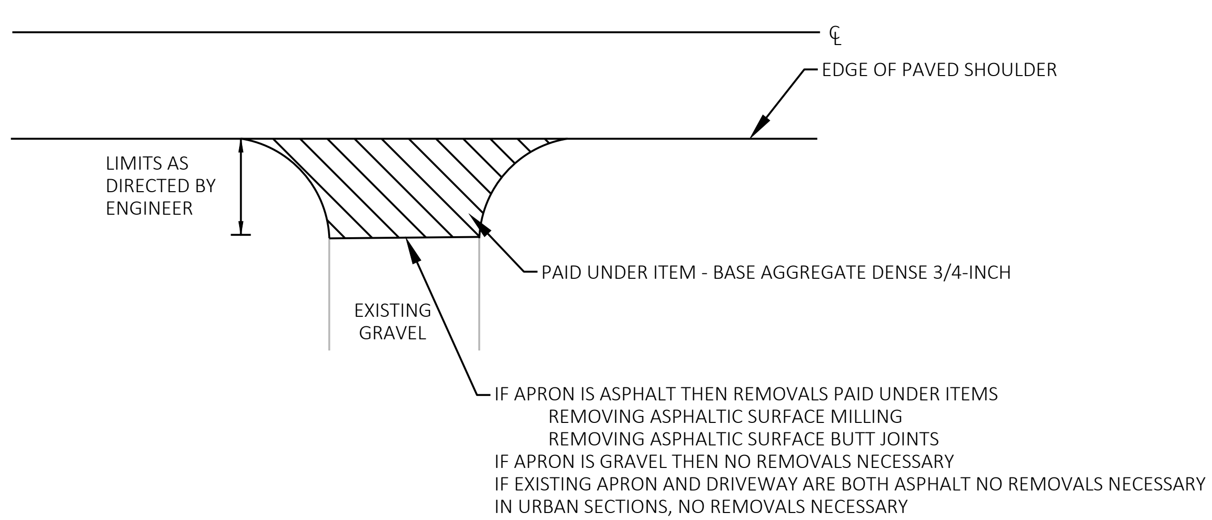
CLEAN CULVERT END DETAIL



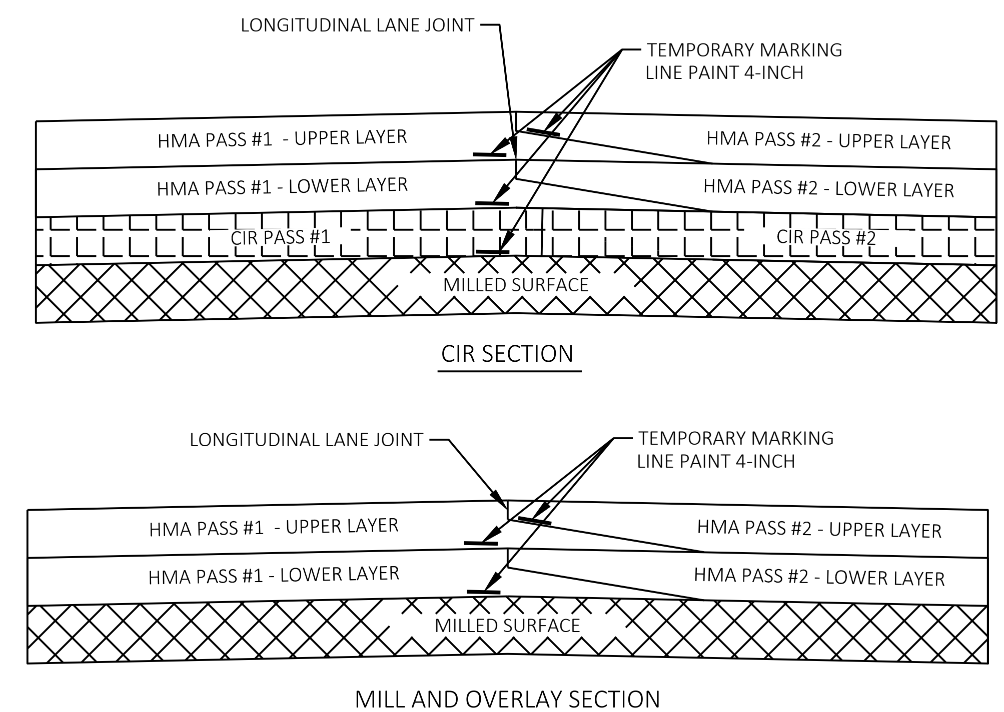
NOTES:

1. SAWCUT LIMITS ALONG WIDTH OF CURB & GUTTER AT REMOVE/REPLACE LIMITS.
2. RESTORE AREA WITH 6" TOPSOIL, SEED, FERTILIZER AND EROSION MAT URBAN CLASS I TYPE A
3. ASPHALT REMOVAL IN FRONT OF CURB AND GUTTER PAID AS REMOVING ASPHALTIC SURFACE.
4. SEE PLAN SHEETS AND MISCELLANEOUS QUANTITIES FOR APPROXIMATE LOCATIONS AND CURB TYPES.

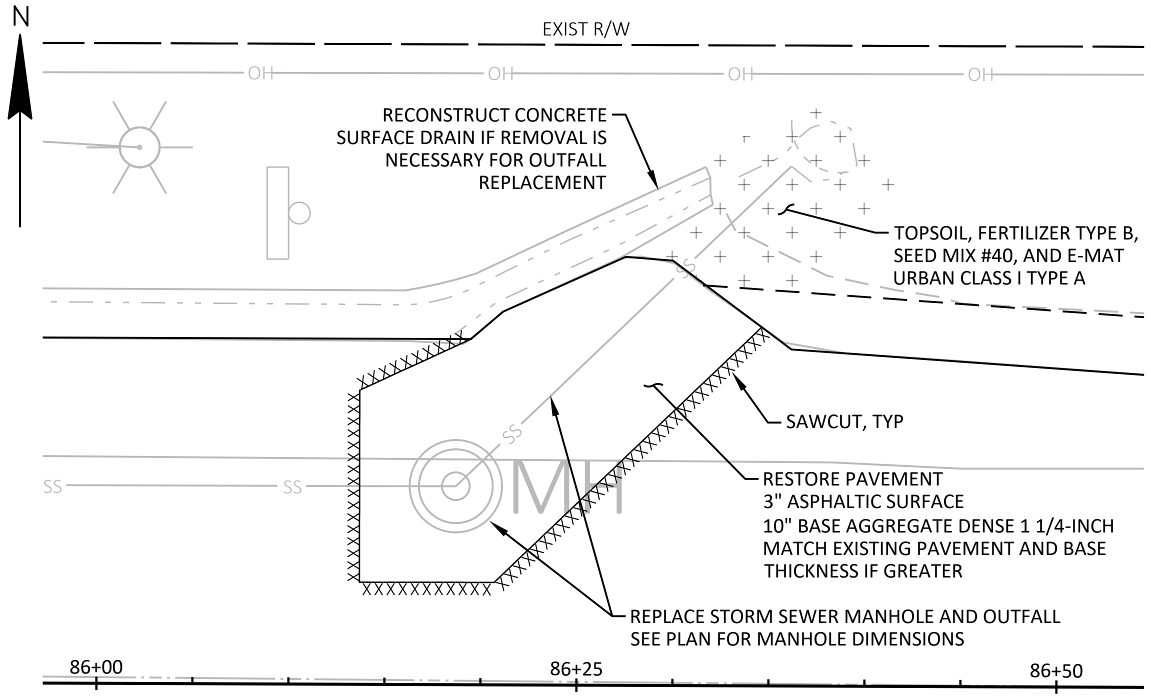
DETAIL FOR CURB AND GUTTER REMOVAL/REPLACEMENT



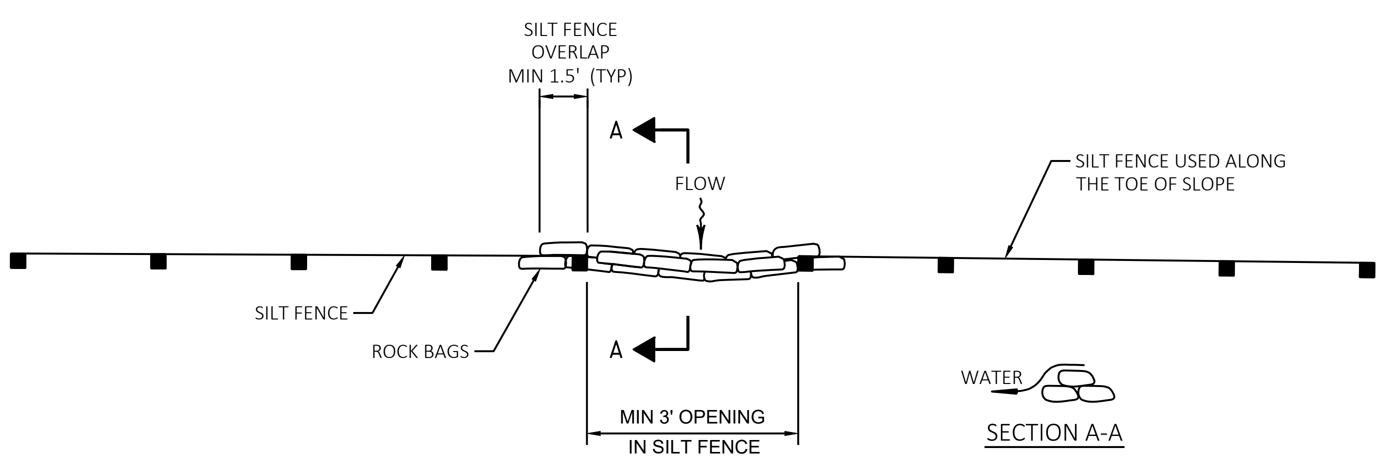
RURAL DRIVEWAY DETAIL - OVERLAY SECTION (NO GRADE CHANGE)



PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS

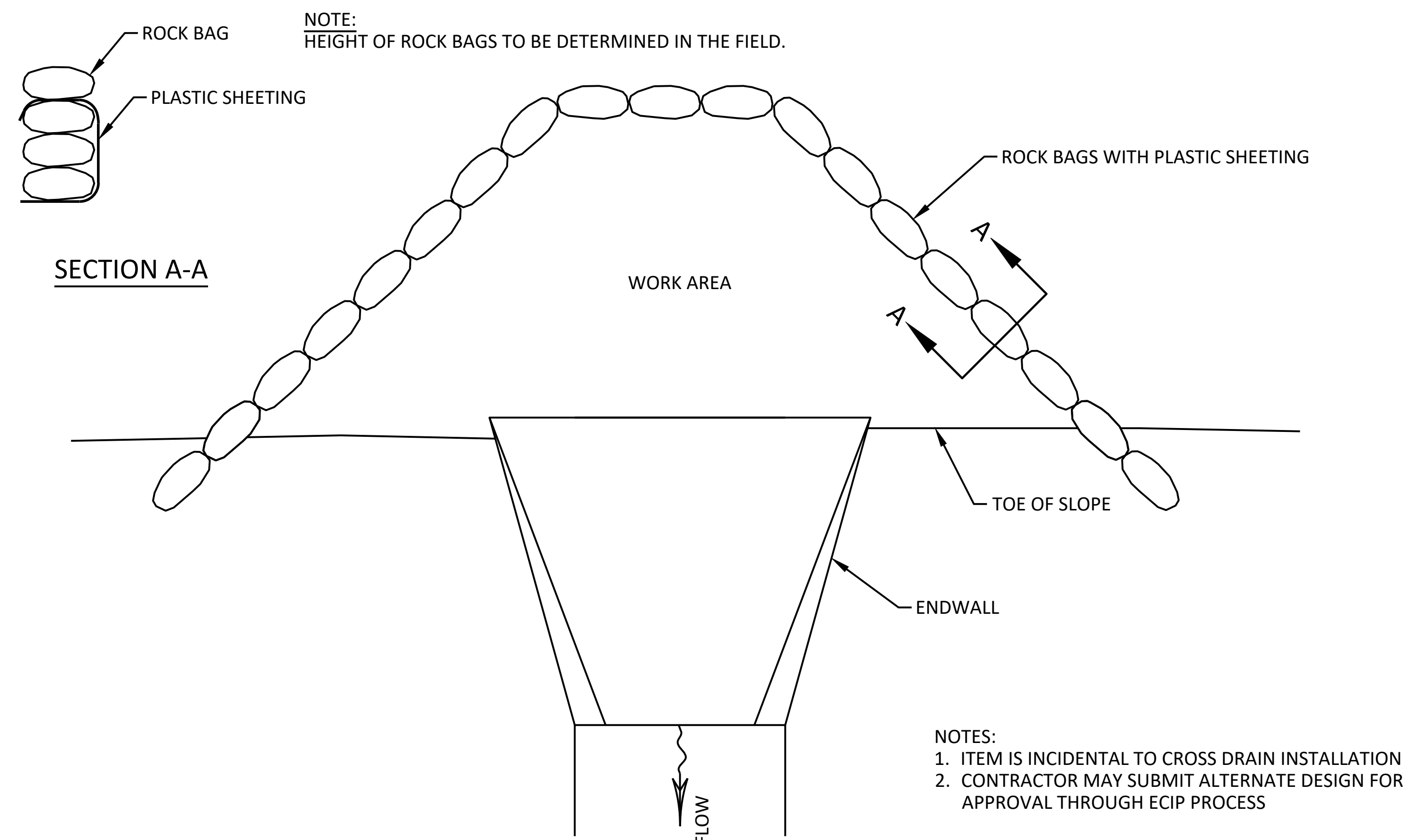


STORM SEWER MANHOLE AND OUTFALL REPLACEMENT DETAIL - STA 86+25



TOP VIEW

ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

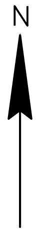


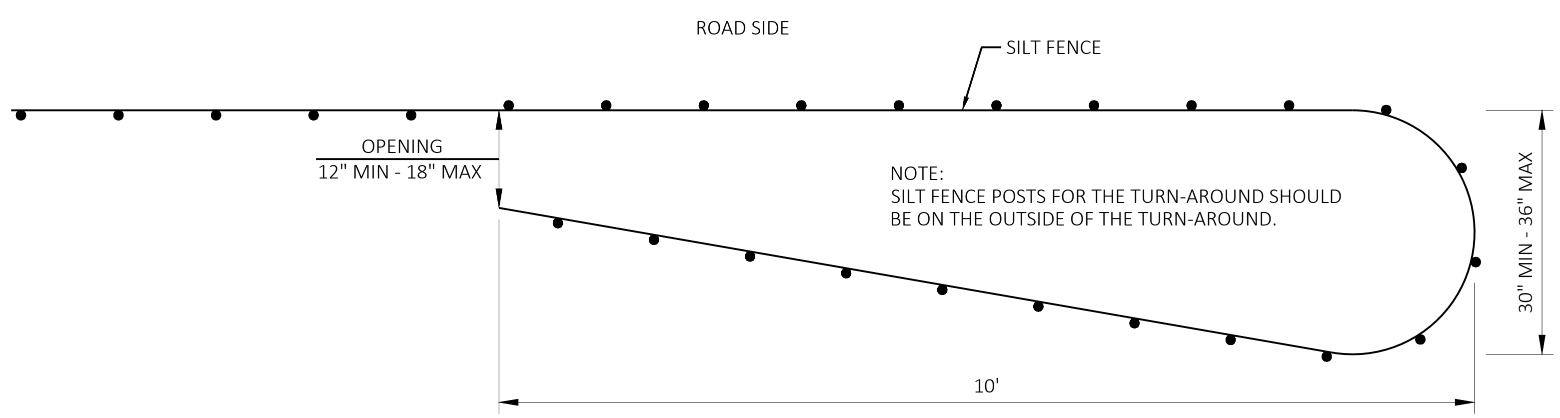
NOTES:
1. ITEM IS INCIDENTAL TO CROSS DRAIN INSTALLATION
2. CONTRACTOR MAY SUBMIT ALTERNATE DESIGN FOR APPROVAL THROUGH ECIP PROCESS

PLAN VIEW

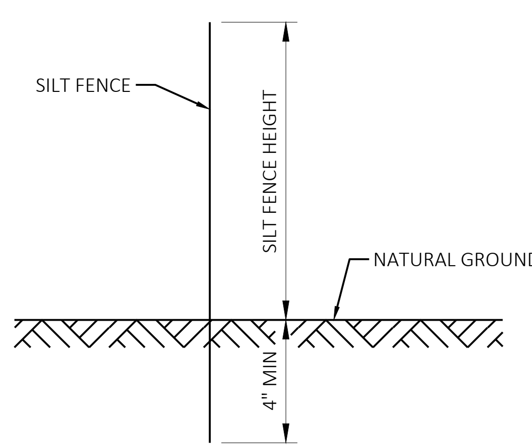
ROCK BAG DAM FOR DEWATERING

2



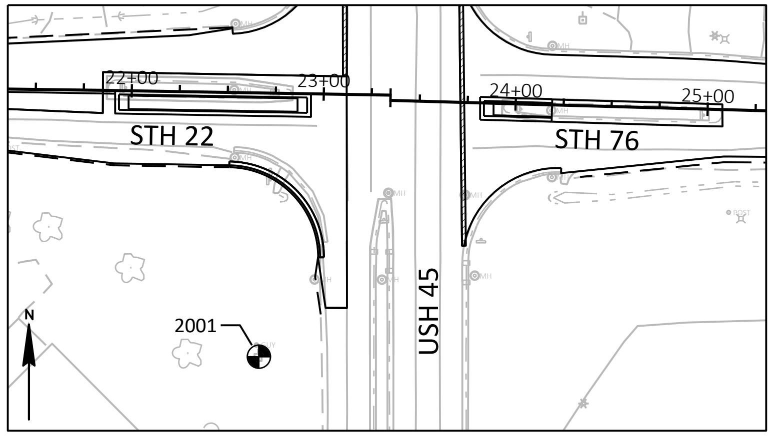


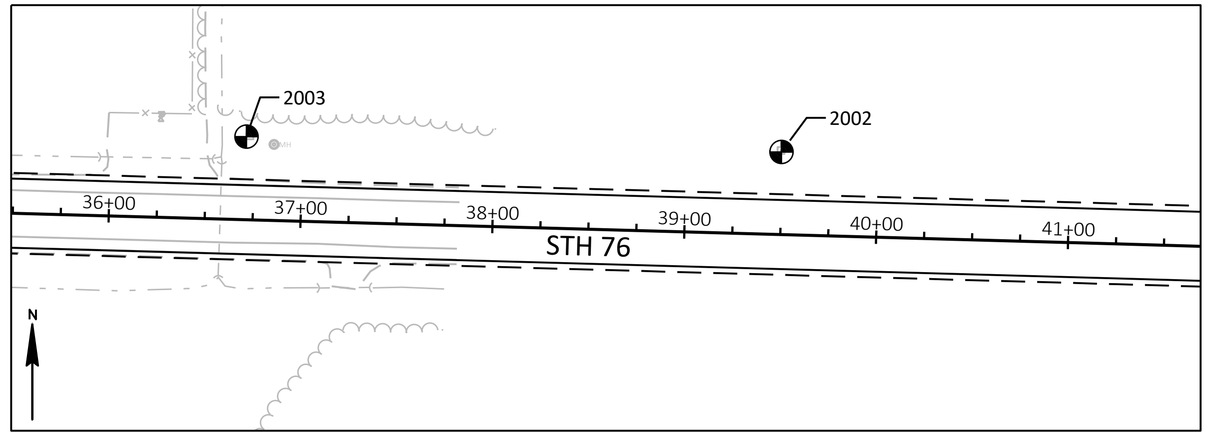
PLAN VIEW



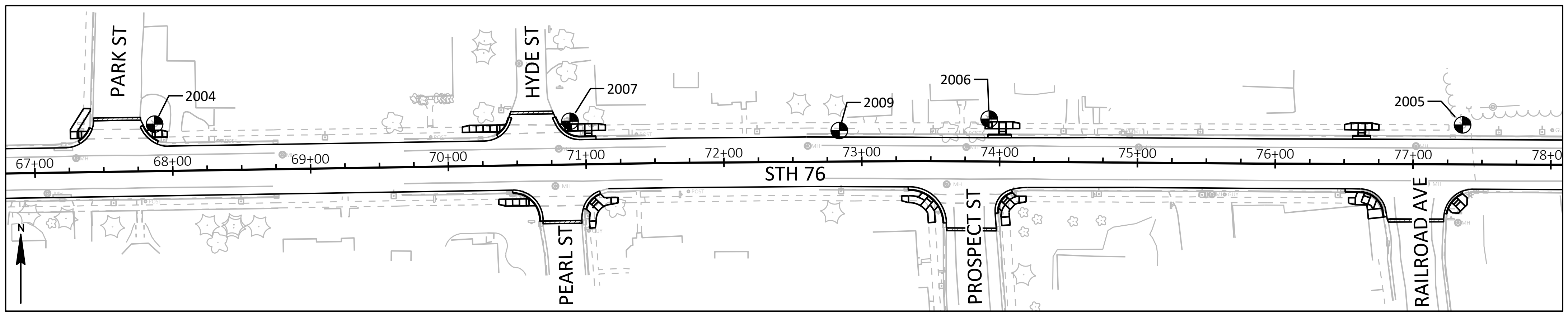
SIDE VIEW

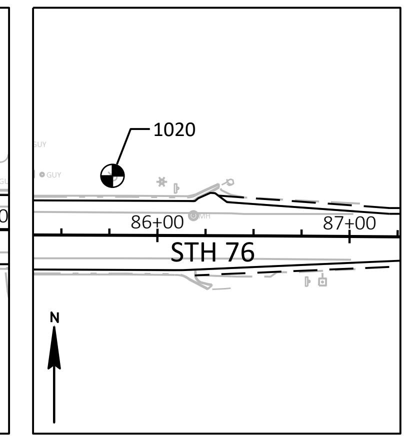
SILT FENCE TURN-AROUND DETAIL

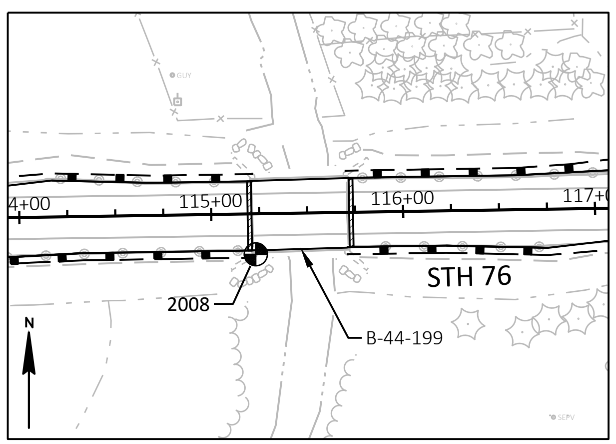


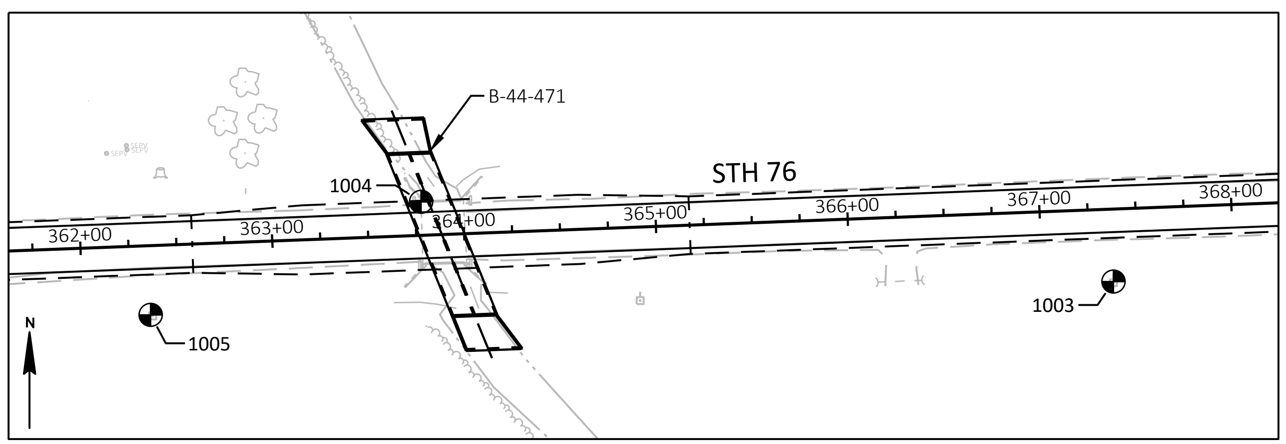


BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
2001	22+68.51	850.76	RR SPIKE IN PP
2002	39+49.46	834.43	RR SPIKE IN PP #20-13635
2003	36+70.59	831.34	RR SPIKE IN PP #19-01644
2004	67+87.34	843.36	SW BOLT ON HYD
2005	77+35.77	819.22	SW BOLT ON HYD
2006	73+92.13	824.96	SW BOLT ON HYD
2007	70+88.73	832.46	SW BOLT ON HYD
2009	72+83.83	825.84	3 1/4" AC WISDOT
1020	85+76.45	810.48	NW BOLT ON HYD

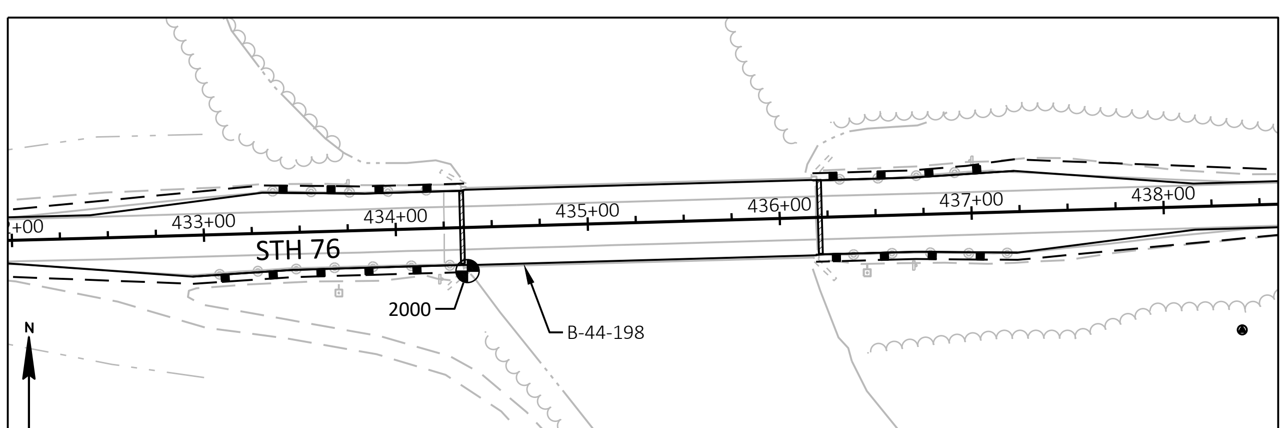


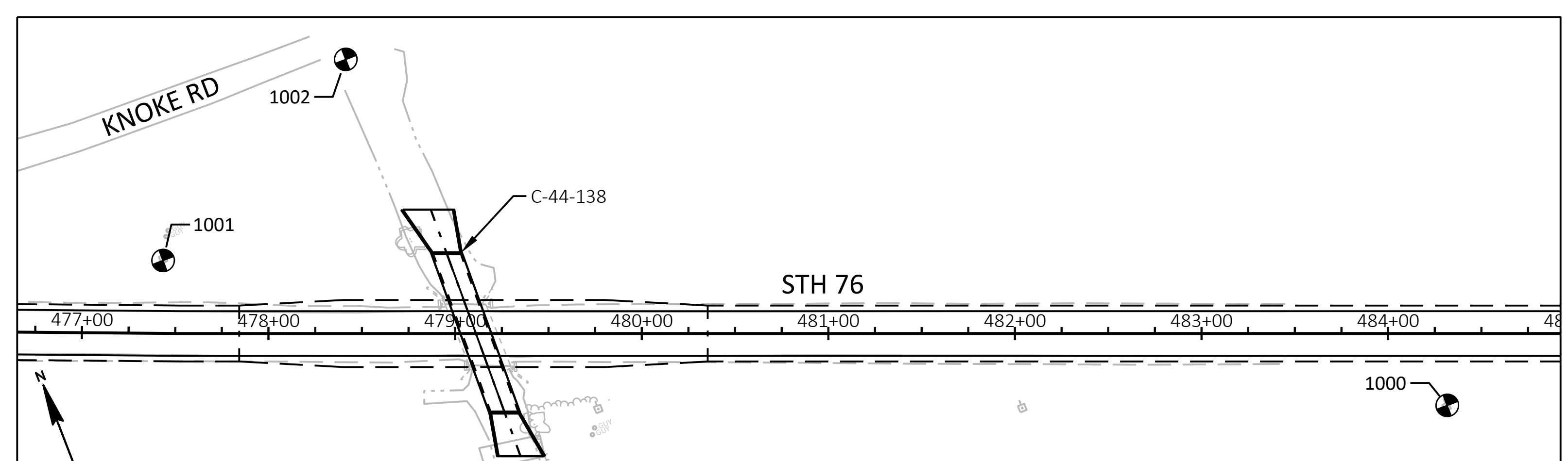




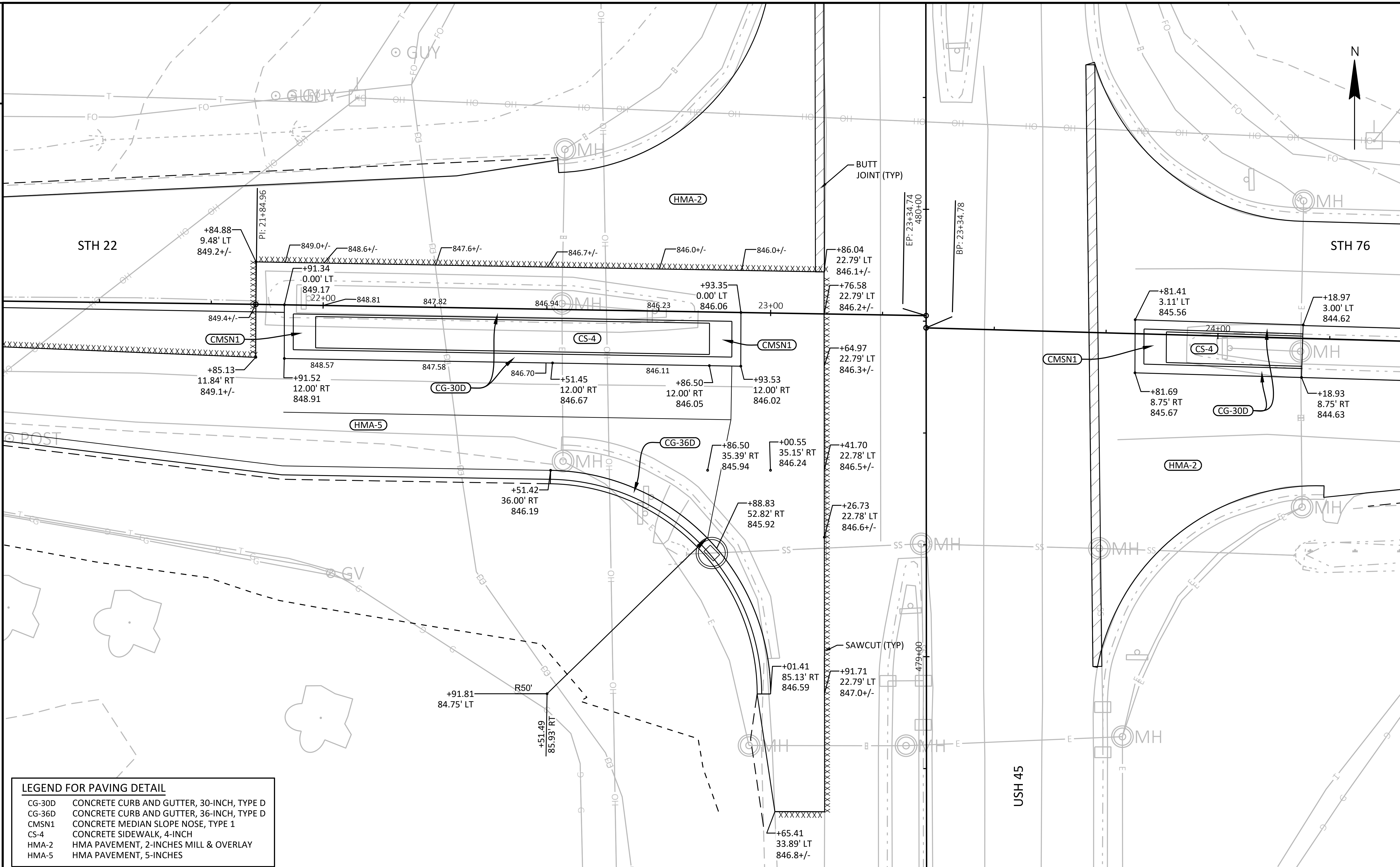


BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1000	484+31.60	771.23	RR SPIKE IN PP #08-17787
1001	477+43.08	771.70	RR SPIKE IN PP #08-17784
1002	478+41.37	772.55	CHISELED BOX ON SW WINGWALL C-44-919
1003	367+37.04	775.35	RR SPIKE IN PP #69-1455
1004	363+78.18	774.97	CHISELED BOX NW CORNER OF C-44-022
1005	362+35.18	775.55	RR SPIKE IN PP #60-3244
2000	434+36.68	775.74	3 1/4" ALUM CAP ON TOP OF SW WING WALL
2008	115+22.84	792.49	3 1/4" ALUM CAP ON TOP OF SW WING WALL





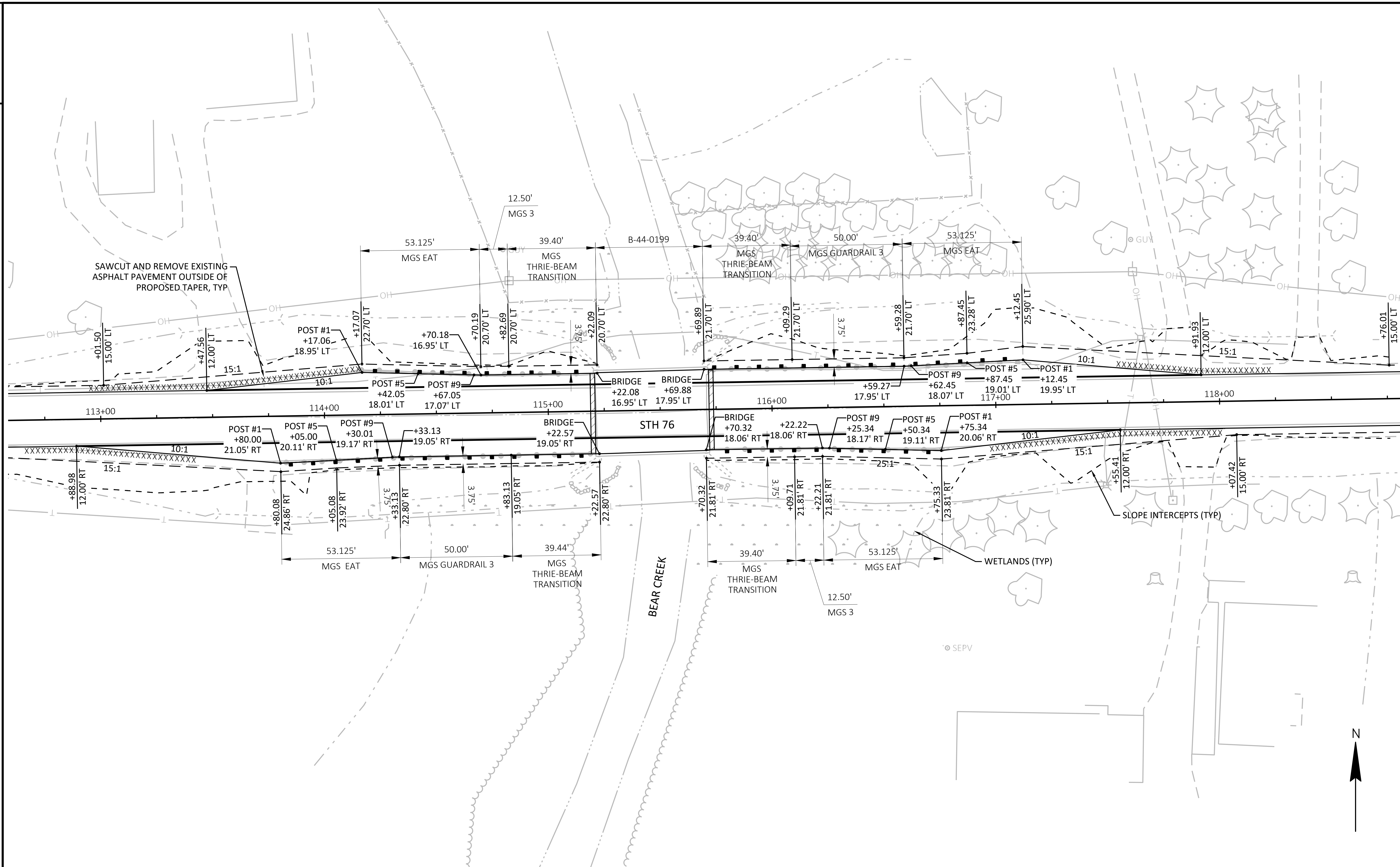
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTIES: WAUPACA & OUTAGAMIE	BENCHMARK LOCATIONS	SHEET 20	E



LEGEND FOR PAVING DETAIL

CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CG-36D	CONCRETE CURB AND GUTTER, 36-INCH, TYPE D
CMSN1	CONCRETE MEDIAN SLOPE NOSE, TYPE 1
CS-4	CONCRETE SIDEWALK, 4-INCH
HMA-2	HMA PAVEMENT, 2-INCHES MILL & OVERLAY
HMA-5	HMA PAVEMENT, 5-INCHES

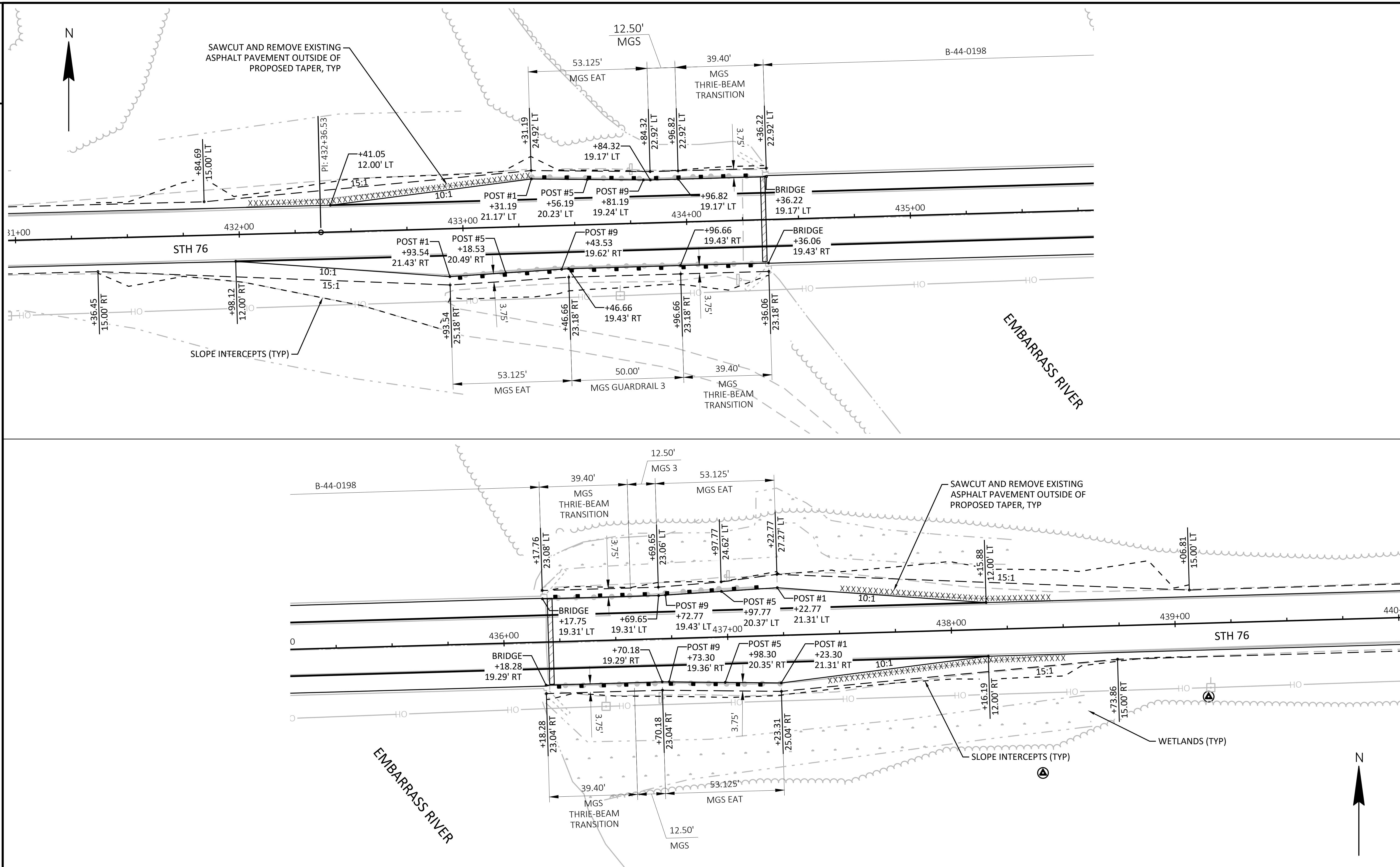
2



PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	BEAMGUARD DETAILS - B-44-0199 (BEAR CREEK)	SHEET 22	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-021212-PD.DWG
LAYOUT NAME - 651806-021212-pd
PLOT DATE : 9/23/2022 11:15 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



2

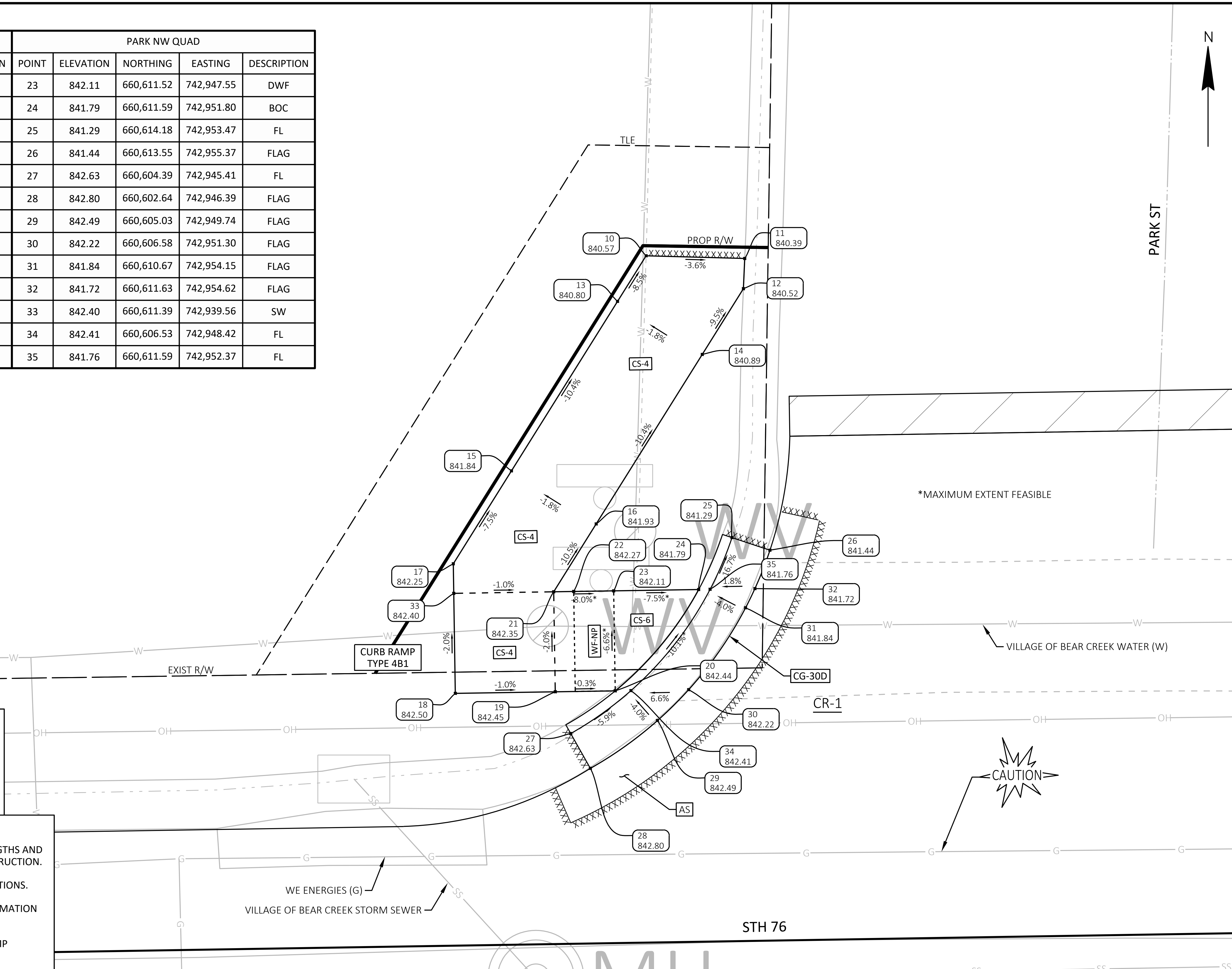
PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	BEAMGUARD DETAILS - B-44-0198 (EMBARRASS RIVER)	SHEET 23	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-021212-PD.DWG
LAYOUT NAME - 651806-021213-pd
PLOT DATE : 9/23/2022 11:16 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CURB RAMP DETAILS OVERVIEW	SHEET 24	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-021300-CR.DWG
LAYOUT NAME - 651806-021300-cr
PLOT DATE : 10/20/2022 11:23 AM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

PARK NW QUAD					PARK NW QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
10	840.57	660,628.27	742,949.18	SW	23	842.11	660,611.52	742,947.55	DWF
11	840.39	660,628.14	742,954.11	SW	24	841.79	660,611.59	742,951.80	BOC
12	840.52	660,626.62	742,954.04	SW	25	841.29	660,614.18	742,953.47	FL
13	840.80	660,625.99	742,947.75	SW	26	841.44	660,613.55	742,955.37	FLAG
14	840.89	660,623.34	742,951.99	SW	27	842.63	660,604.39	742,945.41	FL
15	841.84	660,617.52	742,942.44	SW	28	842.80	660,602.64	742,946.39	FLAG
16	841.93	660,614.86	742,946.68	SW	29	842.49	660,605.03	742,949.74	FLAG
17	842.25	660,612.87	742,939.53	SW	30	842.22	660,606.58	742,951.30	FLAG
18	842.50	660,606.39	742,939.63	SW	31	841.84	660,610.67	742,954.15	FLAG
19	842.45	660,606.47	742,944.63	SW	32	841.72	660,611.63	742,954.62	FLAG
20	842.44	660,606.52	742,947.63	DWF	33	842.40	660,611.39	742,939.56	SW
21	842.35	660,611.47	742,944.56	SW	34	842.41	660,606.53	742,948.42	FL
22	842.27	660,611.49	742,945.56	DWF	35	841.76	660,611.59	742,952.37	FL

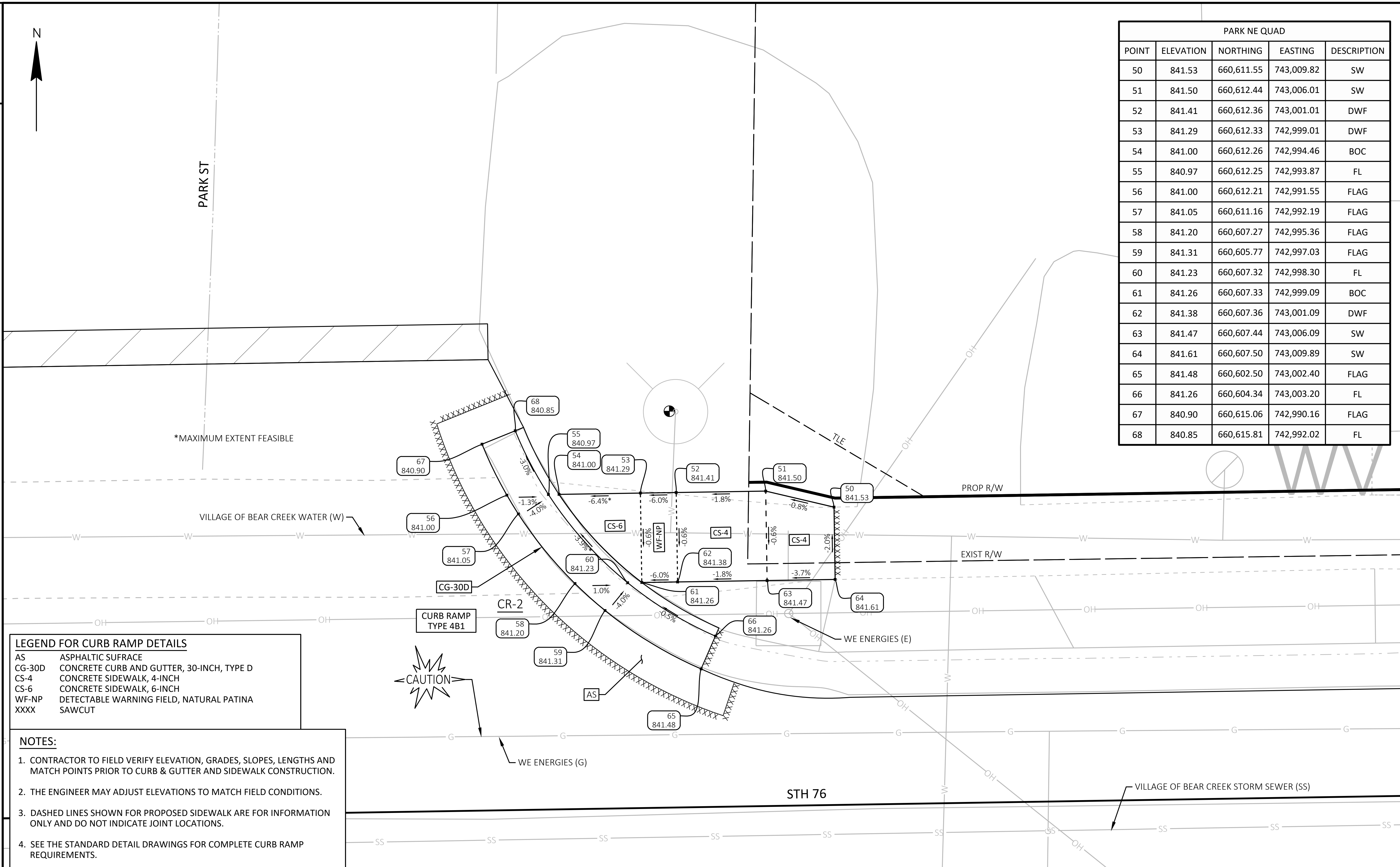


LEGEND FOR CURB RAMP DETAILS

AS	ASPHALTIC SUFRACE
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
XXXX	SAWCUT

NOTES:

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



PARK NE QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
50	841.53	660,611.55	743,009.82	SW
51	841.50	660,612.44	743,006.01	SW
52	841.41	660,612.36	743,001.01	DWF
53	841.29	660,612.33	742,999.01	DWF
54	841.00	660,612.26	742,994.46	BOC
55	840.97	660,612.25	742,993.87	FL
56	841.00	660,612.21	742,991.55	FLAG
57	841.05	660,611.16	742,992.19	FLAG
58	841.20	660,607.27	742,995.36	FLAG
59	841.31	660,605.77	742,997.03	FLAG
60	841.23	660,607.32	742,998.30	FL
61	841.26	660,607.33	742,999.09	BOC
62	841.38	660,607.36	743,001.09	DWF
63	841.47	660,607.44	743,006.09	SW
64	841.61	660,607.50	743,009.89	SW
65	841.48	660,602.50	743,002.40	FLAG
66	841.26	660,604.34	743,003.20	FL
67	840.90	660,615.06	742,990.16	FLAG
68	840.85	660,615.81	742,992.02	FL

LEGEND FOR CURB RAMP DETAILS

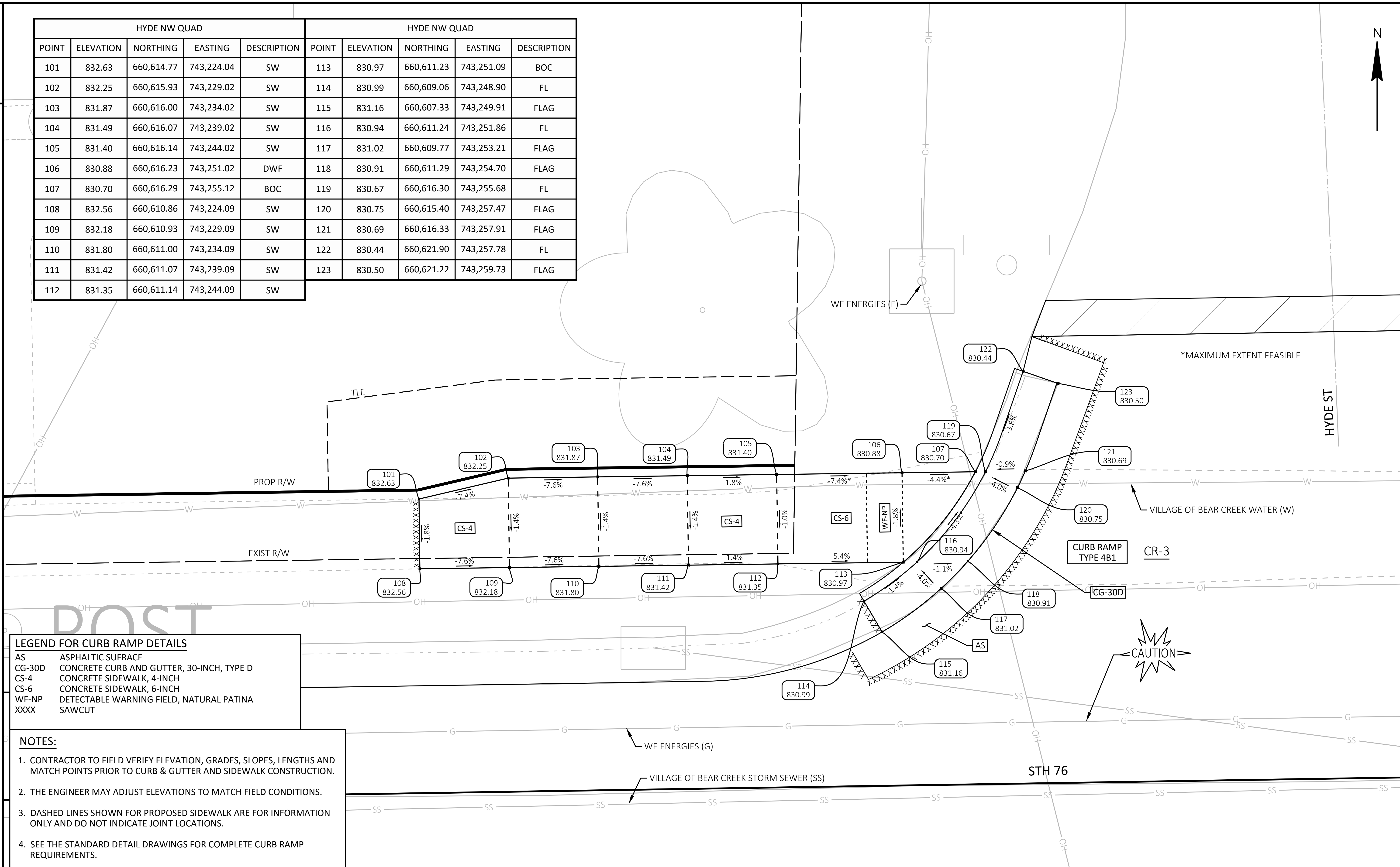
AS	ASPHALTIC SUFRACE
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
XXXX	SAWCUT

NOTES:

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

HYDE NW QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
101	832.63	660,614.77	743,224.04	SW
102	832.25	660,615.93	743,229.02	SW
103	831.87	660,616.00	743,234.02	SW
104	831.49	660,616.07	743,239.02	SW
105	831.40	660,616.14	743,244.02	SW
106	830.88	660,616.23	743,251.02	DWF
107	830.70	660,616.29	743,255.12	BOC
108	832.56	660,610.86	743,224.09	SW
109	832.18	660,610.93	743,229.09	SW
110	831.80	660,611.00	743,234.09	SW
111	831.42	660,611.07	743,239.09	SW
112	831.35	660,611.14	743,244.09	SW

HYDE NW QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
113	830.97	660,611.23	743,251.09	BOC
114	830.99	660,609.06	743,248.90	FL
115	831.16	660,607.33	743,249.91	FLAG
116	830.94	660,611.24	743,251.86	FL
117	831.02	660,609.77	743,253.21	FLAG
118	830.91	660,611.29	743,254.70	FLAG
119	830.67	660,616.30	743,255.68	FL
120	830.75	660,615.40	743,257.47	FLAG
121	830.69	660,616.33	743,257.91	FLAG
122	830.44	660,621.90	743,257.78	FL
123	830.50	660,621.22	743,259.73	FLAG

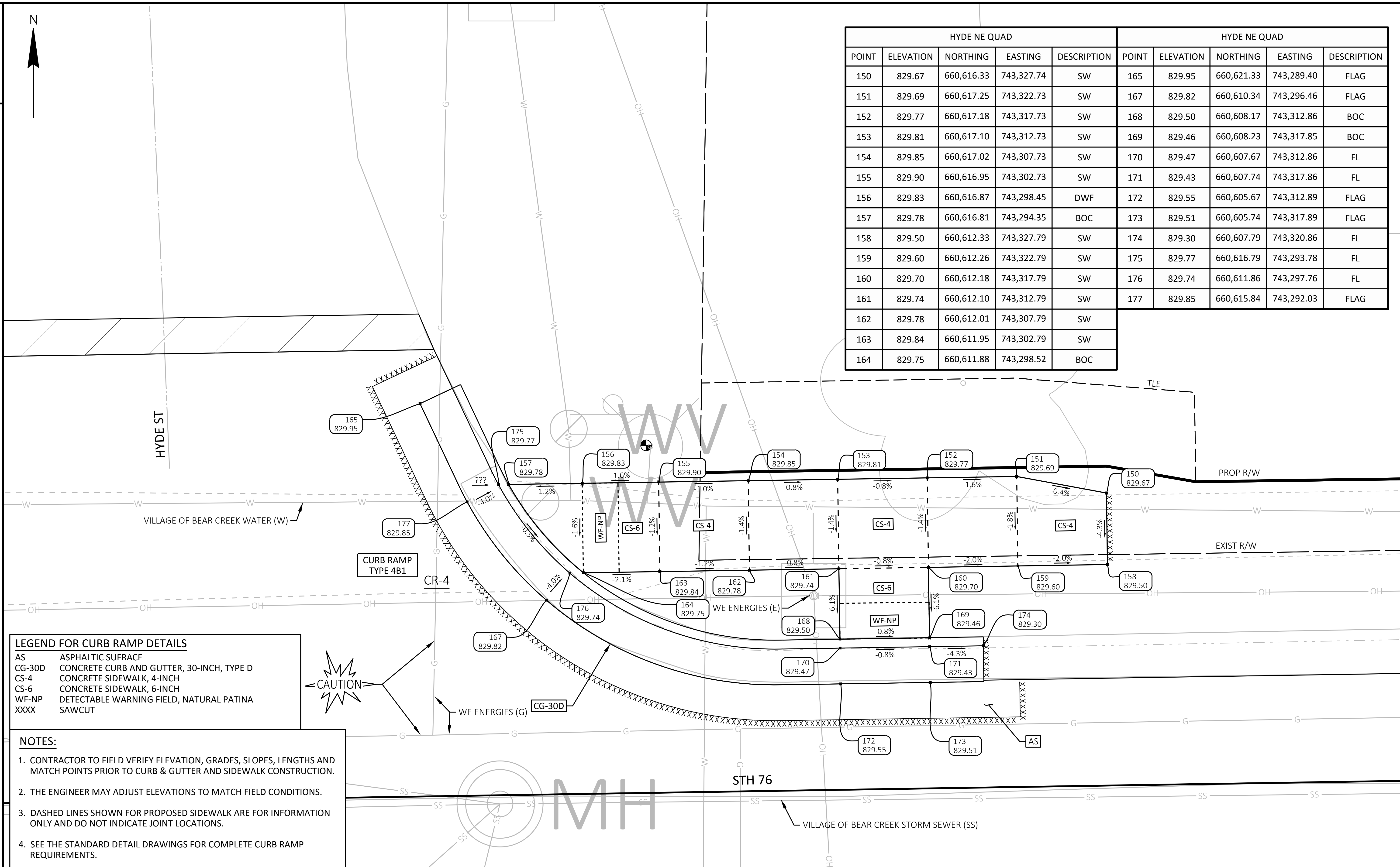


LEGEND FOR CURB RAMP DETAILS

AS	ASPHALTIC SUFRACE
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
XXXX	SAWCUT

NOTES:

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



HYDE NE QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
150	829.67	660,616.33	743,327.74	SW
151	829.69	660,617.25	743,322.73	SW
152	829.77	660,617.18	743,317.73	SW
153	829.81	660,617.10	743,312.73	SW
154	829.85	660,617.02	743,307.73	SW
155	829.90	660,616.95	743,302.73	SW
156	829.83	660,616.87	743,298.45	DWF
157	829.78	660,616.81	743,294.35	BOC
158	829.50	660,612.33	743,327.79	SW
159	829.60	660,612.26	743,322.79	SW
160	829.70	660,612.18	743,317.79	SW
161	829.74	660,612.10	743,312.79	SW
162	829.78	660,612.01	743,307.79	SW
163	829.84	660,611.95	743,302.79	SW
164	829.75	660,611.88	743,298.52	BOC

HYDE NE QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
165	829.95	660,621.33	743,289.40	FLAG
167	829.82	660,610.34	743,296.46	FLAG
168	829.50	660,608.17	743,312.86	BOC
169	829.46	660,608.23	743,317.85	BOC
170	829.47	660,607.67	743,312.86	FL
171	829.43	660,607.74	743,317.86	FL
172	829.55	660,605.67	743,312.89	FLAG
173	829.51	660,605.74	743,317.89	FLAG
174	829.30	660,607.79	743,320.86	FL
175	829.77	660,616.79	743,293.78	FL
176	829.74	660,611.86	743,297.76	FL
177	829.85	660,615.84	743,292.03	FLAG

LEGEND FOR CURB RAMP DETAILS

AS	ASPHALTIC SUFRACE
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
XXXX	SAWCUT

NOTES:

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

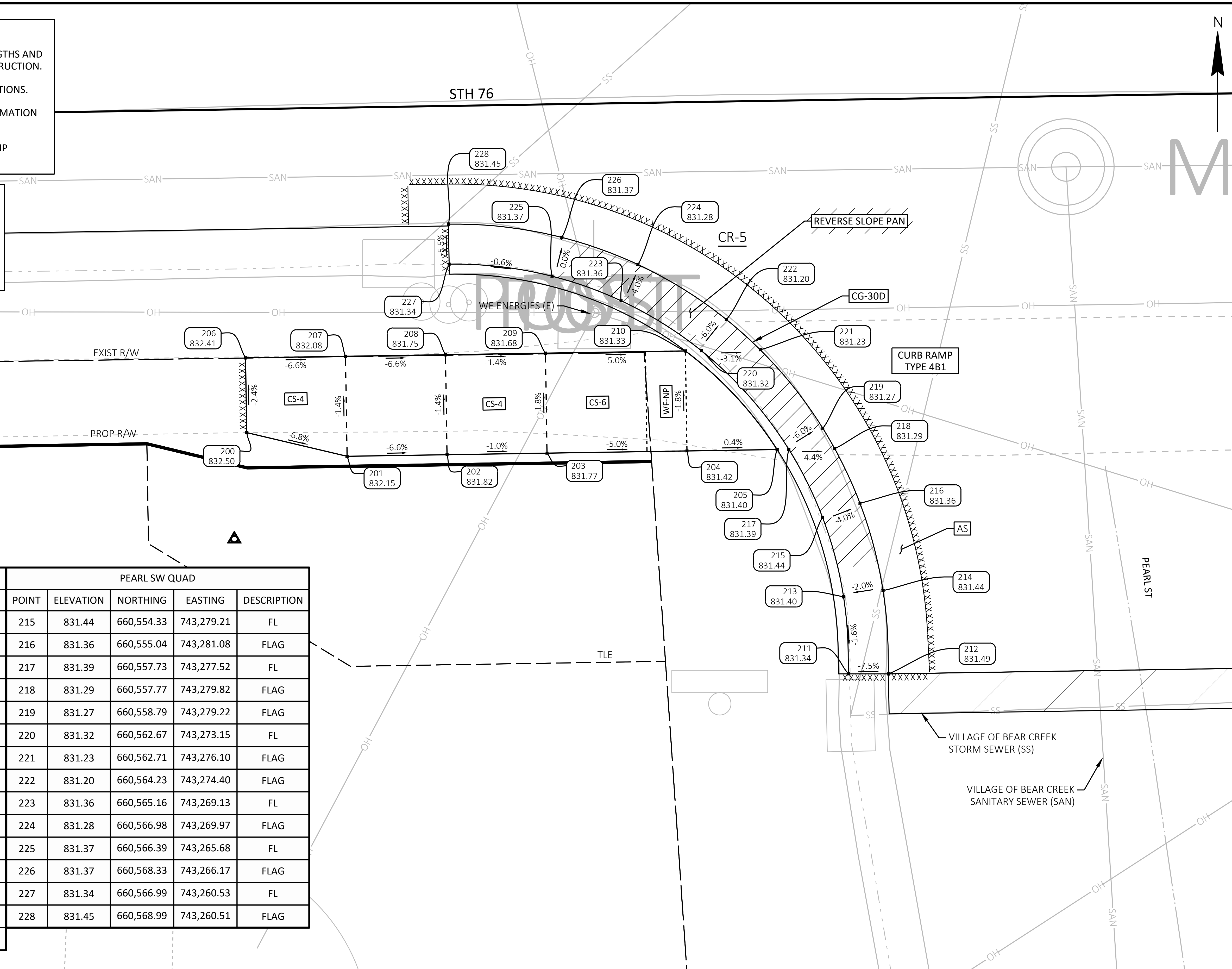
2

NOTES:

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

LEGEND FOR CURB RAMP DETAILS

AS	ASPHALTIC SUFRACE
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
XXXX	SAWCUT



PEARL SW QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
200	832.50	660,558.57	743,250.41	SW
201	832.15	660,557.39	743,255.43	SW
202	831.82	660,557.46	743,260.43	SW
203	831.77	660,557.54	743,265.43	SW
204	831.42	660,557.65	743,272.43	DWF
205	831.40	660,557.73	743,276.94	BOC
206	832.41	660,562.31	743,250.35	SW
207	832.08	660,562.39	743,255.35	SW
208	831.75	660,562.46	743,260.35	SW
209	831.68	660,562.54	743,265.35	SW
210	831.33	660,562.65	743,272.35	BOC
211	831.34	660,546.51	743,280.51	FL
212	831.49	660,546.51	743,282.51	FLAG
213	831.40	660,550.37	743,280.26	FL
214	831.44	660,550.67	743,282.24	FLAG

PEARL SW QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
215	831.44	660,554.33	743,279.21	FL
216	831.36	660,555.04	743,281.08	FLAG
217	831.39	660,557.73	743,277.52	FL
218	831.29	660,557.77	743,279.82	FLAG
219	831.27	660,558.79	743,279.22	FLAG
220	831.32	660,562.67	743,273.15	FL
221	831.23	660,562.71	743,276.10	FLAG
222	831.20	660,564.23	743,274.40	FLAG
223	831.36	660,565.16	743,269.13	FL
224	831.28	660,566.98	743,269.97	FLAG
225	831.37	660,566.39	743,265.68	FL
226	831.37	660,568.33	743,266.17	FLAG
227	831.34	660,566.99	743,260.53	FL
228	831.45	660,568.99	743,260.51	FLAG

PROJECT NO: 6518-06-71 | HWY: STH 76 | COUNTY: WAUPACA & OUTAGAMIE | CURB RAMP DETAILS | SHEET 29 | E

NOTES:

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2. THE ENGINEER MAY ADJUST ELEVATIONS TO MATCH FIELD CONDITIONS.
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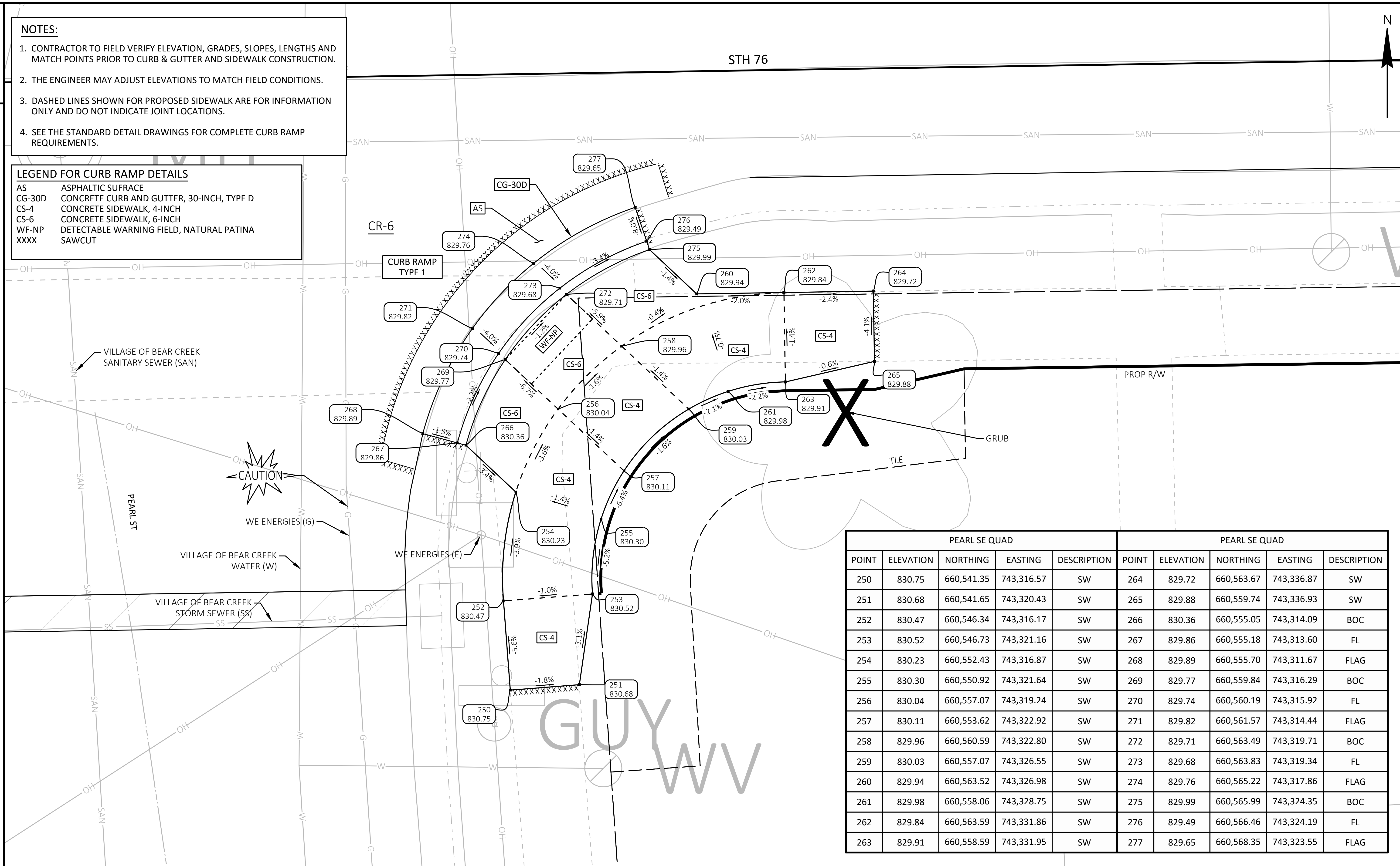
LEGEND FOR CURB RAMP DETAILS

AS	ASPHALTIC SUFRACE
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
XXXX	SAWCUT



PEARL SE QUAD					PEARL SE QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
250	830.75	660,541.35	743,316.57	SW	264	829.72	660,563.67	743,336.87	SW
251	830.68	660,541.65	743,320.43	SW	265	829.88	660,559.74	743,336.93	SW
252	830.47	660,546.34	743,316.17	SW	266	830.36	660,555.05	743,314.09	BOC
253	830.52	660,546.73	743,321.16	SW	267	829.86	660,555.18	743,313.60	FL
254	830.23	660,552.43	743,316.87	SW	268	829.89	660,555.70	743,311.67	FLAG
255	830.30	660,550.92	743,321.64	SW	269	829.77	660,559.84	743,316.29	BOC
256	830.04	660,557.07	743,319.24	SW	270	829.74	660,560.19	743,315.92	FL
257	830.11	660,553.62	743,322.92	SW	271	829.82	660,561.57	743,314.44	FLAG
258	829.96	660,560.59	743,322.80	SW	272	829.71	660,563.49	743,319.71	BOC
259	830.03	660,557.07	743,326.55	SW	273	829.68	660,563.83	743,319.34	FL
260	829.94	660,563.52	743,326.98	SW	274	829.76	660,565.22	743,317.86	FLAG
261	829.98	660,558.06	743,328.75	SW	275	829.99	660,565.99	743,324.35	BOC
262	829.84	660,563.59	743,331.86	SW	276	829.49	660,566.46	743,324.19	FL
263	829.91	660,558.59	743,331.95	SW	277	829.65	660,568.35	743,323.55	FLAG

NOTES:

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LEGEND FOR CURB RAMP DETAILS

AS	ASPHALTIC SUFRACE
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
XXXX	SAWCUT

PROSPECT NE QUAD					PROSPECT NE QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
300	823.27	660,617.57	743,603.32	SW	311	822.79	660,613.69	743,628.31	SW
301	823.11	660,618.61	743,608.31	SW	312	822.68	660,609.53	743,613.31	BOC
302	822.97	660,618.61	743,613.31	SW	313	822.59	660,609.53	743,618.31	BOC
303	822.90	660,618.61	743,618.31	SW	314	822.69	660,609.04	743,605.31	FL
304	822.87	660,618.61	743,623.31	SW	315	822.88	660,607.04	743,605.31	FLAG
305	822.83	660,617.46	743,628.31	SW	316	822.65	660,609.03	743,613.31	FL
306	823.17	660,613.62	743,603.31	SW	317	822.73	660,607.04	743,613.31	FLAG
307	823.04	660,613.63	743,608.31	SW	318	822.56	660,609.03	743,618.31	FL
308	822.90	660,613.61	743,613.31	SW	319	822.64	660,607.04	743,618.31	FLAG
309	822.83	660,613.66	743,618.31	SW	320	822.49	660,609.03	743,622.31	FL
310	822.81	660,613.67	743,623.31	SW	321	822.57	660,607.03	743,622.31	FLAG

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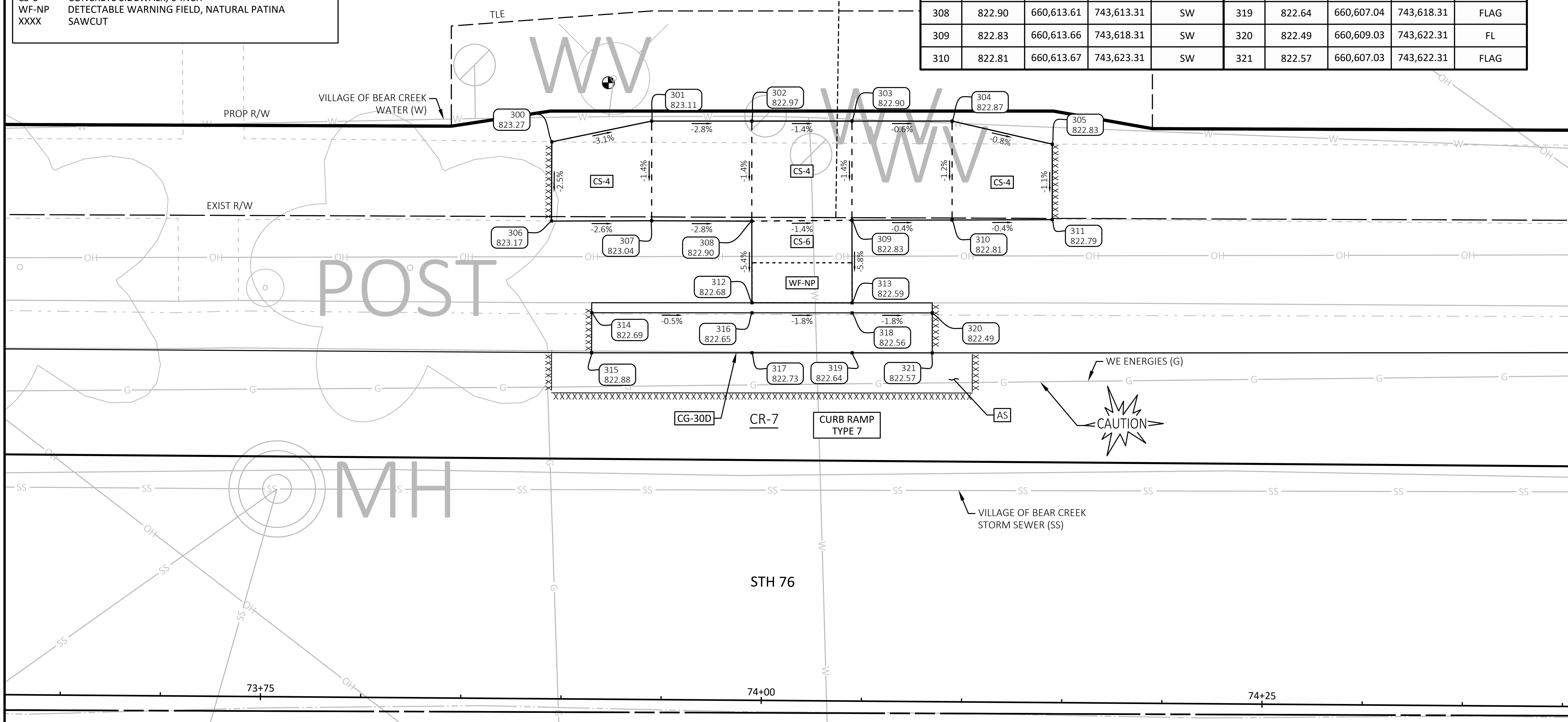

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NOTES:

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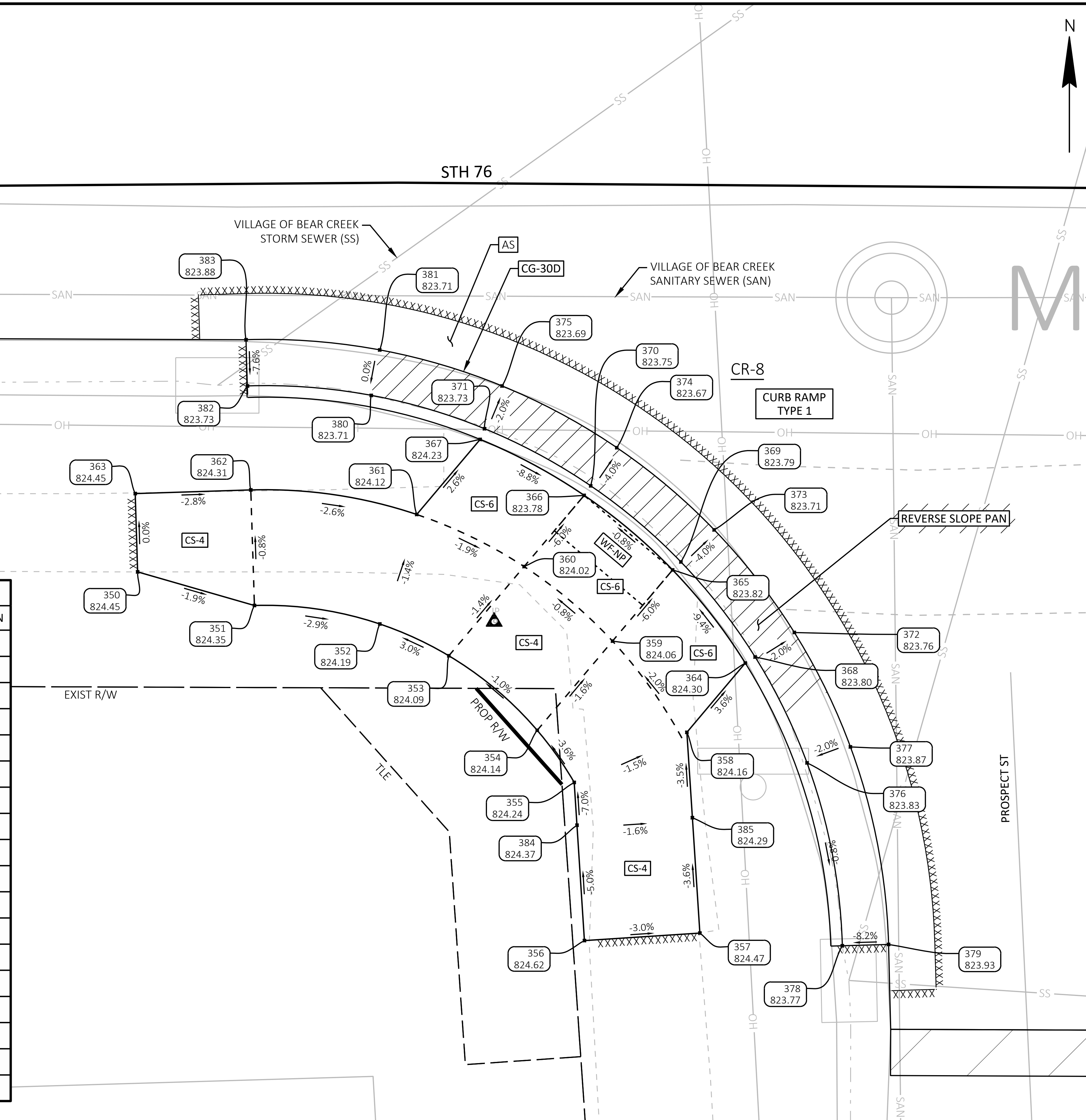
LEGEND FOR CURB RAMP DETAILS

AS	ASPHALTIC SUFRACE
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
XXXX	SAWCUT



PROSPECT SW QUAD					PROSPECT SW QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
350	824.45	660,561.30	743,542.73	SW	368	823.80	660,557.61	743,569.42	FL
351	824.35	660,559.84	743,547.78	SW	369	823.79	660,561.72	743,566.21	FL
352	824.19	660,559.04	743,553.20	SW	370	823.75	660,565.01	743,562.32	FL
353	824.09	660,557.67	743,556.18	SW	371	823.73	660,567.49	743,557.72	FL
354	824.14	660,554.44	743,560.00	SW	372	823.76	660,558.67	743,571.12	FLAG
355	824.24	660,552.19	743,561.60	SW	373	823.71	660,563.11	743,567.65	FLAG
356	824.62	660,545.35	743,562.05	SW	374	823.67	660,566.67	743,563.44	FLAG
357	824.47	660,545.67	743,567.04	SW	375	823.69	660,569.34	743,558.48	FLAG
358	824.16	660,554.35	743,566.47	SW	376	823.83	660,553.03	743,571.67	FL
359	824.06	660,558.30	743,563.26	SW	377	823.87	660,553.72	743,573.54	FLAG
360	824.02	660,561.53	743,559.44	SW	378	823.77	660,545.12	743,573.19	FL
361	824.12	660,563.78	743,554.80	SW	379	823.93	660,545.18	743,575.19	FLAG
362	824.31	660,564.84	743,547.62	SW	380	823.71	660,568.93	743,552.83	FL
363	824.45	660,564.68	743,542.62	SW	381	823.71	660,570.89	743,553.20	FLAG
364	824.30	660,557.35	743,569.00	BOC	382	823.73	660,569.34	743,547.48	FL
365	823.82	660,561.38	743,565.86	BOC	383	823.88	660,571.34	743,547.42	FLAG
366	823.78	660,564.60	743,562.03	BOC	384	824.37	660,550.34	743,561.72	SW
367	824.23	660,567.02	743,557.53	BOC	385	824.29	660,550.66	743,566.71	SW

2

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LEGEND FOR CURB RAMP DETAILS

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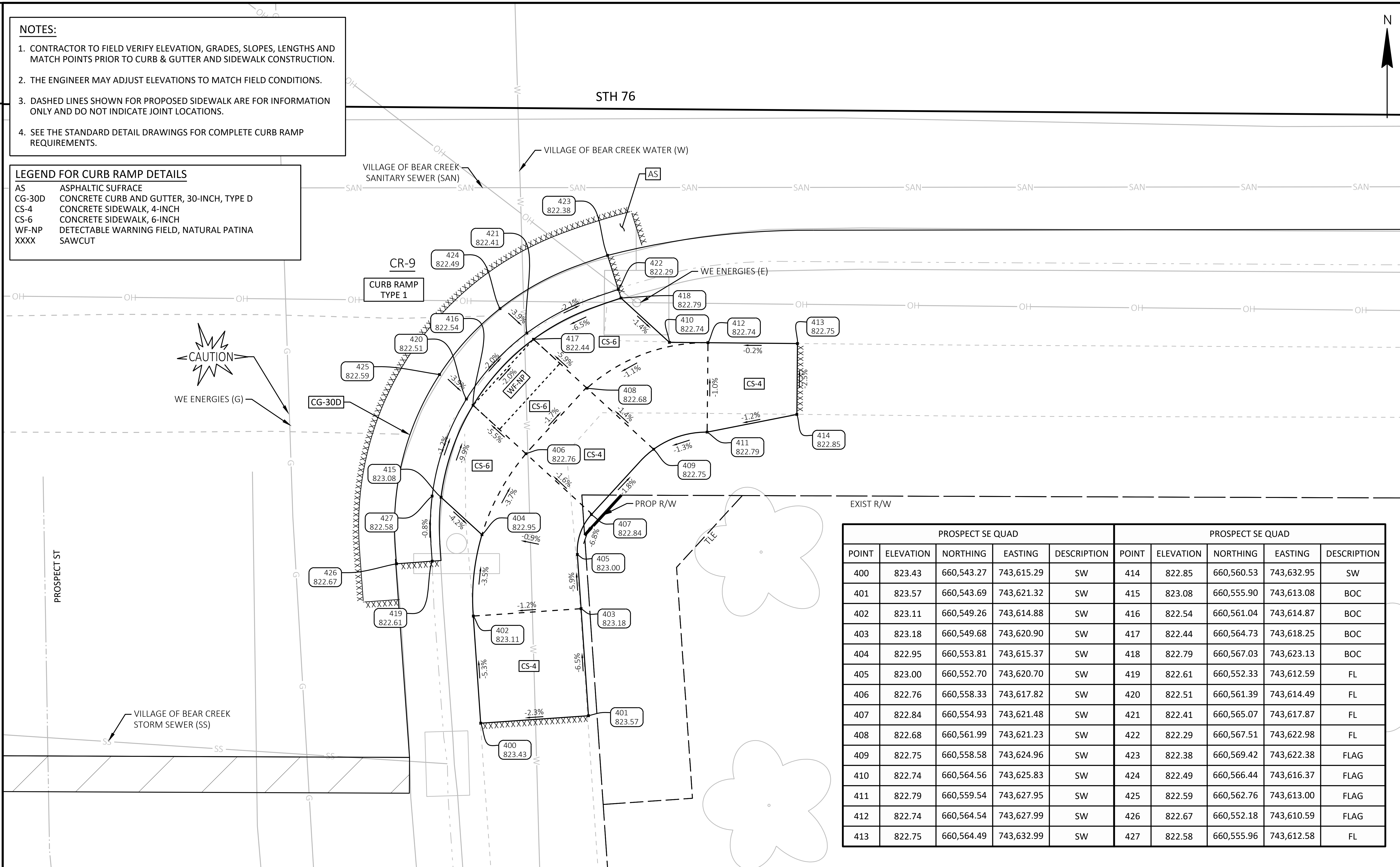
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
XXXX	SAWCUT



PROSPECT SE QUAD					PROSPECT SE QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
400	823.43	660,543.27	743,615.29	SW	414	822.85	660,560.53	743,632.95	SW
401	823.57	660,543.69	743,621.32	SW	415	823.08	660,555.90	743,613.08	BOC
402	823.11	660,549.26	743,614.88	SW	416	822.54	660,561.04	743,614.87	BOC
403	823.18	660,549.68	743,620.90	SW	417	822.44	660,564.73	743,618.25	BOC
404	822.95	660,553.81	743,615.37	SW	418	822.79	660,567.03	743,623.13	BOC
405	823.00	660,552.70	743,620.70	SW	419	822.61	660,552.33	743,612.59	FL
406	822.76	660,558.33	743,617.82	SW	420	822.51	660,561.39	743,614.49	FL
407	822.84	660,554.93	743,621.48	SW	421	822.41	660,565.07	743,617.87	FL
408	822.68	660,561.99	743,621.23	SW	422	822.29	660,567.51	743,622.98	FL
409	822.75	660,558.58	743,624.96	SW	423	822.38	660,569.42	743,622.38	FLAG
410	822.74	660,564.56	743,625.83	SW	424	822.49	660,566.44	743,616.37	FLAG
411	822.79	660,559.54	743,627.95	SW	425	822.59	660,562.76	743,613.00	FLAG
412	822.74	660,564.54	743,627.99	SW	426	822.67	660,552.18	743,610.59	FLAG
413	822.75	660,564.49	743,632.99	SW	427	822.58	660,555.96	743,612.58	FL

2

NOTES:

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LEGEND FOR CURB RAMP DETAILS

AS	ASPHALTIC SUFRACE
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
XXXX	SAWCUT

RAILROAD NW QUAD					RAILROAD NW QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION	POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
450	819.14	660,617.78	743,869.08	SW	461	818.60	660,608.11	743,873.98	FL
451	818.91	660,617.73	743,874.08	SW	462	818.50	660,608.11	743,878.98	FL
452	818.84	660,617.68	743,879.08	SW	463	818.36	660,608.12	743,882.98	FL
453	818.86	660,617.62	743,884.08	SW	464	818.80	660,606.10	743,870.00	FLAG
454	818.80	660,612.63	743,884.03	SW	465	818.68	660,606.11	743,873.96	FLAG
455	818.77	660,612.69	743,879.03	SW	466	818.58	660,606.11	743,878.96	FLAG
456	818.84	660,612.74	743,874.04	SW	467	818.47	660,606.12	743,882.98	FLAG
457	819.10	660,612.80	743,869.03	SW	468	818.88	660,616.51	743,889.07	SW
458	818.63	660,608.61	743,873.98	BOC	469	818.83	660,612.58	743,889.03	SW
459	818.53	660,608.61	743,878.98	BOC	470	819.37	660,616.51	743,864.07	SW
460	818.64	660,608.10	743,870.00	FL	471	819.35	660,612.85	743,864.03	SW

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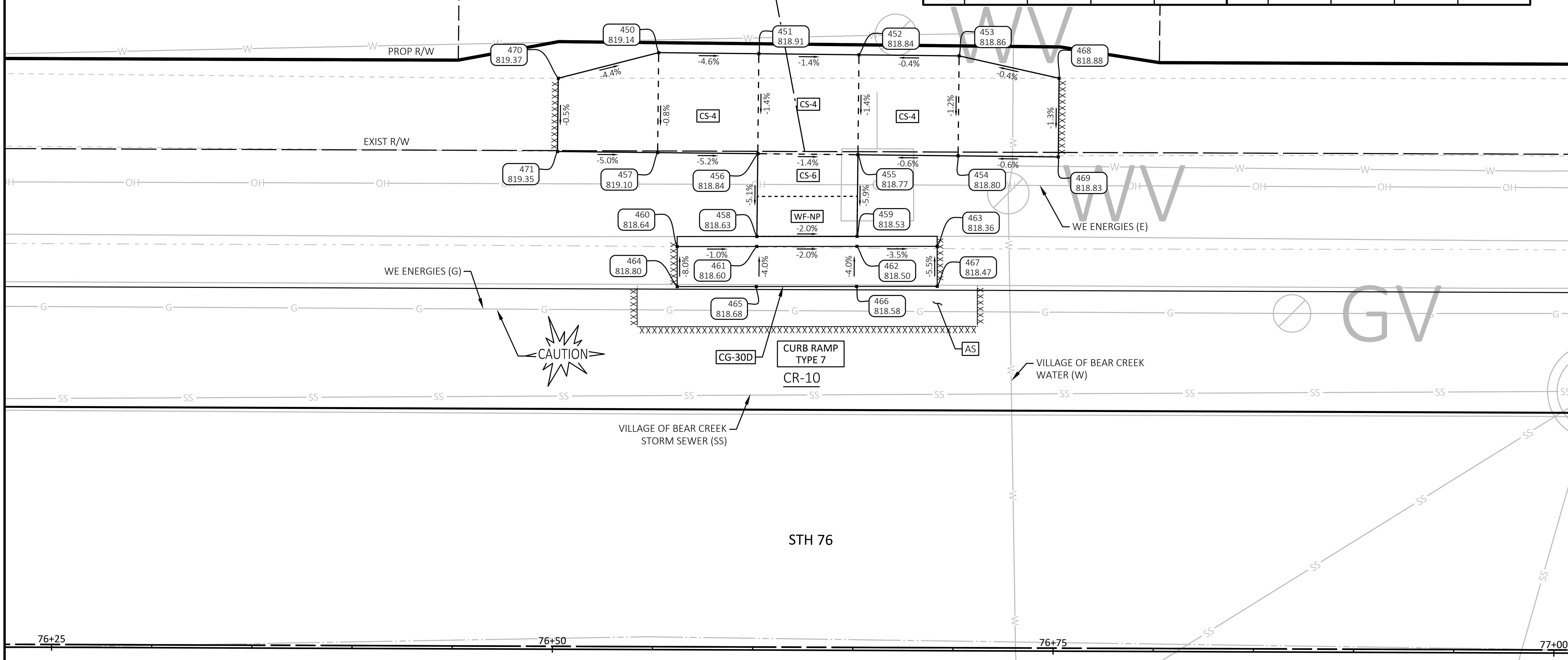

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CURB RAMP DETAILS	SHEET 34	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-021301-CR.DWG
LAYOUT NAME - 651806-021310-cr
PLOT DATE : 4/11/2023 1:33 PM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42

2

NOTES:

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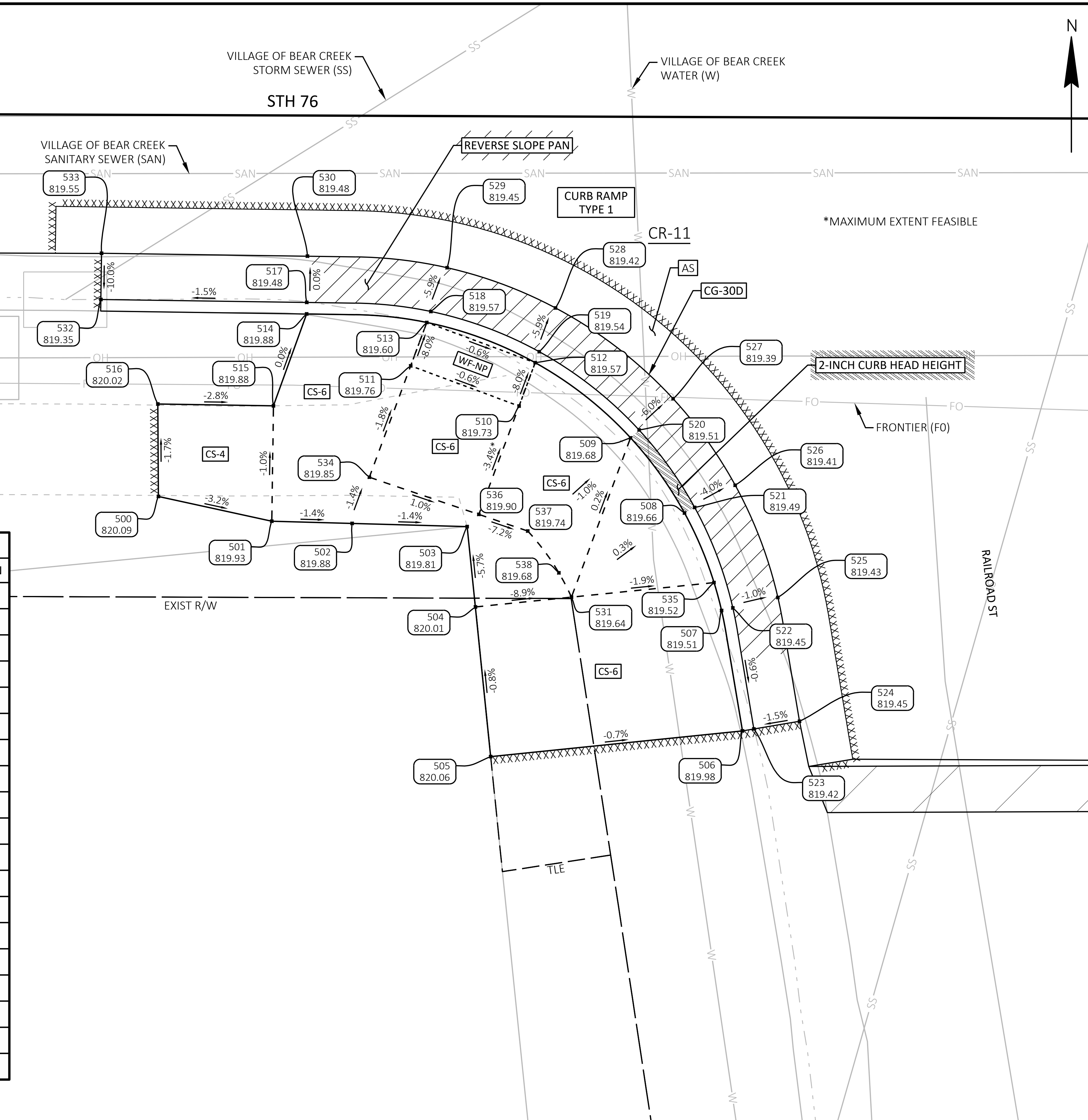
LEGEND FOR CURB RAMP DETAILS

AS	ASPHALTIC SUFRACE
CG-30D	CONCRETE CURB AND GUTTER, 30-INCH, TYPE D
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
XXXX	SAWCUT



RAILROAD SW QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
500	820.09	660,559.48	743,866.95	SW
501	819.93	660,558.41	743,871.86	SW
502	819.88	660,558.32	743,875.33	SW
503	819.81	660,558.18	743,880.31	SW
504	820.01	660,554.71	743,880.66	SW
505	820.06	660,548.23	743,881.32	SW
506	819.98	660,549.34	743,892.21	BOC
507	819.51	660,554.55	743,891.31	BOC
508	819.66	660,558.77	743,889.70	BOC
509	819.68	660,562.02	743,887.37	819.68
510	819.73	660,563.40	743,882.55	DWF
511	819.76	660,565.14	743,877.86	DWF
512	819.57	660,565.27	743,883.25	BOC
513	819.60	660,567.01	743,878.56	BOC
514	819.88	660,567.38	743,873.36	BOC
515	819.88	660,563.41	743,871.93	SW
516	820.02	660,563.48	743,866.93	SW
517	819.48	660,567.88	743,873.37	FL
518	819.57	660,567.48	743,878.73	FL
519	819.54	660,565.74	743,883.42	FL

RAILROAD SW QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
520	819.51	660,562.36	743,887.74	FL
521	819.49	660,559.01	743,890.14	FL
522	819.45	660,554.66	743,891.79	FL
523	819.42	660,549.43	743,892.71	FL
524	819.45	660,549.76	743,894.68	FLAG
525	819.43	660,555.11	743,893.74	FLAG
526	819.41	660,559.97	743,891.90	FLAG
527	819.39	660,563.71	743,889.21	FLAG
528	819.42	660,567.64	743,884.12	FLAG
529	819.45	660,569.38	743,879.44	FLAG
530	819.48	660,569.88	743,873.40	FLAG
531	819.64	660,555.13	743,884.81	SW
532	819.35	660,568.01	743,864.46	FL
533	819.55	660,570.01	743,864.49	FLAG
534	819.85	660,560.32	743,876.07	SW
535	819.52	660,555.76	743,890.98	BOC
536	819.90	660,558.71	743,880.81	SW
537	819.74	660,557.99	743,882.93	SW
538	819.68	660,556.18	743,884.27	SW

NOTES:

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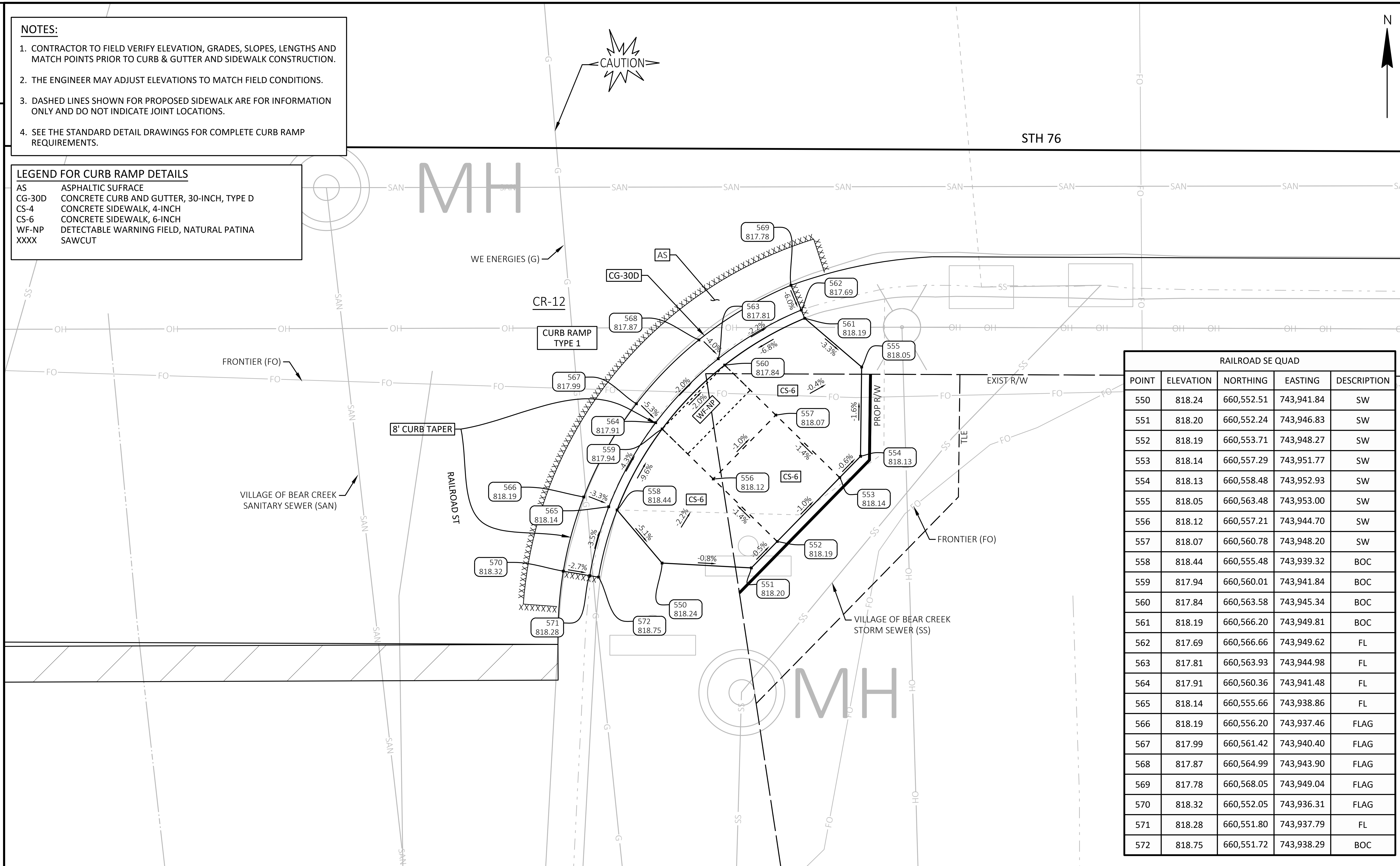
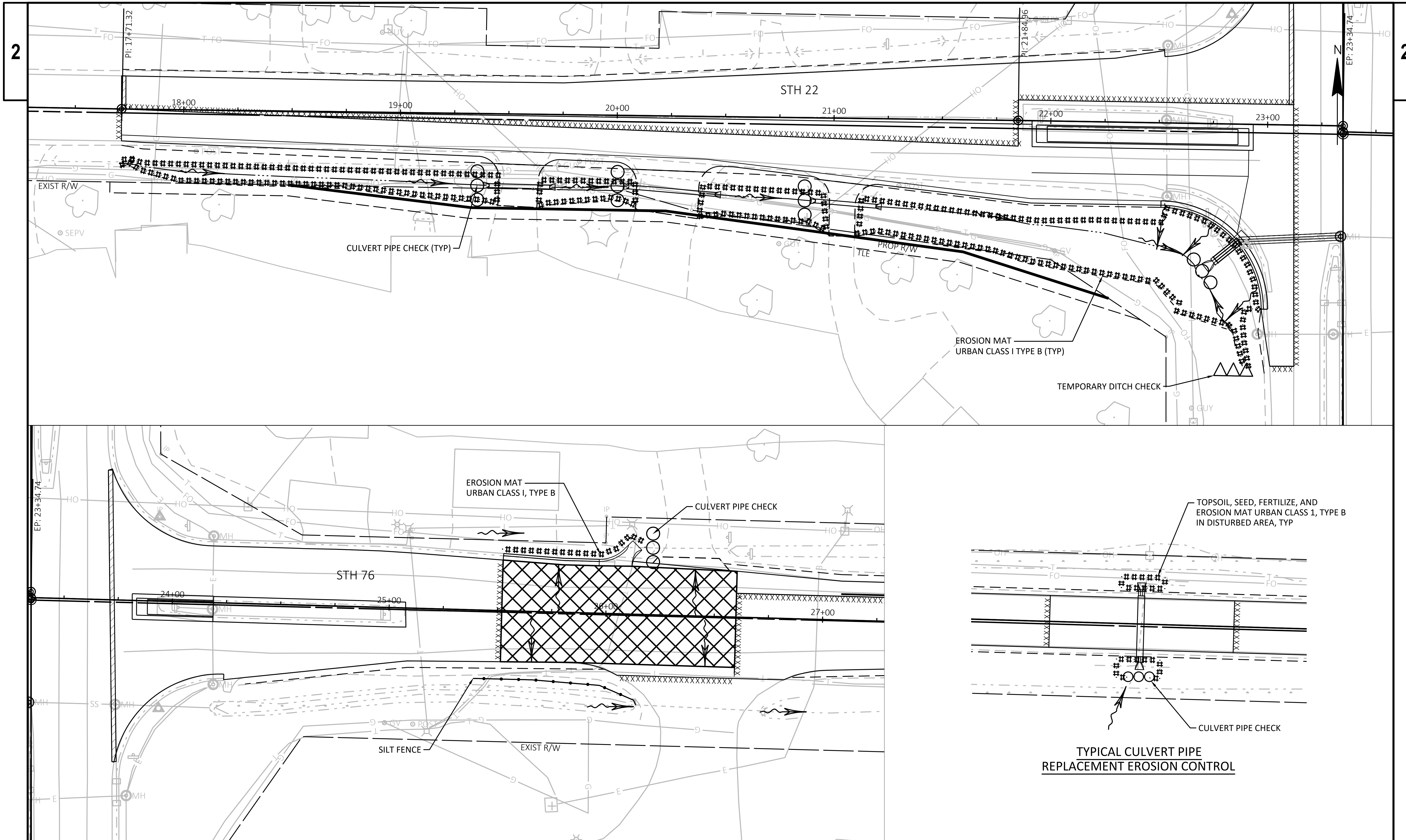
CS-4	CONCRETE SIDEWALK, 4-INCH
CS-6	CONCRETE SIDEWALK, 6-INCH
WF-NP	DETECTABLE WARNING FIELD, NATURAL PATINA
XXXX	SAWCUT

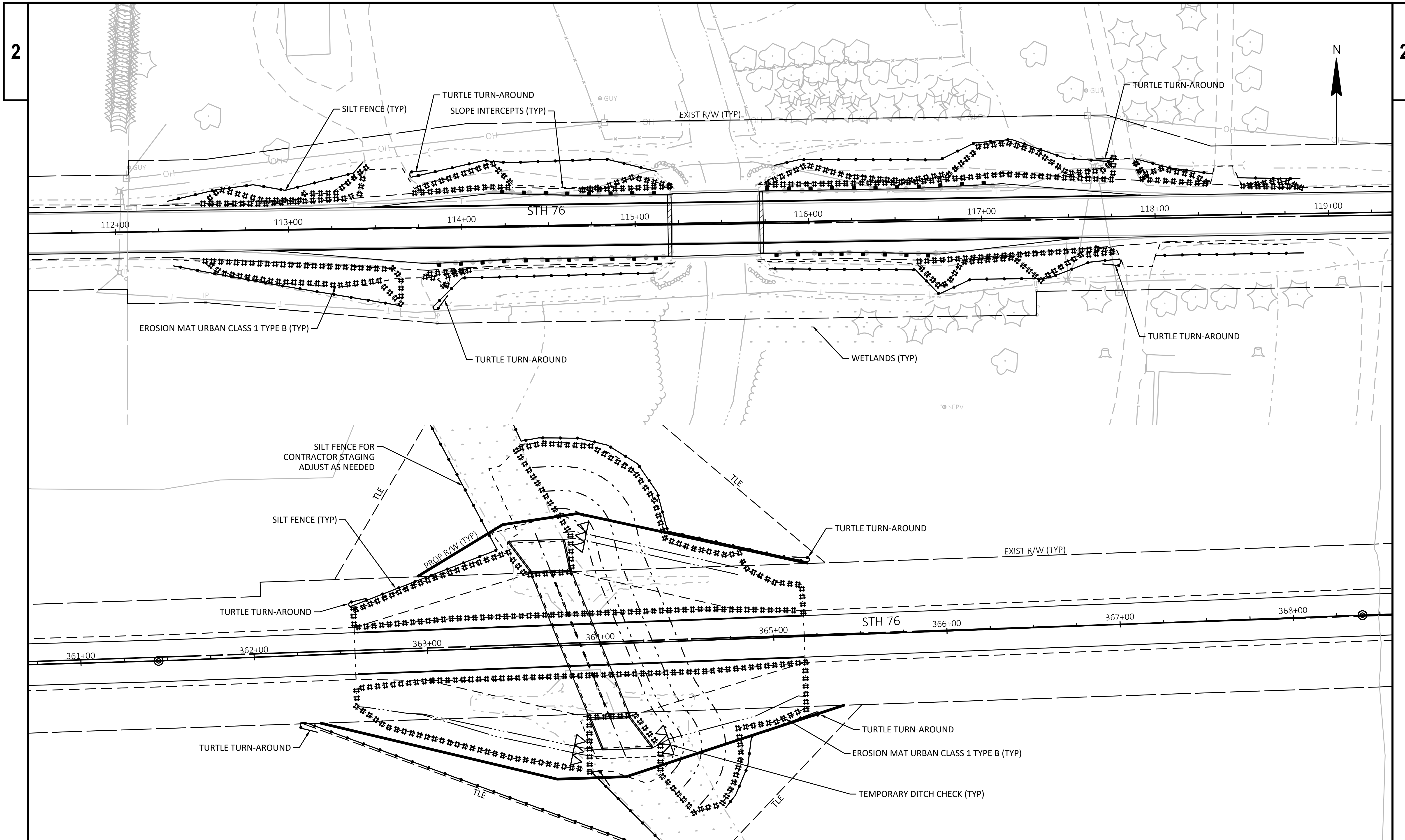


RAILROAD SE QUAD				
POINT	ELEVATION	NORTHING	EASTING	DESCRIPTION
550	818.24	660,552.51	743,941.84	SW
551	818.20	660,552.24	743,946.83	SW
552	818.19	660,553.71	743,948.27	SW
553	818.14	660,557.29	743,951.77	SW
554	818.13	660,558.48	743,952.93	SW
555	818.05	660,563.48	743,953.00	SW
556	818.12	660,557.21	743,944.70	SW
557	818.07	660,560.78	743,948.20	SW
558	818.44	660,555.48	743,939.32	BOC
559	817.94	660,560.01	743,941.84	BOC
560	817.84	660,563.58	743,945.34	BOC
561	818.19	660,566.20	743,949.81	BOC
562	817.69	660,566.66	743,949.62	FL
563	817.81	660,563.93	743,944.98	FL
564	817.91	660,560.36	743,941.48	FL
565	818.14	660,555.66	743,938.86	FL
566	818.19	660,556.20	743,937.46	FLAG
567	817.99	660,561.42	743,940.40	FLAG
568	817.87	660,564.99	743,943.90	FLAG
569	817.78	660,568.05	743,949.04	FLAG
570	818.32	660,552.05	743,936.31	FLAG
571	818.28	660,551.80	743,937.79	FL
572	818.75	660,551.72	743,938.29	BOC



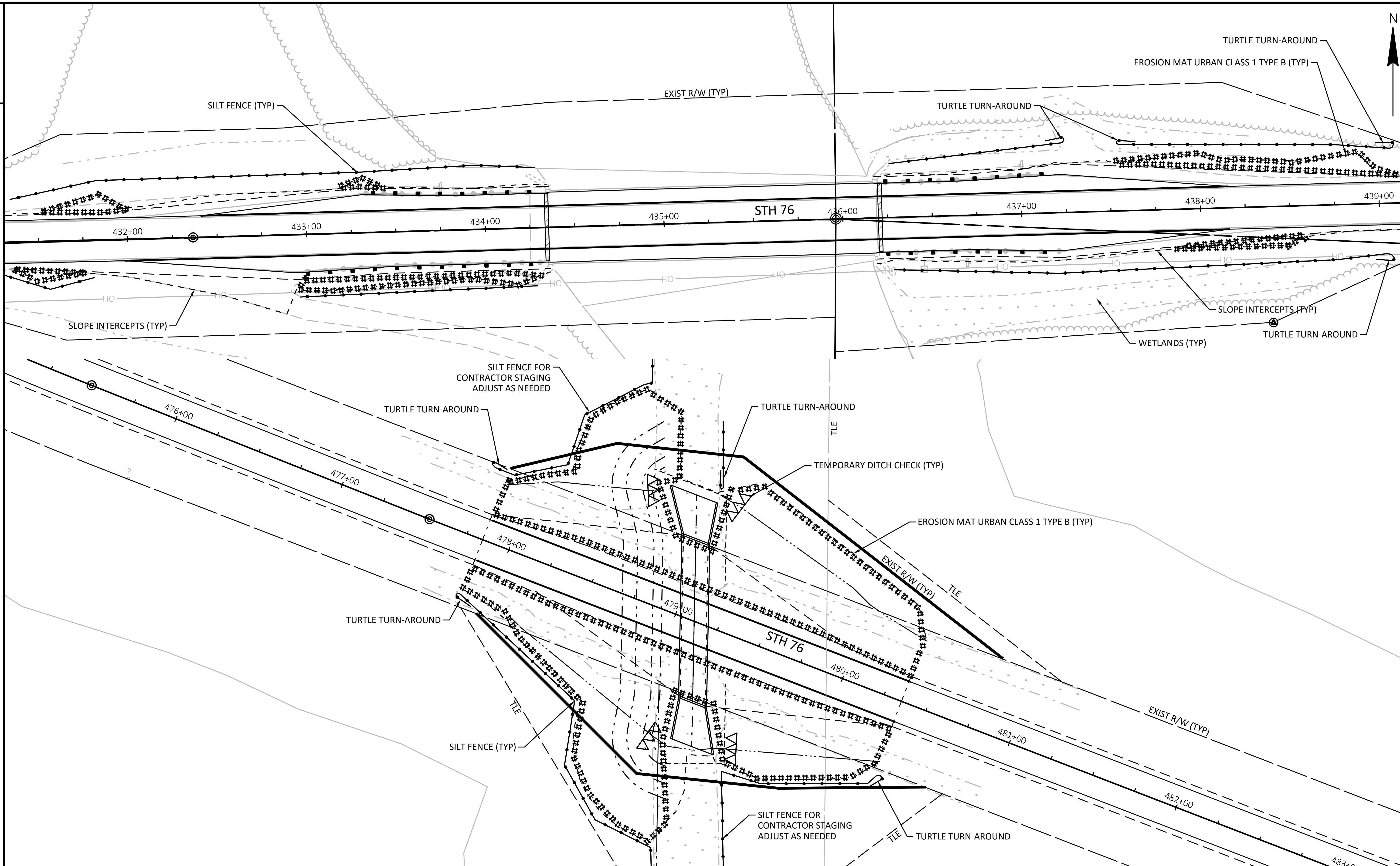
PROJECT NO: 5581-00-70/-06-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	EROSION CONTROL	SHEET 37	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-022000-EC.DWG
LAYOUT NAME - 651806-022001-ec
PLOT DATE : 10/31/2022 1:56 PM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 6815-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	EROSION CONTROL	SHEET 38	E

2



2

PROJECT NO: 6815-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	EROSION CONTROL	SHEET 39	E

SIGNING NOTES

WHEN AN EXISTING STOP OR YIELD SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP OR YIELD SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

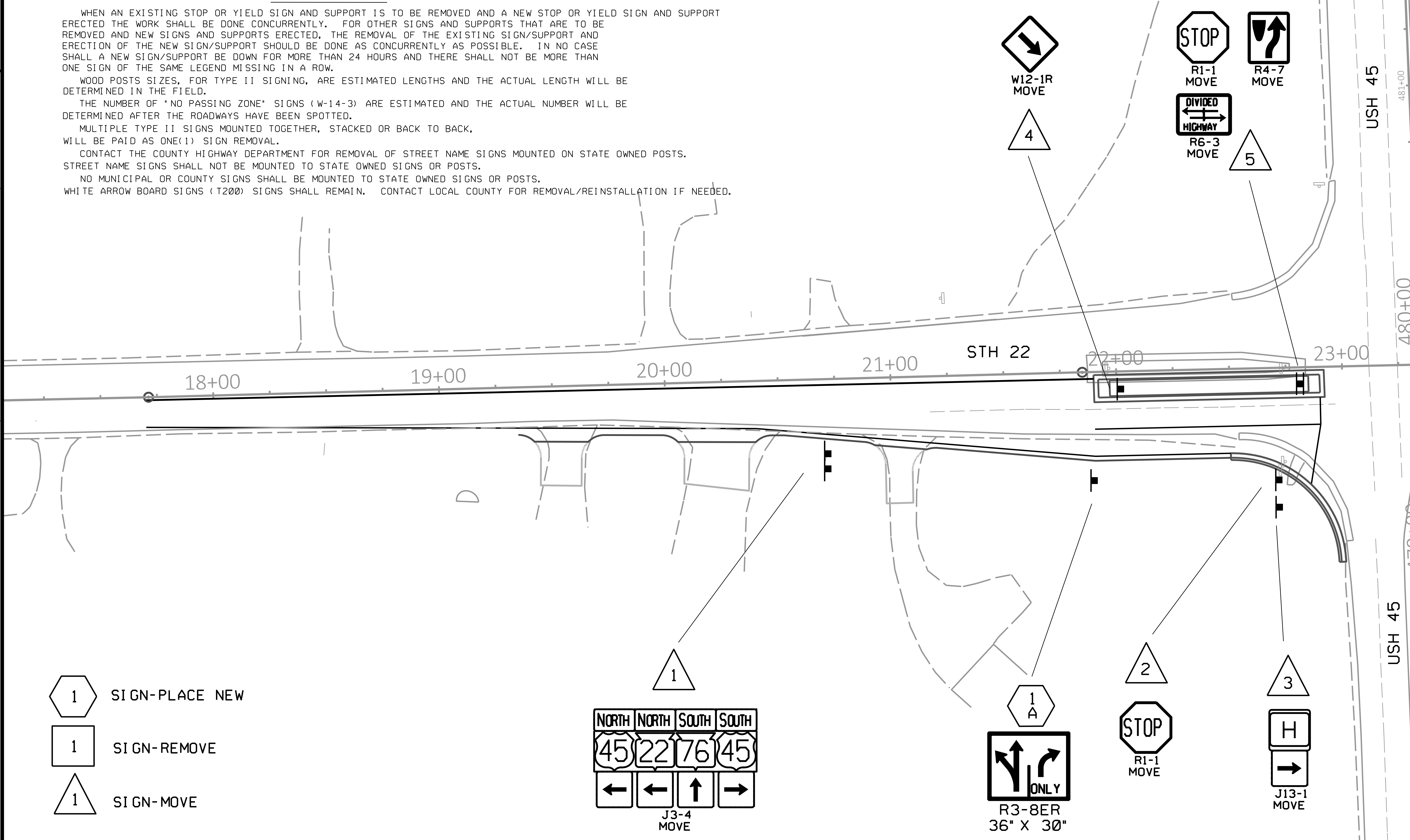
THE NUMBER OF "NO PASSING ZONE" SIGNS (W-14-3) ARE ESTIMATED AND THE ACTUAL NUMBER WILL BE DETERMINED AFTER THE ROADWAYS HAVE BEEN SPOTTED.

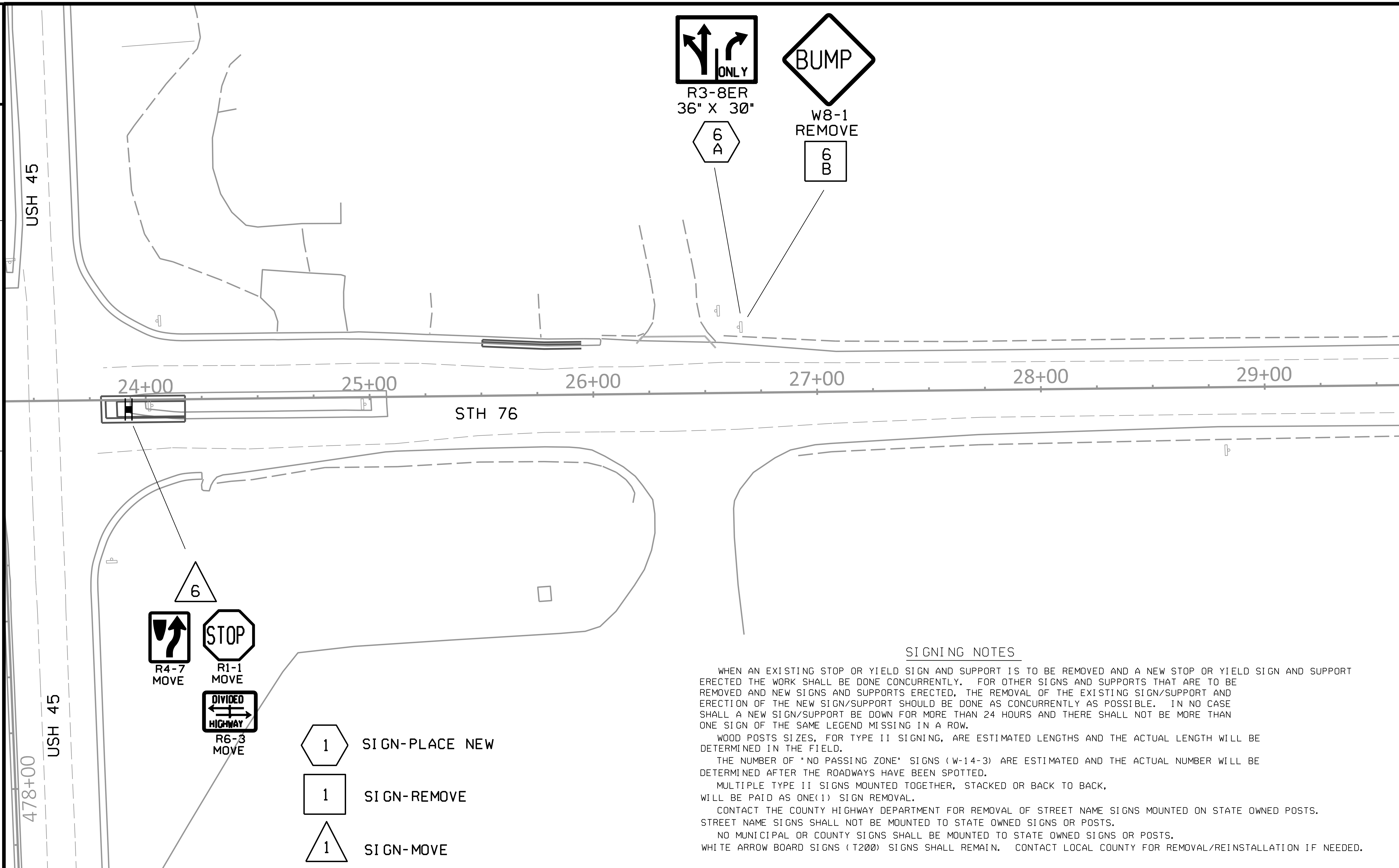
MULTIPLE TYPE II SIGNS MOUNTED TOGETHER, STACKED OR BACK TO BACK, WILL BE PAID AS ONE(1) SIGN REMOVAL.

CONTACT THE COUNTY HIGHWAY DEPARTMENT FOR REMOVAL OF STREET NAME SIGNS MOUNTED ON STATE OWNED POSTS. STREET NAME SIGNS SHALL NOT BE MOUNTED TO STATE OWNED SIGNS OR POSTS.

NO MUNICIPAL OR COUNTY SIGNS SHALL BE MOUNTED TO STATE OWNED SIGNS OR POSTS.

WHITE ARROW BOARD SIGNS (T200) SIGNS SHALL REMAIN. CONTACT LOCAL COUNTY FOR REMOVAL/REINSTALLATION IF NEEDED.





SIGNING NOTES

WHEN AN EXISTING STOP OR YIELD SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP OR YIELD SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

THE NUMBER OF 'NO PASSING ZONE' SIGNS (W-14-3) ARE ESTIMATED AND THE ACTUAL NUMBER WILL BE DETERMINED AFTER THE ROADWAYS HAVE BEEN SPOTTED.

MULTIPLE TYPE II SIGNS MOUNTED TOGETHER, STACKED OR BACK TO BACK, WILL BE PAID AS ONE(1) SIGN REMOVAL.

CONTACT THE COUNTY HIGHWAY DEPARTMENT FOR REMOVAL OF STREET NAME SIGNS MOUNTED ON STATE OWNED POSTS. STREET NAME SIGNS SHALL NOT BE MOUNTED TO STATE OWNED SIGNS OR POSTS.

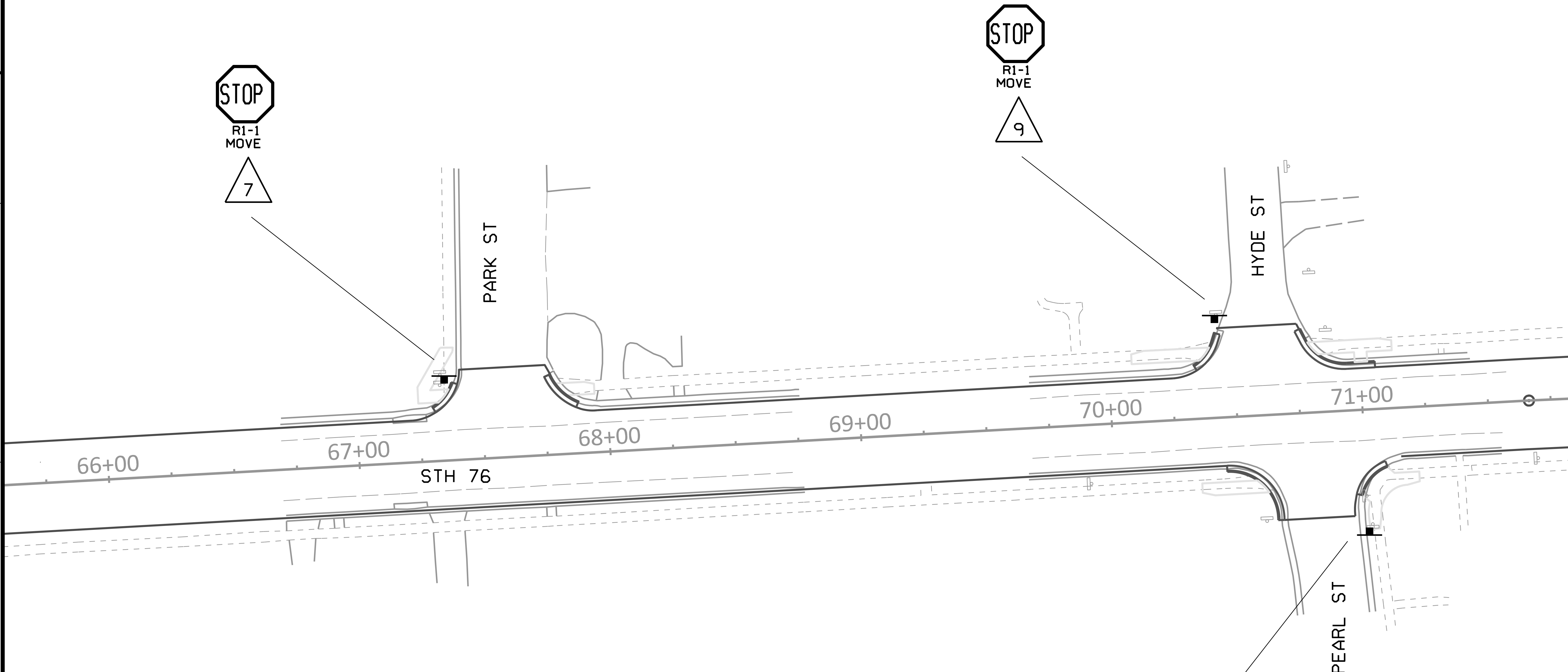
NO MUNICIPAL OR COUNTY SIGNS SHALL BE MOUNTED TO STATE OWNED SIGNS OR POSTS.

WHITE ARROW BOARD SIGNS (T200) SIGNS SHALL REMAIN. CONTACT LOCAL COUNTY FOR REMOVAL/REINSTALLATION IF NEEDED.

PROJECT NO: 6518-00-70	HWY:STH 76	COUNTY:OUTAGAMIE	PERMANENT SIGNING	SHEET	E

2

2



SIGNING NOTES

WHEN AN EXISTING STOP OR YIELD SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP OR YIELD SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

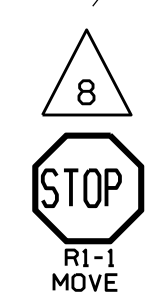
WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

THE NUMBER OF "NO PASSING ZONE" SIGNS (W-14-3) ARE ESTIMATED AND THE ACTUAL NUMBER WILL BE DETERMINED AFTER THE ROADWAYS HAVE BEEN SPOTTED.

MULTIPLE TYPE II SIGNS MOUNTED TOGETHER, STACKED OR BACK TO BACK, WILL BE PAID AS ONE(1) SIGN REMOVAL.

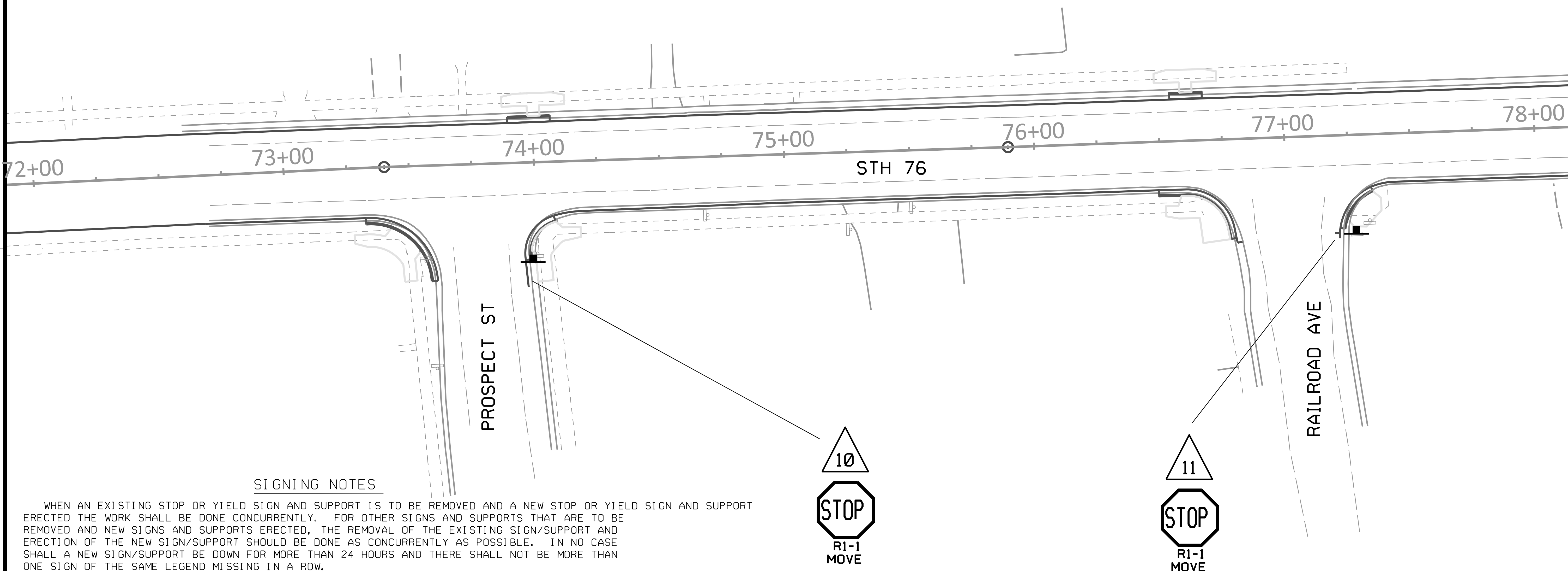
CONTACT THE COUNTY HIGHWAY DEPARTMENT FOR REMOVAL OF STREET NAME SIGNS MOUNTED ON STATE OWNED POSTS. STREET NAME SIGNS SHALL NOT BE MOUNTED TO STATE OWNED SIGNS OR POSTS.

NO MUNICIPAL OR COUNTY SIGNS SHALL BE MOUNTED TO STATE OWNED SIGNS OR POSTS. WHITE ARROW BOARD SIGNS (T200) SIGNS SHALL REMAIN. CONTACT LOCAL COUNTY FOR REMOVAL/REINSTALLATION IF NEEDED.



1 SIGN-MOVE

2



SIGNING NOTES

WHEN AN EXISTING STOP OR YIELD SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP OR YIELD SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

THE NUMBER OF "NO PASSING ZONE" SIGNS (W-14-3) ARE ESTIMATED AND THE ACTUAL NUMBER WILL BE DETERMINED AFTER THE ROADWAYS HAVE BEEN SPOTTED.

MULTIPLE TYPE II SIGNS MOUNTED TOGETHER, STACKED OR BACK TO BACK, WILL BE PAID AS ONE(1) SIGN REMOVAL.

CONTACT THE COUNTY HIGHWAY DEPARTMENT FOR REMOVAL OF STREET NAME SIGNS MOUNTED ON STATE OWNED POSTS. STREET NAME SIGNS SHALL NOT BE MOUNTED TO STATE OWNED SIGNS OR POSTS.

NO MUNICIPAL OR COUNTY SIGNS SHALL BE MOUNTED TO STATE OWNED SIGNS OR POSTS.
WHITE ARROW BOARD SIGNS (T200) SIGNS SHALL REMAIN. CONTACT LOCAL COUNTY FOR REMOVAL/REINSTALLATION IF NEEDED.

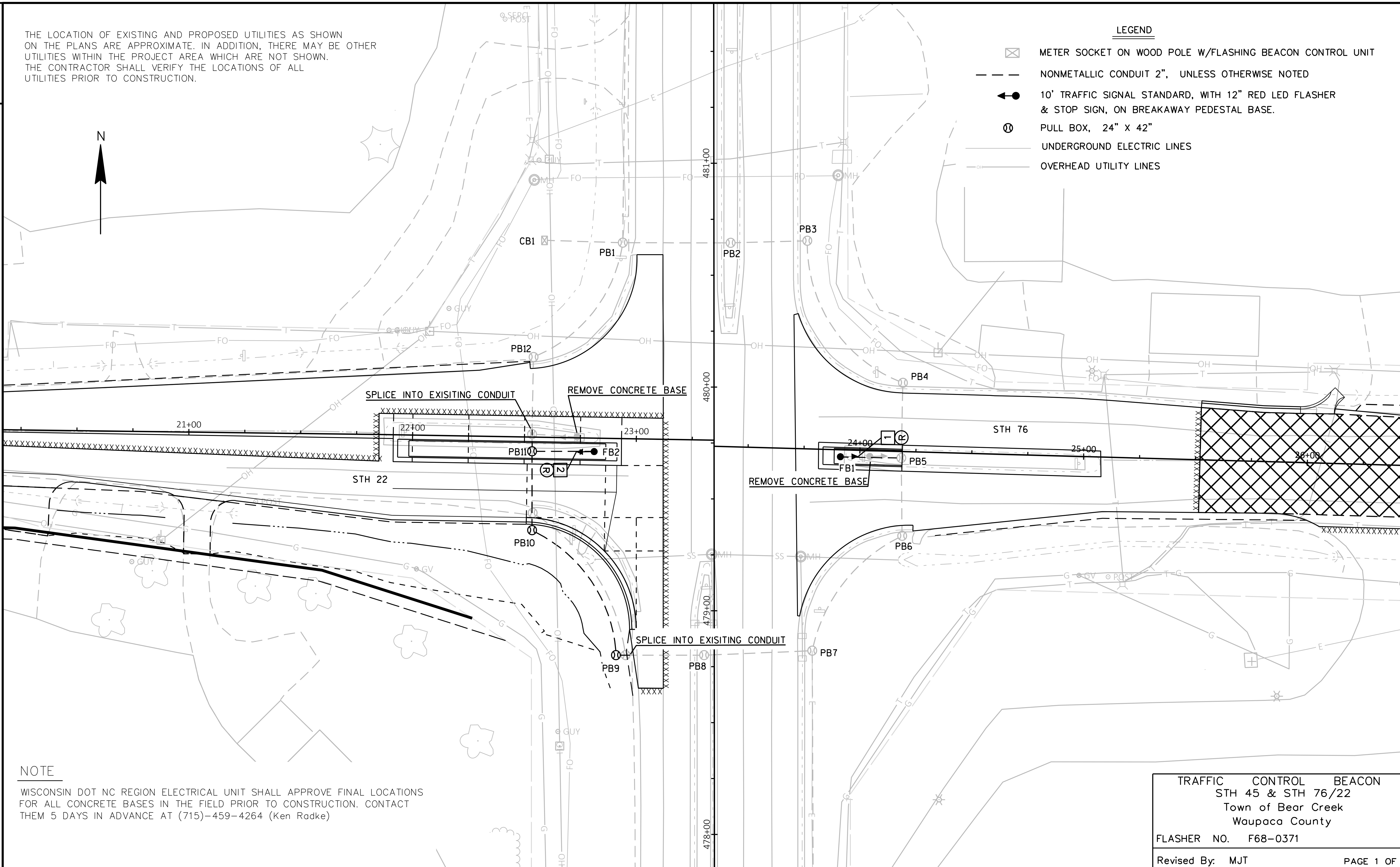
1 SIGN-MOVE

PROJECT NO: 6518-06-71	HWY:STH 76	COUNTY:OUTAGAMIE	PERMANENT SIGNING	SHEET 43	E

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

LEGEND

- METER SOCKET ON WOOD POLE W/FLASHING BEACON CONTROL UNIT
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- 10' TRAFFIC SIGNAL STANDARD, WITH 12" RED LED FLASHER & STOP SIGN, ON BREAKAWAY PEDESTAL BASE.
- PULL BOX, 24" X 42"
- UNDERGROUND ELECTRIC LINES
- OVERHEAD UTILITY LINES



NOTE

WISCONSIN DOT NC REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 5 DAYS IN ADVANCE AT (715)-459-4264 (Ken Radke)

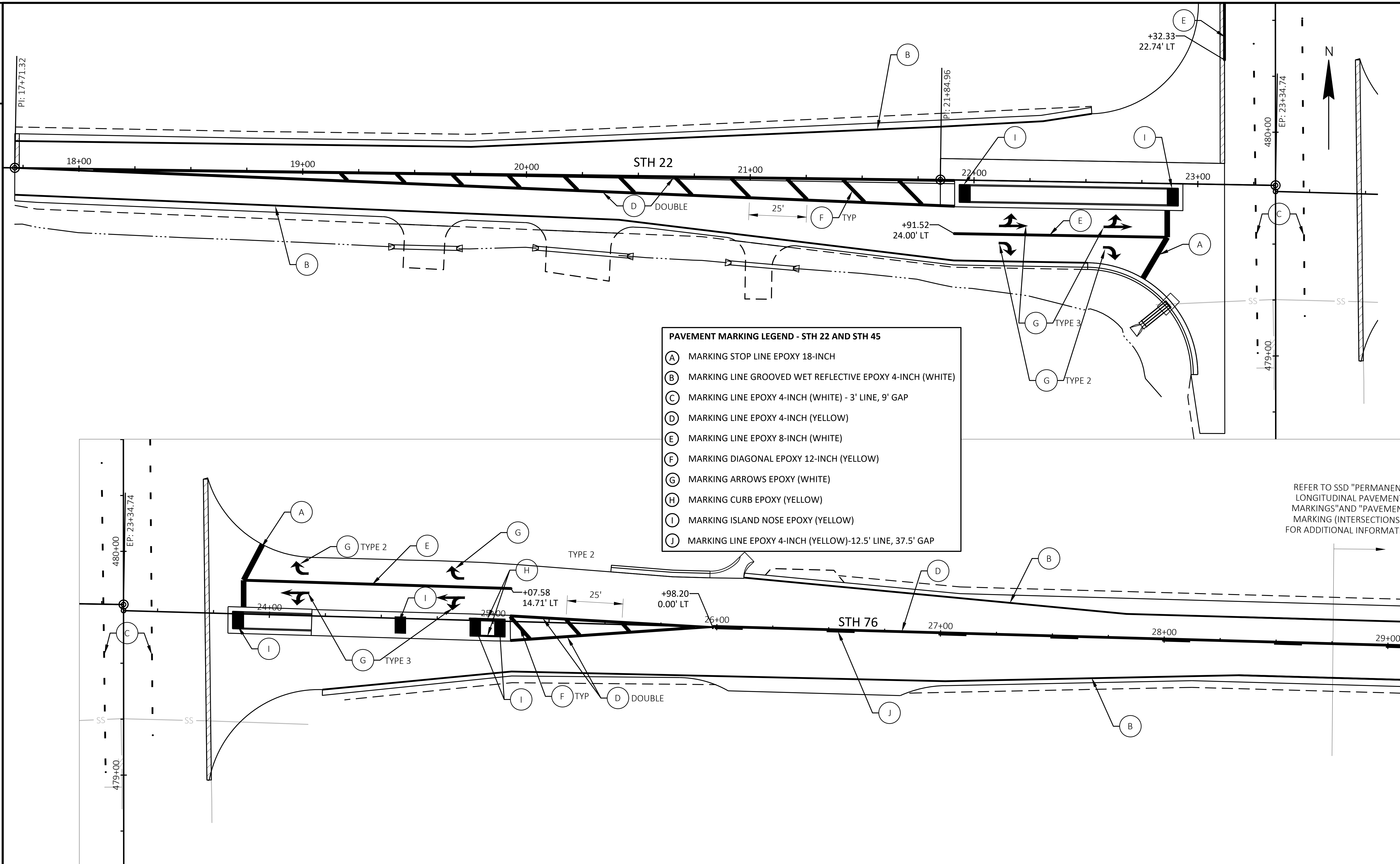
TRAFFIC CONTROL BEACON
STH 45 & STH 76/22
Town of Bear Creek
Waupaca County

FLASHER NO. F68-0371

Revised By: MJT

PAGE 1 OF 1

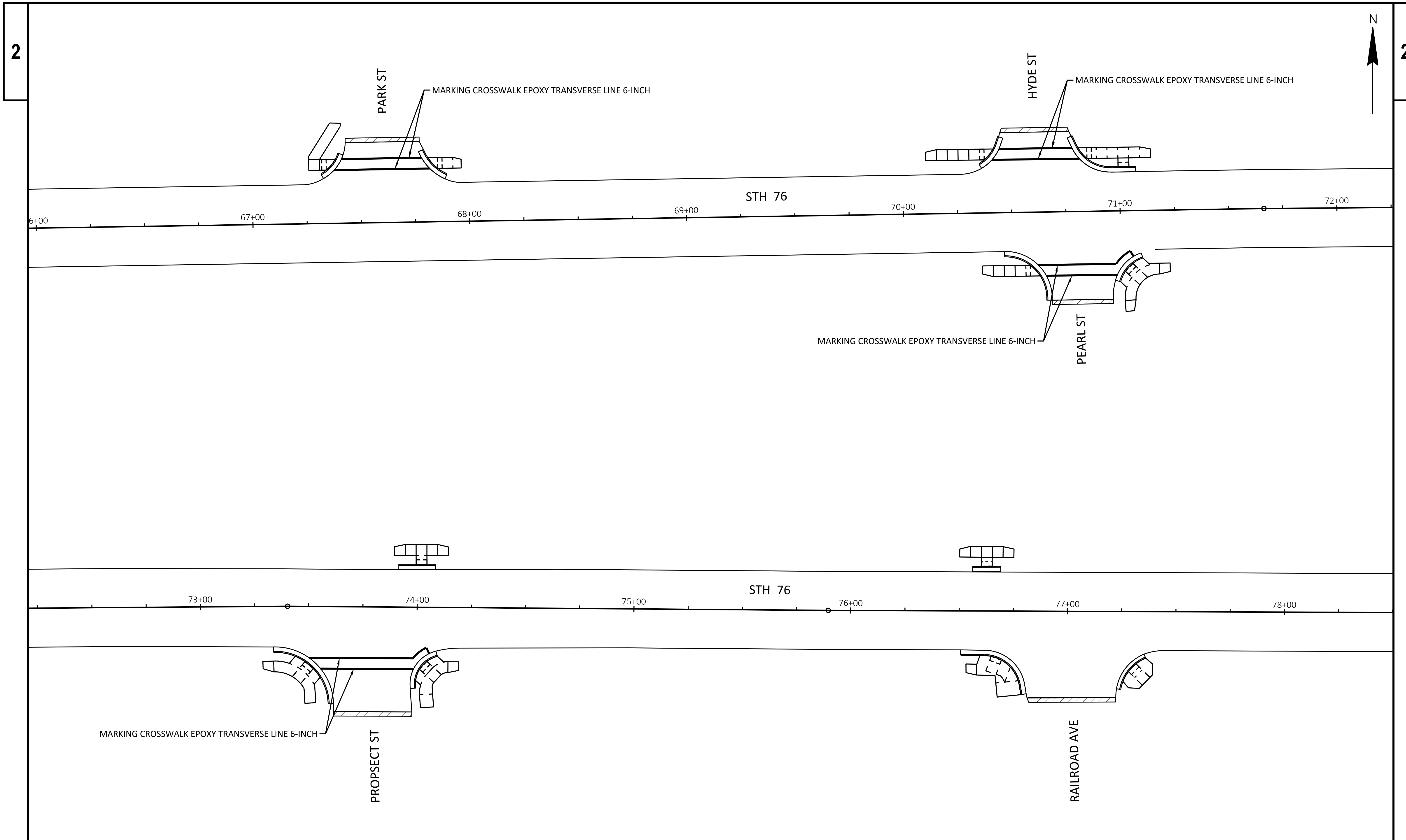
PROJECT NO: 6518-00-70	HWY: STH 76	COUNTY: Waupaca	CONSTRUCTION DETAIL - RED FLASHING BEACON	SHEET 44	E



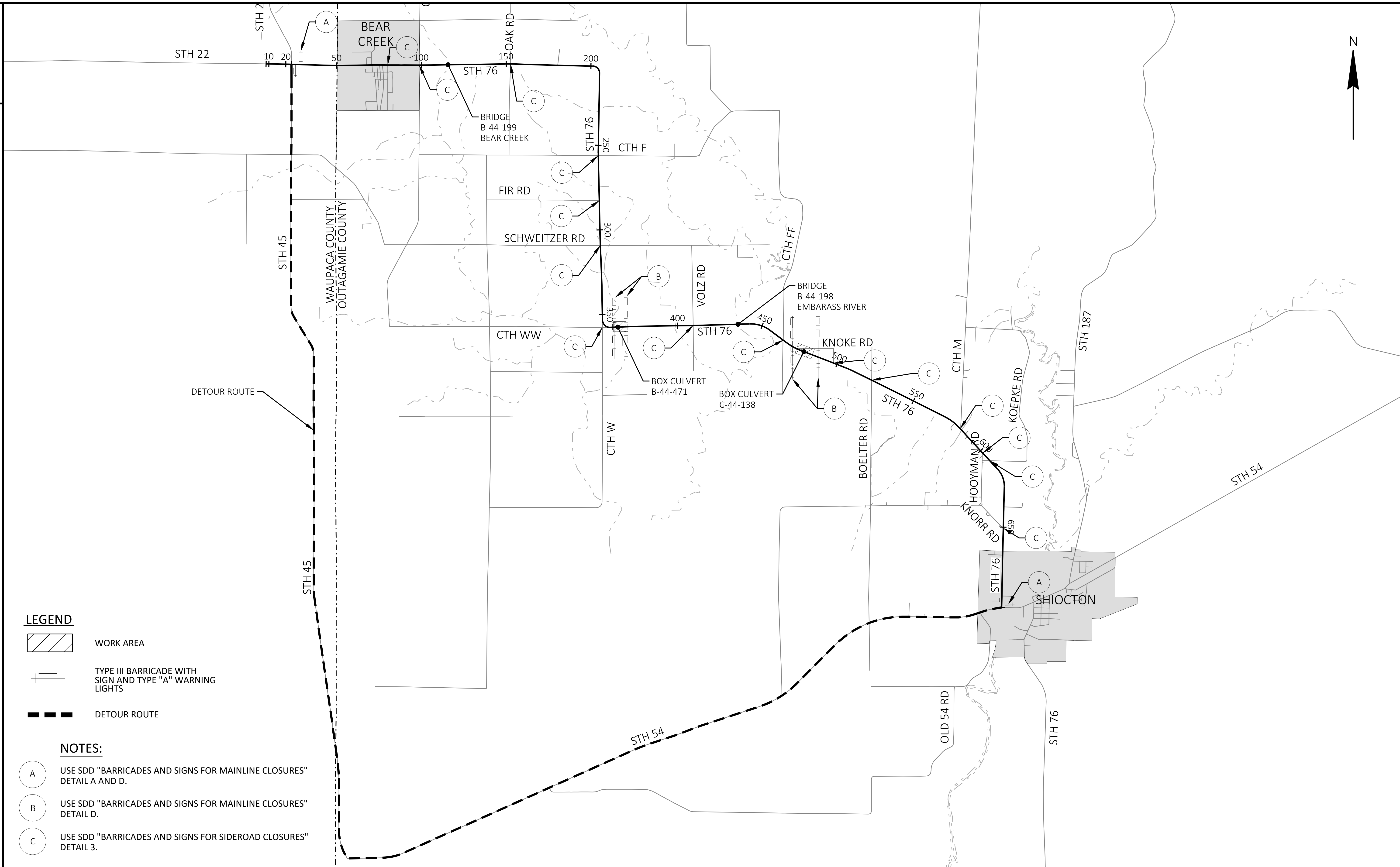
PAVEMENT MARKING LEGEND - STH 22 AND STH 45

- (A) MARKING STOP LINE EPOXY 18-INCH
- (B) MARKING LINE GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE)
- (C) MARKING LINE EPOXY 4-INCH (WHITE) - 3' LINE, 9' GAP
- (D) MARKING LINE EPOXY 4-INCH (YELLOW)
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (F) MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
- (G) MARKING ARROWS EPOXY (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING ISLAND NOSE EPOXY (YELLOW)
- (J) MARKING LINE EPOXY 4-INCH (YELLOW)-12.5' LINE, 37.5' GAP

PROJECT NO: 6518-00-70	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	PAVEMENT MARKING	SHEET 45	E



PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	PAVEMENT MARKING	SHEET 46	E



LEGEND

WORK AREA

TYPE III BARRICADE WITH SIGN AND TYPE "A" WARNING LIGHTS

DETOUR ROUTE

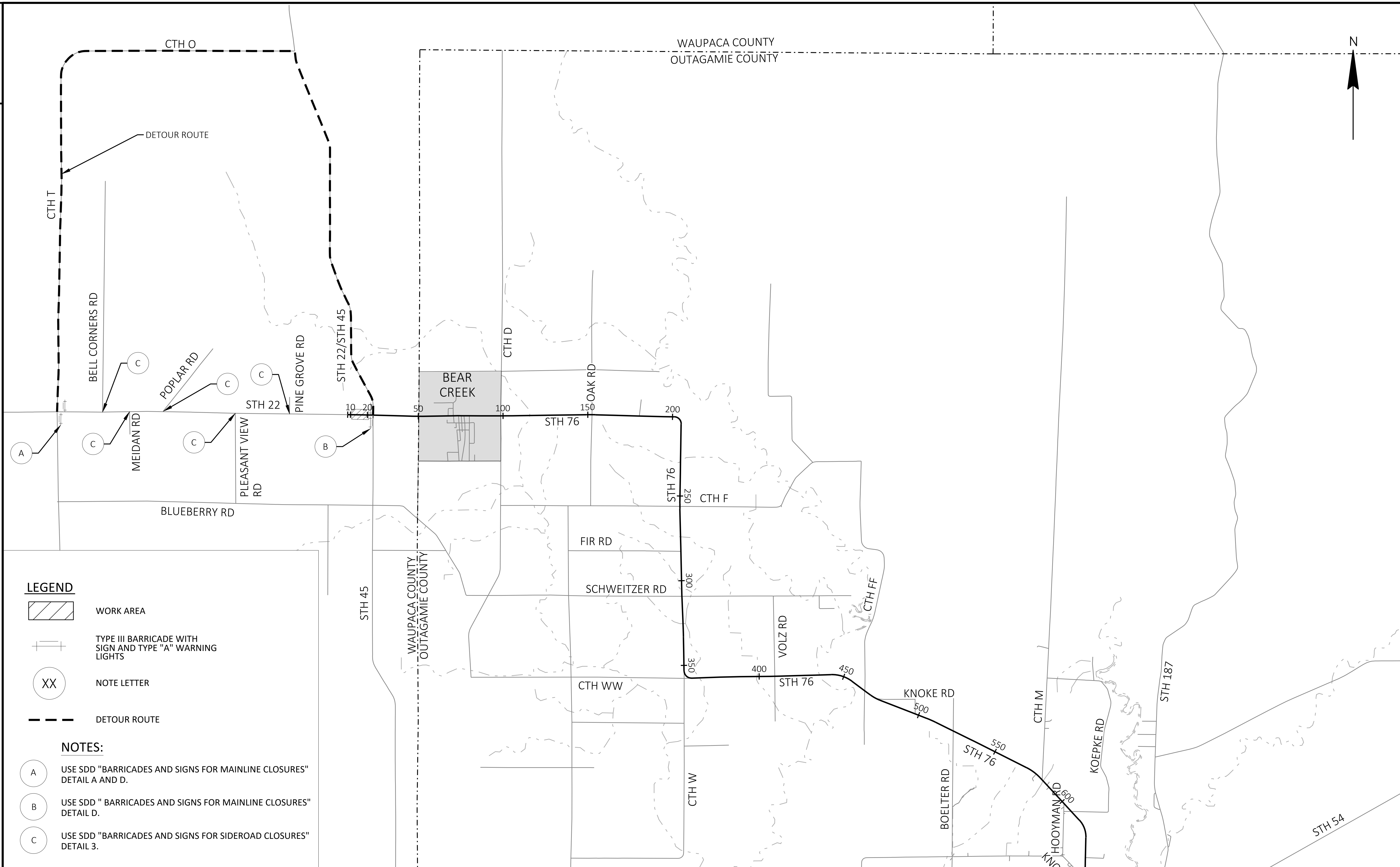
NOTES:

A USE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL A AND D.

B USE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL D.

C USE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 3.

PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTIES: WAUPACA & OUTAGAMIE	TRAFFIC CONTROL OVERVIEW - STH 76	SHEET 47	E



LEGEND

WORK AREA

TYPE III BARRICADE WITH SIGN AND TYPE "A" WARNING LIGHTS

XX NOTE LETTER

DETOUR ROUTE

NOTES:

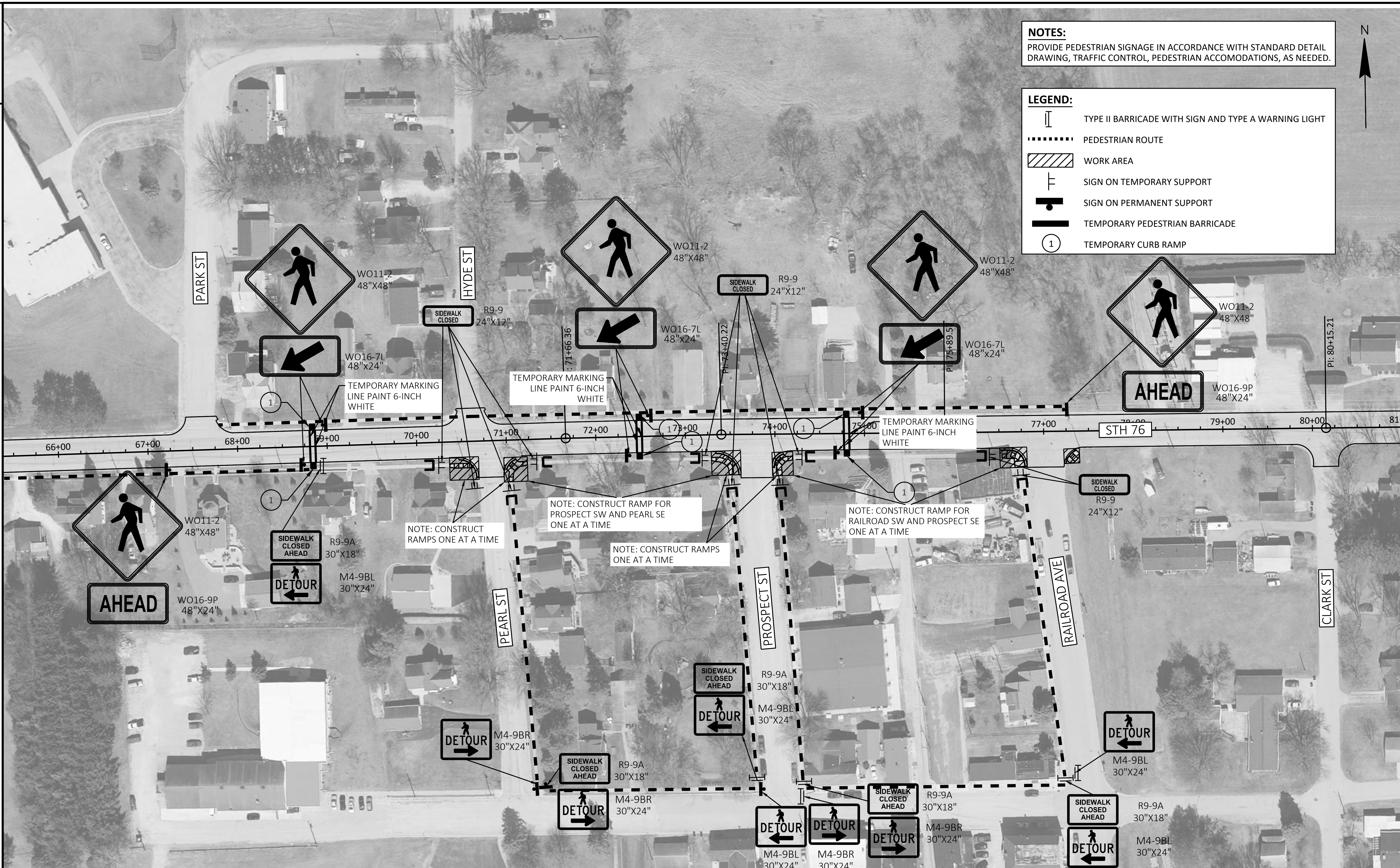
A USE SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL A AND D.

B USE SDD " BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL D.

C USE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 3.

PROJECT NO: 6518-00-70	HWY: STH 76	COUNTIES: WAUPACA & OUTAGAMIE	TRAFFIC CONTROL OVERVIEW - STH 22	SHEET 48	E

2



NOTES:

PROVIDE PEDESTRIAN SIGNAGE IN ACCORDANCE WITH STANDARD DETAIL DRAWING, TRAFFIC CONTROL, PEDESTRIAN ACCOMODATIONS, AS NEEDED.

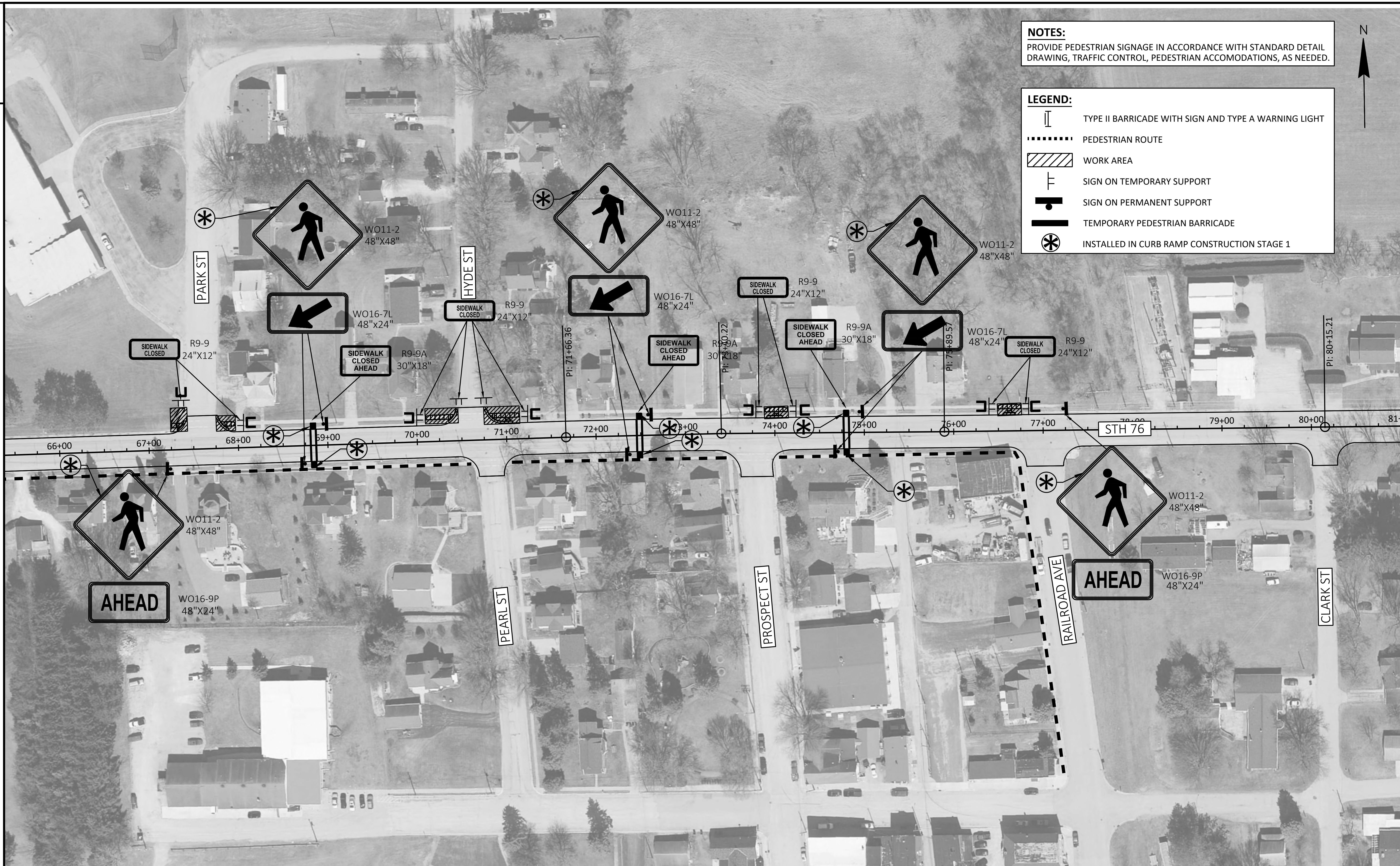
LEGEND:

- TYPE II BARRICADE WITH SIGN AND TYPE A WARNING LIGHT
- PEDESTRIAN ROUTE
- WORK AREA
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- 1 TEMPORARY CURB RAMP

2

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CURB RAMP CONSTRUCTION STAGE 1	SHEET 49	E

2



NOTES:

PROVIDE PEDESTRIAN SIGNAGE IN ACCORDANCE WITH STANDARD DETAIL DRAWING, TRAFFIC CONTROL, PEDESTRIAN ACCOMODATIONS, AS NEEDED.

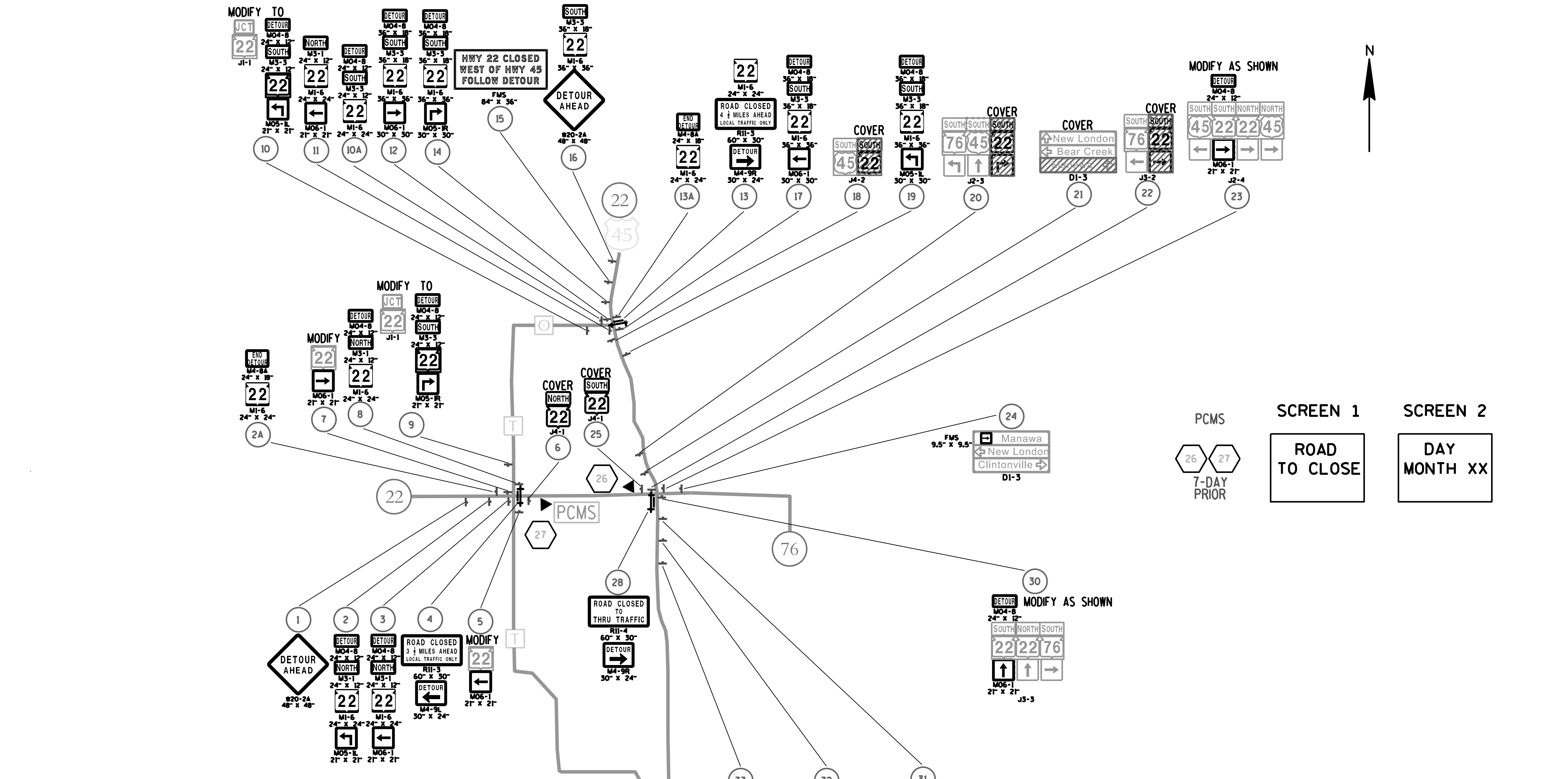
LEGEND:

- TYPE II BARRICADE WITH SIGN AND TYPE A WARNING LIGHT
- PEDESTRIAN ROUTE
- WORK AREA
- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TEMPORARY PEDESTRIAN BARRICADE
- INSTALLED IN CURB RAMP CONSTRUCTION STAGE 1

2

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CURB RAMP CONSTRUCTION STAGE 2	SHEET 50	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-026200-S2.DWG
LAYOUT NAME - 651806-026200-s2
PLOT DATE : 10/20/2022 3:09 PM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN: 100 FT



LEGEND

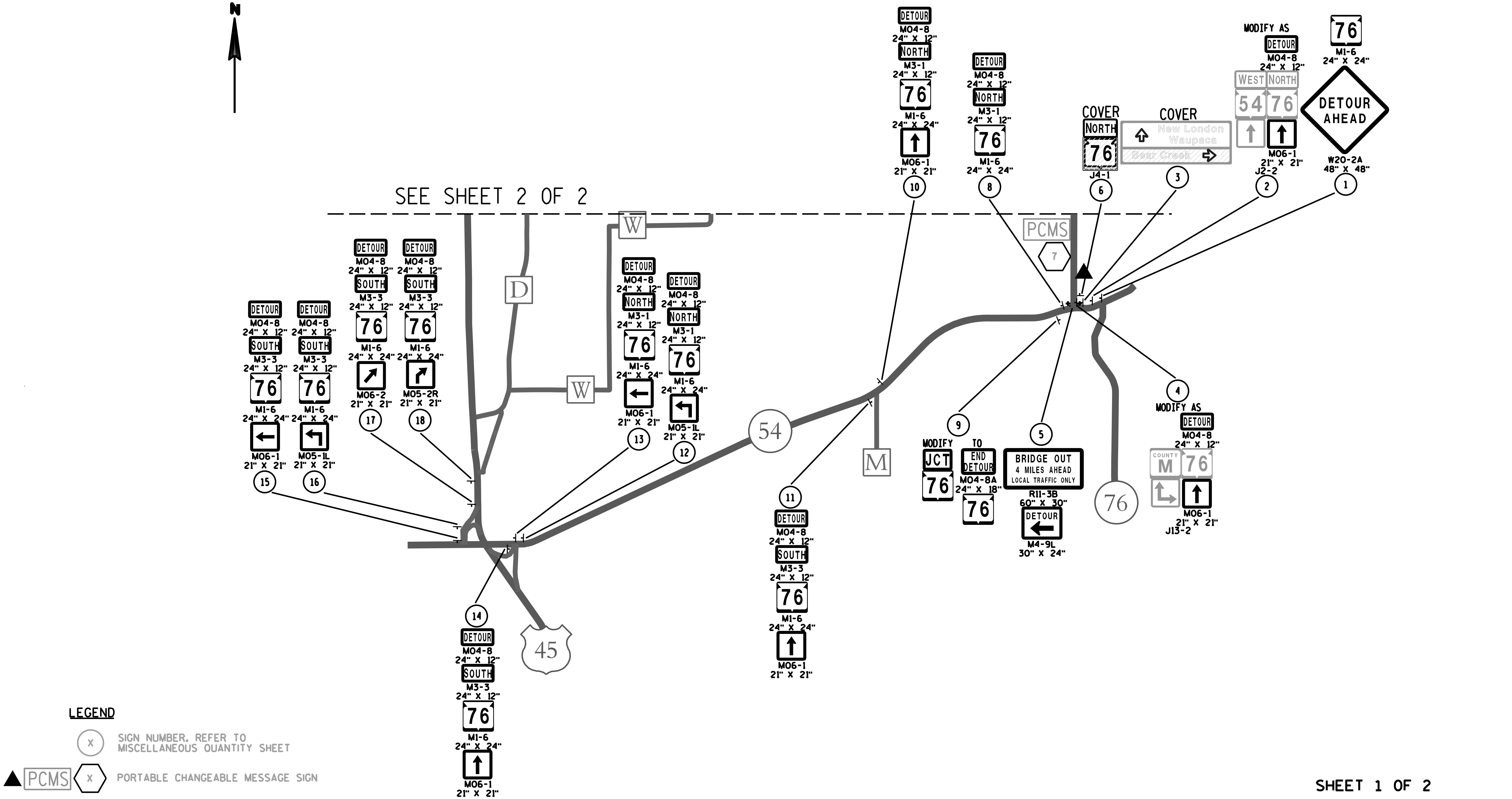
SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET

PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

PROJECT NO:6518-00-70/71	HWY: STH 22	COUNTY: WAUPACA	DETOUR SIGNING DETAIL	SHEET 51	E



LEGEND

SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET

PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

SIGN MOUNTED ON TYPE III BARRICADE

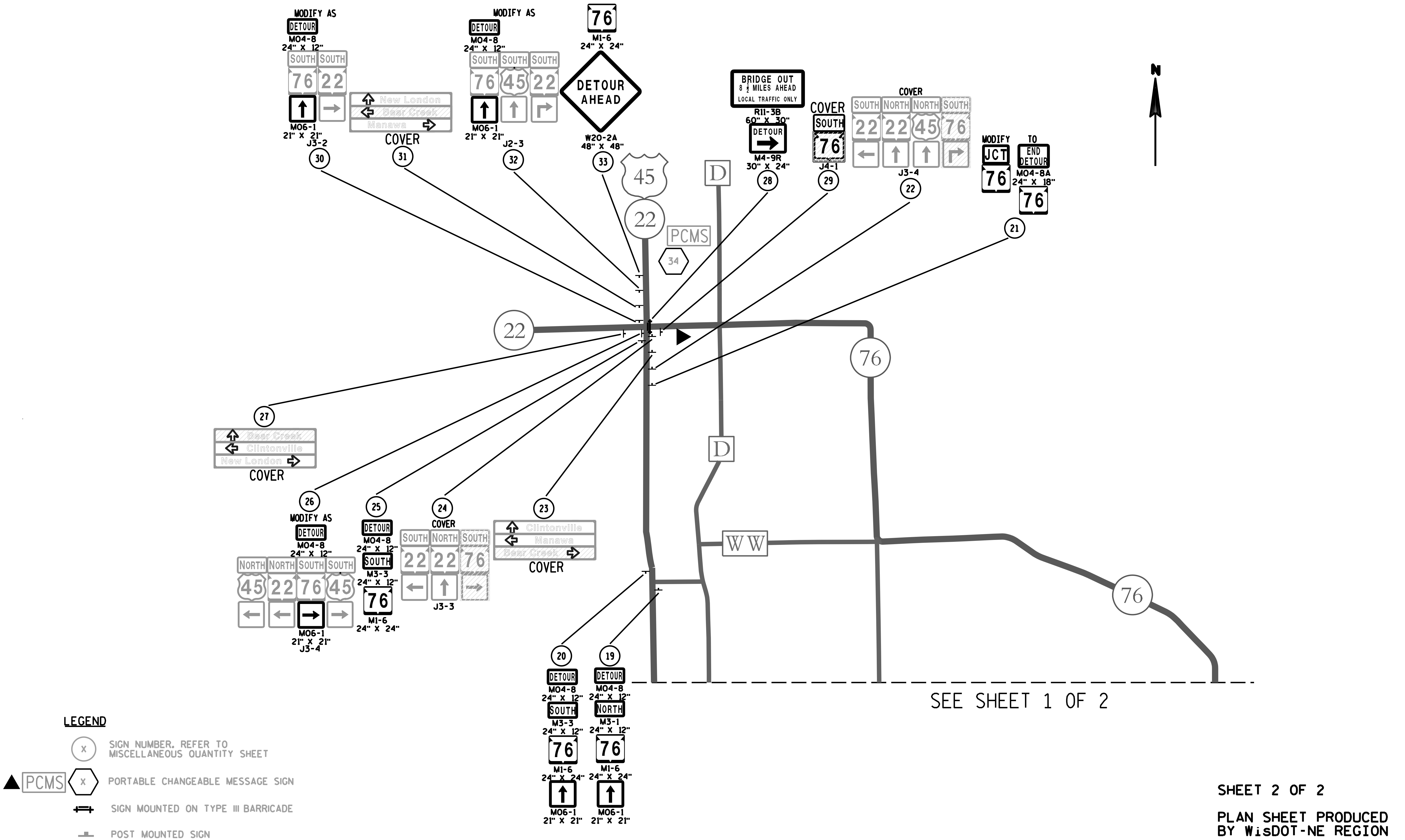
POST MOUNTED SIGN

SHEET 1 OF 2

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO:6518-07-71/6518-00-70	HWY:STH 76	COUNTY:OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET 52	E

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



LEGEND

SIGN NUMBER, REFER TO MISCELLANEOUS QUANTITY SHEET

PCMS — PORTABLE CHANGEABLE MESSAGE SIGN

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

SHEET 2 OF 2

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 6518-07-71/6518-00-70	HWY: STH 76	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET 53	E

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

2

Bore No.	Offset	Dir.	Station	HMA Thickness (IN):	Comment
C-1	-8.894'	LT	692+00.85	10.5	
C-2	6.411'	RT	681+72.12	8.25	
C-3	-5.573'	LT	672+18.70	8.5	
C-4	9.567'	RT	662+36.63	11.75	
C-5	-2.743'	LT	652+68.09	10.75	
C-6	2.784'	RT	642+77.12	8.25	
C-7	-9.558'	LT	632+90.36	7.25	
C-8	6.833'	RT	622+66.05	7.25	
C-9	-6.099'	LT	613+17.93	7	
C-10	7.148'	RT	603+81.14	7.25	
C-11	-2.576'	LT	593+46.41	10.5	
C-12	1.755'	RT	584+38.24	8	
C-13	-3.262'	LT	573+93.21	9.25	
C-14	9.469'	RT	563+95.55	7	
C-15	-11.415'	LT	554+21.04	10.5	
C-16	9.071'	RT	544+40.18	12.5	
C-17	-3.026'	LT	534+51.21	10.5	
C-18	6.009'	RT	524+79.94	9	
C-19	-5.432'	LT	514+94.55	11	
C-20	22.062'	RT	505+13.95	10.75	
C-21	-9.844'	LT	495+35.23	8.125	
C-22	6.385'	RT	485+55.68	8	
C-23	-7.318'	LT	476+02.31	8.5	
C-24	6.233'	RT	466+45.13	7.25	
C-25	-7.809'	LT	455+66.89	15.75	
C-26	4.539'	RT	445+74.26	10	
C-27	-1.941'	LT	439+19.12	8	
C-28	9.479'	RT	426+00.77	10	
C-29	-5.964'	LT	416+20.37	8.5	
C-30	3.684'	RT	406+46.23	6	
C-31	-10.571'	LT	396+54.63	8.375	
C-32	4.807'	RT	386+73.28	8.25	
C-33	-8.146'	LT	376+81.31	9.5	
C-34	3.706'	RT	367+13.61	6.75	
C-35	-4.393'	LT	357+27.44	6	

Bore No.	Offset	Dir.	Station	HMA Thickness (IN):	Comment
C-36	8.375'	RT	347+24.43	11	
C-37	-6.679'	LT	337+45.44	8	
C-38	6.754'	RT	327+73.55	9.25	
C-39	-9.230'	LT	317+90.15	10	
C-40	4.197'	RT	308+06.45	8.75	
C-41	-4.013'	LT	298+47.68	8.5	
C-42	9.493'	RT	288+56.94	9.125	
C-43	-6.506'	LT	278+71.25	8.75	
C-44	5.933'	RT	269+01.61	10	
C-45	-9.083'	LT	259+17.78	12	
C-46	2.563'	RT	249+33.15	11	
C-47	-3.488'	LT	239+59.93	8.5	
C-48	8.553'	RT	229+76.29	11.75	
C-49	-9.443'	LT	220+07.48	12	
C-50	4.183'	RT	210+20.37	7.25	
C-51	-2.728'	LT	200+55.69	7	
C-52	3.124'	RT	190+39.80	9	
C-53	-6.516'	LT	180+61.68	8.75	
C-54	8.531'	RT	170+81.48	6.75	
C-55	-8.935'	LT	160+94.07	10.75	
C-56	6.252'	RT	151+09.62	7	
C-57	-3.792'	LT	141+42.77	9.25	
C-58	2.965'	RT	131+51.90	9.5	
C-59	-6.702'	LT	121+73.04	11.25	
C-60	9.856'	RT	111+89.00	7.75	
C-61	-9.221'	LT	102+20.22	10.75	
C-62	7.666'	RT	92+30.26	8	
C-63	-3.832'	LT	82+57.02	3	
C-64	2.692'	RT	72+55.60	3	
C-65	-7.353'	LT	62+73.72	4.5	
C-66	8.119'	RT	52+83.55	4.75	
C-67	-5.00	LT	48+80.54	10	OVER PCC
C-68	-5.00	LT	41+14.00	9	OVER PCC
C-69	-5.00	LT	35+49.90	9	OVER PCC

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	6518-00-70 Qty	6518-06-71 Qty	6518-07-71 Qty
0002	201.0105	Clearing	STA	6.000	1.000		5.000
0004	201.0205	Grubbing	STA	7.000	1.000	1.000	5.000
0006	203.0100	Removing Small Pipe Culverts	EACH	20.000	3.000	17.000	
0008	203.0220	Removing Structure (structure) 03. 2'x3' Box Culvert	EACH	1.000		1.000	
0010	203.0220	Removing Structure (structure) 04. 3'x4' Box Culvert	EACH	1.000		1.000	
0012	203.0220	Removing Structure (structure) 05. Snowmobile Bridge	EACH	1.000			1.000
0014	203.0250	Removing Structure Over Waterway Remove Debris (structure) 01. C-44-919	EACH	1.000			1.000
0016	203.0250	Removing Structure Over Waterway Remove Debris (structure) 02. C-44-22	EACH	1.000			1.000
0018	204.0110	Removing Asphaltic Surface	SY	185.000		185.000	
0020	204.0115	Removing Asphaltic Surface Butt Joints	SY	360.000	55.000	305.000	
0022	204.0120	Removing Asphaltic Surface Milling	SY	195,680.000	11,800.000	183,880.000	
0024	204.0150	Removing Curb & Gutter	LF	656.000	379.000	277.000	
0026	204.0155	Removing Concrete Sidewalk	SY	235.000	65.000	170.000	
0028	204.0165	Removing Guardrail	LF	940.000		940.000	
0030	204.0195	Removing Concrete Bases	EACH	2.000	2.000		
0032	204.0210	Removing Manholes	EACH	1.000		1.000	
0034	204.0245	Removing Storm Sewer (size) 01. 15-Inch	LF	24.000		24.000	
0036	205.0100	Excavation Common	CY	8,027.000	1,759.000	4,140.000	2,128.000
0038	206.2001	Excavation for Structures Culverts (structure) 01. B-44-471	EACH	1.000			1.000
0040	206.2001	Excavation for Structures Culverts (structure) 02. C-44-138	EACH	1.000			1.000
0042	208.0100	Borrow	CY	2,101.000		98.000	2,003.000
0044	210.2500	Backfill Structure Type B	TON	3,653.000			3,653.000
0046	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 6518-00-70	EACH	1.000	1.000		
0048	211.0101	Prepare Foundation for Asphaltic Paving (project) 02. 6518-06-71	EACH	1.000		1.000	
0050	211.0101	Prepare Foundation for Asphaltic Paving (project) 03. 6518-07-71	EACH	1.000			1.000
0052	211.0700.S	Prepare Foundation for CIR Base Layer (project) 01. 6518-00-70	EACH	1.000	1.000		
0054	211.0700.S	Prepare Foundation for CIR Base Layer (project) 02. 6518-06-71	EACH	1.000		1.000	
0056	211.0800.S	Base Repair for CIR Layer	CY	1,380.000	80.000	1,300.000	
0058	213.0100	Finishing Roadway (project) 01. 6518-00-70	EACH	1.000	1.000		
0060	213.0100	Finishing Roadway (project) 02. 6518-06-71	EACH	1.000		1.000	
0062	213.0100	Finishing Roadway (project) 03. 6518-07-71	EACH	1.000			1.000
0064	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,074.000	226.000	2,458.000	390.000
0066	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,920.000	1,490.000	2,950.000	1,480.000
0068	311.0115	Breaker Run	CY	252.000			252.000
0070	312.0110	Select Crushed Material	TON	110.000	110.000		
0072	327.1000.S	CIR Asphaltic Base Layer	SY	172,135.000	9,430.000	162,705.000	
0074	416.0610	Drilled Tie Bars	EACH	42.000		42.000	
0076	416.1010	Concrete Surface Drains	CY	1.000		1.000	
0078	450.4000	HMA Cold Weather Paving	TON	225.000		225.000	
0080	455.0605	Tack Coat	GAL	23,746.000	1,592.000	22,074.000	80.000
0082	455.0770.S	Asphalt Stabilizing Agent	TON	920.000	50.000	870.000	
0084	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000		1.000	
0086	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000		2.000	
0088	460.2000	Incentive Density HMA Pavement	DOL	600.000	600.000		
0090	460.2005	Incentive Density PWL HMA Pavement	DOL	17,920.000	630.000	17,290.000	
0092	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	33,580.000	1,340.000	32,240.000	
0094	460.2010	Incentive Air Voids HMA Pavement	DOL	27,520.000	1,430.000	26,090.000	
0096	460.5224	HMA Pavement 4 LT 58-28 S	TON	27,435.000	1,360.000	26,075.000	
0098	460.6223	HMA Pavement 3 MT 58-28 S	TON	250.000	250.000		

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	6518-00-70 Qty	6518-06-71 Qty	6518-07-71 Qty
0100	460.6224	HMA Pavement 4 MT 58-28 S	TON	490.000	490.000		
0102	465.0105	Asphaltic Surface	TON	2,677.000	220.000	1,907.000	550.000
0104	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	39.000	5.000	34.000	
0106	465.0315	Asphaltic Flumes	SY	7.000	7.000		
0108	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	50,115.000		50,115.000	
0110	504.0100	Concrete Masonry Culverts	CY	461.000			461.000
0112	505.0400	Bar Steel Reinforcement HS Structures	LB	61,810.000			61,810.000
0114	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	6,120.000			6,120.000
0116	516.0500	Rubberized Membrane Waterproofing	SY	66.000			66.000
0118	520.8700	Cleaning Culvert Pipes	EACH	1.000		1.000	
0120	521.1721	Apron Endwalls for Pipe Arch Sloped Side Drains Steel 21x15-Inch 6 to 1	EACH	3.000	3.000		
0122	521.3721	Pipe Arch Corrugated Steel 21x15-Inch	LF	96.000	96.000		
0124	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	166.000		166.000	
0126	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	98.000		98.000	
0128	522.0442	Culvert Pipe Reinforced Concrete Class IV 42-Inch	LF	52.000		52.000	
0130	522.0454	Culvert Pipe Reinforced Concrete Class IV 54-Inch	LF	46.000		46.000	
0132	522.0460	Culvert Pipe Reinforced Concrete Class IV 60-Inch	LF	48.000		48.000	
0134	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	6.000		6.000	
0136	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	4.000		4.000	
0138	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	2.000		2.000	
0140	522.1054	Apron Endwalls for Culvert Pipe Reinforced Concrete 54-Inch	EACH	2.000		2.000	
0142	522.1060	Apron Endwalls for Culvert Pipe Reinforced Concrete 60-Inch	EACH	2.000		2.000	
0144	522.2343	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 43x68-Inch	LF	58.000		58.000	
0146	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	230.000		230.000	
0148	522.2424	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	32.000		32.000	
0150	522.2429	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	114.000		114.000	
0152	522.2434	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 34x53-Inch	LF	64.000		64.000	
0154	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	12.000		12.000	
0156	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	3.000	1.000	2.000	
0158	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	6.000		6.000	
0160	522.2634	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 34x53-Inch	EACH	4.000		4.000	
0162	522.2643	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 43x68-Inch	EACH	2.000		2.000	
0164	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	589.000	312.000	277.000	
0166	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	52.000	52.000		
0168	602.0405	Concrete Sidewalk 4-Inch	SF	225.000	92.000	133.000	
0170	602.0415	Concrete Sidewalk 6-Inch	SF	85.000		85.000	
0172	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	130.000		130.000	
0174	606.0300	Riprap Heavy	CY	60.000			60.000
0176	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	24.000		24.000	
0178	608.2324	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 24x38-Inch	LF	14.000	14.000		
0180	611.0530	Manhole Covers Type J	EACH	1.000		1.000	
0182	611.0627	Inlet Covers Type HM	EACH	1.000	1.000		
0184	611.2004	Manholes 4-FT Diameter	EACH	1.000		1.000	
0186	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000		
0188	614.2300	MGS Guardrail 3	LF	212.500		212.500	
0190	614.2500	MGS Thrie Beam Transition	LF	315.200		315.200	
0192	614.2610	MGS Guardrail Terminal EAT	EACH	8.000		8.000	
0194	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6518-00-70	EACH	1.000	1.000		
0196	618.0100	Maintenance And Repair of Haul Roads (project) 02. 6518-06-71	EACH	1.000		1.000	

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	6518-00-70 Qty	6518-06-71 Qty	6518-07-71 Qty
0198	618.0100	Maintenance And Repair of Haul Roads (project) 03. 6518-07-71	EACH	1.000			1.000
0200	619.1000	Mobilization	EACH	1.000	0.200	0.400	0.400
0202	620.0300	Concrete Median Sloped Nose	SF	251.000	251.000		
0204	624.0100	Water	MGAL	53.900	10.300	32.400	11.200
0206	625.0100	Topsoil	SY	2,920.000	930.000	1,990.000	
0208	625.0500	Salvaged Topsoil	SY	6,020.000			6,020.000
0210	628.1504	Silt Fence	LF	4,510.000	100.000	2,660.000	1,750.000
0212	628.1520	Silt Fence Maintenance	LF	4,510.000	100.000	2,660.000	1,750.000
0214	628.1905	Mobilizations Erosion Control	EACH	6.000	2.000	2.000	2.000
0216	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	2.000	1.000	1.000
0218	628.2006	Erosion Mat Urban Class I Type A	SY	355.000		355.000	
0220	628.2008	Erosion Mat Urban Class I Type B	SY	8,600.000	930.000	1,650.000	6,020.000
0222	628.7015	Inlet Protection Type C	EACH	14.000		14.000	
0224	628.7020	Inlet Protection Type D	EACH	1.000	1.000		
0226	628.7504	Temporary Ditch Checks	LF	150.000	30.000		120.000
0228	628.7555	Culvert Pipe Checks	EACH	125.000	25.000	100.000	
0230	628.7570	Rock Bags	EACH	100.000		50.000	50.000
0232	629.0210	Fertilizer Type B	CWT	5.000	0.600	1.200	3.200
0234	630.0130	Seeding Mixture No. 30	LB	27.000		27.000	
0236	630.0140	Seeding Mixture No. 40	LB	110.400	14.000	5.400	91.000
0238	633.5200	Markers Culvert End	EACH	38.000		38.000	
0240	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	1.000	1.000		
0242	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	4.000	3.000	1.000	
0244	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000		
0246	637.2210	Signs Type II Reflective H	SF	15.000	15.000		
0248	638.2102	Moving Signs Type II	EACH	17.000	12.000	5.000	
0250	638.2602	Removing Signs Type II	EACH	1.000	1.000		
0252	638.3000	Removing Small Sign Supports	EACH	5.000	4.000	1.000	
0254	642.5201	Field Office Type C	EACH	1.000	0.200	0.400	0.400
0256	643.0300	Traffic Control Drums	DAY	4,109.000	2,030.000	2,079.000	
0258	643.0410	Traffic Control Barricades Type II	DAY	77.000		77.000	
0260	643.0420	Traffic Control Barricades Type III	DAY	34,902.000	1,422.000	370.000	33,110.000
0262	643.0705	Traffic Control Warning Lights Type A	DAY	69,881.000	2,844.000	817.000	66,220.000
0264	643.0900	Traffic Control Signs	DAY	63,811.000	3,924.000	13,782.000	46,105.000
0266	643.0920	Traffic Control Covering Signs Type II	EACH	14.000	6.000	8.000	
0268	643.1000	Traffic Control Signs Fixed Message	SF	22.260	22.260		
0270	643.1050	Traffic Control Signs PCMS	DAY	28.000	14.000	14.000	
0272	643.3105	Temporary Marking Line Paint 4-Inch	LF	116,210.000	4,230.000	111,980.000	
0274	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	44,380.000	1,980.000	42,400.000	
0276	643.5000	Traffic Control	EACH	1.000	0.200	0.400	0.400
0278	644.1410	Temporary Pedestrian Surface Asphalt	SF	165.000		165.000	
0280	644.1601	Temporary Pedestrian Curb Ramp	DAY	185.000		185.000	
0282	644.1605	Temporary Pedestrian Detectable Warning Field	SF	66.000		66.000	
0284	644.1810	Temporary Pedestrian Barricade	LF	337.000		337.000	
0286	645.0105	Geotextile Type C	SY	795.000			795.000
0288	645.0120	Geotextile Type HR	SY	146.000			146.000
0290	646.1020	Marking Line Epoxy 4-Inch	LF	43,690.000	3,310.000	40,380.000	
0292	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	126,430.000	5,930.000	120,500.000	
0294	646.3020	Marking Line Epoxy 8-Inch	LF	242.000	242.000		

Line	Item	Item Description	Unit	Total	6518-00-70 Qty	6518-06-71 Qty	6518-07-71 Qty
0296	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	210.000		210.000	
0298	646.5020	Marking Arrow Epoxy	EACH	8.000	8.000		
0300	646.6120	Marking Stop Line Epoxy 18-Inch	LF	63.000	63.000		
0302	646.7120	Marking Diagonal Epoxy 12-Inch	LF	140.000	140.000		
0304	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	340.000		340.000	
0306	646.8120	Marking Curb Epoxy	LF	32.000	32.000		
0308	646.8220	Marking Island Nose Epoxy	EACH	6.000	6.000		
0310	650.4000	Construction Staking Storm Sewer	EACH	3.000	2.000	1.000	
0312	650.4500	Construction Staking Subgrade	LF	2,288.000	649.000	1,128.000	511.000
0314	650.5000	Construction Staking Base	LF	2,288.000	649.000	1,128.000	511.000
0316	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	641.000	364.000	277.000	
0318	650.6000	Construction Staking Pipe Culverts	EACH	19.000		19.000	
0320	650.6501	Construction Staking Structure Layout (structure) 01. B-44-471	EACH	1.000			1.000
0322	650.6501	Construction Staking Structure Layout (structure) 02. C-44-138	EACH	1.000			1.000
0324	650.8000	Construction Staking Resurfacing Reference	LF	67,603.000	3,161.000	64,442.000	
0326	650.9000	Construction Staking Curb Ramps	EACH	13.000		13.000	
0328	650.9911	Construction Staking Supplemental Control (project) 01. 6518-00-70	EACH	1.000	1.000		
0330	650.9911	Construction Staking Supplemental Control (project) 02. 6518-06-71	EACH	1.000		1.000	
0332	650.9911	Construction Staking Supplemental Control (project) 03. 6518-07-71	EACH	1.000			1.000
0334	650.9920	Construction Staking Slope Stakes	LF	2,288.000	649.000	1,128.000	511.000
0336	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	170.000	170.000		
0338	653.0140	Pull Boxes Steel 24x42-Inch	EACH	2.000	2.000		
0340	653.0905	Removing Pull Boxes	EACH	3.000	3.000		
0342	654.0101	Concrete Bases Type 1	EACH	2.000	2.000		
0344	655.0230	Cable Traffic Signal 5-14 AWG	LF	584.000	584.000		
0346	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	2,371.000	2,371.000		
0348	657.0100	Pedestal Bases	EACH	2.000	2.000		
0350	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	2.000	2.000		
0352	658.0171	Traffic Signal Face 1S 12-Inch	EACH	2.000	2.000		
0354	658.5070	Signal Mounting Hardware (location) 01. (STH 45 & STH 76)	EACH	1.000	1.000		
0356	690.0150	Sawing Asphalt	LF	3,200.000	1,015.000	2,185.000	
0358	690.0250	Sawing Concrete	LF	130.000		130.000	
0360	715.0502	Incentive Strength Concrete Structures	DOL	2,766.000			2,766.000
0362	740.0440	Incentive IRI Ride	DOL	101,624.000	3,985.000	97,639.000	
0364	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. Sta 479+25	EACH	1.000			1.000
0366	SPV.0035	Special 01. Foundation Backfill	CY	3,660.000	500.000	2,550.000	610.000
0368	SPV.0060	Special 01. Temporary Water Diversion B-44-471 Station 364+00	EACH	1.000			1.000
0370	SPV.0060	Special 02. Temporary Water Diversion C-44-138 Station 479+25	EACH	1.000			1.000
0372	SPV.0060	Special 03. Remove Flashing Beacon (STH 45 & STH 76)	EACH	1.000	1.000		
0374	SPV.0060	Special 04. Clean Culvert End	EACH	4.000		4.000	
0376	SPV.0090	Special 01. Temporary Marking Line Paint 6-Inch Transverse Special	LF	340.000		340.000	

REMOVING CULVERT PIPE / STRUCTURES

STATION	DIRECTION	LOCATION	203.0100 REMOVING SMALL CULVERT PIPE EA	203.0220* REMOVING STRUCTURE EA	COMMENT
PROJECT 6518-00-70					
CATEGORY 0010					
19+50	RT	STH 22	1	---	18" CPCS
20+25	RT	STH 22	1	---	18" CPCS
21+00	RT	STH 22	1	---	18" CPCS
		PROJECT 6518-00-70 TOTAL	3	0	
PROJECT 6518-06-71					
CATEGORY 0010					
99+15	LT/RT	STH 76	1	---	24" CPCS
131+24	LT/RT	STH 76	1	---	18" CPCS
176+09	LT/RT	STH 76	1	---	18" CPCS
189+23	LT/RT	STH 76	1	---	30" CPCS
200+88	LT/RT	STH 76	1	---	24" CPCS
260+46	LT/RT	STH 76	1	---	29"x42" CPCS
273+59	LT/RT	STH 76	1	---	29"x42" CPCS
402+41	LT/RT	STH 76	1	---	24" CPCS
414+66	LT/RT	STH 76	---	1	.03 2'x3' BOX CULVERT
452+59	LT/RT	STH 76	1	---	48" CPCS
458+68	LT/RT	STH 76	1	---	30" CPCS
506+15	LT/RT	STH 76	1	---	24" CPCS
514+78	LT/RT	STH 76	1	---	24" CPCS
521+43	LT/RT	STH 76	1	---	24" CPCS
533+16	LT/RT	STH 76	1	---	33"X49" CPCS
544+43	LT/RT	STH 76	1	---	24" CPCS
565+50	LT/RT	STH 76	1	---	30" CPCS
610+02	LT/RT	STH 76	1	---	24" CPCS
626+66	LT/RT	STH 76	---	1	.04 3'X4' BOX CULVERT
		PROJECT 6518-06-71 TOTAL	17	2	
PROJECT 6518-07-71					
CATEGORY 0010					
479+00	RT	STH 76	---	1	05. SNOWMOBILE BRIDGE
		PROJECT 6518-07-71 TOTAL	0	1*	

* ADDITIONAL QUANTITIES SHOWN IN STRUCTURE PLANS

REMOVING ASPHALTIC SURFACE

STATION	TO	STATION	ROADWAY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 BUTT JOINTS SY	204.0120 MILLING SY	COMMENTS
PROJECT 6518-00-70							
CATEGORY 0010							
17+71	-	23+12	STH 22	---	20	1,485	2" MILL DEPTH
23+71	-	25+52	STH 76	---	30	1,045	2 1/2" MILL DEPTH
26+60	-	50+01	STH 76	---	---	9,270	2" MILL DEPTH
DWY			STH 76	---	5	---	
			PROJECT 6518-00-70 TOTALS	0	55	11,800	
PROJECT 6518-06-71							
CATEGORY 0010							
50+01	-	86+10	STH 76	---	45	11,245	2 1/2" MILL DEPTH
86+10	-	115+20	STH 76	---	20	8,645	2" MILL DEPTH
115+72	-	362+58	STH 76	---	75	68,875	2" MILL DEPTH
365+18	-	434+35	STH 76	---	15	18,885	2" MILL DEPTH
436+20	-	477+84	STH 76	---	20	12,105	2" MILL DEPTH
480+35	-	696+80	STH 76	---	55	60,300	2" MILL DEPTH
DWY			STH 76	---	75	---	
112+65	-	118+25	STH 76	55	---	---	BEAM GUARD TAPERS
432+00	-	438+50	STH 76	50	---	---	BEAM GUARD TAPERS
NW QUAD PARK ST			STH 76	5	---	---	CURB RAMPS
NE QUAD PARK ST			STH 76	5	---	---	CURB RAMPS
NW QUAD HYDE ST			STH 76	5	---	---	CURB RAMPS
NE QUAD HYDE ST			STH 76	10	---	---	CURB RAMPS
SW QUAD PEARL ST			STH 76	10	---	---	CURB RAMPS
SE QUAD PEARL ST			STH 76	5	---	---	CURB RAMPS
SW QUAD PROSPECT ST			STH 76	10	---	---	CURB RAMPS
SE QUAD PROSPECT ST			STH 76	5	---	---	CURB RAMPS
73+89	-	74+10	STH 76	5	---	---	CURB RAMPS
SW QUAD RAILROAD AVE			STH 76	10	---	---	CURB RAMPS
SE QUAD RAILROAD AVE			STH 76	5	---	---	CURB RAMPS
76+54	-	76+71	STH 76	5	---	---	CURB RAMPS
			CATEGORY 0010 TOTALS	185	305	180,055	
CATEGORY 0020							
51+00	-	86+00	STH 76	---	---	3,825	PARKING LANES
			CATEGORY 0020 TOTALS	0	0	3,825	
			PROJECT 6518-06-71 TOTALS	185	305	183,880	
			CONTRACT TOTALS	185	360	195,680	

3

CLEARING & GRUBBING

STATION	TO	STATION	ROADWAY	201.0105 CLEARING STA	201.0205 GRUBBING STA
PROJECT 6518-00-70					
CATEGORY 0010					
19+00	-	20+00	STH 22	1	1
			PROJECT 6518-00-70 TOTAL	1	1
PROJECT 6518-06-71					
CATEGORY 0010					
71+00	-	72+00	STH 76	0	1
			PROJECT 6518-06-71 TOTAL	0	1
PROJECT 6518-07-71					
CATEGORY 0010					
362+00	-	365+00	STH 76	3	3
478+00	-	480+00	STH 76	2	2
			PROJECT 6518-07-71 TOTAL	5	5
			CONTRACT TOTAL	6	7

REMOVING CURB AND GUTTER

LOCATION / STATION TO STATION			DIR	ROADWAY	204.0150 REMOVING CURB AND GUTTER LF
PROJECT 6518-00-70					
CATEGORY 0010					
21+87	-	22+83	LT	STH 22	200
STH 22 and USH 45 SW RADIUS			-	STH 22	74
23+94	-	24+19	LT	STH 76	53
25+52	-	26+04	LT	STH 76	52
				PROJECT 6518-00-70 TOTAL	379
PROJECT 6518-06-71					
CATEGORY 0010					
NW QUAD PARK ST			-	STH 22	13
NE QUAD PARK ST			-	STH 22	16
NE QUAD HYDE ST			-	STH 22	16
NW QUAD HYDE ST			-	STH 22	36
SW QUAD PEARL ST			-	STH 22	32
SE QUAD PEARL ST			-	STH 22	16
SW QUAD PROSPECT ST			-	STH 22	39
SE QUAD PROSPECT ST			-	STH 22	20
73+91	-	74+08	LT	STH 22	17
SW QUAD RAILROAD AVE			-	STH 22	39
SE QUAD RAILROAD AVE			-	STH 22	20
76+56	-	76+69	LT	STH 22	13
				PROJECT 6518-06-71 TOTAL	277
				CONTRACT TOTAL	656

REMOVING CONCRETE SIDEWALK

LOCATION	TO	LOCATION	DIR	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY
PROJECT 6518-00-70					
CATEGORY 0010					
21+87	-	22+83	LT	STH 22	54
23+94	-	24+19	LT	STH 76	11
				PROJECT TOTAL	65
PROJECT 6518-06-71					
CATEGORY 0010					
NW QUAD PARK ST	-	-	-	STH 22	10
NE QUAD PARK ST	-	-	-	STH 22	8
NE QUAD HYDE ST	-	-	-	STH 22	14
NW QUAD HYDE ST	-	-	-	STH 22	15
SW QUAD PEARL ST	-	-	-	STH 22	12
SE QUAD PEARL ST	-	-	-	STH 22	18
SW QUAD PROSPECT ST	-	-	-	STH 22	19
SE QUAD PROSPECT ST	-	-	-	STH 22	19
73+91	-	74+08	LT	STH 22	11
SW QUAD RAILROAD AVE	-	-	-	STH 22	21
SE QUAD RAILROAD AVE	-	-	-	STH 22	13
76+56	-	76+69	LT	STH 22	10
				PROJECT 6518-06-71 TOTAL	170
				CONTRACT TOTAL	235

REMOVING INLETS & STORM SEWER

STATION	DIR	LOCATION	204.0210 REMOVING MANHOLES EA	204.0245.01 REMOVING STORM SEWER 15-INCH LF
PROJECT 6516-06-71				
CATEGORY 0010				
86+18	LT	STH 76	1	24
		PROJECT TOTAL	1	24

REMOVING GUARDRAIL

STATION	TO	STATION	DIR	LOCATION	204.0165 REMOVING GUARDRAIL LF
PROJECT 6518-06-71					
CATEGORY 0010					
113+78	-	115+20	RT	STH 76	143
114+15	-	115+21	LT	STH 76	105
115+72	-	117+14	LT	STH 76	143
115+72	-	116+77	RT	STH 76	105
432+93	-	434+35	RT	STH 76	142
433+30	-	434+36	LT	STH 76	106
436+20	-	437+11	LT	STH 76	92
436+20	-	437+24	RT	STH 76	104
				PROJECT 6518-06-71 TOTAL	940

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EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION CY	AVAILABLE MATERIAL CY	UNEXPANDED FILL CY	EXPANDED FILL CY FACTOR 1.25	MASS ORDINATE CY +/-	WASTE CY	208.0100 BORROW CY	SPV.0035.01 FOUNDATION BACKFILL CY FACTOR 1.15
PROJECT 6518-00-70										
STH 22	17+71 / 23+12	STH 22	1,000	1,000	21	26	974	974	0	0
USH 45	478+65 / 479+00	USH 45	34	34	7	9	25	25	0	0
STH 76 FROST HEAVE REPAIR	25+52 / 26+60	STH 76	725	725	435	0	725	725	0	500
		PROJECT 6518-00-70 TOTALS	1,759	1,759	463	35	1,724	1,724	0	500
PROJECT 6518-06-71										
STH 76 BEAMGUARD	112+50 / 118+75	STH 76	0	0	52	65	-65	0	65	0
STH 76 BEAMGUARD	431+05 / 439+00	STH 76	0	0	26	33	-33	0	33	0
CULVERT FROST HEAVE GRADING	---	STH 76	4,140	4,140	0	0	4,140	4,140	0	2,550
		PROJECT 6518-06-71 TOTALS	4,140	4,140	78	98	4,043	4,140	98	2,550
PROJECT 6518-07-71										
DIVISION 1										
B-44-198 ROADWAY	362+58 / 365+17	STH 76	546	546	1,409	1,761	-1,215	0	1,215	0
B-44-198 FROST HEAVE GRADING	---	STH 76	261	261	0	0	261	261	0	300
		DIVISION 1 SUBTOTALS	807	807	1,409	1,761	-954	261	1,215	300
DIVISION 2										
C-44-138 ROADWAY	477+84 / 480+35	STH 76	1,051	1,051	1,471	1,839	-788	0	788	0
C-44-138 FROST HEAVE GRADING	---	STH 76	270	270	0	0	270	270	0	310
		DIVISION 2 SUBTOTALS	1,321	1,321	1,471	1,839	-518	270	788	310
		PROJECT 6518-07-71 TOTALS	2,128	2,128	2,880	3,600	-1,472	531	2,003	610
		CONTRACT TOTALS	8,027						2,101	3,660

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PREPARE FOUNDATION FOR ASPHALTIC PAVING

LOCATION	211.0101.01 6518-00-70 EACH	211.0101.02 6518-06-71 EACH	211.0101.03 6518-07-71 EACH
PROJECT 6518-00-70			
CATEGORY 0010			
UNDISTRIBUTED	1	---	---
PROJECT 6518-00-70 TOTAL	1	0	0
PROJECT 6518-06-71			
CATEGORY 0010			
UNDISTRIBUTED	---	1	---
PROJECT 6518-06-71 TOTAL	0	1	0
PROJECT 6518-07-71			
CATEGORY 0010			
UNDISTRIBUTED	---	---	1
PROJECT 6518-07-71 TOTAL	0	0	1
CONTRACT TOTAL	1	1	1

BASE COURSE

STATION TO STATION			LOCATION	305.0110* BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSH TON	624.0100 WATER MGAL
PROJECT 6518-00-70							
CATEGORY 0010							
17+71	-	23+12	STH 22	60	1,150	0	7.3
25+52	-	26+60	STH 76	10	340	110	2.1
26+60	-	28+80	STH 76	10	0	0	0.1
28+80	-	50+01	STH 76	80	0	0	0.5
DRIVEWAYS				50	0	0	0.3
PROJECT 6518-00-70 TOTALS				210*	1,490	110	10.3
PROJECT 6518-06-71							
CATEGORY 0010							
50+01	-	86+10	STH 76	20	0	0	0.1
86+10	-	112+50	STH 76	100	210	0	1.9
112+50	-	115+22	STH 76	10	0	0	0.1
115+71	-	118+50	STH 76	10	0	0	0.1
118+50	-	199+60	STH 76	320	480	0	4.8
199+60	-	207+60	STH 76	50	180	0	1.4
207+60	-	362+58	STH 76	600	370	0	5.8
365+18	-	431+05	STH 76	260	350	0	3.7
431+05	-	434+35	STH 76	10	0	0	0.1
436+18	-	438+75	STH 76	10	0	0	0.1
438+75	-	477+84	STH 76	150	340	0	2.9
480+35	-	696+60	STH 76	840	1,010	0	11.1
86+25 SS REPLACEMENT			STH 76	0	10	0	0.1
DRIVEWAYS			STH 76	40	0	0	0.2
PROJECT 6518-06-71 TOTALS				2,420*	2,950	0	32.4
PROJECT 6518-07-71							
CATEGORY 0010							
362+58	-	365+18	STH 76	200	750	0	5.7
477+84	-	480+35	STH 76	190	730	0	5.5
PROJECT 6518-07-71 TOTALS				390	1,480	0	11.2
CONTRACT TOTALS				3,020*	5,920	110	53.9

* ADDITIONAL QUANTITIES SHOWN IN SIDEWALK TABLE

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COLD IN PLACE RECYCLED ASPHALT

STATION	TO	STATION	ROADWAY	211.0700.S.01 PREPARE FOUNDATION FOR CIR BASE LAYER 6518-00-70 EACH	211.0700.S.02 PREPARE FOUNDATION FOR CIR BASE LAYER 6518-06-71 EACH	211.0800.S BASE REPAIR FOR CIR LAYER CY	327.1000.S CIR ASPHALTIC BASE LAYER SY	455.0770.S ASPHALT STABILIZING AGENT TON	COMMENTS
PROJECT 6518-00-70									
CATEGORY 0010									
26+60	-	50+01	STH 76	---	---	---	9,430	50	4" DEPTH
UNDISTRIBUTED				1	---	80	---	---	4" DEPTH
PROJECT 6518-00-70 TOTALS				1	0	80	9,430	50	
PROJECT 6518-06-71									
CATEGORY 0010									
86+10	-	114+71	STH 76	---	---	---	7,715	41	4" DEPTH
116+22	-	364+00	STH 76	---	---	---	66,555	356	4" DEPTH
364+00	-	433+85	STH 76	---	---	---	18,725	100	4" DEPTH
436+70	-	479+00	STH 76	---	---	---	11,380	61	4" DEPTH
479+00	-	696+80	STH 76	---	---	---	58,330	312	4" DEPTH
UNDISTRIBUTED				---	1	1,300	---	---	4" DEPTH
PROJECT 6518-06-71 TOTALS				0	1	1,300	162,705	870	
CONTRACT TOTALS				1	1	1,380	172,135	920	

CONCRETE SURFACE DRAIN

LOCATION	RDWY	416.1010 CY	COMMENT
PROJECT 6518-06-71			
CATEGORY 0010			
STA 86+25 SS REPLACEMENT	STH 76	1	QTY PROVIDED IF STORM SEWER WORK IMPACTS EXISTING DRAIN
PROJECT 6518-06-71 TOTAL		1	
CONTRACT TOTAL		1	

HMA PAVEMENT PWL TEST STRIP

ROADWAY	460.0105.S VOLUMETRICS EACH	460.0110.S DENSITY EACH	COMMENTS
PROJECT 6518-06-71			
CATEGORY 0010			
STH 76	1	2	
PROJECT TOTALS	1	2	

ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL

STATION	TO	STATION	ROADWAY	465.0475 LF
PROJECT 6518-06-71				
CATEGORY 0010				
101+50	-	115+00	STH 76	1,350
116+00	-	150+50	STH 76	3,450
154+50	-	200+00	STH 76	4,550
208+50	-	254+25	STH 76	4,575
258+25	-	280+65	STH 76	2,240
284+65	-	307+20	STH 76	2,255
311+20	-	352+00	STH 76	4,080
361+00	-	364+00	STH 76	300
364+00	-	407+25	STH 76	4,325
411+25	-	434+10	STH 76	2,285
436+45	-	463+00	STH 76	2,655
467+00	-	472+00	STH 76	500
476+00	-	479+00	STH 76	300
479+00	-	495+80	STH 76	1,680
499+80	-	520+50	STH 76	2,070
524+50	-	580+50	STH 76	5,600
584+50	-	599+50	STH 76	1,500
603+50	-	606+25	STH 76	275
610+25	-	649+00	STH 76	3,875
653+00	-	664+50	STH 76	1,150
668+50	-	679+50	STH 76	1,100
PROJECT 6518-06-71 TOTALS				50,115
CONTRACT TOTALS				50,115

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ASPHALTIC ITEMS

STATION TO STATION	ROADWAY	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0315 ASPHALTIC FLUMES SY	COMMENTS
PROJECT 6518-00-70									
CATEGORY 0010									
17+71 - 23+12	STH 22	90	---	---	175	---	---	---	OVERLAY
17+71 - 23+12	STH 22	170	---	250	165	---	---	---	RECONSTRUCTION
23+71 - 25+52	STH 76	130	---	---	150	---	---	---	
25+52 - 26+60	STH 76	60	---	---	---	170	---	7	FROST HEAVE REPAIR
26+60 - 50+01	STH 76	1,130	1,360	---	---	---	---	---	
26+60 - 28+75	STH 76	10	---	---	---	50	---	---	LT SHOULDER PAVT REPLACEMENT
DRIVEWAYS	STH 76	2	---	---	---	---	5	---	
PROJECT 6518-00-70 TOTALS		1,592	1,360	250	490	220	5	7	
PROJECT 6518-06-71									
CATEGORY 0010									
50+01 - 86+10	STH 76	1,620	1,645	---	---	---	---	---	
86+10 - 115+20	STH 76	1,000	1,200	---	---	---	---	---	
115+72 - 364+00	STH 76	8,140	9,750	---	---	---	---	---	
364+00 - 434+35	STH 76	2,250	2,690	---	---	---	---	---	
436+20 - 479+00	STH 76	1,430	1,715	---	---	---	---	---	
479+00 - 696+80	STH 76	7,140	8,550	---	---	---	---	---	
CROSSDRAIN RPLCMNTS	STH 76	280	---	---	---	1,880	---	---	TEMPORARY PAVEMENT PRIOR TO CIR
NW QUAD PARK ST	STH 76	0.3	---	---	---	1	---	---	CURB RAMPS
NE QUAD PARK ST	STH 76	0.3	---	---	---	2	---	---	CURB RAMPS
NW QUAD HYDE ST	STH 76	0.3	---	---	---	2	---	---	CURB RAMPS
NE QUAD HYDE ST	STH 76	0.6	---	---	---	3	---	---	CURB RAMPS
SW QUAD PEARL ST	STH 76	0.5	---	---	---	2	---	---	CURB RAMPS
SE QUAD PEARL ST	STH 76	0.3	---	---	---	1	---	---	CURB RAMPS
SW QUAD PROSPECT ST	STH 76	0.6	---	---	---	3	---	---	CURB RAMPS
SE QUAD PROSPECT ST	STH 76	0.4	---	---	---	2	---	---	CURB RAMPS
73+89 - 74+10	STH 76	0.3	---	---	---	1	---	---	CURB RAMPS
SW QUAD RAILROAD AVE	STH 76	0.6	---	---	---	3	---	---	CURB RAMPS
SE QUAD RAILROAD AVE	STH 76	0.4	---	---	---	2	---	---	CURB RAMPS
76+54 - 76+71	STH 76	0.2	---	---	---	1	---	---	CURB RAMPS
86+25 SS REPLACEMENT	STH 76	1.4	---	---	---	4	---	---	
DRIVEWAYS	STH 76	18	---	---	---	---	34	---	
CATEGORY 0010 TOTALS		21,884	25,550	0	0	1,907	34	0	
CATEGORY 0020									
51+00 - 86+00	STH 76	190	525	---	---	---	---	---	PARKING LANES
CATEGORY 0020 TOTALS		190	525	0	0	0	0	0	
PROJECT 6518-06-71 TOTALS		22,074	26,075	0	0	1,907	34	0	
PROJECT 6518-07-71									
CATEGORY 0010									
362+58 - 365+18	STH 76	40	---	---	---	280	---	---	TEMPORARY PAVEMENT PRIOR TO CIR
477+84 - 480+35	STH 76	40	---	---	---	270	---	---	TEMPORARY PAVEMENT PRIOR TO CIR
PROJECT 6518-07-71 TOTALS		80	0	0	0	550	0	0	
CONTRACT TOTALS		23,746	27,435	250	490	2,677	39	7	

HMA MIXTURE ACCEPTANCE

STATION TO STATION			ROADWAY	LOCATION	UNDERLAYING SURFACE	MIXTURE USE	BID ITEM	LAYER DEPTH (IN)	TONNAGE	QMP TO BE USED FOR: MIXTURE ACCEPTANCE	QMP TO BE USED FOR: DENSITY ACCEPTANCE
PROJECT 6518-00-70											
CATEGORY 0010											
17+71	-	23+12	STH 22	DRIVING LANE	MILLED ASPH	UPPER	4 MT 58-28 S	2.00	150	QMP AS PER 460	460.2000 INCENTIVE DENSITY
				SHLDS / SIDE ROADS	MILLED ASPH	UPPER	4 MT 58-28 S	2.00	25		
17+71	-	23+12		DRIVING LANE	3 MT 58-28S	UPPER	4 MT 58-28 S	2.00	150		
				SHLDS / SIDE ROADS	3 MT 58-28S	UPPER	4 MT 58-28 S	2.00	15		
				DRIVING LANE	BASE AGG	LOWER	3 MT 58-28S	3.00	230		
				SHLDS / SIDE ROADS	BASE AGG	LOWER	3 MT 58-28S	3.00	20		
23+71	-	25+52	STH 76	DRIVING LANE	4 MT 58-28 S	UPPER	4 MT 58-28 S	1.75	50		
				SHLDS / SIDE ROADS	4 MT 58-28 S	UPPER	4 MT 58-28 S	1.75	55		
				DRIVING LANE	MILLED ASPH	LOWER	4 MT 58-28 S	0.75	20		
				SHLDS / SIDE ROADS	MILLED ASPH	LOWER	4 MT 58-28 S	0.75	25		
26+60	-	50+01	STH 76	DRIVING LANE	4 LT 58-28 S	UPPER	4 LT 58-28 S	1.75	630	460.2010 INCENTIVE AIR VOIDS	460.2005 INCENTIVE DENSITY PWL
				SHLDS / SIDE ROADS	4 LT 58-28 S	UPPER	4 LT 58-28 S	1.75	322		ACCEPTANCE TESTING BY DEPARTMENT
				DRIVING LANE	CIR ASPH	LOWER	4 LT 58-28 S	0.75	270		ACCEPTANCE TESTING BY DEPARTMENT
				SHLDS / SIDE ROADS	CIR ASPH	LOWER	4 LT 58-28 S	0.75	138		ACCEPTANCE TESTING BY DEPARTMENT
PROJECT 6518-06-71											
CATEGORY 0010											
50+01	-	696+80	STH 76	DRIVING LANE	4 LT 58-28 S	UPPER	4 LT 58-28 S	1.75	17,290	460.2010 INCENTIVE AIR VOIDS	460.2005 INCENTIVE DENSITY PWL
				SHLDS / SIDE ROADS	4 LT 58-28 S	UPPER	4 LT 58-28 S	1.75	963		ACCEPTANCE TESTING BY DEPARTMENT
				DRIVING LANE	CIR ASPH	LOWER	4 LT 58-28 S	0.75	7,410		ACCEPTANCE TESTING BY DEPARTMENT
				SHLDS / SIDE ROADS	CIR ASPH	LOWER	4 LT 58-28 S	0.75	413		ACCEPTANCE TESTING BY DEPARTMENT

CLEANING CULVERT PIPES

STATION	DIRECTION	LOCATION	520.8700 CLEANING CULVERT PIPES EA	SPV.0060.04 CLEAN CULVERT END EA	SIZE	LENGTH FT
PROJECT 6518-06-71						
CATEGORY 0010						
167+83	LT/RT	STH 76	---	2	18" CPCS	
331+65	LT/RT	STH 76	1	---	24"X48" CONC BOX	82
347+72	LT/RT	STH 76	---	2	24" CPCS	
		PROJECT 6518-06-71 TOTAL	1	4		
		CONTRACT TOTAL	1	4		

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CULVERT PIPE APRON ENDWALLS

			521.1721	522.1024	522.1030	522.1042	522.1054	522.1060	522.2619	522.2624*	522.2629	522.2634	522.2643
			APRON ENDWALLS						APRON ENDWALLS FOR REINFORCED CONCRETE HORIZONTAL ELLIPTICAL				
			PIPE ARCH SLOPED SIDE DRAINS STEEL 21X15-INCH 6 TO 1	REINFORCED CONCRETE									
				24-INCH	30-INCH	42-INCH	54-INCH	60-INCH	19X30-INCH	24X38-INCH	29X45-INCH	34X53-INCH	43X68INCH
STA	DIR	LOC	EA	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
PROJECT 6518-00-70													
CATEGORY 0010													
19+50	RT	STH 22	1	---	---	---	---	---	---	---	---	---	---
20+25	RT	STH 22	1	---	---	---	---	---	---	---	---	---	---
21+00	RT	STH 22	1	---	---	---	---	---	---	---	---	---	---
PROJECT 6518-00-70 TOTALS			3	0	0	0	0	0	0	0	0	0	0
PROJECT 6518-06-71													
CATEGORY 0010													
99+15	LT/RT	STH 76	---	---	---	---	---	---	2	---	---	---	---
131+24	LT/RT	STH 76	---	---	---	---	---	---	2	---	---	---	---
176+09	LT/RT	STH 76	---	---	---	---	---	---	2	---	---	---	---
189+23	LT/RT	STH 76	---	---	---	---	---	---	---	2	---	---	---
200+88	LT/RT	STH 76	---	---	2	---	---	---	---	---	---	---	---
260+46	LT/RT	STH 76	---	---	---	---	---	---	---	---	4	---	---
273+59	LT/RT	STH 76	---	---	---	---	---	---	---	---	---	4	---
402+41	LT/RT	STH 76	---	2	---	---	---	---	---	---	---	---	---
414+66	LT/RT	STH 76	---	---	---	---	---	---	---	---	2	---	---
452+59	LT/RT	STH 76	---	---	---	---	---	2	---	---	---	---	---
458+68	LT/RT	STH 76	---	---	2	---	---	---	---	---	---	---	---
506+15	LT/RT	STH 76	---	---	---	---	---	---	2	---	---	---	---
514+78	LT/RT	STH 76	---	---	---	---	---	---	2	---	---	---	---
521+43	LT/RT	STH 76	---	---	---	---	---	---	2	---	---	---	---
533+16	LT/RT	STH 76	---	---	---	---	2	---	---	---	---	---	---
544+43	LT/RT	STH 76	---	2	---	---	---	---	---	---	---	---	---
565+50	LT/RT	STH 76	---	---	---	2	---	---	---	---	---	---	---
610+02	LT/RT	STH 76	---	2	---	---	---	---	---	---	---	---	---
626+66	LT/RT	STH 76	---	---	---	---	---	---	---	---	---	---	2
PROJECT 6518-06-71 TOTALS			0	6	4	2	2	2	12	2	6	4	2
CONTRACT TOTALS			3	6	4	2	2	2	12	2*	6	4	2

*ADDITIONAL QUANTITY IN STORM SEWER STRUCTURE TABLE

CULVERT PIPE

STA	DIR	LOC	521.3721 PIPE ARCH CORRGUATED STEEL 21X15-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.0430 CLASS IV 30-INCH LF	522.0442 CLASS IV 42-INCH LF	522.0454 CLASS IV 54-INCH LF	522.0460 CLASS IV 60-INCH LF	522.2343 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL HE-III 43X68-INCH LF	522.2419 HE-IV 19X30-INCH LF	522.2424 HE-IV 24X38-INCH LF	522.2429 HE-IV 29X45-INCH LF	522.2434 HE-IV 34X53-INCH LF	633.5200 CULVERT MARKER ENDS EA	650.6000 CONST. STAKING PIPE CULVERTS EA	MIN THICKNESS IN	FOR INFORMATION ONLY
PROJECT 6518-00-70																	
CATEGORY 0010																	
19+50	RT	STH 22	28	---	---	---	---	---	---	---	---	---	---	---	---	0.064	
20+25	RT	STH 22	40	---	---	---	---	---	---	---	---	---	---	---	---	0.064	
21+00	RT	STH 22	28	---	---	---	---	---	---	---	---	---	---	---	---	0.064	
PROJECT 6518-00-70 TOTALS			96	0	0	0	0	0	0	0	0	0	0	0	0		
PROJECT 6518-06-71																	
CATEGORY 0010																	
99+15	LT/RT	STH 76	---	---	---	---	---	---	---	32	---	---	---	2	1	---	12 JOINT TIES
131+24	LT/RT	STH 76	---	---	---	---	---	---	---	32	---	---	---	2	1	---	12 JOINT TIES
176+09	LT/RT	STH 76	---	---	---	---	---	---	---	28	---	---	---	2	1	---	12 JOINT TIES
189+23	LT/RT	STH 76	---	---	---	---	---	---	---	---	32	---	---	2	1	---	12 JOINT TIES
200+88	LT/RT	STH 76	---	---	50	---	---	---	---	---	---	---	---	2	1	---	12 JOINT TIES
260+46	LT/RT	STH 76	---	---	---	---	---	---	---	---	---	68	---	2	1	---	2 PIPES, 12 JOINT TIES EA
273+59	LT/RT	STH 76	---	---	---	---	---	---	---	---	---	---	64	2	1	---	2 PIPES, 12 JOINT TIES EA
402+41	LT/RT	STH 76	---	62	---	---	---	---	---	---	---	---	---	2	1	---	12 JOINT TIES
414+66	LT/RT	STH 76	---	---	---	---	---	---	---	---	---	46	---	2	1	---	12 JOINT TIES
452+59	LT/RT	STH 76	---	---	---	---	---	48	---	---	---	---	---	2	1	---	12 JOINT TIES
458+68	LT/RT	STH 76	---	---	48	---	---	---	---	---	---	---	---	2	1	---	12 JOINT TIES
506+15	LT/RT	STH 76	---	---	---	---	---	---	---	54	---	---	---	2	1	---	12 JOINT TIES
514+78	LT/RT	STH 76	---	---	---	---	---	---	---	42	---	---	---	2	1	---	12 JOINT TIES
521+43	LT/RT	STH 76	---	---	---	---	---	---	---	42	---	---	---	2	1	---	12 JOINT TIES
533+16	LT/RT	STH 76	---	---	---	---	46	---	---	---	---	---	---	2	1	---	12 JOINT TIES
544+43	LT/RT	STH 76	---	38	---	---	---	---	---	---	---	---	---	2	1	---	12 JOINT TIES
565+50	LT/RT	STH 76	---	---	---	52	---	---	---	---	---	---	---	2	1	---	12 JOINT TIES
610+02	LT/RT	STH 76	---	66	---	---	---	---	---	---	---	---	---	2	1	---	12 JOINT TIES
626+66	LT/RT	STH 76	---	---	---	---	---	---	58	---	---	---	---	2	1	---	12 JOINT TIES
PROJECT 6518-06-71 TOTALS			0	166	98	52	46	48	58	230	32	114	64	38	19		
CONTRACT TOTALS			96	166	98	52	46	48	58	230	32	114	64	38	19		

3

CURB AND GUTTER

LOCATION / STATION TO STATION			DIR	ROADWAY	601.0411 30-INCH TYPE D LF	601.0557 6-INCH SLOPED 36-INCH TYPE D LF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	416.0610 DRILLED TIE BARS EACH	650.5500 CONSTRUCTION STAKING CURB AND GUTTER LF
PROJECT 6518-00-70									
CATEGORY 0010									
21+87	-	22+83	LT	STH 22	176	---	168	---	176
STH 22 and USH 45 SW RADIUS			-	STH 22	75	---	---	---	75
23+94	-	24+19	LT	STH 76	61	---	83	---	61
25+52	-	26+04	LT	STH 76	---	52	---	---	52
PROJECT 6518-00-70 TOTALS					312	52	251	0	364
PROJECT 6518-06-71									
CATEGORY 0010									
NW QUAD PARK ST			-	STH 22	13	---	---	4	13
NE QUAD PARK ST			-	STH 22	16	---	---	2	16
NE QUAD HYDE ST			-	STH 22	16	---	---	2	16
NW QUAD HYDE ST			-	STH 22	36	---	---	2	36
SW QUAD PEARL ST			-	STH 22	32	---	---	4	32
SE QUAD PEARL ST			-	STH 22	16	---	---	4	16
SW QUAD PROSPECT ST			-	STH 22	39	---	---	4	39
SE QUAD PROSPECT ST			-	STH 22	20	---	---	4	20
73+91	-	74+08	LT	STH 22	17	---	---	4	17
SW QUAD RAILROAD AVE			-	STH 22	39	---	---	4	39
SE QUAD RAILROAD AVE			-	STH 22	20	---	---	4	20
76+56	-	76+69	LT	STH 22	13	---	---	4	13
PROJECT 6518-06-71 TOTALS					277	0	0	42	277
CONTRACT TOTALS					589	52	251	42	641

CONCRETE SIDEWALK

LOCATION TO LOCATION			DIR	LOCATION	305.0110* BASE AGGREGATE DENSE 3/4-INCH TON	602.0405 CONCRETE SIDEWALK 4-INCH SY	602.0415 CONCRETE SIDEWALK 6-INCH SY	602.0515 DETECTABLE WARNING FIELD NATURAL PATINA SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
PROJECT 6518-00-70									
CATEGORY 0010									
21+87	-	22+83	LT	STH 22	12	69	---	---	---
23+94	-	24+19	LT	STH 76	4	23	---	---	---
PROJECT 6518-00-70 TOTALS					16*	92	0	0	0
PROJECT 6518-06-71									
CATEGORY 0010									
NW QUAD PARK ST			-	STH 76	3	14	3	10	1
NE QUAD PARK ST			-	STH 76	1	5	3	10	1
NE QUAD HYDE ST			-	STH 76	3	11	5	10	1
NW QUAD HYDE ST			-	STH 76	3	14	6	20	2
SW QUAD PEARL ST			-	STH 76	2	8	5	10	1
SE QUAD PEARL ST			-	STH 76	4	18	7	10	1
SW QUAD PROSPECT ST			-	STH 76	4	18	7	10	1
SE QUAD PROSPECT ST			-	STH 76	4	17	7	10	1
73+91	-	74+08	LT	STH 76	3	13	2	10	1
SW QUAD RAILROAD AVE			-	STH 76	5	2	25	10	1
SE QUAD RAILROAD AVE			-	STH 76	2	---	13	10	1
76+56	-	76+69	LT	STH 76	3	13	2	10	1
PROJECT 6518-06-71 TOTAL					38*	133	85	130	13
CONTRACT TOTALS					54*	225	85	130	13

*ADDITIONAL QUANTITY SHOW IN BASE COURSE TABLE

STORM SEWER PIPE

STRUCTURE FROM	TO	608.0315 REIN. CONC. CLASS III 15-INCH LF	608.2324 REIN. CONC. CLASS HE-III 24X38-INCH LF
PROJECT 6518-06-71			
CAREGORY 0010			
EX MH. STA 86+18	EX OUTFALL	24	---
PROJECT 6518-06-71 TOTALS		24	0
PROJECT 6518-00-70			
CATEGORY 0010			
MH 1	AEW 1.1	---	14
PROJECT 6518-00-70 TOTALS		0	14
CONTRACT TOTALS		24	14

STORM SEWER STRUCTURES

STRUCT NUM	522.2624* APRON ENDWALLS FOR CPRCHE 24X38-INCH EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0627 INLET COVERS TYPE HM EACH	611.2004 MANHOLES 4-FT DIA EACH	611.2006 MANHOLES 6-FT DIA EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
PROJECT 6518-06-71						
CATEGORY 0010						
EX MH, STA 86+18.7, 10.3' LT	---	1	---	1	---	1
PROJECT 6518-06-71 TOTALS	0	1	0	1	0	1
PROJECT 6518-00-70						
CATEGORY 0010						
MH 1	---	---	1	---	1	1
AEW 1.1	1	---	---	---	---	1
PROJECT 6518-00-70 TOTALS	1	0	1	0	1	2
CONTRACT TOTALS	1*	1	1	1	1	3

*ADDITIONAL QUANTITY IN APRON ENDWALL TABLE

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3

LANDSCAPING ITEMS

STATION	TO	STATION	DIR	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIX NO. 30 LB	630.0140 SEEDING MIX NO. 40 LB
PROJECT 6518-00-70											
CATEGORY 0010											
17+71	-	23+12	RT	STH 22	770	0	0	770	0.48	0	13.8
23+71	-	50+01	LT	STH 76	10	0	0	10	0.01	0	0.1
				UNDISTRIBUTED	150	0	0	150	0.11	0	0.1
				PROJECT 6518-00-70 SUBTOTALS	930	0	0	930	0.60	0	14.0
PROJECT 6518-06-71											
CATEGORY 0010											
NW QUAD PARK ST			-	STH 76	20	0	20	0	0.01	0	0.4
NE QUAD PARK ST			-	STH 76	30	0	30	0	0.02	0	0.5
NE QUAD HYDE ST			-	STH 76	30	0	30	0	0.02	0	0.5
NW QUAD HYDE ST			-	STH 76	40	0	40	0	0.03	0	0.8
SW QUAD PEARL ST			-	STH 76	30	0	30	0	0.02	0	0.5
SE QUAD PEARL ST			-	STH 76	20	0	20	0	0.01	0	0.4
SW QUAD PROSPECT ST			-	STH 76	30	0	30	0	0.02	0	0.5
SE QUAD PROSPECT ST			-	STH 76	20	0	20	0	0.01	0	0.3
73+91	-	74+08	LT	STH 76	20	0	20	0	0.01	0	0.4
SW QUAD RAILROAD AVE			-	STH 76	10	0	10	0	0.00	0	0.1
SE QUAD RAILROAD AVE			-	STH 76	10	0	10	0	0.01	0	0.2
76+56	-	76+69	LT	STH 76	20	0	20	0	0.01	0	0.4
86+25 SS REPLACMENT			-	STH 76	20	0	20	0	0.01	0	0.4
112+50	-	115+22	LT	STH 76	140	0	0	140	0.09	2.4	0
112+50	-	115+22	RT	STH 76	130	0	0	130	0.08	2.4	0
115+71		118+50	LT	STH 76	190	0	0	190	0.12	3.4	0
115+71	-	118+50	RT	STH 76	80	0	0	80	0.05	1.4	0
431+05	-	434+35	LT	STH 76	80	0	0	80	0.05	1.4	0
431+05	-	434+35	RT	STH 76	80	0	0	80	0.05	1.4	0
436+18		438+75	LT	STH 76	120	0	0	120	0.07	2.1	0
436+18	-	438+75	RT	STH 76	20	0	0	20	0.01	0.4	0
CULVERT REPLACEMENTS				STH 76	630	0	0	630	0.40	11.4	0
CULVERT END CLEANING				STH 76	0	0	0	5	0.00	0.1	0
				UNDISTRIBUTED	220	0	55	175	0.09	0.6	0
				PROJECT 6518-06-71 SUBTOTALS	1,990	0	355	1,650	1.20	27.0	5.4
PROJECT 6518-07-71											
CATEGORY 0010											
362+58	-	365+18	LT	STH 76	0	1,170	0	1,170	0.74	0	21.1
362+58	-	365+18	RT	STH 76	0	1,200	0	1,200	0.75	0	21.6
477+84	-	480+35	LT	STH 76	0	1,390	0	1,390	0.87	0	25.0
477+84	-	480+35	RT	STH 76	0	1,260	0	1,260	0.79	0	22.7
				UNDISTRIBUTED	0	1,000	0	1,000	0.04	0	0.7
				PROJECT 6518-07-71 SUBTOTALS	0	6,020	0	6,020	3.20	0.0	91.0
				CONTRACT TOTALS	2,920	6,020	355	8,600	5.00	27.0	110.4

GUARDRAIL

STATION	TO	STATION	DIR	ROADWAY	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH
PROJECT 6518-06-71							
CATEGORY 0010							
113+80	-	115+23	RT	STH 76	50.0	39.4	1
114+17	-	115+22	LT	STH 76	12.5	39.4	1
115+69	-	117+12	LT	STH 76	50.0	39.4	1
115+70	-	116+75	RT	STH 76	12.5	39.4	1
432+94	-	434+36	RT	STH 76	50.0	39.4	1
433+31	-	434+36	LT	STH 76	12.5	39.4	1
436+18	-	437+23	LT	STH 76	12.5	39.4	1
436+18	-	437+23	RT	STH 76	12.5	39.4	1
				PROJECT 6518-06-71 TOTALS	212.5	315.2	8
				CONTRACT TOTALS	212.5	315.2	8

3

EROSION CONTROL

STATION	TO	STATION	DIR	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATION EROSION CONTROL EA	628.1910 MBILIZATION EMERGENCY EROSION EA	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECK EACH	628.7570 ROCK BAGS EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
PROJECT 6518-00-70													
CATEGORY 0010													
17+71.00	-	23+12.00	RT	STH 22	---	---	---	---	---	18	---	---	1
23+71.00	-	50+01.00	LT	STH 76	80	80	---	---	15	4	---	---	---
				UNDISTRIBUTED	20	20	2	2	15	3	---	---	---
				PROJECT 6518-00-70 SUBTOTAL	100	100	2	2	30	25	0	0	1
PROJECT 6518-06-71													
CATEGORY 0010													
NW QUAD PARK ST			-	STH 76	---	---	---	---	---	---	---	---	---
NE QUAD PARK ST			-	STH 76	---	---	---	---	---	---	---	1	---
NE QUAD HYDE ST			-	STH 76	---	---	---	---	---	---	---	1	---
NW QUAD HYDE ST			-	STH 76	---	---	---	---	---	---	---	1	---
SW QUAD PEARL ST			-	STH 76	---	---	---	---	---	---	---	2	---
SE QUAD PEARL ST			-	STH 76	---	---	---	---	---	---	---	1	---
SW QUAD PROSPECT ST			-	STH 76	---	---	---	---	---	---	---	2	---
SE QUAD PROSPECT ST			-	STH 76	---	---	---	---	---	---	---	1	---
73+91	-	74+08	LT	STH 76	---	---	---	---	---	---	---	1	---
SW QUAD RAILROAD AVE			-	STH 76	---	---	---	---	---	---	---	2	---
SE QUAD RAILROAD AVE			-	STH 76	---	---	---	---	---	---	---	1	---
76+56	-	76+69	LT	STH 76	---	---	---	---	---	---	---	1	---
112+50	-	115+22	LT	STH 76	260	260	---	---	---	---	---	---	---
112+50	-	115+22	RT	STH 76	270	270	---	---	---	---	---	---	---
115+71		118+50	LT	STH 76	280	280	---	---	---	---	---	---	---
115+71	-	118+50	RT	STH 76	300	300	---	---	---	---	---	---	---
431+05	-	434+35	LT	STH 76	300	300	---	---	---	---	---	---	---
431+05	-	434+35	RT	STH 76	190	190	---	---	---	---	---	---	---
436+18		438+75	LT	STH 76	250	250	---	---	---	---	---	---	---
436+18	-	438+75	RT	STH 76	280	280	---	---	---	---	---	---	---
CULVERT REPLACEMENTS				STH 76	---	---	---	---	---	95	---	---	---
				UNDISTRIBUTED	530	530	2	1	---	5	50	---	---
				PROJECT 6518-07-71 SUBTOTAL	2,660	2,660	2	1	0	100	50	14	0
PROJECT 6518-07-71													
CATEGORY 0010													
362+58	-	365+18	LT	STH 76	400	400	---	---	15	---	---	---	---
362+58	-	365+18	RT	STH 76	400	400	---	---	30	---	---	---	---
477+84	-	480+35	LT	STH 76	200	200	---	---	30	---	---	---	---
477+84	-	480+35	RT	STH 76	400	400	---	---	30	---	---	---	---
				UNDISTRIBUTED	350	350	2	1	15	---	50	---	---
				PROJECT 6518-07-70 SUBTOTAL	1,750	1,750	2	1	120	0	50	0	0
				CONTRACT TOTALS	4,510	4,510	6	4	150	125	100	14	1

3

PERMANENT SIGNING, TYPE II

ALL QUANTITIES IN THIS TABLE ARE PROJECT 6185-00-70 CATEGORY 0010

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	634.0612 POSTS WOOD 4x6x12 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1	STH 22, W. OF USH 45	J3-4	---	---	---	---	2	1	---	2	
1A	"	R3-8ER	30" X 36"	7.50	---	1	---	---	---	---	
2	"	R1-1	---	---	---	1	---	1	---	1	
3	"	J13-1	---	---	---	---	---	---	---	---	HOSPITAL
4	"	W12-1R	---	---	1	---	---	1	---	1	
5	"	R1-1	---	---	---	---	---	3	---	---	MOUNT TO FLASHER POLE, INCLUDES R6-3 BELOW R1-1, INCLUDES R4-7 ON BACK OF R6-3
6	STH 76, E. OF USH 45	R1-1	---	---	---	---	---	3	---	---	MOUNT TO FLASHER POLE, INCLUDES R6-3 BELOW R1-1, INCLUDES R4-7 ON BACK OF R6-3
6A	"	R3-8ER	30" X 36"	7.50	---	1	---	---	---	---	
6B	"	W8-1	---	---	---	---	---	3	1	---	
	TOTALS			**15**	**1**	**3**	**2**	**12**	**1**	**4**	

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

ALL QUANTITIES IN THIS TABLE ARE PROJECT 6185-06-71 CATEGORY 0010

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
7	PARK ST	R1-1	---	---	---	1	---	1	---	1	IF POST DAMAGED, REPLACE
8	PEARL ST	R1-1	---	---	---	---	---	1	---	---	
9	HYDE ST	R1-1	---	---	---	---	---	1	---	---	
10	PROSPECT ST	R1-1	---	---	---	---	---	1	---	---	
11	RAILROAD AVE	R1-1	---	---	---	---	---	1	---	---	
	TOTALS			**0**	**0**	**1**	**0**	**5**	**0**	**1**	

3

TRAFFIC CONTROL

	LOCATION	APPROX. SERVICE PERIOD DAYS	643.0300 DRUMS NO.	DAYS	643.0410 BARRICADES TYPE II NO.	DAYS	643.0420 BARRICADES TYPE III NO.	DAYS	643.0705 WARNING LIGHTS TYPE A NO.	DAYS	643.0900 SIGNS NO.	DAYS	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP NO.	DAYS	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	NOTES
PROJECT 6518-00-70																		
CATEGORY 0010																		
DETOUR	STH 22/CTH T	45		--		--	8	360	16	720	3	135	--		--	--	--	NOTE 1
	STH 22 SIDEROADS	45		--		--	10	450	20	900	10	450	--		--	--	--	
	STH 22/STH 45 NB LEFT LANE CLOSURE	45	15	675		--	1	45	2	90	4	180	--		--	--	--	
	STH 22/STH 45 SB RIGHT LANE CLOSURE	45	26	1,170		--	1	45	2	90	4	180	--		--	--	--	
	STH 22/STH 45/STH 76	45		--		--	6	270	12	540	1	45	--		--	--	--	
	PROJECT 6518-00-70 SUBTOTALS			1,845		0		1,170		2,340		990	0		0	0	0	
	UNDISTRIBUTED			185		0		117		234		99	0	0	0	0	0	
	PROJECT 6518-00-70 TOTALS			2,030		0		1,287		2,574		1,089	0	0	0	0	0	
PROJECT 6518-06-71																		
CATEGORY 0010																		
PEDESTRIAN TRAFFIC CONTROL	STAGE 1	14	45	630	5	70		--	5	70	28	392	150	6	84	60	162	
	STAGE 2	14	90	1,260		--		--	0	--	26	364	--	6	84	--	144	
	PROJECT 6518-06-71 SUBTOTALS			1,890		70		0		70		756	150		168	60	306	
	UNDISTRIBUTED			189		7		0		7		76	15		17	6	31	
	PROJECT 6518-06-71 TOTALS			2,079		77		0		77		832	165		185	66	337	
PROJECT 6518-07-71																		
CATEGORY 0010																		
DETOUR NOTE 2	STH 76 AT STH 22/STH 45	185		--		--	1	185	2	370	7	1,295	--		--	--	--	NOTE 1
	STH 76	185		--		--	28	5,180	56	10,360	16	2,960	--		--	--	--	
	STH 76 CULVERT REPLACEMENTS	13		--		--	10	130	20	260	8	104	--		--	--	--	
	STH 76 AT STH 54	185		--		--	1	185	2	370	5	925	--		--	--	--	
	STH 76 SIDEROADS	185		--		--	132	24,420	264	48,840	198	36,630	--		--	--	--	
	PROJECT 6518-07-71 SUBTOTALS			0		0		30,100		60,200		41,914	0		0	0	0	
	UNDISTRIBUTED			0		0		3,010		6,020		4,191	0		0	0	0	
	PROJECT 6518-07-71 TOTALS			0		0		33,110		66,220		46,105	0		0	0	0	

NOTES
1. ADDITIONAL QUANITIES FOR DETOUR ON TRAFFIC CONTROL DETOUR SIGN SUMMARY SHEETS
2. 2023 DETOUR DURATION = 89 DAYS, 2024 DETOUR DURATION = 96 DAYS, 185 DAYS TOTAL

ALL QUANTITIES ON THIS SHEET ARE

PROJECT 6185-00-70

CATEGORY 0010

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY STH 22

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 45 DAYS	643.0900 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 LIGHTS TYPE A DAYS	643.1000 FIXED MESSAGE SIGN SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 22, W. OF CTH T, PLACE 1000' W. OF CTH T INTERSECTION	W 20-2A	48"X48"	1	45	45							
2	STH 22, W. OF CTH T, PLACE 500' W. OF CTH T INTERSECTION	MO 4-8	24"X12"	1	45	45							
	"	M 3-1	24"X12"	1	45	45							
	"	M 1-6	24"X24"	1	45	45							22
	"	MO 5-1L	21"X21"	1	45	45							
2A	STH 22, W. OF CTH T, PLACE 250, W. OF CTH T INTERSECTION	M 4-8A	24"X18"	1	45	45							
	"	M 1-6	24"X24"	1	45	45							22
3	STH 22, AT CTH T, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH T INTERSECTION	MO 4-8	24"X12"	1	45	45							
	"	M 3-1	24"X12"	1	45	45							
	"	M 1-6	24"X24"	1	45	45							22
	"	MO 6-1	21"X21"	1	45	45							LEFT
4	STH 22, AT CTH T, PLACE IN ROADWAY IN SE QUADRANT OF INTERSECTION	R 11-3	60"X30"	1	45	45	45	90					3 1/2 MILES AHEAD
	"	M 4-9L	30"X24"	1	45	45							
5	CTH T, AT STH 22, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	45	45							LEFT
6	STH 22, E. OF CTH T, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
7	CTH T, AT STH 22, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	45	45							RIGHT
8	CTH T, N. OF STH 22, PLACE RIGHT OF EXISTING M1-4A SIGN	MO 4-8	24"X12"	1	45	45							
	"	M 3-1	24"X12"	1	45	45							
	"	M 1-6	24"X24"	1	45	45							22
9	CTH T, N. OF STH 22, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8	24"X12"	1	45	45							
		M 3-3	24"X12"	1	45	45							
		MO 5-1R	21"X21"	1	45	45							
10	CTH O, W. OF US 45/STH 22, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8	24"X12"	1	45	45							
	"	M 3-3	24"X12"	1	45	45							
	"	MO 5-1L	21"X21"	1	45	45							
10A	H O, W. OF US 45/STH 22, PLACE 250' W. OF US 45/STH 22 INTERSECTI	MO 4-8	24"X12"	1	45	45							
	"	M 3-3	24"X12"	1	45	45							
	"	M 1-6	24"X24"	1	45	45							22
11	CTH O, AT US 45/STH 22, PLACE RIGHT OF EXISTING J13-1 SIGN AT US 45 INTERSECTION	M 3-1	24"X12"	1	45	45							
	"	M 1-6	24"X24"	1	45	45							22
	"	MO 6-1	21"X21"	1	45	45							LEFT
12	US 45/STH 22, AT CTH O, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH O INTERSECTION	MO 4-8	36"X18"	1	45	45							
	"	M 3-1	36"X18"	1	45	45							
	"	M 1-6	36"X36"	1	45	45							22
	"	MO 6-1	30"X30"	1	45	45							RIGHT
13	STH 22, AT CTH O, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF INTERS	M 1-6	24"X24"	1	45	45	45	90					22
	"	R 11-3	60"X30"	1	45	45							4 1/4 MILES AHEAD
	"	M 4-9R	30"X24"	1	45	45							
14	US 45/STH 22, N. OF CTH O, PLACE 750' N. OF CTH O INTERSECTION	MO 4-8	36"X18"	1	45	45							
	"	M 3-1	36"X18"	1	45	45							
	"	M 1-6	36"X36"	1	45	45							22
	"	MO 5-1R	30"X30"	1	45	45							
15	US 45/STH 22, N. OF CTH O, PLACE 1500' N. OF CTH O INTERSECTION	FMS	84"X36"	1					21				SEE SIGN DETAIL SHEET
16	US 45/STH 22, N. OF CTH O, PLACE 2250' N. OF CTH O INTERSECTION	M 3-3	36"X18"	1	45	45							
	"	M 1-6	36"X36"	1	45	45							22
	"	W 20-2A	48"X48"	1	45	45							
	PAGE SUBTOTALS			45		1,980	90	180	21	0		1	

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

ALL QUANTITIES ON THIS SHEET ARE
PROJECT 6185-00-70
CATEGORY 0010

3

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY STH 22

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 45 DAYS	643.0900 DETOUR SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 LIGHTS TYPE A DAYS	643.1000 FIXED MESSAGE SIGN SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
17	US 45/STH 22, AT CTH O, PLACE AT RIGHT TURN LANE TAPER POINT	MO 4-8	36"X18"	1	45	45							
	"	M 3-3	36"X18"	1	45	45							
	"	M 1-6	36"X36"	1	45	45							22
	"	MO 6-1	30"X30"	1	45	45							LEFT
18	US 45, S. OF CTH O, COVER EXISTING J4-2 SIGN AS SHOWN										1	1	COVER "SOUTH 22"
19	US 45/STH 22, S. OF CTH O, PLACE 750' S. OF CTH O INTERSECTION	MO 4-8	36"X18"	1	45	45							
	"	M 3-3	36"X18"	1	45	45							
	"	M 1-6	36"X36"	1	45	45							22
	"	MO 5-1L	30"X30"	1	45	45							
20	US 45/STH 22, N. OF STH 22, COVER EXISTING J2-3 SIGN AS SHOWN										1	1	COVER "SOUTH 22 ADV RT"
21	US 45/STH 22, N. OF STH 22, COVER EXISITNG D1-3 SIGN AS SHOWN										1	1	COVER "MANAWA RT"
22	US 45/STH 22, AT STH 22, COVER EXISTING J3-2 SIGN AS SHOWN										1	1	COVER "SOUTH 22 RT"
23	STH 76, E. OF US 45/STH 22, MODIFY EXISTING J3-4 SIGN AS SHOWN	MO 4-8	24"X12"	1	45	45							
	"	MO 6-1	21"X21"	1	45	45							RIGHT
24	STH 76, E. OF US 45/STH 22, MODIFY EXISTING D1-3 SIGN AS SHOWN	FMS	9.5"X9.5"						0.63				
25	STH 22, W. OF US 45, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
26	H 22, W. OF US 45, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATI	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
27	H 22, E. OF CTH T, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATI	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
28	STH 22, AT US 45, PLACE IN MIDDLE OF ROADWAY OF STH 22	R 11-4	60"X30"	1	45	45	45	90					
	"	M 4-9R	30'X24"	1	45	45							
29	VACANT												
30	, AT STH 22, MODIFY EXISTING J3-3 SIGN AS SHOWN AT STH 22 INTERSE	MO 4-8	24"X12"	1	45	45							
	"	MO 6-1	21"X21'	1	45	45							AHEAD
31	US 45, S. OF STH 22, MODIFY EXISTING D1-3 SIGN AS SHOWN	FMS	9.5"X9.5"						0.63				
32	US 45, S. OF STH 22, MODIFY EXISTING J2-4 SIGN AS SHOWN	MO 4-8	24"X12"	1	45	45							
	"	MO 6-1	21"X21"	1	45	45							
33	US 45, S. OF STH 22, PLACE 1500' S. OF STH 22 INTERSECTION	M 3-3	24"X12"	1	45	45							
	"	M 1-6	24"X24"	1	45	45							
	"	W 20-2A	48"X48"	1	45	45							
	PAGE SUBTOTALS			21		855	45	90	1	14		5	
	STH 22 DETOUR TOTALS			**66**		**2,835**	**135**	**270**	**22.26**	**14**		**6**	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

ALL QUANTITIES ON THIS SHEET ARE

PROJECT 6185-06-71

CATEGORY 0010

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY STH 76

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 185 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 54/76, BETWEEN STH 76, PLACE E. OF WOLF RIVER	M 1-6	24"X24"	1	185	185						76
	"	W 20-2A	48"X48"	1	185	185						
2	STH 54/76, BETWEEN STH 76, MODIFY EXISTING J2-2 SIGN AS SHOWN	MO 4-8	24"X12"	1	185	185						
	"	MO 6-1	21"X21"	1	185	185						AHEAD
3	STH 54/76, BETWEEN STH 76, COVER EXISTING J2-1 SIGN AS SHOWN									1	1	COVER "BEAR CREEK"
4	STH 54/76, BETWEEN STH 76, MODIFY EXISTING J13-2 SIGN AS SHOWN	MO 4-8	24"X12"	1	185	185						
	"	MO 6-1	21"X21"	1	185	185						AHEAD
5	STH 76, AT STH 54, PLACE ON RIGHT SHOULDER IN NE QUADRANT OF INTERSECTION	R 11-3B	60"X30"	1	185	185	185	370				4 MILES AHEAD
	"	M 4-9L	30"X24"	1	185	185						
6	STH 76, N. OF STH 54, COVER EXISTING J4-1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
7	STH 76, N. OF STH 54, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
8	STH 54, W. OF STH 76, PLACE RIGHT OF EXISTING J4-2 SIGN	MO 4-8	24"X12"	1	185	185						
	"	M 3-1	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
9	STH 54, W. OF STH 76, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8A	24"X18"	1	185	185						
10	STH 54, E. OF CTH M, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	185	185						
	"	M 3-1	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
	"	MO 6-1	21"X21"	1	185	185						AHEAD
11	STH 54, W. OF CTH M, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	185	185						
	"	M 3-3	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
	"	MO 6-1	21"X21"	1	185	185						AHEAD
12	STH 54, E. OF US 45, PLACE RIGHT OF EXISTING J2-3 SIGN	MO 4-8	24"X12"	1	185	185						
	"	M 3-1	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
	"	MO 5-1L	21"X21"	1	185	185						
13	STH 54, E. OF US 45, PLACE RIGHT OF EXISTING J3-2 SIGN	MO 4-8	24"X12"	1	185	185						
	"	M 3-1	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
	"	MO 6-1	21"X21"	1	185	185						LEFT
14	STH 54, E. OF US 45, PLACE RIGHT OF EXISTING D1-3 SIGN	MO 4-8	24"X12"	1	185	185						
	"	M 3-3	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
	"	MO 6-1	21"X21"	1	185	185						AHEAD
15	US 45 OFF-RAMP TO STH 54, PLACE 200' N. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	185	185						
	"	M 3-3	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
	"	MO 6-1	21"X21"	1	185	185						LEFT
	PAGE SUBTOTALS			37		6,660	185	370	7		2	

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

ALL QUANTITIES ON THIS SHEET ARE

PROJECT 6185-06-71

CATEGORY 0010

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY STH 76

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 185 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
16	US 45 OFF-RAMP TO STH 54, PLACE 950' N. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	185	185						
	"	M 3-3	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
	"	MO 5-1L	21"X21"	1	185	185						
17	US 45, AT STH 54 EXIT, PLACE LEFT OF EXISTING TYPE I SIGN	MO 4-8	24"X12"	1	185	185						
	"	M 3-3	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
	"	MO 6-2	21"X21"	1	185	185						TILT RIGHT
18	US 45, N. OF STH 54 EXIT, PLACE 1/4 MILE N. OF STH 54 EXIT	MO 4-8	24"X12"	1	185	185						
	"	M 3-3	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
	"	MO 5-2R	21"X21"	1	185	185						
19	US 45, S. OF CTH WW, PLACE RIGHT OF EXISTING J3-1 SIGN	MO 4-8	24"X12"	1	185	185						
	"	M 3-1	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
	"	MO 6-1	21"X21"	1	185	185						AHEAD
20	US 45, N. OF CTH WW, PLACE RIGHT OF EXISTING J3-1 SIGN	MO 4-8	24"X12"	1	185	185						
	"	M 3-3	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
	"	MO 6-1	21"X21"	1	185	185						AHEAD
21	US 45, S. OF STH 76, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8A	24"X18"	1	185	185						
22	US 45, S. OF STH 76, COVER EXISTING J3-4 SIGN AS SHOWN									1	1	COVER "SOUTH 76 ADV RT"
23	US 45, S. OF STH 76, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "BEAR CREEK"
24	US 45, AT STH 76, COVER EXISTING J3-3 SIGN AS SHOWN									1	1	COVER "SOUTH 76 RT"
25	US 45, S. OF STH 76, PLACE RIGHT OF EXISTING J4-2 SIGN	MO 4-8	24"X12"	1	185	185						
	"	M 3-3	24"X12"	1	185	185						
	"	M 1-6	24"X24"	1	185	185						76
26	STH 22, AT US 45, MODIFY EXISTING J3-4 SIGN AS SHOWN	MO 4-8	24"X12"	1	185	185						
	"	MO 6-1	21"X21"	1	185	185						RIGHT
27	STH 22, W. OF US 45, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "BEAR CREEK"
28	STH 76, AT US 45, PLACE ON RIGHT SHOULDER IN SE QUADRANT OF INTERSECTION	R 11-3B	60"X30"	1	185	185	185	370				8 1/2 MILES AHEAD
	"	M 4-9R	30"X24"	1	185	185						
29	STH 76, E. OF US 45, COVER EXISTING J4-1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
30	US 45/STH 22, N. OF STH 76, MODIFY EXISTING J3-2 SIGN	MO 4-8	24"X12"	1	185	185						
	"	MO 6-1	21"X21"	1	185	185						AHEAD
31	US 45/STH 22, N. OF STH 76, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "BEAR CREEK"
32	US 45/STH 22, N. OF STH 76, MODIFY EXISTING J2-3 SIGN AS SHOWN	MO 4-8	24"X12"	1	185	185						
	"	MO 6-1	21"X21"	1	185	185						AHEAD
33	US 45/STH 22, N. OF STH 76, PLACE 1500' N. OF STH 76 INTERSECTION	M 1-6	24"X24"	1	185	185						76
	"	W 20-2A	48"X48"	1	185	185						
34	STH 76, E. OF US 45, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
	PAGE SUBTOTALS			35		6,290	185	370	7		6	
	STH 76 DETOUR TOTALS			**72**		**12,950**	**370**	**740**	**14**		**8**	

3

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

3

PAVEMENT MARKING

STATION	TO	STATION	ROADWAY	PAVEMENT CONSTRUCTION	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH	643.3120 TEMPORARY MARKING LINE EPOXY		646.1020 MARKING LINE EPOXY	646.3020 MARKING LINE EPOXY	646.1040 MARKING LINE GROOVED WET REF EPOXY	646.3040 MARKING LINE GROOVED WET REF EPOXY	646.5020 MARKING ARROW EPOXY	646.6120 MARKING STOP LINE EPOXY 18-INCH	646.7120 MARKING DIAGONAL EPOXY 12-INCH	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	646.8120 MARKING CURB EPOXY	646.8220 MARKING ISLAND NOSE EPOXY	SPV.0090.01 TEMPORARY MARKING LINE PAINT 6-INCH TRANSVERSE SPECIAL	NOTE
						4-INCH		4-INCH	8-INCH	4-INCH	8-INCH								
					(YELLOW)	(YELLOW)	(WHITE)	(YELLOW)	(WHITE)	(WHITE)		(WHITE)	(WHITE)	(YELLOW)	(WHITE)	(YELLOW)	(YELLOW)	(WHITE)	
					LF	LF	LF	LF	LF	LF	LF	EA	LF	LF	LF	LF	EA	LF	
PROJECT 6518-00-70																			
CATEGORY 0010																			
11+71	-	23+35	STH 22	FULL RECON	---	---	---	1,710	122	960	---	4	33	110	---	---	2	---	
23+35	-	26+60	STH 76	MILL/OVERLAY	1,290	440	---	470	120	290	---	4	30	30	---	32	4	---	
26+60	-	50+01	STH 76	CIR	2,940	1,130	---	1,130	---	4,680	---	---	---	---	---	---	---	---	
WINTER 2023 TEMP MARKING			STH 76	FROST HEAVE REPAIR	---	250	160	---	---	---	---	---	---	---	---	---	---	---	
PROJECT 6518-00-70 TOTALS					4,230	1,980		3,310	242	5,930	0	8	63	140	0	32	6	0	
PROJECT 6518-06-71																			
CATEGORY 0010																			
50+01	-	86+10	STH 76	MILL/OVERLAY	1,380	530	---	2,970	---	1,080	---	---	---	---	340	---	---	340	1
86+10	-	364+00	STH 76	CIR	40,360	14,580	---	14,580	---	54,460	170	---	---	---	---	---	---	---	
364+00	-	479+00	STH 76	CIR	28,700	8,940	---	8,940	---	22,670	40	---	---	---	---	---	---	---	
479+00	-	696+80	STH 76	CIR	41,540	13,890	---	13,890	---	42,290	---	---	---	---	---	---	---	---	
WINTER 2023 TEMP MARKING			STH 76	CULVERT REPLACMENTS	---	1,100	3,360	---	---	---	---	---	---	---	---	---	---	---	
PROJECT 6518-06-71 TOTALS					111,980	42,400		40,380	0	120,500	210	0	0	0	340	0	0	340	
CONTRACT TOTALS					116,210	44,380		43,690	242	126,430	210	8	63	140	340	32	6	340	

*NOTE 1 - TEMPORARY CENTERLINE MARKING NOT REQUIRED FROM STA 56+50-86+10

3

CONDUIT RIGID NONMETALLIC SCHEDULE 40

FROM	TO	652.0225 2-INCH LF
PROJECT 6518-00-70		
CATEGORY 0010		
PB5	FB1	15
PB8	PB9	10
PB9	PB10	70
PB10	PB11	35
PB11	FB2	30
PB11	PB12	10
PROJECT 6518-00-70 TOTAL		170
CONTRACT TOTAL		170

PULL BOXES STEEL

LOCATION	653.0140 24x42-INCH EACH	653.0905 REMOVING PULLBOXES EACH
PROJECT 6518-00-70		
CATEGORY 0010		
STH 45 & STH 76 INTERSECTION	2	3
PROJECT 6518-00-70 TOTALS	2	3
CONTRACT TOTALS	2	3

CONCRETE BASES

LOCATION	204.0195 REMOVING EACH	654.0101 TYPE 1 EACH
PROJECT 6518-00-70		
CATEGORY 0010		
STH 45 & STH 76 INTERSECTION	2	2
PROJECT 6518-00-70 TOTALS	2	2
CONTRACT TOTALS	2	2

3

TRAFFIC SIGNALS

LOCATION	657.0100 PEDESTAL BASES EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	658.0171 TRAFFIC SIGNAL FACE 1S 12-INCH EACH	658.5070 SIGNAL MOUNTING HARDWARE (STH 45 & STH 76) EACH	SPV.0060.03 REMOVE FLASHING BEACON (STH 45 & STH 76) EACH
PROJECT 6518-00-70					
CATEGORY 0010					
STH 45 & STH 76 INTERSECTION	2	2	2	1	1
PROJECT 6518-00-70 TOTALS	2	2	2	1	1
CONTRACT TOTALS	2	2	2	1	1

TRAFFIC SIGNAL CABLE

FROM	TO	655.0230 5-14 AWG LF	HEAD NO.	655.0230 BASE TO HEAD 5-14 AWG LF
PROJECT 6518-00-70				
CATEGORY 0010				
CB1	FB1	326	1	15
CB1	FB2	228	2	15
PROJECT 6518-00-70 TOTAL			584	
CONTRACT TOTAL			584	

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

FROM	TO	655.0515 (EQUIPMENT GROUNDING CONDUCTOR) (GREEN) LF
PROJECT 6518-00-70		
CATEGORY 0010		
CB1	FB1	326
CB1	PB1	62
CB1	PB2	122
FB1	PB3	173
FB1	PB4	82
FB1	PB5	37
FB1	PB6	90
FB1	PB7	164
FB1	PB8	224
FB1	FB2	438
FB2	PB9	178
FB2	PB10	96
FB2	PB11	49
FB2	PB12	102
FB2	CB1	228
PROJECT 6518-00-70 TOTAL		2371
CONTRACT TOTAL		2371

CONSTRUCTION STAKING

STATION TO STATION			LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.6501.01 STRUCTURE LAYOUT B-44-471 EACH	650.6501.02 STRUCTURE LAYOUT C-44-138 EACH	650.8000 RESURFACING REFERENCE LF	650.9911.01 SUPPLEMENTAL CONTROL 6518-00-70 EACH	650.9911.02 SUPPLEMENTAL CONTROL 6518-06-71 EACH	650.9911.03 SUPPLEMENTAL CONTROL 6518-07-71 EACH	650.9920 SLOPE STAKES LF
PROJECT 6518-00-70												
CATEGORY 0010												
17+71	-	23+12	STH 22	541	541	---	---	541	---	---	---	541
23+81	-	25+52	STH 76	---	---	---	---	171	---	---	---	---
25+52	-	26+60	STH 76	108	108	---	---	108	---	---	---	108
26+60	-	50+01	STH 76	---	---	---	---	2,341	---	---	---	---
UNDISTRIBUTED				---	---	---	---	---	1	---	---	---
PROJECT 6518-00-70 TOTALS				649	649	0	0	3,161	1	0	0	649
PROJECT 6518-06-71												
CATEGORY 0010												
50+01	-	86+10	STH 76	---	---	---	---	3,609	---	---	---	---
86+10	-	115+20	STH 76	260	260	---	---	2,910	---	---	---	260
115+72	-	364+00	STH 76	303	303	---	---	24,828	---	---	---	303
364+00	-	434+35	STH 76	285	285	---	---	7,035	---	---	---	285
436+20	-	479+00	STH 76	280	280	---	---	4,280	---	---	---	280
479+00	-	696+80	STH 76	---	---	---	---	21,780	---	---	---	---
UNDISTRIBUTED				---	---	---	---	---	---	1	---	---
PROJECT 6518-06-71 TOTALS				1,128	1,128	0	0	64,442	0	1	0	1,128
PROJECT 6518-07-71												
CATEGORY 0010												
362+58	-	365+18	STH 76	260	260	1	---	---	---	---	---	260
477+84	-	480+35	STH 76	251	251	---	1	---	---	---	---	251
UNDISTRIBUTED				---	---	---	---	---	---	---	1	---
PROJECT 6518-07-71 TOTALS				511	511	1	1	0	0	0	1	511
CONTRACT TOTALS				2,288	2,288	1	1	67,603	1	1	1	2,288

NOTE: CONSTRUCTION STAKING STORM SEWER, CULVERTS, CURB RAMPS, AND CURB AND GUTTER IN RESPECTIVE TABLES.

3

SAWING

STATION	TO	STATION	ROADWAY	690.0150 ASPHALT LF	690.0250 CONCRETE LF	COMMENTS
PROJECT 6518-00-70						
CATEGORY 0010						
17+71	-	23+12	STH 22	710	---	SAW CUTS NOT PAID AT BUTT JOINT VERTICAL FACE
23+71	-	25+52	STH 76	50	---	
26+60	-	50+01	STH 76	255	---	
		PROJECT 6518-00-70 TOTALS		1,015	0	
PROJECT 6518-06-71						
CATEGORY 0010						
50+01	-	86+10	STH 76	---	---	SAW CUTS NOT PAID AT BUTT JOINT VERTICAL FACE
86+10	-	115+20	STH 76	110	---	
115+72	-	362+58	STH 76	295	---	
365+18	-	434+35	STH 76	95	---	
436+20	-	477+84	STH 76	95	---	
480+35	-	696+80	STH 76	385	---	
112+65	-	118+25	STH 76	385	---	BEAM GUARD TAPERS
432+00	-	438+50	STH 76	345	---	
86+25 SS REPLACEMENT			STH 76	50	---	
CURB RAMPS			STH 76	425	130	
		PROJECT 6518-06-71 TOTALS		2,185	130	
		CONTRACT TOTALS		3,200	130	

INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM

STRUCTURE	ROADWAY	999.2000.S.01 STA 479+25 EACH
PROJECT 6518-07-71		
CATEGORY 0010		
B-44-138	STH 76	1
PROJECT 6518-07-71 TOTAL		1
CONTRACT TOTAL		1

Document #: 901402
Date: 12-03-2021 Time: 9:42 AM Pages: 2
Fee: $25.00 County: WAUPACA State: WI

MICHAEL MAZEMKE - REGISTER OF DEEDS
The above recording information verifies this document has been electronically recorded and returned to the submitter

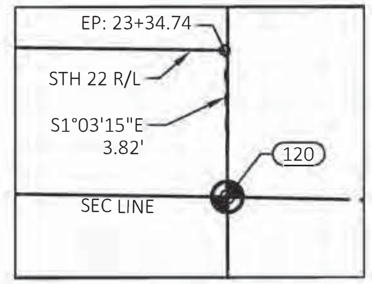
TRANSPORTATION PROJECT PLAT NO: 6518-06-21 - 4.01

PART LOTS 1 AND 2, VOL 24, CERTIFIED SURVEY MAP, PG 173, MAP 6689, DOCUMENT 736059, WITHIN AND INCLUDING PART OF THE UNPLATTED LANDS IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, SECTION 25, T24N-R14E, TOWN OF BEAR CREEK, WAUPACA COUNTY, WISCONSIN.

RELOCATION ORDER STH 76 Shiocton - Bear Creek STH 54 - USH 45 WAUPACA COUNTY / OUTAGAMIE COUNTY

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

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



DETAIL "A"
NOT TO SCALE

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TRANSFER OF LAND INTERESTS TO THE D.O.T.

SCHEDULE OF LANDS AND INTERESTS						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	R/W NEW (ACRES)	R/W EXIST (ACRES)	R/W TOTAL (ACRES)	TLE (ACRES)
1	KEVIN KRIEWALDT AND LISA KRIEWALDT	TLE	0.000	0.000	0.000	0.009
2	TIM L HANSEN	FEE & TLE	0.015	0.082	0.097	0.013
3	TIM L HANSEN AND PATRICIA L HANSEN	FEE & TLE	0.026	0.000	0.026	0.032

RIGHT OF WAY IS BASED ON STH 22 R/W PROJECT S 035(2), USH 45 R/W PROJECT 1140-00-20 AND WAUPACA COUNTY CSM 6689.

ACCESS CONTROL PER CSM 5374 AND CSM 6689 WISDOT APPROVAL NO. 68-022-0128-00

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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WAUPACA COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

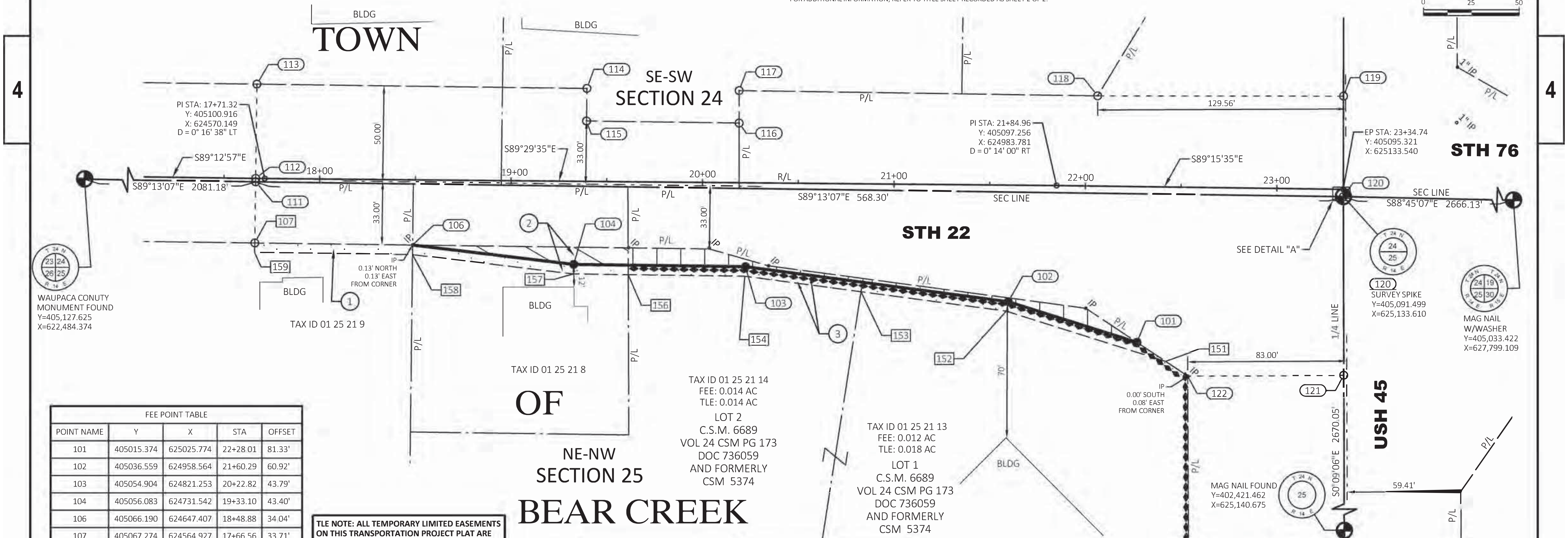
ALL EXISTING IRON PINS ARE 1" I.D. PIPES UNLESS OTHERWISE NOTED.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6518-06-21 - 4.01
SHEET 1 OF 2

SCALE, FEET
0 25 50



FEE POINT TABLE				
POINT NAME	Y	X	STA	OFFSET
101	405015.374	625025.774	22+28 01	81.33'
102	405036.559	624958.564	21+60.29	60.92'
103	405054.904	624821.253	20+22.82	43.79'
104	405056.083	624731.542	19+33.10	43.40'
106	405066.190	624647.407	18+48.88	34 04'
107	405067.274	624564.927	17+66.56	33.71'
111	405099.248	624565.363	17+66.55	1.73'
112	405100.982	624565.387	17+66.55	0.00'
113	405150.267	624566.035	17+66.53	-49.29'
114	405148.000	624738.462	19+39.21	-48.57'
115	405131.002	624738.238	19+39.13	-31.57'
116	405129.948	624817.947	20+18.85	-31.22'
117	405146.904	624817.960	20+18.71	-48.18'
118	405144.140	625005.240	22+05.82	-47.16'
119	405143.962	625133.683	23+34.25	-48.64'
121	404997.923	625133.858	---	---
122	404997.707	625052.315	22+54.78	98.66'

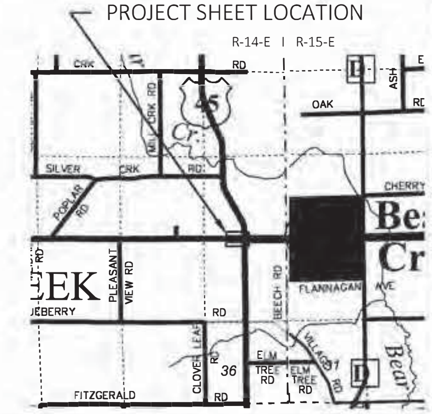
TLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES

TLE POINT TABLE				
POINT NAME	Y	X	STA	OFFSET
151	405005.415	625040.735	22+43.10	91.10'
152	405031.660	624957.473	21+59.24	65.83'
153	405041.795	624881.617	20+83.30	56.36'
154	405049.908	624820.888	20+22.50	48.79'
156	405050.708	624760.034	19+61.64	48.53'
157	405051.087	624731.210	19+32.81	48.40'
158	405061.161	624647.347	18+48.86	39 07'
159	405062.274	624564.862	17+66.56	38.71'

BEARING TABLE		
POINTS	BEARING	DISTANCE
111 - 112	N00° 47' 03"E	1.73'
112 - 113	N00° 45' 11"E	49.29'
113 - 114	S89° 14' 49"E	172.44'
114 - 115	S00° 45' 11"W	17.00'
115 - 116	S89° 14' 34"E	79.72'
116 - 117	N00° 02' 35"E	16.96'
117 - 118	S89° 09' 16"E	187.30'
118 - 119	S89° 55' 15"E	128.44'
119 - 120	S00° 04' 45"W	52.46'

BEARING TABLE		
POINTS	BEARING	DISTANCE
120 - 121	S00° 09' 06"E	93.58'
121 - 122	S89° 50' 54"W	81.54'
122 - 101	N56° 21' 05"W	31.88'
101 - 102	N72° 30' 17"W	70.47'
102 - 103	N82° 23' 25"W	138.53'
103 - 104	N89° 14' 49"W	89.72'
104 - 106	N83° 09' 01"W	84.74'
106 - 107	N89° 14' 49"W	82.49'
107 - 111	N00° 46' 53"E	31.98'

PROJECT SHEET LOCATION



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

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

SIGNATURE: Terry L. Van Hout DATE: 12-02-21
PRINT NAME: TERRY L VAN HOUT
REGISTRATION NUMBER: S-2526

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

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

SIGNATURE: Curt Van Erem DATE: 12-02-2021
PRINT NAME: CURT VAN EREM

FILE NAME : N:\3001234.00\CIVIL 3D\RW\TPP-651806 WAUPACA.DWG
APPRAISAL PLAT DATE : 12-02-2021
PLOT DATE : 12/2/2021 11:05 AM PLOT BY : TERRY VAN HOUT PLOT NAME : PLOT SCALE :

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
6518-06-21
SHIOCTON - BEAR CREEK
STH 54 - USH 45
STH 76
WAUPACA COUNTY / OUTAGAMIE COUNTY

4

4

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

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

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

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

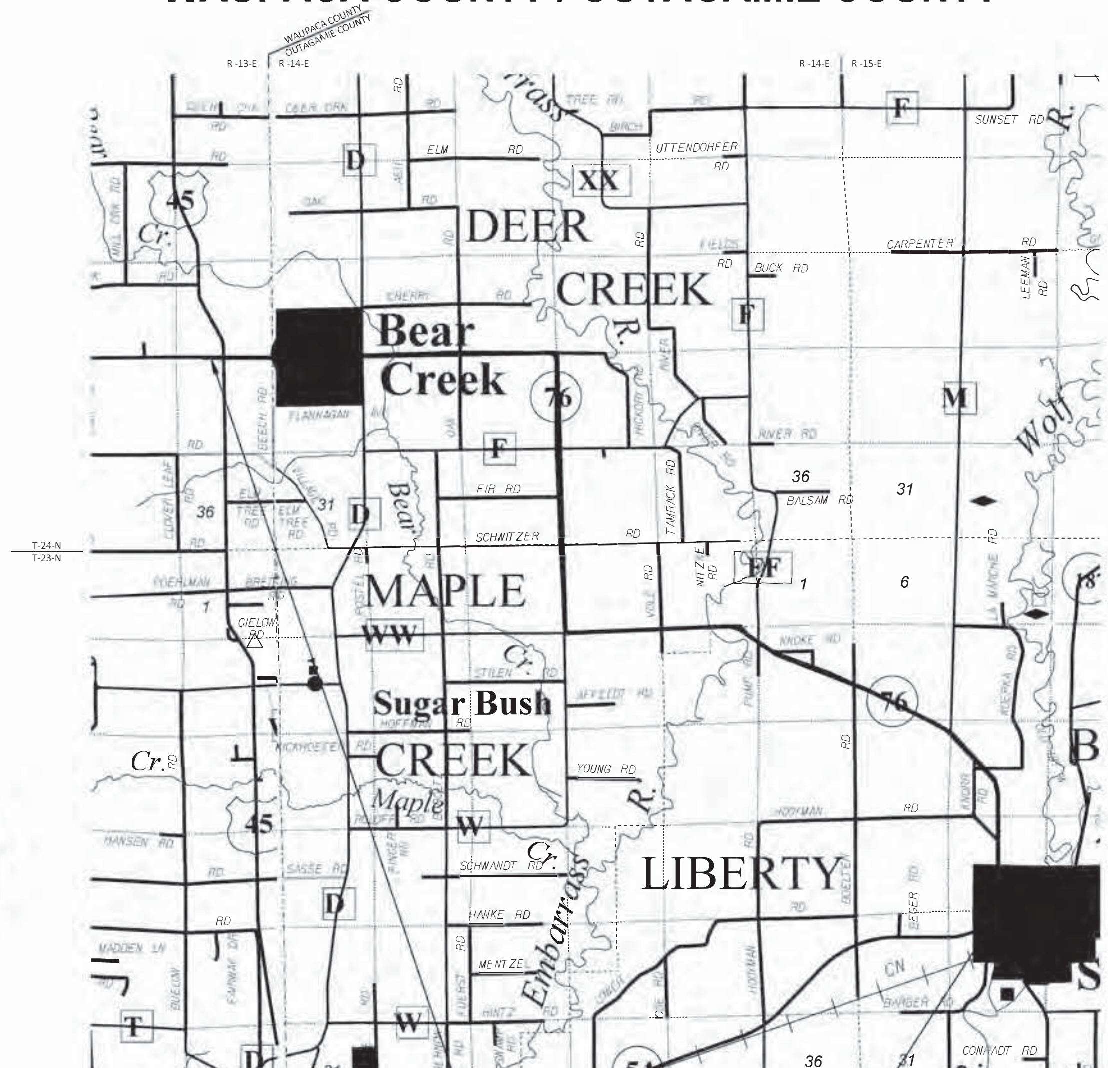
CURVE DATA ABBREVIATIONS

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 —
ELECTRIC TOWER	⊠

GN



PROJECT LOCATION

LAYOUT
SCALE 0 1 MILE

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6518-06-21

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WAUPACA COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

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

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

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER	6518-06-21 - 4. 01
SHEET	2 OF 2
AMENDMENT NO:	

FILE NAME : \\WESTWOODPS.LOCAL\GFS\GLOBAL PROJECTS\3001234.00\CIVIL 3D\RW\TPP-651806 WAUPACA.DWG
LAYOUT NAME: 65180600 4.00 TPP Title Waupaca
PLOT DATE : 9/16/2015 3:04 PM PLOT BY : ANDY WESTBROOK PLOT NAME :
APPRAISAL DATE: 12-02-2021
6518-06-21 4.01

TRANSPORTATION PROJECT PLAT NO: 6518-06-21 - 4.01 AMENDMENT NO: 1

ADDS UTILITY NUMBER 99 TO

TRANSPORTATION PROJECT PLAT NO: 6518-06-21 - 4.01 RECORDED IN DOC. 901402

PART LOTS 1 AND 2, VOL 24, CERTIFIED SURVEY MAP, PG 173, MAP 6689, DOCUMENT 736059, WITHIN AND INCLUDING PART OF THE UNPLATTED LANDS IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, SECTION 25, T24N-R14E, TOWN OF BEAR CREEK, WAUPACA COUNTY, WISCONSIN.

RELOCATION ORDER   STH 76   SHIOCTON - BEAR CREEK   STH 54 - USH 45   WAUPACA COUNTY / OUTAGAMIE COUNTY

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

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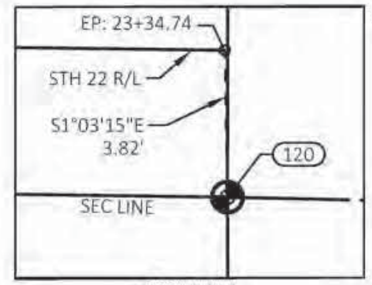


DETAIL "A"
NOT TO SCALE

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TRANSFER OF LAND INTERESTS TO THE D.O.T.

SCHEDULE OF LANDS AND INTERESTS						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	R/W NEW (ACRES)	R/W EXIST (ACRES)	R/W TOTAL (ACRES)	TLE (ACRES)
1	KEVIN KRIEWALDT AND LISA KRIEWALDT	TLE	0.000	0.000	0.000	0.009
2	TIM L HANSEN	FEE & TLE	0.015	0.082	0.097	0.013
3	TIM L HANSEN AND PATRICIA L HANSEN	FEE & TLE	0.026	0.000	0.026	0.032

RIGHT OF WAY IS BASED ON STH 22 R/W PROJECT 5 035(2), USH 45 R/W PROJECT 1140-00-20 AND WAUPACA COUNTY CSM 6689.

ACCESS CONTROL PER CSM 5374 AND CSM 6689 WISDOT APPROVAL NO. 68-022-0128-00

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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WAUPACA COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL EXISTING IRON PINS ARE 1" I.D. PIPES UNLESS OTHERWISE NOTED.

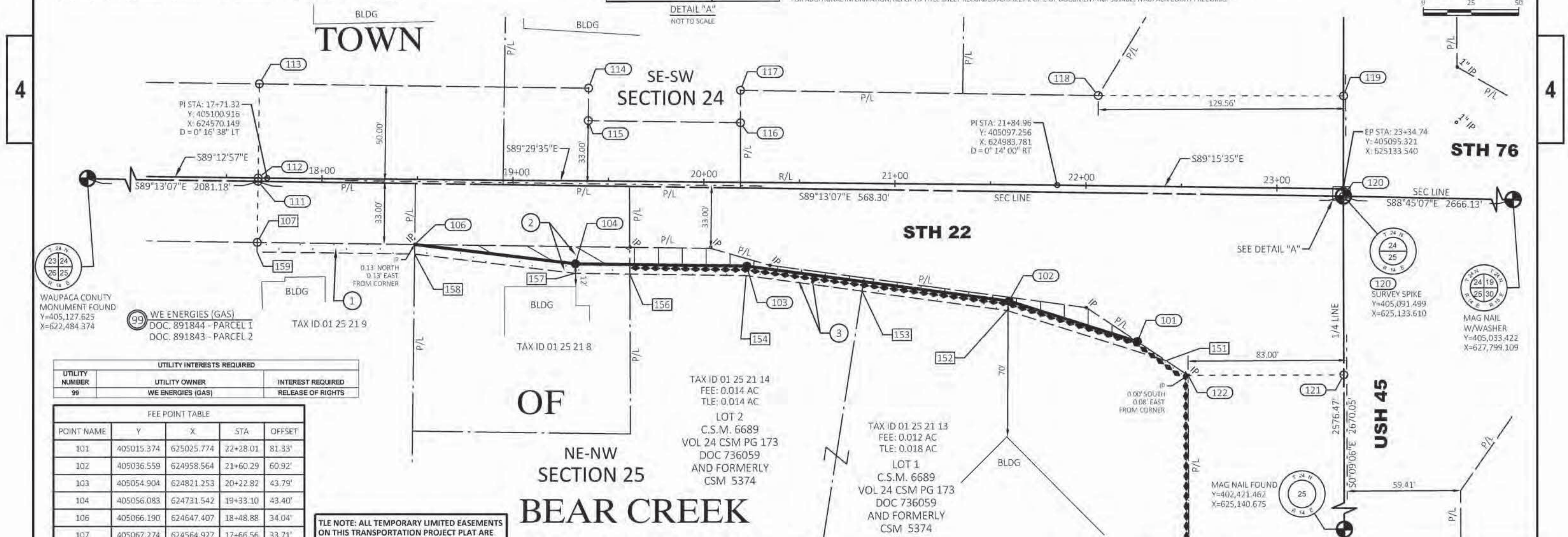
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR ADDITIONAL INFORMATION, REFER TO TITLE SHEET RECORDED AS SHEET 2 OF 2 OF DOCUMENT NO. 901402, WAUPACA COUNTY RECORDS.

Doc No: 909718
Recorded on
9/27/2022 10:49 AM
MICHAEL MAZEMKE
WAUPACA COUNTY
REGISTER OF DEEDS
Fee Amount:

This document has been electronically recorded

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6518-06-21 - 4.01
SHEET 1 OF 1
AMENDMENT NO. 1



UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
99	WE ENERGIES (GAS)	RELEASE OF RIGHTS

FEE POINT TABLE				
POINT NAME	Y	X	STA	OFFSET
101	405015.374	625025.774	22+28.01	81.33'
102	405036.559	624958.564	21+60.29	60.92'
103	405054.904	624821.253	20+22.82	43.79'
104	405056.083	624731.542	19+33.10	43.40'
106	405066.190	624647.407	18+48.88	34.04'
107	405067.274	624564.927	17+66.56	33.71'
111	405099.248	624565.363	17+66.55	1.73'
112	405100.982	624565.387	17+66.55	0.00'
113	405150.267	624566.035	17+66.53	-49.29'
114	405148.000	624738.462	19+39.21	-48.57'
115	405131.002	624738.238	19+39.13	-31.57'
116	405129.948	624817.947	20+18.85	-31.22'
117	405146.904	624817.960	20+18.71	-48.18'
118	405144.140	625005.240	22+05.82	-47.16'
119	405143.962	625133.683	23+34.25	-48.64'
121	404997.923	625133.858	---	---
122	404997.707	625052.315	22+54.78	98.66'

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

TLE POINT TABLE				
POINT NAME	Y	X	STA	OFFSET
151	405005.415	625040.735	22+43.10	91.10'
152	405031.660	624957.473	21+59.24	65.83'
153	405041.795	624881.617	20+83.30	56.36'
154	405049.908	624820.888	20+22.50	48.79'
156	405050.708	624760.034	19+61.64	48.53'
157	405051.087	624731.210	19+32.81	48.40'
158	405061.161	624647.347	18+48.86	39.07'
159	405062.274	624564.862	17+66.56	38.71'

BEARING TABLE		
POINTS	BEARING	DISTANCE
111 - 112	N00° 47' 03"E	1.73'
112 - 113	N00° 45' 11"E	49.29'
113 - 114	S89° 14' 49"E	172.44'
114 - 115	S00° 45' 11"W	17.00'
115 - 116	S89° 14' 34"E	79.72'
116 - 117	N00° 02' 35"E	16.96'
117 - 118	S89° 09' 16"E	187.30'
118 - 119	S89° 55' 15"E	128.44'
119 - 120	S00° 04' 45"W	52.46'

BEARING TABLE		
POINTS	BEARING	DISTANCE
120 - 121	S00° 09' 06"E	93.58'
121 - 122	S89° 50' 54"W	81.54'
122 - 101	N56° 21' 05"W	31.88'
101 - 102	N72° 30' 17"W	70.47'
102 - 103	N82° 23' 25"W	138.53'
103 - 104	N89° 14' 49"W	89.72'
104 - 106	N83° 09' 01"W	84.74'
106 - 107	N89° 14' 49"W	82.49'
107 - 111	N00° 46' 53"E	31.98'

PROJECT SHEET LOCATION

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

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

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

SIGNATURE: Terry L. Van Hout DATE: 09-27-2022
PRINT NAME: TERRY L VAN HOUT
REGISTRATION NUMBER: S-2526

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

SIGNATURE: Alan J. Rommel DATE: 09/27/2022
PRINT NAME: ALAN ROMMEL

FILE NAME: N:\3001234.00\CIVIL 3D\RW\TPP-651806 WAUPACA.DWG
APPRAISAL PLAT DATE: 12-02-2021
PLOT DATE: 9/27/2022 8:37 AM   PLOT BY: TERRY VAN HOUT   PLOT NAME: PLOT SCALE:

TRANSPORTATION PROJECT PLAT NO: 6518-06-21 - 4.02

PART LOT 1, VOL 33, CERTIFIED SURVEY MAP, PG 5703, MAP 5703, DOCUMENT 1772543, PART OF LOTS 1 AND 2, BLOCK 3 OF THE RECORDED REINKE PLAT IN VOL 6 PLATS, PAGE 7, DOCUMENT 150896, WITHIN AND INCLUDING PART OF THE UNPLATTED LANDS IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, SECTION 30 AND PART OF THE UNPLATTED LANDS IN THE SOUTHEAST 1/4 OF SOUTHWEST 1/4, SECTION 19, ALL WITHIN T24N-R15E, VILLAGE OF BEAR CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 76 SHIOCTON - BEAR CREEK STH 54 - USH 45 OUTAGAMIE COUNTY / WAUPACA COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84 09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF UTILITY & INTEREST REQUIRED		
UTILITY NO.	UTILITY OWNER	INTEREST REQUIRED
91	WE ENERGIES	RELEASE OF RIGHTS
92	FRONTIER COMMUNICATIONS OF WISCONSIN	RELEASE OF RIGHTS
93	CHARTER COMMUNICTIONS	RELEASE OF RIGHTS
94	VILLAGE OF BEAR CREEK	RELEASE OF RIGHTS

SCHEDULE OF LANDS AND INTERESTS						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	R/W NEW (ACRES)	R/W EXIST (ACRES)	R/W TOTAL (ACRES)	PLE, TLE (ACRES)
11	GRACE LUTHERAN CHURCH A.K.A GRACE EVANGELICAL LUTHERAN CONGREGATION OF BEAR CREEK	FEE	0.045	0.000	0.045	0.000
13	STEPHANIE S BUMAN	FEE	0.018	0.000	0.018	0.000
14	TEODORO SANTIAGO & CHRISTINA L SANTIAGO	FEE	0.007	0.000	0.007	0.000
16	J & M MANAGMENT, LLC	FEE & TLE	0.006	0.000	0.006	0.004

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

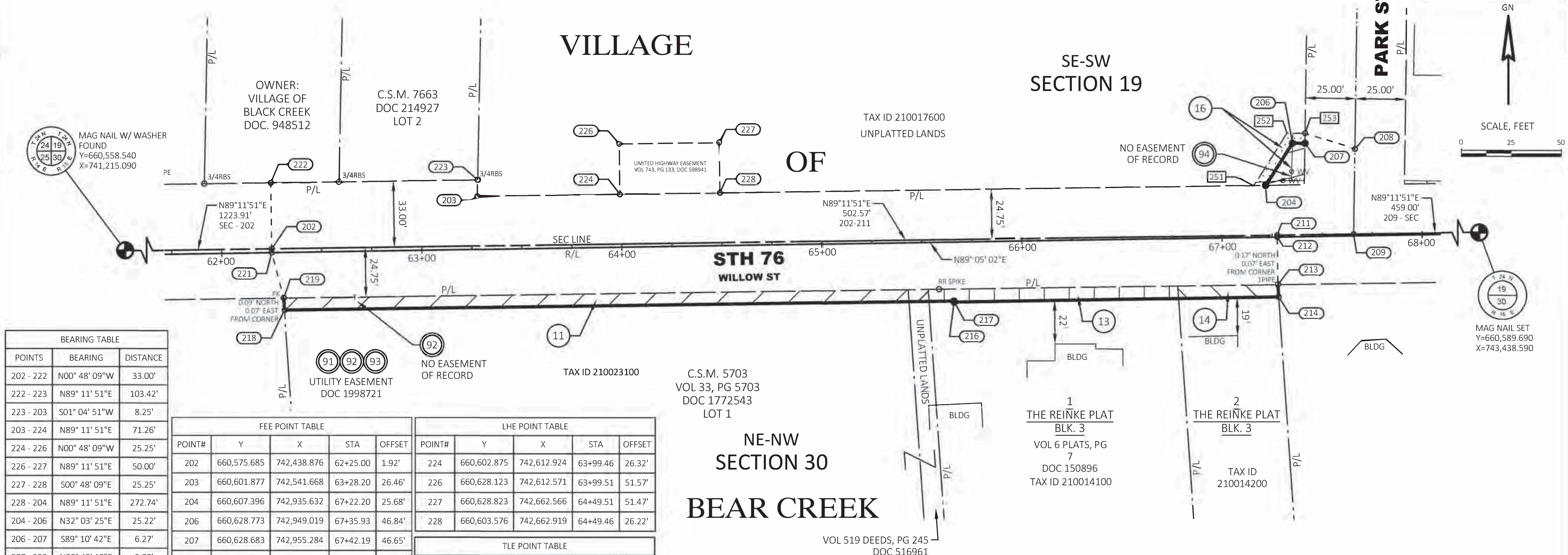
TLE NOTE: ALL TEMPORARY LIMITED EASEMENTS ON THIS TRANSPORTATION PROJECT PLAT ARE FOR SLOPING AND CONSTRUCTION PURPOSES

Document #: 2256698
Date: 12-13-2021 Time: 2:37 PM
Pages: 2 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI

Sarah R Van Camp

SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
Return to:
WisDOT - NE Region - Green Bay - PO# 39500-00000

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6518-06-21 - 4.02
SHEET 1 OF 2



BEARING TABLE		
POINTS	BEARING	DISTANCE
202 - 222	N00° 48' 09"W	33.00'
222 - 223	N89° 11' 51"E	103.42'
223 - 203	S01° 04' 51"W	8.25'
203 - 224	N89° 11' 51"E	71.26'
224 - 226	N00° 48' 09"W	25.25'
226 - 227	N89° 11' 51"E	50.00'
227 - 228	S00° 48' 09"E	25.25'
228 - 204	N89° 11' 51"E	272.74'
204 - 206	N32° 03' 25"E	25.22'
206 - 207	S89° 10' 42"E	6.27'
207 - 253	N00° 49' 18"E	5.00'
253 - 208	S72° 26' 14"E	26.11'
208 - 209	S00° 49' 18"W	42.55'
209 - 211	S89° 11' 51"W	38.24'
211 - 212	S00° 48' 10"E	0.92'
212 - 213	S00° 48' 09"E	23.83'
213 - 214	S03° 58' 40"E	6.12'
214 - 216	S89° 03' 24"W	162.32'
216 - 217	N00° 48' 10"W	0.51'
217 - 218	S89° 11' 50"W	334.63'
218 - 219	N03° 54' 53"W	6.01'
219 - 221	N14° 40' 35"W	23.52'
221 - 202	N00° 48' 09"W	1.92'
224 - 228	N89° 11' 51"E	50.00'

FEE POINT TABLE				
POINT#	Y	X	STA	OFFSET
202	660,575.685	742,438.876	62+25.00	1.92'
203	660,601.877	742,541.668	63+28.20	26.46'
204	660,607.396	742,935.632	67+22.20	25.68'
206	660,628.773	742,949.019	67+35.93	46.84'
207	660,628.683	742,955.284	67+42.19	46.65'
208	660,625.805	742,980.245	67+67.11	43.37'
209	660,583.260	742,979.635	67+65.82	0.85'
211	660,582.725	742,941.401	67+27.58	0.92'
212	660,581.804	742,941.414	67+27.58	0.00'
213	660,557.977	742,941.748	67+27.53	23.83'
214	660,551.872	742,942.172	67+27.86	29.94'
216	660,549.200	742,779.878	65+65.54	30.02'
217	660,549.707	742,779.871	65+65.54	29.51'
218	660,545.018	742,445.272	62+30.91	28.85'
219	660,551.016	742,444.862	62+30.59	22.85'
221	660,573.769	742,438.903	62+25.00	0.00'
222	660,608.681	742,438.413	62+25.07	34.92'
223	660,610.130	742,541.824	63+28.49	34.71'

LHE POINT TABLE				
POINT#	Y	X	STA	OFFSET
224	660,602.875	742,612.924	63+99.46	26.32'
226	660,628.123	742,612.571	63+99.51	51.57'
227	660,628.823	742,662.566	64+49.51	51.47'
228	660,603.576	742,662.919	64+49.46	26.22'

TLE POINT TABLE				
POINT#	Y	X	STA	OFFSET
251	660,607.313	742,929.680	67+16.25	25.69'
252	660,633.813	742,946.276	67+33.27	51.92'
253	660,633.683	742,955.355	67+42.34	51.65'

NOTES:

STH 76 RIGHT OF WAY IS BASED ON OUTAGAMIE COUNTY CSM 5703, 7663 AND THE RECORDED REINKE PLAT. EXISTING CENTERLINE AND SECTION LINE THE SAME. PARK ST RIGHT OF WAY IS BASED ON VOL 529 DEEDS, PG 528, DOC 522181.

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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

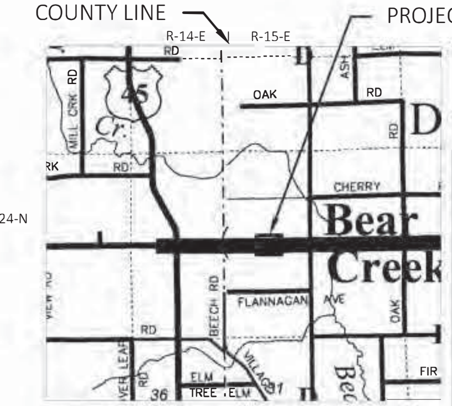
ALL EXISTING IRON PINS ARE 1" I.D. PIPES UNLESS OTHERWISE NOTED.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

MEASUREMENTS TO EXISTING RIGHT OF WAY ARE FROM THE SECTION LINE. MEASUREMENTS TO NEW RIGHT OF WAY ARE FROM THE NEW CENTER-LINE.

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

COUNTY LINE PROJECT SHEET LOCATION



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

I, TERRY L VAN HOUT 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 DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN TERRY L VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

SIGNATURE: Terry L. Van Hout DATE: 12/10/202
PRINT NAME: TERRY L VAN HOUT
REGISTRATION NUMBER: S-2526

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

SIGNATURE: Curt Van Erem DATE: 12/13/2021
PRINT NAME: CURT VAN EREM

FILE NAME : N:\3001234.00\CIVIL 3D\RW\TPP-651806.DWG PLOT DATE : 12/10/2021 3:52 PM PLOT BY : TERRY VAN HOUT PLOT NAME : PLOT SCALE :
APPRAISAL PLAT DATE : 12/13/2021

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
6518-06-21
SHIOCTON - BEAR CREEK
STH 54 - USH 45
STH 76
OUTAGAMIE COUNTY / WAUPACA COUNTY

4

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

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

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

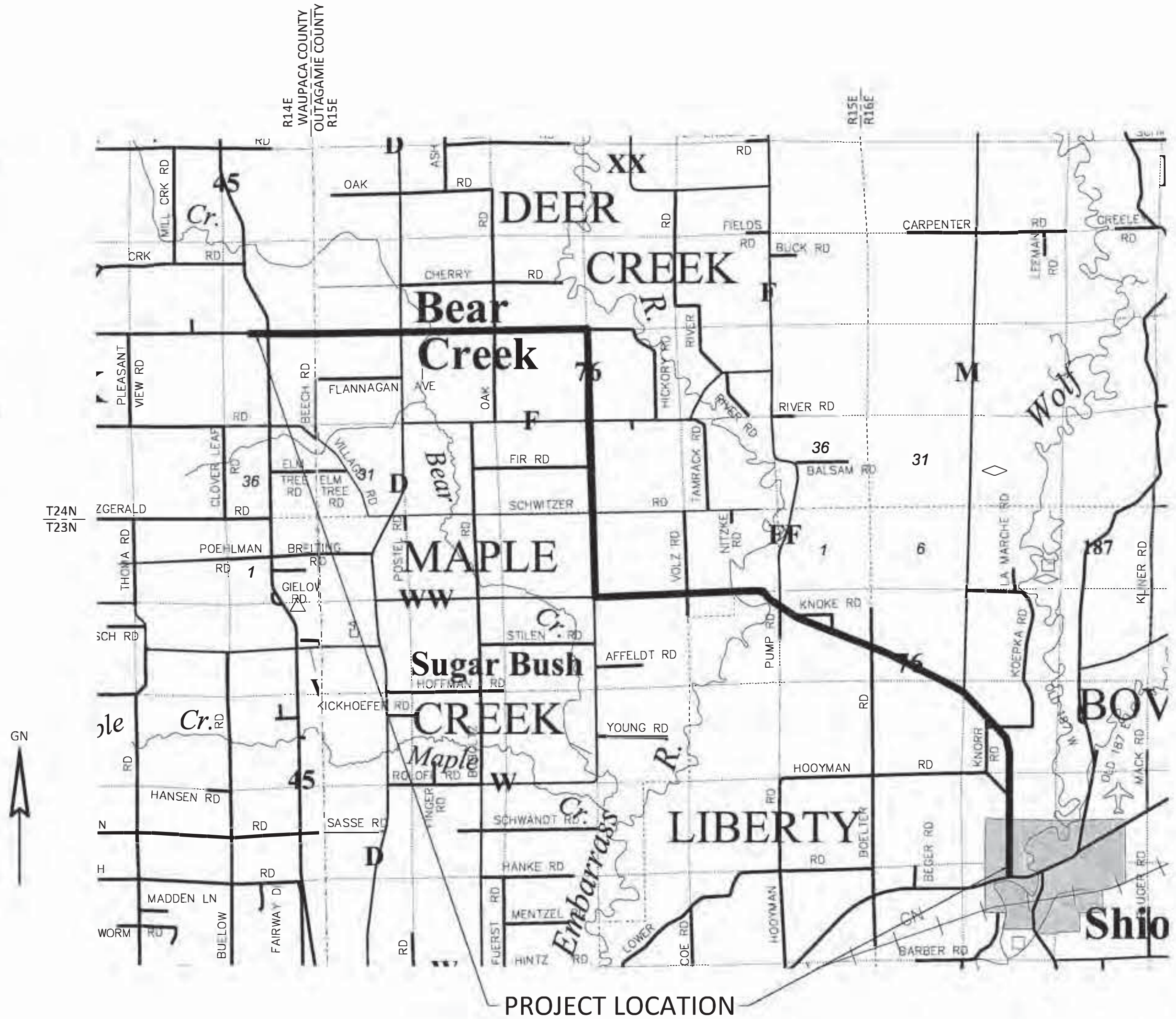
ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	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

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
ELECTRIC TOWER	



LAYOUT
SCALE 0 1 MI.

4

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6518-06-21

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

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

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

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

PROJECT NUMBER 6518-06-21 - 4. 02
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : N:\3001234.00\CIVIL 3D\RW\TPP-651806.DWG
LAYOUT NAME: Title-Outagamie
PLOT DATE : 9/16/2015 3:04 PM
PLOT BY : TERRY VAN HOUT
PLOT NAME :
APPRAISAL DATE: 12/13/2021
6518-06-21 4.02

TRANSPORTATION PROJECT PLAT NO: 6518-06-21 - 4.03

PART LOT 1, VOL 46, CERTIFIED SURVEY MAP, PG 7532, MAP 7532, DOCUMENT 2132991, LOCATED IN LOT 3, BLOCK 3 OF THE RECORDED REINKE PLAT IN VOL 6 PLATS, PAGE 7, DOCUMENT 150896 AND PART OF LOTS 4 AND 5, BLOCK 3 OF SAID RECORDED REINKE PLAT, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, SECTION 30 AND PART OF THE UNPLATTED LANDS IN THE SOUTHEAST 1/4 OF SOUTHWEST 1/4, SECTION 19, ALL WITHIN T24N-R15E, VILLAGE OF BEAR CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 76 SHIOCTON - BEAR CREEK STH 54 - USH 45 OUTAGAMIE COUNTY / WAUPACA COUNTY

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

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

UTILITY INTERESTS REQUIRED		
UTILITY NO.	UTILITY OWNER	INTEREST REQUIRED
94	VILLAGE OF BEAR CREEK	RELEASE OF RIGHTS
~~97~~	JOINT SCHOOL DISTRICT NUMBER 5, VILLAGE OF BEAR CREEK AND TOWNS OF DEED CREEK AND ~~MAPLE CREEK, OUTAGAMIE COUNTY WISCONSIN~~ AND TOWNS OF BEAR CREEK AND LEBANON, WAUPACA COUNTY, WISCONSIN	~~RELEASE OF RIGHTS~~

UTL #97 VACATED AS PER DOCUMENT NO. 2261227

SCHEDULE OF LANDS AND INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	R/W NEW (SQ FT)	R/W EXIST (SQ FT)	R/W TOTAL (SQ FT)	TLE (SQ FT)
17	STEVE M ROHAN AND YVONNE C ROHAN	FEE	877	0	877	0
18	JASON P STOEGER	FEE	611	0	611	0
19	DANIEL J AND CHRIS M OLMSTED	FEE & TLE	284	0	284	227
21	JANICE C LAUBENSTEIN	FEE & TLE	443	0	443	26
22	CRAIG J MALUEG	FEE & TLE	474	0	474	134

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

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

Document #: **2257201**
Date: **12-17-2021** Time: **2:17 PM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

Sarah R Van Camp

SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6518-06-21 - 4.03
SHEET 1 OF 1

NOTES:

STH 76 RIGHT OF WAY IS BASED ON OUTAGAMIE COUNTY CSM 7532 AND THE RECORDED REINKE PLAT. PEARL ST RIGHT OF WAY IS BASED ON THE RECORDED REINKE PLAT. PARK ST AND HYDE ST RIGHT OF WAYS ARE BASED ON VOL 529 DEEDS, PG 528, DOC 522181. EXISTING CENTERLINE STH 76 AND SECTION LINE ARE THE SAME.

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

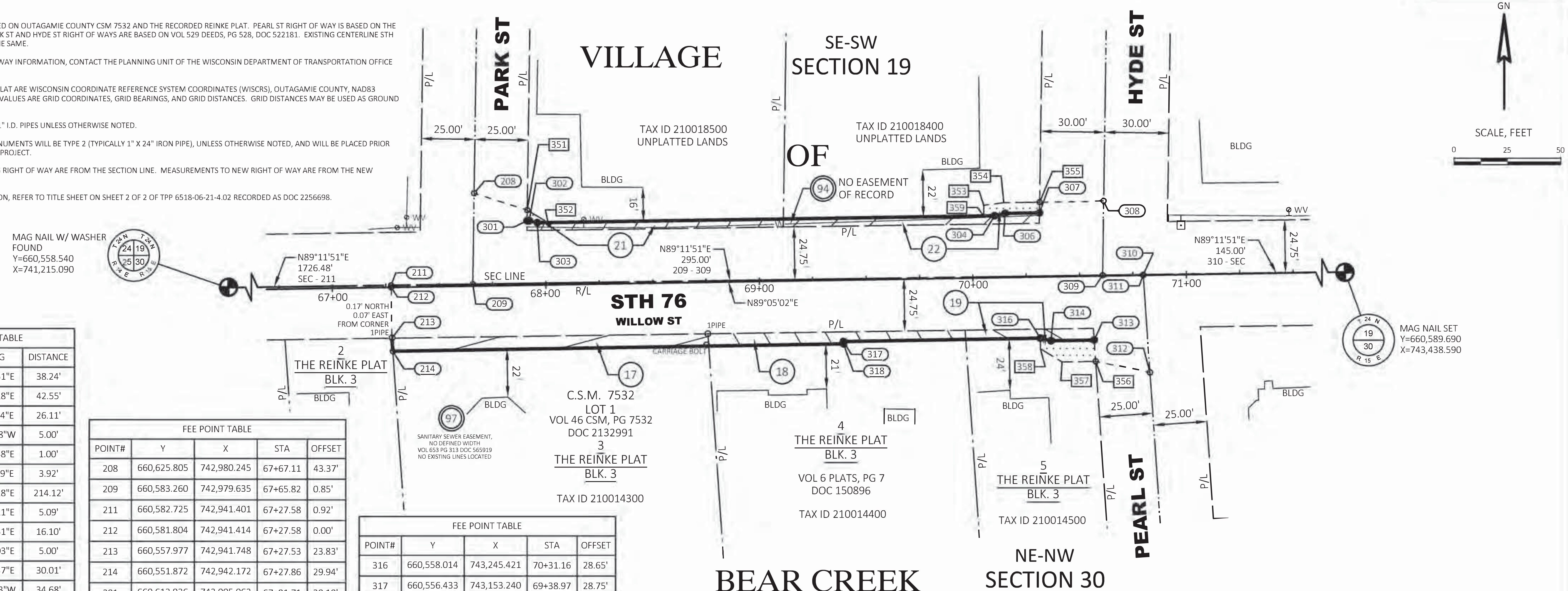
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL EXISTING IRON PINS ARE 1" I.D. PIPES UNLESS OTHERWISE NOTED.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

MEASUREMENTS TO EXISTING RIGHT OF WAY ARE FROM THE SECTION LINE. MEASUREMENTS TO NEW RIGHT OF WAY ARE FROM THE NEW CENTER-LINE.

FOR ADDITIONAL INFORMATION, REFER TO TITLE SHEET ON SHEET 2 OF 2 OF TPP 6518-06-21-4.02 RECORDED AS DOC 2256698.



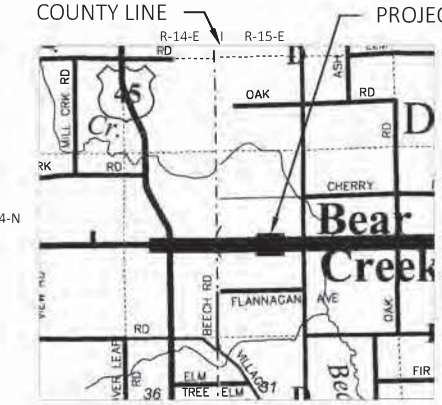
BEARING TABLE		
POINTS	BEARING	DISTANCE
211 - 209	N89° 11' 51"E	38.24'
209 - 208	N00° 49' 18"E	42.55'
208 - 351	S72° 26' 14"E	26.11'
351 - 301	S00° 49' 18"W	5.00'
301 - 302	N89° 05' 48"E	1.00'
302 - 303	S76° 47' 49"E	3.92'
303 - 304	N89° 08' 18"E	214.12'
304 - 306	N76° 51' 11"E	5.09'
306 - 307	N89° 11' 51"E	16.10'
307 - 355	N00° 50' 03"E	5.00'
355 - 308	N89° 12' 37"E	30.01'
308 - 309	S00° 50' 03"W	34.68'
309 - 310	N89° 11' 51"E	19.00'
310 - 311	S03° 57' 55"E	0.22'
311 - 312	S03° 57' 55"E	45.59'
312 - 356	N78° 28' 12"W	25.94'
356 - 313	N03° 57' 55"W	10.01'
313 - 314	S89° 05' 46"W	20.22'
314 - 316	N76° 28' 41"W	5.16'
316 - 317	S89° 01' 02"W	92.19'
317 - 318	S00° 48' 09"E	1.09'
318 - 214	S89° 03' 24"W	211.11'
214 - 213	N03° 58' 40"W	6.12'
213 - 212	N00° 48' 09"W	23.83'
212 - 211	N00° 48' 10"W	0.92'

FEE POINT TABLE				
POINT#	Y	X	STA	OFFSET
208	660,625.805	742,980.245	67+67.11	43.37'
209	660,583.260	742,979.635	67+65.82	0.85'
211	660,582.725	742,941.401	67+27.58	0.92'
212	660,581.804	742,941.414	67+27.58	0.00'
213	660,557.977	742,941.748	67+27.53	23.83'
214	660,551.872	742,942.172	67+27.86	29.94'
301	660,612.926	743,005.063	67+91.71	30.10'
302	660,612.941	743,006.062	67+92.71	30.10'
303	660,612.046	743,009.877	67+96.51	29.14'
304	660,615.266	743,223.974	70+10.63	28.94'
306	660,616.423	743,228.931	70+15.61	30.02'
307	660,616.649	743,245.029	70+31.71	29.99'
308	660,622.064	743,275.111	70+61.87	34.92'
309	660,587.393	743,274.606	70+60.81	0.26'
310	660,587.659	743,293.604	70+79.81	0.22'
311	660,587.435	743,293.620	70+79.83	0.00'
312	660,541.951	743,296.773	70+82.25	45.53'
313	660,557.126	743,270.661	70+56.39	29.94'
314	660,556.807	743,250.441	70+36.16	29.93'

FEE POINT TABLE				
POINT#	Y	X	STA	OFFSET
316	660,558.014	743,245.421	70+31.16	28.65'
317	660,556.433	743,153.240	69+38.97	28.75'
318	660,555.347	743,153.255	69+38.97	29.84'

TLE POINT TABLE				
POINT#	Y	X	STA	OFFSET
351	660,617.927	743,005.135	67+91.87	35.10'
352	660,612.121	743,014.877	68+01.51	29.14'
353	660,620.190	743,218.900	70+05.64	33.94'
354	660,621.415	743,228.320	70+15.08	35 02'
355	660,621.650	743,245.102	70+31.86	34.99'
356	660,547.136	743,271.353	70+56.92	39.94'
357	660,546.887	743,255.598	70+41.16	39.93'
358	660,553.015	743,245.500	70+31.16	33.65'
359	660,615.191	743,218.975	70+05.63	28.94'

COUNTY LINE
PROJECT SHEET LOCATION



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

I, TERRY L VAN HOUT 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 DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN TERRY L VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

SIGNATURE: Terry L Van Hout DATE: 12/16/202
PRINT NAME: TERRY L VAN HOUT
REGISTRATION NUMBER: S-2526

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

SIGNATURE: Curt Van Erem DATE: 12/17/2021
PRINT NAME: CURT VAN EREM

FILE NAME : N:\3001234.00\CIVIL 3D\RW\TPP-651806.DWG
APPRAISAL PLAT DATE : 12/17/2021
PLOT DATE : 12/16/2021 5:22 PM
PLOT BY : TERRY VAN HOUT
PLOT NAME :
PLOT SCALE :

TRANSPORTATION PROJECT PLAT NO: 6518-06-21 - 4.04

PART OF LOT 1, BLOCK 2, OF THE RECORDED REINKE PLAT IN VOL 6 PLATS, PAGE 7, DOCUMENT 150896, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, SECTION 30; PART OF LOT 2, BLOCK 1 OF SAID RECORDED REINKE PLAT, LOCATED IN THE SOUTHEAST 1/4 OF SOUTHWEST 1/4, SECTION 19; PART OF LOTS 3, 4, 5, AND 6, BLOCK 1 OF SAID RECORDED REINKE PLAT, LOCATED IN THE SOUTHWEST 1/4 OF SOUTHEAST 1/4, SECTION 19; PART OF LOT 1, BLOCK 4, AND PART OF LOT 1, BLOCK 1 OF THE PLAT OF THE VILLAGE OF BEAR CREEK, VOL 2 PLATS, PAGE 38, LOCATED IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4, SECTION 30; ALL WITHIN T24N-R15E, VILLAGE OF BEAR CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 76 SHIOCTON - BEAR CREEK STH 54 - USH 45 OUTAGAMIE COUNTY / WAUPACA COUNTY

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

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

NOTES:

STH 76 RIGHT OF WAY IS BASED ON THE RECORDED REINKE PLAT AND THE PLAT OF THE VILLAGE OF BEAR CREEK. HYDE ST RIGHT OF WAY IS BASED ON VOL 529 DEEDS, PG 528, DOC 522181. PEARL ST RIGHT OF WAY IS BASED ON THE RECORDED REINKE PLAT. PROSPECT ST RIGHT OF WAY IS BASED ON THE PLAT OF THE VILLAGE OF BEAR CREEK. THE EXISTING CENTERLINE OF STH 76 AND SECTION LINE ARE THE SAME.

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

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL EXISTING IRON PINS ARE 1" I.D. PIPES UNLESS OTHERWISE NOTED.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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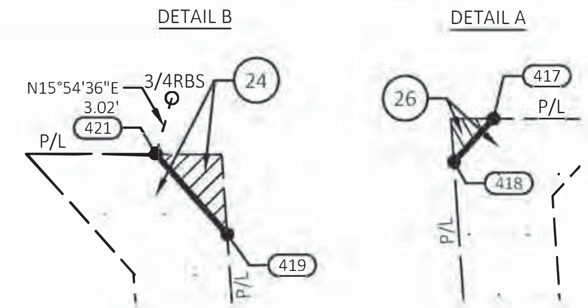
FOR ADDITIONAL INFORMATION, REFER TO TITLE SHEET ON SHEET 2 OF 2 OF TPP 6518-06-21-4.02 RECORDED AS DOC 2256698.



SCHEDULE OF LANDS AND INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	R/W NEW (SQ FT)	R/W EXIST (SQ FT)	R/W TOTAL (SQ FT)	TLE (SQ FT)
23	TODD S MILLER AND TERRI L MILLER F/K/A/ TERRI L HANSON	FEE & TLE	559	0	559	164
24	CHRISTINE L SANTIAGO	FEE & TLE	7	0	7	90
26	JUDITH J OLSON	FEE & TLE	2	0	2	91
27	206 WILLOW TRUST	FEE & TLE	291	0	291	136
28	JONATHAN G ANDERSEN AND JENNIFER D ANDERSEN	FEE	268	0	268	0
29	STEVE ROHN	FEE	497	0	497	0
31	THOMAS KONKEL AND JEROME KONKEL	FEE & TLE	524	0	524	171

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

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

Document #: 2258418
Date: 01-04-2022 Time: 12:40 PM
Pages: 1 Fee: $25.00
County: OUTAGAMIE COUNTY State: WI

SARAH R VAN CAMP, REGISTER OF DEEDS
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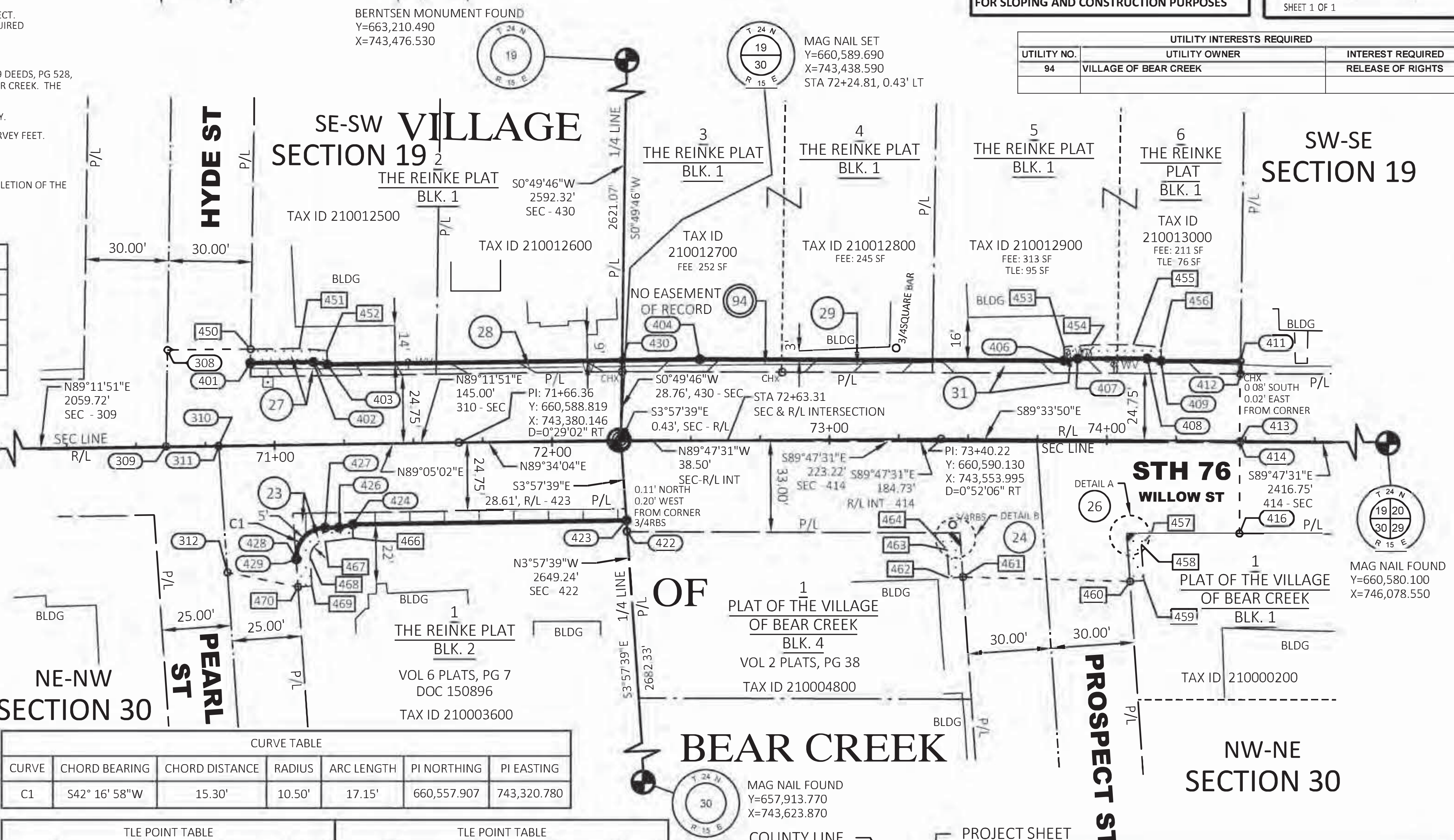
PROJECT NUMBER 6518-06-21 - 4.04
SHEET 1 OF 1

UTILITY INTERESTS REQUIRED		
UTILITY NO.	UTILITY OWNER	INTEREST REQUIRED
94	VILLAGE OF BEAR CREEK	RELEASE OF RIGHTS



BEARING TABLE		
POINTS	BEARING	DISTANCE
309 - 308	N00° 50' 03"E	34.68'
308 - 450	N89° 12' 37"E	30.01'
450 - 401	S00° 50' 03"W	5.00'
401 - 402	N89° 05' 48"E	22.68'
402 - 403	S80° 06' 24"E	5.09'
403 - 430	N89° 11' 56"E	106.28'
430 - 404	N89° 11' 56"E	28.04'
404 - 406	S89° 47' 31"E	131.26'
406 - 407	N81° 21' 14"E	5.01'
407 - 408	N90° 00' 00"E	25.11'
408 - 409	S79° 54' 37"E	5.02'
409 - 411	S89° 47' 31"E	28.66'
411 - 412	S00° 49' 46"W	4.50'
412 - 413	S00° 12' 29"W	24.32'
413 - 414	S00° 12' 29"W	0.43'

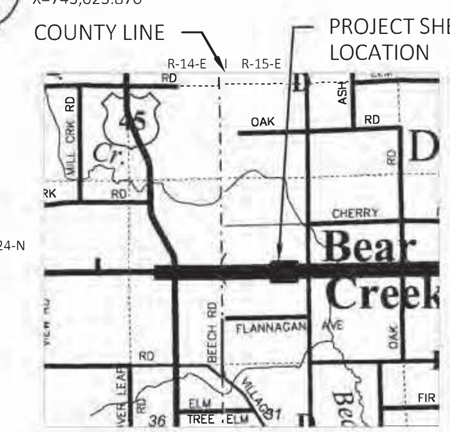
BEARING TABLE		
POINTS	BEARING	DISTANCE
414 - 416	S00° 12' 29"W	33.00'
416 - 417	N89° 47' 31"W	38.54'
417 - 418	S42° 29' 30"W	3.04'
418 - 460	S03° 56' 44"E	15 08'
460 - 461	N88° 29' 18"W	60.27'
461 - 419	N03° 56' 44"W	11.80'
419 - 421	N41° 43' 55"W	5.57'
421 - 422	N89° 47' 31"W	116.49'
422 - 423	N03° 57' 39"W	4.05'
423 - 424	S89° 11' 21"W	98.67'
424 - 426	S76° 59' 07"W	5.11'
426 - 427	S89° 03' 59"W	5.00'
427 - 428	SEE CURVE C1	
428 - 429	S86° 02' 05"W	0.16'
429 - 470	S03° 57' 55"E	10 02'

BEARING TABLE		
POINTS	BEARING	DISTANCE
470 - 312	N78° 28' 12"W	25.94'
312 - 311	N03° 57' 55"W	45.59'
311 - 310	N03° 57' 55"W	0.22'
310 - 309	S89° 11' 51"W	19.00'

FEE POINT TABLE					FEE POINT TABLE				
POINT#	Y	X	STA	OFFSET	POINT#	Y	X	STA	OFFSET
308	660,622.064	743,275.111	70+61.87	34.92'	413	660,589.309	743,661.814	74+48.04	0.00'
309	660,587.393	743,274.606	70+60.81	0.26'	414	660,588.879	743,661.813	74+48.04	0.43'
310	660,587.659	743,293.604	70+79.81	0.22'	416	660,555.879	743,661.693	74+48.17	33.43'
311	660,587.435	743,293.620	70+79.83	0.00'	417	660,556.019	743,623.152	74+09.63	33.58'
312	660,541.951	743,296.773	70+82.25	45.53'	418	660,553.779	743,621.100	74+07.60	35.84'
401	660,617.476	743,305.047	70+91.73	29.85'	419	660,552.101	743,561.073	73+47.59	37.97'
402	660,617.834	743,327.720	71+14.41	29.85'	421	660,556.258	743,557.364	73+43.84	33.85'
403	660,616.959	743,332.734	71+19.41	28.89'	422	660,556.681	743,440.876	72+26.85	32.59'
404	660,618.837	743,467.047	72+53.49	29.36'	423	660,560.719	743,440.596	72+26.60	28.56'
406	660,618.360	743,598.306	73+84.31	28.57'	424	660,559.323	743,341.935	71+27.69	28.88'
407	660,619.112	743,603.254	73+89.25	29.36'	426	660,558.171	743,336.953	71+22.69	29.95'
408	660,619.112	743,628.363	74+14.36	29.55'	427	660,558.090	743,331.954	71+17.69	29.95'
409	660,618.233	743,633.306	74+19.31	28.71'	428	660,546.767	743,321.657	71+07.21	41.11'
411	660,618.129	743,661.968	74+47.97	28.82'	429	660,546.756	743,321.500	71+07.05	41.12'
412	660,613.629	743,661.903	74+47.94	24.32'	430	660,618.445	743,439.006	72+25.45	29.18'

CURVE TABLE						
CURVE	CHORD BEARING	CHORD DISTANCE	RADIUS	ARC LENGTH	PI NORTHING	PI EASTING
C1	S42° 16' 58"W	15.30'	10.50'	17.15'	660,557.907	743,320.780

TLE POINT TABLE					TLE POINT TABLE				
POINT#	Y	X	STA	OFFSET	POINT#	Y	X	STA	OFFSET
450	660,622.478	743,305.120	70+91.89	34.85'	460	660,538.735	743,622.138	74+08.75	50.88'
451	660,622.754	743,322.642	71+09.41	34.85'	461	660,540.325	743,561.885	73+48.49	49.74'
452	660,621.958	743,332.656	71+19.41	33.89'	462	660,539.980	743,556.897	73+43.50	50.13'
453	660,623.360	743,598.306	73+84.27	33.57'	463	660,550.049	743,556.203	73+42.73	40 06'
454	660,624.112	743,608.306	73+94.27	34.39'	464	660,556.283	743,550.643	73+36.61	33.82'
455	660,624.112	743,623.306	74+09.27	34.51'	466	660,554.323	743,342.016	71+27.69	33.88'
456	660,623.233	743,633.306	74+19.27	33.71'	467	660,553.090	743,332.035	71+17.69	34.95'
457	660,555.995	743,629.911	74+16.39	33.56'	468	660,547.215	743,326.638	71+12.20	40.74'
458	660,551.983	743,626.236	74+12.75	37.60'	469	660,537.111	743,327.180	71+12.58	50.85'
459	660,539.079	743,627.126	74+13.73	50.49'	470	660,536.765	743,322.192	71+07.59	51.12'



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

I,TERRY L VAN HOUT 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 DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

SIGNATURE: Terry L. Van Hout DATE: 12/17/2021
PRINT NAME: TERRY L VAN HOUT
REGISTRATION NUMBER: S-2526

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

SIGNATURE: Curt Van Erem DATE: 1/03/2022
PRINT NAME: CURT VAN EREM

FILE NAME : N:\3001234.00\CIVIL 3D\RW\TPP-651806.DWG
APPRAISAL PLAT DATE : 1/03/2022
PLOT DATE : 12/17/2021 3:11 PM PLOT BY : TERRY VAN HOUT PLOT NAME : PLOT SCALE :

TRANSPORTATION PROJECT PLAT NO: 6518-06-21 - 4.05

PART OF LOTS 7 AND 8, BLOCK 1, OF THE RECORDED REINKE PLAT IN VOL 6 PLATS, PAGE 7, DOCUMENT 150896, LOCATED IN THE SOUTHWEST 1/4 OF SOUTHEAST 1/4, SECTION 19; AND PART OF LOT 12, BLOCK 1 OF THE PLAT OF THE VILLAGE OF BEAR CREEK, VOL 2 PLATS, PAGE 38, WITHIN AND INCLUDING PART OF THE UNPLATTED LANDS LOCATED IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4, SECTION 30; ALL WITHIN T24N-R15E, VILLAGE OF BEAR CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 76 SHIOCTON - BEAR CREEK STH 54 - USH 45 OUTAGAMIE COUNTY / WAUPACA COUNTY

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

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

UTILITY INTERESTS REQUIRED		
UTILITY NO.	UTILITY OWNER	INTEREST REQUIRED
92	FRONTIER COMMUNICATIONS OF WISCONSIN	RELEASE OF RIGHTS
94	VILLAGE OF BEAR CREEK	RELEASE OF RIGHTS

SCHEDULE OF LANDS AND INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	R/W NEW (SQ FT)	R/W EXIST (SQ FT)	R/W TOTAL (SQ FT)	TLE (SQ FT)
32	KENNETH S ROHN, D/B/A ROHN'S REPAIR AND SERVICE	TLE	0	0	0	51
33	RICKY L DEAN AND JOAN M DEAN	FEE & TLE	74	0	74	96
34	STEVE ROHAN	FEE	445	0	445	0
36	THOMAS R CLINTON	FEE & TLE	531	0	531	76
37	VILLAGE OF BEAR CREEK	FEE & TLE	288	0	288	94

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

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

Document #: 2258449
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County: OUTAGAMIE COUNTY State: WI

Sarah R Van Camp

SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6518-06-21 - 4.05
SHEET 1 OF 1

NOTES:

STH 76 RIGHT OF WAY IS BASED ON THE RECORDED REINKE PLAT AND THE PLAT OF THE VILLAGE OF BEAR CREEK. RAILROAD AVE RIGHT OF WAY IS BASED ON THE PLAT OF THE VILLAGE OF BEAR CREEK. THE EXISTING CENTERLINE OF STH 76 AND SECTION LINE ARE THE SAME.

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

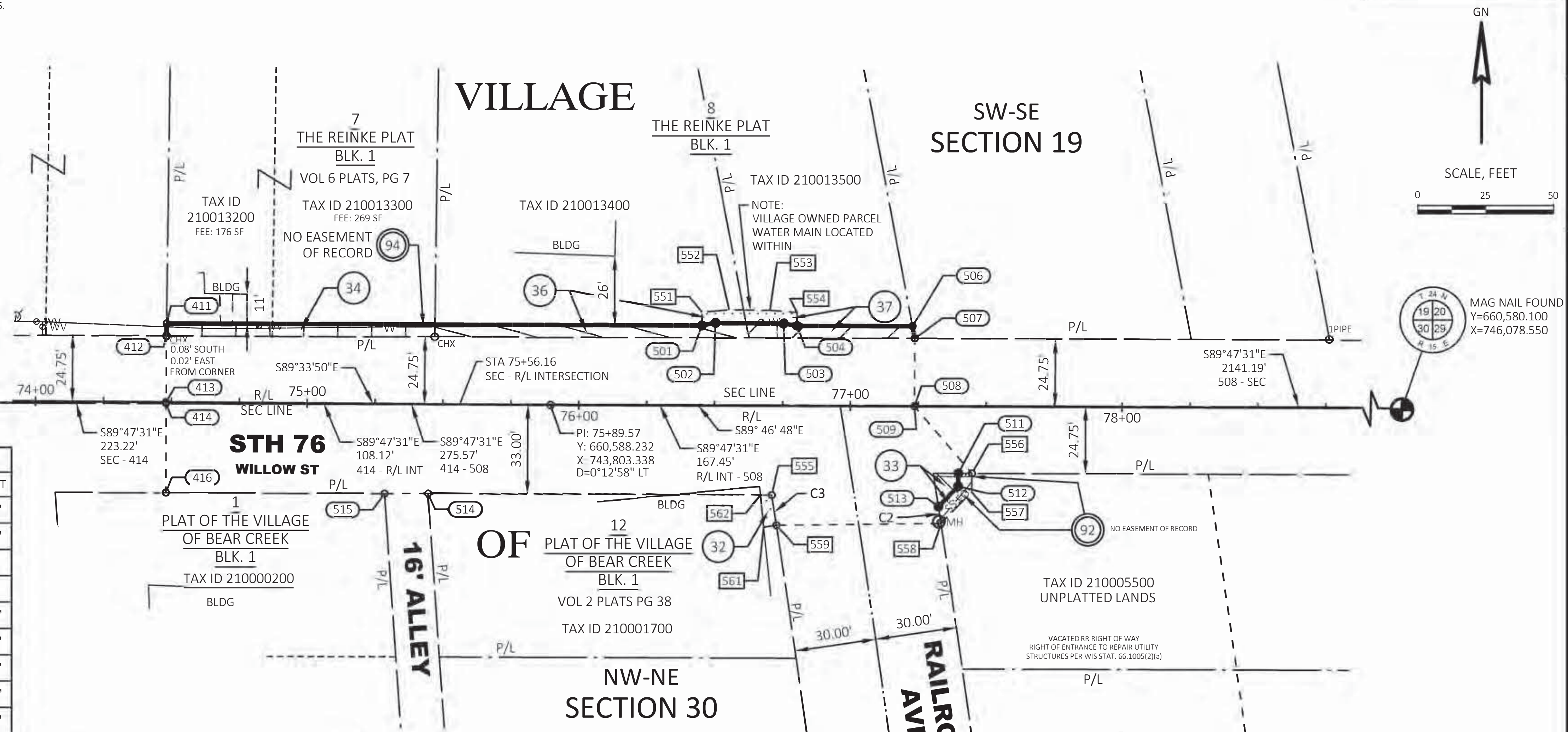
POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL EXISTING IRON PINS ARE 1" I.D. PIPES UNLESS OTHERWISE NOTED.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPE), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

MEASUREMENTS TO EXISTING RIGHT OF WAY ARE FROM THE SECTION LINE. MEASUREMENTS TO NEW RIGHT OF WAY ARE FROM THE NEW CENTER-LINE.

FOR ADDITIONAL INFORMATION, REFER TO TITLE SHEET ON SHEET 2 OF 2 OF TPP 6518-06-21-4.02 RECORDED AS DOC 2256698.



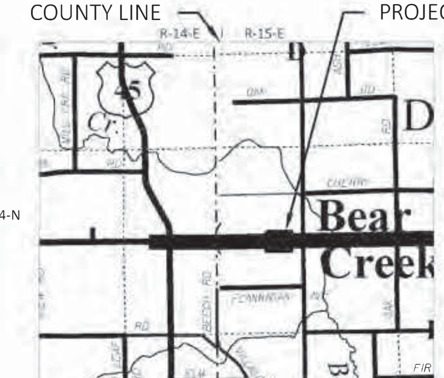
BEARING TABLE		
POINTS	BEARING	DISTANCE
414 - 413	N00° 12' 29"E	0.43'
413 - 412	N00° 12' 29"E	24.32'
412 - 411	N00° 49' 46"E	4.50'
411 - 501	S89° 47' 31"E	197.11'
501 - 502	N79° 31' 44"E	5.10'
502 - 503	S89° 23' 01"E	25.05'
503 - 504	S80° 59' 03"E	5.00'
504 - 506	S89° 47' 31"E	42.54'
506 - 507	S10° 39' 49"E	4.58'
507 - 508	S00° 12' 29"W	24.75'
508 - 509	S00° 13' 12"W	0.16'
509 - 556	S40° 33' 58"E	32.47'
556 - 511	N89° 47' 31"W	5.00'
511 - 512	S00° 43' 13"W	4.80'
512 - 513	S44° 22' 05"W	10.40'
513 - 558	SEE CURVE C2	
558 - 559	S89° 21' 45"W	60.59'
559 - 555	SEE CURVE C3	
555 - 514	N89° 47' 31"W	126.54'
514 - 515	N89° 47' 31"W	16.04'
515 - 416	N89° 47' 31"W	80.53'
416 - 414	N00° 12' 29"E	33.00'

FEE POINT TABLE				
POINT#	Y	X	STA	OFFSET
411	660,618.129	743,661.968	74+47.97	28.82'
412	660,613.629	743,661.903	74+47.94	24.32'
413	660,589.309	743,661.814	74+48 04	0.00'
414	660,588.879	743,661.813	74+48.04	0.43'
416	660,555.879	743,661.693	74+48.17	33.43'
501	660,617.413	743,859.076	76+45.19	29.39'
502	660,618.339	743,864.086	76+50.20	30.34'
503	660,618.069	743,889.138	76+75.25	30.17'
504	660,617.286	743,894.077	76+80.19	29.40'
506	660,617.131	743,936.619	77+22.74	29.41'
507	660,612.628	743,937.467	77+23.60	24.91'
508	660,587.878	743,937.377	77+23.61	0.16'
509	660,587.717	743,937.376	77+23.61	0.00'
511	660,563.069	743,953.492	77+39.82	24.59'
512	660,558.271	743,953.432	77+39.78	29.38'
513	660,550.837	743,946.160	77+32.53	36.85'
514	660,555.529	743,758.265	0+00.00	0.00'
515	660,555.587	743,742.223	0+00.00	0.00'

TLE POINT TABLE				
POINT#	Y	X	STA	OFFSET
551	660,622.412	743,859.130	76+45.23	34.39'
552	660,623.285	743,869.140	76+55.23	35.31'
553	660,623.123	743,884.139	76+70.23	35.20'
554	660,622.285	743,894.130	76+80.23	34.40'
555	660,555.069	743,884.804	76+71.16	32.85'
556	660,563.051	743,958.492	77+44.82	24.58'
557	660,556.206	743,958.406	77+44.76	31.43'
558	660,544.648	743,947.101	77+33.50	43.03'
559	660,543.974	743,886.512	76+72.91	43.94'
561	660,543.258	743,881.829	76+68.23	44.67'
562	660,555.084	743,880.622	76+66.98	32.85'

CURVE TABLE						
CURVE	CHORD BEARING	CHORD DISTANCE	RADIUS	ARC LENGTH	PI NORTHING	PI EASTING
C2	S8° 38' 29"E	6.26'	5680.00'	6.26'	660,547.743	743,946.632
C3	N8° 45' 10"W	11.23'	5620.00'	11.23'	660,549.522	743,885.664

COUNTY LINE PROJECT SHEET LOCATION



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

I, TERRY L VAN HOUT 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 DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN TERRY L. VAN HOUT S-2526 GREEN BAY, WI LAND SURVEYOR

SIGNATURE: Terry L. Van Hout DATE: 12/16/2021
PRINT NAME: TERRY L VAN HOUT
REGISTRATION NUMBER: S-2526

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

SIGNATURE: Curt Van Erem DATE: 1/03/2022
PRINT NAME: CURT VAN EREM

FILE NAME : \\WESTWOODPS.LOCAL\GFS\GLOBAL PROJECTS\3001234.00\CIVIL 3D\RW\TPP-651806.DWG PLOT DATE : 12/17/2021 10:20 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE :
APPRAISAL PLAT DATE : 1/03/2022

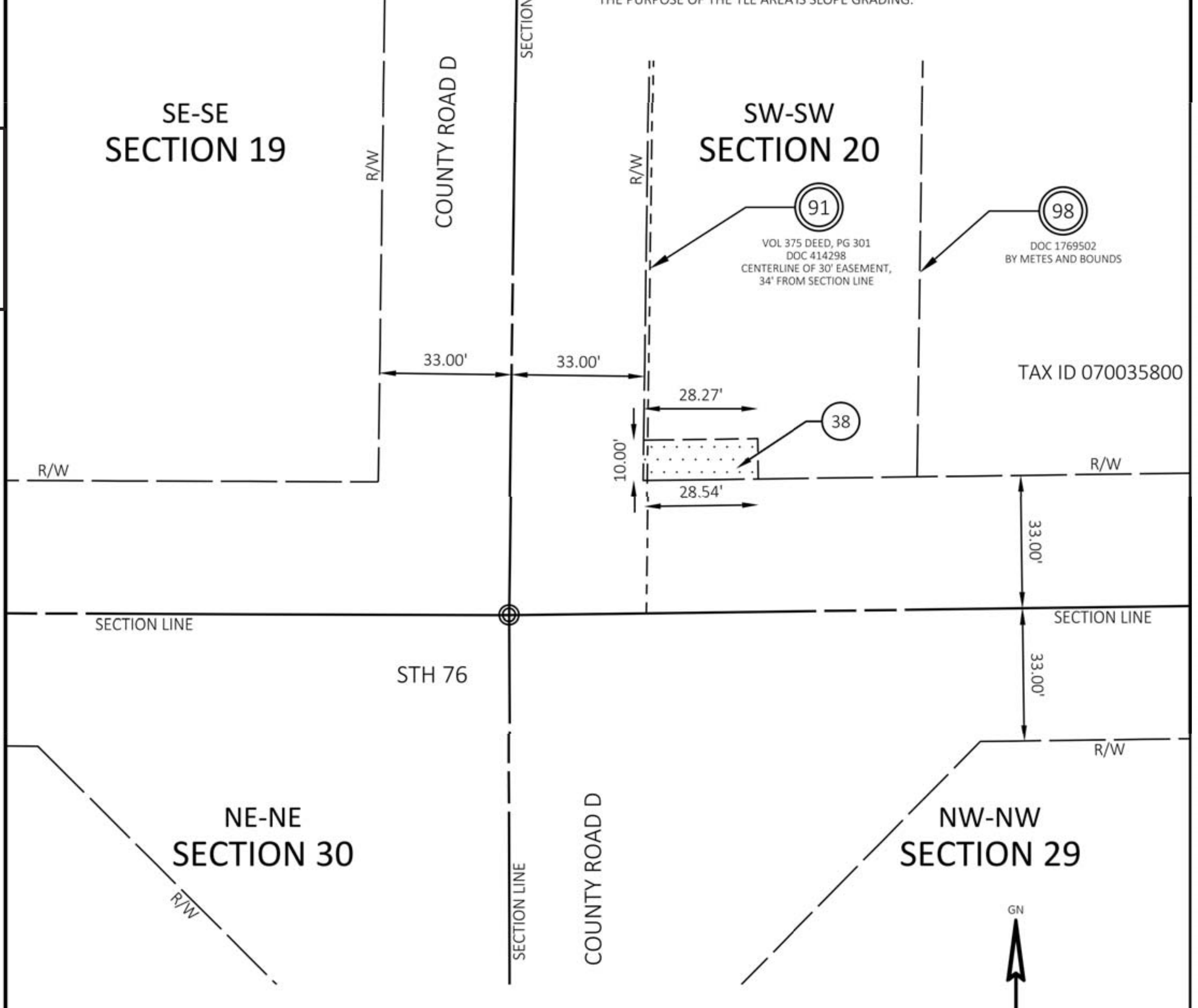
R/W PROJECT NUMBER: 6518-06-21	EXHIBIT NUMBER: 1

TLE ACQUISITION EXHIBIT
SHIOCTON - BEAR CREEK
STH 54 - USH 45
STH 76 OUTAGAMIE COUNTY

PART OF THE SW1/4-SW1/4, SECTION 20, T24N, R15E, TOWN OF DEER CREEK,OUTAGAMIE COUNTY

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

THE PURPOSE OF THE TLE AREA IS SLOPE GRADING.



4

SCALE, FEET
0 40 80

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
38	CHAD C. MARES AND LAURA L. MARES	TLE	284 SQ FT

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
91	WE ENERGIES	RELEASE OF RIGHTS
98	AMERICAN TRANSMISSION COMPANY, LLC	RELEASE OF RIGHTS

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION NORTHEAST REGION OFFICE - GREEN BAY

SIGNATURE: Curt Van Erem DATE: 11-29-2021

PRINT NAME: CURT VAN EREM

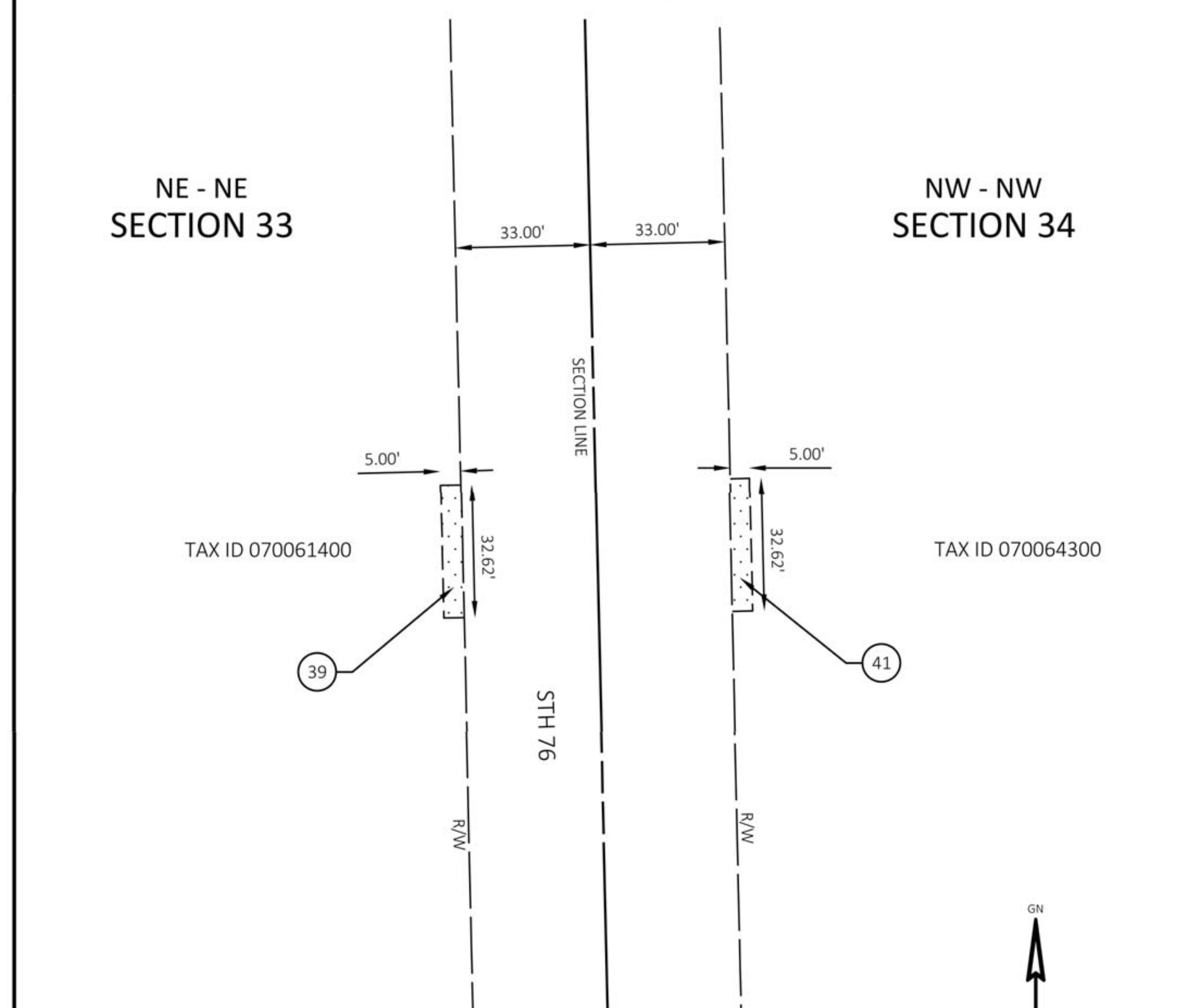
FILE NAME : TPP-651806.DWG PLOT DATE : 11/22/2021 1:38 PM R/W PROJECT: R/W PROJ NO

R/W PROJECT NUMBER: 6518-06-21	EXHIBIT NUMBER: 2

TLE ACQUISITION EXHIBIT
SHIOCTON - BEAR CREEK
STH 54 - USH 45
STH 76 OUTAGAMIE COUNTY

PART NE1/4-NE1/4, SECTION 33 AND PART NW1/4-NW/1/4, SECTION 34, ALL IN T24N, R15E, TOWN OF DEER CREEK, OUTAGAMIE COUNTY.

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.
THE PURPOSE OF THE TLE AREAS IS SLOPE GRADING.
TLE ACQUISITIONS IS LOCATED APPROXIMATELY 430' SOUTH OF COUNTY ROAD F.



4

SCALE, FEET
0 40 80

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
39	BRONLAW L.L.P. VENDEE LC	TLE	163 SQ FT
41	JEFFREY PETHKE AND MARCIA PETHKE	TLE	163 SQ FT

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION NORTHEAST REGION OFFICE - GREEN BAY

SIGNATURE: Curt Van Erem DATE: 11-29-2021

PRINT NAME: CURT VAN EREM

FILE NAME : TPP-651806.DWG PLOT DATE : 11/22/2021 1:38 PM R/W PROJECT: R/W PROJ NO

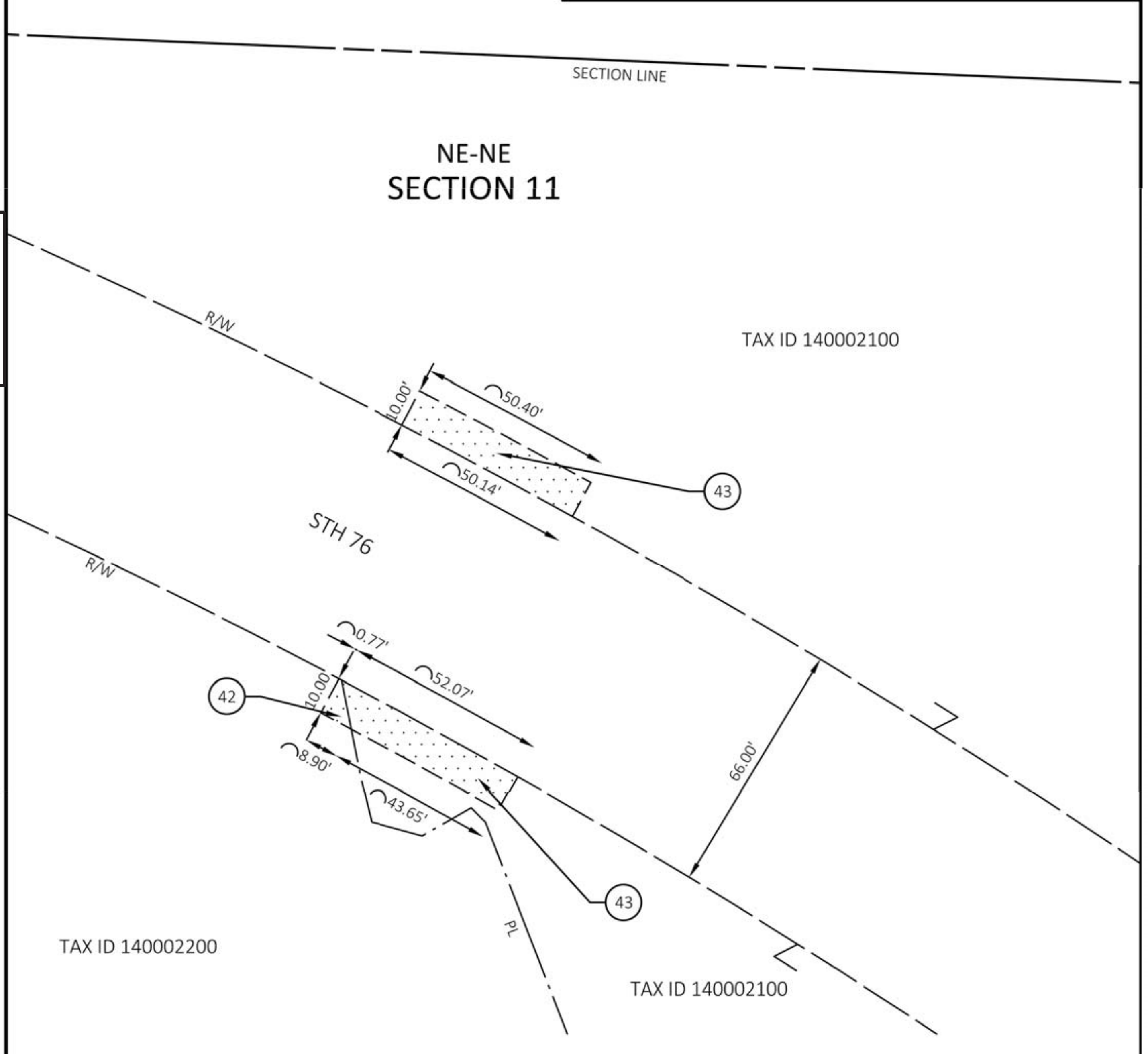
4

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.
THE PURPOSE OF THE TLE AREAS IS SLOPE GRADING.
TLE ACQUISITIONS IS LOCATED APPROXIMATELY 1230' NORTHWEST OF THE INTERSECTIONS OF STH 76 AND COUNTY ROAD FF.

R/W PROJECT NUMBER: 6518-06-21 | EXHIBIT NUMBER: 3

TLE ACQUISITION EXHIBIT
SHIOCTON - BEAR CREEK
STH 54 - USH 45
STH 76 | OUTAGAMIE COUNTY

PART OF THE NE1/4-NE1/4, SECTION 11, T23N, R15E, TOWN OF LIBERTY,OUTAGAMIE COUNTY, WISCONSIN



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
42	THOMAS SYMONIK AND CATHY SYMONIK	TLE	48 SR FT
43	DR. VERN LARSEN'S BLACK SLOUGH CONSERVATION CLUB, L.P.	TLE	982 SQ FT

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
N/A	N/A	N/A

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTHEAST REGION OFFICE - GREEN BAY

SIGNATURE: Curt Van Erem DATE: 11-29-2021

PRINT NAME: CURT VAN EREM

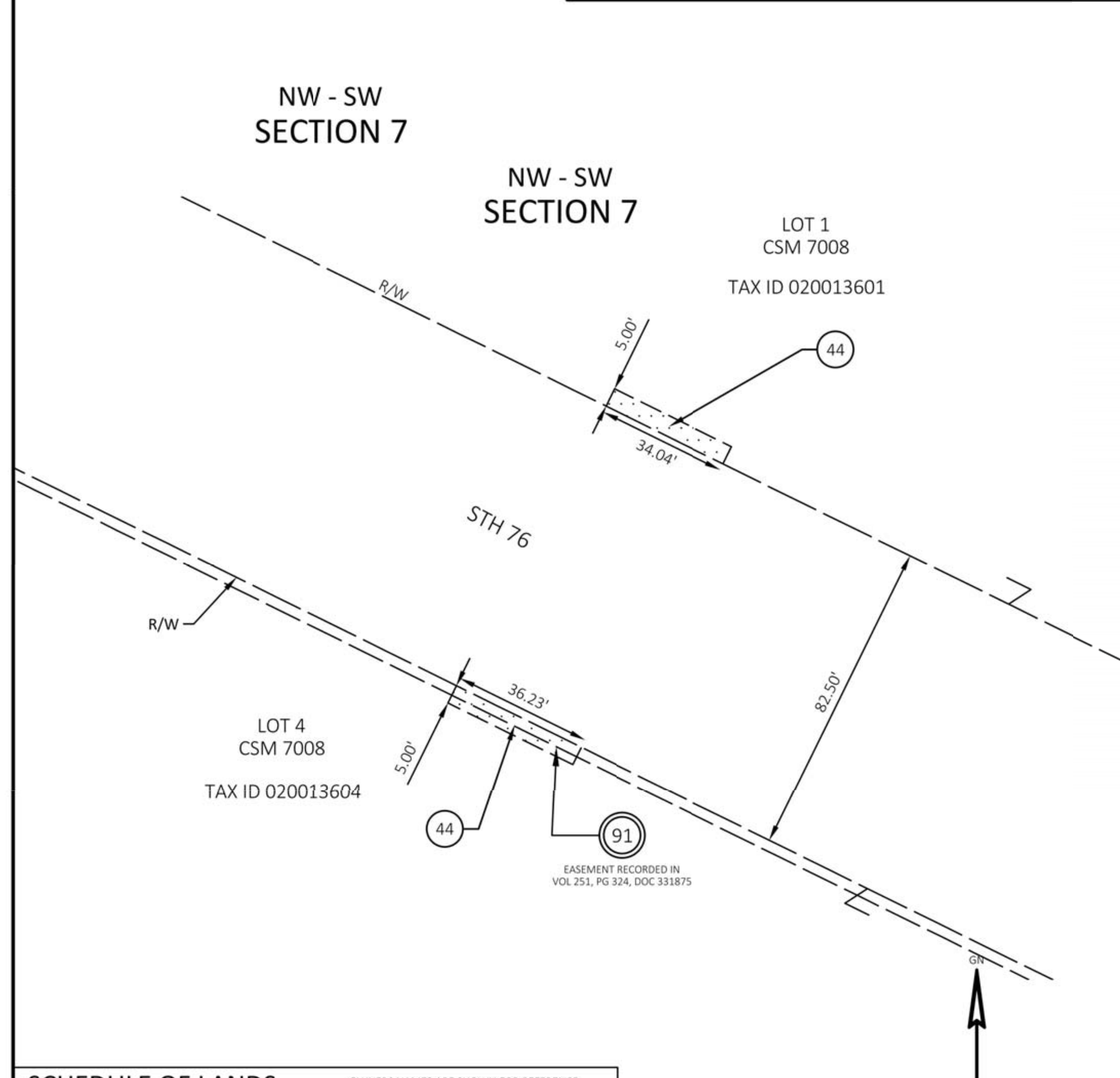
FILE NAME : TPP-651806.DWG PLOT DATE : 11/22/2021 3:38 PM R/W PROJECT: R/W PROJ NO

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY.
REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.
THE PURPOSE OF THE TLE AREAS IS SLOPE GRADING.
TLE ACQUISITIONS IS LOCATED APPROXIMATELY 1065' SOUTHEAST OF THE INTERSECTION OF STH 76 BOELTER ROAD.

R/W PROJECT NUMBER: 6518-06-21 | EXHIBIT NUMBER: 4

TLE ACQUISITION EXHIBIT
SHIOCTON - BEAR CREEK
STH 54 - USH 45
STH 76 | OUTAGAMIE COUNTY

PART FRACTIONAL NW1/4 -SW1/4, SECTION 7, T23N-R16E, TOWN OF BOVINA, OUTAGAMIE COUNTY.



4

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
44	BARRY L. OBERMEIER	TLE	351 SQ FT

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
91	WE ENERGIES	RELEASE OF RIGHTS

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTHEAST REGION OFFICE - GREEN BAY

SIGNATURE: Curt Van Erem DATE: 11-29-2021

PRINT NAME: CURT VAN EREM

FILE NAME : TPP-651806.DWG PLOT DATE : 11/22/2021 1:41 PM R/W PROJECT: R/W PROJ NO

TRANSPORTATION PROJECT PLAT NO: 6518-07-21-4.01

PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, OF SECTION 3: AND
PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, OF SECTION 10;
ALL IN T23N-R15E, TOWN OF MAPLE CREEK, OUTAGAMIE COUNTY, WISCONSIN.
RELOCATION ORDER STH 76 OUTAGAMIE COUNTY
SHIOCTON-NCL / BOELTER ROAD-CTH "W"

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

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST(S) REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED NEW	EXISTING	TOTAL	T.L.E. AREA
1	ARTHER E. PAUL	FEE & TLE	(6353 sq. ft.) 0.146 AC(s)	(12876 sq. ft.) 0.295 AC(s)	(19229 sq. ft.) 0.441 AC(s)	(8464 sq. ft.) 0.194 AC(s)
2	F.V. DAIRY FACILITY LLP	FEE & TLE	(4230 sq. ft.) 0.097 AC(s)	(12127 sq. ft.) 0.278 AC(s)	(16357 sq. ft.) 0.375 AC(s)	(14467 sq. ft.) 0.332 AC(s)

PT. - PT.	BEARING	DISTANCE
2 - 8	N88°02'27"E	684.19'
8 - 9	N12°27'58"E	42.69'
9 - 13	N88°01'57"E	47.75'
13 - 14	N58°38'55"E	57.67'
14 - 15	N81°34'37"E	43.70'
15 - 16	S77°49'09"E	135.87'
16 - 12	N88°01'57"E	10.00'
12 - 17	S14°38'03"E	42.42'
17 - 18	S14°38'03"E	0.82'
18 - 19	S14°38'03"E	41.31'
19 - 23	S88°01'57"W	10.00'
23 - 24	S71°49'53"W	132.72'
24 - 25	S87°55'32"W	39.81'
25 - 26	N76°40'32"W	140.68'
26 - 22	S88°01'57"W	10.00'
22 - 27	N12°27'58"E	41.03'
27 - 8	N12°27'58"E	1.46'

STA/OFF TABLE

Point #	Station	Offset	Northing	Easting
2	356+76.02	173.69'	645093.010	756895.900
3	382+58.39	-0.58'	645184.400	759567.490
8	362+49.43	-1.41'	645115.717	757559.702
9	362+60.15	-42.74'	645157.405	757568.918
10	363+19.04	-135.49'	645252.222	757624.414
11	364+43.32	-133.33'	645254.566	757748.692
12	365+43.33	-42.21'	645167.128	757851.936
13	363+07.93	-42.65'	645159.045	757616.647
14	363+58.21	-70.86'	645189.051	757665.898
15	364+01.64	-75.69'	645195.453	757709.130
16	365+33.33	-42.23'	645166.784	757841.941
17	365+52.56	-0.81'	645126.081	757862.654
18	365+52.74	0.00'	645125.282	757862.862
19	365+61.72	40.32'	645085.313	757873.299
20	364+78.10	122.73'	644999.932	757792.716
21	364+38.32	121.34'	644999.881	757752.912
22	362+38.76	39.72'	645074.225	757550.529
23	365+51.72	40.30'	645084.970	757863.305
24	364+24.20	77.09'	645043.587	757737.205
25	363+84.39	77.09'	645042.146	757697.416
26	362+48.76	39.74'	645074.568	757560.523
27	362+49.06	0.00'	645114.290	757559.386

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SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER
AMENDMENT NO:

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
FEE ACQUISITION AREA
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
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
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		

CONVENTIONAL UTILITY SYMBOLS

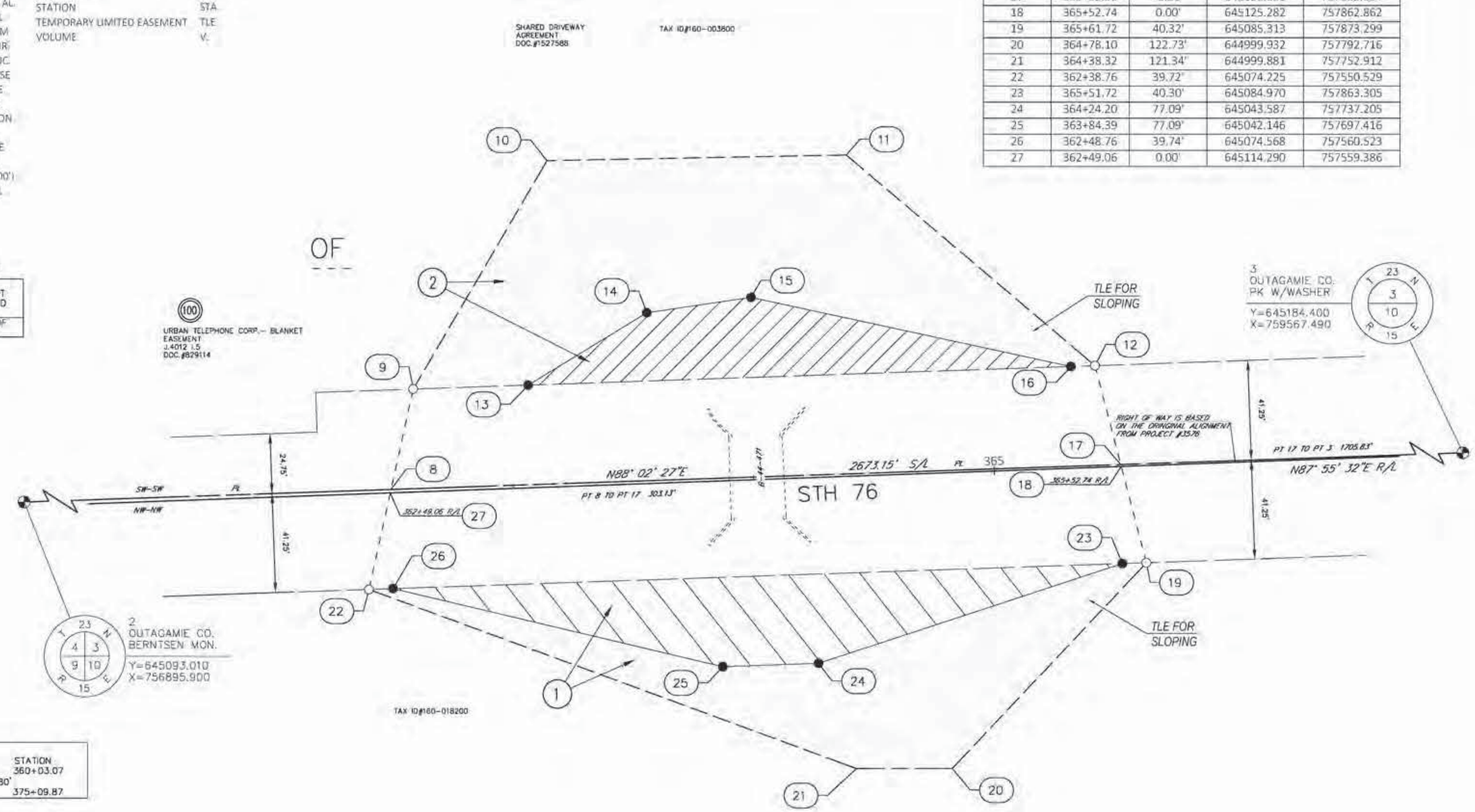
WATER
GAS
TELEPHONE
OVERHEAD TRANSMISSION LINES
ELECTRIC
CABLE TELEVISION
FIBER OPTIC
SANITARY SEWER
STORM SEWER
NON-COMPENSABLE / COMPENSABLE
POWER POLE
TELEPHONE POLE
TELEPHONE PEDESTAL
ELECTRIC TOWER

GN

0 30 60
GRAPHIC SCALE, FEET

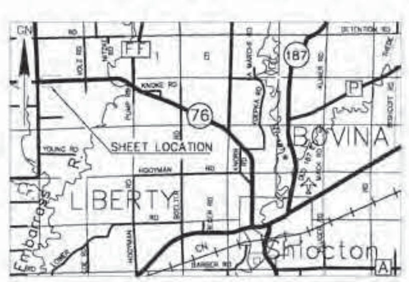
SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	FRONTIER	RELEASE OF RIGHTS



STH 76 ALI COURSE

ALI	COORDINATES	STATION
BP	Y=645105.385 X=757313.556	360+03.07
TANGENT	N87°55'32"E 1506.80'	
EP	Y=645159.928 X=758819.366	375+09.87



NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

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

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

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

EXISTING RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 76 6518-07-21-4.01, 3372, 3576.

WISCONSIN DEPARTMENT OF TRANSPORTATION

I, GREGORY T. BELANGER PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT 6518-07-21-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Gregory T. Belanger DATE: 8-20-2021
PRINT NAME: GREGORY T. BELANGER
REGISTRATION NUMBER: S-3055
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Curt Van Eeem DATE: 8-20-2021
PRINT NAME: CURT VAN EREM

WISCONSIN GREGORY T. BELANGER S-3055 GREEN BAY WI LAND SURVEYOR

APPRAISAL DATE: 8-20-21

4

4

TRANSPORTATION PROJECT PLAT NO: 6518-07-21-4.01
AMENDMENT NO. 1

AMENDS PARCEL 2 AND ADDS PARCEL 6 ON TRANSPORTATION PROJECT PLAT 6518-07-21-4.01 RECORDED AS DOCUMENT NO. 2245061

PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, OF SECTION 3; AND
PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, OF SECTION 10;
ALL IN T23N-R15E, TOWN OF MAPLE CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 76 OUTAGAMIE COUNTY
SHIOCTON-NCL / BOELTER ROAD-CTH "W"

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

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

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
FEE ACQUISITION AREA
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
NOTATION FOR COMBUSTIBLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
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		

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

GN

0 30 60
GRAPHIC SCALE, FEET

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	FRONTIER	RELEASE OF RIGHTS

NOTE(S):

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INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

EXISTING RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 76: 6518-03-21-4.01, 3372, 3576.

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

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 STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT 6518-07-21-4.01 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Jeffrey T. Bohrtz DATE: 8/25/2022
PRINT NAME: JEFFREY T. BOHRTZ
REGISTRATION NUMBER: S-2223
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: Alan J. Rommel DATE: 8/25/2022
PRINT NAME: AL ROMMEL

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

APPRAISAL DATE: 8/25/2022

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER	INTEREST (S) REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED NEW	EXISTING	TOTAL	T.L.E. AREA
1	ARTHUR E. PAUL	FEE & TLE	(6353 sq. ft.) 0.146 AC(s)	(12876 sq. ft.) 0.295 AC(s)	(19229 sq. ft.) 0.441 AC(s)	(8464 sq. ft.) 0.194 AC(s)
2	F.V. DAIRY FACILITY LLP	FEE & TLE	(4230 sq. ft.) 0.097 AC(s)	(12127 sq. ft.) 0.278 AC(s)	(16357 sq. ft.) 0.375 AC(s)	(3626 sq. ft.) 0.083 AC(s)
6	VANDELOO FARMS LLC	TLE				(10841 sq. ft.) 0.249 AC(s)

PT.	- PT.	BEARING	DISTANCE
2	8	N88°02'27"E	664.19'
8	9	N12°27'58"E	42.69'
9	13	N88°01'57"E	47.75'
13	14	N58°38'55"E	57.67'
14	15	N81°34'37"E	43.70'
15	16	S77°49'09"E	135.87'
16	12	N88°01'57"E	10.00'
12	17	S14°38'03"E	42.42'
17	18	S14°38'03"E	0.82'
18	19	S14°38'03"E	41.31'
19	23	S88°01'57"W	10.00'
23	24	S71°49'53"W	132.72'
24	25	S87°55'32"W	39.81'
25	26	N76°40'32"W	140.68'
26	22	S88°01'57"W	10.00'
22	27	N12°27'58"E	41.03'
27	8	N12°27'58"E	1.46'

STA/OFF TABLE

Point #	Station	Offset	Northing	Easting
2	356+76.02	173.69'	645093.010	756895.900
3	382+58.39	-0.58'	645184.400	759567.490
8	362+49.43	-1.41'	645115.717	757559.702
9	362+60.15	-42.74'	645157.405	757568.918
10	363+19.04	-135.49'	645252.222	757624.414
11	364+43.32	-133.33'	645254.566	757748.692
12	365+43.33	-42.21'	645167.128	757851.936
13	363+07.93	-42.65'	645159.045	757616.647
14	363+58.21	-70.86'	645189.051	757665.898
15	364+01.64	-75.69'	645195.453	757709.130
16	365+33.33	-42.23'	645166.784	757841.941
17	365+52.56	-0.81'	645126.081	757862.654
18	365+52.74	0.00'	645125.282	757862.862
19	365+61.72	40.32'	645085.313	757873.299
20	364+78.10	122.73'	644999.932	757792.716
21	364+38.32	121.34'	644999.881	757752.912
22	362+38.76	39.72'	645074.225	757550.529
23	365+51.72	40.30'	645084.970	757863.305
24	364+24.20	77.09'	645043.587	757737.205
25	363+84.39	77.09'	645042.146	757697.416
26	362+48.76	39.74'	645074.568	757560.523
27	362+49.06	0.00'	645114.290	757559.386

Document #: 2277481
Date: 08-25-2022 Time: 12:45 PM
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County: OUTAGAMIE COUNTY State: WI
Sarah R. Van Camp
SARAH R VAN CAMP, REGISTER OF DEEDS
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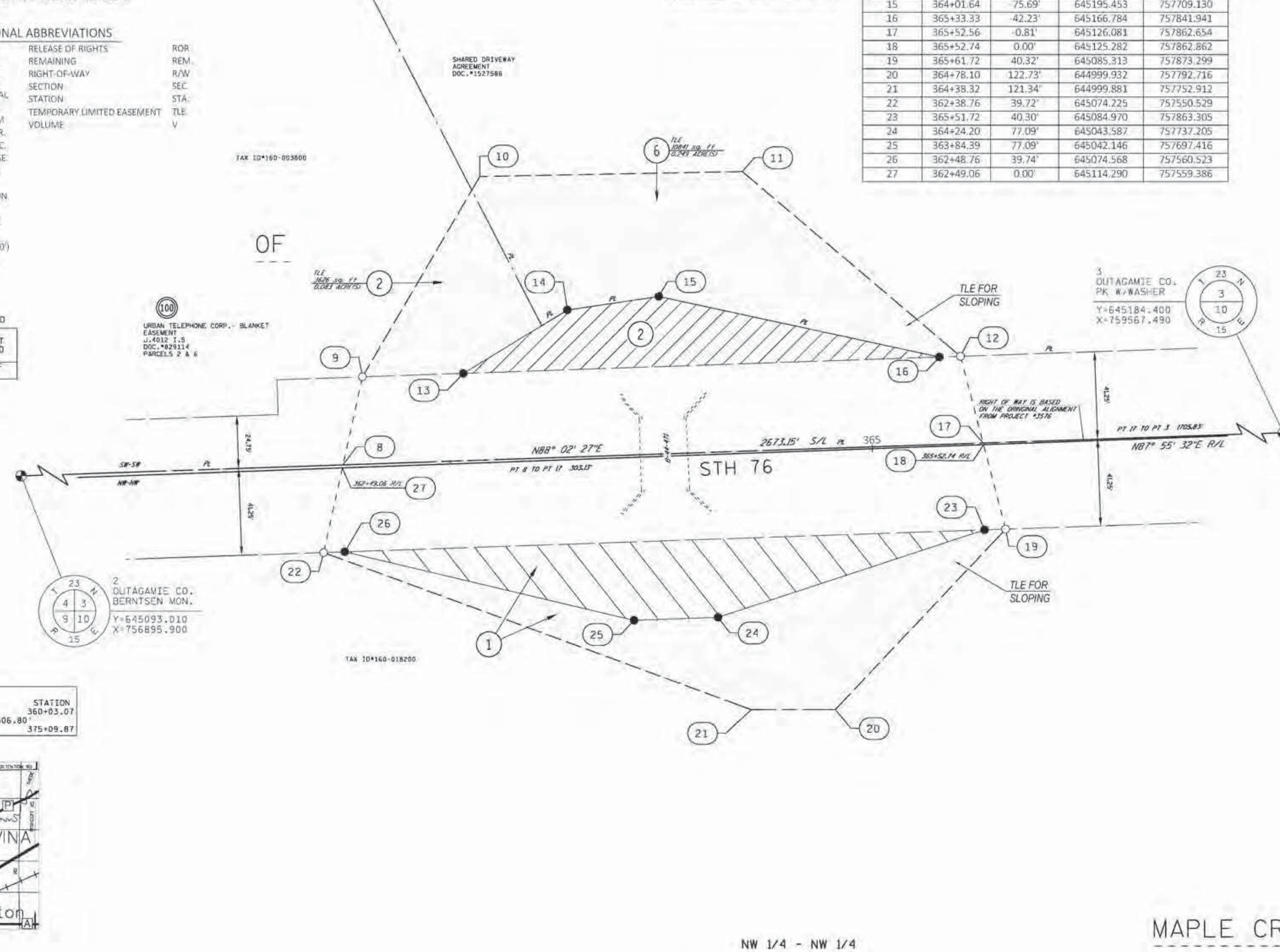
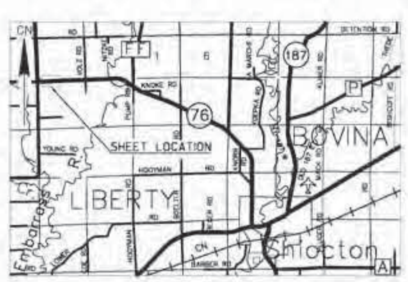
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER
AMENDMENT NO:



STH 76 ALI COURSE			
ALI	COORDINATES		STATION
BP	Y=645105.385	X=757313.556	360+03.07
TANGENT	N87°55'32"E	1506.80'	
EP	Y=645159.928	X=758819.366	375+09.87



TRANSPORTATION PROJECT PLAT NO: 6518-07-21-4.02

PART OF LOTS 2 & 3 OF CERTIFIED SURVEY MAP #8041, AS DOCUMENT NUMBER 2220589, LOCATED IN AND INCLUDING PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4, AND SOUTHEAST 1/4 OF THE NORTHWEST 1/4, ALL LOCATED IN SECTION 12, T23N-R15E, TOWN OF LIBERTY, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 76 OUTAGAMIE COUNTY
SHIOCTON-NCL / BOELTER ROAD-CTH "W"

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.

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```
STH 76 ALI COURSE
ARC      PC Y 644150.132    X 767831.490    STATION 468+64.66
         CC Y 646452.634    X 769536.042
         PI Y 643920.096    X 768142.222    STATION 472+51.28
              TAN                386.61'
              DB                 S53°29'14"E
              DA                 S68°51'32"E
              LCHORD DIST        766.28'    BEARING S61°10'23"E
              EXTERNAL DIST      25.97'
              MID ORD            25.74'
              RADIUS             2864.79'
              DEG                02°00'00"
              DELTA              15°22'18"
              LENGTH             768.59'
         PT Y 643780.658    X 768502.816    STATION 476+33.25

TANGENT       DISTANCE 2866.44'    BEARING S68°51'32"E

ARC      PC Y 642746.836    X 771176.331    STATION 504+99.69
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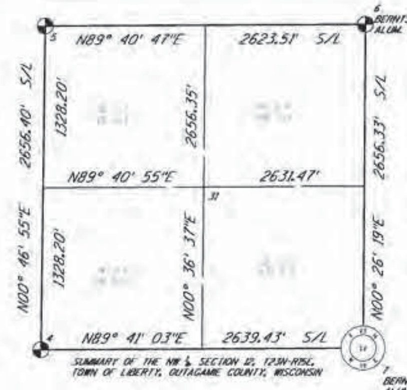

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County: OUTAGAMIE COUNTY State: WI

Sarah R. Van Camp

SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6518-07-21-4.02
AMENDMENT NO:

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
FEE ACQUISITION AREA
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
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
UTILITY NUMBER
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
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 UTILITY SYMBOLS

WATER
GAS
TELEPHONE
OVERHEAD TRANSMISSION LINES
ELECTRIC
CABLE TELEVISION
FIBER OPTIC
SANITARY SEWER
STORM SEWER
POWER POLE
TELEPHONE POLE
TELEPHONE PEDESTAL
ELECTRIC TOWER
NON-COMPENSABLE
COMPENSABLE

GN

0 30 60
GRAPHIC SCALE, FEET

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER	INTEREST (S) REQUIRED	FEE R/W ACRE(S) OR (S.F.) REQUIRED			T.L.E. AREA
			NEW	EXISTING	TOTAL	
3	BRIAN K. KNOKE	FEE & TLE	(8538 sq. ft.) 0.196 AC(s)	-	(8538 sq. ft.) 0.196 AC(s)	(17511 sq. ft.) 0.402 AC(s)
4	JAMES K. KNOKE	FEE & TLE	(3116 sq. ft.) 0.071 AC(s)	-	(3116 sq. ft.) 0.071 AC(s)	(4403 sq. ft.) 0.101 AC(s)
5	CYNTHIA J. KNOKE/GITTER	FEE & TLE	(4170 sq. ft.) 0.096 AC(s)	-	(4170 sq. ft.) 0.096 AC(s)	(8520 sq. ft.) 0.195 AC(s)

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
101	WE ENERGIES	RELEASE OF RIGHTS

CURVE TABLE

CURVE	CH. DISTANCE	CH. BEARING	RADIUS	ARC LENGTH	PI COORDINATES
CUR1	10.26'	S68° 45' 23"E	2864.79'	10.26'	Y: 643782.509 X: 768498.029

NOTES:

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

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

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

EXISTING RIGHT OF WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 76: 6518-03-21-4.01, CSM#4726, CSM# 8041 AND RIGHT OF WAY FOR KNOKE ROAD IS BASED ON CSM#4726.

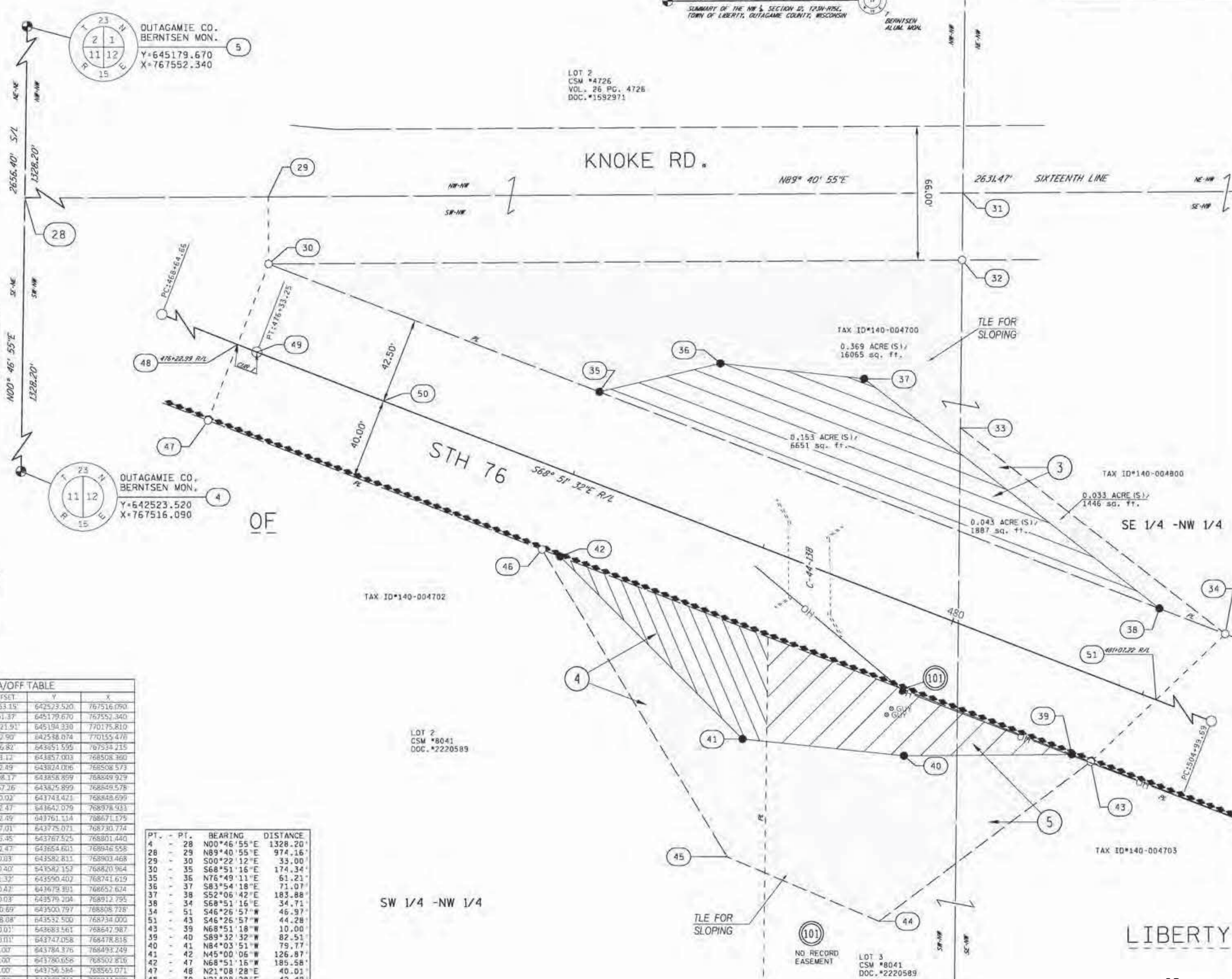
EXISTING ACCESS CONTROL SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE FOR STH 76: CSM#8041.

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.	POINT OF CURVE	PC
EASEMENT	EASE.	POINT OF INTERSECTION	PI
HIGHWAY EASEMENT	H.E.	POINT OF TANGENT	PT
LAND CONTRACT	LC		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		

STA/OFF TABLE				
POINT	STATION	OFFSET	Y	X
4	473+29.92	1,553.15'	642523.520	767516.090
5	460+27.73	-661.37'	645179.670	767552.340
6	486+83.78	-1,921.91'	645194.330	770175.810
7	496+22.84	562.90'	642538.074	770155.476
28	468+03.37	416.82'	643851.595	767534.215
29	476+10.30	-73.12'	643857.003	768508.360
30	476+22.83	-42.49'	643824.006	768508.573
31	479+28.76	-198.17'	643858.899	768849.929
32	479+40.36	-167.26'	643825.899	768849.578
33	479+69.29	-90.02'	643743.421	768848.699
34	481+27.30	-42.47'	643642.079	768978.933
35	477+97.33	-42.49'	643761.114	768671.175
36	478+47.88	-77.01'	643775.071	768730.774
37	479+16.51	-95.45'	643767.525	768801.440
38	480+92.59	-42.47'	643654.601	768946.558
39	480+78.29	40.03'	643582.811	768903.468
40	480+01.58	70.40'	643582.152	768820.964
41	479+24.60	91.32'	643590.402	768741.619
42	478+09.50	40.47'	643679.391	768652.624
43	480+88.29	40.03'	643579.204	768912.795
44	480+19.51	150.69'	643500.797	768808.728'
45	479+38.38	148.08'	643532.500	768734.000
46	477+99.01	40.01'	643683.561	768647.987
47	476+23.13	40.01'	643747.058	768478.816
48	476+22.99	0.00'	643784.376	768493.249
49	476+33.25	0.00'	643780.658	768502.816
50	477+00.00	0.00'	643756.584	768565.071
51	481+07.22	0.00'	643609.713	768944.888

PT.	-	PT.	BEARING	DISTANCE
4	-	28	N00°46'55"E	1328.20'
28	-	29	N89°40'55"E	974.16'
29	-	30	S00°22'12"E	33.00'
30	-	35	S68°51'16"E	174.34'
35	-	36	N76°49'11"E	61.21'
36	-	37	S83°54'18"E	71.07'
37	-	38	S52°06'42"E	183.88'
38	-	34	S68°51'16"E	34.71'
34	-	51	S46°26'57"W	46.97'
51	-	43	S46°26'57"W	44.28'
43	-	39	N68°51'18"W	10.00'
39	-	40	S89°32'32"W	82.51'
40	-	41	N84°03'51"W	79.77'
41	-	42	N45°00'06"W	126.87'
42	-	47	N68°51'16"W	185.58'
47	-	48	N21°08'28"E	40.01'
48	-	30	N21°08'28"E	42.49'



WISCONSIN DEPARTMENT OF TRANSPORTATION

I, GREGORY T. BELANGER PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT 6518-07-21-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Gregory T. Belanger DATE: 9-16-2021
PRINT NAME: GREGORY T. BELANGER
REGISTRATION NUMBER: S-3055
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

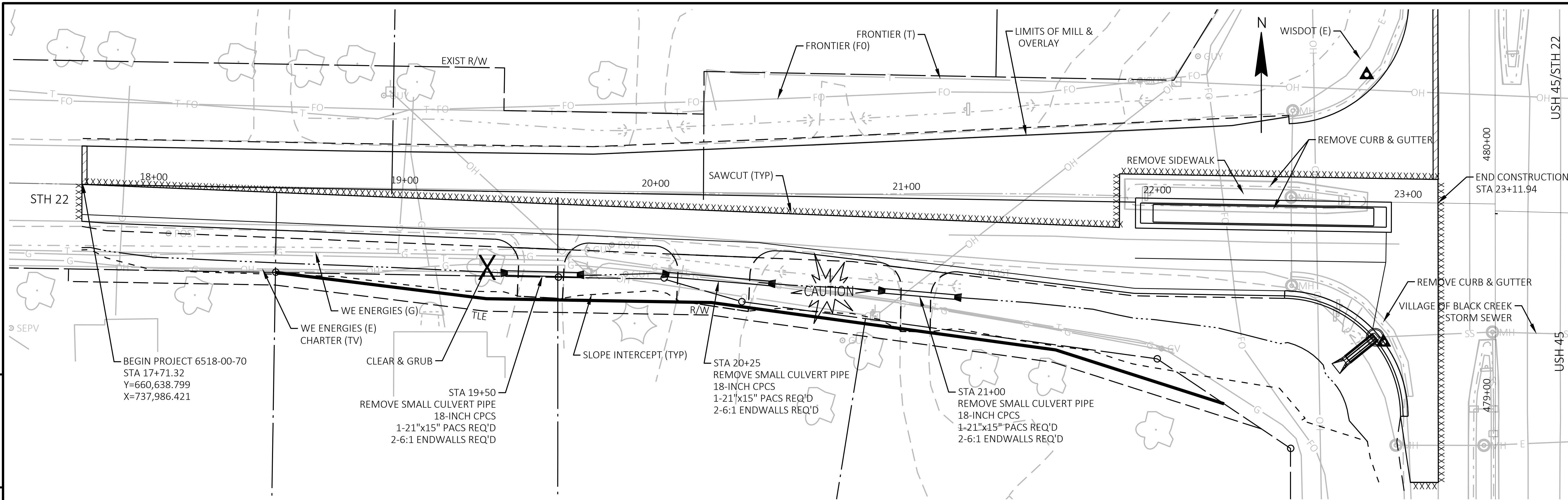
SIGNATURE: Curt Van Erem DATE: 9-16-2021
PRINT NAME: CURT VAN EREM

WISCONSIN GREGORY T. BELANGER S-3055 GREEN BAY WI LAND SURVEYOR

APPRAISAL DATE: 9-16-2021

4

4



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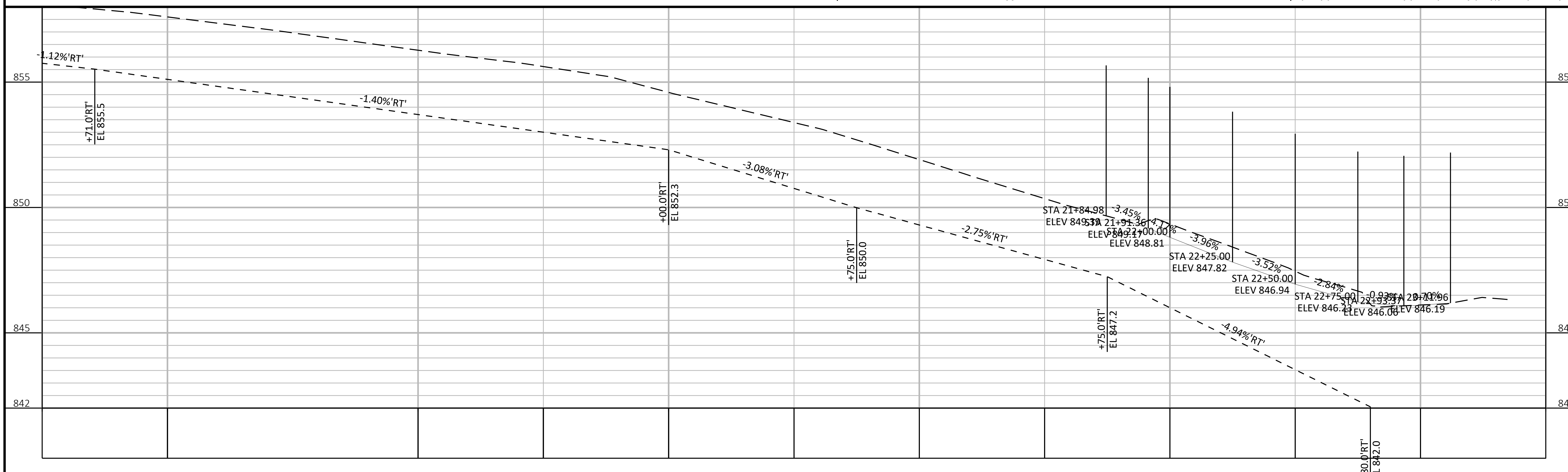
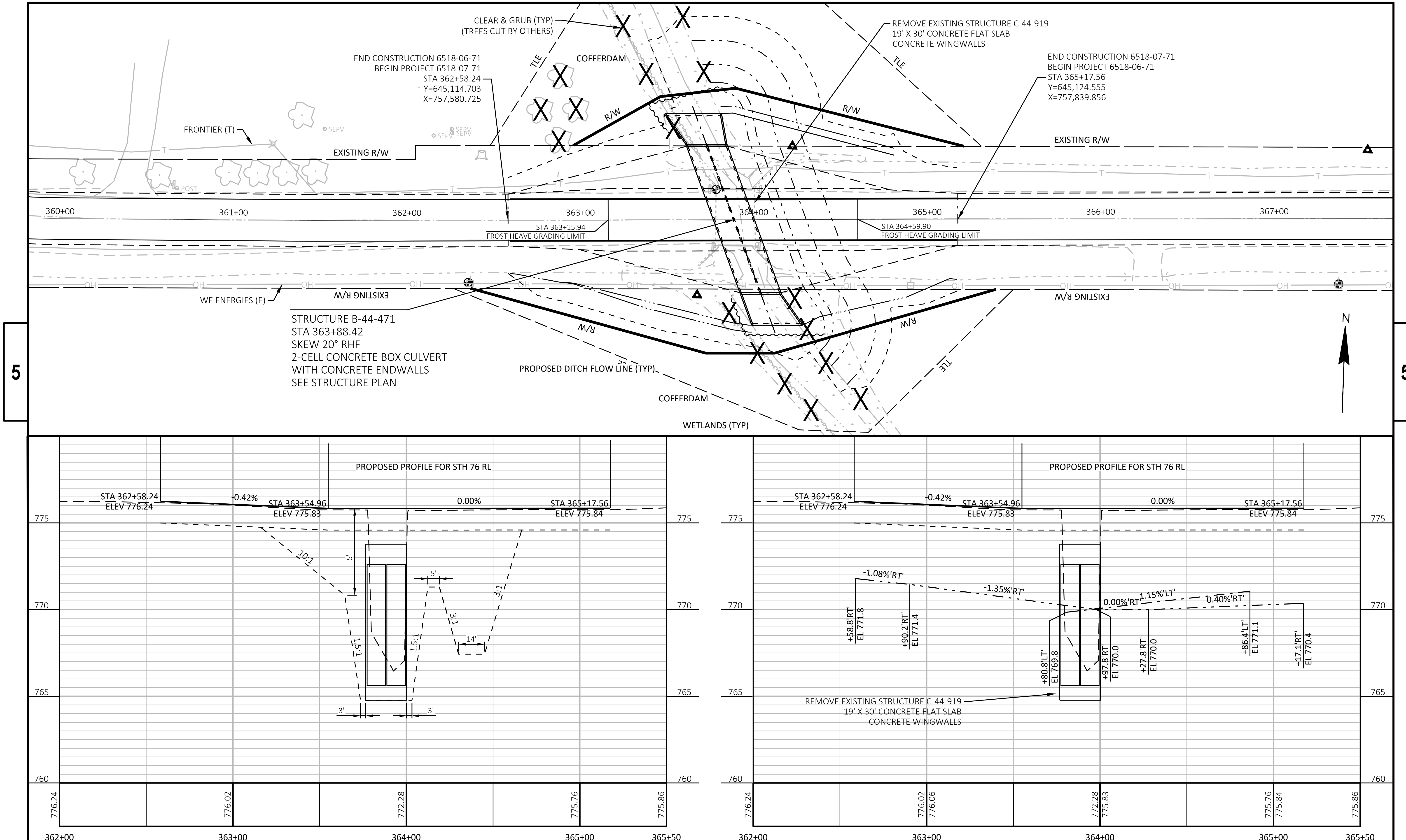
5



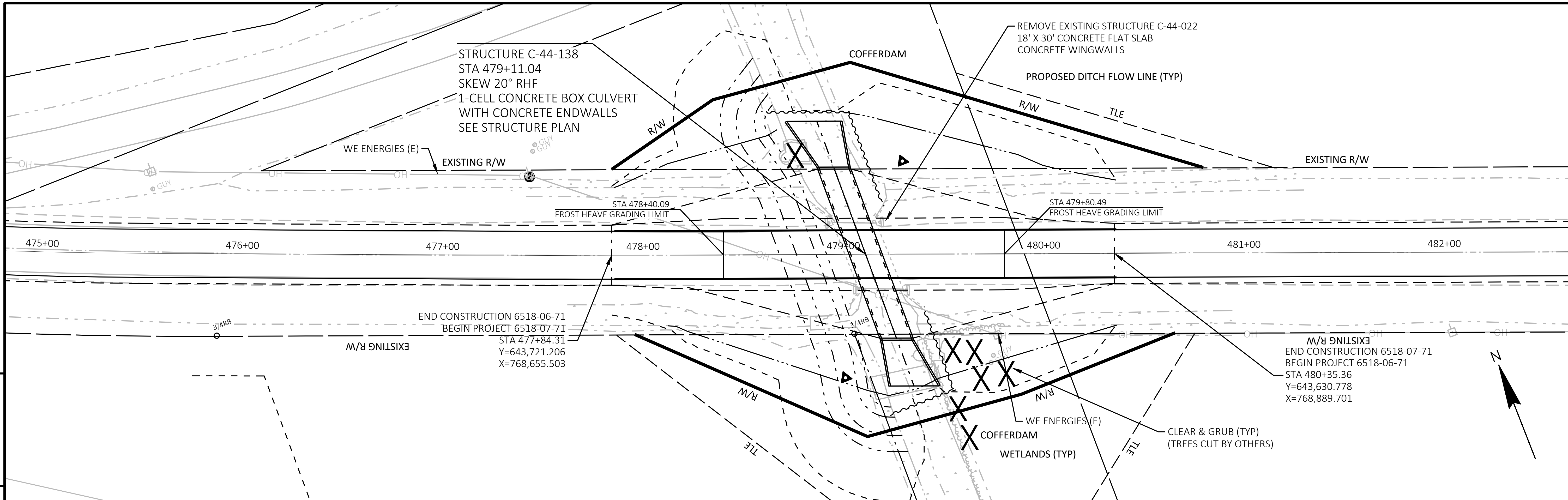
PROJECT NO: 6518-00-70	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	PLAN AND PROFILE: STH 22	SHEET 94	E

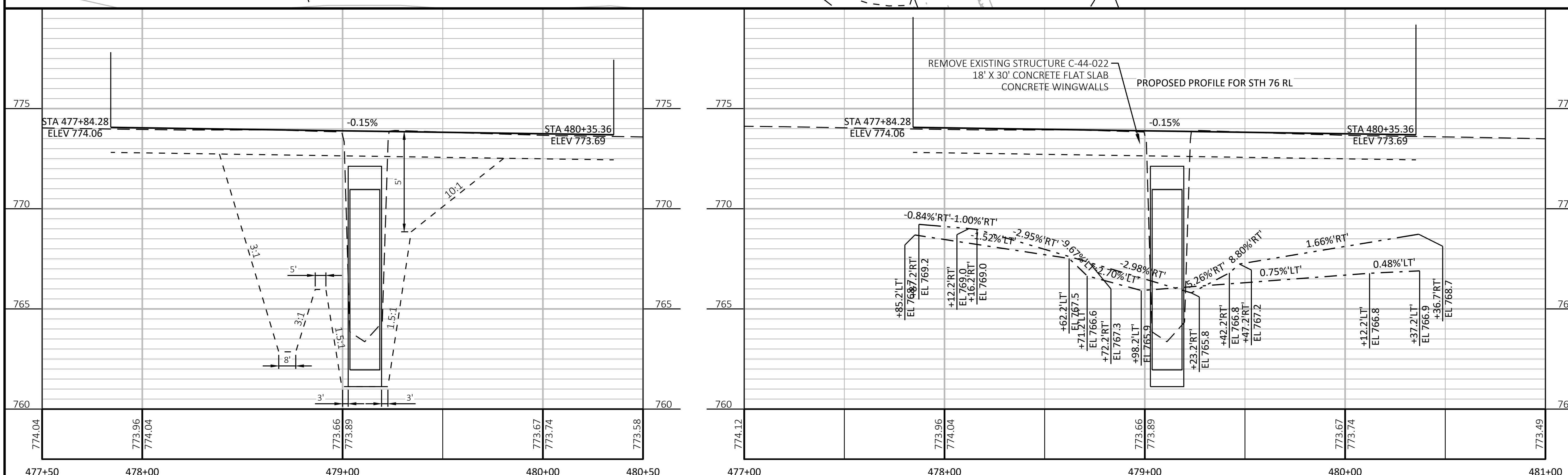
FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050101-PP.DWG
LAYOUT NAME - 651806-050101-pp
PLOT DATE : 5/4/2023 2:33 PM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 6518-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	PLAN AND PROFILE: B-44-471 TRIBUTARY OF BEAR CREEK	SHEET 95	E

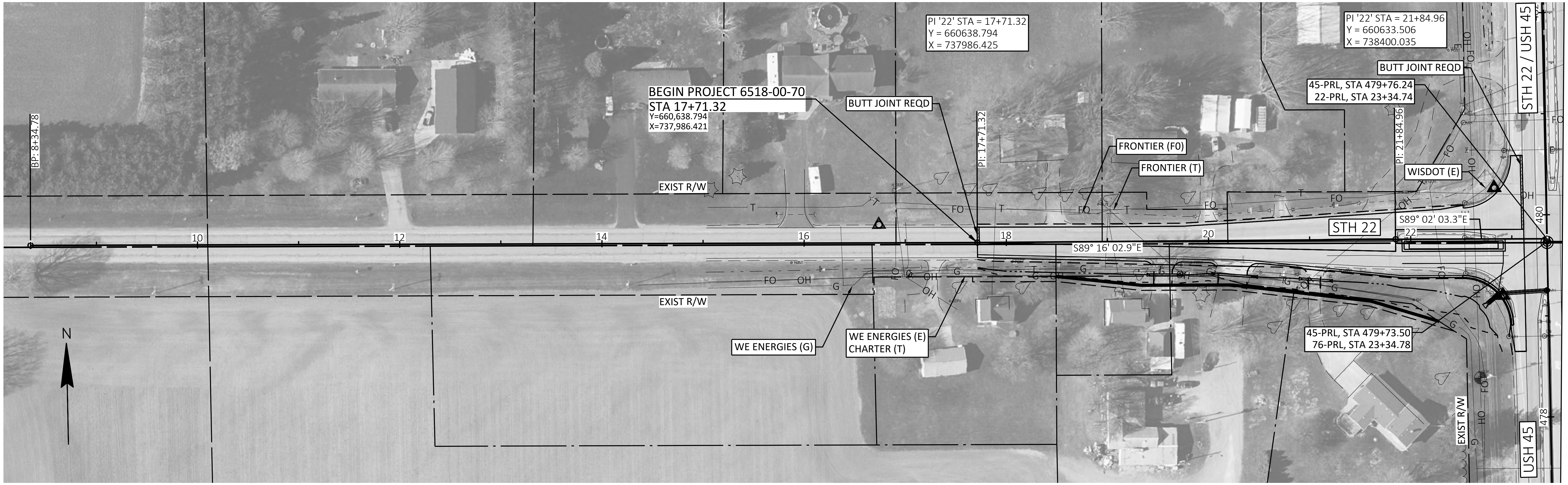
FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050101-PP.DWG
LAYOUT NAME - 651806-050122-pp
PLOT DATE : 5/4/2023 2:34 PM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 6518-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	PLAN AND PROFILE: C-44-138 TRIBUTARY OF EMBARRASS RIVER	SHEET 96	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050101-PP.DWG
LAYOUT NAME - 651806-050152-pp
PLOT DATE : 5/4/2023 2:34 PM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



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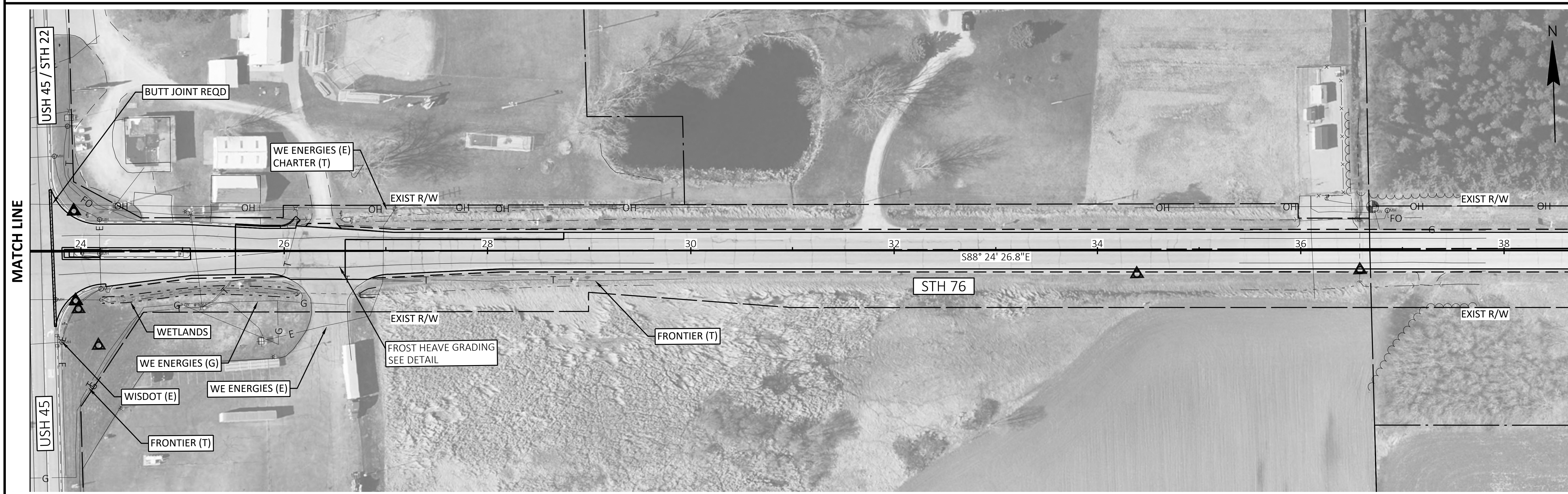
5



PROJECT NO: 6518-00-70	HWY: STH 76	COUNTY: WAUPACA	PLAN	SHEET 97	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050201-PN.DWG
LAYOUT NAME - 651806-050201-pn
PLOT DATE : 10/21/2022 9:44 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:100 FT

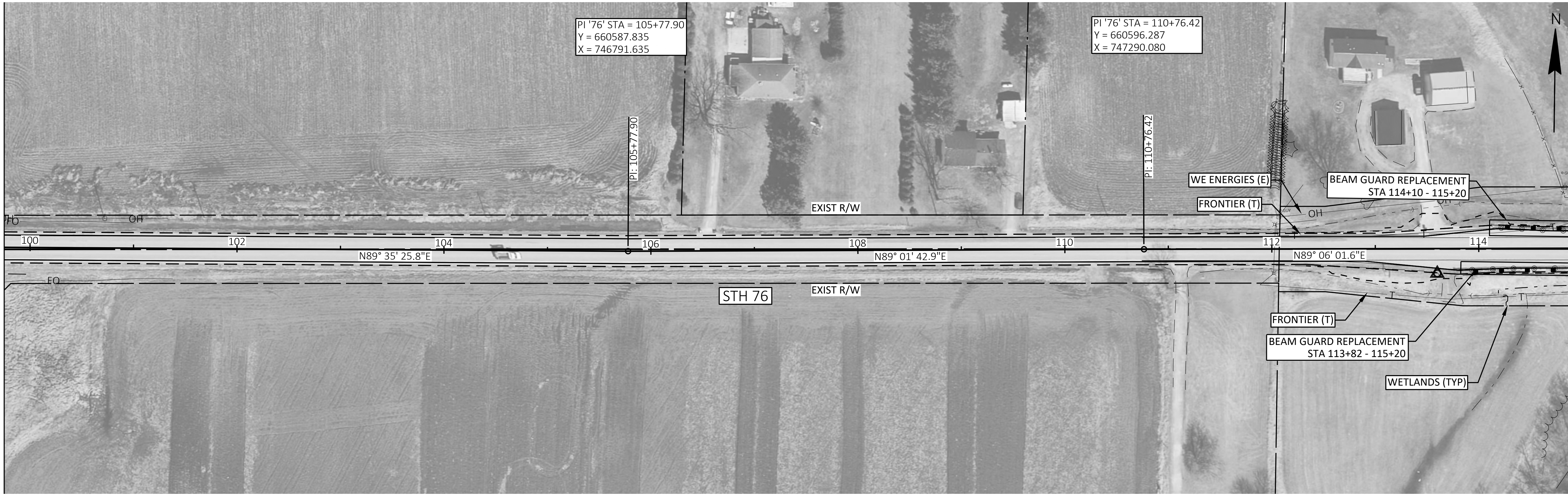
PROJECT NO: 6518-00-70/6518-06-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	PLAN	SHEET 98	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050201-PN.DWG
LAYOUT NAME - 651806-050202-pn
PLOT DATE : 10/21/2022 9:44 AM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 99	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050201-PN.DWG
LAYOUT NAME - 651806-050203-pn
PLOT DATE : 10/21/2022 9:45 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

MATCH LINE 5



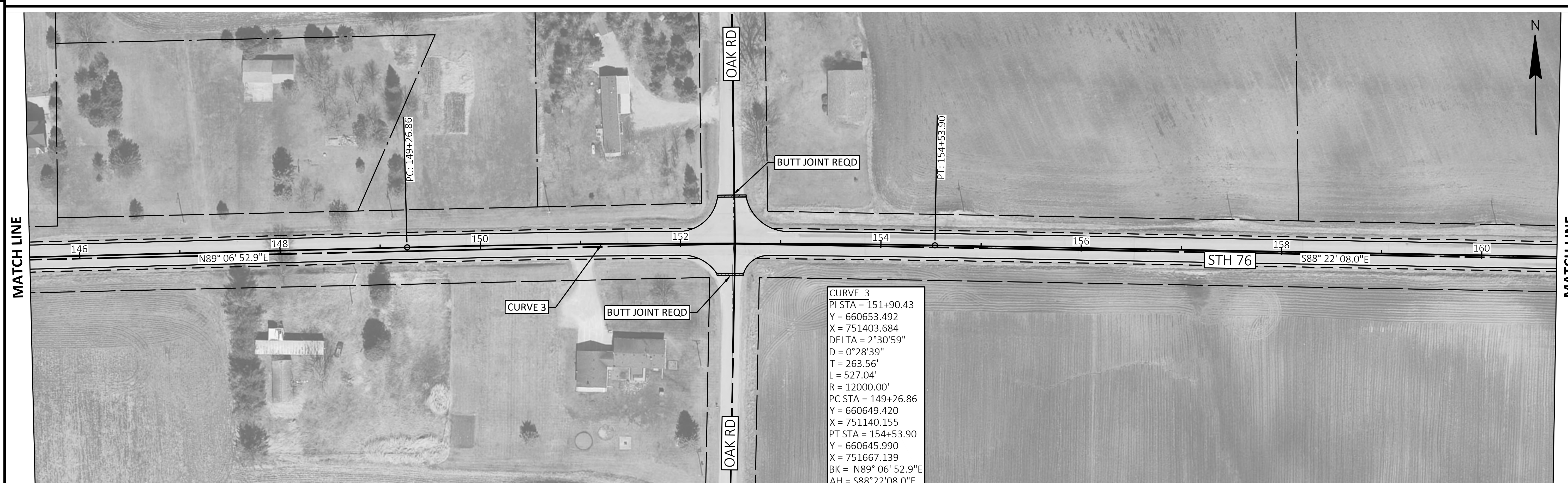
MATCH LINE 5

MATCH LINE

MATCH LINE

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 100 E

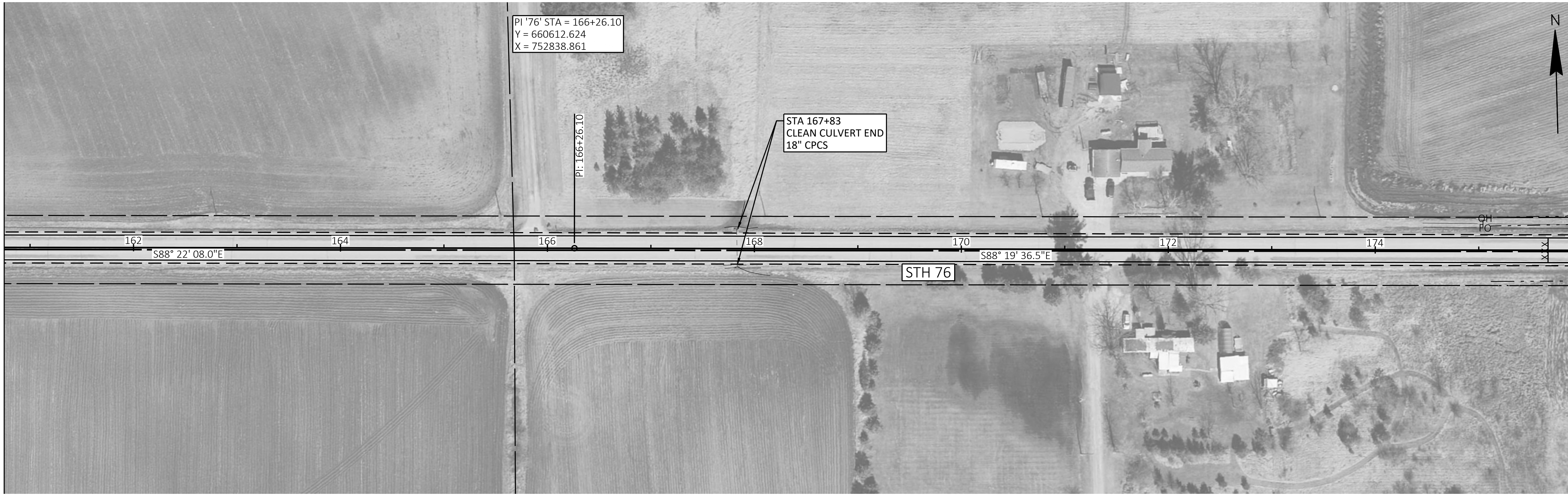
FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050201-PN.DWG
LAYOUT NAME - 651806-050204-pn
PLOT DATE : 10/21/2022 9:45 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 101	E

MATCH LINE

5



MATCH LINE

5

MATCH LINE

MATCH LINE

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 102	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050201-PN.DWG
LAYOUT NAME - 651806-050206-pn
PLOT DATE : 10/21/2022 9:46 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 103	E

MATCH LINE

5

MATCH LINE

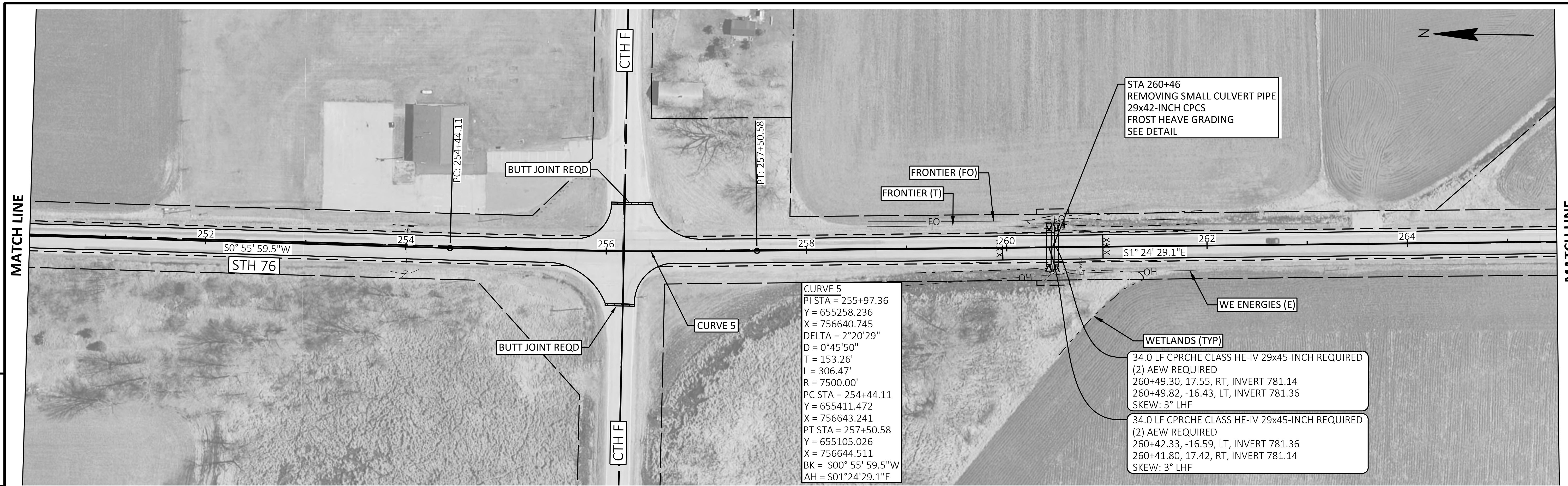
5

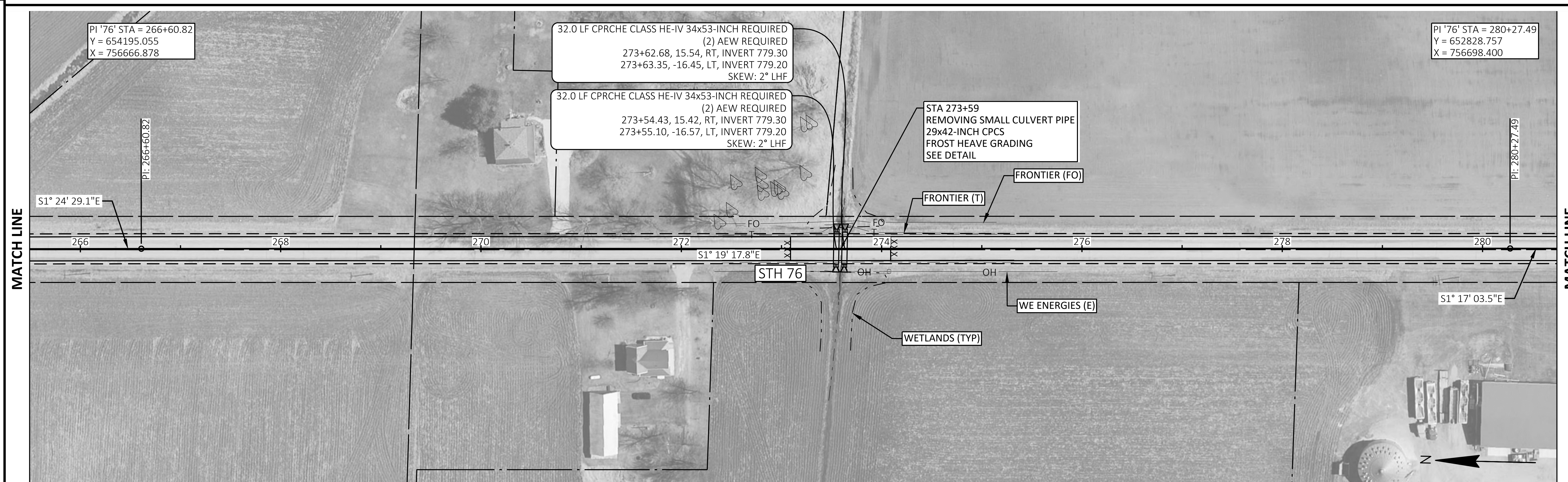
MATCH LINE

MATCH LINE

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 104	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050201-PN.DWG
LAYOUT NAME - 651806-050208-pn
PLOT DATE : 10/28/2022 11:00 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 105	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050201-PN.DWG
LAYOUT NAME - 651806-050209-pn
PLOT DATE : 10/21/2022 9:48 AM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

MATCH LINE

5

MATCH LINE

5

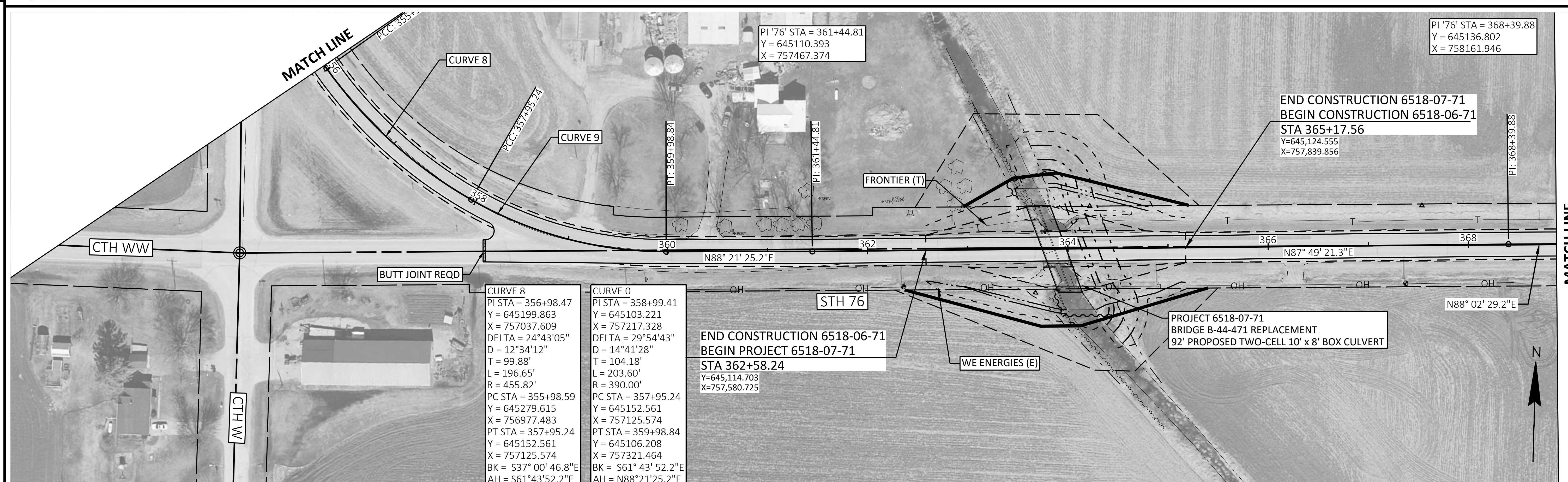
MATCH LINE

MATCH LINE

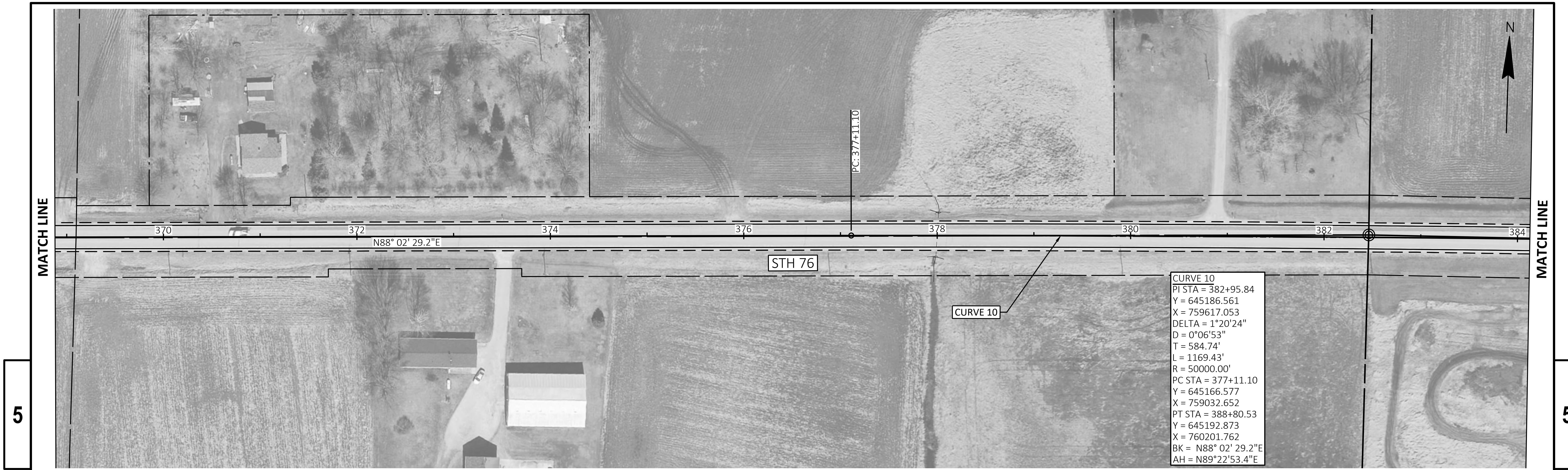
PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 106	E

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 107	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050201-PN.DWG
LAYOUT NAME - 651806-050211-pn
PLOT DATE : 10/21/2022 9:49 AM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

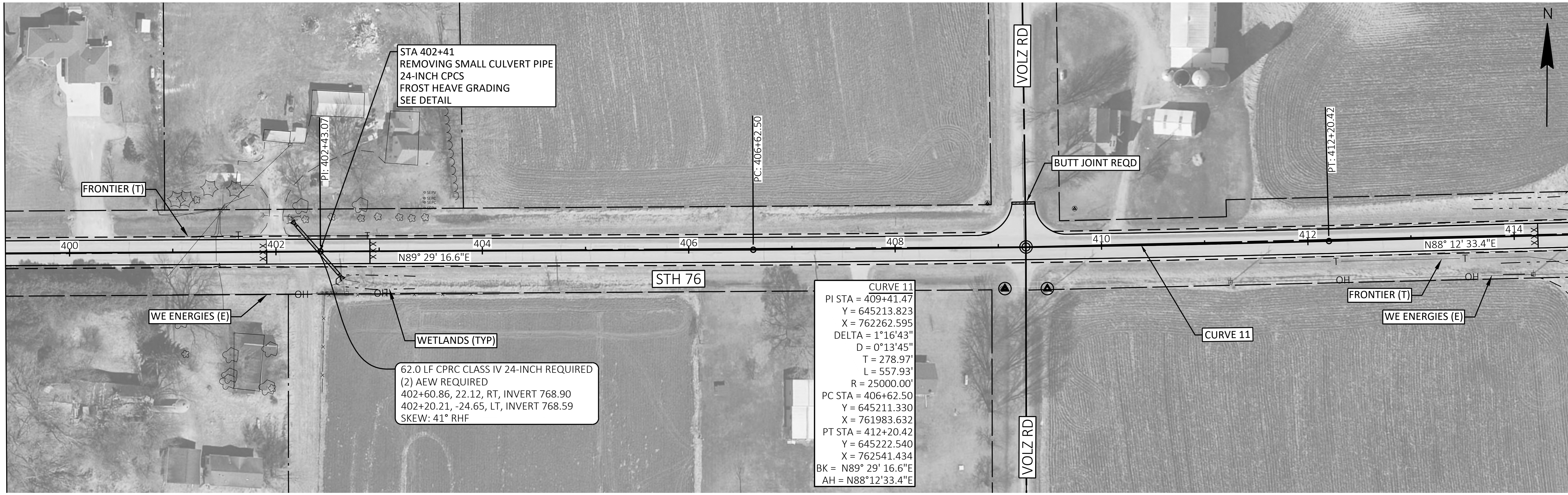


PROJECT NO: 6518-06-71 / 6518-07-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 108	E



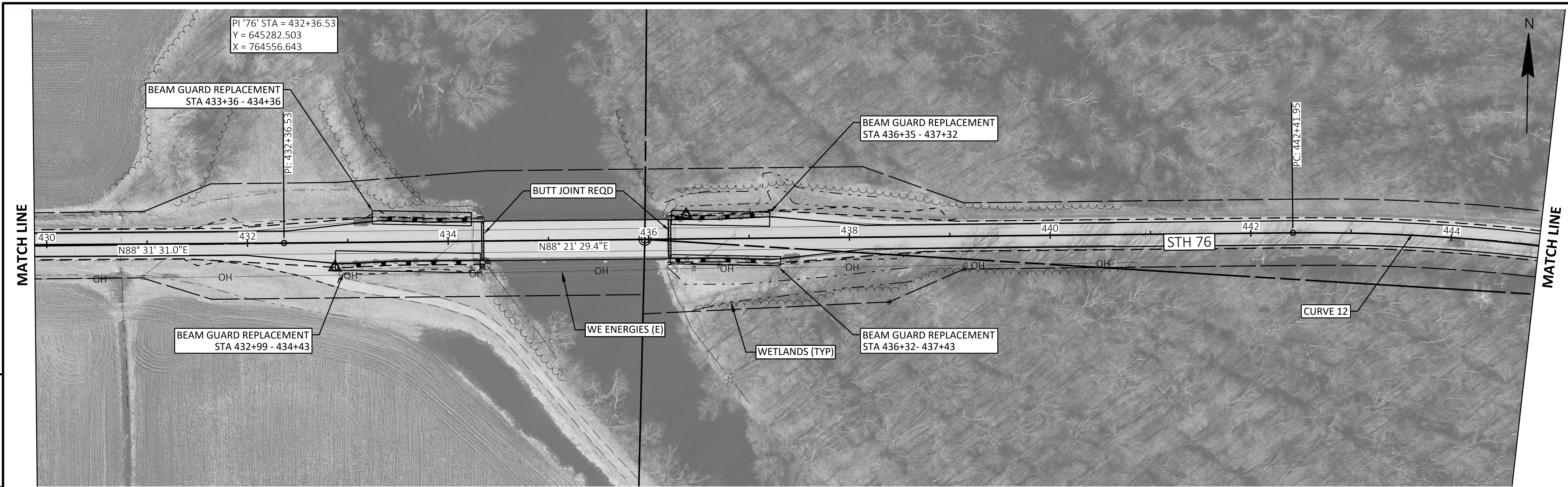
PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 109	E

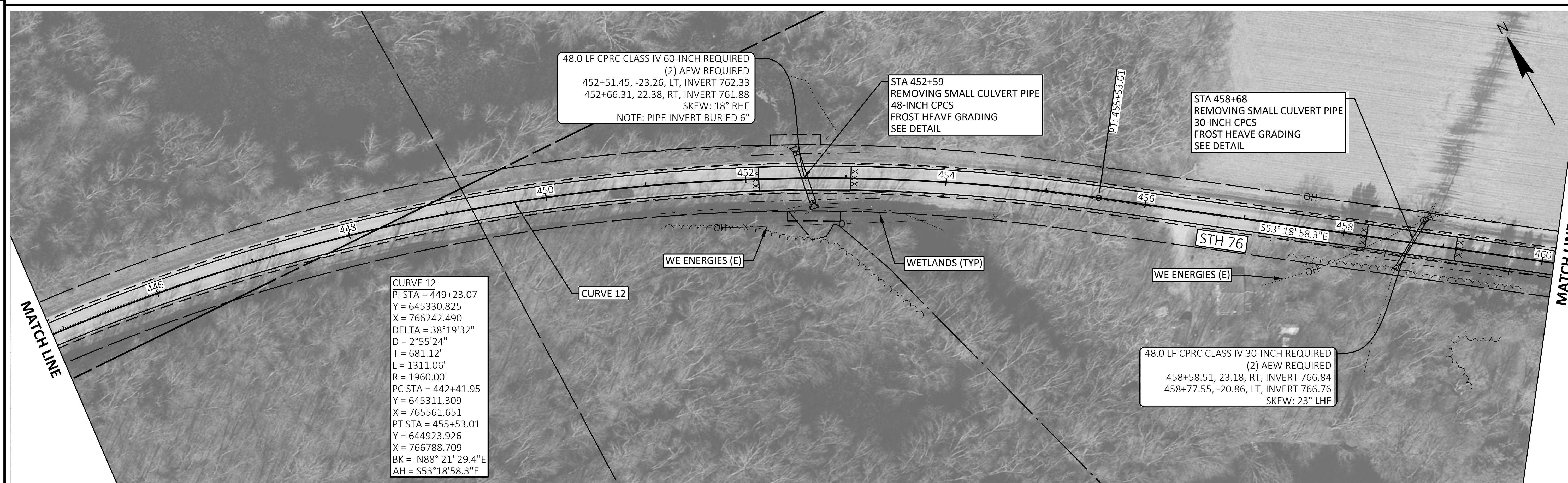
FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050201-PN.DWG
LAYOUT NAME - 651806-050213-pn
PLOT DATE : 10/21/2022 9:50 AM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 110	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050201-PN.DWG
LAYOUT NAME - 651806-050214-pn
PLOT DATE : 10/28/2022 11:01 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 111	E

PROJECT NO: 6518-06-71/6518-07-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 112	E

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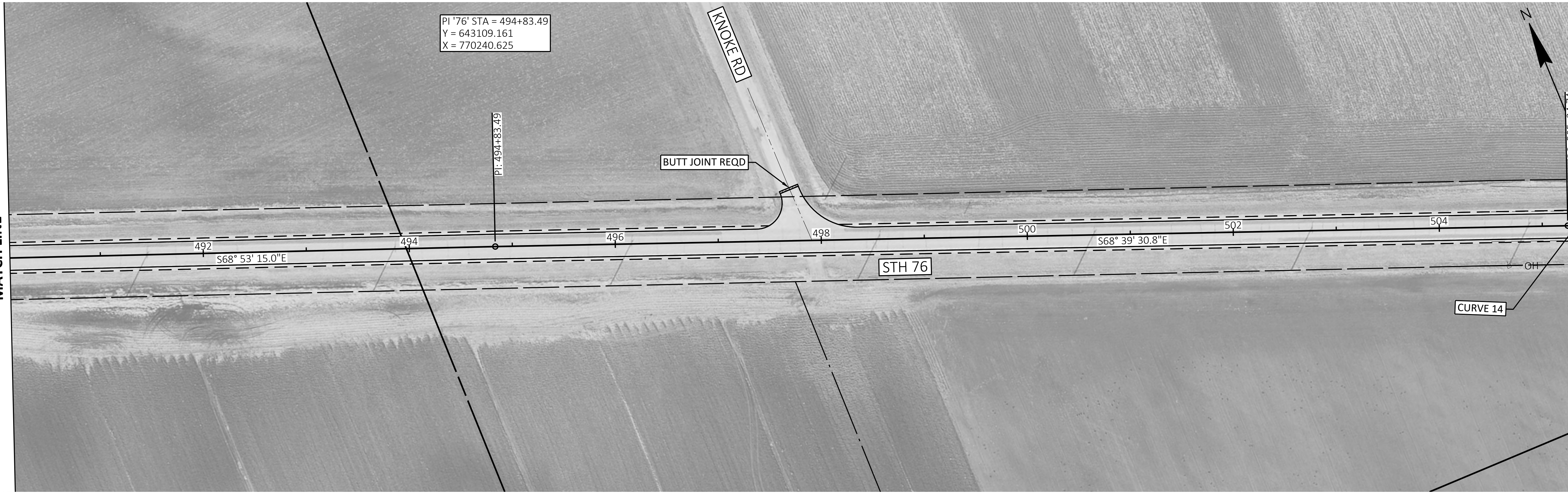

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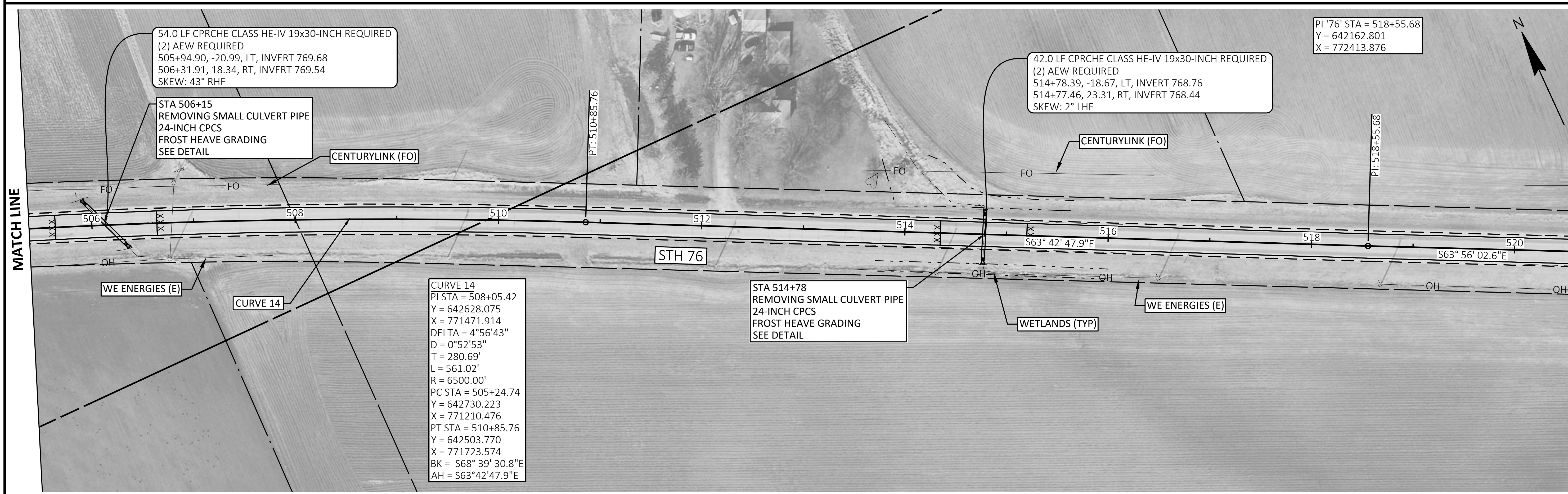
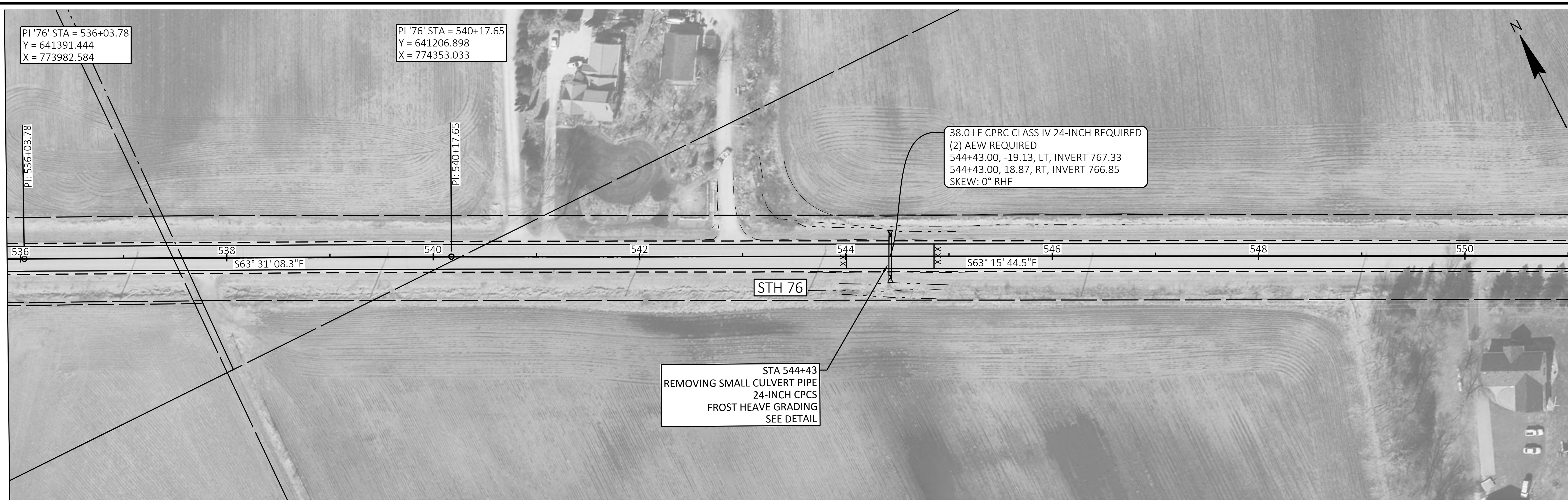


PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 113	E

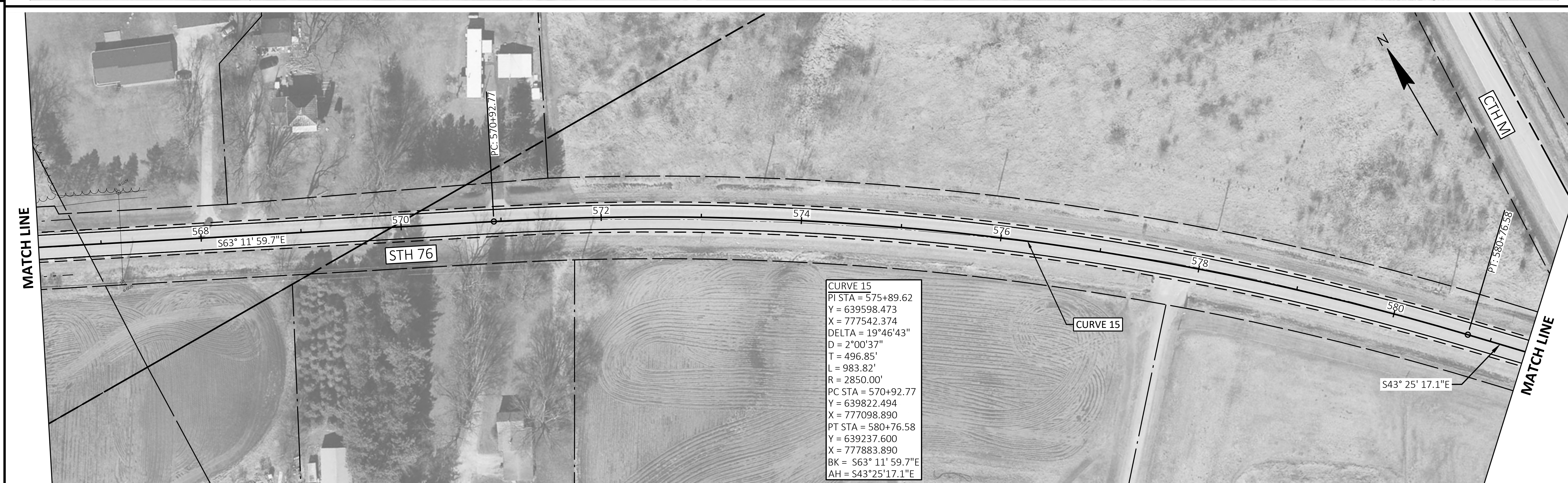
FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050201-PN.DWG
LAYOUT NAME - 651806-050217-pn
PLOT DATE : 11/7/2022 8:45 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 114	E

5

5



PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 115	E

MATCH LINE

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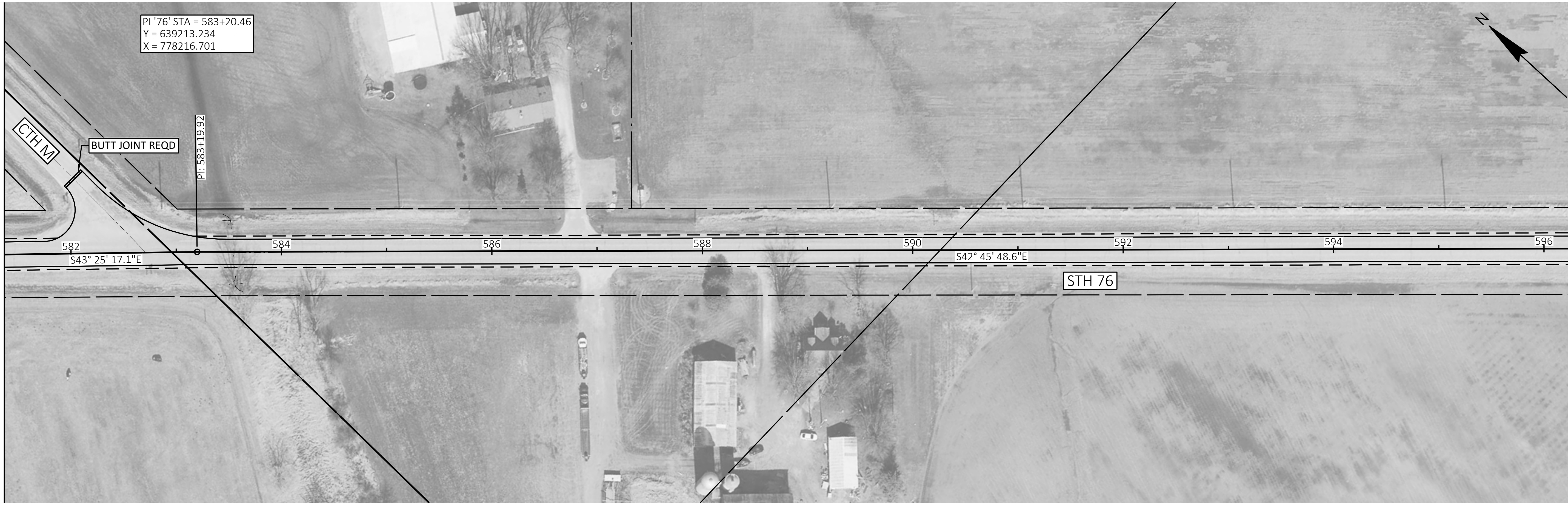

MATCH LINE

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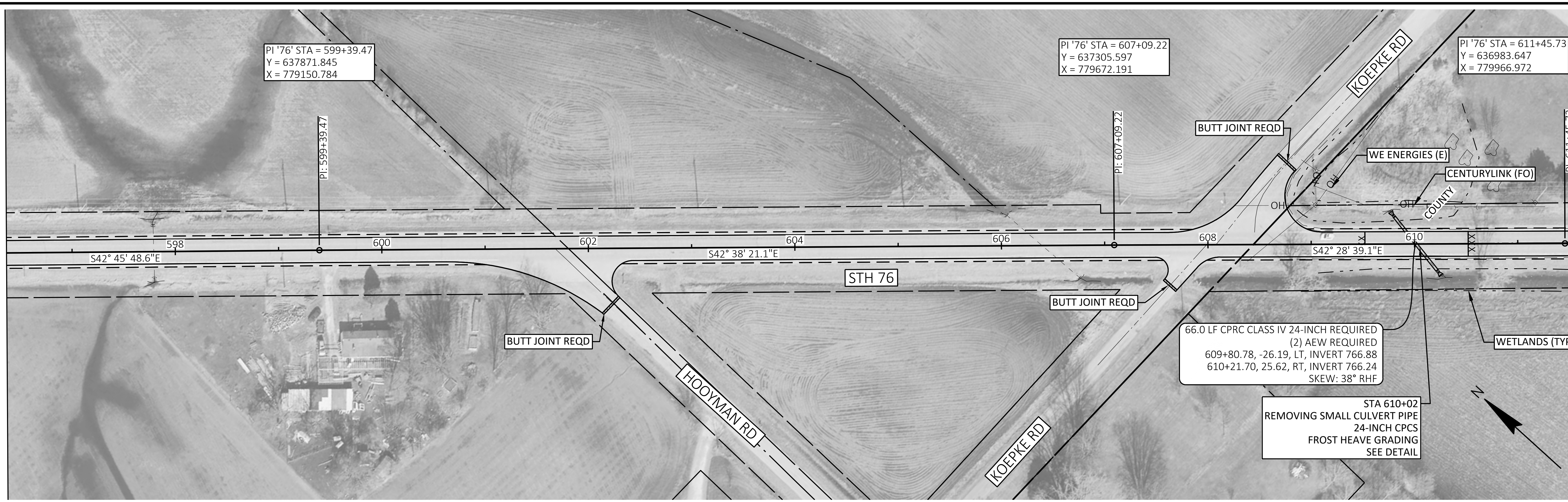
MATCH LINE



MATCH LINE

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 116	E

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 117	E

MATCH LINE

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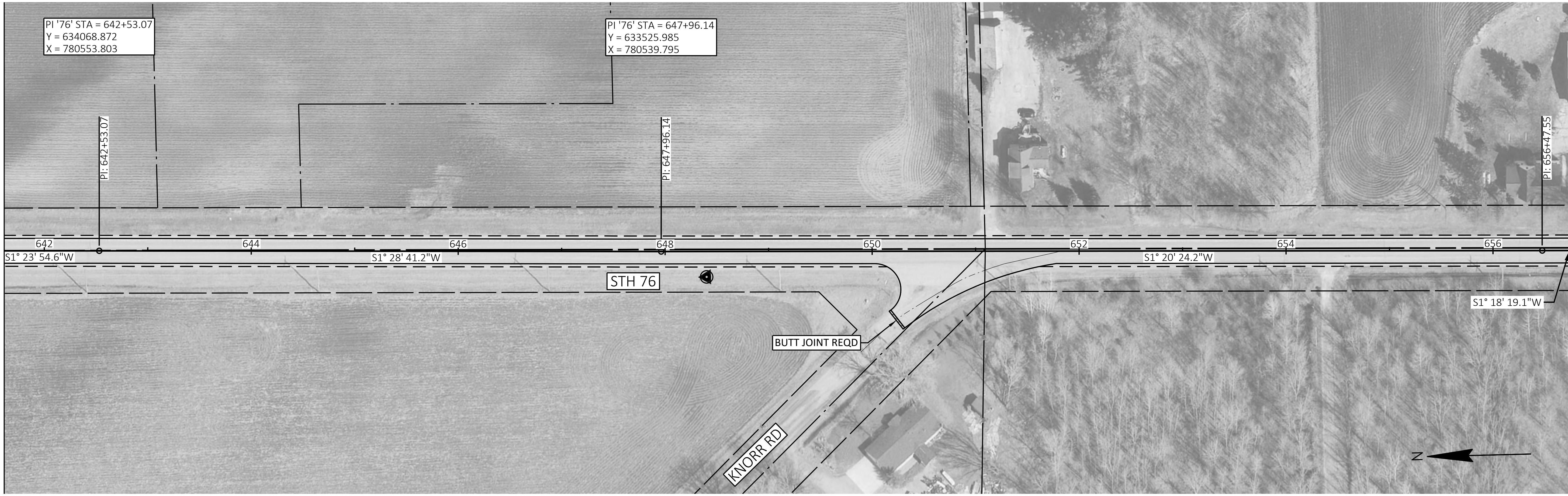


MATCH LINE

5

MATCH LINE

MATCH LINE

PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 118	E

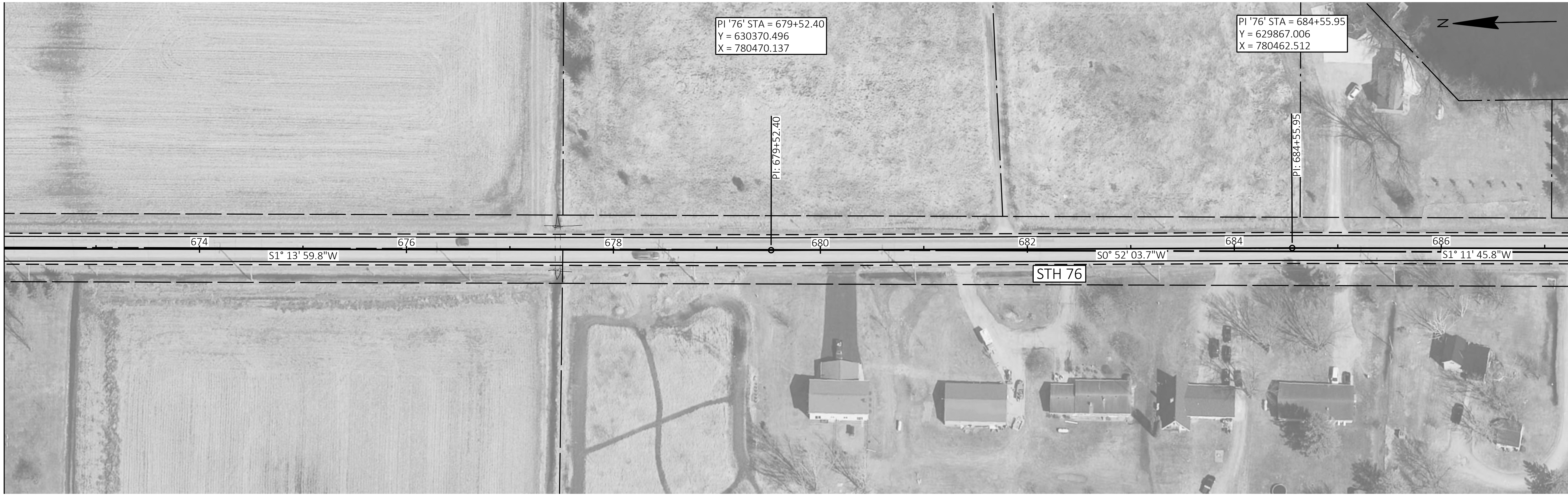
FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-050201-PN.DWG
LAYOUT NAME - 651806-050222-pn

PLOT DATE : 10/21/2022 9:55 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE

5



MATCH LINE

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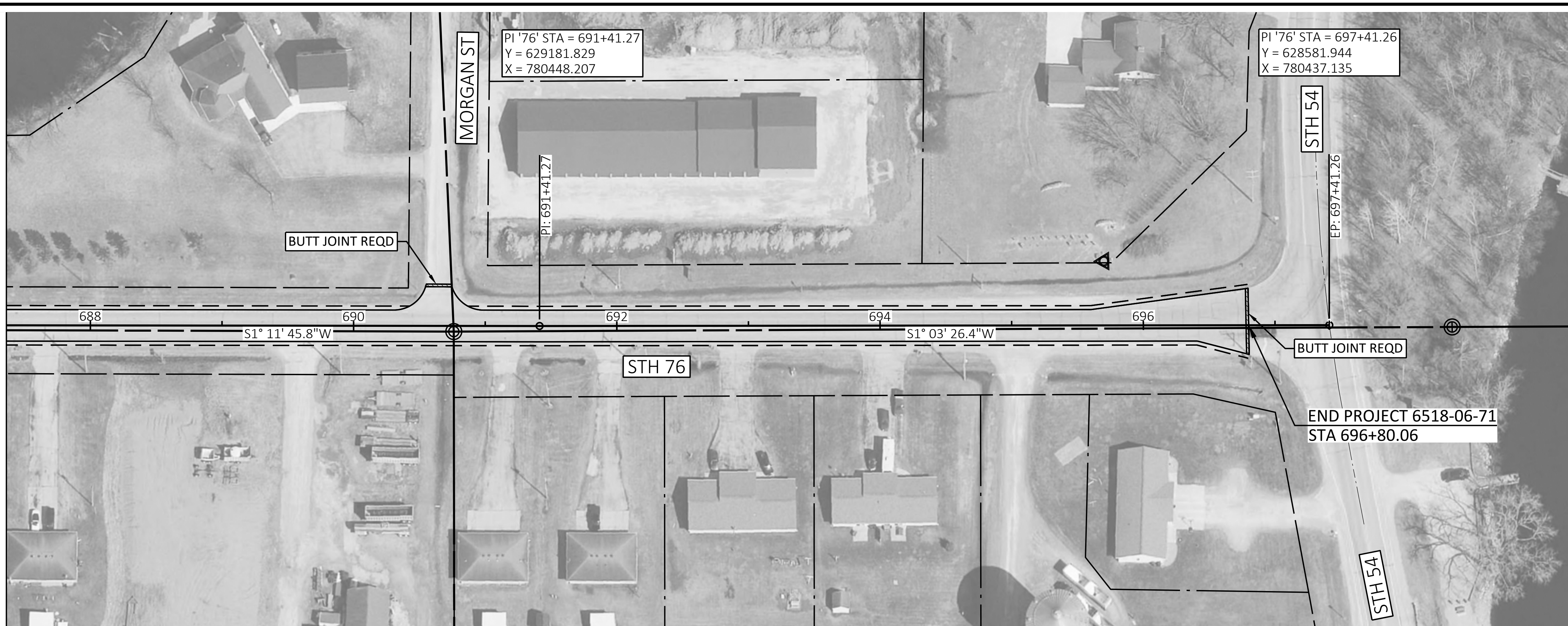
MATCH LINE



PROJECT NO: 6518-06-71	HWY: STH 76	COUNTY: OUTAGAMIE	PLAN	SHEET 119	E

Standard Detail Drawing List

08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS
09B02-10	CONDUIT
09B04-12	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
13A11-03A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C19-03	HMA LONGITUDINAL JOINTS
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)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
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
15C07-15C	PAVEMENT MARKING ARROWS
15C08-22A	LONGITUDINAL MARKING (MAINLINE)
15C08-22B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-22D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-07A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-07B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
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
15D30-08F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-08I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

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Standard Detail Drawing List

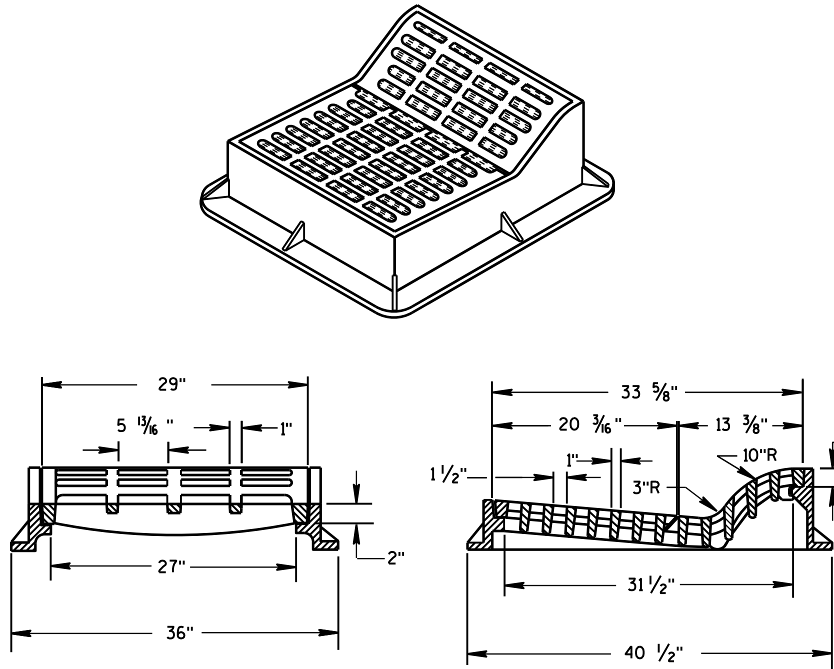
15D30-08J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

6

GENERAL NOTES

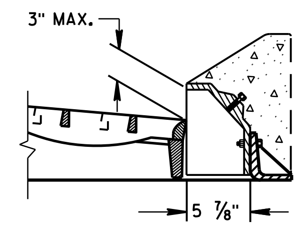
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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



TYPE "F"

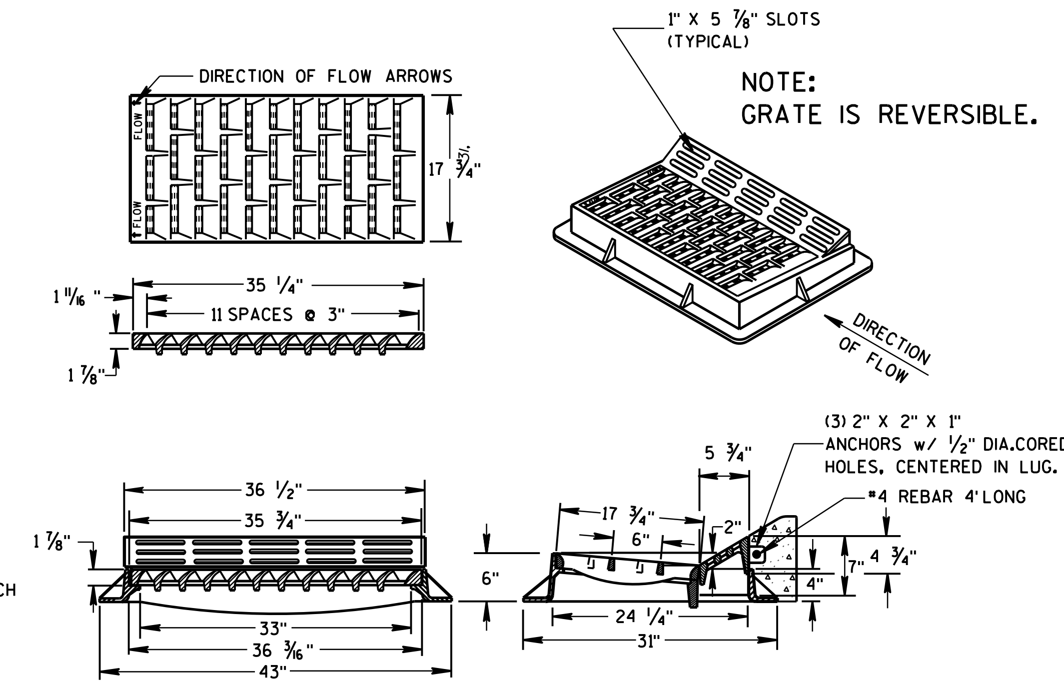
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

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

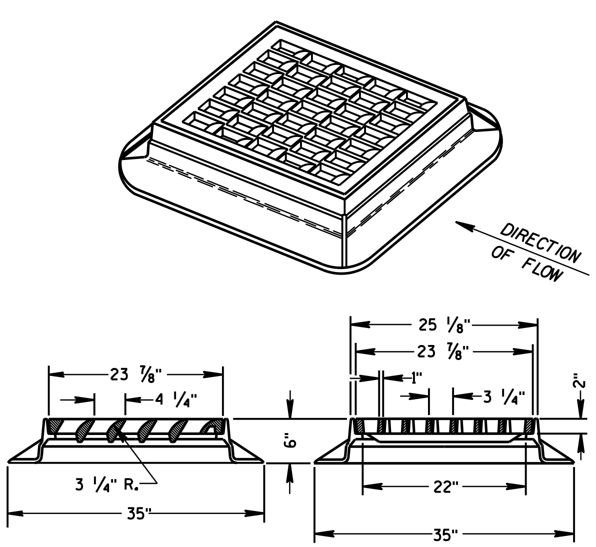
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE



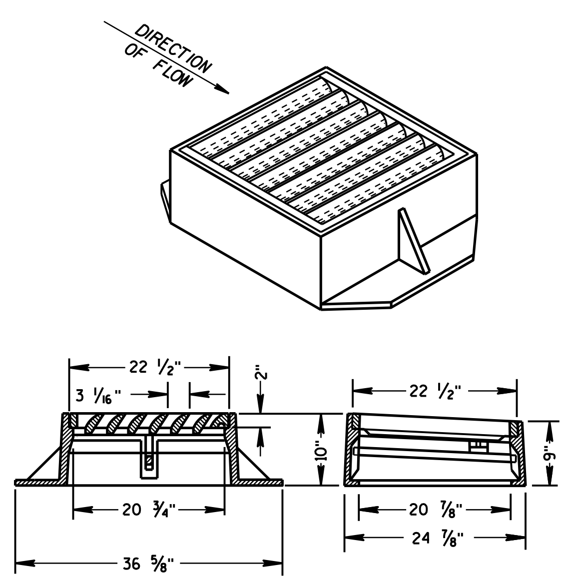
TYPE "HM"

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

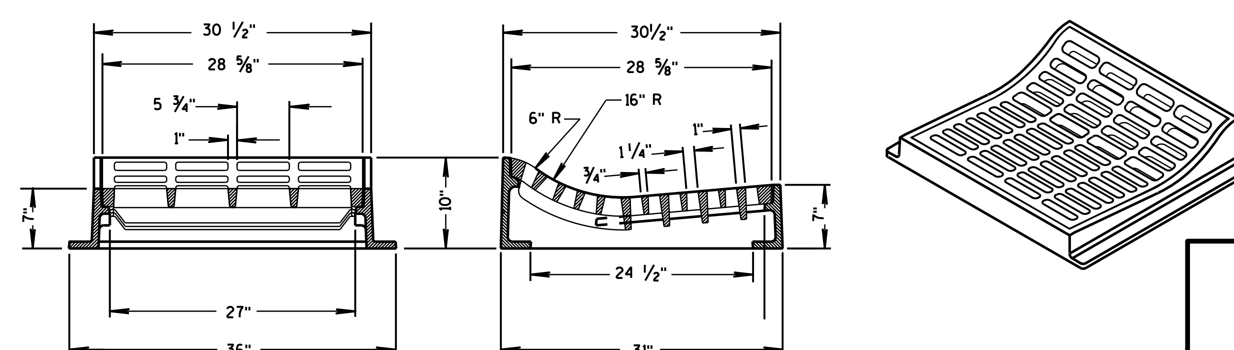
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



TYPE "S"



TYPE "V"



TYPE "T"

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

INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 11/27/2013 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

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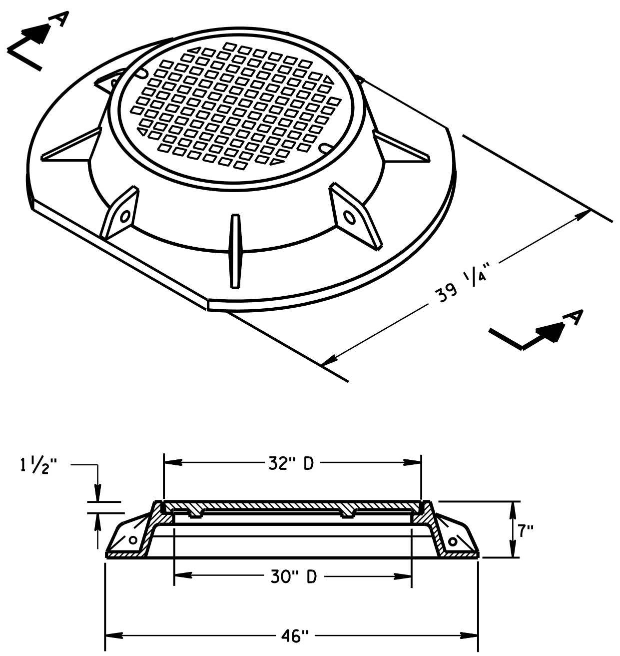
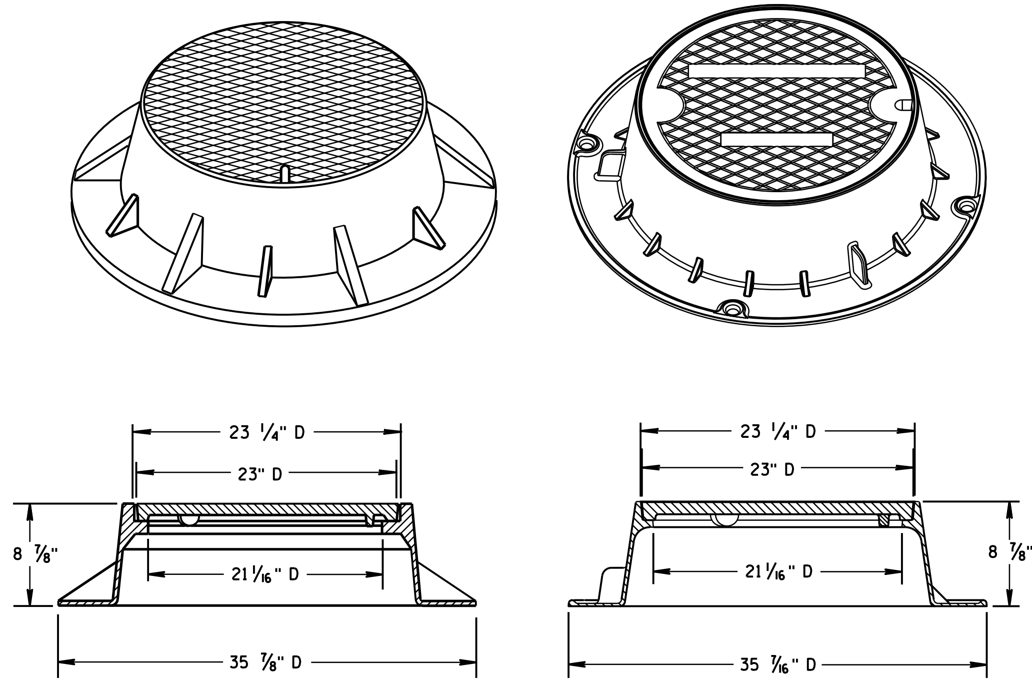
S.D.D. 8 A 5-19c

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

6



SECTION A-A
TYPE "K"



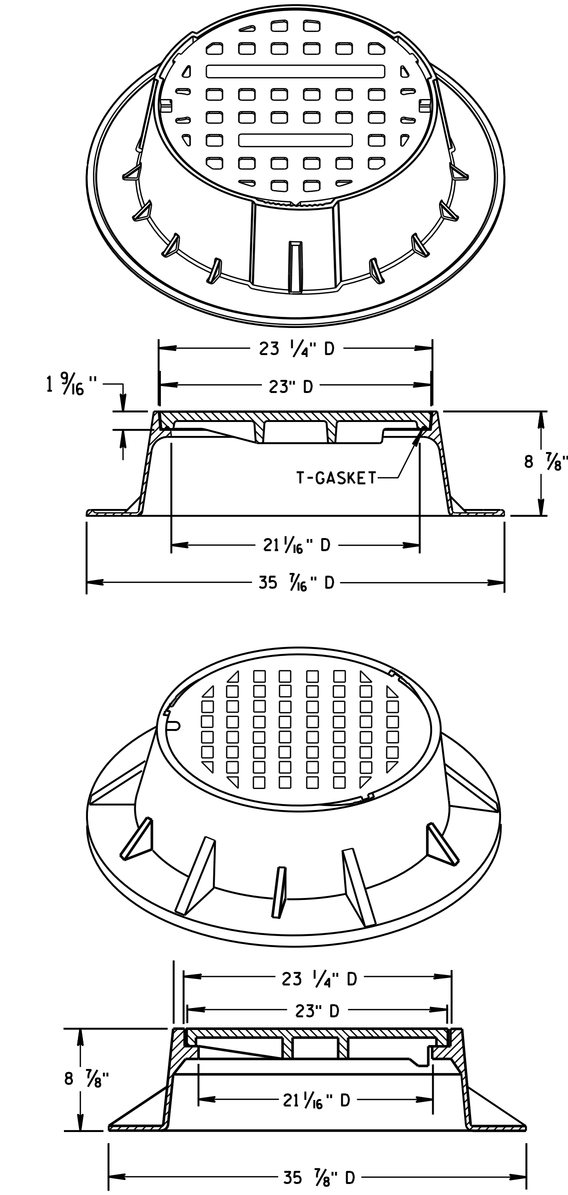
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

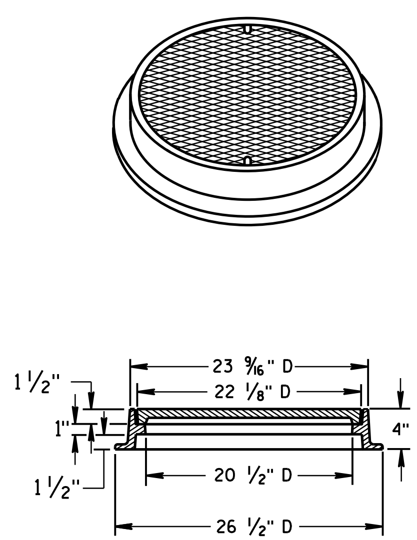
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

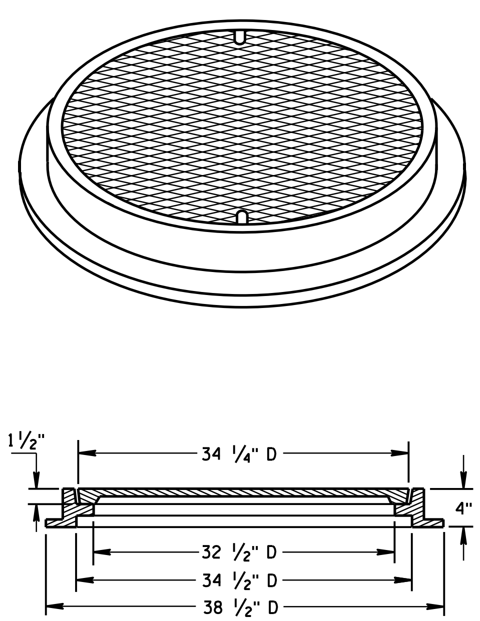
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



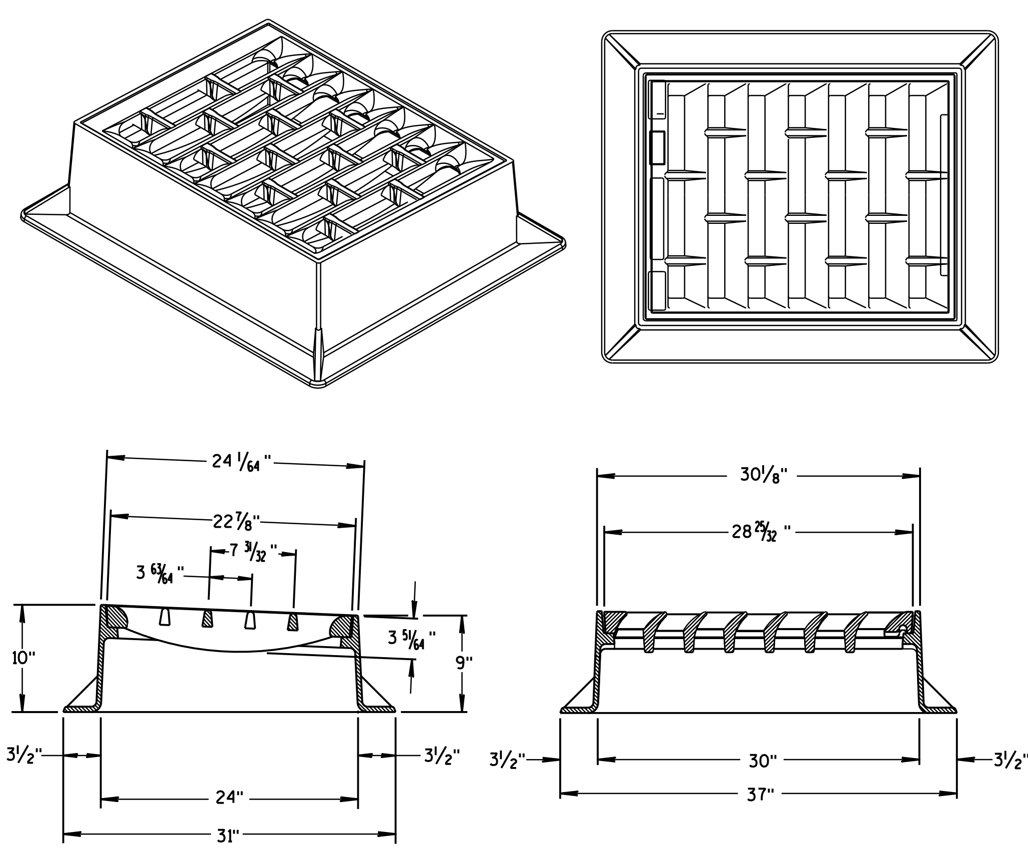
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



TYPE "L"



TYPE "M"



INLET COVER TYPE "BW"

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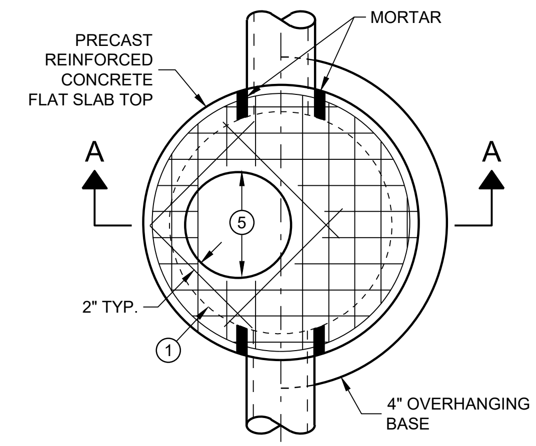
INLET COVER TYPE BW MANHOLE COVERS, TYPE K, J, J-S, L & M
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 11/27/2013 /S/ Jerry H. Zogg DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER FHWA

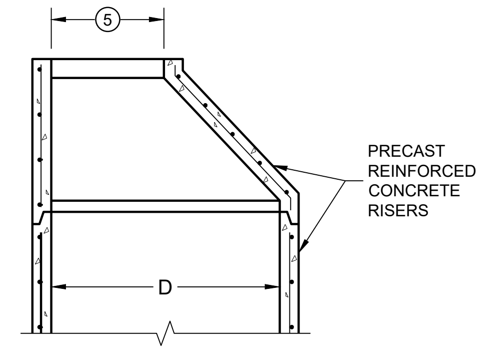
S.D.D. 8 A 5-19d

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

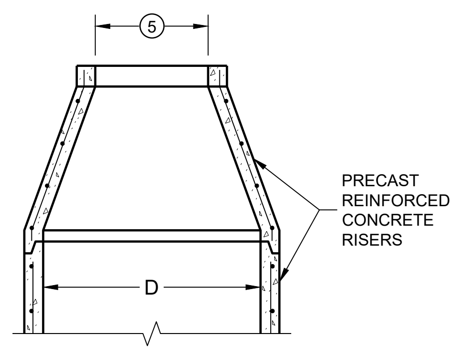


PLAN VIEW

CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

MANHOLE SIZE (DIA.)	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES		MINIMUM WALL THICKNESS (IN)	MINIMUM PRECAST FLAT SLAB TOP AND BASE THICKNESS
	180° SEPARATION (IN)	90° SEPARATION (IN)		
3-FT	15	12	4	6
4-FT	24	18	4	6
5-FT	36	24	5	8
6-FT	42	36	6	8
7-FT	48	36/42 *	7	8
8-FT	60	42	8	8
9-FT	66	54	9	10
10-FT	72	60	10	10

* A 36" PIPE AND A 42" PIPE CAN BE PLACED WITHIN 90 DEGREES. SEE MINIMUM HORIZONTAL PIPE SEPARATION DETAIL.

GENERAL NOTES

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

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

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

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

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

PRECAST REINFORCED CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES. CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

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

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

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

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

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

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "D".

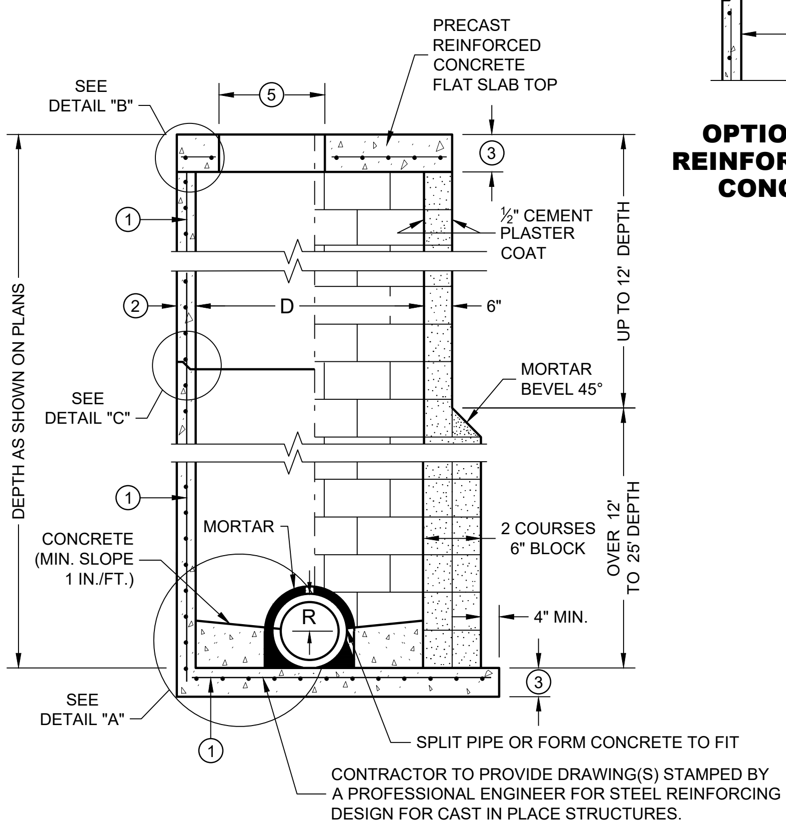
1 FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

2 SEE PIPE MATRIX TABLE FOR MINIMUM WALL THICKNESS FOR PRECAST MANHOLES

3 SEE PIPE MATRIX TABLE FOR MINIMUM THICKNESS OF PRECAST FLAT SLAB TOPS AND BASES.

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

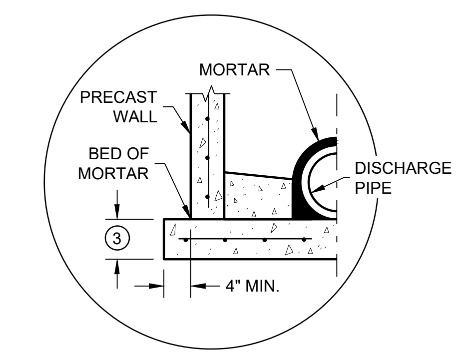
5 SEE MANHOLE COVER OPENING MATRIX.



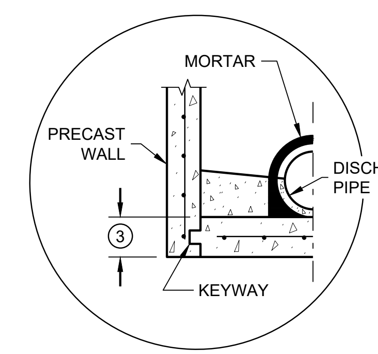
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE 1

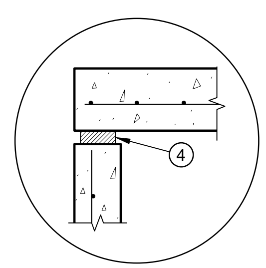


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

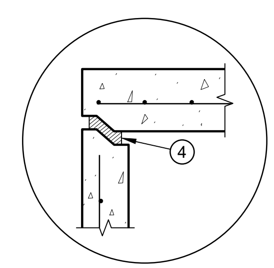


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

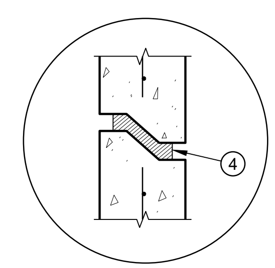


TOP WITH PLAIN END JOINT



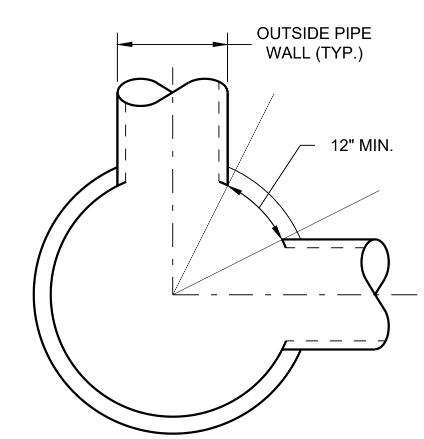
TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "C"



MINIMUM HORIZONTAL PIPE SEPARATION

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 08B09 - 03

SDD 08B09 - 03

GENERAL NOTES

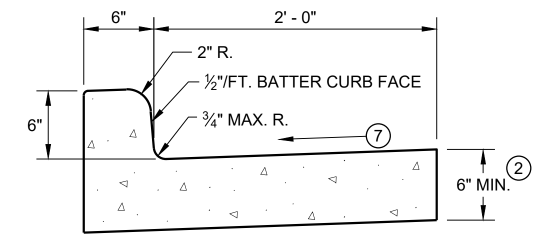
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

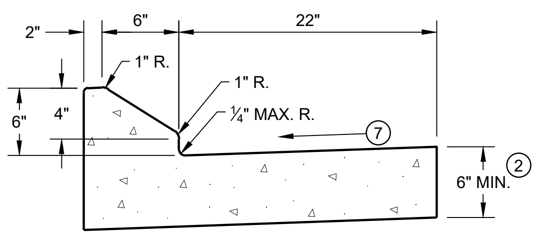
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

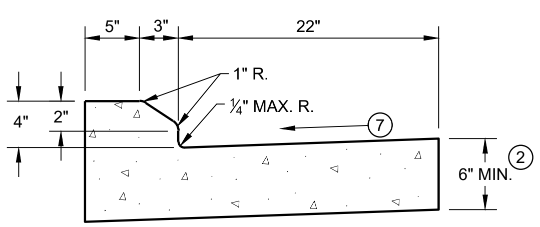
1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
2. THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
3. USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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



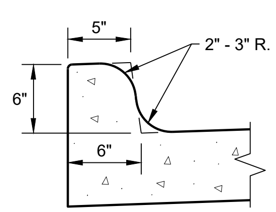
TYPES A(1) & D



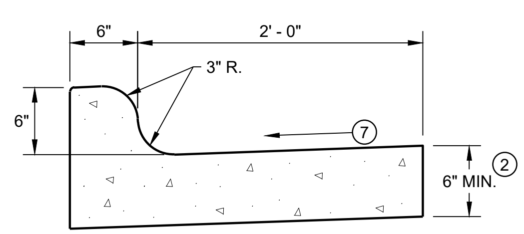
6" SLOPED CURB TYPES G(1) & J



4" SLOPED CURB TYPES G(1) & J

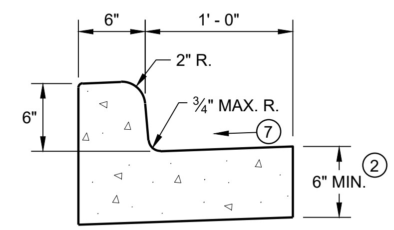


TYPES K(1) & L
(OPTIONAL CURB SHAPE)



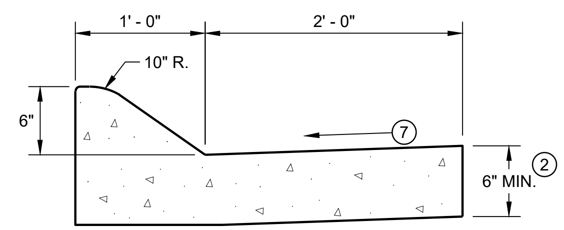
TYPES K(1) & L

CONCRETE CURB AND GUTTER 30"

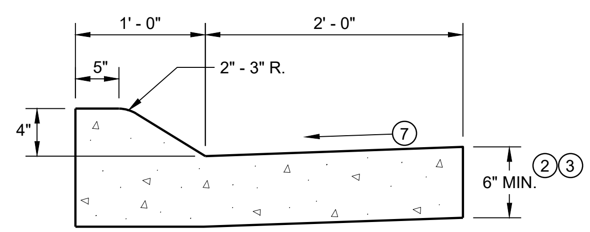


TYPES A(1) & D

CONCRETE CURB AND GUTTER 18"

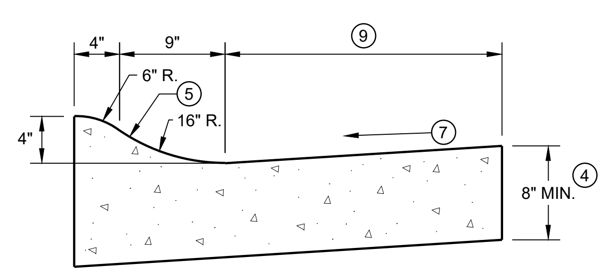


6" SLOPED CURB TYPES A(1) & D



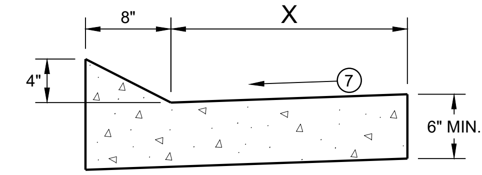
4" SLOPED CURB TYPES A(1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R(1) & T

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

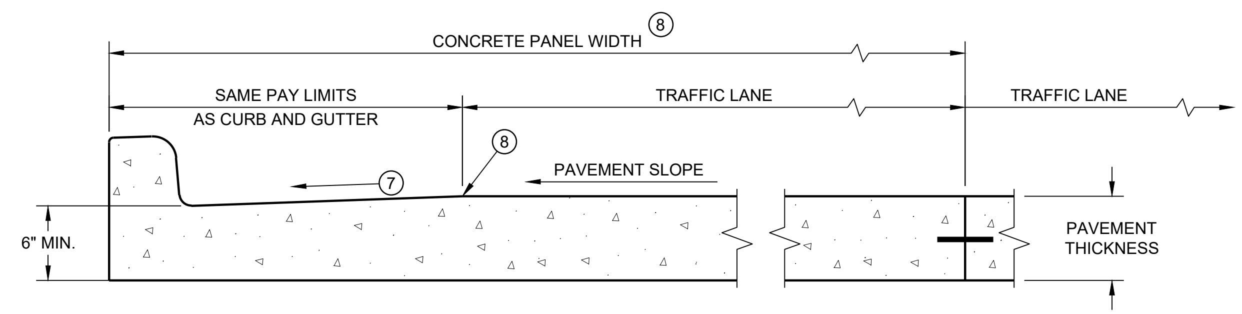


TYPES TBT & TBTT(1)

CONCRETE CURB AND GUTTER

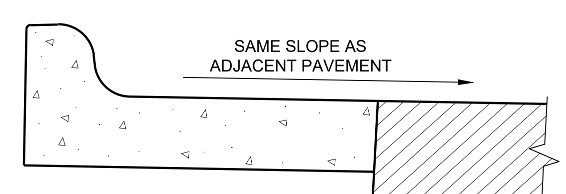
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

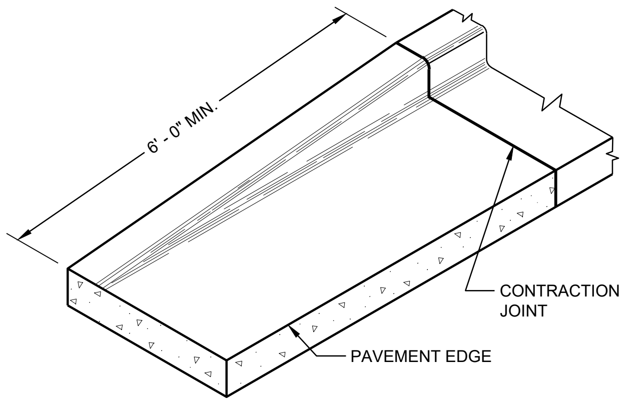
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

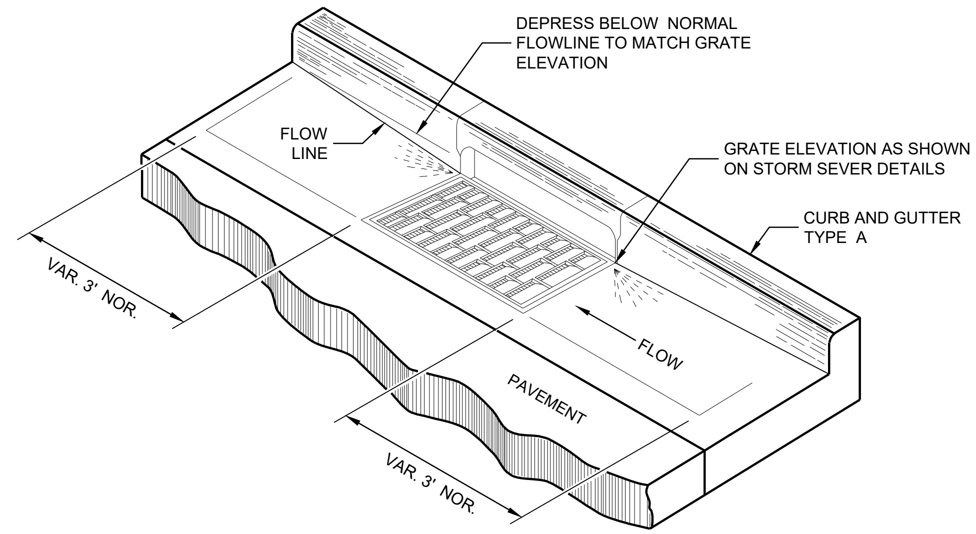
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

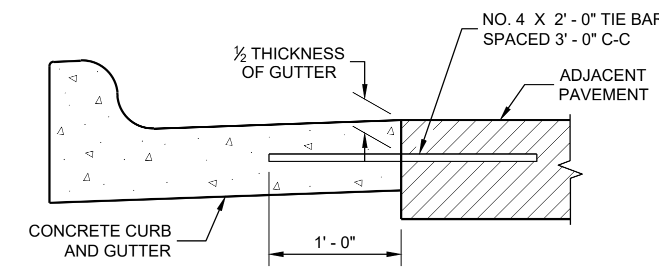
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



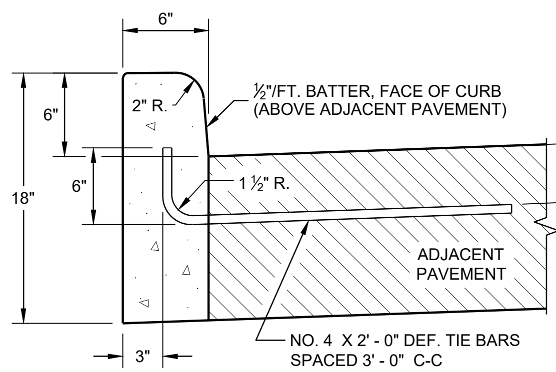
END SECTIONCURB AND GUTTER



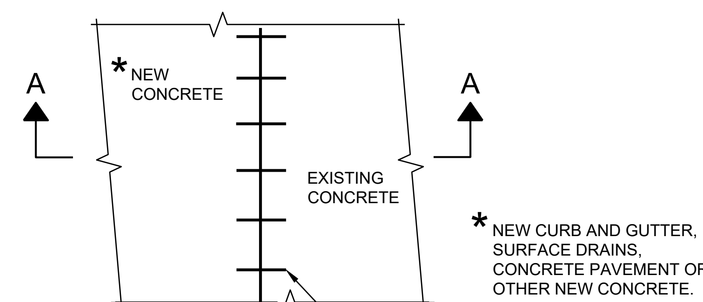
DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)



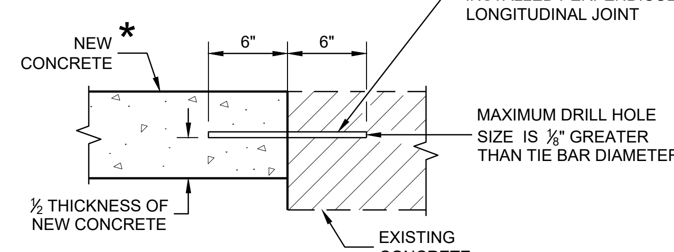
TYPICAL TIE BAR LOCATION (1)



TYPES A (1) & D

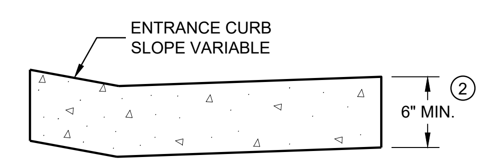


PLAN VIEW

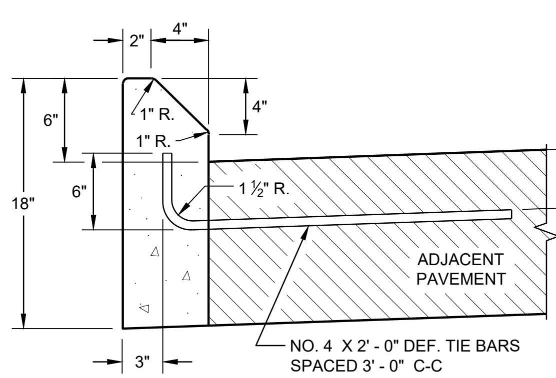


SECTION A - A

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

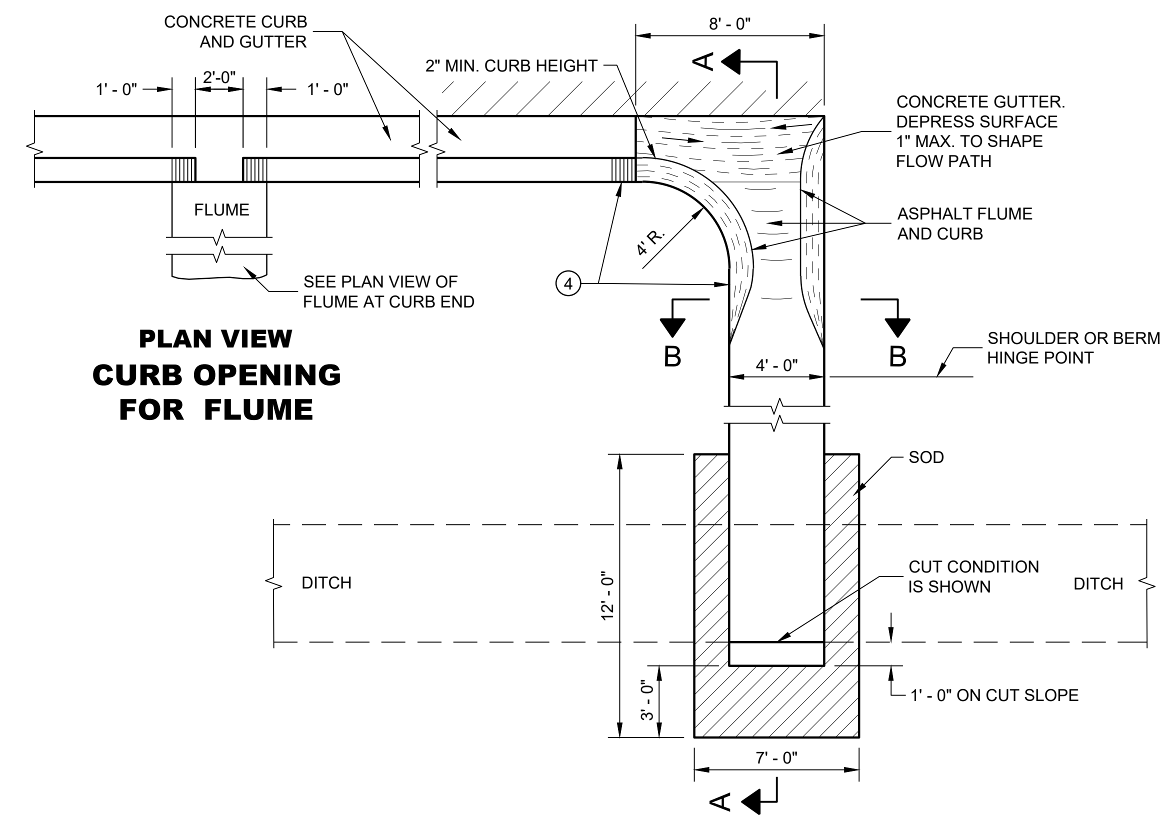
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 08D01 - 22b

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

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

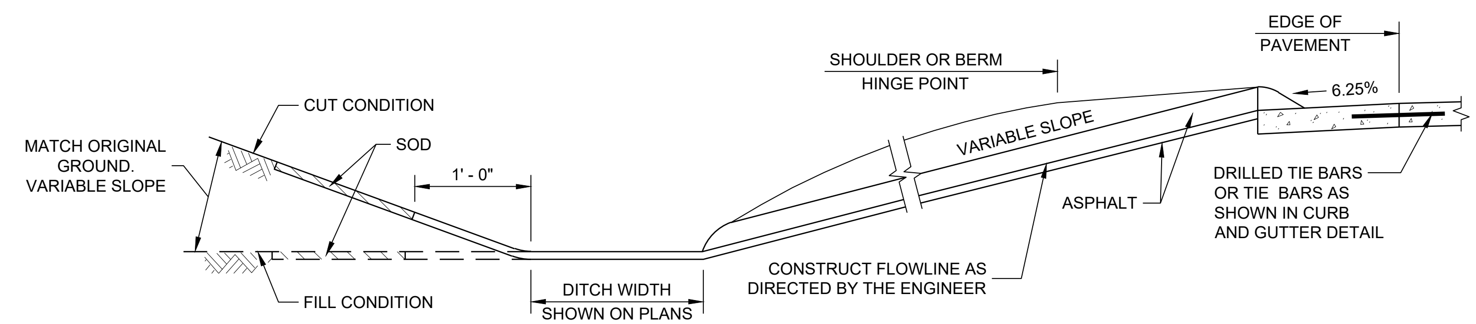
PLAN VIEW
FLUME AT CURB END

GENERAL NOTES

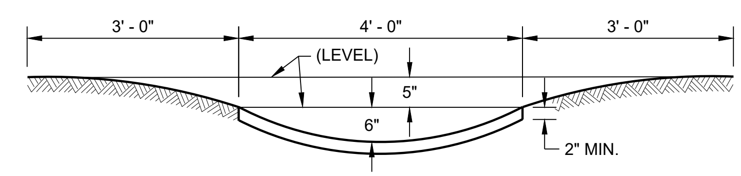
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

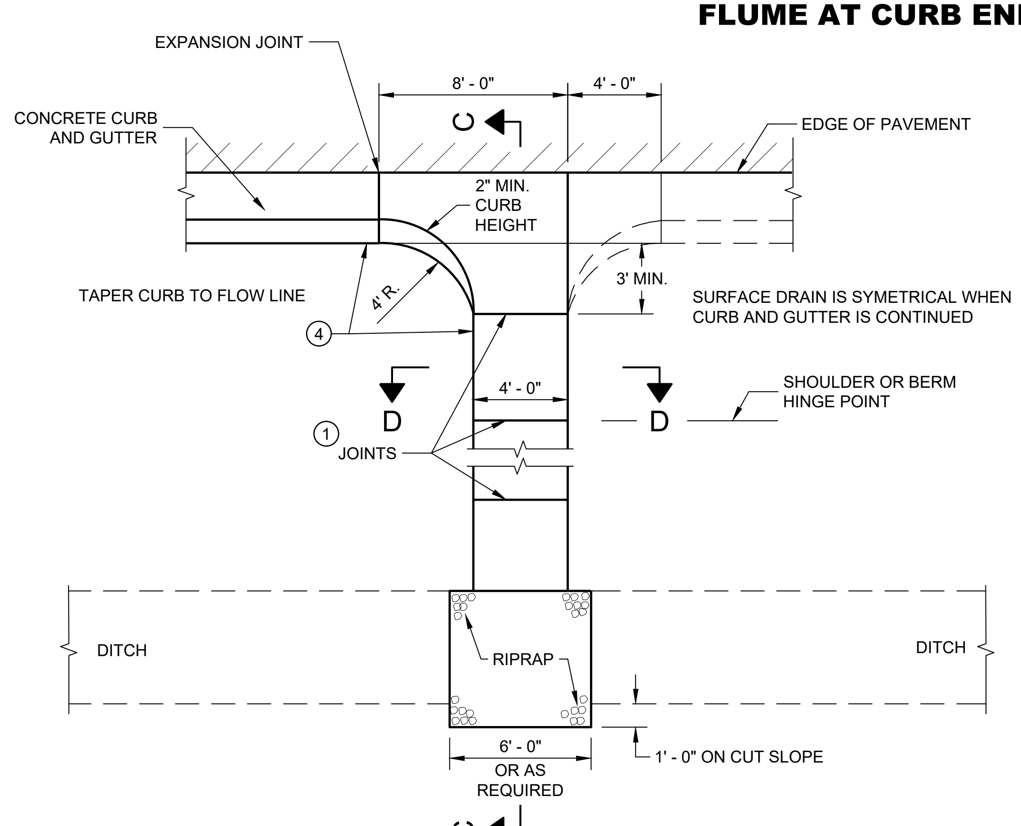
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4.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



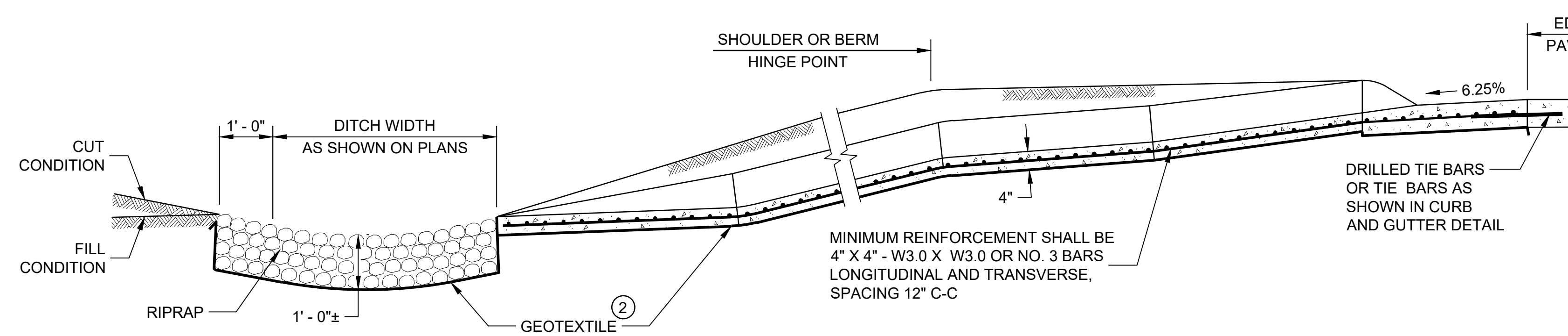
SECTION A - A



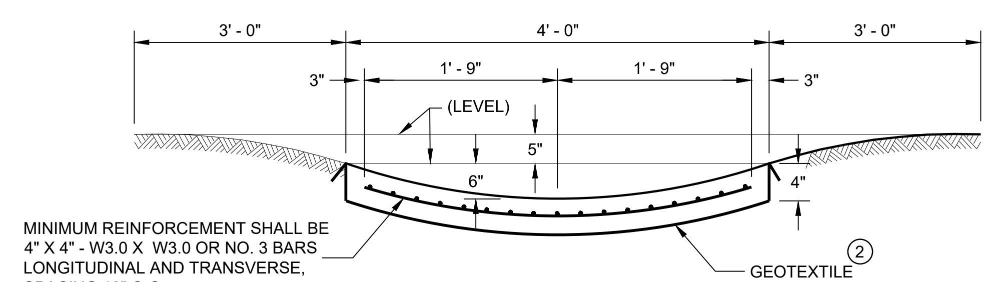
SECTION B - B



PLAN VIEW
CONCRETE SURFACE DRAIN

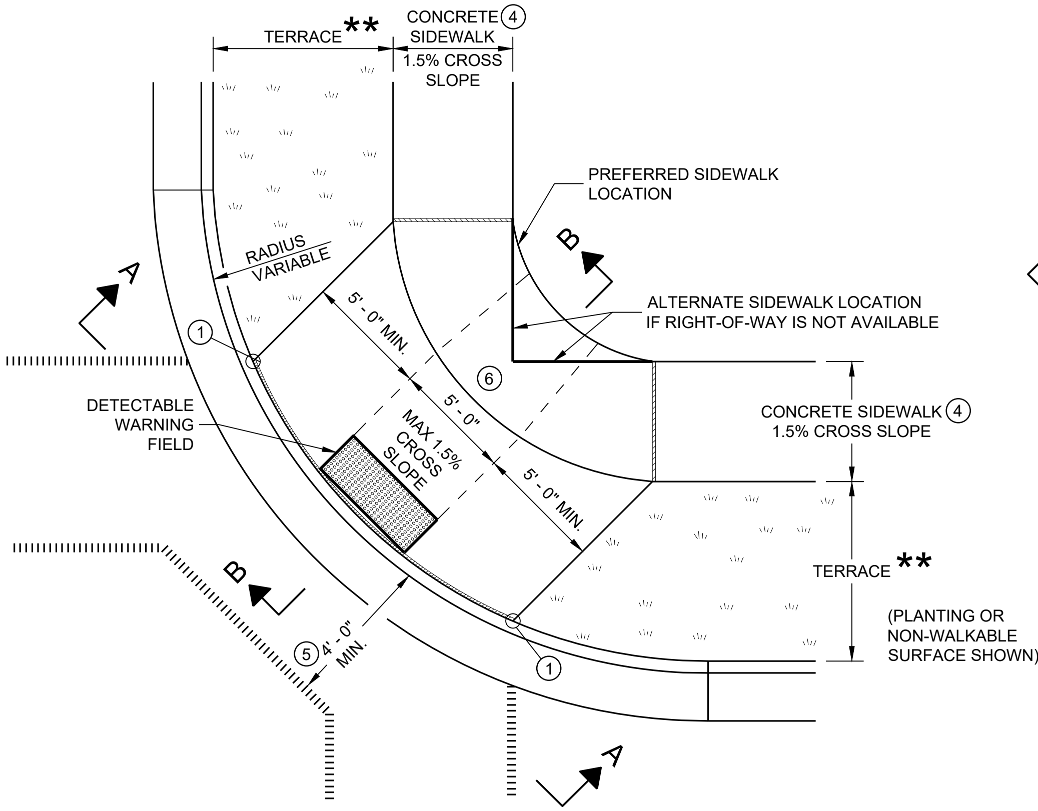


SECTION C - C

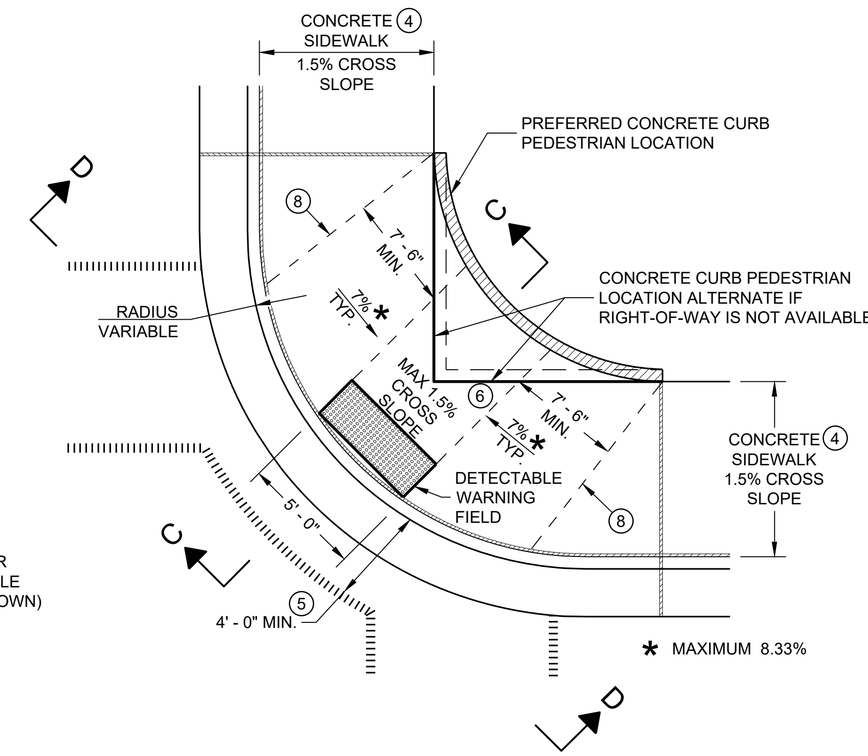


SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED November 2021 — DATE /S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER FHWA



PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



PLAN VIEW
CURB RAMP TYPE 1 - A
(NO TERRACE)

GENERAL NOTES

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

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

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

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

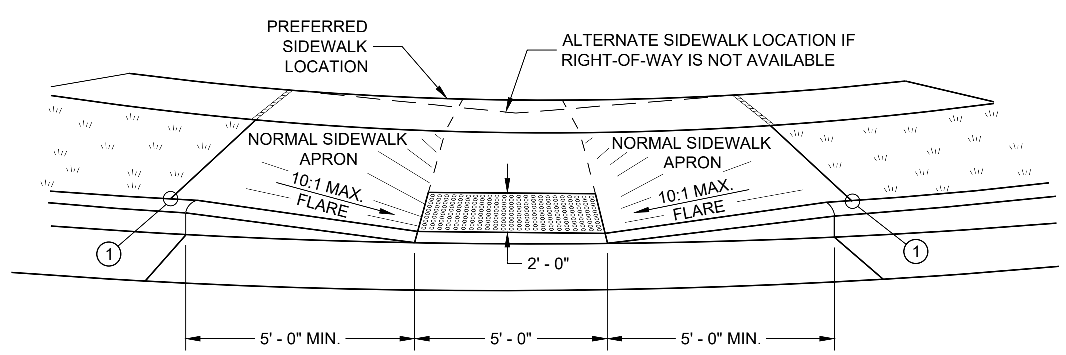
DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE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

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

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

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

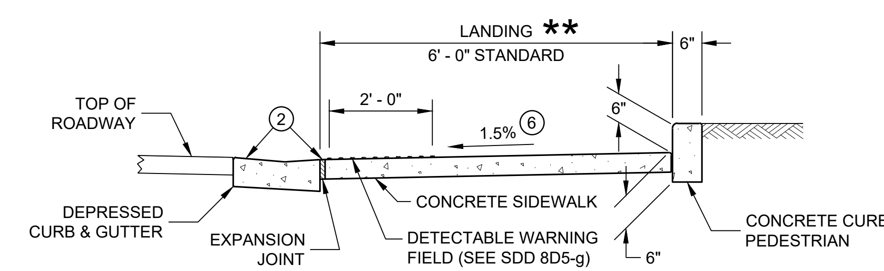
1. THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
2. GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN $\frac{1}{4}$ - 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.
7.
8. PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A - A FOR TYPE 1

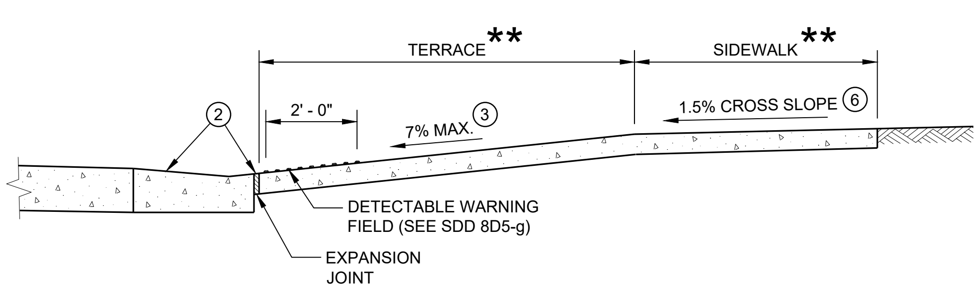
LEGEND

- $\frac{1}{2}$" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

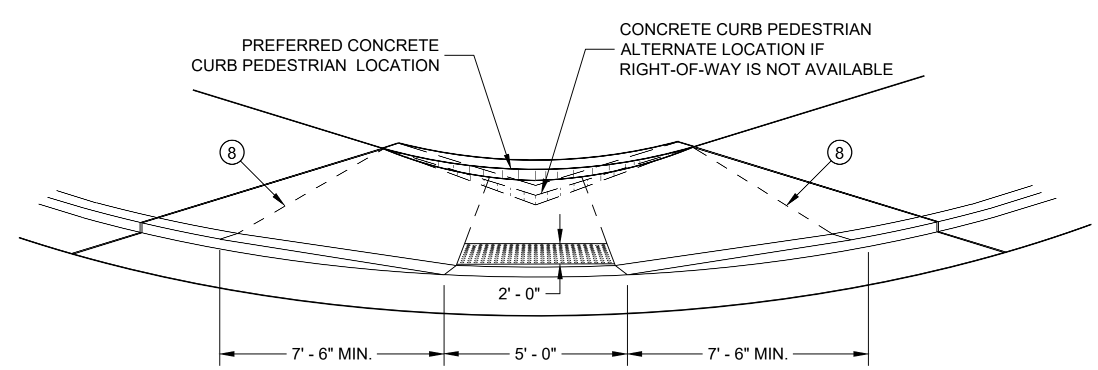


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

SDD 08D05 - 20a
6

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.

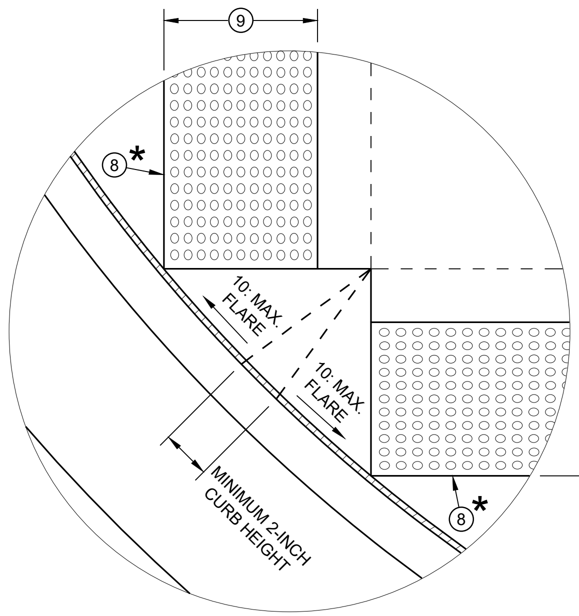
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

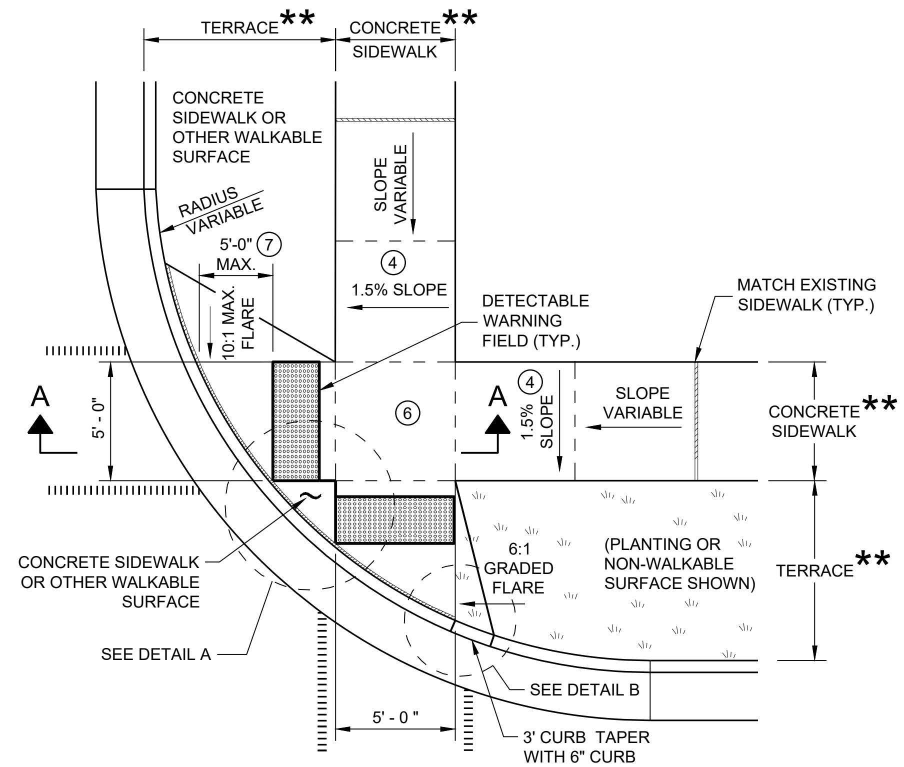
(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

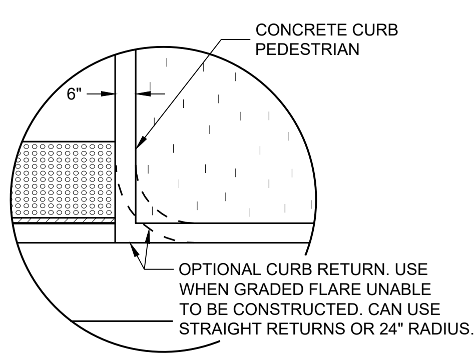
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



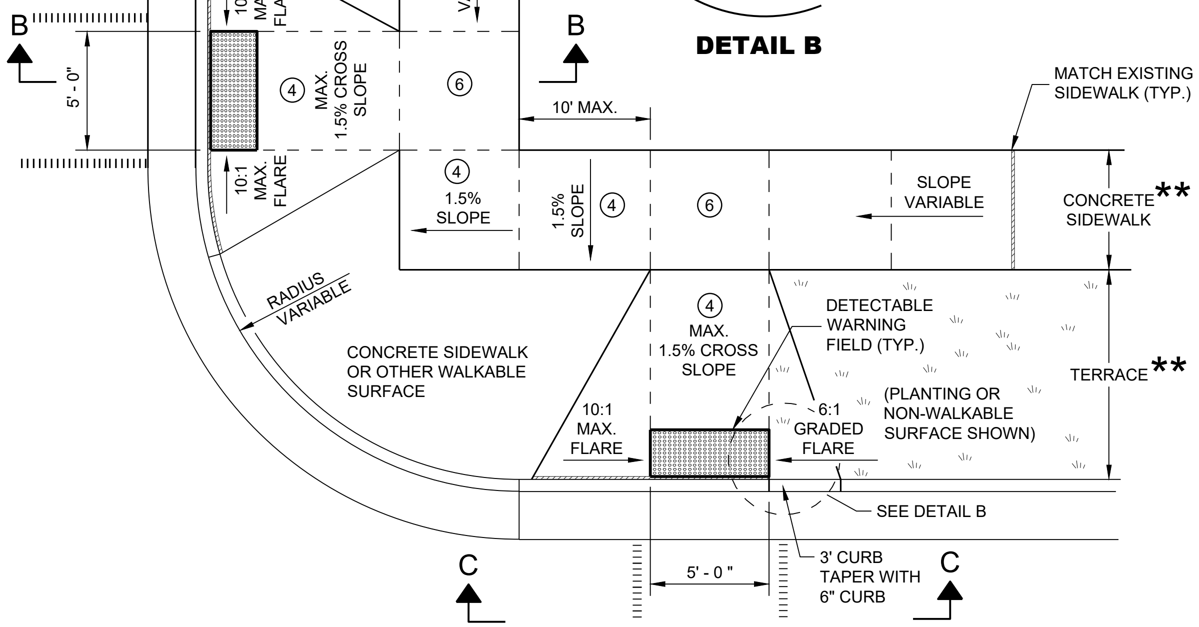
DETAIL A



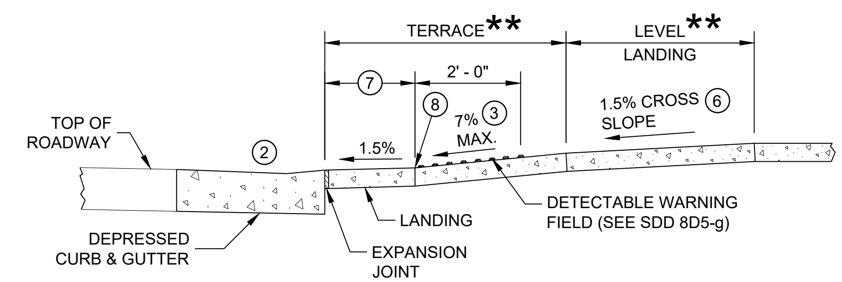
PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



DETAIL B



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



SECTION A - A FOR TYPE 2

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

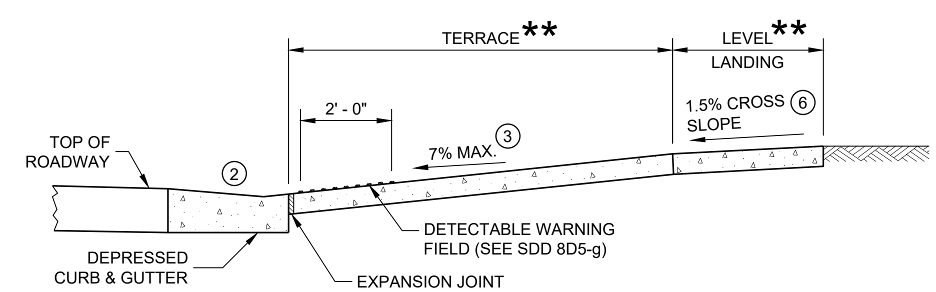
** WIDTH SHOWN ELSEWHERE IN THE PLANS

LEGEND

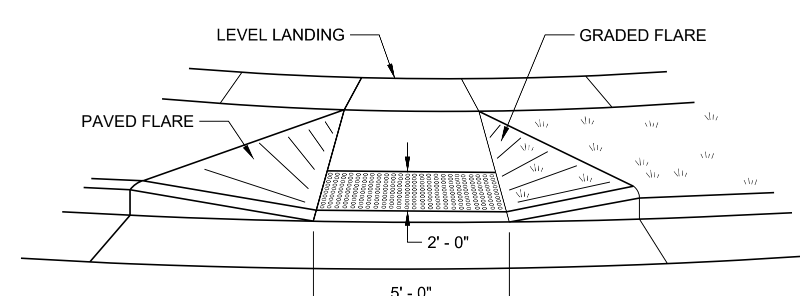
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



SECTION B - B FOR TYPE 3



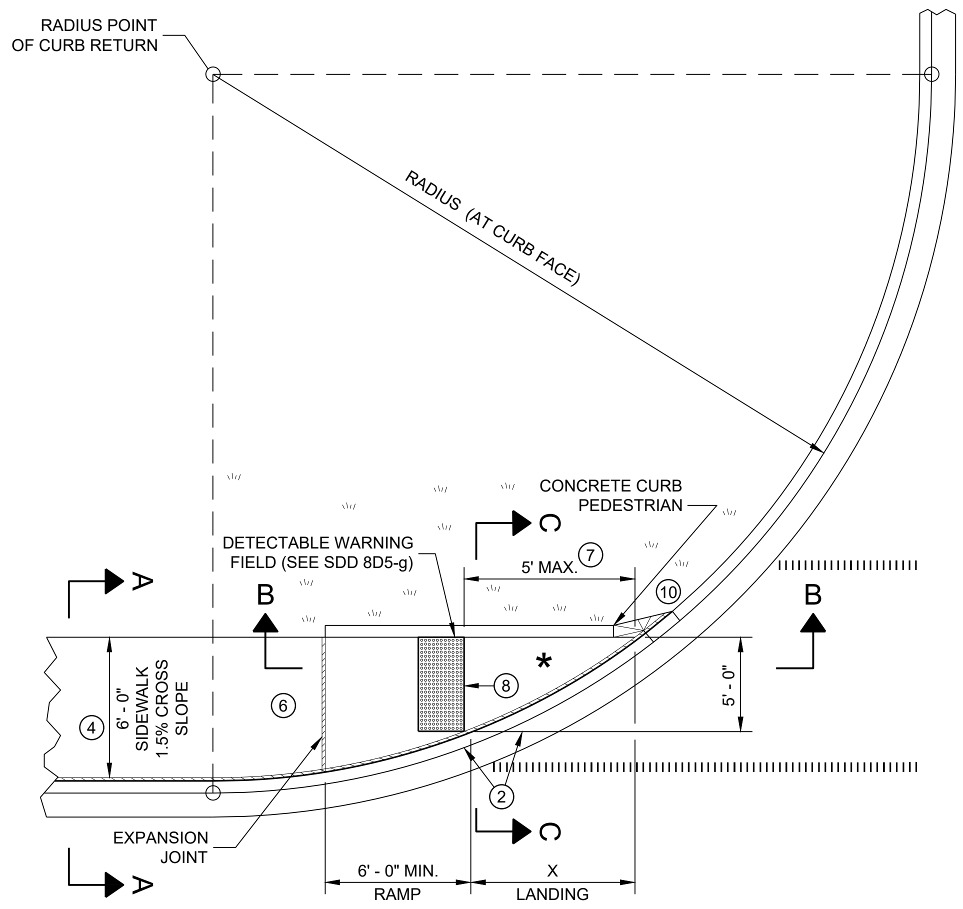
VIEW C - C FOR TYPE 3

CURB RAMPS
TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

SDD 08D05 - 20b

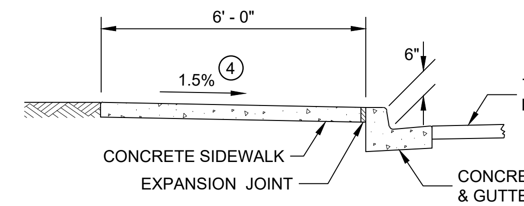
6



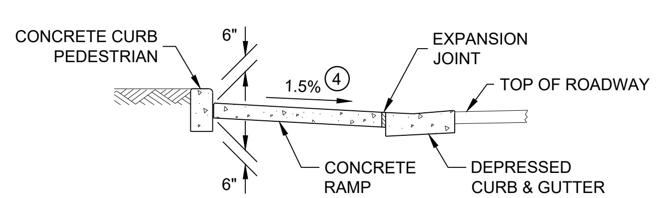
PLAN VIEW
CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED

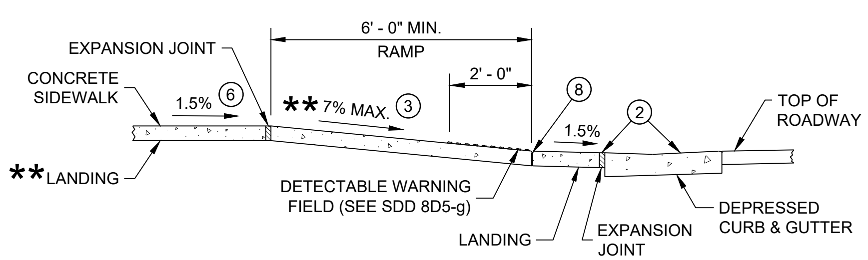


SECTION A - A FOR TYPE 4A



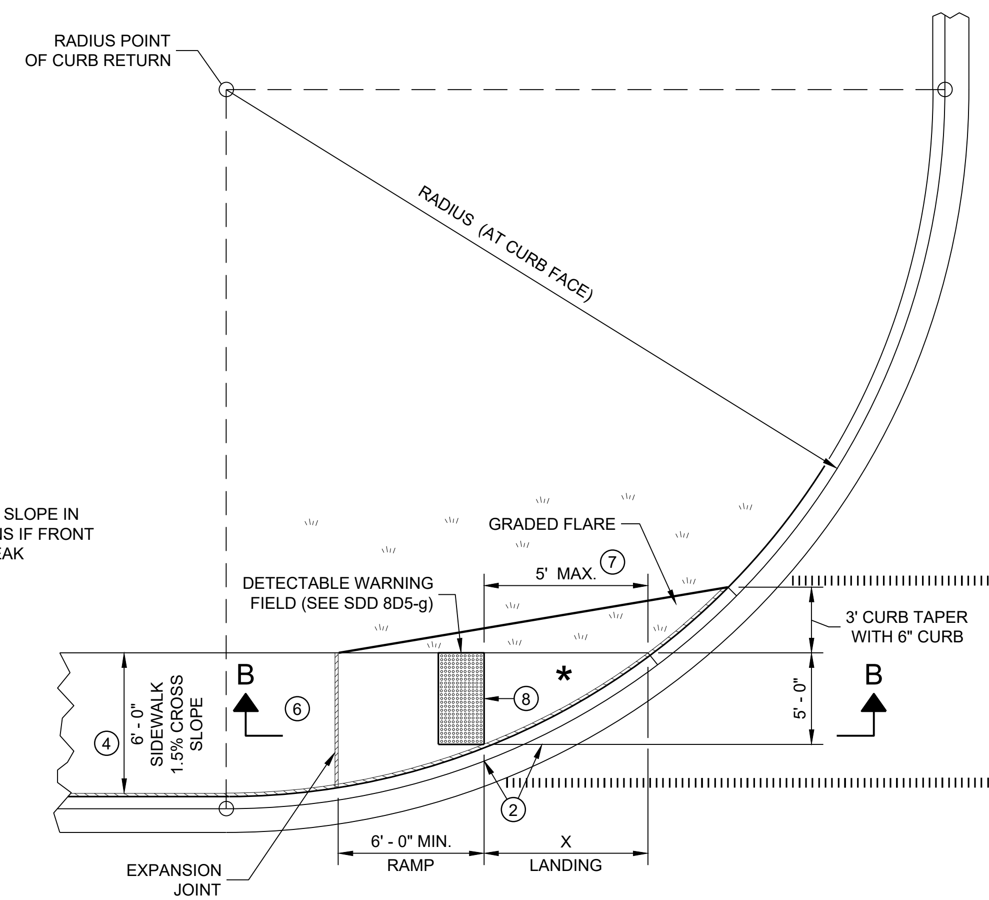
SECTION C - C FOR TYPE 4A

* 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

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.

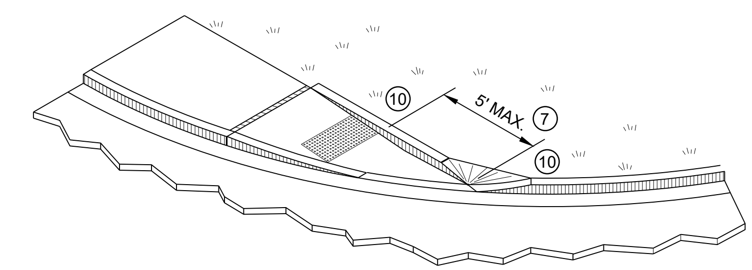
10 INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

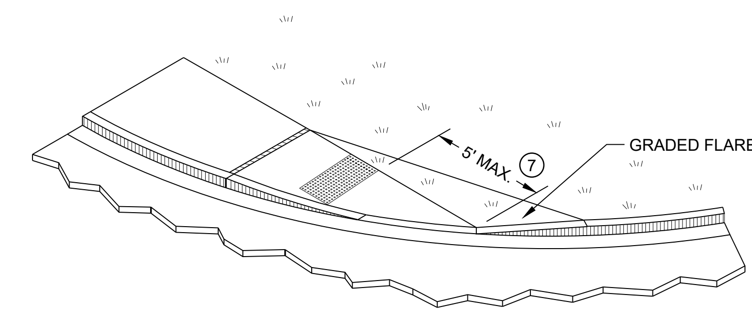
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

6

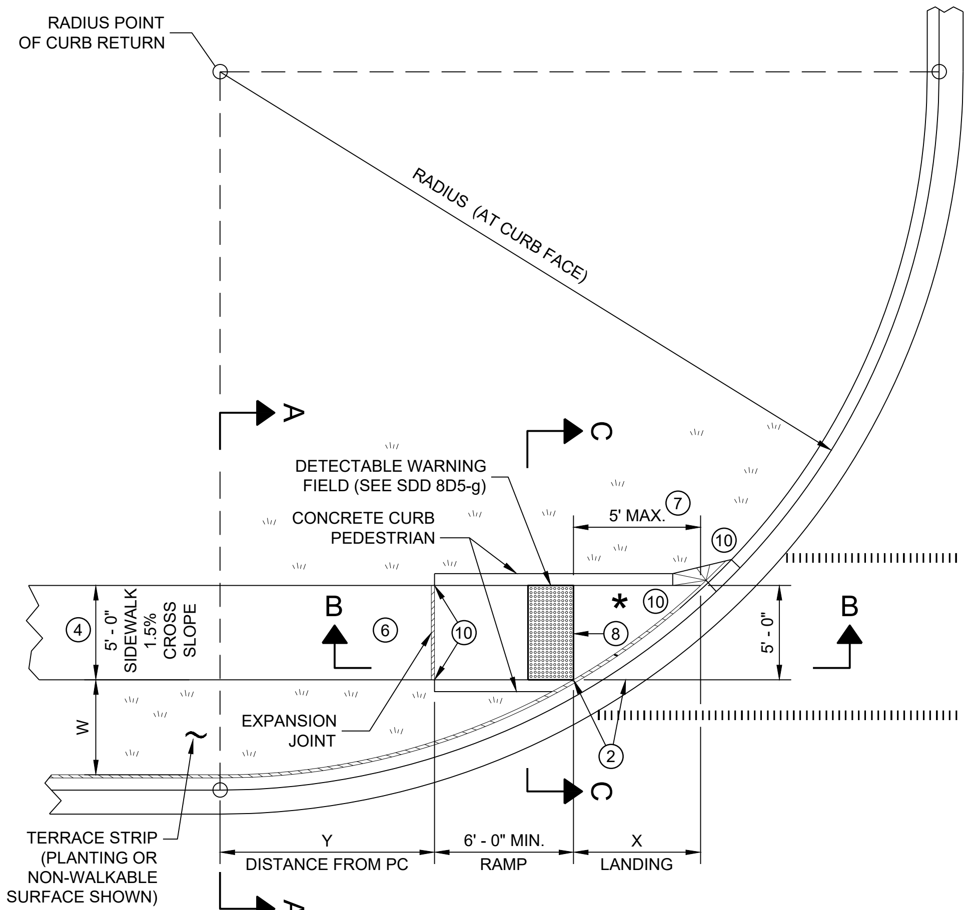
6

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

SDD 08D05 - 20c

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.

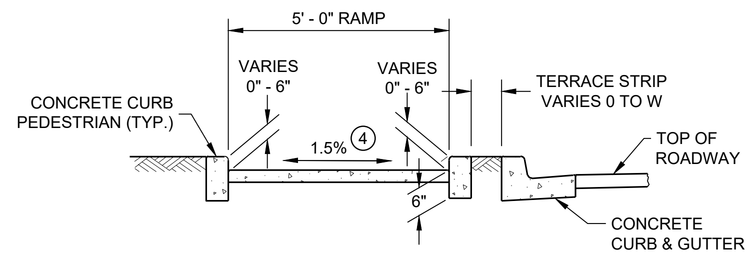
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

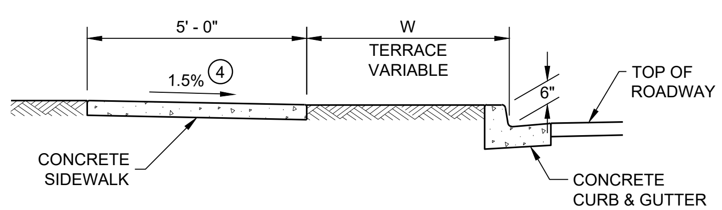
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

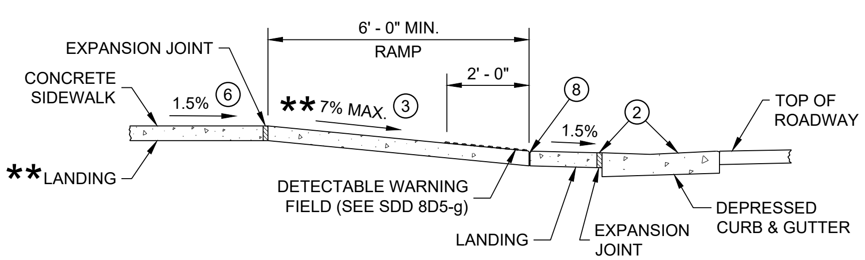


SECTION C - C FOR TYPE 4B



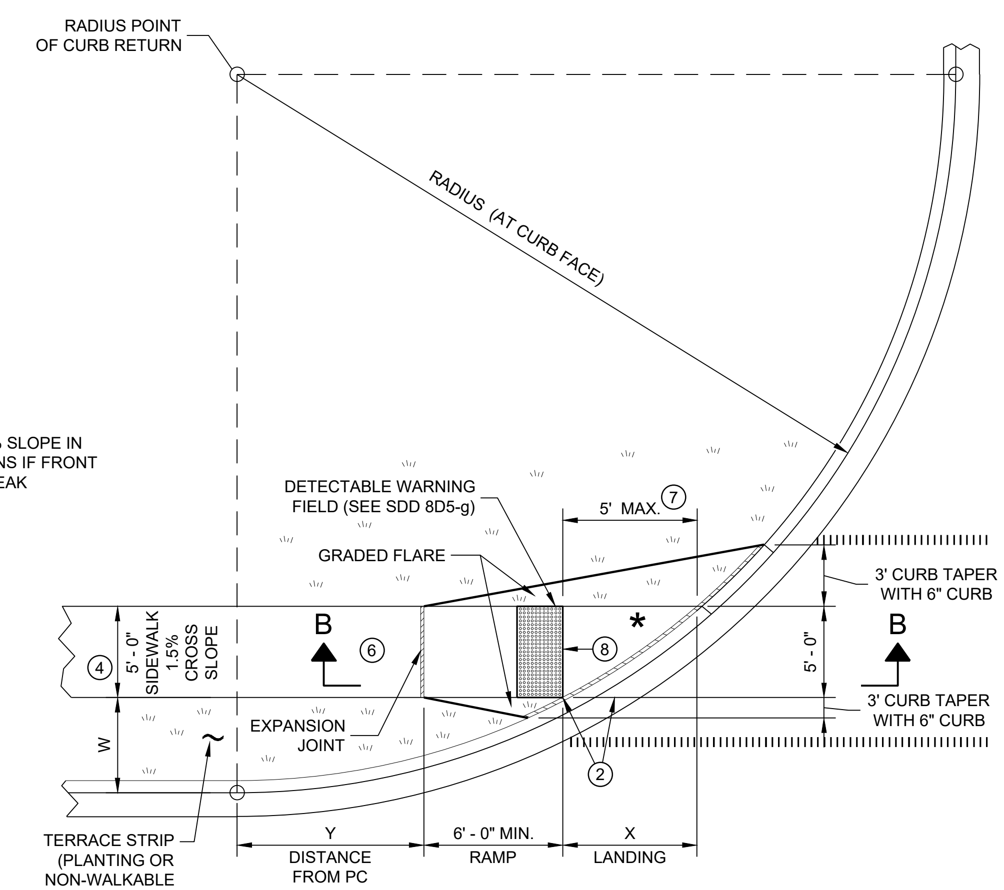
SECTION A - A FOR TYPE 4B

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



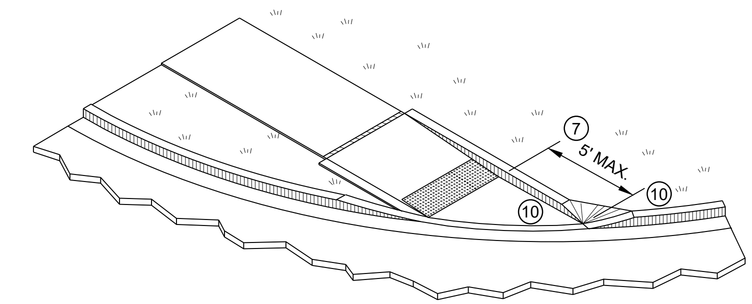
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

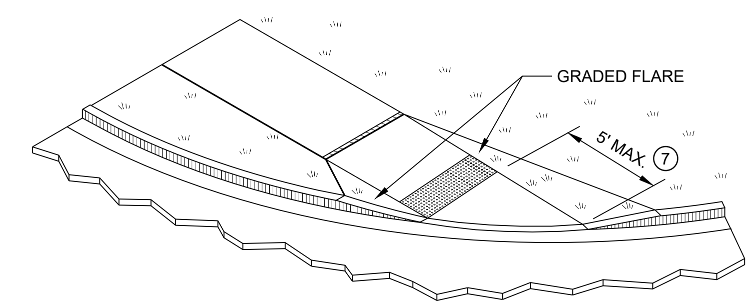


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

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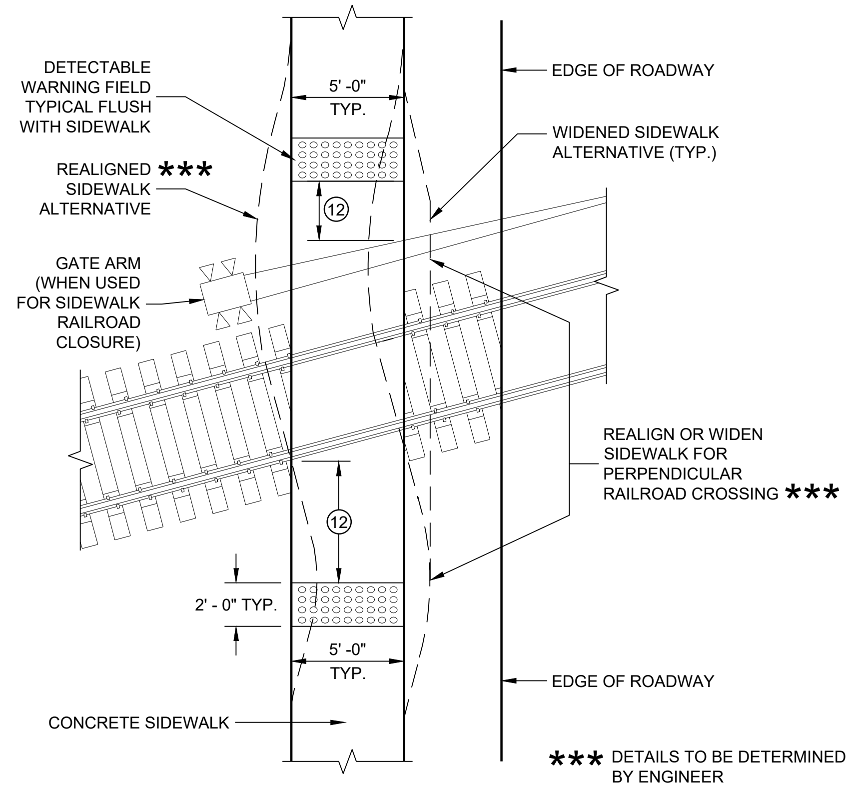
CURB RAMPS TYPE 4B AND 4B1

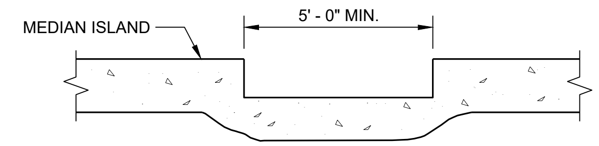
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

SDD 08D05 - 20d

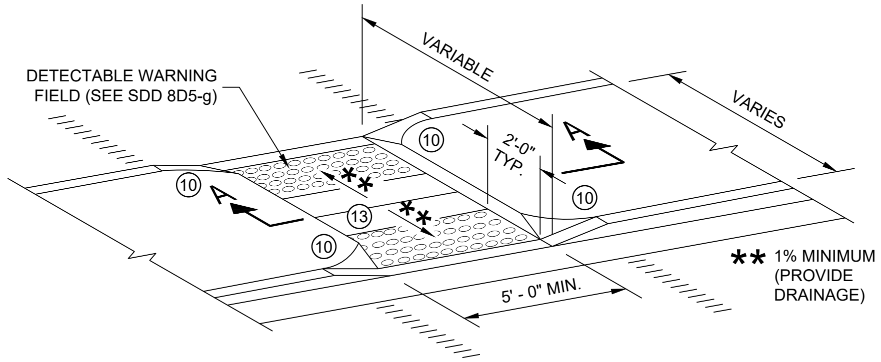


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

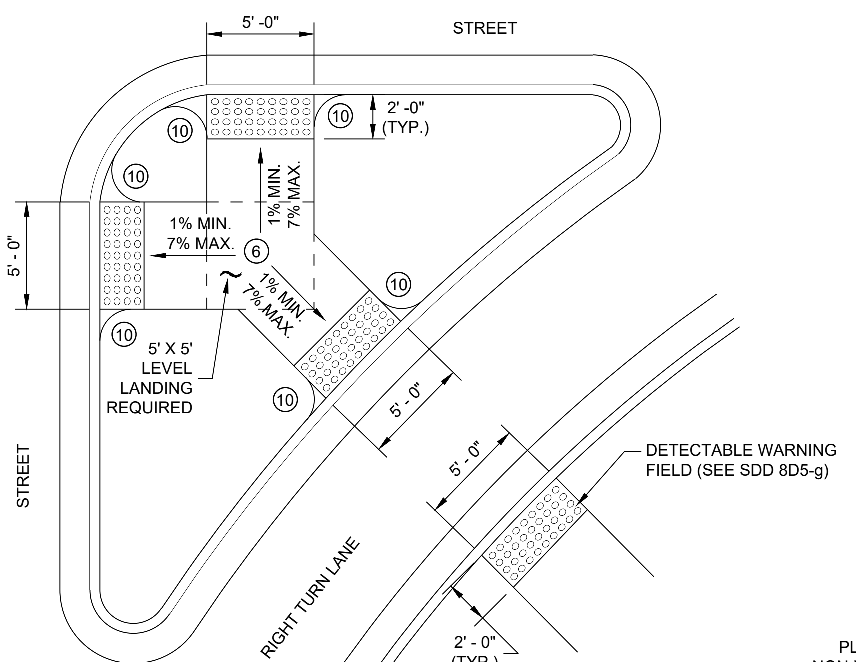
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

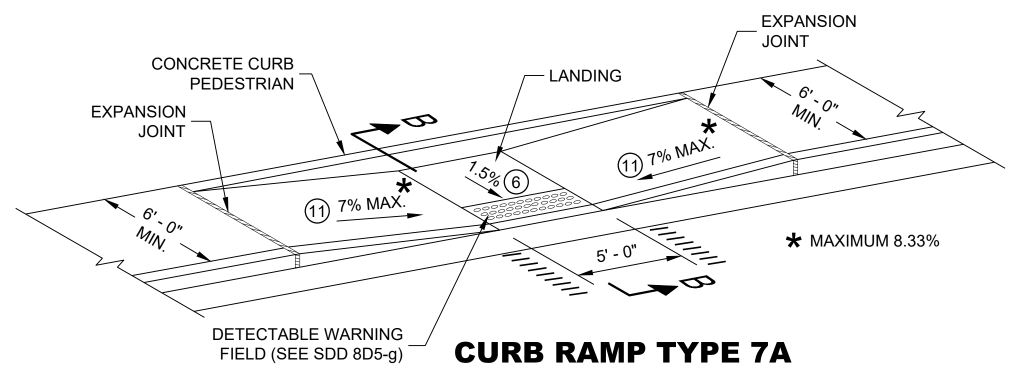
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

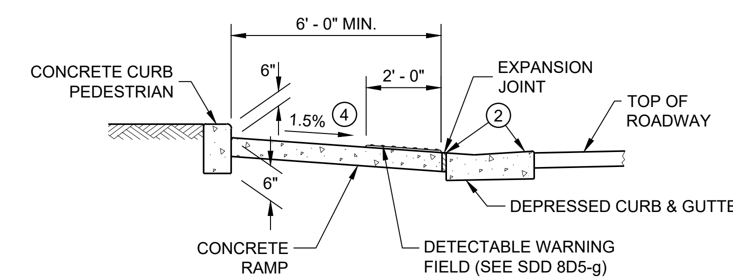
DETECTABLE WARNING AT ISLANDS

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

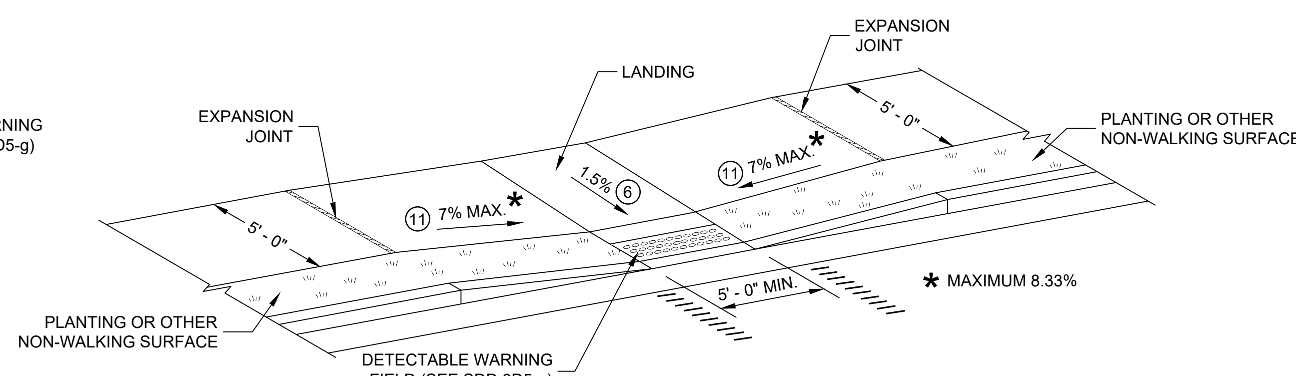


CURB RAMP TYPE 7A

MID BLOCK CROSSING



SECTION B - B FOR TYPE 7A



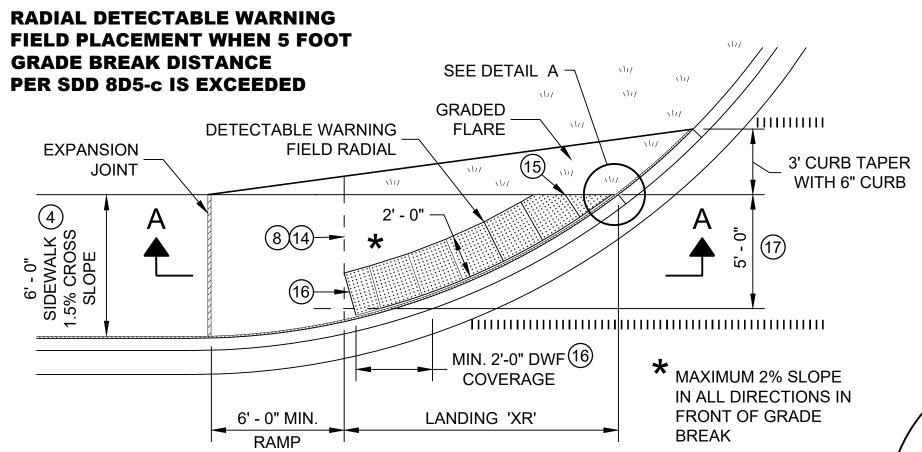
CURB RAMP TYPE 7B

MID BLOCK CROSSING

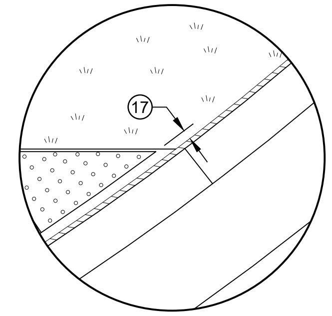
NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

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

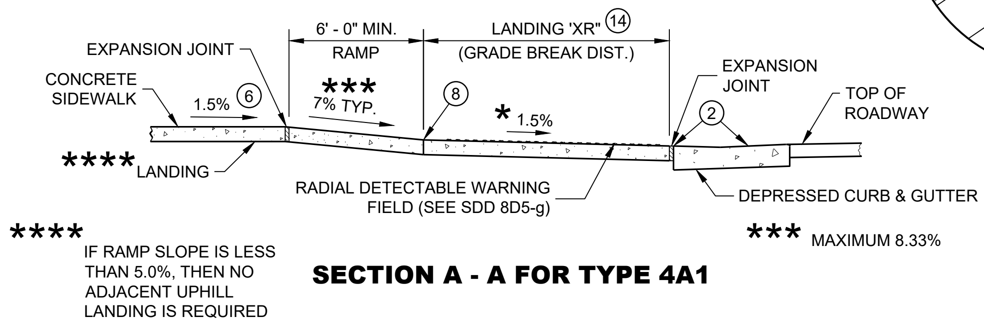
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI



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



DETAIL A



SECTION A - A FOR TYPE 4A1

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.

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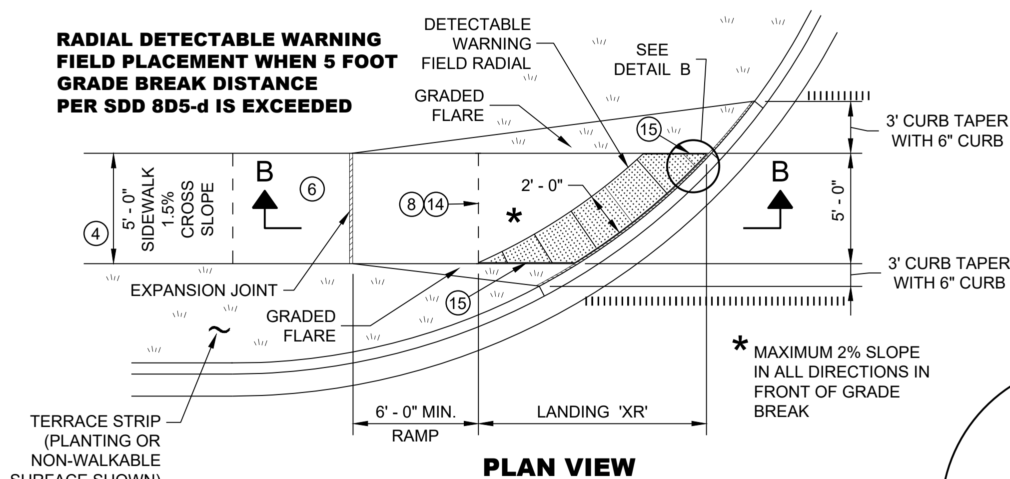
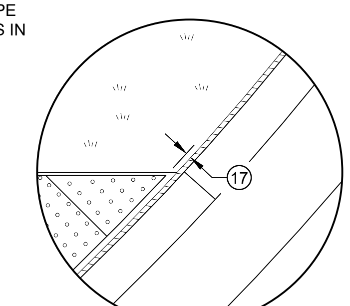
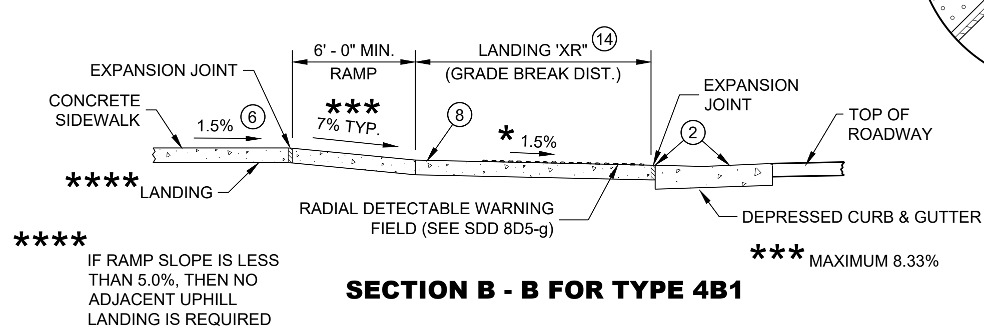


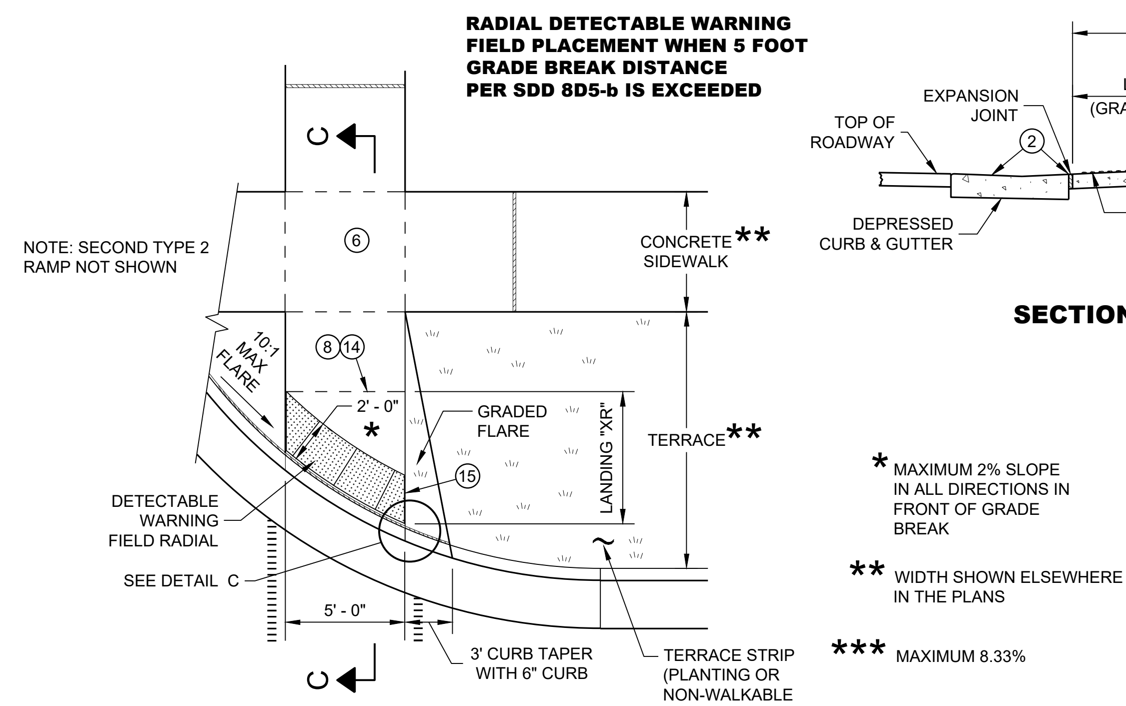
PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



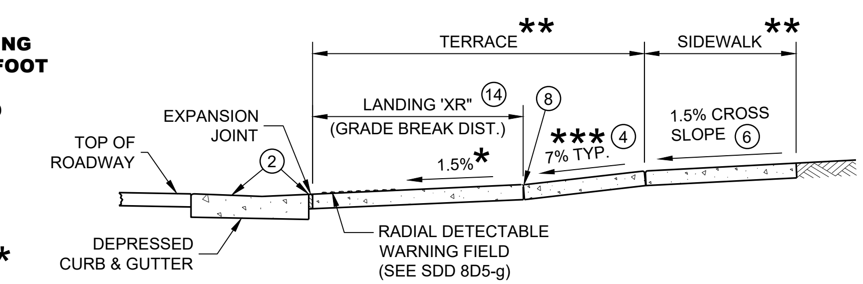
DETAIL B



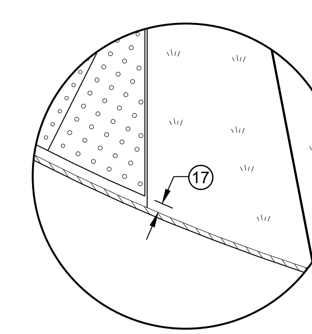
SECTION B - B FOR TYPE 4B1



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



SECTION C - C FOR TYPE 2



DETAIL C

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CURB RAMPS
RADIAL DETECTABLE WARNING
FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT

SDD 08D05 - 20f

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GENERAL NOTES

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

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

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

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

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

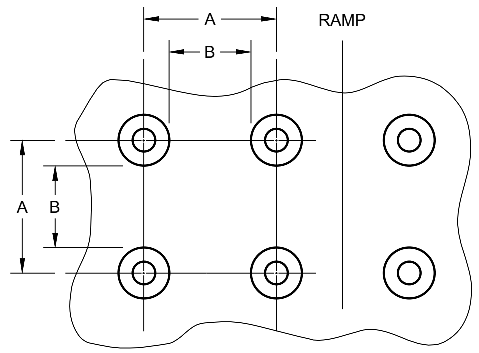
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

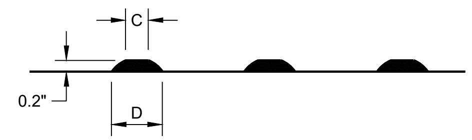
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

	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.

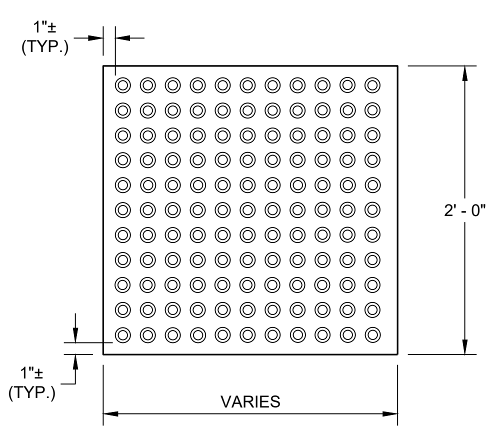


PLAN VIEW

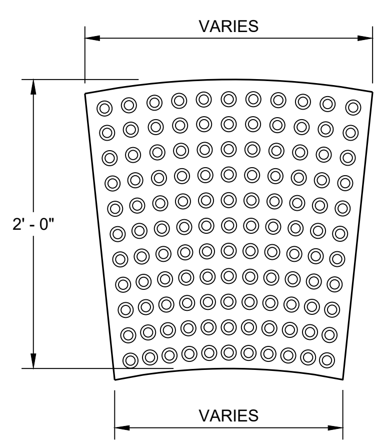


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

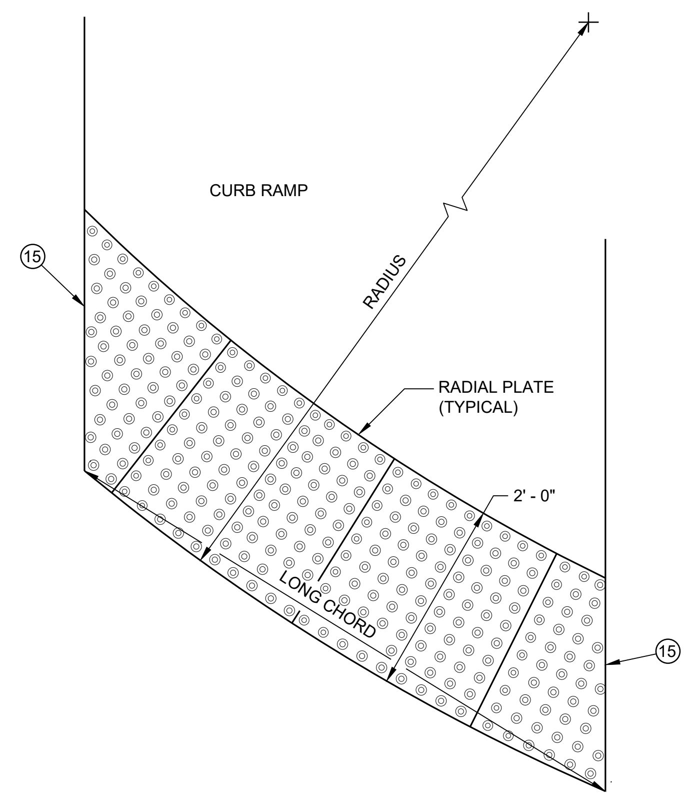


RECTANGULAR PLATES

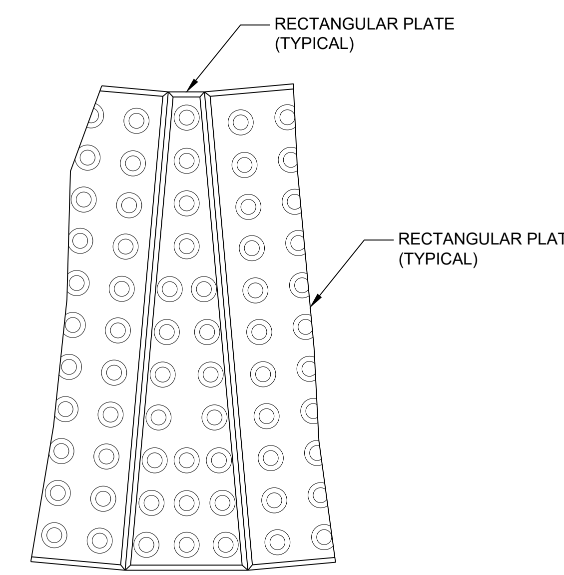


RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED May 2019 DATE /S/ Rodney Taylor ROADWAY STANDARDS DEVE UNIT SUPERVISOR FHWA

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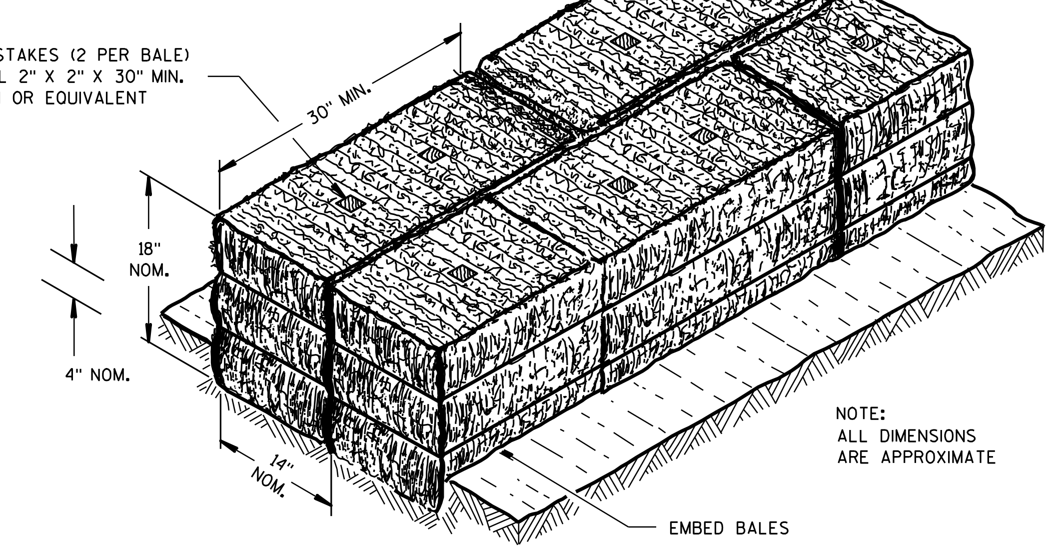
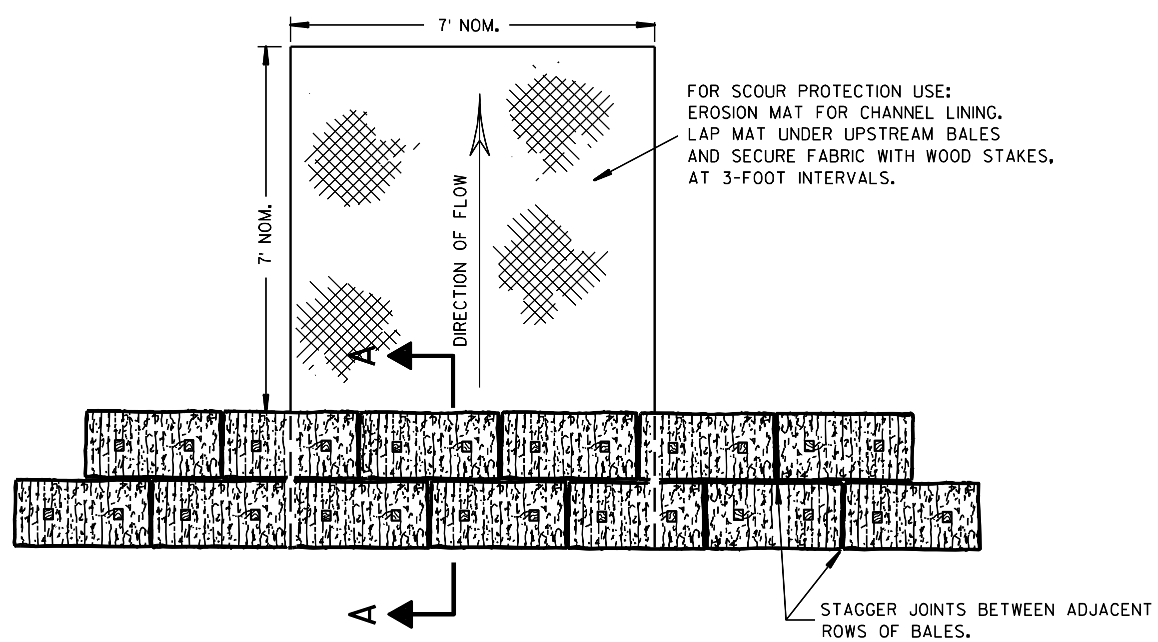
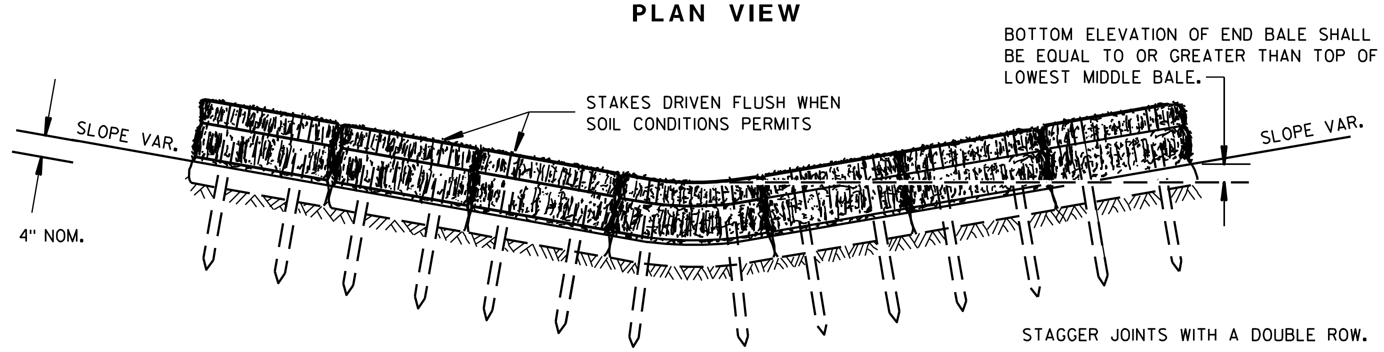


SECTION A-A



PLAN VIEW



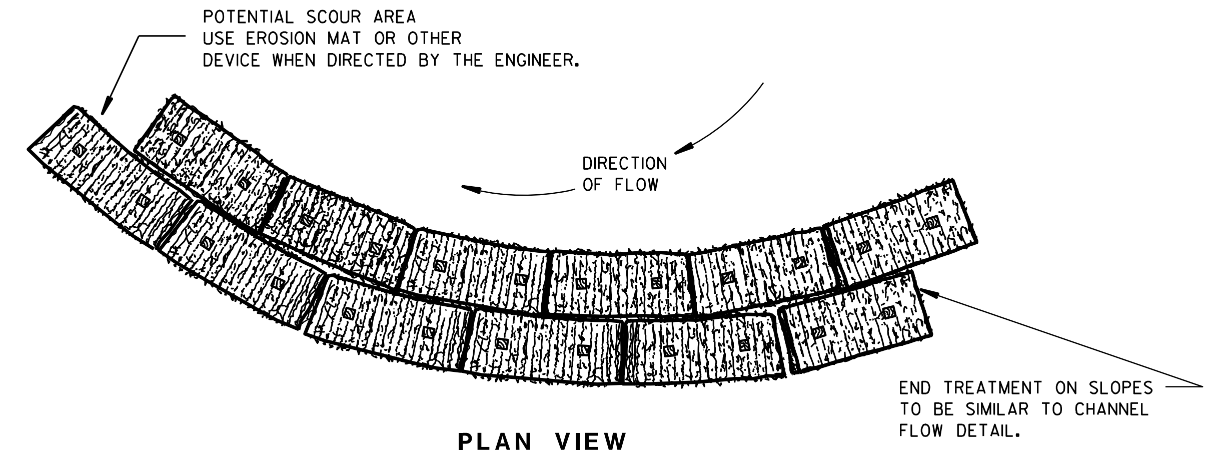
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

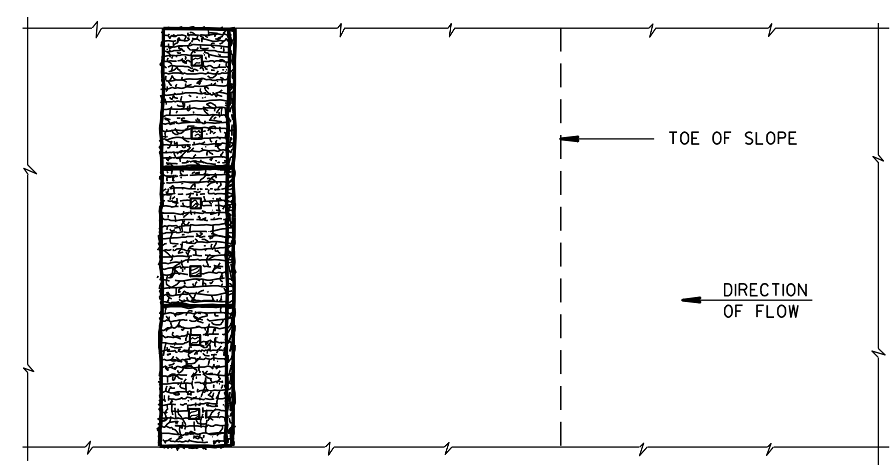
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

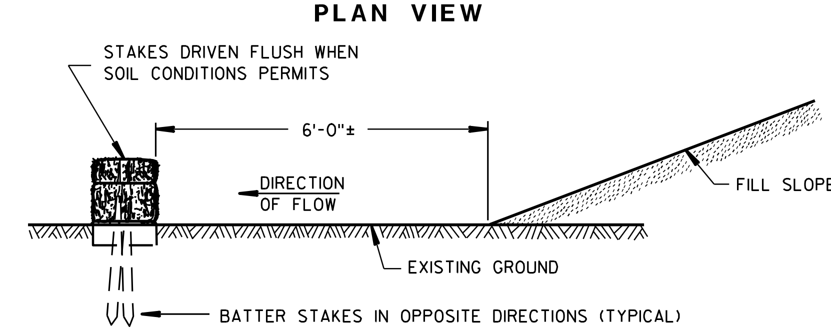


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

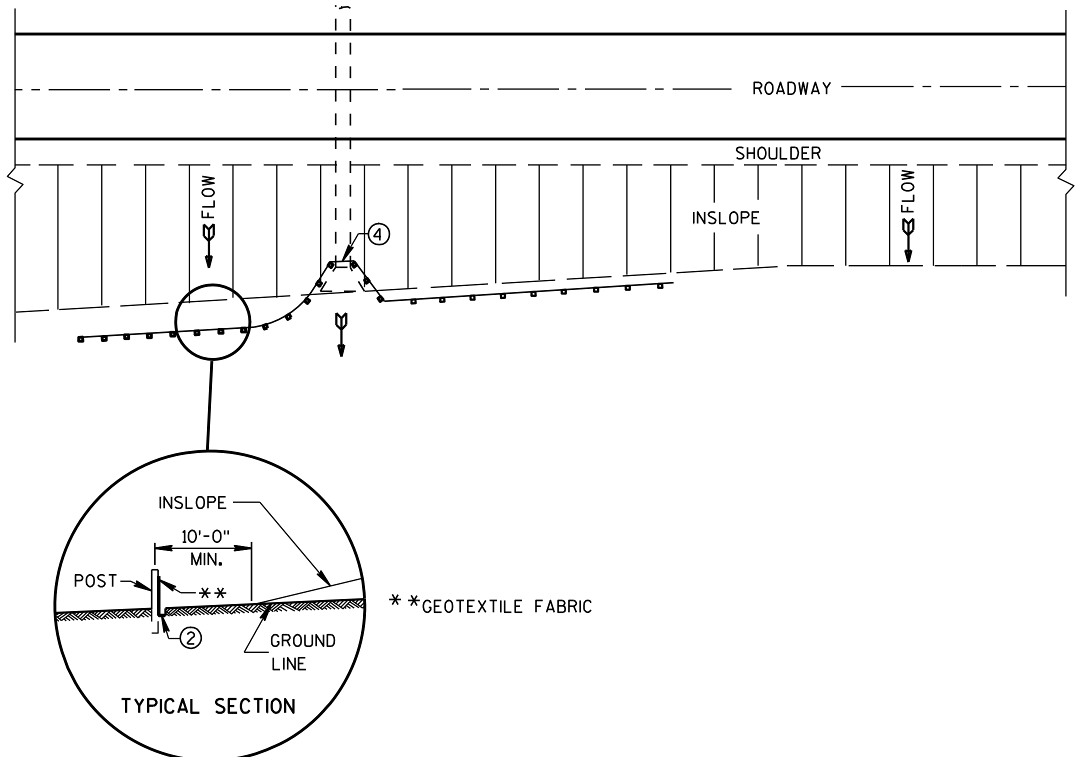
EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 6/04/02 /S/ Beth Conn DATE CHIEF ROADWAY DEVELOP INEER FHWA

6

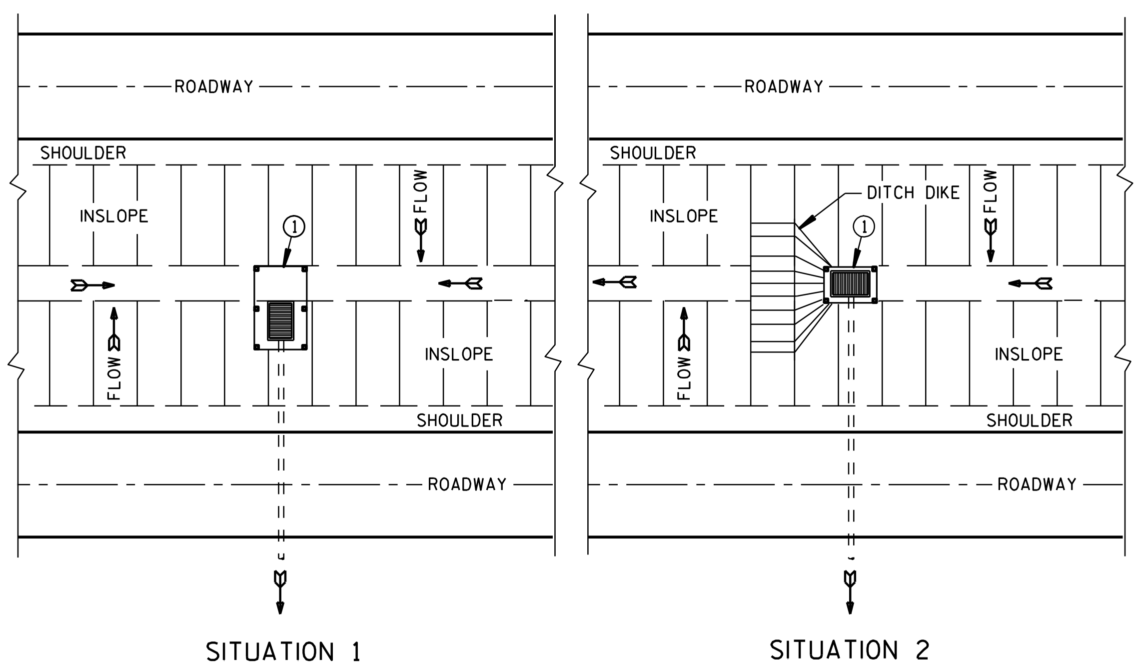
S.D.D. 8 E 8-3

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



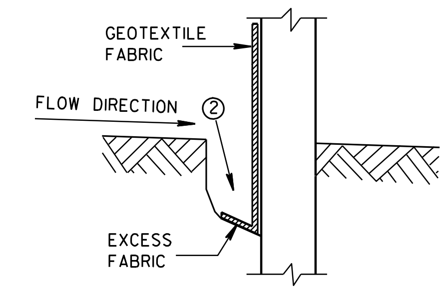
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

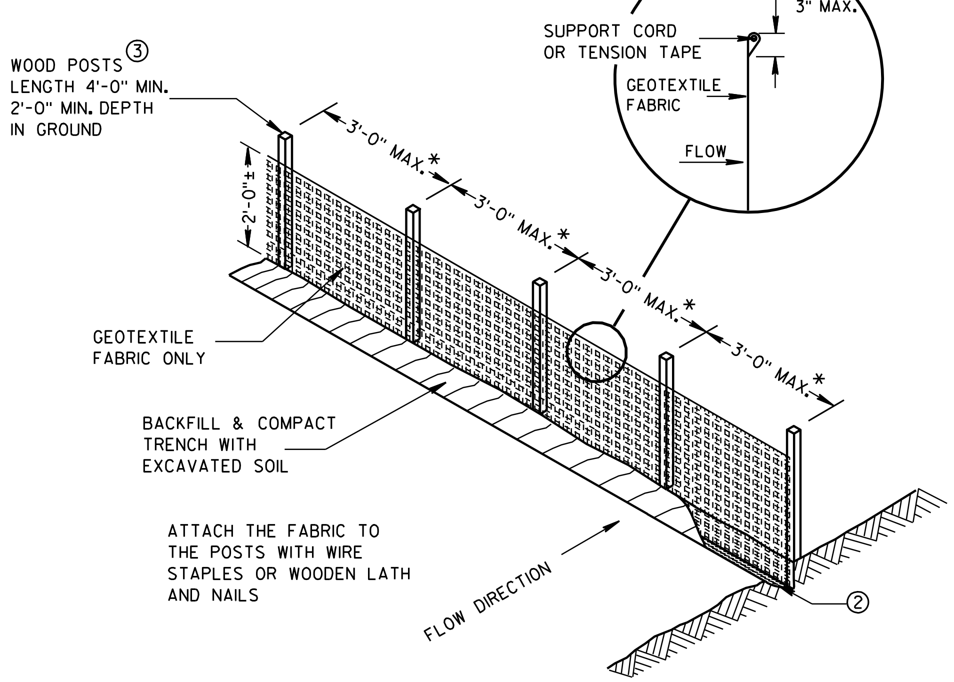
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



TRENCH DETAIL

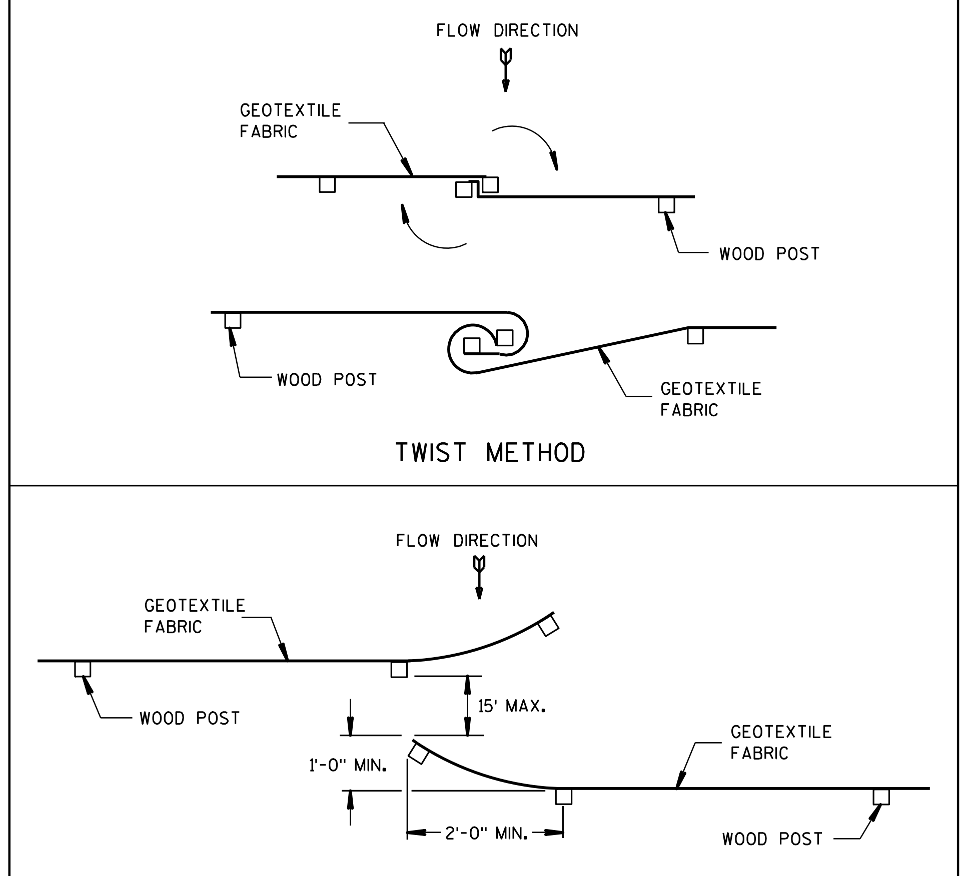
6

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



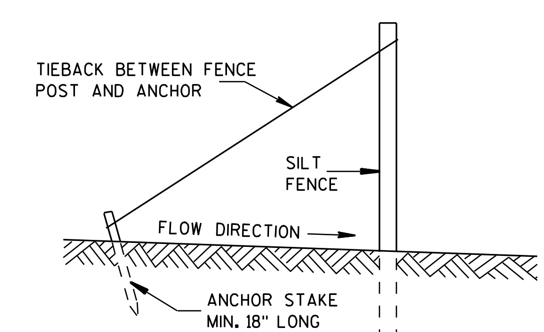
*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5

6



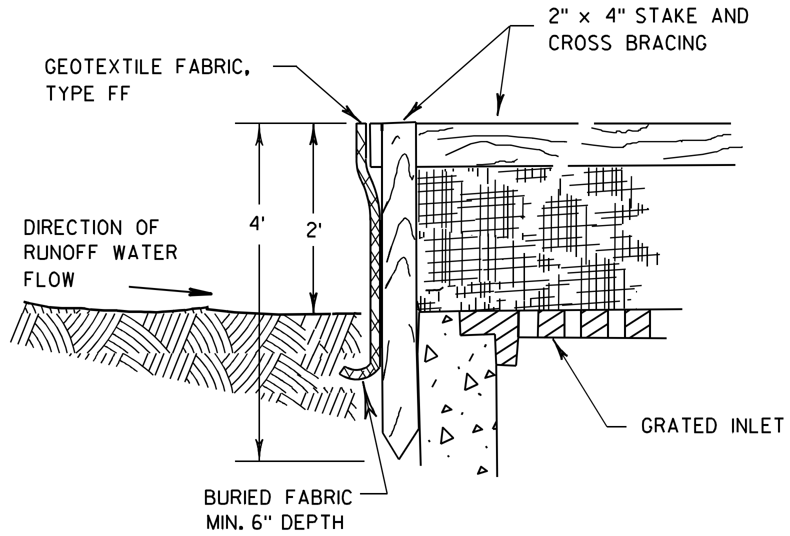
SILT FENCE TIE BACK

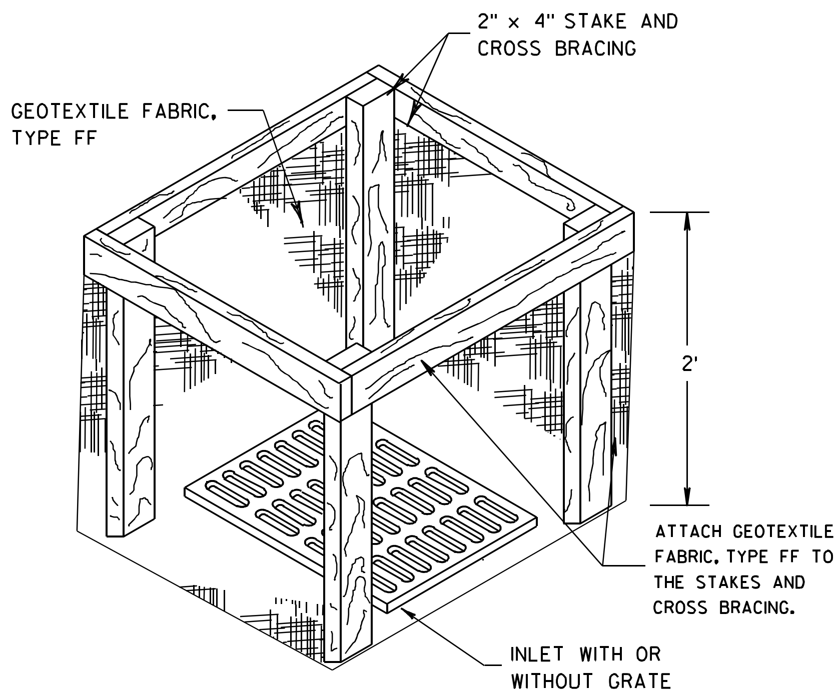
(WHEN REQUIRED BY THE ENGINEER)

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

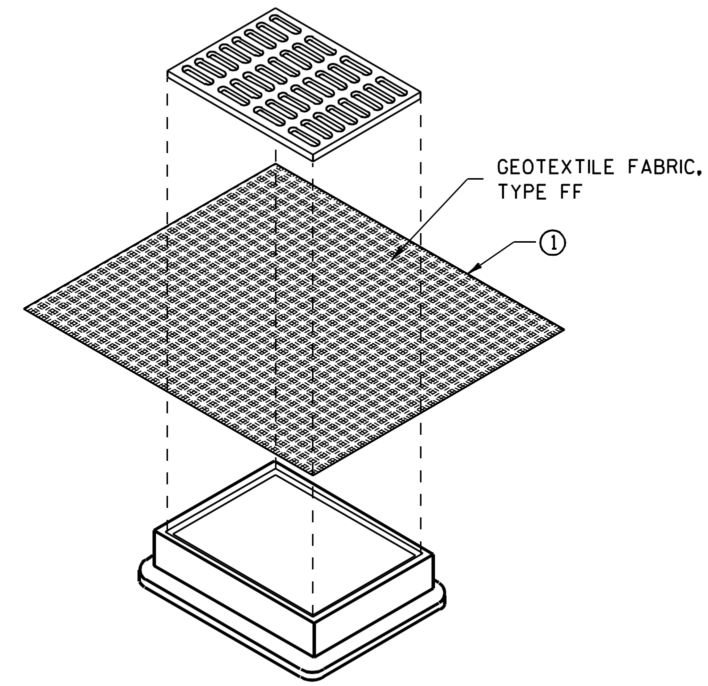
S.D.D. 8 E 9-6

S.D.D. 8 E 9-6



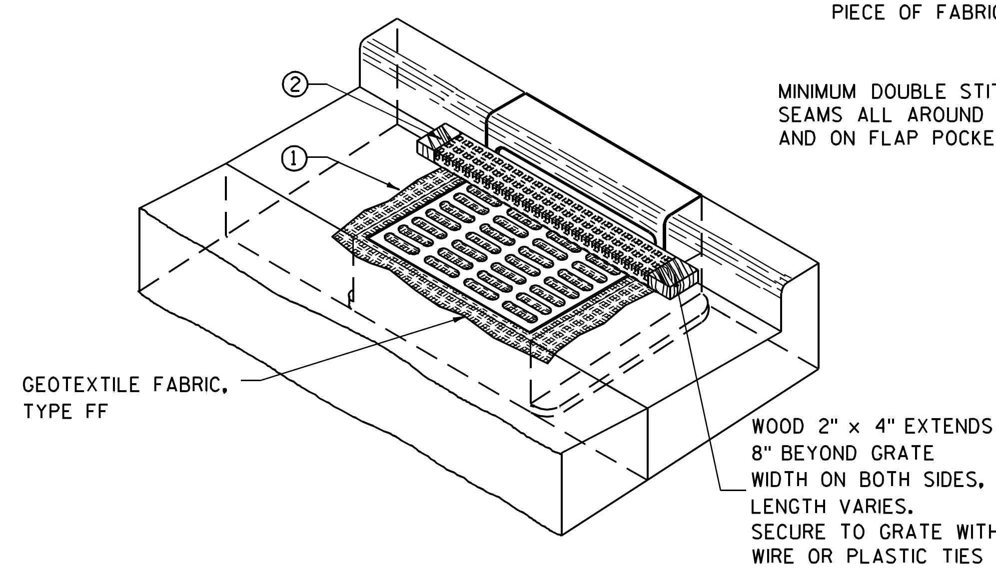


INLET PROTECTION, TYPE A

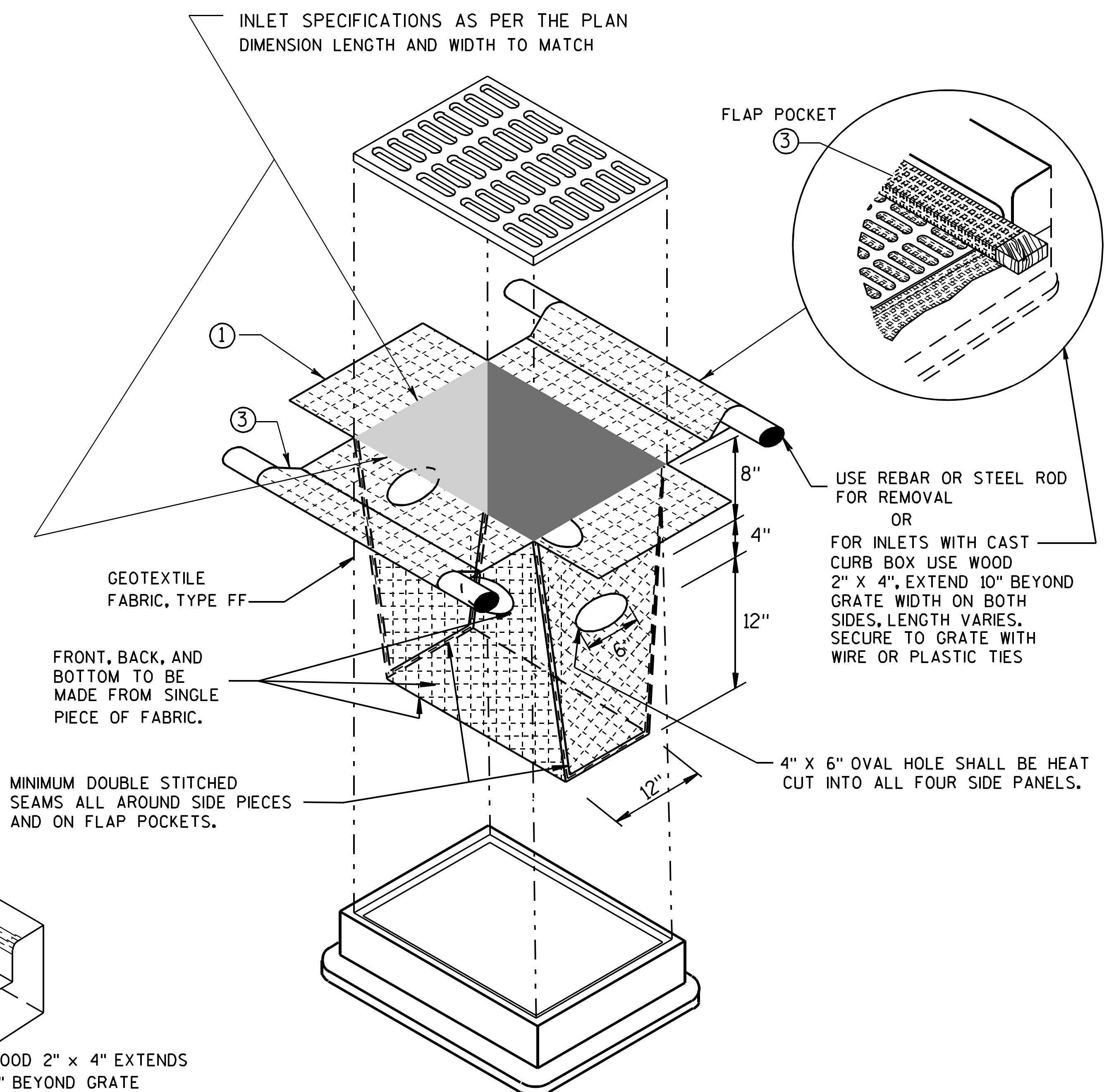


INLET PROTECTION, TYPE B (WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE 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.

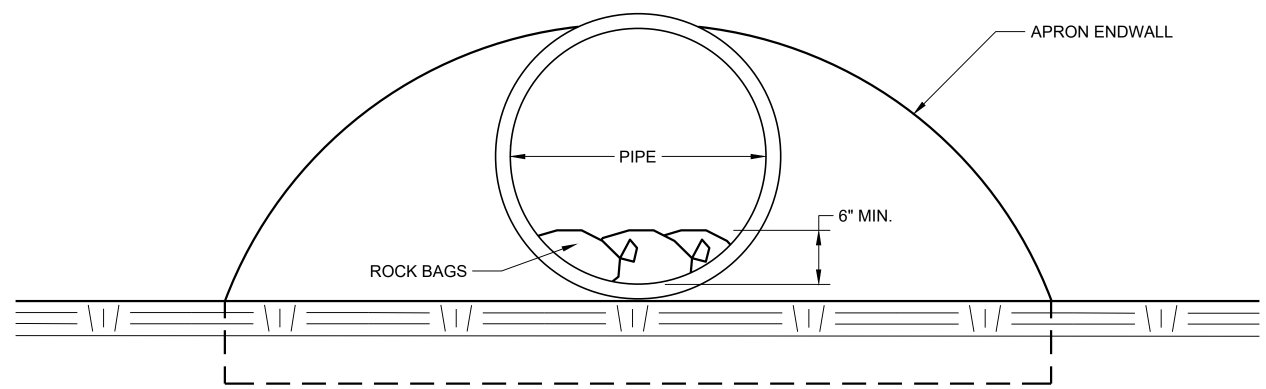
INLET PROTECTION TYPE A, B, C, AND D
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 10/16/02 /S/ Beth Cannestra DATE CHIEF ROADWAY DEVELOPMENT ENGINEER FHWA

6

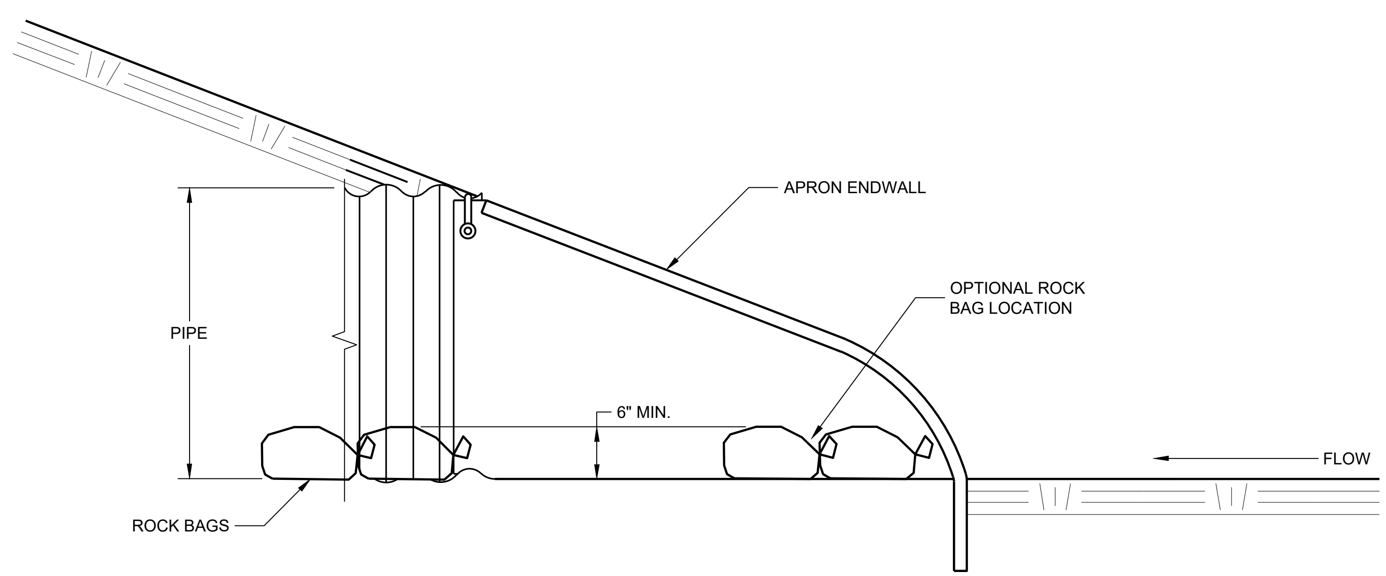
6

S.D.D. 8 E 10-2

S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

6

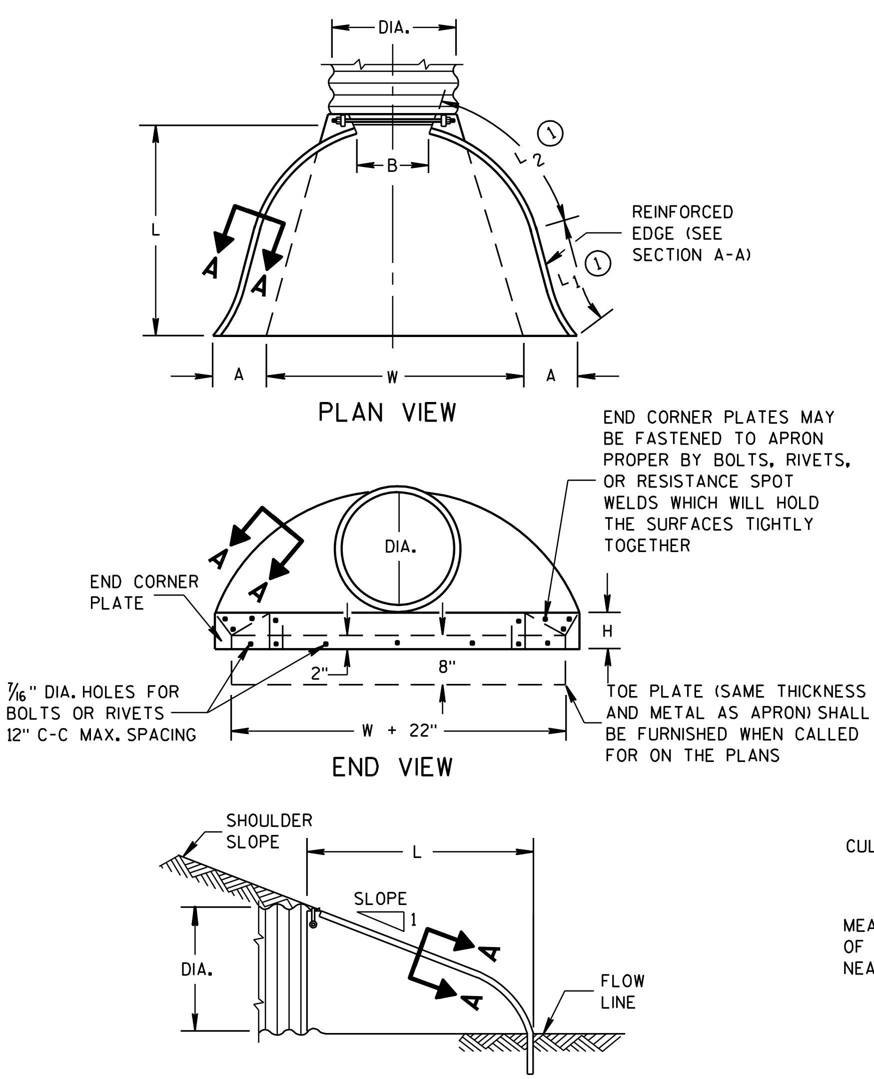
SDD 08E15 - 01

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

× EXCEPT CENTER PANEL
SEE GENERAL NOTES

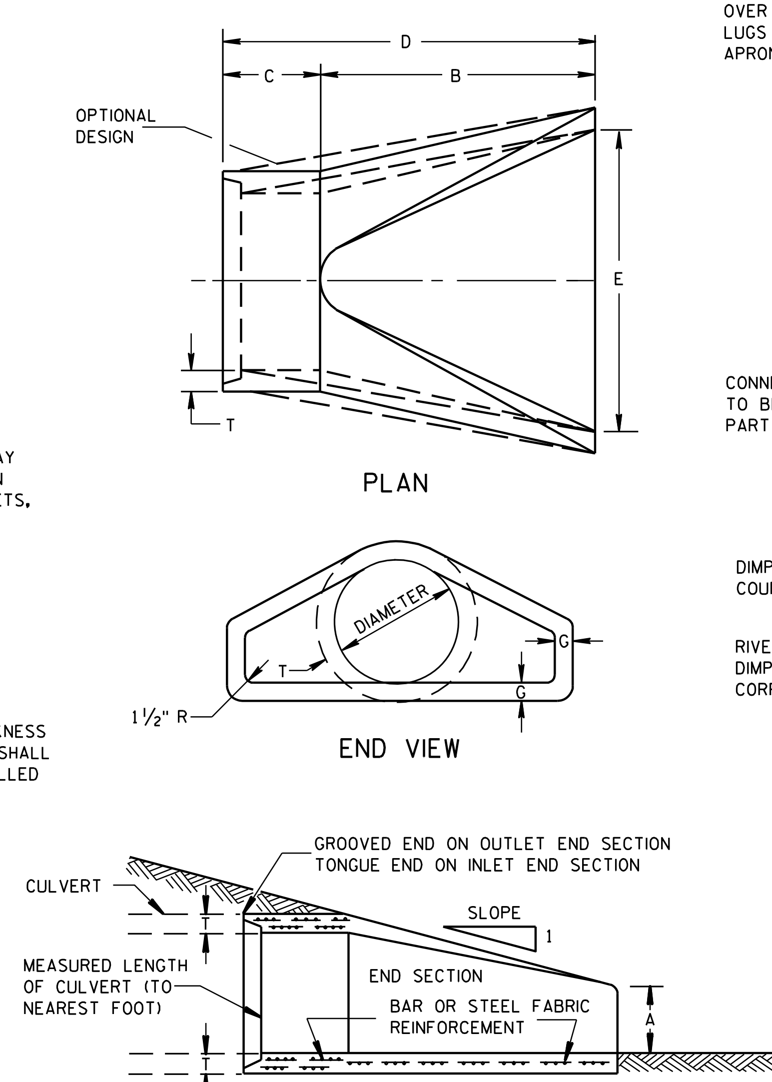
REINFORCED CONCRETE APRON ENDWALLS								
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE
	T	A	B	C	D	E	G	
12	2	4	24	48 7/8	72 7/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3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

* MINIMUM
** MAXIMUM



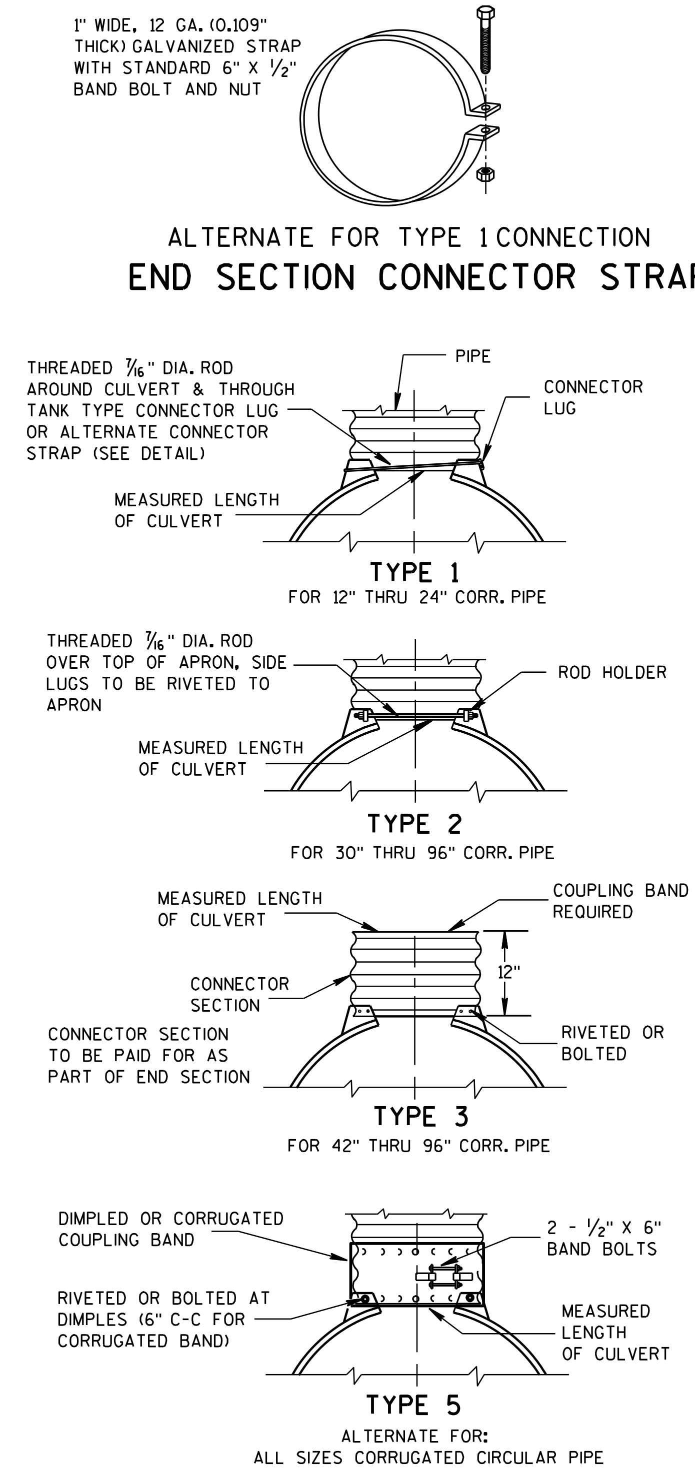
SIDE ELEVATION

METAL ENDWALLS



LONGITUDINAL SECTION

CONCRETE ENDWALLS



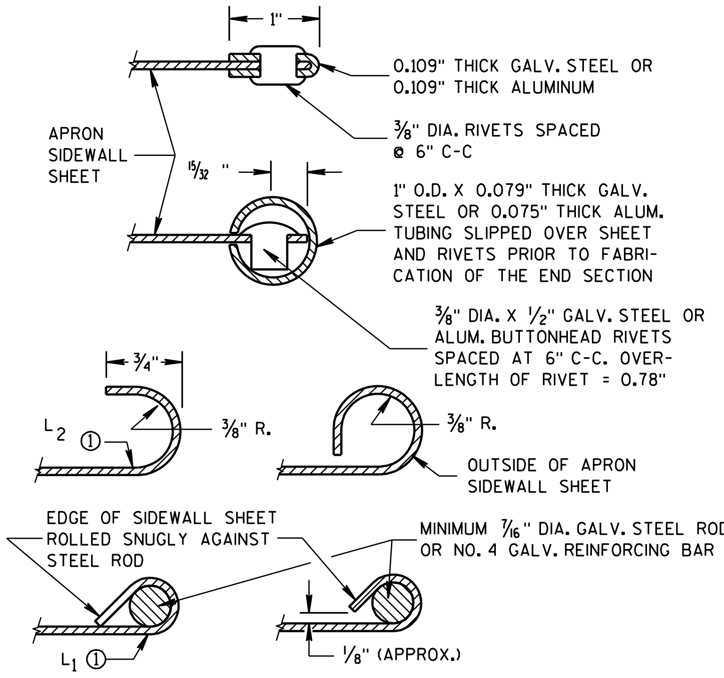
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

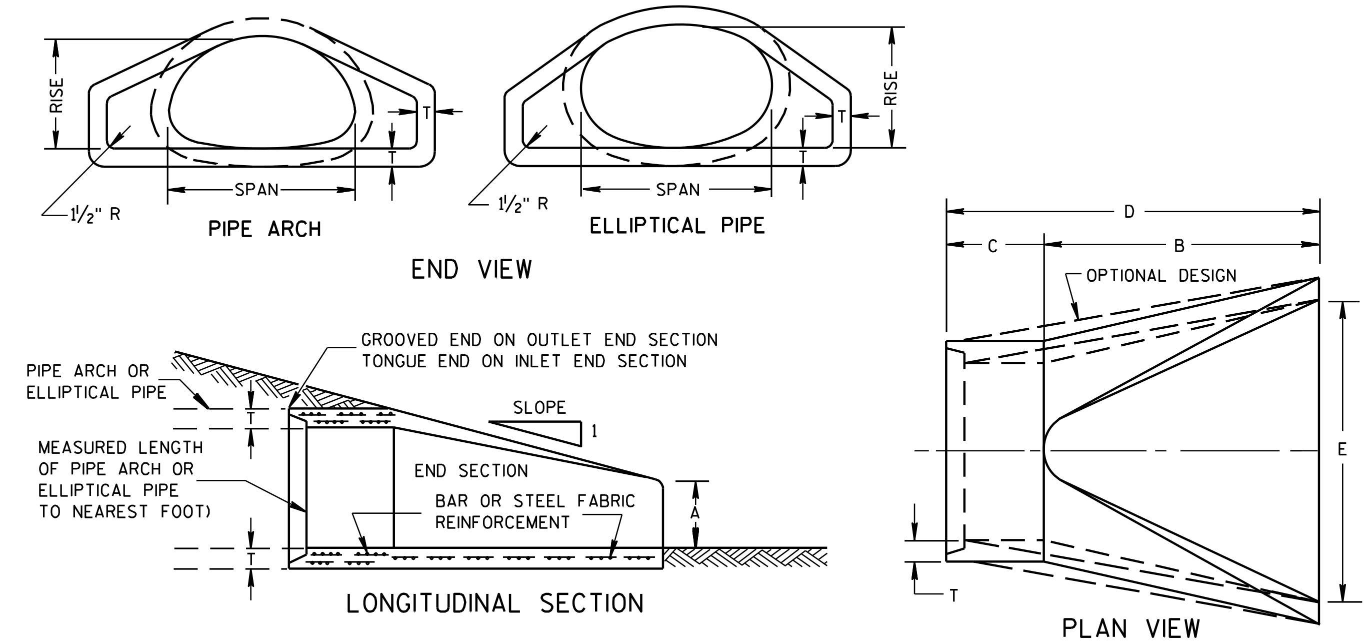
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



CONCRETE ENDWALLS

2- $^2/_3$" X $^1/_2$" CORRUGATIONS													
EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 $^1/_2$")	L1 ①	L2 ①	W (±2")		
15	17	13	.064	.060	7	9	6	19	14	16	30	$2^1/_2$ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	$19^3/_8$	36	$2^1/_2$ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	$21^3/_4$	42	$2^1/_2$ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	$27^1/_2$	48	$2^1/_2$ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	$37^5/_8$	60	$2^1/_2$ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	$45^3/_8$	75	$2^1/_2$ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	$54^3/_4$	85	$2^1/_2$ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	$2^1/_2$ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	$72^3/_4$	102	$2^1/_4$ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	$82^1/_4$	114	$2^1/_4$ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS													
EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	SPAN	RISE	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 $^1/_2$")	L1 ①	L2 ①	W (±2")		
48	53	41	.109	.105	18	26	12	63	24	$72^3/_4$	90	$2^1/_2$ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	$82^1/_4$	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	$1^1/_2$ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	$1^1/_2$ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	$1^1/_2$ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	$1^1/_2$ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	$1^1/_2$ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	$1^1/_2$ to 1	3 Pc.

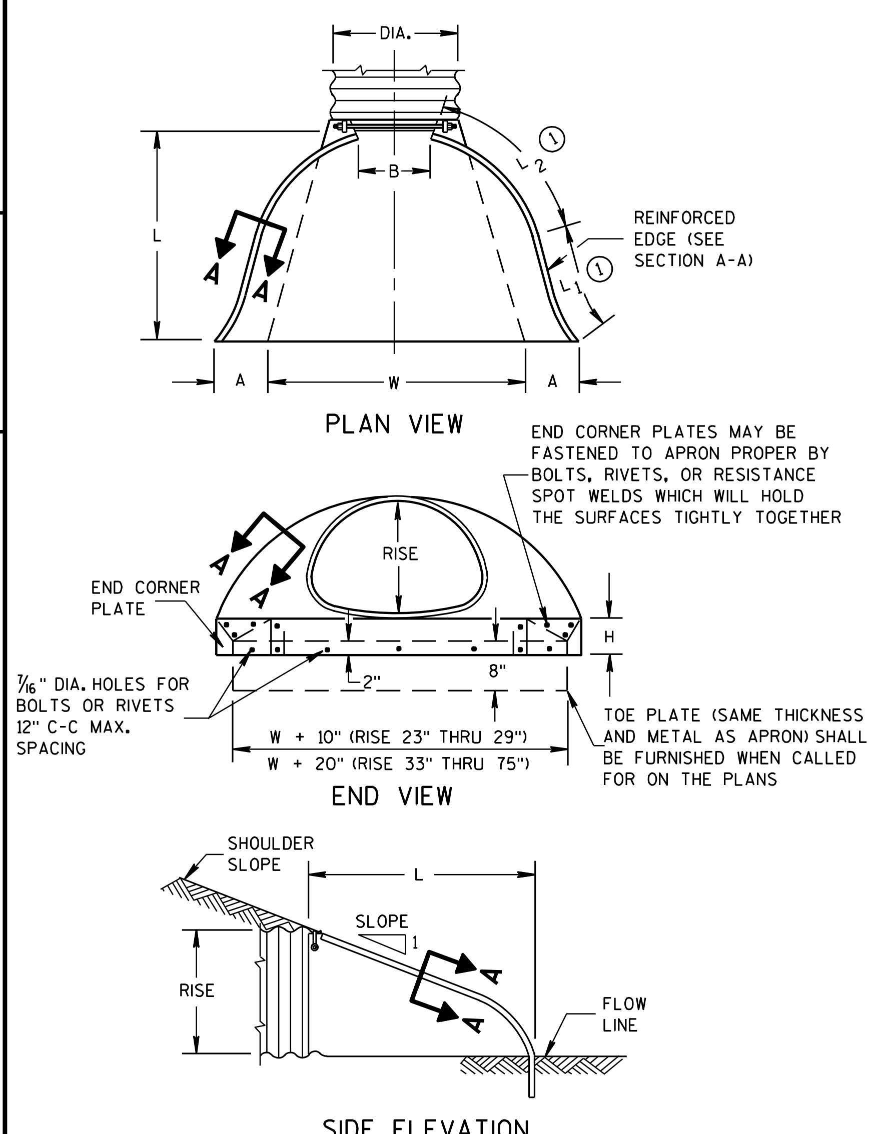
NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

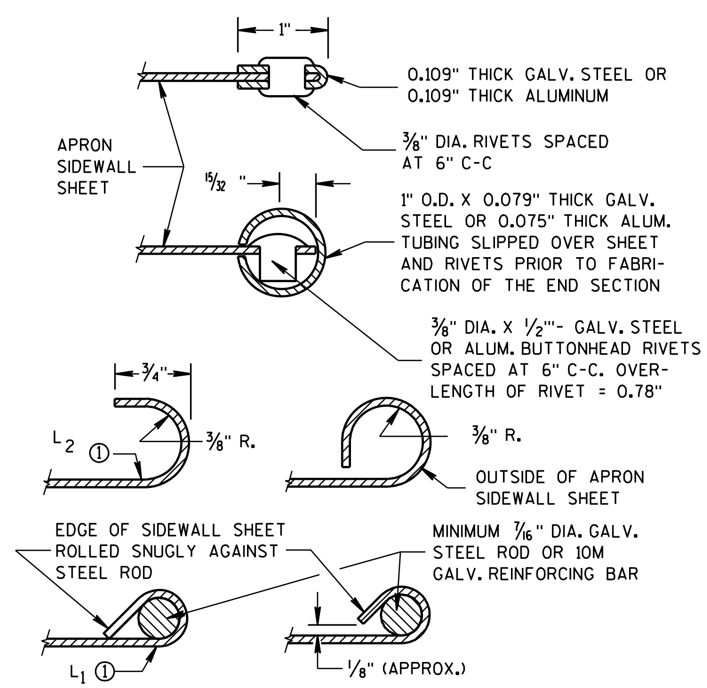
REINFORCED CONCRETE PIPE ARCH									
EQUIV. DIA. (Inches)	DIMENSIONS (Inches)								APPROX. SLOPE
	** SPAN	** RISE	T	A	B	C	D	E	
24	29	18	3	$8^1/_2$	39	33	72	48	3 to 1
30	36	22	$3^1/_2$	$9^1/_2$	50	46	96	60	3 to 1
36	44	27	4	$11^1/_8$	60	36	96	72	3 to 1
42	51	31	$4^1/_2$	$15^{13}/_{16}$	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	$5^1/_2$	$25^1/_2$	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	$28^1/_2$	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE									
EQUIV. DIA. (Inches)	DIMENSIONS (Inches)								APPROX. SLOPE
	** SPAN	** RISE	T	A	B	C	D	E	
24	30	19	$3^1/_4$	$8^1/_2$	39	33	72	48	3 to 1
30	38	24	$3^3/_4$	$9^1/_2$	54	18	72	60	3 to 1
36	45	29	$4^1/_2$	$11^1/_8$	60	24	84	72	$2^1/_2$ to 1
42	53	34	5	$15^3/_4$	60	36	96	78	$2^1/_2$ to 1
48	60	38	$5^1/_2$	21	60	36	96	84	$2^1/_2$ to 1
54	68	43	6	$25^1/_2$	60	36	96	90	$2^1/_2$ to 1
60	76	48	$6^1/_2$	30	60	36	96	96	$2^1/_2$ to 1

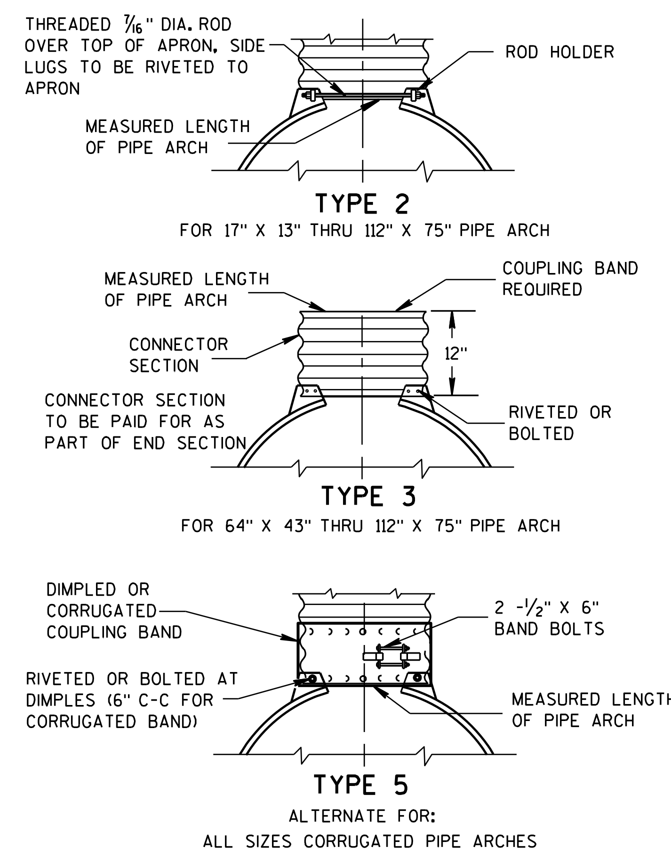
** NOMINAL SIZE



METAL ENDWALLS



SECTION A-A



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

CONNECTION DETAILS

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 — /S/ Rory L. Rhi[illegible]
DATE — CHIEF ROADWAY DEVELO[illegible] GINEER
FHWA

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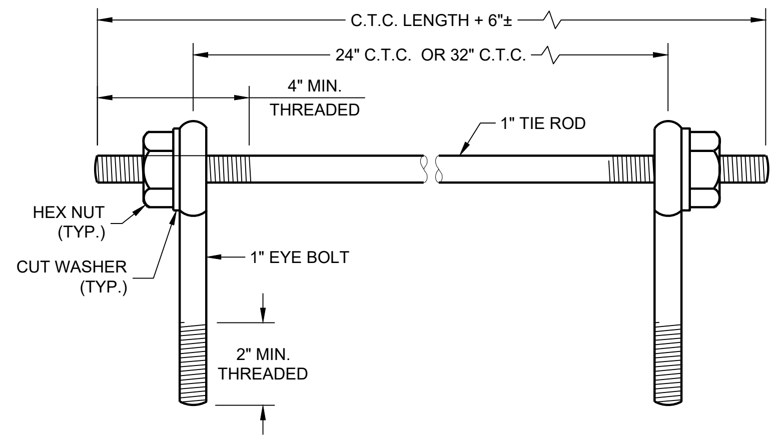
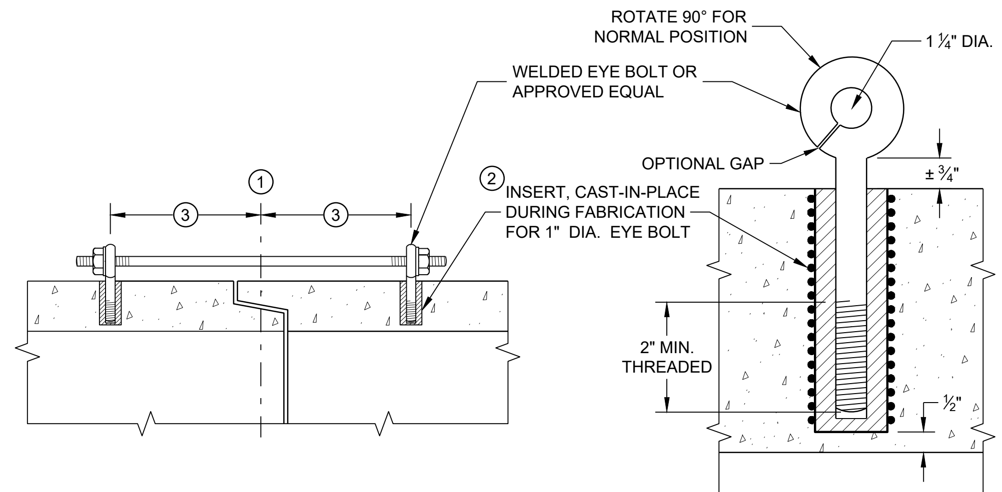
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

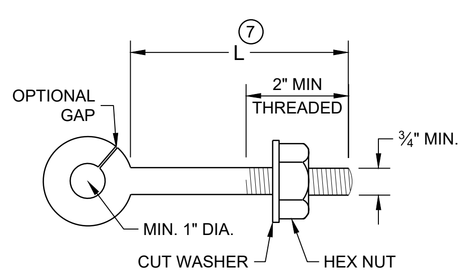
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

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

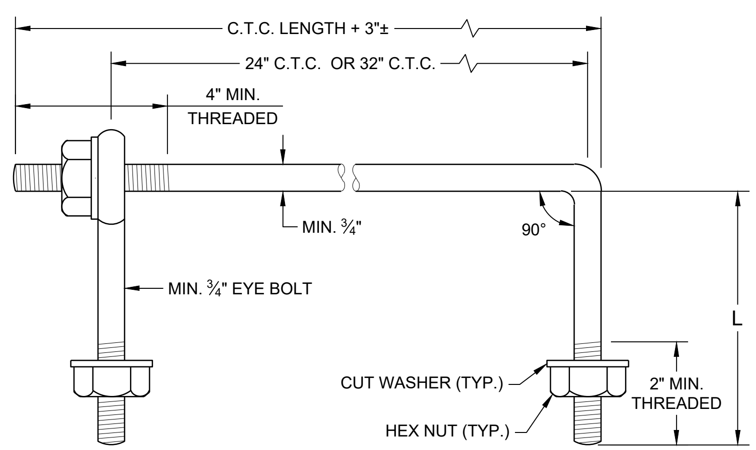
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

1. CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.
2. THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.
3. HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.
4. BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.
5. OPENING TO BE ROD DIAMETER PLUS 1 INCH.
6. LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.
7. EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

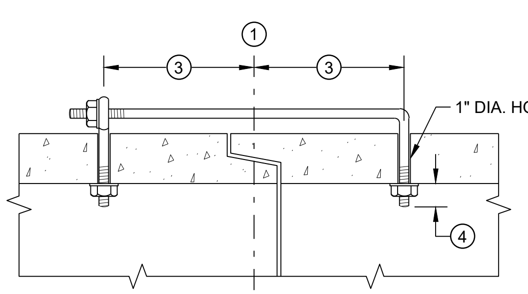


EYE BOLT 7

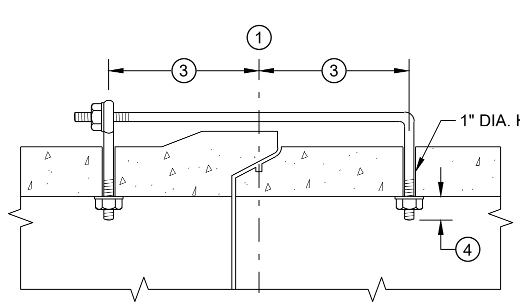
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

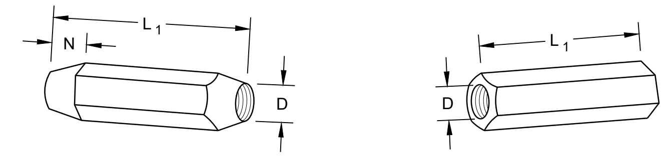
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

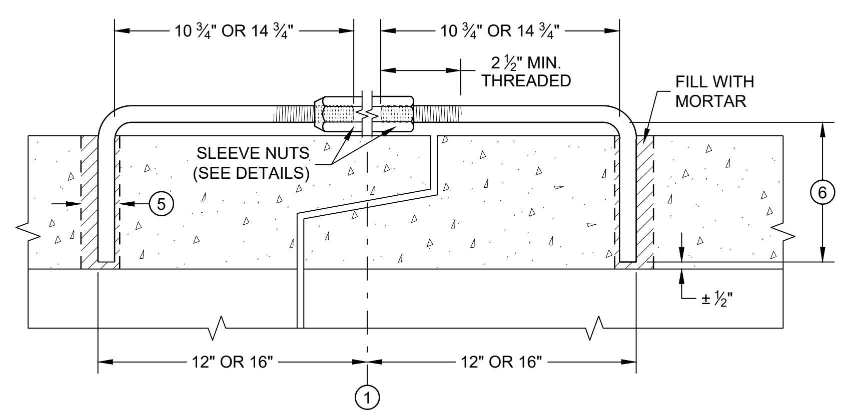
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



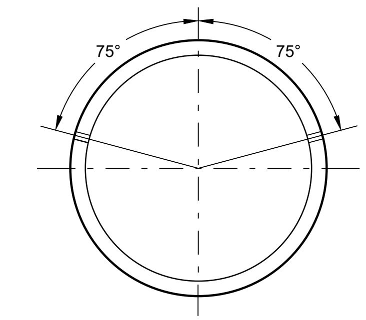
RIGHT AND LEFT THREADS

SLEEVE NUTS



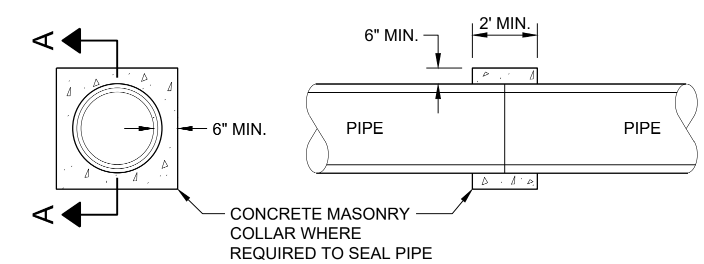
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

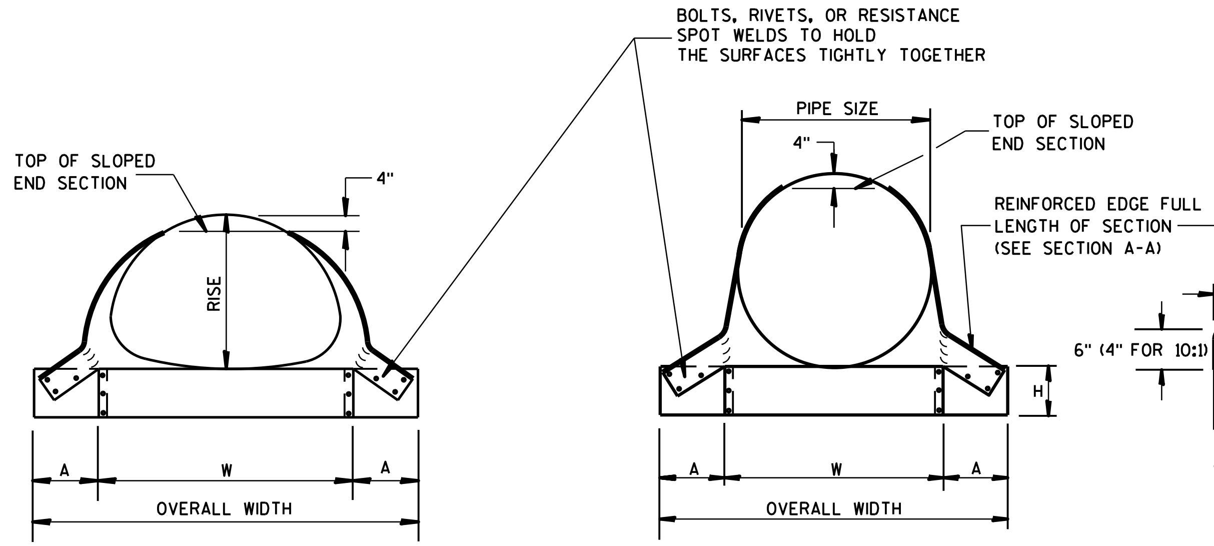
CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

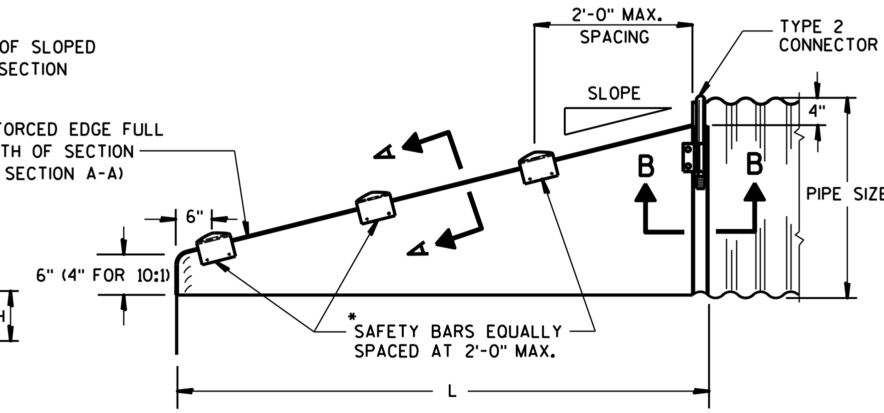
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

SDD 08F04 - 08



FRONT VIEW

FRONT VIEW



SIDE VIEW

GENERAL NOTES

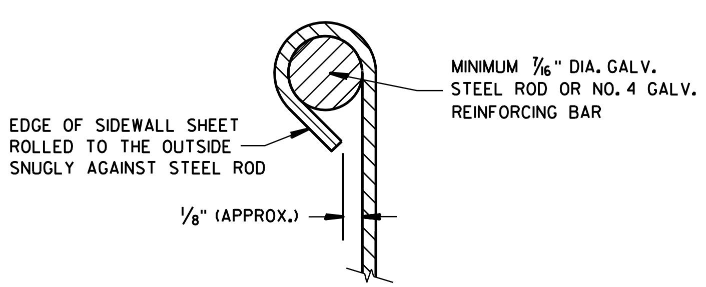
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

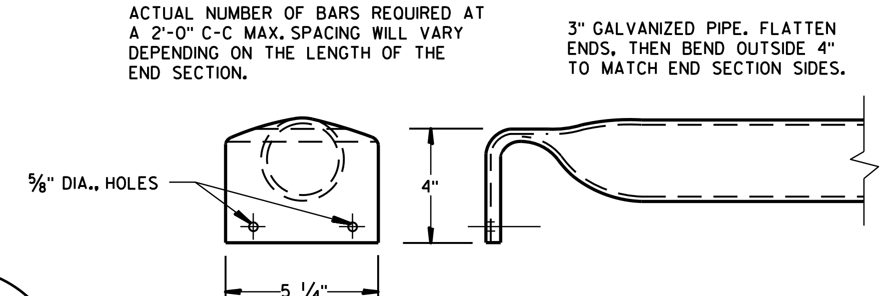
STEEL APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS

PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

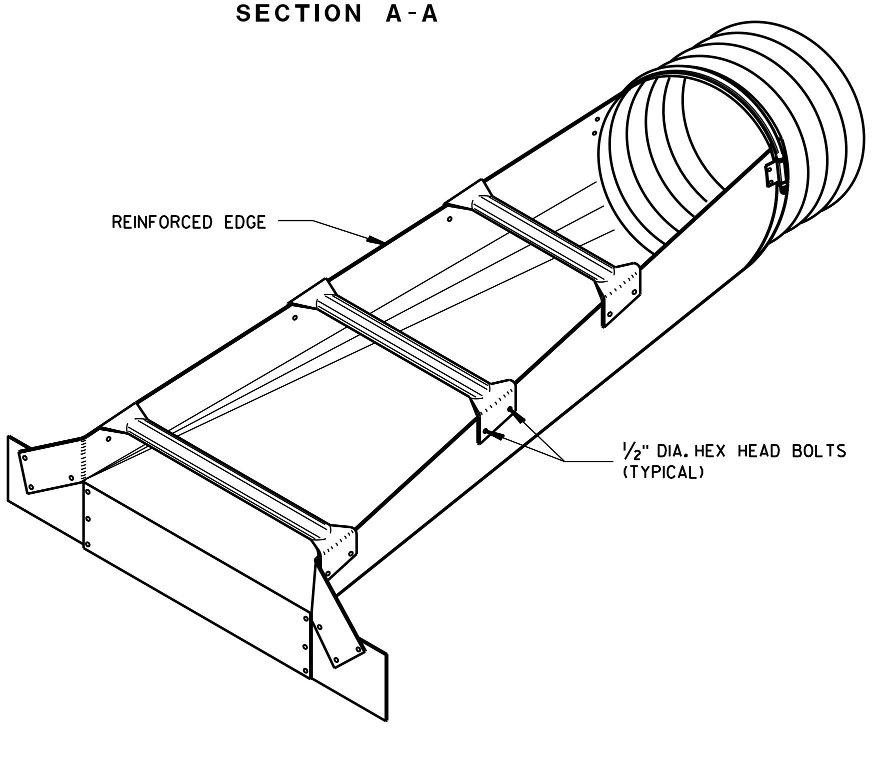


DETAIL OF SAFETY BAR

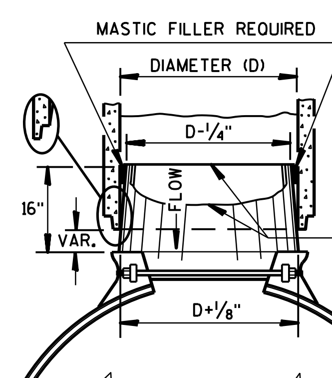
STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches)		MIN. THICK. (Inches) ①	DIMENSIONS (Inches)				L DIMENSIONS					
	SPAN	RISE		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



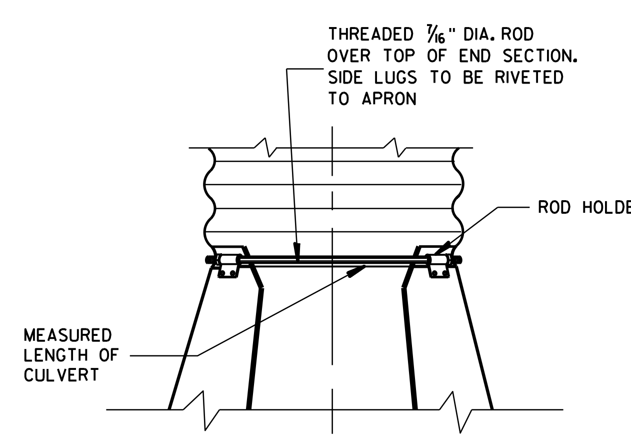
ISOMETRIC VIEW



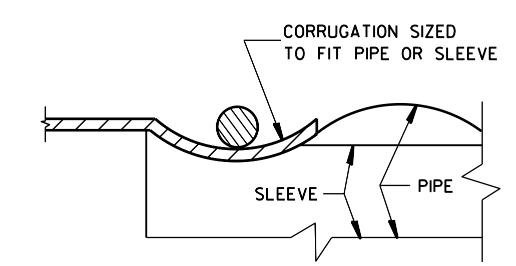
NOTE:
STEEL END SECTION SHALL BE FIRMLY WEDGED INTO PIPE END BEFORE BACKFILLING

TAPERED SLEEVE TO BE 12 GAGE SMOOTH GALVANIZED STEEL. SEE SECTION B-B DETAIL FOR END SECTION ATTACHMENT.

STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2 CONNECTION DETAIL



SECTION B-B

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/2012 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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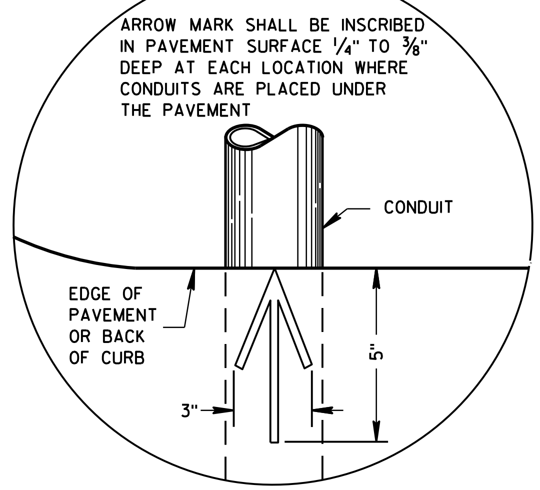
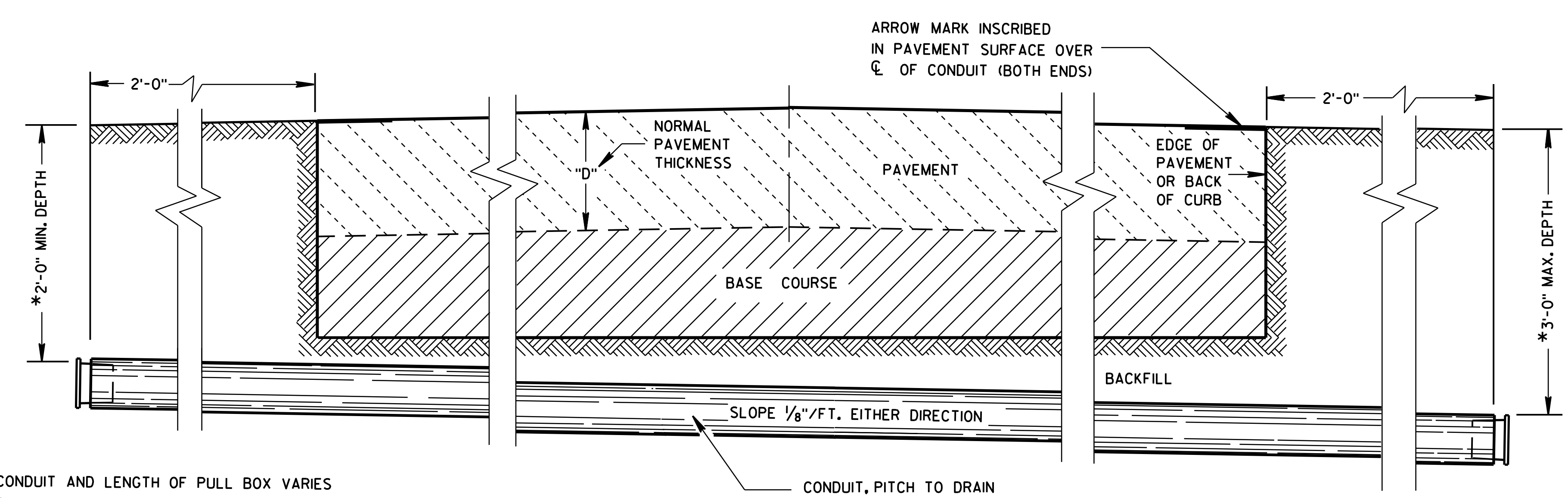
S.D.D. 8 F 7-5

S.D.D. 8 F 7-5



PLAN VIEW
ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

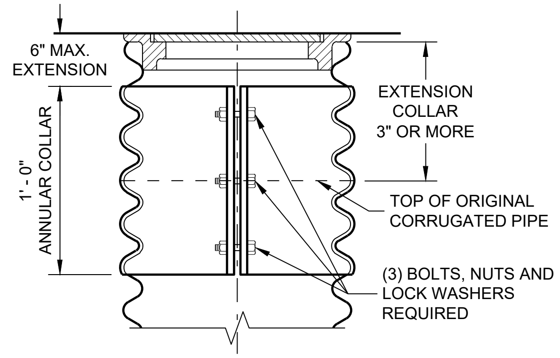
ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

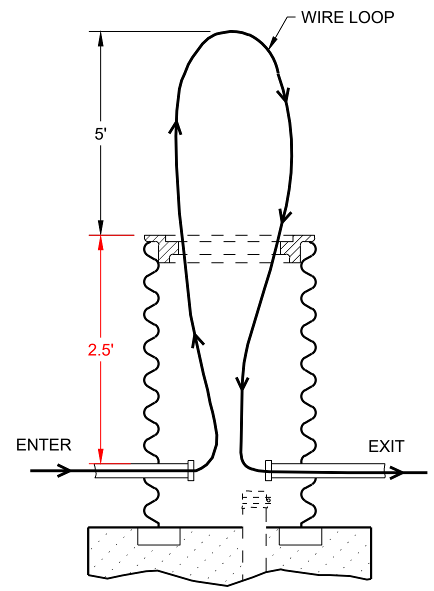
TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

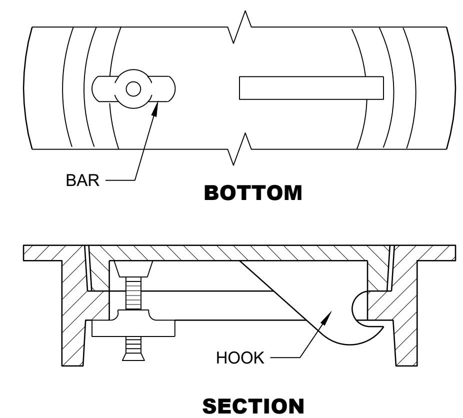
CONDUIT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March, 2017 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL



CORRUGATED PIPE EXTENDER



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

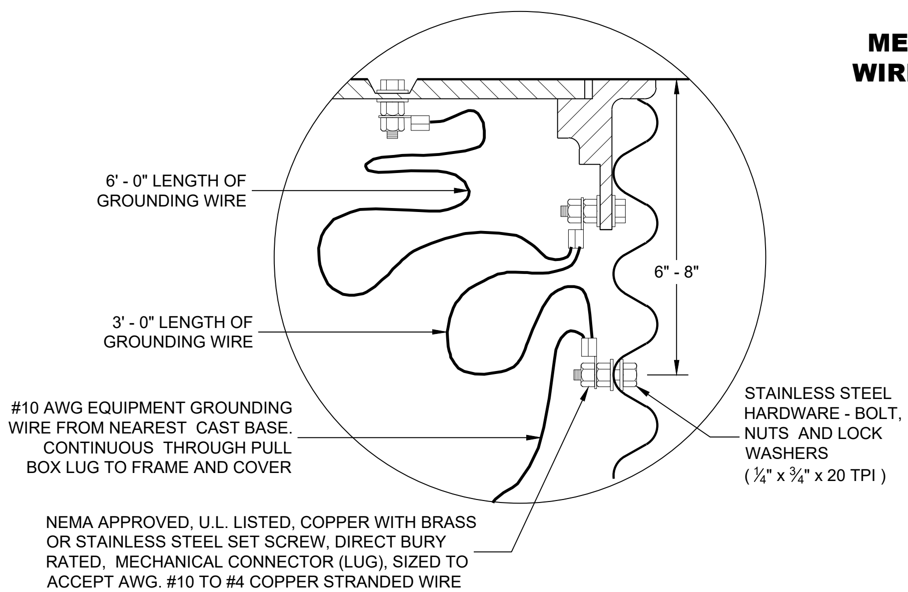
WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

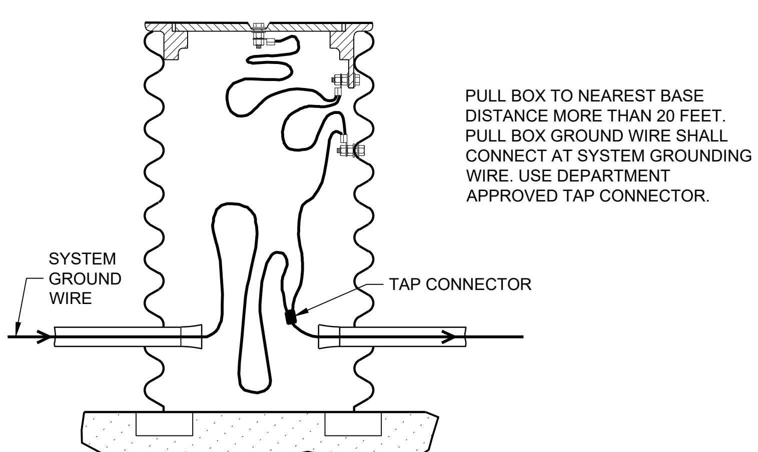
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

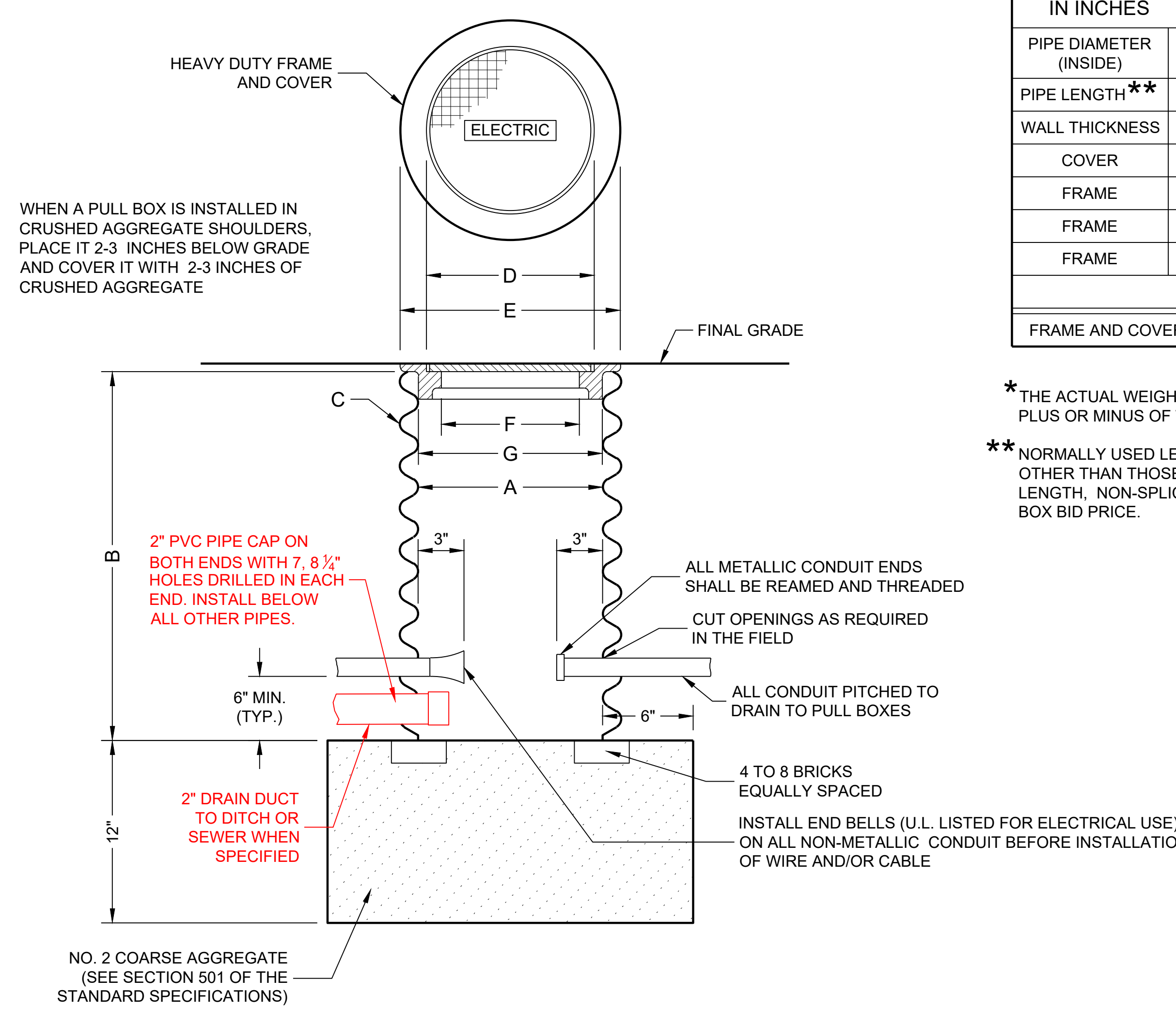
**NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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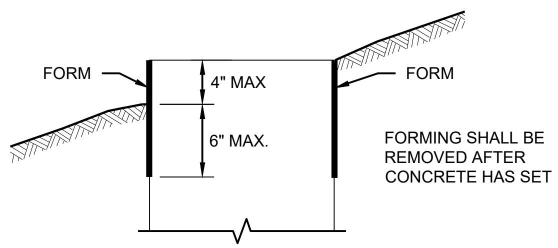
SDD 09B04 -12



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWINGSHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

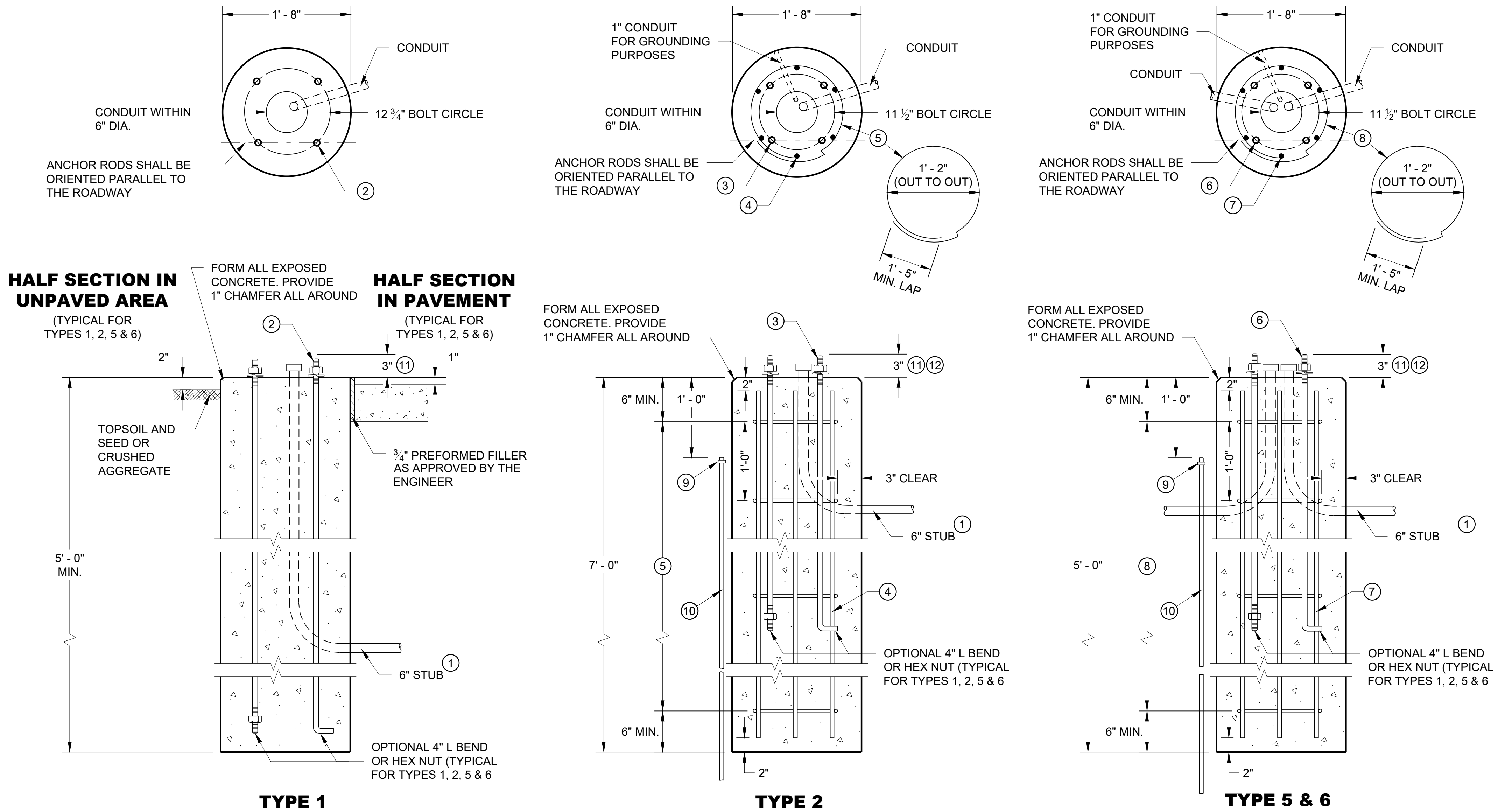
8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.



CONCRETE BASES

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

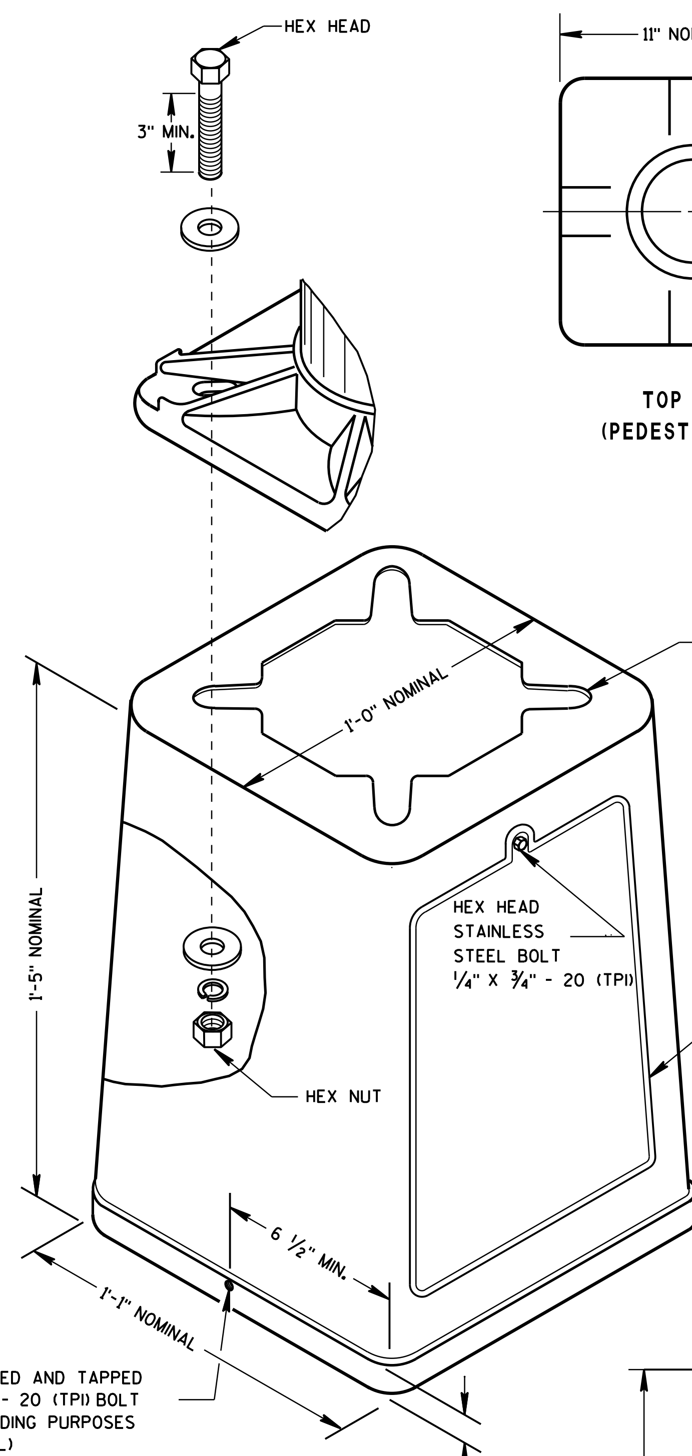
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

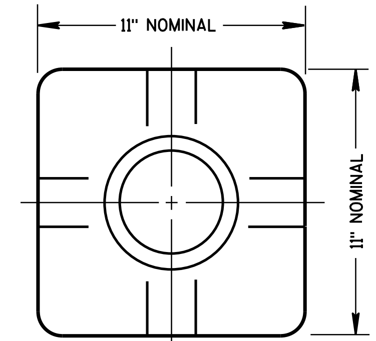
PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

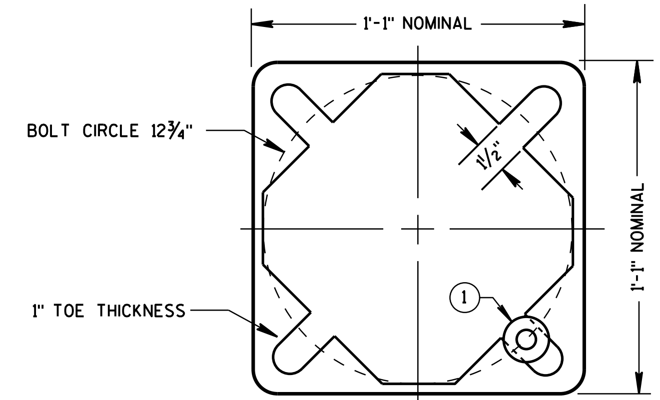
THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



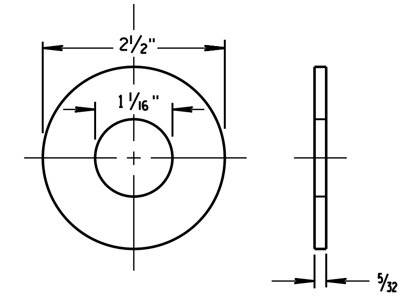
ISOMETRIC VIEW



TOP VIEW
(PEDESTAL BASE)

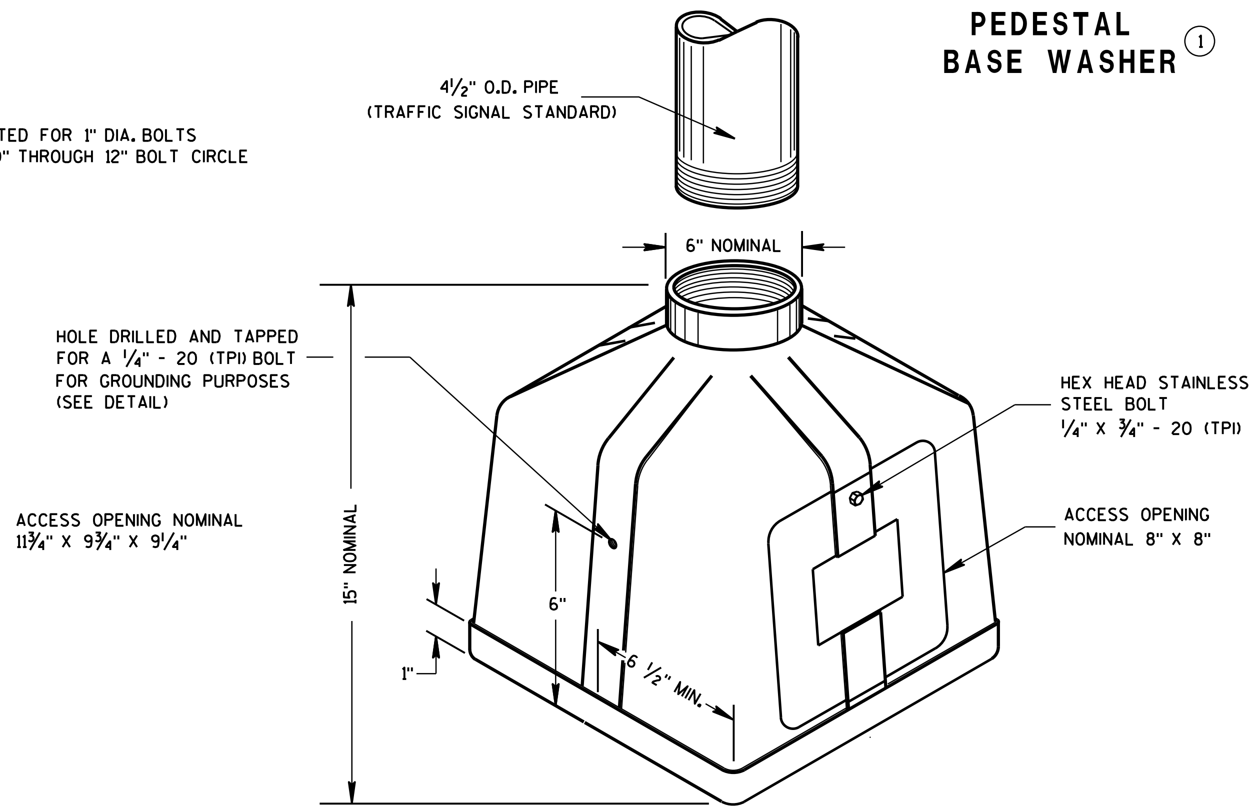


BOTTOM VIEW
(PEDESTAL BASE)



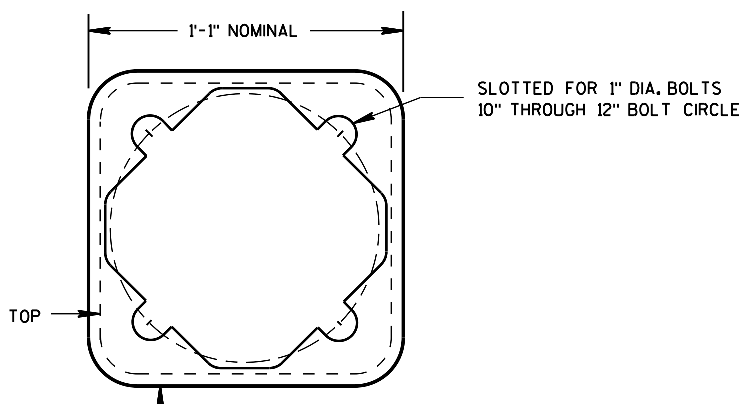
ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER ①

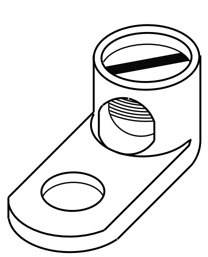


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

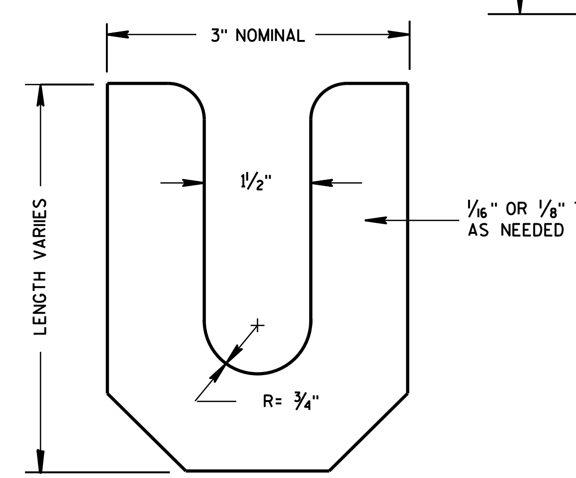


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 /S/ Ahmet Demirbilek DATE STATE ELECTRICAL FHWA

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S.D.D. 9 C 3-4

S.D.D. 9 C 3-4

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

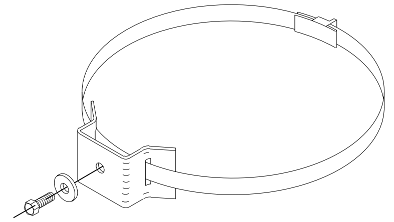
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

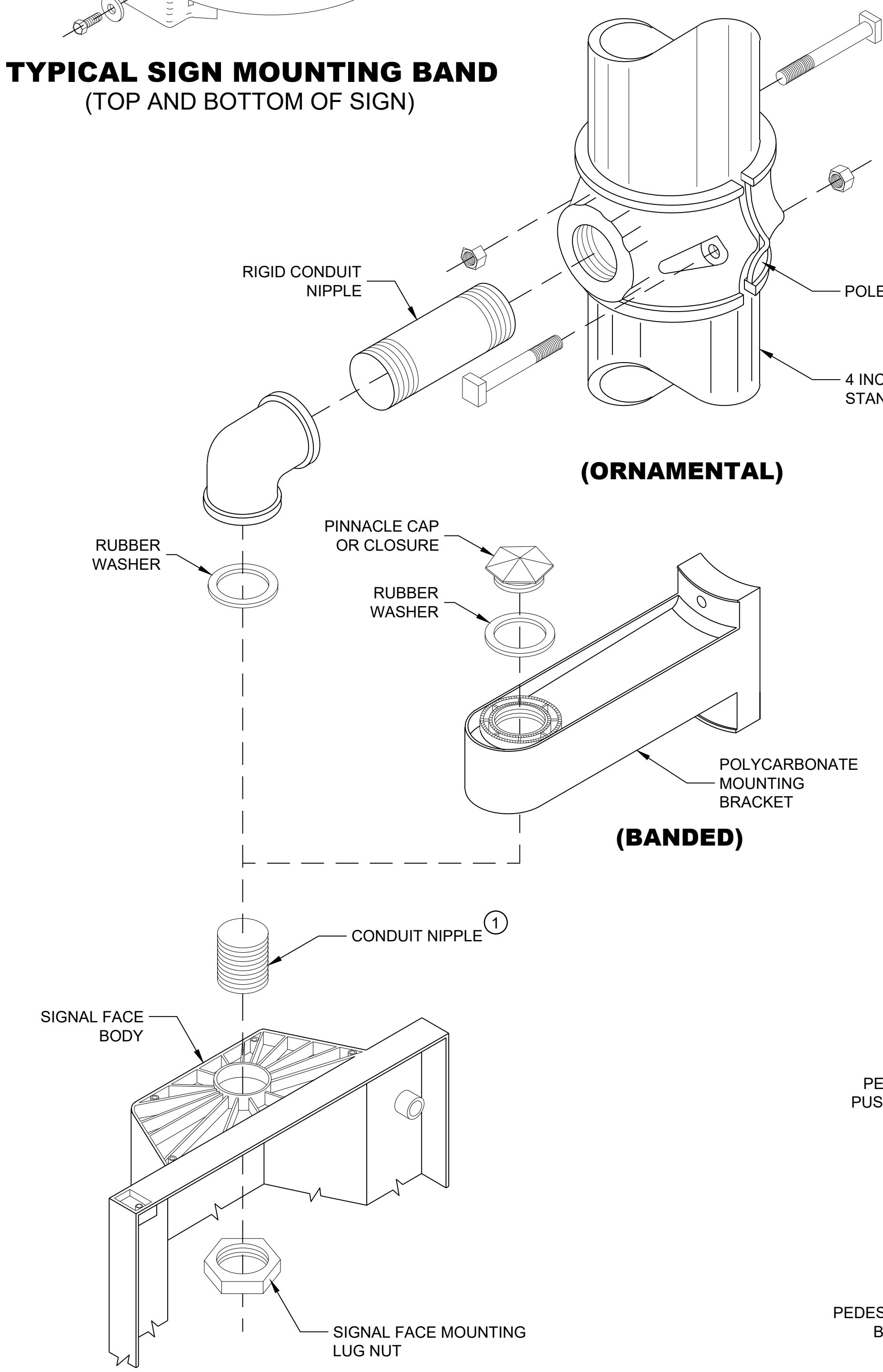
FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) 1/4" X 3/4" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 1/2" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 1/2" OPENING IN SIGNAL FACESAND BRACKET ENDS.

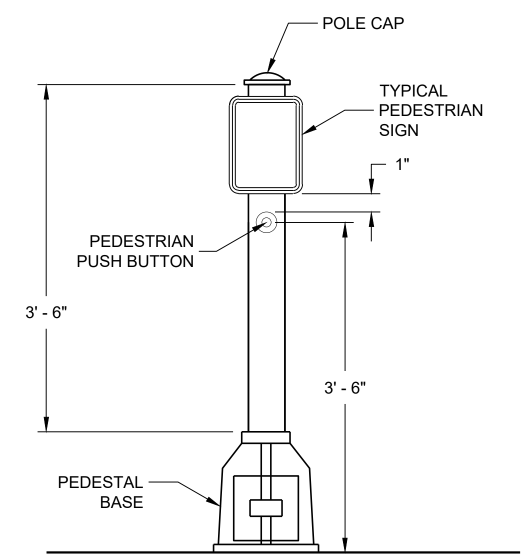


TYPICAL SIGN MOUNTING BAND

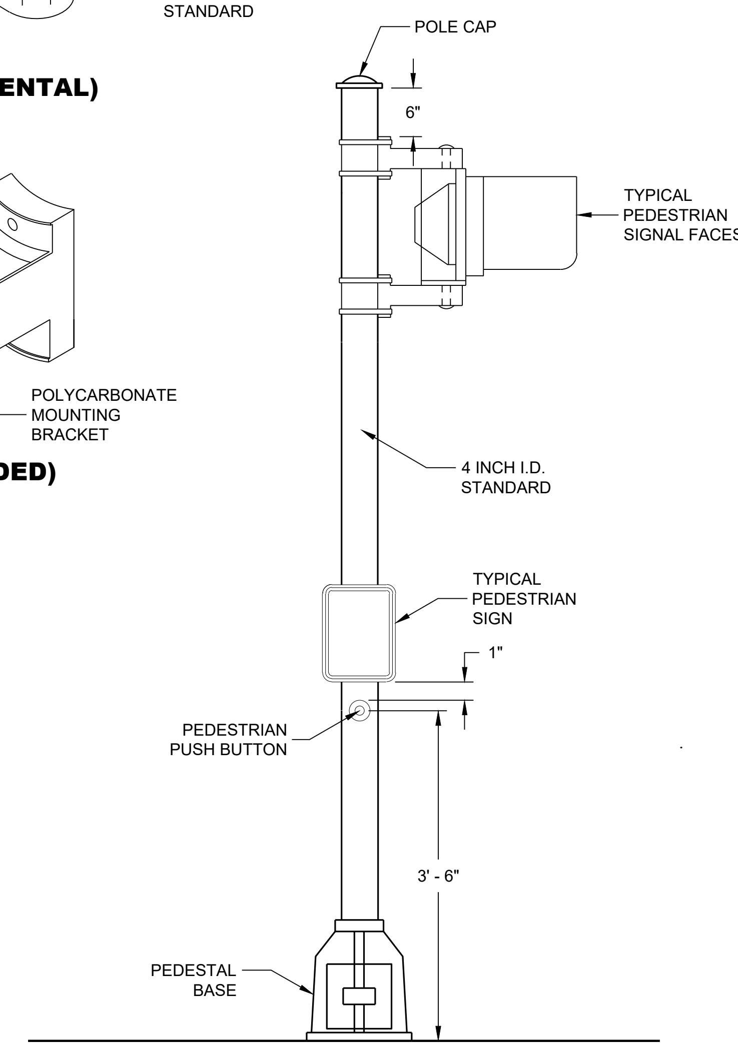
(TOP AND BOTTOM OF SIGN)



SIGNAL FACE MOUNTING DETAILS

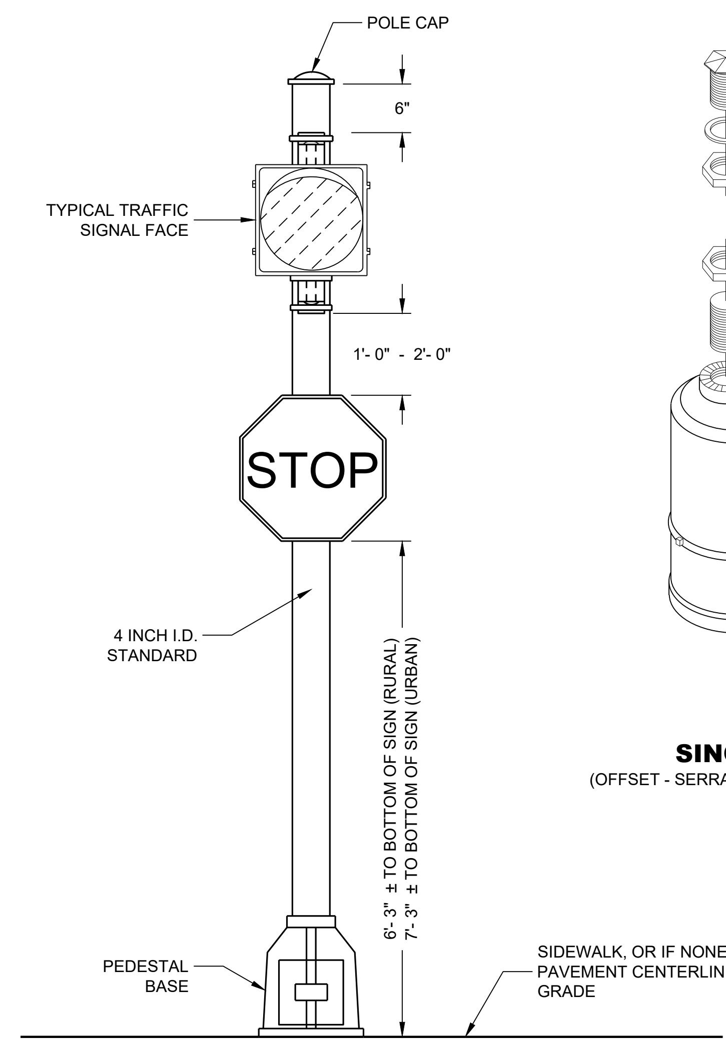


PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



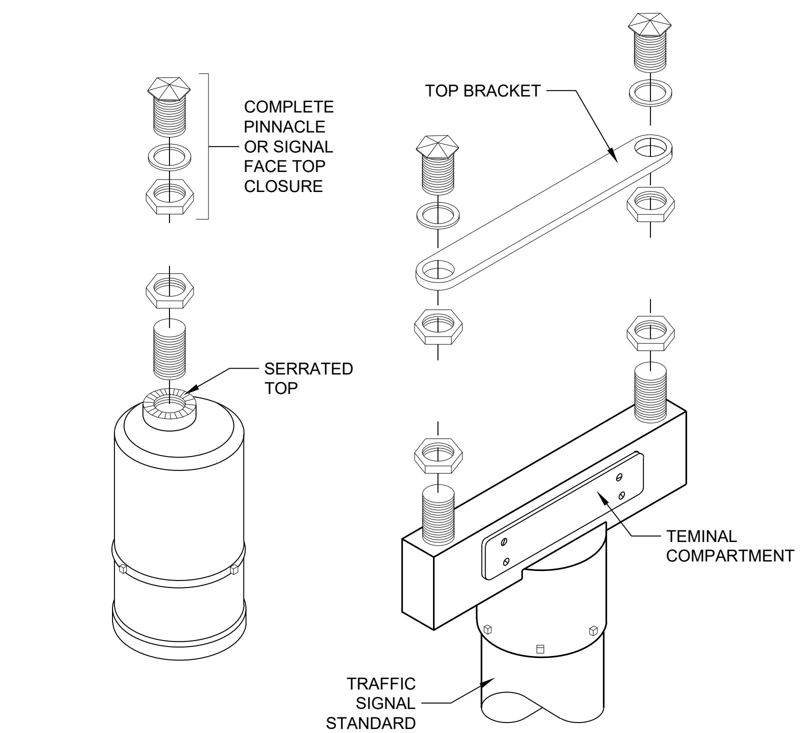
PEDESTRIAN FACE STANDARD - 10 FT.

(WALK - DON'T WALK)



STANDARD FLASHER

10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE

(OFFSET - SERRATED MOUNTING)

DOUBLE

(SERRATED MOUNTING)

SLIPFITTERS

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SDD 09E07 - 06

SDD 09E07 - 06

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

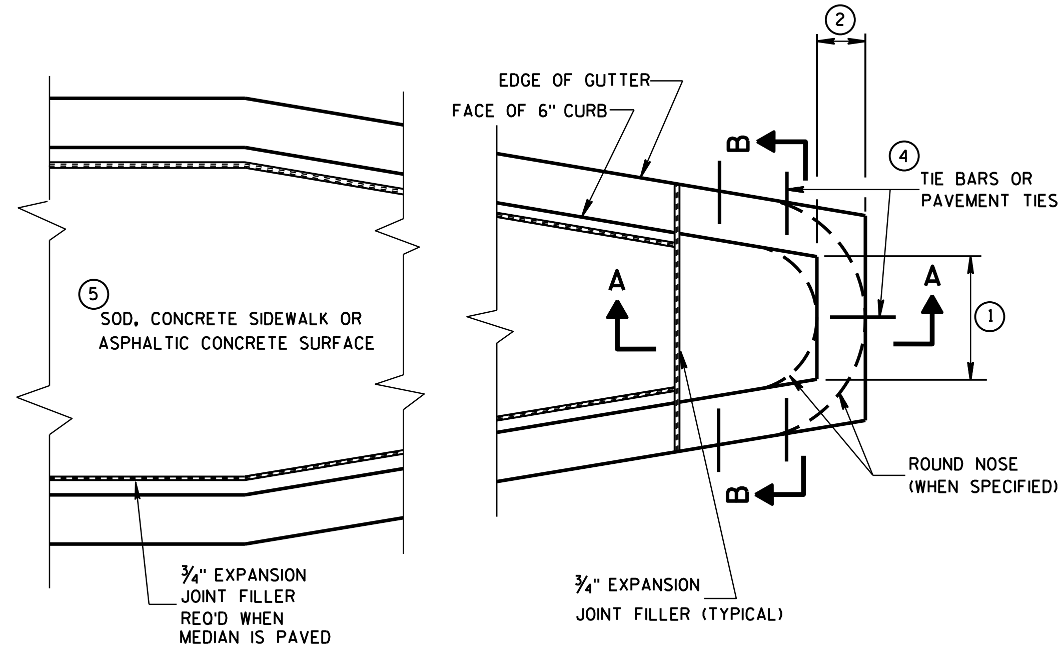
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

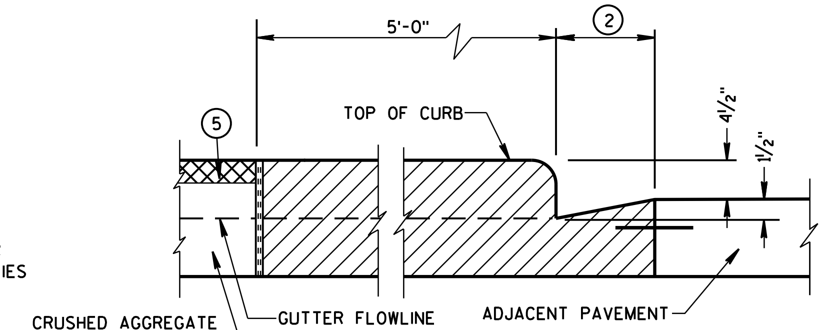
APPROVED

November 2018 /S/ Ahmet Demirbilek

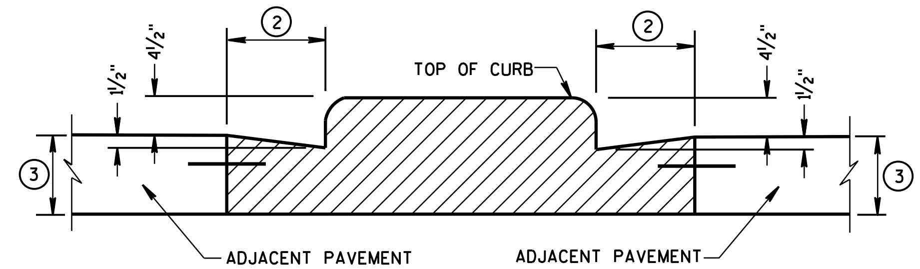
DATE STATE ELECTRICAL ENGI

FHWA





SECTION A-A



SECTION B-B

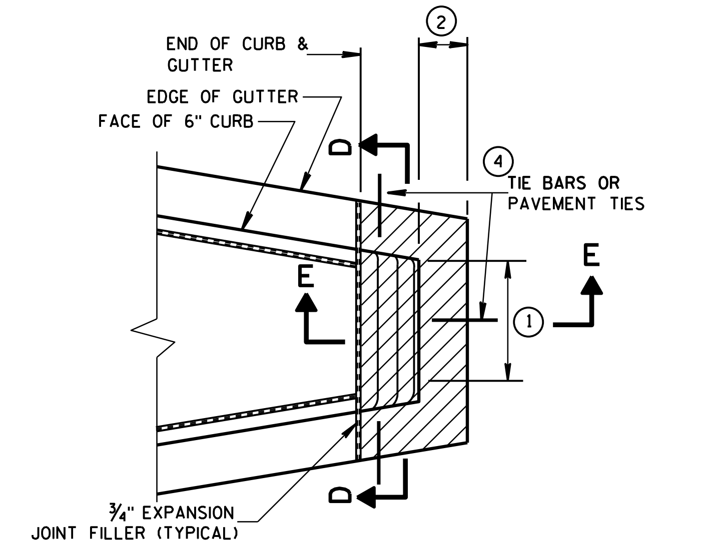
CONCRETE MEDIAN BLUNT NOSE DETAIL

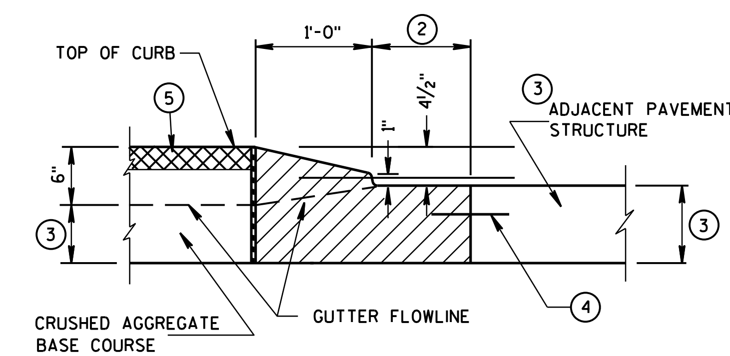
GENERAL NOTES

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. SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
2. WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
3. DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
   (1) NEW OR EXISTING CONCRETE PAVEMENT.
   (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
   (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.
4. TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

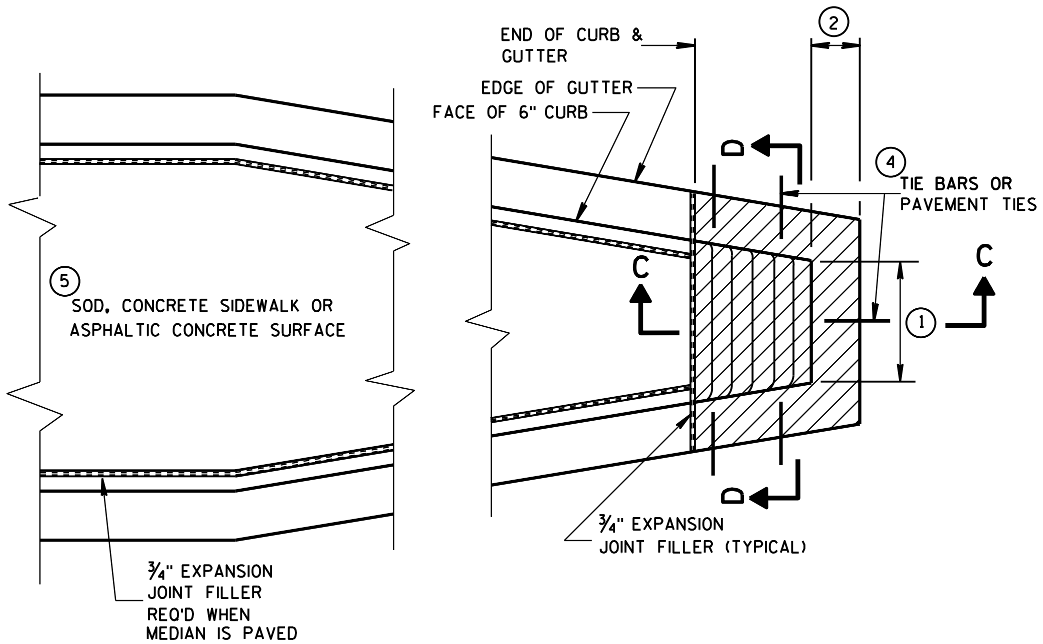
   PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.
5. SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

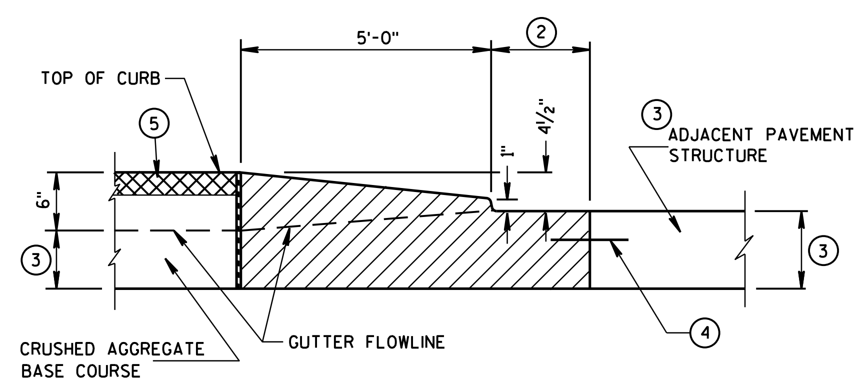




SECTION E-E

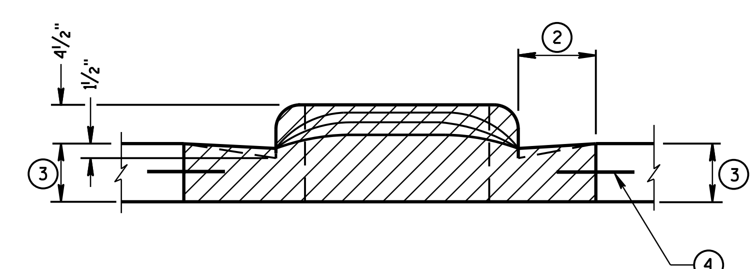
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
6/8/2006 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS D[illegible]NT ENGINEER
FHWA	

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S.D.D. 11 B 2-2

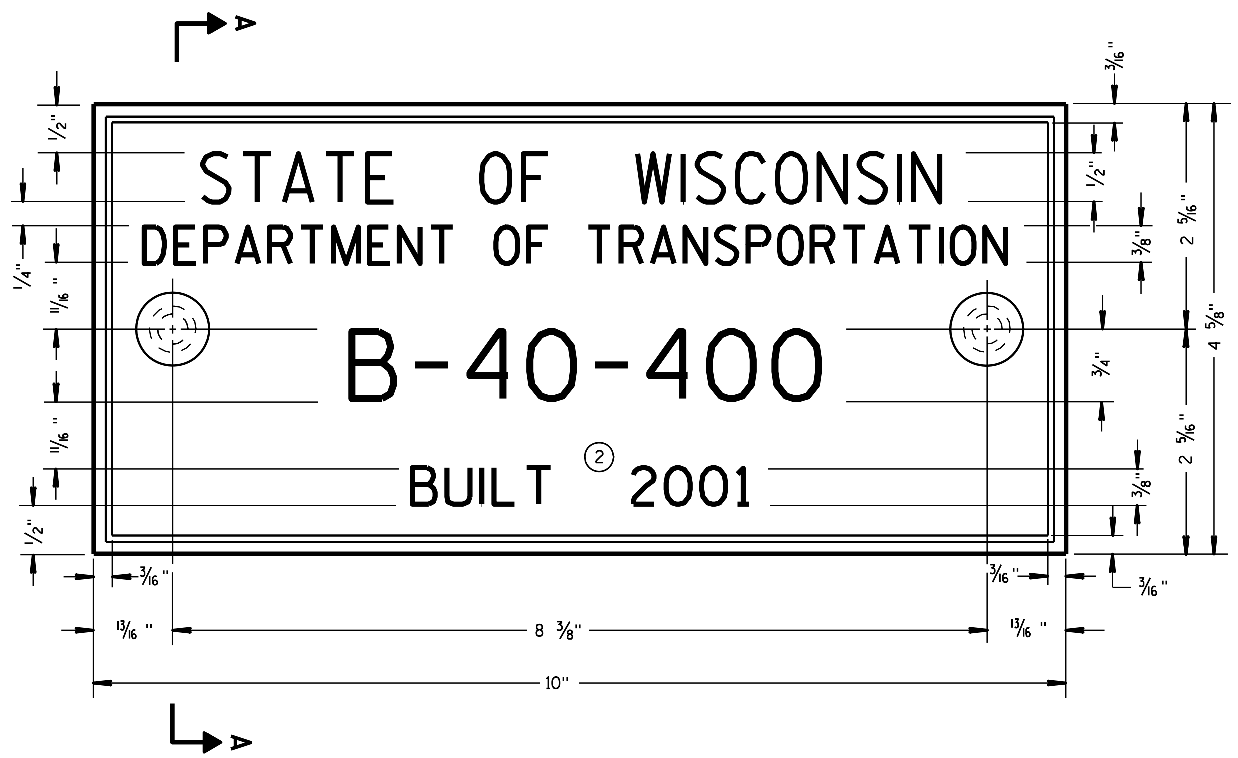
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

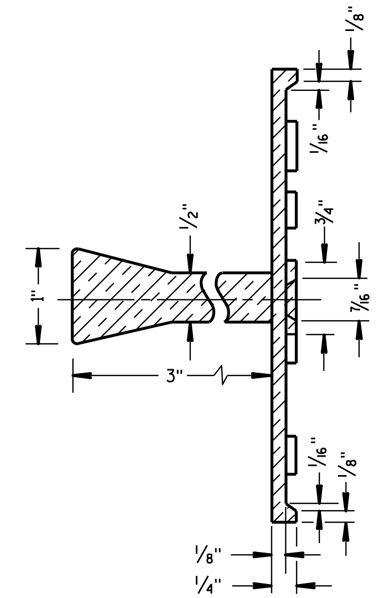
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

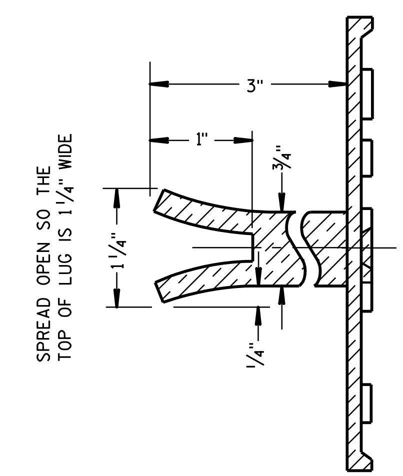
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



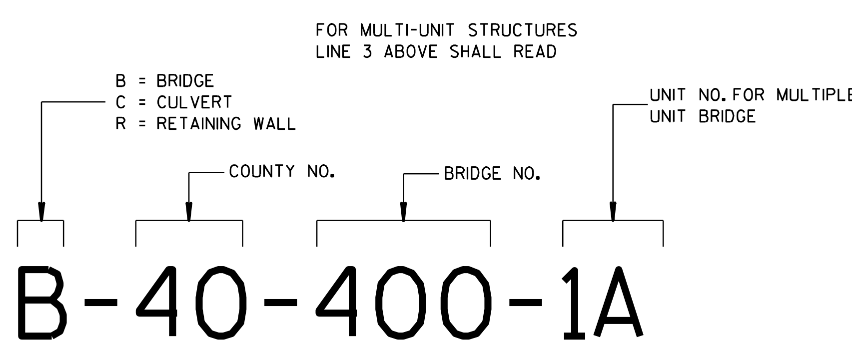
TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



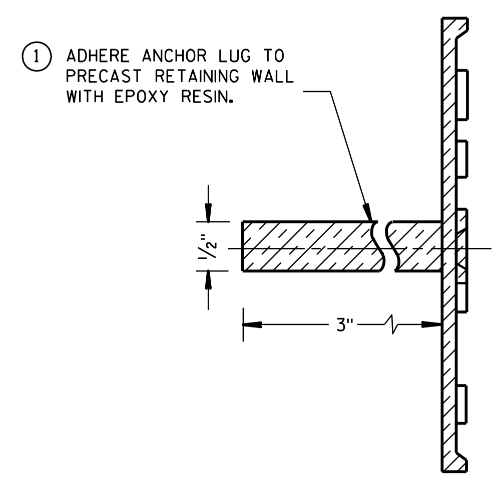
SECTION A-A



ALTERNATE LUG



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 3/26/10 DATE /S/ Scot Beck CHIEF STRUCTURAL DEVELOP... EER FHWA

GENERAL NOTES

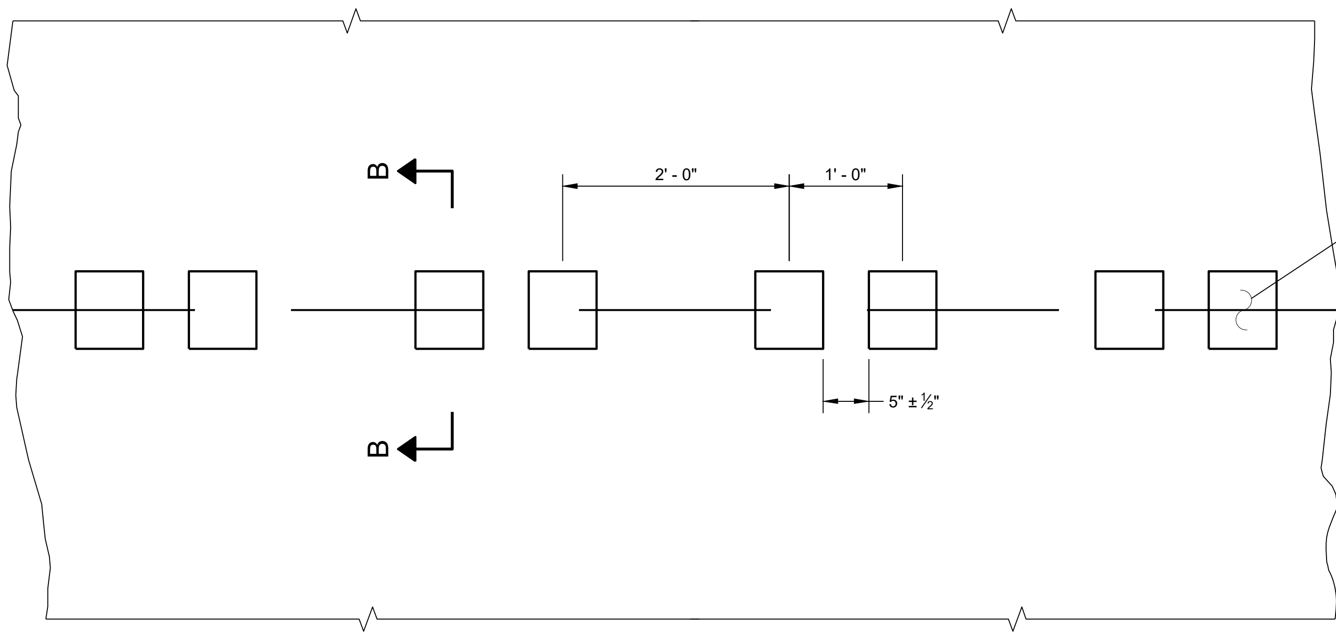
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

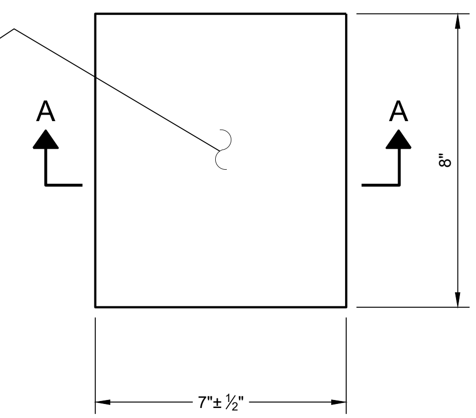
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

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.

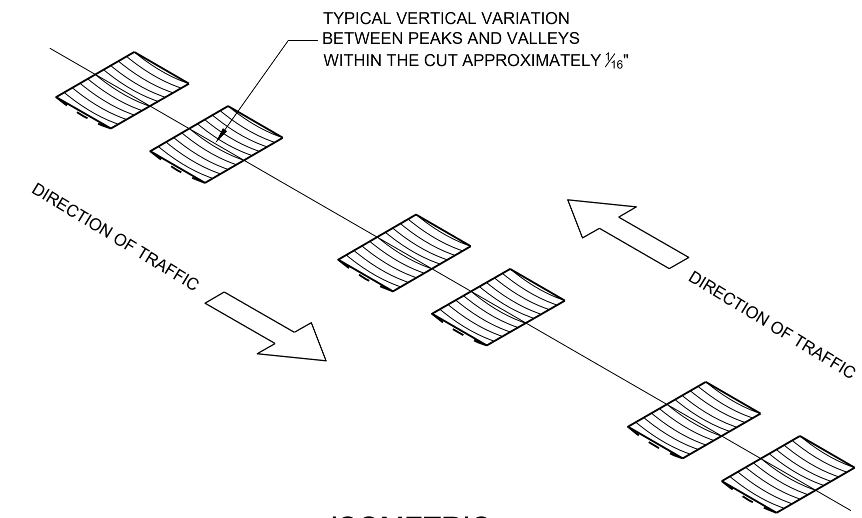


PLAN VIEW
SHOULDER WITH GROOVES

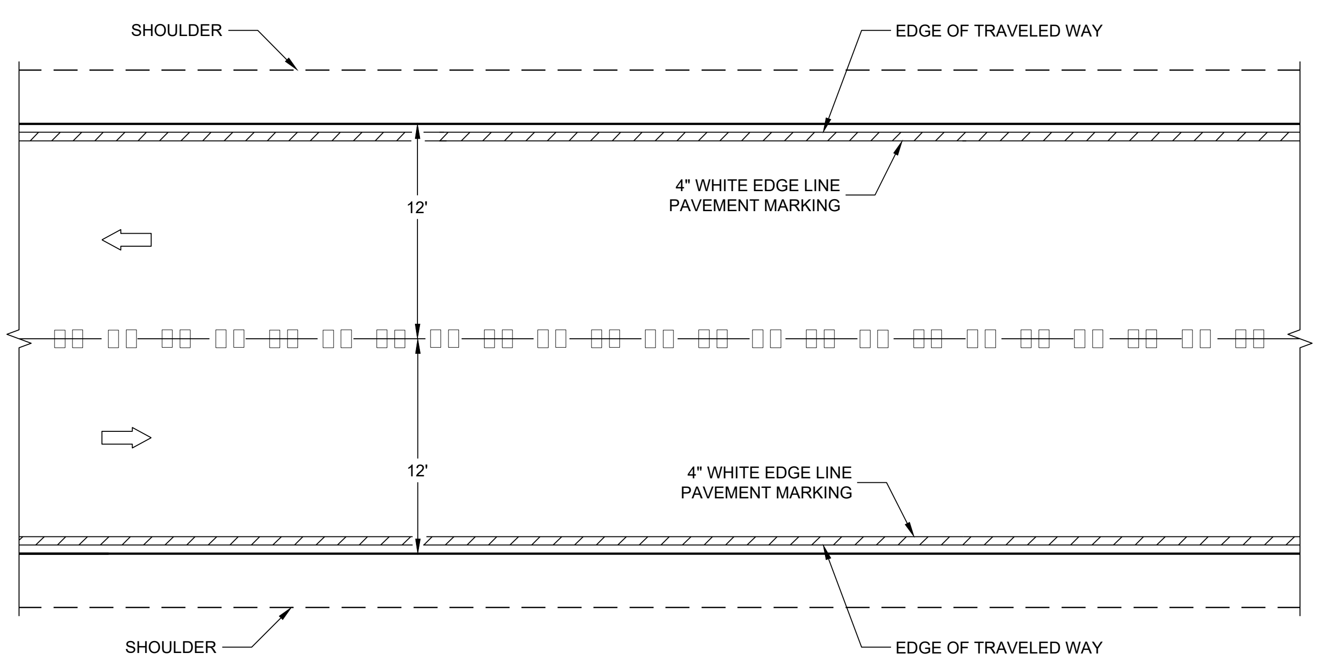


PLAN VIEW
(SINGLE GROOVE)

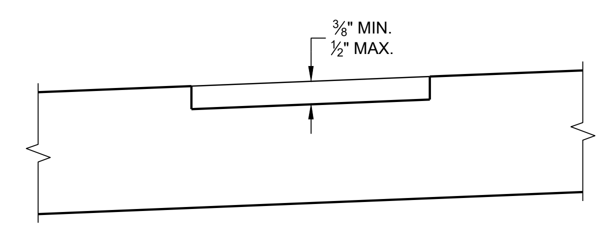
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



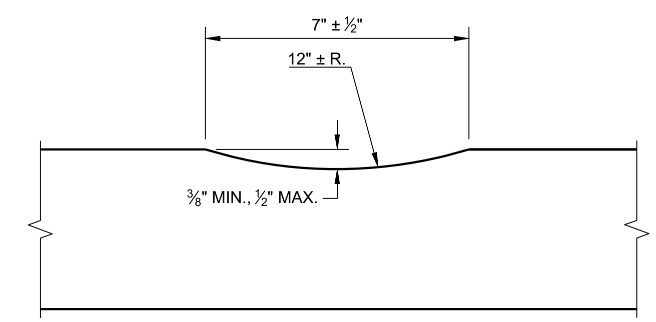
ISOMETRIC



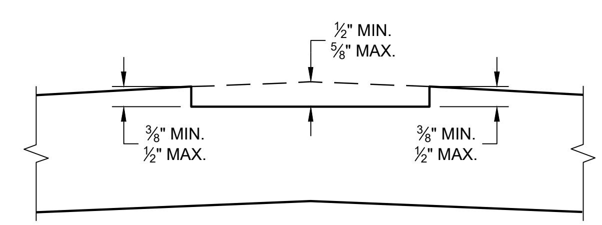
CENTERLINE GROOVES ON TWO-WAY ROADWAYS



SECTION B - B
SUPERELEVATED ROADWAY



SECTION A - A



SECTION B - B
CROWNED ROADWAY

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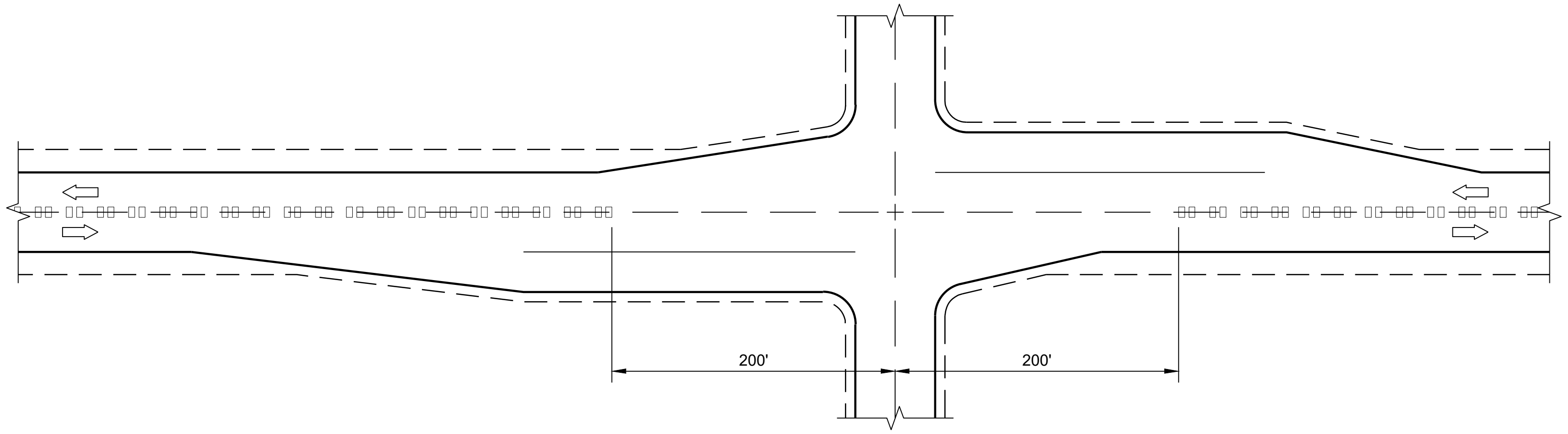
2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 150

SDD 13A11 - 03a

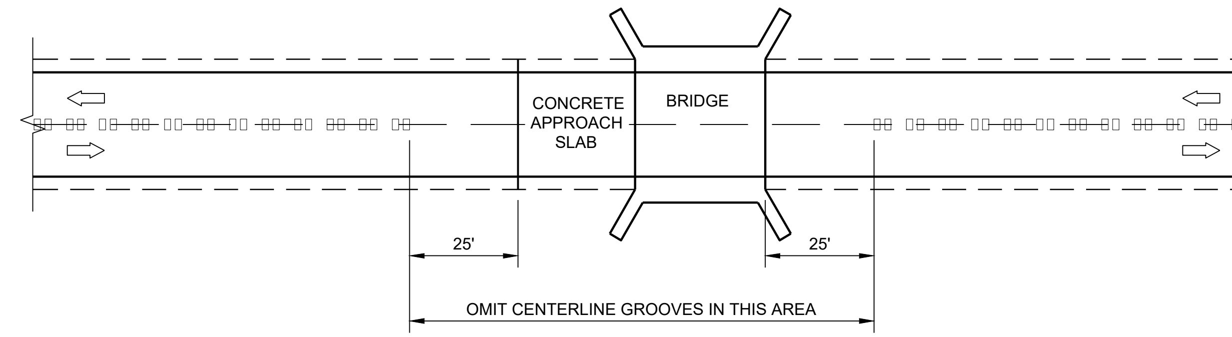
SDD 13A11 - 03a



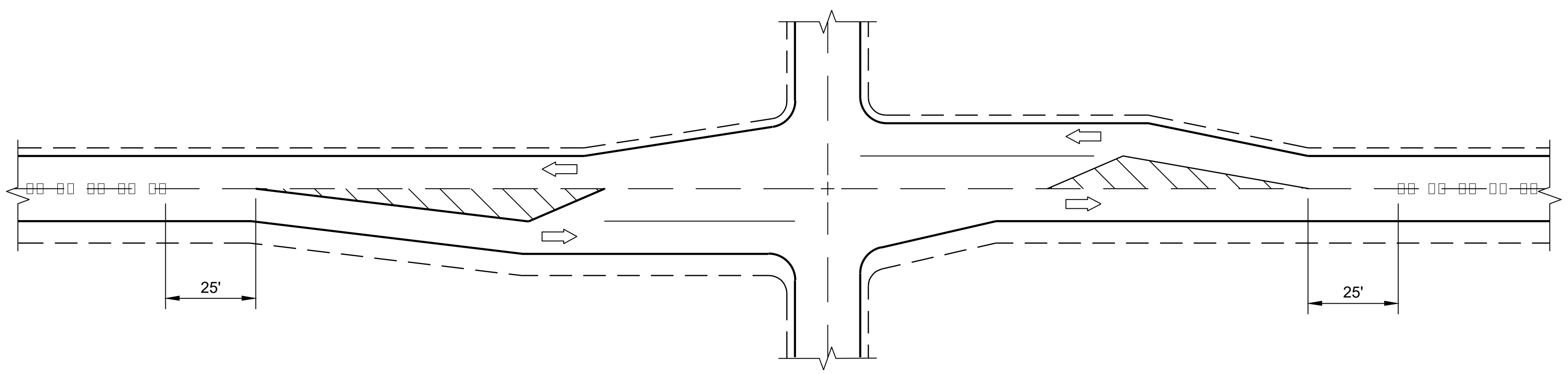
CENTERLINE GROOVES AT INTERSECTIONS

GENERAL NOTES

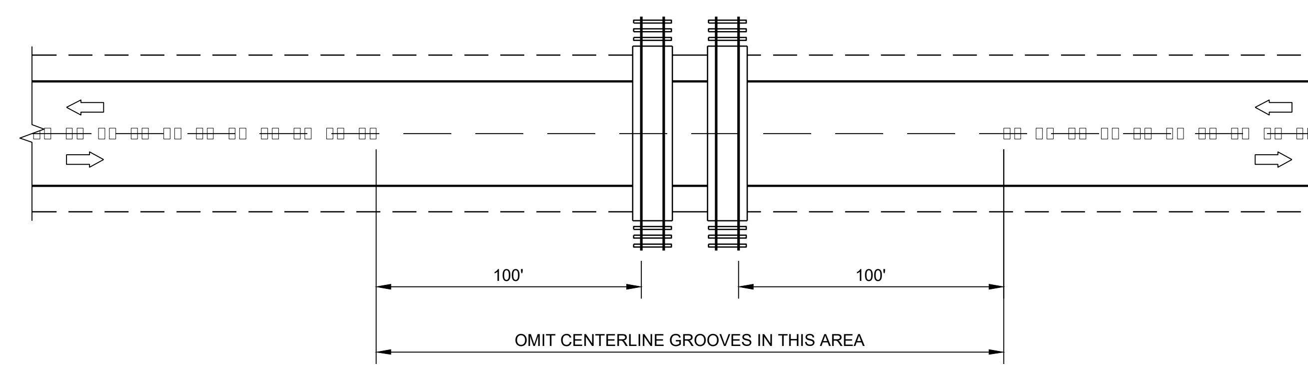
1. CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



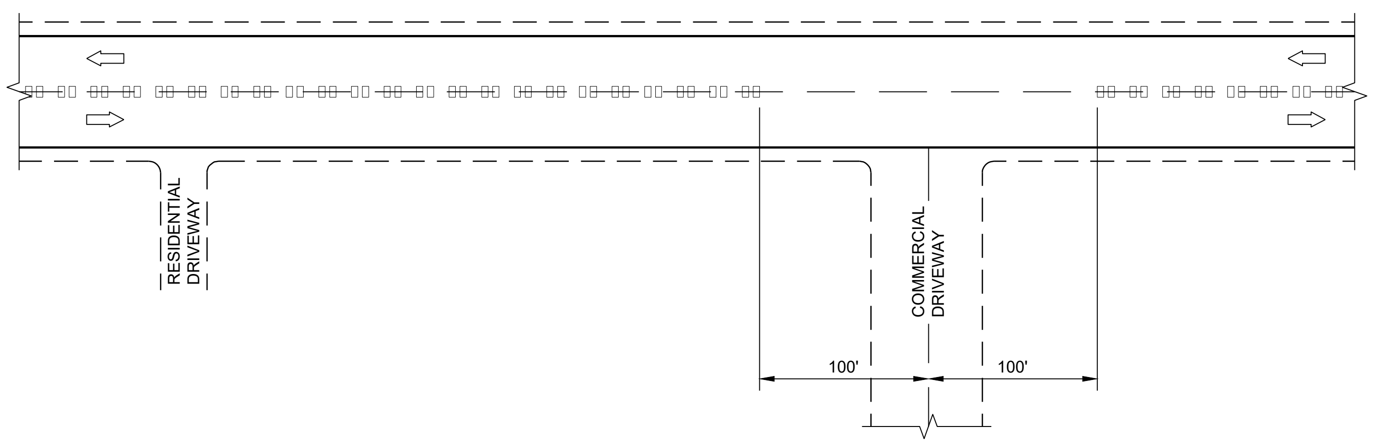
CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



CENTERLINE GROOVES AT RAILROADS



CENTERLINE GROOVES AT DRIVEWAYS (1)

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SDD 13A11 - 03b

SDD 13A11 - 03b

2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

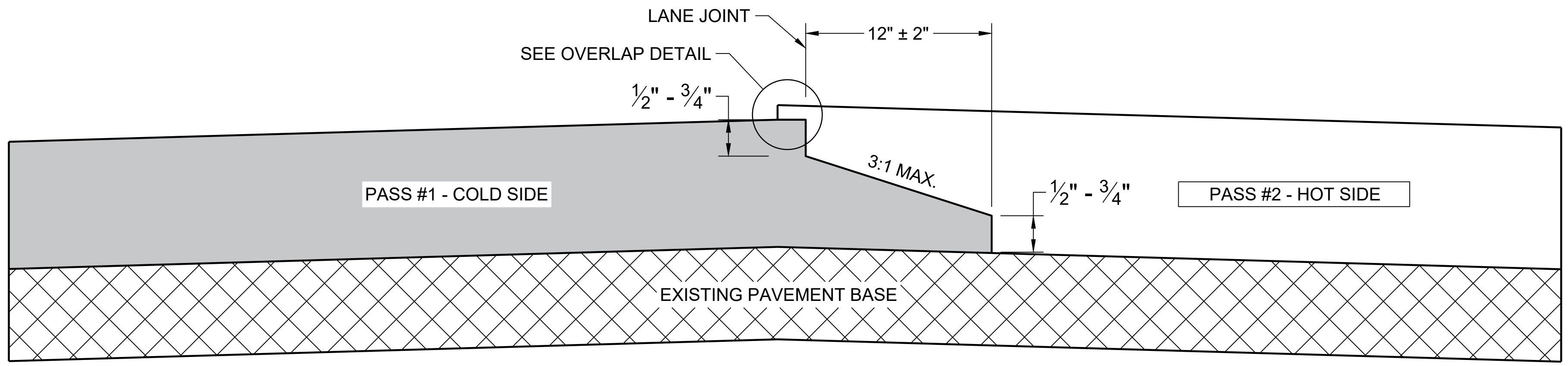
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

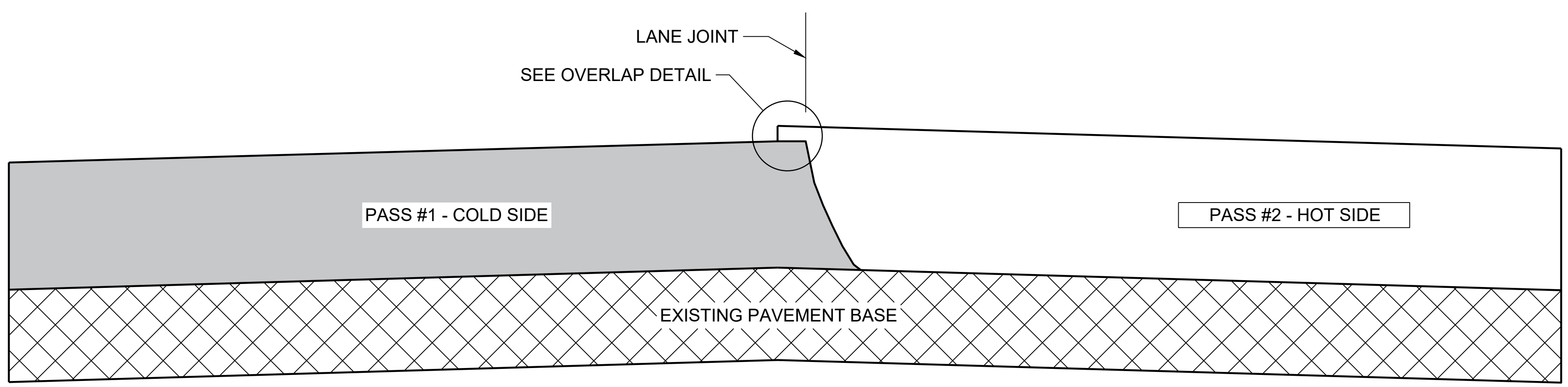
7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

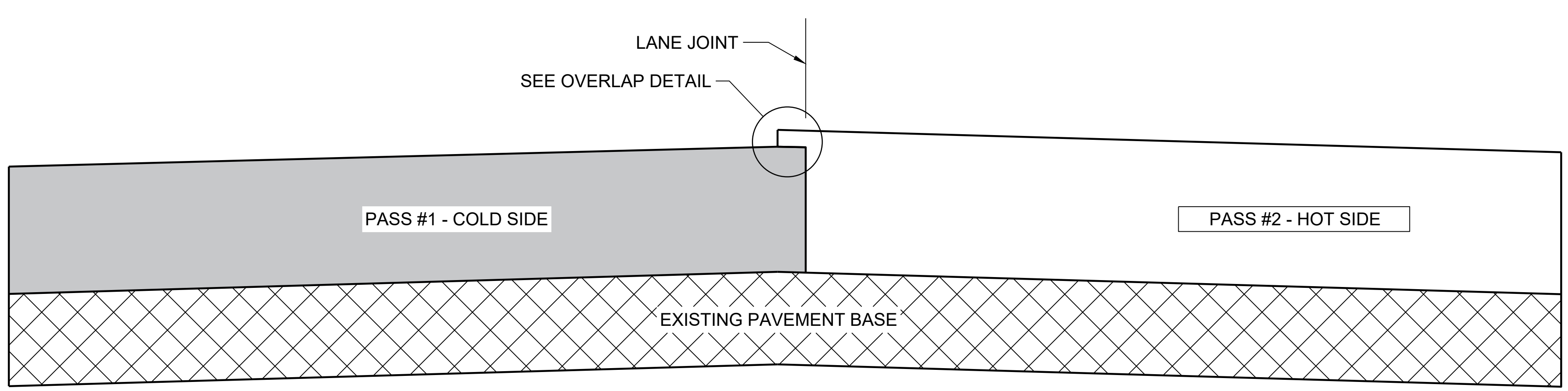
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

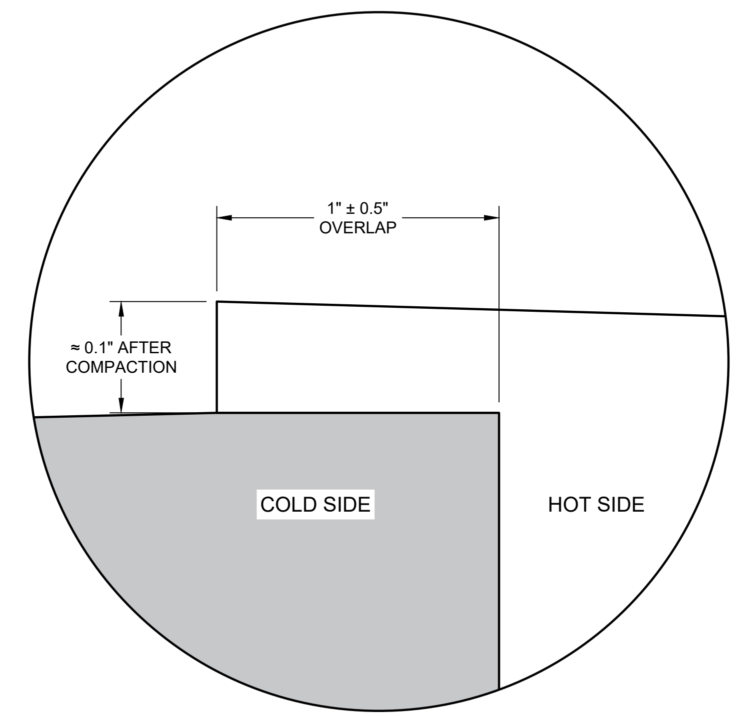
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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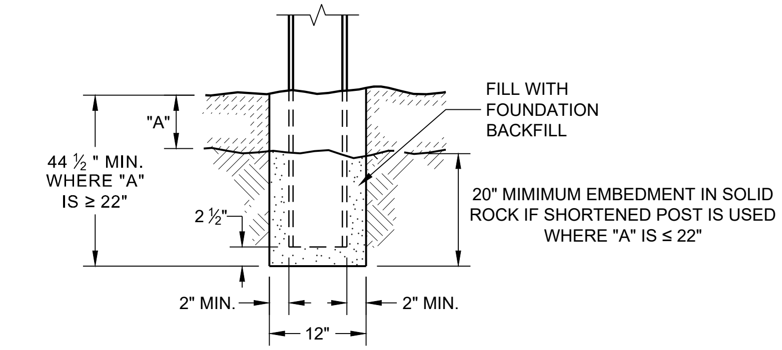
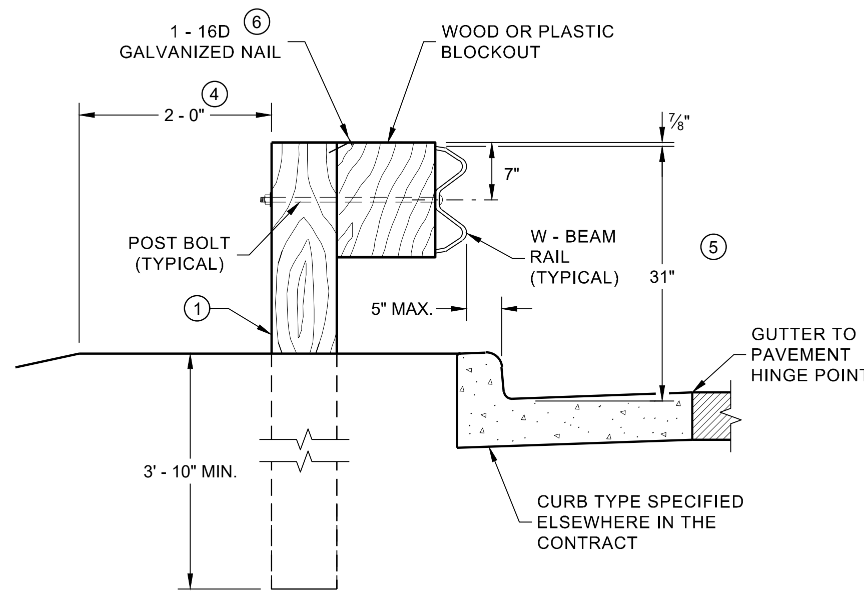
SDD 13C19 - 03

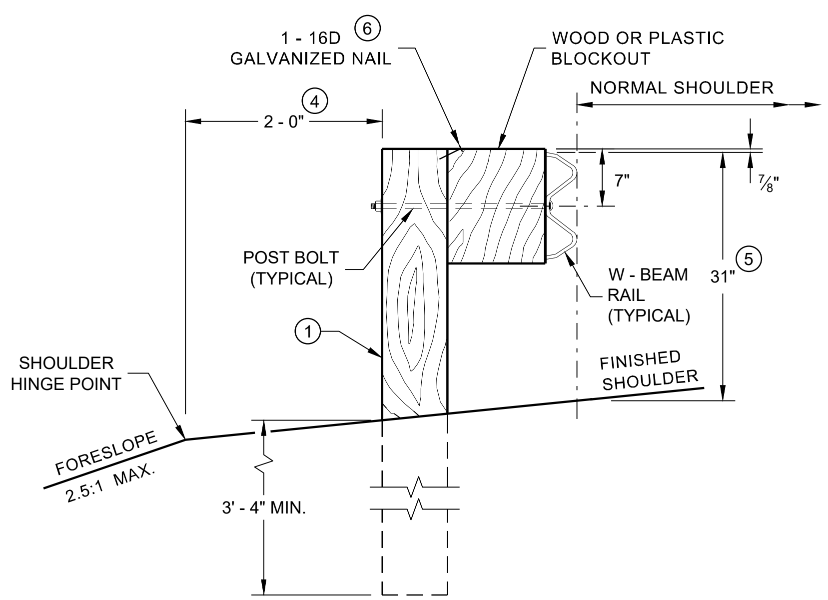
1. WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
2. USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS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



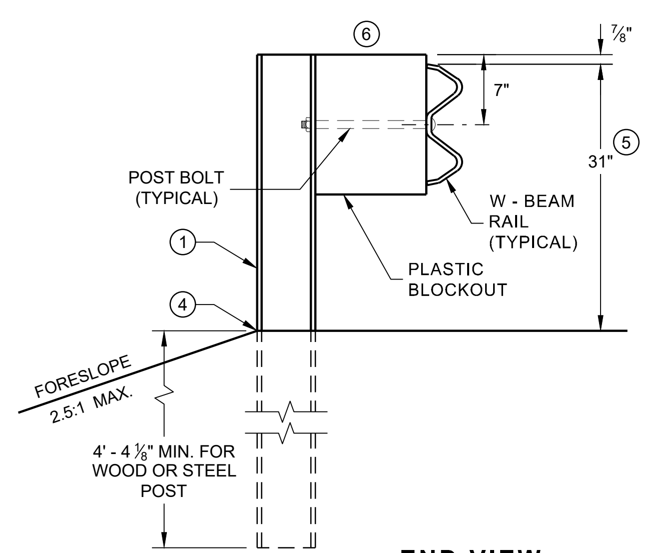
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



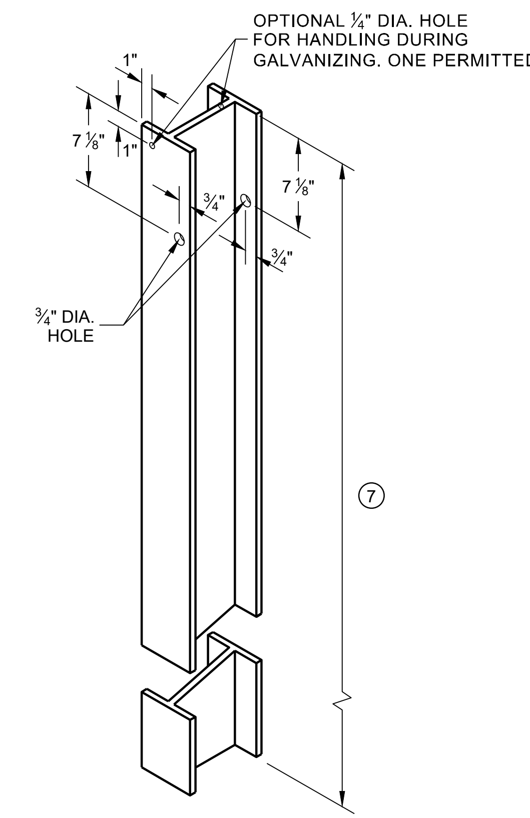
END VIEW
LOCATED ALONG A CURBED ROADWAY



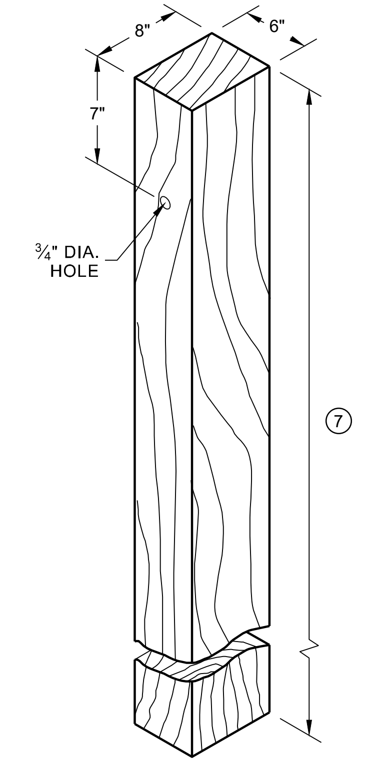
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



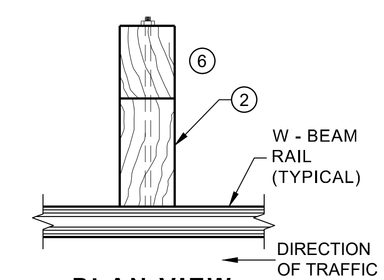
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



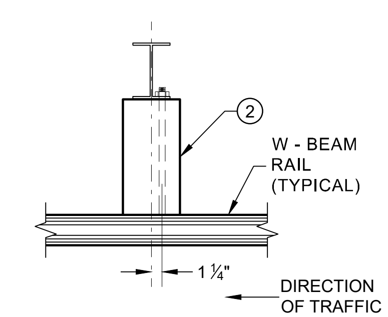
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



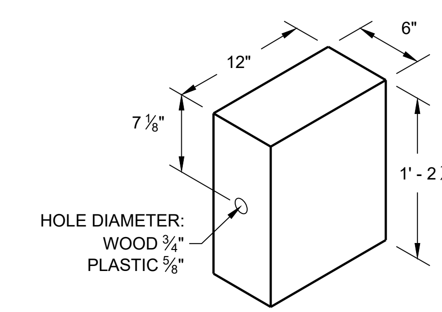
WOOD POST (6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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SDD 14B42 - 07a

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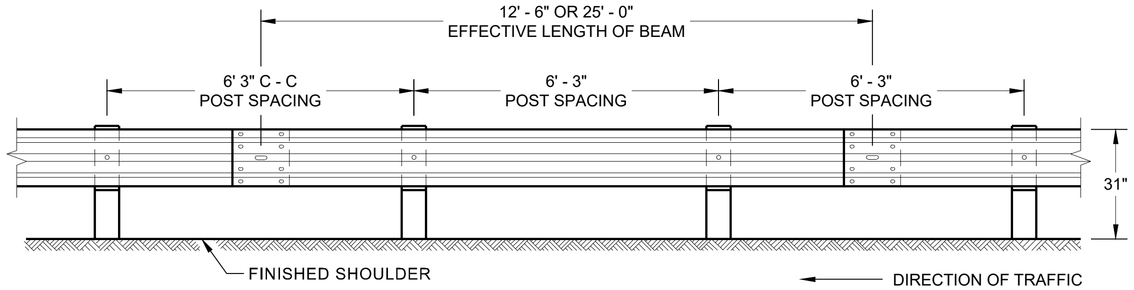
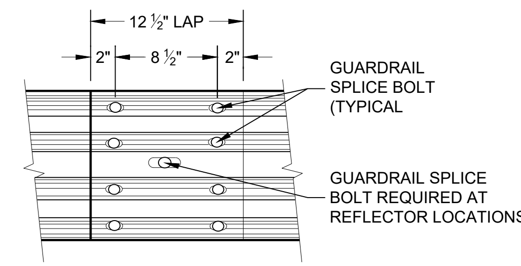


FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
MID-SPAN BEAM SPLICE

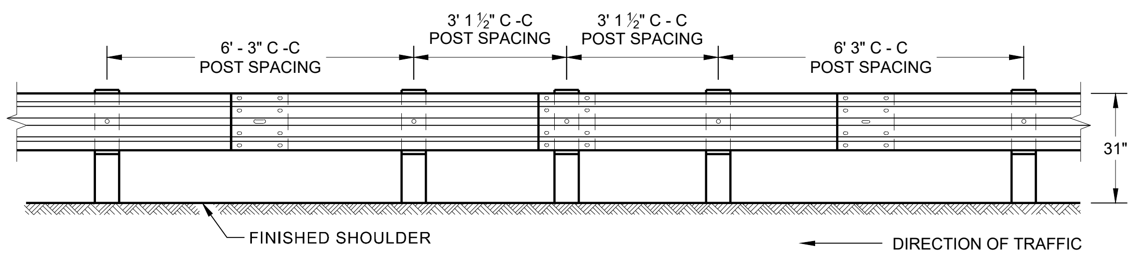
GENERAL NOTES

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

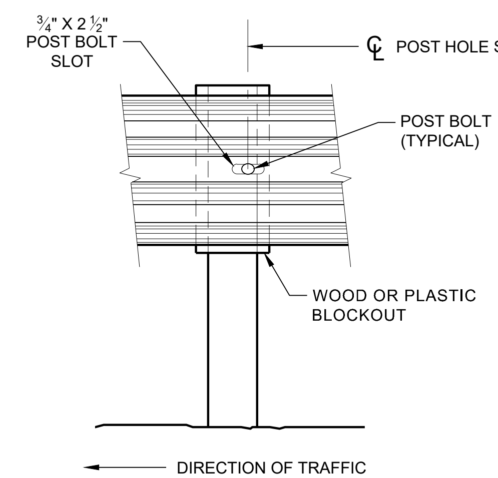
(9) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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.

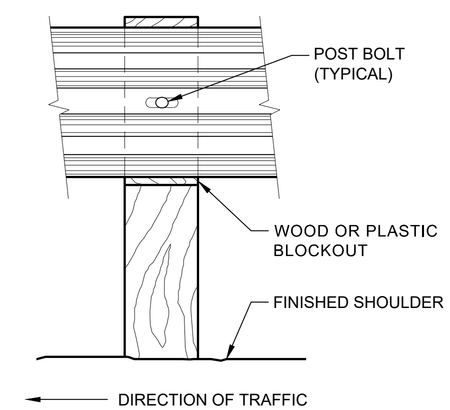
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



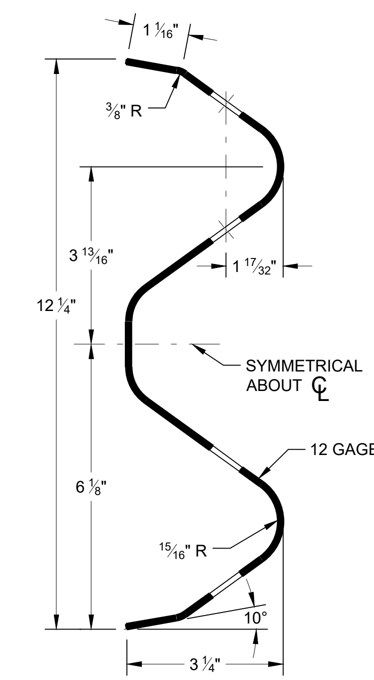
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



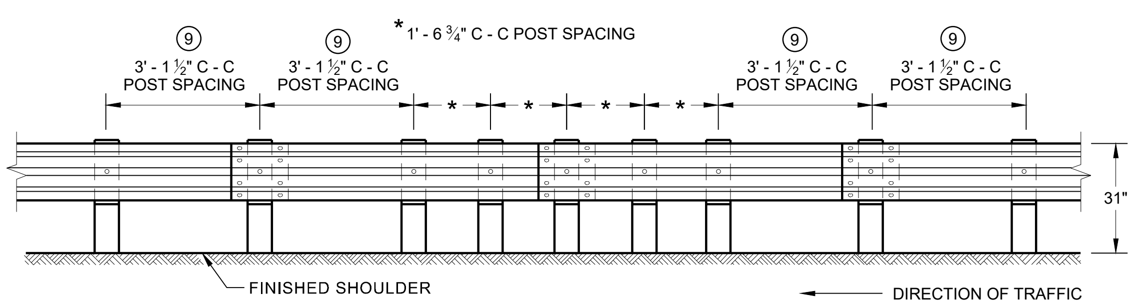
FRONT VIEW AT STEEL POST



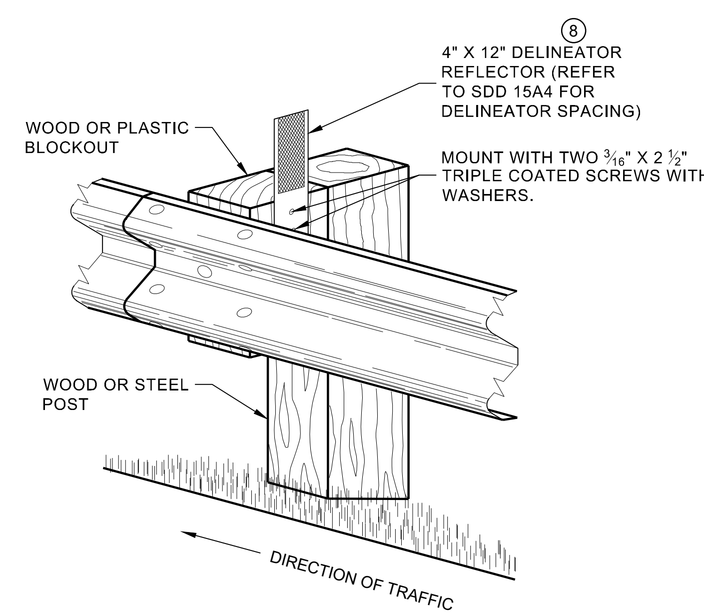
FRONT VIEW AT WOOD POST



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 TRANSPORTATI

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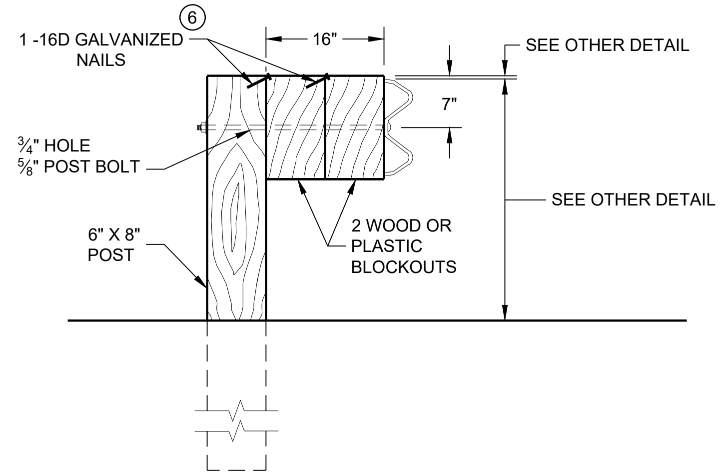
SDD 14B42 - 07b

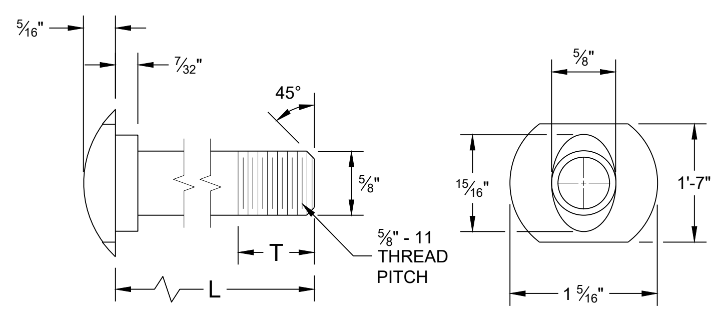


DETAIL FOR 16" BLOCKOUT DEPTH

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

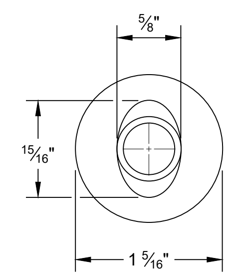
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

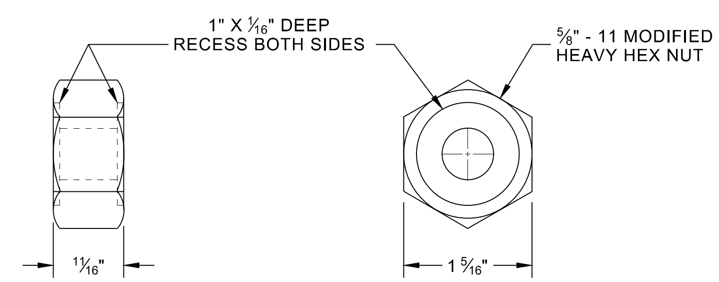


POST BOLT TABLE

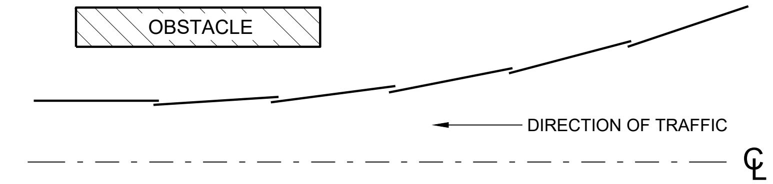
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



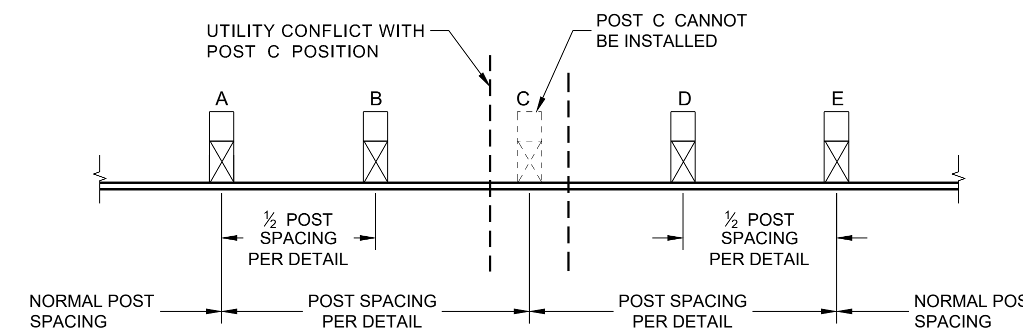
ALTERNATE BOLT HEAD



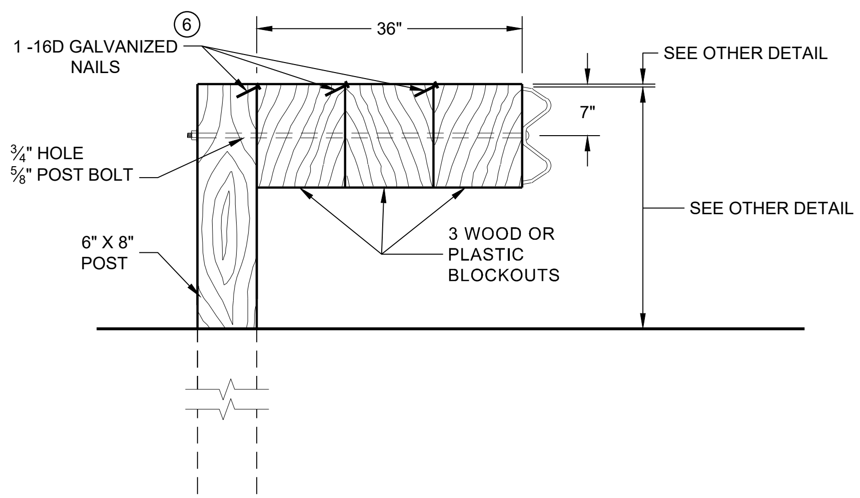
POST BOLT, SPLICE BOLT AND RECESS NUT



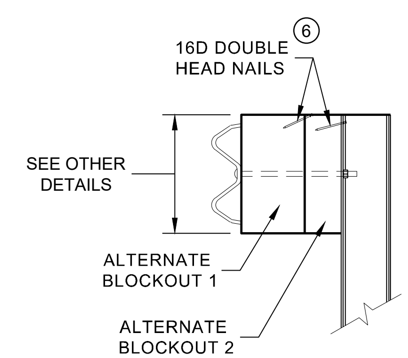
PLAN VIEW BEAM LAPPING DETAIL



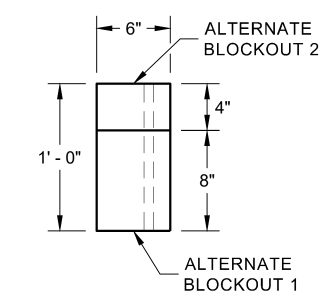
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

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

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

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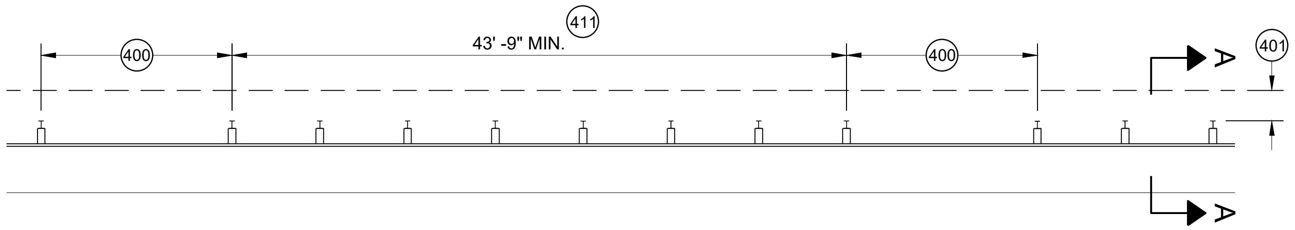
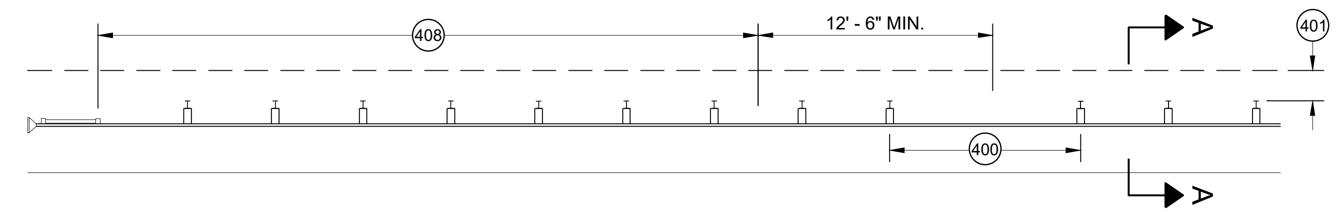
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

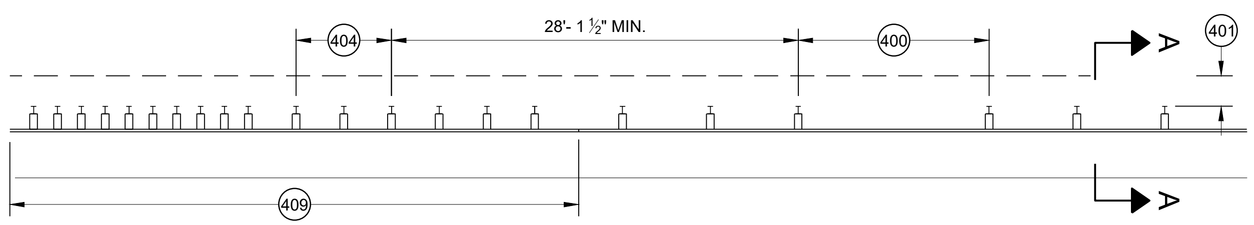
SDD 14B42 - 07c



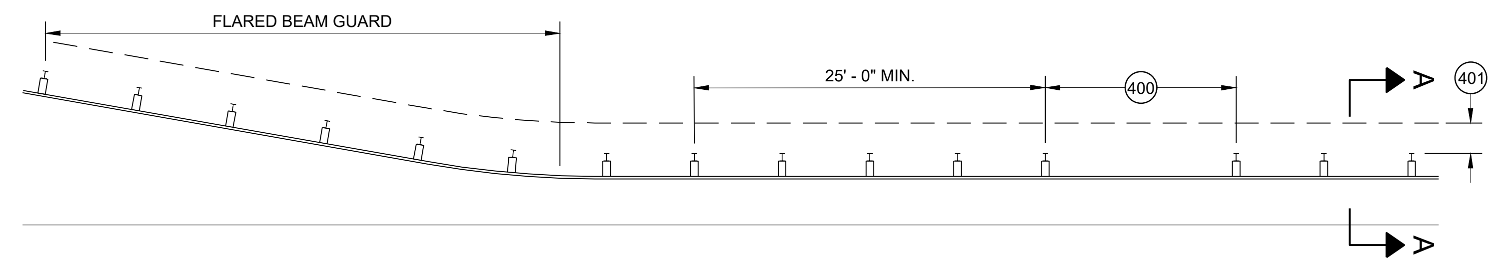
MISSING POST IN MGS GUARDRAIL



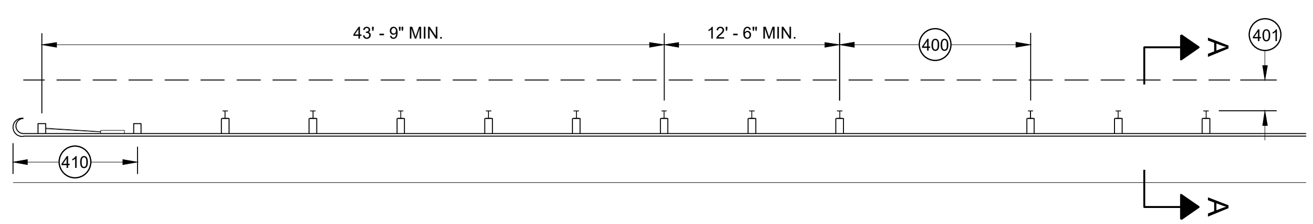
MISSING POST IN MGS GUARDRAIL NEAR EAT



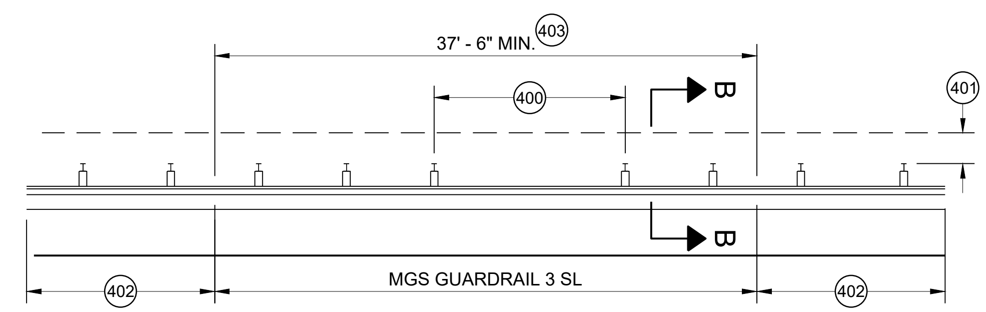
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

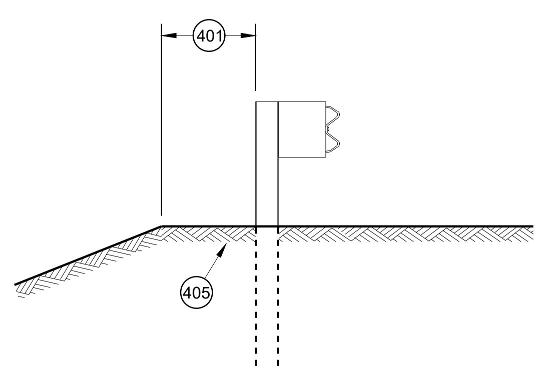


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

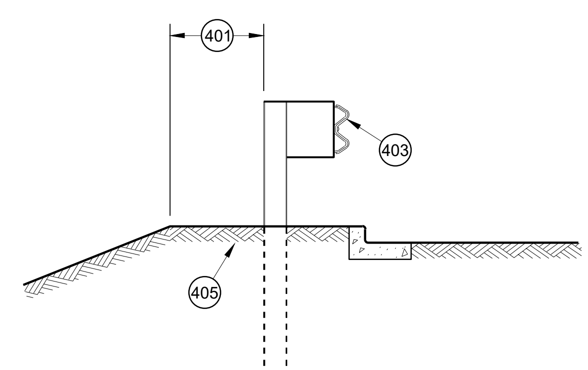


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 14B42 - 07d

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

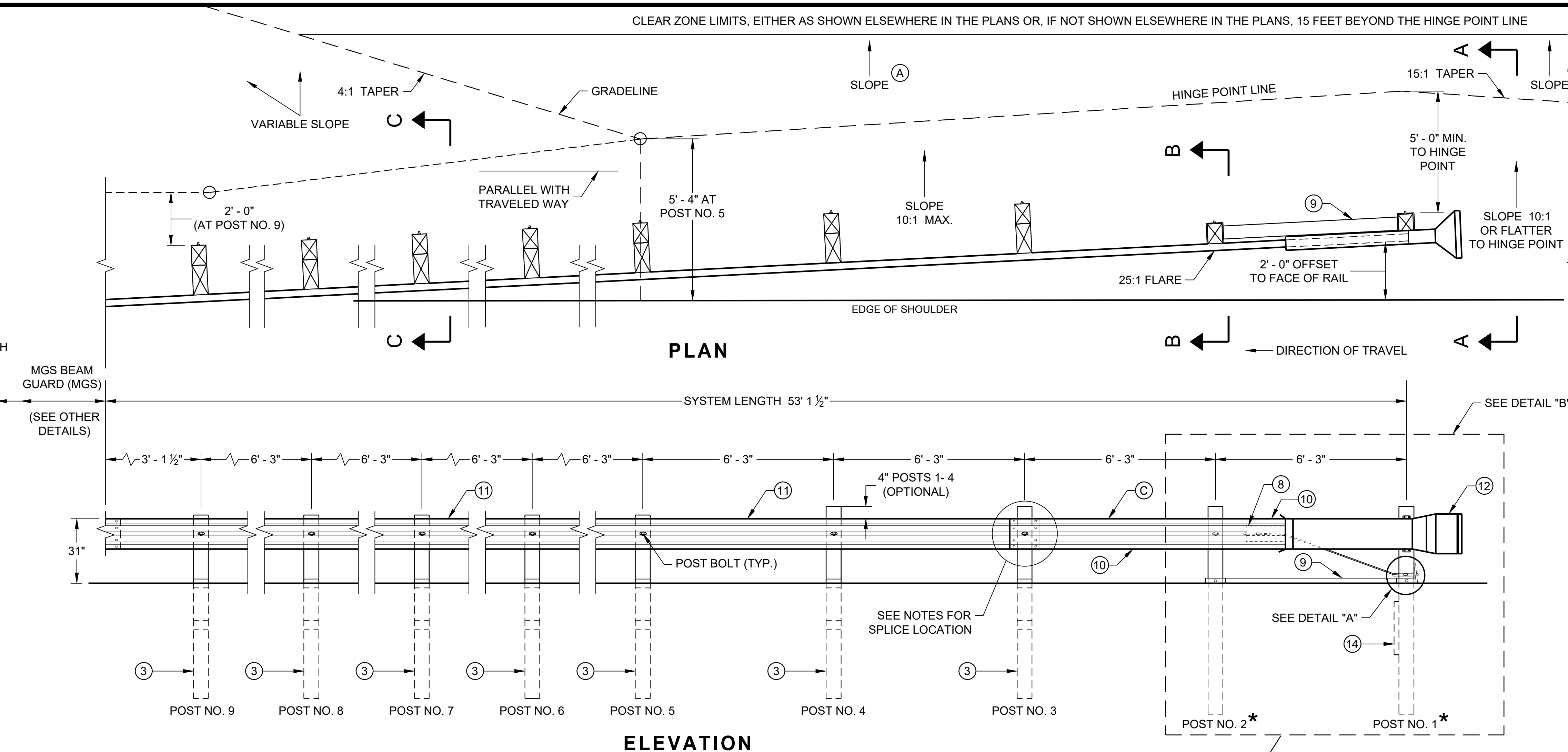
SEE SDD 14B42 FOR MORE INFORMATION.

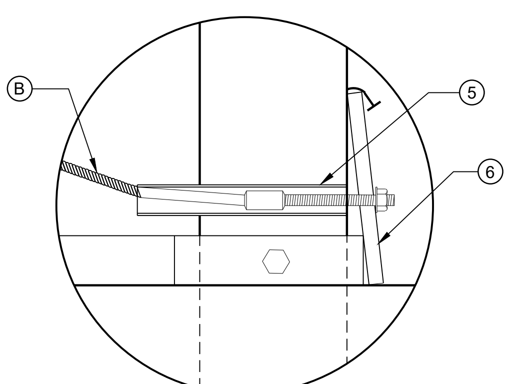
* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

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

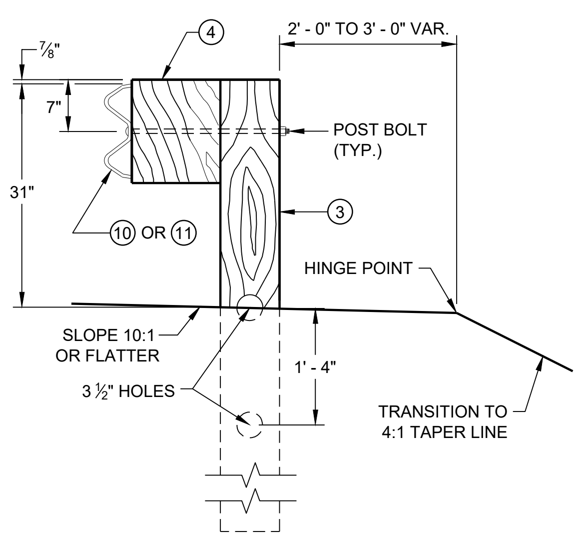
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

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

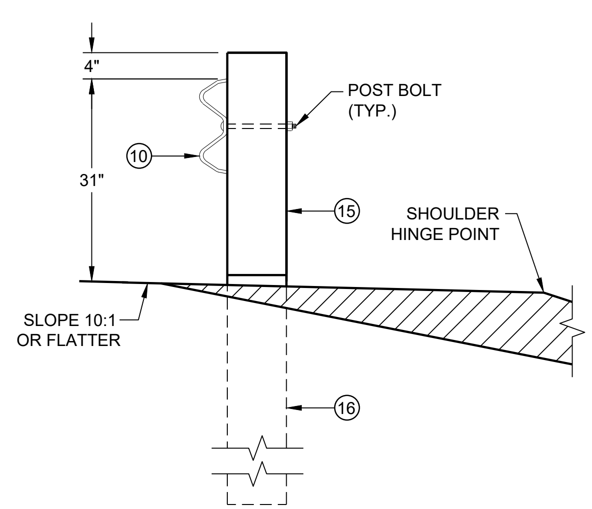




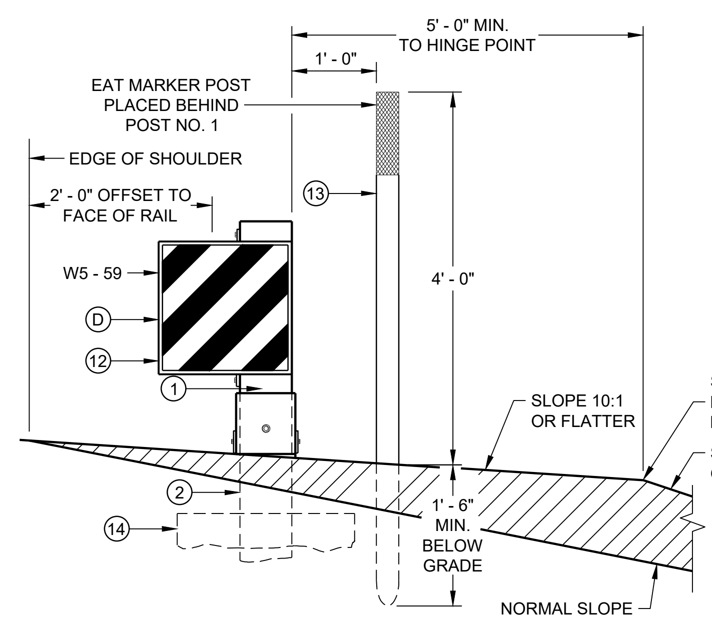
DETAIL "A" (E)



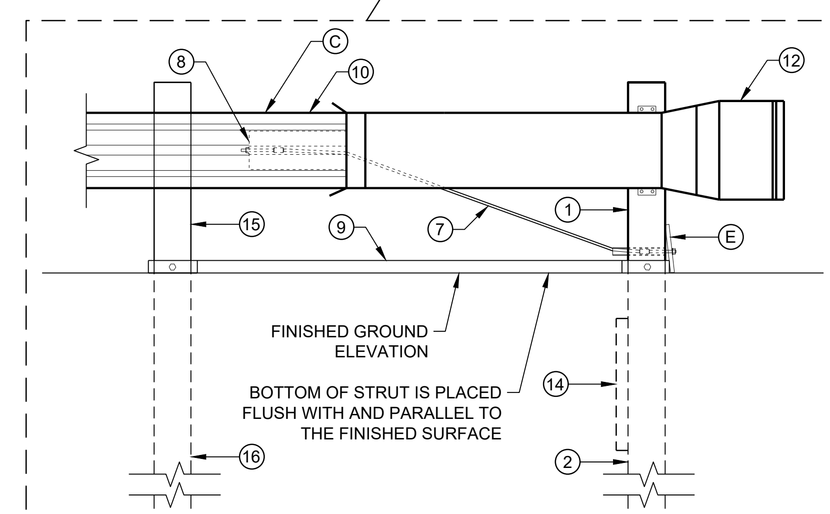
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

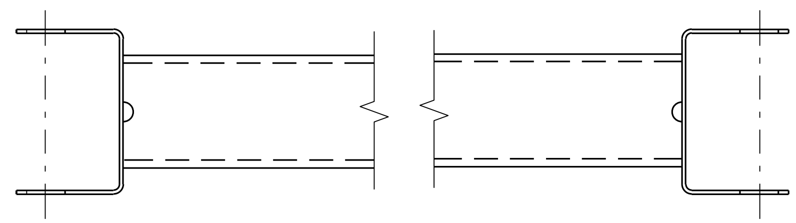
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

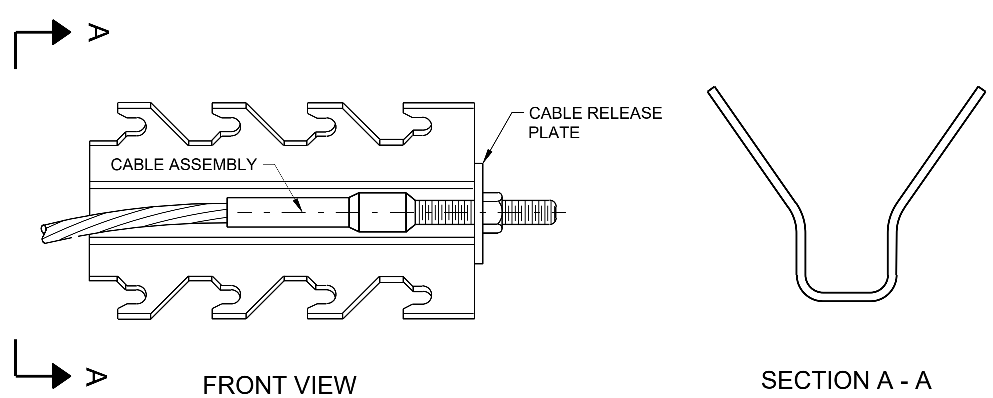
SDD 14B44 - 04a

BILL OF MATERIALS

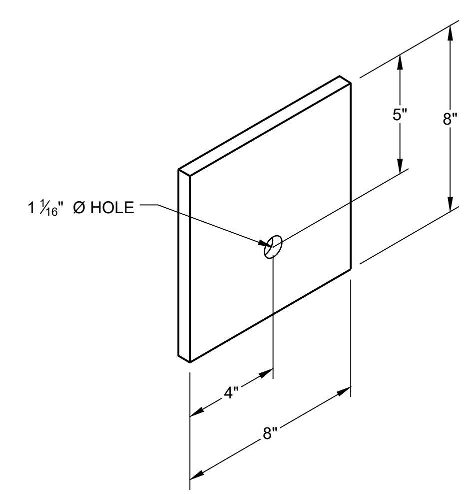
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
1	UPPER POST NO. 1 6" X 6" TUBE
2	LOWER POST NO. 1
3	WOOD CRT
4	WOOD BLOCKOUT
5	PIPE SLEEVE
6	BEARING PLATE
7	BCT CABLE ASSEMBLY
8	ANCHOR CABLE BOX
9	GROUND STRUT
10	PERFORATED W-BEAM RAIL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



GENERIC ANCHOR CABLE BOX 9 E



BEARING PLATE 6 E

6

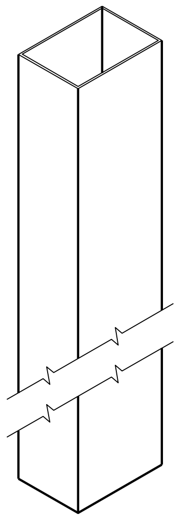
6

SDD 14B44 - 04b

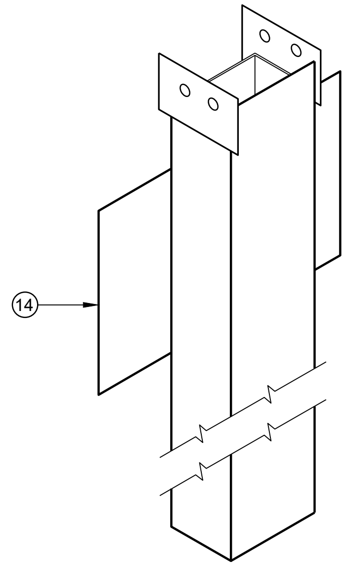
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

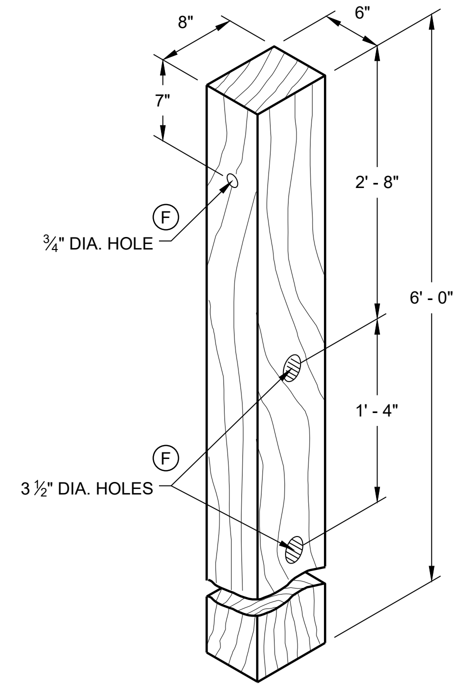
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



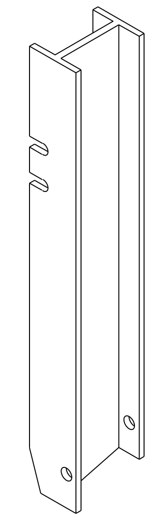
UPPER POST NO. 1 ① Ⓔ



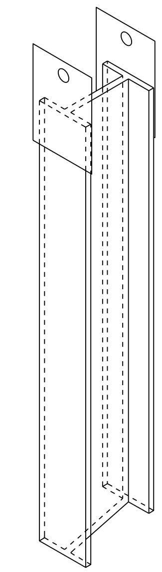
LOWER POST NO. 1 ② Ⓔ



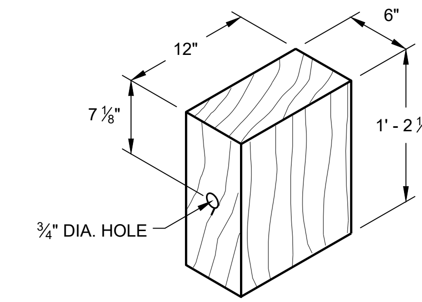
WOOD CRT POST ③ Ⓔ
POSTS NUMBER 3-9



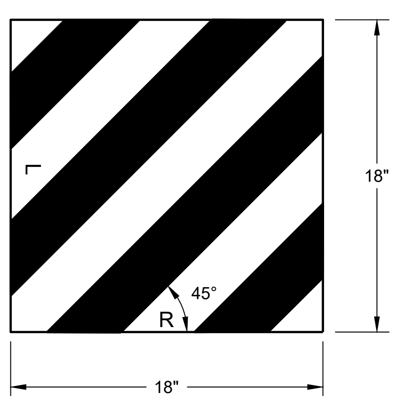
UPPER POST NO. 2 ⑮ Ⓔ



LOWER POST NO. 2 ⑯ Ⓔ

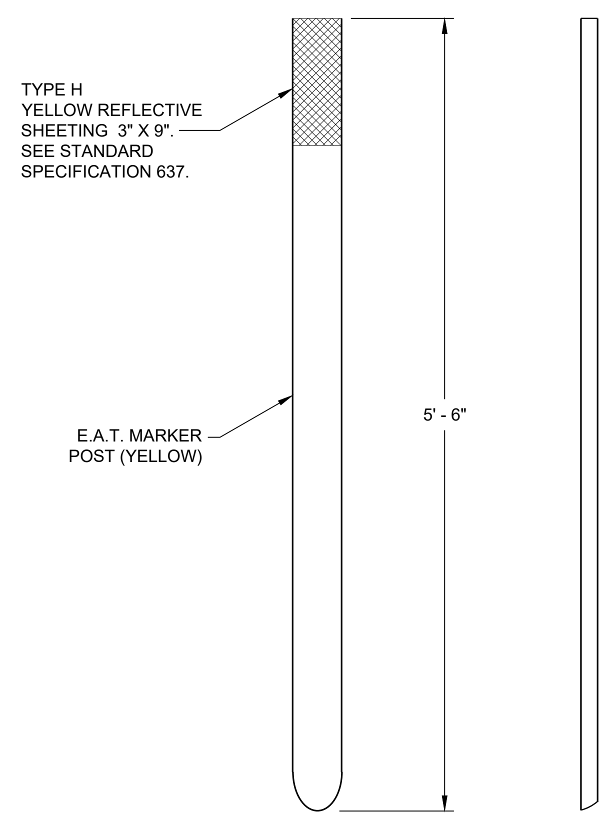


WOOD BLOCKOUT ④
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



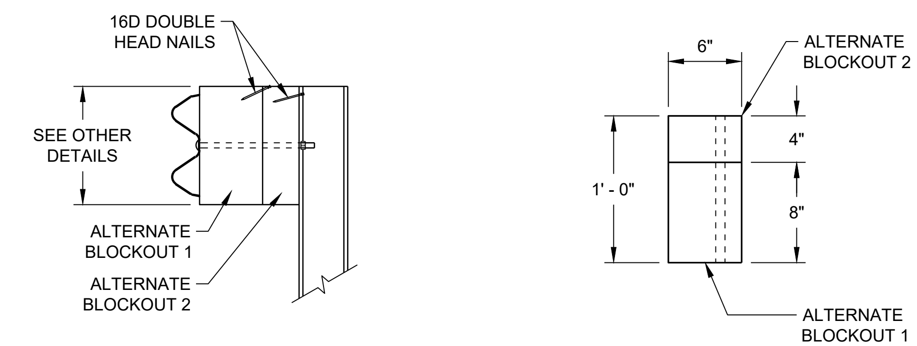
W5 - 59

REFLECTIVE SHEETING DETAIL Ⓔ



FRONT VIEW SIDE VIEW

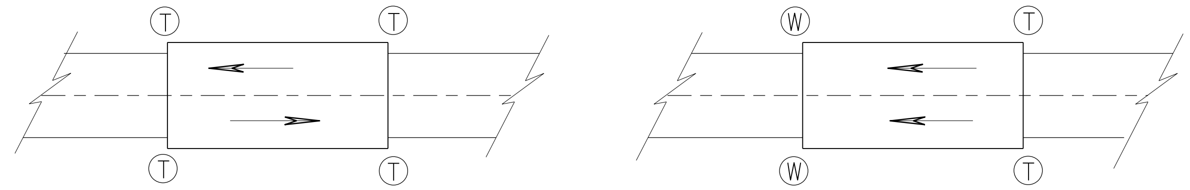
E.A.T. MARKER POST ⑬



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 7/2018 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA	



(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

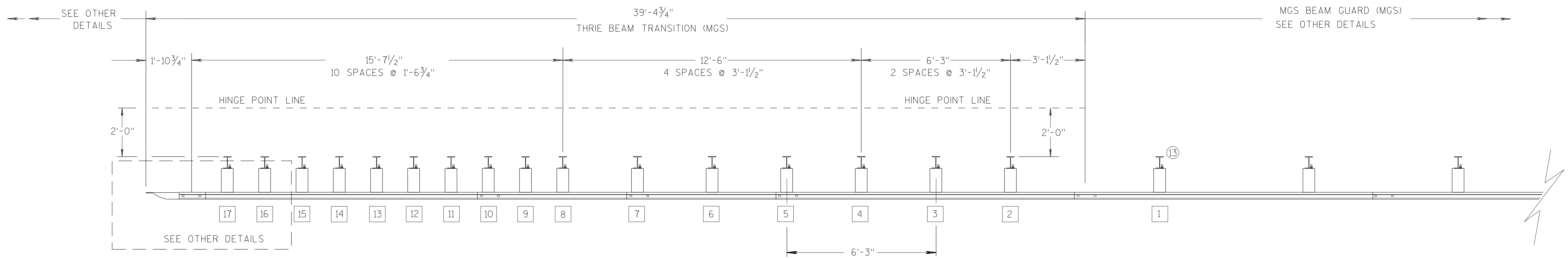
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

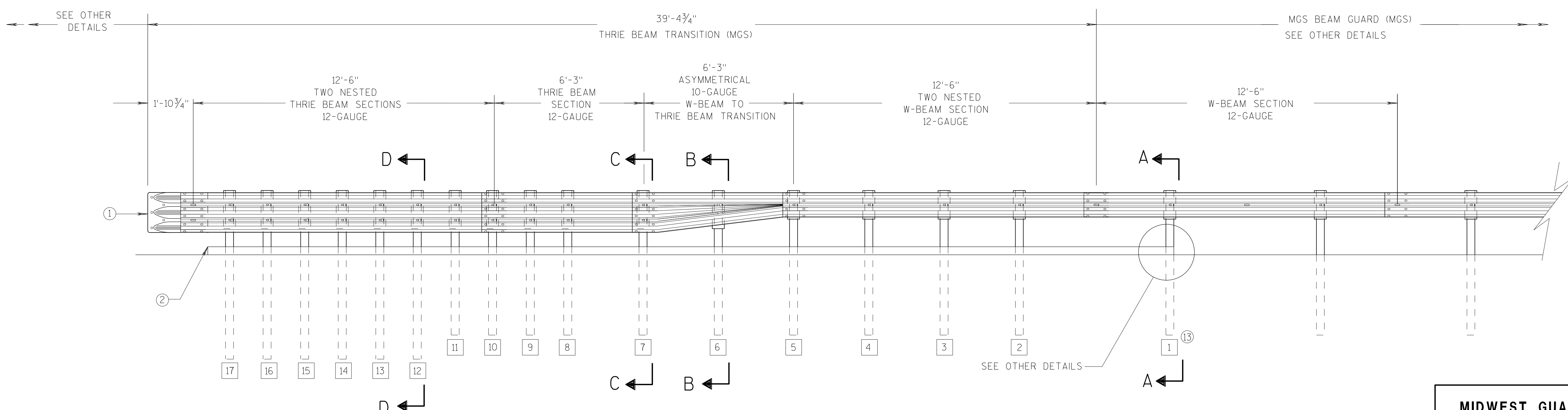
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

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

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPOR 160

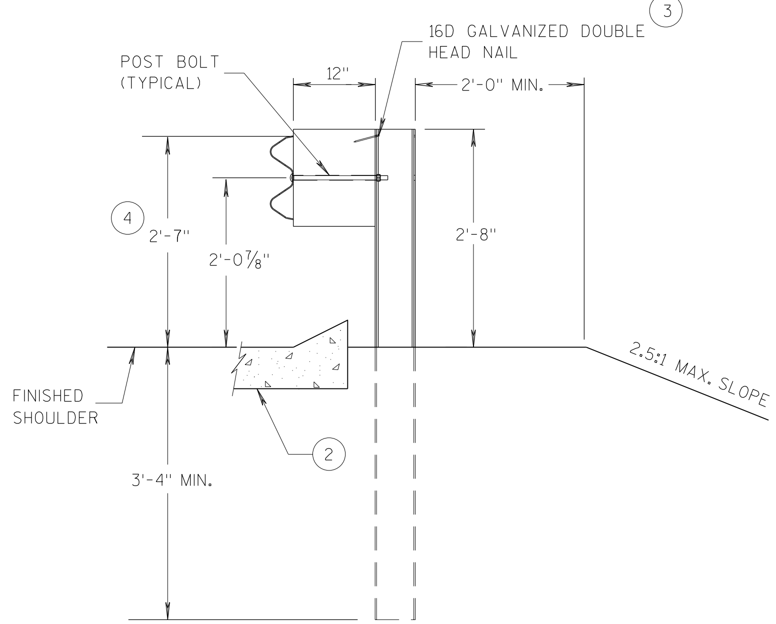
GENERAL NOTES

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

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

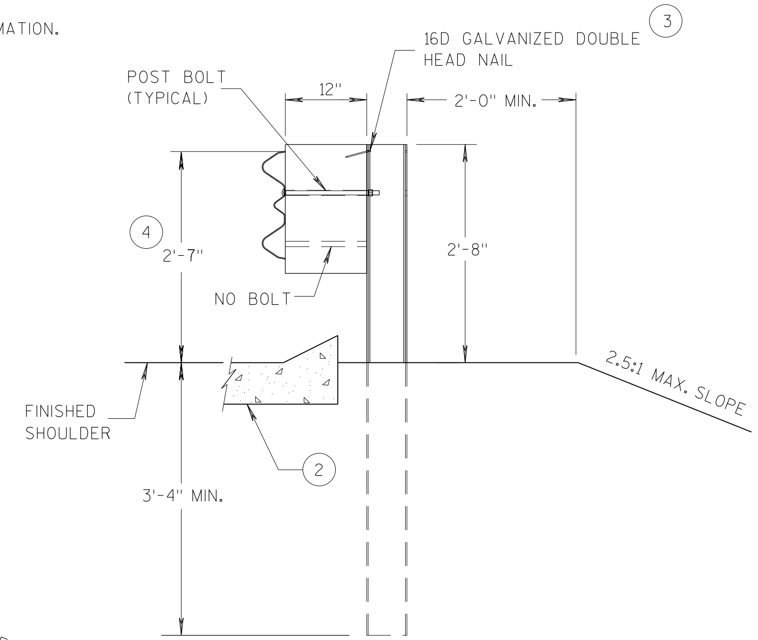
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



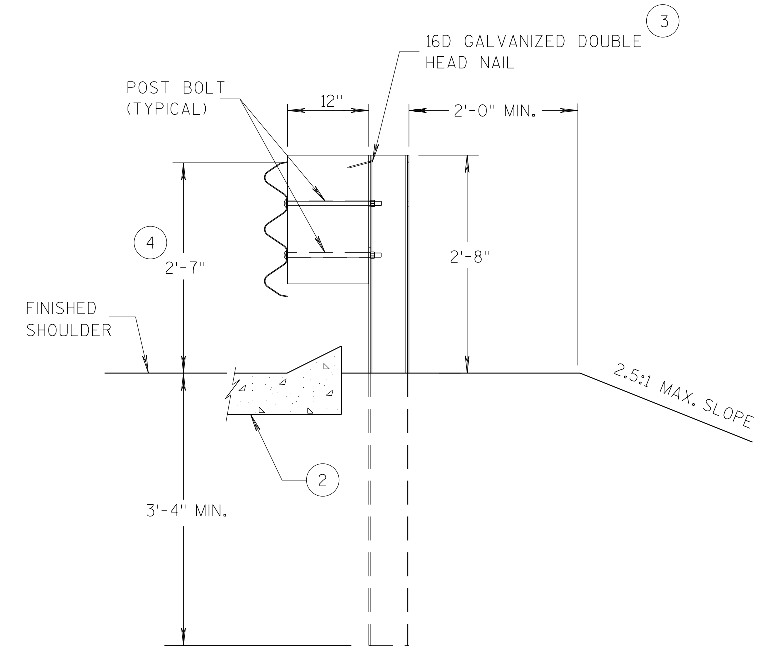
SECTION A-A (13)

POSTS 1-5



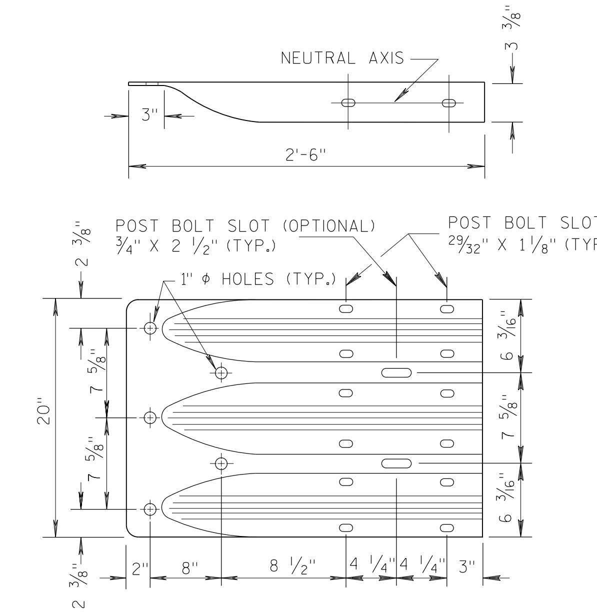
SECTION B-B

POST 6

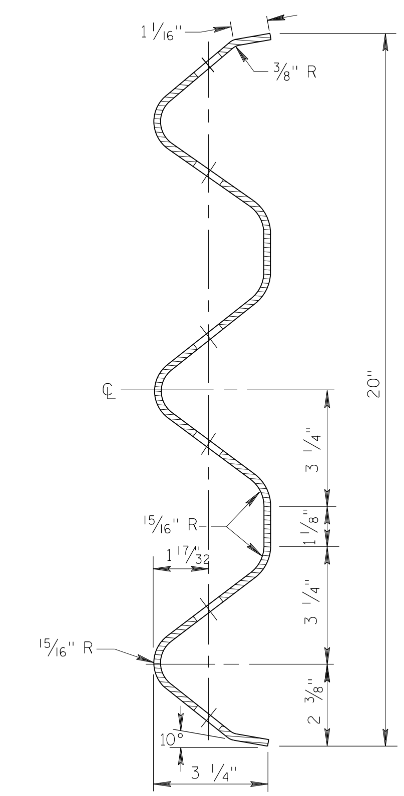


SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR



SECTION THRU THRIE BEAM RAIL ELEMENT

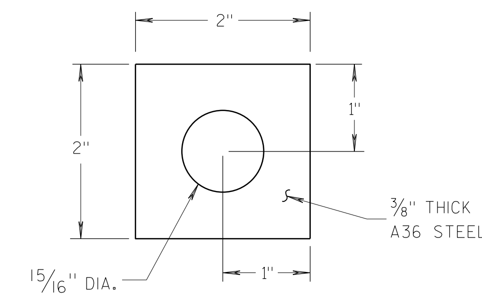
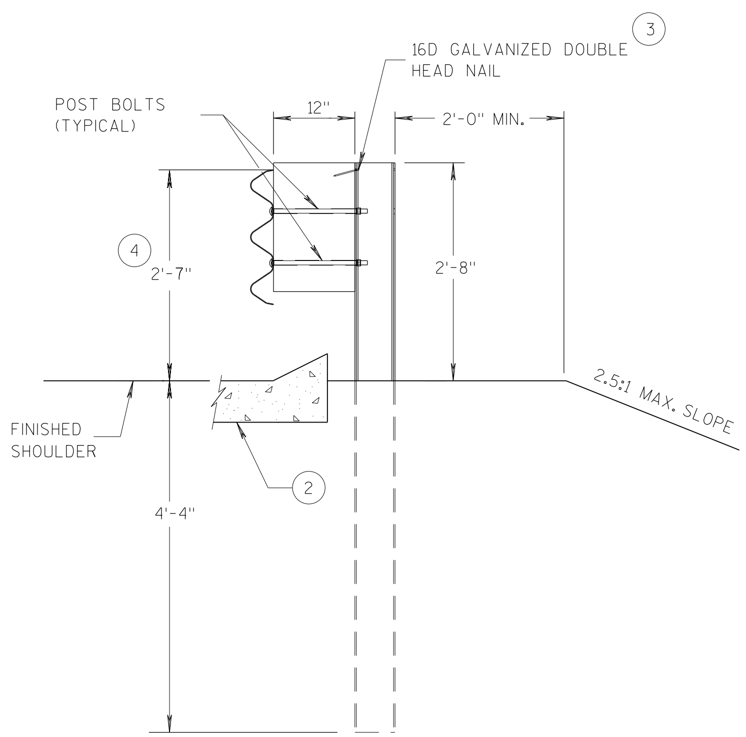
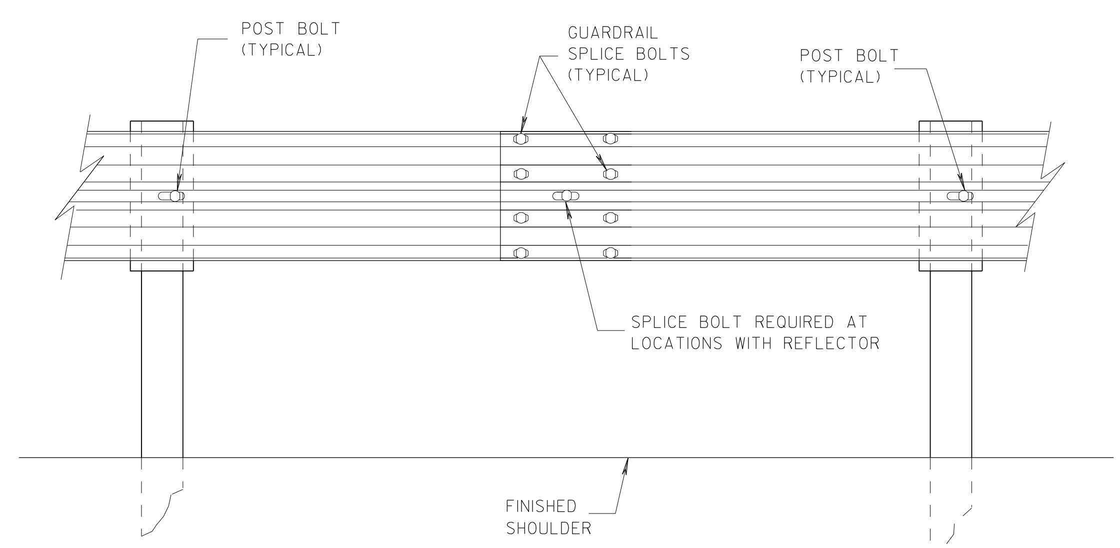


PLATE WASHER DETAIL



SECTION D-D

POSTS 12-17



SPLICE DETAIL

6

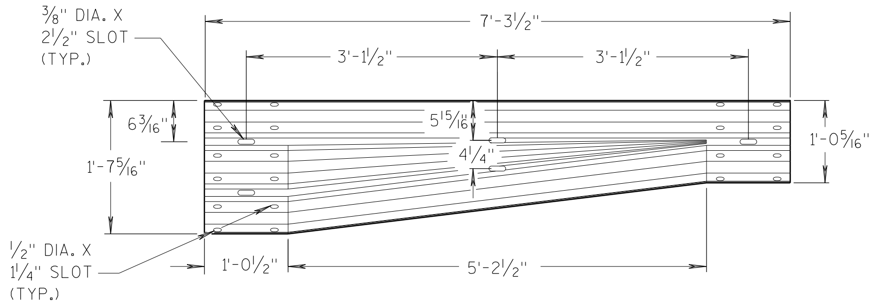
6

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

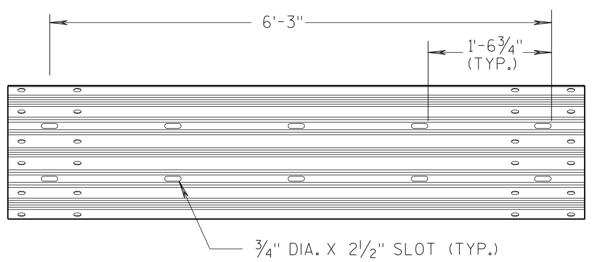
MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN DEPARTMENT OF TRANSPOR

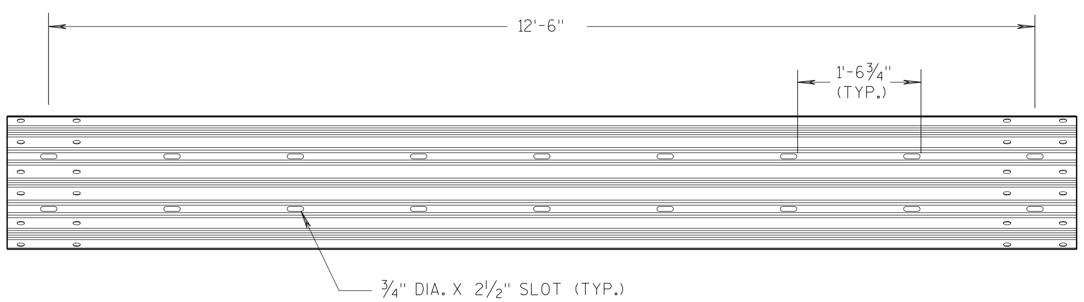
S.D.D. 14 B 45-5b



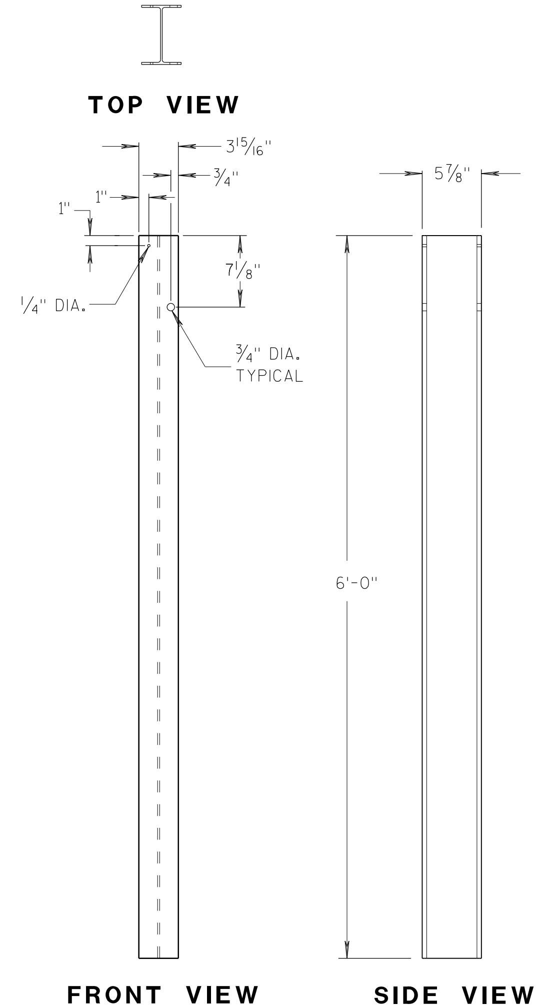
W-BEAM TO THRIE BEAM TRANSITION SECTION



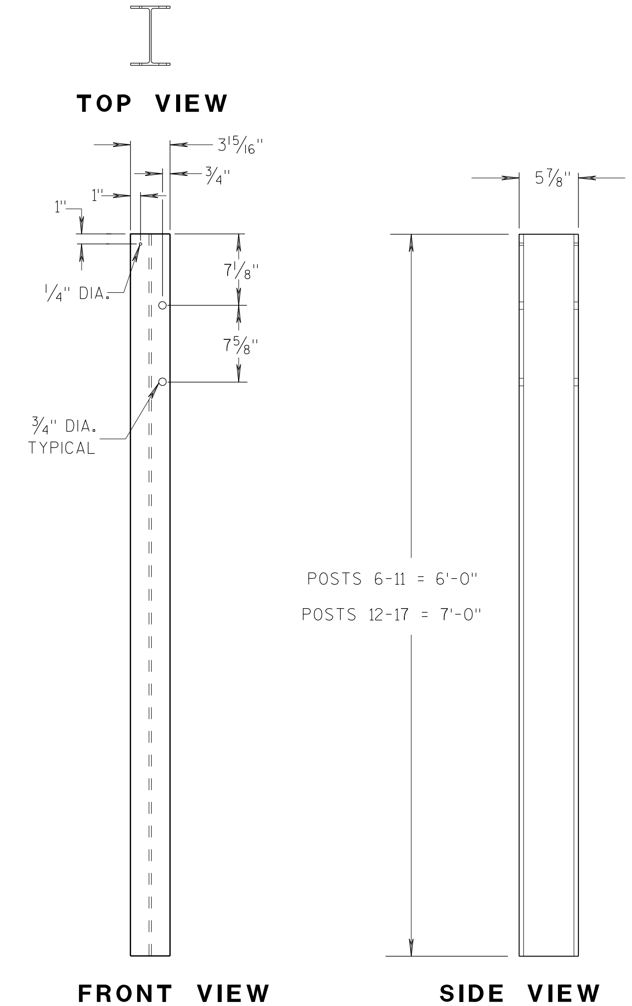
6'-3" THRIE BEAM SECTION



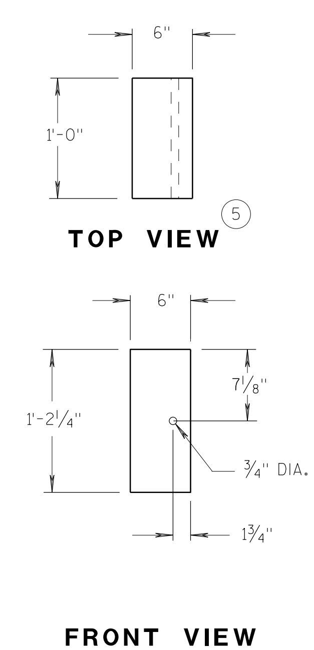
12'-6" THRIE BEAM SECTION



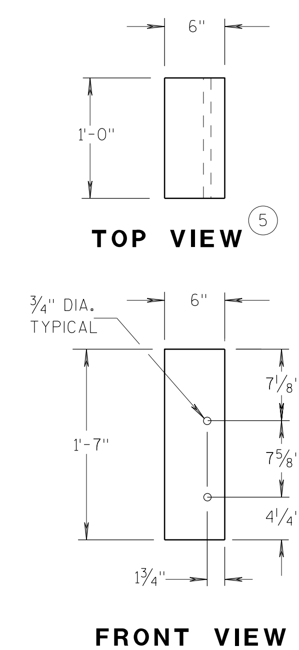
STEEL POSTS 1-5 (13)



STEEL POSTS 6-17



BLOCKOUT POSTS 1-5



BLOCKOUT POSTS 6-17

GENERAL NOTES

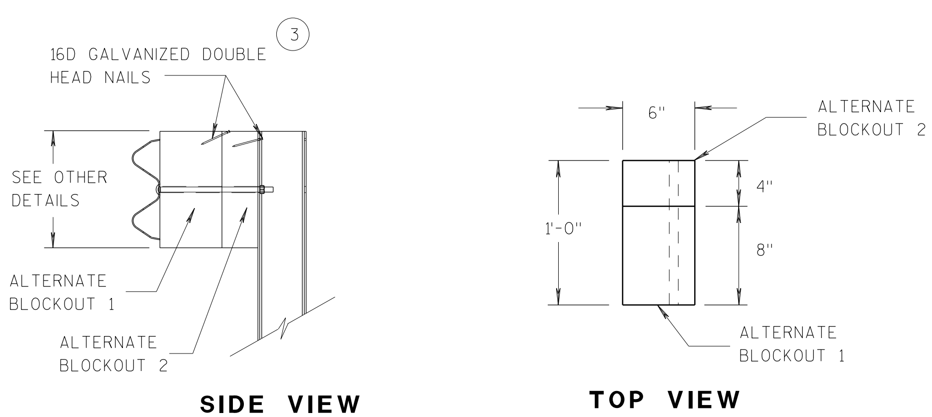
STEEL POSTS ARE W6X9 OR W6X8.5.

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.



ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

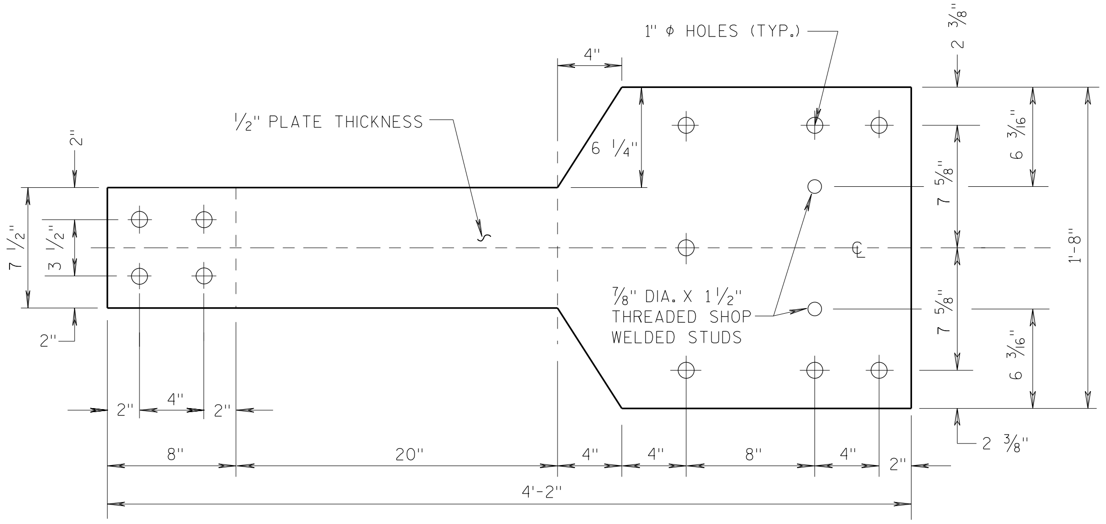
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

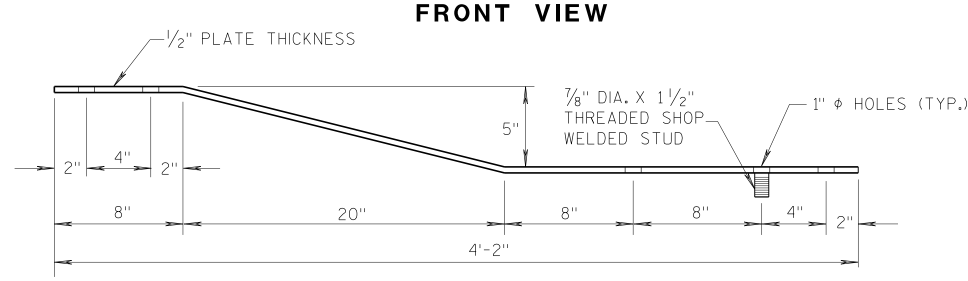
S.D.D. 14 B 45-5c

GENERAL NOTES

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

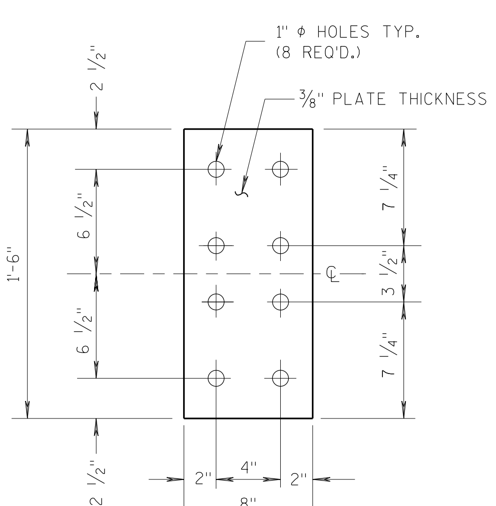


FRONT VIEW



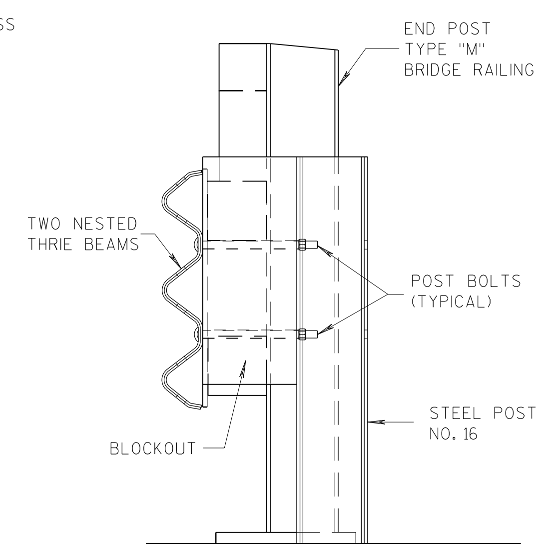
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

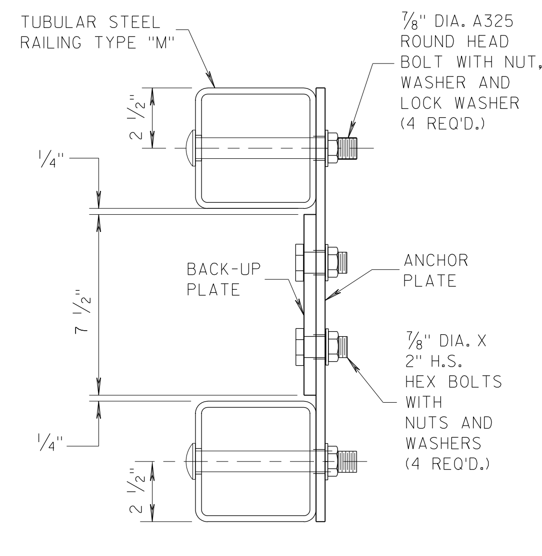


FRONT VIEW

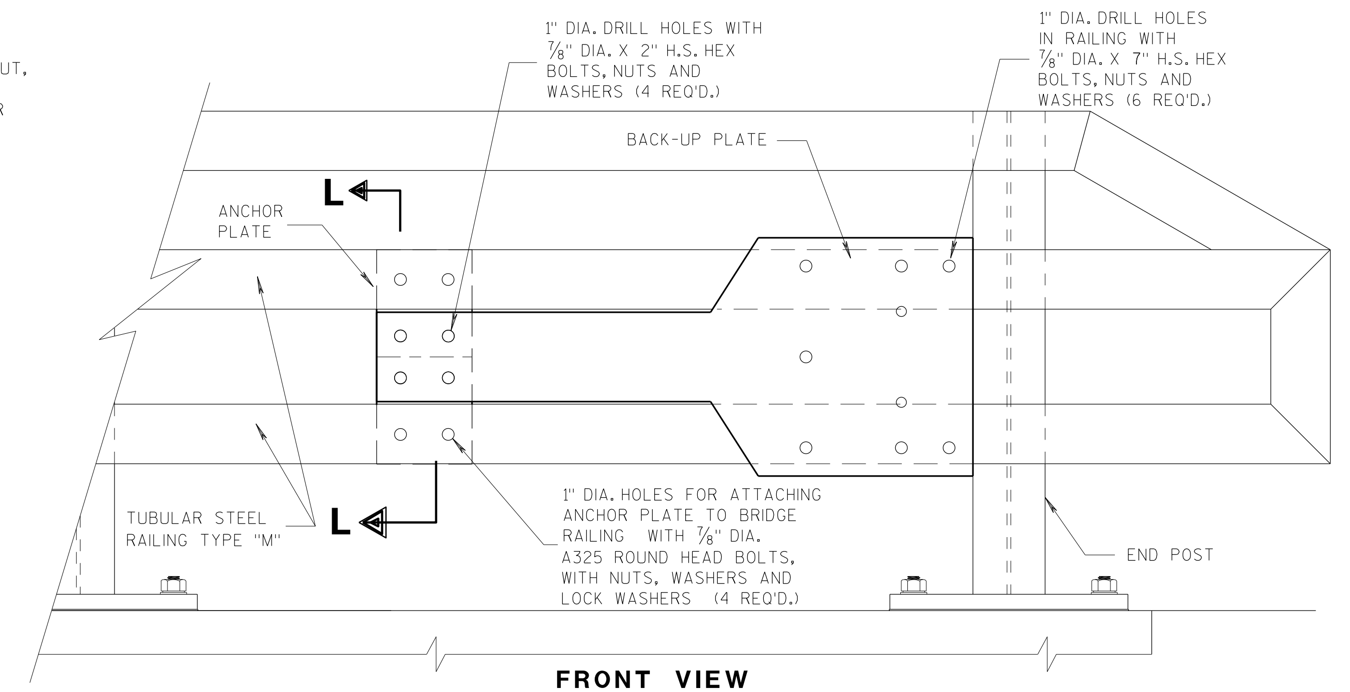
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

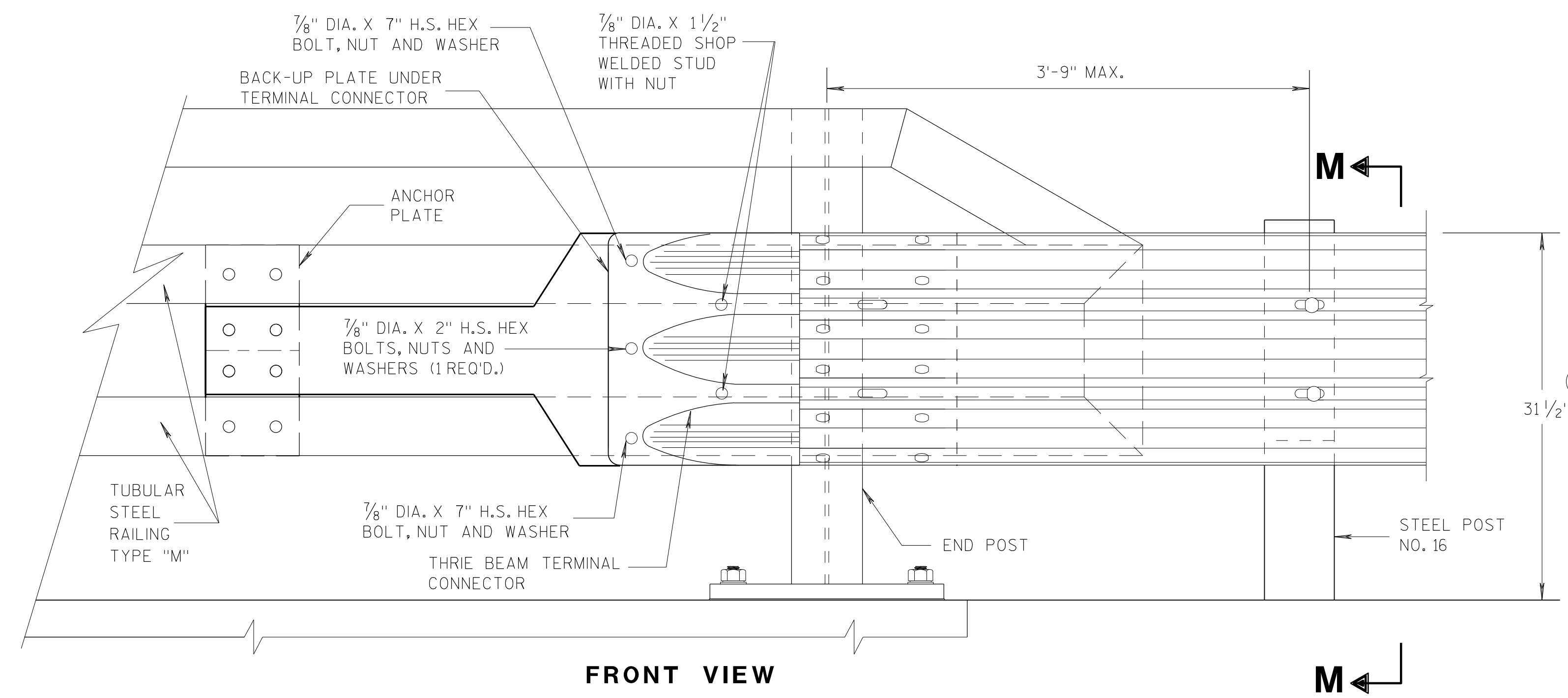


SECTION L-L

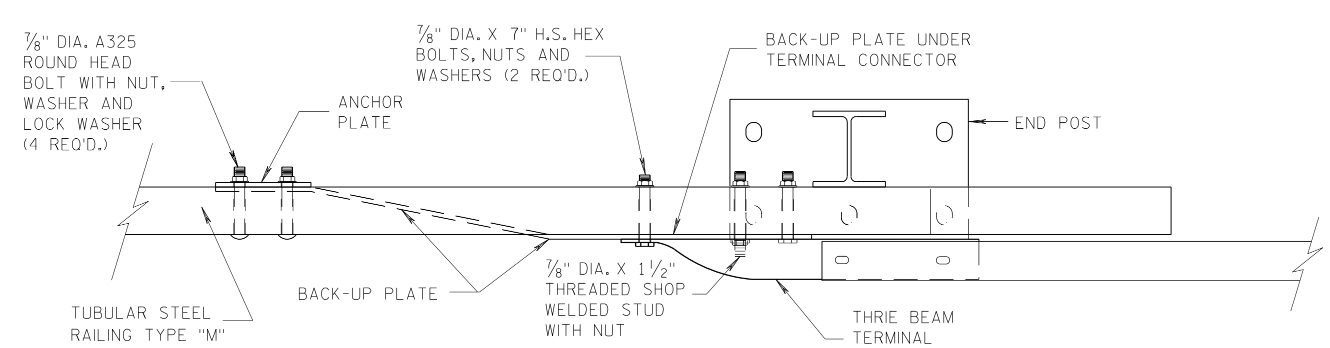


FRONT VIEW

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



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

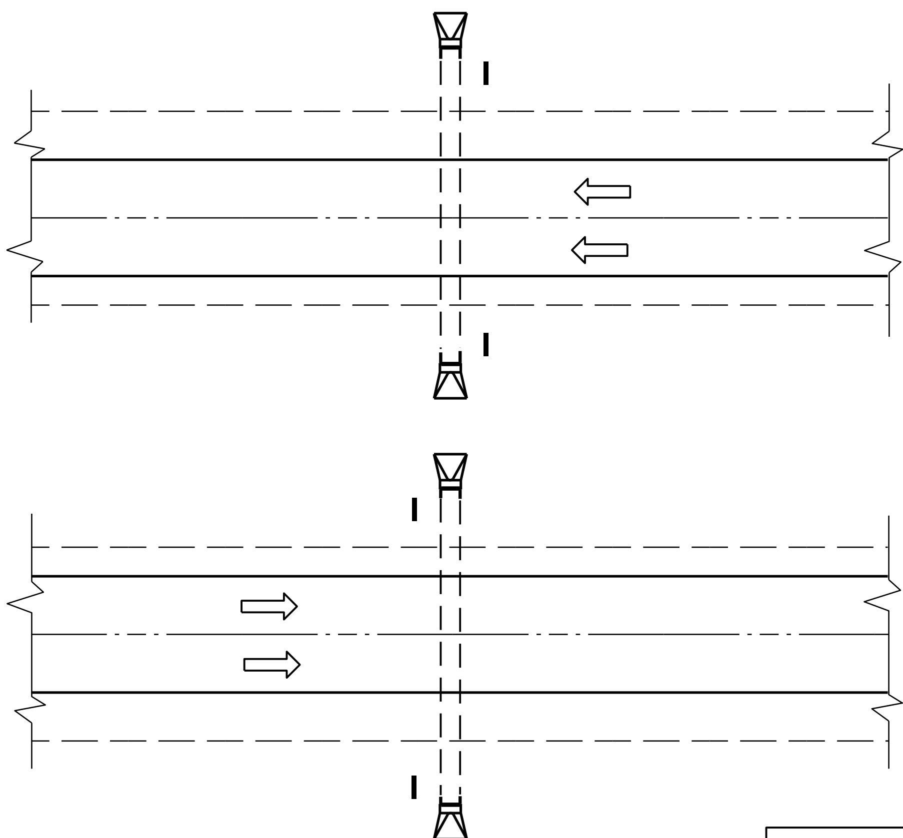
MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 07/2018 DATE /S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR FHWA

6

6

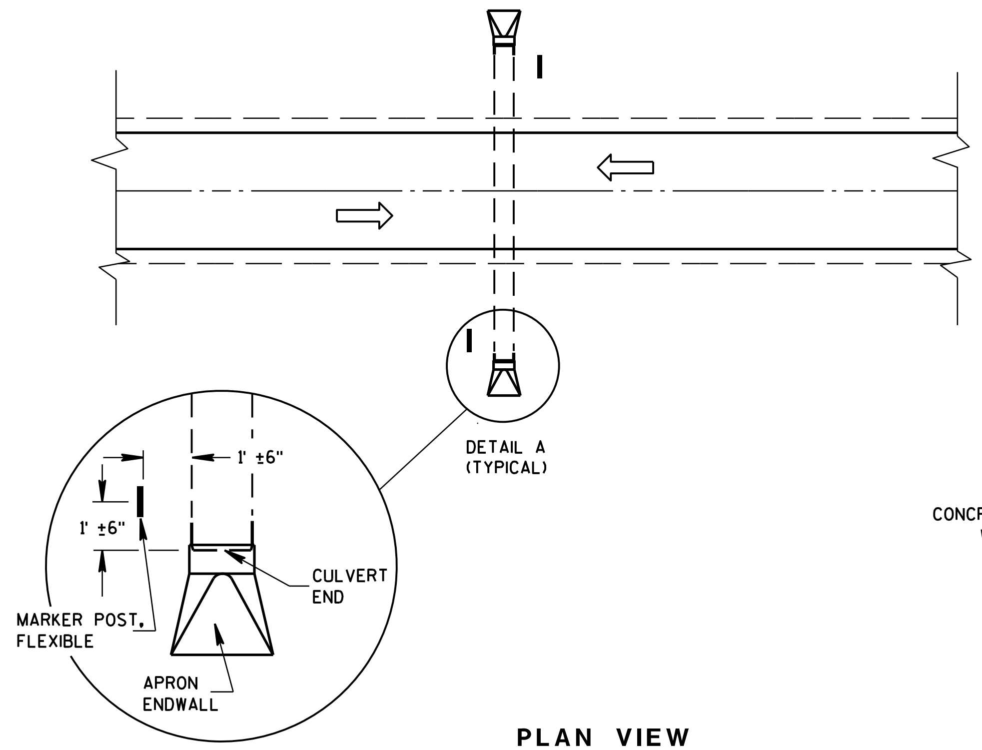
GENERAL NOTES

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.



PLAN VIEW

DIVIDED HIGHWAY

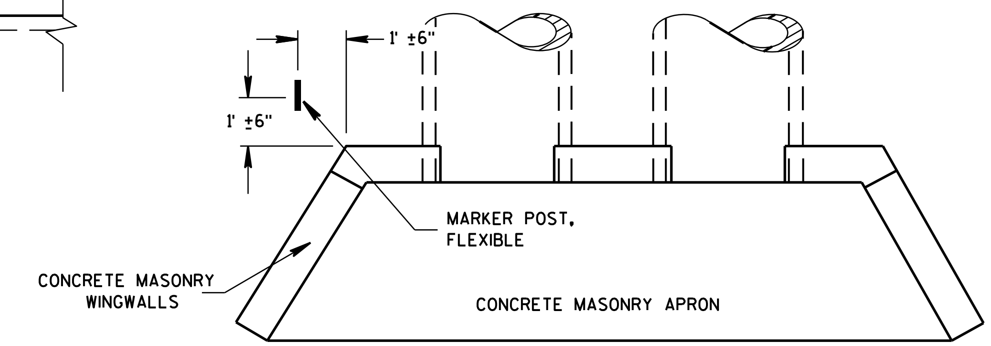


DETAIL A
(TYPICAL)

PLAN VIEW

UNDIVIDED HIGHWAY

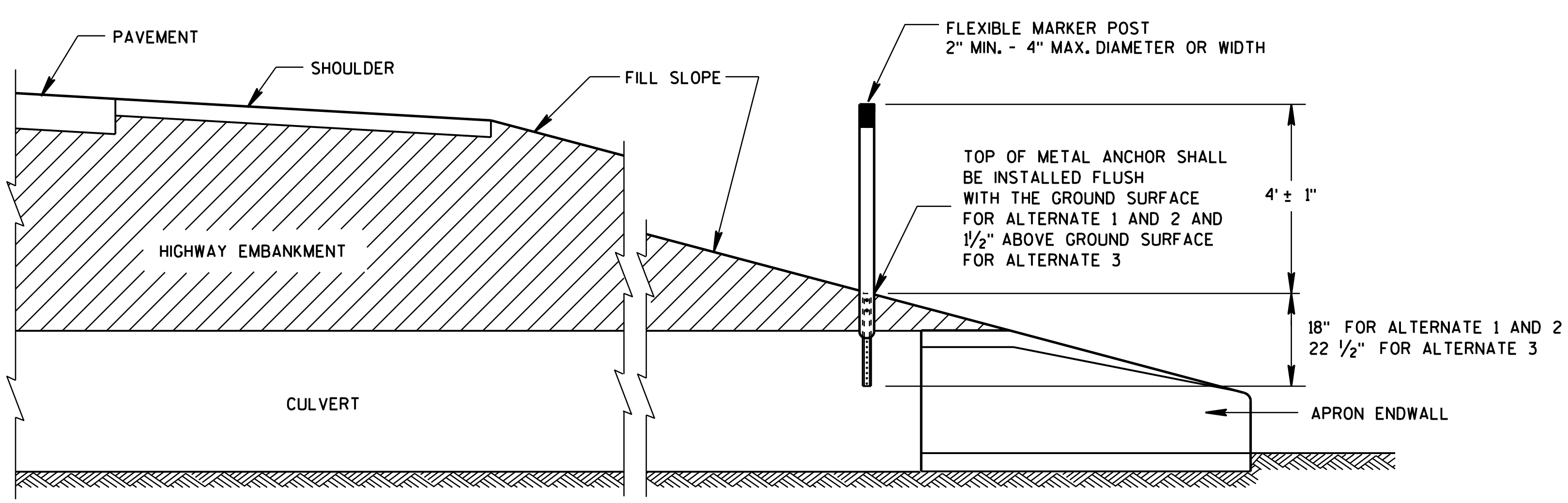
I	MARKER POST, FLEXIBLE
⇨	DIRECTION OF TRAFFIC FLOW



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

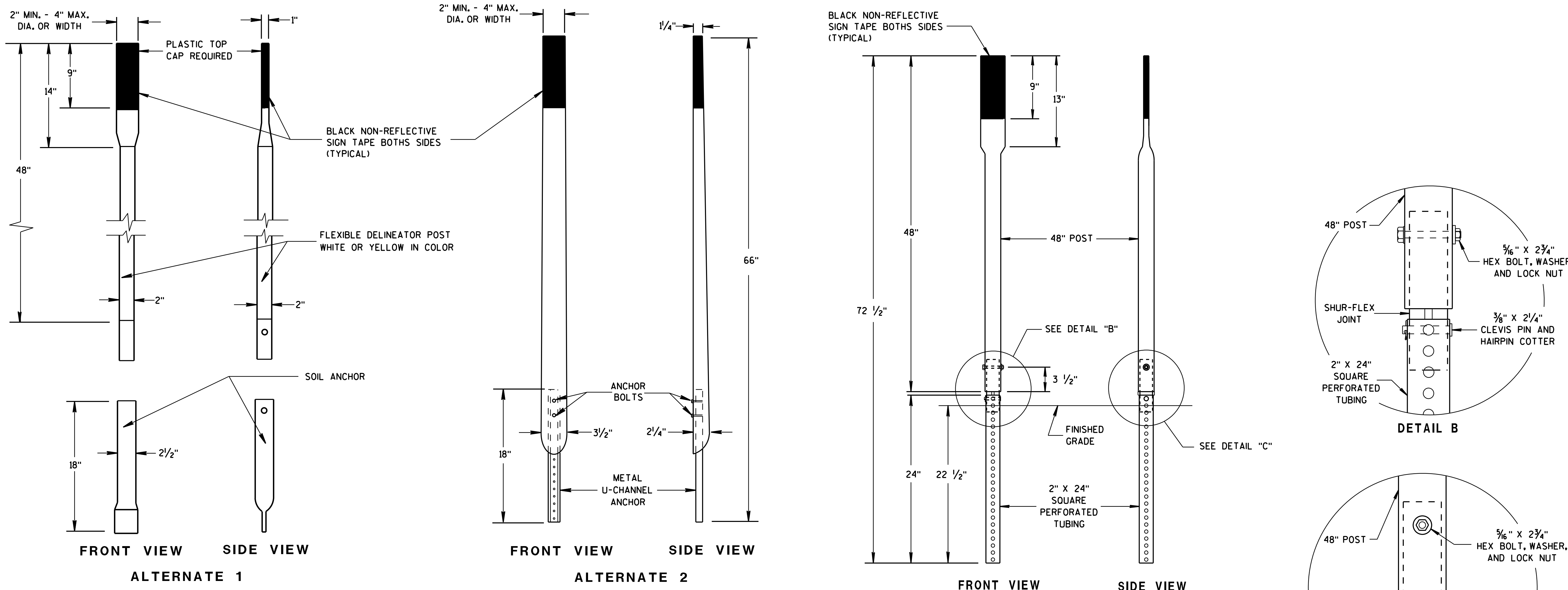
FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END
STATE OF WISCONSIN DEPARTMENT OF TRANSPOR

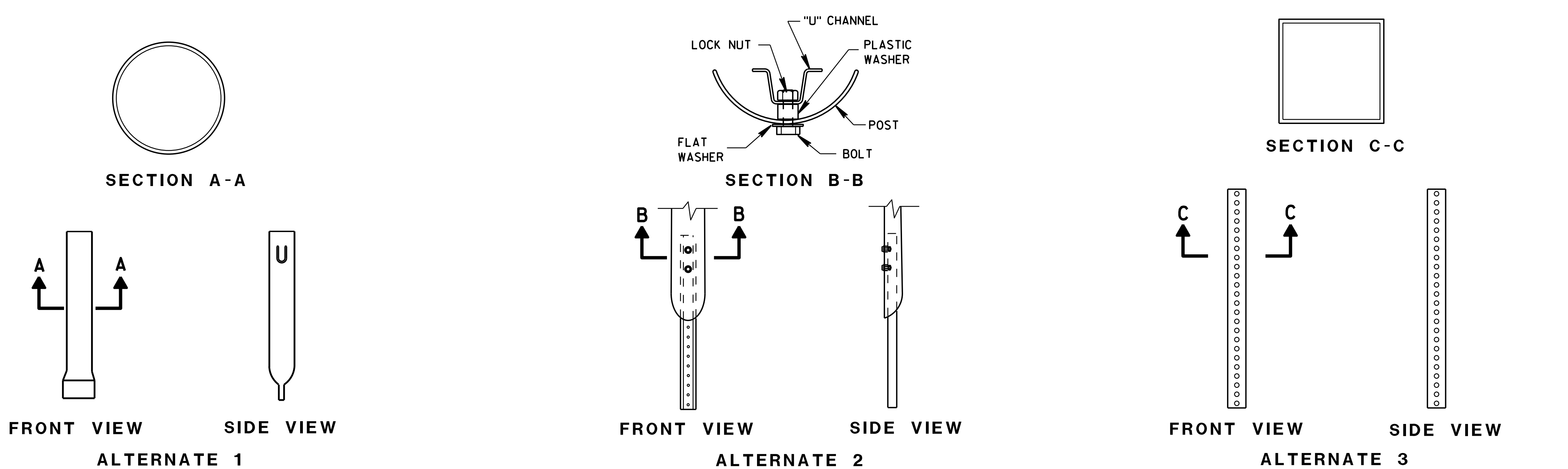
6

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

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



FLEXIBLE MARKER POSTS



FLEXIBLE MARKER POST ANCHORS

6

6

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

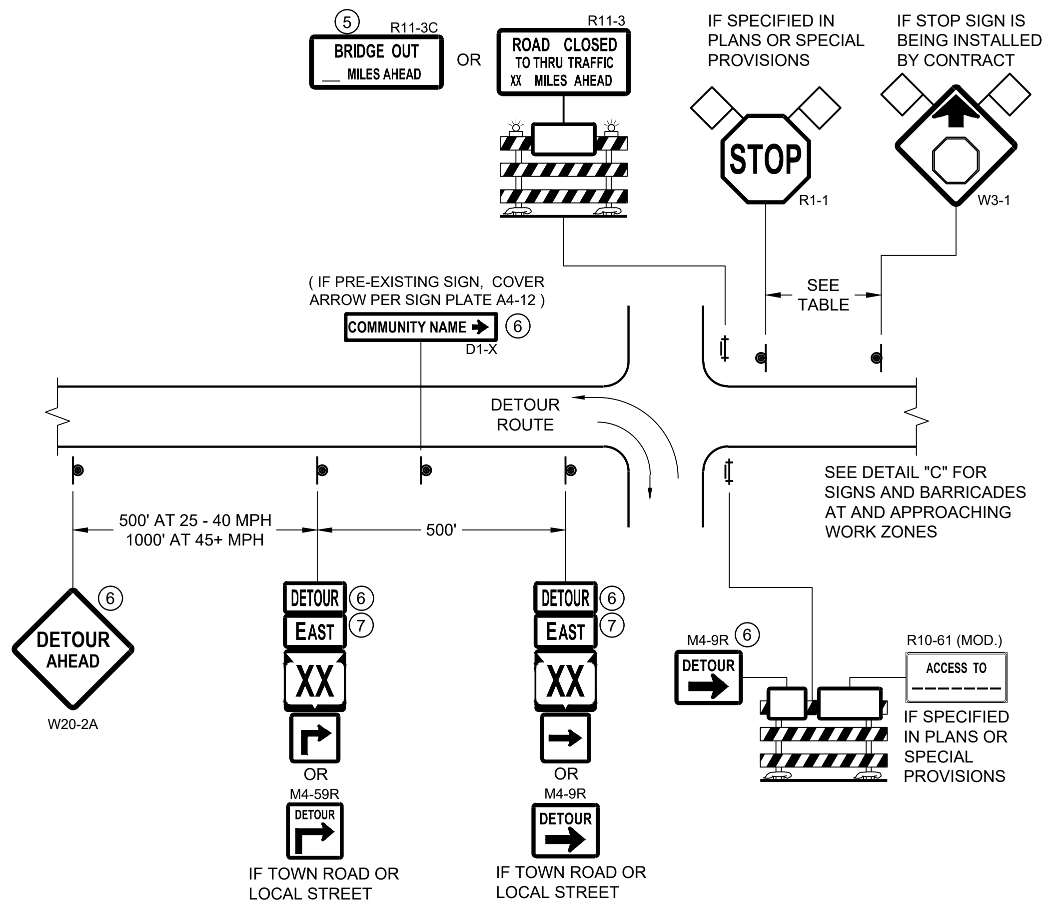
FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

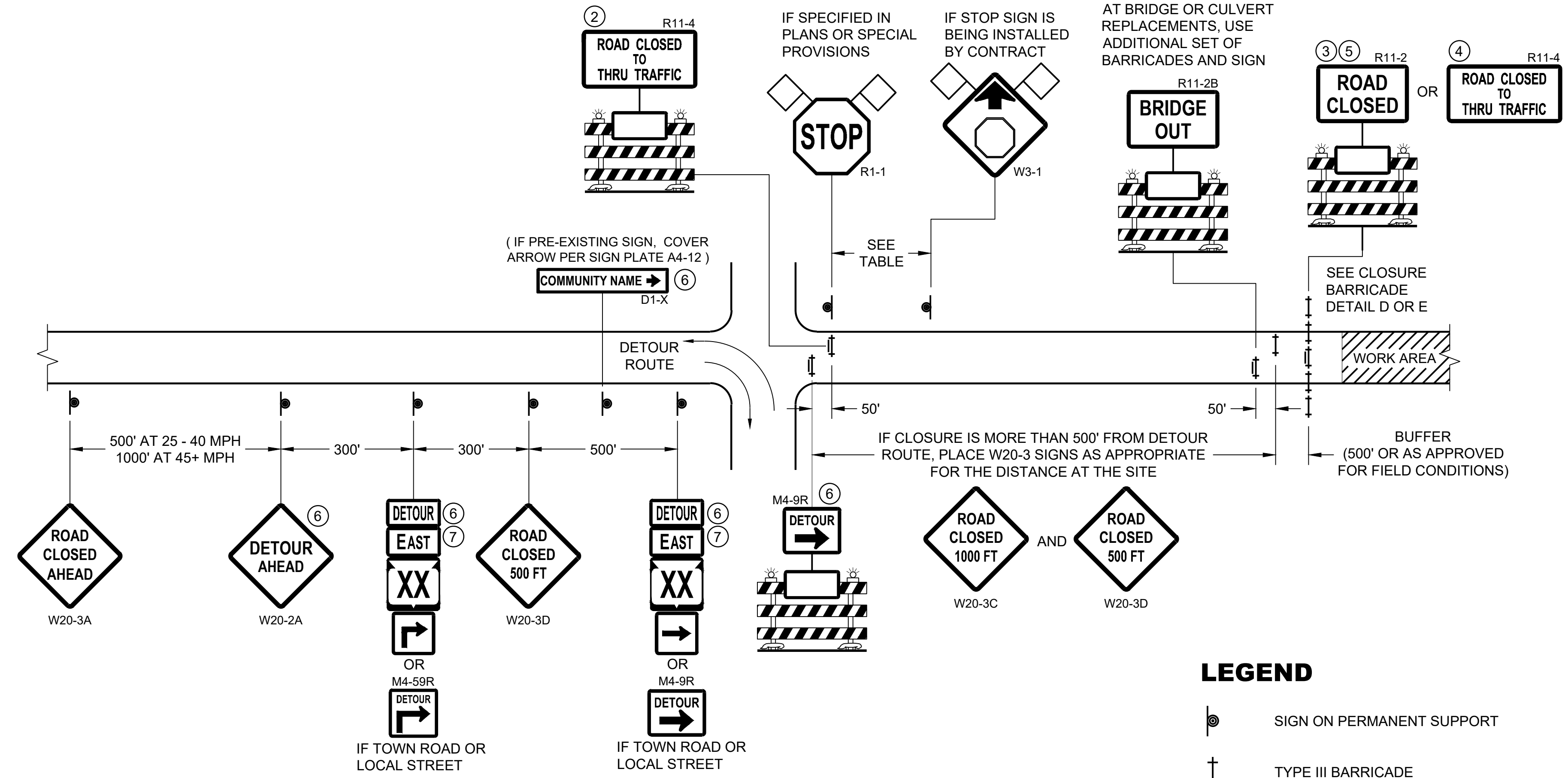
6



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

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

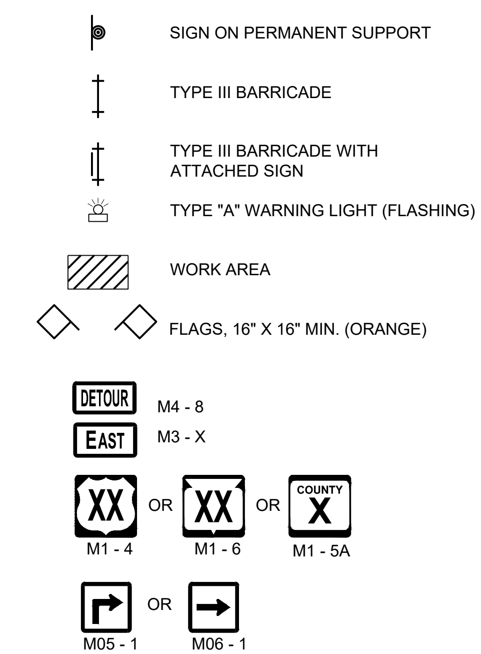


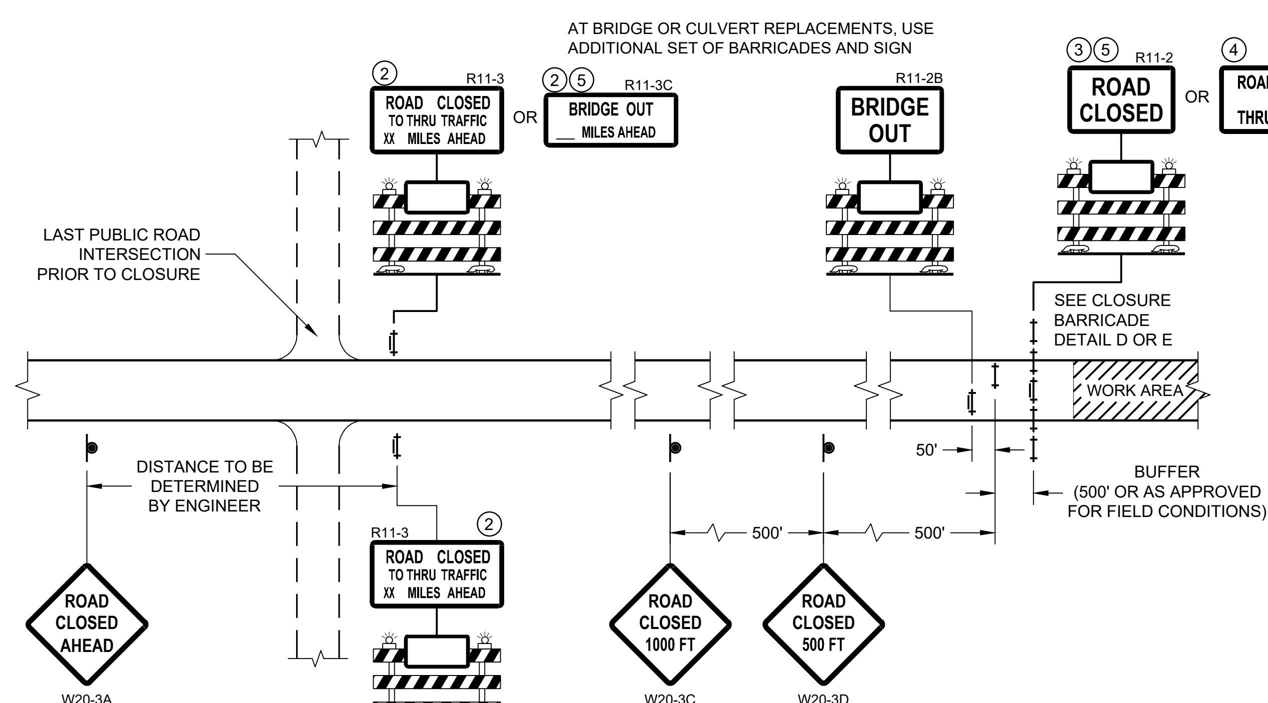
DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

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

LEGEND





DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2020 — DATE

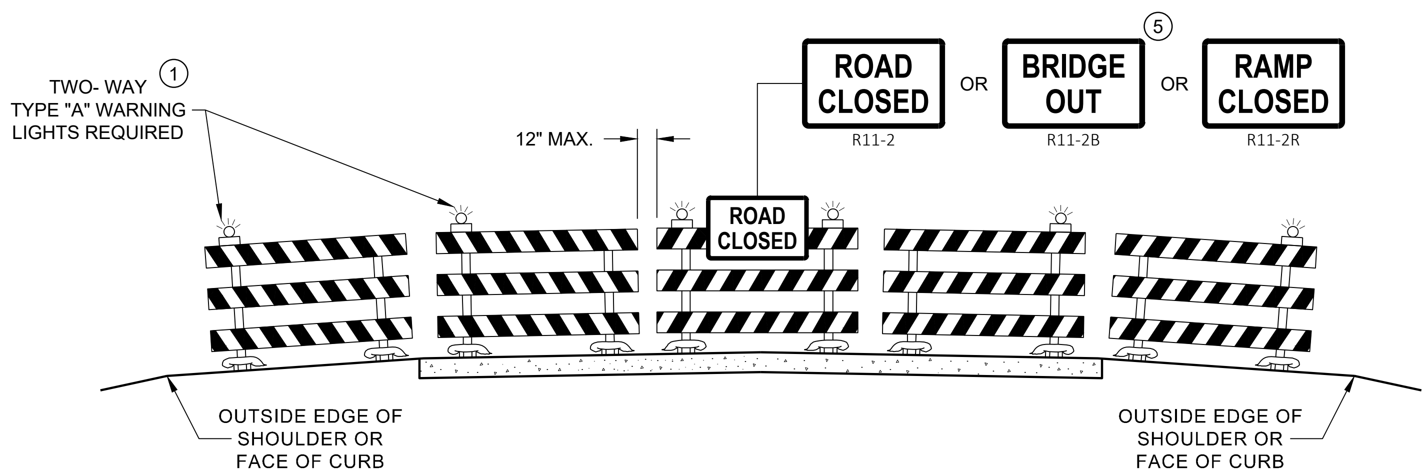
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

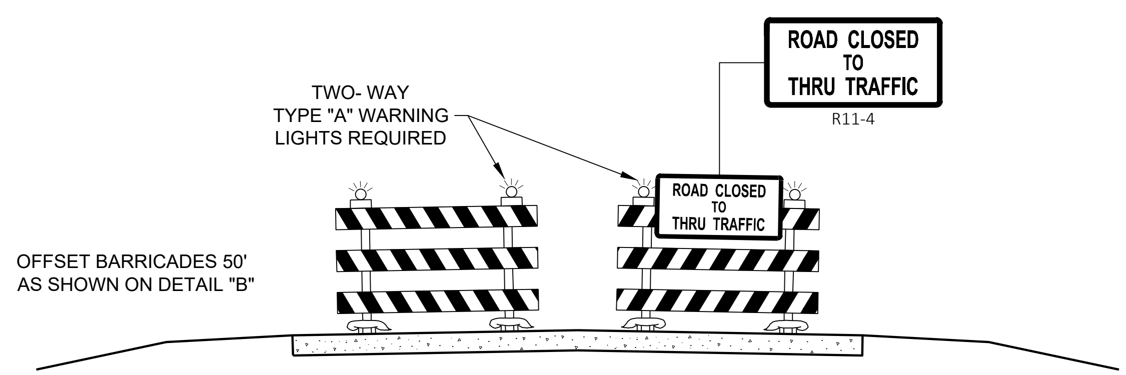
6

SDD 15C02 - 08a

SDD 15C02 - 08a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2020 — DATE

/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15C02 - 08b

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX OR XX OR COUNTY X — M1 - 4, M1 - 6, M1 - 5A
- ↱ OR → OR ↑ — M05 - 1, M06 - 1, M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

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

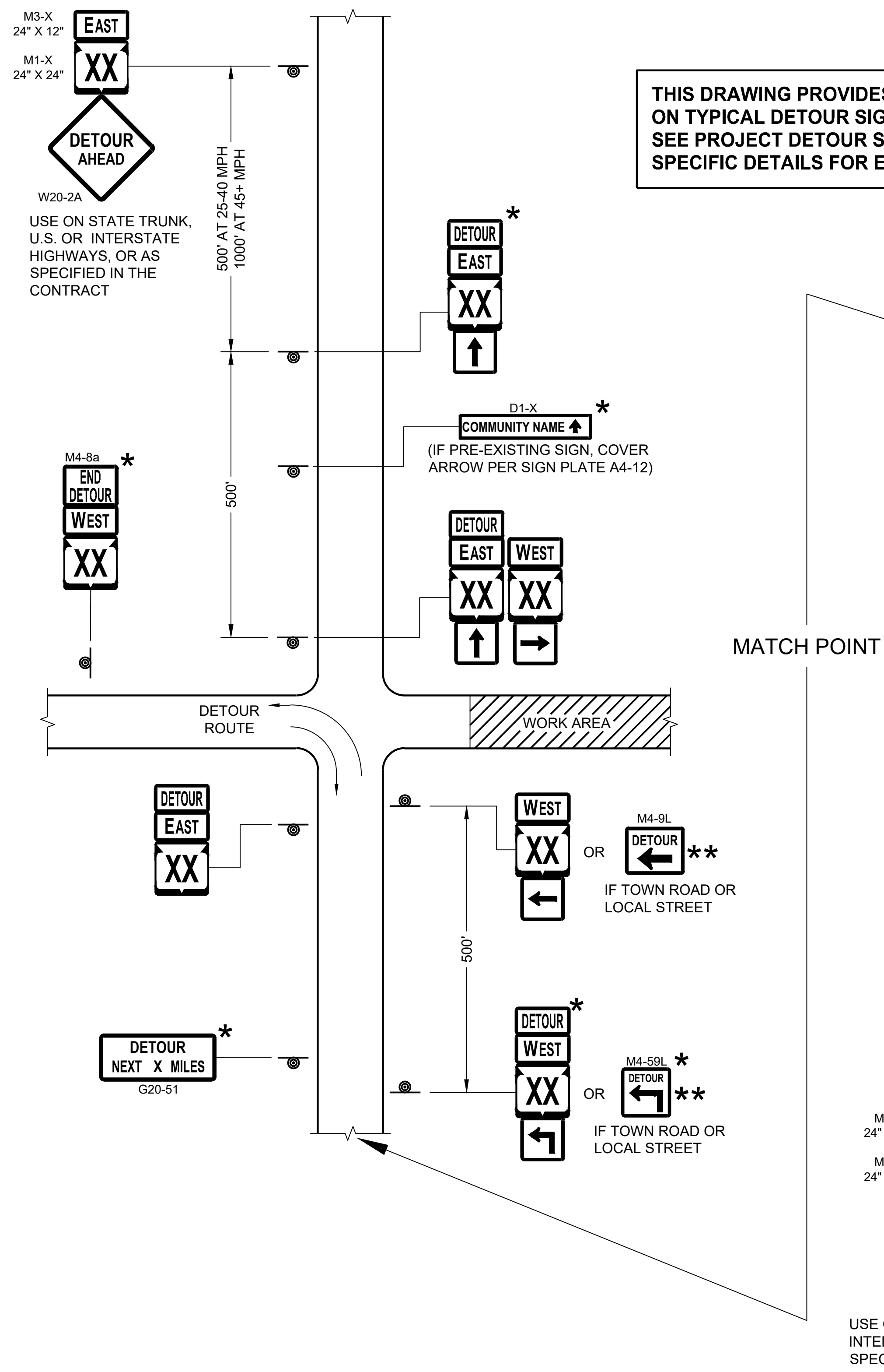
SIGN SIZES SHALL BE AS FOLLOWS:

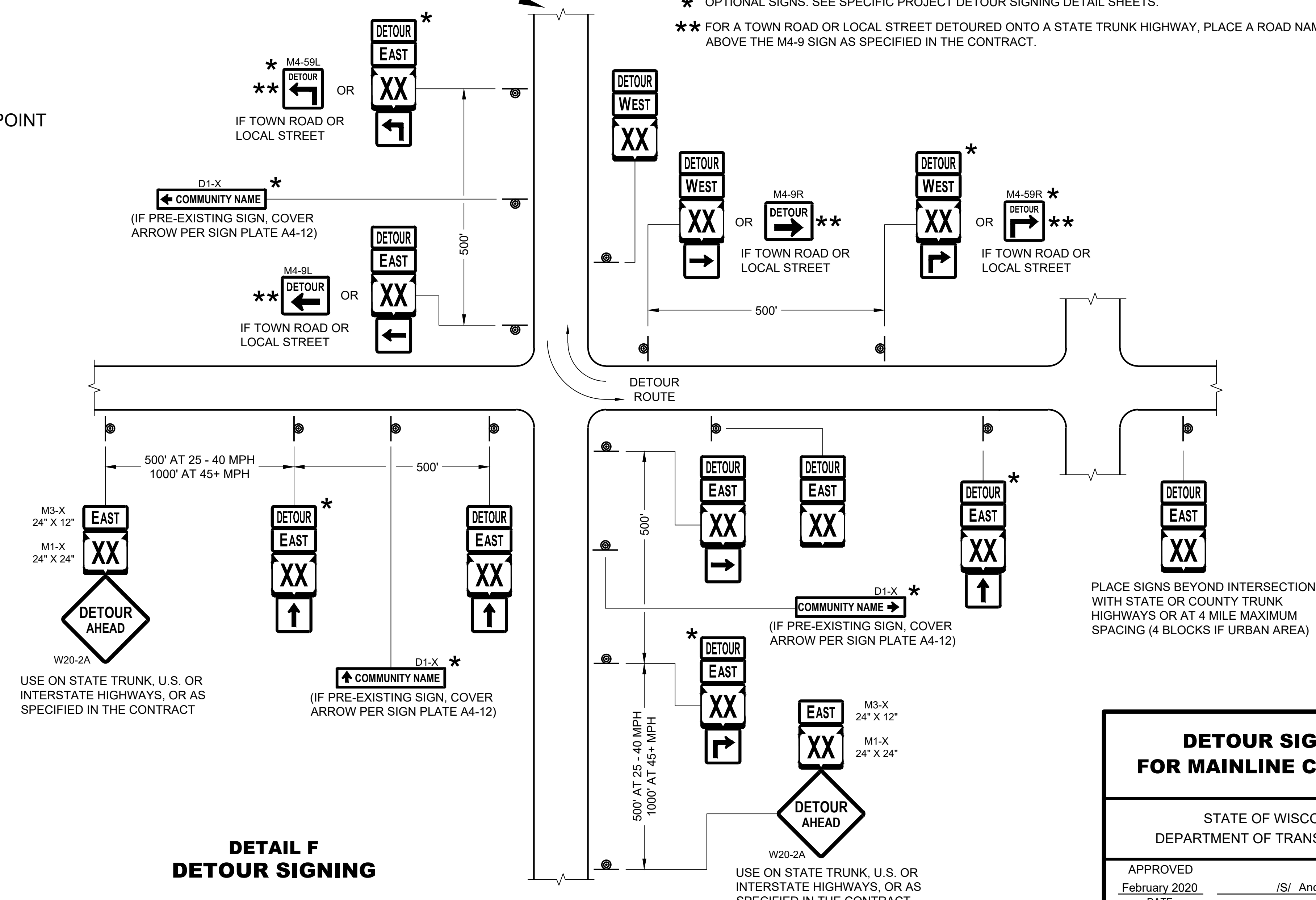
M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
M4-9 AND M4-59 SHALL BE 30" X 24"
M4-8a SHALL BE 24" X 18"
G20-51 SHALL BE 60" X 24"
W20-2A SHALL BE 48" X 48"
D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.

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





SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 15C02 - 08c

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SDD 15C02 - 08c

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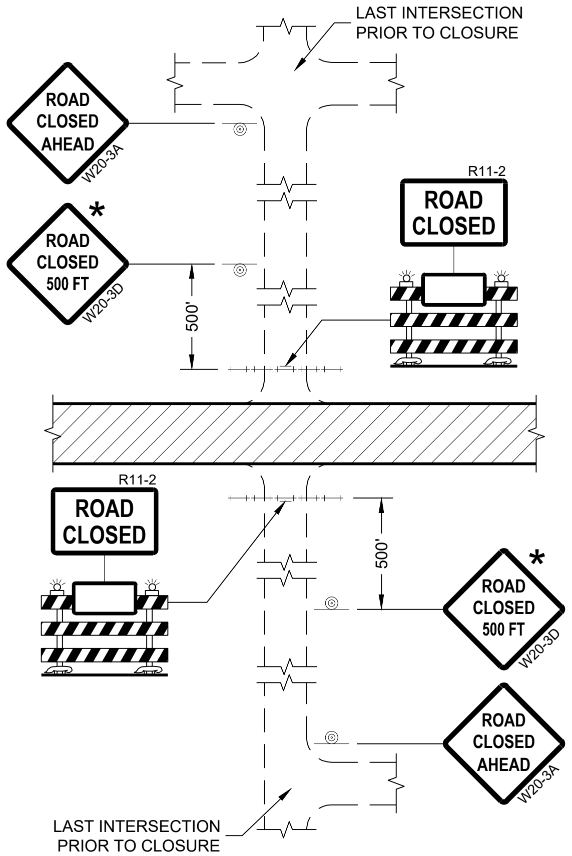
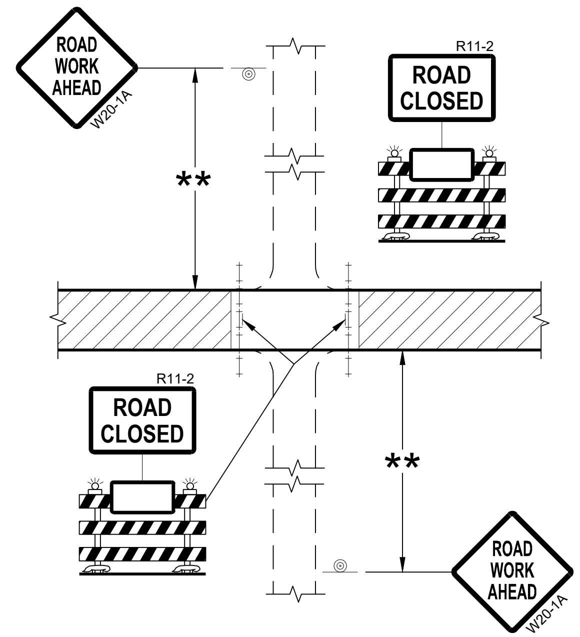


DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

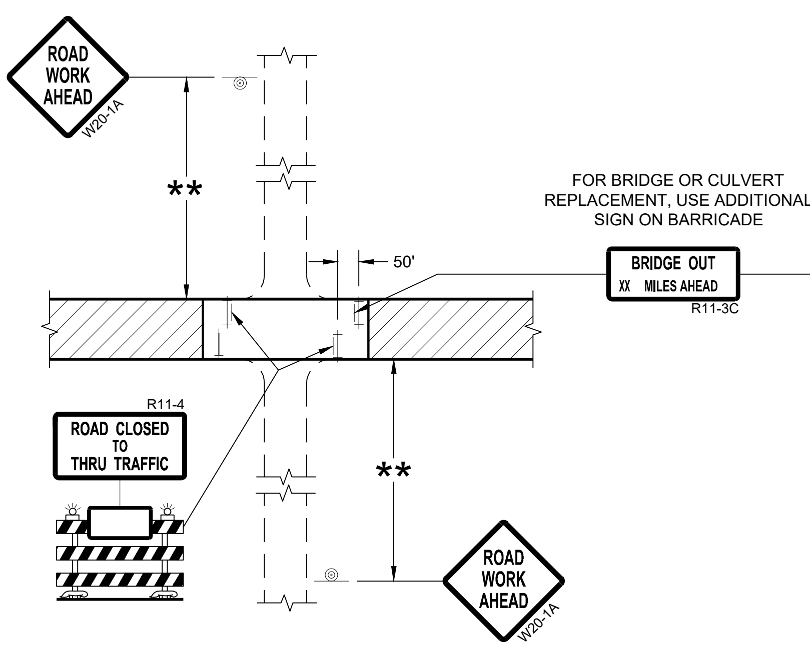
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

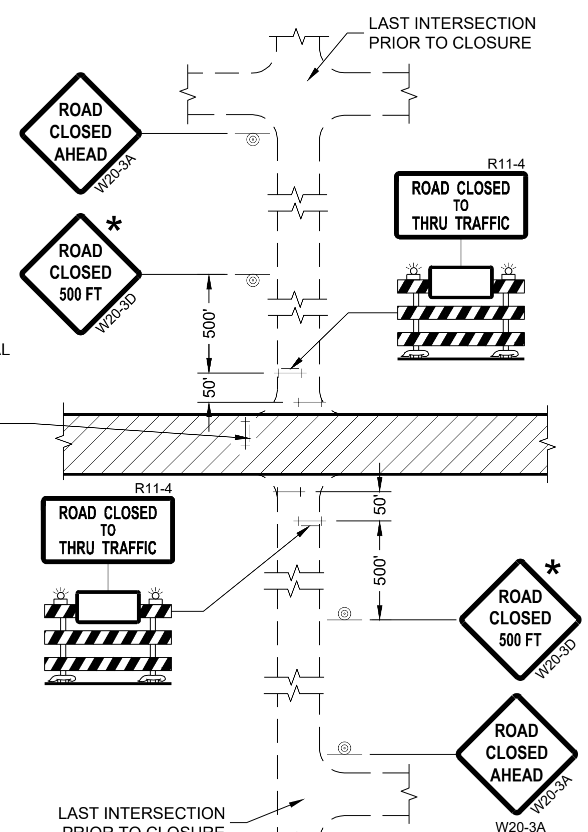
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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



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



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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

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

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

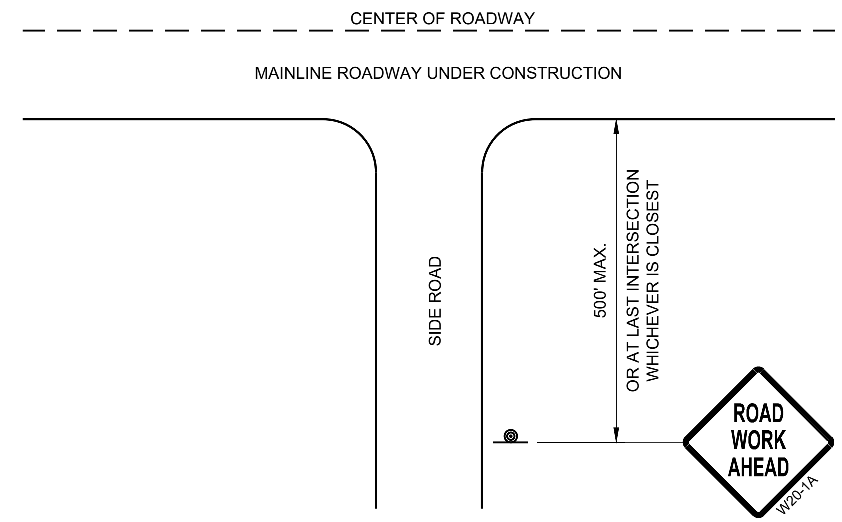
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

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



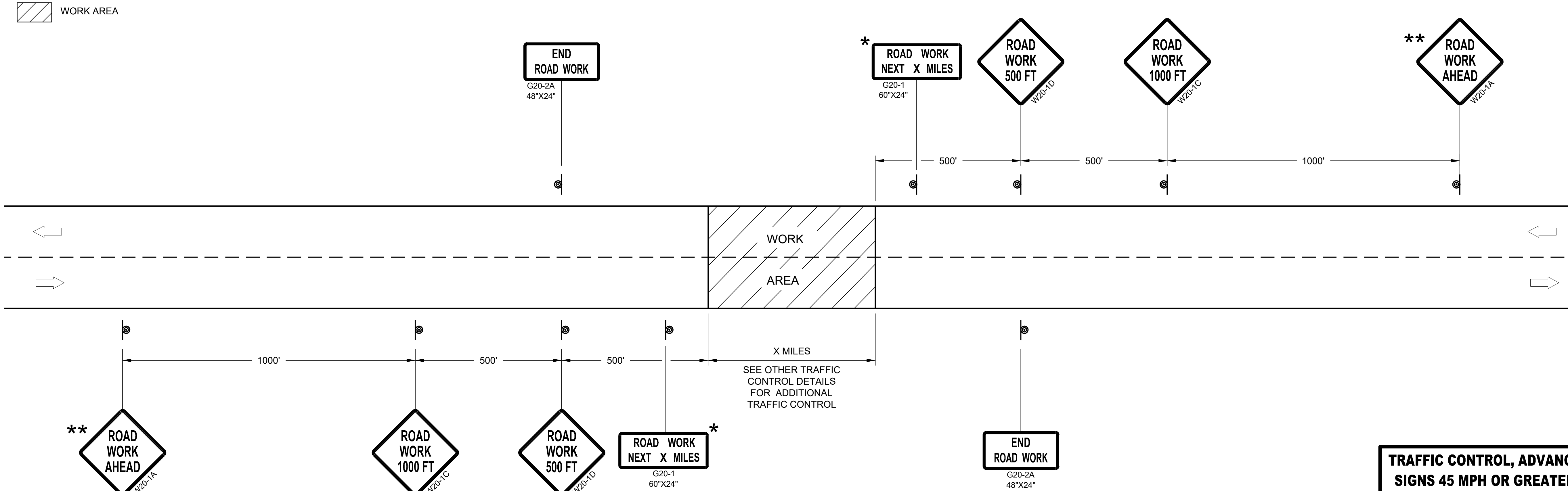
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

SDD 15C04 - 05

SDD 15C04 - 05

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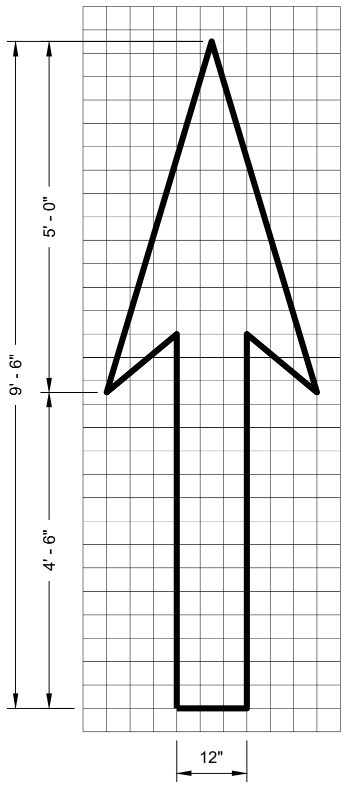
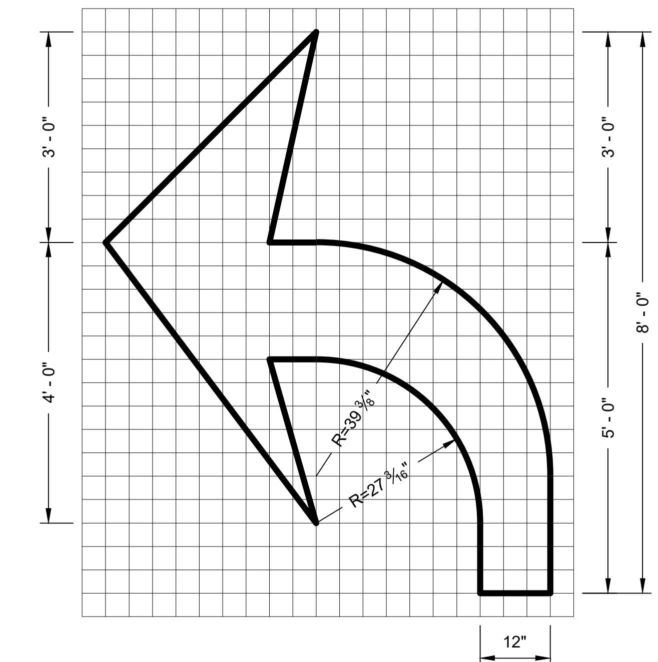
6

GENERAL NOTES

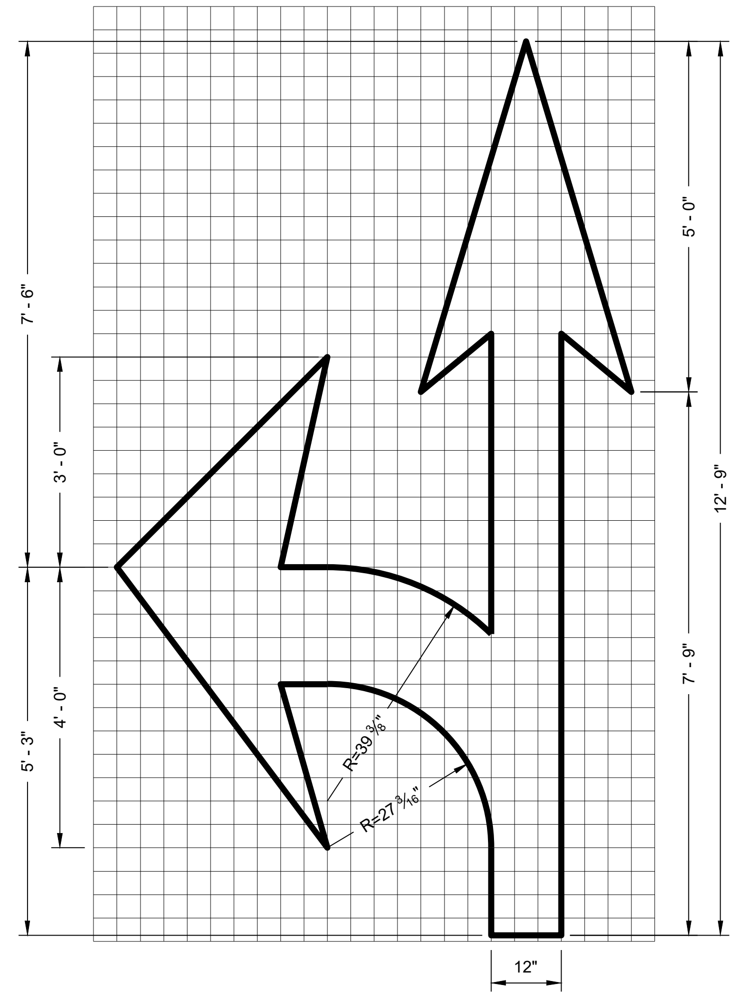
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



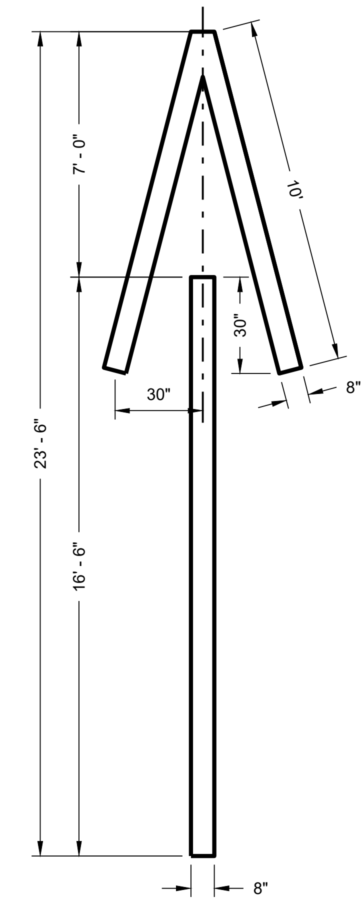
TYPE 1



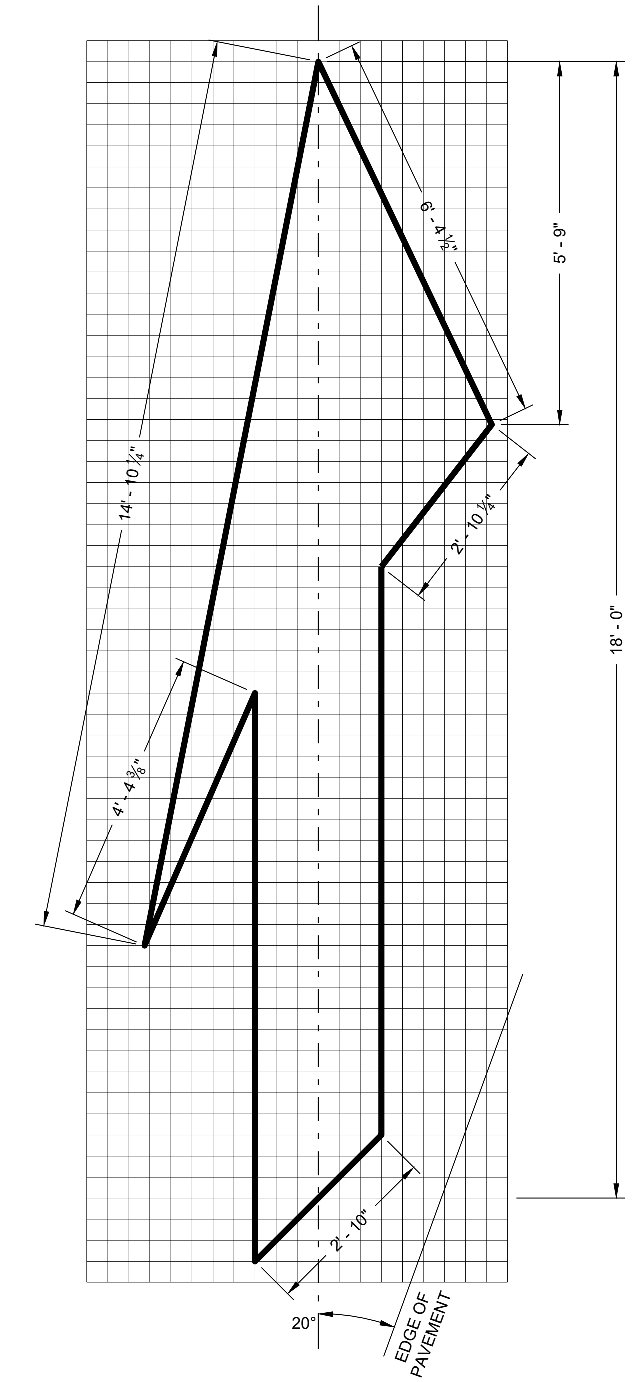
TYPE 2



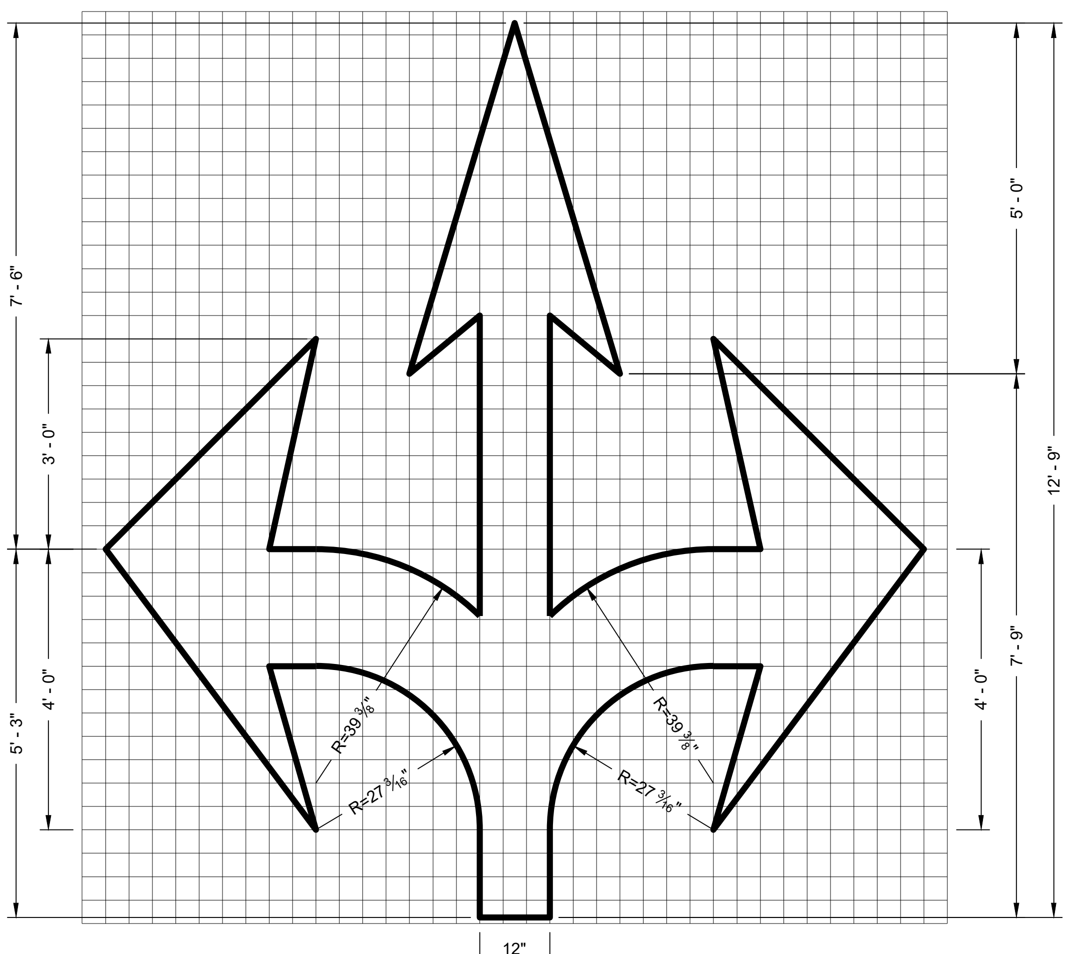
TYPE 3



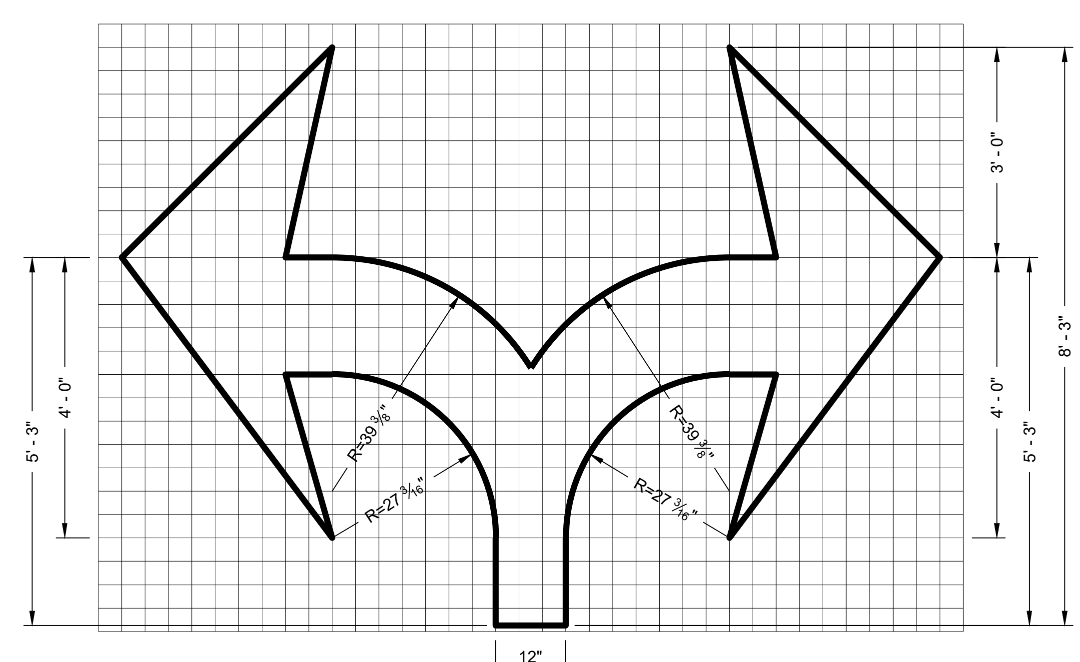
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
November 2019 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	

6

6

GENERAL NOTES

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

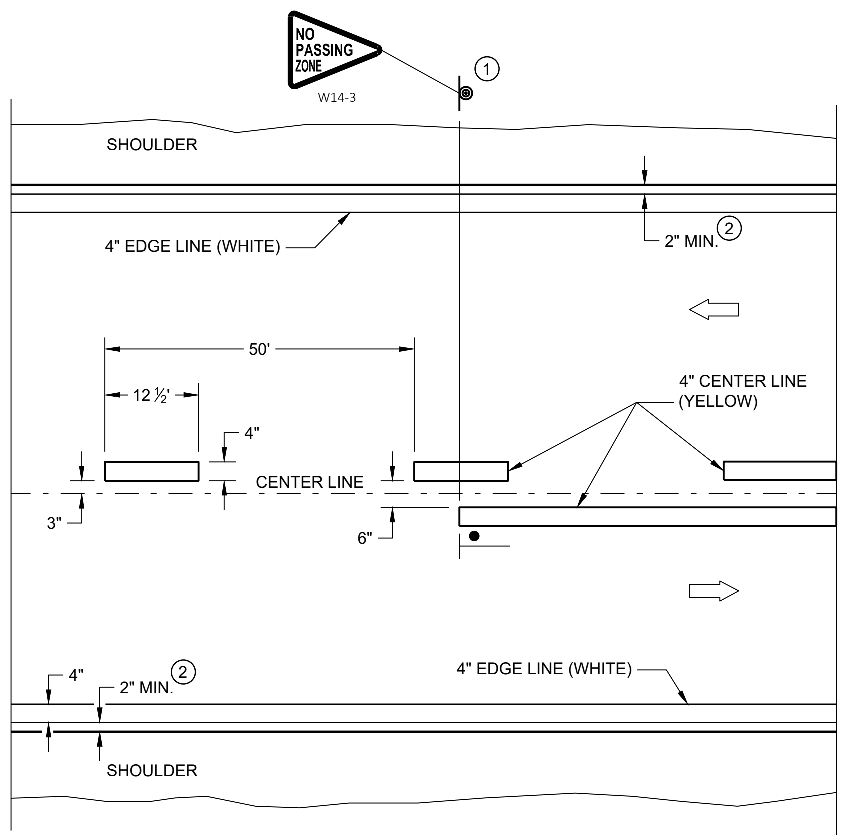
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

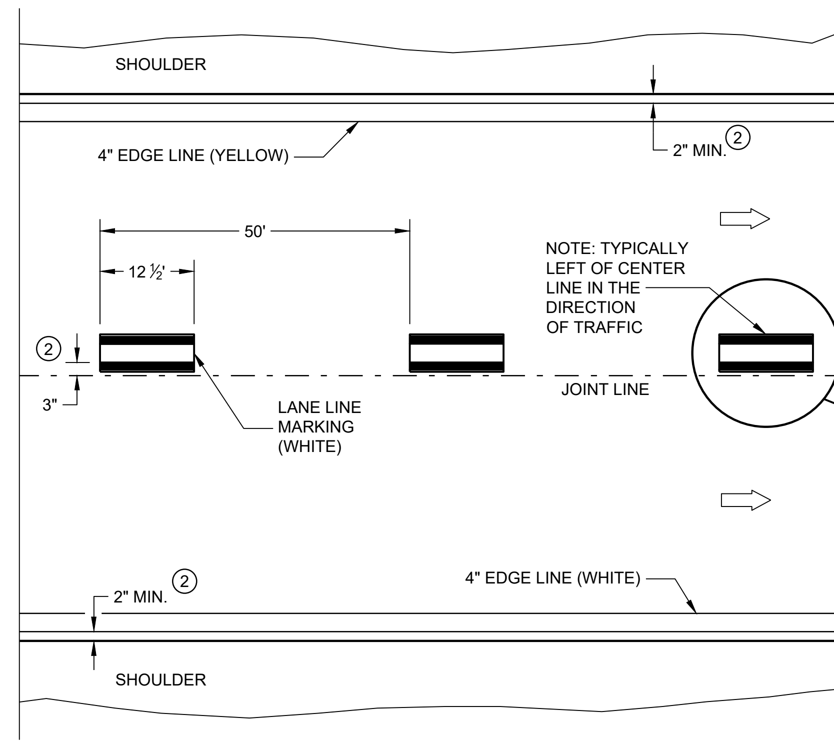
"T" MARKING

SIGN ON PERMANENT SUPPORT

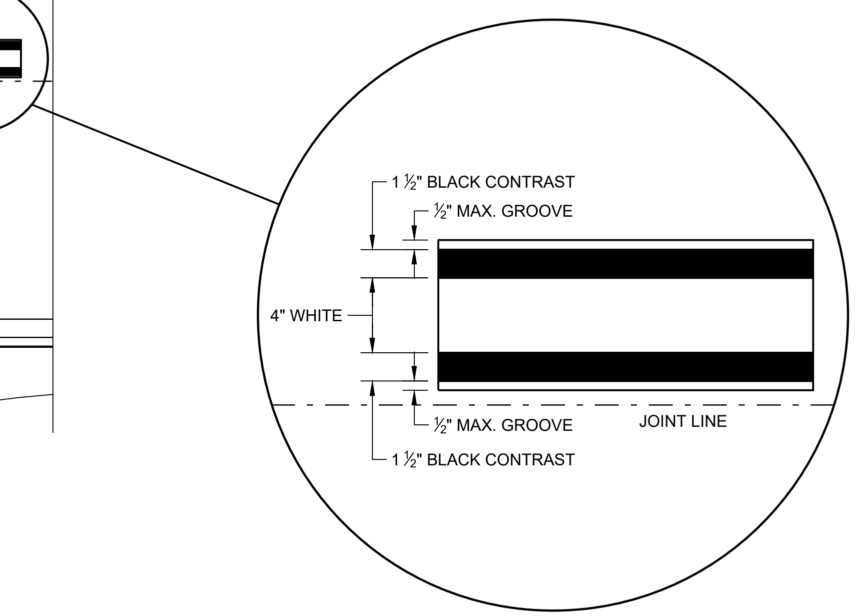
DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC



PERMANENT PAVEMENT MARKING

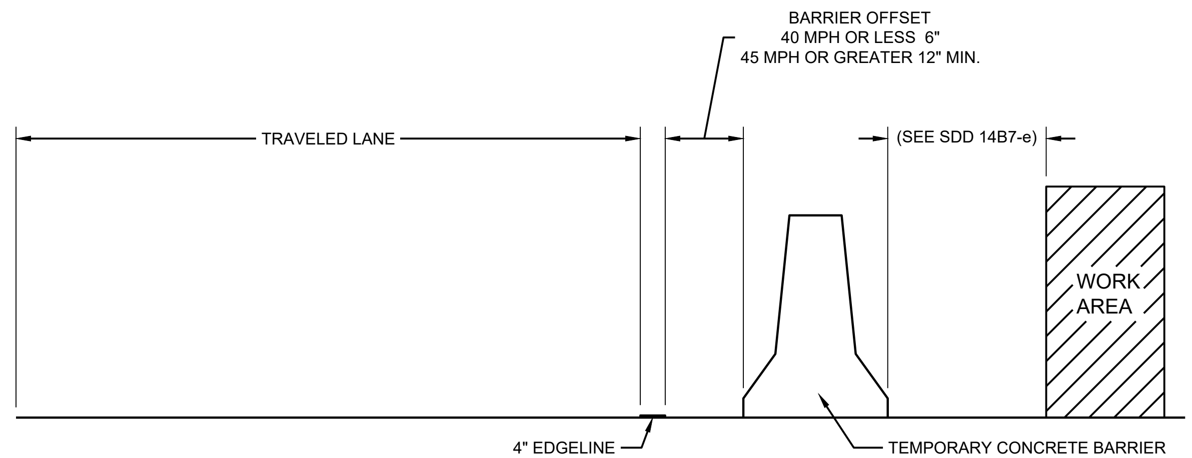
PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
May 2022	/S/ Jeannie Silver
DATE	STATEWIDE SIGNING AND M ENGINEER
FHWA	

GENERAL NOTES

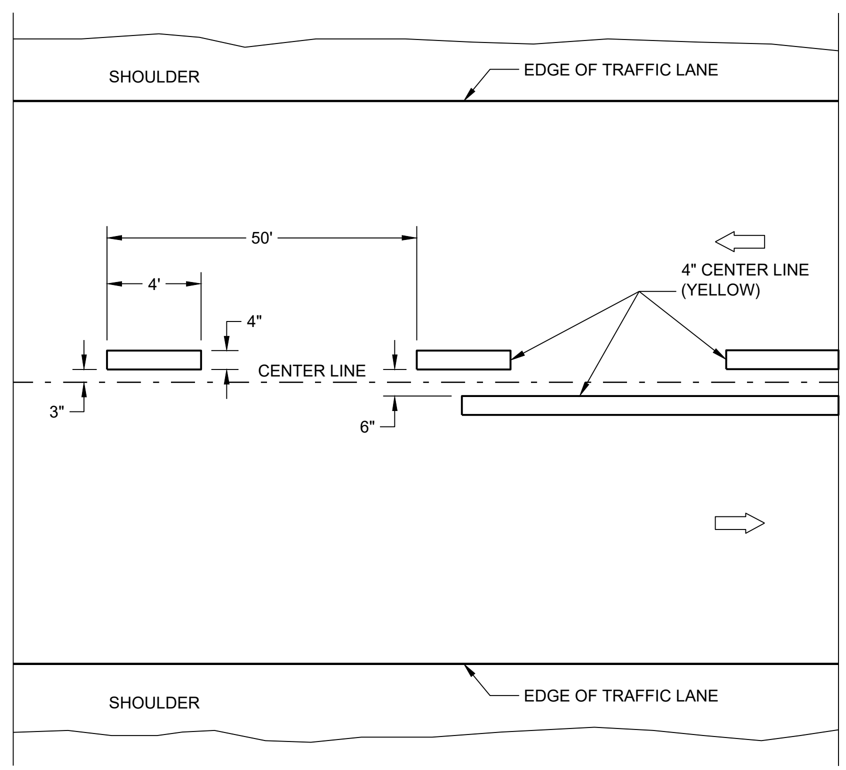
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

LEGEND

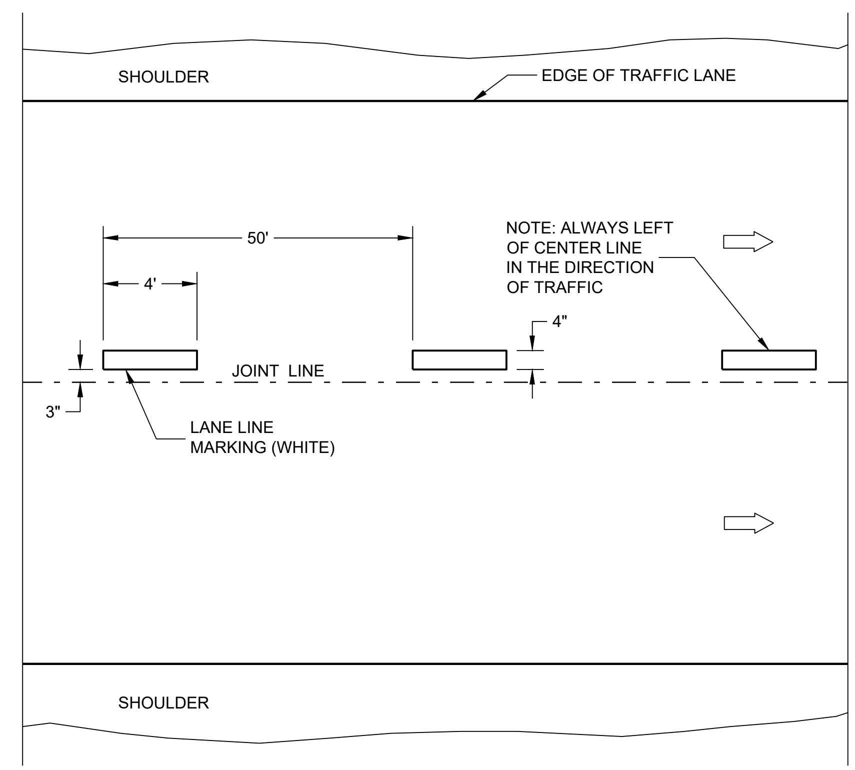
DIRECTION OF TRAFFIC



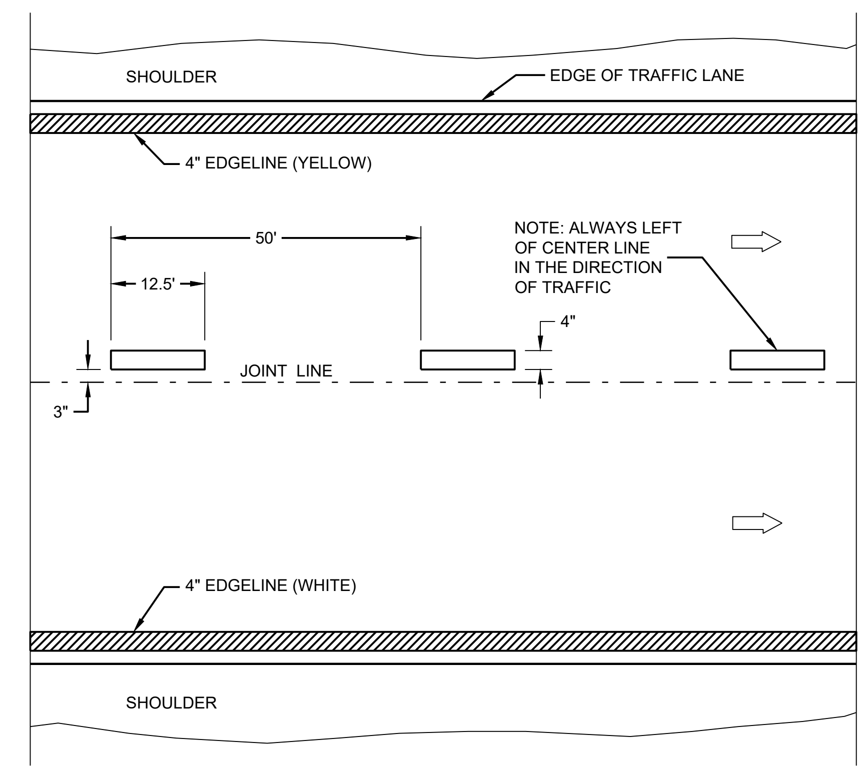
TEMPORARY BARRIER OFFSET FROM EDGELINE



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

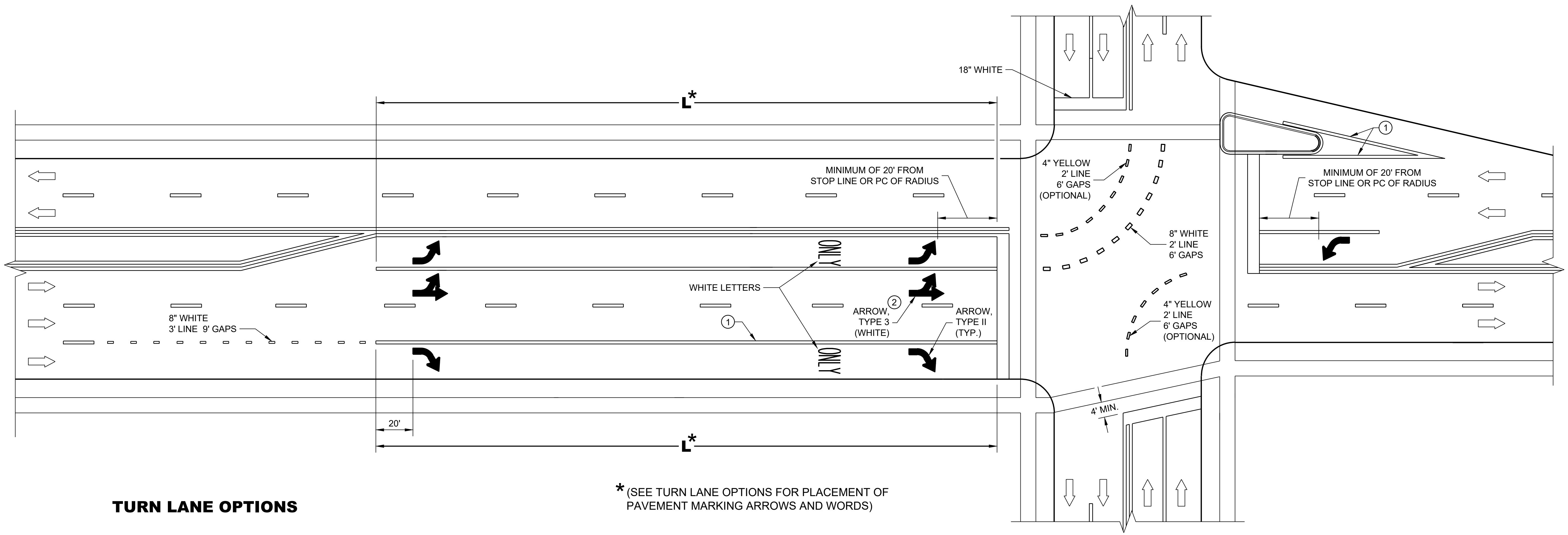
May 2022 — DATE

/S/ Jeannie Silver — STATEWIDE SIGNING AND M ENGINEER

FHWA

6

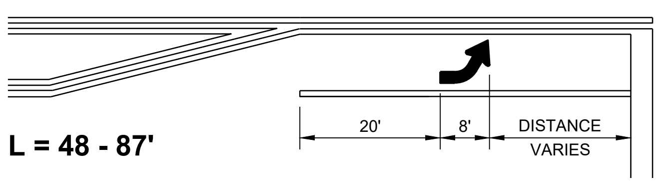
SDD 15C08 - 22d



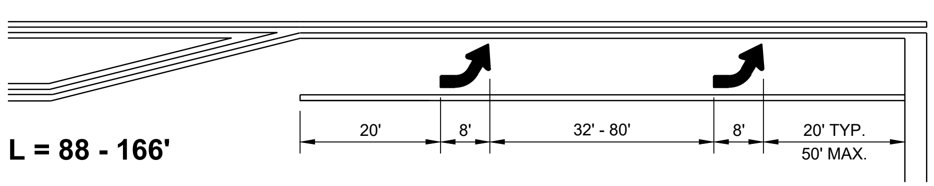
*(SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

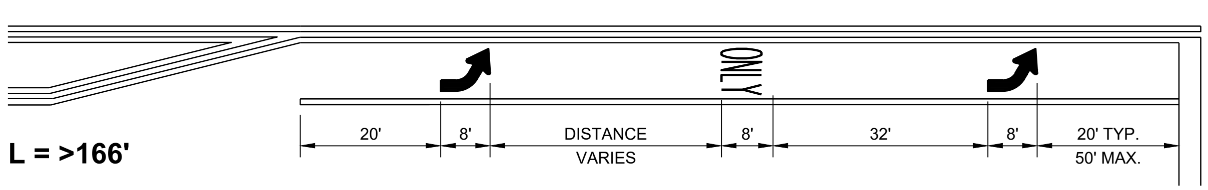
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

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

⇨ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

6

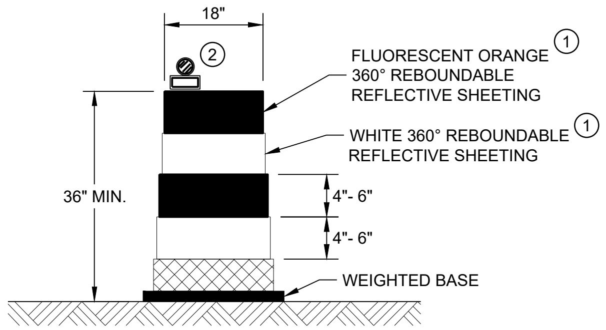
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15C08 - 22d

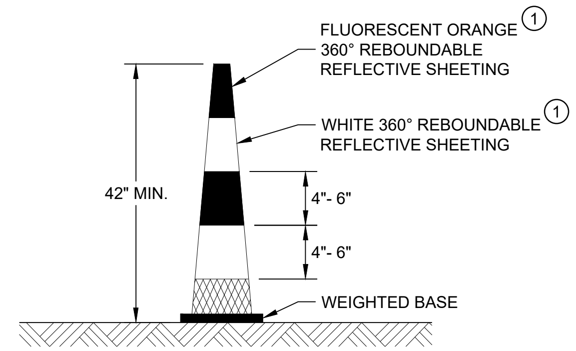
GENERAL NOTES

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

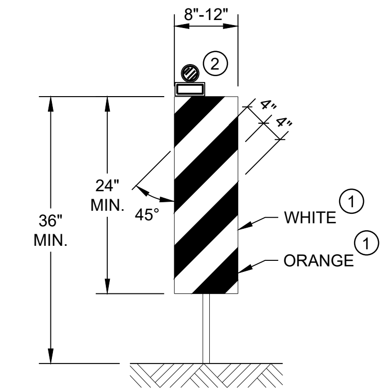
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS

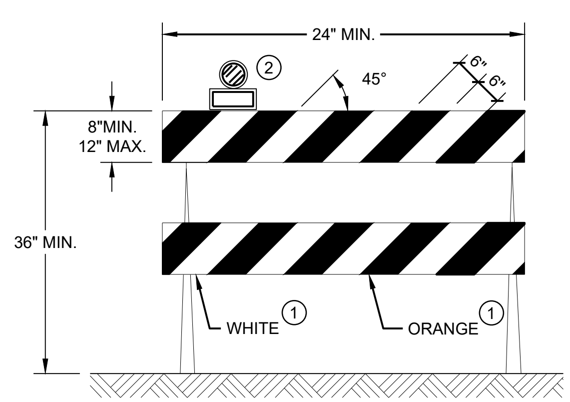
BALLAST WIDTHS
RANGE FROM 14"-20"



VERTICAL PANEL

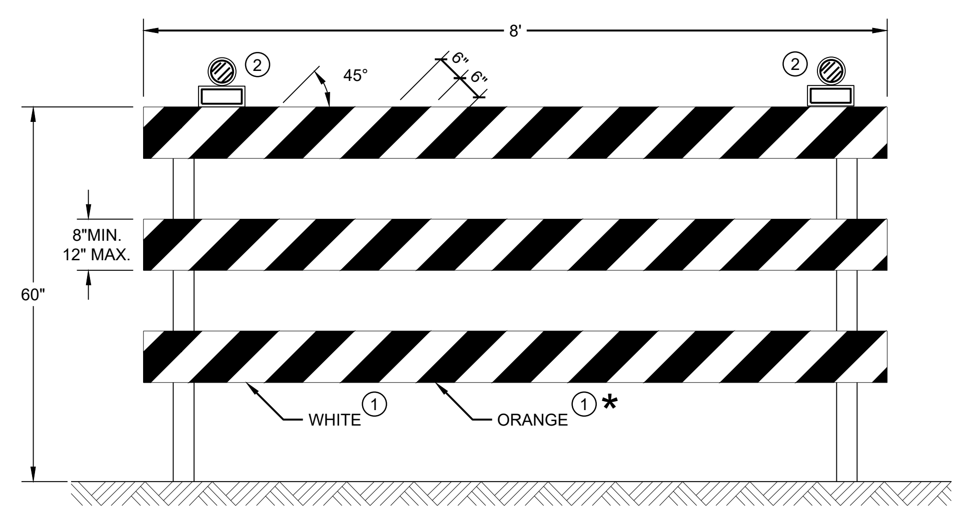
THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.

6



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

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.

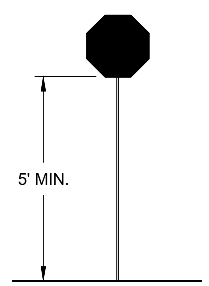
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.

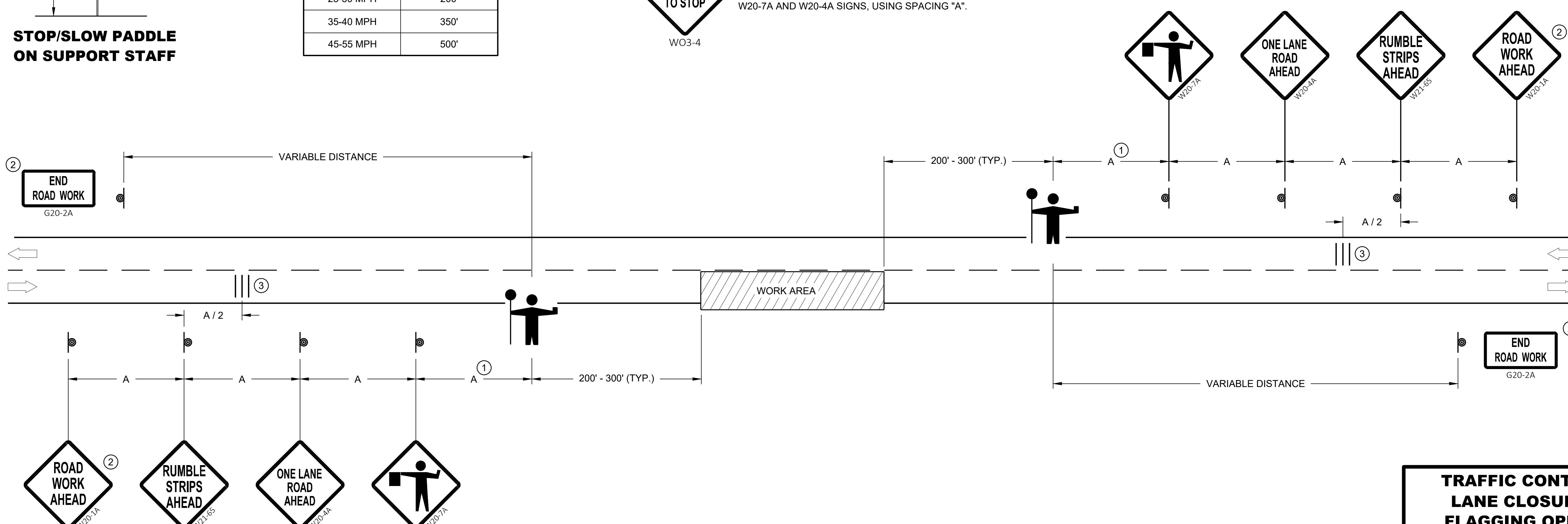


STOP/SLOW PADDLE ON SUPPORT STAFF

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".



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SDD 15C12 - 09a

SDD 15C12 - 09a

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

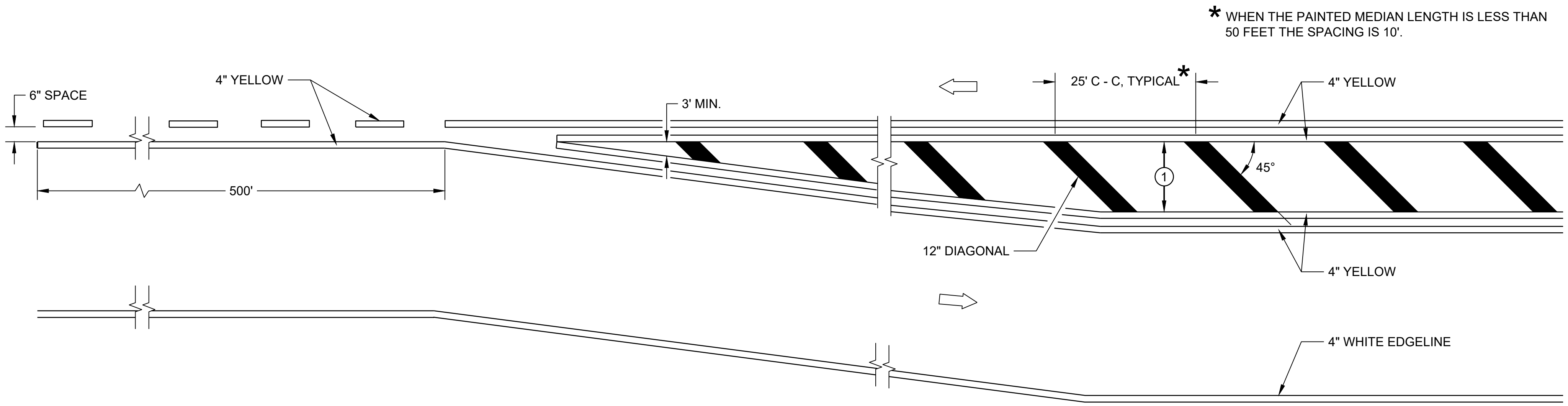
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

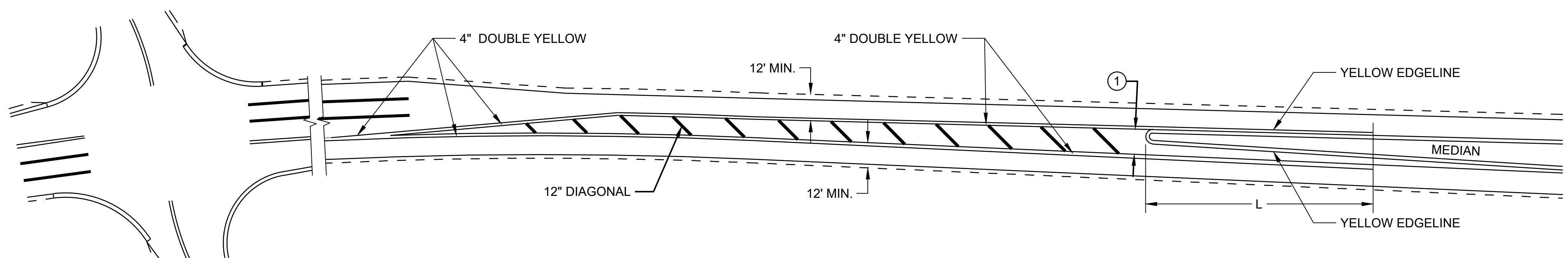
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

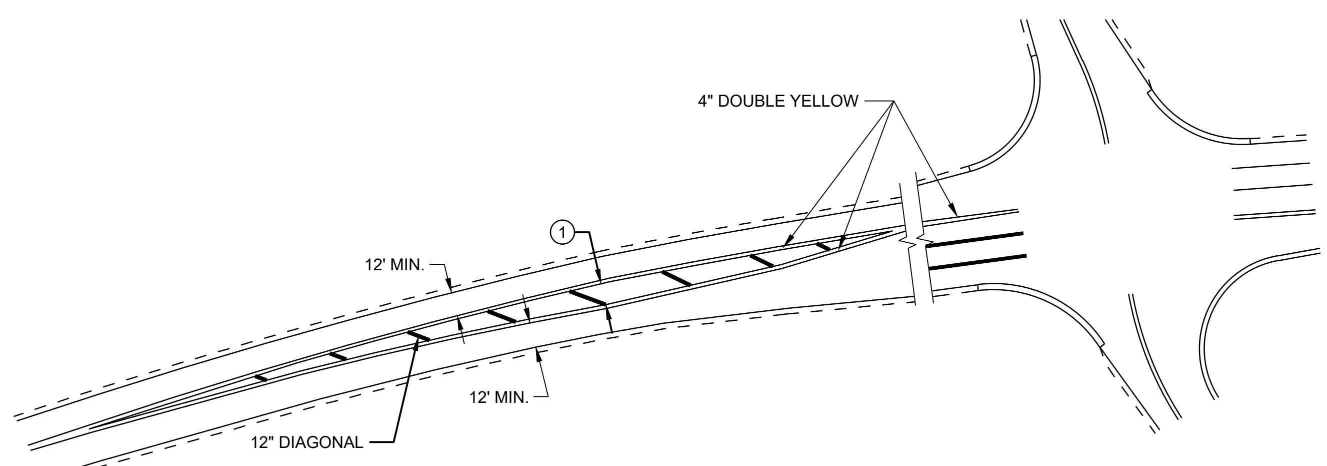
FHWA



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

1 DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'

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MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2022
DATE

/S/ Jeannie Silver
STATE SIGNING AND MARKING ENGINEER

FHWA

SDD 15C18 - 07a

SDD 15C18 - 07a

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

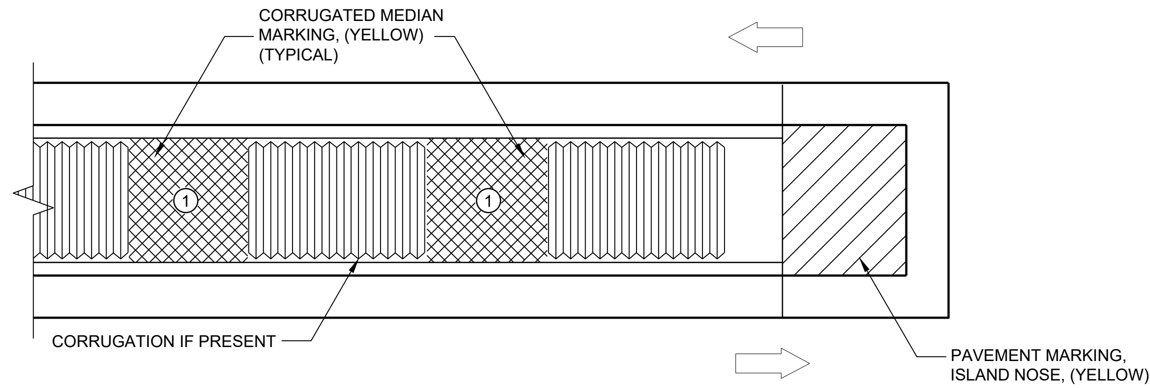
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

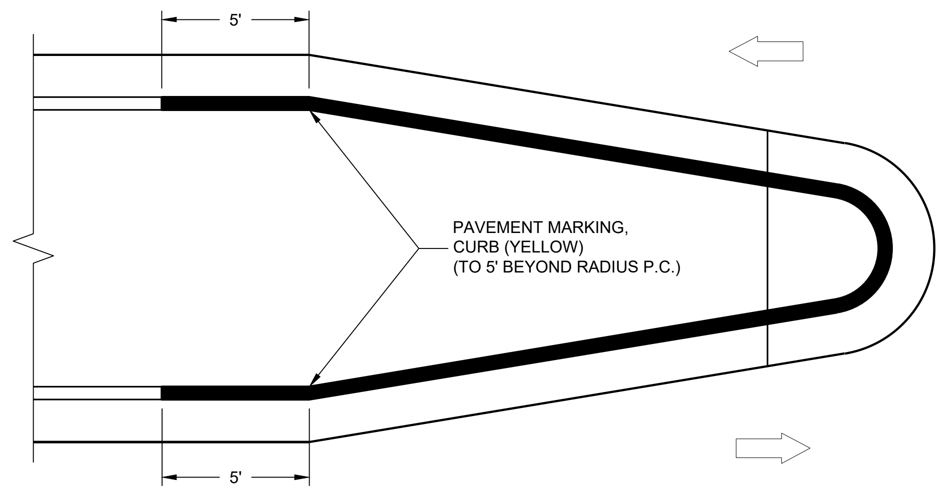
CURB MARKING

CORRUGATED MEDIAN MARKING

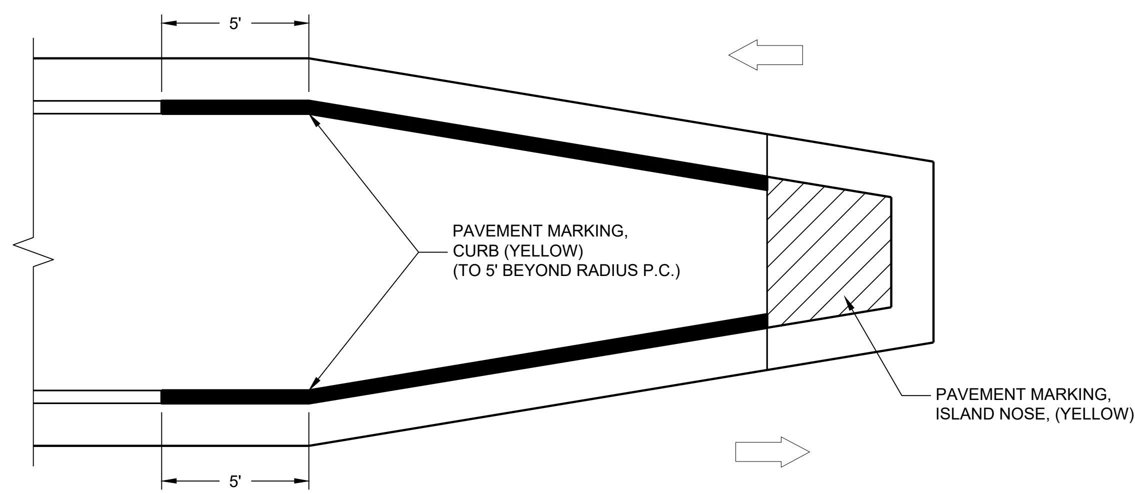
DIRECTION OF TRAVEL



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

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SDD 15C18 - 07b

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2022 — DATE

/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

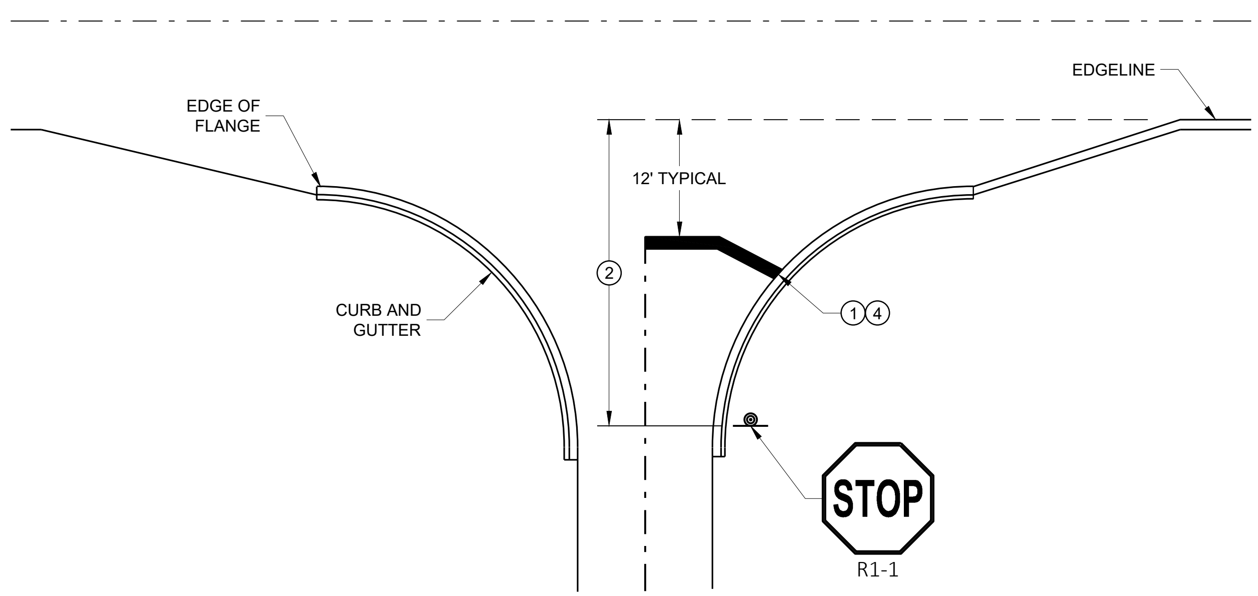
FHWA

SDD 15C18 - 07b

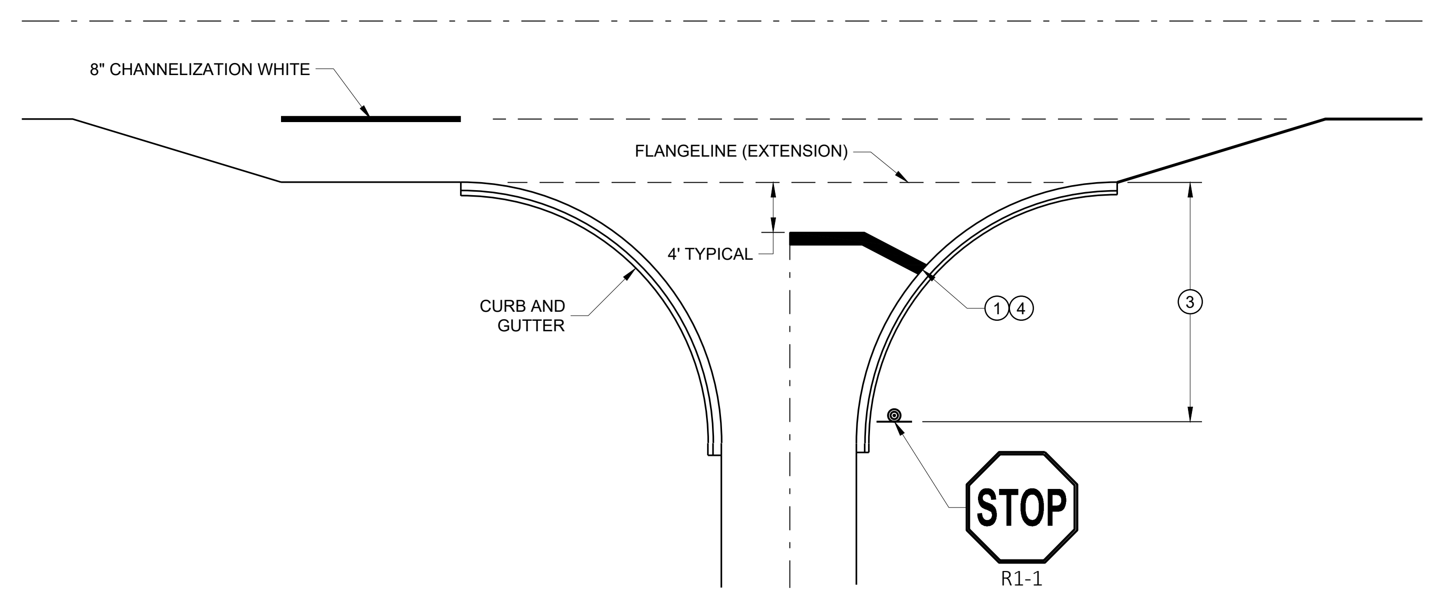
GENERAL NOTES

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

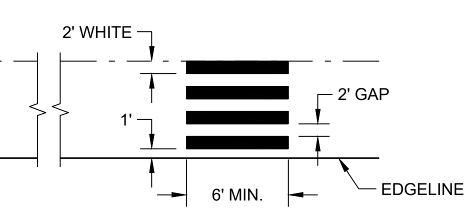
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



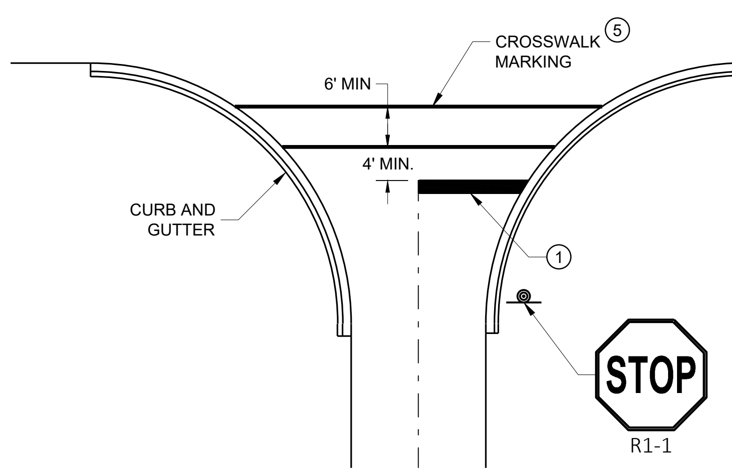
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



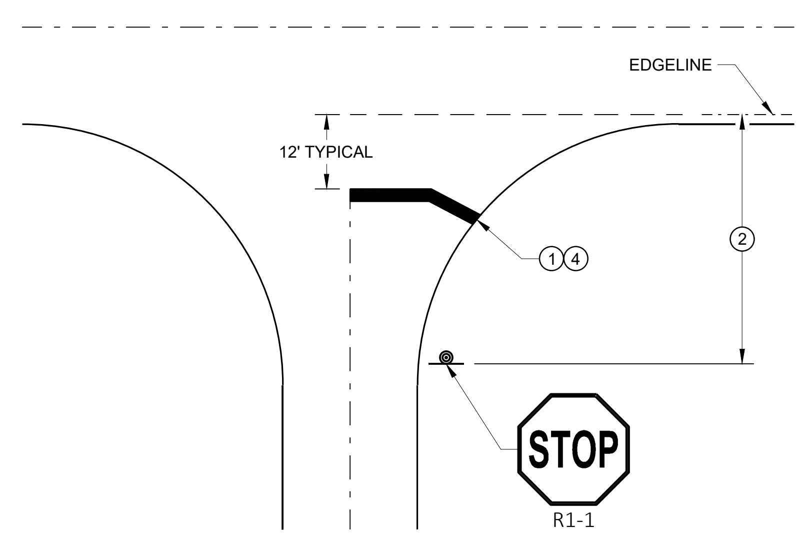
TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C33 - 04

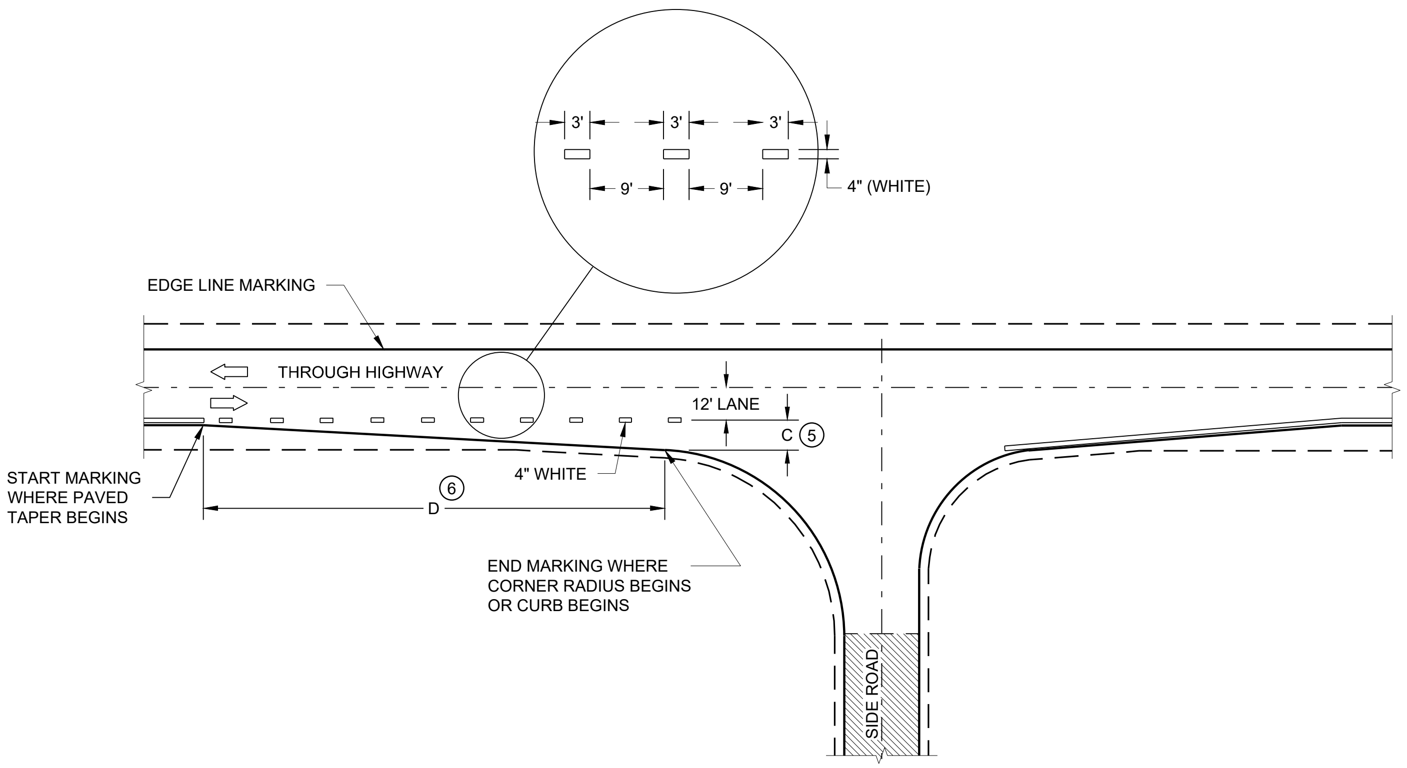
GENERAL NOTES

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

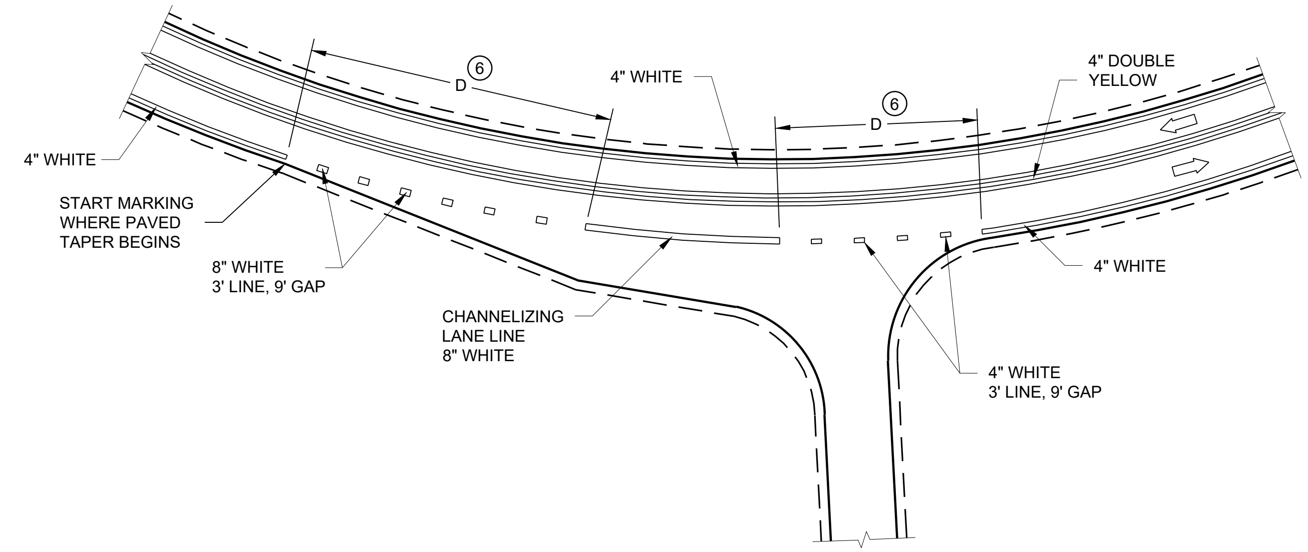
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET,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

LEGEND

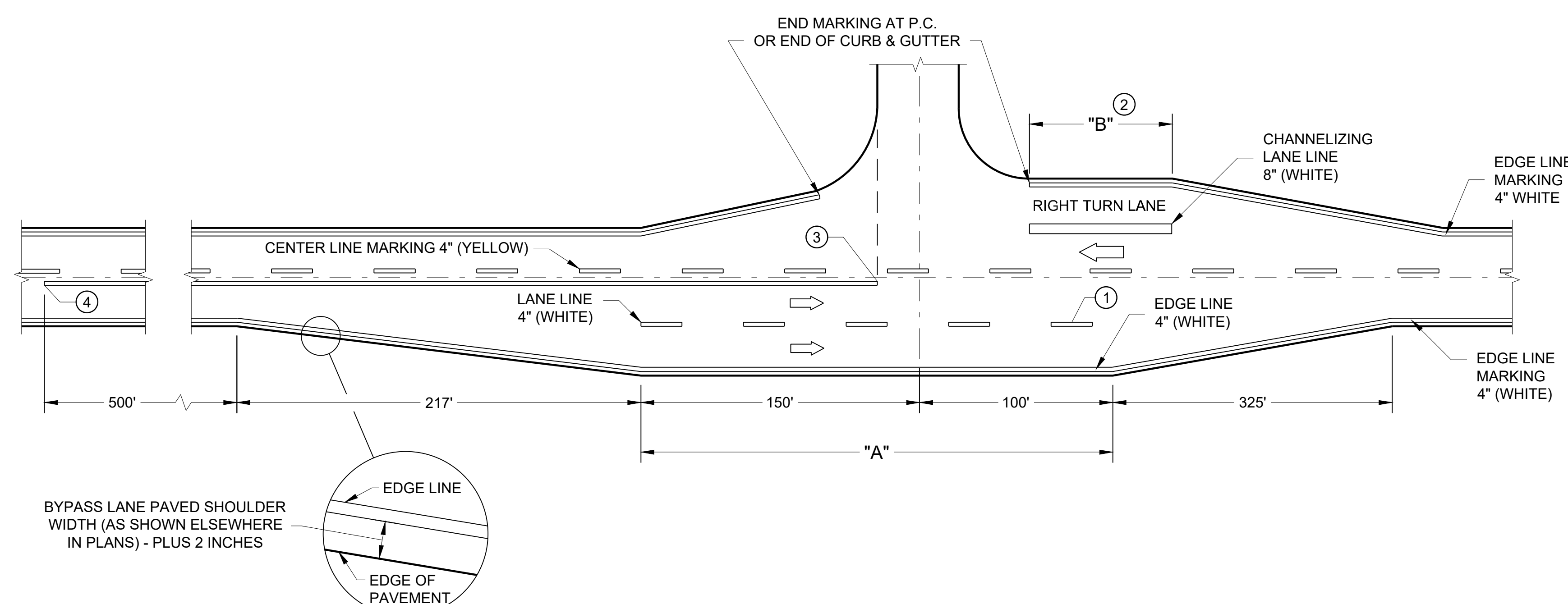
⇨ DIRECTION OF TRAVEL



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 TRANSPORTAT 180

6

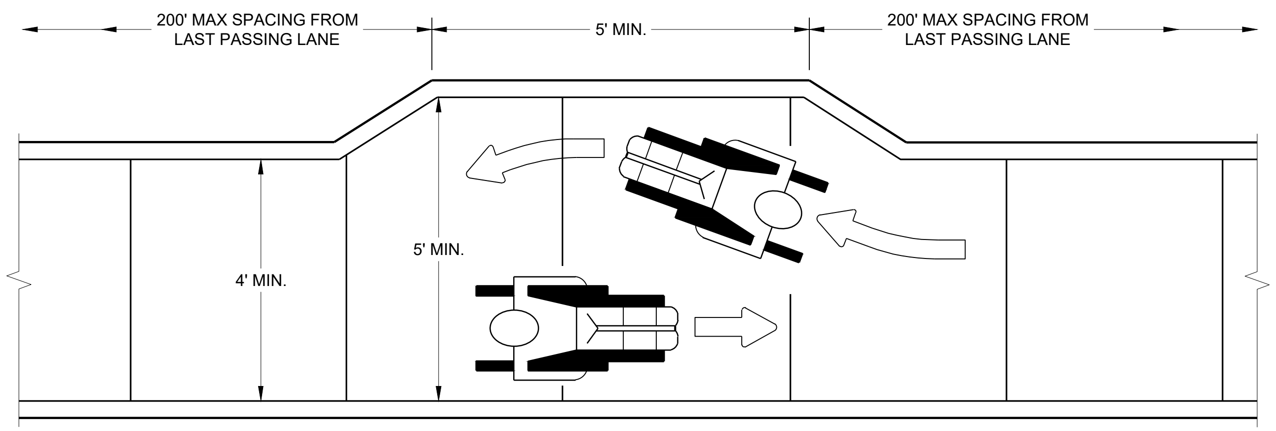
SDD 15C35 - 05a

GENERAL NOTES

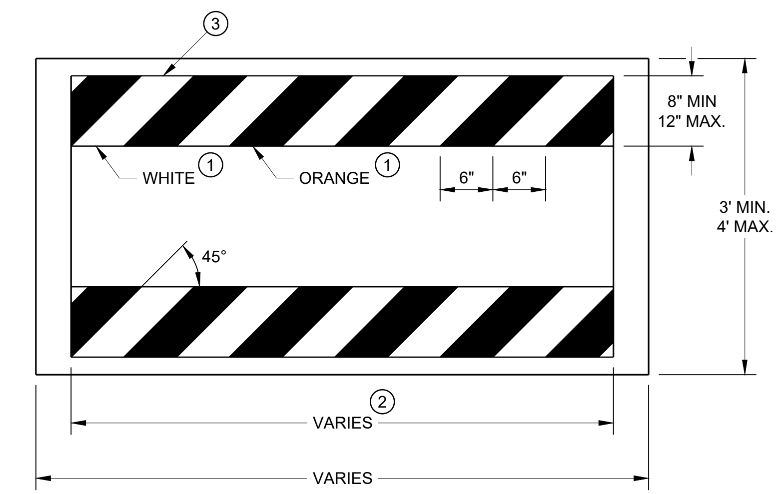
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

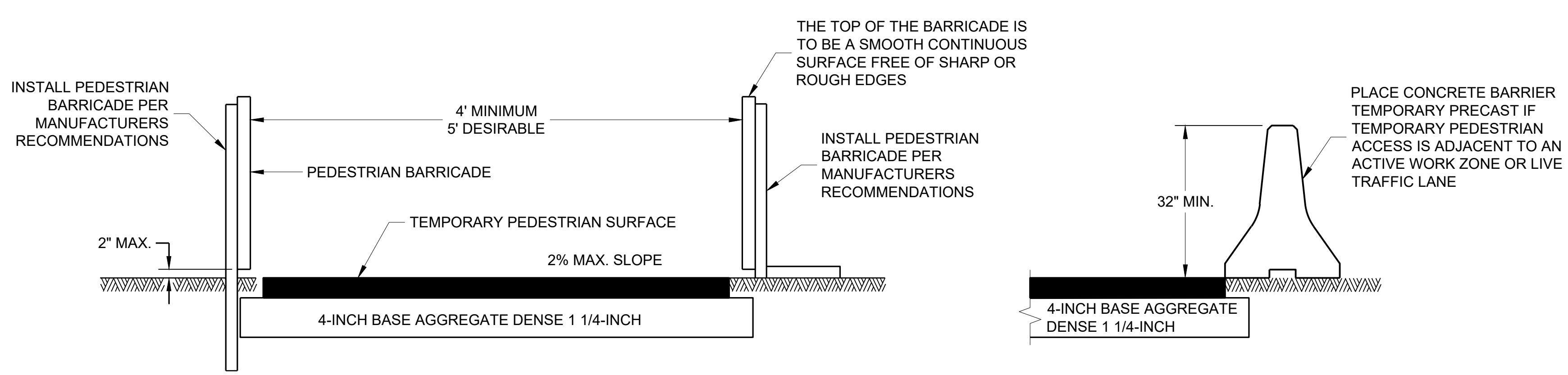
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

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SDD 15D30 - 08a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATI

SDD 15D30 - 08a

GENERAL NOTES

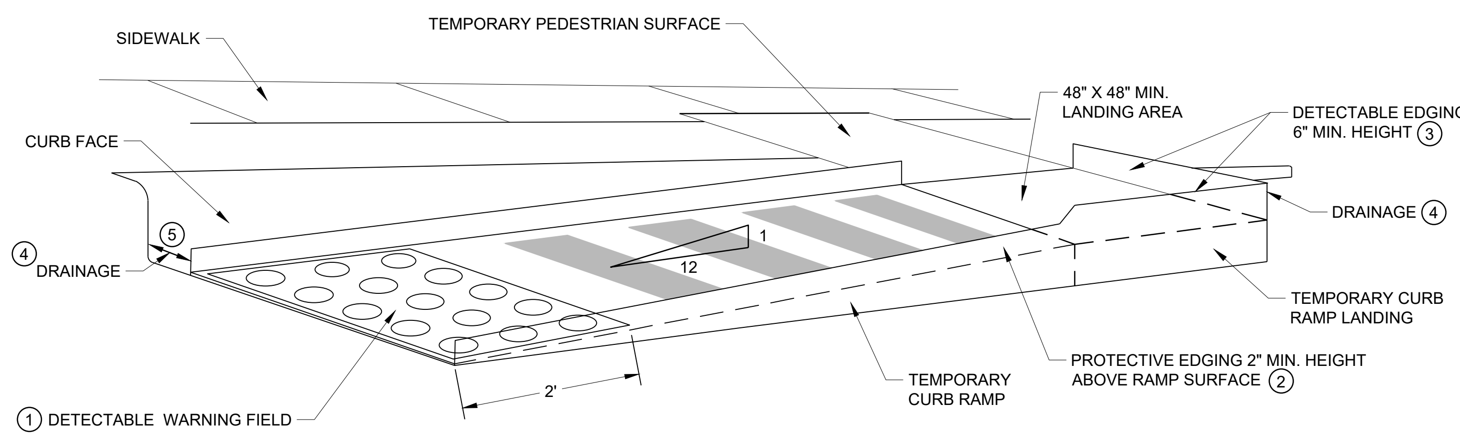
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

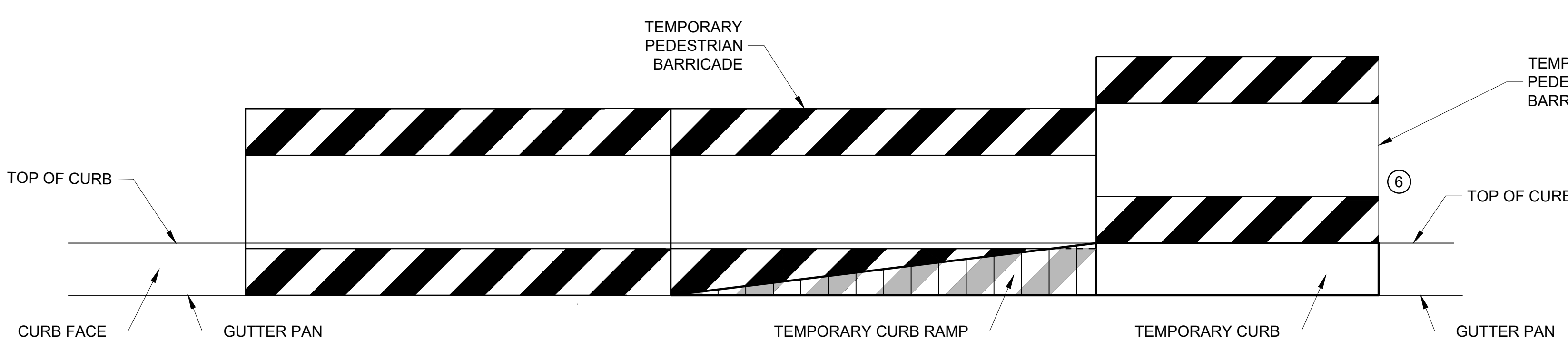
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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".

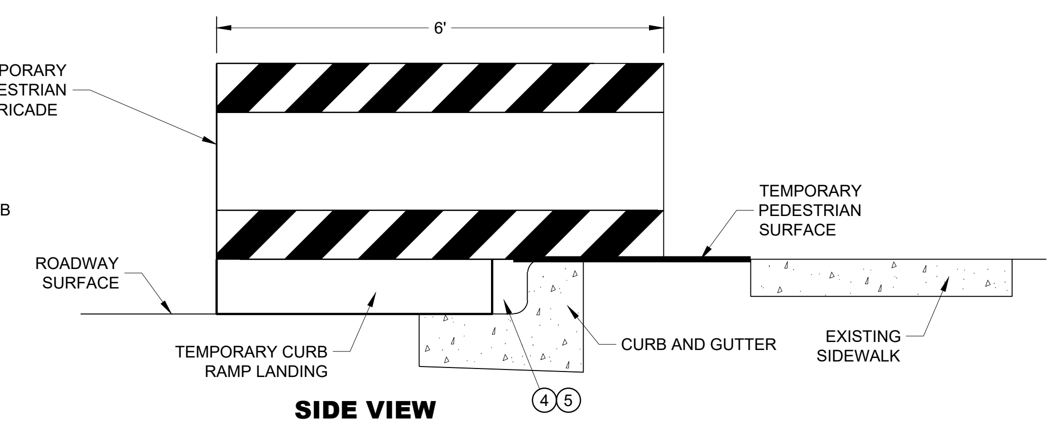
1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE 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

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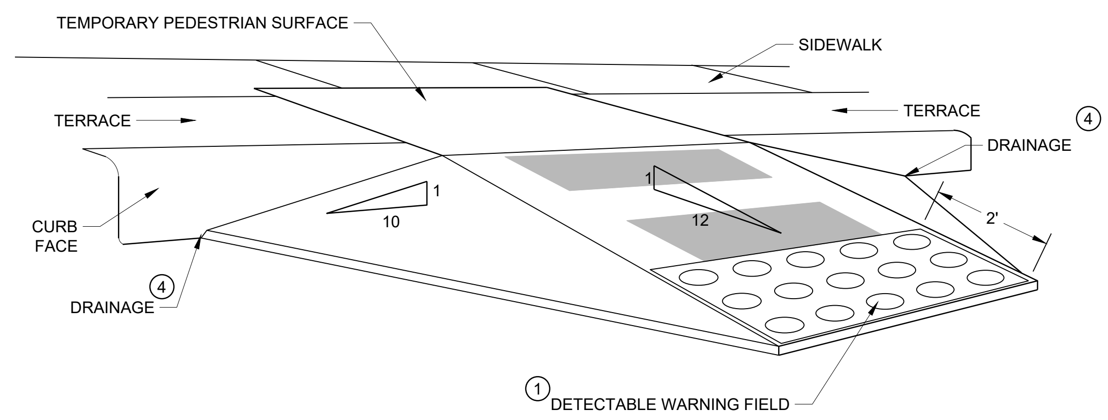
SDD 15D30 - 08b

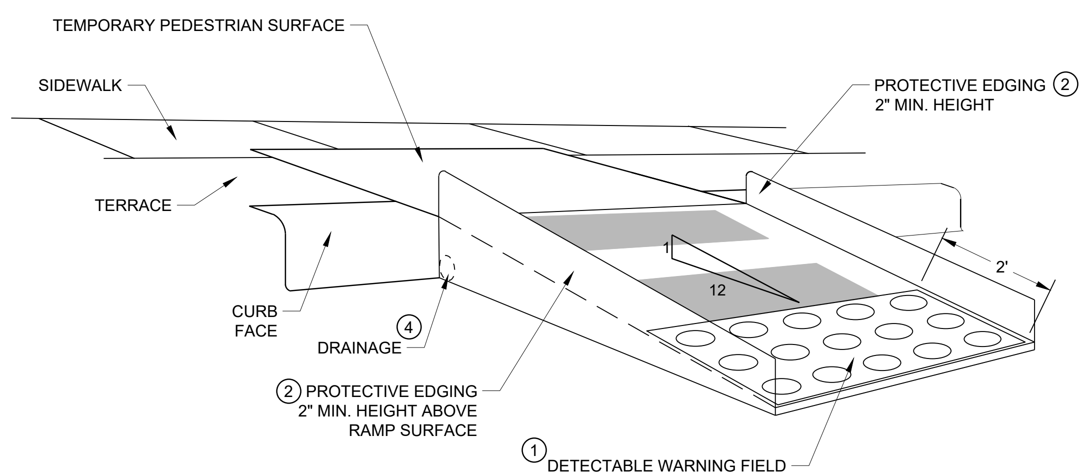
SDD 15D30 - 08b

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

6

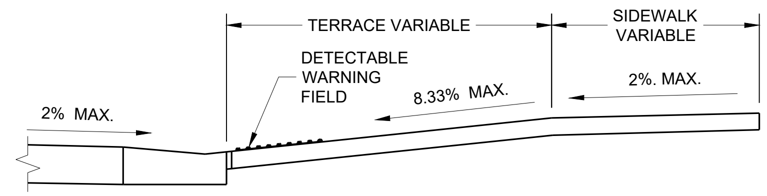
SDD 15D30 - 08c

GENERAL NOTES

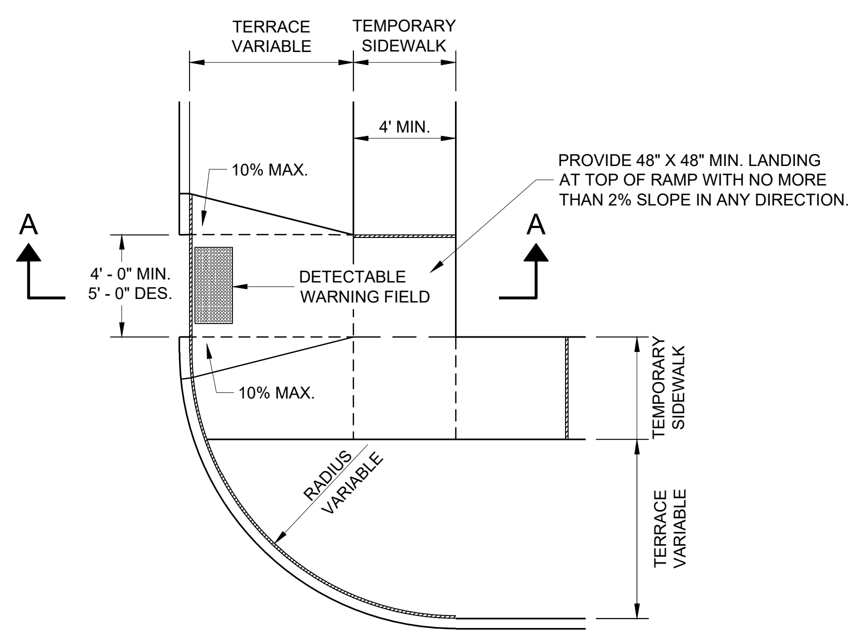
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

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SDD 15D30-08d

SDD 15D30-08d

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC

GENERAL NOTES

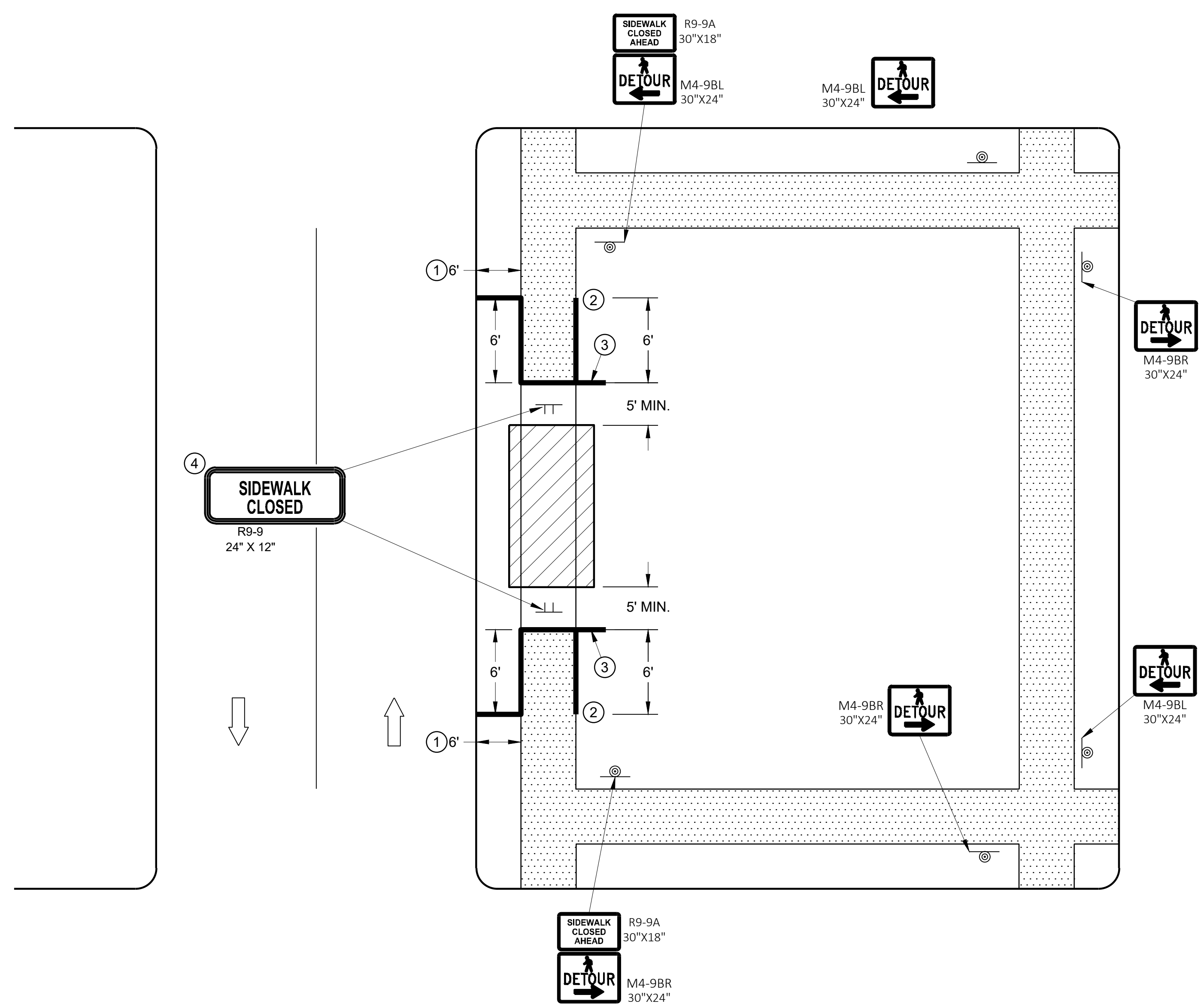
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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 TRANSPORTAT

LEGEND

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

GENERAL NOTES

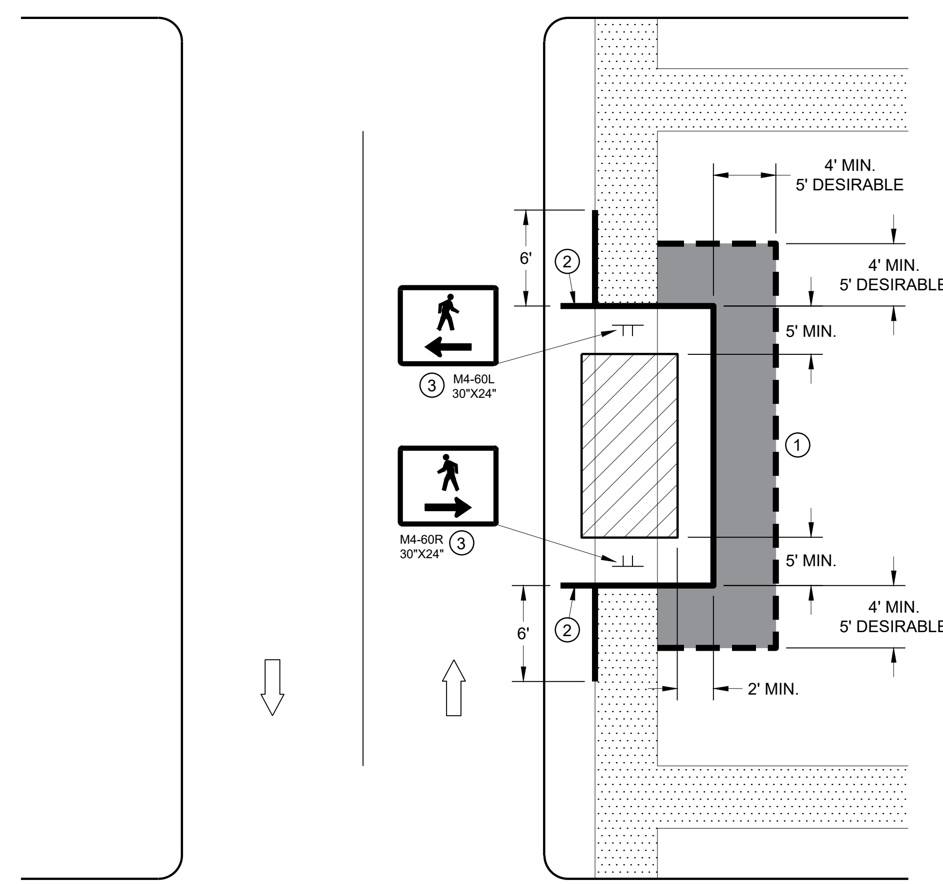
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

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

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



SIDEWALK DIVERSION
SINGLE SIDE

6

SDD 15D30 - 08g

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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

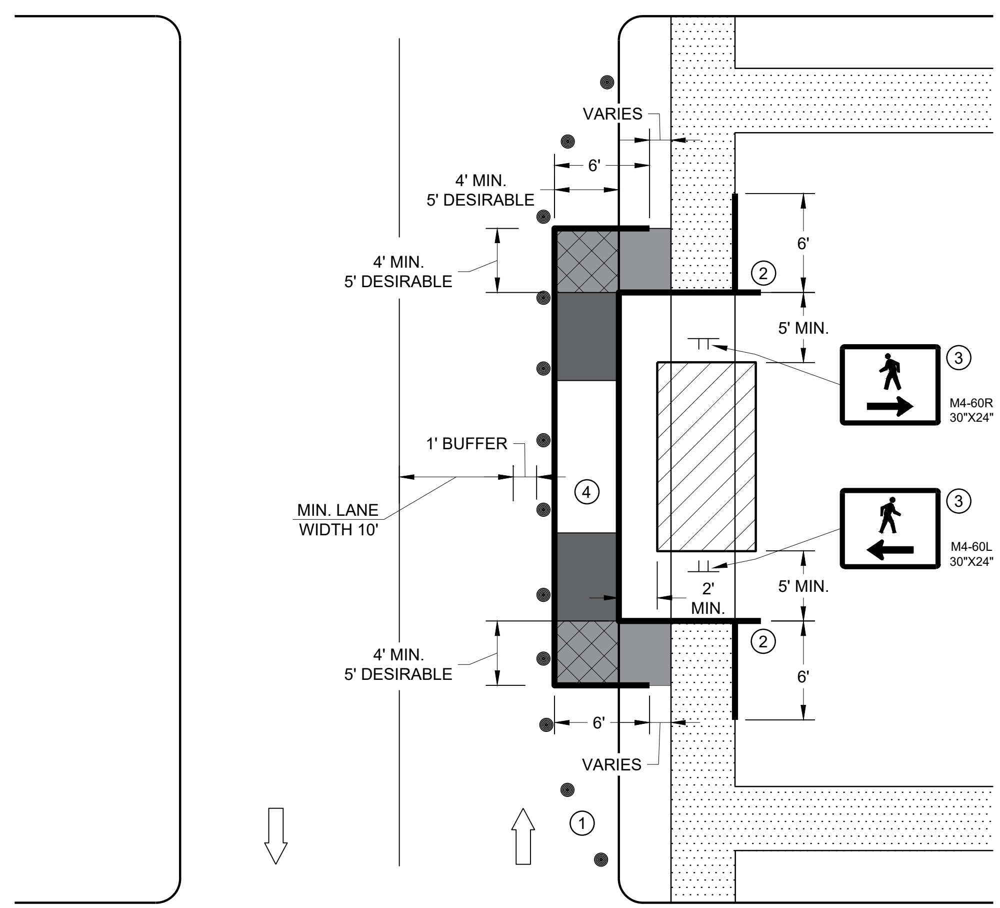
GENERAL NOTES

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.



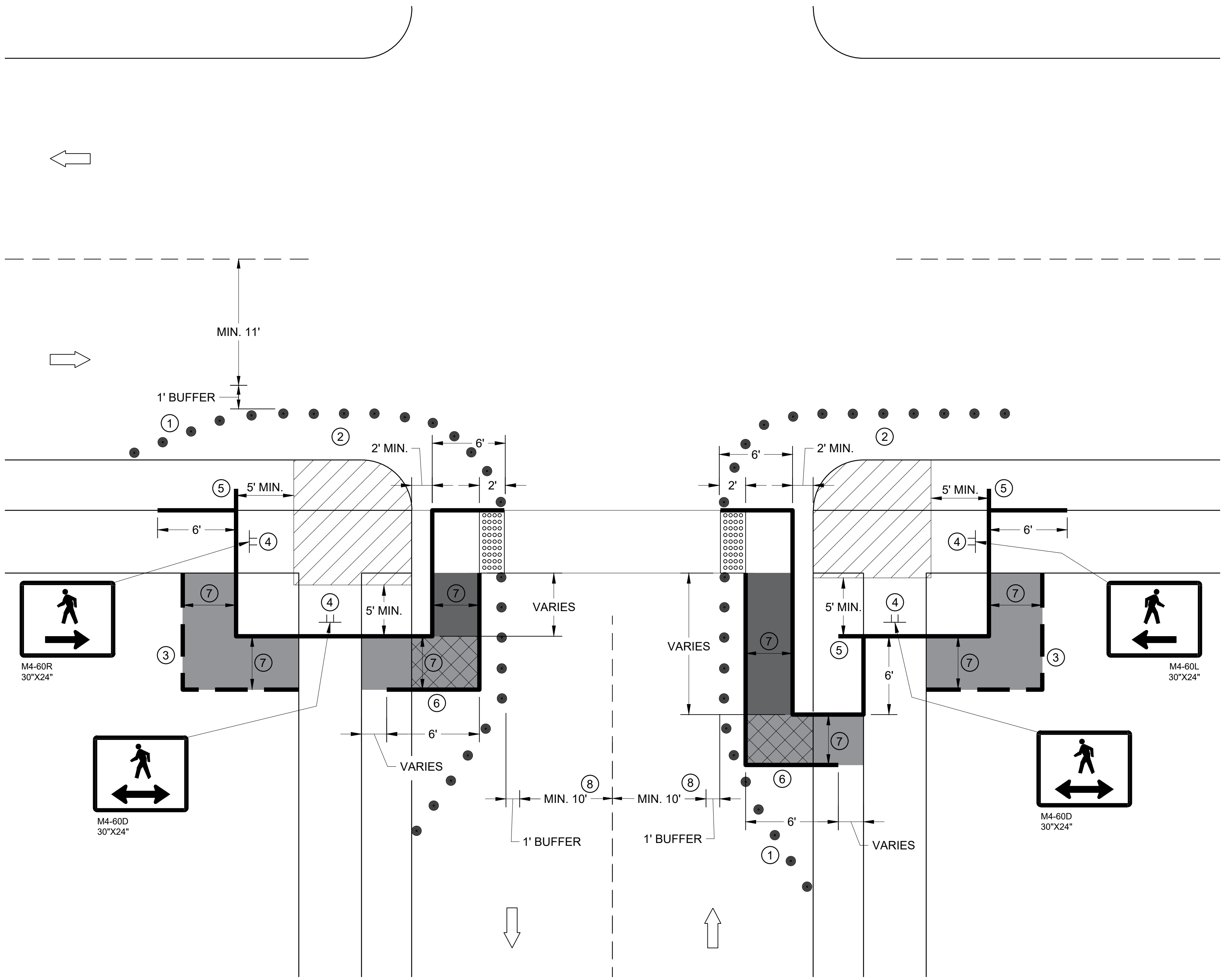
SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 08h



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.

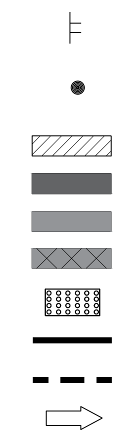
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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.

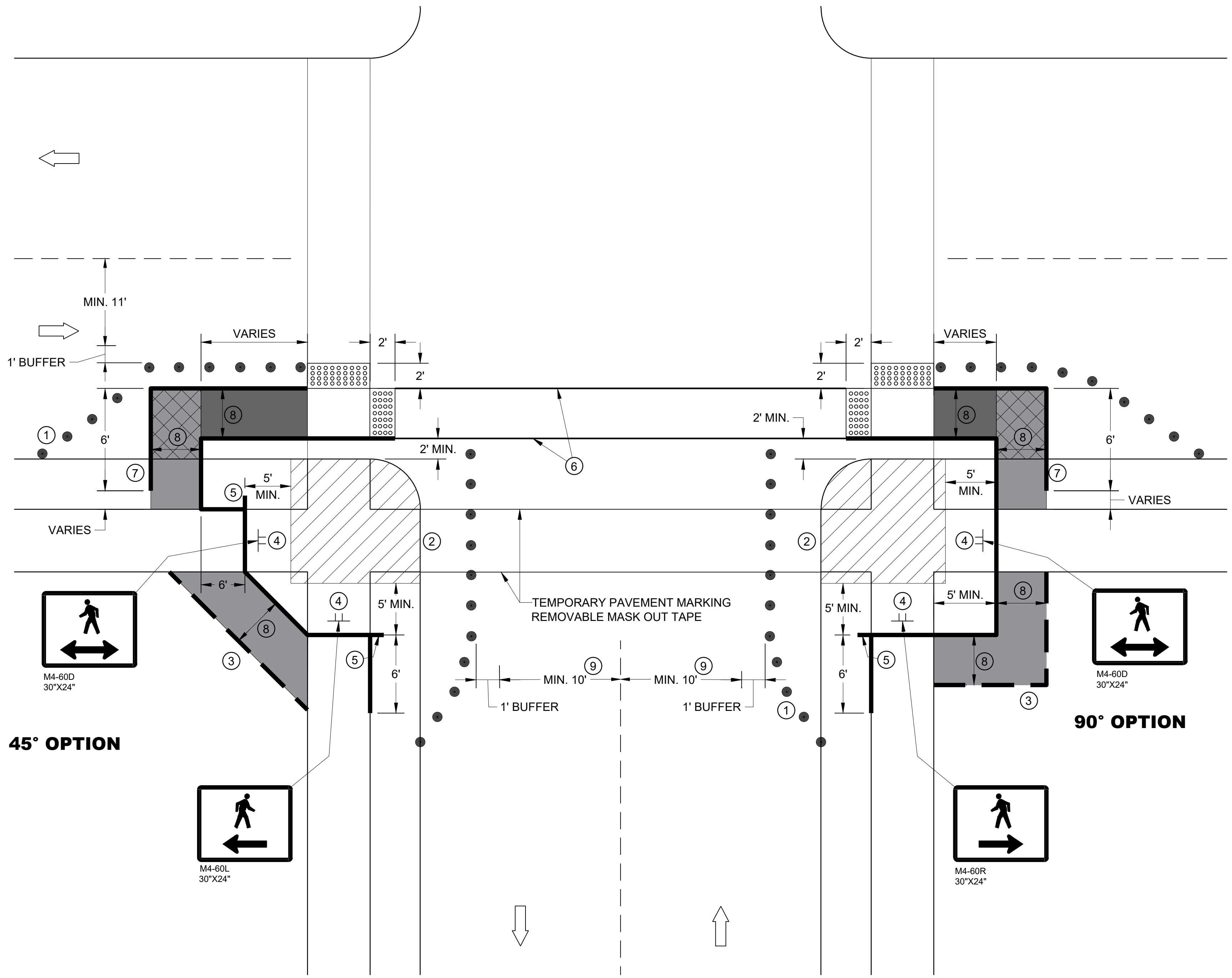
LEGEND



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

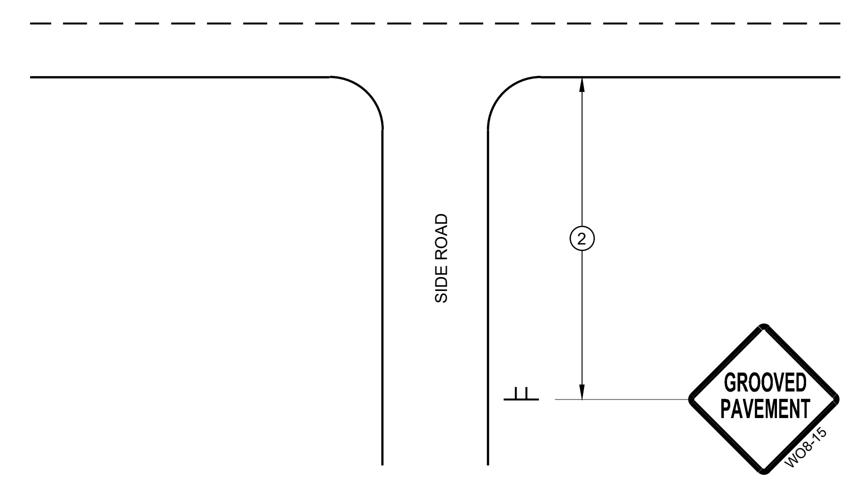
SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

1. PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
2. PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

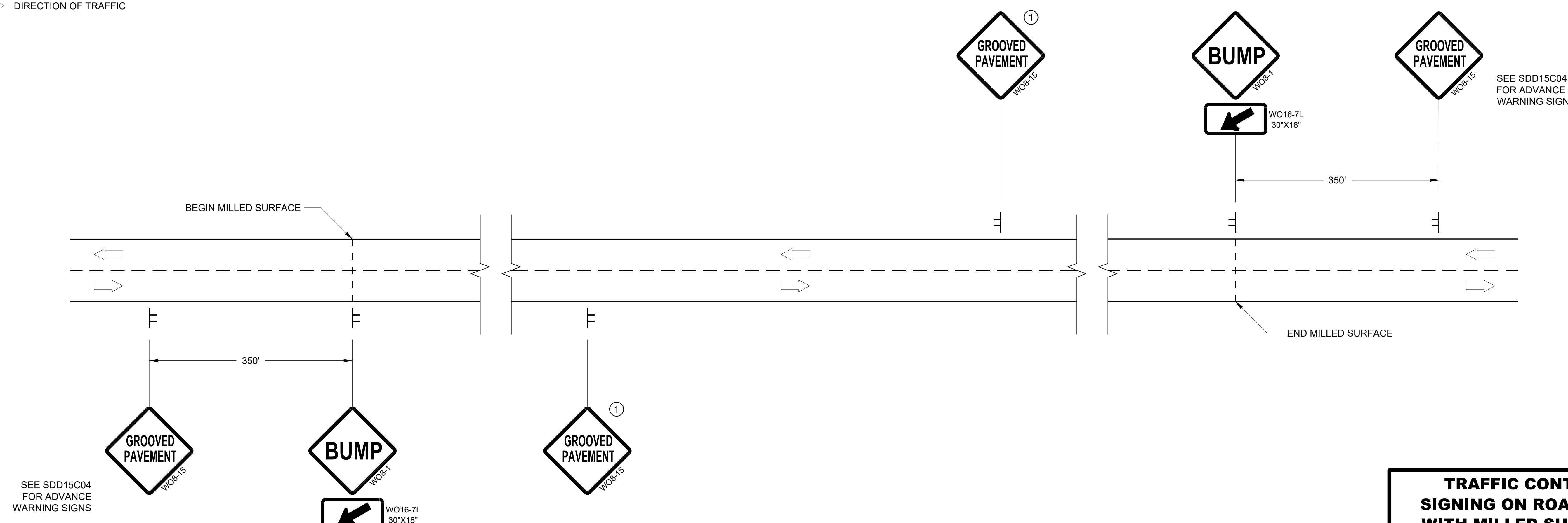
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

(1) PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

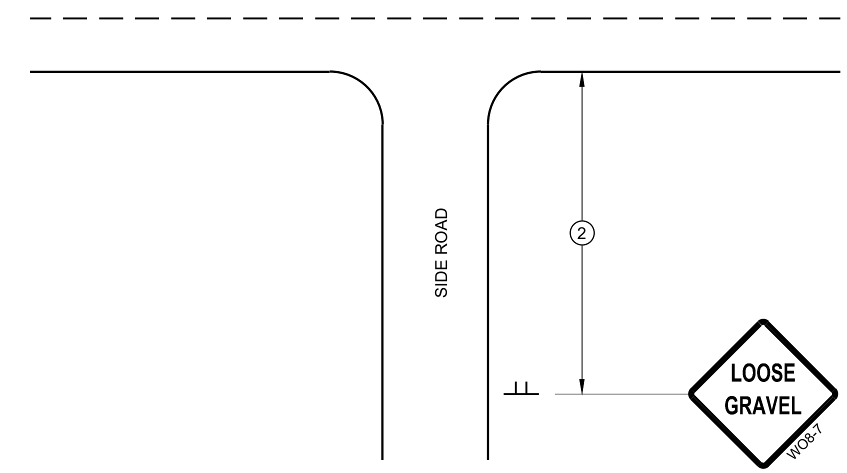
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

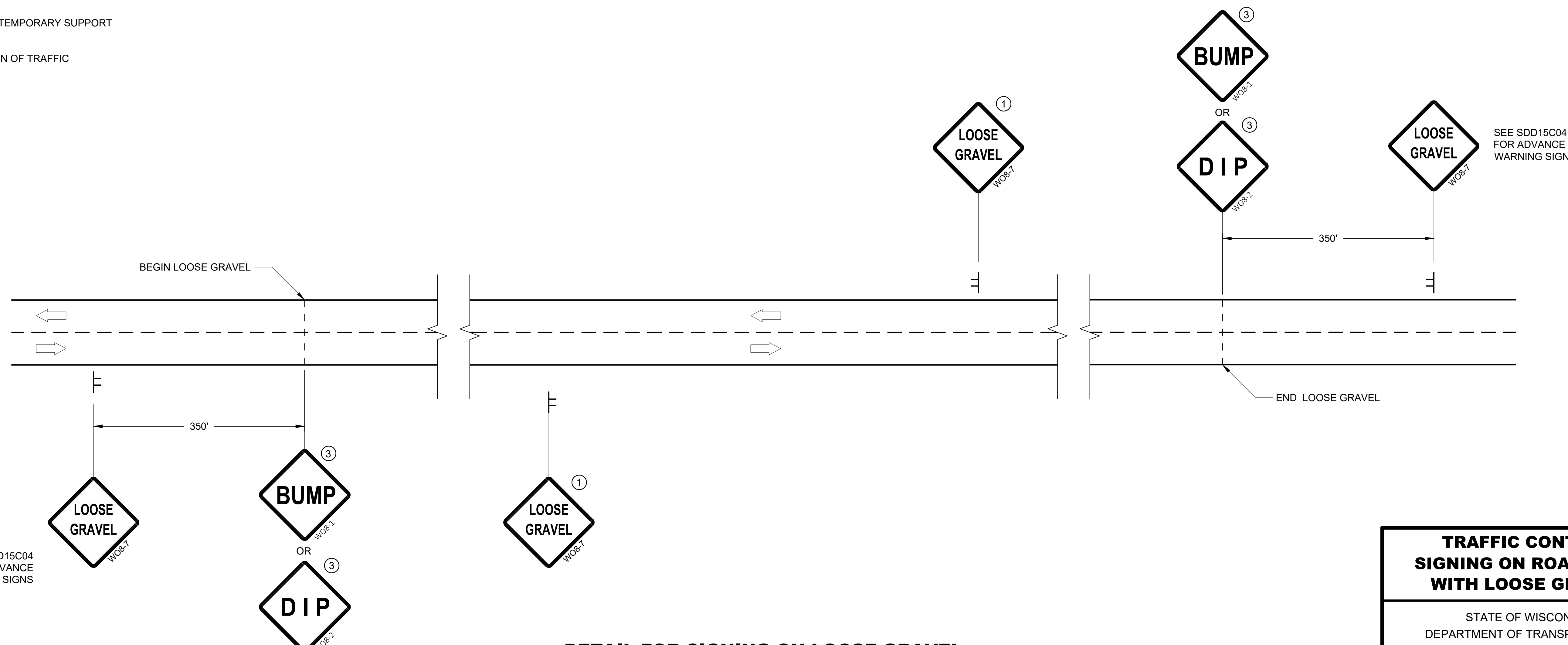
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

6

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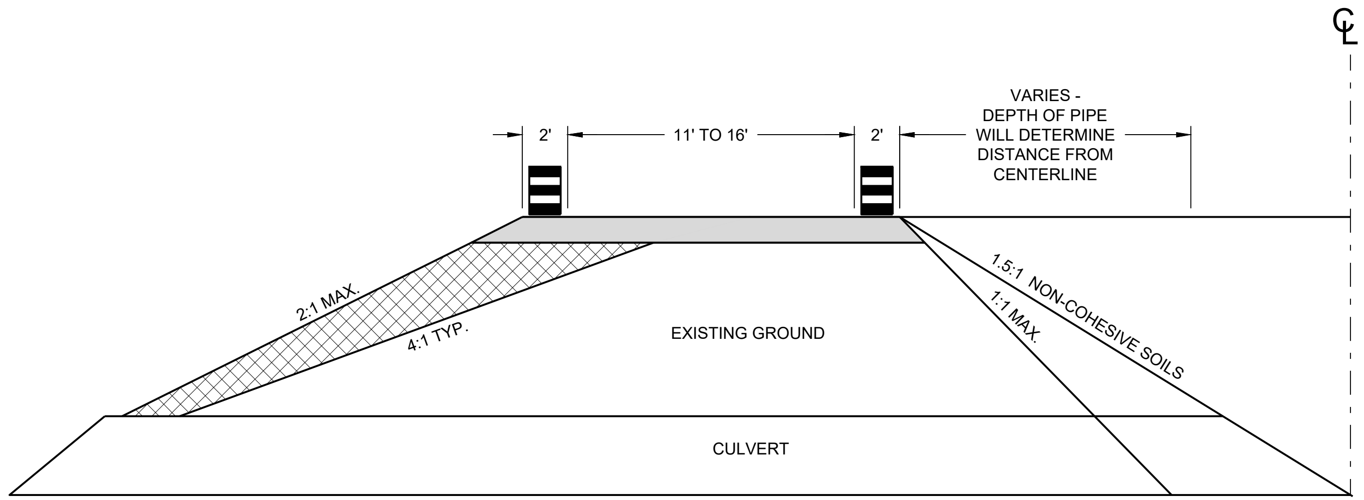
SDD 15D45 - 03

SDD 15D45 - 03

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

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

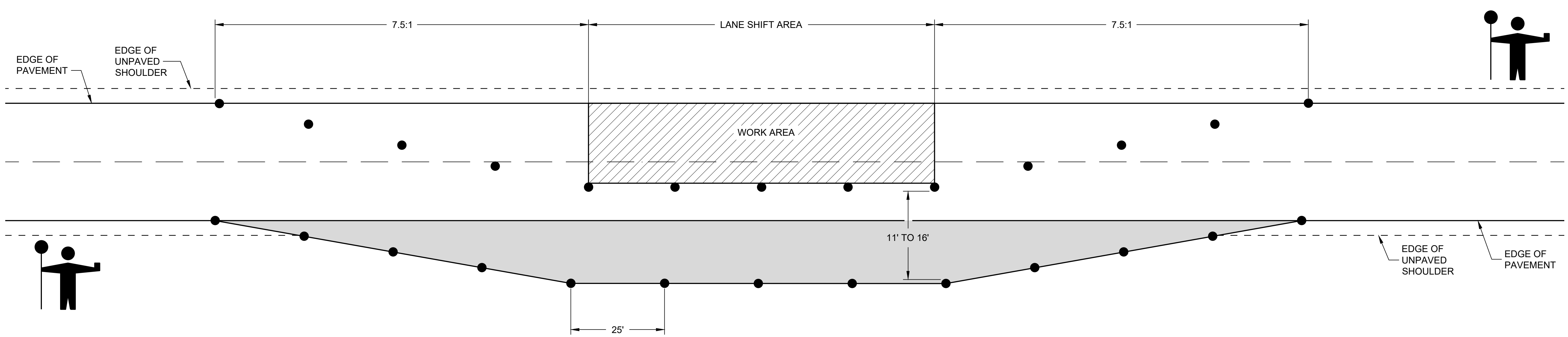
USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 ¼" -INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

6



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 15D48 - 01

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

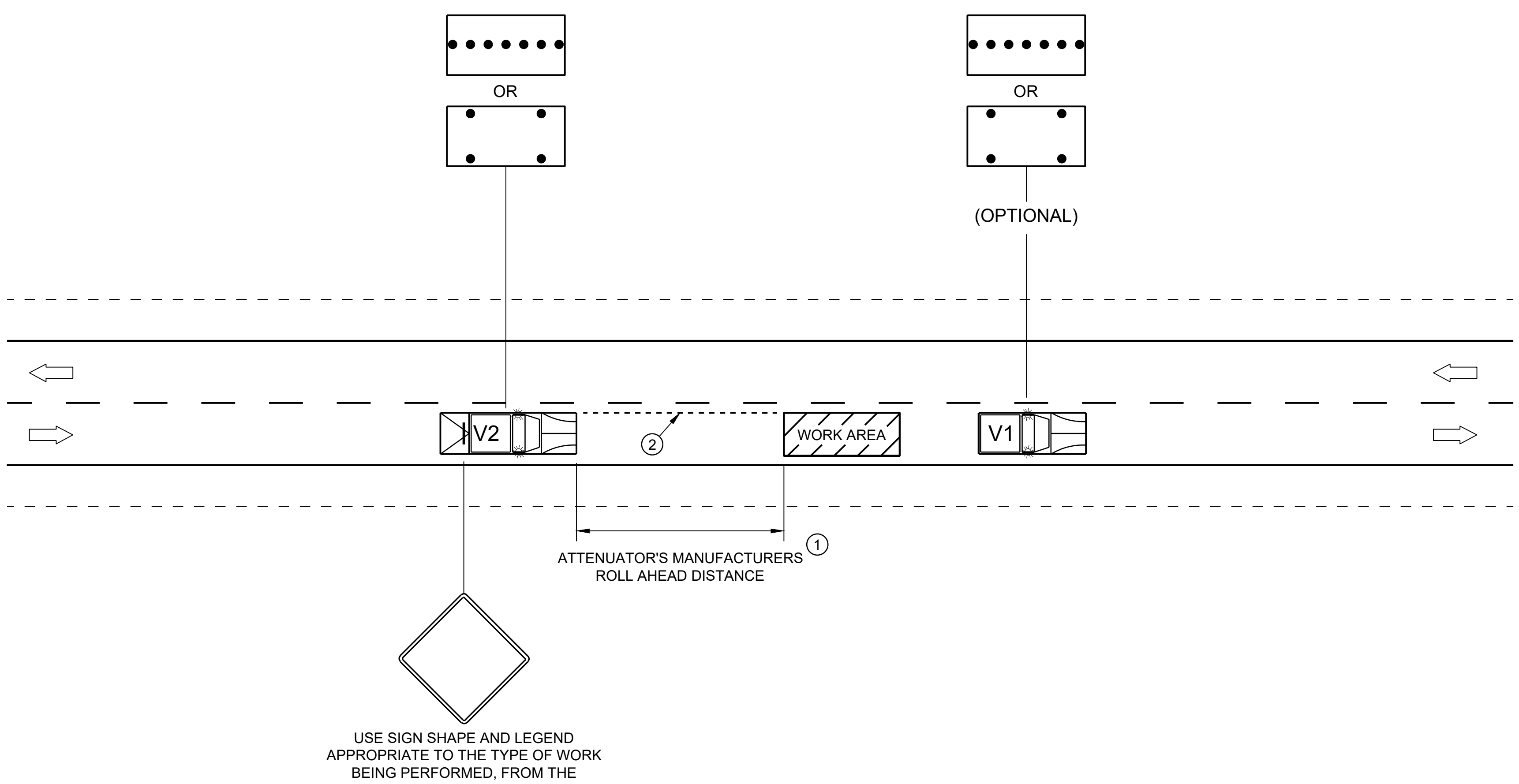
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

1. DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

2. ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



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6

TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

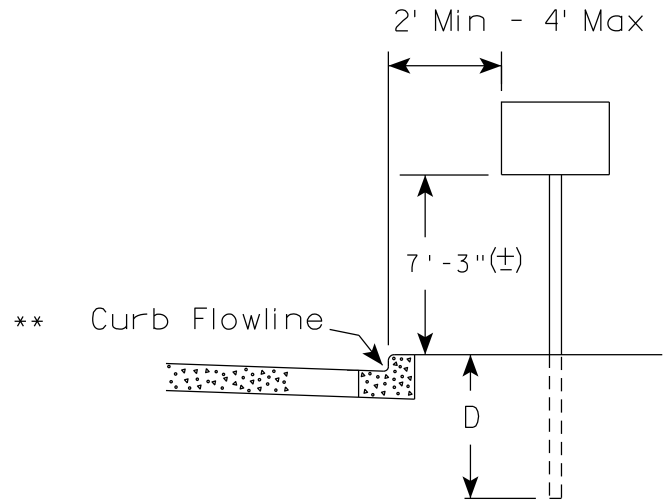
February 2021 — DATE

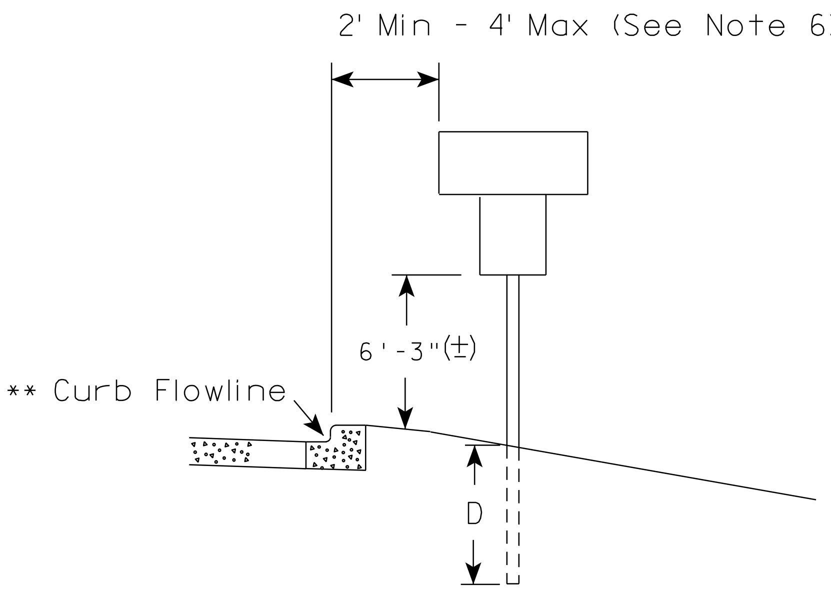
/S/ Andrew Heidtke — STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA

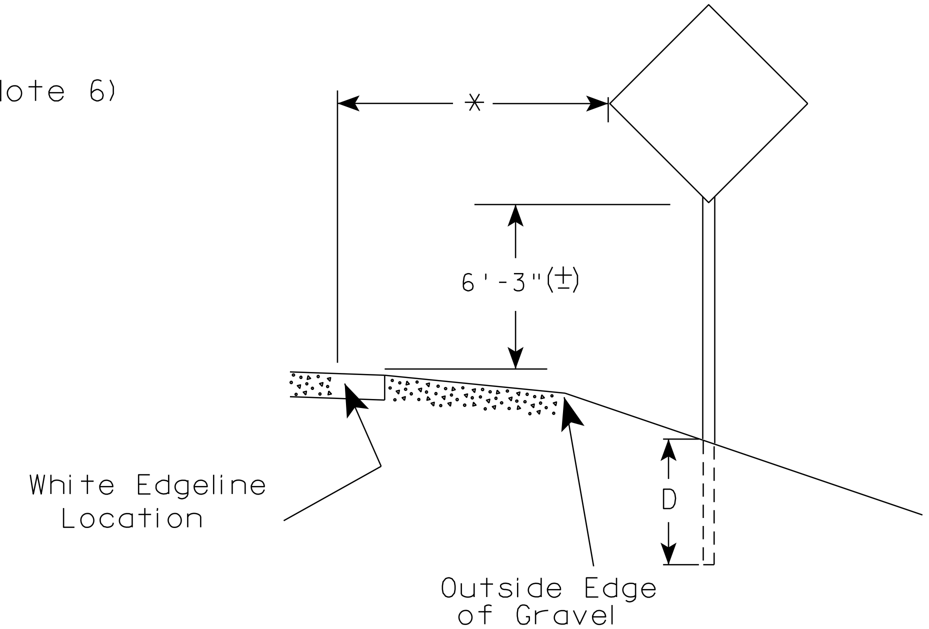
SDD 15D51 - 01

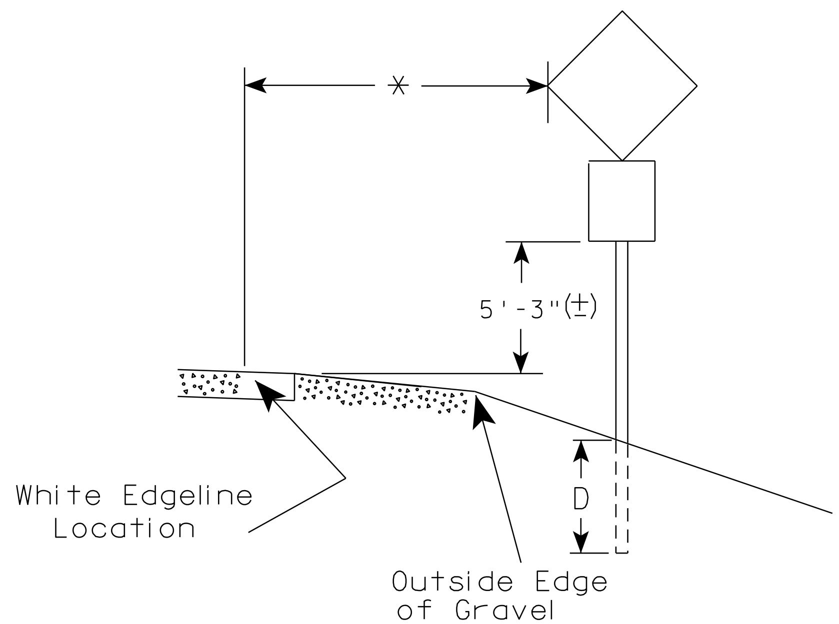
URBAN AREA





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

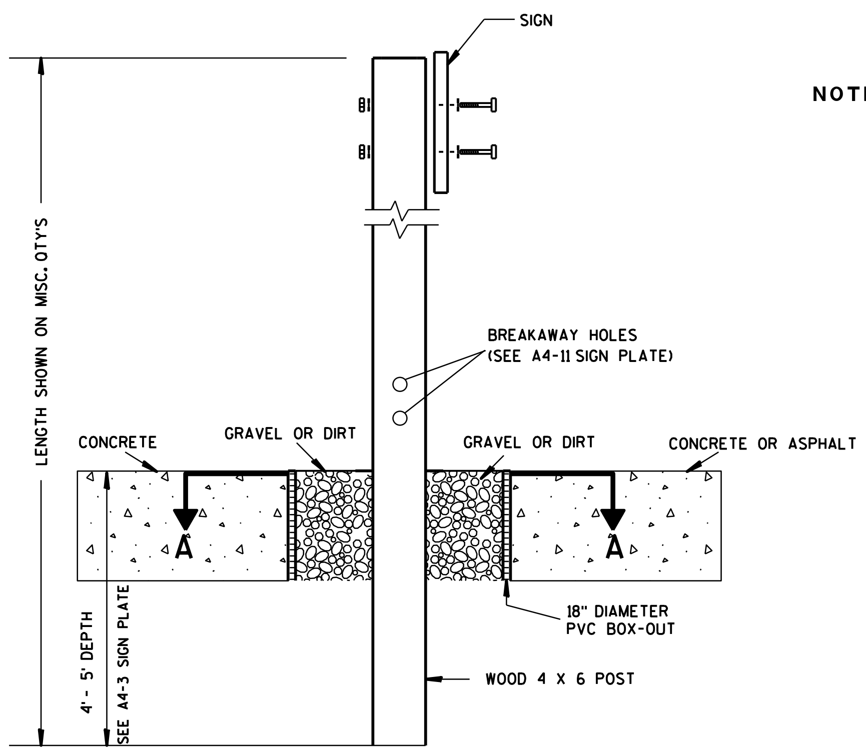
DATE 5/13/2020 PLATE NO. A4-3.22

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 194	E

NOTES: 1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION

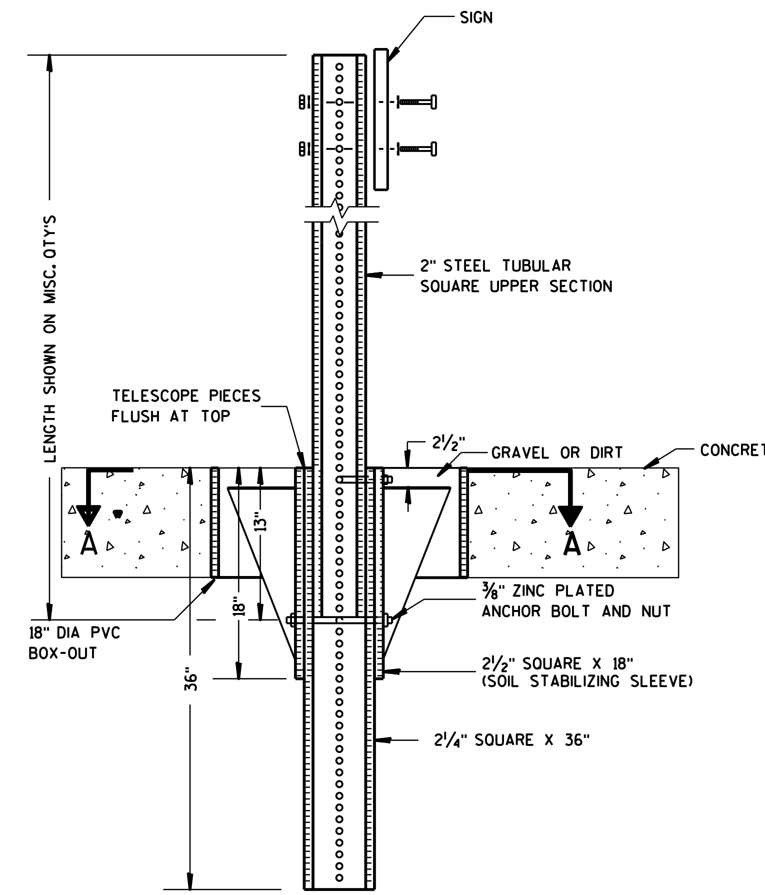
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS

3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



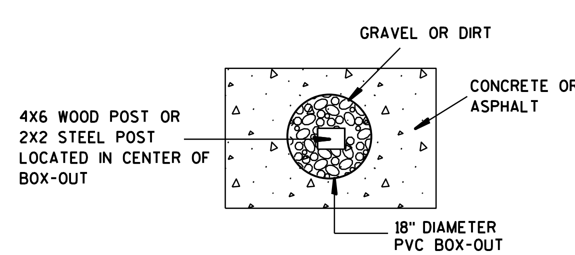
ELEVATION VIEW

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

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

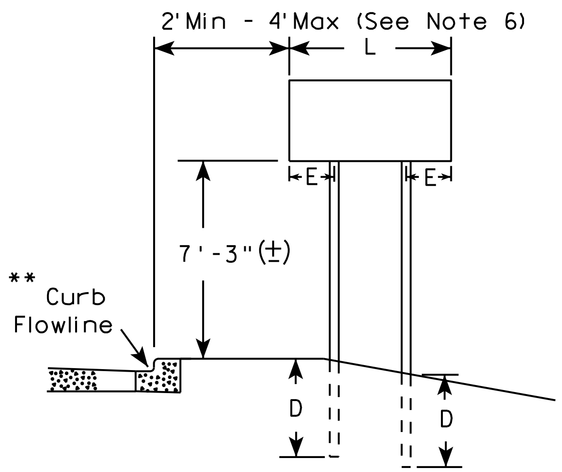
for State Traffic Engineer

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

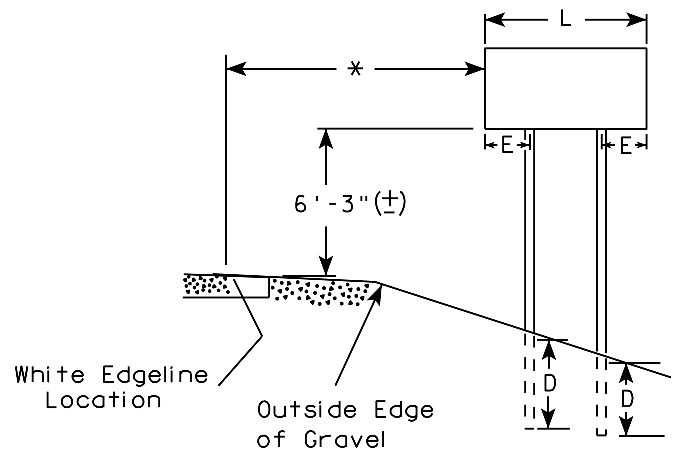
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

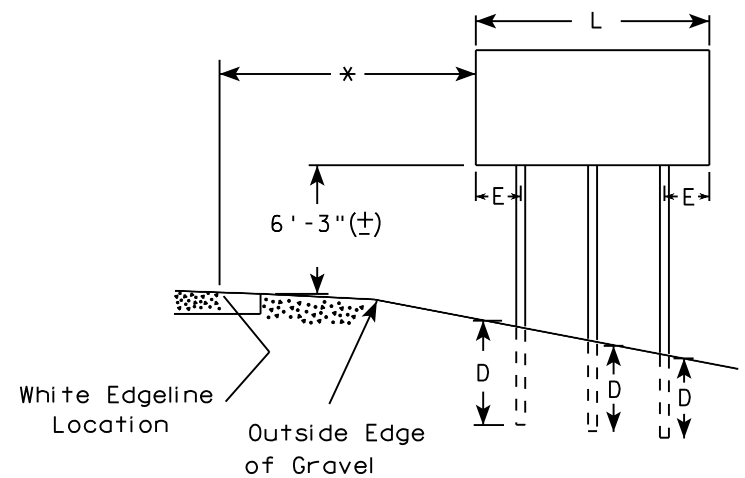
7

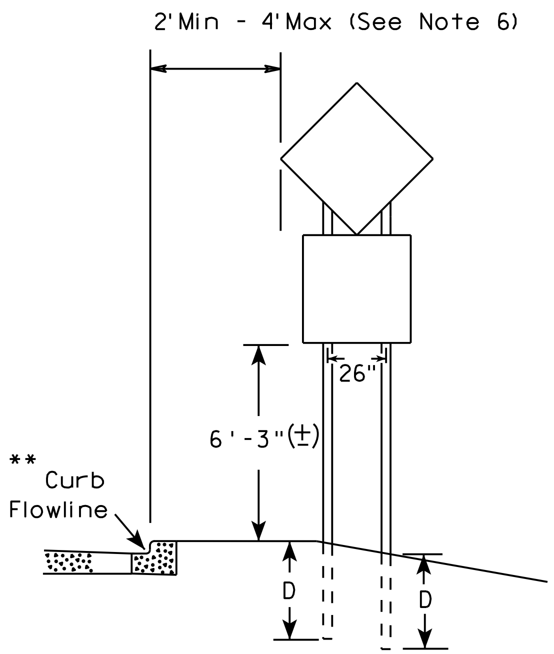
URBAN AREA



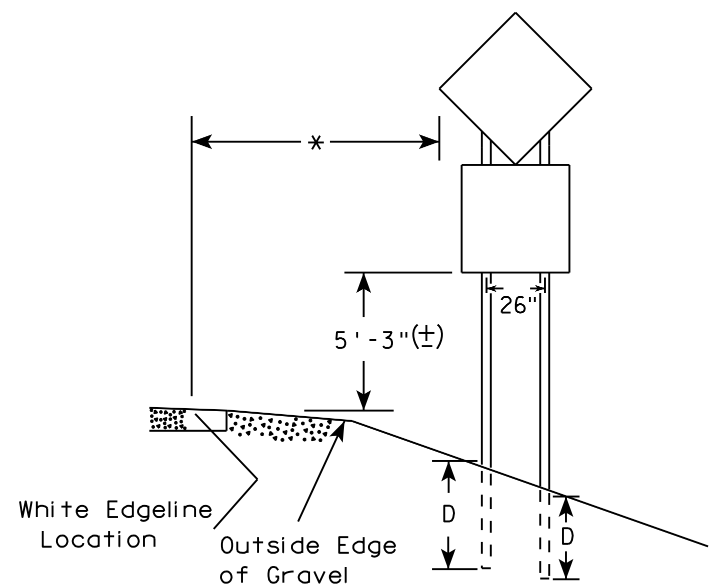
RURAL AREA (See Note 3)







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

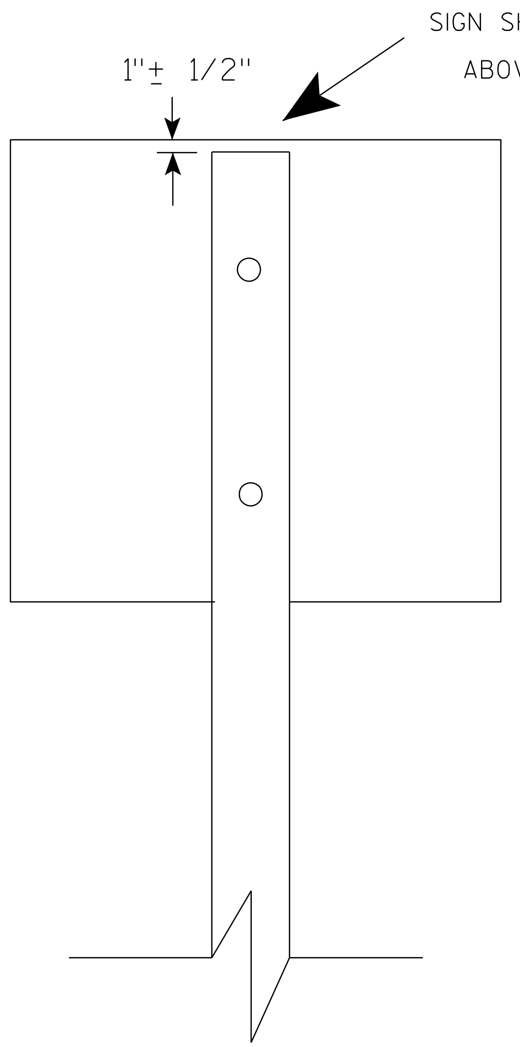
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

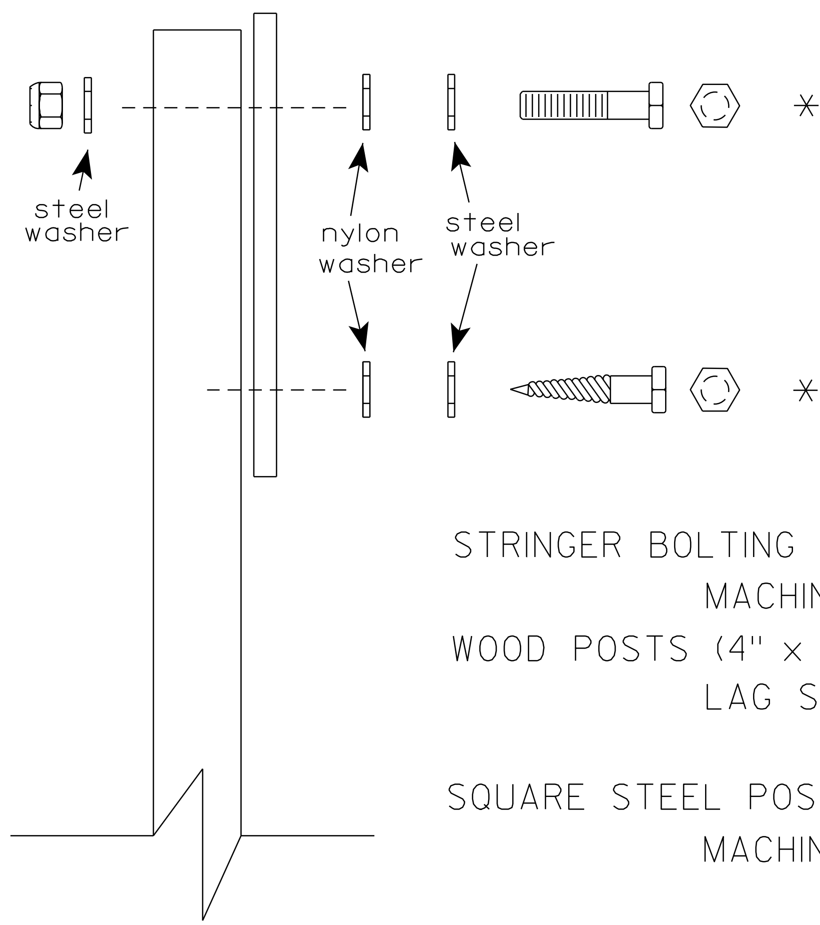
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

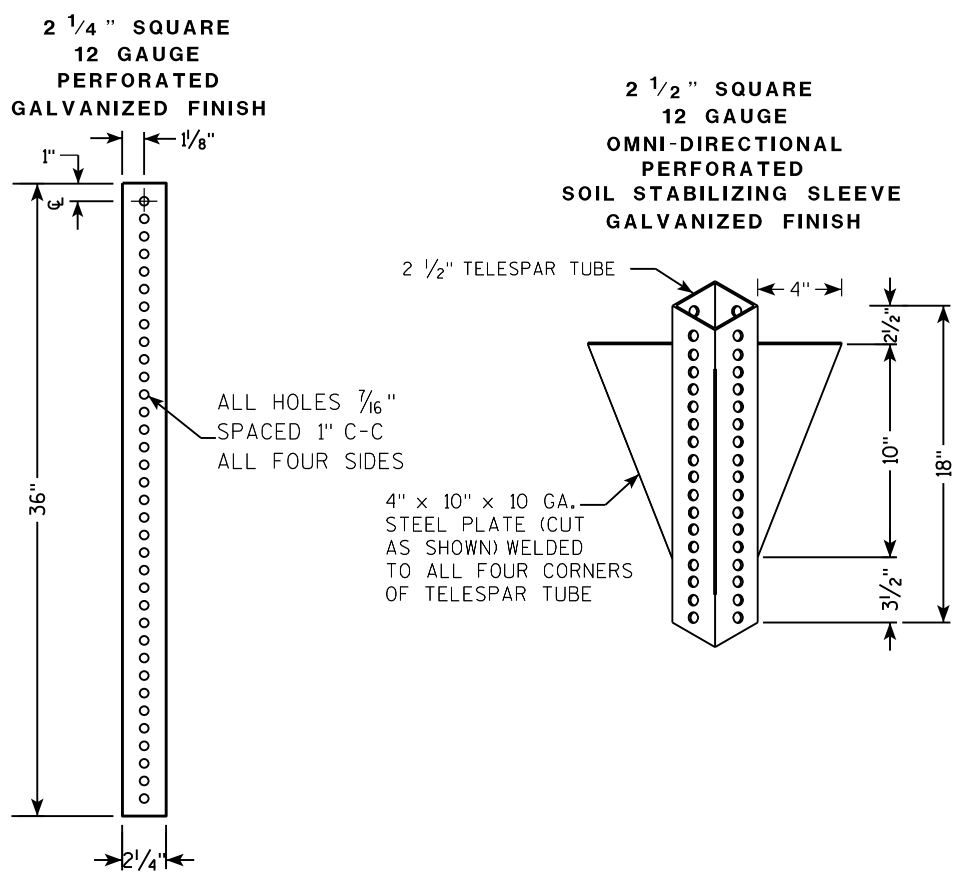
ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

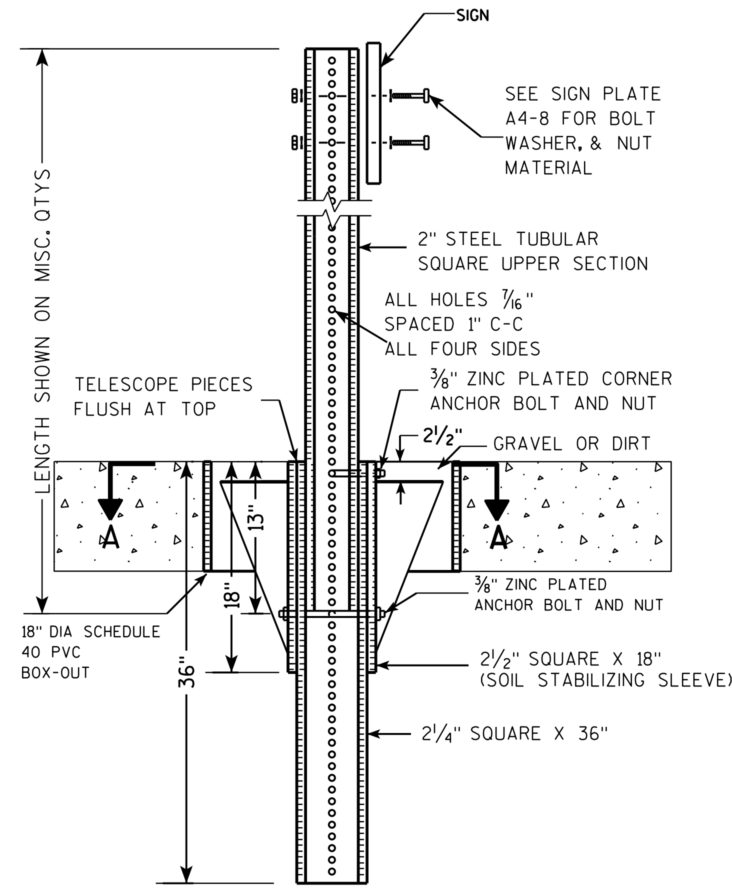
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS TWO PIECE SYSTEM



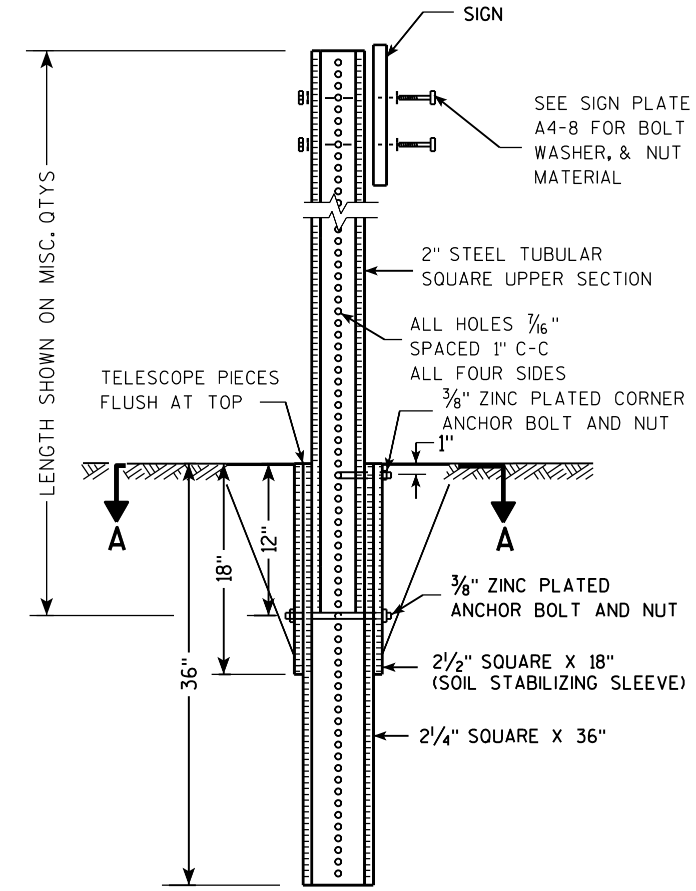
DETAIL OF TUBULAR STEEL SIGN POST

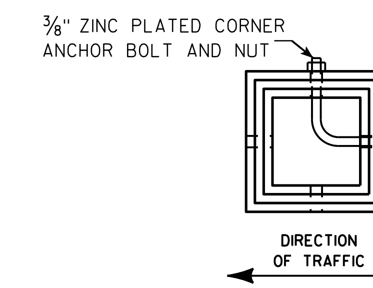
(IN POURED CONCRETE OR ASPHALT)



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).

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TUBULAR STEEL SIGN POST A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

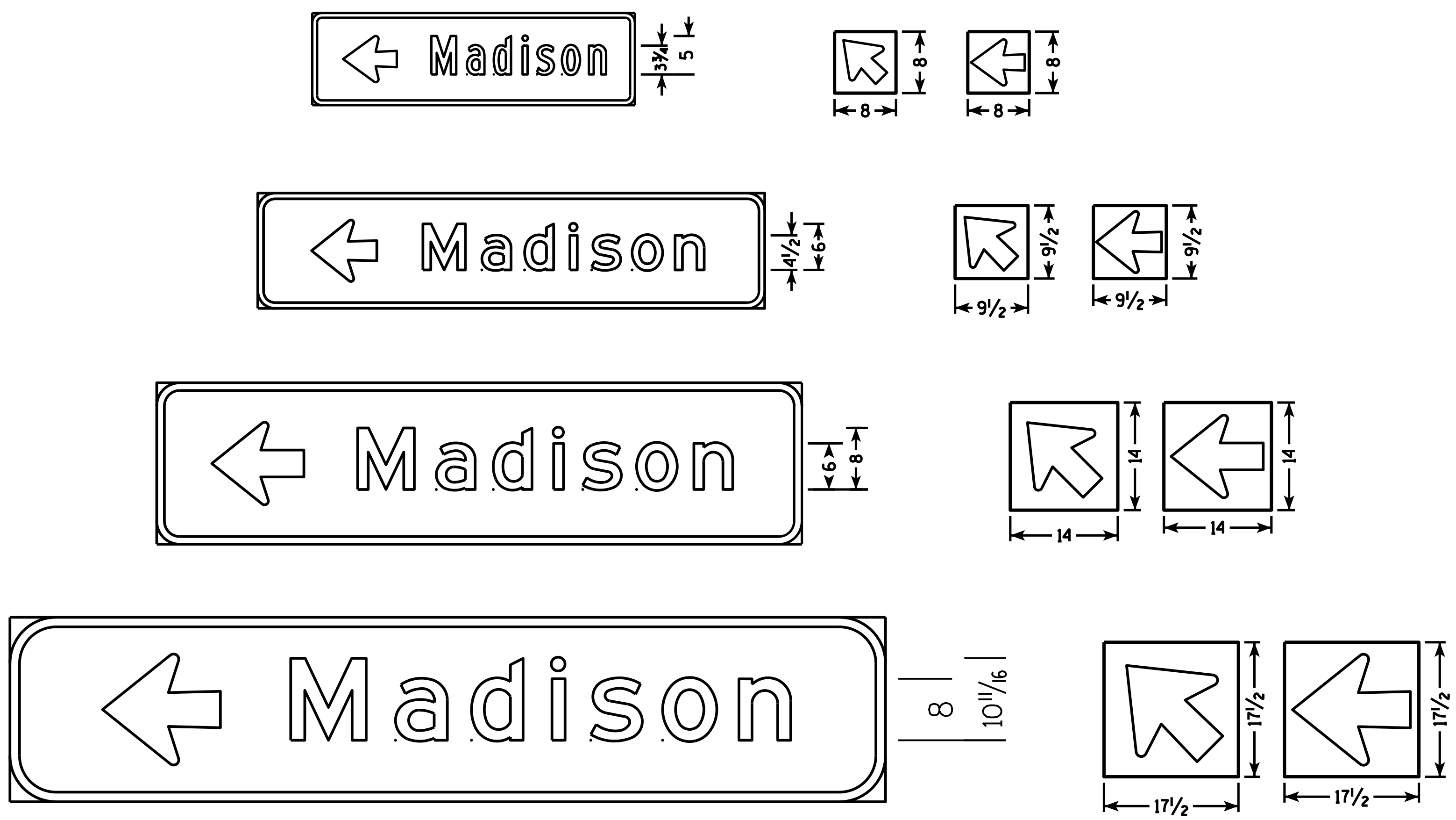
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

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

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

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES

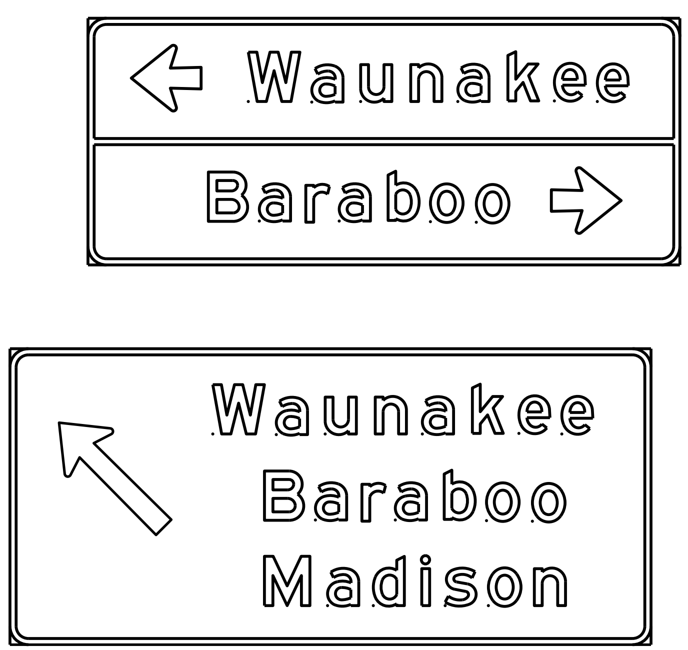


GENERAL NOTES

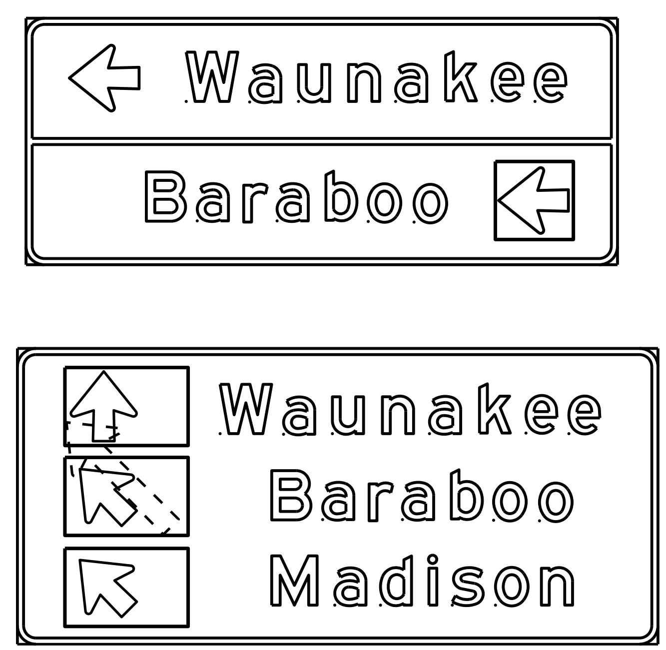
1. Materials shall conform to Standard Specification Section 637.
   Base - Sheet Aluminum 0.040" Thickness
   Sheeting - Orange Type F Reflective
   Arrow - Black Non-Reflective
2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws. There shall be a minmum of 2 fasteners used per arrow sign.
3. There shall be a spacer consisting of a 0.08" nylon washer between the back of the arrow sign and the face of the permanent sign.
4. Arrows are per standard plate A1-2
5. Use separate arrow sign for each destination
6. Tilt arrow is always at 45 degrees
7. Arrow is centered on arrow sign

Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3¾" Series C	8	9 ½	14 ½	8
4½" Series D & E	9 ½	10	15	9 ½
6" Series D & E	14	16	20 ½	14
8" Series E	17 ½	20 ½	25	17 ½

BEFORE



AFTER



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DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

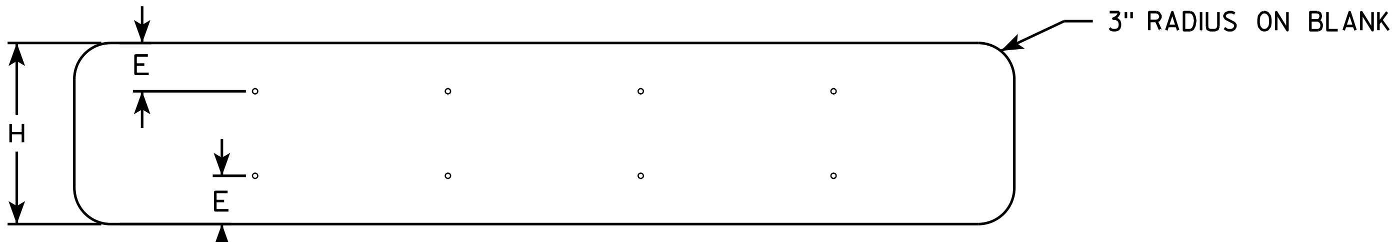
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

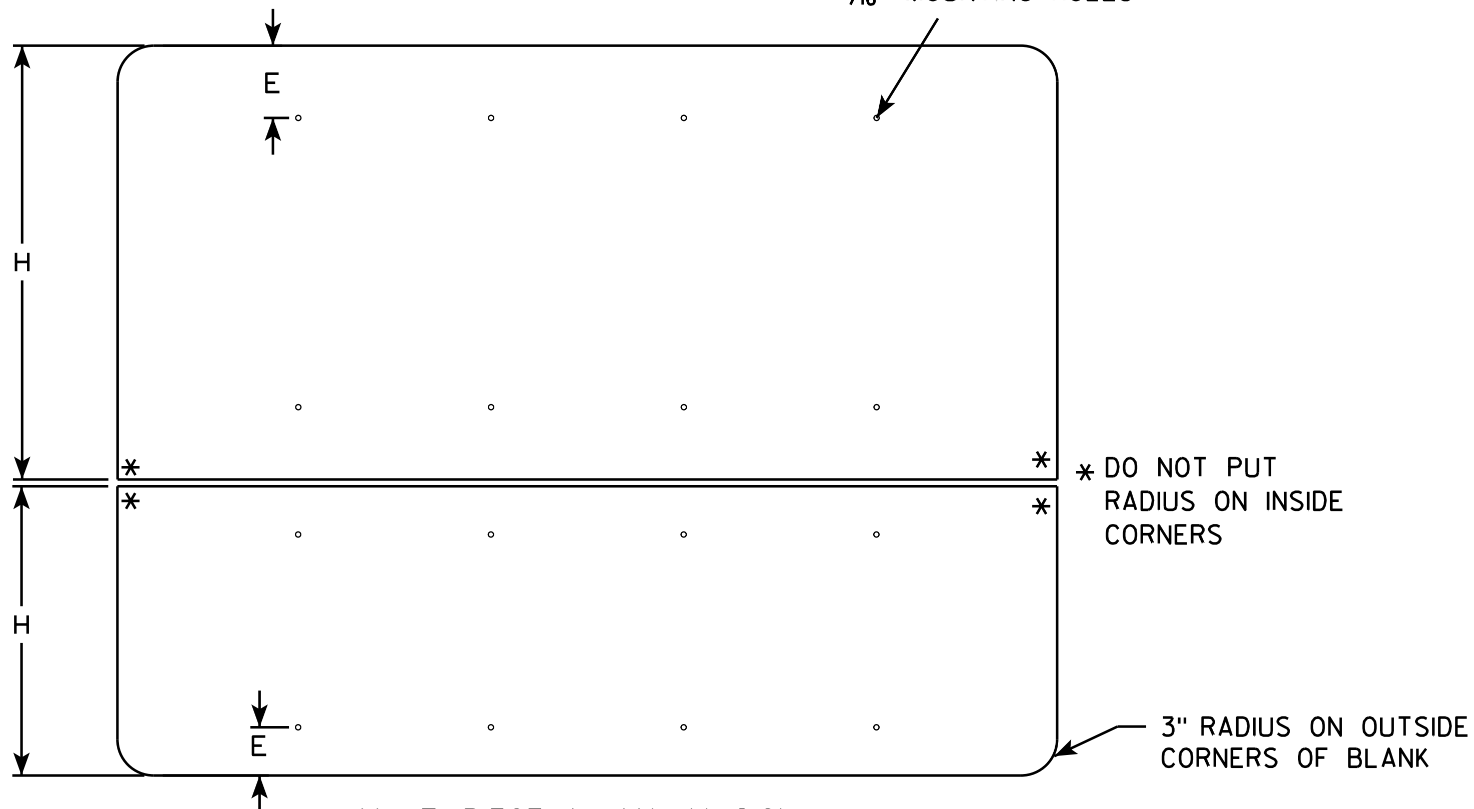
DATE 10/08/14

A4-12.2

PROJECT NO:				SHEET NO:	E



SINGLE PIECE ALUMINUM SIGN

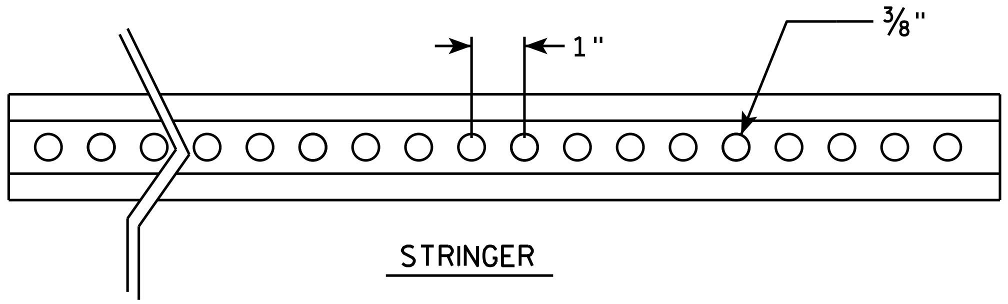


MULTI-PIECE ALUMINUM SIGN

GENERAL NOTES

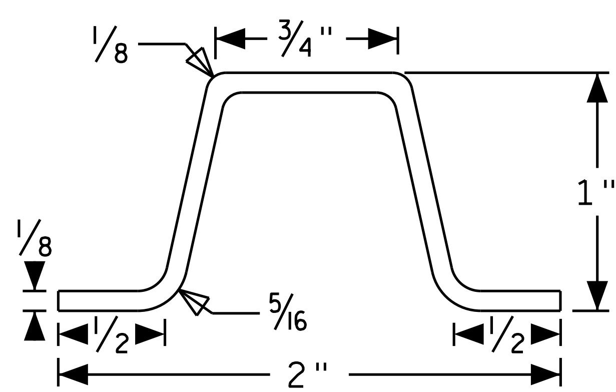
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16 1/2" 33 1/2" 50 1/2" 67 1/2"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19 1/2" 38 1/2" 57 1/2" 76 1/2"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22 1/2" 43 1/2" 64 1/2" 85 1/2"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

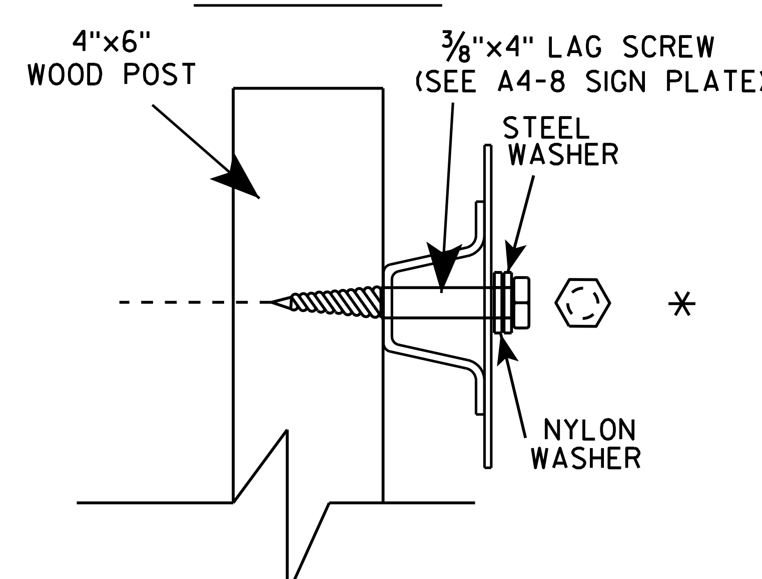


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



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SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

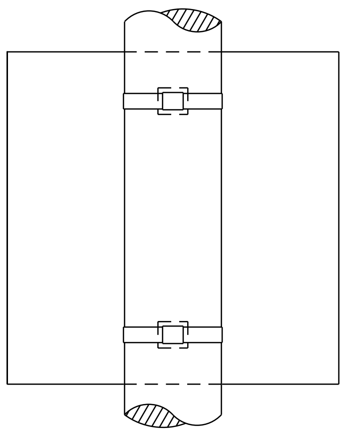
DATE 4/26/16 PLATE NO. A4-18.1

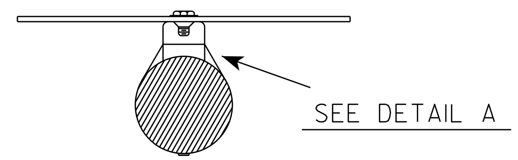
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

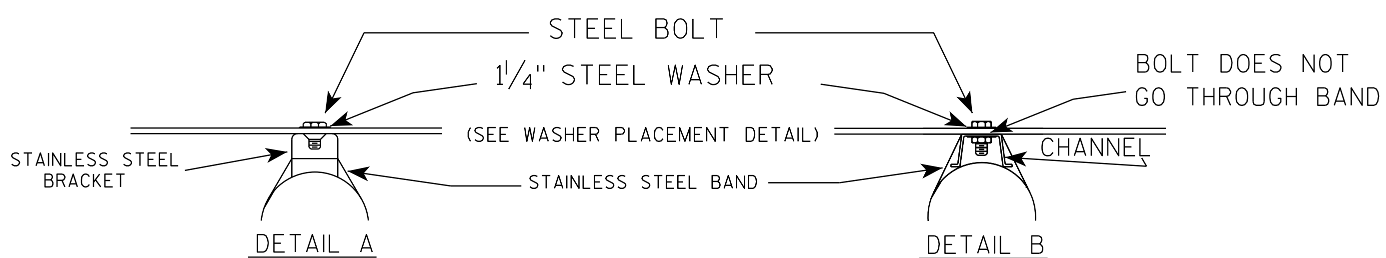
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

SINGLE SIGN



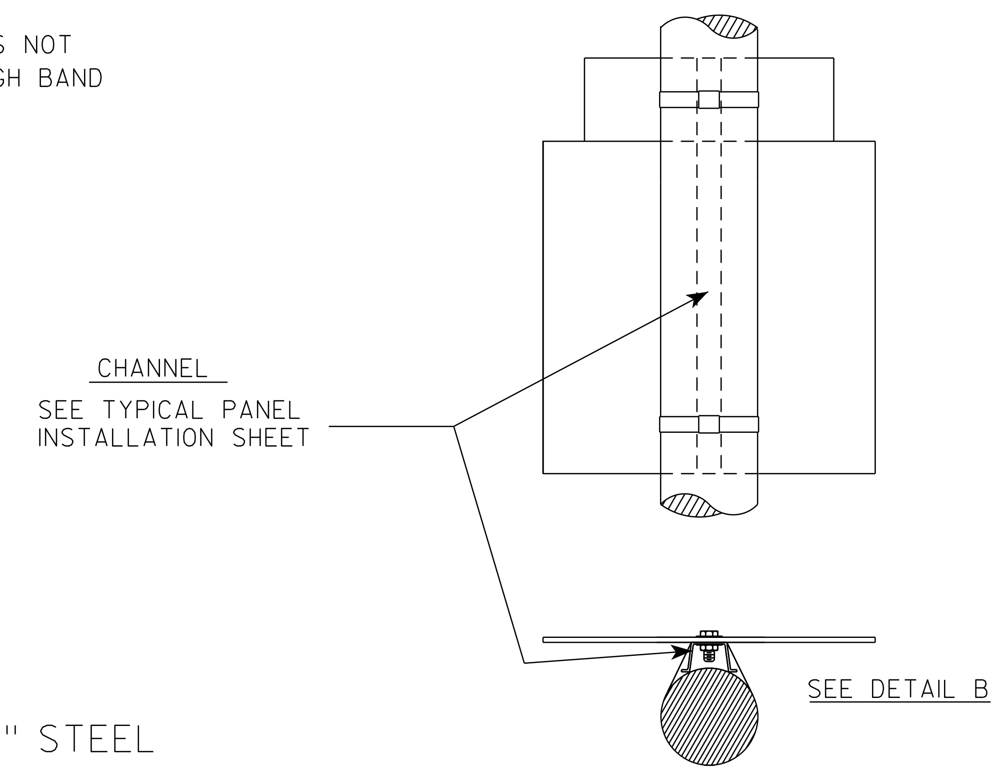




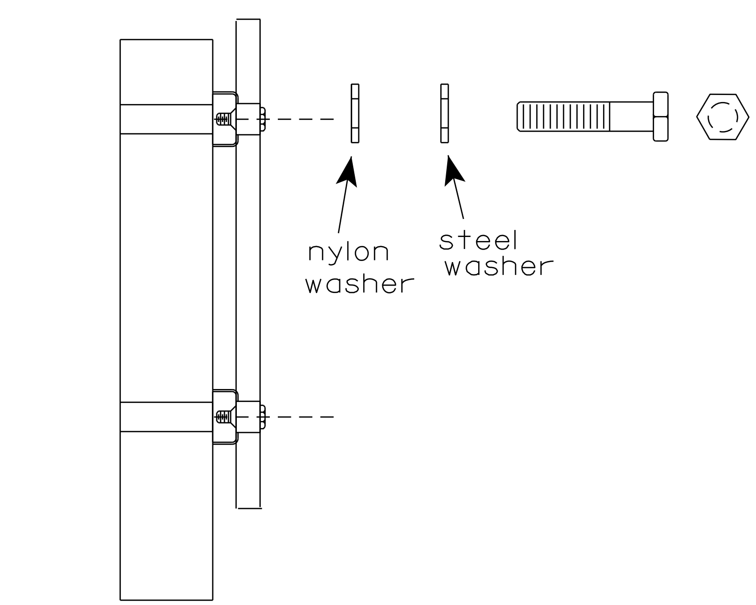
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be $\frac{3}{4}$" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X $\frac{3}{8}$" I.D. X $\frac{1}{16}$" STEEL
1-1/4" O.D. X $\frac{3}{8}$" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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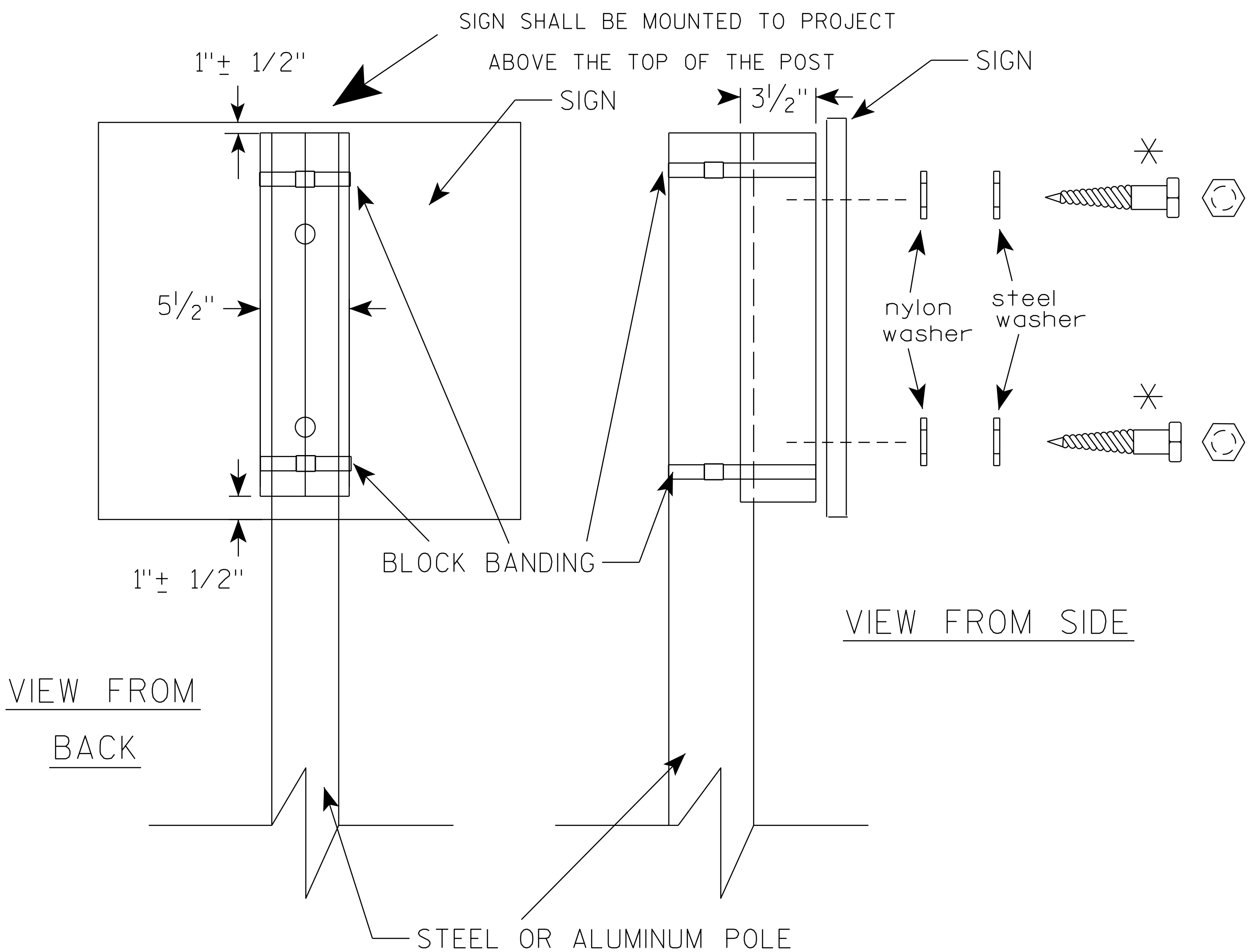
STANDARD SIGN
SIGN BANDING DETAILS

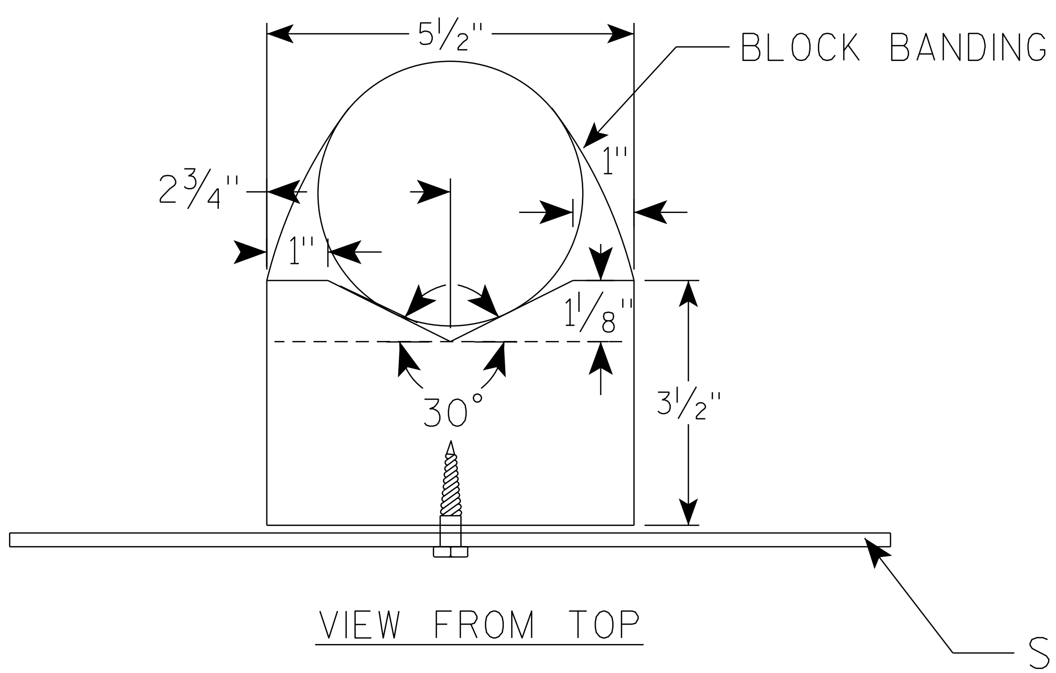
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E





VIEW FROM TOP

GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

* LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

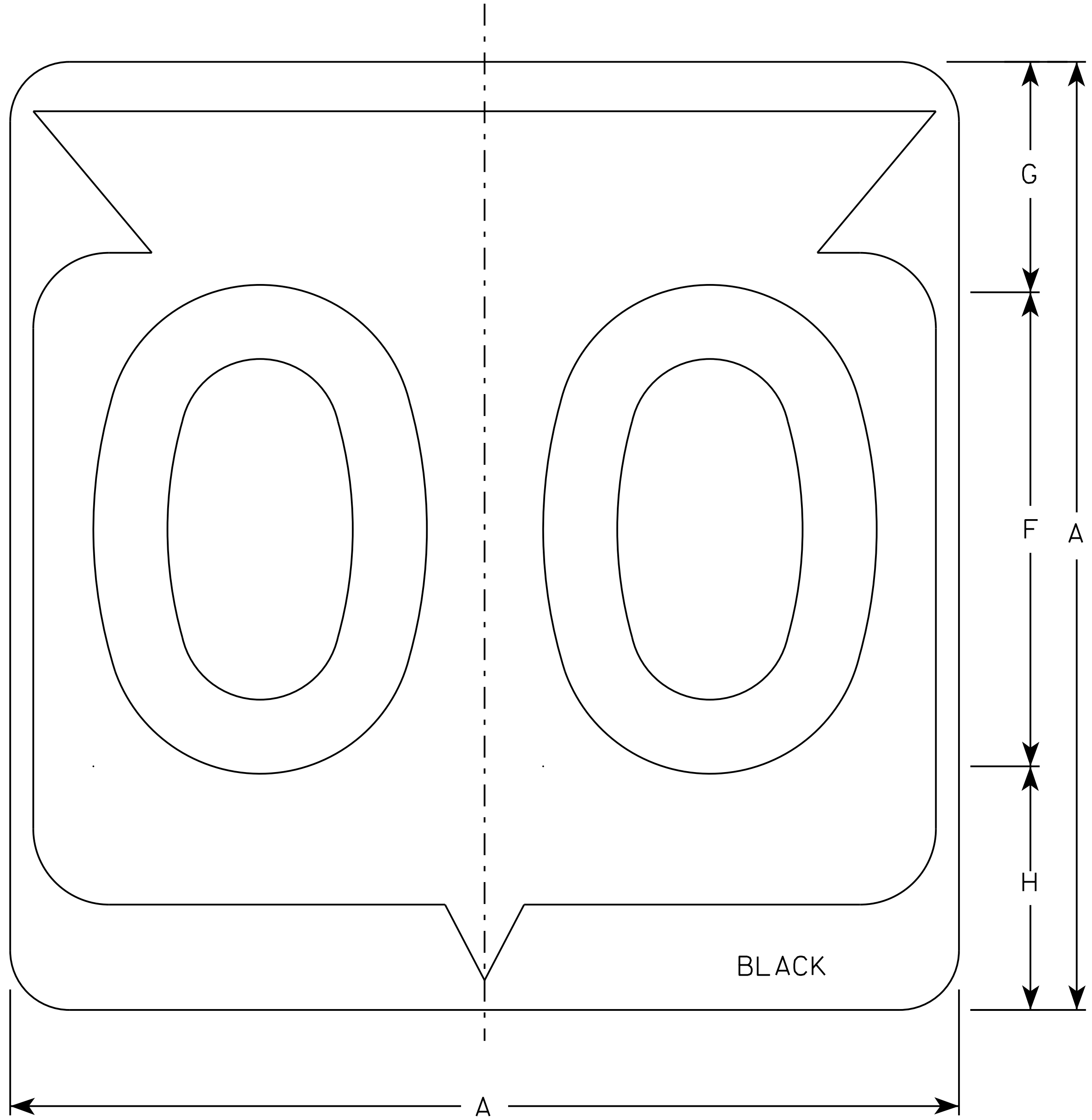
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO: | SHEET NO: 202 | E

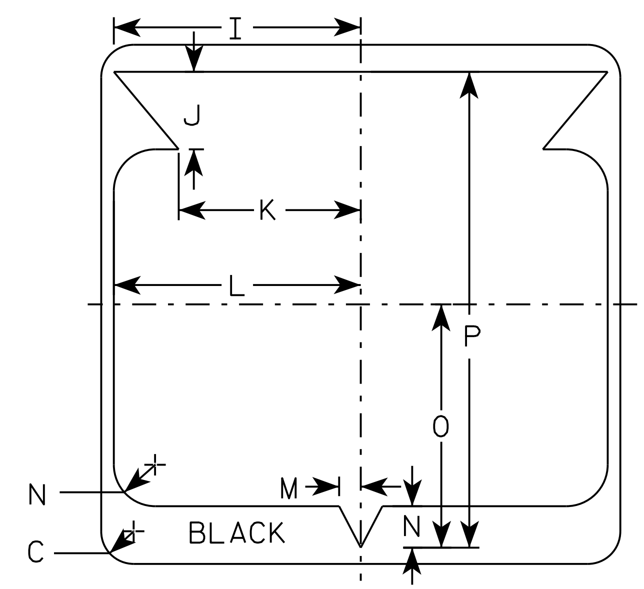
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A510.dgn PLOT DATE : 19-APRIL 2022 11:55 PLOT BY : dotc4c



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: HWY: COUNTY: SHEET NO: 203 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M16.DGN PLOT DATE : 16-MAR-2018 14:11 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 6.655277:1.000000 WISDOT/CADDS SHEET 42

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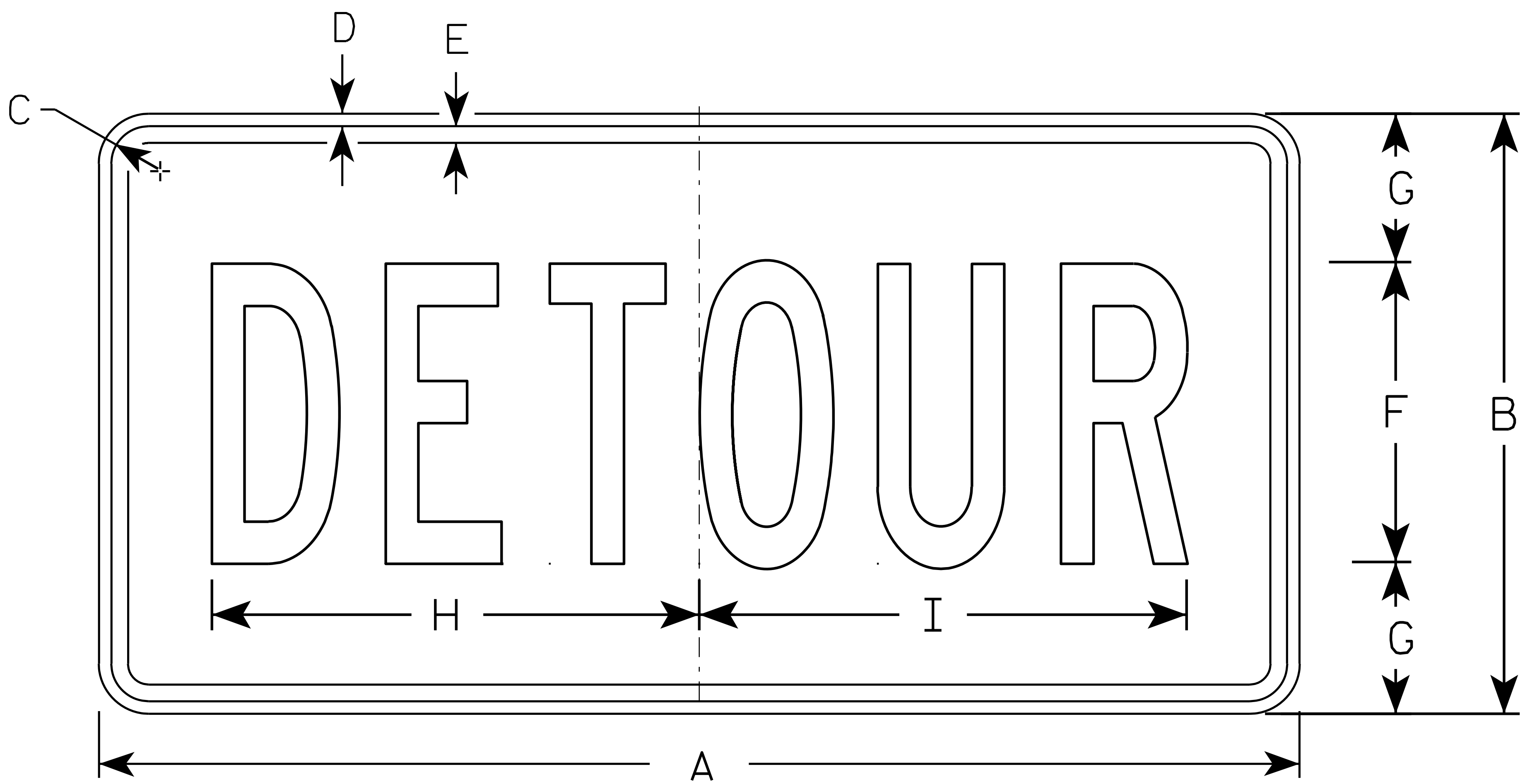


M4-8

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

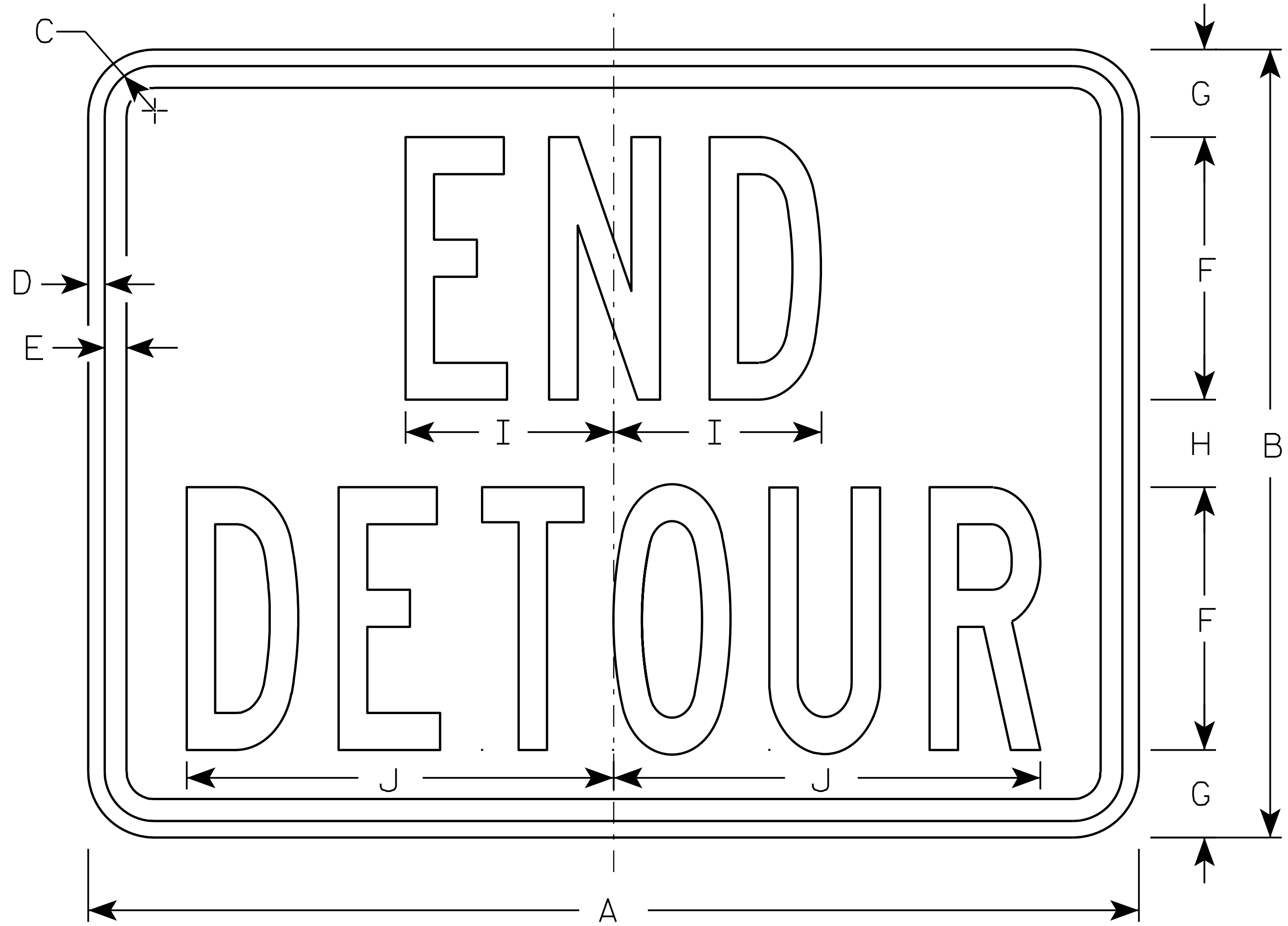
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

7

7

PROJECT NO: HWY: COUNTY: SHEET NO: 204 E



M4-8A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

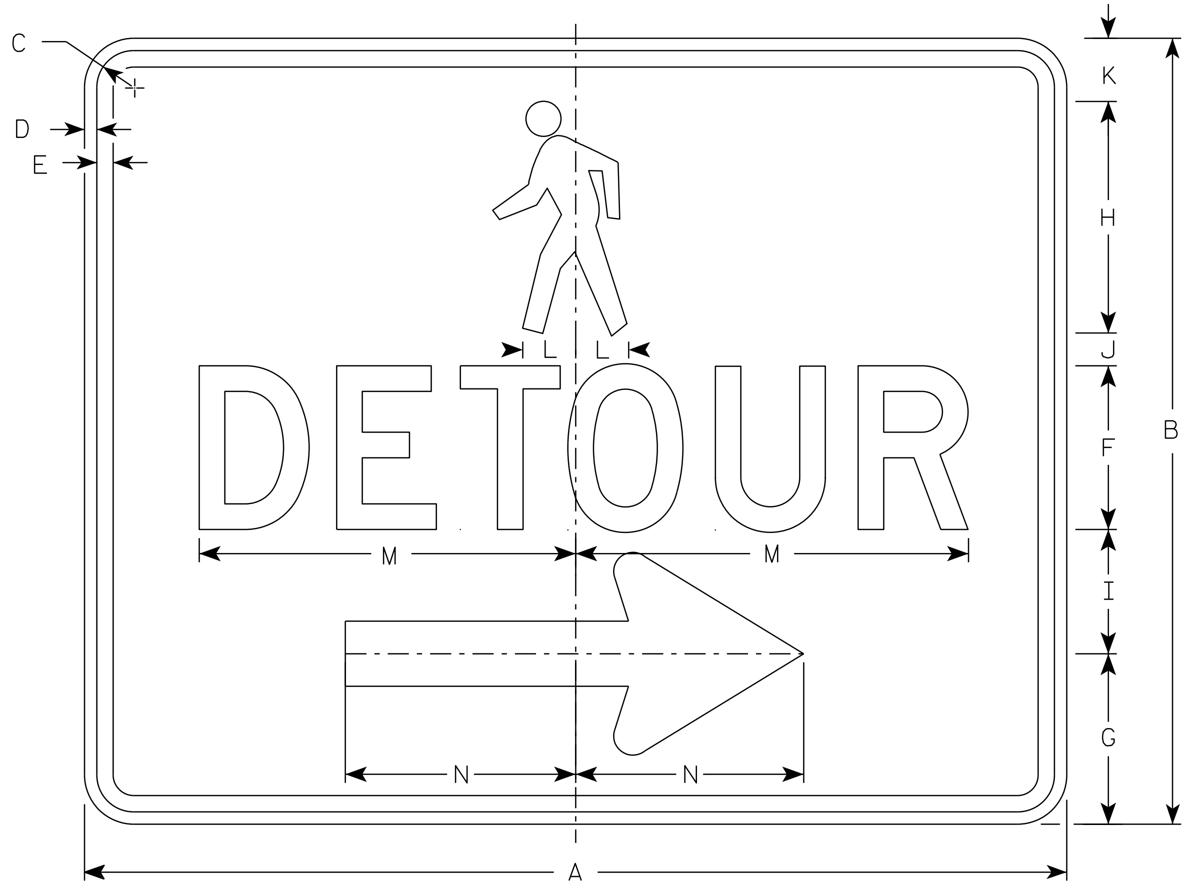
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

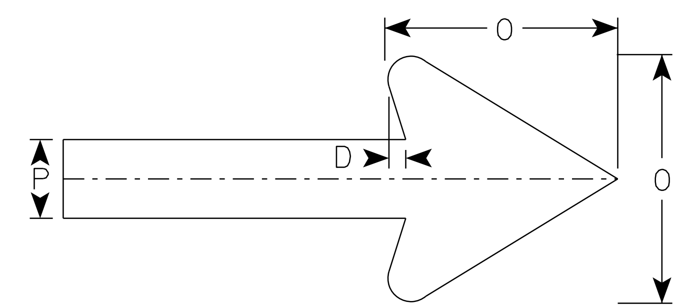
PROJECT NO: HWY: COUNTY: SHEET NO: 205 E

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

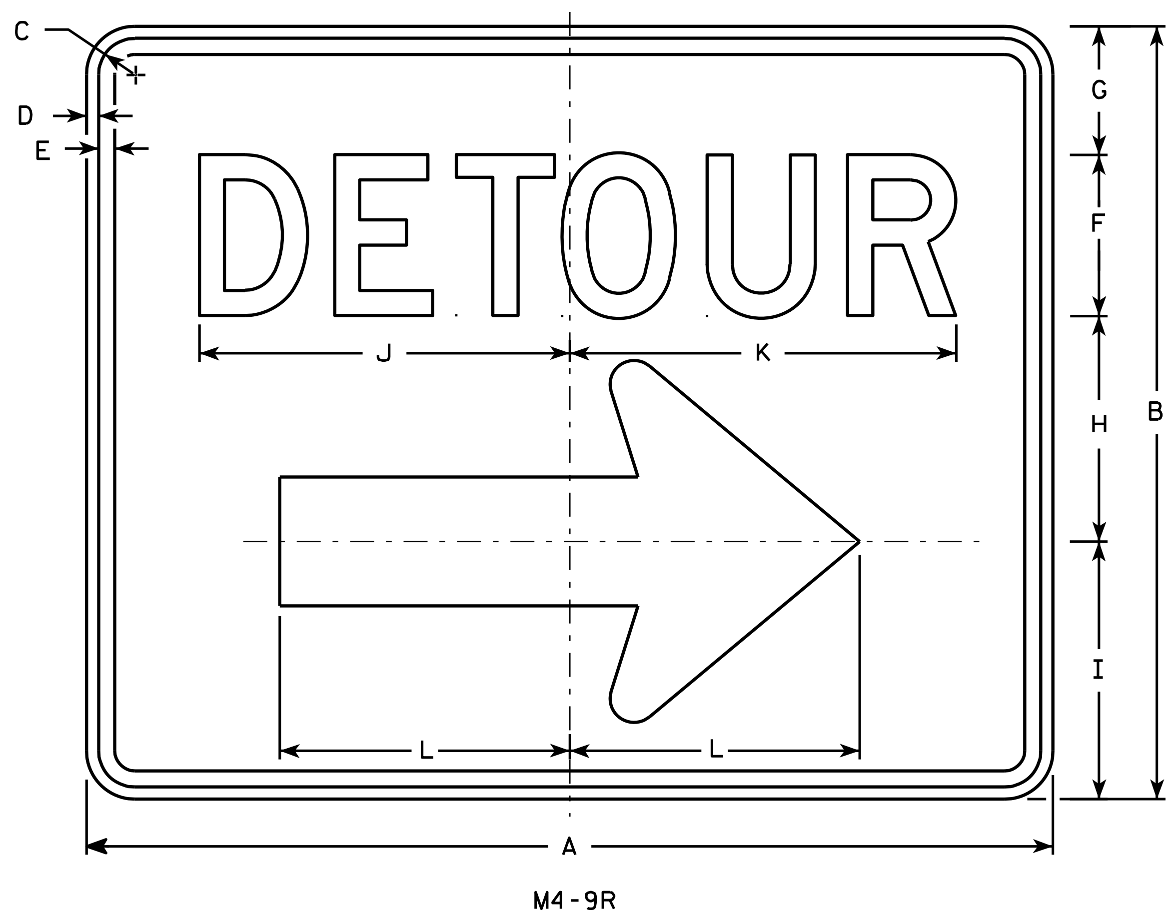
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 206 | E

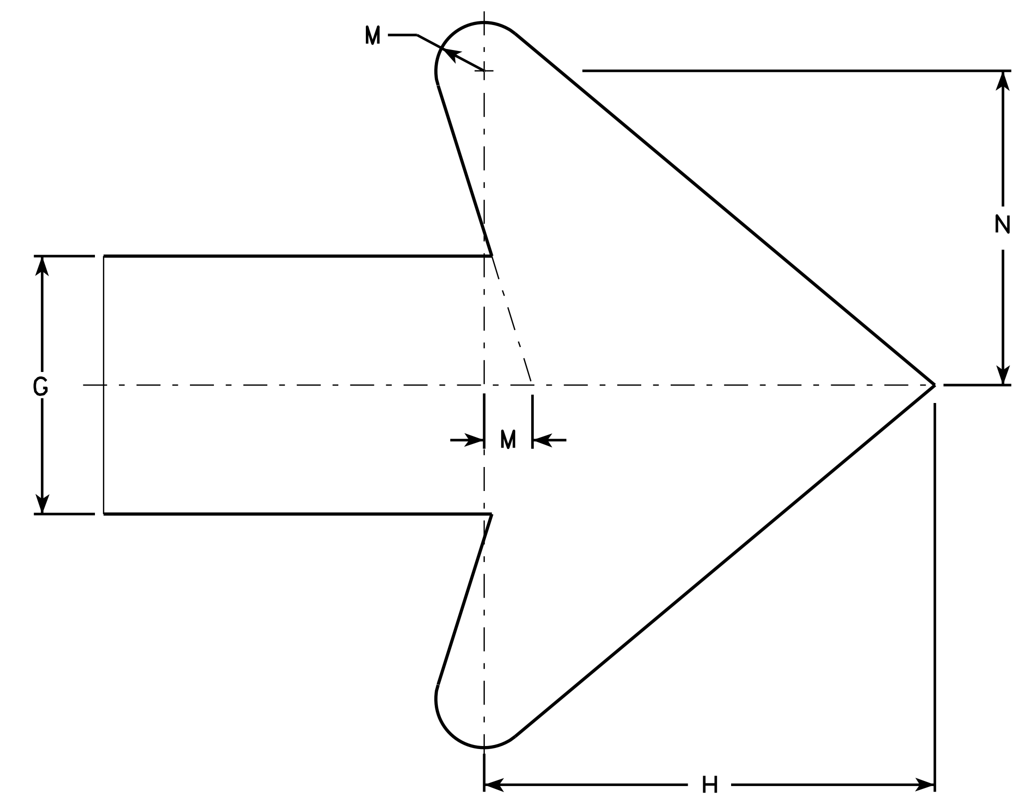
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49B.dgn PLOT DATE : 1-JUL 2019 1:57 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

STANDARD SIGN
M4-9 R & L

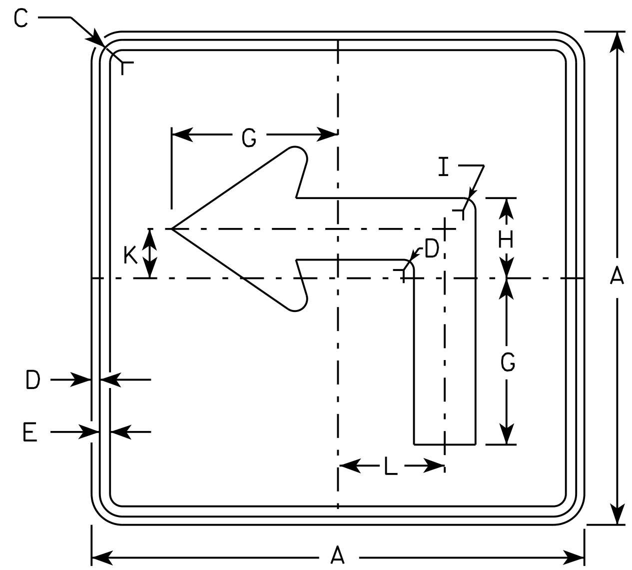
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

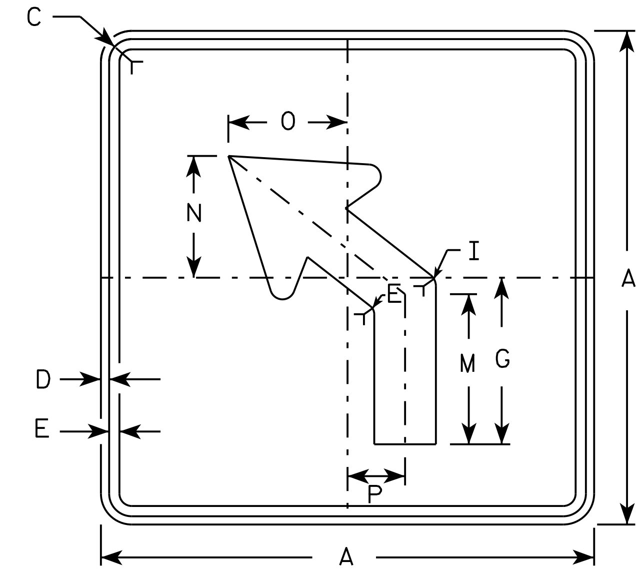
DATE 3/9/11 PLATE NO. M4-9R.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 207 | E

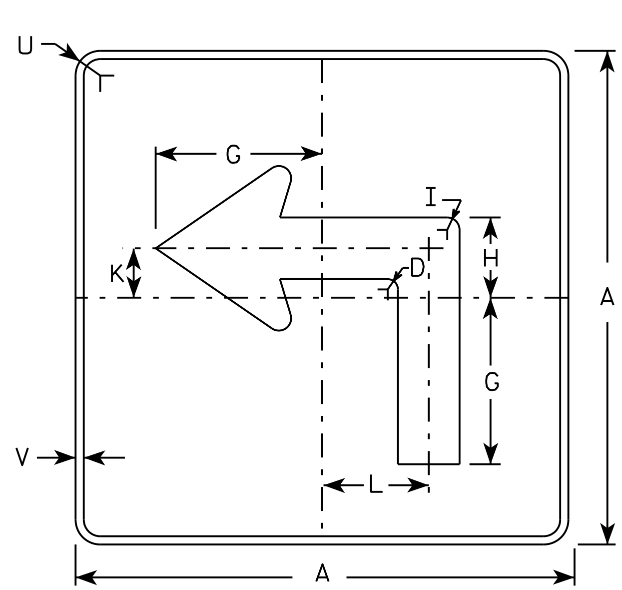
FILE NAME : C:\Users\PROJECTS\tr_stdplate\M49R.DGN PLOT DATE : 09-MAR-2011 11:17 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.959043:1.000000 WISDOT/CADDS SHEET 42



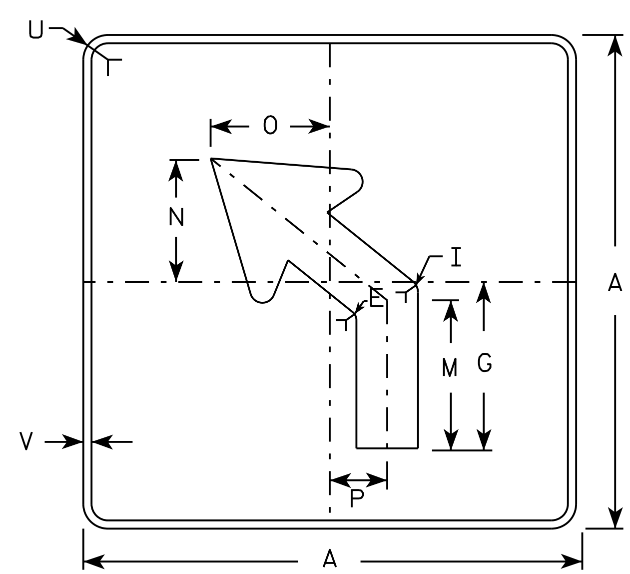
M5-1L
MM5-1L
MO5-1L
MP5-1L



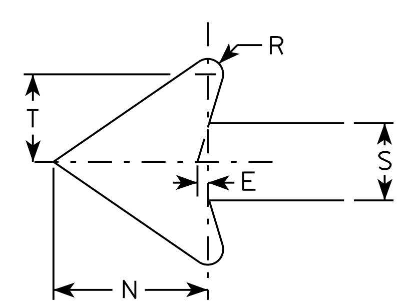
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   - Background - See note 4
   - Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White, Message - Black
   - MB5-1 and MB5-2 Background - Blue, Message - White
   - MK5-1 and MK5-2 Background - Green, Message - White
   - MM5-1 and MM5-2 Background - White, Message - Green
   - MN5-1 and MN5-2 Background - Brown, Message - White
   - MO5-1 and MO5-2 Background - Orange - Type F Reflective, Message - Black
   - MP5-1 and MP5-2 Background - White - Type H Reflective, Message - Blue
   - MR5-1 and MR5-2 Background - Brown, Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

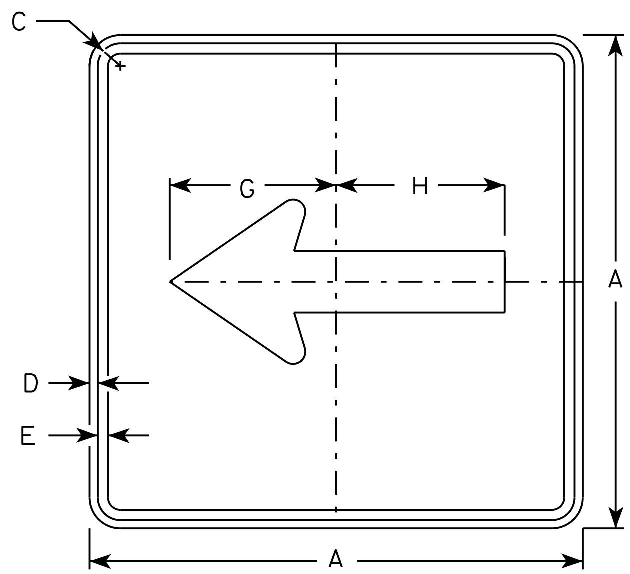
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

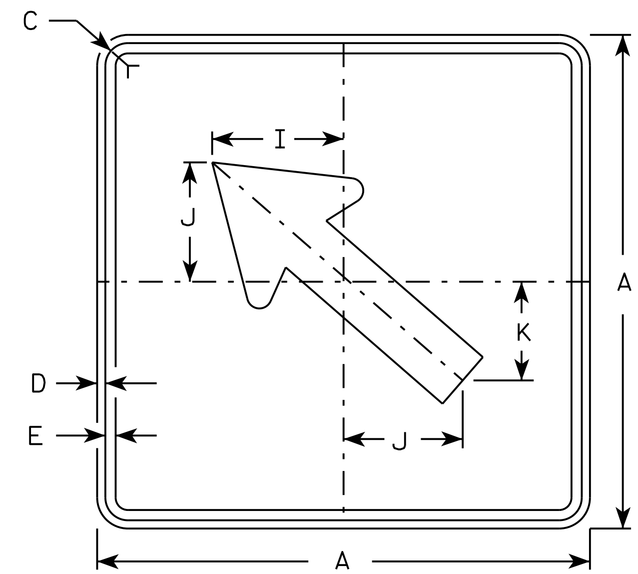
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: HWY: COUNTY: SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2

NOTES

1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black

   MB6-1 and MB6-2 Background - Blue
   Message - White

   MK6-1 and MK6-2 Background - Green
   Message - White

   MM6-1 and MM6-2 Background - White
   Message - Green

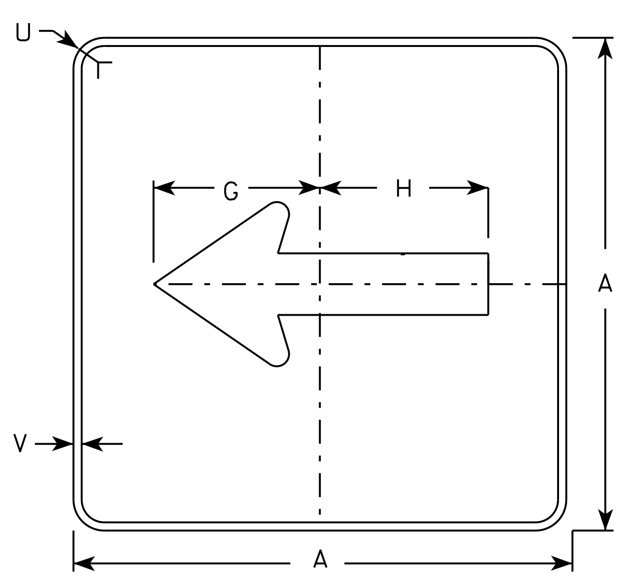
   MN6-1 and MN6-2 Background - Brown
   Message - White

   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black

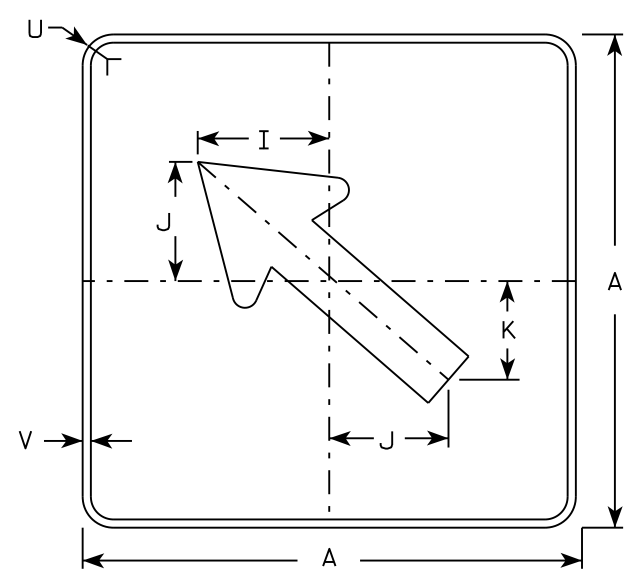
   MP6-1 and MP6-2 Background - White
   Message - Blue

   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

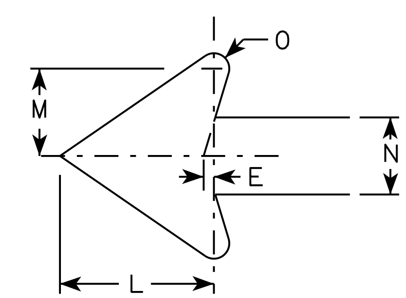
7



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

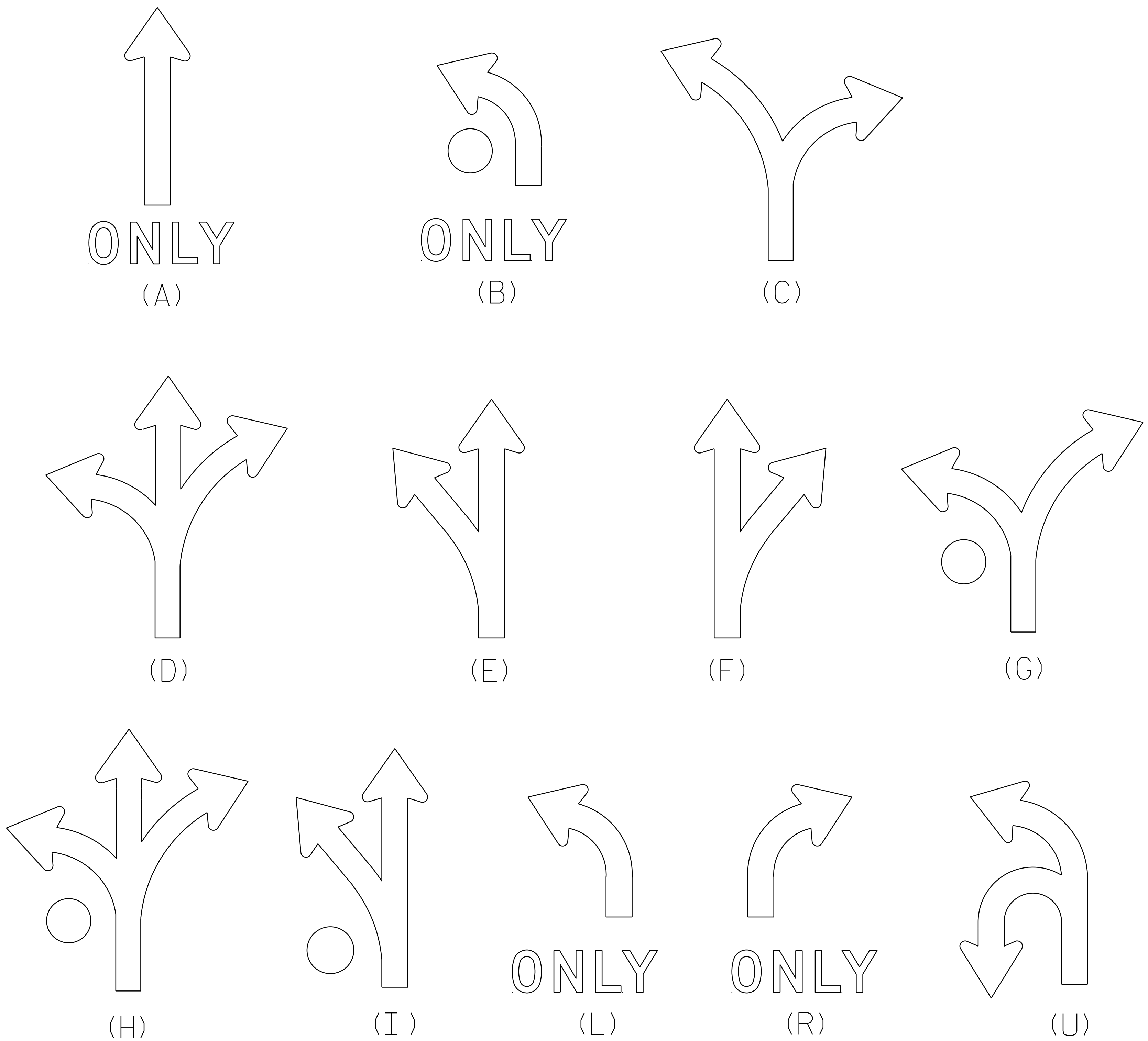
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE M6-1.15

PROJECT NO: HWY: COUNTY: SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter	=	3.75 sq ft for Size 2
		6.0 sq ft for Size 3
		10.0 sq ft for Size 4 or 5
2 Letters	=	7.5 sq ft for Size 2
		12.0 sq ft for Size 3
		20.0 sq ft for Size 4 or 5
3 Letters	=	11.25 sq ft for Size 2
		18.0 sq ft for Size 3
		30.0 sq ft for Size 4 or 5
4 Letters	=	15.0 sq ft for Size 2
		24.0 sq ft for Size 3
		40.0 sq ft for Size 4 or 5
5 Letters	=	18.75 sq ft for Size 2
		30.0 sq ft for Size 3
		50.0 sq ft for Size 4 or 5
6 Letters	=	22.5 sq ft for Size 2
		36.0 sq ft for Size 3
		60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq.Ft. changes. Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

7

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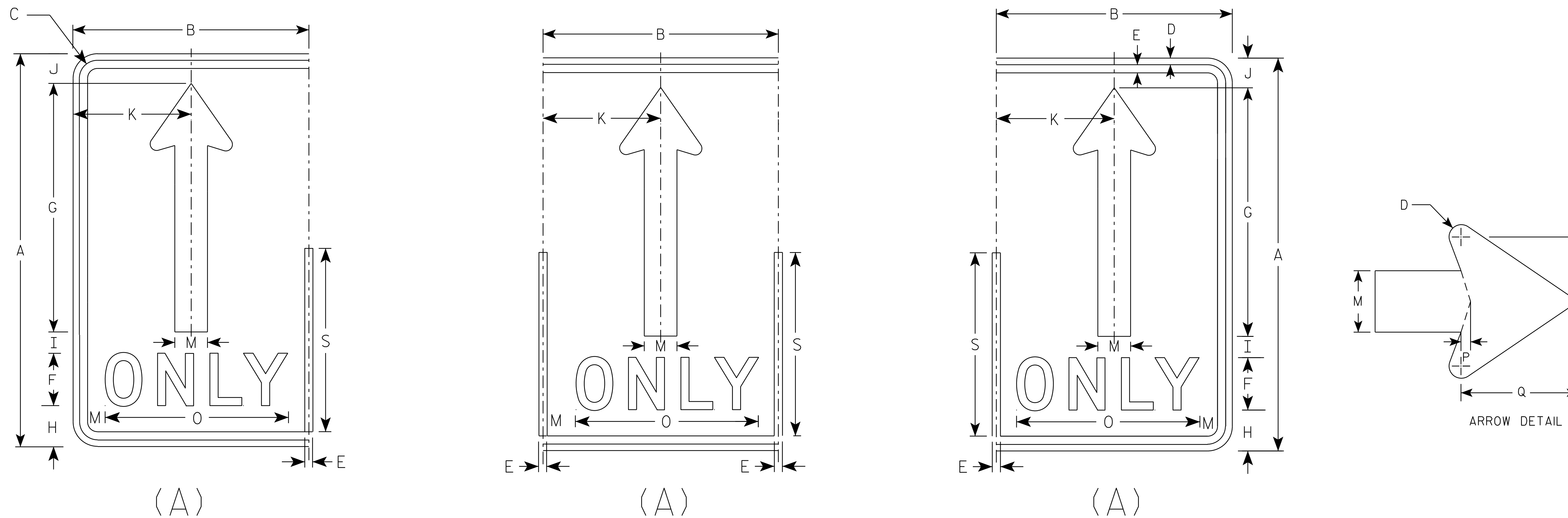
PROJECT NO:

SHEET NO: 210 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn
PLOT DATE : 21-MAY 2019 4:37 PLOT BY : mscj9h PLOT NAME :

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 211 | E

7

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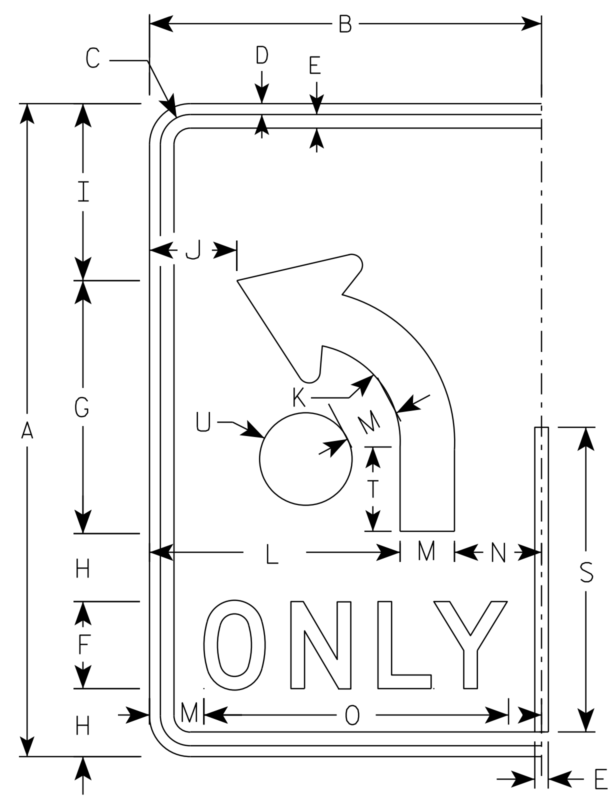
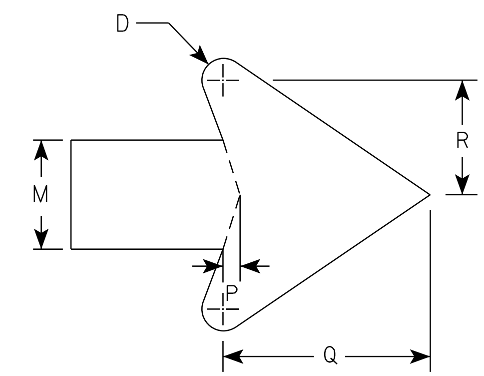
NOTES

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



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN
R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

SHEET NO: 212 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 21-MAY 2019 4:38 PLOT BY : mscj9h PLOT NAME :

7

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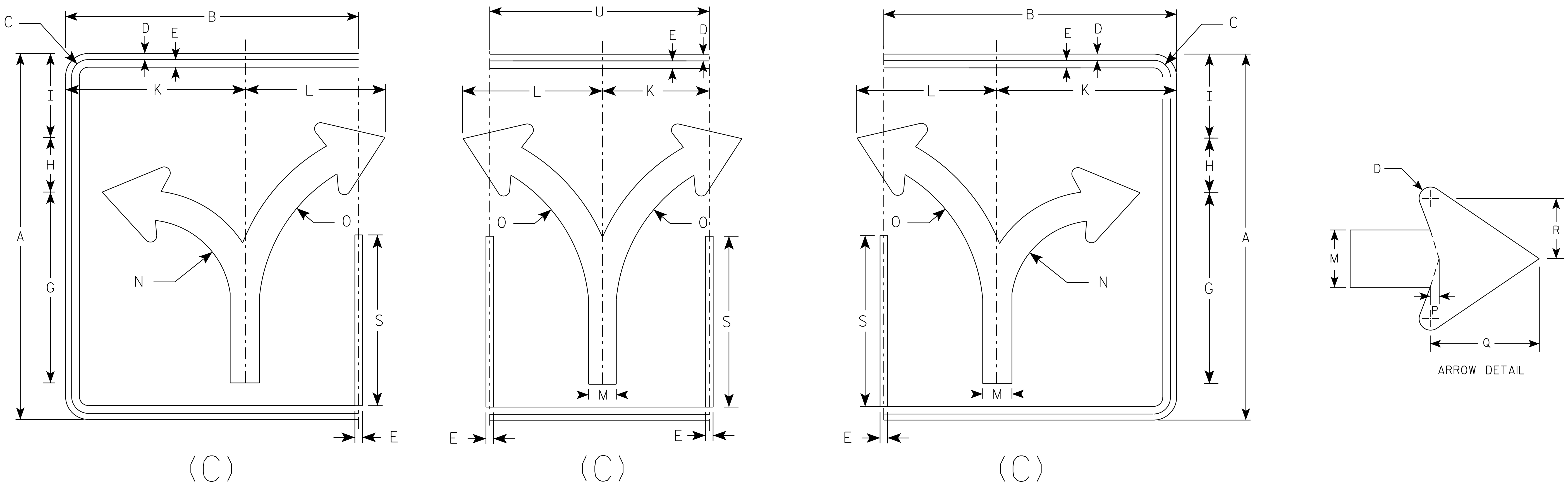
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

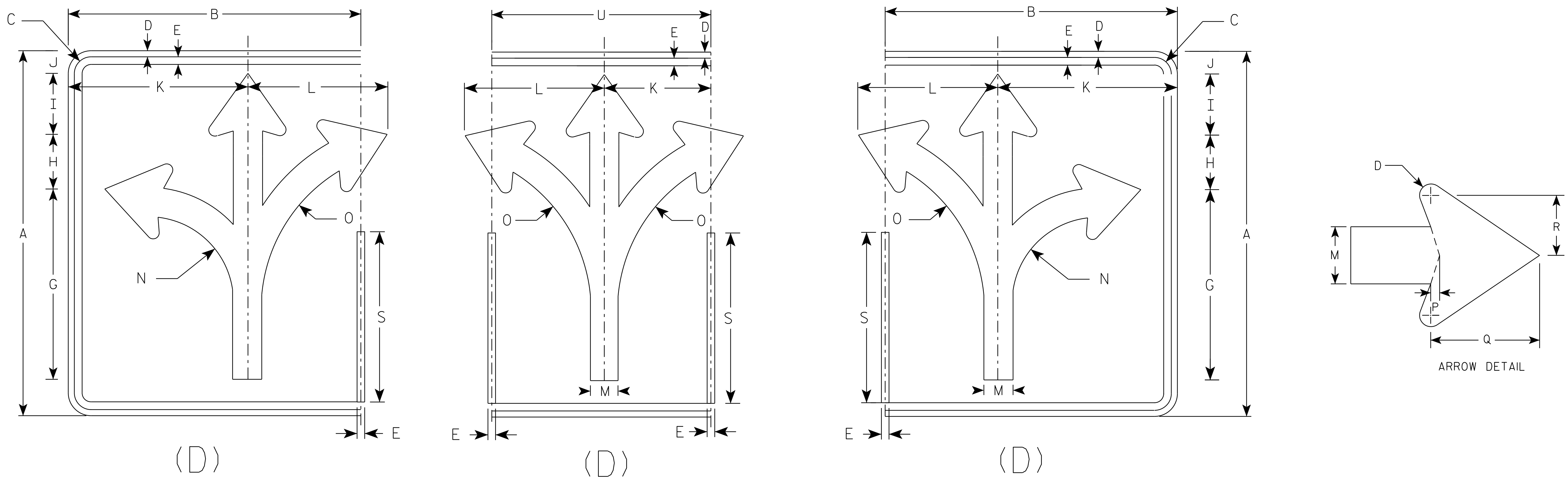
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: HWY: COUNTY: SHEET NO: 213 E

7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



7

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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

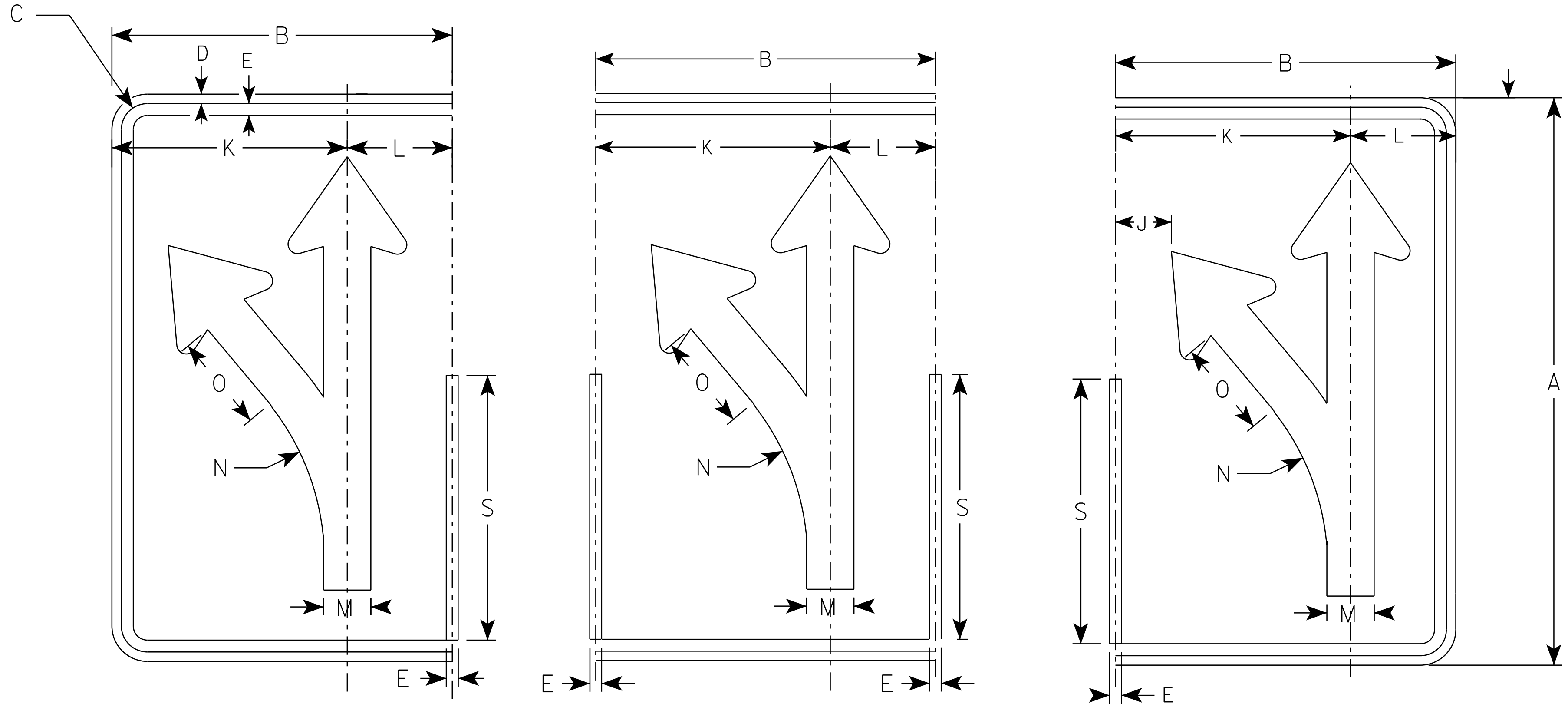
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 | E

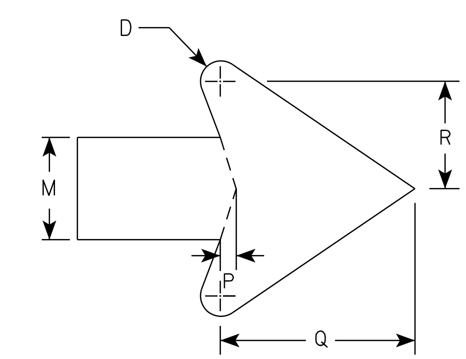
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 21-MAY 2019 4:38 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(E) (E) (E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

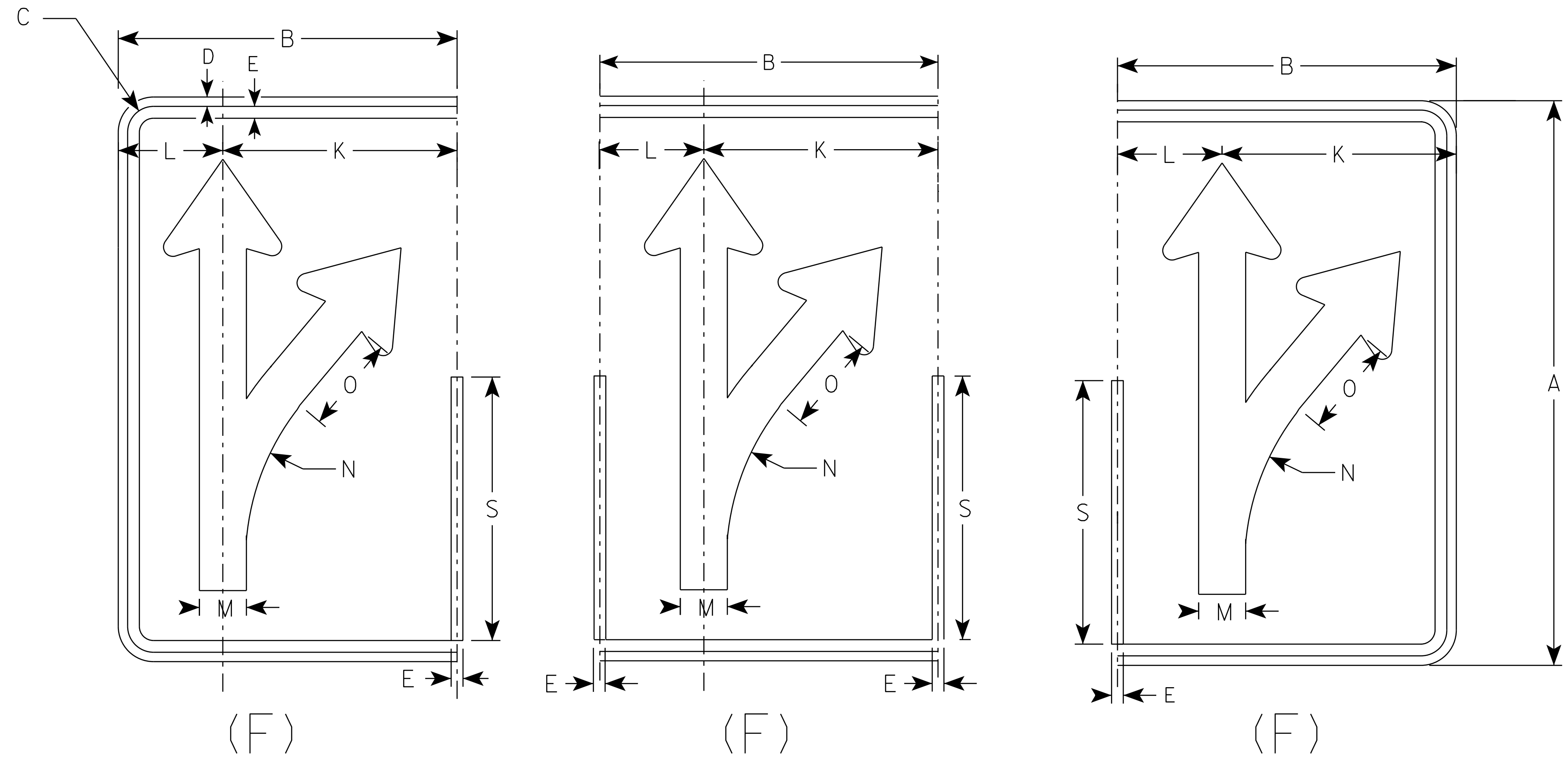
DATE 5/21/19 PLATE NO. R3-8.1

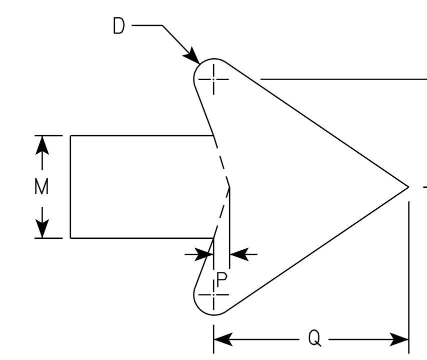
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 | E

7 7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None





ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

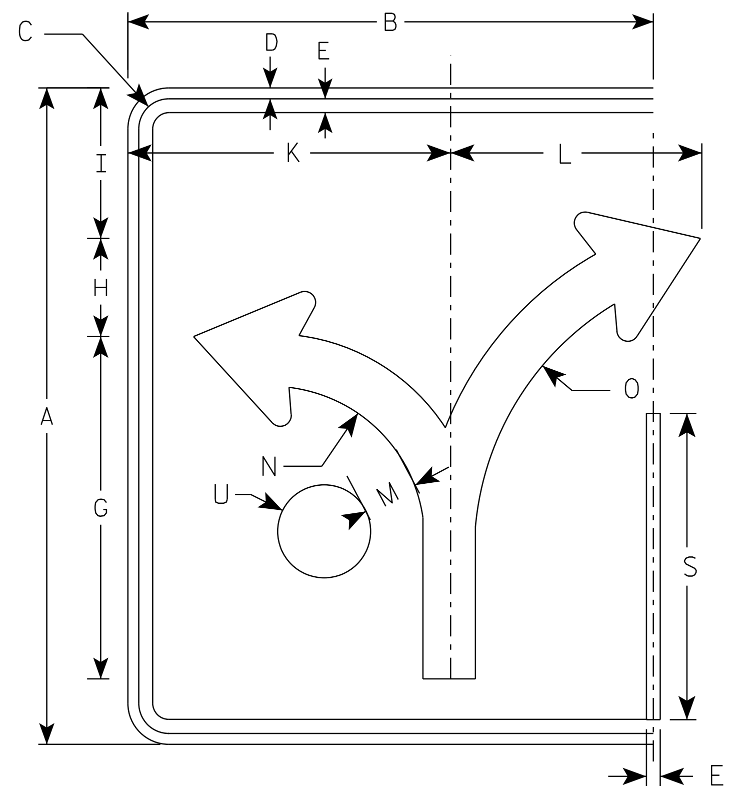
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 216 | E

7

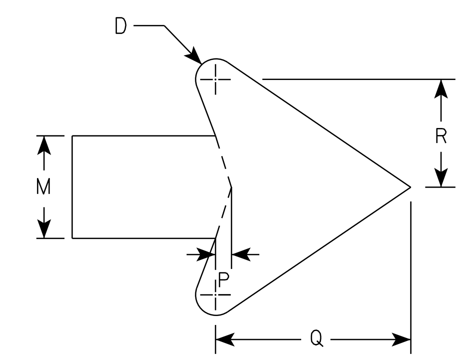
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

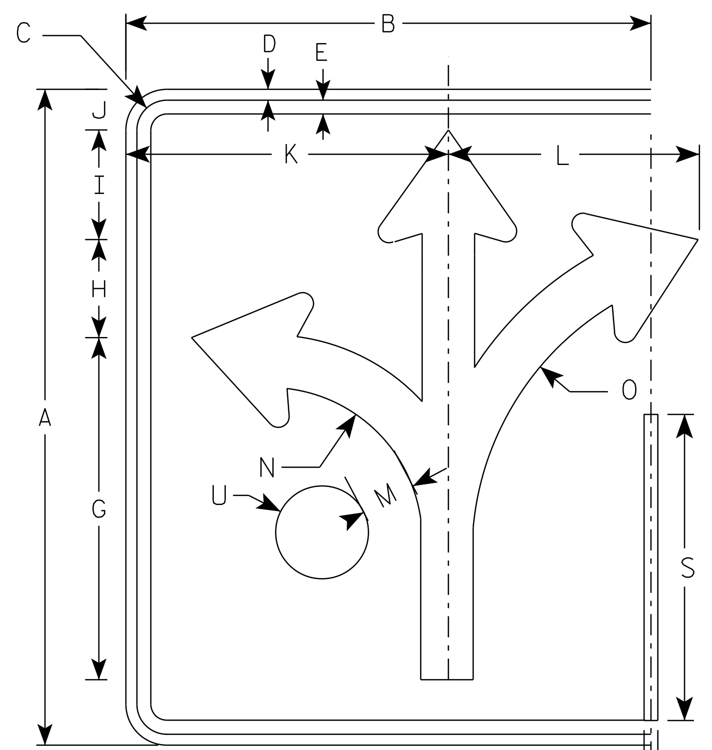
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 217 | E

7

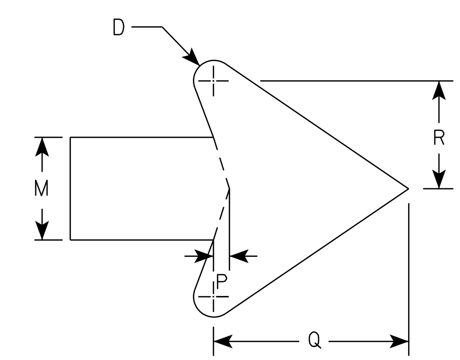
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | E

7

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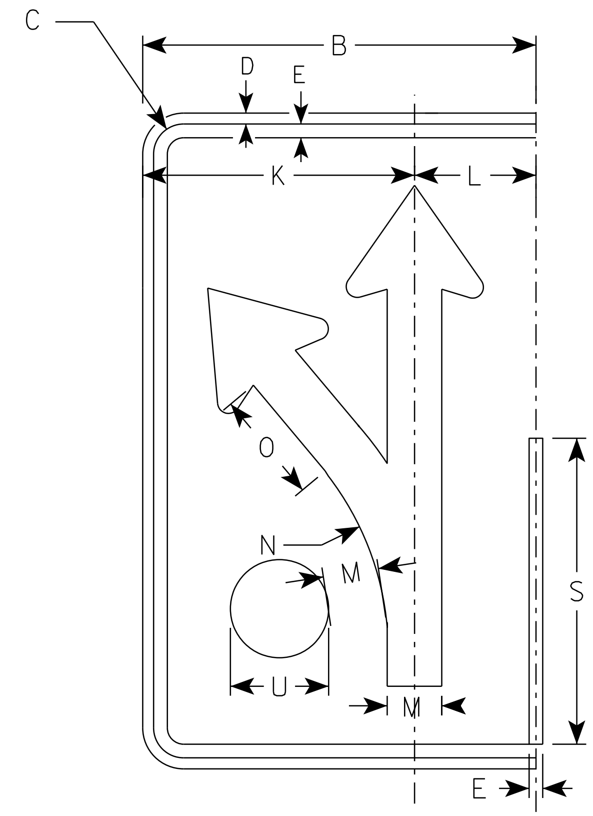
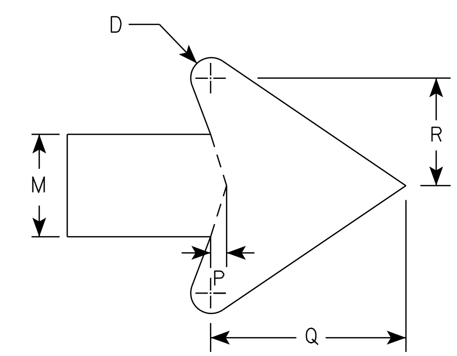
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

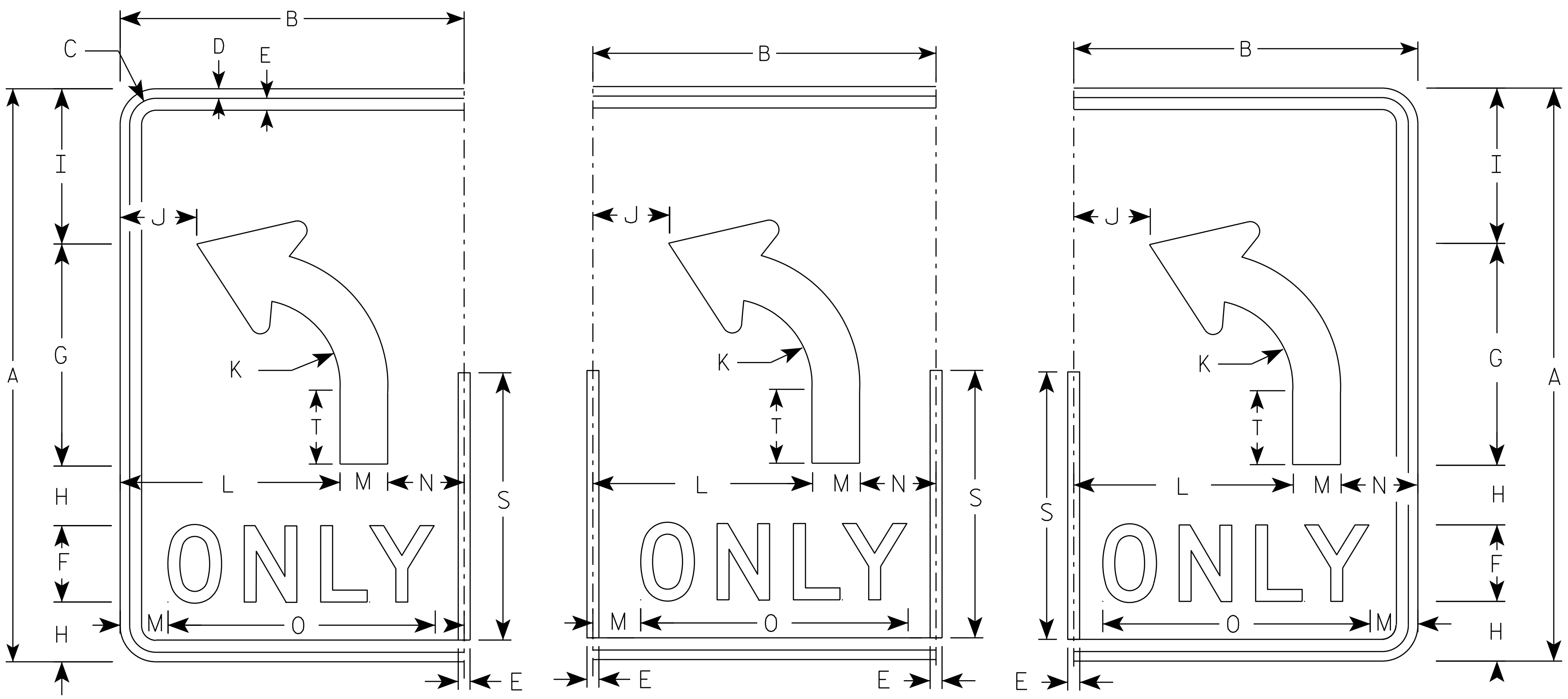
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 219 | E

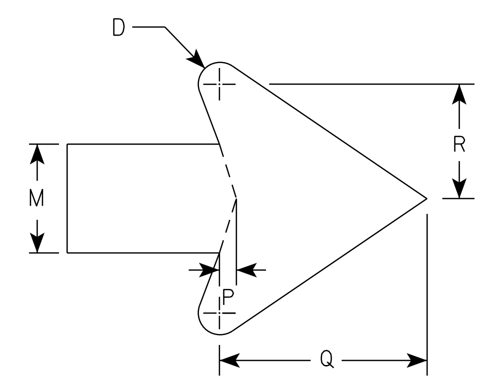
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 21-MAY 2019 4:38 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

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



(L) (L) (L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

SHEET NO: 220 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 21-MAY 2019 4:38 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

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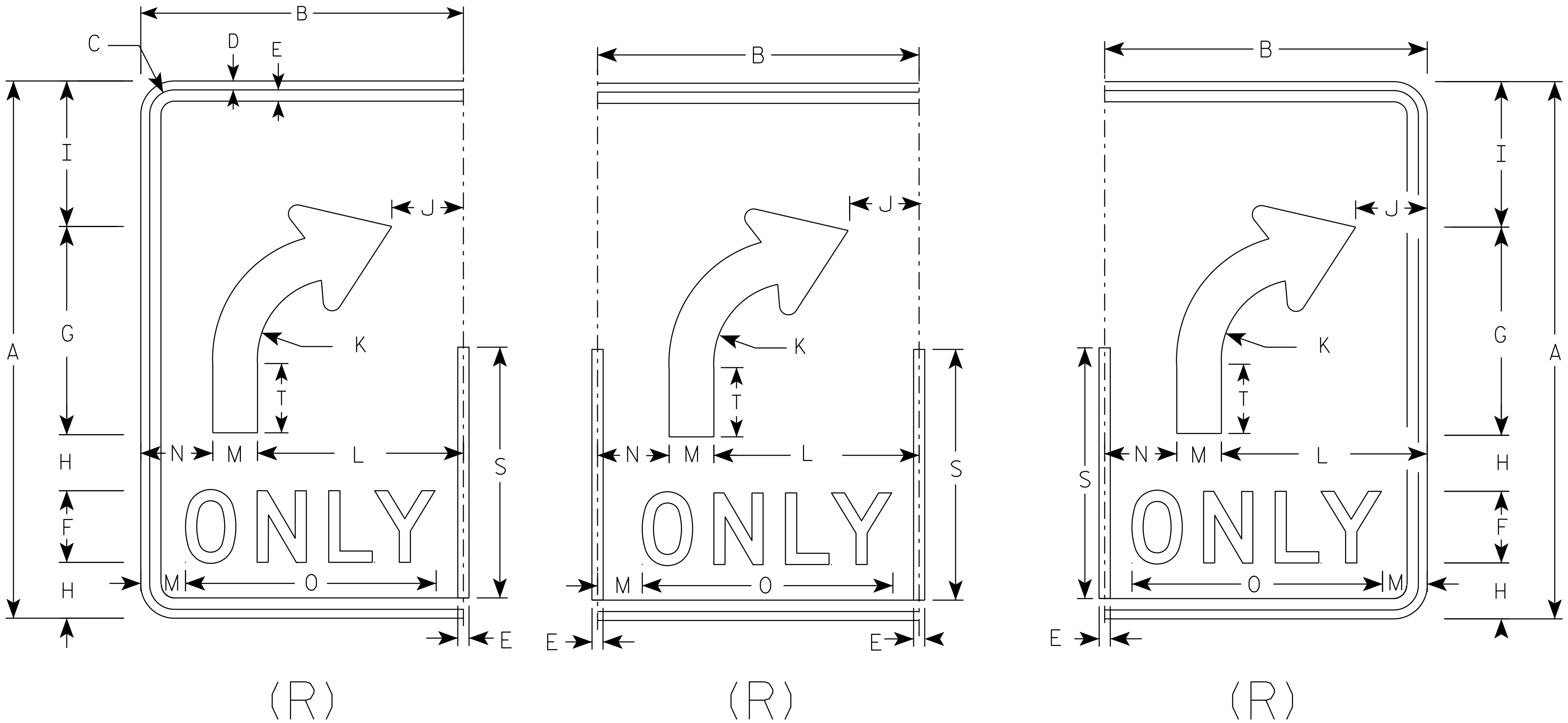
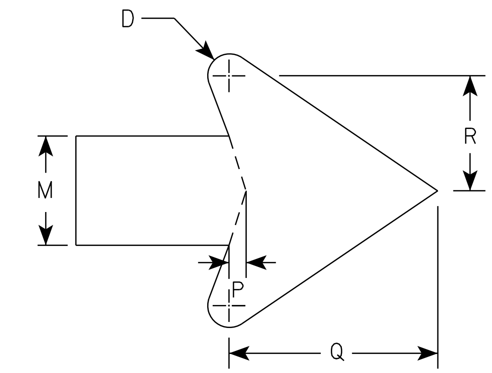
NOTES

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





ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

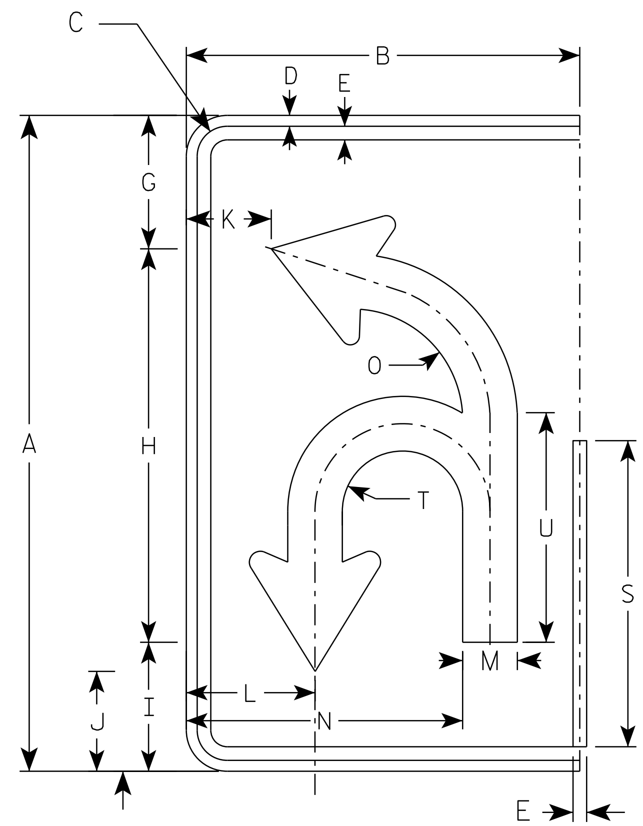
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

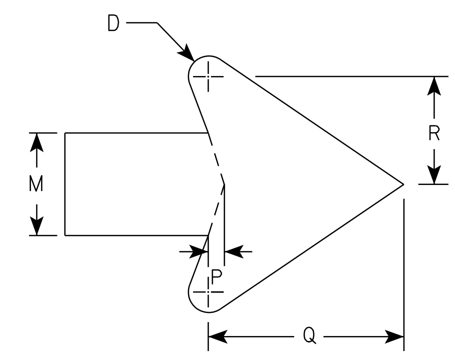
SHEET NO: 221 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(U)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 222 | E

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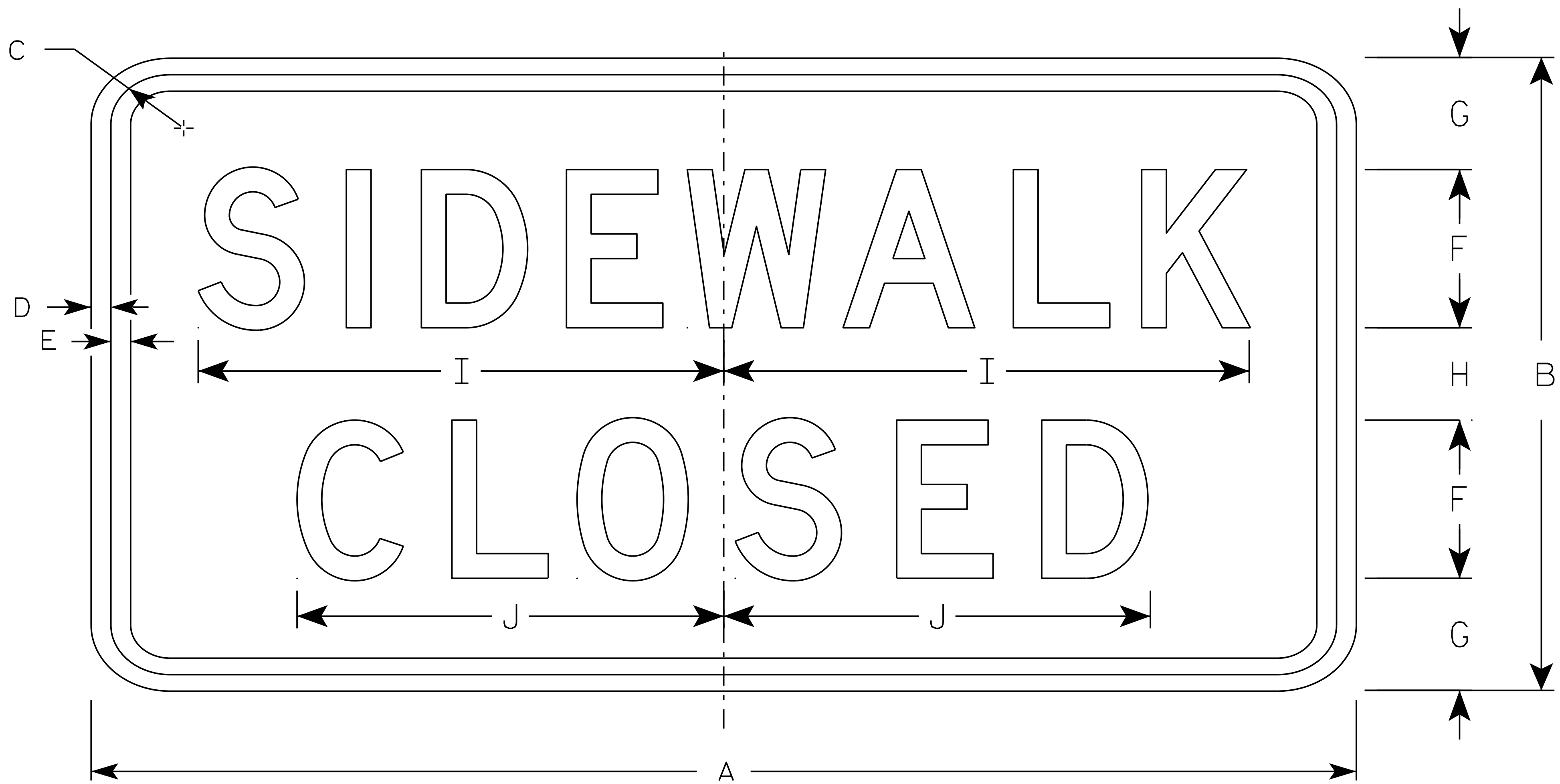


R9-9

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

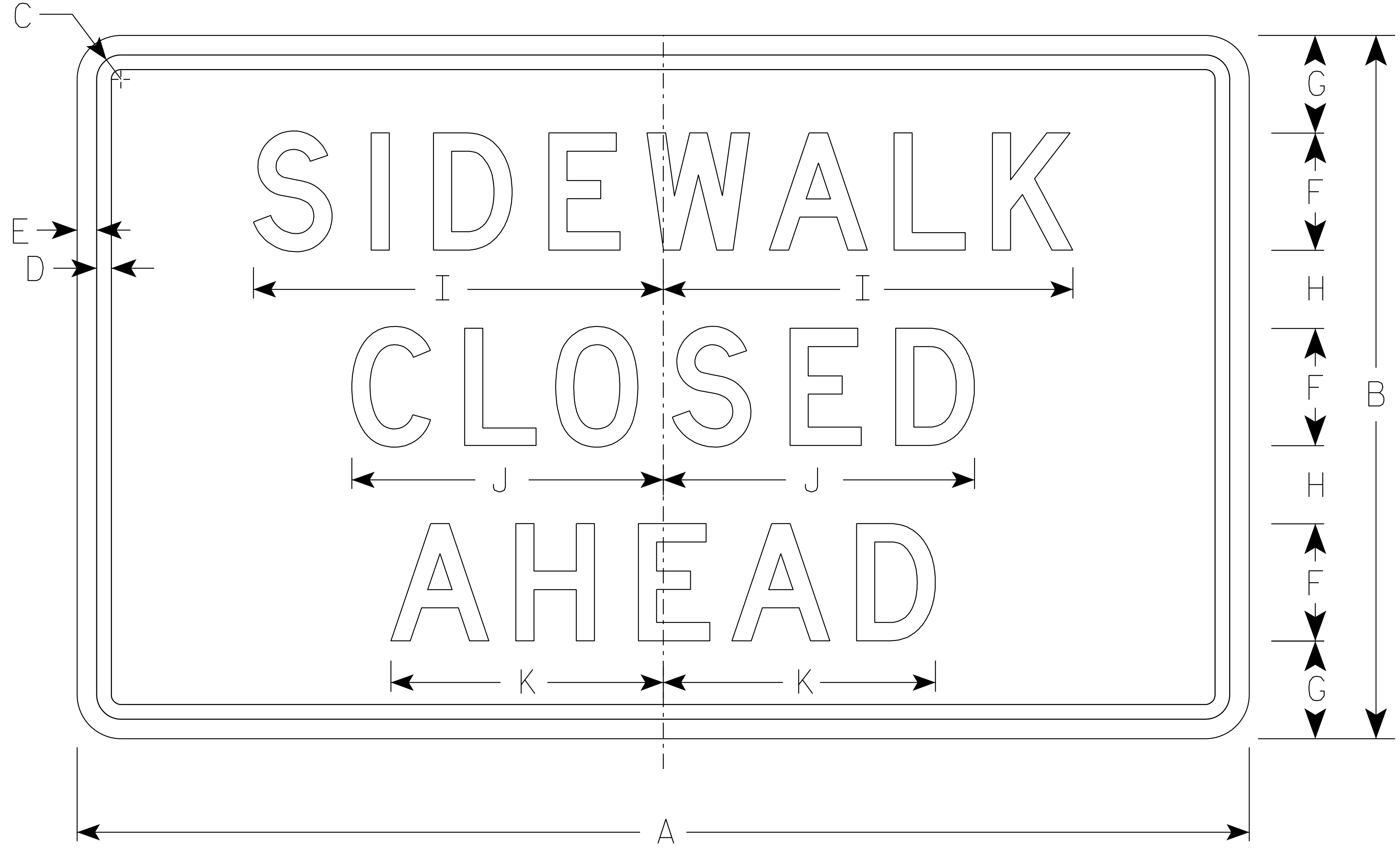
DATE 8/11/16 PLATE R9-9.6

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

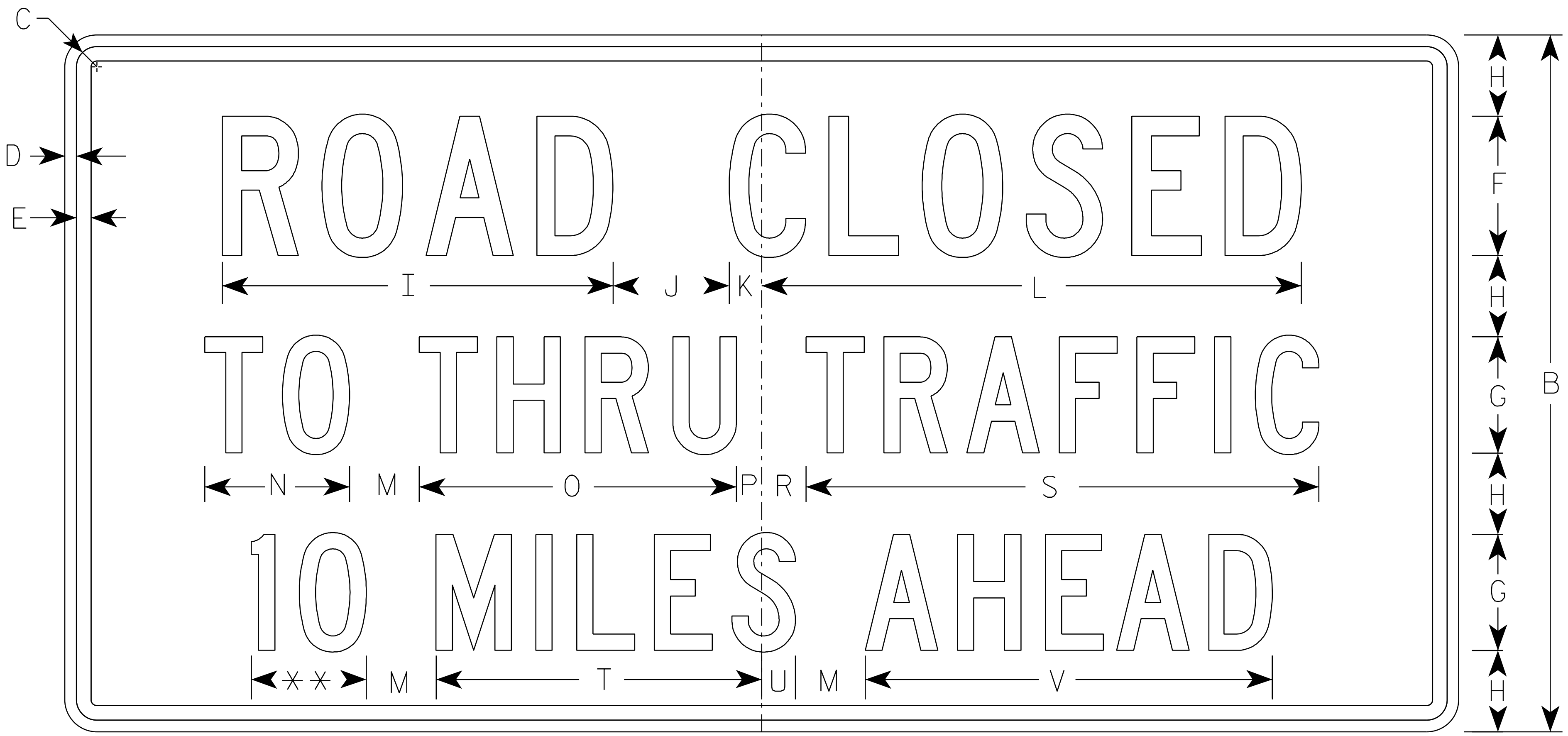
APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 224 | E

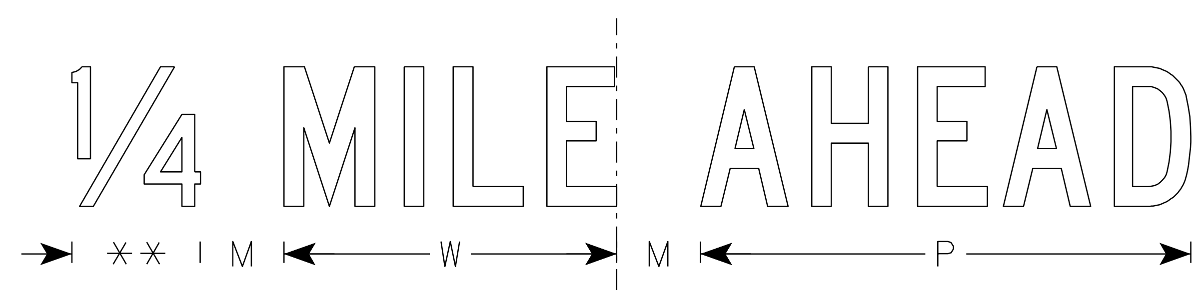
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
2M	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

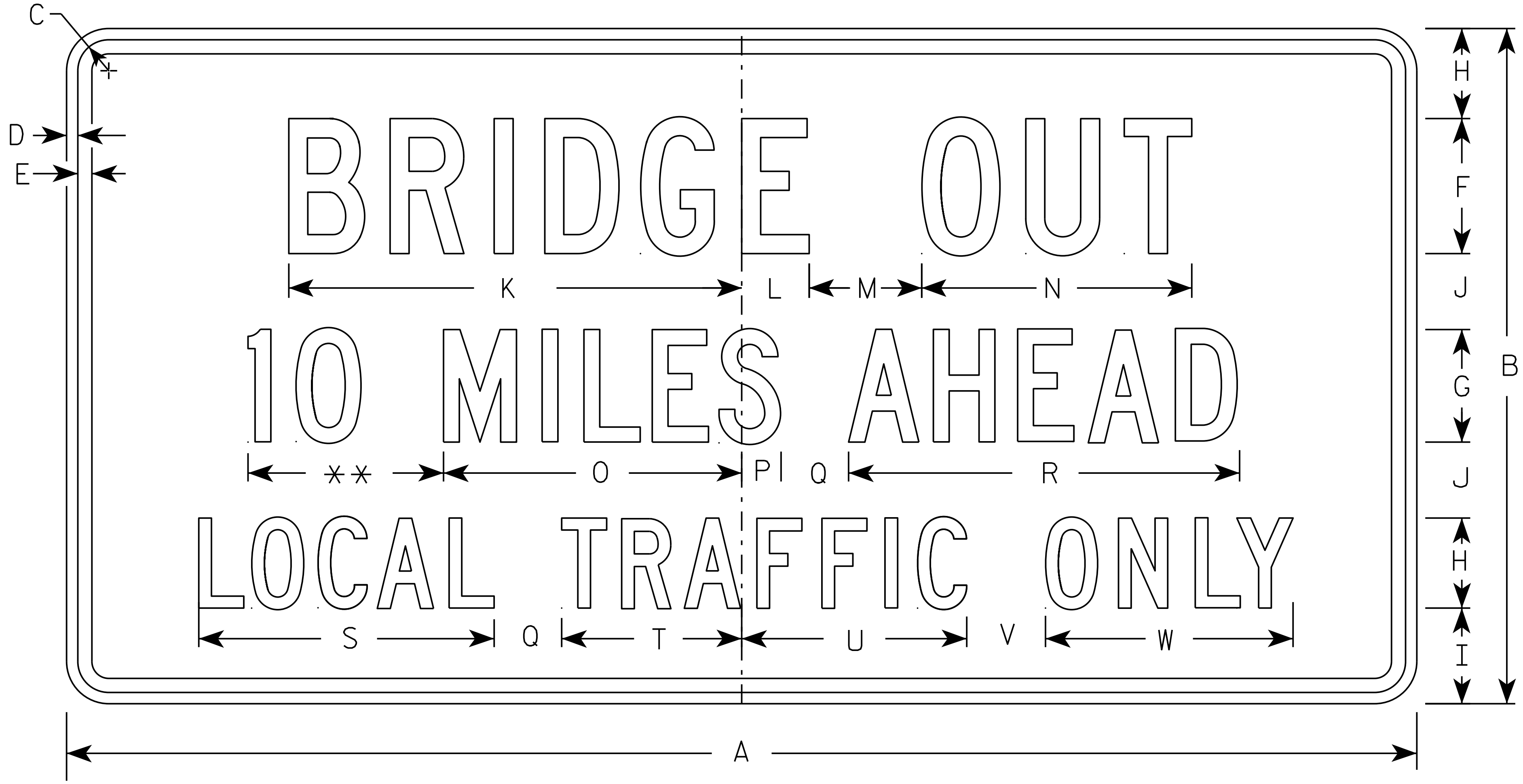
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/14/2021 PLATE NO. R11-3.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 225 | E

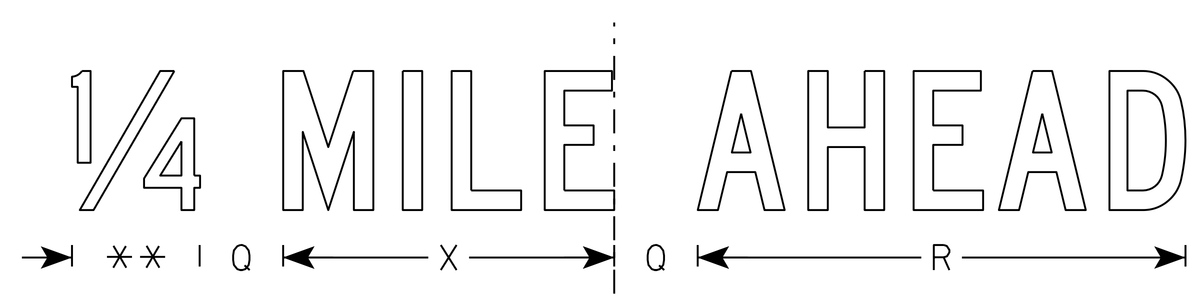
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3B

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. R11-3B.3

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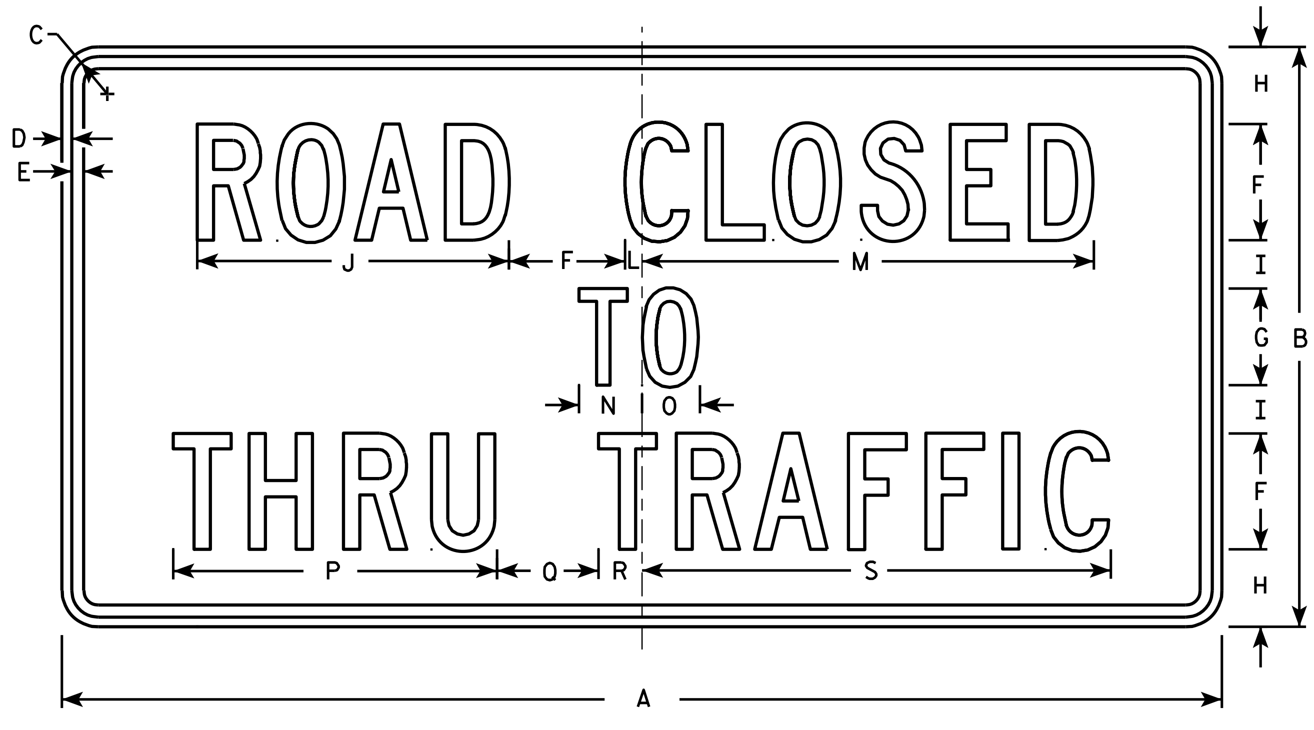


R11-4

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

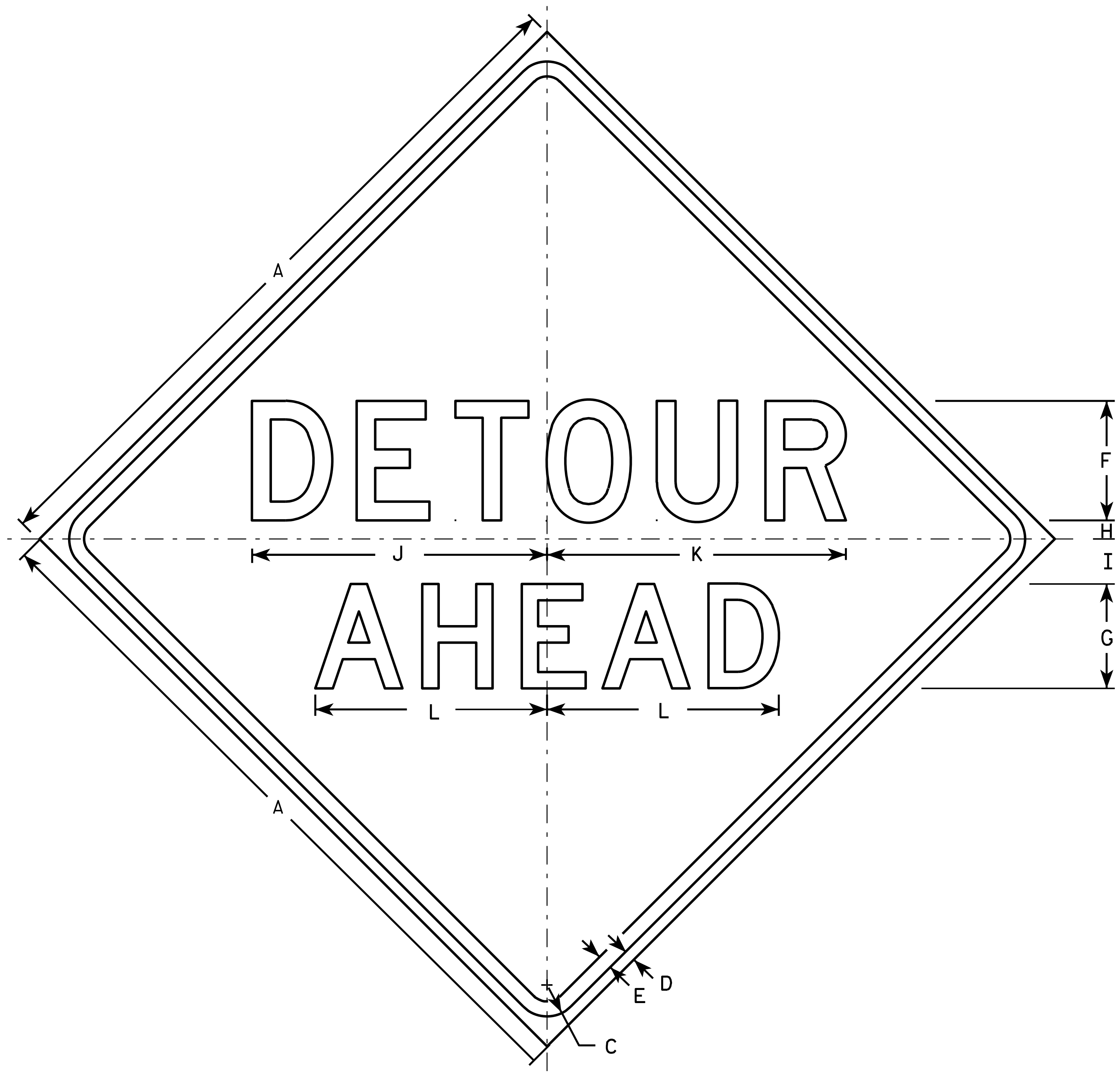
DATE 4/1/11 PLATE NO. R11-4.3

7

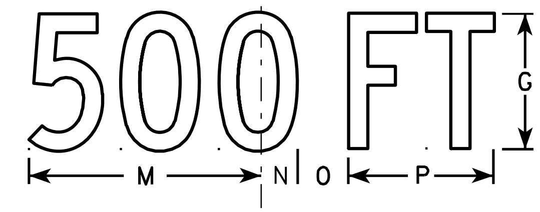
7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 227 | E

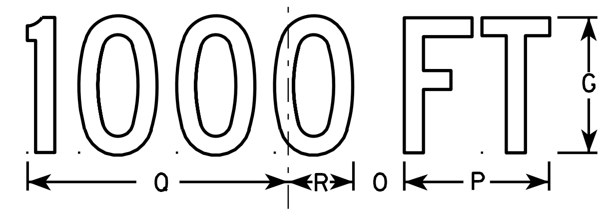
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R114.DGN PLOT DATE : 01-APR-2011 14:11 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000 WISDOT/CADDS SHEET 42



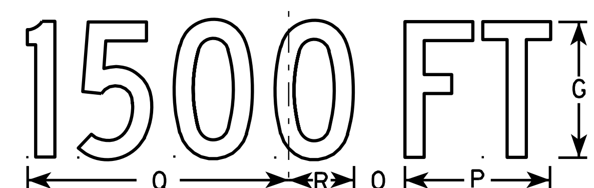
W20-2A



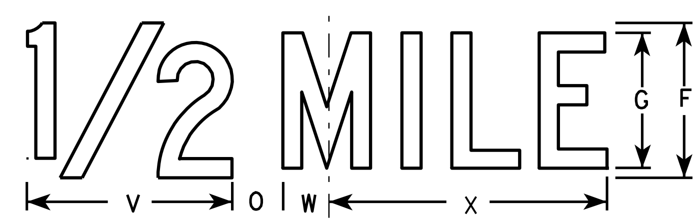
W20-2D



W20-2C



W20-2B



W20-2G

W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

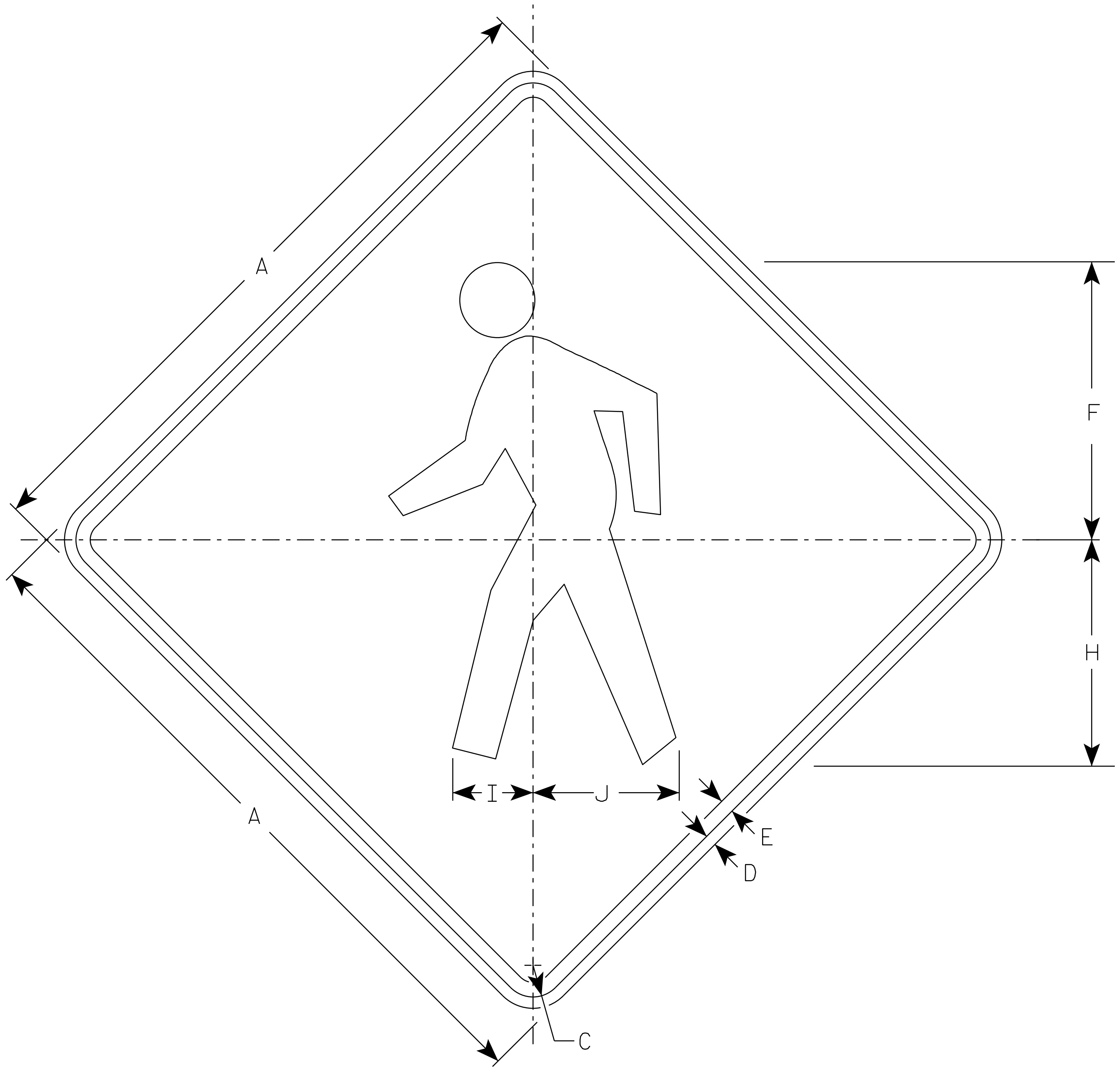
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6



W011-2

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN
W011-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/8/2020 PLATE NO. W011-2.1

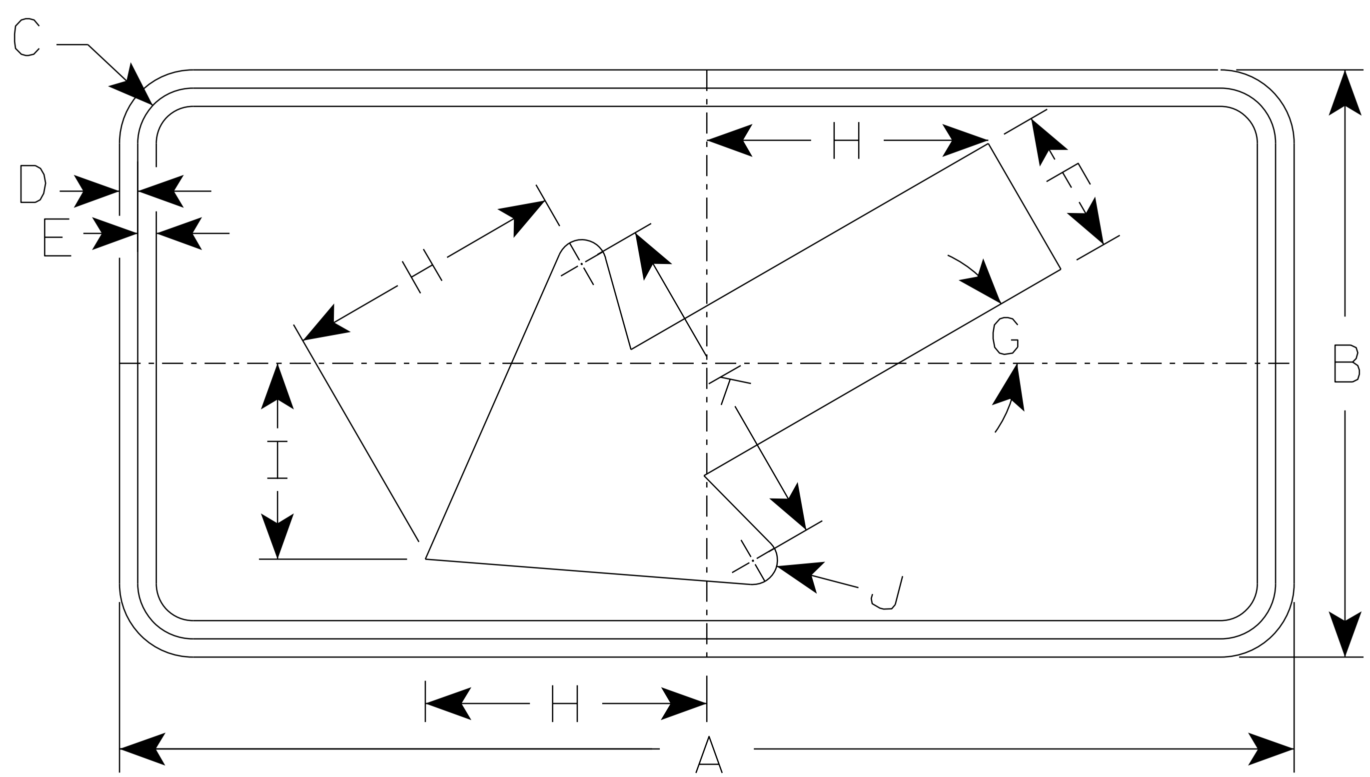
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 229 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W0112.DGN PLOT DATE : 08-APRIL-2020 PLOT BY : dotc4c PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

7

7



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/8	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 3/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

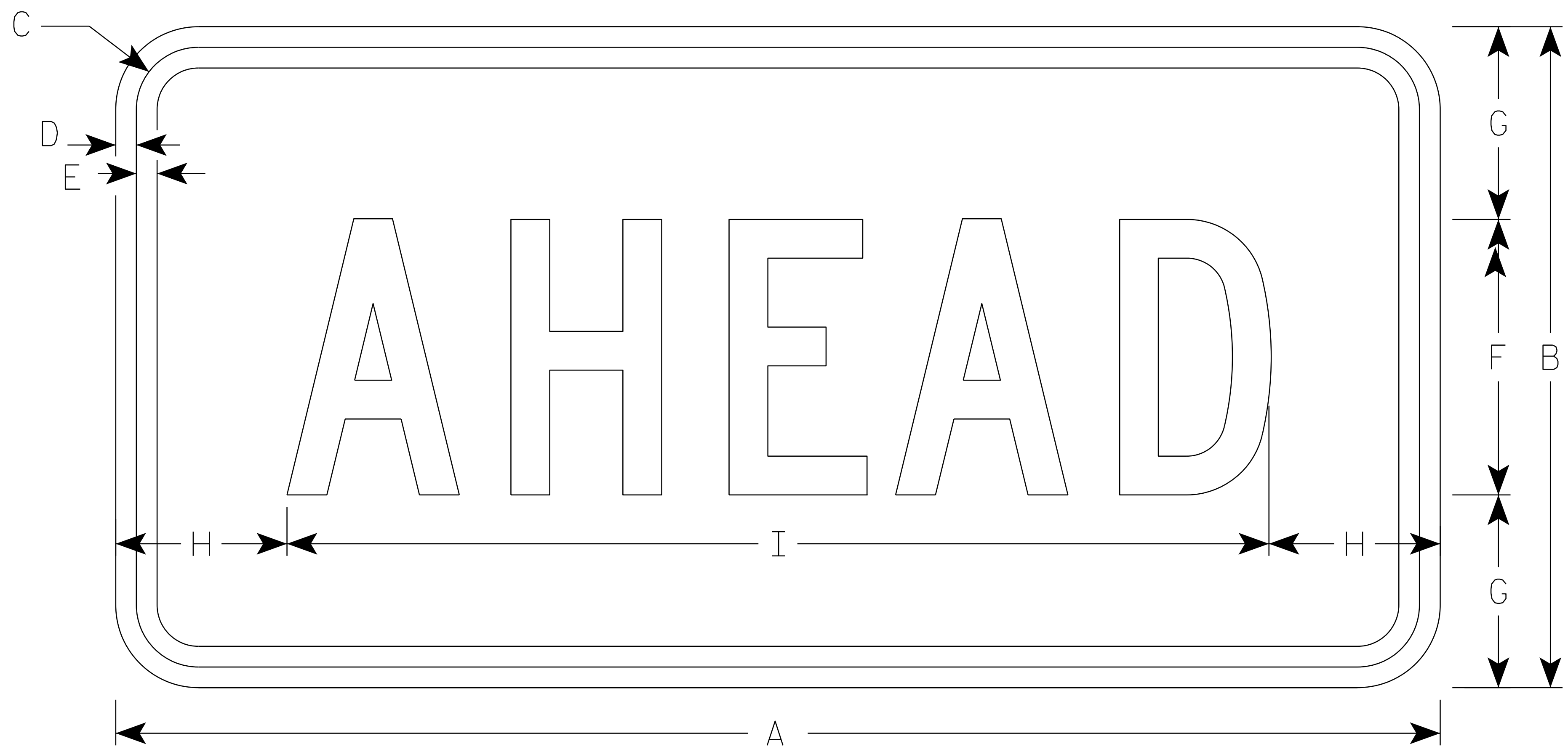
DATE 3/16/2021 PLATE NO. W016-7.2

PROJECT NO: HWY: COUNTY: SHEET NO: 230 E

7

NOTES

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



W016-9P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

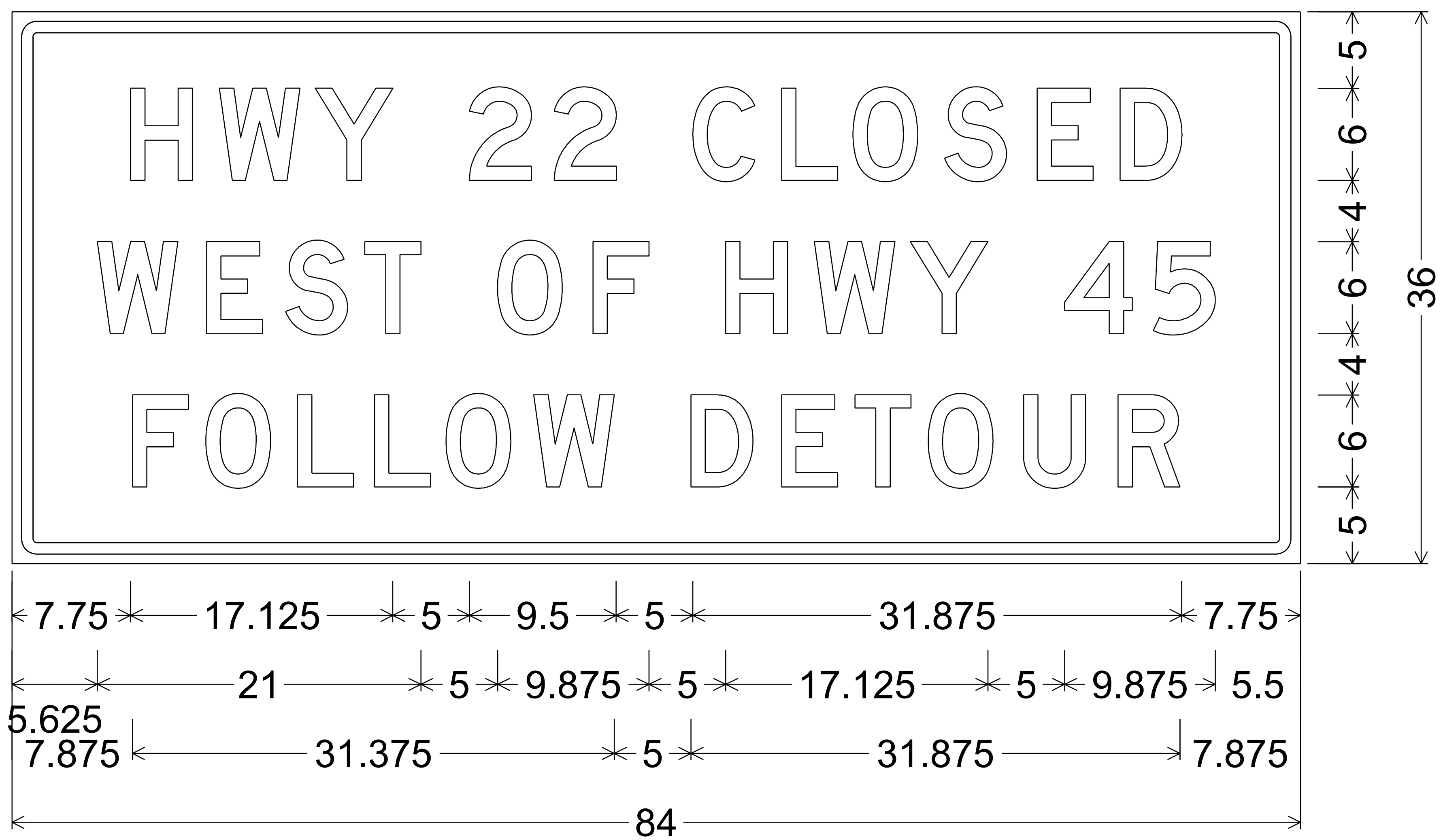
DATE 5/1/19 PLATE NO. W016-9P.7

7

7

NOTES

1. Fixed Message Sign Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



1.625" Radius, 0.750" Border, 0.625" Indent

7

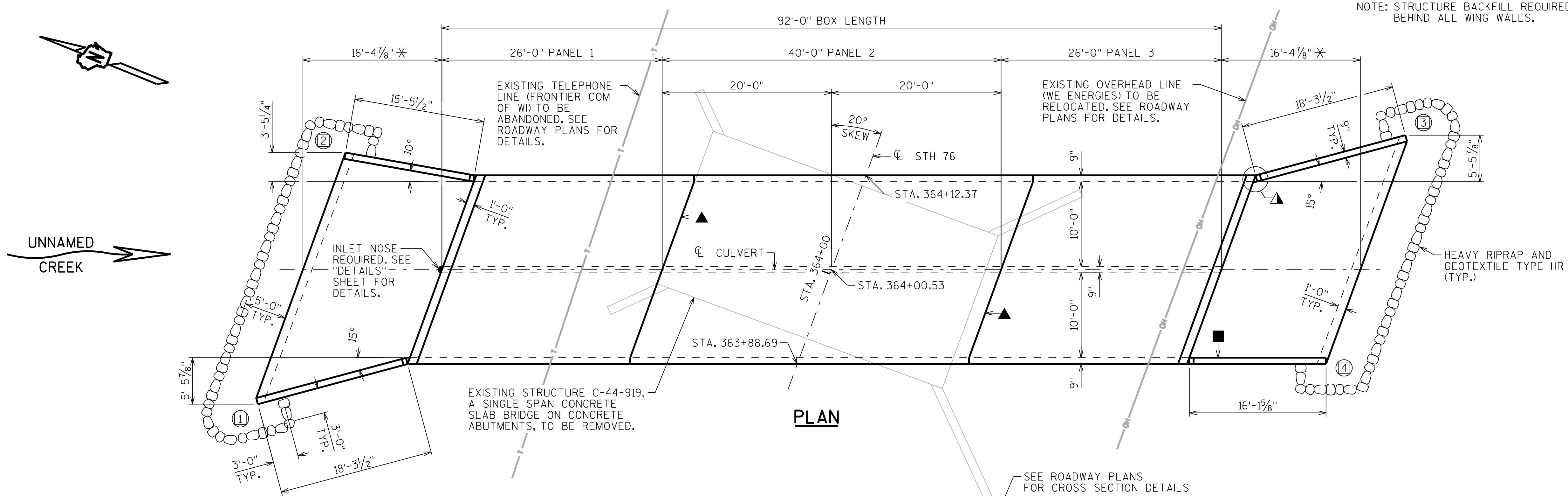
7

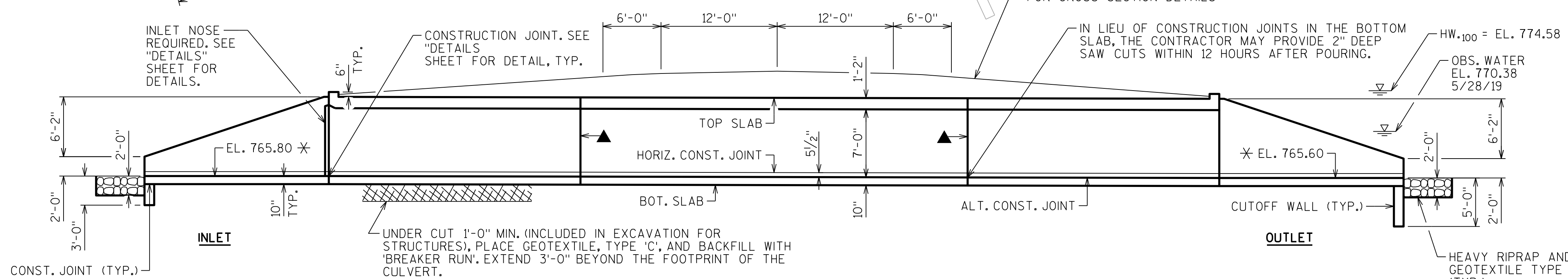
NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS.

STATE PROJECT NUMBER

6518-07-71

- SEE CORNER DETAILS ON "DETAILS" SHEET
- NAME PLATE LOCATION (SEE "DETAILS" SHEET)
- BUILD APRON AND END OF BOX LEVEL
- INDICATES WING NUMBER
- VERT. CONST. JOINT (TYP.)





ELEVATION

NORMAL TO ℄ OF CULVERT

LIST OF DRAWINGS

1. LAYOUT
2. BOX DETAILS
3. APRON DETAILS
4. DETAILS
5. SUBSURFACE EXPLORATION

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS B-44-471" SHALL BE THE EXISTING GROUNDLINE.

ALL VOLUME WHICH CANNOT BE PLACED BEFORE CULVERT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL WITHIN THE LENGTH OF THE CULVERT INCLUDING THE APRON WING WALLS.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE 18" (MIN.) WIDE SHEET OF "RUBBERIZED MEMBRANE WATERPROOFING" ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO 6" BELOW TOP OF BOTTOM SLAB.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS ON CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.05
OPERATING RATING FACTOR: RF = 1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255(KIPS)

EARTHLOAD:
DESIGNED FOR 1.5 TO 2.5 FT. OF FILL.

MATERIAL PROPERTIES:
CONCRETE MASONRY: f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT: fy = 60,000 P.S.I.

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 990 C.F.S.
$VEL._{100}$ = 9.06 F.P.S.
$HW._{100}$ = EL. 774.58
WATERWAY AREA = 109.27 SQ. FT.
DRAINAGE AREA = 2.28 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY
Q_2 = 220 C.F.S.
$VEL._2$ = 3.32 F.P.S.
$HW._2$ = EL. 771.04

TRAFFIC VOLUME

STH 76
ADT = 1,100 (2044)
R.D.S. = 60 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0250	REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS C-44-919	EACH	1
206.2001	EXCAVATION FOR STRUCTURES CULVERTS B-44-471	EACH	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	1,583
311.0115	BREAKER RUN	CY	135
504.0100	CONCRETE MASONRY CULVERTS	CY	249
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	33,430
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1,930
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	31
606.0300	RIPRAP HEAVY	CY	31
645.0105	GEOTEXTILE TYPE C	SY	425
645.0120	GEOTEXTILE TYPE HR	SY	75
	NON-BID ITEMS		
	FILLER	SIZE	3/4"

STRUCTURE DESIGN CONTACTS:
MICAH BROOKS (608) 266-5080
KYLE BUSCH (608) 267-0465

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED KHB 2/20/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-44-471

STH 76 OVER UNNAMED CREEK

COUNTY OUTAGAMIE TOWN MAPLE CREEK

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY MWB | DESIGNED CK'D. IDL | DRAWN BY MWB | PLANS CK'D. IDL

LAYOUT

SHEET 1 OF 5

8

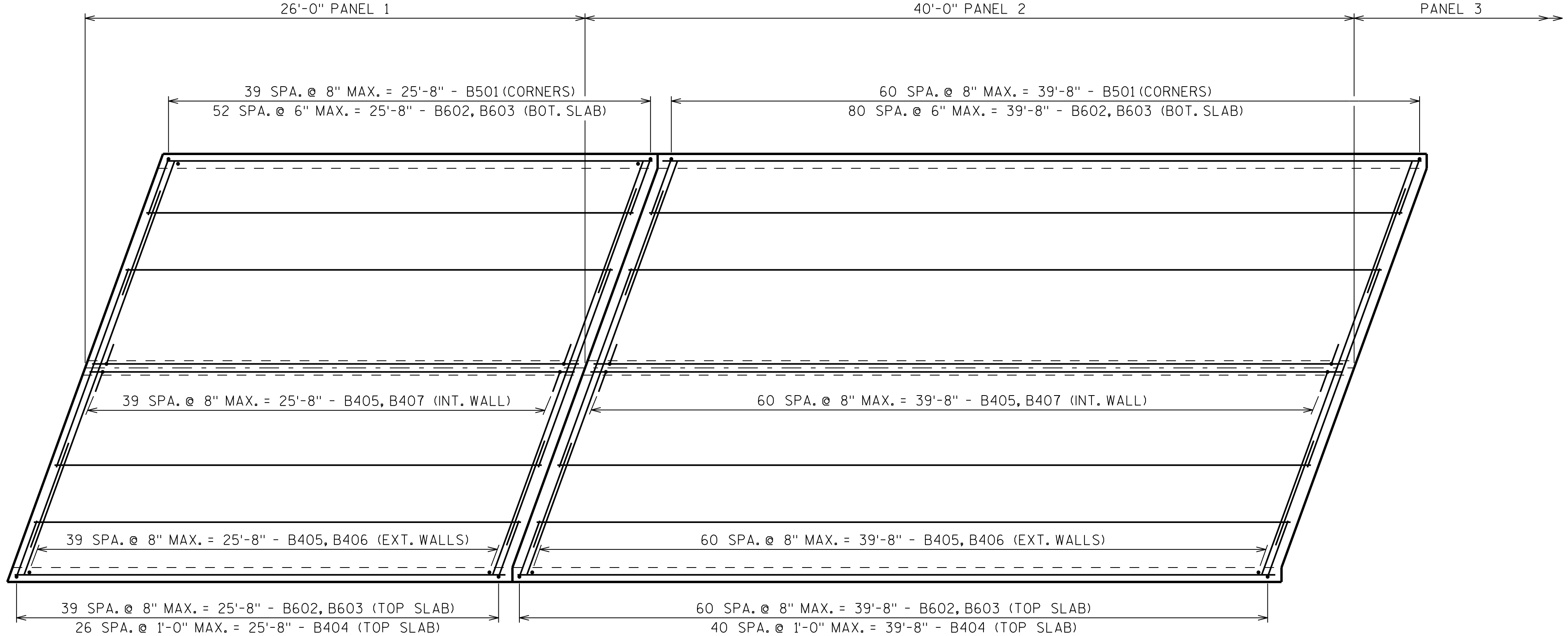
8

SCALE = 7.00

I.D. 6518-07-00A DATE: FEB. 2023

STATE PROJECT NUMBER

6518-07-71



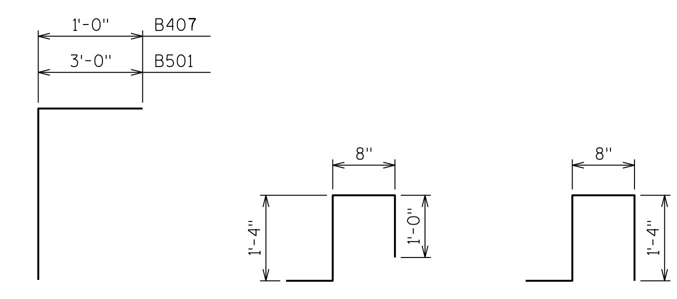
PLAN

PANELS 1 AND 2 SHOWN, PANEL 3 SIMILAR TO PANEL 1
HEADERS NOT SHOWN FOR CLARITY

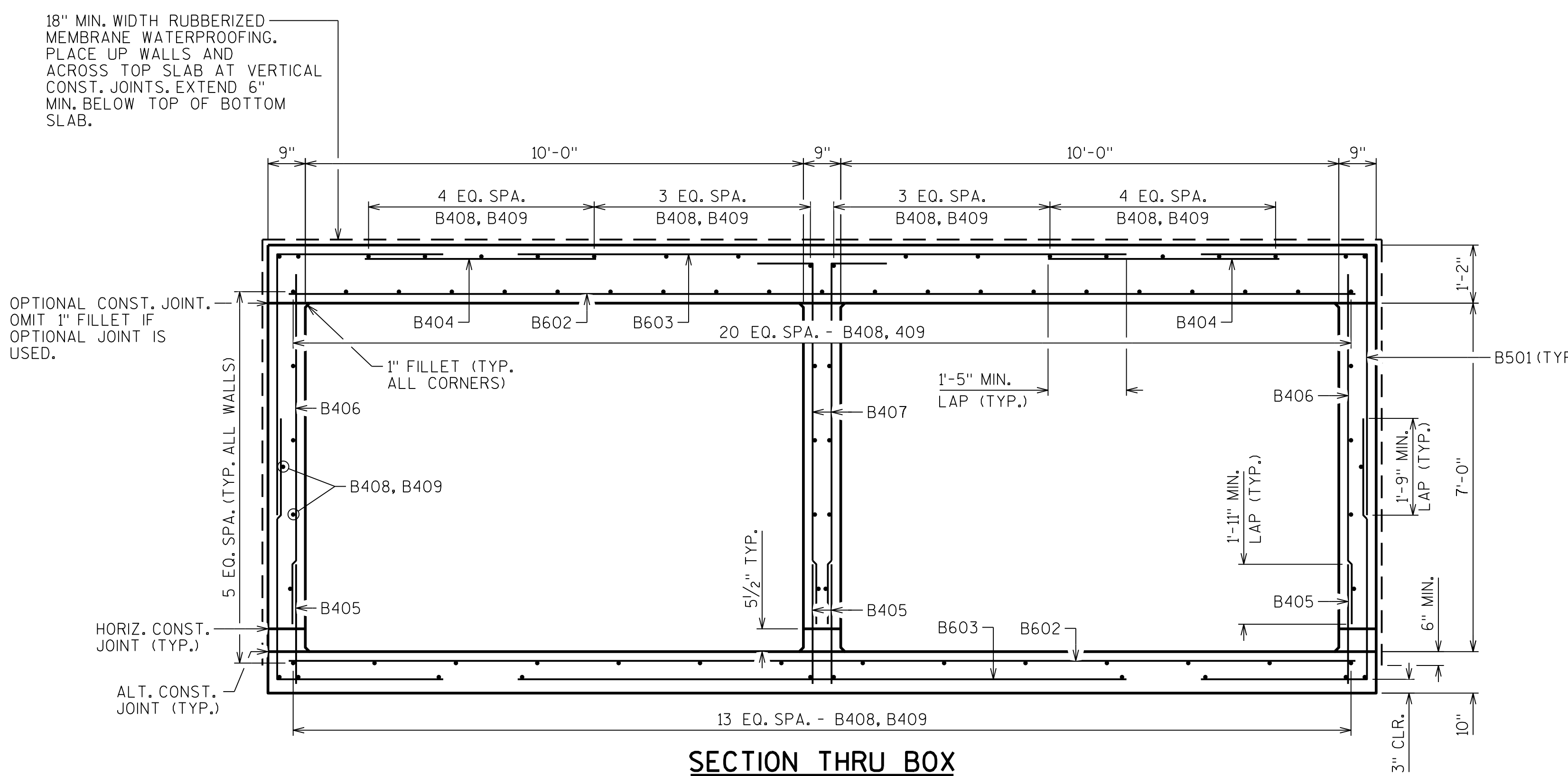
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		564	8'-2"	X		CORNERS - VERT.
B602		328	23'-0"			TOP & BOT. SLAB - TRANS.
B603		328	11'-0"			TOP & BOT. SLAB - TRANS. - AT INT. WALL
B404		190	5'-9"			TOP SLAB - TRANS. - IN SPANS
B405		564	2'-2"			INT. & EXT. WALLS - VERT. - DOWELS
B406		282	7'-2"			EXT. WALLS - VERT.
B407		282	8'-1"	X		INT. WALL - VERT.
B408		168	25'-8"			WALLS & SLABS - LONGIT. - PANEL 1 & 3
B409		84	39'-8"			WALLS & SLABS - LONGIT. - PANEL 2
B510		120	4'-0"			VERT. CONST. JOINTS
B311		33	3'-3"	X		INLET HEADER - VERT.
B312		33	3'-7"	X		OUTLET HEADER - VERT.
B413		4	23'-4"			HEADERS - HORIZ.

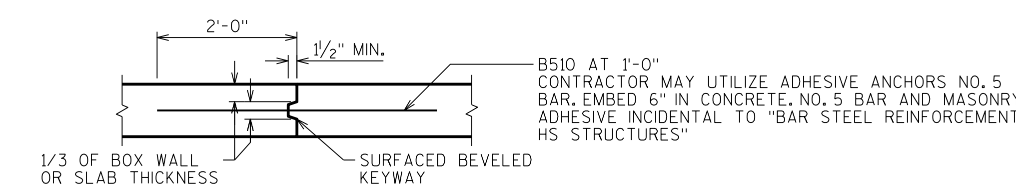


B501, B407 B311 B312



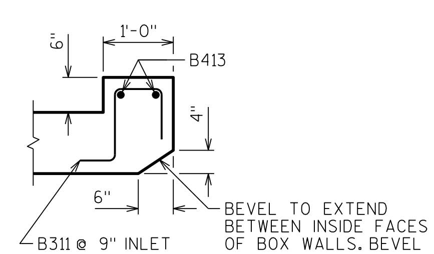
SECTION THRU BOX

ALL LONGITUDINAL BARS NOT LABELED ARE B408, B409 AS SHOWN



VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.



SECTION THRU HEADER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-44-471

DRAWN BY MWB PLANS CK'D. IDL

BOX DETAILS

SHEET 2

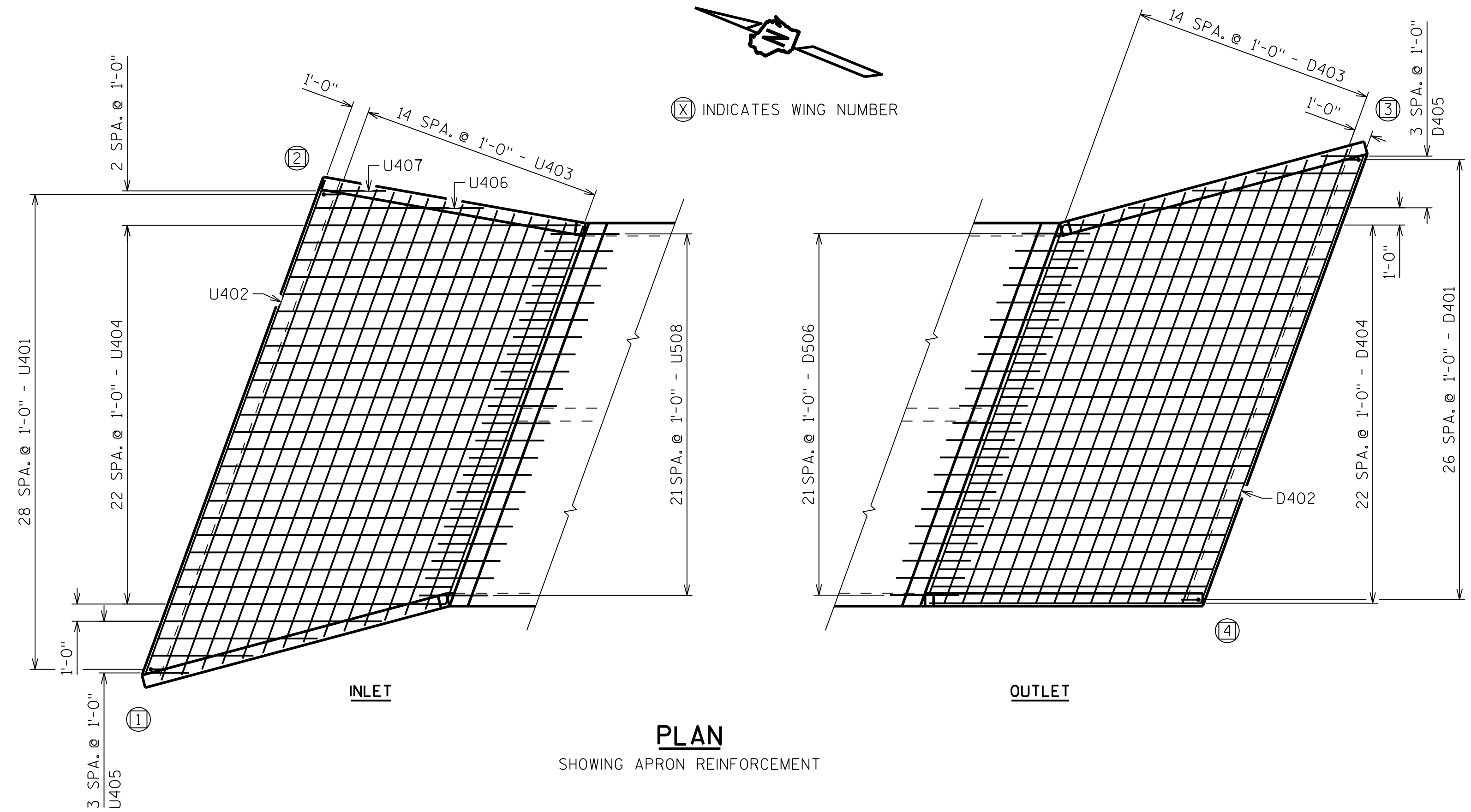
8

8

SCALE = 4.00

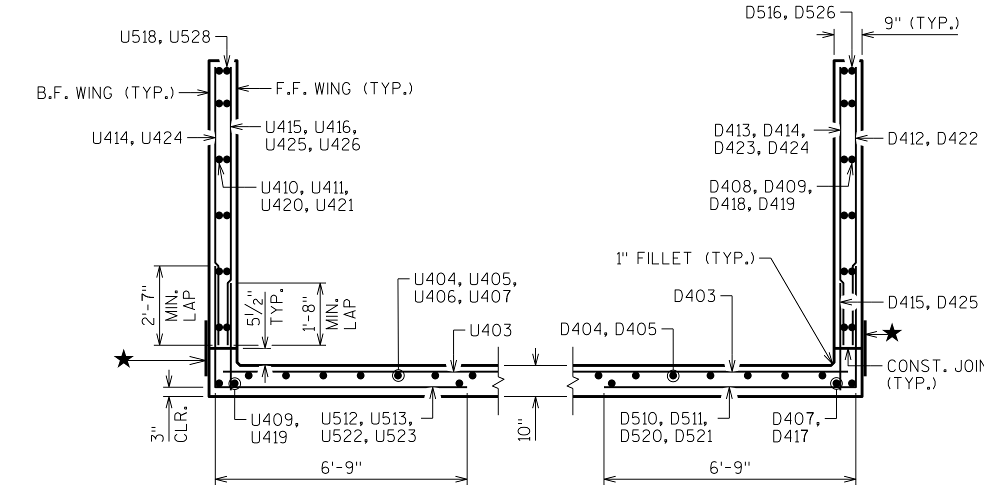
★ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING. PLACE ALONG HORIZ. CONST. JOINT ENTIRE LENGTH OF WING.

STATE PROJECT NUMBER
6518-07-71

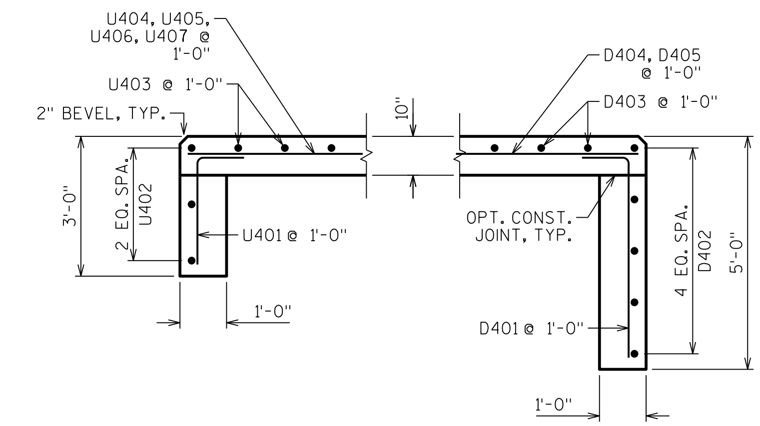


PLAN

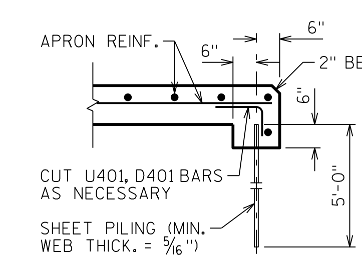
SHOWING APRON REINFORCEMENT



SECTION THRU WINGWALLS

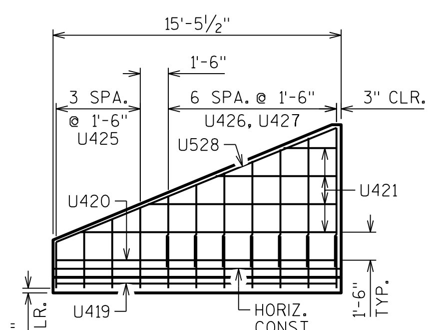


CUT-OFF WALLS



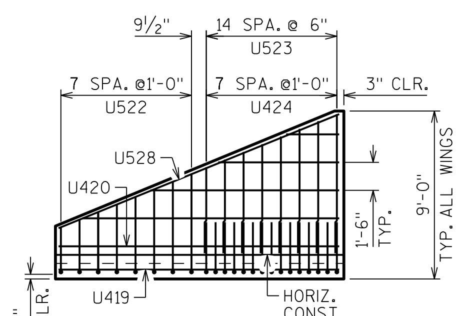
ALTERNATE CUT-OFF WALLS

THE ABOVE ALTERNATIVE MAY BE USED IN LIEU OF CAST-IN-PLACE CONCRETE CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONCRETE CUT-OFF WALLS.



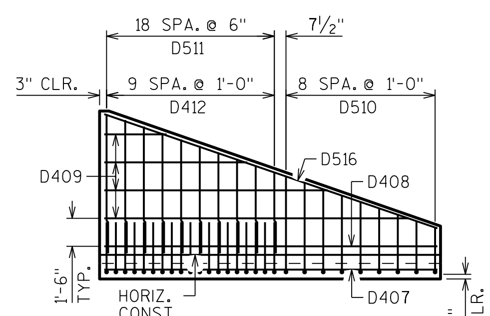
WING 2

SHOWING F.F. REINF.



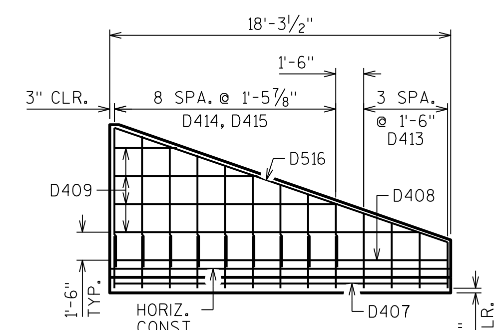
WING 2

SHOWING B.F. REINF.



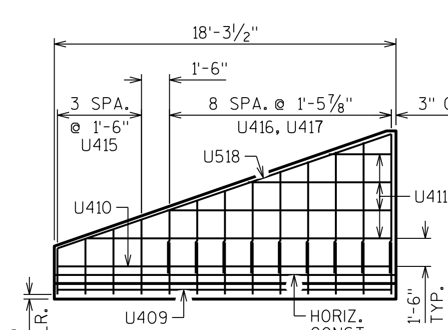
WING 3

SHOWING B.F. REINF.



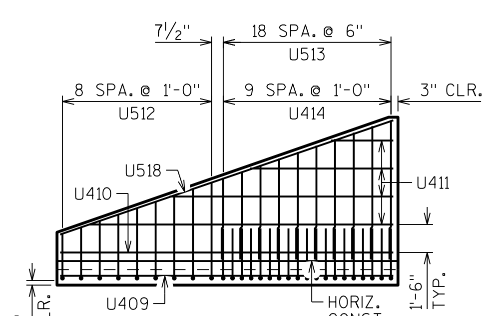
WING 3

SHOWING F.F. REINF.



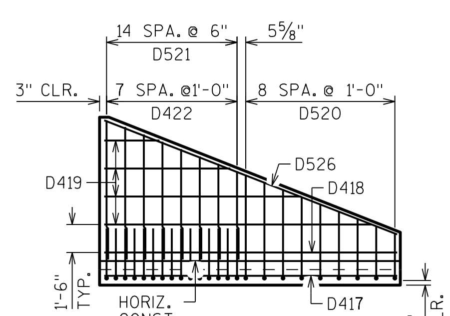
WING 1

SHOWING F.F. REINF.



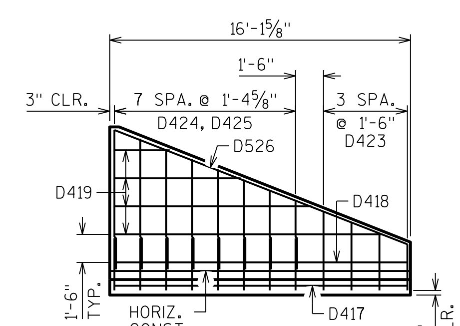
WING 1

SHOWING B.F. REINF.



WING 4

SHOWING B.F. REINF.



WING 4

SHOWING F.F. REINF.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-44-471

DRAWN BY MWB | PLANS CK'D. IDL

APRON DETAILS

SHEET 3

235

8

8

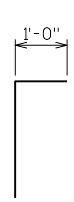
SCALE = 5.00

BILL OF BARS

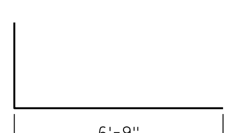
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		29	3'-2"	X		INLET CUTOFF WALL - VERT.
U402		3	30'-7"			INLET CUTOFF WALL - HORIZ.
U403		15	27'-1"		▲	INLET APRON - HORIZ.
U404		23	16'-0"			INLET APRON - LONGIT.
U405		4	7'-7"		▲	INLET APRON - LONGIT.
U406		1	9'-10"			INLET APRON - LONGIT.
U407		1	3'-9"			INLET APRON - LONGIT.
U508		22	4'-0"			INLET APRON - CONST. JOINT
U409		3	17'-10"			WING 1 - HORIZ. - BOT.
U410	X	2	17'-10"			WING 1 - HORIZ.
U411	X	8	9'-10"		▲	WING 1 - HORIZ.
U512	X	9	10'-7"	X	▲	WING 1 - VERT. - B.F.
U513	X	19	10'-4"	X		WING 1 - VERT. - B.F.
U414	X	10	6'-0"		▲	WING 1 - VERT. - B.F.
U415	X	4	3'-3"		▲	WING 1 - VERT. - F.F.
U416	X	9	5'-6"		▲	WING 1 - VERT. - F.F.
U417	X	9	2'-10"			WING 1 - VERT. - DOWELS - F.F.
U518	X	2	18'-11"			WING 1 - HORIZ. - TOP
U419		3	15'-0"			WING 2 - HORIZ. - BOT.
U420	X	2	15'-0"			WING 2 - HORIZ.
U421	X	8	8'-4"		▲	WING 2 - HORIZ.
U522	X	8	10'-8"	X	▲	WING 2 - VERT. - B.F.
U523	X	15	10'-4"	X		WING 2 - VERT. - B.F.
U424	X	8	6'-1"		▲	WING 2 - VERT. - B.F.
U425	X	4	3'-5"		▲	WING 2 - VERT. - F.F.
U426	X	7	5'-8"		▲	WING 2 - VERT. - F.F.
U427	X	7	2'-10"			WING 2 - VERT. - DOWELS - F.F.
U528	X	2	16'-3"			WING 2 - HORIZ. - TOP
D401		27	5'-2"	X		OUTLET CUTOFF WALL - VERT.
D402		5	27'-9"			OUTLET CUTOFF WALL - HORIZ.
D403		15	25'-6"		▲	OUTLET APRON - HORIZ.
D404		23	16'-0"			OUTLET APRON - LONGIT.
D405		4	7'-7"		▲	OUTLET APRON - LONGIT.
D506		22	4'-0"			OUTLET APRON - CONST. JOINT
D407		3	17'-11"			WING 3 - HORIZ. - BOT.
D408	X	2	17'-11"			WING 3 - HORIZ.
D409	X	8	9'-10"		▲	WING 3 - HORIZ.
D510	X	9	10'-7"	X	▲	WING 3 - VERT. - B.F.
D511	X	19	10'-4"	X		WING 3 - VERT. - B.F.
D412	X	10	6'-0"		▲	WING 3 - VERT. - B.F.
D413	X	4	3'-3"		▲	WING 3 - VERT. - F.F.
D414	X	9	5'-6"		▲	WING 3 - VERT. - F.F.
D415	X	9	2'-10"			WING 3 - VERT. - DOWELS - F.F.
D516	X	2	18'-11"			WING 3 - HORIZ. - TOP
D417		3	15'-9"			WING 4 - HORIZ. - BOT.
D418	X	2	15'-9"			WING 4 - HORIZ.
D419	X	8	8'-8"		▲	WING 4 - HORIZ.
D520	X	9	10'-9"	X	▲	WING 4 - VERT. - B.F.
D521	X	15	10'-4"	X		WING 4 - VERT. - B.F.
D422	X	8	6'-2"		▲	WING 4 - VERT. - B.F.
D423	X	4	3'-5"		▲	WING 4 - VERT. - F.F.
D424	X	8	5'-8"		▲	WING 4 - VERT. - F.F.
D425	X	8	2'-10"			WING 4 - VERT. - DOWELS - F.F.
D526	X	2	16'-11"			WING 4 - HORIZ. - TOP

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



U401, D401

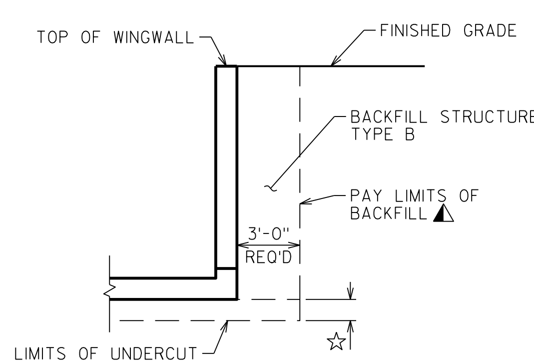


U512, U513, U522, U523, D510, D511, D520, D521

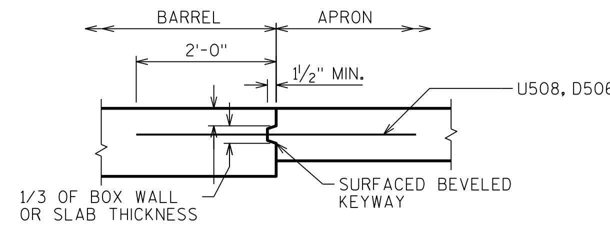
BAR SERIES TABLE

BAR MARK	NO. REQ'D.	LENGTH
U403	1 SERIES OF 15	23'-5" TO 30'-9"
U405	1 SERIES OF 4	2'-6" TO 12'-7"
U411	2 SERIES OF 4	3'-4" TO 16'-4"
U512	1 SERIES OF 9	9'-2" TO 11'-11"
U414	1 SERIES OF 10	4'-5" TO 7'-6"
U415	1 SERIES OF 4	2'-6" TO 4'-0"
U416	1 SERIES OF 9	3'-5" TO 7'-6"
U421	2 SERIES OF 4	2'-10" TO 13'-9"
U522	1 SERIES OF 8	9'-2" TO 12'-1"
U424	1 SERIES OF 8	4'-8" TO 7'-6"
U425	1 SERIES OF 4	2'-6" TO 4'-4"
U426	1 SERIES OF 7	3'-10" TO 7'-6"
D403	1 SERIES OF 15	22'-10" TO 28'-1"
D405	1 SERIES OF 4	2'-6" TO 12'-7"
D409	2 SERIES OF 4	3'-4" TO 16'-4"
D510	1 SERIES OF 9	9'-2" TO 11'-11"
D412	1 SERIES OF 10	4'-5" TO 7'-6"
D413	1 SERIES OF 4	2'-6" TO 4'-0"
D414	1 SERIES OF 9	3'-5" TO 7'-6"
D419	2 SERIES OF 4	3'-0" TO 14'-4"
D520	1 SERIES OF 9	9'-2" TO 12'-4"
D422	1 SERIES OF 8	4'-9" TO 7'-6"
D423	1 SERIES OF 4	2'-6" TO 4'-3"
D424	1 SERIES OF 8	3'-9" TO 7'-6"

BUNDLE AND TAG EACH SERIES SEPARATELY.

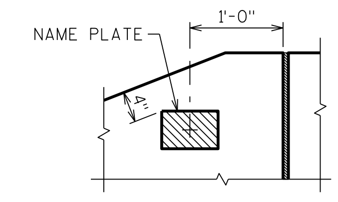


TYPICAL SECTION THRU BOX CULVERT WINGWALL

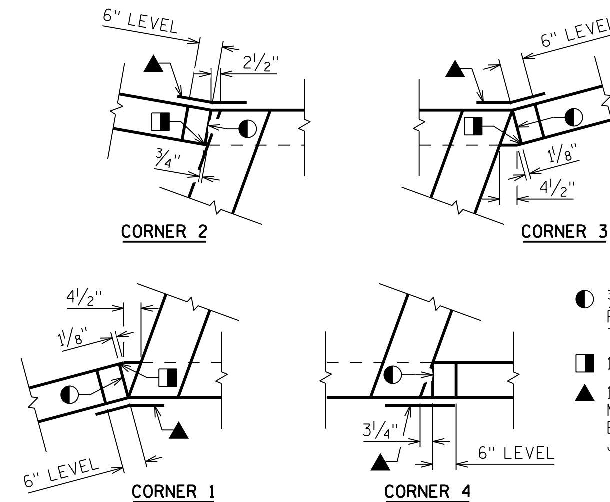


APRON CONNECTION DETAIL

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.



NAME PLATE LOCATION WING 4

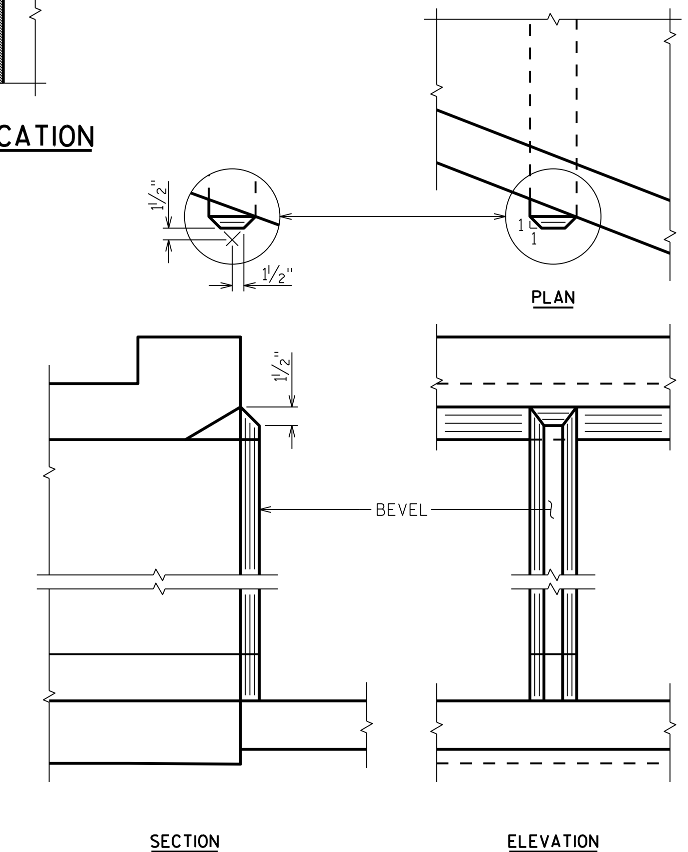


◐ ¾" FILLER (TYP.) EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WING.

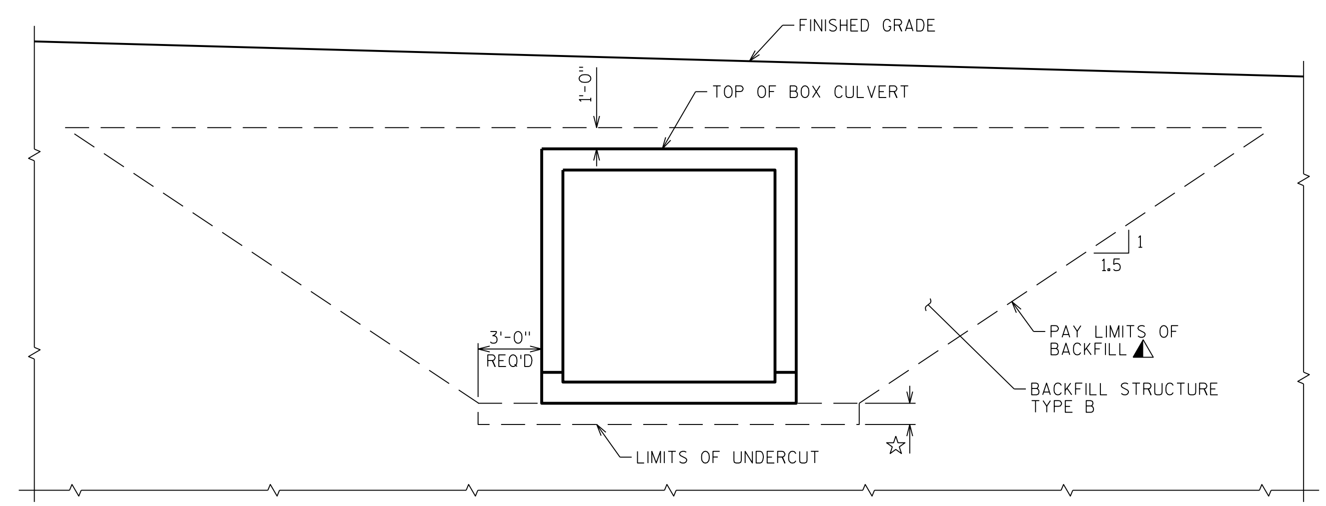
◧ 1" BEVEL (TYP.)

▲ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WING.

CORNER DETAILS



INLET NOSE DETAILS



TYPICAL SECTION THRU BOX CULVERT

▲ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

☆ UNDER CUT 1'-0". EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "BREAKER RUN".

IN LIEU OF USING BREAKER RUN FOR THE BOX CONSTRUCTION PLATFORM, THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL. THE REGION GEOTECHNICAL ENGINEER MAY BE CONTACTED TO DETERMINE IF "OTHER GRANULAR MATERIAL" IS ACCEPTABLE.

STATE PROJECT NUMBER 6518-07-71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-44-471

DRAWN BY MWB | PLANS CK'D. IDL

DETAILS

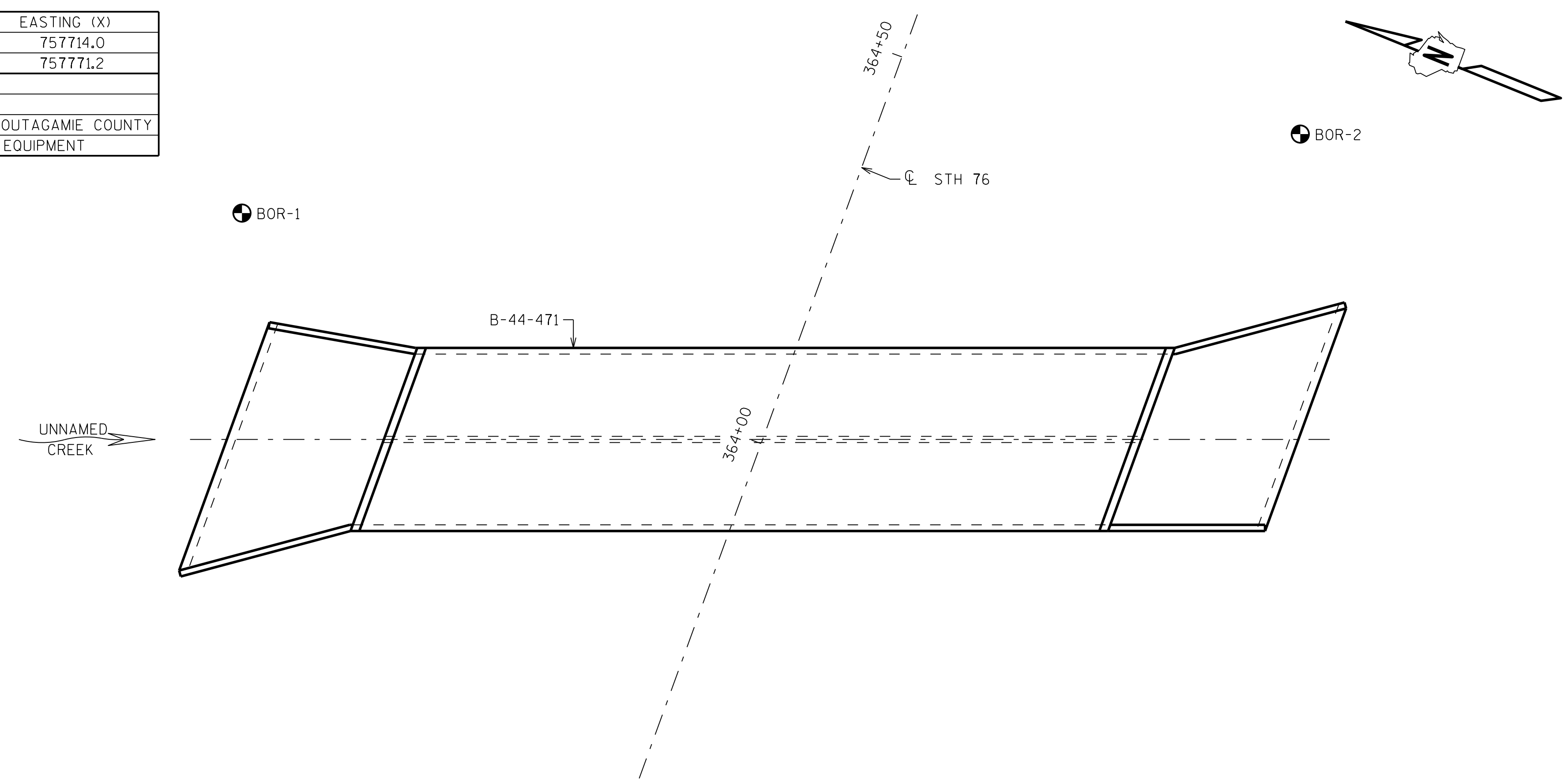
SHEET 4

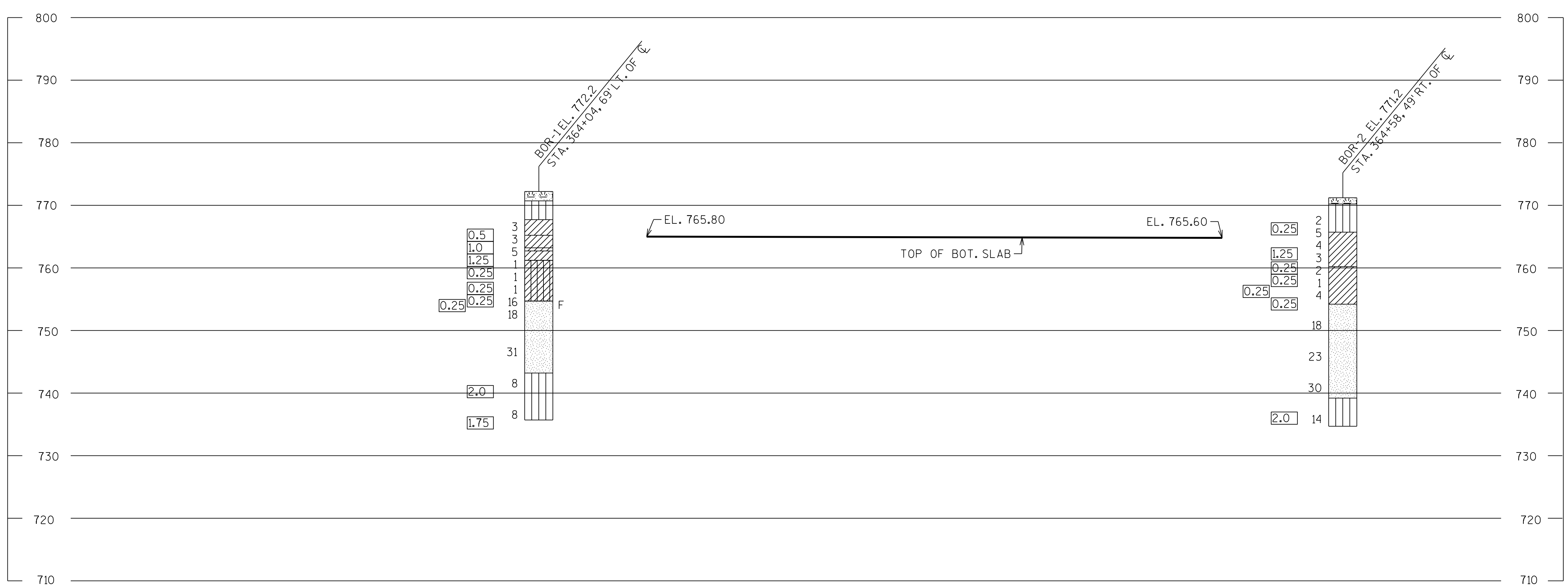
8

8

SCALE = 1.00

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	4/13/2021	645190.0	757714.0
2	4/13/2021	645074.5	757771.2
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) OUTAGAMIE COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			





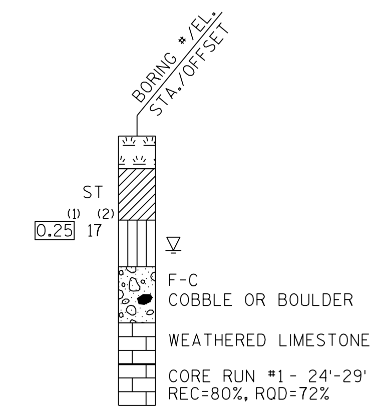
STATE PROJECT NUMBER

6518-07-71

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-44-471

DRAWN BY JJ/MWB PLANS CK'D. IDL

SUBSURFACE EXPLORATION

SHEET 5

8

8

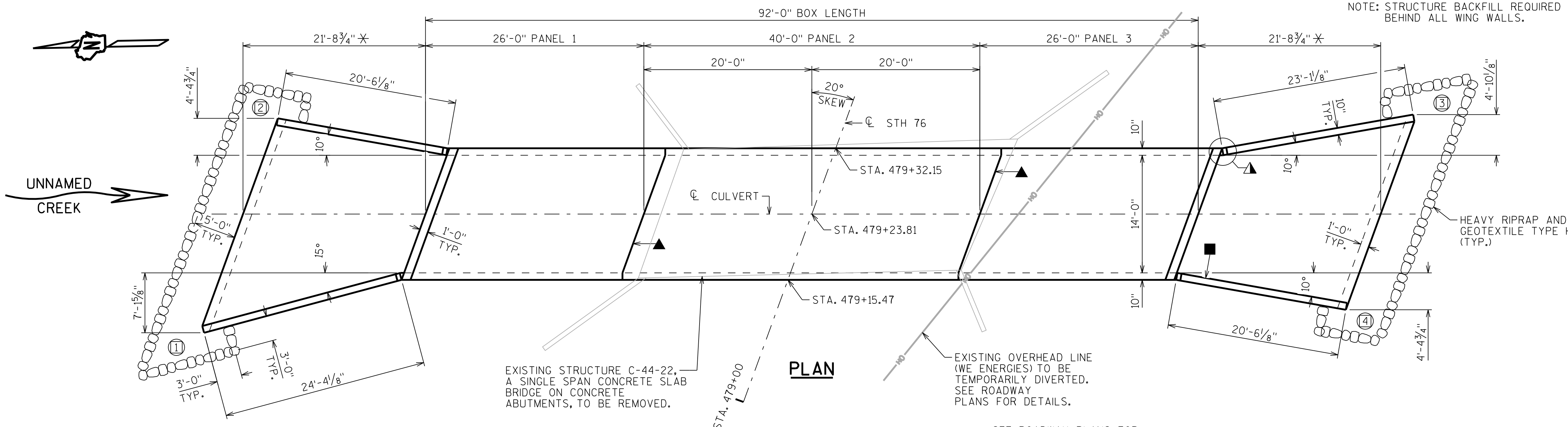
SCALE = 10.00

NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS.

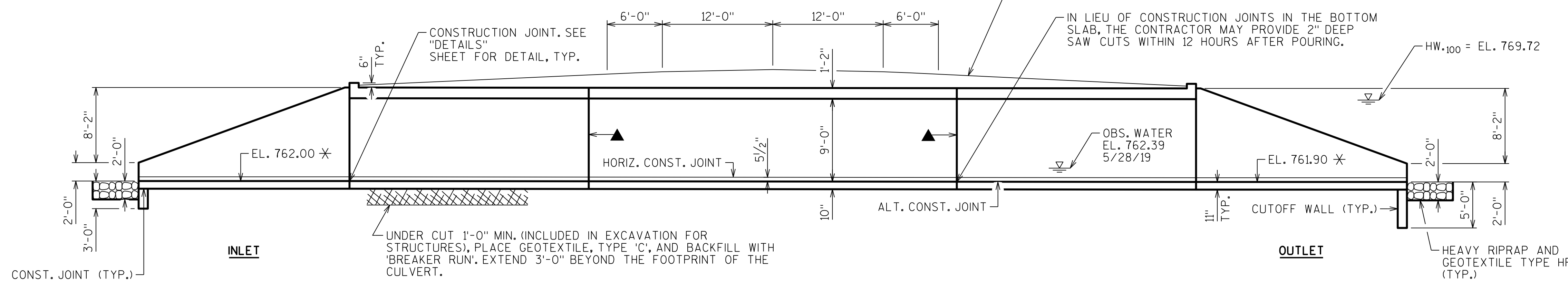
STATE PROJECT NUMBER

6518-07-71

- △ SEE CORNER DETAILS ON "DETAILS" SHEET
- ■ NAME PLATE LOCATION (SEE "DETAILS" SHEET)
- ✳ BUILD APRON AND END OF BOX LEVEL
- ▢ INDICATES WING NUMBER
- ▲ VERT. CONST. JOINT (TYP.)



PLAN



ELEVATION

NORMAL TO ℄ OF CULVERT

LIST OF DRAWINGS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-44-138" SHALL BE THE EXISTING GROUNDLINE.

ALL VOLUME WHICH CANNOT BE PLACED BEFORE CULVERT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL WITHIN THE LENGTH OF THE CULVERT INCLUDING THE APRON WING WALLS.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

PLACE 18" (MIN.) WIDE SHEET OF "RUBBERIZED MEMBRANE WATERPROOFING" ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO 6" BELOW TOP OF BOTTOM SLAB.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS ON CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

DESIGN DATA

LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.05
OPERATING RATING FACTOR: RF = 1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255(KIPS)

EARTHLOAD:
DESIGNED FOR 1 TO 2 FT. OF FILL.

MATERIAL PROPERTIES:
CONCRETE MASONRY: — f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT: — fy = 60,000 P.S.I.

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 150 C.F.S.
$VEL._{100}$ = 1.49 F.P.S.
$HW._{100}$ = EL. 769.72
WATERWAY AREA = 100.67 SQ. FT.
DRAINAGE AREA = 0.14 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY
Q_2 = 50 C.F.S.
$VEL._2$ = 0.75 F.P.S.
$HW._2$ = EL. 767.30

TRAFFIC VOLUME

STH 76
ADT = 1,500 (2044)
R.D.S. = 60 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0250	REMOVING STRUCTURE OVER WATERWAY REMOVE DEBRIS C-44-22	EACH	1
206.2001	EXCAVATION FOR STRUCTURES CULVERTS C-44-138	EACH	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	2,070
311.0115	BREAKER RUN	CY	117
504.0100	CONCRETE MASONRY CULVERTS	CY	212
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	28,380
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	4,190
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	35
606.0300	RIPRAP HEAVY	CY	29
645.0105	GEOTEXTILE TYPE C	SY	370
645.0120	GEOTEXTILE TYPE HR	SY	71
	NON-BID ITEMS		
	FILLER	SIZE	¾"

STRUCTURE DESIGN CONTACTS:
MICAH BROOKS (608) 266-5080
KYLE BUSCH (608) 267-0465

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED — KHB 2/20/23
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-44-138

STH 76 OVER UNNAMED CREEK

COUNTY OUTAGAMIE — TOWN LIBERTY

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY MWB | DESIGNED CK'D. IDL | DRAWN BY MWB | PLANS CK'D. IDL

LAYOUT

SHEET 1 OF 5

8

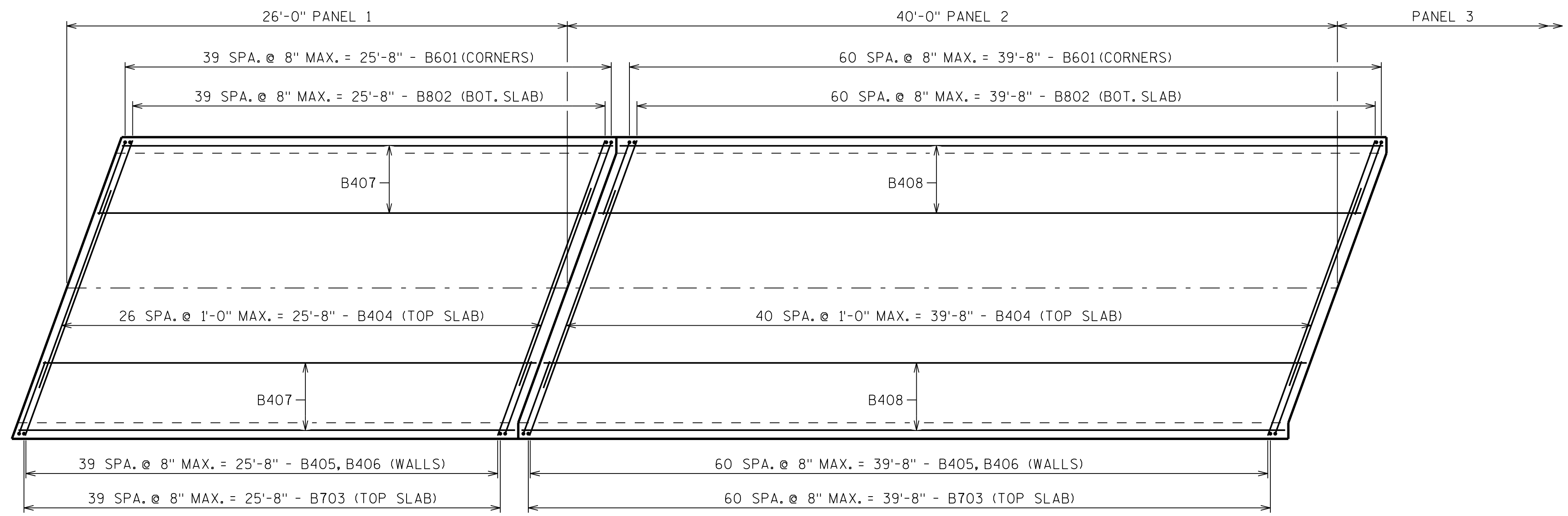
8

I.D. 6518-07-00B — DATE: FEB. 2023

SCALE = 7.00

STATE PROJECT NUMBER

6518-07-71



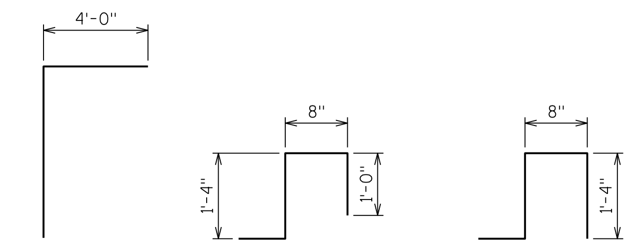
PLAN

PANELS 1 AND 2 SHOWN, PANEL 3 SIMILAR TO PANEL 1
HEADERS NOT SHOWN FOR CLARITY

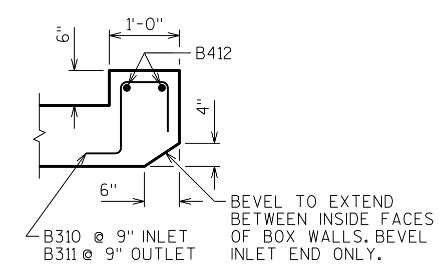
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

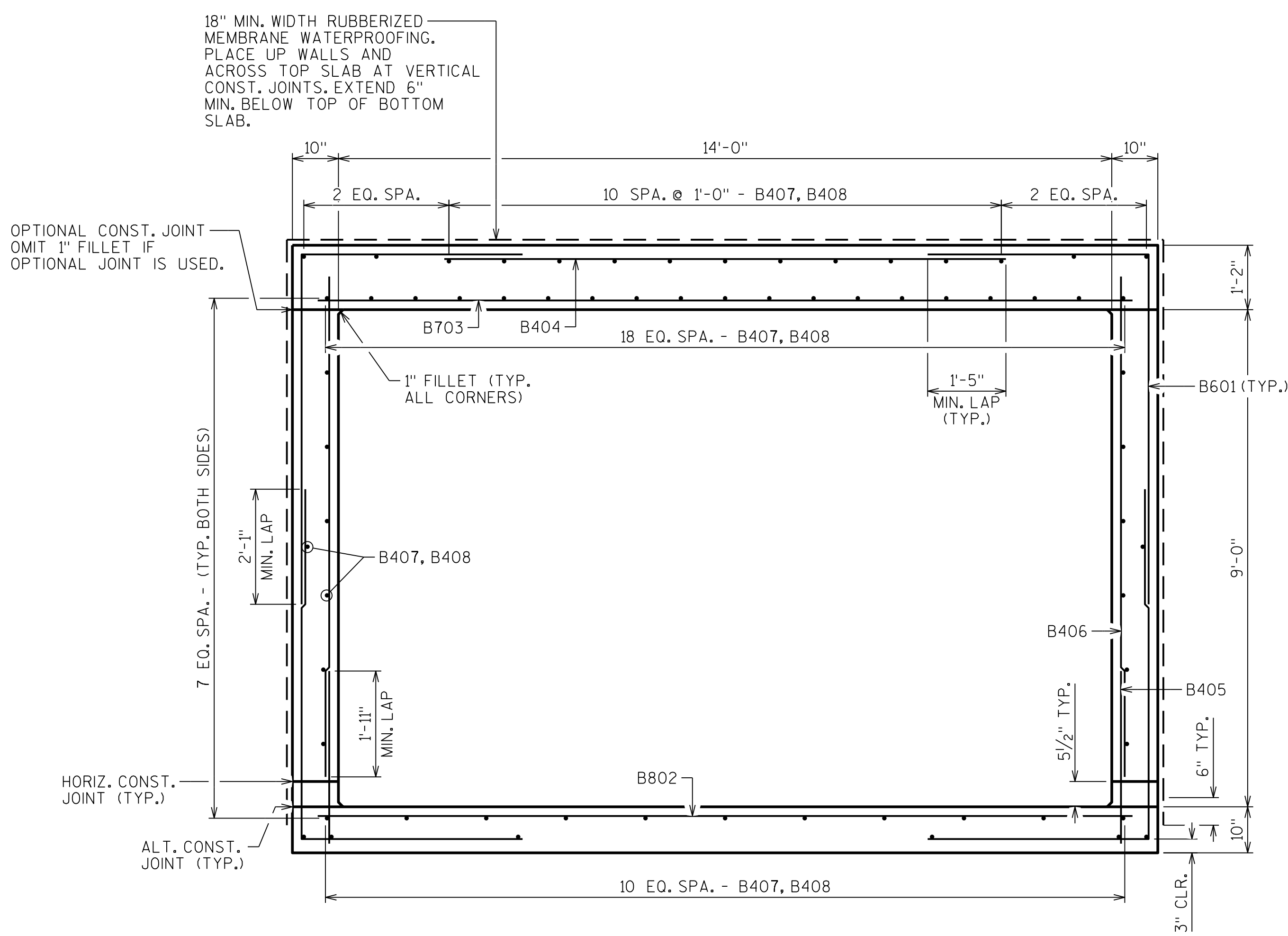
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B601		564	10'-2"	X		CORNERS - VERT.
B802		141	16'-0"			BOT. SLAB - TRANS.
B703		141	16'-0"			TOP SLAB - TRANS.
B404		95	11'-0"			TOP SLAB - TRANS. - IN SPAN
B405		282	3'-1"			WALLS - VERT. - DOWELS
B406		282	9'-1"			WALLS - VERT.
B407		130	25'-8"			WALLS & SLAB - LONGIT. - PANEL 1 & 3
B408		65	39'-8"			WALLS & SLAB - LONGIT. - PANEL 2
B509		100	4'-0"			VERT. CONST. JOINTS
B310		23	3'-3"	X		INLET HEADER - VERT.
B311		23	3'-7"	X		OUTLET HEADER - VERT.
B412		4	16'-4"			HEADERS - HORIZ.



B601 B310 B311

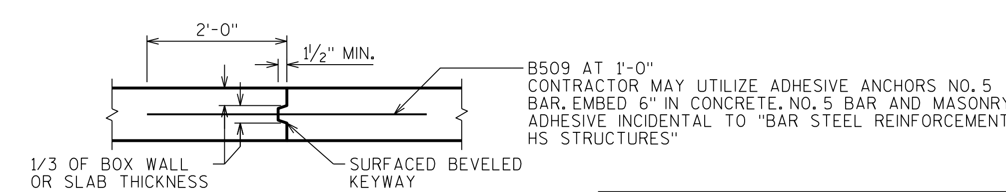


SECTION THRU HEADER



SECTION THRU BOX

ALL LONGITUDINAL BARS NOT LABELED ARE B407 (PANEL 1 & 3), B408 (PANEL 2) AS SHOWN



VERTICAL CONSTRUCTION JOINT

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-44-138

DRAWN BY MWB PLANS CK'D. IDL

BOX DETAILS

SHEET 2

239

SCALE = 4.00

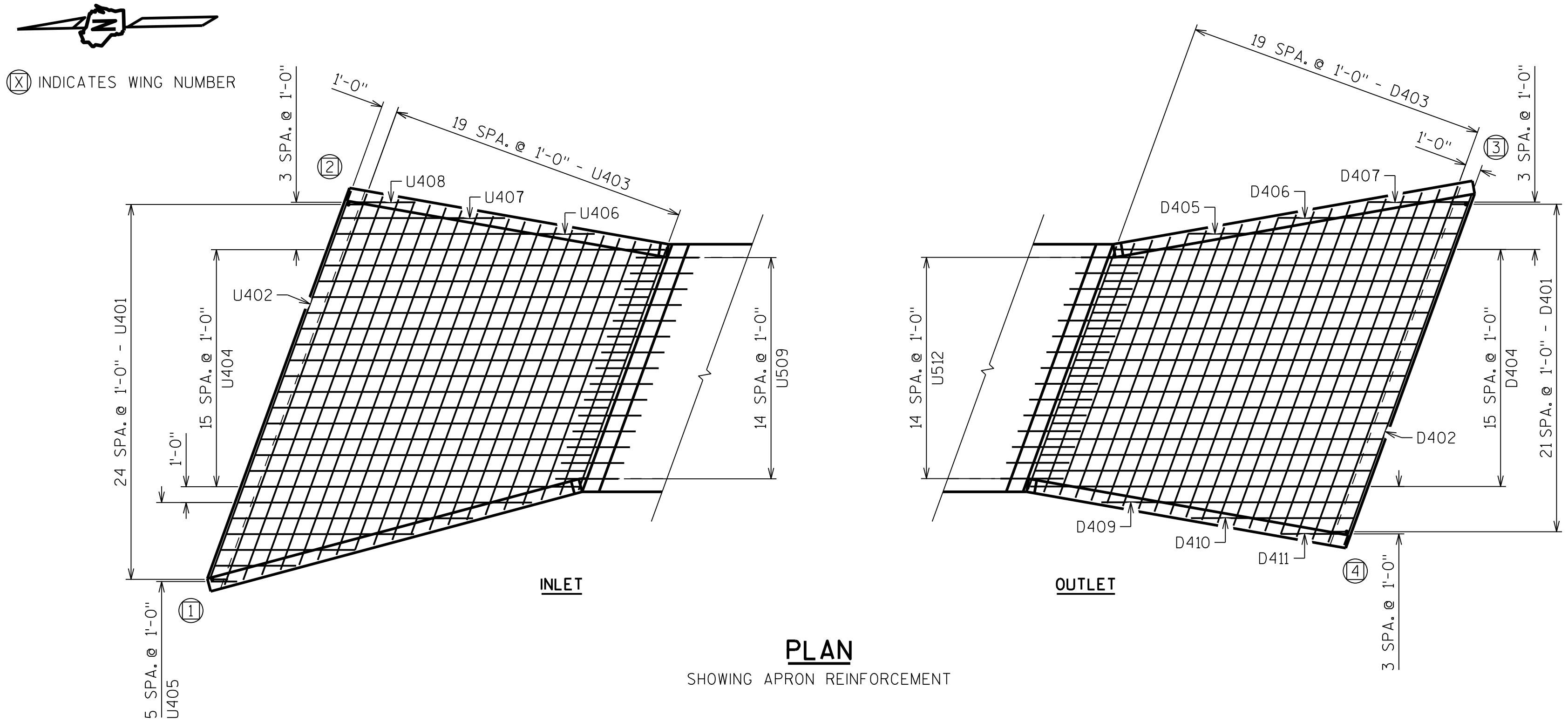
8

8

★ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING. PLACE ALONG HORIZ. CONST. JOINT ENTIRE LENGTH OF WING.

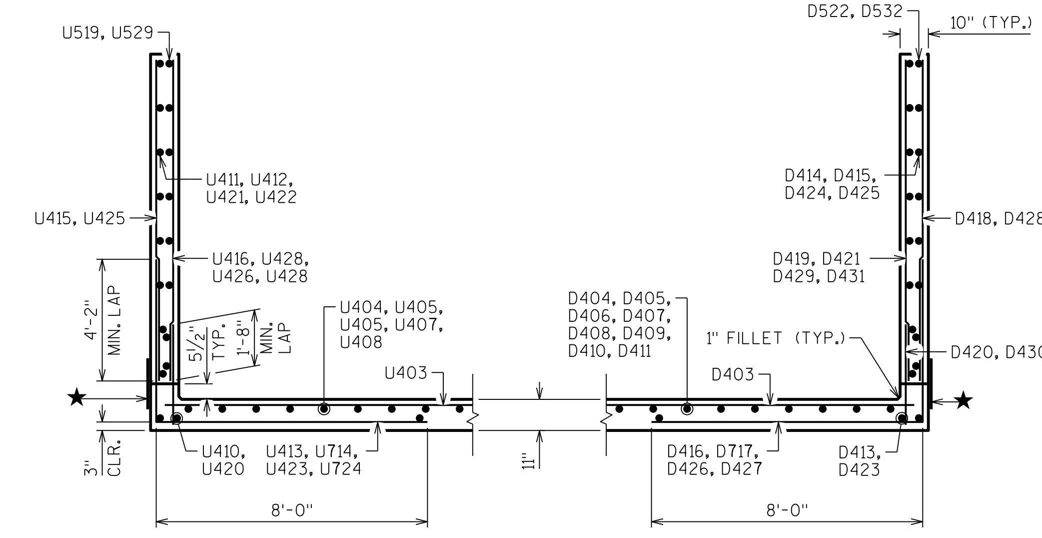
STATE PROJECT NUMBER
6518-07-71

Ⓧ INDICATES WING NUMBER

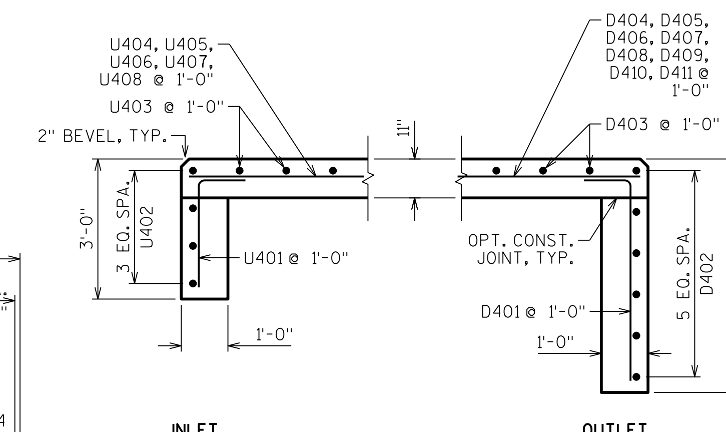


PLAN

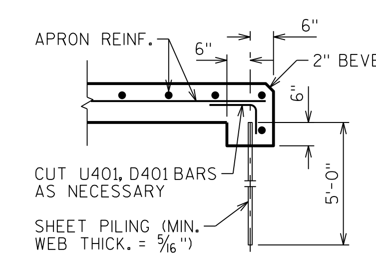
SHOWING APRON REINFORCEMENT



SECTION THRU WINGS

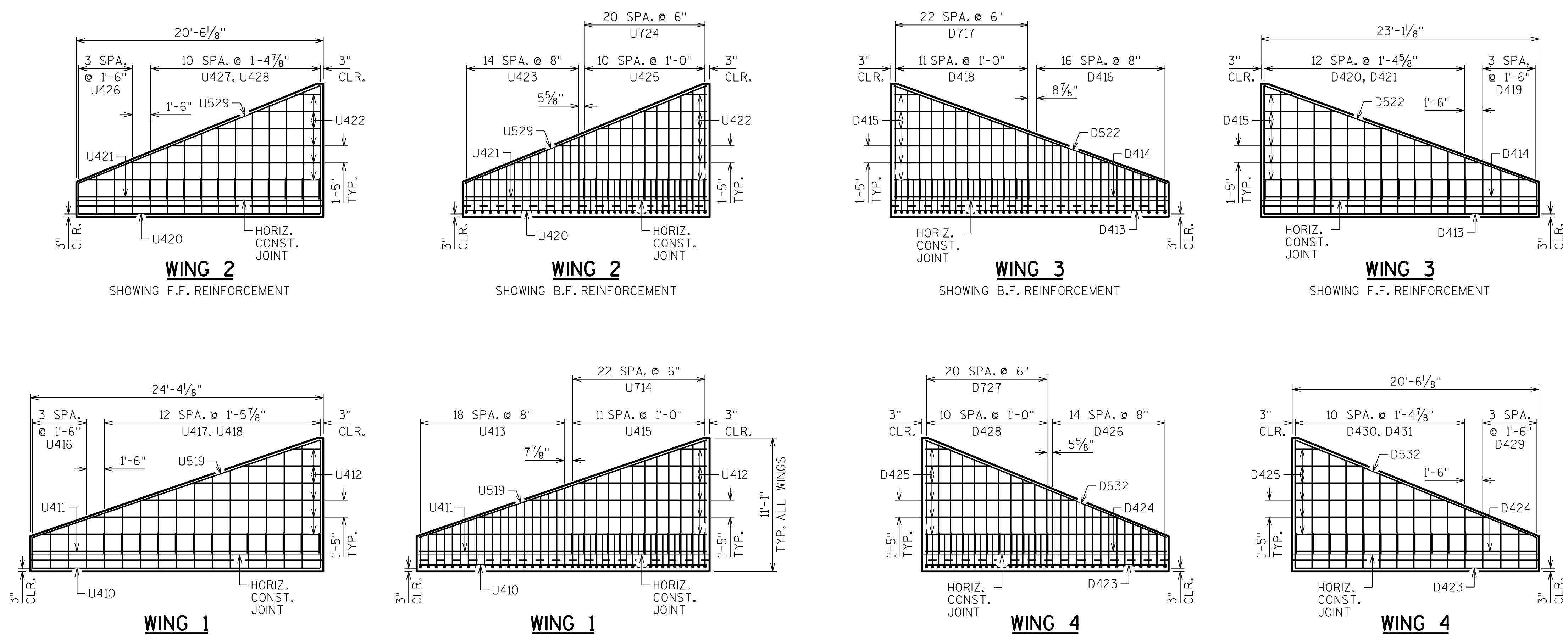


CUT-OFF WALLS



ALTERNATE CUT-OFF WALLS

THE ABOVE ALTERNATIVE MAY BE USED IN LIEU OF CAST-IN-PLACE CONCRETE CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONCRETE CUT-OFF WALLS.



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-44-138

DRAWN BY MWB | PLANS CK'D. IDL

APRON DETAILS

SHEET 3

8

8

SCALE = 5.50

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

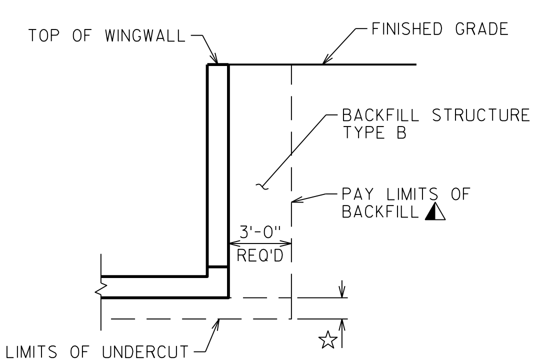
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
U401		25	3'-3"	X		INLET CUTOFF WALL - VERT.
U402		4	26'-1"			INLET CUTOFF WALL - HORIZ.
U403		20	18'-4"		△	INLET APRON - HORIZ.
U404		16	21'-3"			INLET APRON - LONGIT.
U405		6	10'-2"		△	INLET APRON - LONGIT.
U406		1	16'-5"			INLET APRON - LONGIT.
U407		1	10'-4"			INLET APRON - LONGIT.
U408		1	4'-4"			INLET APRON - LONGIT.
U509		15	4'-0"			INLET APRON - CONST. JOINT
U410		3	23'-11"			WING 1 - HORIZ. - BOT.
U411	X	2	23'-11"			WING 1 - HORIZ.
U412	X	12	12'-9"		△	WING 1 - HORIZ.
U413	X	19	12'-6"	X	△	WING 1 - VERT. - B.F.
U714	X	23	13'-3"	X		WING 1 - VERT. - B.F.
U415	X	12	7'-8"		△	WING 1 - VERT. - B.F.
U416	X	4	3'-4"		△	WING 1 - VERT. - F.F.
U417	X	13	2'-10"			WING 1 - VERT. - F.F. - DOWELS
U418	X	13	6'-6"		△	WING 1 - VERT. - F.F.
U519	X	2	25'-3"			WING 1 - HORIZ. - TOP
U420		3	20'-1"			WING 2 - HORIZ. - BOT.
U421	X	2	20'-1"			WING 2 - HORIZ.
U422	X	12	10'-9"		△	WING 2 - HORIZ.
U423	X	15	12'-5"	X	△	WING 2 - VERT. - B.F.
U724	X	21	13'-3"	X		WING 2 - VERT. - B.F.
U425	X	11	7'-6"		△	WING 2 - VERT. - B.F.
U426	X	4	3'-6"		△	WING 2 - VERT. - F.F.
U427	X	11	2'-10"			WING 2 - VERT. - F.F. - DOWELS
U428	X	11	6'-8"		△	WING 2 - VERT. - F.F.
U529	X	2	21'-8"			WING 2 - HORIZ. - TOP
D401		22	5'-3"	X		OUTLET CUTOFF WALL - VERT.
D402		6	23'-8"			OUTLET CUTOFF WALL - HORIZ.
D403		20	20'-2"		△	OUTLET APRON - HORIZ.
D404		16	21'-3"			OUTLET APRON - LONGIT.
D405		1	17'-0"			OUTLET APRON - LONGIT.
D406		1	11'-9"			OUTLET APRON - LONGIT.
D407		1	6'-5"			OUTLET APRON - LONGIT.
D408		NOT	USED			
D409		1	16'-4"			OUTLET APRON - LONGIT.
D410		1	10'-4"			OUTLET APRON - LONGIT.
D411		1	4'-3"			OUTLET APRON - LONGIT.
D512		15	4'-0"			OUTLET APRON - CONST. JOINT
D413		3	22'-8"			WING 3 - HORIZ. - BOT.
D414	X	2	22'-8"			WING 3 - HORIZ.
D415	X	12	12'-1"		△	WING 3 - HORIZ.
D416	X	17	12'-5"	X	△	WING 3 - VERT. - B.F.
D717	X	23	13'-3"	X		WING 3 - VERT. - B.F.
D418	X	12	7'-7"		△	WING 3 - VERT. - B.F.
D419	X	4	3'-4"		△	WING 3 - VERT. - F.F.
D420	X	13	2'-10"			WING 3 - VERT. - F.F. - DOWELS
D421	X	13	6'-6"		△	WING 3 - VERT. - F.F.
D522	X	2	24'-1"			WING 3 - HORIZ. - TOP
D423		3	20'-1"			WING 4 - HORIZ. - BOT.
D424	X	2	20'-1"			WING 4 - HORIZ.
D425	X	12	10'-9"		△	WING 4 - HORIZ.
D426	X	15	12'-5"	X	△	WING 4 - VERT. - B.F.
D727	X	21	13'-3"	X		WING 4 - VERT. - B.F.
D428	X	11	7'-6"		△	WING 4 - VERT. - B.F.
D429	X	4	3'-6"		△	WING 4 - VERT. - F.F.
D430	X	11	2'-10"			WING 4 - VERT. - F.F. - DOWELS
D431	X	11	6'-8"		△	WING 4 - VERT. - F.F.
D532	X	2	21'-8"			WING 4 - HORIZ. - TOP

△ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

BAR SERIES TABLE

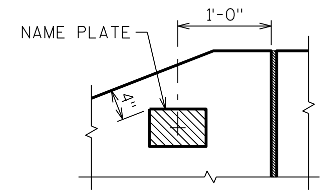
BAR MARK	NO. REQ'D.	LENGTH
U403	1 SERIES OF 20	16'-4" TO 20'-4"
U405	1 SERIES OF 6	1'-8" TO 18'-7"
U412	2 SERIES OF 6	2'-5" TO 23'-1"
U413	1 SERIES OF 19	10'-6" TO 14'-5"
U415	1 SERIES OF 12	5'-9" TO 9'-6"
U416	1 SERIES OF 4	2'-6" TO 4'-1"
U418	1 SERIES OF 13	3'-5" TO 9'-6"
U422	2 SERIES OF 6	2'-0" TO 19'-5"
U423	1 SERIES OF 15	10'-6" TO 14'-4"
U425	1 SERIES OF 11	5'-5" TO 9'-6"
U426	1 SERIES OF 4	2'-6" TO 4'-5"
U428	1 SERIES OF 11	3'-10" TO 9'-6"
D403	1 SERIES OF 20	16'-4" TO 24'-0"
D415	2 SERIES OF 6	2'-3" TO 21'-11"
D416	1 SERIES OF 17	10'-6" TO 14'-4"
D418	1 SERIES OF 12	5'-7" TO 9'-6"
D419	1 SERIES OF 4	2'-6" TO 4'-2"
D421	1 SERIES OF 13	3'-6" TO 9'-6"
D425	2 SERIES OF 6	2'-1" TO 19'-5"
D426	1 SERIES OF 15	10'-6" TO 14'-4"
D428	1 SERIES OF 11	5'-5" TO 9'-6"
D429	1 SERIES OF 4	2'-6" TO 4'-5"
D431	1 SERIES OF 11	3'-10" TO 9'-6"

BUNDLE AND TAG EACH SERIES SEPARATELY.



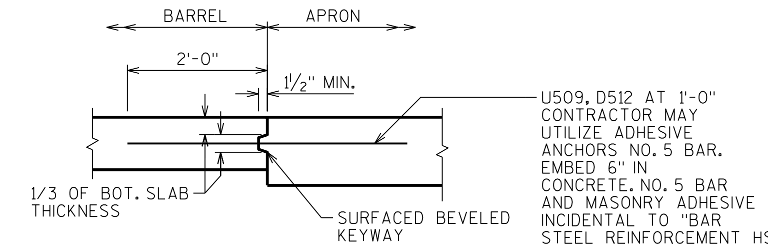
TYPICAL SECTION

THRU BOX CULVERT WINGWALL



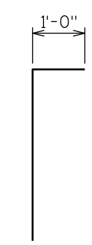
NAME PLATE LOCATION

WING 4

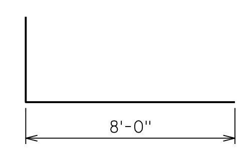


APRON CONNECTION

2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.



U401, D401

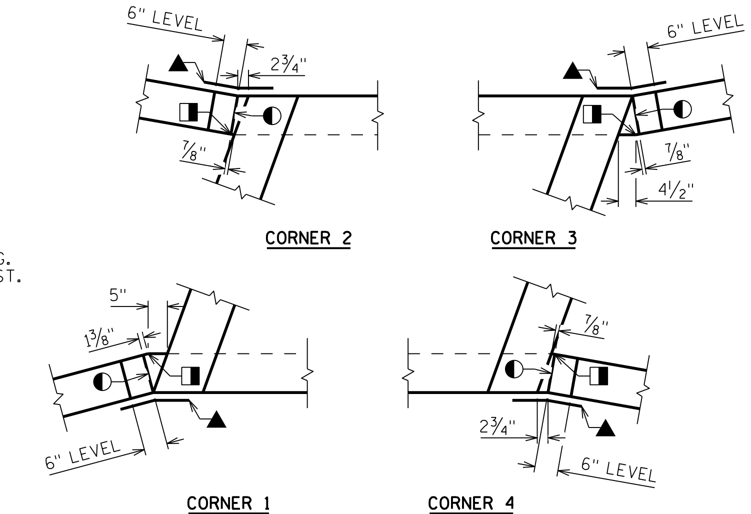


U413, U714, U423, U724, D416, D717 D426, D727

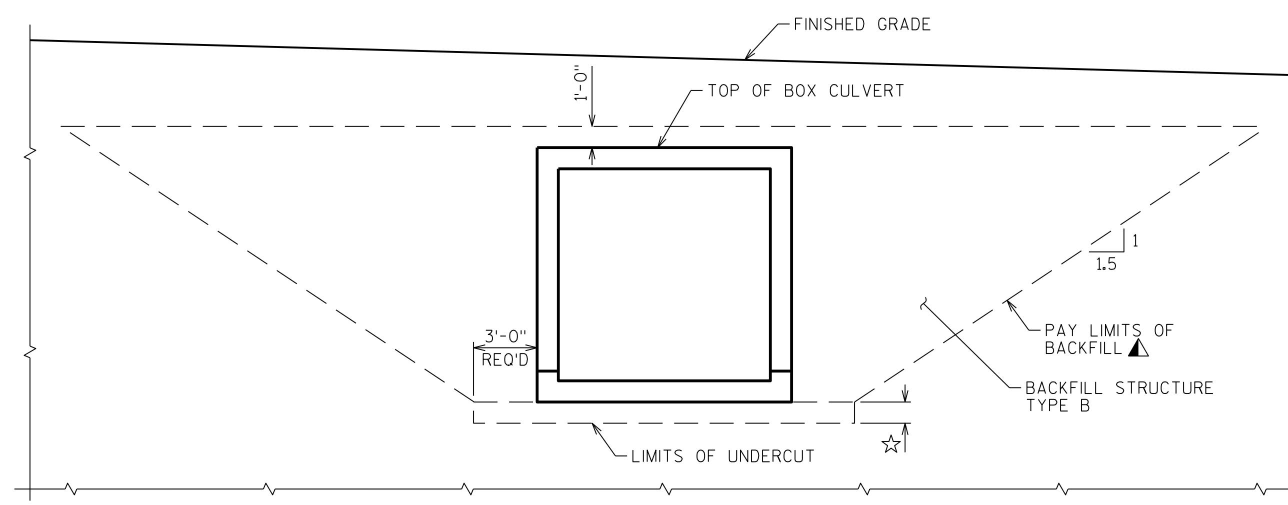
◐ 3/4" FILLER (TYP.) EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WING.

◧ 1" BEVEL (TYP.)

▲ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WING.



CORNER DETAILS



TYPICAL SECTION

THRU BOX CULVERT

△ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

☆ UNDER CUT 1'-0". EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "BREAKER RUN".

IN LIEU OF USING BREAKER RUN FOR THE BOX CONSTRUCTION PLATFORM, THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL. THE REGION GEOTECHNICAL ENGINEER MAY BE CONTACTED TO DETERMINE IF "OTHER GRANULAR MATERIAL" IS ACCEPTABLE.

STATE PROJECT NUMBER 6518-07-71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-44-138

DRAWN BY MWB PLANS CK'D. IDL

DETAILS

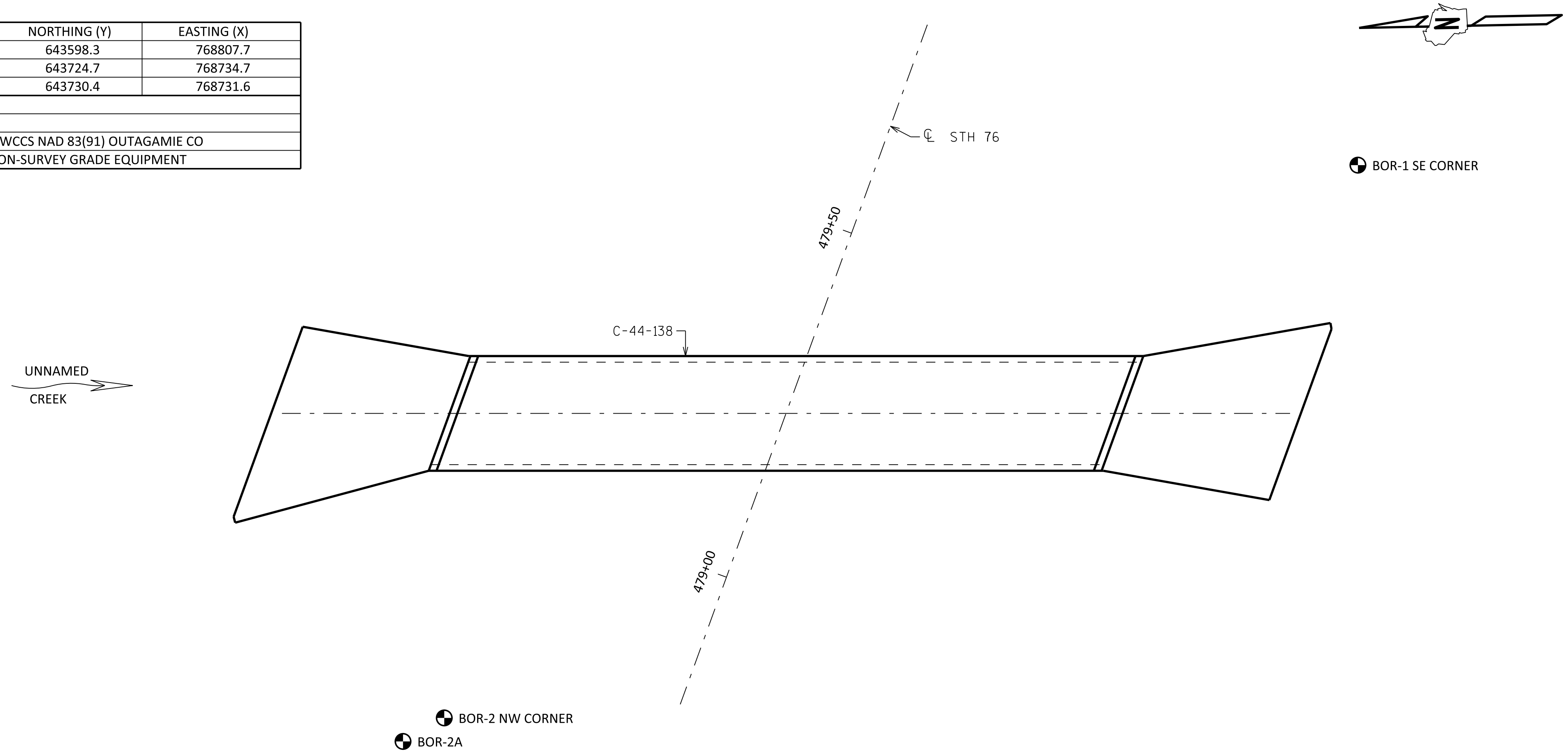
SHEET 4

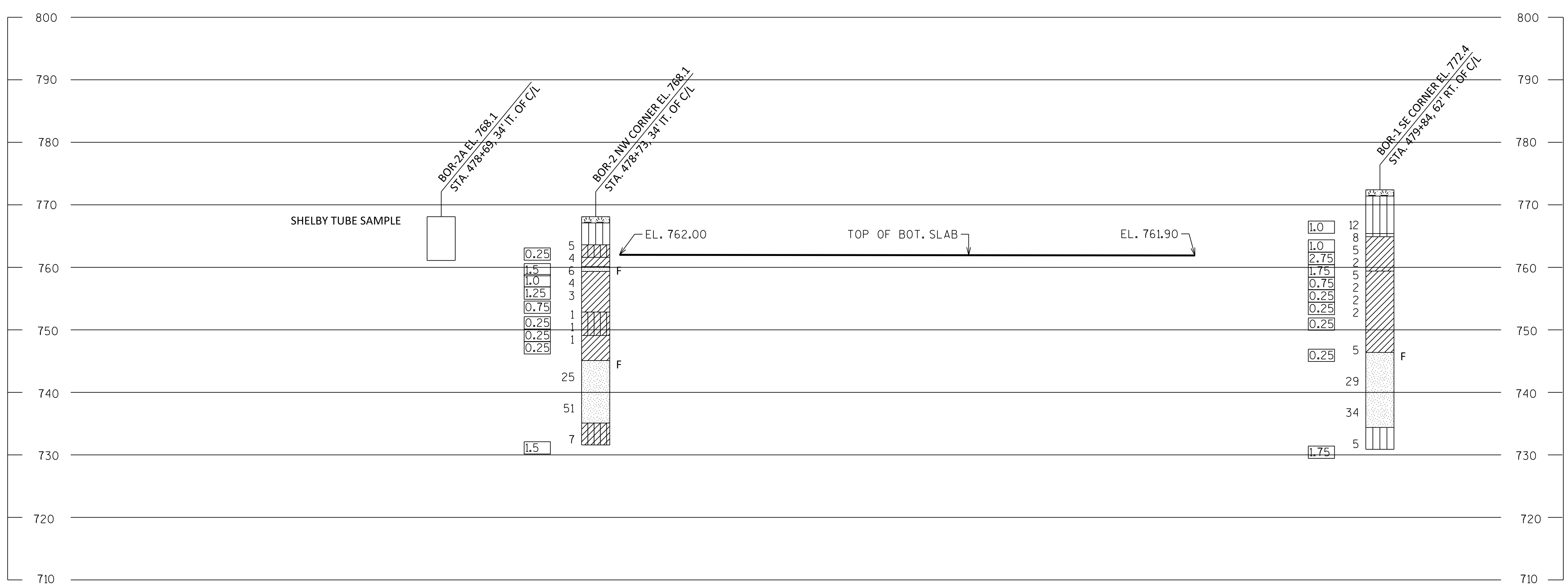
8

8

SCALE = 1.00

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	4/07/2021	643598.3	768807.7
2	4/12/2021	643724.7	768734.7
2A	4/12/2021	643730.4	768731.6
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) OUTAGAMIE CO			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			





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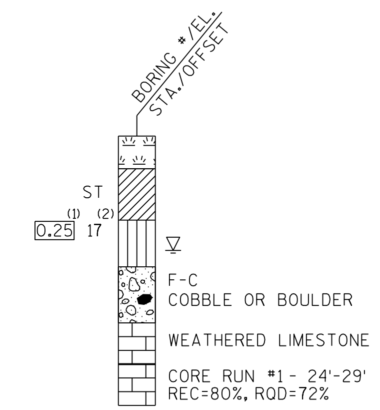
STATE PROJECT NUMBER

6518-07-71

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE. THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-44-138

DRAWN BY TLP/MWB PLANS CK'D. IDL

SUBSURFACE EXPLORATION

SHEET 5

8

SCALE = 10.00

PROJECT 6518-06-70 (STH 22)

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
17+71.32	24.05	0.00	1.59	0	0	0	0	0	0
18+00	24.05	0.00	1.59	26	0	2	26	3	24
18+50	24.22	0.00	1.61	45	0	3	71	6	65
19+00	26.74	0.00	1.49	47	0	3	118	10	108
19+50	28.23	0.00	0.00	51	0	1	169	11	158
20+00	27.30	0.00	1.31	51	0	1	220	13	208
20+50	43.78	0.00	0.13	66	0	1	286	14	272
21+00	44.16	0.00	0.00	81	0	0	367	14	353
21+50	40.60	0.00	0.47	78	0	0	445	14	431
22+00	91.13	0.00	1.47	122	0	2	567	16	551
22+50	86.42	0.00	3.72	164	0	5	731	23	709
23+00	138.39	0.00	0.00	208	0	3	939	26	913
23+11.94	138.39	0.00	0.00	61	0	0	1,000	26	974

PROJECT 6518-06-70 (USH 45)

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
478+65.397	0.00	0.00	0.00	0	0	0	0	0	0
478+75	20.16	0.00	1.59	4	0	0	4	0	4
479+00	44.21	0.00	13.39	30	0	7	34	9	25

PROJECT 6518-06-71 (STH 76 FROST HEAVE REPAIR)

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.15	MASS ORDINATE
25+52	80	0	0	0	0	0	0	0	0
25+75	151	0	77	98	0	33	98	38	98
26+00	245	0	171	183	0	115	281	170	281
26+25	255	0	183	231	0	164	512	359	512
26+50	126	0	59	176	0	112	688	488	688
26+60	75	0	0	37	0	11	725	500	725

NOTE: CUT BELOW PAVEMENT SECTION TO BE FILLED WITH FOUNDATION BACKFILL, ALL CUT MATERIAL IS WASTE

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PROJECT 6518-06-71 (STH 76 BEAM GUARD REPLACEMENT)

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
							1.00	1.25	
112+50	0.00	0.00	0.00	0	0	0	0	0	0
112+60	0.00	0.00	5.10	0	0	1	0	1	-1
113+00	0.00	0.00	6.66	0	0	9	0	13	-13
113+50	0.00	0.00	3.58	0	0	9	0	24	-24
113+73	0.00	0.00	0.00	0	0	2	0	26	-26
113+80	0.00	0.00	0.00	0	0	0	0	26	-26
114+00	0.00	0.00	3.45	0	0	1	0	28	-28
114+05	0.00	0.00	4.46	0	0	1	0	29	-29
114+17	0.00	0.00	8.45	0	0	3	0	33	-33
114+30	0.00	0.00	0.00	0	0	2	0	35	-35
114+41	0.00	0.00	0.00	0	0	0	0	35	-35
114+50	0.00	0.00	0.00	0	0	0	0	35	-35
114+66	0.00	0.00	0.00	0	0	0	0	35	-35
115+00	0.00	0.00	0.50	0	0	0	0	35	-35
115+21.9	0.00	0.00	0.00	0	0	0	0	35	-35
115+71.0	0.00	0.00	0.00	0	0	0	0	35	-35
116+00	0.00	0.00	4.11	0	0	2	0	38	-38
116+25	0.00	0.00	0.48	0	0	2	0	40	-40
116+50	0.00	0.00	0.00	0	0	0	0	40	-40
116+62	0.00	0.00	0.00	0	0	0	0	40	-40
116+75	0.00	0.00	3.80	0	0	1	0	41	-41
116+87	0.00	0.00	0.92	0	0	1	0	43	-43
117+00	0.00	0.00	7.58	0	0	2	0	45	-45
117+12	0.00	0.00	12.82	0	0	5	0	51	-51
117+50	0.00	0.00	0.00	0	0	9	0	63	-63
117+82	0.00	0.00	0.00	0	0	0	0	63	-63
117+90	0.00	0.00	0.00	0	0	0	0	63	-63
118+00	0.00	0.00	1.89	0	0	0	0	63	-63
118+50	0.00	0.00	0.00	0	0	2	0	65	-65
118+75	0.00	0.00	0.00	0	0	0	0	65	-65

PROJECT 6518-07-71 (STH 76 - C-44-138 ROADWAY)

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
							1.00	1.25	
477+84	49.00	0.00	6.73	0	0	0	0	0	0
478+00	56.76	0.00	23.59	31	0	9	31	11	20
478+50	123.63	0.00	113.95	167	0	127	198	170	28
479+00	92.74	0.00	436.43	200	0	510	398	808	-410
479+50	175.28	0.00	168.14	248	0	560	646	1,508	-862
480+00	133.23	0.00	62.99	286	0	214	932	1,775	-843
480+35	50.14	0.00	16.03	119	0	51	1,051	1,839	-788

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PROJECT 6518-06-71 (STH 76 BEAM GUARD REPLACEMENT)

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
431+05	0.00	0.00	0.00	0	0	0	0	0	0
431+50	0.00	0.00	1.37	0	0	1	0	1	-1
432+00	0.00	0.00	0.00	0	0	1	0	3	-3
432+50	0.00	0.00	0.00	0	0	0	0	3	-3
432+88	0.00	0.00	0.00	0	0	0	0	3	-3
432+94	0.00	0.00	0.40	0	0	0	0	3	-3
433+00	0.00	0.00	0.72	0	0	0	0	3	-3
433+31	0.00	0.00	1.26	0	0	1	0	4	-4
433+42	0.00	0.00	0.32	0	0	0	0	4	-4
433+56	0.00	0.00	0.27	0	0	0	0	4	-4
433+68	0.00	0.00	0.44	0	0	0	0	4	-4
433+81	0.00	0.00	0.24	0	0	0	0	4	-4
434+00	0.00	0.00	6.55	0	0	2	0	6	-6
434+34.7	0.00	0.00	0.00	0	0	4	0	11	-11
436+17.6	0.00	0.00	0.00	0	0	0	0	11	-11
436+50	0.00	0.00	0.00	0	0	0	0	11	-11
436+73	0.00	0.00	0.00	0	0	0	0	11	-11
436+98	0.00	0.00	0.00	0	0	0	0	11	-11
437+23	0.00	0.00	0.00	0	0	0	0	11	-11
437+50	0.00	0.00	0.00	0	0	0	0	11	-11
438+00	0.00	0.00	2.21	0	0	2	0	14	-14
438+15	0.00	0.00	1.48	0	0	1	0	15	-15
438+50	0.00	0.00	2.53	0	0	3	0	19	-19
439+00	0.00	0.00	9.32	0	0	11	0	33	-33

PROJECT 6518-07-71 (STH 76 - B-44-198 ROADWAY)

STATION	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/ UNUSABLE PAVEMENT MATERIAL	FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
362+58	0.00	0.00	7.26	0	0	0	0	0	0
363+00	87.87	0.00	57.95	68	0	51	68	64	4
363+42	117.15	0.00	144.29	159	0	157	227	260	-33
363+50	23.03	0.00	158.49	21	0	45	248	316	-68
363+81	60.00	0.00	501.77	48	0	379	296	790	-494
364+00	15.67	0.00	366.51	27	0	306	323	1,173	-850
364+20	33.19	0.00	157.34	18	0	194	341	1,415	-1,074
364+50	77.28	0.00	106.58	61	0	147	402	1,599	-1,197
364+57	20.40	0.00	92.49	13	0	26	415	1,631	-1,216
365+00	94.52	0.00	26.41	92	0	95	507	1,750	-1,243
365+17	30.46	0.00	2.88	39	0	9	546	1,761	-1,215

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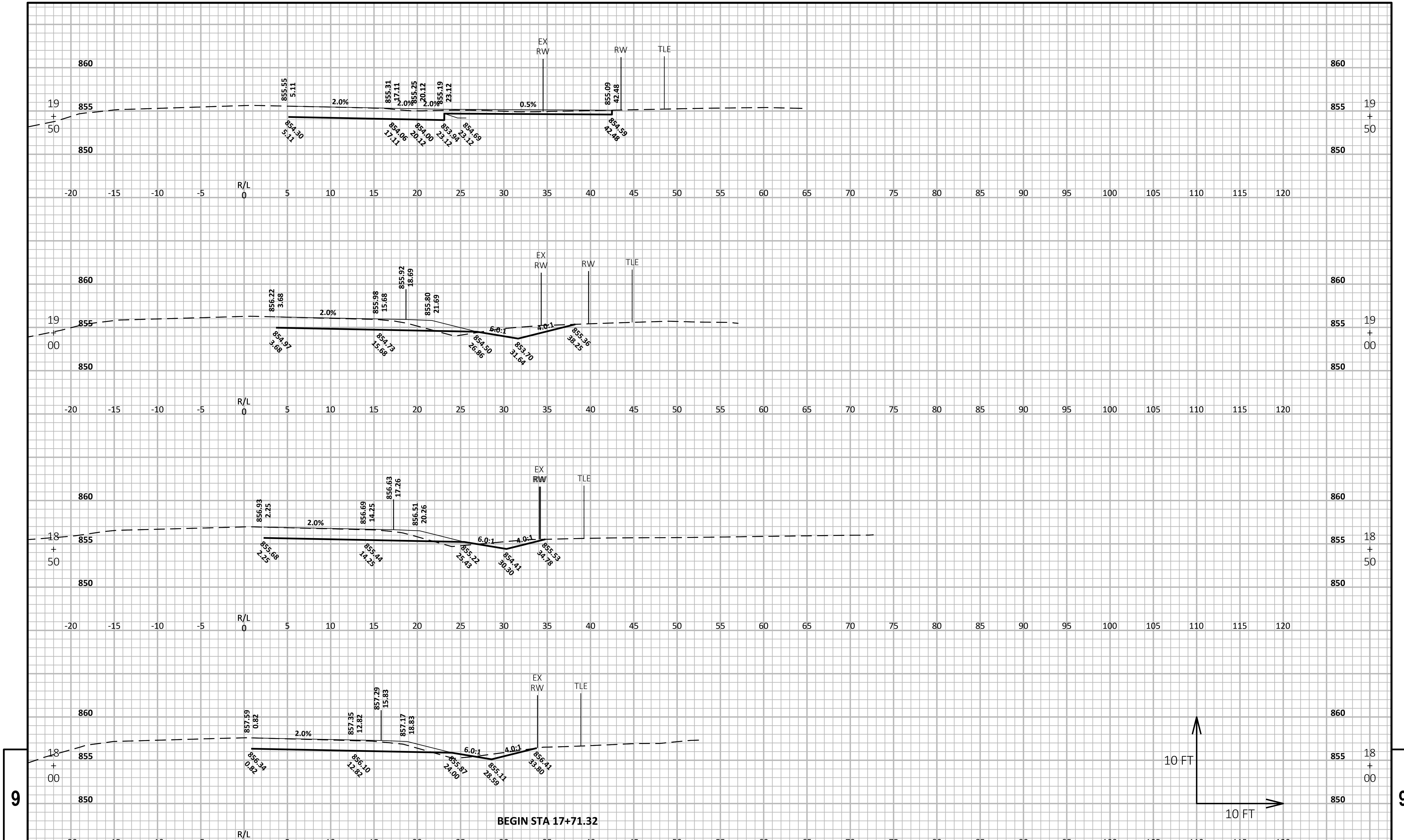
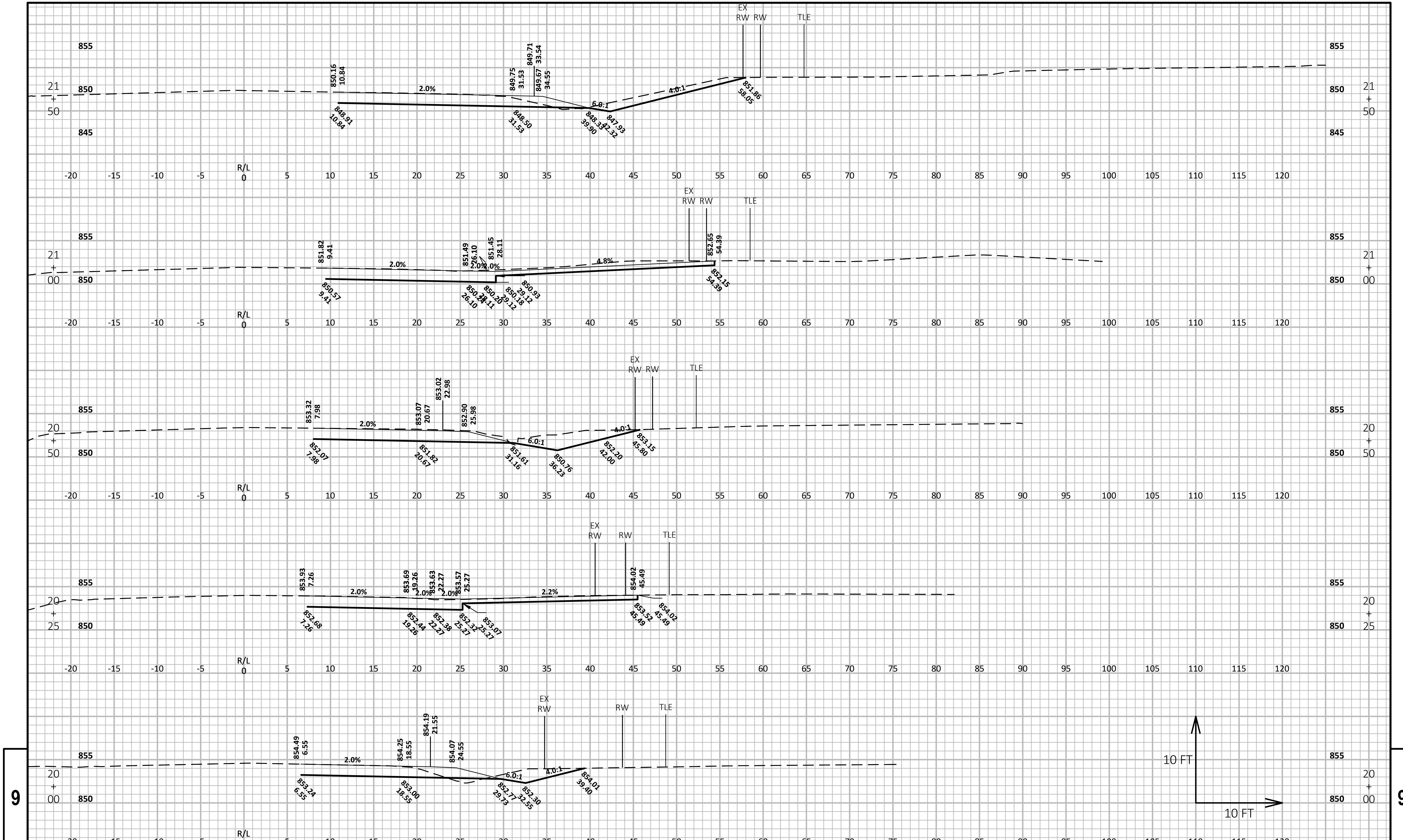
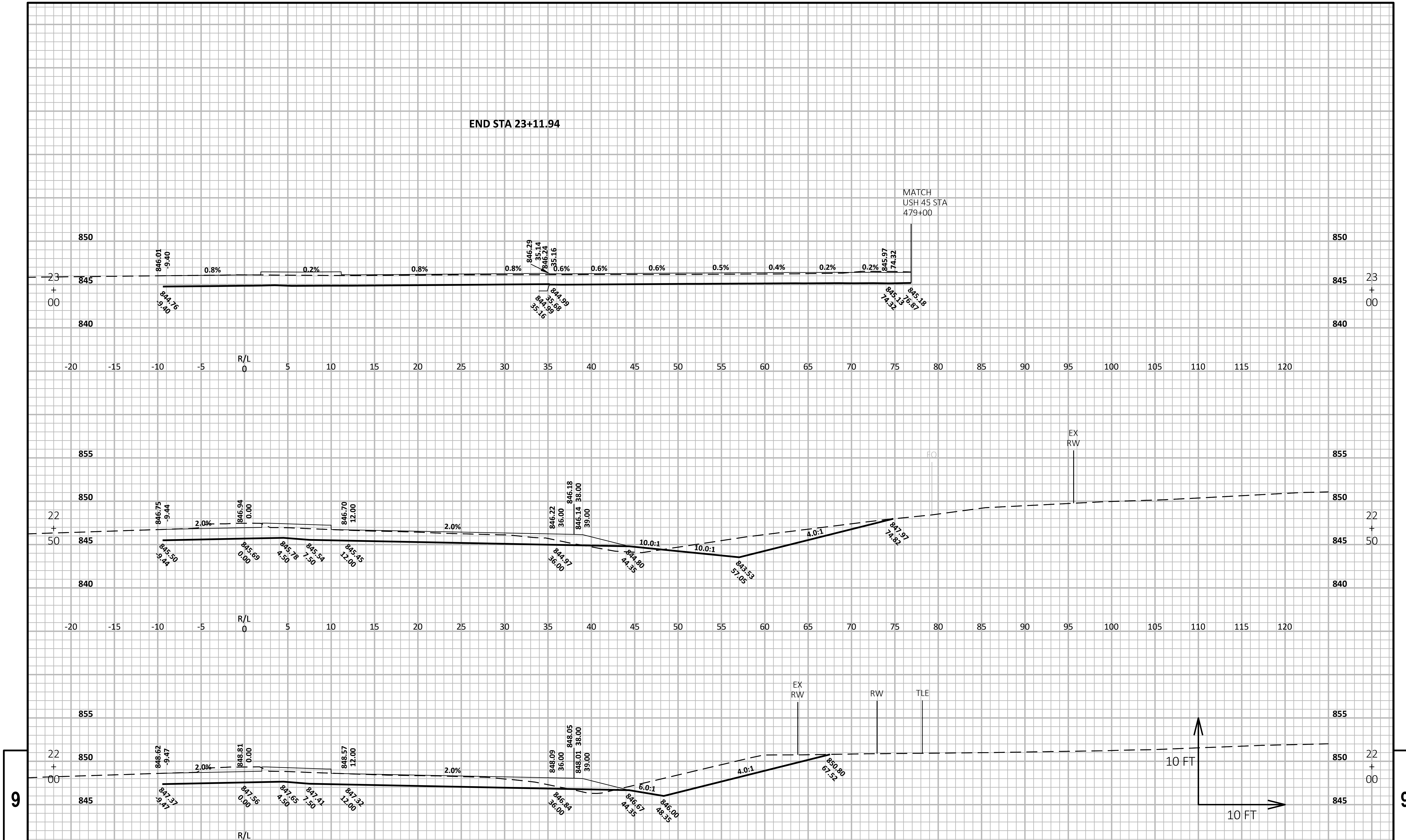


19+50
EX RW
RW
TLE
855.55 5.11
2.0%
855.31 17.11
855.25 20.12
855.19 23.12
0.5%
855.09 42.48
854.30 5.11
854.06 17.11
854.00 20.12
853.94 23.12
854.69 23.12
854.59 42.48
19+00
855.22 3.68
855.98 15.68
855.92 18.69
855.80 21.69
6.0:1
4.0:1
854.97 3.68
854.73 15.68
854.50 26.86
853.70 31.64
855.36 38.25
18+50
856.93 2.25
856.69 14.25
856.63 17.26
856.51 20.26
855.68 2.25
855.44 14.25
855.22 25.43
854.41 30.30
855.53 34.78
18+00
857.59 0.82
857.35 12.82
857.29 15.83
857.17 18.83
856.34 0.82
856.10 12.82
855.87 24.00
855.11 28.59
856.41 33.80
BEGIN STA 17+71.32
10 FT
10 FT
R/L 0
860
855
850
9



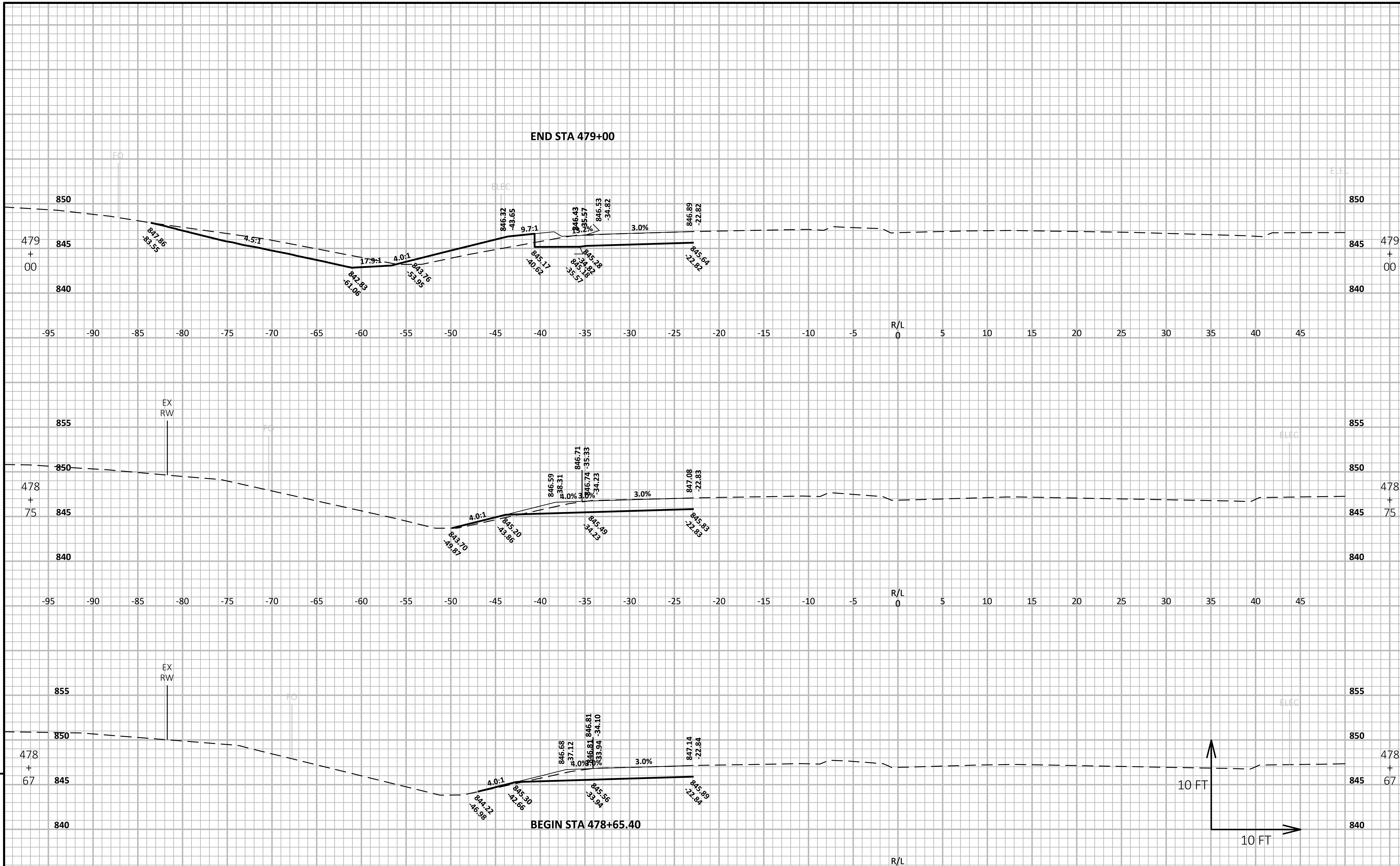
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: STH 22 WEST	SHEET 247	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090202-xs
PLOT DATE : 10/21/2022 10:06 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: STH 22 WEST	SHEET 248	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090203-xs
PLOT DATE : 10/21/2022 10:06 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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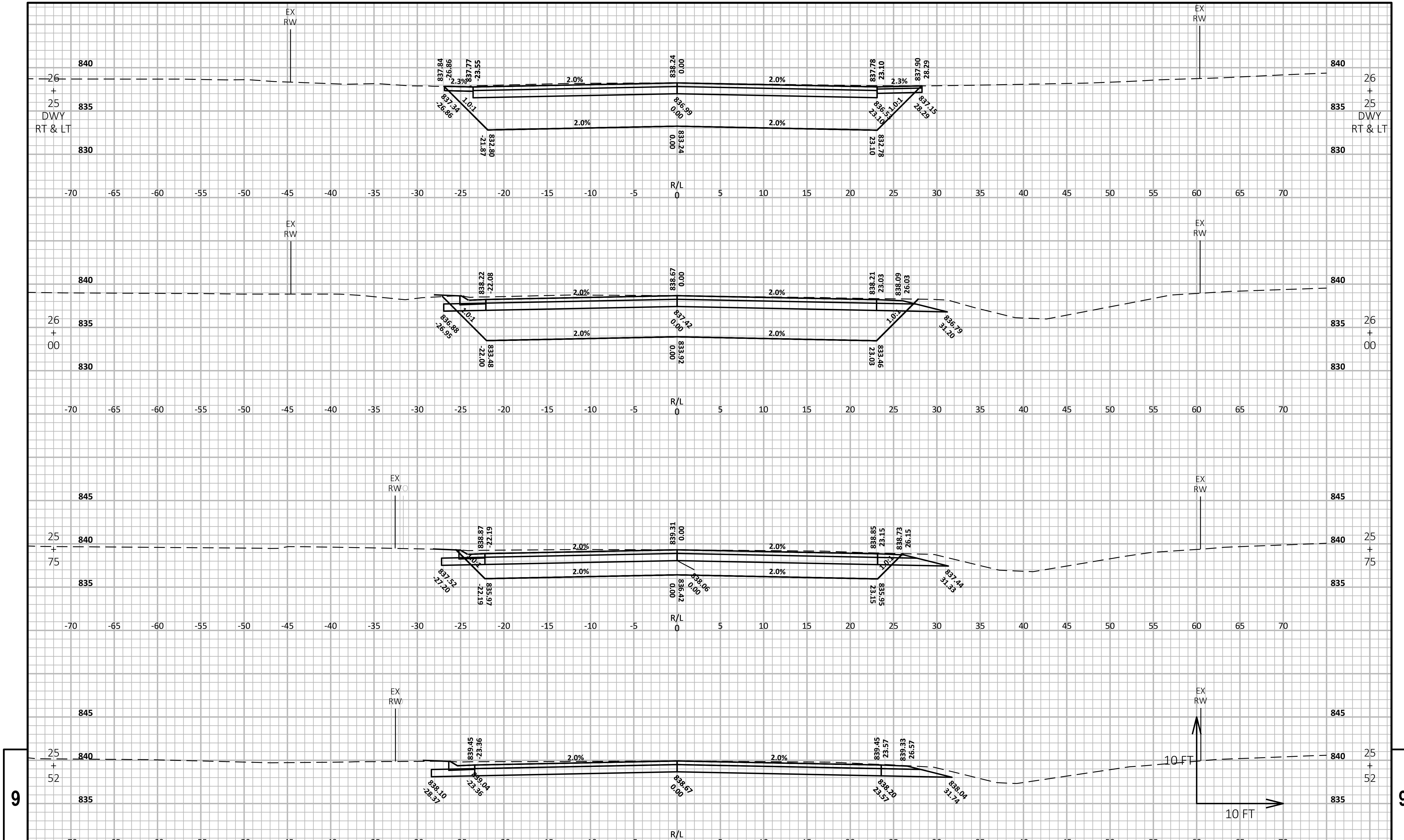
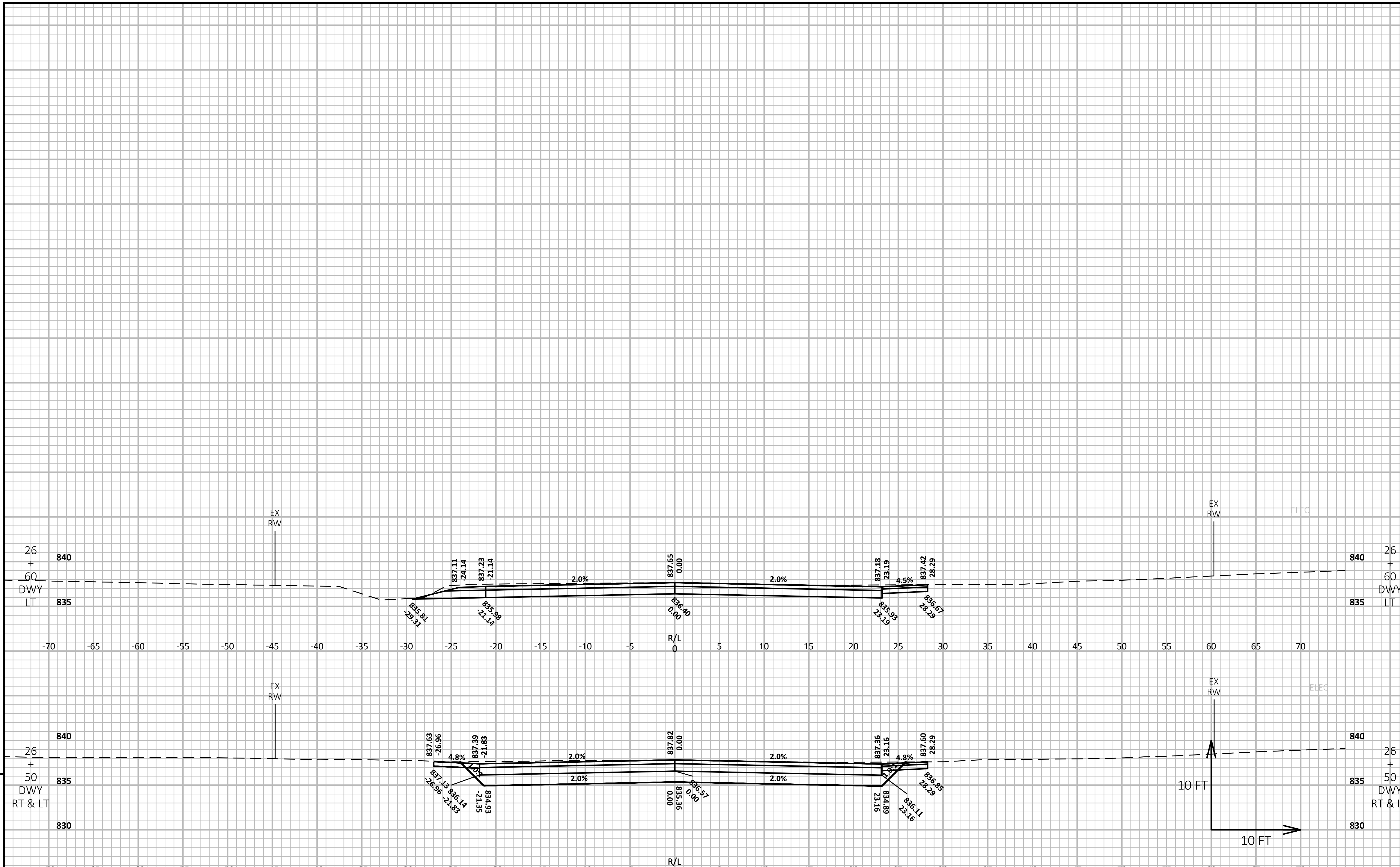
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: USH 45 SOUTH	SHEET 249	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090205-xs
PLOT DATE : 4/14/2023 9:09 AM PLOT BY : ANDY WESTBROOK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: STH 76 FROST HEAVE	SHEET 250	E



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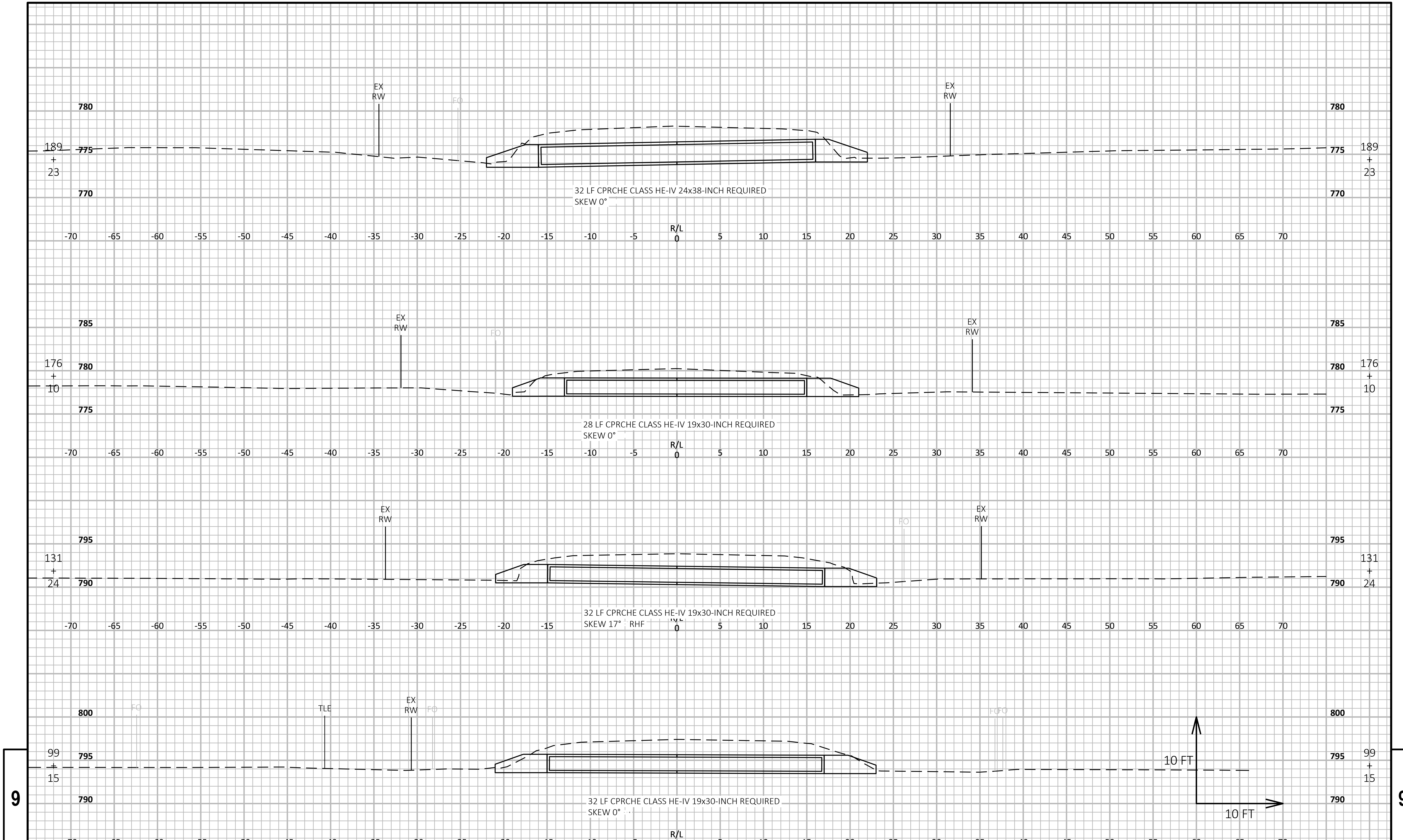
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: STH 76 FROST HEAVE	SHEET 251	E

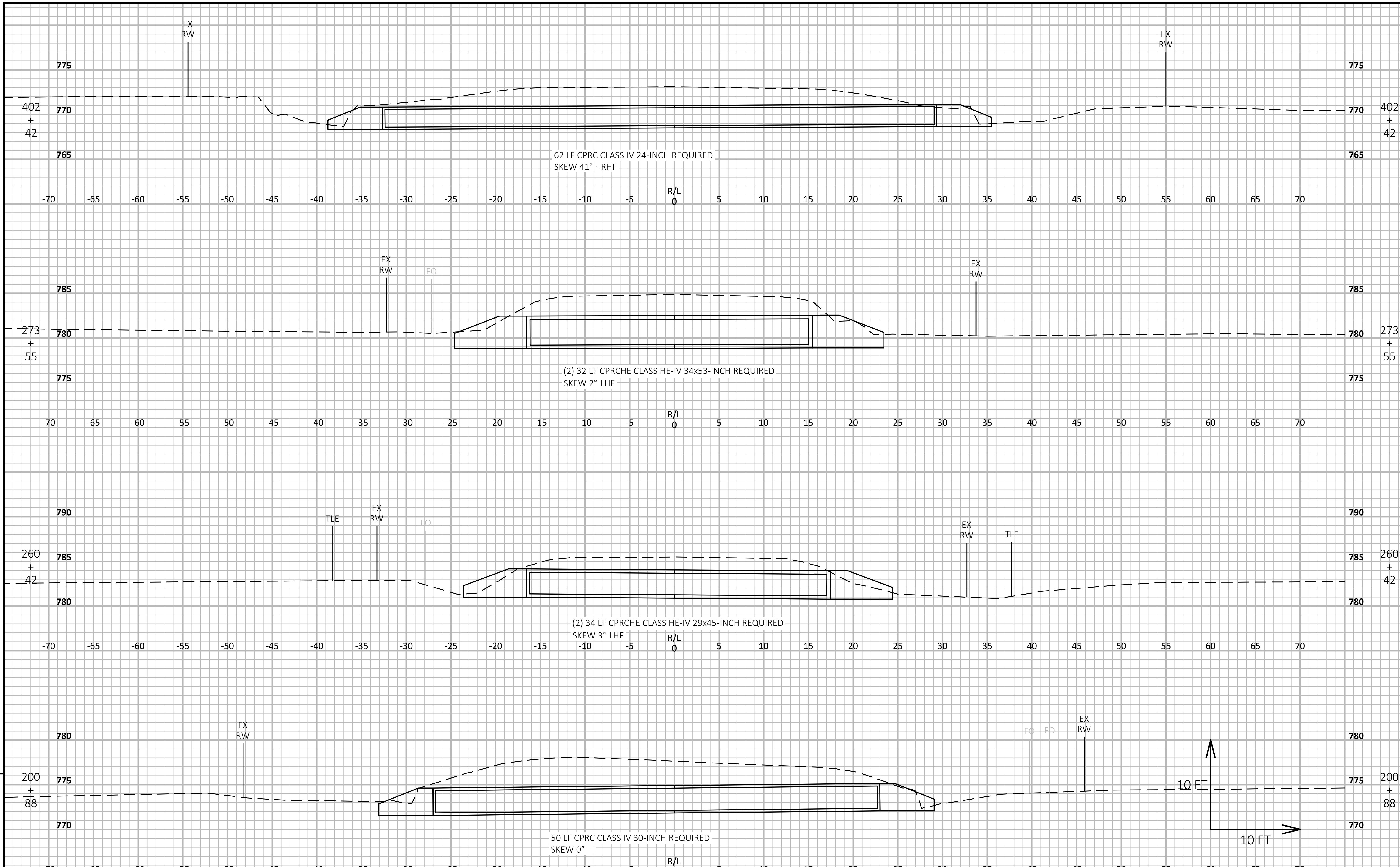
FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090209-xs

PLOT DATE : 10/21/2022 10:06 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: STH 76 CROSS-CULVERTS	SHEET 252	E



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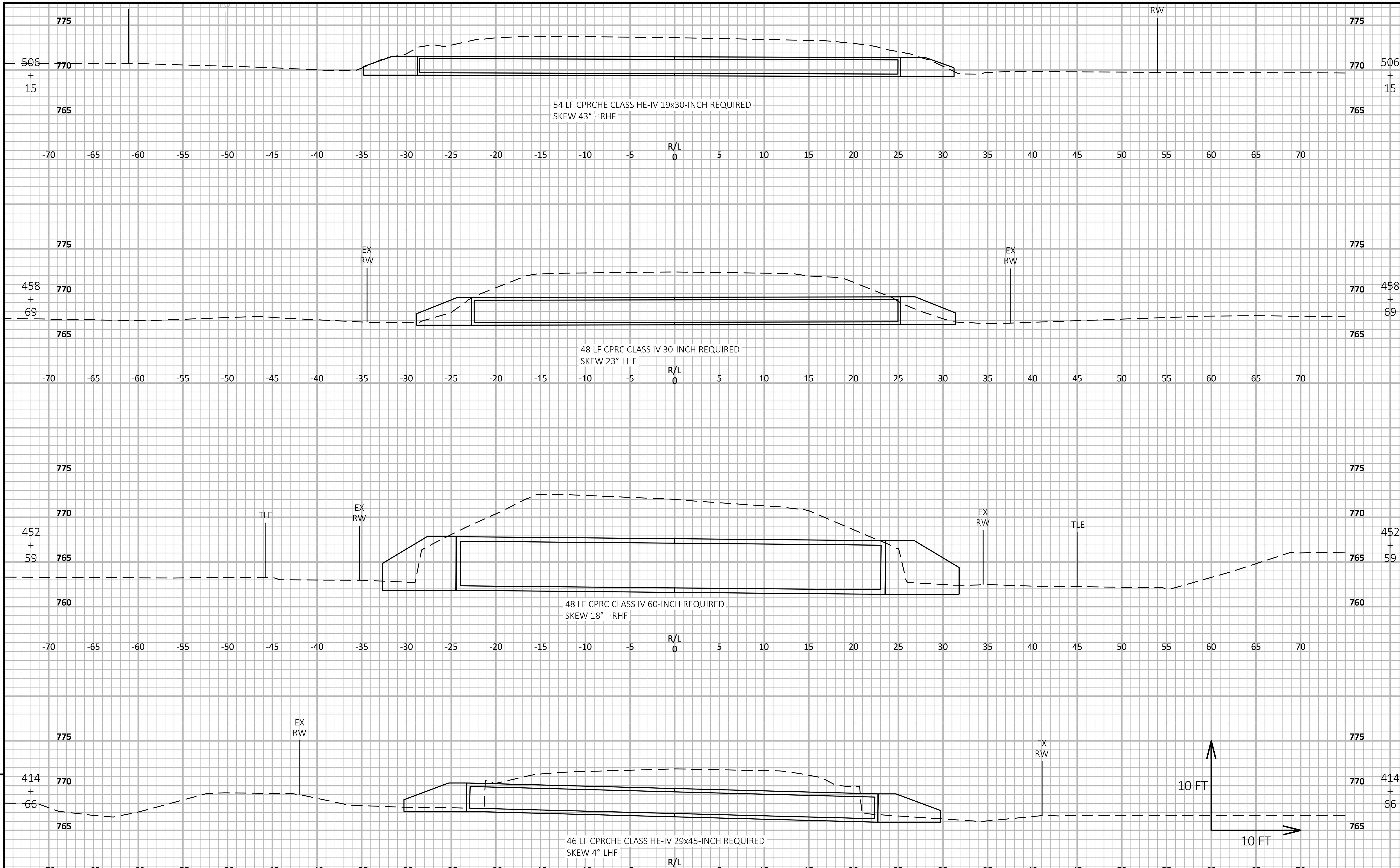
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: STH 76 CROSS-CULVERTS	SHEET 253	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090212-xs

PLOT DATE : 10/21/2022 10:06 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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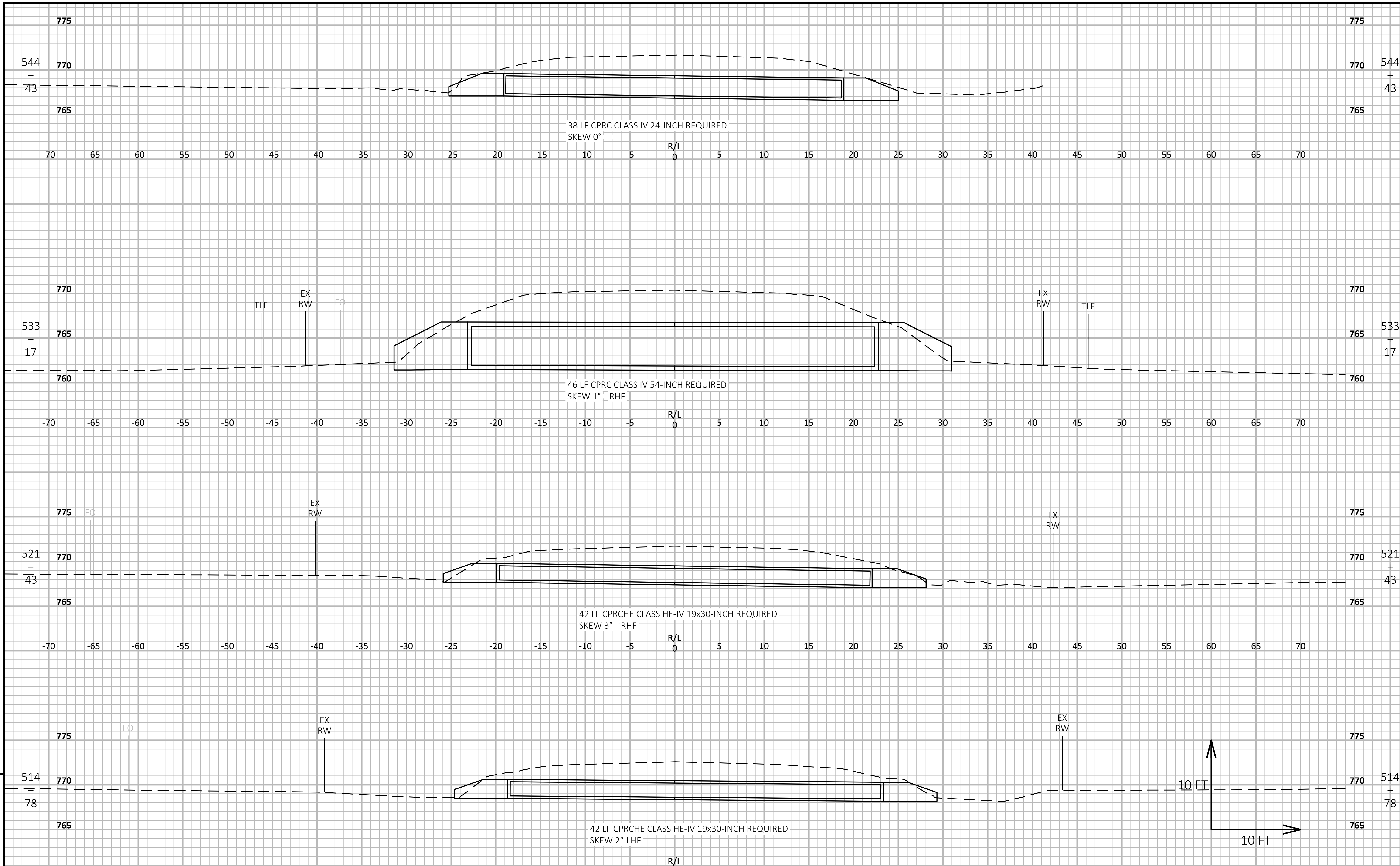
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: STH 76 CROSS-CULVERTS	SHEET 254	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090213-xs
PLOT DATE : 10/21/2022 10:06 AM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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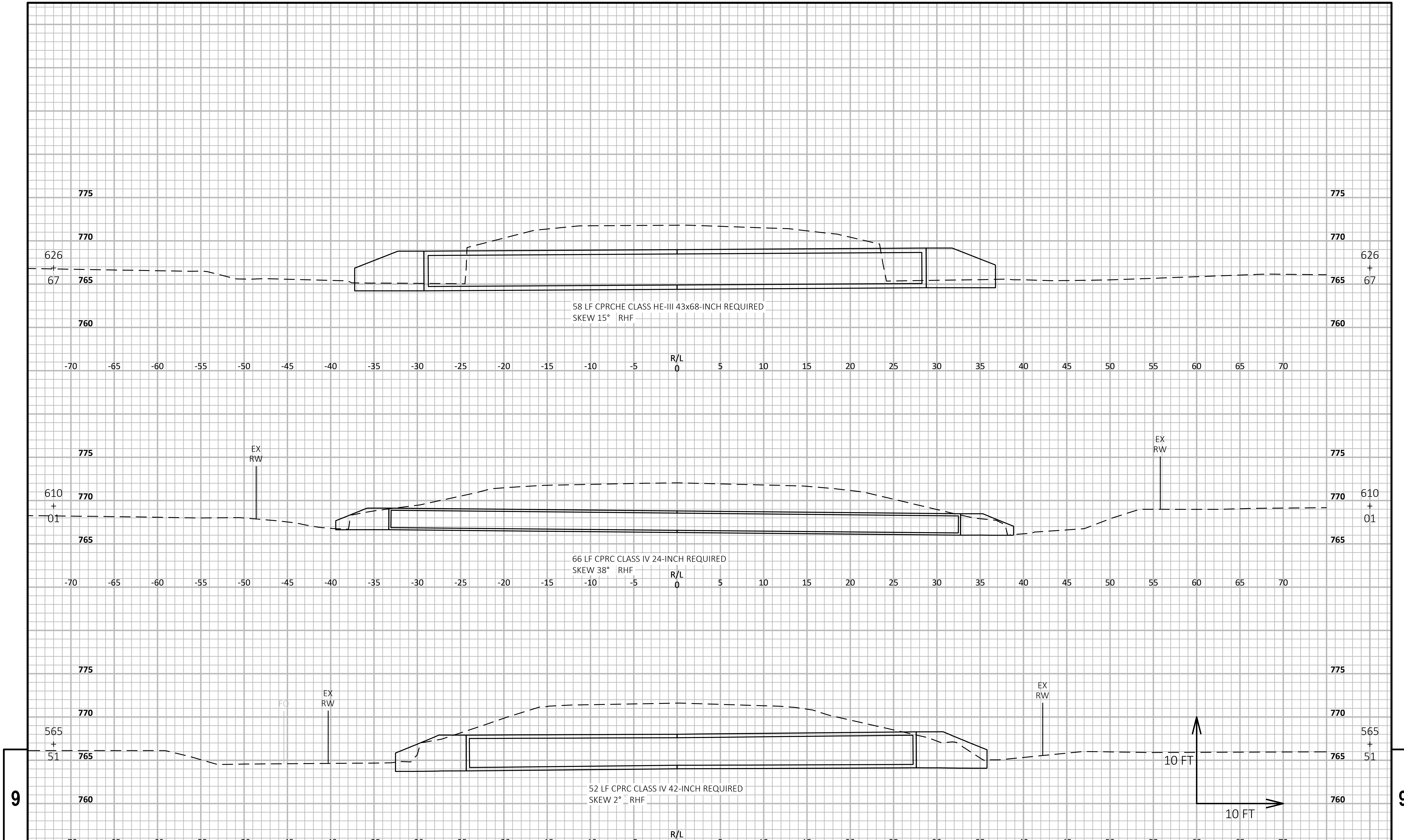
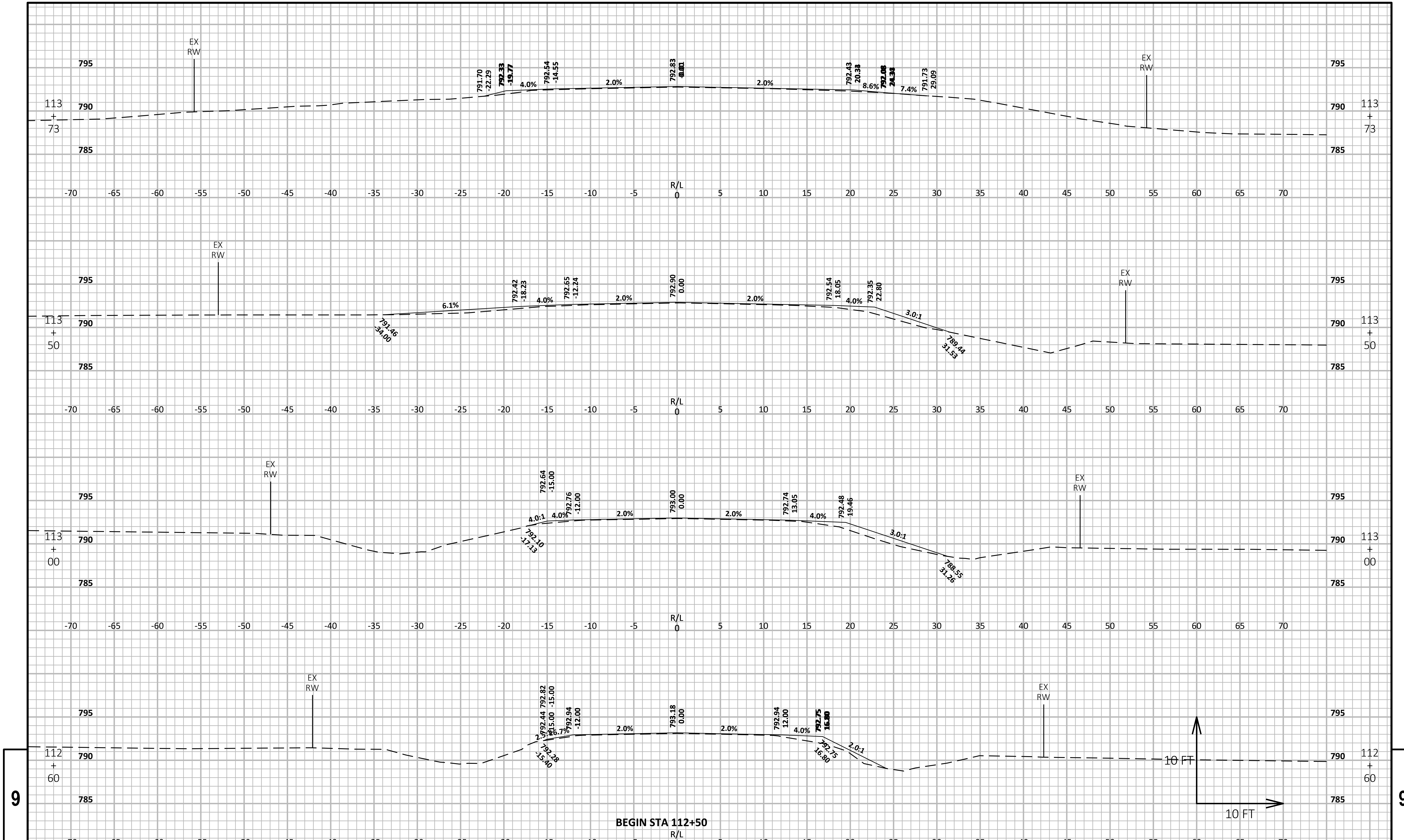
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: STH 76 CROSS-CULVERTS	SHEET 255	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090214-xs
PLOT DATE : 11/7/2022 8:48 AM
PLOT BY : ANDY WESTBROOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

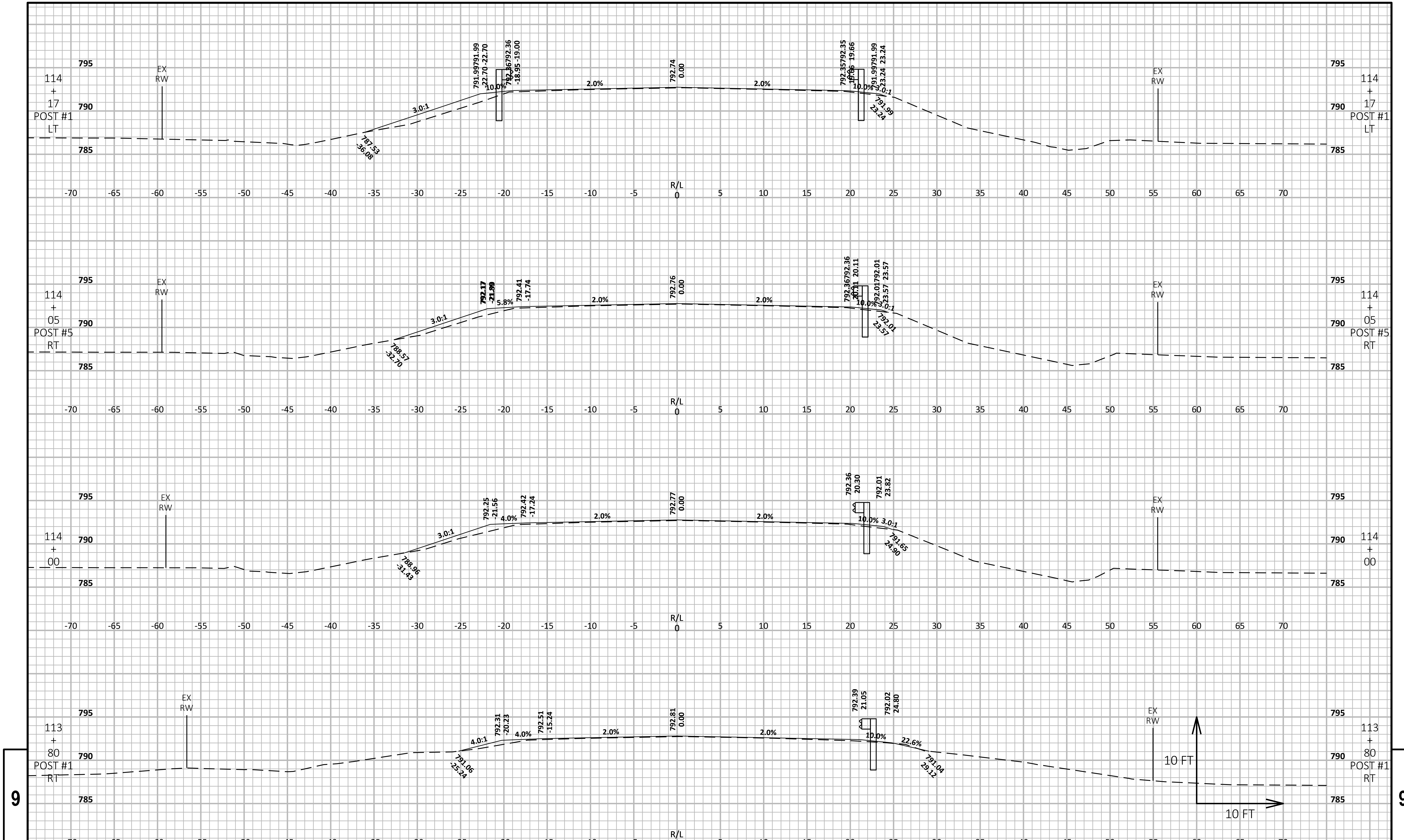


PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: STH 76 CROSS-CULVERTS	SHEET 256	E



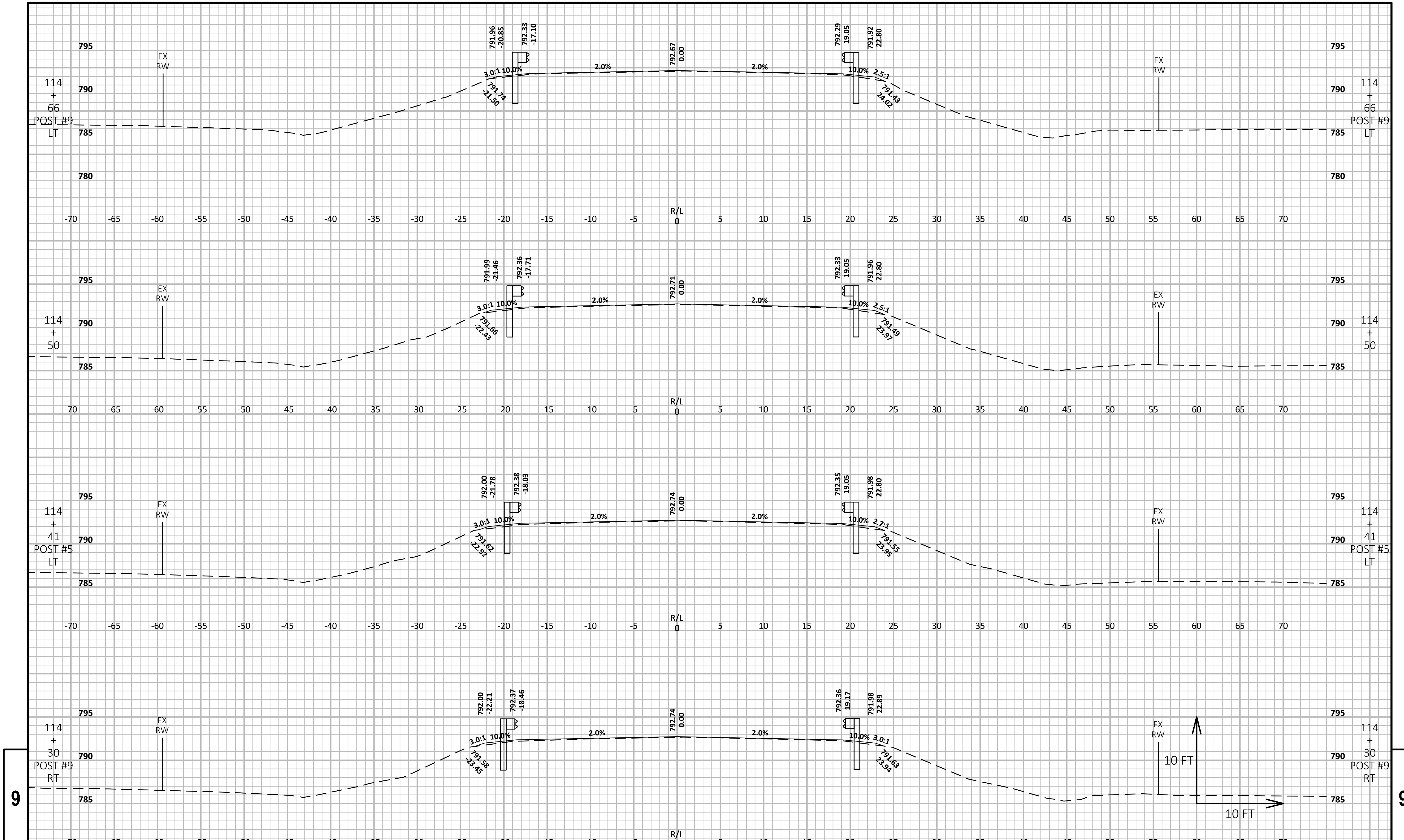
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-199 BEAR CREEK BRIDGE	SHEET 257	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090221-xs
PLOT DATE : 10/21/2022 10:06 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

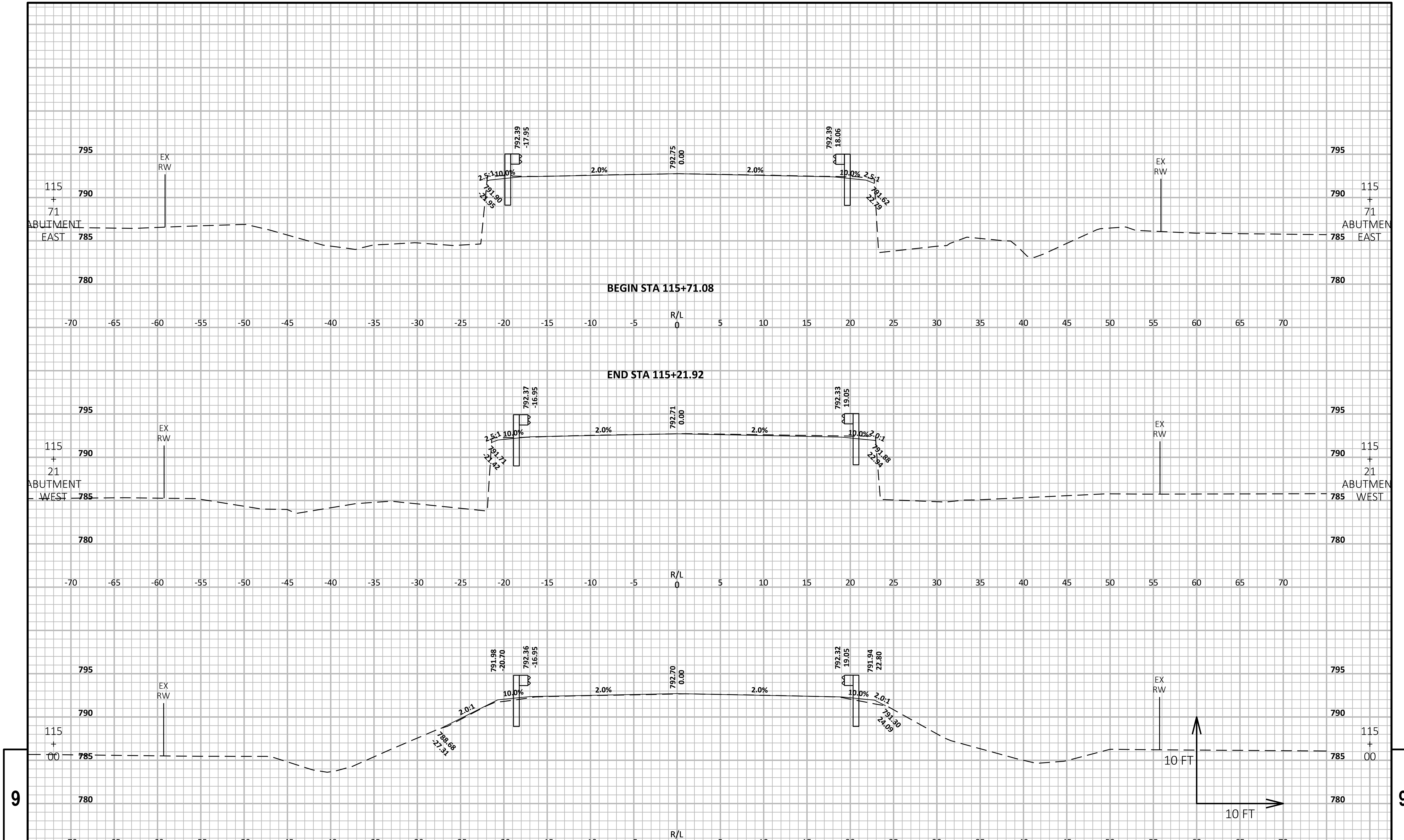


PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-199 BEAR CREEK BRIDGE	SHEET 258	E

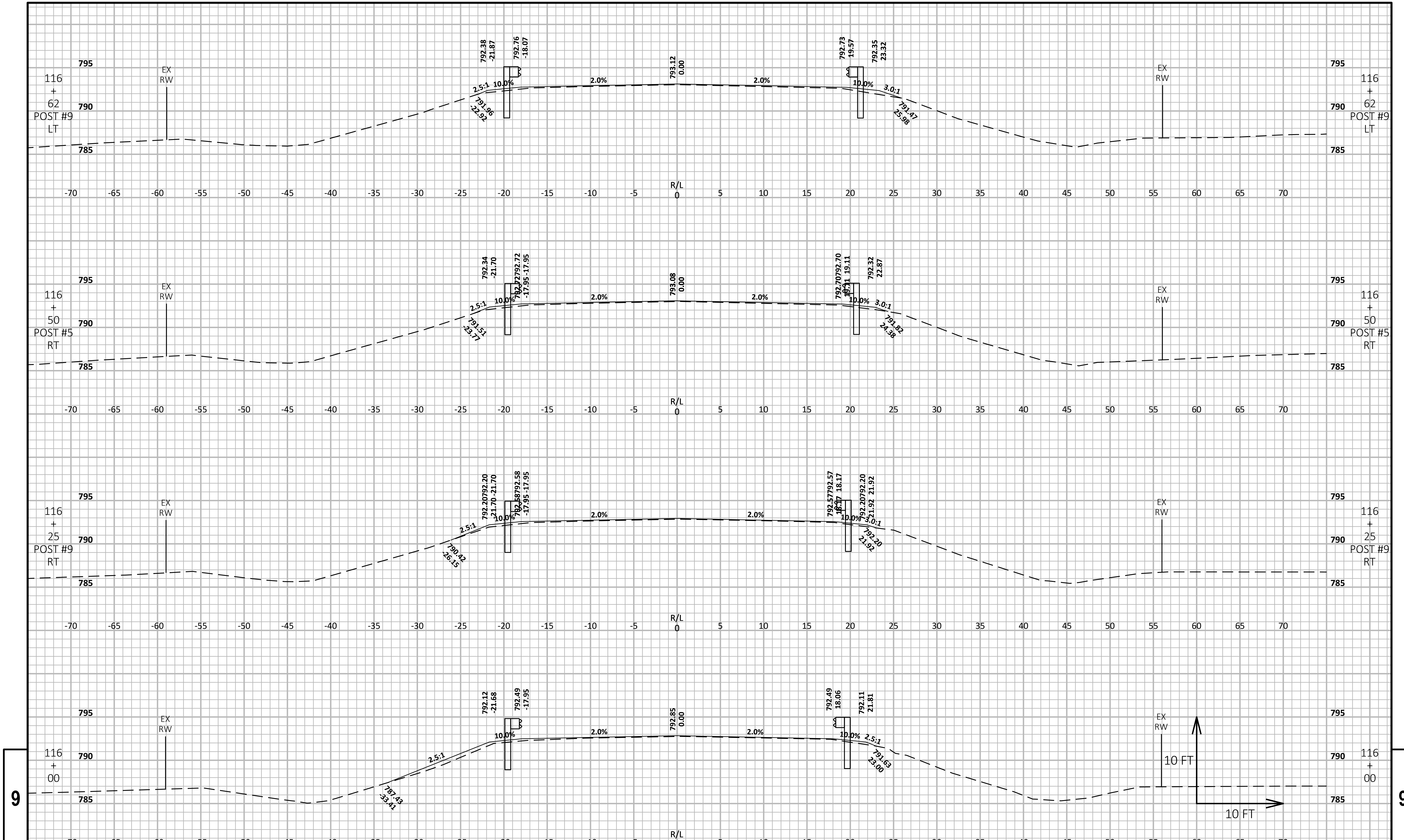
FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090222-xs
PLOT DATE : 10/21/2022 10:07 AM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-199 BEAR CREEK BRIDGE	SHEET 259	E



PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-199 BEAR CREEK BRIDGE	SHEET 260	E

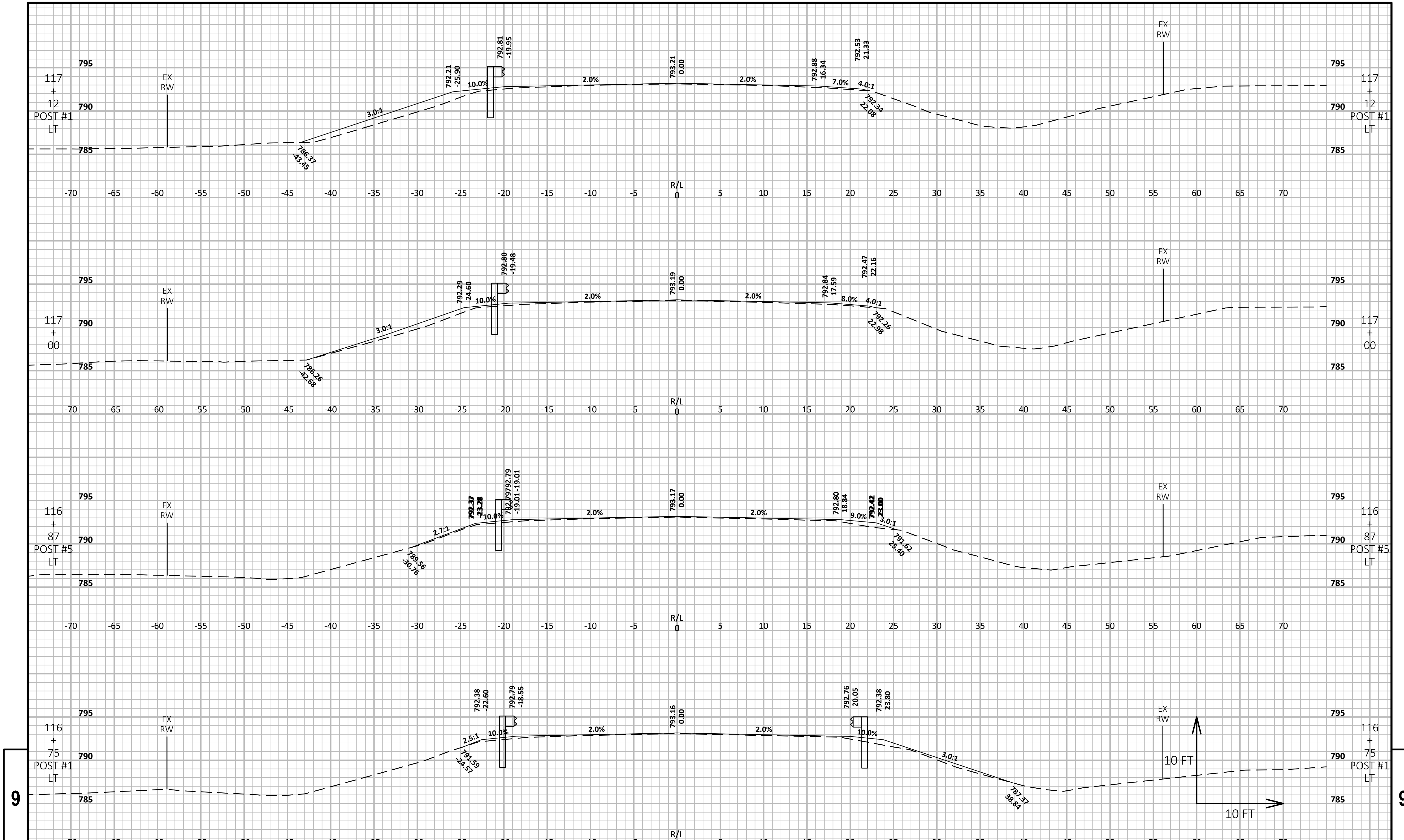


PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-199 BEAR CREEK BRIDGE	SHEET 261 E

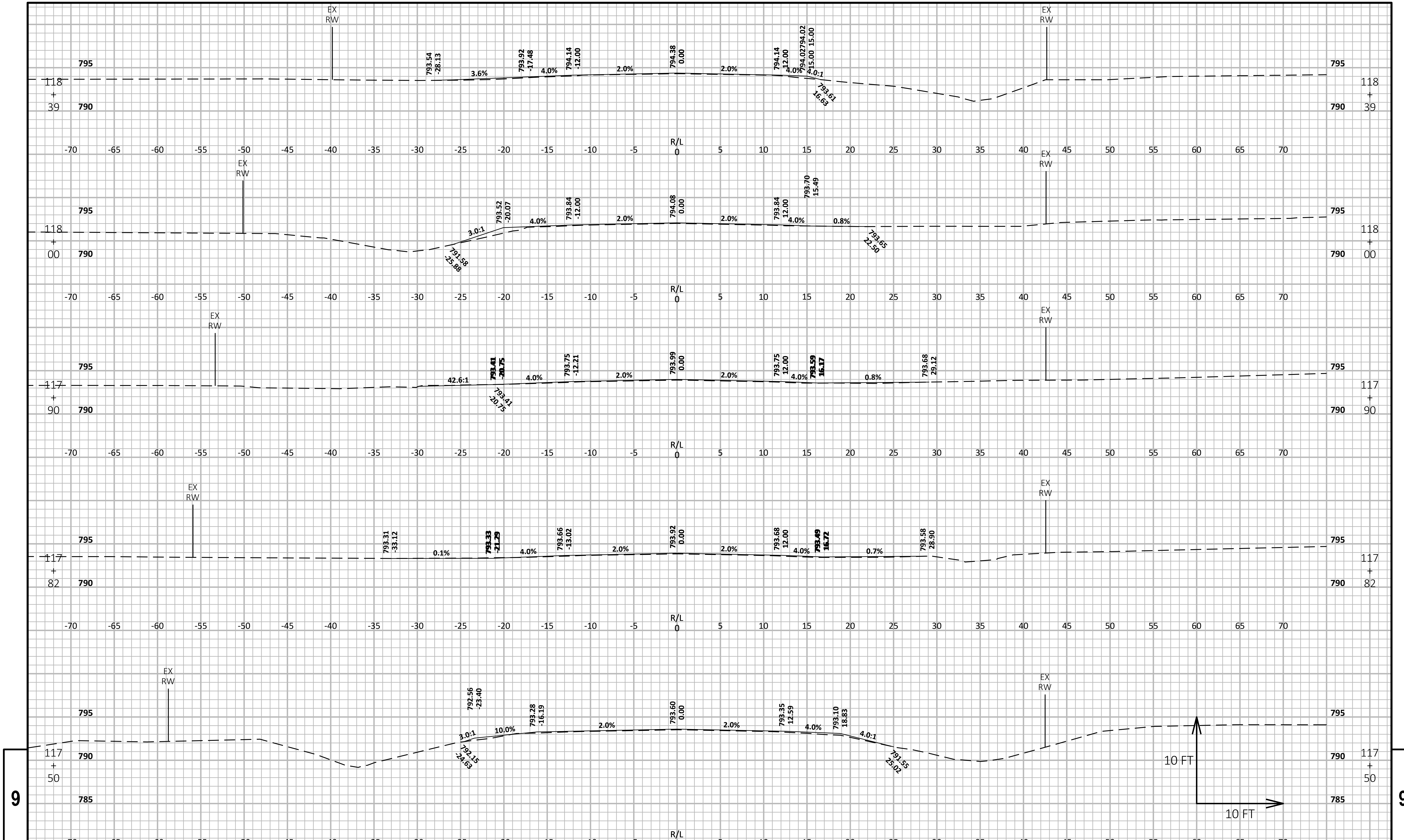
FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090225-xs

PLOT DATE : 10/21/2022 10:07 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

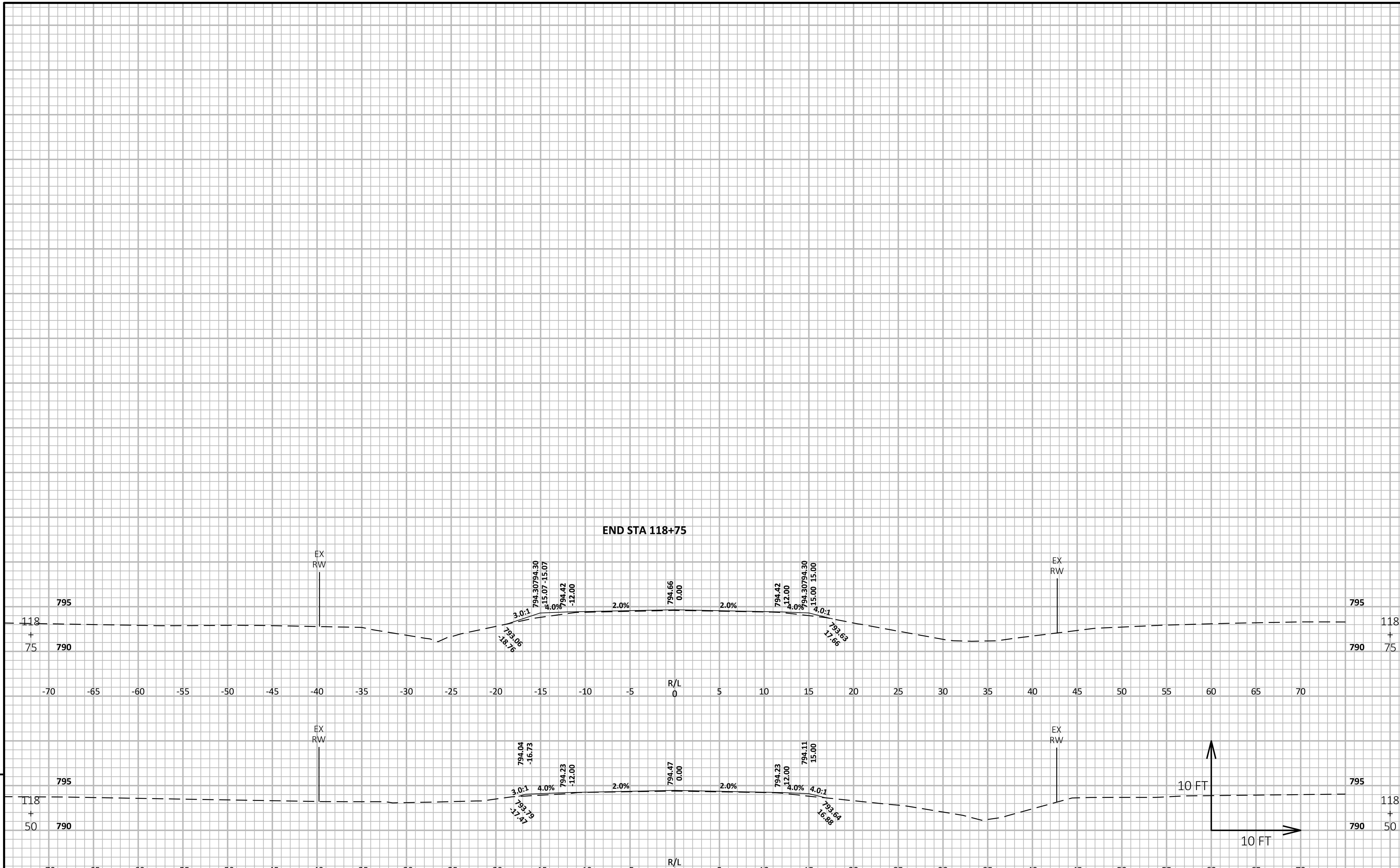


PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-199 BEAR CREEK BRIDGE	SHEET 262	E



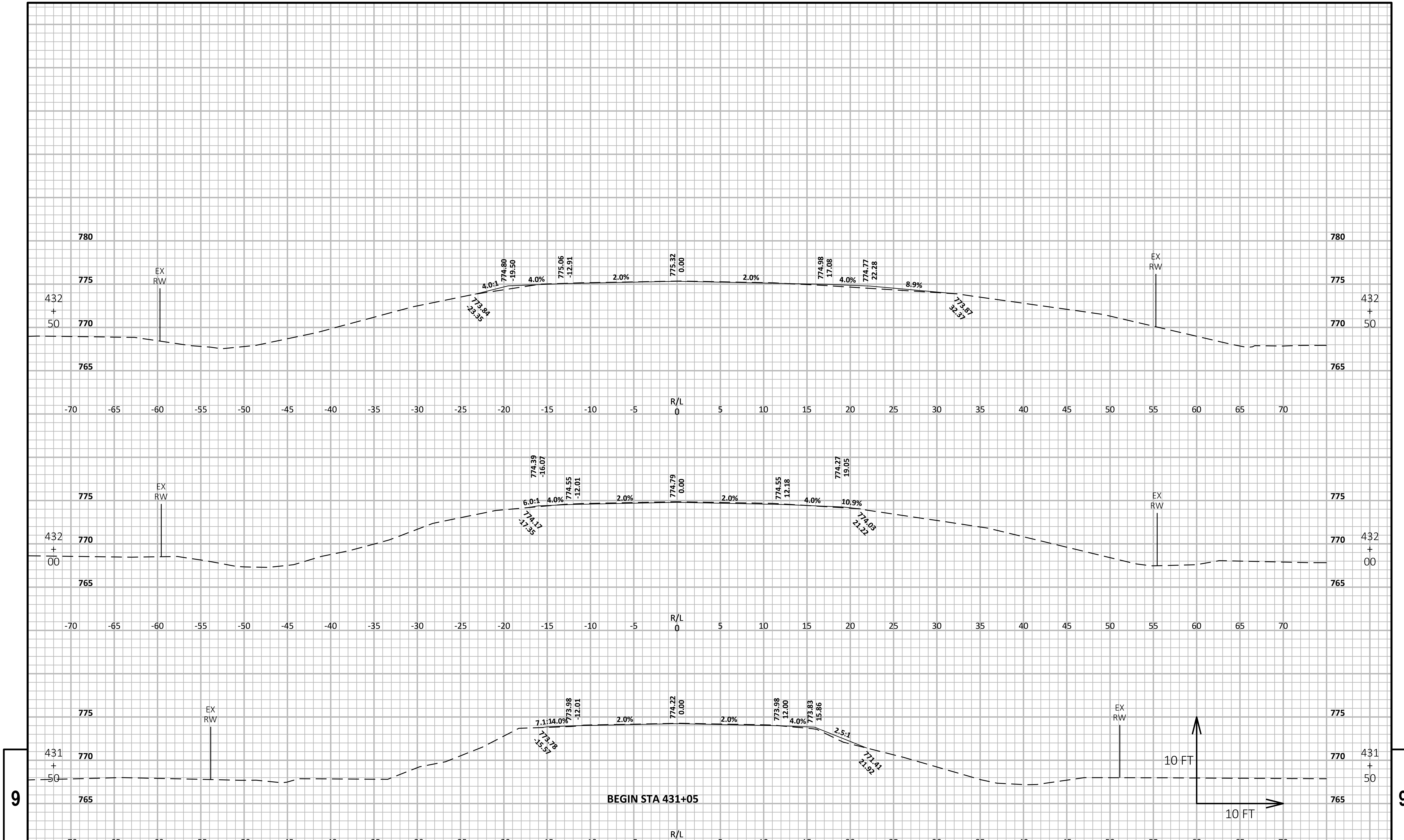
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-199 BEAR CREEK BRIDGE	SHEET 263	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090227-xs
PLOT DATE : 10/21/2022 10:07 AM PLOT BY : BRANDI SWANSON PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-199 BEAR CREEK BRIDGE	SHEET 264	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090228-xs
PLOT DATE : 10/21/2022 10:07 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-198 EMBARRASS RIVER BRIDGE	SHEET 265	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090231-xs
PLOT DATE : 10/21/2022 10:07 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

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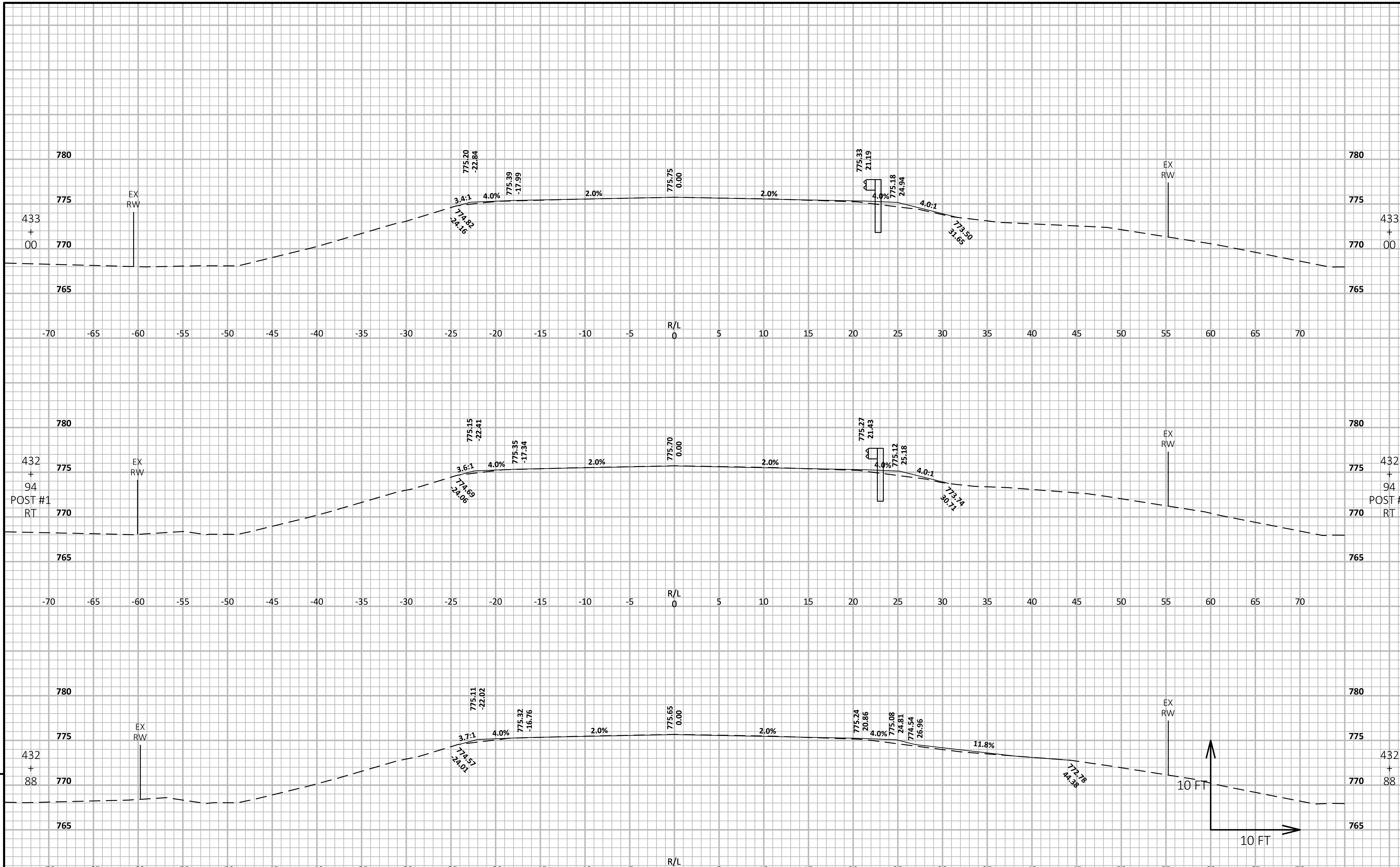

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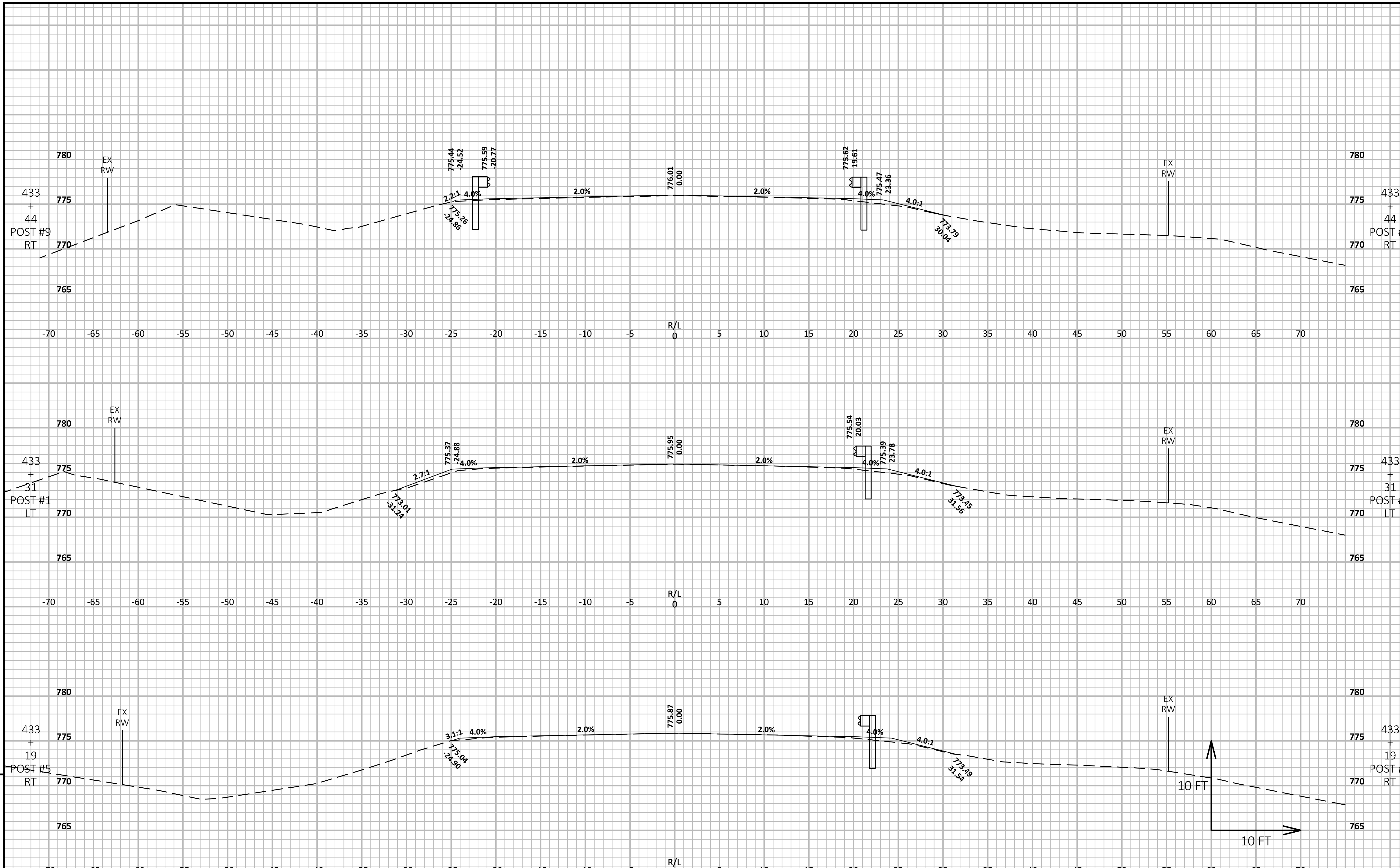
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-198 EMBARRASS RIVER BRIDGE	SHEET 266	E

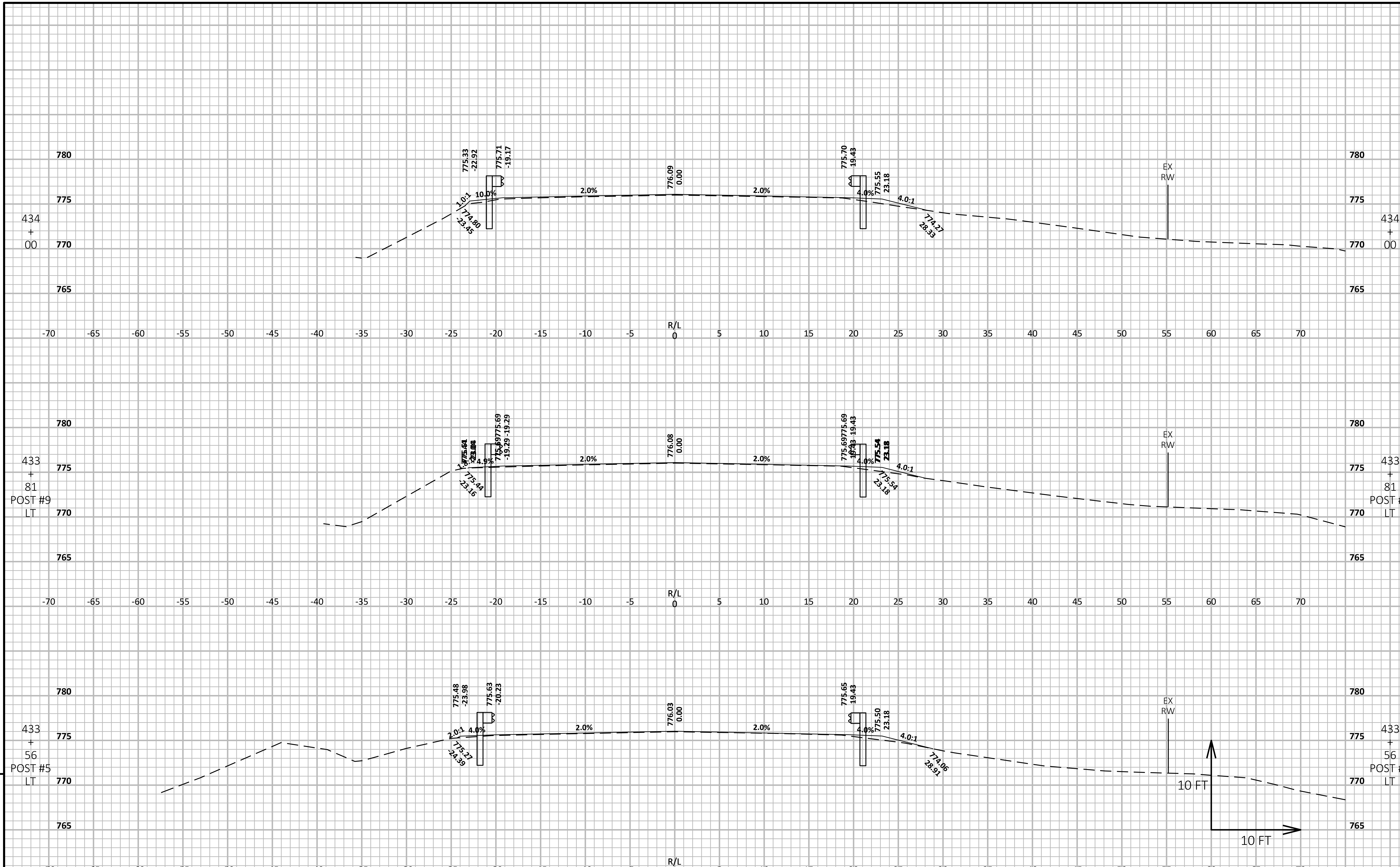
FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090232-xs
PLOT DATE : 10/21/2022 10:07 AM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-198 EMBARRASS RIVER BRIDGE	SHEET 267	E

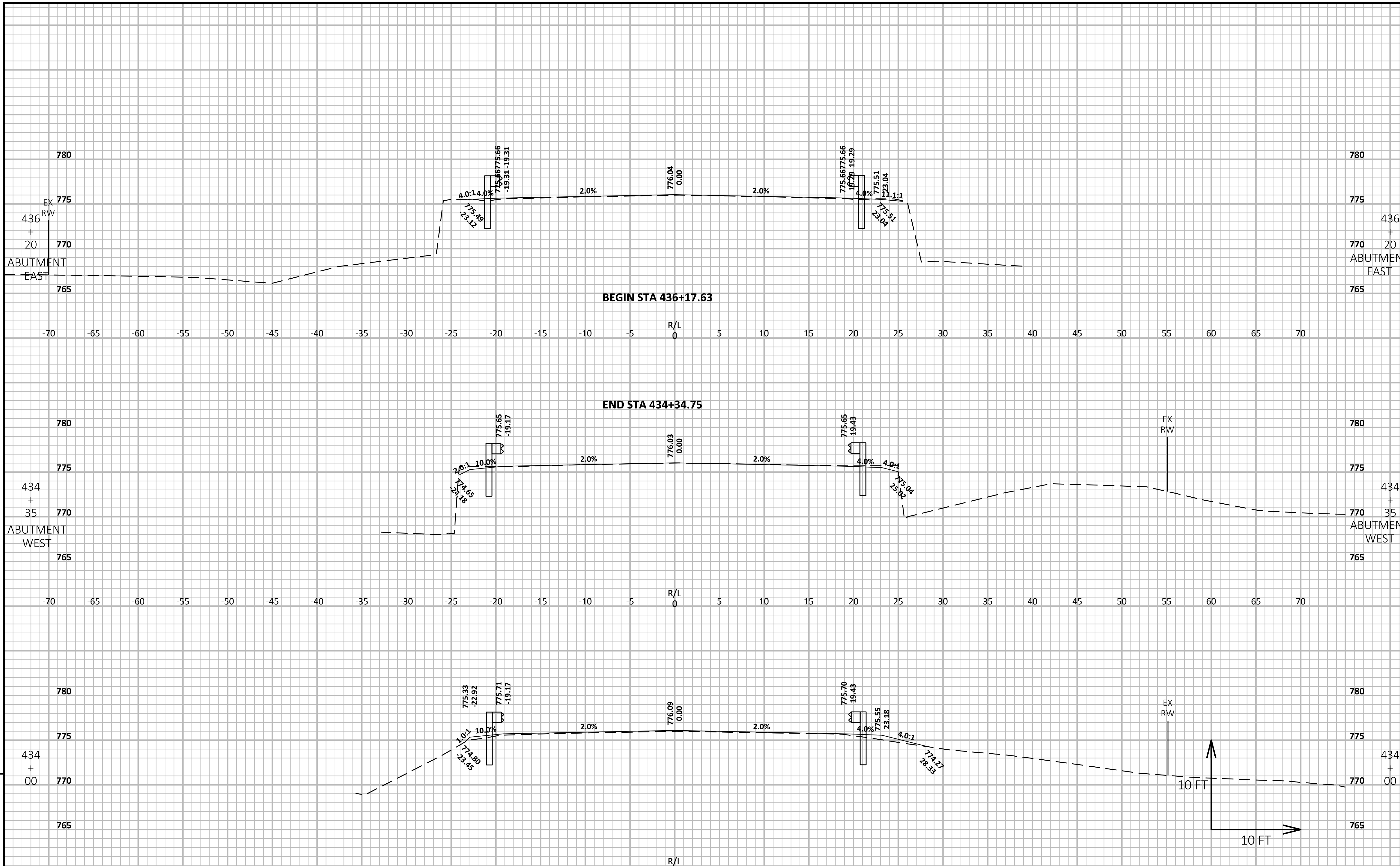
FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090233-xs

PLOT DATE : 10/21/2022 10:07 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-198 EMBARRASS RIVER BRIDGE	SHEET 268	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090234-xs
PLOT DATE : 10/21/2022 10:07 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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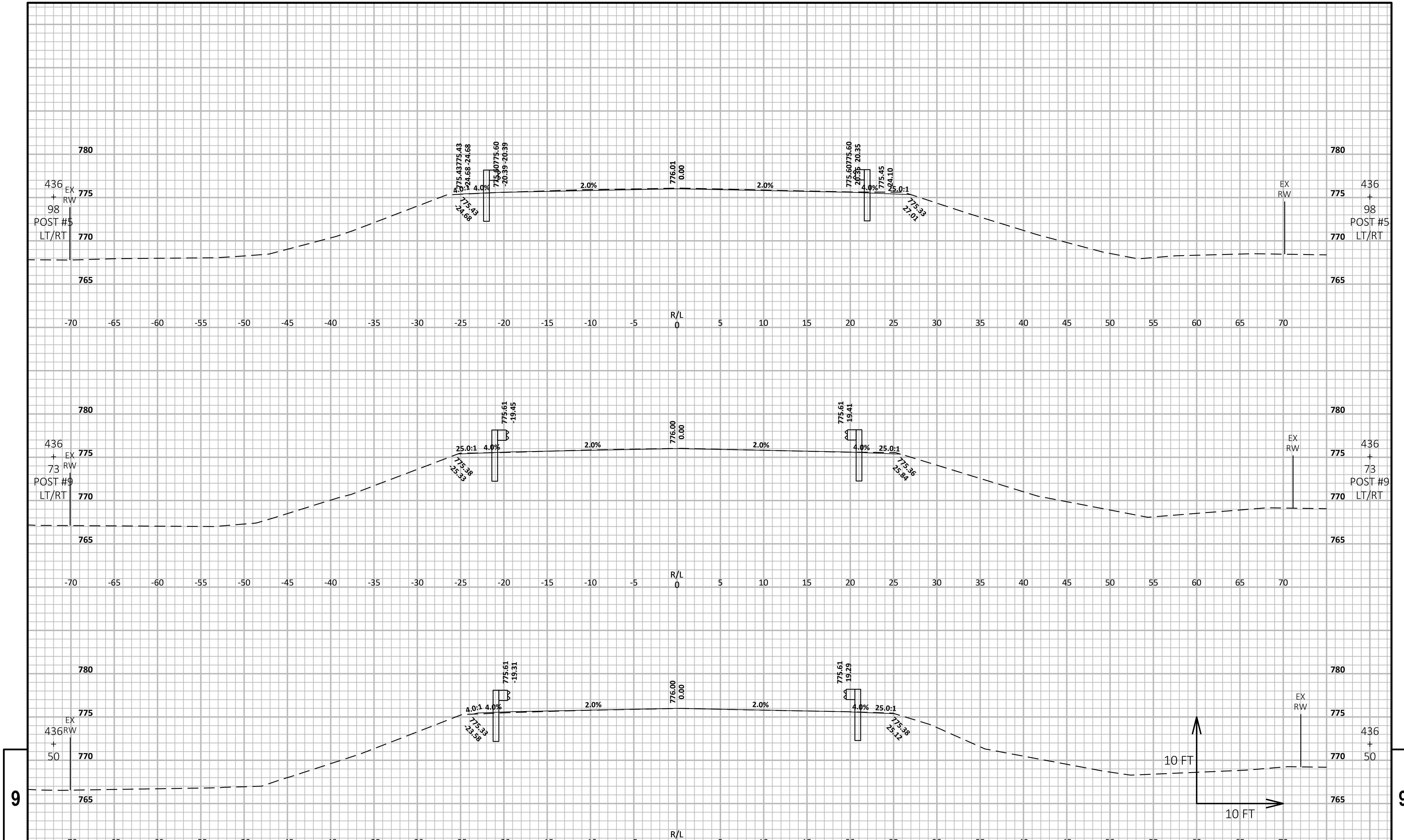
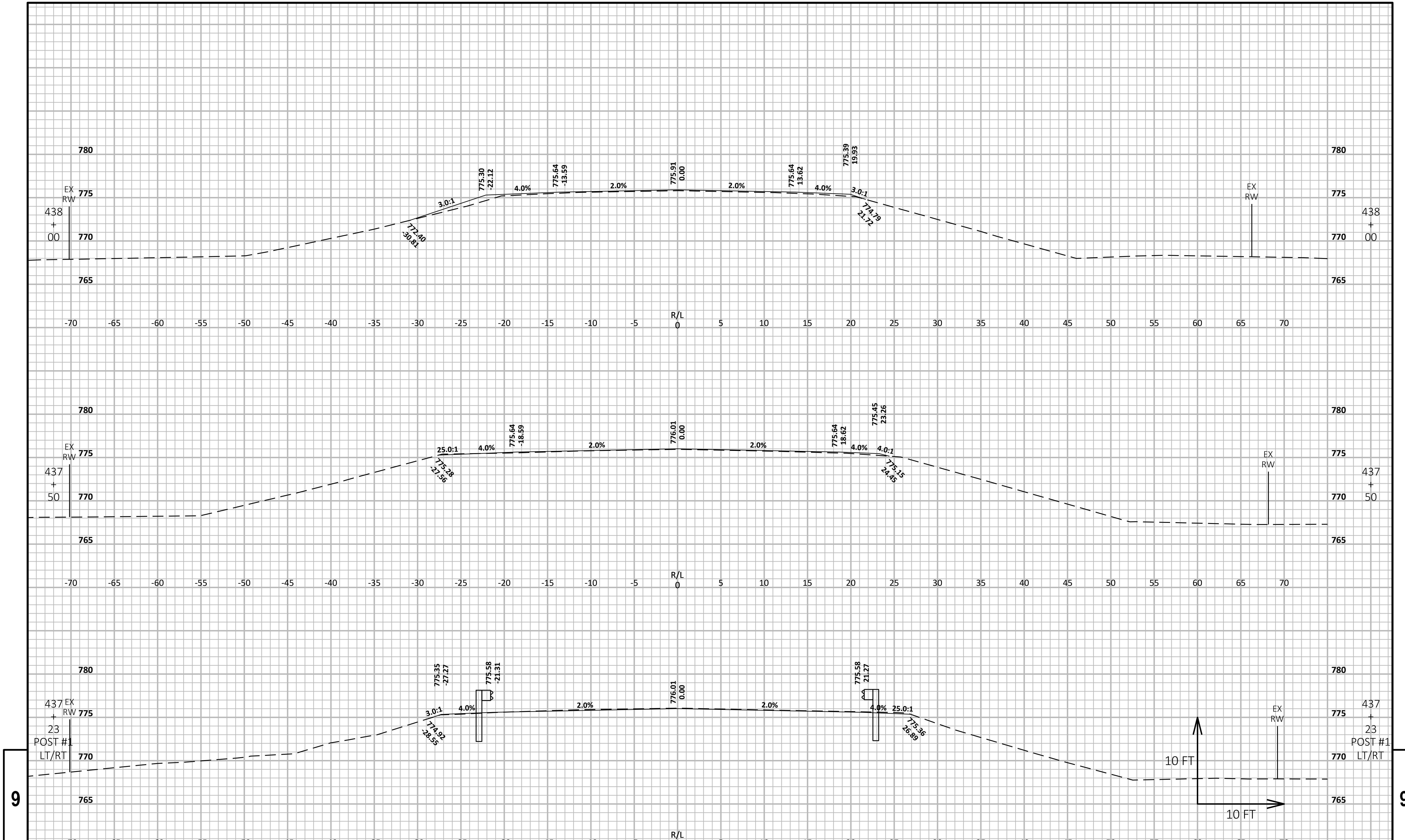
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-198 EMBARRASS RIVER BRIDGE	SHEET 269	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090235-xs
PLOT DATE : 10/21/2022 10:07 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



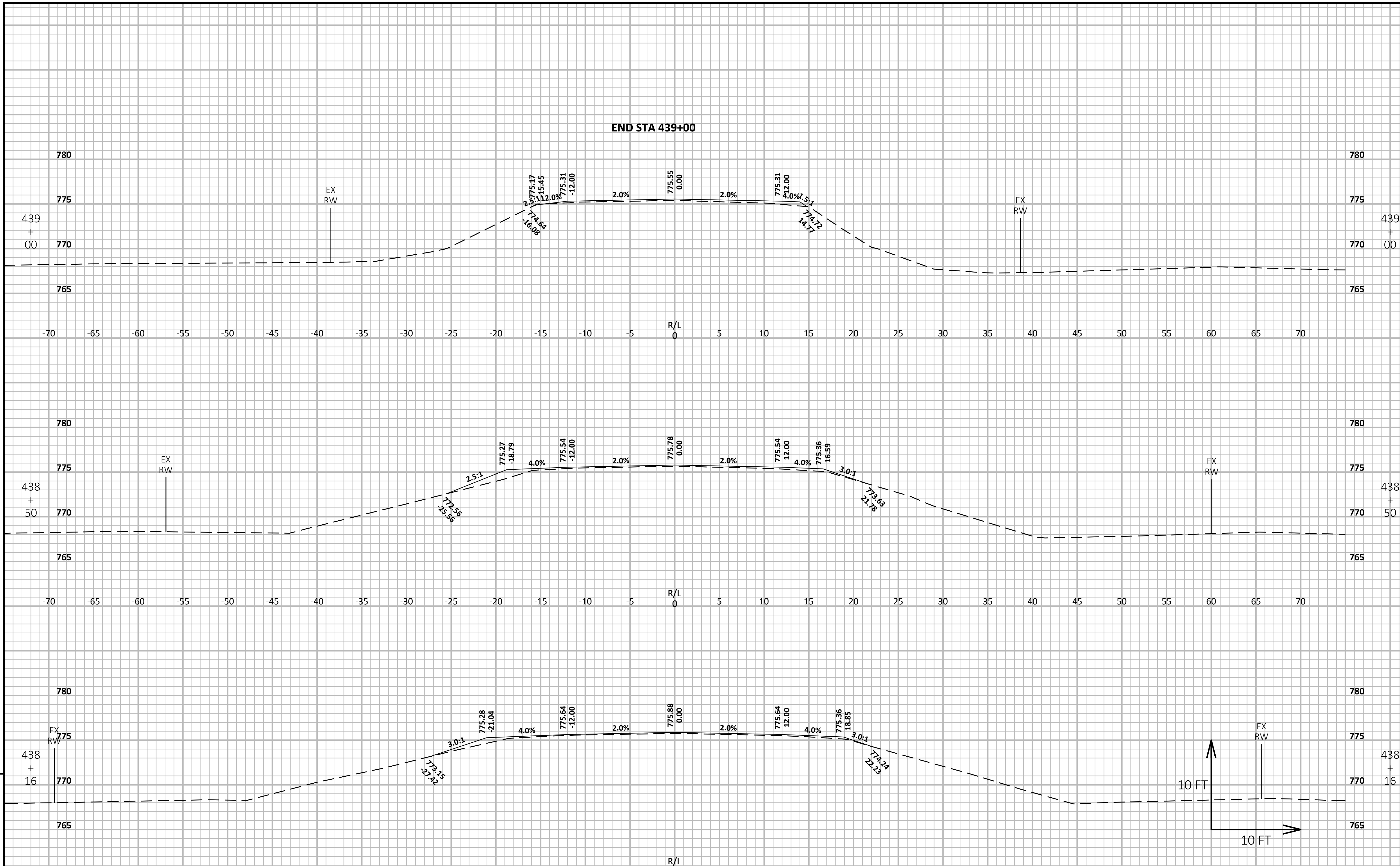
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-198 EMBARRASS RIVER BRIDGE	SHEET 270	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090236-xs
PLOT DATE : 10/21/2022 10:08 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



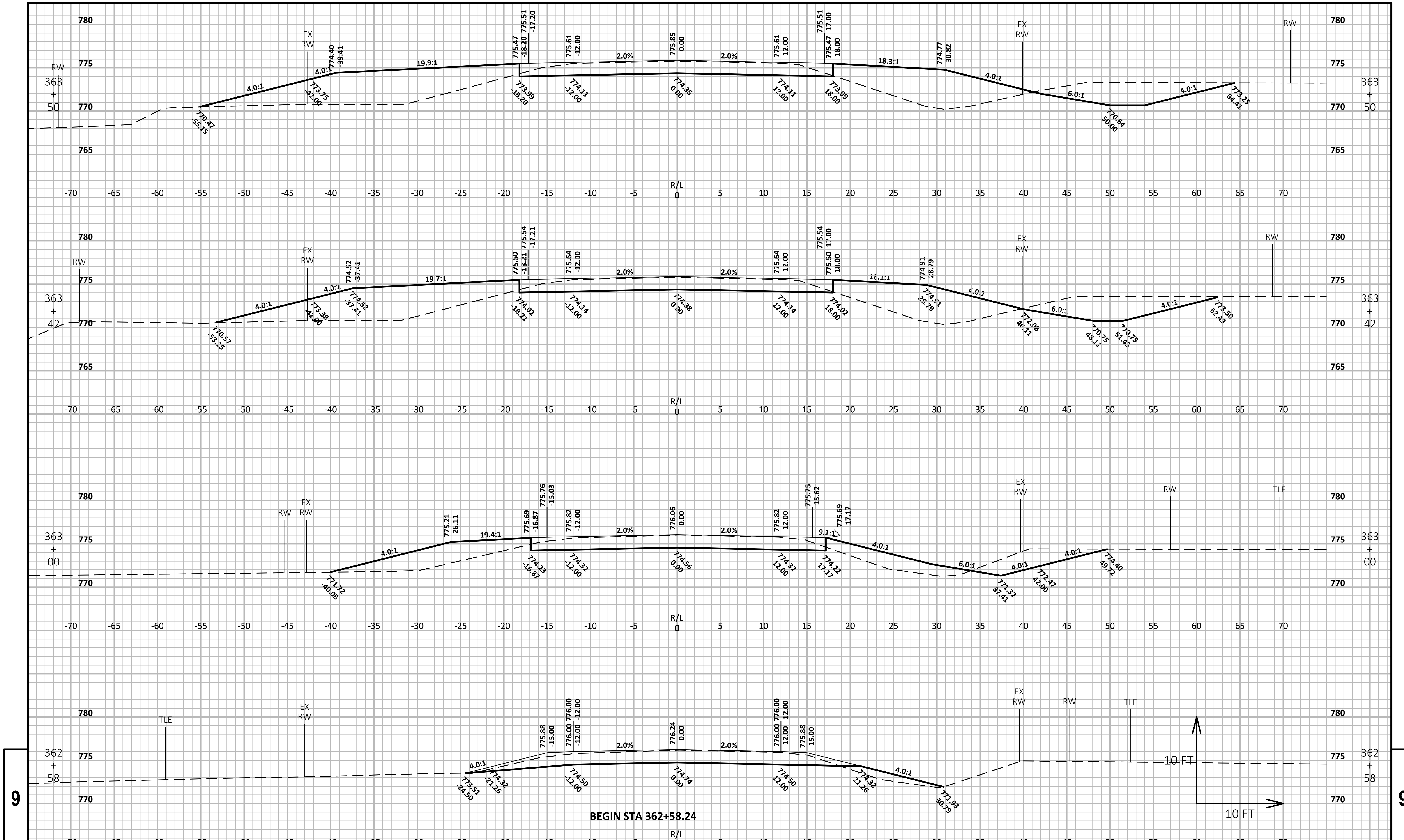
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-198 EMBARRASS RIVER BRIDGE	SHEET 271	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090237-xs
PLOT DATE : 10/21/2022 10:08 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



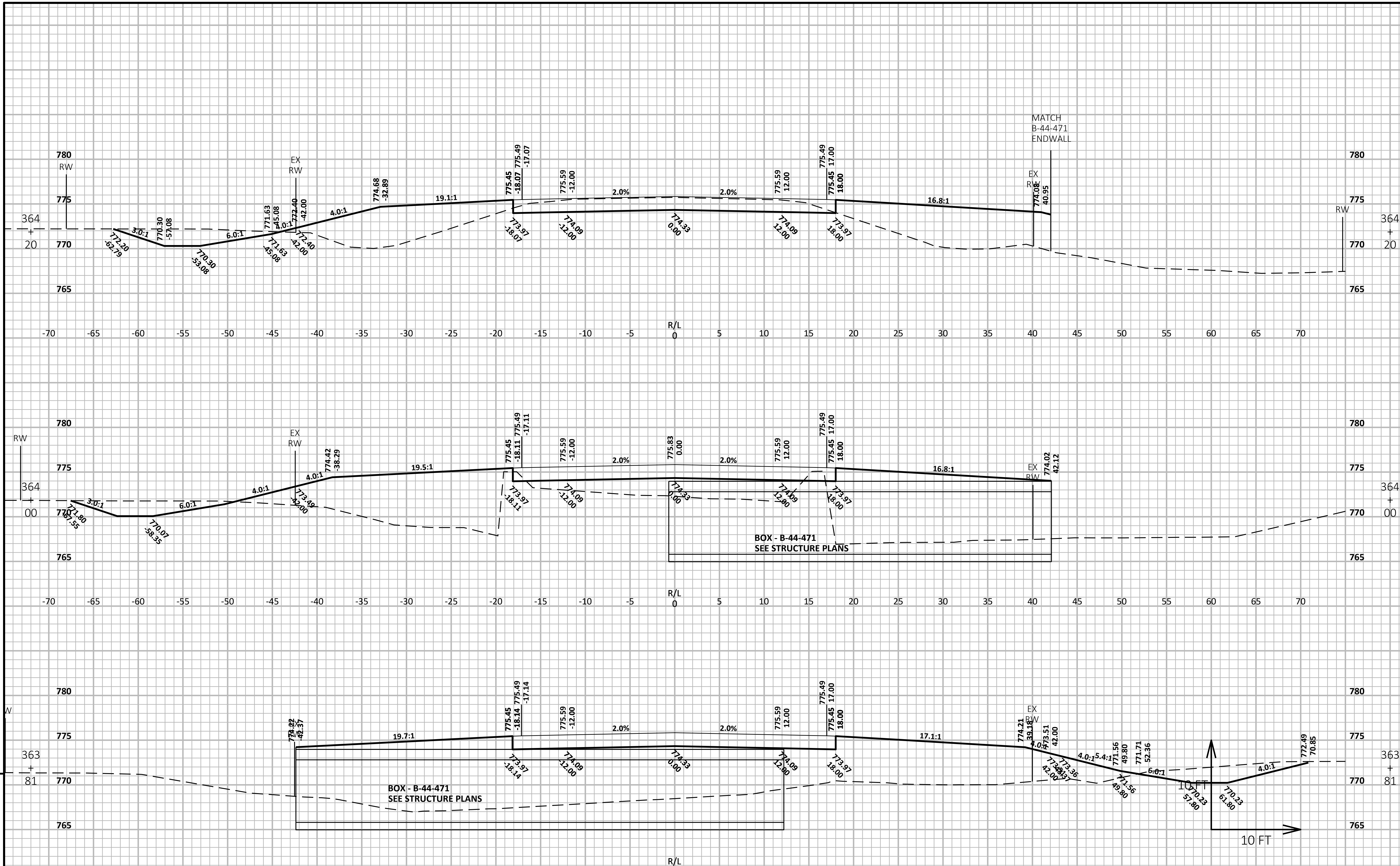
9	PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-198 EMBARRASS RIVER BRIDGE	SHEET 272 E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090238-xs
PLOT DATE : 10/21/2022 10:08 AM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 6518-00-70/-06-71/-07-71 | HWY: STH 76 | COUNTY: WAUPACA & OUTAGAMIE | CROSS SECTIONS: B-44-471 TRIBUTARY OF BEAR CREEK | SHEET 273 | E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090251-xs
PLOT DATE : 10/21/2022 10:08 AM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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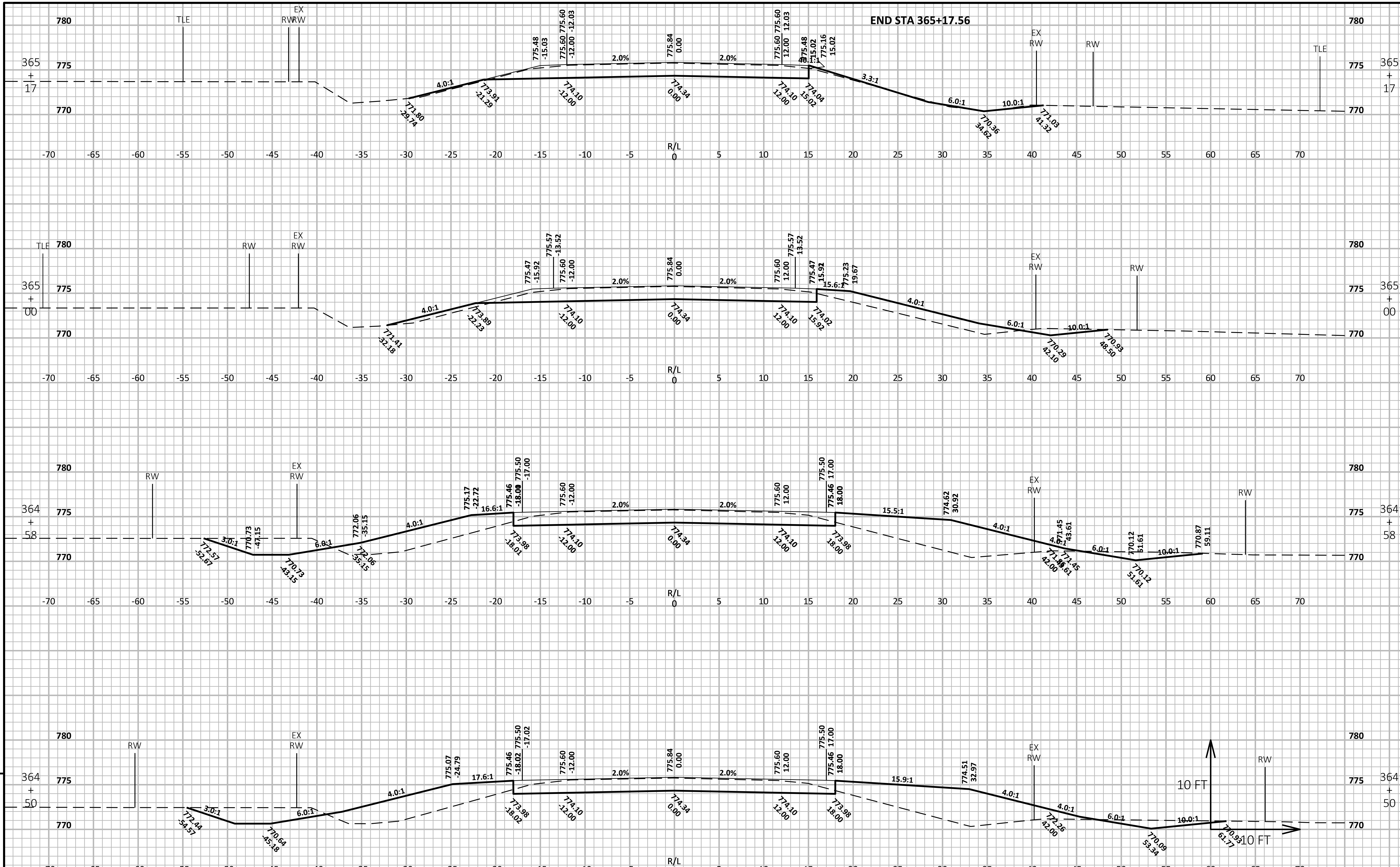
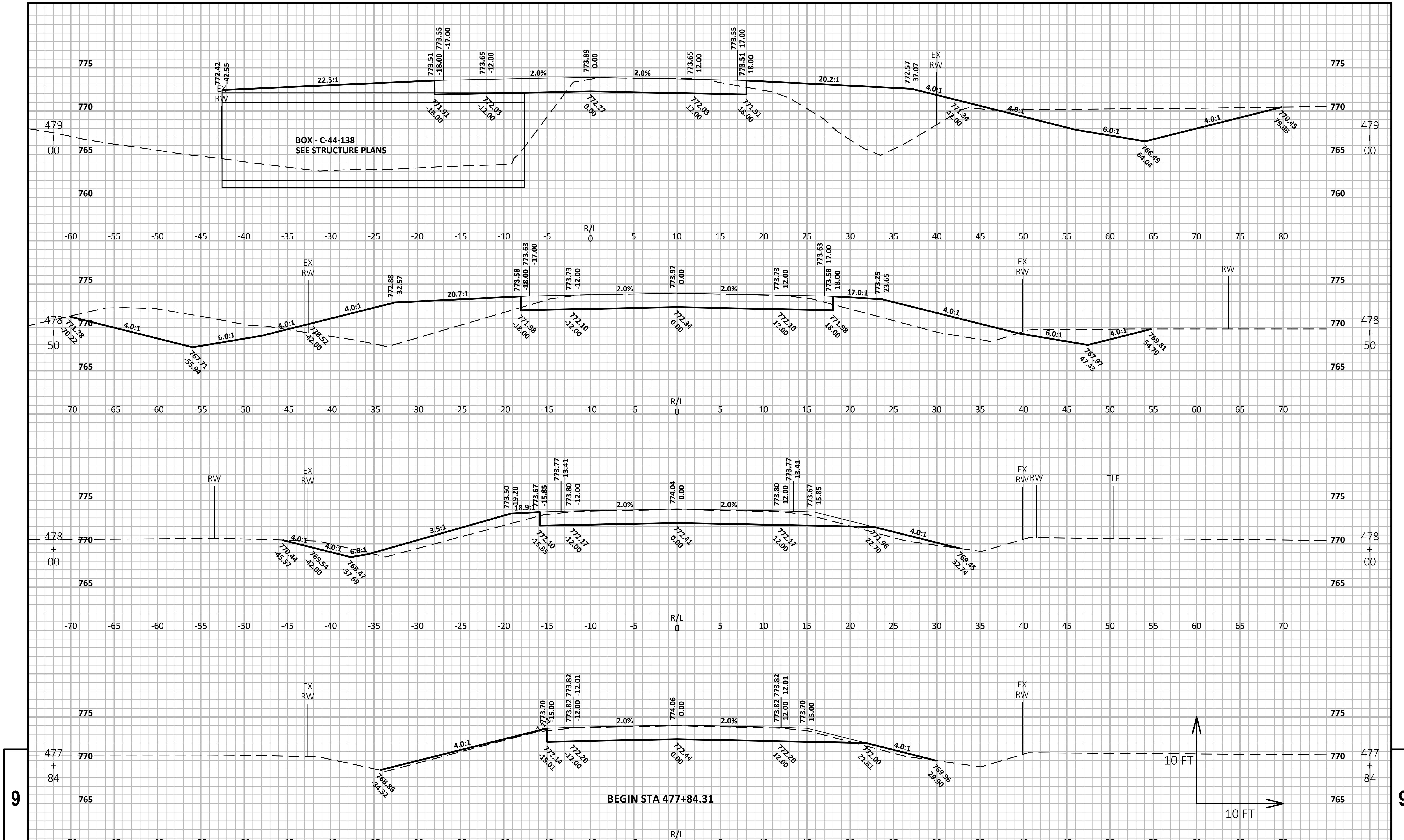
PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: B-44-471 TRIBUTARY OF BEAR CREEK	SHEET 274	E

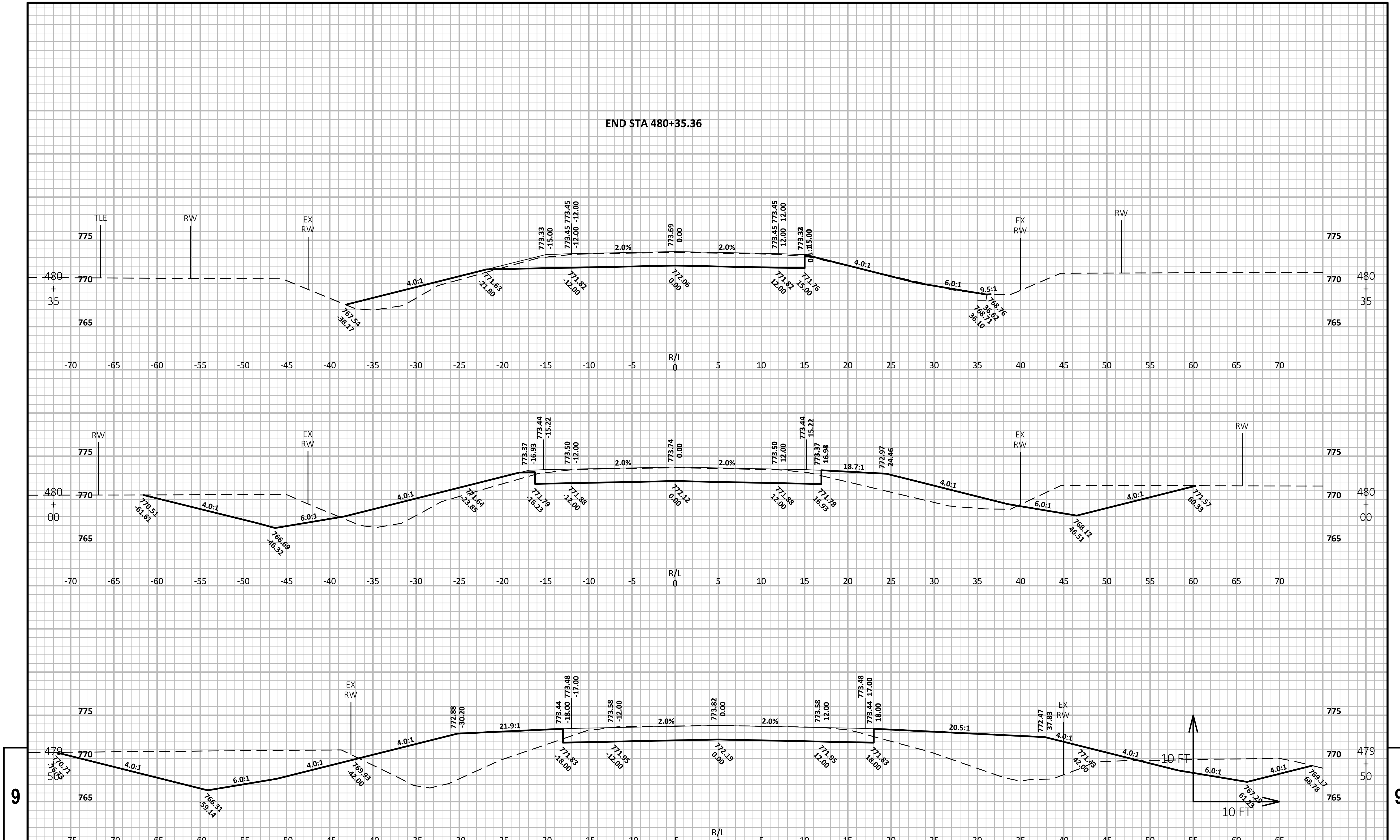


PROJECT NO: 6518-00-70/-06-71/-07-71 | HWY: STH 76 | COUNTY: WAUPACA & OUTAGAMIE | CROSS SECTIONS: B-44-471 TRIBUTARY OF BEAR CREEK | SHEET 275 | E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090253-xs
PLOT DATE : 10/21/2022 10:08 AM
PLOT BY : BRANDI SWANSON
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: C-44-138 TRIBUTARY OF EMBARRASS RIVER	SHEET 276	E



PROJECT NO: 6518-00-70/-06-71/-07-71	HWY: STH 76	COUNTY: WAUPACA & OUTAGAMIE	CROSS SECTIONS: C-44-138 TRIBUTARY OF EMBARRASS RIVER	SHEET 277	E

FILE NAME : N:\3001250.00\CIVIL 3D\SHEETSPLAN\651806-090200-XS.DWG
LAYOUT NAME - 651806-090262-xs
PLOT DATE : 10/21/2022 10:08 AM PLOT BY : BRANDI SWANSON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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