GRE

JULY 2024

PROJECT ID: 6230-16-71

WITH: 6240-29-71 & 6240-30-71

COUNTY: OUTAGAMIE

ORDER OF SHEETS

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

TOTAL SHEETS = 298

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

NEW LONDON - SHIOCTON

WCL - PARK AVENUE

STH 54

OUTAGAMIE COUNTY

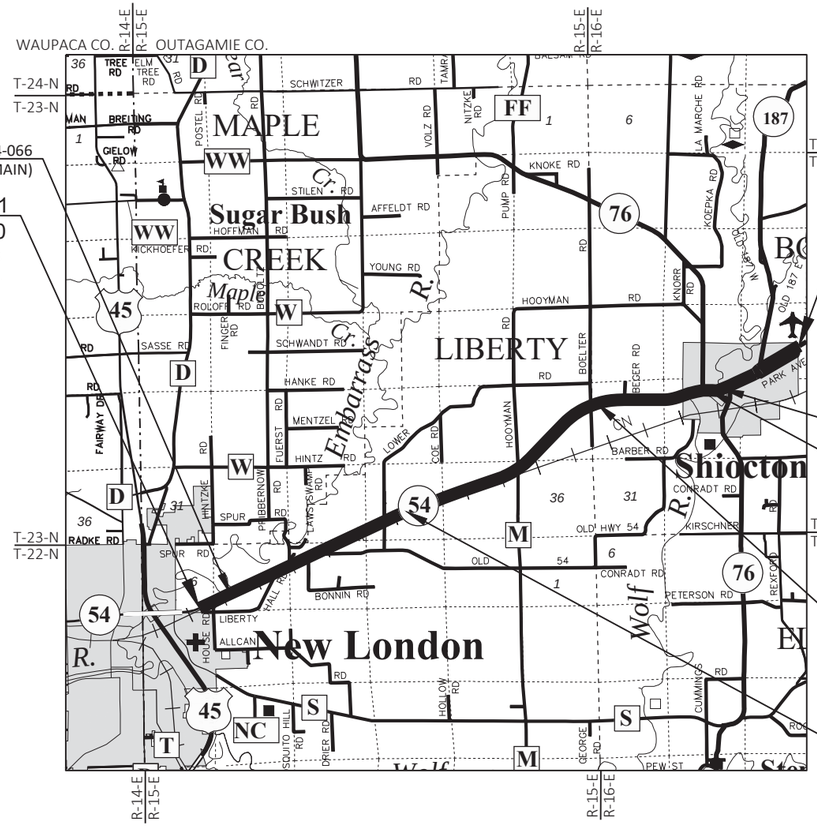
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6230-16-71	WISC 2024379	1

STATE PROJECT NUMBER

6230-16-71







C-44-066
(TO REMAIN)

BEGIN PROJECT 6230-16-71
STA 80+66.00
Y= 614,160.36
X= 745,295.21

END PROJECT 6230-16-71
STA 542+90.00

EXCEPTION TO NET ℄ LENGTH
STA 481+83.17 TO STA 485+43.88
B-44-166

C-44-1020
(REPLACED WITH C-44-134)

C-44-065
(TO REMAIN)

C-44-053
(TO REMAIN)

DESIGN DESIGNATION

A.A.D.T.	(2025)	=	3440
A.A.D.T.	(2045)	=	4350
D.H.V.	(2045)	=	295
D.D.		=	60/40
T.		=	22.8%
DESIGN SPEED		=	30-55 mph*
ESALS		=	1,800,000

* 55 MPH DESIGN SPEED FROM STA. 80+66 TO STA. 453+90
STA. 518+50 TO STA. 542+90

* 45 MPH DESIGN SPEED FROM STA. 453+90 TO STA. 478+60

* 30 MPH DESIGN SPEED FROM STA. 478+60 TO STA. 518+50

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 8.686 MILES

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:

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608) 251-4843

WISCONSIN
ERIC D. HANSON
E - 38350
MADISON, WI
PROFESSIONAL ENGINEER
1-16-24

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT NORTHEAST REGION
Designer	STRAND ASSOCIATES, INC.
Project Manager	JESSE HANSEN, P.E.
Regional Examiner	
Regional Supervisor	TAMMY RABE, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 1/24/2024 (Signature)

E

GENERAL NOTES

THE CENTERLINE OF STH 54 IS APPROXIMATELY THE MAINLINE REFERENCE LINE.

DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

EXACT LOCATIONS AND WIDTHS OF DRIVEWAYS AND PRIVATE FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PAVEMENT EDGE DROPS ARE PRESENT AT SPOT LOCATIONS ALONG THE PROJECT LENGTH. RESTORE GRAVEL SHOULDERS WITH BASE AGGREGATE DENSE 3/4-INCH AT THE DEPTHS AND LOCATIONS DETERMINED BY THE ENGINEER IN THE FIELD.

PRIOR TO ORDERING DRAINAGE PIPES, THE CONTRACTOR SHALL FIELD VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

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

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, PASSING, OR TURNING LANE.

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
CURB RAMP DETAILS
TRAFFIC CONTROL
DETOUR SIGNING
TEMPORARY PEDESTRIAN ACCOMMODATIONS

UTILITY CONTACTS

DOUG VOSBERG
ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
OFFICE: (608) 877-7650
DVOSBERG@ATCLLC.COM

KYLE WEBER
AT&T WISCONSIN - COMMUNICATION LINE
221 WEST WASHINGTON STREET
APPLETON, WI 54911
OFFICE: (920) 221-5969
KW715W@ATT.COM

SCOTT HEINZELMAN
BRIGHTSPEED OF CENTRAL WISCONSIN, LLC - COMMUNICATION LINE
144 NORTH PEARL STREET
BERLIN, WI 54923
OFFICE: (608) 716-5964
MOBILE: (920) 757-4802
SCOTT.HEINZELMAN@BRIGHTSPEED.COM

MIKE FREDERICK
NEW LONDON UTILITIES-ELECTRICITY
400 E NORTH WATER STREET
NEW LONDON, WI 54961
OFFICE: (920) 982-8516
MOBILE: (920) 359-0784
MFREDERICK@NLUWI.ORG

DAN CONRADT
SHIOCTON UTILITIES - SEWER
W7844 WEST STREET
SHIOCTON, WI 54170
OFFICE: (920) 986-3951
WWTP@SHIOCTON.US

DAN CONRADT
SHIOCTON UTILITIES - WATER
W7844 WEST STREET
SHIOCTON, WI 54170
OFFICE: (920) 986-3951
WWTP@SHIOCTON.US

BILL PARMENTER
SPECTRUM - COMMUNICATION LINE
853 MCINTOSH STREET
WAUSAU, WI 54401
MOBILE: (608) 301-6189
BILL.PARMENTER@CHARTER.COM

SHANE BRUHNKE
WE ENERGIES - ELECTRICITY
800 SOUTH LYNNDALE DRIVE
APPLETON, WI 54914
OFFICE: (920) 380-3450
MOBILE: (920) 450-5648
SHANE.BRUHNKE@WE-ENERGIES.COM

JOSEPH SALM
WE ENERGIES - GAS/PETROLEUM
800 SOUTH LYNNDALE DRIVE
APPLETON, WI 54915
OFFICE: (920) 380-3466
MOBILE: (715) 281-0022
JOSEPH.SALM@WE-ENERGIES.COM

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

DNR LIASION

MATT SCHAEVE
DEPARTMENT OF NATURAL RESOURCES
NORTHEAST REGION
2984 SHAWANO AVE
GREEN BAY, WI 54313
(920) 662-5472
MATTHEW.SCHAEVE@WISCONSIN.GOV

OUTAGAMIE COUNTY COMMISSIONER

DEAN STEINGRABER, P.E.
HIGHWAY COMMISSIONER
1313 HOLLAND RD
APPLETON, WI 54911-8947
(920) 832-5673
DEAN.STEINGRABER@OUTAGAMIE.ORG

NE REGION SURVEY COORDINATOR

MICHAEL ANDRASCHKO, RLS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-4166
MICHAEL.ANDRASCHKO@DOT.WI.GOV

NE REGION CONTACT

JESSE HANSEN, P.E.
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 360-2579
JESSE.HANSEN@DOT.WI.GOV

DESIGN CONSULTANT

ERIC HANSON, P.E.
910 WEST WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843
ERIC.HANSON@STRAND.COM

2

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LAYOUT NAME - 020101-gn
PLOT DATE : 5/20/2024 11:23 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1:1
WISDOT/CADDS SHEET 42

2

TOWN OF MAPLE CREEK

BEGIN PROJECT
STA 80+66.00

STH 54

N SHAWANO ST

USH 45

EMBARRASS RIVER

C-44-066
(TO REMAIN)

SPURR RD

R/L STH 54

C-44-053
(TO REMAIN)

STH 54

MATCHLINE STA. 280+00

RIVER RD

CTH S

HOUSE RD

LIBERTY HALL RD

BONNIN RD

OLD 54 RD

LOWER RD

CITY OF NEW LONDON

TOWN OF LIBERTY

N

LEGEND

TOWNSHIP LIMITS

VILLAGE LIMITS

PUBLIC PARK

MATCHLINE STA. 280+00

HOOYMAN RD

CTH M

BOELTER RD

BEYER RD

STH 54

R/L STH 54

STH 76 (VAN STRATEN RD)

C-44-1020
(REPLACED WITH C-44-134)

HAMLIN PARK

WOLF RIVER

B-44-166
(TO REMAIN)

ISLAND ST

SECOND ST

STH 187

END PROJECT
STA 542+90.00

STH 54

PARK AVE

MILL ST

SECOND ST

BROAD ST

OLD 54 RD

STH 76

VILLAGE OF SHIOCTON

TOWN OF LIBERTY

TOWN OF BOVINA

EXCEPTION TO NET ℄ LENGTH
B-44-166

N

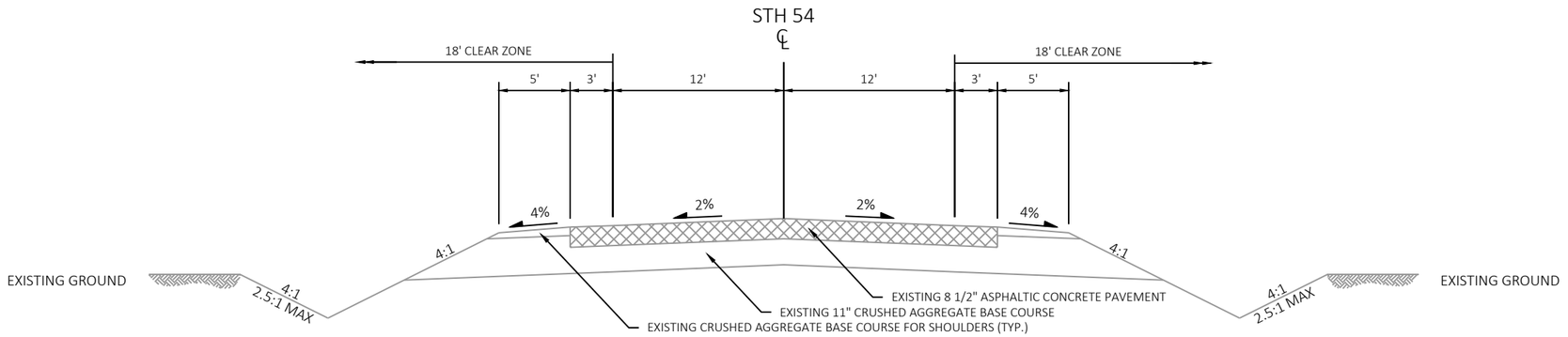
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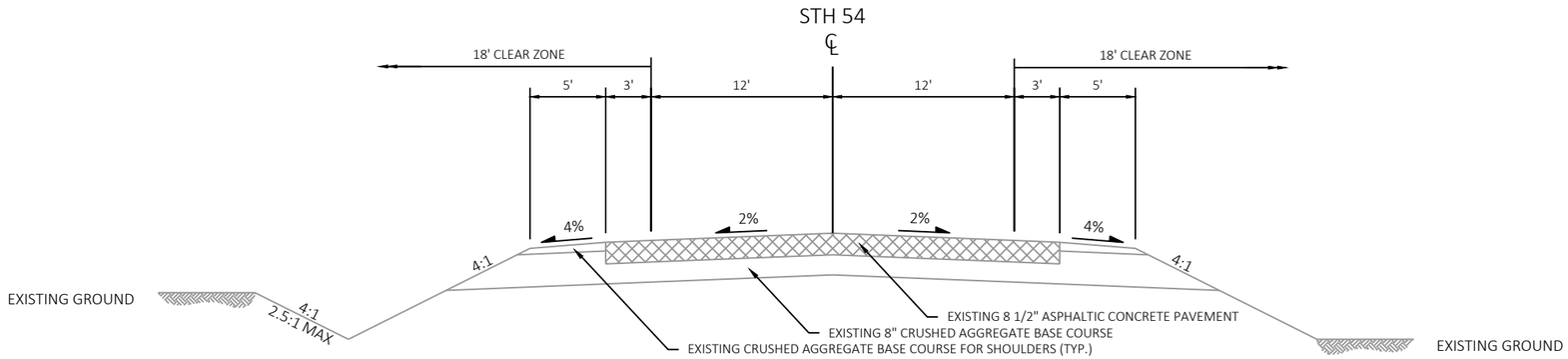
WISDOT/CADDS SHEET 42

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TYPICAL EXISTING SECTION STH 54

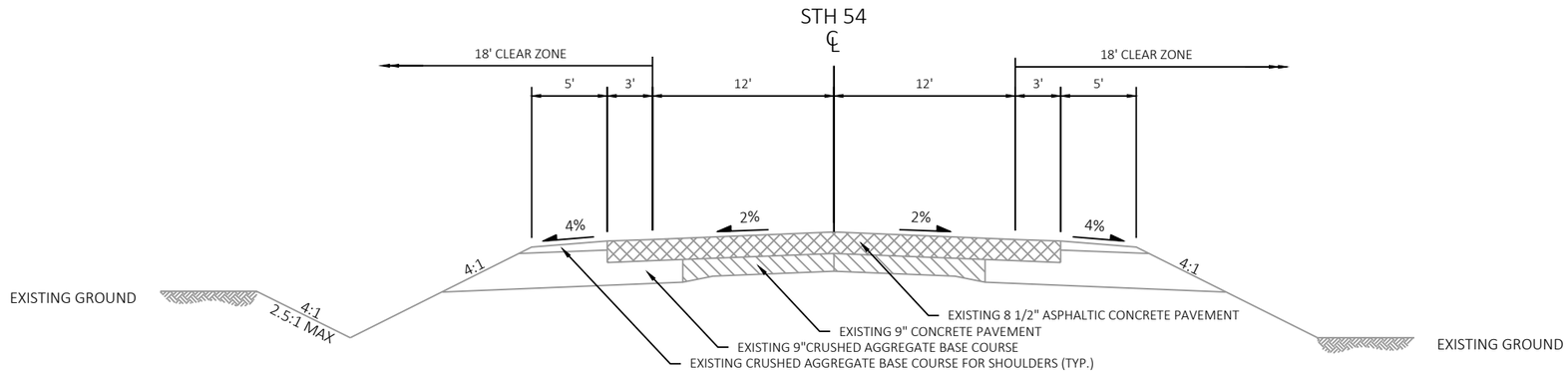
STA 80+66 TO STA 106+87
STA 248+87 TO STA 274+86
STA 302+86 TO STA 335+52
STA 365+02 TO STA 408+52
STA 439+00 TO STA 465+80



TYPICAL EXISTING SECTION STH 54

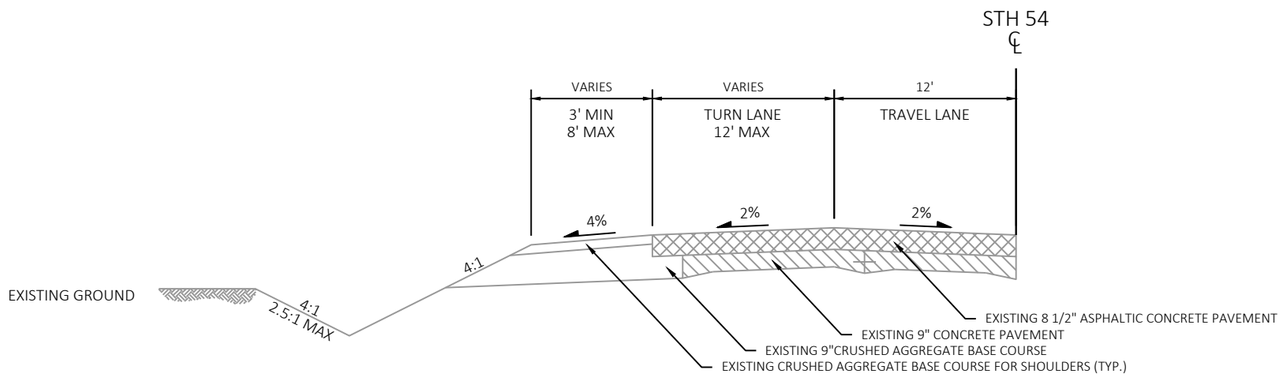
STA 106+87 TO STA 248+87
STA 274+86 TO STA 302+86
STA 335+52 TO STA 365+02
STA 408+52 TO STA 439+00

2



TYPICAL EXISTING SECTION STH 54

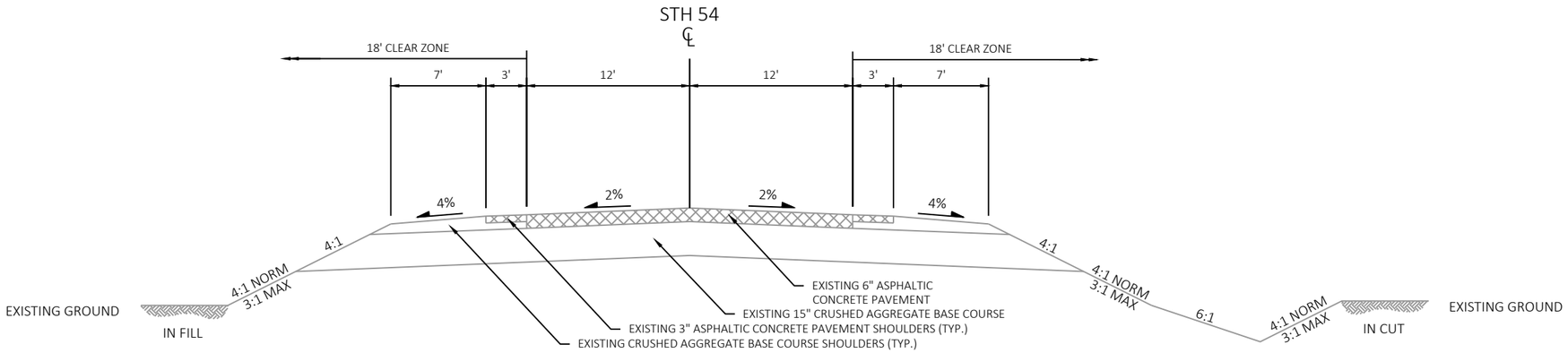
STA 465+80 TO STA 478+65



TYPICAL EXISTING SECTION STH 54

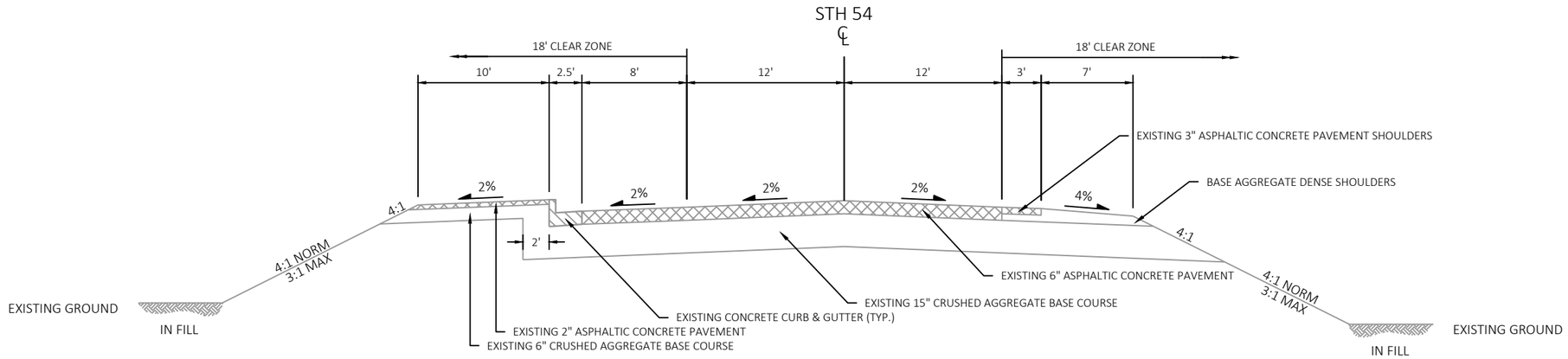
STA 466+50 LT TO STA 471+35 LT

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 5	E



TYPICAL EXISTING SECTION STH 54

STA 478+65 TO STA 479+40



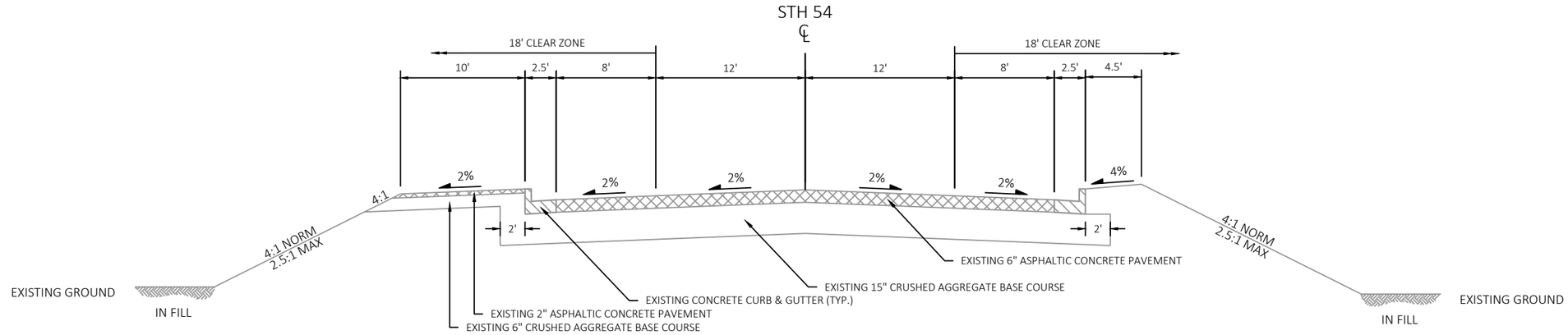
TYPICAL EXISTING SECTION STH 54

STA 479+40 TO STA 480+15

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 6	E

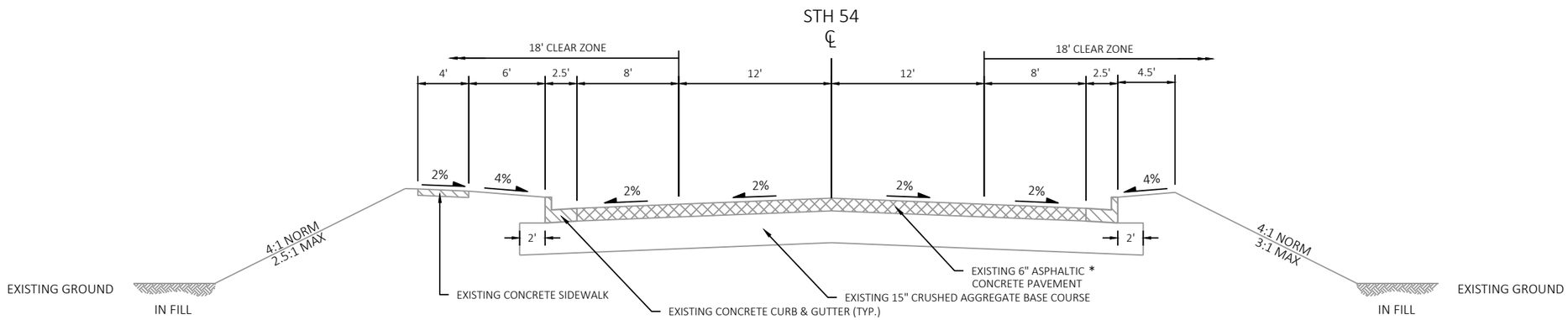
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LAYOUT NAME - 020303-ts
PLOT DATE : 4/11/2023 8:49 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42

2



TYPICAL EXISTING SECTION STH 54

STA 480+15 TO STRUCTURE B-44-166



* STA 485+67 TO STA 487+49
EXISTING 3" ASPHALTIC CONCRETE PAVEMENT
OVER EXISTING CONCRETE PAVEMENT

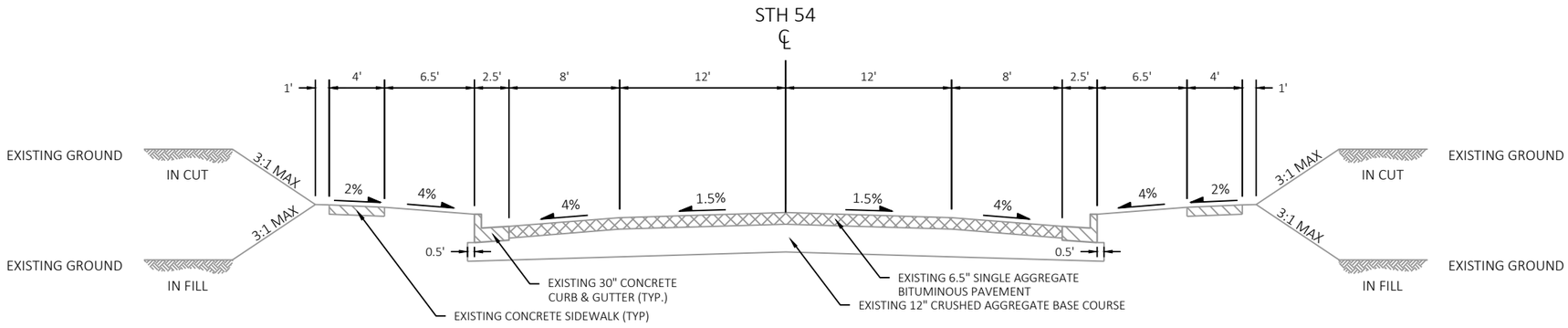
TYPICAL EXISTING SECTION STH 54

STRUCTURE B-44-166 TO STA 488+25

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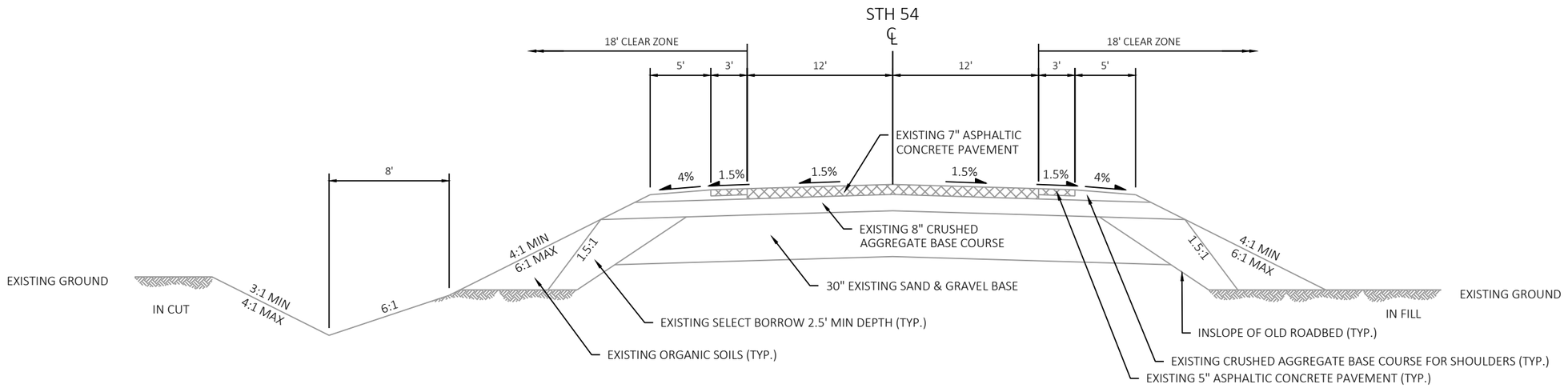
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PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42

2



TYPICAL EXISTING SECTION STH 54

STA 488+25 TO STA 519+50

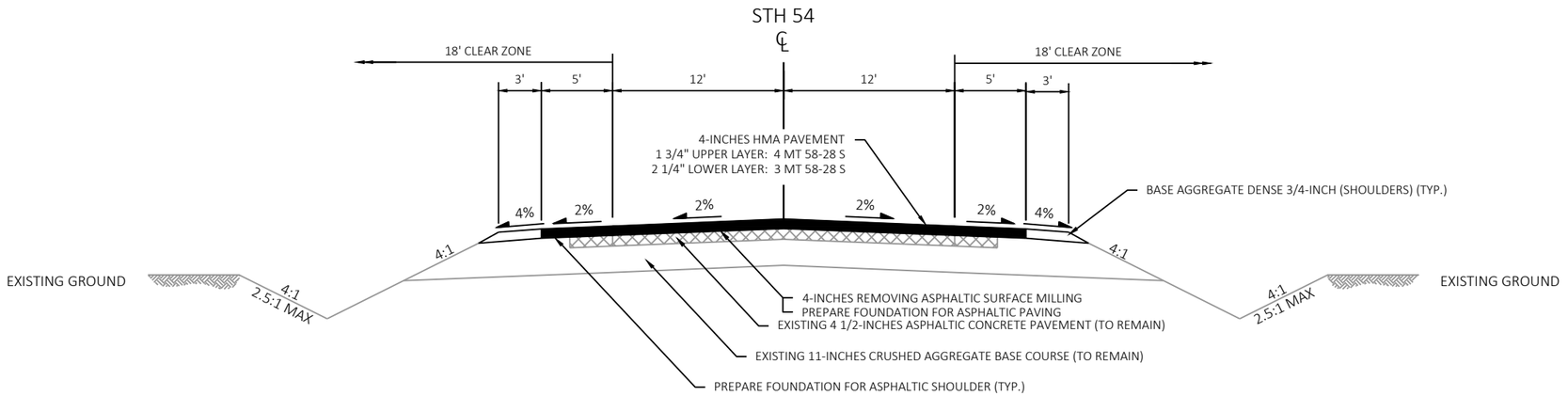


TYPICAL EXISTING SECTION STH 54

STA 519+50 TO STA 542+90

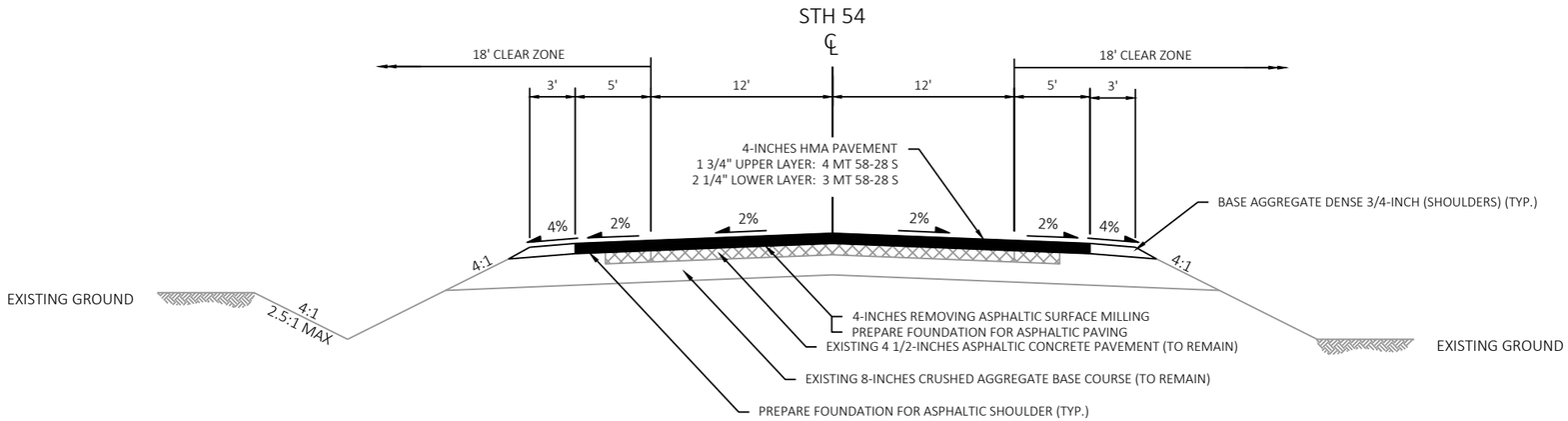
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2



TYPICAL FINISHED SECTION STH 54

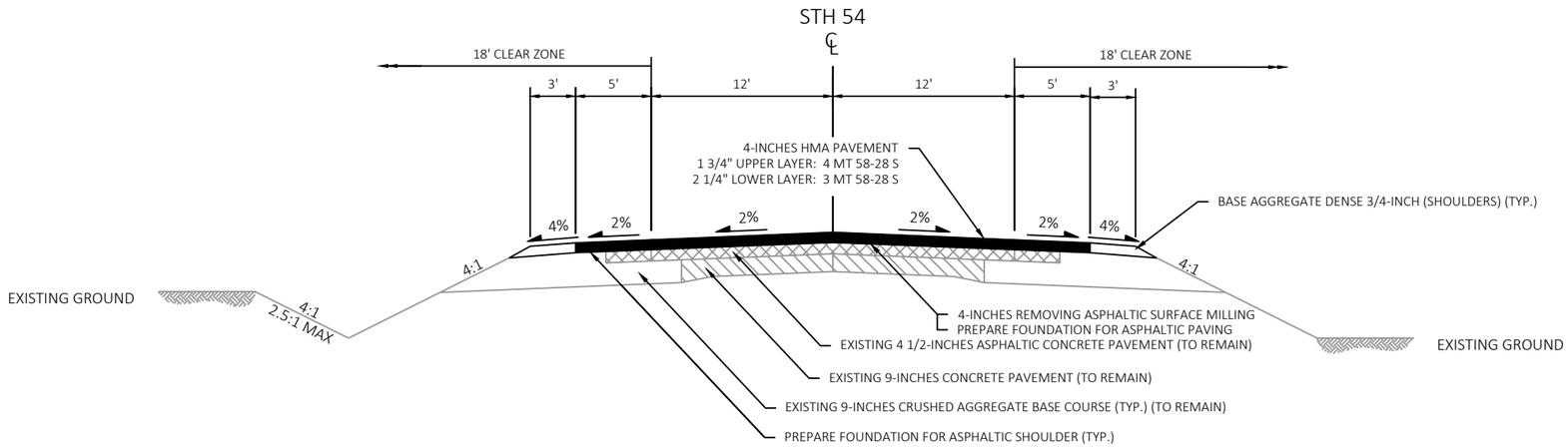
STA 80+66 TO STA 106+87
STA 248+87 TO STA 274+86
STA 302+86 TO STA 335+52
STA 365+02 TO STA 408+52
STA 439+00 TO STA 465+80



TYPICAL FINISHED SECTION STH 54

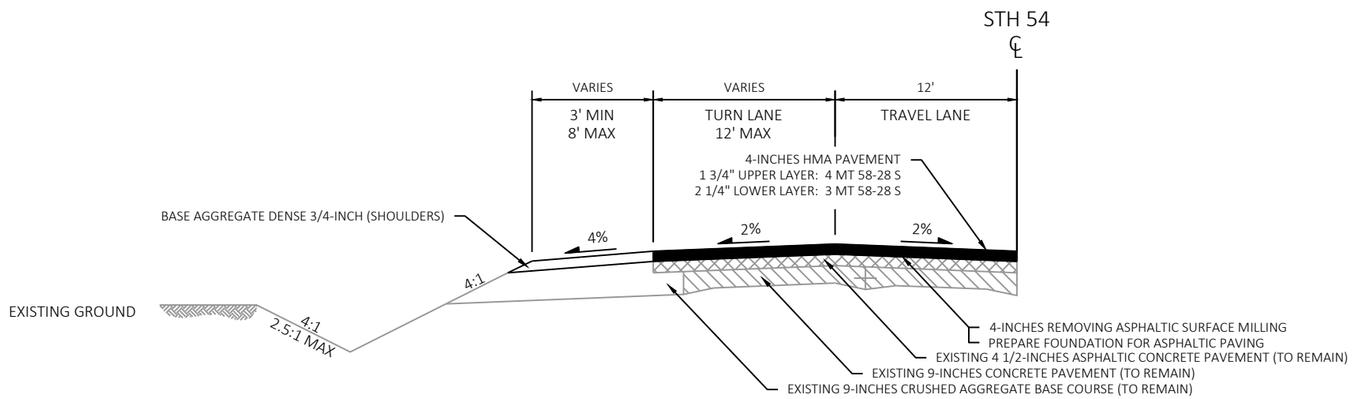
STA 106+87 TO STA 248+87
STA 274+86 TO STA 302+86
STA 335+52 TO STA 365+02
STA 408+52 TO STA 439+00

2



TYPICAL FINISHED SECTION STH 54

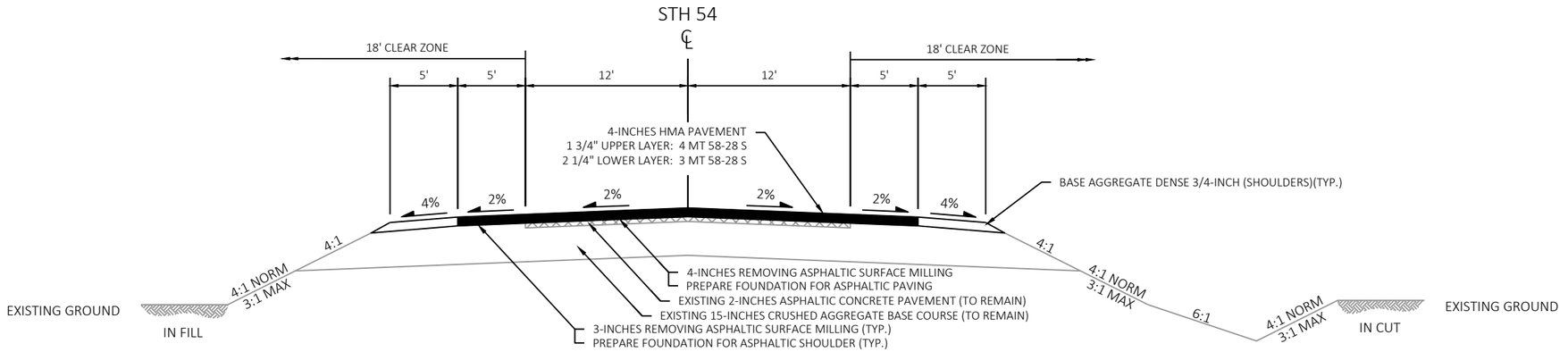
STA 465+80 TO STA 478+65



TYPICAL FINISHED SECTION STH 54

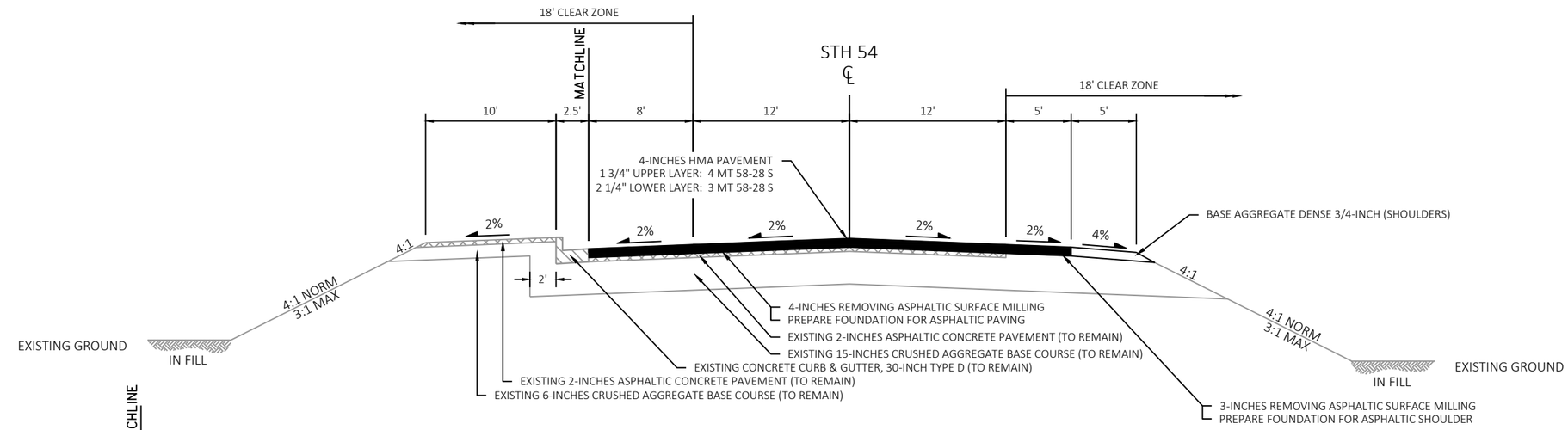
STA 466+50 LT TO STA 471+35 LT

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 10	E



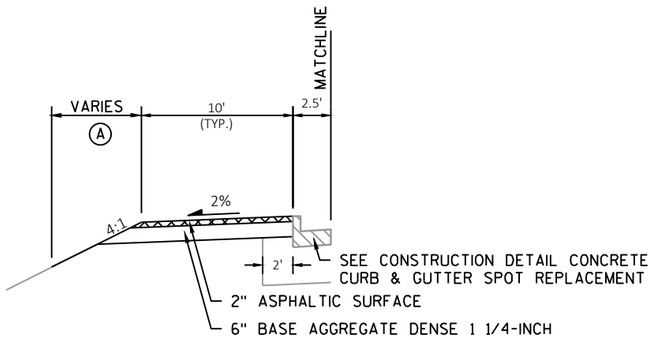
TYPICAL FINISHED SECTION STH 54

STA 478+65 TO STA 479+40



TYPICAL FINISHED SECTION STH 54

STA 479+40 TO STA 480+15

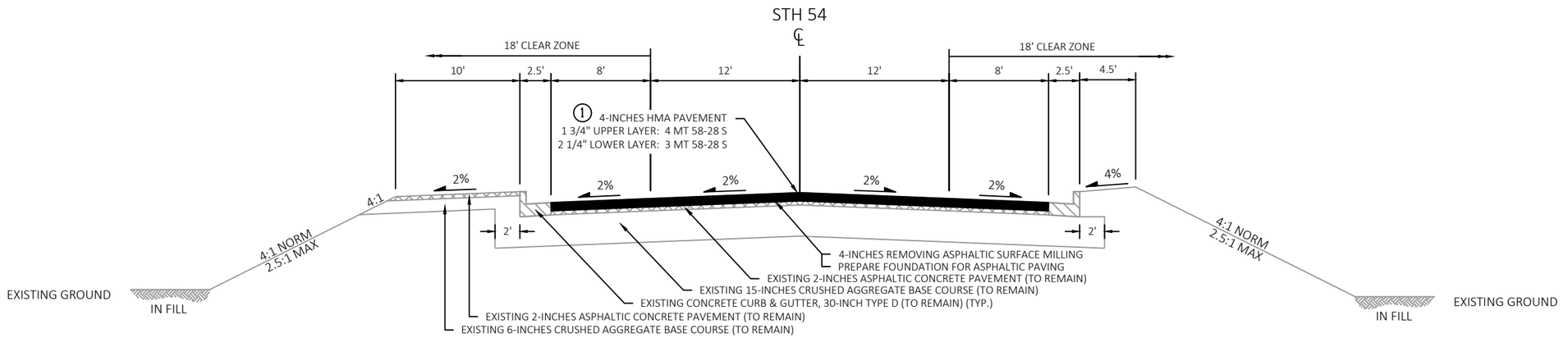


STA 479+42.18 TO STA 479+74.63

Ⓐ TOPSOIL, SEEDING MIXTURE NO. 40,
FERTILIZER TYPE B, AND MULCHING REQ'D

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 11	E

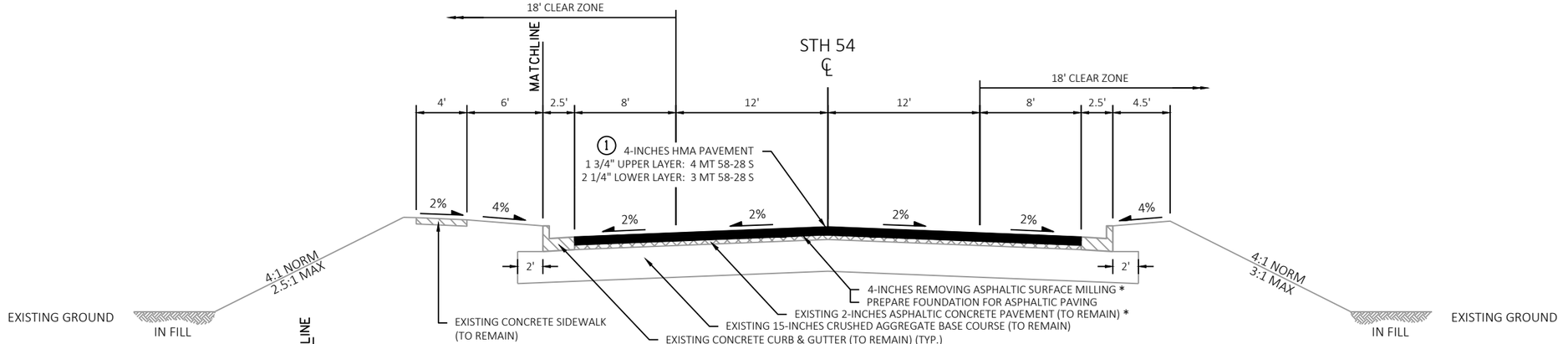
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LAYOUT NAME - 020308-ts
PLOT DATE : 4/11/2023 8:49 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION STH 54

STA 480+15 TO STRUCTURE B-44-166

① APPROACH TO B-44-166
SEE CONSTRUCTION DETAIL APPROACH SLAB OVERLAY TRANSITION
(NO PROFILE CHANGE)



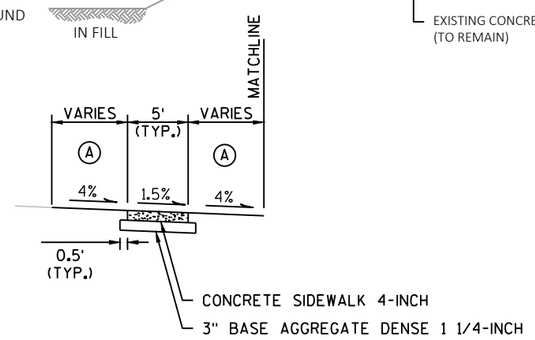
* STA 485+67 TO STA 487+49
3-INCHES REMOVING ASPHALTIC SURFACE MILLING
1-INCH REMOVING CONCRETE SURFACE PARTIAL DEPTH
PREPARE FOUNDATION FOR ASPHALTIC PAVING
EXISTING CONCRETE PAVEMENT (TO REMAIN)

TYPICAL FINISHED SECTION STH 54

STRUCTURE B-44-166 TO STA 488+25

① APPROACH TO B-44-166
SEE CONSTRUCTION DETAIL APPROACH SLAB OVERLAY TRANSITION
(NO PROFILE CHANGE)

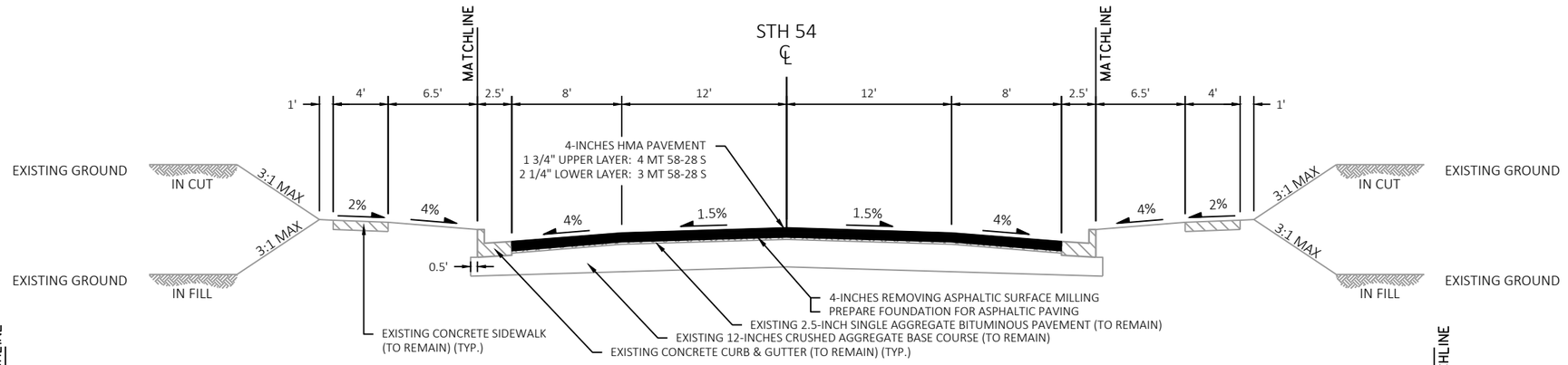
Ⓐ TOPSOIL, SEEDING MIXTURE NO. 40,
FERTILIZER TYPE B, AND MULCHING REQ'D



CURB RAMP REPLACEMENT LOCATIONS

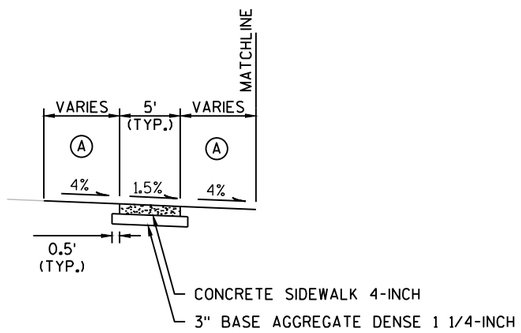
PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 12	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020309-ts
PLOT DATE : 4/11/2023 8:49 AM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42

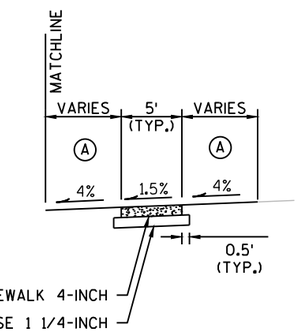


TYPICAL FINISHED SECTION STH 54

STA 488+25 TO STA 519+50

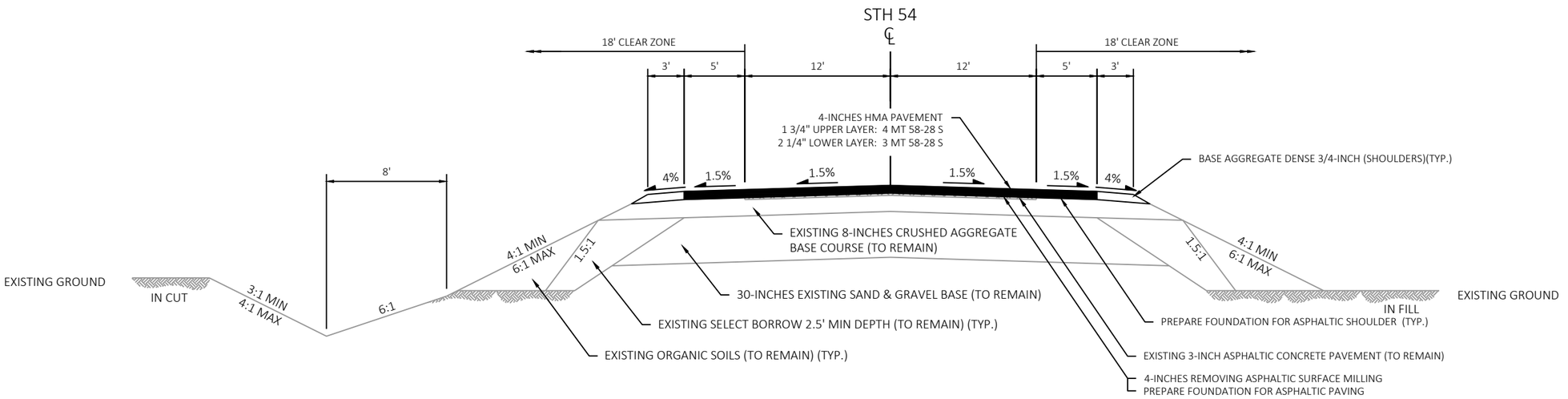


CURB RAMP REPLACEMENT LOCATIONS



Ⓐ TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, AND MULCHING REQ'D

CURB RAMP REPLACEMENT LOCATIONS

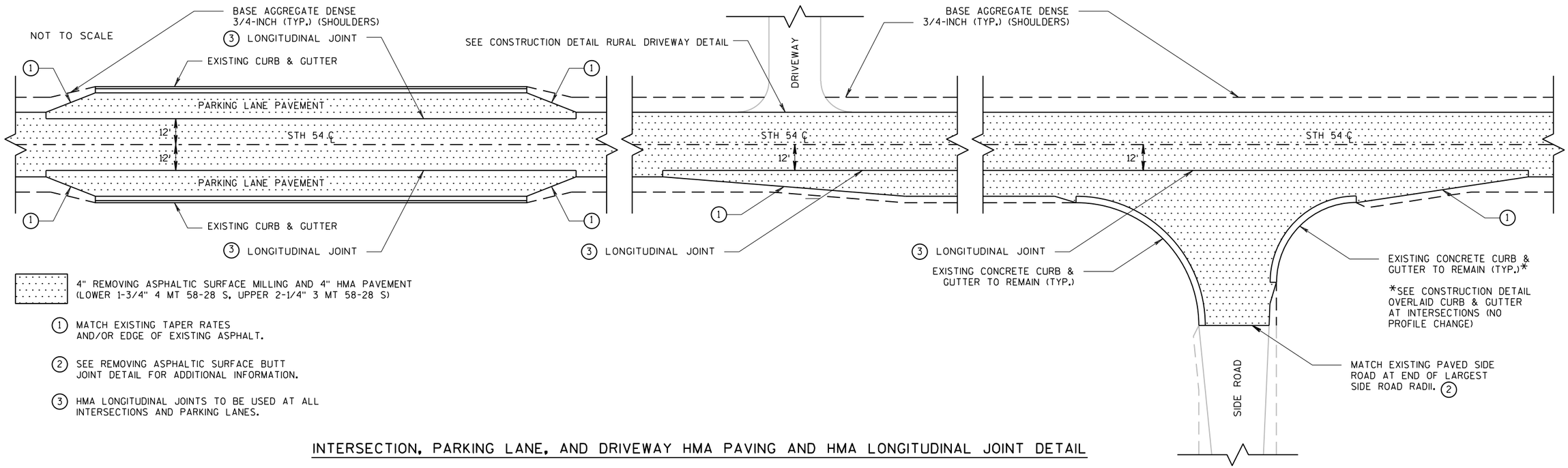


TYPICAL FINISHED SECTION STH 54

STA 519+50 TO STA 542+90

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 13	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020310-ts
PLOT DATE : 4/11/2023 8:49 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42



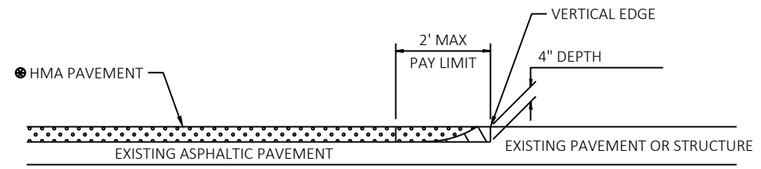
INTERSECTION, PARKING LANE, AND DRIVEWAY HMA PAVING AND HMA LONGITUDINAL JOINT DETAIL

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = 88.9 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 2.6 ACRES

NOT TO SCALE



HMA SEE TYPICAL FINISHED SECTIONS FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

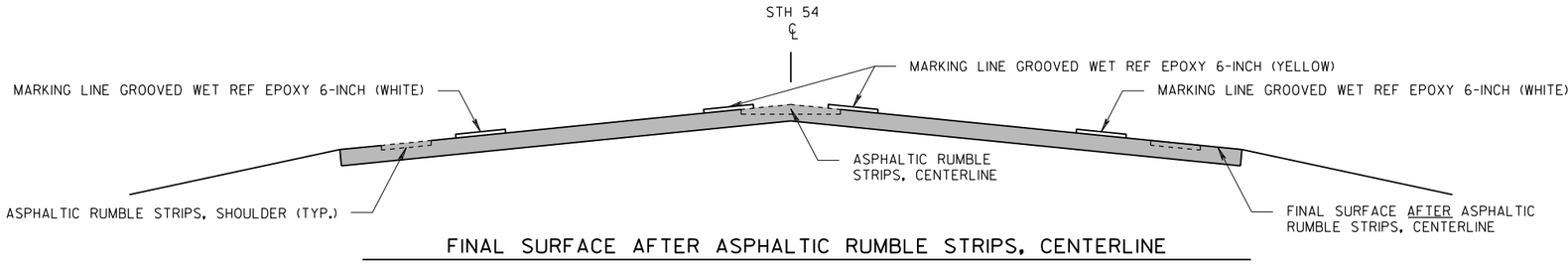
REMOVING ASPHALTIC SURFACE MILLING

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE PAID FOR UNDER BID ITEM REMOVING ASPHALTIC SURFACE BUTT JOINTS.

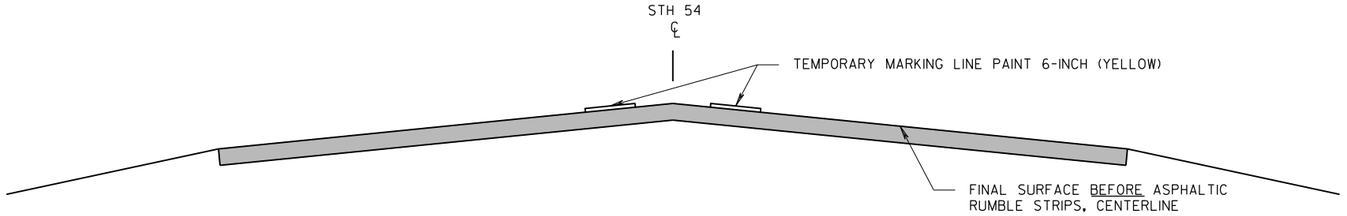
REMOVING ASPHALTIC SURFACE BUTT JOINTS DETAIL (NO PROFILE CHANGE)

MAINLINE AND SIDE ROADS

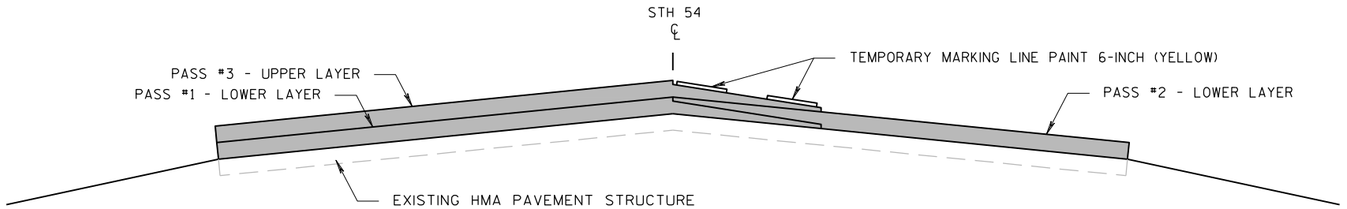
NOT TO SCALE



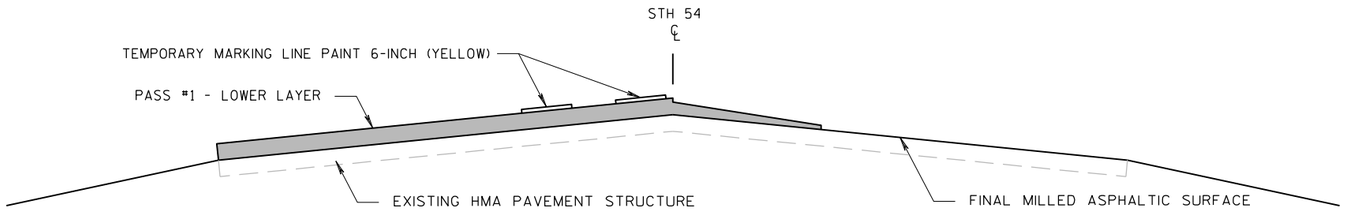
FINAL SURFACE AFTER ASPHALTIC RUMBLE STRIPS, CENTERLINE



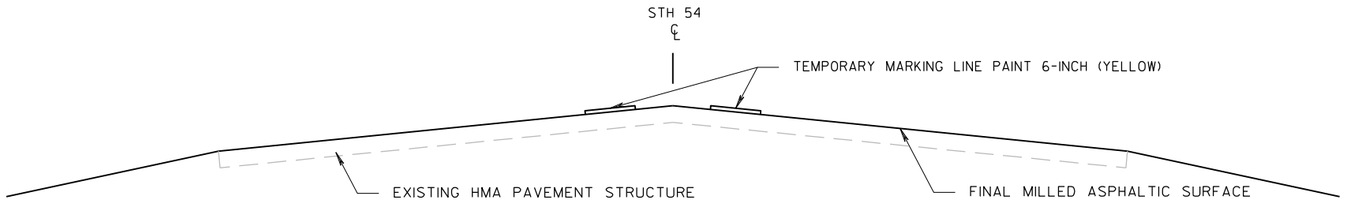
FINAL SURFACE BEFORE ASPHALTIC RUMBLE STRIPS, CENTERLINE



SURFACE AFTER PASS #3 - UPPER LAYER



SURFACE AFTER PASS #1 - LOWER LAYER



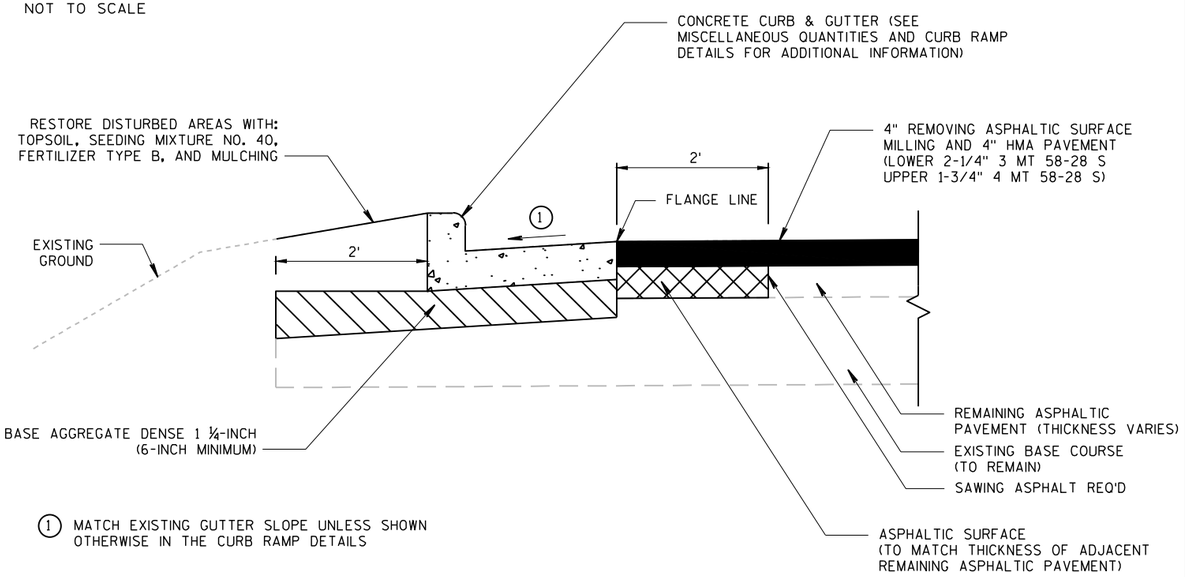
FINAL MILLED ASPHALTIC SURFACE

PAVEMENT MARKING APPLICATION SEQUENCE DETAIL

NOTE: ALL NEW CENTERLINE PASSING/NO PASSING MARKING LINE (BEGIN/END) LOCATIONS TO MATCH EXISTING PASSING/NO PASSING MARKING LINE (BEGIN/END) LOCATIONS.

2

NOT TO SCALE

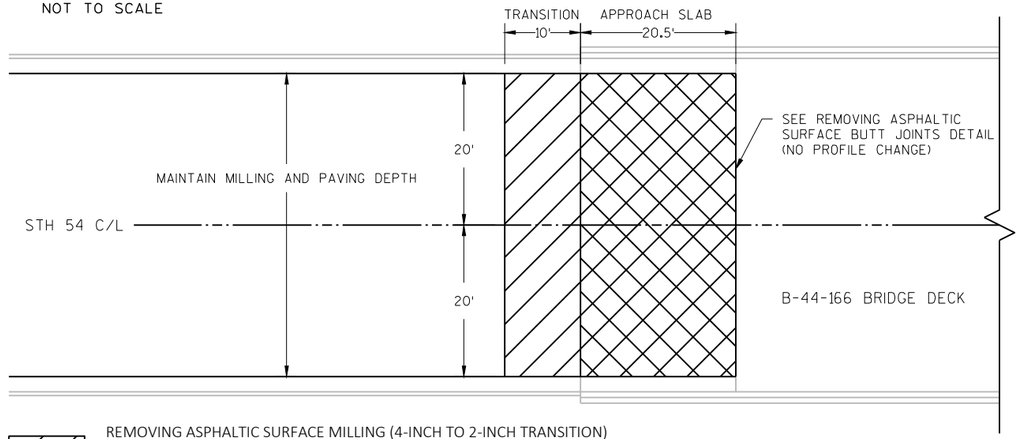


(1) MATCH EXISTING GUTTER SLOPE UNLESS SHOWN OTHERWISE IN THE CURB RAMP DETAILS

CONCRETE CURB & GUTTER SPOT REPLACEMENT

CURB RAMP REPLACEMENT LOCATIONS

NOT TO SCALE



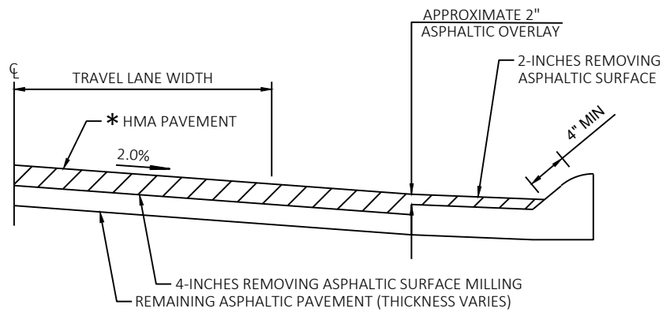
REMOVING ASPHALTIC SURFACE MILLING (4-INCH TO 2-INCH TRANSITION)
PREPARE FOUNDATION FOR ASPHALTIC PAVING
HMA PAVEMENT 4 MT 58-28 S (1 3/4-INCH TO 2-INCH TRANSITION)
HMA PAVEMENT 3 MT 58-28 S (2 1/4-INCH TO 0-INCH TRANSITION)

2 INCHES TOTAL OF REMOVING ASPHALTIC SURFACE MILLING AND REMOVING CONCRETE SURFACE PARTIAL DEPTH
PREPARE FOUNDATION FOR ASPHALTIC PAVING
2 INCHES HMA PAVEMENT 4 MT 58-28 S

APPROACH SLAB OVERLAY TRANSITION (NO PROFILE CHANGE)

WOLF RIVER BRIDGE B-44-166

NOT TO SCALE

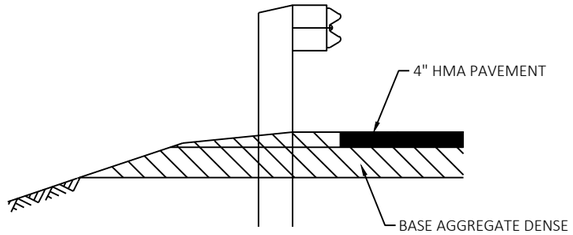


*SEE TYPICAL SECTIONS FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

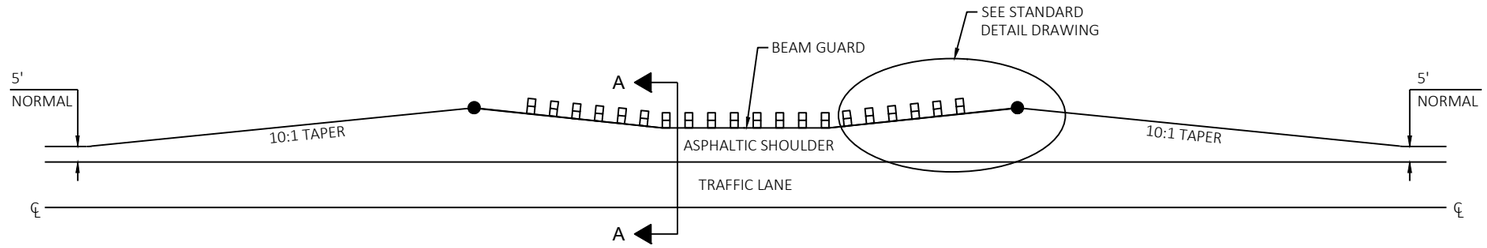
OVERLAID CURB & GUTTER AT INTERSECTIONS (NO PROFILE CHANGE)

HOUSE ROAD
BONNIN ROAD
OLD 54 ROAD
CTH M / HOOYMAN ROAD
BOELTER ROAD NORTH
OLD 54 ROAD
STH 76 / VAN STRATEN ROAD

NOT TO SCALE



SECTION A-A

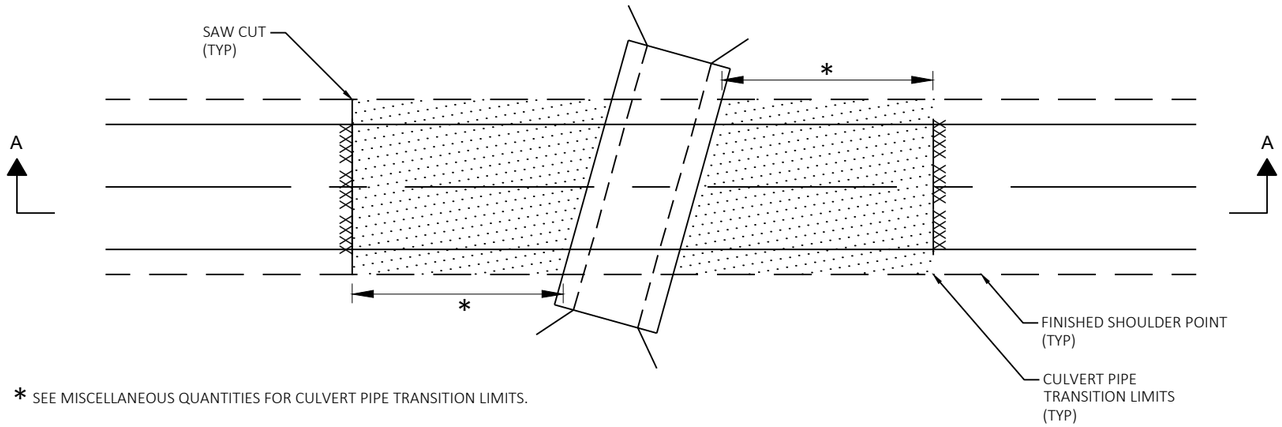


DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

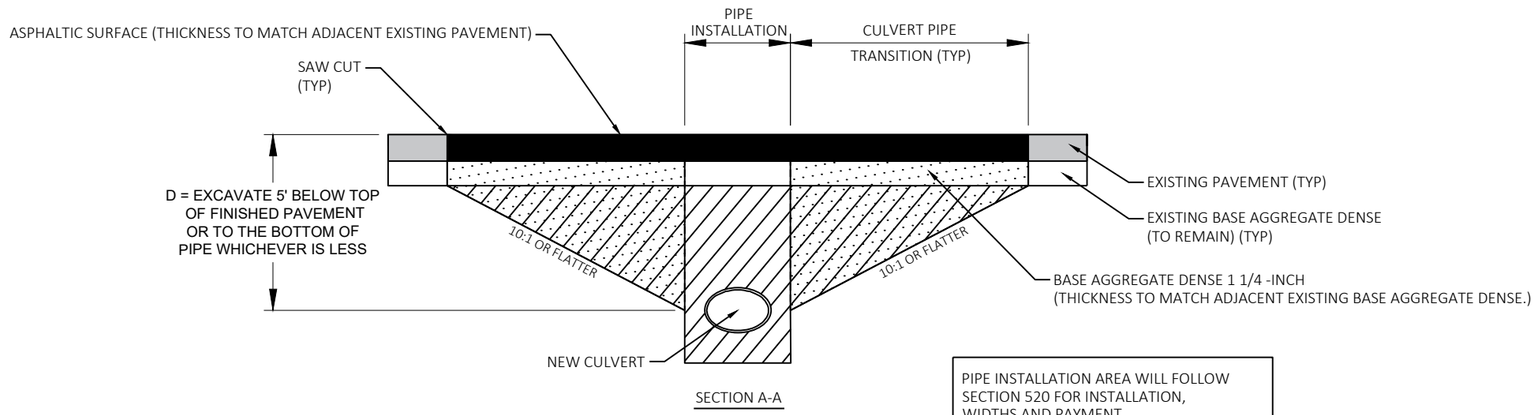
PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 16	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 021003-cd
PLOT DATE : 4/18/2023 10:28 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

NOT TO SCALE



* SEE MISCELLANEOUS QUANTITIES FOR CULVERT PIPE TRANSITION LIMITS.



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

CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

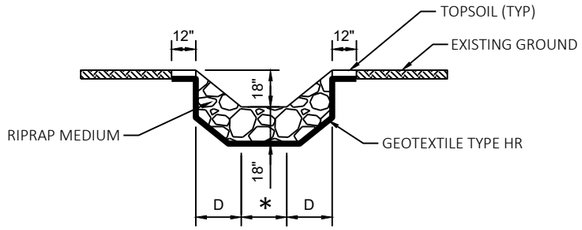
CULVERT PIPE TRANSITION AREAS WILL BE PAID BY EXCAVATION COMMON & SPV FOUNDATION BACKFILL.

PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

NEW CULVERT PIPES WITH TRANSITION

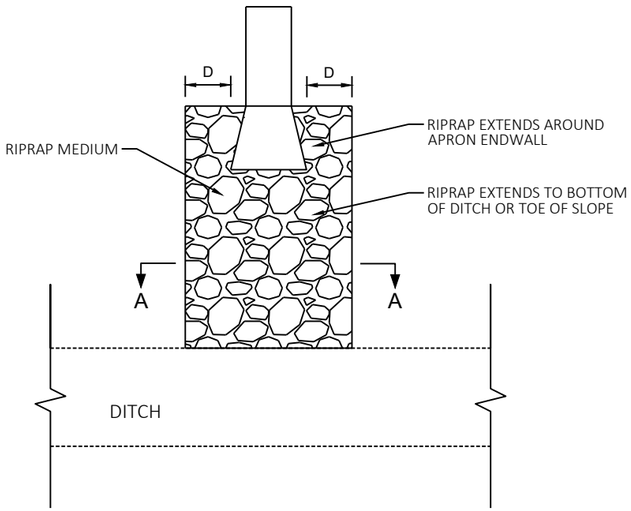
STA. 152+50	STA. 436+20
STA. 192+30	STA. 462+75
STA. 348+25	STA. 465+25
STA. 400+45	STA. 467+50
STA. 413+40	STA 470+30
STA. 418+75	STA. 520+40
STA. 425+75	STA. 530+40

NOT TO SCALE



SECTION A-A

* APRON ENDWALL WIDTH
D = PIPE DIAMETER

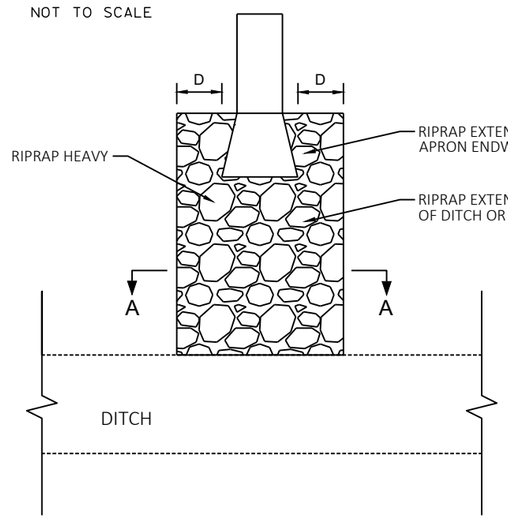


PLAN VIEW

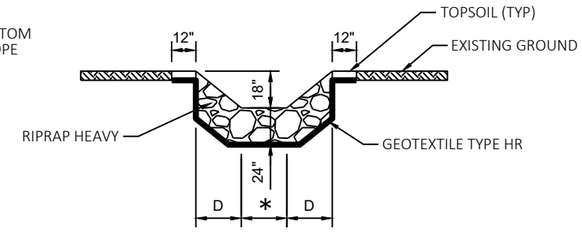
RIPRAP MEDIUM TREATMENT AT CULVERT OUTFALLS

STA. 152+51 LT	STA. 418+75 RT
STA. 179+54 LT	STA. 425+73 RT
STA. 192+32 LT	STA. 436+20 RT
STA. 237+68 LT	STA. 444+24 RT
STA. 274+05 RT	STA. 455+97 RT
STA. 301+07 RT	STA. 465+25 RT
STA. 309+88 RT	STA. 467+51 RT
STA. 348+23 RT	STA. 470+28 RT
STA. 376+53 RT	STA. 520+38 LT
STA. 400+44 RT	STA. 530+38 LT
STA. 413+40 RT	

NOT TO SCALE



PLAN VIEW

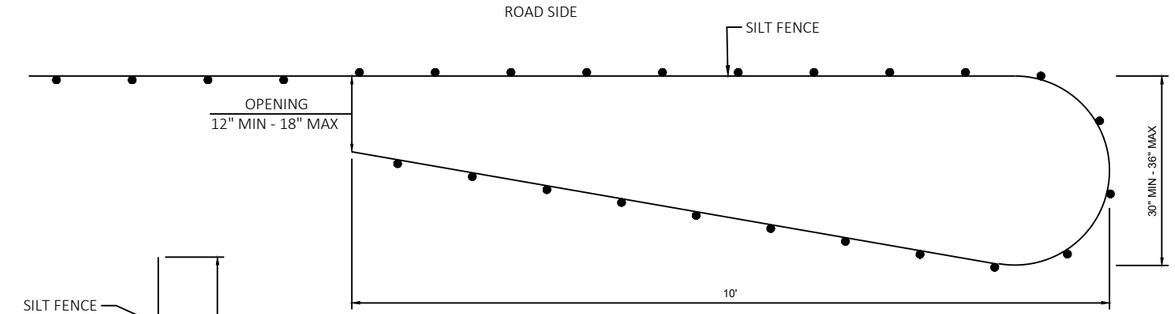


SECTION A-A

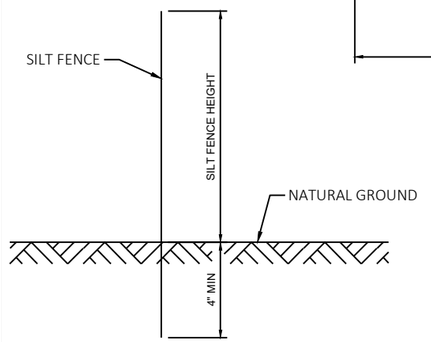
* APRON ENDWALL WIDTH
D = PIPE DIAMETER

RIPRAP HEAVY TREATMENT AT CULVERT OUTFALLS

STA. 462+75 RT



PLAN VIEW



SIDE VIEW

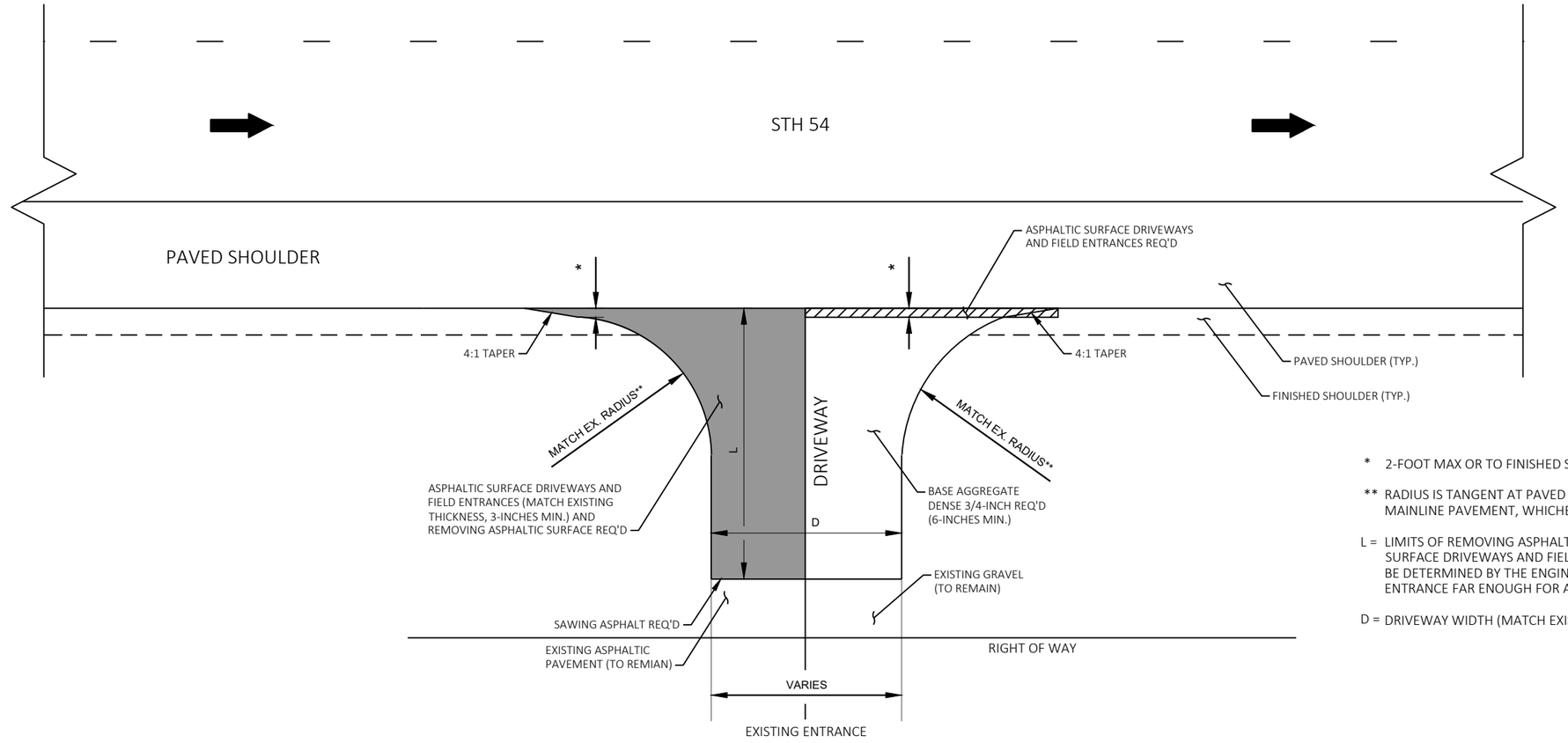
NOTE:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND.

SILT FENCE TURN-AROUND DETAIL

C-44-134

2

NOT TO SCALE



PLAN VIEW

RURAL DRIVEWAY DETAIL

* 2-FOOT MAX OR TO FINISHED SHOULDER, WHICHEVER IS LESS.

** RADIUS IS TANGENT AT PAVED SHOULDER EDGE OR 10' OFF OF MAINLINE PAVEMENT, WHICHEVER IS LESS.

L = LIMITS OF REMOVING ASPHALTIC SURFACE AND ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. EXACT LENGTH TO BE DETERMINED BY THE ENGINEER IN THE FIELD. BLEND BACK THE ENTRANCE FAR ENOUGH FOR A SMOOTH PROFILE TRANSITION.

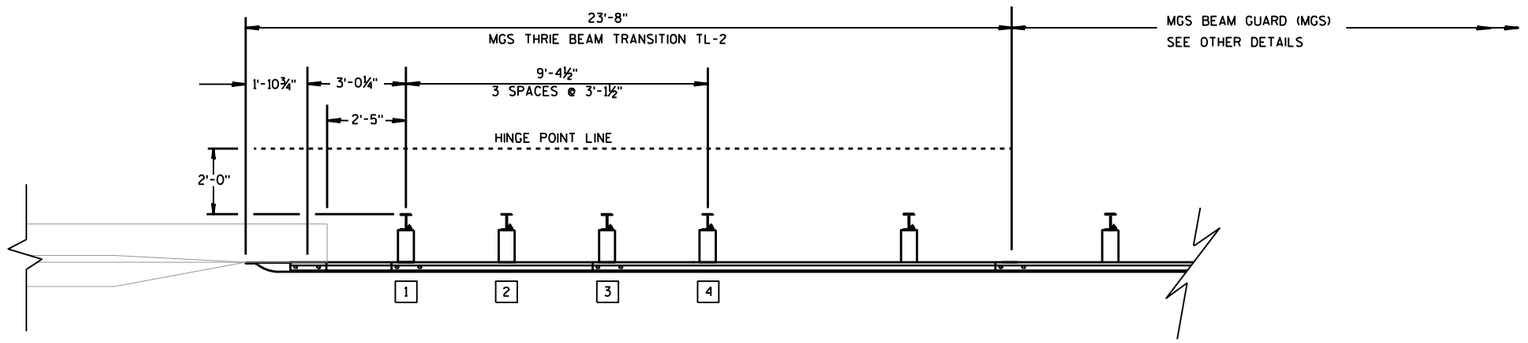
D = DRIVEWAY WIDTH (MATCH EXISTING)

2

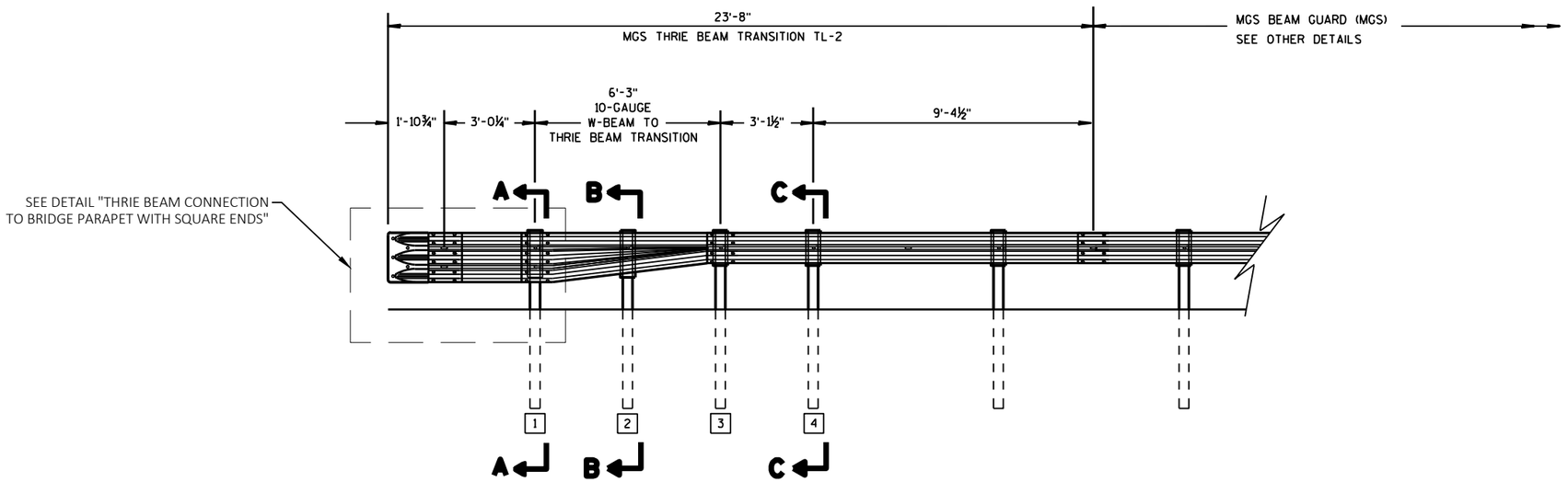
GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST.

TRANSITION USES STEEL POSTS ONLY.



PLAN VIEW



ELEVATION VIEW

MGS THRIE BEAM TRANSITION TL–2

2

GENERAL NOTES

1. POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.
2. 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.
3. TOLERANCE FOR TOP OF W-BEAM RAIL IS + 1".

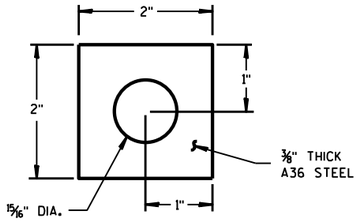
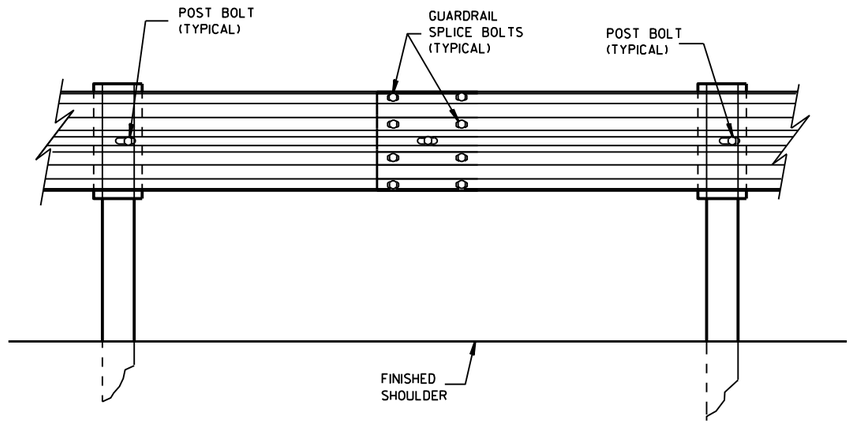
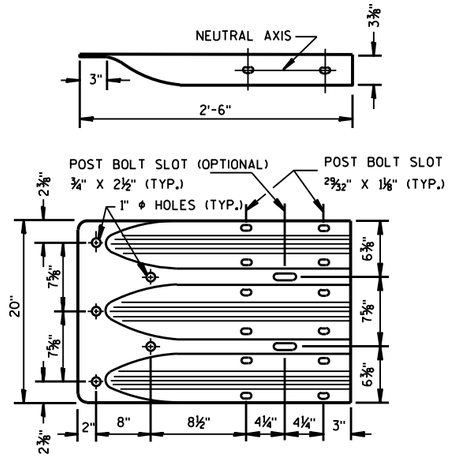


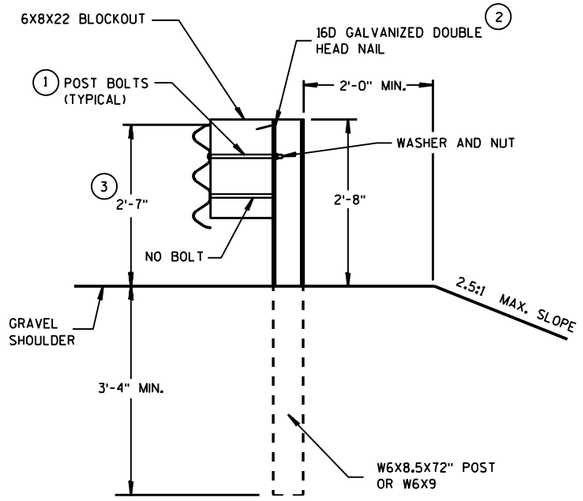
PLATE WASHER DETAIL



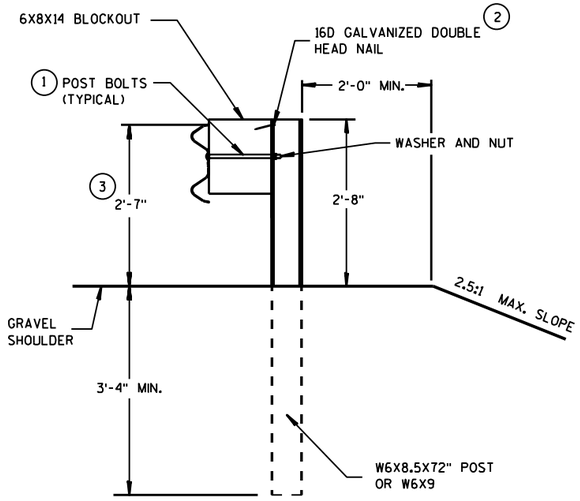
SPLICE DETAIL



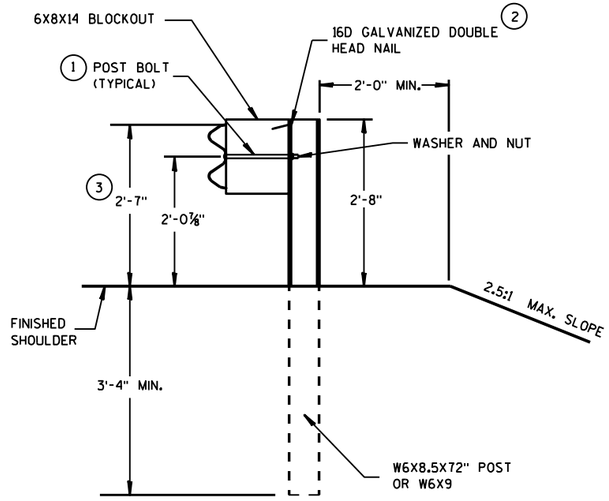
THRIE BEAM
TERMINAL CONNECTOR



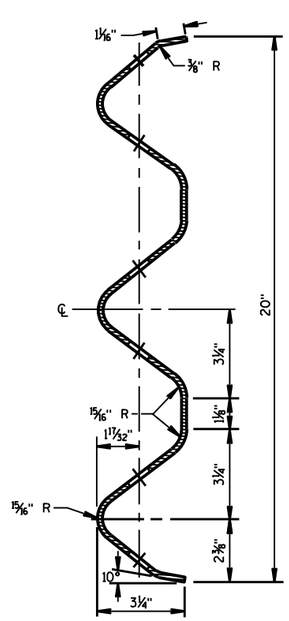
SECTION A–A
POST 1



SECTION B–B
POST 2

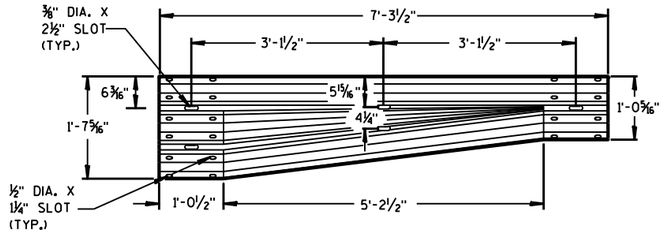


SECTION C–C
POSTS 3–4

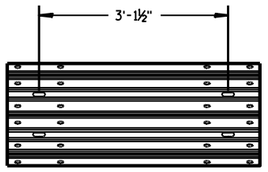


SECTION THRU THRIE
BEAM RAIL ELEMENT

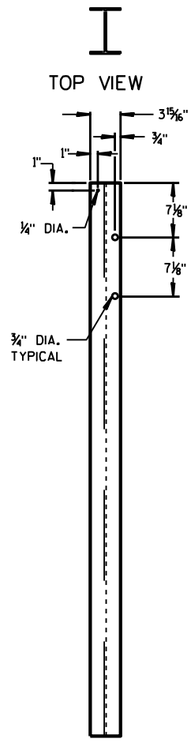
MGS THRIE BEAM TRANSITION TL–2

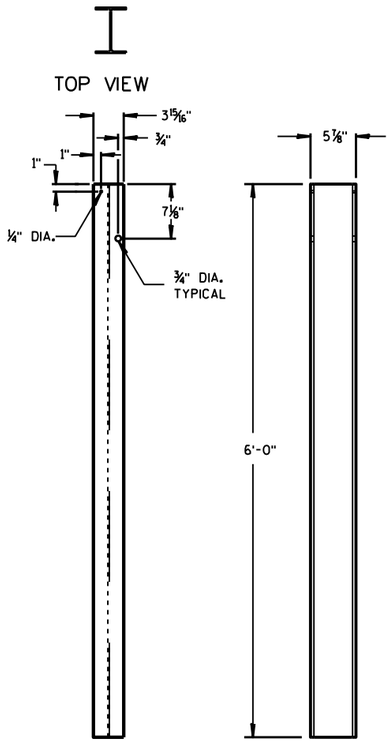


10 GAUGE W-BEAM TO THRIE BEAM TRANSITION SECTION



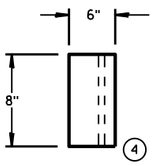
10 GAUGE THRIE BEAM SECTION

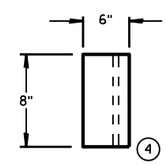


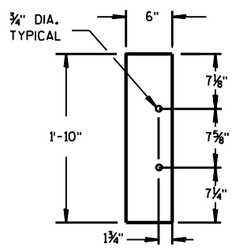


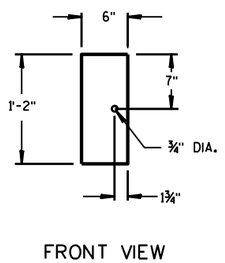
STEEL POSTS 1-2

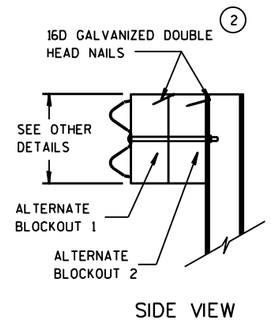
STEEL POSTS 3-4

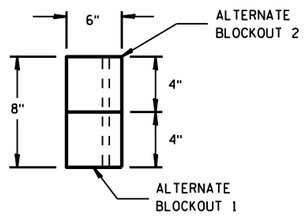












ALTERNATE WOOD BLOCKOUT DETAIL

GENERAL NOTES

STEEL POSTS ARE W6X8.5 OR W6X9.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(2) 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.

(4) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

MGS THRIE BEAM TRANSITION TL-2

GENERAL NOTES

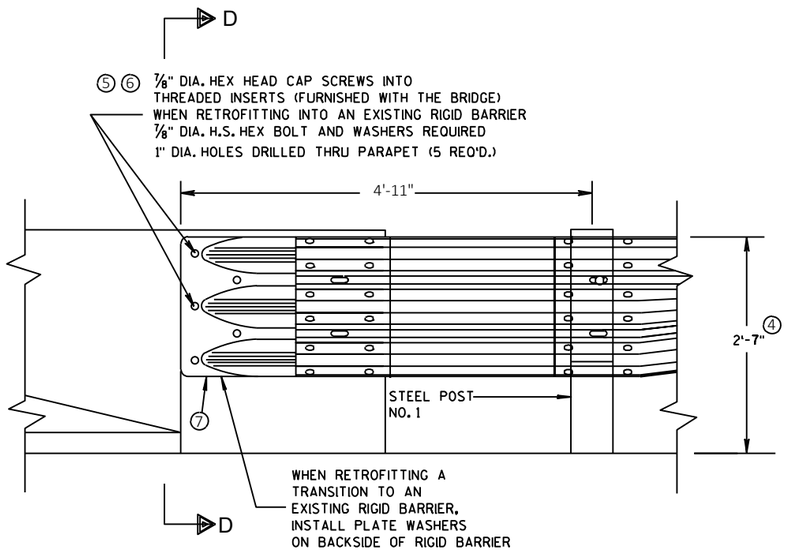
THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

④ TOLERANCE FOR TOP OF BEAM IS ± 1".

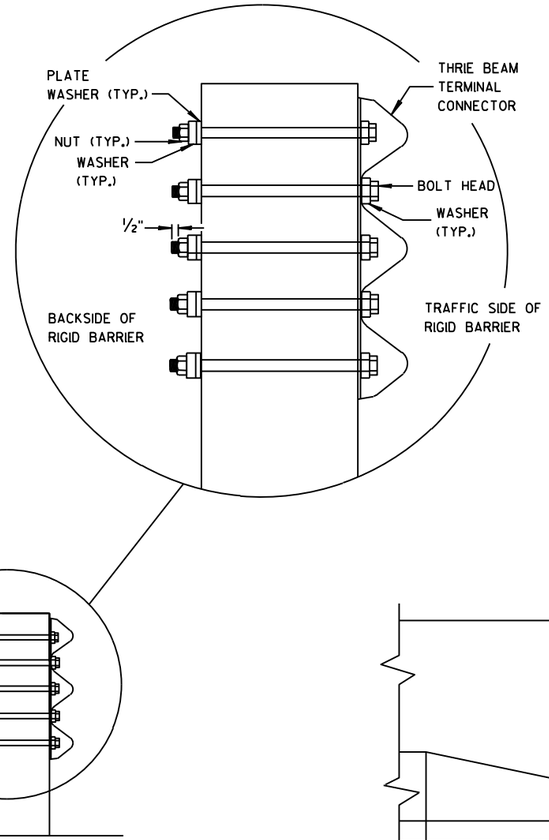
⑤ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

⑥ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLO TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS T VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AN BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR A DAMAGED CONCRETE FROM BOLT INSTALLATION.

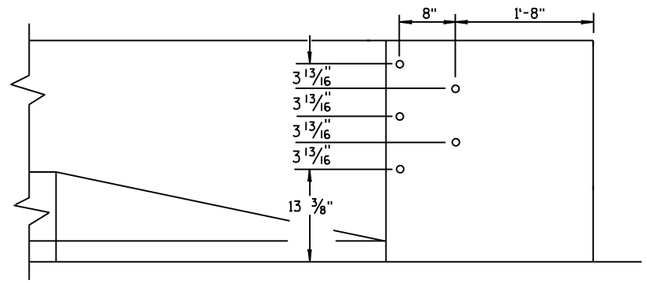
⑦ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".



FRONT VIEW



SECTION D–D

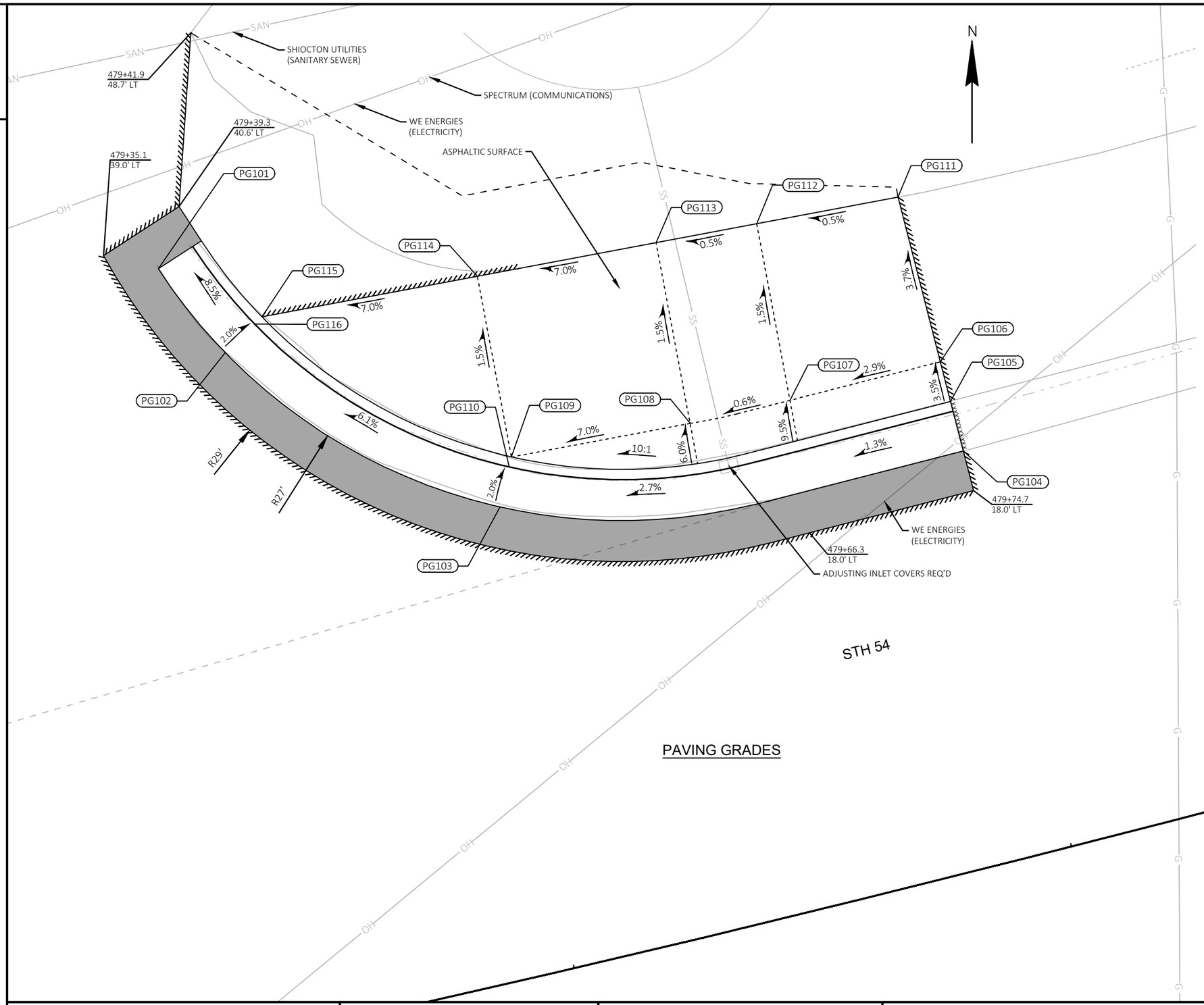


DRILL HOLE LOCATION

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

MGS THRIE BEAM TRANSITION TL–2

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 23	E



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
PG101	479+37.64	37.83' LT	628626.22	781565.35	**
PG102	479+39.99	33.12' LT	628622.13	781568.61	767.12
PG103	479+51.64	22.76' LT	628614.59	781582.04	768.00
PG104	479+74.65	20.03' LT	628617.32	781604.65	**
PG105	479+74.65	22.53' LT	628619.74	781604.03	**
PG106	479+74.64	24.53' LT	628621.68	781603.54	**
PG107	479+66.91	24.49' LT	628619.79	781596.19	768.62
PG108	479+61.80	24.56' LT	628618.67	781591.31	768.59
PG109	479+52.76	25.00' LT	628617.02	781582.59	767.97
PG110	479+52.53	24.55' LT	628616.54	781582.48	767.96
PG111	479+74.63	32.82' LT	628629.72	781601.47	**
PG112	479+67.43	33.25' LT	628628.41	781594.57	768.49
PG113	479+62.30	33.53' LT	628627.49	781589.65	768.46
PG114	479+53.18	33.97' LT	628625.85	781580.93	767.84
PG115	479+42.18	34.42' LT	628623.87	781570.41	767.09
PG116	479+41.74	34.16' LT	628623.52	781570.05	767.08

** MATCH EXISTING

LEGEND

- xxxxxxx SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- HMA PAVEMENT (SEE CONSTRUCTION DETAIL CONCRETE CURB & GUTTER SPOT REPLACEMENT)

PAVING GRADES

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 24	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021060-CD.DWG
LAYOUT NAME - 021060-cd
PLOT DATE : 4/11/2023 2:12 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########

2

2

OH

WE ENERGIES (ELECTRICITY)
AT&T WISCONSIN (COMMUNICATION)

STH 54

98+00

99+00

100+00

MATCHLINE STA 100+50

EDGE OF HMA PAVEMENT (SHOULDERS)

5'

8'

10:1 TAPER

15:1 TAPER

BEGIN TAPER
97+53.48
20.00' RT

SLOPE INTERCEPT

EAT POST #1
98+22.58
20.00' RT*

EAT POST #5
98+47.58
20.00' RT*

EAT POST #9
98+72.58
20.00' RT*

REMOVING GUARDRAIL REQ'D (TYP.)

SILT FENCE REQ'D

STA. 98+22.58 RT - STA. 98+75.70 RT, MGS GUARDRAIL TERMINAL EAT
STA. 98+75.70 RT - STA. 102+75.70 RT, MGS GUARDRAIL 3

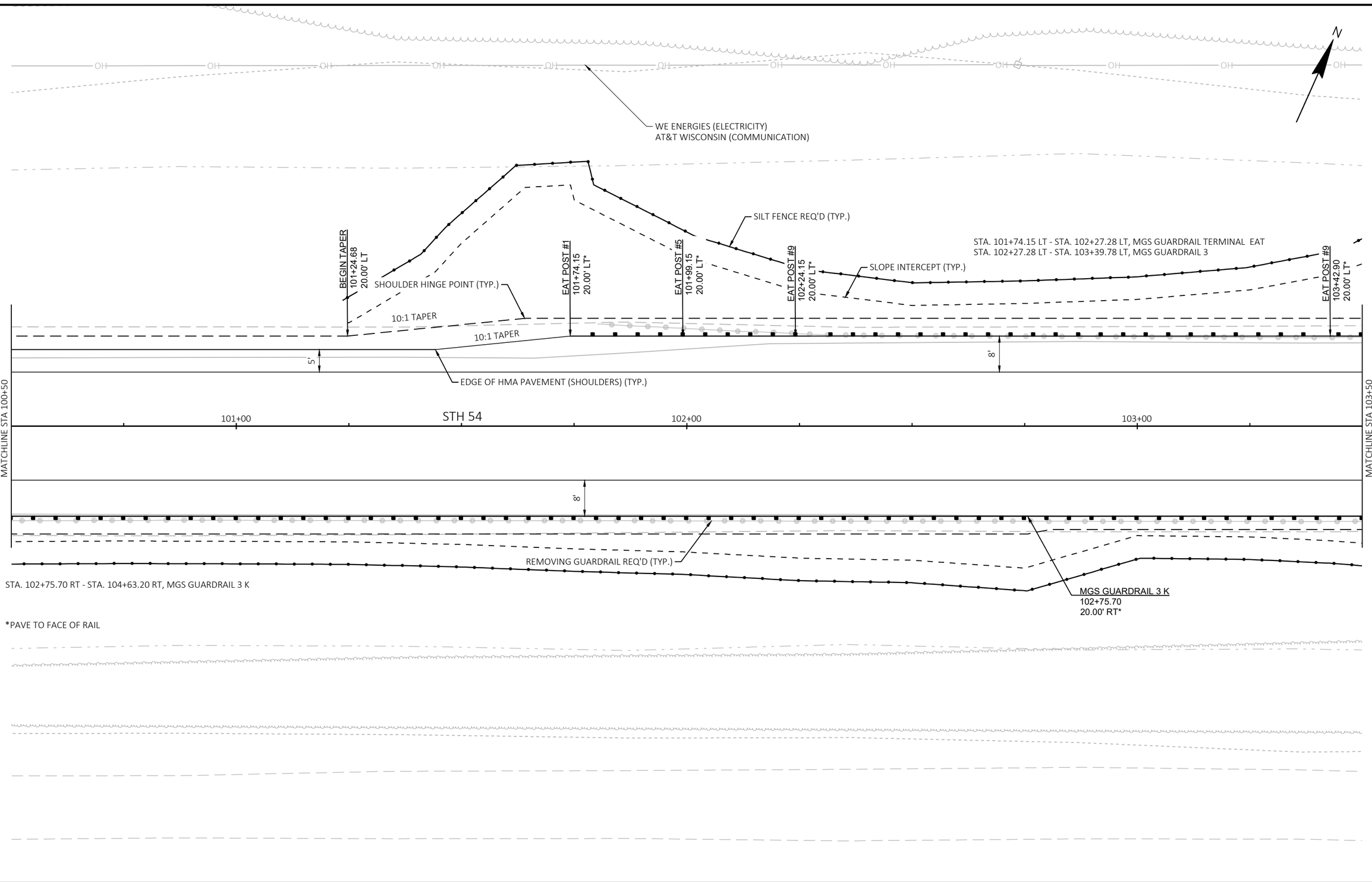
*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 25	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021030-cd

PLOT DATE : 12/22/2022 11:26 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2



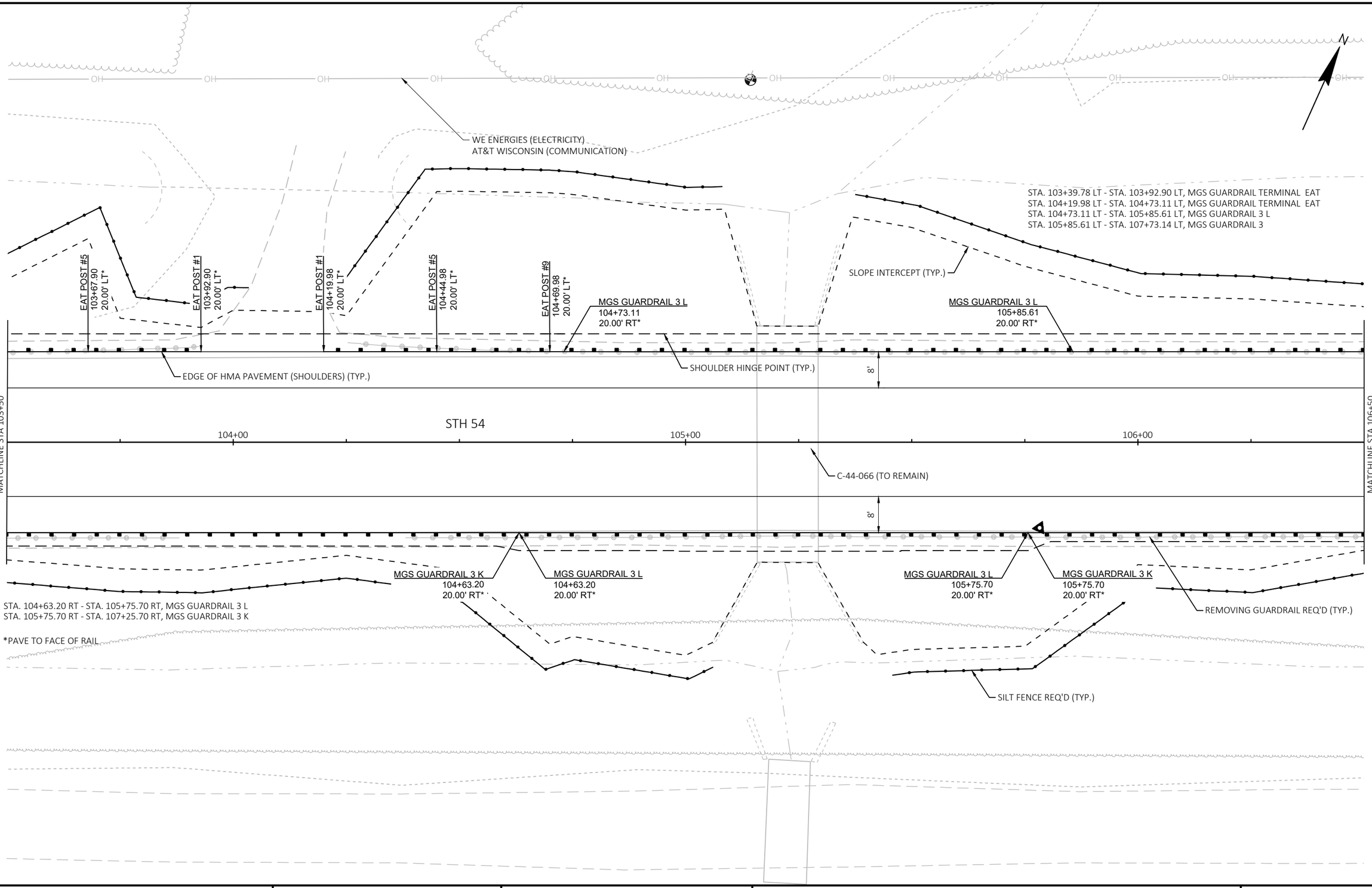
STA. 102+75.70 RT - STA. 104+63.20 RT, MGS GUARDRAIL 3 K

*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 26	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021031-cd
PLOT DATE : 12/22/2022 11:26 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

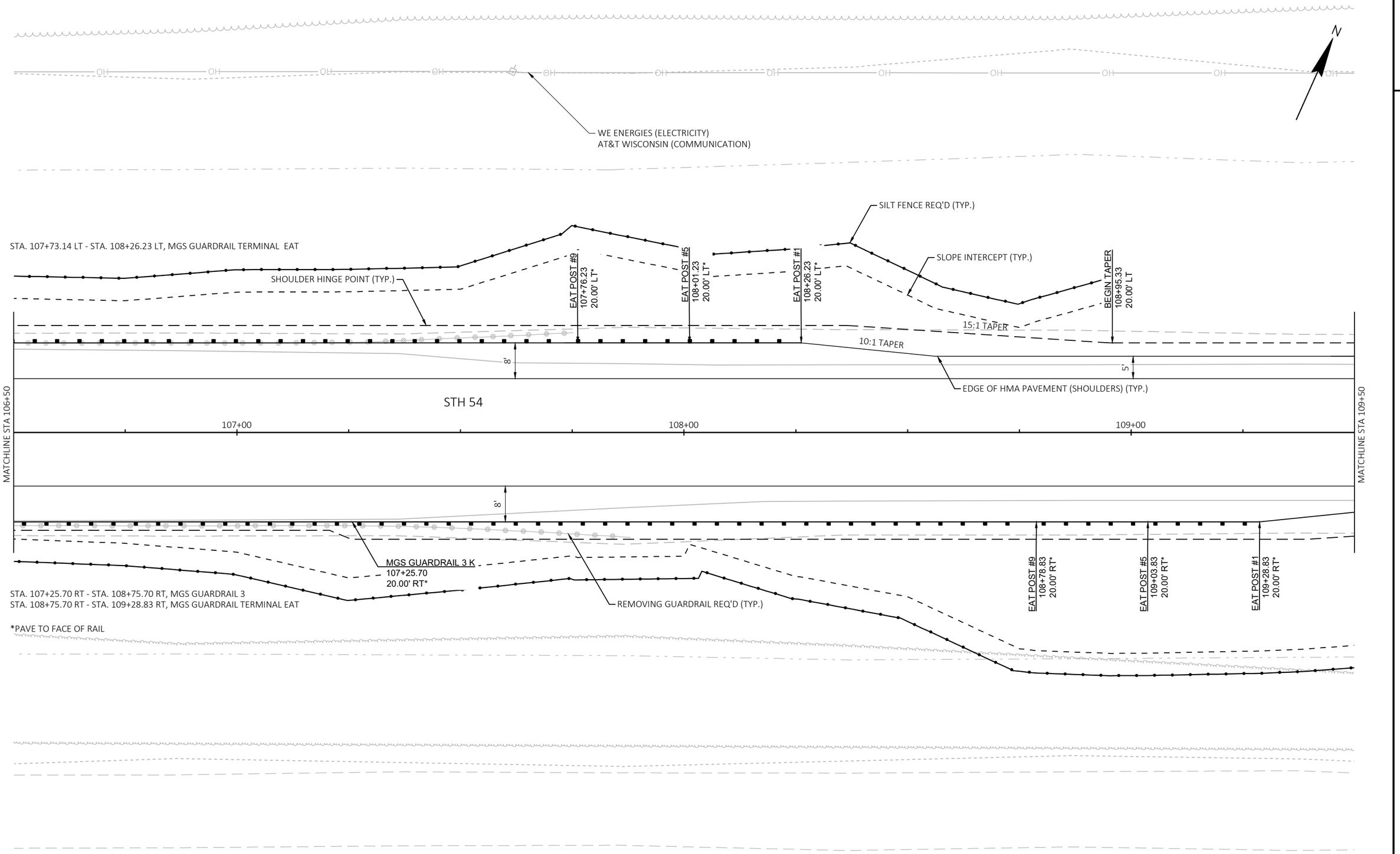
2



PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 27	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021032-cd
PLOT DATE : 4/11/2023 2:16 PM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

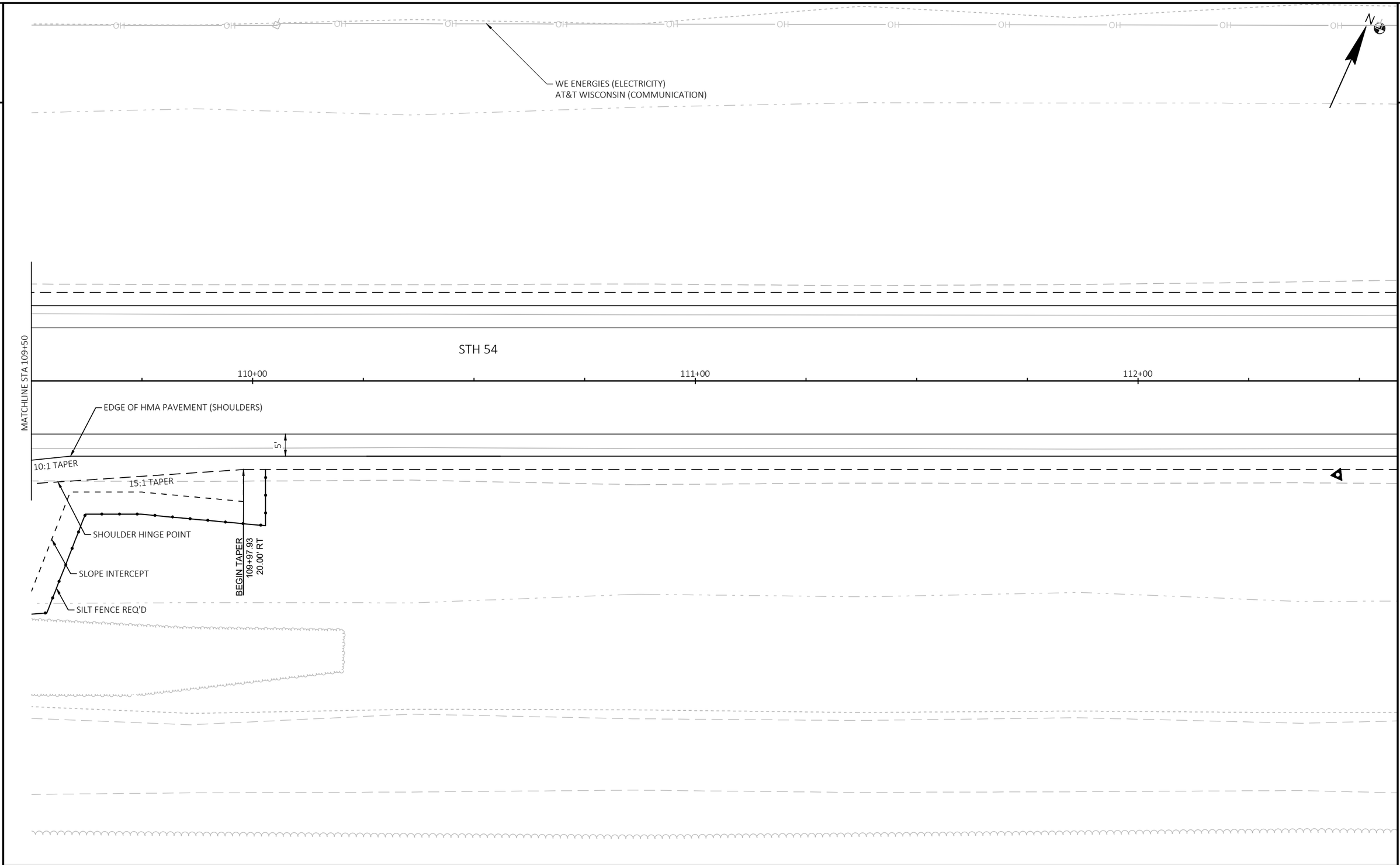
2



PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 28	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021033-cd
PLOT DATE : 12/22/2022 11:26 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2



2

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 29	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021034-cd
PLOT DATE : 12/22/2022 11:27 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

N

STH 54

150+00

151+00

152+00

MATCHLINE STA 152+75

EDGE OF HMA PAVEMENT (SHOULDERS)

5"

8"

10:1 TAPER

15:1 TAPER

BEGIN TAPER
149+98.40
20.00' RT

SHOULDER HINGE POINT

SILT FENCE REQ'D (TYP.)

EAT POST #1
151+16.84
22.00' RT

EAT POST #5
151+41.82
21.06' RT

EAT POST #9
151+66.81
20.12' RT

MGS GUARDRAIL
MISSING POST
152+51.16 RT

SLOPE INTERCEPT (TYP.)

REMOVING GUARDRAIL REQ'D (TYP.)

AT&T WISCONSIN (COMMUNICATION)

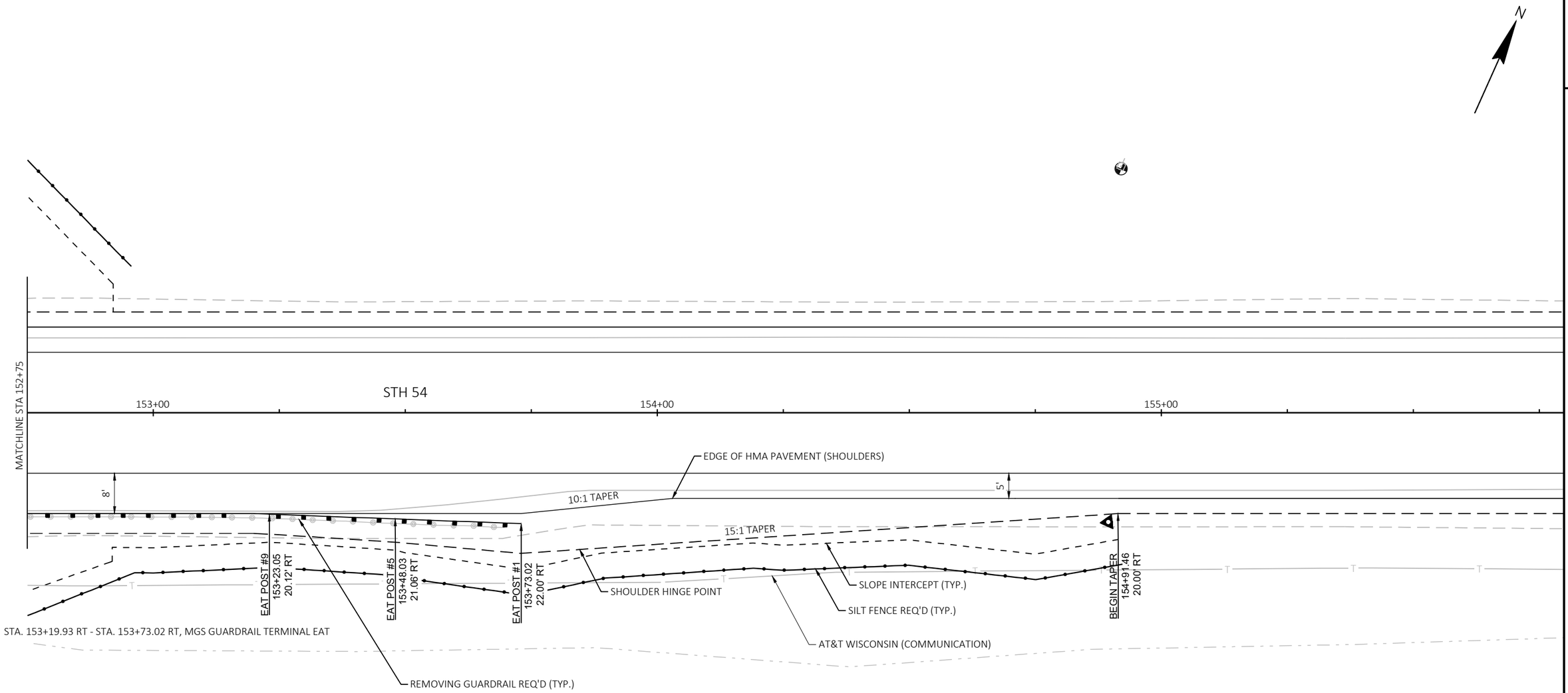
STA. 151+16.84 RT - STA. 151+69.93 RT, MGS GUARDRAIL TERMINAL EAT
STA. 151+69.93 RT - STA. 153+19.93 RT, MGS GUARDRAIL 3

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 30	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021035-cd
PLOT DATE : 4/18/2023 1:51 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 31	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021036-cd
PLOT DATE : 12/22/2022 11:27 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

2

N

SS

SS

STH 54

190+00

191+00

192+00

MATCHLINE STA 192+75

EDGE OF HMA PAVEMENT (SHOULDERS)

5"

10:1 TAPER

4:1 TAPER

25:1 TAPER

8"

SHOULDER HINGE POINT

BEGIN TAPER
190+77.10
20.00' RT

EAT POST #1
191+14.94
22.62' RT*

EAT POST #5
191+39.92
21.62' RT*

EAT POST #9
191+64.90
20.62' RT*

MGS GUARDRAIL 3 L
191+80.51
20.00' RT*

REMOVING GUARDRAIL REQ'D

SLOPE INTERCEPT (TYP.)

SILT FENCE REQ'D (TYP.)

STA. 191+14.94 RT - STA. 191+68.02 RT, MGS GUARDRAIL TERMINAL EAT
STA. 191+68.02 RT - STA. 191+80.51 RT, MGS GUARDRAIL 3
STA. 191+80.51 RT - STA. 192+93.01 RT, MGS GUARDRAIL 3 L

*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 32	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021037-cd
PLOT DATE : 12/22/2022 11:27 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

N

STH 54

193+00

194+00

195+00

MATCHLINE STA 192+75

EDGE OF HMA PAVEMENT (SHOULDERS)

SHOULDER HINGE POINT

8'

5'

10:1 TAPER

15:1 TAPER

MGS GUARDRAIL 3 L
192+93.01
20.00' RT*

EAT POST #9
193+08.64
20.00' RT*

EAT POST #5
193+33.64
20.00'RT*

EAT POST #1
193+58.64
20.00' RT*

SILT FENCE REQ'D (TYP.)

SLOPE INTERCEPT (TYP.)

BEGIN TAPER
194+28.04
20.00' RT

STA. 192+93.01 RT - STA. 193+05.51 RT, MGS GUARDRAIL 3
STA. 193+05.51 RT - STA. 193+58.64 RT, MGS GUARDRAIL TERMINAL EAT

REMOVING GUARDRAIL REQ'D (TYP.)

*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 33	E

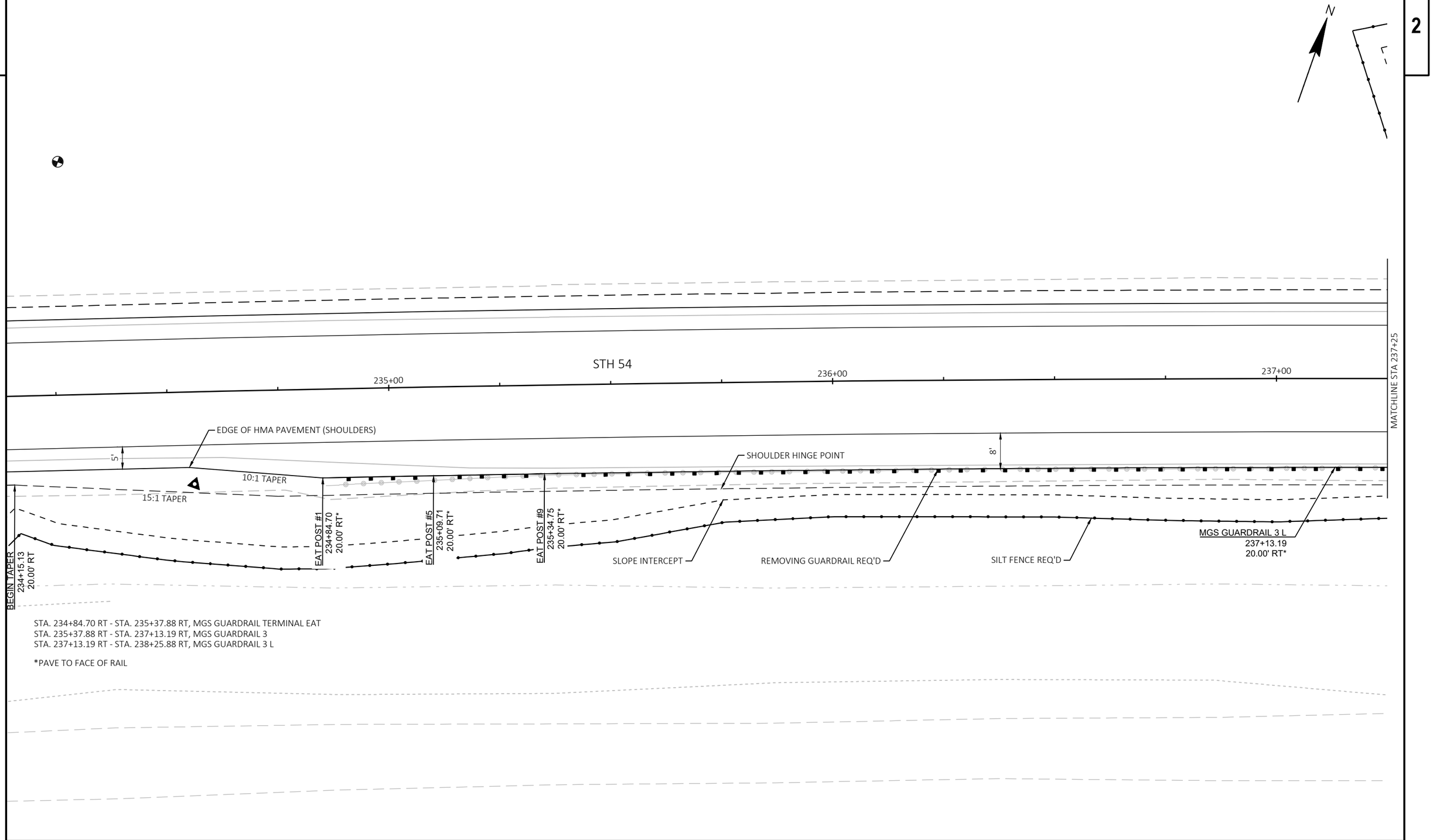
FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021038-cd

PLOT DATE : 12/22/2022 11:27 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

2



STA. 234+84.70 RT - STA. 235+37.88 RT, MGS GUARDRAIL TERMINAL EAT
STA. 235+37.88 RT - STA. 237+13.19 RT, MGS GUARDRAIL 3
STA. 237+13.19 RT - STA. 238+25.88 RT, MGS GUARDRAIL 3 L

*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 34	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021039-cd
PLOT DATE : 12/22/2022 11:27 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE STA 237+25

STH 54

238+00

239+00

240+00

PT: 238+88.06

SHOULDER HINGE POINT

8%

5%

EDGE OF HMA PAVEMENT (SHOULDERS)

10:1 TAPER

15:1 TAPER

MGS GUARDRAIL 3 L
238+25.88
20.00' RT*

EAT POST #9
239+04.12
20.00' RT*

EAT POST #5
239+29.12
20.00'RT*

EAT POST #1
239+54.12
20.00' RT*

BEGIN TAPER
240+23.52
20.00' RT

REMOVING GUARDRAIL REQ'D

SLOPE INTERCEPT (TYP.)

SILT FENCE REQ'D (TYP.)

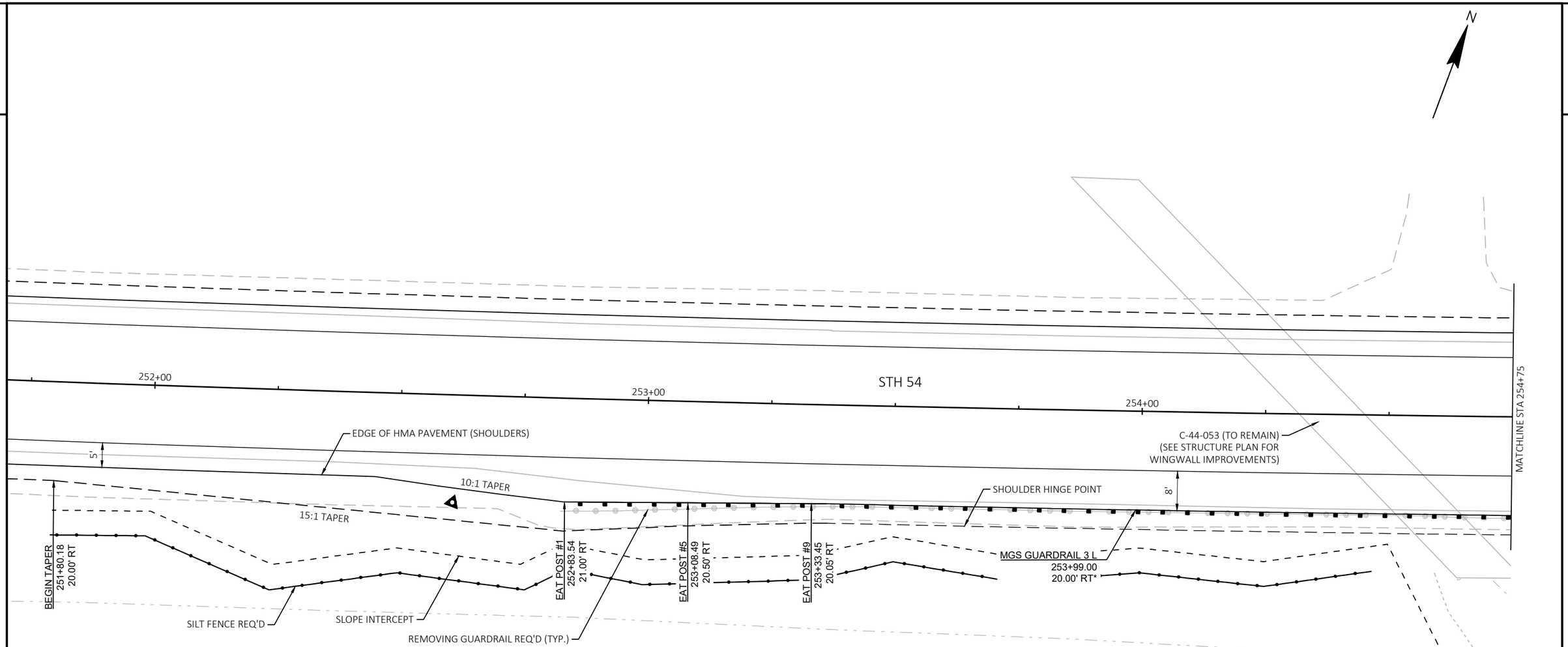
STA. 238+25.88 RT - STA. 239+00.99 RT, MGS GUARDRAIL 3
STA. 239+00.99 RT - STA. 239+54.12 RT, MGS GUARDRAIL TERMINAL EAT

*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 35	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021040-cd
PLOT DATE : 12/22/2022 11:27 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2



STA. 252+83.54 RT - STA. 253+36.61 RT, MGS GUARDRAIL TERMINAL EAT
STA. 253+36.61 RT - STA. 253+99.00 RT, MGS GUARDRAIL 3
STA. 253+99.00 RT - STA. 255+11.30 RT, MGS GUARDRAIL 3 L

*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 36	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021041-cd
PLOT DATE : 4/18/2023 1:55 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE STA 254+75

255+00

256+00

STH 54

257+00

PT: 257+48.69

MATCHLINE STA 257+75

EDGE OF HMA PAVEMENT (SHOULDERS)

8'

SHOULDER HINGE POINT

MGS GUARDRAIL 3 L
255+11.30
20.00' RT*

SLOPE INTERCEPT

SILT FENCE REQ'D

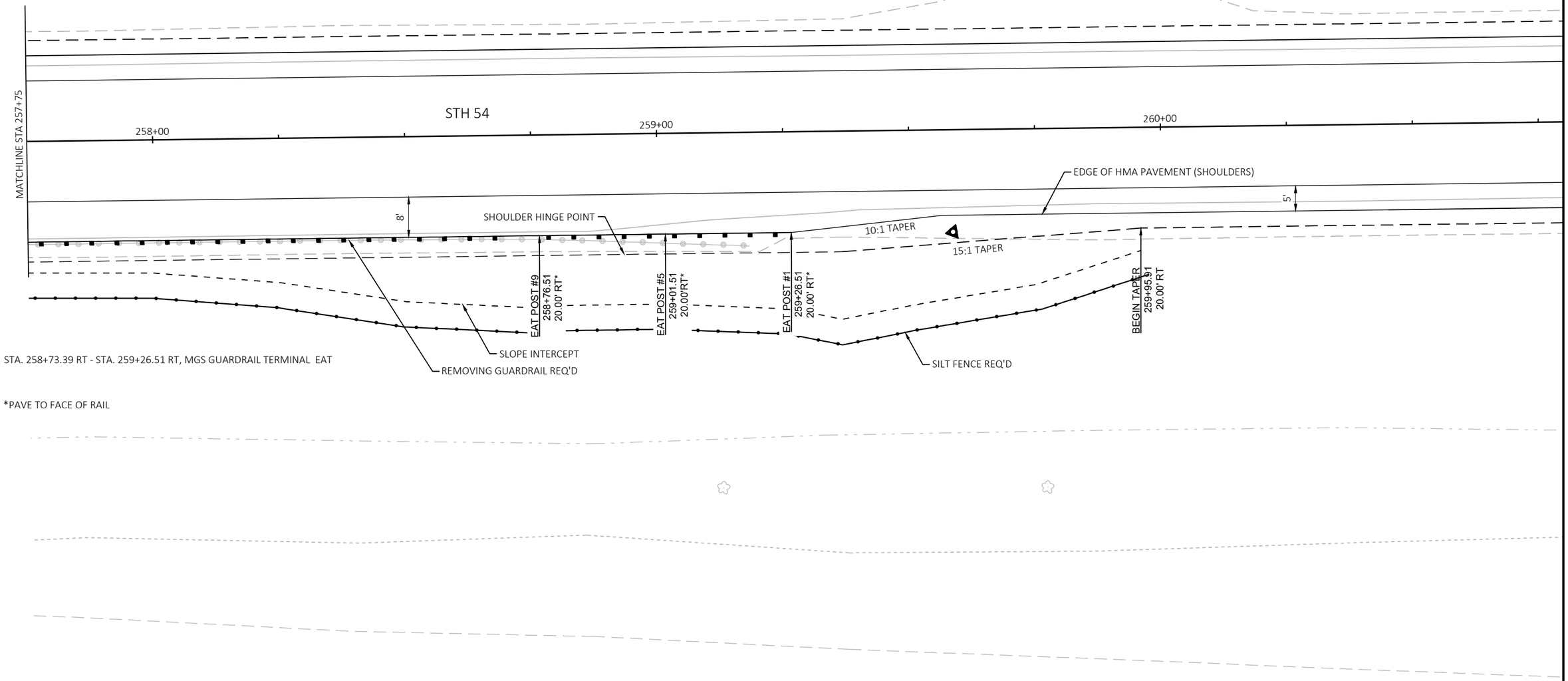
REMOVING GUARDRAIL REQ'D

STA. 255+11.30 RT - STA. 258+73.39 RT, MGS GUARDRAIL 3

*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 37	E

2



STA. 258+73.39 RT - STA. 259+26.51 RT, MGS GUARDRAIL TERMINAL EAT

*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 38	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021043-cd
PLOT DATE : 12/22/2022 11:27 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

N

STH 54

457+00

458+00

459+00

460

MATCHLINE STA 460+00

EDGE OF HMA PAVEMENT (SHOULDERS)

5"

10:1 TAPER

15:1 TAPER

10'

SHOULDER HINGE POINT

BEGIN TAPER
457+07.66
20.00' RT

EAT POST #1
458+07.26
22.00' RT*

EAT POST #5
458+32.39
22.00' RT*

EAT POST #9
458+57.25
22.00' RT*

SILT FENCE REQ'D

SLOPE INTERCEPT

REMOVING GUARDRAIL REQ'D

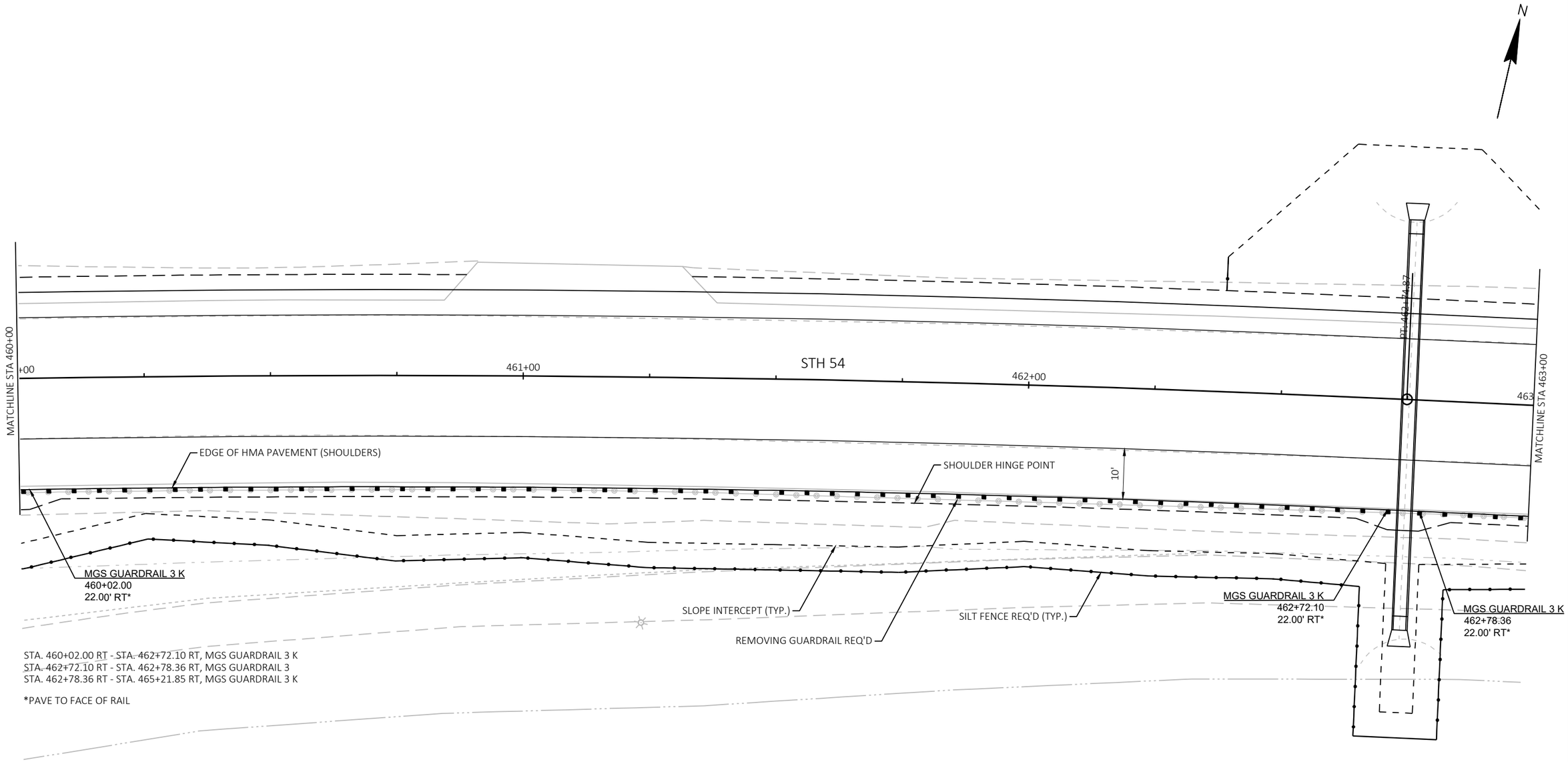
STA. 458+07.26 RT - STA. 458+61.39 RT, MGS GUARDRAIL TERMINAL EAT
STA. 458+61.39 RT - STA. 460+02.00 RT, MGS GUARDRAIL 3

*PAVE TO FACE OF RAIL

SIGN

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 39	E

2



STA. 460+02.00 RT - STA. 462+72.10 RT, MGS GUARDRAIL 3 K
STA. 462+72.10 RT - STA. 462+78.36 RT, MGS GUARDRAIL 3
STA. 462+78.36 RT - STA. 465+21.85 RT, MGS GUARDRAIL 3 K

*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 40	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021045-cd
PLOT DATE : 12/22/2022 11:27 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

N

WE ENERGIES (GAS)

CAUTION

STH 54

MATCHLINE STA 463+00

+00

464+00

465+00

466

MATCHLINE STA 466+00

10'

EDGE OF HMA PAVEMENT (SHOULDERS)

SIGN

SHOULDER HINGE POINT

MGS GUARDRAIL 3 K
465+21.85
22.00' RT*

EAT POST #9
465+53.36
22.00' RT*

EAT POST #5
465+78.36
22.00'RT*

CAUTION

SLOPE INTERCEPT (TYP.)

REMOVING GUARDRAIL REQ'D (TYP.)

SILT FENCE REQ'D

STA. 465+21.85 RT - STA. 465+50.24 RT, MGS GUARDRAIL 3
STA. 465+50.24 RT - STA. 466+03.36 RT, MGS GUARDRAIL TERMINAL EAT

*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 41	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021046-cd

PLOT DATE : 12/22/2022 11:27 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

STH 76
(VAN STRATEN RD)

N

BRIGHTSPEED OF CENTRAL WISCONSIN, LLC (COMMUNICATION)

SHIOCTON UTILITIES
(SANITARY SEWER)

WE ENERGIES (ELECTRICITY)
SPECTRUM (COMMUNICATION)

WE ENERGIES (ELECTRICITY)

PC: 466+01.25

CAUTION

STH 54

MATCHLINE STA 466+00

466+00

467+00

468+00

469+00

EDGE OF HMA PAVEMENT (SHOULDERS)

5'

10:1 TAPER

15:1 TAPER

EAT POST #1
466+03.36
22.00' RT*

SHOULDER HINGE POINT

SILT FENCE REQ'D

SLOPE INTERCEPT (TYP.)

BEGIN TAPER
467+02.01
20.00' RT

CAUTION

WE ENERGIES (GAS)

WE ENERGIES (ELECTRICITY)

*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 42	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021047-cd

PLOT DATE : 4/11/2023 2:47 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########

2

2

N

WE ENERGIES (ELECTRICITY)
SPECTRUM (COMMUNICATION)

SILT FENCE REQ'D (TYP.)

SILT FENCE TURN-AROUND REQ'D (TYP.).
SEE CONSTRUCTION DETAIL SILT FENCE
TURN-AROUND DETAIL.

REMOVING GUARDRAIL REQ'D (TYP.)

SHIOCTON UTILITIES (SANITARY SEWER)

CAUTION

CAUTION

CAUTION

TA

TA

STH 54

470+00

471+00

472+00

PT: 470+51.12

MATCHLINE STA 472+50

EDGE OF HMA PAVEMENT (SHOULDERS)

5'

8'

10:1 TAPER

10:1 TAPER

SHOULDER HINGE POINT

BEGIN TAPER
470+16.13
20.00' RT

EAT POST #1
470+92.01
21.00' RT

EAT POST #5
471+17.00
20.53' RT*

EAT POST #9
471+42.00
20.05' RT

MGS GUARDRAIL 3 L
472+07.62
20.00' RT*

WE ENERGIES (GAS)

SLOPE INTERCEPT (TYP.)

STA. 470+92.01 RT - STA. 471+45.12 RT, MGS GUARDRAIL TERMINAL EAT
STA. 471+45.12 RT - STA. 472+07.62 RT, MGS GUARDRAIL 3
STA. 472+07.62 RT - STA. 473+20.12 RT, MGS GUARDRAIL 3 L

*PAVE TO FACE OF RAIL

BRIGHTSPEED OF CENTRAL WISCONSIN, LLC (COMMUNICATION)

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 43	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021048-cd

PLOT DATE : 4/18/2023 1:55 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

SILT FENCE REQ'D (TYP.)

WE ENERGIES (ELECTRICITY)
SPECTRUM (COMMUNICATION)

SILT FENCE TURN-AROUND REQ'D (TYP.).
SEE CONSTRUCTION DETAIL SILT FENCE
TURN-AROUND DETAIL.

WE ENERGIES (ELECTRICITY)

SHIOCTON UTILITIES (SANITARY SEWER)

REMOVING GUARDRAIL REQ'D (TYP.)

GUY

TA

SIGN

STH 54

473+00

474+00

475+00

MATCHLINE STA 472+50

C-44-1020 TO BE REPLACED WITH
C-44-134 (SEE STRUCTURE PLAN)

EDGE OF HMA PAVEMENT (SHOULDERS)

8'

5'

SHOULDER HINGE POINT

10:1 TAPER

15:1 TAPER

TA

MGS GUARDRAIL 3 L
473+20.12
20.00' RT*

EAT POST #9
473+73.25
20.00' RT

EAT POST #5
476+98.25
20.00'RT*

EAT POST #1
474+23.25
20.00' RT*

SLOPE INTERCEPT (TYP.)

BEGIN TAPER
475+11.87
20.00' RT

CAUTION

STA. 473+20.12 RT - STA. 473+70.12 RT, MGS GUARDRAIL 3
STA. 473+70.12 RT - STA. 474+23.25 RT, MGS GUARDRAIL TERMINAL EAT

*PAVE TO FACE OF RAIL

WE ENERGIES (GAS)

BRIGHTSPEED OF CENTRAL WISCONSIN, LLC (COMMUNICATION)

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 44	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021049-cd

PLOT DATE : 4/11/2023 2:47 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########

2

2

WE ENERGIES (ELECTRICITY)
SPECTRUM (COMMUNICATION)

WE ENERGIES (ELECTRICITY)

WE ENERGIES (ELECTRICITY)

SHIOCTON UTILITIES (SANITARY SEWER)

480+00

481+00

482+00

STH 54

PT: 481+76.30

B-44-166 (TO REMAIN)

CAUTION

BRIGHTSPEED OF CENTRAL WISCONSIN, LLC (COMMUNICATION
SPECTRUM (COMMUNICATION)

CAUTION

WE ENERGIES (GAS)

BRIGHTSPEED OF CENTRAL
WISCONSIN, LLC (COMMUNICATION)

MILL ST

481+21.15
22.00' RT*

481+45.72
22.00' RT*

481+68.83
22.00' RT

SILT FENCE REQ'D.

GUARDRAIL MOW STRIP EMULSIFIED ASPHALT REQ'D.

480+91.57
42.98' RT*

SLOPE INTERCEPT

MGS GUARDRAIL SHORT RADIUS
BACK OF RAIL RADIUS: 32.73'
FACE OF RAIL LENGTH: 39.15'
NUMBER OF CRT POSTS: 7

REMOVING GUARDRAIL REQ'D (TYP.)

REMOVING CURB & GUTTER REQ'D

480+82.17
69.34' RT*

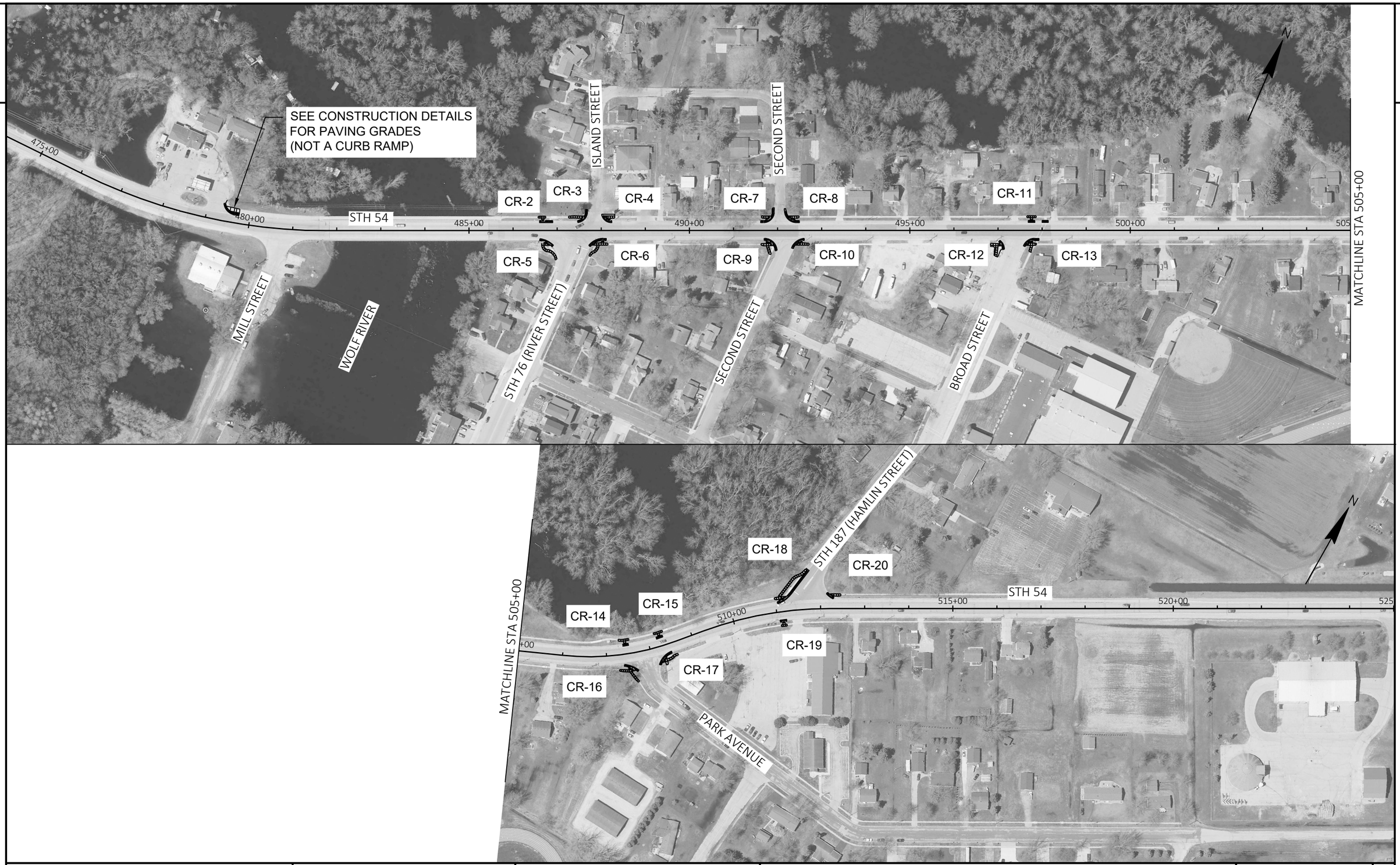
WOLF RIVER

STA. 480+82.17 RT, MGS GUARDRAIL SHORT RADIUS TERMINAL
STA. 480+82.17 RT - STA. 480+91.57 RT, MGS GUARDRAIL 3
STA. 480+91.57 RT - STA. 481+21.15 RT, MGS GUARDRAIL SHORT RADIUS
STA. 480+21.15 RT - STA. 481+45.72 RT, MGS GUARDRAIL 3
STA. 481+45.72 RT - STA. 481+68.83 RT, MGS THRIE BEAM TRANSITION TL-2

*PAVE TO FACE OF RAIL

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS - GUARDRAIL	SHEET 45	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021030-CD.DWG
LAYOUT NAME - 021050-cd
PLOT DATE : 4/11/2023 2:47 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS OVERVIEW	SHEET 46	E

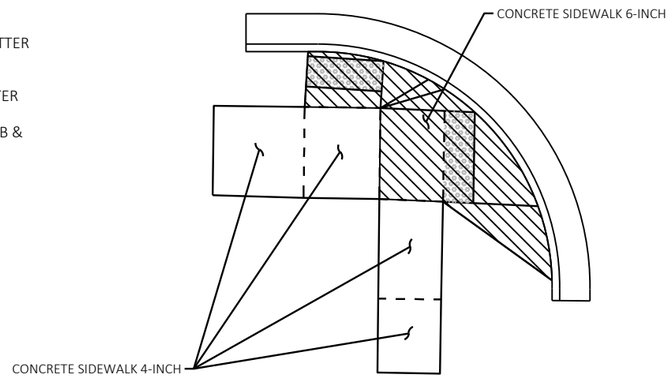
2

CURB RAMP DETAIL NOTES:

1. CURB RAMP SIDEWALK IS CONCRETE SIDEWALK 6-INCH. SEE CONSTRUCTION DETAIL CURB RAMP CONCRETE SIDEWALK. ALL OTHER SIDEWALK IS CONCRETE SIDEWALK 4-INCH UNLESS OTHERWISE NOTED.
2. ALL CURB AND GUTTER IS CONCRETE CURB & GUTTER 30-INCH TYPE D UNLESS OTHERWISE NOTED.
3. TRANSITIONS BETWEEN CONCRETE CURB & GUTTER 30-INCH TYPE D AND CONCRETE CURB & GUTTER 24-INCH TYPE D ARE PAID FOR AS CONCRETE CURB & GUTTER 30-INCH TYPE D.

LEGEND

- xxxxxxx SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- HMA PAVEMENT (SEE CONSTRUCTION DETAIL CONCRETE CURB & GUTTER SPOT REPLACEMENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' UNLESS NOTED OTHERWISE) / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- X CURB RAMP, TYPE X
- LL LEVEL LANDING
- GF GRASS FLARE, 6:1 NON-TRAVERSABLE
- CF CONCRETE FLARE, 10:1 TRAVERSABLE



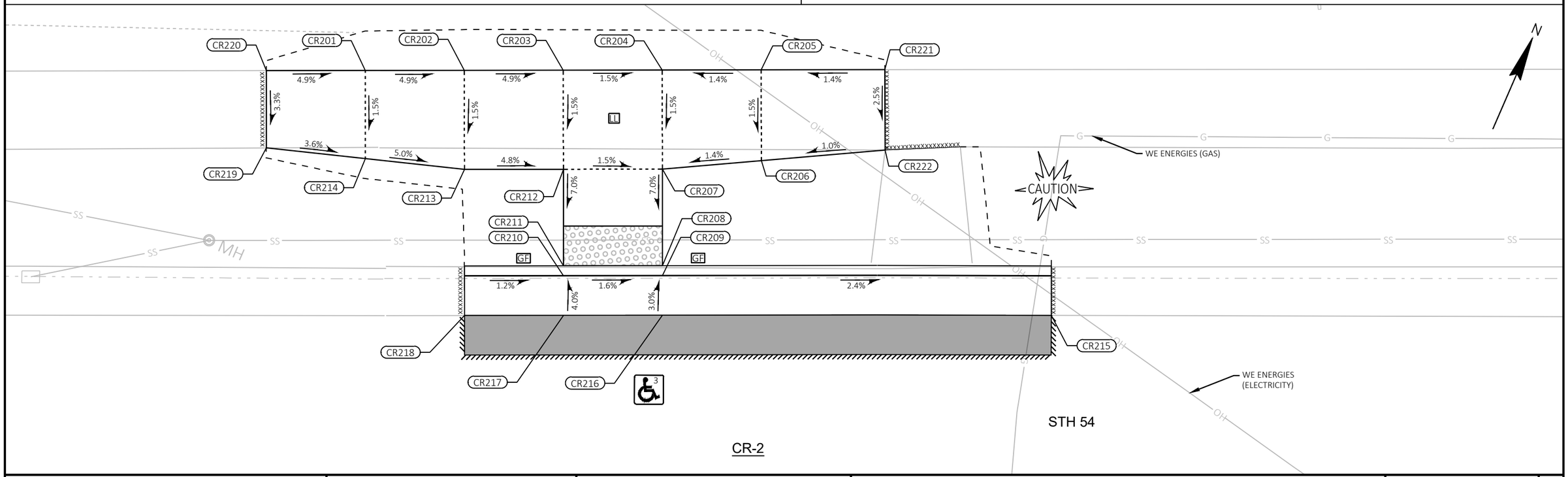
CURB RAMP CONCRETE SIDEWALK

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR201	486+55.17	32.30' LT	628884.13	782226.25	770.17
CR202	486+60.17	32.30' LT	628886.13	782230.83	769.92
CR203	486+65.17	32.31' LT	628888.14	782235.41	769.68
CR204	486+70.17	32.32' LT	628890.14	782239.99	769.60
CR205	486+75.17	32.33' LT	628892.15	782244.57	769.67
CR206	486+75.18	27.75' LT	628887.95	782246.41	769.60
CR207	486+70.18	27.32' LT	628885.56	782242.00	769.53
CR208	486+70.18	22.44' LT	628881.09	782243.95	769.61
CR209	486+70.18	21.94' LT	628880.63	782244.15	769.18
CR210	486+65.18	21.93' LT	628878.63	782239.56	769.26
CR211	486+65.18	22.43' LT	628879.08	782239.36	769.27
CR212	486+65.18	27.31' LT	628883.56	782237.42	769.61
CR213	486+60.18	27.30' LT	628881.55	782232.84	769.85
CR214	486+55.18	27.85' LT	628880.05	782228.03	770.10
CR215	486+89.82	19.93' LT	628886.64	782262.96	**
CR216	486+70.18	19.94' LT	628878.80	782244.94	769.24
CR217	486+65.18	19.93' LT	628876.79	782240.36	769.34
CR218	486+60.18	19.93' LT	628874.79	782235.78	**

** MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR219	486+50.17	28.39' LT	628878.55	782223.23	**
CR220	486+50.17	32.30' LT	628882.13	782221.66	**
CR221	486+81.42	32.34' LT	628894.65	782250.30	**
CR222	486+81.42	28.29' LT	628890.94	782251.92	**

2



CR-2

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 47	E

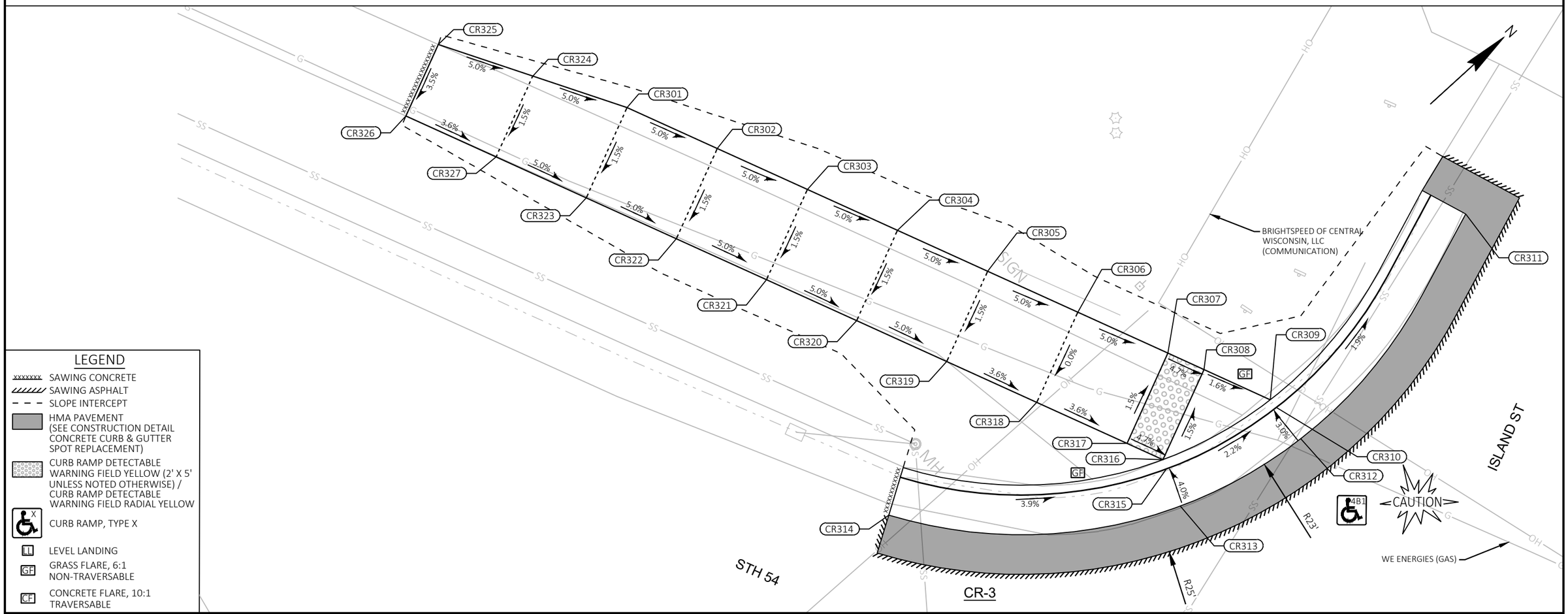
FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021011-CD.DWG
LAYOUT NAME - 021011-cd
PLOT DATE : 1/23/2024 4:16 PM PLOT BY : CARPENTER, ZACH PLOT NAME : PLOT SCALE : ##########

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR301	487+26.10	33.35' LT	628913.43	782290.86	768.48
CR302	487+31.10	33.33' LT	628915.41	782295.45	768.23
CR303	487+36.10	33.31' LT	628917.39	782300.04	767.99
CR304	487+41.10	33.29' LT	628919.37	782304.63	767.74
CR305	487+46.10	33.27' LT	628921.35	782309.22	767.49
CR306	487+51.10	33.25' LT	628923.33	782313.82	767.24
CR307	487+56.11	33.23' LT	628925.31	782318.41	766.99
CR308	487+58.11	33.22' LT	628926.10	782320.25	766.89
CR309	487+61.79	33.21' LT	628927.55	782323.63	766.83
CR310	487+62.23	32.97' LT	628927.51	782324.13	766.82

** MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR311	487+66.96	45.81' LT	628941.17	782323.34	**
CR312	487+64.00	32.03' LT	628927.36	782326.12	766.88
CR313	487+59.84	26.44' LT	628920.57	782324.54	767.04
CR314	487+46.59	19.99' LT	628909.37	782314.98	**
CR315	487+58.43	27.87' LT	628921.32	782322.69	766.96
CR316	487+58.08	28.22' LT	628921.50	782322.22	766.97
CR317	487+56.08	28.23' LT	628920.71	782320.39	767.06
CR318	487+51.08	28.25' LT	628918.73	782315.79	767.24
CR319	487+46.08	28.27' LT	628916.76	782311.20	767.42
CR320	487+41.08	28.29' LT	628914.78	782306.61	767.67

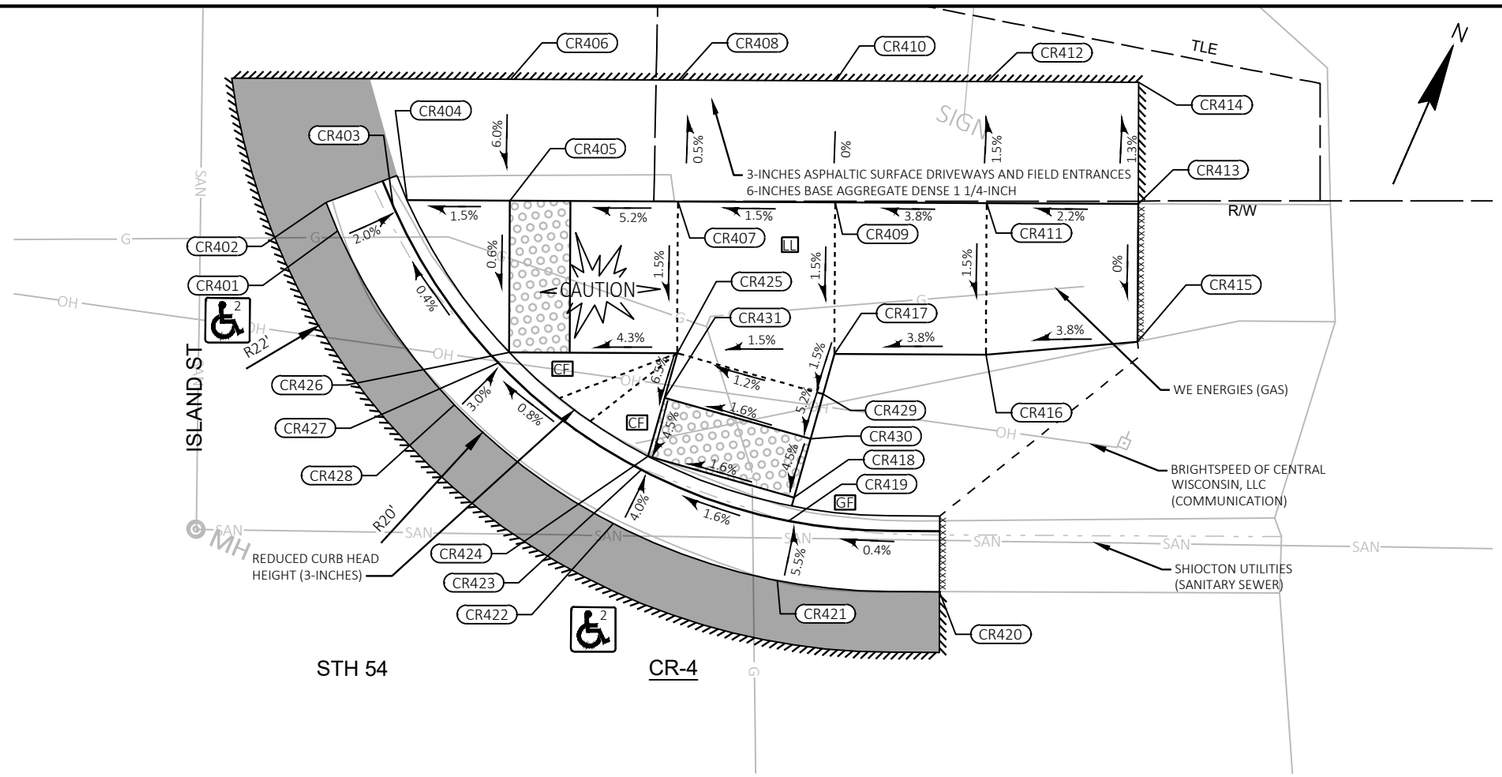
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR321	487+36.08	28.31' LT	628912.80	782302.02	767.92
CR322	487+31.08	28.33' LT	628910.82	782297.43	768.16
CR323	487+26.08	28.35' LT	628908.84	782292.84	768.41
CR324	487+21.10	32.85' LT	628910.98	782286.47	768.73
CR325	487+16.10	32.36' LT	628908.52	782282.08	**
CR326	487+16.08	28.39' LT	628904.88	782283.65	**
CR327	487+21.08	28.37' LT	628906.86	782288.25	768.66



PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 48	E

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- HMA PAVEMENT (SEE CONSTRUCTION DETAIL CONCRETE CURB & GUTTER SPOT REPLACEMENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' UNLESS NOTED OTHERWISE) / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- CURB RAMP, TYPE X
- LL LEVEL LANDING
- GF GRASS FLARE, 6:1 NON-TRAVERSABLE
- CF CONCRETE FLARE, 10:1 TRAVERSABLE



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR401	488+04.37	31.98' LT	628943.44	782363.16	766.42
CR402	488+03.99	32.92' LT	628944.14	782362.43	**
CR403	488+06.20	32.79' LT	628944.91	782364.51	766.38
CR404	488+06.66	32.99' LT	628945.28	782364.85	766.39
CR405	488+10.05	32.97' LT	628946.62	782367.97	766.44
CR406	488+10.07	36.97' LT	628950.29	782366.39	**
CR407	488+15.59	32.95' LT	628948.81	782373.06	766.73
CR408	488+15.61	36.95' LT	628952.48	782371.48	**
CR409	488+20.78	32.92' LT	628950.86	782377.82	766.81
CR410	488+20.80	36.92' LT	628954.53	782376.24	**
CR411	488+25.78	32.90' LT	628952.83	782382.42	767.00
CR412	488+25.80	36.90' LT	628956.51	782380.84	**
CR413	488+30.78	32.87' LT	628954.81	782387.01	**
CR414	488+30.80	36.87' LT	628958.48	782385.43	**

** MATCH EXISTING

STATION & OFFSET TABLE

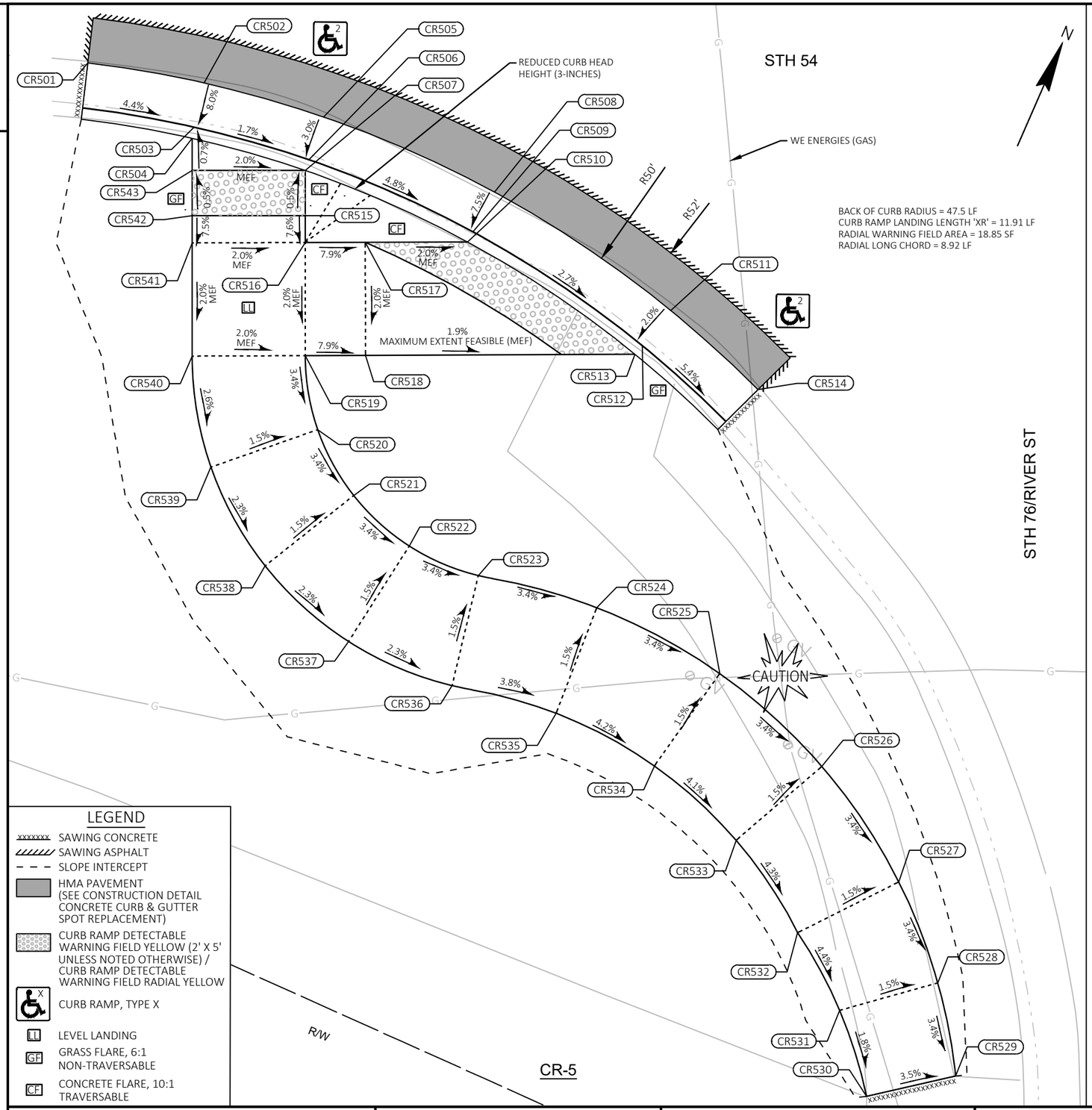
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR415	488+30.76	28.32' LT	628950.63	782388.81	**
CR416	488+25.76	27.90' LT	628948.24	782384.39	766.92
CR417	488+20.76	27.92' LT	628946.26	782379.80	766.73
CR418	488+19.43	23.19' LT	628941.40	782380.47	766.54
CR419	488+19.25	22.42' LT	628940.61	782380.62	766.53
CR420	488+24.22	20.08' LT	628940.46	782386.11	**
CR421	488+18.87	20.45' LT	628938.66	782381.06	766.64
CR422	488+13.47	22.32' LT	628938.22	782375.35	766.53
CR423	488+14.39	24.10' LT	628940.21	782375.49	766.45
CR424	488+14.61	24.54' LT	628940.71	782375.52	766.46
CR425	488+15.57	27.95' LT	628944.21	782375.04	766.65
CR426	488+10.03	27.97' LT	628942.03	782369.95	766.41
CR427	488+09.66	27.63' LT	628941.56	782369.75	766.40
CR428	488+08.22	26.24' LT	628939.72	782368.98	766.46

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR429	488+20.38	26.60' LT	628944.90	782379.99	766.71
CR430	488+19.97	25.12' LT	628943.38	782380.20	766.63
CR431	488+15.16	26.47' LT	628942.69	782375.25	766.55

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 49	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021011-CD.DWG
LAYOUT NAME - 021013-cd
PLOT DATE : 1/23/2024 4:16 PM PLOT BY : CARPENTER, ZACH PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



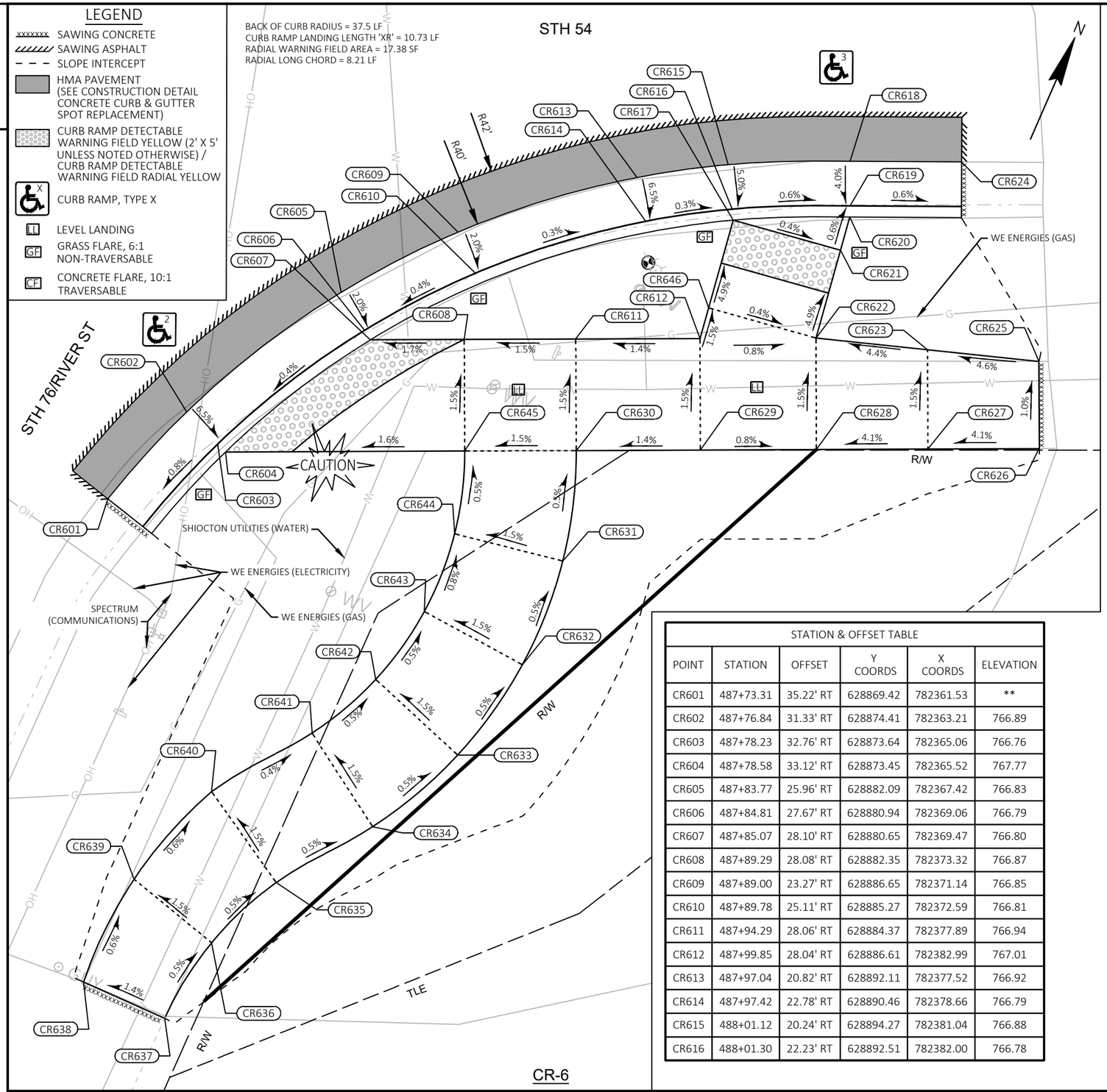
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR501	486+60.57	20.63' RT	628837.76	782252.35	**
CR502	486+65.71	21.51' RT	628839.01	782257.40	769.27
CR503	486+65.27	23.47' RT	628837.04	782257.79	769.11
CR504	486+65.18	23.96' RT	628836.56	782257.90	769.12
CR505	486+70.99	23.02' RT	628839.74	782262.85	769.08
CR506	486+70.34	24.91' RT	628837.75	782263.01	769.02
CR507	486+70.18	25.38' RT	628837.25	782263.05	769.03
CR508	486+78.54	26.34' RT	628839.71	782271.10	768.79
CR509	486+77.59	28.10' RT	628837.72	782270.93	768.64
CR510	486+77.35	28.54' RT	628837.22	782270.88	768.65
CR511	486+86.33	31.57' RT	628838.03	782280.33	768.44
CR512	486+85.07	33.12' RT	628836.10	782279.79	768.40
CR513	486+84.75	33.51' RT	628835.62	782279.66	768.41
CR514	486+90.19	35.07' RT	628836.36	782285.26	**
CR515	486+70.18	27.38' RT	628835.41	782263.85	769.04
CR516	486+70.18	28.57' RT	628834.33	782264.32	768.95
CR517	486+72.83	28.56' RT	628835.40	782266.75	768.74
CR518	486+72.85	33.56' RT	628830.82	782268.76	768.64
CR519	486+70.18	33.57' RT	628829.74	782266.32	768.85
CR520	486+70.73	36.84' RT	628826.96	782268.13	768.74
CR521	486+72.32	39.75' RT	628824.93	782270.75	768.63
CR522	486+74.77	41.98' RT	628823.87	782273.89	768.51
CR523	486+77.82	43.29' RT	628823.89	782277.21	768.40
CR524	486+83.06	44.70' RT	628824.68	782282.58	768.22
CR525	486+88.49	47.61' RT	628824.18	782288.72	768.01
CR526	486+93.01	51.72' RT	628822.22	782294.50	767.81
CR527	486+96.41	56.82' RT	628818.90	782299.66	767.60
CR528	486+98.13	61.28' RT	628815.50	782303.02	767.44
CR529	486+98.92	65.40' RT	628812.05	782305.39	**
CR530	486+94.99	66.30' RT	628809.65	782302.14	**
CR531	486+93.79	62.50' RT	628812.66	782299.53	767.51
CR532	486+91.94	59.06' RT	628815.06	782296.46	767.68
CR533	486+89.22	54.98' RT	628817.72	782292.33	767.89
CR534	486+85.61	51.70' RT	628819.29	782287.71	768.09
CR535	486+81.26	49.37' RT	628819.68	782282.79	768.30
CR536	486+76.67	48.15' RT	628818.97	782278.09	768.48
CR537	486+72.09	46.20' RT	628818.93	782273.12	768.59
CR538	486+68.40	42.86' RT	628820.52	782268.40	768.71
CR539	486+66.01	38.49' RT	628823.56	782264.46	768.82
CR540	486+65.18	33.59' RT	628827.73	782261.74	768.95
CR541	486+65.18	28.59' RT	628832.31	782259.74	769.05
CR542	486+65.18	27.38' RT	628833.42	782259.26	769.14
CR543	486+65.18	25.38' RT	628835.25	782258.46	769.13

** MATCH EXISTING

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 50	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021011-CD.DWG
LAYOUT NAME - 021014-cd
PLOT DATE : 1/23/2024 4:16 PM PLOT BY : CARPENTER, ZACH PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



CR-6

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR601	487+73.31	35.22' RT	628869.42	782361.53	**
CR602	487+76.84	31.33' RT	628874.41	782363.21	766.89
CR603	487+78.23	32.76' RT	628873.64	782365.06	766.76
CR604	487+78.58	33.12' RT	628873.45	782365.52	767.77
CR605	487+83.77	25.96' RT	628882.09	782367.42	766.83
CR606	487+84.81	27.67' RT	628880.94	782369.06	766.79
CR607	487+85.07	28.10' RT	628880.65	782369.47	766.80
CR608	487+89.29	28.08' RT	628882.35	782373.32	766.87
CR609	487+89.00	23.27' RT	628886.65	782371.14	766.85
CR610	487+89.78	25.11' RT	628885.27	782372.59	766.81
CR611	487+94.29	28.06' RT	628884.37	782377.89	766.94
CR612	487+99.85	28.04' RT	628886.61	782382.99	767.01
CR613	487+97.04	20.82' RT	628892.11	782377.52	766.92
CR614	487+97.42	22.78' RT	628890.46	782378.66	766.79
CR615	488+01.12	20.24' RT	628894.27	782381.04	766.88
CR616	488+01.30	22.23' RT	628892.51	782382.00	766.78

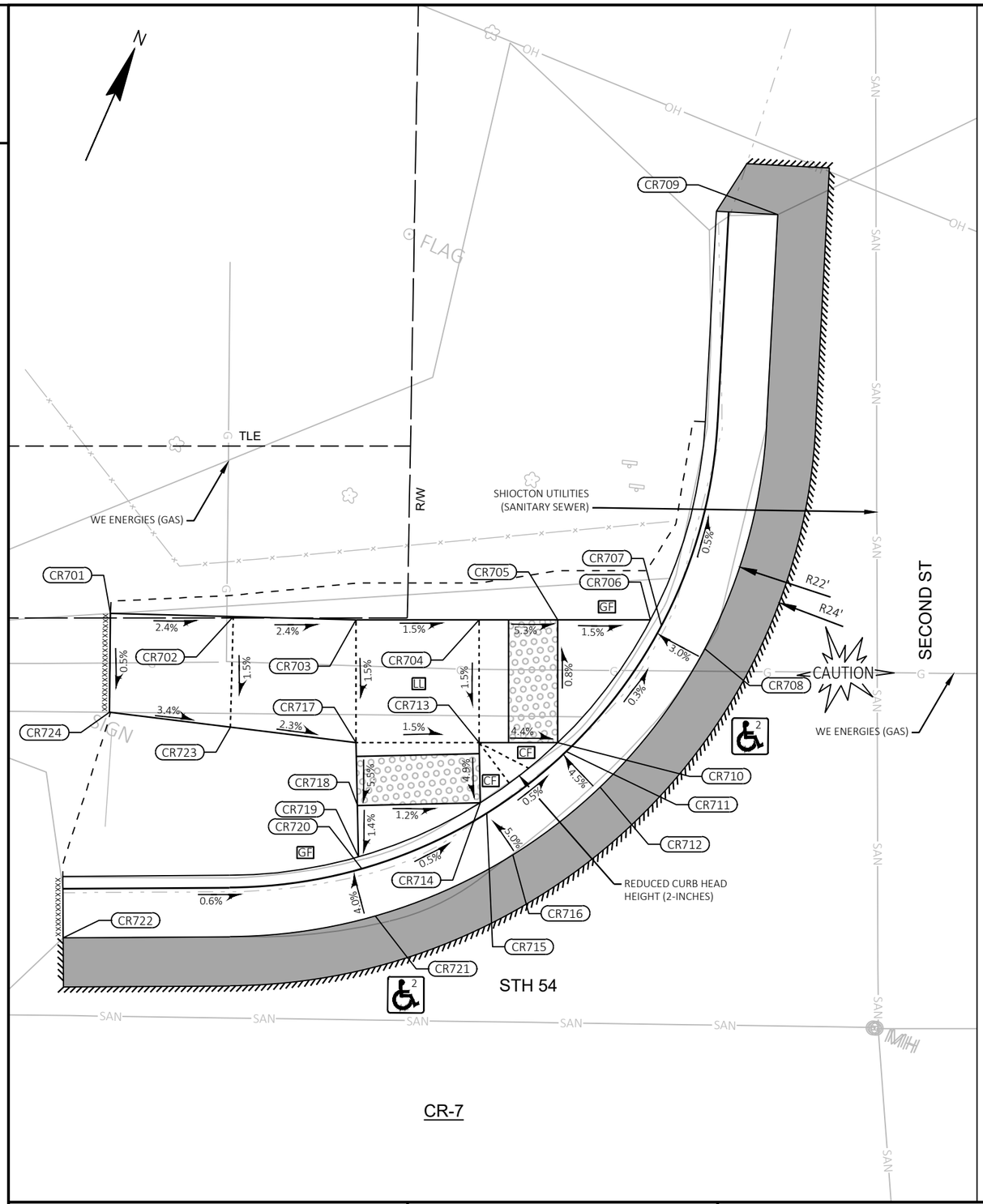
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR617	488+01.34	22.73' RT	628892.07	782382.24	766.79
CR618	488+06.59	20.10' RT	628896.58	782385.99	766.83
CR619	488+06.58	22.10' RT	628894.75	782386.78	766.75
CR620	488+06.58	22.60' RT	628894.29	782386.98	766.76
CR621	488+06.16	24.08' RT	628892.76	782387.19	766.77
CR622	488+05.05	28.02' RT	628888.71	782387.75	766.97
CR623	488+10.06	28.54' RT	628890.23	782392.54	767.19
CR624	488+11.59	20.12' RT	628898.56	782390.59	**
CR625	488+15.05	29.06' RT	628891.75	782397.33	**
CR626	488+15.07	32.94' RT	628888.20	782398.90	**
CR627	488+10.07	33.00' RT	628886.15	782394.34	767.26
CR628	488+05.07	33.02' RT	628884.13	782389.77	767.05
CR629	487+99.88	33.04' RT	628882.04	782385.01	767.09
CR630	487+94.31	33.06' RT	628879.79	782379.91	767.02
CR631	487+93.70	38.01' RT	628875.01	782381.34	767.04
CR632	487+91.90	42.66' RT	628870.03	782381.54	767.07

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR633	487+89.00	46.71' RT	628865.15	782380.50	767.09
CR634	487+85.18	49.93' RT	628860.68	782378.28	767.11
CR635	487+80.85	52.42' RT	628856.67	782375.31	767.13
CR636	487+77.96	55.13' RT	628853.03	782373.74	767.15
CR637	487+75.85	58.52' RT	628849.09	782373.16	**
CR638	487+72.22	56.89' RT	628849.13	782369.18	**
CR639	487+74.49	52.27' RT	628854.26	782369.41	767.08
CR640	487+77.96	48.35' RT	628859.25	782371.03	767.05
CR641	487+82.46	45.73' RT	628863.44	782374.11	767.03
CR642	487+85.32	43.32' RT	628866.80	782375.77	767.01
CR643	487+87.50	40.28' RT	628870.45	782376.55	766.99
CR644	487+88.85	36.79' RT	628874.19	782376.40	766.96
CR645	487+89.31	33.08' RT	628877.78	782375.34	766.94
CR646	488+00.24	26.66' RT	628888.03	782382.80	766.99

** MATCH EXISTING

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 51	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021011-CD.DWG
LAYOUT NAME - 021015-cd
PLOT DATE : 1/23/2024 4:16 PM
PLOT BY : CARPENTER, ZACH
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



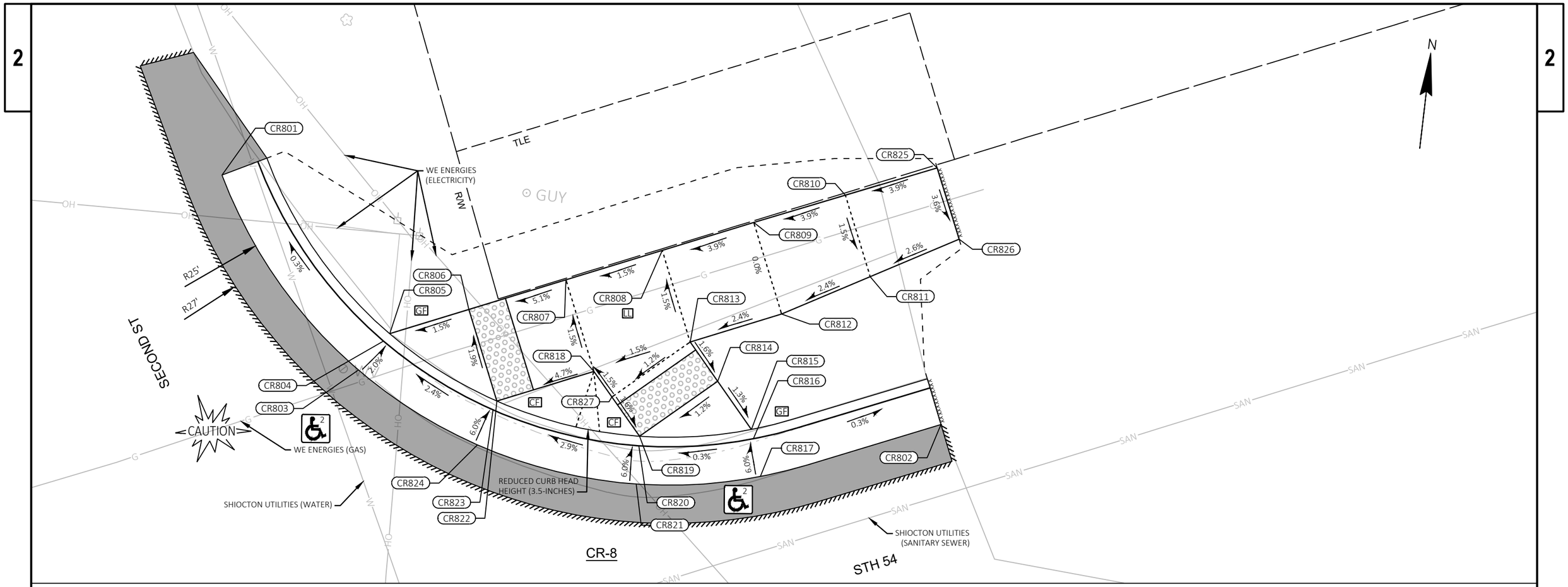
LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- HMA PAVEMENT (SEE CONSTRUCTION DETAIL CONCRETE CURB & GUTTER SPOT REPLACEMENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' UNLESS NOTED OTHERWISE) / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- CURB RAMP, TYPE X
- LL — LEVEL LANDING
- GF — GRASS FLARE, 6:1 NON-TRAVERSABLE
- CF — CONCRETE FLARE, 10:1 TRAVERSABLE

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR701	491+63.25	33.20' LT	629087.91	782691.67	**
CR702	491+68.25	33.06' LT	629089.78	782696.31	767.84
CR703	491+73.24	32.93' LT	629091.66	782700.94	767.72
CR704	491+78.25	32.93' LT	629093.66	782705.53	767.64
CR705	491+81.45	32.93' LT	629094.94	782708.47	767.47
CR706	491+85.23	32.93' LT	629096.44	782711.93	767.41
CR707	491+85.67	32.70' LT	629096.41	782712.43	767.40
CR708	491+87.44	31.76' LT	629096.26	782714.42	767.46
CR709	491+90.40	49.43' LT	629113.64	782710.08	**
CR710	491+81.45	27.93' LT	629090.35	782710.47	767.43
CR711	491+81.80	27.57' LT	629090.16	782710.93	767.42
CR712	491+83.18	26.12' LT	629089.38	782712.77	767.51

** MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR713	491+78.24	27.93' LT	629089.07	782707.53	767.57
CR714	491+78.30	25.48' LT	629086.85	782708.55	767.45
CR715	491+78.56	25.06' LT	629086.56	782708.96	767.44
CR716	491+79.62	23.36' LT	629085.43	782710.61	767.54
CR717	491+73.24	27.93' LT	629087.07	782702.94	767.65
CR718	491+73.30	25.38' LT	629084.75	782704.01	767.51
CR719	491+73.34	23.28' LT	629082.85	782704.89	767.48
CR720	491+73.48	22.80' LT	629082.47	782705.21	767.47
CR721	491+74.03	20.88' LT	629080.92	782706.48	767.55
CR722	491+61.33	19.99' LT	629075.04	782695.19	**
CR723	491+68.13	28.56' LT	629085.61	782698.00	767.77
CR724	491+63.21	29.17' LT	629084.20	782693.24	**



LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- HMA PAVEMENT (SEE CONSTRUCTION DETAIL CONCRETE CURB & GUTTER SPOT REPLACEMENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' UNLESS NOTED OTHERWISE) / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- CURB RAMP, TYPE X
- LL — LEVEL LANDING
- GF — GRASS FLARE, 6:1 NON-TRAVERSABLE
- CF — CONCRETE FLARE, 10:1 TRAVERSABLE

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR801	492+17.41	43.42' LT	629118.92	782737.24	**
CR802	492+49.56	19.97' LT	629110.26	782776.08	**
CR803	492+21.26	31.59' LT	629109.61	782745.50	767.45
CR804	492+22.95	32.66' LT	629111.27	782746.62	767.41
CR805	492+23.37	32.93' LT	629111.68	782746.90	767.42
CR806	492+27.70	32.93' LT	629113.41	782750.87	767.48
CR807	492+33.01	32.93' LT	629115.53	782755.74	767.75
CR808	492+38.28	32.93' LT	629117.63	782760.56	767.83
CR809	492+43.28	32.93' LT	629119.63	782765.14	768.03
CR810	492+48.28	32.90' LT	629121.60	782769.74	768.22
CR811	492+48.27	28.45' LT	629117.52	782771.52	768.15
CR812	492+43.27	27.93' LT	629115.05	782767.14	768.03
CR813	492+38.27	27.93' LT	629113.05	782762.55	767.91
CR814	492+39.05	25.55' LT	629111.17	782764.22	767.87

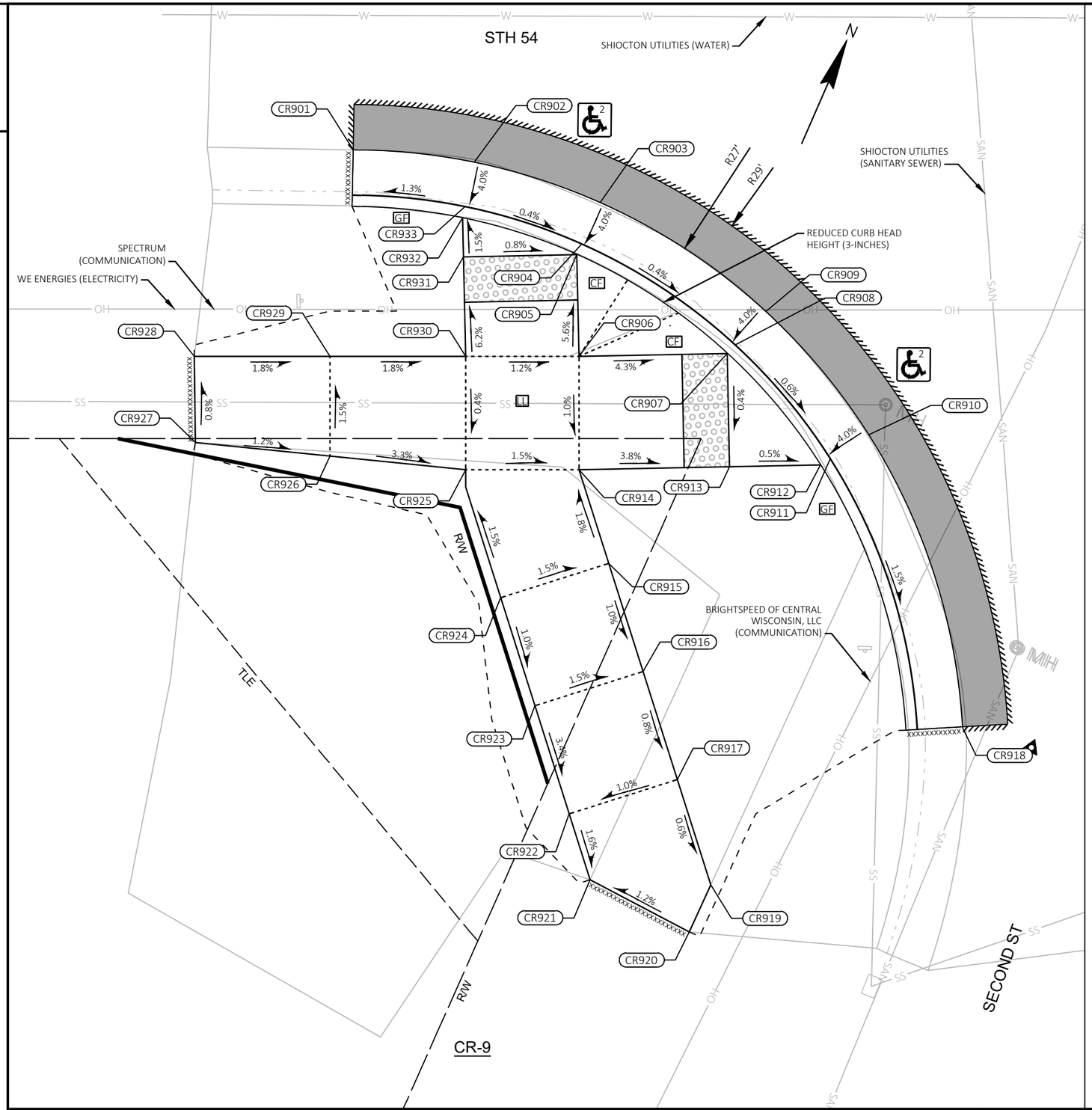
STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR815	492+40.01	22.62' LT	629108.88	782766.27	767.83
CR816	492+39.95	22.13' LT	629108.40	782766.42	767.82
CR817	492+39.75	20.15' LT	629106.51	782767.01	767.94
CR818	492+33.01	27.93' LT	629110.95	782757.73	767.83
CR819	492+34.30	23.99' LT	629107.85	782760.49	767.81
CR820	492+34.12	23.53' LT	629107.35	782760.51	767.80
CR821	492+33.40	21.66' LT	629105.35	782760.60	767.92
CR822	492+27.70	27.93' LT	629108.83	782752.86	767.58
CR823	492+27.37	27.55' LT	629108.35	782752.72	767.57
CR824	492+26.07	26.03' LT	629106.44	782752.13	767.69
CR825	492+53.28	32.87' LT	629123.57	782774.34	**
CR826	492+53.29	28.96' LT	629120.00	782775.91	**
CR827	492+33.52	26.38' LT	629109.73	782758.82	767.85

** MATCH EXISTING

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 53	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021011-CD.DWG
LAYOUT NAME - 021017-cd
PLOT DATE : 1/23/2024 4:16 PM
PLOT BY : CARPENTER, ZACH
PLOT NAME :
PLOT SCALE : ##########



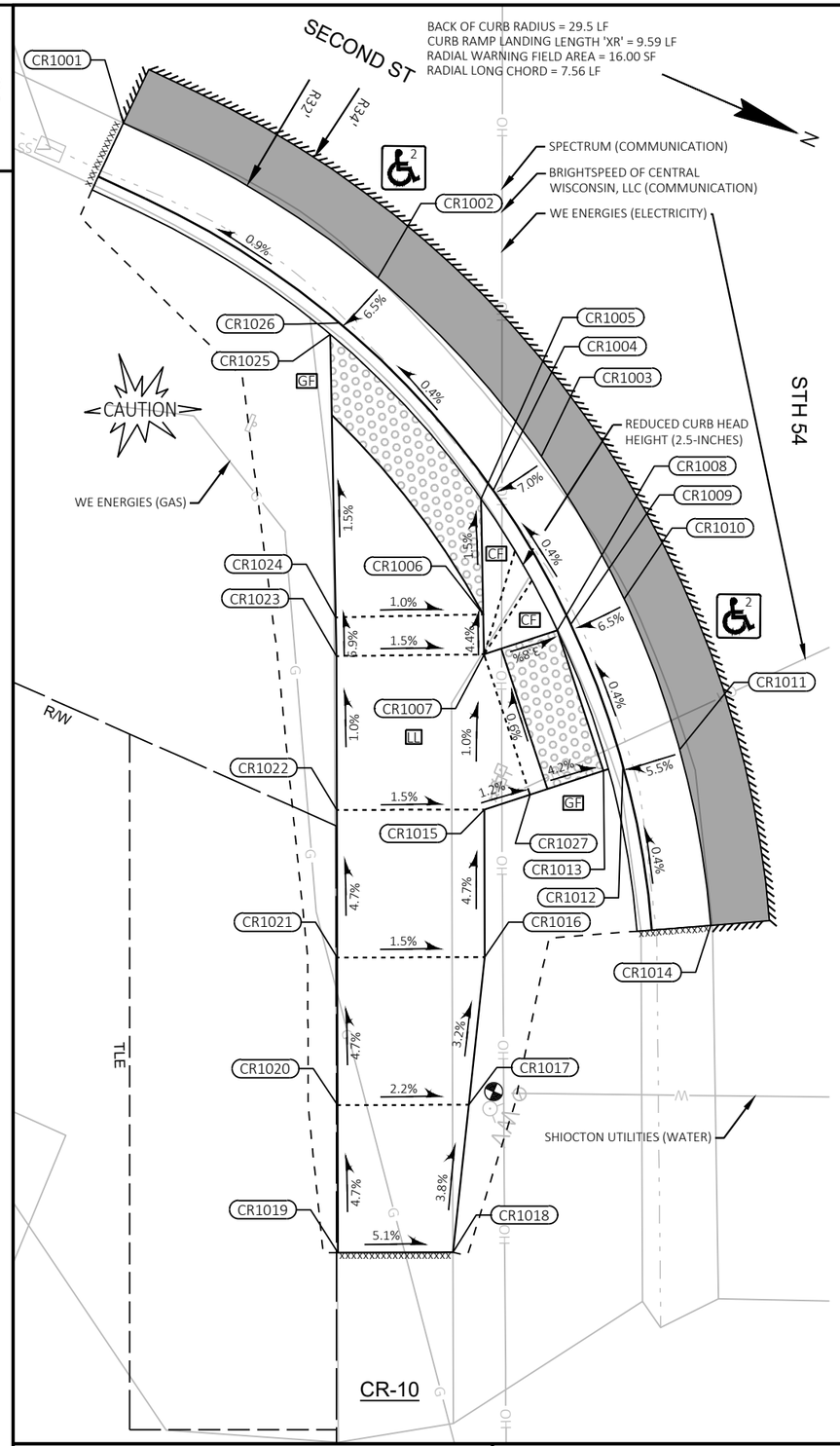
LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- HMA PAVEMENT (SEE CONSTRUCTION DETAIL CONCRETE CURB & GUTTER SPOT REPLACEMENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' UNLESS NOTED OTHERWISE) / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- CURB RAMP, TYPE X
- LL LEVEL LANDING
- GF GRASS FLARE, 6:1 NON-TRAVERSABLE
- CF CONCRETE FLARE, 10:1 TRAVERSABLE

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR901	491+69.50	20.26' RT	629041.40	782718.76	**
CR902	491+74.83	20.81' RT	629043.02	782723.87	767.86
CR903	491+80.38	22.59' RT	629043.61	782729.67	767.84
CR904	491+79.57	24.42' RT	629041.61	782729.65	767.76
CR905	491+79.37	24.88' RT	629041.11	782729.65	767.77
CR906	491+79.46	29.36' RT	629037.03	782731.53	768.02
CR907	491+86.01	29.24' RT	629039.76	782737.48	767.74
CR908	491+86.34	28.87' RT	629040.23	782737.64	767.73
CR909	491+87.70	27.40' RT	629042.12	782738.29	767.81
CR910	491+92.23	32.83' RT	629038.95	782744.62	767.77
CR911	491+90.54	33.90' RT	629037.30	782743.50	767.69
CR912	491+90.11	34.16' RT	629036.89	782743.21	767.70
CR913	491+86.10	34.24' RT	629035.22	782739.56	767.72
CR914	491+79.46	34.36' RT	629032.45	782733.53	767.97
CR915	491+80.77	38.50' RT	629029.18	782736.38	768.07
CR916	491+82.29	43.26' RT	629025.42	782739.67	768.02
CR917	491+83.80	48.03' RT	629021.65	782742.96	767.98
CR918	491+96.37	45.71' RT	629028.80	782753.55	**
CR919	491+85.27	52.68' RT	629017.98	782746.17	767.95
CR920	491+84.32	54.74' RT	629015.71	782746.12	**
CR921	491+79.95	52.45' RT	629016.07	782741.20	**
CR922	491+79.03	49.54' RT	629018.36	782739.19	767.93
CR923	491+77.52	44.78' RT	629022.13	782735.90	768.10
CR924	491+76.01	40.01' RT	629025.89	782732.61	768.15
CR925	491+74.46	34.36' RT	629030.45	782728.94	768.06
CR926	491+68.47	33.77' RT	629028.61	782723.21	768.26
CR927	491+62.54	33.17' RT	629026.78	782717.54	**
CR928	491+62.49	29.37' RT	629030.25	782715.97	**
CR929	491+68.47	29.36' RT	629032.64	782721.46	768.19
CR930	491+74.46	29.36' RT	629035.03	782726.94	768.08
CR931	491+74.37	24.98' RT	629039.01	782725.11	767.81
CR932	491+74.33	23.26' RT	629040.58	782724.39	767.79
CR933	491+74.43	22.77' RT	629041.07	782724.28	767.78

** MATCH EXISTING

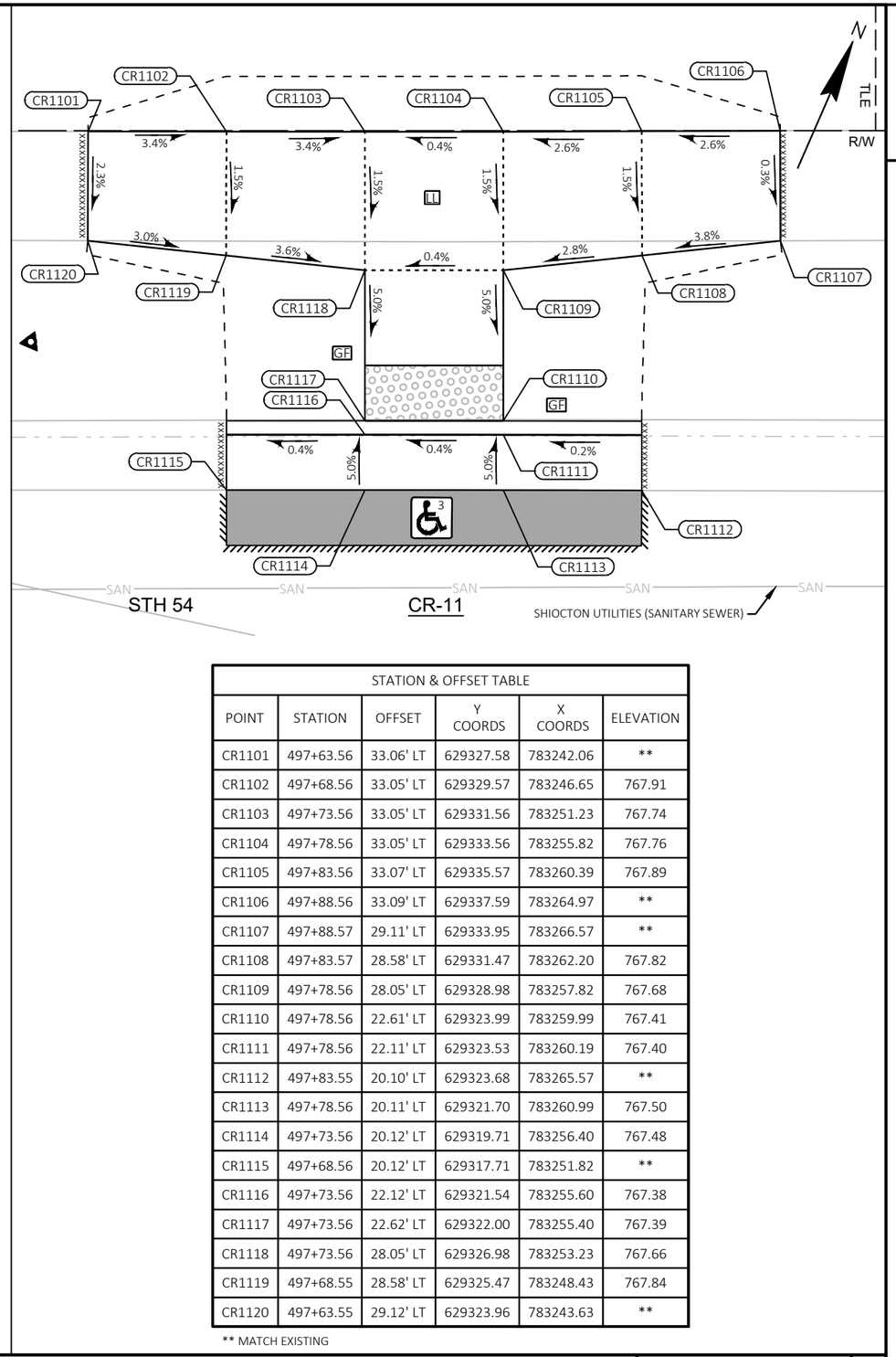


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1001	492+33.28	40.19' RT	629048.60	782785.19	**
CR1002	492+38.53	31.57' RT	629058.60	782786.56	767.59
CR1003	492+44.57	26.03' RT	629066.10	782789.88	767.63
CR1004	492+45.72	27.66' RT	629065.06	782791.59	767.49
CR1005	492+46.01	28.07' RT	629064.80	782792.02	767.50
CR1006	492+49.93	28.00' RT	629066.43	782795.58	767.56
CR1007	492+51.28	27.97' RT	629067.00	782796.81	767.62
CR1008	492+50.47	25.49' RT	629068.95	782795.07	767.52
CR1009	492+50.26	25.03' RT	629069.28	782794.70	767.51
CR1010	492+49.41	23.22' RT	629070.60	782793.20	767.64
CR1011	492+54.50	21.34' RT	629074.36	782797.11	767.64
CR1012	492+55.03	23.27' RT	629072.80	782798.37	767.53
CR1013	492+55.22	23.93' RT	629072.27	782798.81	767.54
CR1014	492+60.46	20.29' RT	629077.70	782802.16	**
CR1015	492+56.54	27.96' RT	629069.11	782801.62	767.67
CR1016	492+61.54	27.95' RT	629071.12	782806.20	767.91
CR1017	492+66.54	28.49' RT	629072.62	782811.00	768.07
CR1018	492+71.54	29.03' RT	629074.12	782815.81	**
CR1019	492+71.55	32.93' RT	629070.55	782817.37	**
CR1020	492+66.55	32.94' RT	629068.54	782812.79	768.22
CR1021	492+61.55	32.95' RT	629066.54	782808.21	767.99
CR1022	492+56.55	32.96' RT	629064.53	782803.63	767.75
CR1023	492+51.33	32.97' RT	629062.44	782798.86	767.70
CR1024	492+50.02	33.00' RT	629061.89	782797.67	767.61
CR1025	492+40.44	33.18' RT	629057.89	782788.95	767.47
CR1026	492+40.06	32.86' RT	629058.03	782788.47	767.46
CR1027	492+56.03	26.42' RT	629070.32	782800.55	767.65

** MATCH EXISTING

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- HMA PAVEMENT (SEE CONSTRUCTION DETAIL CONCRETE CURB & GUTTER SPOT REPLACEMENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' UNLESS NOTED OTHERWISE) / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- CURB RAMP, TYPE X
- LL LEVEL LANDING
- GF GRASS FLARE, 6:1 NON-TRAVERSABLE
- CF CONCRETE FLARE, 10:1 TRAVERSABLE

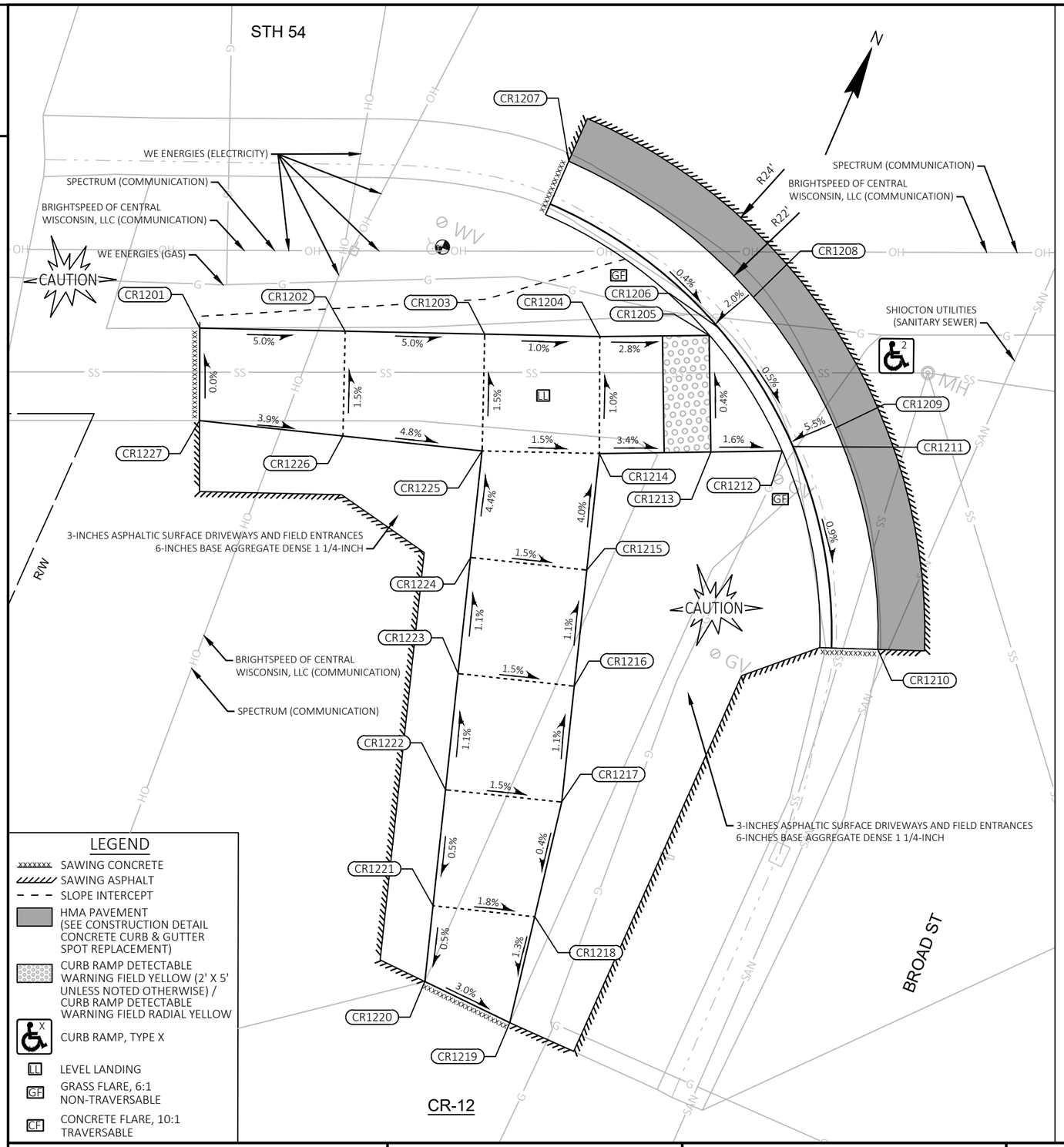


STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1101	497+63.56	33.06' LT	629327.58	783242.06	**
CR1102	497+68.56	33.05' LT	629329.57	783246.65	767.91
CR1103	497+73.56	33.05' LT	629331.56	783251.23	767.74
CR1104	497+78.56	33.05' LT	629333.56	783255.82	767.76
CR1105	497+83.56	33.07' LT	629335.57	783260.39	767.89
CR1106	497+88.56	33.09' LT	629337.59	783264.97	**
CR1107	497+88.57	29.11' LT	629333.95	783266.57	**
CR1108	497+83.57	28.58' LT	629331.47	783262.20	767.82
CR1109	497+78.56	28.05' LT	629328.98	783257.82	767.68
CR1110	497+78.56	22.61' LT	629323.99	783259.99	767.41
CR1111	497+78.56	22.11' LT	629323.53	783260.19	767.40
CR1112	497+83.55	20.10' LT	629323.68	783265.57	**
CR1113	497+78.56	20.11' LT	629321.70	783260.99	767.50
CR1114	497+73.56	20.12' LT	629319.71	783256.40	767.48
CR1115	497+68.56	20.12' LT	629317.71	783251.82	**
CR1116	497+73.56	22.12' LT	629321.54	783255.60	767.38
CR1117	497+73.56	22.62' LT	629322.00	783255.40	767.39
CR1118	497+73.56	28.05' LT	629326.98	783253.23	767.66
CR1119	497+68.55	28.58' LT	629325.47	783248.43	767.84
CR1120	497+63.55	29.12' LT	629323.96	783243.63	**

** MATCH EXISTING

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 55	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021011-CD.DWG
LAYOUT NAME - 021019-cd
PLOT DATE : 1/23/2024 4:17 PM
PLOT BY : CARPENTER, ZACH
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



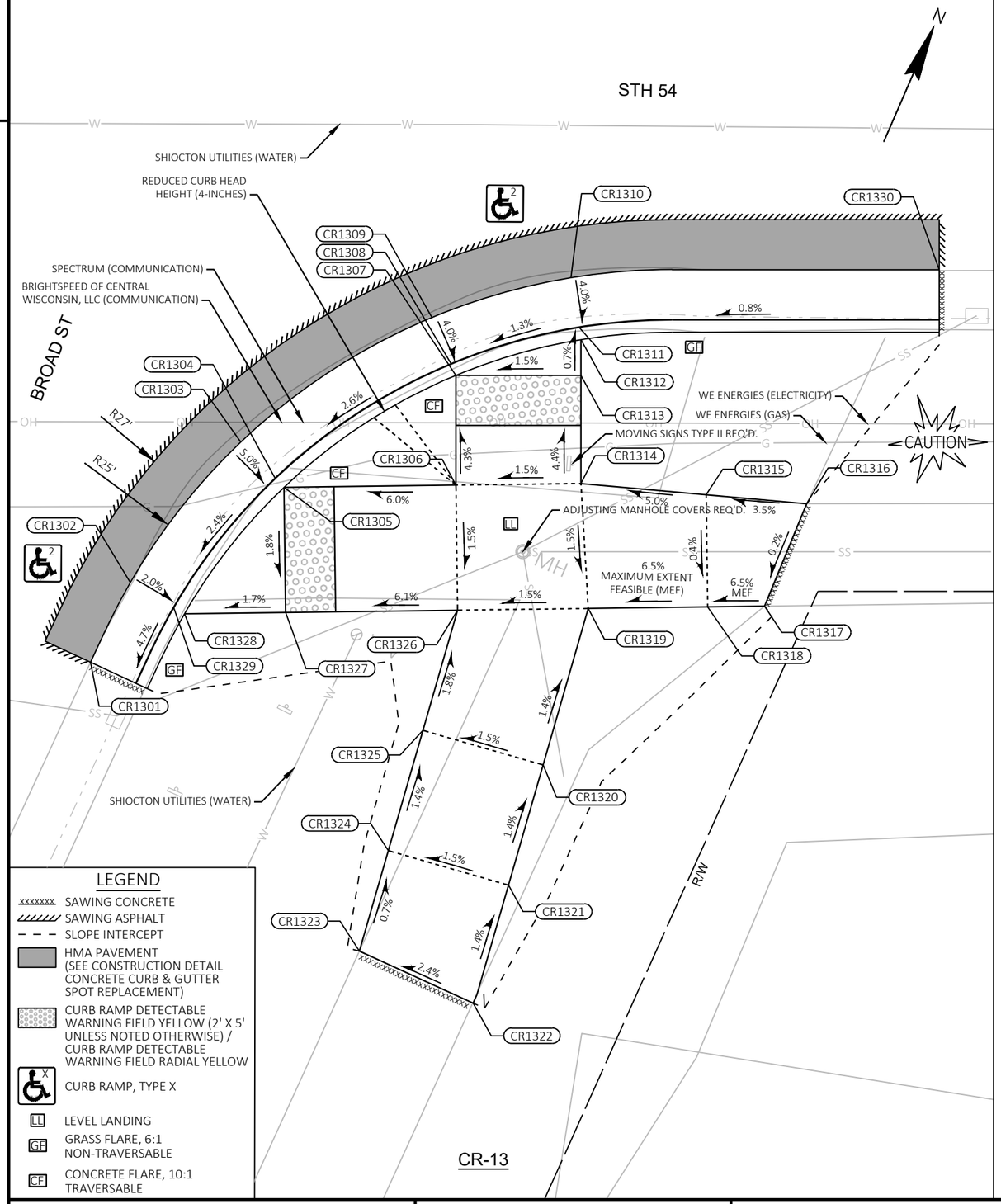
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1201	496+82.89	29.26' RT	629238.23	783193.01	**
CR1202	496+89.12	29.39' RT	629240.59	783198.77	767.52
CR1203	496+95.09	29.52' RT	629242.86	783204.30	767.22
CR1204	497+00.02	29.63' RT	629244.73	783208.86	767.17
CR1205	497+04.71	29.57' RT	629246.65	783213.13	767.04
CR1206	497+05.08	29.24' RT	629247.10	783213.35	767.03
CR1207	496+98.69	22.12' RT	629251.08	783204.64	**
CR1208	497+06.60	27.94' RT	629248.91	783214.21	767.07
CR1209	497+10.11	33.53' RT	629245.18	783219.67	767.11
CR1210	497+11.93	43.02' RT	629237.20	783225.12	**
CR1211	497+08.27	34.34' RT	629243.71	783218.30	767.00
CR1212	497+07.82	34.53' RT	629243.35	783217.97	767.01
CR1213	497+04.77	34.57' RT	629242.10	783215.19	767.06
CR1214	497+00.00	34.64' RT	629240.13	783210.84	767.22
CR1215	496+99.46	39.62' RT	629235.34	783212.34	767.44
CR1216	496+98.93	44.59' RT	629230.57	783213.83	767.50
CR1217	496+98.39	49.56' RT	629225.80	783215.33	767.55
CR1218	496+97.24	54.47' RT	629220.84	783216.23	767.53
CR1219	496+96.17	59.01' RT	629216.26	783217.06	**
CR1220	496+92.54	57.21' RT	629216.45	783213.01	**
CR1221	496+92.88	54.00' RT	629219.54	783212.05	767.61
CR1222	496+93.42	49.03' RT	629224.31	783210.55	767.63
CR1223	496+93.96	44.06' RT	629229.08	783209.06	767.58
CR1224	496+94.49	39.09' RT	629233.85	783207.57	767.52
CR1225	496+94.98	34.52' RT	629238.23	783206.20	767.30
CR1226	496+89.02	33.88' RT	629236.44	783200.48	767.59
CR1227	496+82.89	33.22' RT	629234.59	783194.59	**

** MATCH EXISTING

2

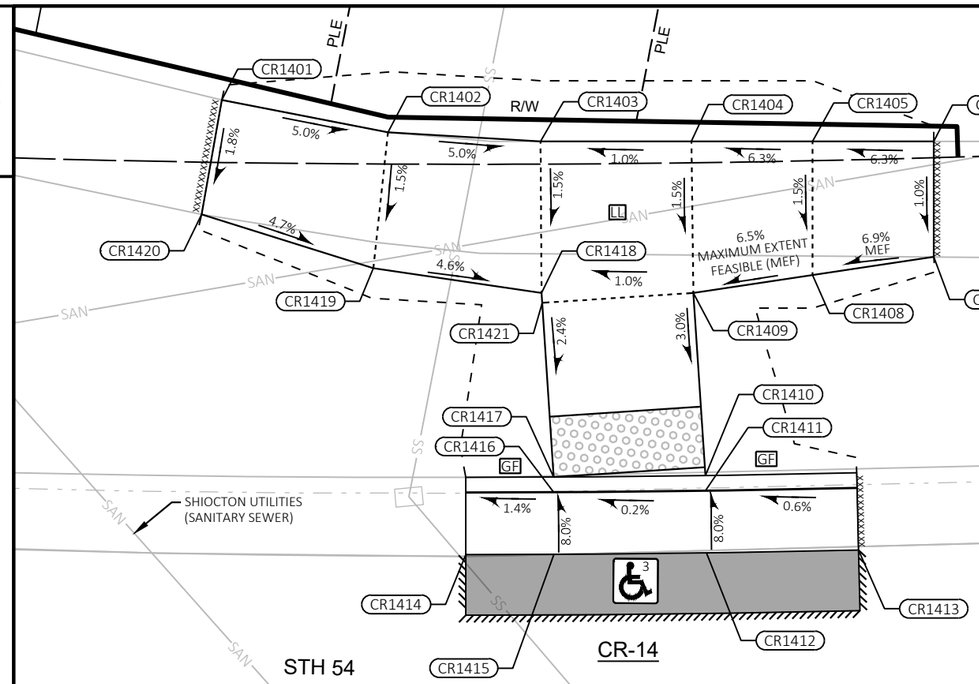
PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 56	E

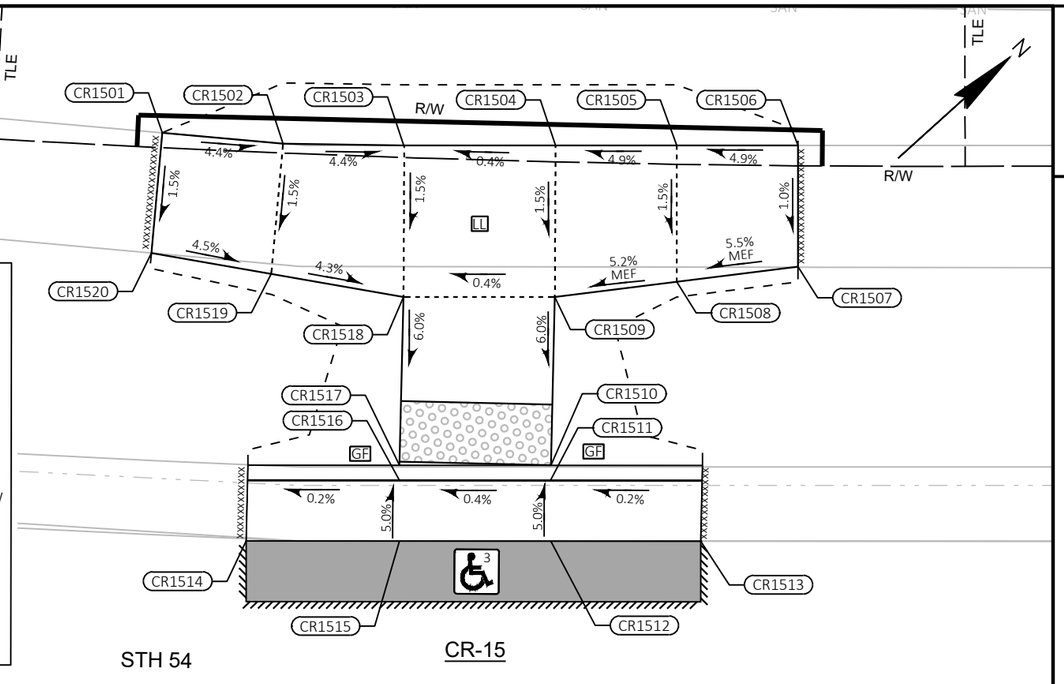
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LAYOUT NAME - 021020-cd
PLOT DATE : 1/23/2024 4:17 PM
PLOT BY : CARPENTER, ZACH
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1301	497+58.95	35.74' RT	629262.66	783265.33	**
CR1302	497+60.54	32.56' RT	629266.22	783265.51	766.92
CR1303	497+64.96	26.94' RT	629273.13	783267.31	767.14
CR1304	497+66.34	28.39' RT	629272.35	783269.16	767.04
CR1305	497+66.68	28.75' RT	629272.16	783269.62	767.05
CR1306	497+73.56	28.66' RT	629274.99	783275.89	767.46
CR1307	497+73.56	24.27' RT	629279.01	783274.13	767.27
CR1308	497+73.37	23.81' RT	629279.36	783273.77	767.26
CR1309	497+72.60	21.96' RT	629280.75	783272.33	767.34
CR1310	497+78.15	20.38' RT	629284.42	783276.79	767.41
CR1311	497+78.48	22.35' RT	629282.74	783277.88	767.33
CR1312	497+78.56	22.84' RT	629282.32	783278.15	767.34
CR1313	497+78.56	24.27' RT	629281.01	783278.72	767.35
CR1314	497+78.56	28.60' RT	629277.05	783280.44	767.54
CR1315	497+83.57	29.05' RT	629278.64	783285.21	767.79
CR1316	497+87.58	29.40' RT	629279.91	783289.04	**
CR1317	497+85.90	33.50' RT	629275.48	783289.13	**
CR1318	497+83.62	33.53' RT	629274.55	783287.06	767.77
CR1319	497+78.85	33.59' RT	629272.58	783282.71	767.46
CR1320	497+77.05	39.85' RT	629266.13	783283.55	767.55
CR1321	497+75.66	44.66' RT	629261.17	783284.20	767.62
CR1322	497+74.25	49.37' RT	629256.28	783284.79	**
CR1323	497+69.70	47.29' RT	629256.37	783279.79	**
CR1324	497+70.86	43.27' RT	629260.52	783279.25	767.54
CR1325	497+72.24	38.47' RT	629265.47	783278.60	767.47
CR1326	497+73.62	33.66' RT	629270.43	783277.95	767.38
CR1327	497+66.75	33.75' RT	629267.60	783271.68	766.96
CR1328	497+62.71	33.81' RT	629265.94	783267.99	766.89
CR1329	497+62.27	33.56' RT	629265.99	783267.50	766.88
CR1330	497+92.88	20.05' RT	629290.60	783290.16	**

** MATCH EXISTING





LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- HMA PAVEMENT (SEE CONSTRUCTION DETAIL CONCRETE CURB & GUTTER SPOT REPLACEMENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' UNLESS NOTED OTHERWISE) / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- CURB RAMP, TYPE X
- LL LEVEL LANDING
- GF GRASS FLARE, 6:1 NON-TRAVERSABLE
- CF CONCRETE FLARE, 10:1 TRAVERSABLE

STATION & OFFSET TABLE

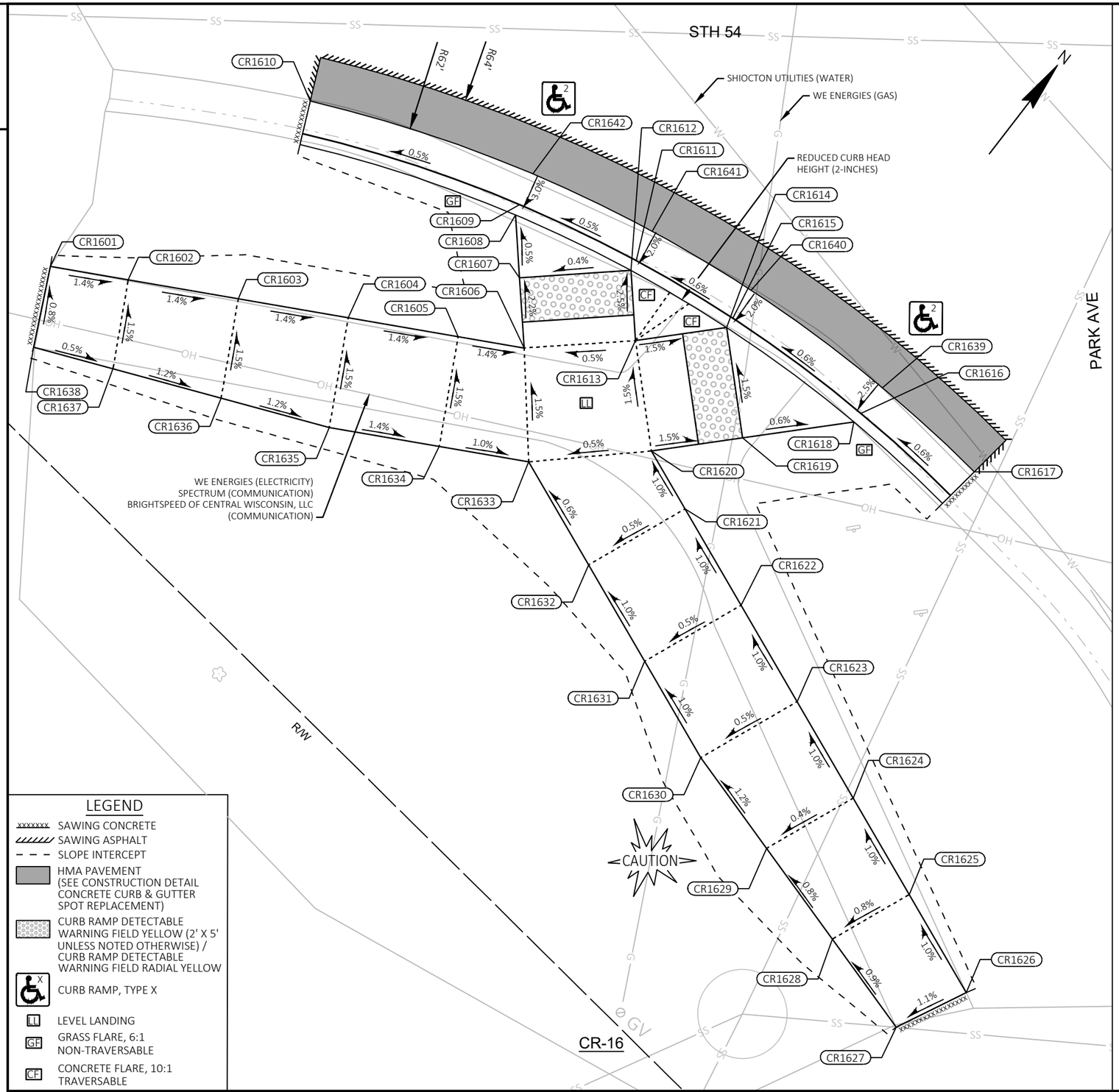
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1401	507+31.20	35.14' LT	629725.22	784114.39	**
CR1402	507+37.04	34.13' LT	629727.71	784119.39	767.29
CR1403	507+42.39	33.83' LT	629730.53	784123.57	767.04
CR1404	507+47.68	33.78' LT	629733.56	784127.52	767.09
CR1405	507+51.92	33.71' LT	629735.99	784130.69	767.34
CR1406	507+56.17	33.61' LT	629738.43	784133.87	**
CR1407	507+56.06	29.80' LT	629735.40	784136.19	**
CR1408	507+51.82	29.30' LT	629732.49	784133.37	767.27
CR1409	507+47.67	28.78' LT	629729.63	784130.61	767.01
CR1410	507+47.99	22.75' LT	629725.09	784134.59	766.83
CR1411	507+47.99	22.25' LT	629724.70	784134.90	766.82
CR1412	507+47.99	20.20' LT	629723.09	784136.17	766.98
CR1413	507+53.19	20.20' LT	629726.22	784140.09	**
CR1414	507+39.76	20.20' LT	629718.21	784129.90	**
CR1415	507+42.78	20.20' LT	629719.99	784132.21	766.97
CR1416	507+42.78	22.25' LT	629721.61	784130.95	766.81
CR1417	507+42.78	22.75' LT	629722.00	784130.64	766.82
CR1418	507+42.40	28.83' LT	629726.58	784126.63	766.96
CR1419	507+36.55	29.64' LT	629723.86	784121.73	767.22
CR1420	507+30.54	31.36' LT	629721.82	784116.15	**
CR1421	507+42.42	28.50' LT	629726.34	784126.85	766.96

** MATCH EXISTING

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1501	508+16.86	33.55' LT	629776.70	784176.26	**
CR1502	508+21.10	33.37' LT	629779.42	784179.20	767.68
CR1503	508+25.33	33.46' LT	629782.34	784181.91	767.51
CR1504	508+30.65	33.60' LT	629786.05	784185.27	767.53
CR1505	508+34.90	33.68' LT	629789.02	784187.95	767.73
CR1506	508+39.15	33.73' LT	629791.99	784190.63	**
CR1507	508+39.18	29.73' LT	629789.31	784193.60	**
CR1508	508+34.97	29.18' LT	629786.00	784191.29	767.66
CR1509	508+30.75	28.60' LT	629782.68	784188.97	767.45
CR1510	508+30.75	23.05' LT	629778.87	784192.99	767.12
CR1511	508+30.75	22.55' LT	629778.52	784193.36	767.11
CR1512	508+30.81	20.55' LT	629777.19	784194.85	767.21
CR1513	508+35.94	20.64' LT	629780.86	784198.16	**
CR1514	508+20.39	20.23' LT	629769.73	784188.10	**
CR1515	508+25.63	20.41' LT	629773.49	784191.50	767.19
CR1516	508+25.57	22.41' LT	629774.83	784190.01	767.09
CR1517	508+25.55	22.91' LT	629775.16	784189.64	767.10
CR1518	508+25.50	28.46' LT	629778.98	784185.62	767.43
CR1519	508+20.88	29.06' LT	629776.25	784182.13	767.62
CR1520	508+16.68	29.57' LT	629773.78	784178.96	**

** MATCH EXISTING



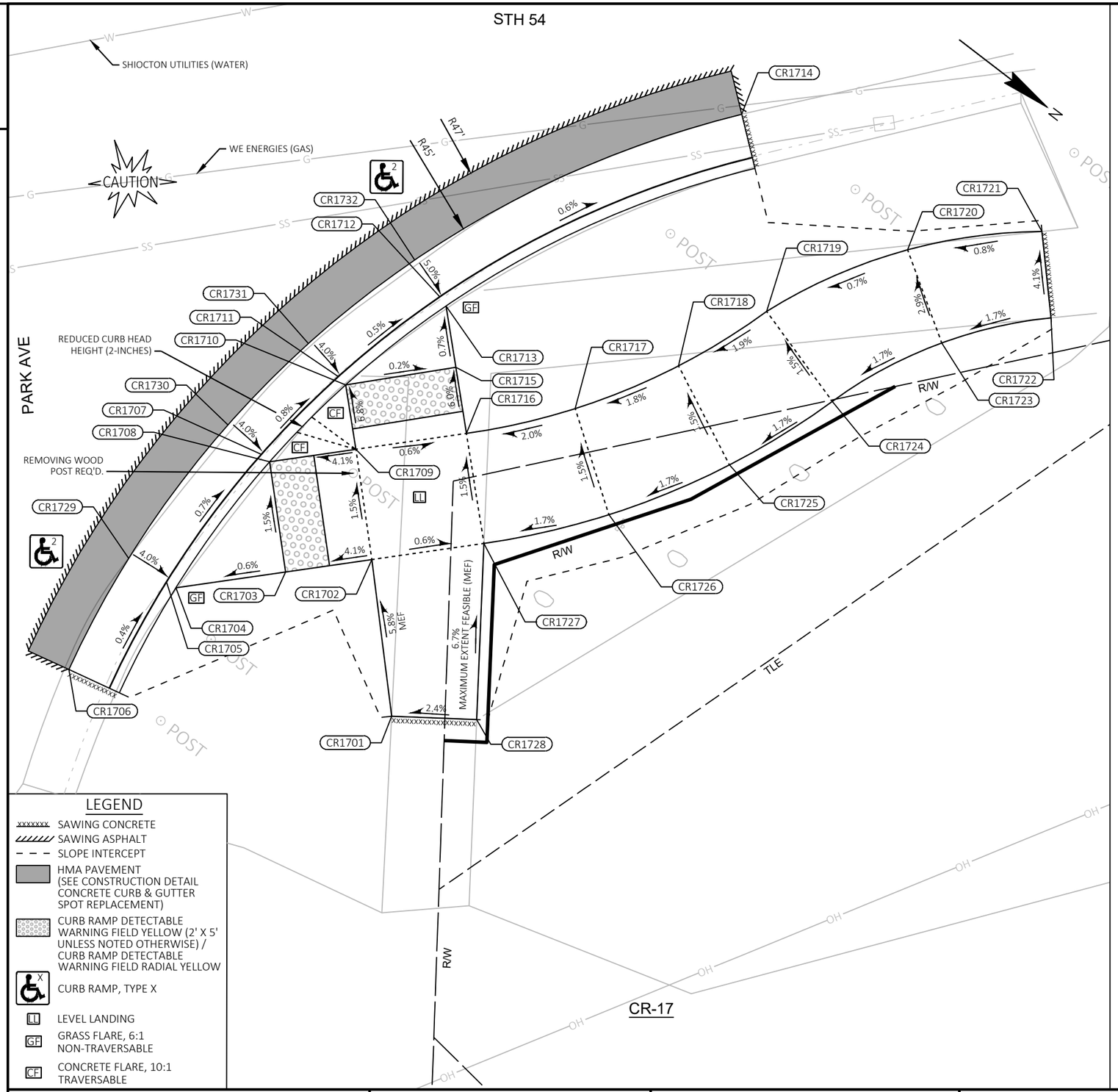
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1601	507+26.08	33.11' RT	629667.24	784150.75	**
CR1602	507+29.40	33.64' RT	629668.89	784153.89	767.52
CR1603	507+34.06	34.42' RT	629671.21	784158.32	767.45
CR1604	507+38.71	35.24' RT	629673.53	784162.75	767.38
CR1605	507+43.35	36.10' RT	629675.86	784167.18	767.31
CR1606	507+46.13	36.64' RT	629677.25	784169.83	767.27
CR1607	507+45.96	33.49' RT	629679.63	784167.75	767.20
CR1608	507+45.82	30.67' RT	629681.75	784165.89	767.19
CR1609	507+46.01	30.21' RT	629682.24	784165.77	767.18
CR1610	507+37.07	25.53' RT	629680.21	784155.49	**
CR1611	507+50.92	32.80' RT	629683.42	784171.44	767.21
CR1612	507+50.68	33.24' RT	629682.92	784171.51	767.22
CR1613	507+50.82	36.39' RT	629680.55	784173.59	767.30
CR1614	507+54.68	35.89' RT	629683.50	784176.48	767.24
CR1615	507+54.95	35.48' RT	629684.00	784176.44	767.23
CR1616	507+60.21	39.93' RT	629684.11	784183.60	767.28
CR1617	507+64.84	42.75' RT	629685.11	784189.22	**
CR1618	507+59.90	40.30' RT	629683.61	784183.58	767.29
CR1619	507+55.22	40.86' RT	629680.00	784180.05	767.32
CR1620	507+51.40	41.35' RT	629677.05	784177.17	767.38
CR1621	507+52.75	43.98' RT	629675.91	784179.94	767.41
CR1622	507+54.97	48.36' RT	629674.01	784184.57	767.46
CR1623	507+57.17	52.75' RT	629672.10	784189.19	767.50
CR1624	507+59.33	57.16' RT	629670.20	784193.81	767.55
CR1625	507+61.46	61.57' RT	629668.30	784198.44	767.60
CR1626	507+63.61	66.07' RT	629666.36	784203.15	**
CR1627	507+60.74	67.49' RT	629663.22	784201.59	**
CR1628	507+58.29	63.45' RT	629664.61	784196.92	767.57
CR1629	507+55.74	59.29' RT	629666.04	784192.10	767.53
CR1630	507+53.15	55.15' RT	629667.48	784187.29	767.47
CR1631	507+50.94	50.77' RT	629669.38	784182.66	767.43
CR1632	507+48.69	46.40' RT	629671.29	784178.04	767.38
CR1633	507+46.26	41.75' RT	629673.32	784173.10	767.35
CR1634	507+42.53	41.03' RT	629671.43	784169.50	767.39
CR1635	507+37.93	40.17' RT	629669.11	784165.07	767.46
CR1636	507+33.38	38.89' RT	629667.20	784160.42	767.52
CR1637	507+28.82	37.65' RT	629665.30	784155.78	767.58
CR1638	507+25.46	36.76' RT	629663.90	784152.36	**
CR1639	507+61.15	38.81' RT	629685.60	784183.66	767.33
CR1640	507+55.75	34.25' RT	629685.49	784176.33	767.27
CR1641	507+51.62	31.50' RT	629684.90	784171.20	767.25
CR1642	507+46.58	28.83' RT	629683.69	784165.39	767.24

** MATCH EXISTING

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 59	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021011-CD.DWG
LAYOUT NAME - 021023-cd
PLOT DATE : 1/23/2024 4:17 PM
PLOT BY : CARPENTER, ZACH
PLOT NAME :
PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

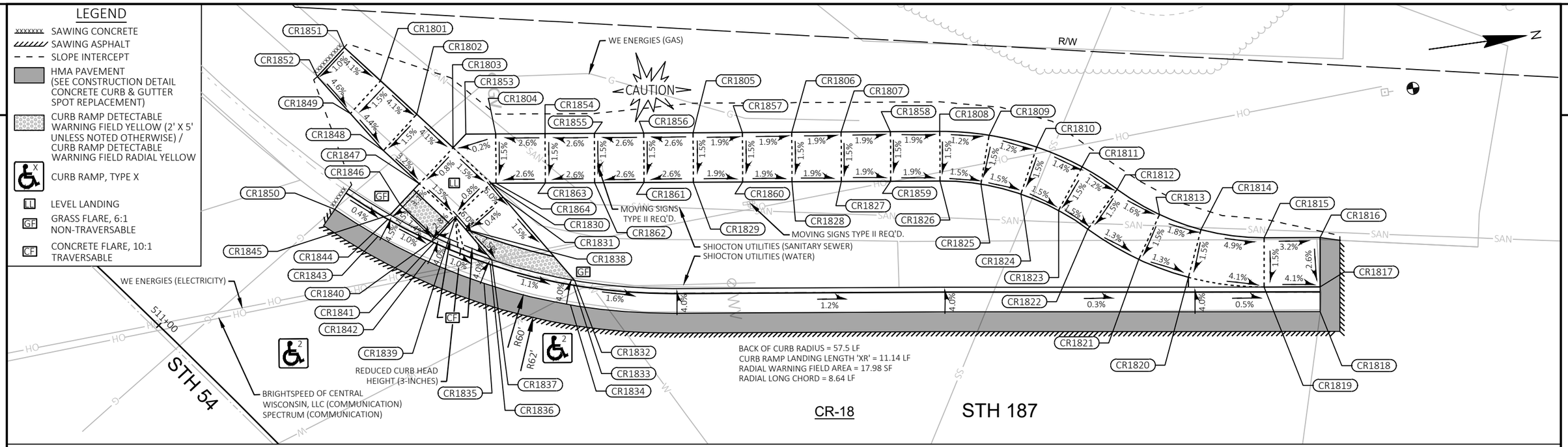


LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- HMA PAVEMENT (SEE CONSTRUCTION DETAIL CONCRETE CURB & GUTTER SPOT REPLACEMENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' UNLESS NOTED OTHERWISE) / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- CURB RAMP, TYPE X
- LL LEVEL LANDING
- GF GRASS FLARE, 6:1 NON-TRAVERSABLE
- CF CONCRETE FLARE, 10:1 TRAVERSABLE

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1701	508+25.81	43.83' RT	629729.03	784237.87	**
CR1702	508+25.97	36.74' RT	629734.07	784232.88	767.50
CR1703	508+22.29	36.73' RT	629731.26	784230.15	767.34
CR1704	508+17.61	36.74' RT	629727.71	784226.67	767.31
CR1705	508+17.25	36.42' RT	629727.66	784226.17	767.30
CR1706	508+12.69	39.75' RT	629721.87	784225.08	**
CR1707	508+21.99	31.34' RT	629734.79	784226.07	767.25
CR1708	508+22.29	31.73' RT	629734.76	784226.57	767.26
CR1709	508+26.00	31.74' RT	629737.56	784229.31	767.42
CR1710	508+25.98	28.81' RT	629739.57	784227.18	767.22
CR1711	508+25.72	28.40' RT	629739.66	784226.69	767.21
CR1712	508+30.55	25.56' RT	629745.28	784228.13	767.18
CR1713	508+30.75	26.01' RT	629745.13	784228.61	767.19
CR1714	508+44.75	19.77' RT	629760.04	784233.91	**
CR1715	508+30.75	28.79' RT	629743.21	784230.63	767.21
CR1716	508+30.75	31.80' RT	629741.14	784232.81	767.39
CR1717	508+35.49	31.49' RT	629745.00	784236.01	767.49
CR1718	508+40.14	30.39' RT	629749.34	784238.53	767.58
CR1719	508+44.26	28.69' RT	629753.69	784240.19	767.67
CR1720	508+50.69	27.15' RT	629759.74	784243.53	767.72
CR1721	508+56.49	27.53' RT	629764.06	784247.82	**
CR1722	508+56.12	31.41' RT	629761.23	784250.50	**
CR1723	508+51.35	31.54' RT	629757.35	784247.28	767.85
CR1724	508+46.31	33.20' RT	629752.28	784244.98	767.75
CR1725	508+41.54	35.17' RT	629747.21	784243.05	767.66
CR1726	508+36.15	36.44' RT	629742.14	784240.11	767.57
CR1727	508+30.75	36.80' RT	629737.70	784236.44	767.47
CR1728	508+29.30	44.56' RT	629731.23	784240.99	**
CR1729	508+15.80	35.15' RT	629727.46	784224.18	767.38
CR1730	508+20.76	29.82' RT	629734.93	784224.08	767.33
CR1731	508+24.67	26.73' RT	629740.03	784224.72	767.29
CR1732	508+29.73	23.75' RT	629745.91	784226.23	767.28

** MATCH EXISTING



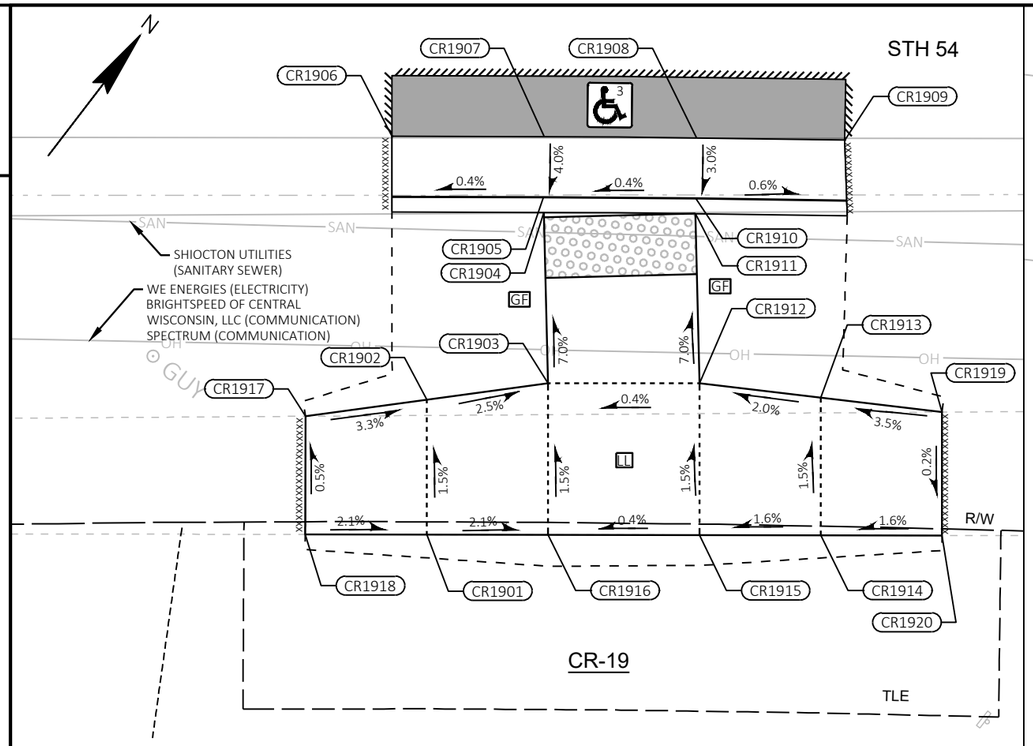
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1801	510+98.92	33.41' LT	629981.10	784375.84	768.44
CR1802	511+03.72	33.55' LT	629984.28	784379.70	768.23
CR1803	511+08.52	33.72' LT	629987.45	784383.57	768.03
CR1804	511+10.52	37.76' LT	629991.92	784382.79	768.04
CR1805	511+23.78	52.06' LT	630011.74	784385.46	768.57
CR1806	511+30.25	59.29' LT	630021.65	784386.80	768.38
CR1807	511+33.45	62.93' LT	630026.60	784387.47	768.28
CR1808	511+39.76	70.24' LT	630036.51	784388.81	768.09
CR1809	511+43.15	73.62' LT	630041.39	784389.89	768.03
CR1810	511+46.98	76.36' LT	630046.02	784391.76	767.97
CR1811	511+51.15	78.39' LT	630050.28	784394.38	767.90
CR1812	511+54.88	79.51' LT	630053.50	784397.12	767.85
CR1813	511+59.22	81.00' LT	630057.40	784400.24	767.77
CR1814	511+62.79	83.13' LT	630061.34	784402.32	767.69
CR1815	511+67.18	87.40' LT	630067.56	784404.03	767.37
CR1816	511+70.54	91.67' LT	630073.18	784404.81	**
CR1817	511+73.95	88.41' LT	630072.49	784409.76	**

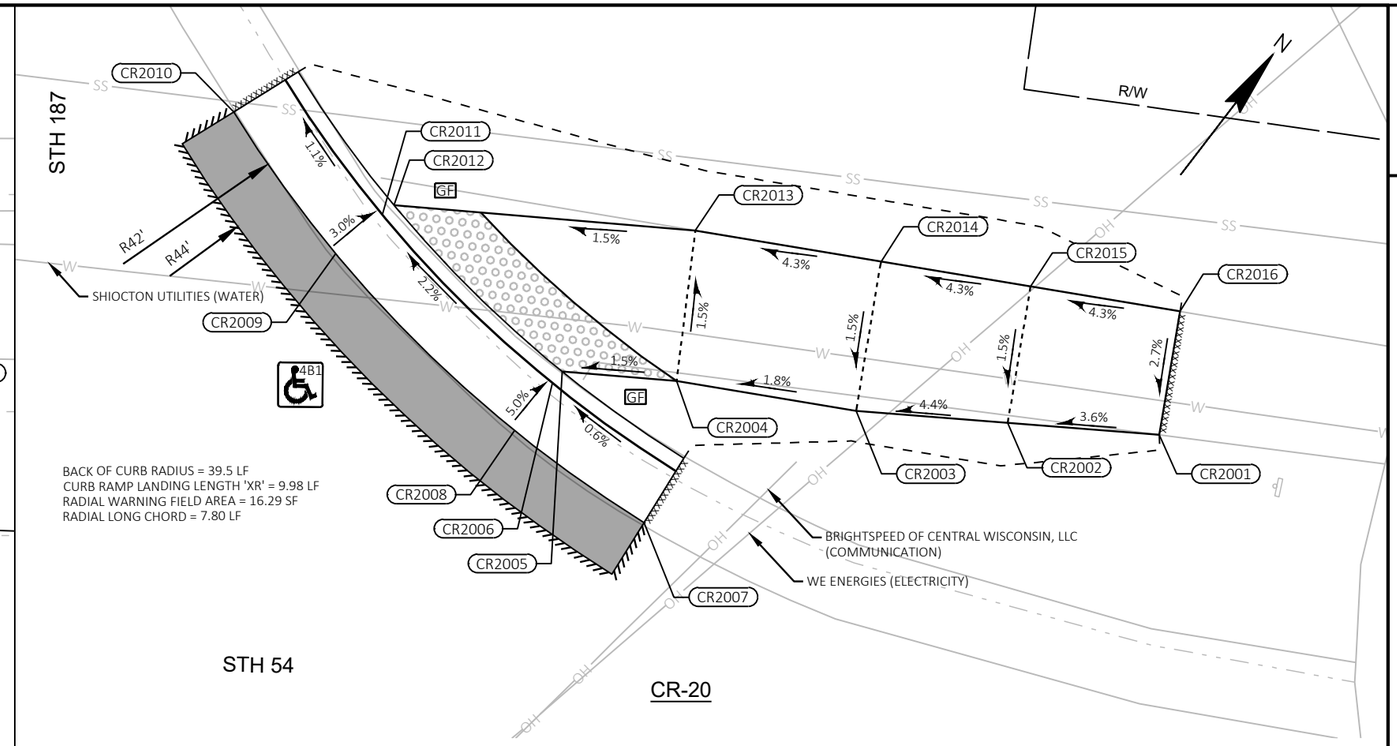
** MATCH EXISTING

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1818	511+75.67	86.78' LT	630072.15	784412.24	**
CR1819	511+70.60	84.12' LT	630066.88	784408.98	767.29
CR1820	511+65.32	78.98' LT	630059.41	784406.93	767.61
CR1821	511+61.03	76.41' LT	630054.67	784404.43	767.69
CR1822	511+55.78	74.61' LT	630049.99	784400.68	767.77
CR1823	511+52.67	73.67' LT	630047.31	784398.40	767.82
CR1824	511+49.18	71.97' LT	630043.77	784396.22	767.89
CR1825	511+45.98	69.68' LT	630039.91	784394.66	767.95
CR1826	511+43.16	66.85' LT	630035.85	784393.76	768.01
CR1827	511+36.85	59.51' LT	630025.94	784392.43	768.20
CR1828	511+33.65	55.86' LT	630020.98	784391.76	768.30
CR1829	511+27.18	48.60' LT	630011.07	784390.42	768.49
CR1830	511+13.59	33.89' LT	629990.76	784387.67	767.95
CR1831	511+15.36	33.75' LT	629991.75	784389.23	767.84
CR1832	511+26.04	33.03' LT	629997.77	784398.60	767.67
CR1833	511+26.32	32.62' LT	629997.61	784399.08	767.66
CR1834	511+27.46	31.01' LT	629997.01	784400.98	767.74

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1835	511+20.06	26.26' LT	629988.65	784397.61	767.84
CR1836	511+19.18	28.04' LT	629989.53	784395.82	767.76
CR1837	511+18.96	28.48' LT	629989.75	784395.37	767.77
CR1838	511+15.01	28.76' LT	629987.55	784391.93	767.82
CR1839	511+13.49	28.88' LT	629986.69	784390.60	767.91
CR1840	511+13.59	26.01' LT	629984.46	784392.40	767.83
CR1841	511+13.76	25.54' LT	629984.19	784392.82	767.82
CR1842	511+14.45	23.68' LT	629983.12	784394.51	767.90
CR1843	511+09.42	21.99' LT	629978.67	784391.41	767.96
CR1844	511+08.91	23.92' LT	629979.89	784389.82	767.87
CR1845	511+08.78	24.40' LT	629980.19	784389.42	767.88
CR1846	511+08.74	25.86' LT	629981.32	784388.51	767.90
CR1847	511+08.66	28.72' LT	629983.55	784386.71	767.99
CR1848	511+03.87	28.55' LT	629980.41	784382.88	768.15
CR1849	510+99.03	28.90' LT	629977.62	784378.70	768.37
CR1850	511+04.50	20.86' LT	629974.71	784388.08	**
CR1851	510+94.11	33.29' LT	629977.93	784371.97	**

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1852	510+94.19	29.28' LT	629974.83	784374.52	**
CR1853	511+08.47	35.62' LT	629988.92	784382.38	768.03
CR1854	511+13.87	41.31' LT	629996.87	784383.46	768.18
CR1855	511+17.20	44.88' LT	630001.83	784384.12	768.31
CR1856	511+20.50	48.46' LT	630006.78	784384.79	768.44
CR1857	511+27.03	55.67' LT	630016.69	784386.13	768.47
CR1858	511+36.62	66.58' LT	630031.56	784388.14	768.19
CR1859	511+40.01	63.18' LT	630030.89	784393.10	768.11
CR1860	511+30.43	52.22' LT	630016.03	784391.09	768.39
CR1861	511+23.91	44.99' LT	630006.12	784389.75	768.36
CR1862	511+20.61	41.39' LT	630001.16	784389.08	768.23
CR1863	511+17.28	37.81' LT	629996.21	784388.41	768.10
CR1864	511+13.92	34.24' LT	629991.25	784387.74	767.96





STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR1901	511+06.22	33.64' RT	629932.49	784422.59	768.35
CR1902	511+06.22	29.19' RT	629936.03	784419.89	768.28
CR1903	511+10.37	28.63' RT	629938.89	784422.73	768.18
CR1904	511+10.19	23.00' RT	629943.28	784419.19	767.79
CR1905	511+10.17	22.50' RT	629943.67	784418.88	767.78
CR1906	511+05.03	20.50' RT	629942.22	784413.68	**
CR1907	511+10.19	20.50' RT	629945.27	784417.68	767.86
CR1908	511+15.33	20.50' RT	629948.29	784421.69	767.86
CR1909	511+20.35	20.51' RT	629951.20	784425.63	**
CR1910	511+15.33	22.50' RT	629946.69	784422.89	767.80
CR1911	511+15.33	23.00' RT	629946.29	784423.19	767.81
CR1912	511+15.55	28.60' RT	629941.93	784426.71	768.20
CR1913	511+19.70	29.01' RT	629943.99	784430.17	768.28
CR1914	511+19.77	33.54' RT	629940.38	784432.92	768.35
CR1915	511+15.60	33.60' RT	629937.95	784429.74	768.28
CR1916	511+10.39	33.63' RT	629934.92	784425.77	768.26
CR1917	511+02.07	29.73' RT	629933.16	784417.04	**
CR1918	511+02.05	33.63' RT	629930.06	784419.41	**
CR1919	511+23.85	29.41' RT	629946.04	784433.63	**
CR1920	511+23.94	33.47' RT	629942.81	784436.10	**

** MATCH EXISTING

LEGEND

- SAWING CONCRETE
- SAWING ASPHALT
- SLOPE INTERCEPT
- HMA PAVEMENT (SEE CONSTRUCTION DETAIL CONCRETE CURB & GUTTER SPOT REPLACEMENT)
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' UNLESS NOTED OTHERWISE) / CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- CURB RAMP, TYPE X
- LL LEVEL LANDING
- GF GRASS FLARE, 6:1 NON-TRAVERSABLE
- CF CONCRETE FLARE, 10:1 TRAVERSABLE

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
CR2001	512+45.89	28.81' LT	630059.76	784505.33	**
CR2002	512+40.88	28.51' LT	630057.03	784501.12	767.72
CR2003	512+35.87	28.20' LT	630054.30	784496.91	767.50
CR2004	512+29.86	28.36' LT	630051.48	784491.61	767.39
CR2005	512+26.08	28.15' LT	630049.43	784488.42	767.33
CR2006	512+25.82	27.72' LT	630048.93	784488.40	767.32
CR2007	512+29.45	23.59' LT	630047.12	784493.59	**
CR2008	512+24.79	26.00' LT	630046.94	784488.35	767.42
CR2009	512+18.26	30.96' LT	630047.98	784480.12	767.21
CR2010	512+14.45	35.15' LT	630049.64	784474.61	**
CR2011	512+19.56	32.44' LT	630049.93	784480.57	767.15
CR2012	512+19.88	32.81' LT	630050.41	784480.68	767.16
CR2013	512+29.79	33.36' LT	630055.80	784489.08	767.31
CR2014	512+36.00	33.20' LT	630058.71	784494.56	767.58
CR2015	512+41.00	33.07' LT	630061.06	784498.98	767.79
CR2016	512+45.99	32.94' LT	630063.41	784503.39	**

** MATCH EXISTING

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CURB RAMP DETAILS	SHEET 62	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\021011-CD.DWG
LAYOUT NAME - 021026-cd
PLOT DATE : 1/23/2024 4:18 PM
PLOT BY : CARPENTER, ZACH
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

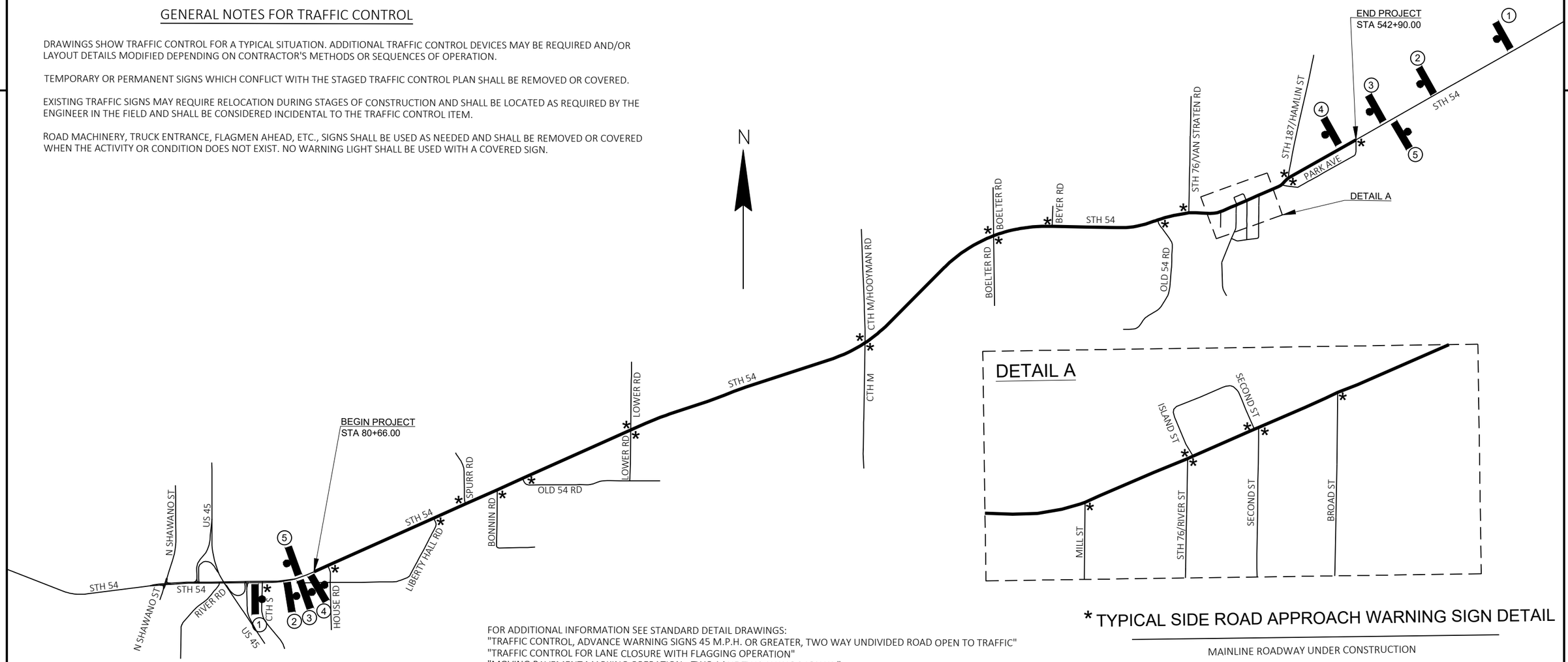
GENERAL NOTES FOR TRAFFIC CONTROL

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR'S METHODS OR SEQUENCES OF OPERATION.

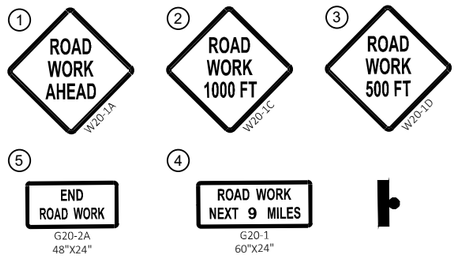
TEMPORARY OR PERMANENT SIGNS WHICH CONFLICT WITH THE STAGED TRAFFIC CONTROL PLAN SHALL BE REMOVED OR COVERED.

EXISTING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQUIRED BY THE ENGINEER IN THE FIELD AND SHALL BE CONSIDERED INCIDENTAL TO THE TRAFFIC CONTROL ITEM.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

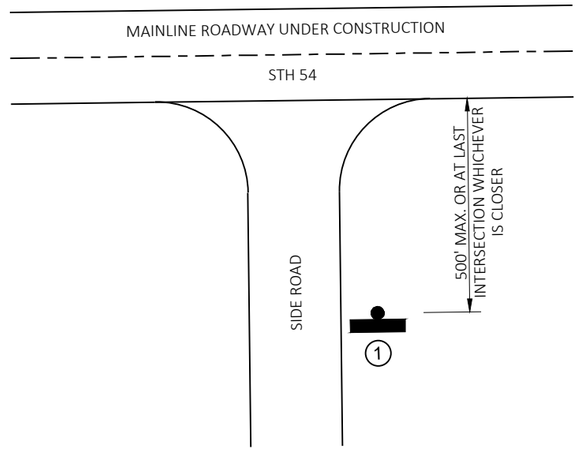


FOR ADDITIONAL INFORMATION SEE STANDARD DETAIL DRAWINGS:
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
"TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION"
"MOVING PAVEMENT MARKING OPERATION - TWO-LANE TWO-WAY ROADWAY"
"TRAFFIC CONTROL, DROP-OFF SIGNING"
"TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES"
"TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL"
"TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION"

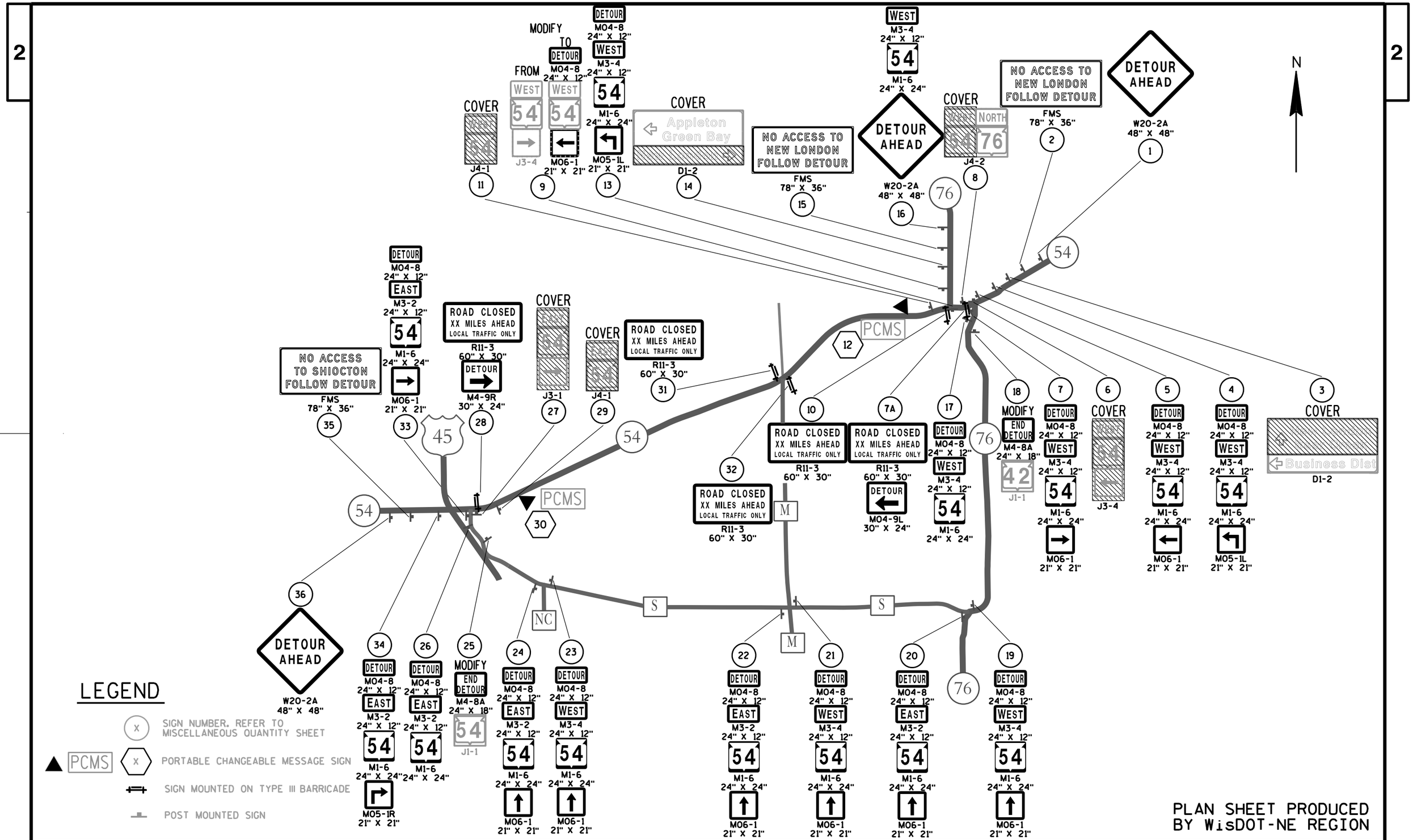


POST MOUNTED SIGN

* TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL



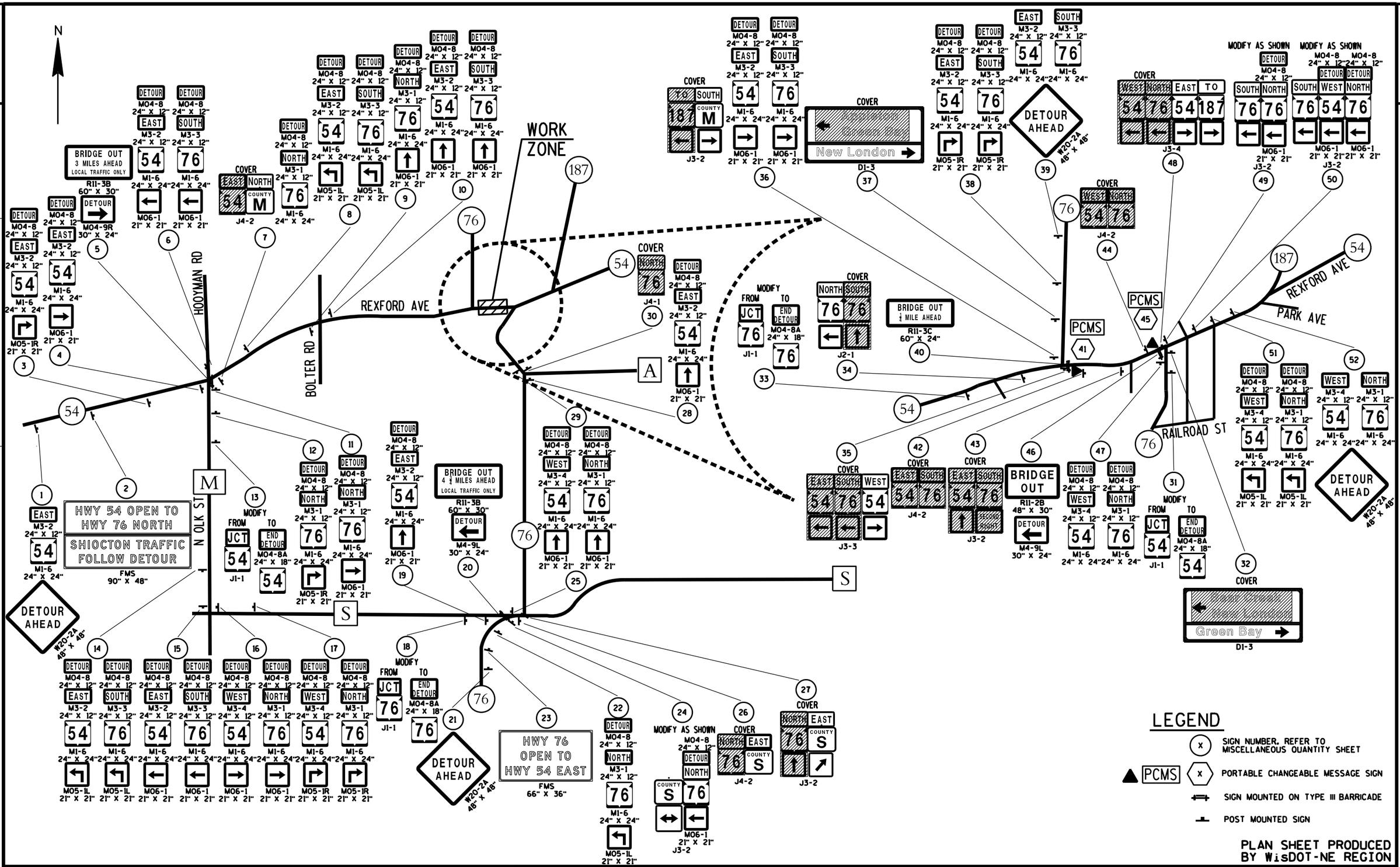
PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - ADVANCE WARNING SIGNING	SHEET 63	E



PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL - CULVERT REPLACEMENTS	SHEET	E

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

WISDOT/CADDS SHEET 42



PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL - BOX CULVERT REPLACEMENT	SHEET	E

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

WISDOT/CADDS SHEET 42

2

① M4-9BL 30"X24"

② M4-9BR 30"X24"

③ R9-9 24"X12"

④ M4-60L 30"X24"

⑤ M4-60R 30"X24"

⑥ R9-9A 30"X18"

LEGEND

CURB RAMPS/SIDEWALKS UNDER CONSTRUCTION

SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS

NOTES:
SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

SEE SPECIAL PROVISIONS FOR CURB RAMP WORK RESTRICTIONS.

TRAFFIC CONTROL SIGNS ARE TO BE MOUNTED ON PERMANENT OR TEMPORARY SUPPORTS, NOT TRAFFIC CONTROL BARRICADES.

PLACE TEMPORARY PEDESTRIAN BARRICADE AT SIDEWALK CLOSURES PER S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".



GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	TEMPORARY PEDESTRIAN ACCOMMODATIONS	SHEET 66	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\027001_PEDESTRIAN DETOUR.DWG
LAYOUT NAME - 027001_01
PLOT DATE : 1/25/2024 9:51 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

① M4-9BL 30"X24"

④ M4-60L 30"X24"

② M4-9BR 30"X24"

⑤ M4-60R 30"X24"

③ R9-9 24"X12"

⑥ R9-9A 30"X18"

LEGEND

CURB RAMPS/SIDEWALKS UNDER CONSTRUCTION

SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS

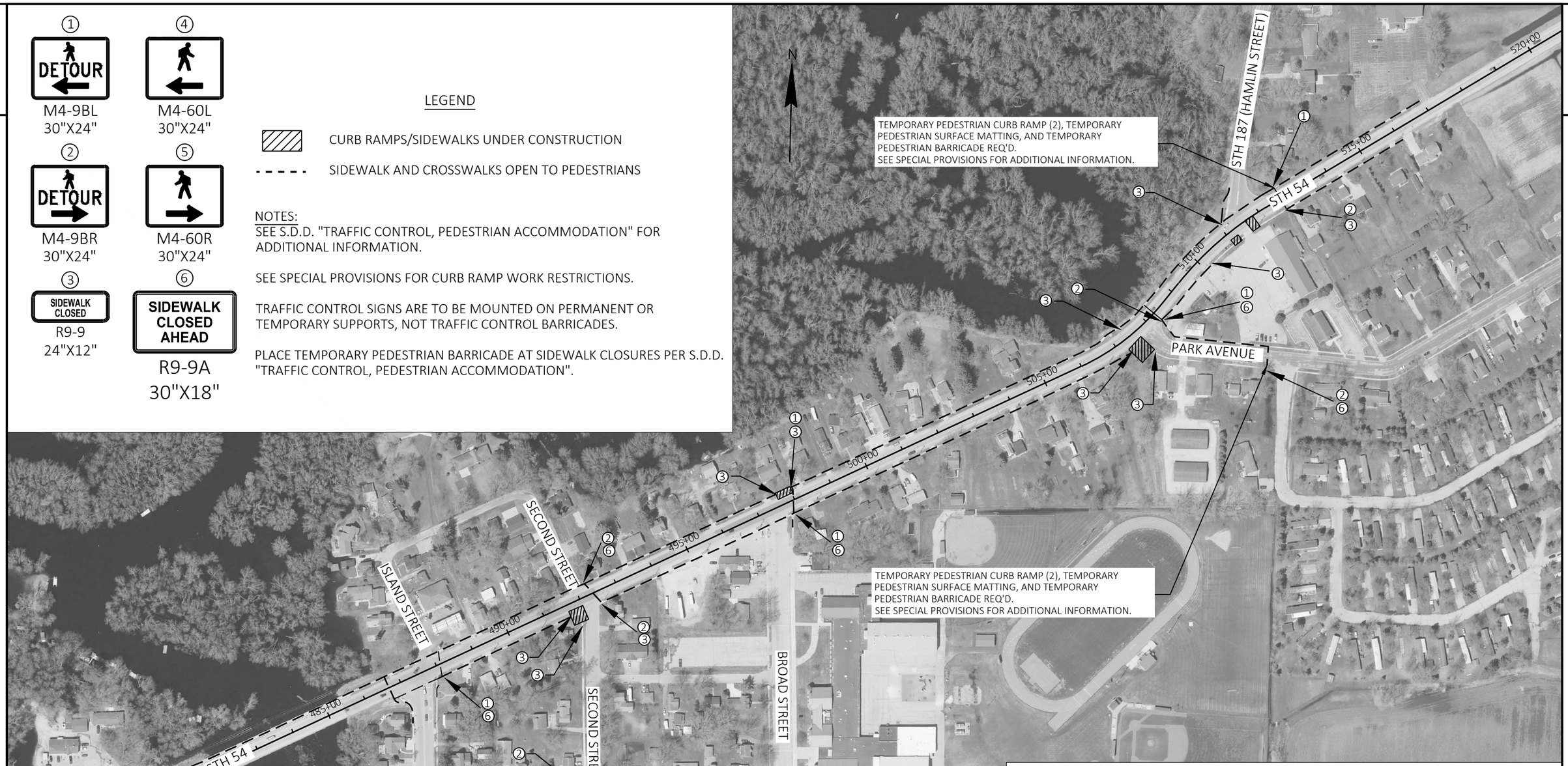
NOTES:

SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

SEE SPECIAL PROVISIONS FOR CURB RAMP WORK RESTRICTIONS.

TRAFFIC CONTROL SIGNS ARE TO BE MOUNTED ON PERMANENT OR TEMPORARY SUPPORTS, NOT TRAFFIC CONTROL BARRICADES.

PLACE TEMPORARY PEDESTRIAN BARRICADE AT SIDEWALK CLOSURES PER S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".



GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	TEMPORARY PEDESTRIAN ACCOMMODATIONS	SHEET 67	E

① M4-9BL 30"X24"

② M4-9BR 30"X24"

③ R9-9 24"X12"

④ M4-60L 30"X24"

⑤ M4-60R 30"X24"

⑥ R9-9A 30"X18"

LEGEND

CURB RAMPS/SIDEWALKS UNDER CONSTRUCTION

SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS

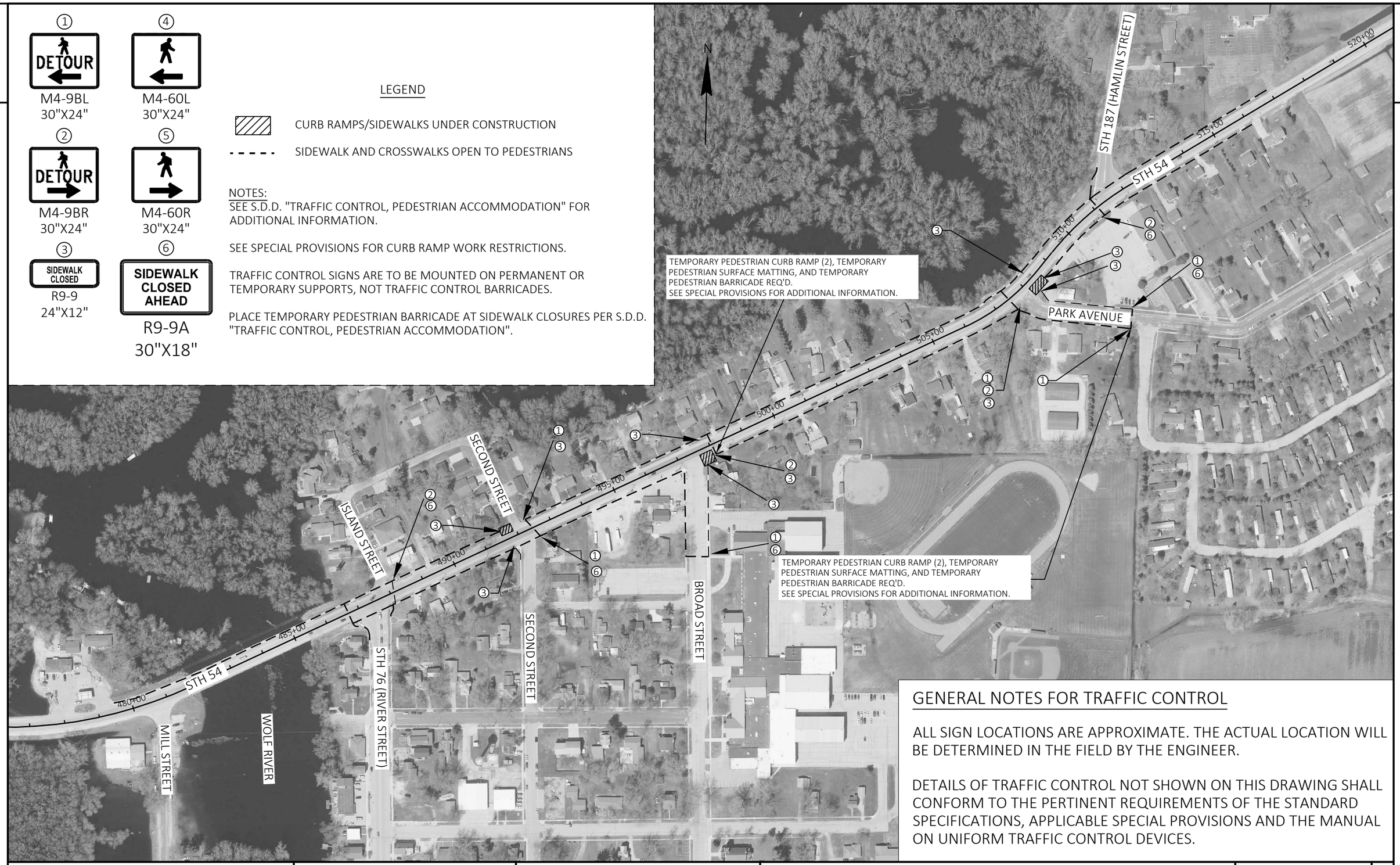
NOTES:

SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

SEE SPECIAL PROVISIONS FOR CURB RAMP WORK RESTRICTIONS.

TRAFFIC CONTROL SIGNS ARE TO BE MOUNTED ON PERMANENT OR TEMPORARY SUPPORTS, NOT TRAFFIC CONTROL BARRICADES.

PLACE TEMPORARY PEDESTRIAN BARRICADE AT SIDEWALK CLOSURES PER S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".



GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

2

① M4-9BL 30"X24"

② M4-9BR 30"X24"

③ R9-9 24"X12"

④ M4-60L 30"X24"

⑤ M4-60R 30"X24"

⑥ R9-9A 30"X18"

LEGEND

CURB RAMPS/SIDEWALKS UNDER CONSTRUCTION

SIDEWALK AND CROSSWALKS OPEN TO PEDESTRIANS

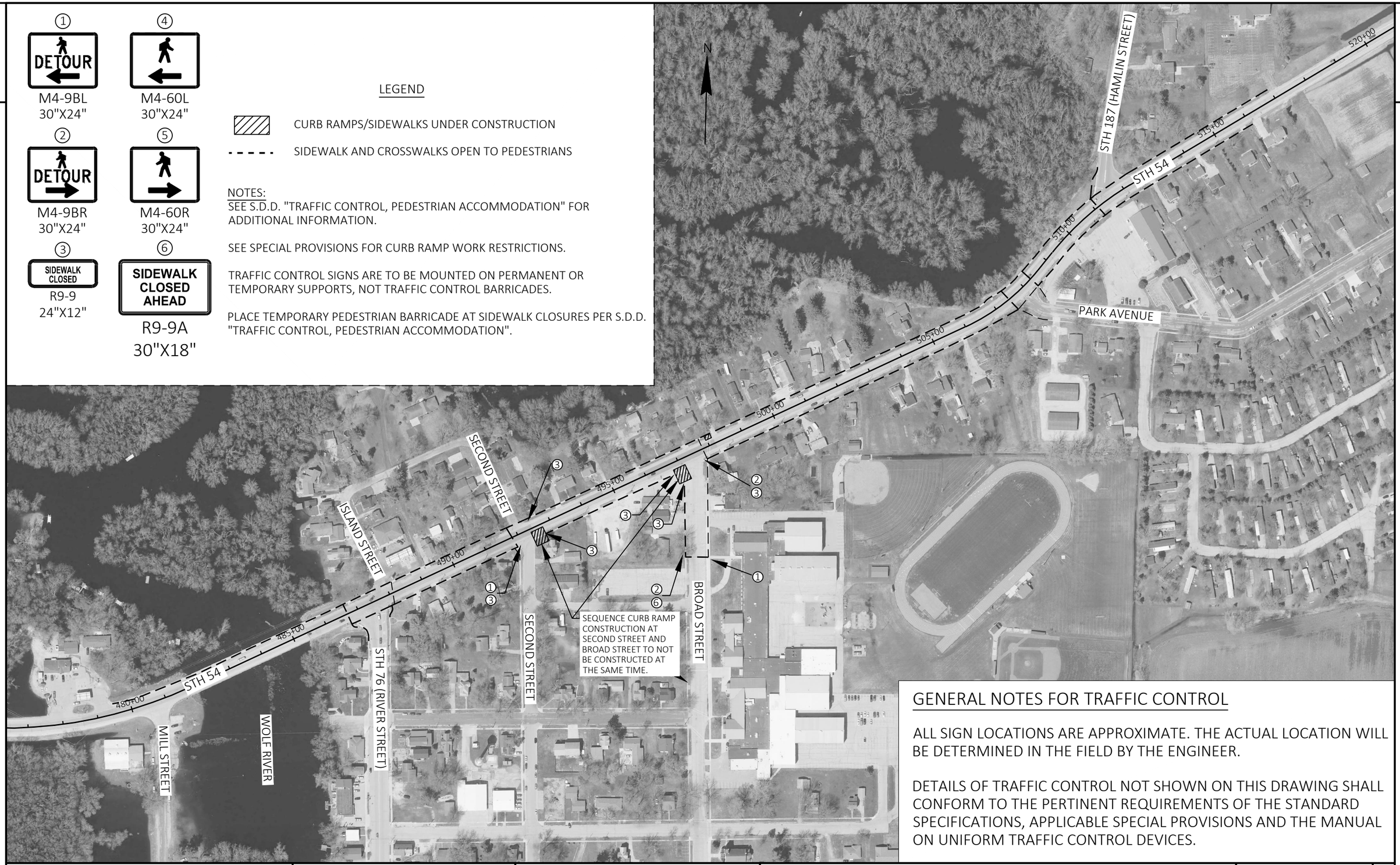
NOTES:

SEE S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

SEE SPECIAL PROVISIONS FOR CURB RAMP WORK RESTRICTIONS.

TRAFFIC CONTROL SIGNS ARE TO BE MOUNTED ON PERMANENT OR TEMPORARY SUPPORTS, NOT TRAFFIC CONTROL BARRICADES.

PLACE TEMPORARY PEDESTRIAN BARRICADE AT SIDEWALK CLOSURES PER S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".



GENERAL NOTES FOR TRAFFIC CONTROL

ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

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

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	TEMPORARY PEDESTRIAN ACCOMMODATIONS	SHEET 69	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\027001_PEDESTRIAN DETOUR.DWG
LAYOUT NAME - 027001_04
PLOT DATE : 1/25/2024 9:51 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

6230-16-71

Line	Item	Item Description	Unit	Total	Qty
0006	201.0210	Grubbing	SY	170.000	170.000
0010	203.0100	Removing Small Pipe Culverts	EACH	27.000	27.000
0012	203.0220	Removing Structure (structure) 01. C-44-1020	EACH	1.000	1.000
0014	203.0220	Removing Structure (structure) 02. C-44-53	EACH	1.000	1.000
0016	204.0100	Removing Concrete Pavement	SY	810.000	810.000
0018	204.0109.S	Removing Concrete Surface Partial Depth	SF	9,500.000	9,500.000
0020	204.0110	Removing Asphaltic Surface	SY	225.000	225.000
0022	204.0115	Removing Asphaltic Surface Butt Joints	SY	185.000	185.000
0024	204.0120	Removing Asphaltic Surface Milling	SY	169,350.000	169,350.000
0026	204.0150	Removing Curb & Gutter	LF	867.000	867.000
0028	204.0155	Removing Concrete Sidewalk	SY	404.000	404.000
0030	204.0165	Removing Guardrail	LF	4,409.000	4,409.000
0034	204.0185	Removing Masonry	CY	34.000	34.000
0038	204.0220	Removing Inlets	EACH	1.000	1.000
0040	204.0245	Removing Storm Sewer (size) 01. 6-Inch	LF	7.000	7.000
0042	204.0245	Removing Storm Sewer (size) 02. 12-Inch	LF	101.000	101.000
0058	204.9060.S	Removing (item description) 03. Wood Post	EACH	1.000	1.000
0060	205.0100	Excavation Common	CY	5,523.000	5,523.000
0062	206.2001	Excavation for Structures Culverts (structure) 01. C-44-134	EACH	1.000	1.000
0064	206.5001	Cofferdams (structure) 01. C-44-134	EACH	1.000	1.000
0066	206.5001	Cofferdams (structure) 02. C-44-53	EACH	1.000	1.000
0070	210.2500	Backfill Structure Type B	TON	1,160.000	1,160.000
0072	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 6230-16-71	EACH	1.000	1.000
0078	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	846.000	846.000
0080	213.0100	Finishing Roadway (project) 01. 6230-16-71	EACH	1.000	1.000
0086	305.0110	Base Aggregate Dense 3/4-Inch	TON	10,970.000	10,970.000
0088	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,335.000	3,335.000
0090	311.0115	Breaker Run	CY	84.000	84.000
0094	450.4000	HMA Cold Weather Paving	TON	500.000	500.000
0096	455.0605	Tack Coat	GAL	26,567.000	26,567.000
0098	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	2.000	2.000
0102	460.6223	HMA Pavement 3 MT 58-28 S	TON	24,273.000	24,273.000
0104	460.6224	HMA Pavement 4 MT 58-28 S	TON	19,281.000	19,281.000
0108	465.0105	Asphaltic Surface	TON	1,193.000	1,193.000
0112	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	65.000	65.000
0114	465.0520	Asphaltic Rumble Strips, Shoulder	LF	72,020.000	72,020.000
0116	465.0560	Asphaltic Rumble Strips, Centerline	LF	35,290.000	35,290.000
0118	504.0100	Concrete Masonry Culverts	CY	149.000	149.000
0120	504.0900	Concrete Masonry Endwalls	CY	48.000	48.000
0122	505.0400	Bar Steel Reinforcement HS Structures	LB	22,140.000	22,140.000
0124	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	3,310.000	3,310.000
0126	506.3008	Welded Stud Shear Connectors 5/8x5-Inch	EACH	52.000	52.000
0128	512.0500	Piling Steel Sheet Permanent Delivered	SF	1,555.000	1,555.000
0130	512.0600	Piling Steel Sheet Permanent Driven	SF	1,555.000	1,555.000
0132	516.0500	Rubberized Membrane Waterproofing	SY	29.000	29.000
0134	520.8000	Concrete Collars for Pipe	EACH	4.000	4.000
0138	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	2.000	2.000
0140	521.3136	Culvert Pipe Corrugated Steel 36-Inch	LF	16.000	16.000
0142	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	246.000	246.000

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Line	Item	Item Description	Unit	Total	Qty
0144	522.0142	Culvert Pipe Reinforced Concrete Class III 42-Inch	LF	172.000	172.000
0146	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	184.000	184.000
0148	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	198.000	198.000
0150	522.0436	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	282.000	282.000
0152	522.0448	Culvert Pipe Reinforced Concrete Class IV 48-Inch	LF	81.000	81.000
0154	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	6.000	6.000
0156	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	12.000	12.000
0158	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	4.000	4.000
0160	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	2.000	2.000
0162	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	162.000	162.000
0164	522.2429	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	179.000	179.000
0166	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	4.000	4.000
0168	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	4.000	4.000
0170	522.2638	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 38x60-Inch	EACH	2.000	2.000
0176	524.0612	Apron Endwalls for Culvert Pipe Salvaged 12-Inch	EACH	1.000	1.000
0178	524.0618	Apron Endwalls for Culvert Pipe Salvaged 18-Inch	EACH	1.000	1.000
0184	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	706.000	706.000
0186	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	62.000	62.000
0190	602.0405	Concrete Sidewalk 4-Inch	SF	3,358.000	3,358.000
0192	602.0415	Concrete Sidewalk 6-Inch	SF	1,131.000	1,131.000
0194	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	250.000	250.000
0196	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	88.000	88.000
0200	606.0200	Riprap Medium	CY	485.000	485.000
0202	606.0300	Riprap Heavy	CY	51.000	51.000
0204	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	104.000	104.000
0232	611.0612	Inlet Covers Type C	EACH	1.000	1.000
0244	611.3003	Inlets 3-FT Diameter	EACH	1.000	1.000
0250	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0252	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0256	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	44.000	44.000
0258	614.2300	MGS Guardrail 3	LF	2,494.000	2,494.000
0260	614.2330	MGS Guardrail 3 K	LF	513.000	513.000
0262	614.2340	MGS Guardrail 3 L	LF	565.000	565.000
0264	614.2350	MGS Guardrail Short Radius	LF	40.000	40.000
0268	614.2610	MGS Guardrail Terminal EAT	EACH	18.000	18.000
0270	614.2630	MGS Guardrail Short Radius Terminal	EACH	1.000	1.000
0272	618.0100	Maintenance and Repair of Haul Roads (project) 01. 6230-16-71	EACH	1.000	1.000
0278	619.1000	Mobilization	EACH	0.600	0.600
0280	624.0100	Water	MGAL	216.200	216.200
0282	625.0100	Topsoil	SY	575.000	575.000
0284	625.0500	Salvaged Topsoil	SY	13,745.000	13,745.000
0286	627.0200	Mulching	SY	960.000	960.000
0288	628.1104	Erosion Bales	EACH	63.000	63.000
0290	628.1504	Silt Fence	LF	11,219.000	11,219.000
0292	628.1520	Silt Fence Maintenance	LF	11,219.000	11,219.000
0294	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0296	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0300	628.2008	Erosion Mat Urban Class I Type B	SY	13,745.000	13,745.000
0304	628.6005	Turbidity Barriers	SY	25.000	25.000

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Line	Item	Item Description	Unit	Total	Qty
0306	628.7015	Inlet Protection Type C	EACH	31.000	31.000
0308	628.7504	Temporary Ditch Checks	LF	690.000	690.000
0310	628.7555	Culvert Pipe Checks	EACH	199.000	199.000
0314	629.0210	Fertilizer Type B	CWT	9.000	9.000
0318	630.0140	Seeding Mixture No. 40	LB	331.200	331.200
0320	630.0500	Seed Water	MGAL	269.500	269.500
0326	633.5200	Markers Culvert End	EACH	44.000	44.000
0330	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	3.000	3.000
0332	638.2102	Moving Signs Type II	EACH	10.000	10.000
0334	642.5201	Field Office Type C	EACH	0.600	0.600
0336	643.0300	Traffic Control Drums	DAY	1,900.000	1,900.000
0338	643.0420	Traffic Control Barricades Type III	DAY	1,510.000	1,510.000
0340	643.0705	Traffic Control Warning Lights Type A	DAY	3,020.000	3,020.000
0342	643.0900	Traffic Control Signs	DAY	21,248.000	21,248.000
0344	643.0920	Traffic Control Covering Signs Type II	EACH	20.000	20.000
0346	643.1000	Traffic Control Signs Fixed Message	SF	105.000	105.000
0348	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0350	643.3105	Temporary Marking Line Paint 4-Inch	LF	1,430.000	1,430.000
0352	643.3165	Temporary Marking Line Paint 6-Inch	LF	114,970.000	114,970.000
0356	643.3305	Temporary Marking Crosswalk Paint 6-inch	LF	220.000	220.000
0360	643.5000	Traffic Control	EACH	0.600	0.600
0362	644.1410	Temporary Pedestrian Surface Asphalt	SF	300.000	300.000
0364	644.1440	Temporary Pedestrian Surface Matting	SF	200.000	200.000
0366	644.1601	Temporary Pedestrian Curb Ramp	DAY	36.000	36.000
0368	644.1605	Temporary Pedestrian Detectable Warning Field	SF	50.000	50.000
0370	644.1810	Temporary Pedestrian Barricade	LF	515.000	515.000
0372	645.0105	Geotextile Type C	SY	270.000	270.000
0374	645.0120	Geotextile Type HR	SY	1,205.000	1,205.000
0376	646.1020	Marking Line Epoxy 4-Inch	LF	478.000	478.000
0378	646.2020	Marking Line Epoxy 6-Inch	LF	4,372.000	4,372.000
0380	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	114,665.000	114,665.000
0382	646.4020	Marking Line Epoxy 10-Inch	LF	110.000	110.000
0384	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	115.000	115.000
0388	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000
0390	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0392	646.6120	Marking Stop Line Epoxy 18-Inch	LF	60.000	60.000
0394	646.7120	Marking Diagonal Epoxy 12-Inch	LF	25.000	25.000
0396	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	82.000	82.000
0398	646.9000	Marking Removal Line 4-Inch	LF	92.000	92.000
0402	650.4000	Construction Staking Storm Sewer	EACH	2.000	2.000
0404	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	770.000	770.000
0406	650.6000	Construction Staking Pipe Culverts	EACH	25.000	25.000
0408	650.6501	Construction Staking Structure Layout (structure) 01. C-44-134	EACH	1.000	1.000
0410	650.6501	Construction Staking Structure Layout (structure) 02. C-44-053	EACH	1.000	1.000
0412	650.8000	Construction Staking Resurfacing Reference	LF	40,950.000	40,950.000
0414	650.9000	Construction Staking Curb Ramps	EACH	20.000	20.000
0416	650.9500	Construction Staking Sidewalk (project) 01. 6230-16-71	EACH	1.000	1.000
0422	650.9911	Construction Staking Supplemental Control (project) 01. 6230-16-71	EACH	1.000	1.000
0428	650.9920	Construction Staking Slope Stakes	LF	5,250.000	5,250.000

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Line	Item	Item Description	Unit	Total	Qty
0430	690.0150	Sawing Asphalt	LF	4,942.000	4,942.000
0432	690.0250	Sawing Concrete	LF	429.000	429.000
0434	715.0502	Incentive Strength Concrete Structures	DOL	900.000	900.000
0436	740.0440	Incentive IRI Ride	DOL	69,500.000	69,500.000
0438	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. STA 254+39	EACH	1.000	1.000
0440	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 02. STA 472+67	EACH	1.000	1.000
0442	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,100.000	2,100.000
0444	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	5,760.000	5,760.000
0446	SPV.0035	Special 01. Foundation Backfill	CY	4,325.000	4,325.000
0448	SPV.0055	Special 01. Incentive Density PWL HMA Pavement	DOL	27,610.000	27,610.000
0450	SPV.0055	Special 02. Incentive Air Voids HMA Pavement	DOL	43,554.000	43,554.000
0452	SPV.0055	Special 03. Incentive Density HMA Pavement Longitudinal Joints	DOL	18,350.000	18,350.000
0456	SPV.0060	Special 02. Cleaning Manhole	EACH	1.000	1.000
0458	SPV.0060	Special 03. Cleaning Storm Sewer Outfall	EACH	2.000	2.000
0460	SPV.0060	Special 04. Temporary Water Diversion C-44-134 Station 472+67	EACH	1.000	1.000
0462	SPV.0060	Special 05. Strapping C-44-53	EACH	3.000	3.000
0464	SPV.0060	Special 06. Temporary Shoring Special C-44-53	EACH	4.000	4.000
0466	SPV.0060	Special 07. Storm Sewer Tap	EACH	1.000	1.000
0472	SPV.0090	Special 02. Cleaning Storm Sewer	LF	343.000	343.000
0474	SPV.0090	Special 03. Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 38X60-IN	LF	60.000	60.000
0476	SPV.0090	Special 04. Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 43X68-IN	LF	182.000	182.000
0478	SPV.0090	Special 05. Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 48X76-IN	LF	140.000	140.000
0480	SPV.0090	Special 06. Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 58X91-IN	LF	160.000	160.000
0482	SPV.0090	Special 07. MGS Guardrail Thrie Beam Transition TL-2	LF	24.000	24.000

GRUBBING

CATEGORY	STATION - STATION	LOCATION	201.0210 SY
0010	495+50 - 495+77	LT	135
	507+30 - 507+55	LT	35
	TOTAL		170

CULVERT REMOVALS

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.0185 REMOVING MASONRY CY	REMARKS
0010	152+51	LT/RT	1	---	36-INCH
	179+54	LT/RT	1	---	30-INCH
	192+32	LT/RT	2	9	2 - 54-INCH
	237+68	LT/RT	2	8	2 - 48-INCH
	274+05	LT/RT	1	---	36-INCH
	301+07	LT/RT	1	---	30-INCH
	309+88	LT/RT	1	---	30-INCH
	348+23	LT/RT	2	7	2 - 36-INCH
	376+53	RT	2	---	2 - 36-INCH
	400+44	LT/RT	1	---	29 X 42-INCH
	413+40	LT/RT	1	---	29 X 42-INCH
	418+75	LT/RT	1	---	24-INCH
	425+73	LT/RT	2	10	2 - 43 X 64-INCH
	436+20	LT/RT	1	---	30-INCH
	444+24	LT/RT	1	---	24-INCH
	455+97	LT/RT	1	---	36-INCH
	462+75	LT/RT	1	---	24-INCH
	465+25	LT/RT	1	---	24-INCH
	467+51	LT/RT	1	---	24-INCH
	470+28	LT/RT	1	---	24-INCH
	520+38	LT/RT	1	---	30-INCH
	530+38	LT/RT	1	---	30-INCH
	TOTALS		27	34	

REMOVING CONCRETE PAVEMENT

CATEGORY	STATION - STATION	LOCATION	204.0100 SY
0010	467+09 - 467+95	LT/RT	280
	469+75 - 470+77	LT/RT	360
	472+42 - 472+92	LT/RT	170
	TOTAL		810

REMOVING CONCRETE SURFACE PARTIAL DEPTH

CATEGORY	STATION - STATION	LOCATION	204.0109.S SF
0010	481+50 - 481+80	LT/RT	1,200
	485+44 - 487+50	LT/RT	8,300
	TOTAL		9,500

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION - STATION	LOCATION	204.0115 BUTT JOINTS SY	204.0110 SY	204.0120 MILLING SY
0010	80+66 - 160+50	LT/RT	15	---	28,700
	160+50 - 266+50	LT/RT	25	---	37,400
	266+50 - 372+50	LT/RT	15	---	36,900
	372+50 - 479+38	LT/RT	35	30	39,200
	479+38 - 481+49	LT/RT	25	35	1,450
	485+44 - 519+50	LT/RT	55	160	13,600
	519+50 - 542+90	LT/RT	15	---	8,500
	SUBTOTALS (0010)		185	225	165,750
0030	488+25 - 519+50	LT/RT	---	---	3,600
	TOTALS		185	225	169,350

STORM SEWER REMOVAL ITEMS

CATEGORY	STATION	LOCATION	204.0220 REMOVING INLETS EACH	204.0245 REMOVING STORM SEWER 01. 6-INCH LF	204.0245 REMOVING STORM SEWER 02. 12-INCH LF
0010	487+25	RT	---	---	28
	511+70	LT/RT	---	---	73
	511+73	RT	1	7	---
	TOTALS		1	7	101

REMOVING WOOD POST

CATEGORY	STATION	LOCATION	204.9060.S.03 REMOVING WOOD POST EACH
0010	508+26	RT	1

CULVERT PIPE EARTHWORK SUMMARY

CATEGORY	STATION	-	STATION	LOCATION	* 205.0100 EXCAVATION COMMON CY	** SPV.0035.01 FOUNDATION BACKFILL CY
0010	152+10	-	152+92	LT/RT	340	270
	191+80	-	192+85	LT/RT	370	430
	347+54	-	348+92	LT/RT	590	610
	399+96	-	400+91	LT/RT	390	350
	412+92	-	413+86	LT/RT	370	360
	418+31	-	419+19	LT/RT	370	280
	425+27	-	426+19	LT/RT	340	430
	435+80	-	436+59	LT/RT	340	290
	462+38	-	463+12	LT/RT	330	260
	464+88	-	465+61	LT/RT	330	240
	467+09	-	467+95	LT/RT	410	330
	469+75	-	470+77	LT/RT	400	270
	520+07	-	520+69	LT/RT	270	120
	530+09	-	530+67	LT/RT	260	85
TOTALS					5,110	4,325

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

** ACCOUNTS FOR EXPANSION FACTOR OF 1.15

PREPARE FOUNDATION FOR ASPHALTIC PAVING

CATEGORY	PROJECT	211.0101.01 6230-16-71 EACH
0010	6230-16-71	1

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CATEGORY	STATION	-	STATION	LOCATION	211.0400 STA	REMARKS
0010	80+66	-	479+40	LT & RT	798	SHOULDER WIDENING 3' TO 5'
	479+40	-	480+15	RT	1	SHOULDER WIDENING 3' TO 5'
	519+50	-	542+90	LT & RT	47	SHOULDER WIDENING 3' TO 5'
				TOTAL	846	

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EARTHWORK

CATEGORY	STATION - STATION	LOCATION	*205.0100 EXCAVATION COMMON CUT CY	AVAILABLE MATERIAL (1)(2) CY	UNEXPANDED FILL CY	EXPANDED FILL (3) FACTOR 1.25 CY	MASS ORDINATE (1)(4) +/-	WASTE (1)(5) CY	*624.0100 WATER (FOR DUST CONTROL) MGAL
0010	97+53 - 109+98	RT	9	9	162	203	-193	-193	0
	149+98 - 154+91	RT	13	13	5	7	6	6	0
	190+58 - 194+28	RT	58	58	74	93	-35	-35	0.1
	234+15 - 240+24	RT	41	41	10	13	27	27	0.1
	251+80 - 240+24	RT	135	135	55	69	65	65	0.3
	457+08 - 467+02	RT	56	56	9	11	45	45	0.1
	470+16 - 475+12	RT	71	71	183	229	-158	-158	0.1
	97+53 - 108+95	LT	30	30	7	9	21	21	0.1
	SUBTOTALS (0010)		413	413	507	634	-221	-221	0.8
	TOTALS		413	413	507	634	-221	-221	0.8
	ITEM TOTALS		413						0.8

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

1) SEE CULVERT PIPE EARTHWORK SUMMARY TABLE FOR ADDITIONAL AVAILABLE MATERIAL.
2) AVAILABLE MATERIAL = CUT.
3) EXPANDED FILL = (UNEXPANDED FILL)* EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.
4) MASS ORDINATE: MASS ORDINATE = CUT - EXPANDED FILL.
   PLUS MASS ORDINATE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS MASS ORDINATE QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
5) WASTE = MASS ORDINATE.

3

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100.01 6230-16-71 EACH
0010	6230-16-71	1

BASE AGGREGATE DENSE

CATEGORY	STATION	-	STATION	LOCATION	305.0110 3/4-INCH TON	305.0120 1 1/4-INCH TON	* 624.0100 WATER MGAL	REMARKS
0010	80+66	-	160+50	LT/RT	2,000	---	30.0	
	160+50	-	266+50	LT/RT	2,650	---	39.8	
	266+50	-	372+50	LT/RT	2,650	---	39.8	
	372+50	-	479+37	LT/RT	2,450	---	36.8	
	466+50	-	471+35	LT/RT	280	---	4.2	
	478+65	-	479+40	LT/RT	30	---	0.5	
	471+35	-	519+50	LT/RT	30	230	3.9	
	519+50	-	542+90	LT/RT	540	---	8.1	
	152+10	-	152+92	LT/RT	---	150	2.3	CULVERT PIPE REPLACEMENT
	179+39	-	179+69	LT/RT	---	50	0.8	CULVERT PIPE REPLACEMENT
	191+80	-	192+85	LT/RT	---	200	3.0	CULVERT PIPE REPLACEMENT
	237+40	-	237+97	LT/RT	---	100	1.5	CULVERT PIPE REPLACEMENT
	273+80	-	274+29	LT/RT	---	110	1.7	CULVERT PIPE REPLACEMENT
	300+92	-	301+22	LT/RT	---	50	0.8	CULVERT PIPE REPLACEMENT
	309+66	-	310+10	LT/RT	---	100	1.5	CULVERT PIPE REPLACEMENT
	347+54	-	348+92	LT/RT	---	230	3.5	CULVERT PIPE REPLACEMENT
	399+96	-	400+91	LT/RT	---	220	3.3	CULVERT PIPE REPLACEMENT
	412+92	-	413+86	LT/RT	---	170	2.6	CULVERT PIPE REPLACEMENT
	418+31	-	419+19	LT/RT	---	150	2.3	CULVERT PIPE REPLACEMENT
	425+27	-	426+19	LT/RT	---	150	2.3	CULVERT PIPE REPLACEMENT
	435+80	-	436+59	LT/RT	---	130	2.0	CULVERT PIPE REPLACEMENT
	444+09	-	444+39	LT/RT	---	70	1.1	CULVERT PIPE REPLACEMENT
	455+75	-	456+19	LT/RT	---	100	1.5	CULVERT PIPE REPLACEMENT
	462+38	-	463+12	LT/RT	---	200	3.0	CULVERT PIPE REPLACEMENT
	464+88	-	465+61	LT/RT	---	190	2.9	CULVERT PIPE REPLACEMENT
	467+09	-	467+95	LT/RT	---	200	3.0	CULVERT PIPE REPLACEMENT
	469+75	-	470+77	LT/RT	---	230	3.5	CULVERT PIPE REPLACEMENT
	472+42	-	472+92	LT/RT	---	110	1.7	CULVERT PIPE REPLACEMENT
	520+07	-	520+69	LT/RT	---	100	1.5	CULVERT PIPE REPLACEMENT
	530+09	-	530+67	LT/RT	---	95	1.4	CULVERT PIPE REPLACEMENT
	DRIVEWAYS			LT/RT	340	---	5.1	
	TOTALS				10,970	3,335	215.4	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

HMA PAVEMENT PERCENT WITHIN LIMITS (PWL)

CATEGORY	PROJECT	460.0105.S TEST STRIP VOLUMETRICS EACH
0010	6230-16-71	2

PWL MIXTURE USE TABLE

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

							QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
LOCATION	STATION - STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
MAINLINE DRIVING LANES	80+66 - 542+90	LOWER LAYER	MILLED EXISTING HMA SURFACE	3 MT 58-28 S	15,530	2.25"	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTIVE DENSITY PWL HMA PAVEMENT SPV.0055.01
MAINLINE DRIVING LANES	80+66 - 542+90	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	12,080	1.75"	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTIVE DENSITY PWL HMA PAVEMENT SPV.0055.01
INSIDE 3' OF 5' SHOULDERS / INTERSECTIONS	80+66 - 478+03 519+50 - 542+90	LOWER LAYER	MILLED EXISTING HMA SURFACE	3 MT 58-28 S	5,460	2.25"	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
INSIDE 3' OF 5' SHOULDERS / INTERSECTIONS	80+66 - 478+03 519+50 - 542+90	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	4,660	1.75"	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
OUTSIDE 2' OF 5' SHOULDERS	80+66 - 478+03 519+50 - 542+90	LOWER LAYER	BASE AGGREGATE DENSE	3 MT 58-28 S	2,360	2.25"	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
OUTSIDE 2' OF 5' SHOULDERS	80+66 - 478+03 519+50 - 542+90	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	1,830	1.75"	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
5' SHOULDERS	478+03 - 479+40	LOWER LAYER	BASE AGGREGATE DENSE	3 MT 58-28 S	19	2.25"	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
5' SHOULDERS	478+03 - 479+40	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	15	1.75"	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
8' PARKING LANES	479+40 - 519+50	LOWER LAYER	MILLED EXISTING HMA SURFACE	3 MT 58-28 S	900	2.25"	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
8' PARKING LANES	479+40 - 519+50	UPPER LAYER	3 MT 58-28 S	4 MT 58-28 S	700	1.75"	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE

ASPHALTIC ITEMS

CATEGORY	STATION - STATION	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTERANCES TON	455.0605 TACK COAT GAL
0010	80+66 - 160+50	3,290	4,030	---	---	4,500
	160+50 - 266+50	4,290	5,260	---	---	5,800
	266+50 - 372+50	4,260	5,220	---	---	5,800
	372+50 - 479+37	4,450	5,450	---	---	6,100
	479+37 - 519+50	1,620	1,870	---	7	2,100
	519+50 - 542+90	960	1,170	---	---	1,300
	152+10 - 152+92	---	42	75	---	20
	179+39 - 179+69	---	14	25	---	8
	191+80 - 192+85	---	55	98	---	30
	237+40 - 237+97	---	29	52	---	20
	273+80 - 274+29	---	23	40	---	10
	300+92 - 301+22	---	14	25	---	8
	309+66 - 310+10	---	20	36	---	10
	347+54 - 348+92	---	65	115	---	40
	399+96 - 400+91	---	45	---	---	20
	412+92 - 413+86	---	49	87	---	30
	418+31 - 419+19	---	42	75	---	20
	425+27 - 426+19	---	43	77	---	20
	435+80 - 436+59	---	37	66	---	20
	444+09 - 444+39	---	14	---	---	8
	455+75 - 456+19	---	21	38	---	10
	462+38 - 463+12	---	40	71	---	20
	464+88 - 465+61	---	40	71	---	20
	467+09 - 467+95	---	51	92	---	30
	469+75 - 470+77	---	58	---	---	30
	472+42 - 472+92	---	28	50	---	20
	520+07 - 520+69	---	29	52	---	20
	530+09 - 530+67	---	27	48	---	20
	481+50 - 481+60	8	6	---	---	7
	481+60 - 481+80	11	12	---	---	10
	485+45 - 485+65	16	13	---	---	10
	485+65 - 485+75	5	6	---	---	6
	DRIVEWAYS	---	---	---	58	---
	SUBTOTALS (0010)	18,911	23,823	1,193	65	26,067
0030	488+25 - 519+50	370	450	---	---	500
	SUBTOTALS (0030)	370	450	---	---	500
	TOTALS	19,281	24,273	1,193	65	26,567

NOTE: HMA PAVEMENT WEIGHT CALCULATIONS BASED ON 112 LB/SY/IN.

HMA COLD WEATHER PAVING

CATEGORY	LOCATION	450.4000 TON
0010	CULVERT PIPE PATCHES	500

ASPHALTIC RUMBLE STRIPS,

CATEGORY	STATION - STATION	LOCATION	465.0520 SHOULDER LF	465.0560 CENTERLINE LF
0010	80+66 - 160+50	LT/RT	14,900	7,480
	160+50 - 266+50	LT/RT	19,750	8,710
	266+50 - 372+50	LT/RT	18,750	10,200
	372+50 - 479+37	LT/RT	15,000	7,470
	519+50 - 542+90	LT/RT	3,620	1,430
TOTALS			72,020	35,290

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CULVERT PIPE ITEMS

CATEGORY	STATION	LOCATION	521.1036 APRON ENDWALLS FOR CULVERT PIPE STEEL 36-INCH EACH	521.3136 CULVERT PIPE CORRUGATED STEEL 36-INCH LF	THICKNESS (INCHES) STEEL	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.0142 CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.0430 CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	522.0436 CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	522.0448 CULVERT PIPE REINFORCED CONCRETE CLASS IV 48-INCH LF	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH EACH	522.2419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	522.2429 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29X45-INCH LF	SPV.0090.03 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 38X60-INCH LF	SPV.0090.04 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 43X68-INCH LF	SPV.0090.05 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 48X76-INCH LF	SPV.0090.06 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 58X91-INCH LF	522.2619 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH EACH	522.2629 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH EACH	522.2638 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 38X60-INCH EACH	504.0900 CONCRETE MASONRY ENDWALLS CY	633.5200 MARKERS CULVERT END EACH
0010	152+51	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	60	---	---	---	---	---	---	---	2	---	2
	179+54	LT/RT	---	---	---	75	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2
	192+32	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	140	---	---	---	---	---	13	2
	237+68	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	160	---	---	---	---	18	2
	274+05	LT/RT	---	---	---	---	---	---	---	---	81	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	2
	301+07	LT/RT	---	---	---	84	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2
	309+88	LT/RT	---	---	---	---	88	---	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	2
	348+23	LT/RT	---	---	---	---	---	---	---	282	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	7	2
	376+53	RT	2	16	0.079	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2
	400+44	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	88	---	---	---	---	---	---	---	2	---	---	2
	413+40	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	91	---	---	---	---	---	---	---	2	---	---	2
	418+75	LT/RT	---	---	---	---	---	59	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2
	425+73	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	182	---	---	---	---	---	---	10	2
	436+20	LT/RT	---	---	---	---	---	---	65	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2
	444+24	LT/RT	---	---	---	87	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2
	455+97	LT/RT	---	---	---	---	84	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	2
	462+75	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	---	76	---	---	---	---	---	---	2	---	---	---	---	2
	465+25	LT/RT	---	---	---	---	---	58	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2
	467+51	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	---	86	---	---	---	---	---	---	2	---	---	---	---	2
	470+28	LT/RT	---	---	---	---	---	67	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2
	520+38	LT/RT	---	---	---	---	---	---	71	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2
	530+38	LT/RT	---	---	---	---	---	---	62	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2
TOTALS			2	16		246	172	184	198	282	81	6	12	4	2	162	179	60	182	140	160	4	4	2	48	44	

3

CONCRETE CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	601.0411 30-INCH TYPE D LF	601.0557 6-INCH SLOPED 36-INCH TYPE D LF	REMARKS
0010	467+47 - 467+88	LT	62	---	62	---
	479+35 - 479+75	LT	42	42	---	---
	480+84 - 481+66	RT	99	---	---	---
	486+60 - 486+90	LT	30	30	---	CR-2
	486+60 - 486+92	RT	33	33	---	CR-5
	487+37 - 487+43	RT	8	8	---	---
	487+46 - 487+70	LT	34	34	---	CR-3
	487+71 - 488+12	RT	42	42	---	CR-6
	488+00 - 488+25	LT	24	24	---	CR-4
	491+61 - 491+23	LT	46	46	---	CR-7
	491+69 - 491+99	RT	38	38	---	CR-9
	492+14 - 492+50	LT	42	42	---	CR-8
	492+31 - 492+61	RT	34	34	---	CR-10
	497+01 - 497+14	RT	20	20	---	CR-12
	497+57 - 497+93	RT	39	39	---	CR-13
	497+68 - 497+84	LT	15	15	---	CR-11
	498+00 - 498+14	LT	15	15	---	---
	507+36 - 507+67	RT	34	34	---	CR-16
	507+39 - 507+54	LT	13	13	---	CR-14
	508+11 - 508+45	RT	39	39	---	CR-17
	508+20 - 508+36	LT	15	15	---	CR-15
	511+04 - 511+79	LT	101	101	---	CR-18
	511+05 - 511+21	RT	15	15	---	CR-19
	511+61 - 511+76	RT	14	14	---	---
	512+13 - 512+31	LT	13	13	---	CR-20
TOTALS			867	706	62	

CONCRETE SIDEWALK

CATEGORY	STATION - STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
0010	486+50 - 486+90	LT	28	141	30	10	---
	486+60 - 486+99	RT	18	244	88	10	19
	487+16 - 487+69	LT	21	169	46	10	---
	487+71 - 488+15	RT	31	278	67	10	18
	488+00 - 488+31	LT	17	75	71	20	---
	491+61 - 491+93	LT	12	73	120	20	---
	491+62 - 491+99	RT	29	183	88	20	---
	492+15 - 492+53	LT	14	96	76	20	---
	492+31 - 492+72	RT	15	103	60	10	16
	496+82 - 497+14	RT	25	200	33	10	---
	497+57 - 497+93	RT	28	142	89	20	---
	497+64 - 498+10	LT	16	110	33	10	---
	507+26 - 507+66	RT	26	354	64	20	---
	507+30 - 507+56	LT	10	105	36	10	---
	508+11 - 508+57	RT	19	189	61	20	---
	508+16 - 508+40	LT	10	93	33	10	---
	510+94 - 511+78	LT	55	547	66	10	18
	511+02 - 511+24	RT	10	52	34	10	---
	511+61 - 511+77	RT	7	63	---	---	---
	511+13 - 511+46	LT	13	141	36	---	17
TOTALS			404	3,358	1,131	250	88

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STORM SEWER ITEMS

CATEGORY	STATION	LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	611.0612 INLET COVERS TYPE C EACH	611.3003 INLETS 3-FT DIAMETER EACH
0010	487+26	RT	2	28	---	---
	511+66	RT	1	76	1	1
	511+66	LT	1	---	---	---
	TOTALS		4	104	1	1

ADJUSTING ITEMS

CATEGORY	STATION	LOCATION	524.0612 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 12-INCH EACH	524.0618 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 18-INCH EACH	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.07 STORM SEWER TAP EACH
0010	479+63	LT	---	---	---	1	---
	487+25	RT	---	---	---	1	---
	495+61	LT	---	1	---	---	---
	497+76	RT	---	---	1	---	---
	507+43	LT	1	---	---	---	---
	511+66	LT	---	---	---	---	1
	TOTALS		1	1	1	2	1

STORM SEWER ITEMS

CATEGORY	STATION - STATION	LOCATION	SPV.0060.02 CLEANING MANHOLE EACH	SPV.0090.02 CLEANING STORM SEWER LF	SPV.0060.03 CLEANING STORM SEWER OUTFALL EACH
0010	480+63	LT	---	---	1
	485+34	LT	---	---	1
	487+15 - 487+59	RT	---	108	---
	488+63 - 490+38	RT	---	175	---
	489+77 - 490+38	RT	---	60	---
	497+76	RT	1	---	---
	TOTALS		1	343	2

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RIPRAP

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY
0010	152+51	LT	30	---	60
	179+54	LT	8	---	20
	192+32	LT	85	---	170
	237+68	LT	120	---	250
	274+05	RT	20	---	45
	301+07	RT	8	---	20
	309+88	RT	15	---	35
	348+23	RT	20	---	45
	376+53	RT	10	---	85
	400+44	RT	15	---	35
	413+40	RT	15	---	35
	418+75	RT	5	---	10
	425+73	RT	70	---	140
	436+20	RT	8	---	20
	444+24	RT	8	---	20
	455+97	RT	15	---	35
	462+75	RT	---	10	20
	465+25	RT	5	---	10
	467+51	RT	7	---	20
	470+28	RT	5	---	10
	520+38	LT	8	---	20
	530+38	LT	8	---	20
	TOTALS		485	10	1,125

GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

CATEGORY	STATION	-	STATION	LOCATION	614.0397 SY
0010	480+82	-	481+69	RT	44

GUARDRAIL ITEMS

CATEGORY	STATION	-	STATION	LOCATION	204.0165 REMOVING GUARDRAIL LF	614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3 K LF	614.2340 MGS GUARDRAIL 3 L LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	SPV.0090.07 MGS GUARDRAIL THRIE BEAM TRANSITION TL-2 LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH
0010	98+22	-	109+29	RT	850	1,000	---	---	---	---	2	---
	101+74	-	103+93	LT	213	113	---	---	---	---	2	---
	104+20	-	108+26	LT	351	188	---	113	---	---	2	---
	151+17	-	153+73	RT	251	150	---	---	---	---	2	---
	190+77	-	193+59	RT	213	25	---	113	---	---	2	---
	234+85	-	239+54	RT	463	250	---	113	---	---	2	---
	252+84	-	259+27	RT	637	425	---	113	---	---	2	---
	458+07	-	466+03	RT	766	176	513	---	---	---	2	---
	470+92	-	474+23	RT	315	113	---	113	---	---	2	---
	471+70		474+24	LT	254	---	---	---	---	---	---	---
	480+82	-	481+69	RT	96	54	---	---	40	24	---	1
	TOTALS				4,409	2,494	513	565	40	24	18	1

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT	618.0100.01 6230-16-71 EACH
0010	6230-16-71	1

MOBILIZATION

CATEGORY	PROJECT	619.1000 EACH
0010	6230-16-71	0.6

MOBILIZATIONS EROSION CONTROL

CATEGORY	PROJECT	628.1905 EACH
0010	6230-16-71	10

MOBILIZATIONS EMERGENCY EROSION CONTROL

CATEGORY	PROJECT	628.1910 EACH
0010	6230-16-71	5

EROSION CONTROL ITEMS

CATEGORY	STATION - STATION	LOCATION	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.6005 TURBIDITY BARRIERS SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7015 INLET PROTECTION TYPE C EACH	628.7555 CULVERT PIPE CHECKS EACH
0010	97+50 - 110+02	RT	---	1,330	1,330	---	24	---	---
	101+24 - 109+00	LT	---	870	870	---	24	---	---
	149+99 - 154+92	RT	---	500	500	---	24	---	---
	152+07 - 152+96	LT	---	115	115	---	24	---	13
	179+34 - 179+74	LT/RT	---	105	105	---	24	---	10
	190+59 - 194+28	RT	---	380	380	---	24	---	---
	191+75 - 192+90	LT	---	175	175	---	24	---	18
	234+10 - 240+25	LT/RT	50	850	850	---	24	---	25
	251+80 - 259+97	RT	---	870	870	---	24	---	---
	273+58 - 274+42	LT/RT	---	145	145	---	24	---	---
	300+87 - 301+27	LT/RT	---	125	125	---	24	---	5
	309+48 - 310+17	LT/RT	---	145	145	---	24	---	7
	346+97 - 349+07	LT/RT	---	280	280	---	24	---	---
	399+90 - 400+96	LT/RT	---	150	150	---	24	---	10
	412+87 - 413+91	LT/RT	---	145	145	---	24	---	10
	418+28 - 419+23	LT/RT	---	115	115	---	24	---	3
	425+23 - 426+23	LT/RT	---	175	175	---	24	---	15
	435+77 - 436+62	LT/RT	---	120	120	---	24	---	5
	444+00 - 444+50	LT/RT	---	140	140	---	24	---	5
	455+72 - 467+95	LT/RT	---	1,310	1,310	---	24	---	20
	462+75	RT	---	---	---	25	---	---	---
	469+71 - 474+53	LT/RT	---	700	700	---	24	---	3
	520+02 - 520+72	LT/RT	---	120	120	---	24	---	5
	530+05 - 530+70	LT/RT	---	110	110	---	24	---	5
	479+00 - 516+00	LT/RT	---	---	---	---	---	25	---
	UNDISTRIBUTED		13	2,244	2,244	---	138	6	40
	TOTALS		63	11,219	11,219	25	690	31	199

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FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL
0010	97+50 - 110+02	RT	---	990	---	990	0.62	17.8	22.2
	101+24 - 109+00	LT	---	1,350	---	1,350	0.85	24.2	30.2
	149+99 - 154+92	RT	---	390	---	390	0.24	7.0	8.7
	152+07 - 152+96	LT	---	210	---	210	0.14	3.9	4.8
	179+34 - 179+74	LT/RT	---	220	---	220	0.14	3.9	4.9
	190+59 - 194+28	RT	---	440	---	440	0.28	8.0	10.0
	191+75 - 192+90	LT	---	380	---	380	0.24	6.8	8.5
	234+10 - 240+25	LT/RT	---	930	---	930	0.59	16.8	20.9
	251+80 - 259+97	RT	---	810	---	810	0.51	14.5	18.1
	273+58 - 274+42	LT/RT	---	390	---	390	0.24	7.0	8.7
	300+87 - 301+27	LT/RT	---	280	---	280	0.17	5.0	6.2
	309+48 - 310+17	LT/RT	---	360	---	360	0.22	6.5	8.0
	346+97 - 349+07	LT/RT	---	1,150	---	1,150	0.72	20.7	25.8
	399+90 - 400+96	LT/RT	---	580	---	580	0.37	10.6	13.1
	412+87 - 413+91	LT/RT	---	600	---	600	0.38	10.8	13.4
	418+28 - 419+23	LT/RT	---	80	---	80	0.05	6.4	1.7
	425+23 - 426+23	LT/RT	---	95	---	95	0.06	15.4	2.2
	435+77 - 436+62	LT/RT	---	85	---	85	0.06	6.8	2.0
	444+00 - 444+50	LT/RT	---	85	---	85	0.05	4.9	1.9
	455+72 - 467+95	LT/RT	---	130	---	130	0.08	33.8	2.8
	469+71 - 474+53	LT/RT	---	850	---	850	0.53	15.3	19.0
	520+02 - 520+72	LT/RT	---	320	---	320	0.20	5.8	7.2
	530+05 - 530+70	LT/RT	---	270	---	270	0.17	5.0	6.1
	479+42 - 512+46	LT/RT	460	---	460	---	0.29	8.3	10.3
	UNDISTRIBUTED		115	2,750	500	2,750	1.80	66	12.8
	TOTALS		575	13,745	960	13,745	9.00	331.2	269.5

PEDESTRIAN ACCOMODATION

CATEGORY	STATION - STATION	* 643.0300 TRAFFIC CONTROL DRUMS DAY	* 643.0900 TRAFFIC CONTROL SIGNS DAY	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	643.3305 TEMPORARY MARKING CROSSWALK PAINT 6-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF
0010	479+00 - 517+00	1760	328	515	36	50	300	200	220	92

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL

CATEGORY	STATION - STATION	STAGE	DAYS	* 643.0300 DRUMS DAY	* 643.0420 BARRICADES TYPE III DAY	* 643.0705 WARNING TYPE A DAY	* 643.0900 SIGNS DAY
0010	80+66 - 542+90	ADVANCE WARNING	165	---	---	---	5,610
	CULVERT REPLACEMENTS	DETOUR	40	---	1,040	2,080	1,040
	BOX CULVERT REPLACEMENT	DETOUR	40	---	80	160	80
	PORTABLE CHANGEABLE MESSAGE SIGNS	DETOUR	7	140	---	---	---
	UNDISTRIBUTED		15	---	---	---	1,890
	TOTALS			140	1,120	2,240	8,620

*ADDITIONAL QUANTITES LISTED ELSEWHERE

SIGNING

CATEGORY	STATION	LOCATION	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	638.2102 MOVING SIGNS TYPE II EACH
0010	463+39	RT	---	1
	470+80	RT	---	1
	472+98	RT	---	1
	480+96	RT	---	1
	481+02	RT	---	1
	481+62	RT	---	1
	481+63	RT	---	1
	497+78	RT	---	1
	511+20	LT	---	1
	511+32	LT	---	1
	UNDISTRIBUTED	LT/RT	3	---
	TOTALS		3	10

FIELD OFFICE TYPE C

CATEGORY	PROJECT	642.5201 EACH
0010	6230-16-71	0.6

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	6230-16-71	0.6

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TRAFFIC CONTROL DETOUR SIGN SUMMARY - CULVERT REPLACEMENTS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 30 DAYS	643.0900 SIGNS * DAYS	643.0420 BARRICADES TYPE III * DAY	643.0705 WARNING LIGHTS TYPE A * DAY	643.1000 SIGNS FIXED MESSAGE * SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE * DAYS	NO. OF CYCLES	643.0920 COVERING TYPE II SIGNS * EACH	REMARKS
1	STH 54, E. OF STH 76 (SOUTH), PLACE 2000' E. OF STH 76 INTERSECTION	W 20-2A	48"X48"	1	30	30							
2	STH 54, E. OF STH 76 (SOUTH), PLACE 1500' E. OF STH 76 INTERSECTION	FMS	78"X36"	1					19.5				SEE SIGN DETAIL SHEET
3	STH 54, E. OF STH 76 (SOUTH), COVER EXISTING D1-2 SIGN AS SHOWN										1	1	COVER "NEW LONDON-BEAR CREEK"
4	STH 54, E. OF STH 76 (SOUTH), PLACE 500' E. OF STH 76 INTERSECTION	MO 4-8	24"X12"	1	30	30							
	"	M 3-4	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	MO 5-1L	21"X21"	1	30	30							
5	STH 54, AT STH 76 (SOUTH), PLACE IN TERRACE AT STH 76 INTERSECTION	MO 4-8	24"X12"	1	30	30							
	"	M 3-4	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	MO 6-1	21"X21"	1	30	30							LEFT
6	STH 54, AT STH 76 (SOUTH), COVER EXISTING J3-4 SIGN AS SHOWN										1	1	COVER "WEST 54 LT"
7	STH 54/76, AT STH 76 (SOUTH), PLACE RIGHT OF EXISTING J3-2 SIGN AT STH 76 INTERSECTION	MO 4-8	24"X12"	1	30	30							
	"	M 3-4	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	MO 6-1	21"X21"	1	30	30							RIGHT
7A	STH 54/76, AT STH 76 (SOUTH), PLACE ON RIGHT SHOULDER ON NORTH SIDE OF INTERSECTION	R 11-3	60"X30"	1	30	30	30	60					"XX MILES AHEAD" TO CHANGE AS NEEDED
	"	MO 4-9L	30"X24"	1	30	30							
8	STH 54/76, W. OF STH 76 (SOUTH), COVER EXISTING J4-2 SIGN AS SHOWN										1	1	COVER "WEST 54"
9	STH 54/76, AT STH 76 (NORTH), MODIFY EXISTING J3-4 SIGN AS SHOWN	MO 4-8	24"X12"	1	30	30							
	"	MO 6-1	21"X21"	1	30	30							LEFT
10	STH 54/76, AT STH 76 (NORTH), PLACE IN NW QUADRANT ON RIGHT SHOULDER OF INTERSECTION	R 11-3	60"X30"	1	30	30	30	60					"XX MILES AHEAD" TO CHANGE AS NEEDED
11	STH 54, W. OF STH 76 (NORTH), COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
12	STH 54, W. OF STH 76 (NORTH), PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
13	STH 76, N. OF STH 54, PLACE 500' N. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	30	30							
	"	M 3-4	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	MO 5-1L	21"X21"	1	30	30							
14	STH 76, N. OF STH 54, COVER EXISTING D1-2 SIGN AS SHOWN										1	1	COVER "NEW LONDON"
15	STH 76, N. OF STH 54, PLACE 1500' N. OF STH 54 INTERSECTION	FMS	78"X36"	1					19.5				SEE SIGN SHEET DETAIL
16	STH 76, N. OF STH 54, PLACE 2000' N. OF STH 54 INTERSECTION	M 3-4	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	W 20-2A	48"X48"	1	30	30							
17	STH 76, S. OF STH 54, PLACE RIGHT OF EXISTING J4-1 SIGN	MO 4-8	24"X12"	1	30	30							
	"	M 3-4	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
18	STH 76, S. OF STH 54, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	30	30							
19	STH 76, N. OF CTH S, PLACE 150' N. OF CTH S INTERSECTION	MO 4-8	24"X12"	1	30	30							
	"	M 3-4	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	MO 6-1	21"X21"	1	30	30							AHEAD
20	CTH S, W. OF STH 76, PLACE 150' W. OF STH 76 INTERSECTION	MO 4-8	24"X12"	1	30	30							
	"	M 3-2	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	MO 6-1	21"X21"	1	30	30							AHEAD
21	CTH S, E. OF CTH M, PLACE 150' E. OF CTH M INTERSECTION	MO 4-8	24"X12"	1	30	30							
	"	M 3-4	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	MO 6-1	21"X21"	1	30	30							AHEAD
	PAGE SUBTOTALS			44		1,230	60	120	39.0	7		5	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

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TRAFFIC CONTROL DETOUR SIGN SUMMARY - CULVERT REPLACEMENTS

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 30 DAYS	643.0900 SIGNS * DAYS	643.0420 BARRICADES TYPE III * DAY	643.0705 WARNING LIGHTS TYPE A * DAY	643.1000 SIGNS FIXED MESSAGE * SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE * DAYS	NO. OF CYCLES	643.0920 COVERING TYPE II SIGNS * EACH	REMARKS
22	CTH S, W. OF CTH M, PLACE 150' W. OF CTH M INTERSECTION	M0 4-8	24"X12"	1	30	30							
	"	M 3-2	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	M0 6-1	21"X21"	1	30	30							AHEAD
23	CTH S, E. OF CTH NC, PLACE 150' E. OF CTH NC INTERSECTION	M0 4-8	24"X12"	1	30	30							
	"	M 3-4	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	M0 6-1	21"X21"	1	30	30							AHEAD
24	CTH S, W. OF CTH NC, PLACE 150' W. OF CTH NC INTERSECTION	M0 4-8	24"X12"	1	30	30							
	"	M 3-2	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	M0 6-1	21"X21"	1	30	30							AHEAD
25	CTH S, S. OF STH 54, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	30	30							
26	CTH S, S. OF STH 54, PLACE 250' S. OF STH 54 INTERSECTION	M0 4-8	24"X12"	1	30	30							
	"	M 3-2	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
27	CTH S, AT STH 54, COVER EXISTING J3-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
28	STH 54, AT CTH S, PLACE ON RIGHT SHOULDER IN SE QUADRANT OF INTERSECTION	R 11-3	60"X30"	1	30	30	30	60					"XX MILES AHEAD" TO CHANGE AS NEEDED
	"	M 4-9R	30"X24"	1	30	30							
29	STH 54, E. OF CTH S, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
30	STH 54, E. OF CTH S, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
31	STH 54, AT CTH M, PLACE ON RIGHT SHOULDER IN NW QUADRANT OF INTERSECTION	R 11-3	60"X30"	1	30	30	30	60					"XX MILES AHEAD" TO CHANGE AS NEEDED
32	STH 54, AT CTH M, PLACE ON RIGHT SHOULDER IN SE QUADRANT OF INTERSECTION	R 11-3	60"X30"	1	30	30	30	60					"XX MILES AHEAD" TO CHANGE AS NEEDED
33	STH 54, AT CTH S, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH S INTERSECTION	M0 4-8	24"X12"	1	30	30							
	"	M 3-2	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	M0 6-1	21"X21"	1	30	30							RIGHT
34	STH 54, W. OF CTH S, PLACE 500' W. OF CTH S INTERSECTION	M0 4-8	24"X12"	1	30	30							
	"	M 3-2	24"X12"	1	30	30							
	"	M 1-6	24"X24"	1	30	30							54
	"	M0 5-1R	21"X21"	1	30	30							
35	STH 54, W. OF CTH S, PLACE 1000' W. OF CTH S INTERSECTION	FM5	78"X36"	1					19.5				SEE SIGN DETAIL SHEET
36	STH 54, W. OF CTH S, PLACE 1500' W. OF CTH S INTERSECTION	W 20-2A	48"X48"	1	30	30							
	PAGE SUBTOTALS			31		870	90	180	19.5	7		2	
	*ADDITIONAL QUANTITIES SHOWN ELSEWHERE												
	CULVERT REPLACEMENT DETOUR TOTALS			**75**		**2,100**	**150**	**300**	**58.5**	**14**		**7**	

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY - BOX CULVERT REPLACEMENT

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 60 DAYS	643.0900 SIGNS * DAYS	643.0420 BARRICADES TYPE III * DAYS	643.0705 WARNING LIGHTS TYPE A * DAYS	643.1000 FIXED MESSAGE SIGN * SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE * DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II * EACH	REMARKS
1	STH 54, W. OF CTH M, PLACE 1/2 MILE W. OF CTH M INTERSECTION	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	W 20-2A	48"X48"	1	60	60							
2	STH 54, W. OF CTH M, PLACE 1/4 MILE W. OF CTH M INTERSECTION	FMS	90"X48"	1					30				SEE SIGN DETAIL SHEET
3	STH 54, W. OF CTH M, PLACE 750' W. OF CTH M INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 5-1R	21"X21"	1	60	60							
4	STH 54, AT CTH M, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	60	60							
	"	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 6-1	21"X21"	1	60	60							RIGHT
5	STH 54, AT CTH M, PLACE ON RIGHT SHOULDER IN SE QUADRANT OF INTERSECTION	R 11-3B	60"X30"	1	60	60	60	120					3 MILES AHEAD
	"	MO 4-9R	30"X24"	1	60	60							
6	STH 54, AT CTH M, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	60	60							
	"	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 6-1	21"X21"	1	60	60							LEFT
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-3	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 6-1	21"X21"	1	60	60							LEFT
7	STH 54, E. OF CTH M, PLACE RIGHT/COVER EXISTING J4-2 SIGN AS SHOWN	MO 4-8	24"X12"	1	60	60					1	1	COVER SIGN AS SHOWN
	"	M 3-1	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							
8	STH 54, E. OF CTH M, PLACE 750' E. OF CTH M INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 5-1L	21"X21"	1	60	60							
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-3	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 5-1L	21"X21"	1	60	60							
9	STH 54, W. OF BOLTER RD, PLACE 150' W. OF BOLTER RD INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-1	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 6-1	21"X21"	1	60	60							AHEAD
10	STH 54, E. OF BOLTER RD, PLACE 150' E. OF BOLTER RD INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 6-1	21"X21"	1	60	60							AHEAD
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-3	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 6-1	21"X21"	1	60	60							AHEAD
	PAGE SUBTOTALS			45		2,640	60	120	30	0		1	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY - BOX CULVERT REPLACEMENT

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 60 DAYS	643.0900 SIGNS * DAYS	643.0420 BARRICADES TYPE III * DAYS	643.0705 WARNING LIGHTS TYPE A * DAYS	643.1000 FIXED MESSAGE SIGN * SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE * DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II * EACH	REMARKS
11	CTH M, AT STH 54 INTERSECTION, PLACE RIGHT OF EXISTING J13-2 SIGN	MO 4-8	24"X12"	1	60	60							
	"	M 3-1	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 6-1	21"X21"	1	60	60							RIGHT
12	CTH M, S. OF STH 54, PLACE 750' S. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-1	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 5-1R	21"X21"	1	60	60							
13	CTH M, S. OF STH 54, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8A	24"X18"	1	60	60							
14	CTH M, N. OF CTH S, PLACE 750' N. OF CTH S INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 5-1L	21"X21"	1	60	60							
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-3	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 5-1L	21"X21"	1	60	60							
15	CTH M, AT CTH S INTERSECTION, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	60	60							
	"	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 6-1	21"X21"	1	60	60							LEFT
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-3	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 6-1	21"X21"	1	60	60							LEFT
16	CTH S, AT CTH M INTERSECTION, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	60	60							
	"	M 3-4	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 6-1	21"X21"	1	60	60							RIGHT
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-1	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 6-1	21"X21"	1	60	60							RIGHT
17	CTH S, E. OF CTH M, PLACE 750' E. OF CTH M INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-4	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 5-1R	21"X21"	1	60	60							
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-1	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 5-1R	21"X21"	1	60	60							
18	CTH S, W. OF STH 76, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8A	24"X18"	1	60	60							
19	CTH S, W. OF STH 76, PLACE 750' W. OF STH 76 INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 6-1	21"X21"	1	60	60							AHEAD
	PAGE SUBTOTALS			46		2,760	0	0	0	0		0	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY - BOX CULVERT REPLACEMENT

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 60 DAYS	643.0900 SIGNS * DAYS	643.0420 BARRICADES TYPE III * DAYS	643.0705 WARNING LIGHTS TYPE A * DAYS	643.1000 FIXED MESSAGE SIGN * SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE * DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II * EACH	REMARKS
20	STH 76, AT CTH S INTERSECTION, PLACE ON RIGHT SHOULDER IN SE QUADRANT	R 11-3B	60"X30"	1	60	60	60	120					4 3/4 MILES AHEAD
	"	M 4-9L	30"X24"	1	60	60							
21	STH 76, S. OF CTH S, PLACE 1/2 MILE S. OF CTH S INTERSECTION	W 20-2A	48"X48"	1	60	60							
22	STH 76, S. OF CTH S, PLACE 750' S. OF CTH S INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-1	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 5-1L	21"X21"	1	60	60							
23	STH 76, S. OF CTH S, PLACE 1/4 MILE S. OF CTH S INTERSECTION	FMS		1					16.5				SEE SIGN DETAIL SHEET
24	STH 76, AT CTH S INTERSECTION, MODIFY EXISTING J3-2 SIGN AS SHOWN	MO 4-8	24"X12"	1	60	60							
	"	MO 6-1	21"X21"	1	60	60							LEFT
25	STH 76, AT CTH S INTERSECTION, PLACE RIGHT OF EXISTING J3-2 SIGN	MO 4-8	24"X12"	1	60	60							
	"	M 3-4	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 6-1	21"X21"	1	60	60							AHEAD
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-1	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 6-1	21"X21"	1	60	60							AHEAD
26	STH 76/CTH S, E. OF S. STH 76/CTH S INTERSECTION, COVER EXISTING J4-2 SIGN										1	1	COVER SIGN AS SHOWN
27	STH 76/CTH S, AT N. STH 76/CTH S INTERSECTION, COVER EXISTING J3-2 SIGN										1	1	COVER SIGN AS SHOWN
28	STH 76, S. OF CTH A, PLACE 150' S. OF CTH A INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 6-1	21"X21"	1	60	60							AHEAD
29	STH 76, N. OF CTH A, PLACE 150' N. OF CTH A INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-4	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 6-1	21"X21"	1	60	60							AHEAD
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-1	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 6-1	21"X21"	1	60	60							AHEAD
30	STH 76, N. OF CTH A, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
31	STH 76, S. OF STH 54, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8A	24"X18"	1	60	60							
32	STH 76, S. OF STH 54, COVER EXISTING D1-3 SIGN AS SHOWN										1	1	COVER SIGN AS SHOWN
33	STH 54, W. OF STH 76, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8A	24"X18"	1	60	60							
34	STH 54, W. OF STH 76, COVER EXISTING J2-1 SIGN AS SHOWN										1	1	COVER SIGN AS SHOWN
35	STH 54, AT STH 76 INTERSECTION, COVER EXISTING J3-3 SIGN AS SHOWN										1	1	COVER SIGN AS SHOWN
36	STH 76, AT STH 54 INTERSECTION, PLACE RIGHT/COVER EXISTING J3-2 SIGN AS SHOWN										1	1	COVER SIGN AS SHOWN
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 6-1	21"X21"	1	60	60							RIGHT
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-3	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 6-1	21"X21"	1	60	60							RIGHT
	PAGE SUBTOTALS			40		2,340	60	120	16.5	0		7	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

3

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

TRAFFIC CONTROL DETOUR SIGN SUMMARY - BOX CULVERT REPLACEMENT

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 60 DAYS	643.0900 SIGNS * DAYS	643.0420 BARRICADES TYPE III * DAYS	643.0705 WARNING LIGHTS TYPE A * DAYS	643.1000 FIXED MESSAGE SIGN * SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE * DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II * EACH	REMARKS
37	STH 76, N. OF STH 54, COVER EXISTING D1-3 SIGN AS SHOWN										1	1	COVER SIGN AS SHOWN
38	STH 76, N. OF STH 54, PLACE 1000' N. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 5-1R	21"X21"	1	60	60							
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-3	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 5-1R	21"X21"	1	60	60							
39	STH 76, N. OF STH 54, PLACE 2000' N. OF STH 54 INTERSECTION	M 3-2	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	M 3-3	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	W 20-2A	48"X48"	1	60	60							
40	STH 54/76, AT STH 54 INTERSECTION, PLACE ON RIGHT SHOULDER IN SE QUADRANT OF INTERSECTION	R 11-3C	60"X24"	1	60	60	60	120					1/4 MILE AHEAD
41	STH 54/76, E. OF STH 76 INTERSECTION, PLACE ON RIGHT SHOULDER, LOCATION FIELD DETERMINED	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
42	STH 54/76, E. OF N. STH 76 INTERSECTION, COVER EXISTING J4-2 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
43	STH 54/76, E. OF N. STH 76 INTERSECTION, COVER EXISTING J3-2 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
44	STH 54/76, E. OF N. STH 76 INTERSECTION, COVER EXISTING J4-2 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
45	STH 54/76, W. OF S. STH 76 INTERSECTION, PLACE ON RIGHT SHOULDER, LOCATION FIELD DETERMINED	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
46	STH 54/76, W. OF S. STH 76 INTERSECTION, PLACE ON RIGHT SHOULDER IN NW QUADRANT OF INTERSECTION	R 11-2B	48"X30"	1	60	60	60	120					
	"	M 4-9L	30"X24"	1	60	60							
47	STH 76, S. OF STH 54, PLACE 250' S. OF STH 76 INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-4	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-1	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
48	STH 54, AT STH 76 INTERSECTION, COVER EXISTING J3-4 SIGN AS SHOWN										1	1	COVER SIGN AS SHOWN
49	STH 54, AT STH 76 INTERSECTION, MODIFY EXISTING J3-2 SIGN AS SHOWN	MO 4-8	24"X12"	1	60	60							
	"	MO 6-1	21"X21"	1	60	60							LEFT
50	STH 54, E. OF S. STH 76, MODIFY EXISTING J3-2 SIGN AS SHOWN	MO 4-8	24"X12"	1	60	60							
	"	MO 6-1	21"X21"	1	60	60							LEFT
	"	MO 4-8	24"X12"	1	60	60							
	"	MO 6-1	21"X21"	1	60	60							LEFT
51	STH 54, E. OF S. STH 76, PLACE 1000' E. OF S. STH 76 INTERSECTION	MO 4-8	24"X12"	1	60	60							
	"	M 3-4	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	MO 5-1L	21"X21"	1	60	60							
	"	MO 4-8	24"X12"	1	60	60							
	"	M 3-1	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	MO 5-1L	21"X21"	1	60	60							
52	STH 54, E. OF S. STH 76, PLACE 2000' E. OF S. STH 76 INTERSECTION	M 3-4	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							54
	"	M 3-1	24"X12"	1	60	60							
	"	M 1-6	24"X24"	1	60	60							76
	"	W 20-2A	48"X48"	1	60	60							
	PAGE SUBTOTALS			43		2,460	120	240	0	14		5	
	*ADDITIONAL QUANTITIES SHOWN ELSEWHERE												
	BOX CULVERT REPLACEMENT DETOUR TOTALS			**174**		**10,200**	**240**	**480**	**46.5**	**14**		**13**	

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

PAVEMENT MARKING ITEMS

CATEGORY	STATION - STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH SOLID YELLOW LF	646.2020 MARKING LINE EPOXY 6-INCH SOLID YELLOW LF	646.2020 MARKING LINE EPOXY 6-INCH 12.5' SKIPS, 37.5' GAPS YELLOW LF	646.4020 10-INCH WHITE LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE LF	646.2040 6-INCH SOLID YELLOW LF	646.2040 6-INCH 12.5' SKIP, 37.5' GAP YELLOW LF	646.4040 10-INCH WHITE LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW LF	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF
0010	80+66 - 160+50	LT/RT	---	---	---	---	15,700	520	2,000	---	---	---	---	4,630	---	---	---
	160+50 - 266+50	LT/RT	---	---	---	---	20,800	---	2,650	---	---	---	---	3,390	---	---	---
	266+50 - 372+50	LT/RT	---	---	---	---	20,950	5,980	2,310	---	---	---	---	26,900	---	---	---
	372+50 - 479+37	LT/RT	---	---	---	---	20,850	16,750	715	---	---	---	---	67,850	---	---	---
	479+37 - 519+50	LT/RT	---	3,570	770	---	285	---	---	---	---	---	---	11,450	---	---	---
	519+50 - 542+90	LT/RT	---	---	---	---	4,570	---	585	---	---	---	---	750	---	---	---
	320+53 - 320+88	RT	135	---	---	---	---	---	---	---	---	---	400	---	---	---	---
	467+81 - 468+03	LT	---	32	---	---	---	---	---	---	---	---	---	---	---	---	21
	468+62 - 469+76	LT	---	---	---	---	---	---	---	115	---	---	---	---	---	---	---
	487+14 - 487+68	RT	295	---	---	110	---	---	---	---	---	25	885	---	---	---	23
	487+27	RT	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	487+40	RT	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	487+52	RT	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	497+73 - 497+79	LT/RT	---	---	---	---	---	---	---	---	82	---	---	---	---	---	---
	511+40 - 511+52	LT	48	---	---	---	---	---	---	---	---	---	145	---	---	---	16
	SUBTOTALS		478	3,602	770	110	83,155	23,250	8,260	115	82	25	1,430	114,970	2	1	60
	TOTALS		478	4,372		110	114,665			115	82	25	1,430	114,970	2	1	60

CONSTRUCTION STAKING

CATEGORY	STATION - STATION	650.4000 STORM SEWER EACH	650.5500 CURB GUTTER AND CURB & GUTTER LF	650.6000 PIPE CULVERTS EACH	650.6501 STRUCTURE LAYOUT 01. C-44-134 EACH	650.6501 STRUCTURE LAYOUT 02. C-44-053 EACH	650.8000 RESURFACING REFERENCE LF	650.9000 CURB RAMPS EACH	650.9500.01 SIDEWALK 6230-16-71 EACH	650.9911.01 SUPPLEMENTAL CONTROL 6230-16-71 EACH	650.9920 SLOPE STAKES LF
0010	80+66 - 542+90	2	770	25	1	1	40,950	20	1	1	5,250

INSTALLING AND MAINTAINING BIRD DETERRENT SYSTEM

CATEGORY	999.2000.S.01 STA 254+39 EACH	999.2000.S.02 STA 472+67 EACH
0010	1	1

TEMPORARY WATER DIVERSION C-44-134 STATION 472+67

CATEGORY	SPV.0060.04 EACH
0020	1

SAWING EXISTING PAVEMENT

CATEGORY	STATION - STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	152+10 - 152+92	LT/RT	69	---
	179+39 - 179+69	LT/RT	60	---
	191+80 - 192+85	LT/RT	68	---
	237+40 - 237+97	LT/RT	69	---
	273+80 - 274+29	LT/RT	60	---
	300+92 - 301+22	LT/RT	60	---
	309+66 - 310+10	LT/RT	60	---
	347+54 - 348+92	LT/RT	60	---
	399+96 - 400+91	LT/RT	60	---
	412+92 - 413+86	LT/RT	60	---
	418+31 - 419+19	LT/RT	60	---
	425+27 - 426+19	LT/RT	60	---
	435+80 - 436+59	LT/RT	60	---
	444+09 - 444+39	LT/RT	60	---
	455+75 - 456+19	LT/RT	72	---
	462+38 - 463+12	LT/RT	73	---
	464+88 - 465+61	LT/RT	87	---
	467+09 - 467+95	LT/RT	74	60
	469+75 - 470+77	LT/RT	18	60
	472+42 - 472+92	LT/RT	20	40
	520+07 - 520+69	LT/RT	60	---
	530+09 - 530+67	LT/RT	60	---
	479+35 - 479+75	LT	74	3
	480+84 - 481+66	RT	110	---
	486+57 - 486+90	LT	34	17
	486+60 - 486+99	RT	39	9
	487+09 - 487+44	RT	70	5
	487+26 - 487+70	LT	47	7
	487+71 - 488+15	RT	49	13
	488+00 - 488+31	LT	69	
	491+61 - 491+93	LT	56	7
	491+62 - 491+99	RT	48	14
	492+15 - 492+50	LT	100	6
	492+31 - 492+72	RT	42	9
	496+82 - 497+14	RT	85	
	497+57 - 497+93	RT	47	14
	497+65 - 498+14	LT	37	24
	507+25 - 507+66	RT	40	13
	507+31 - 507+56	LT	17	13
	508+11 - 508+57	RT	46	
	508+16 - 508+40	LT	19	13
	510+99 - 511+79	LT	115	7
	511+05 - 511+21	RT	19	13
	511+61 - 511+77	LT/RT	130	13
	512+13 - 512+46	LT	24	9
	479+37 - 542+90	LT/RT	1,510	---
	DRIVEWAYS	LT/RT	160	---
	UNDISTRIBUTED	LT/RT	625	60
	TOTALS		4,942	429

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
6230-16-21
NEW LONDON - SHIOCTON
WCL - PARK AVENUE
STH 54
OUTAGAMIE COUNTY



CONVENTIONAL SYMBOLS

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

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

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

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

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)

PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

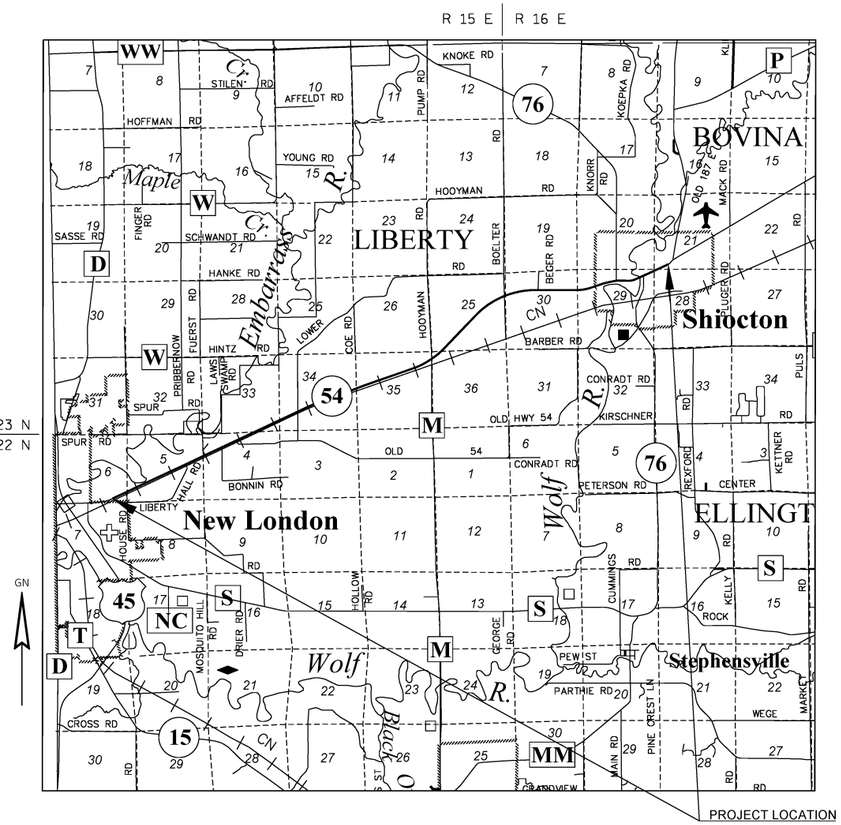
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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



LAYOUT
SCALE 0 1 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6230-16-21.

NOTES:

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

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

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

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

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

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

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

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

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

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

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

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

PROJECT NUMBER 6230-16-21-4.01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\RW\040101_RT.DWG
LAYOUT NAME: 040101_rt
PLOT DATE : 1/14/2022 8:35 AM PLOT BY : BARTELT, HEATHER PLOT NAME : _____
APPRAISAL PLAT DATE : 1/14/22

4

TRANSPORTATION PROJECT PLAT NO: 6230-16-21 - 4.01

THAT PART OF GOVERNMENT LOT 6 IN SECTION 29, T 23 N, R 16 E, VILLAGE OF SHIOCTON, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 54 NEW LONDON - SHIOCTON (WCL - PARK AVENUE) 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.

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
100	468+01.71	-47.30'	628629.640	780436.024
101	469+47.29	-52.09'	628642.173	780586.149
102	470+20.57	-50.38'	628638.576	780661.826
103	470+68.37	-33.38'	628619.326	780708.762
104	471+63.42	-33.38'	628614.813	780803.702
105	471+63.05	-50.38'	628631.812	780804.137
106	473+13.02	-50.38'	628624.691	780953.942
108	473+13.02	64.62'	628509.821	780948.482
109	470+04.39	64.58'	628524.449	780640.726
110	470+04.16	55.62'	628533.414	780640.858
111	467+91.05	40.56'	628541.138	780434.704

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE100	472+28.07	-50.38'
TLE101	472+28.08	-70.39'
TLE102	473+11.87	-70.38'

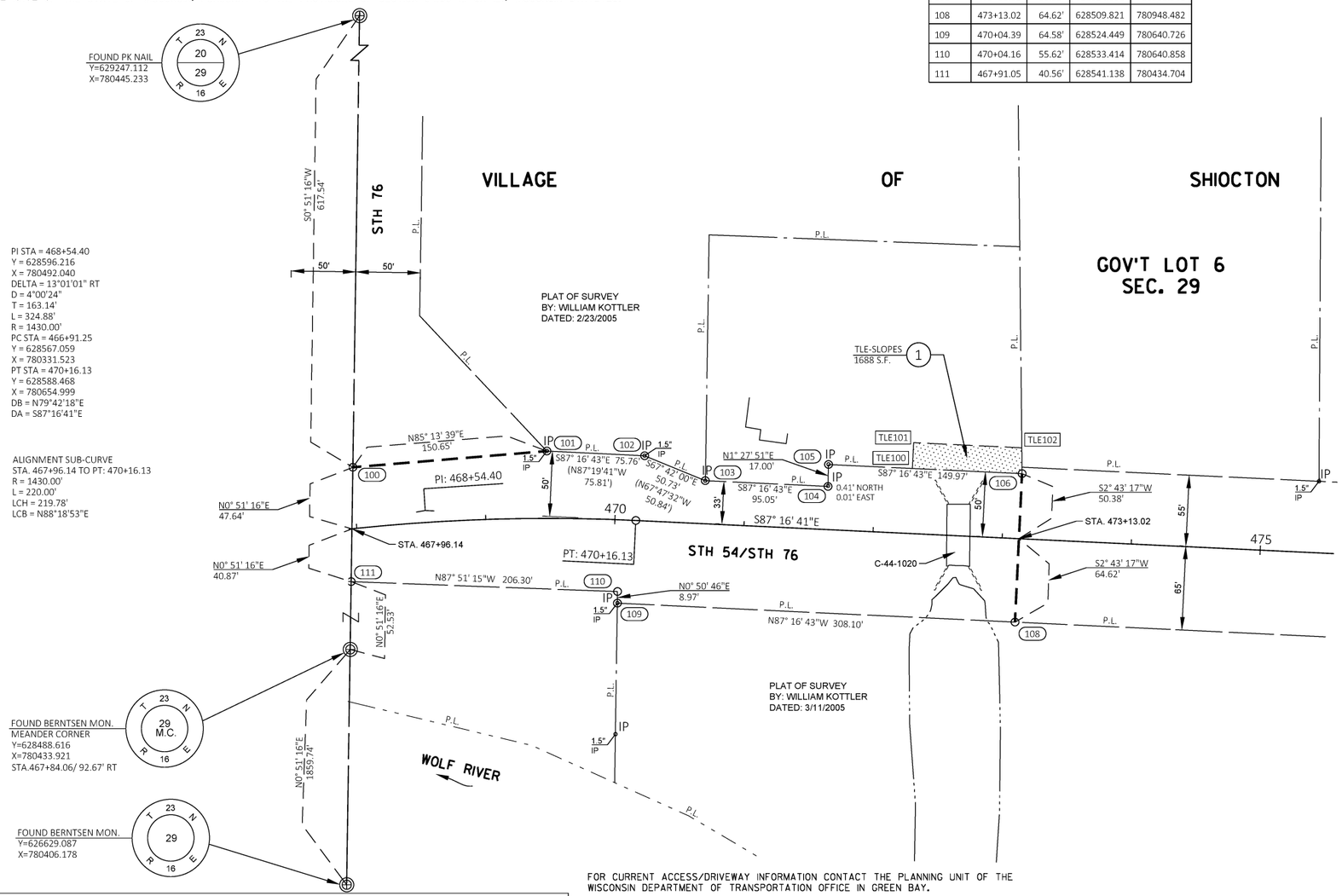
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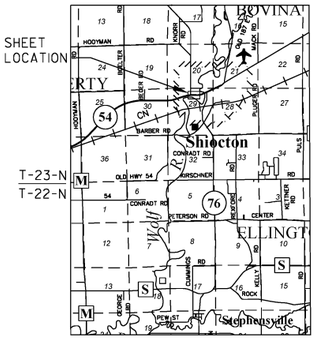
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Date: **01-14-2022** Time: **2:10 PM**
Pages: **2** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6230-16-21-4.01
AMENDMENT NO:
SHEET 1 OF 2



R-15-E | R-16-E



LAYOUT
SCALE 0 1 MI.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF THIS DOCUMENT.

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	OWNERS	INTERESTS REQUIRED	R/W NEW	S.F REQUIRED EXISTING	S.F REQUIRED TOTAL	TLE S.F.
1	JAMES J. & JANET K. COE	TLE	---	---	---	1688

UTILITY INTERESTS REQUIRED

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

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 SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOUND IRON PINS ARE 3/4" REBARS UNLESS OTHERWISE NOTED.

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

EXISTING R/W FOR STH 54/STH 76 BASED ON PREVIOUS PROJECT 435-C, 543-E, CSM 5799, CSM 7700, PLAT OF SURVEY BY WILLIAM KOTTLER DATED: 3/11/2005 AND PLAT OF SURVEY BY WILLIAM KOTTLER DATED: 2/23/2005.

EXISTING R/W FOR STH 76 BASED ON PREVIOUS PROJECT: 543-E, CSM 5799, PLAT OF SURVEY BY WILLIAM KOTTLER DATED: 2/23/2005.

STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6230-16-21-4.01 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

SIGNATURE: Heather Bartelt DATE: 1/14/22
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: Curt Van Erem DATE: 1/14/22
PRINT NAME: CURT VAN EREM

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\RW\040101_RP.DWG
APPRAISAL PLAT DATE : 1/14/22
PLOT DATE : 1/14/2022 8:34 AM
PLOT BY : BARTELT, HEATHER
PLOT NAME :
PLOT SCALE : ##########

TRANSPORTATION PROJECT PLAT NO: 6230-16-21 - 4.02

THAT PART OF LOTS 1 & 11, BLOCK 6 AND PART OF LOT 1, BLOCK 7 AND PART OF LOT 3, BLOCK 5 AND PART OF LOT 7 BLOCK 4 AND PART OF LOT 10, BLOCK 8 OF THE PLAT OF SHIOCTON, ALL IN GOVERNMENT LOT 1 OF SECTION 29, AND PART OF LOT 1 OF BOYNTON'S NORTH ADDITION TO SHIOCTON, IN GOVERNMENT LOT 3, SECTION 21, ALL IN TOWNSHIP 23 NORTH, RANGE 16 EAST, VILLAGE OF SHIOCTON, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 54 NEW LONDON - SHIOCTON (WCL - PARK AVENUE) 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.

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNERS	INTERESTS REQUIRED	R/W NEW	S.F REQUIRED EXISTING	S.F REQUIRED TOTAL	TLE S.F.
2	JEROD A. SIEWERT	FEE,TLE	173	---	173	346
3	RANDY J. & AMY L. LAVALLEY	FEE,TLE	110	---	110	204
4	JOHN BAUM-VENDOR CRIS PUTZER & CHRISTENNA PUTZER-VENDEE	TLE	---	---	---	154
6	JEREMY J. & DELIA A. HELSER	TLE	---	---	---	221
7	EARL V. & JOYCE CONRADT	TLE	---	---	---	199
8	ROBERT J. & WANDA L. SCHNEIDER	TLE	---	---	---	127
9	PUMP N MUNCH, LLC	TLE	---	---	---	132

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	WE ENERGIES-GAS	RELEASE OF RIGHTS

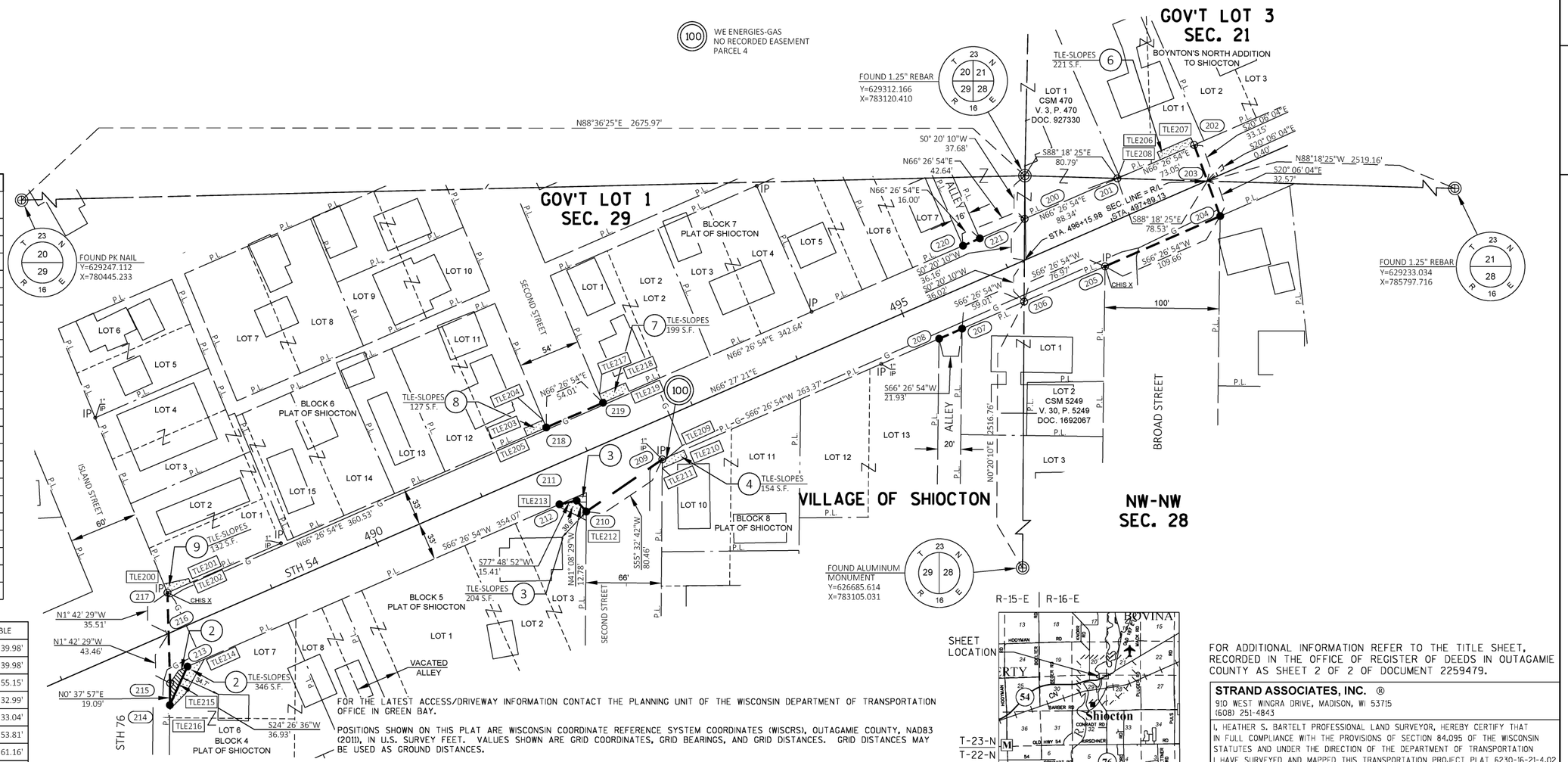
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SCALE, FEET
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Document #: **2260207**
Date: **01-24-2022** Time: **2:40 PM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6230-16-21-4.02
AMENDMENT NO:



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
200	496+30.62	-33.07'	629274.483	783120.189
201	497+18.95	-33.08'	629309.779	783201.166
202	497+92.00	-33.09'	629338.966	783268.127
203	497+92.00	0.00'	629307.837	783279.519
204	497+88.03	32.91'	629276.874	783290.851
205	496+78.37	32.93'	629233.057	783190.326
206	496+01.40	32.94'	629202.301	783119.765
207	495+42.39	32.94'	629178.723	783065.673
208	495+20.46	32.95'	629169.960	783045.569
209	492+57.09	32.98'	629064.723	782804.136
210	491+78.09	48.21'	629019.205	782737.794
211	491+74.22	36.03'	629028.828	782729.386
212	491+59.11	32.99'	629025.576	782714.323
213	488+05.05	33.04'	628884.100	782389.750
214	487+77.61	57.76'	628850.483	782374.470
215	487+85.43	40.34'	628869.571	782374.681
216	488+01.59	0.00'	628913.010	782373.385
217	488+14.80	-32.96'	628948.503	782372.327
218	491+75.33	-33.01'	629092.561	782702.825
219	492+29.34	-33.01'	629114.142	782752.335
220	495+71.98	-33.06'	629251.052	783066.434
221	495+87.98	-33.06'	629257.445	783081.101

STATION & OFFSET TABLE			STATION & OFFSET TABLE		
POINT	STATION	OFFSET	TLE210	492+77.55	39.98'
TLE200	488+14.96	-41.11'	TLE211	492+53.97	39.98'
TLE201	488+36.78	-36.84'	TLE212	491+75.00	55.15'
TLE202	488+36.78	-32.96'	TLE213	491+56.54	32.99'
TLE203	491+57.24	-40.01'	TLE214	488+21.07	33.04'
TLE204	491+75.46	-40.01'	TLE215	487+94.45	53.81'
TLE205	491+57.24	-33.01'	TLE216	487+76.08	61.16'
TLE206	497+60.00	-40.00'	TLE217	492+29.48	-41.01'
TLE207	497+92.00	-40.00'	TLE218	492+54.27	-41.02'
TLE208	497+60.00	-33.08'	TLE219	492+54.28	-33.02'
TLE209	492+77.55	32.98'			

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

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

FOUND IRON PINS ARE 3/4" REBARS UNLESS OTHERWISE NOTED.

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

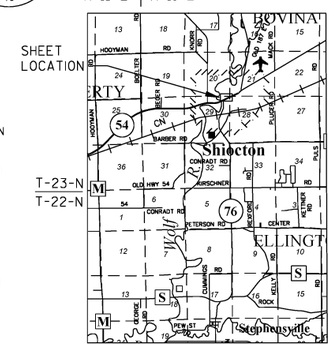
EXISTING R/W FOR STH 54 BASED ON PREVIOUS PROJECT 435-C, 543-E, 6231-4-71, PLAT OF SHIOCTON, BOYNTON'S NORTH ADDITION TO SHIOCTON, CSM 470, CSM 5249.

EXISTING R/W FOR STH 76 BASED ON PLAT OF SHIOCTON.

EXISTING R/W FOR ISLAND STREET BASED ON PLAT OF SHIOCTON.

EXISTING R/W FOR SECOND STREET BASED ON PLAT OF SHIOCTON.

EXISTING R/W FOR BROAD STREET BASED ON PLAT OF SHIOCTON AND CSM 5249.



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF DOCUMENT 2259479.

STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6230-16-21-4.02 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

SIGNATURE: _____ DATE: 1/24/22
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797

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

SIGNATURE: _____ DATE: 1/24/22
PRINT NAME: CURT VAN EREM

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\RW\040101_RP.DWG
APPRAISAL PLAT DATE : 1/24/22
PLOT DATE : 1/24/2022 12:12 PM PLOT BY : BARTELT, HEATHER PLOT NAME : PLOT SCALE : ##########
STH 54 6230-16-21-4.02

TRANSPORTATION PROJECT PLAT NO: 6230-16-21 - 4.03

THAT PART OF LOTS 1 AND 23, BLOCK B OF SMITH'S ADDITION LOCATED IN AND INCLUDING PART OF GOVERNMENT LOT 3, SECTION 21, TOWNSHIP 23 NORTH, RANGE 16 EAST, VILLAGE OF SHIOCTON, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 54 NEW LONDON - SHIOCTON (WCL - PARK AVENUE) 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.

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	OWNERS	INTERESTS REQUIRED	R/W NEW	S.F REQUIRED EXISTING	S.F REQUIRED TOTAL	PLE S.F.	TLE S.F.
11	SARAH HEINEMAN	FEE,TLE	69	---	69	---	271
12	FIRST CONGREGATION CHURCH	TLE	---	---	---	---	658
13	VILLAGE OF SHIOCTON	FEE,PLE,TLE	381	---	381	305	696

UTILITY INTERESTS REQUIRED

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

R/W COURSE TABLE		
300 - 301	N51° 19' 30"E	54.95'
301 - 302	N65° 46' 15"E	26.77'
302 - 303	N53° 28' 53"E	18.77'
303 - 304	S39° 11' 42"E	1.01'
304 - 305	SEE CURVE 1	
305 - 306	N45° 04' 26"W	1.03'
306 - 307	N43° 22' 08"E	22.57'
307 - 308	S47° 27' 55"E	1.17'
308 - 309	SEE CURVE 2	
309 - 310	N40° 26' 57"E (N39° 21' 52"E)	67.48' (67.47')
310 - 311	SEE CURVE 3	
311 - 312	N88° 54' 35"E	55.74'
312 - 313	N88° 54' 35"E	61.82'
313 - 314	SEE CURVE 4	
314 - 315	S40° 26' 57"W	80.97'
315 - 316	S23° 37' 03"W	10.48'
316 - 317	S34° 12' 17"W	9.31'
317 - 318	S35° 06' 43"E	7.99'
318 - 319	S54° 53' 14"W	1.92'
319 - 320	S12° 05' 37"W	79.75'
320 - 321	N82° 46' 14"W	81.43'
321 - 322	N77° 03' 45"W	45.25'
322 - 300	N77° 03' 45"W	48.25'

PLE COURSE TABLE		
301 - PLE300	N65° 46' 15"E	24.82'
PLE300 - PLE301	N26° 28' 16"W	20.22'
PLE301 - PLE302	N54° 51' 11"E	10.12'
PLE302 - PLE303	S26° 28' 16"E	20.39'
PLE303 - 302	S53° 28' 53"W	8.18'
302 - PLE300	S65° 46' 15"W	1.94'
PLE303 - 303	N53° 28' 53" E	10.59'
313 - PLE304	SEE CURVE 5	
PLE304 - PLE305	S33° 14' 20"E	10.00'
PLE305 - PLE306	S56° 45' 40"W	10.00'
PLE306 - PLE307	N33° 14' 20"W	10.02'
PLE307 - PLE304	SEE CURVE 6	

PI STA = 507+33.64
Y = 629684.775
X = 784144.599
DELTA = 26°10'54" LT
D = 9°57'52"
T = 133.71'
L = 262.75'
R = 575.00'
PC STA = 505+99.93
PT STA = 508+62.68
DB = N66°27'21"E

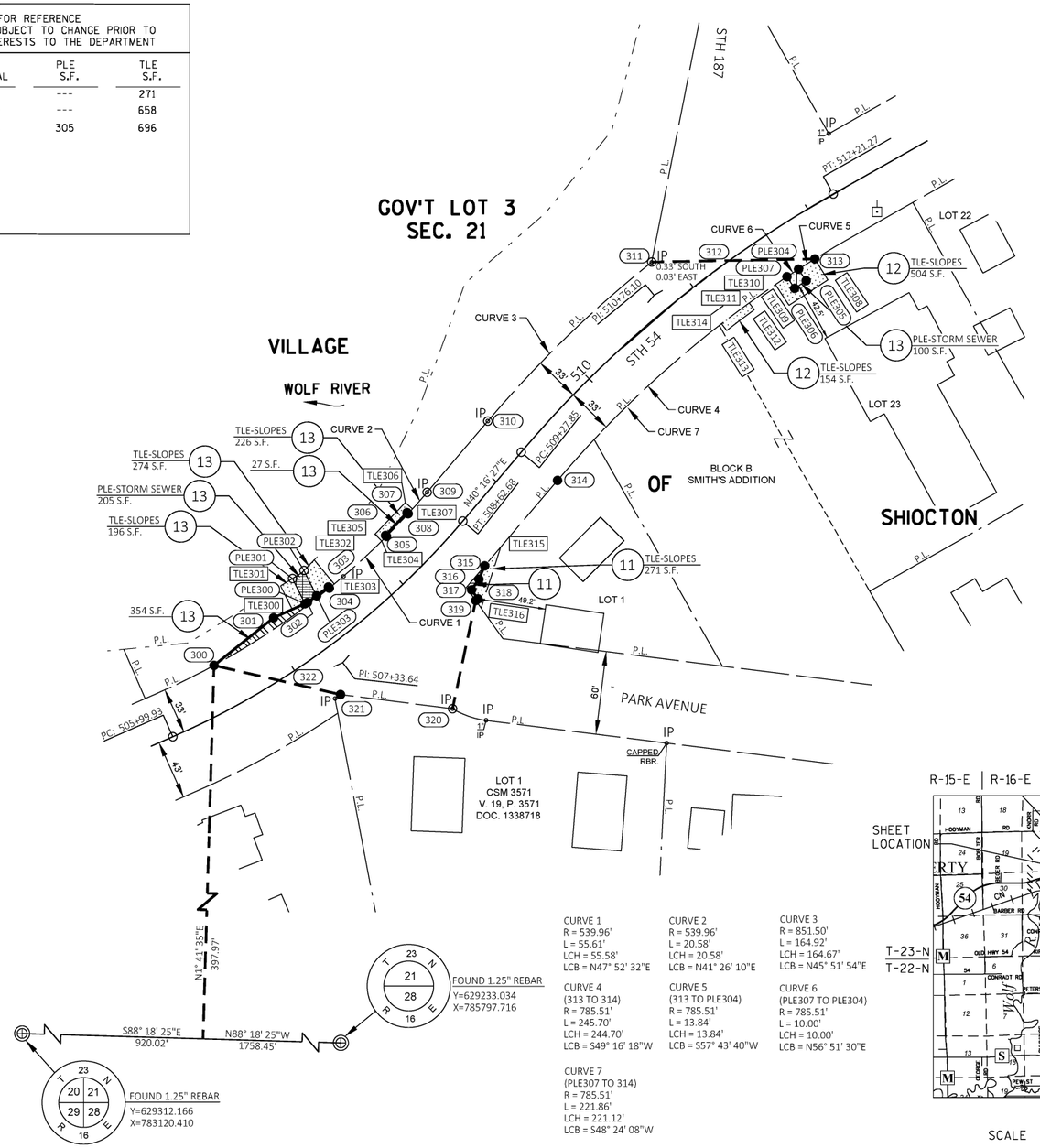
ALIGNMENT SUB-CURVE
PC 505+99.93 TO STA. 506+86.89
R = 575.00'
L = 86.96'
LCH = 86.88'
LCB = N62° 07' 24"E

ALIGNMENT SUB-CURVE
STA. 506+86.89 TO PT 508+62.68
R = 575.00'
L = 175.79'
LCH = 175.11'
LCB = N49° 01' 57"E

PI STA = 510+76.10
Y = 629949.622
X = 784369.001
DELTA = 20°15'18" RT
D = 6°54'11"
T = 148.26'
L = 293.42'
R = 830.00'
PC STA = 509+27.85
PT STA = 512+21.27
DA = N60°31'45"E

ALIGNMENT SUB-CURVE
PC 509+27.85 TO STA. 511+32.14
R = 830.00'
L = 204.29'
LCH = 203.77'
LCB = N47° 19' 32"E

ALIGNMENT SUB-CURVE
STA. 511+32.14 TO PT 512+21.27
R = 830.00'
L = 89.13'
LCH = 89.09'
LCB = N57° 27' 11"E



CURVE 1
R = 539.96'
L = 55.61'
LCH = 55.58'
LCB = N47° 52' 32"E

CURVE 2
R = 539.96'
L = 20.58'
LCH = 20.58'
LCB = N41° 26' 10"E

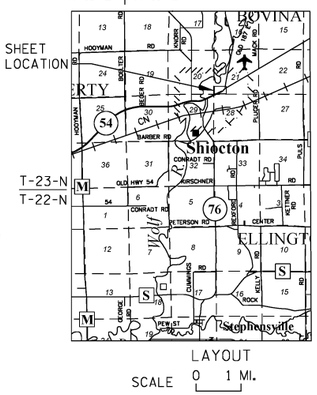
CURVE 3
R = 851.50'
L = 164.92'
LCH = 164.67'
LCB = N45° 51' 54"E

CURVE 4
(313 TO 314)
R = 785.51'
L = 245.70'
LCH = 244.70'
LCB = S49° 16' 18"W

CURVE 5
(313 TO PLE304)
R = 785.51'
L = 13.84'
LCH = 13.84'
LCB = S57° 43' 40"W

CURVE 6
(PLE307 TO PLE304)
R = 785.51'
L = 10.00'
LCH = 10.00'
LCB = N56° 51' 30"E

CURVE 7
(PLE307 TO 314)
R = 785.51'
L = 221.86'
LCH = 221.12'
LCB = S48° 24' 08"W



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
300	506+50.75	-33.14'	629682.788	784051.786
301	507+09.00	-40.00'	629717.125	784094.683
302	507+37.04	-34.63'	629728.110	784119.092
303	507+57.00	-34.07'	629739.280	784134.178
304	507+57.00	-33.07'	629738.500	784134.814
305	508+16.00	-33.06'	629775.782	784176.039
306	508+16.00	-34.09'	629776.512	784175.307
307	508+40.00	-34.23'	629792.922	784190.807
308	508+40.00	-33.06'	629792.127	784191.673
309	508+61.85	-33.06'	629807.553	784205.289
310	509+29.34	-32.86'	629858.906	784249.071
311	510+87.95	-32.82'	629973.572	784367.252
312	511+32.14	0.00'	629974.633	784422.978
313	511+85.23	33.41'	629975.809	784484.785
314	509+29.17	33.14'	629816.148	784299.347
315	508+49.05	33.06'	629754.528	784246.813
316	508+39.68	36.39'	629744.929	784242.616
317	508+31.04	37.81'	629737.231	784237.383
318	508+29.57	45.64'	629730.695	784241.978
319	508+27.82	45.27'	629729.590	784240.406
320	507+69.07	90.59'	629651.607	784223.697
321	507+17.09	32.91'	629661.855	784142.912
322	506+86.89	0.00'	629671.985	784098.815

STATION & OFFSET TABLE		
POINT	STATION	OFFSET
TLE300	507+24.59	-37.18'
TLE301	507+28.05	-55.82'
TLE302	507+62.00	-55.71'
TLE303	507+62.00	-33.07'
TLE304	508+11.00	-33.06'
TLE305	508+11.00	-40.00'
TLE306	508+45.00	-40.00'
TLE307	508+45.00	-33.06'
TLE308	511+85.21	51.19'
TLE309	511+49.59	51.21'
TLE310	511+49.98	33.31'
TLE311	511+25.96	33.25'
TLE312	511+26.04	39.41'
TLE313	510+99.86	39.38'
TLE314	510+99.94	33.20'
TLE315	508+66.18	32.95'
TLE316	508+26.67	51.84'

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
PLE300	507+35.03	-35.06'	629727.312	784117.319
PLE301	507+39.11	-54.92'	629745.410	784108.307
PLE302	507+50.28	-54.42'	629751.233	784116.579
PLE303	507+45.75	-34.47'	629732.979	784125.668
PLE304	511+70.81	33.37'	629968.419	784473.083
PLE305	511+70.87	43.37'	629960.055	784478.564
PLE306	511+60.32	43.36'	629954.573	784470.200
PLE307	511+60.40	33.34'	629962.952	784464.709

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

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

FOUND IRON PINS ARE CHISELED X'S 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.

EXISTING R/W FOR STH 54 BASED ON PREVIOUS PROJECT 435-C, CSM 3571, SMITH'S ADDITION.

EXISTING R/W FOR PARK AVENUE BASED ON PREVIOUS PROJECT: 435-C, 6231-4-00, CSM 3571, SMITH'S ADDITION.

EXISTING R/W FOR STH 87 BASED ON PREVIOUS PROJECT: 435-C, 6231-4-00.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN OUTAGAMIE COUNTY AS SHEET 2 OF 2 OF DOCUMENT 2259479.

STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 6230-16-21-4.03 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

SIGNATURE: Heather Bartelt DATE: 1/24/22
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: Curt Van Erem DATE: 1/24/22
PRINT NAME: CURT VAN EREM

GN
SCALE, FEET
0 50 100

Document #: **2260211**
Date: **01-24-2022** Time: **2:41 PM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

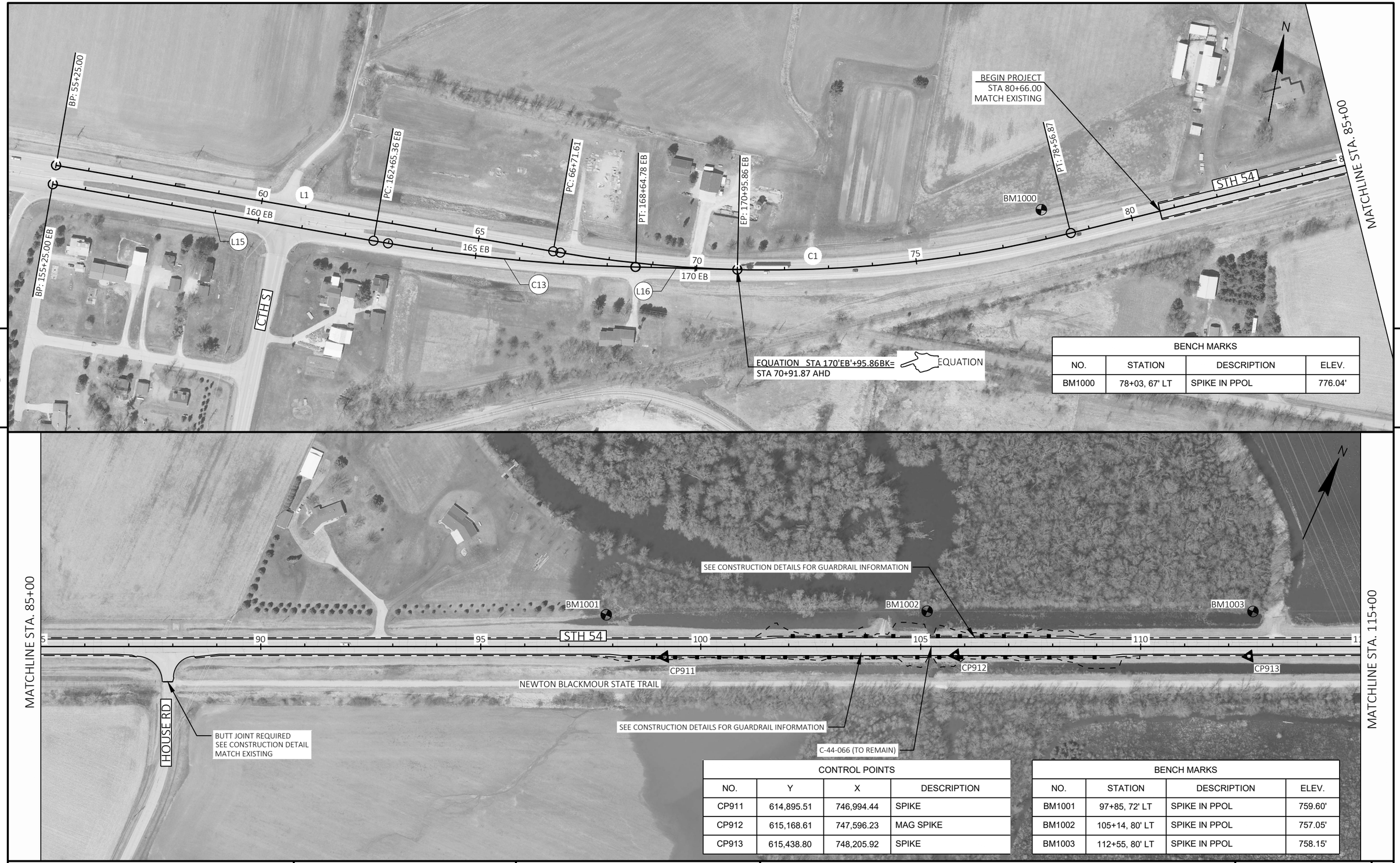
Sarah R. Van Camp
SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
Return to:
WisDOT - NE Region - Green Bay - PO# 39500-00000

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6230-16-21-4.03
AMENDMENT NO:

4

4

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\RW\040101_RP.DWG
APPRAISAL PLAT DATE : 1/24/22
PLOT DATE : 1/24/2022 12:12 PM PLOT BY : BARTELT, HEATHER PLOT NAME : PLOT SCALE : ##########
STH 54 6230-16-21-4.03



PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN	SHEET 99	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn
PLOT DATE : 5/20/2024 2:08 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM1004	134+65, 60' RT	DISK IN CONCRETE	761.73

MATCHLINE STA. 115+00

MATCHLINE STA. 145+00

5

5

STH 54

120 125 130 135 140

CAUTION

NEWTON BLACKMOUR STATE TRAIL

BM1004

BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL
MATCH EXISTING

LIBERTY HALL RD

N

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM1005	147+80, 78' LT	SPIKE IN PPOL	763.29'
BM1006	154+92, 48' LT	SPIKE IN PPOL	761.76'
BM1007	172+84, 47' LT	SPIKE IN PPOL	762.46'

CONTROL POINTS			
NO.	Y	X	DESCRIPTION
CP914	616,879.14	751,426.71	SPIKE
CP915	617,170.89	752,080.77	SPIKE

MATCHLINE STA. 145+00

MATCHLINE STA. 175+00

SPURR RD

BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL
MATCH EXISTING

BM1005

SEE CONSTRUCTION DETAILS FOR GUARDRAIL INFORMATION

BM1006

L2

BM1007

STH 54

150 155 160 165 170

CP914

CP915

NEWTON BLACKMOUR STATE TRAIL

STA. 152+51
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-38" X 60" X 60' CPRCHE CLASS HE-IV REQ'D.
2-38" X 60" AECPRCHE REQ'D
END OF PIPE INLET ELEVATION: 759.50; 23.46' RT
END OF PIPE DISCHARGE ELEVATION: 759.40; 36.86' LT

BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL
MATCH EXISTING

BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL
MATCH EXISTING

BONNIN RD

N

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN	SHEET 100	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050202-pn

PLOT DATE : 4/17/2023 1:49 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM1008	189+00, 70' LT	SPIKE IN 12" ELM TREE	760.66'
BM1009	196+30, 111' RT	SPIKE IN 9" TWIN ASH TREE	763.15'

CONTROL POINTS			
NO.	Y	X	DESCRIPTION
CP916	618,565.80	755,197.48	SPIKE
CP917	618,854.57	755,847.53	SPIKE

MATCHLINE STA. 175+00

MATCHLINE STA. 205+00

N

SEE CONSTRUCTION DETAILS FOR GUARDRAIL INFORMATION

BM1008

STH 54

175 180 185 190 195 200

CP916

CP917

NEWTON BLACKMOUR STATE TRAIL

BM1009

STA. 179+54
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-30" X 75' CPRC CLASS III REQ'D.
2-30" AECPRC REQ'D
END OF PIPE INLET ELEVATION: 758.21; 42.60' RT
END OF PIPE DISCHARGE ELEVATION: 757.61; 32.55' LT

STA. 192+32
2-REMOVING SMALL PIPE CULVERTS REQ'D.
REMOVING MASONRY REQ'D.
2-48" X 76" X 70' CPRCHE CLASS HE-IV REQ'D.
2-CONCRETE MASONRY ENDWALLS REQ'D.
SKEW 16° RHF.
END OF PIPE INLET ELEVATION: 758.65; STA. 192+39.48, 25.73' RT
END OF PIPE DISCHARGE ELEVATION: 758.27; STA. 192+20.43, 41.53' LT

OLD 54 RD

5

5

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM1010	221+94, 178' LT	DISK IN CONCRETE	763.30'
BM1011	234+27, 53' LT	SPIKE IN PPOL	764.98'

CONTROL POINTS			
NO.	Y	X	DESCRIPTION
CP918	620,400.54	759,361.02	SPIKE

MATCHLINE STA. 205+00

MATCHLINE STA. 235+00

N

LOWER RD

BM1010

PC: 227+06.79

BM1011

C2

205 210 215 STH 54 220 225 230

CP918

NEWTON BLACKMOUR STATE TRAIL

BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL
MATCH EXISTING

LOWER RD

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN	SHEET 101	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn

PLOT DATE : 4/26/2023 3:15 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM1012	241+61, 45' LT	SPIKE IN PPOL	761.40'
BM1013	249+33, 53' RT	DISK IN CONCRETE	764.36'
BM1014	250+42, 43' LT	SPIKE IN PPOL	762.52'
BM1015	259+60, 140' RT	SPIKE IN 12" TWIN ASH TREE	763.52'
BM1016	263+28, 68' LT	DISK IN CONCRETE	761.98'

CONTROL POINTS			
NO.	Y	X	DESCRIPTION
CP919	620,635.24	760,049.34	SPIKE
CP920	620,971.09	761,072.88	SPIKE
CP921	621,215.43	761,727.36	SPIKE

MATCHLINE STA. 235+00

PT: 238+88.06

BM1012

240

L3

245

STH 54

CP919

NEWTON BLACKMOUR STATE TRAIL

BM1014

250

PC: 251+44.47

C3

BM1013

CP920

255

PT: 257+48.69

260

L4

BM1016

CP921

BM1015

MATCHLINE STA. 265+00

N

STA. 237+68
2-REMOVING SMALL PIPE CULVERTS REQ'D.
REMOVING MASONRY REQ'D.
2-58" X 91" X 80' CPRCHE CLASS HE-IV REQ'D.
2-CONCRETE MASONRY ENDWALLS REQ'D.
SKEW 14° RHF.
END OF PIPE INLET ELEVATION: 757.76; STA. 237+75.34, 31.69' RT
END OF PIPE DISCHARGE ELEVATION: 756.07; STA. 237+56.01, 46.04' LT

SEE CONSTRUCTION DETAILS FOR GUARDRAIL INFORMATION

SEE CONSTRUCTION DETAILS FOR GUARDRAIL INFORMATION

C-44-053
SEE STRUCTURE PLAN FOR
WINGWALL IMPROVEMENTS

5

5

MATCHLINE STA. 265+00

PC: 265+47.39

PT: 271+68.20

C4

270

275

280

STH 54

285

L5

290

NEWTON BLACKMOUR STATE TRAIL

MATCHLINE STA. 295+00

N

STA 274+05
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-48" X 81' CPRC CLASS IV REQ'D.
2-48" AECPRC REQ'D.
SKEW 21° LHF.
END OF PIPE INLET ELEVATION: 760.07; STA. 274+21.09, 42.47' LT
END OF PIPE DISCHARGE ELEVATION: 759.09; STA. 273+88.47, 38.76' RT

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN	SHEET 102	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050204-pn

PLOT DATE : 4/17/2023 1:49 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN	SHEET 103	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050205-pn

PLOT DATE : 4/17/2023 1:49 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN	SHEET 104	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn

PLOT DATE : 4/26/2023 3:14 PM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

MATCHLINE STA. 415+00

MATCHLINE STA. 445+00

5

5

N

STH 54

L7

L8

L9

L10

C7

C8

C9

420

425

430

435

440

450

455

460

465

470

PI: 424+49.68

PC: 439+60.77

PC: 456+65.08

PT: 450+82.10

PT: 462+74.87

PC: 466+91.25

PT: 470+16.13

STA 418+75
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-24" X 59' CPRC CLASS IV REQ'D.
2-24" AECPRC REQ'D.
SKEW 15° RHF.
END OF PIPE INLET ELEVATION: 763.34; STA. 418+67.85, 27.08' LT
END OF PIPE DISCHARGE ELEVATION: 762.59; STA. 418+83.12, 30.36' RT

STA 425+73
2-REMOVING SMALL PIPE CULVERTS REQ'D.
REMOVING MASONRY REQ'D.
2-43" X 68" X 91' CPRCHE CLASS HE-IV REQ'D.
2-CONCRETE MASONRY ENDWALLS REQ'D.
END OF PIPE INLET ELEVATION: 762.74; 45.63' LT
END OF PIPE DISCHARGE ELEVATION: 762.09; 45.27' RT

STA 436+20
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-30" X 65' CPRC CLASS IV REQ'D.
2-30" AECPRC REQ'D.
END OF PIPE INLET ELEVATION: 763.28; 29.48' LT
END OF PIPE DISCHARGE ELEVATION: 761.92; 35.42' RT

STA 444+24
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-30" X 87' CPRC CLASS III REQ'D.
2-30" AECPRC REQ'D.
END OF PIPE INLET ELEVATION: 762.14; 36.15' LT
END OF PIPE DISCHARGE ELEVATION: 761.35; 50.82' RT

CONTROL POINTS			
NO.	Y	X	DESCRIPTION
CP922	628,306.84	779,454.59	TACKED WOOD HUB
CP923	628,510.42	780,122.00	MAG SPIKE
CP924	628,608.81	780,695.73	MAG NAIL
CP932	628,559.00	780,904.87	MAG NAIL

STA 462+75
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-19" X 30" X 76' CPRCHE CLASS HE-IV REQ'D.
2-19" X 30" AECPRCHE REQ'D.
END OF PIPE INLET ELEVATION: 763.99; 32.78' LT
END OF PIPE DISCHARGE ELEVATION: 762.86; 42.89' RT

STA 467+51
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-19" X 30" X 86' CPRCHE CLASS HE-IV REQ'D.
2-19" X 30" AECPRCHE REQ'D.
SKEW 7° LHF
END OF PIPE INLET ELEVATION: 764.52; STA. 467+57.14, 55.40' LT
END OF PIPE DISCHARGE ELEVATION: 763.18; STA. 467+46.95, 30.03' RT

STH 76 / VAN STRATEN RD

BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL
MATCH EXISTING

C-44-1020
1 - REMOVE OLD STRUCTURE
(STA. 472+67) REQ'D

C-44-134 REQ'D
SEE STRUCTURE PLAN

BM1017

BM1018

BM1019

R/W

TLE

CP922

CP923

CP924

CP932

SEE CONSTRUCTION DETAILS
FOR GUARDRAIL INFORMATION

STA 465+25
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-24" X 58' CPRC CLASS IV REQ'D.
2-24" AECPRC REQ'D.
END OF PIPE INLET ELEVATION: 763.54; 29.30' LT
END OF PIPE DISCHARGE ELEVATION: 763.25; 28.99' RT

CONCRETE CURB & GUTTER 6-INCH
SLOPED 36-INCH TYPE D
SEE CONCRETE CURB & GUTTER SPOT
REPLACEMENT DETAIL

STA 470+28
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-24" X 67' CPRC CLASS IV REQ'D.
2-24" AECPRC REQ'D.
SKEW 30° RHF
END OF PIPE INLET ELEVATION: 764.57; STA. 470+10.42, 29.98' LT
END OF PIPE DISCHARGE ELEVATION: 762.74; STA. 470+43.97, 28.34' RT

SEE CONSTRUCTION DETAILS
FOR GUARDRAIL INFORMATION

3-INCHES ASPHALTIC SURFACE
DRIVEWAYS AND FIELD ENTRANCES

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM1017	468+60, 165' LT	STAINLESS STEEL ROD	767.70'
BM1018	467+62, 42' LT	SPIKE IN PPOL	769.39'
BM1019	457+91, 52' LT	SPIKE IN PPOL	767.69'

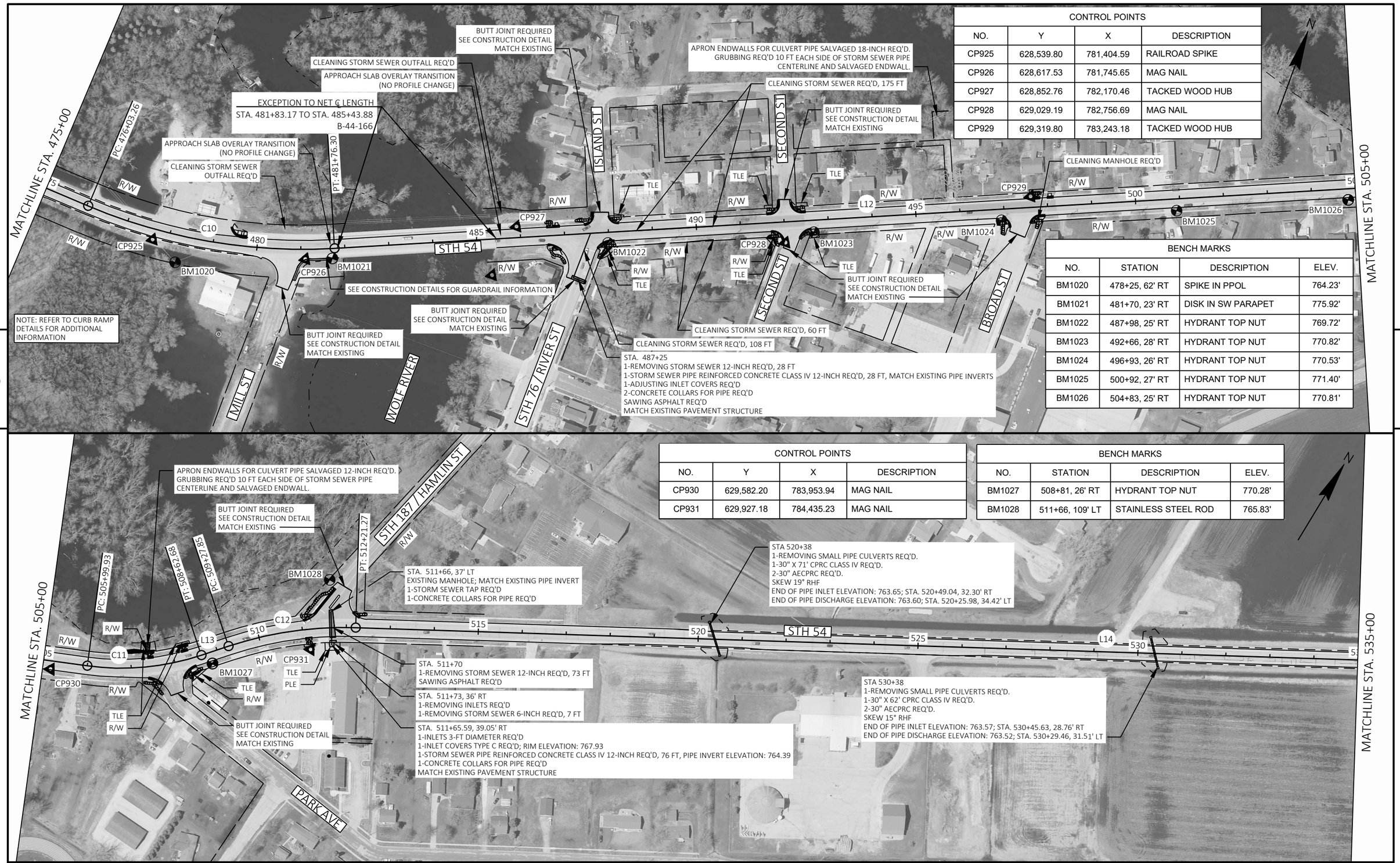
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL
MATCH EXISTING

STA 455+97
1-REMOVING SMALL PIPE CULVERTS REQ'D.
1-42" X 84' CPRC CLASS III REQ'D.
2-42" AECPRC REQ'D.
SKEW 15° RHF.
END OF PIPE INLET ELEVATION: 762.29; STA. 455+85.87, 40.73' LT
END OF PIPE DISCHARGE ELEVATION: 762.10; STA. 455+07.91, 40.53' RT

OLD 54 RD

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN	SHEET 105	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050207-pn
PLOT DATE : 4/17/2023 1:50 PM
PLOT BY : ROSENTHAL, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



CONTROL POINTS			
NO.	Y	X	DESCRIPTION
CP925	628,539.80	781,404.59	RAILROAD SPIKE
CP926	628,617.53	781,745.65	MAG NAIL
CP927	628,852.76	782,170.46	TACKED WOOD HUB
CP928	629,029.19	782,756.69	MAG NAIL
CP929	629,319.80	783,243.18	TACKED WOOD HUB

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM1020	478+25, 62' RT	SPIKE IN PPOL	764.23'
BM1021	481+70, 23' RT	DISK IN SW PARAPET	775.92'
BM1022	487+98, 25' RT	HYDRANT TOP NUT	769.72'
BM1023	492+66, 28' RT	HYDRANT TOP NUT	770.82'
BM1024	496+93, 26' RT	HYDRANT TOP NUT	770.53'
BM1025	500+92, 27' RT	HYDRANT TOP NUT	771.40'
BM1026	504+83, 25' RT	HYDRANT TOP NUT	770.81'

CONTROL POINTS			
NO.	Y	X	DESCRIPTION
CP930	629,582.20	783,953.94	MAG NAIL
CP931	629,927.18	784,435.23	MAG NAIL

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
BM1027	508+81, 26' RT	HYDRANT TOP NUT	770.28'
BM1028	511+66, 109' LT	STAINLESS STEEL ROD	765.83'

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN	SHEET 106 E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050208-pn
PLOT DATE : 11/22/2023 9:05 AM PLOT BY : ROSENTHAL, BRIAN PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	PLAN	SHEET 107	E

STH 54						
Number	Radius	Length	Line/Chord Direction	Start Station	Y	X
L1		1146.61	N89°37'10"E	55+25.00	613817.95	742807.63
C1	2864.00	1185.26	N77°45'49"E	66+71.61	613825.57	743954.22
L2		14849.92	N65°54'28"E	78+56.87	614074.99	745104.30
C2	11460.00	1181.28	N68°51'39"E	227+06.79	620136.82	758660.64
L3		1256.40	N71°48'50"E	238+88.06	620562.64	759761.93
C3	11460.00	604.23	N70°18'12"E	251+44.47	620954.77	760955.57
L4		798.70	N68°47'34"E	257+48.69	621158.40	761524.38
C4	11460.00	620.81	N70°20'41"E	265+47.39	621447.32	762268.99
L5		3423.02	N71°53'48"E	271+68.20	621656.11	762853.56
C5	5730.00	2703.00	N58°22'58"E	305+91.22	622719.75	766107.13
L6		3146.74	N44°52'07"E	332+94.22	624123.68	768387.64
C6	5730.00	4622.92	N67°58'54"E	364+40.96	626353.86	770607.61
L7		1385.79	S88°54'20"E	410+63.89	628040.39	774778.06
L8		1511.09	S89°07'20"E	424+49.68	628013.92	776163.60
C7	3355.00	1121.33	N81°18'11"E	439+60.77	627990.77	777674.51
L9		582.98	N71°43'41"E	450+82.10	628159.54	778777.80
C8	4380.00	609.79	N75°42'59"E	456+65.08	628342.32	779331.38
L10		416.38	N79°42'18"E	462+74.87	628492.64	779921.85
C9	1430.00	324.88	N86°12'48"E	466+91.25	628567.06	780331.52
L11		587.13	S87°16'41"E	470+16.13	628588.47	780655.00
C10	1250.00	573.03	N79°35'20"E	476+03.26	628560.59	781241.47
L12		2423.63	N66°27'21"E	481+76.30	628663.23	781800.14
C11	575.00	262.75	N53°21'54"E	505+99.93	629631.36	784022.02
L13		65.16	N40°16'27"E	508+62.68	629786.79	784231.04
C12	830.00	293.42	N50°24'06"E	509+27.85	629836.51	784273.16
L14		3415.25	N60°31'45"E	512+21.27	630022.56	784498.07

STH 54						
Number	Radius	Length	Line/Chord Direction	Start Station	Y	X
L15		740.36	N89°47'02"E	155+25.00	613773.96	742807.63
C13	4000.00	599.42	N85°29'27"E	162+65.36	613776.75	743547.98
L16		231.08	N81°11'53"E	168+64.78	613823.83	744144.99

ALIGNMENT DATA

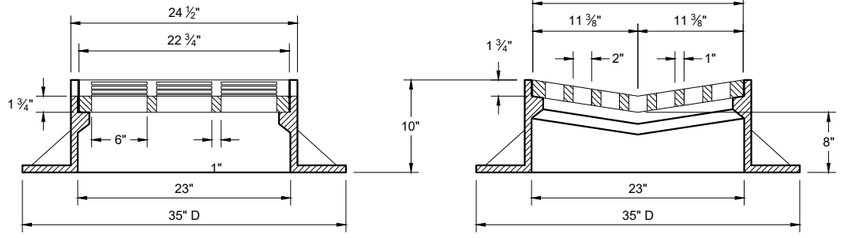
Standard Detail Drawing List

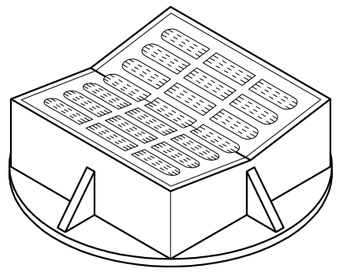
08A05-20B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F10-02	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
12A03-10	NAME PLATE (STRUCTURES)
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B43-04A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B53-02A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	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
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)

6

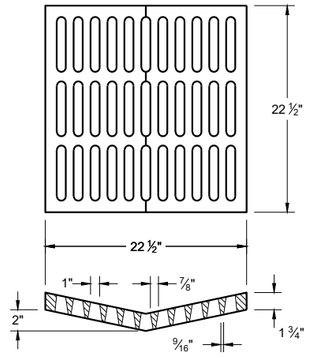
Standard Detail Drawing List

15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
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





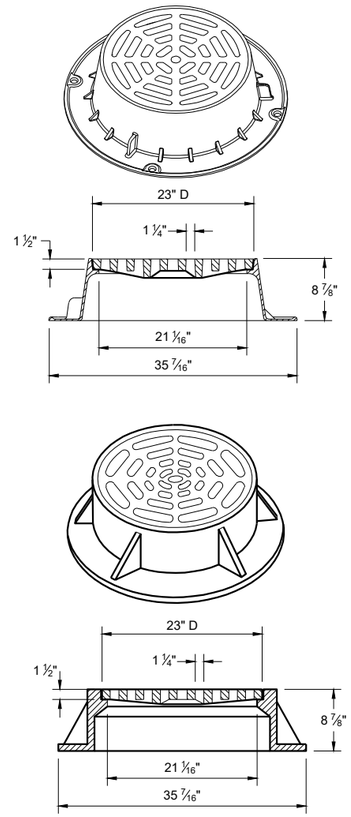
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

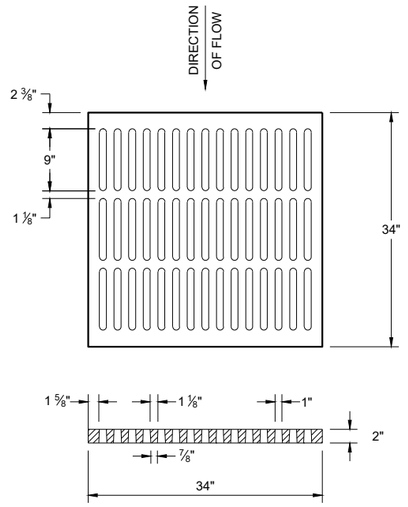
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

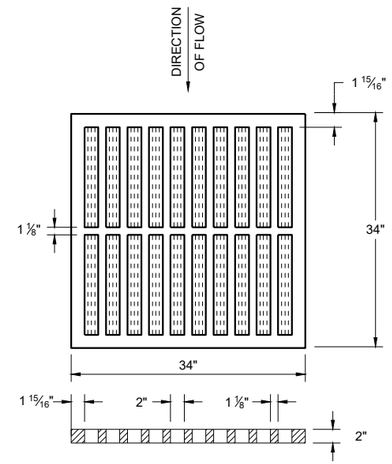
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

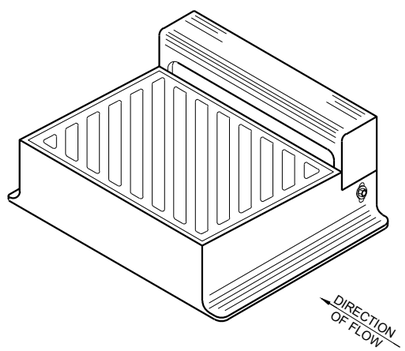
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



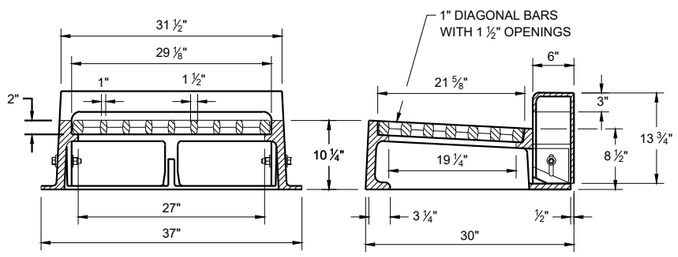
TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



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



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

INLET COVERS TYPES B, B-A, C, MS, MS-A AND WM

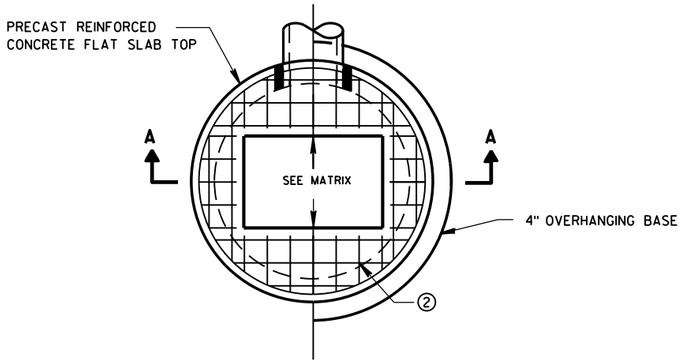
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

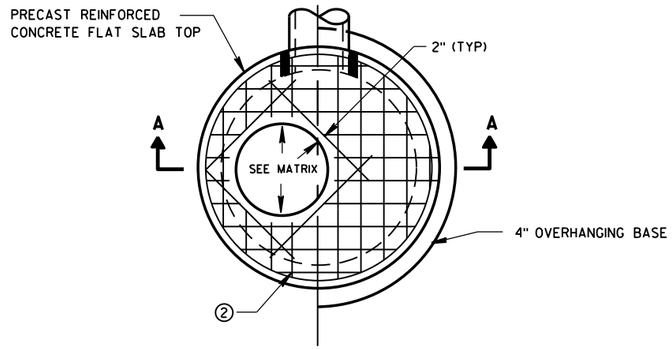
FHWA

6

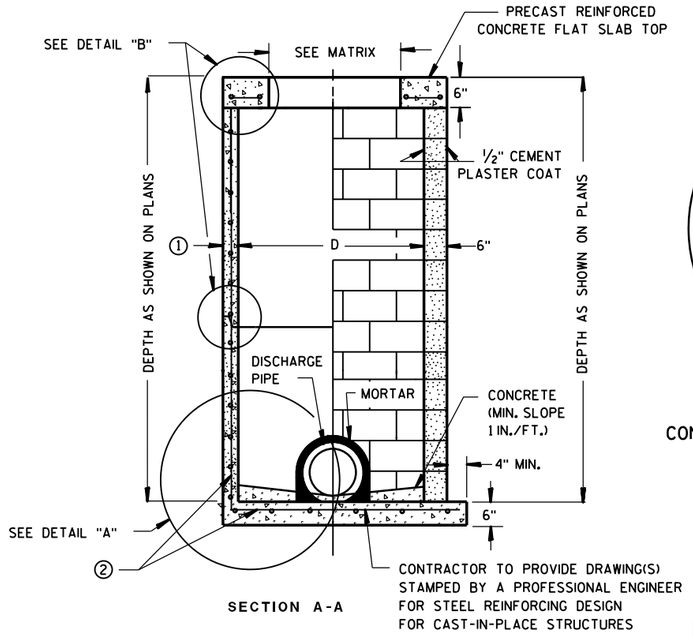
SDD 08A05-20b



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

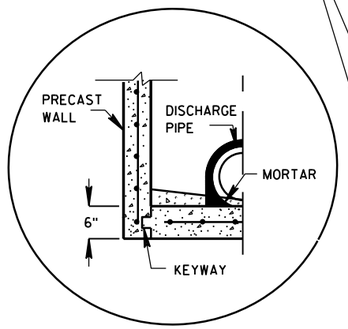


SECTION A-A

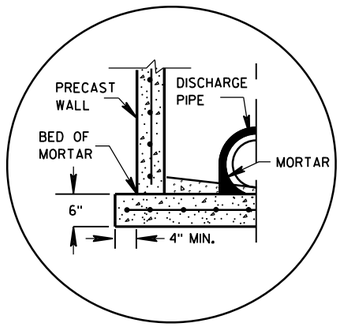
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

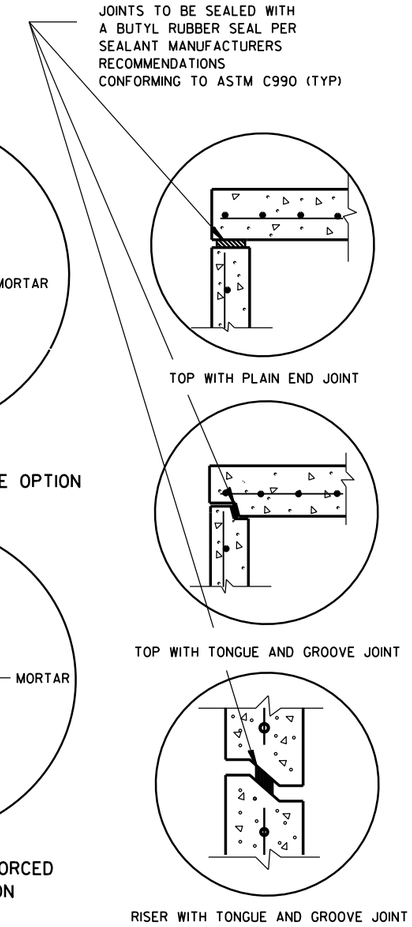


PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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

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

ALL 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.

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

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

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

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

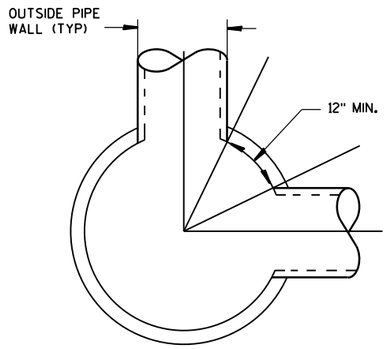
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

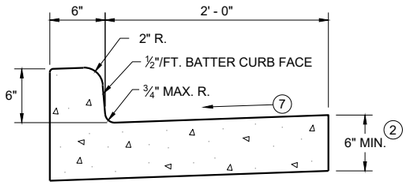
APPROVED
Sept., 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS | ENT UNIT SUPERVI
FHWA

6

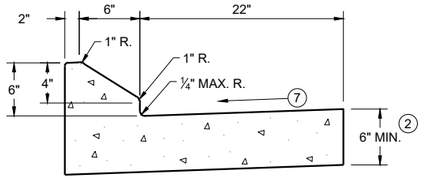
S.D.D. 8 C 6-2

6

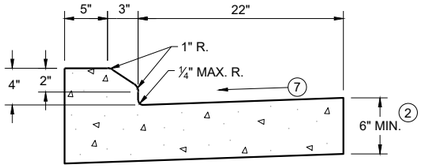
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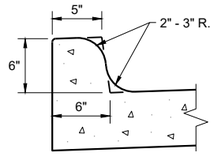
TYPES A (1) & D



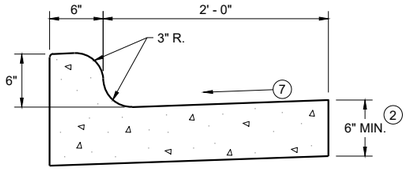
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

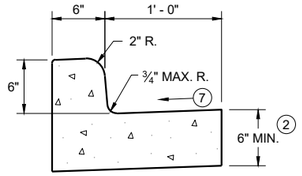


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



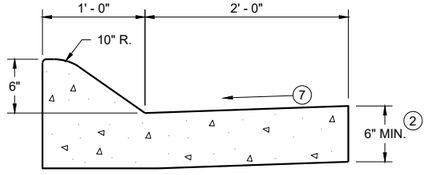
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

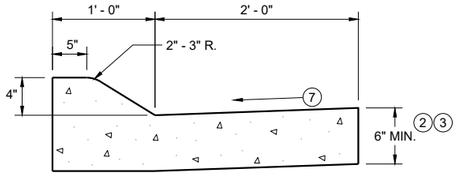


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

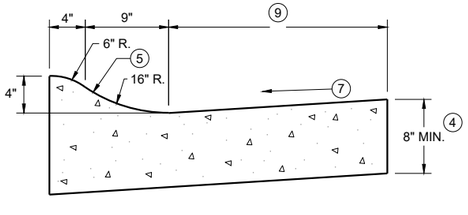


6" SLOPED CURB TYPES A (1) & D



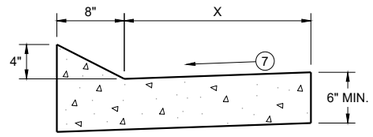
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

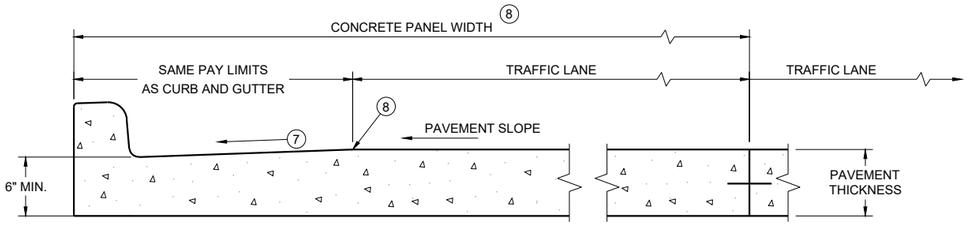


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

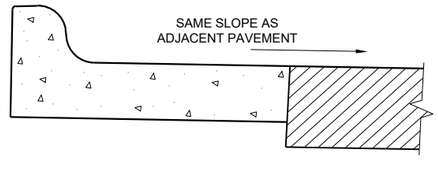
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

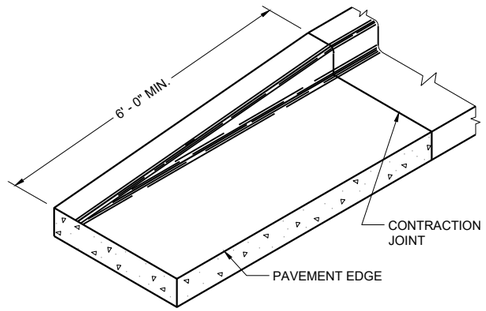
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

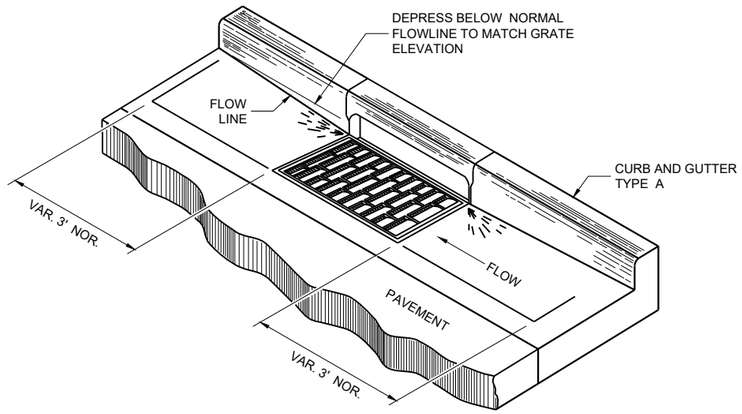
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a

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END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

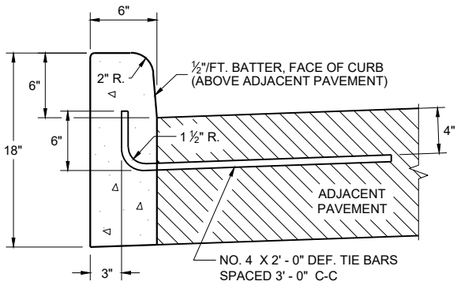
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

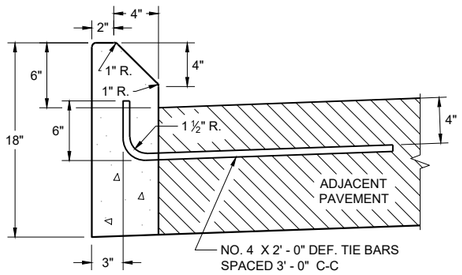
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

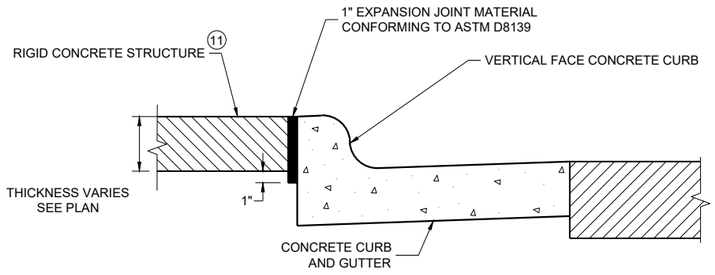


TYPES A (1) & D

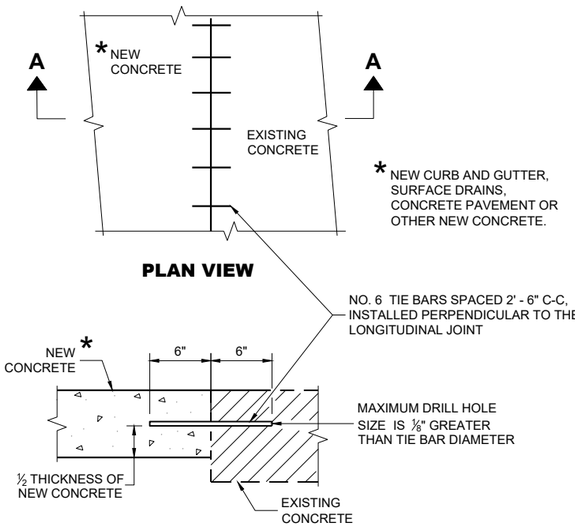


TYPES G (1) & J

CONCRETE CURB



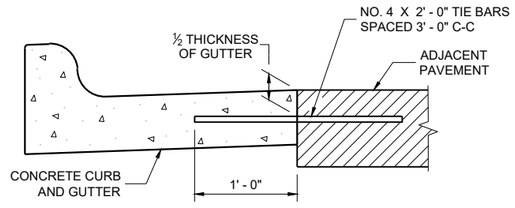
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



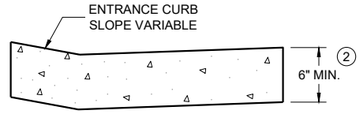
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

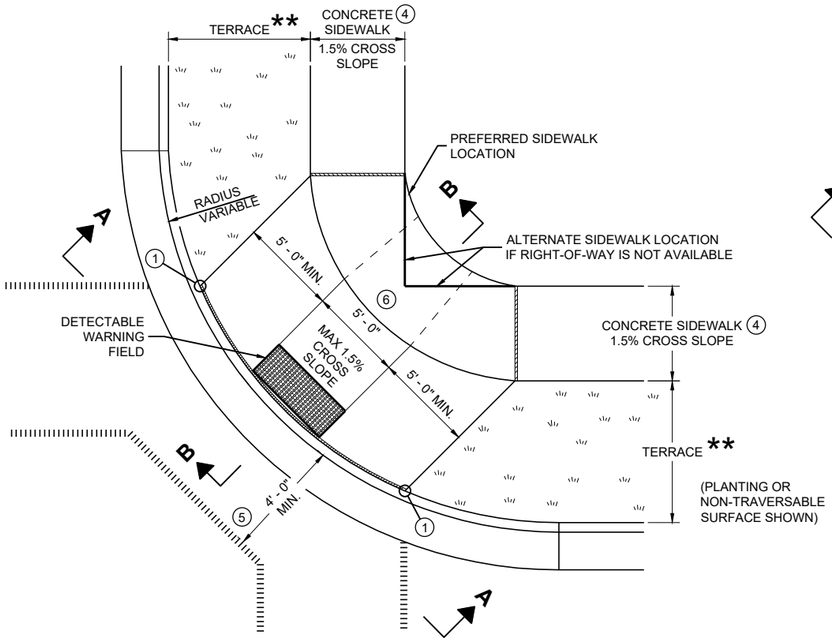
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

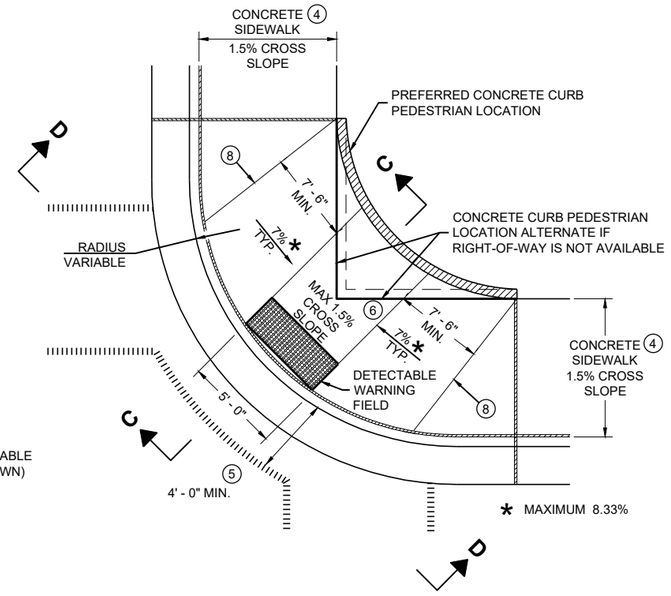
FHWA



PLAN VIEW

CURB RAMP TYPE 1

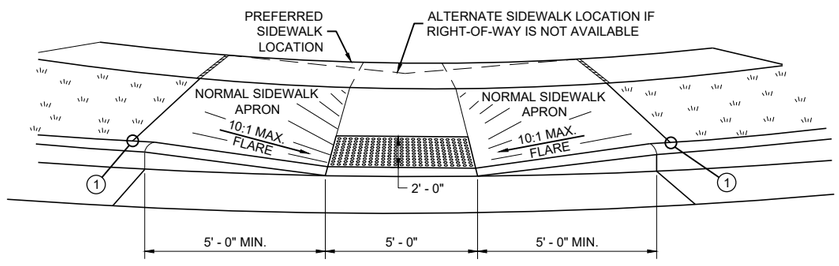
(CENTER OF CORNER RADIUS)



PLAN VIEW

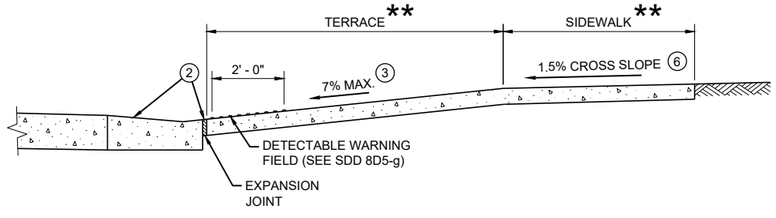
CURB RAMP TYPE 1 - A

(NO TERRACE)

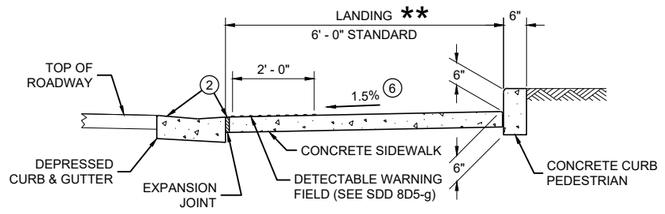


VIEW A - A FOR TYPE 1

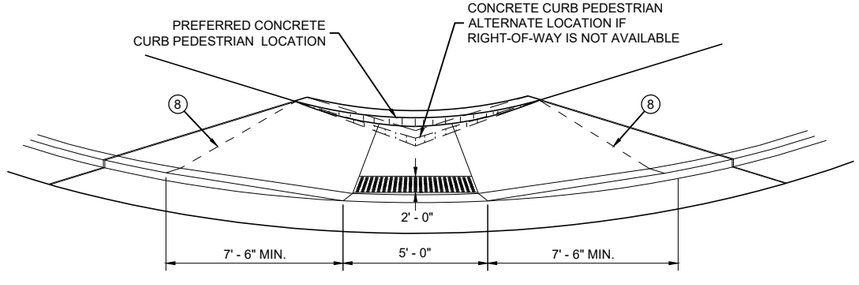
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) 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. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

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

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

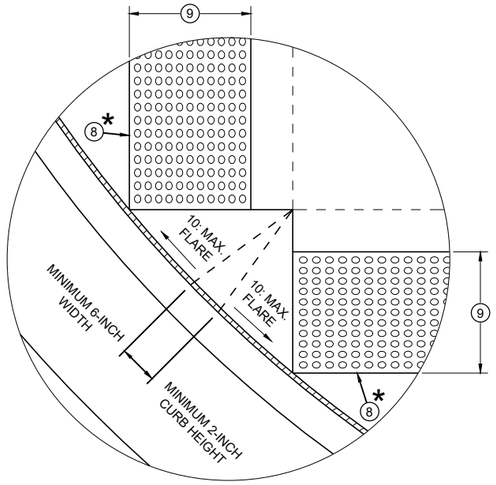
LEGEND

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

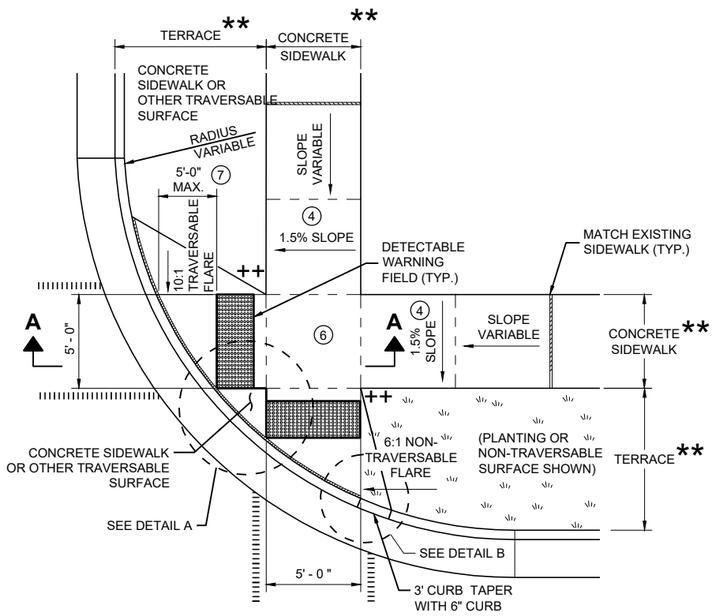
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D05-21a



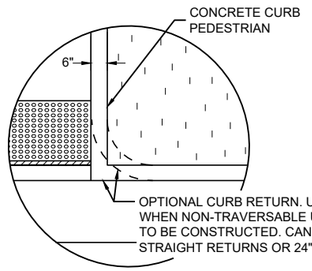
DETAIL A



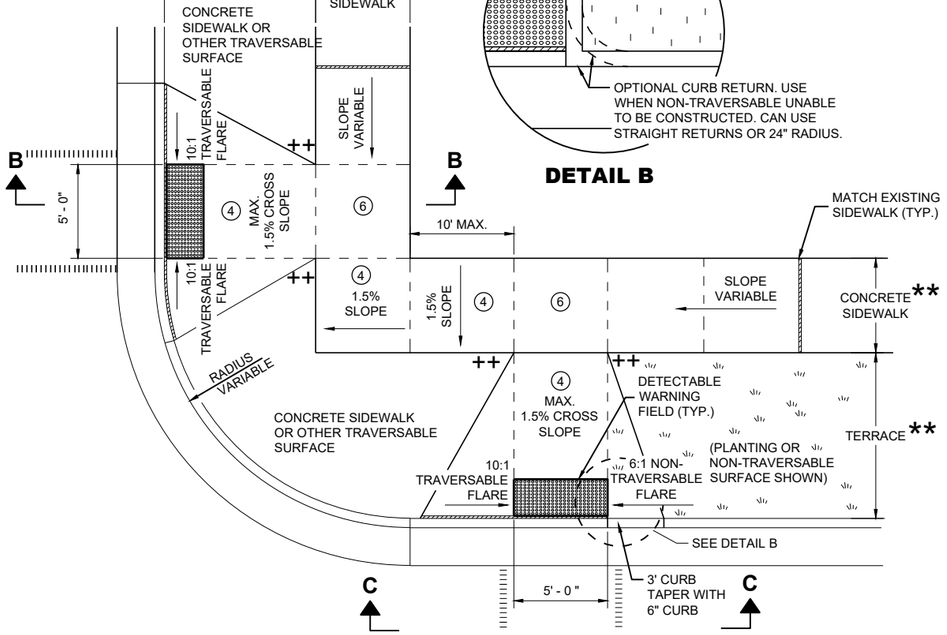
PLAN VIEW

CURB RAMP TYPE 2

(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW

CURB RAMP TYPE 3

(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

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

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

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

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

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

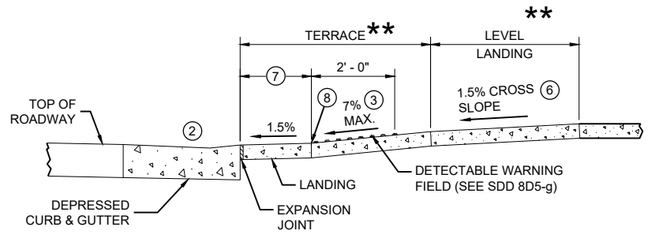
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

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

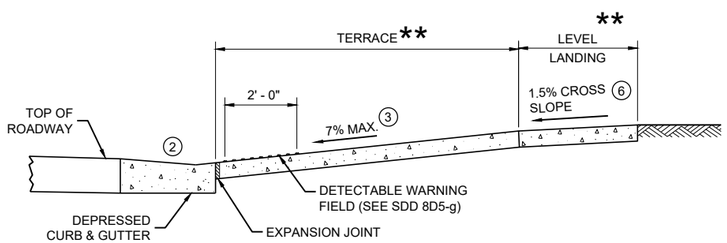


SECTION A - A FOR TYPE 2

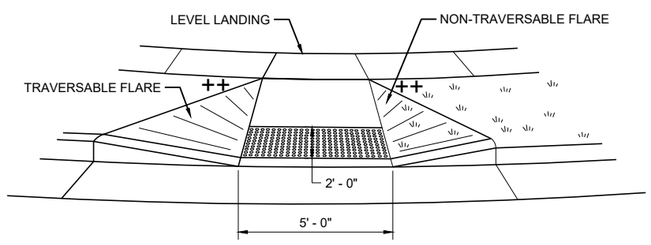
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



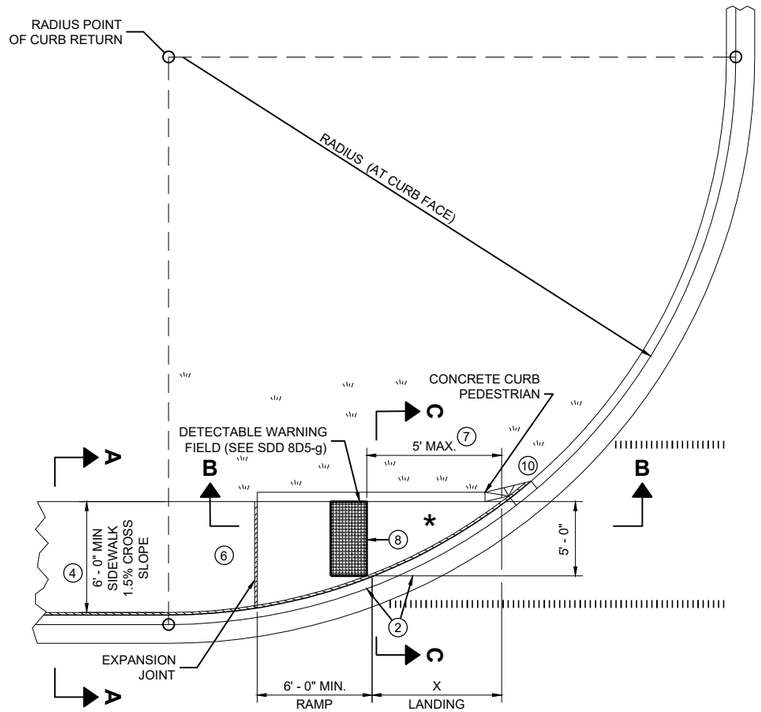
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

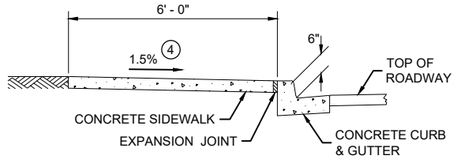


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

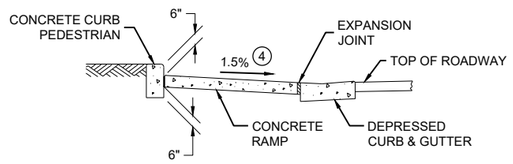
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

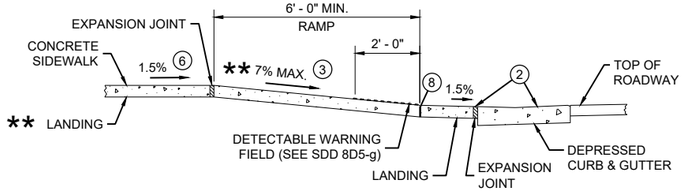
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



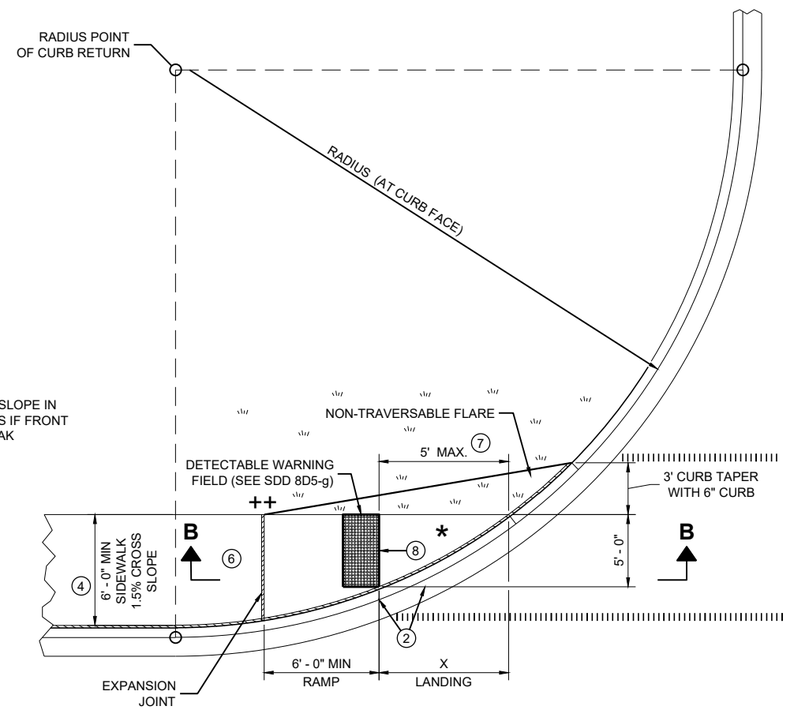
SECTION C - C FOR TYPE 4A



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

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

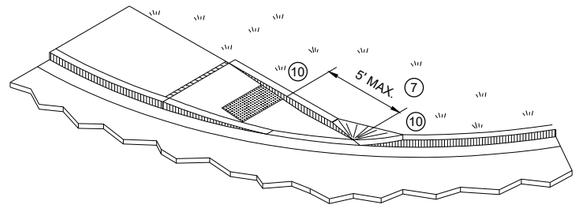
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK



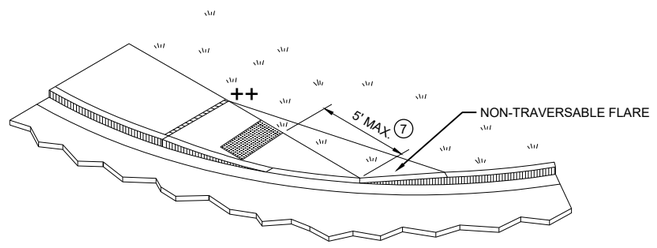
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



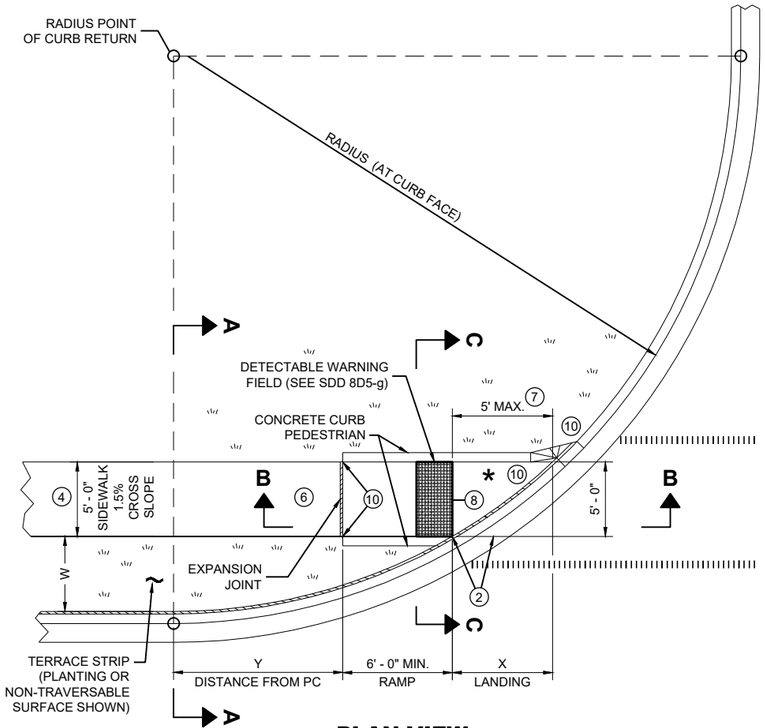
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

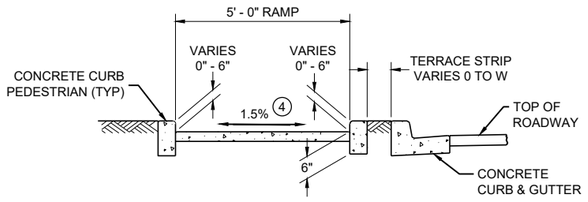
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

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



SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

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

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

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

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

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

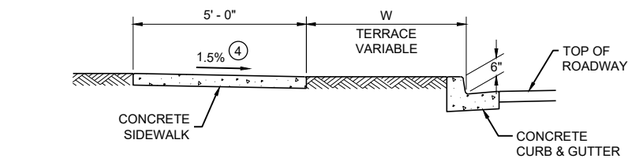
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

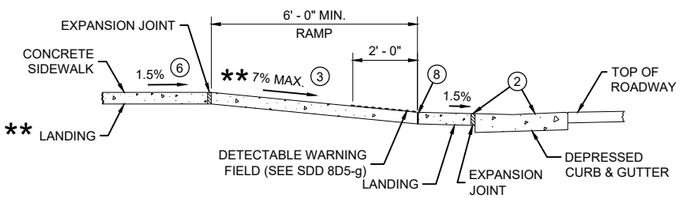
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



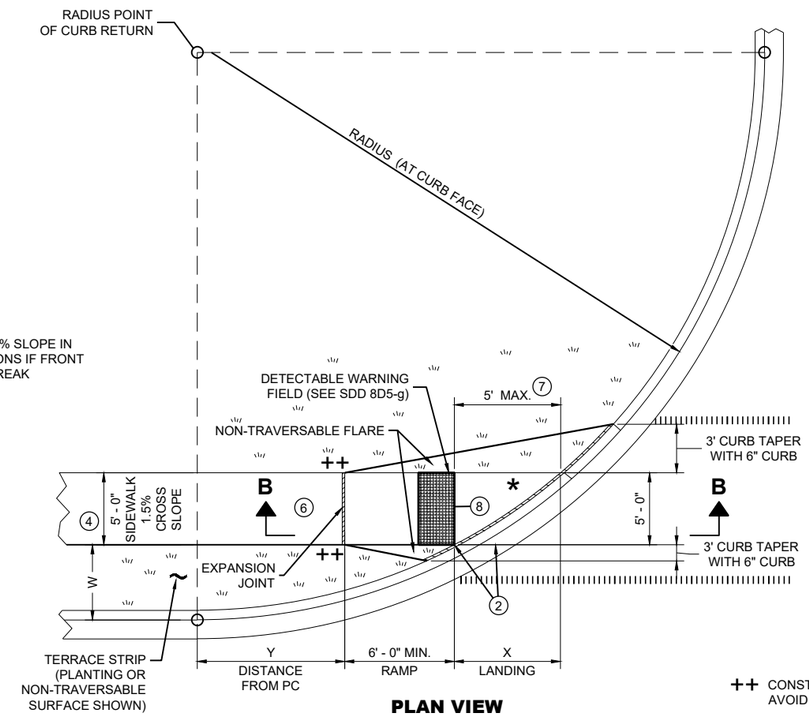
SECTION A - A FOR TYPE 4B



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

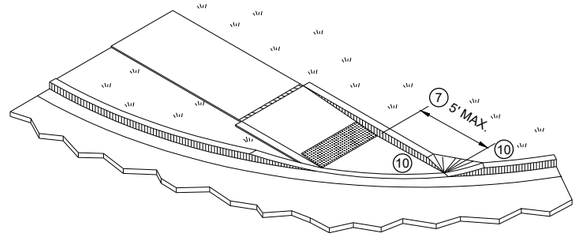
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

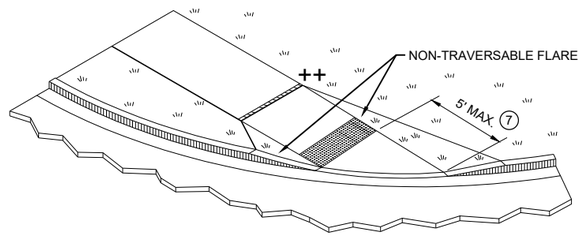


PLAN VIEW
CURB RAMP TYPE 4B1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B

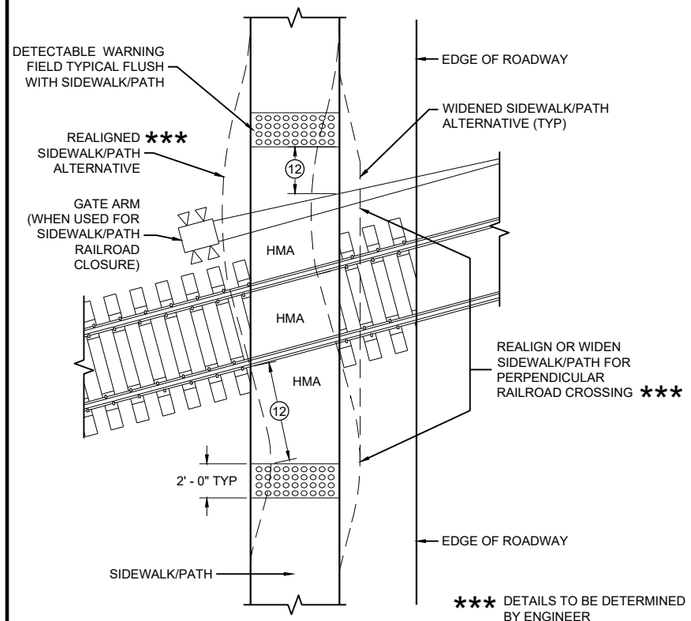


ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

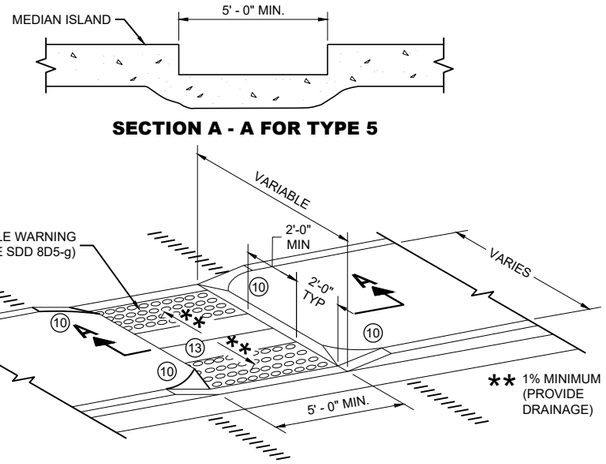
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05-21d



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



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.

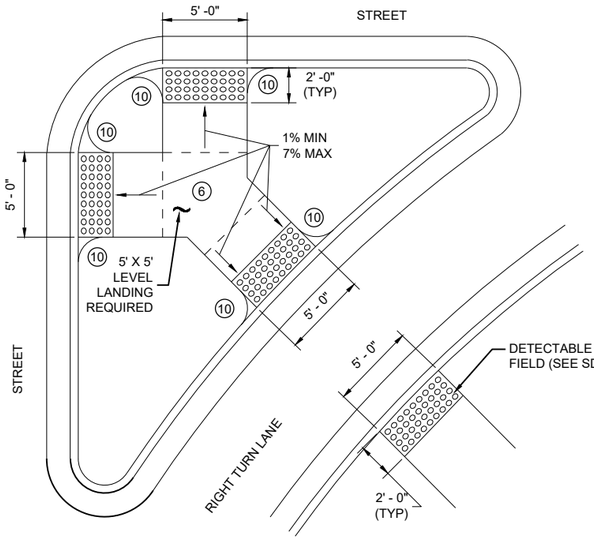
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL 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

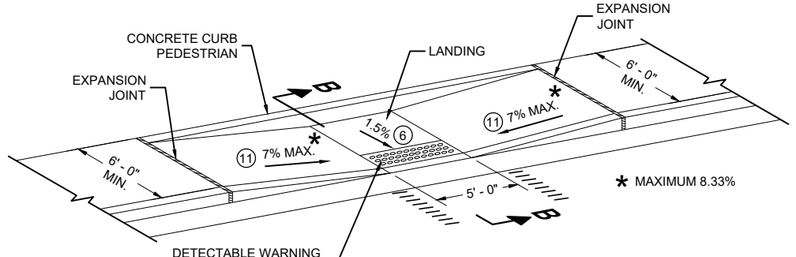
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

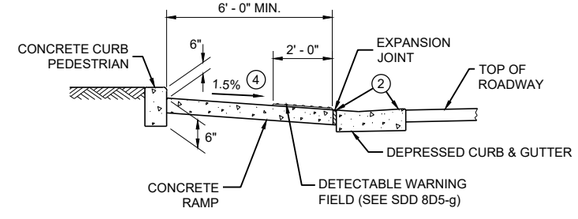
DETECTABLE WARNING AT ISLANDS

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

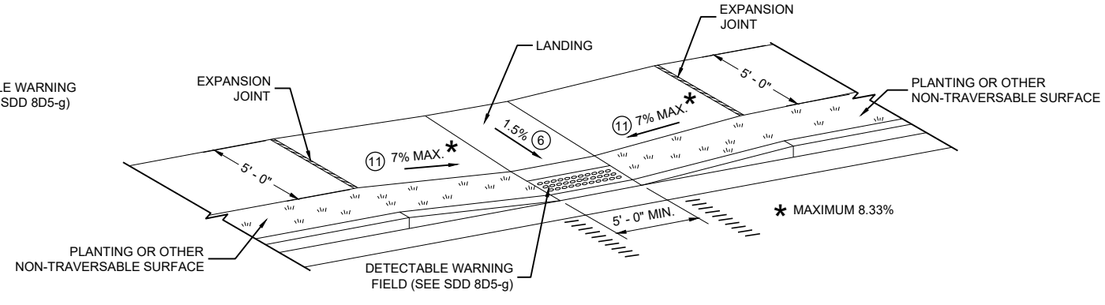


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 7B

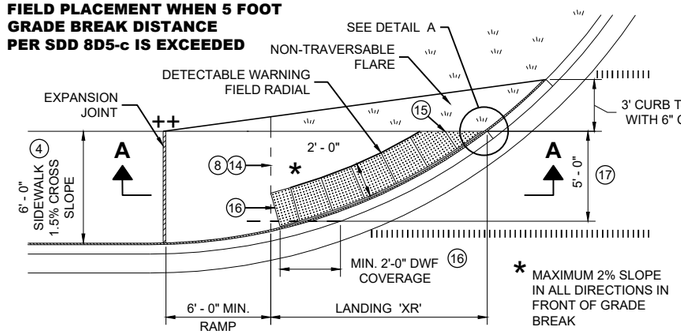
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

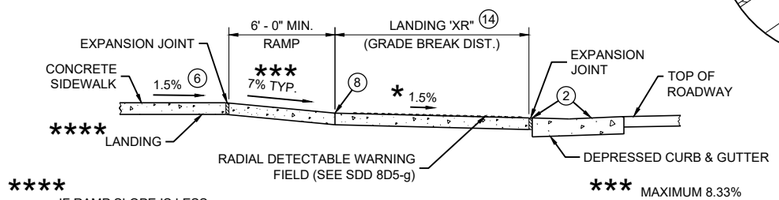
SDD 08D05-21e

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



PLAN VIEW

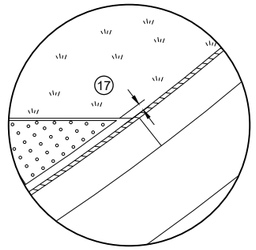
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

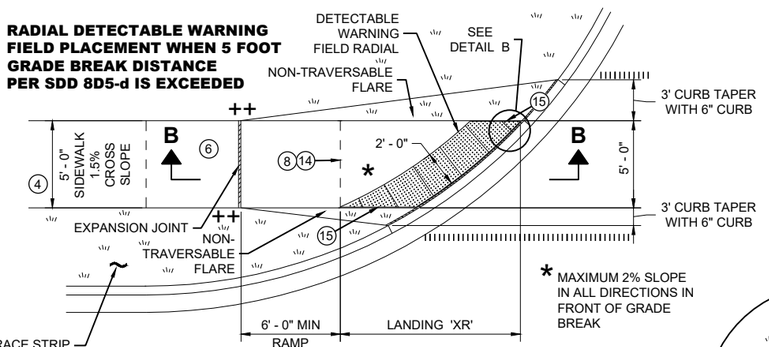
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

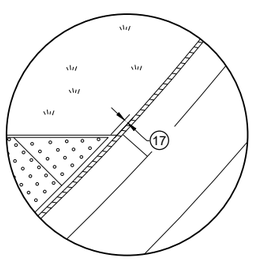
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

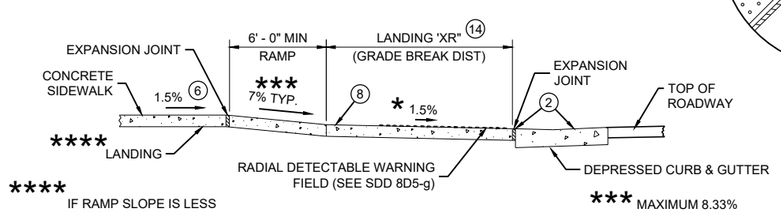


PLAN VIEW

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



DETAIL B

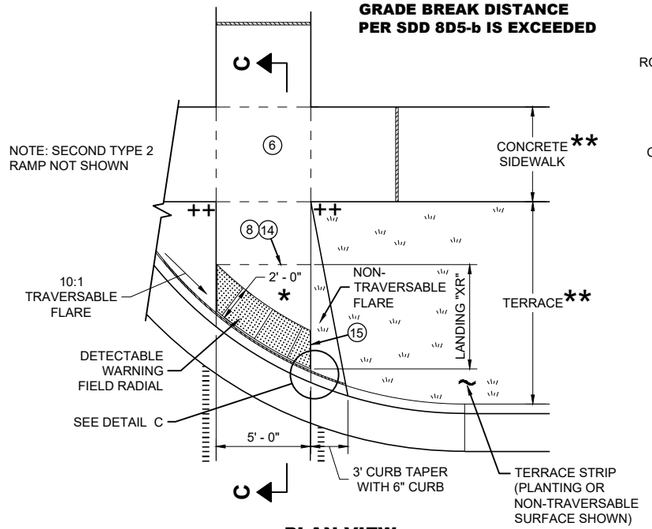


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

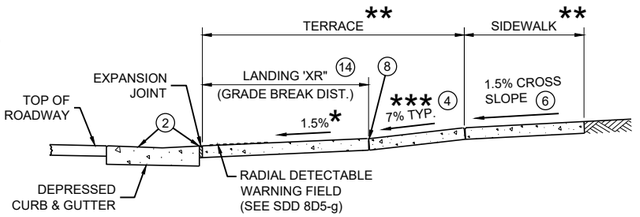
SECTION B - B FOR TYPE 4B1

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

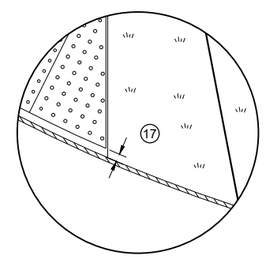


PLAN VIEW

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



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

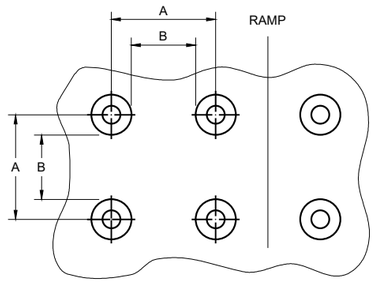
CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

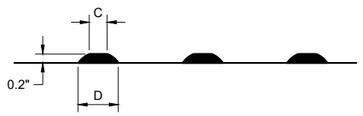
SDD 08D05-21f

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

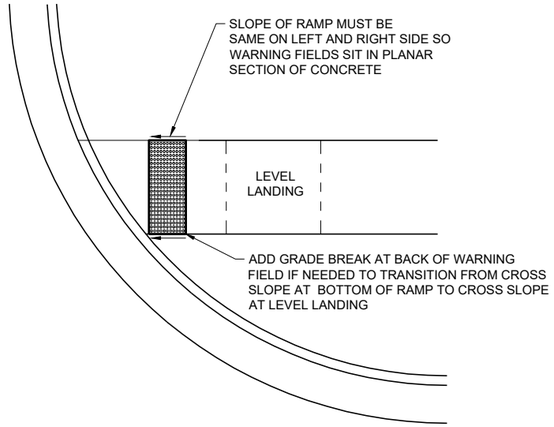
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

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.

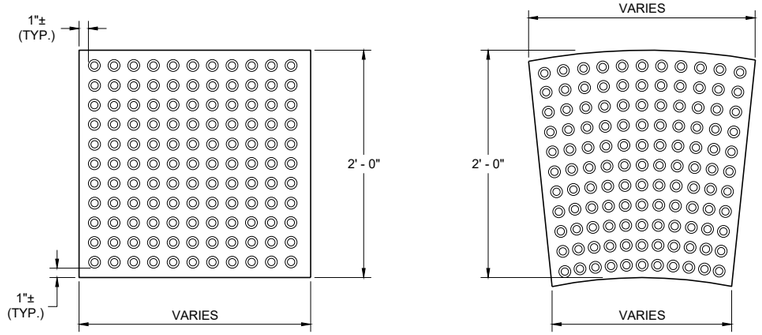
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

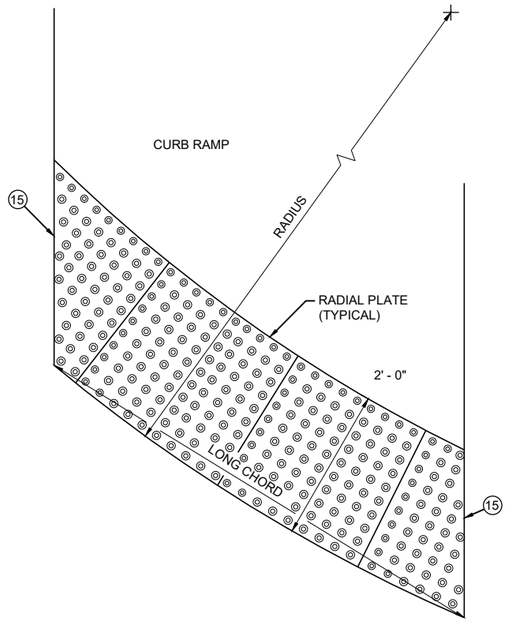
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



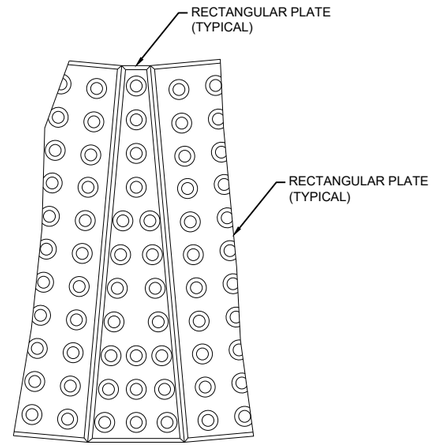
RECTANGULAR PLATES

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
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

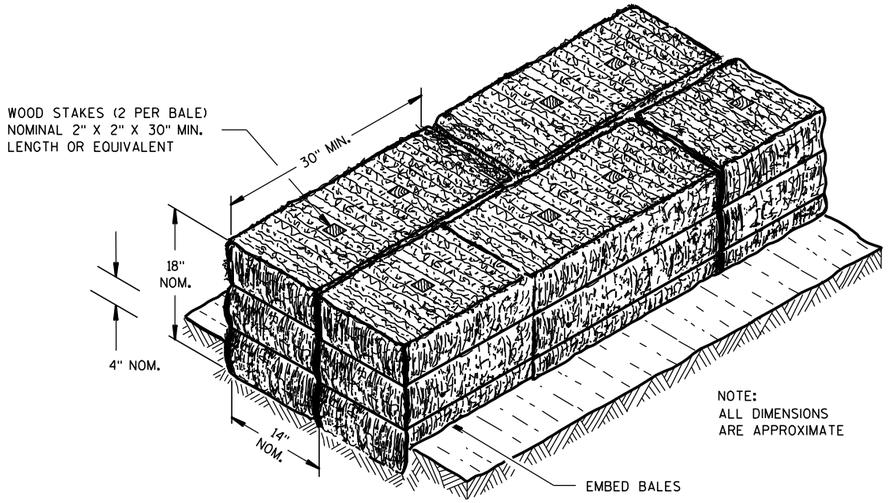
FHWA

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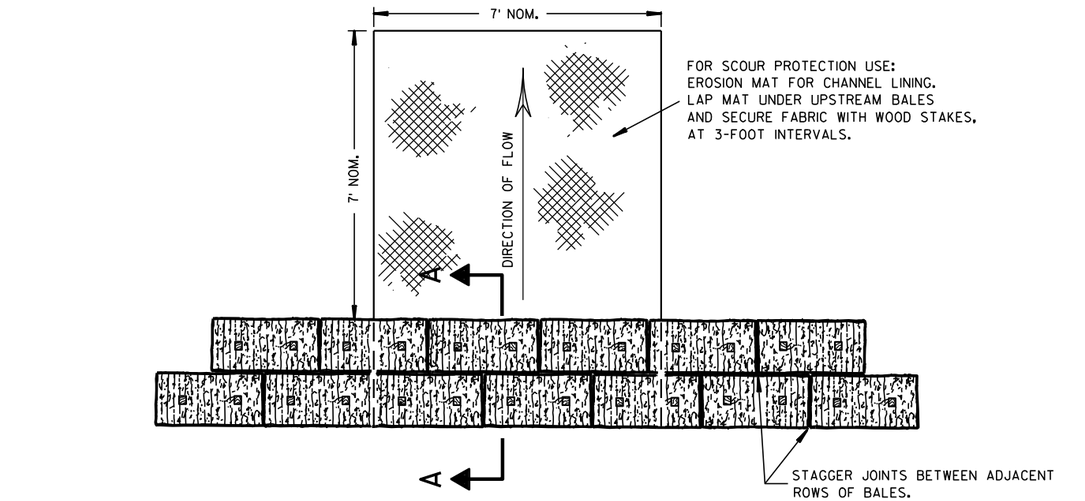
SDD 08D05-21g

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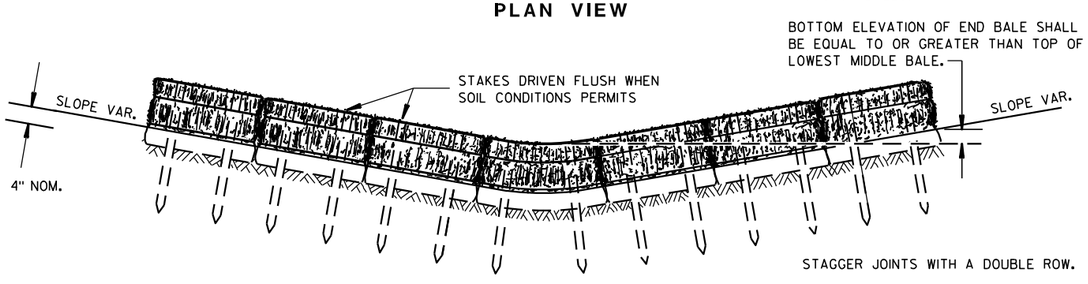
SDD 08D05-21g



SECTION A-A



PLAN VIEW



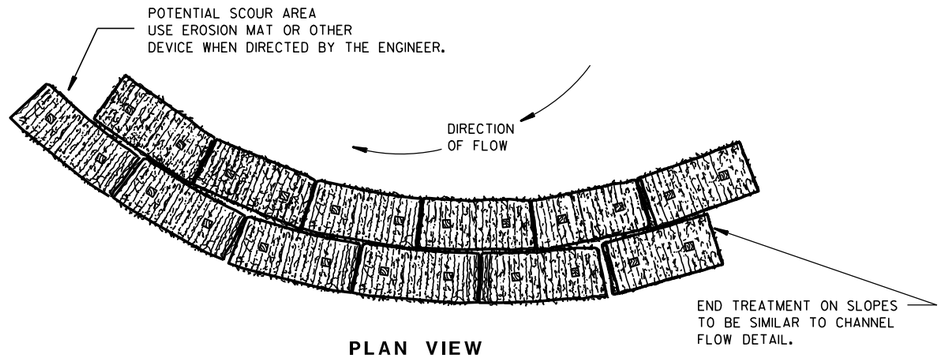
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

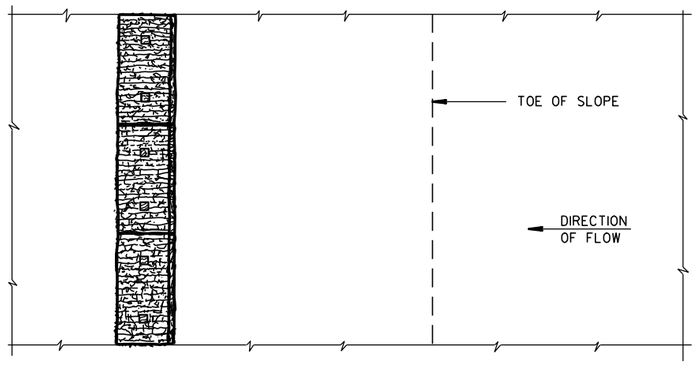
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

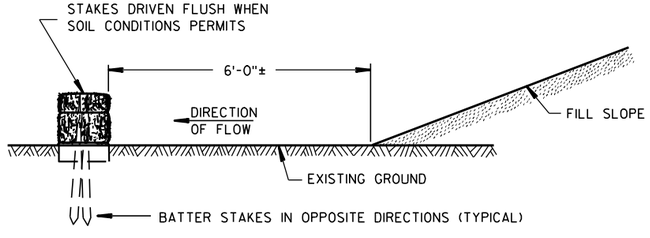


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

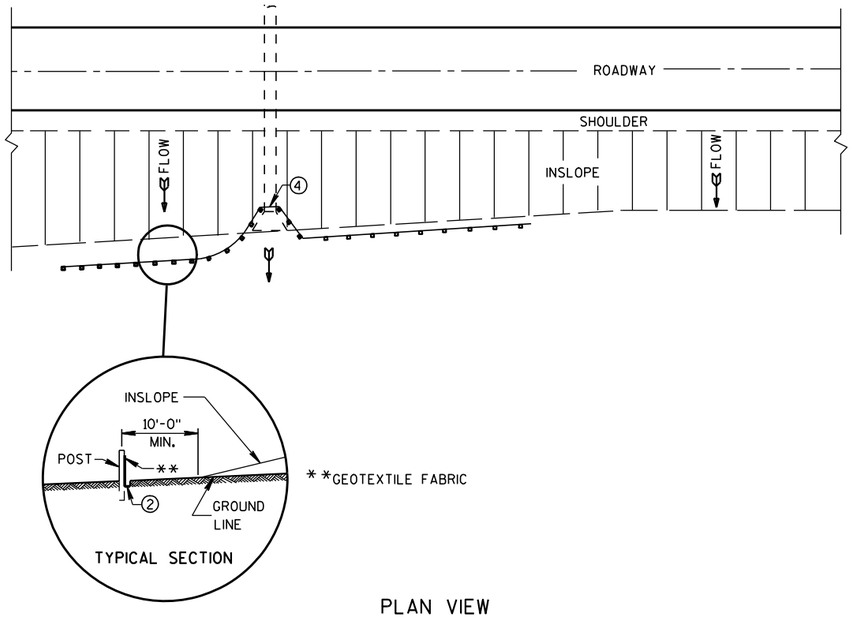
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

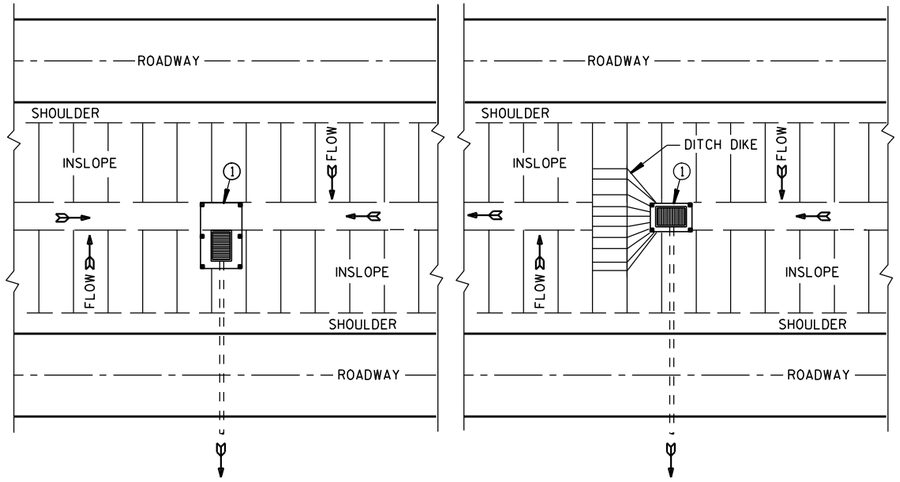
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

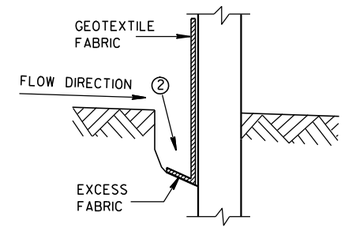
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

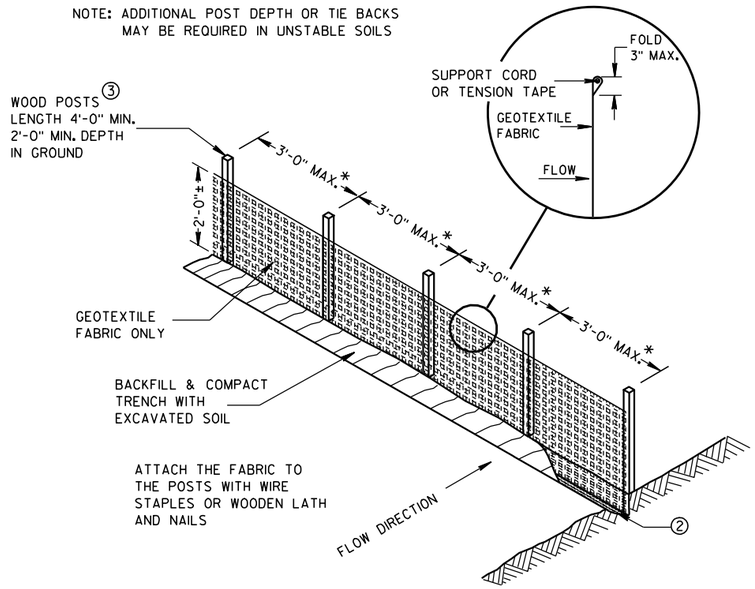
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

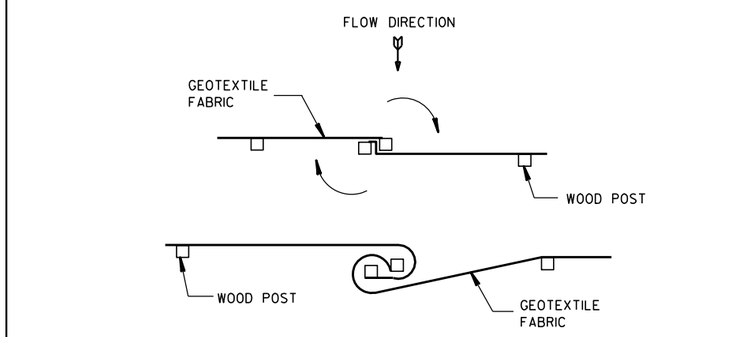
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



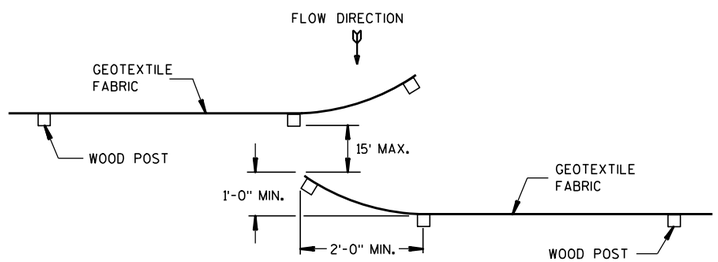
TRENCH DETAIL



SILT FENCE

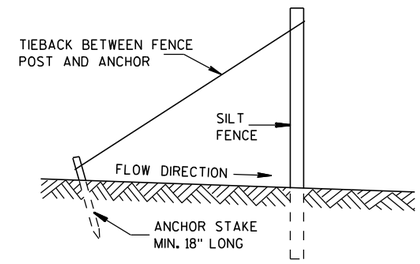


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

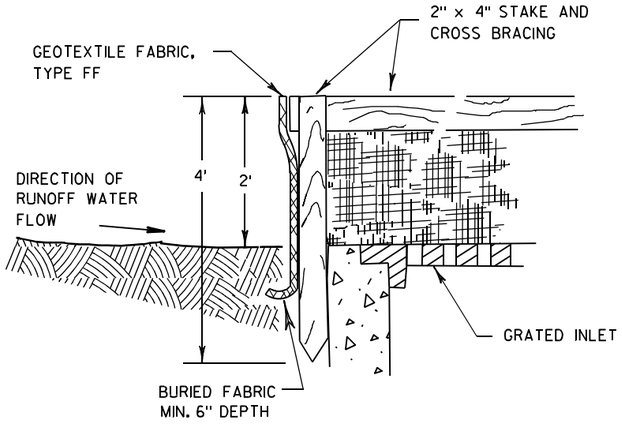
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

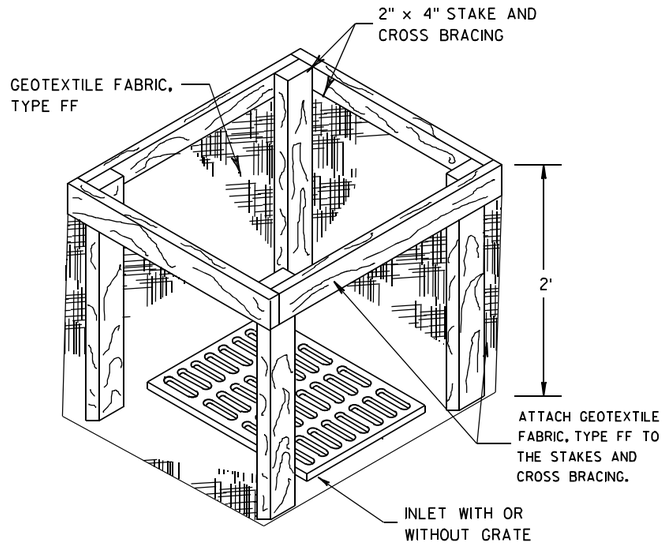
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S.D.D. 8 E 9-6

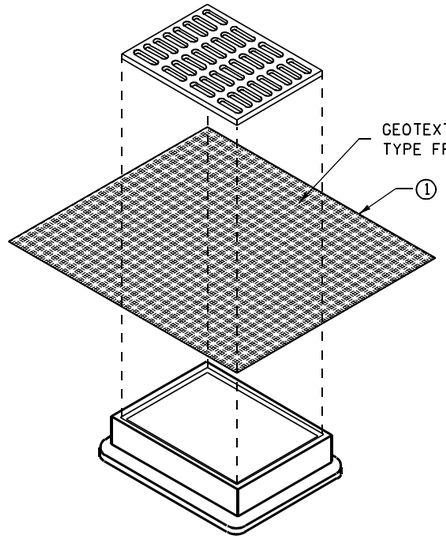
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S.D.D. 8 E 9-6



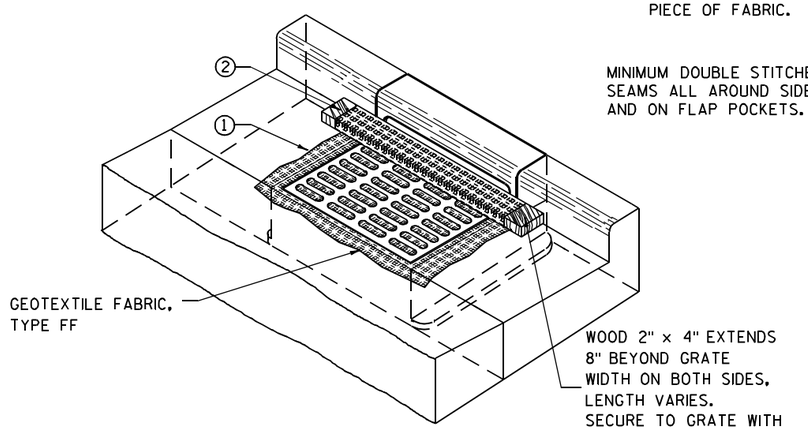


INLET PROTECTION, TYPE A

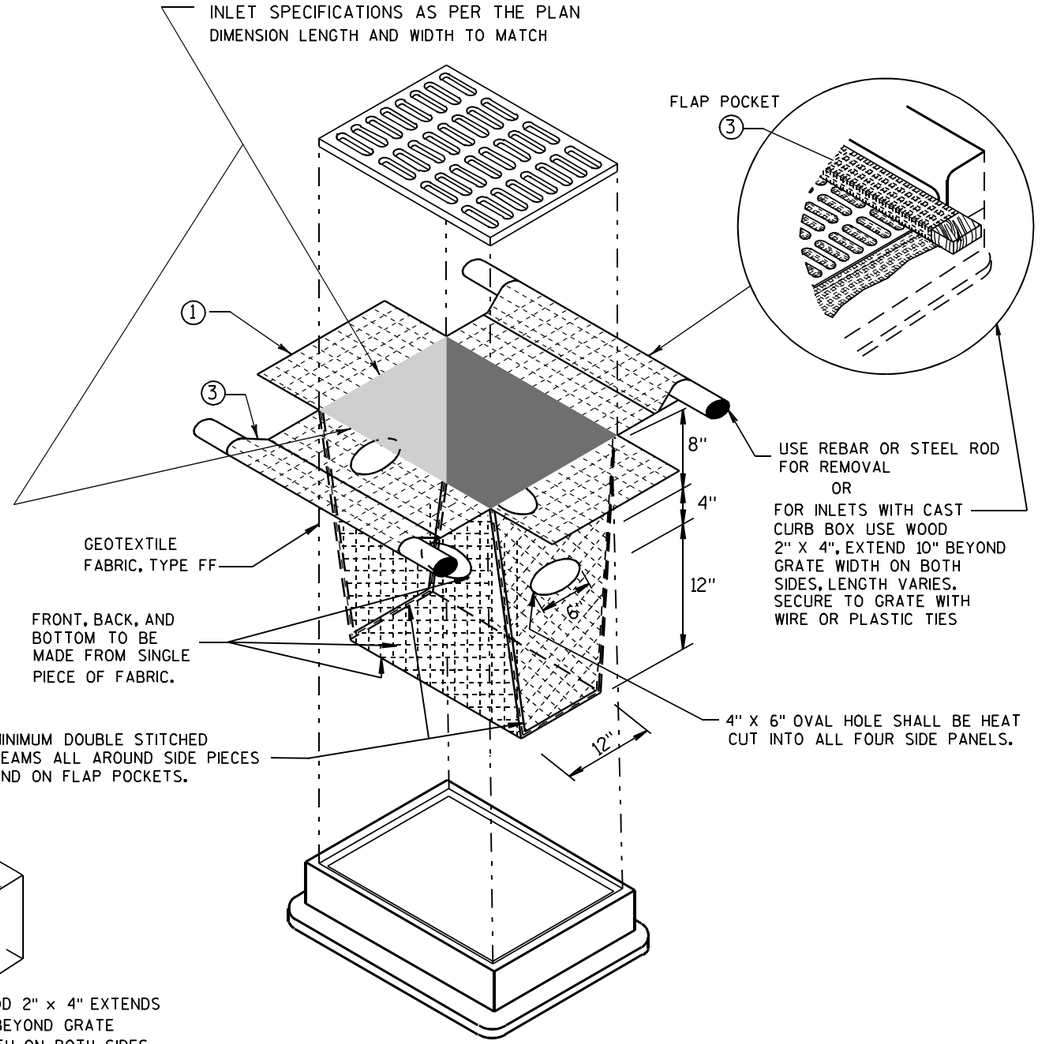


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

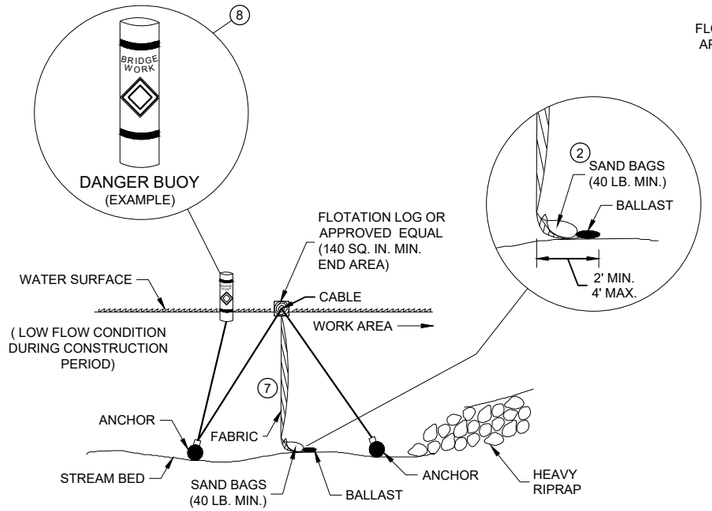
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

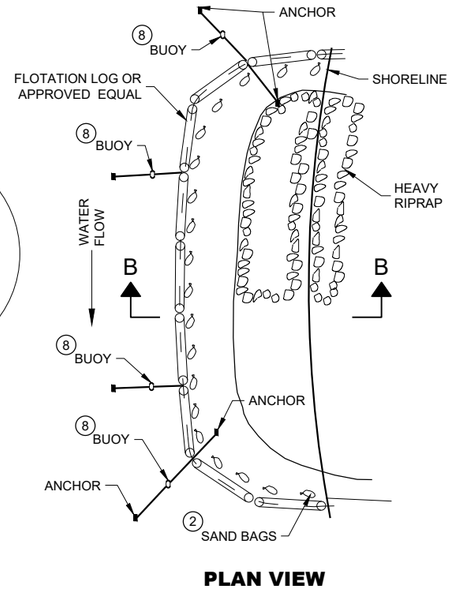
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

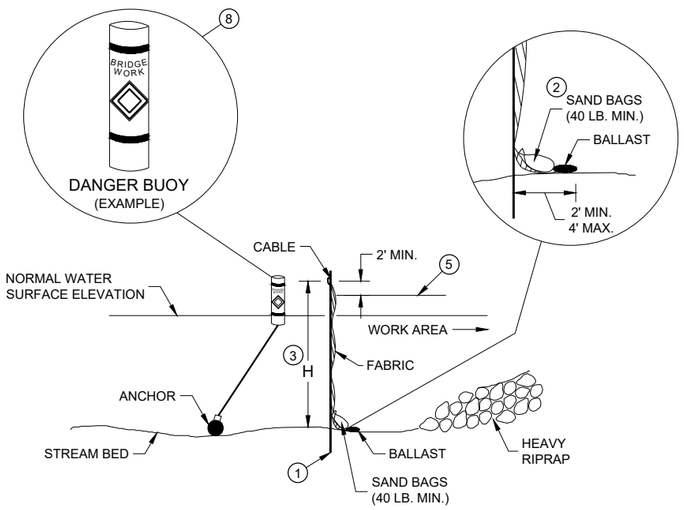


SECTION B - B

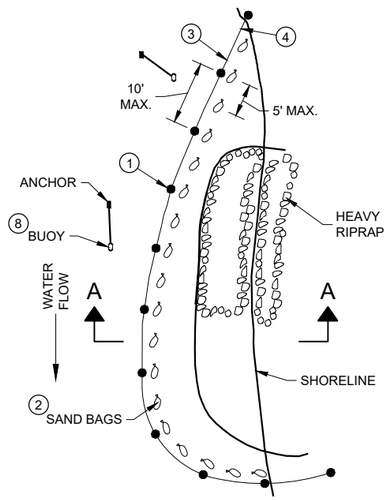


PLAN VIEW

TURBIDITY BARRIER - FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A - A



PLAN VIEW

TURBIDITY BARRIER - STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT DETAILS

GENERAL NOTES

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

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

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

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

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

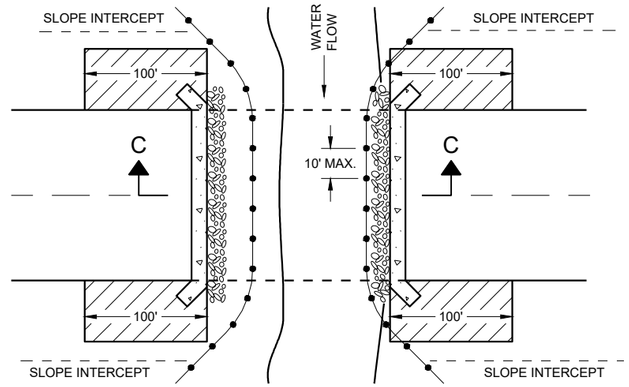
(4) IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

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

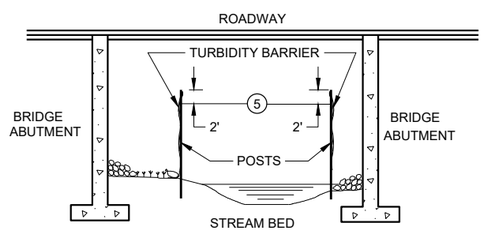
(6) FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BEDROCK PREVENTS THE INSTALLATION OF POSTS.

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

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



PLAN VIEW



SECTION C - C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

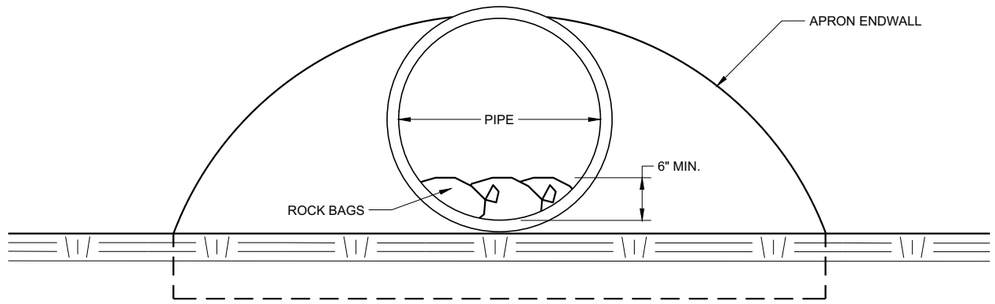
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

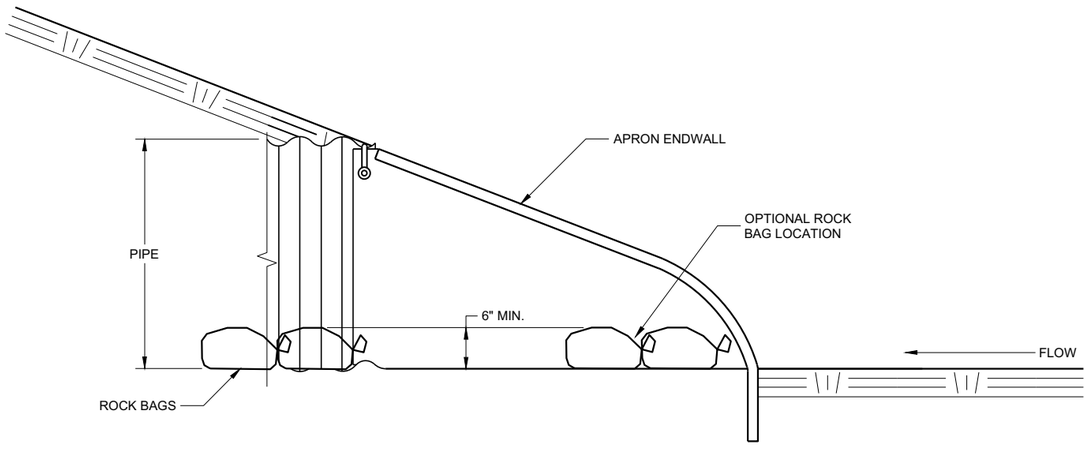
APPROVED
6/4/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
SDD 08E11 - 02



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

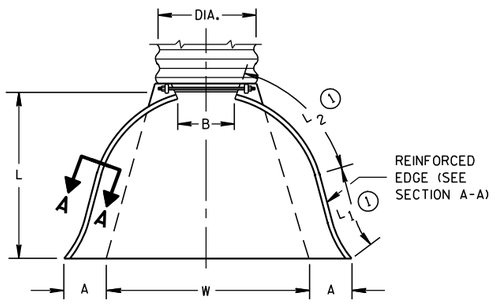
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

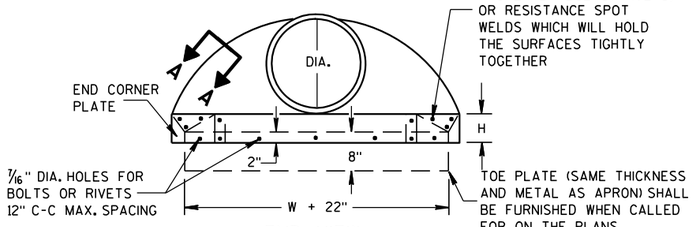
REINFORCED CONCRETE APRON ENDWALLS

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

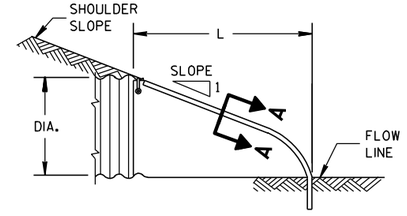
*MINIMUM
**MAXIMUM



PLAN VIEW

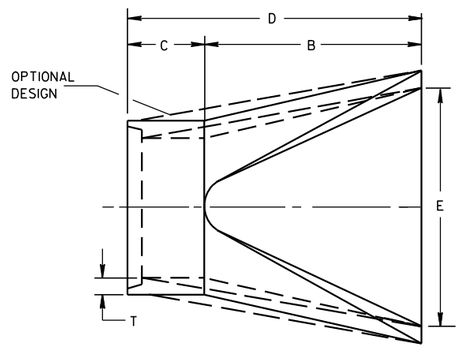


END VIEW

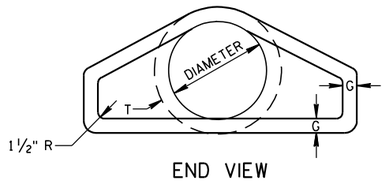


SIDE ELEVATION

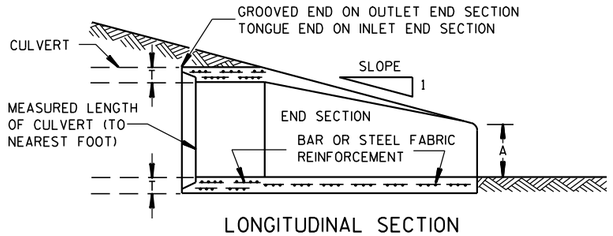
METAL ENDWALLS



PLAN

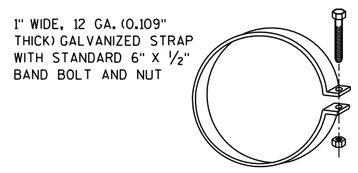


END VIEW



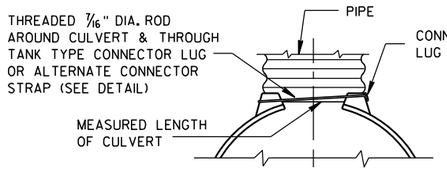
LONGITUDINAL SECTION

CONCRETE ENDWALLS

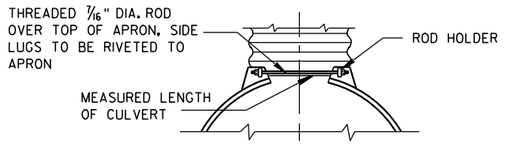


ALTERNATE FOR TYPE 1 CONNECTION

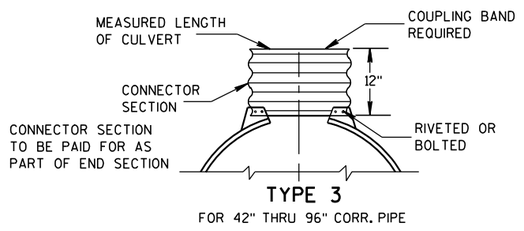
END SECTION CONNECTOR STRAP



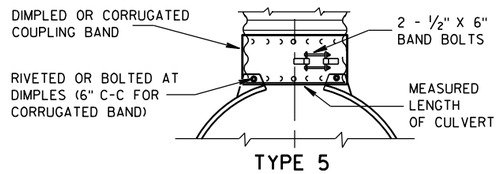
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

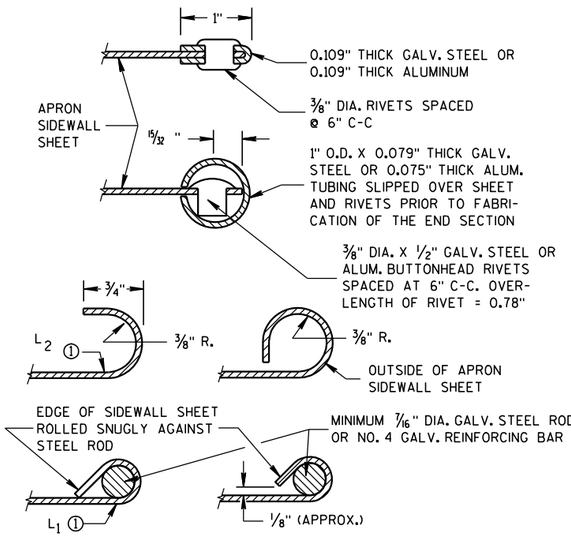
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

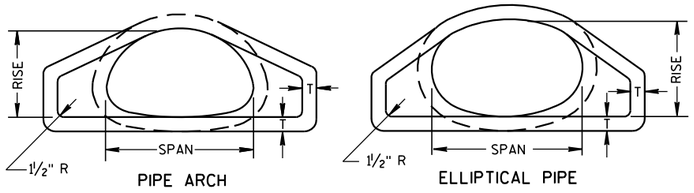
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

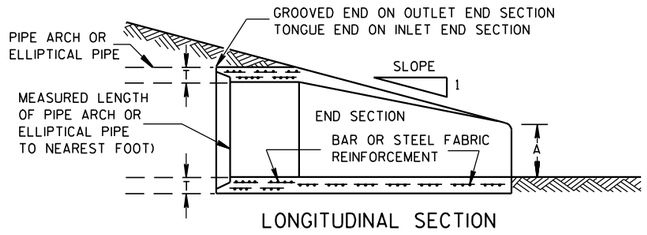
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

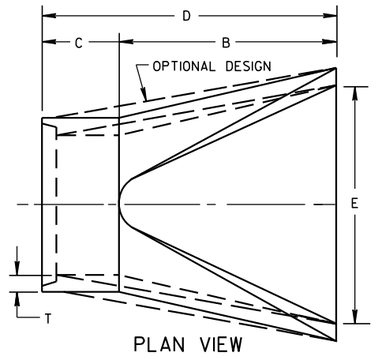
6
S.D.D. 8 F 1-11



END VIEW

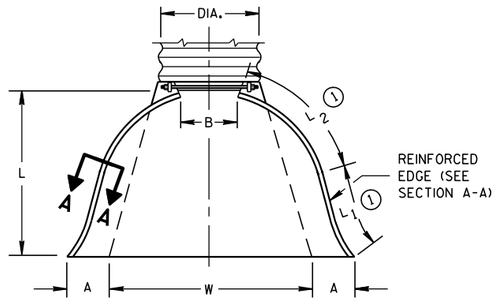


LONGITUDINAL SECTION

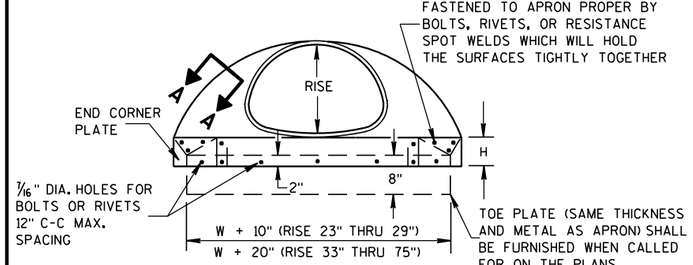


PLAN VIEW

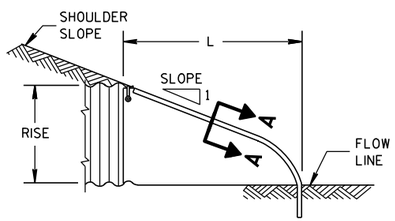
CONCRETE ENDWALLS



PLAN VIEW

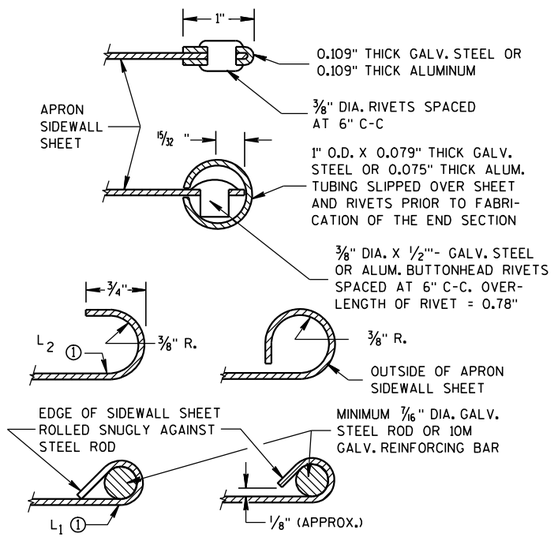


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

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

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

3" X 1" CORRUGATIONS

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

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

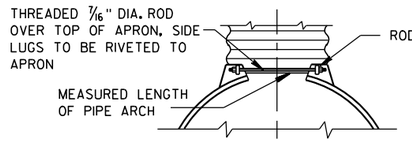
REINFORCED CONCRETE PIPE ARCH

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

REINFORCED CONCRETE ELLIPTICAL PIPE

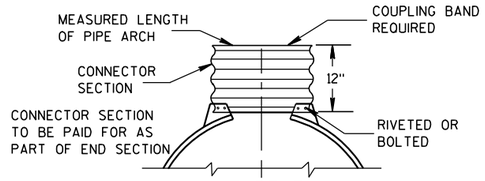
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



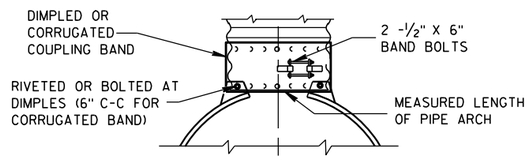
TYPE 2

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



TYPE 3

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



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

CONNECTION DETAILS

GENERAL NOTES

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

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

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

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

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

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

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

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

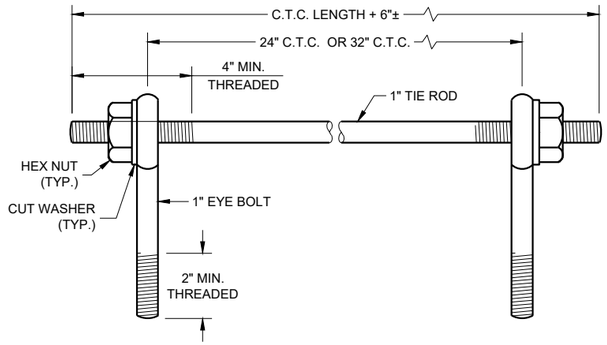
FHWA

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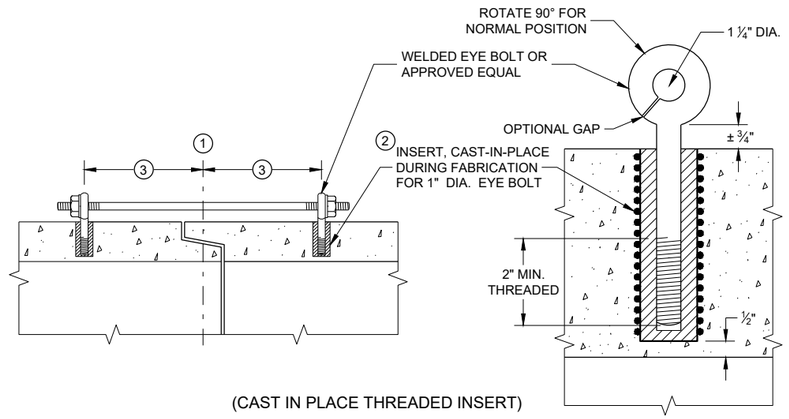
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

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

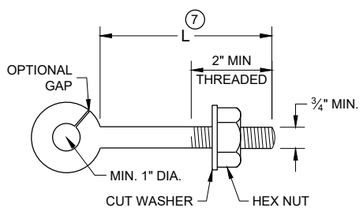
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

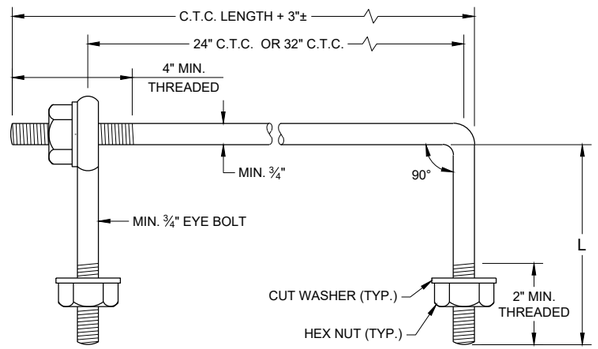
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

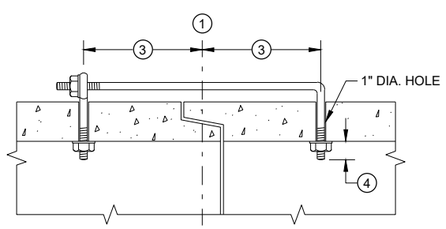


EYE BOLT (7)

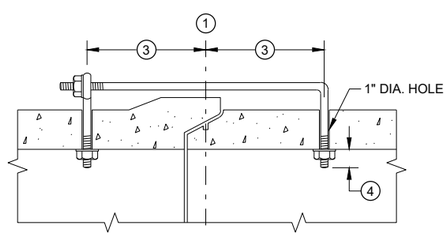
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

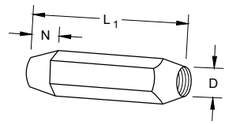
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

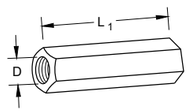
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



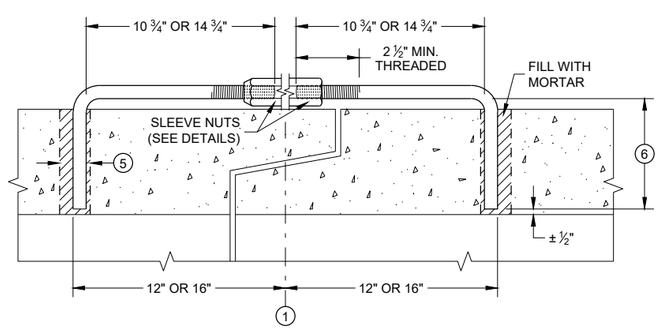
TAPERED



PLAIN

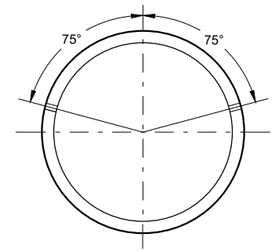
RIGHT AND LEFT THREADS

SLEEVE NUTS



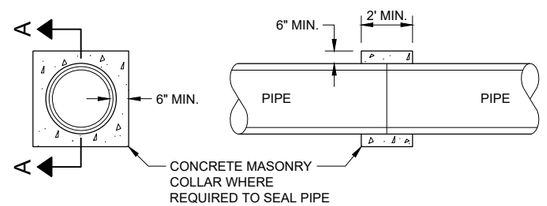
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

SDD 08F04 - 08

SDD 08F04 - 08

GENERAL NOTES

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

FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2' - 0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3' - 0"

(3) LIMITS OF TRENCH BACKFILL

(4) LIMITS OF FOUNDATION BACKFILL

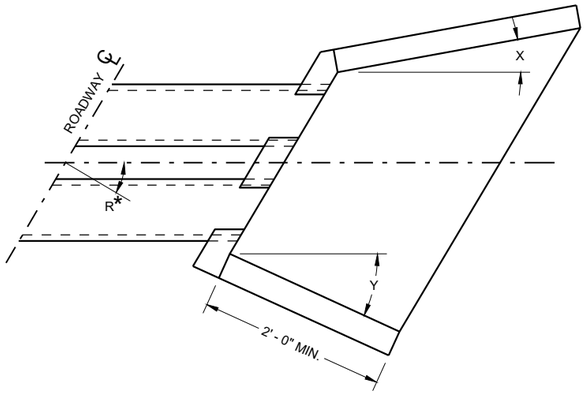
(5) FOUNDATION AND TRENCH BACKFILL ARE MATERIALS INCLUDED IN PAYMENT FOR CULVERT PIPE, PIPE ARCH, CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPSE OR CONCRETE MASONRY ENDWALLS.

(6) DO NOT PLACE FOUNDATION BACK FILL OR ANY OTHER GRANULAR BACKFILL AROUND OR BELOW CUT OFF WALL. POUR CUT OFF WALL AGAINST NATIVE SOIL

(7) MINIMUM HEIGHT SHALL BE THE GREATER OF 1'- 0" OR ¼ HEIGHT OF CULVERT PIPE.

TRENCH BACKFILL

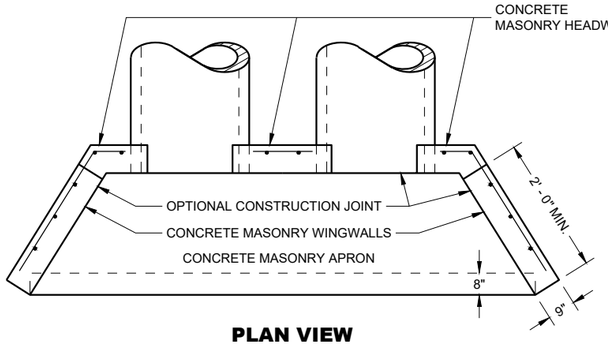
FOUNDATION BACKFILL



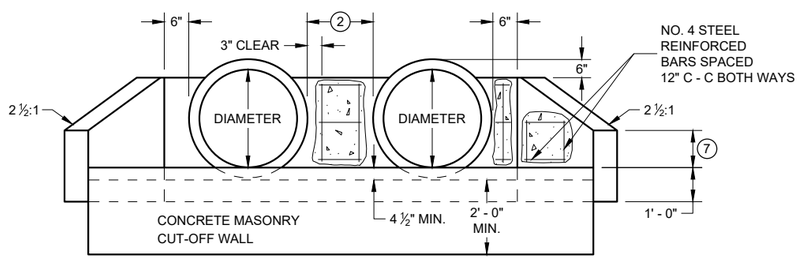
WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	30°	16 - 45°	10°	15°
23 - 37°	20°	30°	46 - 75°	5°	15°
38 - 52°	15°	30°	OVER 75°	0°	15°
53 - 67°	10°	30°			
68 - 82°	5°	30°			
OVER 82°	0°	30°			

R* = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

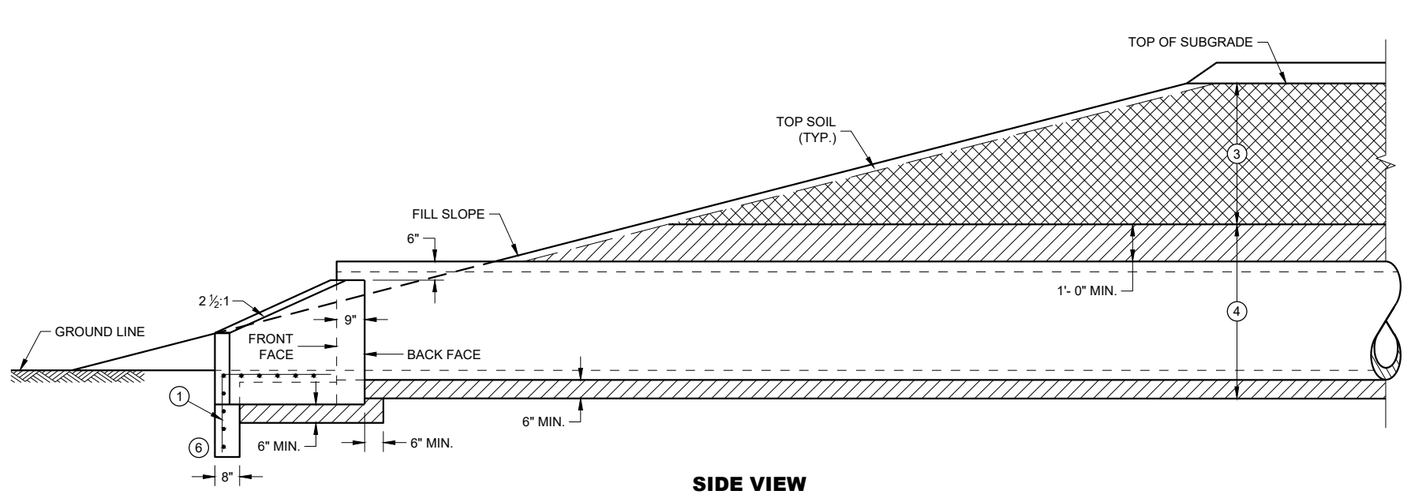


PLAN VIEW



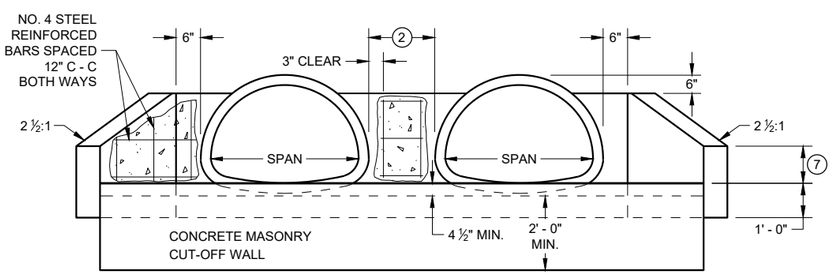
END VIEW

CIRCULAR PIPE



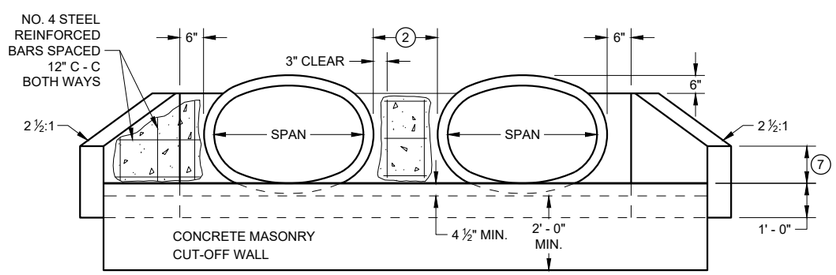
SIDE VIEW

CIRCULAR PIPE, PIPE ARCH OR HORIZONTAL ELLIPSE



END VIEW

PIPE ARCH



END VIEW

HORIZONTAL ELLIPSE

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

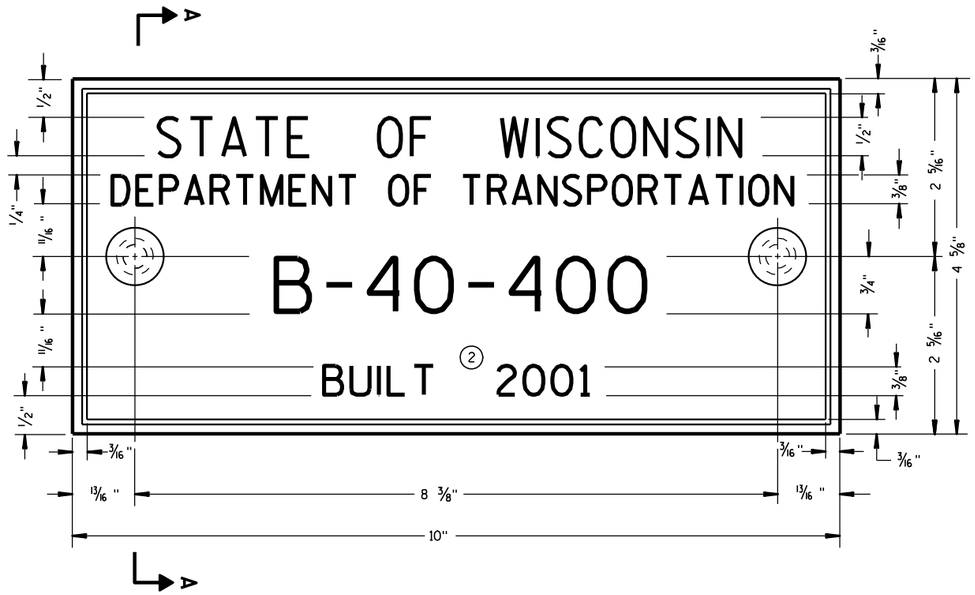
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 08F10 - 02

SDD 08F10 - 02



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)

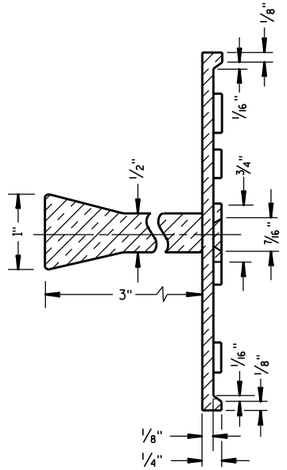
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

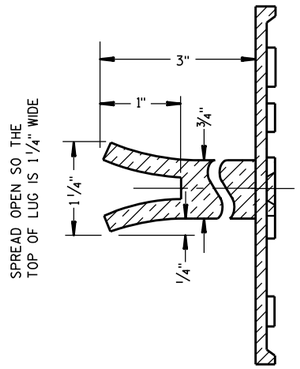
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

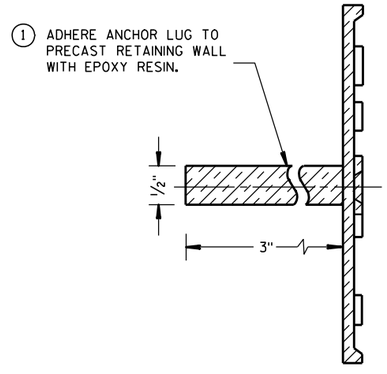
COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION MULTI-UNIT STRUCTURES



ALTERNATE LUG

(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck-- CHIEF STRUCTURAL DEVELOP ENGINEER

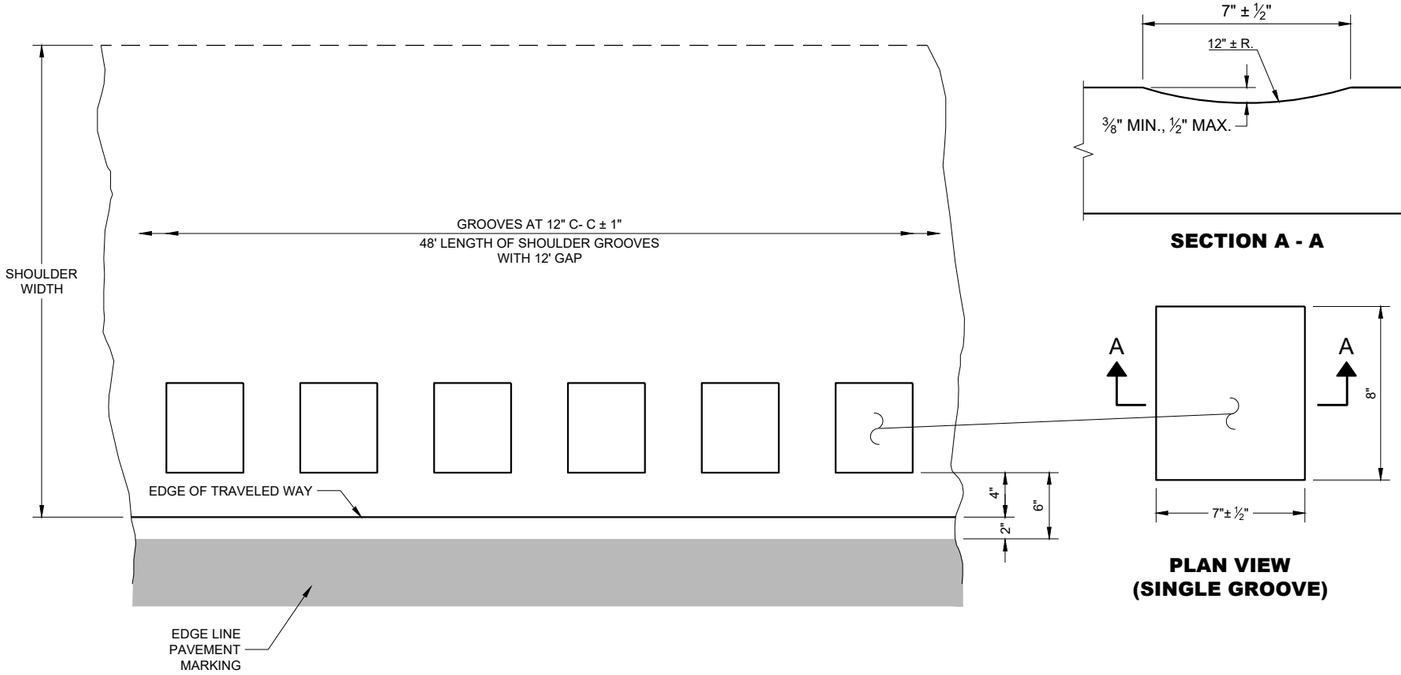
FHWA

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S.D.D. 12 A 3-10

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S.D.D. 12 A 3-10



PLAN DETAIL VIEW
SHOULDER WITH GROOVES

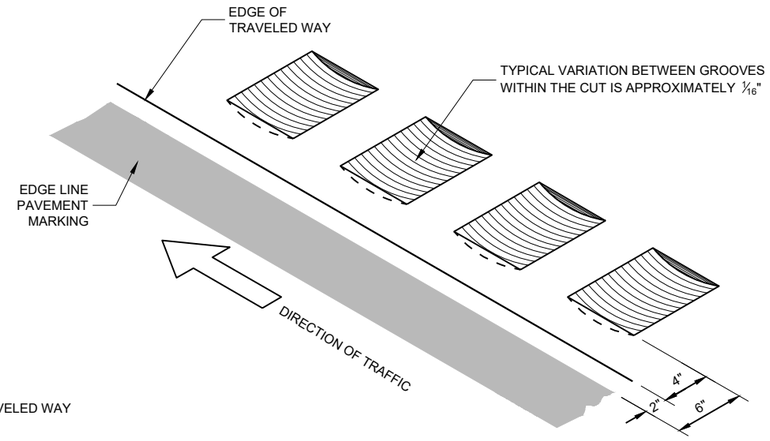
SECTION A - A

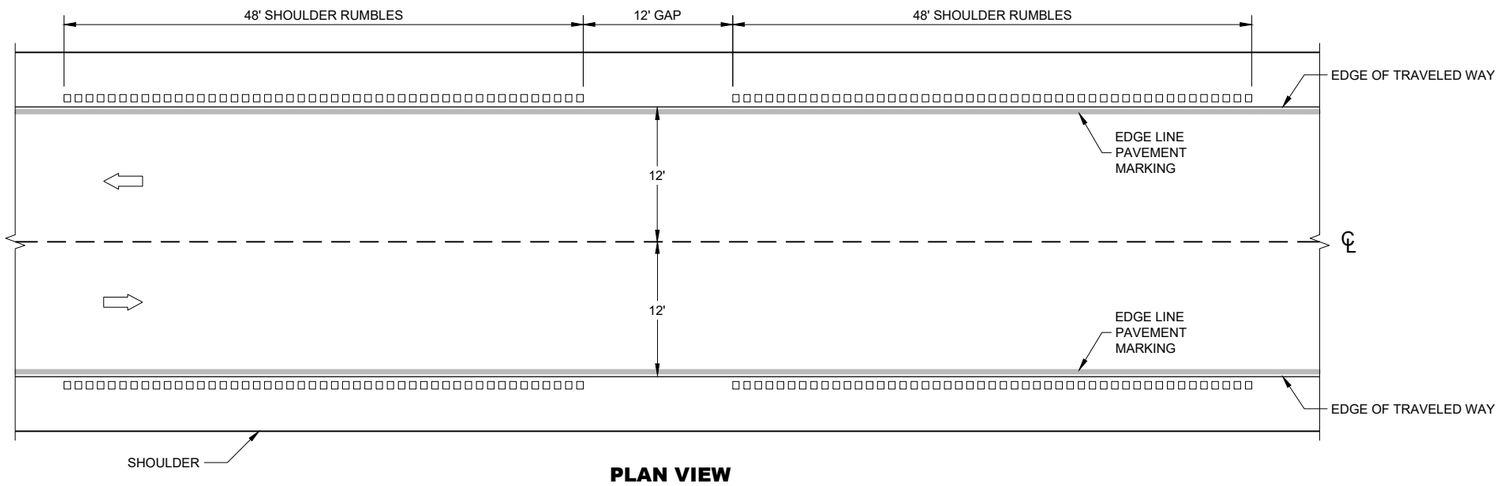
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

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





PLAN VIEW

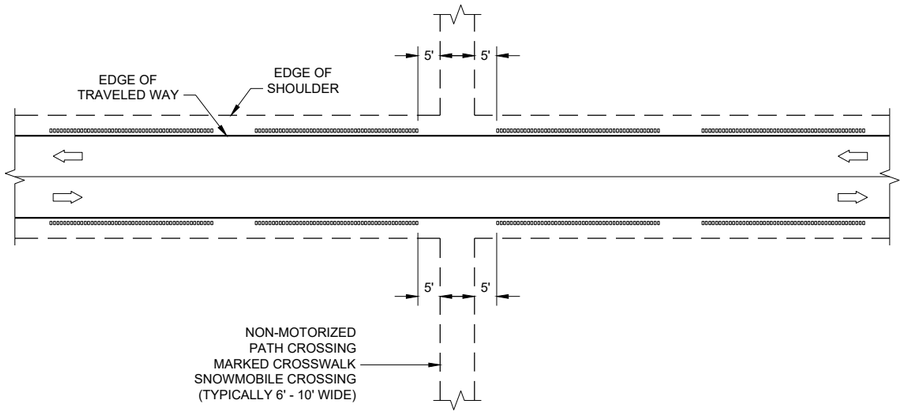
SHOULDER RUMBLE STRIPS - ASPHALT

SHOULDER RUMBLE STRIPS ASPHALT

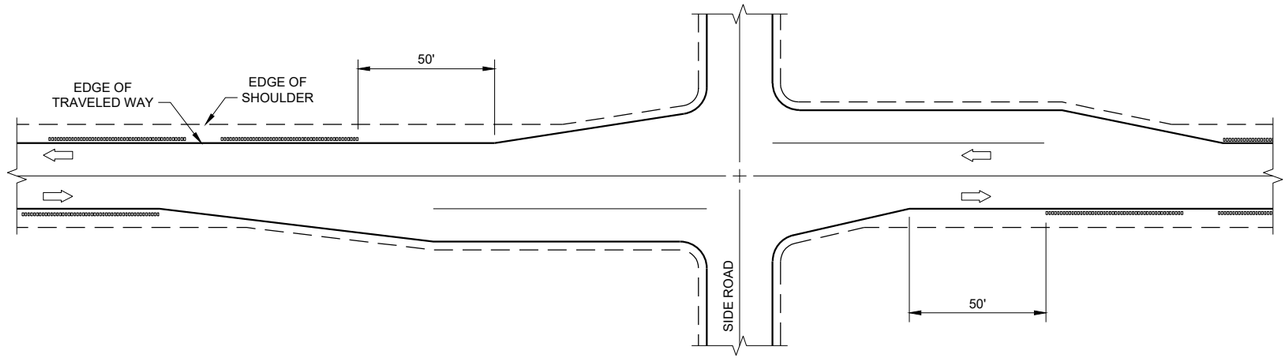
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

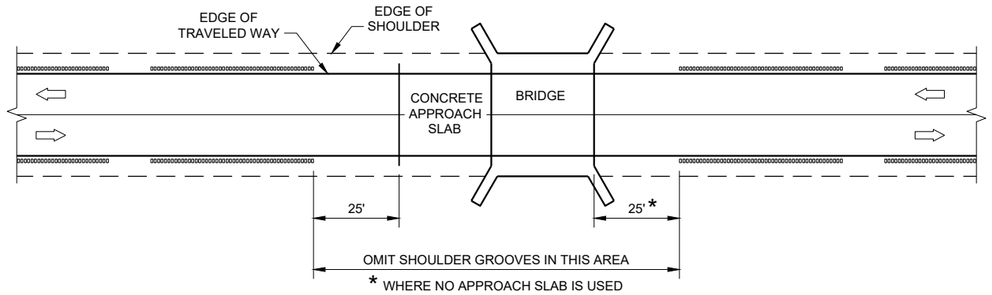
SDD 13A10 - 03a



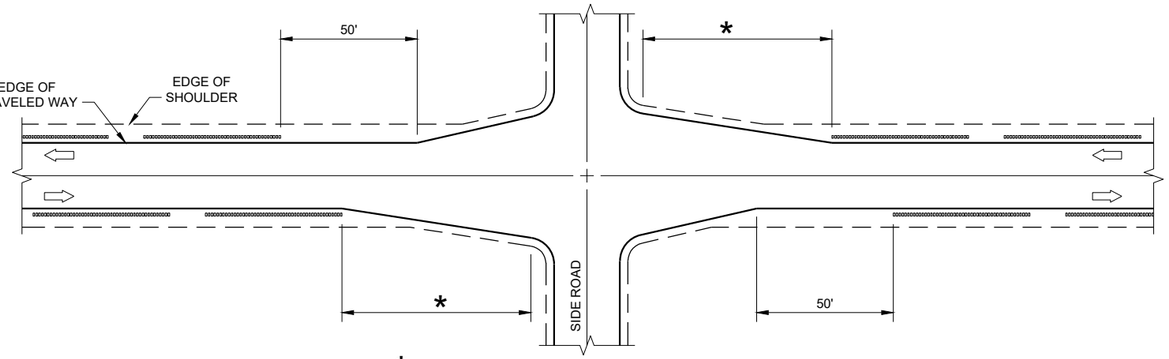
GROOVES AT MISCELLANEOUS CROSSINGS



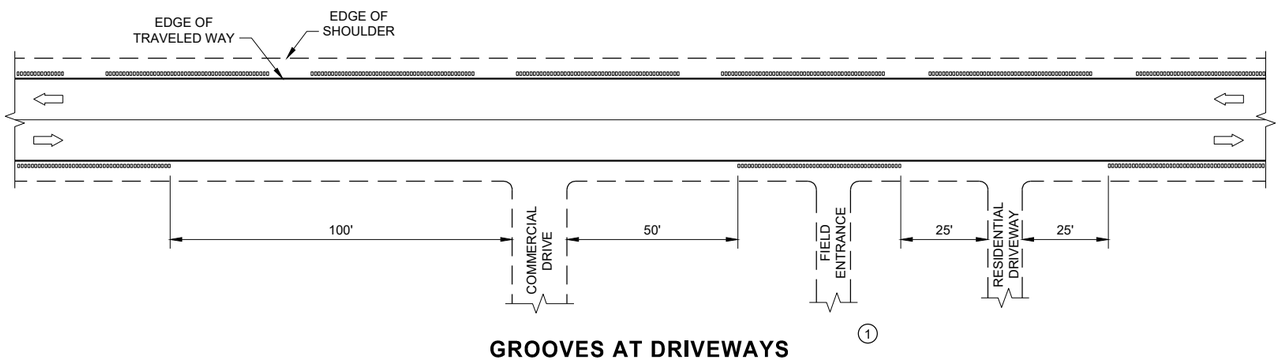
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

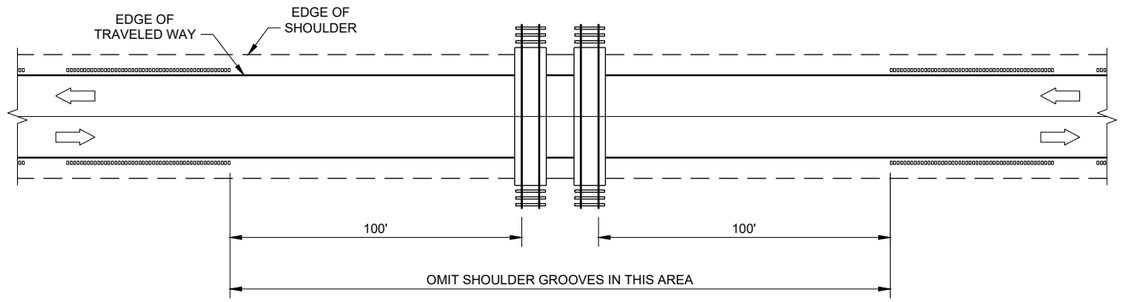
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

SHOULDER AND EDGE LINE RUMBLE STRIPS CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS

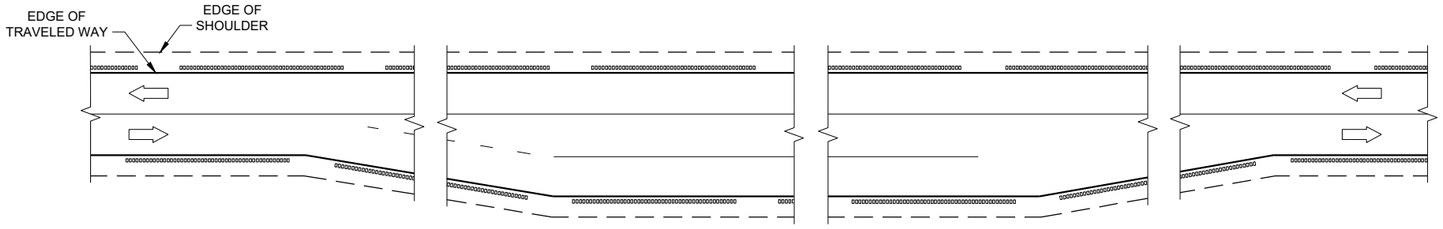
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

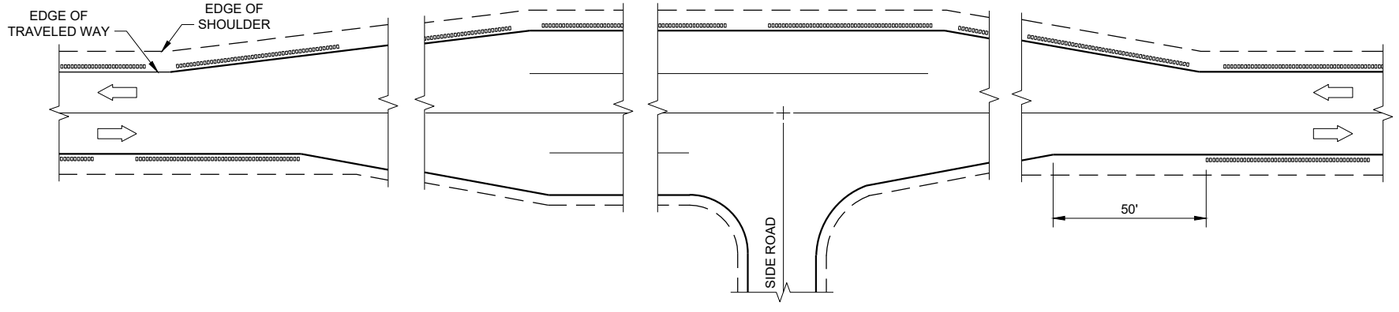
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

SDD 13A10 - 03h

6

SDD13A10 - 03h

SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

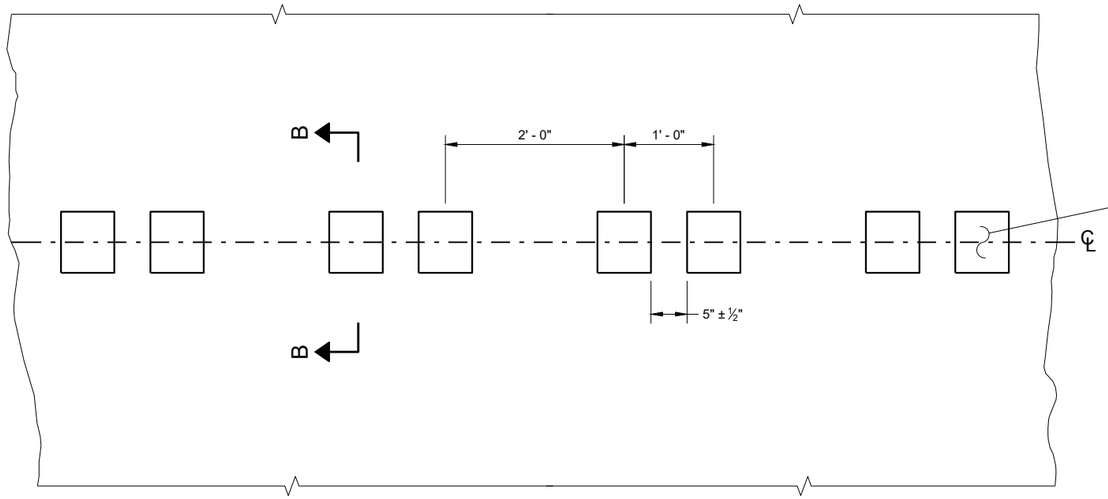
/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

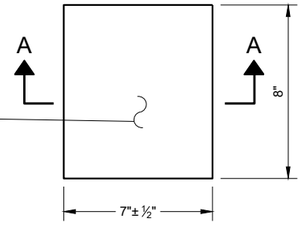
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

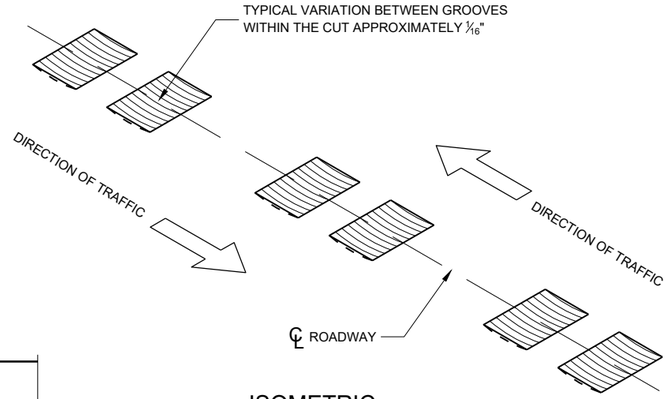
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



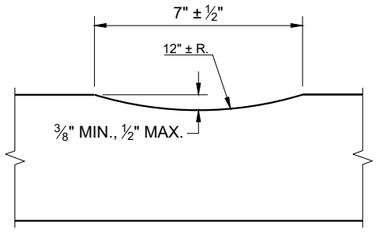
PLAN DETAIL VIEW



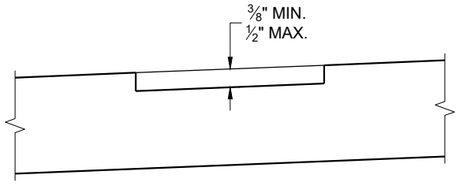
PLAN VIEW
(SINGLE GROOVE)



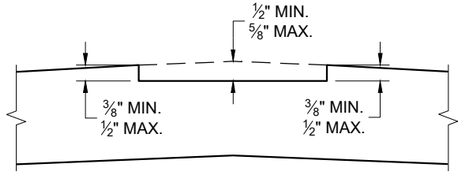
ISOMETRIC



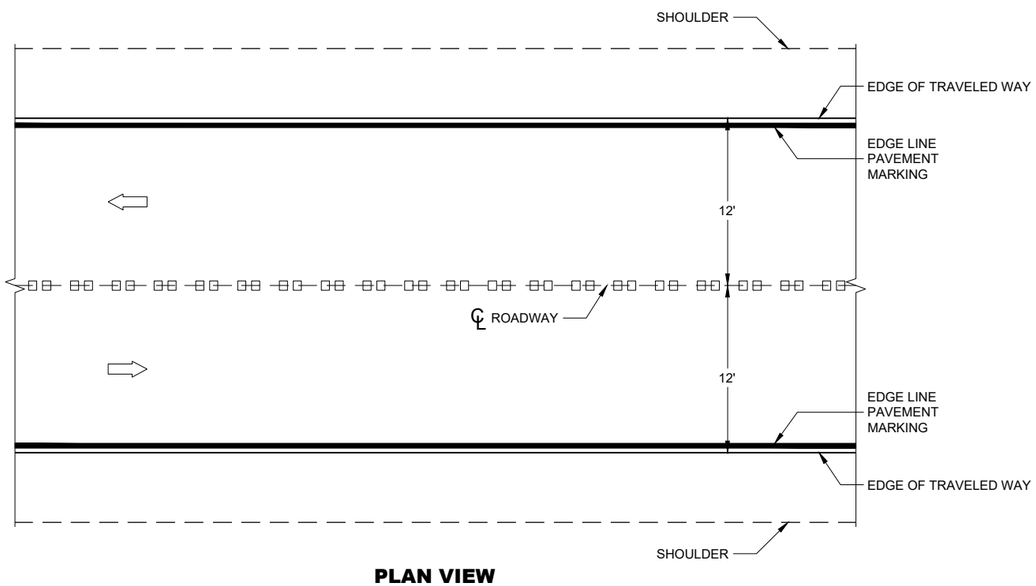
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

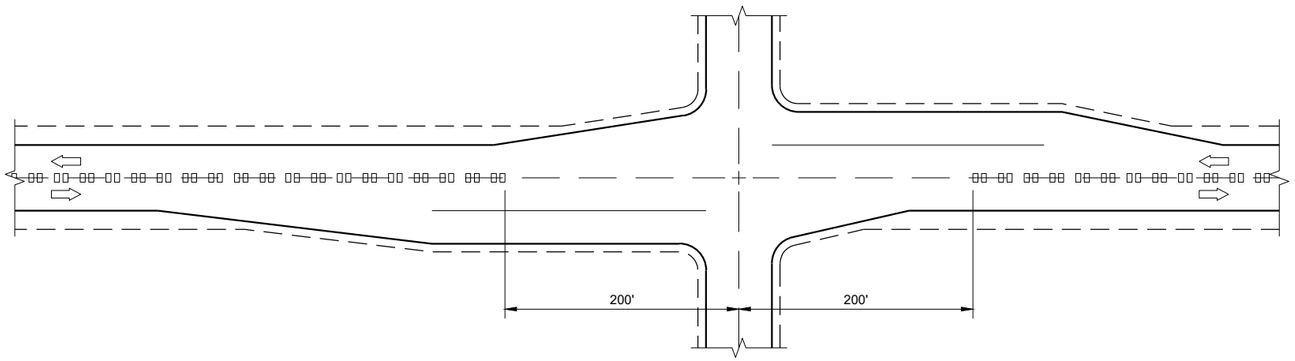
CENTERLINE RUMBLE STRIPS - ASPHALT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTA	135

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SDD 13A11 - 04a

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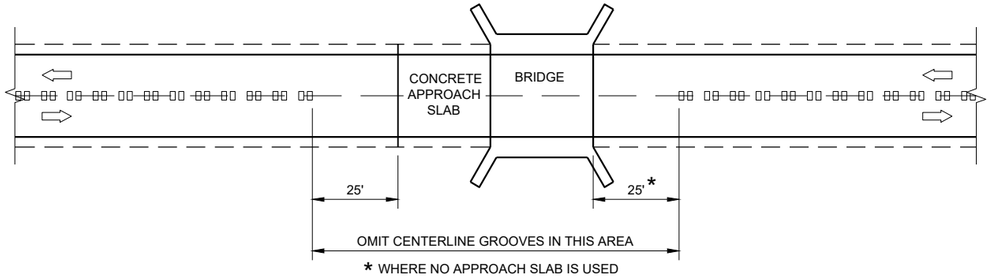
SDD 13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS

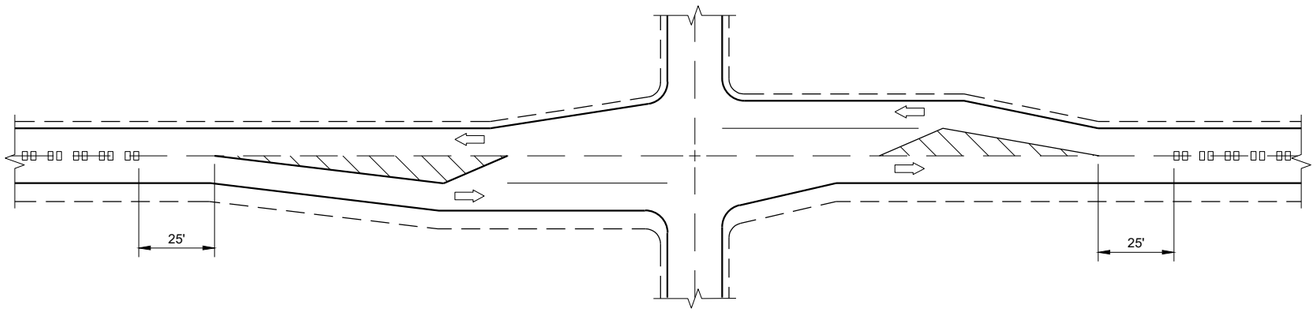
GENERAL NOTES

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

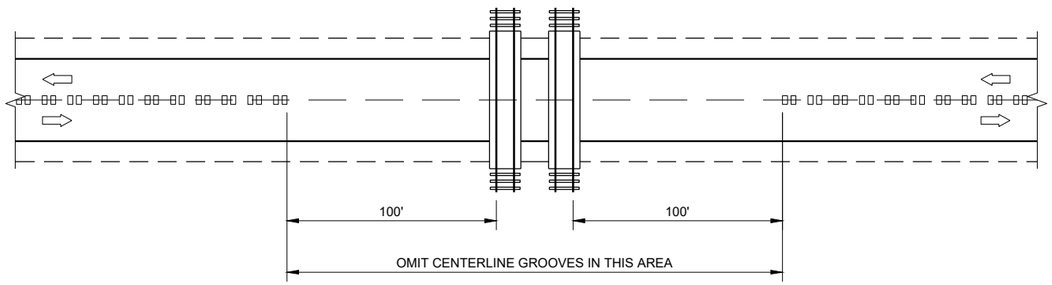


* WHERE NO APPROACH SLAB IS USED

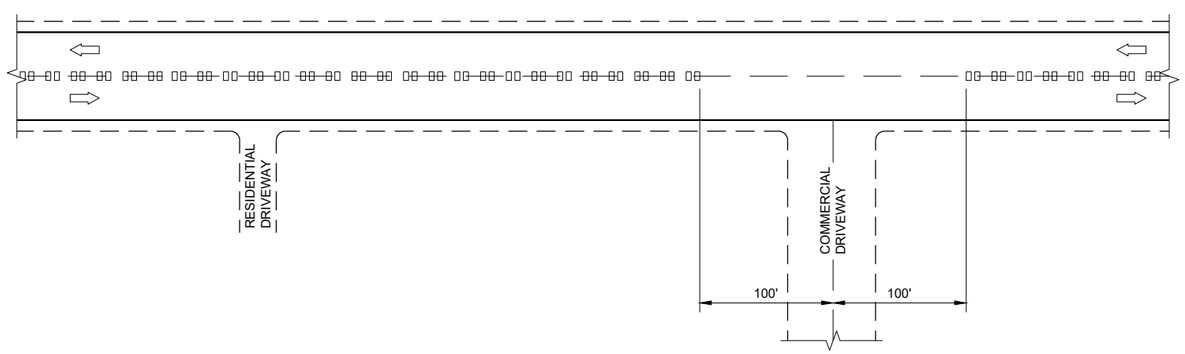
CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



CENTERLINE GROOVES AT RAILROADS



CENTERLINE GROOVES AT DRIVEWAYS (1)

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

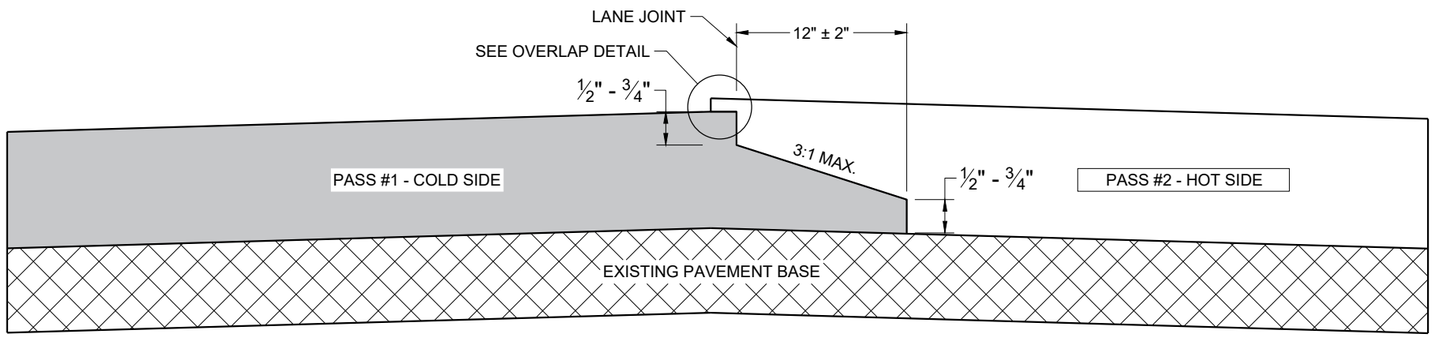
FHWA

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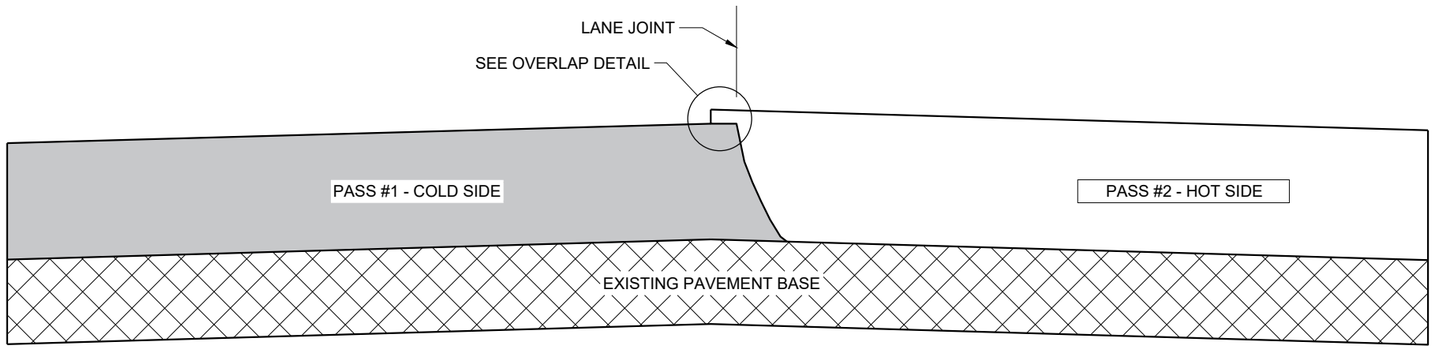
SDD 13A11 - 04d

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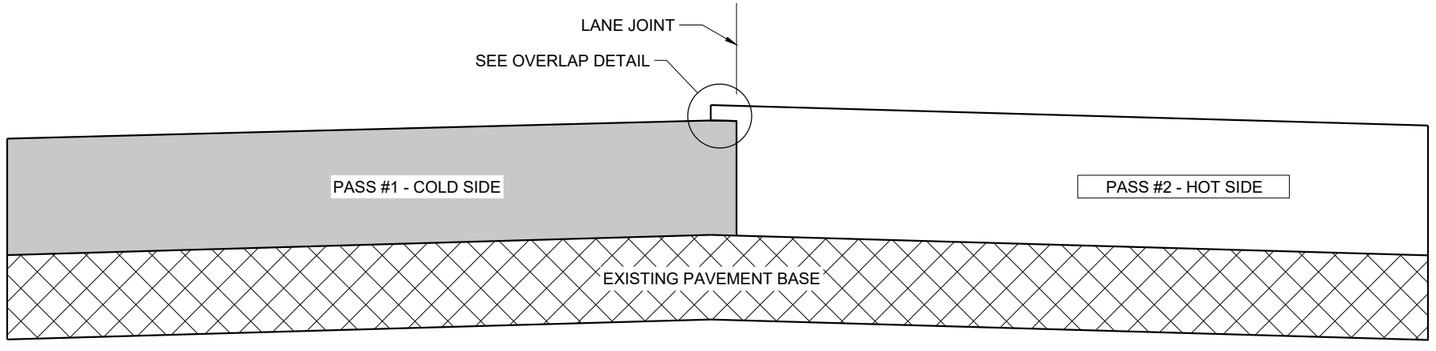
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

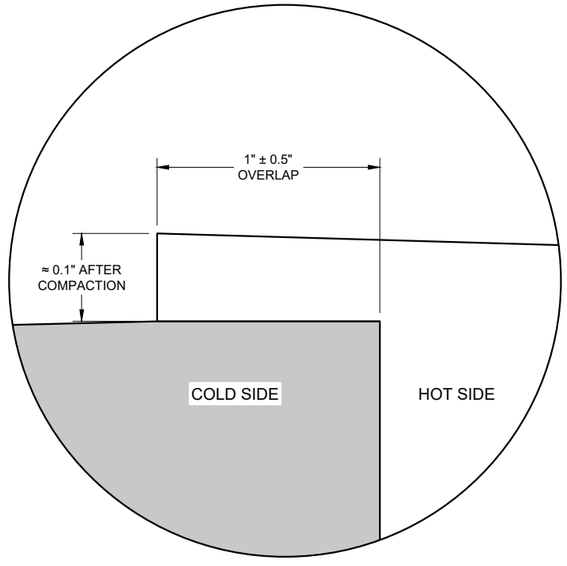
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

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SDD 13C19 - 03

SDD 13C19 - 03

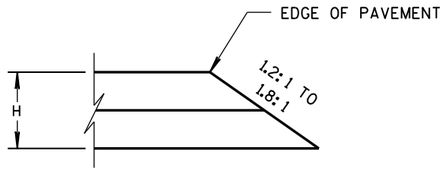
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

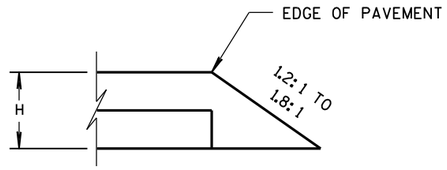
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



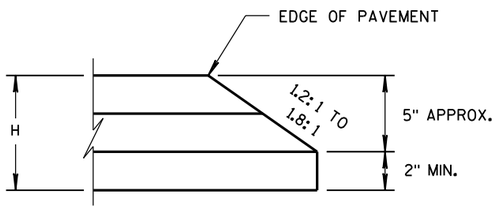
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



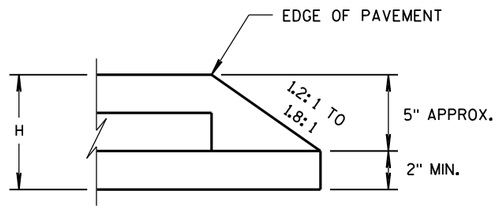
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

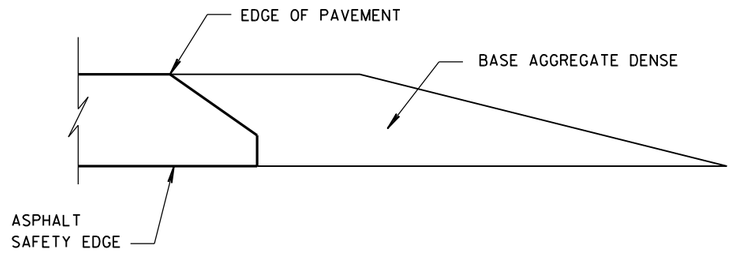
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

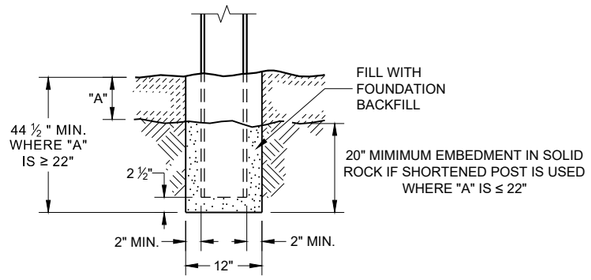
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

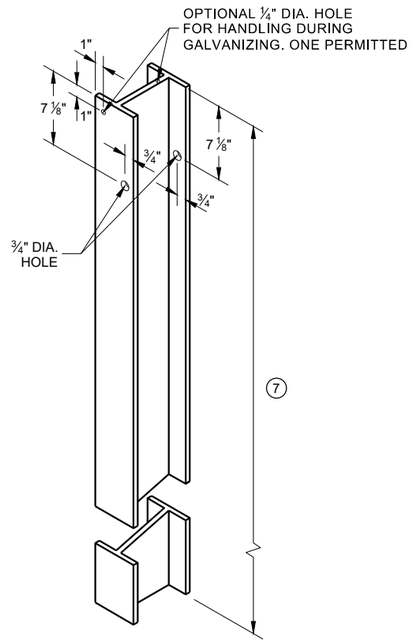
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

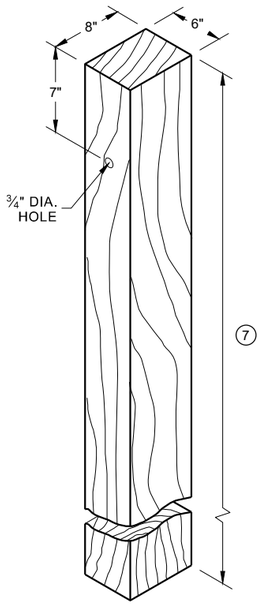
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



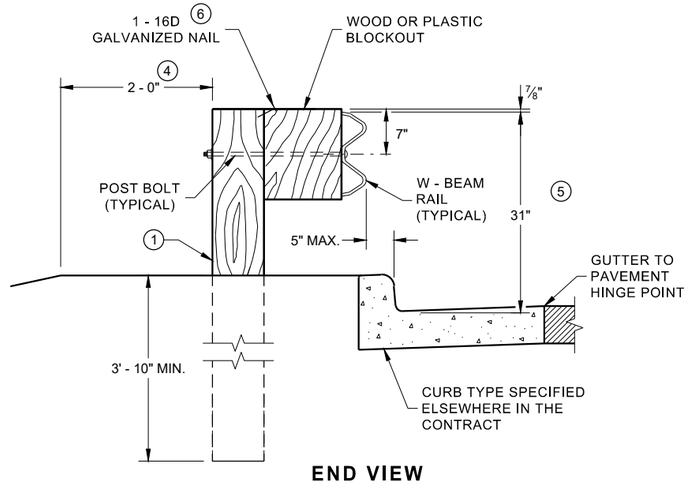
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



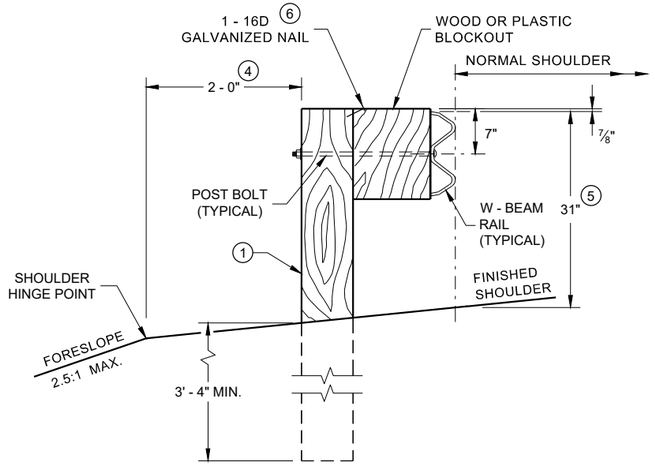
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



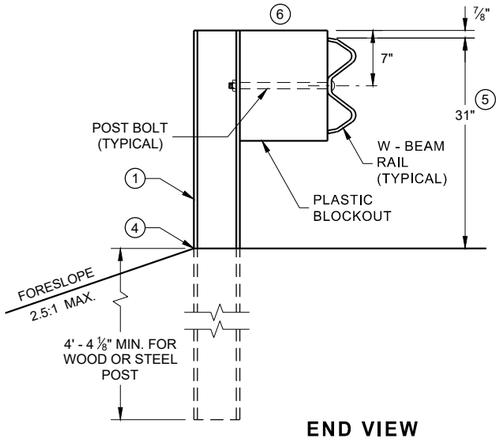
WOOD POST (6" X 8") NOMINAL (1)



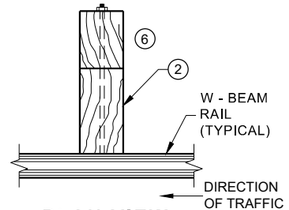
END VIEW
LOCATED ALONG A CURBED ROADWAY



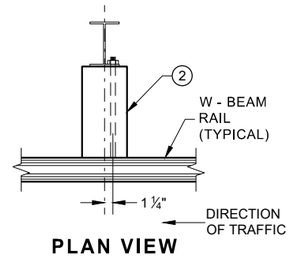
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



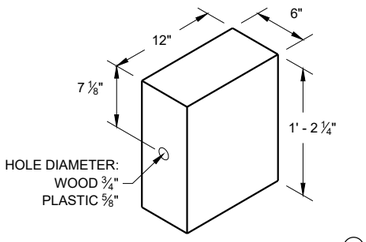
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

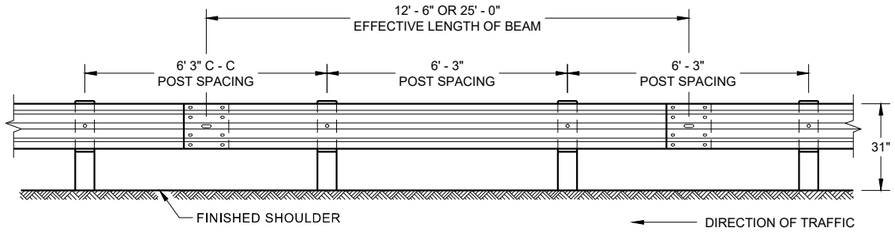
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

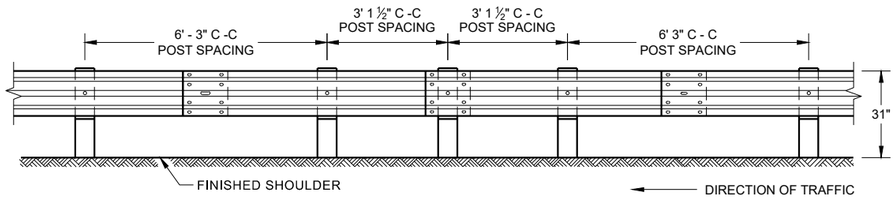
SDD 14B42 - 07a

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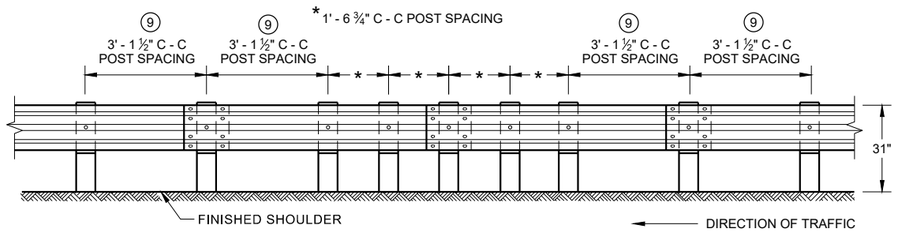
SDD 14B42 - 07a



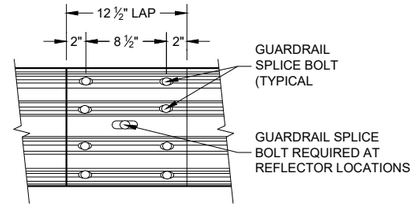
FRONT VIEW
POST SPACING STANDARD INSTALLATION



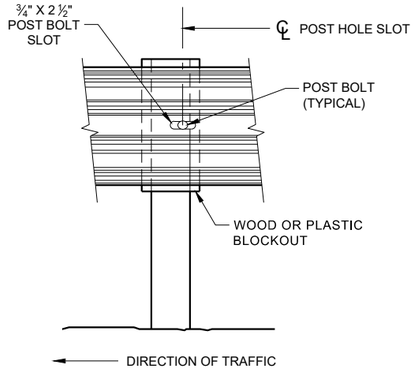
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



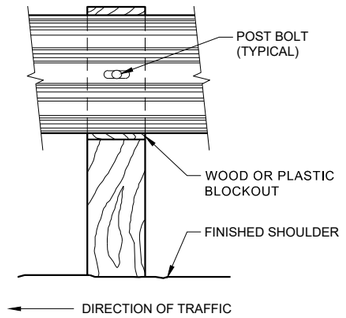
FRONT VIEW
QUARTER POST SPACING (QS)



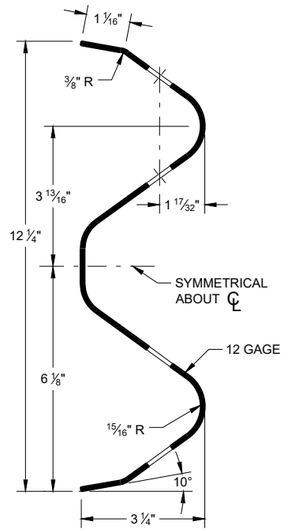
FRONT VIEW
MID-SPAN BEAM SPLICE



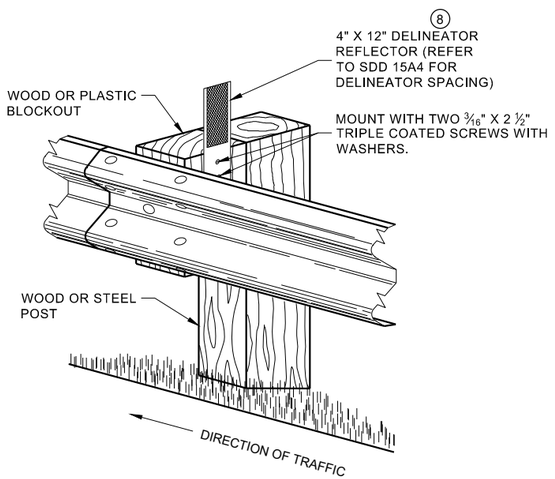
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

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

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

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

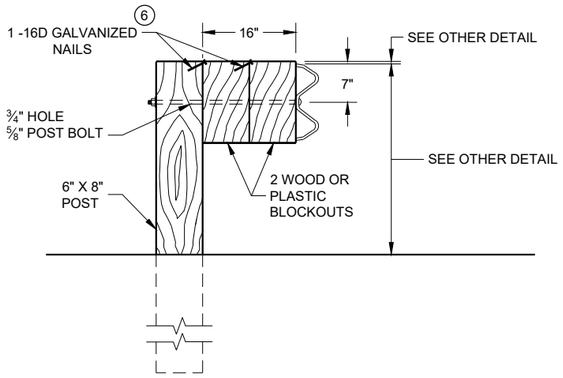
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B42 - 07b

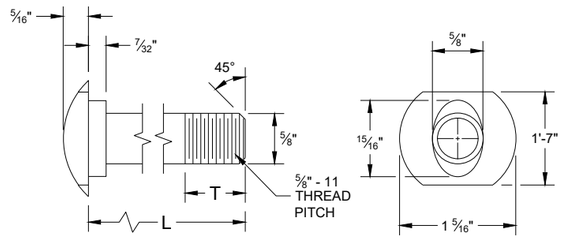


DETAIL FOR 16" BLOCKOUT DEPTH

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

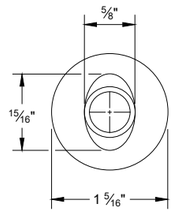
NOTE:

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

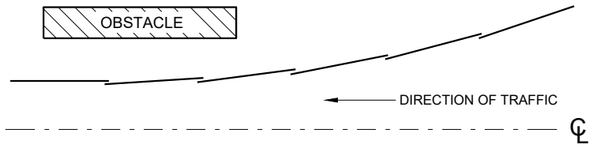


POST BOLT TABLE

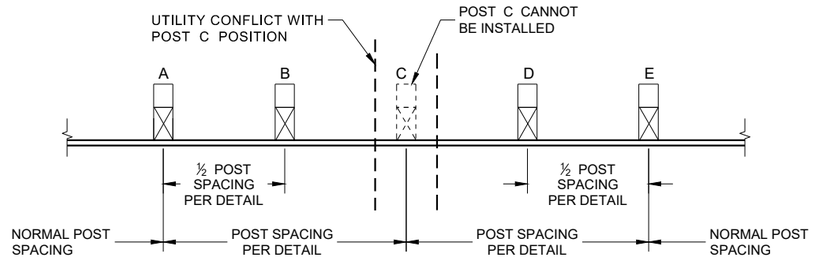
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



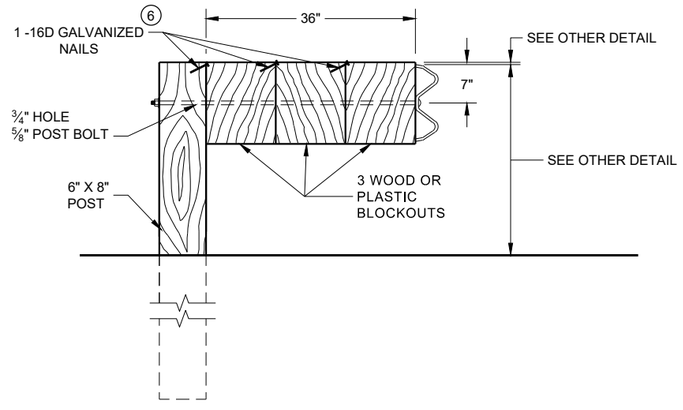
ALTERNATE BOLT HEAD



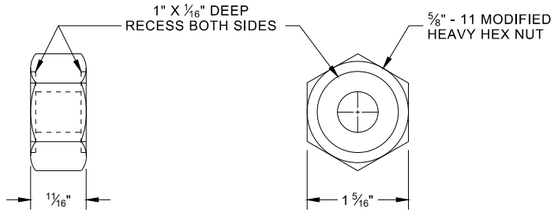
PLAN VIEW
BEAM LAPPING DETAIL



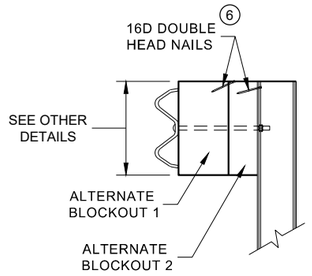
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



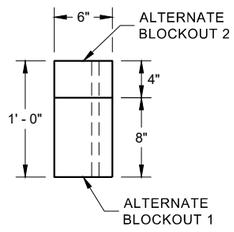
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

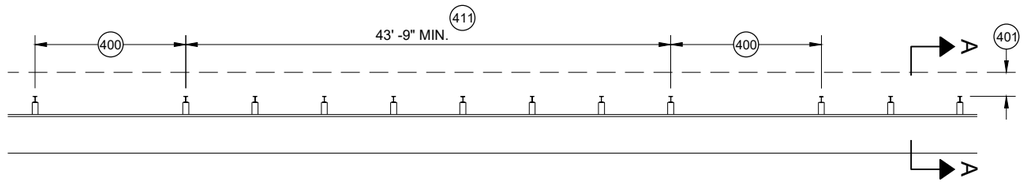
NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

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

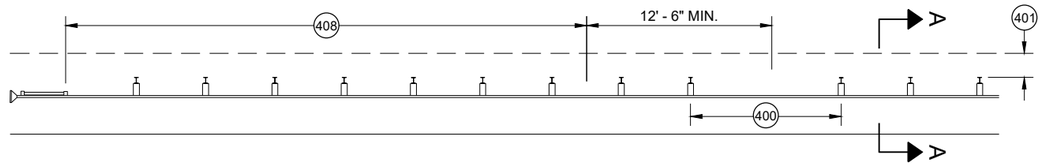
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

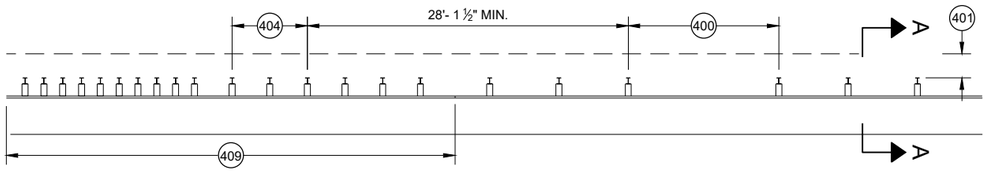
6
SDD 14B42 - 07c



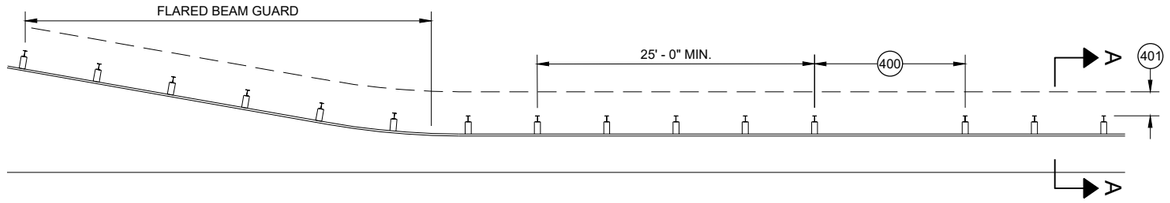
MISSING POST IN MGS GUARDRAIL



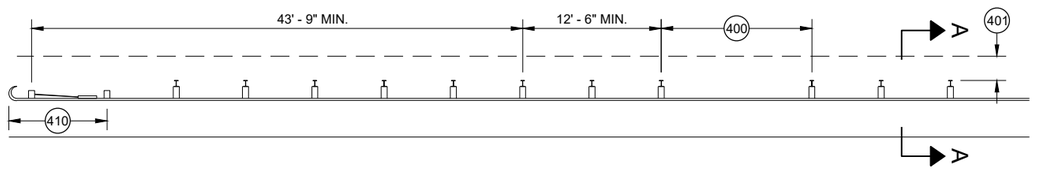
MISSING POST IN MGS GUARDRAIL NEAR EAT



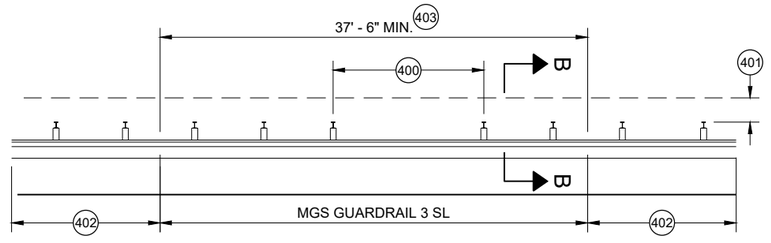
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

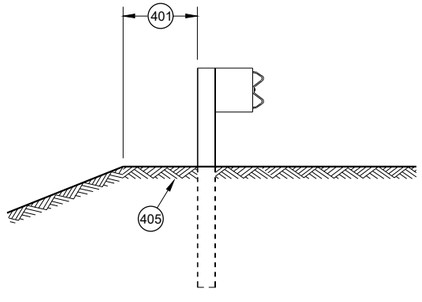


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

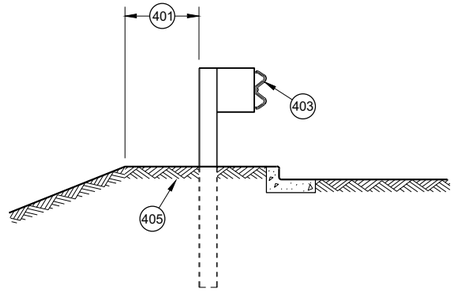


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

SDD 14B42 - 07d

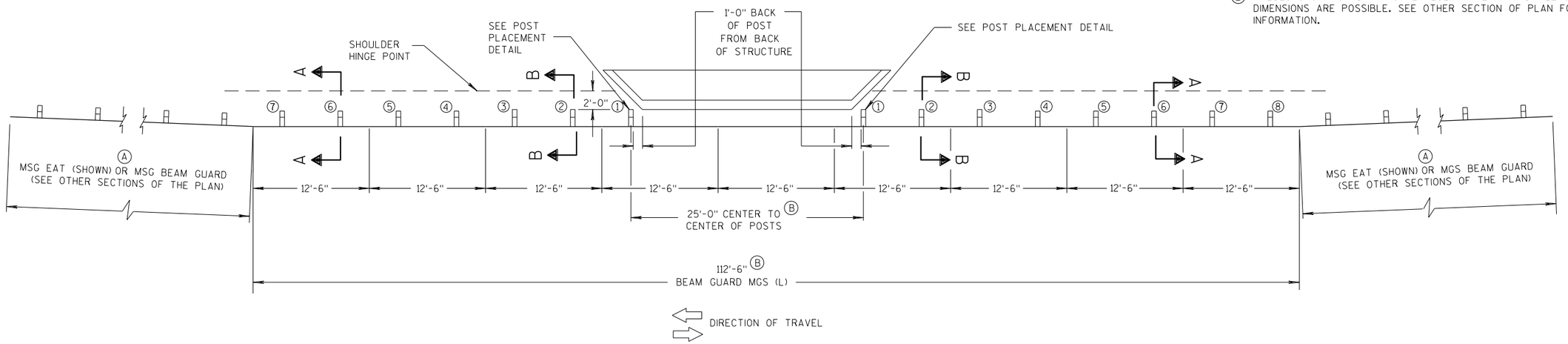
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

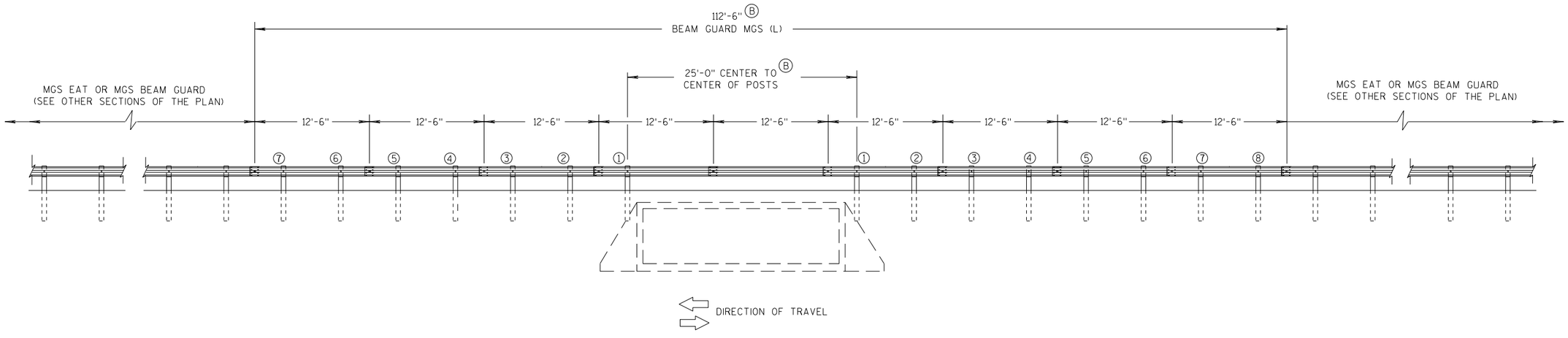
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 14 B 43-4a

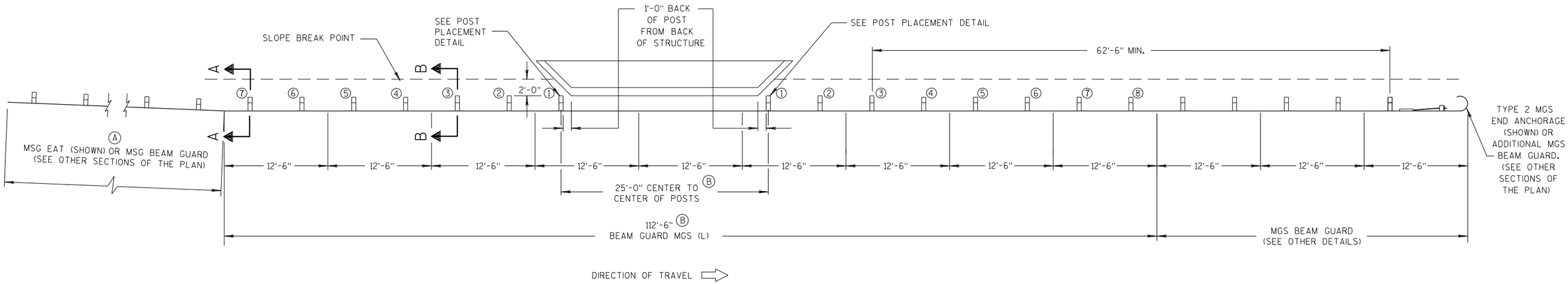
GENERAL NOTES

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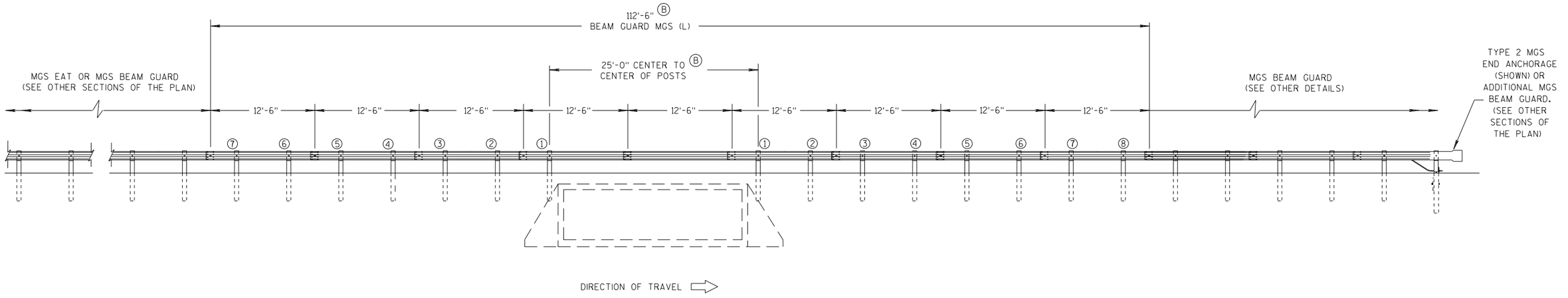
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

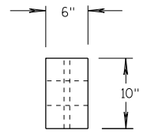
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	144

6

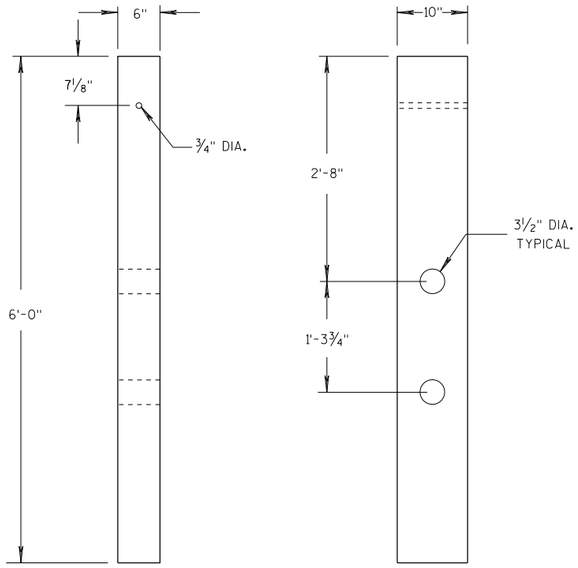
S.D.D. 14 B 43-4b

6

S.D.D. 14 B 43-4b

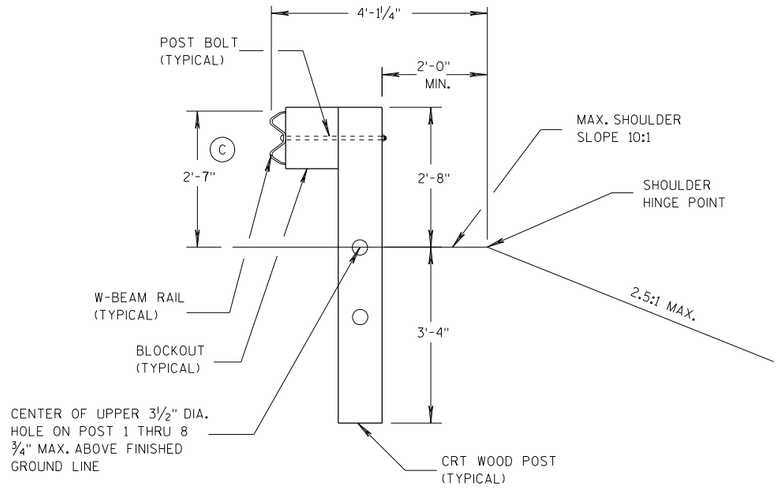


PLAN VIEW



FRONT VIEW SIDE VIEW

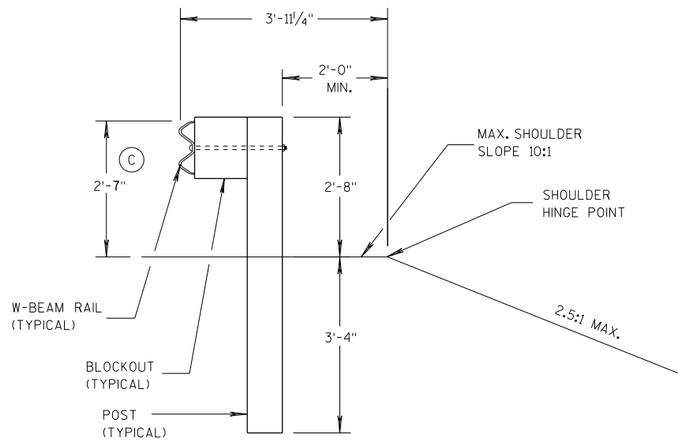
CRT WOOD POST



SECTION B-B

POSTS NO. 1-3

SEE OTHER DETAILS



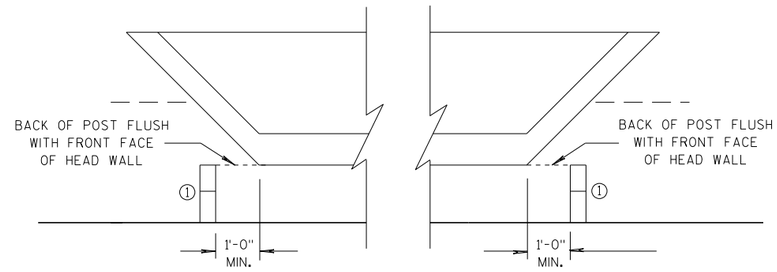
SECTION A-A

POSTS NO. 4-8

SEE OTHER DETAILS

GENERAL NOTES

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



POST PLACEMENT DETAIL

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

S.D.D. 14 B 43-4c

6

S.D.D. 14 B 43-4c

GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

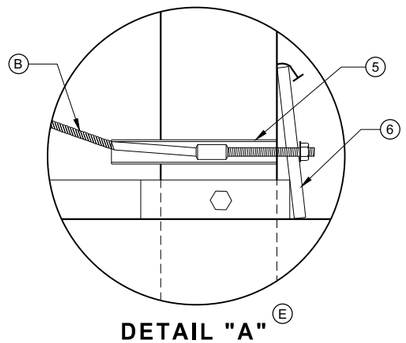
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

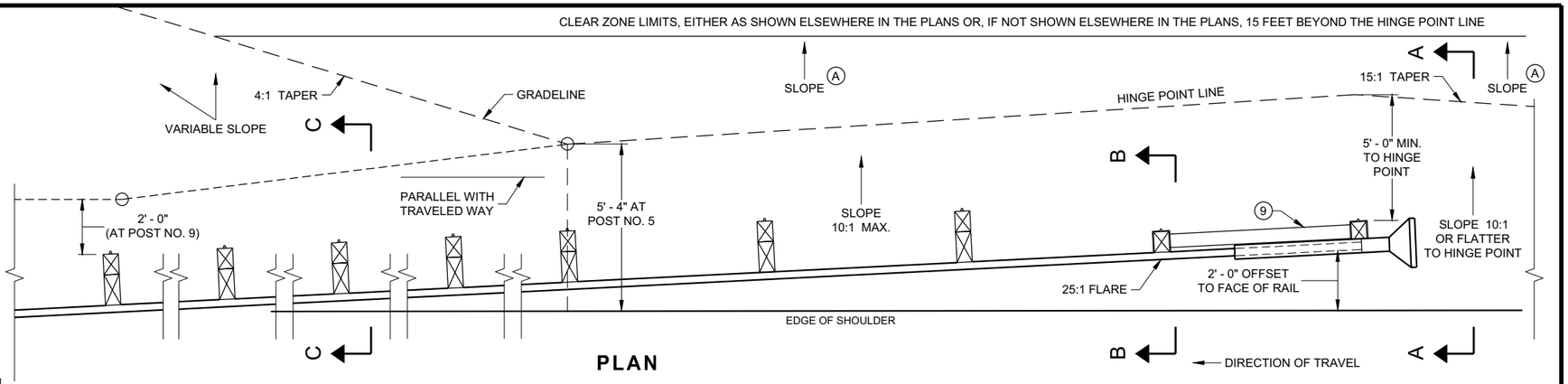
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

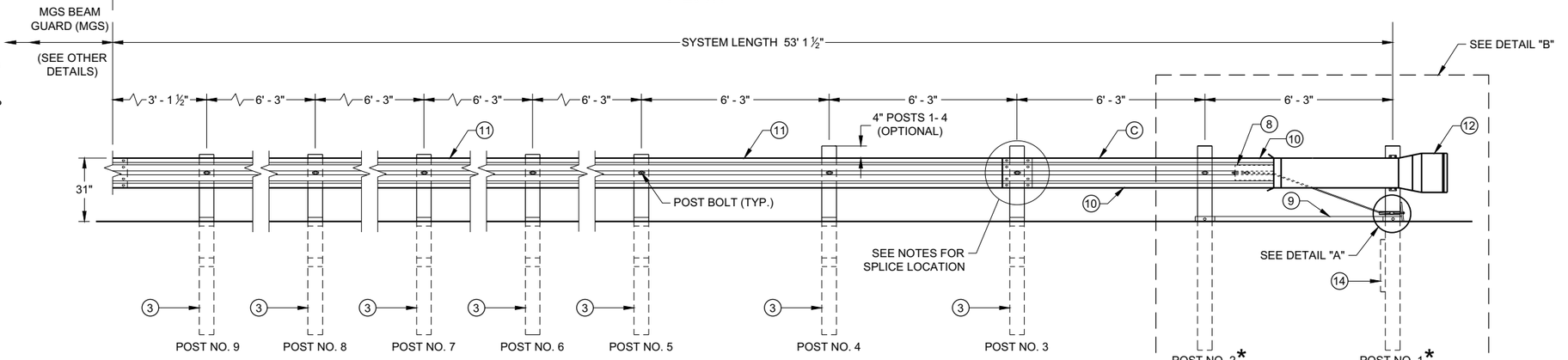
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



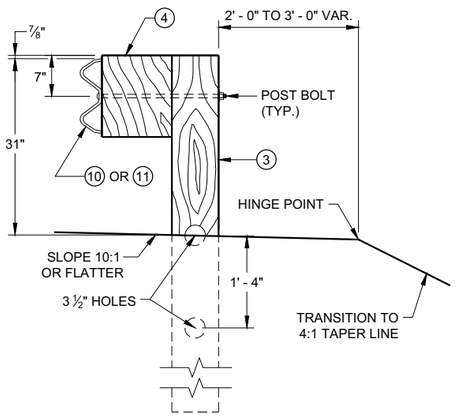
DETAIL "A" (E)



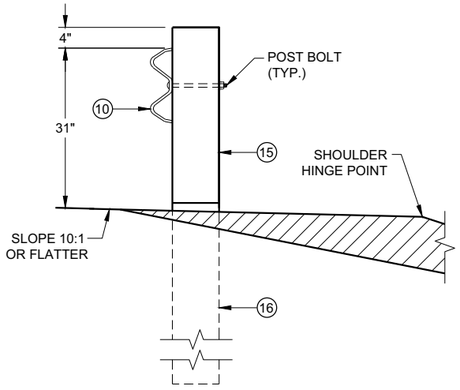
PLAN



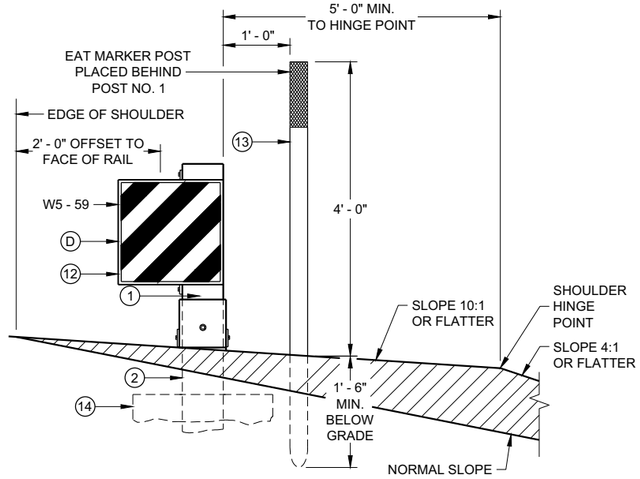
ELEVATION



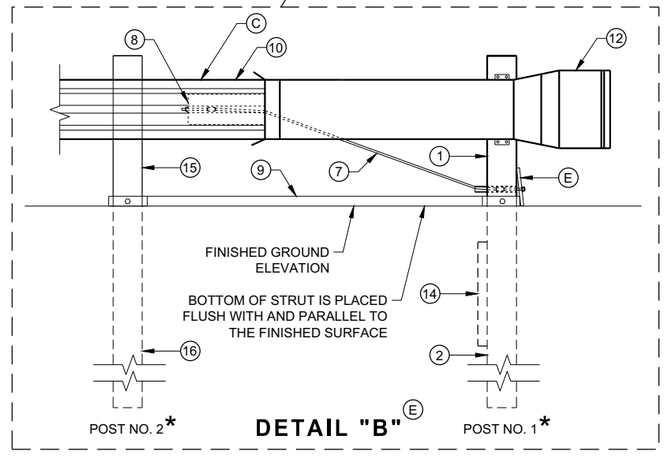
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



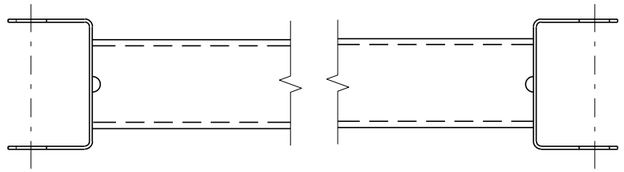
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

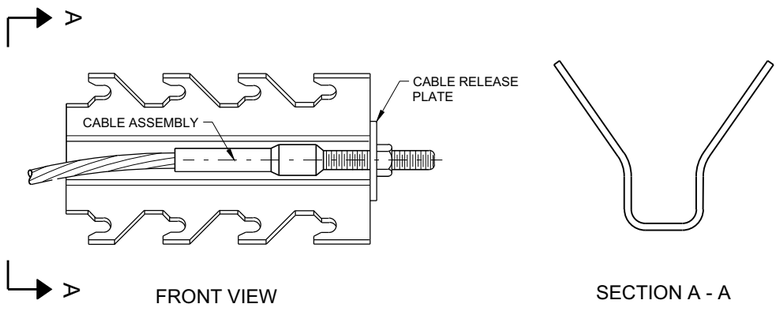
SDD 14B44 - 04a



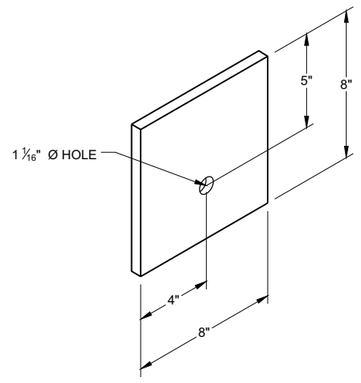
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

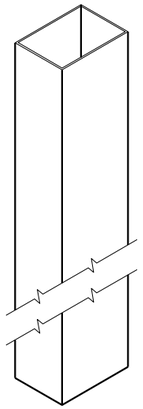
6

SDD 14B44 - 04b

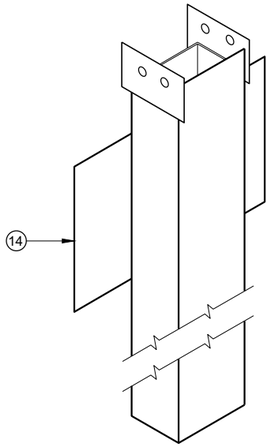
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

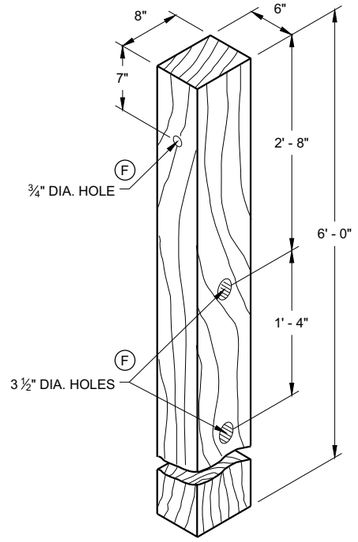
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



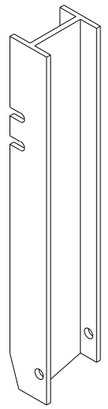
UPPER POST NO. 1 (1) (E)



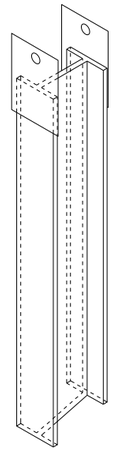
LOWER POST NO. 1 (2) (E)



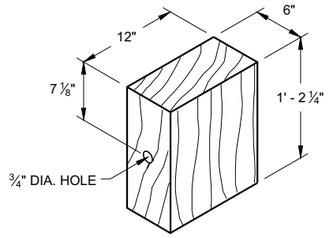
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



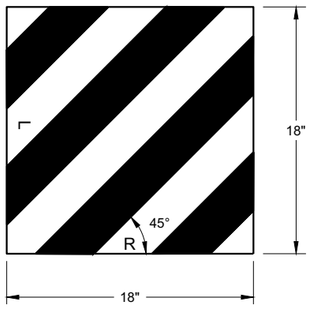
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

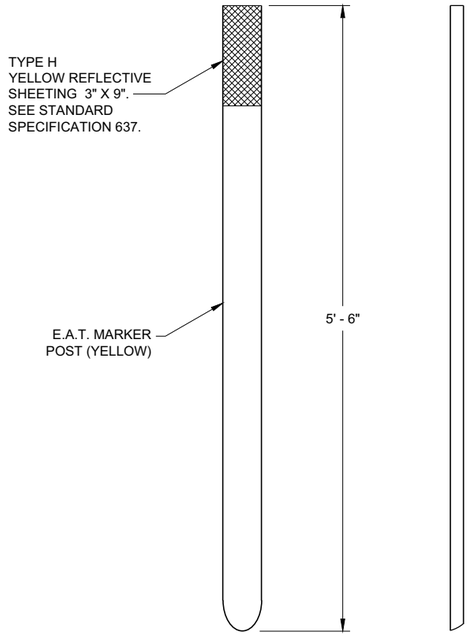


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



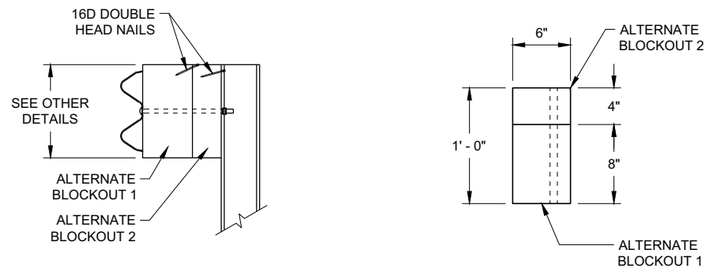
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

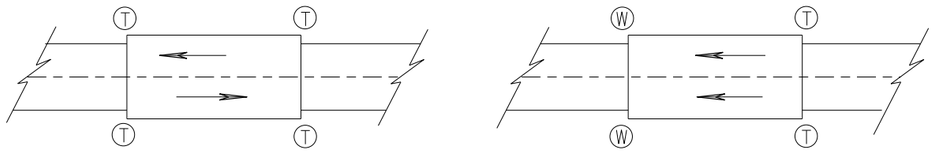
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

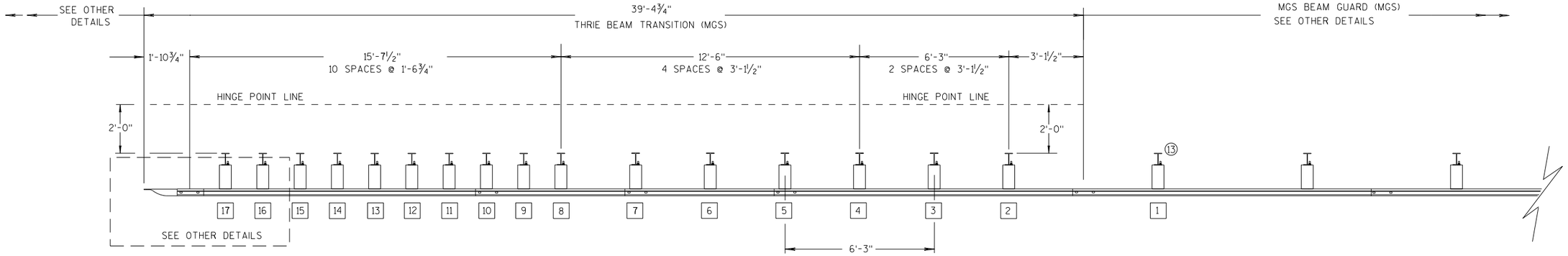
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

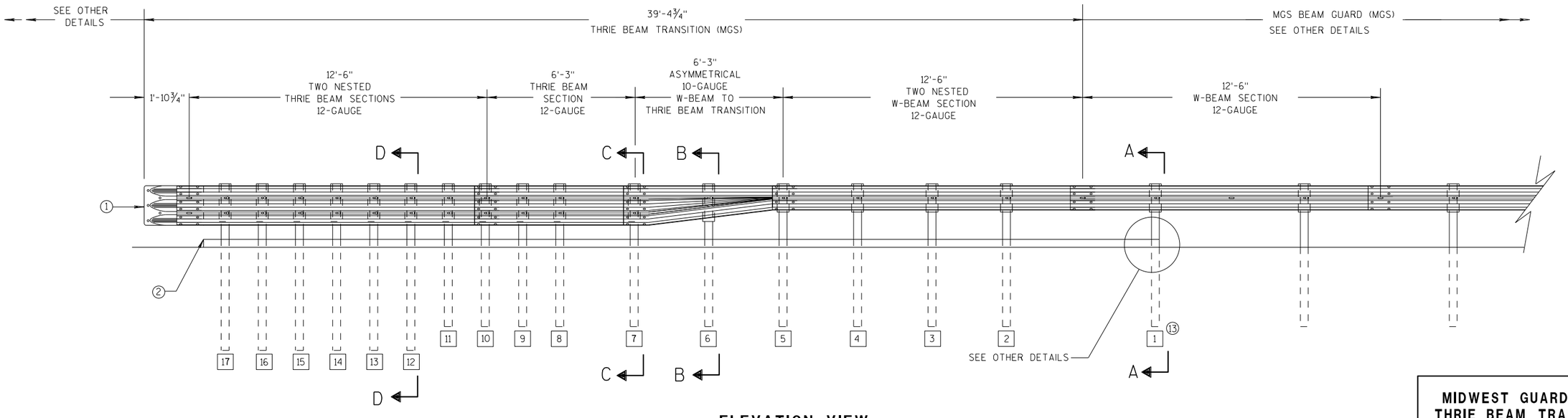
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

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

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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

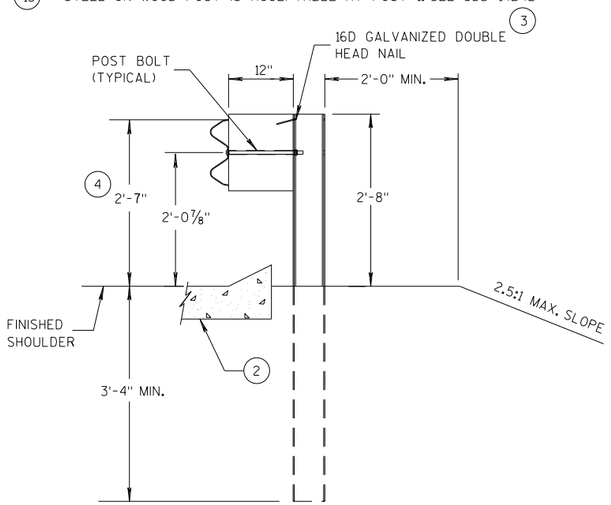
GENERAL NOTES

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

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

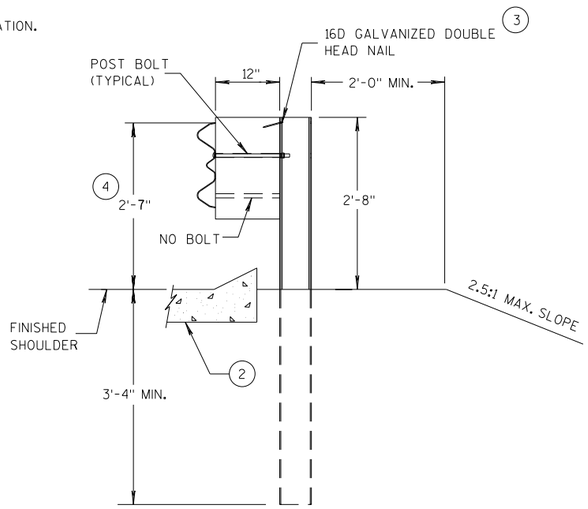
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



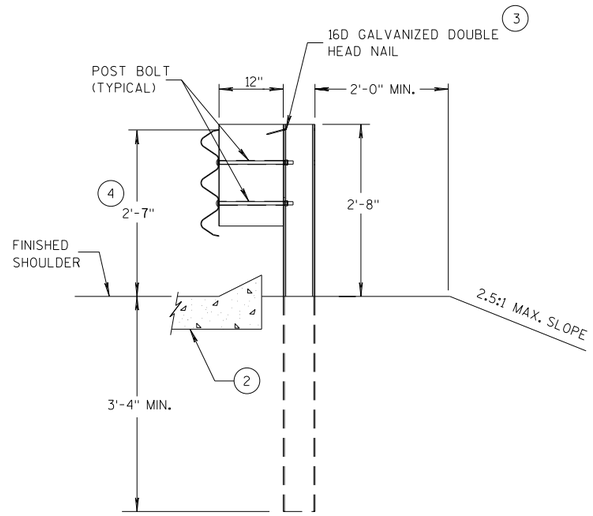
SECTION A-A (13)

POSTS 1-5



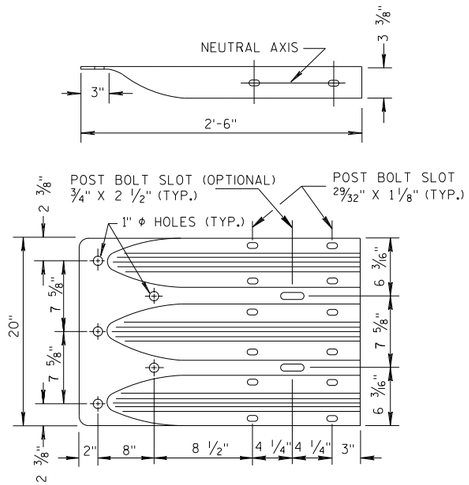
SECTION B-B

POST 6

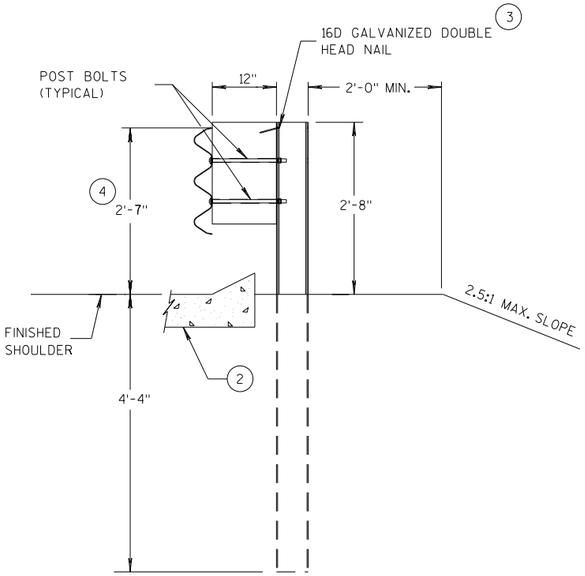


SECTION C-C

POSTS 7-11

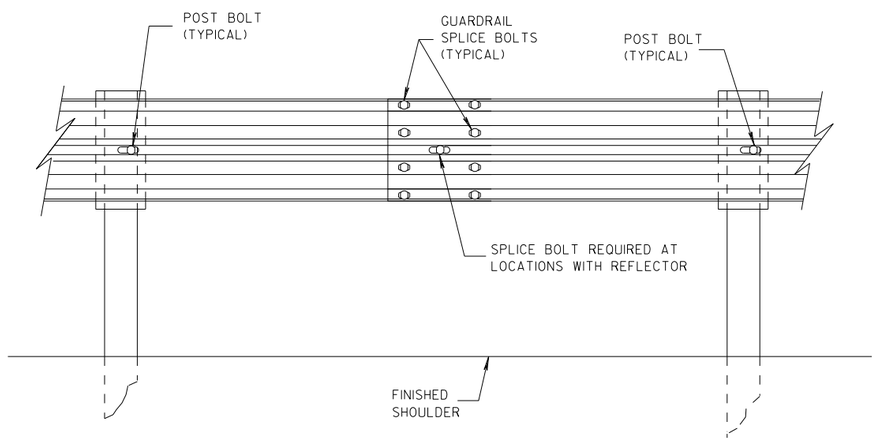


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

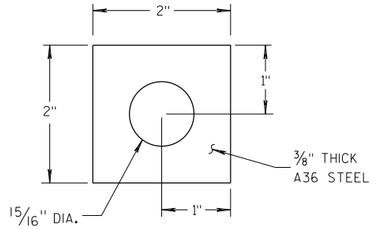
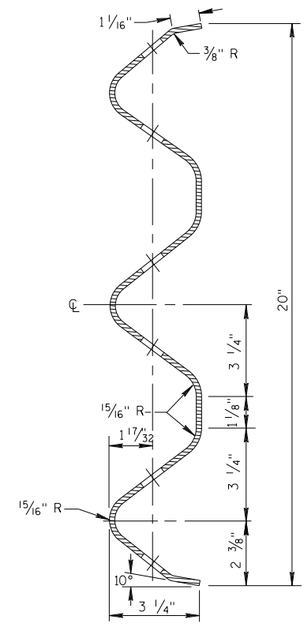


PLATE WASHER DETAIL



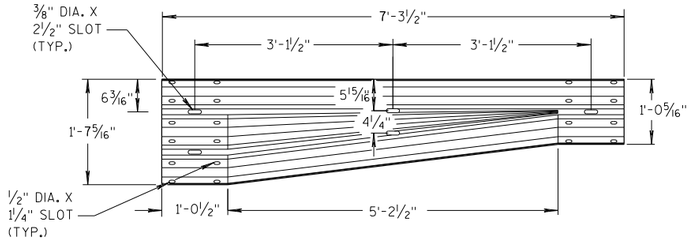
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

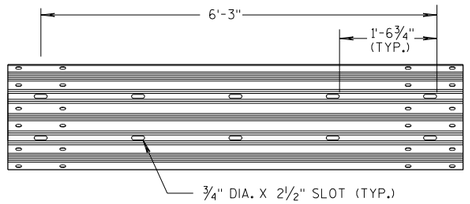
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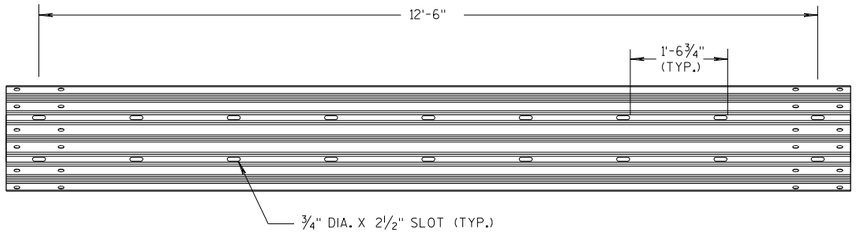
S.D.D. 14 B 45-5b



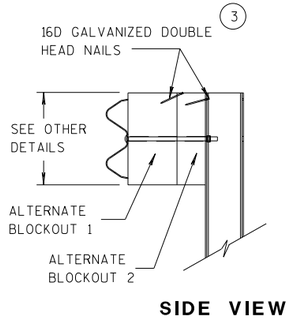
W-BEAM TO THRIE BEAM TRANSITION SECTION



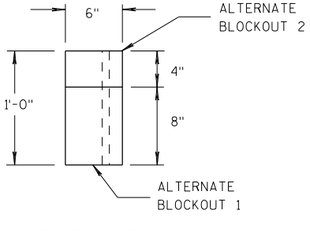
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

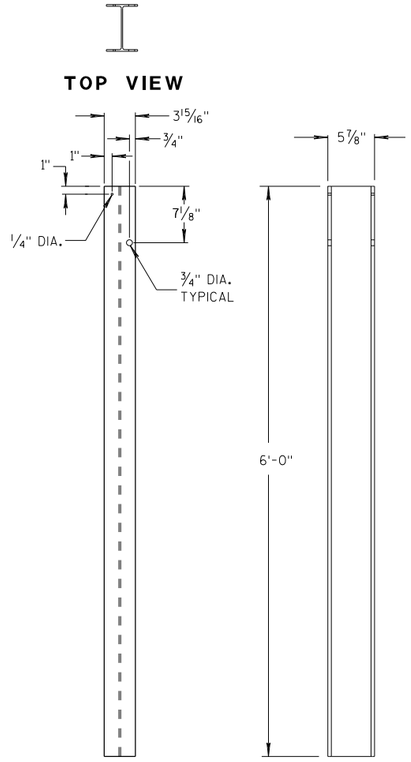


SIDE VIEW



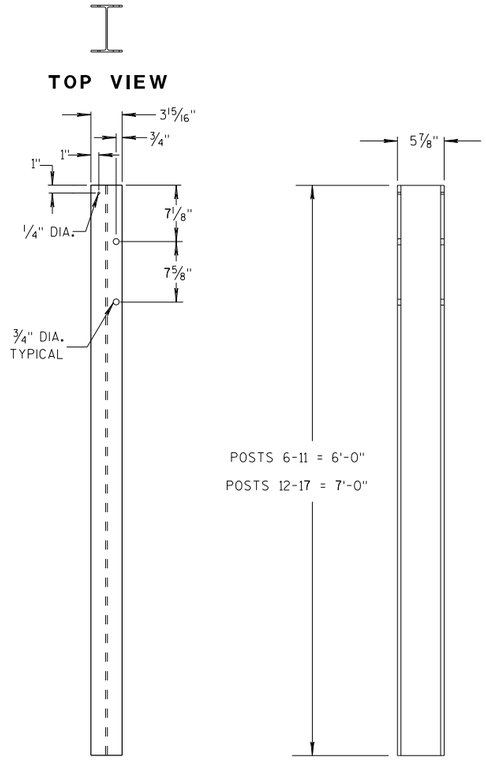
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



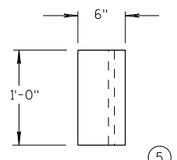
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

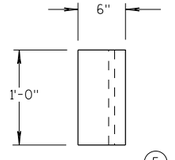


FRONT VIEW SIDE VIEW

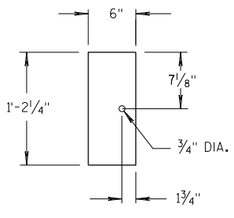
STEEL POSTS 6-17



TOP VIEW (5)

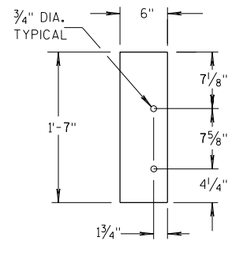


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

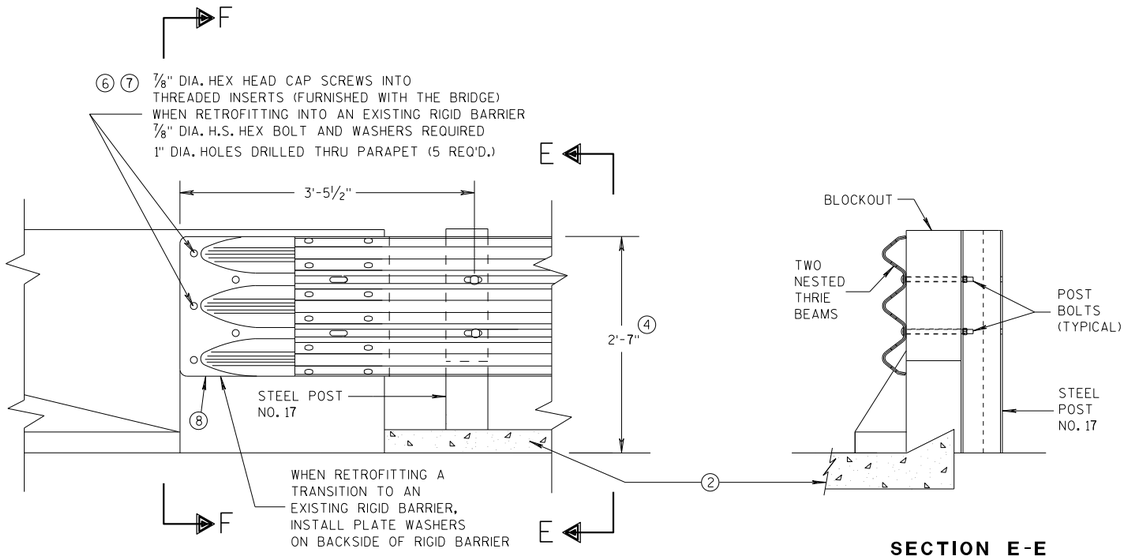
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

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



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

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

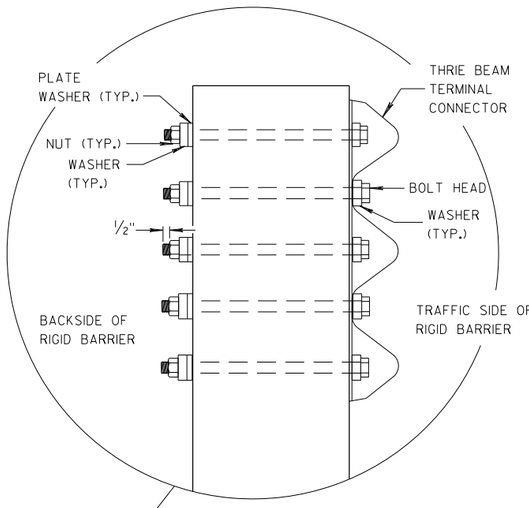
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

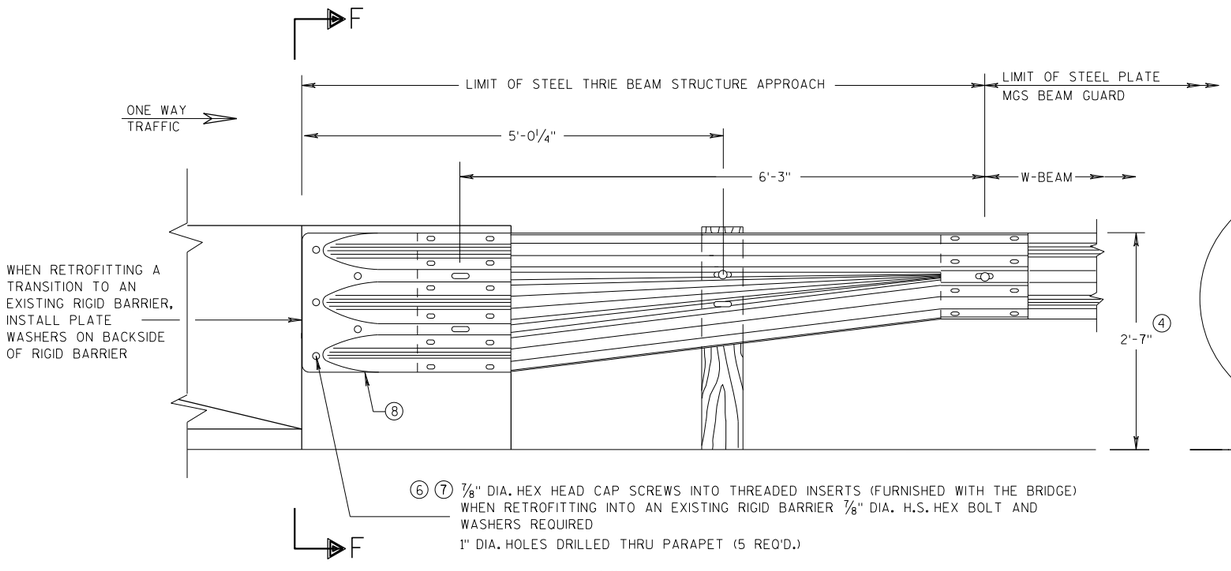
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

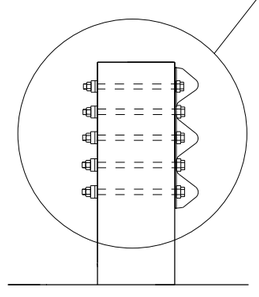
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE.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

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

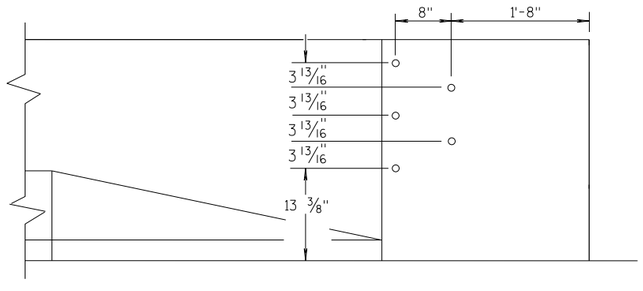




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

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

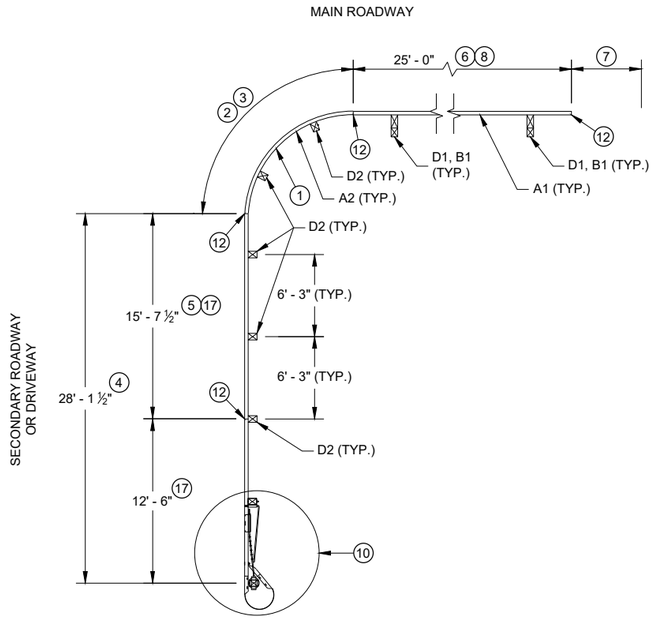
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

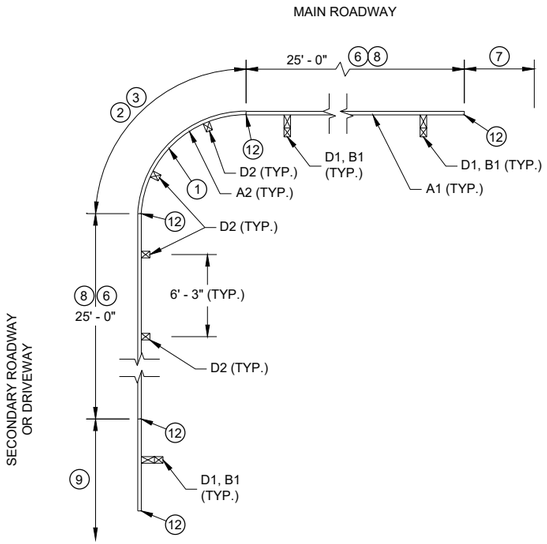
6

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



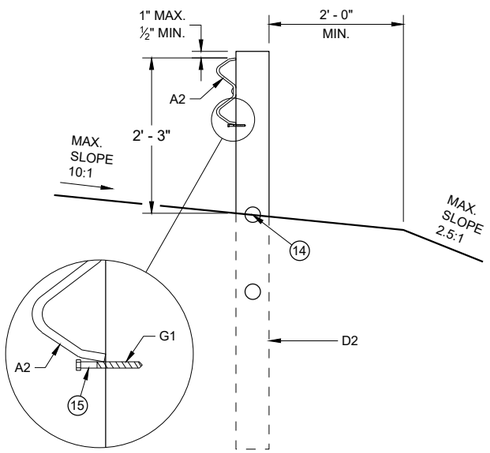
PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

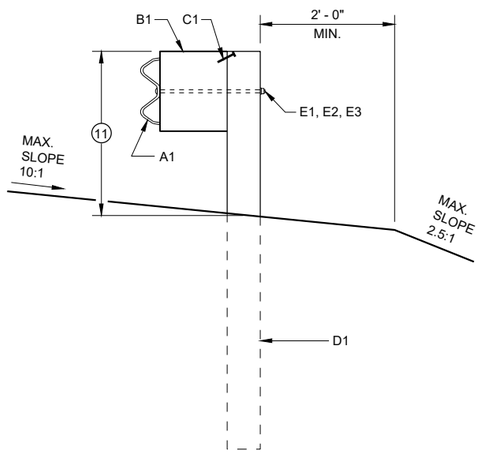


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



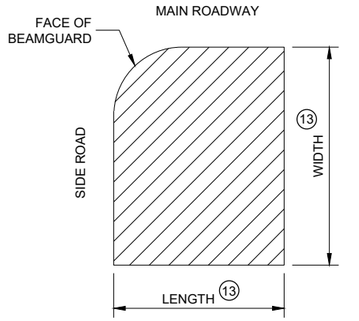
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



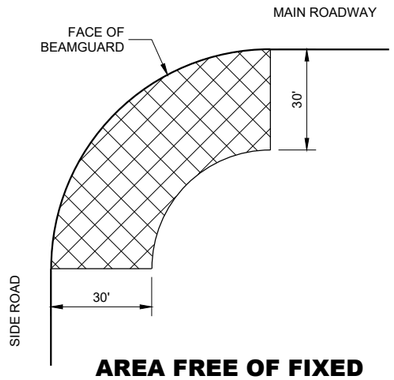
BEAM GUARD POSTS IN HEIGHT TRANSITION

TABLE FOR RADIUS OF 32' AND LESS

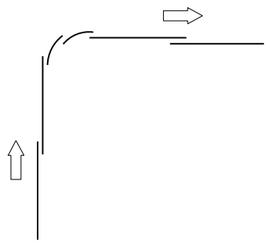
RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS (16)



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (8).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

(15) DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

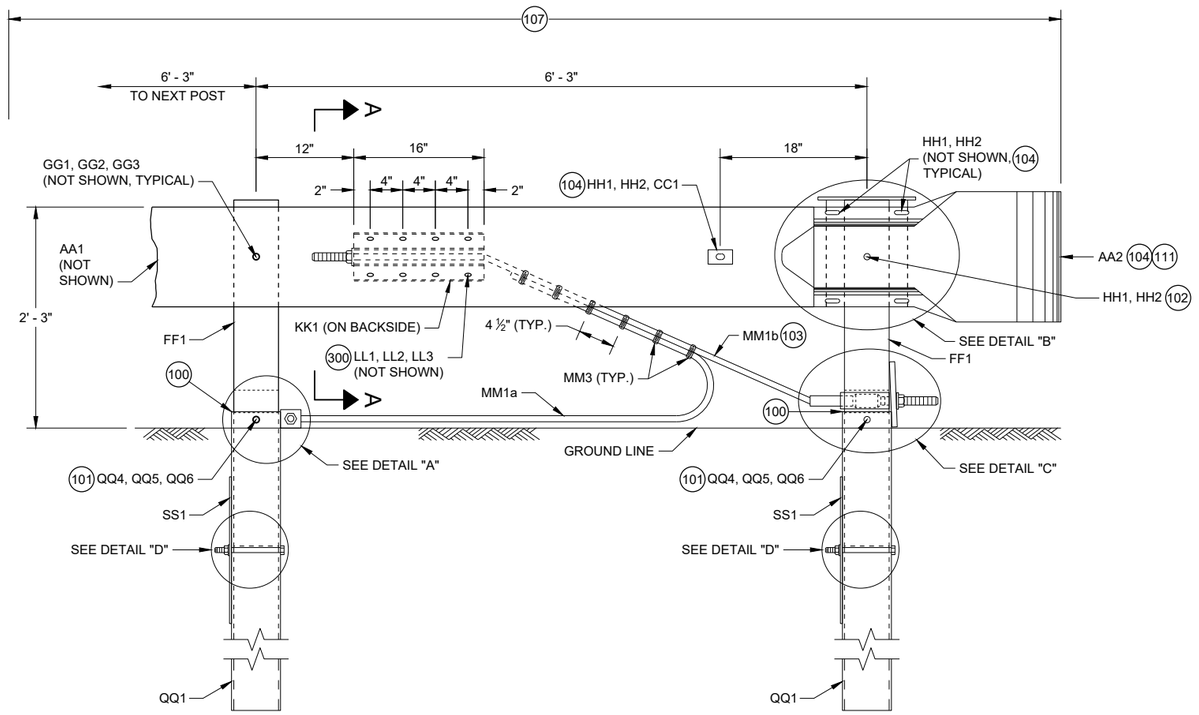
(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

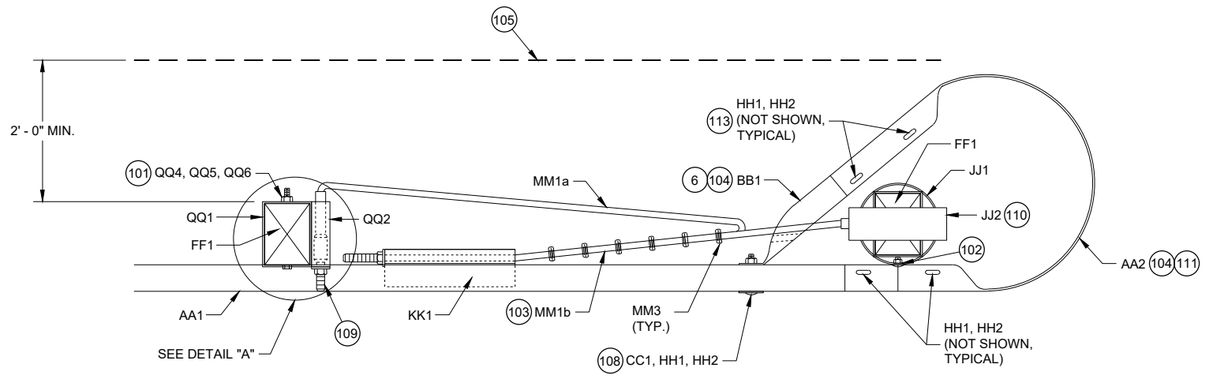
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SDD 14B53 - 02a



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

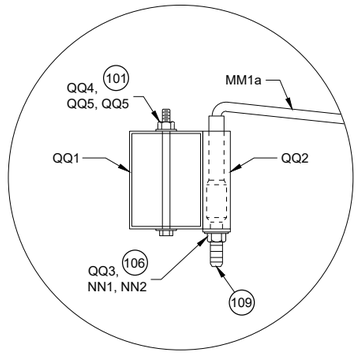
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

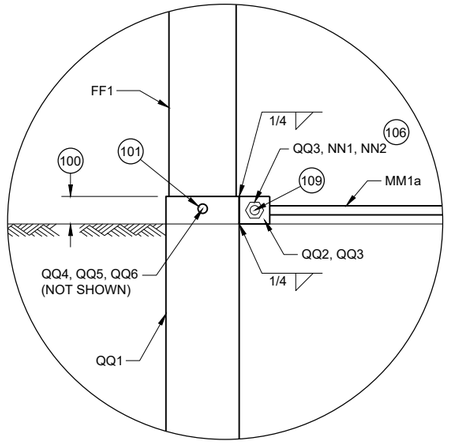
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

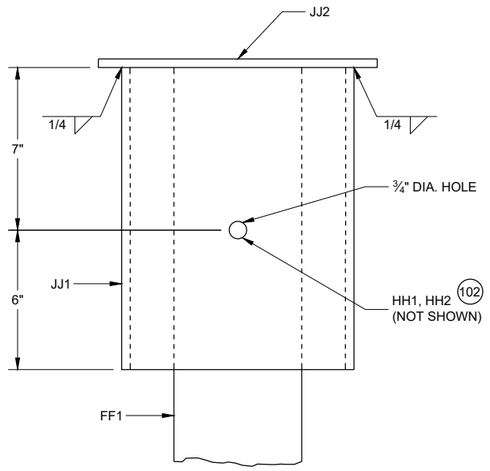
SDD 14B53 - 02b

6

SDD 14B53 - 02b

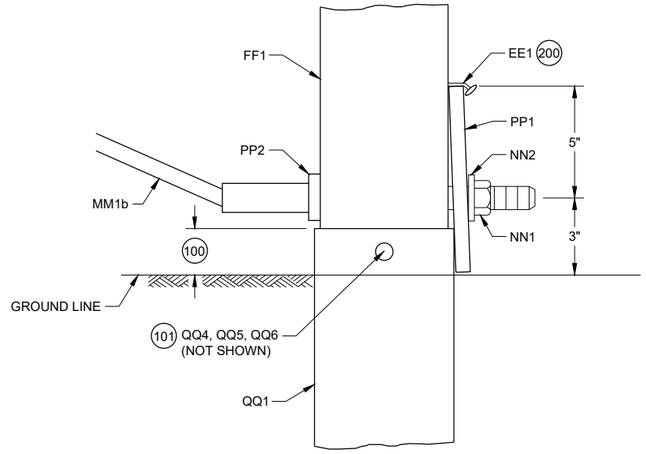
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



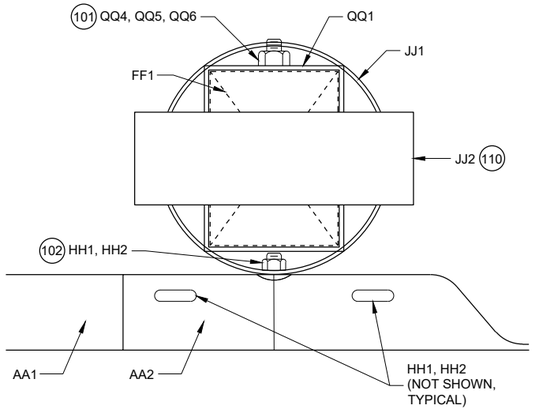
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



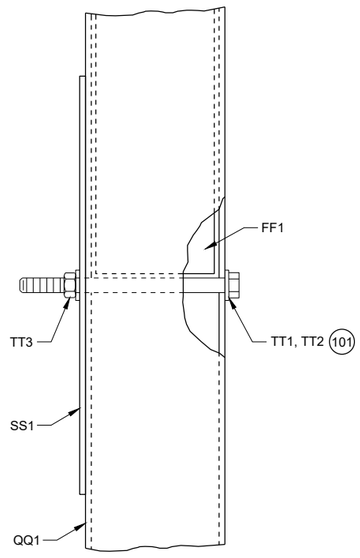
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

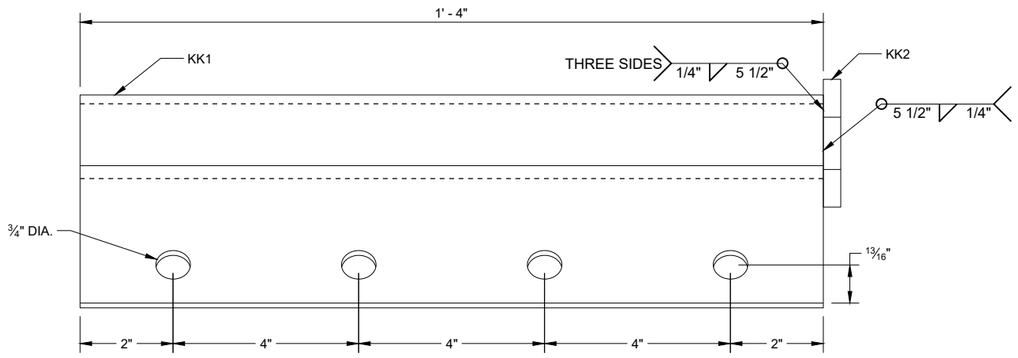
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

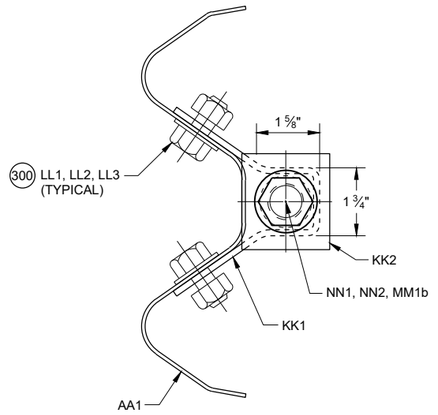
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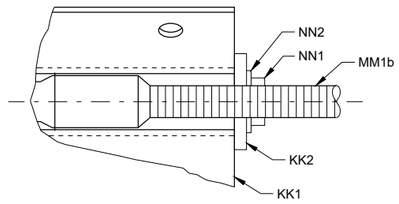
SDD 14B53 - 02c

GENERAL NOTES

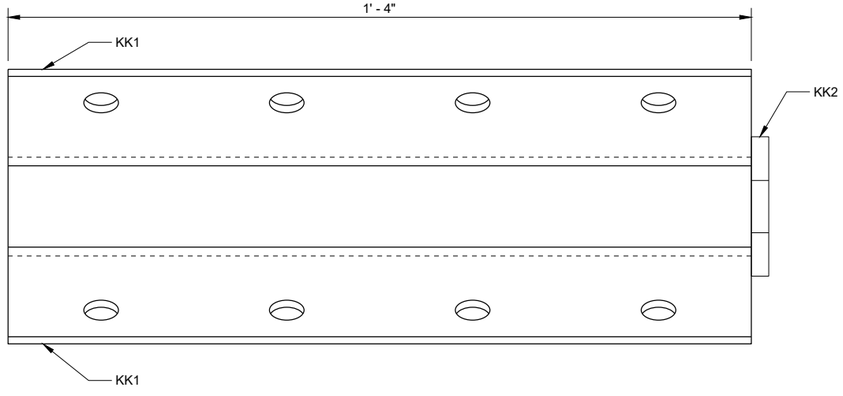
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

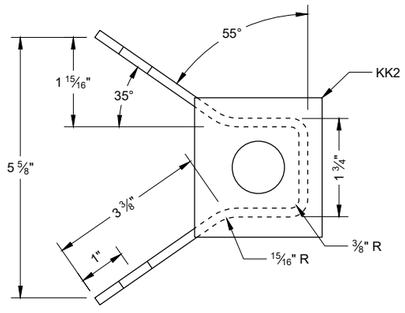




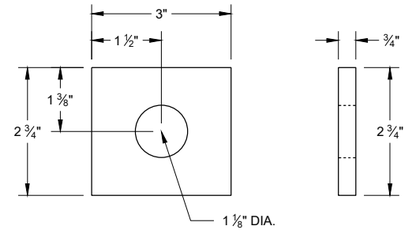


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

6

SDD 14B53 - 02d

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
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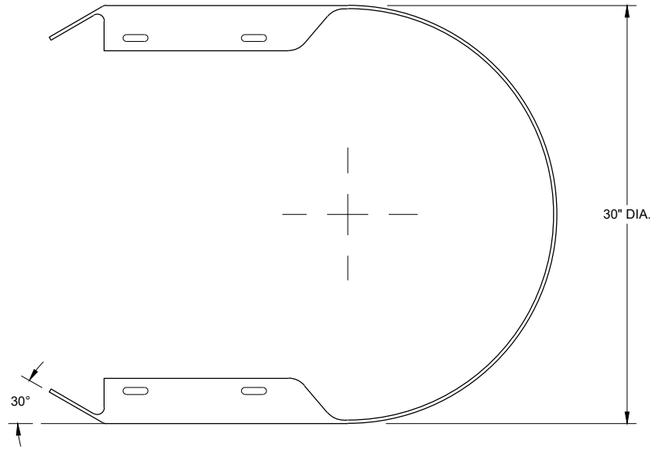
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SDD 14B53 - 02d

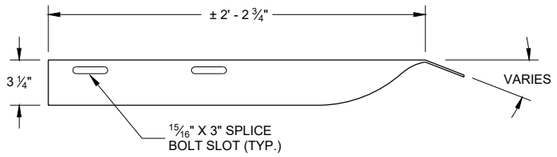
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

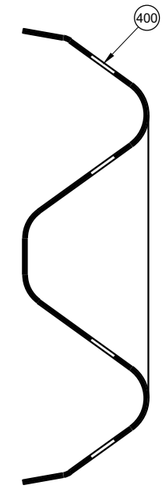
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



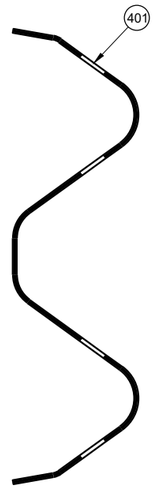
TOP VIEW



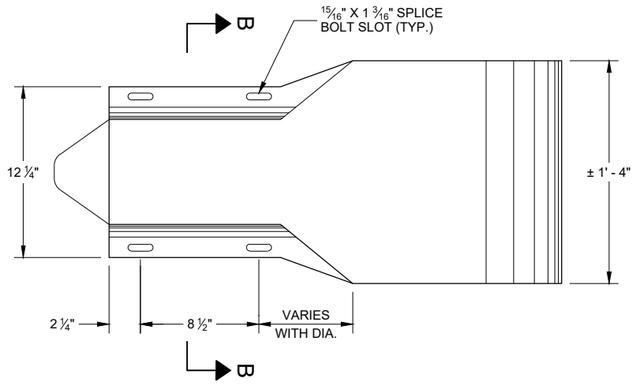
TOP VIEW



SECTION B -B

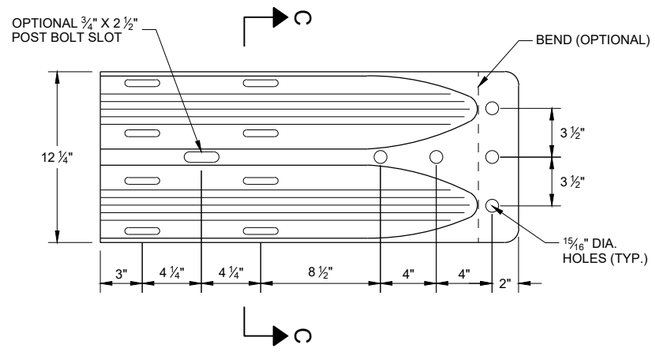


SECTION C -C



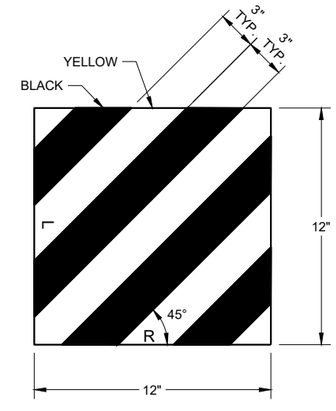
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)



REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

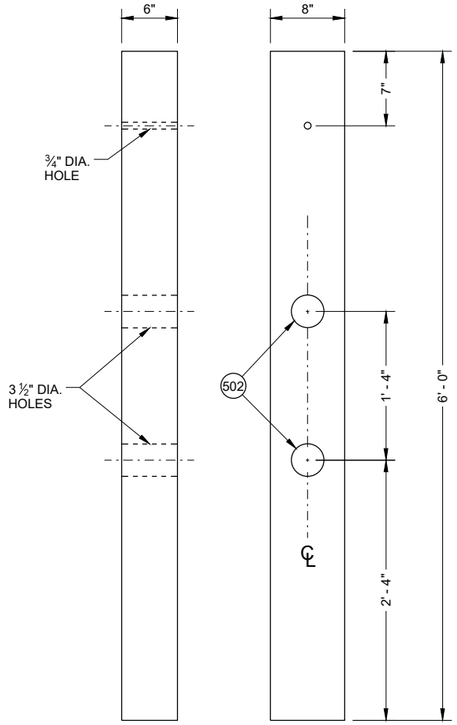
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DEPARTMENT OF TRANSPORTA 157

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SDD 14B53 - 02e

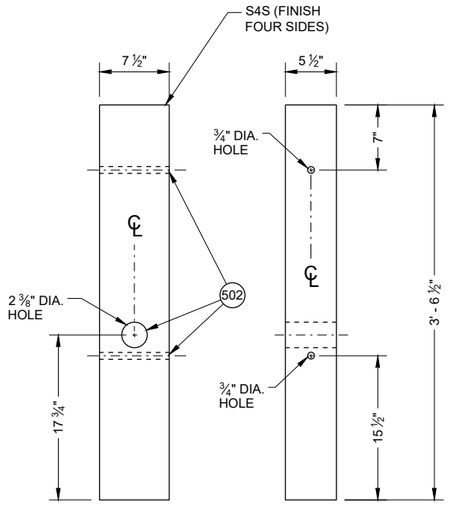
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SDD 14B53 - 02e



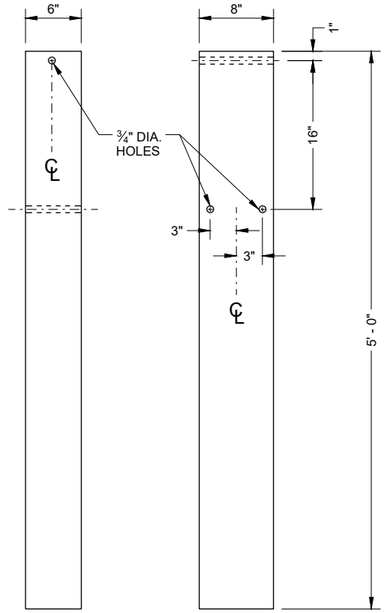
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) (500)

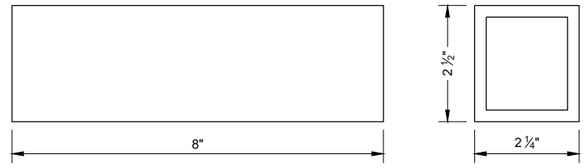
GENERAL NOTES

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

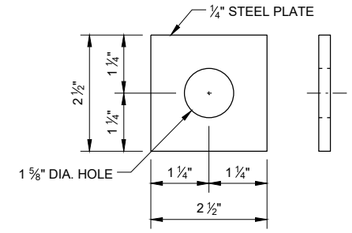
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

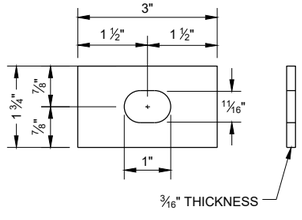
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109).



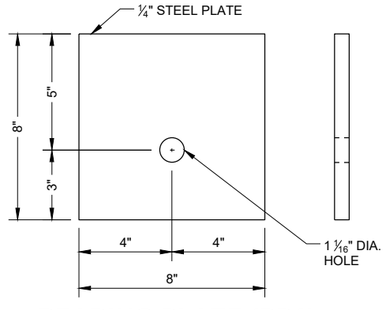
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



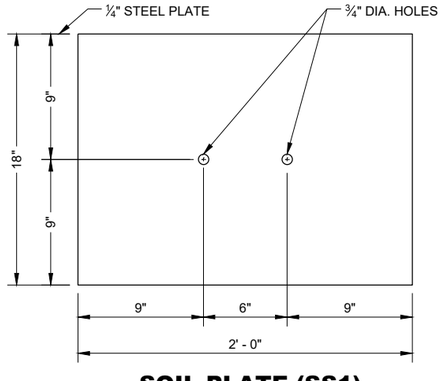
ANCHOR CABLE TUBE END PLATE (QQ3)



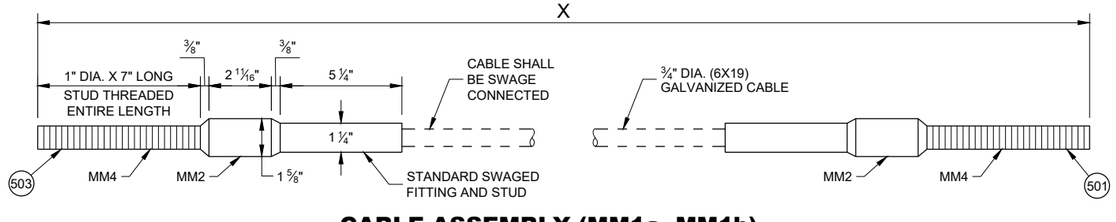
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

6

SDD 14B53 - 02g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS ⅜" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	¾"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

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SDD 14B53 - 02i

SDD 14B53 - 02i

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

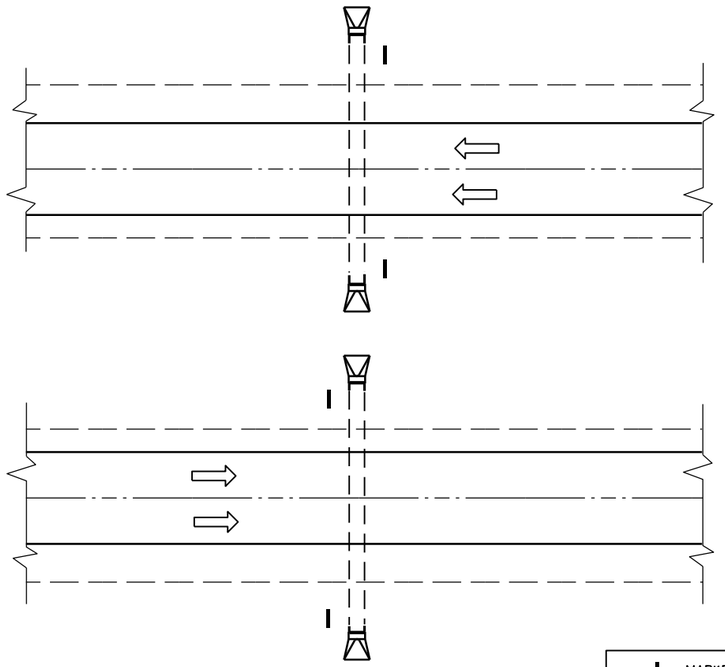
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2022
DATE

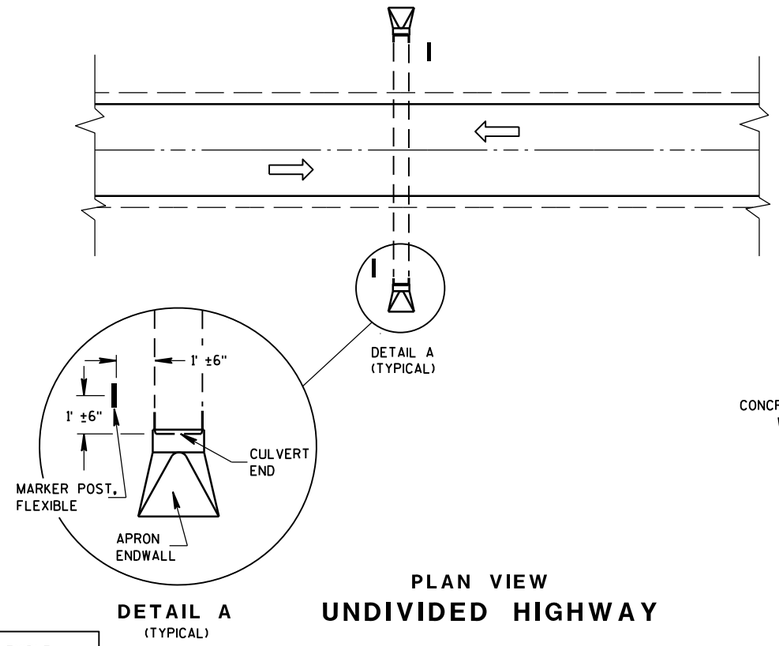
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

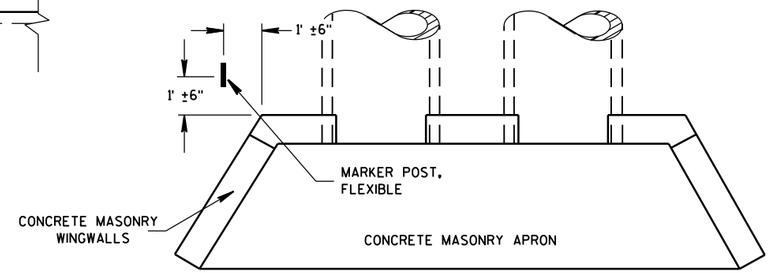
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

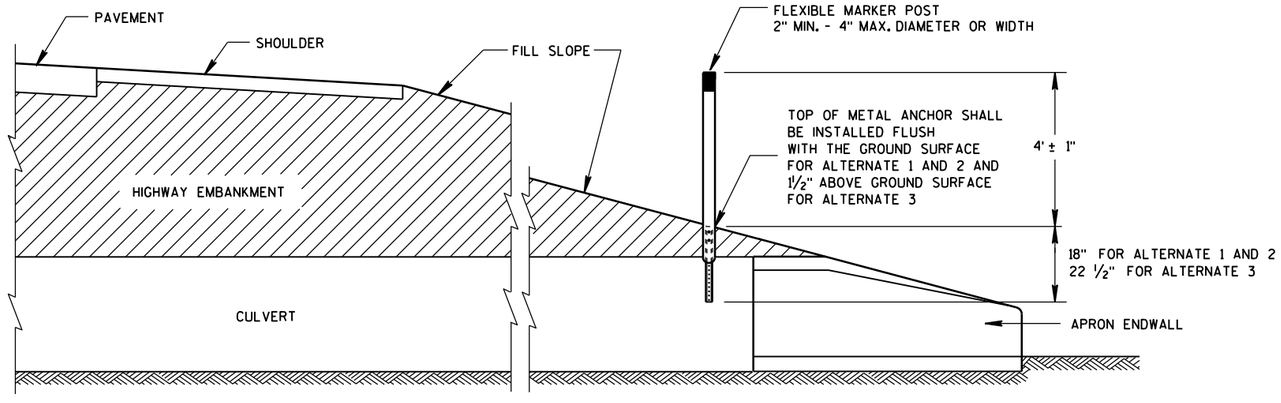
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

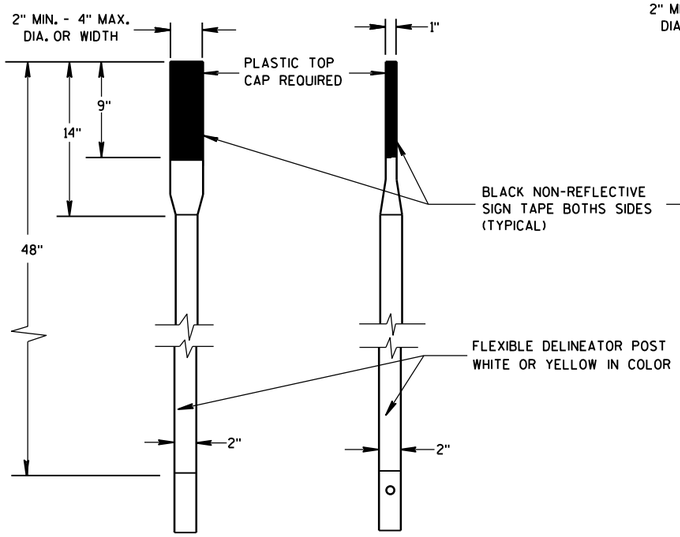
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

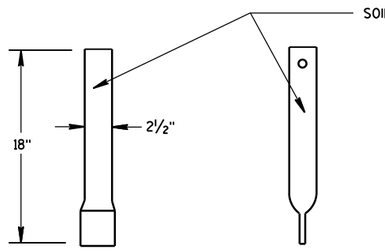
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S.D.D. 15 A 3-2a

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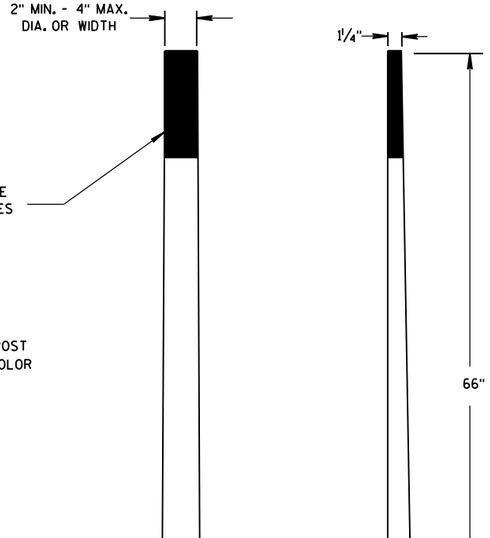
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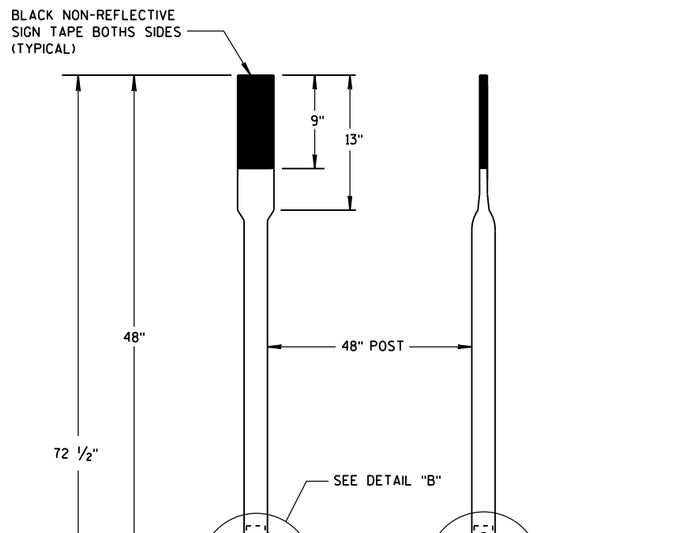
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

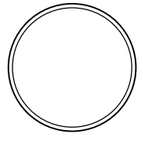
ALTERNATE 2



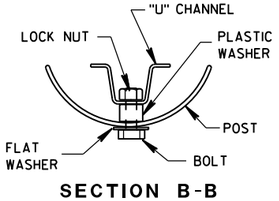
FRONT VIEW SIDE VIEW

ALTERNATE 3

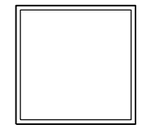
FLEXIBLE MARKER POSTS



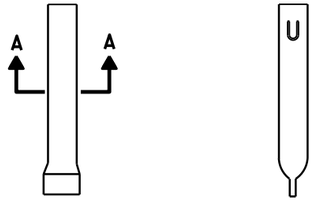
SECTION A-A



SECTION B-B

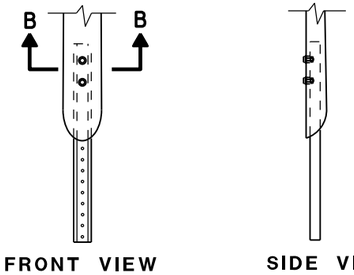


SECTION C-C



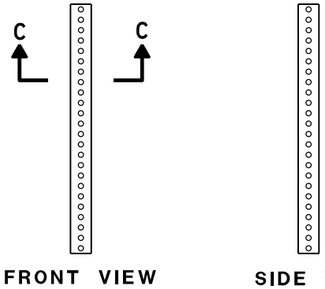
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

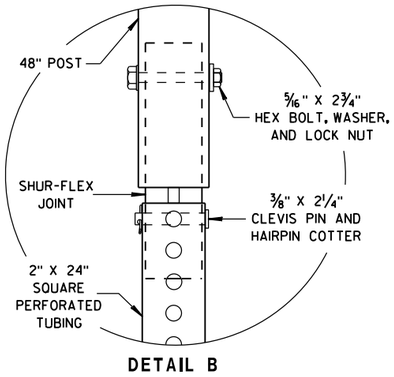
ALTERNATE 2



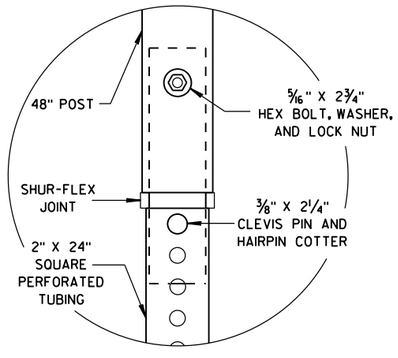
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

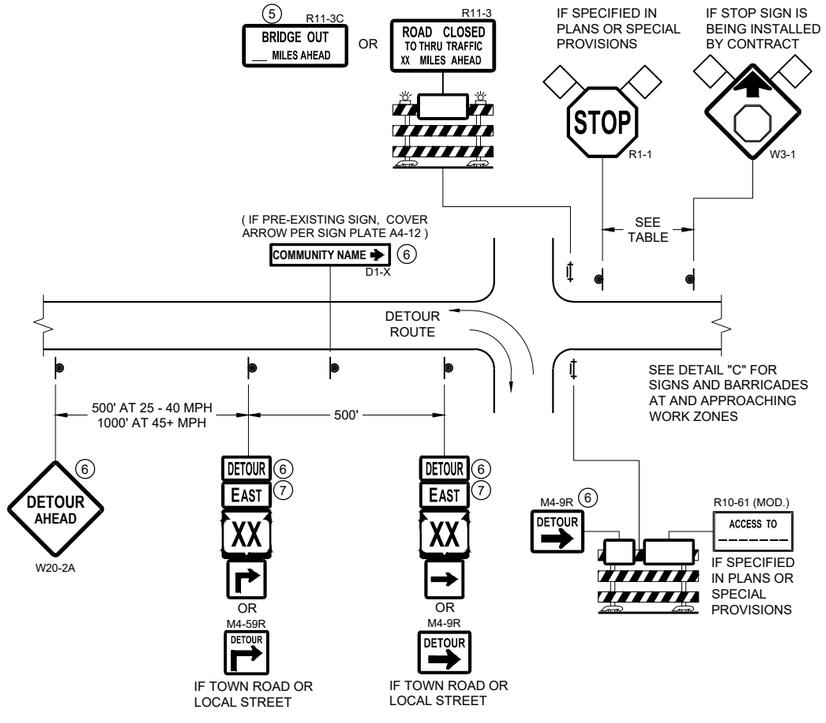
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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

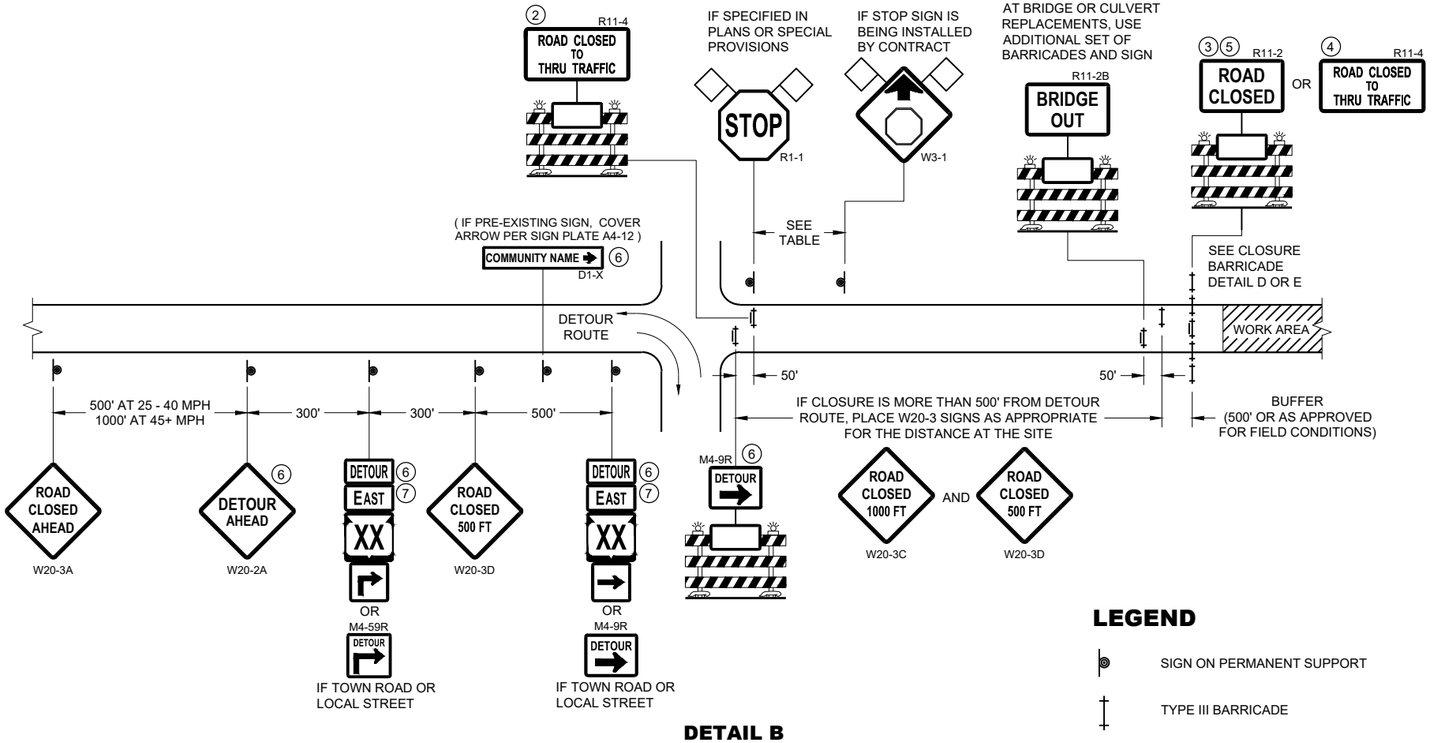
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S.D.D. 15 A 3-2b



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



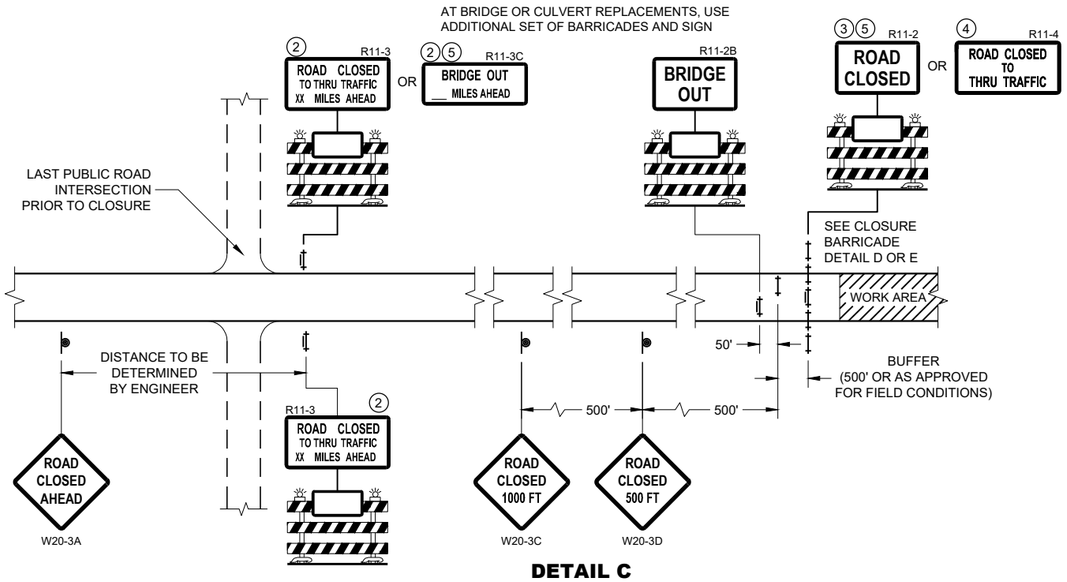
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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

LEGEND

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

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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

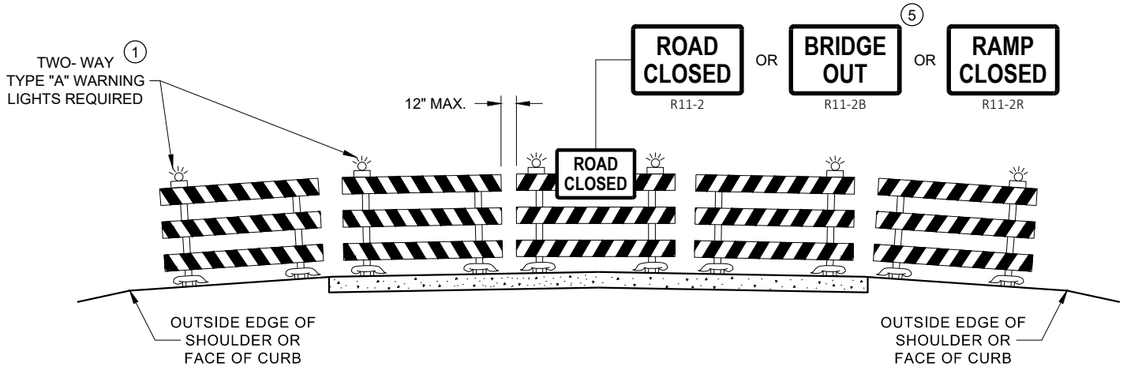
FHWA

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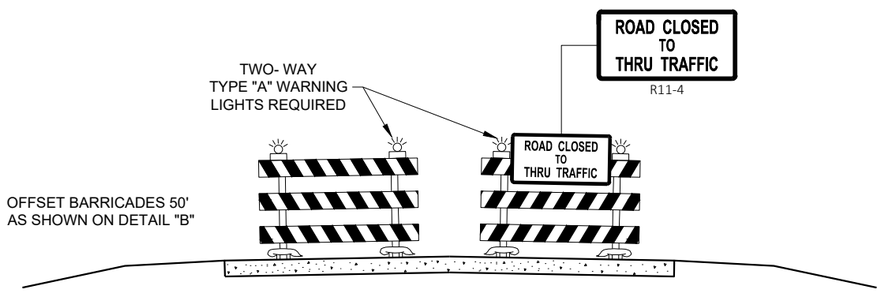
SDD 15C02 - 09a

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SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C02 - 09b

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SDD 15C02 - 09b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4; XX — M1 - 6; COUNTY X — M1 - 5A
- M05 - 1; M06 - 1; M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

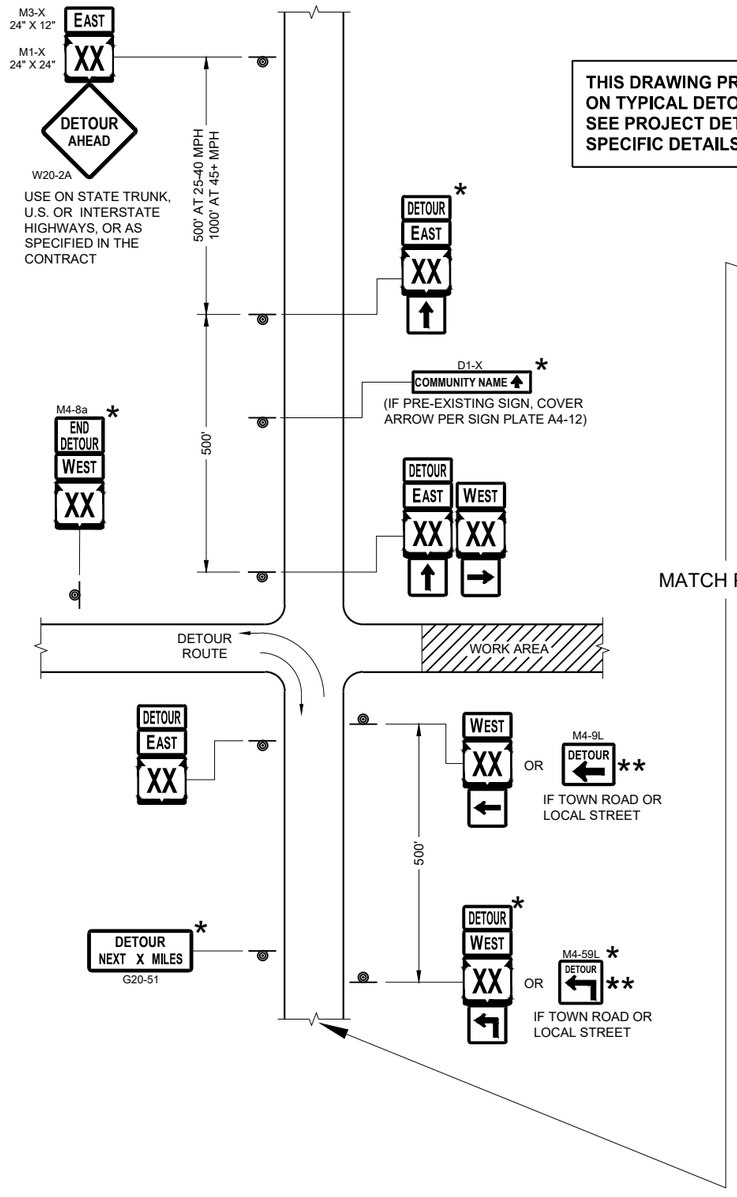
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

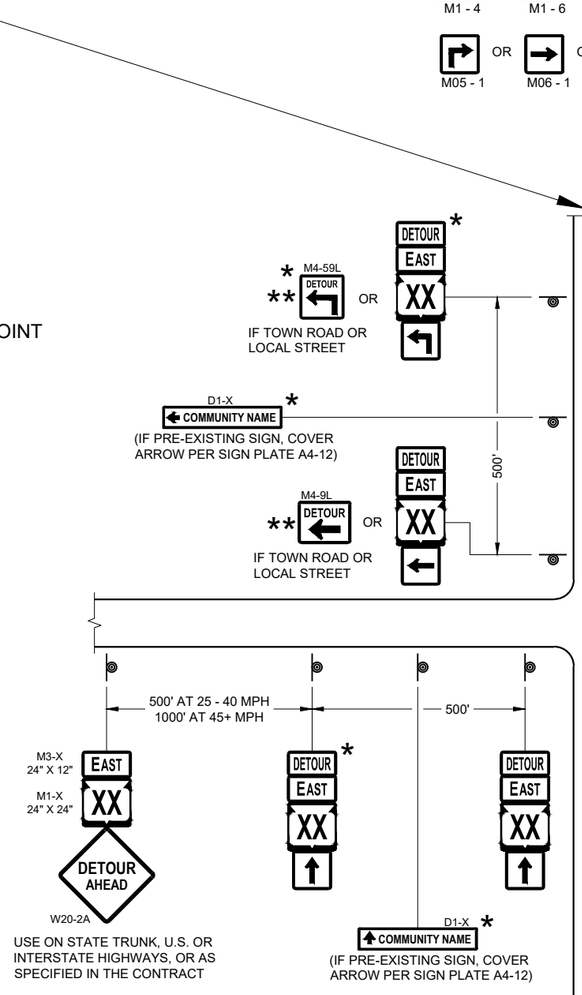
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

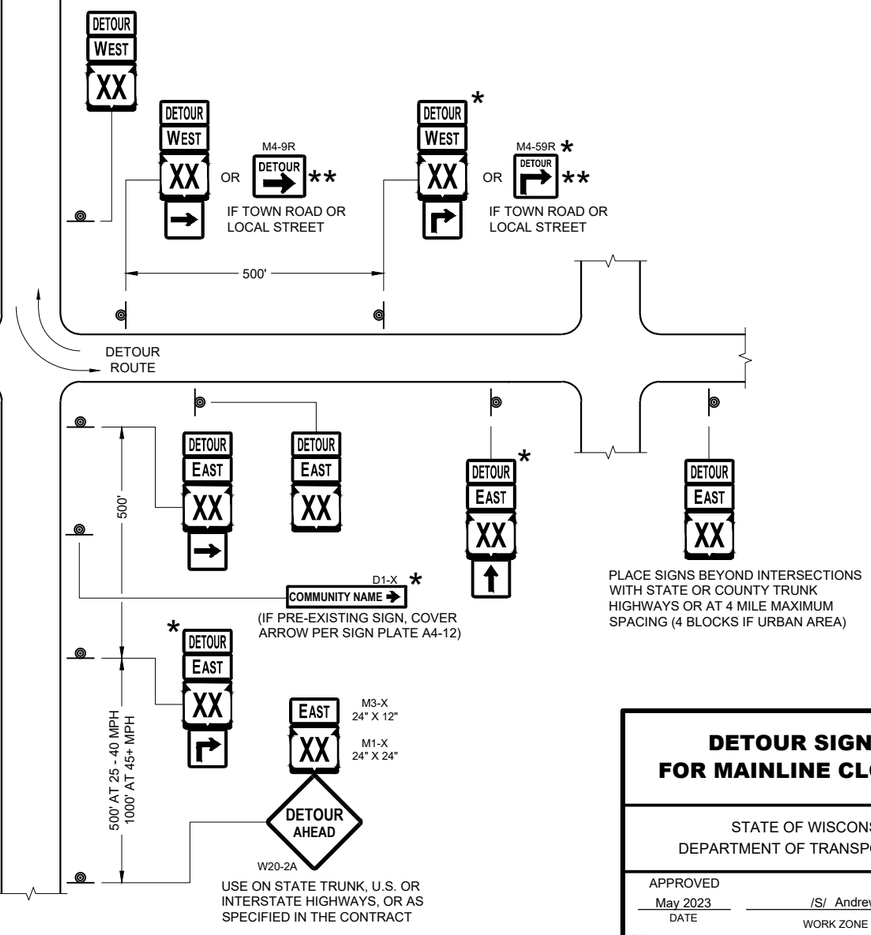
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



MATCH POINT





SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

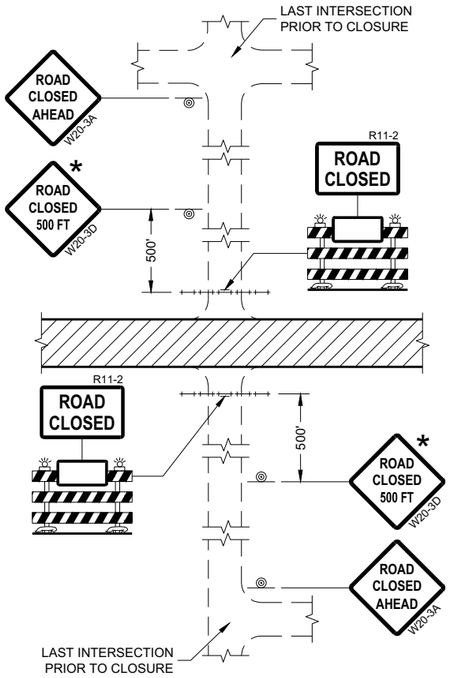
DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

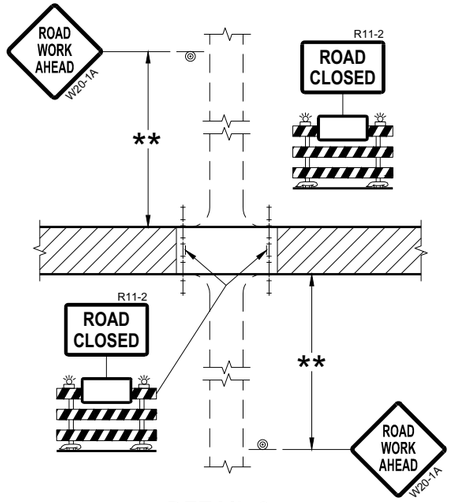
APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

SDD 15C02 - 09c
6



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

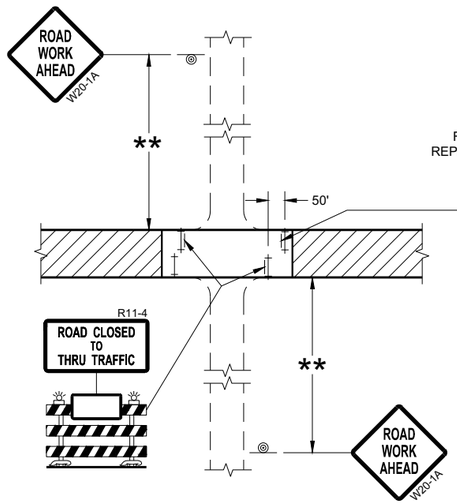
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

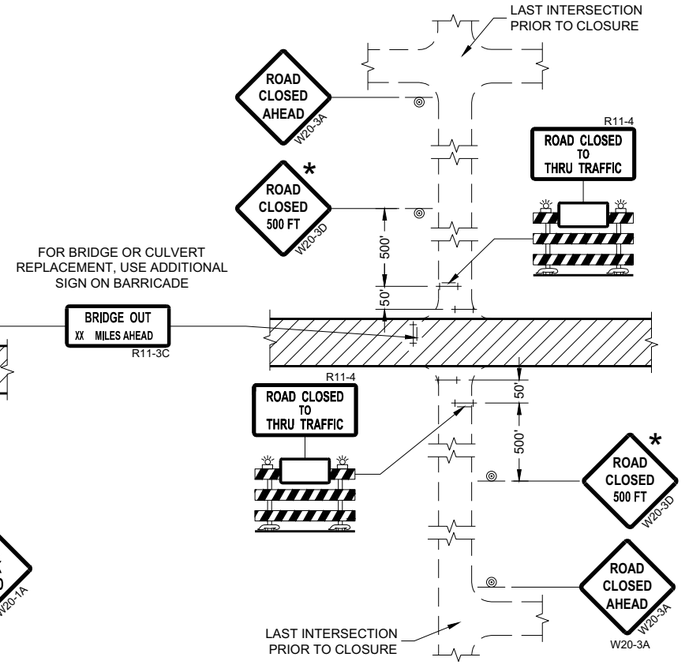
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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



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



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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C03 - 05

GENERAL NOTES

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

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

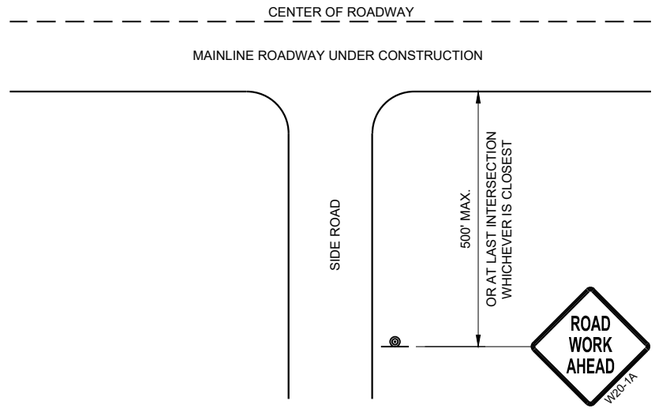
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

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



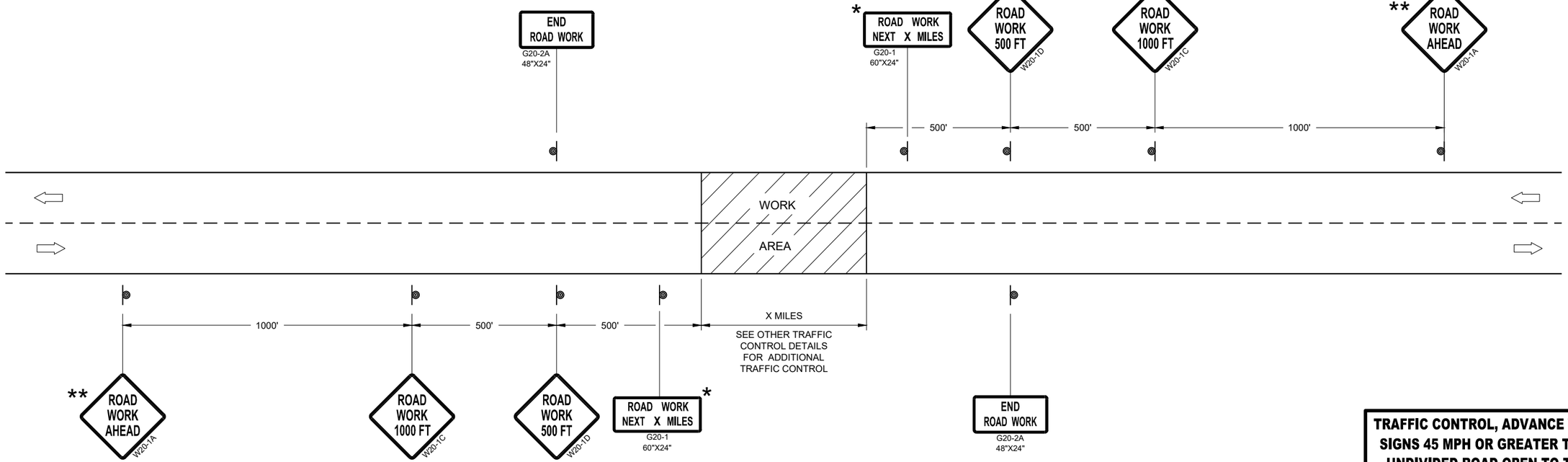
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

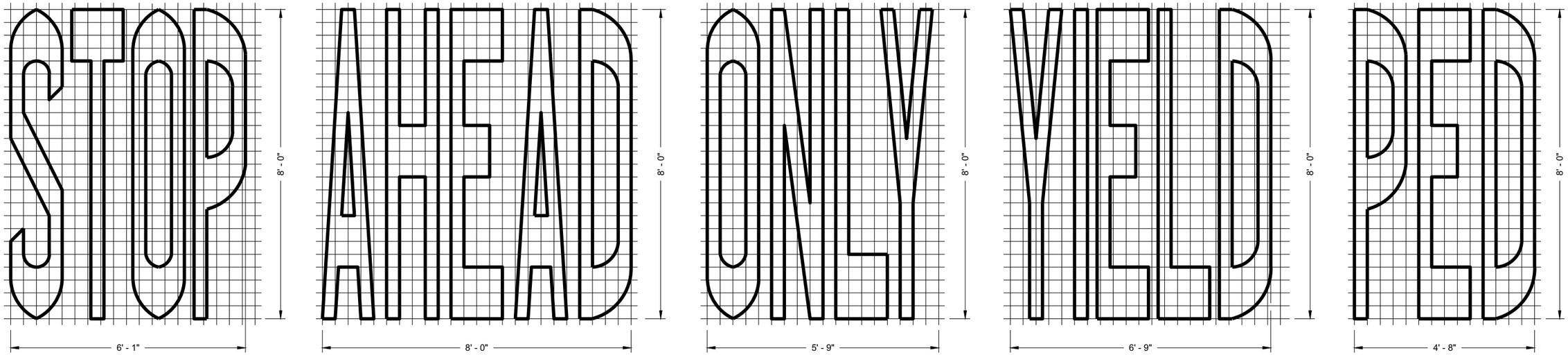
APPROVED
July 2018
DATE

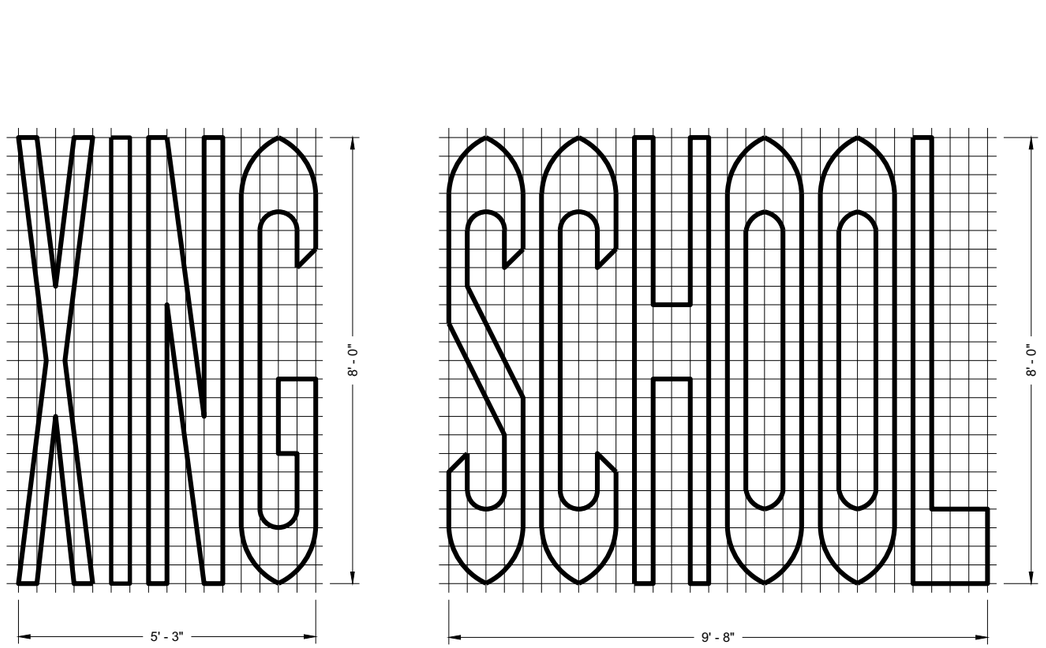
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

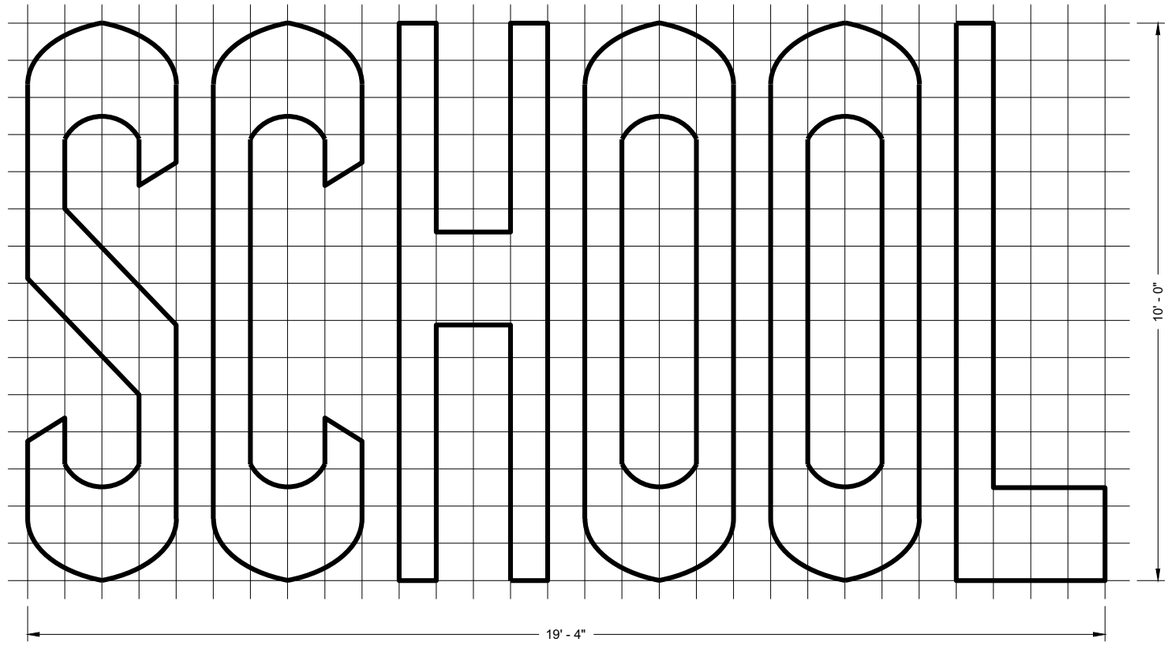
6

SDD 15C04 - 05





SINGLE LANE



TWO - LANE

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.

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

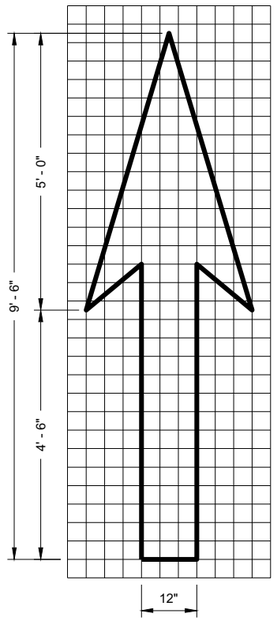
/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

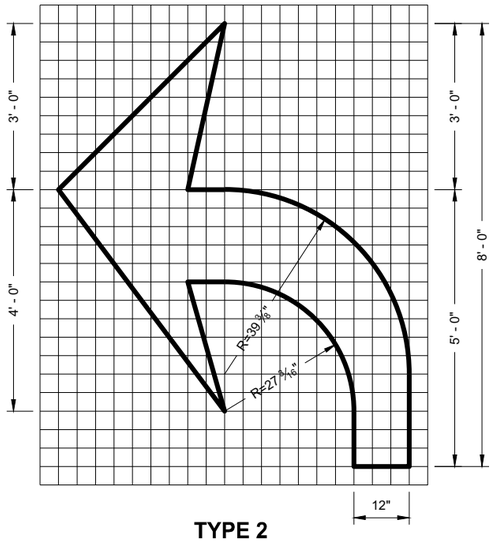
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SDD 15C07 - 15b

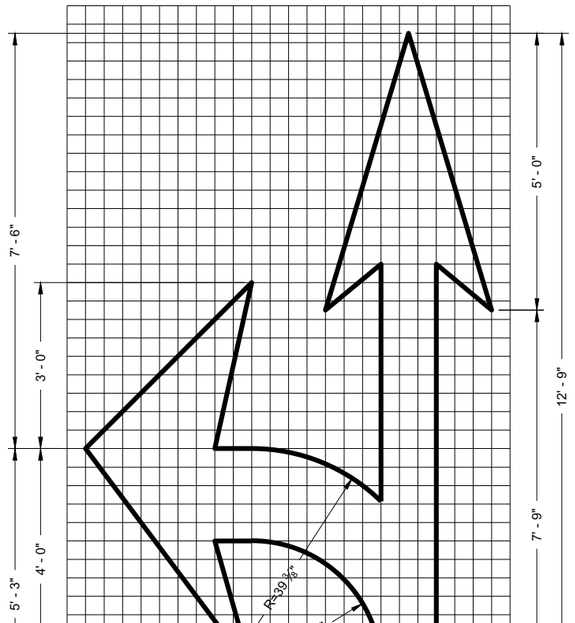
SDD 15C07 - 15b



TYPE 1



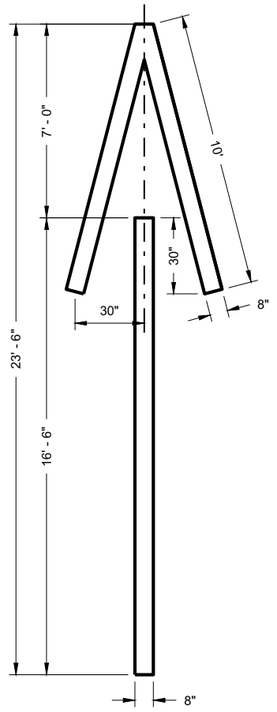
TYPE 2



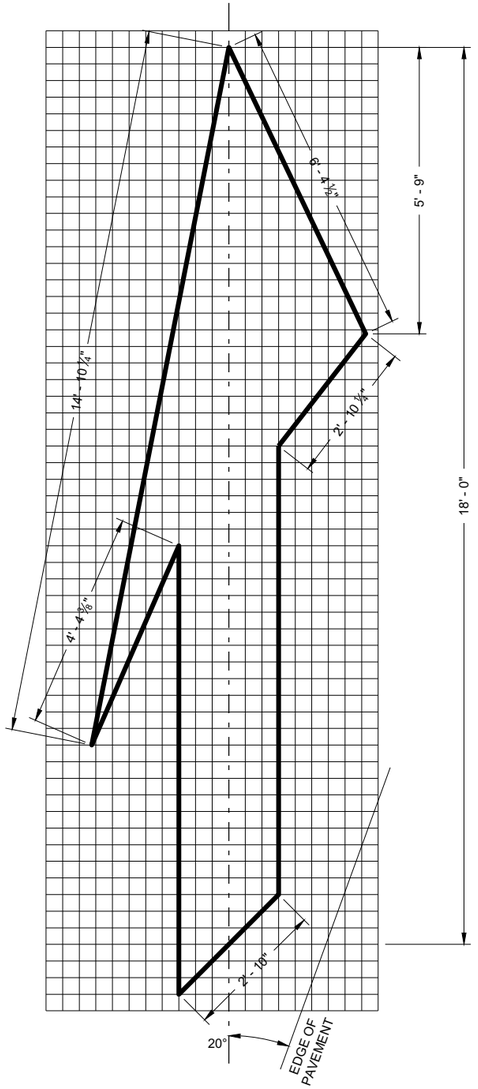
TYPE 3

GENERAL NOTES

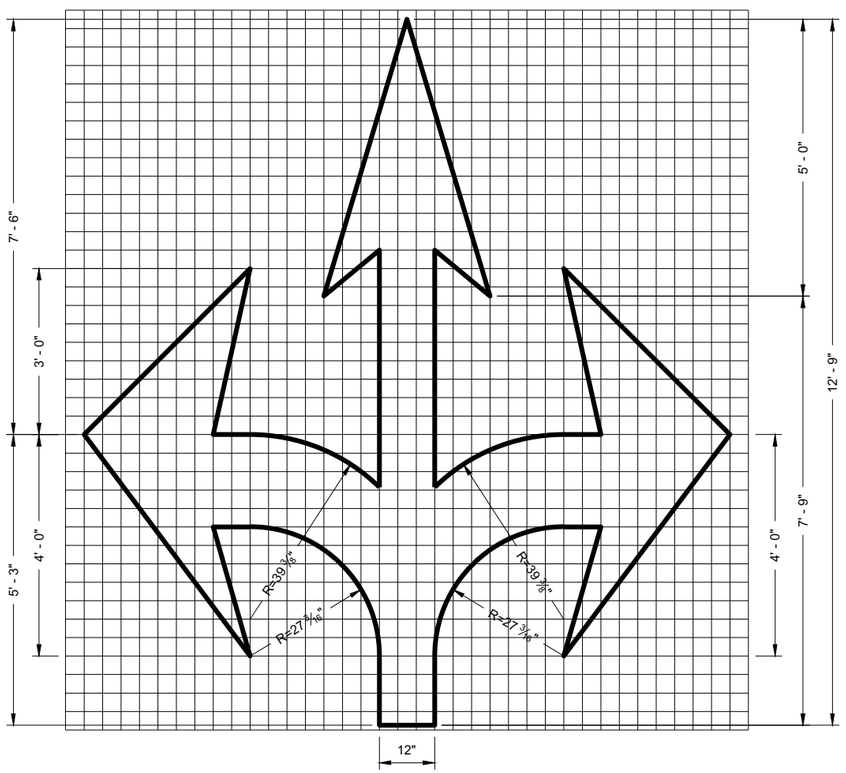
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



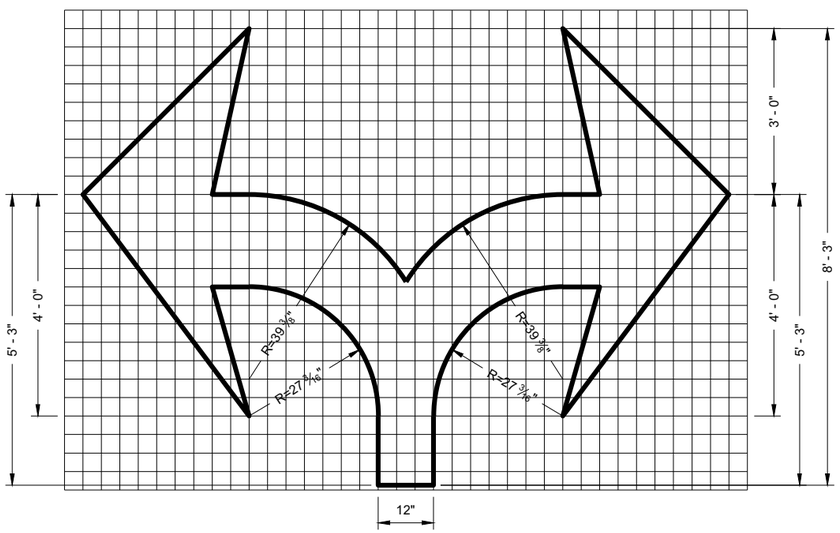
TYPE 4



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

SDD 15C07 - 15c

6

SDD 15C07 - 15c

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

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

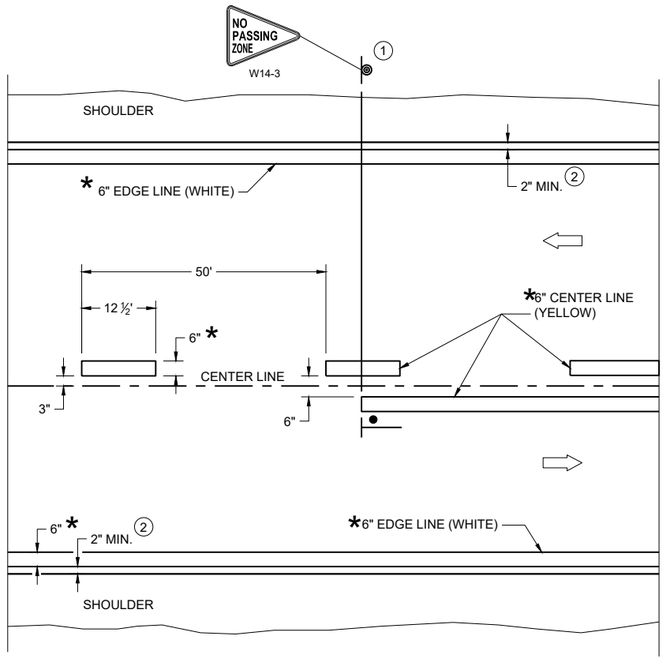
LEGEND

"T" MARKING

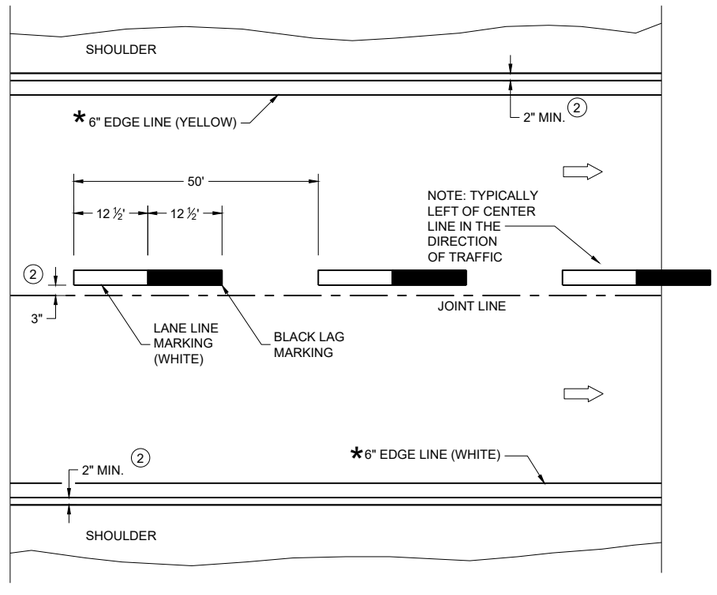
SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

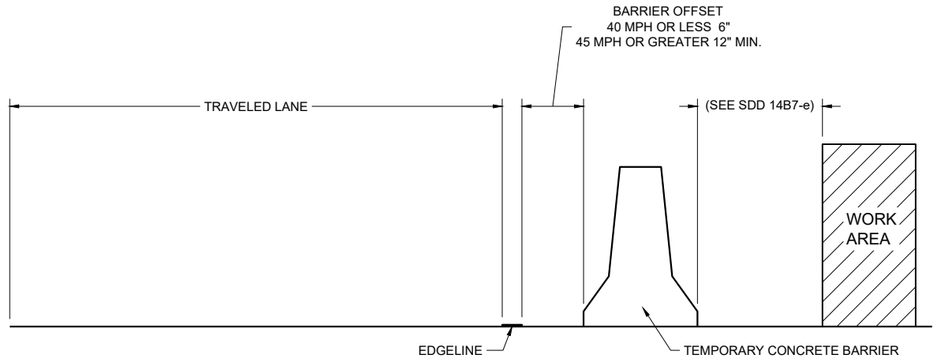
FHWA

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SDD 15C08-23a

6

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

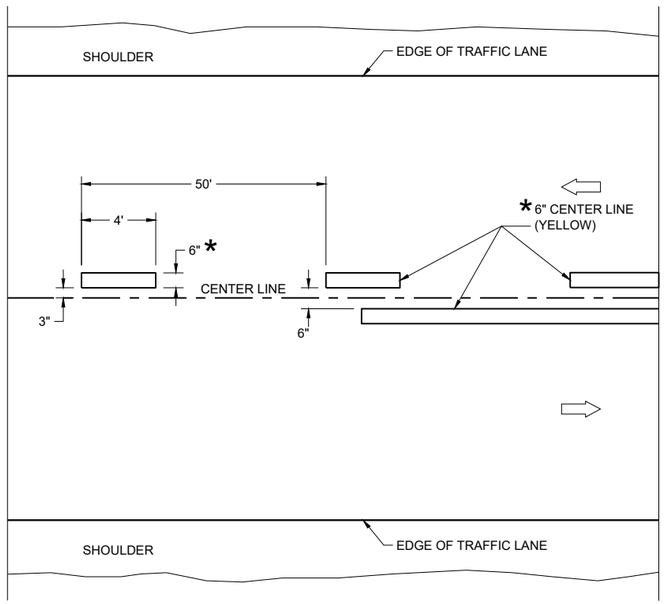
GENERAL NOTES

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

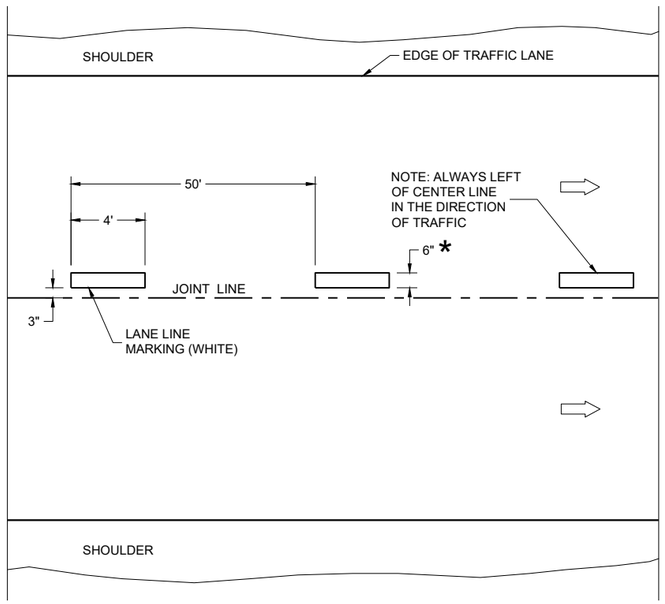
LEGEND

DIRECTION OF TRAFFIC

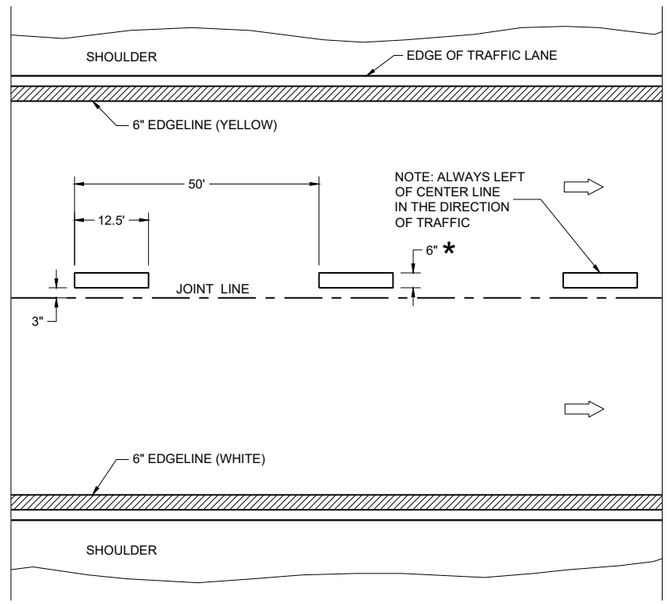
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

FHWA

6

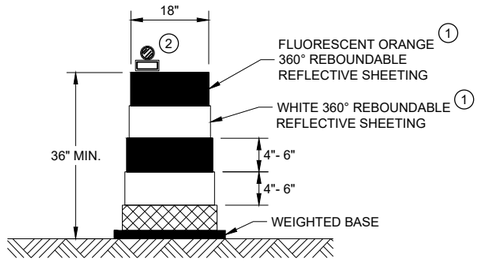
SDD 15C08-23b

6

SDD 15C08-23b

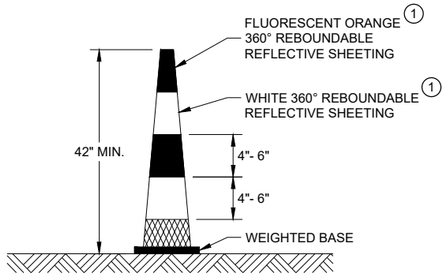
GENERAL NOTES

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



DRUM

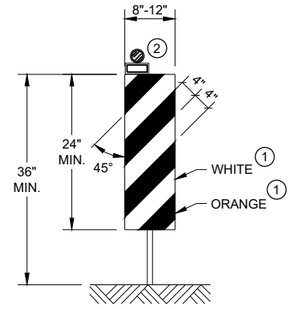
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

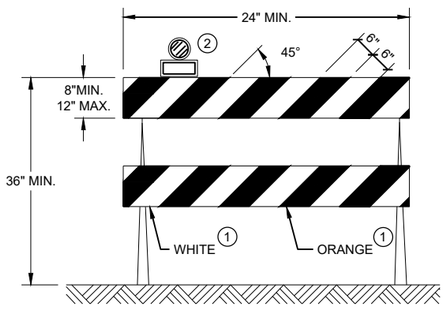
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



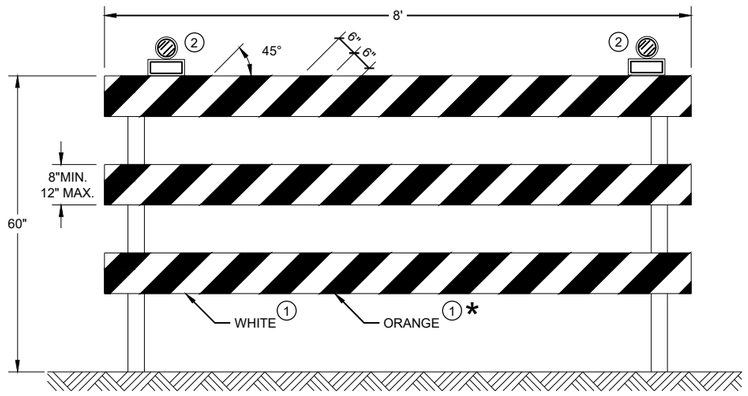
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 10b

6

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.

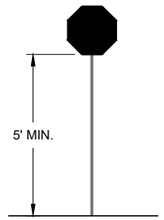
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

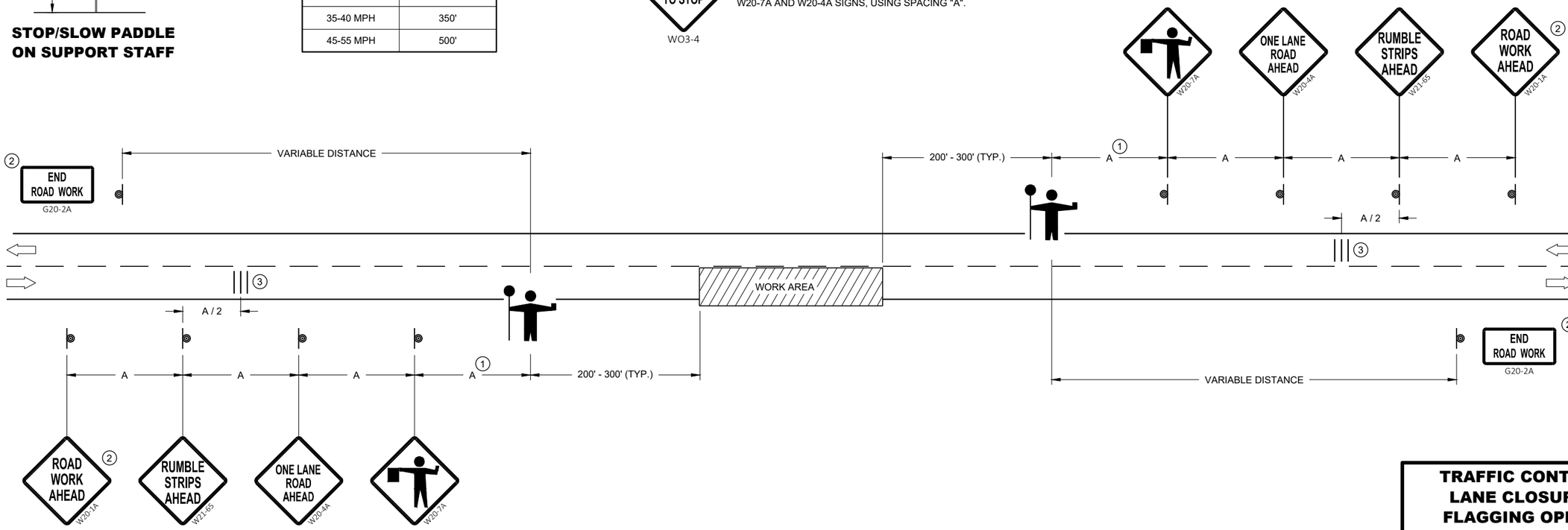
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

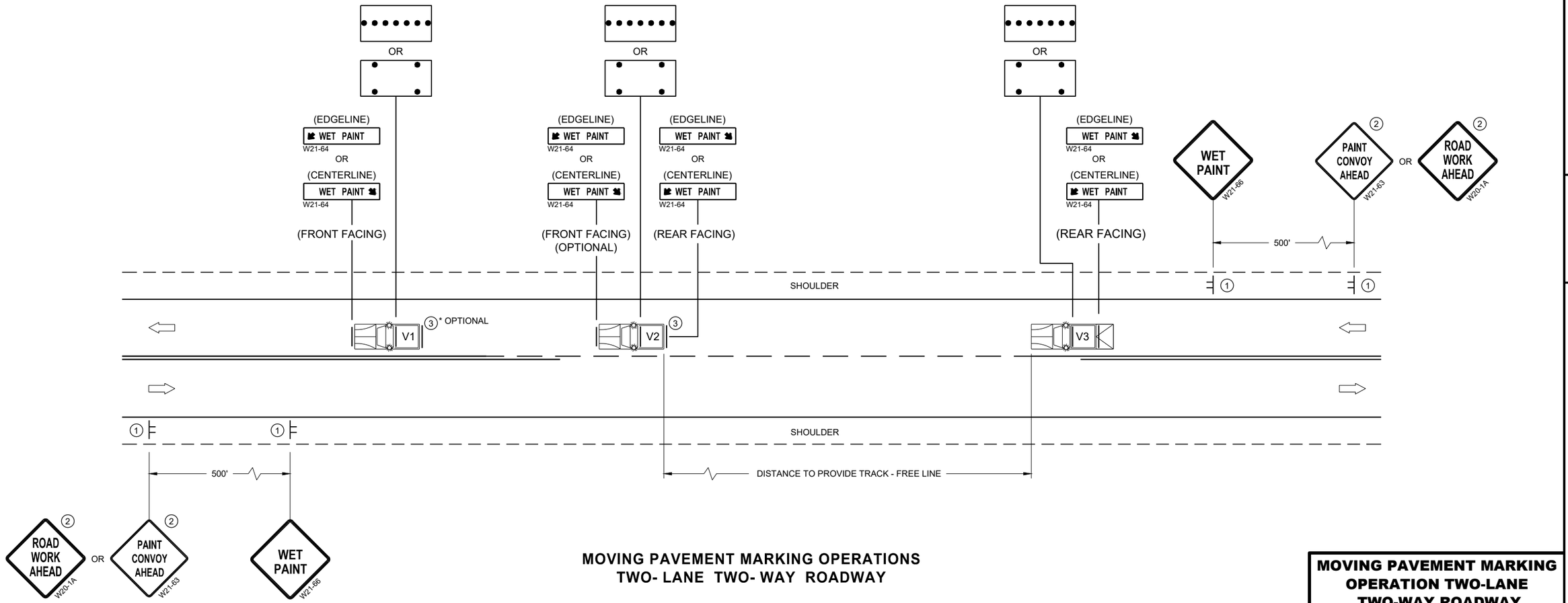
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

1. SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
2. IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
3. V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew I...
WORK ZONE EN

FHWA

6

SDD 15C19-08a

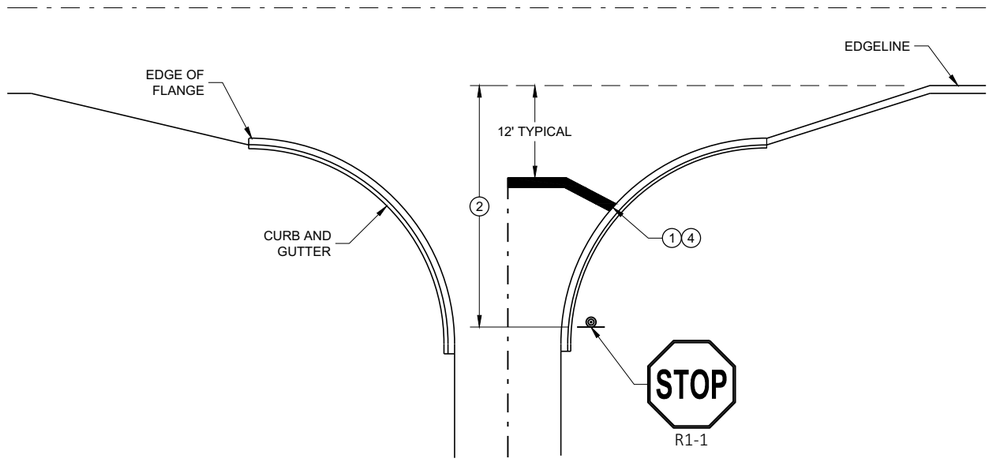
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SDD 15C19-08a

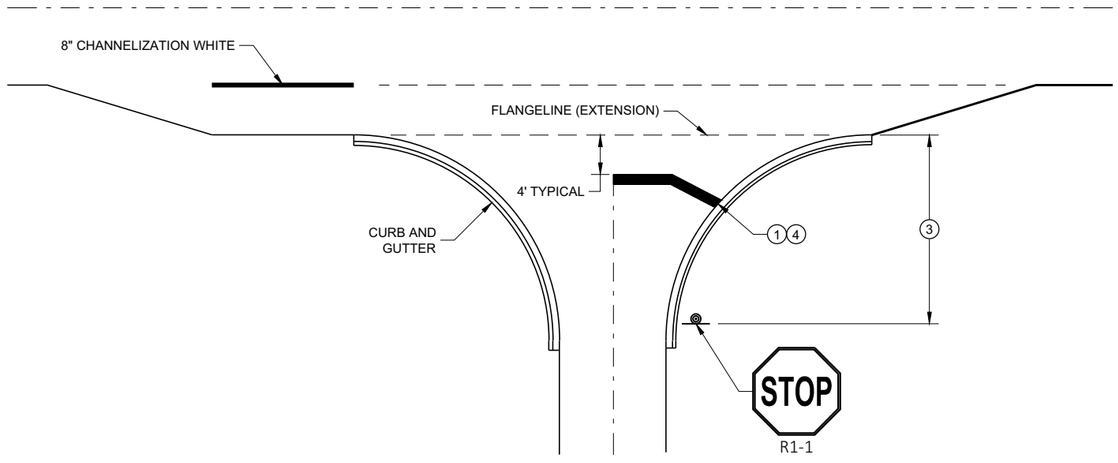
GENERAL NOTES

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

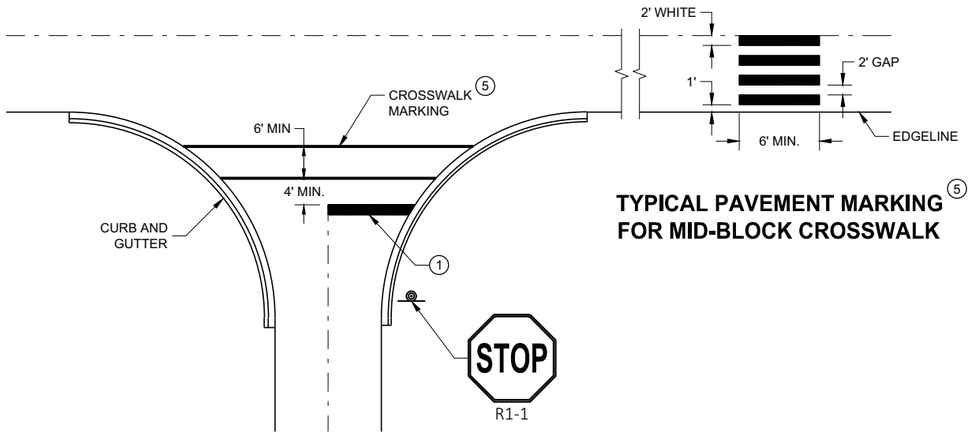
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

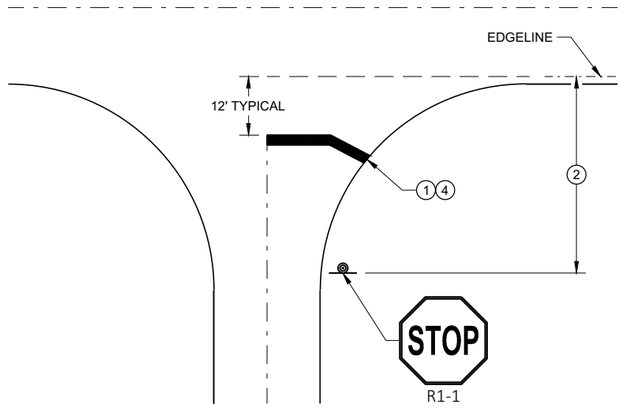


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



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 MAF ENGINEER

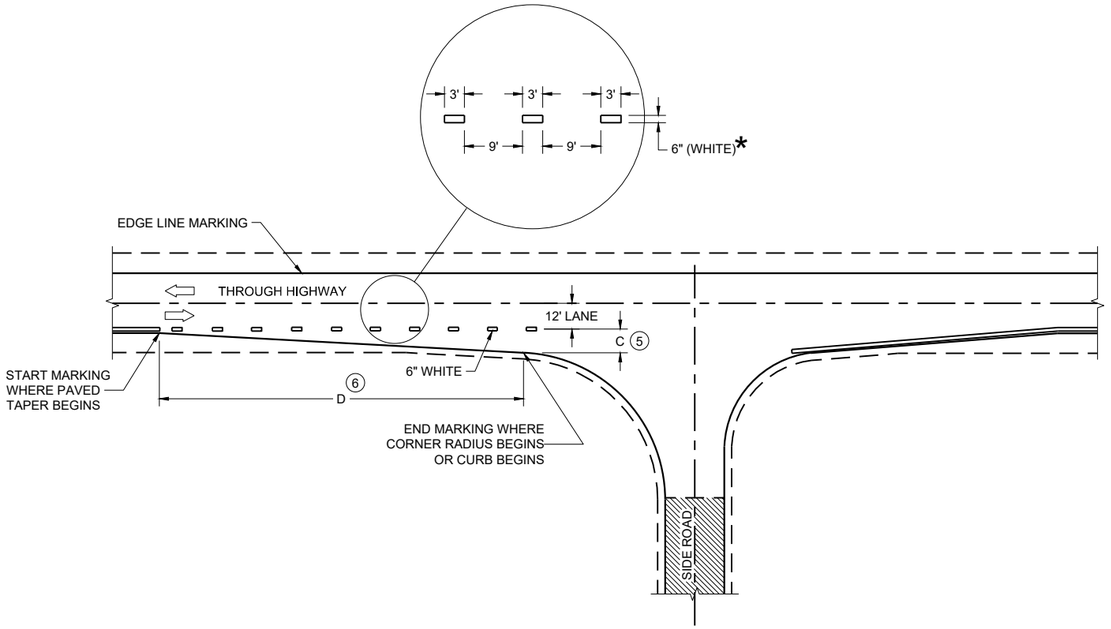
FHWA

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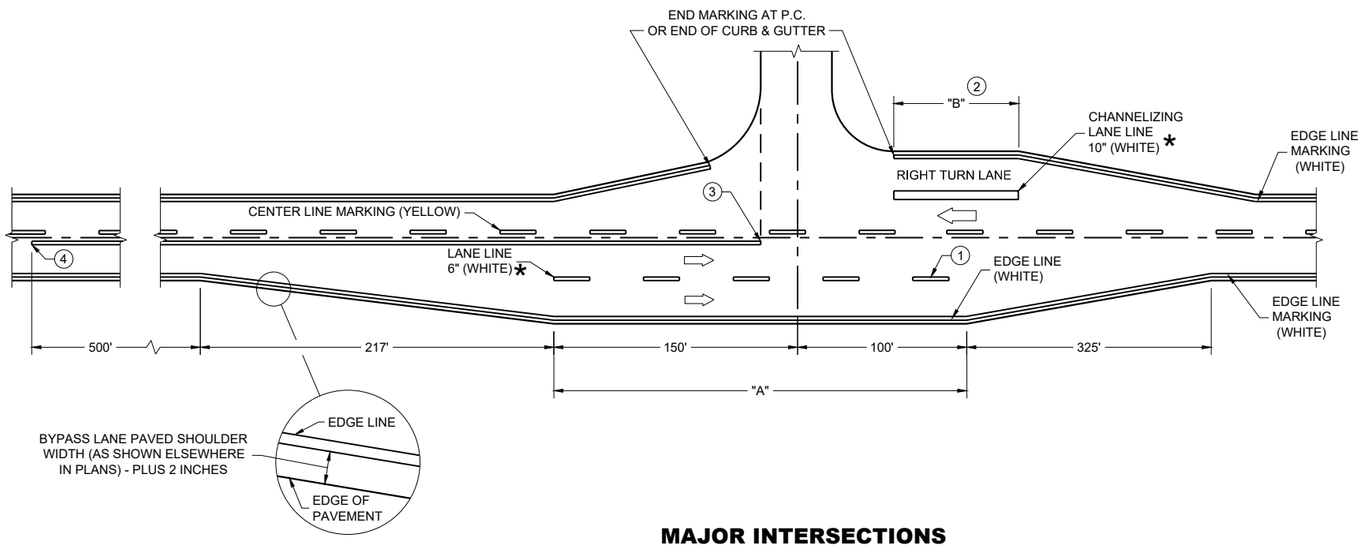
SDD 15C33 - 04

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SDD 15C33 - 04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

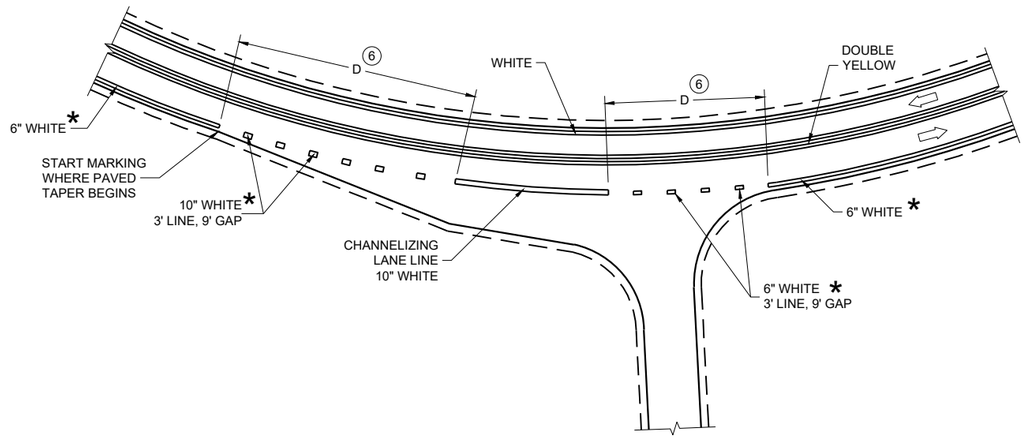
GENERAL NOTES

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

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

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

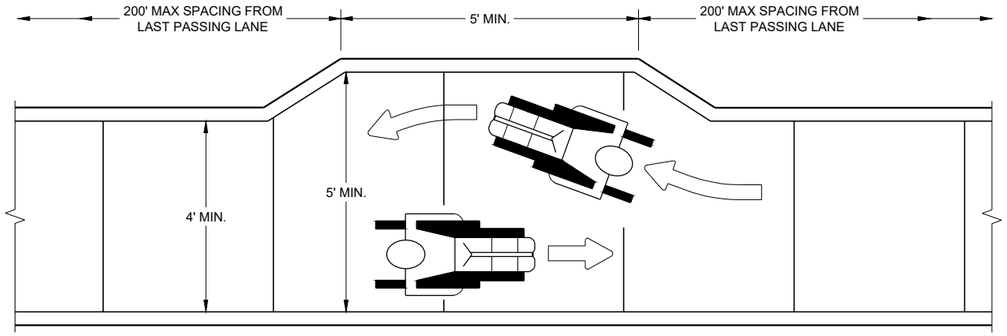
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

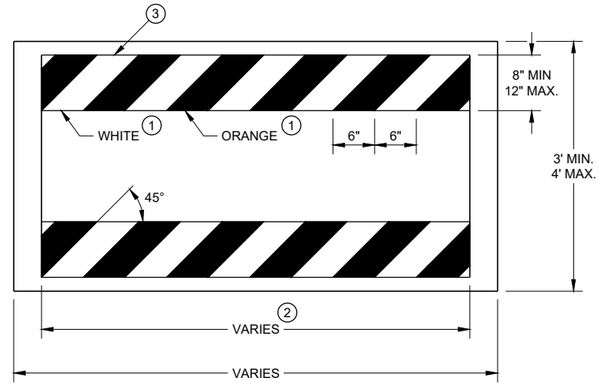
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

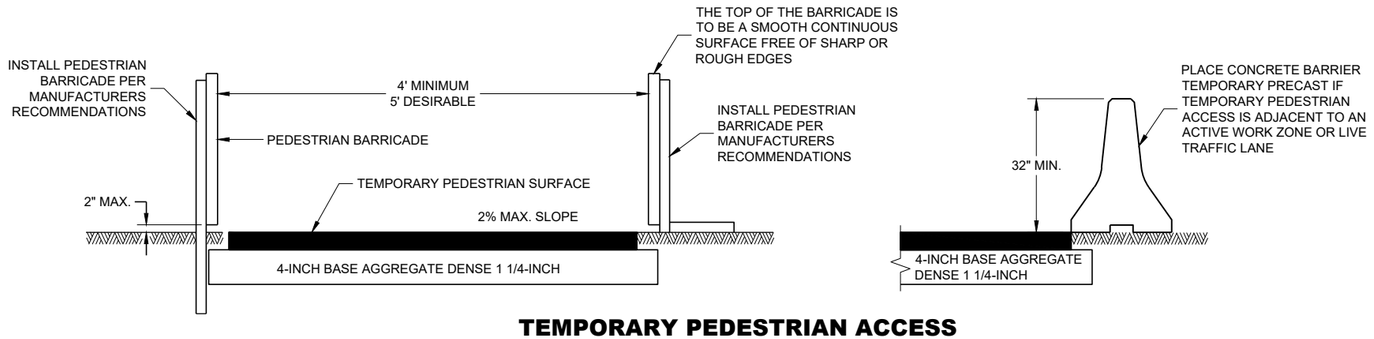
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

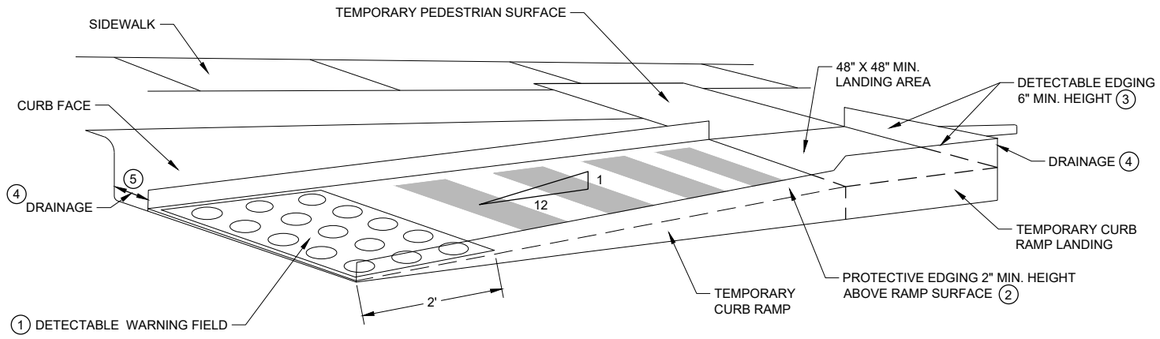
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6

SDD 15D30 - 09a

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

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

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

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

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

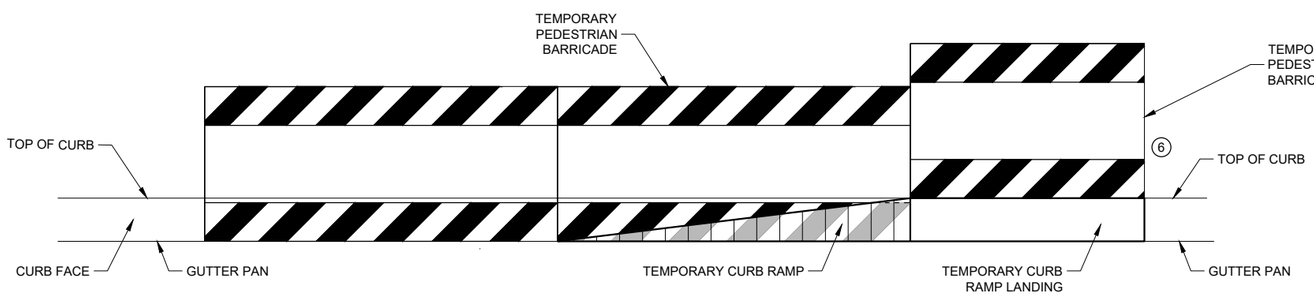
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

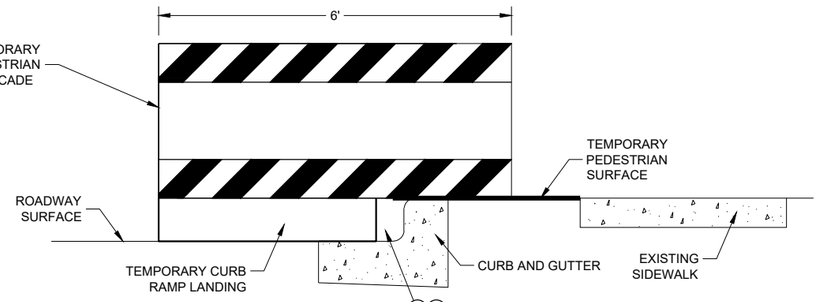
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 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.



FRONT VIEW



SIDE VIEW

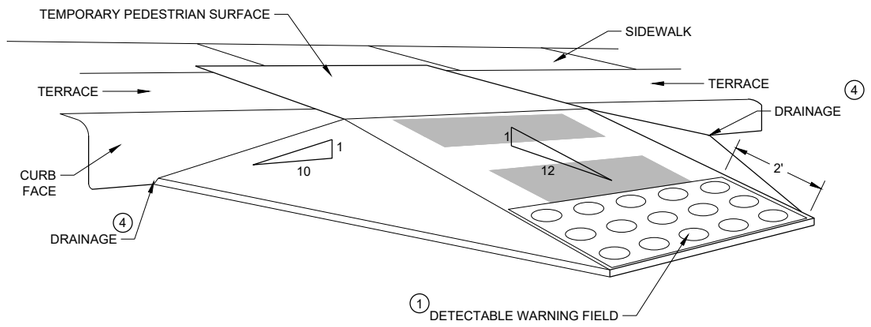
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

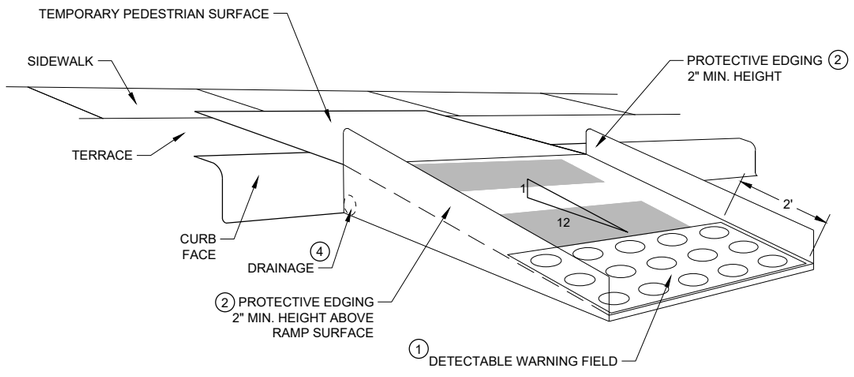
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

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

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

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

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

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

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

6

SDD 15D30 - 09c

GENERAL NOTES

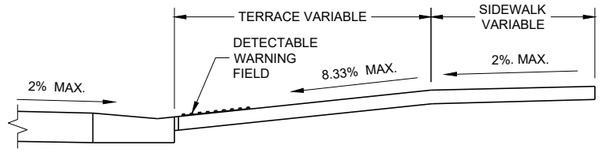
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

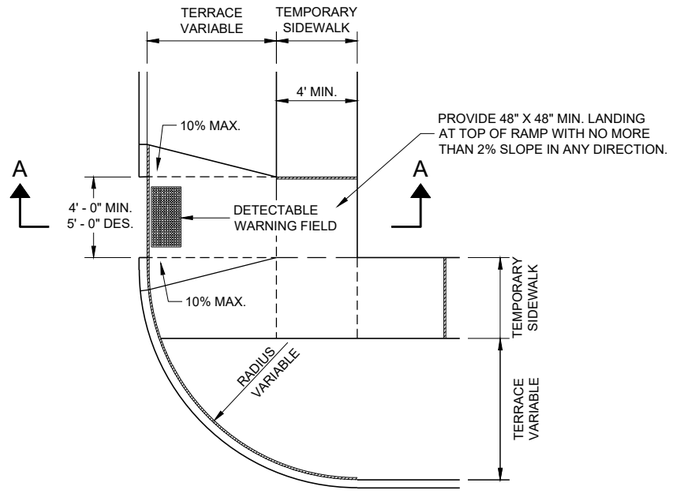
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



SECTION A - A



PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

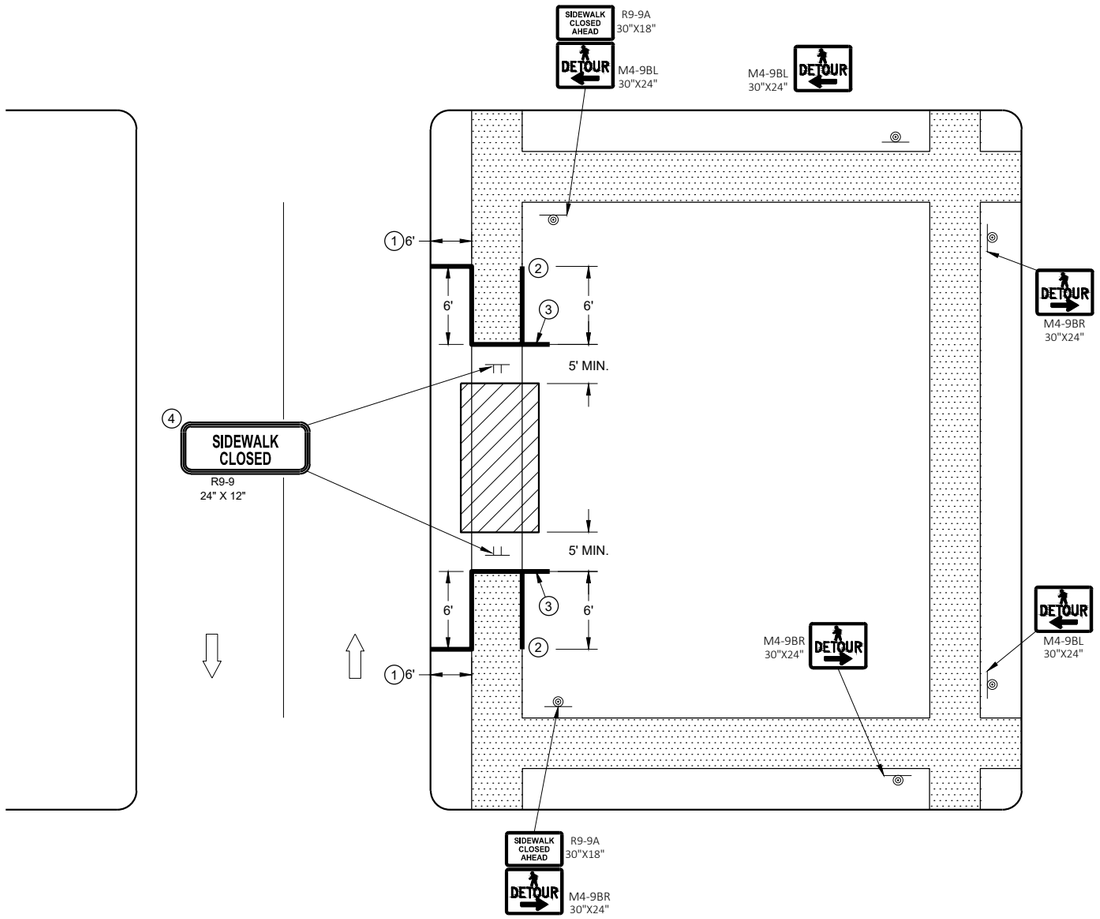
FHWA

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SDD 15D30-09d

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.

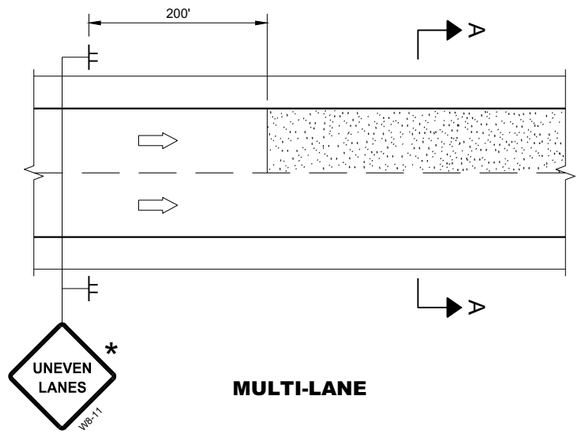
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

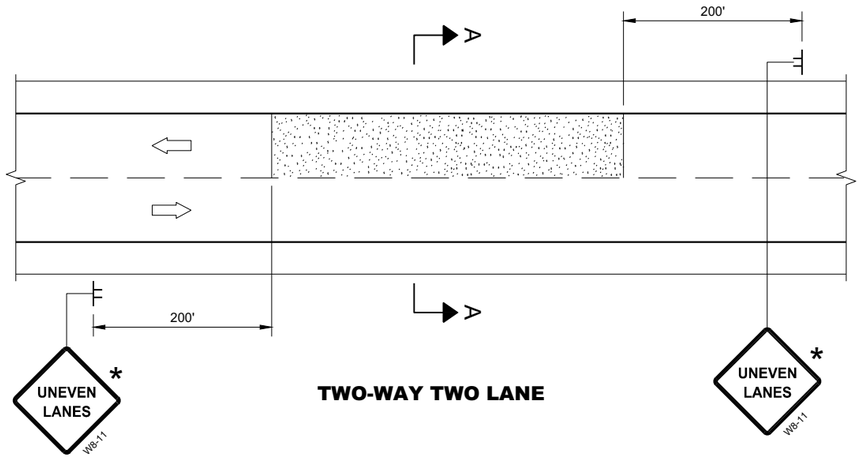
PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

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



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

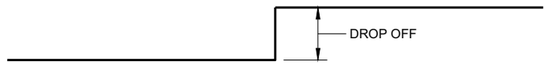
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

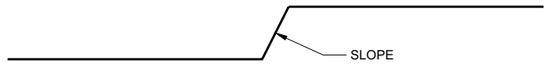
LEGEND

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

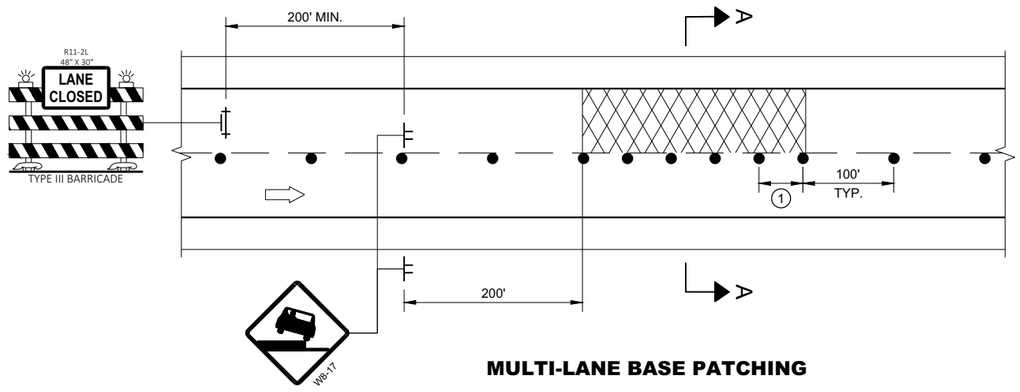


SECTION A - A

OR

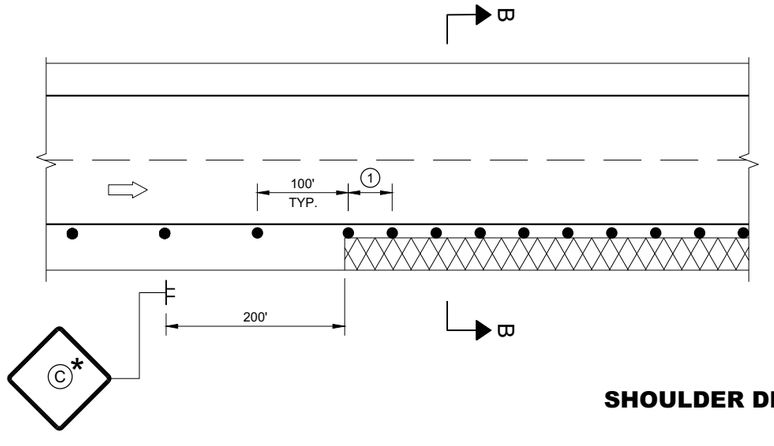


SECTION A - A

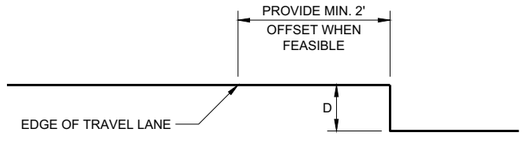


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

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

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D39 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

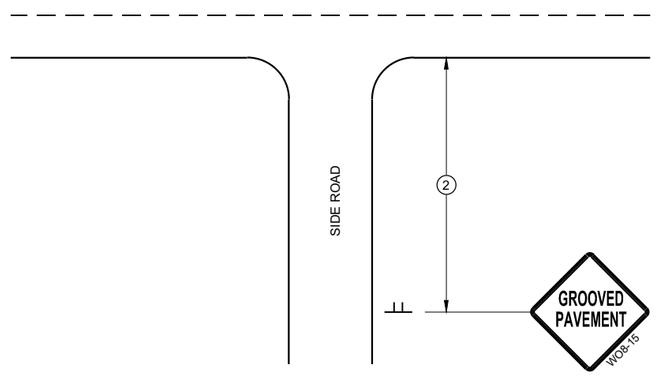
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

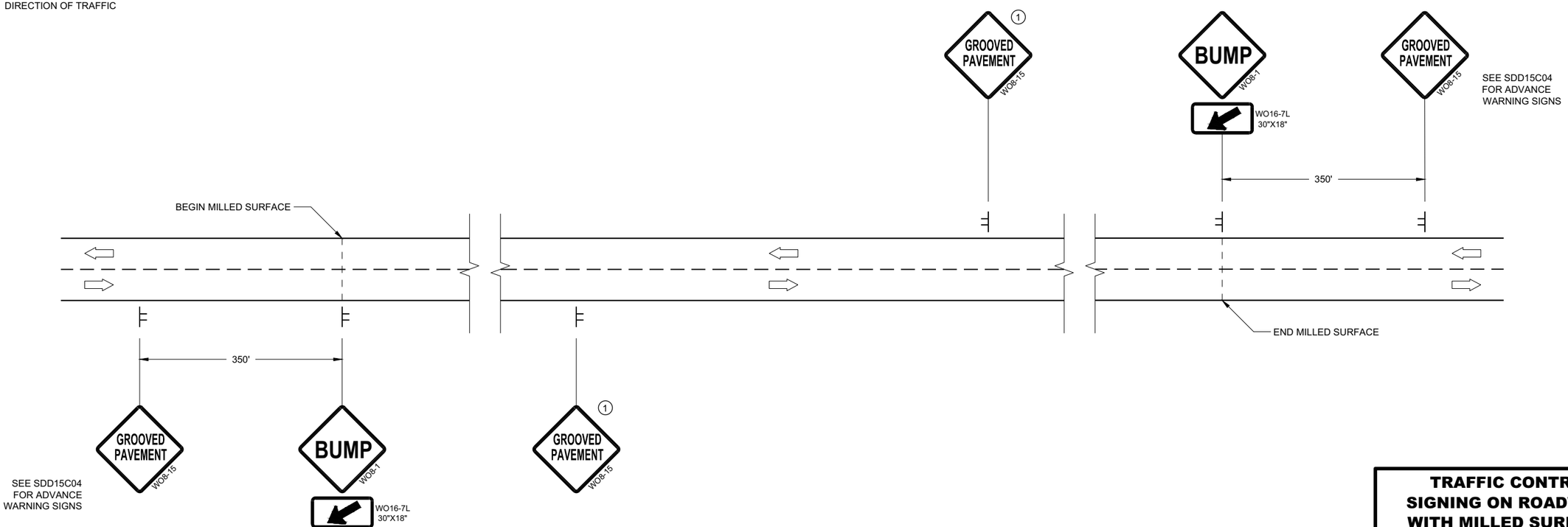
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D44 - 02

SDD 15D44 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

(1) PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

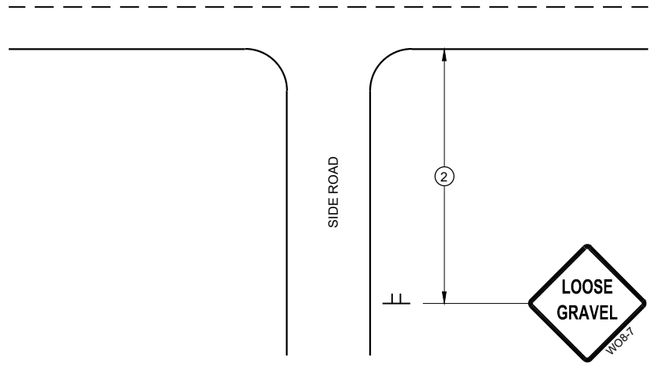
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

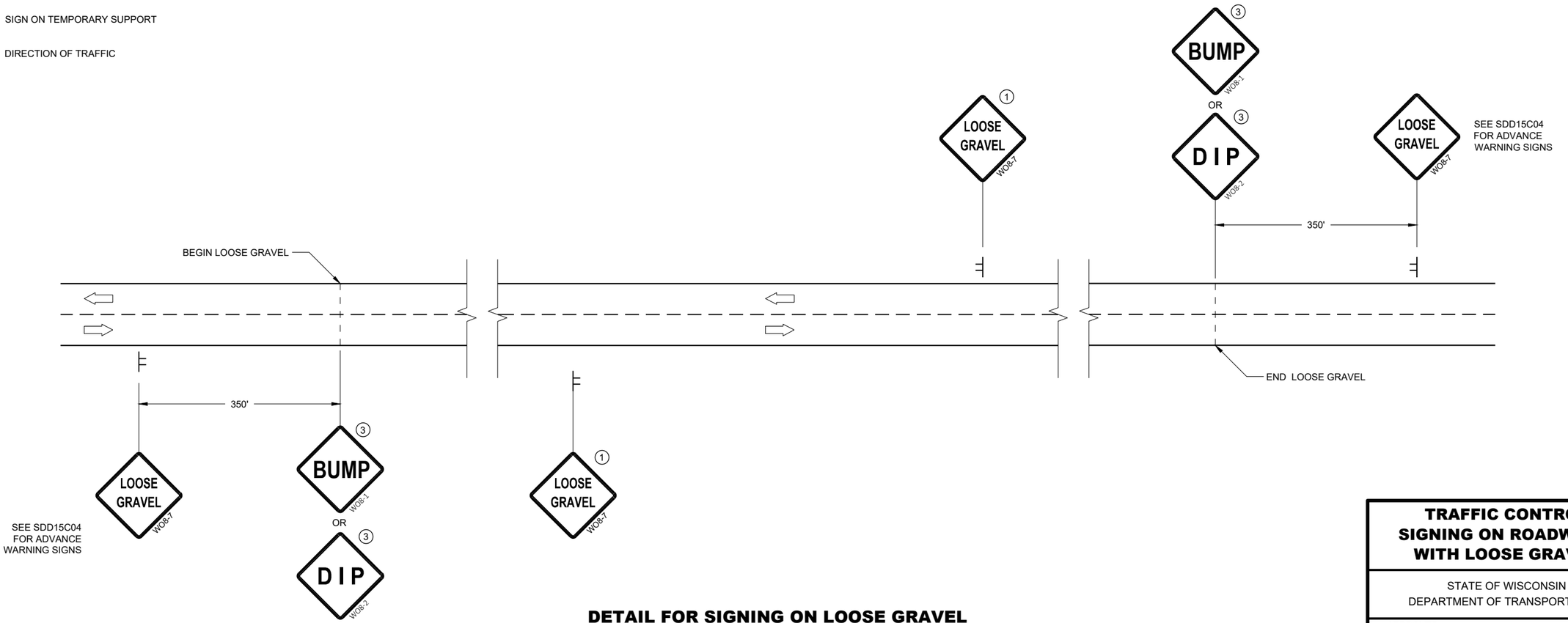
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

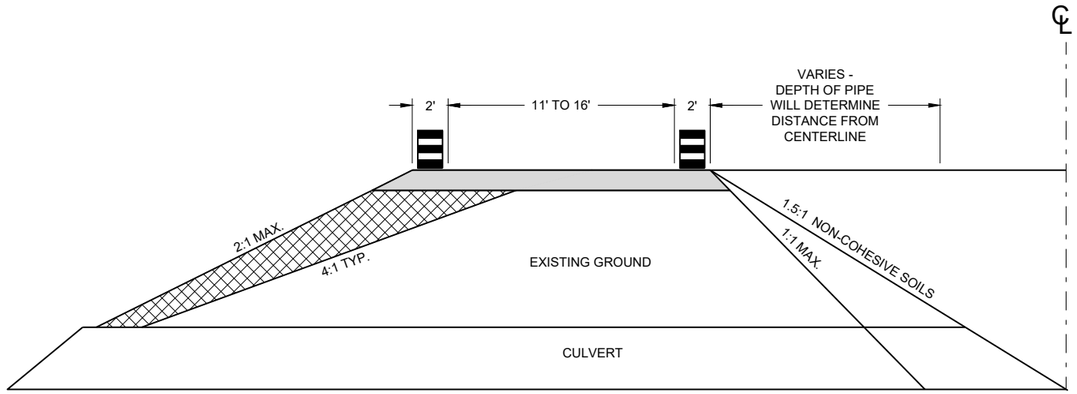
FHWA

6

SDD 15D45 - 03

6

SDD 15D45 - 03



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.

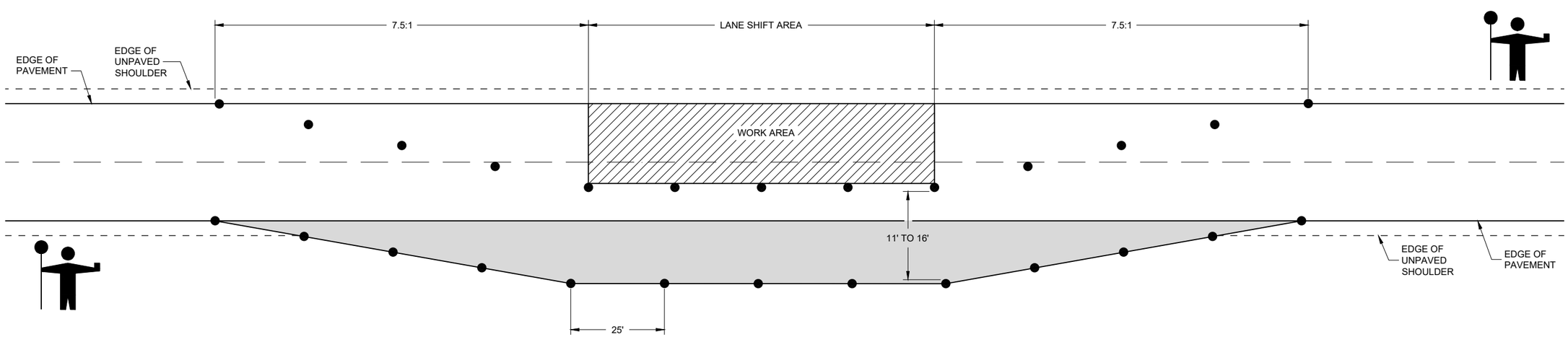
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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



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 ENGINEE

FHWA

6

SDD 15D48 - 01

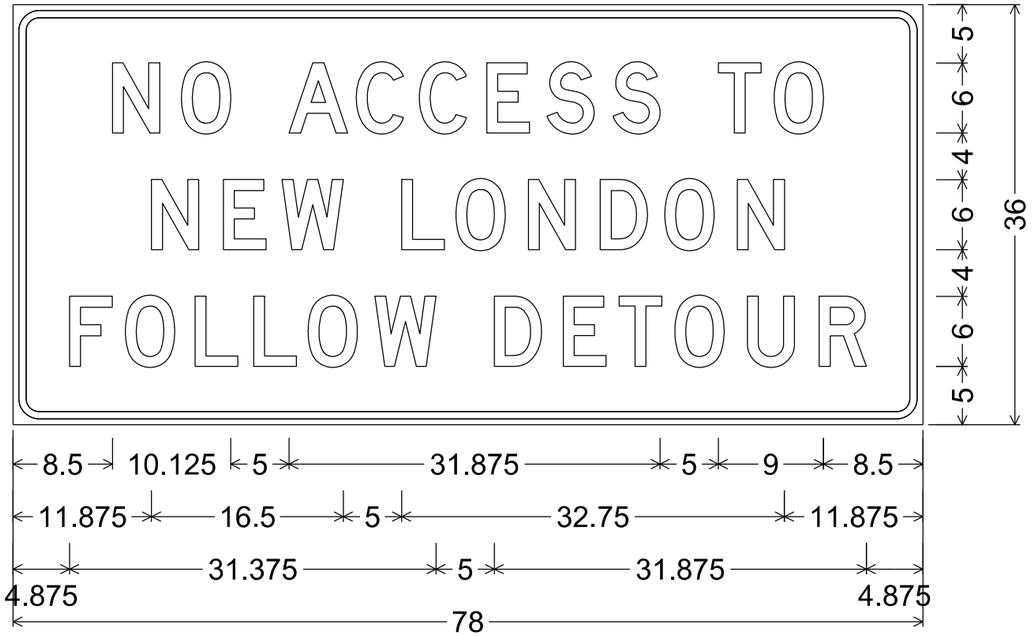
6

SDD 15D48 - 01

NOTES

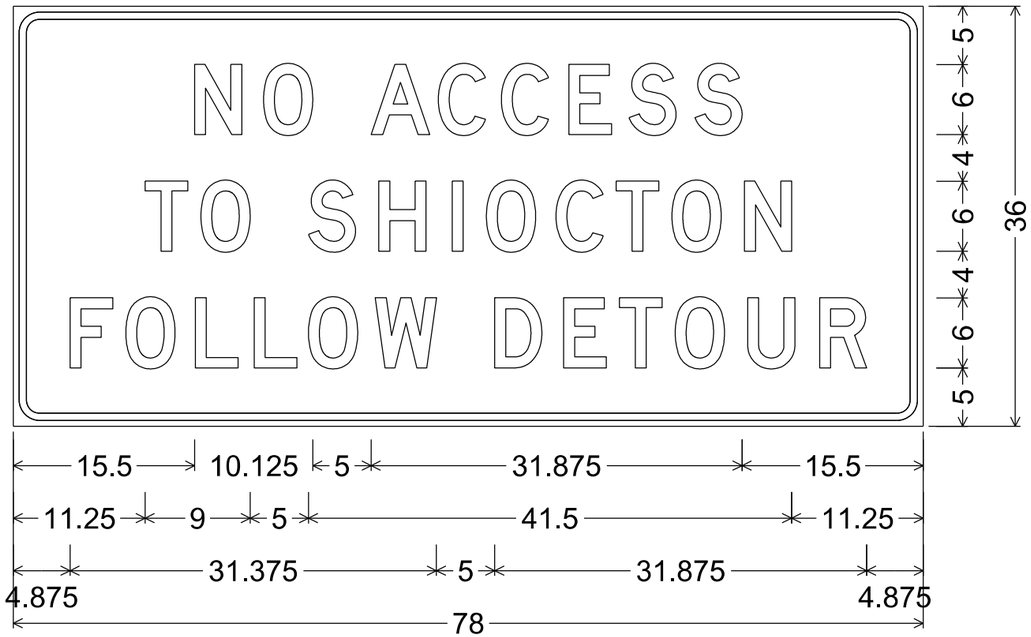
1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D

2 15



2.250" Radius, 0.625" Border, 0.500" Indent

35



2.250" Radius, 0.625" Border, 0.500" Indent

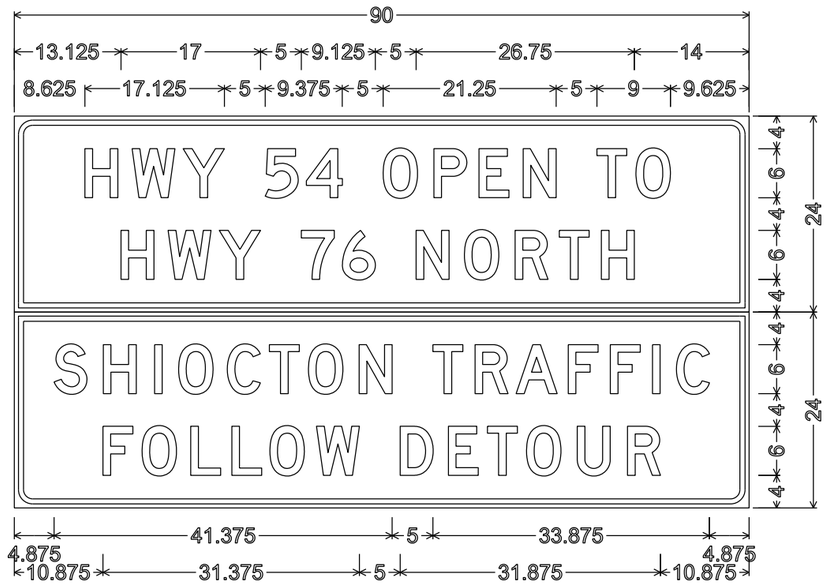
7

7

NOTES

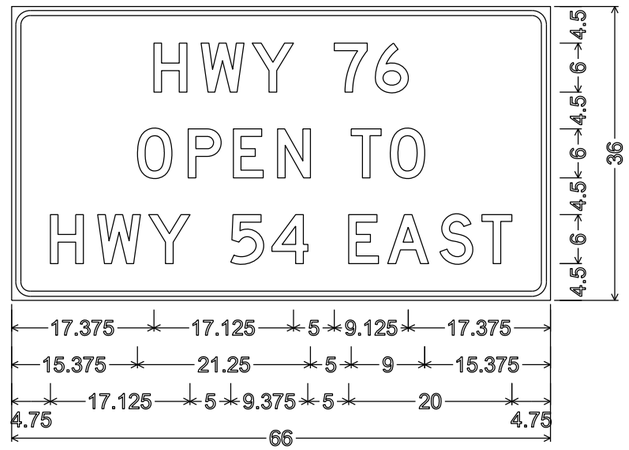
1. Fixed Message Type II Signs - Type H Reflective
2. Color:
   Background - White except as noted
   Message - Black
3. Message Series - D

2



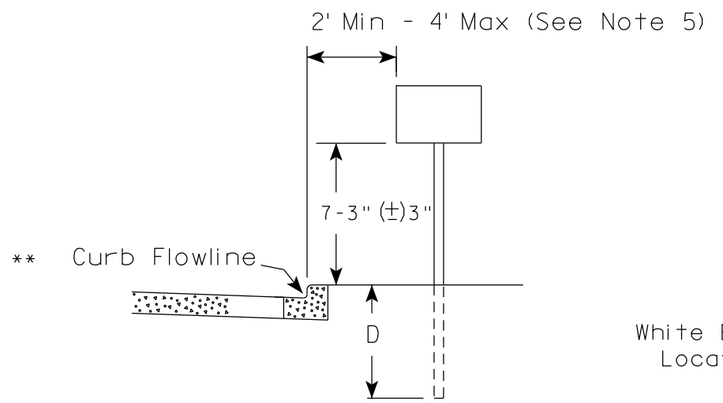
2.250" Radius, 0.625" Border, 0.500" Indent, Black on White;
2.250" Radius, 0.625" Border, 0.500" Indent, Black on Fluorescent orange; TYPE F Reflective

23

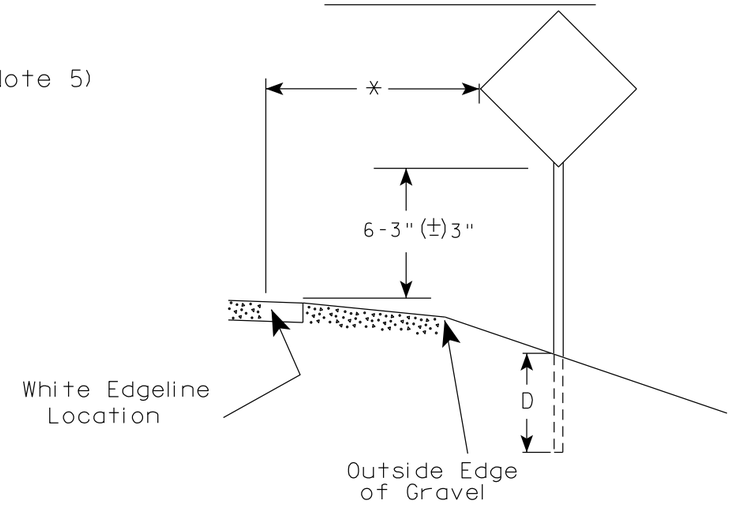


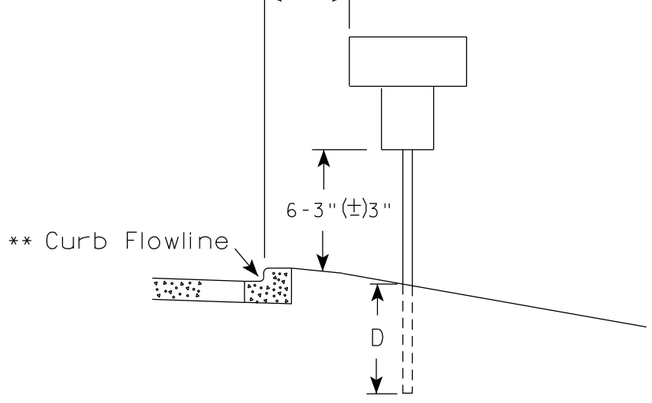
2.250" Radius, 0.625" Border, 0.500" Indent

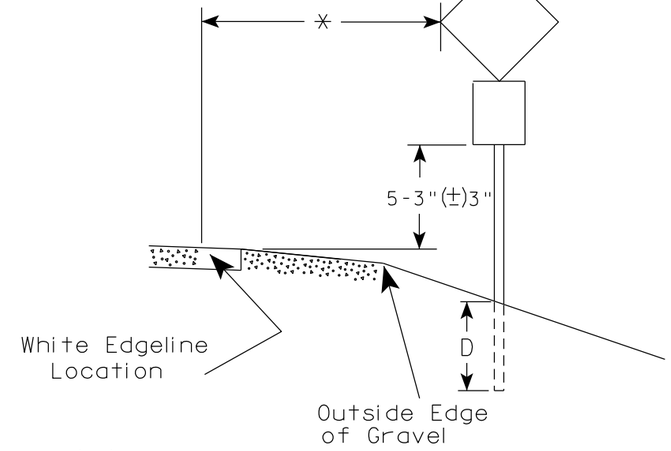
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

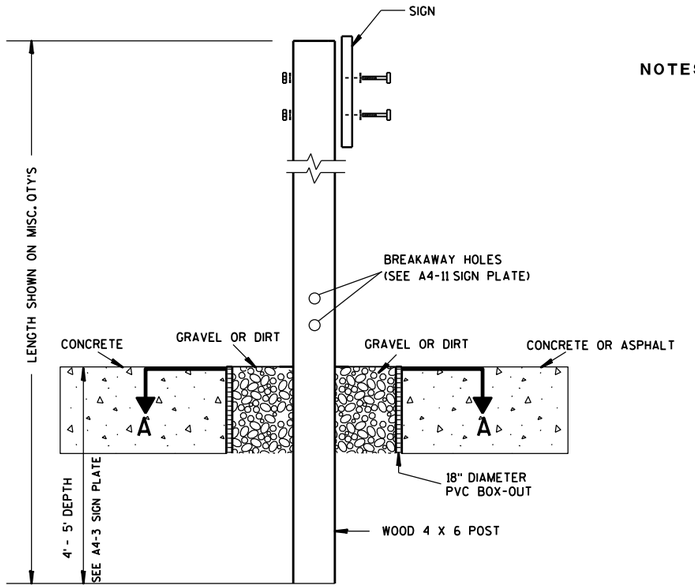
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

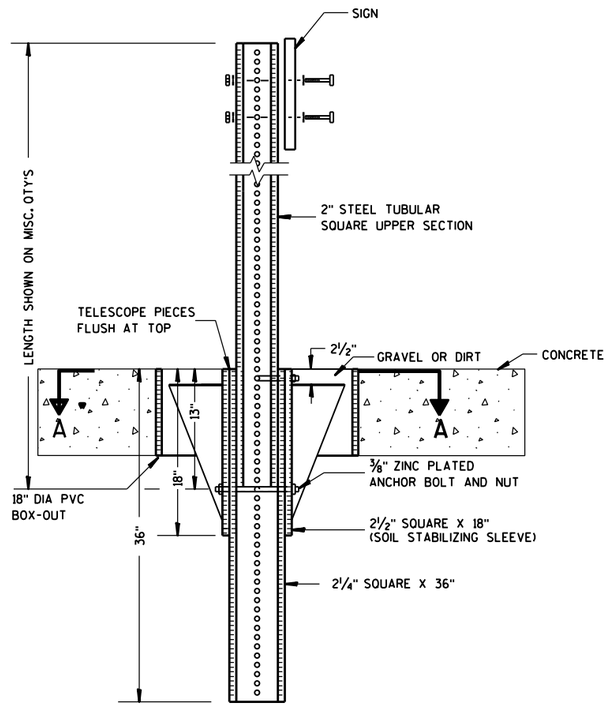
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 189	E



ELEVATION VIEW

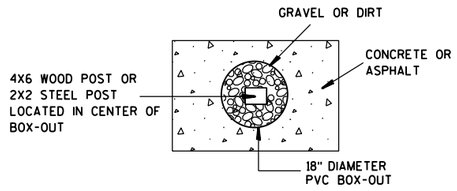
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

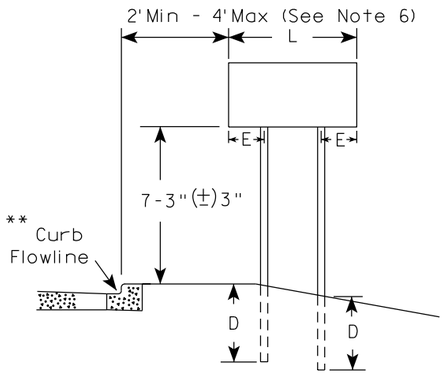
APPROVED Matthew R Rauch
for State Traffic Engineer

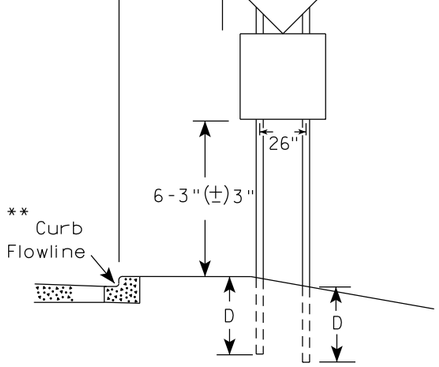
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

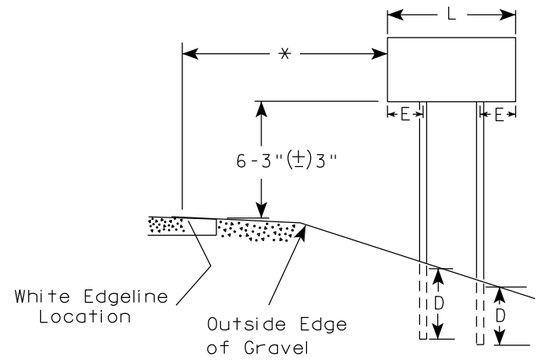
URBAN AREA

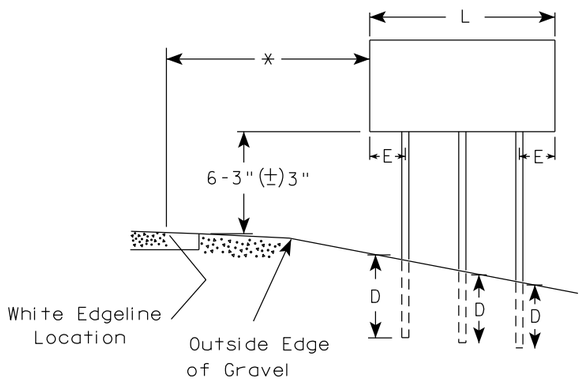


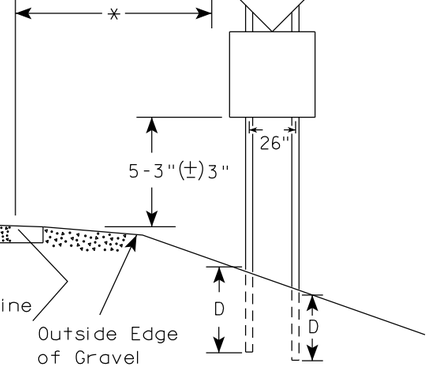


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

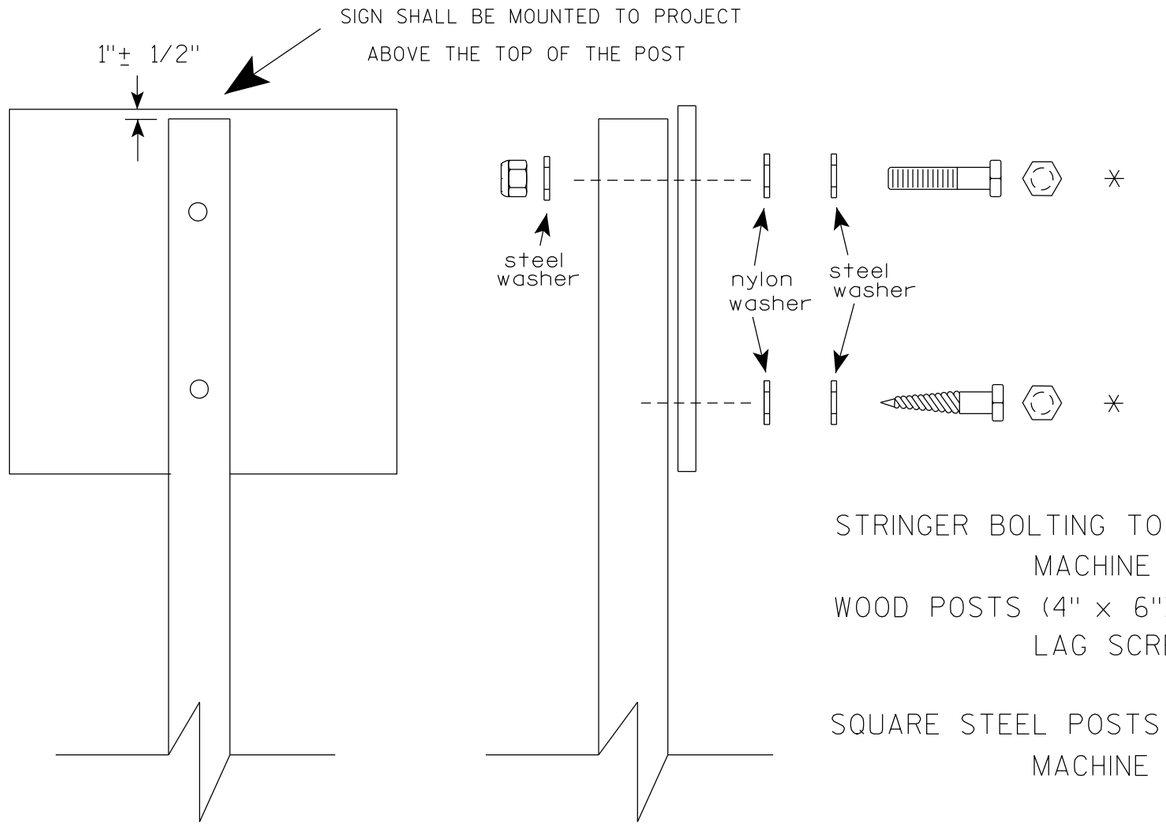
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 191	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

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

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

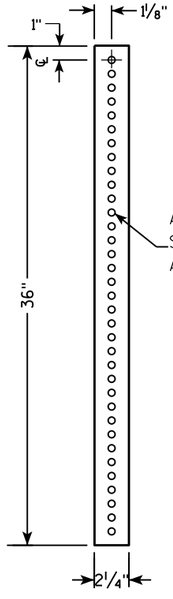
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

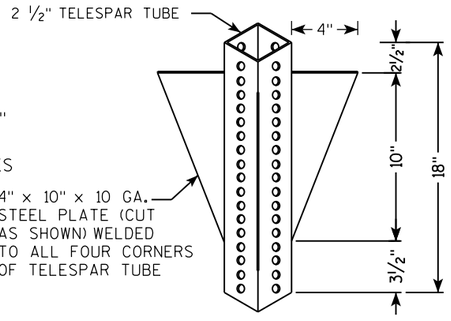
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

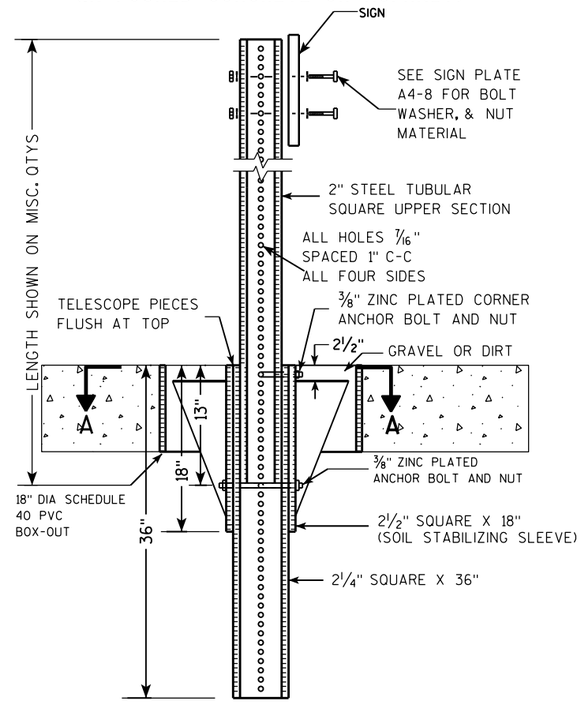
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



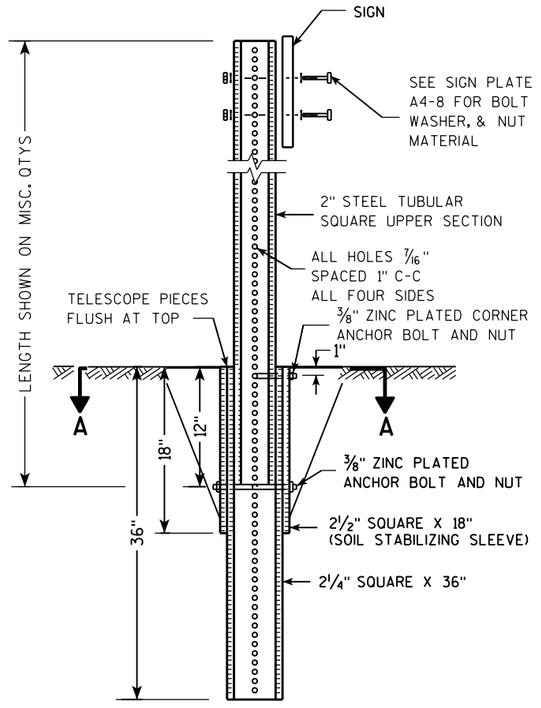
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

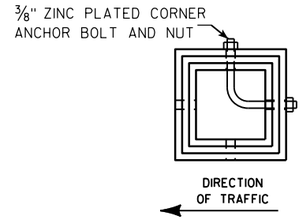


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

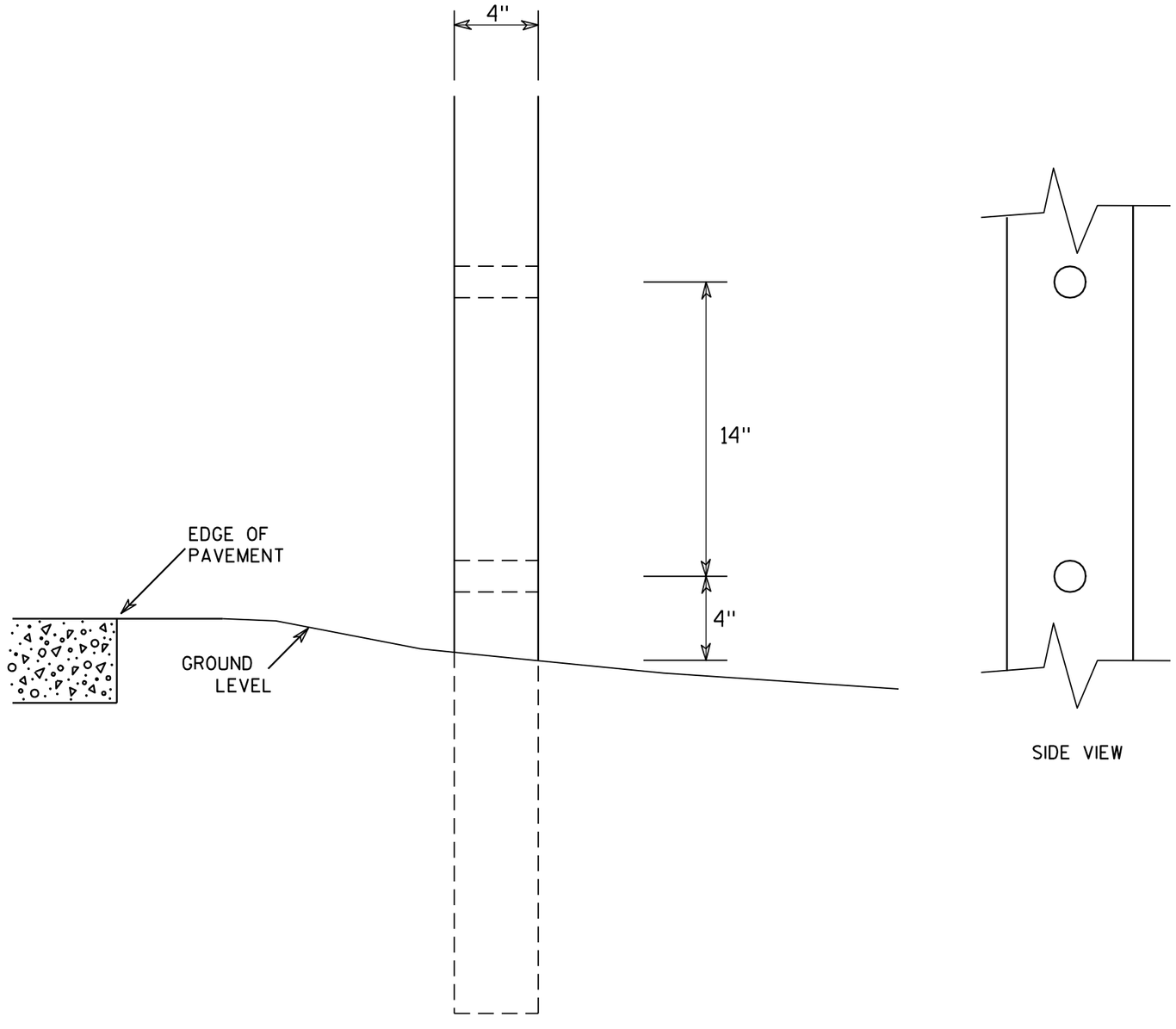
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

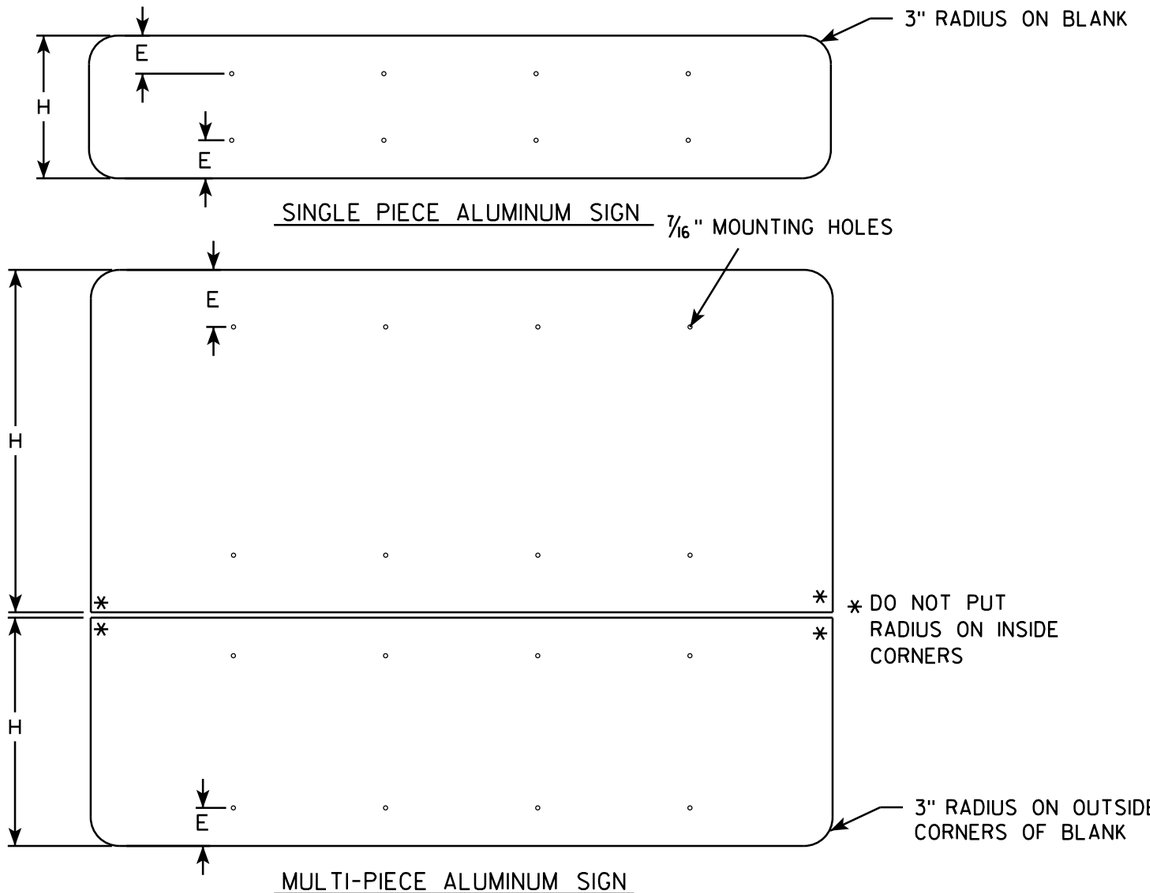
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

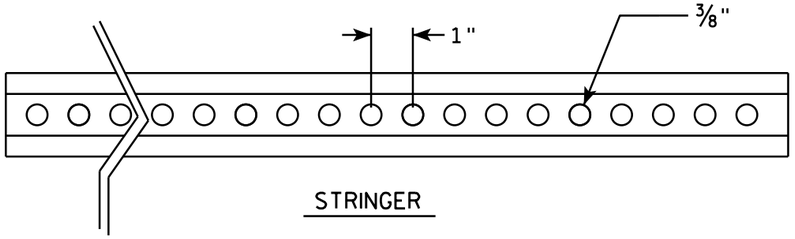
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 194	E



GENERAL NOTES

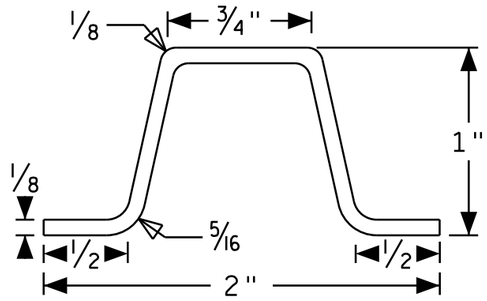
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

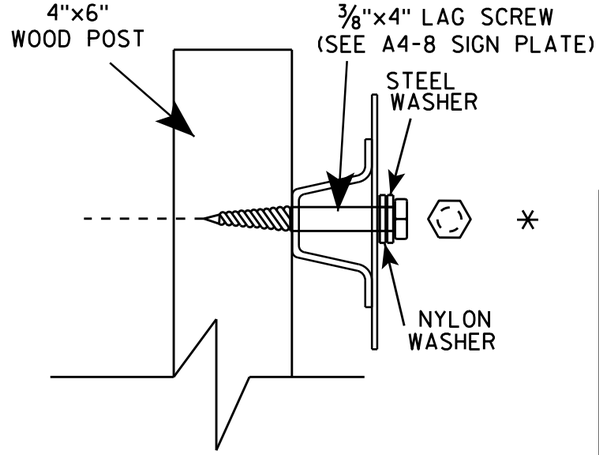


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

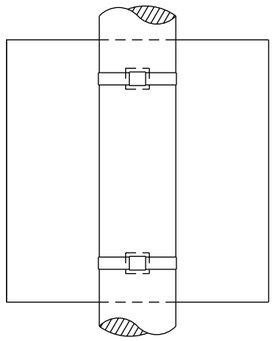
DATE 4/26/16 PLATE NO A4-18.1

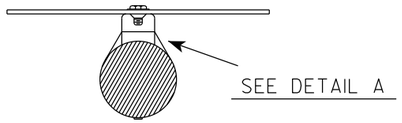
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

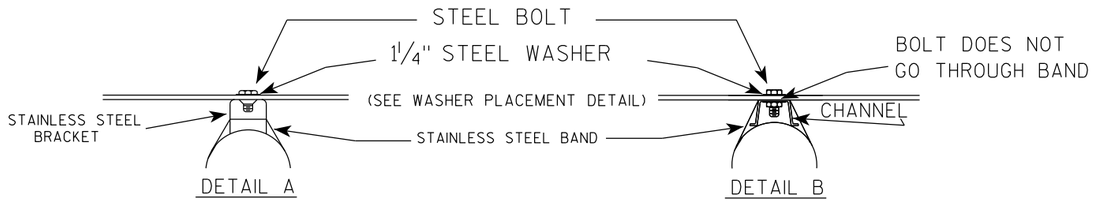
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

SINGLE SIGN



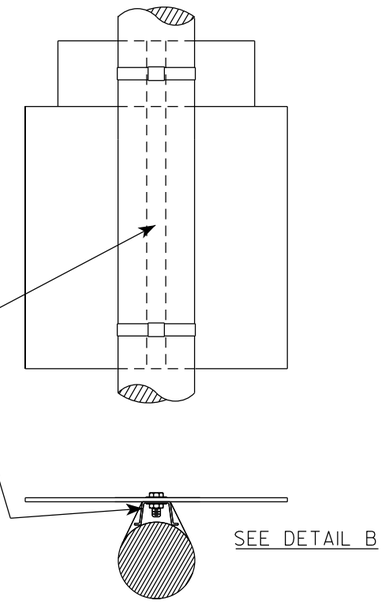




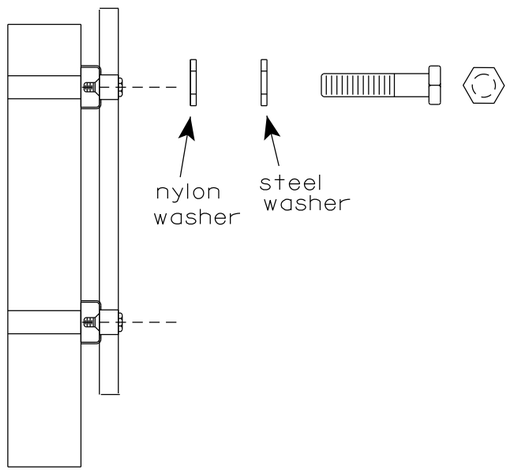
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

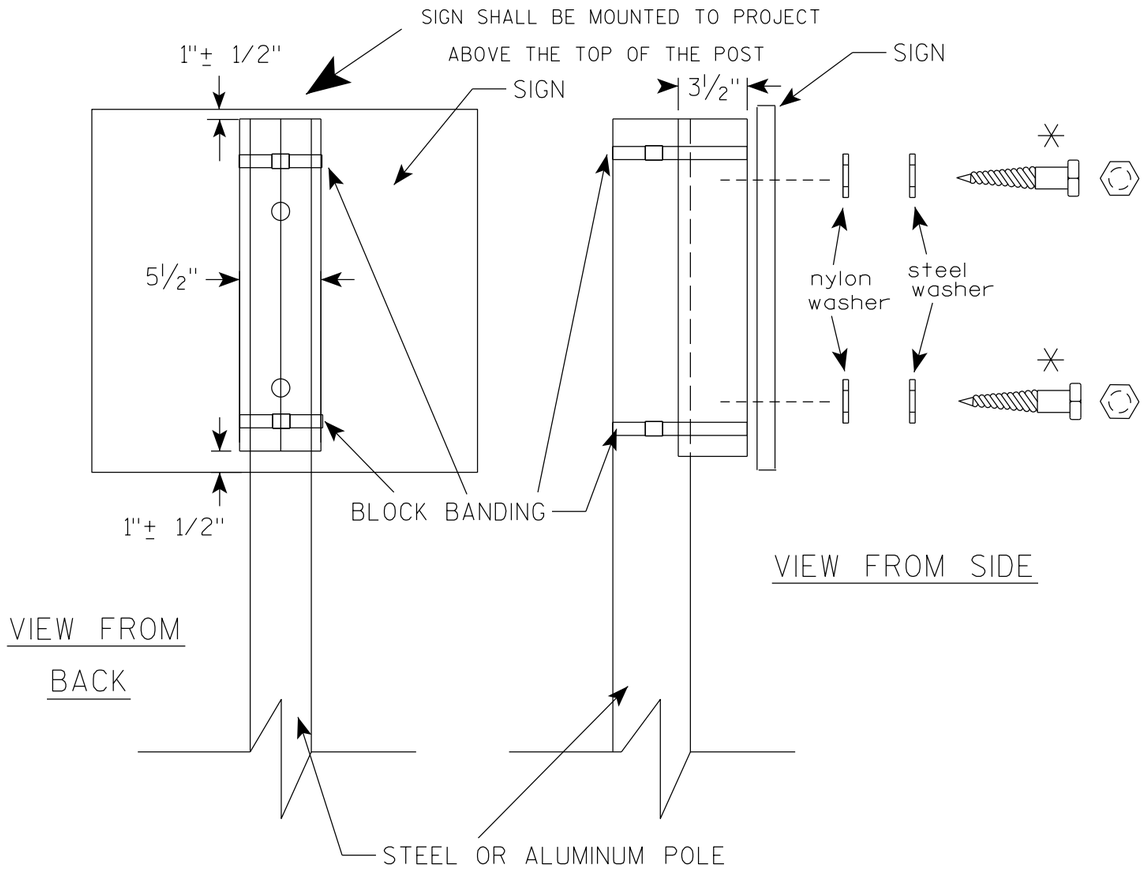
DATE 6/10/19 PLATE NO. A5-9.4

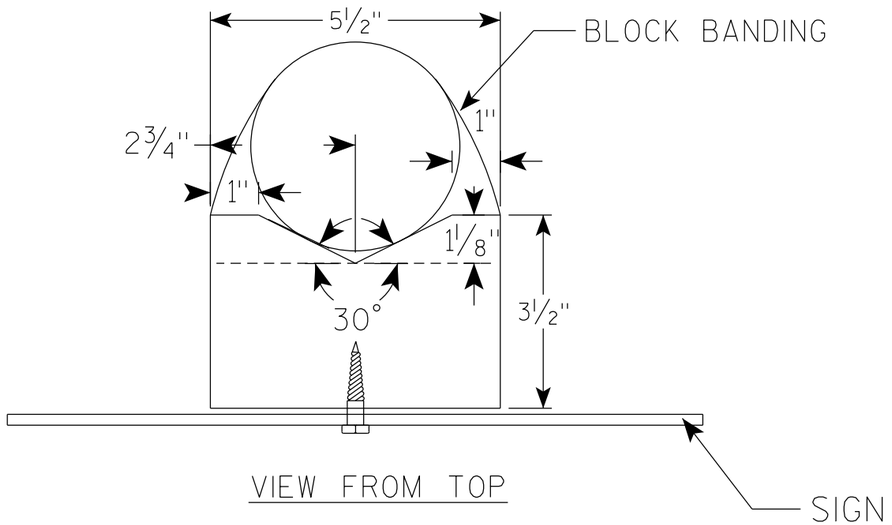
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 196	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

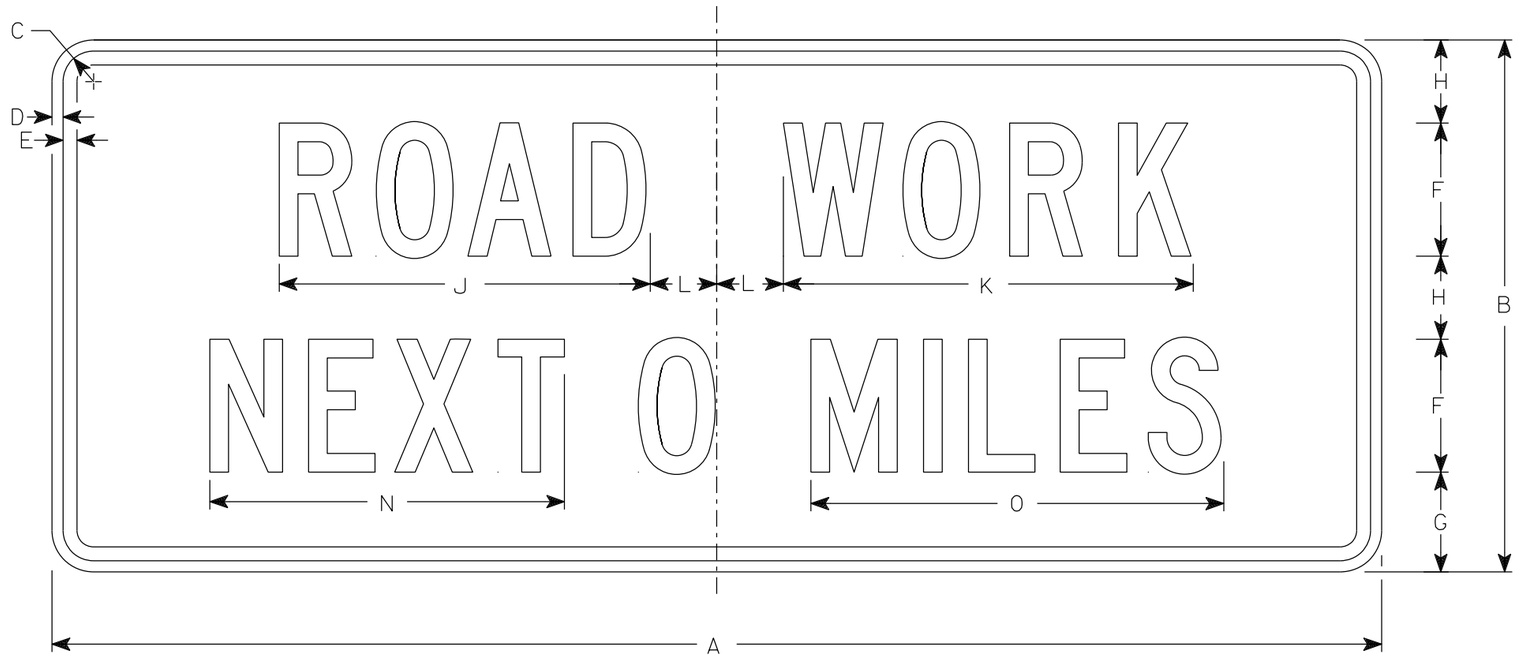
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 197 E



G20-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
2M	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
3	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
4	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0
5	60	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4		16 3/4	18 1/2	3		16	18 5/8												10.0

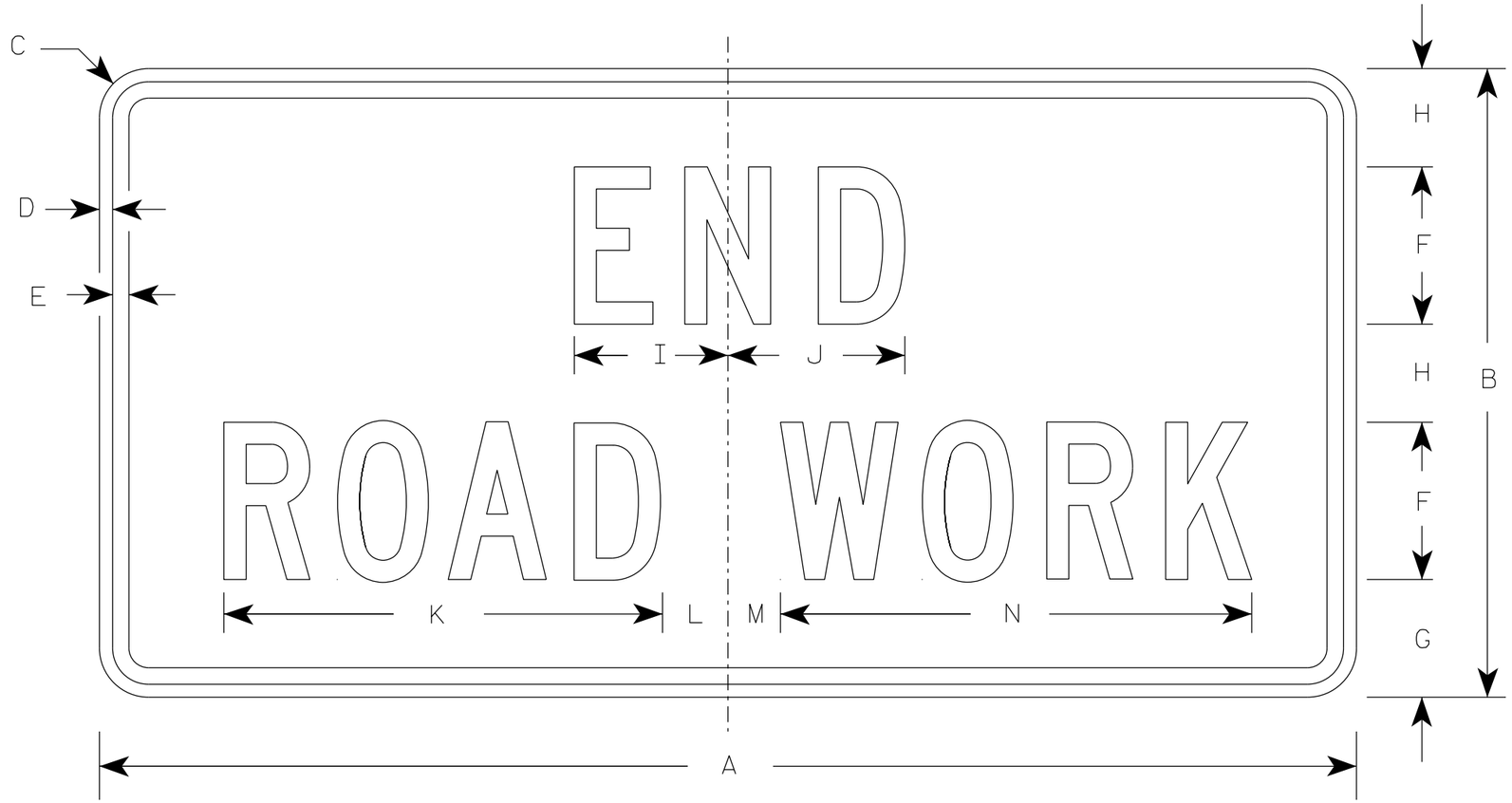
STANDARD SIGN
G20-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 198	E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

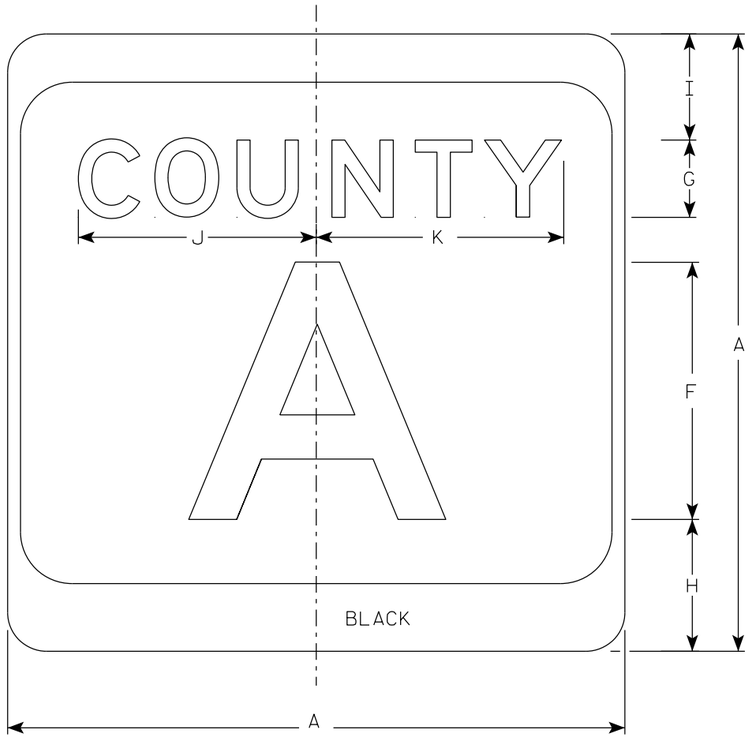
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

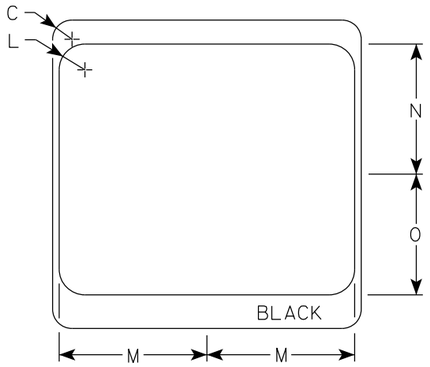
DATE 1/26/2023 PLATE NO. G20-2A.10

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\G202A.dgn PLOT DATE : 26-JAN 2023 8:27 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

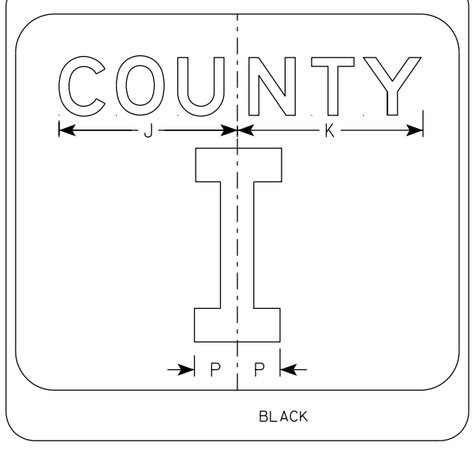


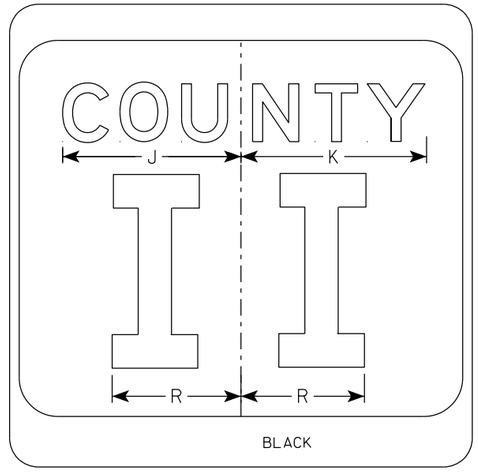
M1-5A



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
5. Substitute appropriate letters & optically center to achieve proper balance.





SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

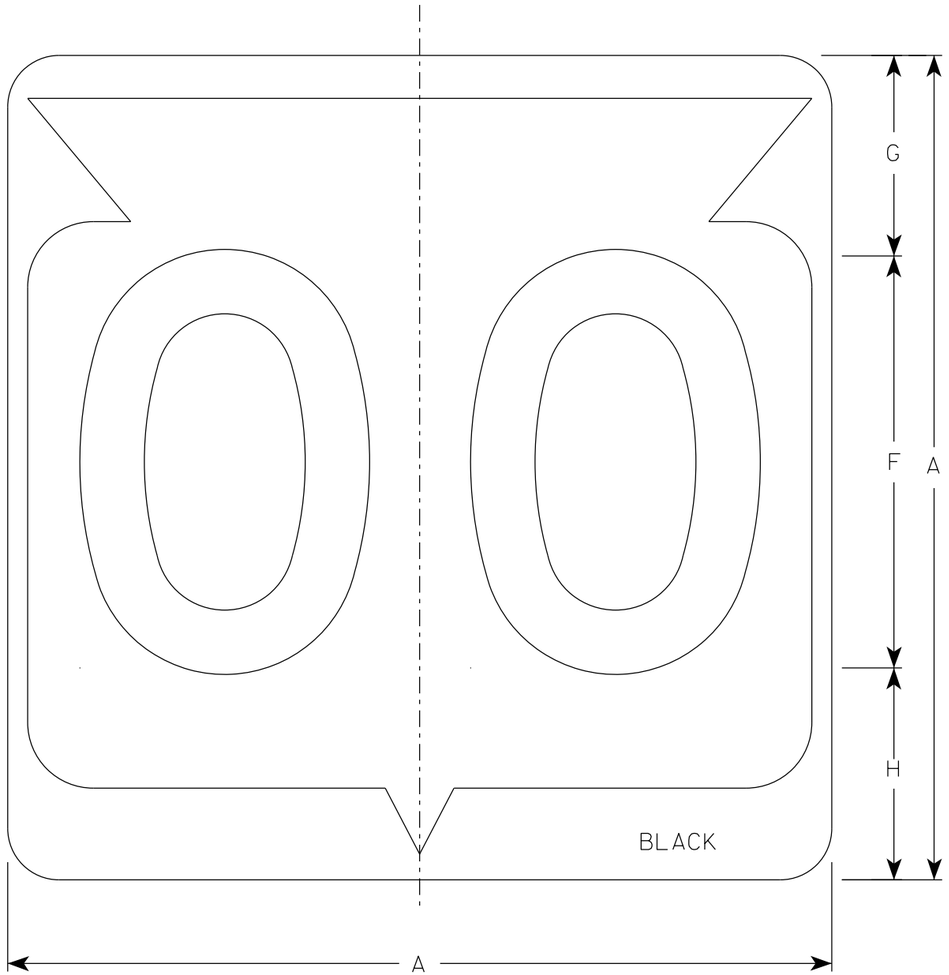
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

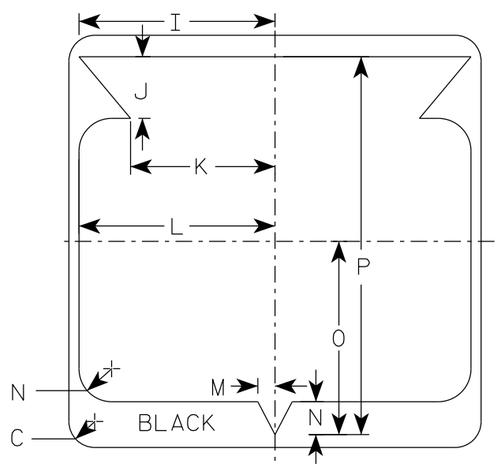
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M15A.dgn PLOT DATE : 8-NOV 2022 8:26 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7



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

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
2M	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

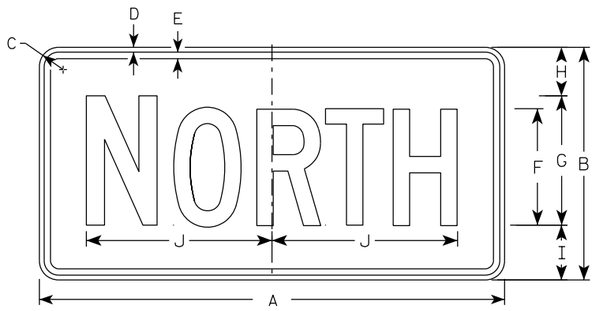
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

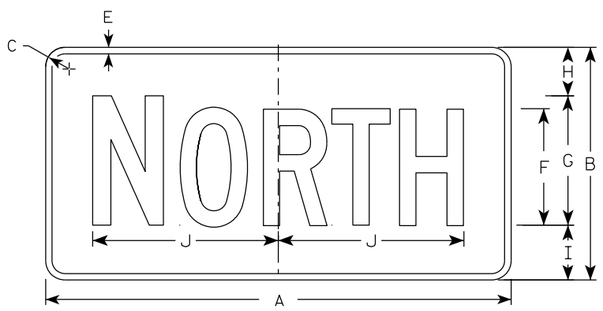
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

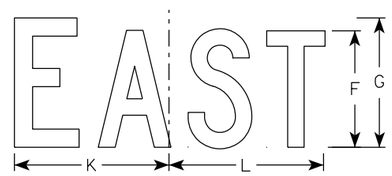
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 201	E



M3-1
MM3-1
MP3-1



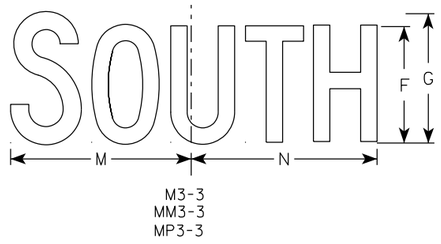
MB3-1
MK3-1
MN3-1



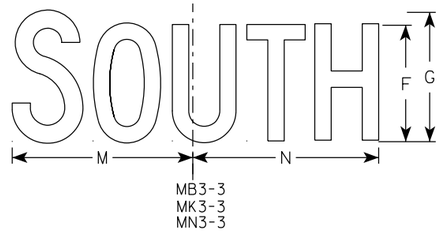
M3-2
MM3-2
MP3-2



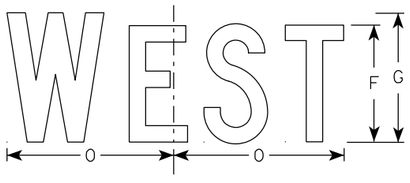
MB3-2
MK3-2
MN3-2



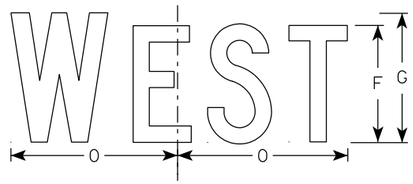
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

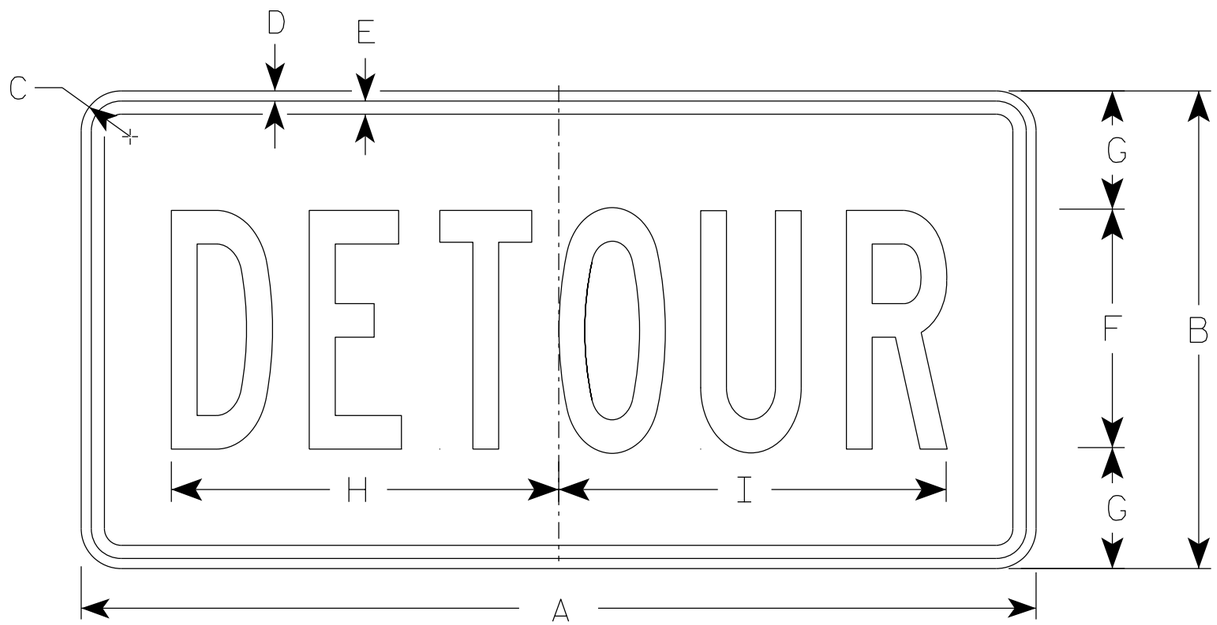
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 202 | E

NOTES

1. Sign is Type II - Type F Reflective
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.



M4-8

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 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

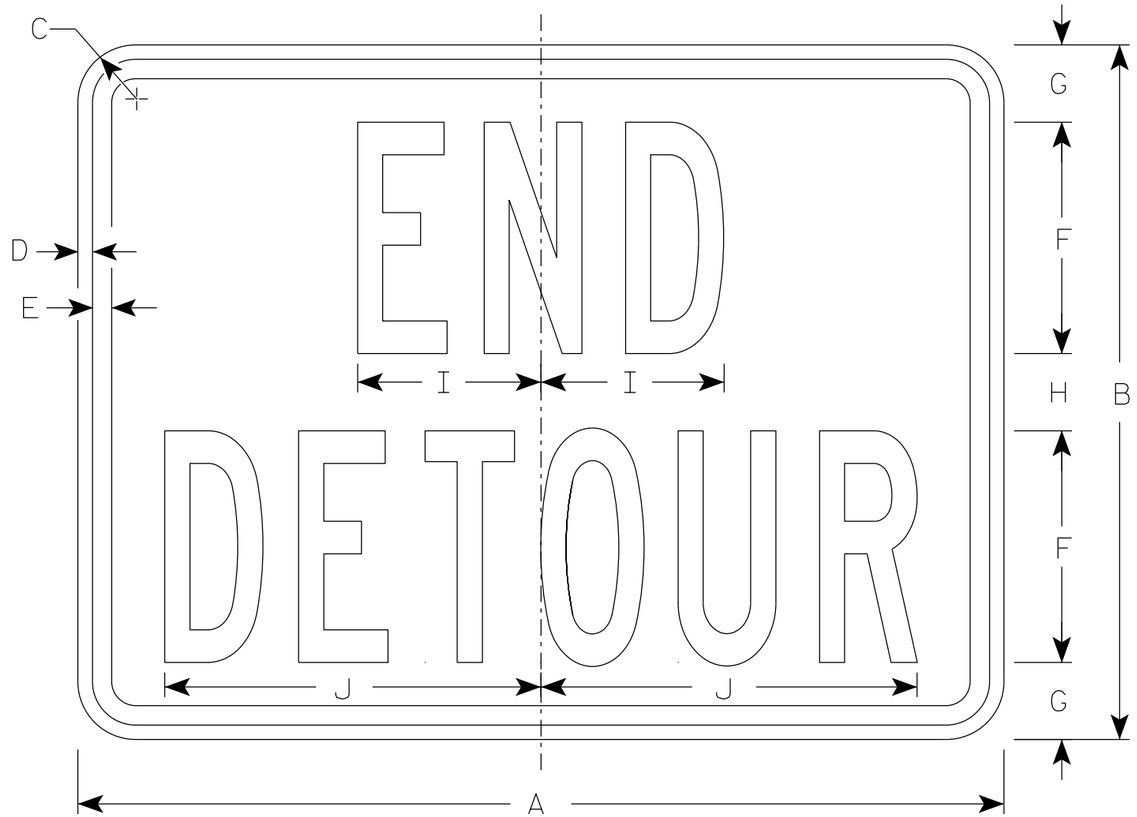
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
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 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

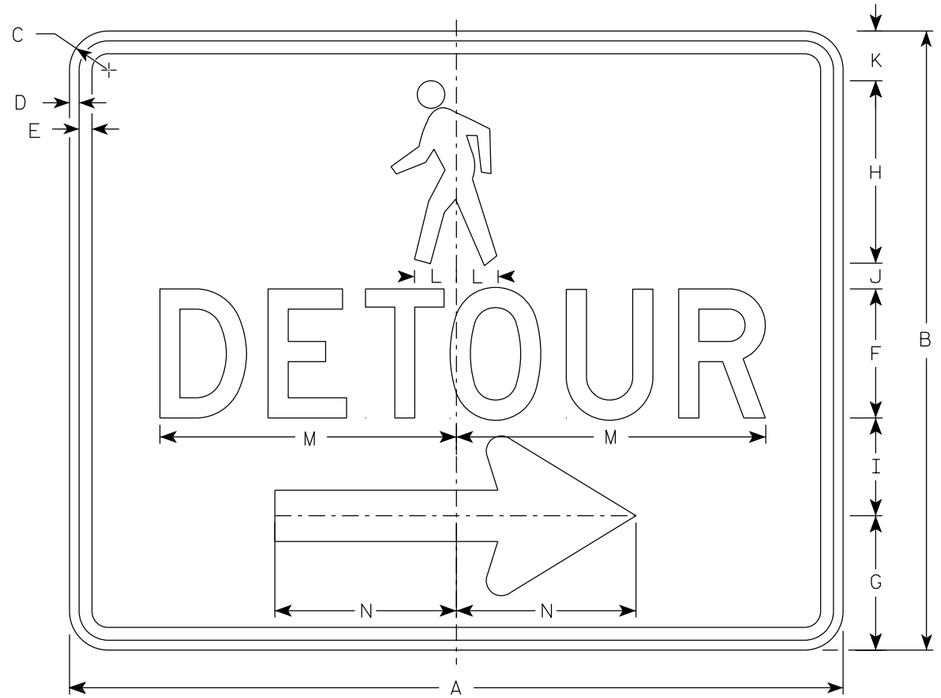
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

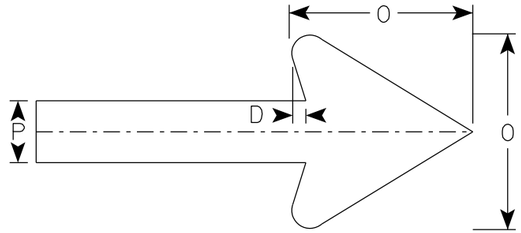
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 204 | E



M4-9BR

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	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											5.0
2M	30	24	1 1/2	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											5.0
3																											
4																											
5																											

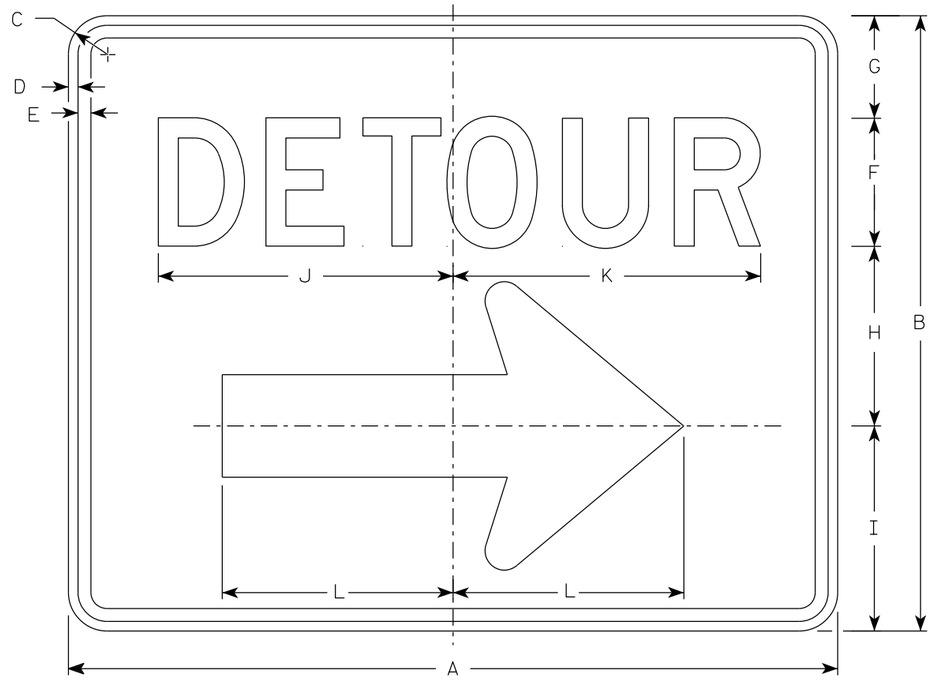
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

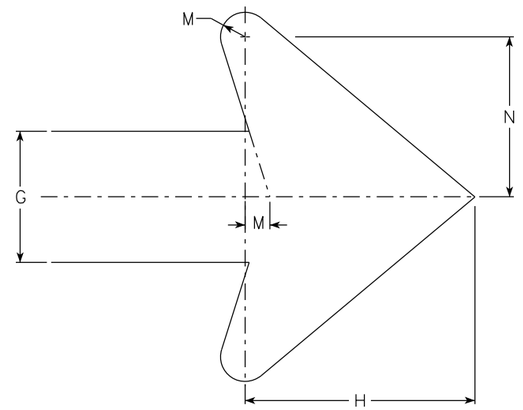
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E



M4-9R

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.
4. 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 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	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 7/8	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

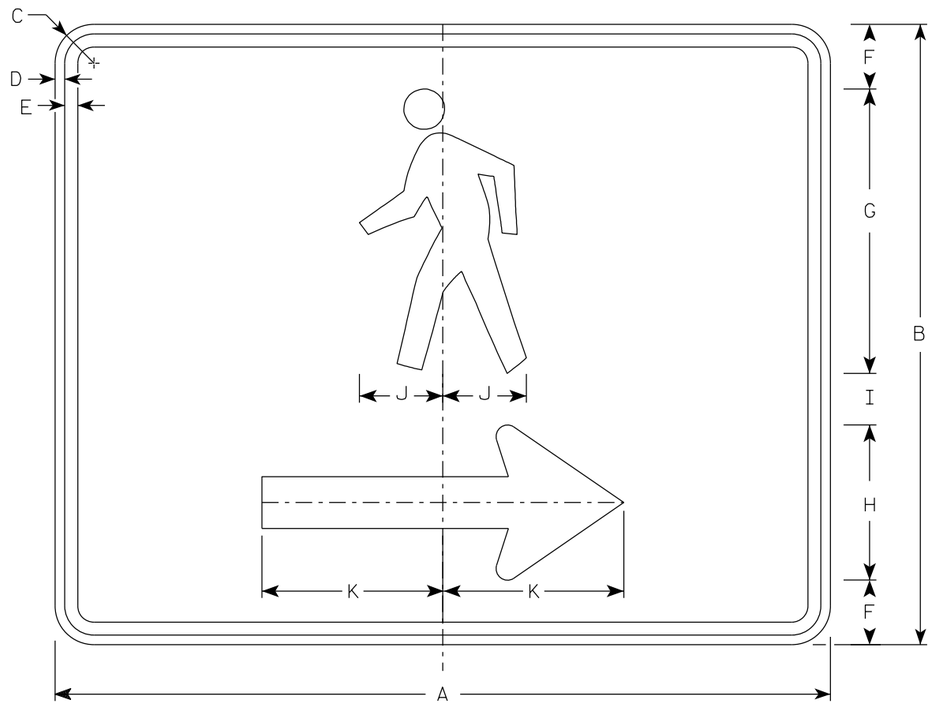
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

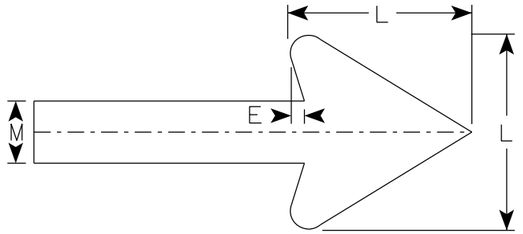
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



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 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

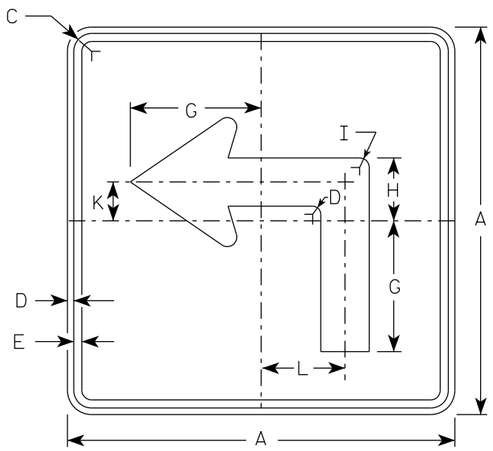
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

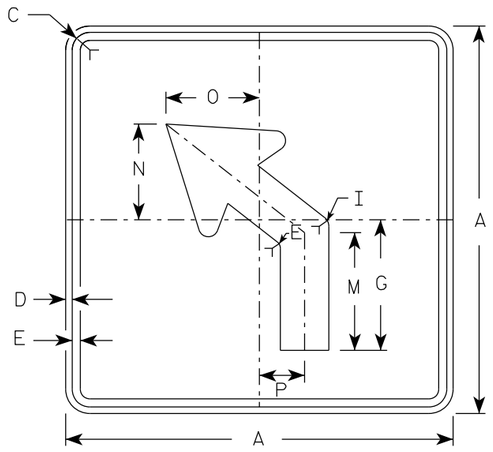
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

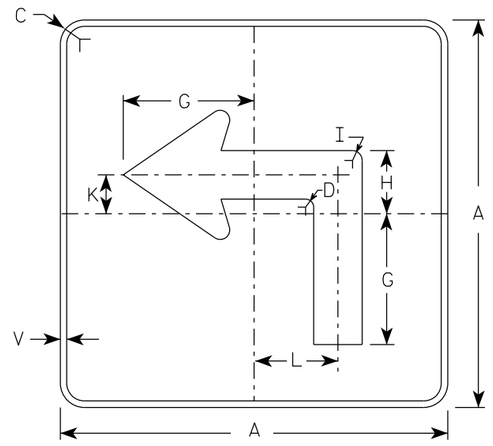
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 207 | E



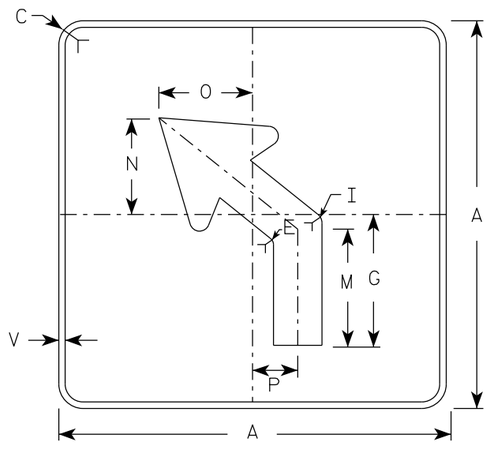
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

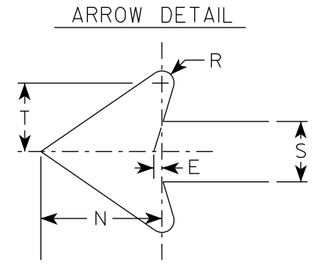


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   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.

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	21		1 1/2	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		1/2					3.06
2M	21		1 1/2	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		1/2					3.06
3	30		1 7/8	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		1/2					6.25
4	30		1 7/8	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		1/2					6.25
5	30		1 7/8	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		1/2					6.25

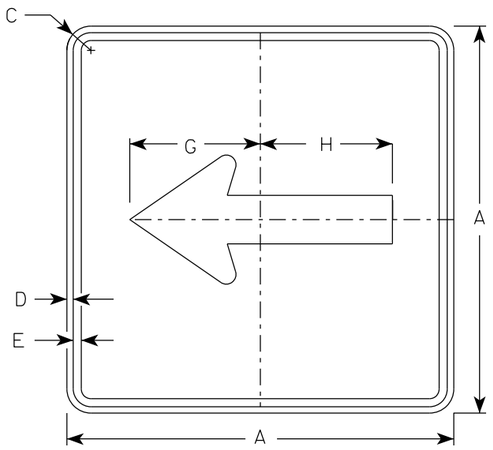
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

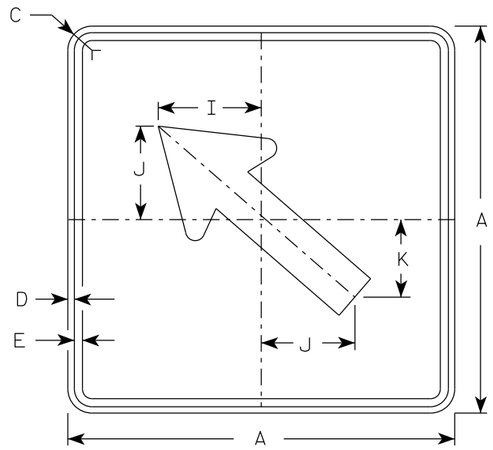
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

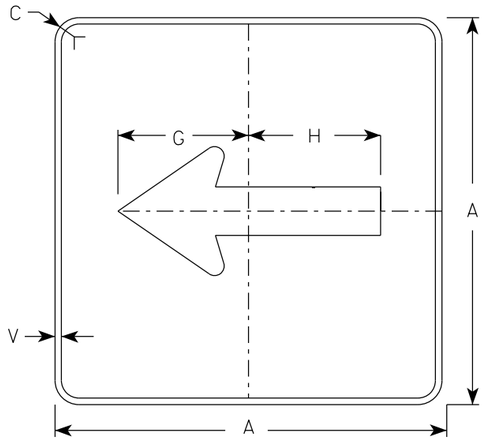
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 | E



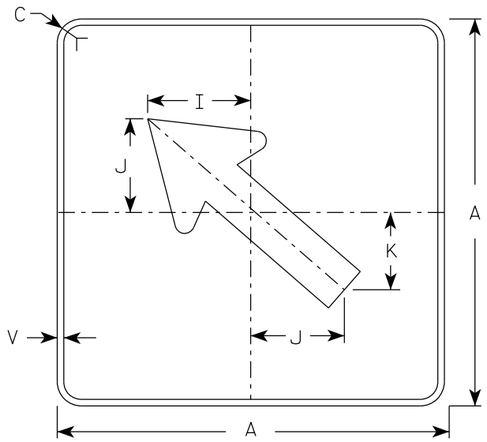
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

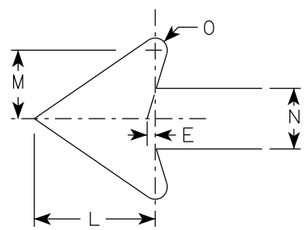


MB6-2
MK6-2
MN6-2
MR6-2

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. 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

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	21		1 1/2	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							1/2					3.06
2M	21		1 1/2	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							1/2					3.06
3	30		1 7/8	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							1/2					6.25
4	30		1 7/8	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							1/2					6.25
5	30		1 7/8	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							1/2					6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

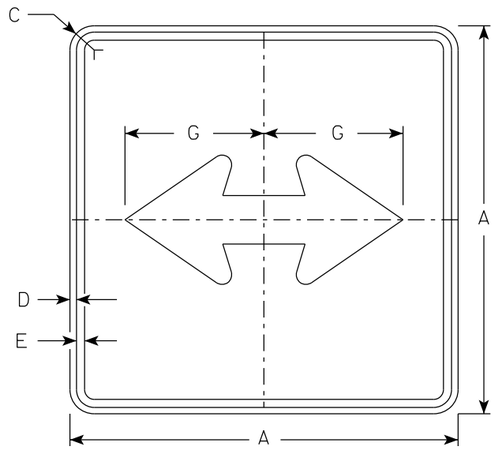
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

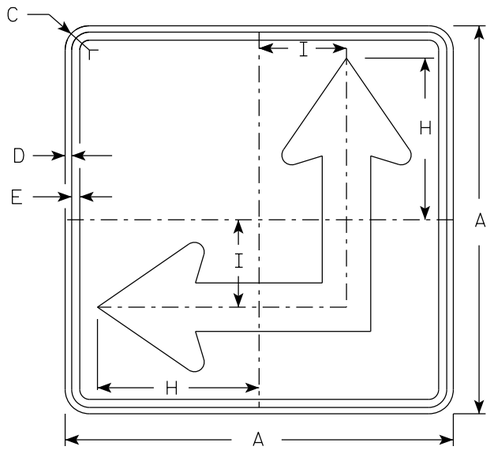
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 209 | E

7

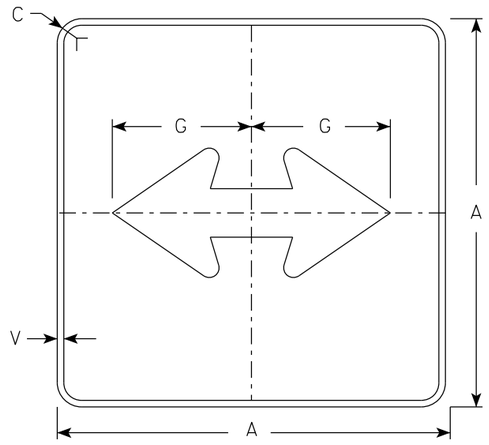
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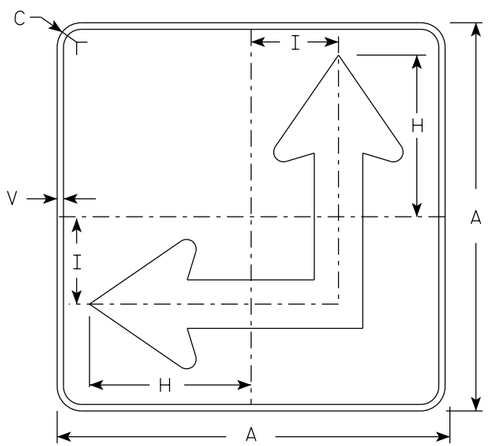
M6-4
MM6-4
MO6-4
MP6-4



M6-6
MM6-6
MO6-6
MP6-6



MB6-4
MK6-4
MN6-4
MR6-4

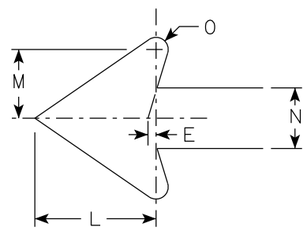


MB6-6
MK6-6
MN6-6
MR6-6

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. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.

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	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

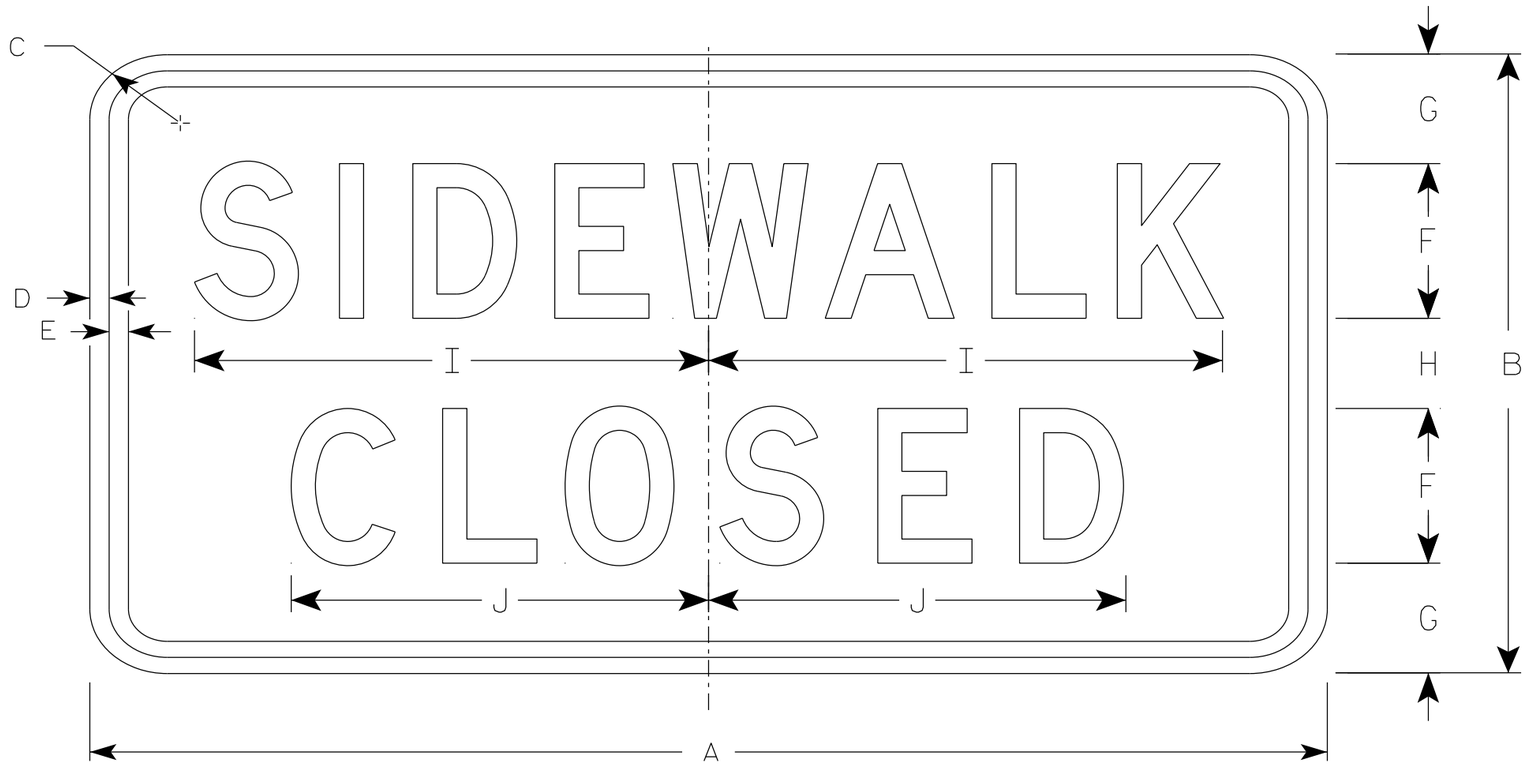
STANDARD SIGN
M6-4 & M6-6
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. 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 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

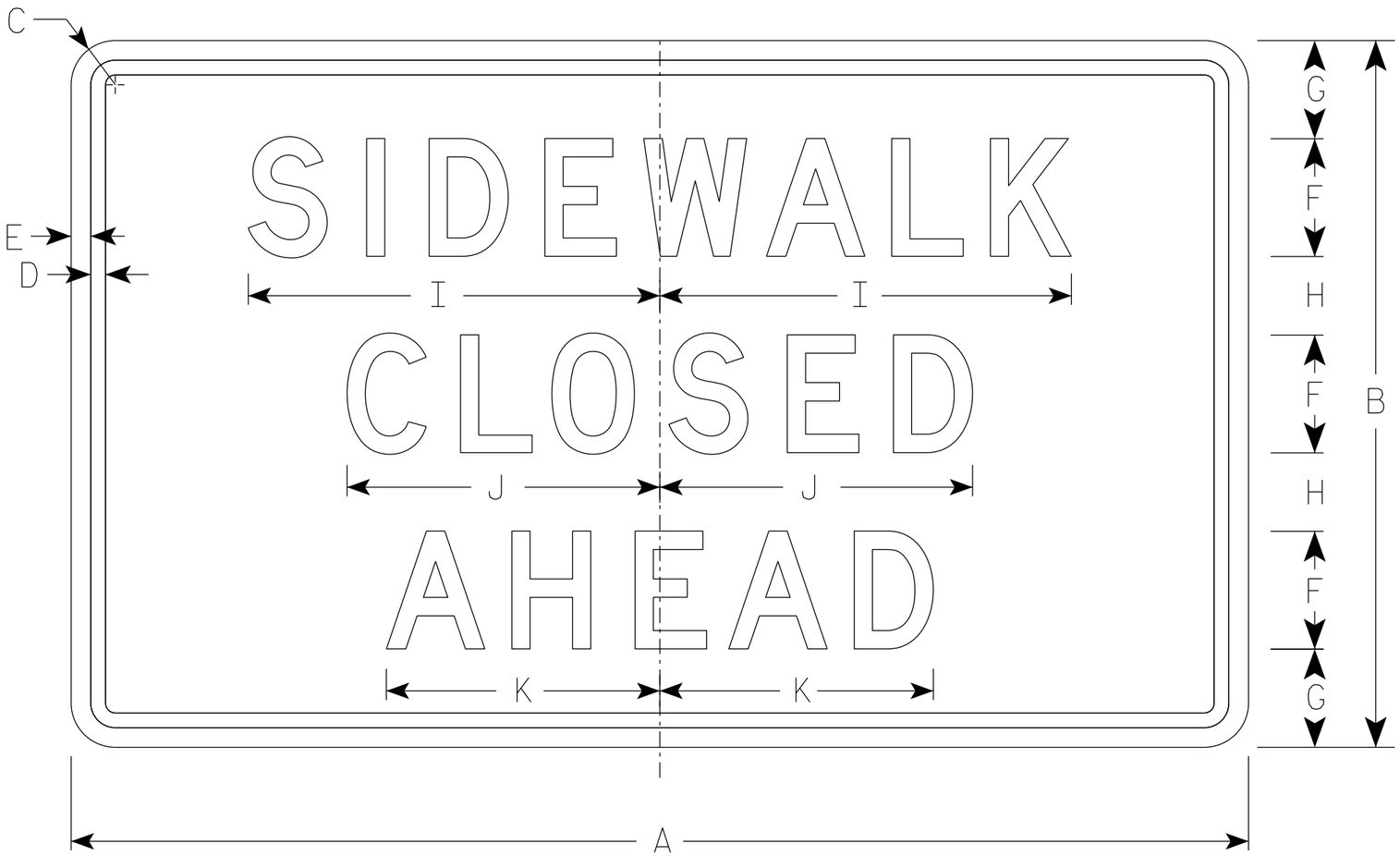
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 211 | E

NOTES

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



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 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

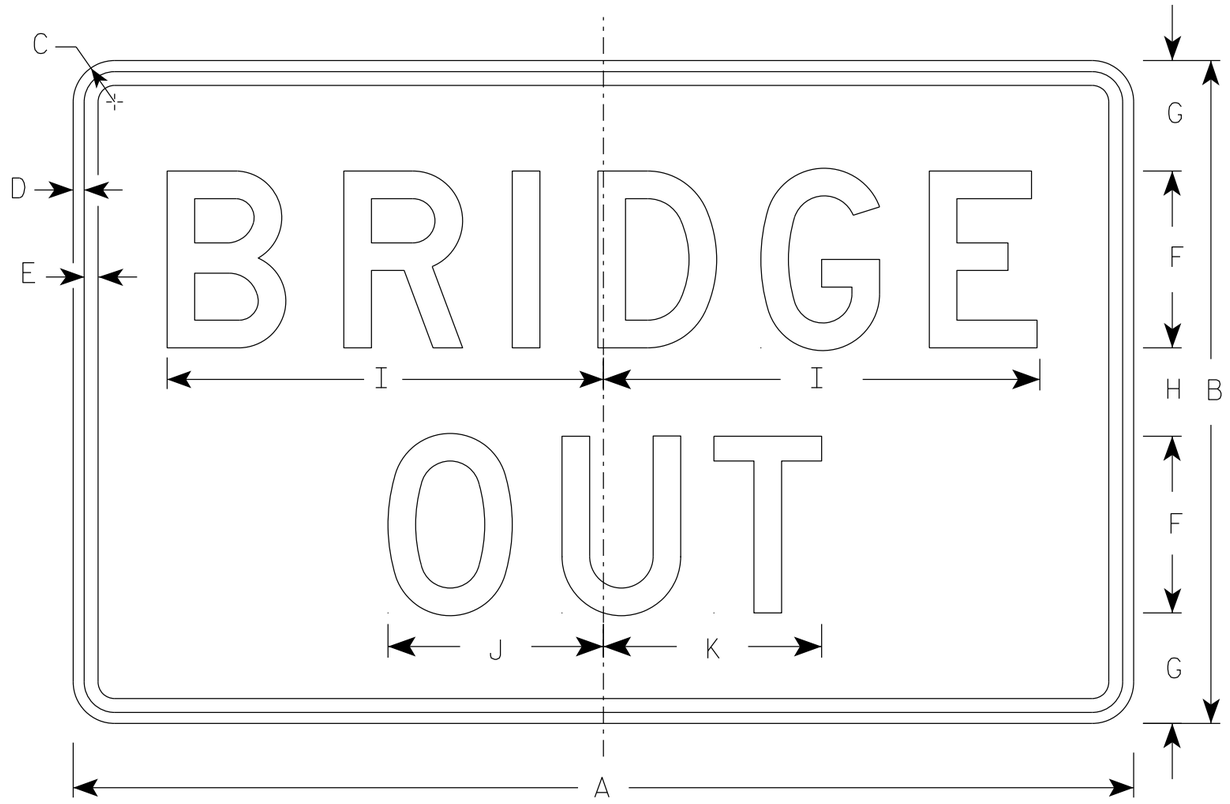
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 212 | E



R11-2B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	19 3/4	9 3/4	9 7/8																10.0

STANDARD SIGN
R11-2B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

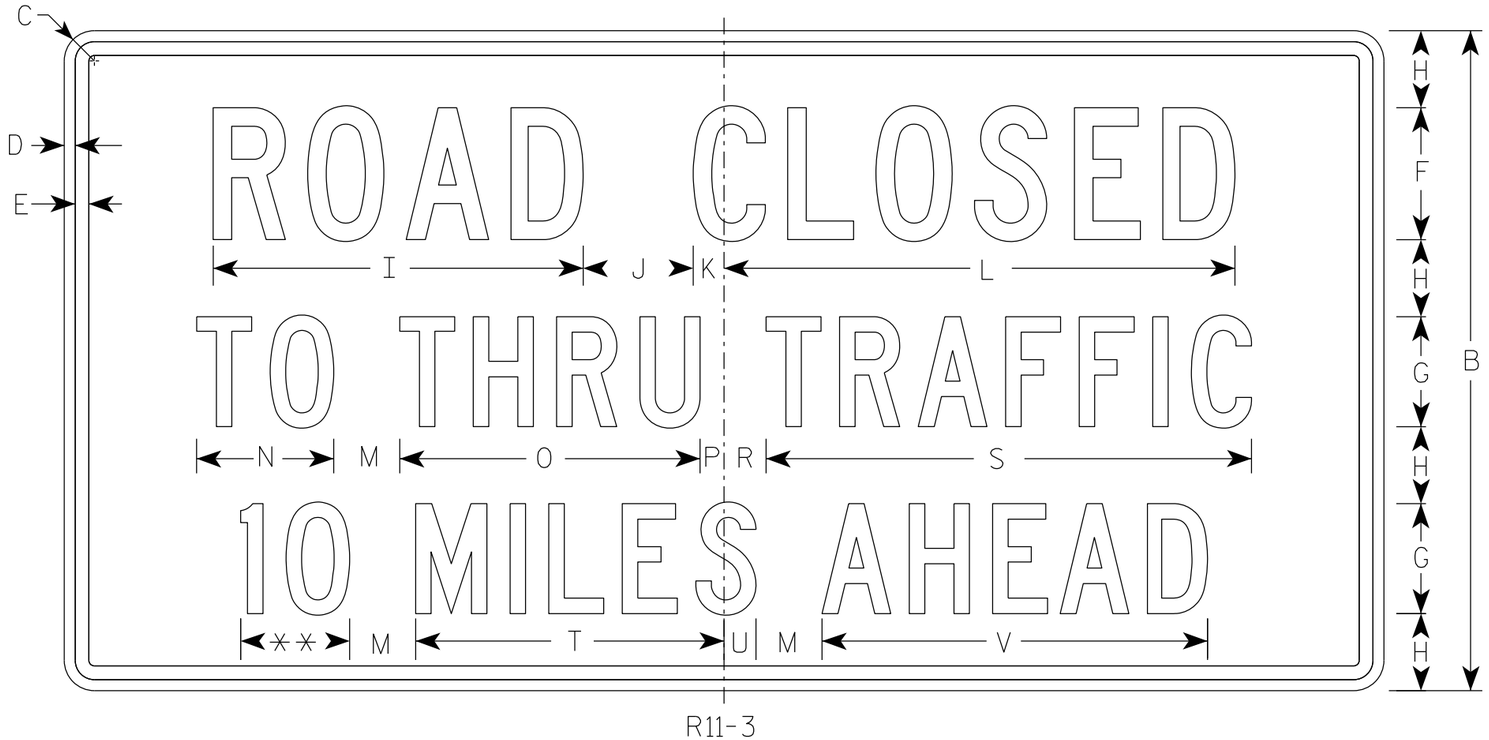
DATE 2/5/24 PLATE NO. R11-2B.3

PROJECT NO:

SHEET NO: 213 E

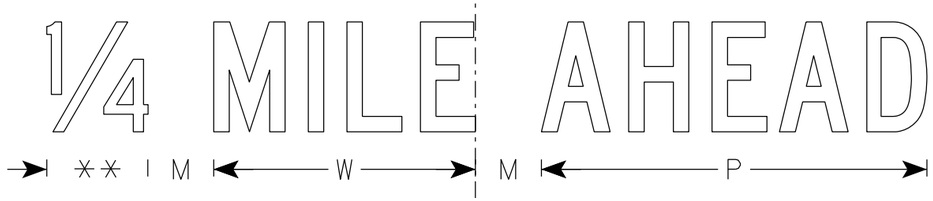
NOTES

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 1/2	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 7/8	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 7/8	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																											

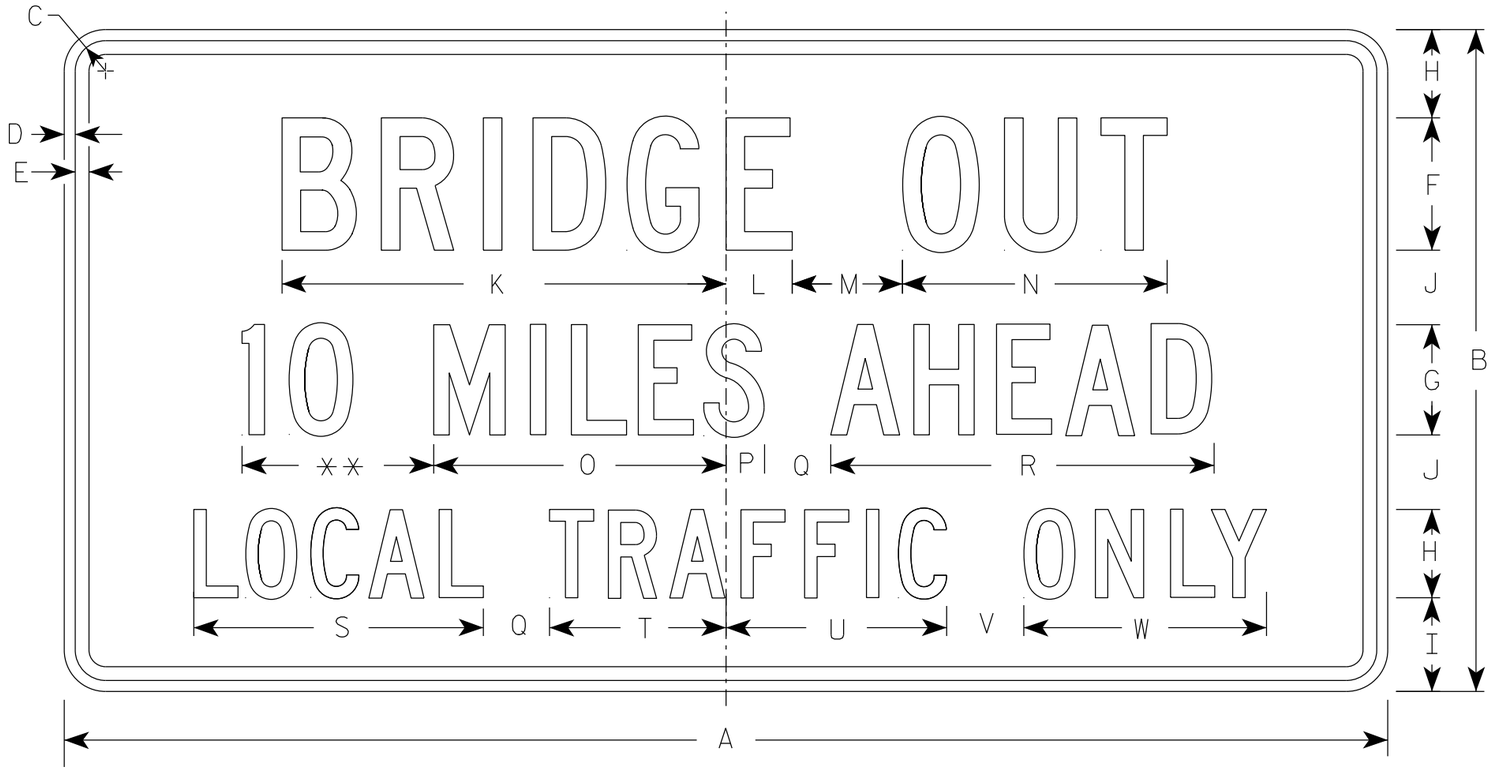
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

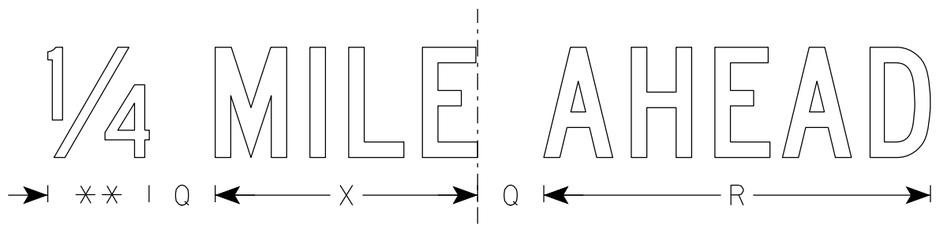
DATE 2/5/24 PLATE NO. R11-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 | E



R11-3B

** See Note 5



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	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 7/8	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 7/8	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

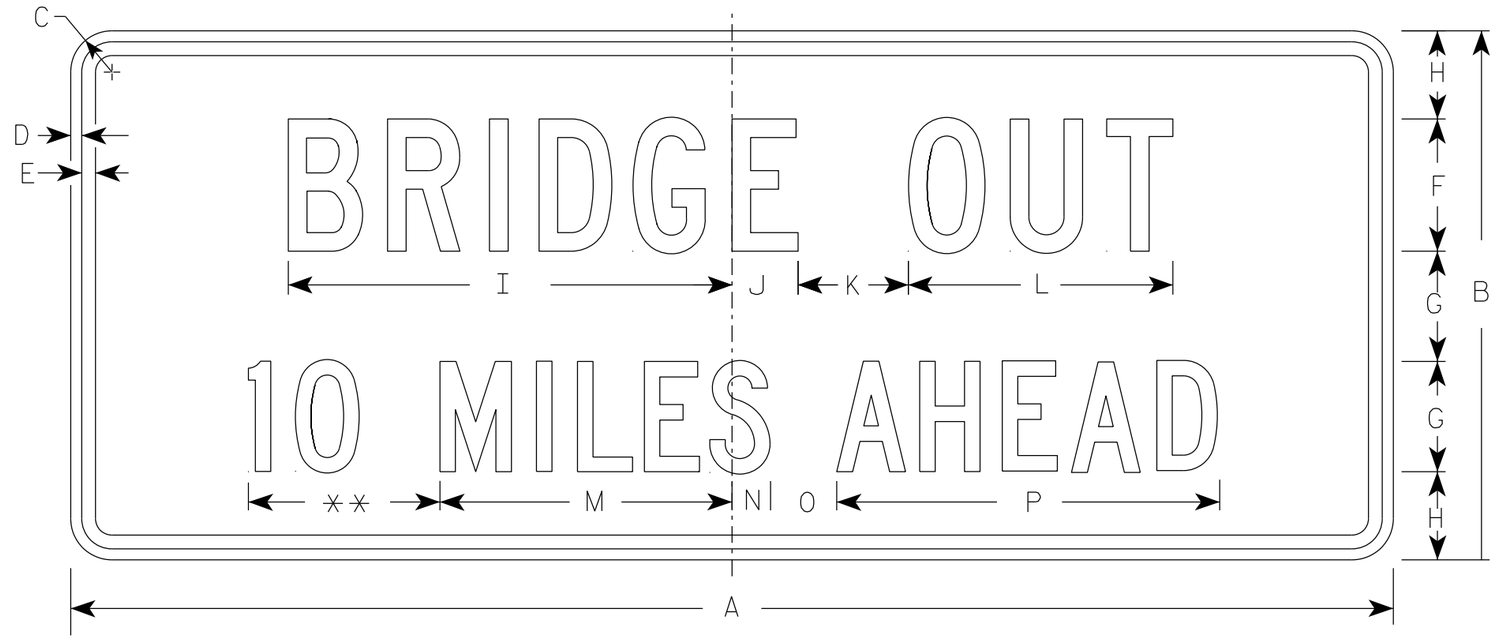
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3B.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 | E

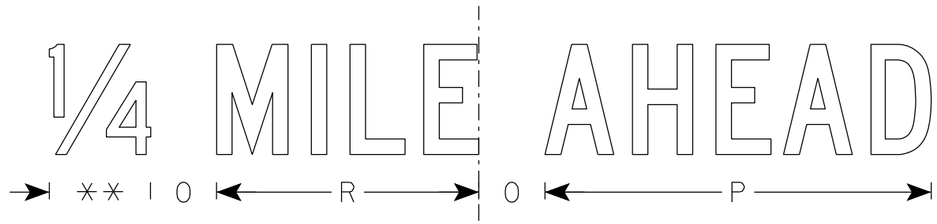
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3C

** 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	15	1 1/2	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 7/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

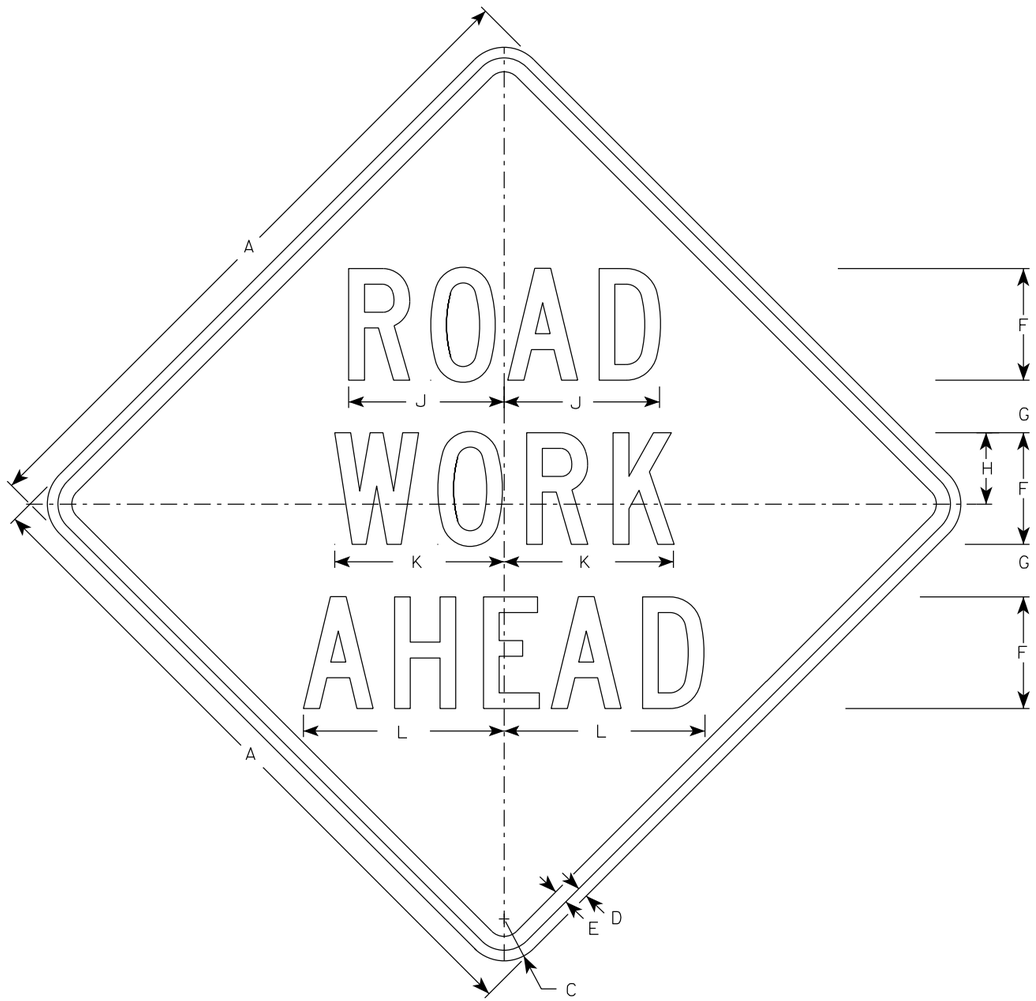
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

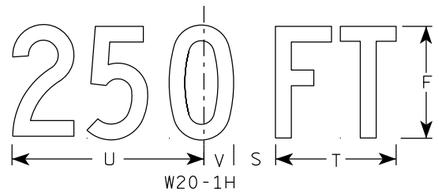
DATE 2/5/24 PLATE NO. R11-3C.4

PROJECT NO:

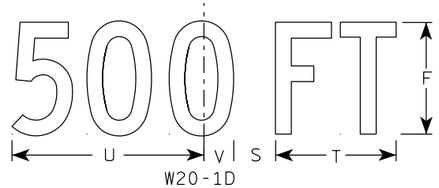
SHEET NO: 216 E



W20-1A



W20-1H



W20-1D



W20-1C



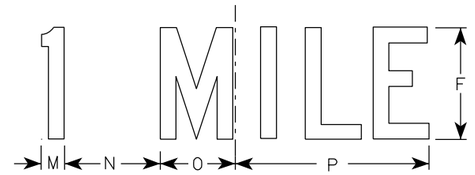
W20-1B

NOTES

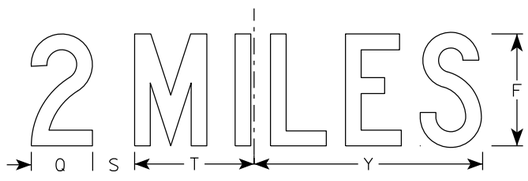
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

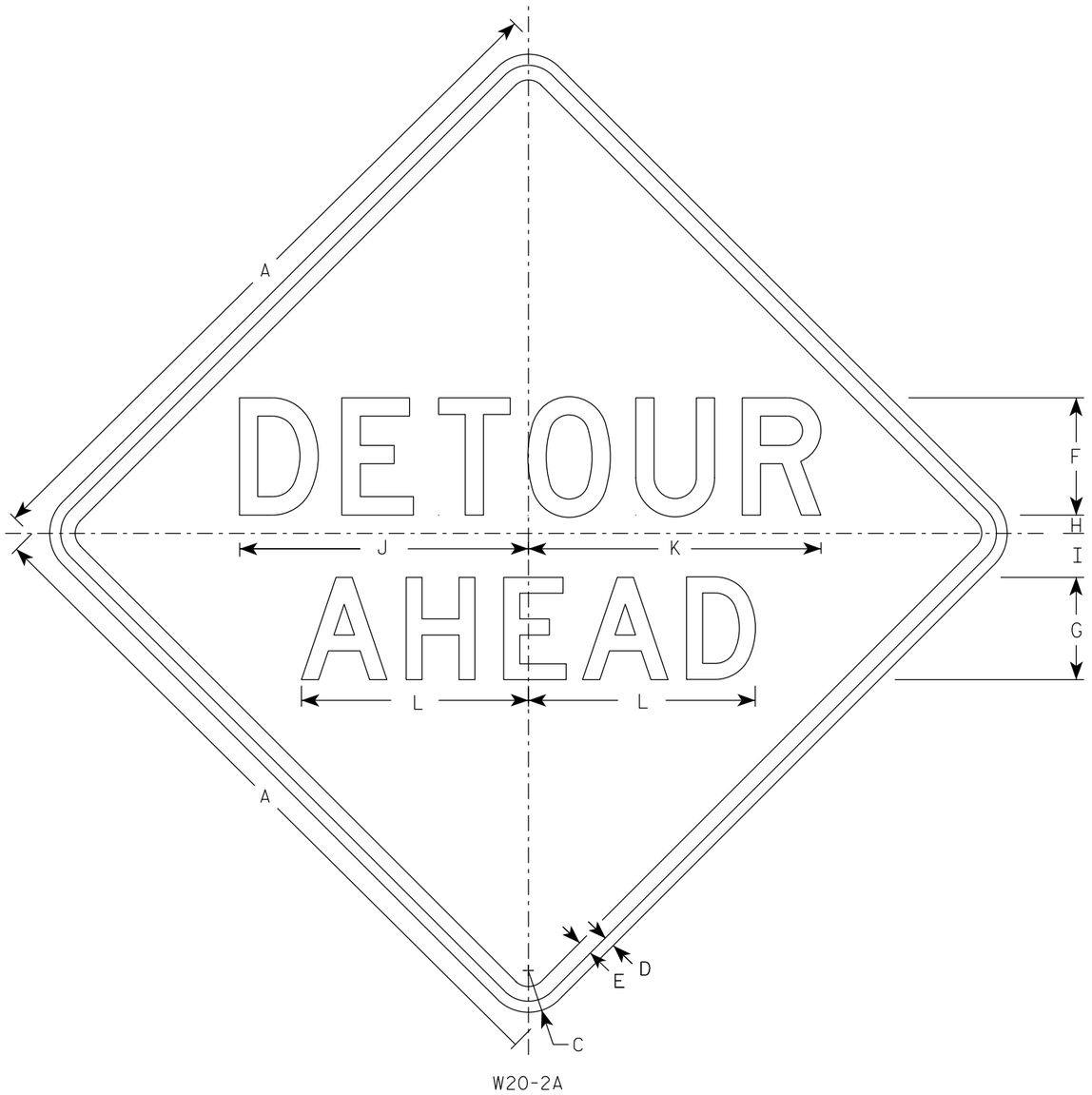
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

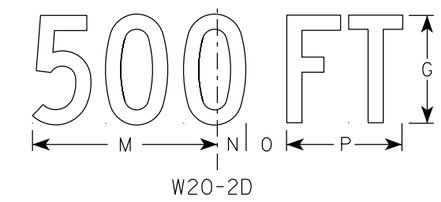
SHEET NO: 217 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

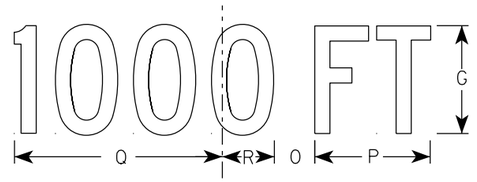
WISDOT/CADDS SHEET 42



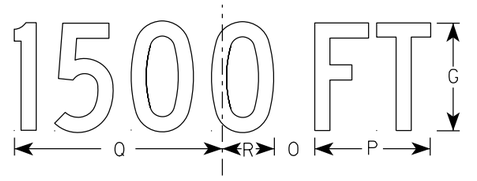
W20-2A



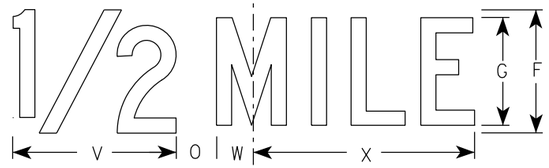
W20-2D



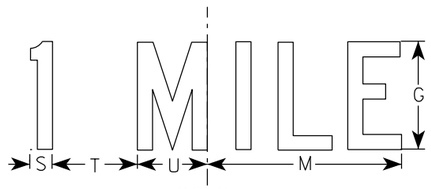
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
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		2 1/4	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		3	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		3	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		3	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		3	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		3	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 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER

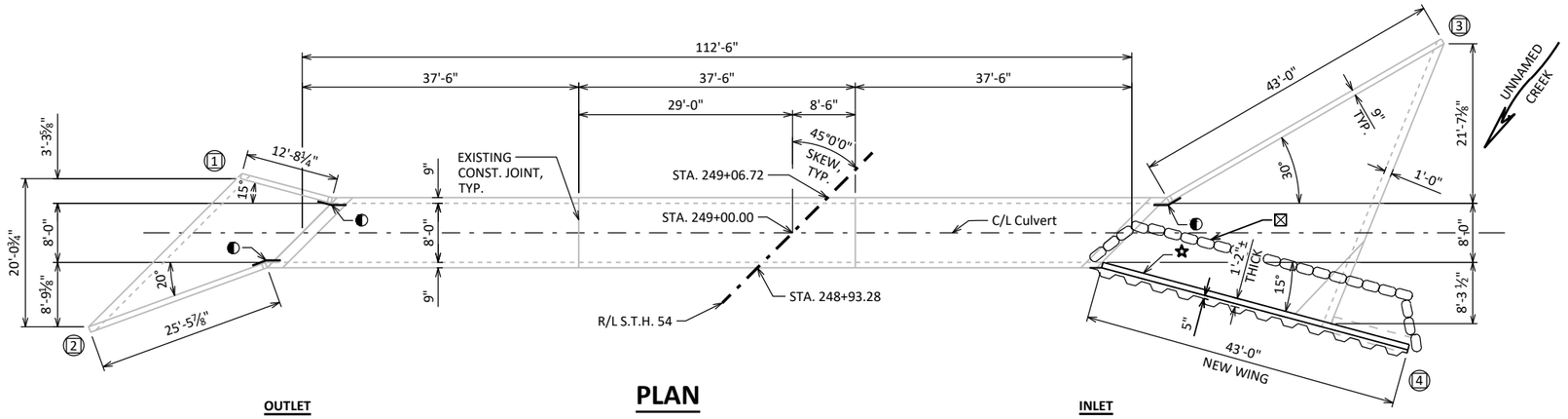
6230-16-71

INDICATES WING NUMBER

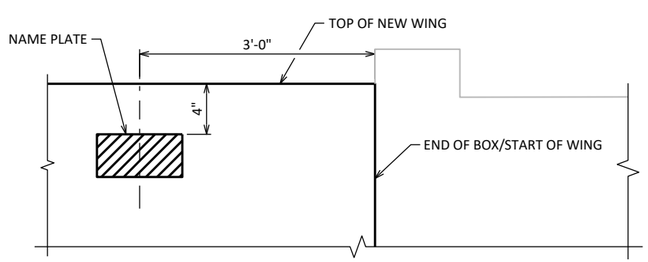
STRAP WINGS 1, 2, & 3. SEE "WING STRAPPING" SHEET FOR DETAILS.

NAME PLATE LOCATION (SEE "NAME PLATE DETAIL" ON THIS SHEET)

SANDBAGS OR OTHER TECHNIQUES TO DIVERT WATER FROM WING REPLACEMENT PAID FOR AS "COFFERDAMS C-44-53".



PLAN

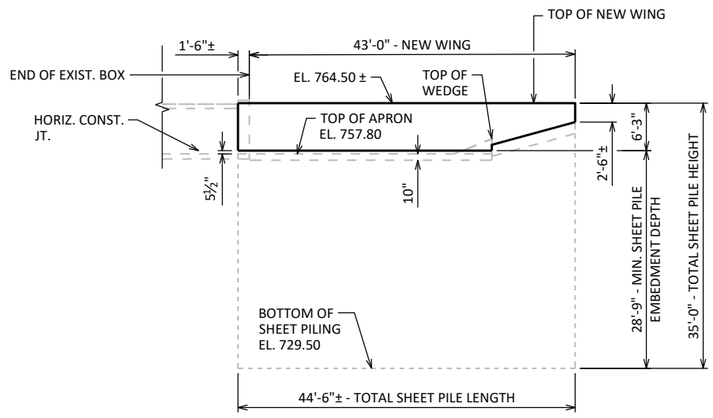


NAME PLATE DETAIL

WING 4
(LOOKING AT F.F. OF NEW WING)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0220	REMOVING STRUCTURE C-44-53	EACH	1
206.5001	COFFERDAM C-44-53	EACH	1
504.0100	CONCRETE MASONRY CULVERTS	CY	16
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	340
506.3008	WELDED STUD SHEAR CONNECTORS 5/8 X 5-INCH	EACH	52
512.0500	PILING STEEL SHEET PERMANENT DELIVERED	SF	1,555
512.0600	PILING STEEL SHEET PERMANENT DRIVEN	SF	1,555
SPV.0060	STRAPPING C-44-53	EACH	3
SPV.0060	TEMPORARY SHORING SPECIAL C-44-53	EACH	4
	NON-BID ITEMS		
	PREFORMED FILLER	Size	3/4". 1"



WING 4 ELEVATION VIEW

LOOKING NORTH

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.

WING 4 TO BE REPLACED WITH SHEET PILE WINGWALL WITH CAST-IN-PLACE CONCRETE FACING.

EXISTING STRUCTURE DIMENSIONS AND STATIONING SHOWN ARE BASED UPON EXISTING 1984 STRUCTURE PLANS.

TEMPORARY RESTRAINT OF THE TOP EDGE OF THE PERMANENT SHEET PILING IS REQUIRED UNTIL THE C.I.P. FACING BETWEEN THE EDGE OF THE APRON AND THE FRONT FACE OF THE STEEL SHEET PILING HAS CURED. PROVIDE TEMPORARY RESTRAINTS CAPABLE OF RESISTING A FACTORED LOAD OF 47 KIPS PLACED AT THE LOCATIONS SHOWN ON THE ELEVATION VIEW OF "SHEET PILING & CONCRETE FACING DETAILS" SHEET, AS WELL AS MEANS OF SPREADING THE RESTRAINT LOAD ALONG ITS TRIBUTARY WIDTH. DESIGN AND INSTALLATION OF TEMPORARY RESTRAINTS, INCLUDING ADDITIONAL SHEET PILING LENGTH IF NECESSARY, IS INCLUDED IN THE ITEM "TEMPORARY SHORING SPECIAL C-44-53".

DESIGN DATA

MATERIAL PROPERTIES:

CONCRETE MASONRY: ——— f'_c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT:
GRADE ——— f_y = 60,000 P.S.I.
STEEL SHEET PILING (ASTM A572) ——— f_y = 50,000 P.S.I.
MIN. REQ'D. SECTION MODULUS = 30.2 IN^3/FT

TRAFFIC DATA

STH 54
ADT = 3300 (2025)
R.D.S. = 55 MPH

LIST OF DRAWINGS

1. WING REPLACEMENT & REPAIRS
2. WING 4 REMOVAL DETAILS
3. WING 4 SHEET PILING & CONCRETE FACING DETAILS
4. WING STRAPPING

STRUCTURE DESIGN CONTACTS:
ENGELS VARGAS 608-267-7111
DOMINIQUE BECHLE 608-261-8205

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED DMB 02/01/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-44-53

STH 54 OVER UNNAMED CREEK

COUNTY	TOWN
OUTAGAMIE	LIBERTY

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
EJV	MJK	EJV	MJK

WING REPLACEMENT & REPAIRS

SHEET 1 OF 4
219

SCALE = 20

I.D. 6230-16-00B

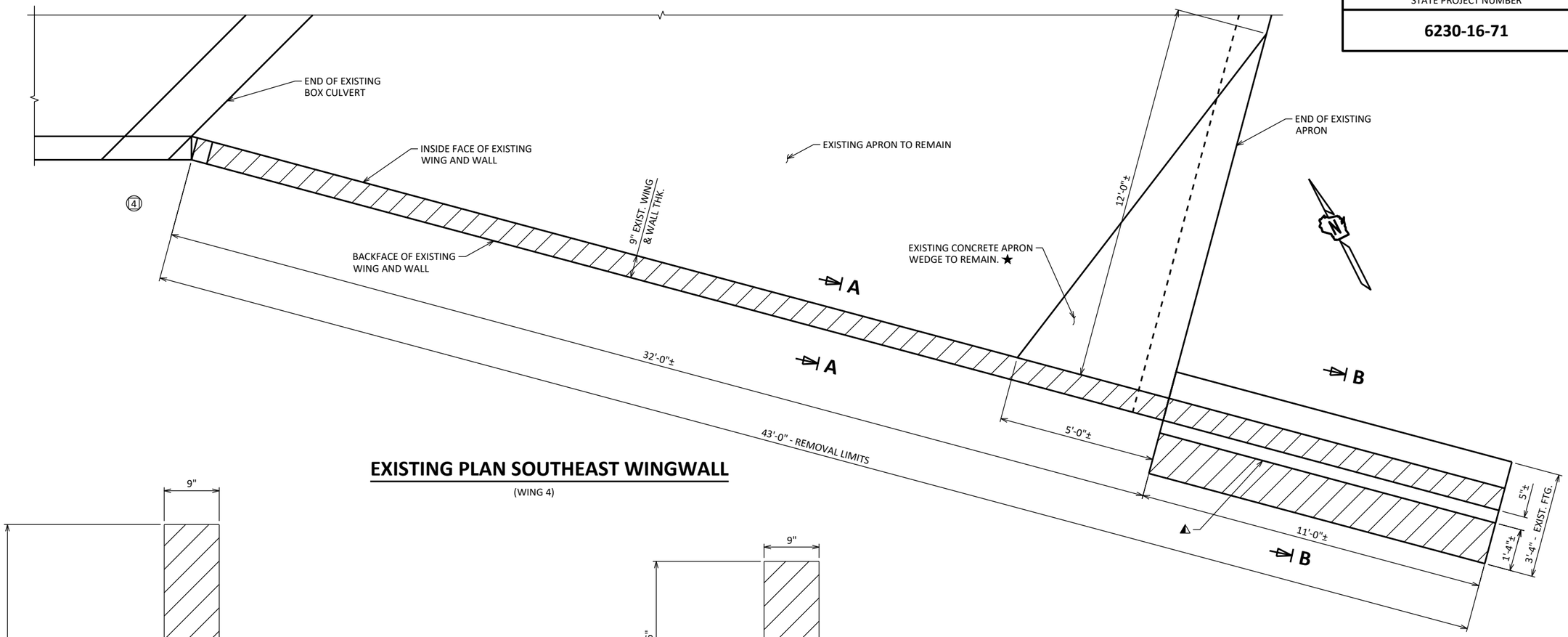
DATE: MARCH 2023

8

8

STATE PROJECT NUMBER

6230-16-71



EXISTING PLAN SOUTHEAST WINGWALL

(WING 4)

SECTION A-A WING REMOVAL

SECTION B-B WALL REMOVAL

LEGEND

- INDICATES REMOVAL LIMIT.
- ◭ INDICATES REMOVAL LINE. CONCRETE REMOVAL SHALL BE DEFINED BY A ½" DEEP SAWCUT.
- ★ EXERCISE CAUTION DURING WING REMOVAL OPERATIONS TO PREVENT DAMAGE TO THE EXISTING CONCRETE APRON WEDGE.
- ⓝ INDICATES WING NUMBER.
- ◐ REMOVE ALL FAILED PORTIONS OF THE EXISTING WING THAT ARE PRESENT IN THE EXISTING APRON.

REMOVAL WORK SHALL BE INCLUDED IN THE BID ITEM, "REMOVING STRUCTURE C-44-53".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-44-53

DRAWN BY EJV | PLANS CK'D MJK

WING 4 REMOVAL DETAILS

SHEET 2
220

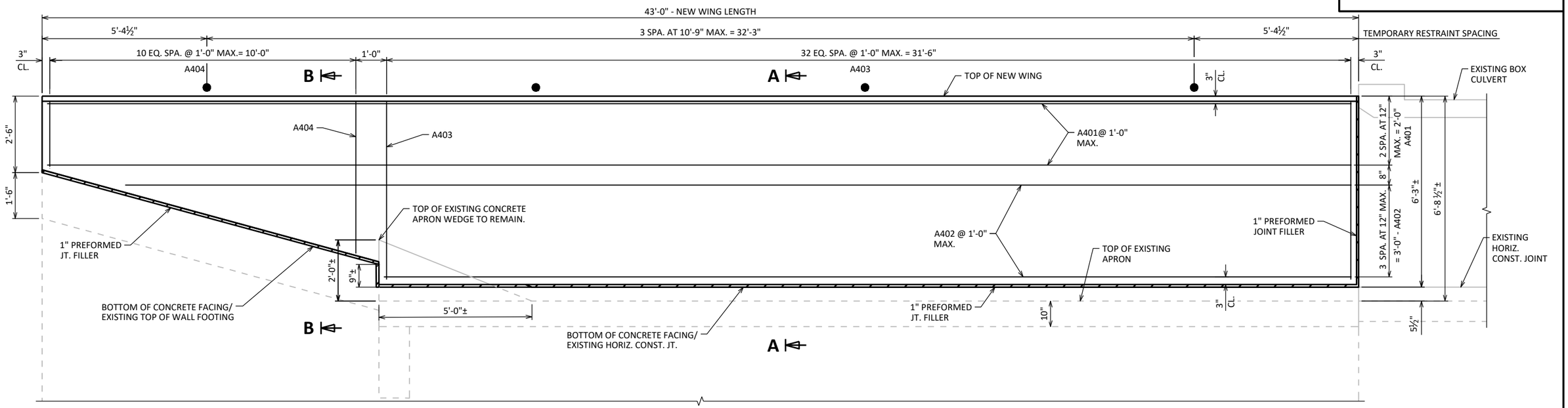
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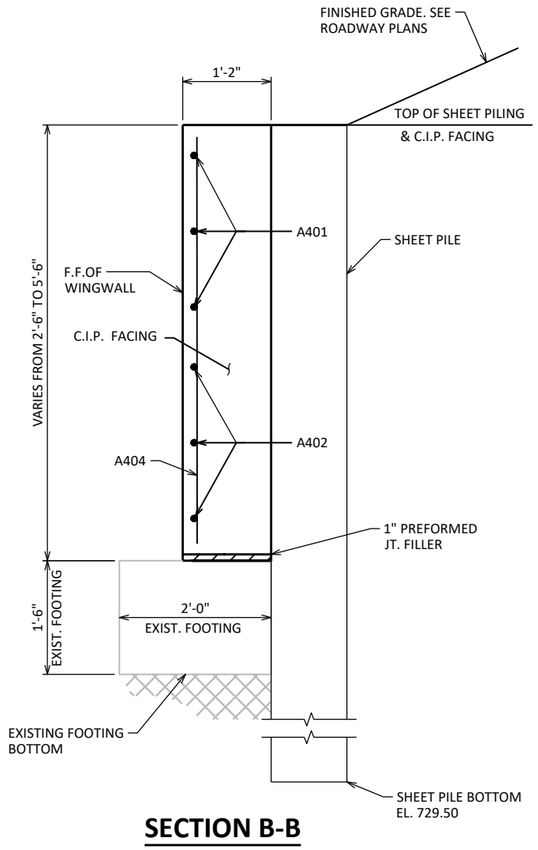
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STATE PROJECT NUMBER

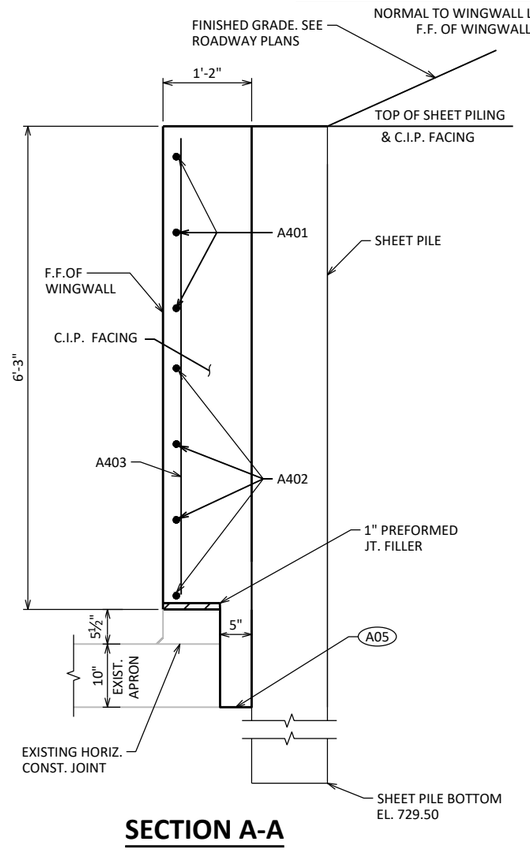
6230-16-71



CONCRETE FACING ELEVATION



SECTION B-B



SECTION A-A

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

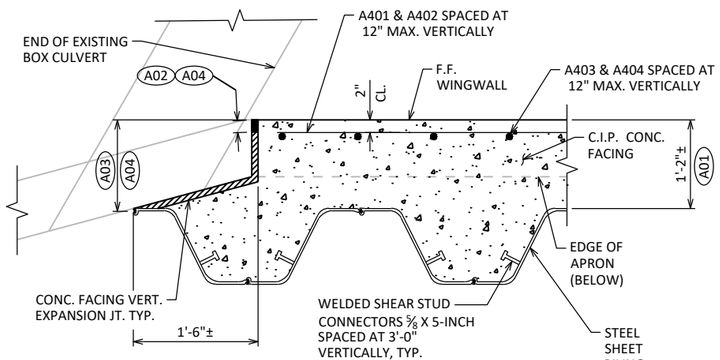
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
A401	X	3	42'-8"			WING HORIZONTAL
A402	X	4	36'-3"		⚠	WING HORIZONTAL
A403	X	33	5'-10"			WING VERTICAL
A404	X	11	3'-8"		⚠	WING VERTICAL

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE 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
A402	1 SERIES OF 4	31'-7" TO 40'-0"
A404	1 SERIES OF 11	2'-2" TO 5'-1"

BUNDLE AND TAG EACH SERIES SEPARATELY.



CONCRETE FACING PLAN DETAIL

LEGEND

- (A01) VARY THICKNESS OF CONCRETE FACING AS NECESSARY TO CONSTRUCT FACING PLUMB.
- (A02) SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)
- (A03) ¾" PREFORMED JOINT FILLER (DEPTH OF PANEL MINUS 1")
- (A04) FROM TOP OF SHEET PILING TO BOTTOM OF C.I.P. FACING.
- (A05) ENSURE COMPLETE CONTACT BETWEEN EDGE OF EXISTING APRON AND FRONT FACE OF STEEL SHEET PILING , AS APPROVED BY THE ENGINEER (INCIDENTAL TO "CONCRETE MASONRY CULVERTS")
- F.F FRONT FACE
- C.I.P CAST IN PLACE
- ● TEMPORARY RESTRAINT OF THE PERMANENT SHEET PILING. WORK PREFORMED UNDER " TEMPORARY SHORING SPECIAL C-44-53". SEE SHEET 1 GENERAL NOTES FOR ADDITIONAL INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-44-53

DRAWN BY EJV | PLANS CK'D MJK

WING 4 SHEET PILING & CONCRETE FACING DETAILS

SHEET 3
221

SCALE =

8

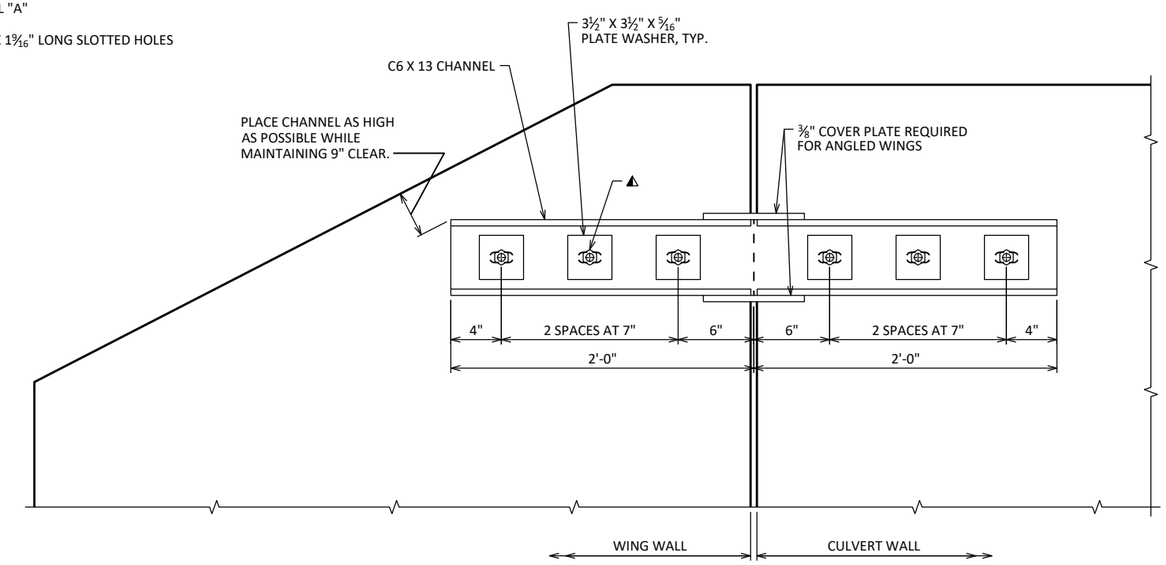
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STATE PROJECT NUMBER

6230-16-71

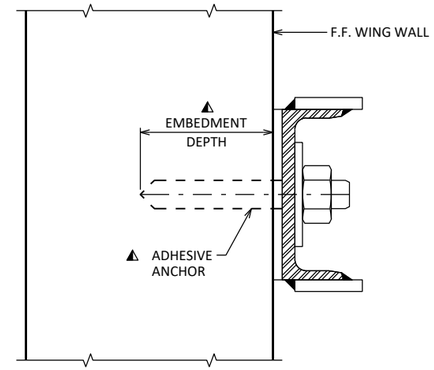
⚠ ADHESIVE ANCHORS ⅝ - INCH.
EMBED 5" IN CONCRETE.
SEE DETAIL "A"

USE 1 1/16" X 1 3/16" LONG SLOTTED HOLES



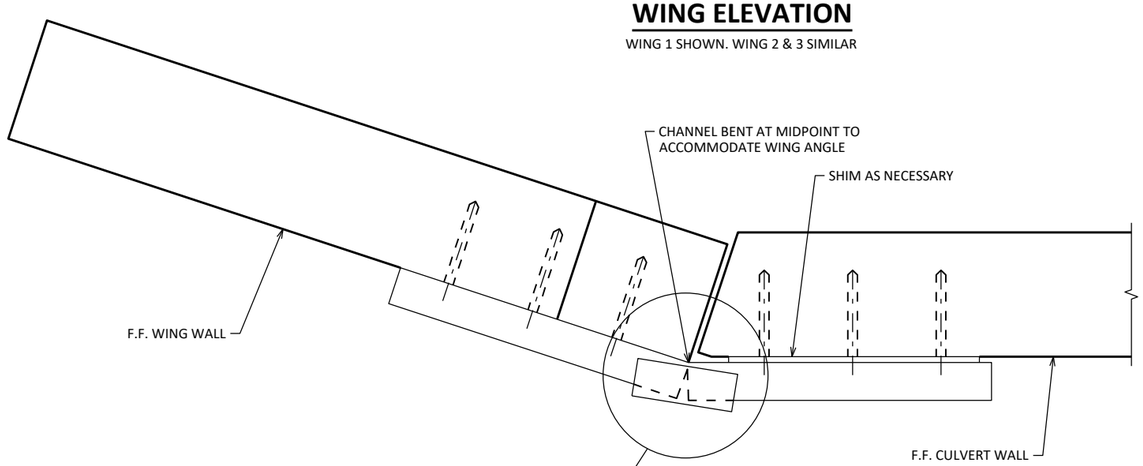
WING ELEVATION

WING 1 SHOWN. WING 2 & 3 SIMILAR



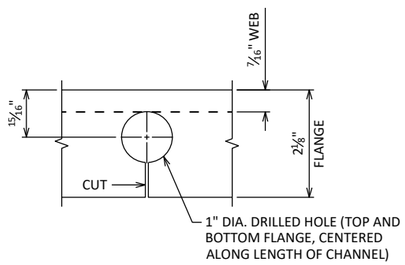
DETAIL A

SECTION THRU CHANNEL



PLAN

WING 1 SHOWN. WING 2 & 3 SIMILAR



CHANNEL NOTCH DETAIL

NOTES

BID ITEM SHALL BE "STRAPPING C-44-53" WHICH INCLUDES ALL ITEMS SHOWN.

WING WALL ANGLES, REQUIRED SHIMS, ANCHOR LOCATIONS, AND WELD CLEARANCES SHALL BE FIELD VERIFIED BY THE CONTRACTOR PRIOR TO FABRICATING WING WALL STRAPS.

ALL PROVIDED STEEL MATERIAL SHALL CONFORM TO ASTM A36.

ALL STRUCTURAL STEEL SHOWN SHALL BE GALVANIZED. THREADED RODS, MASONRY ANCHORS, NUTS AND WASHERS SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C.

CUTTING AND DRILLING OF CHANNEL SHALL BE DONE IN FABRICATION SHOP, PRIOR TO GALVANIZING.

IF WELDING COVER PLATE IN FIELD, PRIOR TO WELDING, REMOVE GALVANIZING FROM AREA TO BE WELDED. TOUCH UP WITH PAINT ALL AREAS LACKING GALVANIZING WHEN COMPLETE.

CAULK AROUND PERIMETER OF CHANNEL AND FILL PORTION OF HOLE AROUND ANCHOR BOLT AND SHIM WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

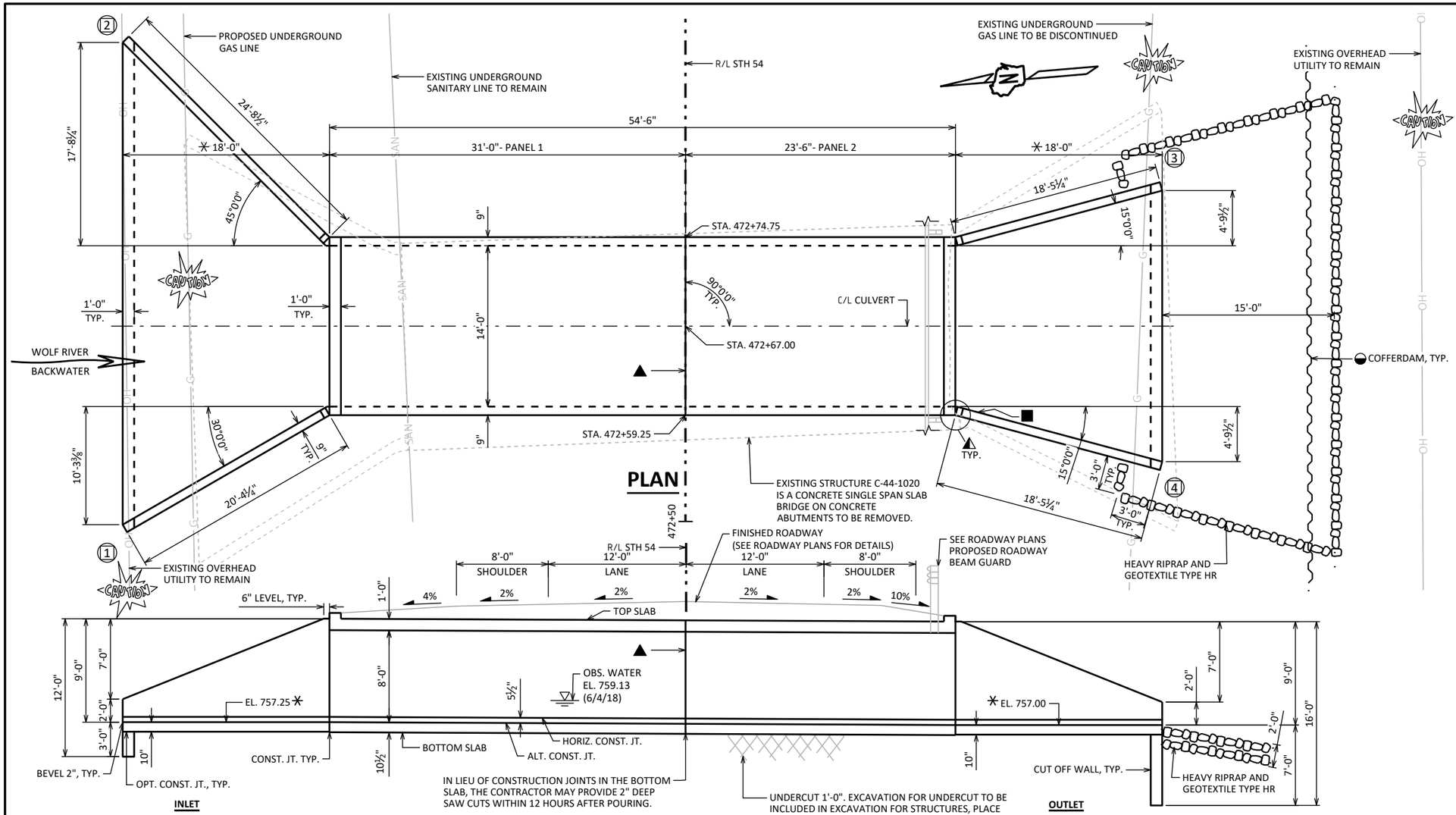
STRUCTURE C-44-53

DRAWN BY EJV | PLANS CK'D MJK

WING STRAPPING

SHEET 4
222

SCALE = 2.00



PLAN

ELEVATION

INLET **OUTLET**

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0220	REMOVING STRUCTURE C-44-1020	EACH	1
206.2001	EXCAVATION FOR STRUCTURES CULVERTS C-44-134	EACH	1
206.5001	COFFERDAMS (C-44-134)	EACH	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	1,160
311.0115	BREAKER RUN	CY	84
504.0100	CONCRETE MASONRY CULVERTS	CY	133
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	22,140
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	2,970
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	29
606.0300	RIPRAP HEAVY	CY	41
645.0105	GEOTEXTILE TYPE C	SY	270
645.0120	GEOTEXTILE TYPE HR	SY	80
	NON-BID ITEMS		
	FILLER	SIZE	¾"

LIST OF DRAWINGS

1. LAYOUT
2. CROSS SECTION, NOTES & DETAILS
3. BOX CULVERT
4. INLET APRON & WING DETAILS
5. OUTLET APRON & WING DETAILS
6. SUBSURFACE EXPLORATION

- COFFERDAM LOCATION AND TYPE TO BE DETERMINED BY THE CONTRACTOR AND PAID FOR UNDER THE BID ITEM "COFFERDAMS (C-44-134)"
- SEE CORNER DETAILS ON "OUTLET APRON AND WING DETAILS" SHEET
- NAME PLATE LOCATION (SEE "OUTLET APRON AND WING DETAILS" SHEET)
- BUILD APRON AND END OF BOX LEVEL
- INDICATES WING NUMBER
- VERT. CONST. JOINT (TYP.)

NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS.

STATE PROJECT NUMBER

6230-16-71

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.34
OPERATING RATING: RF = 1.55
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 255 (KIPS)

EARTHLOAD:

DESIGNED FOR 0.5 TO 1.5 FT. OF FILL.

MATERIAL PROPERTIES:

CONCRETE MASONRY —— f'_c = 3,500 PSI
BAR STEEL REINFORCEMENT —— f_y = 60,000 PSI

TRAFFIC DATA

STH 54:
ADT = 7000 (2044)
R.D.S. = 45 MPH

HYDRAULIC DATA

100-YEAR FREQUENCY:

Q_{100}= 7,300 C.F.S.
Q_{100} C-44-134 = 174 C.F.S.
Q_{100} SUPPL. STRUCTURE (B-44-166) = 7,126 C.F.S.
V_{100}= 1.7 F.P.S.
HW_{100}= EL. 767.45
WATERWAY AREA = 108 SQ. FT.
DRAINAGE AREA = 1460 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 8

2-YEAR FREQUENCY:

Q_2= 100 C.F.S.
V_2= 0.99 F.P.S.
HW_2= EL. 765.40

STRUCTURE DESIGN CONTACTS:
STACIE HAUSSERMAN (608) 261-6109
DOMINIQUE BECHLE (608) 261-8205

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED DMB 02/01/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-44-134

STH 54 OVER WOLF RIVER BACKWATER

COUNTY	VILLAGE
OUTAGAMIE	SHIOCTON

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
SEH	NJK	CAR	SEH

LAYOUT

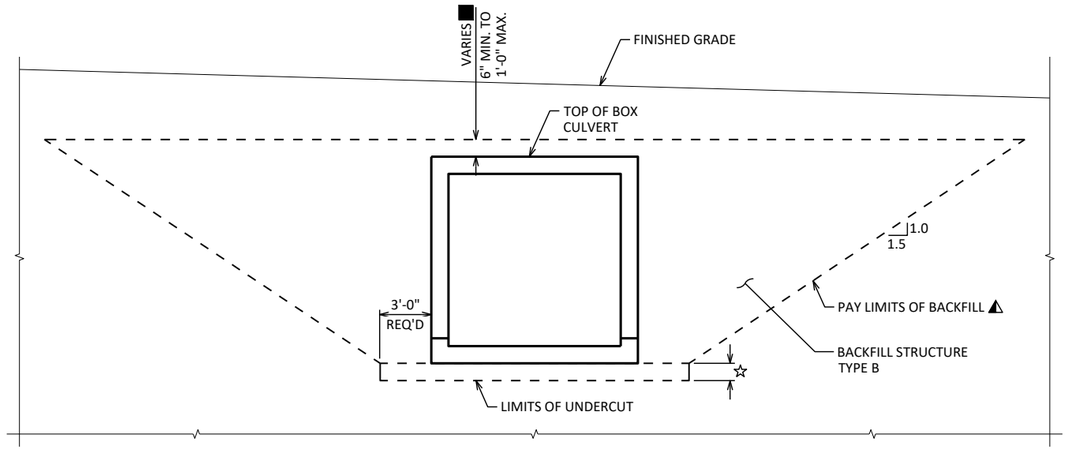
SHEET 1 OF 6
223

SCALE = 10

I.D. 6230-16-00A DATE: JAN. 2023

STATE PROJECT NUMBER

6230-16-71



TYPICAL SECTION THRU BOX CULVERT

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

☆ UNDERCUT 1'-0". EXCAVATION FOR UNDER CUT IS TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE FABRIC 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 THE BASE STABILITY WITH ANY SUBSTITUTED MATERIAL. THE REGION GEOTECHNICAL ENGINEER MAY BE CONTACTED TO DETERMINE IF "OTHER GRANULAR MATERIAL" IS ACCEPTABLE.

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.

EXISTING STRUCTURE, C-44-1020, A SINGLE SPAN SLAB BRIDGE ON CONCRETE ABUTMENTS IS TO BE REMOVED.

BEVEL EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-44-134" SHALL BE THE EXISTING GROUNDLINE.

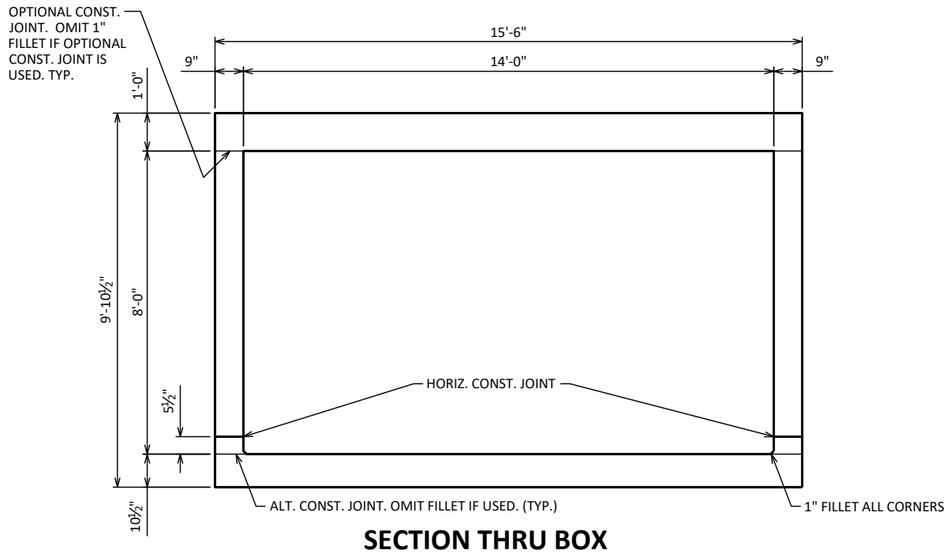
ALL VOLUME WHICH CANNOT BE PLACED BEFORE CULVERT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL WITHIN THE LENGTH OF THE CULVERT INCLUDING THE APRON WING WALLS.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

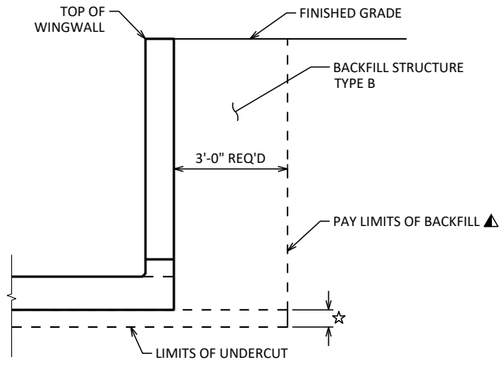
■ STRUCTURE BACKFILL DEPTH ON TOP OF CULVERT VARIES FROM 6" MIN. TO 1'-0" MAX. FIELD VERIFY THE FINAL STRUCTURE BACKFILL DEPTH BASED ON PROPOSED ROADWAY PAVEMENT THICKNESS.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

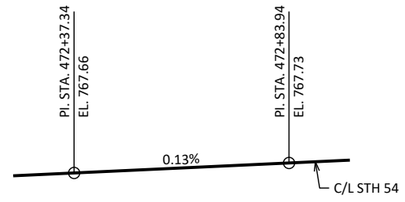
PLACE 18" (MIN.) WIDE SHEET OF "RUBBERIZED MEMBRANE WATERPROOFING" ON TOP SLAB OVER ALL CONSTRUCTION JOINTS AND EXTEND DOWN TO BOTTOM OF OUTSIDE WALLS.



SECTION THRU BOX



TYPICAL SECTION SECTION THRU BOX CULVERT WINGWALL



PROFILE GRADE LINE - STH 54

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-44-134

DRAWN BY CAR | PLANS CK'D SEH

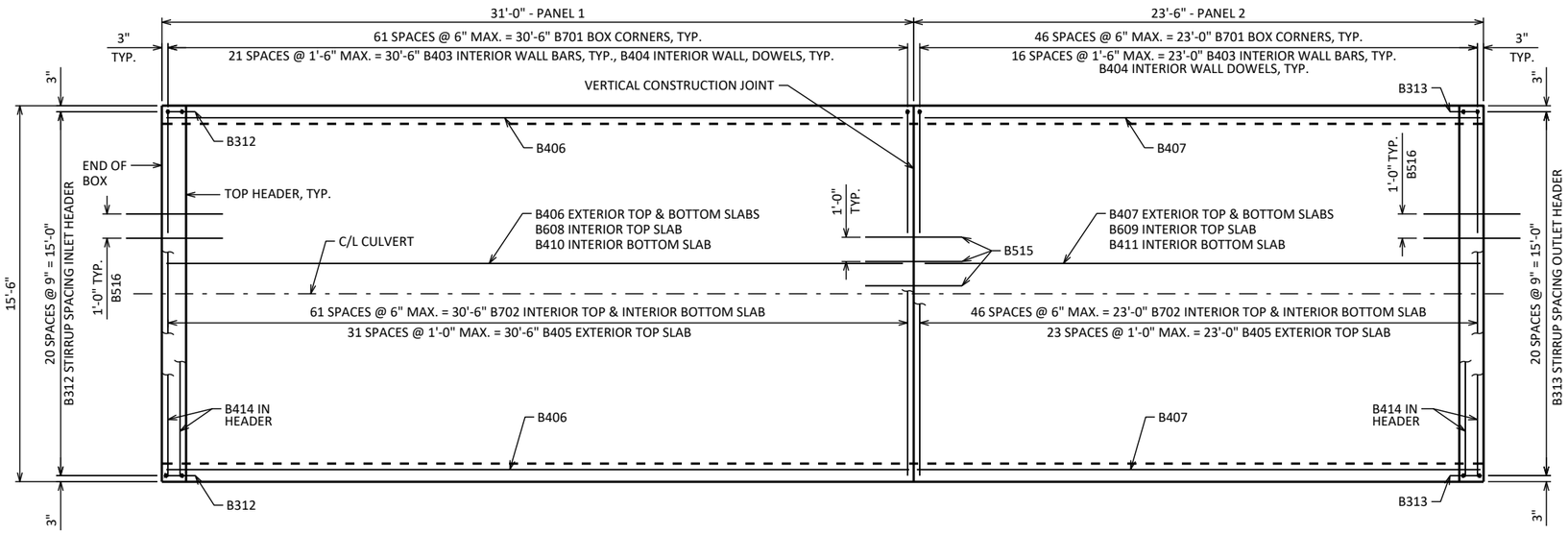
CROSS SECTION, NOTES & DETAILS

SHEET 2
224

SCALE =

STATE PROJECT NUMBER

6230-16-71



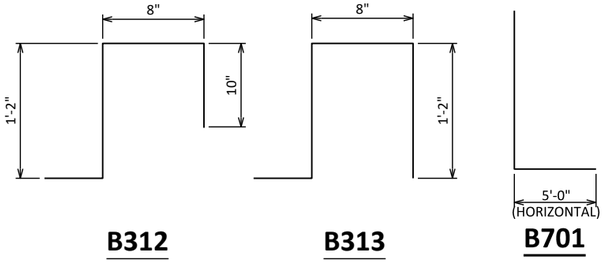
PLAN VIEW OF PANELS

APRONS ARE NOT SHOWN FOR CLARITY

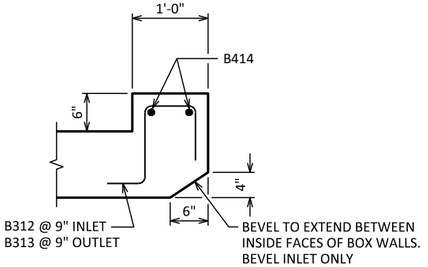
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

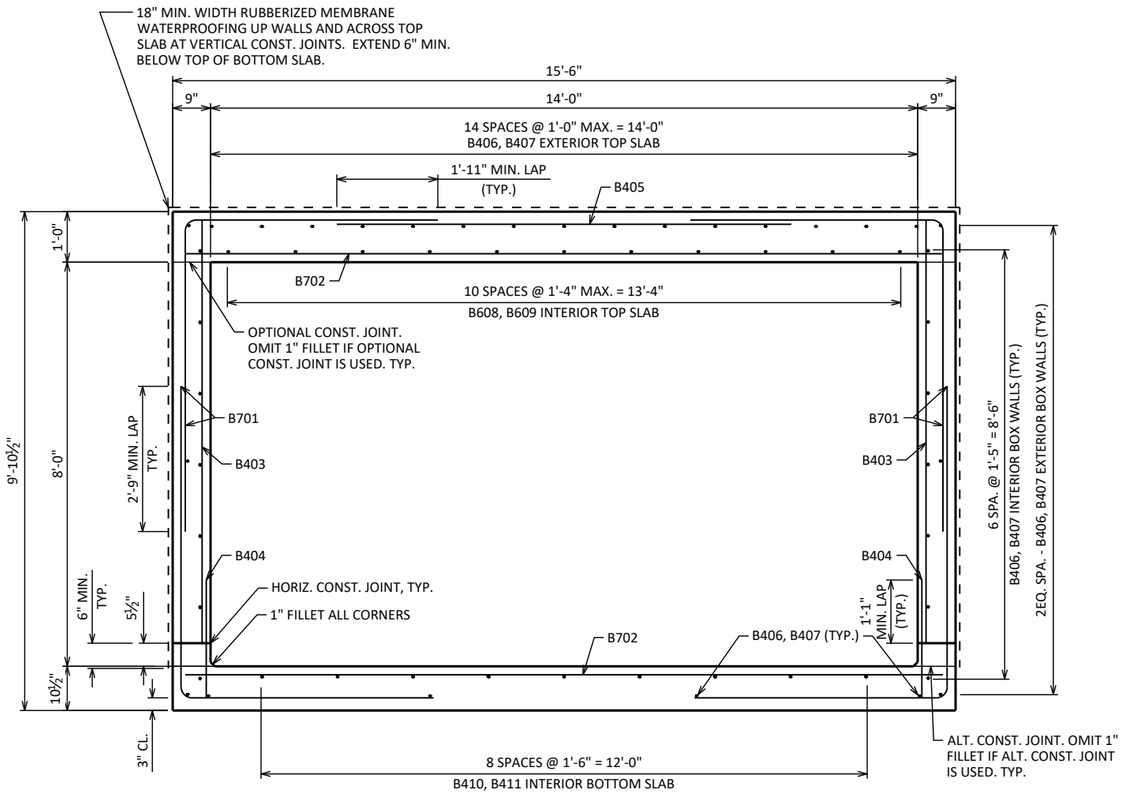
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B701		436	11'-0"	X		BOX CORNERS - TOP & BOTTOM CORNERS
B702		218	15'-2"			BOX INTERIOR SLABS - TRANS. - HORIZ.
B403		78	8'-4"			BOX INTERIOR WALLS - VERT.
B404		78	2'-2"			BOX INTERIOR WALL DOWELS - VERT.
B405		56	9'-0"			BOX EXTERIOR TOP SLAB - TRANS.
B406		39	30'-8"			BOX EXTERIOR SLABS & WALLS - LONGIT.
B407		39	23'-2"			BOX EXTERIOR SLABS & WALLS - LONGIT.
B608		11	30'-8"			BOX INTERIOR TOP SLAB - LONGIT.
B609		11	23'-2"			BOX INTERIOR TOP SLAB - LONGIT.
B410		9	30'-8"			BOX INTERIOR BOTTOM SLAB - LONGIT.
B411		9	23'-2"			BOX INTERIOR BOTTOM SLAB - LONGIT.
B312		21	3'-2"	X		HEADER - VERT. - INLET
B313		21	3'-6"	X		HEADER - VERT. - OUTLET
B414		4	15'-2"			HEADERS - TRANS. - HORIZ.
B515		48	4'-0"			BOX. VERT. CONST. JOINT DOWELS - HORIZ.
B516		42	4'-0"			APRON CONNECTION DOWELS - HORIZ.



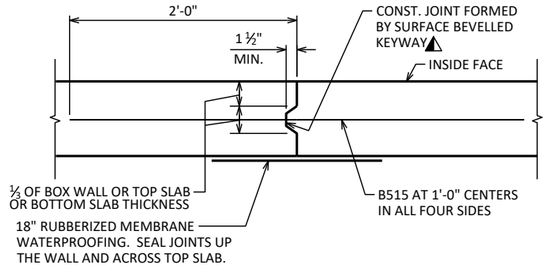
B312 B313 B701



SECTION THRU HEADER

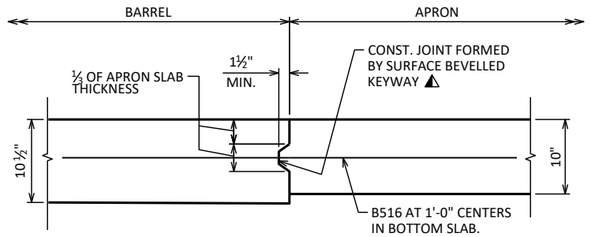


TYPICAL SECTION THRU BOX



VERTICAL CONSTRUCTION JOINT

⚠ IN LIEU OF CONSTRUCTION JOINTS IN BOTTOM SLAB, THE CONTRACTOR MAY USE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING. #5 BARS 4'-0" AT 1'-0" CENTERS REQUIRED.



APRON CONNECTION DETAIL

⚠ IN LIEU OF CONSTRUCTION JOINTS IN BOTTOM SLAB, THE CONTRACTOR MAY USE 2" DEEP SAW CUTS WITHIN 12 HOURS AFTER POURING. #5 BARS 4'-0" AT 1'-0" CENTERS REQUIRED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-44-134

DRAWN BY CAR | PLANS CK'D SEH

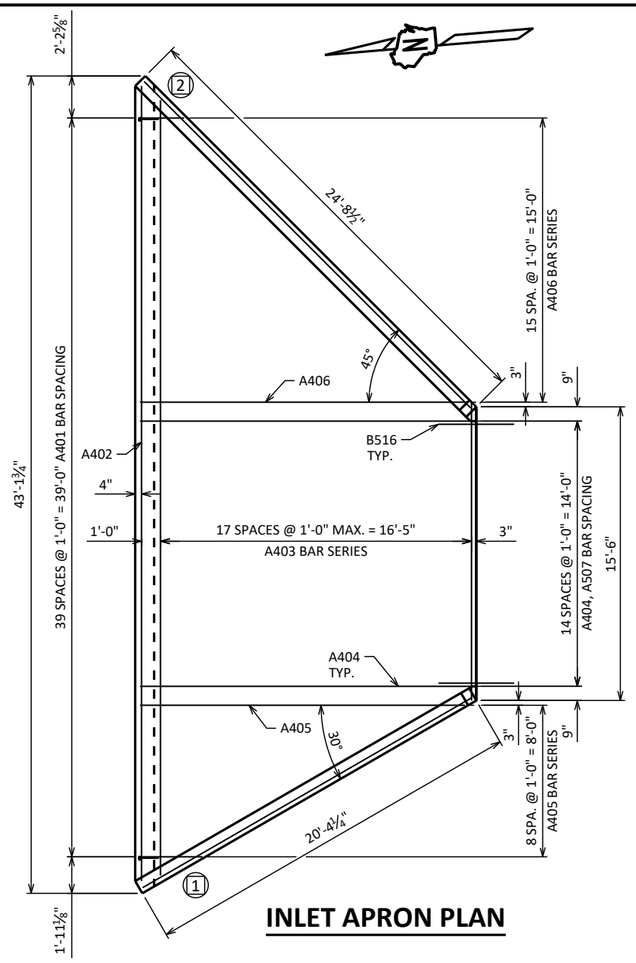
BOX CULVERT

SHEET 3
225

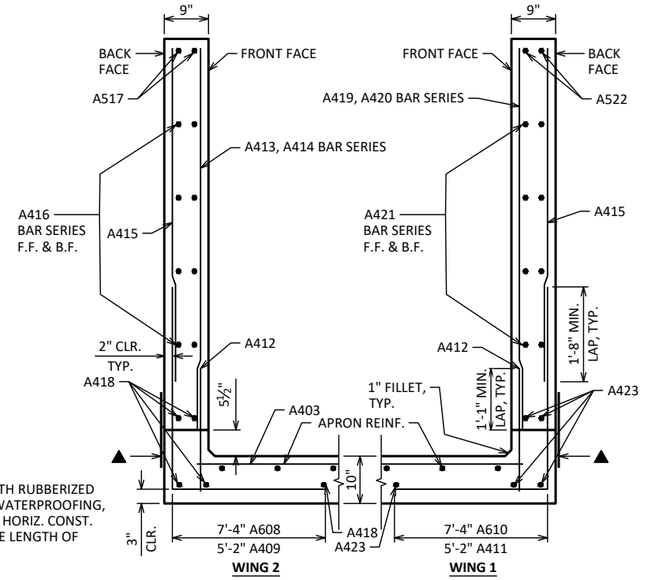
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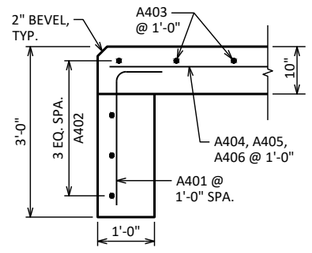


INLET APRON PLAN



▲ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING, PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE LENGTH OF WING, TYP.

SECTION THRU WINGS

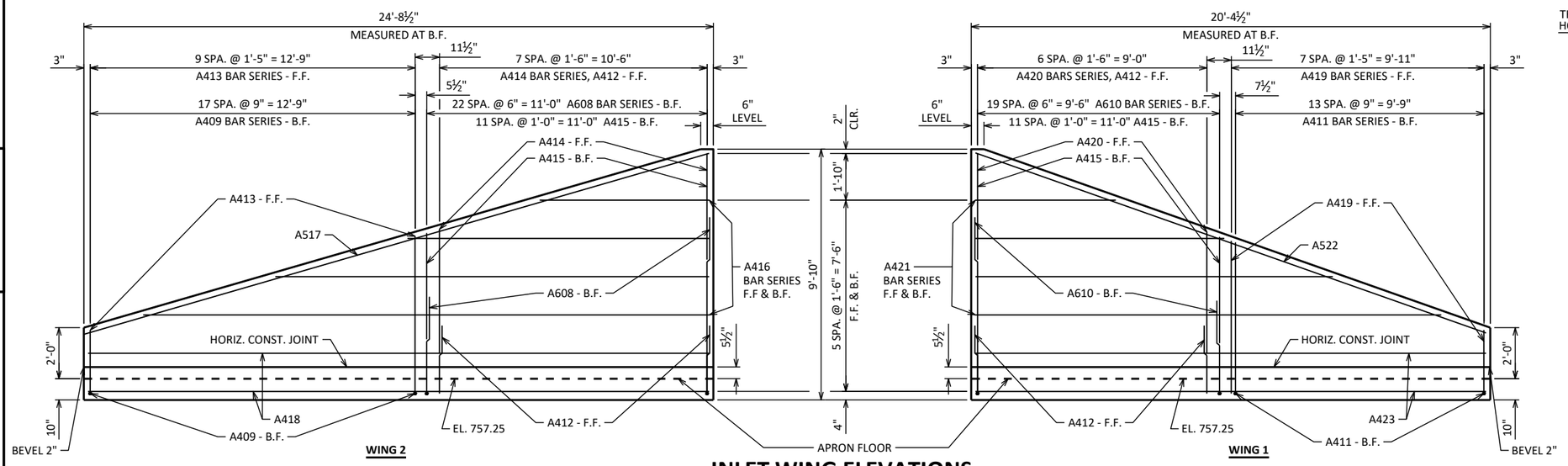


INLET

CUT-OFF WALL

SEE SHEET 5 FOR ALTERNATE CUT-OFF WALL DETAILS

SEE SHEET 5 FOR CORNER DETAILS



INLET WING ELEVATIONS

THIS LEG HORIZ. A

MARK	A
A401	1'-0"
A608	7'-4"
A409	5'-2"
A610	7'-4"
A411	5'-2"

STATE PROJECT NUMBER

6230-16-71

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
A401		40	3'-6"	X		INLET APRON CUT OF WALL - VERT.
A402		4	42'-3"			INLET APRON CUT OFF WALL - TRANS.
A403		18	28'-4"		⚹	INLET APRON - TRANS.
A404		15	17'-8"			INLET APRON - LONGIT.
A405		9	10'-1"		⚹	INLET APRON @ WING 1 - LONGIT.
A406		16	9'-11"		⚹	INLET APRON @ WING 2 - LONGIT.
		NOT	USED			
A608	X	23	12'-6"	X	⚹	WING 2 - B.F. - VERT.
A409	X	18	9'-4"	X	⚹	WING 2 - B.F. - END - VERT.
A610	X	20	12'-5"	X	⚹	WING 1 - B.F. - VERT.
A411	X	14	9'-3"	X	⚹	WING 1 - B.F. - END - VERT.
A412	X	15	2'-3"			WING 1 & 2 - F.F. DOWELS - VERT.
A413	X	10	4'-3"		⚹	WING 2 - F.F. - END - VERT.
A414	X	8	6'-10"		⚹	WING 2 - F.F. - VERT.
A415	X	43	4'-2"			WING 1 & 2 - B.F.- VERT.
A416	X	8	14'-4"		⚹	WING 2 - F.F. & B.F.- LONGIT.
A517	X	2	25'-1"			WING 2 - F.F. & B.F. - TOP - LONGIT.
A418	X	5	24'-4"			WING 2 & INLET APRON - LONGIT.
A419	X	8	4'-2"		⚹	WING 1 - F.F. - END - VERT.
A420	X	7	6'-9"		⚹	WING 1 - F.F.- VERT.
A421	X	8	11'-10"		⚹	WING 1 - F.F. & B.F. - LONGIT.
A522	X	2	21'-2"			WING 1 - F.F. & B.F. - TOP - LONGIT.
A423	X	5	20'-0"			WING 1 & INLET APRON - LONGIT.

⚹ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS. BENT BARS IF USED IN BAR SERIES TABLE SHALL BE BENT AFTER CUTTING.

BAR SERIES TABLE

BUNDLE AND TAG EACH SERIES SEPARATELY.

BAR MARK	NO. REQ'D.	LENGTH
A403	1 SERIES OF 18	15'-3" TO 41'-5"
A405	1 SERIES OF 9	3'-2" TO 17'-0"
A406	1 SERIES OF 16	2'-5" TO 17'-5"
A608	1 SERIES OF 23	11'-0" TO 14'-1"
A409	1 SERIES OF 18	7'-6" TO 11'-3"
A610	1 SERIES OF 20	10'-9" TO 14'-1"
A411	1 SERIES OF 14	7'-7" TO 11'-0"
A413	1 SERIES OF 10	2'-5" TO 6'-2"
A414	1 SERIES OF 8	5'-4" TO 8'-4"
A416	2 SERIES OF 4	6'-7" TO 22'-2"
A419	1 SERIES OF 8	2'-5" TO 5'-11"
A420	1 SERIES OF 7	5'-3" TO 8'-4"
A421	2 SERIES OF 4	5'-6" TO 18'-3"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-44-134

DRAWN BY CAR | PLANS CK'D SEH

INLET APRON & WING DETAILS

SHEET 4
226

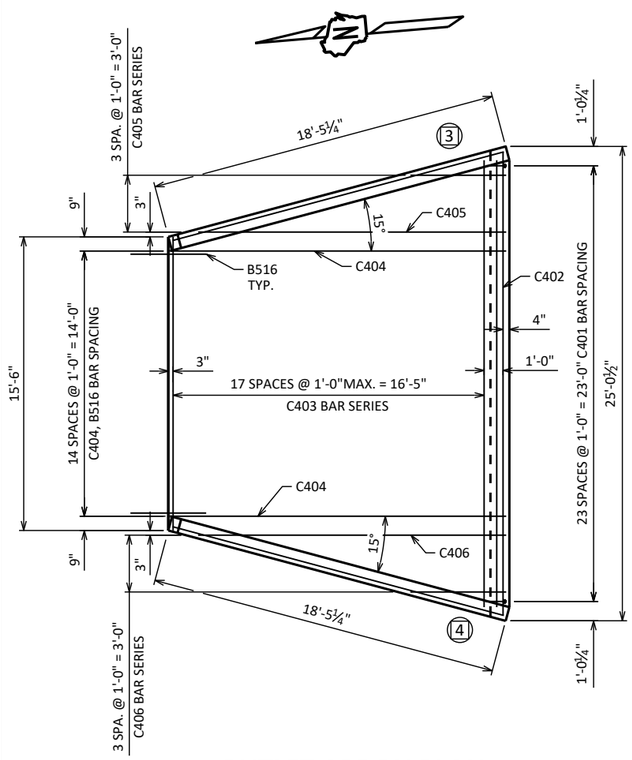
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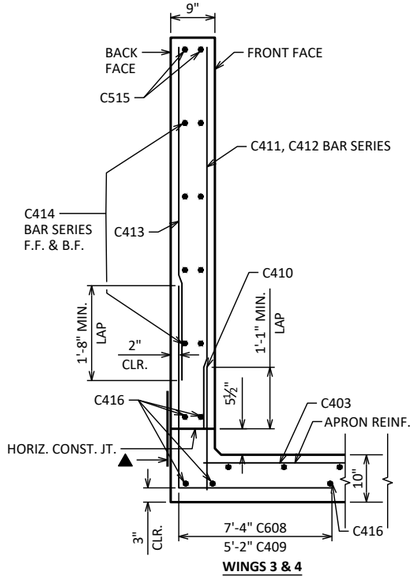
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STATE PROJECT NUMBER

6230-16-71



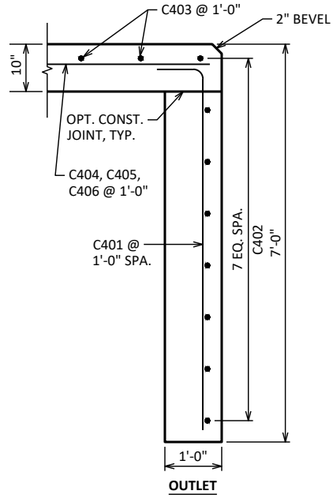
OUTLET APRON PLAN



WINGS 3 & 4

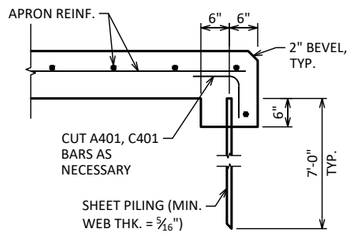
SECTION THRU WINGS

▲ 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING, PLACE ALONG HORIZ. CONST. JT. FOR ENTIRE LENGTH OF WING, TYP.



OUTLET

CUT-OFF WALL



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.

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

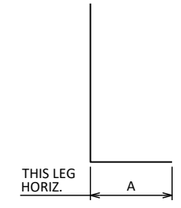
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
C401		24	7'-6"	X		OUTLET APRON CUT OF WALL - VERT.
C402		8	24'-5"			OUTLET APRON CUT OFF WALL - TRANS.
C403		18	19'-8"		✳	OUTLET APRON - TRANS.
C404		15	17'-8"			OUTLET APRON - LONGIT.
C405		4	10'-7"		✳	OUTLET APRON @ WING 3 - LONGIT.
C406		4	10'-7"		✳	OUTLET APRON @ WING 4 - LONGIT.
		NOT	USED			
C608	X	36	12'-5"	X	✳	WING 3 & 4 - B.F. - VERT.
C409	X	26	9'-4"	X	✳	WING 3 & 4 - B.F. - END - VERT.
C410	X	14	2'-3"			WING 3 & 4 - F.F. DOWELS - VERT.
C411	X	12	3'-11"		✳	WING 3 & 4 - F.F. - END - VERT.
C412	X	14	6'-7"		✳	WING 3 & 4 - F.F. - VERT.
C413	X	20	4'-2"			WING 3 & 4 - B.F.- VERT.
C414	X	16	10'-9"		✳	WING 3 & 4 - F.F. & B.F.- LONGIT.
C515	X	4	19'-1"			WING 3 & 4 - F.F. & B.F. - TOP - LONGIT.
C416	X	10	18'-1"			WING 3 & 4 & OUTLET APRON - LONGIT.

✳ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS. BENT BARS IF USED IN BAR SERIES TABLE SHALL BE BENT AFTER CUTTING.

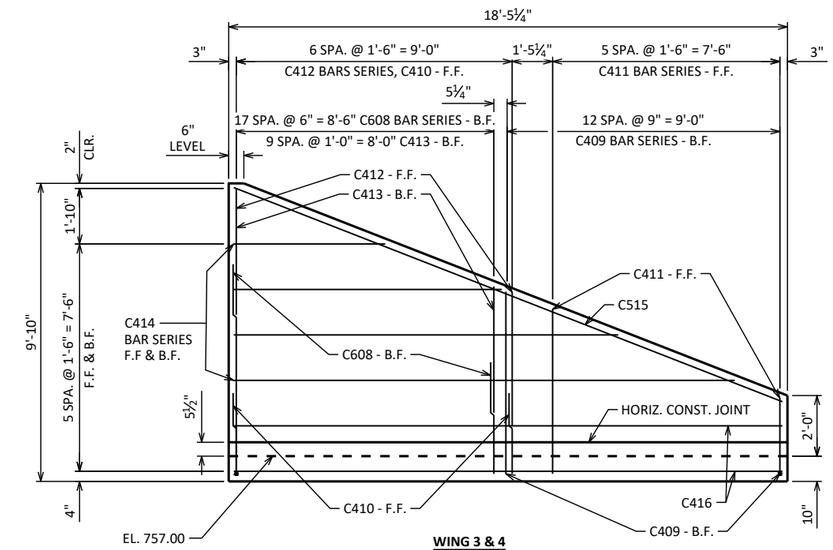
BAR SERIES TABLE

BUNDLE AND TAG EACH SERIES SEPARATELY.

BAR MARK	NO. REQ'D.	LENGTH
C403	1 SERIES OF 18	15'-3" TO 24'-1"
C405	1 SERIES OF 4	5'-0" TO 16'-3"
C406	1 SERIES OF 4	5'-0" TO 16'-3"
C608	2 SERIES OF 18	10'-9" TO 14'-1"
C409	2 SERIES OF 13	7'-7" TO 11'-1"
C411	2 SERIES OF 6	2'-6" TO 5'-5"
C412	2 SERIES OF 7	4'-11" TO 8'-4"
C414	4 SERIES OF 4	5'-0" TO 16'-6"

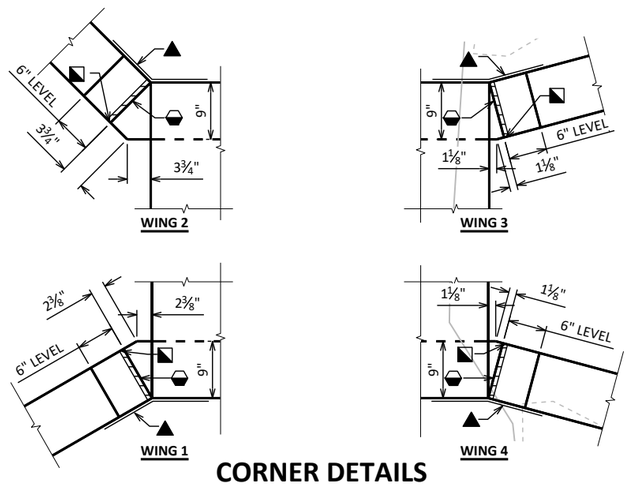


MARK	A
C401	1'-0"
C608	7'-4"
C409	5'-2"



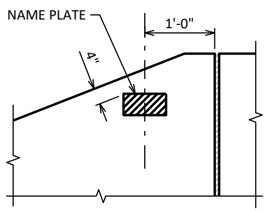
WING 3 & 4

OUTLET WING ELEVATIONS



CORNER DETAILS

- ¾" FILLER, TYP. EXTEND FILLER FROM HORIZ. CONST. JOINT TO TOP OF WING.
- 1" BEVEL, TYP.
- ▲ 18" RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WING.



NAME PLATE DETAIL

WING 4

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE C-44-134

DRAWN BY CAR | PLANS CK'D SEH

OUTLET APRON & WING DETAILS

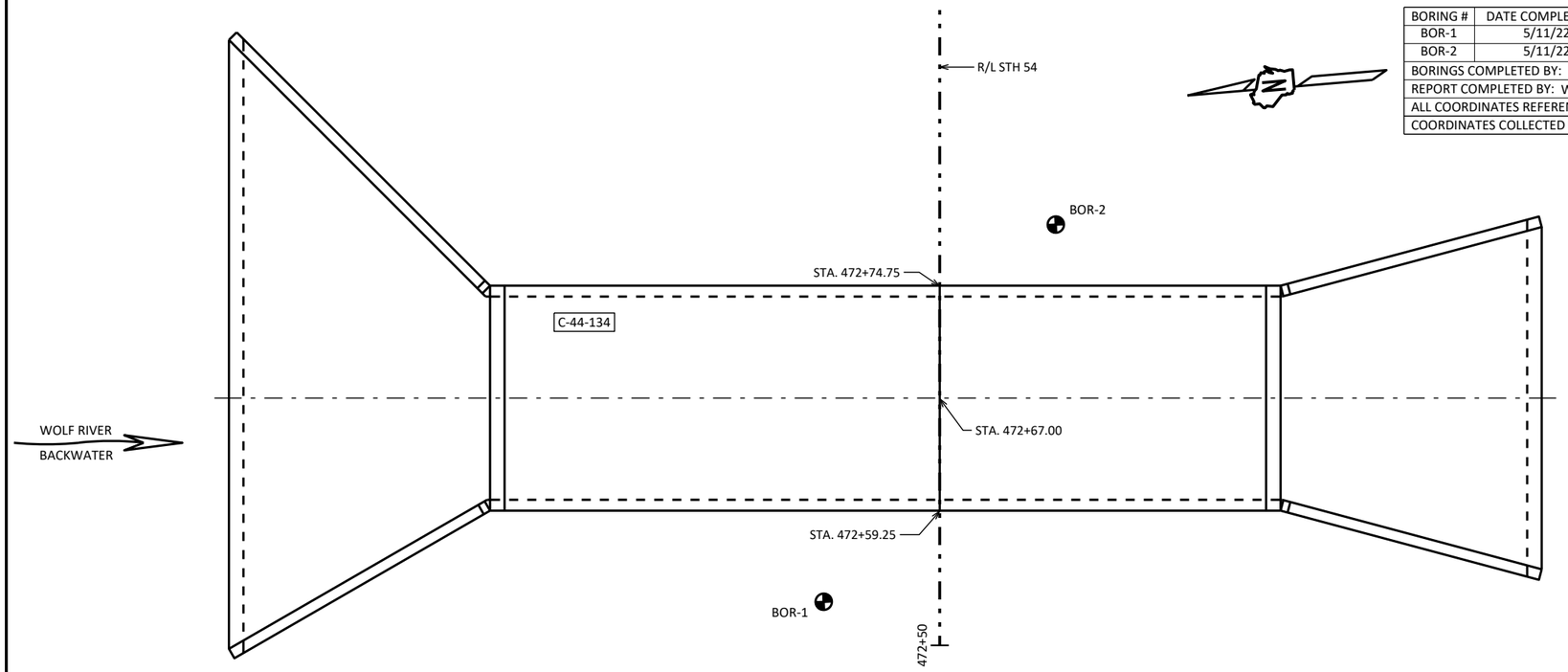
SHEET 5
227

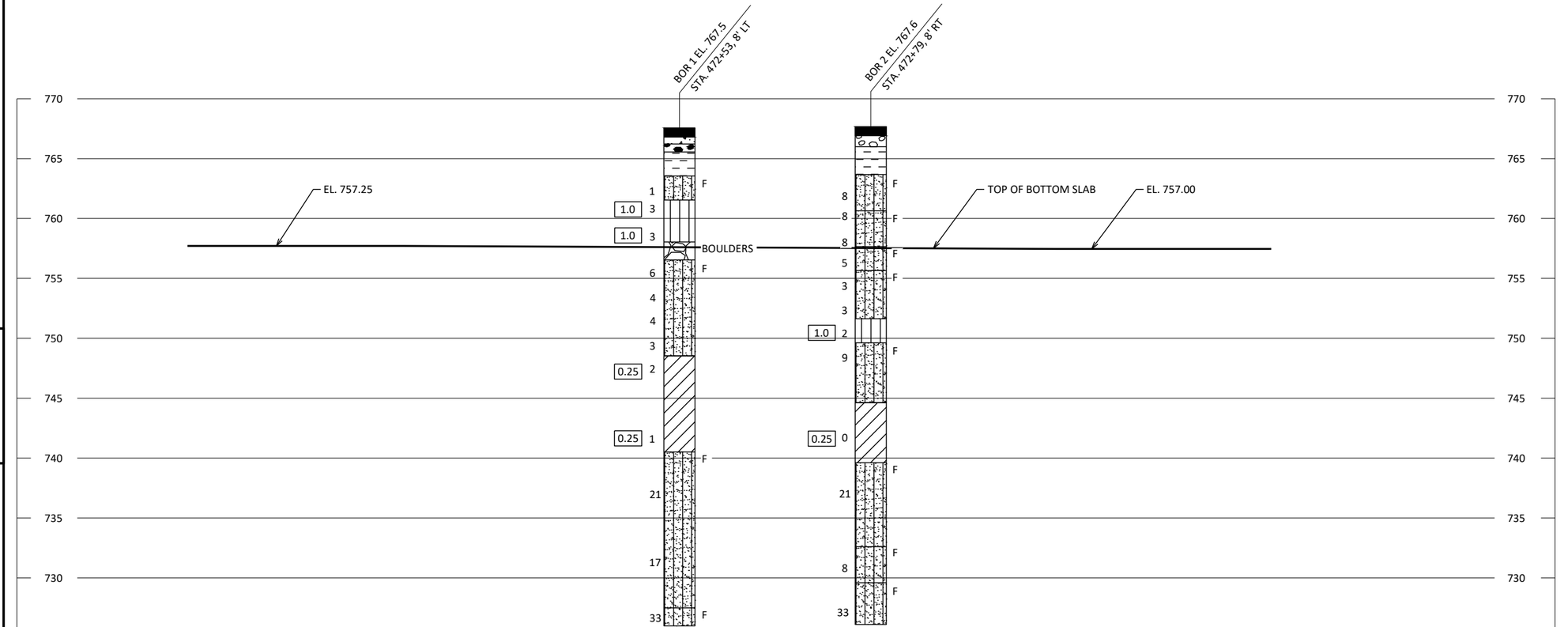
SCALE =

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BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
BOR-1	5/11/22	628586	780894
BOR-2	5/11/22	628569	780918
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			





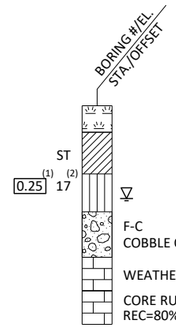
STATE PROJECT NUMBER

6230-16-71

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-44-134

DRAWN BY CAR | PLANS CK'D SEH

SUBSURFACE EXPLORATION

SHEET 6
228

SCALE =

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8

STH 54 RIGHT		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT	FILL	CUT 1.0	EXPANDED FILL 1.25	MASS ORDINATE NOTE 1
97+53	---	0.5	0.1	0	0	0	0	0
98+00	47	0.5	0.0	1	0	1	0	1
98+23	23	0.8	0.0	1	0	1	0	1
98+48	25	0.0	0.1	0	0	2	0	2
98+73	25	0.0	1.1	0	1	2	1	1
99+00	27	0.8	12.7	0	7	2	10	-7
100+00	100	0.1	0.0	2	24	4	39	-35
101+00	100	0.1	0.1	0	0	4	39	-35
101+25	25	0.1	0.2	0	0	4	39	-35
101+74	50	0.0	0.4	0	0	4	40	-36
101+99	25	0.0	0.5	0	0	4	41	-37
102+00	1	0.0	0.5	0	0	4	41	-37
102+24	24	0.0	1.0	0	1	4	42	-37
103+00	76	0.0	1.1	0	3	4	45	-41
103+43	43	0.1	2.5	0	3	4	49	-44
103+68	25	0.1	2.5	0	2	4	52	-47
103+93	25	0.1	2.8	0	2	4	55	-50
104+00	7	0.1	2.9	0	1	4	56	-51
104+20	20	0.1	4.2	0	3	5	59	-54
104+45	25	0.2	5.5	0	4	5	65	-60
104+70	25	0.2	8.8	0	7	5	73	-68
105+00	30	0.3	16.1	0	14	5	90	-85
106+00	100	0.0	3.4	0	36	6	135	-130
107+00	100	0.4	0.0	1	6	6	143	-137
107+76	76	0.4	0.0	1	0	7	143	-136
108+00	24	0.1	0.0	0	0	7	143	-136
108+01	1	0.1	0.0	0	0	7	143	-136
108+26	25	0.0	0.5	0	0	8	144	-136
108+79	53	0.0	6.7	0	7	8	152	-145
108+95	17	0.0	8.2	0	5	8	158	-150
109+00	5	0.0	8.2	0	1	8	160	-152
109+04	4	0.0	8.2	0	1	8	161	-154
109+29	25	0.0	16.8	0	12	8	176	-168
109+98	69	1.3	0.0	2	22	9	203	-193
			COLUMN TOTALS	9	162			

NOTE:

1) MASS ORDINATE: MASS ORDINATE = CUT - (FILL * FILL FACTOR)

STH 54 RIGHT		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT	FILL	CUT 1.0	EXPANDED FILL 1.25	MASS ORDINATE NOTE 1
149+98	---	0.0	0.0	0	0	0	0	0
151+00	102	1.2	0.0	2	0	2	0	2
151+17	17	2.8	0.0	1	0	4	0	4
151+42	25	0.1	0.4	1	0	5	0	5
151+67	25	0.3	0.0	0	0	5	1	5
152+00	33	0.0	0.0	0	0	5	1	5
153+00	100	0.1	0.0	0	0	5	1	5
153+23	23	0.7	0.0	0	0	6	1	5
153+48	25	0.3	0.0	0	0	6	1	6
153+73	25	0.0	0.0	0	0	6	1	6
154+00	27	0.2	0.0	0	0	6	1	6
154+91	91	3.6	2.9	6	5	13	7	6
			COLUMN TOTALS	13	5			

NOTE:

1) MASS ORDINATE: MASS ORDINATE = CUT - (FILL * FILL FACTOR)

STH 54 RIGHT		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT	FILL	CUT 1.0	EXPANDED FILL 1.25	MASS ORDINATE NOTE 1
190+58	---	0.0	1.0	0	0	0	0	0
190+77	19	0.1	1.2	0	1	0	1	-1
191+00	23	39.3	0.0	17	0	17	2	15
191+15	15	22.3	0.0	17	0	34	2	32
191+40	25	1.2	0.0	11	0	45	2	43
191+65	25	0.8	0.0	1	0	46	2	44
192+00	35	2.2	0.0	2	0	47	2	46
193+00	100	0.4	17.3	5	32	52	42	11
193+09	9	1.1	32.9	0	8	52	52	1
193+34	25	0.5	15.7	1	22	53	80	-27
193+59	25	2.5	0.0	1	7	54	89	-34
194+00	41	0.6	0.0	2	0	57	89	-32
194+28	28	2.2	6.6	1	3	58	93	-35
			COLUMN TOTALS	58	74			

NOTE:

1) MASS ORDINATE: MASS ORDINATE = CUT - (FILL * FILL FACTOR)

STH 54 RIGHT		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT	FILL	CUT 1.0	EXPANDED FILL 1.25	MASS ORDINATE NOTE 1
234+15	---	1.6	7.8	0	0	0	0	0
234+85	70	2.5	0.0	5	10	5	13	-7
235+00	15	1.3	0.0	1	0	6	13	-6
235+10	10	2.8	0.0	1	0	7	13	-6
235+35	25	2.2	0.0	2	0	9	13	-3
236+00	65	1.6	0.0	5	0	14	13	1
237+00	100	0.7	0.0	4	0	18	13	6
238+00	100	3.1	0.0	7	0	25	13	13
239+00	100	1.6	0.0	9	0	34	13	22
239+04	4	0.9	0.0	0	0	34	13	22
239+29	25	3.4	0.0	2	0	36	13	24
239+54	25	1.6	0.0	2	0	39	13	26
240+00	46	0.2	0.0	2	0	40	13	28
240+24	24	0.6	0.9	0	0	41	13	27
			COLUMN TOTALS	41	10			

NOTE:

1) MASS ORDINATE: MASS ORDINATE = CUT - (FILL * FILL FACTOR)

STH 54 RIGHT		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT	FILL	CUT 1.0	EXPANDED FILL 1.25	MASS ORDINATE NOTE 1
251+80	---	3.7	2.4	0	0	0	0	0
252+00	20	4.6	2.0	3	2	3	2	1
252+84	84	3.3	26.1	12	44	15	57	-41
253+00	16	3.1	0.0	2	8	17	66	-49
253+08	8	3.2	0.0	1	0	18	66	-48
253+33	25	5.7	0.0	4	0	22	66	-44
254+00	67	8.8	0.0	18	0	40	66	-26
255+00	100	3.9	0.0	24	0	64	66	-3
256+00	100	3.8	0.0	14	0	78	66	12
257+00	100	6.2	0.0	18	0	97	66	30
258+00	100	4.2	0.0	19	0	116	66	49
258+77	77	2.0	0.0	9	0	125	66	58
259+02	25	3.4	0.0	2	0	127	66	61
259+27	25	1.7	0.0	2	0	129	66	63
259+96	69	2.5	1.8	5	2	135	69	65
			COLUMN TOTALS	135	55			

NOTE:

1) MASS ORDINATE: MASS ORDINATE = CUT - (FILL * FILL FACTOR)

STH 54 RIGHT		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT	FILL	CUT 1.0	EXPANDED FILL 1.25	MASS ORDINATE NOTE 1
457+08	---	0.2	0.0	0	0	0	0	0
458+00	92	4.2	0.0	8	0	8	0	8
458+07	7	4.5	0.0	1	0	9	0	9
458+32	25	3.1	0.1	4	0	12	0	12
458+58	25	1.1	0.0	2	0	14	0	14
459+00	42	1.1	0.0	2	0	16	0	16
460+00	100	0.9	0.0	4	0	20	0	19
461+00	100	1.3	0.0	4	0	24	0	23
462+00	100	0.7	0.0	4	0	27	0	27
463+00	100	1.1	0.0	3	0	31	0	30
464+00	100	0.2	0.0	2	0	33	0	33
465+00	100	0.9	0.0	2	0	35	0	35
465+53	53	5.3	0.0	6	0	41	0	41
465+78	25	8.7	5.7	6	3	48	3	44
466+00	22	2.3	0.0	4	2	52	6	46
466+03	3	1.9	0.0	0	0	52	6	46
467+02	99	0.4	2.1	4	4	56	11	45
			COLUMN TOTALS	56	9			

NOTE:

1) MASS ORDINATE: MASS ORDINATE = CUT - (FILL * FILL FACTOR)

STH 54 RIGHT		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT	FILL	CUT 1.0	EXPANDED FILL 1.25	MASS ORDINATE NOTE 1
470+16	---	2.7	27.6	0	0	0	0	0
470+92	76	9.7	0.0	17	39	17	49	-31
471+00	8	4.0	0.0	2	0	19	49	-29
471+17	17	6.6	0.0	3	0	23	49	-26
471+42	25	5.0	0.0	5	0	28	49	-20
472+00	58	1.4	0.0	7	0	35	49	-13
473+00	100	3.5	0.0	9	0	44	49	-4
473+73	73	1.2	0.0	6	0	50	49	2
473+98	25	4.0	0.0	2	0	53	49	4
474+00	2	4.2	0.0	0	0	53	49	5
474+23	23	1.9	0.0	3	0	56	49	7
475+00	77	6.8	78.4	12	111	68	188	-120
475+12	12	6.0	72.0	3	33	71	229	-158
			COLUMN TOTALS	71	183			

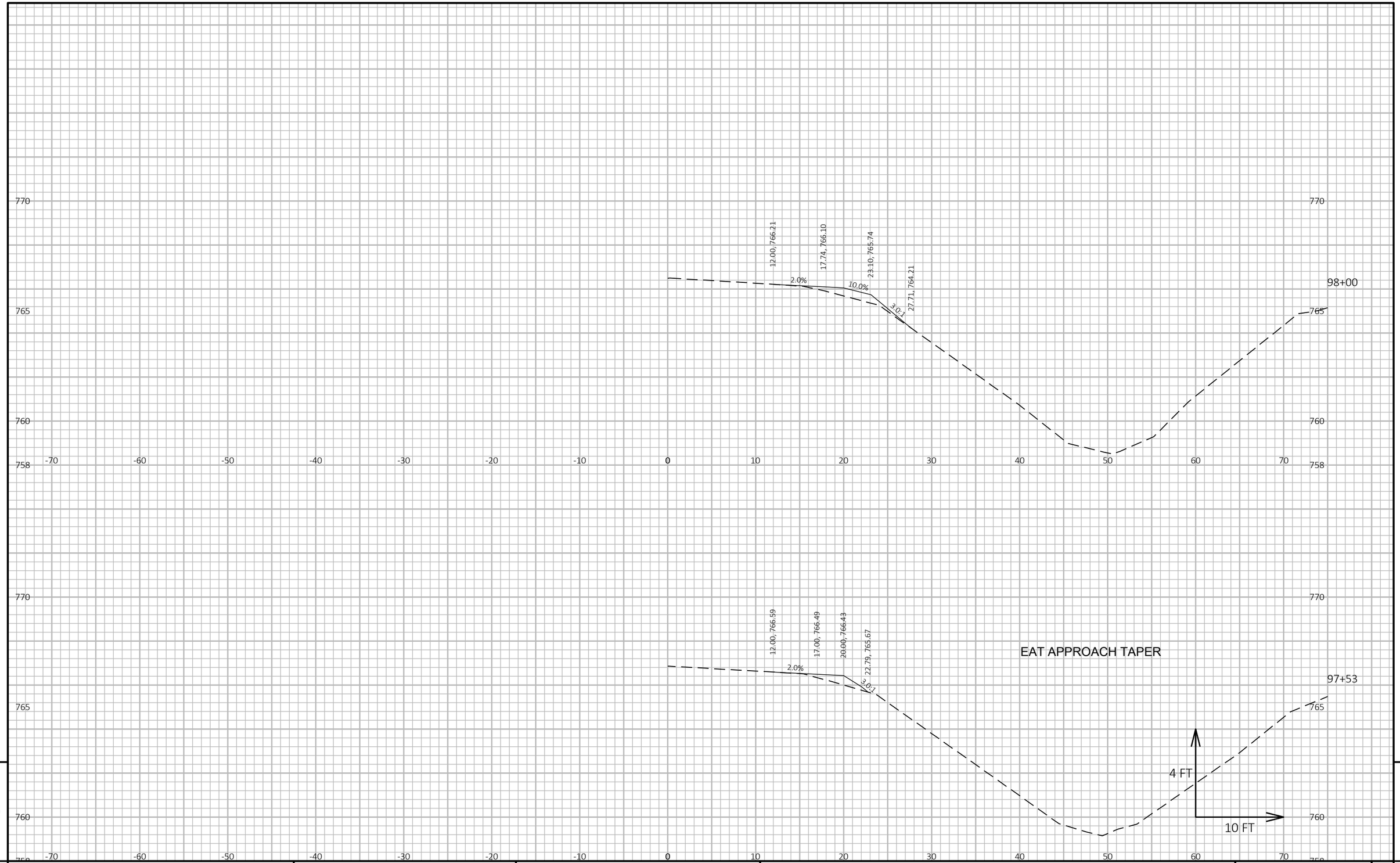
NOTE:

1) MASS ORDINATE: MASS ORDINATE = CUT - (FILL * FILL FACTOR)

STH 54 LEFT		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT	FILL	CUT 1.0	EXPANDED FILL 1.25	MASS ORDINATE NOTE 1
97+53	---	0.0	0.0	0	0	0	0	0
98+00	47	0.0	0.0	0	0	0	0	0
98+23	23	0.0	0.0	0	0	0	0	0
98+48	25	0.0	0.0	0	0	0	0	0
98+73	25	0.0	0.0	0	0	0	0	0
99+00	27	0.0	0.0	0	0	0	0	0
100+00	100	0.0	0.0	0	0	0	0	0
101+00	100	0.0	0.0	0	0	0	0	0
101+25	25	0.0	4.7	0	2	0	3	-3
101+74	50	0.8	0.0	1	4	1	8	-7
101+99	25	0.9	0.0	1	0	2	8	-6
102+00	1	0.9	0.0	0	0	2	8	-6
102+24	24	1.2	0.0	1	0	3	8	-5
103+00	76	1.1	0.0	3	0	6	8	-2
103+43	43	1.2	0.0	2	0	8	8	0
103+68	25	1.4	0.0	1	0	9	8	1
103+93	25	0.0	0.0	1	0	10	8	2
104+00	7	3.9	0.9	1	0	10	8	2
104+20	20	4.0	0.8	3	1	13	9	4
104+45	25	1.8	0.0	3	0	16	9	6
104+70	25	1.2	0.0	1	0	17	9	8
105+00	30	0.8	0.0	1	0	18	9	9
106+00	100	1.1	0.0	3	0	22	9	12
107+00	100	1.0	0.0	4	0	25	9	16
107+76	76	0.7	0.0	2	0	28	9	18
108+00	24	0.5	0.0	1	0	28	9	19
108+01	1	0.5	0.0	0	0	28	9	19
108+26	25	0.3	0.0	0	0	29	9	19
108+79	53	0.7	0.0	1	0	30	9	20
108+95	17	0.7	0.0	0	0	30	9	21
			COLUMN TOTALS	30	7			

NOTE:

1) MASS ORDINATE: MASS ORDINATE = CUT - (FILL * FILL FACTOR)



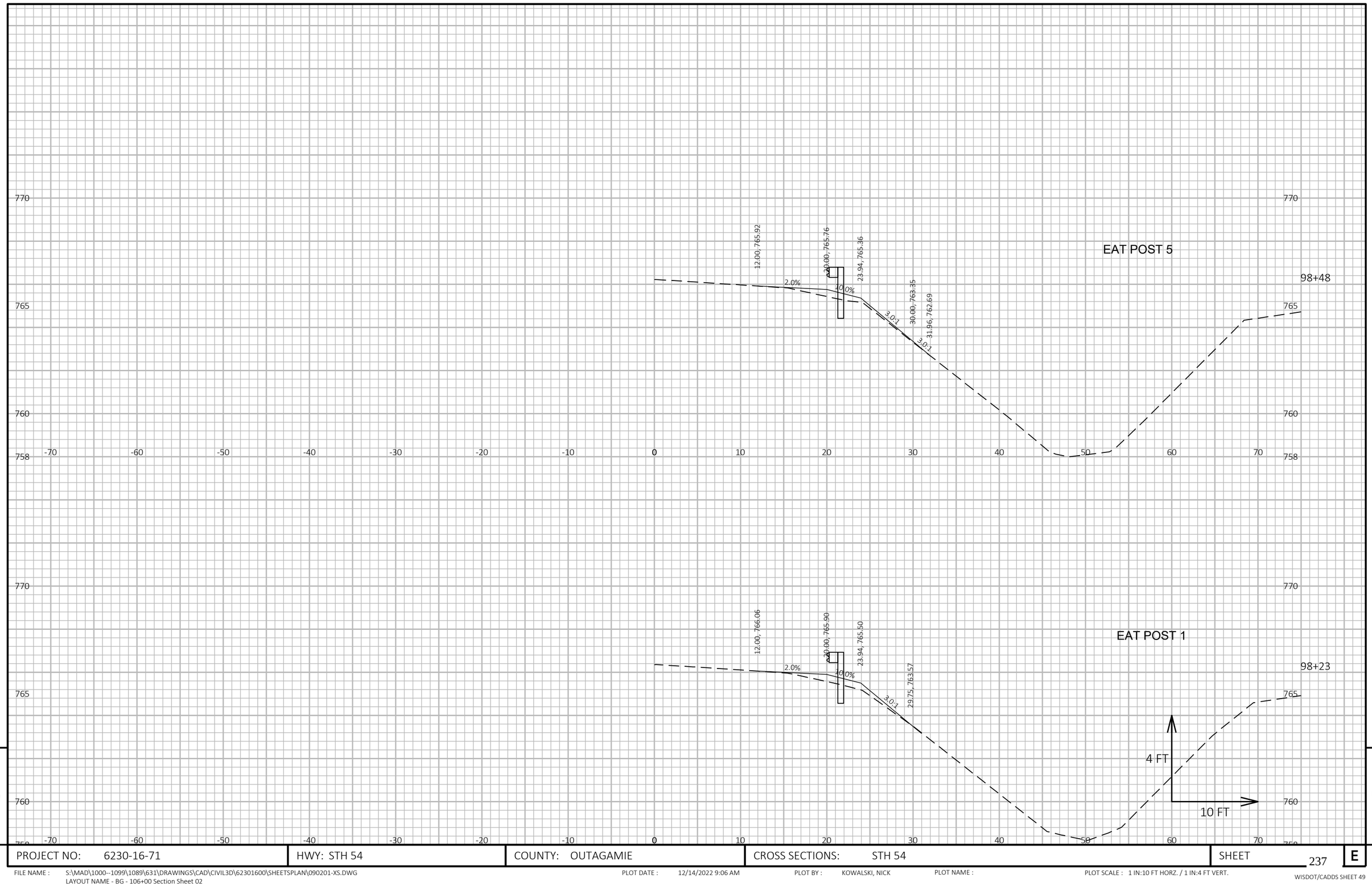
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 236	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 01

PLOT DATE : 12/14/2022 9:06 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

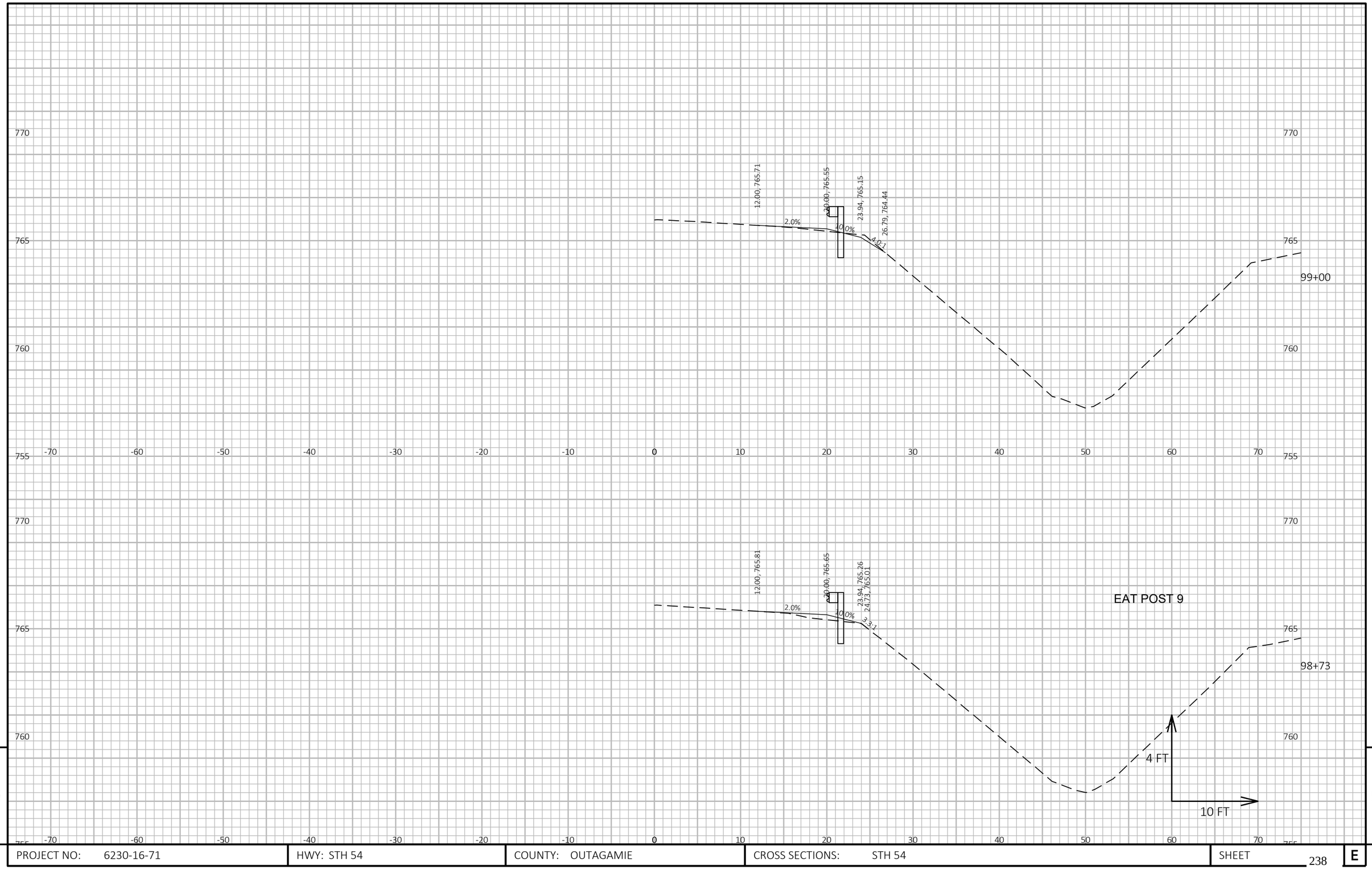
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 237	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 02

PLOT DATE : 12/14/2022 9:06 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

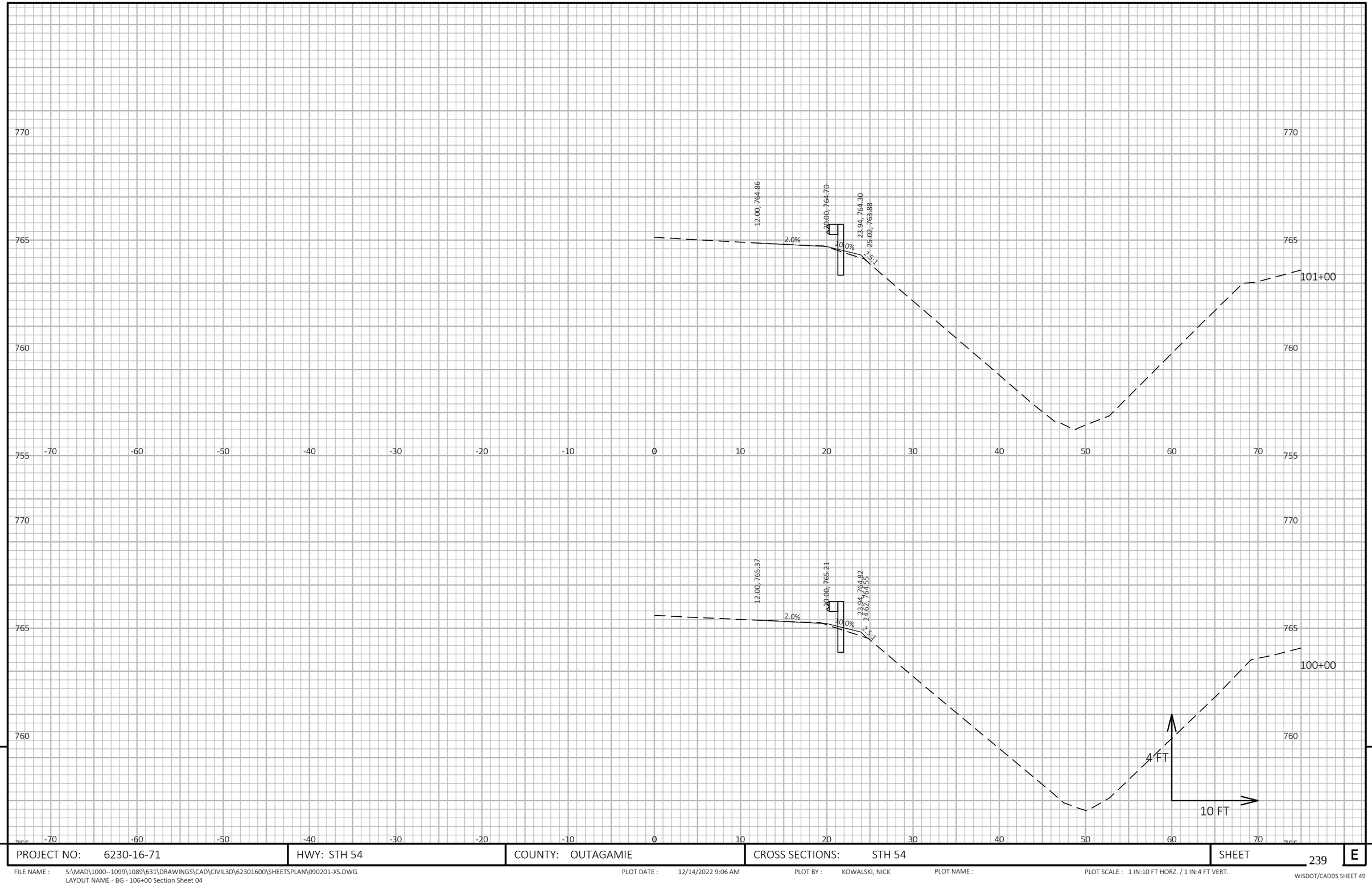
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 238	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 03

PLOT DATE : 12/14/2022 9:06 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 239	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 04

PLOT DATE : 12/14/2022 9:06 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 1

765
760
755
754
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
-53.56, 754.32
-30.00, 762.16
3.0:1
3.0:1
-23.94, 764.18
-20.00, 764.46
7.0%
2.0%
-12.00, 764.62
12.00, 764.68
2.0%
-20.00, 764.52
10.0%
23.94, 764.13
26.66, 763.05
101+74

EAT APPROACH TAPER

770
765
760
755
754
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70
23.02, 763.74
4.0:1
-20.00, 764.50
-17.00, 764.62
2.0%
-12.00, 764.72
12.00, 764.79
2.0%
-20.00, 764.63
10.0%
23.94, 764.24
25.13, 763.77
101+25
4 FT
10 FT

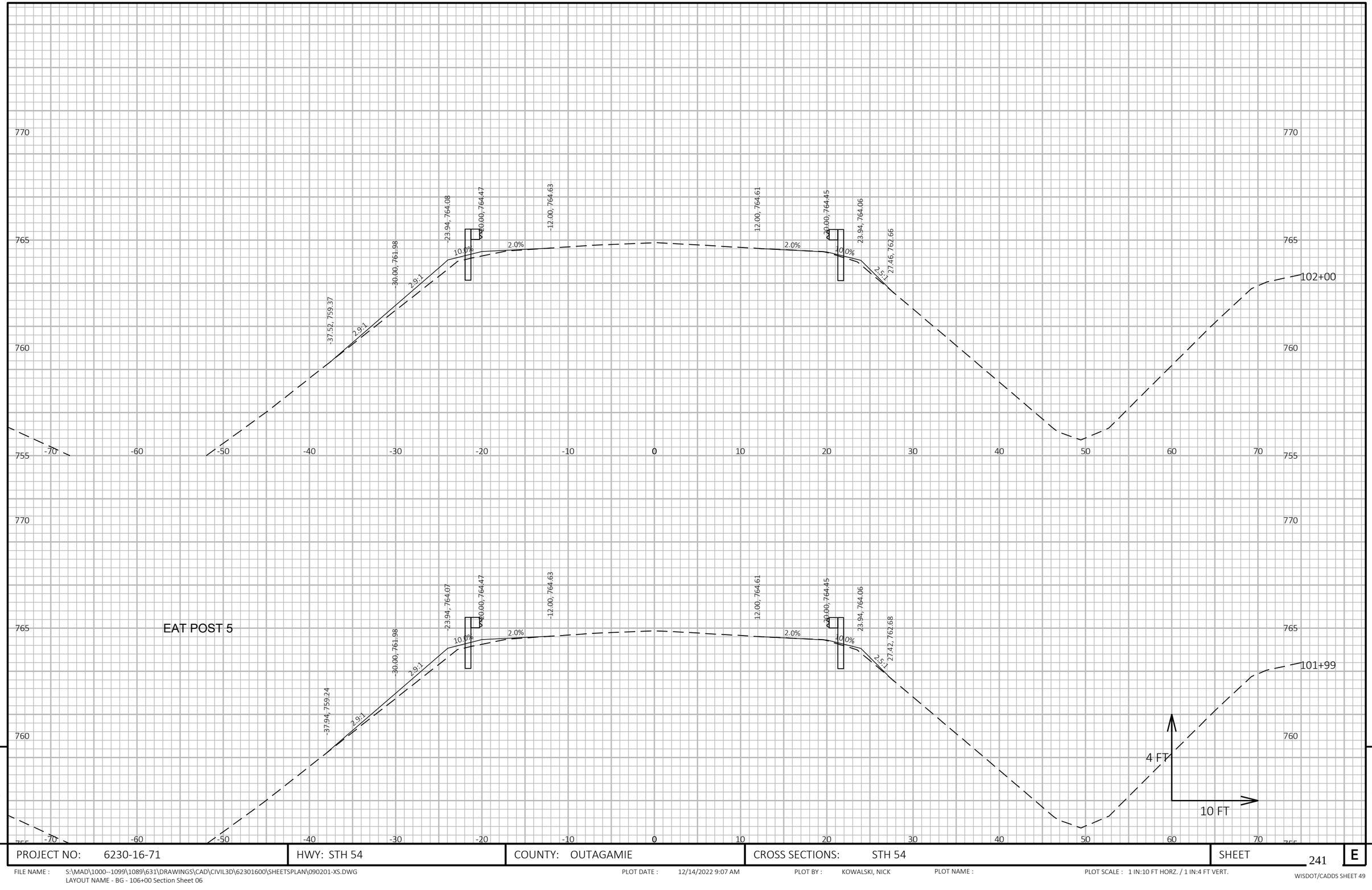
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 240	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 05

PLOT DATE : 12/14/2022 9:06 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

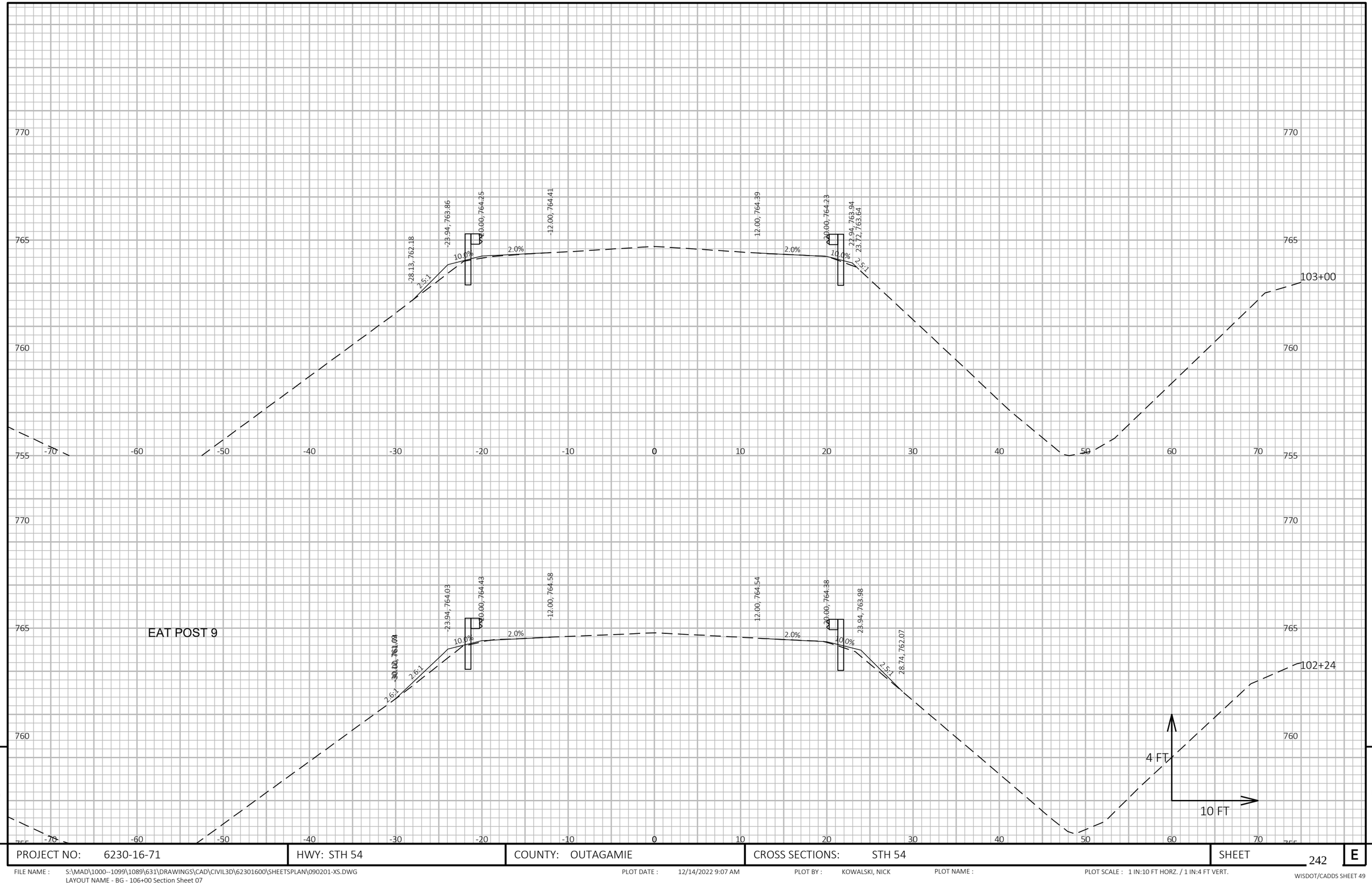
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 241	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 06

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 242	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 07

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

EAT POST 5

765
760
755
754

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

-45.00, 756.88
3.0:1
-30.00, 761.88
3.0:1
-23.94, 763.90
10.0%
-20.00, 764.29
2.0%
-12.00, 764.45
12.00, 764.42
2.0%
20.00, 764.26
10.0%
22.94, 763.97
2.5:1
26.71, 762.47

103+68

EAT POST 9

765
760
755
754

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

-33.59, 760.57
2.9:1
-30.00, 761.80
2.9:1
-23.94, 763.88
10.0%
-20.00, 764.27
2.0%
-12.00, 764.43
12.00, 764.40
2.0%
20.00, 764.24
10.0%
22.94, 763.95
2.5:1
24.72, 763.25

103+43

4 FT
10 FT

9

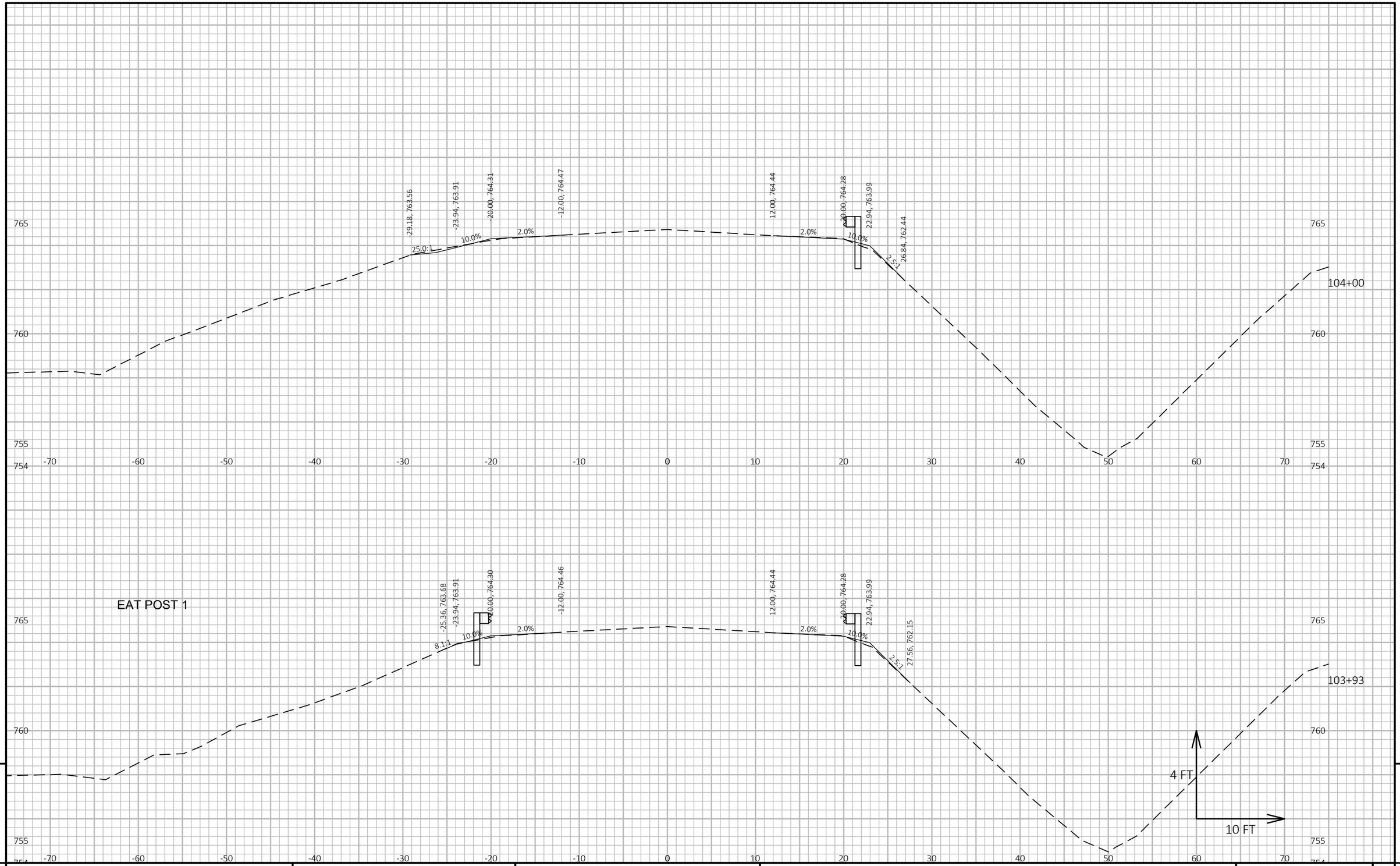
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 243	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 08

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

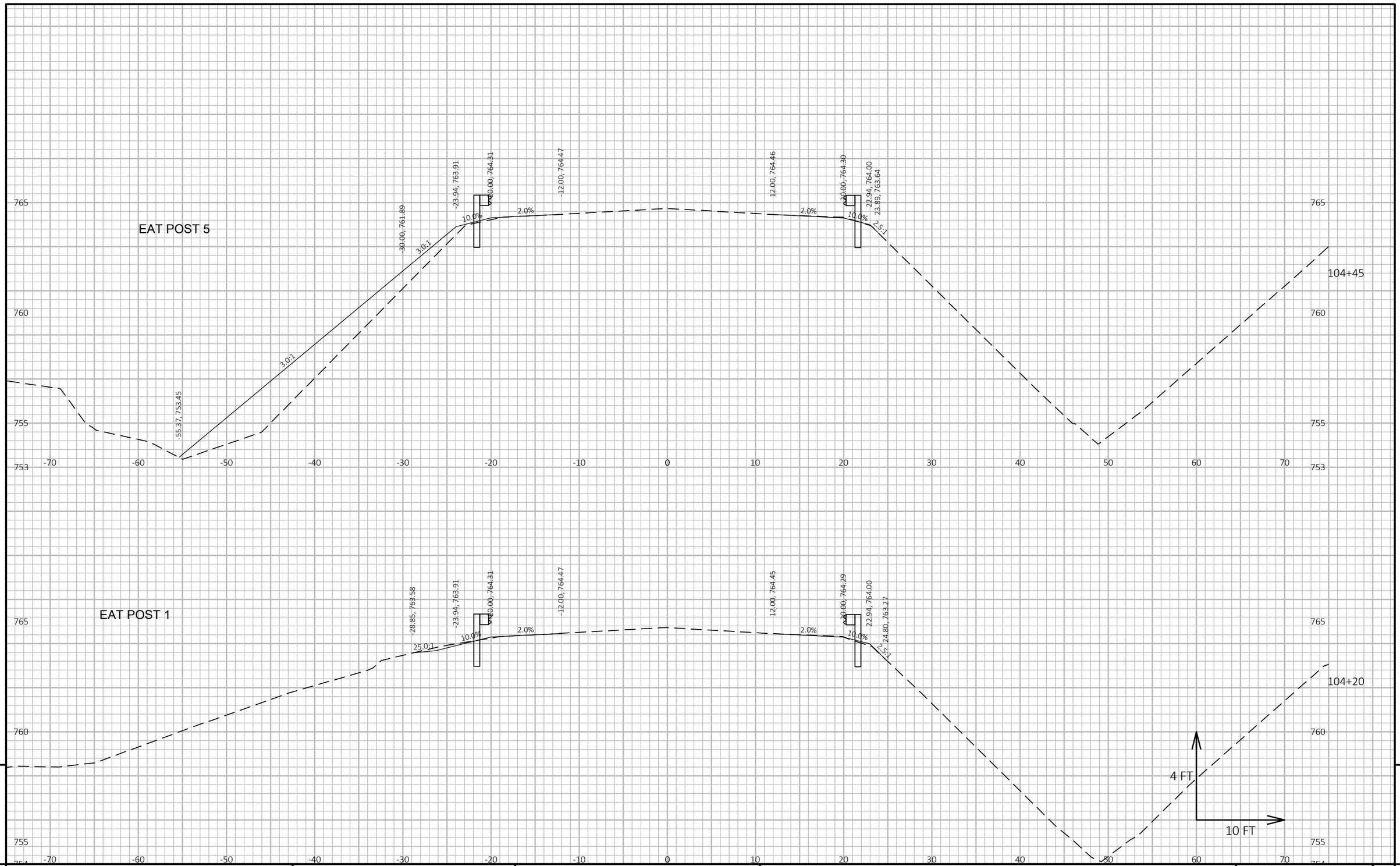
PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 244	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 09

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 5



EAT POST 1

9

9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 245	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 10

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

765
760
755
752
-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

-51.29, 753.84
2.6:1
-30.00, 761.57
-23.94, 763.91
10.0%
-20.00, 764.31
2.0%
-12.00, 764.47
12.00, 764.44
2.0%
20.00, 764.28
10.0%
24.10, 763.87
2.5:1
30.00, 761.52
2.5:1
46.98, 754.73
105+00

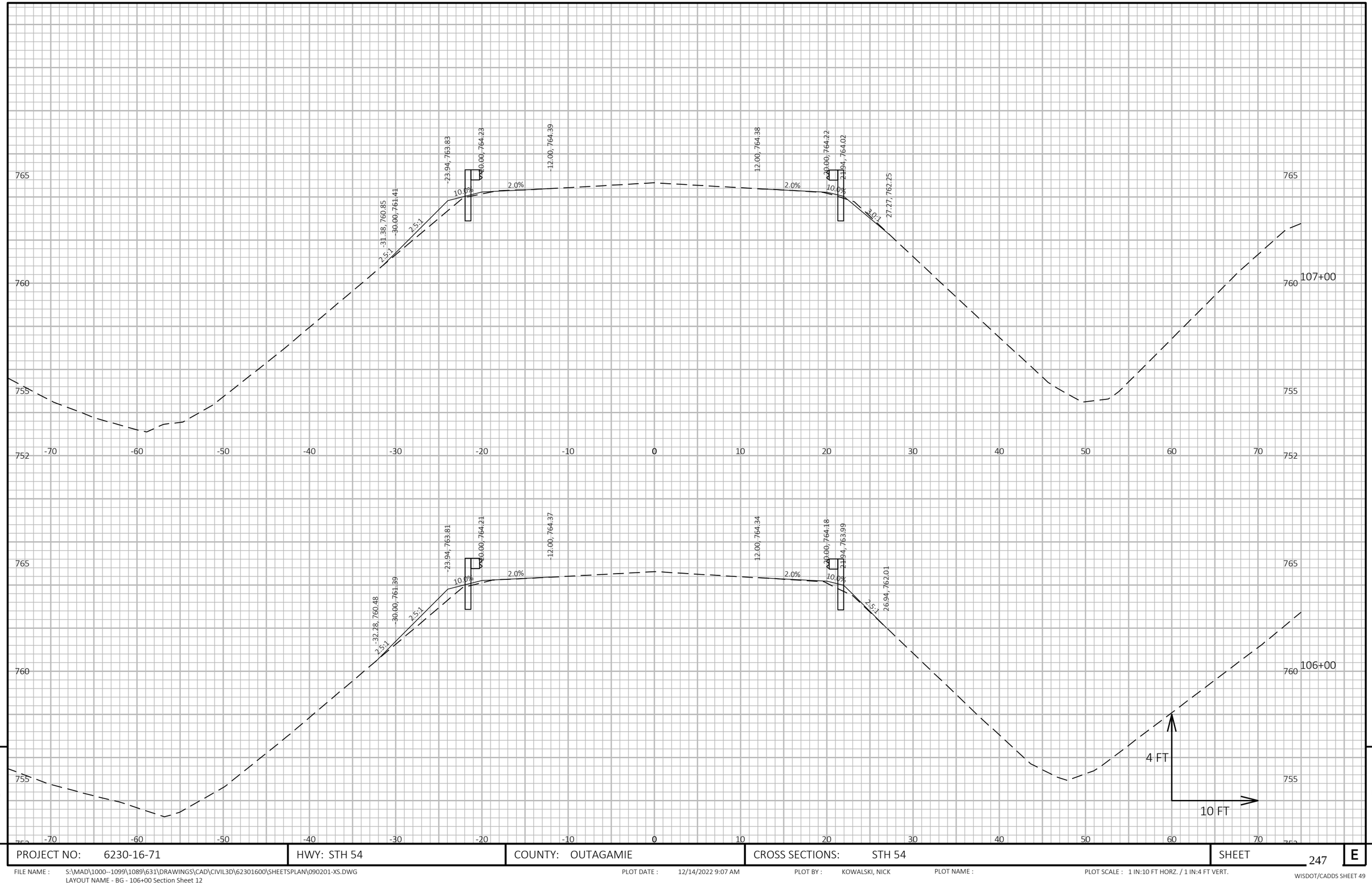
EAT POST 9

-55.12, 753.11
2.9:1
-30.00, 761.81
-23.94, 763.91
10.0%
-20.00, 764.30
2.0%
-12.00, 764.46
12.00, 764.46
2.0%
20.00, 764.30
10.0%
23.94, 763.90
2.5:1
30.00, 761.49
2.5:1
43.21, 756.20
4 FT
10 FT
104+70

9 9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 246	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 11
PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.



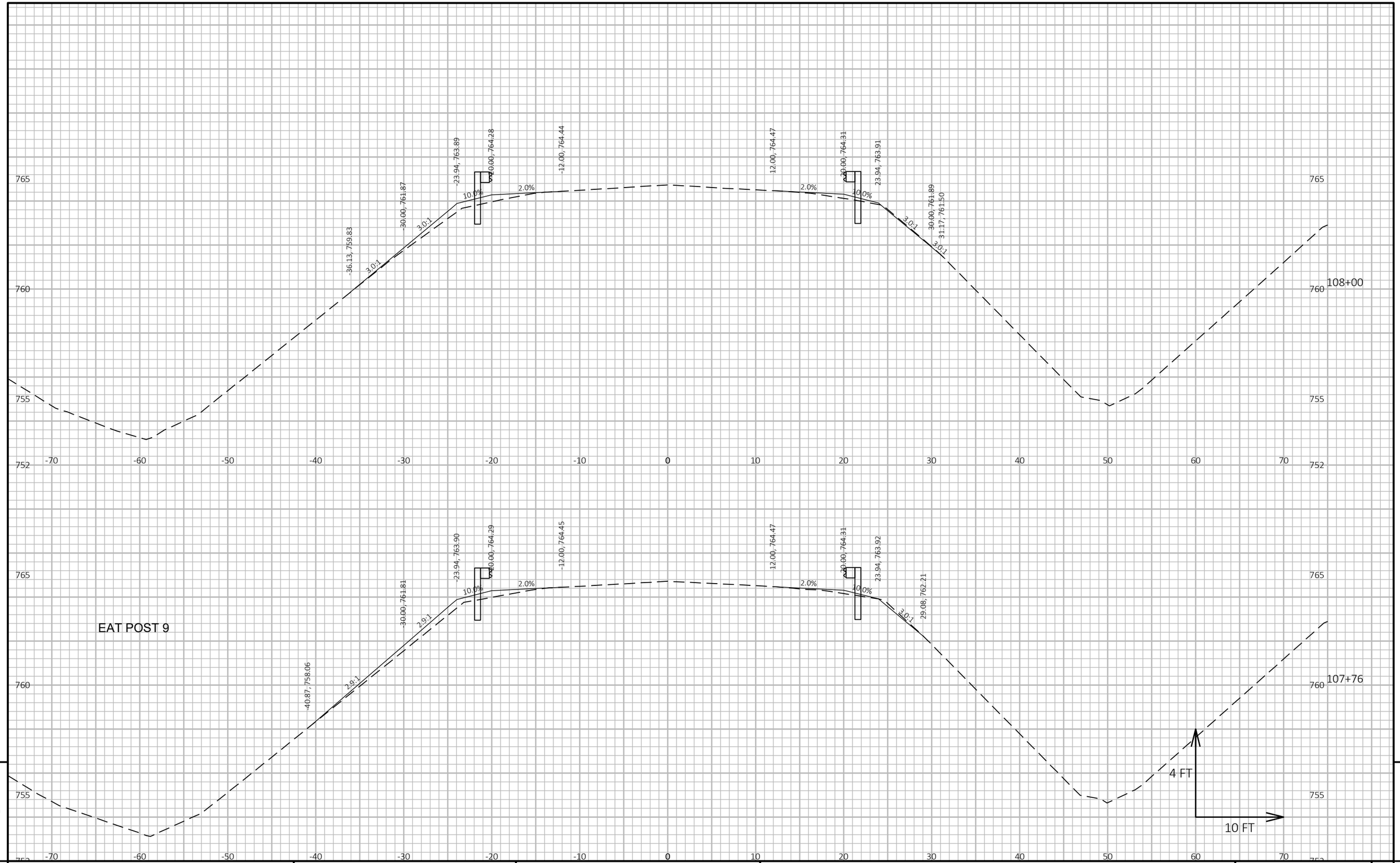
9

9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 247	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 12

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.



9

9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 248	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 13

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

EAT POST 1

765
760
755
752

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

-36.24, 759.79
3.0:1
-30.00, 761.87
3.0:1
-23.94, 763.89
10.0%
-20.00, 764.28
2.0%
-12.00, 764.44
12.00, 764.44
2.0%
20.00, 764.28
10.0%
23.94, 763.89
2.6:1
30.00, 761.57
2.6:1
32.35, 760.67

108+26

EAT POST 5

765
760
755
752

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

-34.52, 760.36
3.0:1
-30.00, 761.86
3.0:1
-23.94, 763.88
10.0%
-20.00, 764.28
2.0%
-12.00, 764.44
12.00, 764.46
2.0%
20.00, 764.30
10.0%
23.94, 763.91
3.0:1
30.00, 761.88
3.0:1
31.65, 761.32

108+01

4 FT
10 FT

9

9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 249	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 14

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

EAT APPROACH TAPER

765
760
755
752

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

-29.42, 761.82
4.0:1
-20.00, 764.18
10.0%
-17.00, 764.30
2.0%
-12.00, 764.40
12.00, 764.42
2.0%
-20.00, 764.26
10.0%
23.94, 763.87
3.0:1
30.00, 761.85
3.0:1
49.23, 755.45

108+95

EAT POST 9

765
760
755
752

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

24.80, 763.15
4.0:1
-21.10, 764.08
10.0%
-17.00, 764.31
2.0%
-12.00, 764.41
12.00, 764.42
2.0%
-20.00, 764.26
10.0%
23.94, 763.87
2.9:1
30.00, 761.80
2.9:1
48.63, 755.45

108+79

4 FT
10 FT

9

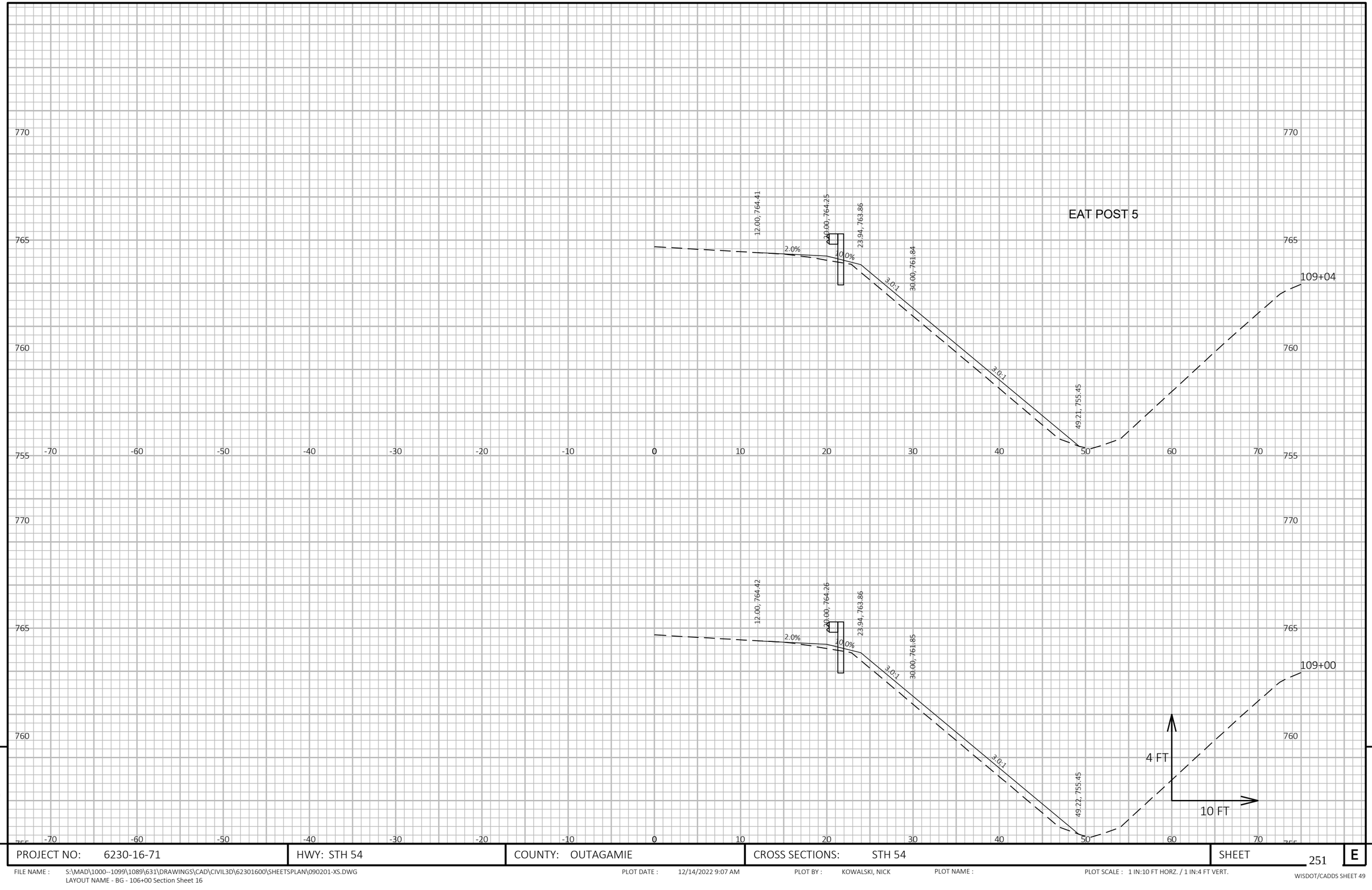
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 250	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 15

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

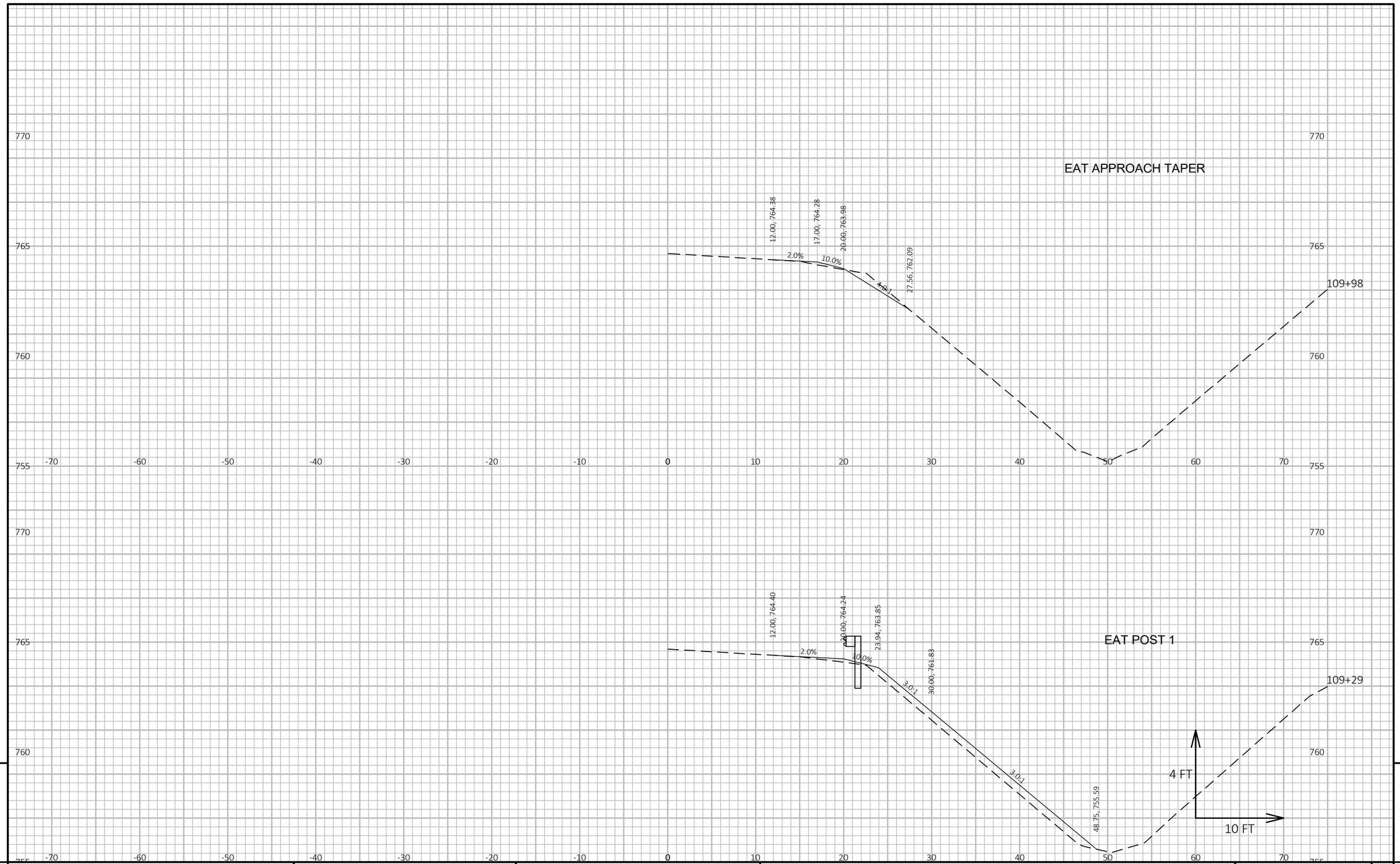
9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 251	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 16

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

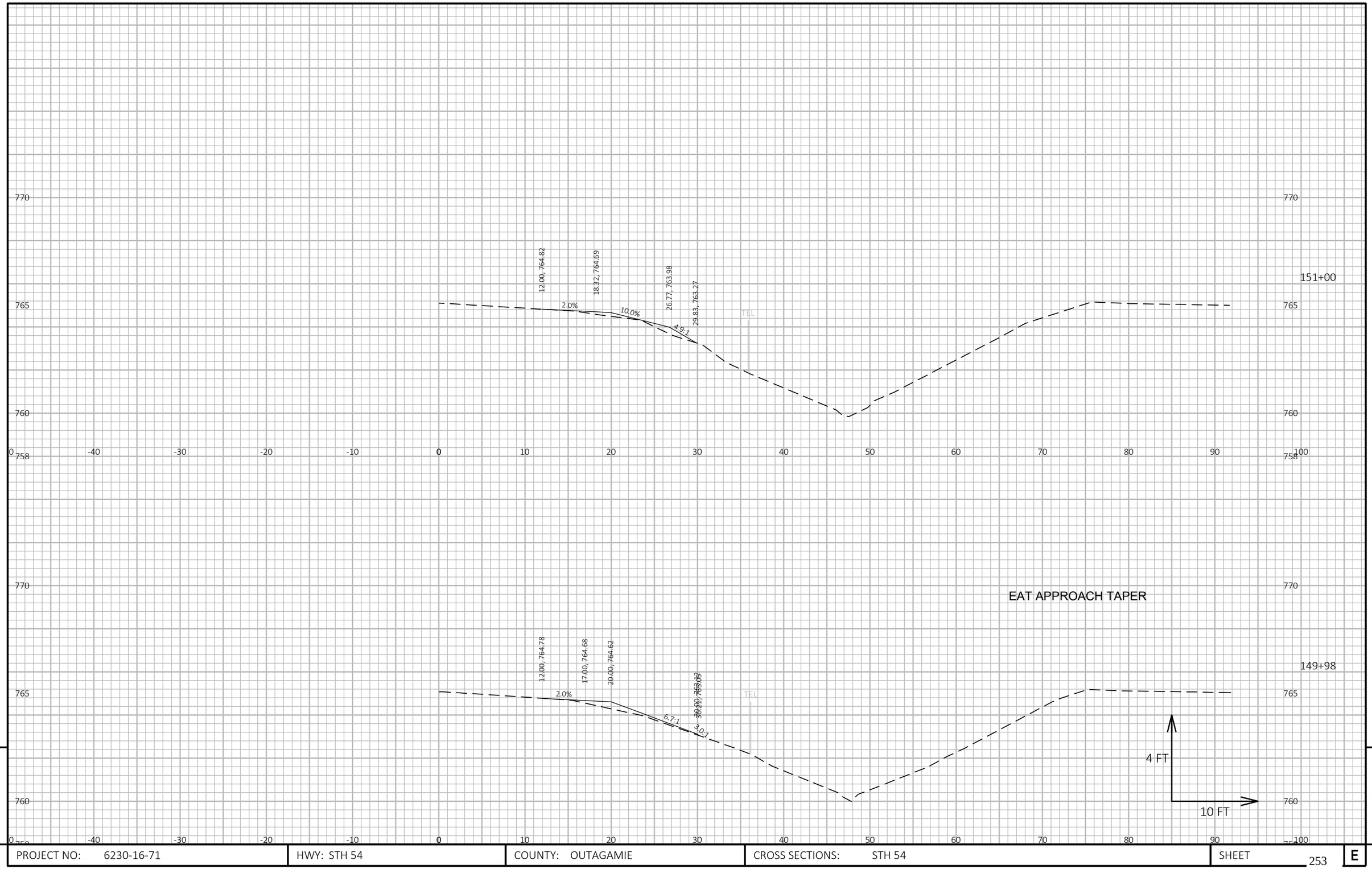
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 252	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 106+00 Section Sheet 17

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 253	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 152+50 Section Sheet 19

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 5

151+42

12.00, 764.87
20.00, 764.71
25.67, 764.14
30.00, 763.15
32.54, 762.31
2.0%
10.0%
4:1
3:0:1

EAT POST 1

151+17

12.00, 764.84
20.00, 764.68
27.90, 763.89
29.92, 763.23
2.0%
10.0%
4:1

4 FT
10 FT

9

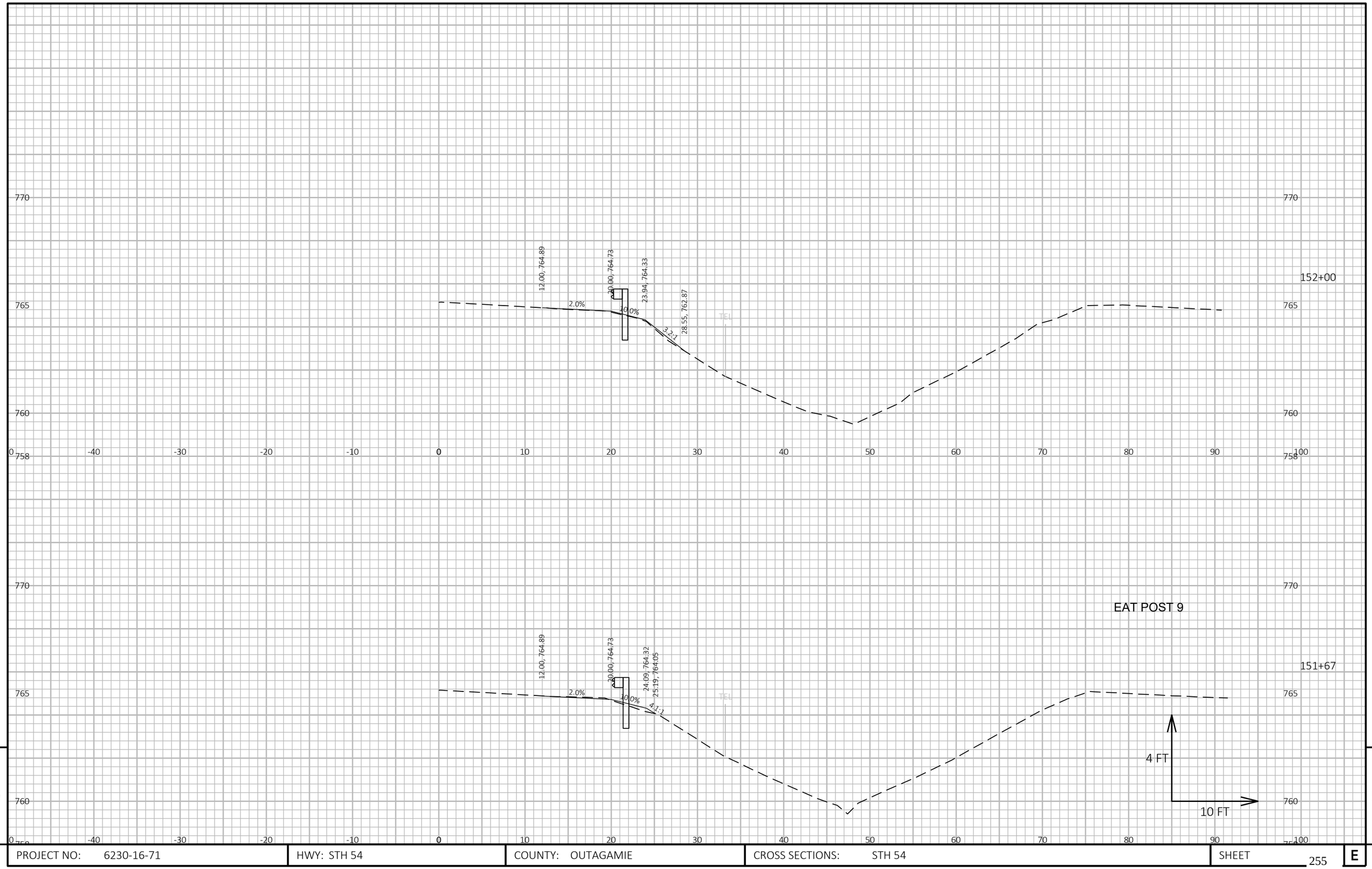
9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 254	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 152+50 Section Sheet 20

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

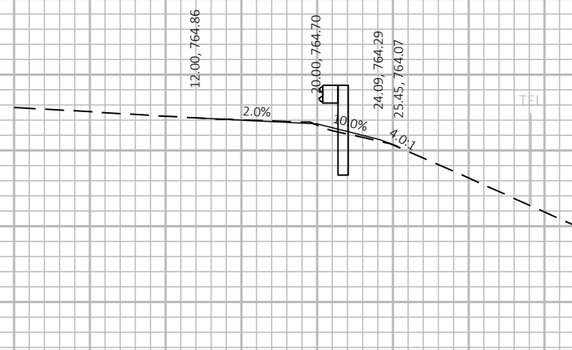
PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 255	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 152+50 Section Sheet 21

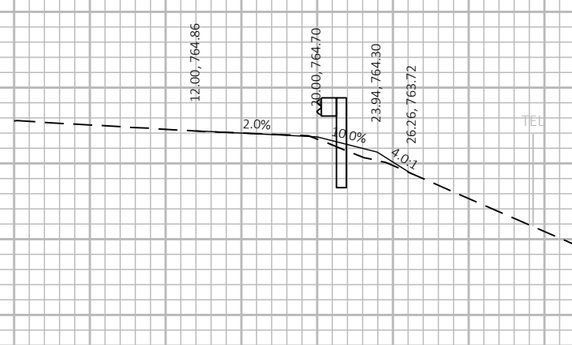
PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 9



153+23



153+00

4 FT

10 FT

9

9

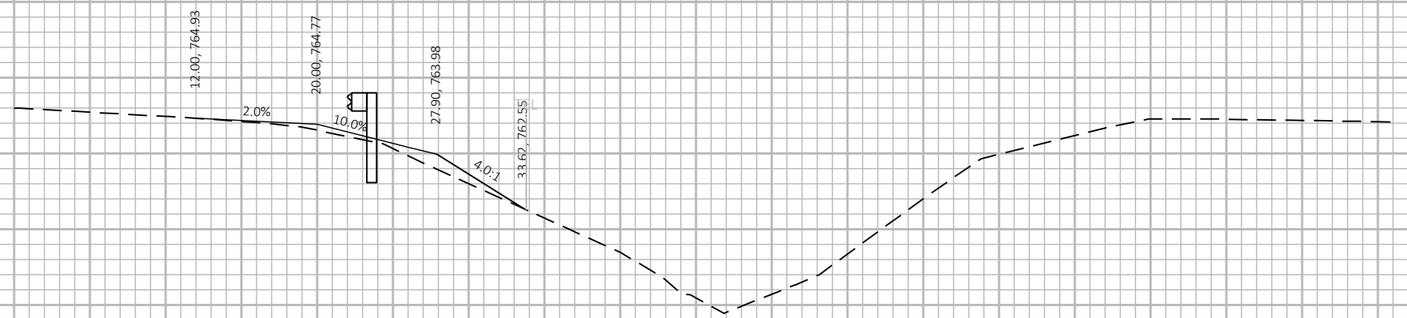
PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 256	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 152+50 Section Sheet 22

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

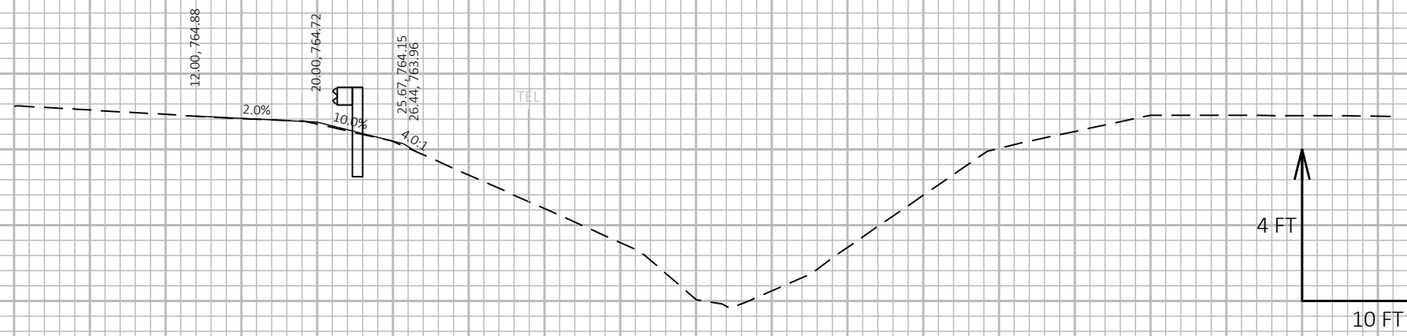
WISDOT/CADDS SHEET 49

EAT POST 1



153+73

EAT POST 5



153+48

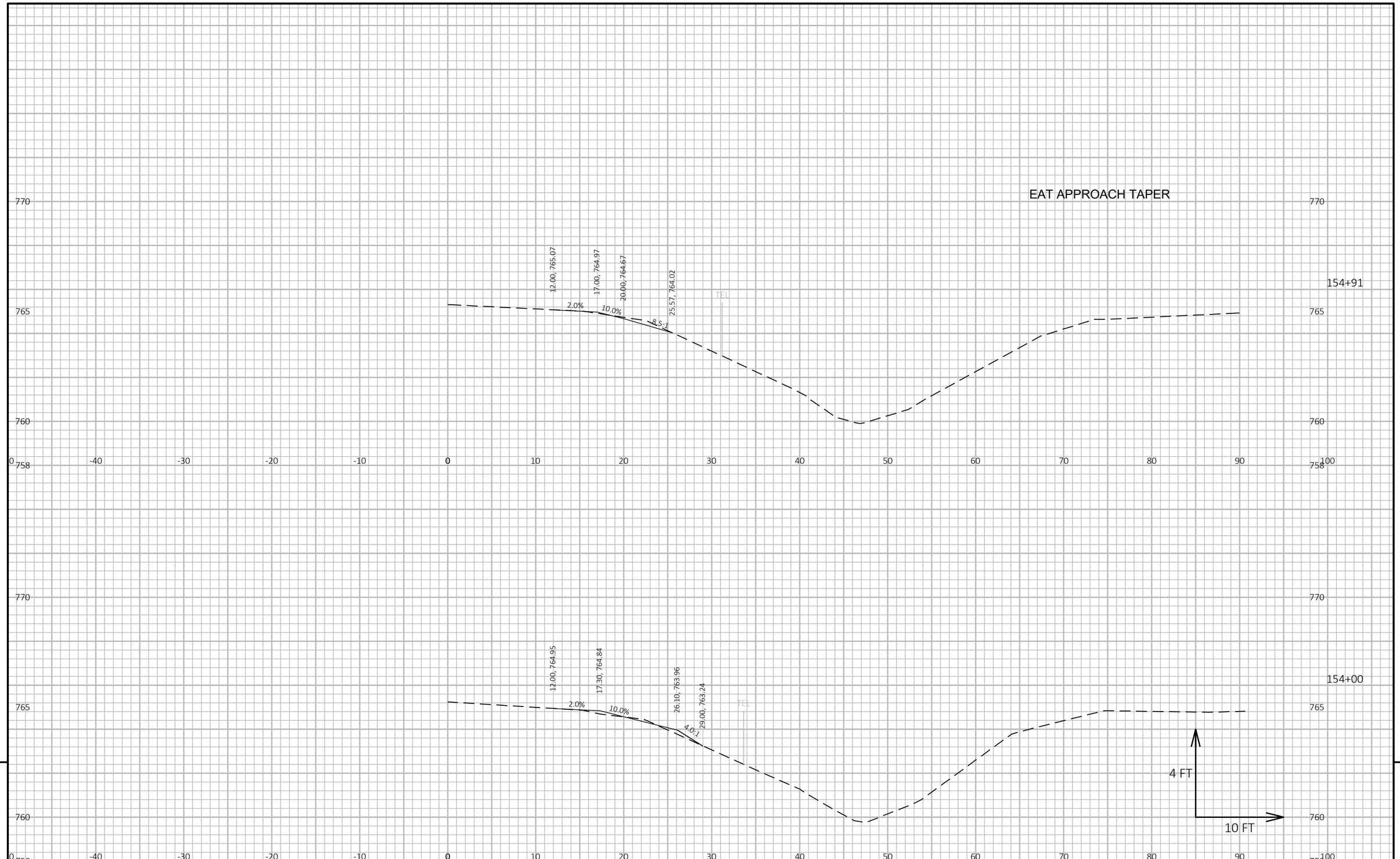
PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 257	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 152+50 Section Sheet 23

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT APPROACH TAPER



9

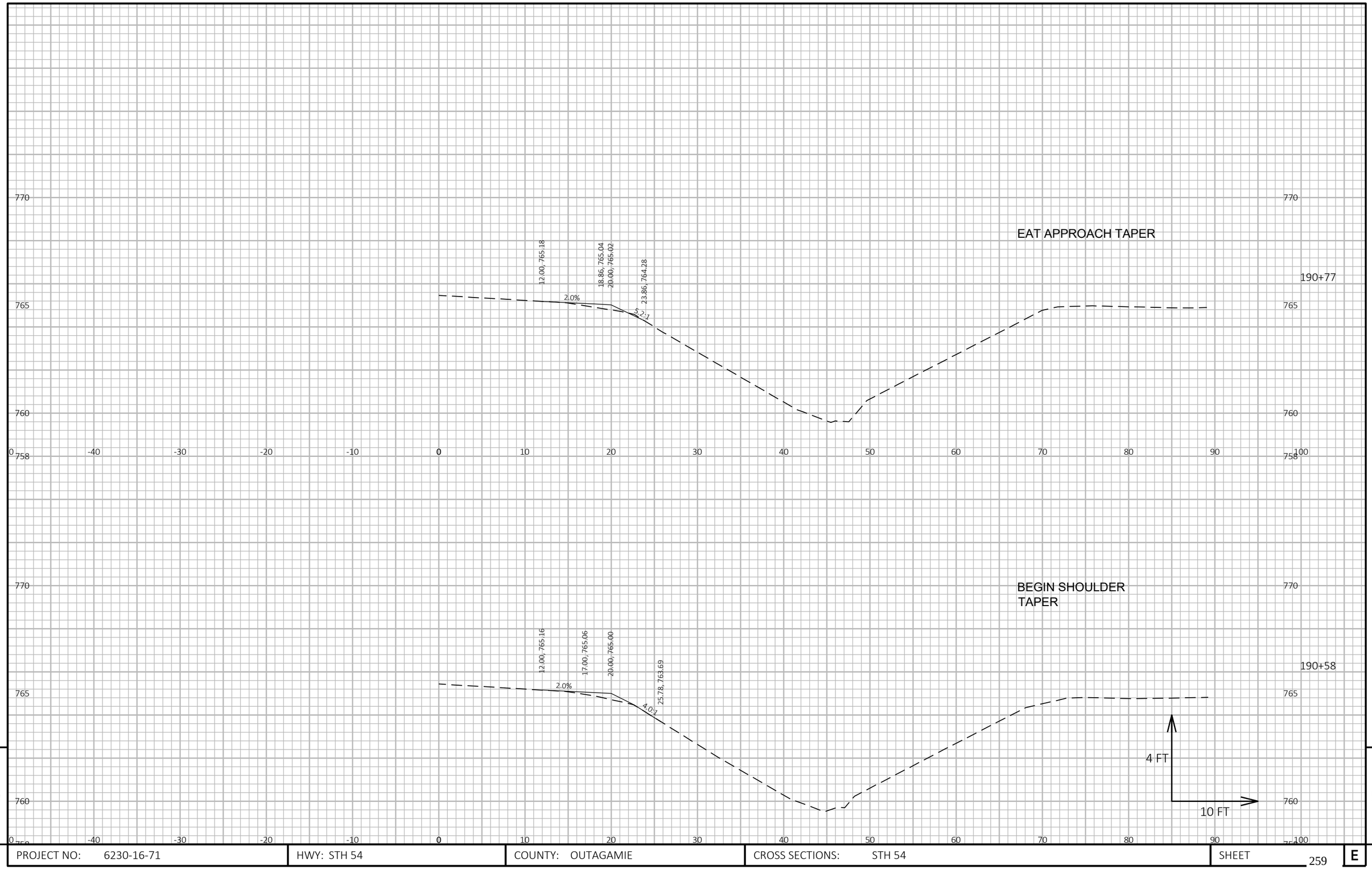
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 258	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 152+50 Section Sheet 24

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 259	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 192+30 Section Sheet 25

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 1

191+15

12.00, 765.17

22.62, 764.96

26.57, 764.88

2.0%

2.0%

191+00

12.00, 765.18

21.14, 765.00

25.69, 764.89

32.04, 764.45

2.0%

2.5%

14.5:1

4 FT

10 FT

9

9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 260	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 192+30 Section Sheet 26

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 9

12.00, 765.11
20.62, 764.94
24.56, 764.54
27.80, 763.67
2.0%
-6.0%
4.0:1
191+65

EAT POST 5

12.00, 765.15
20.62, 764.95
25.56, 764.56
27.22, 764.15
2.0%
-6.0%
4.0:1
191+40
4 FT
10 FT

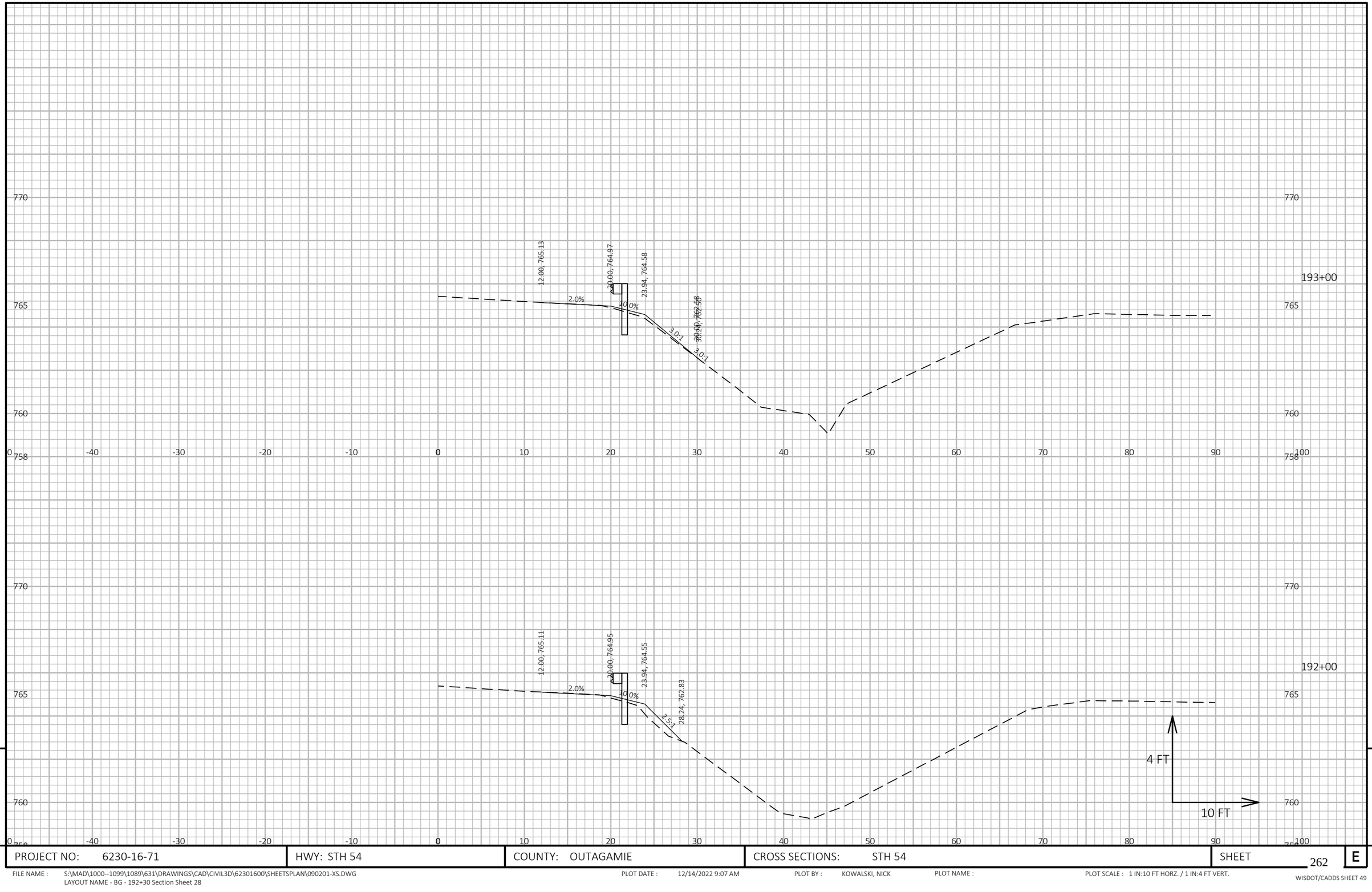
9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 261 E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 192+30 Section Sheet 27

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 262	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 192+30 Section Sheet 28

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 5

193+34

12.00, 765.15
20.00, 764.99
23.94, 764.60
26.13, 763.87
2.0%
10.0%
3.0:1

EAT POST 9

193+09

12.00, 765.14
20.00, 764.98
23.94, 764.58
28.61, 763.04
2.0%
10.0%
3.0:1

4 FT
10 FT

9

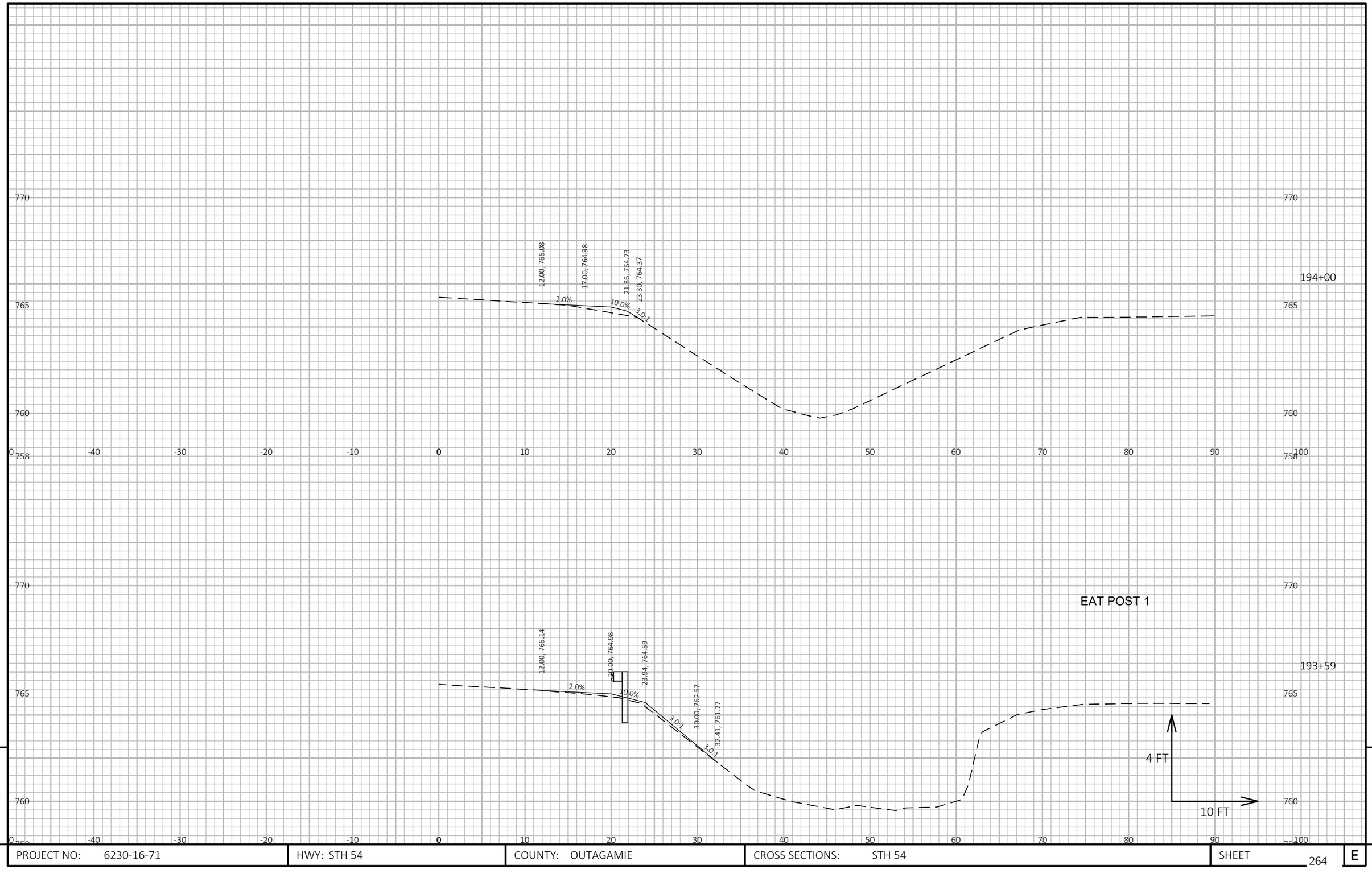
9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 263	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 192+30 Section Sheet 29

PLOT DATE : 12/14/2022 9:07 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

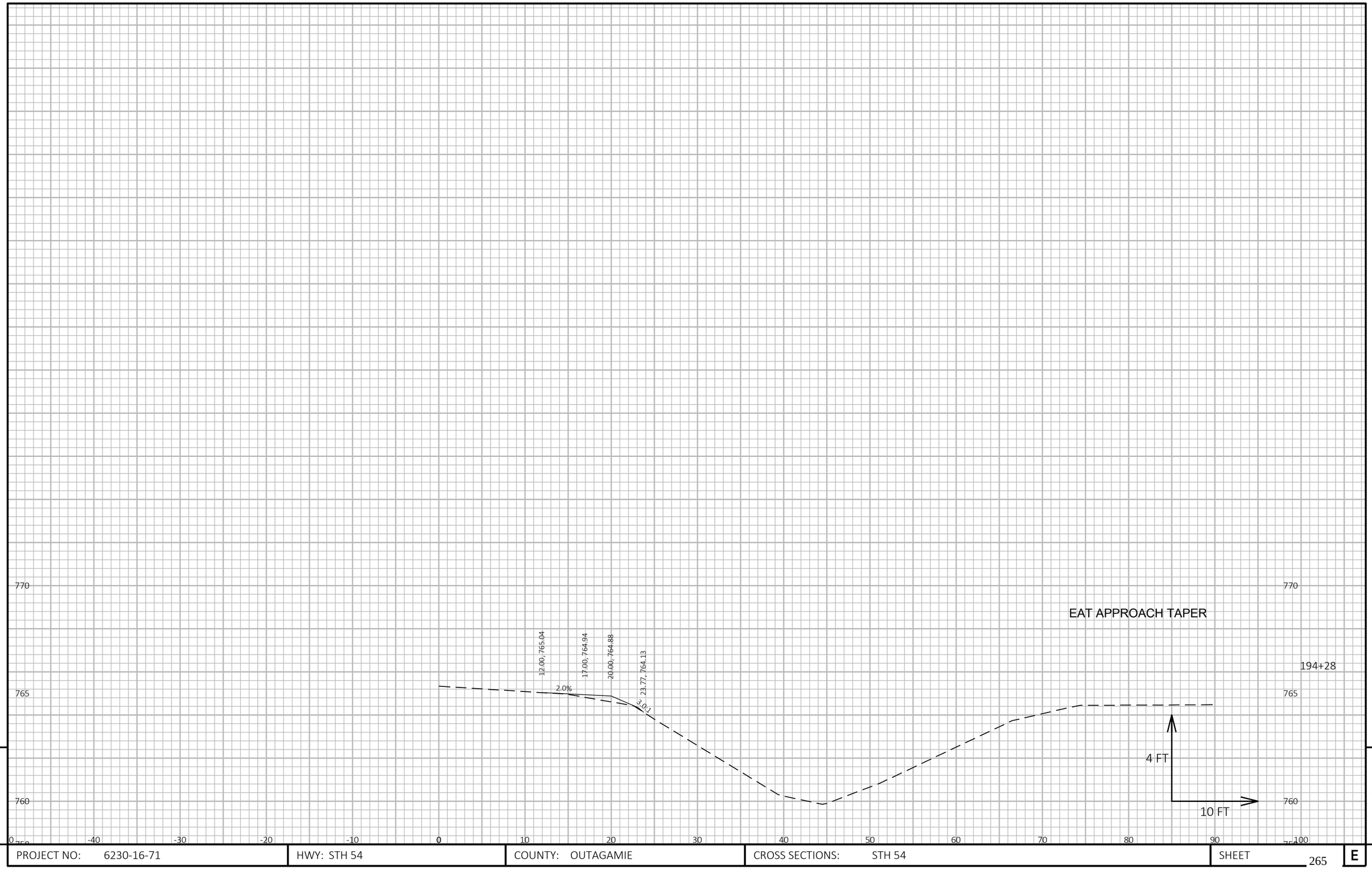
9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 264	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 192+30 Section Sheet 30

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

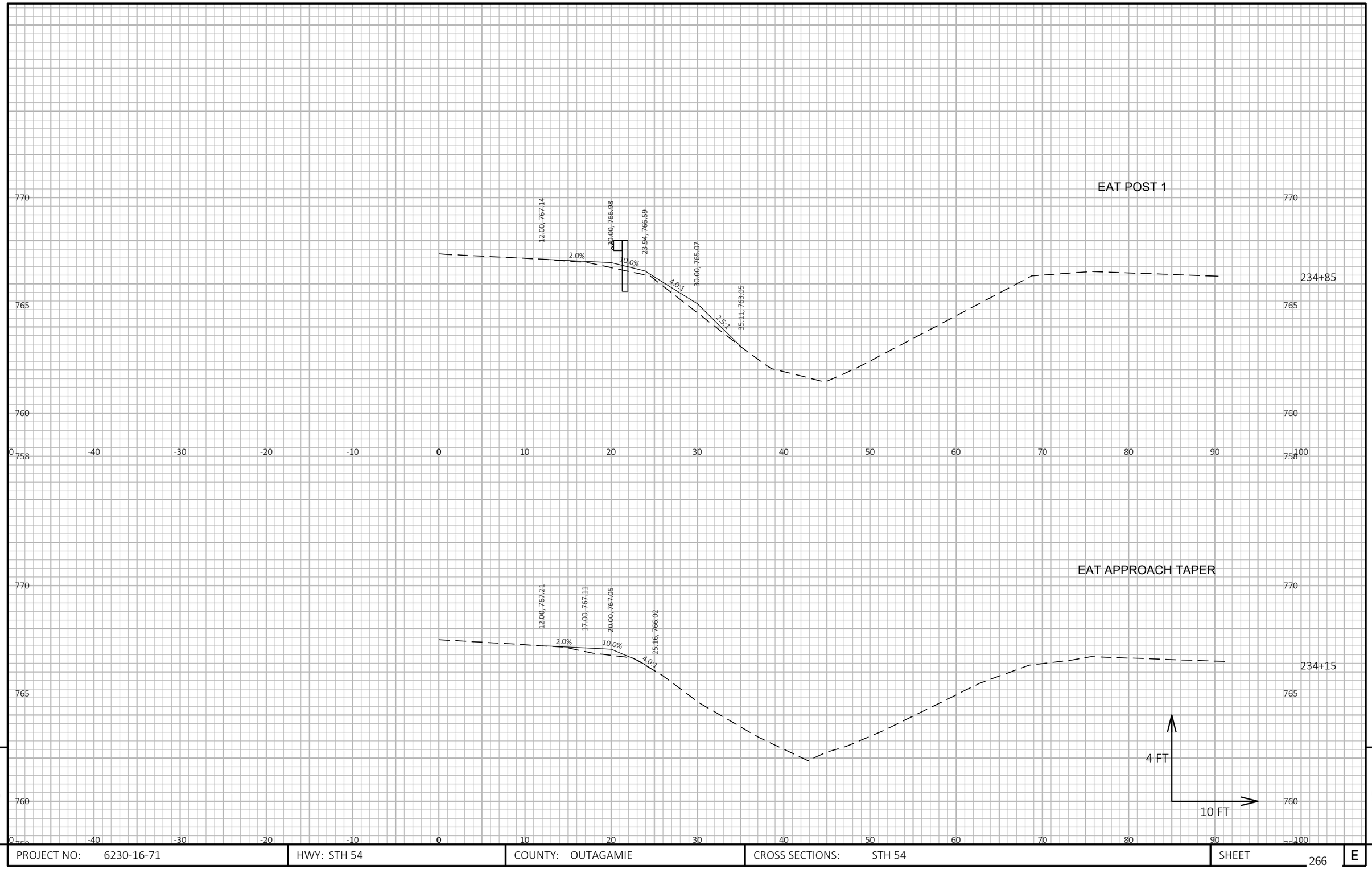
PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 265	E

9

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 192+30 Section Sheet 31

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

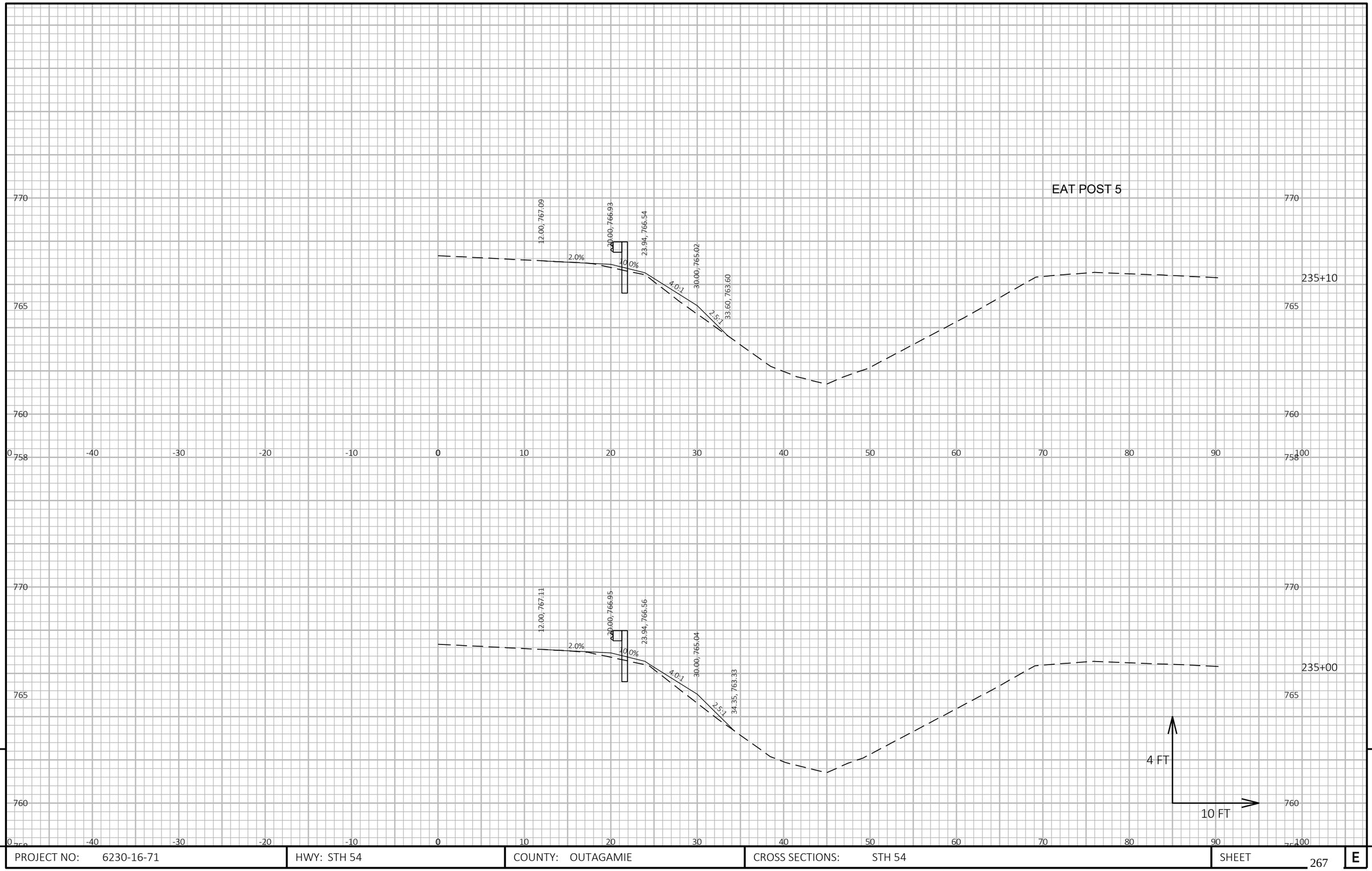
PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 266	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 237+70 Section Sheet 32

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 5



9

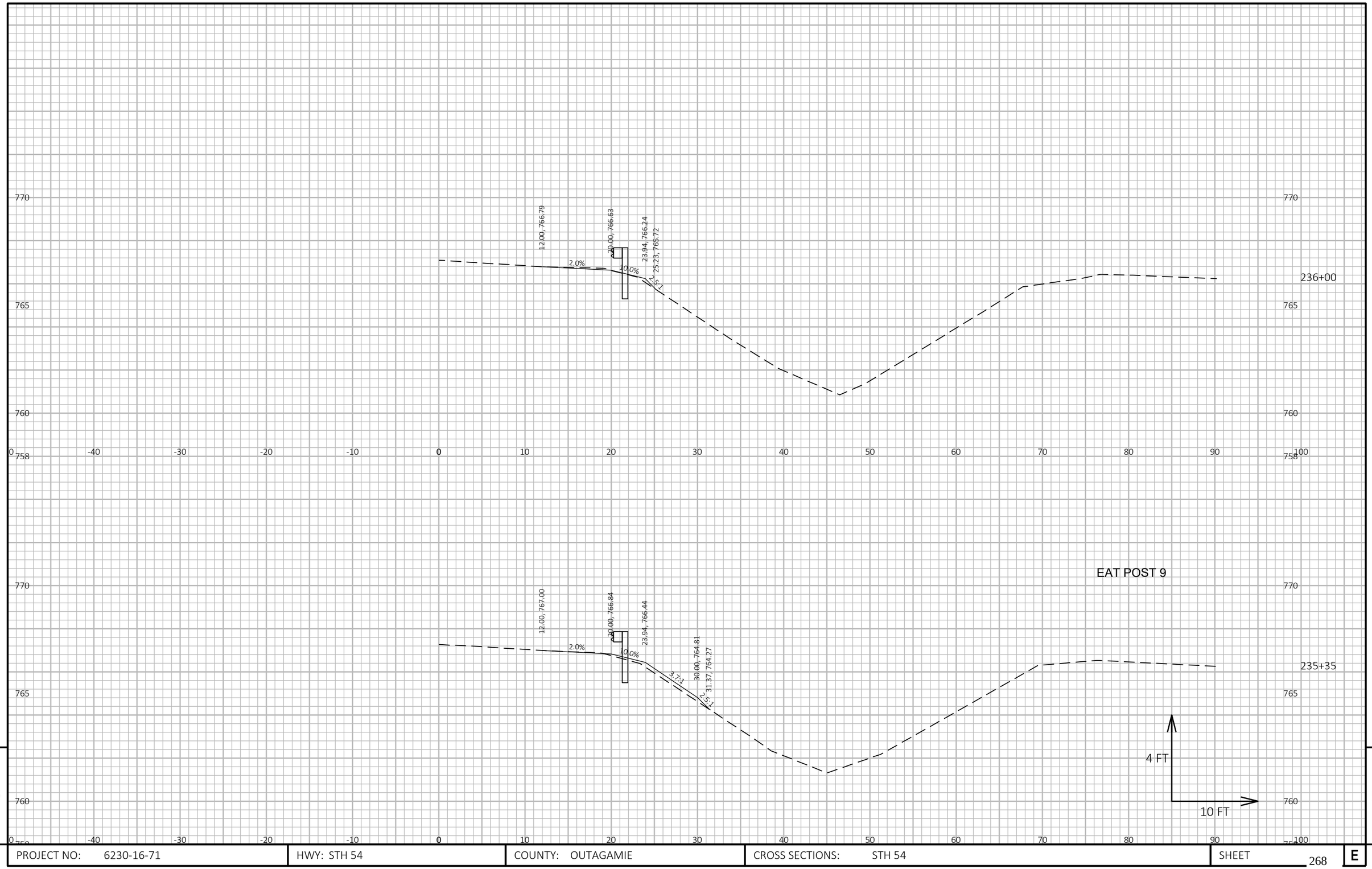
9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 267	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 237+70 Section Sheet 33

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

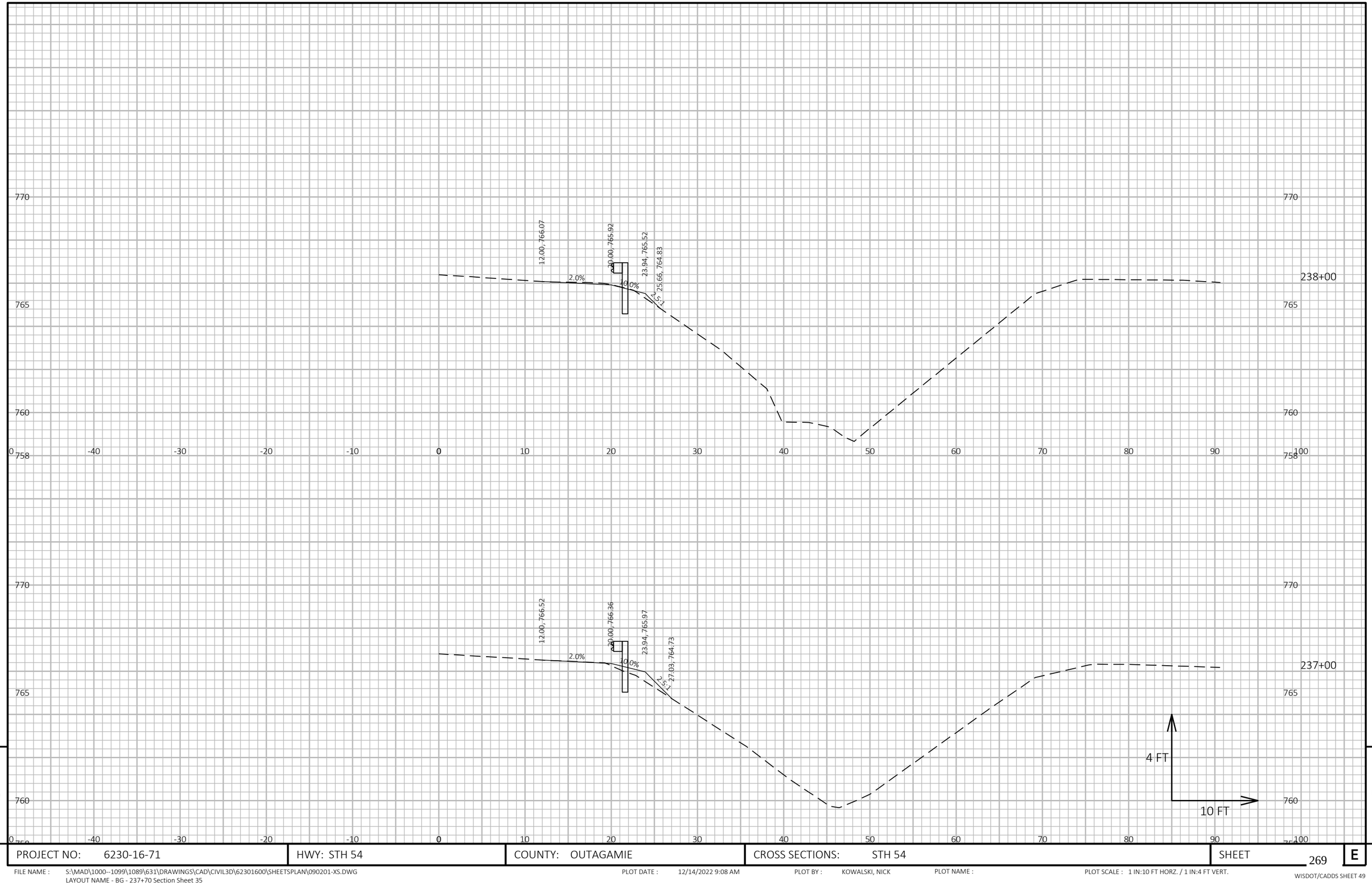
9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 268	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 237+70 Section Sheet 34

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

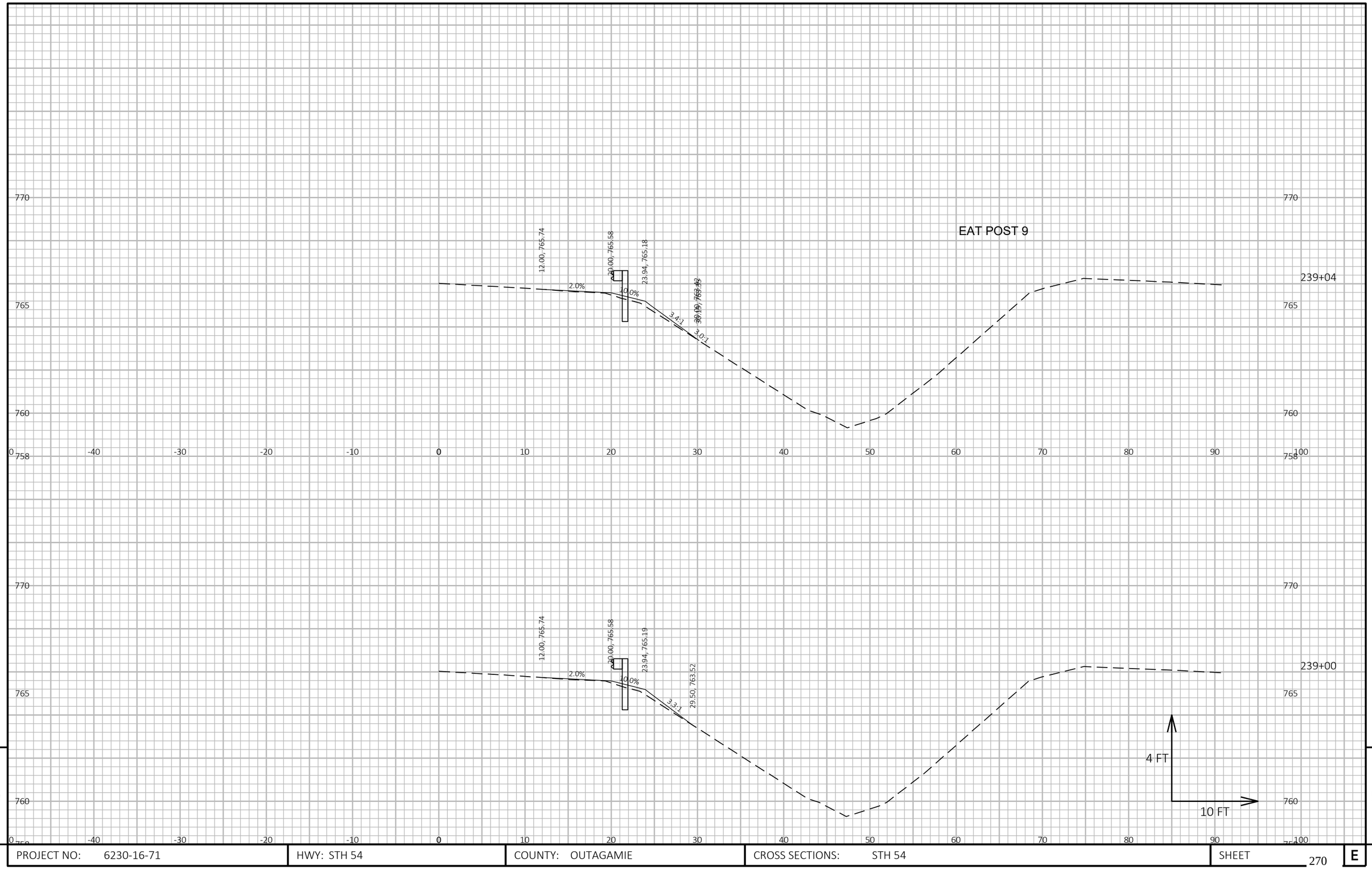
9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 269	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 237+70 Section Sheet 35

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

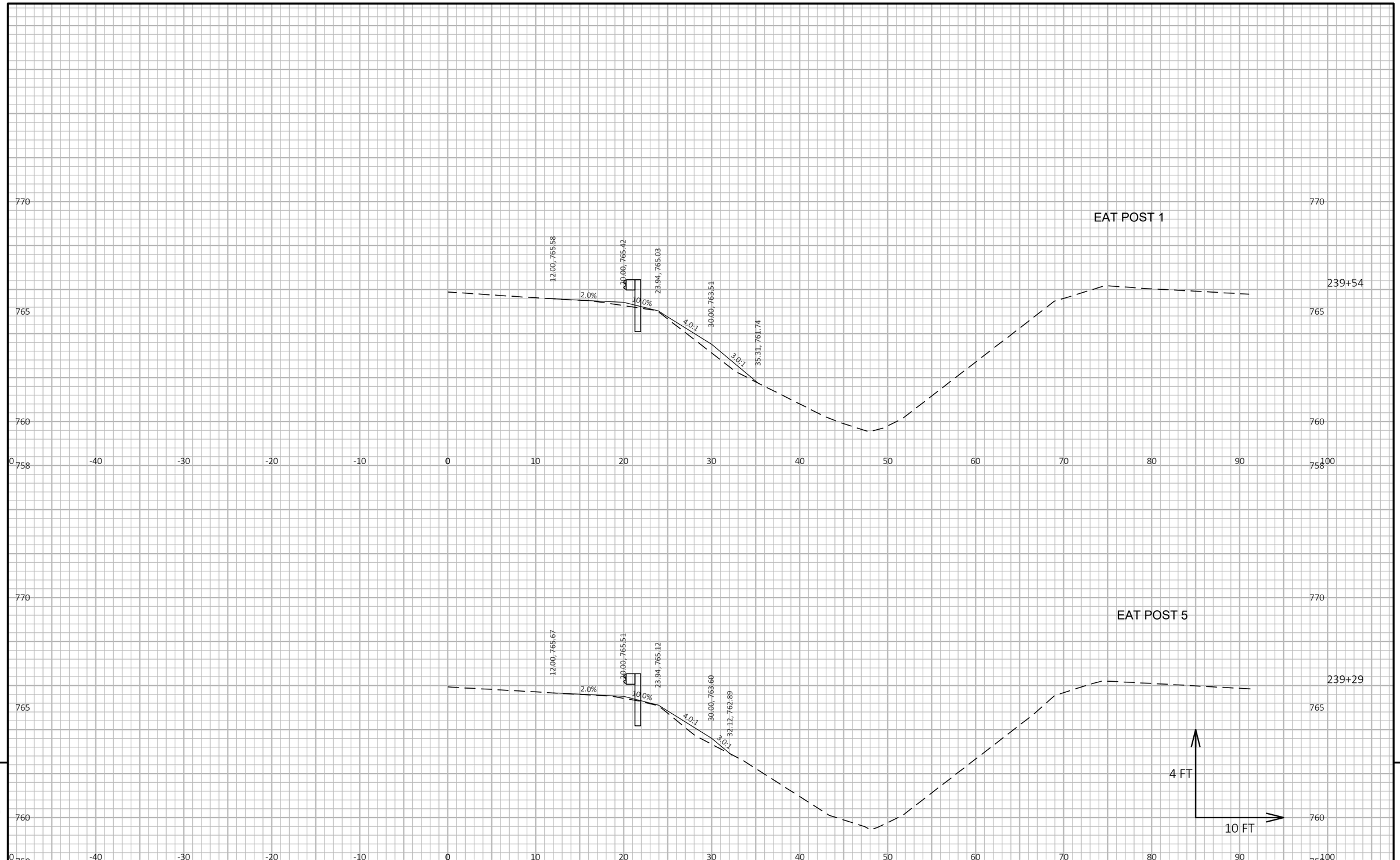


PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 270	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 237+70 Section Sheet 36

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

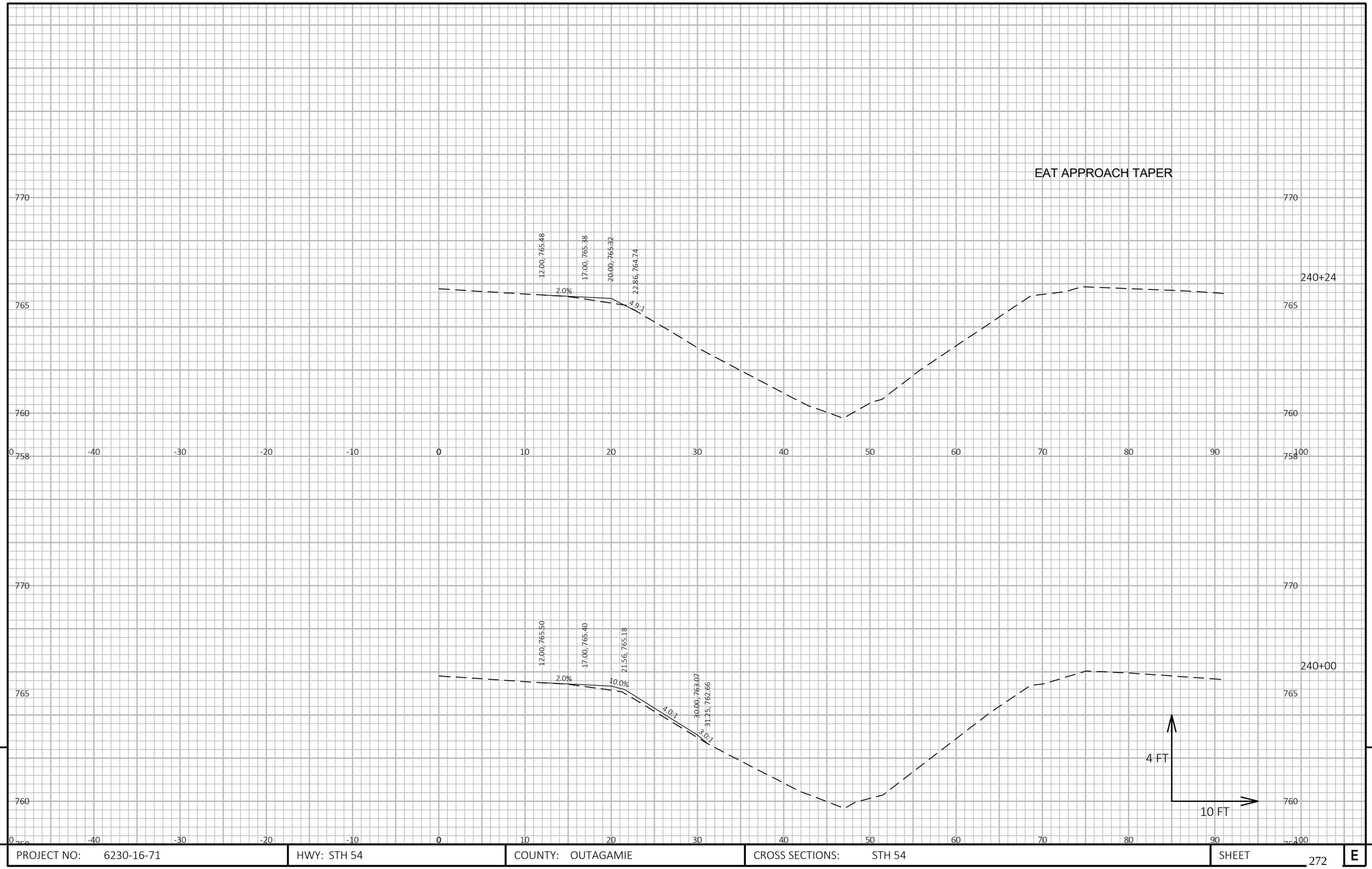
PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 271	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 237+70 Section Sheet 37

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT APPROACH TAPER



9

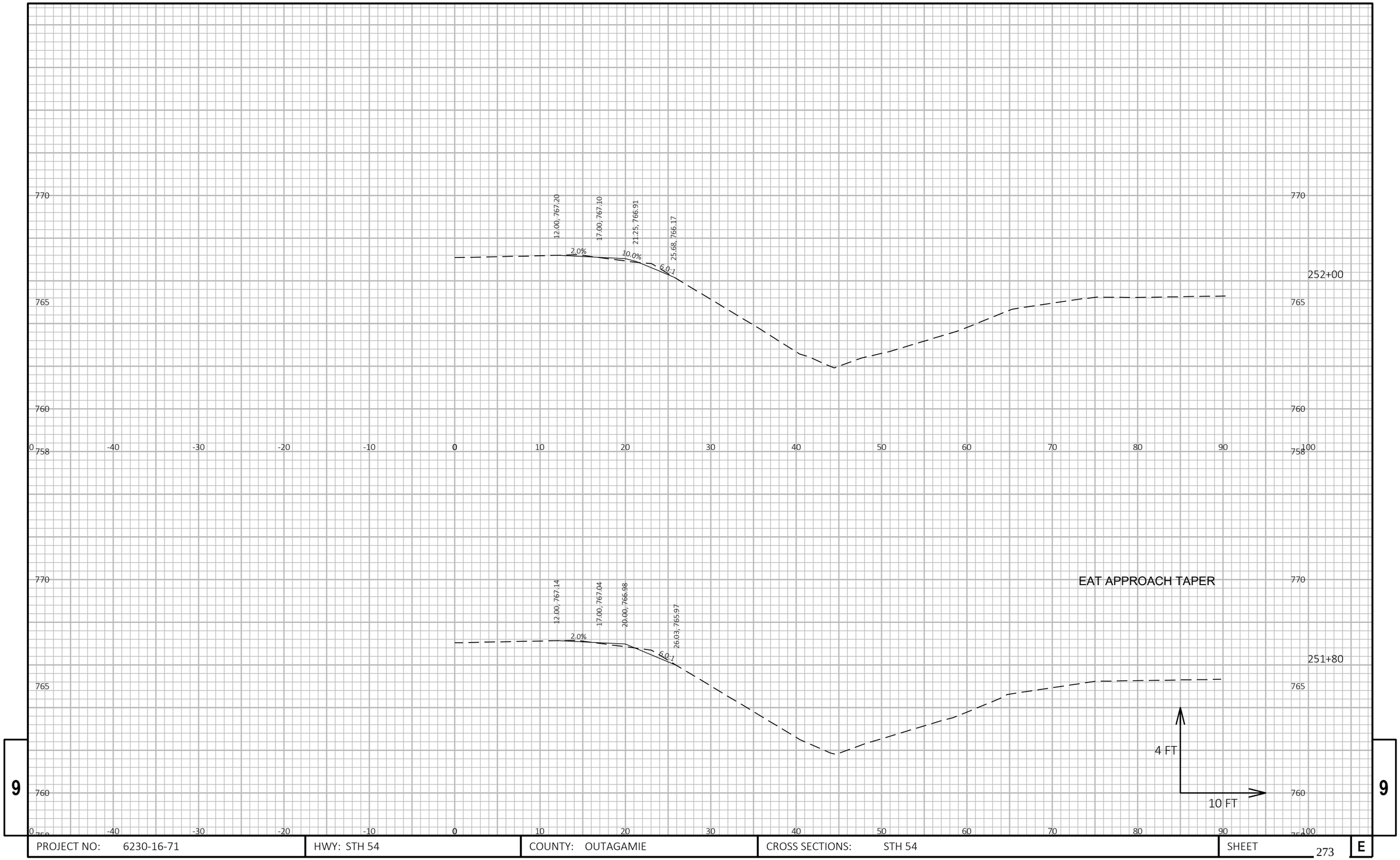
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 272	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 237+70 Section Sheet 38

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

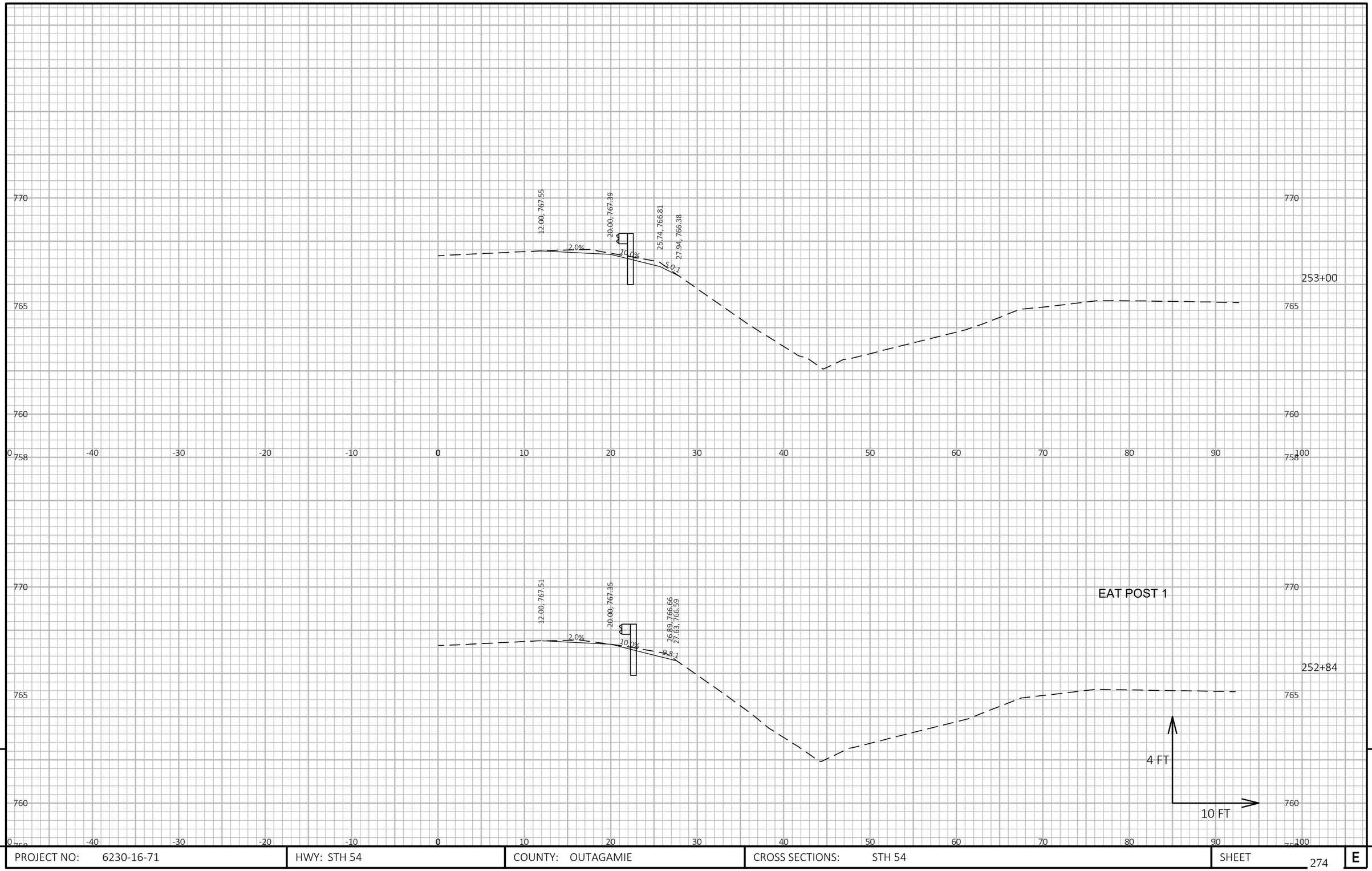
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 273	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 255+00 Section Sheet 39

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

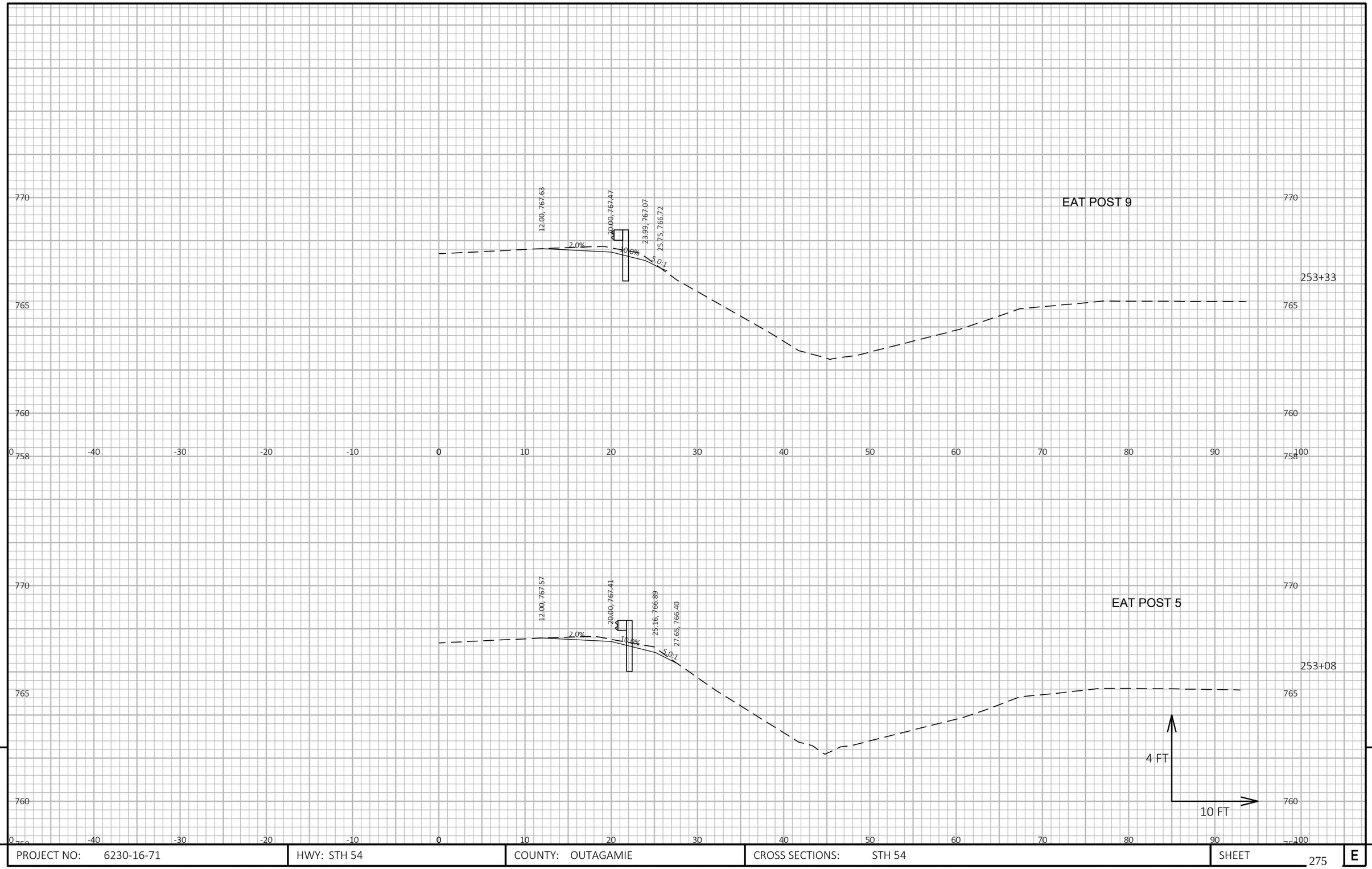
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 274	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 255+00 Section Sheet 40

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

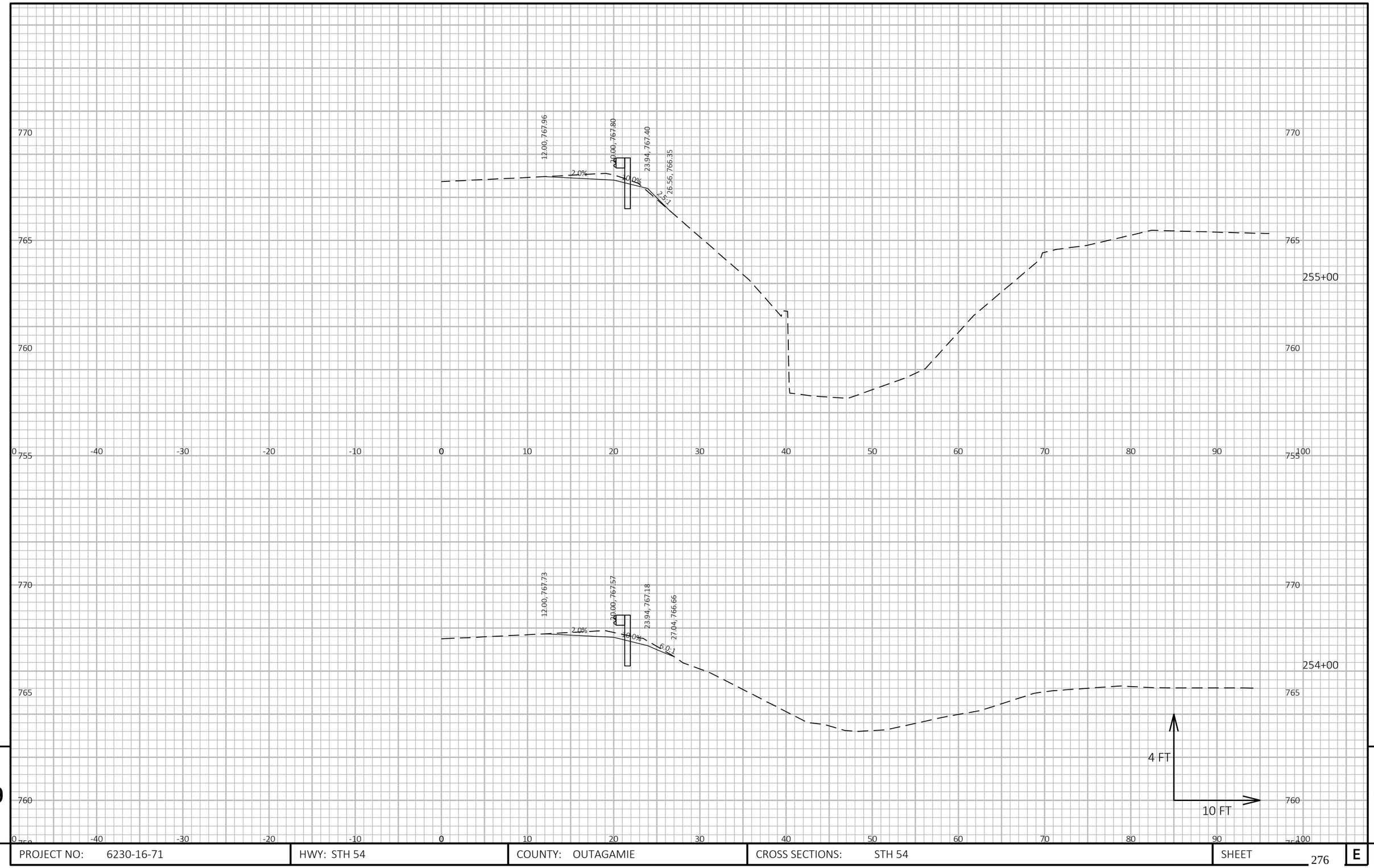
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 275	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 255+00 Section Sheet 41

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

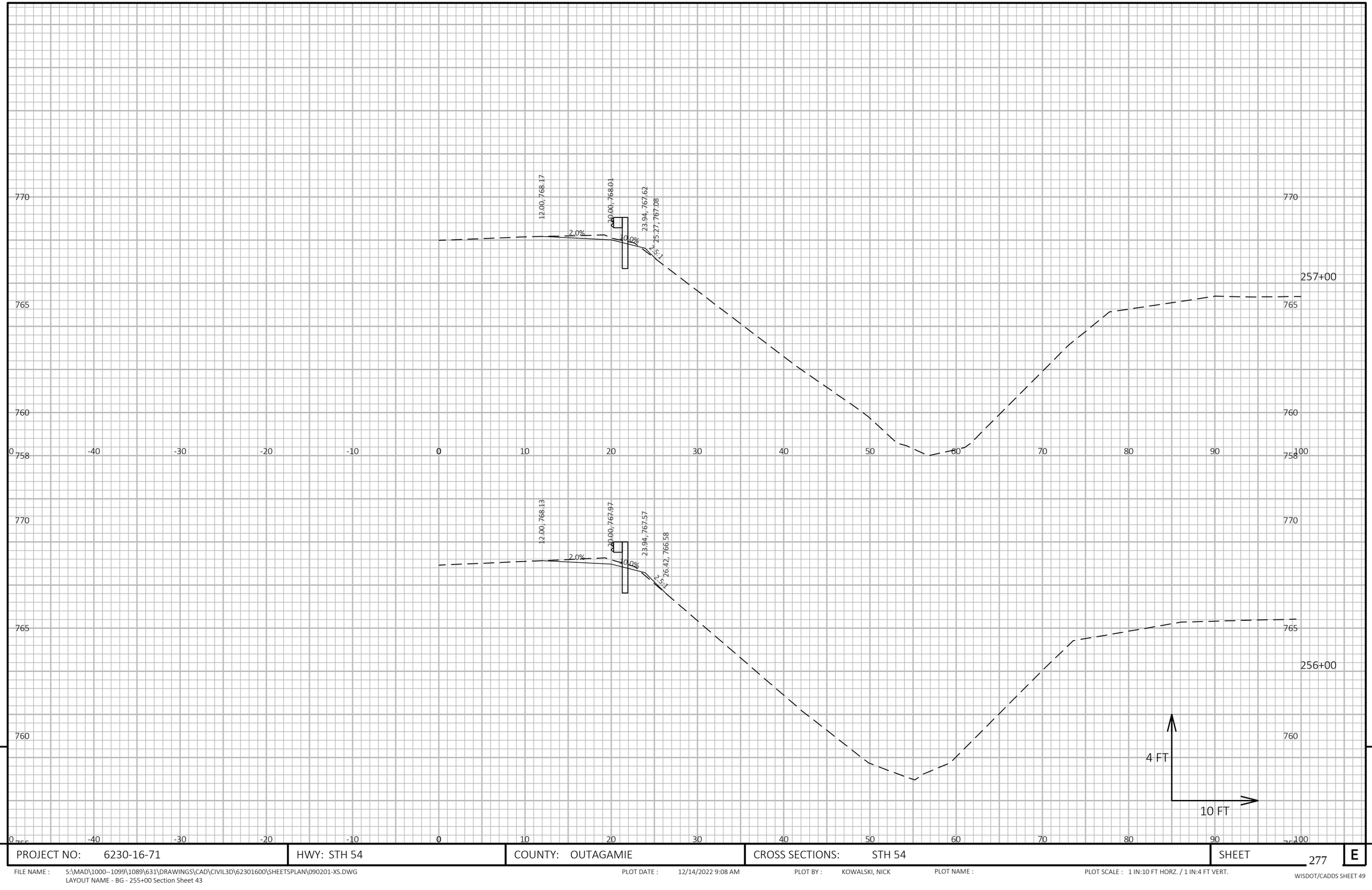
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 276	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 255+00 Section Sheet 42

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

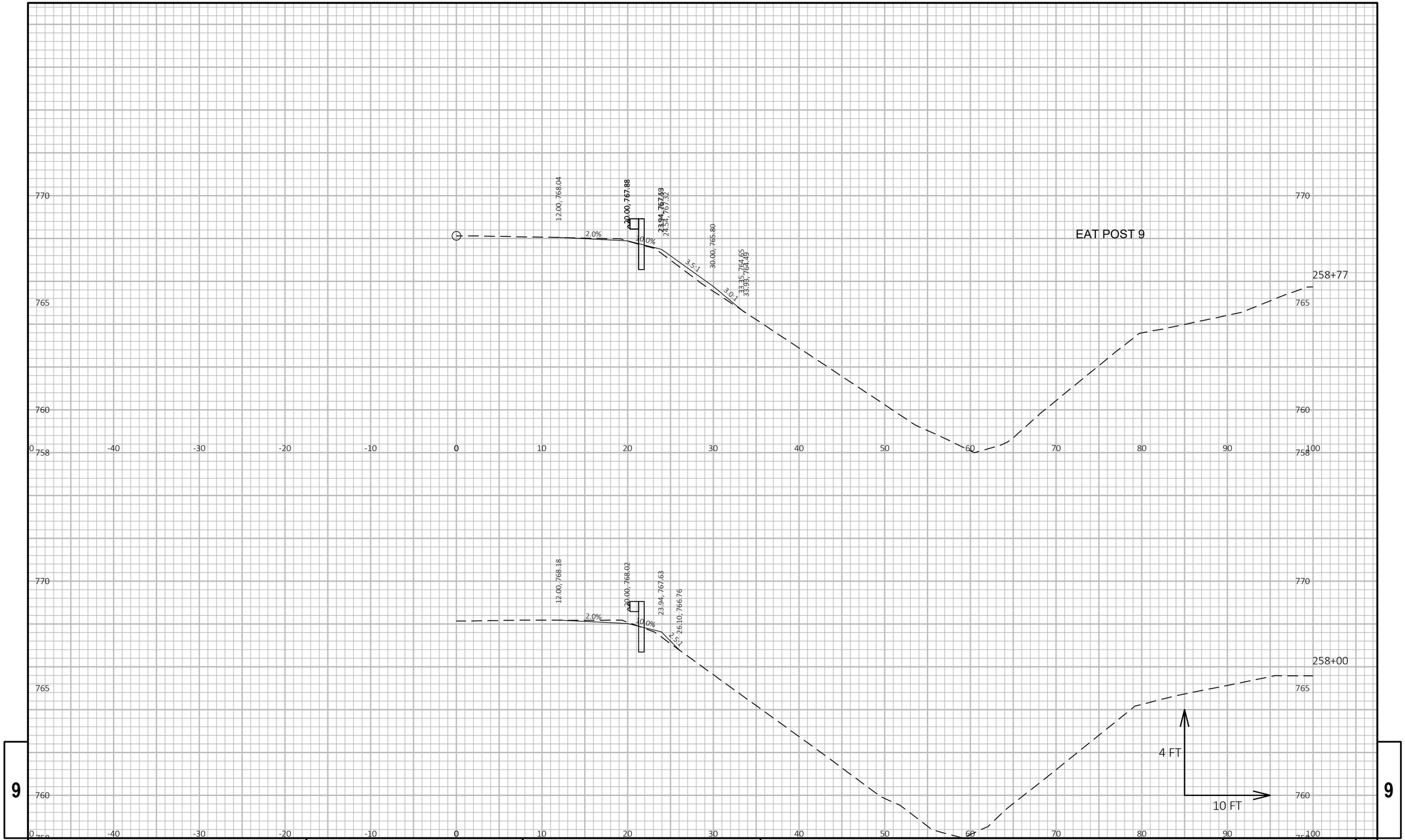
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 277	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 255+00 Section Sheet 43

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

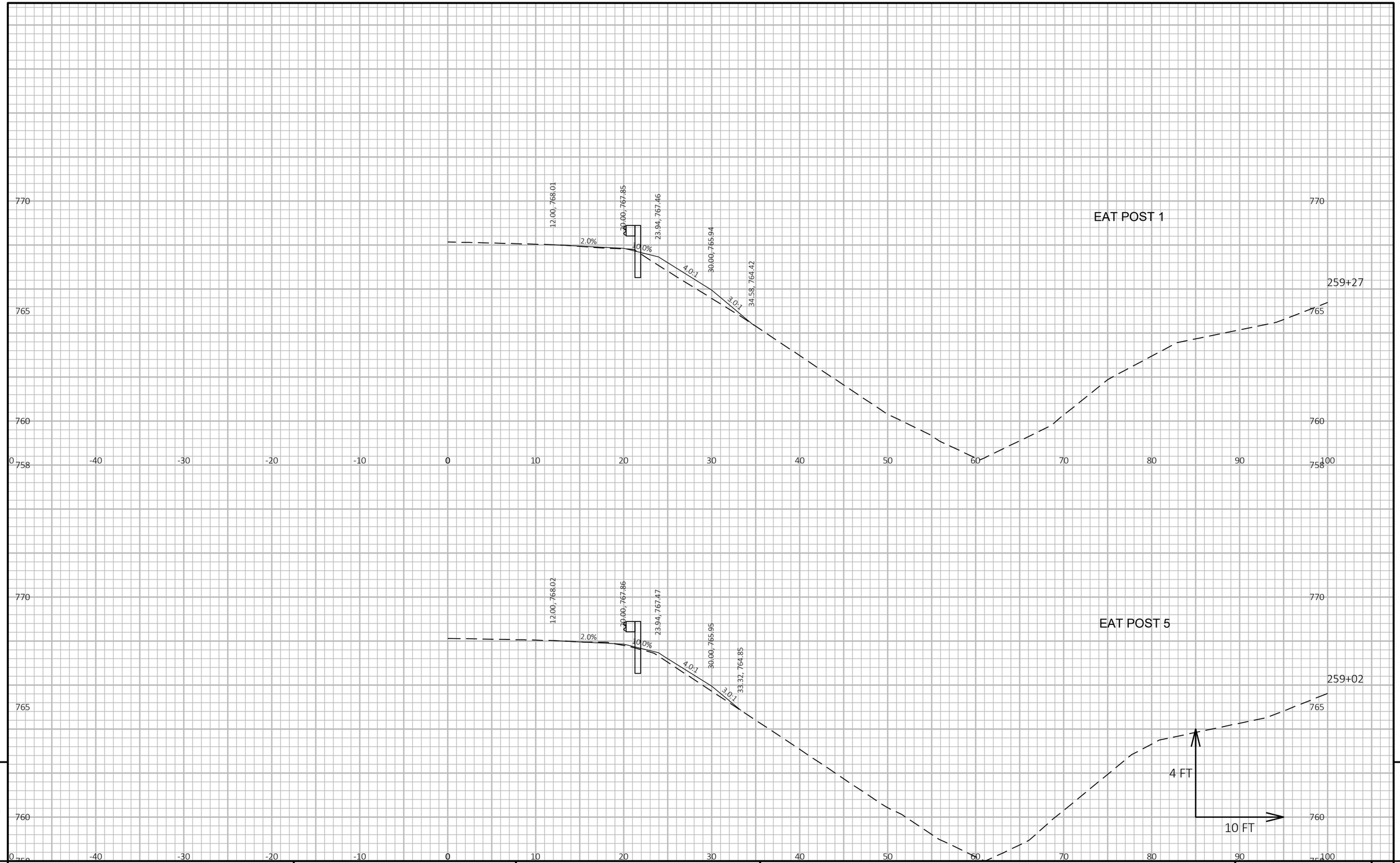
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 278	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 255+00 Section Sheet 44

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

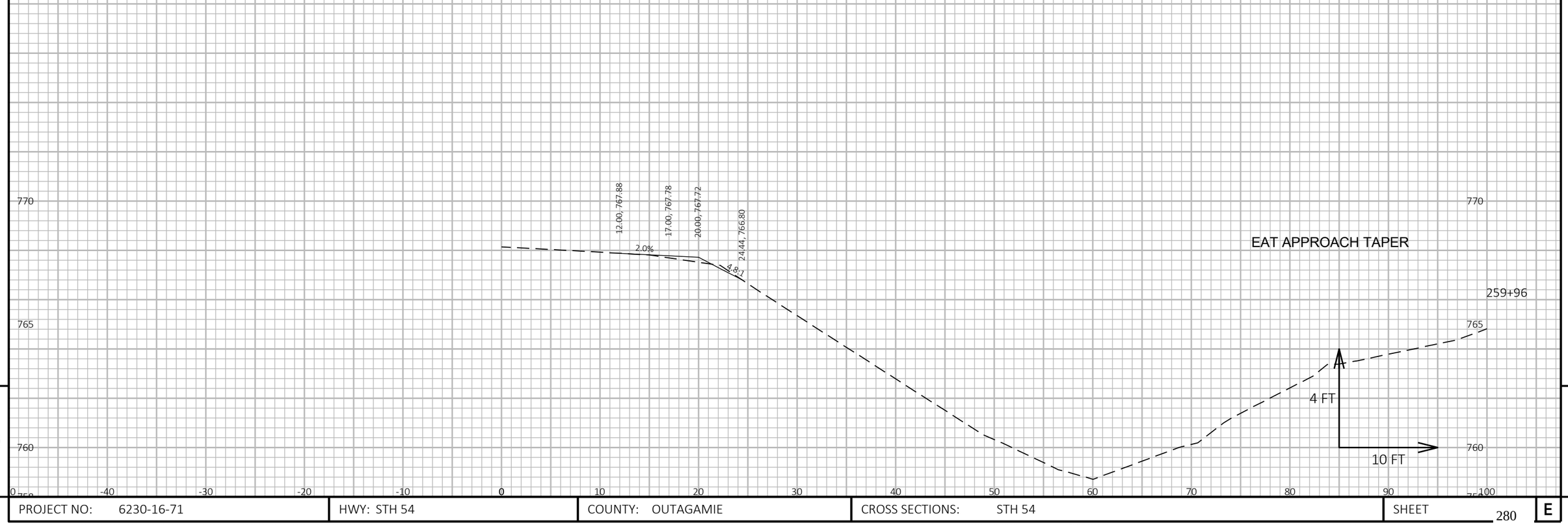
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 279	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 255+00 Section Sheet 45

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

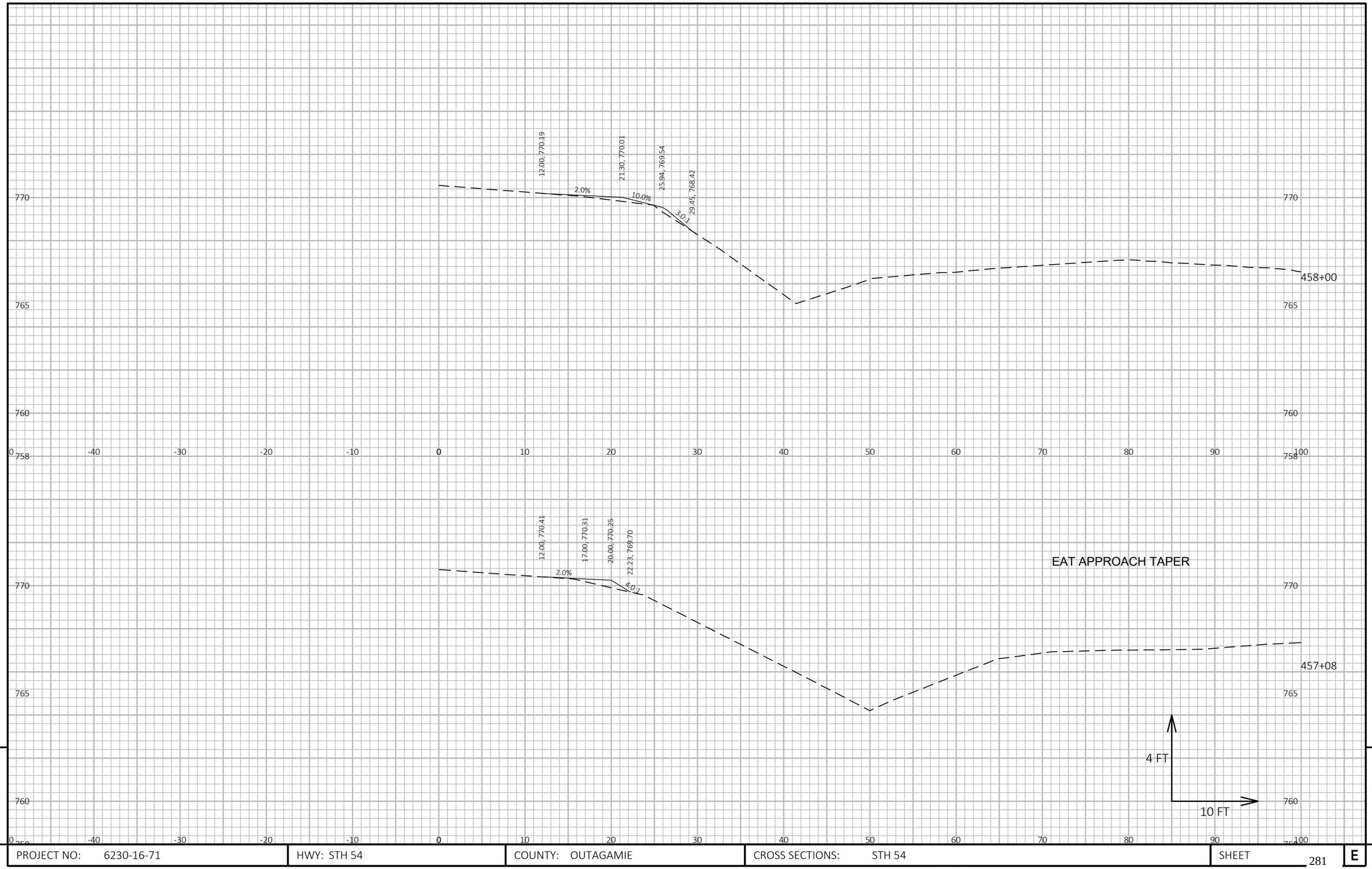
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 280	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 255+00 Section Sheet 46

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

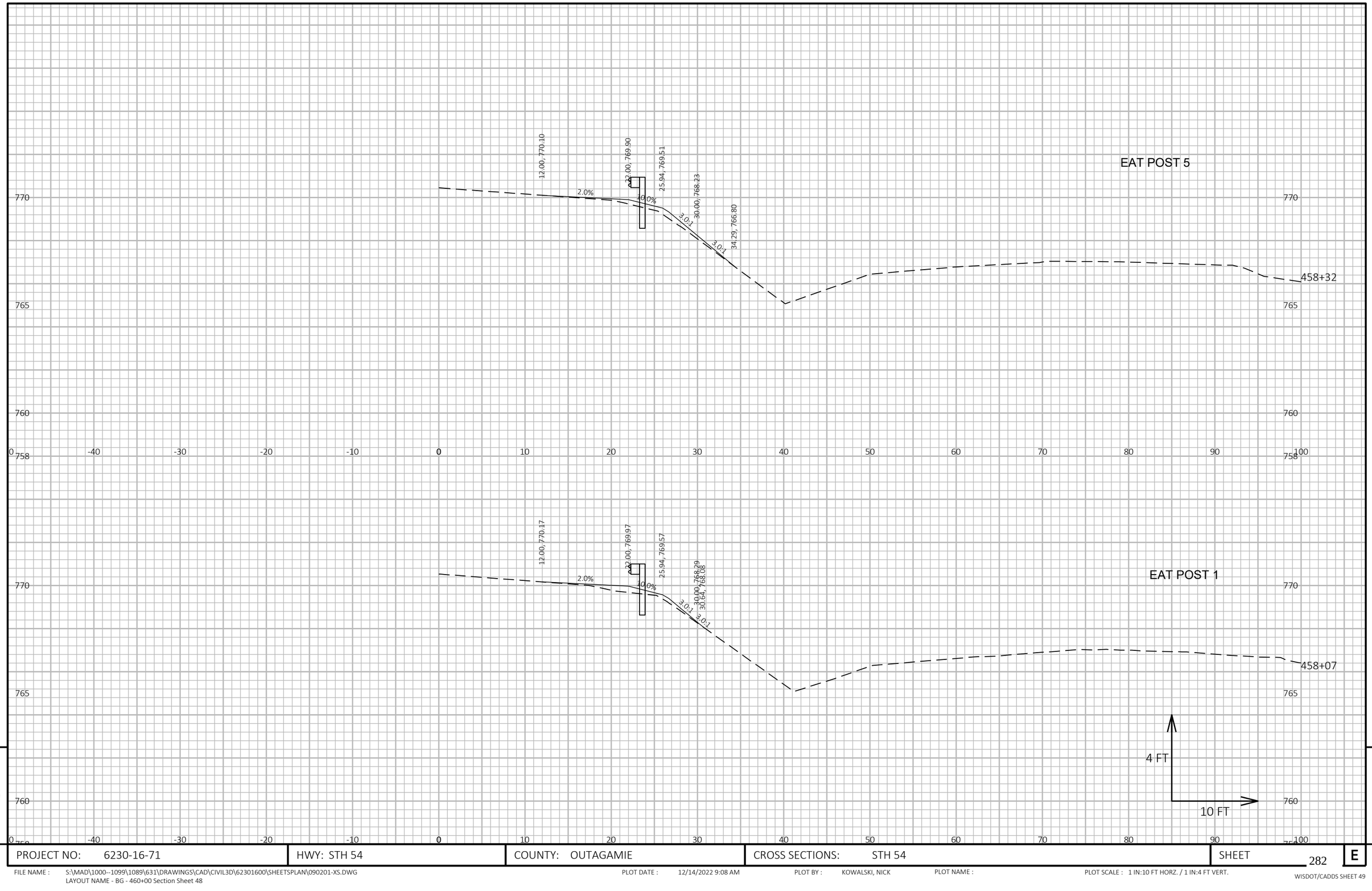
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 281	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 460+00 Section Sheet 47

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

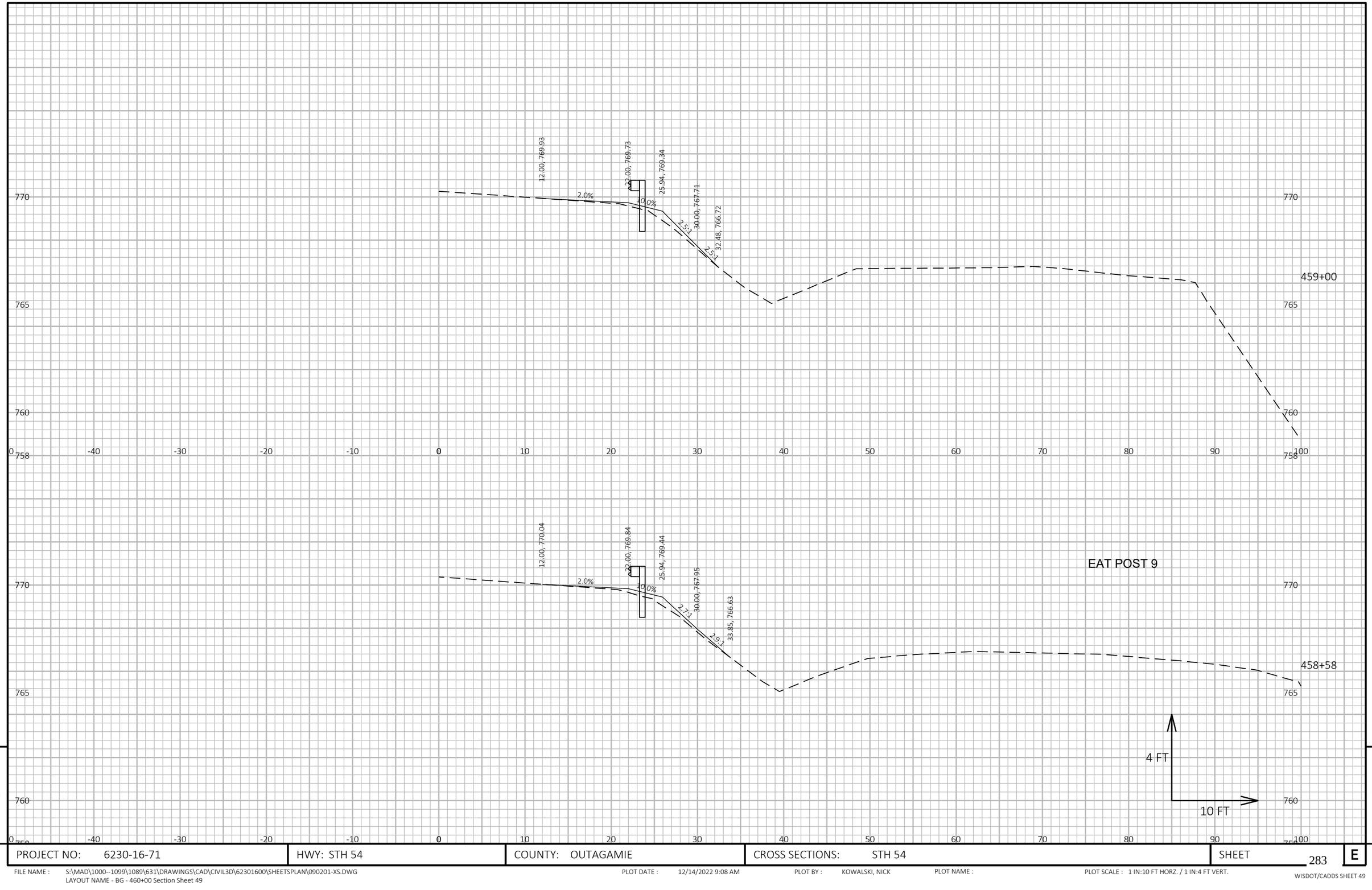


PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 282	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 460+00 Section Sheet 48

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

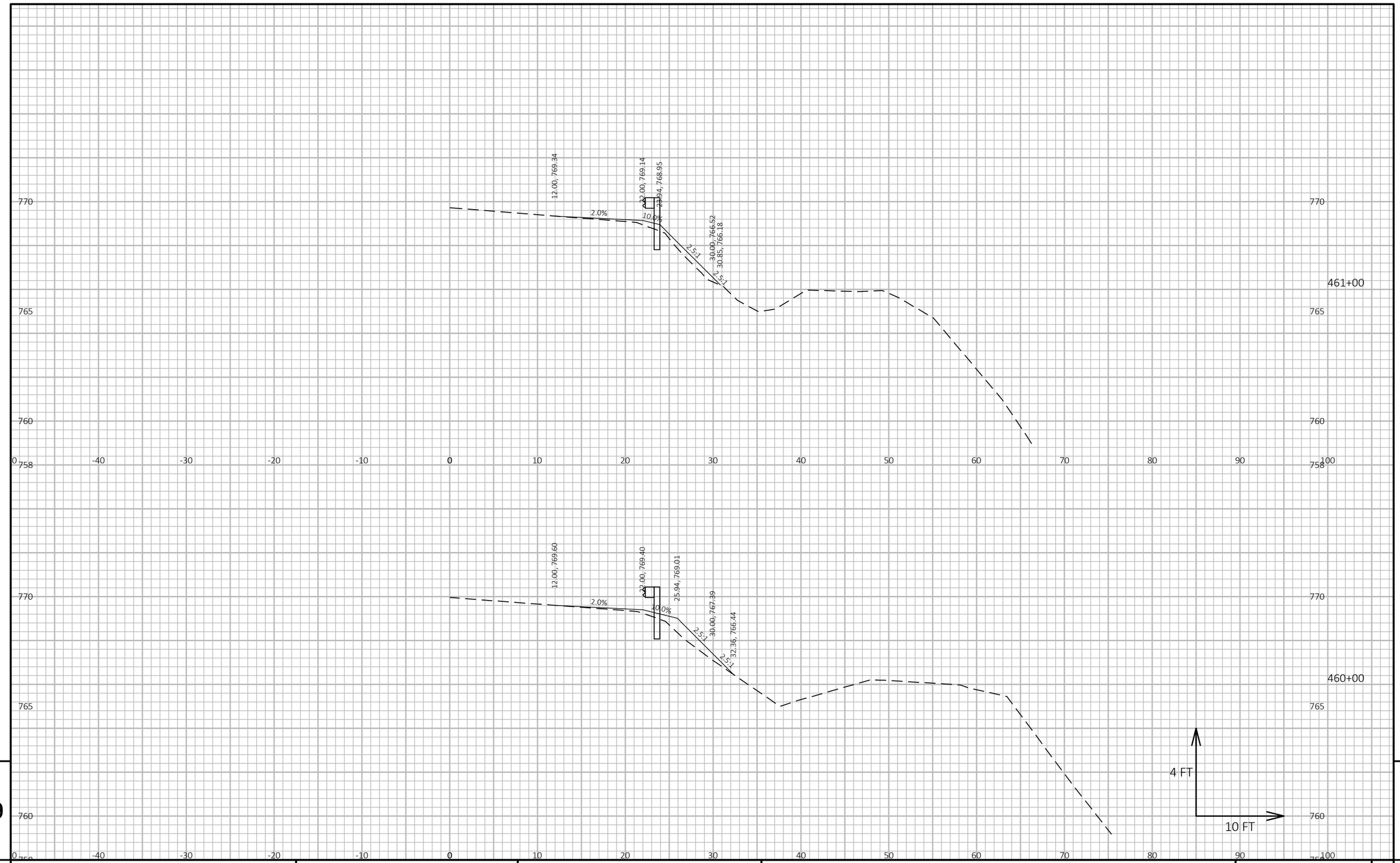
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 283	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 460+00 Section Sheet 49

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

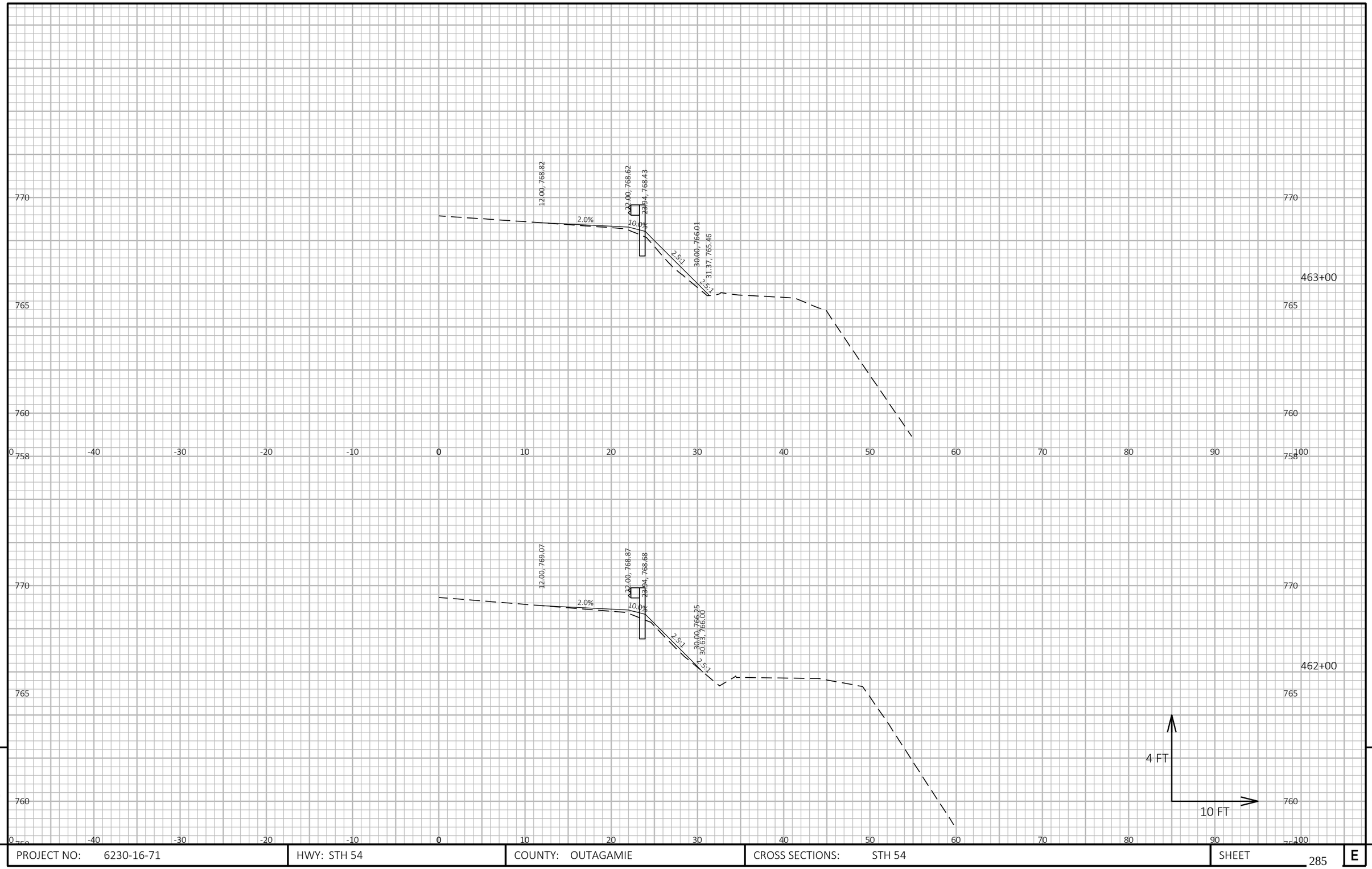
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 284	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 460+00 Section Sheet 50

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

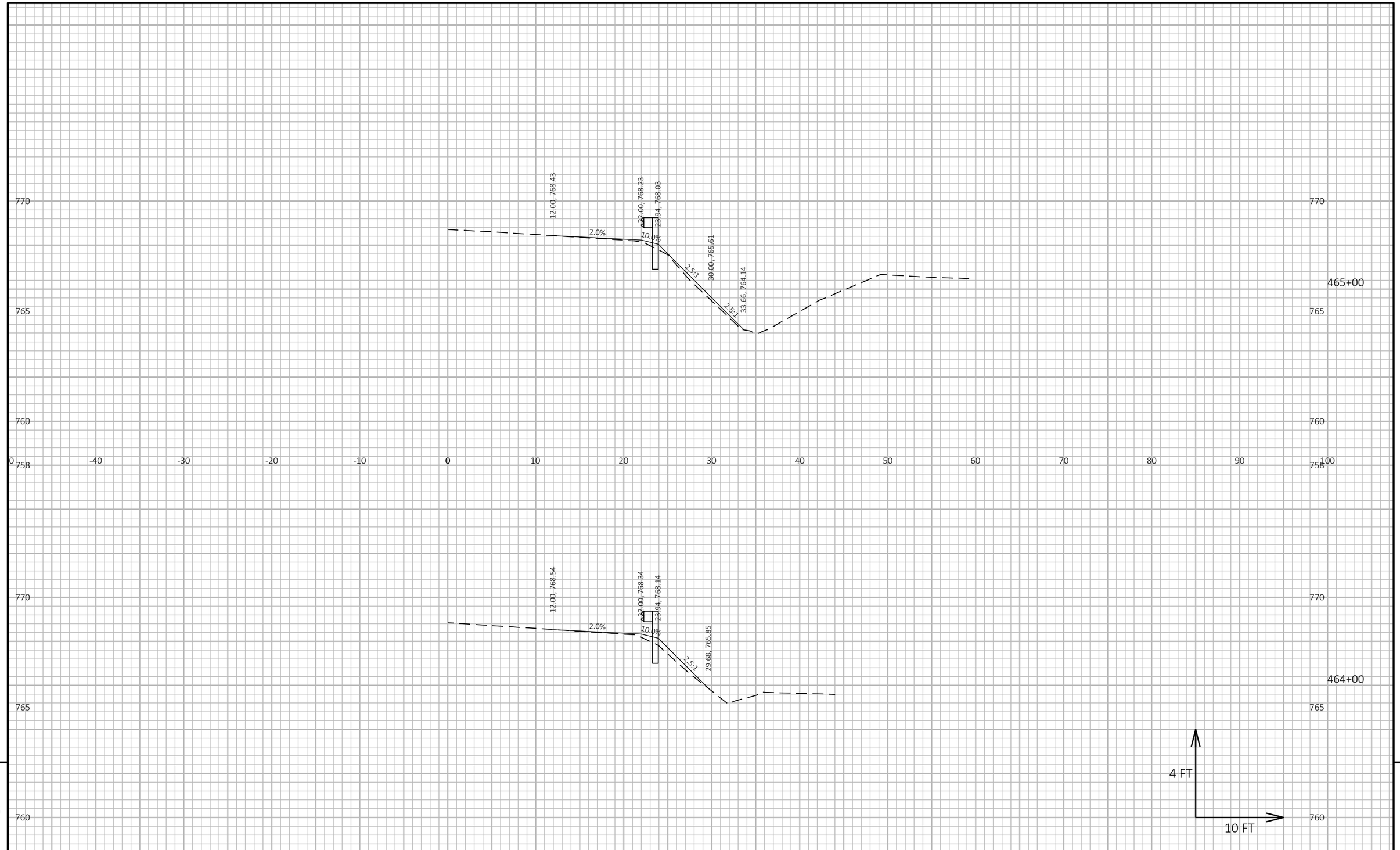
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 285	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 460+00 Section Sheet 51

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

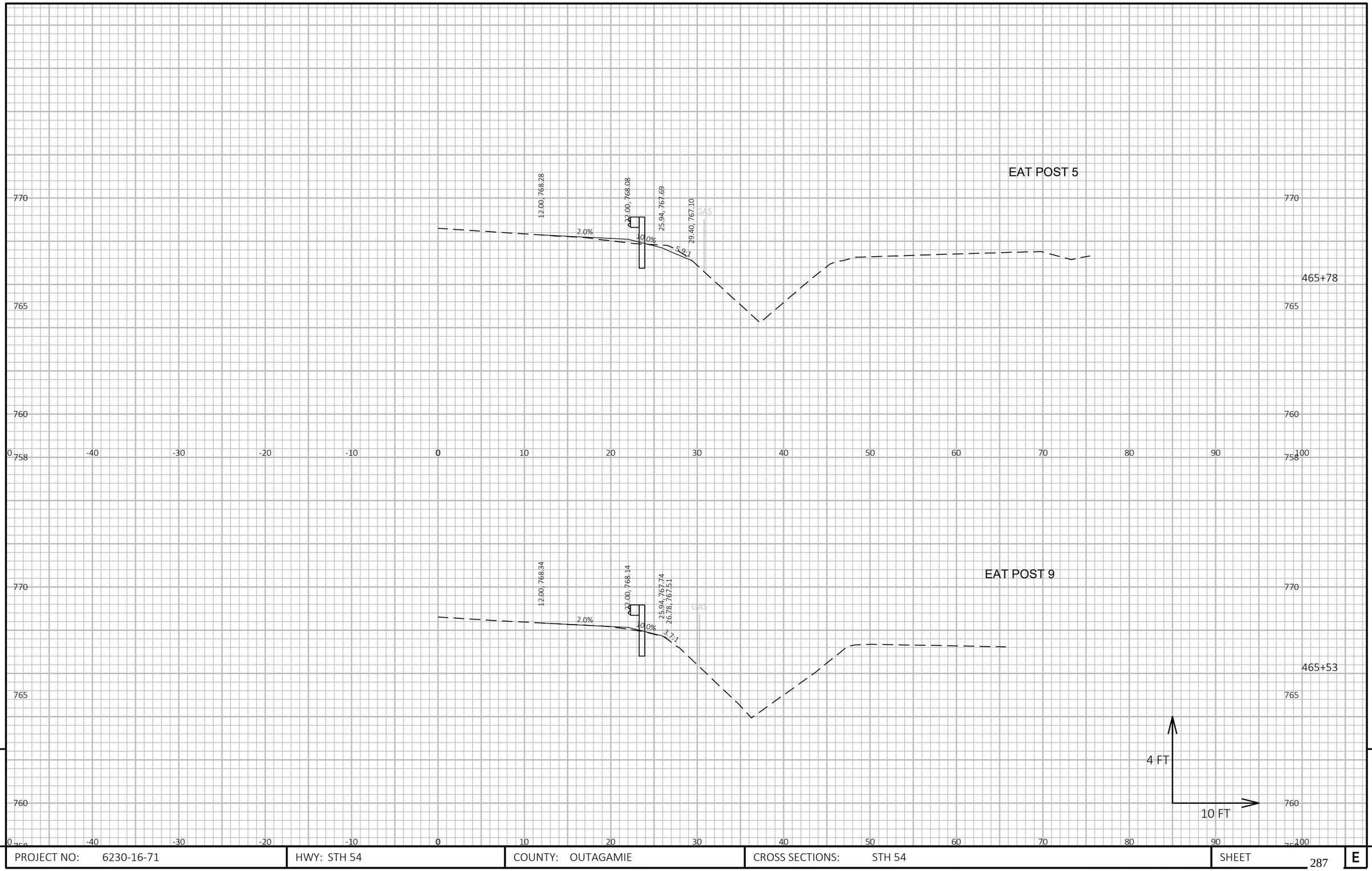


PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 286 E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 460+00 Section Sheet 52

PLOT DATE : 12/14/2022 9:08 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 287	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 460+00 Section Sheet 53

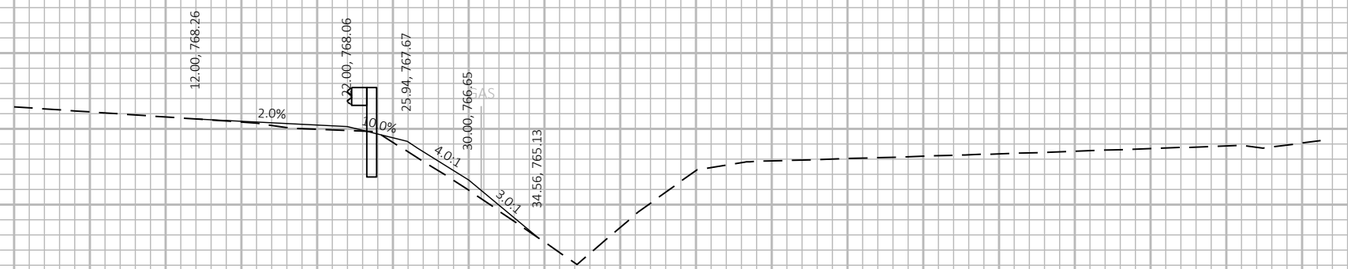
PLOT DATE : 12/14/2022 9:09 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

EAT POST 1



466+03



466+00

4 FT

10 FT

9

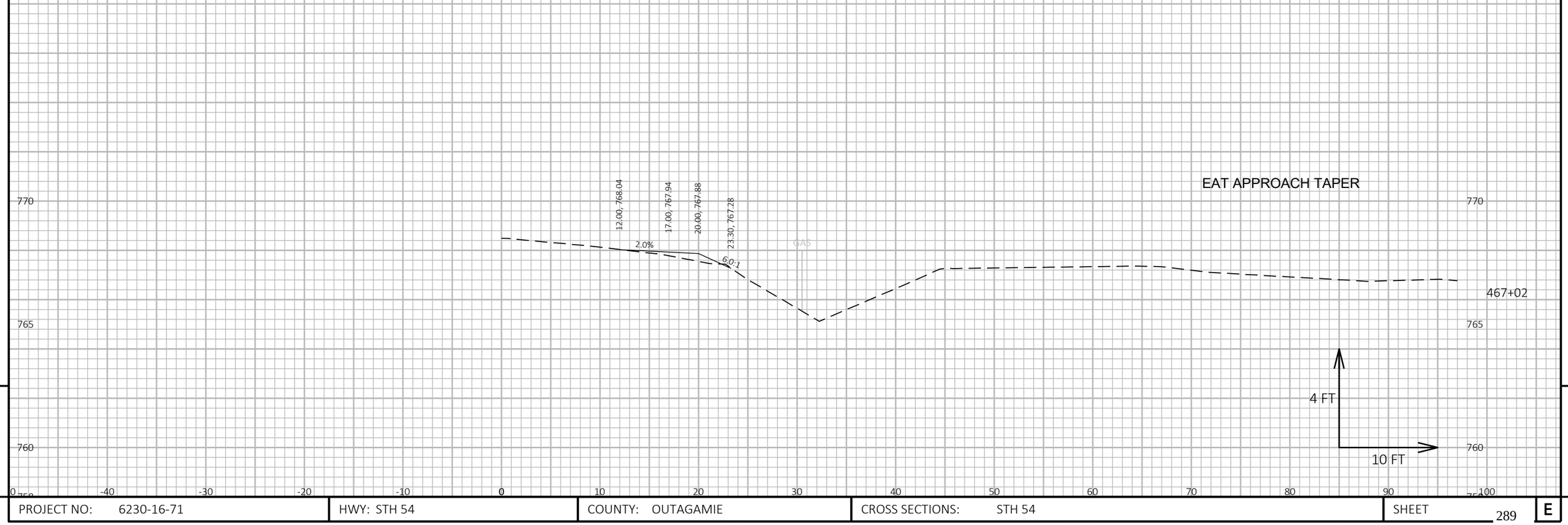
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 288	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 460+00 Section Sheet 54

PLOT DATE : 12/14/2022 9:09 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

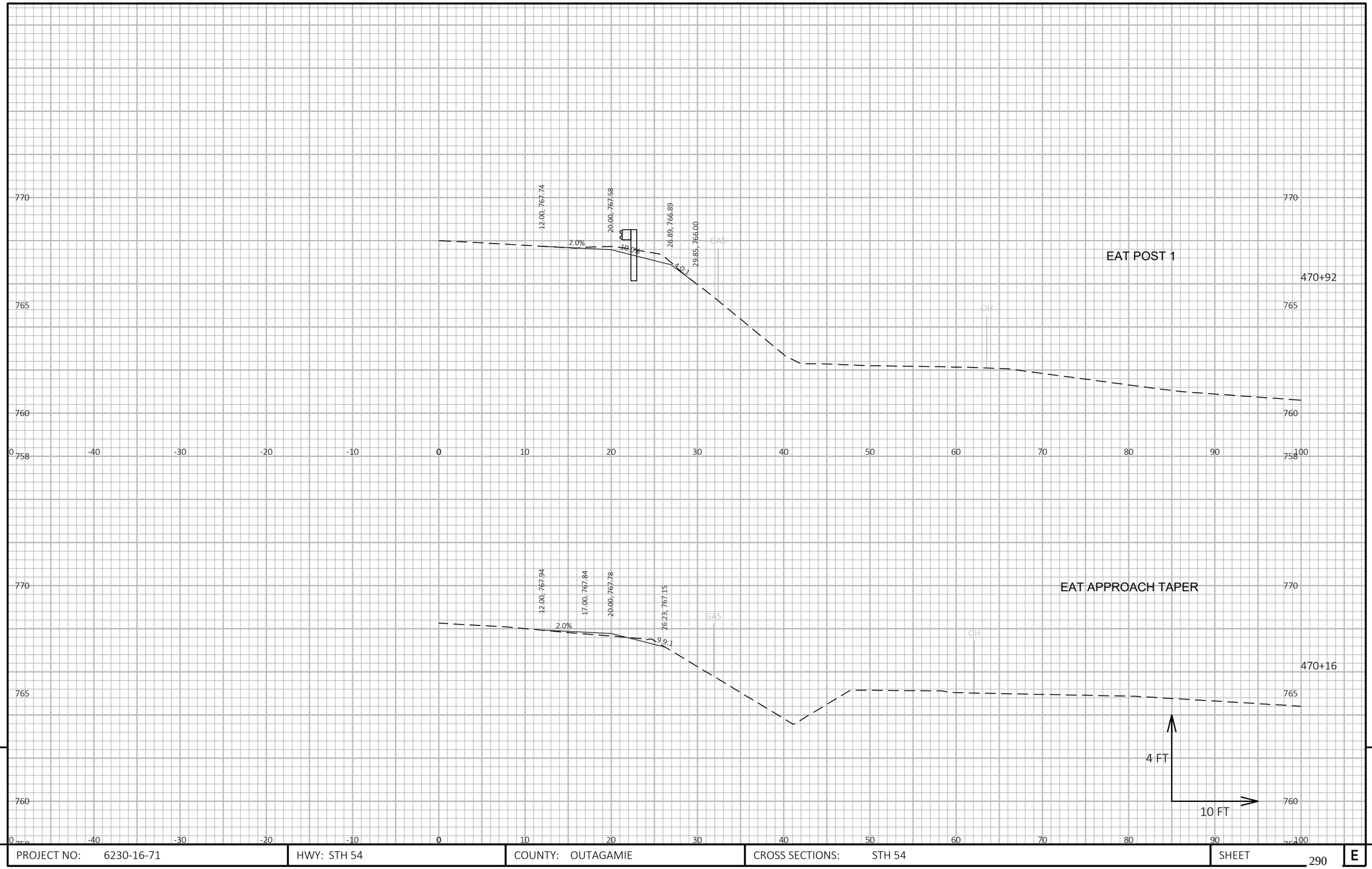
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 289	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 460+00 Section Sheet 55

PLOT DATE : 12/14/2022 9:09 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

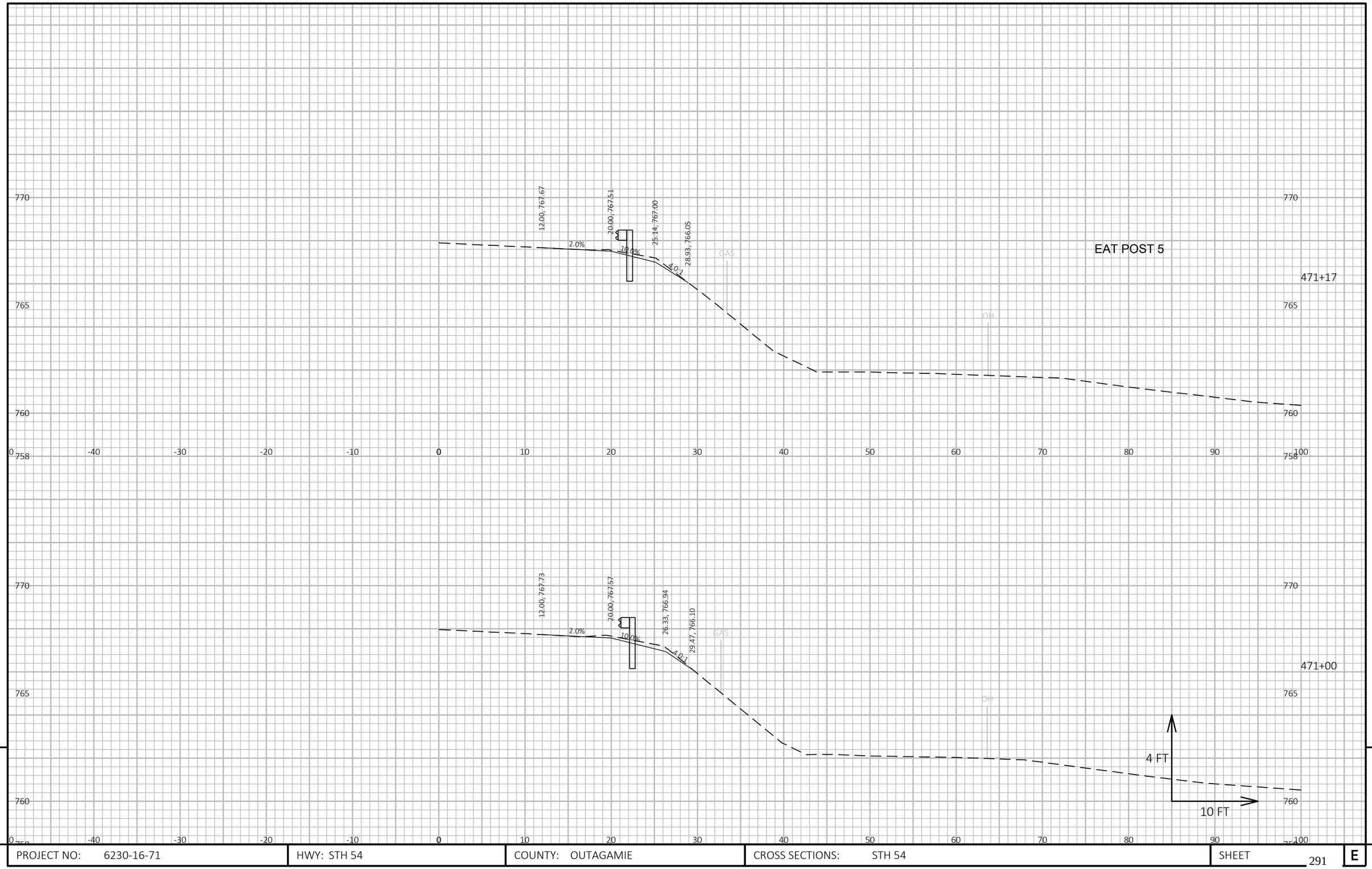
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 290	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 473+00 Section Sheet 56

PLOT DATE : 12/14/2022 9:09 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

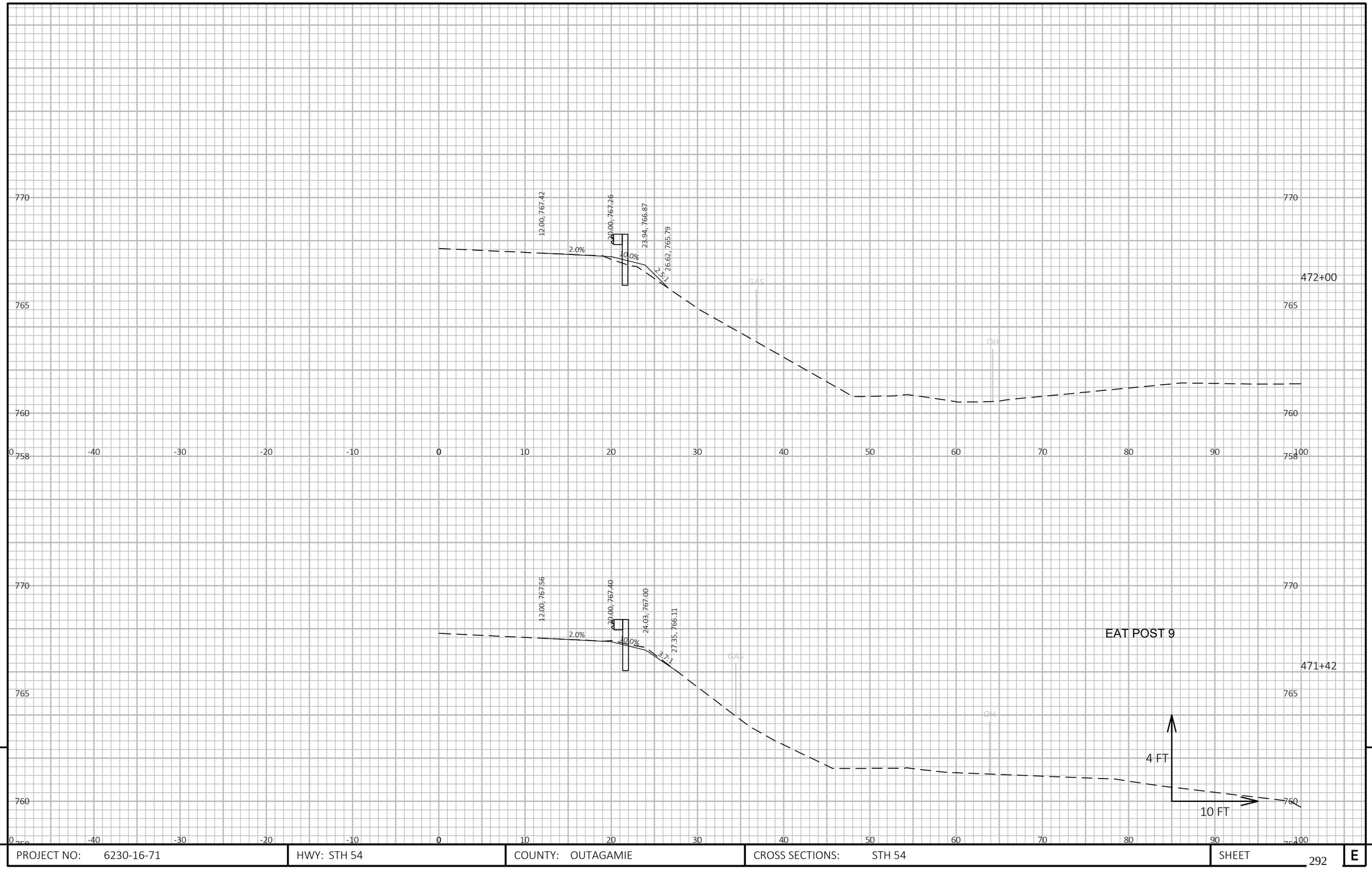
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 291	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 473+00 Section Sheet 57

PLOT DATE : 12/14/2022 9:09 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

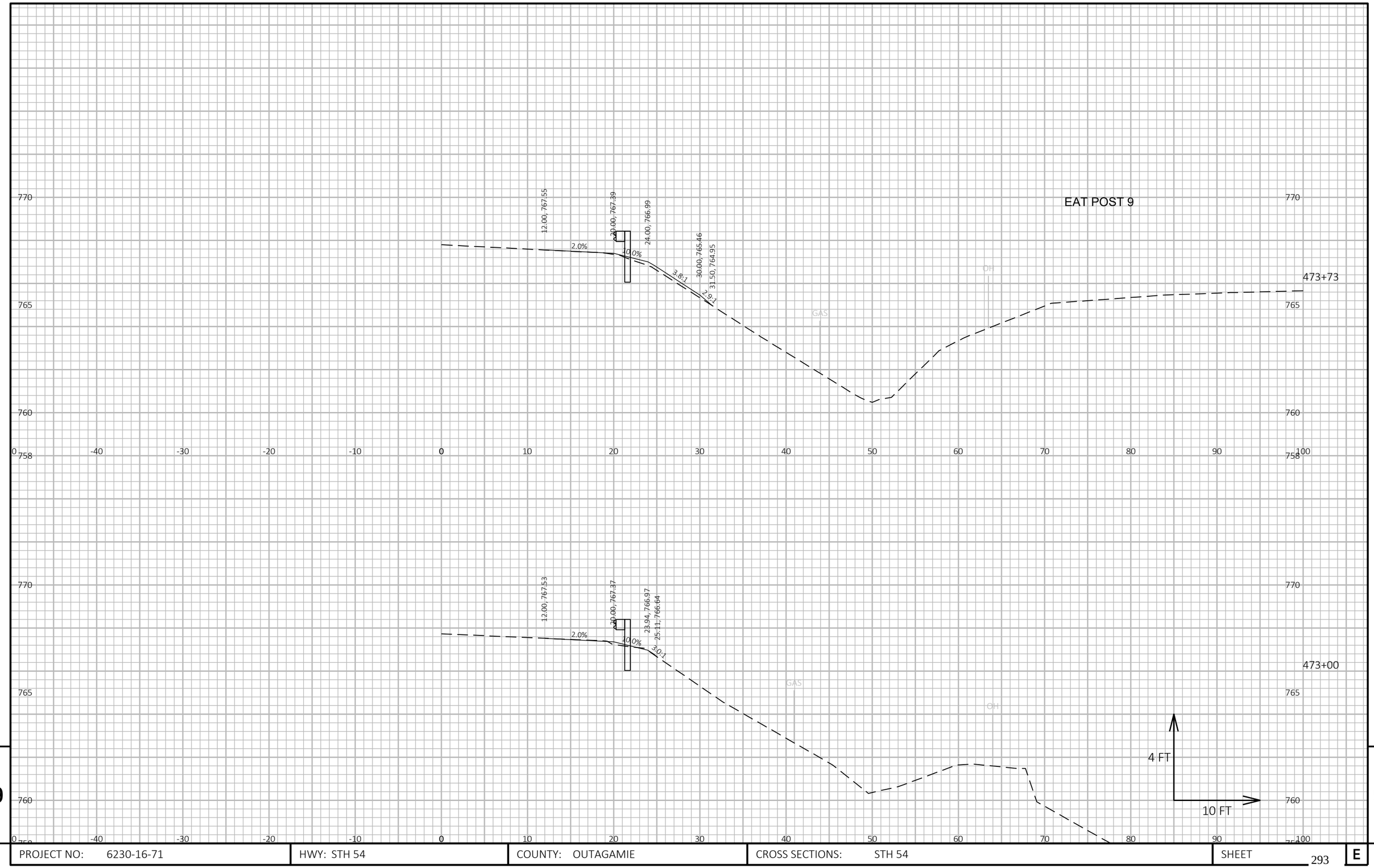


9	PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 292 E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 473+00 Section Sheet 58

PLOT DATE : 12/14/2022 9:09 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

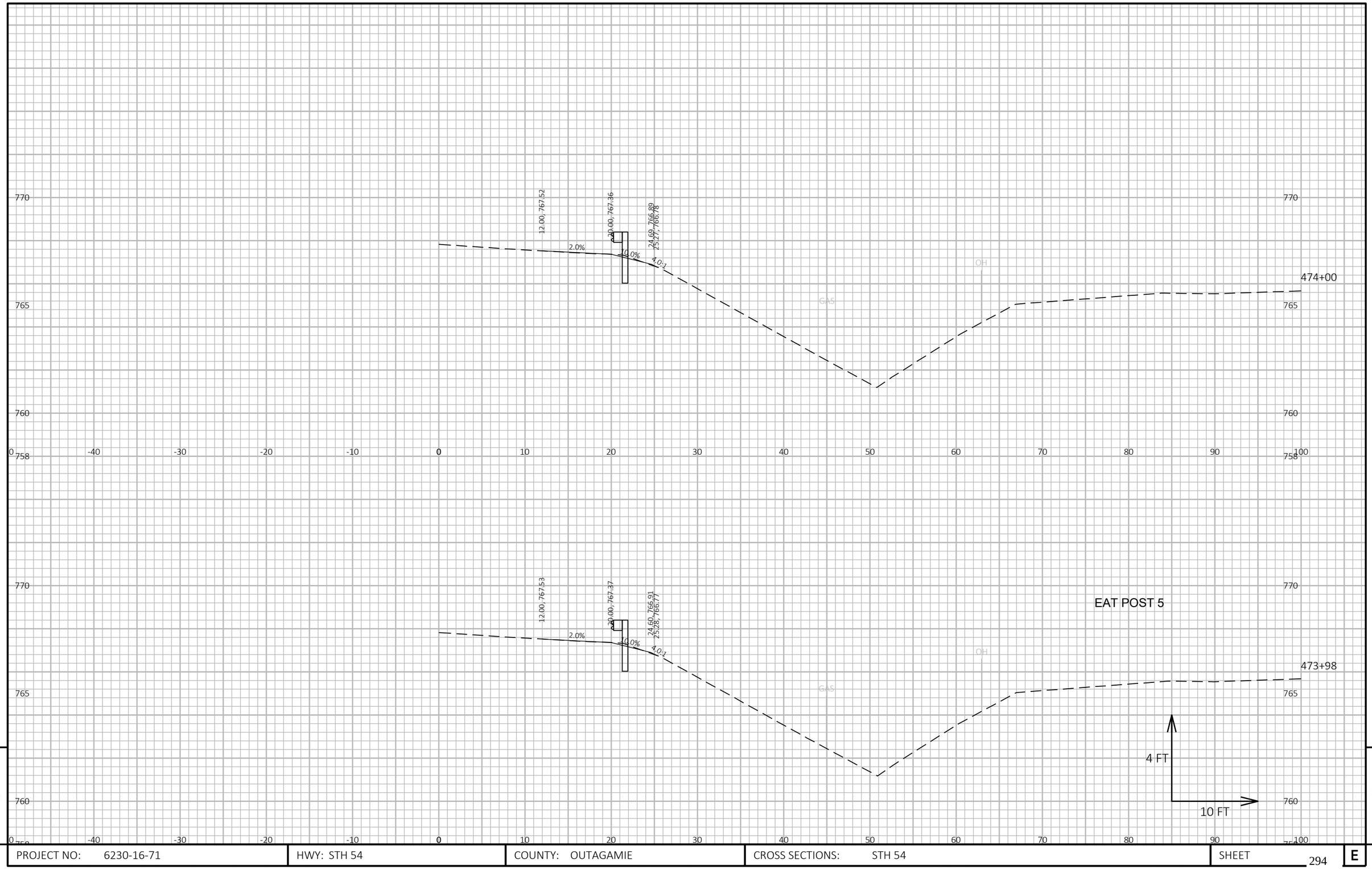
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 293	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 473+00 Section Sheet 59

PLOT DATE : 12/14/2022 9:09 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

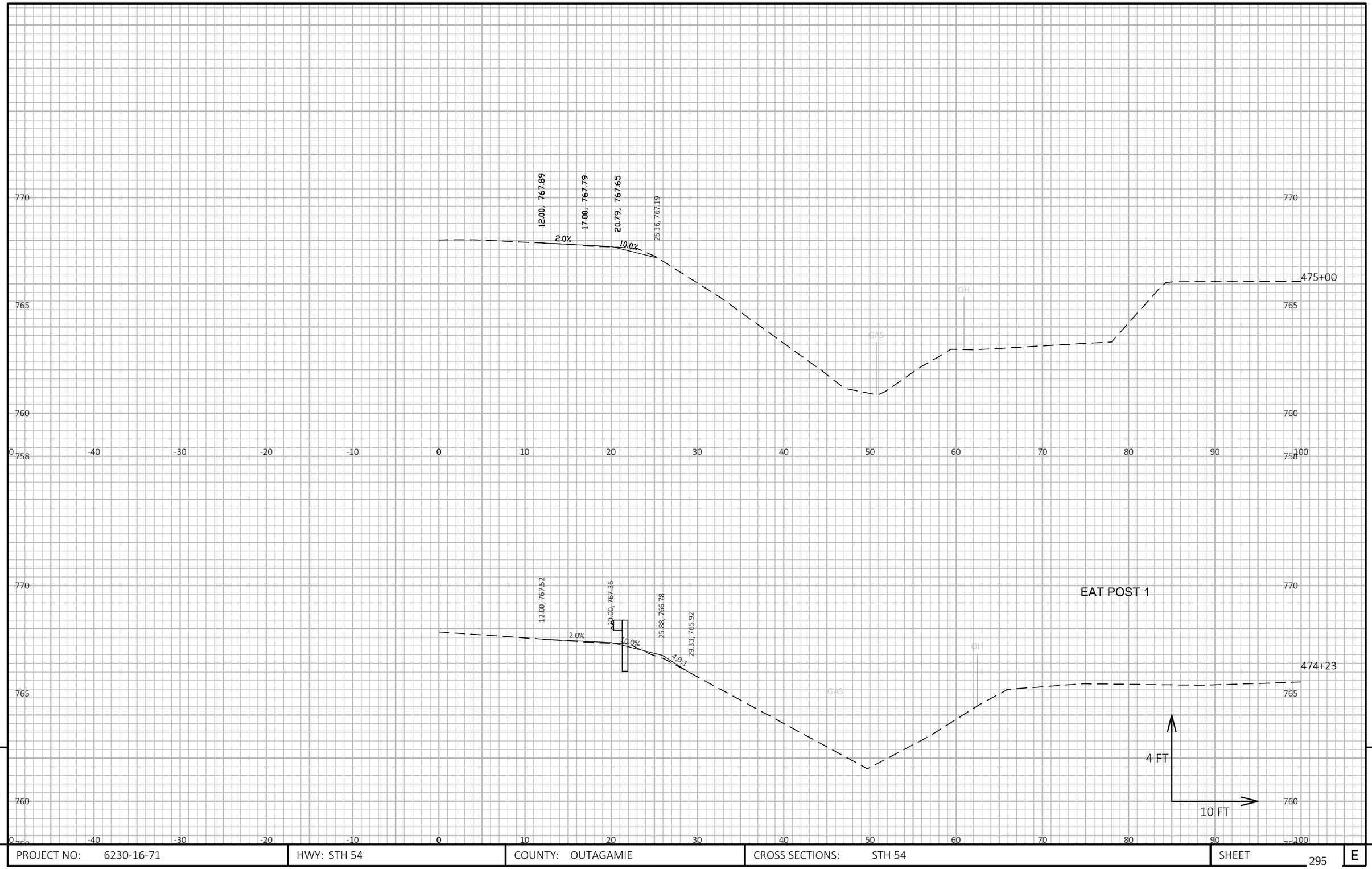
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PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 294	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 473+00 Section Sheet 60

PLOT DATE : 12/14/2022 9:09 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

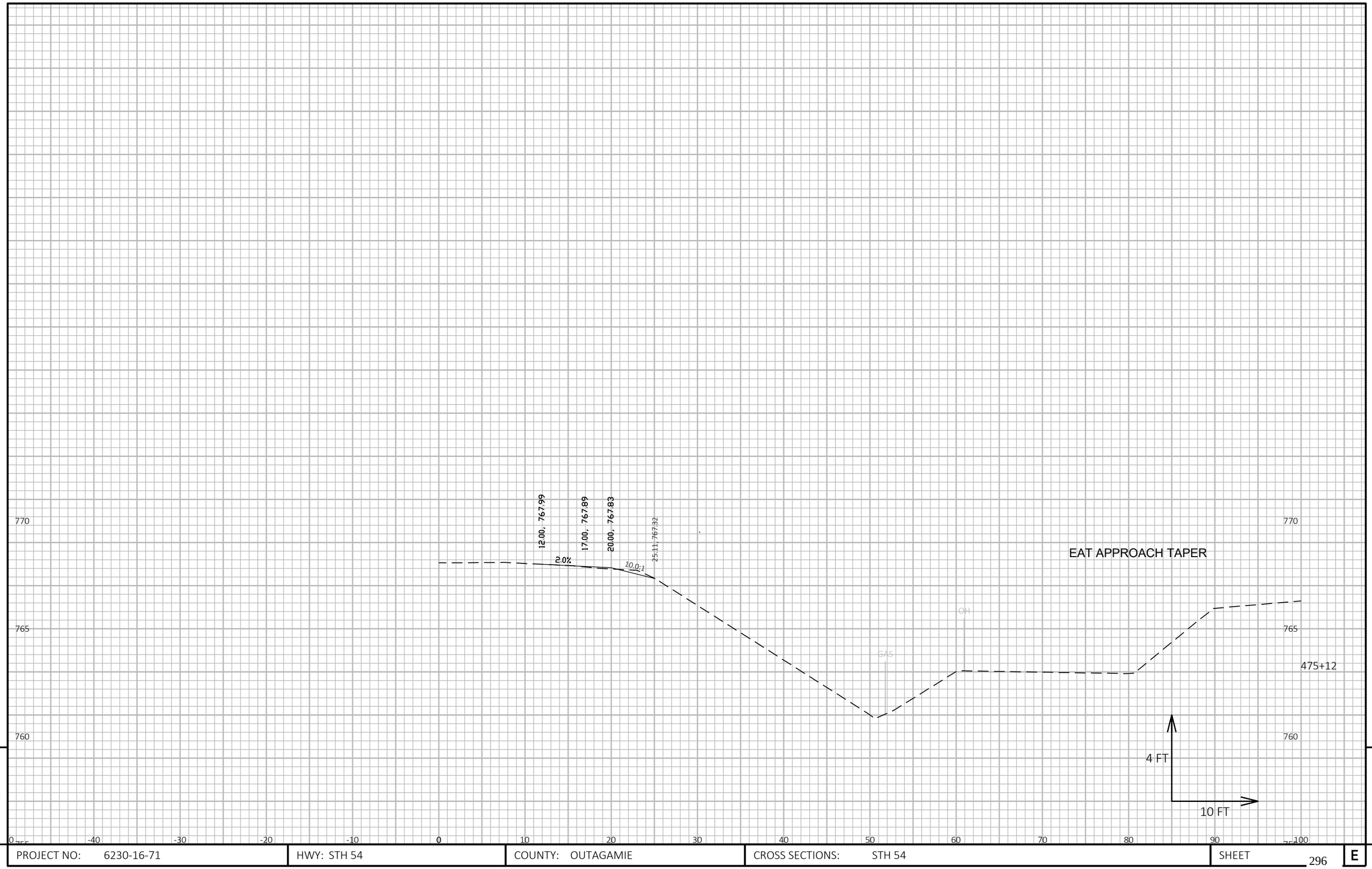
9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 295	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 473+00 Section Sheet 61

PLOT DATE : 12/14/2022 9:09 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6230-16-71	HWY: STH 54	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 54	SHEET 296	E

FILE NAME : S:\MAD\1000--1099\1089\631\DRAWINGS\CAD\CIVIL3D\62301600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BG - 473+00 Section Sheet 62

PLOT DATE : 12/14/2022 9:09 AM PLOT BY : KOWALSKI, NICK PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

GRE

JULY 2024

PROJECT ID: **6240-29-71**

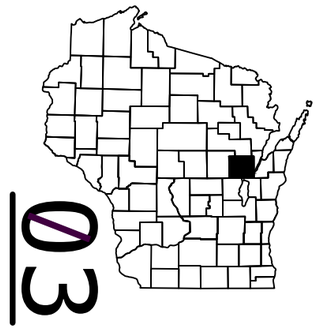
WITH: 6230-16-71, 6240-30-71

COUNTY: **OUTAGAMIE**

ORDER OF SHEETS

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

TOTAL SHEETS = 104





DESIGN DESIGNATION 6240-29-71

A.A.D.T.	(2023)	=	7,800
A.A.D.T.	(2043)	=	8,700
D.H.V.		=	460
D.D.		=	60/40
T.		=	12%
DESIGN SPEED		=	25-35 MPH
ESALS		=	3,300,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

S MAIN STREET, V OF BLACK CREEK

CTH B - BURDICK STREET

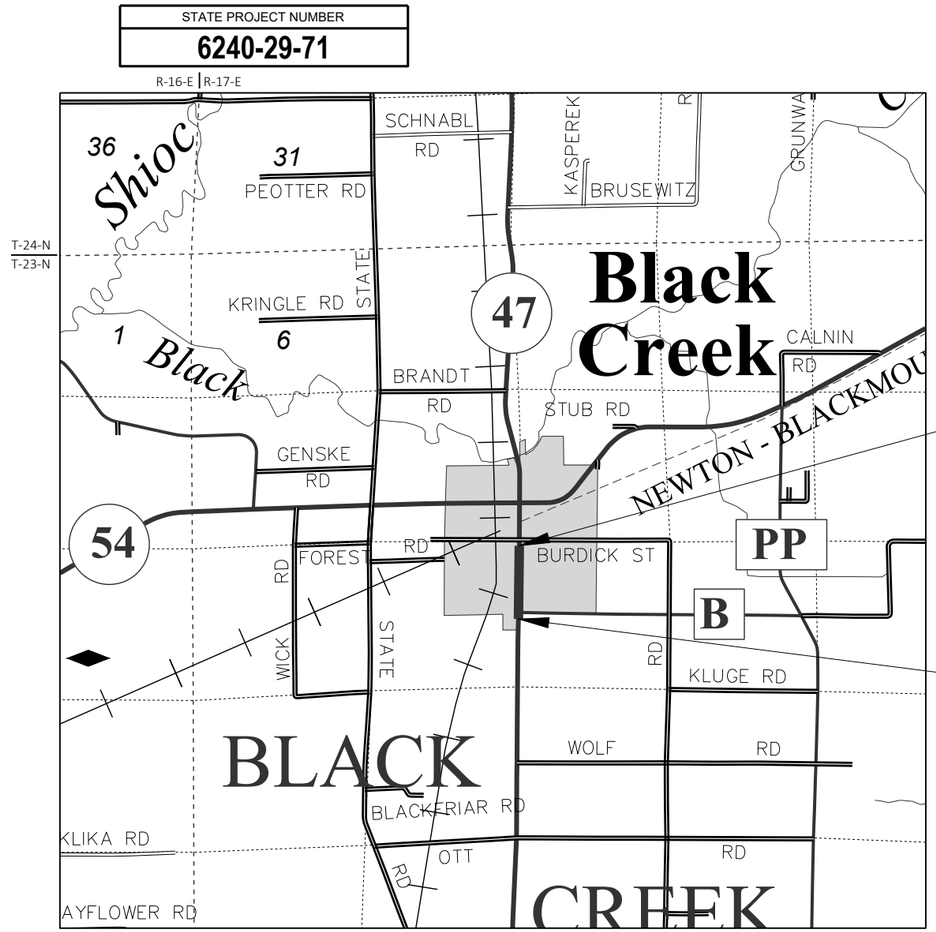
STH 47

OUTAGAMIE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6240-29-71	———	———

STATE PROJECT NUMBER

6240-29-71



END PROJECT
STA 699+31.34
Y= 639,465.142
X= 815,810.855

BEGIN PROJECT
STA 673+99.39
Y= 636,934.500
X= 815,729.495

LAYOUT SCALE 0 — 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.480 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, 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. VERTICAL POSITIONS SHOWN ON THIS PLAN ARE NAVD88 (2012) DATUM.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT NORTHEAST REGION
Designer	BRIAN HEIDEN
Project Manager	JESSE HANSEN
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	TAMMY RABE

APPROVED FOR THE DEPARTMENT

DATE: 5/21/2024 (Signature)

E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\62402971 PROJECT\010101-TI.DWG
LAYOUT NAME - 010101-TI

PLOT DATE : 5/21/2024 2:24 PM PLOT BY : HEIDEN, BRIAN MATTHE PLOT NAME :

GENERAL NOTES

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

RIGHT-OF-WAY DIMENSIONS IN PLAN ARE BASED ON CURRENT CONSTRUCTION R/L, NOT THE CENTERLINE OF STH 47.

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

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

EXISTING DRAINAGE DITCHES AND CULVERT PIPES WILL REMAIN FUNCTIONAL DURING EXCAVATION OPERATIONS.

CURB AND GUTTER RADII ARE SHOWN TO THE FRONT FACE OF CURB.

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
REMOVAL PLAN
EROSION CONTROL
DETOUR SIGNING DETAIL
STORM SEWER
STAGE CONSTRUCTION

CONTACTS

WISCONSIN DNR LIAISON

MATTHEW SCHAEVE
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
(920) 366-1544
matthew.schaeve@wisconsin.gov

OUTAGAMIE COUNTY HIGHWAY COMMISSIONER

DEAN STEINGRABER
1313 HOLLAND ROAD
APPLETON, WI 54911
(920) 832-5673
dean@steingraber@outagamie.org

NE REGION SURVEY COORDINATOR

MICHAEL ANDRASCHKO, PLS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-4166
michael.andraschko@dot.wi.gov

NE REGION DESIGN PROJECT MANAGER

JESSE HANSEN, PE
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 362-6095
Jesse.Hansen@dot.wi.gov

UTILITY CONTACTS

BRIGHTSPEED - COMMUNICATION LINE
SCOTT HEINZELMAN
224 INDUSTRIAL DR
NORTH PRAIRIE, WI 53153
(920) 361-8409
Scott.Heinzelman@brightspeed.com

VILLAGE OF BLACK CREEK - SEWER & WATER
STEVEN HACKL
301 NORTH MAPLE STREET
BLACK CREEK, WI 54106
(920) 419-5333
dpw@blackcreekwi.net

WE ENERGIES - ELECTRICITY
SHANE BRUHNKE
800 SOUTH LYNNDALE DRIVE
APPLETON, WI 54914
(920) 450-5648
Shane.Bruhnke@we-energies.com

WE ENERGIES - GAS
EDDIE HEDLUND
800 SOUTH LYNNDALE DRIVE
APPLETON, WI 54912
(920) 470-0418
Eddie.hedlund@we-energies.com

SPECTRUM - COMMUNICATION LINE
VINCE ALBIN
3545 PLANK ROAD
APPLETON, WI 54915
(920) 378-0444
Vince.Albin@charter.com

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS:	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIPTURF:	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPETURF:			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT:	.70 - .95											
CONCRETE:	.80 - .95											
BRICK:	.70 - .80											
DRIVES, WALKS:	.75 - .85											
ROOFS:	.75 - .95											
GRAVEL ROADS, SHOULDERS:	.40 - .60											

TOTAL PROJECT AREA = ___4.3___ ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = ___2.7___ACRES

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

2

STH 54

OAK ST

N

E. RAILROAD ST

NEWTON BLACKMOUR STATE TRAIL

BURDICK ST

END PROJECT
STA 699+31.34
Y=639,465.142
X=815,810.855

FOREST ST

695

690

BIRCH ST

685

PINE ST

680

STH 47

675

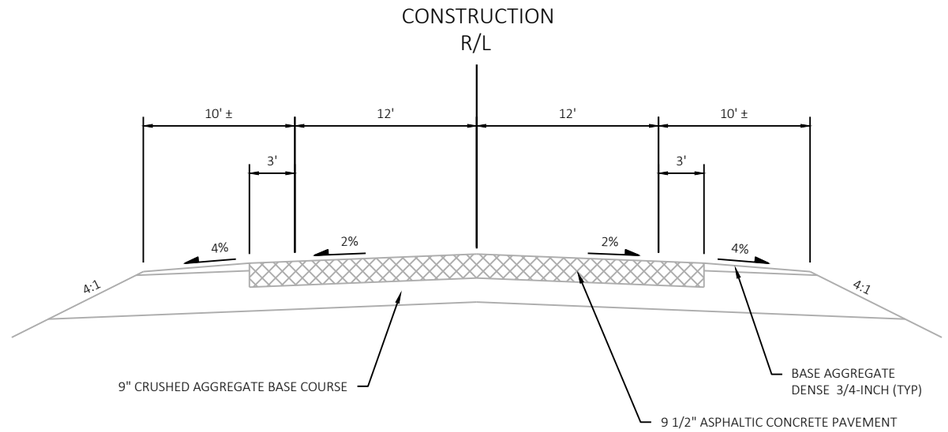
CTH B

BEGIN PROJECT
STA 673+99.39
Y=636,934.500
X=815,729.495

670

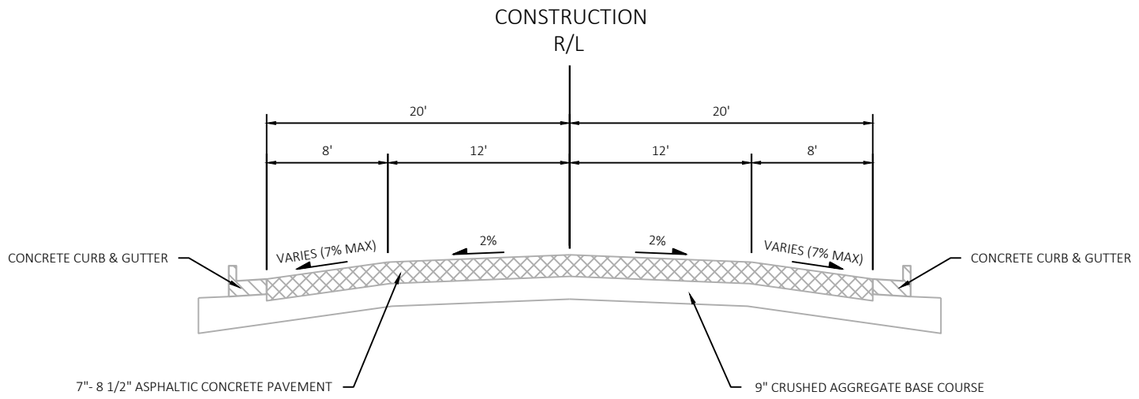
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PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET 3	E



EXISTING TYPICAL SECTION STH 47

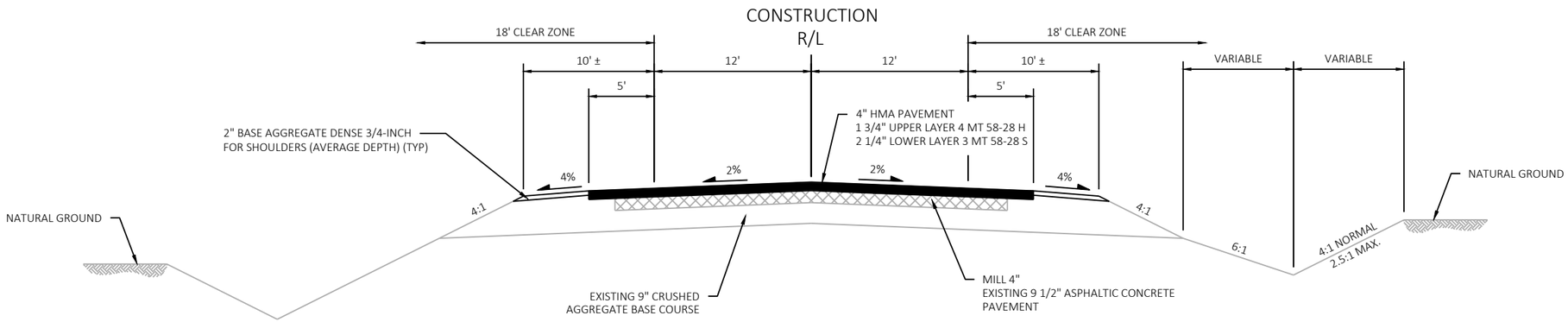
STA 673+99.39 - STA 675+26



EXISTING TYPICAL SECTION STH 47

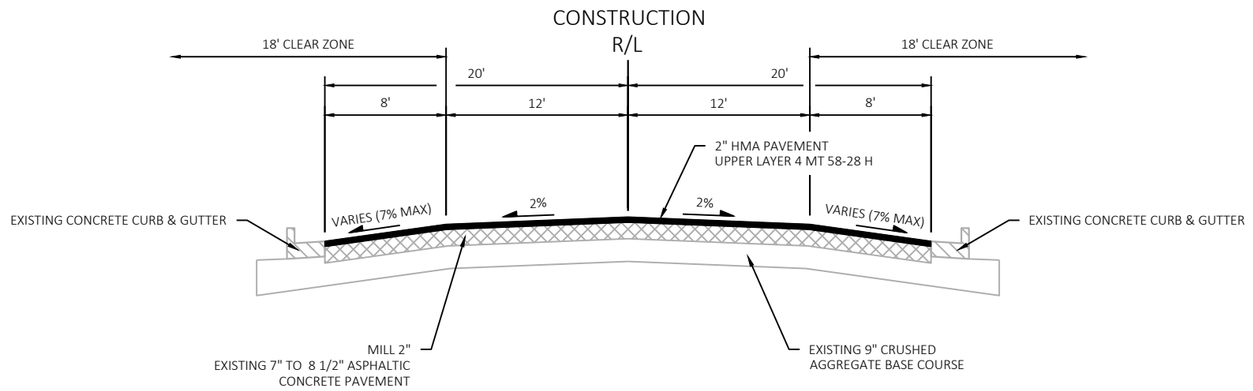
STA 675+26 - STA 699+31.34

2



FINISHED TYPICAL SECTION STH 47

STA 673+99.39 - STA 675+26

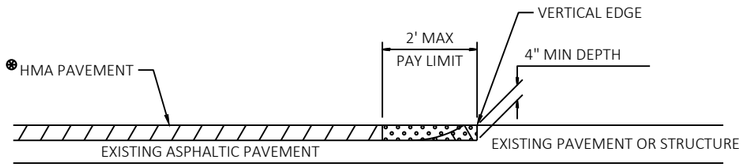


FINISHED TYPICAL SECTION STH 47

STA 675+26 - STA 699+31.34

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET 5	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\62402971 PROJECT\020301-TS.DWG
LAYOUT NAME - 020302-ts
PLOT DATE : 10/11/2023 8:06 AM
PLOT BY : CAMPSHURE, MICHAEL R
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42



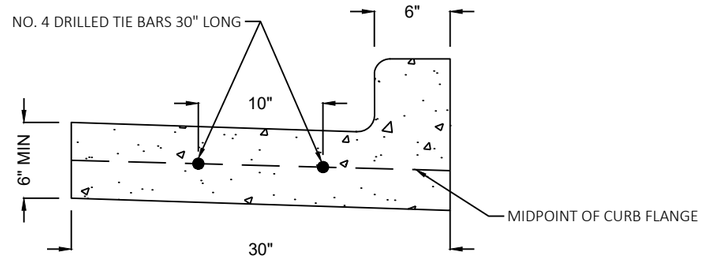
REMOVING ASPHALTIC SURFACE, MILLING

REMOVING ASPHALTIC SURFACE, BUTT JOINTS

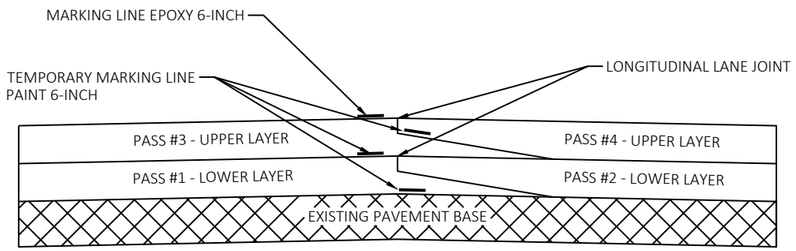
REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

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

BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)

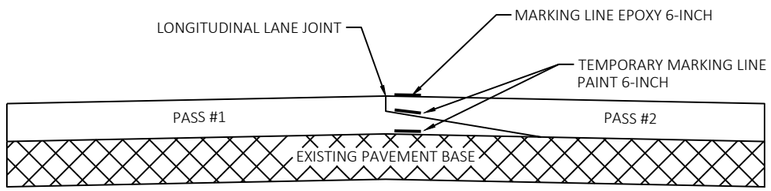


DRILLED TIE BAR DETAIL AT CURB & GUTTER MATCH POINTS



PAVEMENT MARKING DETAIL FOR JOINTS IN HMA PAVEMENTS

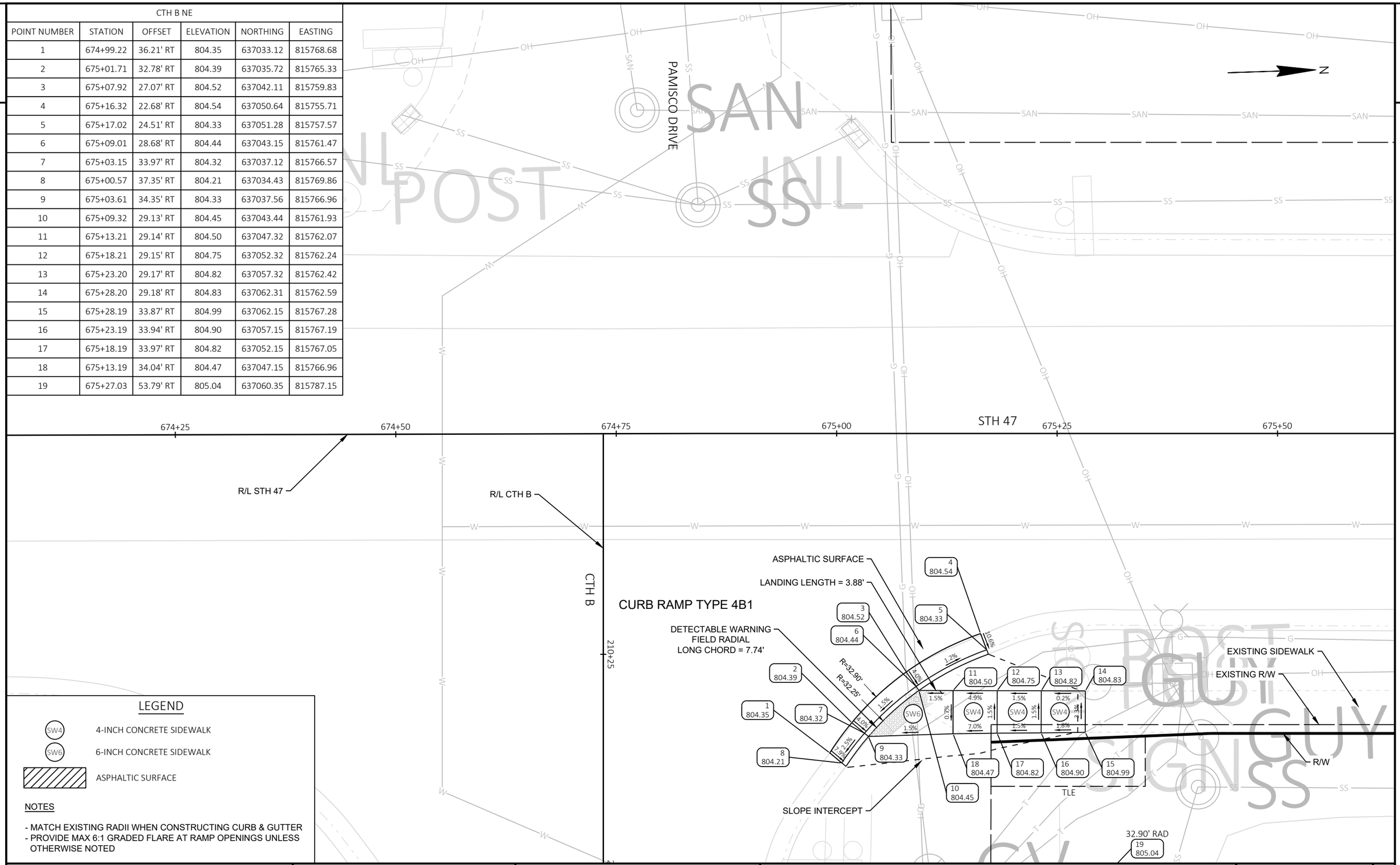
STA 673+99.39 TO 675+26



PAVEMENT MARKING DETAIL FOR JOINTS IN HMA PAVEMENTS

STA 675+26 TO 699+31.34

CTH B NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	674+99.22	36.21' RT	804.35	637033.12	815768.68
2	675+01.71	32.78' RT	804.39	637035.72	815765.33
3	675+07.92	27.07' RT	804.52	637042.11	815759.83
4	675+16.32	22.68' RT	804.54	637050.64	815755.71
5	675+17.02	24.51' RT	804.33	637051.28	815757.57
6	675+09.01	28.68' RT	804.44	637043.15	815761.47
7	675+03.15	33.97' RT	804.32	637037.12	815766.57
8	675+00.57	37.35' RT	804.21	637034.43	815769.86
9	675+03.61	34.35' RT	804.33	637037.56	815766.96
10	675+09.32	29.13' RT	804.45	637043.44	815761.93
11	675+13.21	29.14' RT	804.50	637047.32	815762.07
12	675+18.21	29.15' RT	804.75	637052.32	815762.24
13	675+23.20	29.17' RT	804.82	637057.32	815762.42
14	675+28.20	29.18' RT	804.83	637062.31	815762.59
15	675+28.19	33.87' RT	804.99	637062.15	815767.28
16	675+23.19	33.94' RT	804.90	637057.15	815767.19
17	675+18.19	33.97' RT	804.82	637052.15	815767.05
18	675+13.19	34.04' RT	804.47	637047.15	815766.96
19	675+27.03	53.79' RT	805.04	637060.35	815787.15



LEGEND

- SW4 — 4-INCH CONCRETE SIDEWALK
- SW6 — 6-INCH CONCRETE SIDEWALK
- ASPHALTIC SURFACE

NOTES

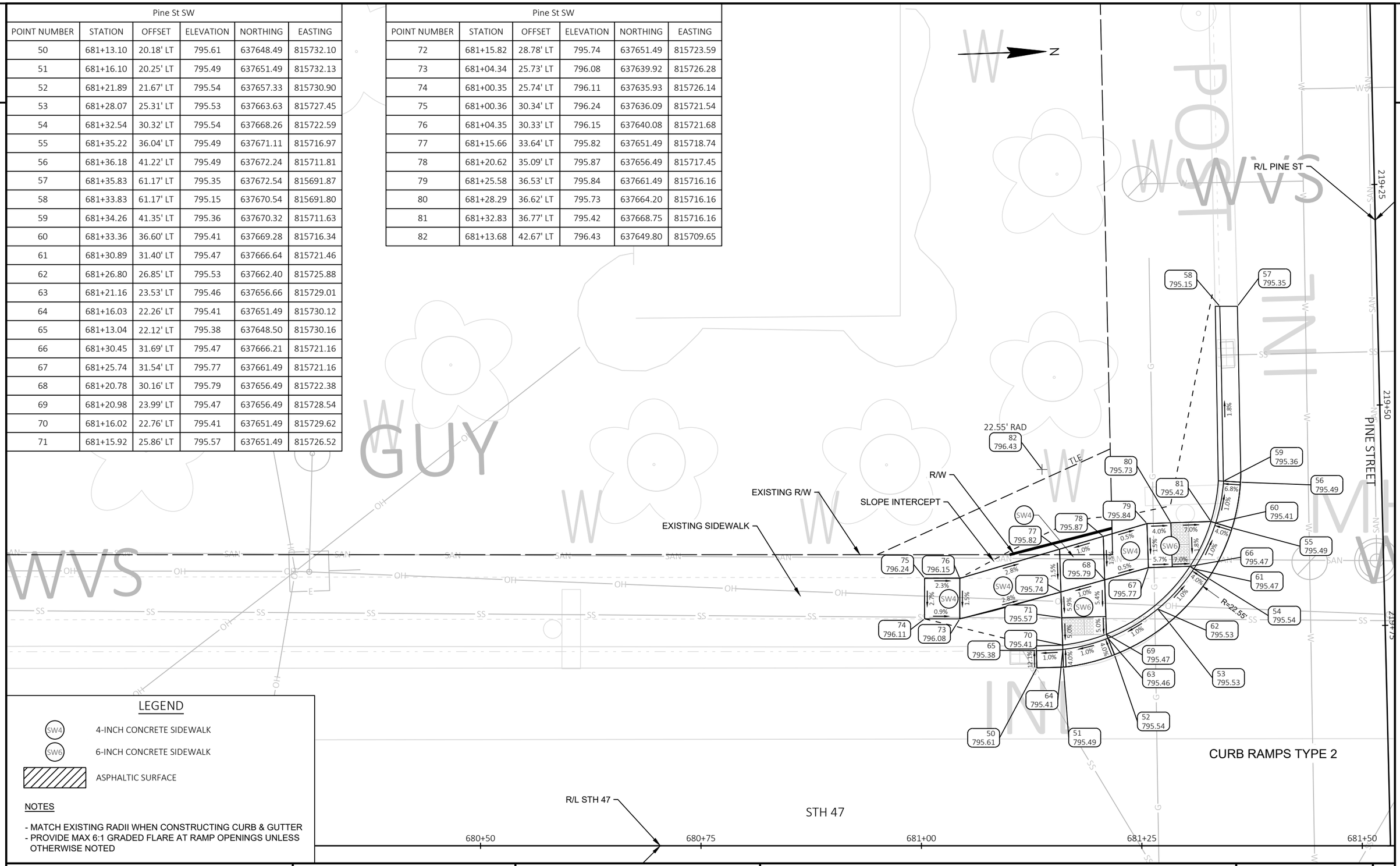
- MATCH EXISTING RADII WHEN CONSTRUCTING CURB & GUTTER
- PROVIDE MAX 6:1 GRADED FLARE AT RAMP OPENINGS UNLESS OTHERWISE NOTED

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: CTH B	SHEET 7	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021002-CD-29.DWG
LAYOUT NAME - CTH B
PLOT DATE : 10/20/2023 8:05 AM
PLOT BY : CAMPSHURE, MICHAEL R
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

Pine St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
50	681+13.10	20.18' LT	795.61	637648.49	815732.10
51	681+16.10	20.25' LT	795.49	637651.49	815732.13
52	681+21.89	21.67' LT	795.54	637657.33	815730.90
53	681+28.07	25.31' LT	795.53	637663.63	815727.45
54	681+32.54	30.32' LT	795.54	637668.26	815722.59
55	681+35.22	36.04' LT	795.49	637671.11	815716.97
56	681+36.18	41.22' LT	795.49	637672.24	815711.81
57	681+35.83	61.17' LT	795.35	637672.54	815691.87
58	681+33.83	61.17' LT	795.15	637670.54	815691.80
59	681+34.26	41.35' LT	795.36	637670.32	815711.63
60	681+33.36	36.60' LT	795.41	637669.28	815716.34
61	681+30.89	31.40' LT	795.47	637666.64	815721.46
62	681+26.80	26.85' LT	795.53	637662.40	815725.88
63	681+21.16	23.53' LT	795.46	637656.66	815729.01
64	681+16.03	22.26' LT	795.41	637651.49	815730.12
65	681+13.04	22.12' LT	795.38	637648.50	815730.16
66	681+30.45	31.69' LT	795.47	637666.21	815721.16
67	681+25.74	31.54' LT	795.77	637661.49	815721.16
68	681+20.78	30.16' LT	795.79	637656.49	815722.38
69	681+20.98	23.99' LT	795.47	637656.49	815728.54
70	681+16.02	22.76' LT	795.41	637651.49	815729.62
71	681+15.92	25.86' LT	795.57	637651.49	815726.52

Pine St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
72	681+15.82	28.78' LT	795.74	637651.49	815723.59
73	681+04.34	25.73' LT	796.08	637639.92	815726.28
74	681+00.35	25.74' LT	796.11	637635.93	815726.14
75	681+00.36	30.34' LT	796.24	637636.09	815721.54
76	681+04.35	30.33' LT	796.15	637640.08	815721.68
77	681+15.66	33.64' LT	795.82	637651.49	815718.74
78	681+20.62	35.09' LT	795.87	637656.49	815717.45
79	681+25.58	36.53' LT	795.84	637661.49	815716.16
80	681+28.29	36.62' LT	795.73	637664.20	815716.16
81	681+32.83	36.77' LT	795.42	637668.75	815716.16
82	681+13.68	42.67' LT	796.43	637649.80	815709.65



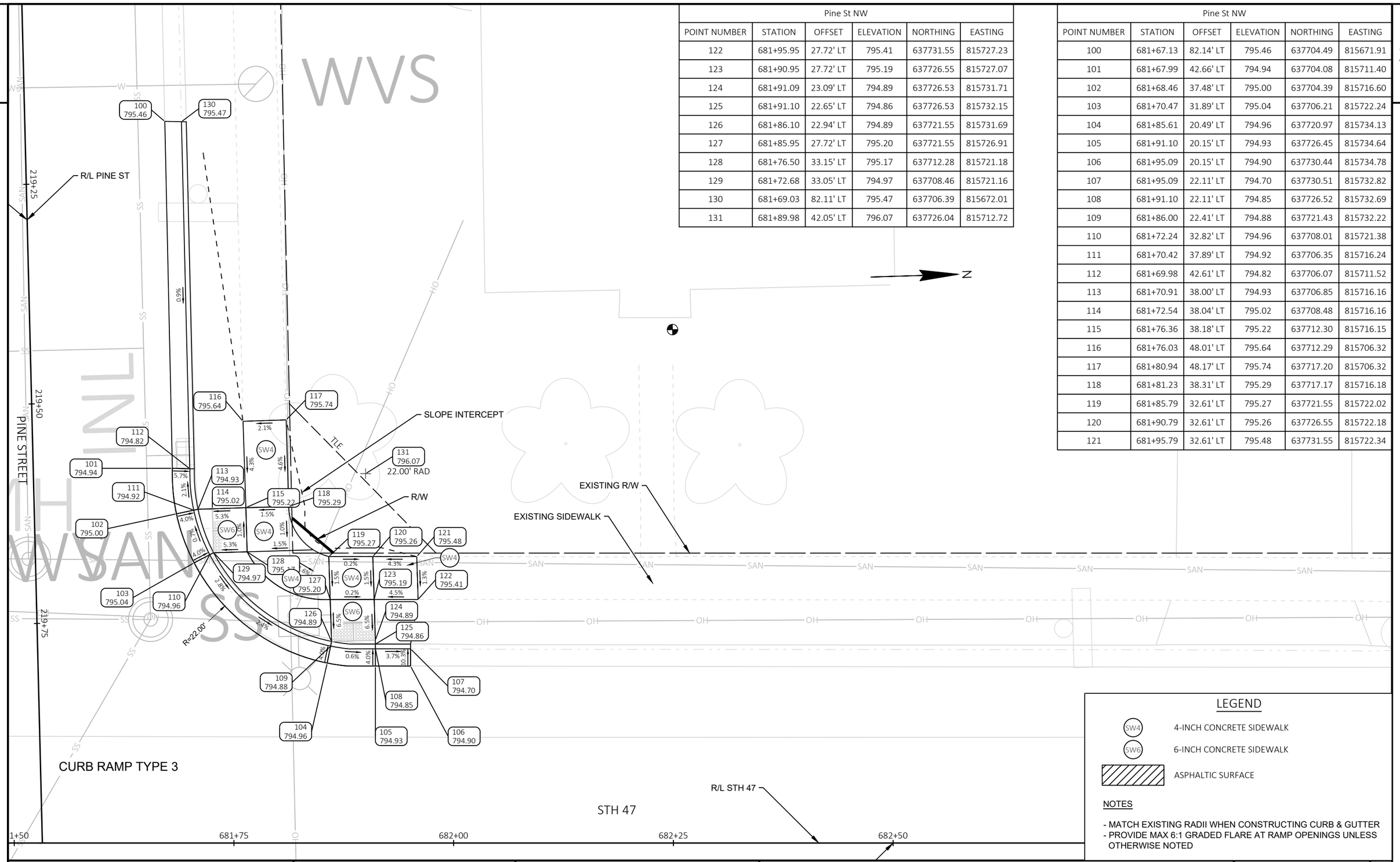
LEGEND

- SW4 — 4-INCH CONCRETE SIDEWALK
- SW6 — 6-INCH CONCRETE SIDEWALK
- ASPHALTIC SURFACE

NOTES

- MATCH EXISTING RADII WHEN CONSTRUCTING CURB & GUTTER
- PROVIDE MAX 6:1 GRADED FLARE AT RAMP OPENINGS UNLESS OTHERWISE NOTED

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: PINE STREET	SHEET 8	E



Pine St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
122	681+95.95	27.72' LT	795.41	637731.55	815727.23
123	681+90.95	27.72' LT	795.19	637726.55	815727.07
124	681+91.09	23.09' LT	794.89	637726.53	815731.71
125	681+91.10	22.65' LT	794.86	637726.53	815732.15
126	681+86.10	22.94' LT	794.89	637721.55	815731.69
127	681+85.95	27.72' LT	795.20	637721.55	815726.91
128	681+76.50	33.15' LT	795.17	637712.28	815721.18
129	681+72.68	33.05' LT	794.97	637708.46	815721.16
130	681+69.03	82.11' LT	795.47	637706.39	815672.01
131	681+89.98	42.05' LT	796.07	637726.04	815712.72

Pine St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	681+67.13	82.14' LT	795.46	637704.49	815671.91
101	681+67.99	42.66' LT	794.94	637704.08	815711.40
102	681+68.46	37.48' LT	795.00	637704.39	815716.60
103	681+70.47	31.89' LT	795.04	637706.21	815722.24
104	681+85.61	20.49' LT	794.96	637720.97	815734.13
105	681+91.10	20.15' LT	794.93	637726.45	815734.64
106	681+95.09	20.15' LT	794.90	637730.44	815734.78
107	681+95.09	22.11' LT	794.70	637730.51	815732.82
108	681+91.10	22.11' LT	794.85	637726.52	815732.69
109	681+86.00	22.41' LT	794.88	637721.43	815732.22
110	681+72.24	32.82' LT	794.96	637708.01	815721.38
111	681+70.42	37.89' LT	794.92	637706.35	815716.24
112	681+69.98	42.61' LT	794.82	637706.07	815711.52
113	681+70.91	38.00' LT	794.93	637706.85	815716.16
114	681+72.54	38.04' LT	795.02	637708.48	815716.16
115	681+76.36	38.18' LT	795.22	637712.30	815716.15
116	681+76.03	48.01' LT	795.64	637712.29	815706.32
117	681+80.94	48.17' LT	795.74	637717.20	815706.32
118	681+81.23	38.31' LT	795.29	637717.17	815716.18
119	681+85.79	32.61' LT	795.27	637721.55	815722.02
120	681+90.79	32.61' LT	795.26	637726.55	815722.18
121	681+95.79	32.61' LT	795.48	637731.55	815722.34

LEGEND

- SW4 — 4-INCH CONCRETE SIDEWALK
- SW6 — 6-INCH CONCRETE SIDEWALK
- ASPHALTIC SURFACE

NOTES

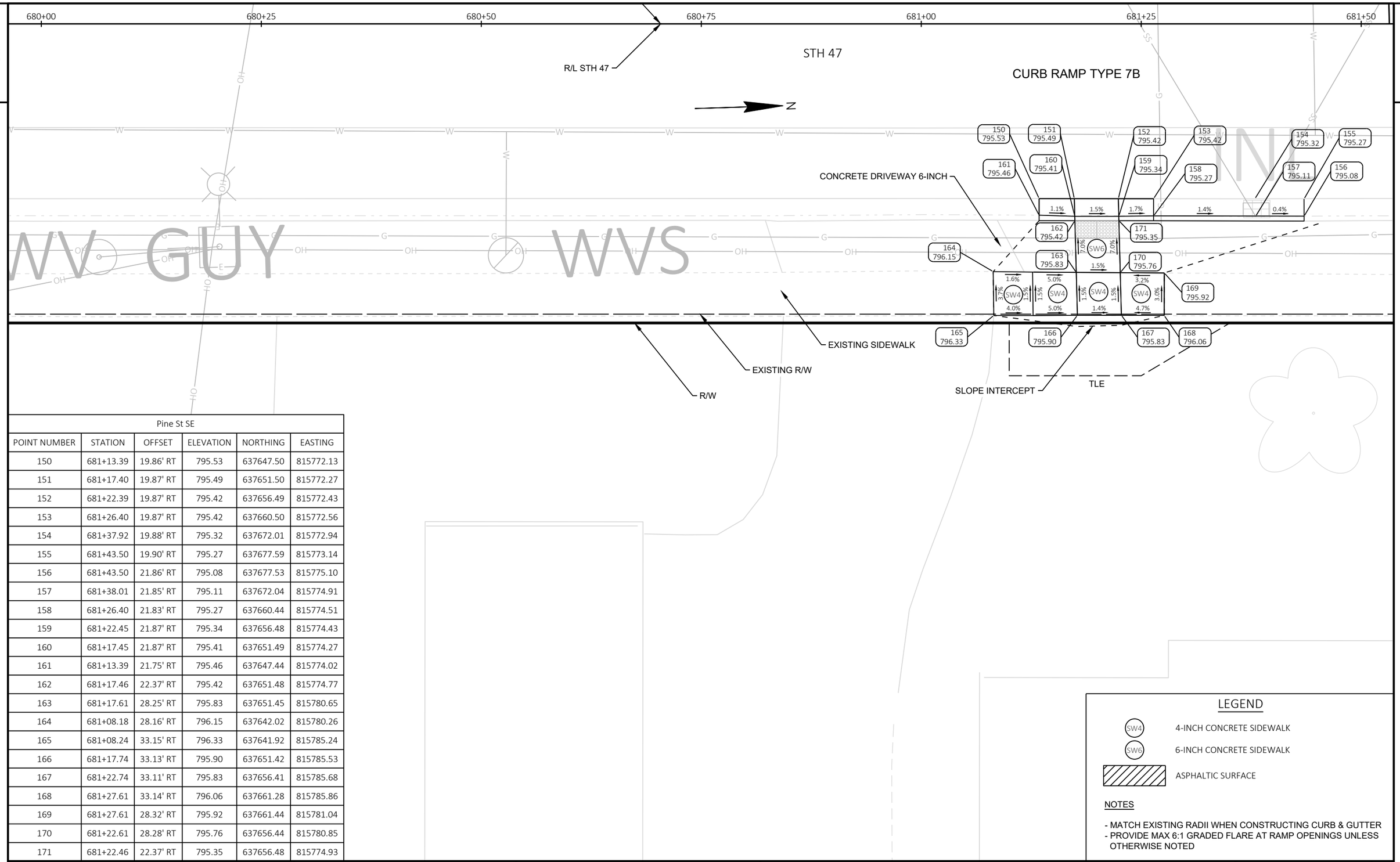
- MATCH EXISTING RADII WHEN CONSTRUCTING CURB & GUTTER
- PROVIDE MAX 6:1 GRADED FLARE AT RAMP OPENINGS UNLESS OTHERWISE NOTED

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: PINE STREET	SHEET 9 E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021002-CD-29.DWG
LAYOUT NAME - PINE ST NW

PLOT DATE : 10/20/2023 8:05 AM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



Pine St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
150	681+13.39	19.86' RT	795.53	637647.50	815772.13
151	681+17.40	19.87' RT	795.49	637651.50	815772.27
152	681+22.39	19.87' RT	795.42	637656.49	815772.43
153	681+26.40	19.87' RT	795.42	637660.50	815772.56
154	681+37.92	19.88' RT	795.32	637672.01	815772.94
155	681+43.50	19.90' RT	795.27	637677.59	815773.14
156	681+43.50	21.86' RT	795.08	637677.53	815775.10
157	681+38.01	21.85' RT	795.11	637672.04	815774.91
158	681+26.40	21.83' RT	795.27	637660.44	815774.51
159	681+22.45	21.87' RT	795.34	637656.48	815774.43
160	681+17.45	21.87' RT	795.41	637651.49	815774.27
161	681+13.39	21.75' RT	795.46	637647.44	815774.02
162	681+17.46	22.37' RT	795.42	637651.48	815774.77
163	681+17.61	28.25' RT	795.83	637651.45	815780.65
164	681+08.18	28.16' RT	796.15	637642.02	815780.26
165	681+08.24	33.15' RT	796.33	637641.92	815785.24
166	681+17.74	33.13' RT	795.90	637651.42	815785.53
167	681+22.74	33.11' RT	795.83	637656.41	815785.68
168	681+27.61	33.14' RT	796.06	637661.28	815785.86
169	681+27.61	28.32' RT	795.92	637661.44	815781.04
170	681+22.61	28.28' RT	795.76	637656.44	815780.85
171	681+22.46	22.37' RT	795.35	637656.48	815774.93

LEGEND

- SW4 — 4-INCH CONCRETE SIDEWALK
- SW6 — 6-INCH CONCRETE SIDEWALK
- ASPHALTIC SURFACE

NOTES

- MATCH EXISTING RADII WHEN CONSTRUCTING CURB & GUTTER
- PROVIDE MAX 6:1 GRADED FLARE AT RAMP OPENINGS UNLESS OTHERWISE NOTED

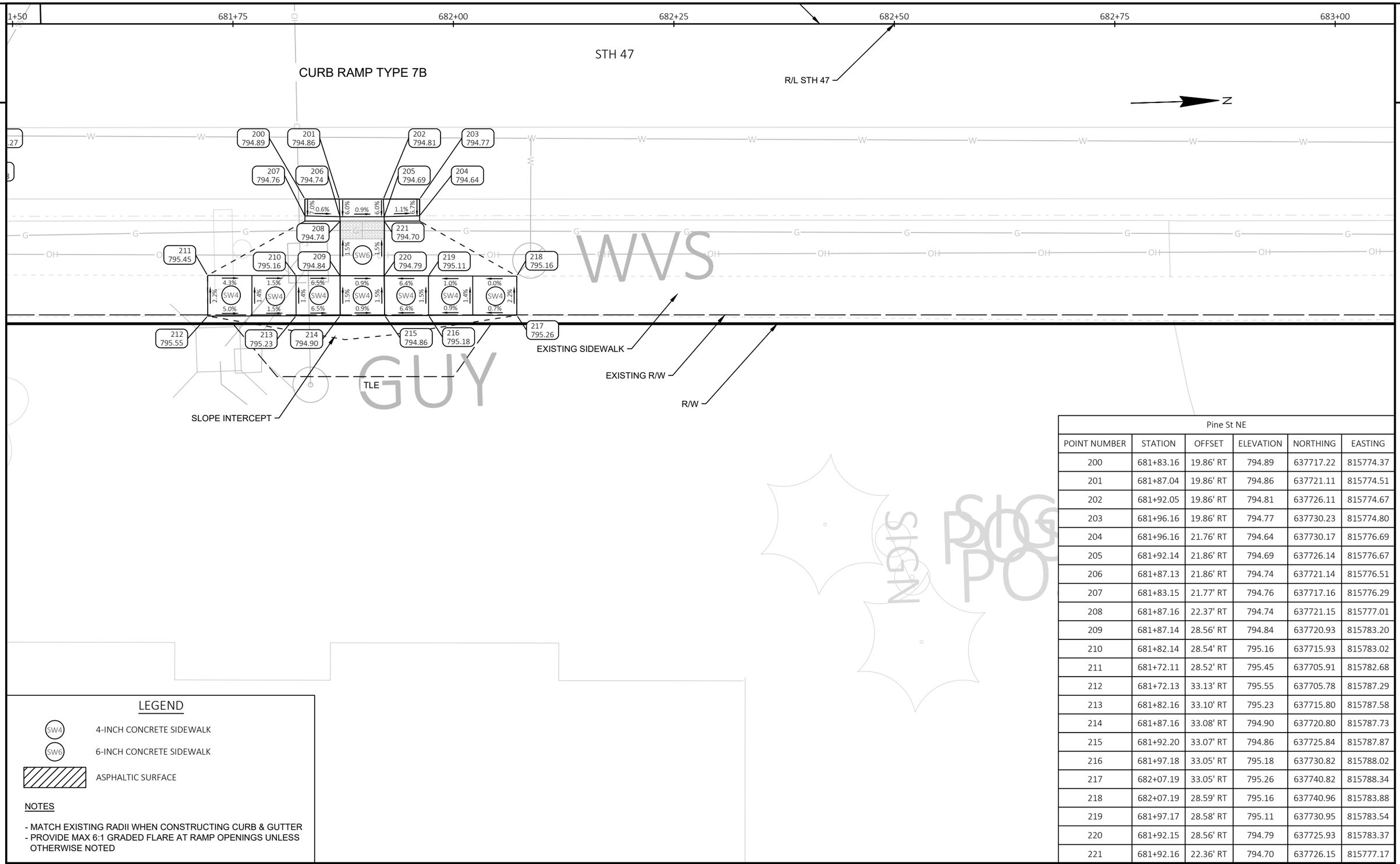
PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: PINE STREET	SHEET 10	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021002-CD-29.DWG
LAYOUT NAME - PINE ST SE

PLOT DATE : 10/20/2023 8:05 AM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

WV GUY WVS



Pine St NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	681+83.16	19.86' RT	794.89	637717.22	815774.37
201	681+87.04	19.86' RT	794.86	637721.11	815774.51
202	681+92.05	19.86' RT	794.81	637726.11	815774.67
203	681+96.16	19.86' RT	794.77	637730.23	815774.80
204	681+96.16	21.76' RT	794.64	637730.17	815776.69
205	681+92.14	21.86' RT	794.69	637726.14	815776.67
206	681+87.13	21.86' RT	794.74	637721.14	815776.51
207	681+83.15	21.77' RT	794.76	637717.16	815776.29
208	681+87.16	22.37' RT	794.74	637721.15	815777.01
209	681+87.14	28.56' RT	794.84	637720.93	815783.20
210	681+82.14	28.54' RT	795.16	637715.93	815783.02
211	681+72.11	28.52' RT	795.45	637705.91	815782.68
212	681+72.13	33.13' RT	795.55	637705.78	815787.29
213	681+82.16	33.10' RT	795.23	637715.80	815787.58
214	681+87.16	33.08' RT	794.90	637720.80	815787.73
215	681+92.20	33.07' RT	794.86	637725.84	815787.87
216	681+97.18	33.05' RT	795.18	637730.82	815788.02
217	682+07.19	33.05' RT	795.26	637740.82	815788.34
218	682+07.19	28.59' RT	795.16	637740.96	815783.88
219	681+97.17	28.58' RT	795.11	637730.95	815783.54
220	681+92.15	28.56' RT	794.79	637725.93	815783.37
221	681+92.16	22.36' RT	794.70	637726.15	815777.17

LEGEND

- SW4 — 4-INCH CONCRETE SIDEWALK
- SW6 — 6-INCH CONCRETE SIDEWALK
- ASPHALTIC SURFACE

NOTES

- MATCH EXISTING RADII WHEN CONSTRUCTING CURB & GUTTER
- PROVIDE MAX 6:1 GRADED FLARE AT RAMP OPENINGS UNLESS OTHERWISE NOTED

2

Birch St SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
250	685+26.50	20.12' LT	792.40	638061.67	815745.48
251	685+33.48	20.15' LT	792.34	638068.66	815745.67
252	685+53.37	20.16' LT	792.22	638088.53	815746.31
253	685+53.37	22.19' LT	792.39	638088.60	815744.28
254	685+33.54	22.17' LT	792.14	638068.78	815743.66
255	685+26.43	22.16' LT	792.21	638061.67	815743.44
256	685+44.86	27.39' LT	792.87	638080.26	815738.80
257	685+53.15	27.11' LT	792.80	638088.54	815739.35
258	685+53.33	30.41' LT	792.72	638088.83	815736.06
259	685+44.85	30.43' LT	792.76	638080.35	815735.77

LEGEND

SW4 — 4-INCH CONCRETE SIDEWALK

SW6 — 6-INCH CONCRETE SIDEWALK

ASPHALTIC SURFACE

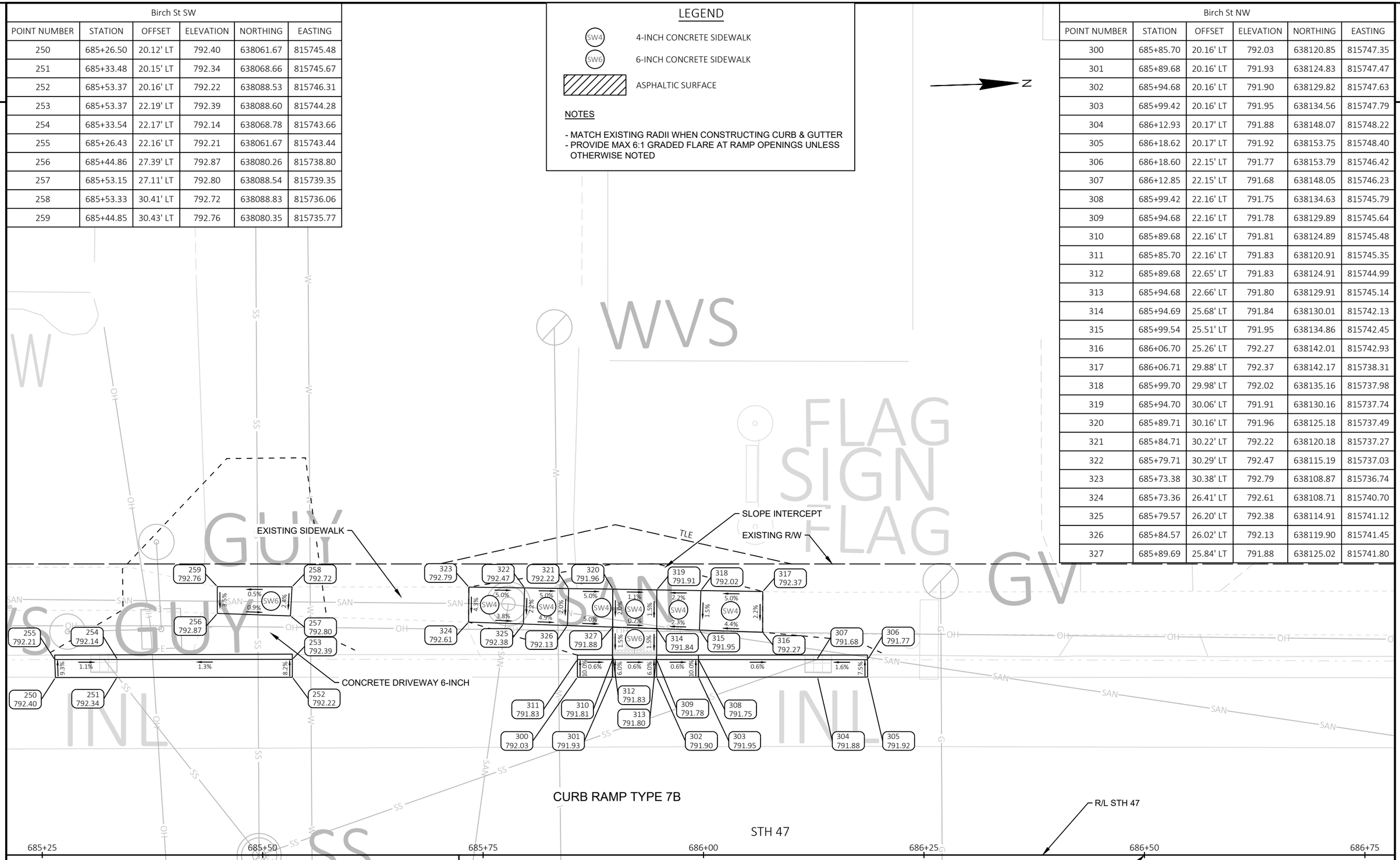
NOTES

- MATCH EXISTING RADII WHEN CONSTRUCTING CURB & GUTTER
- PROVIDE MAX 6:1 GRADED FLARE AT RAMP OPENINGS UNLESS OTHERWISE NOTED

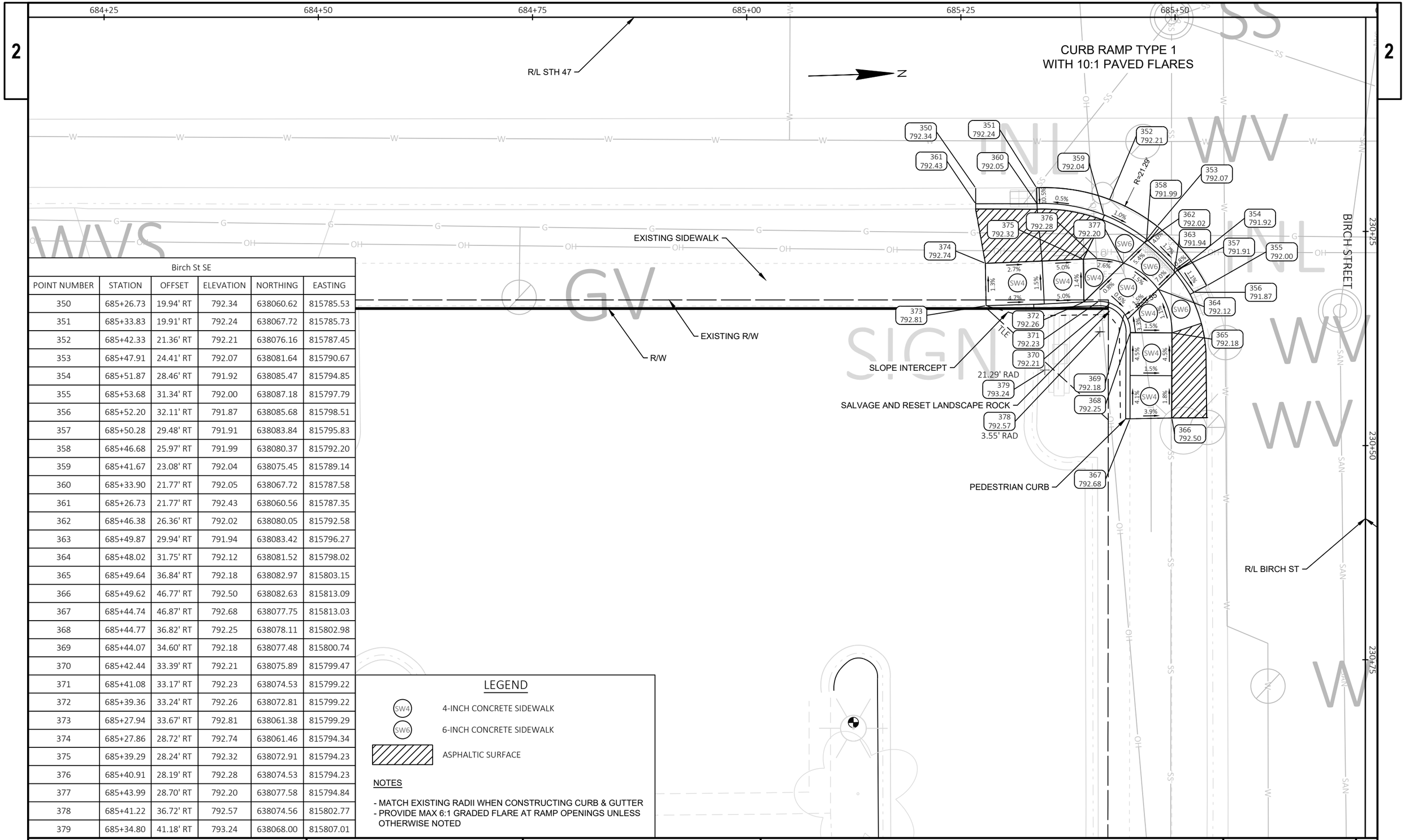
N

Birch St NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	685+85.70	20.16' LT	792.03	638120.85	815747.35
301	685+89.68	20.16' LT	791.93	638124.83	815747.47
302	685+94.68	20.16' LT	791.90	638129.82	815747.63
303	685+99.42	20.16' LT	791.95	638134.56	815747.79
304	686+12.93	20.17' LT	791.88	638148.07	815748.22
305	686+18.62	20.17' LT	791.92	638153.75	815748.40
306	686+18.60	22.15' LT	791.77	638153.79	815746.42
307	686+12.85	22.15' LT	791.68	638148.05	815746.23
308	685+99.42	22.16' LT	791.75	638134.63	815745.79
309	685+94.68	22.16' LT	791.78	638129.89	815745.64
310	685+89.68	22.16' LT	791.81	638124.89	815745.48
311	685+85.70	22.16' LT	791.83	638120.91	815745.35
312	685+89.68	22.65' LT	791.83	638124.91	815744.99
313	685+94.68	22.66' LT	791.80	638129.91	815745.14
314	685+94.69	25.68' LT	791.84	638130.01	815742.13
315	685+99.54	25.51' LT	791.95	638134.86	815742.45
316	686+06.70	25.26' LT	792.27	638142.01	815742.93
317	686+06.71	29.88' LT	792.37	638142.17	815738.31
318	685+99.70	29.98' LT	792.02	638135.16	815737.98
319	685+94.70	30.06' LT	791.91	638130.16	815737.74
320	685+89.71	30.16' LT	791.96	638125.18	815737.49
321	685+84.71	30.22' LT	792.22	638120.18	815737.27
322	685+79.71	30.29' LT	792.47	638115.19	815737.03
323	685+73.38	30.38' LT	792.79	638108.87	815736.74
324	685+73.36	26.41' LT	792.61	638108.71	815740.70
325	685+79.57	26.20' LT	792.38	638114.91	815741.12
326	685+84.57	26.02' LT	792.13	638119.90	815741.45
327	685+89.69	25.84' LT	791.88	638125.02	815741.80

2



PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: BIRCH STREET	SHEET 12	E



Birch St SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
350	685+26.73	19.94' RT	792.34	638060.62	815785.53
351	685+33.83	19.91' RT	792.24	638067.72	815785.73
352	685+42.33	21.36' RT	792.21	638076.16	815787.45
353	685+47.91	24.41' RT	792.07	638081.64	815790.67
354	685+51.87	28.46' RT	791.92	638085.47	815794.85
355	685+53.68	31.34' RT	792.00	638087.18	815797.79
356	685+52.20	32.11' RT	791.87	638085.68	815798.51
357	685+50.28	29.48' RT	791.91	638083.84	815795.83
358	685+46.68	25.97' RT	791.99	638080.37	815792.20
359	685+41.67	23.08' RT	792.04	638075.45	815789.14
360	685+33.90	21.77' RT	792.05	638067.72	815787.58
361	685+26.73	21.77' RT	792.43	638060.56	815787.35
362	685+46.38	26.36' RT	792.02	638080.05	815792.58
363	685+49.87	29.94' RT	791.94	638083.42	815796.27
364	685+48.02	31.75' RT	792.12	638081.52	815798.02
365	685+49.64	36.84' RT	792.18	638082.97	815803.15
366	685+49.62	46.77' RT	792.50	638082.63	815813.09
367	685+44.74	46.87' RT	792.68	638077.75	815813.03
368	685+44.77	36.82' RT	792.25	638078.11	815802.98
369	685+44.07	34.60' RT	792.18	638077.48	815800.74
370	685+42.44	33.39' RT	792.21	638075.89	815799.47
371	685+41.08	33.17' RT	792.23	638074.53	815799.22
372	685+39.36	33.24' RT	792.26	638072.81	815799.22
373	685+27.94	33.67' RT	792.81	638061.38	815799.29
374	685+27.86	28.72' RT	792.74	638061.46	815794.34
375	685+39.29	28.24' RT	792.32	638072.91	815794.23
376	685+40.91	28.19' RT	792.28	638074.53	815794.23
377	685+43.99	28.70' RT	792.20	638077.58	815794.84
378	685+41.22	36.72' RT	792.57	638074.56	815802.77
379	685+34.80	41.18' RT	793.24	638068.00	815807.01

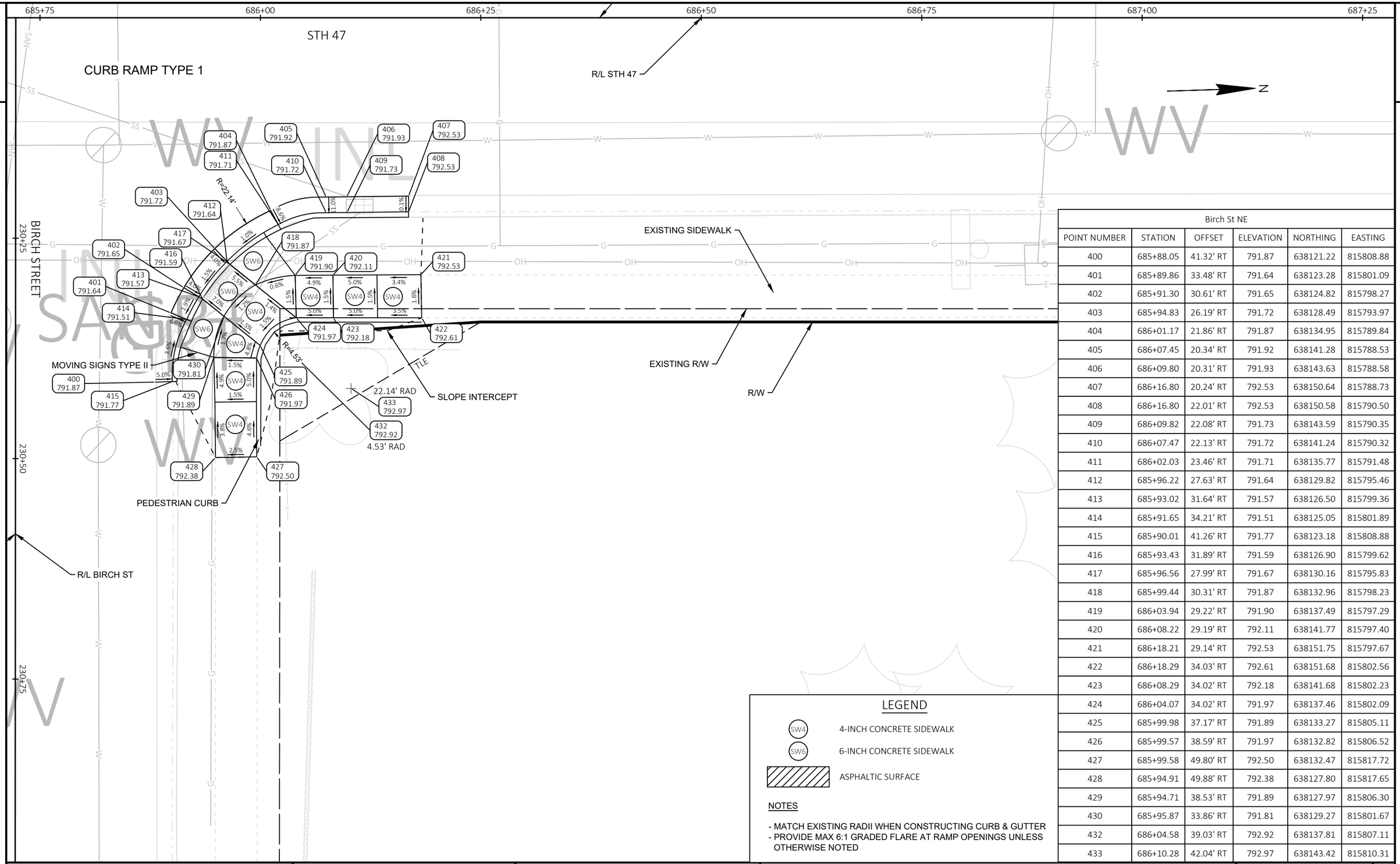
LEGEND

- SW4 — 4-INCH CONCRETE SIDEWALK
- SW6 — 6-INCH CONCRETE SIDEWALK
- ASPHALTIC SURFACE

NOTES

- MATCH EXISTING RADII WHEN CONSTRUCTING CURB & GUTTER
- PROVIDE MAX 6:1 GRADED FLARE AT RAMP OPENINGS UNLESS OTHERWISE NOTED

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: BIRCH STREET	SHEET 13	E



Birch St NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	685+88.05	41.32' RT	791.87	638121.22	815808.88
401	685+89.86	33.48' RT	791.64	638123.28	815801.09
402	685+91.30	30.61' RT	791.65	638124.82	815798.27
403	685+94.83	26.19' RT	791.72	638128.49	815793.97
404	686+01.17	21.86' RT	791.87	638134.95	815789.84
405	686+07.45	20.34' RT	791.92	638141.28	815788.53
406	686+09.80	20.31' RT	791.93	638143.63	815788.58
407	686+16.80	20.24' RT	792.53	638150.64	815788.73
408	686+16.80	22.01' RT	792.53	638150.58	815790.50
409	686+09.82	22.08' RT	791.73	638143.59	815790.35
410	686+07.47	22.13' RT	791.72	638141.24	815790.32
411	686+02.03	23.46' RT	791.71	638135.77	815791.48
412	685+96.22	27.63' RT	791.64	638129.82	815795.46
413	685+93.02	31.64' RT	791.57	638126.50	815799.36
414	685+91.65	34.21' RT	791.51	638125.05	815801.89
415	685+90.01	41.26' RT	791.77	638123.18	815808.88
416	685+93.43	31.89' RT	791.59	638126.90	815799.62
417	685+96.56	27.99' RT	791.67	638130.16	815795.83
418	685+99.44	30.31' RT	791.87	638132.96	815798.23
419	686+03.94	29.22' RT	791.90	638137.49	815797.29
420	686+08.22	29.19' RT	792.11	638141.77	815797.40
421	686+18.21	29.14' RT	792.53	638151.75	815797.67
422	686+18.29	34.03' RT	792.61	638151.68	815802.56
423	686+08.29	34.02' RT	792.18	638141.68	815802.23
424	686+04.07	34.02' RT	791.97	638137.46	815802.09
425	685+99.98	37.17' RT	791.89	638133.27	815805.11
426	685+99.57	38.59' RT	791.97	638132.82	815806.52
427	685+99.58	49.80' RT	792.50	638132.47	815817.72
428	685+94.91	49.88' RT	792.38	638127.80	815817.65
429	685+94.71	38.53' RT	791.89	638127.97	815806.30
430	685+95.87	33.86' RT	791.81	638129.27	815801.67
432	686+04.58	39.03' RT	792.92	638137.81	815807.11
433	686+10.28	42.04' RT	792.97	638143.42	815810.31

LEGEND

- SW4 — 4-INCH CONCRETE SIDEWALK
- SW6 — 6-INCH CONCRETE SIDEWALK
- ASPHALTIC SURFACE

NOTES

- MATCH EXISTING RADII WHEN CONSTRUCTING CURB & GUTTER
- PROVIDE MAX 6:1 GRADED FLARE AT RAMP OPENINGS UNLESS OTHERWISE NOTED

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: BIRCH STREET	SHEET 14 E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021002-CD-29.DWG
LAYOUT NAME - BIRCH ST NE
PLOT DATE : 10/20/2023 8:05 AM
PLOT BY : CAMPSHURE, MICHAEL R
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

Forest Rd SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
450	692+97.21	20.52' LT	790.53	638832.01	815769.91
451	693+05.40	24.52' LT	790.47	638840.32	815766.18
452	693+09.33	28.59' LT	790.44	638844.38	815762.24
453	693+12.86	35.55' LT	790.35	638848.13	815755.40
454	693+10.91	36.12' LT	790.25	638846.20	815754.77
455	693+07.77	29.78' LT	790.36	638842.86	815761.00
456	693+04.17	26.09' LT	790.39	638839.13	815764.57
457	692+96.77	22.31' LT	790.41	638831.62	815768.11
458	693+03.86	26.49' LT	790.40	638838.84	815764.17
459	693+07.37	30.08' LT	790.37	638842.47	815760.69
460	693+04.83	32.03' LT	790.59	638839.99	815758.65
461	693+07.21	40.30' LT	790.62	638842.64	815750.47
462	693+07.13	45.30' LT	790.64	638842.72	815745.47
463	693+02.37	45.24' LT	790.76	638837.95	815745.37
464	693+02.45	40.24' LT	790.69	638837.87	815750.37
465	693+00.83	35.04' LT	790.67	638836.08	815755.52
466	692+97.36	31.48' LT	790.69	638832.51	815758.97
467	692+93.41	29.86' LT	790.85	638828.50	815760.46
468	692+88.41	29.87' LT	791.10	638823.50	815760.28
469	692+88.43	25.20' LT	790.97	638823.38	815764.95
470	692+93.43	25.23' LT	790.92	638828.38	815765.09
471	693+01.45	28.34' LT	790.62	638836.49	815762.24
473	692+91.20	40.91' LT	791.04	638826.65	815749.34
474	692+91.96	41.66' LT	791.03	638827.43	815748.61

LEGEND

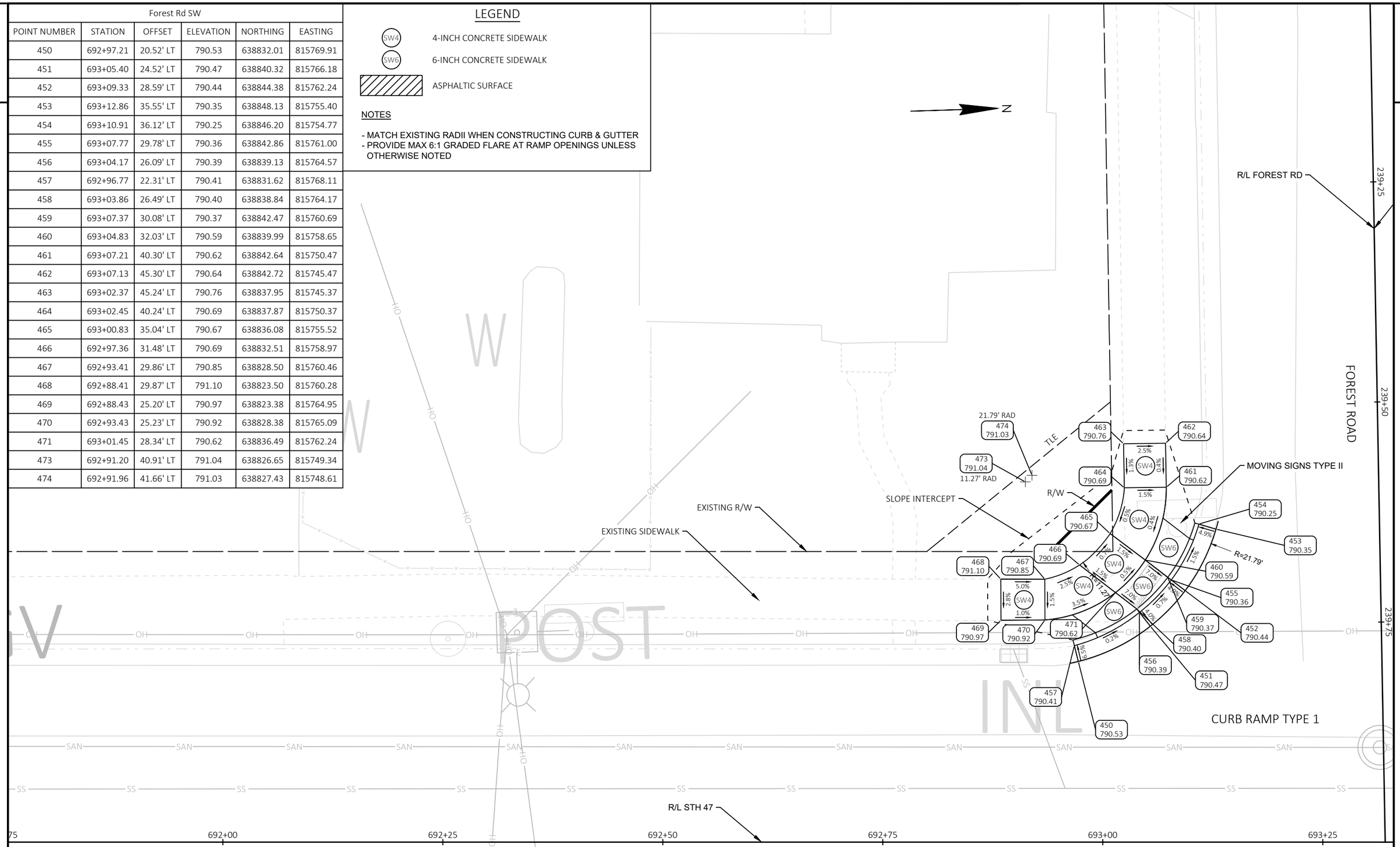
SW4 — 4-INCH CONCRETE SIDEWALK

SW6 — 6-INCH CONCRETE SIDEWALK

ASPHALTIC SURFACE

NOTES

- MATCH EXISTING RADII WHEN CONSTRUCTING CURB & GUTTER
- PROVIDE MAX 6:1 GRADED FLARE AT RAMP OPENINGS UNLESS OTHERWISE NOTED

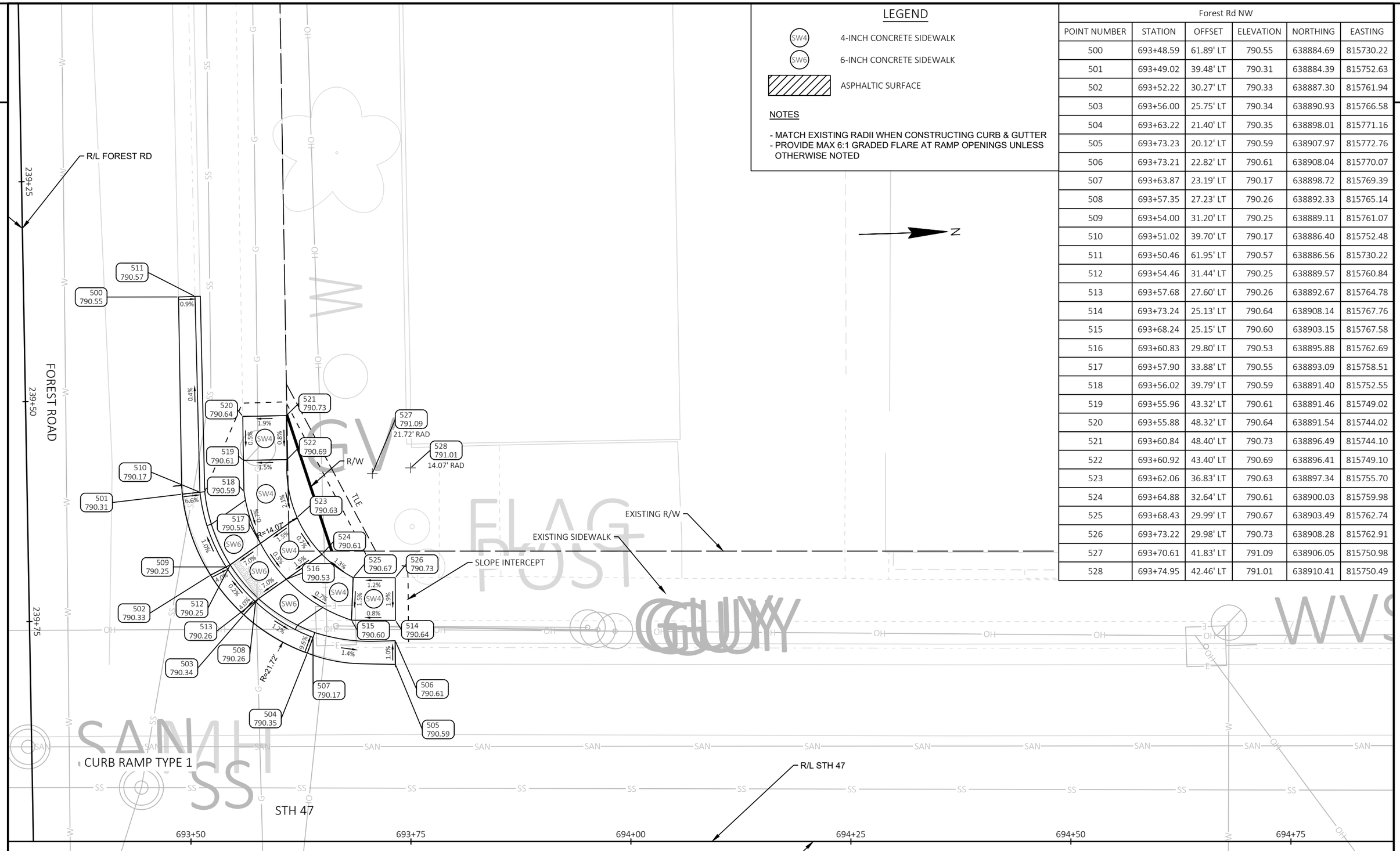


PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: FOREST ROAD	SHEET 15	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021002-CD-29.DWG
LAYOUT NAME - FOREST RD SW

PLOT DATE : 10/20/2023 8:05 AM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



LEGEND

- SW4 — 4-INCH CONCRETE SIDEWALK
- SW6 — 6-INCH CONCRETE SIDEWALK
- ASPHALTIC SURFACE

NOTES

- MATCH EXISTING RADII WHEN CONSTRUCTING CURB & GUTTER
- PROVIDE MAX 6:1 GRADED FLARE AT RAMP OPENINGS UNLESS OTHERWISE NOTED

Forest Rd NW

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	693+48.59	61.89' LT	790.55	638884.69	815730.22
501	693+49.02	39.48' LT	790.31	638884.39	815752.63
502	693+52.22	30.27' LT	790.33	638887.30	815761.94
503	693+56.00	25.75' LT	790.34	638890.93	815766.58
504	693+63.22	21.40' LT	790.35	638898.01	815771.16
505	693+73.23	20.12' LT	790.59	638907.97	815772.76
506	693+73.21	22.82' LT	790.61	638908.04	815770.07
507	693+63.87	23.19' LT	790.17	638898.72	815769.39
508	693+57.35	27.23' LT	790.26	638892.33	815765.14
509	693+54.00	31.20' LT	790.25	638889.11	815761.07
510	693+51.02	39.70' LT	790.17	638886.40	815752.48
511	693+50.46	61.95' LT	790.57	638886.56	815730.22
512	693+54.46	31.44' LT	790.25	638889.57	815760.84
513	693+57.68	27.60' LT	790.26	638892.67	815764.78
514	693+73.24	25.13' LT	790.64	638908.14	815767.76
515	693+68.24	25.15' LT	790.60	638903.15	815767.58
516	693+60.83	29.80' LT	790.53	638895.88	815762.69
517	693+57.90	33.88' LT	790.55	638893.09	815758.51
518	693+56.02	39.79' LT	790.59	638891.40	815752.55
519	693+55.96	43.32' LT	790.61	638891.46	815749.02
520	693+55.88	48.32' LT	790.64	638891.54	815744.02
521	693+60.84	48.40' LT	790.73	638896.49	815744.10
522	693+60.92	43.40' LT	790.69	638896.41	815749.10
523	693+62.06	36.83' LT	790.63	638897.34	815755.70
524	693+64.88	32.64' LT	790.61	638900.03	815759.98
525	693+68.43	29.99' LT	790.67	638903.49	815762.74
526	693+73.22	29.98' LT	790.73	638908.28	815762.91
527	693+70.61	41.83' LT	791.09	638906.05	815750.98
528	693+74.95	42.46' LT	791.01	638910.41	815750.49

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: FOREST ROAD	SHEET 16	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021002-CD-29.DWG
LAYOUT NAME - FOREST RD NW

PLOT DATE : 10/20/2023 8:05 AM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:10 FT

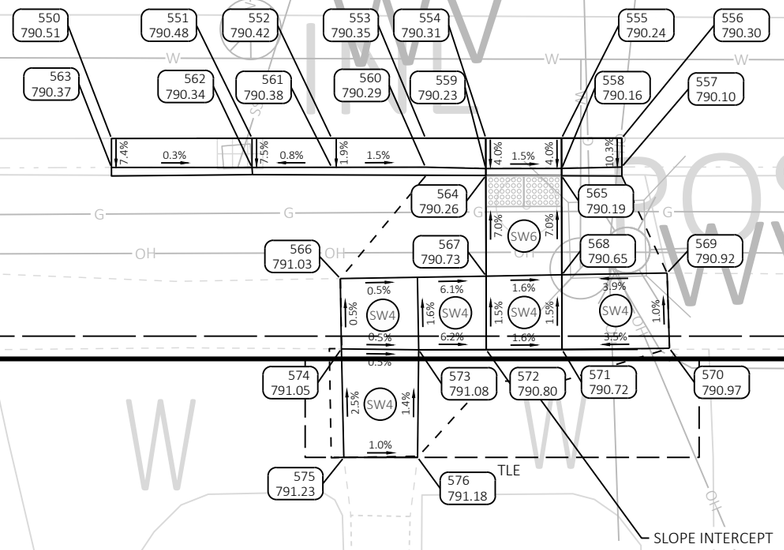
WISDOT/CADDS SHEET 42

693+25 693+50 693+75 694+00 694+25 694+50

STH 47

R/L STH 47

CURB RAMP TYPE 7B



EXISTING SIDEWALK

EXISTING R/W

R/W

Forest Rd NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
550	693+27.22	19.96' RT	790.51	638860.69	815811.34
551	693+36.49	19.94' RT	790.48	638869.96	815811.62
552	693+41.75	19.94' RT	790.42	638875.21	815811.79
553	693+47.94	19.94' RT	790.35	638881.40	815811.99
554	693+51.92	19.94' RT	790.31	638885.38	815812.12
555	693+56.92	19.94' RT	790.24	638890.38	815812.28
556	693+60.90	19.94' RT	790.30	638894.35	815812.40
557	693+60.90	21.84' RT	790.10	638894.29	815814.30
558	693+56.92	21.94' RT	790.16	638890.32	815814.28
559	693+51.92	21.94' RT	790.23	638885.32	815814.11
560	693+47.94	21.85' RT	790.29	638881.34	815813.90
561	693+41.75	21.86' RT	790.38	638875.15	815813.71
562	693+36.49	21.86' RT	790.34	638869.90	815813.54
563	693+27.22	21.87' RT	790.37	638860.63	815813.25
564	693+51.93	22.40' RT	790.26	638885.31	815814.58
565	693+56.93	22.42' RT	790.19	638890.30	815814.76
566	693+42.32	29.20' RT	791.03	638875.49	815821.06
567	693+51.94	29.04' RT	790.73	638885.11	815821.21
568	693+56.94	28.95' RT	790.65	638890.10	815821.29
569	693+63.88	28.84' RT	790.92	638897.05	815821.40
570	693+64.04	33.80' RT	790.97	638897.05	815826.36
571	693+56.95	33.88' RT	790.72	638889.96	815826.21
572	693+51.95	33.89' RT	790.80	638884.96	815826.06
573	693+47.49	33.90' RT	791.08	638880.50	815825.93
574	693+42.39	33.84' RT	791.05	638875.41	815825.70
575	693+42.55	41.00' RT	791.23	638875.34	815832.86
576	693+47.42	41.00' RT	791.18	638880.20	815833.02

LEGEND

SW4 — 4-INCH CONCRETE SIDEWALK

SW6 — 6-INCH CONCRETE SIDEWALK

ASPHALTIC SURFACE

NOTES

- MATCH EXISTING RADII WHEN CONSTRUCTING CURB & GUTTER
- PROVIDE MAX 6:1 GRADED FLARE AT RAMP OPENINGS UNLESS OTHERWISE NOTED

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: FOREST ROAD	SHEET 17	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021002-CD-29.DWG
LAYOUT NAME - FOREST RD NE
PLOT DATE : 10/20/2023 8:05 AM
PLOT BY : CAMPSHURE, MICHAEL R
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

674 675 676

STH 47

CTH B

PINE STREET

* SAWCUTS FOR STORM SEWER NOT SHOWN IN PLAN.
SEE MISCELLANEOUS QUANTITIES FOR DETAILS.

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB AND GUTTER
- REMOVING CONCRETE SIDEWALK
- xxxxxxxxxxx SAWCUT *
- zzz REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

675+16.8, 21.0' RT
675+17.0, 24.6' RT
675+28.2, 29.0' RT
675+28.2, 34.0' RT
675+00.9, 37.3' RT
674+97.6, 36.1' RT
EXISTING R/W
R/W
TLE

681+66.0, -83.2' LT
681+69.6, -82.1' LT
681+36.6, -62.2' LT
681+33.3, -61.2' LT
681+76.0, -48.0' LT
681+81.2, -48.2' LT
681+95.8, -32.9' LT
681+95.9, -27.9' LT
681+95.1, -22.6' LT
681+96.1, -19.0' LT
681+00.4, -30.3' LT
681+00.4, -26.2' LT
681+05.3, -22.6' LT
681+04.3, -19.2' LT

680 681 682 683

681+44.5, 18.9' RT
681+43.5, 22.4' RT
681+12.4, 18.9' RT
681+13.4, 22.4' RT
681+82.2, 18.2' RT
681+83.2, 21.7' RT
681+96.2, 19.2' RT
681+96.2, 21.7' RT
681+08.2, 28.2' RT
681+08.2, 33.2' RT
681+27.6, 28.1' RT
681+27.6, 33.1' RT
681+72.1, 28.5' RT
681+72.1, 33.1' RT
682+07.1, 28.6' RT
682+07.2, 33.0' RT

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 18	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021103-rm
PLOT DATE : 10/20/2023 8:35 AM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

EXISTING R/W

685+73.3, -30.4' LT

TLE

EXISTING R/W

685+53.3, -30.4' LT

685+44.9, -30.4' LT

685+44.9, -27.4' LT

685+53.2, -27.2' LT

686+06.7, -29.9' LT

686+06.7, -25.3' LT

685+73.3, -26.4' LT

685+26.5, -22.7' LT

685+25.5, -19.2' LT

685+85.7, -22.5' LT

685+53.4, -22.8' LT

685+84.7, -19.0' LT

685+54.6, -18.9' LT

686+18.6, -22.7' LT

686+19.7, -19.1' LT

* SAWCUTS FOR STORM SEWER NOT SHOWN IN PLAN. SEE MISCELLANEOUS QUANTITIES FOR DETAILS.

685

STH 47

686

687

LEGEND

- REMOVING CONCRETE PAVEMENT
- REMOVING ASPHALTIC SURFACE
- REMOVING CURB AND GUTTER
- REMOVING CONCRETE SIDEWALK
- xxxxxxxxxx SAWCUT *
- zzz REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

685+25.7, 18.9' RT

685+26.6, 22.4' RT

686+17.8, 19.2' RT

686+16.8, 22.8' RT

BIRCH STREET

686+18.2, 29.0' RT

EXISTING R/W

685+27.9, 28.7' RT

685+55.1, 31.2' RT

EXISTING R/W

R/W

685+28.0, 33.7' RT

TLE

685+52.2, 32.1' RT

686+18.3, 34.0' RT

R/W

685+87.1, 43.0' RT

TLE

685+44.6, 46.9' RT

685+90.7, 41.8' RT

685+49.7, 46.8' RT

685+94.9, 49.9' RT

685+99.6, 49.8' RT

693+47.4, -63.0' LT

693+48.6, -62.0' LT

693+55.9, -48.3' LT

693+60.8, -48.4' LT

693+02.7, -45.2' LT

693+07.1, -45.3' LT

TLE

R/W

693+10.5, -36.2' LT

693+14.1, -36.2' LT

EXISTING R/W

EXISTING R/W

692+88.4, -30.2' LT

FOREST ROAD

693+73.2, -30.4' LT

692+88.4, -25.5' LT

692+96.6, -23.0' LT

693+73.2, -22.2' LT

692+96.5, -19.3' LT

693+74.6, -19.1' LT

695+24.2, -22.0' LT

695+41.0, -22.0' LT

693

694

695

STH 47

693+26.2, 19.1' RT

693+61.9, 18.7' RT

693+60.9, 22.3' RT

693+27.2, 22.4' RT

695+24.2, 21.9' RT

695+41.3, 22.0' RT

693+42.3, 29.2' RT

693+64.0, 28.8' RT

693+42.4, 33.8' RT

693+64.0, 33.8' RT

EXISTING R/W

EXISTING R/W

R/W

693+42.6, 41.0' RT

TLE

TLE

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET 19	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021104-rm

PLOT DATE : 10/20/2023 8:35 AM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

2

STH 47

674 675 676

CTH B

LEGEND

INLET PROTECTION, TYPE C (UNLESS OTHERWISE NOTED)

TOPSOIL, SEED, FERTILIZE & MULCH

TLE

R/W

EXISTING R/W

VACUUM

PINE STREET

D

STH 47

680 681 682 683

TLE

EXISTING R/W

R/W

TLE

EXISTING R/W

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 20	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022010-ec

PLOT DATE : 10/23/2023 6:45 AM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 44

2

EXISTING R/W

TLE

STH 47

685

686

687

EXISTING R/W

R/W

TLE

D

BIRCH STREET

D

R/W

EXISTING R/W

TLE

LEGEND

INLET PROTECTION, TYPE C (UNLESS OTHERWISE NOTED)

TOPSOIL, SEED, FERTILIZE & MULCH

TLE

R/W

EXISTING R/W

FOREST ROAD

R/W

TLE

EXISTING R/W

693

694

695

STH 47

EXISTING R/W

R/W

TLE

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET 21	E

2

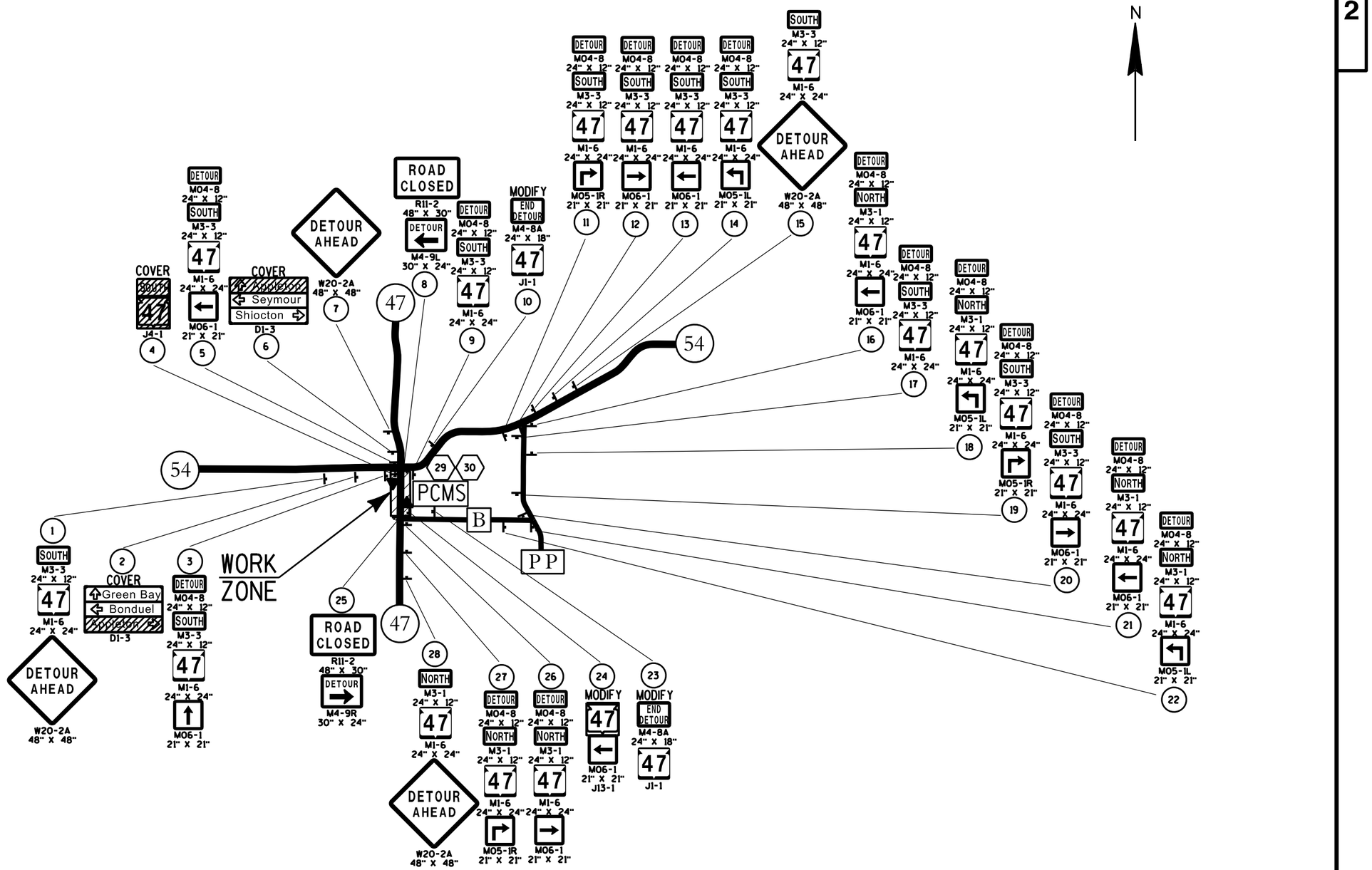
LEGEND

(X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

(X) CHANGEABLE PORTABLE MESSAGE BOARD



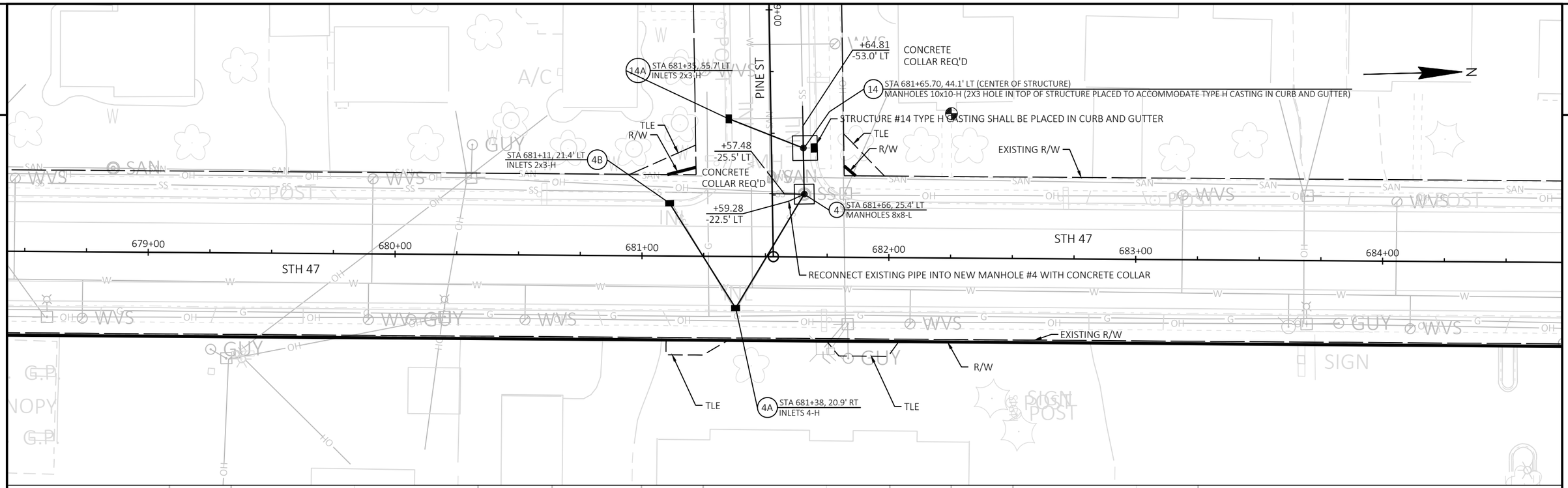
SHEET 1 OF 1

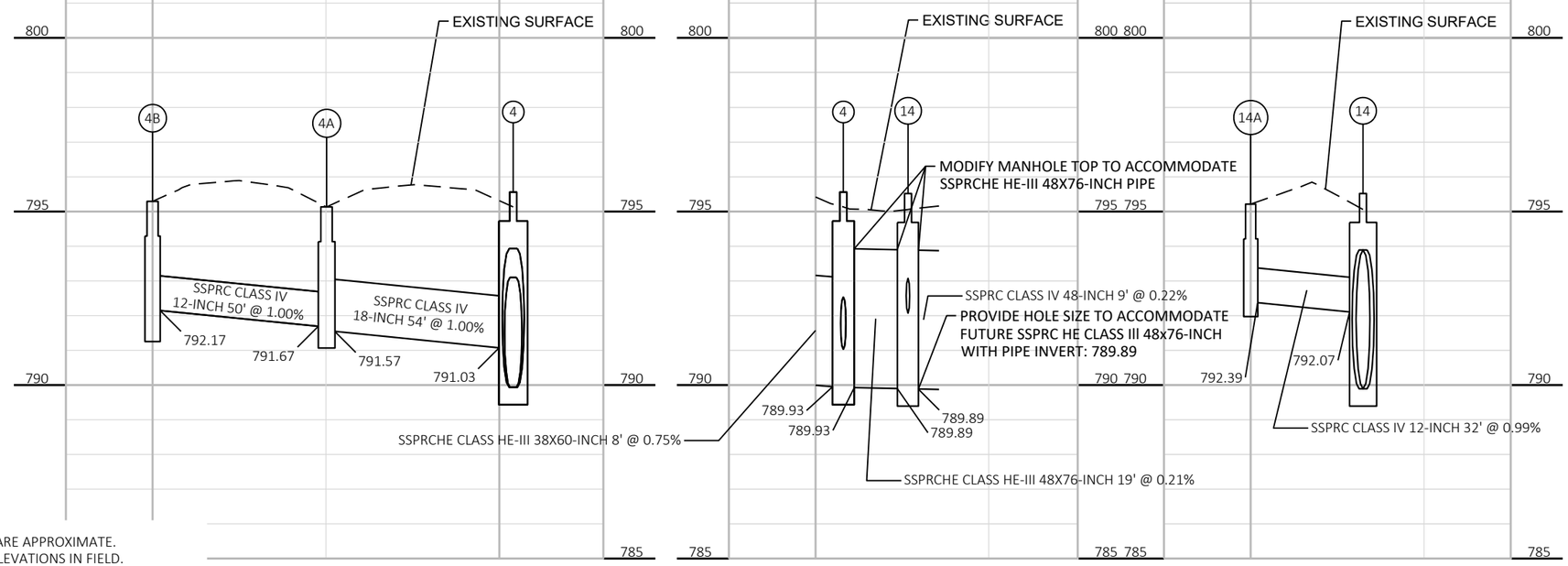
PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO:6240-29-71	HWY: STH 47	COUNTY:OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET	E

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

2



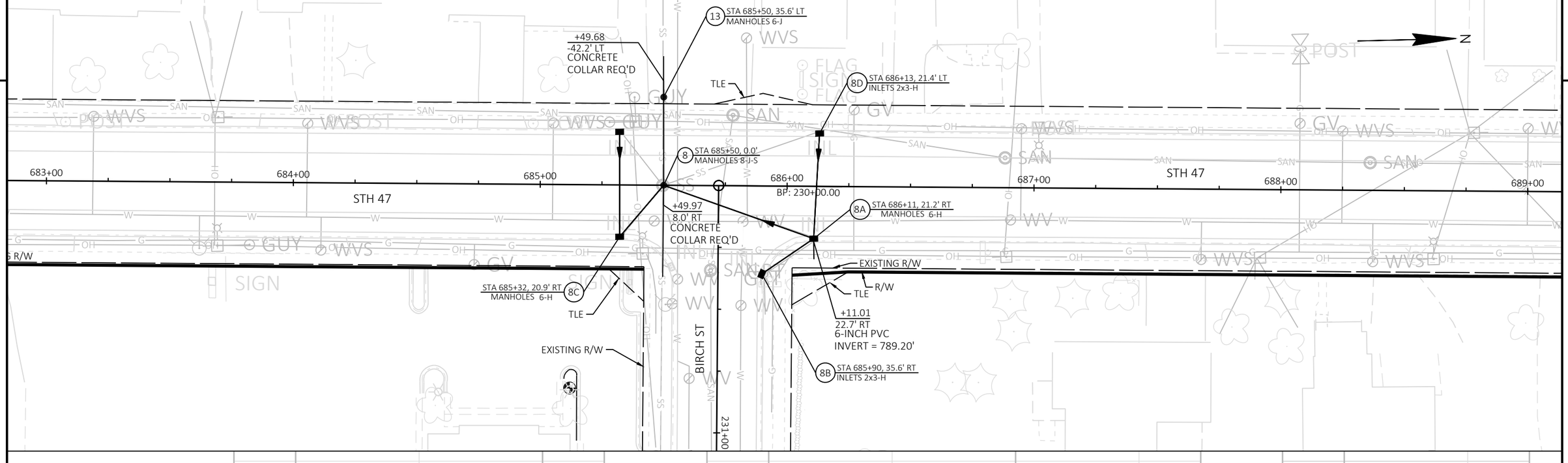


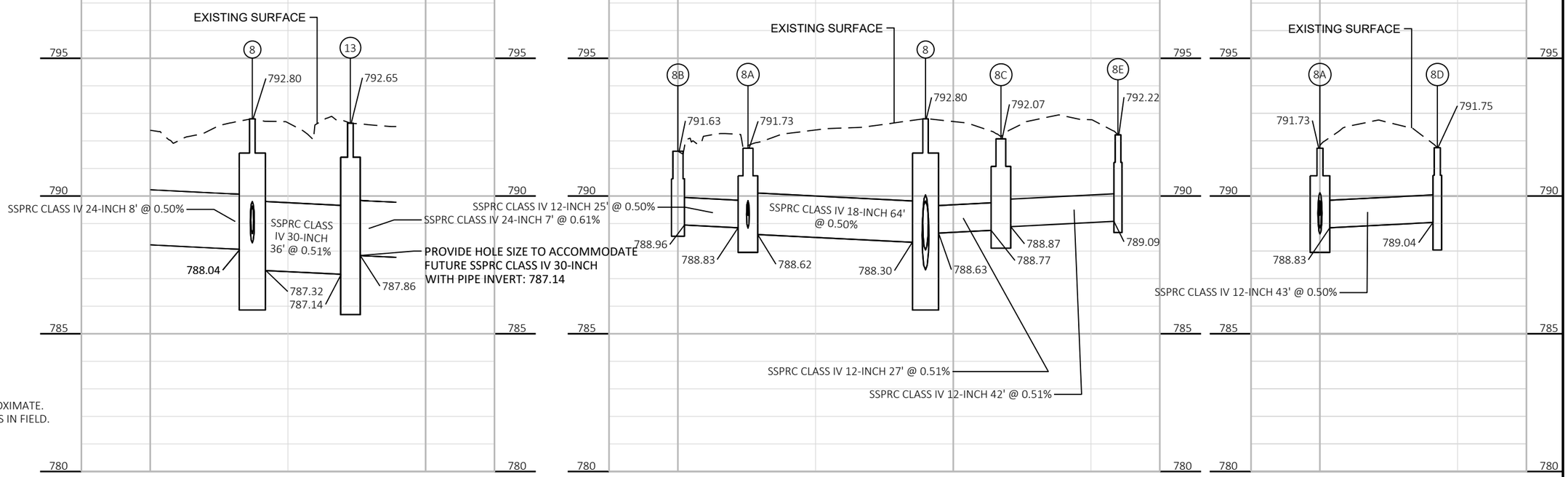
NOTE:
EXISTING PIPE INVERTS ARE APPROXIMATE.
MATCH EXISTING PIPE ELEVATIONS IN FIELD.

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 23	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022501-SS-29.DWG
LAYOUT NAME - 022501-ss
PLOT DATE : 5/29/2024 12:27 PM
PLOT BY : HEIDEN, BRIAN MATTHE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2



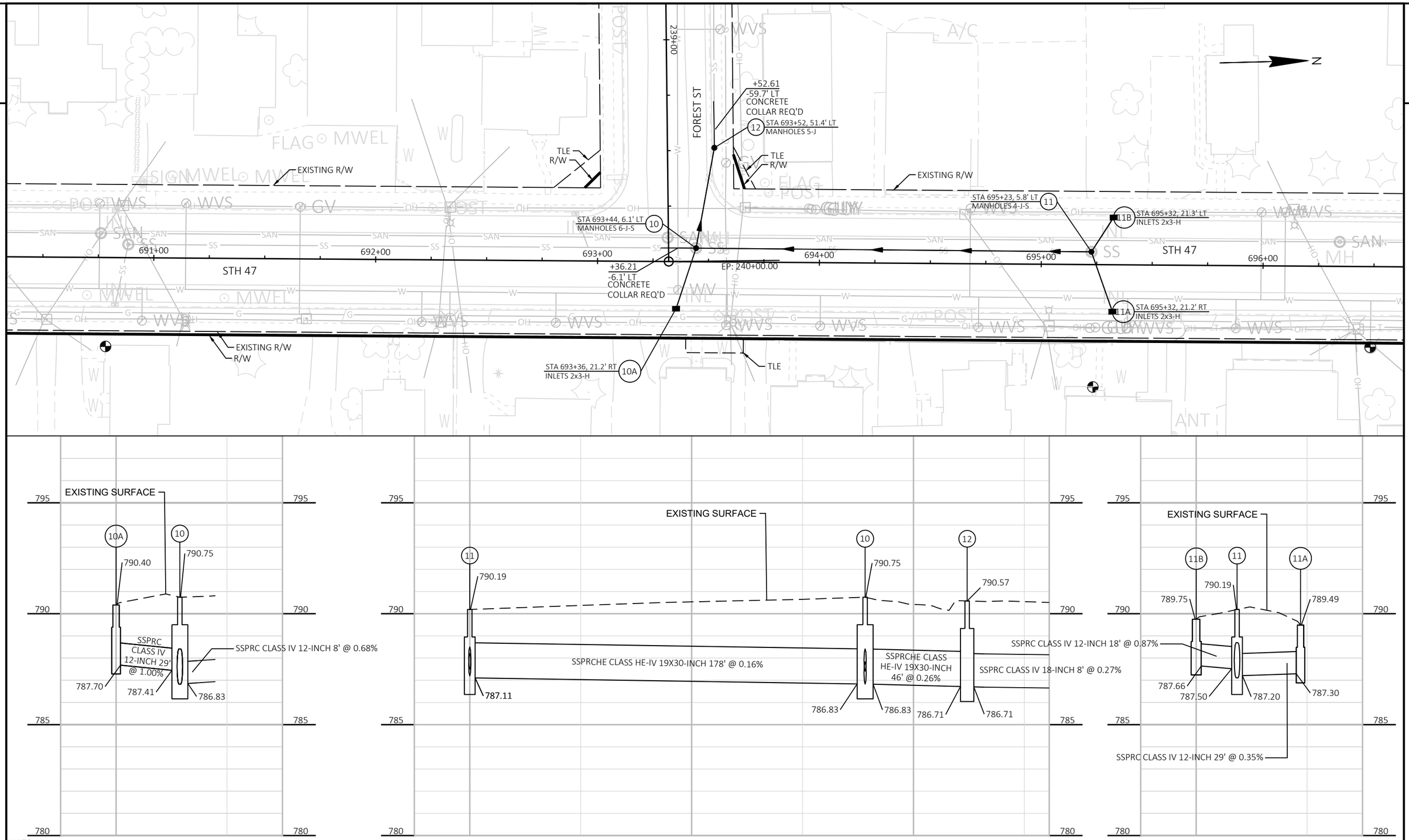


NOTE:
EXISTING PIPE INVERTS ARE APPROXIMATE.
MATCH EXISTING PIPE ELEVATIONS IN FIELD.

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 24	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022501-SS-29.DWG
LAYOUT NAME - 022502-ss
PLOT DATE : 5/21/2024 2:42 PM
PLOT BY : HEIDEN, BRIAN MATTHE
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2



NOTE:
EXISTING PIPE INVERTS ARE APPROXIMATE.
MATCH EXISTING PIPE ELEVATIONS IN FIELD.

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET 25	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022501-SS-29.DWG
LAYOUT NAME - 022503-ss
PLOT DATE : 10/20/2023 9:11 AM
PLOT BY : CAMPSHURE, MICHAEL R
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

PAMISCO RD

BEGIN PROJECT
STA 673+99.39

END CONSTRUCTION
STA 219+56.17

PINE ST

END CONSTRUCTION
STA 230+39.93

M4-9BR 30"X24"

M4-9BL 30"X24"

674 676 678 680 STH 47 682 684 686 688

MATCH LINE 688+95.76

SIDEWALK CLOSED
R9-9
24"X12"

END CONSTRUCTION
STA 210+81.18

CTH B

212

BIRCH ST

232

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"X18"

PLACE SIGN AT CORNER OF S MAPLE ST AND BIRCH ST

NOTE: PROVIDE PEDESTRIAN SIGNAGE AND BARRICADES IN ACCORDANCE WITH SDD 15D30, TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION, AS NEEDED

CONSTRUCT CURB RAMPS ONE SIDE AT A TIME TO ALLOW PEDESTRIAN ACCESS TO BIRCH STREET USING THE ALTERNATE CURB RAMP. ALTERNATE SIGNS, DRUMS AND BARRICADES AS NEEDED TO ACCOMMODATE PEDESTRIAN TRAFFIC.

LEGEND

① TEMPORARY CURB RAMP

PROPOSED PEDESTRIAN ROUTE

PROPOSED PROJECT WORKZONE

DRUM

SIGN ON TEMPORARY SUPPORT

SIGN ON PERMANENT SUPPORT

END CONSTRUCTION
STA 239+58.29

FOREST ST

238

M4-60D 30"X24"

690 STH 47 692 694 696 698

END PROJECT
STA 699+31.34

BURDICK ST

248

262

MATCH LINE 688+95.76

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP CONSTRUCTION - STAGE 1	SHEET 26	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\026001-S1-29.DWG
LAYOUT NAME - 026001-s1

PLOT DATE : 1/12/2024 2:37 PM PLOT BY : CAMPSHURE, MICHAEL R PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

PAMISCO RD

BEGIN PROJECT
STA 673+99.39

SIDEWALK CLOSED
R9-9
24"X12"

PINE ST

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

674 676 678 STH 47 680 682 684 686 688

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BR
30"X24"

END CONSTRUCTION
STA 230+39.93

DETOUR
M4-9BR
30"X24"

MATCH LINE 688+95.76

END CONSTRUCTION
STA 210+81.18

CTH B

212

BIRCH ST

232

NOTE: PROVIDE PEDESTRIAN SIGNAGE AND BARRICADES IN ACCORDANCE WITH SDD 15D30, TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION, AS NEEDED

LEGEND

① TEMPORARY CURB RAMP

PROPOSED PEDESTRIAN ROUTE

PROPOSED PROJECT WORKZONE

DRUM

SIGN ON TEMPORARY SUPPORT

SIGN ON PERMANENT SUPPORT

PLACE SIGN AT CORNER OF FOREST ST AND S CLARK ST

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
24"X18"

238

END CONSTRUCTION
STA 239+58.29

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

R9-11
24"X18"

SIDEWALK CLOSED AHEAD
CROSS HERE

FOREST ST

248

BURDICK ST

R9-11
24"X18"

SIDEWALK CLOSED AHEAD
CROSS HERE

MATCH LINE 688+95.76

690 STH 47 692 694 696 698

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

CONSTRUCT CURB RAMPS ONE SIDE AT A TIME TO ALLOW PEDESTRIAN ACCESS TO FOREST STREET USING THE ALTERNATE CURB RAMP. ALTERNATE SIGNS, BARRELS, AND BARRICADES AS NEEDED TO ACCOMMODATE PEDESTRIAN TRAFFIC.

END PROJECT
STA 699+31.34

DETOUR
M4-9BR
30"X24"

BURDICK ST

262

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP CONSTRUCTION - STAGE 2	SHEET 27	E

6240-29-71

Line	Item	Item Description	Unit	Total	Qty
0016	204.0100	Removing Concrete Pavement	SY	4.000	4.000
0020	204.0110	Removing Asphaltic Surface	SY	92.000	92.000
0022	204.0115	Removing Asphaltic Surface Butt Joints	SY	47.000	47.000
0024	204.0120	Removing Asphaltic Surface Milling	SY	12,136.000	12,136.000
0026	204.0150	Removing Curb & Gutter	LF	464.000	464.000
0028	204.0155	Removing Concrete Sidewalk	SY	195.000	195.000
0036	204.0210	Removing Manholes	EACH	4.000	4.000
0038	204.0220	Removing Inlets	EACH	12.000	12.000
0042	204.0245	Removing Storm Sewer (size) 02. 12-Inch	LF	428.000	428.000
0046	204.0245	Removing Storm Sewer (size) 04. 18-Inch	LF	232.000	232.000
0048	204.0245	Removing Storm Sewer (size) 05. 24-Inch	LF	50.000	50.000
0052	204.0245	Removing Storm Sewer (size) 07. 48-Inch	LF	40.000	40.000
0054	204.0245	Removing Storm Sewer (size) 08. 38X60-Inch	LF	16.000	16.000
0074	211.0101	Prepare Foundation for Asphaltic Paving (project) 02. 6240-29-71	EACH	1.000	1.000
0078	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	3.000	3.000
0082	213.0100	Finishing Roadway (project) 02. 6240-29-71	EACH	1.000	1.000
0086	305.0110	Base Aggregate Dense 3/4-Inch	TON	17.000	17.000
0088	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	155.000	155.000
0092	416.0610	Drilled Tie Bars	EACH	56.000	56.000
0094	450.4000	HMA Cold Weather Paving	TON	42.000	42.000
0096	455.0605	Tack Coat	GAL	669.000	669.000
0100	460.2000	Incentive Density HMA Pavement	DOL	80.000	80.000
0102	460.6223	HMA Pavement 3 MT 58-28 S	TON	123.000	123.000
0106	460.6424	HMA Pavement 4 MT 58-28 H	TON	1,345.000	1,345.000
0108	465.0105	Asphaltic Surface	TON	168.000	168.000
0134	520.8000	Concrete Collars for Pipe	EACH	7.000	7.000
0184	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	464.000	464.000
0188	601.0600	Concrete Curb Pedestrian	LF	47.000	47.000
0190	602.0405	Concrete Sidewalk 4-Inch	SF	1,612.000	1,612.000
0192	602.0415	Concrete Sidewalk 6-Inch	SF	498.000	498.000
0194	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	120.000	120.000
0196	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	16.000	16.000
0198	602.0810	Concrete Driveway 6-Inch	SY	4.000	4.000
0204	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	311.000	311.000
0208	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	126.000	126.000
0210	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	15.000	15.000
0212	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	36.000	36.000
0214	608.0448	Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	LF	8.000	8.000
0216	608.2319	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch	LF	224.000	224.000
0218	608.2338	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 38x60-Inch	LF	8.000	8.000
0220	608.2348	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 48x76-Inch	LF	19.000	19.000
0226	611.0530	Manhole Covers Type J	EACH	2.000	2.000
0228	611.0535	Manhole Covers Type J-Special	EACH	3.000	3.000
0230	611.0545	Manhole Covers Type L	EACH	1.000	1.000
0234	611.0624	Inlet Covers Type H	EACH	12.000	12.000
0236	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0238	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0240	611.2006	Manholes 6-FT Diameter	EACH	4.000	4.000
0242	611.2008	Manholes 8-FT Diameter	EACH	1.000	1.000

6240-29-71

Line	Item	Item Description	Unit	Total	Qty
0246	611.3004	Inlets 4-FT Diameter	EACH	1.000	1.000
0248	611.3230	Inlets 2x3-FT	EACH	8.000	8.000
0274	618.0100	Maintenance and Repair of Haul Roads (project) 02. 6240-29-71	EACH	1.000	1.000
0278	619.1000	Mobilization	EACH	0.050	0.050
0280	624.0100	Water	MGAL	1.700	1.700
0282	625.0100	Topsoil	SY	277.000	277.000
0286	627.0200	Mulching	SY	277.000	277.000
0294	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0296	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0306	628.7015	Inlet Protection Type C	EACH	20.000	20.000
0314	629.0210	Fertilizer Type B	CWT	0.200	0.200
0318	630.0140	Seeding Mixture No. 40	LB	5.000	5.000
0320	630.0500	Seed Water	MGAL	5.000	5.000
0332	638.2102	Moving Signs Type II	EACH	2.000	2.000
0334	642.5201	Field Office Type C	EACH	0.050	0.050
0336	643.0300	Traffic Control Drums	DAY	600.000	600.000
0338	643.0420	Traffic Control Barricades Type III	DAY	782.000	782.000
0340	643.0705	Traffic Control Warning Lights Type A	DAY	1,012.000	1,012.000
0342	643.0900	Traffic Control Signs	DAY	5,918.000	5,918.000
0344	643.0920	Traffic Control Covering Signs Type II	EACH	3.000	3.000
0348	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0352	643.3165	Temporary Marking Line Paint 6-Inch	LF	1,800.000	1,800.000
0360	643.5000	Traffic Control	EACH	0.050	0.050
0362	644.1410	Temporary Pedestrian Surface Asphalt	SF	80.000	80.000
0366	644.1601	Temporary Pedestrian Curb Ramp	DAY	20.000	20.000
0370	644.1810	Temporary Pedestrian Barricade	LF	456.000	456.000
0378	646.2020	Marking Line Epoxy 6-Inch	LF	1,545.000	1,545.000
0396	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	631.000	631.000
0402	650.4000	Construction Staking Storm Sewer	EACH	19.000	19.000
0404	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	464.000	464.000
0412	650.8000	Construction Staking Resurfacing Reference	LF	2,727.000	2,727.000
0414	650.9000	Construction Staking Curb Ramps	EACH	13.000	13.000
0420	650.9500	Construction Staking Sidewalk (project) 03. 6240-29-71	EACH	1.000	1.000
0424	650.9911	Construction Staking Supplemental Control (project) 02. 6240-29-71	EACH	1.000	1.000
0430	690.0150	Sawing Asphalt	LF	2,353.000	2,353.000
0432	690.0250	Sawing Concrete	LF	180.000	180.000
0436	740.0440	Incentive IRI Ride	DOL	960.000	960.000
0448	SPV.0055	Special 01. Incentive Density PWL HMA Pavement	DOL	760.000	760.000
0450	SPV.0055	Special 02. Incentive Air Voids HMA Pavement	DOL	1,360.000	1,360.000
0452	SPV.0055	Special 03. Incentive Density HMA Pavement Longitudinal Joints	DOL	510.000	510.000
0454	SPV.0060	Special 01. Manholes 8x8-FT	EACH	1.000	1.000
0468	SPV.0060	Special 08. Manholes 10x10-FT	EACH	1.000	1.000
0470	SPV.0090	Special 01. Storm Lateral 6-Inch	LF	9.000	9.000
0484	SPV.0165	Special 01. Salvage and Reset Landscape Rock	SF	46.000	46.000

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REMOVING CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 SY	REMARKS
6240-29-71	681+08	-	681+12	STH 47 RT	1	PINE ST SE QUAD
0010	685+45	-	685+53	STH 47 LT	3	BIRCH ST SW QUAD
				6240-29-71 CATEGORY 0010 TOTAL	**4**	
					4	

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS
6240-29-71	674+97	-	675+16	STH 47 RT	3	CTH B NE QUAD
0010	681+12	-	681+44	STH 47 RT	4	PINE ST SE QUAD
	681+04	-	681+36	STH 47 LT	7	PINE ST SW QUAD
	681+66	-	681+96	STH 47 LT	8	PINE ST NW QUAD
	681+82	-	681+92	STH 47 RT	2	PINE ST NE QUAD
	685+25	-	685+55	STH 47 RT	30	BIRCH ST SE QUAD
	685+25	-	685+54	STH 47 LT	3	BIRCH ST SW QUAD
	685+75	-	685+87	STH 47 LT	4	BIRCH ST NW QUAD
	685+84	-	686+19	STH 47 LT	4	BIRCH ST NW QUAD
	685+87	-	686+17	STH 47 RT	5	BIRCH ST NE QUAD
	693+26	-	693+61	STH 47 RT	4	FOREST ST RT
	692+96	-	693+14	STH 47 LT	3	FOREST ST SW QUAD
	693+47	-	693+74	STH 47 LT	7	FOREST ST NW QUAD
	695+23	-	695+42	STH 47 RT	4	
	695+23	-	695+42	STH 47 LT	4	
				6240-29-71 CATEGORY 0010 TOTAL	**92**	
				PROJECT TOTAL	**92**	

REMOVING ASPHALTIC SURFACE BUTT JOINTS

CATEGORY	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMARKS
6240-29-71	673+99	STH 47	10	
0010	210+81	CTH B	7	
	219+18	PINE ST	7	
	230+50	BIRCH ST	7	
	239+38	FOREST ST	7	
	699+31	STH 47	9	
		6240-29-71 CATEGORY 0010 TOTAL	**47**	
		PROJECT TOTAL	**47**	

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STATION	TO	STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
6240-29-71	673+99	-	675+26	STH 47	479	
0010	675+26	-	699+31	STH 47	7484	
	210+00	-	210+81	CTH B	413	
	219+18	-	220+00	PINE ST	244	
	230+00	-	230+50	BIRCH ST	130	
	239+38	-	240+00	FOREST ST	179	
				6240-29-71 CATEGORY 0010 TOTAL	**8,929**	
6240-29-71	675+26	-	699+31	STH 47 LT, RT	3,207	PARKING LANE
0020						
				6240-29-71 CATEGORY 0020 TOTAL	**3,207**	
				PROJECT TOTAL	**12,136**	

REMOVING CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 LF	REMARKS
6240-29-71	675+01	-	675+17	STH 47 RT	21	CTH B
0010	681+05	-	681+33	STH 47 LT	52	PINE SW
	681+13	-	681+43	STH 47 RT	30	PINE SE
	681+69	-	681+95	STH 47 LT	77	PINE NW
	681+83	-	681+96	STH 47 RT	13	PINE NE
	685+27	-	685+53	STH 47 LT	27	BIRCH SW
	685+27	-	685+52	STH 47 RT	30	BIRCH SE
	685+86	-	686+19	STH 47 LT	33	BIRCH NW
	685+91	-	686+17	STH 47 RT	36	BIRCH NE
	692+97	-	693+10	STH 47 LT	20	FOREST SW
	693+27	-	693+61	STH 47 RT	34	FOREST NE
	693+51	-	693+73	STH 47 LT	57	FOREST NW
	695+24	-	695+41	STH 47 RT	17	
	695+24	-	695+41	STH 47 LT	17	
				6240-29-71 CATEGORY 0010 TOTAL	**464**	
				PROJECT TOTAL	**464**	

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REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY	REMARKS
6240-29-71	675+08	-	675+28	STH 47 RT	11	CTH B
0010	681+00	-	681+30	STH 47 LT	13	PINE SW
	681+12	-	681+28	STH 47 RT	11	PINE SE
	681+71	-	681+96	STH 47 LT	23	PINE NW
	681+77	-	682+00	STH 47 RT	19	PINE NE
	685+34	-	685+51	STH 47 RT	23	BIRCH SE
	685+45	-	685+53	STH 47 LT	4	BIRCH SW
	685+75	-	686+05	STH 47 LT	16	BIRCH NW
	685+93	-	686+13	STH 47 RT	21	BIRCH NE
	692+88	-	693+08	STH 47 LT	17	FOREST SW
	693+47	-	693+64	STH 47 RT	16	FOREST NE
	693+55	-	693+73	STH 47 LT	22	FOREST NW
				6240-29-71 CATEGORY 0010 TOTAL	**195**	
				PROJECT TOTAL	**195**	

PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) 02. 6240-29-71

CATEGORY	STATION	TO	STATION	LOCATION	211.0101 EA
6240-29-71	673+99	-	699+31	STH 47	1
0010	VARIES	-	VARIES	SIDEROADS	-
				6240-29-71 CATEGORY 0010 TOTAL	**1**
				PROJECT TOTAL	**1**

STORM SEWER STRUCTURE REMOVAL SUMMARY

CATEGORY	STATION	OFFSET	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	REMARKS
6240-29-71	681+11	20' LT	STH 47	-	1	
0010	681+35	55.7' LT	STH 47	-	1	PINE ST
	681+38	20.3' RT	STH 47	-	1	
	681+66	25.4' LT	STH 47	1	-	
	681+68	44.2' LT	STH 47	-	1	PINE ST
	685+32	21.1' RT	STH 47	-	1	
	685+32	21.4' LT	STH 47	-	1	
	685+50	R/L	STH 47	1	-	
	685+91	35.8' RT	STH 47	-	1	BIRCH ST
	686+11	21.3' RT	STH 47	-	1	
	686+13	21.4' LT	STH 47	-	1	
	693+36	21.2' RT	STH 47	-	1	
	693+44	6.1' LT	STH 47	1	-	
	695+23	5.8' LT	STH 47	1	-	
	695+33	21.3' LT	STH 47	-	1	
	695+33	21.1' RT	STH 47	-	1	
			6240-29-71 CATEGORY 0010 TOTAL	**4**	**12**	
			PROJECT TOTAL	**4**	**12**	

REMOVING STORM SEWER SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	204.0245.02 REMOVING STORM SEWER (SIZE) 02. 12-INCH LF	204.0245.04 REMOVING STORM SEWER (SIZE) 04. 18-INCH LF	204.0245.05 REMOVING STORM SEWER (SIZE) 05. 24-INCH LF	204.0245.07 REMOVING STORM SEWER (SIZE) 07. 48-INCH LF	204.0245.08 REMOVING STORM SEWER (SIZE) 08. 38X60-INCH LF	REMARKS
6240-29-71	681+12	-	681+38	STH 47	51	-	-	-	-	CROSSES STH 47-INLET TO INLET
0010	681+38	-	681+66	STH 47	55	-	-	-	-	CROSSES STH 47-INLET TO MANHOLE
	681+35	-	681+65	STH 47	30	-	-	-	-	CROSSES PINE ST-INLET TO INLET
	681+65	-	681+69	STH 47 LT	4	-	-	-	-	INLET TO TAP IN
	681+65	-	681+65	STH 47 LT	-	-	-	40	-	MANHOLE TO EXISTING
	681+49	-	681+65	STH 47 LT	-	-	-	-	16	MANOLE TO EXISTING
	685+32	-	685+50	STH 47 LT	28	-	-	-	-	INLET TO MANHOLE
	685+32	-	685+50	STH 47 RT	28	-	-	-	-	INLET TO MANHOLE
	685+50	-	685+50	STH 47 RT	-	-	8	-	-	MANHOLE TO EXISTING
	685+50	-	685+50	STH 47 LT	-	-	42	-	-	MANHOLE TO EXISTING
	685+50	-	686+10	STH 47 RT	63	-	-	-	-	INLET TO MANHOLE
	685+50	-	686+13	STH 47 LT	67	-	-	-	-	INLET TO MANHOLE
	685+90	-	686+11	STH 47 RT	25	-	-	-	-	INLET TO INLET
	693+36	-	693+44	STH 47 LT	-	8	-	-	-	EXISTING TO MANHOLE
	693+36	-	693+44	STH 47	29	-	-	-	-	CROSSES STH 47-INLET TO MANHOLE
	693+44	-	693+52	STH 47 LT	-	46	-	-	-	MANHOLE TO EXISTING
	693+44	-	695+23	STH 47 LT	-	178	-	-	-	MANHOLE TO MANHOLE
	695+23	-	695+33	STH 47 RT	29	-	-	-	-	INLET TO MANHOLE
	695+23	-	695+33	STH 47 LT	19	-	-	-	-	INLET TO MANHOLE
				6240-29-71 CATEGORY 0010 TOTAL	**428**	**232**	**50**	**40**	**16**	
				PROJECT TOTAL	**428**	**232**	**50**	**40**	**16**	

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	REMARKS
6240-29-71 0010	673+99	-	675+26	STH 47 LT, RT	3	
				6240-29-71 CATEGORY 0010 TOTAL	**3**	
				PROJECT TOTAL	**3**	

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100.02 EACH
6240-29-71 0010	6240-29-71	1
	6240-29-71 CATEGORY 0010 TOTAL	**1**
	PROJECT TOTAL	**1**

BASE AGGREGATE DENSE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL	REMARKS
6240-29-71 0010	673+99	-	675+26	STH 47 LT, RT	17	-	0.3	SHOULDER
	674+99	-	675+28	STH 47 RT	-	3	0.1	CTH B CURB/GUTTER/RAMP/SIDEWALK
	681+00	-	681+36	STH 47 LT	-	5	0.1	PINE ST SW CURB/GUTTER/RAMP/SIDEWALK
	681+12	-	681+44	STH 47 RT	-	3	0.1	PINE ST SE CURB/GUTTER/RAMP/SIDEWALK
	681+68	-	681+96	STH 47 LT	-	6	0.1	PINE ST NW CURB/GUTTER/RAMP/SIDEWALK
	681+77	-	682+02	STH 47 RT	-	3	0.1	PINE ST NE CURB/GUTTER/RAMP/SIDEWALK
	685+27	-	685+53	STH 47 LT	-	2	0.1	BIRCH ST SW CURB/GUTTER/RAMP/SIDEWALK
	685+27	-	685+54	STH 47 RT	-	5	0.1	BIRCH ST SE CURB/GUTTER/RAMP/SIDEWALK
	685+75	-	686+19	STH 47 LT	-	3	0.1	BIRCH ST NW CURB/GUTTER/RAMP/SIDEWALK
	685+88	-	686+17	STH 47 RT	-	4	0.1	BIRCH ST NE CURB/GUTTER/RAMP/SIDEWALK
	692+88	-	693+13	STH 47 LT	-	4	0.1	FOREST ST SW CURB/GUTTER/RAMP/SIDEWALK
	693+27	-	693+64	STH 47 RT	-	3	0.1	FOREST ST NE CURB/GUTTER/RAMP/SIDEWALK
	693+59	-	693+73	STH 47 LT	-	5	0.1	FOREST ST NW CURB/GUTTER/RAMP/SIDEWALK
	695+24	-	695+41	STH 47 LT	-	1	0.1	CURB/GUTTER
	695+24	-	695+41	STH 47 RT	-	1	0.1	CURB/GUTTER
	681+00	-	695+41	STH 47 LT, RT	-	107	-	SS REPLACEMENT
				6240-29-71 CATEGORY 0010 TOTAL	**17**	**155**	**1.7**	
				PROJECT TOTAL	**17**	**155**	**1.7**	

HMA COLD WEATHER PAVING

CATEGORY	LOCATION	450.4000 TON	REMARKS
6240-29-71 0010	STH 47 LT/RT	42	STH 47/SIDE ROADS
	6240-29-71 CATEGORY 0010 TOTAL	**42**	
	PROJECT TOTAL	**42**	

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	REMARKS
6240-29-71 0010	673+99	-	675+26	STH 47	57	66	47	
	675+26	-	699+31	STH 47	382	-	855	
	210+20	-	210+81	CTH B	50	57	40	
	219+56	-	219+80	PINE ST	12	-	27	
	230+20	-	230+40	BIRCH ST	6	-	14	
	239+58	-	239+80	FOREST ST	9	-	20	
				6240-29-71 CATEGORY 0010 TOTAL	**516**	**123**	**1,003**	
6240-29-71 0020	675+26	-	699+31	STH 47 LT, RT	153	-	342	PARKING LANE, 6 FT
				6240-29-71 CATEGORY 0020 TOTAL	**153**	**0**	**342**	
				PROJECT TOTAL	**669**	**123**	**1,345**	

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PWL MIXTURE USE TABLE

STATON TO STATION	ROADWAY	LOCATION	UNDERLAYING SURFACE	MIXTURE USE	BID ITEM	TONS	AVG LAYER DEPTH (IN)	MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
PROJECT 6240-29-71									
CATEGORY 0010									
673+99 - 675+26	STH 47	MAINLINE LANES (12 FT)	EXISTING ASPHALT	3 MT 58-28 S	460.6223	46	2.25	QMP as per SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
			3 MT 58-28 S	4 MT 58-28 H	460.6424	33	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTIVE DENSITY PWL HMA PAVEMENT SPV.0055.01
		LT SHOULDER	EXISTING ASPHALT	3 MT 58-28 S	460.6223	10	2.25	QMP as per SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
			3 MT 58-28 S	4 MT 58-28 H	460.6424	7	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	CORE ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
		RT SHOULDER	EXISTING ASPHALT	3 MT 58-28 S	460.6223	10	2.25	QMP as per SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
			3 MT 58-28 S	4 MT 58-28 H	460.6424	7	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	CORE ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
675+26 - 699+31		MAINLINE LANES (12 FT)	EXISTING ASPHALT	4 MT 58-28 H	460.6424	718	2.00		INCENTIVE DENSITY PWL HMA PAVEMENT SPV.0055.01
		LT SHOULDER/PARKING LANE (8 FT)	EXISTING ASPHALT	4 MT 58-28 H	460.6424	236	2.00		CORE ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
		RT SHOULDER/PARKING LANE (8 FT)	EXISTING ASPHALT	4 MT 58-28 H	460.6424	243	2.00		
210+20 - 210+81	CTH B	INTERSECTION	EXISITNG ASPHALT	3 MT 58-28 S	460.6223	57	2.25	QMP as per SS 460	INCENTIVE DENSITY HMA PAVEMENT 460.2000
			3 MT 58-28 S	4 MT 58-28 H	460.6424	40	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	CORE ACCEPTANCE TESTING BY DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
219+56 - 219+80	PINE ST	INTERSECTION	EXISTING ASPHALT	4 MT 58-28 H	460.6424	27	2.00		
230+20 - 230+40	BIRCH ST	INTERSECTION	EXISTING ASPHALT	4 MT 58-28 H	460.6424	14	2.00		
239+58 - 239+80	FOREST ST	INTERSECTION	EXISTING ASPHALT	4 MT 58-28 H	460.6424	20	2.00		

NOTE - SIDE ROAD AND SHOULDER CORING FREQUENCY MAY BE LOWERED, CONSULT WITH BTS PRIOR TO PAVING

ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	465.0105 TON	REMARKS
6240-29-71	674+98	-	675+17	STH 47 RT	2	CTH B NE
0010	681+12	-	681+45	STH 47 RT	2	PINE ST SE
	681+12	-	681+37	STH 47 LT	3	PINE ST SW
	681+66	-	681+96	STH 47 LT	5	PINE ST NW
	681+82	-	681+97	STH 47 RT	1	PINE ST NE
	685+26	-	685+55	STH 47 LT	2	BIRCH ST SW
	685+85	-	686+00	STH 47 RT	2	BIRCH ST SE
	685+75	-	686+20	STH 47 LT	2	BIRCH ST NW
	685+87	-	686+18	STH 47 RT	3	BIRCH ST NE
	685+27	-	685+54	STH 47 RT	4	BIRCH ST SE, TERRACE
	692+97	-	693+14	STH 47 LT	2	FOREST ST SW
	693+48	-	693+64	STH 47 LT	3	FOREST ST
	693+26	-	693+62	STH 47 RT	2	FOREST ST NE
	699+31	-	673+99	STH 47	135	STORM SEWER TRENCHES
				6240-29-71 CATEGORY 0010 TOTAL	**168**	
				PROJECT TOTAL	**168**	

CONCRETE COLLARS FOR PIPE

CATEGORY	STATION	OFFSET	LOCATION	520.8000 EACH	REMARKS
6240-29-71	681+57	25.5' LT	STH 47 LT	1	38X60 RCHE
0010	681+65	53.0' LT	STH 47 LT	1	48-INCH RCP
	681+59	22.5' LT	STH 47 LT	1	EXISTING PIPE RECONNECT
	685+50	42.2' LT	STH 47 LT	1	24-INCH RCP
	685+50	8.0' RT	STH 47 RT	1	24-INCH RCP
	693+36	6.1' LT	STH 47 LT	1	12-INCH RCP
	693+53	59.7 LT	STH 47 LT	1	18-INCH RCP
			6240-29-71 CATEGORY 0010 TOTAL	**7**	
			PROJECT TOTAL	**7**	

CURB AND GUTTER SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	REMARKS
6240-29-71	675+01	-	675+17	STH 47 RT	4	21	-	CTH B NE QUAD
0010	681+13	-	681+44	STH 47 RT	4	30	-	PINE ST SE QUAD
	681+05	-	681+33	STH 47 LT	4	52	-	PINE ST SW QUAD
	681+69	-	681+95	STH 47 LT	4	77	-	PINE ST NW QUAD
	681+83	-	681+96	STH 47 RT	4	13	-	PINE ST NE QUAD
	685+27	-	685+52	STH 47 RT	4	30	-	BIRCH ST SE QUAD
	685+27	-	685+53	STH 47 LT	4	27	-	BIRCH ST SW QUAD
	685+34	-	685+45	STH 47 RT	-	-	23	BIRCH ST SE QUAD
	685+86	-	686+19	STH 47 LT	4	33	-	BIRCH ST NW QUAD
	685+91	-	686+17	STH 47 RT	4	36	-	BIRCH ST NE QUAD
	686+00	-	686+13	STH 47 RT	-	-	24	BIRCH ST NE QUAD
	693+27	-	693+61	STH 47 RT	4	34	-	FOREST ST RT
	692+97	-	693+11	STH 47 LT	4	20	-	FOREST ST SW
	693+49	-	693+73	STH 47 LT	4	57	-	FOREST ST NW
	695+24	-	695+41	STH 47 LT	4	17	-	LT INLET N OF FOREST ST
	695+24	-	695+41	STH 47 RT	4	17	-	RT INLET N OF FOREST ST
				6240-29-71 CATEGORY 0010 TOTAL	**56**	**464**	**47**	
				PROJECT TOTAL	**56**	**464**	**47**	

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CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	REMARKS
6240-29-71	675+04	-	675+28	STH 47 RT	74	35	CTH B NE QUAD
0010	681+12	-	681+28	STH 47 RT	97	30	PINE ST SE QUAD
	681+00	-	681+33	STH 47 LT	121	62	PINE ST SW QUAD
	681+71	-	681+96	STH 47 LT	156	49	PINE ST NW QUAD
	681+77	-	682+02	STH 47 RT	173	31	PINE ST NE QUAD
	685+45	-	685+53	STH 47 LT	-	27	BIRCH ST SW QUAD
	685+35	-	685+54	STH 47 RT	237	53	BIRCH ST SE QUAD
	685+91	-	686+13	STH 47 RT	179	52	BIRCH ST NE QUAD
	685+75	-	686+05	STH 47 LT	143	16	BIRCH ST NW QUAD
	692+88	-	693+10	STH 47 LT	140	49	FOREST ST SW QUAD
	693+56	-	693+73	STH 47 LT	148	61	FOREST ST NW QUAD
	693+47	-	693+64	STH 47 RT	144	33	FOREST ST NE QUAD
				6240-29-71 CATEGORY 0010 TOTAL	**1612**	**498**	
				PROJECT TOTAL	**1612**	**498**	

DETECTABLE WARNING FIELD SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	REMARKS
6240-29-71	675+04	-	675+13	STH 47 RT	-	16	CTH B NE QUAD
0010	681+18	-	681+23	STH 47 RT	10	-	PINE ST SE QUAD
	681+16	-	681+33	STH 47 LT	20	-	PINE ST SW QUAD
	681+71	-	681+91	STH 47 LT	20	-	PINE ST NW QUAD
	681+87	-	681+92	STH 47 RT	10	-	PINE ST NE QUAD
	685+45	-	685+49	STH 47 RT	10	-	BIRCH ST SE QUAD
	685+93	-	685+97	STH 47 RT	10	-	BIRCH ST NE QUAD
	685+90	-	685+95	STH 47 LT	10	-	BIRCH ST NW QUAD
	693+04	-	693+07	STH 47 LT	10	-	FOREST ST SW QUAD
	693+55	-	693+58	STH 47 LT	10	-	FOREST ST NW QUAD
	693+52	-	693+57	STH 47 RT	10	-	FOREST ST NE QUAD
				6240-29-71 CATEGORY 0010 TOTAL	**120**	**16**	
				PROJECT TOTAL	**120**	**16**	

CONCRETE DRIVEWAY

CATEGORY	STATION	TO	STATION	LOCATION	602.0810 CONCRETE DRIVEWAY 6-INCH SY	REMARKS
6240-29-71	681+08	-	681+12	STH 47 RT	1	PINE ST SE QUAD
0010	685+45	-	685+53	STH 47 LT	3	BIRCH ST SW QUAD
				6240-29-71 CATEGORY 0010 TOTAL	**4**	
				PROJECT TOTAL	**4**	

STORM SEWER PIPE SUMMARY

CATEGORY	Structure From	Structure To	Elevation Invert	Elevation Discharge	Slope	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	608.0448 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 48-INCH LF	608.2319 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH LF	608.2338 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 38X60-INCH LF	608.2348 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 48X76-INCH LF	SPV.0090.01 STORM LATERAL 6-INCH LF	REMARKS
6240-29-71	14A	MH 14	792.39	792.07	1.01%	32	-	-	-	-	-	-	-	-	PINE ST
0010	EXISTING	MH 4	-	789.93	0.75%	-	-	-	-	-	-	8	-	-	PINE ST
	EXISTING	MH 4	-	791.43	0.25%	8	-	-	-	-	-	-	-	-	PINE ST
	MH 4	MH 14	789.93	789.89	0.21%	-	-	-	-	-	-	-	19	-	PINE ST
	MH 14	EXISTING	789.89	-	0.22%	-	-	-	-	8	-	-	-	-	PINE ST
	4B	4A	792.17	791.67	1.00%	50	-	-	-	-	-	-	-	-	PINE ST
	4A	MH 4	791.57	791.03	1.00%	-	54	-	-	-	-	-	-	-	PINE ST
	8E	8C	789.09	788.87	0.51%	42	-	-	-	-	-	-	-	-	BIRCH ST
	8C	MH 8	788.77	788.63	0.51%	27	-	-	-	-	-	-	-	-	BIRCH ST
	MH 8	MH 13	787.32	787.14	0.50%	-	-	-	36	-	-	-	-	-	BIRCH ST
	EXISTING	MH 8	-	788.04	0.50%	-	-	8	-	-	-	-	-	-	BIRCH ST
	MH 13	EXISTING	787.86	-	0.61%	-	-	7	-	-	-	-	-	-	BIRCH ST
	8A	MH 8	788.62	788.30	0.50%	-	64	-	-	-	-	-	-	-	BIRCH ST
	8B	8A	788.96	788.83	0.50%	25	-	-	-	-	-	-	-	-	BIRCH ST
	8D	8A	789.04	788.83	0.49%	43	-	-	-	-	-	-	-	-	BIRCH ST
	MH 10	MH 12	786.83	786.71	0.26%	-	-	-	-	-	46	-	-	-	FOREST ST
	MH 12	EXISTING	786.71	-	0.27%	-	8	-	-	-	-	-	-	-	FOREST ST
	EXISTING	MH 10	-	786.83	0.68%	8	-	-	-	-	-	-	-	-	FOREST ST
	10A	MH 10	787.70	787.41	1.00%	29	-	-	-	-	-	-	-	-	FOREST ST
	MH 11	MH 10	787.11	786.83	0.16%	-	-	-	-	-	178	-	-	-	FOREST ST
	11B	MH 11	787.66	787.50	0.87%	18	-	-	-	-	-	-	-	-	N OF FOREST ST
	11A	MH 11	787.30	787.20	0.35%	29	-	-	-	-	-	-	-	-	N OF FOREST ST
	8A	EAST	789.29	789.21	0.97%	-	-	-	-	-	-	-	-	9	BIRCH ST NE
				6240-29-71 CATEGORY 0010 TOTAL		**311**	**126**	**15**	**36**	**8**	**224**	**8**	**19**	**9**	
				PROJECT TOTAL		**311**	**126**	**15**	**36**	**8**	**224**	**8**	**19**	**9**	

STRUCTURE SUMMARY

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	LOCATION	611.0530 MANHOLE COVERS TYPE J EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0624 INLET COVERS TYPE H EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	SPV.0060.01 MANHOLES 8x8-FT EACH	SPV.0060.08 MANHOLES 10x10-FT EACH	RIM ELEVATION	INVERT ELEVATION	DEPTH FT
6240-29-71	4	681+66	25.4' LT	STH 47	-	-	1	-	-	-	-	-	-	-	1	-	795.13	789.93	5.20
0010	4A	681+38	20.9' RT	STH 47	-	-	-	1	-	-	-	-	1	-	-	-	795.22	791.57	3.65
	4B	681+11	21.4' LT	STH 47	-	-	-	1	-	-	-	-	-	1	-	-	795.45	792.17	3.28
	8	685+50	0.0'	STH 47	-	1	-	-	-	-	-	1	-	-	-	-	792.80	786.53	6.27
	8A	686+11	21.2' RT	STH 47	-	-	-	1	-	-	1	-	-	-	-	-	791.73	788.62	3.11
	8B	685+90	35.6' RT	STH 47	-	-	-	1	-	-	-	-	-	1	-	-	791.63	788.96	2.67
	8C	685+32	20.9' RT	STH 47	-	-	-	1	-	-	1	-	-	-	-	-	792.07	788.77	3.30
	8D	686+13	21.4' LT	STH 47	-	-	-	1	-	-	-	-	-	1	-	-	791.75	789.04	2.71
	8E	685+32	21.5' LT	STH 47	-	-	-	1	-	-	-	-	-	1	-	-	792.22	789.09	3.13
	10	693+44	6.1' LT	STH 47	-	1	-	-	-	-	1	-	-	-	-	-	790.75	786.83	3.92
	10A	693+36	21.2' RT	STH 47	-	-	-	1	-	-	-	-	-	1	-	-	790.40	787.70	2.70
	11	695+23	5.8 LT	STH 47	-	1	-	-	1	-	-	-	-	-	-	-	790.19	787.50	2.69
	11A	695+32	21.2 RT	STH 47	-	-	-	1	-	-	-	-	-	1	-	-	789.49	787.30	2.19
	11B	695+32	21.3' LT	STH 47	-	-	-	1	-	-	-	-	-	1	-	-	789.75	787.66	2.09
	12	693+52	51.4' LT	STH 47	1	-	-	-	-	1	-	-	-	-	-	-	790.57	786.71	3.86
	13	685+50	35.6' LT	STH 47	1	-	-	-	-	-	1	-	-	-	-	-	792.65	786.36	6.29
	14	681+66	44.1' LT	STH 47	-	-	-	1	-	-	-	-	-	-	-	1	794.89	789.89	5.00
	14A	681+35	55.7' LT	STH 47	-	-	-	1	-	-	-	-	-	1	-	-	795.19	792.39	2.80
				6240-29-71 CATEGORY 0010 TOTAL	**2**	**3**	**1**	**12**	**1**	**1**	**4**	**1**	**1**	**8**	**1**	**1**			
				PROJECT TOTAL	**2**	**3**	**1**	**12**	**1**	**1**	**4**	**1**	**1**	**8**	**1**	**1**			

MOBILIZATION

CATEGORY	STATION	TO	STATION	LOCATION	619.1000 EACH
6240-29-71 0010	673+99.39	-	699+31.34	STH 47	0.05
				6240-29-71 CATEGORY 0010 TOTAL	**0.05**
				PROJECT TOTAL	**0.05**

EROSION CONTROL SUMMARY

CATEGORY	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	REMARKS
6240-29-71 0010	673+99	STH 47	-	-	0.14	4.0	5	PROJECT
	675+02	STH 47 RT	10	10	-	-	-	
	680+99	STH 47 LT	20	20	-	-	-	
	681+10	STH 47 RT	10	10	-	-	-	
	681+70	STH 47 LT	42	42	-	-	-	
	681+77	STH 47 RT	23	23	-	-	-	
	685+26	STH 47 LT	10	10	-	-	-	
	685+73	STH 47 LT	19	19	-	-	-	
	685+91	STH 47 RT	18	18	-	-	-	
	692+87	STH 47 LT	11	11	-	-	-	
	693+51	STH 47 LT	17	17	-	-	-	
	693+27	STH 47 RT	25	25	-	-	-	
	695+25	STH 47 LT	5	5	-	-	-	
	695+25	STH 47 RT	11	11	-	-	-	
		6240-29-71 CATEGORY 0010 SUBTOTAL	**221**	**221**	**0.14**	**4**	**5**	
		6240-29-71 CATEGORY 0010 UNDISTRIBUTED	**56**	**56**	**0.06**	**1**	**-**	
		6240-29-71 CATEGORY 0010 TOTAL	**277**	**277**	**0.2**	**5**	**5**	
		PROJECT TOTAL	**277**	**277**	**0.2**	**5**	**5**	

MOBILIZATIONS EROSION CONTROL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
6240-29-71 0010	673+99	-	699+31.34	STH 47	2	2
				6240-29-71 CATEGORY 0010 TOTAL	**2**	**2**
				PROJECT TOTAL	**2**	**2**

INLET PROTECTION TYPE C

CATEGORY	STATION	OFFSET	LOCATION	628.7015 INLET PROTECTION TYPE C EACH	REMARKS
6240-29-71 0010	674+52	36' LT	STH 47	1	
	675+03	34' LT	STH 47	1	
	677+64	20' RT	STH 47	1	
	677+69	20' LT	STH 47	1	
	681+11	20' LT	STH 47	1	
	681+36	56' LT	STH 47	1	PINE ST
	681+38	20' RT	STH 47	1	
	681+69	44' LT	STH 47	1	
	685+32	20' LT	STH 47	1	
	685+32	20' RT	STH 47	1	
	685+54	33' RT	STH 47	1	BIRCH ST
	685+89	36' RT	STH 47	1	BIRCH ST
	686+11	20' RT	STH 47	1	
	686+13	20' LT	STH 47	1	
	690+83	20' LT	STH 47	1	
	690+83	20' RT	STH 47	1	
	692+90	20' LT	STH 47	1	
	693+36	20' RT	STH 47	1	
	695+32	20' RT	STH 47	1	
	695+32	20' LT	STH 47	1	
			6240-29-71 CATEGORY 0010 TOTAL	**20**	
			PROJECT TOTAL	**20**	

MOVING SIGNS TYPE II

CATEGORY	STATION	LOCATION	638.2102 MOVING SIGNS TYPE II EACH
6240-29-71 0010	230+38	BIRCH ST LT	1
	239+64	FOREST RD RT	1
		6240-29-71 CATEGORY 0010 TOTAL	**2**
		PROJECT TOTAL	**2**

FIELD OFFICE TYPE C

CATEGORY	STATION	TO	STATION	LOCATION	642.5201 EACH
6240-29-71 0010	673+99.39	-	699+31.34	STH 47	0.05
				6240-29-71 CATEGORY 0010 TOTAL	**0.05**
				PROJECT TOTAL	**0.05**

TRAFFIC CONTROL DETOUR SIGN SUMMARY 6240-29-71

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 46 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PCMS EACH	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 54, W. OF STH 47, PLACE 1500' W. OF STH 47 INTERSECTION	M 3-3	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	W 20-2A	48"X48"	1	46	46						
2	STH 54, W. OF STH 47, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "APPLETON RT"
3	STH 54, W. OF STH 47, PLACE 200' W. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	46	46						
	"	M 3-3	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 6-1	21"X21"	1	46	46						AHEAD
4	STH 47, S. OF STH 54, COVER EXISTING J4-1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
5	STH 47, N. OF STH 54, PLACE 200' N. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	46	46						
	"	M 3-3	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 6-1	21"X21"	1	46	46						LEFT
6	STH 47, S. OF STH 54, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "AHEAD APPLETON"
7	STH 47, N. OF STH 54, PLACE 1500' N. OF STH 54 INTERSECTION	W 20-2A	48"X48"	1	46	46						
8	STH 47, AT STH 54, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF INTERSECTION	R 11-2	48"X30"	1	46	46	46	92				
	"	M 4-9L	30"X24"	1	46	46						
9	STH 54, E. OF STH 47, PLACE 150' E. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	46	46						
	"	M 3-3	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
10	STH 54, E. OF STH 47, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	46	46						
11	STH 54, W. OF CTH PP, PLACE 750' W. OF CTH PP INTERSECTION	MO 4-8	24"X12"	1	46	46						
	"	M 3-3	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 5-1R	21"X21"	1	46	46						
12	STH 54, AT CTH PP, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH PP	MO 4-8	24"X12"	1	46	46						
	"	M 3-3	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 6-1	21"X21"	1	46	46						RIGHT
13	STH 54, AT CTH PP, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH PP	MO 4-8	24"X12"	1	46	46						
	"	M 3-3	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 6-1	21"X21"	1	46	46						LEFT
14	STH 54, E. OF CTH PP, PLACE 750' E. OF CTH PP INTERSECTION	MO 4-8	24"X12"	1	46	46						
	"	M 3-3	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 5-1L	21"X21"	1	46	46						
15	STH 54, E. OF CTH PP, PLACE 1500' E. OF CTH PP INTERSECTION	M 3-3	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	W 20-2A	48"X48"	1	46	46						
16	CTH PP, AT STH 54, PLACE RIGHT OF EXISTING J13-1 SIGN AT STH 54 INTERSECTION	MO 4-8	24"X12"	1	46	46						
	"	M 3-1	24"X12'	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 6-1	21"X21"	1	46	46						LEFT
	PAGE SUBTOTALS			41		1,886	46	92	0		3	

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY 6240-29-71

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 46 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PCMS EACH	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
17	CTH PP, S. OF STH 54, PLACE 150' S. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	46	46						
	"	M 3-3	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
18	CTH PP, S. OF STH 54, PLACE 750' S. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	46	46						
	"	M 3-1	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 5-1L	21"X21"	1	46	46						
19	CTH PP, N. OF CTH B, PLACE 750' N. OF CTH B INTERSECTION	MO 4-8	24"X12"	1	46	46						
	"	M 3-3	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 5-1R	21"X21"	1	46	46						
20	CTH PP, AT CTH B, PLACE RIGHT OF EXISTING R1-1 SIGN	MO 4-8	24"X12"	1	46	46						
	"	M 3-3	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 6-1	21"X21"	1	46	46						RIGHT
21	CTH B, AT CTH PP, PLACE RIGHT OF EXISTING R1-1 SIGN	MO 4-8	24"X12"	1	46	46						
	"	M 3-1	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 6-1	21"X21"	1	46	46						LEFT
22	CTH B, W. OF CTH PP, PLACE 750' W. OF CTH PP INTERSECTION	MO 4-8	24"X12"	1	46	46						
	"	M 3-1	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 5-1L	21"X21"	1	46	46						
23	CTH B, E. OF STH 47, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	46	46						
24	CTH B, AT STH 47, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	46	46						LEFT
25	STH 47, AT CTH B, PLACE ON RIGHT SHOULDER IN NE QUADRANT OF INTERSECTION	R 11-2	48"X30"	1	46	46	46	92				
	"	M 4-9R	30"X24"	1	46	46						
26	STH 47, AT CTH B, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH B INTERSECTION	MO 4-8	24"X12"	1	46	46						
	"	M 3-1	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 6-1	21"X21"	1	46	46						RIGHT
27	STH 47, S. OF CTH B, PLACE 750' S. OF CTH B INTERSECTION	MO 4-8	24"X12"	1	46	46						
	"	M 3-1	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						47
	"	MO 5-1R	21"X21"	1	46	46						
28	STH 47, S. OF CTH B, PLACE 1500' S. OF CTH B INTERSECTION	M 3-1	24"X12"	1	46	46						
	"	M 1-6	24"X24"	1	46	46						
	"	W 20-2A	48"X48"	1	46	46						
29	STH 47, N. OF CTH B, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
30	STH 47, S. OF STH 54, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
	PAGE SUBTOTALS			40		1,748	46	92	14		0	
	6240-29-71 CATEGORY 0010 DETOUR TOTALS			**81**		**3,634**	**92**	**184**	**14**		**3**	

TRAFFIC CONTROL SUMMARY

CATEGORY	LOCATION	643.0300 TRAFFIC CONTROL DRUMS NO. IN SERVICE	DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. IN SERVICE	DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE	DAY	643.0900 TRAFFIC CONTROL SIGNS NO. IN SERVICE	DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS NO. IN SERVICE	DAY	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP NO. IN SERVICE	DAY	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	* 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	REMARKS
6240-29-71	DETOUR	-	-	2	92	4	184	81	3634	3	2	14	-	-	-	-	-	6240-29-71 DETOUR
0010	SIDE ROADS	-	-	9	414	12	552	3	138	-	-	-	-	-	-	-	-	FULL CLOSURE
	N/S. PROJECT LIMITS	-	-	6	276	6	276	2	92	-	-	-	-	-	-	-	-	FULL CLOSURE
	PROJECT LIMITS	-	-	-	-	-	-	12	1584	-	-	-	-	-	-	-	-	ADVANCED WARNING
	PROJECT	-	-	-	-	-	-	6	120	-	-	-	-	-	-	-	-	LOOSE GRAVEL
	PROJECT	25	250	-	-	-	-	4	40	-	-	-	-	-	-	-	-	SHOULDER WORK, STAGE 1
	PROJECT	-	-	-	-	-	-	14	140	-	-	-	30	2	10	240	160	PEDESTRIAN ACCOMMODATION, STAGE 1, ASPHALT TERRACE
	PROJECT	35	350	-	-	-	-	3	30	-	-	-	-	-	-	-	-	SHOULDER WORK, STAGE 2
	PROJECT	-	-	-	-	-	-	14	140	-	-	-	50	2	10	216	80	PEDESTRIAN ACCOMMODATION, STAGE 2, ASPHALT TERRACE
	6240-29-71 CATEGORY 0010 TOTAL		**600**		**782**		**1,012**		**5,918**	**3**		**14**	**80**		**20**	**456**	**240**	
			600		**782**		**1,012**		**5,918**	**3**		**14**	**80**		**20**	**456**	**240**	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

3

3

TRAFFIC CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	643.5000 EACH
6240-29-71 0010	673+99.39	-	699+31.34	STH 47	0.05
				6240-29-71 CATEGORY 0010 TOTAL	**0.05**
				PROJECT TOTAL	**0.05**

EDGELINE PAVEMENT MARKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	* 646.2020 MARKING LINE EPOXY 6-INCH LF	REMARKS
6240-29-71 0010	210+56	-	210+81	CTH B	25	EDGELINE SOLID WHITE
	673+99	-	675+26	STH 47	45	EDGELINE SOLID WHITE
				6240-29-71 CATEGORY 0010 TOTAL	**70**	
				PROJECT TOTAL	**70**	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

CENTERLINE PAVEMENT MARKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	* 646.2020 MARKING LINE EPOXY 6-INCH LF	* 643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	REMARKKS
6240-29-71 0010	673+99	-	675+26	STH 47	25	50	SKIPS YELLOW
	675+26		691+40	STH 47	400	400	SKIPS YELLOW
	691+40	-	699+18	STH 47	958	958	SOLID AND SKIPS YELLOW
	699+18	-	699+32	STH 47	32	32	DOUBLE YELLOW
	210+51	-	210+81	CTH B	60	120	DOUBLE YELLOW
				6240-29-71 CATEGORY 0010 TOTAL	**1475**	**1560**	
				PROJECT TOTAL	**1475**	**1560**	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH

CATEGORY	STATION	TO	STATION	LOCATION	646.7420 LF	REMARKS
6240-29-71 0010	681+16	-	681+17	STH 47 LT-RT	44	PINE ST SOUTH X-WALK
	681+21	-	681+22	STH 47 LT-RT	45	PINE ST SOUTH X-WALK
	681+31	-	681+72	STH 47 LT	41	PINE ST WEST X-WALK
	681+33	-	681+71	STH 47 LT	38	PINE ST WEST X-WALK
	681+86	-	681+87	STH 47 LT-RT	44	PINE ST NORTH X-WALK
	681+91	-	681+92	STH 47 LT-RT	44	PINE ST NORTH X-WALK
	685+47	-	685+91	STH 47 RT	45	BIRCH ST EAST X-WALK
	685+51	-	685+93	STH 47 RT	42	BIRCH ST EAST X-WALK
	685+90	-	685+91	STH 47 LT-RT	49	BIRCH ST NORTH X-WALK
	685+95	-	685+96	STH 47 LT-RT	50	BIRCH ST NORTH X-WALK
	693+05	-	693+52	STH 47 LT	47	FOREST ST WEST X-WALK
	693+09	-	693+53	STH 47 LT	44	FOREST ST WEST X-WALK
	693+52	-	693+52	STH 47 LT-RT	49	FOREST ST NORTH X-WALK
	693+57	-	693+57	STH 47 LT-RT	49	FOREST ST NORTH X-WALK
				6240-29-71 CATEGORY 0010 TOTAL	**631**	
				PROJECT TOTAL	**631**	

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CONSTRUCTION STAKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.03 CONSTRUCTION STAKING SIDEWALK (6240-29-71) EACH	650.9911.02 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (6240-29-71) LS
6240-29-71	673+99	-	699+31	STH 47	19	464	2532	11	1	1
0010	210+20	-	210+81	CTH B	-	-	61	-	-	-
	219+56	-	220+00	PINE ST	-	-	-	2	-	-
	219+18	-	219+80	PINE ST	-	-	62	-	-	-
	230+20	-	230+50	BIRCH ST	-	-	30	-	-	-
	239+38	-	239+80	FOREST ST	-	-	42	-	-	-
									-	
				6240-29-71 CATEGORY 0010 TOTAL	**19**	**464**	**2727**	**13**	**1**	**1**
				PROJECT TOTAL	**19**	**464**	**2,727**	**13**	**1**	**1**

SAWING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
6240-29-71	674+98	-	675+17	STH 47 RT	25	-	CURB AND GUTTER REMOVAL
0010	675+28			STH 47 RT	-	10	SIDEWALK AND CURB AND GUTTER REMOVAL
	681+00			STH 47 LT	-	10	SIDEWALK AND CURB AND GUTTER REMOVAL
	681+04	-	681+37	STH 47 LT	67	-	CURB AND GUTTER REMOVAL
	681+12	-	681+28	STH 47 RT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	681+12	-	681+45	STH 47 RT	32	-	CURB AND GUTTER REMOVAL
	681+12	-	681+38	STH 47 LT-RT	96	-	STORM SEWER
	681+36	-	681+67	STH 47 LT	62	-	STORM SEWER
	681+36	-	681+65	STH 47 LT	58	-	STORM SEWER REMOVAL
	681+38	-	681+57	STH 47 LT-RT	100	-	STORM SEWER
	681+39	-	681+65	STH 47 LT-RT	104	-	STORM SEWER REMOVAL
	681+43	-	681+57	STH 47 LT	28	-	STORM SEWER
	681+57	-	681+67	STH 47 LT	42	-	STORM SEWER
	681+57	-	681+65	STH 47 LT	16	-	STORM SEWER REMOVAL
	681+64	-	681+67	STH 47 LT	92	-	STORM SEWER
	681+65			STH 47 LT	30	-	STORM SEWER REMOVAL
	681+66	-	681+96	STH 47 LT	83	-	CURB AND GUTTER REMOVAL
	681+76	-	681+96	STH 47 LT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	681+77	-	682+02	STH 47 RT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	681+82	-	681+97	STH 47 RT	15	-	CURB AND GUTTER REMOVAL
	685+26	-	685+55	STH 47 LT	29	-	CURB AND GUTTER REMOVAL
	685+27	-	681+50	STH 47 RT	45	-	SAWING IN ROADWAY AND TERRACE
	685+32			STH 47 LT-RT	78	-	STORM SEWER
	685+32	-	685+50	STH 47 RT	50	-	STORM SEWER
	685+33	-	685+50	STH 47 LT	52	-	STORM SEWER REMOVAL
	685+34	-	685+53	STH 47 LT	-	13	SIDEWALK AND CURB AND GUTTER REMOVAL
	685+35	-	685+50	STH 47 RT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	685+50			STH 47 RT	50	-	STORM SEWER
	685+50			STH 47 LT	38	-	STORM SEWER
	685+50	-	686+09	STH 47 RT	124	-	STORM SEWER
	685+50	-	686+11	STH 47 LT	130	-	STORM SEWER REMOVAL
	685+75	-	686+05	STH 47 LT	19	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	685+85	-	686+20	STH 47 LT	35	-	CURB AND GUTTER REMOVAL
	685+87	-	686+18	STH 47 RT	45	-	CURB AND GUTTER REMOVAL
	685+95	-	686+13	STH 47 RT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	686+11	-	686+13	STH 47 LT-RT	78	-	STORM SEWER
	692+88	-	693+07	STH 47 LT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	692+97	-	693+11	STH 47 LT	26	-	CURB AND GUTTER REMOVAL
	693+26	-	693+62	STH 47 RT	36	-	CURB AND GUTTER REMOVAL
	693+28	-	693+44	STH 47 LT	32	-	STORM SEWER
	693+36	-	693+44	STH 47 LT-RT	54	-	STORM SEWER
	693+44	-	693+49	STH 47 LT	56	-	STORM SEWER
	693+44	-	695+23	STH 47 LT	356	-	STORM SEWER
	693+47	-	693+73	STH 47 LT	61	-	CURB AND GUTTER REMOVAL
	693+48	-	693+62	STH 47 RT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	693+56	-	693+73	STH 47 LT	-	17	SIDEWALK AND CURB AND GUTTER REMOVAL
	695+23	-	695+32	STH 47 LT-RT	56	-	STORM SEWER
	695+23	-	695+32	STH 47 LT	34	-	STORM SEWER
	695+24	-	695+41	STH 47 LT	10	5	CURB AND GUTTER REMOVAL
	695+24	-	695+41	STH 47 RT	10	5	CURB AND GUTTER REMOVAL
				6240-29-71 CATEGORY 0010 TOTAL	**2,353**	**180**	
				PROJECT TOTAL	**2,353**	**180**	

SALVAGE AND RESET LANDSCAPE ROCK

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0165.01 SF
6240-29-71	685+34	-	685+44	STH 47 RT	20
0010	230+34	-	230+47	BIRCH ST RT	26
				6240-29-71 CATEGORY 0010 TOTAL	**46**
				PROJECT TOTAL	**46**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
6240-29-21
S. MAIN STREET, VILLAGE OF BLACK CREEK
CTH B - BURDICK STREET
STH 47
OUTAGAMIE COUNTY



CONVENTIONAL SYMBOLS

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

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

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

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

CONVENTIONAL ABBREVIATIONS

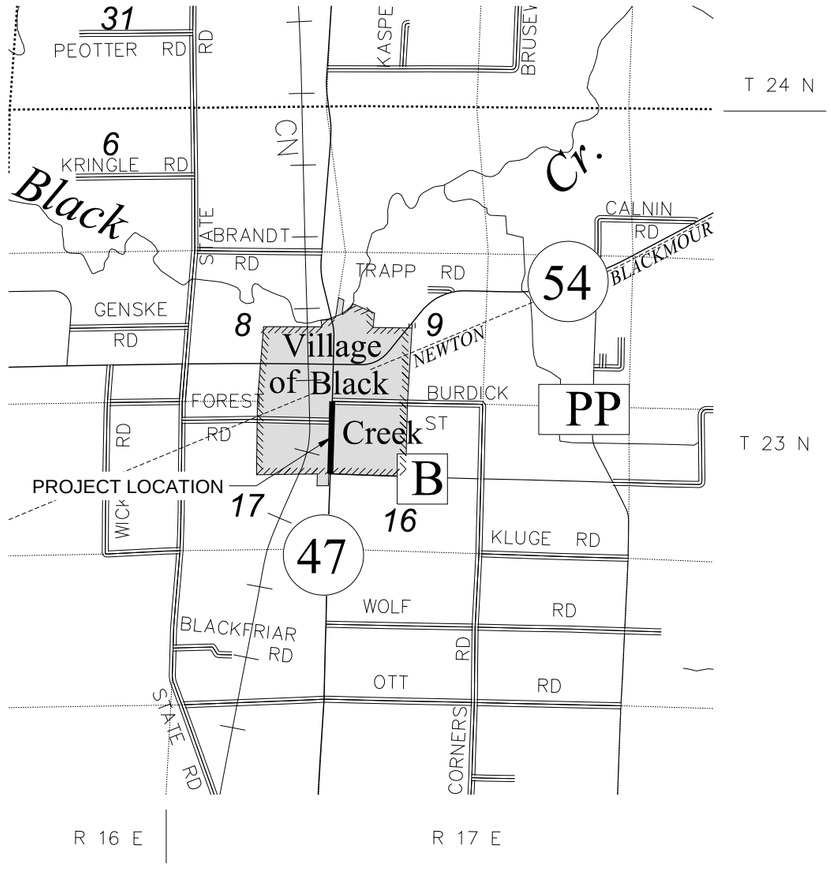
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE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

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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



LAYOUT
SCALE 0 0.5 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6240-29-21

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83(1991), 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" I.D. 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 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 LATEST 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 SCHEDULE OF LANDS & INTERESTS REQUIRED.

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

4

PROJECT NUMBER 6240-29-21 - 4. 01
SHEET 2 OF 2
AMENDMENT NO:
42

FILE NAME : X:\PROJECTS\OUTAGAMIE\190048 62402900 STH 47\DESIGN\C3D\RW\DWG\040100-TI.DWG
LAYOUT NAME: 040100
PLOT DATE : 9/16/2015 3:04 PM PLOT BY : JAMES CAPPEART PLOT NAME : _____
APPRAISAL PLAT DATE : 2-26-2020
6240-29-00 6240-29-21 4.01

TRANSPORTATION PROJECT PLAT NO: 6240-29-21- 4.01

THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 16,
TOWN 23 NORTH, RANGE 17 EAST, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, S. MAIN STREET, VILLAGE OF BLACK CREEK (CTH B - BURDICK STREET), OUTAGAMIE COUNTY

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

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

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

Document #: **2185105**
Date: **02-27-2020** Time: **10:32 AM**
Pages: **2** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, REGISTER OF DEEDS
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43

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6240-29-21 - 4.01
SHEET 1 OF 2

FOUND MAG NAIL W/WASHER
POT STA 699+71.70
Y = 639525.470
X = 815812.800

S 01°50'47" W 1964.62'
MON TO TRAV PNT

SEE TPP 6240-29-21 4.02

S 88°09'13" E 33.00'
R/W TO TRAV PNT

S 88°03'25" E 34.00'
TRAV PNT TO R/W

MATCH LINE

VILLAGE

SE-NE

OF

SW-NW

NE-SE

NW-SW

STH 47 / MAIN STREET

BLACK CREEK

TOWN OF BLACK CREEK

PAMISCO DRIVE

CTH B

HOUSE

GARAGE

SHED

BLDG.

GAS PUMP CANOPY

SIGN

RL = SECTION LINE

SECTION LINE

QUARTER LINE

PL

680+00

679+00

678+00

677+00

676+00

N 01°50'47" E 2507.13'
MON TO MON

N 01°50'47" E 542.51'
MON TO TRAV PNT

N1°50'47"E

66'

33'

61'

52'

97'

82.5'

49.5'

60'

FOUND
ALUMINUM MONUMENT
Y = 636982.450
X = 813164.700

N 01°50'47" E 23.18'
TRAV PNT TO R/W

N 89°10'12"E 2534.55'
MON TO TRAV PNT

1.25" IP

PI: 674+84.57

0°08'53"RT
Y = 637019.640
X = 815732.020

S 89°10'12" W 33.04'
MON TO TRAV PNT

RL= N1°41'54"E

SEC LINE= N1°15'34"E

FOUND MAG NAIL W/WASHER
RL PI = SEC CORNER
Y = 637019.640
X = 815732.020

LOT 4
CSM NO. 2788
V.15 P.2788
DOC. 1221524

LOT 1
CSM NO. 2422
V.13 P.2421
DOC. 1174512

FOUND 0.75" IRON ROD
Y = 636930.480
X = 818361.930

TLE SLOPES 93 SQFT
675+35
34.50' - 40.00'

675+17.50
40.00'

S 01°56'30" W 33.00'
R/W TO TRAV PNT

N 88°03'30"W 2596.48'
MON TO TRAV PNT

N 88°03'30" W 34.95'
TRAV PNT TO MON

GN

0 25 50
SCALE, FEET

T-24-N
T-23-N
R-17-E

SHEET LOCATION

Village of Black Creek

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF THIS DOCUMENT FOR ADDITIONAL INFORMATION

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYLINK	RELEASE OF RIGHTS

COMPENSIBLE UTILITY EASEMENT TABLE			
UTILITY NUMBER	OWNER	EASEMENT RECORDING INFORMATION	AFFECTED PARCEL(S)
100	CENTURYLINK	NO RECORD	1

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W (SF), REQUIRED			TLE (SF)
			NEW	EXISTING	TOTAL	
1	MKCE, LLP	FEE & TLE	137	5266	5403	93
2	KOEHLERS' REAL ESTATE HOLDING, LLC	FEE	290	9562	9852	---
3	WIZZARD AUTO & PAINT, LLC	FEE	95	3135	3230	---

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

COURSE TABLE		
COURSE	BEARING	DISTANCE
101-102	N 01°50'47" E	520.87'
103-105	S 01°50'47" W	484.53'
105-106	S 00°26'46" E	25.00'

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y	X
101	675+06.21	33.00' LT	637042.331	815699.734
102	680+27.08	33.00' LT	637562.935	815716.517
103	680+27.02	34.00' RT	637560.719	815783.481
105	675+42.49	34.00' RT	637076.436	815767.867
106	675+17.51	35.00' RT	637051.437	815768.063

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD 83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" I.D. X24" IRON PIPES) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

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

EXISTING HIGHWAY RIGHT OF WAY FOR STH 47 ESTABLISHED FROM TOWN OF BLACK CREEK ROAD NOTES DATED MAY 27, 1865 AND PREVIOUS PROJECT 6240-27-00.

EXISTING HIGHWAY RIGHT OF WAY FOR CTH B ESTABLISHED FROM PREVIOUS PROJECT E-0-0(45).

EXISTING HIGHWAY RIGHT OF WAY FOR PAMISCO DRIVE ESTABLISHED FROM CSM 2788.

JEngineering, Inc Consultant Services
1077 CENTENNIAL CENTRE BLVD.
HOBART, WI 54155
920-468-4771

I, JAMES R. CAPPEART 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.

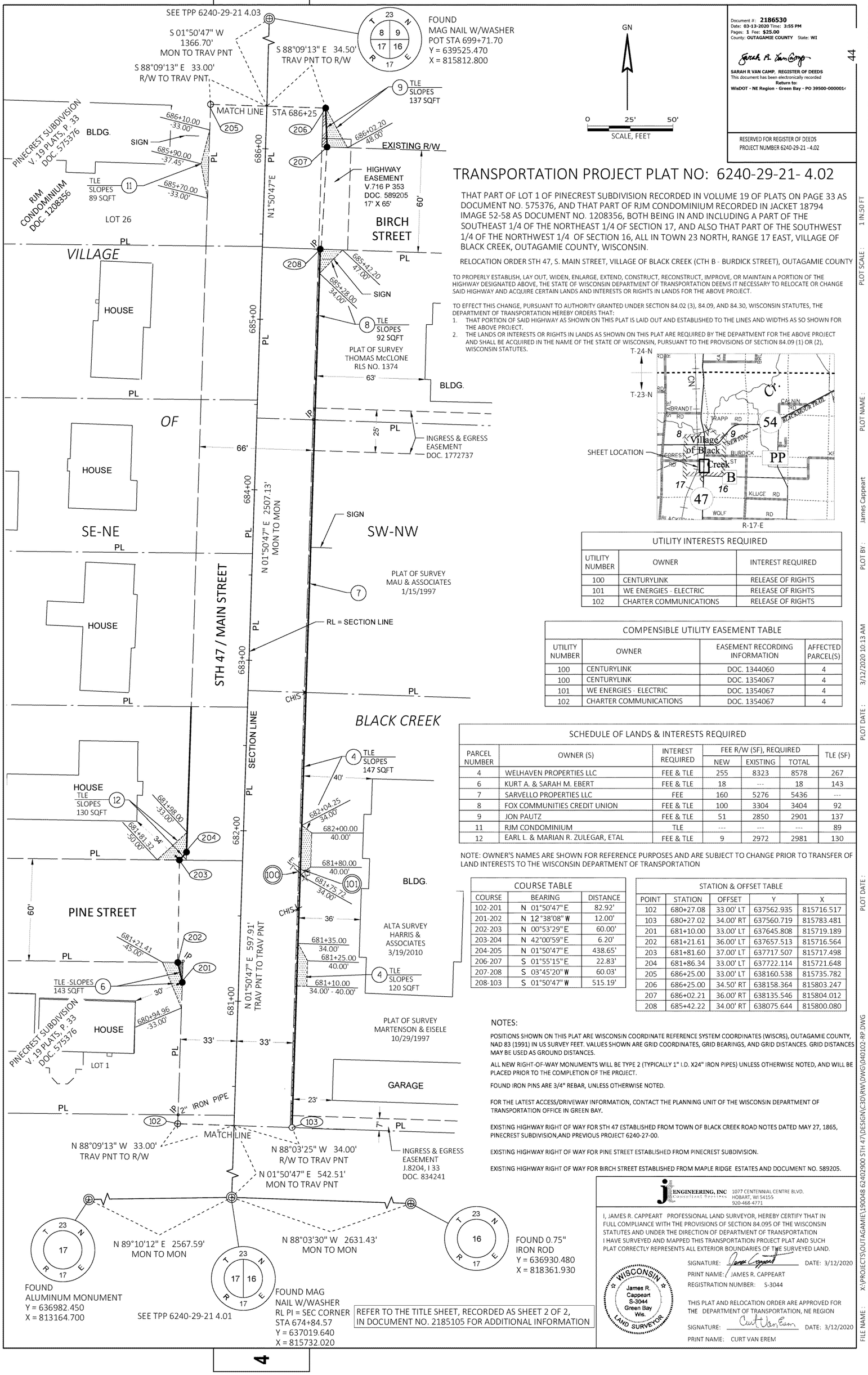
SIGNATURE: _____ DATE: 2/26/2020
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

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

SIGNATURE: _____ DATE: 2/26/2020
PRINT NAME: CURT VAN EREM

6240-29-21 4.01
6240-29-00
PLOT SCALE : 1 IN:50 FT
PLOT NAME :
PLOT BY : James Cappeart
PLOT DATE : 2/26/2020 9:56 AM
PLOT DATE :
FILE NAME : X:\PROJECTS\OUTAGAMIE\190048 62402900 STH 47\DESIGN\C3D\RW\DWG\040101-RP.DWG
APPRAISAL PLAT DATE : 2-26-2020



Document #: **2186530**
Date: **03-13-2020** Time: **3:55 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 6240-29-21 -4.02

44

6240-29-21 4.02

6240-29-00

TRANSPORTATION PROJECT PLAT NO: 6240-29-21- 4.02

THAT PART OF LOT 1 OF PINECREST SUBDIVISION RECORDED IN VOLUME 19 OF PLATS ON PAGE 33 AS DOCUMENT NO. 575376, AND THAT PART OF RJM CONDOMINIUM RECORDED IN JACKET 18794 IMAGE 52-58 AS DOCUMENT NO. 1208356, BOTH BEING IN AND INCLUDING A PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 17, AND ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 16, ALL IN TOWN 23 NORTH, RANGE 17 EAST, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, S. MAIN STREET, VILLAGE OF BLACK CREEK (CTH B - BURDICK STREET), 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.

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYLINK	RELEASE OF RIGHTS
101	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
102	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

COMPENSIBLE UTILITY EASEMENT TABLE			
UTILITY NUMBER	OWNER	EASEMENT RECORDING INFORMATION	AFFECTED PARCEL(S)
100	CENTURYLINK	DOC. 1344060	4
100	CENTURYLINK	DOC. 1354067	4
101	WE ENERGIES - ELECTRIC	DOC. 1354067	4
102	CHARTER COMMUNICATIONS	DOC. 1354067	4

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W (SF), REQUIRED			TLE (SF)
			NEW	EXISTING	TOTAL	
4	WELHAVEN PROPERTIES LLC	FEE & TLE	255	8323	8578	267
6	KURT A. & SARAH M. EBERT	FEE & TLE	18	---	18	143
7	SARVELLO PROPERTIES LLC	FEE	160	5276	5436	---
8	FOX COMMUNITIES CREDIT UNION	FEE & TLE	100	3304	3404	92
9	JON PAUTZ	FEE & TLE	51	2850	2901	137
11	RJM CONDOMINIUM	TLE	---	---	---	89
12	EARL L. & MARIAN R. ZULEGAR, ETAL	FEE & TLE	9	2972	2981	130

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

COURSE TABLE		
COURSE	BEARING	DISTANCE
102-201	N 01°50'47" E	82.92'
201-202	N 12°38'08" W	12.00'
202-203	N 00°53'29" E	60.00'
203-204	N 42°00'59" E	6.20'
204-205	N 01°50'47" E	438.65'
206-207	S 01°55'15" E	22.83'
207-208	S 03°45'20" W	60.03'
208-103	S 01°50'47" W	515.19'

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y	X
102	680+27.08	33.00' LT	637562.935	815716.517
103	680+27.02	34.00' RT	637560.719	815783.481
201	681+10.00	33.00' LT	637645.808	815719.189
202	681+21.61	36.00' LT	637657.513	815716.564
203	681+81.60	37.00' LT	637717.507	815717.498
204	681+86.34	33.00' LT	637722.114	815721.648
205	686+25.00	33.00' LT	638160.538	815735.782
206	686+25.00	34.50' RT	638158.364	815803.247
207	686+02.21	36.00' RT	638135.546	815804.012
208	685+42.22	34.00' RT	638075.644	815800.080

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD 83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" I.D. X24" IRON PIPES) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

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

EXISTING HIGHWAY RIGHT OF WAY FOR STH 47 ESTABLISHED FROM TOWN OF BLACK CREEK ROAD NOTES DATED MAY 27, 1865, PINECREST SUBDIVISION,AND PREVIOUS PROJECT 6240-27-00.

EXISTING HIGHWAY RIGHT OF WAY FOR PINE STREET ESTABLISHED FROM PINECREST SUBDIVISION.

EXISTING HIGHWAY RIGHT OF WAY FOR BIRCH STREET ESTABLISHED FROM MAPLE RIDGE ESTATES AND DOCUMENT NO. 589205.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2185105 FOR ADDITIONAL INFORMATION

J ENGINEERING, INC Consultant Services
1077 CENTENNIAL CENTRE BLVD.
HOBART, WI 54155
920-468-4771

I, JAMES R. CAPPEART 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.

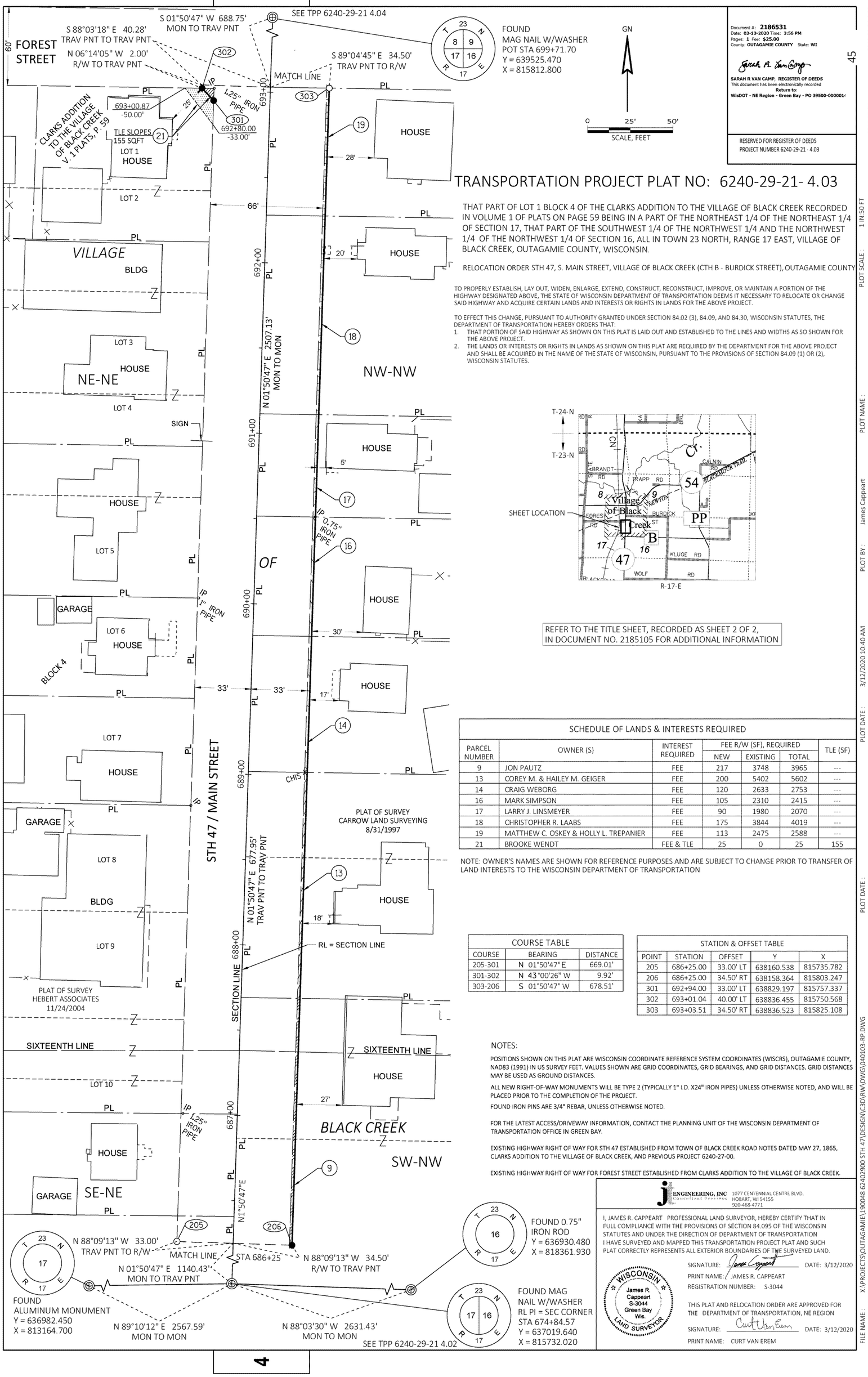
WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

SIGNATURE: _____ DATE: 3/12/2020
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

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

SIGNATURE: _____ DATE: 3/12/2020
PRINT NAME: CURT VAN EREM

1 IN:50 FT
PLOT SCALE :
PLOT NAME :
James Cappeart
PLOT BY :
3/12/2020 10:13 AM
PLOT DATE :
PLOT DATE :
FILE NAME : X:\PROJECTS\OUTAGAMIE\190048 62402900 STH 47\DESIGN\C3D\RW\DWG\040102-RP.DWG
APPRAISAL PLAT DATE : 3-12-2020



Document #: **2186531**
Date: **03-13-2020** Time: **3:56 PM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

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PROJECT NUMBER 6240-29-21 · 4.03

45

TRANSPORTATION PROJECT PLAT NO: 6240-29-21- 4.03

THAT PART OF LOT 1 BLOCK 4 OF THE CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK RECORDED IN VOLUME 1 OF PLATS ON PAGE 59 BEING IN A PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 17, THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 16, ALL IN TOWN 23 NORTH, RANGE 17 EAST, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, S. MAIN STREET, VILLAGE OF BLACK CREEK (CTH B - BURDICK STREET), 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.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2185105 FOR ADDITIONAL INFORMATION

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W (SF), REQUIRED			TLE (SF)
			NEW	EXISTING	TOTAL	
9	JON PAUTZ	FEE	217	3748	3965	---
13	COREY M. & HAILEY M. GEIGER	FEE	200	5402	5602	---
14	CRAIG WEBORG	FEE	120	2633	2753	---
16	MARK SIMPSON	FEE	105	2310	2415	---
17	LARRY J. LINSMEYER	FEE	90	1980	2070	---
18	CHRISTOPHER R. LAABS	FEE	175	3844	4019	---
19	MATTHEW C. OSKEY & HOLLY L. TREPANIER	FEE	113	2475	2588	---
21	BROOKE WENDT	FEE & TLE	25	0	25	155

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

COURSE TABLE		
COURSE	BEARING	DISTANCE
205-301	N 01°50'47" E	669.01'
301-302	N 43°00'26" W	9.92'
303-206	S 01°50'47" W	678.51'

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y	X
205	686+25.00	33.00' LT	638160.538	815735.782
206	686+25.00	34.50' RT	638158.364	815803.247
301	692+94.00	33.00' LT	638829.197	815757.337
302	693+01.04	40.00' LT	638836.455	815750.568
303	693+03.51	34.50' RT	638836.523	815825.108

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" I.D. X24" IRON PIPES) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

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

EXISTING HIGHWAY RIGHT OF WAY FOR STH 47 ESTABLISHED FROM TOWN OF BLACK CREEK ROAD NOTES DATED MAY 27, 1865, CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK, AND PREVIOUS PROJECT 6240-27-00.

EXISTING HIGHWAY RIGHT OF WAY FOR FOREST STREET ESTABLISHED FROM CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK.

J ENGINEERING, INC Consultant Services
1077 CENTENNIAL CENTRE BLVD.
HOBART, WI 54155
920-468-4771

I, JAMES R. CAPPEART 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.

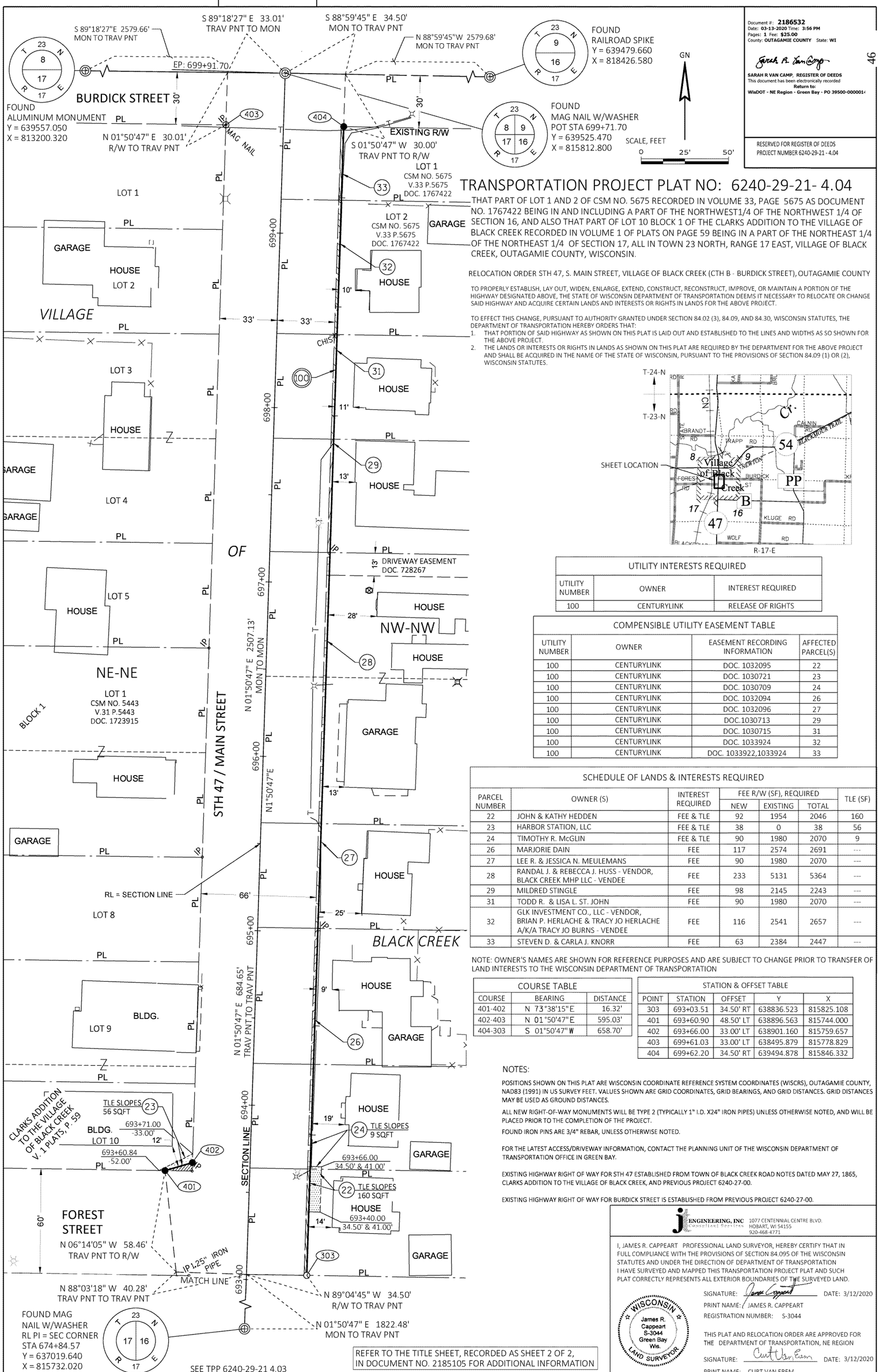
SIGNATURE: _____ DATE: 3/12/2020
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

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

SIGNATURE: _____ DATE: 3/12/2020
PRINT NAME: CURT VAN EREM

6240-29-21 4.02
6240-29-00
PLOT SCALE : 1 IN:50 FT
PLOT NAME :
PLOT BY : James Cappeart
PLOT DATE : 3/12/2020 10:40 AM
PLOT DATE :
PLOT DATE :
FILE NAME : X:\PROJECTS\OUTAGAMIE\190048 62402900 STH 47\DESIGN\C3D\RW\DWG\040103-RP.DWG
APPRAISAL PLAT DATE : 3-12-2020



Document #: **2186532**
Date: **03-13-2020** Time: **3:56 PM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

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

46

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6240-29-21 - 4.04

TRANSPORTATION PROJECT PLAT NO: 6240-29-21- 4.04

THAT PART OF LOT 1 AND 2 OF CSM NO. 5675 RECORDED IN VOLUME 33, PAGE 5675 AS DOCUMENT NO. 1767422 BEING IN AND INCLUDING A PART OF THE NORTHWEST1/4 OF THE NORTHWEST 1/4 OF SECTION 16, AND ALSO THAT PART OF LOT 10 BLOCK 1 OF THE CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK RECORDED IN VOLUME 1 OF PLATS ON PAGE 59 BEING IN A PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 17, ALL IN TOWN 23 NORTH, RANGE 17 EAST, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, S. MAIN STREET, VILLAGE OF BLACK CREEK (CTH B - BURDICK STREET), 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.

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYLINK	RELEASE OF RIGHTS

COMPENSIBLE UTILITY EASEMENT TABLE			
UTILITY NUMBER	OWNER	EASEMENT RECORDING INFORMATION	AFFECTED PARCEL(S)
100	CENTURYLINK	DOC. 1032095	22
100	CENTURYLINK	DOC. 1030721	23
100	CENTURYLINK	DOC. 1030709	24
100	CENTURYLINK	DOC. 1032094	26
100	CENTURYLINK	DOC. 1032096	27
100	CENTURYLINK	DOC.1030713	29
100	CENTURYLINK	DOC. 1030715	31
100	CENTURYLINK	DOC. 1033924	32
100	CENTURYLINK	DOC. 1033922,1033924	33

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W (SF), REQUIRED			TLE (SF)
			NEW	EXISTING	TOTAL	
22	JOHN & KATHY HEDDEN	FEE & TLE	92	1954	2046	160
23	HARBOR STATION, LLC	FEE & TLE	38	0	38	56
24	TIMOTHY R. McGLIN	FEE & TLE	90	1980	2070	9
26	MARJORIE DAIN	FEE	117	2574	2691	---
27	LEE R. & JESSICA N. MEULEMANS	FEE	90	1980	2070	---
28	RANDAL J. & REBECCA J. HUSS - VENDOR, BLACK CREEK MHP LLC - VENDEE	FEE	233	5131	5364	---
29	MILDRED STINGLE	FEE	98	2145	2243	---
31	TODD R. & LISA L. ST. JOHN	FEE	90	1980	2070	---
32	GLK INVESTMENT CO., LLC - VENDOR, BRIAN P. HERLACHE & TRACY JO HERLACHE A/K/A TRACY JO BURNS - VENDEE	FEE	116	2541	2657	---
33	STEVEN D. & CARLA J. KNORR	FEE	63	2384	2447	---

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

COURSE TABLE		
COURSE	BEARING	DISTANCE
401-402	N 73°38'15"E	16.32'
402-403	N 01°50'47"E	595.03'
404-303	S 01°50'47"W	658.70'

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y	X
303	693+03.51	34.50' RT	638836.523	815825.108
401	693+60.90	48.50' LT	638896.563	815744.000
402	693+66.00	33.00' LT	638901.160	815759.657
403	699+61.03	33.00' LT	638495.879	815778.829
404	699+62.20	34.50' RT	639494.878	815846.332

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" I.D. X24" IRON PIPES) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

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

EXISTING HIGHWAY RIGHT OF WAY FOR STH 47 ESTABLISHED FROM TOWN OF BLACK CREEK ROAD NOTES DATED MAY 27, 1865, CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK, AND PREVIOUS PROJECT 6240-27-00.

EXISTING HIGHWAY RIGHT OF WAY FOR BURDICK STREET IS ESTABLISHED FROM PREVIOUS PROJECT 6240-27-00.

JJ ENGINEERING, INC Consultant Services
1077 CENTENNIAL CENTRE BLVD.
HOBART, WI 54155
920-468-4771

I, JAMES R. CAPPEART 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.

SIGNATURE: _____ DATE: 3/12/2020
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

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

SIGNATURE: _____ DATE: 3/12/2020
PRINT NAME: CURT VAN EREM

6240-29-21 4.02
6240-29-00
1 IN:50 FT
PLOT SCALE :
PLOT NAME :
James Cappeart
PLOT BY :
3/12/2020 12:37 PM
PLOT DATE :
PLOT DATE :
FILE NAME : X:\PROJECTS\OUTAGAMIE\190048 62402900 STH 47\DESIGN\C3D\RW\DWG\040104-RP.DWG
APPRAISAL PLAT DATE : 3-12-2020

PAMISCO RD

T 23 N
17 16
17 16
R 17 E

BUTT JOINT

674

STH 47

676

678

33'

N1°50'47"E

680

R/L STH 47

682

684

686

688

EXIST R/W

R/W

TLE

BEGIN PROJECT
STA 673+99.39
Y=636,934.500
X=815,729.495

STA 674+73.54 R/L STH 47 =
STA 210+00.00 R/L CTH B
Y=637,008.616
X=815,731.693

END CONSTRUCTION
STA 210+81.18
MATCH EXISTING ASPHALT

CTH B

S88°08'49"E

212

R/L CTH B

S89°33'12"E

218

PINE ST

R/L PINE ST

END CONSTRUCTION
STA 219+56.18
MATCH EXISTING ASPHALT

STA 681+53.20 R/L STH 47 =
STA 220+00.00 R/L PINE ST
Y=637,687.926
X=815,753.563

STA 685+72.25 R/L STH 47 =
STA 230+00.00 R/L BIRCH ST
Y=638,106.762
X=815,767.065

BIRCH ST

S88°07'02"E

232

R/L BIRCH ST

END CONSTRUCTION
STA 230+39.50
MATCH EXISTING ASPHALT

N

5

5

238

S1°60'11"E

R/L FOREST ST

FOREST ST

END CONSTRUCTION
STA 239+58.38
MATCH EXISTING ASPHALT

688

690

692

694

696

698

STH 47

STA 693+32.09 R/L STH 47 =
STA 240+00.00 R/L FOREST ST
Y=638,866.205
X=815,791.547

R/L BURDICK ST (WEST)

248

BURDICK ST

STA 699+84.78 R/L STH 47 =
STA 250+00.00 R/L BURDICK ST (WEST)
Y=639,518.553
X=815,812.566

STA 699+91.51 R/L STH 47 =
STA 260+00.00 R/L BURDICK ST (EAST)
Y=639,525.278
X=815,812.794

S89°13'04"E

END PROJECT
STA 699+31.34
Y=639,465.142
X=815,810.855

S89°14'58"E

262

R/L BURDICK ST (EAST)

T 23 N
8 9
17 16
R 17 E

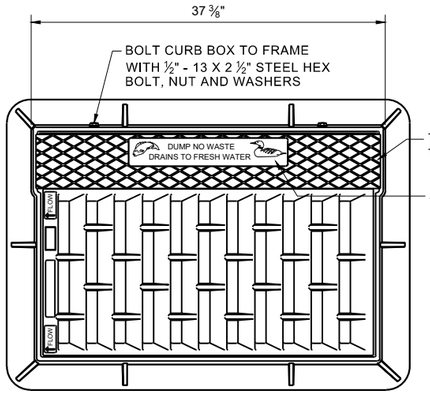
PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 47	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN-29.DWG
LAYOUT NAME - 050201-pn

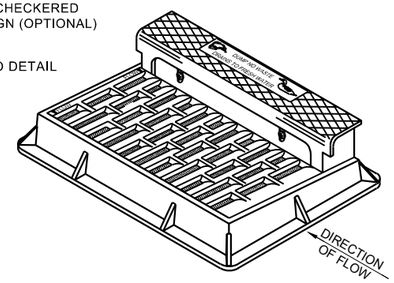
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Standard Detail Drawing List

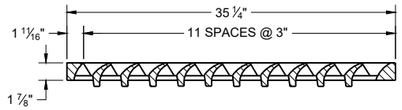
08A05-20A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-20D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-03	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

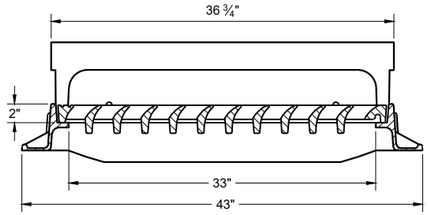


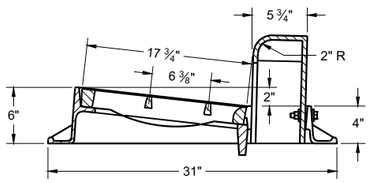
NOTE: EITHER CASTING IS ACCEPTABLE

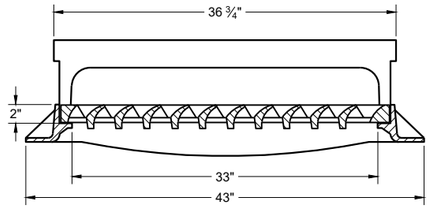


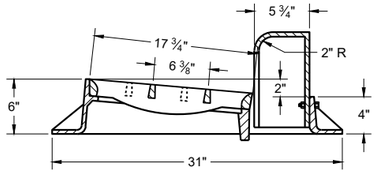
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







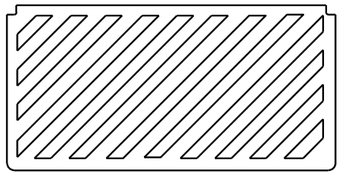




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

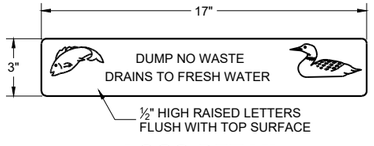
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



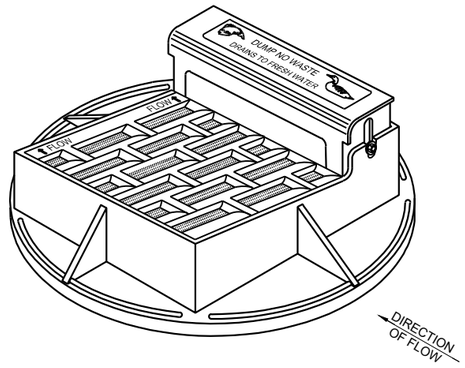
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

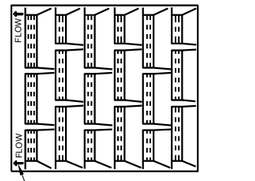


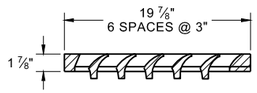
LOGO DETAIL

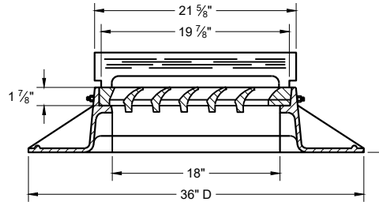


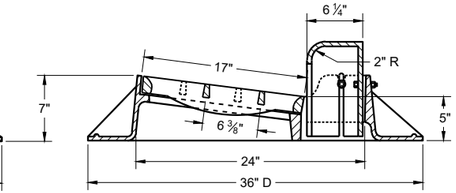
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE









TYPE "A"

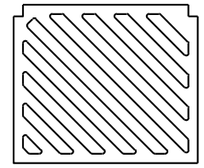
GENERAL NOTES

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.

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

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

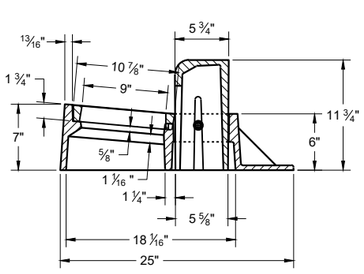
1" DIAGONAL BARS WITH 1 ½" OPENINGS

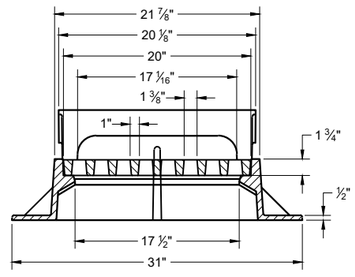


SPECIAL GRATE FOR TYPE "A" COVER

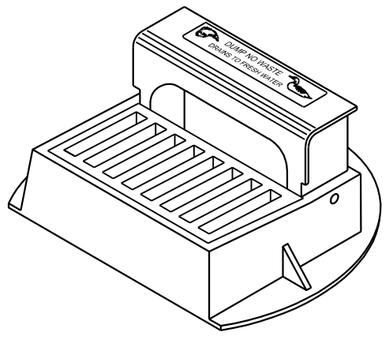
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



INLET COVERS TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

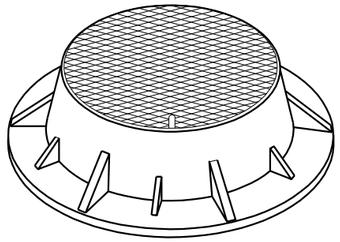
FHWA

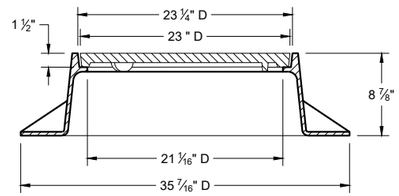
GENERAL NOTES

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

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.

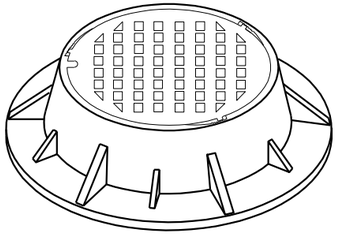
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

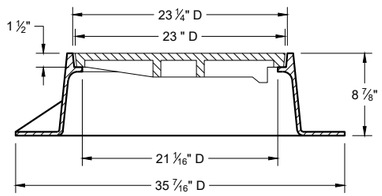




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

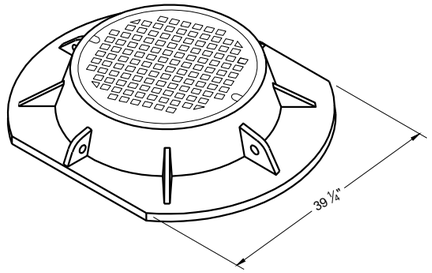


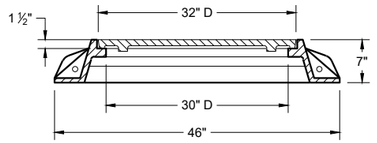


TYPE "J" SPECIAL

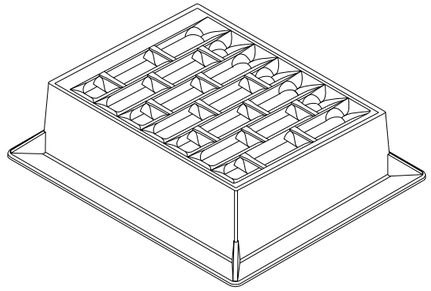
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

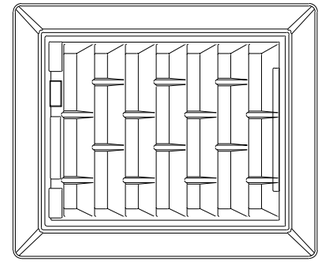
NOTE: EITHER CASTING IS ACCEPTABLE

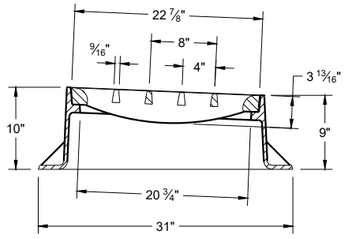


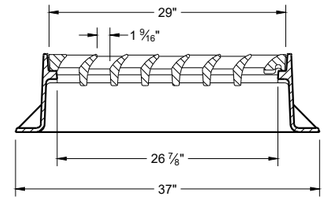


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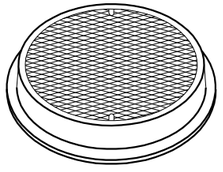


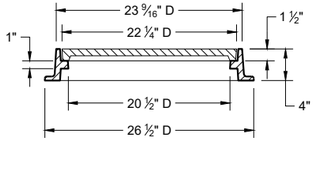




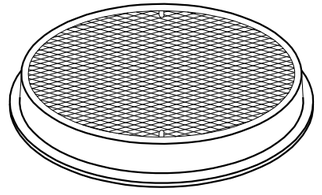


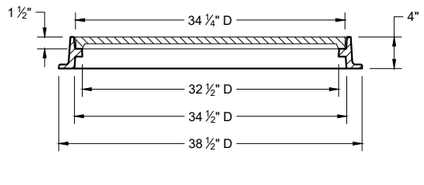
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

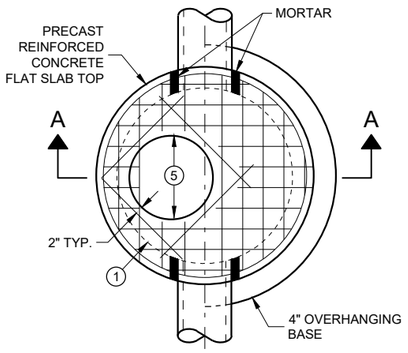
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

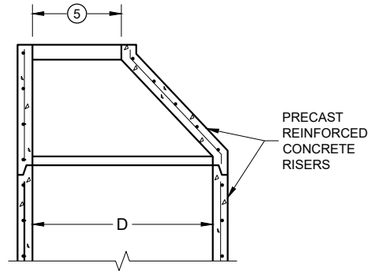
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

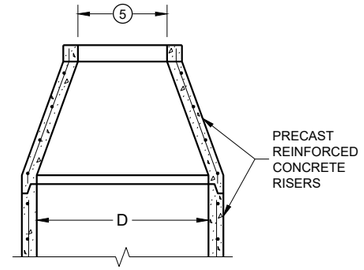
6
SDD 08A05-20d



PLAN VIEW
CIRCULAR OPENING



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

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

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".

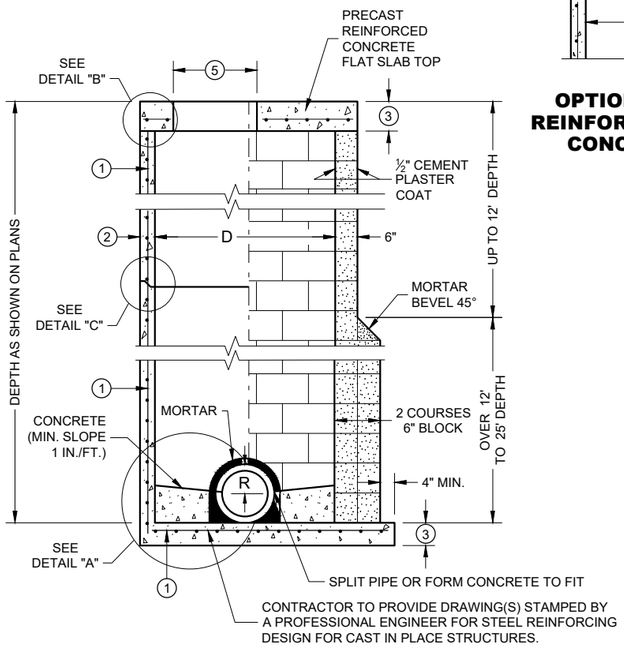
(1) FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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.).

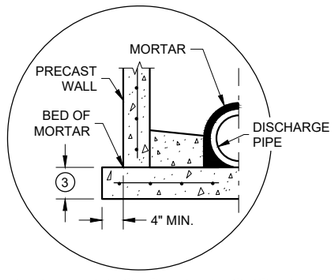
(5) SEE MANHOLE COVER OPENING MATRIX.



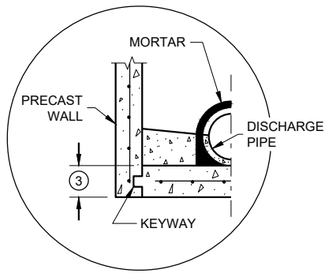
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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

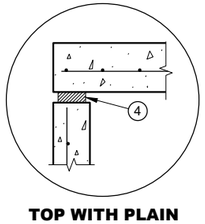


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

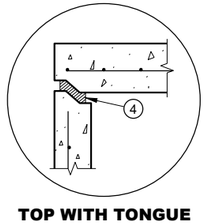


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

DETAIL "A"

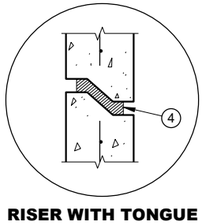


TOP WITH PLAIN END JOINT



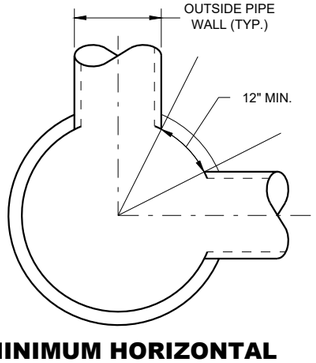
TOP WITH TONGUE AND GROOVE JOINT

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

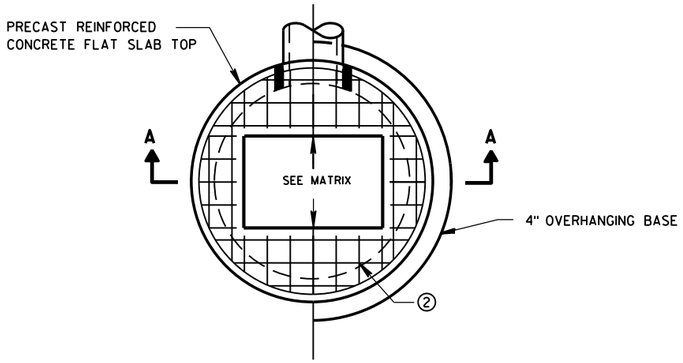
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

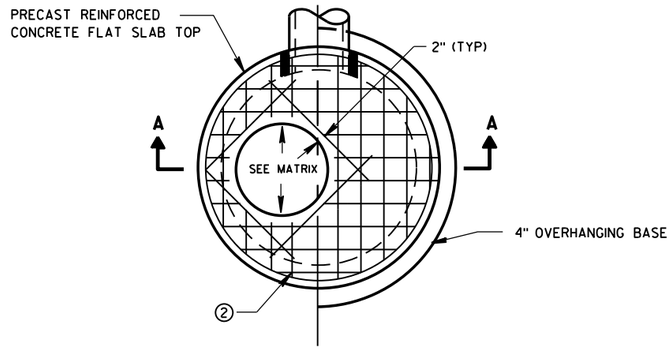
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER

6

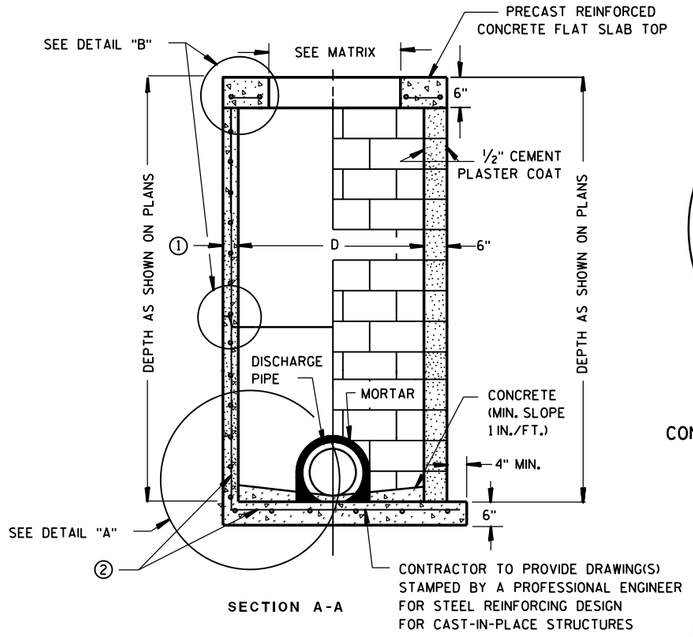
SDD 08B09 - 03



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

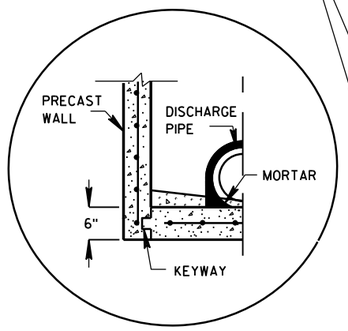


SECTION A-A

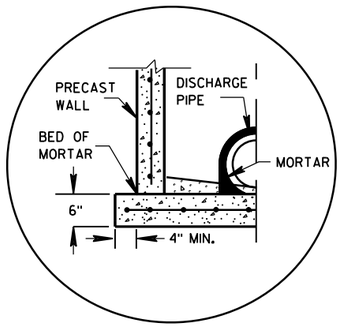
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

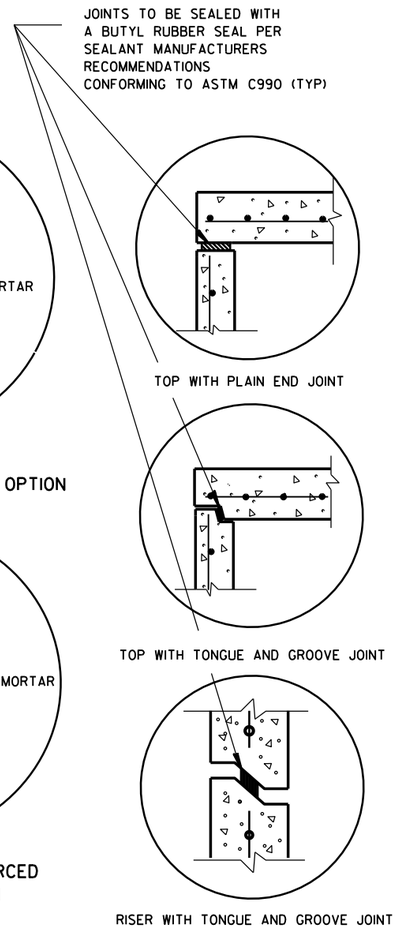


PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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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.

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

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

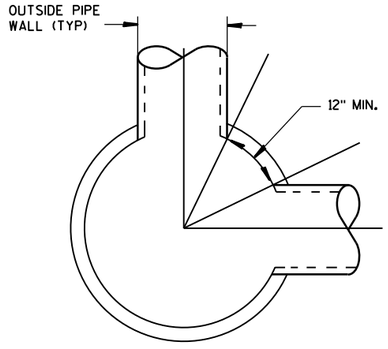
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

INLETS 3-FT
AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

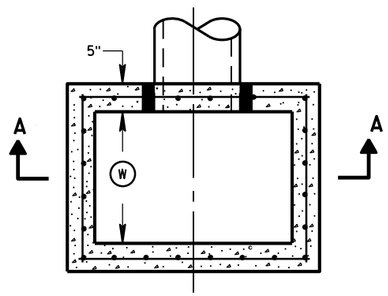
APPROVED
Sept.. 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS | UNIT SUPERVI — ENT
FHWA

6

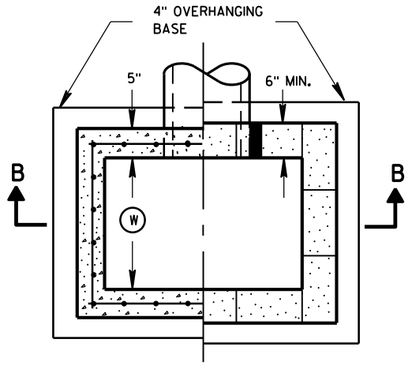
S.D.D. 8 C 6-2

6

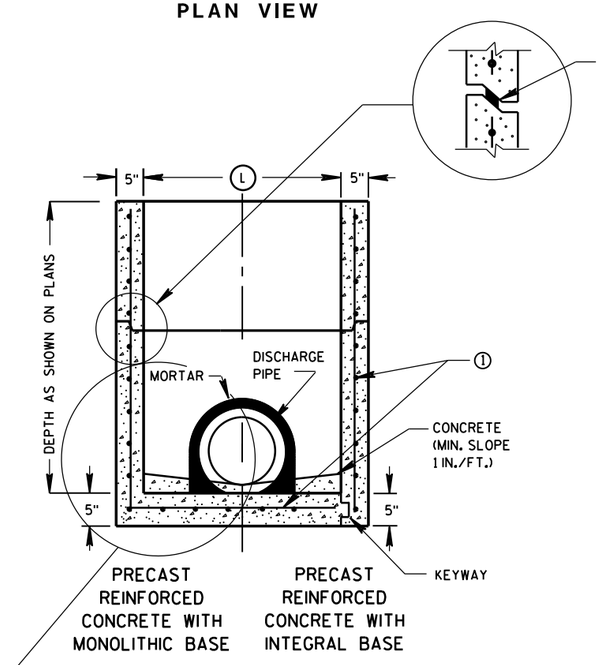
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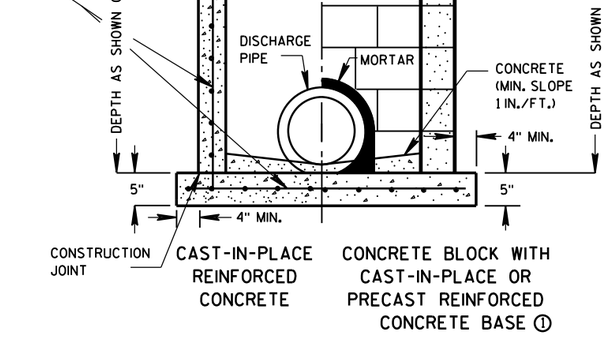
PLAN VIEW



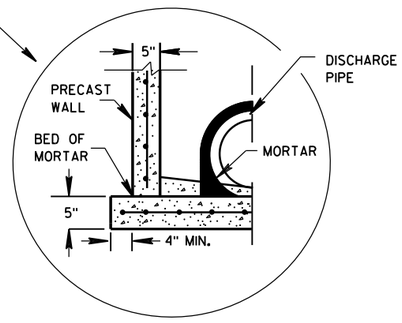
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

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

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

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

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

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

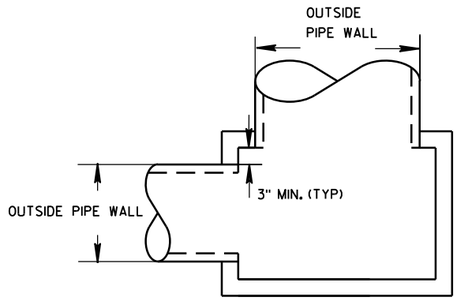
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

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

PIPE MATRIX

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



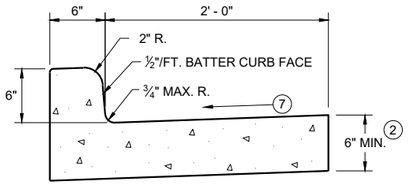
DETAIL "A"

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

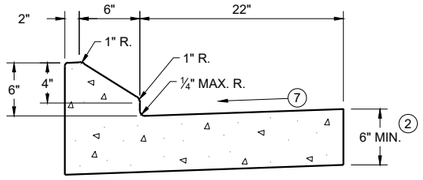
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

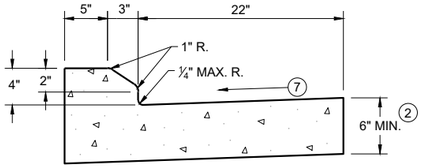
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



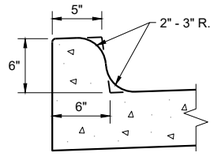
TYPES A (1) & D



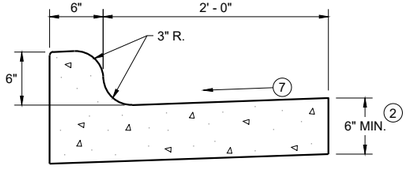
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

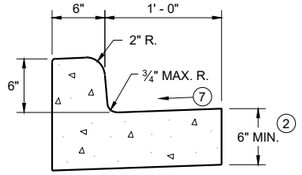


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



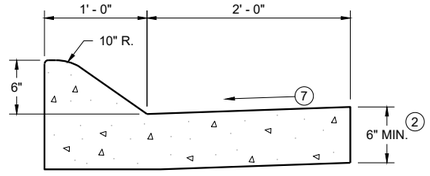
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

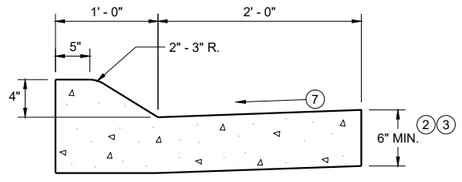


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

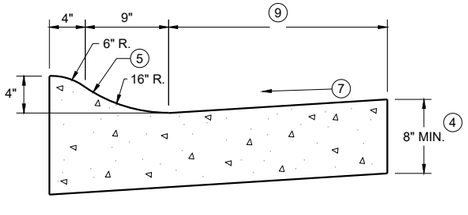


6" SLOPED CURB TYPES A (1) & D



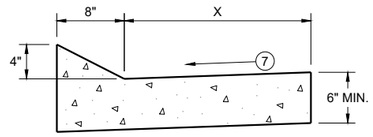
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

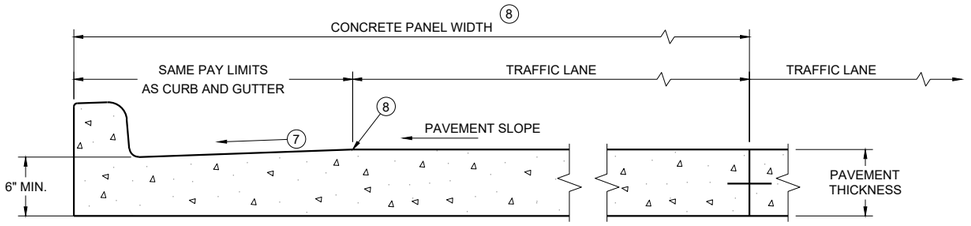


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

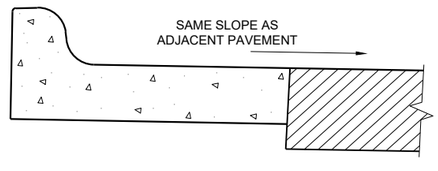
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

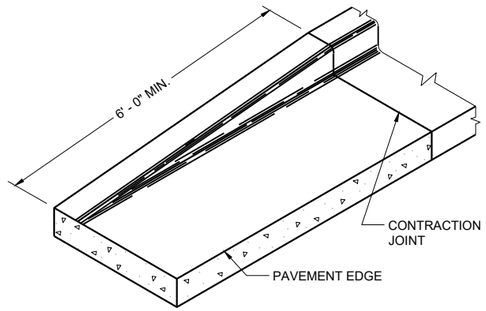
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

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

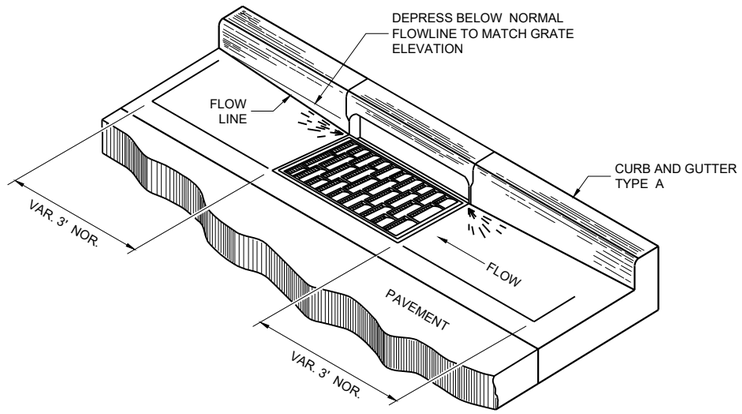
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

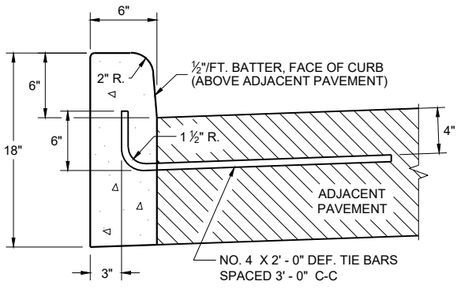
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

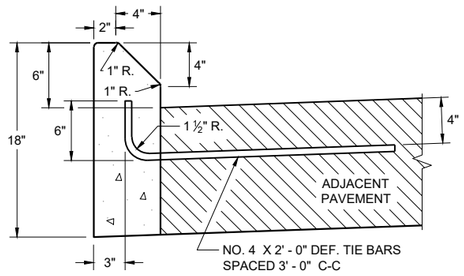
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

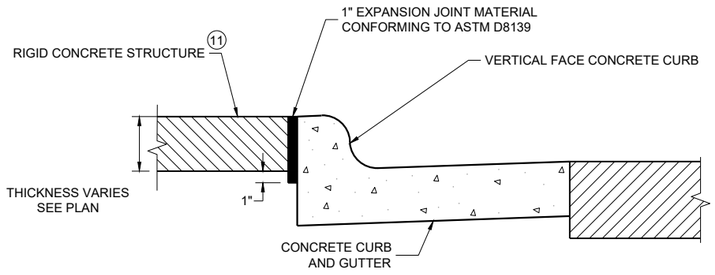


TYPES A (1) & D

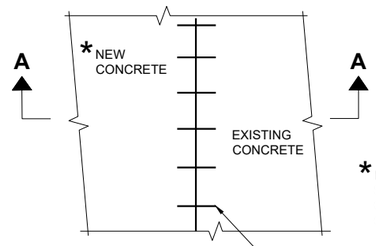


TYPES G (1) & J

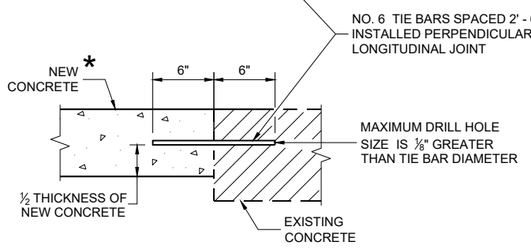
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

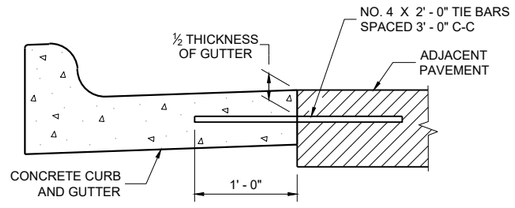


PLAN VIEW

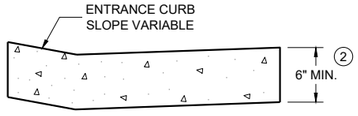


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

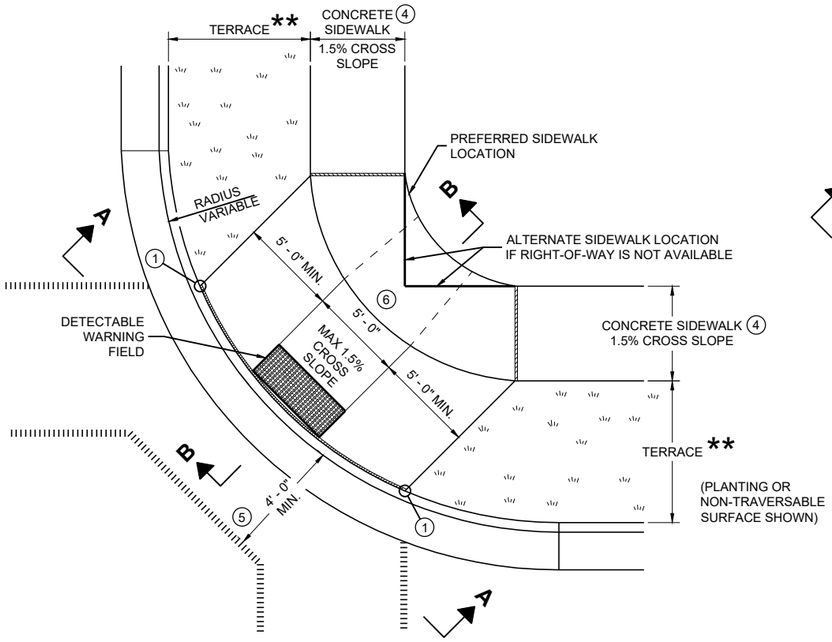
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

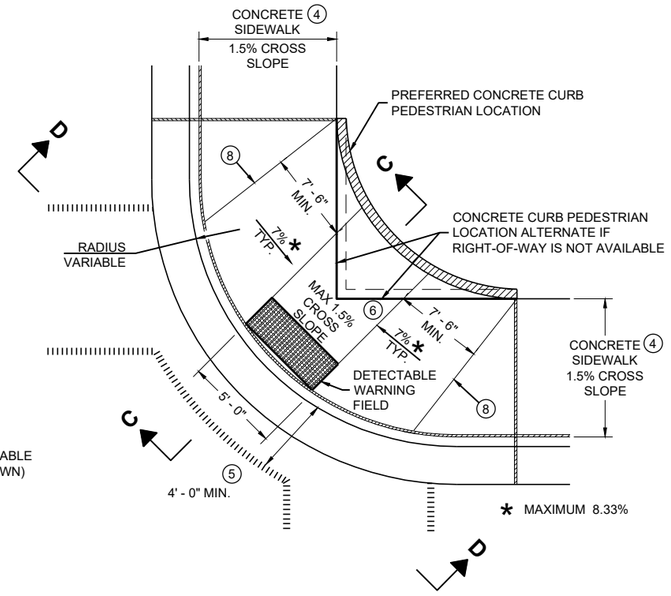
6
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

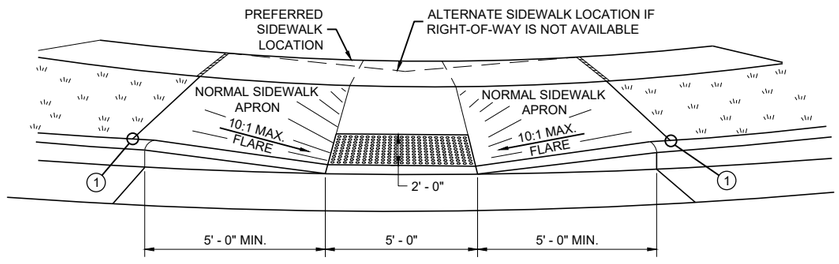
(CENTER OF CORNER RADIUS)



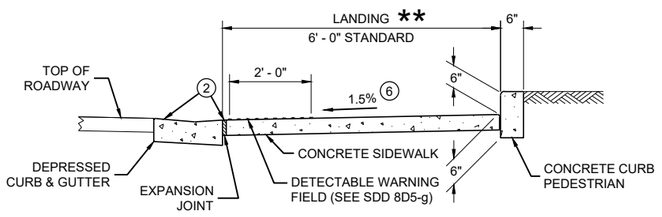
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

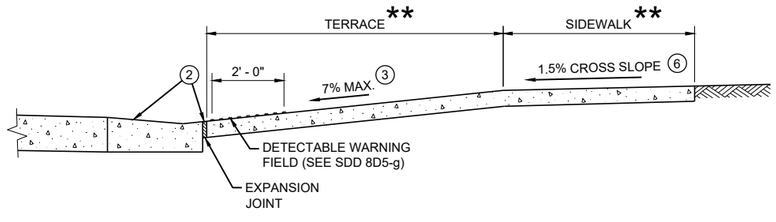


VIEW A - A FOR TYPE 1

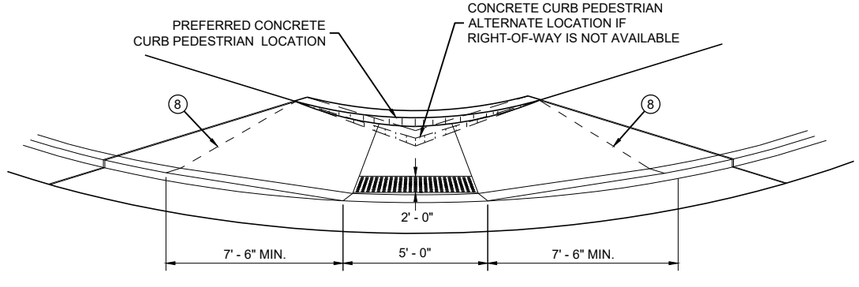


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) 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. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

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

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

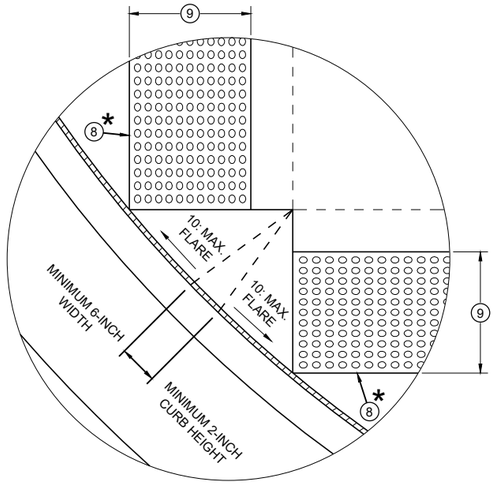
LEGEND

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

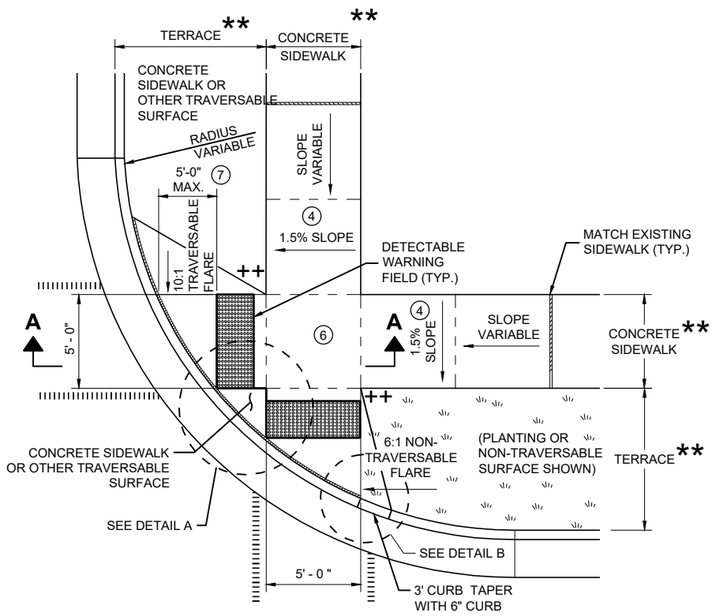
CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

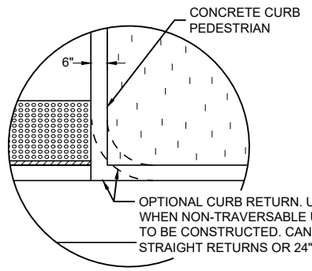
6
SDD 08D05-21a



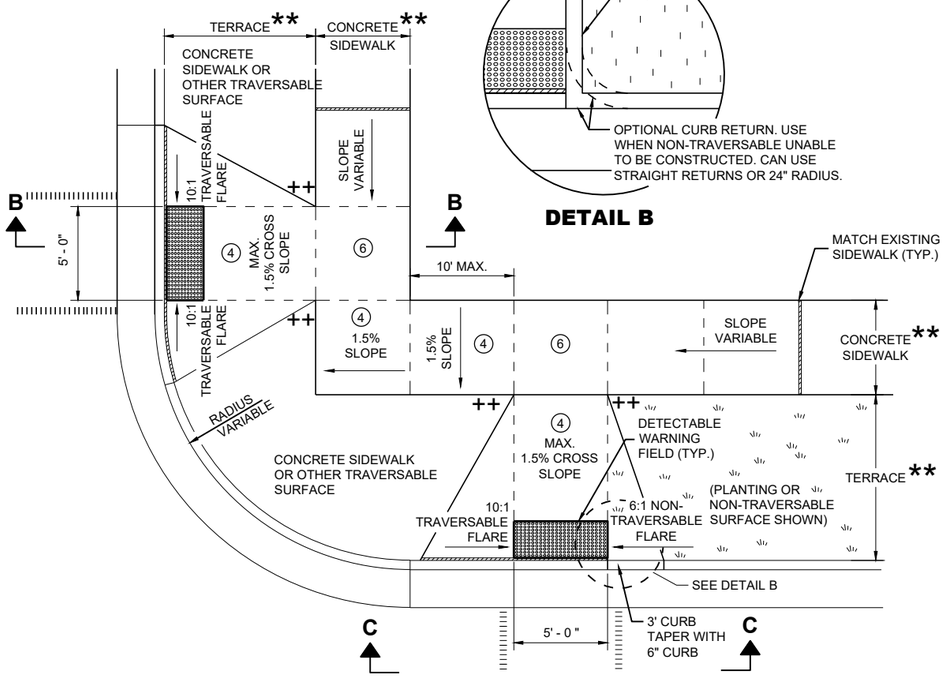
DETAIL A



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



DETAIL B



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

GENERAL NOTES

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

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

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

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

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

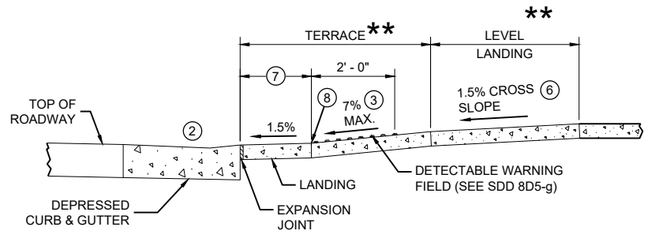
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

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

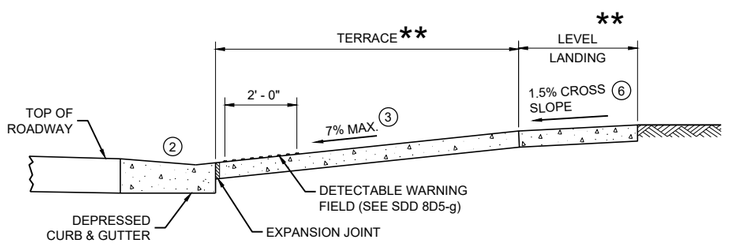


SECTION A - A FOR TYPE 2

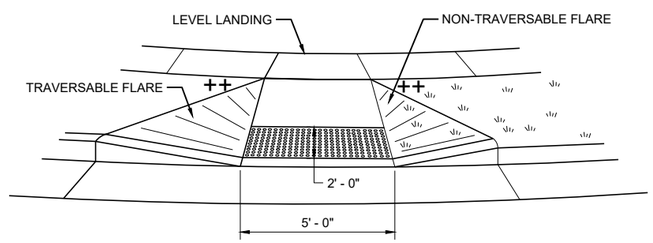
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



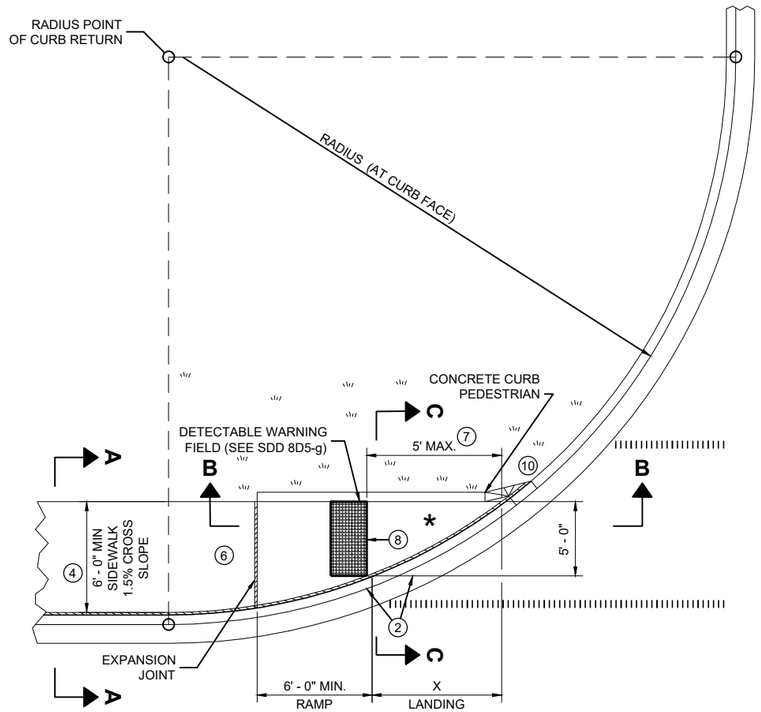
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

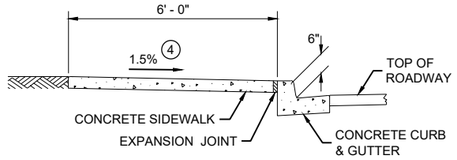


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

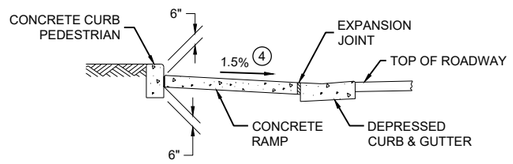
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

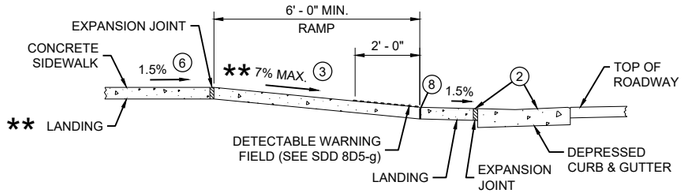
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

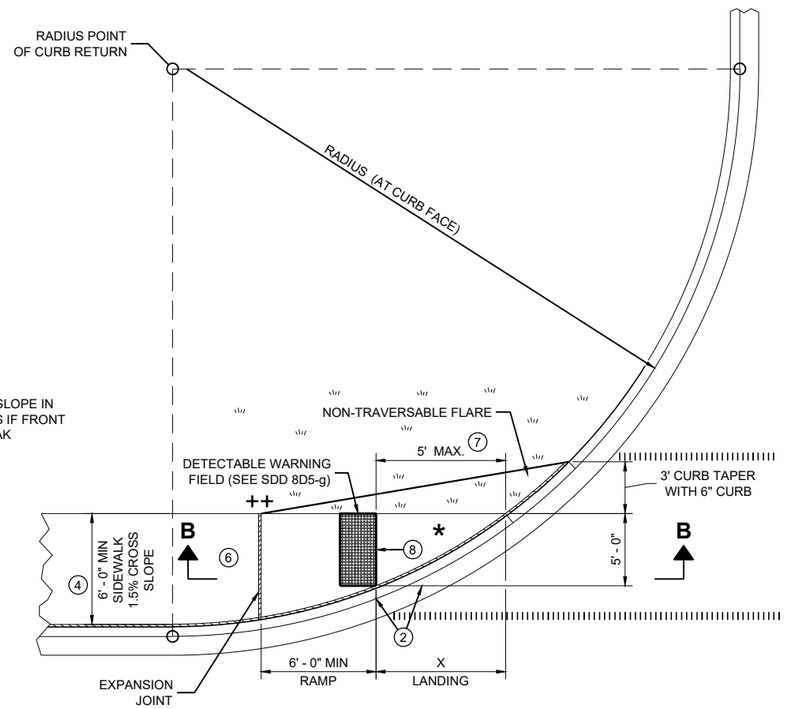


SECTION C - C FOR TYPE 4A



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

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

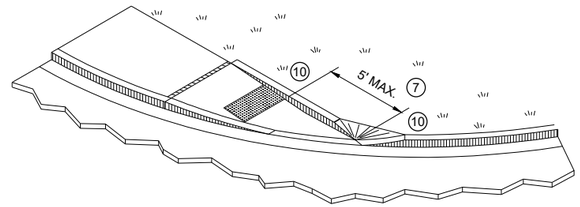


* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

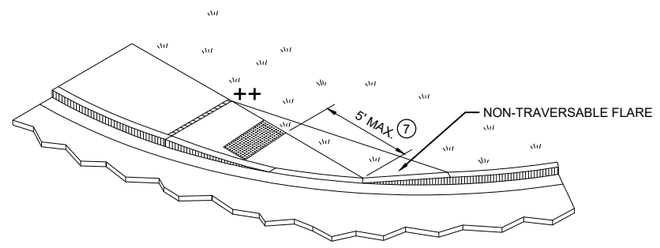
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



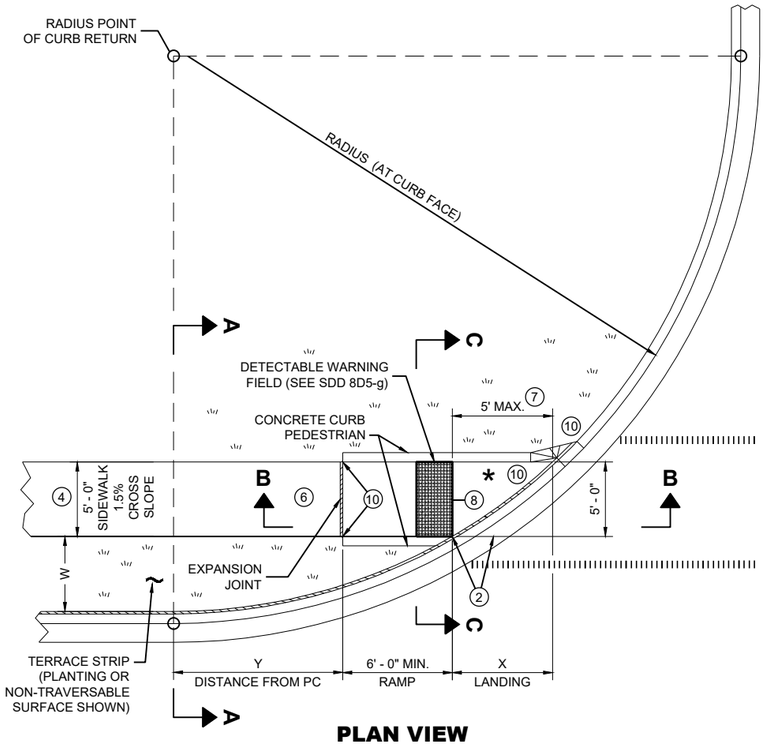
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



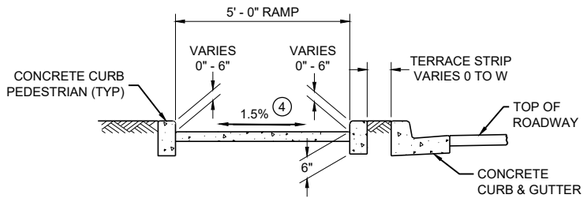
PLAN VIEW
CURB RAMP TYPE 4B

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 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

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)



SECTION C - C FOR TYPE 4B

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.

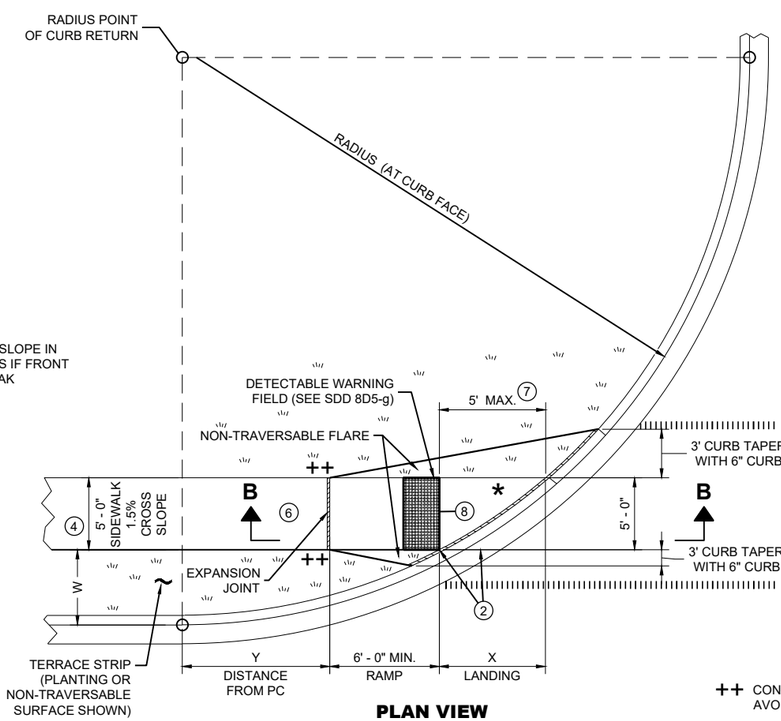
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

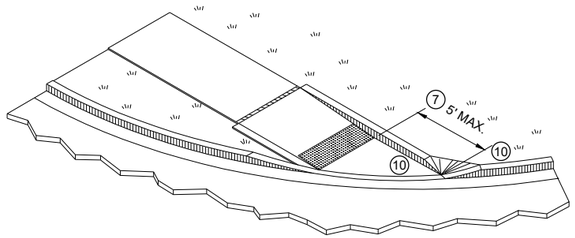
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

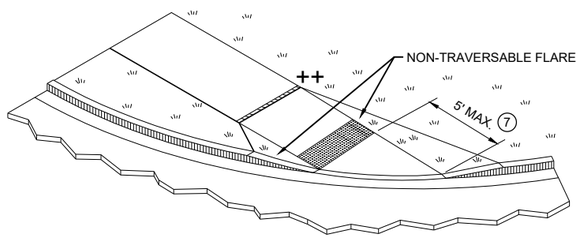
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



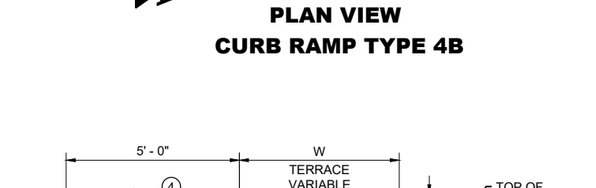
PLAN VIEW
CURB RAMP TYPE 4B1



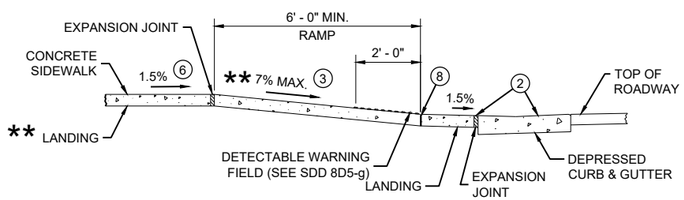
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



SECTION A - A FOR TYPE 4B



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

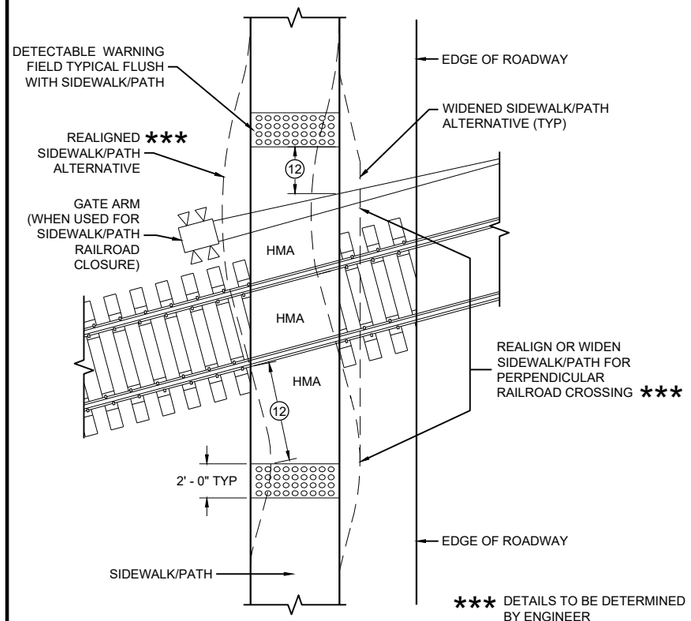
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

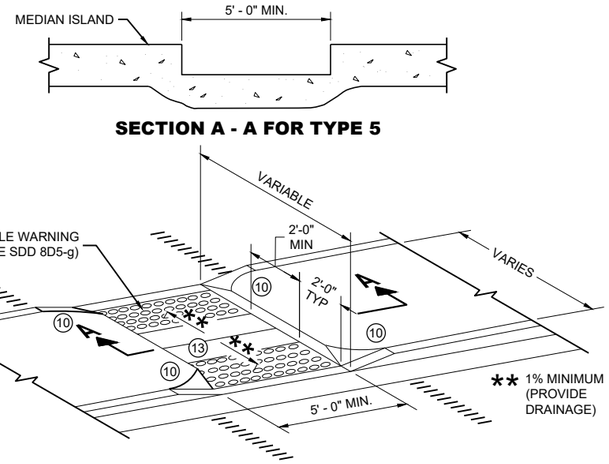
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



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.

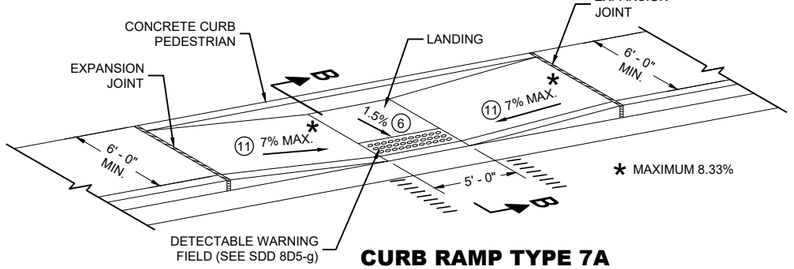
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

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

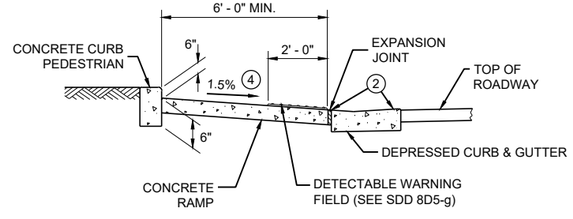
LEGEND

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

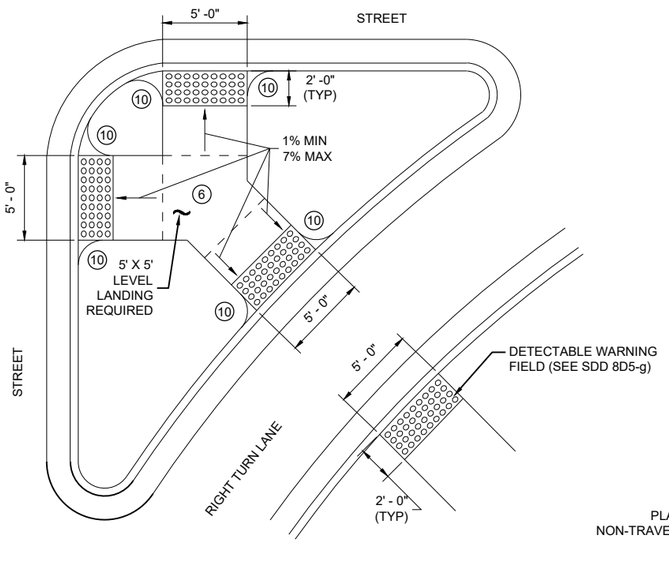


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



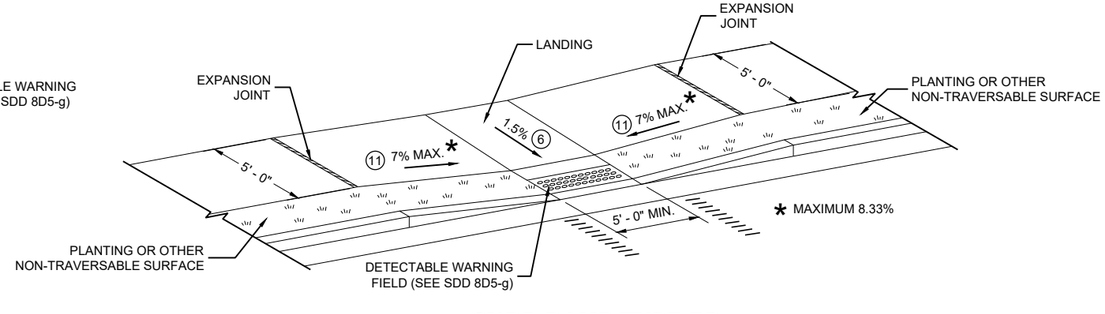
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

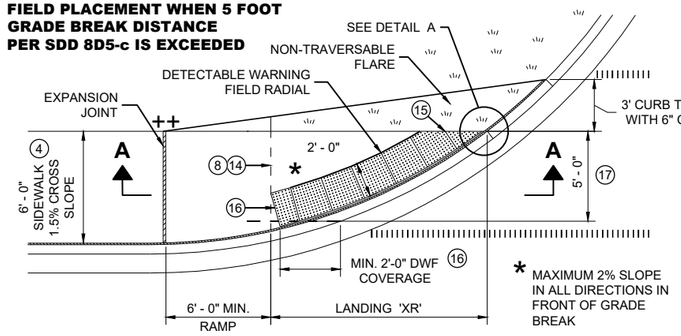
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

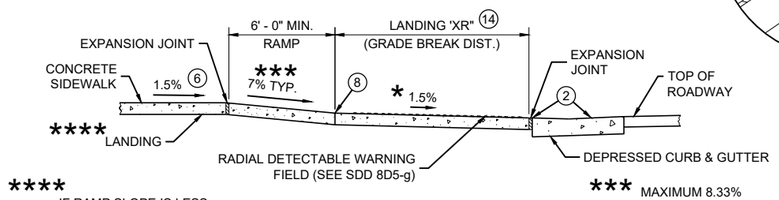
SDD 08D05-21e

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



PLAN VIEW

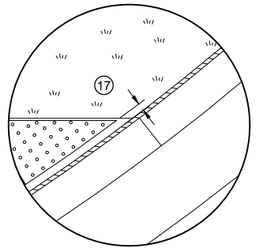
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

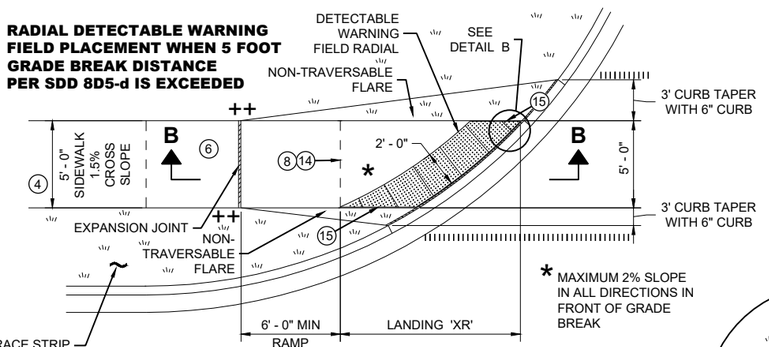
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

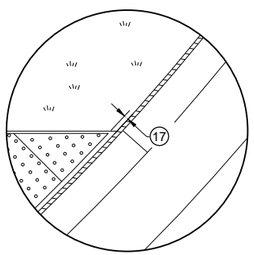
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

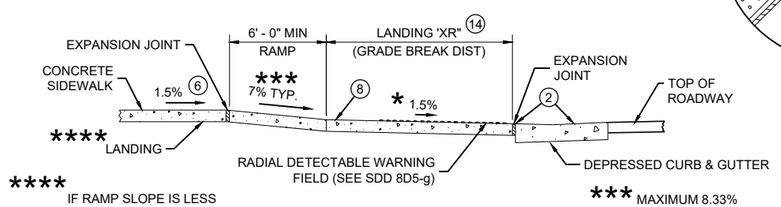


PLAN VIEW

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



DETAIL B

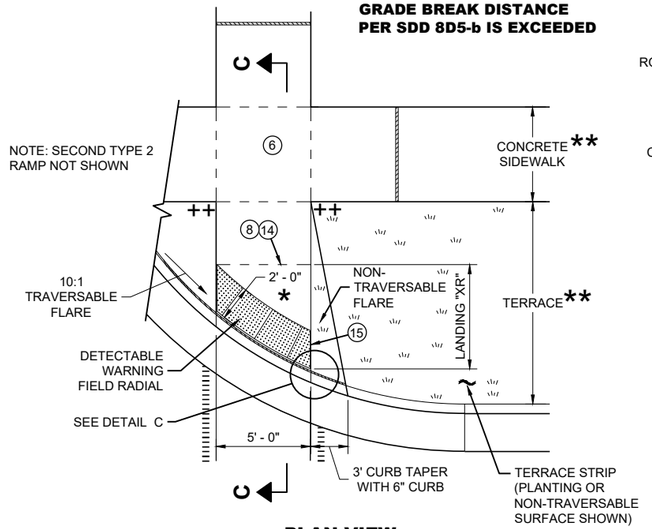


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

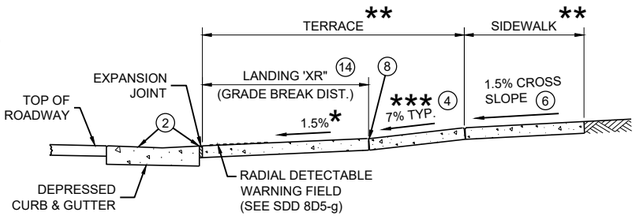
SECTION B - B FOR TYPE 4B1

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

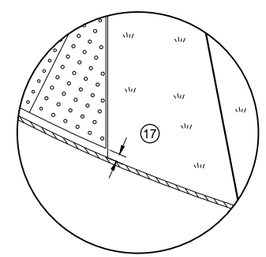


PLAN VIEW

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



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

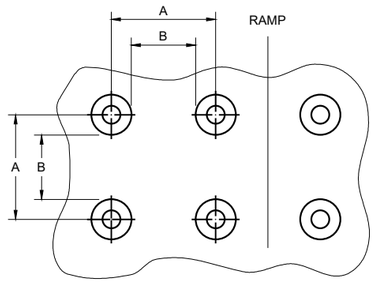
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

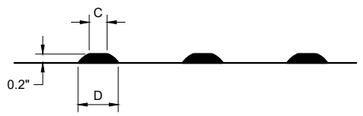
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

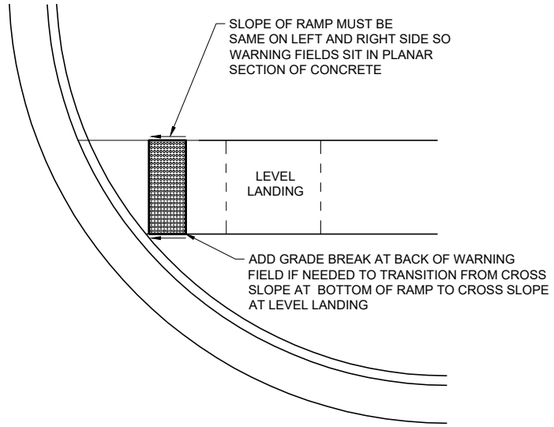
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

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.

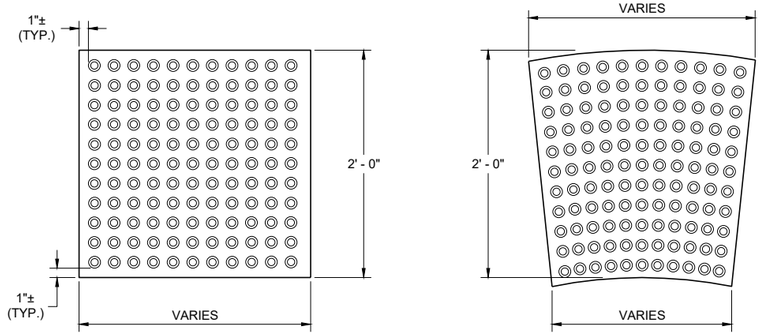
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

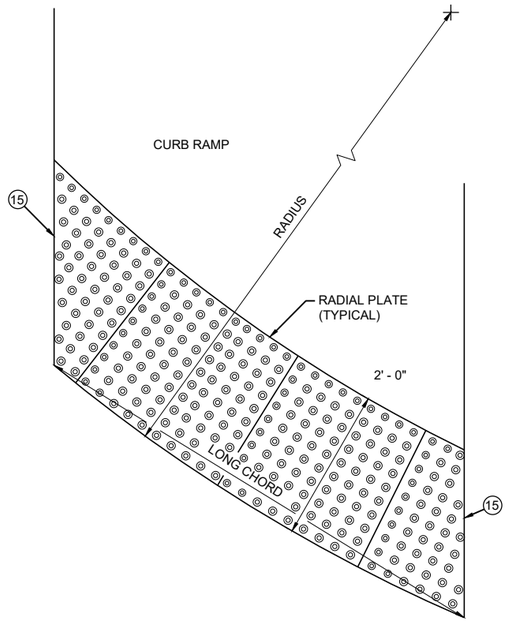
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



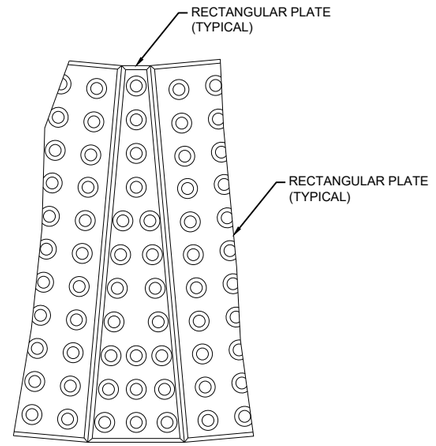
RECTANGULAR PLATES

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

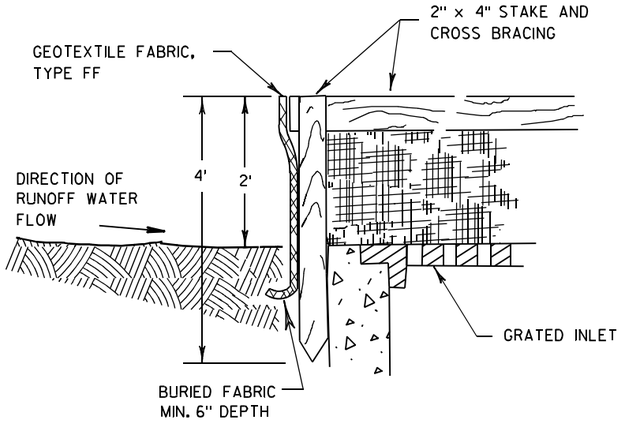
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

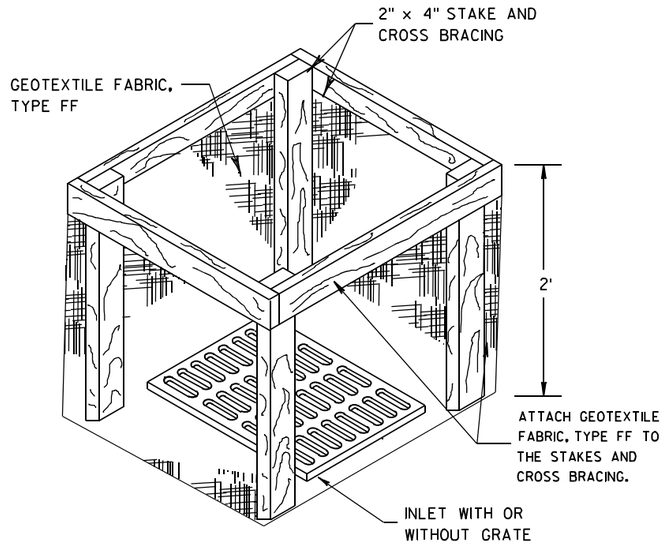
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

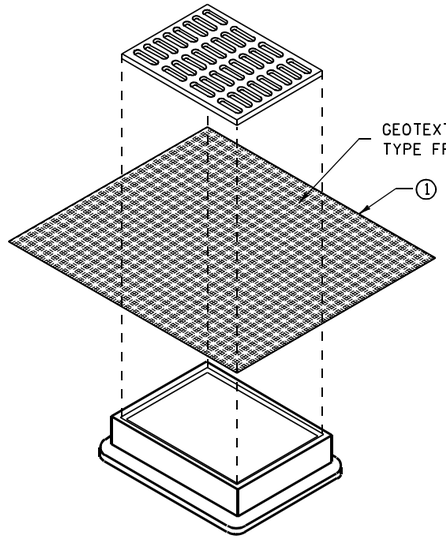
6

SDD 08D05-21g



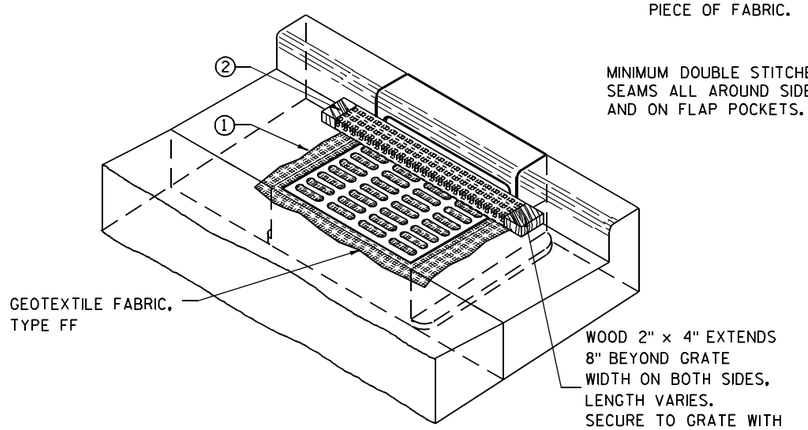


INLET PROTECTION, TYPE A

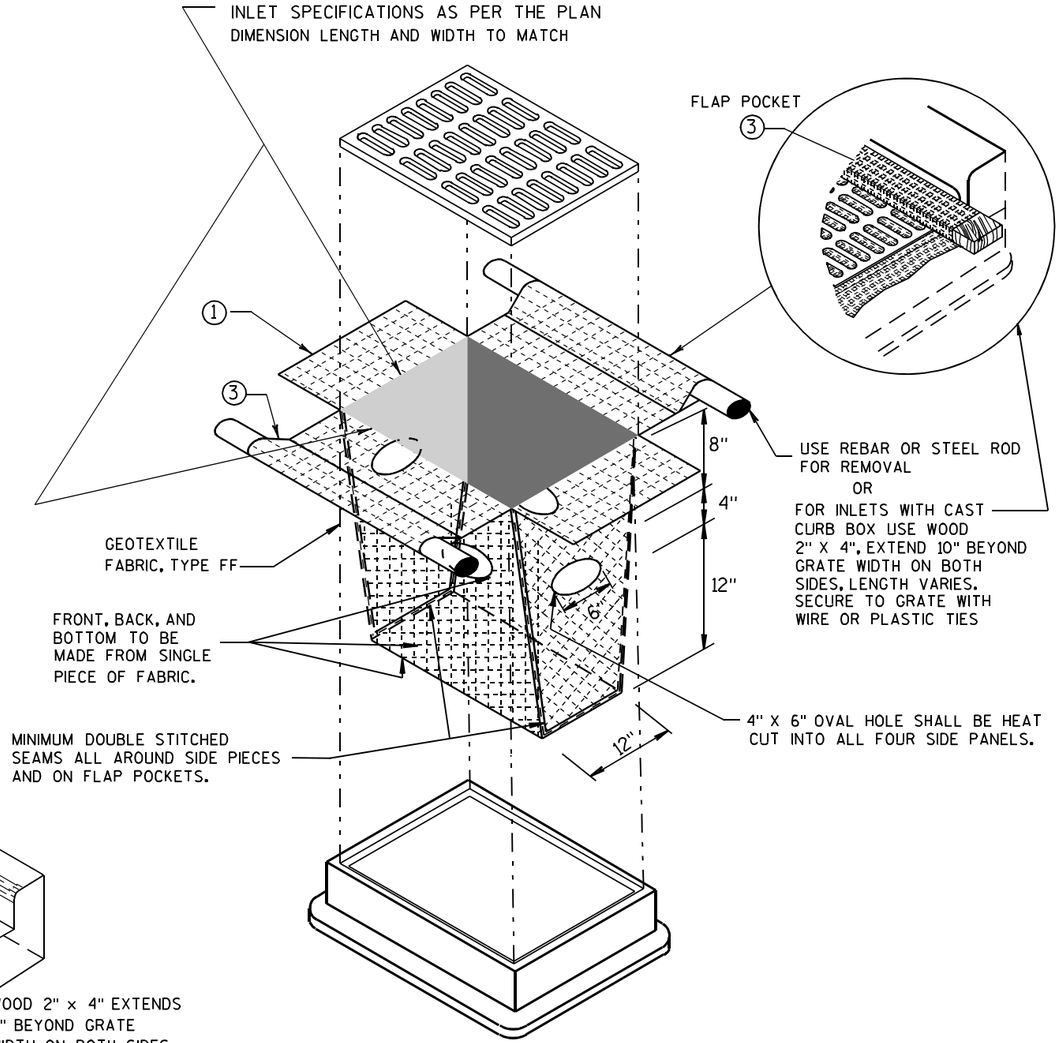


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

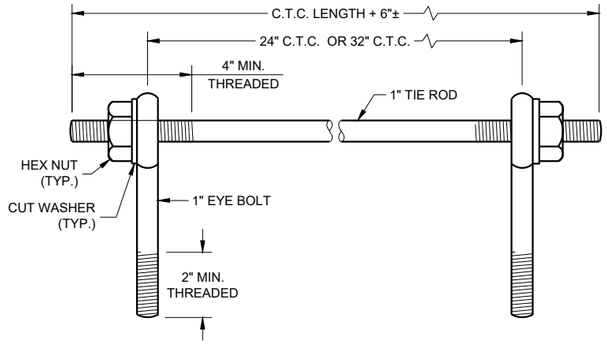
APPROVED

10/16/02
DATE

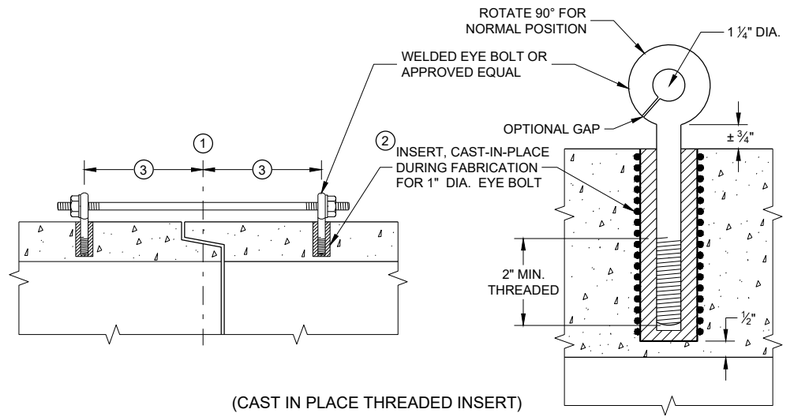
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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



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.

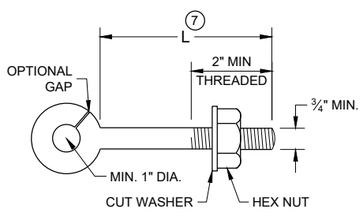
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

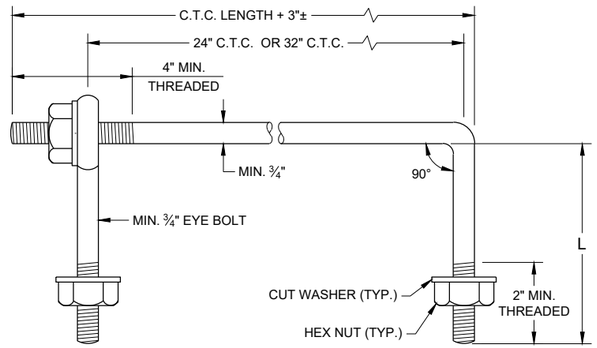
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

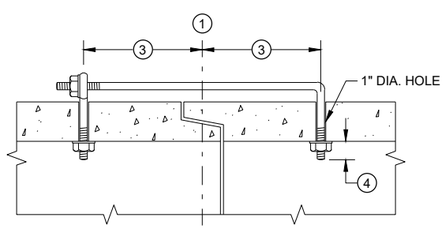


EYE BOLT (7)

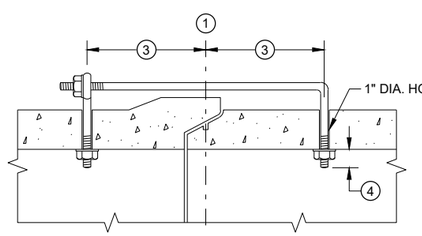
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

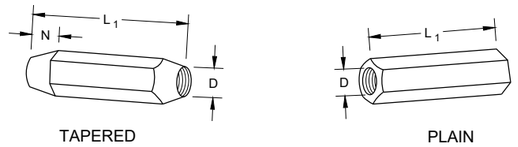
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

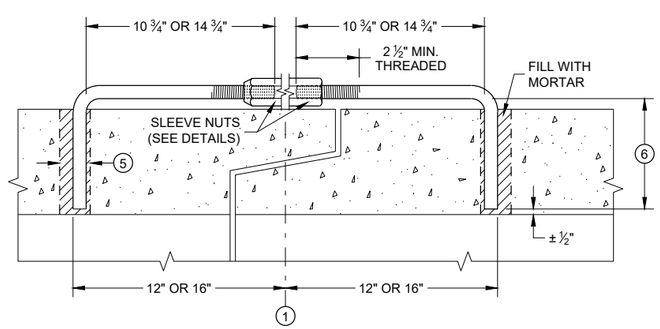
PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



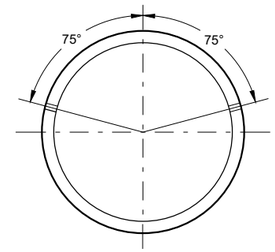
RIGHT AND LEFT THREADS

SLEEVE NUTS



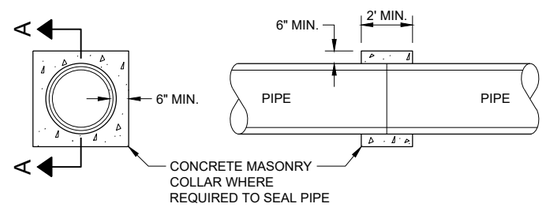
LONGITUDINAL SECTION

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

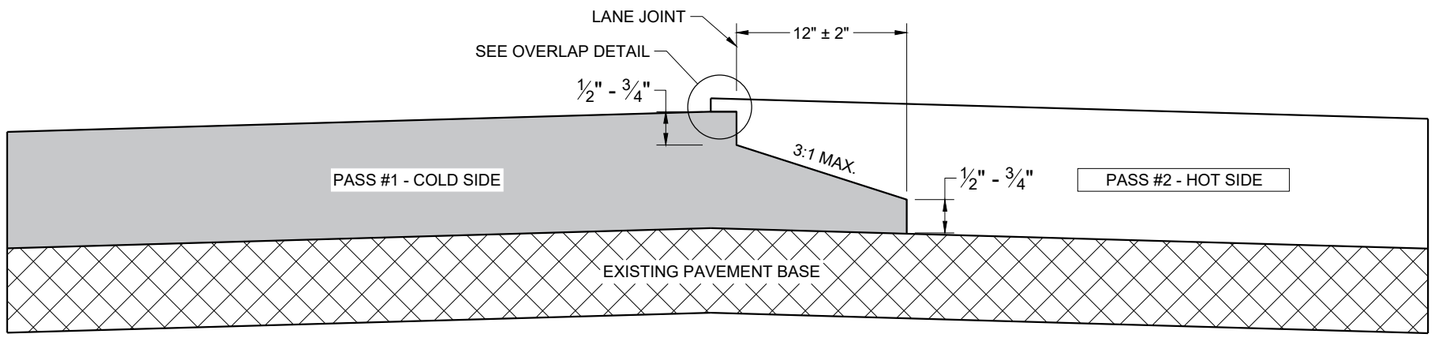
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

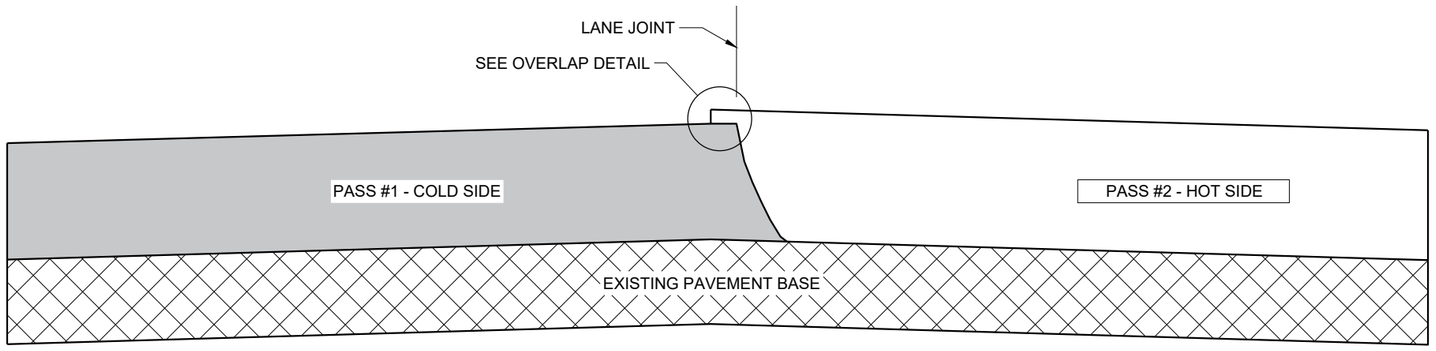
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 08F04 - 08

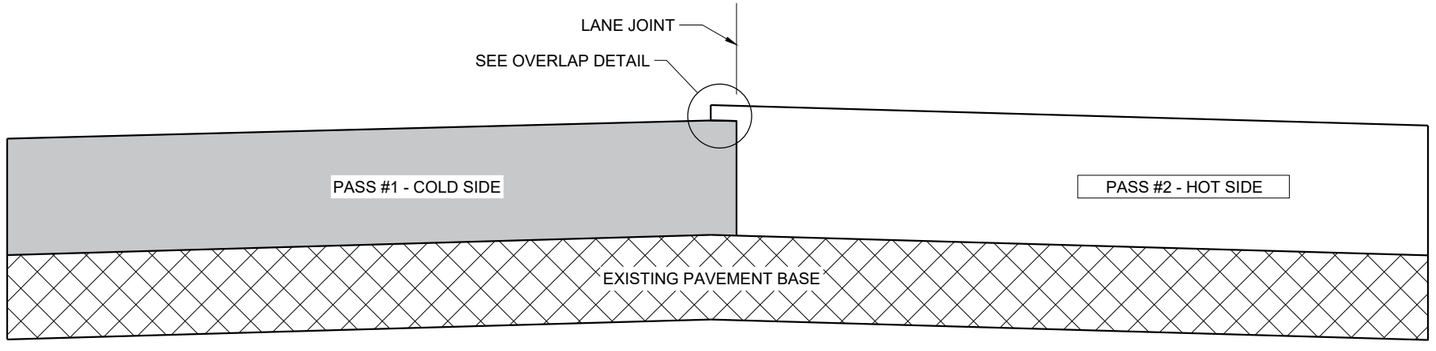
SDD 08F04 - 08



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

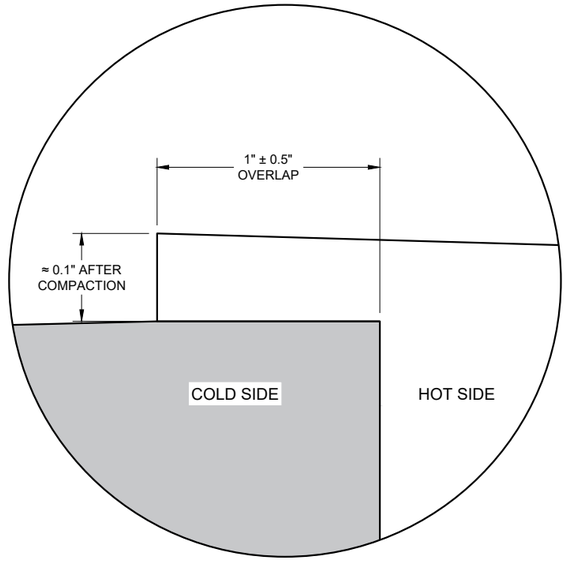
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

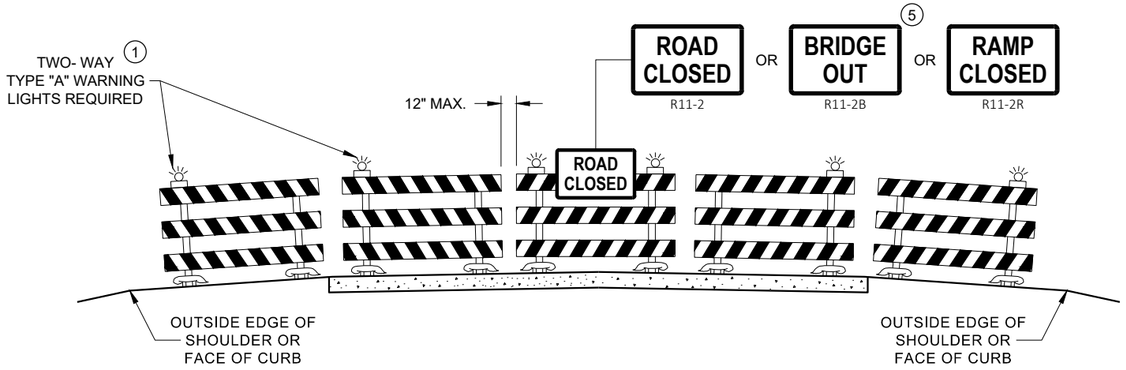
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

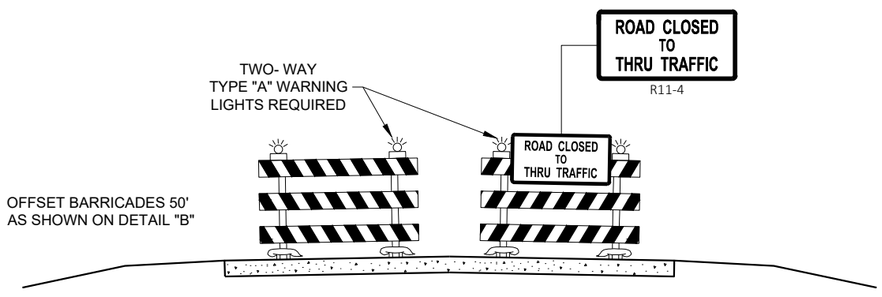
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SDD 13C19 - 03



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 09b

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SDD 15C02 - 09b

GENERAL NOTES

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

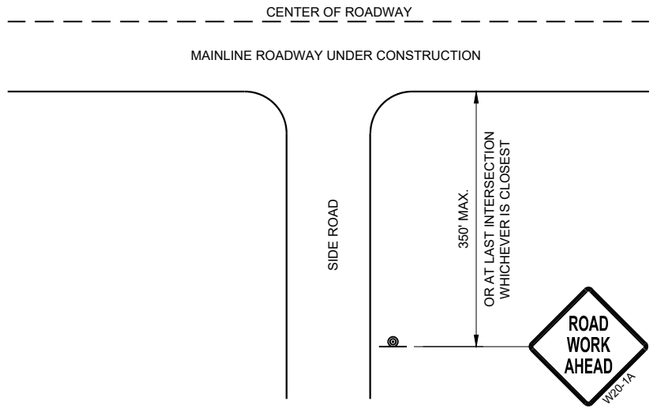
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

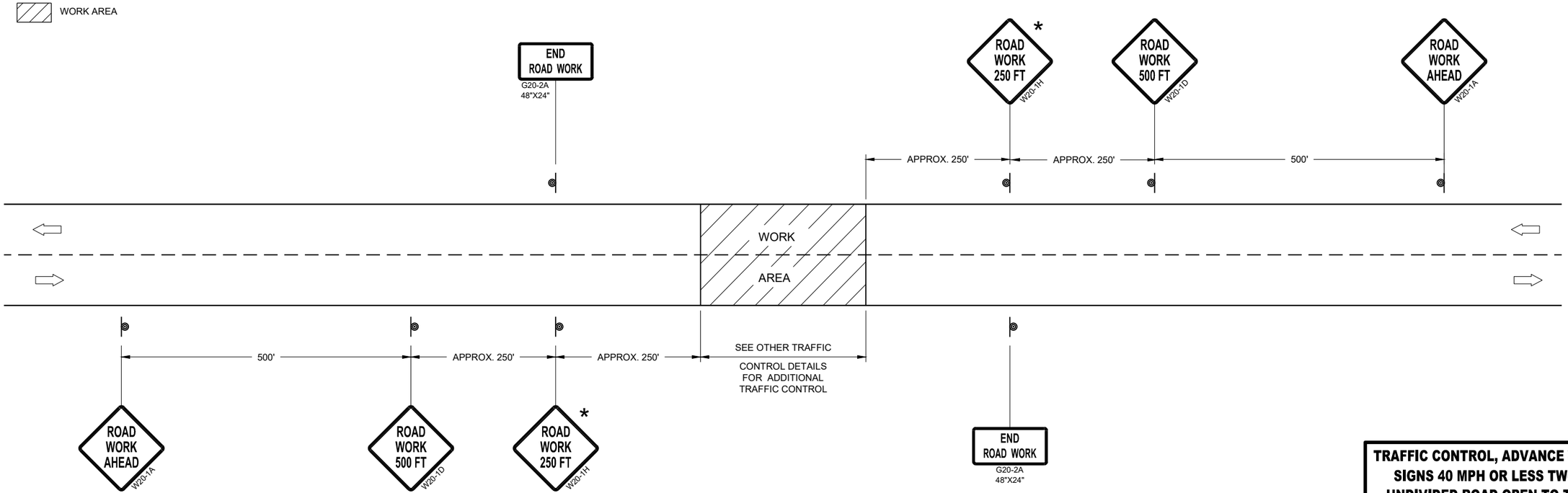
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C05 - 05

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

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

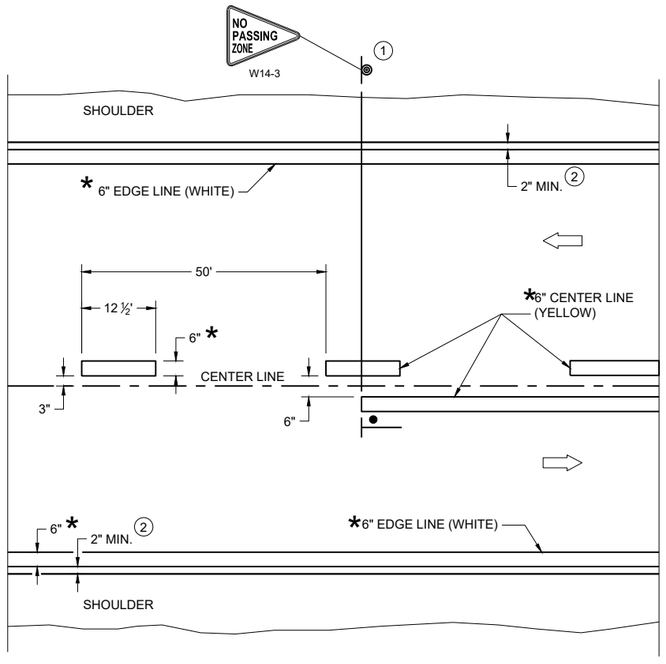
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

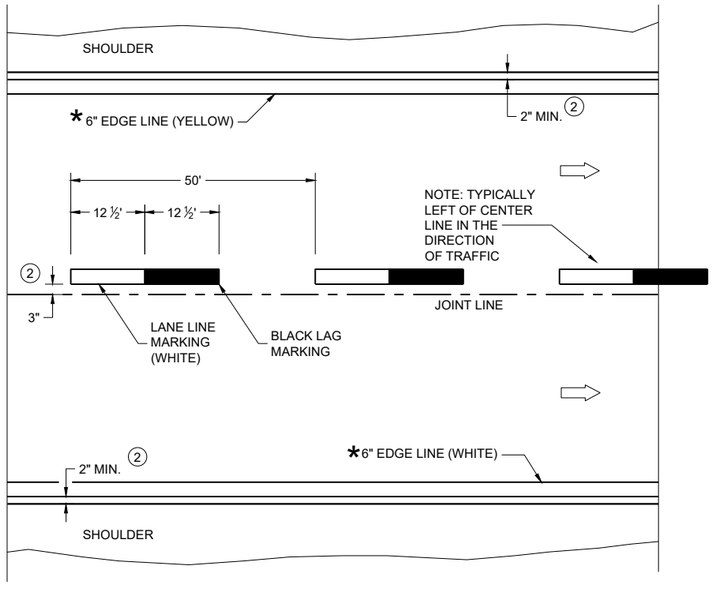
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

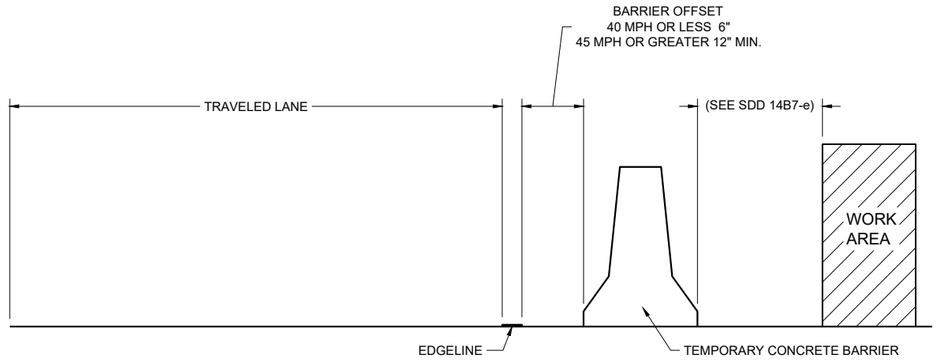
PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

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SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

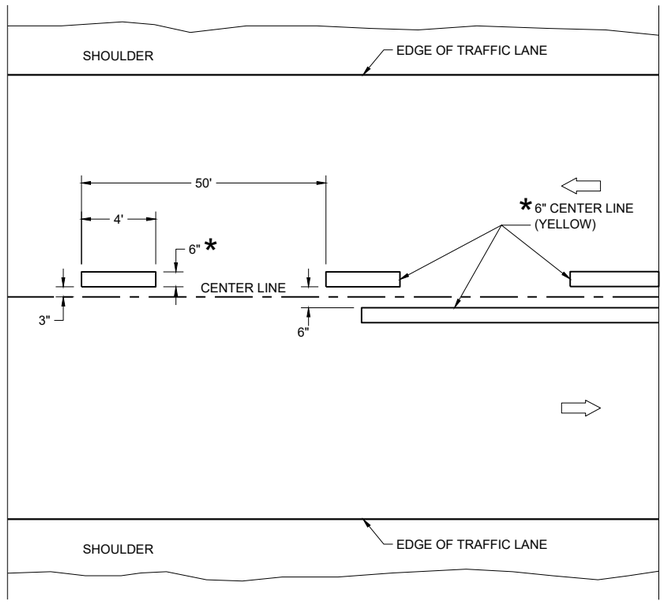
GENERAL NOTES

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

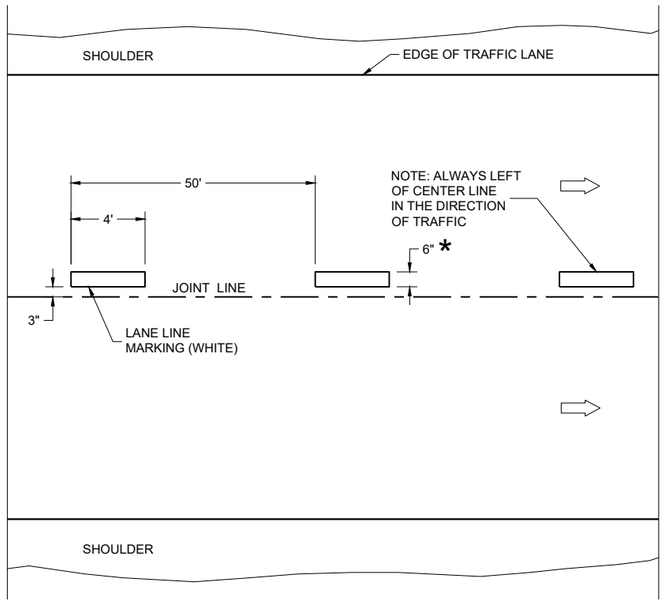
LEGEND

DIRECTION OF TRAFFIC

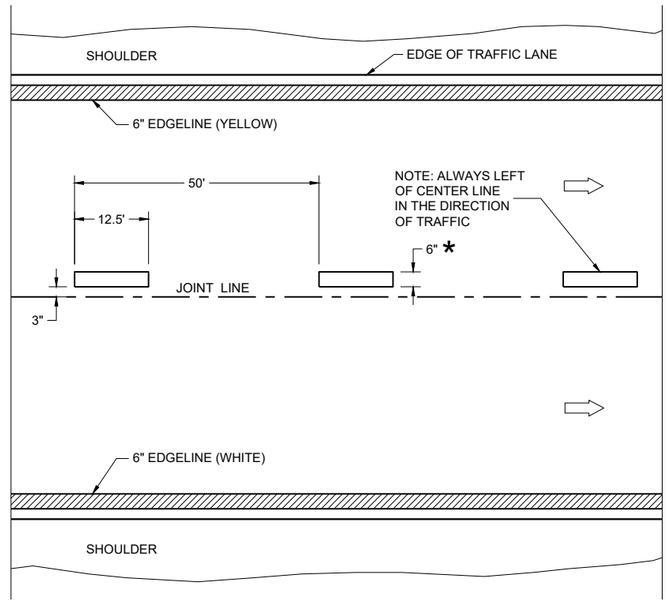
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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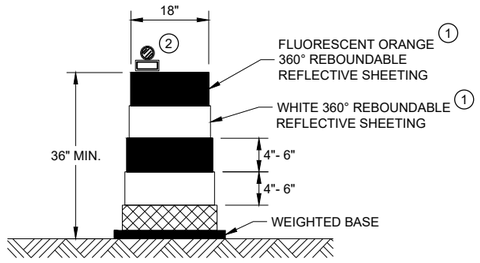
SDD 15C08-23b

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SDD 15C08-23b

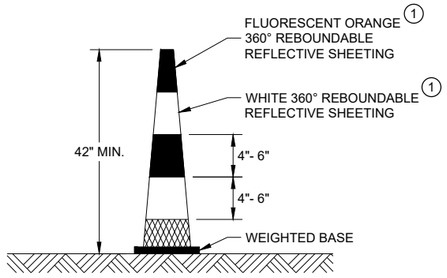
GENERAL NOTES

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



DRUM

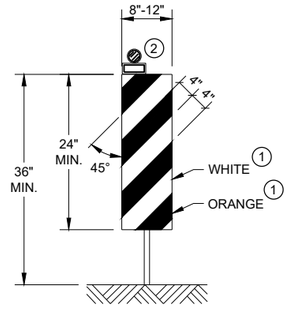
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

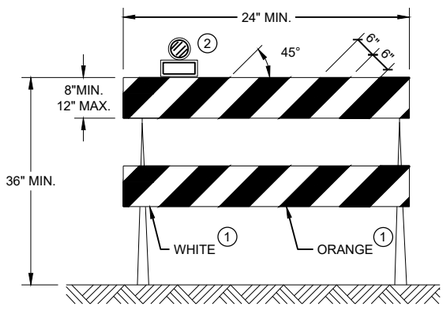
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



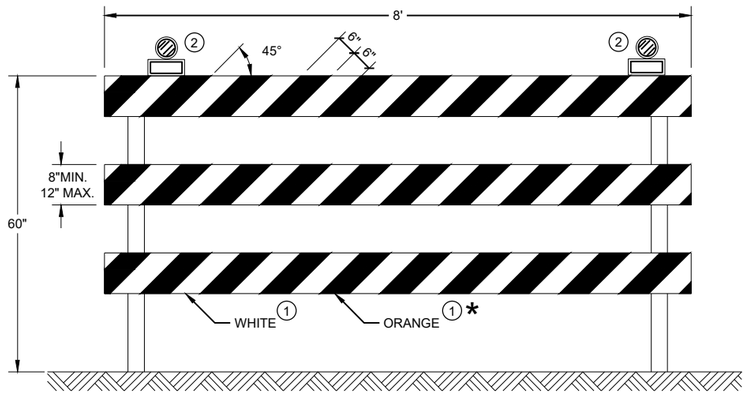
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b
SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

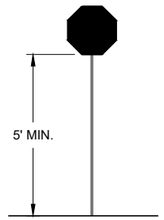
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



STOP/SLOW PADDLE ON SUPPORT STAFF

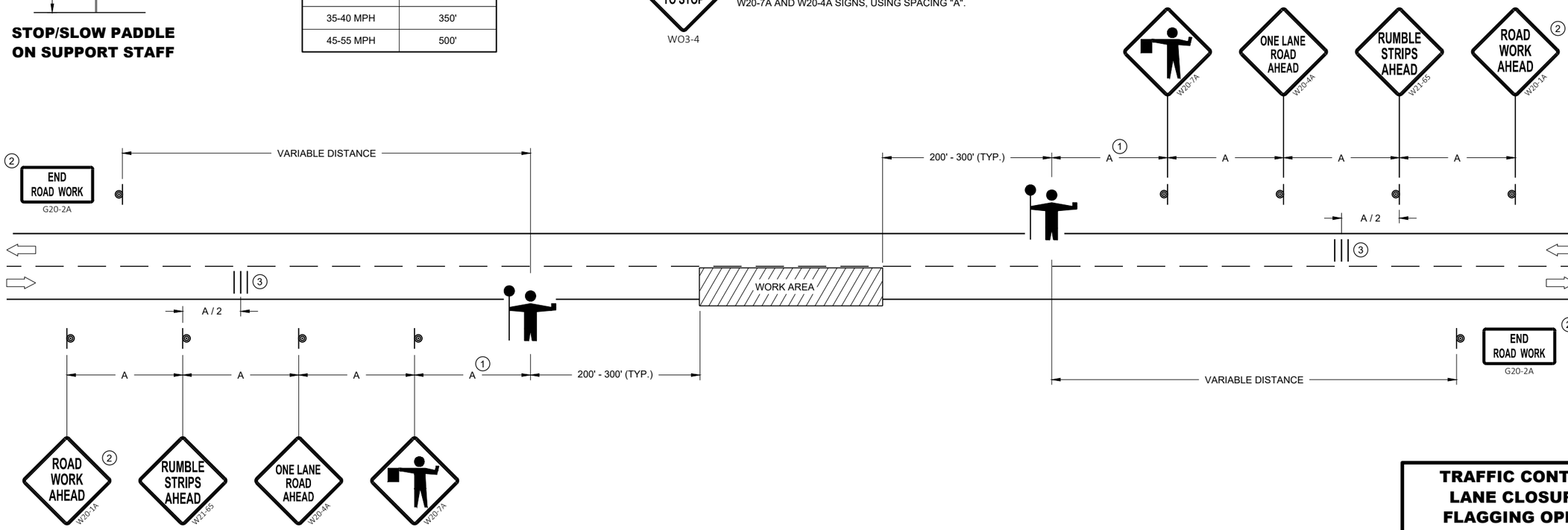
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



WO3-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

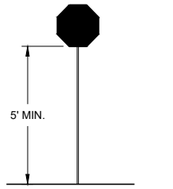
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

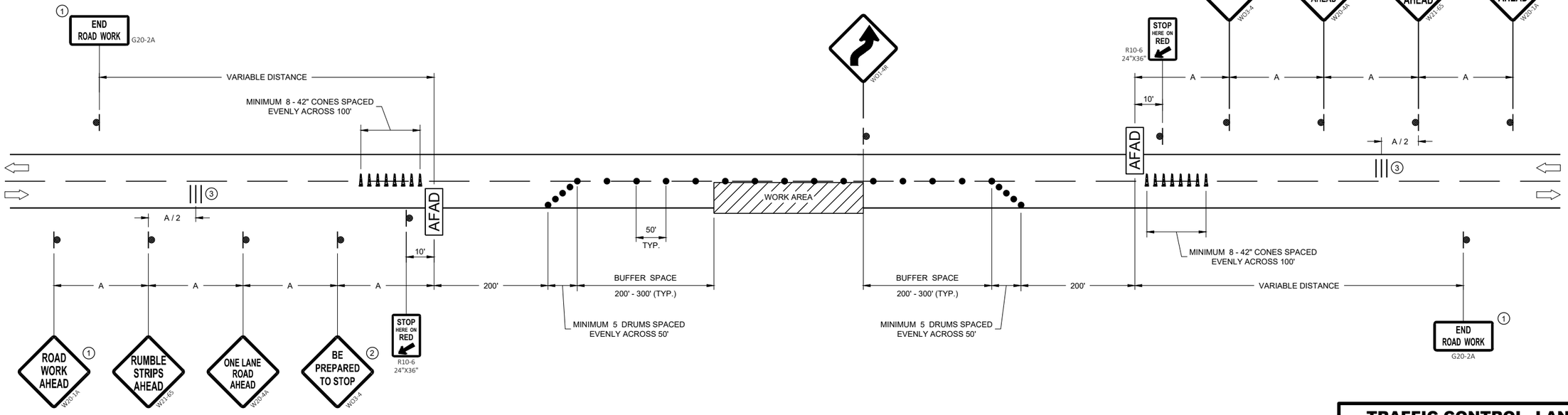
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

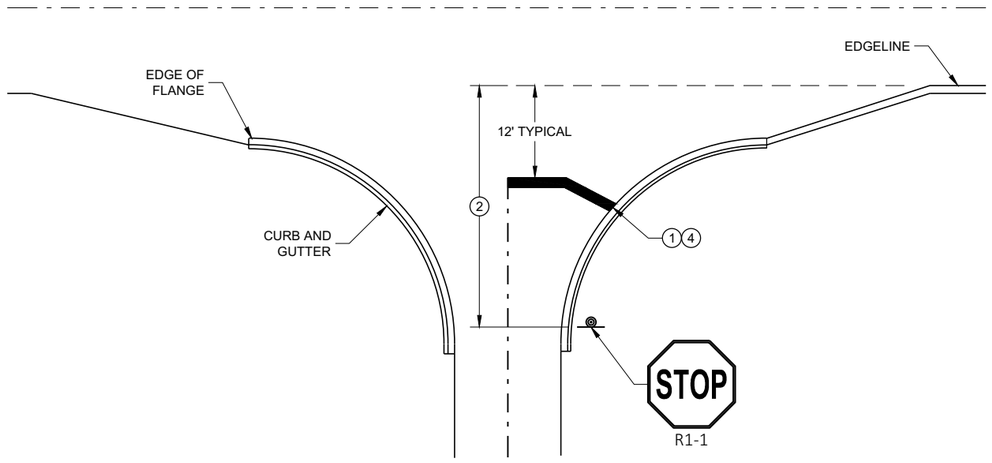
SDD 15C12 - 09b

SDD 15C12 - 09b

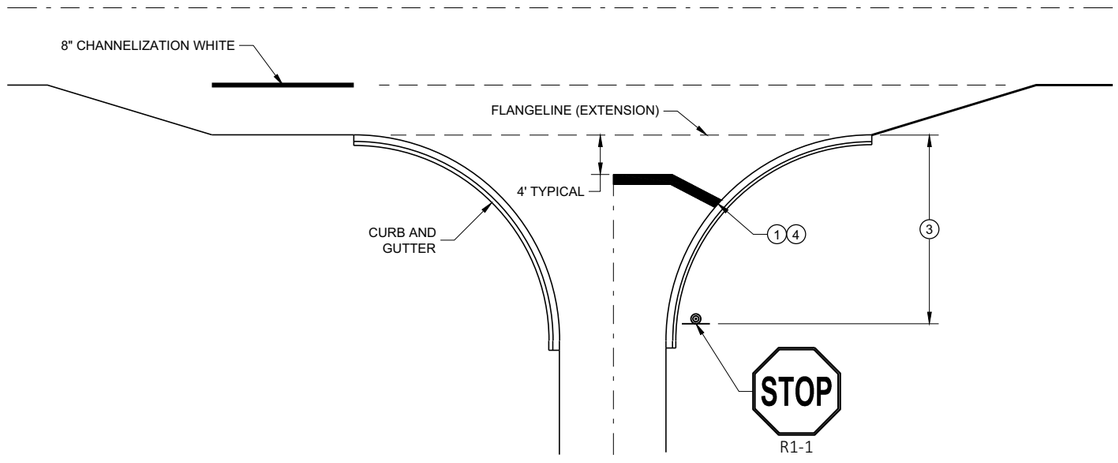
GENERAL NOTES

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

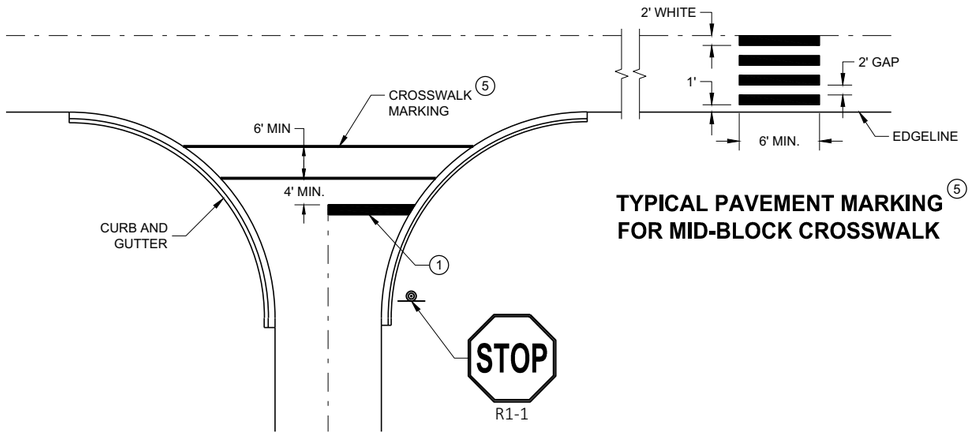
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

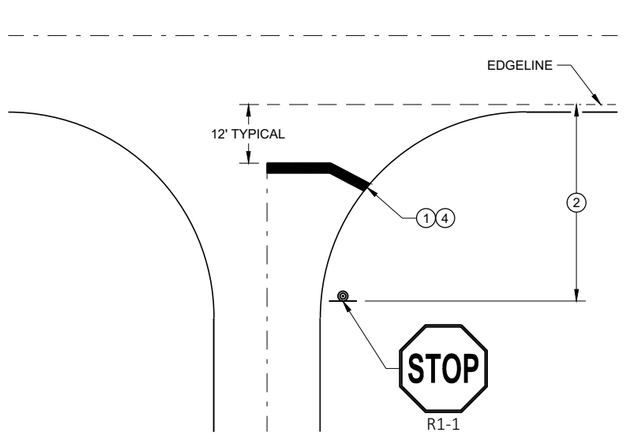


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

6

SDD 15C33 - 04

6

SDD 15C33 - 04

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

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

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

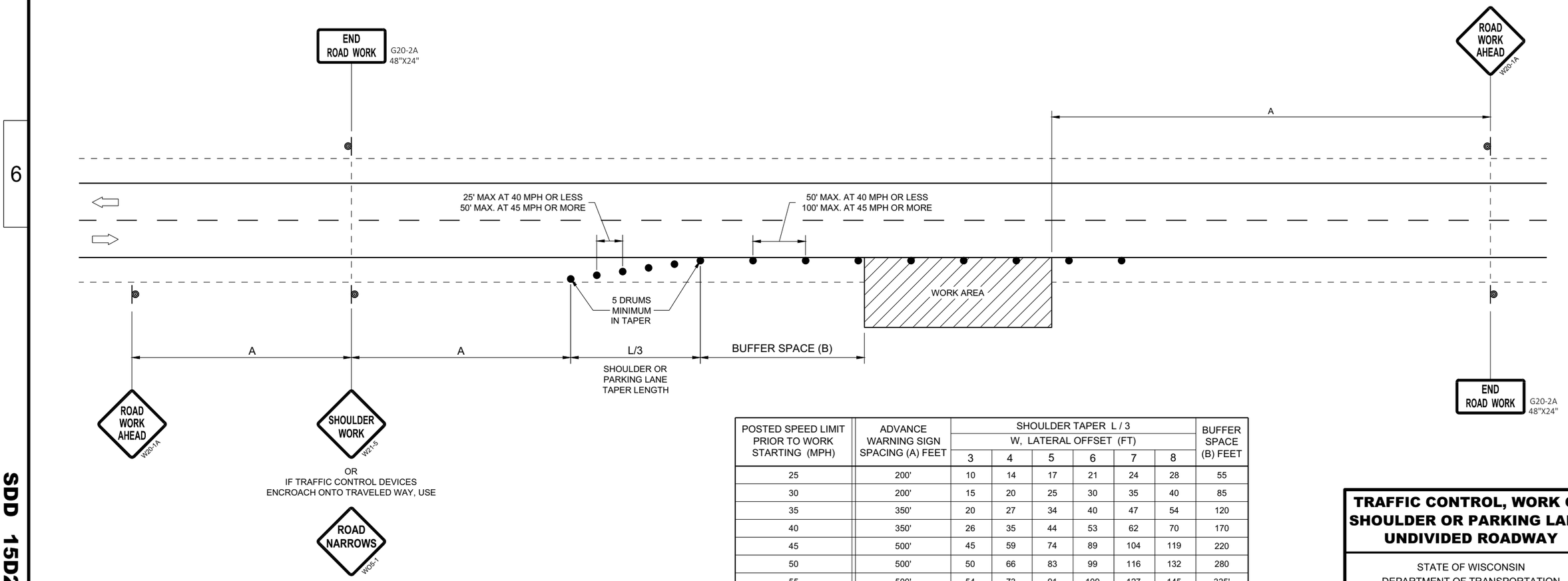
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

6

SDD 15D28 - 04

GENERAL NOTES

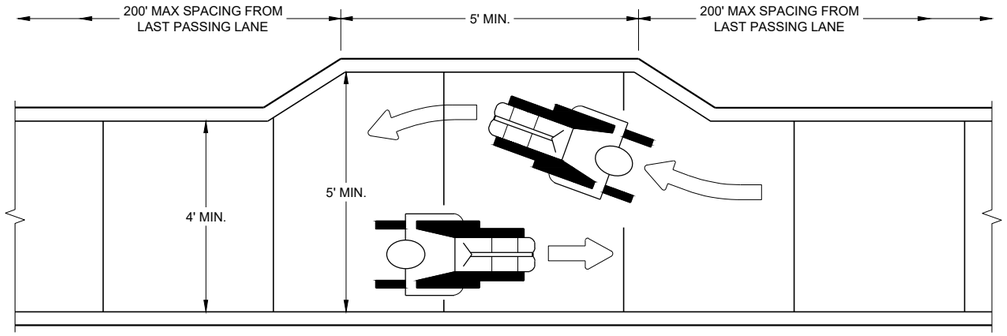
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

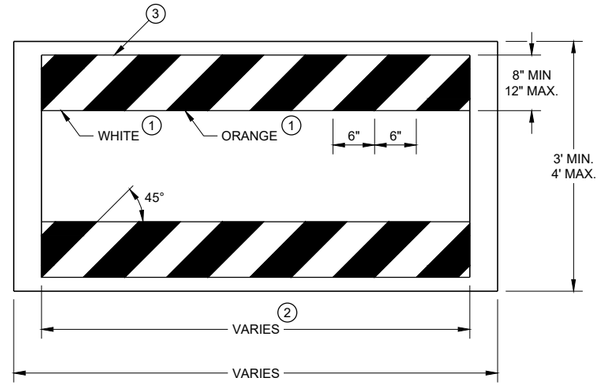
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

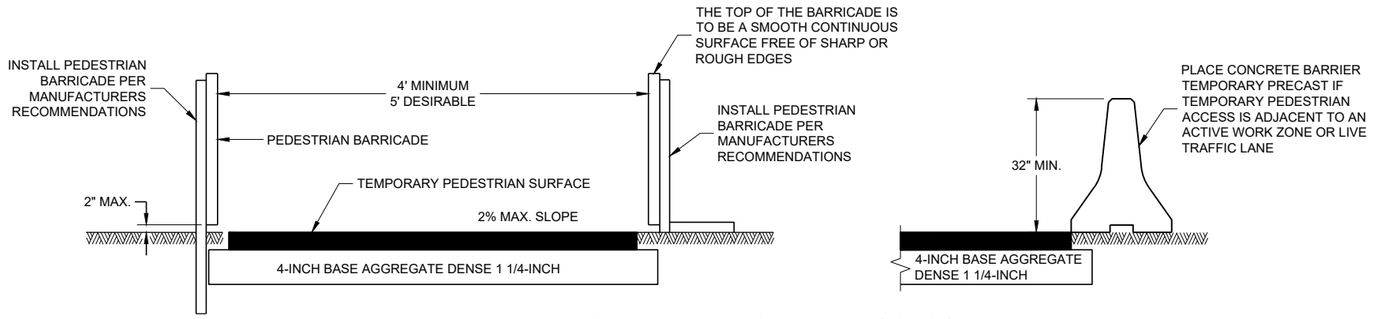
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*

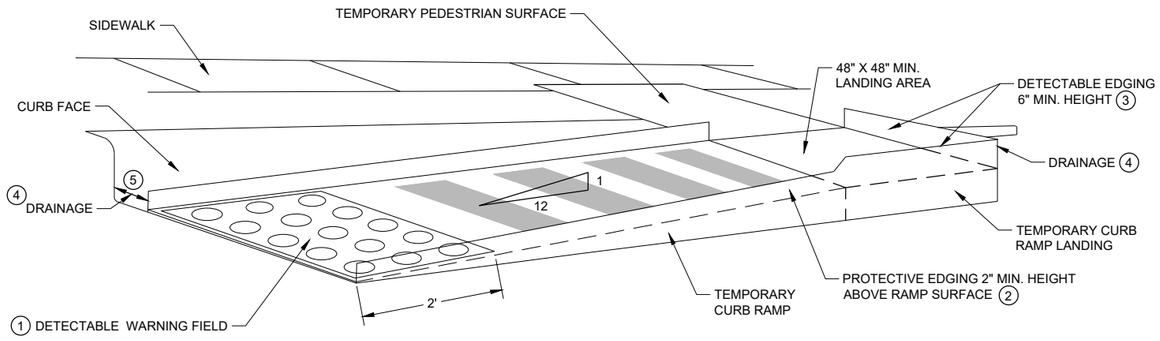


TEMPORARY PEDESTRIAN ACCESS

6

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

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

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

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

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

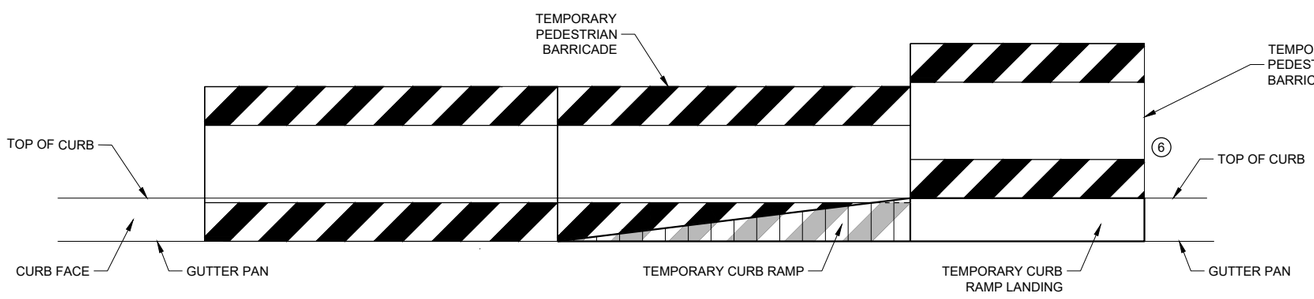
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

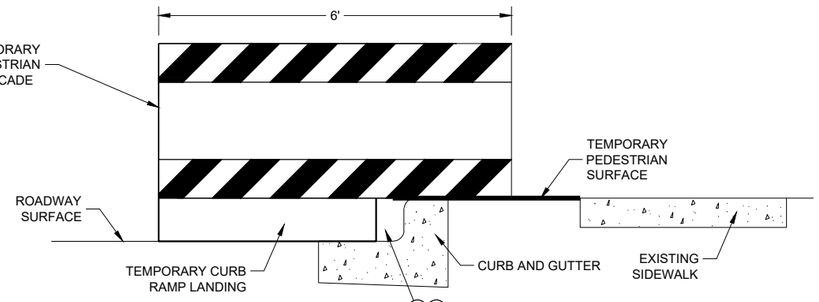
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 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.



FRONT VIEW



SIDE VIEW

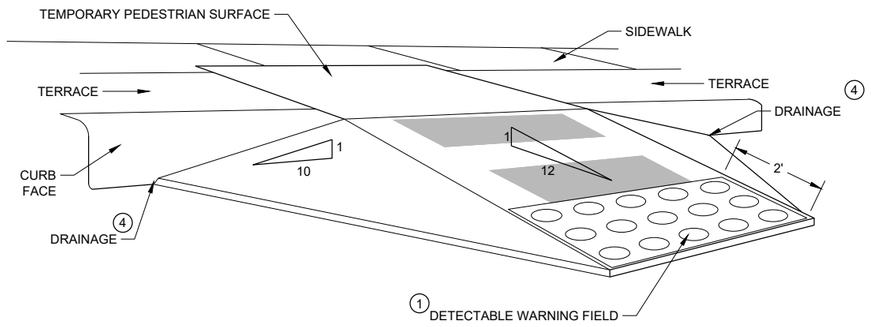
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

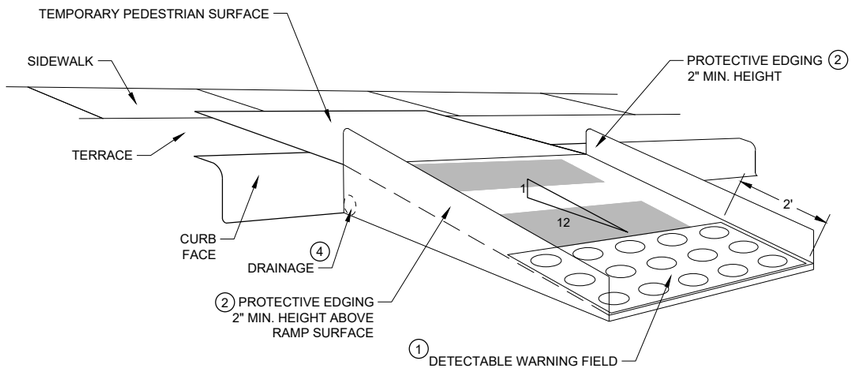
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

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

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

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

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

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

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

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

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

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

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

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

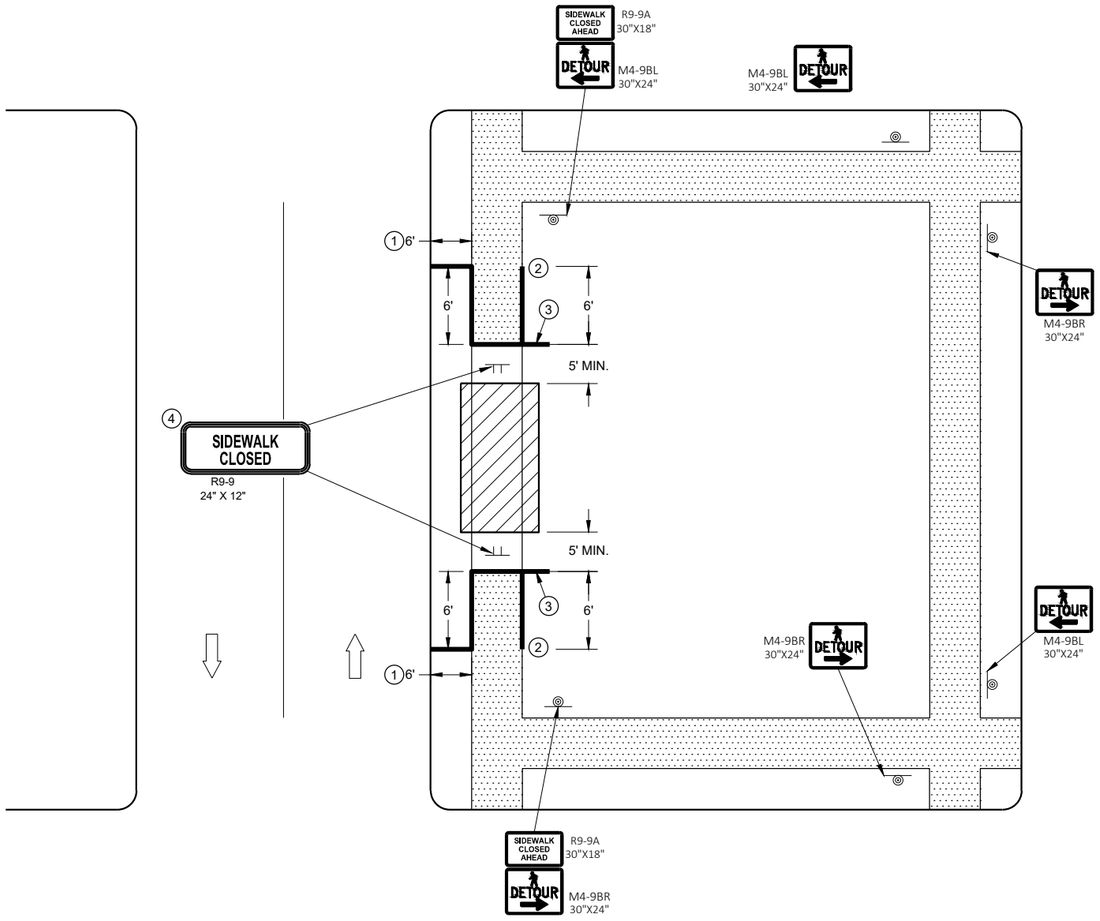
6

SDD 15D30 - 09c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

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

6

SDD 15D30 - 09f

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

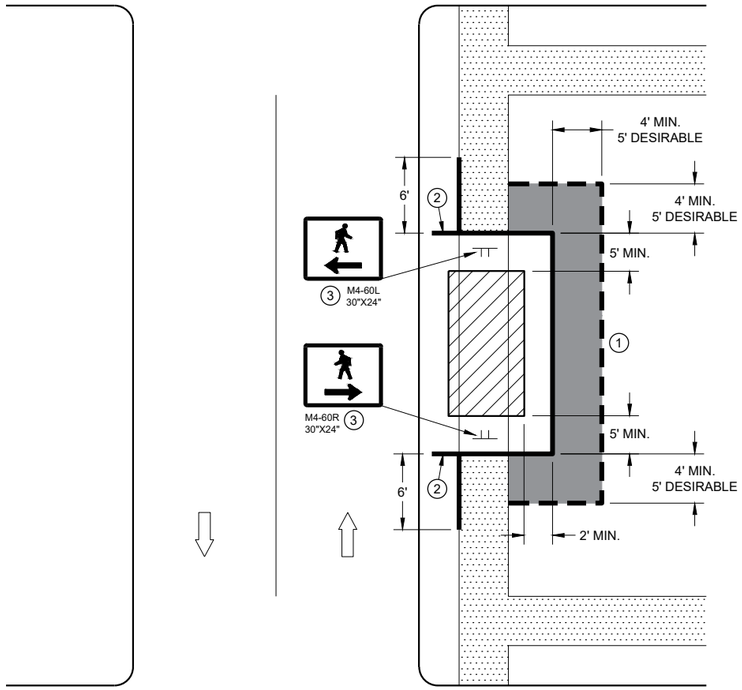
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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 - 09g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD15D30 - 09g

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

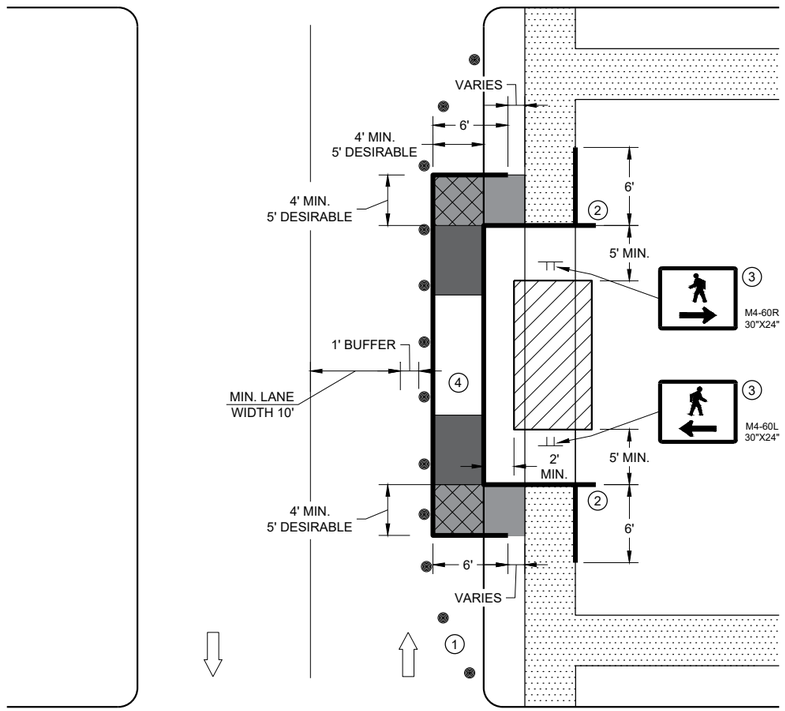
GENERAL NOTES

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

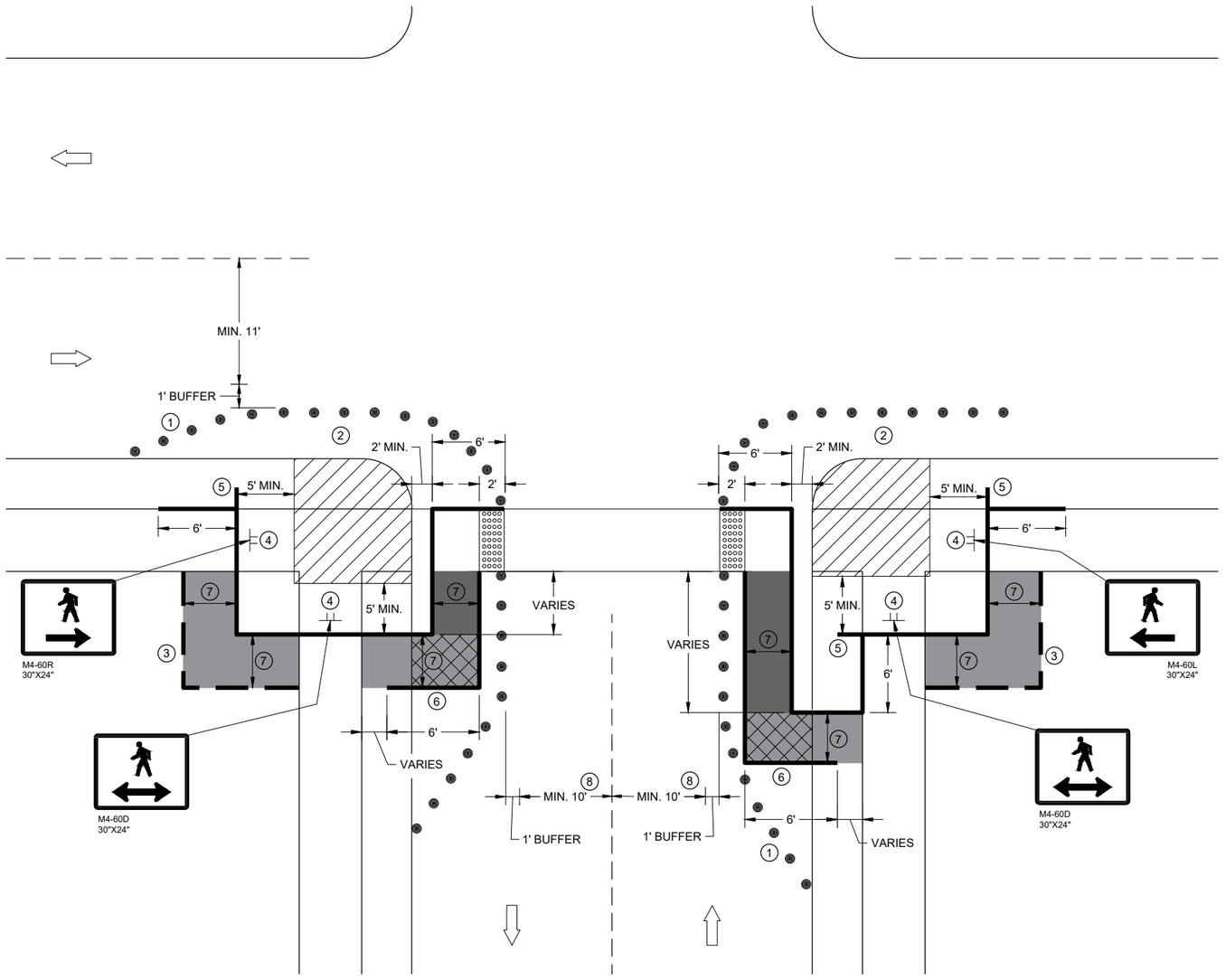
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09h

6

SDD 15D30 - 09h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

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

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(7) 4 FEET MINIMUM, 5 FEET DESIRABLE

(8) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

SDD 15D30 - 09i

6

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

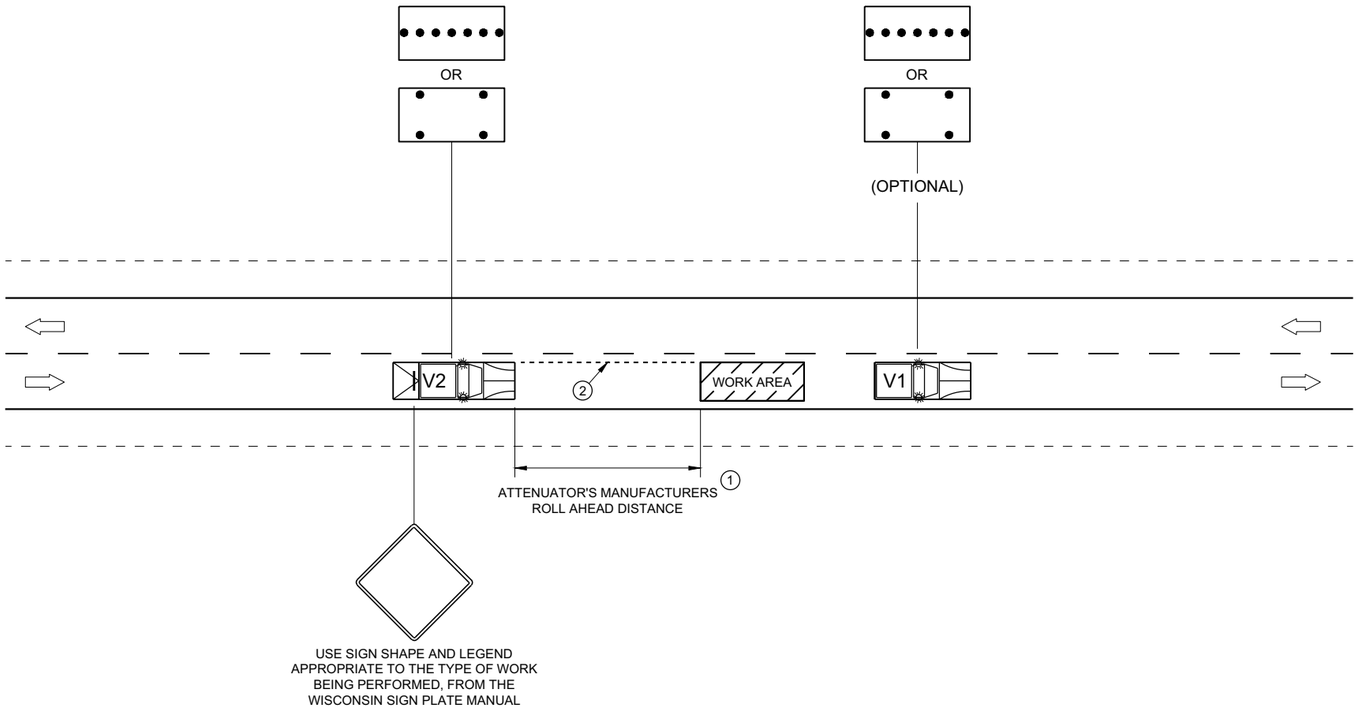
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



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SDD 15D51 - 01

TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

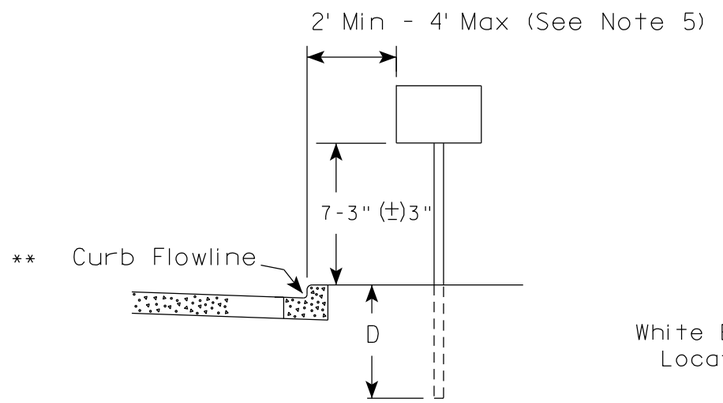
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

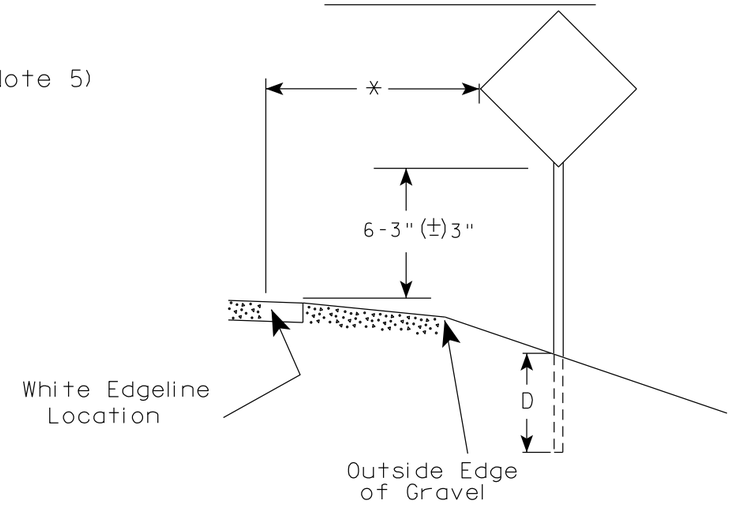
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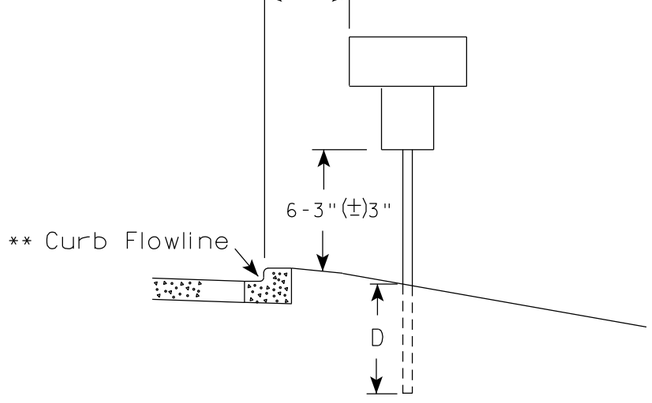
SDD 15D51 - 01

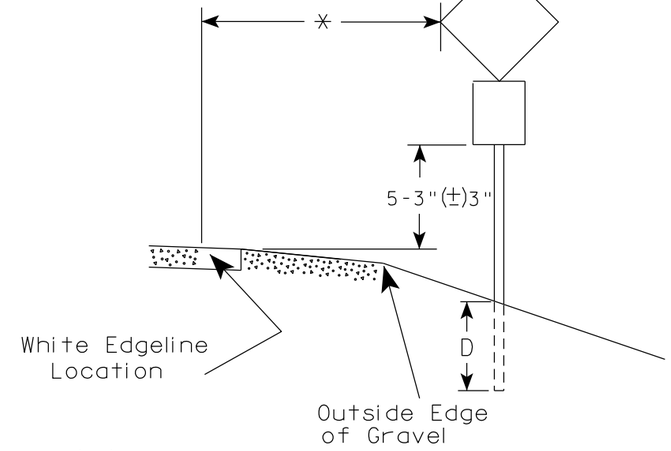
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

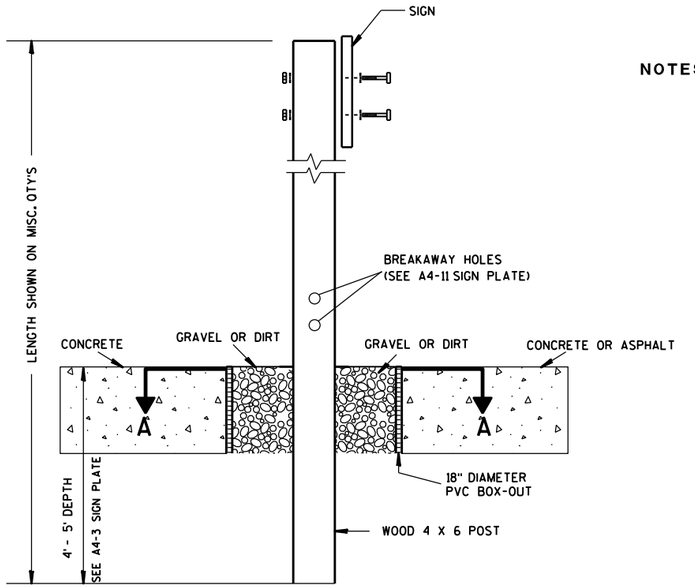
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

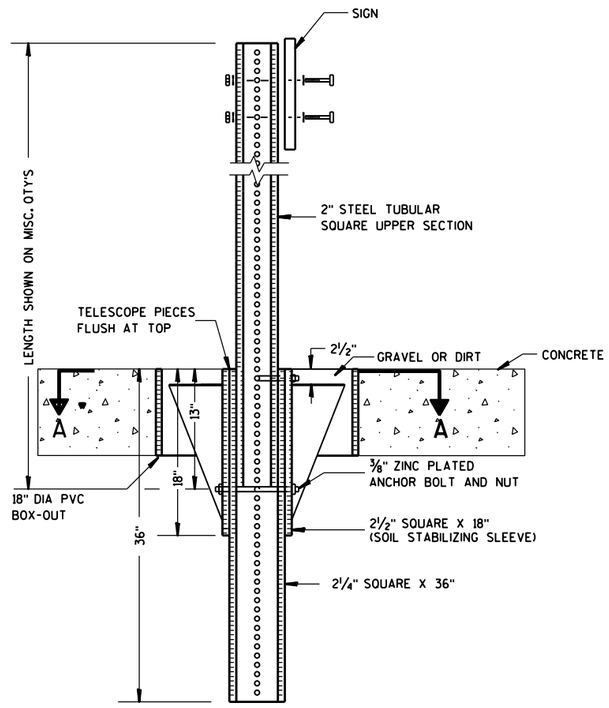
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 83	E



ELEVATION VIEW

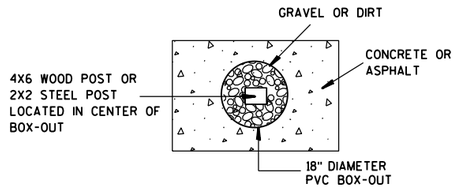
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

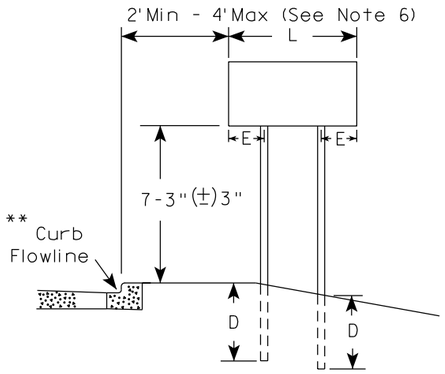
APPROVED Matthew R Rauch
for State Traffic Engineer

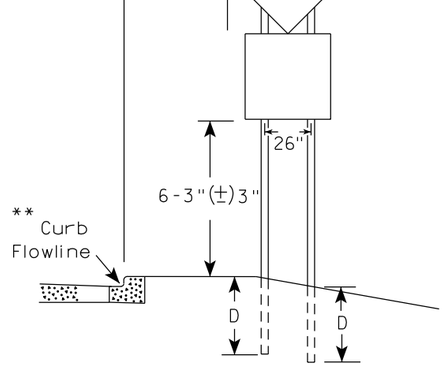
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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

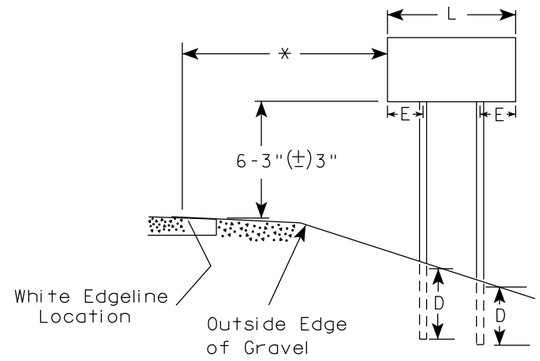
URBAN AREA

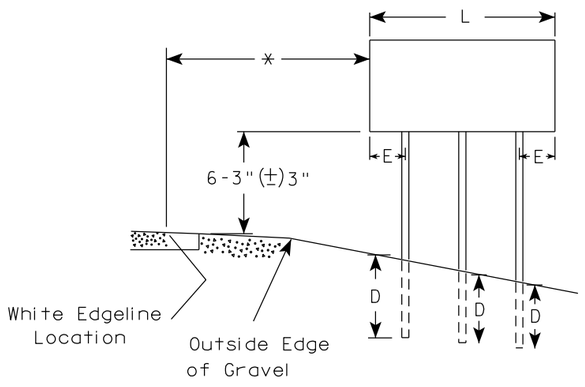


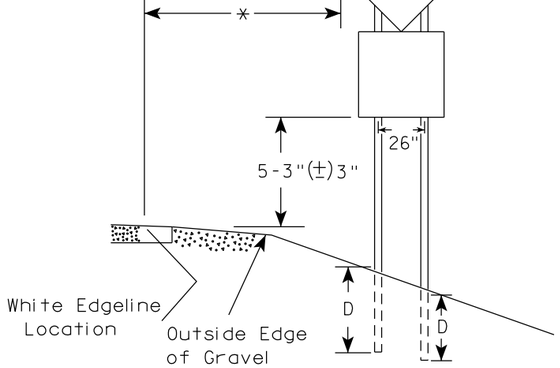


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

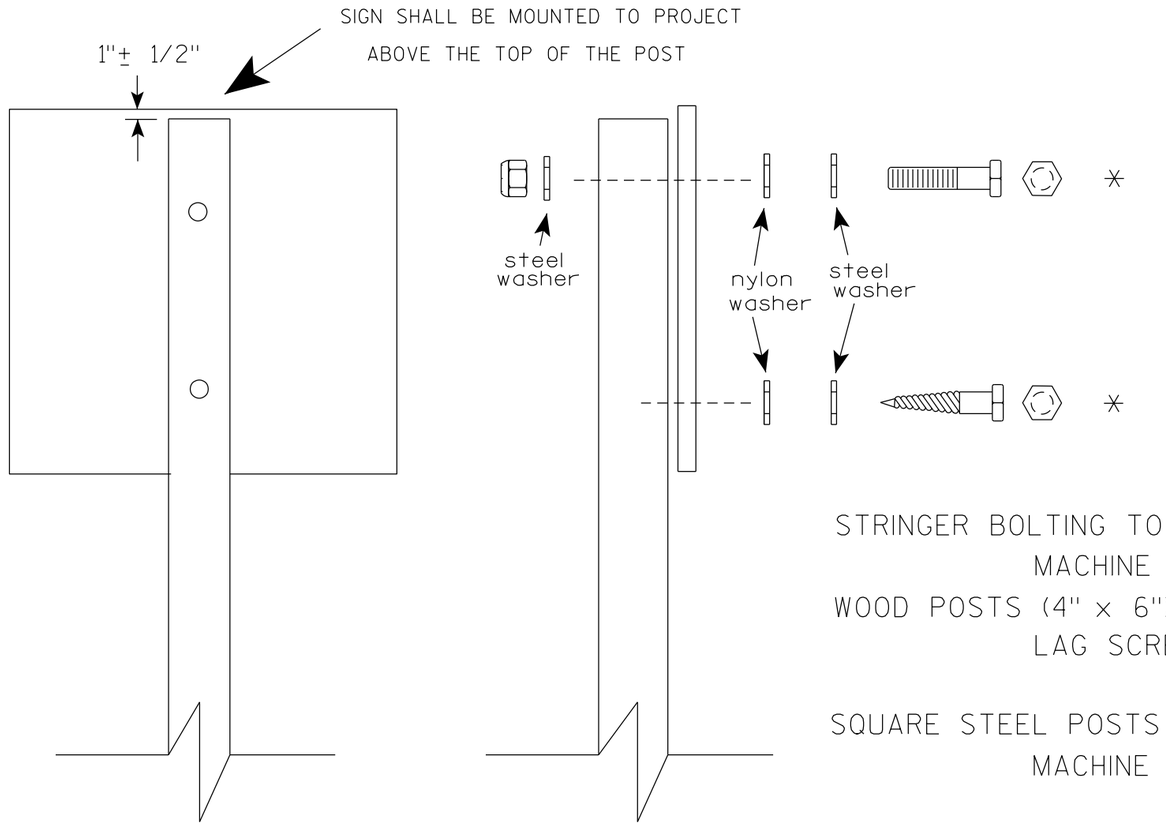
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 85	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

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

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

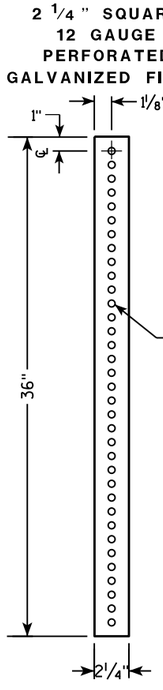
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

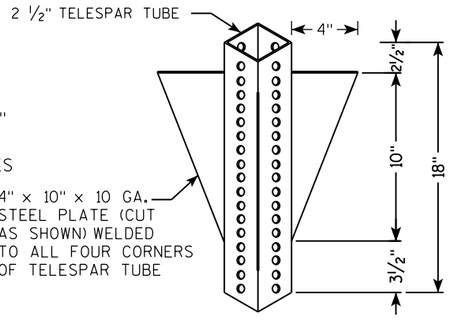
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

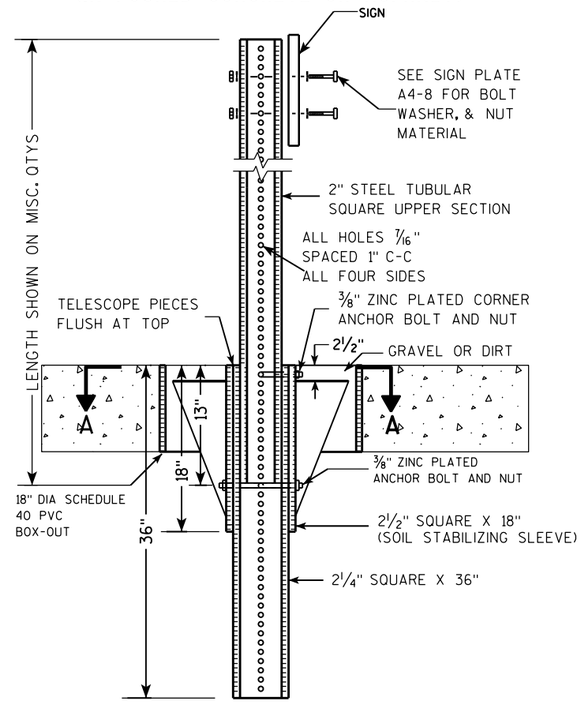
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



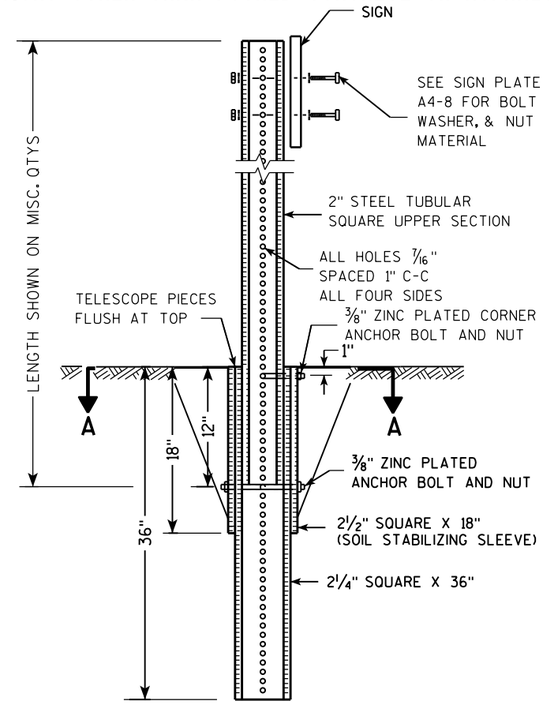
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

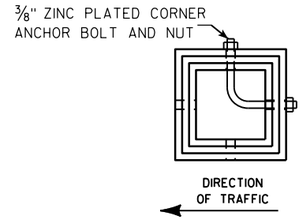


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

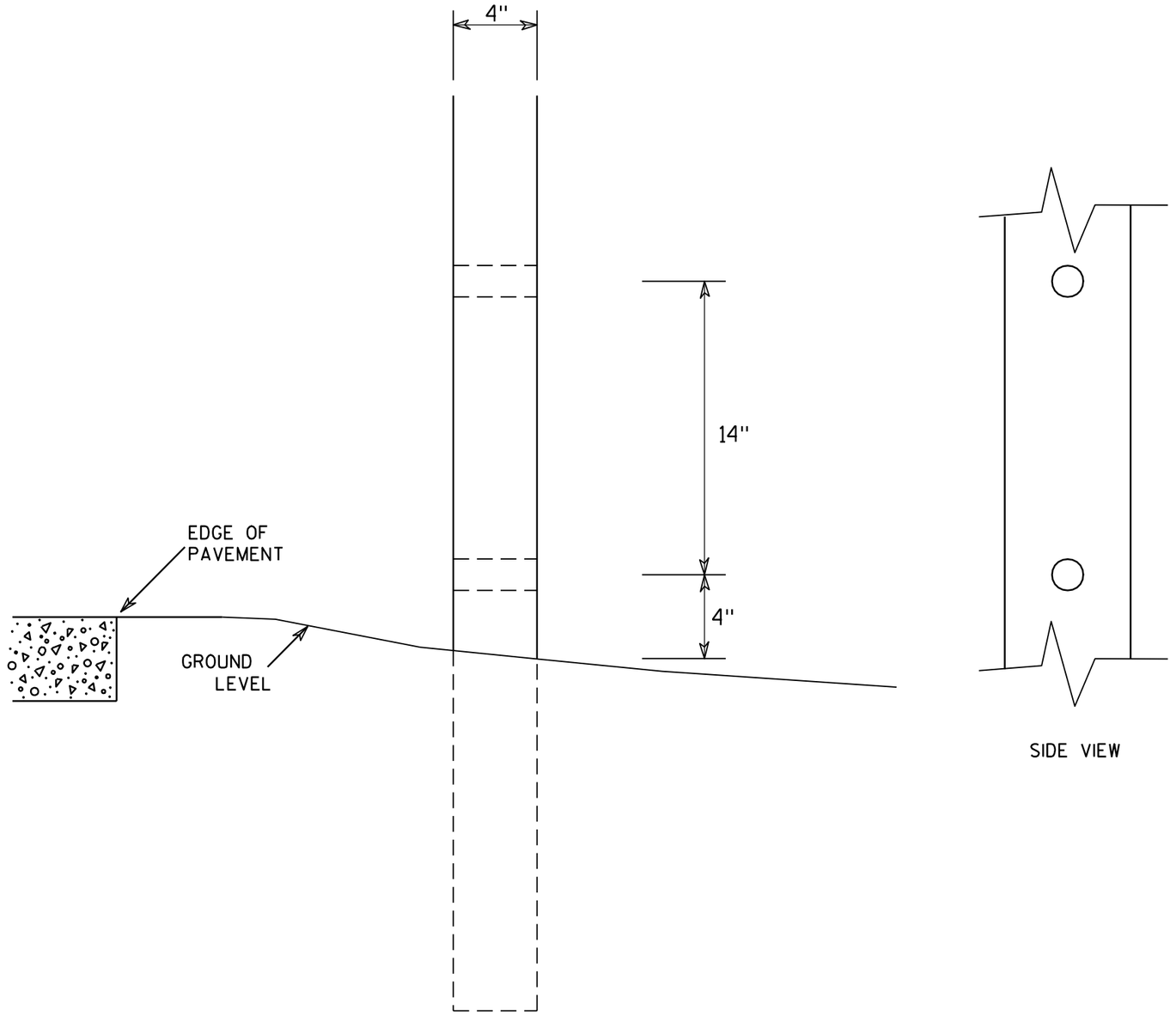
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 87 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

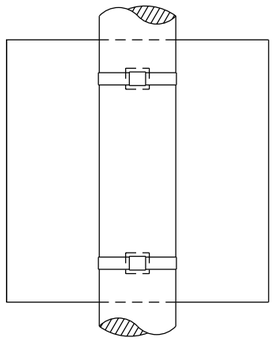
APPROVED Chester J Spang for State Traffic Engineer

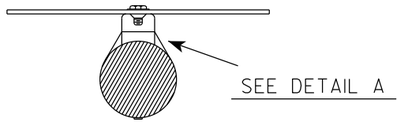
DATE 3/27/97 PLATE NO. A4-11.2

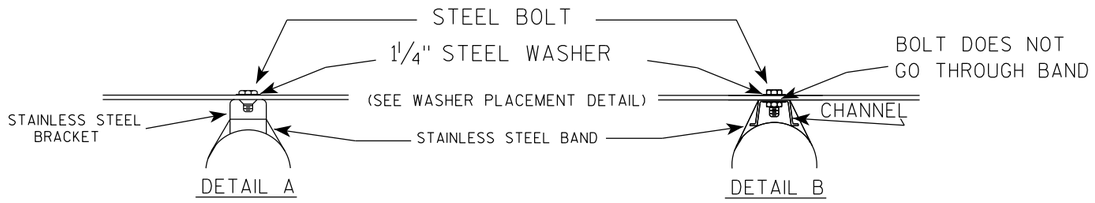
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 88	E

BANDING

SINGLE SIGN



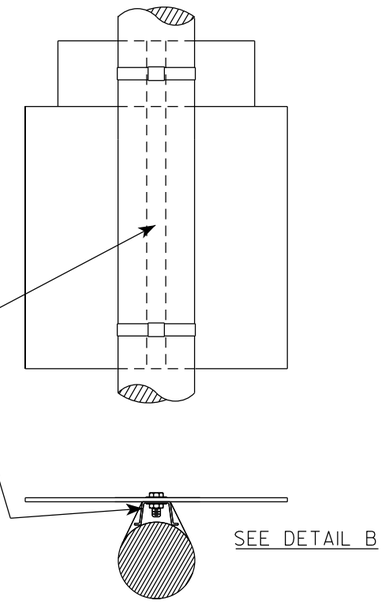




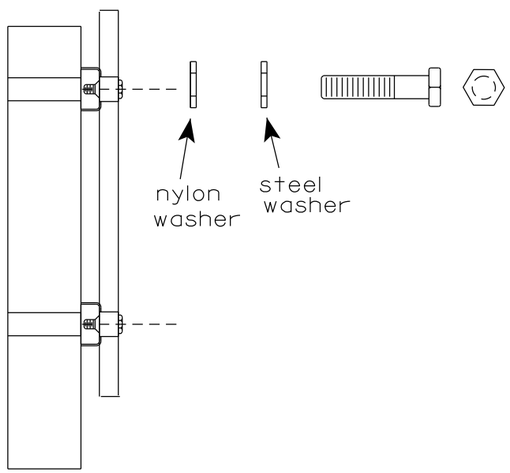
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

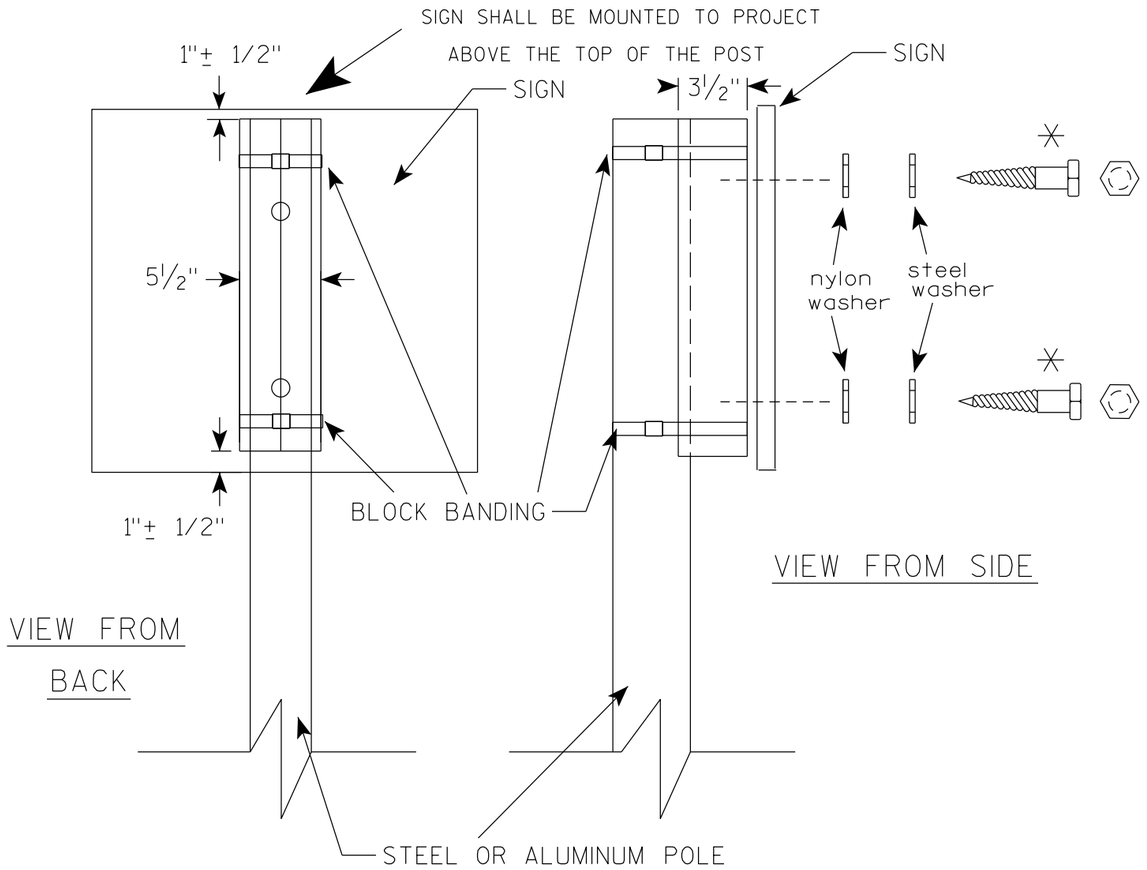
DATE 6/10/19 PLATE NO. A5-9.4

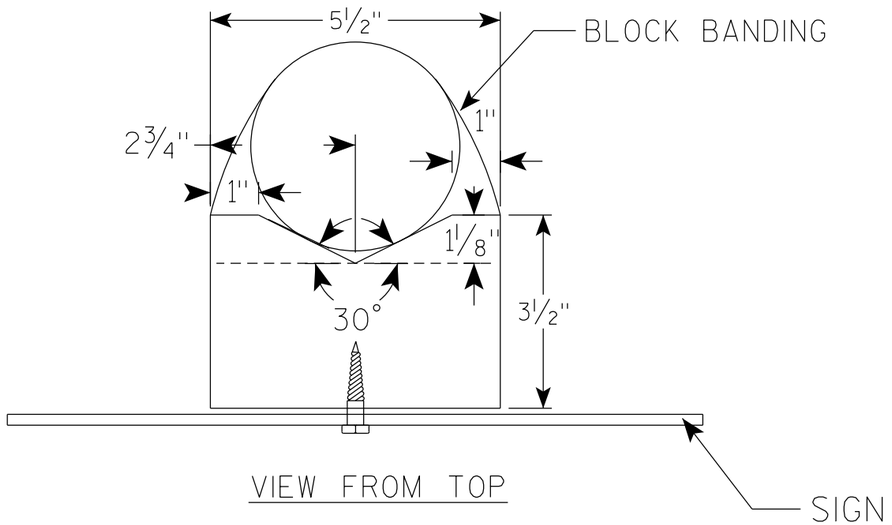
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 89	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

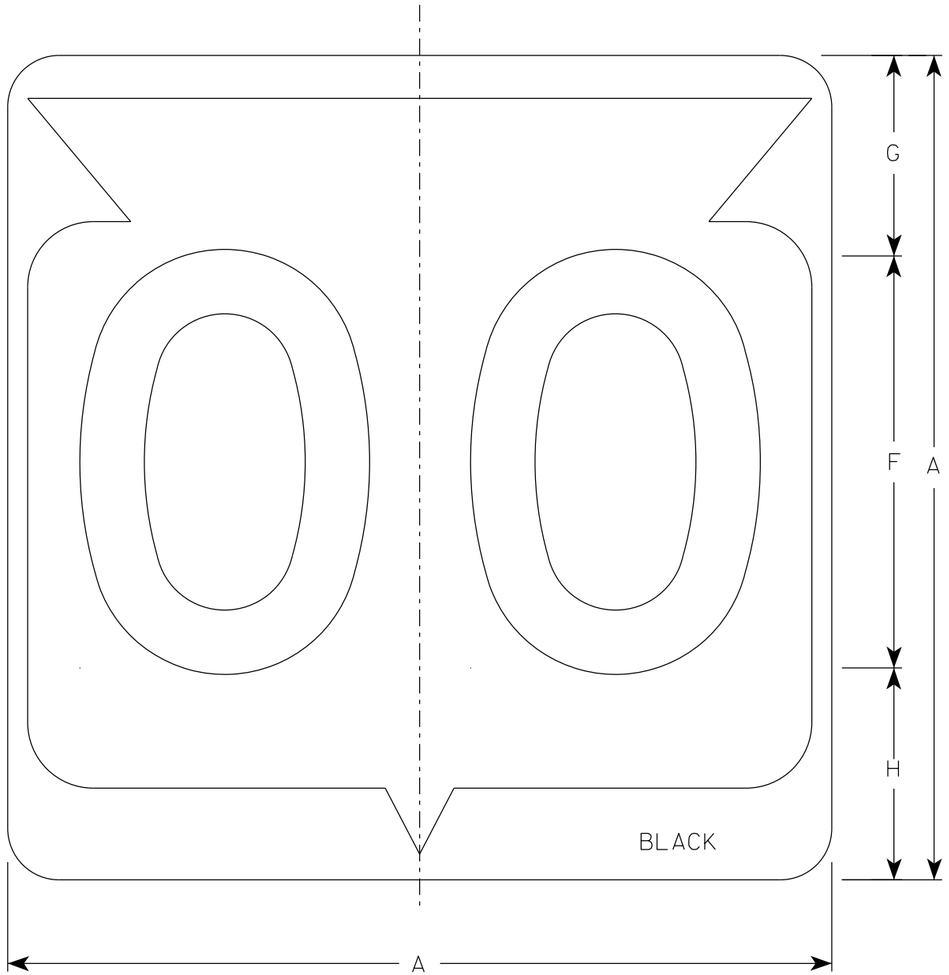
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

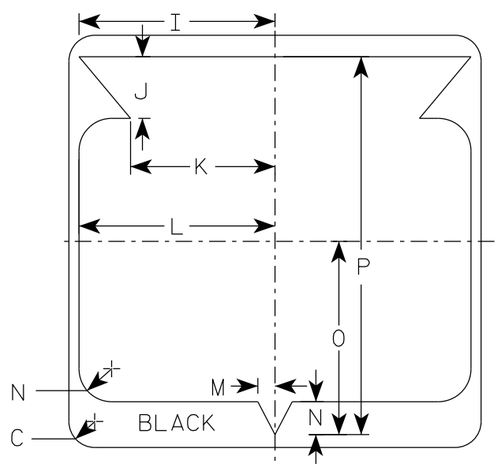
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 90 E



M1-6



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C

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
2M	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

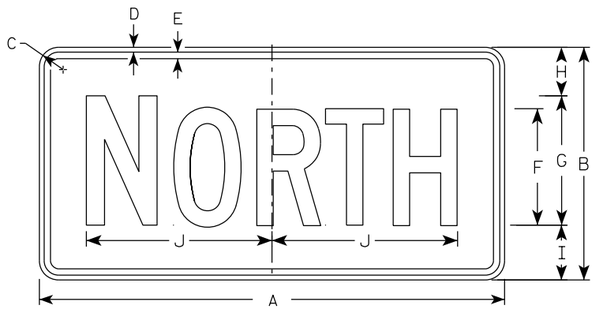
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

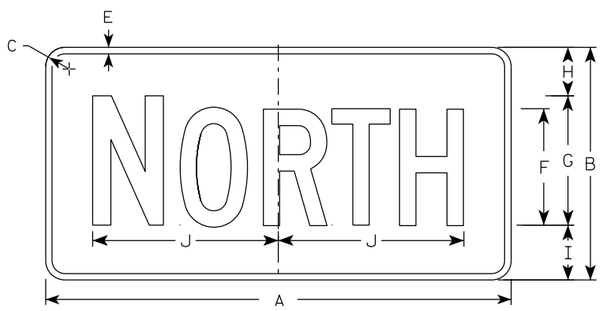
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

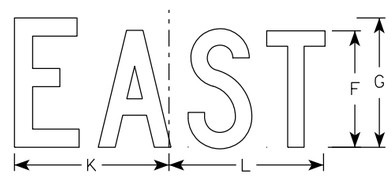
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 91	E



M3-1
MM3-1
MP3-1



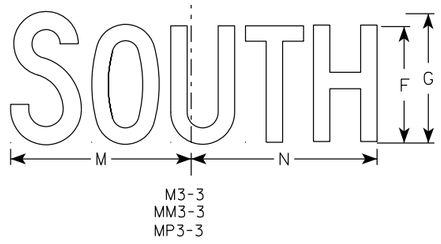
MB3-1
MK3-1
MN3-1



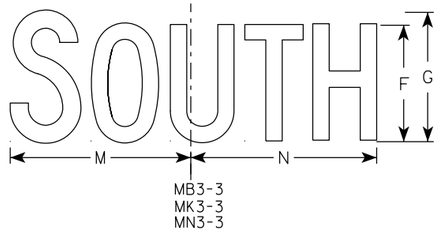
M3-2
MM3-2
MP3-2



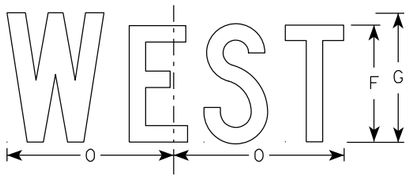
MB3-2
MK3-2
MN3-2



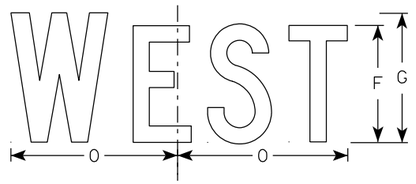
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

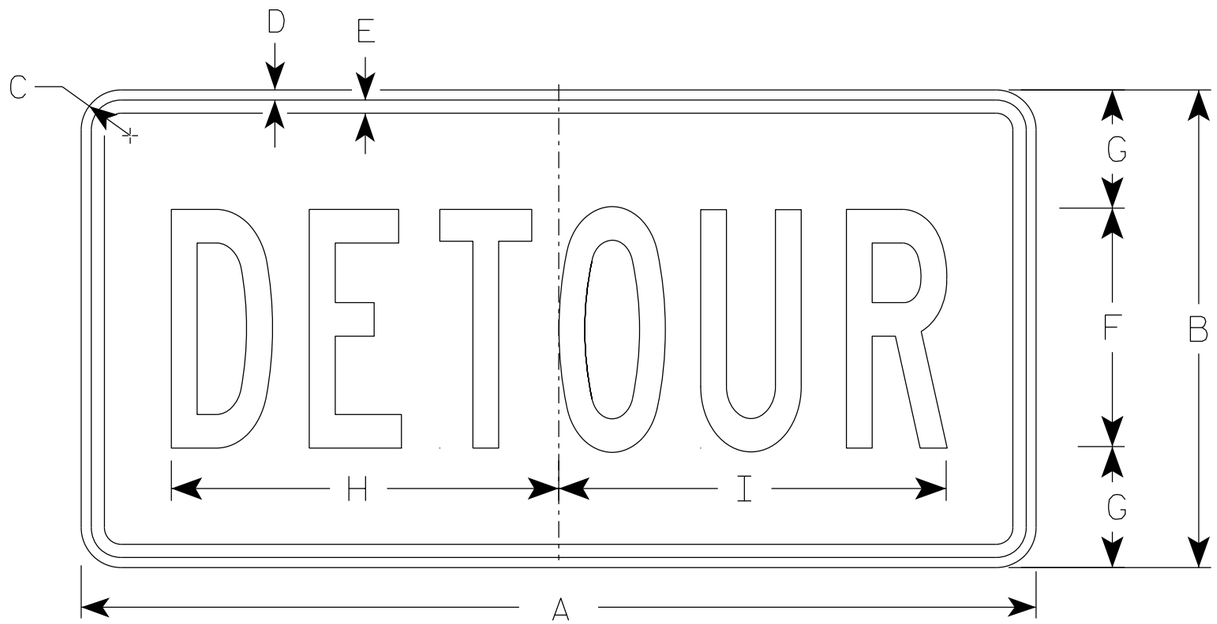
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 92 | E



M4-8

NOTES

1. Sign is Type II - Type F Reflective
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 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

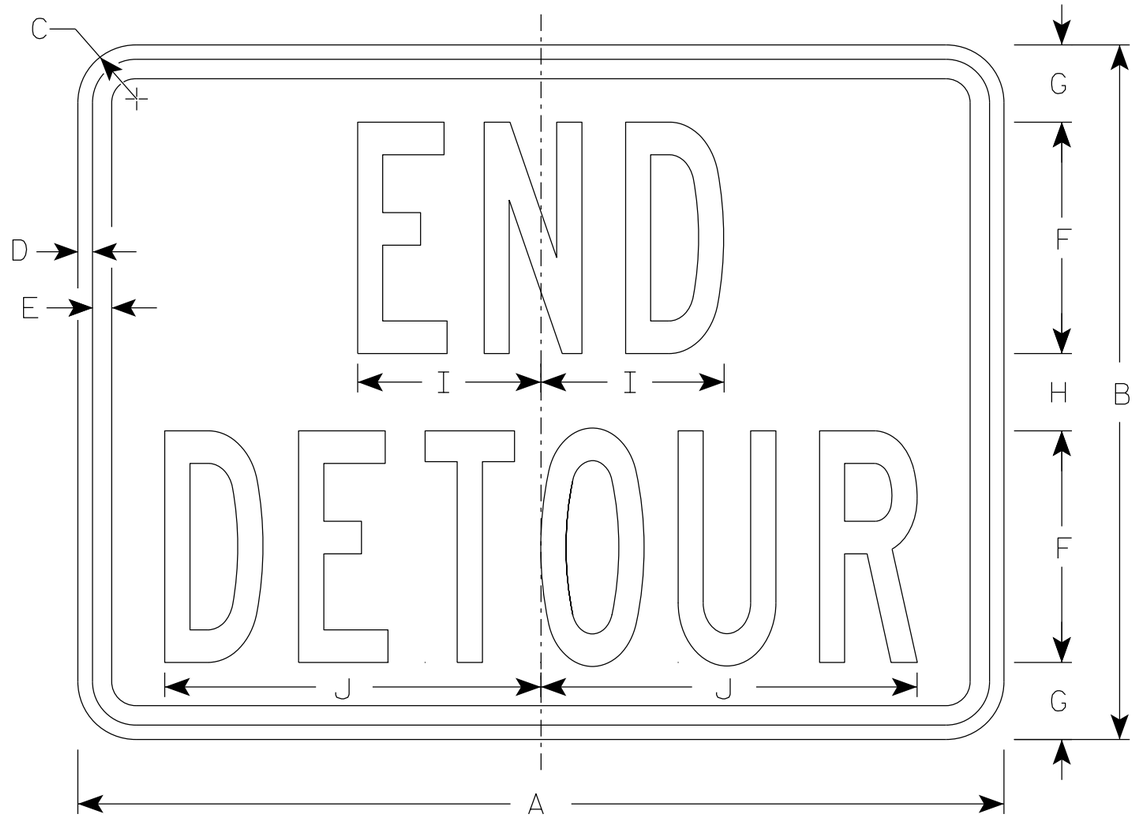
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 93	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
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 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

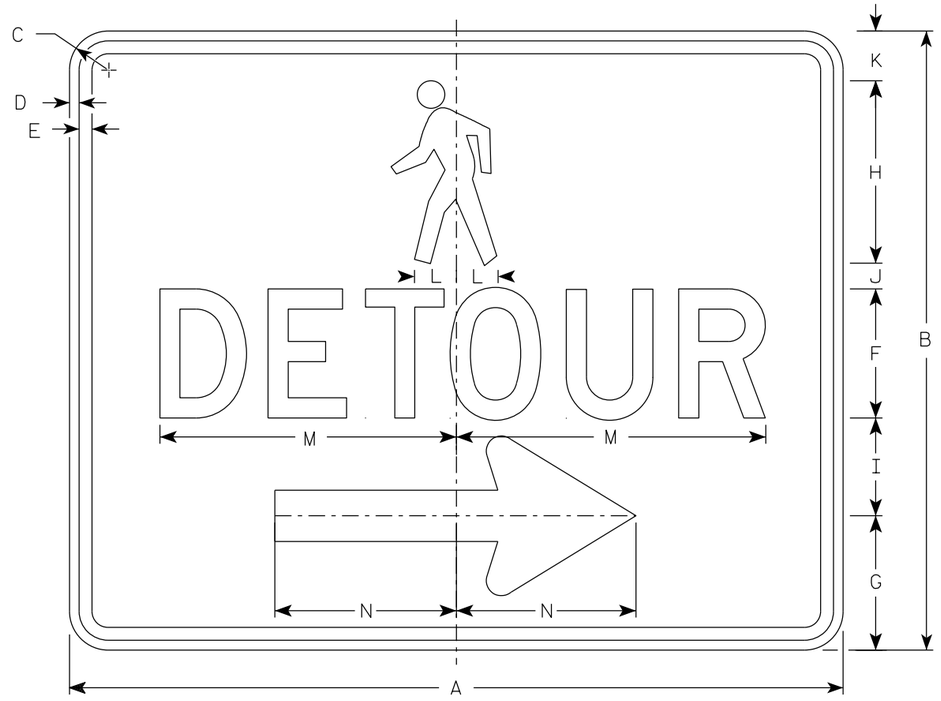
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

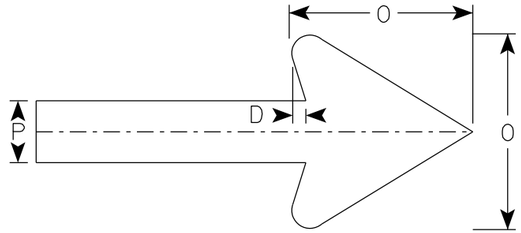
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 94 | E



M4-9BR

NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	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											5.0
2M	30	24	1 1/2	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											5.0
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

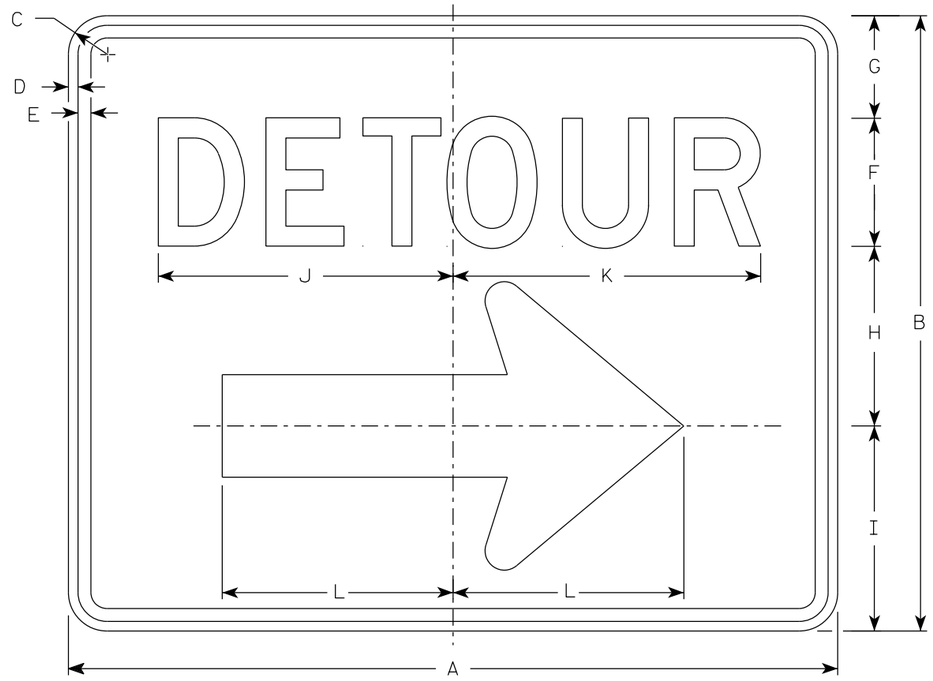
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 95 | E

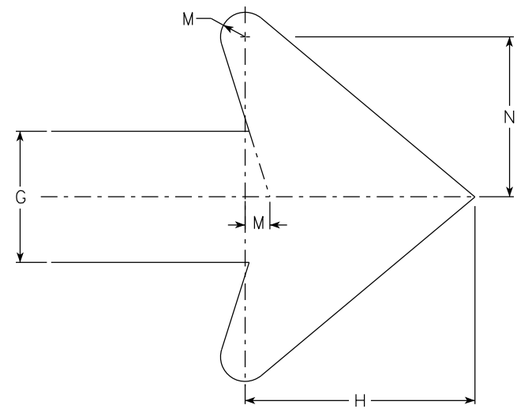
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49B.dgn PLOT DATE : 9-FEB 2023 11:55 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



M4-9R

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.
4. 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 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
2M	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/2	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 7/8	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 7/8	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

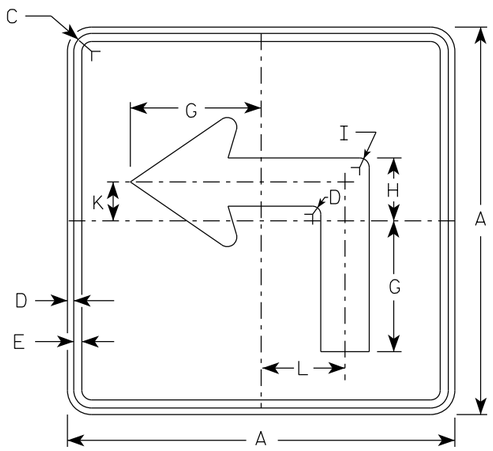
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

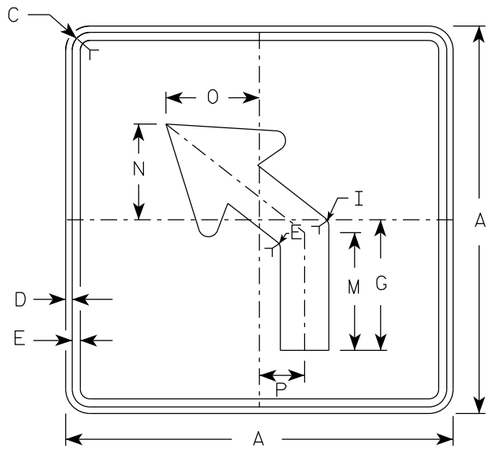
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9R.6

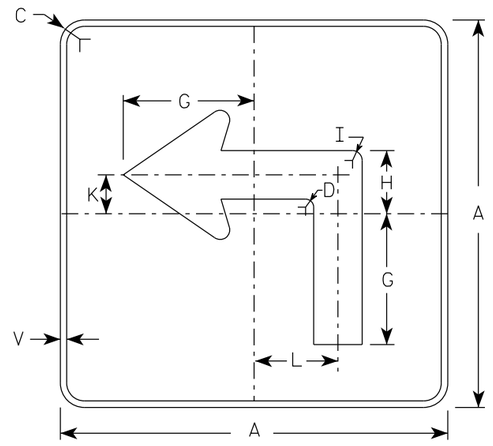
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



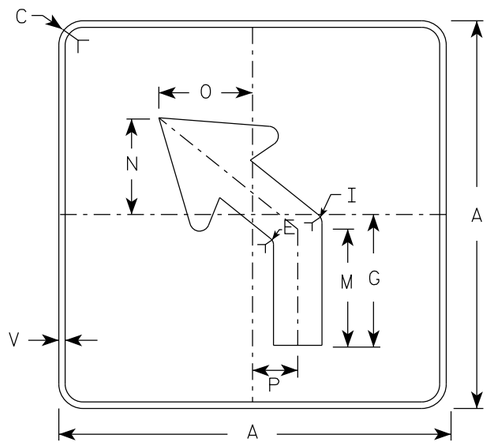
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

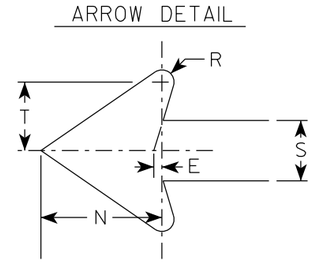


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   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.

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	21		1 1/2	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		1/2					3.06
2M	21		1 1/2	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		1/2					3.06
3	30		1 7/8	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		1/2					6.25
4	30		1 7/8	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		1/2					6.25
5	30		1 7/8	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		1/2					6.25

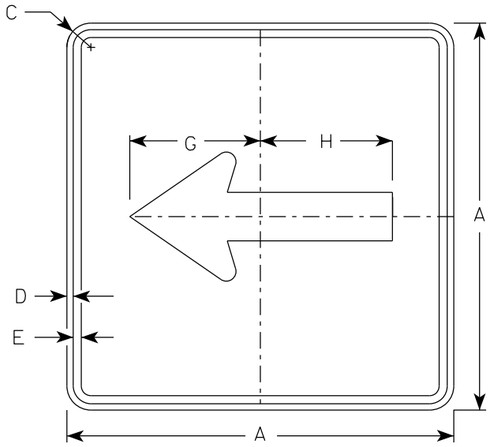
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

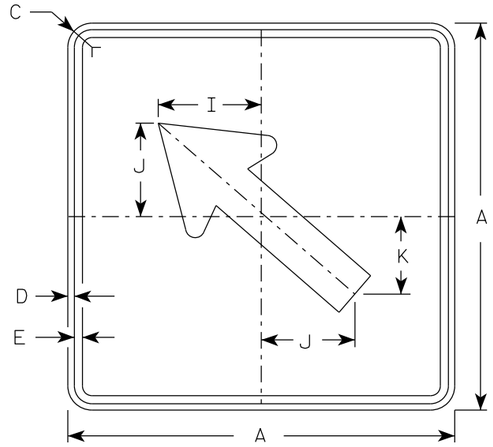
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

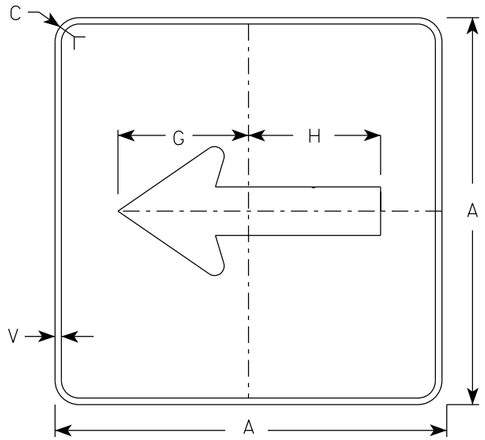
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 97 | E



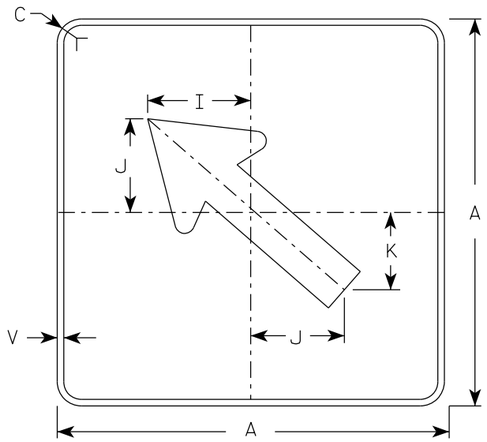
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

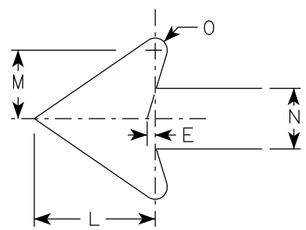


MB6-2
MK6-2
MN6-2
MR6-2

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. 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

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	21		1 1/2	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							1/2					3.06
2M	21		1 1/2	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							1/2					3.06
3	30		1 7/8	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							1/2					6.25
4	30		1 7/8	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							1/2					6.25
5	30		1 7/8	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							1/2					6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

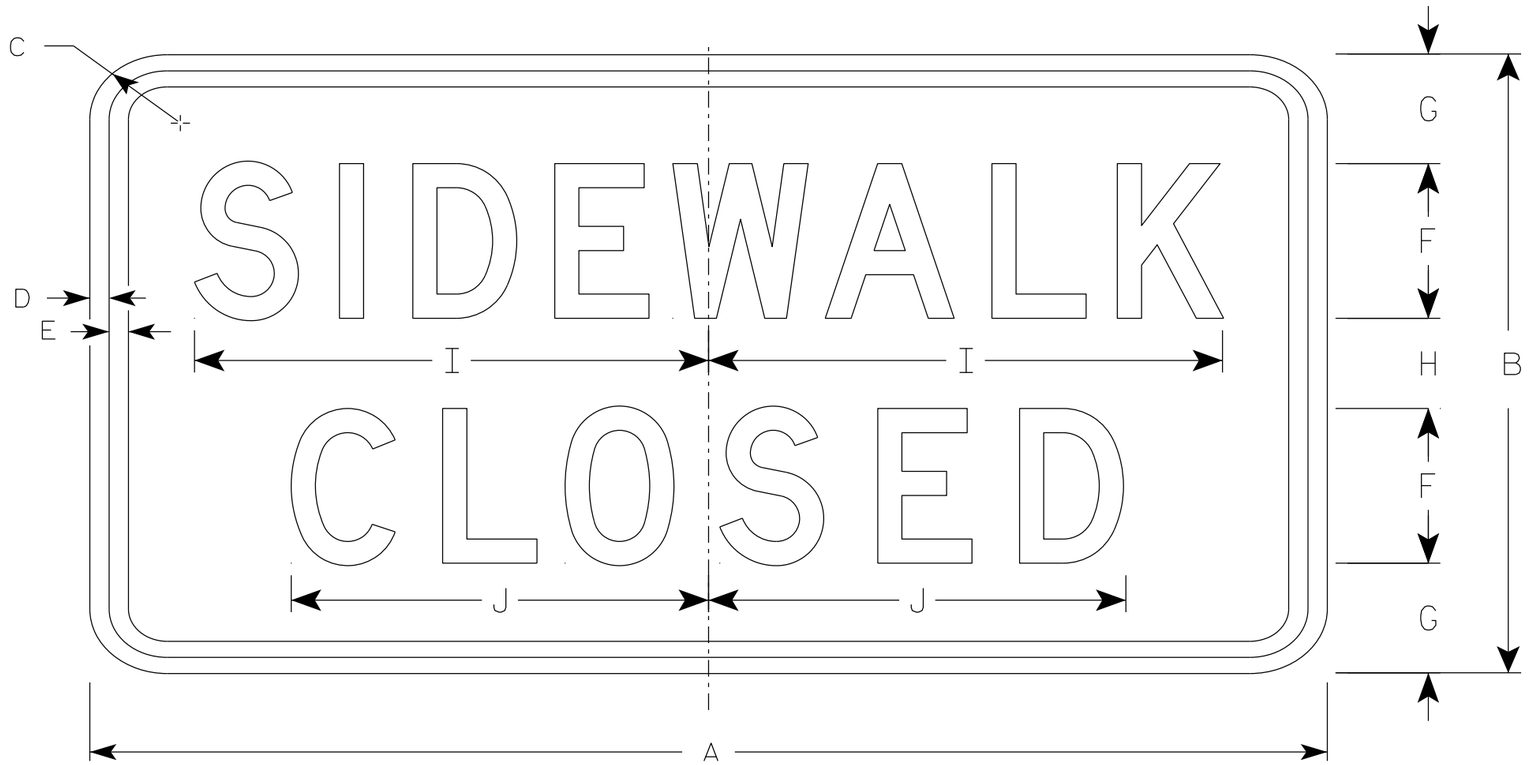
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 98 | E

7

7



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. 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 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

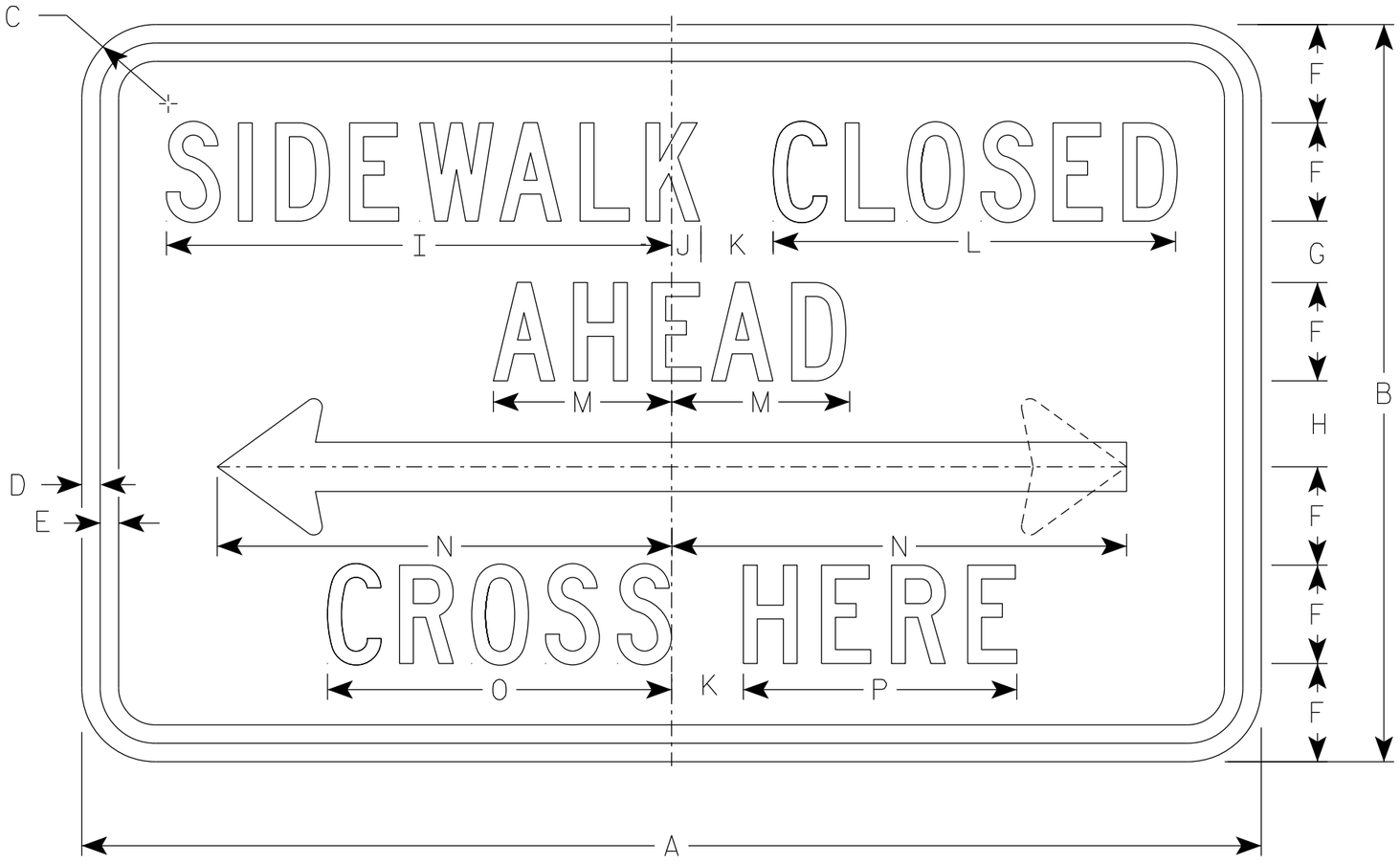
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

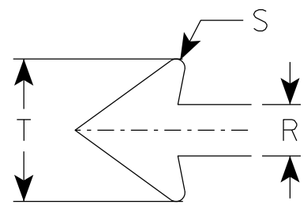
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 99 | E



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
5. R9-11 D (double arrow)
   R9-11 L (left arrow)
   R9-11 R (right arrow)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/2	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/2	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

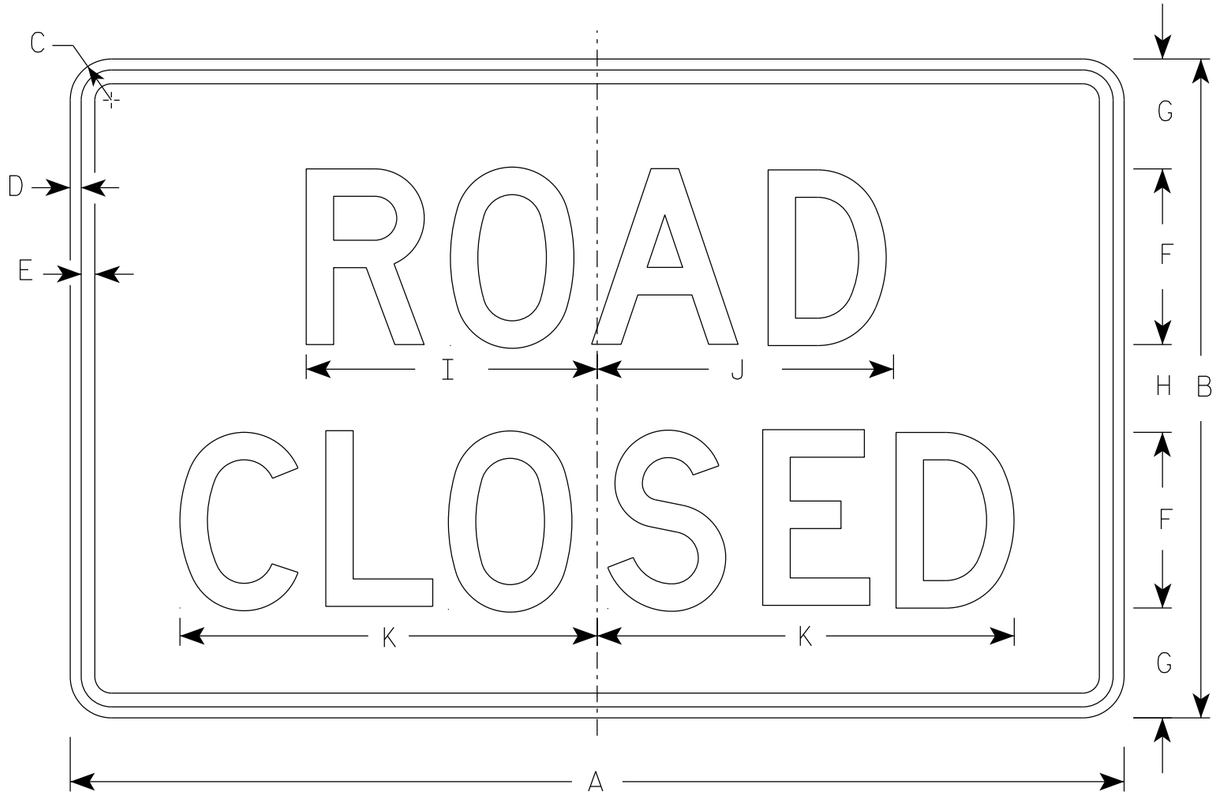
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-11.5

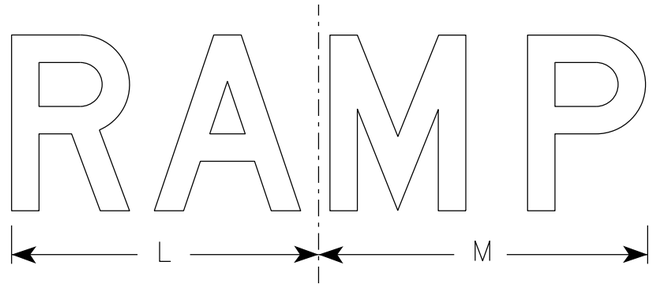
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 100 E



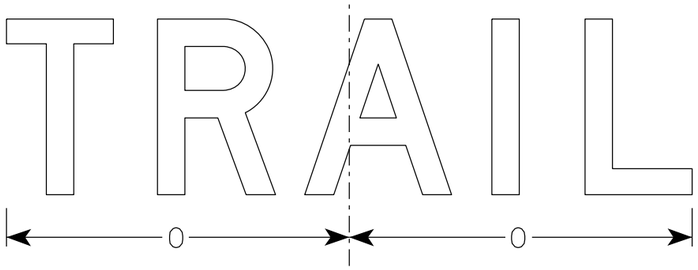
R11-2

NOTES

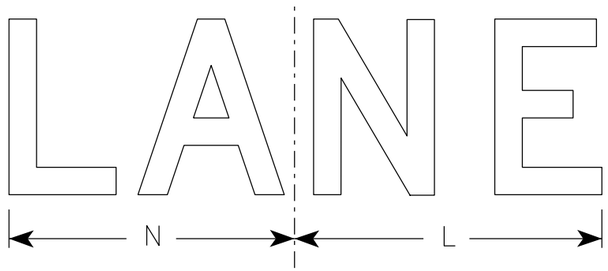
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

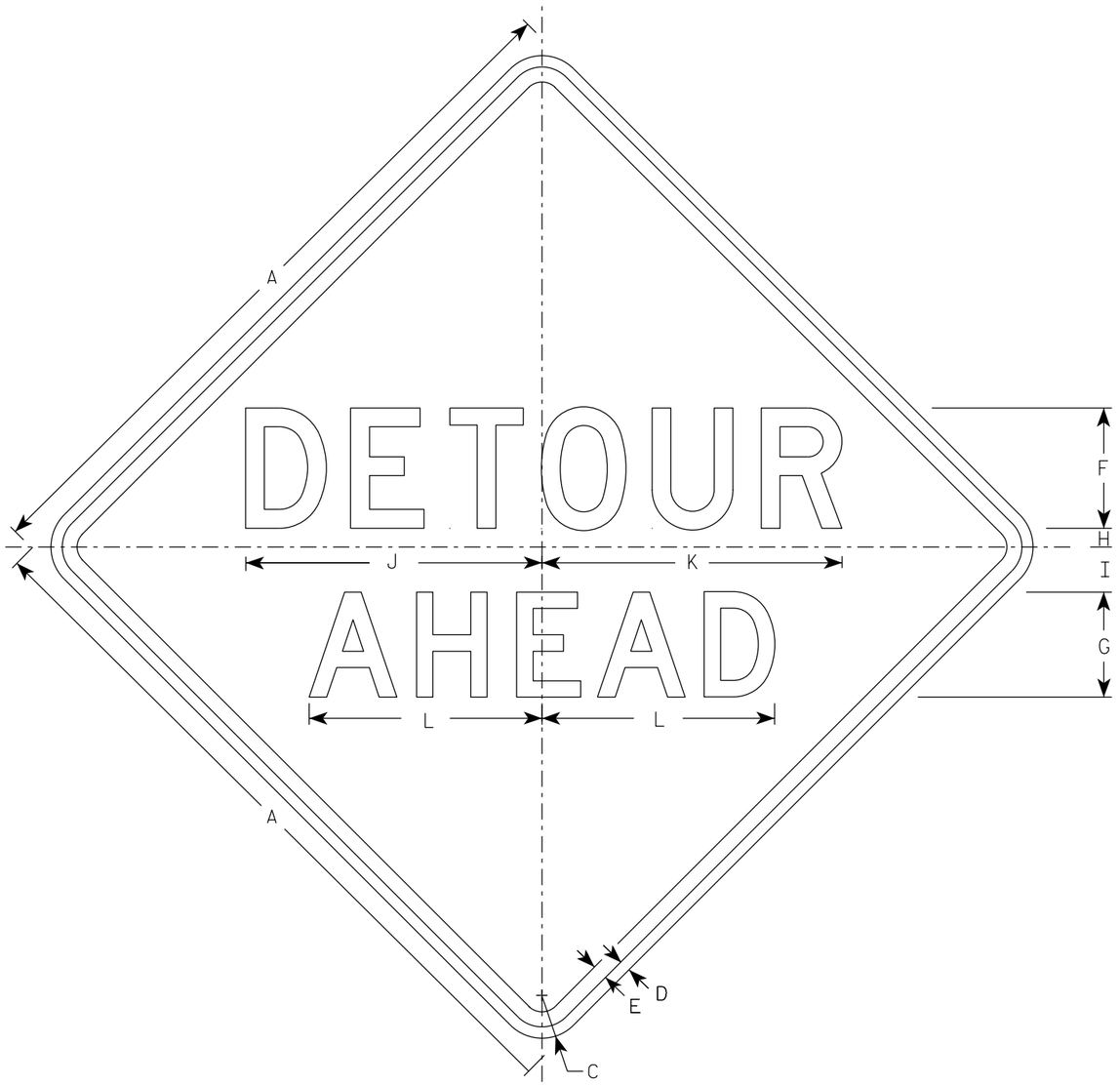
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

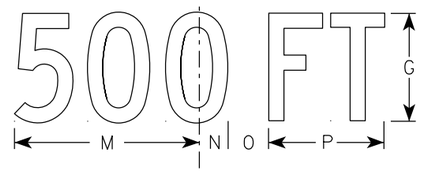
DATE 2/5/24 PLATE NO. R11-2.12

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

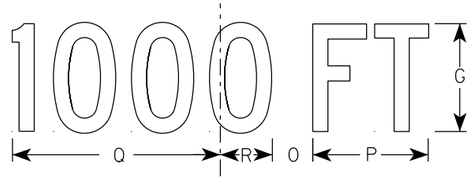
FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



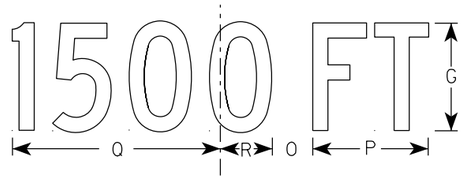
W20-2A



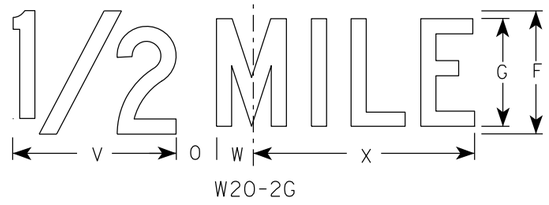
W20-2D



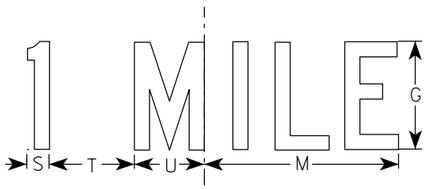
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
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		2 1/4	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		3	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		3	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		3	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		3	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		3	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 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

GRE

JULY 2024

PROJECT ID: 6240-30-71

WITH: 6230-16-71, 6240-29-71

COUNTY: OUTAGAMIE

ORDER OF SHEETS

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

TOTAL SHEETS = 230



03

DESIGN DESIGNATION

A.A.D.T.	2024	=	8,330
A.A.D.T.	2044	=	8,330
D.H.V.		=	13.1
D.D.		=	60/40
T.		=	15.6% AADT
DESIGN SPEED		=	30 MPH / 60 MPH
ESALS		=	4,000,000

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
FENCE
GUARD RAIL
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE (To be noted as such) — ROCK
MARSH AREA
WOODED OR SHRUB AREA
STREAM OR WATER EDGE
BUSH
PINE TREE (SIZE)
TREE (SIZE)
TRAFFIC SIGNAL CONTROL CABINET
TRAFFIC SIGNAL
TRAFFIC SIGNAL MAST-ARM
TRAFFIC SIGNAL WITH LIGHT
EXISTING PULL BOX
BOLLARD

COMBUSTIBLE FLUIDS
UNDERGROUND UTILITIES
GAS (SIZE) G
SANITARY SEWER (SIZE) SAN
STORM SEWER (SIZE) SS
WATER (SIZE) W
ELECTRIC E
TELEPHONE T
FIBER OPTIC FO
CABLE TELEVISION TV
FORCE MAIN FM
MANHOLE MH
UTILITY PEDESTAL
FIBER OPTIC HAND HOLE HH
POWER POLE
TELEPHONE POLE
RAILROAD
HYDRANT
LIGHT POLE
RAILROAD SIGNAL
SIGN
TRANSMISSION TOWER
VALVE (TYPE)
CURB STOP CS
EXISTING CULVERT (SIZE, TYPE)
PROPOSED CULVERT (Box or Pipe)

CAUTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

BLACK CREEK - BONDUEL

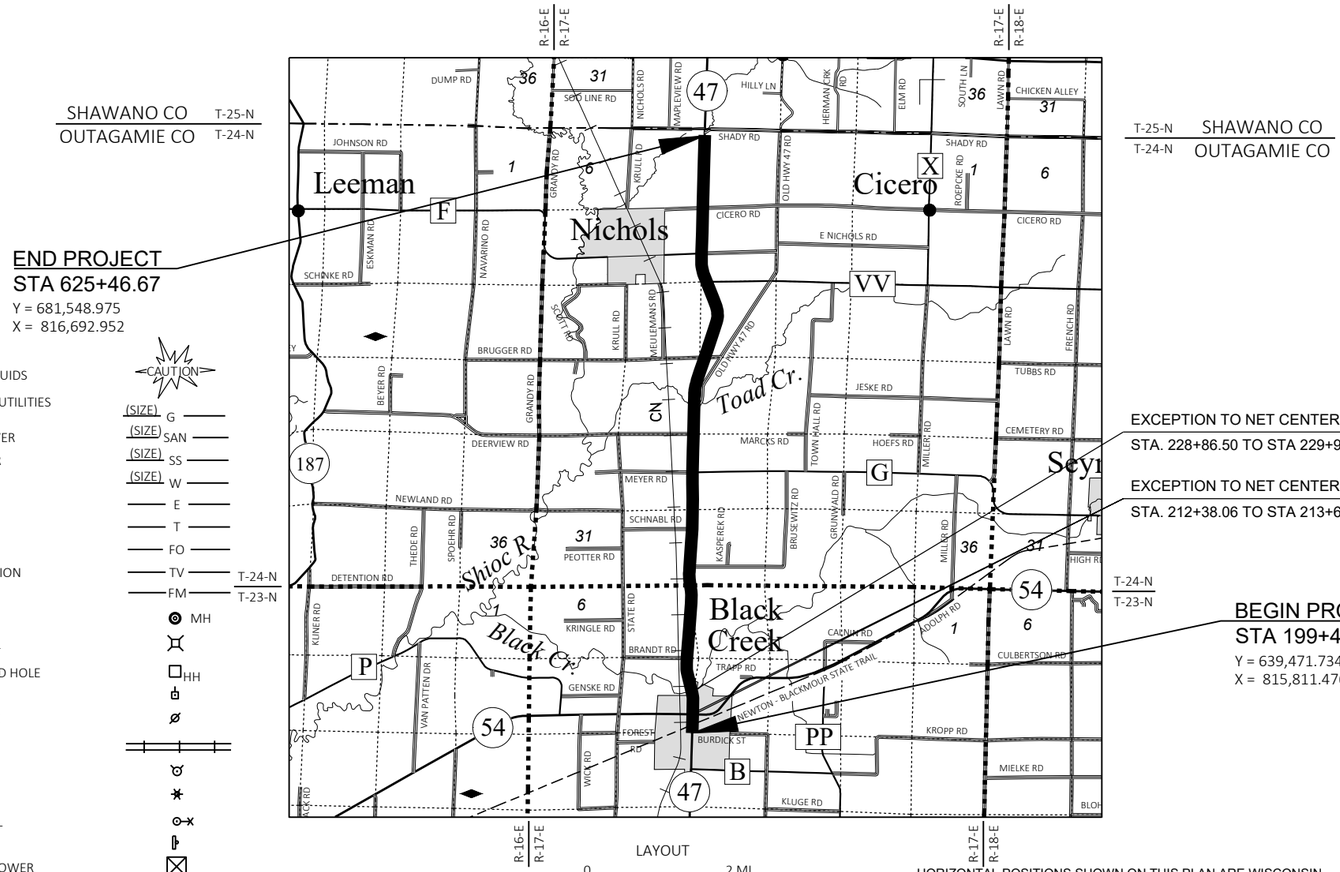
BURDICK ST - N.C.L.

STH 47

OUTAGAMIE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6240-30-71	WISC 2024381	1

STATE PROJECT NUMBER
6240-30-71



TOTAL NET LENGTH OF CENTERLINE = 8.043 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 18-WI.

ORIGINAL PLANS PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

WISCONSIN
DOUGLAS M. SENSO
32746
KAUKAUNA
WI
PROFESSIONAL ENGINEER

12/05/2023 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NE REGION
Designer	raSmith
Project Manager	JESSE HANSEN
Regional Examiner	
Regional Supervisor	TAMMY RABE

APPROVED FOR THE DEPARTMENT

DATE: 12/5/2023 (Signature)

E

UTILITIES CONTACTS

ASTREA - COMMUNICATION LINE
ANDREW HEIGL
105 KENT ST
P.O. BOX 190
IRON MOUNTAIN, MI 49801
(906) 221-7536
andy.heigl@astreaconnect.com

BRIGHTSPEED - COMMUNICATION LINE
SCOTT HEINZELMAN
144 NORTH PEARL STREET
BERLIN, WI 54923
(608) 716-5964
scott.heinzelman@brightspeed.com

SPECTRUM COMMUNICATIONS - COMMUNICATION LINE
BILL PARMENTER
853 MCINTOSH STREET
WAUSAU, WI 54403
(608) 301-6189
bill.parmenter@charter.com

VILLAGE OF BLACK CREEK - WATER
STEVE HACKL
301 NORTH MAPLE STREET
BLACK CREEK, WI 54106
(920) 984-3295
dpw@blackcreekwi.net

VILLAGE OF BLACK CREEK - SEWER
STEVE HACKL
301 NORTH MAPLE STREET
BLACK CREEK, WI 54106
(920) 984-3295
dpw@blackcreekwi.net

WE ENERGIES - ELECTRICITY
ZACH DUGA
800 SOUTH LYNNDALE DRIVE
APPLETON, WI 54912
(920) 380-3458
zachary.duga@we-energies.com

WE ENERGIES - GAS/PETROLEUM
EDDIE HEDLUND
800 SOUTH LYNNDALE DRIVE
APPLETON, WI 54912
(920) 380-3240
eddie.hudlund@we-energies.com

DNR LIAISON

MATT SCHAEVE
DNR NORTHEAST REGIONAL HEADQUARTERS
2984 SHAWANO AVE
GREEN BAY, WI 54313
(920) 366-1544
matthew.schaeve@wisconsin.gov

OUTAGAMIE COUNTY HIGHWAY COMMISSIONER

DEAN STEINGRABER
1313 HOLLAND RD
APPLETON, WI 54911-8946
(920) 832-5673
dean.steingraber@outagamie.org

NE REGION SURVEY COORDINATOR

MICHAEL ANDRASCHKO, RLS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-4166
michael.andraschko@dot.wi.gov

NE REGION DESIGN PROJECT MANAGER

JESSE HANSEN, PE
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-5630
jesse.hansen@dot.wi.gov

DESIGN CONSULTANT

SCOTT LIETZAU, PE
raSmith
100 W. LAWRENCE STREET, SUITE 412
APPLETON, WI 54911-5734
(920) 843-5741
scott.lietzau@raSmith.com

GENERAL NOTES

1. THE LOCATIONS OF EXISTING UTILITY FACILITIES AS SHOWN IN THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
2. NO TREES OR SHRUBS SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL BY THE ENGINEER.
3. ALL DISTURBED AREAS, NOT SURFACED, ARE TO BE COVERED WITH TOPSOIL, SEEDED, FERTILIZED, AND SECURED WITH EROSION MAT UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S "ECIP" AND BY THE ENGINEER. EROSION CONTROL DEVICE'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE DEVICE IS NO LONGER REQUIRED.
5. KEEP ALL EQUIPMENT AND MATERIALS OUT OF ADJACENT WETLANDS AND WATERWAYS.
6. THERE IS NO SIGNING PLAN. SEE MISCELLANEOUS QUANTITIES FOR SIGNS TO BE MOVED.

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
PAVEMENT MARKING
TRAFFIC CONTROL

2

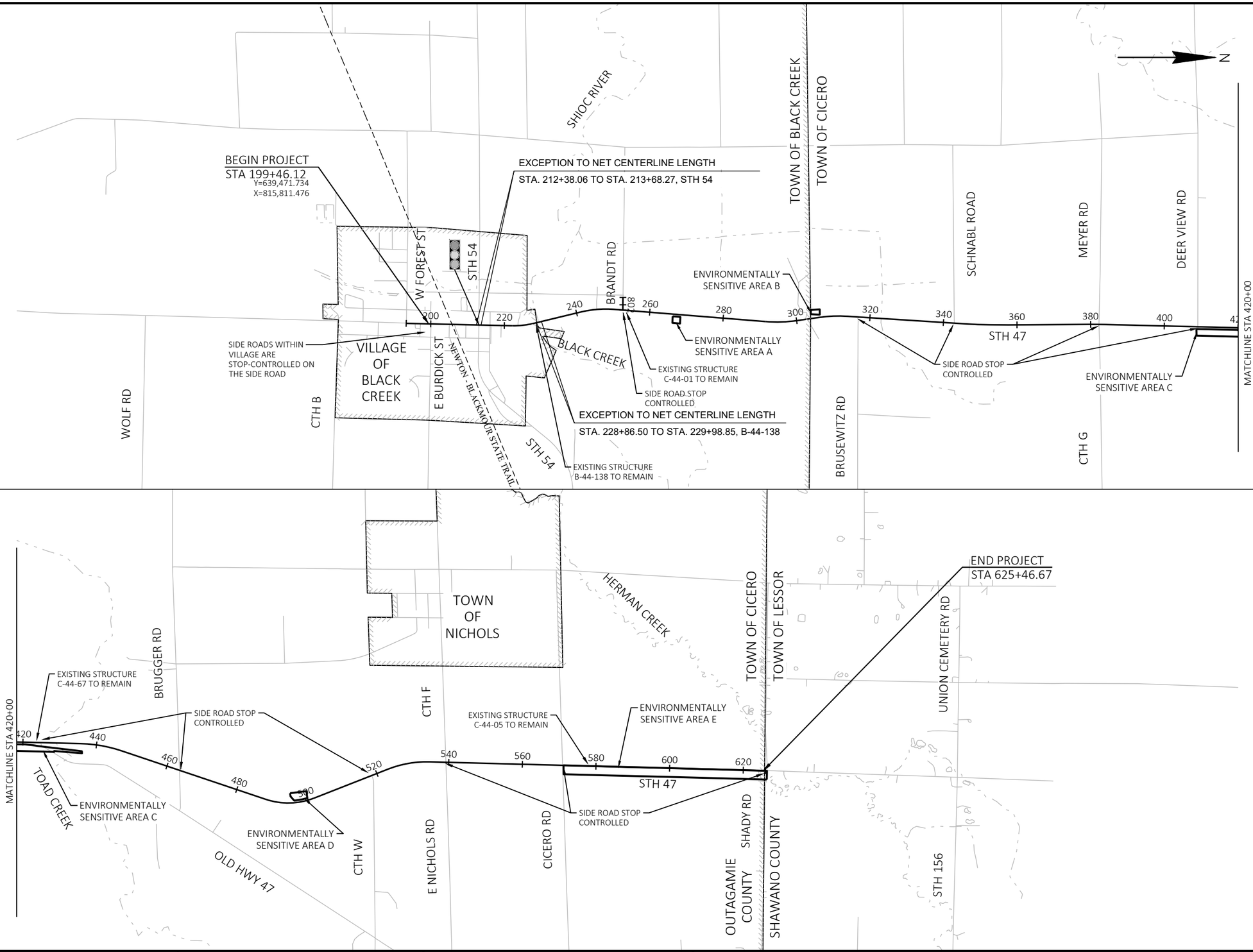
RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = 123 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.8 ACRES

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

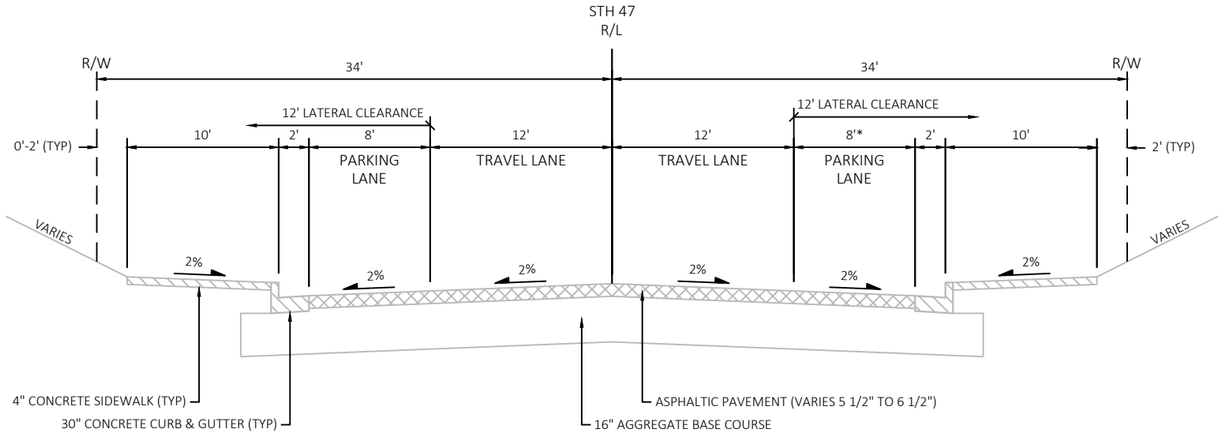
2



PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET 3	E

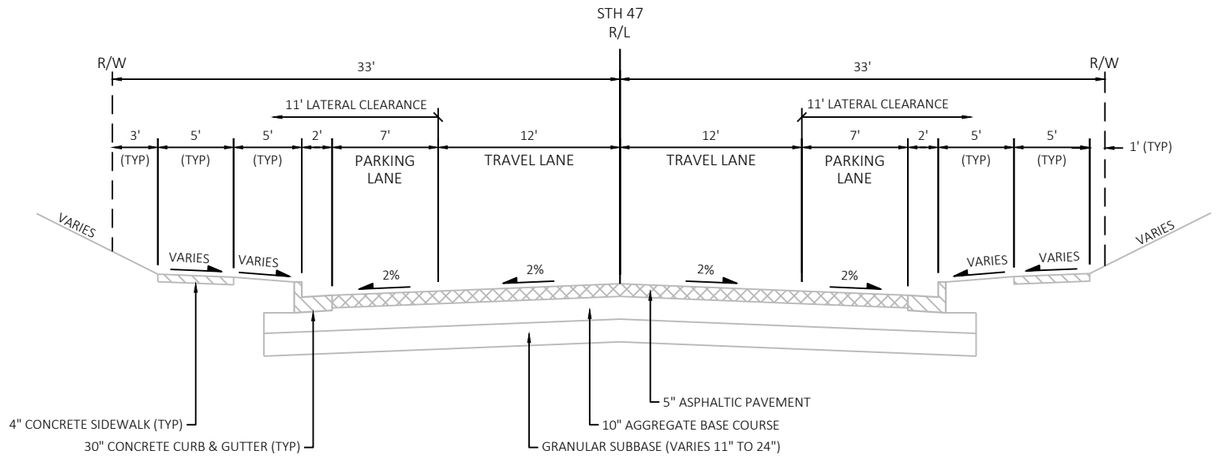
FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-po
PLOT DATE : 12/4/2023 11:33 AM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42

2



* 10' PARKING LANE BETWEEN OAK ST AND STH 54

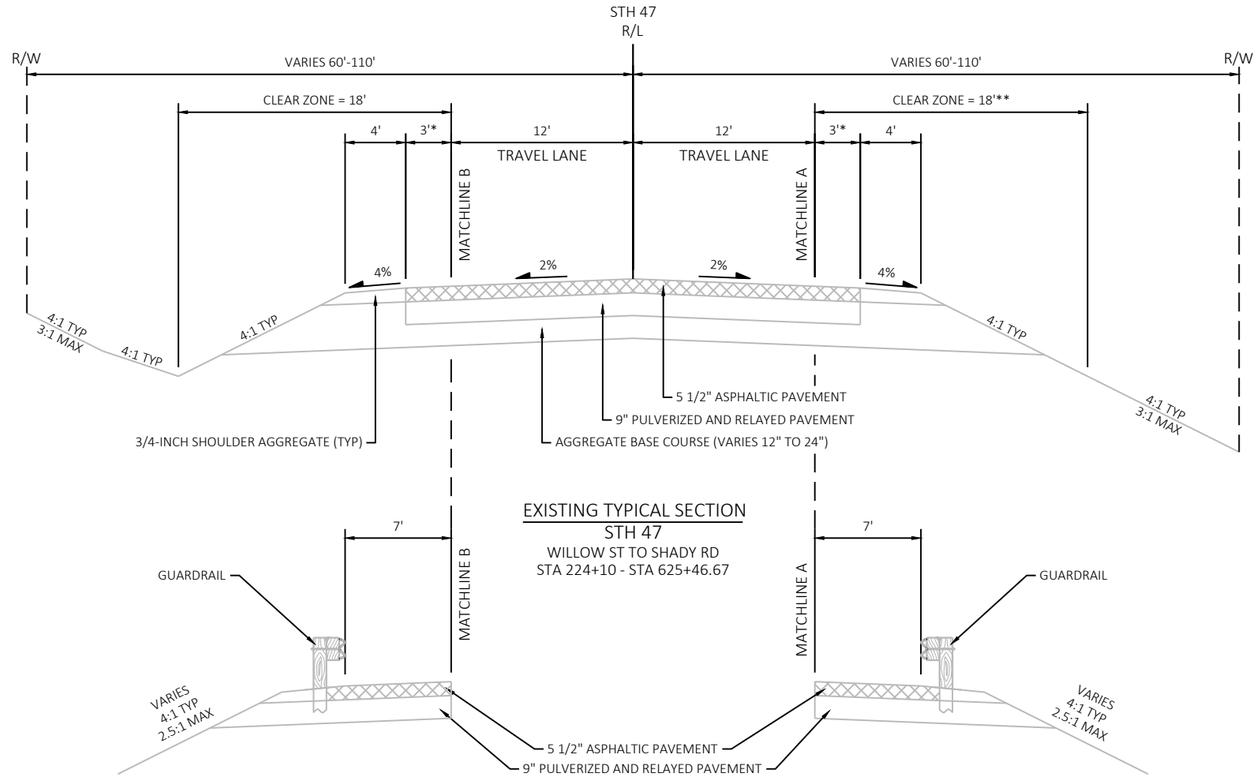
EXISTING TYPICAL SECTION
STH 47
BURDICK ST TO STH 54
STA 199+46 - STA 212+38



EXISTING TYPICAL SECTION
STH 47
STH 54 TO WILLOW ST
STA 213+68 - STA 224+10

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 4	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020301-ts
PLOT DATE : 12/4/2023 11:33 AM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42



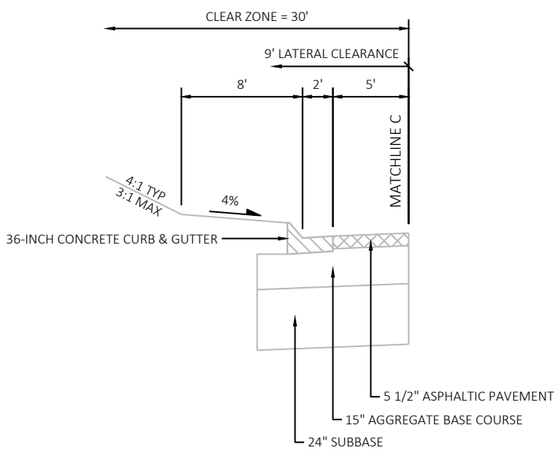
EXISTING TYPICAL SECTION
STH 47
WILLOW ST TO SHADY RD
STA 224+10 - STA 625+46.67

GUARDRAIL SECTION LT
STA 227+56 - STA 228+86
STA 229+99 - STA 233+16
STA 253+34 - STA 257+63
STA 582+93 - STA 587+99

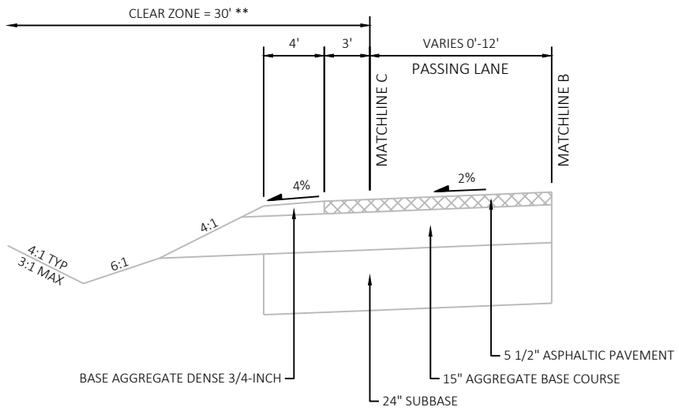
GUARDRAIL SECTION RT
STA 227+32 - STA 228+86
STA 229+99 - STA 231+04
STA 251+21 - STA 257+52
STA 581+97 - STA 587+04

* 5' PAVED FROM STA 521+34 TO STA 537+94 LT
AND STA 519+73 TO STA 535+67 RT

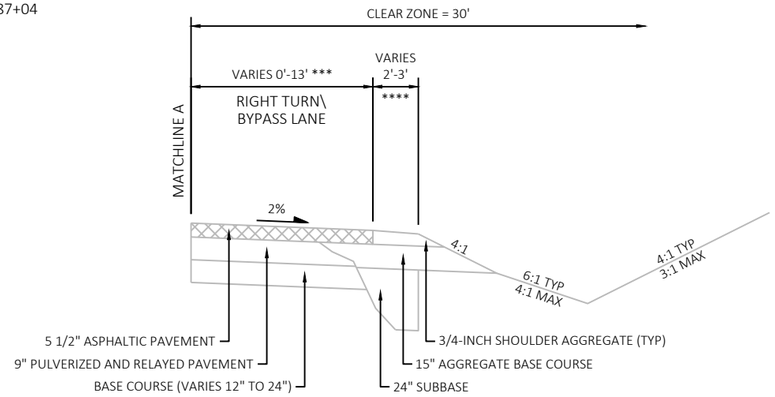
** 22' CLEAR ZONE FROM STA 224+00 TO STA 228+16 RT
39' CLEAR ZONE FROM STA 488+29 TO STA 501+75 RT



EXISTING TYPICAL SECTION STH 47 - SHOULDER CURB
STA 348+00 - STA 352+00 LT
STA 361+65 - STA 365+00 LT
STA 469+50 - STA 473+50 RT



EXISTING TYPICAL SECTION STH 47 - PASSING LANE
STA 324+00 - STA 377+00 LT
STA 430+00 - STA 510+00 RT
(MATCHLINE A IS A MIRROR IMAGE)



EXISTING TYPICAL SECTION STH 47 - RIGHT TURN LANE/BYPASS LANE

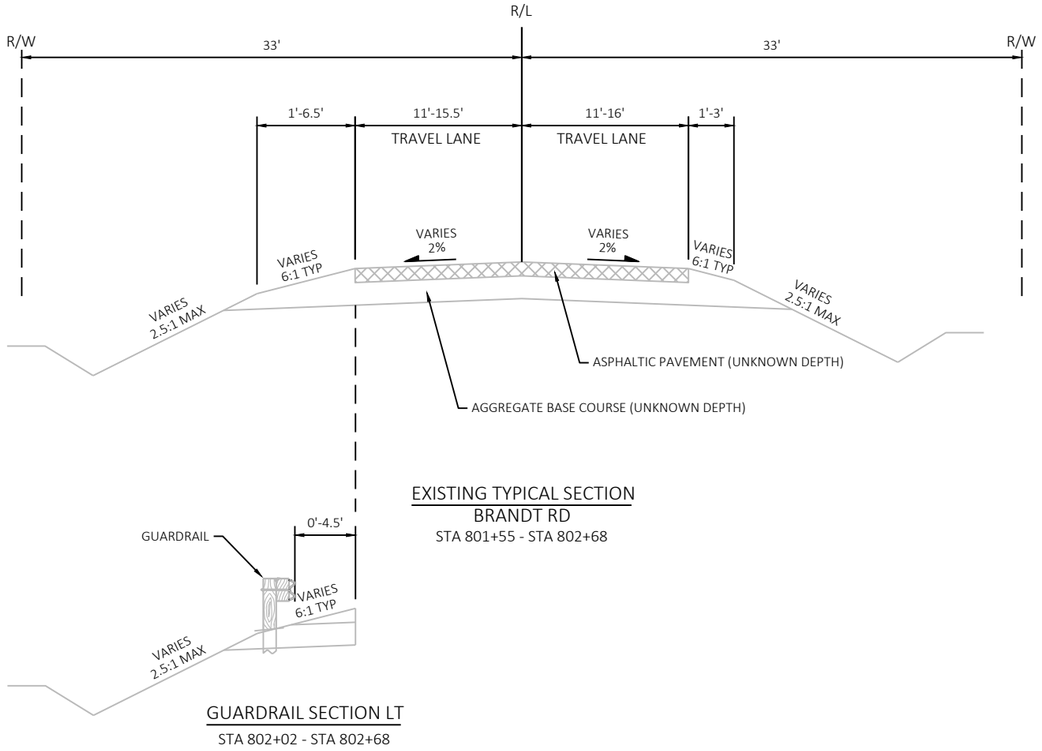
STA 378+07 - STA 381+57 RT
STA 383+00 - STA 386+50 LT
STA 405+40 - STA 413+32 RT
STA 409+79 - STA 412+39 LT
STA 514+25 - STA 522+17 LT
STA 514+24 - STA 517+74 RT
STA 536+05 - STA 538+55 RT
STA 539+85 - STA 544+86 LT

(MATCHLINE B IS A MIRROR IMAGE)

*** 12' WIDE FOR RIGHT TURN LANES
13' WIDE FOR BYPASS LANES

**** 3' WIDE FOR RIGHT TURN LANES
2' WIDE FOR BYPASS LANES

2

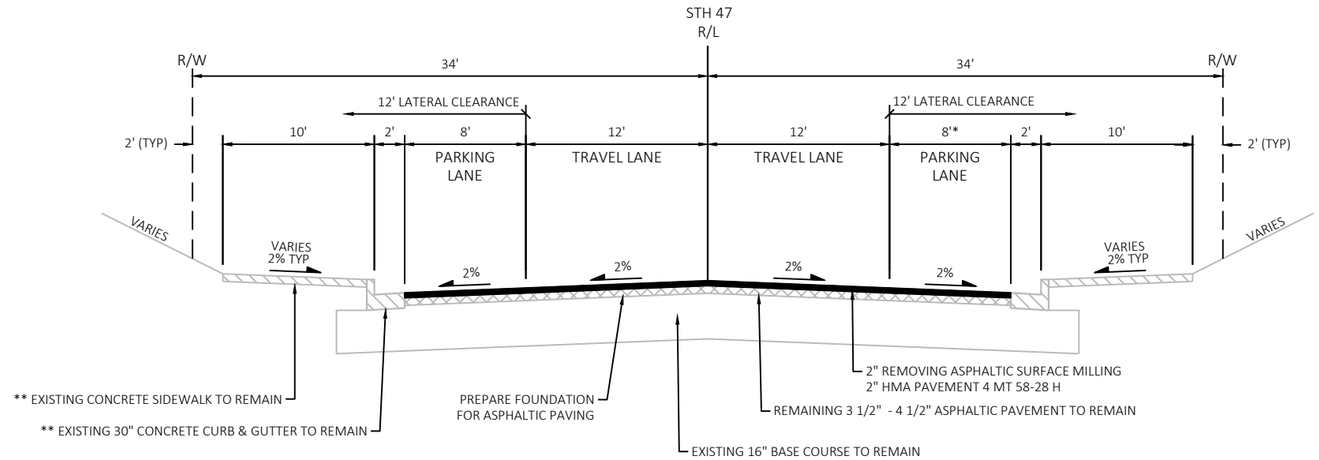


EXISTING TYPICAL SECTION
BRANDT RD
STA 801+55 - STA 802+68

GUARDRAIL SECTION LT
STA 802+02 - STA 802+68

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 6	E

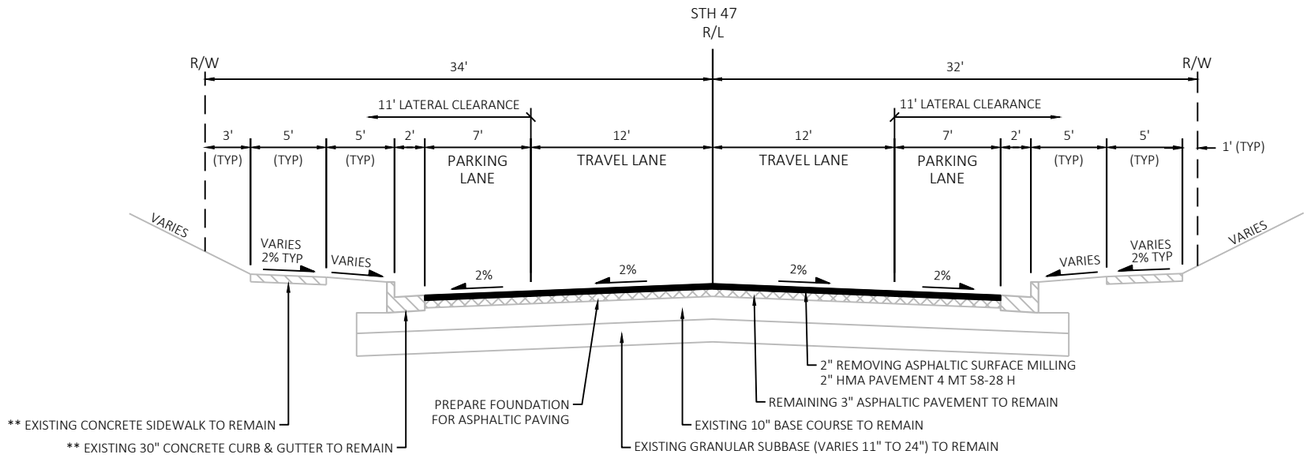
2



* 10' PARKING LANE BETWEEN OAK ST AND STH 54

** SIDEWALK AND CURB AND GUTTER REPLACEMENTS AT CURB RAMPS

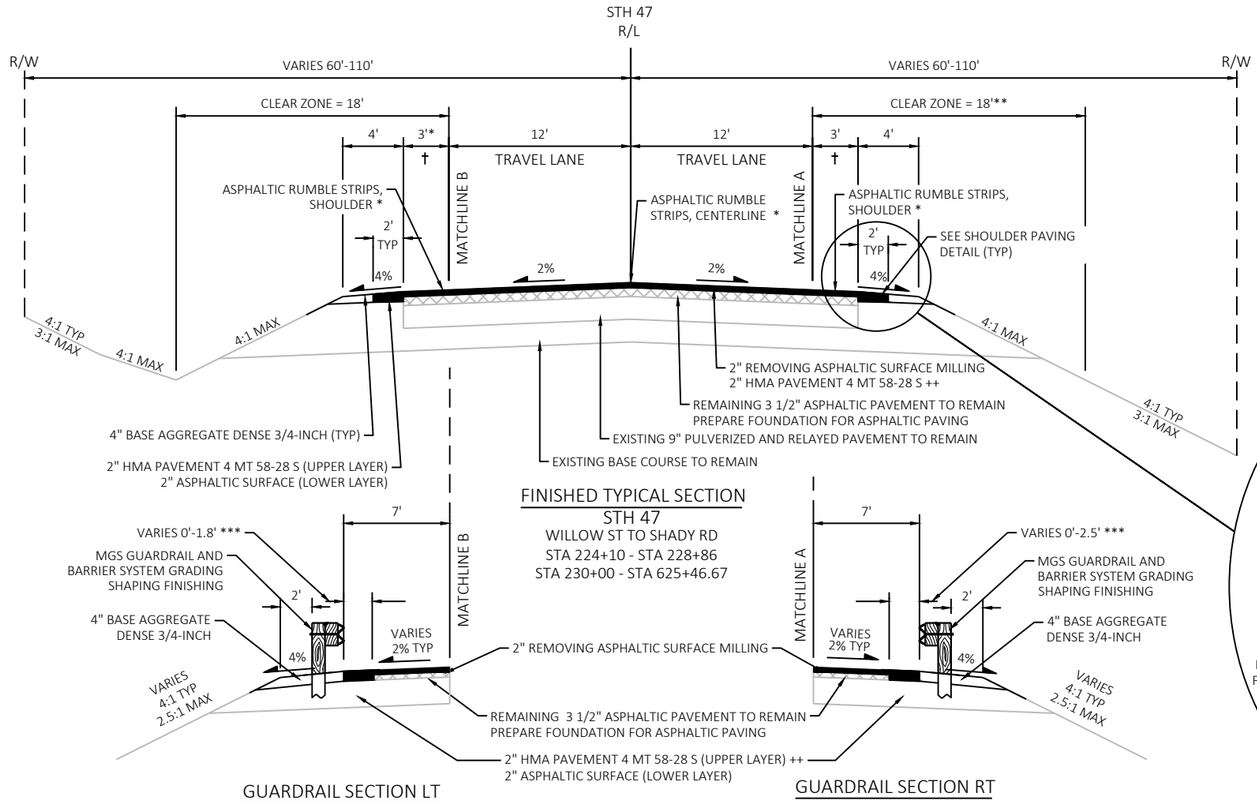
FINISHED TYPICAL SECTION
STH 47
BURDICK ST TO STH 54
STA 199+46 - STA 212+38



FINISHED TYPICAL SECTION
STH 47
STH 54 TO WILLOW ST
STA 213+68 - STA 224+10

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 7	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020304-ts
PLOT DATE : 12/4/2023 11:33 AM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION
STH 47
WILLOW ST TO SHADY RD
STA 224+10 - STA 228+86
STA 230+00 - STA 625+46.67

GUARDRAIL SECTION LT
STA 227+56 - STA 228+86
STA 230+00 - STA 233+16
STA 253+34 - STA 257+63
STA 582+93 - STA 587+99

GUARDRAIL SECTION RT
STA 227+32 - STA 228+86
STA 230+00 - STA 231+04
STA 251+21 - STA 257+52
STA 581+97 - STA 587+04

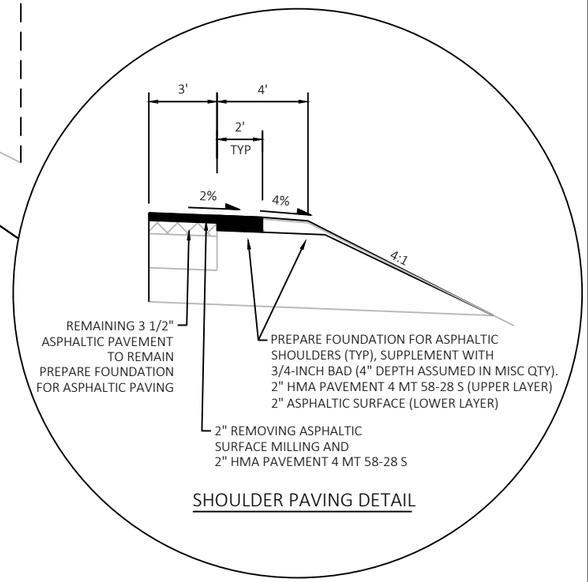
* BEGIN RUMBLE STRIPS AT STA 234+00 WHERE POSTED SPEED LIMIT IS 55 MPH. SEE SDD "CENTERLINE RUMBLE STRIPS - ASPHALT" AND "SHOULDER RUMBLE STRIPS ASPHALT" FOR ADDITIONAL INFORMATION.

** 22' CLEAR ZONE FROM STA 224+00 TO STA 228+16 RT
39' CLEAR ZONE FROM STA 488+29 TO STA 501+75 RT

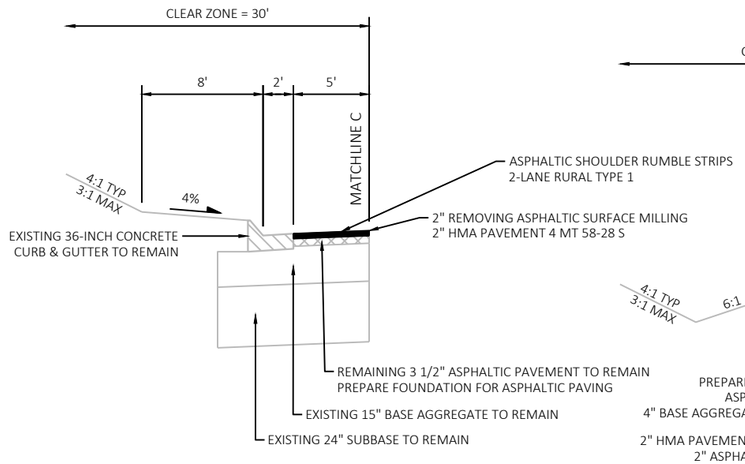
*** PAVED SHOULDER WIDENING AT GUARDRAIL SHOWN ON CROSS SECTIONS

† 5' PAVED FROM STA 521+34 TO STA 537+94 LT AND STA 519+73 TO STA 535+67 RT (2' WIDE X 4" DEEP SHLDR PAVING NOT NEEDED)

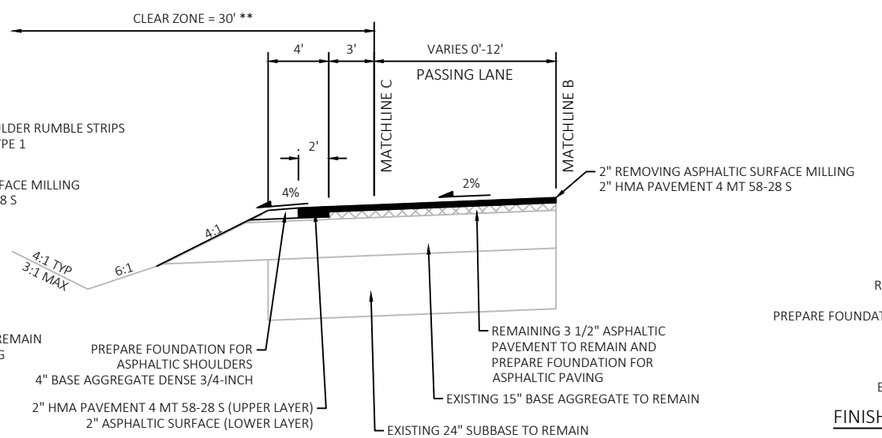
++ 4 MT 58-28 H FROM STA 224+10 TO STA 228+86



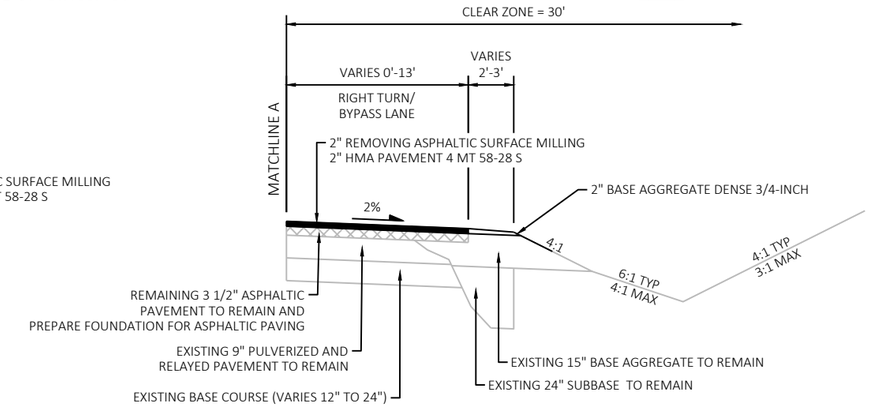
SHOULDER PAVING DETAIL



FINISHED TYPICAL SECTION STH 47 - SHOULDER CURB
STA 348+00 - STA 352+00 LT
STA 361+65 - STA 365+00 LT
STA 469+50 - STA 473+50 RT



FINISHED TYPICAL SECTION STH 47 - PASSING LANE
STA 324+00 - STA 377+00 LT
STA 430+00 - STA 510+00 RT
(MATCHLINE A IS A MIRROR IMAGE)



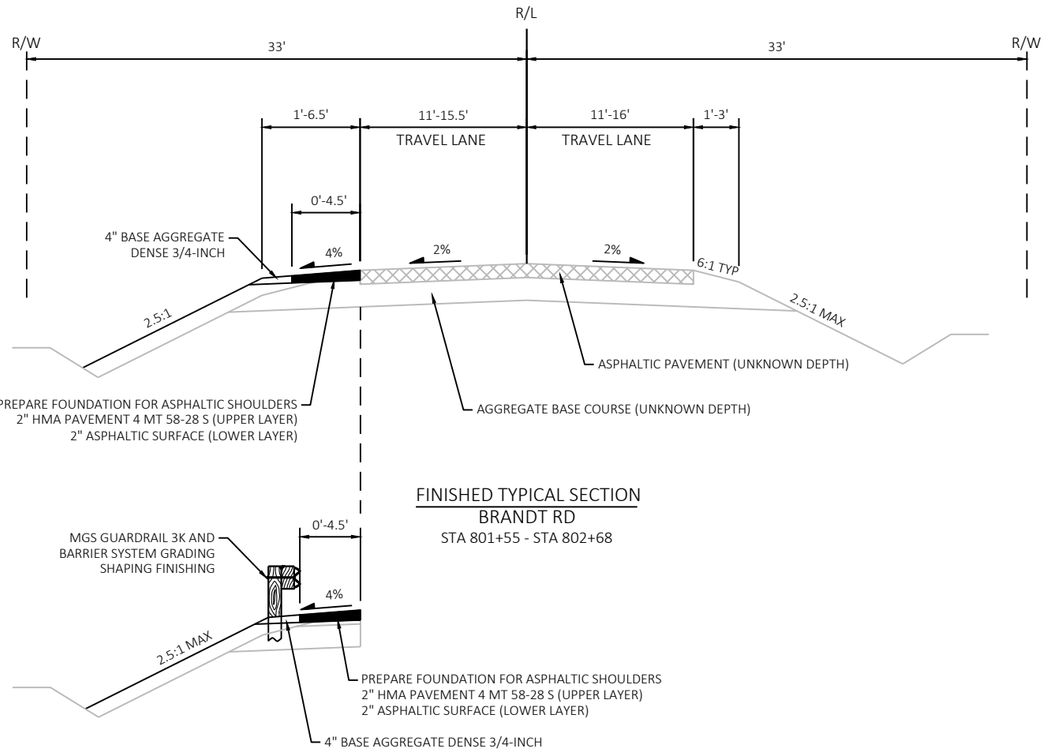
FINISHED TYPICAL SECTION STH 47 - RIGHT TURN LANE/BYPASS LANE

STA 378+07 - STA 381+57 RT	STA 514+25 - STA 522+17 LT
STA 383+00 - STA 386+50 LT	STA 514+24 - STA 517+74 RT
STA 405+40 - STA 413+32 RT	STA 536+05 - STA 538+55 RT
STA 409+79 - STA 412+39 LT	STA 539+85 - STA 544+86 LT

(MATCHLINE B IS A MIRROR IMAGE)

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 8	E

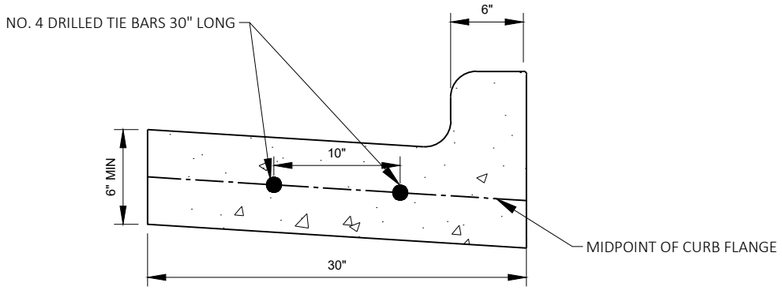
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FINISHED TYPICAL SECTION
BRANDT RD
STA 801+55 - STA 802+68

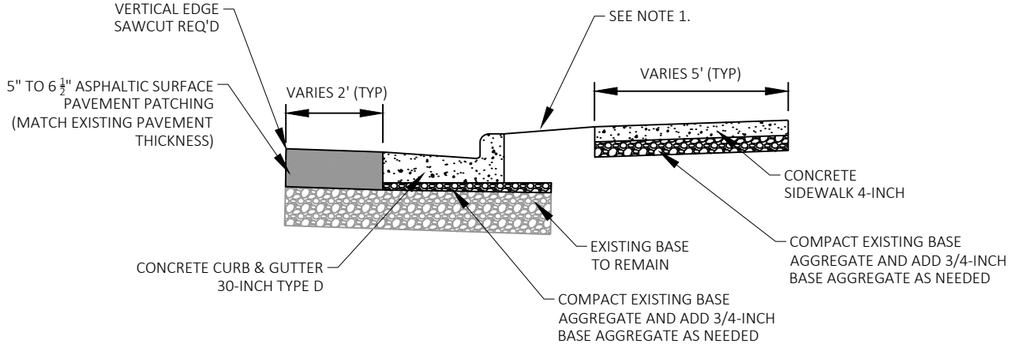
GUARDRAIL SECTION LT
STA 802+02 - STA 802+68

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	TYPICAL SECTIONS	SHEET 9	E



DRILLED TIE BAR DETAIL AT CURB & GUTTER MATCH POINTS

SEE CURB RAMP DETAILS FOR LOCATIONS

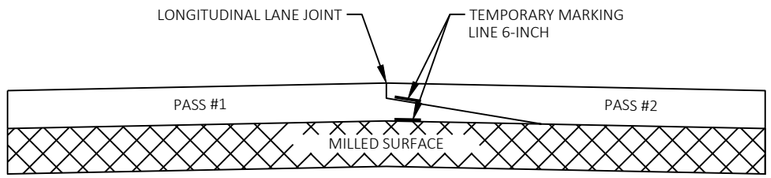


NOTES:

1. SEE CURB RAMP DETAILS FOR MATERIAL TYPE AND WIDTH BEHIND CURB & GUTTER.
2. ASPHALT REMOVAL IN FRONT OF CURB & GUTTER PAID AS REMOVING ASPHALTIC SURFACE.
3. COMPLETE CURB & GUTTER REPLACEMENT AND PAVEMENT PATCHING PRIOR TO MILLING AND HMA PAVING.

DETAIL FOR CURB & GUTTER AND SIDEWALK REMOVAL/REPLACEMENT

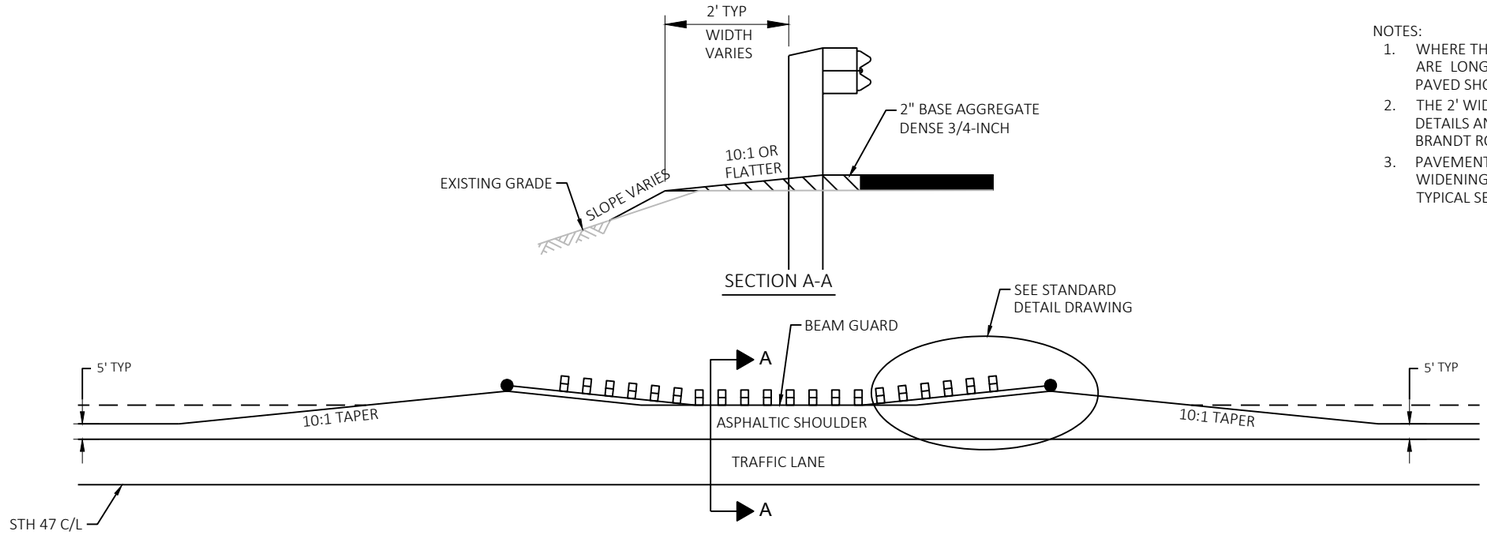
SEE CURB RAMP DETAILS FOR LOCATIONS



MILL AND OVERLAY SECTION

PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS

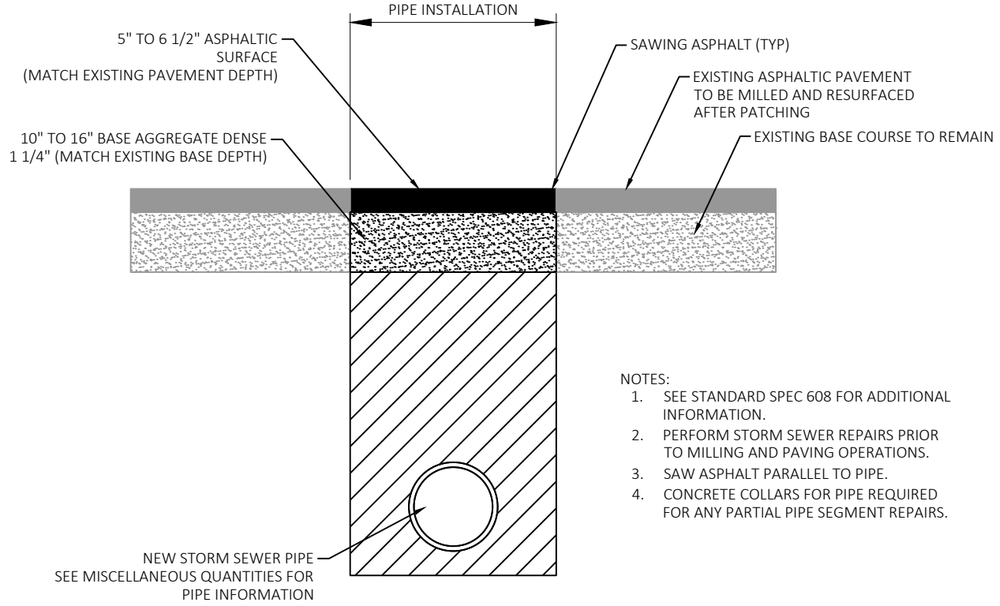
2



NOTES:
1. WHERE THE EXISTING APPROACH AND DEPARTING TAPERS ARE LONGER THAN 10:1, FOLLOW THE EXISTING EDGE OF PAVED SHOULDER FOR MILLING AND PAVING OPERATIONS.
2. THE 2' WIDE SHELF BEHIND THE POST VARIES, SEE PLAN DETAILS AND CROSS SECTIONS. SHELF IS 0' WIDE FOR THE BRANDT ROAD GUARDRAIL, USE MGS GUARDRAIL 3K.
3. PAVEMENT DEPTH WILL BE 4" WHERE PAVED SHOULDER WIDENING IS REQUIRED AND 2" ELSEWHERE, SEE FINISHED TYPICAL SECTIONS.

DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

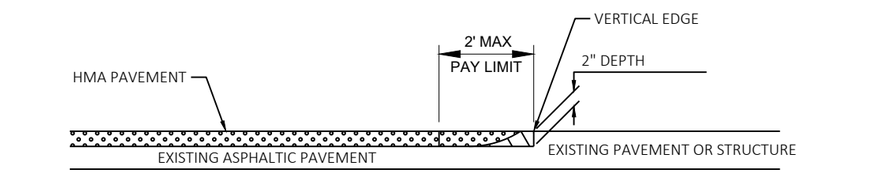
SEE PLAN DETAILS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION



NOTES:
1. SEE STANDARD SPEC 608 FOR ADDITIONAL INFORMATION.
2. PERFORM STORM SEWER REPAIRS PRIOR TO MILLING AND PAVING OPERATIONS.
3. SAW ASPHALT PARALLEL TO PIPE.
4. CONCRETE COLLARS FOR PIPE REQUIRED FOR ANY PARTIAL PIPE SEGMENT REPAIRS.

DETAIL FOR STORM SEWER REPAIR

SEE CURB RAMP DETAILS FOR LOCATIONS



SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS

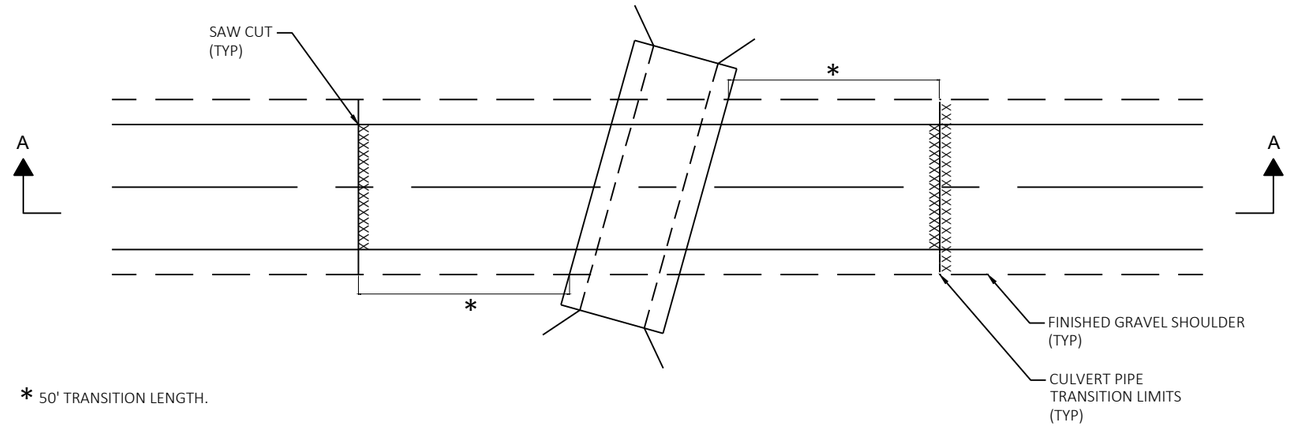
REMOVING ASPHALTIC SURFACE, MILLING

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

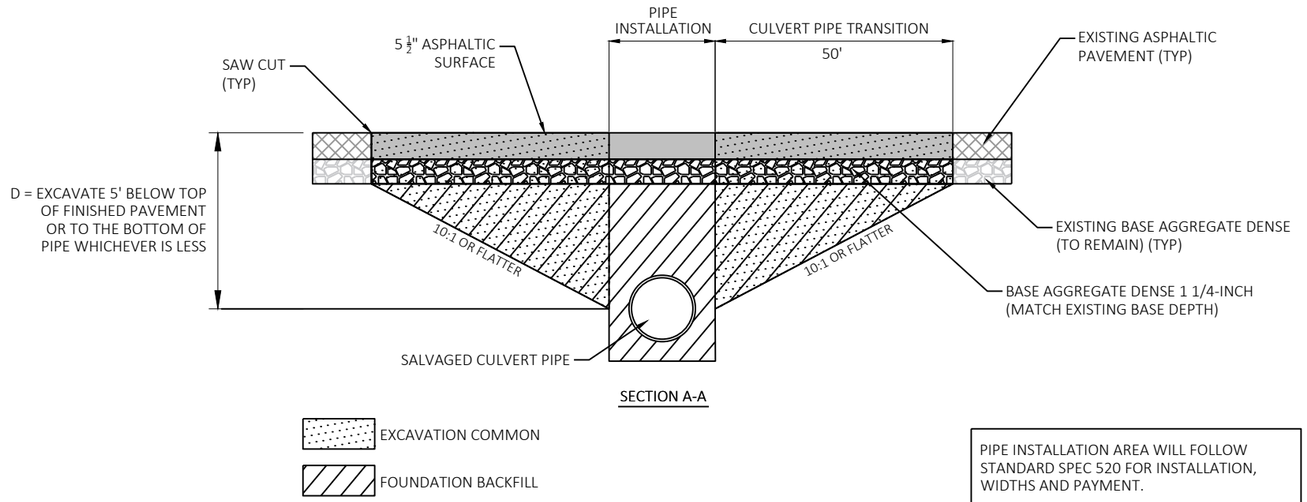
BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)

REQUIRED AT THE FOLLOWING LOCATIONS:
BEGIN & END PROJECT LIMITS
BEGIN & END CONSTRUCTION AT NET EXCEPTION (STH 54 INTERSECTION)
SIDE ROAD MATCH POINTS

2



* 50' TRANSITION LENGTH.



SECTION A-A

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

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

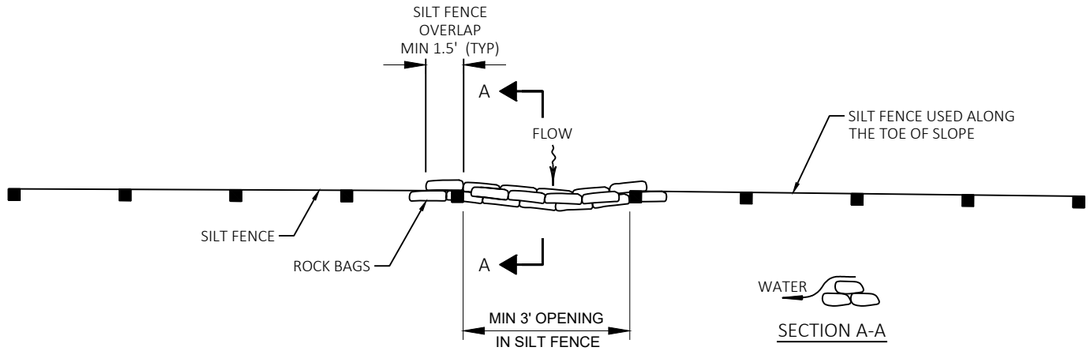
PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

CONTINUE MILLING AND PAVING TREATMENT THROUGH CULVERT PIPE TRANSITIONS.

COMPLETE CULVERT WORK AND PAVEMENT PATCHING PRIOR TO MILLING AND HMA PAVING.

CULVERT PIPE TRANSITION DETAIL

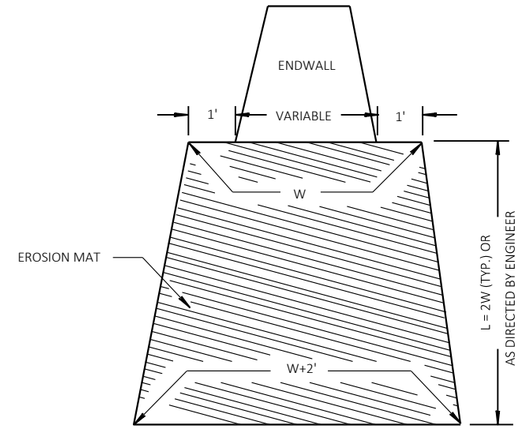
STA 524+06



TOP VIEW

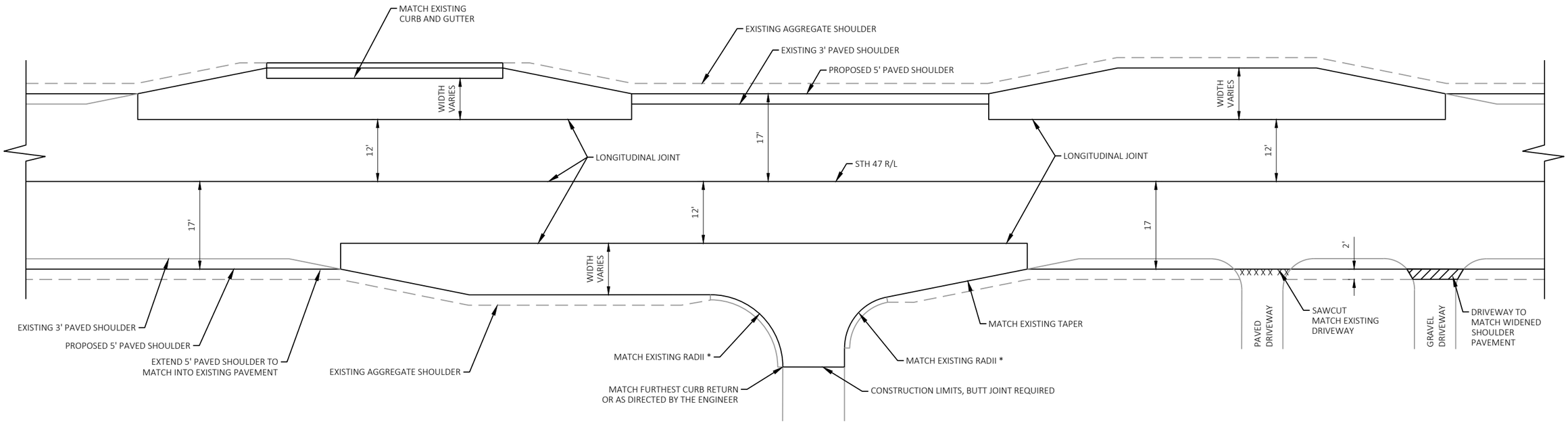
ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

SEE EROSION CONTROL PLAN FOR LOCATIONS



DETAIL FOR EROSION MAT TREATMENT AT CULVERTS

SEE EROSION CONTROL PLAN FOR LOCATIONS AND TYPES

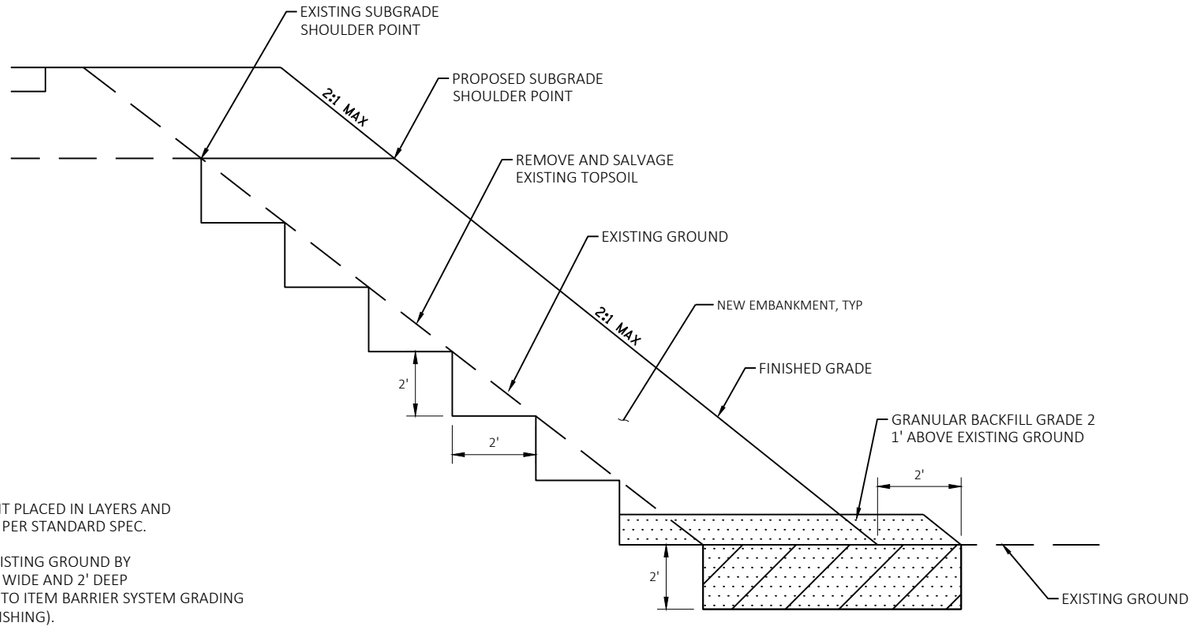


* MATCH CURB AND GUTTER FLANGE FOR
INTERSECTIONS WITH CURB AND GUTTER.
MATCH EXISTING EDGE OF PAVEMENT FOR
INTERSECTIONS WITHOUT CURB AND GUTTER

HMA LONGITUDINAL JOINT DETAIL, DRIVEWAY DETAIL, AND TYPICAL SIDE ROAD DETAIL

TO BE USED AT ALL INTERSECTIONS, BYPASS LANES,
RURAL CURB SECTIONS, AND RURAL DRIVEWAYS

2

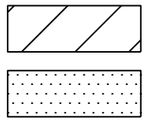


NOTES

1. EMBANKMENT PLACED IN LAYERS AND COMPACTED PER STANDARD SPEC.
2. EXCAVATE EXISTING GROUND BY BENCHING 2' WIDE AND 2' DEEP (INCIDENTAL TO ITEM BARRIER SYSTEM GRADING SHAPING FINISHING).
3. EBS AS REQUIRED IN THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE PAID UNDER THE ITEM BARRIER SYSTEM GRADING SHAPING FINISHING.
4. BACKFILL EBS WITH GRANULAR BACKFILL GRADE 2 TO 1' ABOVE EXISTING GROUND AND TO 2' BEYOND THE SLOPE INTERCEPT.

STEPPED EMBANKMENT AND EBS DETAIL

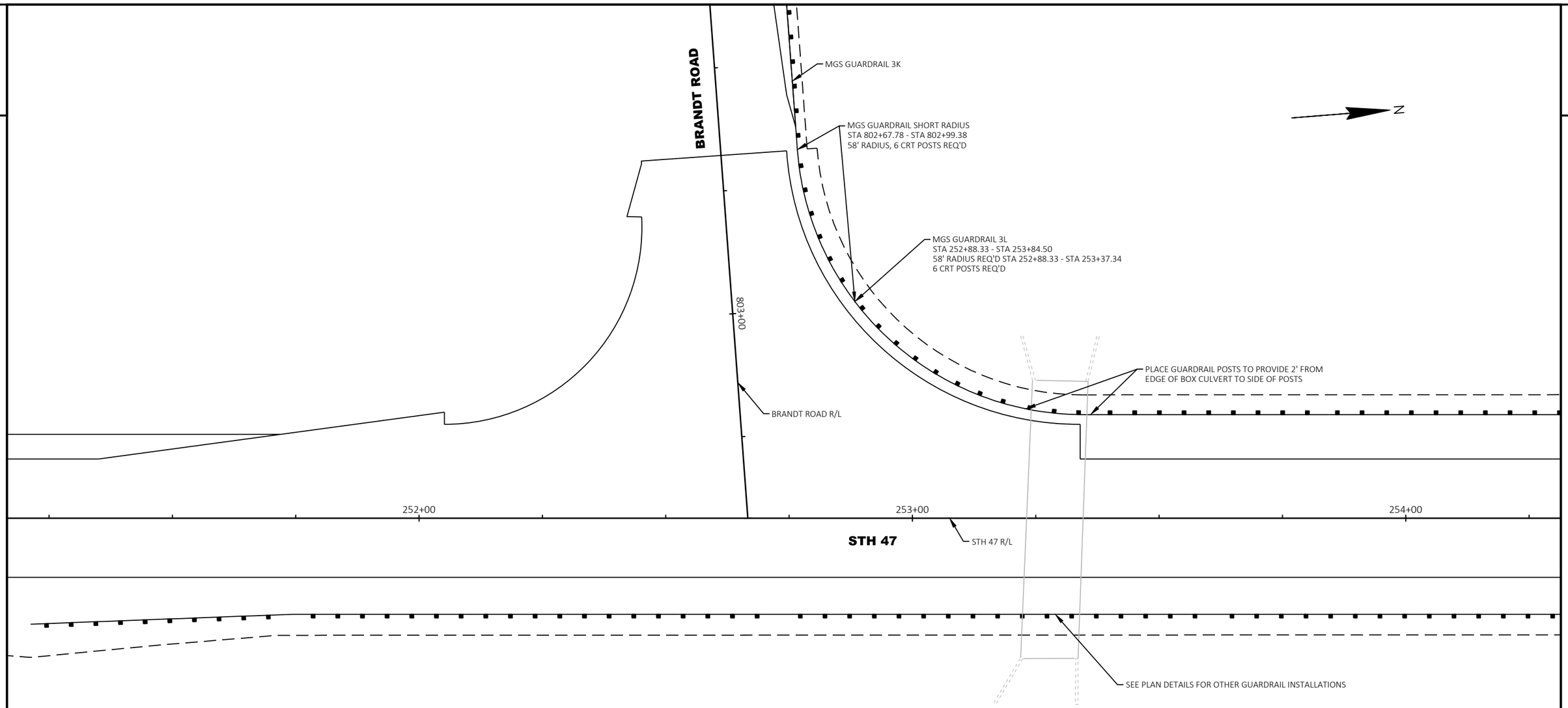
STA 230+00 - 230+50 LT/RT



PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 14	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 05
PLOT DATE : 5/20/2024 12:11 PM
PLOT BY : LIETZAU, SCOTT
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



MGS GUARDRAIL SHORT RADIUS AND 3L DETAIL

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 15	E

2

N

BURDICK ST

STH 47

STH 47 R/L

199+00

200+00

201+00

TLE

R/W

OH

SAN

SS

W

G

CONCRETE COLLAR FOR PIPE
+02.90
10.08' LT

+09.40
10.00' LT

SEE STORM SEWER REPAIR DETAIL FOR PAVEMENT AND BASE REPLACEMENT

CONCRETE COLLAR FOR PIPE
+74.14
10.44' LT

+78.38
9.73' LT

STA 200+06
REMOVE 16 LF STORM SEWER 30-INCH
INSTALL 16 LF STORM SEWER PIPE CL-III A 30-INCH
WEST INVERT 782.42
EAST INVERT 782.29

+02.69
8.07' RT

+09.19
8.15' RT

+71.12
7.69' RT

+75.35
8.40' RT

STA 200+75
REMOVE 16 LF STORM SEWER 12-INCH
INSTALL 16 LF STORM SEWER PIPE CL-III A 12-INCH
WEST INVERT 785.43
EAST INVERT 784.39

+92.96
40.14' RT

CONCRETE COLLAR FOR PIPE

+91.98
44.33' RT

+10.17
44.16' RT

+10.13
48.33' RT

SEE STORM SEWER REPAIR DETAIL FOR PAVEMENT AND BASE REPLACEMENT

STA 200+02
REMOVE 16 LF STORM SEWER 12-INCH
INSTALL 16 LF STORM SEWER PIPE CL-III A 12-INCH
SOUTH INVERT 785.62
NORTH INVERT 785.60

STORM SEWER REPLACEMENT DETAIL AT BURDICK ST

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 16	E

2

2

N

REMOVE TREES

TLE

R/W

R/W

STH 47 R/L

204+00

205+00

206+00

STH 47

SEE STORM SEWER REPAIR DETAIL FOR PAVEMENT AND BASE REPLACEMENT

STA 205+63
REMOVE 16 LF STORM SEWER 12-INCH
INSTALL 16 LF STORM SEWER PIPE REINFORCED CONCRETE CL-IV 12-INCH
SOUTH INVERT 787.09
NORTH INVERT 787.52

+53.75
16.15' RT

+53.34
18.10' RT

+62.86
18.09' RT

CONCRETE COLLAR FOR PIPE

R/W

TLE

TLE

RAILROAD ST

R/W

R/W

TLE

R/W

R/W

STORM SEWER REPLACEMENT DETAIL AT RAILROAD ST

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 17	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - Plan 1 IN 20 FT (2)

PLOT DATE : 12/4/2023 11:34 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

2

N

R/W

TLE

R/W

STH 47 R/L

209+00

210+00

211+00

STH 47

SEE STORM SEWER REPAIR DETAIL FOR PAVEMENT AND BASE REPLACEMENT

+49.59
-16.60' LT

+51.55
-12.43' LT

STA 210+20
REMOVE 80 LF STORM SEWER 15-INCH
INSTALL 80 LF STORM SEWER PIPE REINFORCED
CONCRETE CL-IV 15-INCH
SOUTH INVERT 781.18
NORTH INVERT 779.48

+76.58
17.68' RT

R/W

TLE

+50.18
42.34' RT

CONCRETE COLLAR FOR PIPE

+50.07
45.01' RT

R/W

STA 209+40
REMOVE 16 LF STORM SEWER 12-INCH
INSTALL 16 LF STORM SEWER PIPE REINFORCED
CONCRETE CL-IV 12-INCH
SOUTH INVERT 783.11
NORTH INVERT 782.56

OAK ST

STORM SEWER REPLACEMENT DETAIL AT OAK ST

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET 18	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - Plan 1 IN 20 FT (3)
PLOT DATE : 12/4/2023 11:34 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

2

TOWN OF BLACK CREEK

VOIGHT FARMS LLC

BLACK CREEK

WETLAND BOUNDARY

R/W

BASE AGGREGATE DENSE 3/4-INCH TYP

BEGIN SHOULDER WIDENING

SLOPE INTERCEPT

+56.03
-30.10' LT

+81.39
-28.50' LT

MGS GUARDRAIL TERMINAL EAT

PT 228+02.46

MGS GUARDRAIL 3
37.5'

MGS THRIE BEAM TRANSITION

NET EXCEPTION TO CENTERLINE LENGTH
STA 228+86.50 - STA 229+98.85

EXISTING STRUCTURE
B-44-138 TO REMAIN

MGS THRIE BEAM TRANSITION

MGS GUARDRAIL 3
225'

+30.44
-23.20' LT

+56.08
-24.17' LT

+09.63
-22.00' LT

10'

24'

10'

226+00

227+00

228+00

229+00

STH 47

230+00

231+00

232+00

STH 47 R/L

+15.90
22.14' RT

+32
24.00' RT

+84.69
22.00' RT

+50.87
22.00' RT

+03.96
24.00' RT

+74.05
22.63' RT

BEGIN SHOULDER WIDENING

+56.71
27.09' RT

+31.59
30.00' RT

+81.42
25.92' RT

MGS GUARDRAIL TERMINAL EAT

MGS GUARDRAIL 3
62.5'

MGS THRIE BEAM TRANSITION

EXISTING W-RAILING TO REMAIN
ALL 4 STRUCTURE QUADRANTS

MGS THRIE
BEAM TRANSITION

MGS GUARDRAIL 3
12.5'

MGS GUARDRAIL
TERMINAL EAT

END SHOULDER
WIDENING

SLOPE INTERCEPT

BASE AGGREGATE
DENSE 3/4-INCH

R/W

VILLAGE OF BLACK CREEK

TOWN OF BLACK CREEK

BLACK CREEK

WETLAND BOUNDARY

VILLAGE OF BLACK CREEK

DAUB

NOTES:
REMOVE ALL EXISTING GUARDRAIL.
EXISTING W-RAILING ON BRIDGE TO REMAIN.

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAIL SHEETS	SHEET 19	E

2

N

VOIGHT FARMS LLC

WETLAND BOUNDARY

R/W

BASE AGGREGATE
DENSE 3/4-INCH (TYP)

END SHOULDER
WIDENING

MGS GUARDRAIL
TERMINAL EAT

SLOPE INTERCEPT

BEGIN SHOULDER
WIDENING

MGS GUARDRAIL 3
225'

+91.49
-31.18' LT

+05.38
-17.00' LT

+63.91
-22.00' LT

+16.47
-24.00' LT

+59.78
-19.67' LT

10'

24'

5'

2'

232+00 233+00 234+00 235+00 **STH 47** 236+00 237+00 238+00

STH 47 R/L

+77
17.00' RT

BEGIN SHOULDER
WIDENING

STA 234+00 BEGIN NB AND END SB
CENTERLINE AND SHOULDER RUMBLE STRIPS

BASE AGGREGATE
DENSE 3/4-INCH

R/W

DAUB

NOTES:
REMOVE ALL EXISTING GUARDRAIL SHOWN ON THIS SHEET

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAIL SHEETS	SHEET 20	E

2

2

VOIGHT FARMS LLC

VOIGHT FARMS LLC

BRANDT RD

802+00

803+00

+55.36
-10.31' LT

+05.28
-15.55' LT

MGS GUARDRAIL SHORT
RADIUS TERMINAL

MGS GUARDRAIL
3K 62.5'

WETLAND BOUNDARY

+67.86
-15.43' LT

SLOPE INTERCEPT

+67.73
16.16' RT

MGS GUARDRAIL SHORT RADIUS
STA 802+67.86 - STA 802+99.38
58' RADIUS, 6 CRT POSTS REQ'D

R/W

EXISTING CURB &
GUTTER TO REMAIN

MGS GUARDRAIL 3L
STA 252+88.33 - STA 253+84.50
58' RADIUS STA 252+88.33 - STA 253+37.34
6 CRT POSTS REQ'D

MGS GUARDRAIL 3
325'

PT: 250+31.01

2'

5'

4'

+05.11
-19.00' LT

+35
-12.00' LT

+33.90
-18.91' LT

PLACE GUARDRAIL POSTS TO PROVIDE 2' FROM
EDGE OF BOX CULVERT TO SIDE OF POSTS

9'

249+00

250+00

251+00

252+00

STH 47

253+00

254+00

255+00

24'

STH 47 R/L

+57.35
17.00' RT

+21.25
21.50' RT

+74.37
19.50' RT

5'

BASE AGGREGATE
DENSE 3/4-INCH (TYP)

SLOPE INTERCEPT

+46.24
26.09' RT

MGS GUARDRAIL
TERMINAL EAT

+71.21
23.76' RT

MGS GUARDRAIL 3
100'

MGS GUARDRAIL 3L
87.5'

17.5'

4'

EXISTING STRUCTURE
C-44-01 TO REMAIN

MGS GUARDRAIL 3
337.5'

END SHOULDER WIDENING

+21.24
28.50' RT

R/W

WETLAND BOUNDARY

VOIGHT FARMS LLC

MCCARTY JOINT
REVOCABLE TRUST

NOTES:
REMOVE ALL EXISTING GUARDRAIL SHOWN ON THIS SHEET

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAIL SHEETS	SHEET 21	E

2

VOIGHT FARMS LLC

N

) BOUNDARY

WETLAND BOUNDARY

R/W

BASE AGGREGATE
DENSE 3/4-INCH (TYP)

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL 3
325'

BEGIN SHOULDER WIDENING

SLOPE INTERCEPT

+12.56
25.14' LT

+37.64
26.25' LT

+62.63
29.00' LT

+81.16
21.10' LT

+09.50
21.00' LT

+62.63
23.00' LT

+41.89
17.00' LT

4'

9'

5'

2'

24"

255+00

256+00

257+00

STH 47

258+00

259+00

260+00

261+00

+15.49
17.00' RT

STH 47 R/L

+99.38
19.50' RT

+52.50
21.50' RT

+27.51
24.33' RT

+52.50
27.50' RT

+26.08
22.73' RT

+02.54
23.56' RT

7.5'

4'

MGS GUARDRAIL 3
337.5'

MGS GUARDRAIL
TERMINAL EAT

SLOPE INTERCEPT

R/W

WETLAND BOUNDARY

MCCARTY JOINT
REVOCABLE TRUST

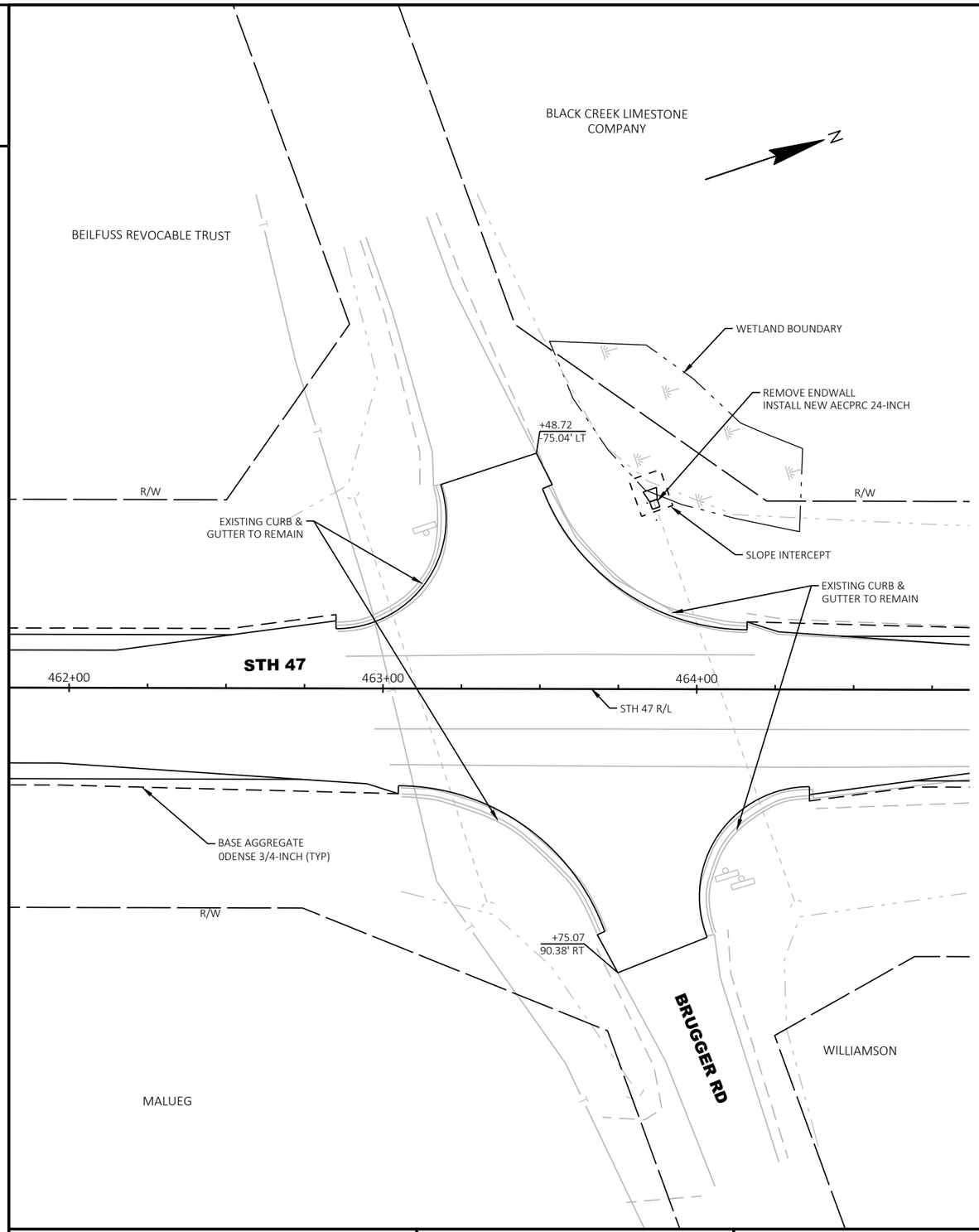
NOTES:
REMOVE ALL EXISTING GUARDRAIL SHOWN ON THIS SHEET

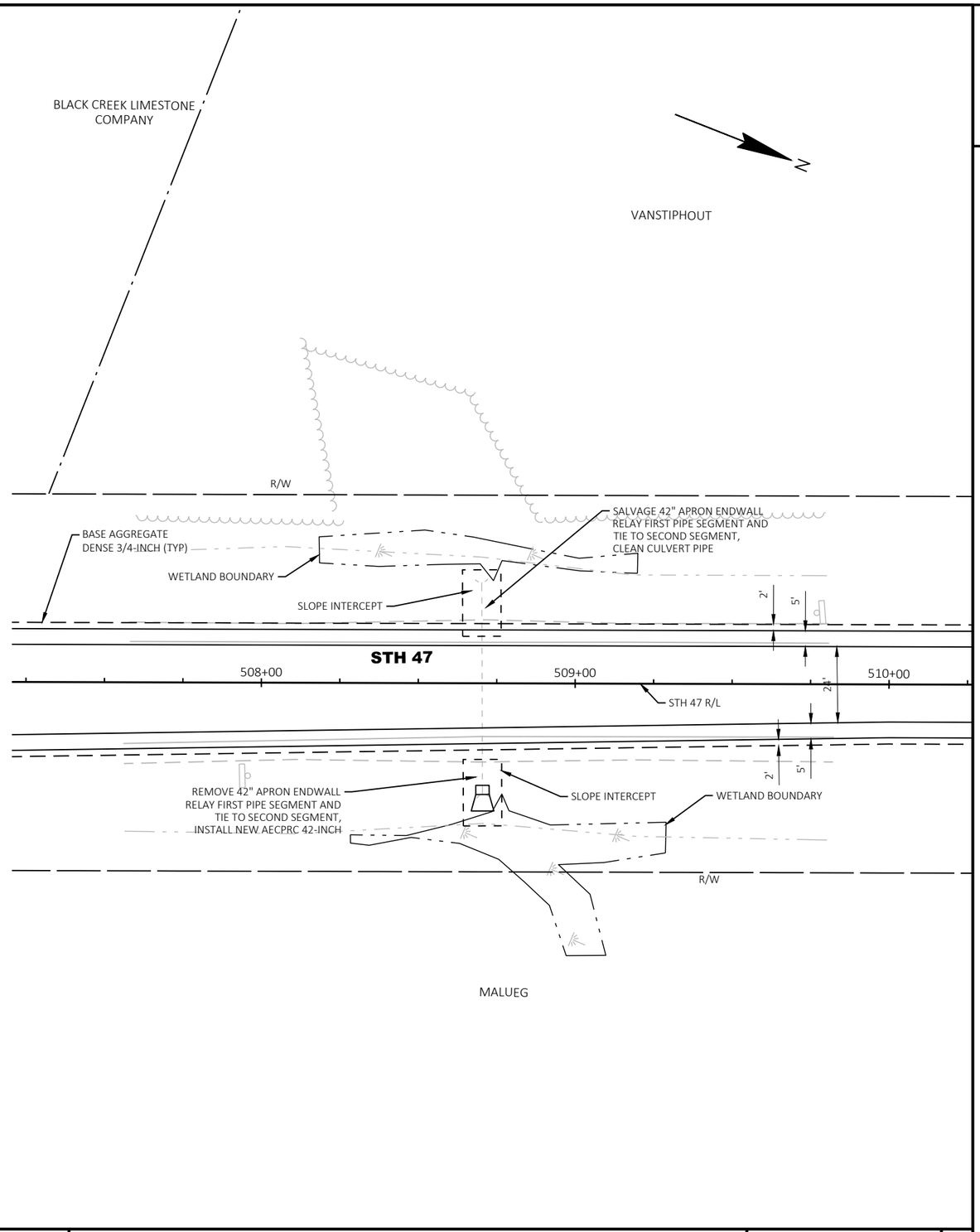
PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAIL SHEETS	SHEET 22	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 04

PLOT DATE : 1/2/2024 2:01 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2





PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAIL SHEETS	SHEET 23	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 05

PLOT DATE : 1/2/2024 2:01 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

MALUEG

WETLAND BOUNDARY

BLACK CREEK SOD INC

R/W

PC: 523+33.26

SLOPE INTERCEPT

LIMITS OF CULVERT
PIPE TRANSITION
(SEE DETAIL)

BASE AGGREGATE
DENSE 3/4-INCH (TYP)

5'

2'

STH 47

523+00

524+00

525+00

526+00

527+00

528+00

STH 47 R/L

24"

LIMITS OF CULVERT
PIPE TRANSITION
(SEE DETAIL)

SLOPE INTERCEPT

SALVAGE 30" REINF CONC CULVERT PIPE 77 LF,
RESET PIPE WITH EAST INVERT AT EL 789.97,
WEST INVERT AT EL 789.58, SLOPE 0.51%

WETLAND BOUNDARY

REMOVE ENDWALL
INSTALL NEW AECPRC 30-INCH

SLOPE INTERCEPT

R/W

HEIN LIVING TRUST

MALUEG

WETLAND BOUNDARY

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAIL SHEETS	SHEET 24	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 06

PLOT DATE : 1/2/2024 2:01 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

BANKER IRREVOCABLE TRUST

N

R/W

EXISTING STRUCTURE
C-44-05 TO REMAIN

ASSUMED WETLAND
BOUNDARY EXTENSION

SLOPE INTERCEPT

BASE AGGREGATE
DENSE 3/4-INCH (TYP)

WETLAND BOUNDARY

END SHOULDER WIDENING

MGS GUARDRAIL
TERMINAL EAT

+93.28
-27.00' LT

+18.05
-24.44' LT

+43.03
-23.17' LT

MGS GUARDRAIL 3
100'

MGS GUARDRAIL 3L
100'

5'

2'

+46.41
-19.00' LT

+38.50
-17.00' LT

+93.28
-21.00' LT

7'

580+00

581+00

582+00

STH 47

583+00

584+00

585+00

24'

STH 47 R/L

+39.96
17.00' RT

+86
19.85' RT

+50.63
19.00' RT

+98.27
21.06' RT

END SHOULDER WIDENING

+97.50
27.00' RT

+22.39
24.16' RT

+47.37
23.00' RT

MGS GUARDRAIL 3
175'

4'

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL 3L
100'

SLOPE INTERCEPT

R/W

BANKER IRREVOCABLE TRUST

BANKER IRREVOCABLE TRUST

NOTES:
REMOVE ALL EXISTING GUARDRAIL SHOWN ON THIS SHEET

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAIL SHEETS	SHEET 25	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 07

PLOT DATE : 1/2/2024 2:01 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

BANKER IRREVOCABLE TRUST

WETLAND BOUNDARY

R/W

SLOPE INTERCEPT

MGS GUARDRAIL 3K
200'

+25
21.17' LT

+50
23.17' LT

+74.55
24.33' LT

+99.53
27.00' LT

MGS GUARDRAIL
TERMINAL EAT

BEGIN SHOULDER WIDENING

BASE AGGREGATE DENSE 3/4-INCH (TYP)

5'

2'

7'

24'

+46.41
19.00' LT

+99.53
21.00' LT

STH 47

+66.47
17.00' LT

586+00

587+00

588+00

589+00

590+00

591+00

STH 47 R/L

+50.63
19.00' RT

+23.29
19.05' RT

+51.10
17.00' RT

+03.75
21.00' RT

+53.89
23.35' RT

+78.87
24.54' RT

+03.86
27.20' RT

MGS GUARDRAIL 3
125'

MGS GUARDRAIL
TERMINAL EAT

END/BEGIN SHOULDER WIDENING

SLOPE INTERCEPT

WETLAND BOUNDARY

R/W

BANKER IRREVOCABLE TRUST

NOTES:
REMOVE ALL EXISTING GUARDRAIL SHOWN ON THIS SHEET

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAIL SHEETS	SHEET 26	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 08

PLOT DATE : 1/2/2024 2:01 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

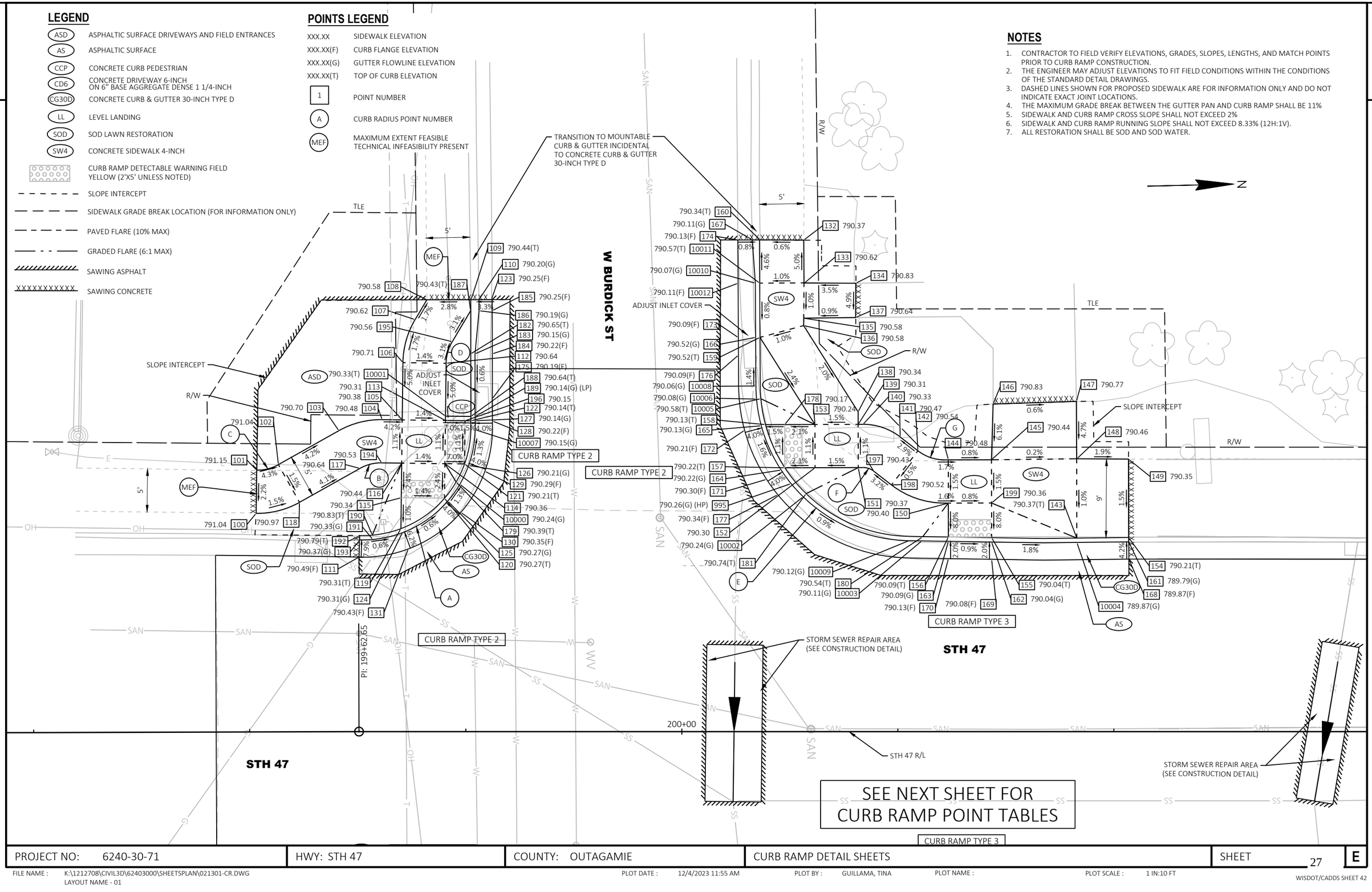
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB PEDESTRIAN
CD6	CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
LL	LEVEL LANDING
SOD	SOD LAWN RESTORATION
SW4	CONCRETE SIDEWALK 4-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
	SLOPE INTERCEPT
	SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
	PAVED FLARE (10% MAX)
	GRADED FLARE (6:1 MAX)
	SAWING ASPHALT
XXXXXXXXXXX	SAWING CONCRETE

POINTS LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
1	POINT NUMBER
A	CURB RADIUS POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.



PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAIL SHEETS	SHEET 27 E

Burdick Street W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
100	199+50.83	25.29' LT	791.04	639476.97	815786.29
101	199+50.90	30.28' LT	791.15	639477.15	815781.30
102	199+53.41	30.91' LT	791.04	639479.67	815780.72
103	199+60.42	34.82' LT	790.70	639486.76	815776.97
104	199+65.33	36.09' LT	790.48	639491.81	815775.81
105	199+67.65	36.06' LT	790.38	639494.13	815775.90
106	199+67.73	42.68' LT	790.71	639494.37	815769.28
107	199+69.14	47.66' LT	790.62	639495.89	815764.33
108	199+70.50	49.96' LT	790.58	639497.31	815762.07
109	199+75.62	49.97' LT	790.44	639502.43	815762.18
110	199+76.52	49.97' LT	790.20	639503.33	815762.20
111	199+62.65	20.19' LT	790.49	639488.74	815791.64
112	199+72.73	42.61' LT	790.64	639499.37	815769.46
113	199+72.65	35.99' LT	790.31	639499.12	815776.08
114	199+72.59	30.99' LT	790.36	639498.94	815781.08
115	199+67.54	27.06' LT	790.34	639493.80	815784.89
116	199+67.59	31.06' LT	790.44	639493.94	815780.89
117	199+62.76	30.45' LT	790.64	639489.10	815781.39
118	199+55.85	26.55' LT	790.97	639482.01	815785.14
119	199+67.49	23.48' LT	790.31	639493.67	815788.46
120	199+72.54	26.99' LT	790.27	639498.79	815785.07
121	199+74.86	30.97' LT	790.21	639501.21	815781.16
122	199+75.59	35.96' LT	790.14	639502.06	815776.19
123	199+77.97	49.98' LT	790.25	639504.78	815762.22
124	199+67.67	23.01' LT	790.31	639493.83	815788.94
125	199+72.91	26.67' LT	790.27	639499.16	815785.41
126	199+75.33	30.79' LT	790.21	639501.67	815781.35
127	199+76.09	35.96' LT	790.14	639502.56	815776.20
128	199+78.09	35.94' LT	790.22	639504.56	815776.27
129	199+77.21	30.11' LT	790.29	639503.54	815782.07
130	199+74.43	25.36' LT	790.35	639500.64	815786.76
131	199+68.35	21.13' LT	790.43	639494.47	815790.83
132	200+14.11	56.86' LT	790.37	639541.08	815756.22
133	200+14.16	51.86' LT	790.62	639541.00	815761.22
134	200+20.14	51.87' LT	790.83	639546.98	815761.35
135	200+14.11	47.83' LT	790.58	639540.85	815765.25
136	200+14.10	46.97' LT	790.58	639540.83	815766.11
137	200+20.11	47.90' LT	790.64	639546.85	815765.32

Burdick Street W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
138	200+20.41	36.98' LT	790.34	639546.89	815776.24
139	200+20.41	35.54' LT	790.31	639546.86	815777.68
140	200+20.97	35.54' LT	790.33	639547.42	815777.69
141	200+25.27	34.08' LT	790.47	639551.69	815779.27
142	200+27.33	32.49' LT	790.54	639553.70	815780.90
143	200+45.71	22.38' LT	790.37	639571.84	815791.45
144	200+30.84	31.44' LT	790.48	639557.18	815782.04
145	200+35.84	31.45' LT	790.44	639562.18	815782.15
146	200+36.02	37.89' LT	790.83	639562.52	815775.71
147	200+45.67	38.20' LT	790.77	639572.17	815775.64
148	200+45.72	31.56' LT	790.46	639572.07	815782.27
149	200+51.70	31.52' LT	790.35	639578.04	815782.45
150	200+30.84	26.44' LT	790.40	639557.07	815787.04
151	200+20.42	30.54' LT	790.37	639546.75	815782.68
152	200+15.42	30.53' LT	790.30	639541.75	815782.57
153	200+15.41	35.53' LT	790.24	639541.86	815777.57
154	200+51.71	22.45' LT	790.21	639577.84	815791.52
155	200+35.85	22.43' LT	790.04	639561.98	815791.16
156	200+30.85	22.51' LT	790.09	639556.98	815790.96
157	200+11.92	30.52' LT	790.22	639538.25	815782.50
158	200+09.68	35.51' LT	790.13	639536.14	815777.45
159	200+09.05	45.61' LT	790.52	639535.74	815767.35
160	200+09.06	56.89' LT	790.34	639536.03	815756.07
161	200+51.72	21.95' LT	789.79	639577.83	815792.02
162	200+35.85	21.93' LT	790.04	639561.97	815791.66
163	200+30.85	22.01' LT	790.09	639556.97	815791.46
164	200+11.50	30.26' LT	790.22	639537.82	815782.75
165	200+09.20	35.38' LT	790.13	639535.65	815777.57
166	200+08.56	45.61' LT	790.52	639535.26	815767.33
167	200+08.16	56.89' LT	790.11	639535.13	815756.05
168	200+51.74	19.95' LT	789.87	639577.80	815794.02
169	200+35.86	19.93' LT	790.08	639561.92	815793.66
170	200+30.86	20.01' LT	790.13	639556.93	815793.46
171	200+09.81	29.18' LT	790.30	639536.11	815783.78
172	200+07.27	34.86' LT	790.21	639533.71	815778.05
173	200+06.55	45.58' LT	790.09	639533.24	815767.31
174	200+06.48	56.88' LT	790.13	639533.45	815756.02
175	199+78.08	38.52' LT	790.19	639504.61	815773.68

Burdick Street W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
176	200+06.56	43.55' LT	790.09	639533.20	815769.35
177	200+11.12	27.40' LT	790.34	639537.37	815785.60
178	200+11.91	35.52' LT	790.17	639538.36	815777.50
179	199+73.88	28.87' LT	790.39	639500.19	815783.23
180	200+27.85	22.51' LT	790.54	639553.98	815790.89
181	200+14.39	27.53' LT	790.74	639540.65	815785.55
182	199+75.57	43.69' LT	790.65	639502.23	815768.45
183	199+76.07	43.69' LT	790.15	639502.73	815768.46
184	199+78.07	43.70' LT	790.22	639504.73	815768.51
185	199+78.06	48.69' LT	790.25	639504.84	815763.52
186	199+76.54	48.69' LT	790.19	639503.32	815763.48
187	199+75.56	48.69' LT	790.43	639502.34	815763.46
188	199+75.59	36.46' LT	790.64	639502.07	815775.69
189	199+76.09	36.46' LT	790.14	639502.57	815775.70
190	199+64.19	22.73' LT	790.83	639490.34	815789.14
191	199+64.23	22.23' LT	790.33	639490.38	815789.64
192	199+62.72	22.63' LT	790.79	639488.87	815789.20
193	199+62.70	22.11' LT	790.37	639488.84	815789.72
194	199+65.27	31.09' LT	790.53	639491.63	815780.81
195	199+73.43	45.10' LT	790.56	639500.13	815766.99
196	199+74.92	35.96' LT	790.15	639501.39	815776.16
197	200+22.21	30.12' LT	790.43	639548.53	815783.14
198	200+24.26	28.53' LT	790.52	639550.54	815784.78
199	200+35.84	26.45' LT	790.36	639562.07	815787.15
995	200+12.65	28.69' LT	790.26	639538.93	815784.35
10000	199+74.31	28.62' LT	790.24	639500.61	815783.49
10001	199+72.66	36.49' LT	790.33	639499.14	815775.58
10002	200+14.04	27.17' LT	790.24	639540.29	815785.90
10003	200+27.77	22.06' LT	790.11	639553.90	815791.34
10004	200+45.72	21.88' LT	789.87	639571.83	815791.95
10005	200+09.15	38.51' LT	790.58	639535.67	815774.44
10006	200+08.65	38.47' LT	790.08	639535.17	815774.47
10007	199+76.10	34.92' LT	790.15	639502.54	815777.23
10008	200+08.58	39.98' LT	790.06	639535.14	815772.95
10009	200+26.29	22.09' LT	790.12	639552.41	815791.28
10010	200+08.51	51.88' LT	790.07	639535.36	815761.06
10011	200+09.01	51.88' LT	790.57	639535.86	815761.07
10012	200+06.51	51.87' LT	790.11	639533.36	815761.03

RADIUS TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
A	199+68.64	29.78' LT	13'
B	199+65.20	26.09' LT	5'
C	199+50.98	35.28' LT	5'
D	199+77.73	42.55' LT	5'
E	200+26.58	40.08' LT	18'
F	200+20.98	28.54' LT	2'
G	200+30.39	36.44' LT	5'

2

N

STH 47

STH 47

PI: 199+62.65

200+00

CURB RAMP TYPE 2

STORM SEWER REPAIR AREA
(SEE CONSTRUCTION DETAIL)

STH 47 R/L

STORM SEWER REPAIR AREA
(SEE CONSTRUCTION DETAIL)

CURB RAMP TYPE 2

AS
CG30D
789.95(G) 277
790.16(F) 231
789.89(G) 220
790.47(T) 219
790.66 213
790.71 212
790.35 211
790.54 210
790.43 209
790.28(T) 214
789.85(G) 225
790.03(F) 226
790.20(F) 230
790.12(G) (HP) 221
790.12(T) 218
790.15(F) 229
790.07(G) 222
790.07(T) 217
790.30 261
790.05(G) 273
790.21(F) 268
790.11(F) 228
790.03(G) 223
790.03(T) 216
790.15 270
790.37 262
790.27 208
790.05(F) 227
789.97(G) 224
789.97(T) 215
790.00 265
789.84(G) (LP) 272
790.34(T) 269
790.00(F) 271
789.83(G) 264
SW4
ASD
LL
H
MEF
SLOPE INTERCEPT
R/W
TLE
5'
3.7%
4.0%
0.9%
1.5%
2.2%
4.3%
5.5%
7.0%
1.0%
1.3%
0.6%
1.8%
1.1%
0.5%
2.6%
8.6%

CURB RAMP TYPE 3

790.17(F) 250
790.10(G) 275
790.12(F) 251
790.12(G) (HP) 243
790.06(G) 244
790.12(T) 236
790.06(T) 237
790.34 242
790.06(G) 274
790.39(T) 235
790.30 249
790.04(F) 248
790.00(G) 241
790.00(T) 234
790.01(F) 247
789.97(G) 240
789.97(T) 233
789.95(G) 276
790.00 260
790.29 255
790.52 256
789.92(F) 246
790.05(F) 252
789.95(G) 245
790.37(T) 238
790.56 200
790.26 253
790.33 254
790.39 203
790.74(T) 258
790.38 204
790.78 205
790.80 206
790.52 207
790.23(T) 232
789.75(G) 239
790.79 201
790.29 202
790.79(T) 259
790.78(T) 278
790.78(T) 257
SW4
CCP
MEF
LL
I
SLOPE INTERCEPT
TLE
R/W
2.7%
1.2%
3.0%
1.8%
5.2%
4.5%
4.4%
3.8%
1.3%
4.9%
0.9%
1.1%
0.5%
2.0%
8.3%
8.2%
0.2%
0.4%
5.8%
5.7%
5.5%
8.7%

STORM SEWER REPAIR AREA
(SEE CONSTRUCTION DETAIL)

REMOVE INLET COVER,
INSTALL INLET COVER TYPE H

E BURDICK ST

LEGEND

ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB PEDESTRIAN
CD6	CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
LL	LEVEL LANDING
SOD	SOD LAWN RESTORATION
SW4	CONCRETE SIDEWALK 4-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
	SLOPE INTERCEPT
	SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
	PAVED FLARE (10% MAX)
	GRADED FLARE (6:1 MAX)
	SAWING ASPHALT
XXXXXXXXXX	SAWING CONCRETE

POINTS LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
1	POINT NUMBER
A	CURB RADIUS POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

SEE NEXT SHEET FOR
CURB RAMP POINT TABLES

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAIL SHEETS	SHEET 29	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 02
PLOT DATE : 12/4/2023 11:55 AM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

Burdick Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	200+41.94	27.33' RT	790.56	639566.86	815841.05
201	200+41.95	33.33' RT	790.79	639566.73	815847.05
202	200+35.95	33.34' RT	790.29	639560.73	815846.92
203	200+30.95	33.35' RT	790.39	639555.73	815846.81
204	200+30.45	33.35' RT	790.38	639555.23	815846.79
205	200+30.46	37.85' RT	790.78	639555.14	815851.29
206	200+30.97	41.85' RT	790.80	639555.55	815855.30
207	200+25.96	41.86' RT	790.52	639550.54	815855.20
208	199+71.84	33.63' RT	790.27	639496.63	815845.66
209	199+76.08	42.67' RT	790.43	639500.66	815854.80
210	199+71.18	42.81' RT	790.54	639495.75	815854.82
211	199+66.84	33.60' RT	790.35	639491.64	815845.51
212	199+60.10	33.55' RT	790.71	639485.01	815845.31
213	199+60.20	28.55' RT	790.66	639485.22	815840.32
214	199+79.81	45.35' RT	790.28	639504.32	815857.57
215	199+78.69	33.67' RT	789.97	639503.48	815845.87
216	199+75.77	28.65' RT	790.03	639500.68	815840.78
217	199+71.89	25.20' RT	790.07	639496.89	815837.24
218	199+66.90	22.96' RT	790.12	639491.96	815834.88
219	199+60.33	22.20' RT	790.47	639485.48	815833.97
220	199+60.34	21.64' RT	789.89	639485.50	815833.41
221	199+67.04	22.48' RT	790.12	639492.11	815834.40
222	199+72.16	24.78' RT	790.07	639497.17	815836.82
223	199+76.15	28.34' RT	790.03	639501.08	815840.48
224	199+79.16	33.51' RT	789.97	639503.96	815845.72
225	199+80.31	45.36' RT	789.85	639504.82	815857.59
226	199+82.31	45.37' RT	790.03	639506.82	815857.66
227	199+81.03	32.79' RT	790.05	639505.84	815845.05
228	199+77.69	27.06' RT	790.11	639502.64	815839.23
229	199+73.26	23.11' RT	790.15	639498.31	815835.18
230	199+67.56	20.55' RT	790.20	639492.67	815832.48
231	199+60.38	19.81' RT	790.16	639485.58	815831.58
232	200+20.86	41.88' RT	790.23	639545.44	815855.09
233	200+20.92	33.36' RT	789.97	639545.71	815846.58
234	200+22.40	28.36' RT	790.00	639547.31	815841.62
235	200+25.99	24.50' RT	790.39	639550.99	815837.84
236	200+30.93	22.65' RT	790.12	639555.97	815836.11
237	200+35.93	22.64' RT	790.06	639560.97	815836.22
238	200+41.93	22.58' RT	790.37	639566.97	815836.31
239	200+20.36	41.87' RT	789.75	639544.94	815855.07

Burdick Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
240	200+20.42	33.34' RT	789.97	639545.21	815846.54
241	200+21.97	28.11' RT	790.00	639546.88	815841.36
242	200+30.94	28.35' RT	790.34	639555.84	815841.81
243	200+30.85	22.15' RT	790.12	639555.91	815835.61
244	200+35.93	22.06' RT	790.06	639560.98	815835.64
245	200+41.93	22.08' RT	789.95	639566.98	815835.80
246	200+18.36	41.85' RT	789.92	639542.95	815855.01
247	200+18.42	33.22' RT	790.01	639543.22	815846.37
248	200+20.23	27.12' RT	790.04	639545.17	815840.32
249	200+25.94	28.36' RT	790.30	639550.85	815841.69
250	200+30.61	20.17' RT	790.17	639555.71	815833.62
251	200+35.93	20.06' RT	790.12	639561.04	815833.64
252	200+41.94	20.08' RT	790.05	639567.04	815833.81
253	200+35.94	27.34' RT	790.26	639560.87	815840.92
254	200+30.94	27.35' RT	790.33	639555.87	815840.81
255	200+25.95	33.36' RT	790.29	639550.73	815846.69
256	200+25.95	37.86' RT	790.52	639550.63	815851.20
257	200+30.96	37.85' RT	790.78	639555.64	815851.30
258	200+30.95	33.85' RT	790.74	639555.72	815847.30
259	200+41.95	33.83' RT	790.79	639566.72	815847.55
260	200+22.41	33.36' RT	790.00	639547.20	815846.61
261	199+71.87	28.63' RT	790.30	639496.79	815840.67
262	199+66.87	28.60' RT	790.37	639491.79	815840.51
263	199+67.56	20.55' RT	790.20	639492.67	815832.48
264	199+80.31	39.50' RT	789.83	639504.96	815851.73
265	199+75.74	33.65' RT	790.00	639500.53	815845.78
266	200+20.23	27.12' RT	790.04	639545.17	815840.32
267	200+30.61	20.17' RT	790.17	639555.71	815833.62
268	199+73.96	26.78' RT	790.21	639498.92	815838.87
269	199+79.63	37.80' RT	790.34	639504.33	815850.02
270	199+66.89	25.17' RT	790.15	639491.89	815837.09
271	199+82.31	39.46' RT	790.00	639506.96	815851.74
272	199+80.20	37.79' RT	789.84	639504.89	815850.03
273	199+74.29	26.41' RT	790.05	639499.26	815838.50
274	200+25.71	24.08' RT	790.06	639550.73	815837.42
275	200+32.44	22.05' RT	790.10	639557.49	815835.55
276	200+20.40	33.99' RT	789.95	639545.17	815847.20
277	199+62.55	21.85' RT	789.95	639487.71	815833.67
278	200+35.95	33.84' RT	790.78	639560.72	815847.42

RADIUS TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
H	199+75.17	36.73' RT	18'
I	200+32.40	34.05' RT	12'

2

LEGEND

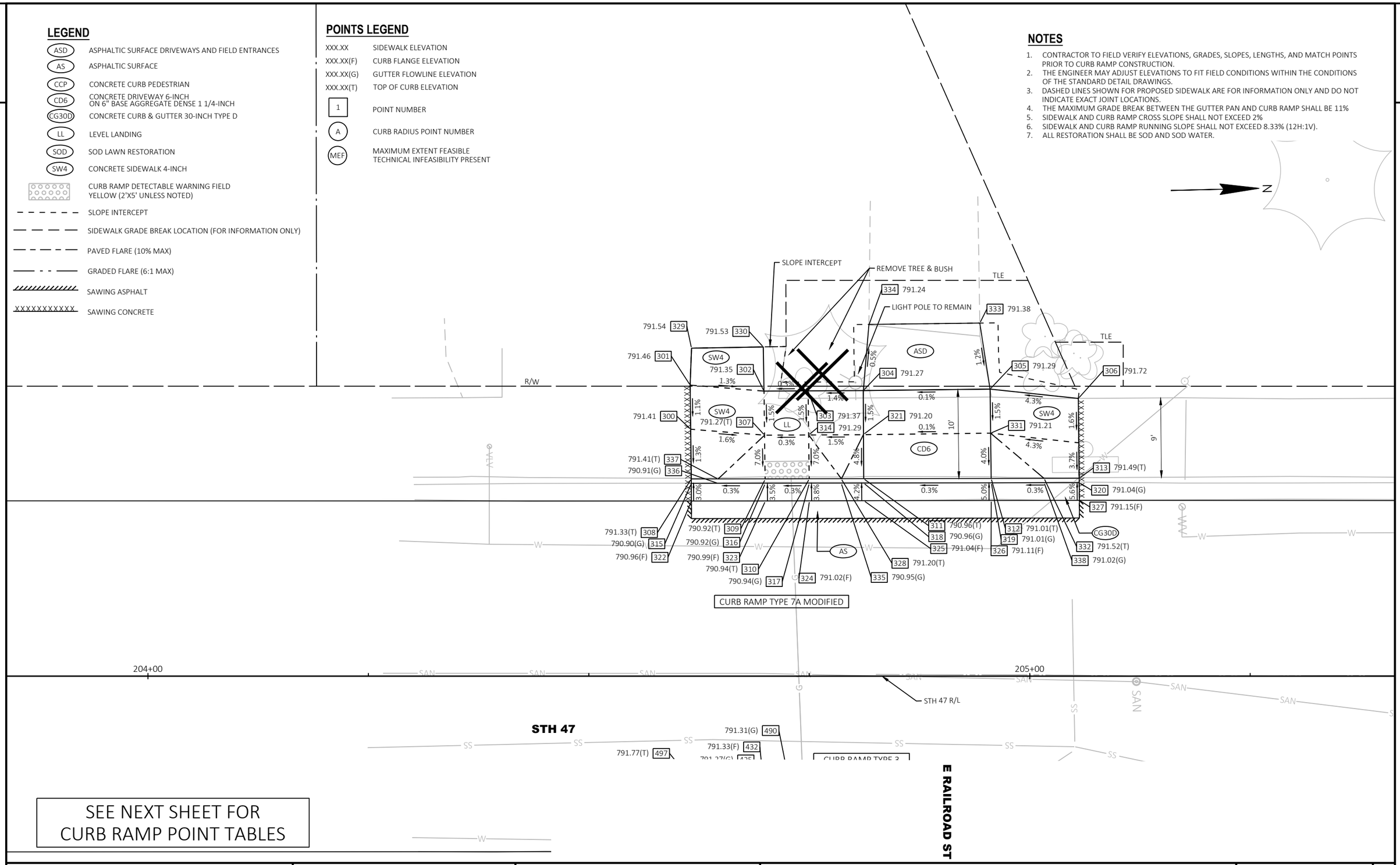
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB PEDESTRIAN
CD6	CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
LL	LEVEL LANDING
SOD	SOD LAWN RESTORATION
SW4	CONCRETE SIDEWALK 4-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
	SLOPE INTERCEPT
	SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
	PAVED FLARE (10% MAX)
	GRADED FLARE (6:1 MAX)
	SAWING ASPHALT
XXXXXXXXXX	SAWING CONCRETE

POINTS LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
1	POINT NUMBER
A	CURB RADIUS POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.



SEE NEXT SHEET FOR CURB RAMP POINT TABLES

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAIL SHEETS	SHEET 31	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 03
PLOT DATE : 12/4/2023 11:55 AM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

Railroad Street W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	204+61.55	28.01' LT	791.41	639987.69	815795.84
301	204+61.49	33.01' LT	791.46	639987.75	815790.84
302	204+69.86	32.33' LT	791.35	639996.11	815791.72
303	204+74.86	32.36' LT	791.37	640001.10	815791.81
304	204+81.12	32.39' LT	791.27	640007.36	815791.93
305	204+95.50	32.56' LT	791.29	640021.74	815792.11
306	205+05.51	31.50' LT	791.72	640031.73	815793.41
307	204+69.93	27.33' LT	791.27	639996.05	815796.72
308	204+61.62	22.37' LT	791.33	639987.63	815801.48
309	204+69.99	22.33' LT	790.92	639995.99	815801.72
310	204+74.99	22.36' LT	790.94	640000.99	815801.81
311	204+81.17	22.39' LT	790.96	640007.17	815801.93
312	204+95.63	22.41' LT	791.01	640021.63	815802.25
313	205+05.62	22.44' LT	791.49	640031.62	815802.47
314	204+74.93	27.36' LT	791.29	640001.05	815796.81
315	204+61.63	21.87' LT	790.90	639987.62	815801.98
316	204+70.00	21.83' LT	790.92	639995.99	815802.22
317	204+75.00	21.86' LT	790.94	640000.99	815802.31
318	204+81.18	21.89' LT	790.96	640007.17	815802.43
319	204+95.65	21.91' LT	791.01	640021.63	815802.75
320	205+05.63	21.94' LT	791.04	640031.61	815802.97
321	204+81.15	27.42' LT	791.20	640007.27	815796.90
322	204+61.63	19.87' LT	790.96	639987.57	815803.98
323	204+70.01	19.83' LT	790.99	639995.95	815804.22
324	204+75.01	19.86' LT	791.02	640000.95	815804.31
325	204+81.21	19.89' LT	791.04	640007.14	815804.43
326	204+95.64	19.91' LT	791.11	640021.57	815804.75
327	205+05.64	19.94' LT	791.15	640031.57	815804.97
328	204+78.62	22.38' LT	791.20	640004.62	815801.88
329	204+61.64	37.20' LT	791.54	639988.00	815786.65
330	204+69.78	37.34' LT	791.53	639996.14	815786.71
331	204+95.56	27.56' LT	791.21	640021.68	815797.11
332	205+01.63	22.43' LT	791.52	640027.62	815802.39
333	204+94.34	40.05' LT	791.38	640020.76	815784.59
334	204+81.76	39.83' LT	791.24	640008.18	815784.51
335	204+78.63	21.88' LT	790.95	640004.61	815802.38
336	204+64.65	21.86' LT	790.91	639990.64	815802.07
337	204+64.65	22.36' LT	791.41	639990.65	815801.57
338	205+01.63	21.93' LT	791.02	640027.61	815802.89

SEE NEXT SHEET FOR
CURB RAMP POINT TABLES

CURB RAMP TYPE 7A MODIFIED

205+00

STH 47 R/L

STH 47

CURB RAMP TYPE 3

CURB RAMP TYPE 2

ADJUSTING INLET COVERS

STORM SEWER REPAIR AREA
(SEE CONSTRUCTION DETAIL)

SLOPE INTERCEPT

SLOPE INTERCEPT FOR
TEMPORARY TRAIL DETOUR

E RAILROAD ST

LEGEND

- ASD — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- AS — ASPHALTIC SURFACE
- CCP — CONCRETE CURB PEDESTRIAN
- CD6 — CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- LL — LEVEL LANDING
- SOD — SOD LAWN RESTORATION
- SW4 — CONCRETE SIDEWALK 4-INCH
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
- SLOPE INTERCEPT
- SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
- PAVED FLARE (10% MAX)
- GRADED FLARE (6:1 MAX)
- SAWING ASPHALT
- XXXXXXXXXX SAWING CONCRETE

POINTS LEGEND

- XXX.XX — SIDEWALK ELEVATION
- XXX.XX(F) — CURB FLANGE ELEVATION
- XXX.XX(G) — GUTTER FLOWLINE ELEVATION
- XXX.XX(T) — TOP OF CURB ELEVATION
- [1] — POINT NUMBER
- (A) — CURB RADIUS POINT NUMBER
- (MEF) — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.

Railroad Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	204+70.61	27.50' RT	791.68	639995.41	815851.55
401	204+57.61	27.67' RT	791.76	639982.41	815851.41
402	204+57.71	35.62' RT	791.81	639982.32	815859.36
403	204+70.57	35.52' RT	791.80	639995.17	815859.57
404	204+70.67	32.50' RT	791.76	639995.35	815856.55
405	204+75.70	32.44' RT	791.77	640000.38	815856.61
406	204+75.77	35.04' RT	791.98	640000.38	815859.21
407	204+75.78	35.54' RT	792.98	640000.38	815859.71
408	204+77.89	35.99' RT	791.98	640002.48	815860.22
409	204+78.86	40.67' RT	792.36	640003.34	815864.92
410	204+79.52	44.25' RT	792.60	640003.92	815868.51
411	204+79.52	47.67' RT	792.67	640003.83	815871.93
412	204+84.52	47.71' RT	792.66	640008.83	815872.09
413	204+84.52	44.25' RT	792.59	640008.91	815868.63
414	204+83.53	38.89' RT	792.23	640008.06	815863.25
415	204+82.88	35.45' RT	791.96	640007.48	815859.79
416	204+82.84	32.35' RT	791.72	640007.52	815856.69
417	204+57.56	22.41' RT	791.51	639982.49	815846.15
418	204+70.54	22.39' RT	791.27	639995.47	815846.44
419	204+75.57	22.32' RT	791.32	640000.50	815846.49
420	204+80.72	23.81' RT	791.83	640005.61	815848.11
421	204+84.77	27.32' RT	791.49	640009.57	815851.71
422	204+87.00	32.29' RT	791.56	640011.68	815856.74
423	204+87.32	43.33' RT	792.27	640011.73	815867.78
424	204+57.54	21.91' RT	791.07	639982.48	815845.64
425	204+70.54	21.82' RT	791.27	639995.47	815845.87
426	204+75.61	21.82' RT	791.32	640000.54	815846.00
427	204+75.64	27.44' RT	791.69	640000.44	815851.61
428	204+85.17	27.01' RT	791.49	640009.97	815851.41
429	204+87.49	32.19' RT	791.56	640012.17	815856.65
430	204+87.82	43.33' RT	791.84	640012.23	815867.79
431	204+57.53	19.91' RT	791.19	639982.51	815843.64
432	204+70.52	19.82' RT	791.33	639995.51	815843.87
433	204+75.73	19.83' RT	791.38	640000.72	815844.00
434	204+81.92	21.62' RT	791.48	640006.86	815845.94
435	204+86.77	25.82' RT	791.57	640011.61	815850.27
436	204+89.45	31.79' RT	791.64	640014.14	815856.29
437	204+89.82	43.32' RT	791.99	640014.23	815867.82
439	205+30.71	32.52' RT	791.59	640055.37	815858.02
440	205+38.34	32.47' RT	791.67	640063.00	815858.15

Railroad Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
441	205+38.26	27.47' RT	791.62	640063.05	815853.15
442	205+45.72	32.30' RT	791.68	640070.38	815858.16
443	205+45.67	27.30' RT	791.60	640070.45	815853.16
444	205+64.72	27.34' RT	791.34	640089.50	815853.66
445	205+64.71	32.34' RT	791.42	640089.37	815858.66
446	205+22.61	35.59' RT	791.86	640047.20	815860.89
447	205+23.07	32.58' RT	791.33	640047.74	815857.90
448	205+25.66	27.56' RT	791.27	640050.44	815852.94
449	205+30.67	27.52' RT	791.54	640055.45	815853.02
450	205+38.19	22.63' RT	791.58	640063.09	815848.31
451	205+45.62	22.67' RT	791.49	640070.51	815848.53
455	205+64.73	22.63' RT	791.27	640089.62	815848.95
456	205+22.11	35.57' RT	791.36	640046.70	815860.86
457	205+25.28	27.24' RT	791.27	640050.07	815852.61
458	205+30.44	23.31' RT	791.18	640055.32	815848.81
459	205+38.19	22.13' RT	791.08	640063.10	815847.81
464	205+64.73	22.13' RT	790.77	640089.63	815848.45
465	205+20.12	35.49' RT	791.47	640044.71	815860.73
466	205+23.72	25.98' RT	791.35	640048.54	815851.31
467	205+29.64	21.48' RT	791.26	640054.56	815846.96
468	205+38.21	20.13' RT	791.16	640063.16	815845.81
473	205+64.72	20.13' RT	790.85	640089.67	815846.46
474	204+84.84	32.32' RT	791.58	640009.52	815856.71
475	204+63.07	22.37' RT	791.63	639988.00	815846.24
476	204+87.26	35.29' RT	792.15	640011.86	815859.74
477	204+57.68	32.67' RT	791.81	639982.35	815856.41
478	204+77.39	36.02' RT	792.98	640001.98	815860.23
479	204+78.40	40.85' RT	793.05	640002.87	815865.09
480	204+79.02	44.25' RT	793.03	640003.42	815868.50
481	204+79.02	47.66' RT	792.67	640003.33	815871.91
482	204+84.50	43.38' RT	792.58	640008.91	815867.76
483	204+79.51	43.67' RT	792.59	640003.91	815867.93
484	204+79.00	43.67' RT	793.09	640003.41	815867.92
485	205+22.59	32.45' RT	791.33	640047.26	815857.75
486	205+20.66	31.93' RT	791.43	640045.34	815857.18
487	205+30.64	23.77' RT	791.68	640055.51	815849.27
488	205+36.19	22.12' RT	791.10	640061.10	815847.75
489	205+25.70	32.56' RT	791.34	640050.36	815857.94
490	204+74.67	21.80' RT	791.31	639999.61	815845.95
491	204+87.75	34.70' RT	791.63	640012.37	815859.16

Railroad Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
492	204+87.76	35.28' RT	791.65	640012.36	815859.75
493	204+63.07	21.87' RT	791.15	639988.01	815845.74
494	204+80.96	23.37' RT	791.41	640005.86	815847.67
495	204+76.89	35.04' RT	791.98	640001.51	815859.24
496	204+76.89	35.54' RT	792.98	640001.50	815859.74
497	204+70.04	22.33' RT	791.77	639994.97	815846.37
498	204+70.57	24.39' RT	791.43	639995.44	815848.44
500	204+63.10	27.10' RT	791.73	639987.92	815850.97
501	204+63.11	27.60' RT	791.73	639987.91	815851.47
502	204+75.35	24.33' RT	791.47	640000.22	815848.49

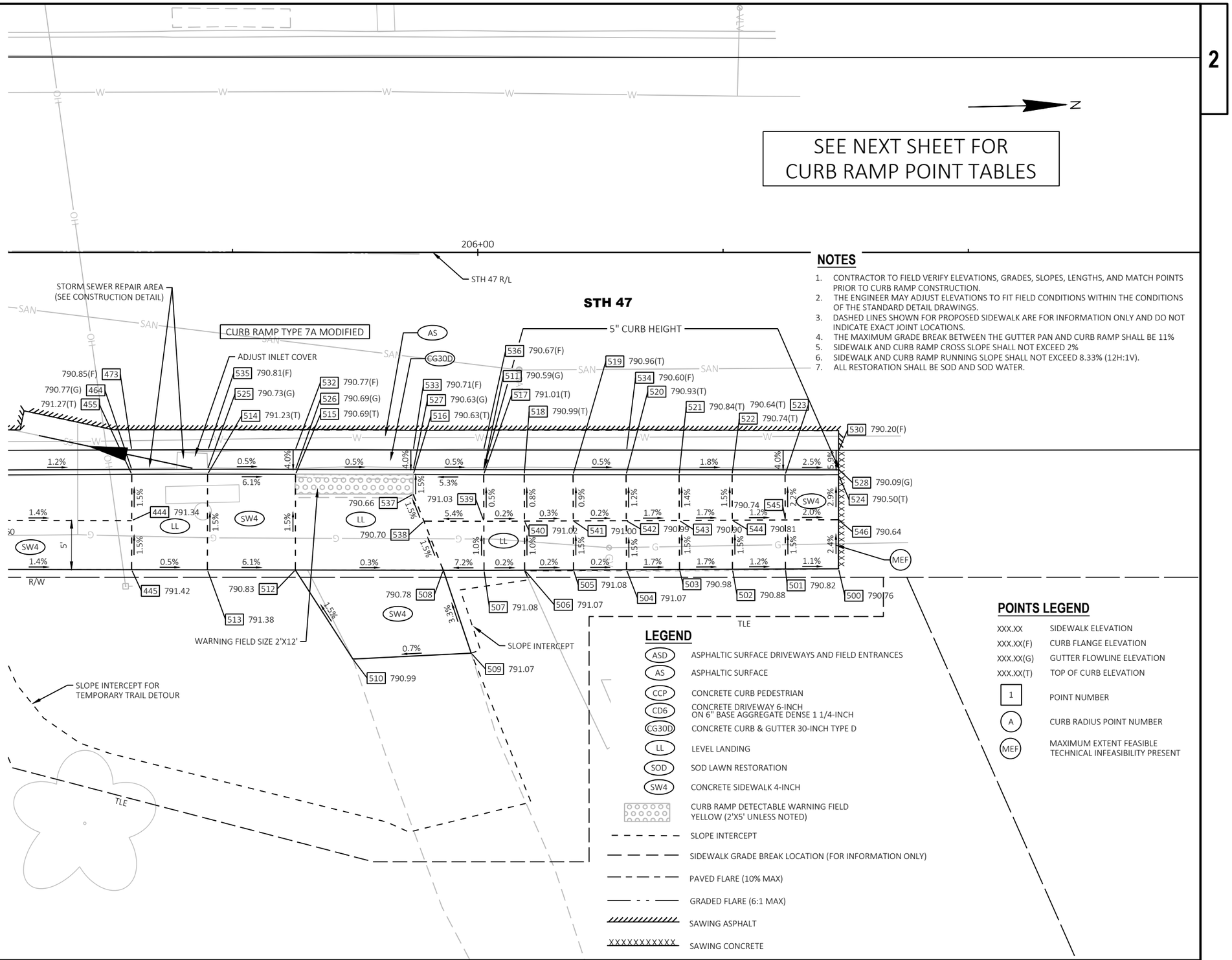
RADIUS TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
J	204+69.52	44.24' RT	10'
K	204+76.89	36.04' RT	1'
L	204+92.88	35.32' RT	10'
M	204+74.75	34.80' RT	13'
N	205+36.10	36.12' RT	14'

2

SEE NEXT SHEET FOR
CURB RAMP POINT TABLES

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.



LEGEND

ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB PEDESTRIAN
CD6	CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
LL	LEVEL LANDING
SOD	SOD LAWN RESTORATION
SW4	CONCRETE SIDEWALK 4-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
	SLOPE INTERCEPT
	SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
	PAVED FLARE (10% MAX)
	GRADED FLARE (6:1 MAX)
	SAWING ASPHALT
XXXXXXXXXXX	SAWING CONCRETE

POINTS LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
1	POINT NUMBER
A	CURB RADIUS POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAIL SHEETS	SHEET 35	E

Railroad Street N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	206+36.77	32.25' RT	790.76	640161.40	815860.30
501	206+31.36	32.28' RT	790.82	640156.00	815860.20
502	206+25.96	32.30' RT	790.88	640150.60	815860.09
503	206+20.56	32.32' RT	790.98	640145.20	815859.98
504	206+15.15	32.34' RT	791.07	640139.80	815859.88
505	206+09.75	32.37' RT	791.08	640134.39	815859.77
506	206+04.77	32.39' RT	791.07	640129.42	815859.67
507	206+00.64	32.41' RT	791.08	640125.28	815859.59
508	205+96.48	32.40' RT	790.78	640121.12	815859.48
509	205+99.32	40.85' RT	791.07	640123.76	815868.00
510	205+87.27	41.45' RT	790.99	640111.70	815868.31
511	206+00.60	22.15' RT	790.59	640125.49	815849.33
512	205+81.40	32.37' RT	790.83	640106.05	815859.09
513	205+72.43	32.36' RT	791.38	640097.09	815858.86
514	205+72.45	22.61' RT	791.23	640097.34	815849.12
515	205+81.42	22.62' RT	790.69	640106.31	815849.35
516	205+93.42	22.64' RT	790.63	640118.30	815849.65
517	206+00.60	22.65' RT	791.01	640125.48	815849.83
518	206+04.73	22.65' RT	790.99	640129.61	815849.93
519	206+09.71	22.65' RT	790.96	640134.59	815850.05
520	206+15.11	22.65' RT	790.93	640139.99	815850.19
521	206+20.52	22.66' RT	790.84	640145.39	815850.32
522	206+25.92	22.66' RT	790.74	640150.79	815850.45

Railroad Street N					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
523	206+31.32	22.66' RT	790.64	640156.19	815850.59
524	206+36.77	22.67' RT	790.50	640161.64	815850.72
525	205+72.45	22.11' RT	790.73	640097.35	815848.62
526	205+81.42	22.12' RT	790.69	640106.32	815848.85
527	205+93.42	22.14' RT	790.63	640118.31	815849.15
528	206+36.77	22.11' RT	790.09	640161.66	815850.17
530	206+36.77	20.23' RT	790.20	640161.70	815848.29
532	205+81.40	20.12' RT	790.77	640106.34	815846.85
533	205+93.42	20.14' RT	790.71	640118.36	815847.15
534	206+15.17	20.15' RT	790.60	640140.10	815847.69
535	205+72.50	20.11' RT	790.81	640097.45	815846.62
536	206+00.60	20.15' RT	790.67	640125.54	815847.33
537	205+93.42	24.64' RT	790.66	640118.25	815851.65
538	205+94.50	27.39' RT	790.70	640119.27	815854.43
539	206+00.63	27.41' RT	791.03	640125.39	815854.59
540	206+04.75	27.39' RT	791.02	640129.52	815854.67
541	206+09.73	27.37' RT	791.00	640134.49	815854.77
542	206+15.13	27.34' RT	790.99	640139.89	815854.88
543	206+20.54	27.32' RT	790.90	640145.30	815854.98
544	206+25.94	27.30' RT	790.81	640150.70	815855.09
545	206+31.34	27.28' RT	790.74	640156.10	815855.20
546	206+36.75	27.25' RT	790.64	640161.51	815855.31

LEGEND

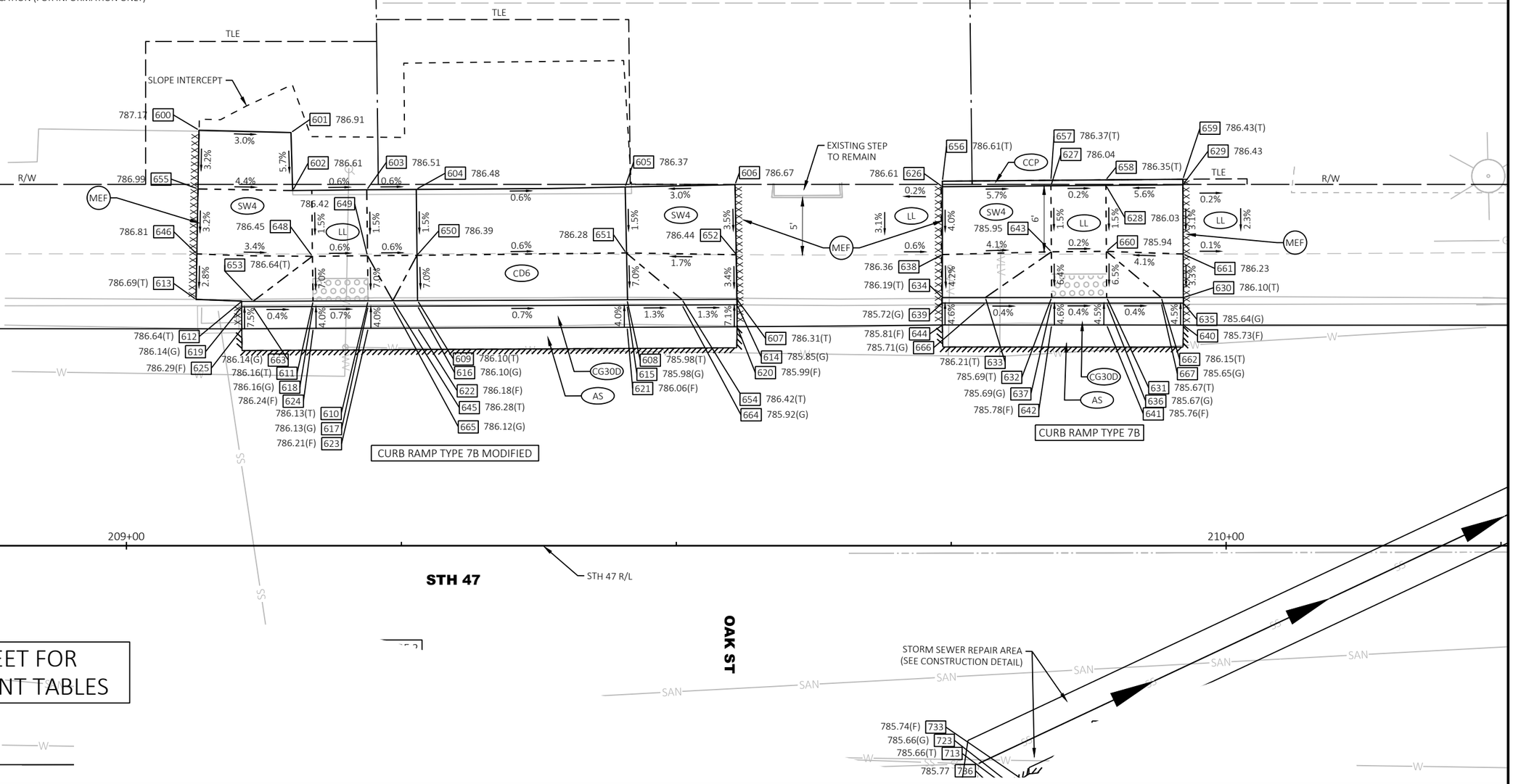
- (ASD) ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- (AS) ASPHALTIC SURFACE
- (CCP) CONCRETE CURB PEDESTRIAN
- (CD6) CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
- (CG30D) CONCRETE CURB & GUTTER 30-INCH TYPE D
- (LL) LEVEL LANDING
- (SOD) SOD LAWN RESTORATION
- (SW4) CONCRETE SIDEWALK 4-INCH
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
- SLOPE INTERCEPT
- SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
- PAVED FLARE (10% MAX)
- GRADED FLARE (6:1 MAX)
- SAWING ASPHALT
- XXXXXXXXXX SAWING CONCRETE

POINTS LEGEND

- XXX.XX SIDEWALK ELEVATION
- XXX.XX(F) CURB FLANGE ELEVATION
- XXX.XX(G) GUTTER FLOWLINE ELEVATION
- XXX.XX(T) TOP OF CURB ELEVATION
- [1] POINT NUMBER
- (A) CURB RADIUS POINT NUMBER
- (MEF) MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.



SEE NEXT SHEET FOR CURB RAMP POINT TABLES

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAIL SHEETS	SHEET 37	E

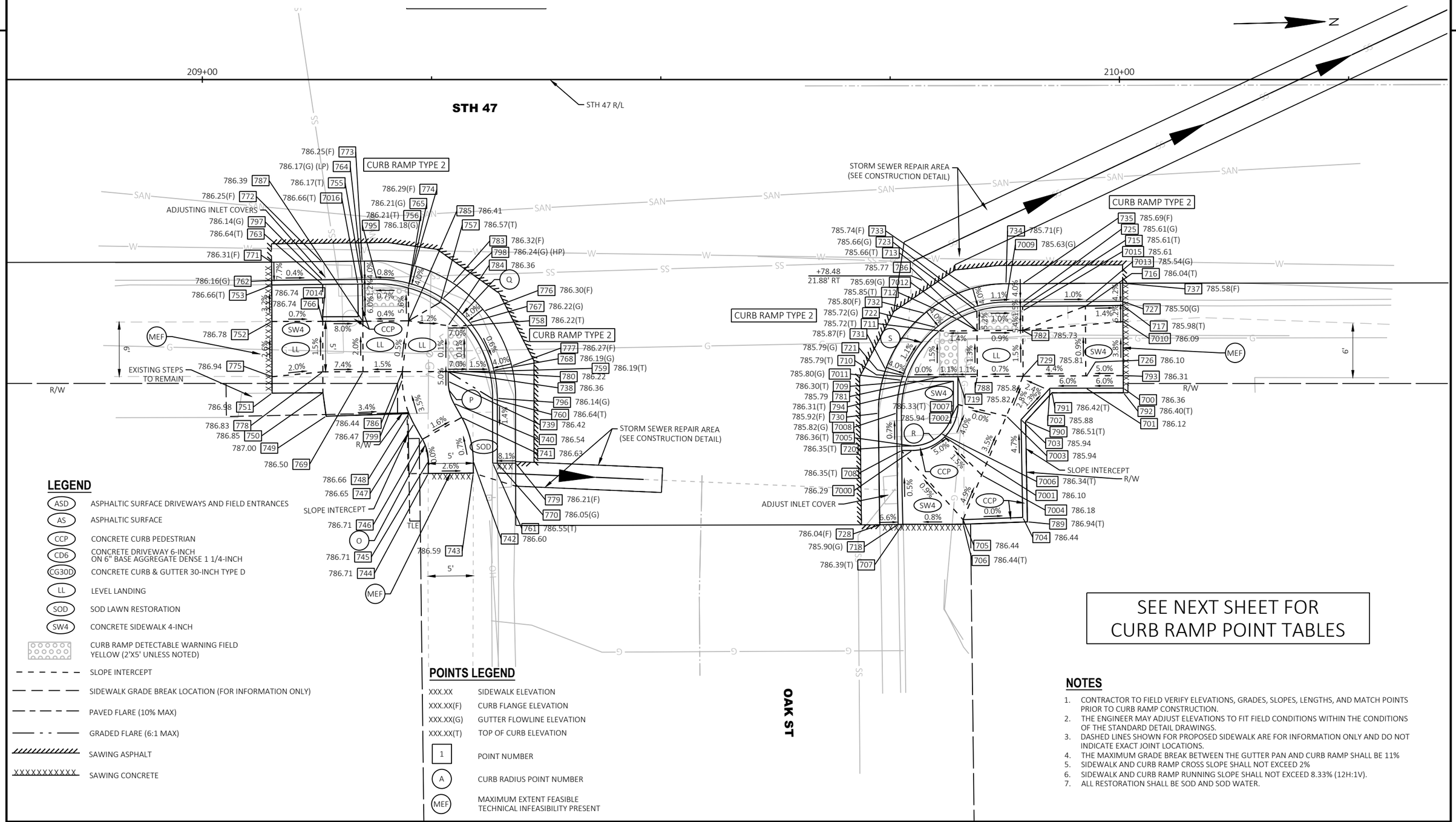
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Oak Street W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	209+06.60	37.81' LT	787.17	640432.85	815796.76
601	209+14.96	37.59' LT	786.91	640441.20	815797.19
602	209+15.12	32.31' LT	786.61	640441.23	815802.47
603	209+21.86	32.39' LT	786.51	640447.97	815802.55
604	209+26.36	32.43' LT	786.48	640452.47	815802.62
605	209+45.35	32.64' LT	786.37	640471.46	815802.87
606	209+55.35	32.85' LT	786.67	640481.46	815802.89
607	209+55.52	22.42' LT	786.31	640481.38	815813.33
608	209+45.52	22.38' LT	785.98	640471.38	815813.13
609	209+26.47	22.30' LT	786.10	640452.34	815812.75
610	209+21.97	22.28' LT	786.13	640447.84	815812.66
611	209+16.98	22.26' LT	786.16	640442.85	815812.56
612	209+10.48	22.23' LT	786.64	640436.35	815812.43
613	209+06.33	22.41' LT	786.69	640432.21	815812.15
614	209+55.52	21.92' LT	785.85	640481.37	815813.83
615	209+45.52	21.88' LT	785.98	640471.37	815813.63
616	209+26.47	21.80' LT	786.10	640452.33	815813.25
617	209+21.97	21.78' LT	786.13	640447.83	815813.16
618	209+16.98	21.76' LT	786.16	640442.84	815813.06
619	209+10.48	21.73' LT	786.14	640436.34	815812.93
620	209+55.53	19.92' LT	785.99	640481.33	815815.83
621	209+45.53	19.88' LT	786.06	640471.33	815815.63
622	209+26.48	19.80' LT	786.18	640452.29	815815.25
623	209+21.98	19.78' LT	786.21	640447.79	815815.16
624	209+16.99	19.76' LT	786.24	640442.80	815815.06

Oak Street W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
625	209+10.49	19.73' LT	786.29	640436.30	815814.93
626	209+74.20	32.66' LT	786.61	640500.30	815803.54
627	209+84.07	32.74' LT	786.04	640510.17	815803.70
628	209+89.07	32.78' LT	786.03	640515.17	815803.78
629	209+96.07	32.84' LT	786.43	640522.17	815803.89
630	209+96.11	22.58' LT	786.10	640521.96	815814.15
631	209+89.14	22.58' LT	785.67	640514.99	815813.98
632	209+84.14	22.58' LT	785.69	640510.00	815813.86
633	209+78.11	22.58' LT	786.21	640503.97	815813.71
634	209+74.20	22.58' LT	786.19	640500.06	815813.62
635	209+96.11	22.08' LT	785.64	640521.95	815814.65
636	209+89.14	22.08' LT	785.67	640514.98	815814.48
637	209+84.14	22.08' LT	785.69	640509.98	815814.36
638	209+74.20	26.49' LT	786.36	640500.15	815809.71
639	209+74.20	22.08' LT	785.72	640500.04	815814.12
640	209+96.11	20.08' LT	785.73	640521.90	815816.65
641	209+89.14	20.08' LT	785.76	640514.93	815816.48
642	209+84.14	20.08' LT	785.78	640509.94	815816.36
643	209+84.11	26.74' LT	785.95	640510.07	815809.69
644	209+74.19	20.08' LT	785.81	640500.00	815816.11
645	209+24.22	22.29' LT	786.28	640450.09	815812.70
646	209+06.40	26.55' LT	786.81	640432.38	815808.01
648	209+16.91	26.33' LT	786.45	640442.88	815808.49
649	209+21.92	26.39' LT	786.42	640447.89	815808.55
650	209+26.41	26.42' LT	786.39	640452.38	815808.63

Oak Street W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
651	209+45.44	26.64' LT	786.28	640471.41	815808.86
652	209+55.48	26.47' LT	786.44	640481.44	815809.27
653	209+11.52	22.24' LT	786.64	640437.39	815812.45
654	209+50.52	22.40' LT	786.42	640476.38	815813.23
655	209+06.51	32.46' LT	786.99	640432.62	815802.11
656	209+74.20	33.16' LT	786.61	640500.32	815803.04
657	209+84.07	33.24' LT	786.37	640510.18	815803.20
658	209+89.07	33.28' LT	786.35	640515.18	815803.28
659	209+96.07	33.34' LT	786.43	640522.18	815803.39
660	209+89.11	26.78' LT	785.94	640515.07	815809.78
661	209+96.10	26.54' LT	786.23	640522.04	815810.19
662	209+94.11	22.58' LT	786.15	640519.96	815814.10
663	209+11.52	21.74' LT	786.14	640437.38	815812.95
664	209+50.52	21.90' LT	785.92	640476.37	815813.73
665	209+24.22	21.79' LT	786.12	640450.08	815813.20
666	209+78.11	22.08' LT	785.71	640503.96	815814.21
667	209+94.11	22.08' LT	785.65	640519.95	815814.60

2



LEGEND

- ASD — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- AS — ASPHALTIC SURFACE
- CCP — CONCRETE CURB PEDESTRIAN
- CD6 — CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- LL — LEVEL LANDING
- SOD — SOD LAWN RESTORATION
- SW4 — CONCRETE SIDEWALK 4-INCH
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
- SLOPE INTERCEPT
- SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
- PAVED FLARE (10% MAX)
- GRADED FLARE (6:1 MAX)
- SAWING ASPHALT
- XXXXXXXXXX SAWING CONCRETE

POINTS LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
1	POINT NUMBER
A	CURB RADIUS POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

SEE NEXT SHEET FOR
CURB RAMP POINT TABLES

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.

Oak Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	210+00.44	33.64' RT	786.36	640524.93	815870.46
701	209+96.35	33.64' RT	786.12	640520.85	815870.36
702	209+92.44	33.65' RT	785.88	640516.94	815870.27
703	209+89.28	37.07' RT	785.94	640513.70	815873.62
704	209+89.46	47.73' RT	786.44	640513.63	815884.28
705	209+82.95	47.97' RT	786.44	640507.11	815884.36
706	209+82.97	48.47' RT	786.44	640507.12	815884.86
707	209+76.38	48.48' RT	786.39	640500.53	815884.71
708	209+76.26	40.44' RT	786.35	640500.60	815876.67
709	209+76.71	32.93' RT	786.30	640501.24	815869.17
710	209+76.88	32.43' RT	785.79	640501.41	815868.68
711	209+80.38	27.41' RT	785.72	640505.04	815863.74
712	209+82.31	26.11' RT	785.85	640507.00	815862.49
713	209+84.46	25.23' RT	785.66	640509.17	815861.66
715	209+89.45	24.75' RT	785.61	640514.17	815861.30
716	209+96.29	24.70' RT	786.04	640521.01	815861.42
717	210+00.38	24.63' RT	785.98	640525.09	815861.44
718	209+75.88	48.49' RT	785.90	640500.03	815884.70
719	209+82.39	32.39' RT	785.82	640506.92	815868.77
720	209+76.26	39.94' RT	786.35	640500.61	815876.17
721	209+76.40	32.28' RT	785.79	640500.94	815868.52
722	209+80.05	27.03' RT	785.72	640504.71	815863.35
723	209+84.32	24.75' RT	785.66	640509.04	815861.18
725	209+89.45	24.25' RT	785.61	640514.18	815860.80
726	209+96.34	32.30' RT	786.10	640520.87	815869.02
727	210+00.36	24.17' RT	785.50	640525.09	815860.99
728	209+73.88	48.53' RT	786.04	640498.03	815884.70
729	209+89.50	32.35' RT	785.81	640514.03	815868.90
730	209+73.73	36.38' RT	785.92	640498.17	815872.55
731	209+74.51	31.62' RT	785.87	640499.07	815867.80
732	209+78.79	25.48' RT	785.80	640503.49	815861.78
733	209+83.76	22.84' RT	785.74	640508.53	815859.26
734	209+87.63	22.26' RT	785.71	640512.41	815858.77
735	209+89.44	22.25' RT	785.69	640514.22	815858.80
736	209+84.48	27.38' RT	785.77	640509.13	815863.81
737	210+00.35	22.20' RT	785.58	640525.13	815859.01
738	209+26.81	31.83' RT	786.36	640451.37	815866.87
739	209+26.81	32.90' RT	786.42	640451.35	815867.94

Oak Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
740	209+27.44	35.31' RT	786.54	640451.92	815870.37
741	209+28.28	36.84' RT	786.63	640452.73	815871.91
742	209+29.54	41.61' RT	786.60	640453.87	815876.71
743	209+29.55	42.90' RT	786.59	640453.85	815878.00
744	209+24.64	42.94' RT	786.71	640448.94	815877.92
745	209+24.63	41.65' RT	786.71	640448.96	815876.63
746	209+23.99	39.22' RT	786.71	640448.38	815874.19
747	209+23.07	37.55' RT	786.65	640447.49	815872.50
748	209+22.52	36.41' RT	786.66	640446.98	815871.34
749	209+13.50	36.70' RT	787.00	640437.95	815871.42
750	209+13.14	34.15' RT	786.85	640437.66	815868.86
751	209+07.60	34.18' RT	786.98	640432.12	815868.76
752	209+07.59	26.37' RT	786.78	640432.29	815860.95
753	209+07.58	22.40' RT	786.66	640432.38	815856.98
755	209+17.46	22.30' RT	786.17	640442.25	815857.11
756	209+22.46	22.72' RT	786.21	640447.25	815857.66
757	209+25.95	24.29' RT	786.57	640450.69	815859.31
758	209+28.80	26.83' RT	786.22	640453.48	815861.92
759	209+31.30	31.82' RT	786.19	640455.86	815866.97
760	209+31.65	34.82' RT	786.64	640456.14	815869.98
761	209+31.67	41.82' RT	786.55	640455.99	815876.97
762	209+07.57	21.90' RT	786.16	640432.38	815856.48
763	209+13.12	22.34' RT	786.64	640437.92	815857.06
764	209+17.46	21.80' RT	786.17	640442.27	815856.61
765	209+22.60	22.24' RT	786.21	640447.39	815857.18
766	209+13.13	26.36' RT	786.74	640437.83	815861.07
767	209+29.17	26.49' RT	786.22	640453.86	815861.59
768	209+31.78	31.70' RT	786.19	640456.35	815866.86
769	209+17.52	31.85' RT	786.50	640442.08	815866.67
770	209+32.17	41.82' RT	786.05	640456.49	815876.99
771	209+07.55	19.90' RT	786.31	640432.41	815854.48
772	209+13.02	19.84' RT	786.25	640437.87	815854.56
773	209+17.43	19.80' RT	786.25	640442.28	815854.62
774	209+23.12	20.31' RT	786.29	640447.96	815855.27
775	209+07.61	32.39' RT	786.94	640432.17	815866.97
776	209+30.73	25.24' RT	786.30	640455.45	815860.37
777	209+33.73	31.23' RT	786.27	640458.30	815866.43
778	209+13.14	31.86' RT	786.83	640437.71	815866.57

Oak Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
779	209+34.17	41.82' RT	786.21	640458.49	815877.03
780	209+28.81	31.83' RT	786.22	640453.37	815866.91
781	209+80.39	32.41' RT	785.79	640504.92	815868.74
782	209+89.47	27.35' RT	785.73	640514.12	815863.90
783	209+27.31	22.19' RT	786.32	640452.10	815857.24
784	209+26.80	26.83' RT	786.36	640451.48	815861.87
785	209+22.50	26.30' RT	786.41	640447.20	815861.24
786	209+21.81	31.84' RT	786.44	640446.37	815866.76
787	209+17.50	26.35' RT	786.39	640442.20	815861.17
788	209+84.51	32.38' RT	785.84	640509.04	815868.81
789	209+89.97	48.22' RT	786.94	640514.12	815884.77
790	209+89.78	37.26' RT	786.51	640514.19	815873.82
791	209+92.65	34.15' RT	786.42	640517.14	815870.77
792	210+00.44	34.14' RT	786.40	640524.93	815870.96
793	210+00.43	32.27' RT	786.31	640524.96	815869.09
794	209+81.89	32.90' RT	786.31	640506.41	815869.26
795	209+19.01	21.78' RT	786.18	640443.82	815856.63
796	209+32.15	34.75' RT	786.14	640456.65	815869.92
797	209+13.11	21.84' RT	786.14	640437.92	815856.56
798	209+26.22	23.87' RT	786.24	640450.98	815858.89
799	209+21.81	32.72' RT	786.47	640446.35	815867.64
7000	209+77.41	40.44' RT	786.29	640501.75	815876.69
7001	209+80.94	38.97' RT	786.10	640505.32	815875.31
7002	209+82.40	35.43' RT	785.94	640506.86	815871.81
7003	209+87.68	36.69' RT	785.94	640512.11	815873.20
7004	209+84.98	43.13' RT	786.18	640509.26	815879.56
7005	209+77.41	39.94' RT	786.36	640501.76	815876.19
7006	209+80.59	38.61' RT	786.34	640504.97	815874.95
7007	209+81.90	35.43' RT	786.33	640506.36	815871.80
7008	209+75.72	36.36' RT	785.82	640500.16	815872.58
7009	209+87.64	24.26' RT	785.63	640512.37	815860.77
7010	210+00.39	26.38' RT	786.09	640525.06	815863.20
7011	209+76.24	32.79' RT	785.80	640500.76	815869.02
7012	209+82.08	25.67' RT	785.69	640506.77	815862.04
7013	209+96.29	24.20' RT	785.54	640521.02	815860.92
7014	209+13.13	25.86' RT	786.74	640437.84	815860.57
7015	209+89.46	25.22' RT	785.61	640514.17	815861.77
7016	209+16.96	22.30' RT	786.66	640441.75	815857.11

RADIUS TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
O	209+19.54	41.69' RT	5'
P	209+31.81	32.89' RT	5'
Q	209+19.15	34.78' RT	13'
R	209+77.40	35.44' RT	4.5'
S	209+87.72	36.26' RT	12'

LEGEND

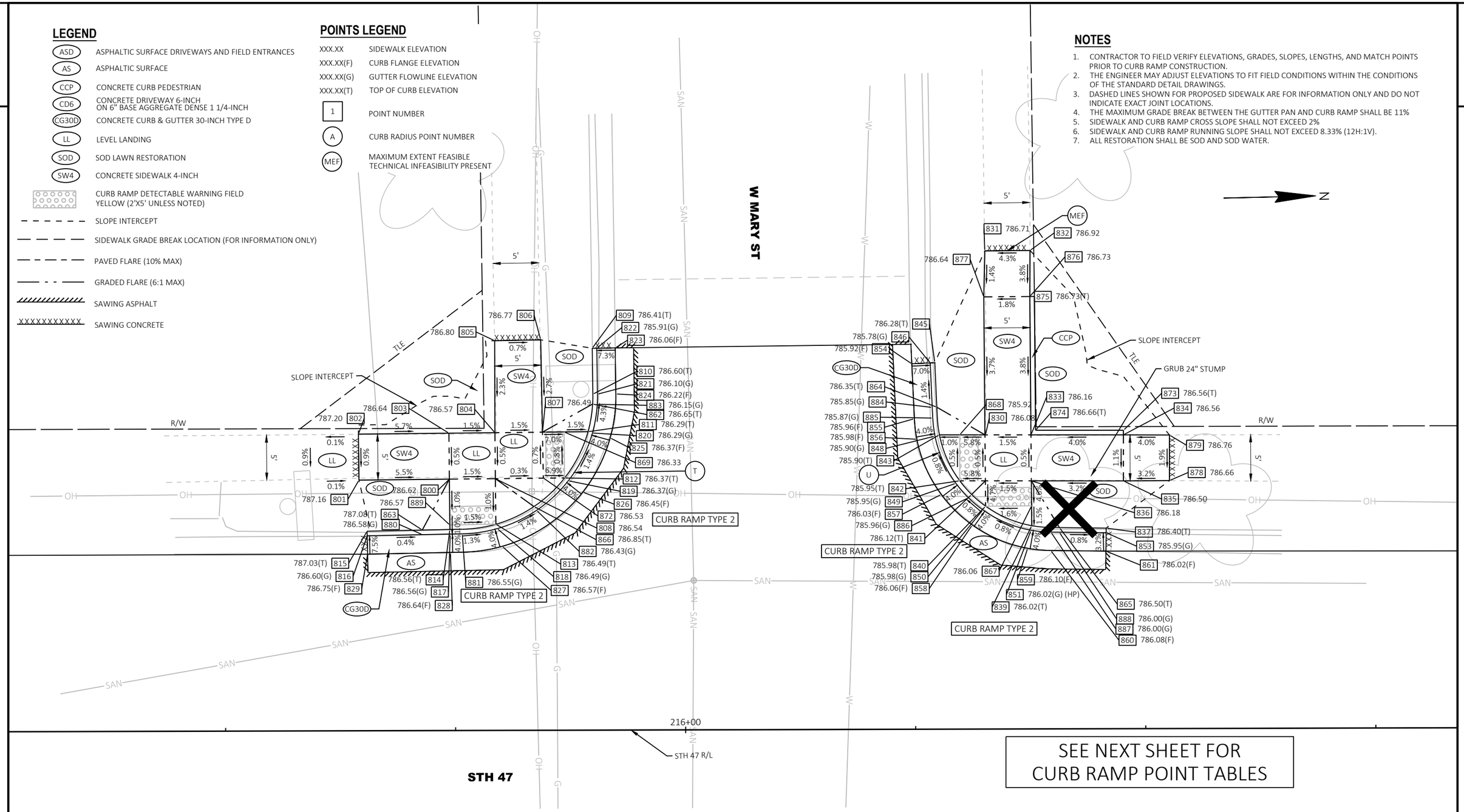
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB PEDESTRIAN
CD6	CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
LL	LEVEL LANDING
SOD	SOD LAWN RESTORATION
SW4	CONCRETE SIDEWALK 4-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
	SLOPE INTERCEPT
	SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
	PAVED FLARE (10% MAX)
	GRADED FLARE (6:1 MAX)
	SAWING ASPHALT
XXXXXXXXXX	SAWING CONCRETE

POINTS LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
1	POINT NUMBER
A	CURB RADIUS POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.



SEE NEXT SHEET FOR CURB RAMP POINT TABLES

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAIL SHEETS	SHEET 41 E

Mary Street W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	215+74.39	27.33' LT	786.62	641100.14	815822.60
801	215+64.56	27.25' LT	787.16	641090.30	815822.47
802	215+64.52	32.25' LT	787.20	641090.37	815817.47
803	215+74.35	32.33' LT	786.64	641100.20	815817.60
804	215+79.35	32.37' LT	786.57	641105.20	815817.67
805	215+79.35	42.37' LT	786.80	641105.42	815807.67
806	215+84.35	42.45' LT	786.77	641110.42	815807.69
807	215+84.52	32.41' LT	786.49	641110.37	815817.74
808	215+79.39	27.37' LT	786.54	641105.13	815822.67
809	215+89.96	41.52' LT	786.41	641116.00	815808.74
810	215+90.00	36.52' LT	786.60	641115.94	815813.74
811	215+89.46	32.45' LT	786.29	641115.31	815817.80
812	215+86.91	27.43' LT	786.37	641112.65	815822.77
813	215+79.43	22.42' LT	786.49	641105.07	815827.61
814	215+74.44	21.86' LT	786.56	641100.06	815828.07
815	215+65.44	21.70' LT	787.03	641091.06	815828.03
816	215+65.45	21.20' LT	786.60	641091.06	815828.53
817	215+74.46	21.34' LT	786.56	641100.07	815828.58
818	215+79.57	21.94' LT	786.49	641105.20	815828.09
819	215+87.31	27.12' LT	786.37	641113.04	815823.08
820	215+89.94	32.30' LT	786.29	641115.79	815817.96
821	215+90.50	36.52' LT	786.10	641116.44	815813.75
822	215+90.45	41.53' LT	785.91	641116.50	815808.75
823	215+92.45	41.55' LT	786.06	641118.50	815808.77
824	215+92.50	36.55' LT	786.22	641118.44	815813.77
825	215+91.87	31.77' LT	786.37	641117.70	815818.53
826	215+88.87	25.88' LT	786.45	641114.58	815824.35
827	215+80.11	20.02' LT	786.57	641105.70	815830.03
828	215+74.48	19.36' LT	786.64	641100.05	815830.57
829	215+65.48	19.20' LT	786.75	641091.05	815830.53
830	216+32.67	31.99' LT	786.08	641158.50	815819.19
831	216+32.64	51.99' LT	786.71	641158.90	815799.19
832	216+37.56	52.02' LT	786.92	641163.82	815799.26
833	216+37.61	31.98' LT	786.16	641163.44	815819.30
834	216+47.65	31.95' LT	786.56	641173.48	815819.55
835	216+47.64	26.95' LT	786.50	641173.36	815824.55
836	216+37.64	26.98' LT	786.18	641163.36	815824.30
837	216+45.75	21.81' LT	786.40	641171.36	815829.64
839	216+37.67	22.10' LT	786.02	641163.29	815829.18
840	216+32.66	24.23' LT	785.98	641158.32	815826.95

Mary Street W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
841	216+31.14	25.50' LT	786.12	641156.83	815825.64
842	216+29.85	27.00' LT	785.95	641155.57	815824.11
843	216+27.66	32.01' LT	785.90	641153.49	815819.06
845	216+27.18	39.84' LT	786.28	641153.18	815811.22
846	216+26.68	39.82' LT	785.78	641152.68	815811.23
848	216+27.18	31.87' LT	785.90	641153.00	815819.19
849	216+29.43	26.72' LT	785.95	641155.15	815824.38
850	216+32.35	23.83' LT	785.98	641158.01	815827.34
851	216+37.59	21.61' LT	786.02	641163.20	815829.67
853	216+45.75	21.31' LT	785.95	641171.35	815830.14
854	216+24.68	39.73' LT	785.92	641150.68	815811.27
855	216+24.94	33.77' LT	785.96	641150.81	815817.24
856	216+25.20	31.53' LT	785.98	641151.03	815819.48
857	216+27.83	25.52' LT	786.03	641153.53	815825.55
858	216+31.20	22.19' LT	786.06	641156.82	815828.95
859	216+37.22	19.64' LT	786.10	641162.78	815831.63
860	216+39.72	19.39' LT	786.08	641165.28	815831.93
861	216+45.72	19.31' LT	786.02	641171.28	815832.14
862	215+89.97	35.45' LT	786.65	641115.89	815814.81
863	215+71.44	21.81' LT	787.08	641097.06	815828.06
864	216+27.39	35.01' LT	786.35	641153.28	815816.05
865	216+40.67	21.88' LT	786.50	641166.28	815829.46
866	215+83.57	24.33' LT	786.85	641109.24	815825.79
867	216+37.66	24.26' LT	786.06	641163.32	815827.02
868	216+29.86	32.00' LT	785.92	641155.70	815819.11
869	215+86.87	32.43' LT	786.33	641112.72	815817.77
870	215+87.86	31.74' RT	786.24	641112.34	815881.94
872	215+84.57	27.45' LT	786.53	641110.32	815822.69
873	216+47.66	32.45' LT	786.56	641173.49	815819.05
874	216+38.11	32.47' LT	786.66	641163.95	815818.82
875	216+38.02	47.02' LT	786.73	641164.17	815804.27
876	216+37.52	47.02' LT	786.73	641163.67	815804.26
877	216+32.52	46.99' LT	786.64	641158.67	815804.18
878	216+52.64	26.96' LT	786.66	641178.36	815824.64
879	216+52.65	31.92' LT	786.76	641178.48	815819.68
880	215+71.44	21.31' LT	786.58	641097.06	815828.56
881	215+75.77	21.38' LT	786.55	641101.39	815828.57
882	215+83.85	23.91' LT	786.43	641109.51	815826.21
883	215+90.47	35.42' LT	786.15	641116.39	815814.85
884	216+26.89	34.99' LT	785.85	641152.79	815816.07

Mary Street W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
885	216+26.94	33.83' LT	785.87	641152.81	815817.23
886	216+30.79	25.15' LT	785.96	641156.47	815825.99
887	216+39.75	21.39' LT	786.00	641165.35	815829.93
888	216+40.66	21.38' LT	786.00	641166.26	815829.96
889	215+74.43	22.34' LT	786.57	641100.07	815827.59

RADIUS TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
T	215+75.50	36.38' LT	15'
U	216+39.93	34.39' LT	13'

SEE NEXT SHEET FOR
CURB RAMP POINT TABLES

N

216+00

STH 47 R/L

STH 47

CURB RAMP TYPE 2

786.49(G) 986
786.99(T) 967
786.64(F) 924
786.54(G) 923
787.01(T) 909
786.44(G) 987
786.54(F) 925
786.46(G) 922
786.46(T) 910
926 786.48(F)
921 786.40(G)
911 786.40(T)
916 786.56
988 786.34(G)
968 786.76(T)
927 786.35(F)
920 786.27(G)
912 786.27(T)
928 786.28(F)
919 786.20(G)
913 786.20(T)
870 786.24
969 786.64(T)
989 786.14(G)
929 786.23(F)
918 786.13(G)
914 786.63(T)
930 786.17(F)
917 786.03(G)
915 786.53(T)
907 787.15
908 786.45
905 786.52
977 786.99(T)
904 786.60
903 787.66
976 787.79(T)
978 787.24(T)
906 787.24
902 787.51
985 786.47
901 786.64
975 787.22
974 787.30

CURB RAMP TYPE 2

785.84(F) 958
785.76(G) (HP) 953
785.76(T) 944
973 785.74
957 785.82(F)
994 785.72(G)
993 785.70(G)
956 785.76(F)
955 785.58(G)
946 785.97(T)
971 786.20(T)
931 785.91
932 786.12
933 786.33
981 786.33(T)
980 786.47(T)
983 786.41
979 786.08(T)
982 786.35
935 786.26
936 786.18
934 785.85
785.67(T) 943
785.67(G) 952
785.75(F) 959
785.83 984
785.63(G) 992
785.79(T) 942
785.67(F) 961
785.59(G) 950
785.59(T) 941
785.50(T) 940
785.50(G) 949
785.58(F) 962
785.54 972
785.55(F) 963
785.48(G) 991
785.47(G) 990
785.97(T) 970
785.45(F) 964
785.40(G) 947
785.90(T) 938
937 785.78

E MARY ST

LEGEND

- ASD — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- AS — ASPHALTIC SURFACE
- CCP — CONCRETE CURB PEDESTRIAN
- CD6 — CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- LL — LEVEL LANDING
- SOD — SOD LAWN RESTORATION
- SW4 — CONCRETE SIDEWALK 4-INCH
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
- SLOPE INTERCEPT
- SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
- PAVED FLARE (10% MAX)
- GRADED FLARE (6:1 MAX)
- SAWING ASPHALT
- XXXXXXXXXX SAWING CONCRETE

POINTS LEGEND

- XXX.XX — SIDEWALK ELEVATION
- XXX.XX(F) — CURB FLANGE ELEVATION
- XXX.XX(G) — GUTTER FLOWLINE ELEVATION
- XXX.XX(T) — TOP OF CURB ELEVATION
- 1 — POINT NUMBER
- A — CURB RADIUS POINT NUMBER
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.

Mary Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
901	215+74.80	26.80' RT	786.64	641099.39	815876.72
902	215+59.80	26.87' RT	787.51	641084.39	815876.47
903	215+59.82	31.87' RT	787.66	641084.30	815881.47
904	215+74.83	31.80' RT	786.60	641099.31	815881.72
905	215+79.82	31.78' RT	786.52	641104.30	815881.81
906	215+79.87	41.78' RT	787.24	641104.13	815891.80
907	215+84.87	41.76' RT	787.15	641109.13	815891.89
908	215+84.82	31.75' RT	786.45	641109.30	815881.89
909	215+65.78	21.57' RT	787.01	641090.48	815871.30
910	215+74.78	21.59' RT	786.46	641099.48	815871.52
911	215+79.78	21.84' RT	786.40	641104.47	815871.87
912	215+87.83	26.74' RT	786.27	641112.42	815876.94
913	215+90.31	31.73' RT	786.20	641114.78	815881.98
914	215+90.73	35.01' RT	786.63	641115.14	815885.27
915	215+90.77	41.01' RT	786.53	641115.05	815891.27
916	215+79.80	26.78' RT	786.56	641104.39	815876.81
917	215+91.27	41.01' RT	786.03	641115.55	815891.28
918	215+91.23	35.02' RT	786.13	641115.64	815885.29
919	215+90.78	31.56' RT	786.20	641115.26	815881.83
920	215+88.24	26.44' RT	786.27	641112.83	815876.65
921	215+79.88	21.35' RT	786.40	641104.58	815871.38
922	215+74.79	21.09' RT	786.46	641099.50	815871.02
923	215+65.78	21.07' RT	786.54	641090.49	815870.80
924	215+65.79	19.07' RT	786.64	641090.54	815868.80
925	215+74.79	19.09' RT	786.54	641099.54	815869.02
926	215+80.26	19.39' RT	786.48	641105.00	815869.43
927	215+89.80	25.19' RT	786.35	641114.41	815875.43
928	215+92.73	31.10' RT	786.28	641117.22	815881.40
929	215+93.21	34.99' RT	786.23	641117.61	815885.31
930	215+93.27	41.00' RT	786.17	641117.55	815891.31
931	216+38.17	27.06' RT	785.91	641162.74	815878.34
932	216+48.16	26.35' RT	786.12	641172.74	815877.84
933	216+48.28	31.49' RT	786.33	641172.75	815882.99
934	216+38.22	32.06' RT	785.85	641162.68	815883.34
935	216+38.25	41.46' RT	786.26	641162.51	815892.74
936	216+33.39	41.51' RT	786.18	641157.65	815892.68
937	216+33.22	32.18' RT	785.78	641157.68	815883.35
938	216+27.61	42.16' RT	785.90	641151.86	815893.21

Mary Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
940	216+27.75	32.31' RT	785.50	641152.20	815883.36
941	216+29.69	27.26' RT	785.59	641154.25	815878.36
942	216+31.24	25.36' RT	785.79	641155.84	815876.49
943	216+33.14	23.79' RT	785.67	641157.77	815874.96
944	216+38.12	21.82' RT	785.76	641162.79	815873.10
946	216+48.03	21.62' RT	785.97	641172.71	815873.11
947	216+27.11	42.16' RT	785.40	641151.36	815893.20
949	216+27.26	32.18' RT	785.50	641151.72	815883.22
950	216+29.27	26.98' RT	785.59	641153.84	815878.07
952	216+32.86	23.37' RT	785.67	641157.50	815874.54
953	216+38.04	21.33' RT	785.76	641162.73	815872.61
955	216+48.02	21.12' RT	785.58	641172.71	815872.61
956	216+48.01	19.12' RT	785.76	641172.75	815870.61
957	216+40.03	19.16' RT	785.82	641164.77	815870.48
958	216+37.72	19.36' RT	785.84	641162.45	815870.63
959	216+31.74	21.71' RT	785.75	641156.42	815872.85
961	216+27.60	25.88' RT	785.67	641152.20	815876.93
962	216+25.27	31.93' RT	785.58	641149.74	815882.94
963	216+25.11	34.17' RT	785.55	641149.52	815885.17
964	216+25.11	42.16' RT	785.45	641149.36	815893.16
967	215+71.28	21.58' RT	786.99	641095.98	815871.43
968	215+84.25	23.56' RT	786.76	641108.90	815873.69
969	215+90.73	34.72' RT	786.64	641115.14	815884.99
970	216+27.61	35.31' RT	785.97	641152.00	815886.36
971	216+41.12	21.66' RT	786.20	641165.80	815873.00
972	216+29.80	32.26' RT	785.54	641154.26	815883.36
973	216+38.14	23.74' RT	785.74	641162.77	815875.01
974	215+64.82	31.85' RT	787.30	641089.30	815881.56
975	215+64.80	26.85' RT	787.22	641089.39	815876.56
976	215+59.83	33.37' RT	787.79	641084.28	815882.97
977	215+79.33	32.28' RT	786.99	641103.79	815882.30
978	215+79.37	41.78' RT	787.24	641103.63	815891.80
979	216+38.77	36.42' RT	786.08	641163.13	815887.71
980	216+38.73	32.53' RT	786.47	641163.18	815883.82
981	216+48.29	31.99' RT	786.33	641172.75	815883.49
982	216+43.06	41.41' RT	786.35	641167.32	815892.79
983	216+43.05	36.09' RT	786.41	641167.42	815887.47
984	216+33.17	27.18' RT	785.83	641157.74	815878.35

Mary Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
985	215+74.78	21.86' RT	786.47	641099.47	815871.79
986	215+71.28	21.08' RT	786.49	641095.99	815870.93
987	215+77.27	21.10' RT	786.44	641101.98	815871.08
988	215+84.51	23.14' RT	786.34	641109.17	815873.27
989	215+91.23	34.71' RT	786.14	641115.64	815884.98
990	216+27.11	35.31' RT	785.47	641151.50	815886.35
991	216+27.11	34.17' RT	785.48	641151.52	815885.21
992	216+30.88	25.00' RT	785.63	641155.49	815876.13
993	216+41.11	21.16' RT	785.70	641165.80	815872.50
994	216+40.03	21.16' RT	785.72	641164.72	815872.48

RADIUS TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
V	215+77.23	35.10' RT	14'
W	216+40.11	34.16' RT	13'

LEGEND

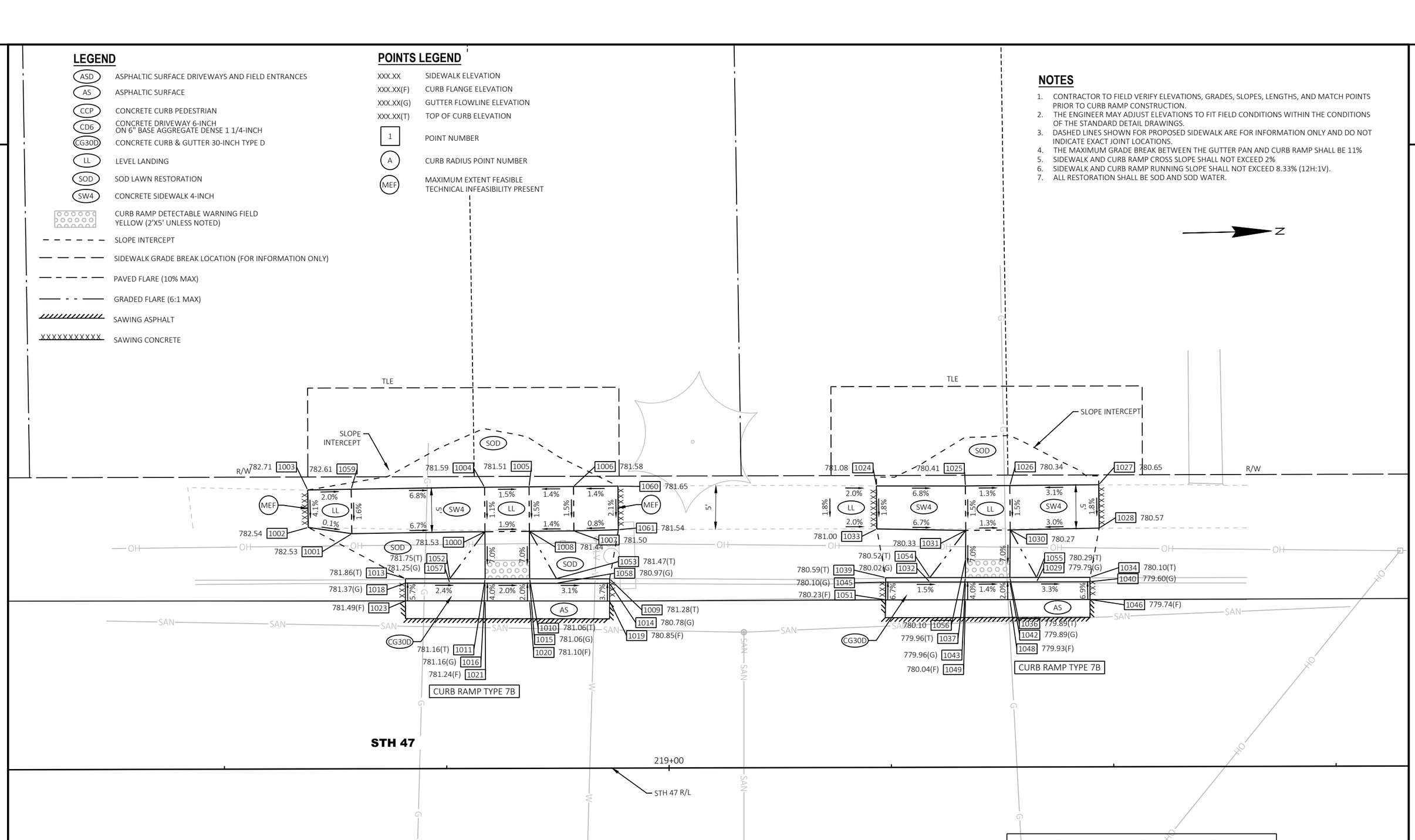
- ASD — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- AS — ASPHALTIC SURFACE
- CCP — CONCRETE CURB PEDESTRIAN
- CD6 — CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- LL — LEVEL LANDING
- SOD — SOD LAWN RESTORATION
- SW4 — CONCRETE SIDEWALK 4-INCH
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
- SLOPE INTERCEPT
- SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
- PAVED FLARE (10% MAX)
- GRADED FLARE (6:1 MAX)
- SAWING ASPHALT
- SAWING CONCRETE

POINTS LEGEND

- XXX.XX — SIDEWALK ELEVATION
- XXX.XX(F) — CURB FLANGE ELEVATION
- XXX.XX(G) — GUTTER FLOWLINE ELEVATION
- XXX.XX(T) — TOP OF CURB ELEVATION
- 1 — POINT NUMBER
- A — CURB RADIUS POINT NUMBER
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

NOTES

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5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.

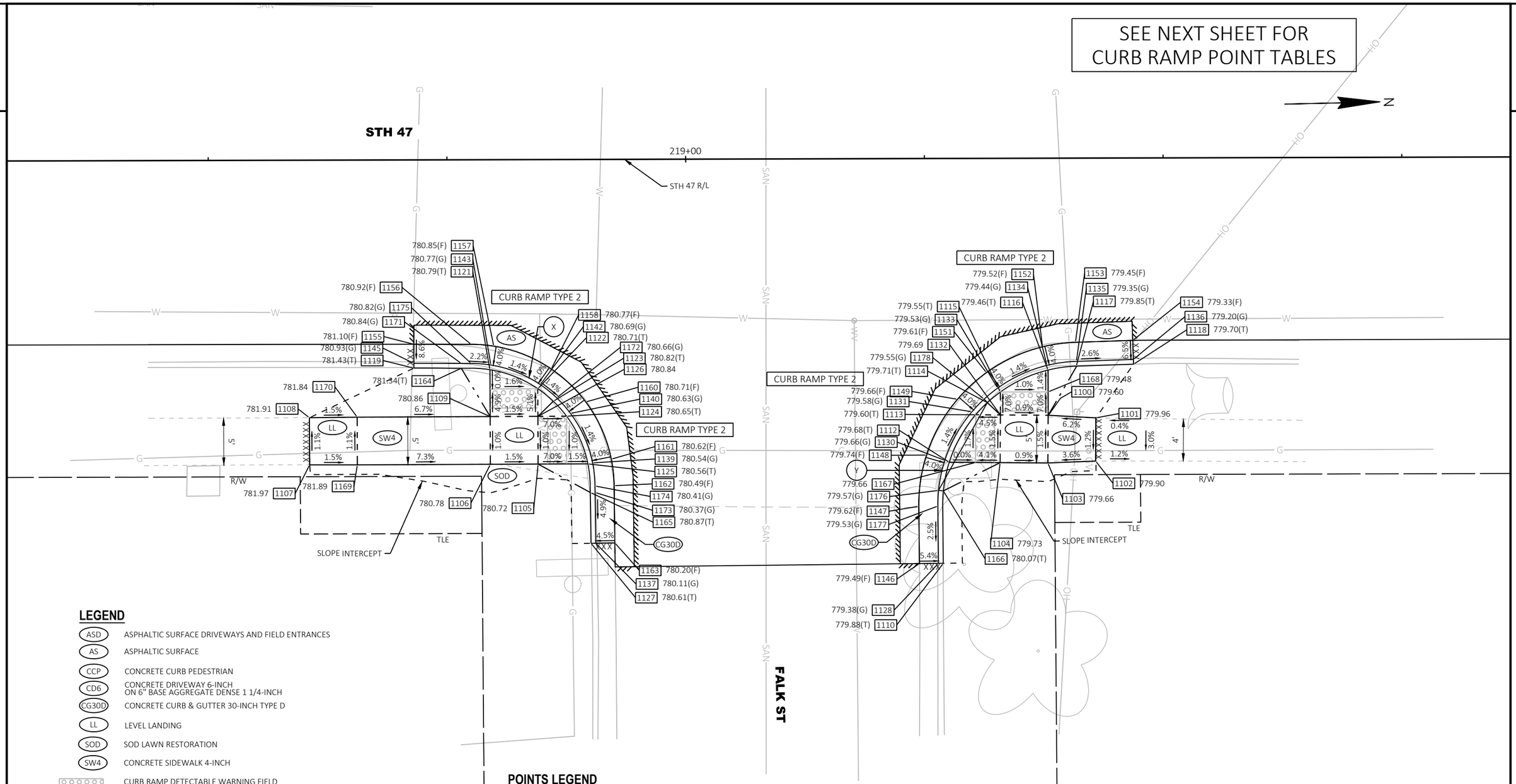


SEE NEXT SHEET FOR CURB RAMP POINT TABLES

Falk Street W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1000	218+79.37	26.63' LT	781.53	641405.02	815829.82
1001	218+64.40	26.46' LT	782.53	641390.05	815829.67
1002	218+59.50	27.17' LT	782.54	641385.17	815828.85
1003	218+59.45	31.38' LT	782.71	641385.21	815824.65
1004	218+79.34	31.63' LT	781.59	641405.10	815824.82
1005	218+84.34	31.66' LT	781.51	641410.10	815824.89
1006	218+89.34	31.69' LT	781.58	641415.10	815824.97
1007	218+89.37	26.69' LT	781.50	641415.02	815829.97
1008	218+84.37	26.66' LT	781.44	641410.02	815829.89
1009	218+93.37	21.28' LT	781.28	641418.91	815835.46
1010	218+84.37	21.33' LT	781.06	641409.92	815835.23
1011	218+79.37	21.35' LT	781.16	641404.92	815835.10
1013	218+70.41	21.38' LT	781.86	641395.96	815834.87
1014	218+93.37	20.78' LT	780.78	641418.90	815835.96
1015	218+84.37	20.83' LT	781.06	641409.91	815835.73
1016	218+79.37	20.85' LT	781.16	641404.91	815835.60
1018	218+70.41	20.88' LT	781.37	641395.95	815835.37
1019	218+93.36	18.80' LT	780.85	641418.84	815837.95
1020	218+84.36	18.83' LT	781.10	641409.86	815837.72
1021	218+79.36	18.85' LT	781.24	641404.86	815837.60
1023	218+70.40	18.88' LT	781.49	641395.89	815837.37
1024	219+23.40	31.66' LT	781.08	641449.15	815825.73
1025	219+33.40	31.64' LT	780.41	641459.15	815825.97
1026	219+38.40	31.67' LT	780.34	641464.15	815826.05
1027	219+48.40	31.73' LT	780.65	641474.15	815826.20
1028	219+48.43	26.85' LT	780.57	641474.07	815831.08
1029	219+41.37	20.83' LT	779.79	641466.89	815836.95
1030	219+38.43	26.67' LT	780.27	641464.07	815831.04
1031	219+33.43	26.64' LT	780.33	641459.07	815830.97
1032	219+29.37	20.84' LT	780.02	641454.90	815836.68
1033	219+23.43	26.82' LT	781.00	641449.08	815830.57
1034	219+47.39	21.32' LT	780.10	641472.92	815836.58
1036	219+38.37	21.33' LT	779.89	641463.91	815836.38
1037	219+33.37	21.34' LT	779.96	641458.91	815836.27
1039	219+24.41	21.34' LT	780.59	641449.95	815836.07
1040	219+47.39	20.82' LT	779.60	641472.91	815837.08
1042	219+38.37	20.83' LT	779.89	641463.90	815836.88
1043	219+33.38	20.80' LT	779.96	641458.90	815836.80

Falk Street W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1045	219+24.41	20.84' LT	780.10	641449.93	815836.57
1046	219+47.38	18.82' LT	779.74	641472.86	815839.08
1048	219+38.37	18.83' LT	779.93	641463.85	815838.88
1049	219+33.37	18.84' LT	780.04	641458.85	815838.77
1051	219+24.38	18.85' LT	780.23	641449.86	815838.57
1052	218+75.40	21.37' LT	781.75	641400.95	815834.99
1053	218+87.39	21.34' LT	781.47	641412.93	815835.28
1054	219+29.37	21.34' LT	780.52	641454.91	815836.18
1055	219+41.37	21.33' LT	780.29	641466.91	815836.45
1056	219+33.39	23.36' LT	780.10	641458.97	815834.24
1057	218+75.40	20.86' LT	781.25	641400.93	815835.50
1058	218+87.40	20.82' LT	780.97	641412.93	815835.80
1059	218+64.34	31.45' LT	782.61	641390.10	815824.67
1060	218+94.34	31.72' LT	781.65	641420.10	815825.05
1061	218+94.36	26.81' LT	781.54	641420.02	815829.96

SEE NEXT SHEET FOR
CURB RAMP POINT TABLES



LEGEND

ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB PEDESTRIAN
CD6	CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
LL	LEVEL LANDING
SOD	SOD LAWN RESTORATION
SW4	CONCRETE SIDEWALK 4-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
	SLOPE INTERCEPT
	SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
	PAVED FLARE (10% MAX)
	GRADED FLARE (6:1 MAX)
	SAWING ASPHALT
XXXXXXXXXX	SAWING CONCRETE

POINTS LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
1	POINT NUMBER
A	CURB RADIUS POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.

Falk Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1100	219+37.90	26.93' RT	779.60	641462.40	815884.62
1101	219+42.89	27.22' RT	779.96	641467.39	815885.02
1102	219+42.85	31.74' RT	779.90	641467.25	815889.53
1103	219+37.85	31.93' RT	779.66	641462.24	815889.62
1104	219+32.85	31.88' RT	779.73	641457.24	815889.46
1105	218+84.46	31.90' RT	780.72	641408.87	815888.44
1106	218+79.46	31.91' RT	780.78	641403.87	815888.35
1107	218+60.53	31.92' RT	781.97	641384.94	815887.95
1108	218+60.53	26.98' RT	781.91	641385.04	815883.02
1109	218+79.45	26.91' RT	780.86	641403.97	815883.35
1110	219+26.87	42.41' RT	779.88	641451.04	815899.86
1112	219+27.52	31.83' RT	779.68	641451.92	815889.30
1113	219+30.30	26.86' RT	779.60	641454.81	815884.38
1114	219+31.53	25.59' RT	779.71	641456.06	815883.14
1115	219+32.90	24.48' RT	779.55	641457.45	815882.07
1116	219+37.90	22.20' RT	779.46	641462.50	815879.89
1117	219+40.86	21.79' RT	779.85	641465.47	815879.55
1118	219+46.85	21.60' RT	779.70	641471.46	815879.49
1119	218+71.48	21.81' RT	781.43	641396.10	815878.08
1121	218+79.45	22.01' RT	780.79	641404.06	815878.45
1122	218+84.45	24.01' RT	780.71	641409.02	815880.56
1123	218+86.07	25.33' RT	780.82	641410.62	815881.91
1124	218+87.45	26.89' RT	780.65	641411.97	815883.50
1125	218+89.67	31.89' RT	780.56	641414.08	815888.55
1126	218+84.45	26.90' RT	780.84	641408.97	815883.45
1127	218+89.98	40.21' RT	780.61	641414.20	815896.87
1128	219+26.37	42.41' RT	779.38	641450.54	815899.85
1130	219+27.06	31.63' RT	779.66	641451.46	815889.08
1131	219+29.92	26.54' RT	779.58	641454.42	815884.06
1132	219+32.90	26.88' RT	779.69	641457.40	815884.46
1133	219+32.61	24.07' RT	779.53	641457.17	815881.65
1134	219+37.78	21.71' RT	779.44	641462.39	815879.40
1135	219+40.87	21.29' RT	779.35	641465.49	815879.05
1136	219+46.84	21.10' RT	779.20	641471.46	815878.99
1137	218+90.48	40.21' RT	780.11	641414.70	815896.88
1139	218+90.16	31.80' RT	780.54	641414.57	815888.46
1140	218+87.86	26.61' RT	780.63	641412.38	815883.23
1142	218+84.71	23.58' RT	780.69	641409.29	815880.14

Falk Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1143	218+79.54	21.52' RT	780.77	641404.17	815877.96
1145	218+71.48	21.31' RT	780.93	641396.12	815877.58
1146	219+24.37	42.43' RT	779.49	641448.54	815899.83
1147	219+24.32	36.43' RT	779.62	641448.62	815893.83
1148	219+25.14	31.07' RT	779.74	641449.55	815888.48
1149	219+28.40	25.23' RT	779.66	641452.94	815882.72
1151	219+31.45	22.45' RT	779.61	641456.04	815880.00
1152	219+37.32	19.76' RT	779.52	641461.97	815877.44
1153	219+40.78	19.30' RT	779.45	641465.44	815877.05
1154	219+46.77	19.10' RT	779.33	641471.44	815876.99
1155	218+71.49	19.31' RT	781.10	641396.17	815875.58
1156	218+77.49	19.34' RT	780.92	641402.17	815875.74
1157	218+79.85	19.54' RT	780.85	641404.52	815875.99
1158	218+85.86	21.95' RT	780.77	641410.48	815878.53
1160	218+89.47	25.41' RT	780.71	641414.01	815882.06
1161	218+92.13	31.41' RT	780.62	641416.54	815888.12
1162	218+92.41	34.19' RT	780.49	641416.77	815890.90
1163	218+92.48	40.19' RT	780.20	641416.70	815896.90
1164	218+76.45	21.84' RT	781.34	641401.07	815878.21
1165	218+89.92	34.89' RT	780.87	641414.26	815891.55
1166	219+26.89	34.82' RT	780.07	641451.23	815892.28
1167	219+30.25	31.86' RT	779.66	641454.65	815889.38
1168	219+37.90	24.48' RT	779.48	641462.45	815882.17
1169	218+65.53	31.93' RT	781.89	641389.94	815888.07
1170	218+65.53	26.93' RT	781.84	641390.04	815883.07
1171	218+76.45	21.34' RT	780.84	641401.08	815877.71
1172	218+86.42	24.97' RT	780.66	641410.97	815881.55
1173	218+90.42	34.89' RT	780.37	641414.76	815891.56
1174	218+90.41	34.21' RT	780.41	641414.77	815890.88
1175	218+77.48	21.34' RT	780.82	641402.11	815877.74
1176	219+26.40	34.77' RT	779.57	641450.73	815892.21
1177	219+26.32	36.41' RT	779.53	641450.62	815893.85
1178	219+31.19	25.22' RT	779.55	641455.73	815882.77

RADIUS TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
X	218+77.42	34.34' RT	13'
Y	219+41.32	36.29' RT	15'

LEGEND

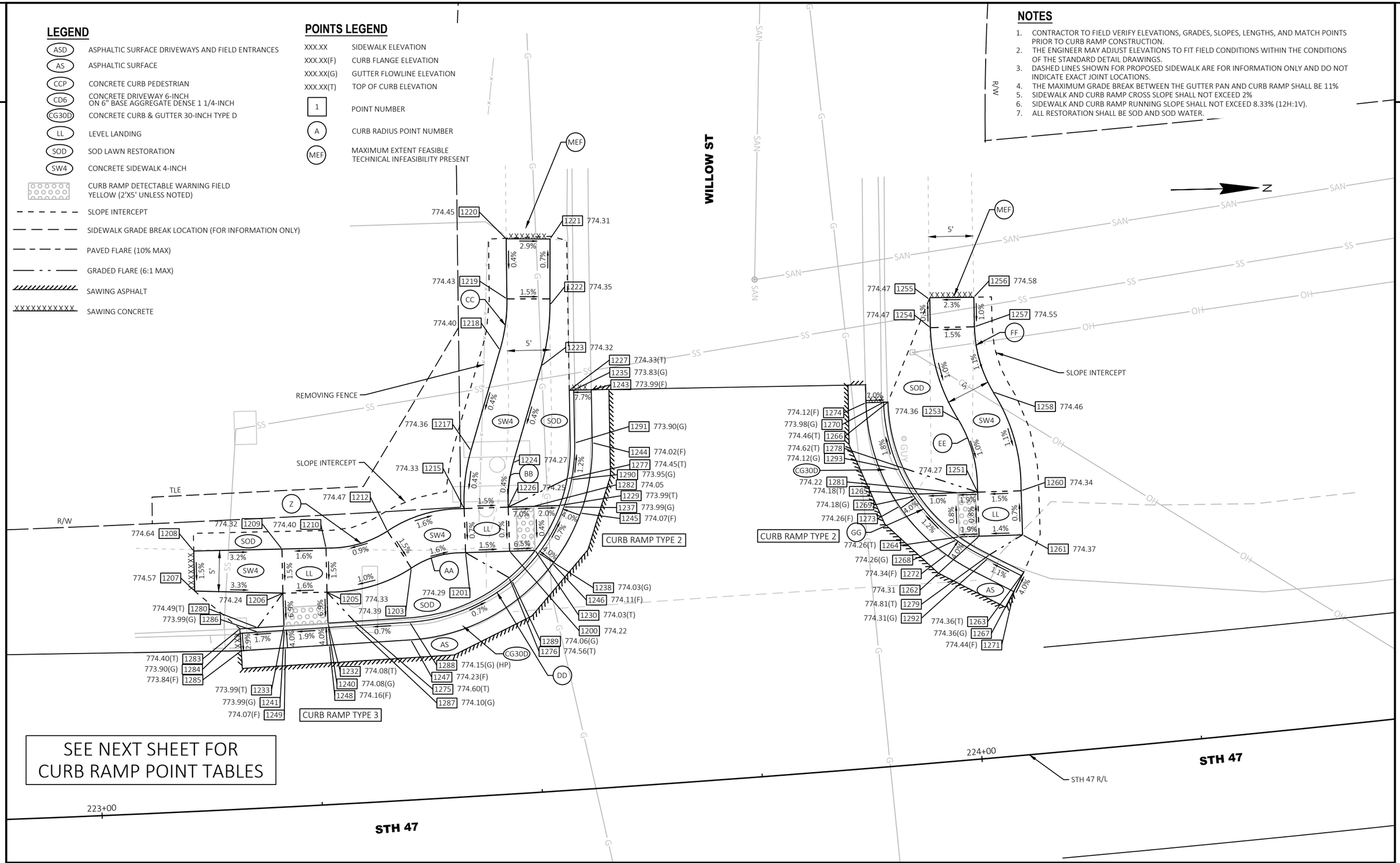
- ASD — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- AS — ASPHALTIC SURFACE
- CCP — CONCRETE CURB PEDESTRIAN
- CD6 — CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
- CG30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- LL — LEVEL LANDING
- SOD — SOD LAWN RESTORATION
- SW4 — CONCRETE SIDEWALK 4-INCH
- CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
- SLOPE INTERCEPT
- SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
- PAVED FLARE (10% MAX)
- GRADED FLARE (6:1 MAX)
- SAWING ASPHALT
- SAWING CONCRETE

POINTS LEGEND

- XXX.XX — SIDEWALK ELEVATION
- XXX.XX(F) — CURB FLANGE ELEVATION
- XXX.XX(G) — GUTTER FLOWLINE ELEVATION
- XXX.XX(T) — TOP OF CURB ELEVATION
- 1 — POINT NUMBER
- A — CURB RADIUS POINT NUMBER
- MEF — MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.



PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAIL SHEETS	SHEET 49	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 12

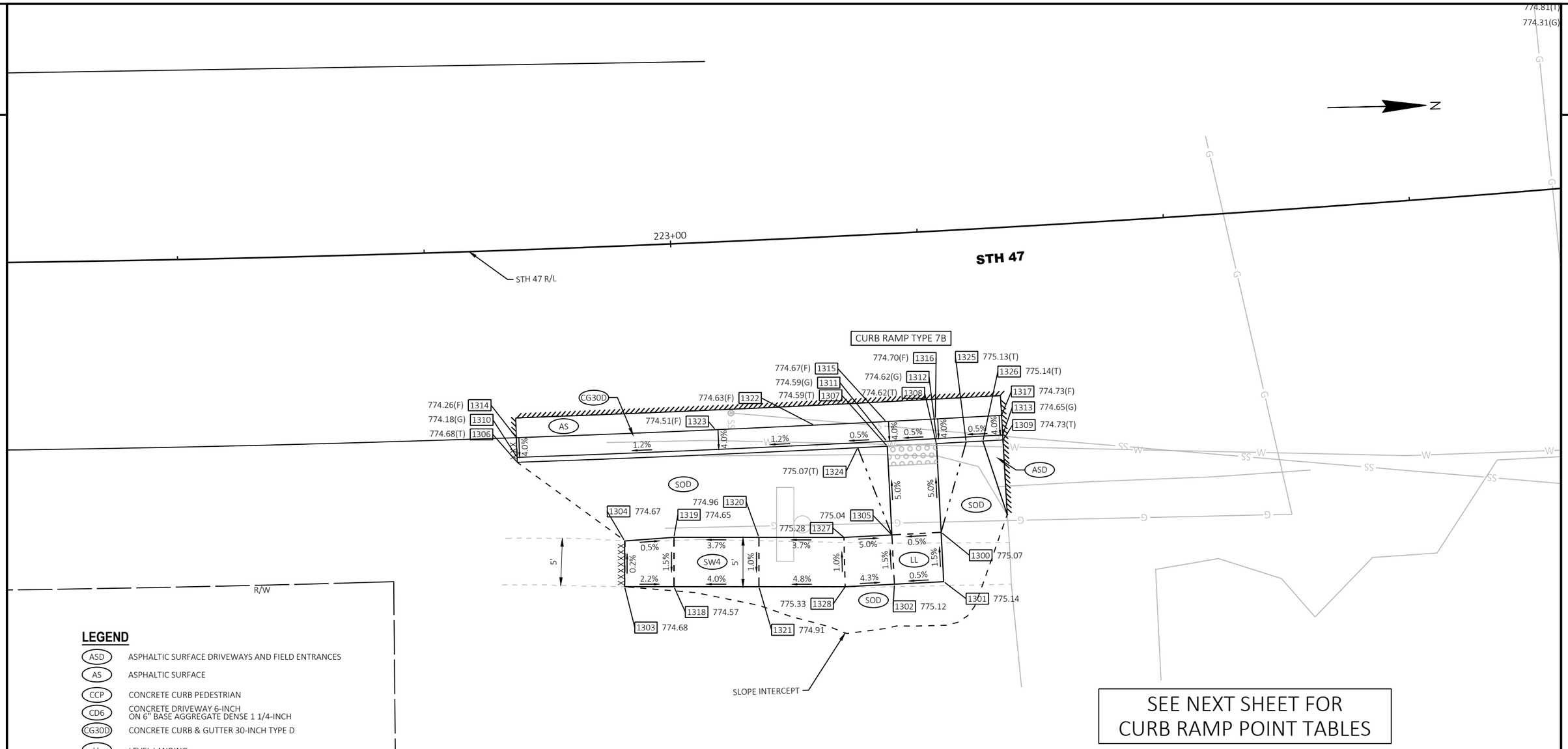
PLOT DATE : 12/4/2023 11:57 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT

Willow St W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1200	223+48.02	27.50' LT	774.22	641871.93	815834.76
1201	223+42.96	27.65' LT	774.29	641866.93	815834.80
1203	223+36.65	26.26' LT	774.39	641860.74	815836.41
1205	223+26.83	24.08' LT	774.33	641851.11	815838.91
1206	223+21.78	24.23' LT	774.24	641846.11	815838.90
1207	223+11.69	24.97' LT	774.57	641836.11	815838.42
1208	223+11.81	29.51' LT	774.64	641836.12	815833.88
1209	223+21.93	29.23' LT	774.32	641846.12	815833.90
1210	223+27.00	29.07' LT	774.40	641851.12	815833.91
1212	223+34.15	30.61' LT	774.47	641858.13	815832.15
1215	223+43.11	32.65' LT	774.33	641866.89	815829.80
1217	223+44.30	39.17' LT	774.36	641867.81	815823.23
1218	223+48.38	50.33' LT	774.40	641871.38	815811.93
1219	223+49.56	56.07' LT	774.43	641872.30	815806.15
1220	223+49.93	62.87' LT	774.45	641872.39	815799.34
1221	223+55.03	62.53' LT	774.31	641877.36	815799.48
1222	223+54.51	55.06' LT	774.35	641877.17	815806.96
1223	223+53.04	48.23' LT	774.32	641876.02	815813.84
1224	223+49.09	37.49' LT	774.27	641872.58	815824.74
1226	223+48.18	32.49' LT	774.25	641871.89	815829.76
1227	223+56.09	45.27' LT	774.33	641879.13	815816.67
1229	223+54.11	32.30' LT	773.99	641877.73	815829.72
1230	223+50.95	27.40' LT	774.03	641874.82	815834.74
1232	223+26.75	20.57' LT	774.08	641851.14	815842.42
1233	223+21.71	20.51' LT	773.99	641846.14	815842.62
1235	223+56.60	45.25' LT	773.83	641879.63	815816.68
1237	223+54.57	32.10' LT	773.99	641878.19	815829.90
1238	223+51.33	27.07' LT	774.03	641875.21	815835.05
1240	223+26.76	20.07' LT	774.08	641851.16	815842.92
1241	223+21.71	20.01' LT	773.99	641846.16	815843.12
1243	223+58.64	45.15' LT	773.99	641881.63	815816.69
1244	223+58.33	39.16' LT	774.02	641881.59	815822.69
1245	223+56.42	31.28' LT	774.07	641880.06	815830.64
1246	223+52.86	25.76' LT	774.11	641876.77	815836.30
1247	223+36.11	18.15' LT	774.23	641860.48	815844.54
1248	223+26.78	18.07' LT	774.16	641851.24	815844.92
1249	223+21.74	18.01' LT	774.07	641846.24	815845.12
1251	224+02.14	30.18' LT	774.27	641925.15	815829.35
1253	224+00.69	38.46' LT	774.36	641923.21	815821.17
1254	223+98.33	49.23' LT	774.47	641920.24	815810.57

Willow St W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1255	223+98.49	52.45' LT	774.47	641920.20	815807.34
1256	224+03.66	52.23' LT	774.58	641925.25	815807.24
1257	224+03.43	48.89' LT	774.55	641925.24	815810.59
1258	224+04.92	41.34' LT	774.46	641927.18	815818.03
1260	224+07.13	29.90' LT	774.34	641930.09	815829.31
1261	224+06.84	24.91' LT	774.37	641930.12	815834.31
1262	224+01.86	25.19' LT	774.31	641925.19	815834.35
1263	224+06.61	20.70' LT	774.36	641930.17	815838.52
1264	223+99.59	25.31' LT	774.26	641922.94	815834.36
1265	223+95.25	30.55' LT	774.18	641918.34	815829.40
1266	223+92.73	41.22' LT	774.46	641915.23	815818.89
1267	224+06.34	20.28' LT	774.36	641929.94	815838.96
1268	223+99.20	24.98' LT	774.26	641922.58	815834.72
1269	223+94.80	30.32' LT	774.18	641917.91	815829.66
1270	223+92.22	41.25' LT	773.98	641914.73	815818.89
1271	224+05.27	18.58' LT	774.44	641928.99	815840.72
1272	223+97.94	23.42' LT	774.34	641921.43	815836.36
1273	223+93.04	29.32' LT	774.26	641916.24	815830.76
1274	223+90.18	41.36' LT	774.12	641912.73	815818.90
1275	223+29.78	20.60' LT	774.60	641854.13	815842.30
1276	223+47.77	24.50' LT	774.56	641871.80	815837.76
1277	223+55.16	35.27' LT	774.45	641878.64	815826.71
1278	223+93.83	33.62' LT	774.62	641916.77	815826.41
1279	224+02.89	23.00' LT	774.81	641926.35	815836.46
1280	223+18.68	20.47' LT	774.49	641843.14	815842.74
1281	223+99.86	30.30' LT	774.22	641922.90	815829.36
1282	223+51.11	32.40' LT	774.05	641874.78	815829.74
1283	223+16.65	20.44' LT	774.40	641841.13	815842.82
1284	223+16.66	19.94' LT	773.90	641841.15	815843.32
1285	223+16.69	17.94' LT	773.84	641841.23	815845.32
1286	223+18.69	19.97' LT	773.99	641843.16	815843.24
1287	223+29.79	20.10' LT	774.10	641854.15	815842.80
1288	223+36.10	20.15' LT	774.15	641860.40	815842.54
1289	223+48.08	24.10' LT	774.06	641872.11	815838.15
1290	223+55.65	35.14' LT	773.95	641879.13	815826.82
1291	223+56.30	39.26' LT	773.90	641879.59	815822.68
1292	224+02.62	22.58' LT	774.31	641926.11	815836.90
1293	223+93.35	33.46' LT	774.12	641916.31	815826.61

RADIUS TABLE			
POINT NUMBER	STATION	OFFSET	RADIUS
AA	223+41.83	17.68' LT	10'
BB	223+63.40	32.36' LT	15'
CC	223+29.08	57.02' LT	20'
DD	223+35.97	40.14' LT	20'
EE	223+87.00	31.87' LT	15'
FF	224+18.72	47.83' LT	15'
GG	224+12.54	40.05' LT	20'
Z	223+28.13	41.04' LT	12'

2



LEGEND

ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
AS	ASPHALTIC SURFACE
CCP	CONCRETE CURB PEDESTRIAN
CD6	CONCRETE DRIVEWAY 6-INCH ON 6" BASE AGGREGATE DENSE 1 1/4-INCH
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
LL	LEVEL LANDING
SOD	SOD LAWN RESTORATION
SW4	CONCRETE SIDEWALK 4-INCH
	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2'X5' UNLESS NOTED)
	SLOPE INTERCEPT
	SIDEWALK GRADE BREAK LOCATION (FOR INFORMATION ONLY)
	PAVED FLARE (10% MAX)
	GRADED FLARE (6:1 MAX)
	SAWING ASPHALT
XXXXXXXXXX	SAWING CONCRETE

POINTS LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
1	POINT NUMBER
A	CURB RADIUS POINT NUMBER
MEF	MAXIMUM EXTENT FEASIBLE TECHNICAL INFEASIBILITY PRESENT

SEE NEXT SHEET FOR CURB RAMP POINT TABLES

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
5. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%
6. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
7. ALL RESTORATION SHALL BE SOD AND SOD WATER.

Willow Street E					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1300	223+25.81	30.50' RT	775.07	641851.71	815893.49
1301	223+25.79	35.50' RT	775.14	641851.85	815898.49
1302	223+20.87	35.50' RT	775.12	641846.85	815898.63
1303	222+93.96	34.50' RT	774.68	641819.51	815898.22
1304	222+94.14	29.87' RT	774.67	641819.62	815893.59
1305	223+20.87	30.50' RT	775.04	641846.71	815893.63
1306	222+83.68	21.50' RT	774.68	641808.94	815885.37
1307	223+20.87	21.50' RT	774.59	641846.46	815884.64
1308	223+25.82	21.60' RT	774.62	641851.46	815884.60
1309	223+32.50	21.50' RT	774.73	641858.20	815884.28
1310	222+83.68	21.00' RT	774.18	641808.93	815884.87
1311	223+20.85	21.00' RT	774.59	641846.42	815884.14
1312	223+25.85	21.00' RT	774.62	641851.48	815883.99
1313	223+32.50	21.00' RT	774.65	641858.18	815883.78
1314	222+83.68	19.00' RT	774.26	641808.91	815882.87
1315	223+20.87	19.00' RT	774.67	641846.40	815882.14
1316	223+25.83	19.00' RT	774.70	641851.39	815881.99
1317	223+32.50	19.00' RT	774.73	641858.12	815881.78
1318	222+98.88	34.70' RT	774.57	641824.51	815898.34
1319	222+99.09	29.71' RT	774.65	641824.63	815893.34
1320	223+07.58	30.09' RT	774.96	641833.24	815893.55
1321	223+07.35	35.08' RT	774.91	641833.12	815898.55
1322	223+13.63	19.00' RT	774.63	641839.10	815882.33
1323	223+03.71	19.00' RT	774.51	641829.10	815882.55
1324	223+17.90	21.50' RT	775.07	641843.47	815884.72
1325	223+28.80	21.50' RT	775.13	641854.46	815884.40
1326	223+30.48	21.50' RT	775.14	641856.16	815884.35
1327	223+16.07	30.50' RT	775.28	641841.85	815893.76
1328	223+15.95	35.50' RT	775.33	641841.85	815898.76

LEGEND

1. EROSION MAT CLASS I TYPE B, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B
2. EROSION MAT CLASS I TYPE B, URBAN, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B
3. EROSION MAT CLASS II TYPE C, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B

CULVERT PIPE CHECK

SILT FENCE

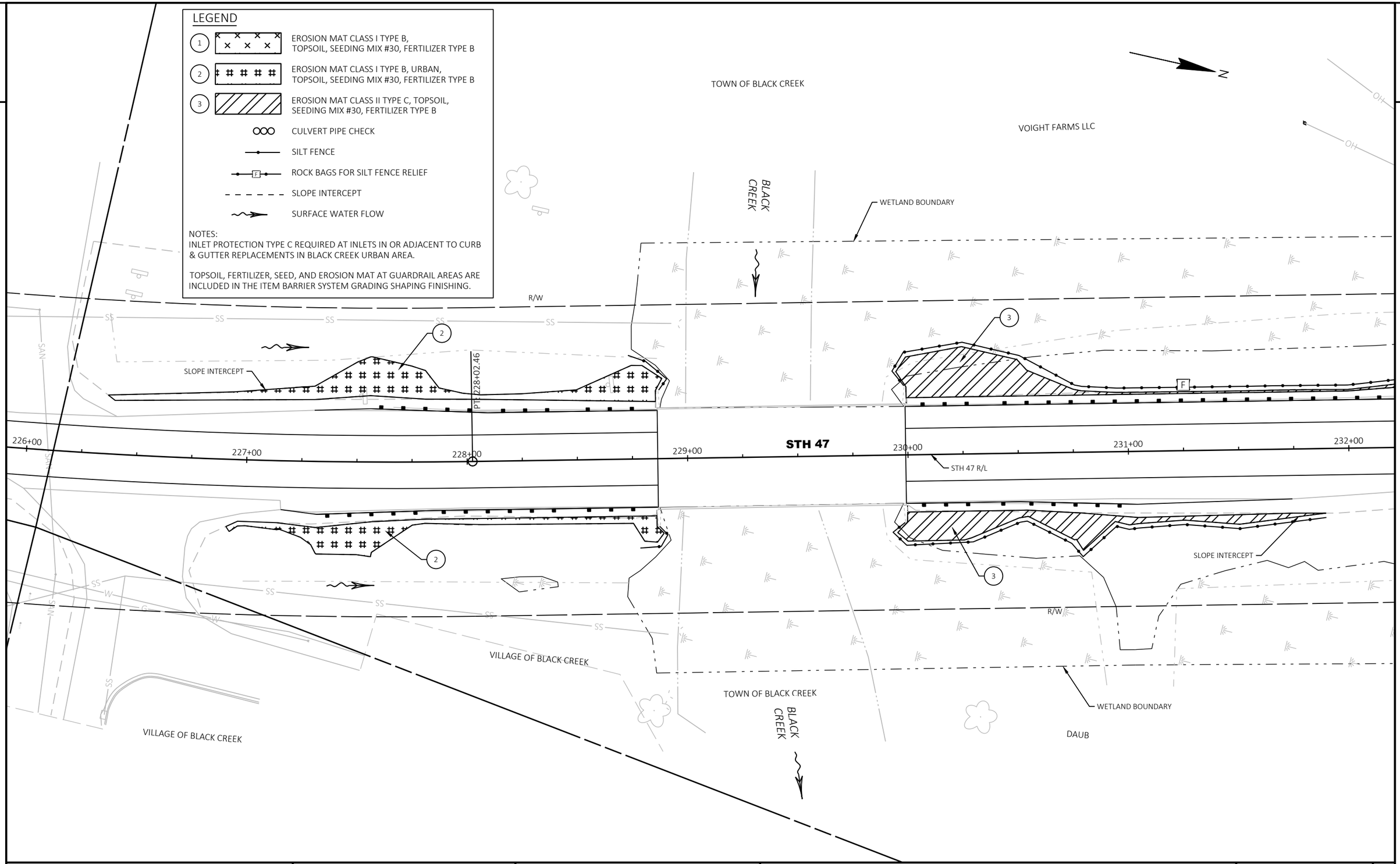
ROCK BAGS FOR SILT FENCE RELIEF

SLOPE INTERCEPT

SURFACE WATER FLOW

NOTES:
INLET PROTECTION TYPE C REQUIRED AT INLETS IN OR ADJACENT TO CURB & GUTTER REPLACEMENTS IN BLACK CREEK URBAN AREA.

TOPSOIL, FERTILIZER, SEED, AND EROSION MAT AT GUARDRAIL AREAS ARE INCLUDED IN THE ITEM BARRIER SYSTEM GRADING SHAPING FINISHING.



PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL & RESTORATION SHEETS	SHEET 53	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 12/4/2023 11:58 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

1. EROSION MAT CLASS I TYPE B, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B
2. EROSION MAT CLASS I TYPE B, URBAN, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B
3. EROSION MAT CLASS II TYPE C, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B

CULVERT PIPE CHECK

SILT FENCE

ROCK BAGS FOR SILT FENCE RELIEF

SLOPE INTERCEPT

SURFACE WATER FLOW

NOTES:
INLET PROTECTION TYPE C REQUIRED AT INLETS IN OR ADJACENT TO CURB & GUTTER REPLACEMENTS IN BLACK CREEK URBAN AREA.

TOPSOIL, FERTILIZER, SEED, AND EROSION MAT AT GUARDRAIL AREAS ARE INCLUDED IN THE ITEM BARRIER SYSTEM GRADING SHAPING FINISHING.

N

VOIGHT FARMS LLC

WETLAND BOUNDARY

R/W

SLOPE INTERCEPT

F

3

232+00 233+00 234+00 235+00 **STH 47** 236+00 237+00 238+00

STH 47 R/L

R/W

DAUB

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL & RESTORATION SHEETS	SHEET 54	E

2

LEGEND

1. EROSION MAT CLASS I TYPE B, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B
2. EROSION MAT CLASS I TYPE B, URBAN, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B
3. EROSION MAT CLASS II TYPE C, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B

CULVERT PIPE CHECK

SILT FENCE

F ROCK BAGS FOR SILT FENCE RELIEF

SLOPE INTERCEPT

SURFACE WATER FLOW

NOTES:
INLET PROTECTION TYPE C REQUIRED AT INLETS IN OR ADJACENT TO CURB & GUTTER REPLACEMENTS IN BLACK CREEK URBAN AREA.

TOPSOIL, FERTILIZER, SEED, AND EROSION MAT AT GUARDRAIL AREAS ARE INCLUDED IN THE ITEM BARRIER SYSTEM GRADING SHAPING FINISHING.

VOIGHT FARMS LLC

BRANDT RD

802+00

803+00

N

VOIGHT FARMS LLC

WETLAND BOUNDARY

SLOPE INTERCEPT

R/W

PT: 250+31.01

249+00 250+00 251+00 252+00 STH 47 253+00 254+00 255+00

STH 47 R/L

SLOPE INTERCEPT

R/W

WETLAND BOUNDARY

VOIGHT FARMS LLC

MCCARTY JOINT
REVOCABLE TRUST

2

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL & RESTORATION SHEETS	SHEET 55	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 12/4/2023 11:58 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

VOIGHT FARMS LLC

LEGEND

1 EROSION MAT CLASS I TYPE B, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B

2 EROSION MAT CLASS I TYPE B, URBAN, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B

3 EROSION MAT CLASS II TYPE C, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B

CULVERT PIPE CHECK

SILT FENCE

ROCK BAGS FOR SILT FENCE RELIEF

SLOPE INTERCEPT

SURFACE WATER FLOW

NOTES:
INLET PROTECTION TYPE C REQUIRED AT INLETS IN OR ADJACENT TO CURB & GUTTER REPLACEMENTS IN BLACK CREEK URBAN AREA.

TOPSOIL, FERTILIZER, SEED, AND EROSION MAT AT GUARDRAIL AREAS ARE INCLUDED IN THE ITEM BARRIER SYSTEM GRADING SHAPING FINISHING.

) BOUNDARY

WETLAND BOUNDARY

R/W

SLOPE INTERCEPT

255+00 256+00 257+00 **STH 47** 258+00 259+00 260+00 261+00

STH 47 R/L

SLOPE INTERCEPT

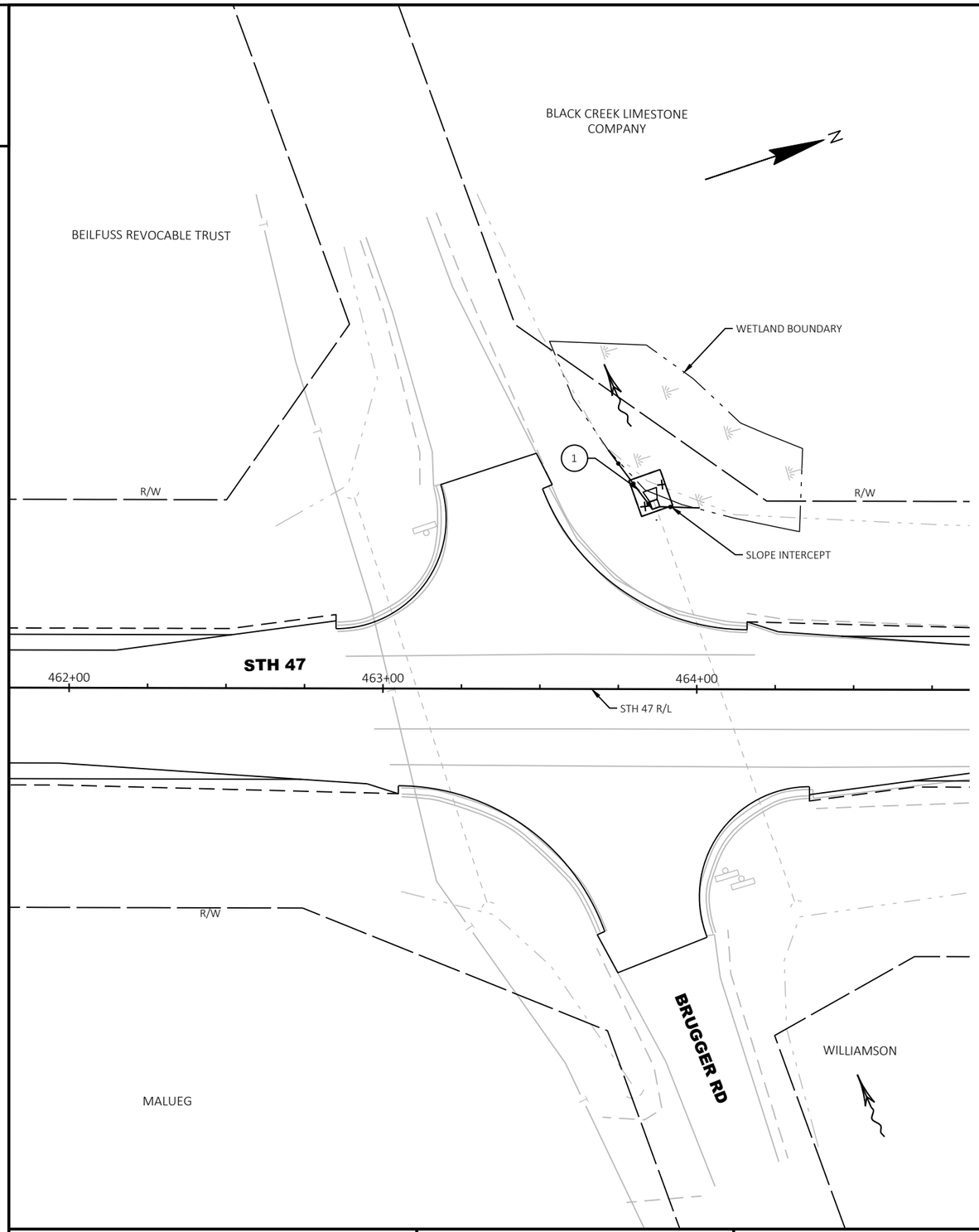
R/W

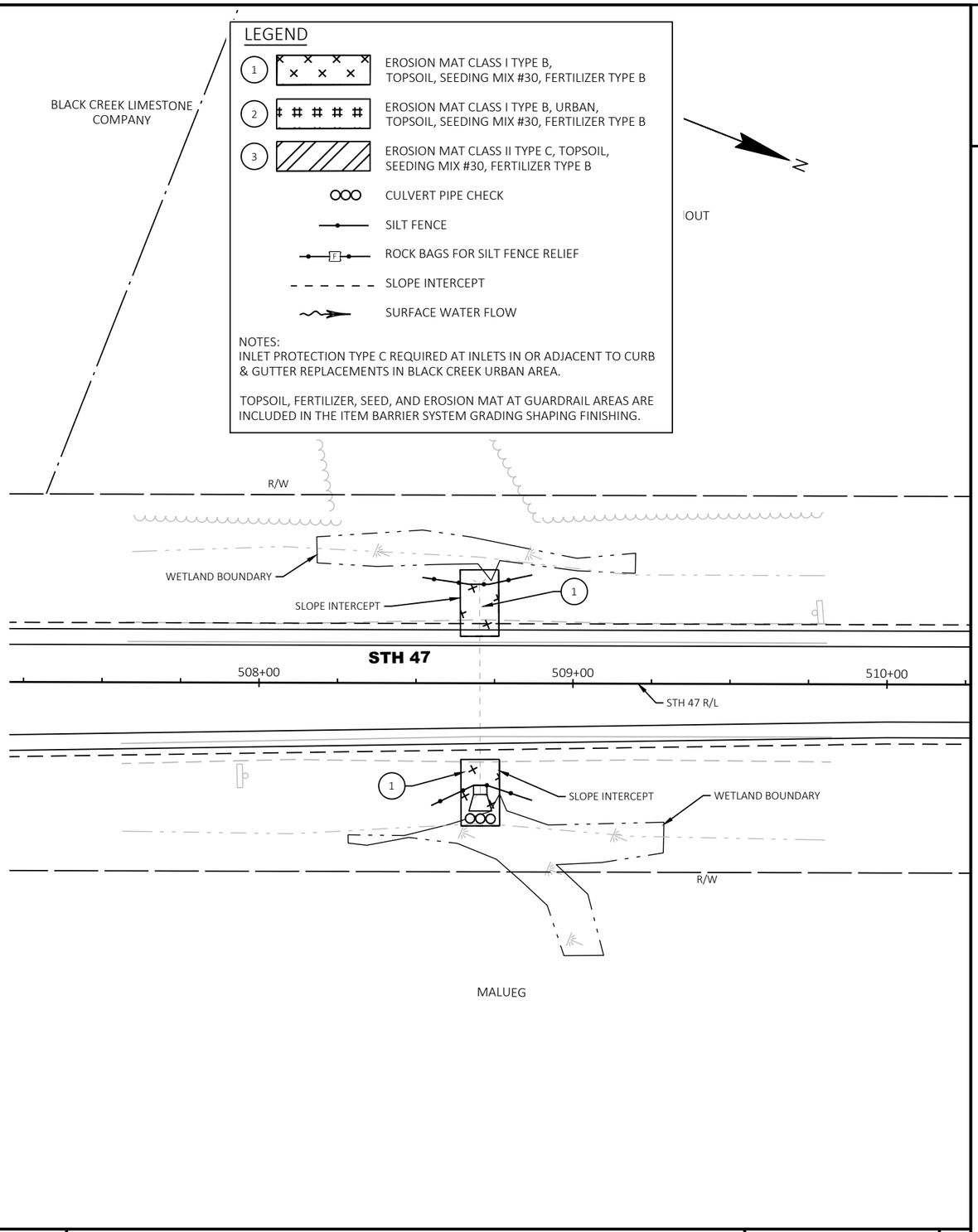
WETLAND BOUNDARY

MCCARTY JOINT
REVOCABLE TRUST

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL & RESTORATION SHEETS	SHEET 56	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 04
PLOT DATE : 12/4/2023 11:58 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42





2

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL & RESTORATION SHEETS	SHEET 57	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 05
PLOT DATE : 12/4/2023 11:58 AM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

1 EROSION MAT CLASS I TYPE B, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B

2 EROSION MAT CLASS I TYPE B, URBAN, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B

3 EROSION MAT CLASS II TYPE C, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B

CULVERT PIPE CHECK

SILT FENCE

ROCK BAGS FOR SILT FENCE RELIEF

SLOPE INTERCEPT

SURFACE WATER FLOW

NOTES:
INLET PROTECTION TYPE C REQUIRED AT INLETS IN OR ADJACENT TO CURB & GUTTER REPLACEMENTS IN BLACK CREEK URBAN AREA.

TOPSOIL, FERTILIZER, SEED, AND EROSION MAT AT GUARDRAIL AREAS ARE INCLUDED IN THE ITEM BARRIER SYSTEM GRADING SHAPING FINISHING.

N

MALUEG

WETLAND BOUNDARY

R/W

PC: 523+33.26

3

SLOPE INTERCEPT

BLACK CREEK SOD INC

STH 47

523+00

524+00

525+00

526+00

527+00

528+00

STH 47 R/L

WETLAND BOUNDARY

2

SLOPE INTERCEPT

R/W

1

SLOPE INTERCEPT

HEIN LIVING TRUST

MALUEG

WETLAND BOUNDARY

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL & RESTORATION SHEETS	SHEET 58	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 12/4/2023 11:58 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

1. EROSION MAT CLASS I TYPE B, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B
2. EROSION MAT CLASS I TYPE B, URBAN, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B
3. EROSION MAT CLASS II TYPE C, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B

CULVERT PIPE CHECK

SILT FENCE

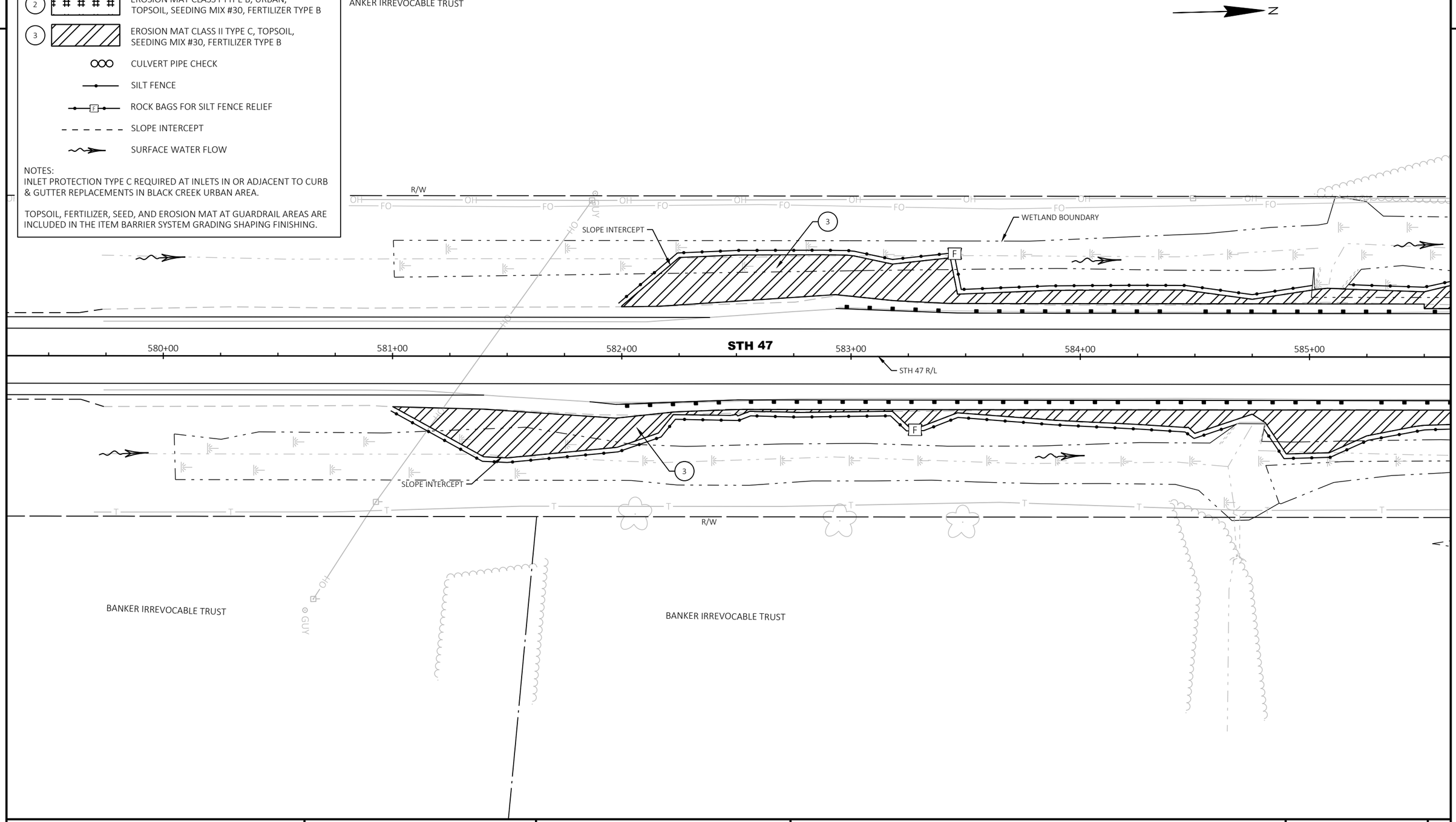
ROCK BAGS FOR SILT FENCE RELIEF

SLOPE INTERCEPT

SURFACE WATER FLOW

NOTES:
INLET PROTECTION TYPE C REQUIRED AT INLETS IN OR ADJACENT TO CURB & GUTTER REPLACEMENTS IN BLACK CREEK URBAN AREA.

TOPSOIL, FERTILIZER, SEED, AND EROSION MAT AT GUARDRAIL AREAS ARE INCLUDED IN THE ITEM BARRIER SYSTEM GRADING SHAPING FINISHING.



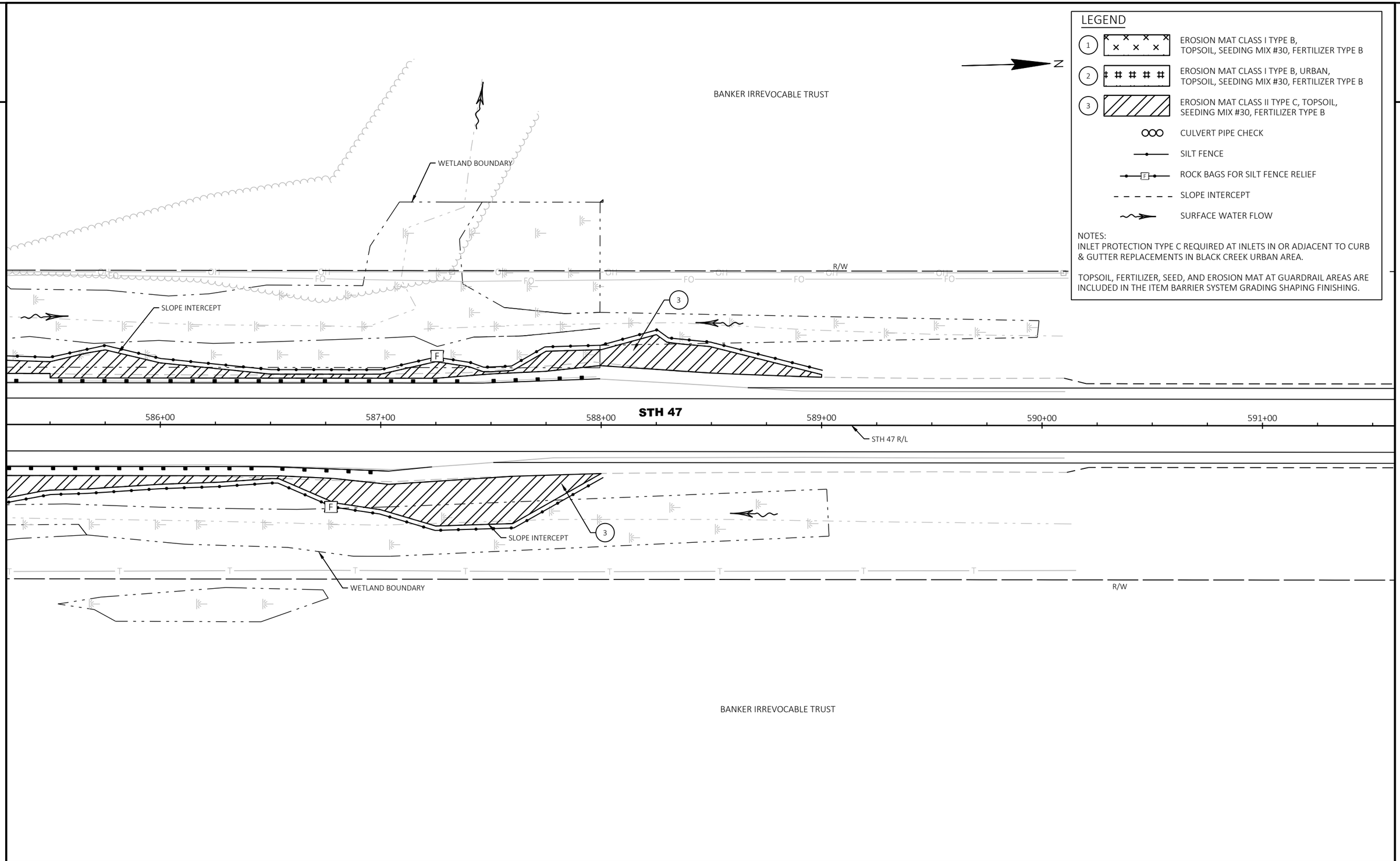
PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL & RESTORATION SHEETS	SHEET 59	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 07

PLOT DATE : 12/4/2023 11:58 AM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

1. EROSION MAT CLASS I TYPE B, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B
2. EROSION MAT CLASS I TYPE B, URBAN, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B
3. EROSION MAT CLASS II TYPE C, TOPSOIL, SEEDING MIX #30, FERTILIZER TYPE B

CULVERT PIPE CHECK

SILT FENCE

ROCK BAGS FOR SILT FENCE RELIEF

SLOPE INTERCEPT

SURFACE WATER FLOW

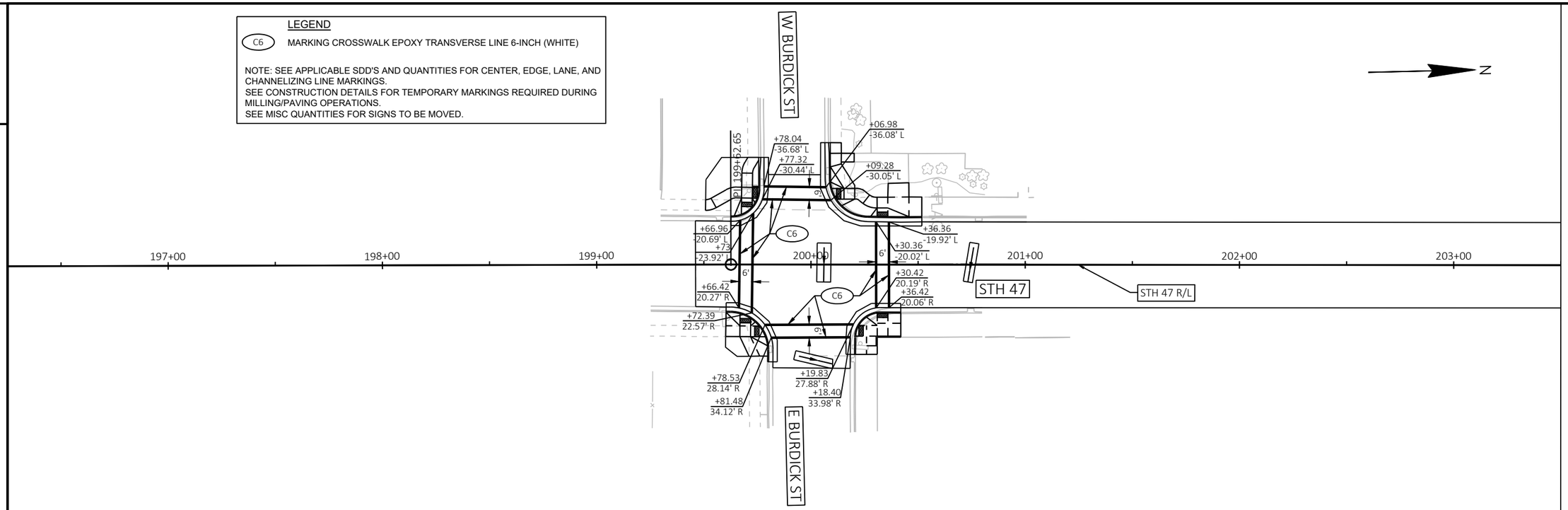
NOTES:
INLET PROTECTION TYPE C REQUIRED AT INLETS IN OR ADJACENT TO CURB & GUTTER REPLACEMENTS IN BLACK CREEK URBAN AREA.

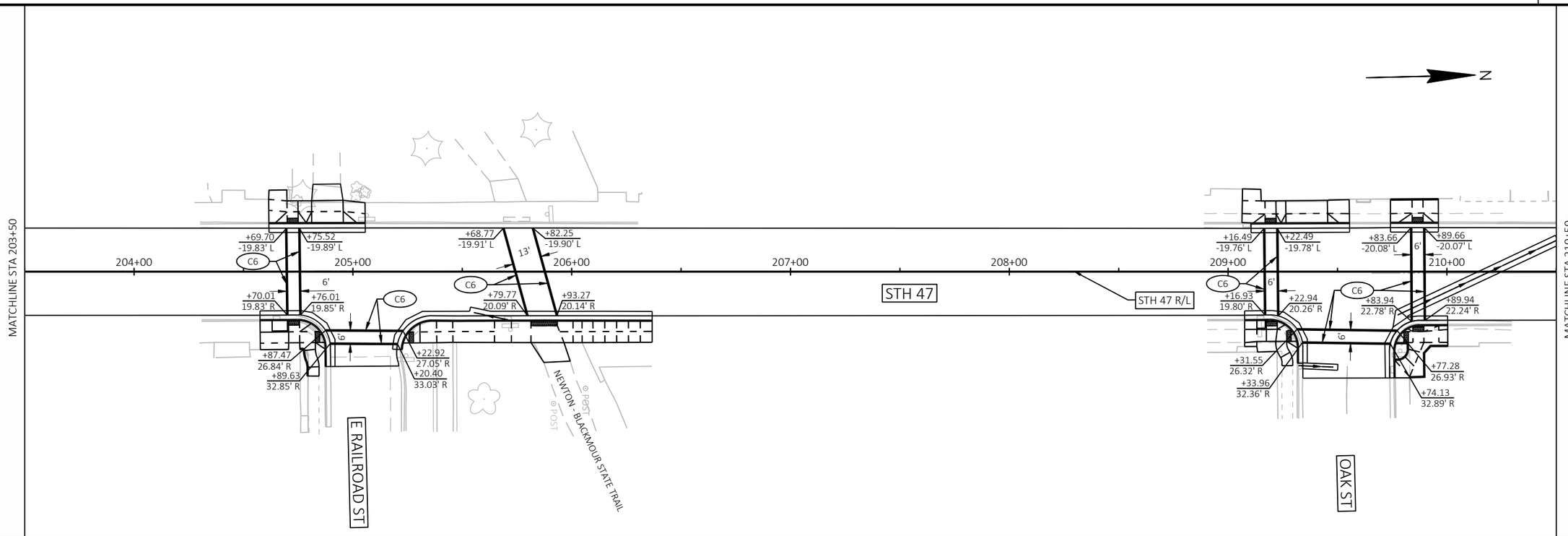
TOPSOIL, FERTILIZER, SEED, AND EROSION MAT AT GUARDRAIL AREAS ARE INCLUDED IN THE ITEM BARRIER SYSTEM GRADING SHAPING FINISHING.

LEGEND

C6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

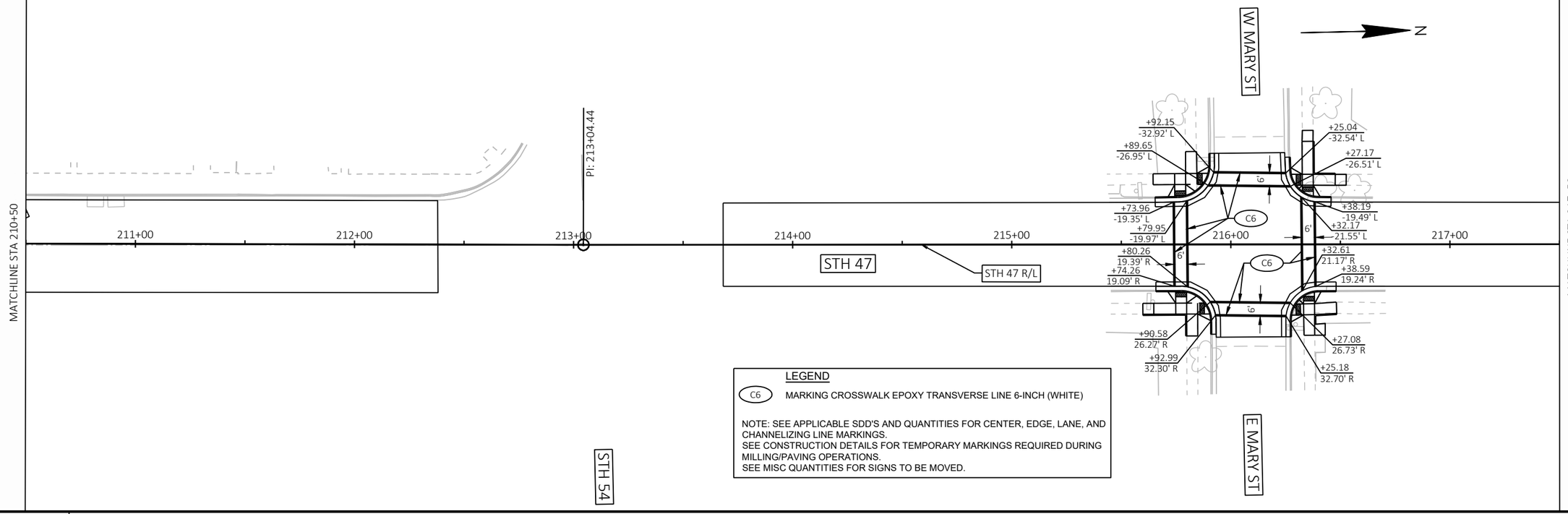
NOTE: SEE APPLICABLE SDD'S AND QUANTITIES FOR CENTER, EDGE, LANE, AND CHANNELIZING LINE MARKINGS.
SEE CONSTRUCTION DETAILS FOR TEMPORARY MARKINGS REQUIRED DURING MILLING/PAVING OPERATIONS.
SEE MISC QUANTITIES FOR SIGNS TO BE MOVED.





PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 61	E

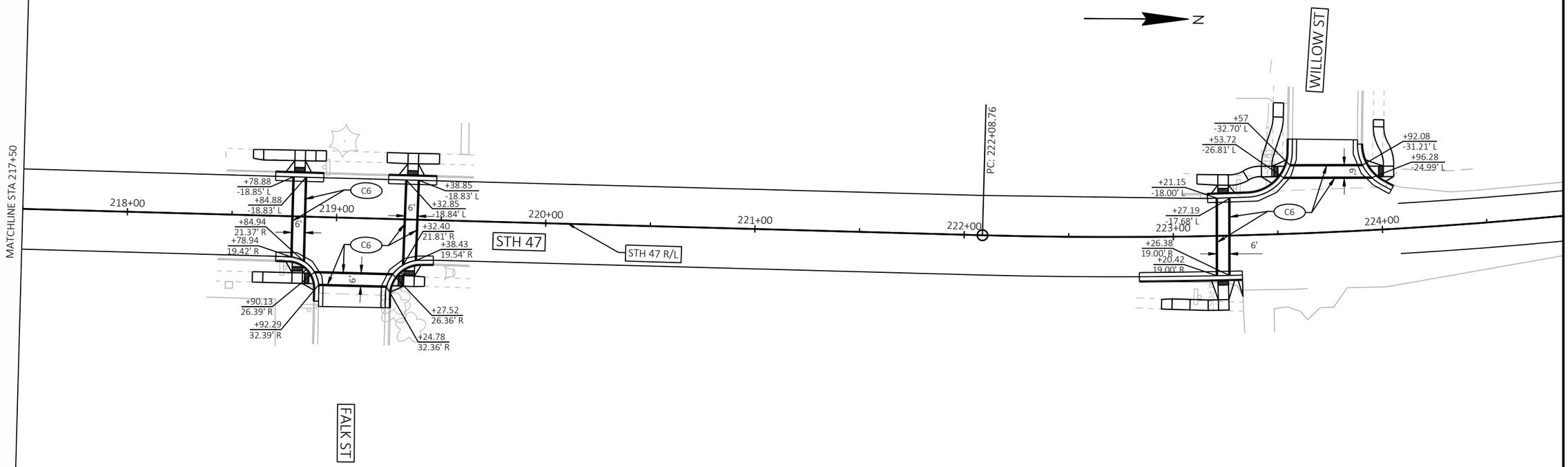
2



LEGEND

C6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

NOTE: SEE APPLICABLE SDD'S AND QUANTITIES FOR CENTER, EDGE, LANE, AND CHANNELIZING LINE MARKINGS.
SEE CONSTRUCTION DETAILS FOR TEMPORARY MARKINGS REQUIRED DURING MILLING/PAVING OPERATIONS.
SEE MISC QUANTITIES FOR SIGNS TO BE MOVED.



PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PAVEMENT MARKING	SHEET 62	E

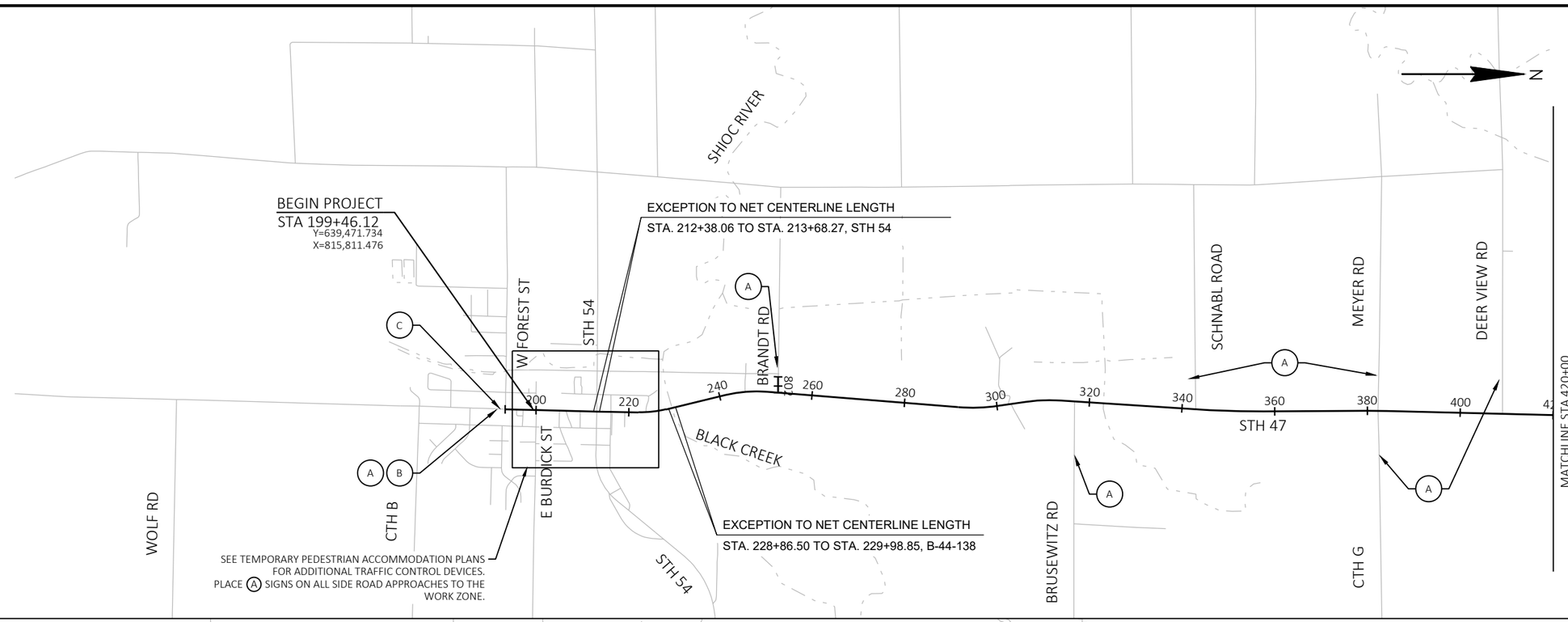
2

ROAD WORK AHEAD W20-1A — A

ROAD WORK 500 FT W20-1D — B

END ROAD WORK G20-2A 48"X24" — C

ROAD WORK 1000 FT W20-1C — D



PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL OVERVIEW	SHEET 63	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\026200-SO.DWG
LAYOUT NAME - 026200-so
PLOT DATE : 1/15/2024 3:26 PM
PLOT BY : LIETZAU, SCOTT
PLOT NAME :
PLOT SCALE : 1 IN:0.5 MI
WISDOT/CADDS SHEET 42

2

SIDEWALK CLOSED AHEAD
R9-9A 30"X18"
PLACE SIGNS AT CLARK ST INTERSECTION
W BURDICK ST
DETOUR
M4-9BR 30"X24"
AT CLARK ST INTERSECTION PLACE TEMP CURB RAMP, TEMP DETECTABLE WARNING FIELD AND TEMP CROSSWALK ACROSS BURDICK ST
M4-9BL 30"X24"
M4-60D 30"X24"
M4-60R 30"X24"
SIDEWALK CLOSED
R9-9 24"X12"
TEMP PEDESTRIAN BARRICADE
TEMP CURB RAMP AND TEMP DETECTABLE WARNING FIELD
DRUMS, TYP (SEE NOTES)
198
200
202
204
206
208
210
212
TEMP CROSSWALK
STH 47
STH 47 R/L
TEMP PEDESTRIAN BARRICADE
FOUND
GRASS
MATCHLINE STA 212+75
WO11-2 48"X48"
WO16-7L 24"X12"
E BURDICK ST
TEMPORARY PEDESTRIAN BARRICADE
E RAILROAD ST
NEWTON - BLACKMOUR STATE TRAIL
OAK ST
AHEAD
WO16-9P 24"X12"
PLACE W21-5 "SHOULDER WORK" SIGN 200' SOUTH OF WO11-2 SIGN
N
AT CLARK ST INTERSECTION PLACE TEMP CURB RAMPS, TEMP DETECTABLE WARNING FIELDS, AND TEMP CROSSWALKS ACROSS MARY ST
W MARY ST
CANOPY
MATCHLINE STA 212+75
214
216
218
220
222
224
226
STH 47
STH 47 R/L
TEMP CURB RAMP, TEMP DETECTABLE WARNING FIELD, TEMP PEDESTRIAN SURFACE MATTING
WILLOW ST
AT CLARK ST INTERSECTION PLACE:
- TEMP CURB RAMPS
- TEMP DETECTABLE WARNING FIELDS
- TEMP PED SURFACE MATTING
- TEMP CROSSWALKS ACROSS WILLOW ST
- SIDEWALK CLOSED AHEAD (R9-9A) SIGN
- PEDESTRIAN SYMBOL WITH ARROW (M4-60R) SIGN
M4-60L 30"X24"
STH 54
E MARY ST
FALK ST
A/C
TEMPORARY CROSSWALK

NOTES
1. REMOVE EXISTING AND TEMPORARY CROSSWALK MARKINGS AS NEEDED IN EACH STAGE TO ENSURE PEDESTRIANS USE ONLY THE ACTIVE CROSSING.
2. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR DRUM LAYOUT.

LEGEND
- TYPE III BARRICADE WITH SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- WORK AREA
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL – TEMPORARY PEDESTRIAN ACCOMMODATIONS (STAGE 1)	SHEET 64	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\026201-S1.DWG
LAYOUT NAME - 1
PLOT DATE : 12/4/2023 11:59 AM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

AT CLARK ST INTERSECTION PLACE TEMP DETECTABLE WARNING FIELD AND TEMP CROSSWALK ACROSS BURDICK ST

PLACE SIGNS AT CLARK ST INTERSECTION

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

W BURDICK ST

TEMPORARY PEDESTRIAN BARRICADE

SIDEWALK CLOSED R9-9 24"X12"

TEMPORARY PEDESTRIAN BARRICADE

DETOUR M4-9BL 30"X24"

WO11-2 48"X48"

WO16-7L 24"X12"

M4-60D 30"X24"

TEMPORARY PEDESTRIAN BARRICADE

198 200 202 STH 47 R/L 204 206 208 210 212

DRUMS, TYP (SEE NOTES)

TEMP CURB RAMP, TEMP DETECTABLE WARNING FIELD, AND TEMP CROSSWALK

DETOUR M4-9BR 30"X24"

DETOUR M4-9BL 30"X24"

M4-60D 30"X24"

TEMPORARY PEDESTRIAN BARRICADE

E BURDICK ST

DETOUR M4-9BR 30"X24"

WO11-2 48"X48"

WO16-7L 24"X12"

TEMP CURB RAMP AND TEMP DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN BARRICADE

E RAILROAD ST

STAGE 2A

STAGE 2B

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

SEE SEPARATE SHEET FOR TRAIL DETOUR INFORMATION

NEWTON - BLACKMOUR STATE TRAIL

STH 47

WO11-2 48"X48"

WO16-7L 24"X12"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BR 30"X24"

TEMP PEDESTRIAN BARRICADE

DETOUR M4-9BL 30"X24"

WO11-2 48"X48"

WO16-7L 24"X12"

TEMP CURB RAMP AND TEMP DETECTABLE WARNING FIELD

TEMP PEDESTRIAN BARRICADE

M4-60D 30"X24"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

TEMPORARY CROSSWALK

TEMP PEDESTRIAN BARRICADE

SIDEWALK CLOSED R9-9 24"X12"

TEMP PEDESTRIAN BARRICADE

OAK ST

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BR 30"X24"

M4-60D 30"X24"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BR 30"X24"

PLACE SIGNS AT MAPLE STREET INTERSECTION

MATCHLINE STA 212+75

N

2

AT CLARK ST INTERSECTION PLACE TEMP CURB RAMPS, TEMP DETECTABLE WARNING FIELDS, AND TEMP CROSSWALKS ACROSS MARY ST

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

M4-60R 30"X24"

W MARY ST

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

SIDEWALK CLOSED R9-9 24"X12"

TEMP PEDESTRIAN BARRICADE

DETOUR M4-9BR 30"X24"

DETOUR M4-9BR 30"X24"

TEMP PEDESTRIAN BARRICADE

SIDEWALK CLOSED R9-9 24"X12"

TEMP PEDESTRIAN BARRICADE

TEMP PEDESTRIAN FACILITIES IN PLACE FROM STAGE 1

DETOUR M4-9BR 30"X24"

TEMP PEDESTRIAN BARRICADE

M4-60L 30"X24"

SIGNS IN PLACE FROM STAGE 1

SIGNS IN PLACE FROM STAGE 1

CANOPY

WILLOW ST

SIDEWALK CLOSED R9-9 24"X12"

TEMP PEDESTRIAN BARRICADE

M4-60R 30"X24"

TEMP PEDESTRIAN BARRICADE

REPLACE OR ADJUST AT CLARK ST INTERSECTION:

- TEMP CURB RAMPS
- TEMP DETECTABLE WARNING FIELDS
- TEMP PED SURFACE MATTING
- TEMP CROSSWALKS ACROSS WILLOW ST
- SIDEWALK CLOSED AHEAD (R9-9A) SIGN
- PEDESTRIAN SYMBOL WITH ARROW (M4-60L) SIGN

MATCHLINE STA 212+75

214 216 218 220 222 224 226

STH 47

STH 47 R/L

DETOUR M4-9BL 30"X24"

M4-60D 30"X24"

TEMP PEDESTRIAN BARRICADE

SIGNS IN PLACE FROM STAGE 1

STH 54

E MARY ST

FALK ST

A/C

A/C

N

NOTES

1. REMOVE EXISTING AND TEMPORARY CROSSWALK MARKINGS AS NEEDED IN EACH STAGE TO ENSURE PEDESTRIANS USE ONLY THE ACTIVE CROSSING.
2. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR DRUM LAYOUT.

LEGEND

- TYPE III BARRICADE WITH SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- WORK AREA
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL – TEMPORARY PEDESTRIAN ACCOMMODATIONS (STAGE 2)	SHEET 65	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\026202-S2.DWG
LAYOUT NAME - 1
PLOT DATE : 12/4/2023 12:00 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

NEWTON-BLACKMOUR STATE TRAIL

EXISTING TRAIL P/L

EXISTING TRAIL P/L

R/W

NO PROPOSED WORK ON
WESTERLY TRAIL SEGMENT

DETOUR
M4-9AR
30"X24"

DETOUR
M4-9AR
30"X24"

TEMP PEDESTRIAN CURB RAMP
AND TEMP DETECTABLE WARNING FIELD

TEMPORARY PEDESTRIAN
BARRICADE (TYP)

RECONSTRUCT CURB RAMP

STH 47

STH 47 R/L

205+00

206+00

TEMP PEDESTRIAN CURB RAMP
AND TEMP DETECTABLE WARNING FIELD

REMOVE AND REPLACE
PAVED TRAIL APPROACH

COMPLETE PERMANENT SIDEWALK
CONSTRUCTION SOUTH OF TRAIL BEFORE OR
AFTER TRAIL CONSTRUCTION SO SIDEWALK IS
AVAILABLE FOR TEMPORARY TRAIL DETOUR

REMOVE AND REPLACE
CURB & GUTTER

REMOVE AND REPLACE
SIDEWALK

R/W

TLE

GRASSED AREAS
TO BE RESTORED

SLOPE
INTERCEPT

EXISTING BICYCLE AND
VEHICLE PARKING TO REMAIN

TRAFFIC CONTROL BARRICADES TYPE III
WITH TWO TYPE A WARNING LIGHTS

DO NOT DISTURB BLACK CREEK
VETERAN'S MEMORIAL WALKWAY

DETOUR
M4-9AR
30"X24"

TRAIL CLOSED
R9-9 (MOD)
24"X12"

NEWTON-BLACKMOUR STATE TRAIL

DETOUR
M4-9AL
30"X24"

8'

TEMPORARY PEDESTRIAN
BARRICADE

TLE

DETOUR
M4-9AL
30"X24"

EXISTING TRAIL PROPERTY LINE

6" BASE AGGREGATE
DENSE 3/4-INCH TRAIL SURFACE
(GRASSED AREA TO BE RESTORED)

RAILROAD ST

EXISTING TRAIL P/L

NOTES

NOT TO SCALE.

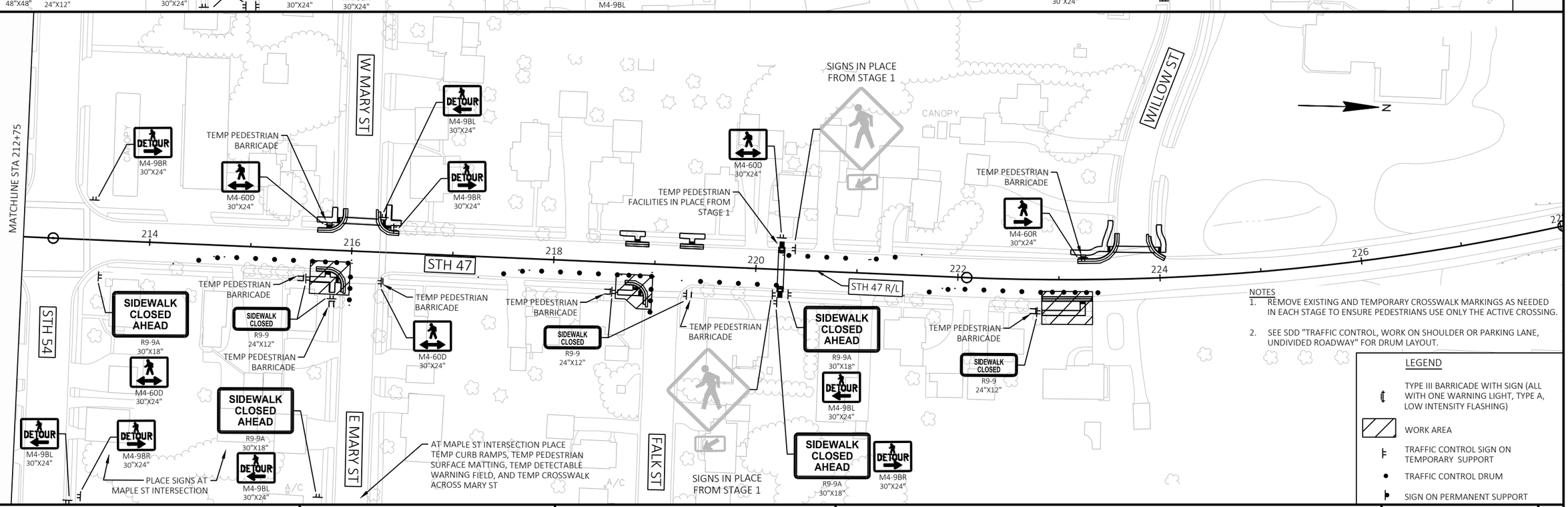
RECONSTRUCTION OF EAST TRAIL APPROACH AND CURB RAMP TO BE COMPLETE WITHIN 5 CONTINUOUS WEEKDAYS TO AVOID WEEKEND TRAIL USE.

SEE TEMPORARY PEDESTRIAN ACCOMMODATION PLAN FOR ADDITIONAL INFORMATION.

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL - TEMPORARY TRAIL DETOUR (STAGE 2)	SHEET 66	E

2

TEMP PEDESTRIAN BARRICADE
W BURDICK ST
WO11-2 48"X48"
WO16-7L 24"X12"
M4-60D 30"X24"
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
DETOUR M4-9BL 30"X24"
TEMP CURB RAMP, TEMP DETECTABLE WARNING FIELD, AND TEMP CROSSWALK
DRUMS, TYP (SEE NOTES)
198
200
202
STH 47 R/L
204
206
208
STH 47
210
212
TEMP CROSSWALK
TEMP CURB RAMP, TEMP DETECTABLE WARNING FIELD, TEMP CROSSWALK, AND TEMP PEDESTRIAN BARRICADE
TEMP PED BARRICADE
M4-60L 30"X24"
SIDEWALK CLOSED R9-9 24"X12"
E BURDICK ST
PLACE W21-5 "SHOULDER WORK" SIGN 200' SOUTH OF WO11-2 SIGN
AHEAD WO16-9P 24"X12"
M4-9BR 30"X24"
PLACE SIGNS AT MAPLE STREET INTERSECTION
SIDEWALK CLOSED AHEAD R9-9A 30"X18"
SIDEWALK CLOSED R9-9 24"X12"
E RAILROAD ST
NEWTON - BLACKMOUR STATE TRAIL
OAK ST
PLACE SIGNS AT MAPLE STREET INTERSECTION
FOUND
GREENHOUSE
A/C
N
MATCHLINE STA 212+75



NOTES
1. REMOVE EXISTING AND TEMPORARY CROSSWALK MARKINGS AS NEEDED IN EACH STAGE TO ENSURE PEDESTRIANS USE ONLY THE ACTIVE CROSSING.
2. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR DRUM LAYOUT.

LEGEND
- TYPE III BARRICADE WITH SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- WORK AREA
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL – TEMPORARY PEDESTRIAN ACCOMMODATIONS (STAGE 3)	SHEET 67	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\026203-S3.DWG
LAYOUT NAME - 1
PLOT DATE : 12/4/2023 12:01 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

W BURDICK ST

E BURDICK ST

STH 47

STH 47 R/L

E RAILROAD ST

NEWTON - BLACKMOUR STATE TRAIL

OAK ST

GREENHOUSE

FOUND

A/C

N

198 200 202 204 206 208 210 212

MATCHLINE STA 212+75

TEMP PEDESTRIAN BARRICADE

TEMP CURB RAMPS, TEMP DETECTABLE WARNING FIELDS, AND TEMP CROSSWALK

DRUMS, TYP (SEE NOTES)

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

PLACE SIGNS AT MAPLE ST INTERSECTION

PLACE SIGN AT MAPLE ST INTERSECTION

DETOUR

M4-9BR 30"X24"

M4-9BL 30"X24"

M4-60D 30"X24"

WO11-2 48"X48"

WO16-7L 24"X12"

W MARY ST

E MARY ST

STH 54

FALK ST

WILLOW ST

CANOPY

A/C

MATCHLINE STA 212+75

214 216 218 220 222 224 226

TEMP PEDESTRIAN FACILITIES IN PLACE FROM STAGE 1

SIGNS IN PLACE FROM STAGE 1

AT MAPLE ST INTERSECTION PLACE TEMP CURB RAMPS, TEMP PEDESTRIAN SURFACE MATTING, TEMP DETECTABLE WARNING FIELD, AND TEMP CROSSWALK ACROSS MARY ST

M4-60L 30"X24"

NOTES

1. REMOVE EXISTING AND TEMPORARY CROSSWALK MARKINGS AS NEEDED IN EACH STAGE TO ENSURE PEDESTRIANS USE ONLY THE ACTIVE CROSSING.
2. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR DRUM LAYOUT.

LEGEND

- TYPE III BARRICADE WITH SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- WORK AREA
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	TRAFFIC CONTROL – TEMPORARY PEDESTRIAN ACCOMMODATIONS (STAGE 4)	SHEET 68	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\026204-S4.DWG
LAYOUT NAME - 1
PLOT DATE : 12/4/2023 12:01 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

6240-30-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0120	Clearing	ID	8.000	8.000
0004	201.0205	Grubbing	STA	1.000	1.000
0008	201.0220	Grubbing	ID	8.000	8.000
0020	204.0110	Removing Asphaltic Surface	SY	234.000	234.000
0022	204.0115	Removing Asphaltic Surface Butt Joints	SY	196.000	196.000
0024	204.0120	Removing Asphaltic Surface Milling	SY	172,937.000	172,937.000
0026	204.0150	Removing Curb & Gutter	LF	922.000	922.000
0028	204.0155	Removing Concrete Sidewalk	SY	742.000	742.000
0030	204.0165	Removing Guardrail	LF	2,889.000	2,889.000
0032	204.0180	Removing Delineators and Markers	EACH	11.000	11.000
0042	204.0245	Removing Storm Sewer (size) 02. 12-Inch	LF	64.000	64.000
0044	204.0245	Removing Storm Sewer (size) 03. 15-Inch	LF	80.000	80.000
0050	204.0245	Removing Storm Sewer (size) 06. 30-Inch	LF	16.000	16.000
0056	204.9060.S	Removing (item description) 01. Apron Endwalls	EACH	3.000	3.000
0060	205.0100	Excavation Common	CY	700.000	700.000
0068	209.2500	Backfill Granular Grade 2	TON	17.000	17.000
0076	211.0101	Prepare Foundation for Asphaltic Paving (project) 03. 6240-30-71	EACH	1.000	1.000
0078	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	711.000	711.000
0084	213.0100	Finishing Roadway (project) 03. 6240-30-71	EACH	1.000	1.000
0086	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,908.000	4,908.000
0088	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	555.000	555.000
0092	416.0610	Drilled Tie Bars	EACH	84.000	84.000
0094	450.4000	HMA Cold Weather Paving	TON	214.000	214.000
0096	455.0605	Tack Coat	GAL	9,409.000	9,409.000
0098	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0100	460.2000	Incentive Density HMA Pavement	DOL	260.000	260.000
0104	460.6224	HMA Pavement 4 MT 58-28 S	TON	20,074.000	20,074.000
0106	460.6424	HMA Pavement 4 MT 58-28 H	TON	1,513.000	1,513.000
0108	465.0105	Asphaltic Surface	TON	1,039.000	1,039.000
0110	465.0110	Asphaltic Surface Patching	TON	100.000	100.000
0112	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	10.000	10.000
0114	465.0520	Asphaltic Rumble Strips, Shoulder	LF	61,697.000	61,697.000
0116	465.0560	Asphaltic Rumble Strips, Centerline	LF	35,131.000	35,131.000
0134	520.8000	Concrete Collars for Pipe	EACH	8.000	8.000
0136	520.8700	Cleaning Culvert Pipes	EACH	1.000	1.000
0154	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0156	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0158	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	1.000	1.000
0172	524.0130	Culvert Pipe Salvaged 30-Inch	LF	77.000	77.000
0174	524.0142	Culvert Pipe Salvaged 42-Inch	LF	16.000	16.000
0180	524.0630	Apron Endwalls for Culvert Pipe Salvaged 30-Inch	EACH	2.000	2.000
0182	524.0642	Apron Endwalls for Culvert Pipe Salvaged 42-Inch	EACH	1.000	1.000
0184	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	931.000	931.000
0188	601.0600	Concrete Curb Pedestrian	LF	244.000	244.000
0190	602.0405	Concrete Sidewalk 4-Inch	SF	6,687.000	6,687.000
0194	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	384.000	384.000
0198	602.0810	Concrete Driveway 6-Inch	SY	42.000	42.000
0204	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	32.000	32.000
0206	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	80.000	80.000

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Line	Item	Item Description	Unit	Total	Qty
0222	608.3012	Storm Sewer Pipe Class III-A 12-Inch	LF	32.000	32.000
0224	608.3030	Storm Sewer Pipe Class III-A 30-Inch	LF	16.000	16.000
0252	611.8115	Adjusting Inlet Covers	EACH	9.000	9.000
0254	614.0010	Barrier System Grading Shaping Finishing	EACH	11.000	11.000
0258	614.2300	MGS Guardrail 3	LF	1,700.500	1,700.500
0260	614.2330	MGS Guardrail 3 K	LF	62.500	62.500
0262	614.2340	MGS Guardrail 3 L	LF	390.900	390.900
0264	614.2350	MGS Guardrail Short Radius	LF	33.500	33.500
0266	614.2500	MGS Thrie Beam Transition	LF	157.600	157.600
0268	614.2610	MGS Guardrail Terminal EAT	EACH	11.000	11.000
0270	614.2630	MGS Guardrail Short Radius Terminal	EACH	1.000	1.000
0276	618.0100	Maintenance and Repair of Haul Roads (project) 03. 6240-30-71	EACH	1.000	1.000
0278	619.1000	Mobilization	EACH	0.350	0.350
0280	624.0100	Water	MGAL	55.000	55.000
0282	625.0100	Topsoil	SY	784.000	784.000
0290	628.1504	Silt Fence	LF	4,325.000	4,325.000
0292	628.1520	Silt Fence Maintenance	LF	2,166.000	2,166.000
0294	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0296	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0298	628.2004	Erosion Mat Class I Type B	SY	69.000	69.000
0300	628.2008	Erosion Mat Urban Class I Type B	SY	159.000	159.000
0302	628.2027	Erosion Mat Class II Type C	SY	187.000	187.000
0306	628.7015	Inlet Protection Type C	EACH	16.000	16.000
0310	628.7555	Culvert Pipe Checks	EACH	22.000	22.000
0312	628.7570	Rock Bags	EACH	84.000	84.000
0314	629.0210	Fertilizer Type B	CWT	0.490	0.490
0316	630.0130	Seeding Mixture No. 30	LB	7.280	7.280
0320	630.0500	Seed Water	MGAL	9.090	9.090
0322	631.0300	Sod Water	MGAL	8.500	8.500
0324	631.1000	Sod Lawn	SY	380.000	380.000
0326	633.5200	Markers Culvert End	EACH	6.000	6.000
0328	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	5.000	5.000
0332	638.2102	Moving Signs Type II	EACH	15.000	15.000
0334	642.5201	Field Office Type C	EACH	0.350	0.350
0336	643.0300	Traffic Control Drums	DAY	7,192.000	7,192.000
0342	643.0900	Traffic Control Signs	DAY	6,496.000	6,496.000
0348	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0352	643.3165	Temporary Marking Line Paint 6-Inch	LF	256,467.000	256,467.000
0354	643.3265	Temporary Marking Line Paint 10-Inch	LF	2,124.000	2,124.000
0358	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	1,230.000	1,230.000
0360	643.5000	Traffic Control	EACH	0.350	0.350
0364	644.1440	Temporary Pedestrian Surface Matting	SF	125.000	125.000
0366	644.1601	Temporary Pedestrian Curb Ramp	DAY	440.000	440.000
0368	644.1605	Temporary Pedestrian Detectable Warning Field	SF	370.000	370.000
0370	644.1810	Temporary Pedestrian Barricade	LF	1,336.000	1,336.000
0380	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	122,170.000	122,170.000
0384	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	1,062.000	1,062.000
0386	646.4720	Marking Line Same Day Epoxy 6-Inch	LF	11,990.000	11,990.000
0392	646.6120	Marking Stop Line Epoxy 18-Inch	LF	133.000	133.000

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Line	Item	Item Description	Unit	Total	Qty
0396	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,461.000	1,461.000
0400	646.9002	Marking Removal Line 6-Inch	LF	840.000	840.000
0404	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	931.000	931.000
0406	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0412	650.8000	Construction Staking Resurfacing Reference	LF	425.000	425.000
0414	650.9000	Construction Staking Curb Ramps	EACH	37.000	37.000
0418	650.9500	Construction Staking Sidewalk (project) 02. 6240-30-71	EACH	1.000	1.000
0426	650.9911	Construction Staking Supplemental Control (project) 03. 6240-30-71	EACH	1.000	1.000
0430	690.0150	Sawing Asphalt	LF	1,630.000	1,630.000
0432	690.0250	Sawing Concrete	LF	525.000	525.000
0436	740.0440	Incentive IRI Ride	DOL	32,172.000	32,172.000
0446	SPV.0035	Special 01. Foundation Backfill	CY	733.000	733.000
0448	SPV.0055	Special 01. Incentive Density PWL HMA Pavement	DOL	12,927.000	12,927.000
0450	SPV.0055	Special 02. Incentive Air Voids HMA Pavement	DOL	21,587.000	21,587.000
0452	SPV.0055	Special 03. Incentive Density HMA Pavement Longitudinal Joints	DOL	8,500.000	8,500.000
0486	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	500.000	500.000

3

CLEARING AND GRUBBING

STATION	OFFSET	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID
204+76	34' LT	8	--	8
216+00 - 217+00	LT	--	1	--
PROJECT TOTALS		8	1	8

REMOVING CURB & GUTTER AND SIDEWALK

INTERSECTION	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY
BURDICK	175	139
RAILROAD/TRAIL	211	216
OAK	146	164
MARY	146	91
FALK	114	59
WILLOW	130	73
PROJECT TOTALS	922	742

REMOVING GUARDRAIL

STATION	TO	STATION	204.0165 REMOVING GUARDRAIL LF	204.0180 REMOVING DELINEATORS & MARKERS EACH
227+00	-	234+00	675	4
250+00	-	258+00 *	1,204	3
581+00	-	588+00	1,010	4
PROJECT TOTALS			2,889	11

* INCLUDES BRANDT ROAD GUARDRAIL

REMOVING ASPHALT

STATION		STATION	* 204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	** SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING SY
199+46	-	212+38	133	48	5,024	--
213+68	-	228+86	101	37	5,953	500
230+00	-	253+35	--	7	8,779	--
253+35	-	316+00	--	0	21,516	--
316+00	-	342+00	--	6	10,975	--
342+00	-	381+75	--	7	18,414	--
381+75	-	408+50	--	14	10,376	--
408+50	-	424+12	--	6	6,145	--
424+12	-	462+80	--	7	17,362	--
462+80	-	517+75	--	14	25,385	--
517+75	-	538+50	--	5	8,431	--
538+50	-	570+25	--	15	11,940	--
570+25	-	625+47	--	31	20,462	--
TOTAL 0010			234	196	170,764	500
199+46	-	212+38	--	--	1,206	--
213+68	-	228+86	--	--	967	--
TOTAL 0020			--	--	2,173	--
PROJECT TOTAL			234	196	172,938	500

* IN FRONT OF CURB & GUTTER REPLACEMENTS
** TO BE APPLIED IN AREAS WITH ALLIGATOR CRACKING SOUTH OF WILLOW STREET.

CULVERT AND ENDWALL ITEMS

STATION	OFFSET	204.9060.S.01 REMOVING APRON ENDWALLS EACH	520.8700 CLEANING CULVERT PIPES EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 30-INCH EACH	522.1042 42-INCH EACH	524.0130 CULVERT PIPE SALVAGED 30-INCH LF	524.0142 42-INCH LF	524.0630 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 30-INCH EACH	524.0642 42-INCH EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	633.5200 MARKERS CULVERT END EACH	COMMENTS
463+87	57.7' LT	1	--	1	--	--	--	--	--	--	--	1	WEST ENDWALL ONLY
508+70	32.1' LT	--	1	--	--	--	--	8	--	1	1	1	SALVAGE AND REINSTALL WEST ENDWALL. RELAY WEST PIPE SEGMENT (PAID AS CULVERT PIPE SALVAGED).
508+70	35.4' RT	1	--	--	--	1	--	8	--	--	1	1	REMOVE AND REPLACE EAST ENDWALL. RELAY EAST PIPE SEGMENT (PAID AS CULVERT PIPE SALVAGED).
524+06	--	--	--	--	--	--	77	--	2	--	1	2	SALVAGE AND REINSTALL PIPE WITH EAST INVERT AT 789.97 AND WEST INVERT 789.58.
528+05	34.4' RT	1	--	--	1	--	--	--	--	--	--	1	EAST ENDWALL ONLY
PROJECT TOTALS		3	1	1	1	1	77	16	2	1	3	6	

INSTALL JOINT TIES BETWEEN APRON ENDWALLS AND PIPE SEGMENTS AND BETWEEN ADJACENT PIPE SEGMENTS. JOINT TIES ARE INCIDENTAL TO CULVERT PIPE ITEMS.

ALL ITEMS CATEOGRY 0010 UNLESS NOTED OTHERWISE.

3

REMOVING STORM SEWER

ROADWAY	STATION	TO	STATION	204.0245.02 REMOVING STORM SEWER 12-INCH LF	204.0245.03 REMOVING STORM SEWER 15-INCH LF	204.0245.06 REMOVING STORM SEWER 30-INCH LF
BURDICK ST	199+94	-	200+10	16	--	--
STH 47	200+06			--	--	16
STH 47	200+73	-	200+76	16	--	--
STH 47	205+55	-	205+71	16	--	--
STH 47	209+13 RT			--	--	--
OAK ST	209+32	-	209+48	16	--	--
STH 47	209+77	-	210+50	--	80	--
PROJECT TOTALS				64	80	16

PROJECT WIDE ITEMS

PROJECT	211.0101.03 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) 6240-30-71 EACH	213.0100.03 FINISHING ROADWAY (PROJECT) 6240-30-71 EACH	618.0100.03 MAINTENANCE AND REPAIR OF HAUL ROADS EACH	619.1000 MOBILIZATION (6240-30-71) EACH	628.1905 MOBILIZATION EROSION CONTROL EACH	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL EACH	642.5201 FIELD OFFICE TYPE C EACH
6240-30-71	1	1	1	0.35	4	3	0.35
PROJECT TOTALS	1	1	1	0.35	4	3	0.35

3

PREPARE FOUNDATION ASPHALTIC SHOULDERS

ROADWAY	STATION	TO	STATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA
STH 47 LT				
	199+46	-	212+38	-
	NET		EXCEPTION	-
	213+68	-	224+10	-
	224+10	-	253+34	20
	253+34	-	324+00	64
	324+00	-	377+00	44
	377+00	-	430+00	45
	430+00	-	510+00	79
	510+00	-	534+35	22
	534+35	-	625+47	76
			SUBTOTAL	350
STH 47 RT				
	199+46	-	212+38	-
	NET		EXCEPTION	-
	213+68	-	224+10	-
	224+10	-	253+34	22
	253+34	-	324+00	63
	324+00	-	377+00	53
	377+00	-	430+00	45
	430+00	-	510+00	75
	510+00	-	534+35	26
	534+35	-	625+47	76
			SUBTOTAL	360
BRANDT RD				
	801+00	-	802+68	1
			SUBTOTAL	1
			PROJECT TOTAL	711

BASE AGGREGATE DENSE

LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
TEMPORARY TRAIL DETOUR	20	--	0.20
STORM SEWER REPLACEMENTS	--	75	0.75
CULVERT RESET STA 524+06	--	480	4.80
GUARDRAIL AREAS			
226+36 - 235+00	137	--	1.37
250+21 - 259+26	163	--	1.63
581+00 - 589+00	153	--	1.53
RURAL AREAS ADJACENT TO PAVED SHOULDER WIDENING	4,435	--	44.35
PROJECT TOTALS	4,908	555	55

EXISTING SHOULDER MATERIAL REMOVED UNDER "PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS" MAY BE USED AS BASE AGGREGATE DENSE 3/4-INCH ALONG NEW SHOULDERS AS DIRECTED BY THE ENGINEER.

GRANULAR BACKFILL

LOCATION	209.2500 BACKFILL GRANULAR GRADE 2 TON
230+00 - 230+50 LT/RT	17
EBS BACKFILL	
PROJECT TOTAL	17

ALL ITEMS CATEOGRY 0010 UNLESS NOTED OTHERWISE.

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EARTHWORK SUMMARY

INTERSECTION OR LOCATION	DESCRIPTION	205.0100 EXCAVATION COMMON (1) [CY]	* SALVAGED/UNUSABLE PAVEMENT MATERIAL (2) [CY]	* AVAILABLE MATERIAL (3) (CY)	SPV.0035.01 FOUNDATION BACKFILL EXPANSION FACTOR 1.15 (4) [CY]	* UNEXPANDED FILL [CY]	* EXPANDED FILL EXPANSION FACTOR 1.25	* MASS ORDINATE +/- (5) [CY]
CULVERT STA 524+06	CULVERT RESET	700	62	638	733	--	--	638
	PROJECT TOTALS	700	62	638	733	--	--	638

NOTES:
* FOR INFORMATION ONLY (NOT A BID ITEM)
(1) EXCAVATION COMMON IS THE CUT, ITEM 205.0100.
(2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(4) BACKFILL SHALLOW PIPE TRANSITIONS WITH FOUNDATION BACKFILL, ITEM SPV.0035.01. EXCAVATION COMMON FOR THE PIPE TRENCH IS INCIDENTAL TO THE PIPE ITEM. FOUNDATION BACKFILL SHALL BE PAID FOR BACKFILLING THE TR
(5) MASS ORDINATE = AVAILABLE MATERIAL, (+) PLUS INDICATES AN EXCESS OF MATERIAL AT A LOCATION, (-) MINUS INDICATES A SHORTAGE OF MATERIAL AT A LOCATION
(6) WASTE = MASS ORDINATE

ALL ITEMS CATEOGRY 0010
UNLESS NOTED OTHERWISE.

FILE NAME : K:\1212708\Civil3D\62403000\Design\Quantities\MQ\030201_mq.pptx PLOT DATE : MAY 20, 2024 PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

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HMA PAVEMENT ITEMS

ROADWAY	STATION	TO	STATION	450.4000 HMA COLD WEATHER PAVING LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER LF	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF
STH 47													
	199+46	-	212+38	STORM REPAIRS &	68	252	--	579	3	--	10	--	--
	213+68	-	228+86	CURB RAMP PATCHES	18	323	--	685	78	--	--	--	--
	228+86	-	260+79		--	639	1,469	--	103	--	--	5,301	2,793
	260+79	-	291+29		--	576	1,325	--	156	--	--	5,429	3,050
	291+29	-	321+79		--	593	1,365	--	150	--	--	4,534	2,450
	321+79	-	352+29		--	759	1,746	--	139	--	--	4,936	2,650
	352+29	-	382+79		--	772	1,775	--	133	--	--	4,494	2,885
	382+79	-	413+29		--	626	1,440	--	116	--	--	4,284	2,415
	413+29	-	443+79		--	675	1,553	--	157	--	--	4,777	2,650
	443+79		474+29		--	815	1,874	--	132	--	--	4,792	2,650
	474+29		504+79		--	779	1,792	--	160	--	--	5,429	3,050
	504+79		535+29	CULVERT RESET	128	643	1,479	--	140	--	--	4,795	2,650
	535+29		565+79		--	649	1,492	--	140	--	--	4,204	2,650
	565+79		596+29		--	626	1,439	--	148	--	--	4,557	2,650
	596+29		625+47		--	575	1,323	--	125	--	--	4,165	2,588
			SUBTOTALS		214	9,300	20,070	1,263	1,035	--	10	61,697	35,131
BRANDT RD													
	801+00	-	802+68		--	2	4	--	4	--	--	--	--
UNDISTRIBUTED													
					--	--	--	--	--	100	--	--	--
			TOTAL 0010		214	9,300	20,074	1,263	1,039	100	10	61,697	35,131
	199+46	-	212+38		--	60	--	139	--	--	--	--	--
	213+68	-	228+86		--	48	--	111	--	--	--	--	--
			TOTAL 0020		--	109	--	250	--	--	--	--	--
			PROJECT TOTAL		214	9,409	20,074	1,513	1,039	100	10	61,697	35,131

HMA PWL MIXTURE USE TABLE

STH 47 LOCATION	STATION	TO	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	LAYER THICKNESS (INCHES)	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR: DENSITY ACCEPTANCE
24 FT DRIVING LANES	199+46	-	212+38	UPPER LAYER	MILLED SURFACE	460.6424 4 MT 58-28 S	396	2.00	QMP AS PER STANDARD SPEC 460	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2000
PARKING LANES AND INTERSECTIONS	199+46	-	212+38	UPPER LAYER	MILLED SURFACE	460.6424 4 MT 58-28 S	320	2.00	QMP AS PER STANDARD SPEC 460	ACCEPTANCE TESTING BY DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
24 FT DRIVING LANES	213+68	-	228+86	UPPER LAYER	MILLED SURFACE	460.6224 4 MT 58-28 S	466	2.00	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTIVE DENSITY PWL HMA PAVEMENT SPV.0055.01
PARKING LANES AND INTERSECTIONS	213+68	-	228+86	UPPER LAYER	MILLED SURFACE	460.6224 4 MT 58-28 S	330	2.00	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	ACCEPTANCE TESTING BY DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE
24 FT DRIVING LANES	230+00	-	625+47	UPPER LAYER	MILLED SURFACE	460.6224 4 MT 58-28 S	12,128	2.00	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	INCENTIVE DENSITY PWL HMA PAVEMENT SPV.0055.01
PAVED SHLDR, PASSING LANES, TURN LANES <1,500 FT, INTERS	230+00	-	625+47	UPPER LAYER	MILLED SURFACE	460.6224 4 MT 58-28 S	7,946	2.00	INCENTIVE AIR VOIDS HMA PAVEMENT SPV.0055.02	ACCEPTANCE TESTING BY DEPARTMENT, NOT ELIGIBLE FOR INCENTIVE

HMA TEST STRIPS

PROJECT	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH
6240-30-71	1
PROJECT TOTALS	1

ALL ITEMS CATEOGRY 0010 UNLESS NOTED OTHERWISE.

CONCRETE ITEMS

INTERSECTION	602.0810 CONCRETE DRIVEWAY 6-INCH SY	416.0610 DRILLED TIE BARS EACH	601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF
BURDICK	-	16	178	27	1,030	80
RAILROAD/TRAIL	19	12	212	35	1,887	64
OAK	23	16	150	112	1,301	60
MARY	-	16	146	70	978	80
FALK	-	16	113	-	674	60
WILLOW	-	8	132	-	817	40
PROJECT TOTALS	42	84	931	244	6,687	384

STORM SEWER PIPES

PIPE LOCATION	UPSTREAM INVERT	DOWNSTREAM INVERT	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.3012 STORM SEWER PIPE CLASS III-A 12-INCH LF	608.3030 STORM SEWER PIPE CLASS III-A 30-INCH LF
200+02, 44' RT	785.62	785.60	2	--	--	16	--
200+06, 0' RT	782.42	782.29	2	--	--	--	16
200+75, 0' RT	785.43	784.39	2	--	--	16	--
205+63, 20' RT	787.52	787.09	1	16	--	--	--
209+13 RT	--	--	--	--	--	--	--
209+40, 43' RT	783.11	782.56	1	16	--	--	--
210+20, 0' RT	781.18	779.48	--	--	80	--	--
		PROJECT TOTALS	8	32	80	32	16

INVERT ELEVATIONS COMPUTED FROM EXISTING STRUCTURE MEASURE DOWNS AND ARE INTENDED TO MATCH EXISTING.

ADJUSTING INLET COVERS

INTERSECTION	STATION	611.8115 ADJUSTING INLET COVERS EACH
BURDICK	199+59 RT	1
	199+82 RT	1
	199+77 LT	1
	200+08 LT	1
RAILROAD/TRAIL	204+65 RT	1
	205+71 RT	1
OAK	209+15 RT	1
	209+33 RT	1
	209+75 RT	1
PROJECT TOTAL		9

GUARDRAIL ITEMS

ROADWAY	STATION	TO	STATION	* 614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	614.2300 MGS GUARDRAIL 3 LF	614.2340 MGS GUARDRAIL 3L LF	614.2330 MGS GUARDRAIL 3K LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH
STH 47	227+56 LT	-	233+16 LT	2	263.0	--	--	--	78.8	2	--
	227+32 RT	-	231+04 RT	2	75.0	--	--	--	78.8	2	--
	252+88 LT	-	257+63 LT	1	325.0	103.4	--	--	--	1	--
	251+21 RT	-	257+53 RT	2	437.5	87.5	--	--	--	2	--
	581+97 RT	-	587+04 RT	2	300.0	100.0	--	--	--	2	--
	582+93 LT	-	587+99 LT	2	300.0	100.0	--	--	--	2	--
			SUBTOTAL	11	1,700.5	390.9	--	--	157.6	11	--
BRANDT RD	802+05 LT	-	803+26 LT	--	--	--	62.5	33.5	--	--	1
			SUBTOTAL	--	--	--	62.5	33.5	--	--	1
			PROJECT TOTALS	11	1,700.5	390.9	62.5	33.5	157.6	11	1

* BRANDT RD QUANTITY INCLUDED IN STH 47 QUANTITY

FOR INFORMATION ONLY

EXCAVATION COMMON CY	BORROW CY	TOPSOIL SY	FERTILIZER TYPE B CWT	SEED MIXTURE NO. 10 LB	EROSION MAT URBAN CLASS I TYPE B SY	** EROSION MAT CLASS II TYPE C SY	SEED WATER MGAL
84	241	507	0.32	6.84	195	312	11.38
68	183	261	0.16	3.52	117	143	5.85
19	27	508	0.32	6.86	--	508	11.41
32	34	555	0.35	7.5	--	555	12.47
32	120	654	0.41	8.83	--	654	14.68
32	100	647	0.41	8.74	--	647	14.54

** INCLUDES QUANTITIES ON BRANDT ROAD.

ALL ITEMS CATEOGRY 0010 UNLESS NOTED OTHERWISE.

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RESTORATION ITEMS

INTERSECTION/ LOCATION	STATION	TO	STATION	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
BURDICK				46	0.03	--	--	1.0	46
RAILROAD/TRAIL				95	0.06	--	--	2.1	95
OAK				12	0.01	--	--	0.3	12
MARY				60	0.04	--	--	1.4	60
FALK				58	0.04	--	--	1.3	58
WILLOW				109	0.07	--	--	2.4	109
CULVERT	463+87 LT			14	0.01	0.25	0.32	--	--
CULVERT	508+70 LT/RT			32	0.02	0.57	0.71	--	--
CULVERT	523+51 LT	-	524+59 LT	190	0.12	3.41	4.26	--	--
CULVERT	523+51 RT	-	524+59 RT	155	0.10	2.79	3.49	--	--
CULVERT	528+05 RT			14	0.01	0.26	0.32	--	--
			PROJECT TOTALS	784	0.49	7.28	9.09	8.5	380

EROSION MAT

STATION	TO	STATION	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.2027 CLASS II TYPE C SY
463+87 LT			14	--	--
508+70 LT/RT			41	--	--
523+51 LT	-	524+59 LT	--	--	187
523+51 RT	-	524+59 RT	--	159	--
528+05 RT			14	--	--
PROJECT TOTALS			69	159	187

3

EROSION CONTROL ITEMS

INTERSECTION/ LOCATION	STATION	TO	STATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.7015 INLET PROTECTION TYPE C EACH	* 628.7555 CULVERT PIPE CHECKS EACH	** 628.7570 ROCK BAGS EACH
BURDICK				--	--	6		--
RAILROAD/TRAIL				--	--	4	--	--
OAK				--	--	4	--	--
MARY				--	--	--	--	--
FALK				--	--	--	--	--
WILLOW				--	--	2	--	--
GUARDRAIL	226+36 LT	-	235+00 LT	575	288	--	--	12
GUARDRAIL	226+92 RT	-	231+89 RT	267	134	--	--	--
GUARDRAIL	252+65 LT	-	258+96 LT	808	404	--	2	24
GUARDRAIL	250+21 RT	-	259+26 RT	833	417	--	--	24
CULVERT	463+87 LT			40	20	--	--	--
CULVERT	508+70 LT/RT (RT = INLET END)			75	38	--	10	--
CULVERT	523+51 LT	-	524+59 LT	136	68			--
CULVERT	523+51 RT	-	524+59 RT	127	64	--	5	--
CULVERT	528+05 RT			21	11	--	5	--
GUARDRAIL	582+00 LT	-	589+00 LT	718	359	--	--	12
GUARDRAIL	581+00 RT	-	588+00 RT	725	363	--	--	12
			PROJECT TOTALS	4,325	2,166	16	22	84

* 2 CULVERT PIPE CHECKS FOR CULVERT UNDER BRANDT RD
** USED FOR SILT FENCE RELIEF

MOVING SIGNS

INTERSECTION	* 634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	SIGN CODE	DESCRIPTION
BURDICK	1	2	S1-1	SCHOOL ZONE
			W16-7L	YELLOW DIAGONAL ARROW (LEFT)
		2	R1-1	STOP **
RAILROAD/TRAIL	1	1	W11-2	PEDESTRIAN CROSSING
			R7-52	NO PARKING BETWEEN SIGNS
OAK		1	CUSTOM	WELCOME TO BLACK CREEK
		1	R1-1	STOP **
MARY	1	1	CUSTOM	WELCOME TO BLACK CREEK
		2	R1-1	STOP **
FALK	1	1	R2-1	SPEED LIMIT 30 MPH
			W3-3	TRAFFIC SIGNAL AHEAD
		1	R1-1	STOP **
WILLOW	1	1	CUSTOM	WELCOME TO BLACK CREEK
		1	R7-2	NO PARKING ON VILLAGE STREETS
		1	R1-1	STOP **
PROJECT TOTALS	5	15		

* ITEM INCLUDED FOR POST DEEMED UNSUITABLE FOR REINSTALLATION
** REMOVE STREET NAME SIGNS ATTACHED TO STOP SIGNS AND PROVIDE TO THE ENGINEER.

ALL ITEMS CATEOGRY 0010 UNLESS NOTED OTHERWISE.

TRAFFIC CONTROL (TEMPORARY PEDESTRIAN ACCOMMODATIONS)

STAGE	INTERSECTION	* ESTIMATED DURATION (CALENDAR DAYS)	** 643.0300 TRAFFIC CONTROL DRUMS		** 643.0900 TRAFFIC CONTROL SIGNS		643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE)	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING	644.1601 TEMPORARY PEDESTRIAN CURB RAMP		644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD	644.1810 TEMPORARY PEDESTRIAN BARRICADE	*** 646.9002 MARKING REMOVAL LINE 6-INCH
			EACH *	DAY	EACH *	DAY	LF	SF	EACH *	DAY	SF	LF	LF
1	BURDICK ST	14	32	448	16	224	140	-	3	42	30	72	157
	RAILROAD/TRAIL	14	17	238	5	70	-	-	-	-	-	48	-
	OAK	14	27	378	2	28	-	-	-	-	-	48	-
	STH 54	14	-	-	6	84	-	-	-	-	-	-	-
	MARY	14	31	434	10	140	64	-	2	28	20	54	69
	FALK	14	36	504	10	140	76	50	2	28	20	60	-
	WILLOW	14	24	336	8	112	64	25	2	28	20	30	85
	SUBTOTALS			2,338		798	344	75		126	90	312	311
2	BURDICK ST	12	28	336	10	120	168	-	3	36	30	72	-
	RAILROAD/TRAIL	12	45	540	14	168	160	-	3	36	50	186	163
	OAK	12	23	276	13	156	80	-	1	12	10	66	92
	STH 54	12	-	-	8	96	-	-	-	-	-	-	-
	MARY	12	24	288	7	84	-	-	2	24	20	54	94
	FALK	12	16	192	8	96	-	-	2	24	20	36	-
	WILLOW	12	31	372	9	108	-	-	2	24	20	42	-
	SUBTOTALS			2,004		828	408	-		156	150	456	349
3	BURDICK ST	11	28	308	18	198	160	-	3	33	30	84	-
	RAILROAD/TRAIL	11	23	253	8	88	-	-	-	-	-	72	-
	OAK	11	23	253	6	66	80	-	-	-	-	54	-
	STH 54	11	-	-	3	33	-	-	-	-	-	-	-
	MARY	11	24	264	8	88	158	25	2	22	20	48	70
	FALK	11	35	385	11	121	-	-	2	22	20	48	70
	WILLOW	11	18	198	2	22	-	-	-	-	-	24	-
	SUBTOTALS			1,661		616	398	25		77	70	330	140
4	BURDICK ST	10	30	300	14	140	80	-	2	20	20	72	-
	RAILROAD/TRAIL	10	0	-	2	20	-	-	-	-	-	-	-
	OAK	-	0	-	-	-	-	-	-	-	-	-	-
	STH 54	-	-	-	-	-	-	-	-	-	-	-	-
	MARY	10	24	240	8	80	-	-	2	20	20	48	-
	FALK	10	24	240	11	110	-	-	2	20	-	54	-
	WILLOW	-	0	-	-	-	-	-	-	-	-	-	-
	SUBTOTALS			780		350	80	-		60	40	174	-
	UNDISTRIBUTED			339		130	-	25		21	20	64	40
	PROJECT TOTALS			7,122		2,722	1,230	125		440	370	1,336	840

* FOR INFORMATION ONLY, NOT A BID ITEM.

SIGN QUANTITIES FOR MAPLE ST AND CLARK ST DETOURS INCLUDED IN RESPECTIVE INTERSECTION TOTALS.

** SEE "TRAFFIC CONTROL ITEMS" TABLE FOR ADDITIONAL QUANTITIES.

*** FOR REMOVING EXISTING CROSSWALK MARKINGS

ALL ITEMS CATEOGRY 0010
UNLESS NOTED OTHERWISE.

TRAFFIC CONTROL ITEMS

LOCATION	* ESTIMATED DURATION (CALENDAR DAYS)	** 643.0300 TRAFFIC CONTROL DRUMS EACH *	643.0300 DAY	** 643.0900 TRAFFIC CONTROL SIGNS EACH *	643.0900 DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH *	643.1050 DAY	643.5000 TRAFFIC CONTROL EACH
PRECONSTRUCTION	7	10	70	--	--	2	14	--
ADVANCED WARNING	111	--	--	9	999	--	--	--
SIDE ROADS	111	--	--	25	2,775	--	--	--
UNDISTRIBUTED		--	--	--	--	--	--	0.35
PROJECT TOTALS			70		3,774		14	0.35

* FOR INFORMATION ONLY, NOT A BID ITEM.

** SEE "TRAFFIC CONTROL ITEMS (TEMPORARY PEDESTRIAN ACCOMMODATIONS)" TABLE FOR ADDITIONAL QUANTITIES.

FOR ADVANCE WARNING SIGNS ON STH 47, SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" AND SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC".

FOR SIDE ROADS, PLACE 1 "ROAD WORK AHEAD" SIGN 500' FROM STH 47.

PAVEMENT MARKING ITEMS

STATION	TO	STATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (WHITE) LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH (YELLOW) LF	643.3265 TEMPORARY MARKING LINE PAINT 10-INCH (WHITE) LF	* ** 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) LF	646.2040 (YELLOW) LF	*** 646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) LF	**** ** 646.4720 MARKING LINE SAME DAY EPOXY 6-INCH (WHITE) LF	646.4720 (YELLOW) LF	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF
199+46	-	212+38	--	4,520	--	--	--	--	2,200	2,260	68	786
213+68	-	234+00	--	7,608	--	--	--	--	3,726	3,804	65	675
234+00	-	260+79	10,460	8,697	--	5,230	4,349	--	--	--	--	--
260+79	-	291+29	12,200	3,495	--	6,100	1,748	--	--	--	--	--
291+29	-	321+79	11,924	9,460	--	5,962	4,730	--	--	--	--	--
321+79	-	352+29	12,986	7,891	--	6,493	3,945	--	--	--	--	--
352+29	-	382+79	12,976	8,877	400	6,488	4,439	200	--	--	--	--
382+79	-	413+29	11,965	3,257	424	5,983	1,629	212	--	--	--	--
413+29	-	443+79	12,618	5,595	--	6,309	2,797	--	--	--	--	--
443+79	-	474+29	13,163	9,502	--	6,581	4,751	--	--	--	--	--
474+29	-	504+79	13,656	10,850	--	6,828	5,425	--	--	--	--	--
504+79	-	535+29	12,097	11,557	400	6,049	5,778	200	--	--	--	--
535+29	-	565+79	11,644	3,467	900	5,822	1,734	450	--	--	--	--
565+79	-	596+29	11,648	1,525	--	5,824	763	--	--	--	--	--
596+29	-	625+47	11,374	1,459	--	5,687	730	--	--	--	--	--
UNDISTRIBUTED												
		SUBTOTALS	158,710	97,758		79,355	42,815		5,926	6,064		
		PROJECT TOTALS	256,467		2,124	122,170		1,062	11,990		133	1,461

SEE "TRAFFIC CONTROL (TEMPORARY PEDESTRIAN ACCOMMODATIONS)" TABLE FOR ITEM 643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH (WHITE).

REPLACE ALL EXISTING MARKING LOCATIONS WITH TEMPORARY PAINT AND PERMANENT EPOXY.

* WHITE EDGE LINES NORTH OF STA 234+00 AND WHITE DOTS/SKIPS IN PASSING LANES.

** ALL YELLOW CENTER LINES THROUGHOUT ENTIRE PROJECT.

*** WHITE CHANNELIZING LINES AT TURN LANES NORTH OF STA 234+00.

**** WHITE EDGE LINES SOUTH OF STA 234+00.

ALL ITEMS CATEOGRY 0010
UNLESS NOTED OTHERWISE.

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3

CONSTRUCTION STAKING

ROADWAY	STATION	TO	STATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE STA	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.02 CONSTRUCTION STAKING SIDEWALK PROJECT 6240-30-71 EACH	650.9911.03 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL PROJECT 6240-30-71 EACH
STH 47								
	199+46	-	212+38	540	13	19	--	--
	NET		EXCEPTION	--	--	--	--	--
	213+68	-	230+00	391	16	18	--	--
	230+00	-	260+79	--	31	--	--	--
	260+79	-	291+29	--	31	--	--	--
	291+29	-	321+79	--	31	--	--	--
	321+79	-	352+29	--	31	--	--	--
	352+29	-	382+79	--	31	--	--	--
	382+79	-	413+29	--	31	--	--	--
	413+29	-	443+79	--	31	--	--	--
	443+79	-	474+29	--	31	--	--	--
	474+29	-	504+79	--	31	--	--	--
	504+79	-	535+29	--	31	--	--	--
	535+29	-	565+79	--	31	--	--	--
	565+79	-	596+29	--	31	--	--	--
	596+29	-	625+47	--	29	--	--	--
			SUBTOTAL	931	425	37	--	--
UNDISTRIBUTED								
		-		--	--	--	1	1
			PROJECT TOTALS	931	425	37	1	1

SEE "CULVERT AND ENDWALLS ITEMS" TABLE FOR ADDITIONAL STAKING QUANTITIES.

SAWING PAVEMENT

INTERSECTION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
BURDICK	415	120
RAILROAD/TRAIL	250	150
OAK	385	110
MARY	195	60
FALK	145	50
WILLOW	170	35
CULVERT RESET	70	--
PROJECT TOTALS	1,630	525

ALL ITEMS CATEOGRY 0010
UNLESS NOTED OTHERWISE.

NOTE:
1. SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION INCLUDING PROPOSED R/W LOCATIONS.
2. ALIGNMENT BASED ON PAST PROJECT ASBUILTS AND MAY NOT EXACTLY FOLLOW THE ROAD CENTERLINE.

W BURDICK ST
E BURDICK ST
E RAILROAD ST
OAK ST
STH 54
STH 47
W MARY ST
E MARY ST
FALK ST
WILLOW ST
NEWTON - BLACKMOUR STATE TRAIL
BLACK CREEK

199+92.28 -41.97' LT
199+69.65 PI
200+00.28 48.25' RT
BEGIN PROJECT STA 199+46.12 Y=639,471.734 X=815,811.476
205+05.42 43.19' RT
209+54.03 48.57' RT
213+04.44 PI
216+08.52 -41.70' LT
216+09.20 42.26' RT
219+08.44 42.56' RT
223+74.48 -44.32' LT
PC: 222+08.76
PT: 228+02.46

N1°22'50"E
N1°13'32"E
N13°36'57"W

200 205 210 215 220 225

MATCH LINE 214+75
MATCH LINE 214+75
MATCH LINE 230+00

SEE NEWTON-BLACKMOUR STATE TRAIL DETAIL

EXCEPTION TO NET CENTERLINE LENGTH
STA. 212+38.06 TO STA. 213+68.27, STH 54 IMPROVEMENTS BY OTHERS UNDER ID 6230-14-72

EXCEPTION TO NET CL LENGTH
STA 228+86.50 - STA 229+98.85

TOWN OF BLACK CREEK

REMOVE AND REPLACE GUARDRAIL (SEE PLAN DETAILS)

WETLAND BOUNDARY

VILLAGE OF BLACK CREEK

CURVE 1 SUPERELEVATION DATA	STATION	RATE LT	RATE RT
END NORMAL CROWN	220+47	-2%	-2%
REMOVE CROWN	221+00	-2%	0%
BEGIN FULL SUPERELEVATION	222+30	-4.9%	4.9%
END FULL SUPERELEVATION	227+72	-4.9%	4.9%
REMOVE CROWN	229+02	-2%	0%
BEGIN NORMAL CROWN	229+55	-2%	-2%

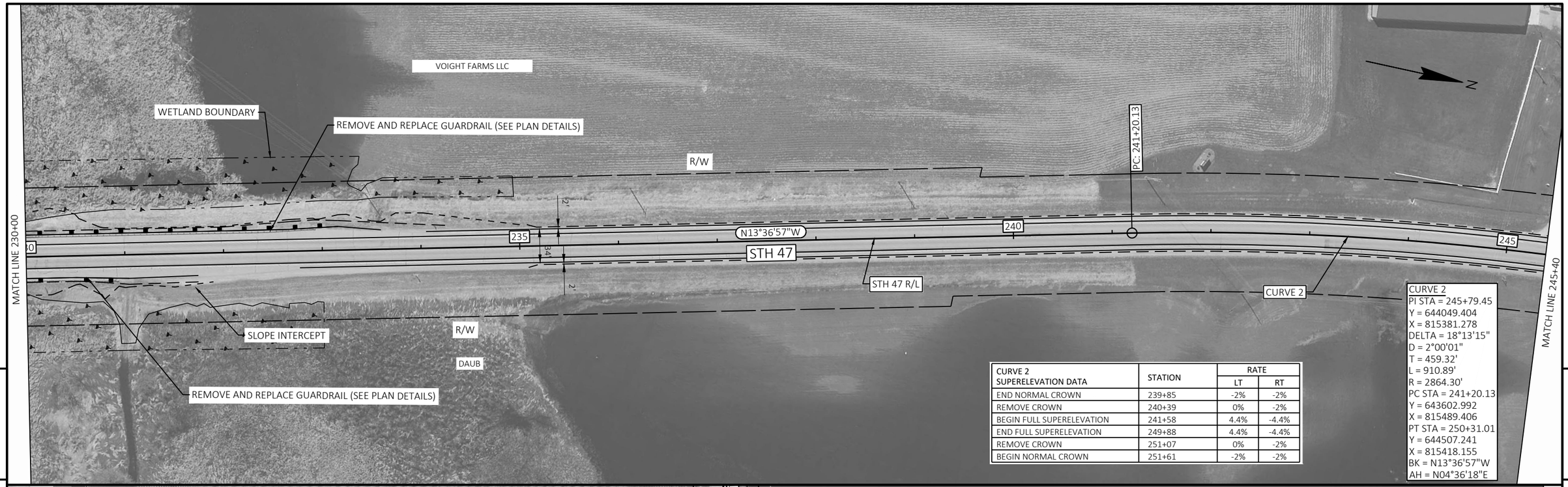
CURVE 1
PI STA = 225+07.28
Y = 642032.227
X = 815869.873
DELTA = 14°50'29"
D = 2°29'59"
T = 298.52'
L = 593.70'
R = 2292.00'
PC STA = 222+08.76
Y = 641733.775
X = 815863.488
PT STA = 228+02.46
Y = 642322.357
X = 815799.599
BK = N01°13'32"E
AH = N13°36'57"W

199+92.28 -41.97' LT	101 BMO BANK	101 BMO BANK	RJM DEVELOPMENT LLC	107 HEGNER
111 BESSETTE	113 JEZESKI ACCOUNTING	201 BLACK CREEK CAFE	203 PEGGY'S MIDTOWN	205 DREPHAL
207 BAILEY-ROEKLE	211 OBSIDIAN PROPERTY MAGNATES LLC	CS RENTALS LLC	301 JEZESKI	303 SAUSER
305 OLSON	305 MIDDLEBURG PROPERTIES LLC	309 WENDLAND	301 VILLAGE OF BLACK CREEK	101 RONS SERVICE CONVENIENCE STORE
403 RONS SERVICE CONVENIENCE STORE	406 RJM REA ESTATE HOLDINGS	101 ROHAN	310 WAGNER	308 WAGNER
306 KRISTYS KUTS AND TANNING LLC	RETTLER	302 TAPELT-GLASER	214 CLEOPATRA'S	212 CREATIVE TECHNIQUES HAIR SALON
210 LOG ARTISTRY	208 STAGE	114 E-NUFF SAID PIZZERIA	112 MASTEY	110 PICKARD PROPERTIES LLC
108 BRICK'S CLUB 47	104 SILVERSCREEN PROPERTIES LLC	SILVERSCREEN PROPERTIES LLC	BC AUTO BODY	405 ZANNEN
501 RIEHL	505 LAMERS	507 CALAWAY	601 HUHN	603 RUNGE
605 HONER	607 HARRIGAN	610 LENOBLE	608 DITTER	606 GENSKE
606 GENSKE	604 VANDECORPUT	602 MACKEY	506 RETTLER	508 ROCKE
502 THIEL (LC)	502 THIEL (LC)	408 RETTLER		

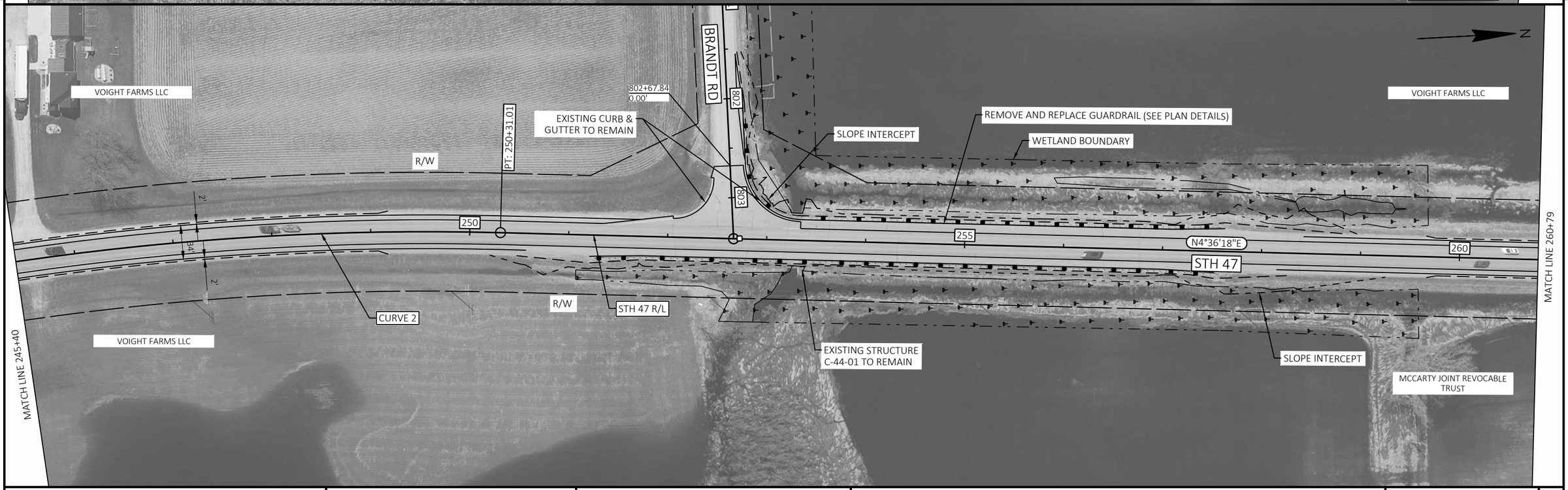
TLE
KNORR
R/W
SLOPE INTERCEPT
STH 47 R/L

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 81 E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn
PLOT DATE : 12/4/2023 12:29 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



CURVE 2 SUPERELEVATION DATA	STATION	RATE	
		LT	RT
END NORMAL CROWN	239+85	-2%	-2%
REMOVE CROWN	240+39	0%	-2%
BEGIN FULL SUPERELEVATION	241+58	4.4%	-4.4%
END FULL SUPERELEVATION	249+88	4.4%	-4.4%
REMOVE CROWN	251+07	0%	-2%
BEGIN NORMAL CROWN	251+61	-2%	-2%



PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 82 E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050202-pn

PLOT DATE : 12/4/2023 12:29 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE 260+79

KRANZUSCH REVOCABLE LIVING TRUST

R/W

2'

3.4'

2'

265

N4°36'18"E

270

275

STH 47

STH 47 R/L

R/W

ENVIRONMENTALLY SENSITIVE AREA A

MCCARTY JOINT REVOCABLE LIVING TRUST

DALE/MURIEL VANZEEL AND JT RV T

MATCH LINE 276+04

MATCH LINE 276+04

KRANZUSCH REVOCABLE LIVING TRUST

R/W

280

N4°36'18"E

285

290

STH 47

STH 47 R/L

2'

3.4'

2'

R/W

DALE/MURIEL VANZEEL AND JT RV T

DALE/MURIEL VANZEEL AND JT RV T

MATCH LINE 291+29

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 83 E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn

PLOT DATE : 12/4/2023 12:30 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

CURVE 3 SUPERELEVATION DATA	STATION	RATE	
		LT	RT
END NORMAL CROWN	290+41	-2%	-2%
REMOVE CROWN	290+94	-2%	0%
BEGIN FULL SUPERELEVATION	291+93	-3.71%	3.71%
END FULL SUPERELEVATION	299+76	-3.71%	3.71%
REMOVE CROWN	300+75	-2%	0%
BEGIN NORMAL CROWN	301+28	-2%	-2%

CURVE 3
PI STA = 295+91.65
Y = 649053.158
X = 815784.311
DELTA = 12°50'20"
D = 1°30'00"
T = 429.75'
L = 855.90'
R = 3819.60'
PC STA = 291+61.90
Y = 648624.796
X = 815749.808
PT STA = 300+17.80
Y = 649478.477
X = 815722.765
BK = N04°36'18"E
AH = N08°14'02"W

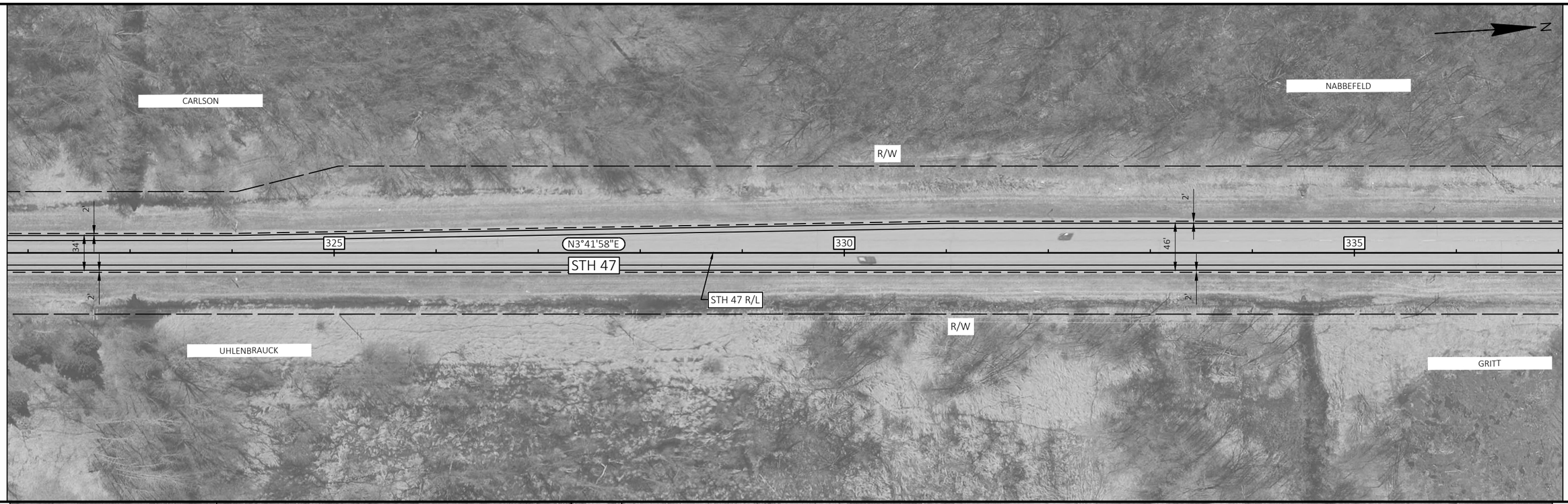
CURVE 4
PI STA = 310+06.10
Y = 650456.593
X = 815581.226
DELTA = 11°56'00"
D = 1°30'00"
T = 399.21'
L = 795.53'
R = 3819.60'
PC STA = 306+06.89
Y = 650061.498
X = 815638.398
PT STA = 314+02.42
Y = 650854.970
X = 815606.984
BK = N08°14'02"W
AH = N03°41'58"E

CURVE 4 SUPERELEVATION DATA	STATION	RATE	
		LT	RT
END NORMAL CROWN	304+92	-2%	-2%
REMOVE CROWN	305+46	0%	-2%
BEGIN FULL SUPERELEVATION	306+45	3.7%	-3.7%
END FULL SUPERELEVATION	313+54	3.7%	-3.7%
REMOVE CROWN	314+53	0%	-2%
BEGIN NORMAL CROWN	315+06	-2%	-2%

MATCH LINE 291+29
PC: 291+61.90
PT: 300+17.80
PC: 306+06.89
MATCH LINE 306+54
MATCH LINE 306+54
MATCH LINE 321+79
316+82.34
74.21' RT
KRANZUSCH REVOCABLE LIVING TRUST
ENVIRONMENTALLY SENSITIVE AREA B
EMMANUEL LUTHERAN CHURCH
BLACK CREEK LIMESTONE COMPANY
BUNKELMAN
BLACK CREEK LIMESTONE COMPANY
EXISTING CURB & GUTTER TO REMAIN
BRUSEWITZ RD
R/W
STH 47
STH 47 R/L
CURVE 3
CURVE 4
N8°14'02"W
N3°41'58"E
295
300
305
310
315
320
34'
2'
N

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 84 E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050204-pn
PLOT DATE : 12/4/2023 12:30 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



CURVE 5 SUPERELEVATION DATA	STATION	RATE	
		LT	RT
END NORMAL CROWN	344+62	-2%	-2%
REMOVE CROWN	345+15	-2%	0%
BEGIN FULL SUPERELEVATION	345+68	-2%	2%
END FULL SUPERELEVATION	352+69	-2%	2%
REMOVE CROWN	353+22	-2%	0%
BEGIN NORMAL CROWN	353+75	-2%	-2%

CURVE 5
PI STA = 349+28.72
Y = 654373.917
X = 815834.511
DELTA = 3°17'00"
D = 0°30'00"
T = 328.42'
L = 656.67'
R = 11459.20'
PC STA = 346+00.29
Y = 654046.177
X = 815813.320
PT STA = 352+56.96
Y = 654702.333
X = 815836.896
BK = N03°41'58"E
AH = N00°24'58"E

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 85	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050205-pn
PLOT DATE : 12/4/2023 12:30 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 86	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn

PLOT DATE : 12/4/2023 12:30 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE 382+79

PT: 384+16.18

WAGNER

R/W

385

390

395

N1°24'45"E

STH 47

2'

34'

2'

CURVE 6

STH 47 R/L

CURVE 6
PI STA = 382+06.17
Y = 657651.474
X = 815824.548
DELTA = 1°47'16"
D = 0°25'32"
T = 210.04'
L = 420.04'
R = 13461.34'
PC STA = 379+96.13
Y = 657441.439
X = 815825.923
PT STA = 384+16.18
Y = 657861.449
X = 815829.725
BK = N00°22'31"W
AH = N01°24'45"E

WISCONSIN MICHIGAN POWER COMPANY

PALTZER LIVING TRUST

R/W

WAGNER

REMOVING ASPHALTIC SURFACE MILLING (DWY APRON)

PALTZER

MATCH LINE 398+04

MATCH LINE 398+04

WAGNER

409+06.72
-81.90' LT

DEER VIEW RD

EXISTING CURB & GUTTER TO REMAIN

R/W

400

405

N1°24'45"E

STH 47

410

25'

2'

2'

2'

STH 47 R/L

R/W

PALTZER

WISNER

PALTZER

ENVIRONMENTALLY SENSITIVE AREA C

DORN

REMOVING ASPHALTIC SURFACE MILLING (DWY APRON)

MATCH LINE 413+29

5

5

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 87	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050207-pn

PLOT DATE : 12/4/2023 12:30 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE 413+29

MAUFORT

WAGNER

R/W

EXISTING STRUCTURE
C-44-67 TO REMAIN

2'
34'
2'

415 | 420 | 425

N1°24'45"E

STH 47

STH 47 R/L

SHERMAN

GOSSE

R/W

EXISTING CURB &
GUTTER TO REMAIN

ENVIRONMENTALLY
SENSITIVE AREA C

OLD HWY 47

BIESE REVOCABLE
LIVING TRUST

425+11.76
91.02' RT

MATCH LINE 428+54

MATCH LINE 428+54

WAGNER REVOCABLE TRUST

WAGNER

NESS

PC: 435+60.09

R/W

2'
46'
2'

430 | 435 | 440

N1°24'45"E

STH 47

STH 47 R/L

CURVE 7

CURVE 7
PI STA = 441+37.29
Y = 663580.820
X = 815970.761
DELTA = 17°11'08"
D = 1°30'00"
T = 577.20'
L = 1145.72'
R = 3819.80'
PC STA = 435+60.09
Y = 663003.800
X = 815956.532
PT STA = 447+05.81
Y = 664127.874
X = 816154.845
BK = N01°24'45"E
AH = N18°35'53"E

R/W

OUTAGAMIE COUNTY

WAGNER

EXISTING STRUCTURE
C-44-67 TO REMAIN

ENVIRONMENTALLY
SENSITIVE AREA C

DESTACHE

CURVE 7 SUPERELEVATION DATA	STATION	RATE	
		LT	RT
END NORMAL CROWN	434+63	-2%	-2%
REMOVE CROWN	435+16	0%	-2%
BEGIN FULL SUPERELEVATION	436+17	3.78%	-3.78%
END FULL SUPERELEVATION	446+57	3.78%	-3.78%
REMOVE CROWN	447+58	0%	-2%
BEGIN NORMAL CROWN	448+11	-2%	-2%

MATCH LINE 443+79

5

5

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 88	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050208-pn

PLOT DATE : 12/4/2023 12:30 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

CURVE 7 SUPERELEVATION DATA	STATION	RATE	
		LT	RT
END NORMAL CROWN	434+63	-2%	-2%
REMOVE CROWN	435+16	0%	-2%
BEGIN FULL SUPERELEVATION	436+17	3.78%	-3.78%
END FULL SUPERELEVATION	446+57	3.78%	-3.78%
REMOVE CROWN	447+58	0%	-2%
BEGIN NORMAL CROWN	448+11	-2%	-2%



5

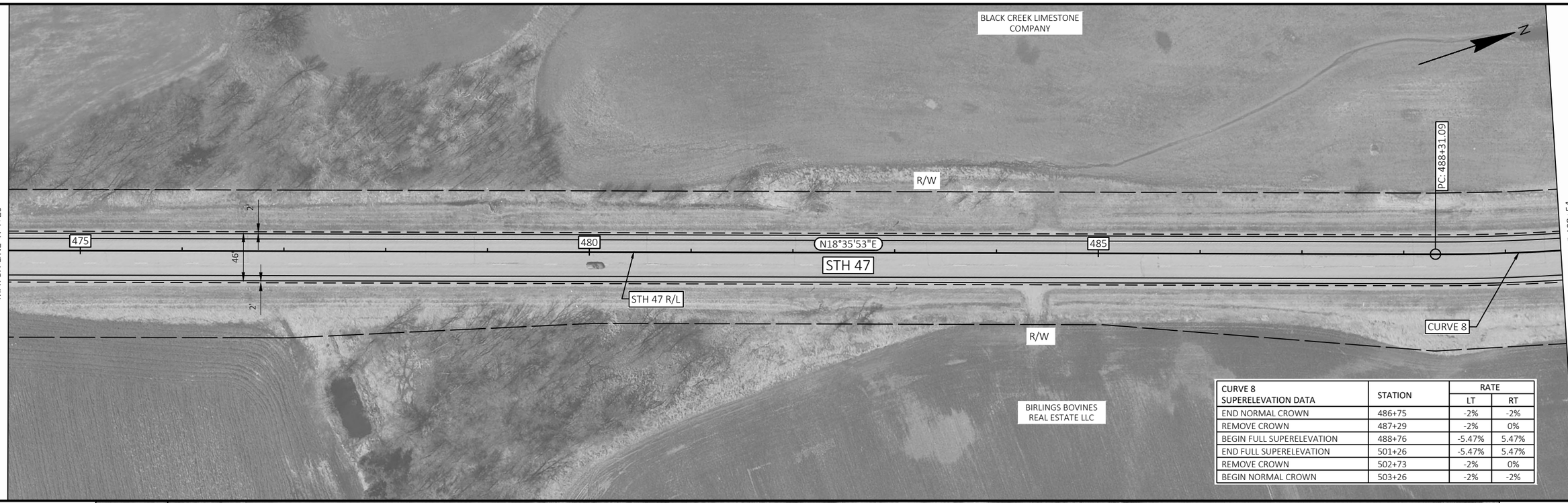
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 89	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050209-pn

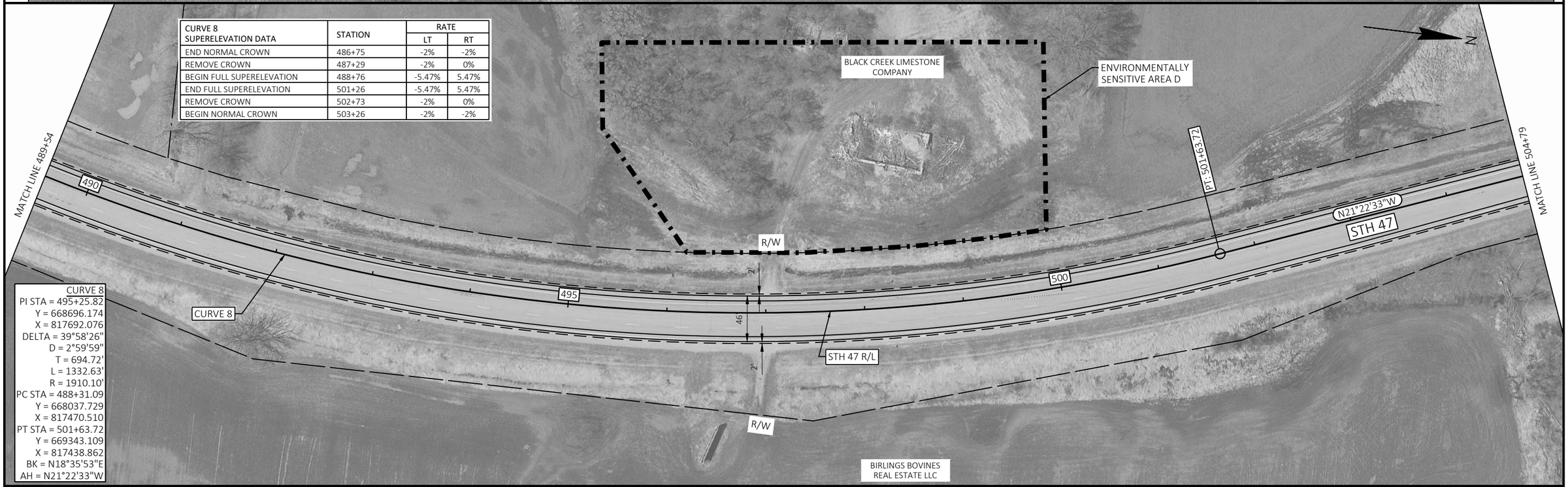
PLOT DATE : 12/4/2023 12:30 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



CURVE 8 SUPERELEVATION DATA	STATION	RATE	
		LT	RT
END NORMAL CROWN	486+75	-2%	-2%
REMOVE CROWN	487+29	-2%	0%
BEGIN FULL SUPERELEVATION	488+76	-5.47%	5.47%
END FULL SUPERELEVATION	501+26	-5.47%	5.47%
REMOVE CROWN	502+73	-2%	0%
BEGIN NORMAL CROWN	503+26	-2%	-2%

CURVE 8 SUPERELEVATION DATA	STATION	RATE	
		LT	RT
END NORMAL CROWN	486+75	-2%	-2%
REMOVE CROWN	487+29	-2%	0%
BEGIN FULL SUPERELEVATION	488+76	-5.47%	5.47%
END FULL SUPERELEVATION	501+26	-5.47%	5.47%
REMOVE CROWN	502+73	-2%	0%
BEGIN NORMAL CROWN	503+26	-2%	-2%



CURVE 8
PI STA = 495+25.82
Y = 668696.174
X = 817692.076
DELTA = 39°58'26"
D = 2°59'59"
T = 694.72'
L = 1332.63'
R = 1910.10'
PC STA = 488+31.09
Y = 668037.729
X = 817470.510
PT STA = 501+63.72
Y = 669343.109
X = 817438.862
BK = N18°35'53"E
AH = N21°22'33"W

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 90	E



CURVE 9 SUPERELEVATION DATA	STATION	RATE	
		LT	RT
END NORMAL CROWN	521+92	-2%	-2%
REMOVE CROWN	522+47	0%	-2%
BEGIN FULL SUPERELEVATION	523+67	4.4%	-4.4%
END FULL SUPERELEVATION	534+35	4.4%	-4.4%
REMOVE CROWN	535+55	0%	-2%
BEGIN NORMAL CROWN	536+10	-2%	-2%

CURVE 9
PI STA = 529+13.09
Y = 671903.353
X = 816436.765
DELTA = 22°53'00"
D = 2°00'00"
T = 579.83'
L = 1144.21'
R = 2864.90'
PC STA = 523+33.26
Y = 671363.406
X = 816648.104
PT STA = 534+77.47
Y = 672482.986
X = 816452.020
BK = N21°22'33"W
AH = N01°30'27"E



5

5

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 92 E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050212-pn

PLOT DATE : 12/4/2023 12:30 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE 565+79

570+87.73
76.26' LT

EXISTING CURB & GUTTER TO REMAIN
AT ALL INTERSECTION QUADRANTS

BANKER IRREVOCABLE TRUST

R/W

2'
34'
2'

570

N1°30'27"E

575

580

STH 47

STH 47 R/L

BEYER

MARQUETTE

570+96.48
73.93' RT

ENVIRONMENTALLY
SENSITIVE AREA E

CICERO RD

R/W

BANKER IRREVOCABLE TRUST

BANKER IRREVOCABLE TRUST

MATCH LINE 581+04

MATCH LINE 581+04

BANKER IRREVOCABLE TRUST

REMOVE AND REPLACE GUARDRAIL (SEE PLAN DETAILS)

WETLAND BOUNDARY

R/W

2'
34'
2'

585

N1°30'27"E

590

595

STH 47

STH 47 R/L

SLOPE INTERCEPT

EXISTING STRUCTURE
C-44-05 TO REMAIN

R/W

BANKER IRREVOCABLE TRUST

BANKER IRREVOCABLE TRUST

ENVIRONMENTALLY
SENSITIVE AREA E

MATCH LINE 596+29

5

5

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 93	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050213-pn

PLOT DATE : 12/4/2023 12:31 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE 596+29

MATCH LINE 611+54

5

5

PRILOT

KOENIGS

PAALMAN

R/W

600

N1°30'27"E

605

610

STH 47

2'

3.4'

2'

STH 47 R/L

R/W

BANKER

TREPANIER

ENVIRONMENTALLY SENSITIVE AREA E

N

MATCH LINE 611+54

VANDENBOSCH

R/W

END PROJECT ID 6240-30-71
STA 625+46.67

SHADY RD

PI: 623+02.51

WETLAND BOUNDARY

615

N1°30'27"E

620

N2°03'10"E

625

STH 47

STH 47 R/L

REMOVING ASPHALTIC SURFACE MILLING (DWY APRON)

PAHOLKE

624+29.40
78.68' RT

SHADY RD

EXISTING GUARDRAIL TO REMAIN

ENVIRONMENTALLY SENSITIVE AREA E

WEBER

BANKER

WUDTKE

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET 94	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050214-pn

PLOT DATE : 12/4/2023 12:31 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

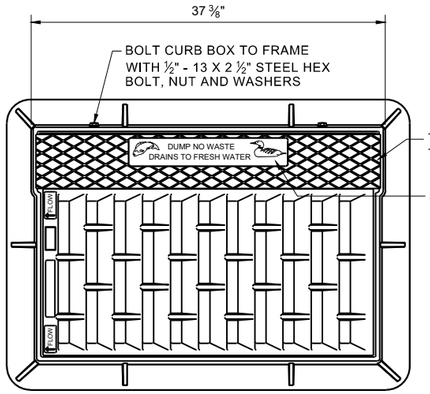
08A05-20A	INLET COVERS TYPE A, H, A-S, H-S & Z
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21C	CURB RAMPS TYPES 4A AND 4A1
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-04	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
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
14B43-04A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-04C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B53-02A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-02I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C35-06B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-06C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

6

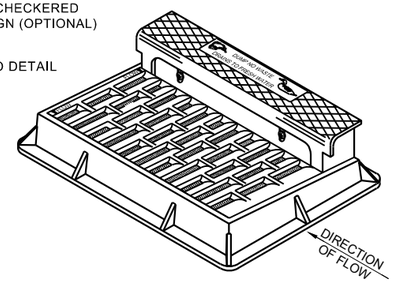
Standard Detail Drawing List

15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

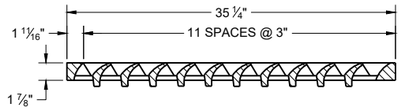
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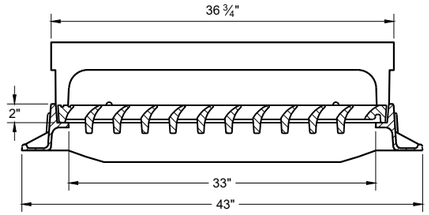


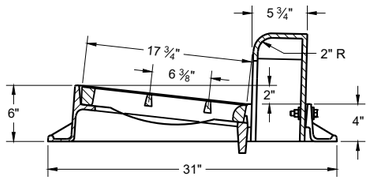
NOTE: EITHER CASTING IS ACCEPTABLE

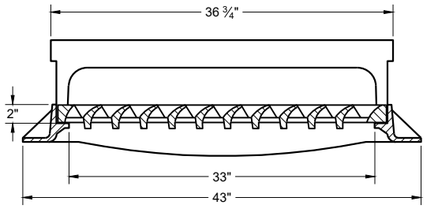


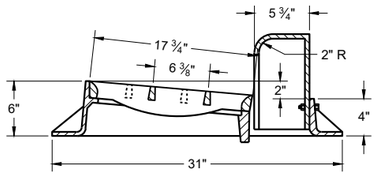
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







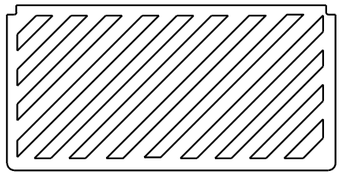




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

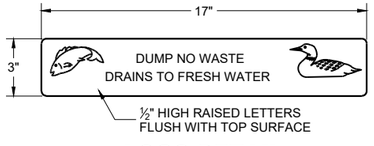
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



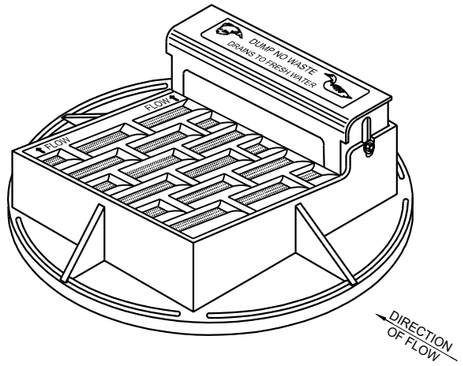
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

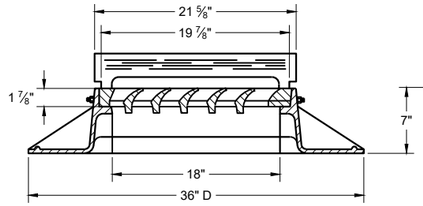


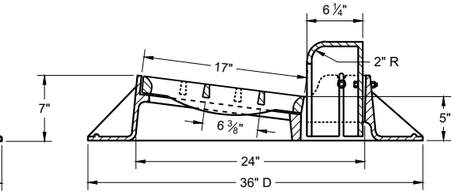
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





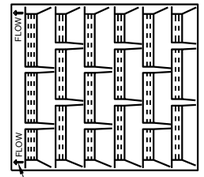
TYPE "A"

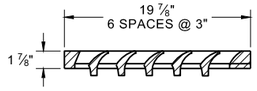
GENERAL NOTES

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.

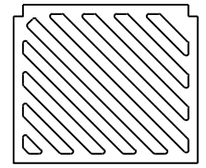
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





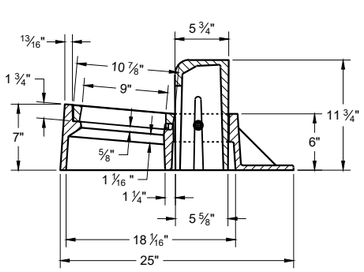
1" DIAGONAL BARS WITH 1 ½" OPENINGS

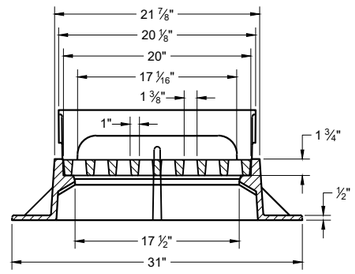


SPECIAL GRATE FOR TYPE "A" COVER

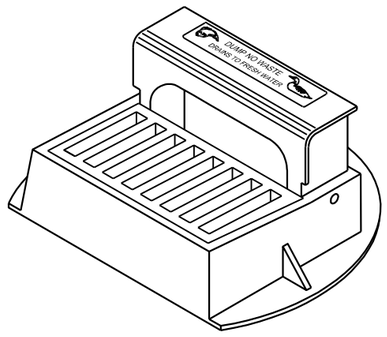
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



INLET COVERS
TYPES A, H, A-S, H-S AND Z

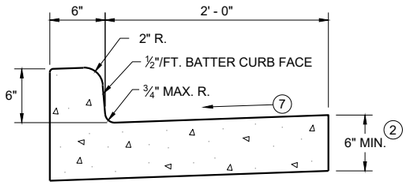
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023
DATE

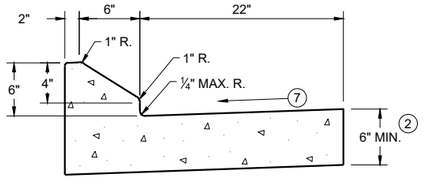
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

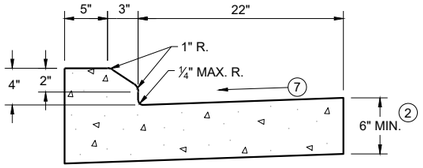
6
SDD 08A05-20a



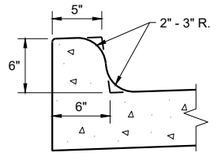
TYPES A (1) & D



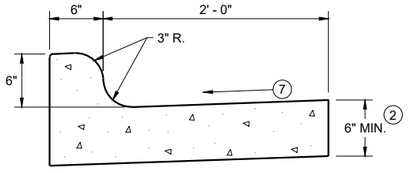
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

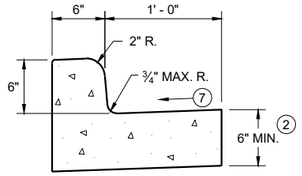


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



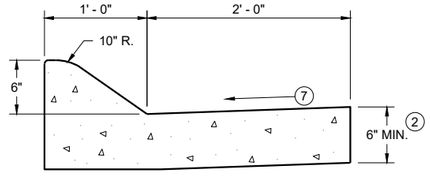
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

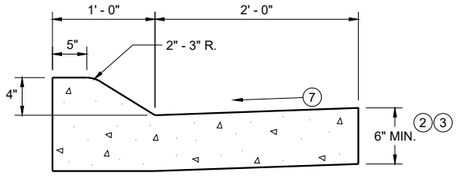


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

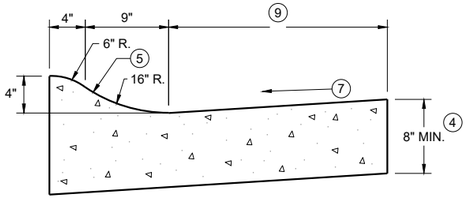


6" SLOPED CURB TYPES A (1) & D



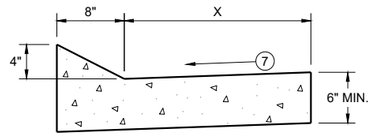
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

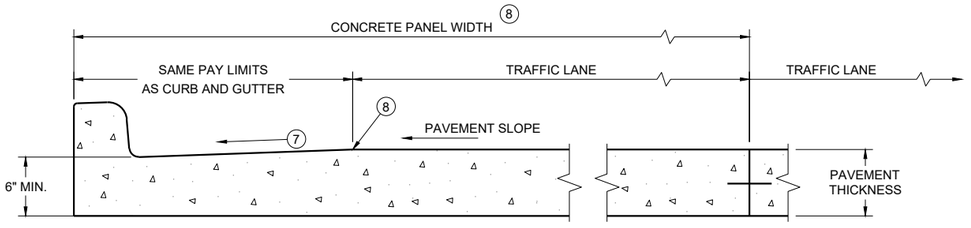


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

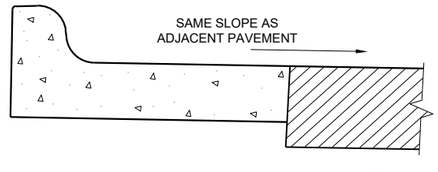
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

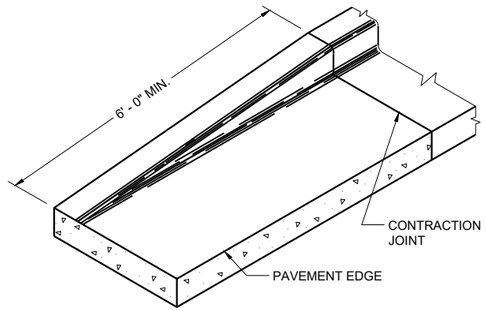
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

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

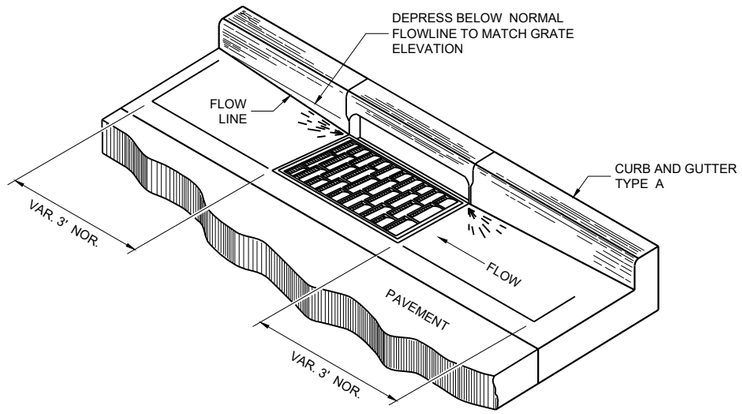
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

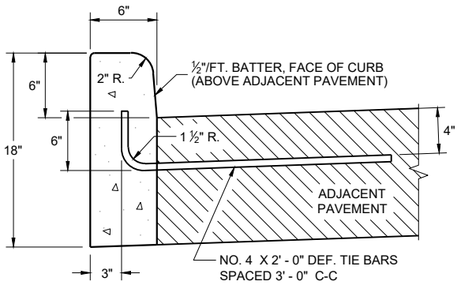
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

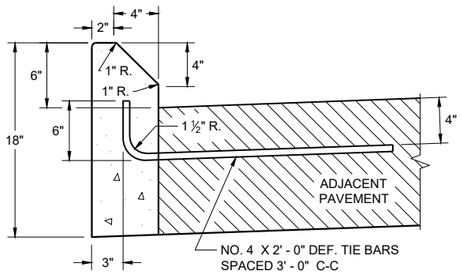
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

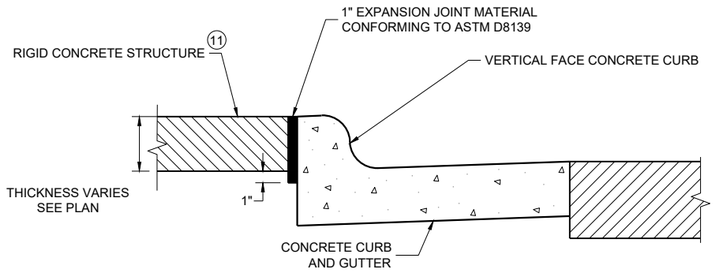


TYPES A (1) & D

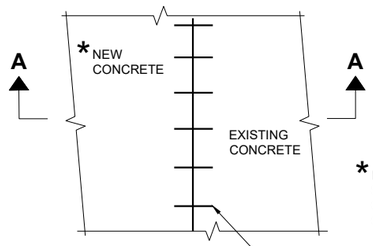


TYPES G (1) & J

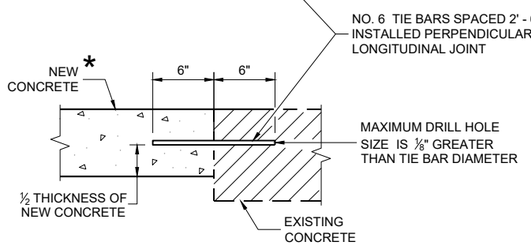
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

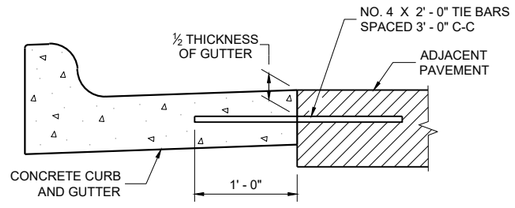


PLAN VIEW

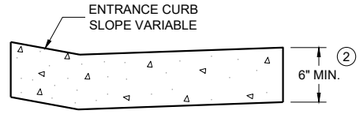


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

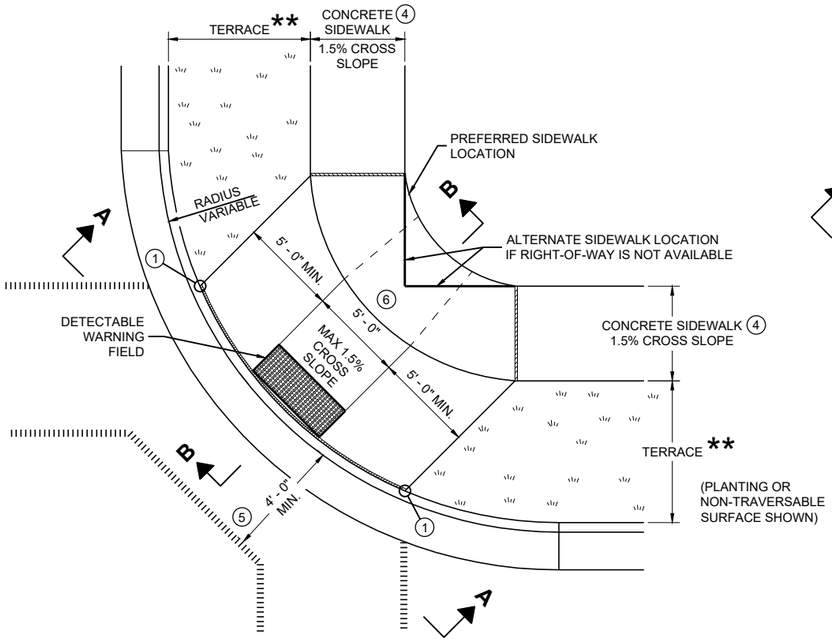
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

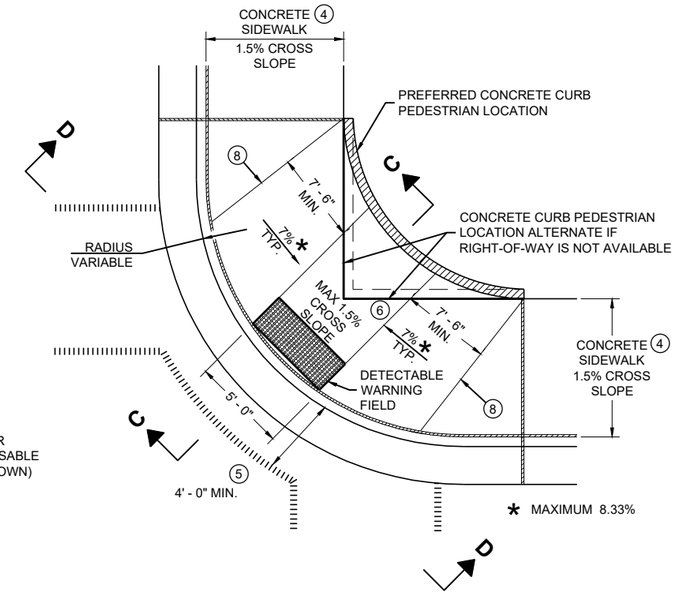
6
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

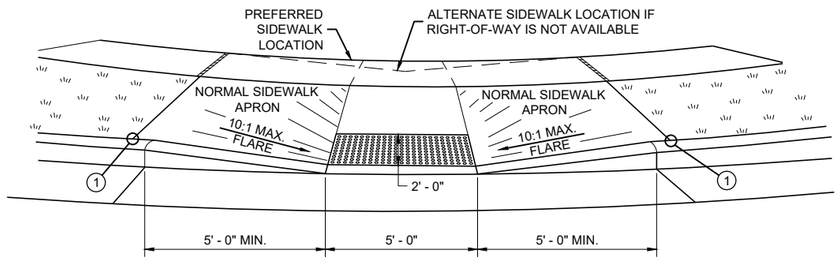
(CENTER OF CORNER RADIUS)



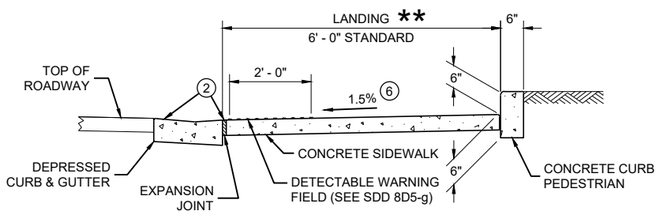
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

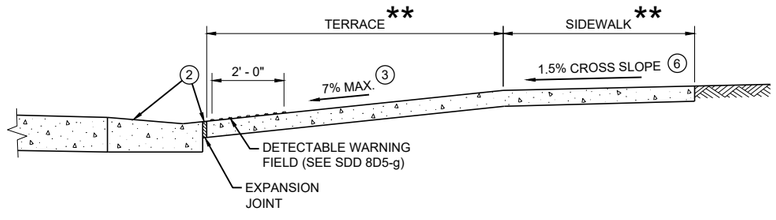


VIEW A - A FOR TYPE 1

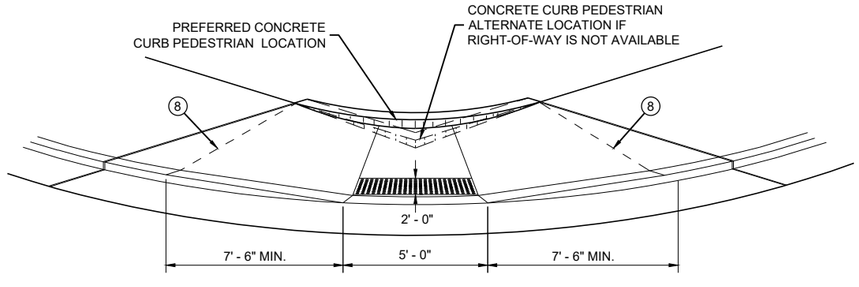


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

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

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

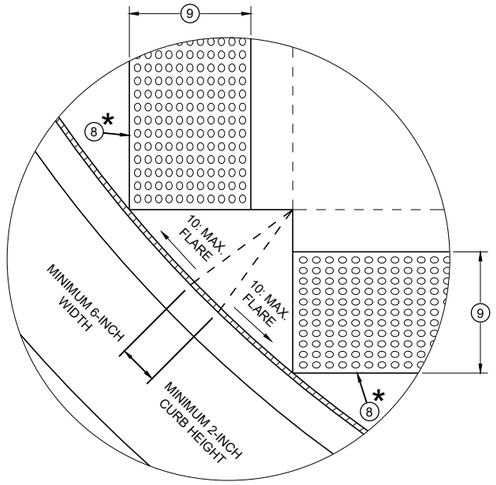
LEGEND

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

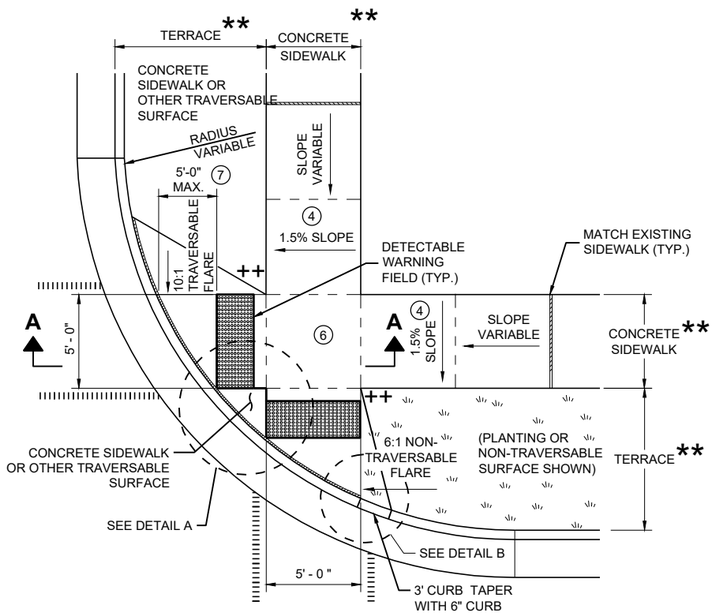
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-21a



DETAIL A



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

GENERAL NOTES

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

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

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

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

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

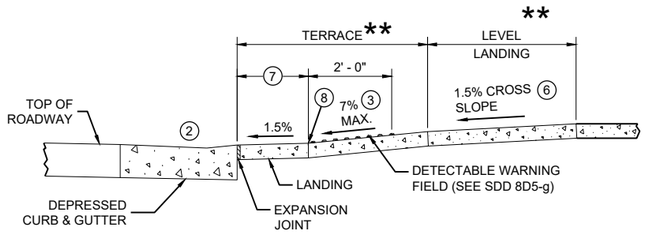
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

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

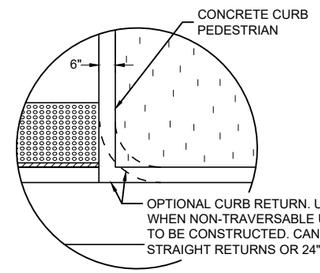


SECTION A - A FOR TYPE 2

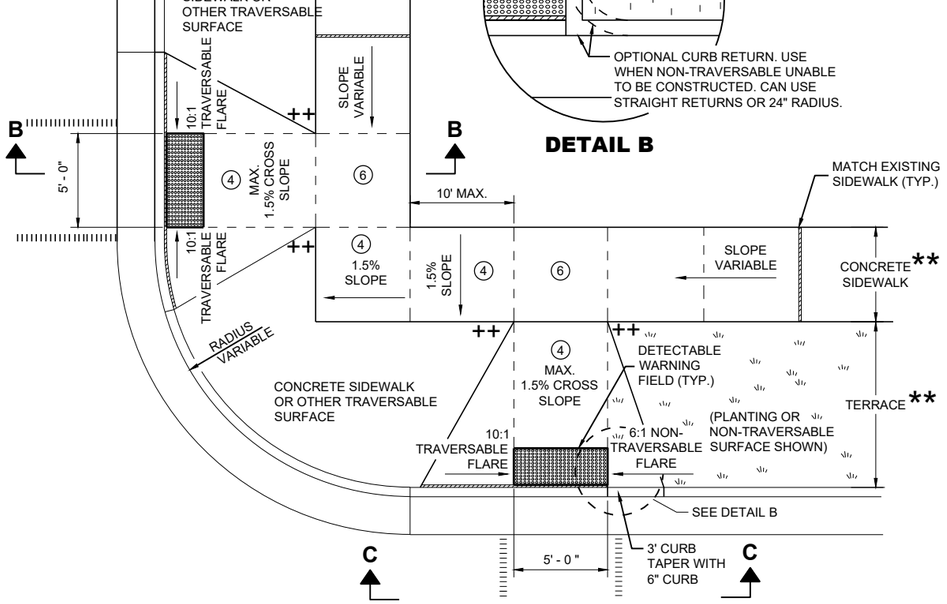
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

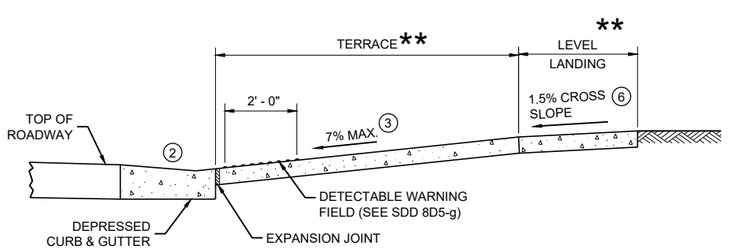
++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



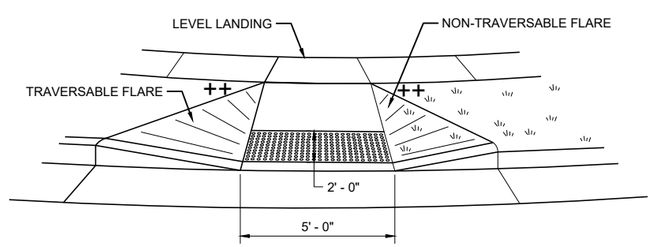
DETAIL B



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



SECTION B - B FOR TYPE 3



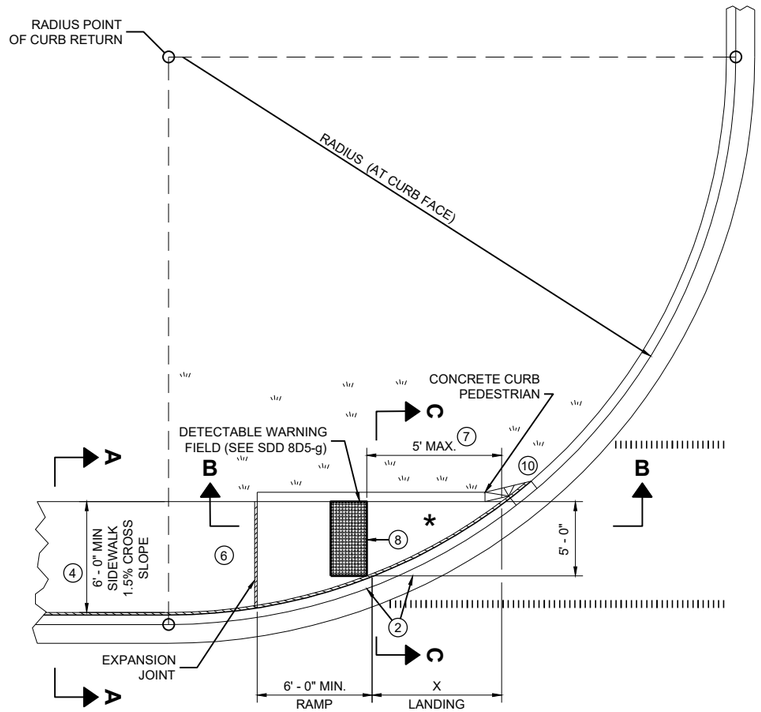
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

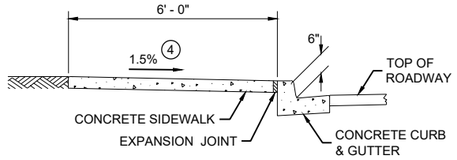


PLAN VIEW

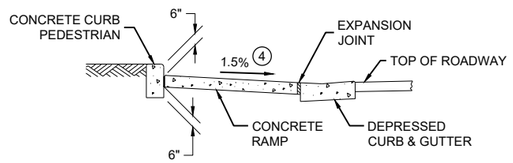
CURB RAMP TYPE 4A

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

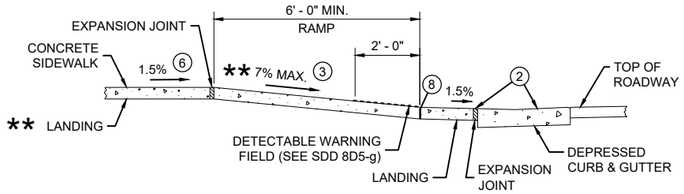
INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

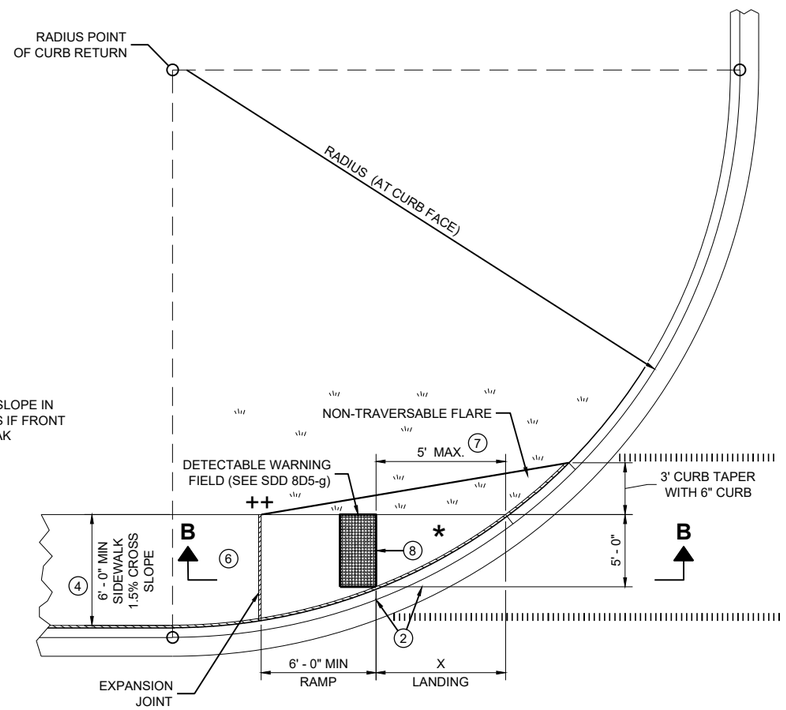


SECTION C - C FOR TYPE 4A



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

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



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

PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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.

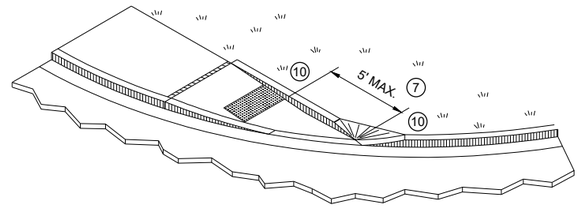
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

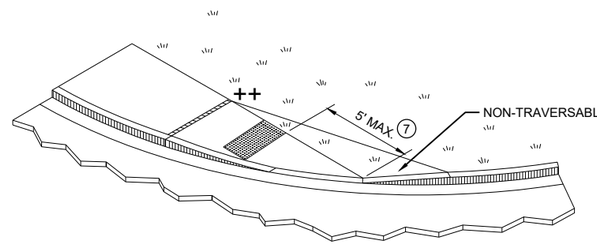
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



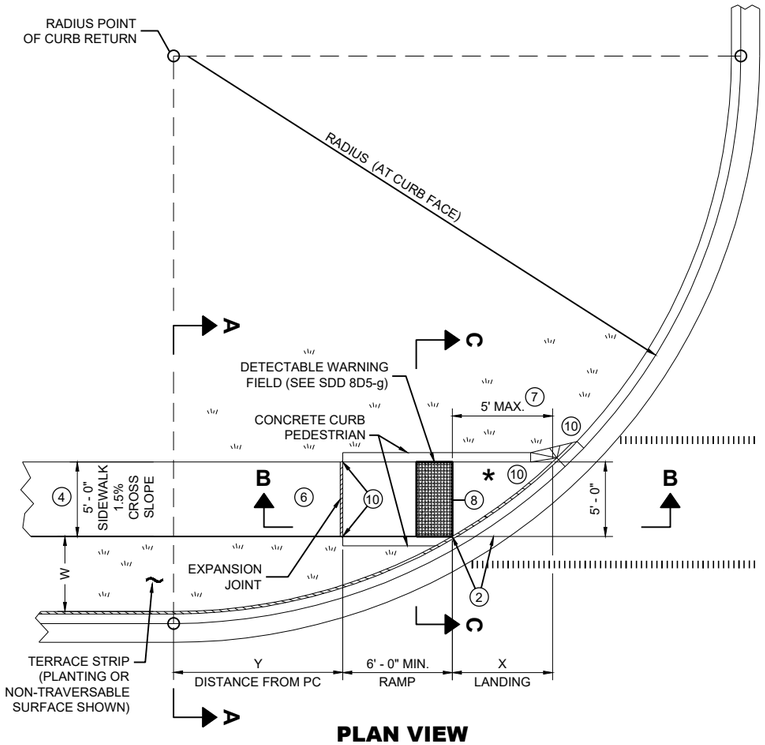
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

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.

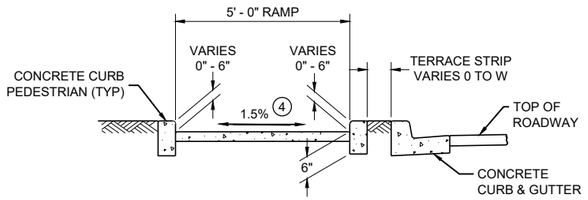
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

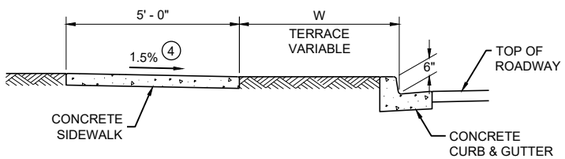
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

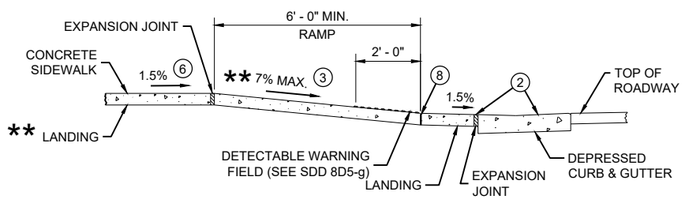
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



SECTION C - C FOR TYPE 4B

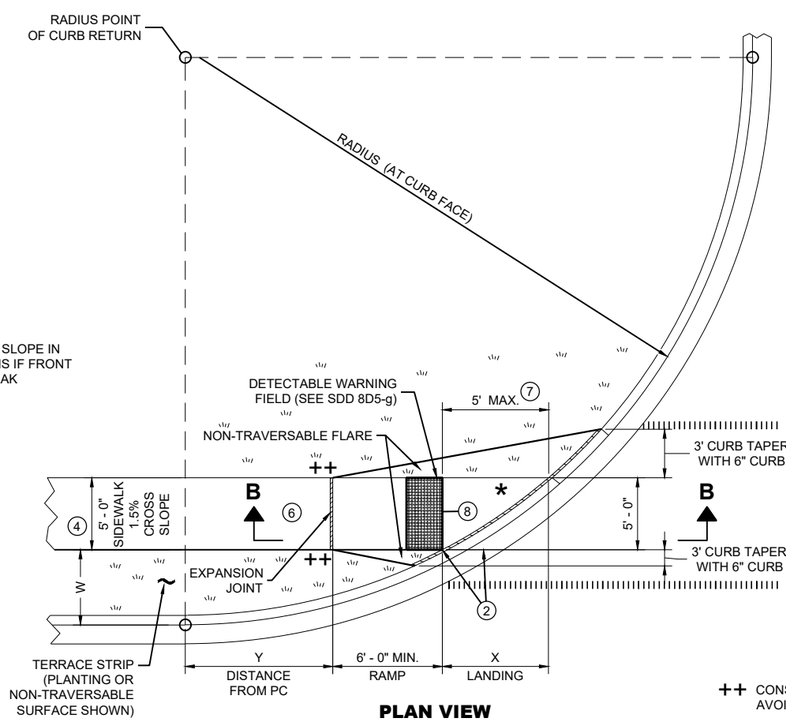


SECTION A - A FOR TYPE 4B



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

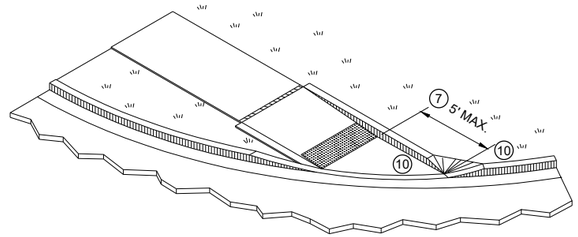
SECTION B - B FOR TYPE 4B AND TYPE 4B1



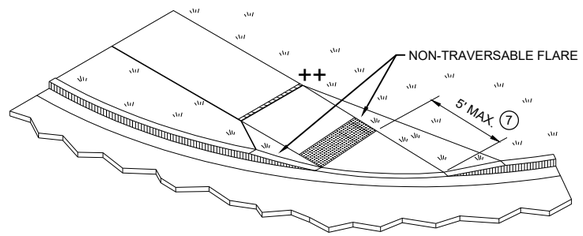
PLAN VIEW
CURB RAMP TYPE 4B1

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

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



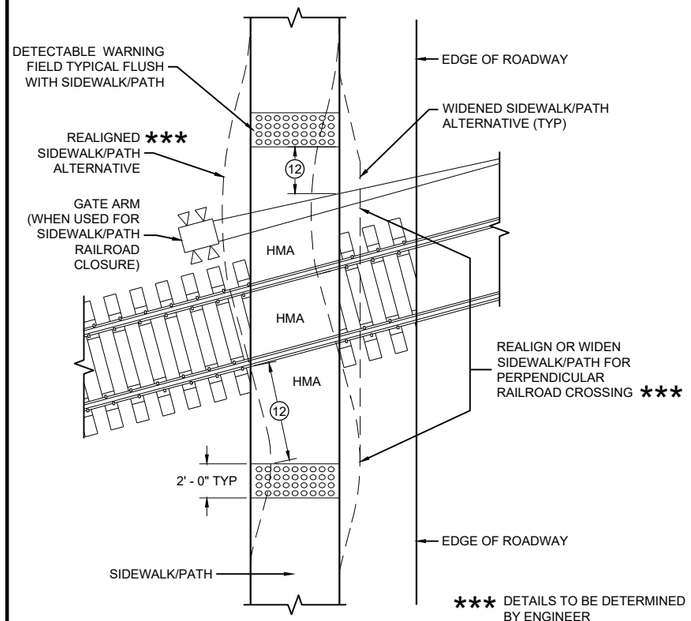
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

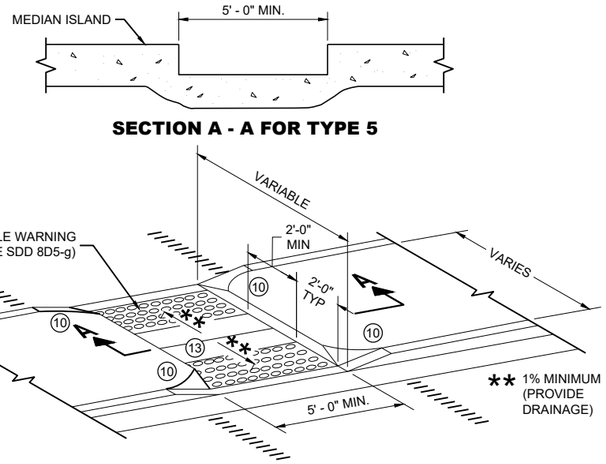
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



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.

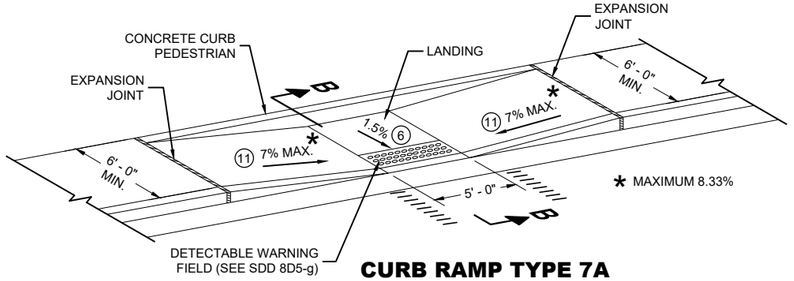
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

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

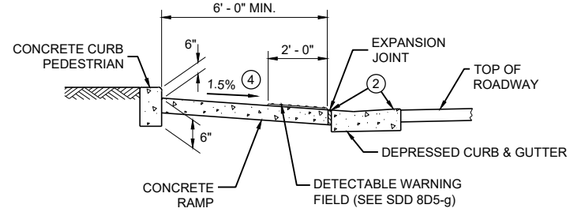
LEGEND

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

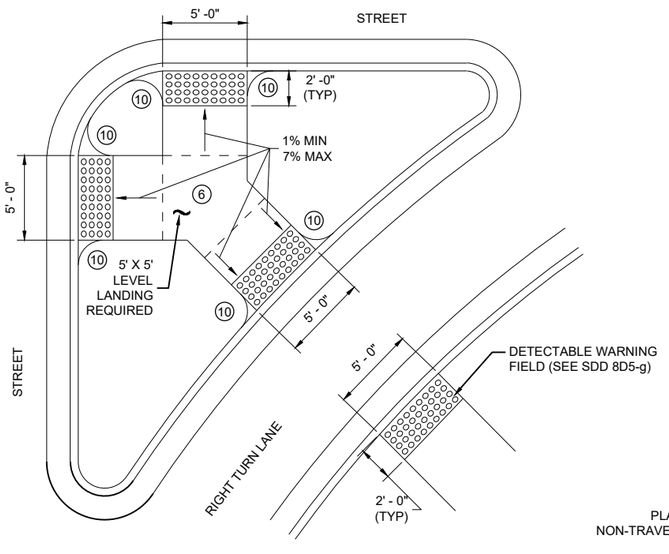


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



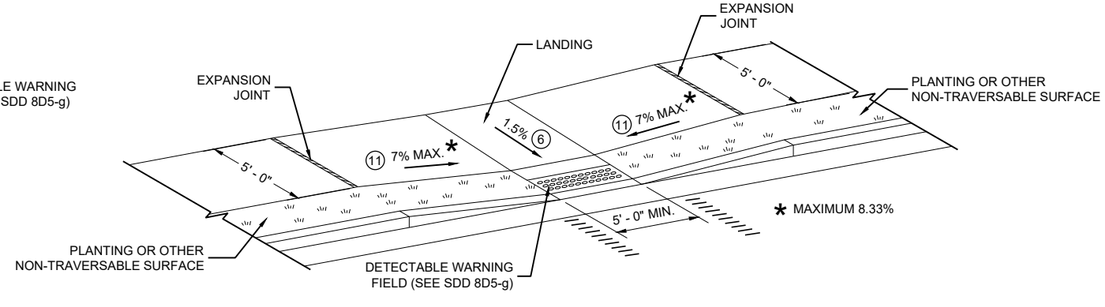
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7B

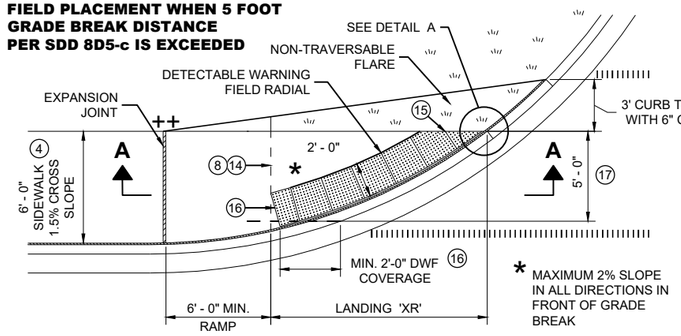
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

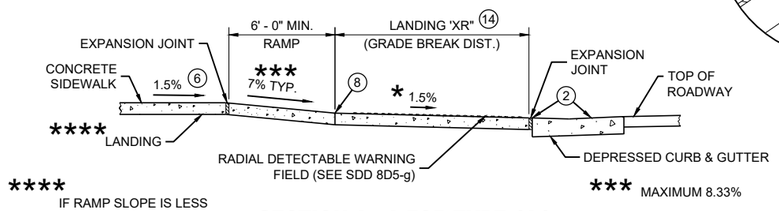
SDD 08D05-21e

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

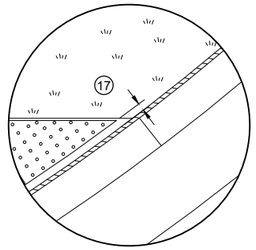


PLAN VIEW

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



SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

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

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

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

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

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

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

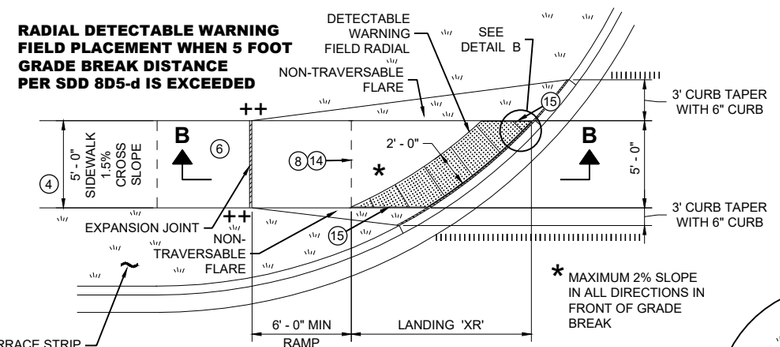
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

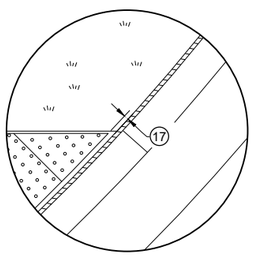
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED

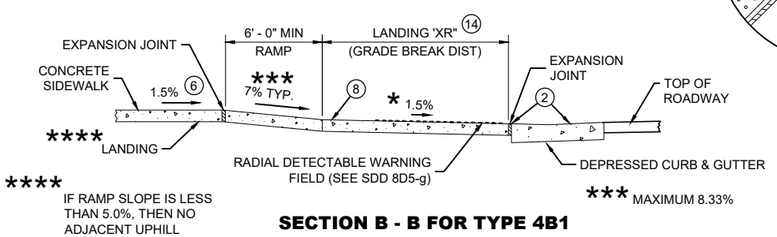


PLAN VIEW

CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

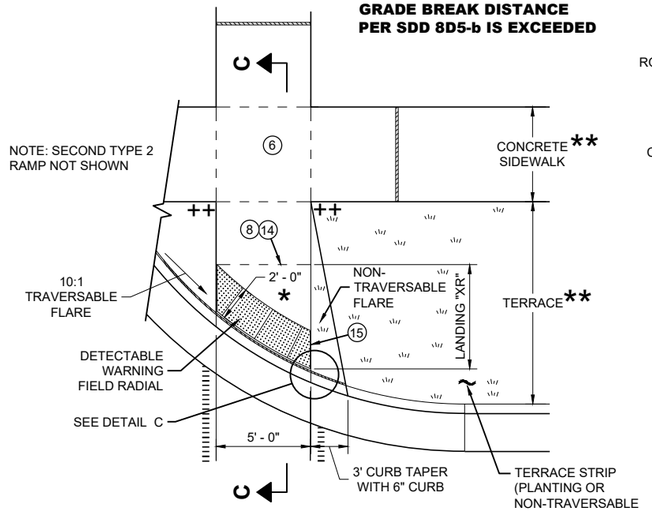


DETAIL B



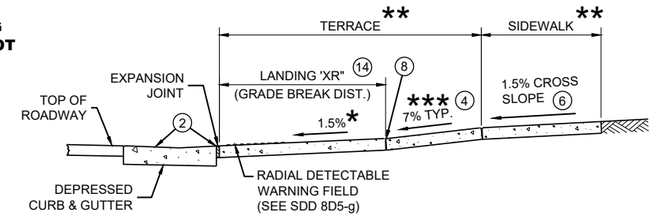
SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

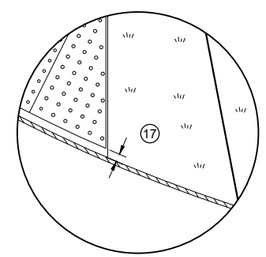


PLAN VIEW

CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2



DETAIL C

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

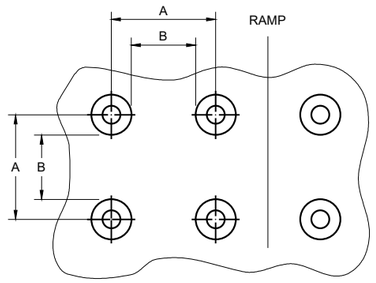
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

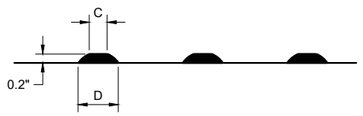
SDD 08D05-21f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

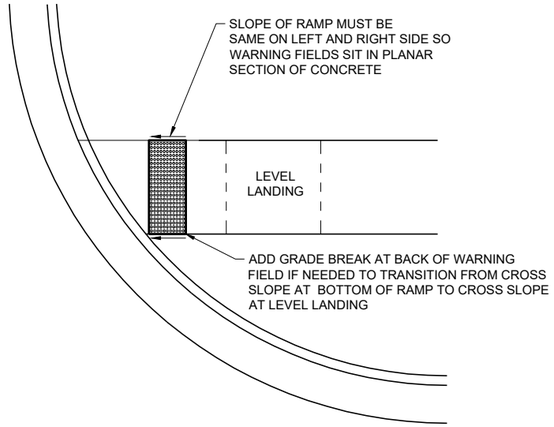
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

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.

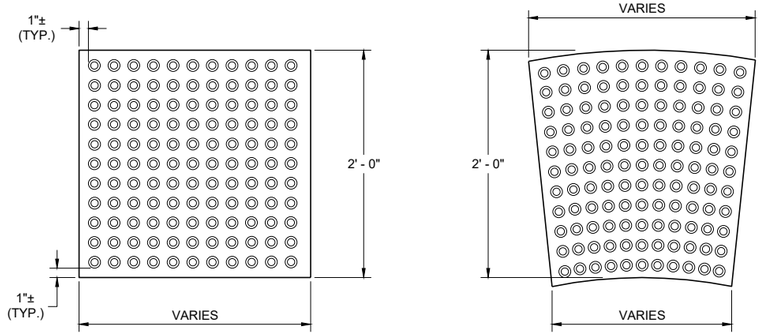
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. 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.

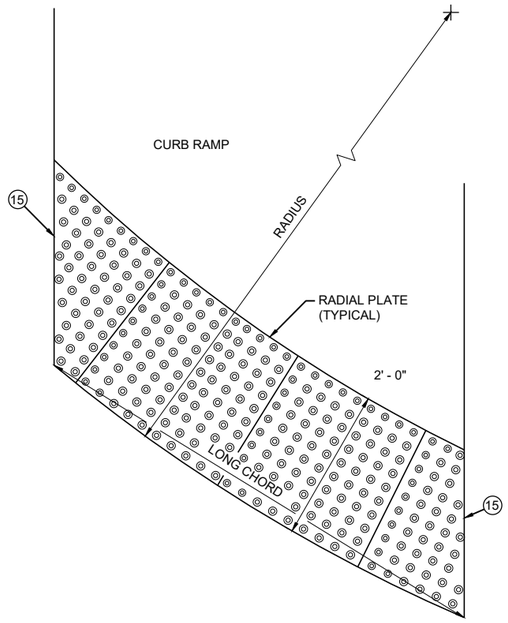
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



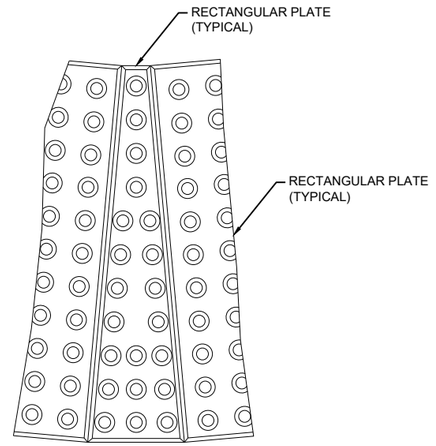
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

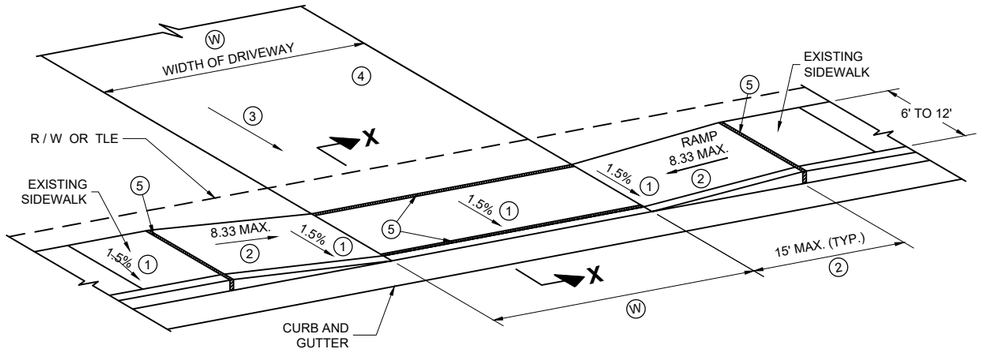
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

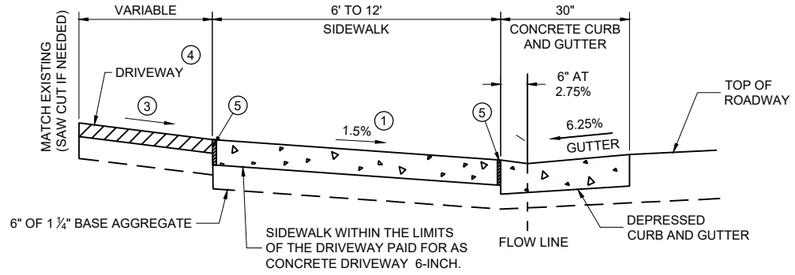
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

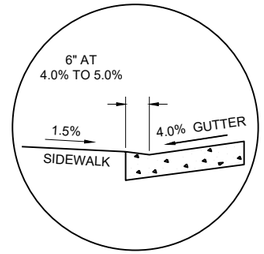
6
SDD 08D05-21g



TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X - X



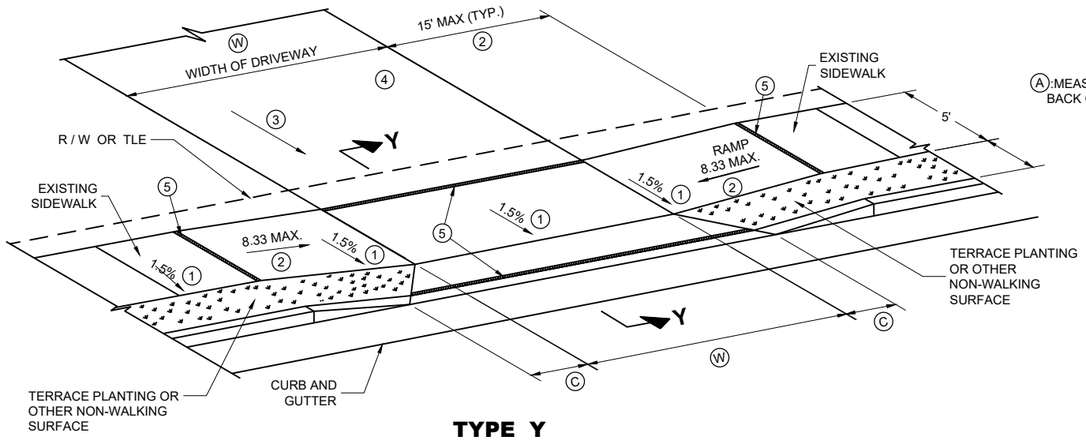
SECTION X - X
4% GUTTER SLOPE

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

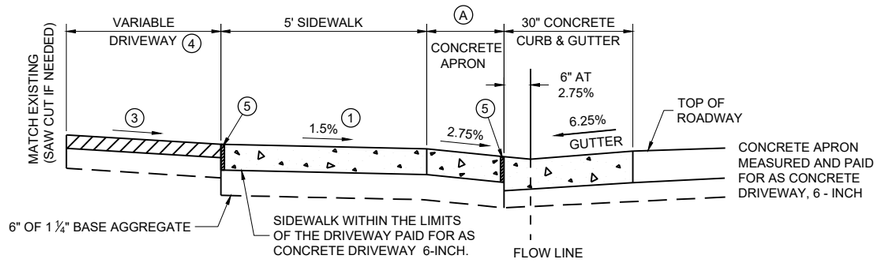
TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

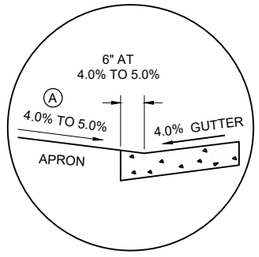


TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ:MEASURE FROM BACK OF CURB



NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS



SECTION Y - Y
4% GUTTER SLOPE

SECTION Y - Y
DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
(URBAN AND SUBURBAN)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

③ DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

④ DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

⑤ ½" EXPANSION JOINT FILLER

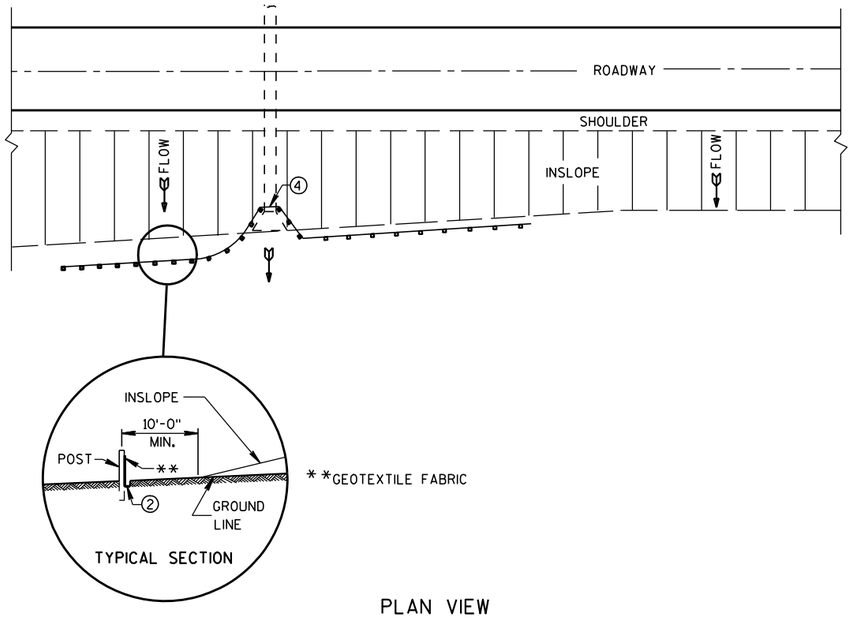
DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

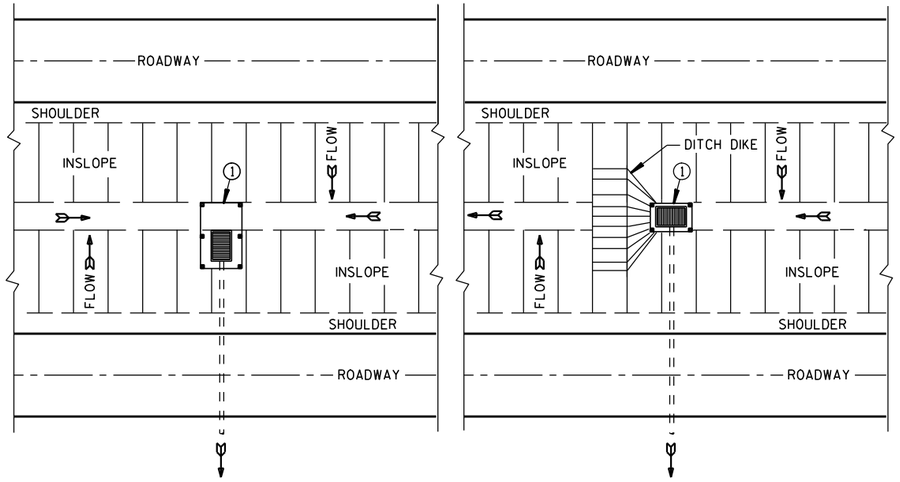
FHWA

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SDD 08D18-04



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

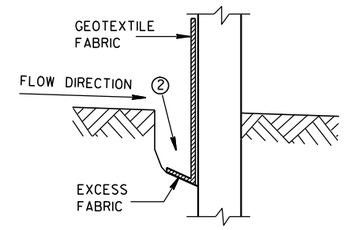
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

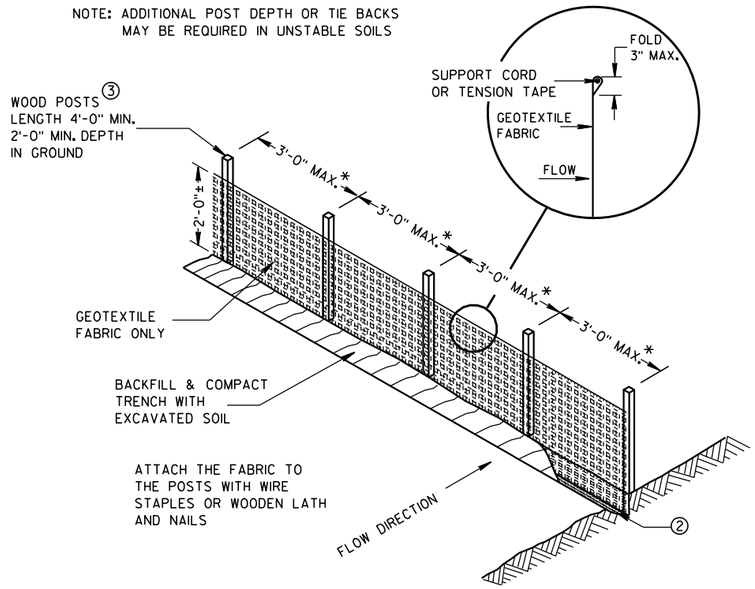
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

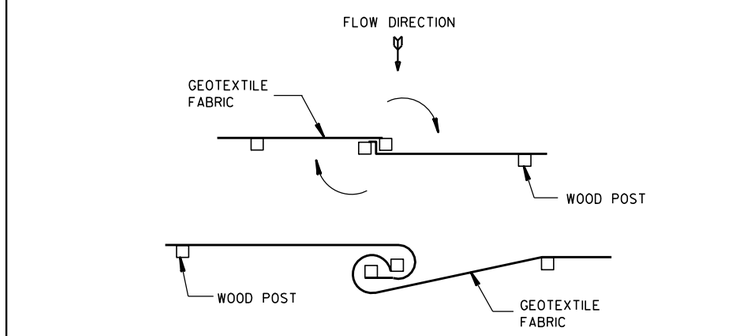
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



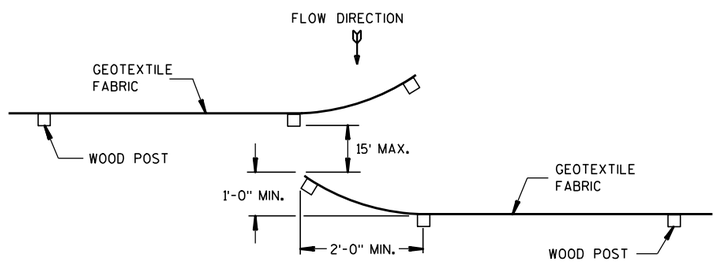
TRENCH DETAIL



SILT FENCE

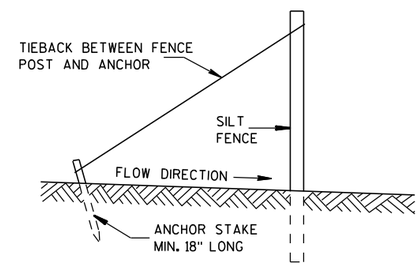


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

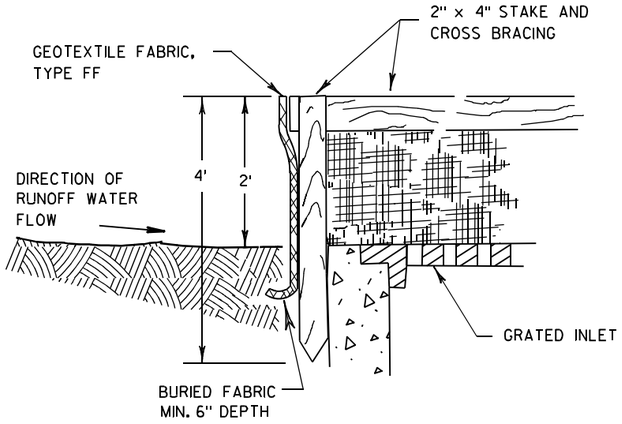
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

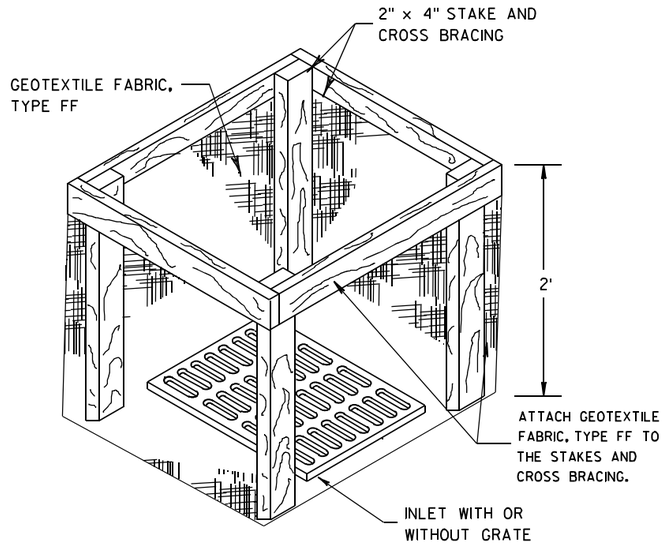
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S.D.D. 8 E 9-6

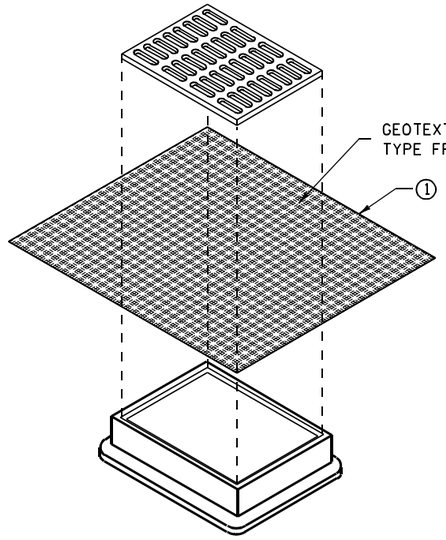
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S.D.D. 8 E 9-6



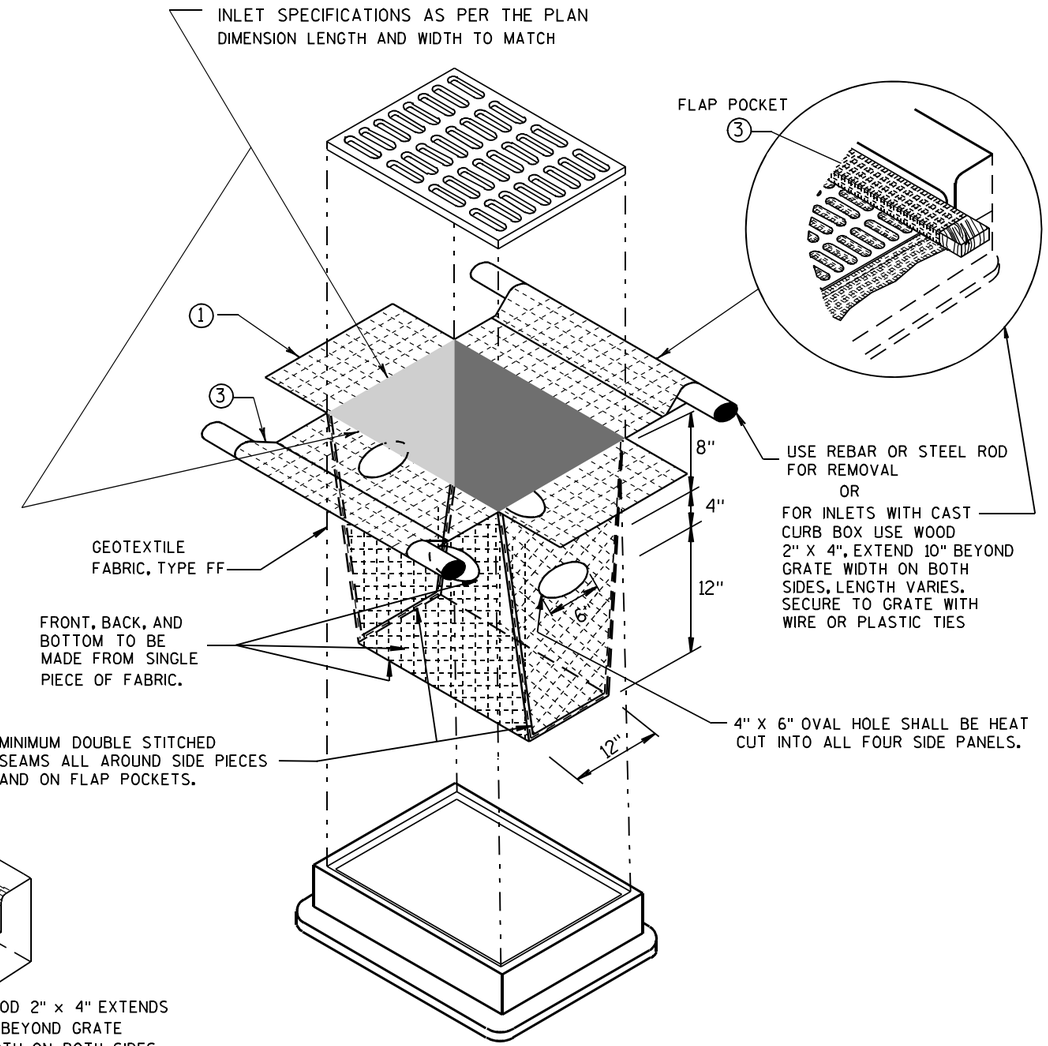


INLET PROTECTION, TYPE A



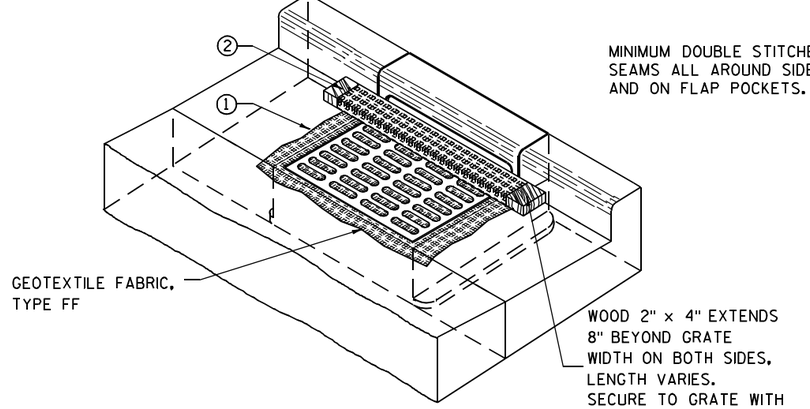
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

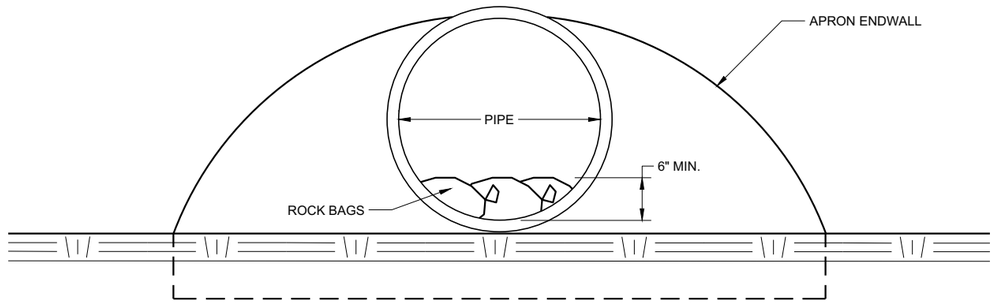
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

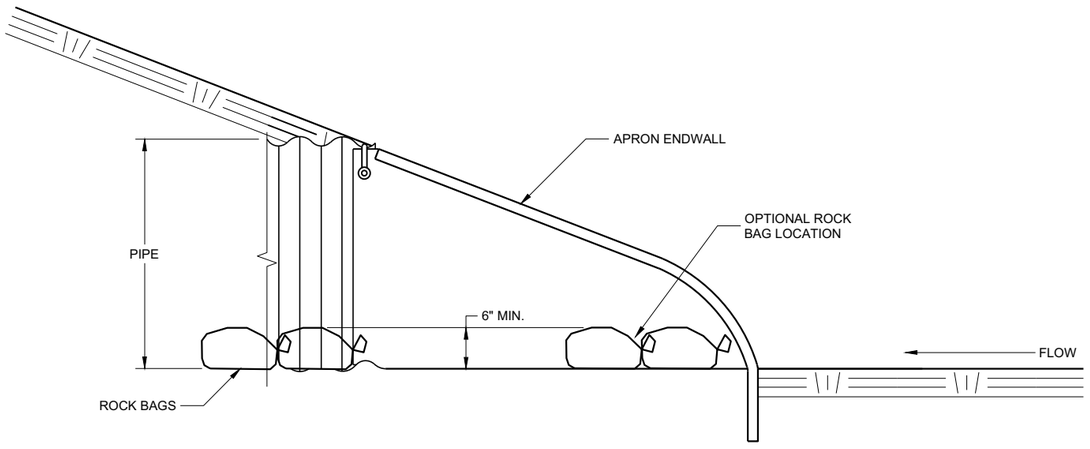
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

6

SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

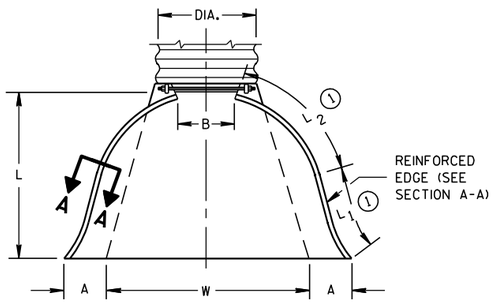
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

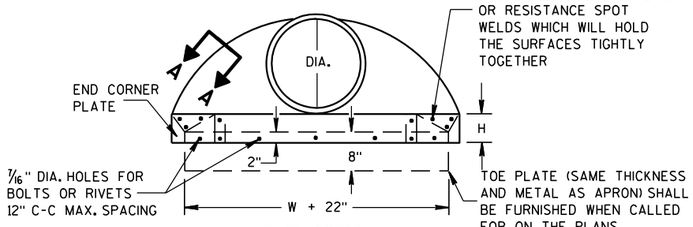
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

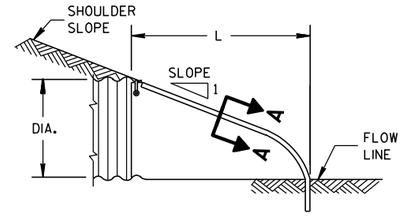
*MINIMUM
**MAXIMUM



PLAN VIEW

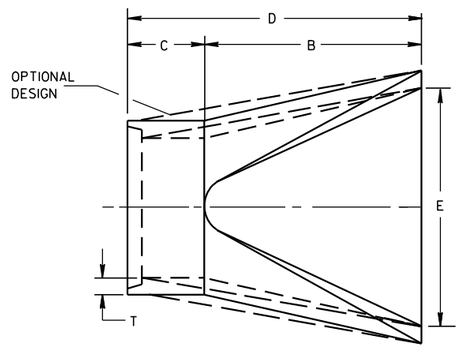


END VIEW

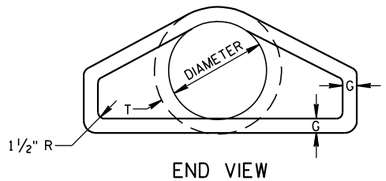


SIDE ELEVATION

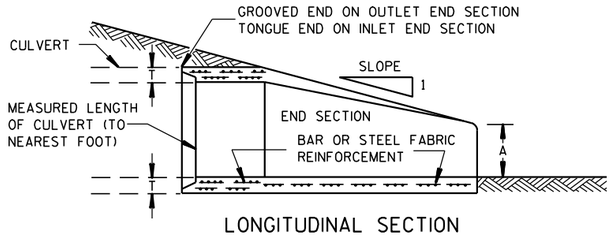
METAL ENDWALLS



PLAN

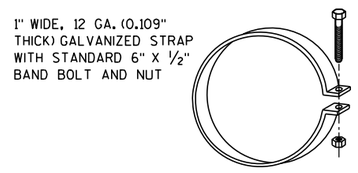


END VIEW



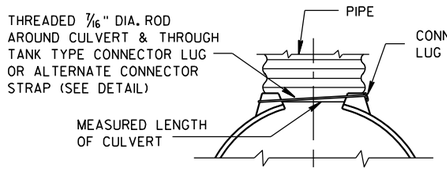
LONGITUDINAL SECTION

CONCRETE ENDWALLS

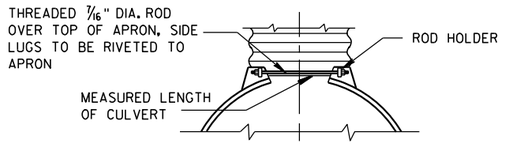


ALTERNATE FOR TYPE 1 CONNECTION

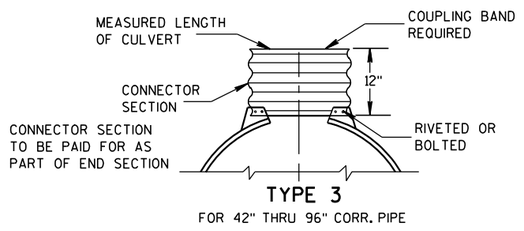
END SECTION CONNECTOR STRAP



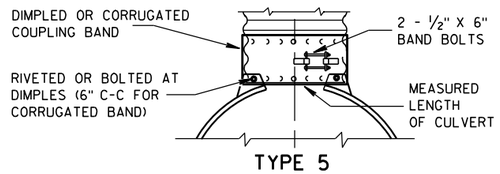
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

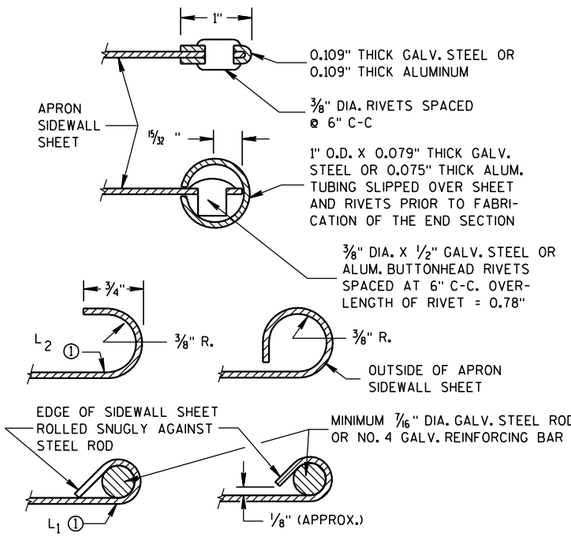
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

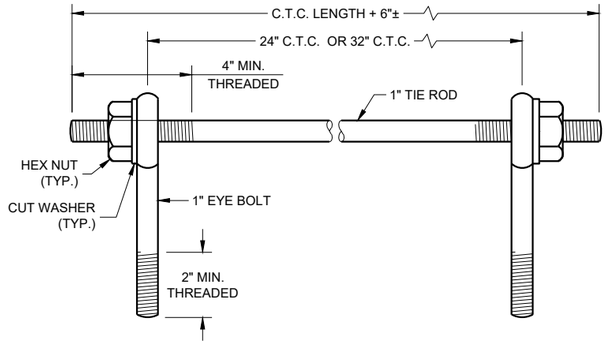
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

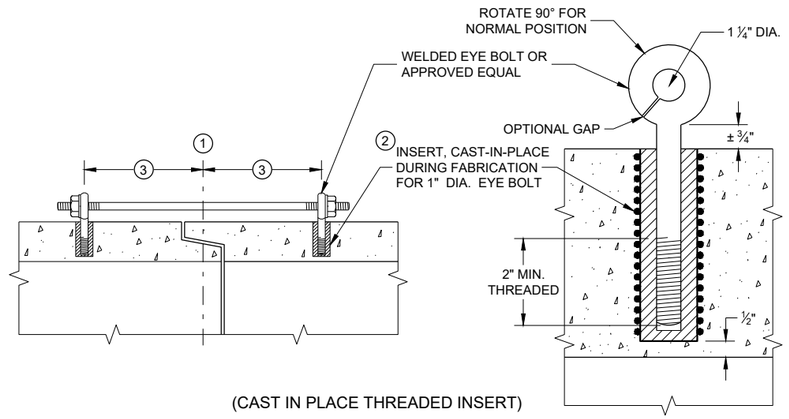
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

(1) CENTER LINE OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

(2) THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

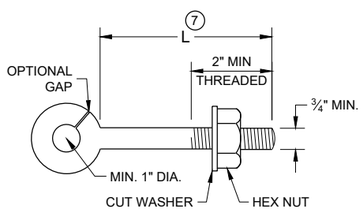
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

(4) BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

(5) OPENING TO BE ROD DIAMETER PLUS 1 INCH.

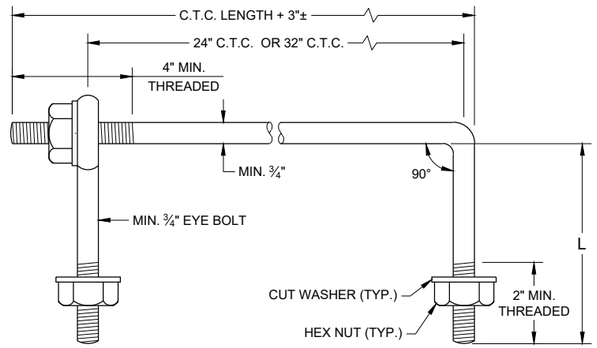
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

(7) EYE BOLT LENGTH DETERMINED BY WALL THICKNESS, BELL THICKNESS AND BOLT PROJECTION INSIDE PIPE.

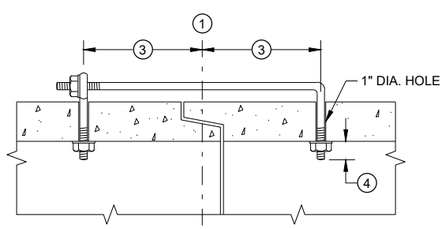


EYE BOLT (7)

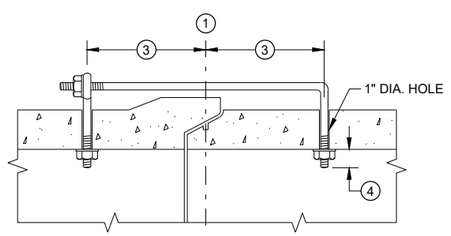
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

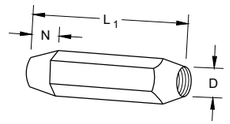
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

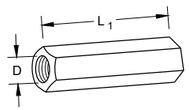
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12 - 60	⅝	⅝	5	½
66 - 84	¾	¾	5	½
90 - 144	1	1	7	1 7/16

DIMENSIONS SHOWN ARE IN INCHES



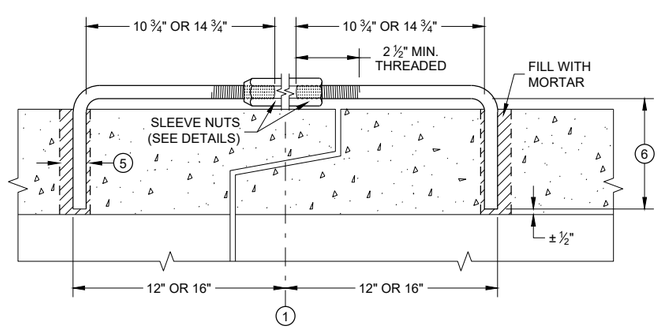
TAPERED



PLAIN

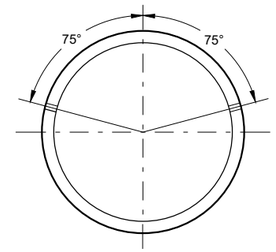
RIGHT AND LEFT THREADS

SLEEVE NUTS



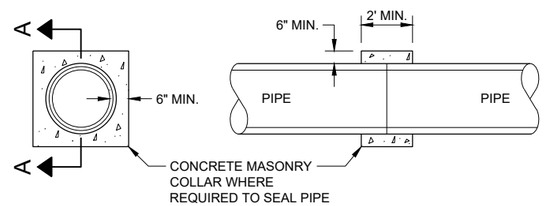
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

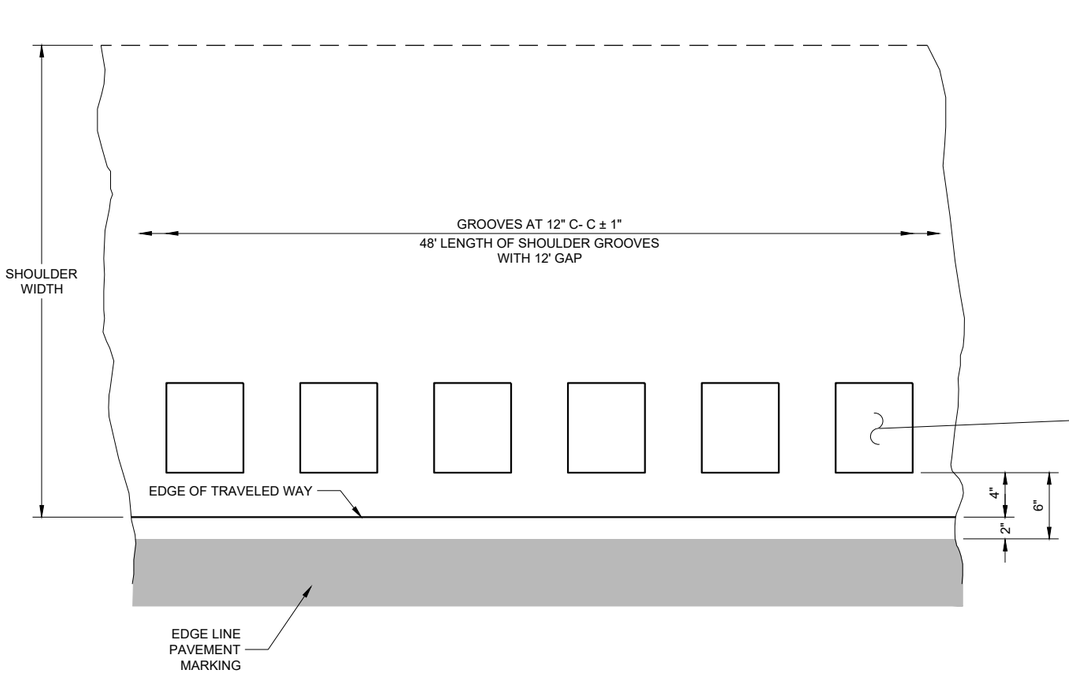
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

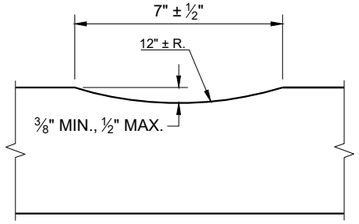
FHWA

SDD 08F04 - 08

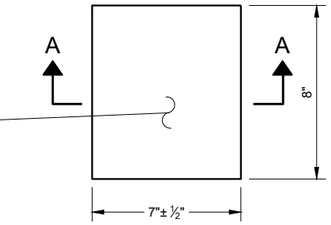
SDD 08F04 - 08



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

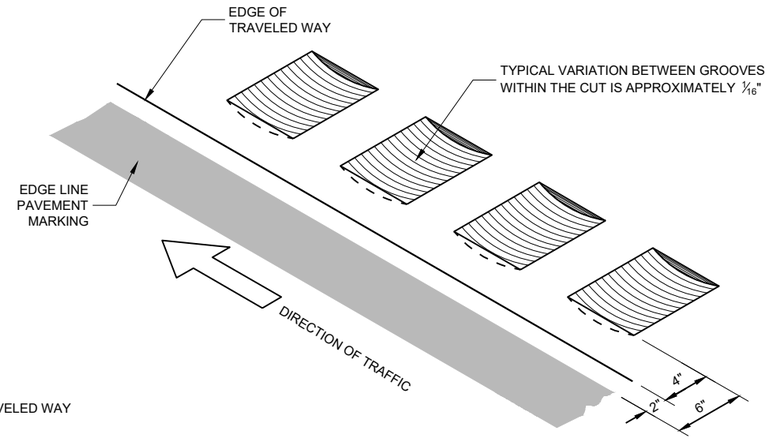


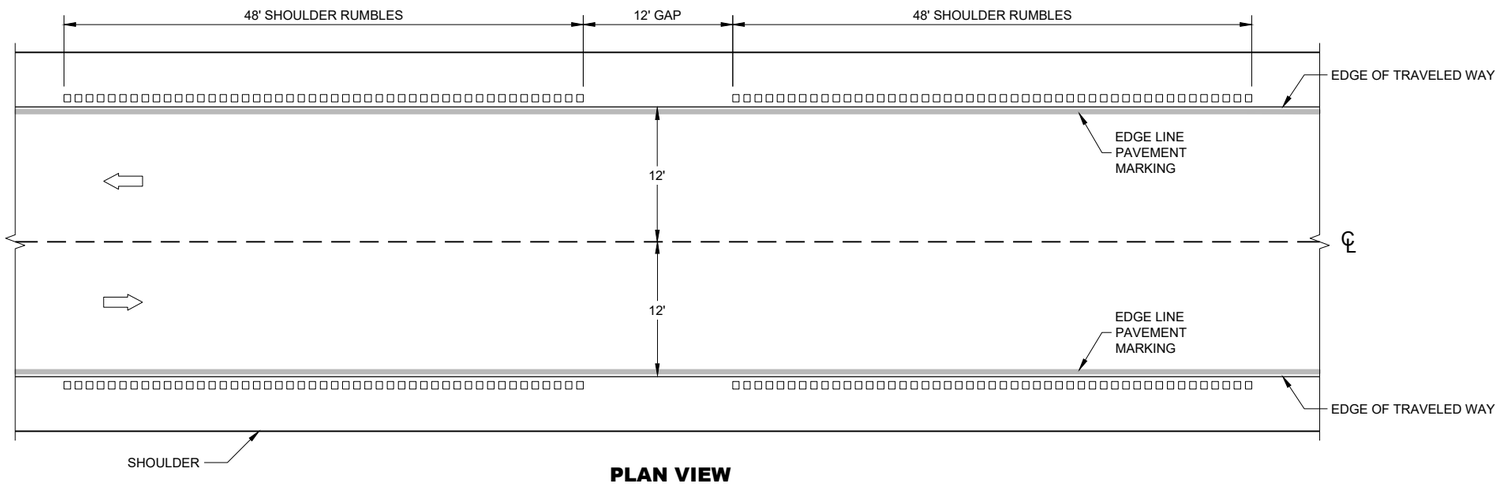
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.





PLAN VIEW

SHOULDER RUMBLE STRIPS - ASPHALT

6

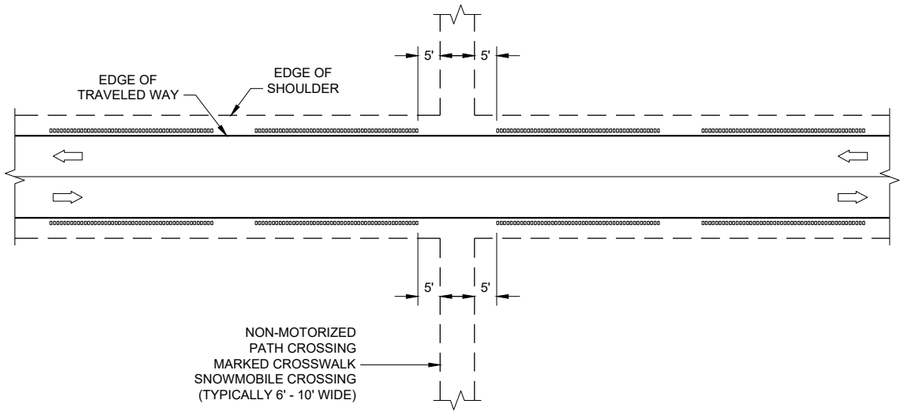
SDD 13A10 - 03a

SHOULDER RUMBLE STRIPS ASPHALT

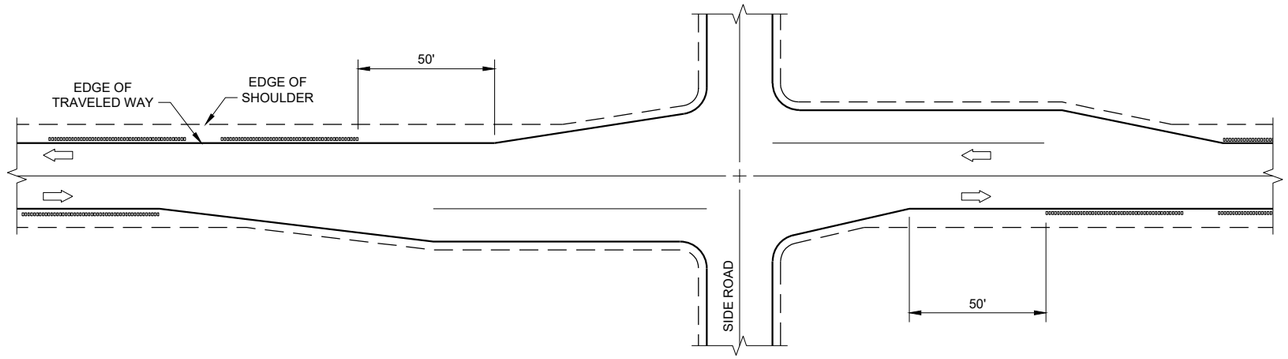
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

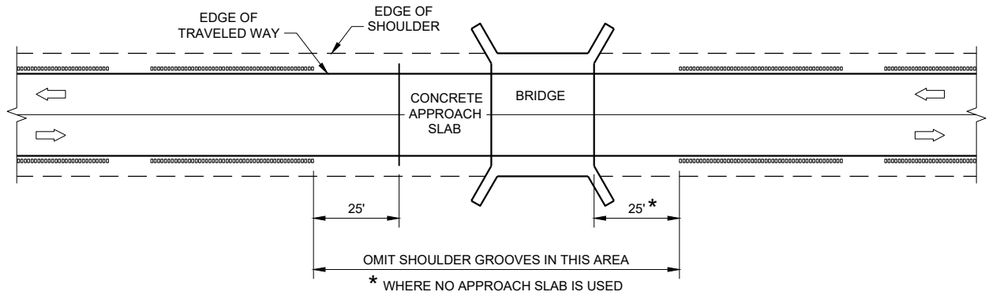
SDD 13A10 - 03a



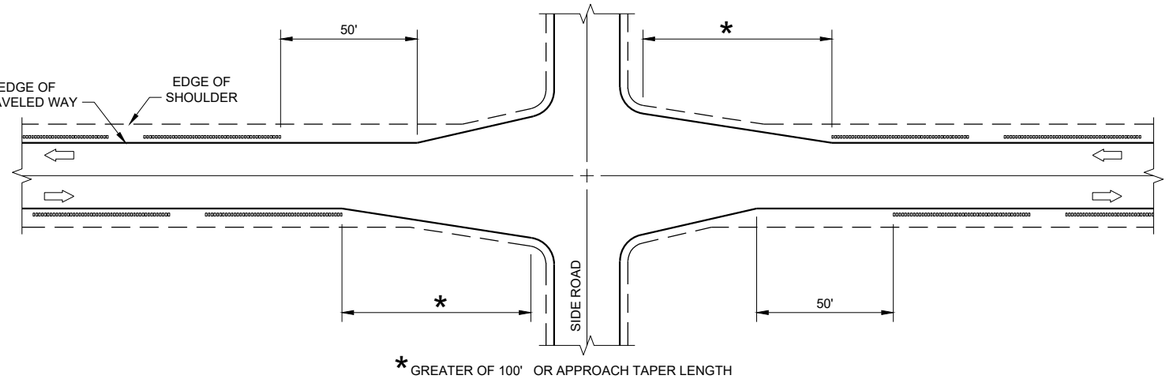
GROOVES AT MISCELLANEOUS CROSSINGS



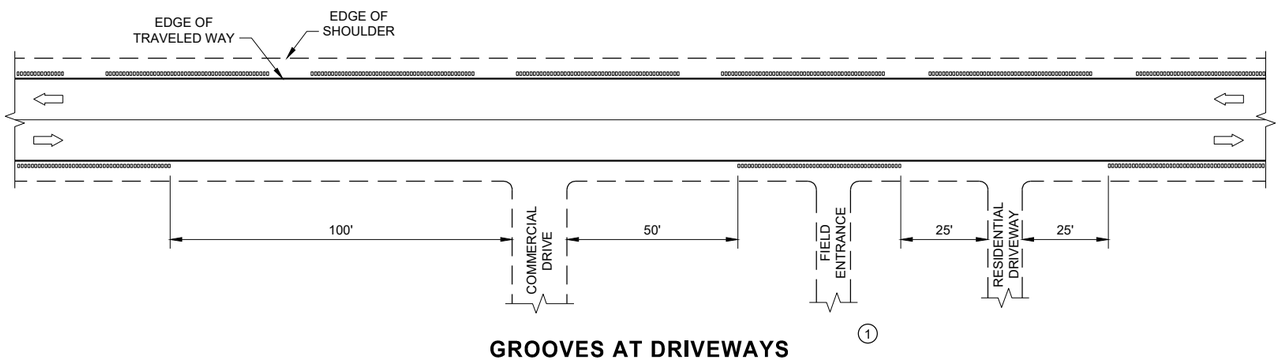
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

GENERAL NOTES

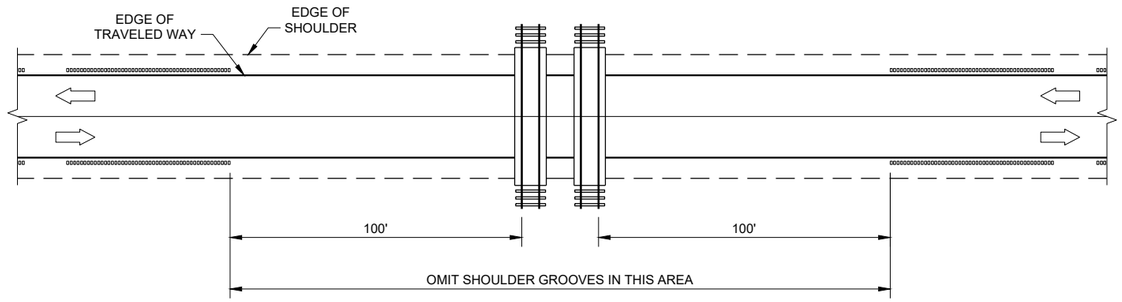
① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

SHOULDER AND EDGE LINE RUMBLE STRIPS CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS

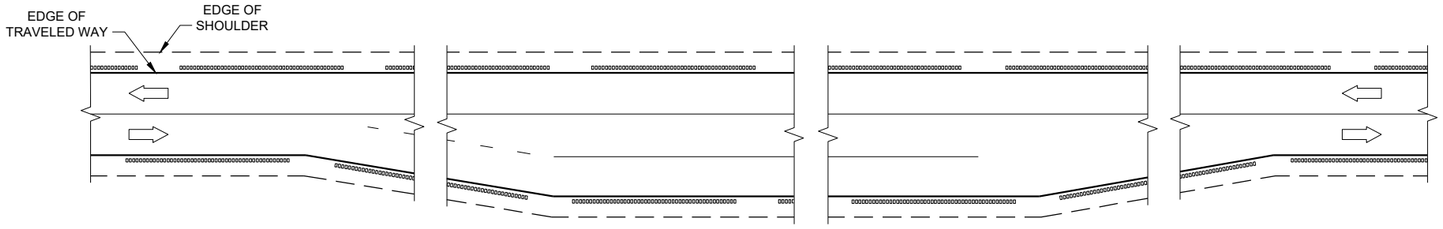
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

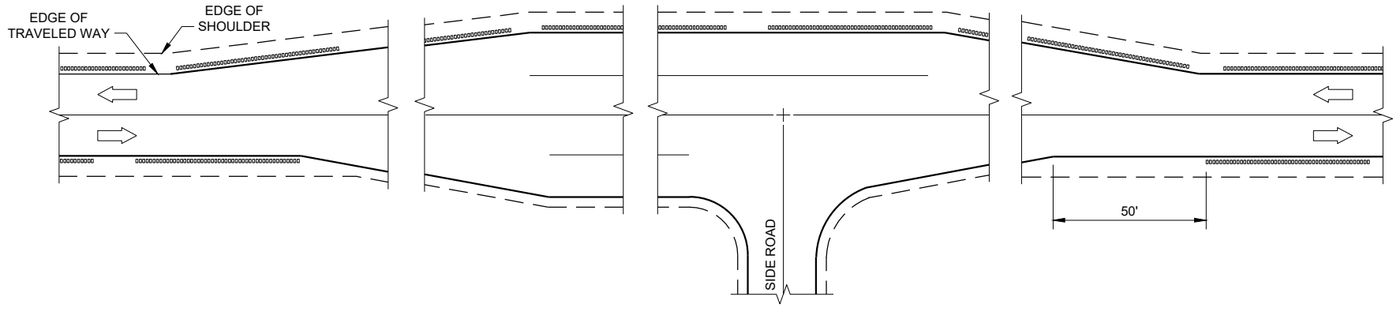
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

6

6

SDD 13A10 - 03h

SDD13A10 - 03h

SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

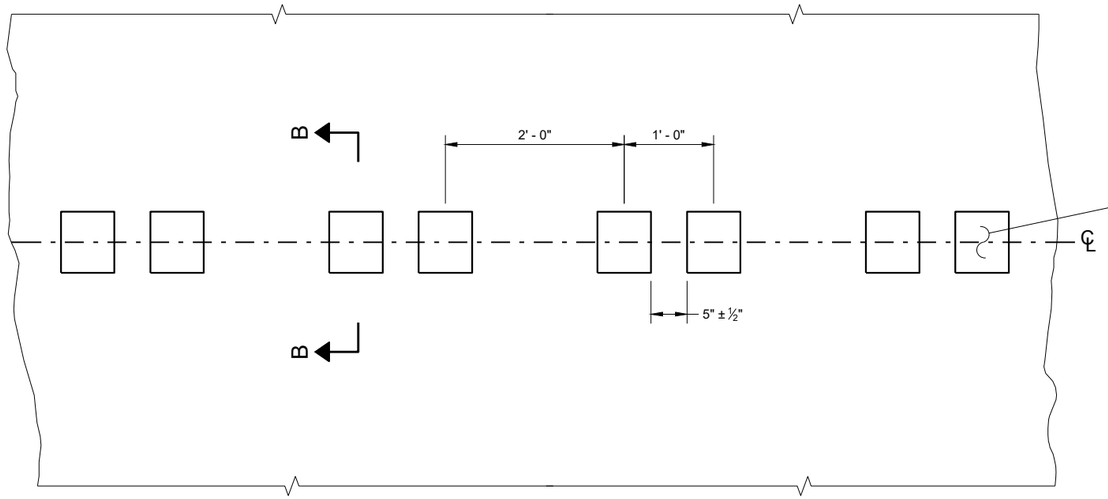
/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

FHWA

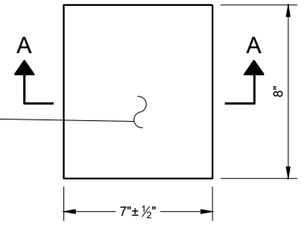
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

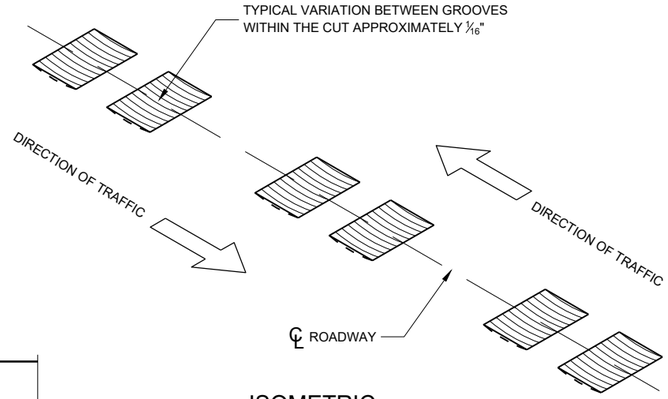
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



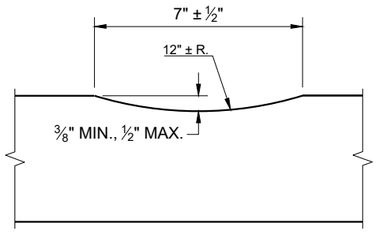
PLAN DETAIL VIEW



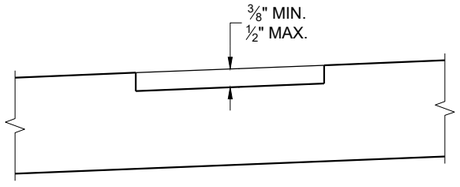
PLAN VIEW
(SINGLE GROOVE)



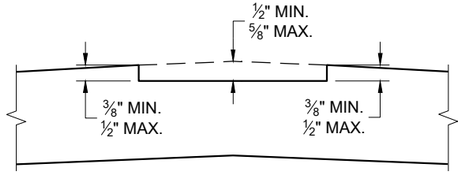
ISOMETRIC



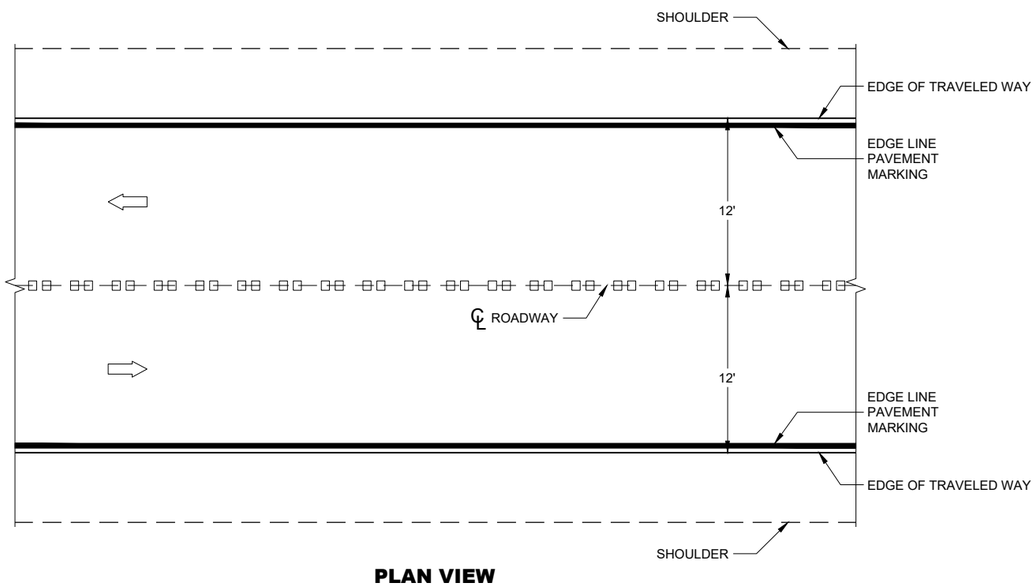
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

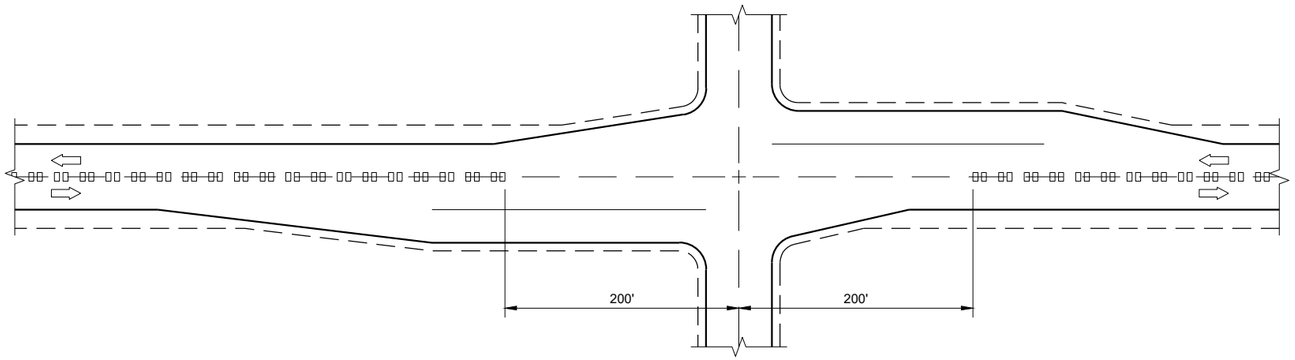
CENTERLINE RUMBLE STRIPS - ASPHALT
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTA

6

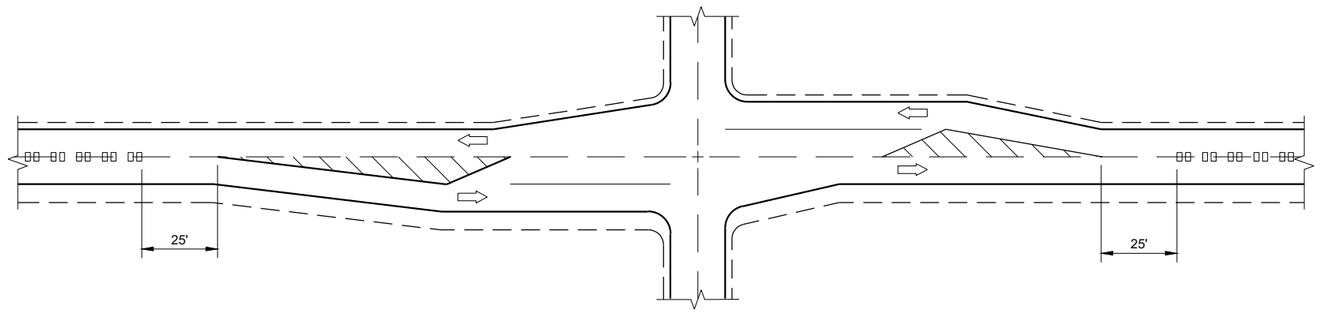
SDD 13A11 - 04a

6

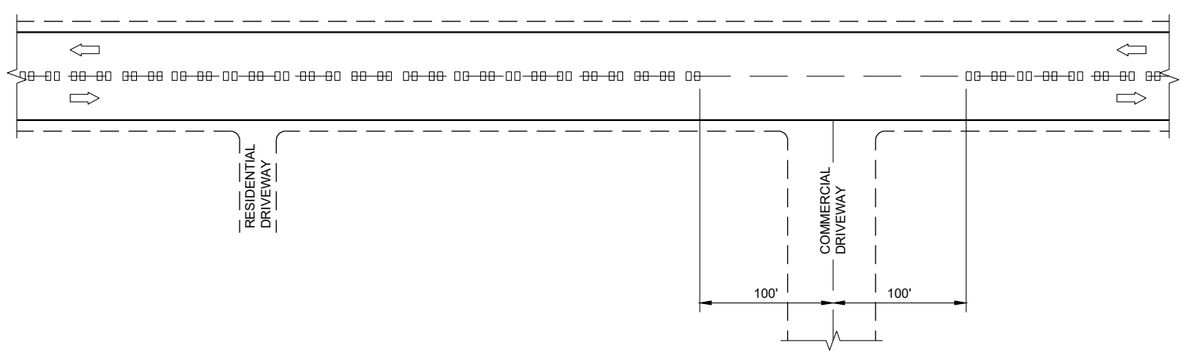
SDD 13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



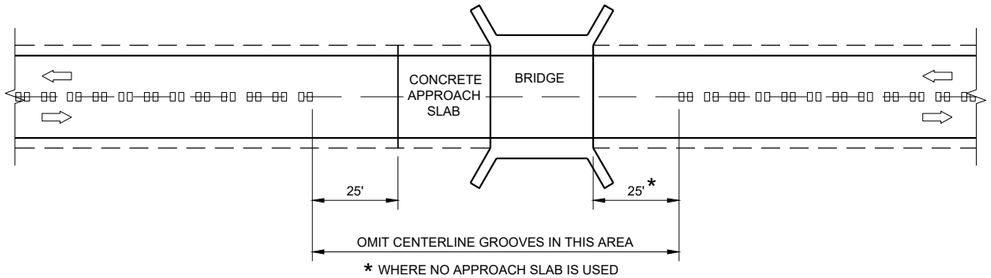
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



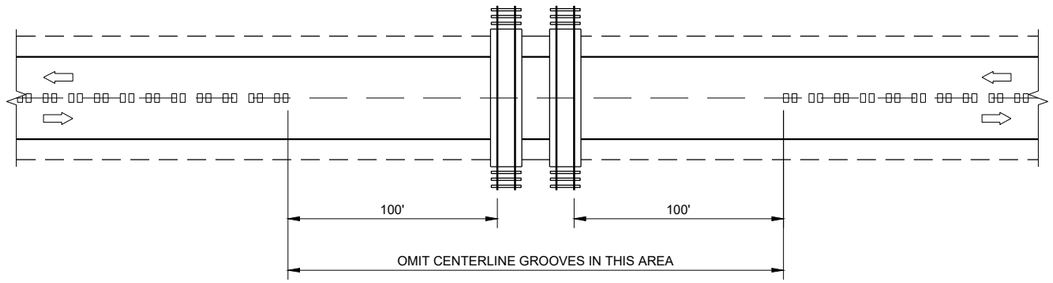
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

CENTER LINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAIL ROADS

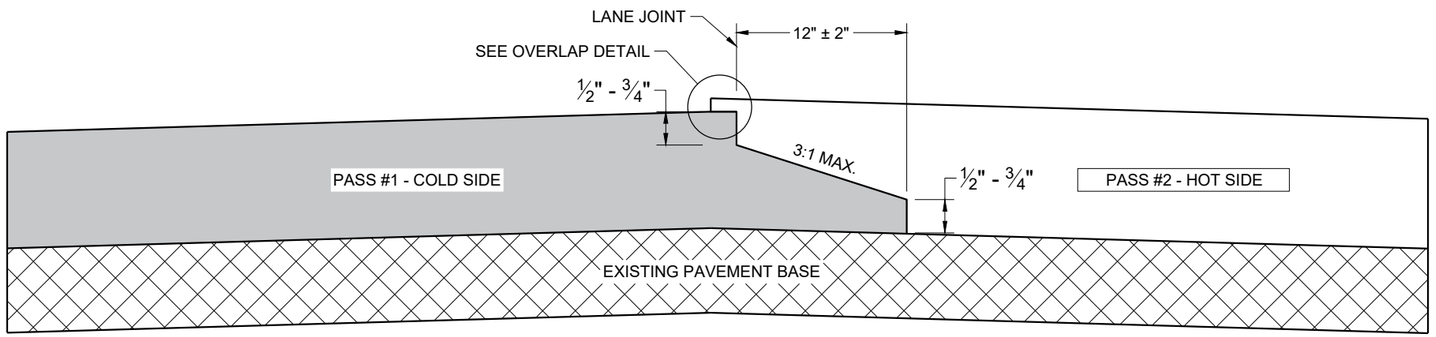
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

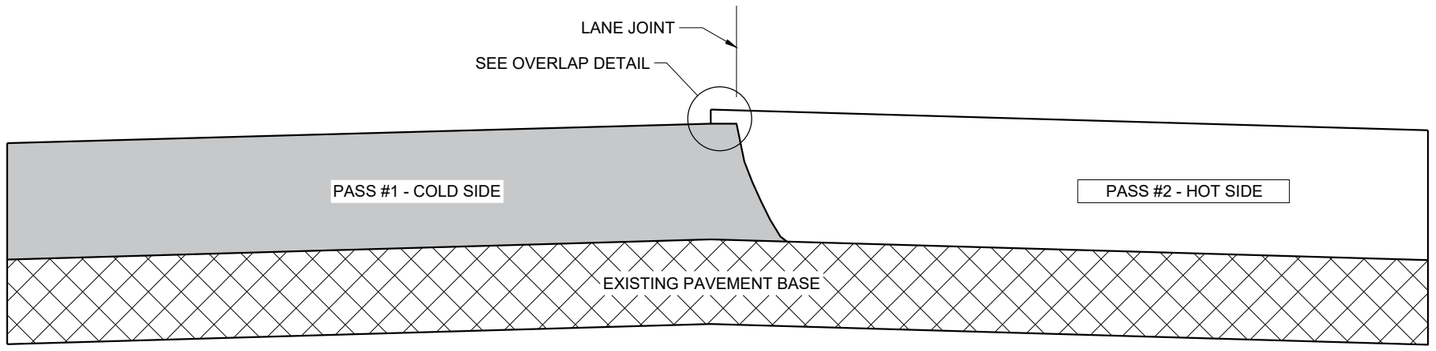
FHWA

6

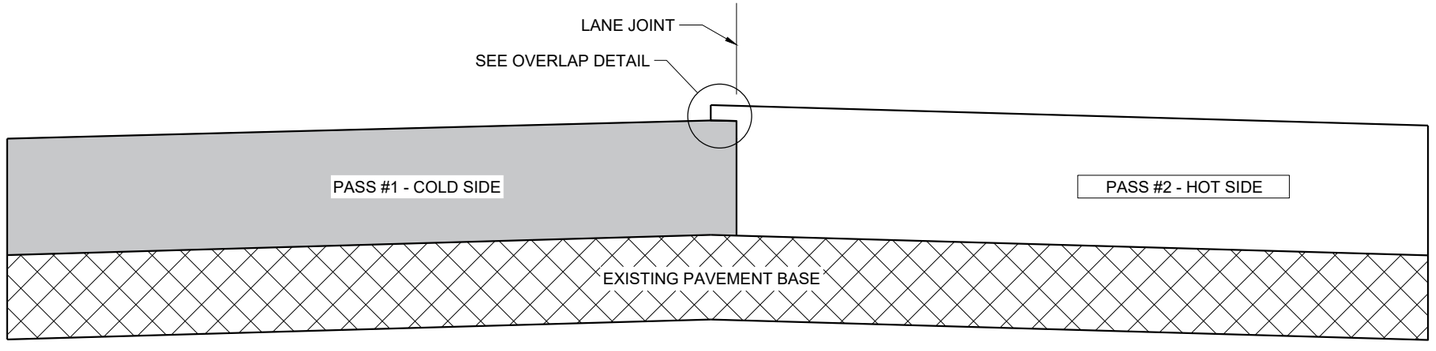
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

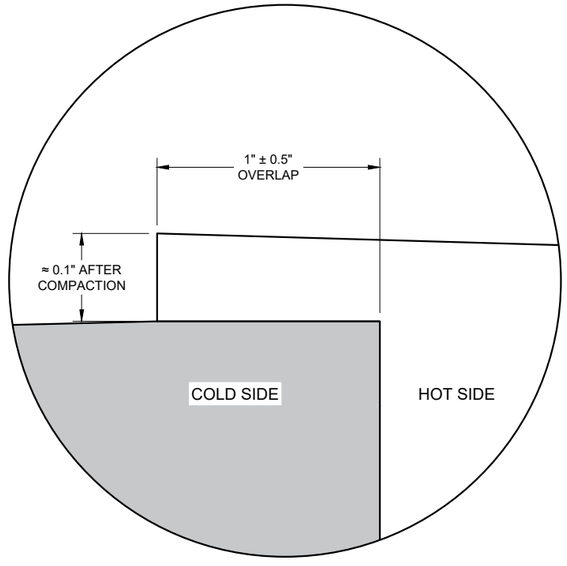
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

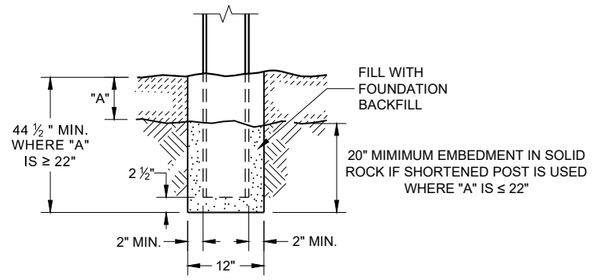
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

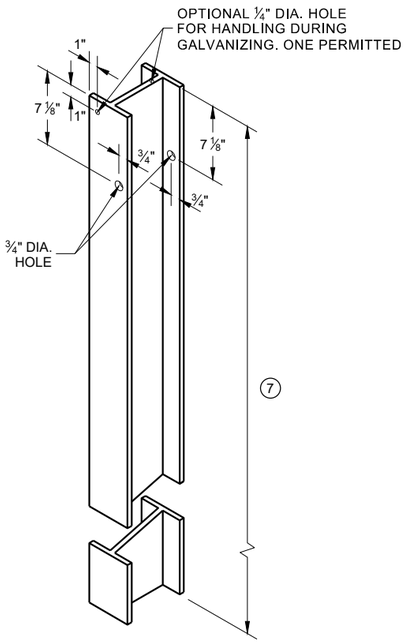
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

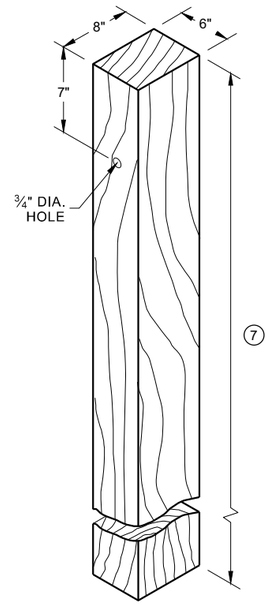
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



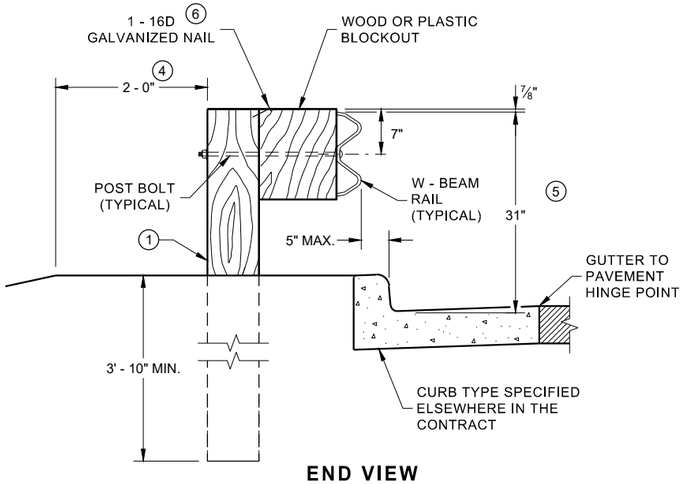
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



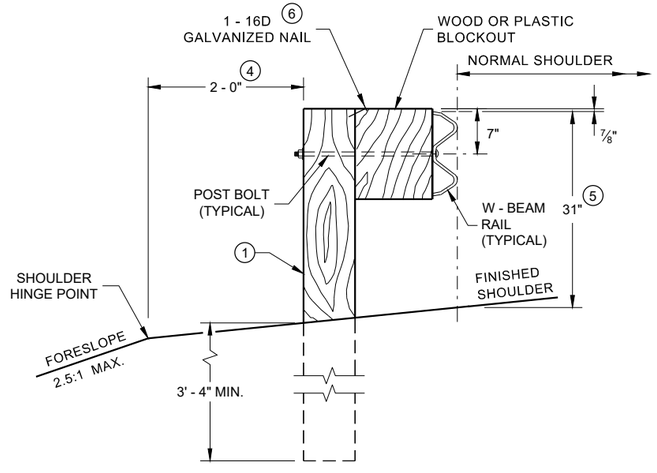
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



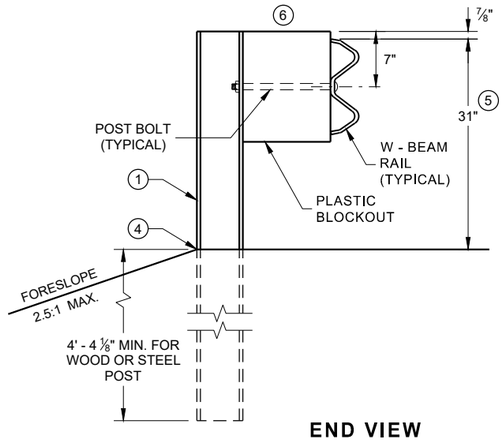
WOOD POST (6" X 8") NOMINAL (1)



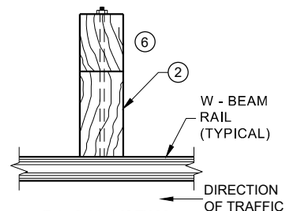
END VIEW
LOCATED ALONG A CURBED ROADWAY



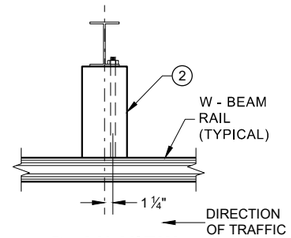
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



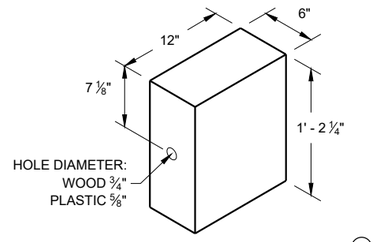
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM

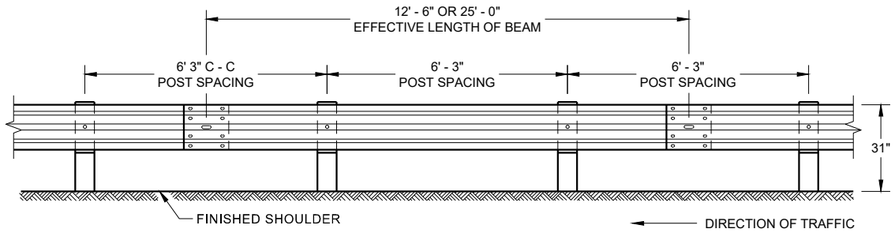


WOOD OR PLASTIC BLOCKOUT (2)

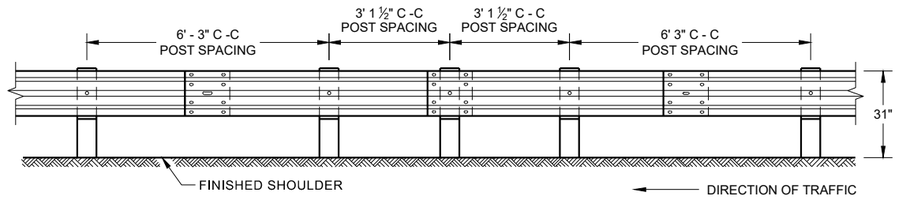
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

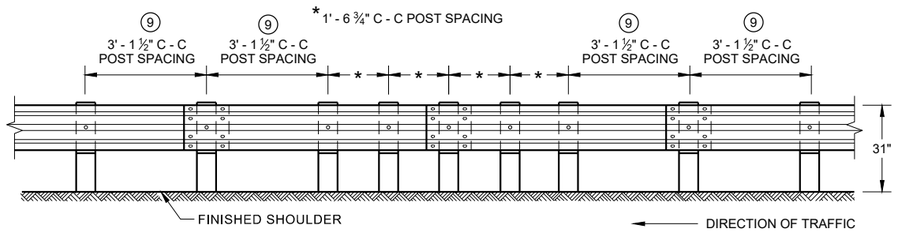
6
SDD 14B42 - 07a



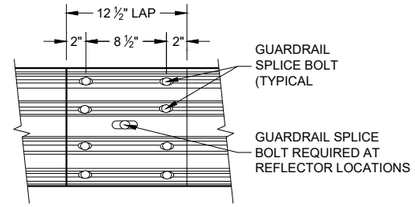
FRONT VIEW
POST SPACING STANDARD INSTALLATION



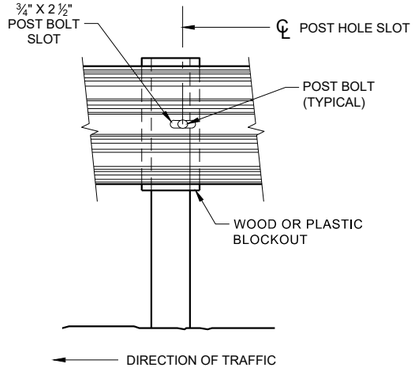
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



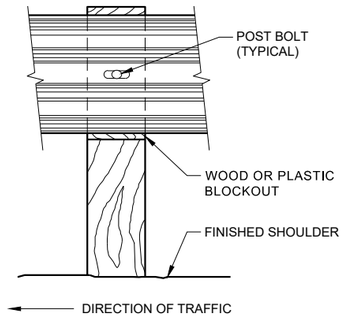
FRONT VIEW
QUARTER POST SPACING (QS)



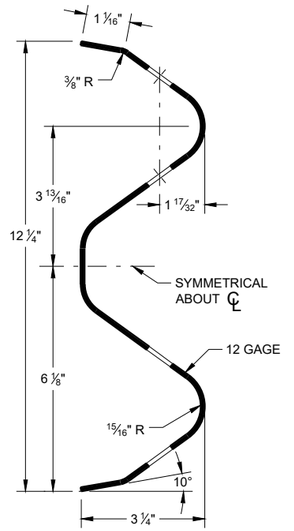
FRONT VIEW
MID-SPAN BEAM SPLICE



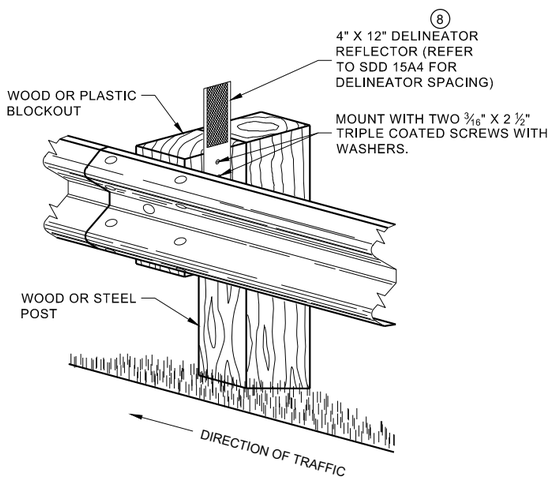
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

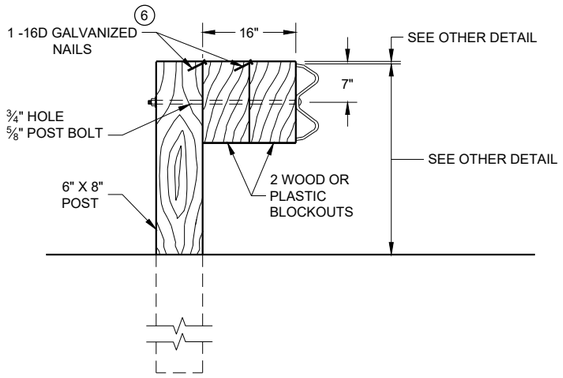
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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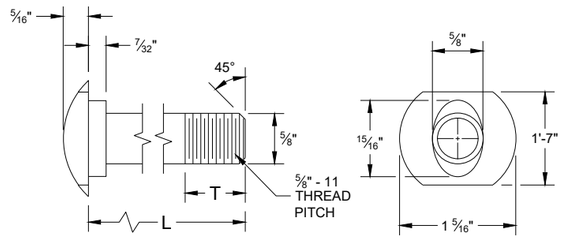


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

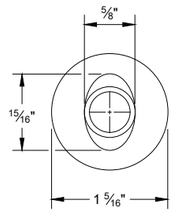
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

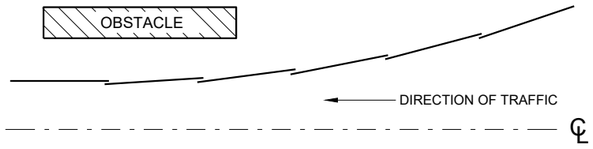


POST BOLT TABLE

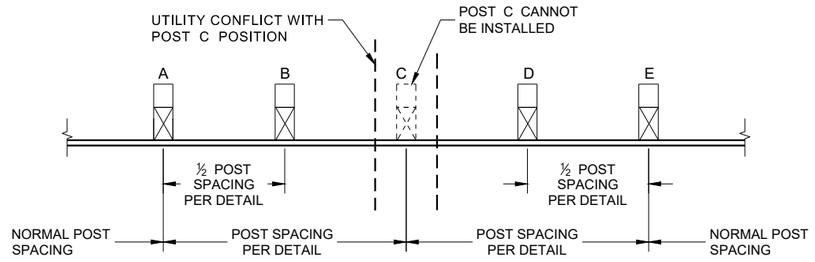
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



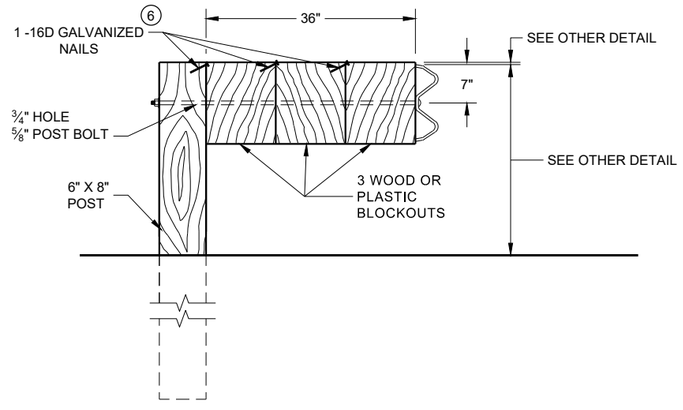
ALTERNATE BOLT HEAD



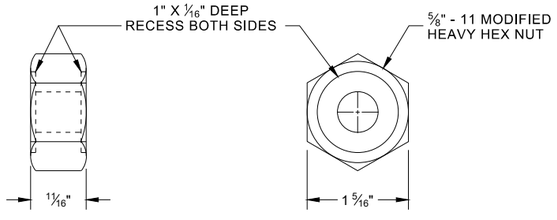
PLAN VIEW
BEAM LAPPING DETAIL



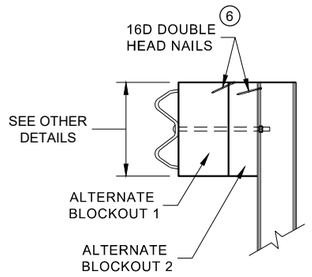
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



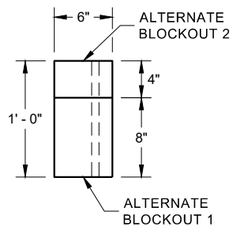
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

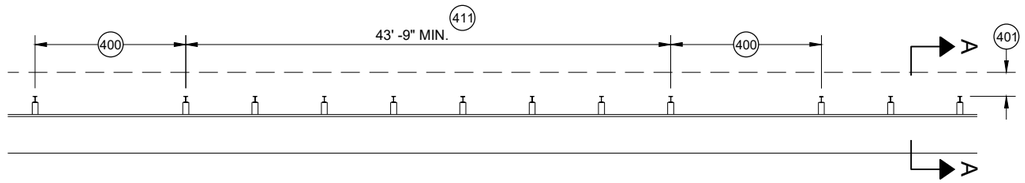
ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

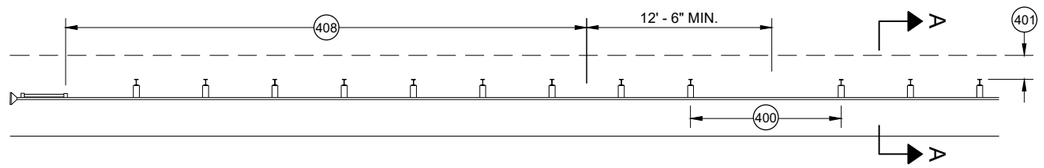
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

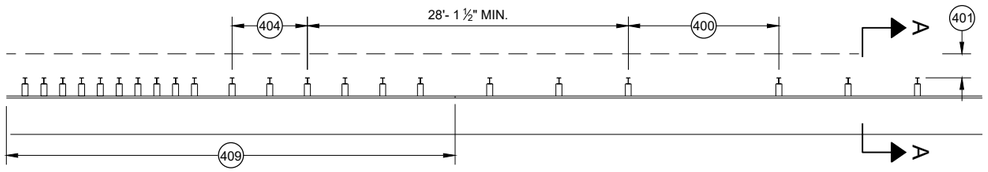
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



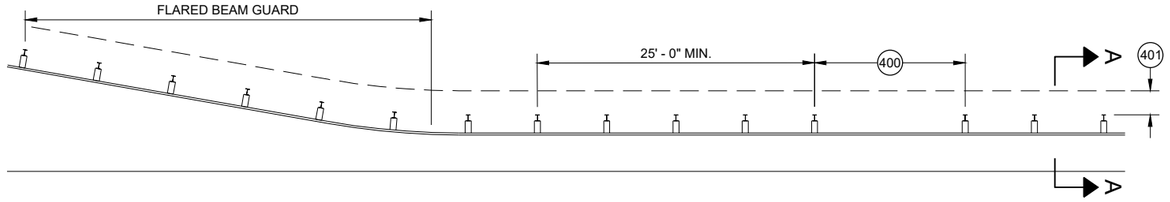
MISSING POST IN MGS GUARDRAIL



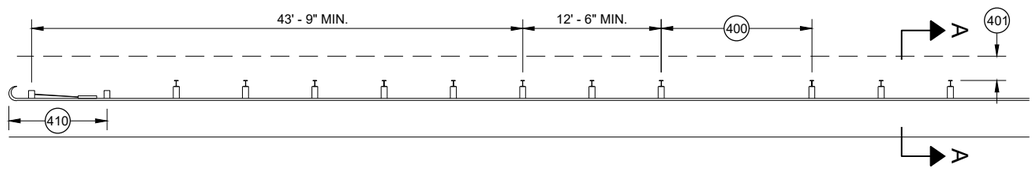
MISSING POST IN MGS GUARDRAIL NEAR EAT



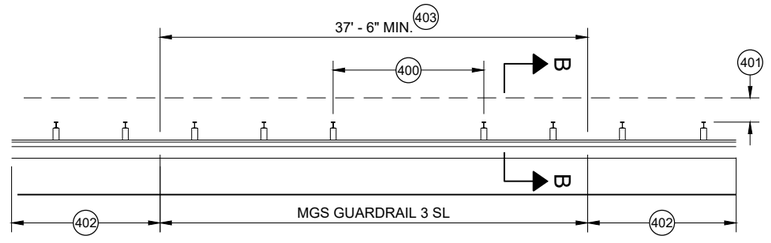
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

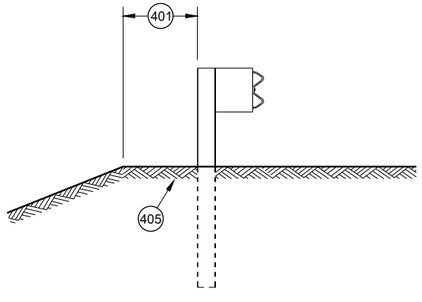


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

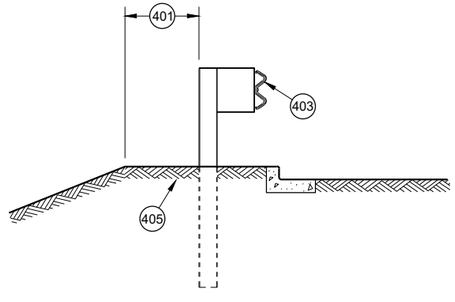


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

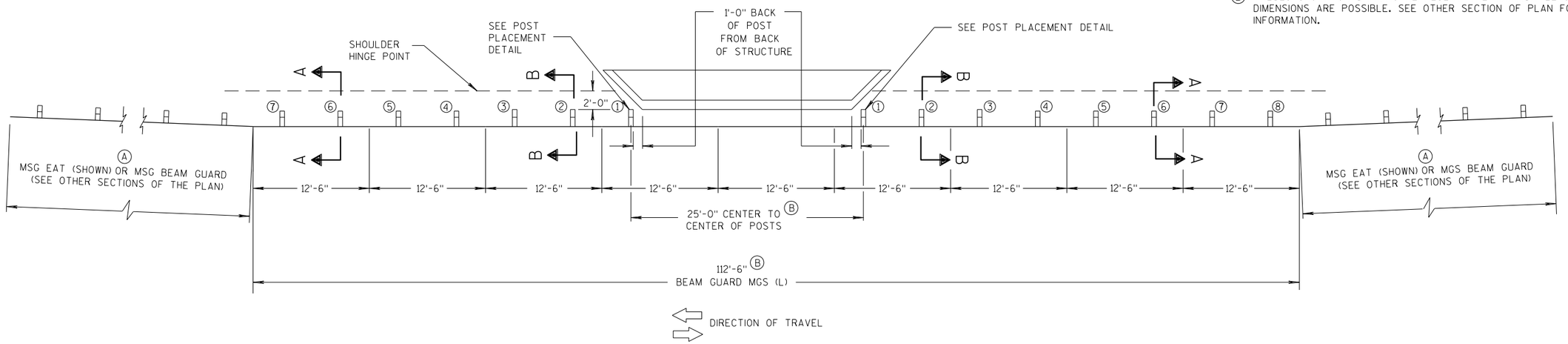
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

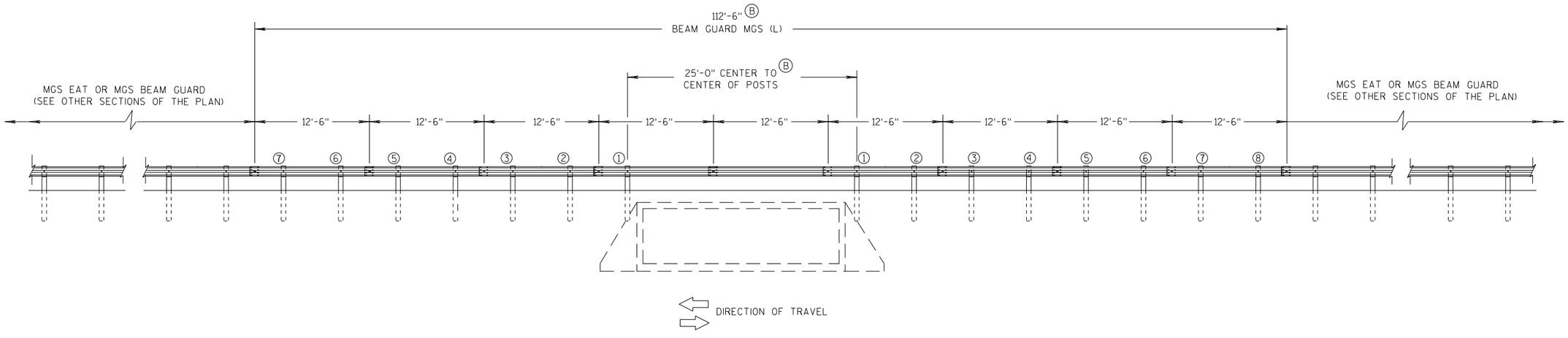
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 43-4a

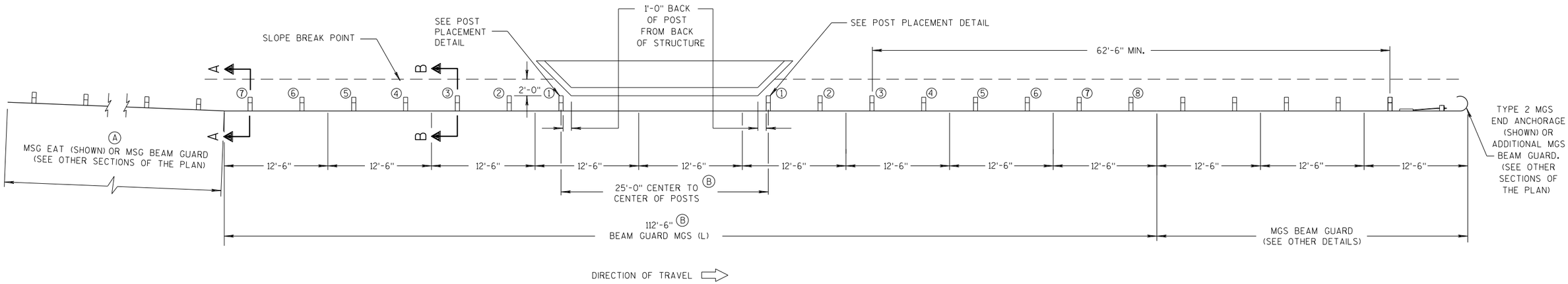
GENERAL NOTES

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ALL OTHER POSTS SHALL BE WOOD OR STEEL.

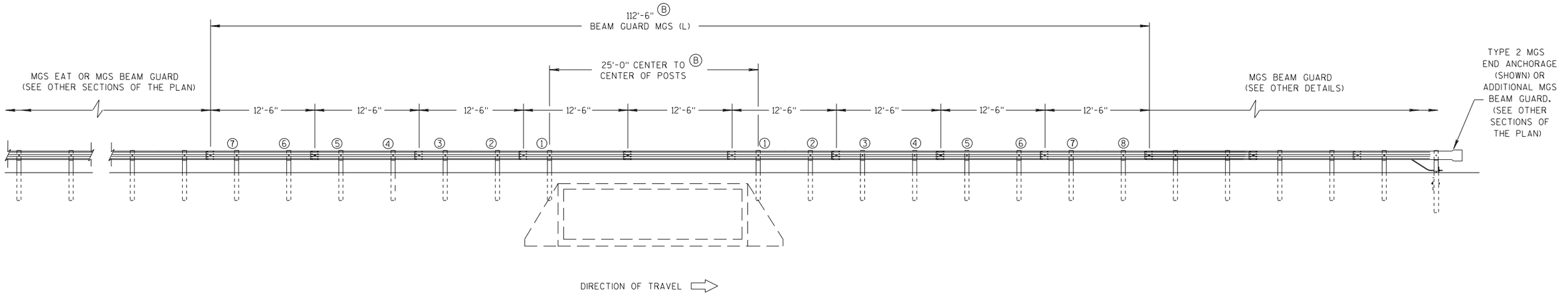
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



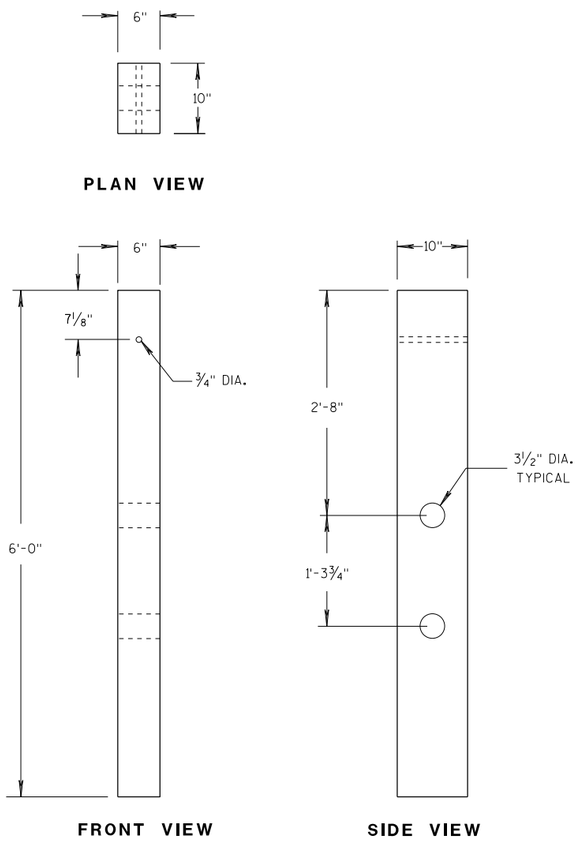
ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

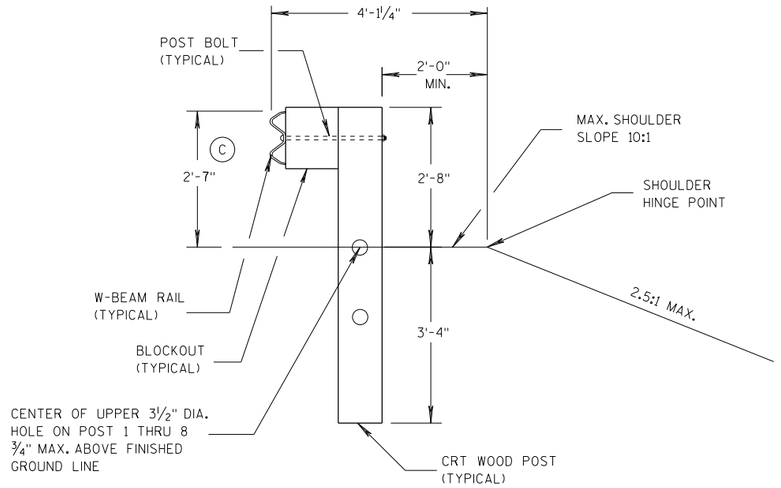
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	

6

S.D.D. 14 B 43-4b



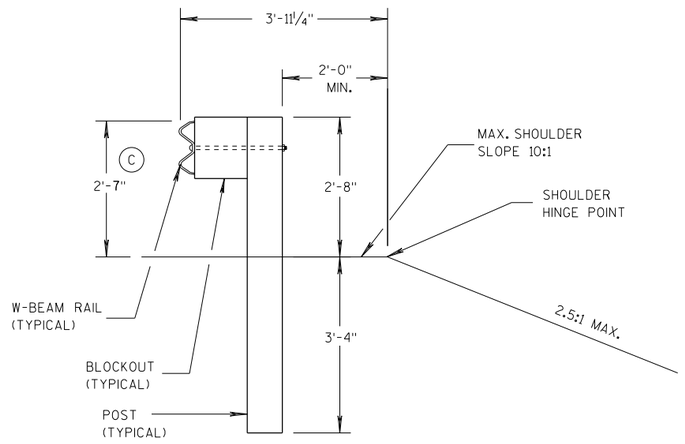
CRT WOOD POST



SECTION B-B

POSTS NO. 1-3

SEE OTHER DETAILS



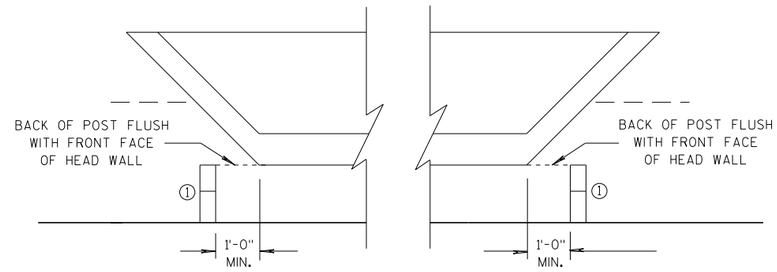
SECTION A-A

POSTS NO. 4-8

SEE OTHER DETAILS

GENERAL NOTES

(C) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



POST PLACEMENT DETAIL

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6
S.D.D. 14 B 43-4c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

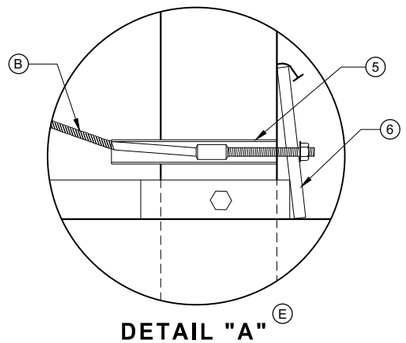
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

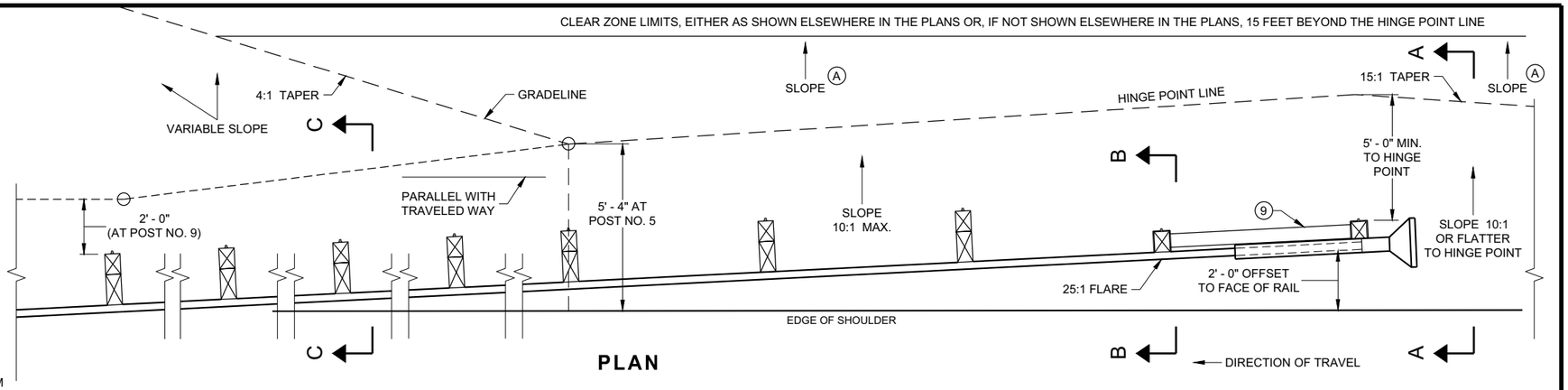
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

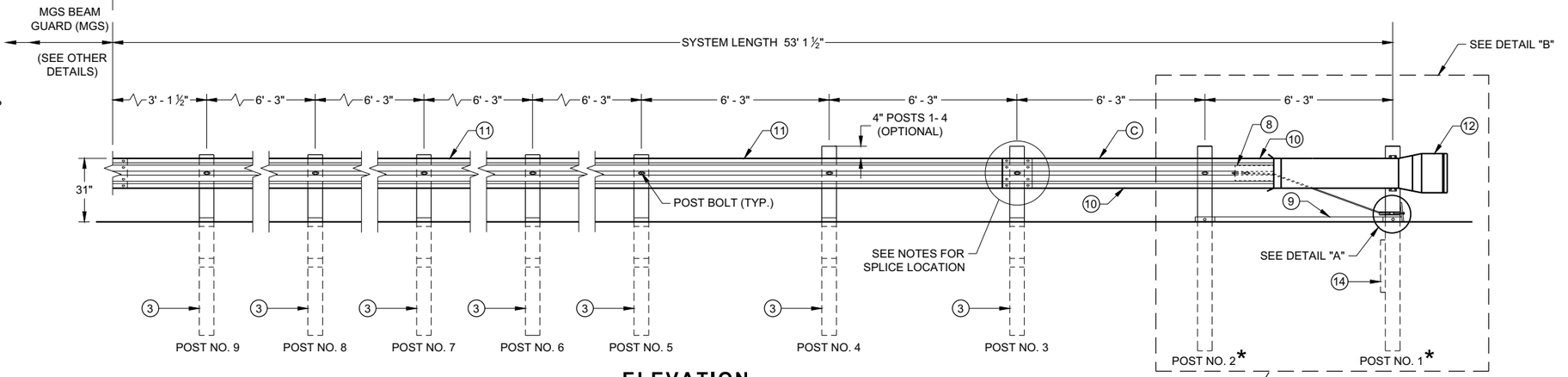
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

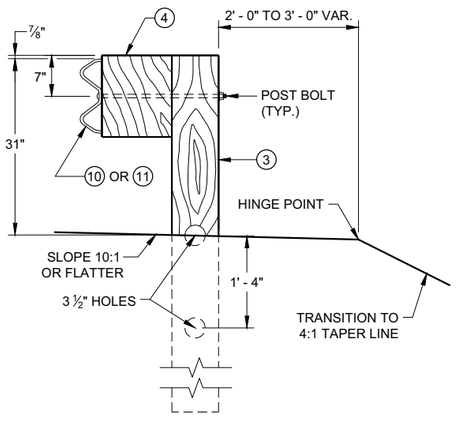
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



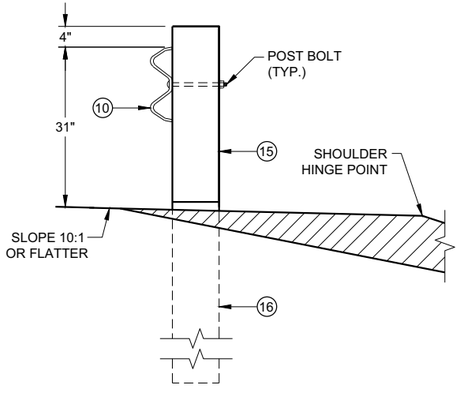
DETAIL "A" (E)



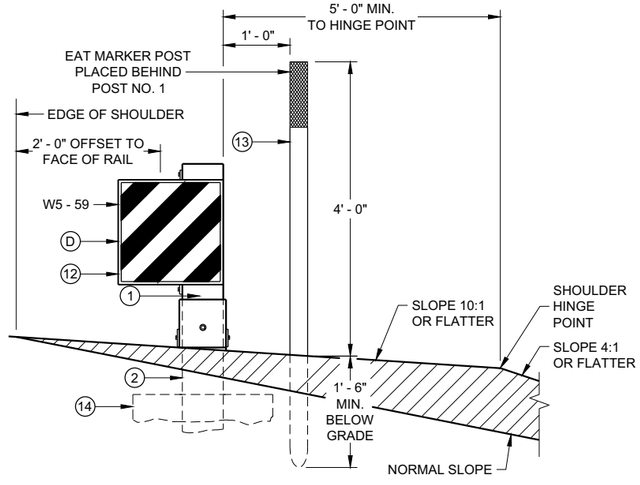




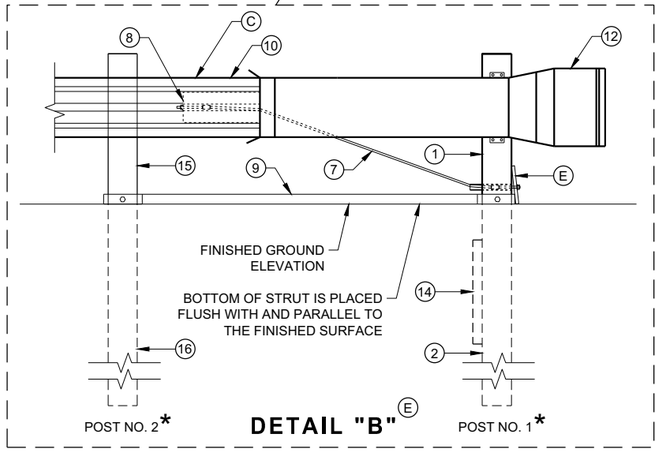
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*

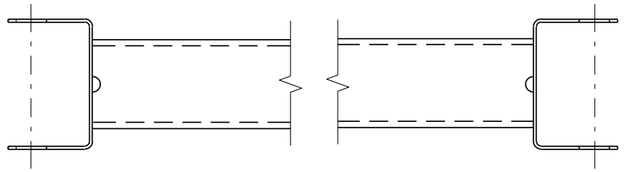


MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

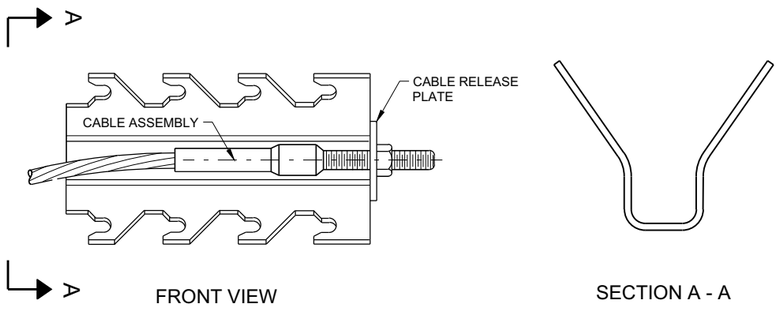
SDD 14B44 - 04a



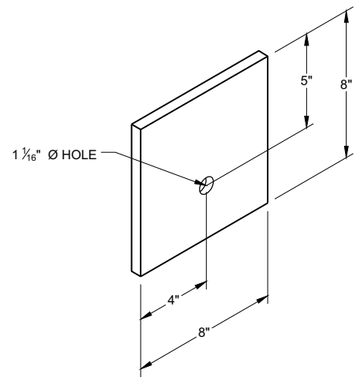
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

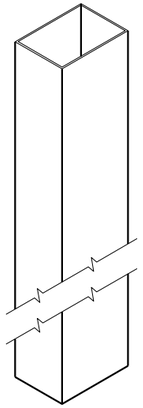
6

SDD 14B44 - 04b

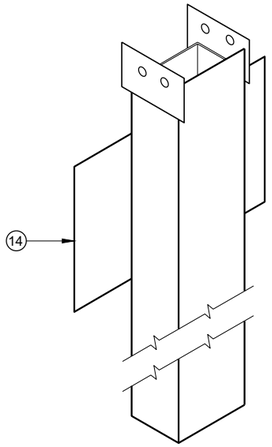
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

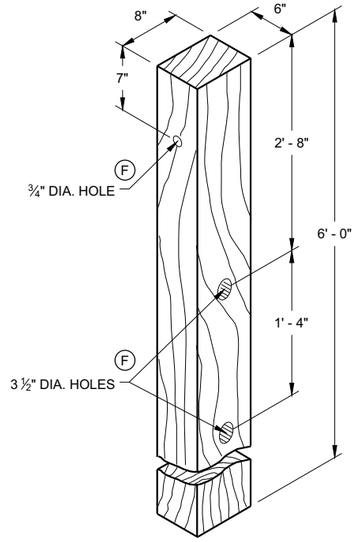
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA1 127



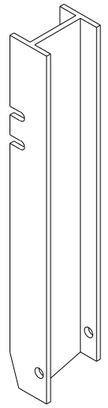
UPPER POST NO. 1 (1) (E)



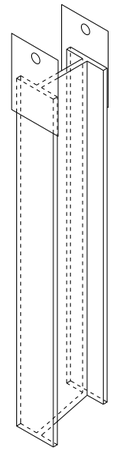
LOWER POST NO. 1 (2) (E)



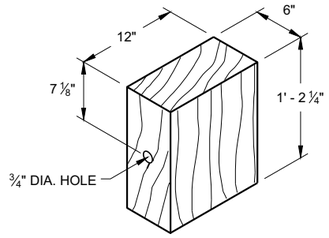
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



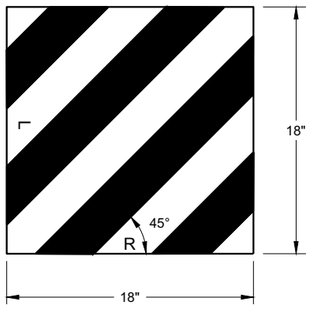
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

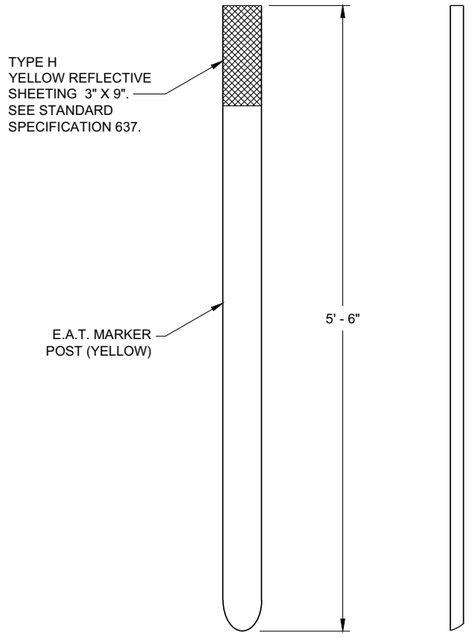


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



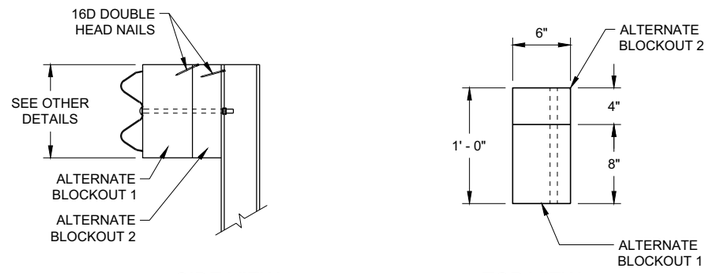
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

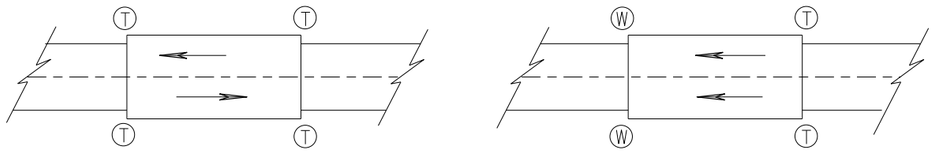
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

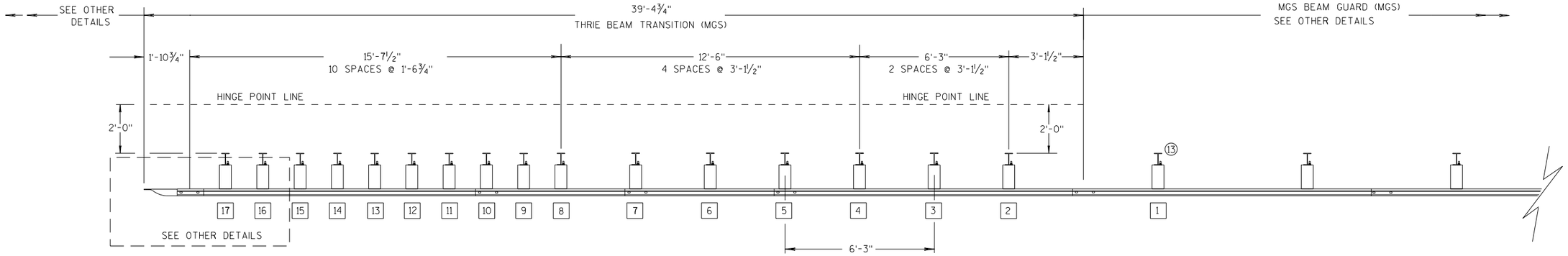
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

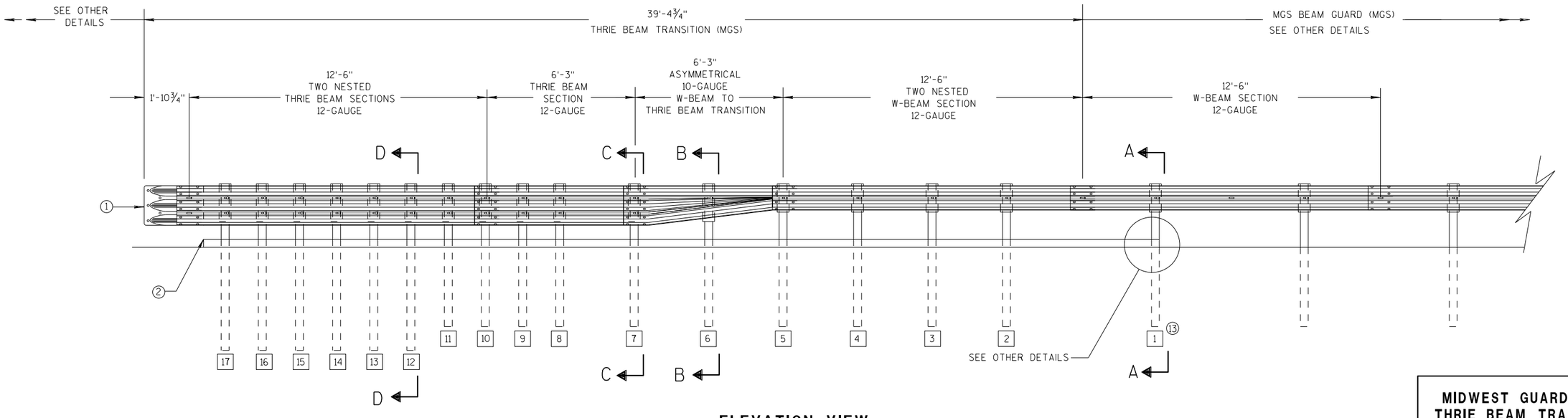
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

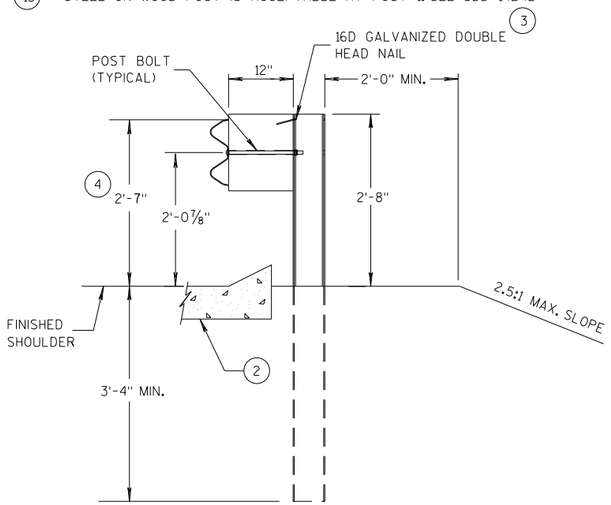
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

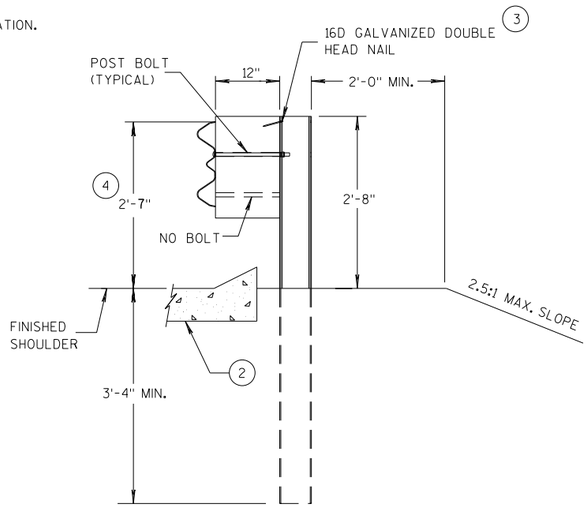
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



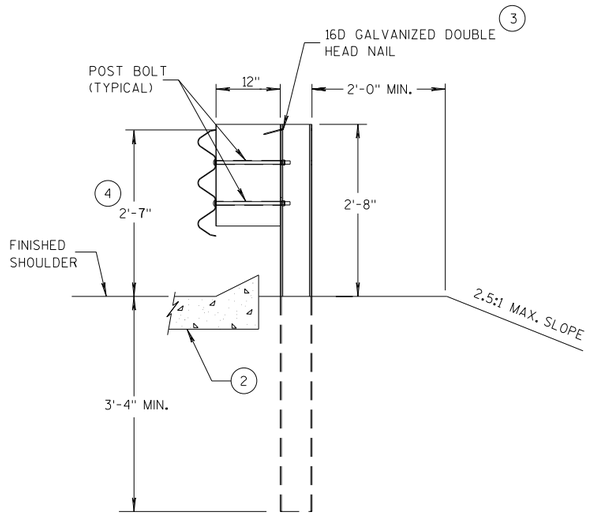
SECTION A-A (13)

POSTS 1-5



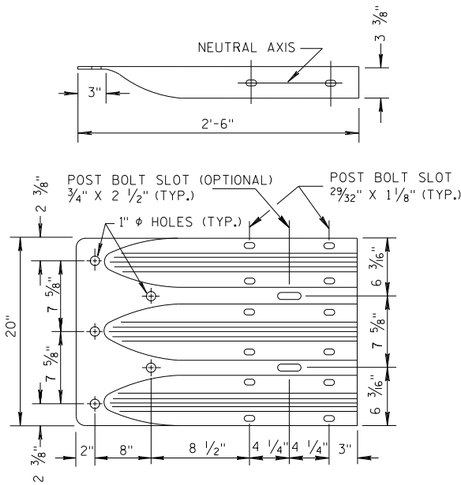
SECTION B-B

POST 6

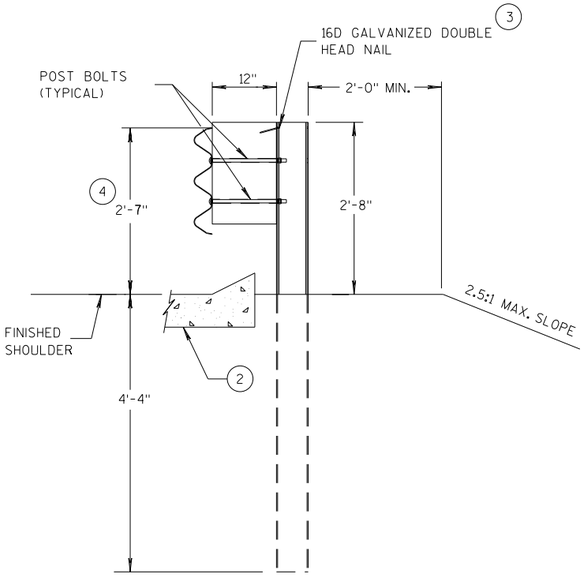


SECTION C-C

POSTS 7-11

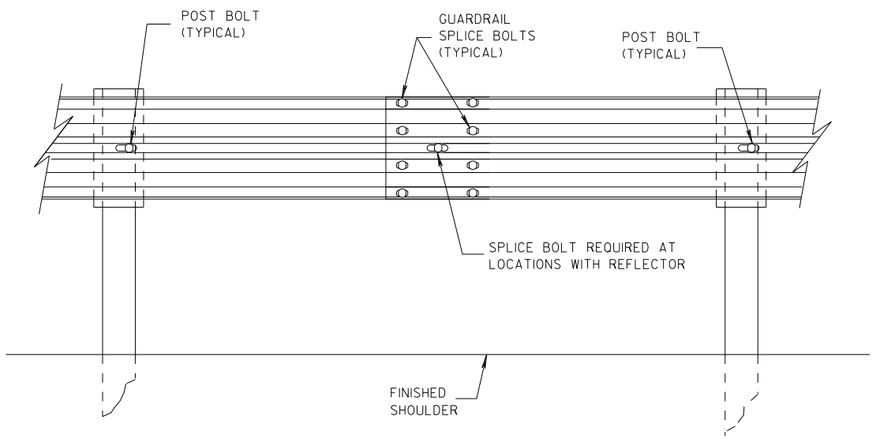


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

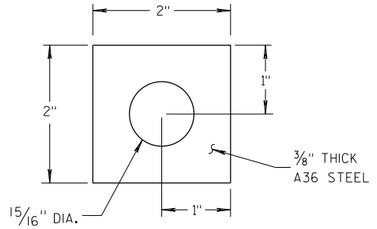
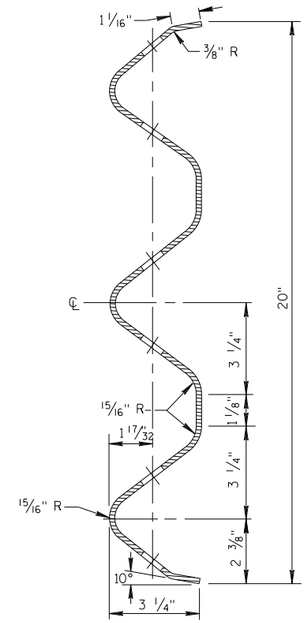


PLATE WASHER DETAIL



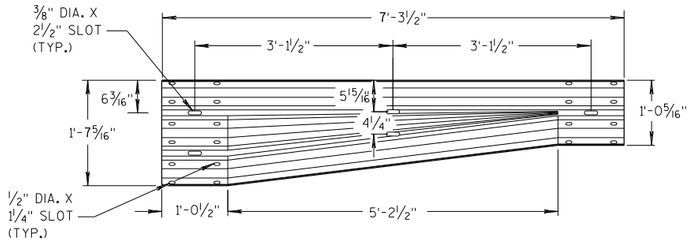
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

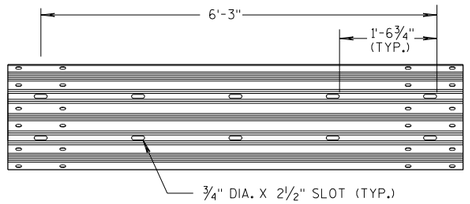
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

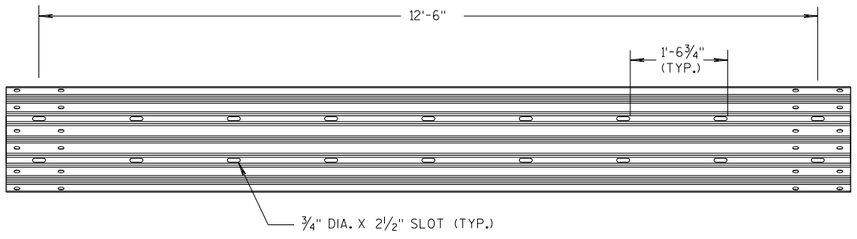
S.D.D. 14 B 45-5b



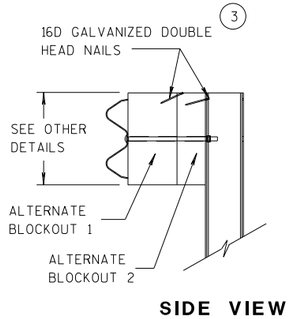
W-BEAM TO THRIE BEAM TRANSITION SECTION



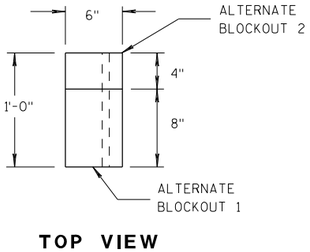
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

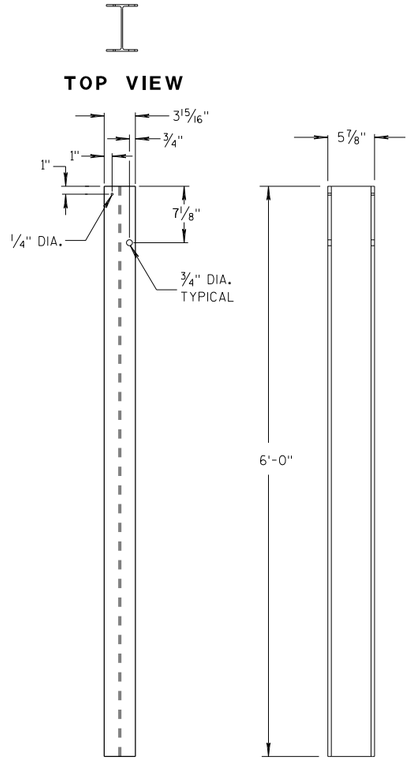


SIDE VIEW



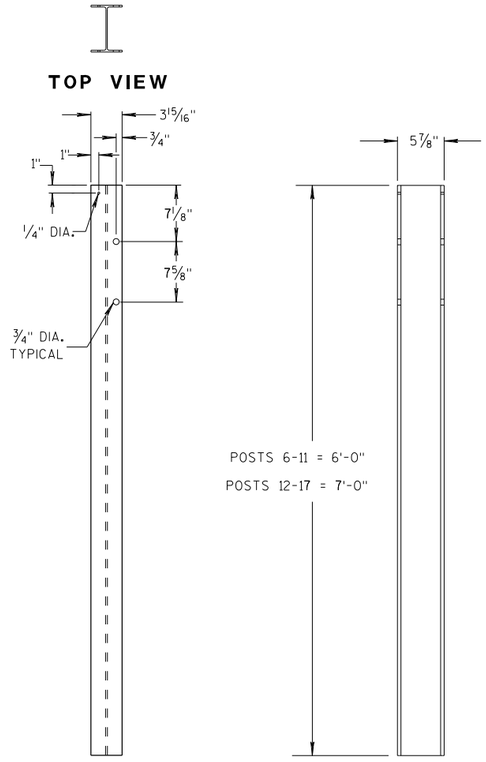
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



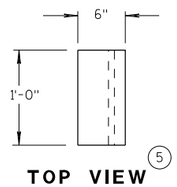
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

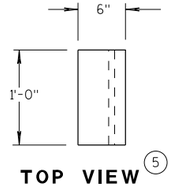


FRONT VIEW SIDE VIEW

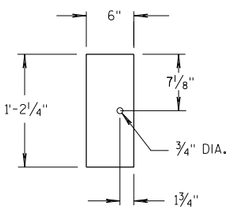
STEEL POSTS 6-17



TOP VIEW (5)

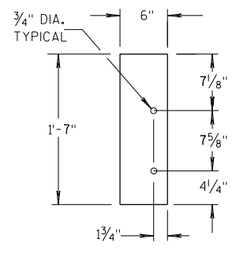


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

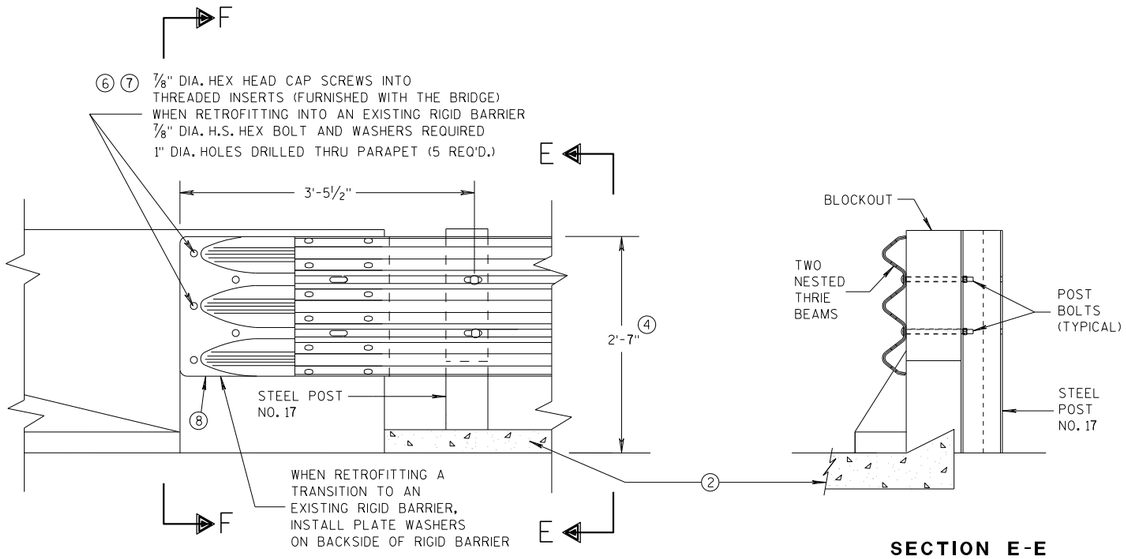
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

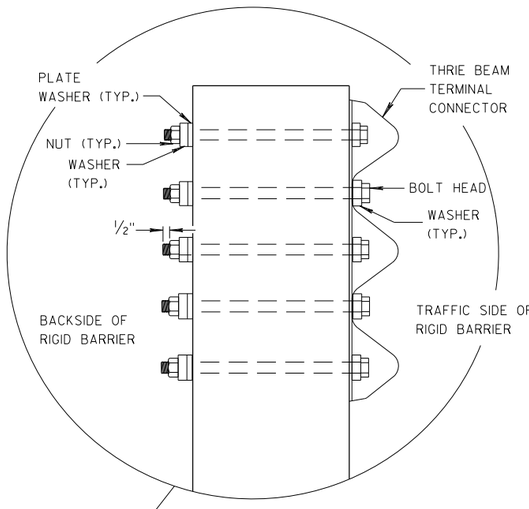
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

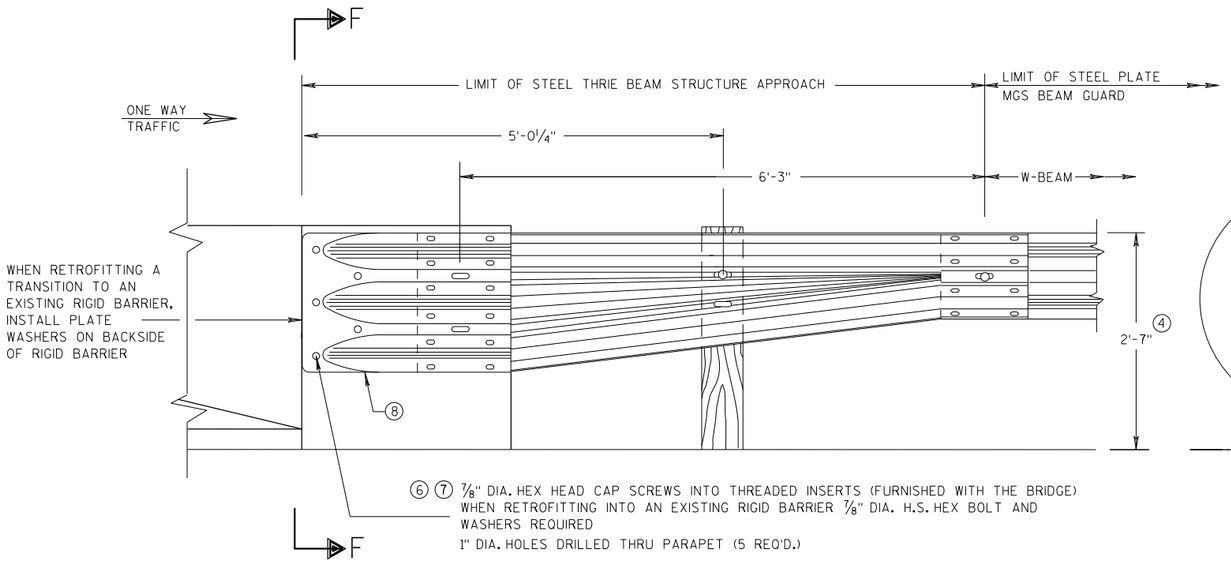
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

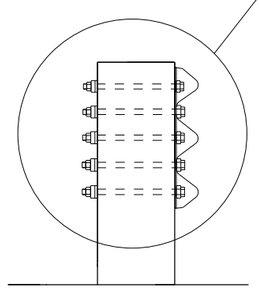
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

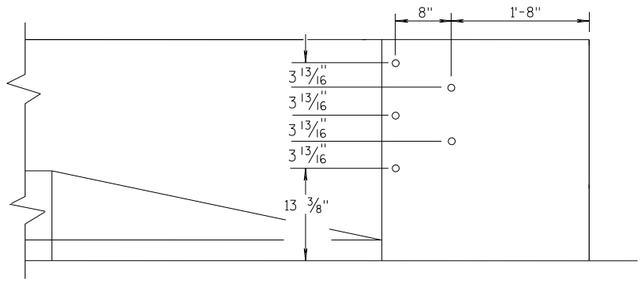




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[illegible] UNIT SUPERVIS[illegible] — [illegible]NT
FHWA

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S.D.D. 14 B 45-5d

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S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

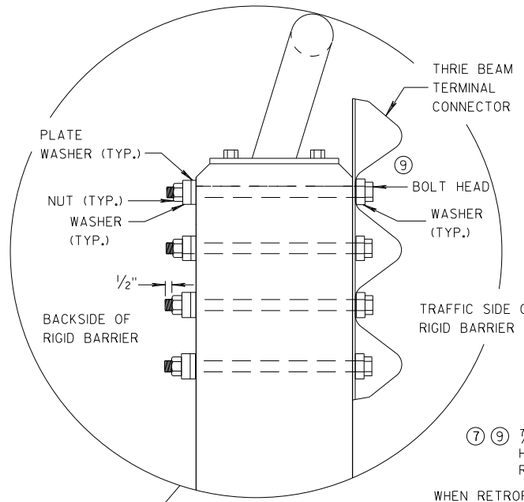
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

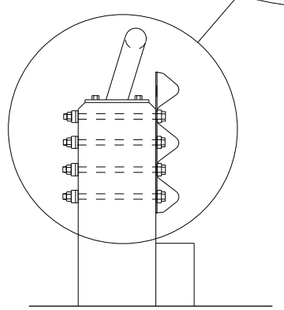
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

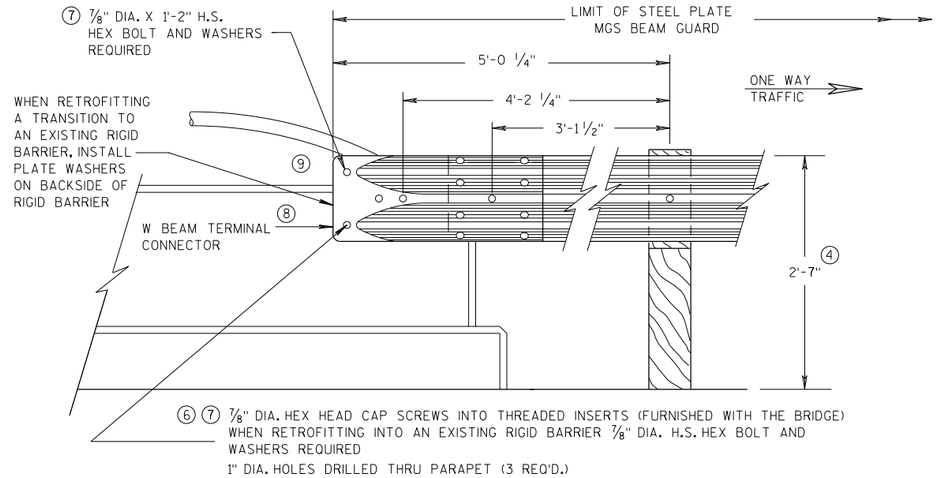
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





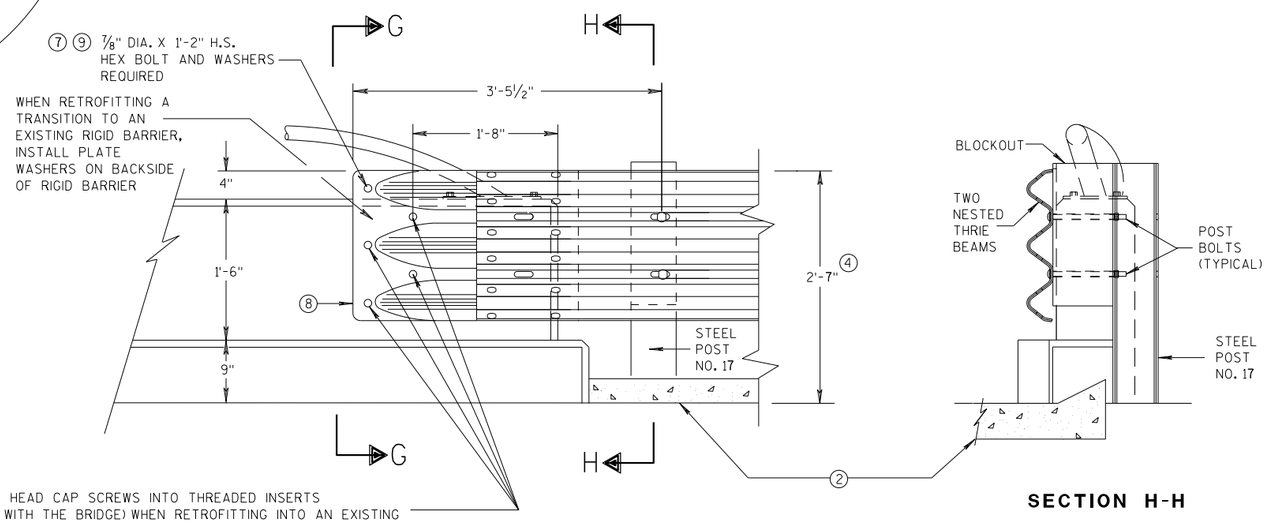
SECTION G-G



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

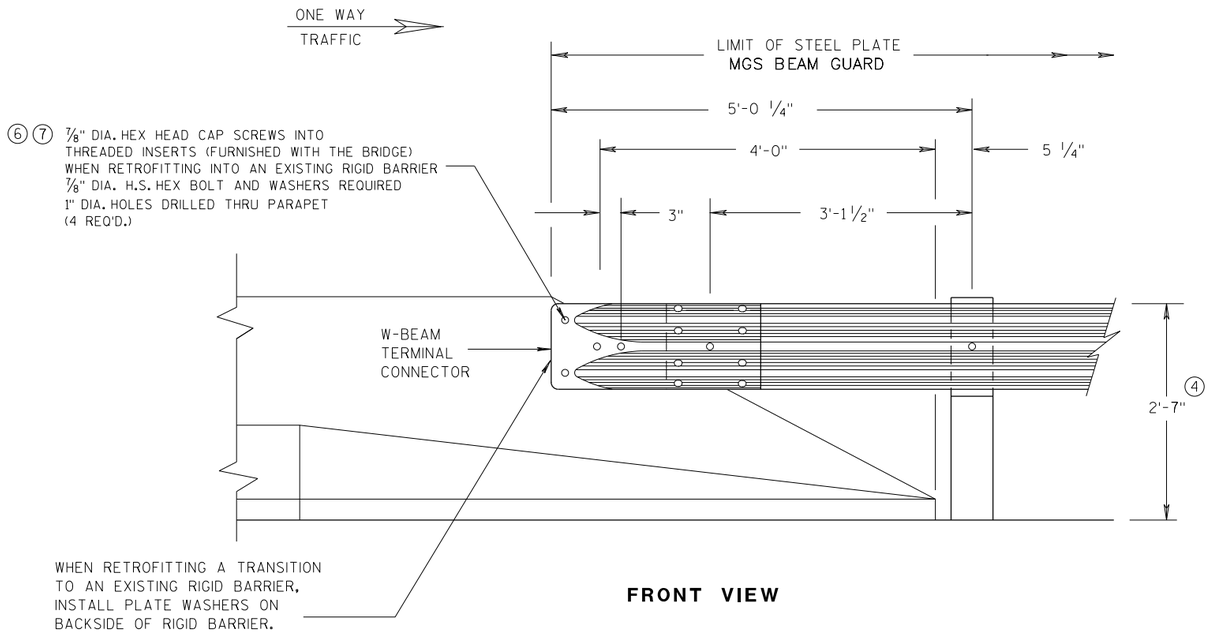
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07/2018 — DATE
/S/ Rodney Taylor
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S.D.D. 14 B 45-5e

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S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

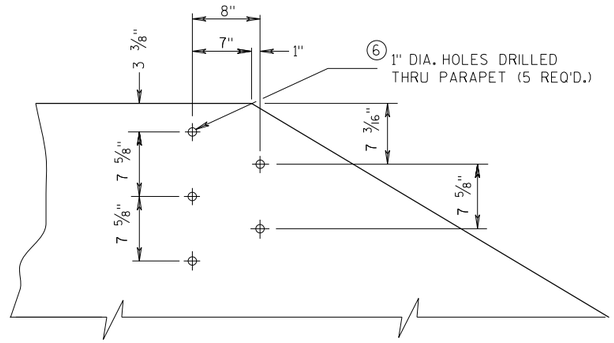
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

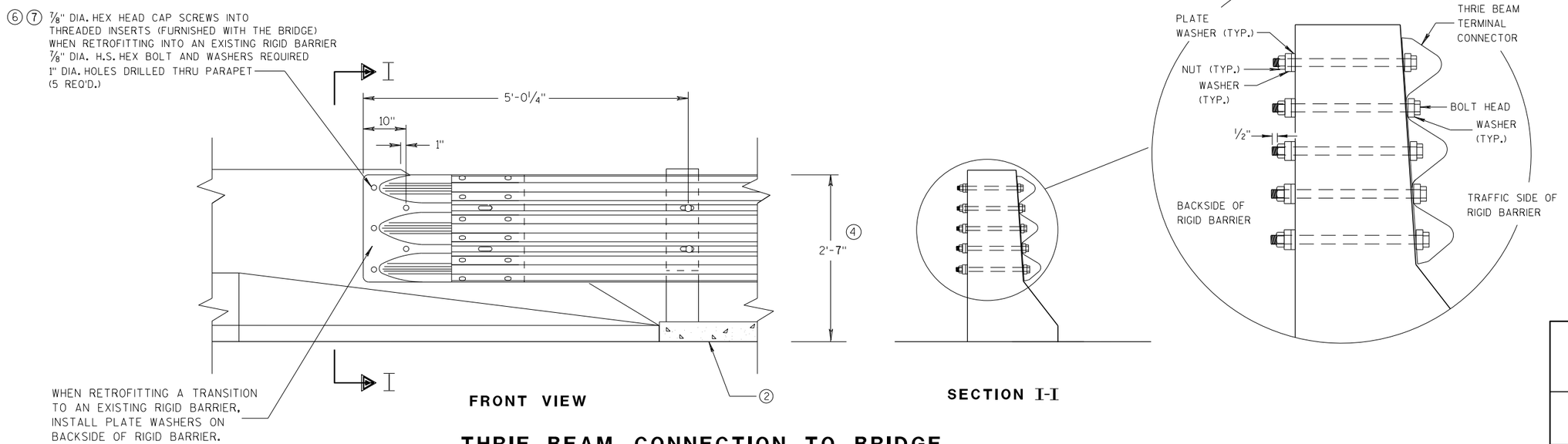
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW

SECTION I-I

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

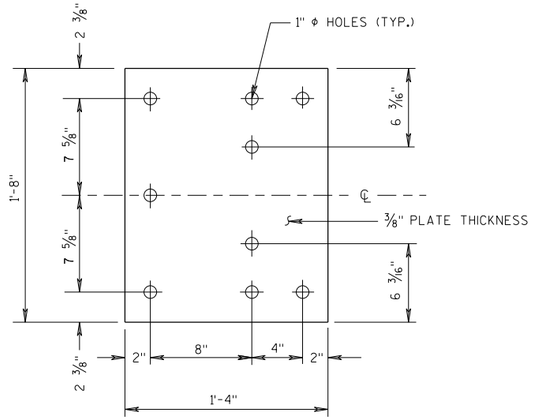
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

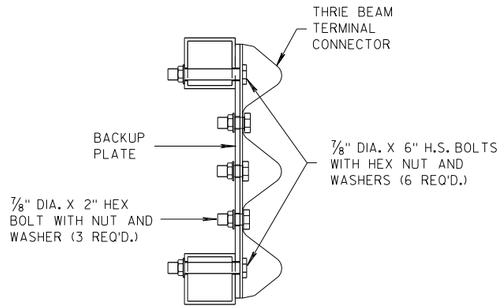
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07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS [illegible] UNIT SUPERVI[illegible]ENT
FHWA

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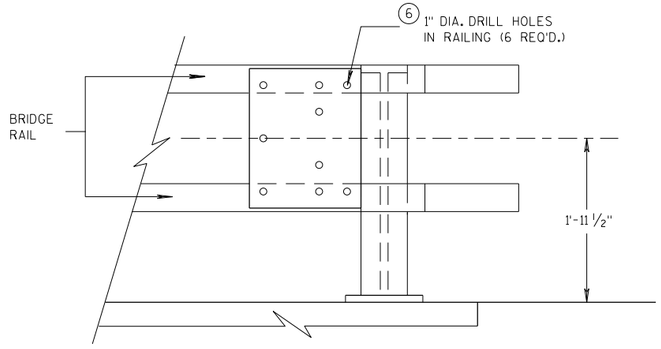
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

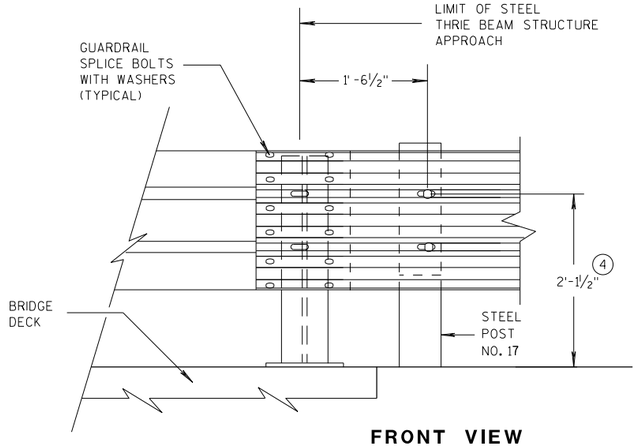


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

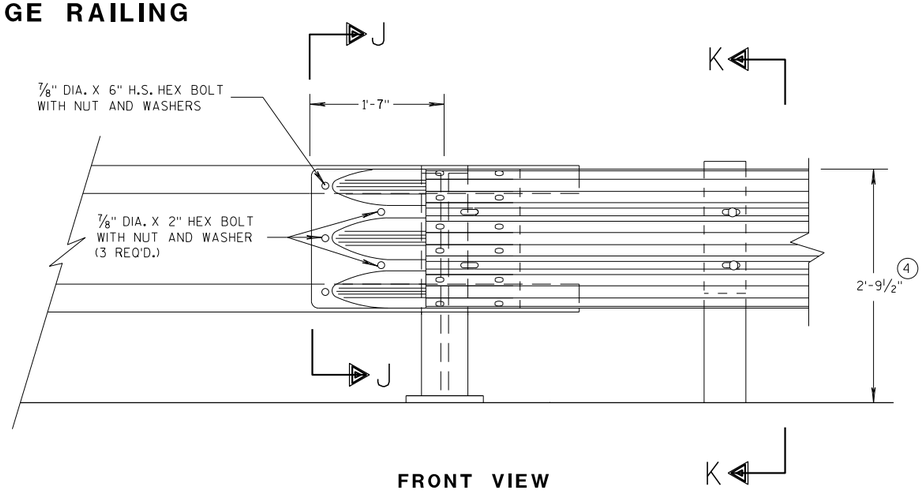
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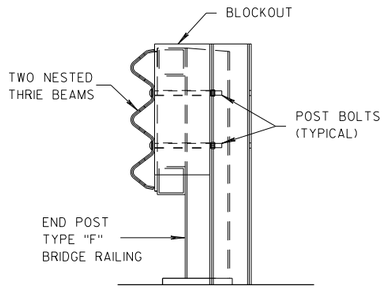


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE
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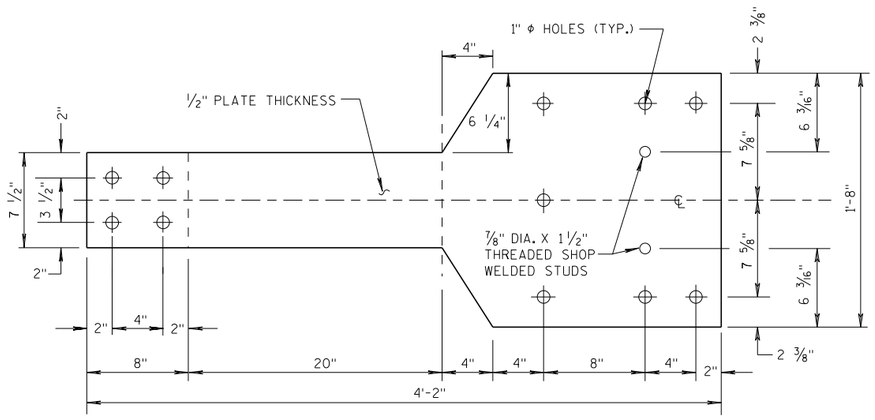
S.D.D. 14 B 45-5g

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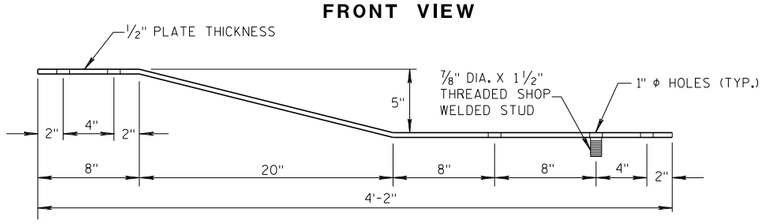
S.D.D. 14 B 45-5g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

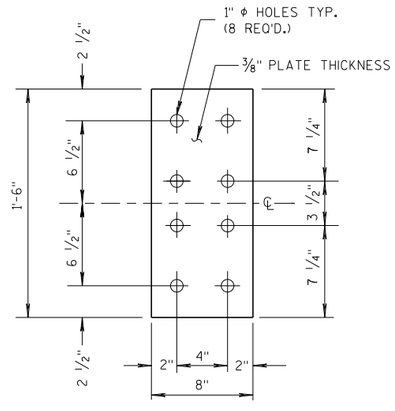


FRONT VIEW



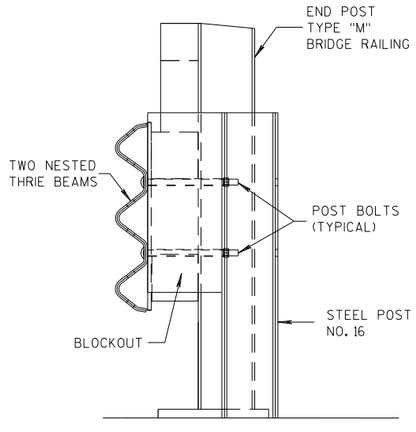
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

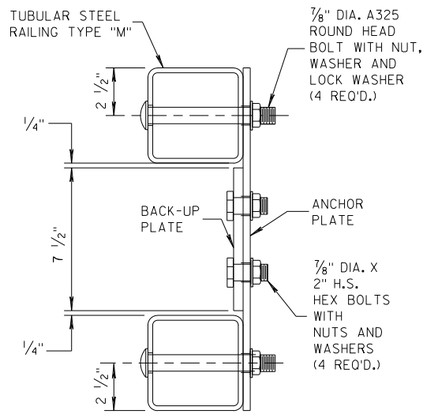


FRONT VIEW

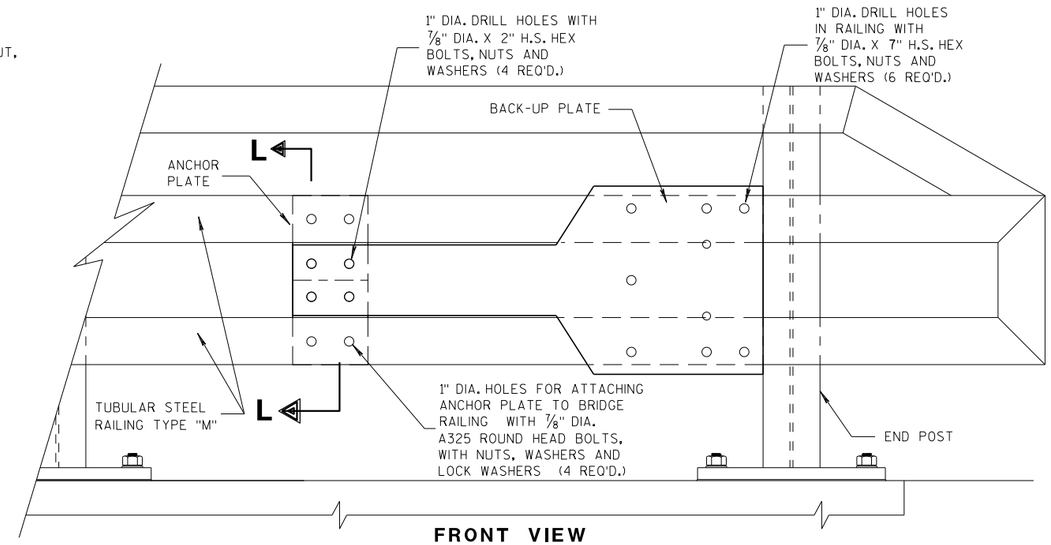
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

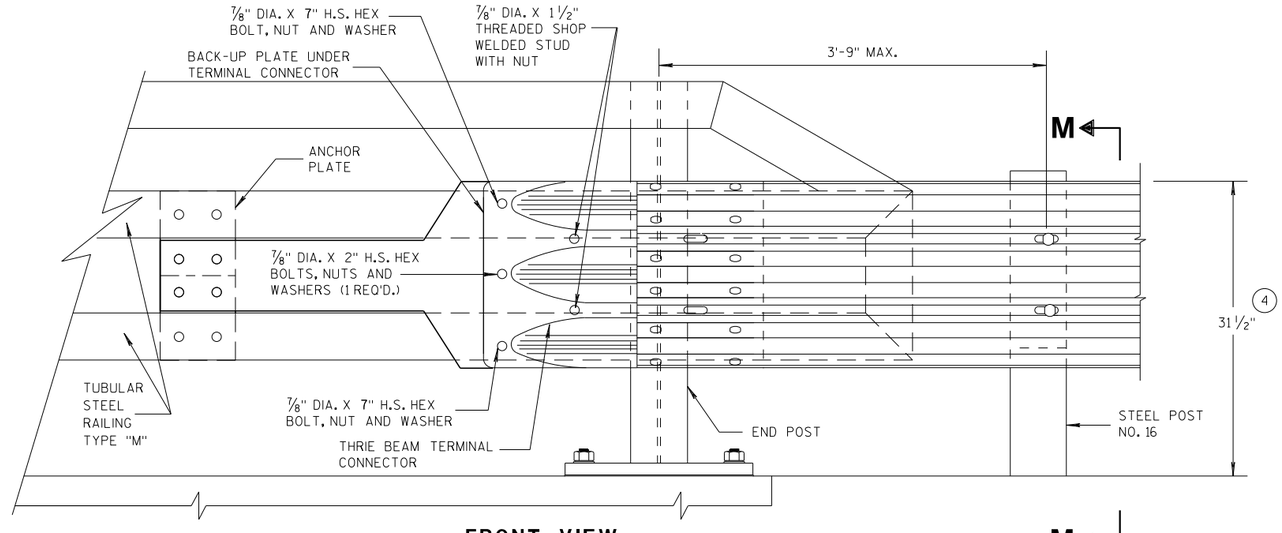


SECTION L-L

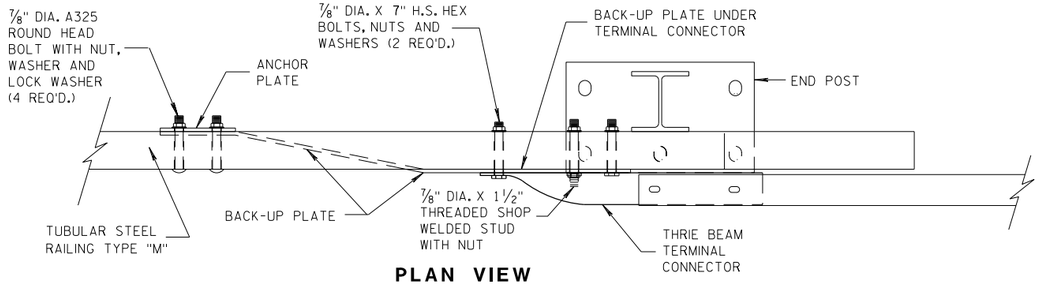


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
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S.D.D. 14 B 45-5h

6

S.D.D. 14 B 45-5h

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

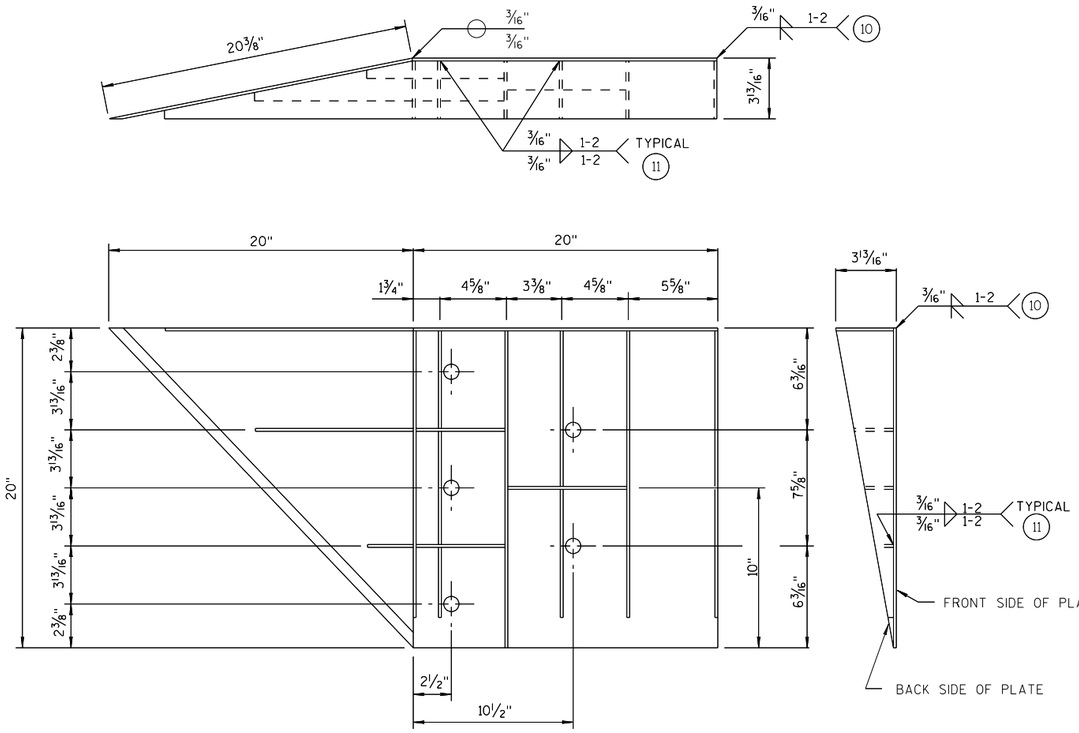
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

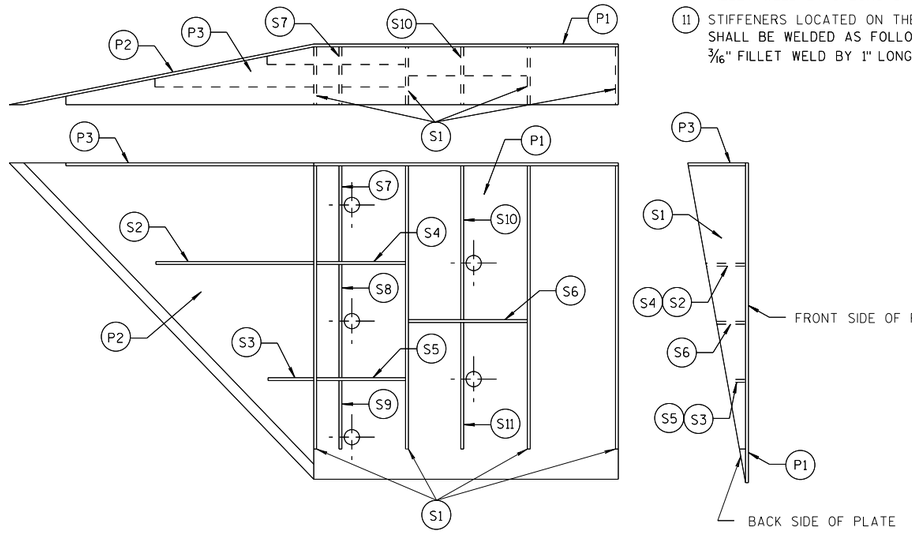


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

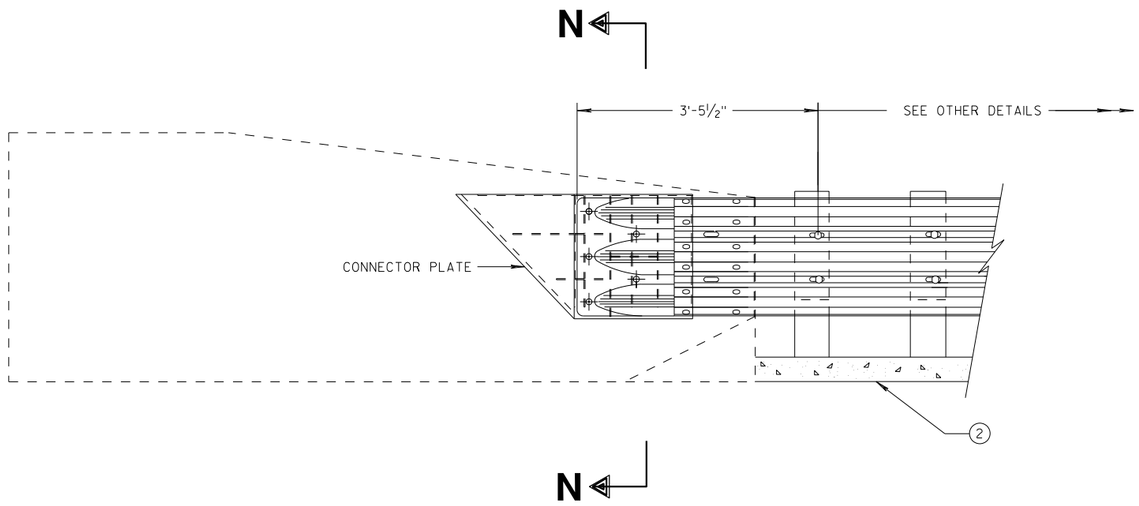
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ROADWAY STANDARDS I
UNIT SUPERVI

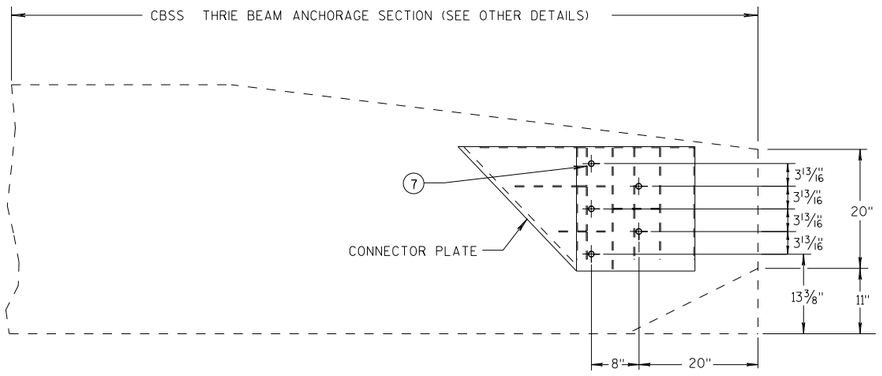
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S.D.D. 14 B 45-5i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



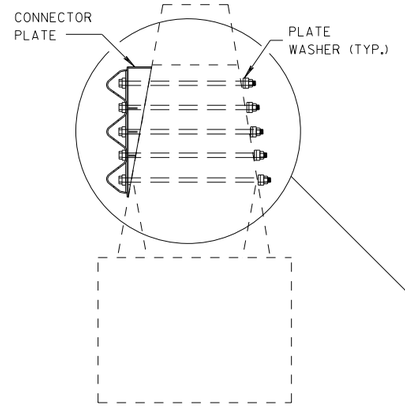
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

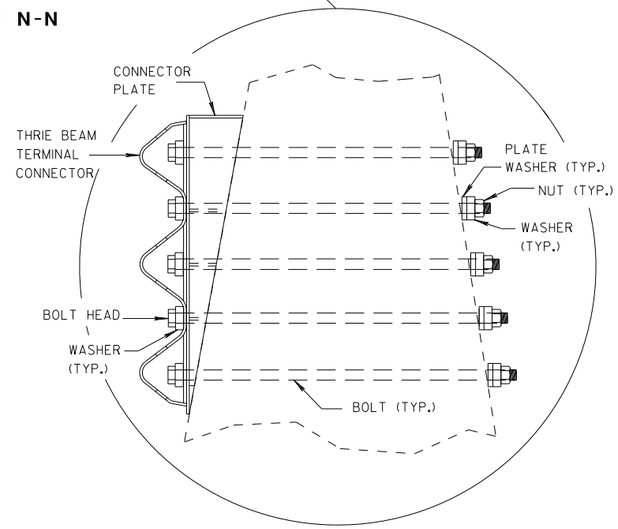
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



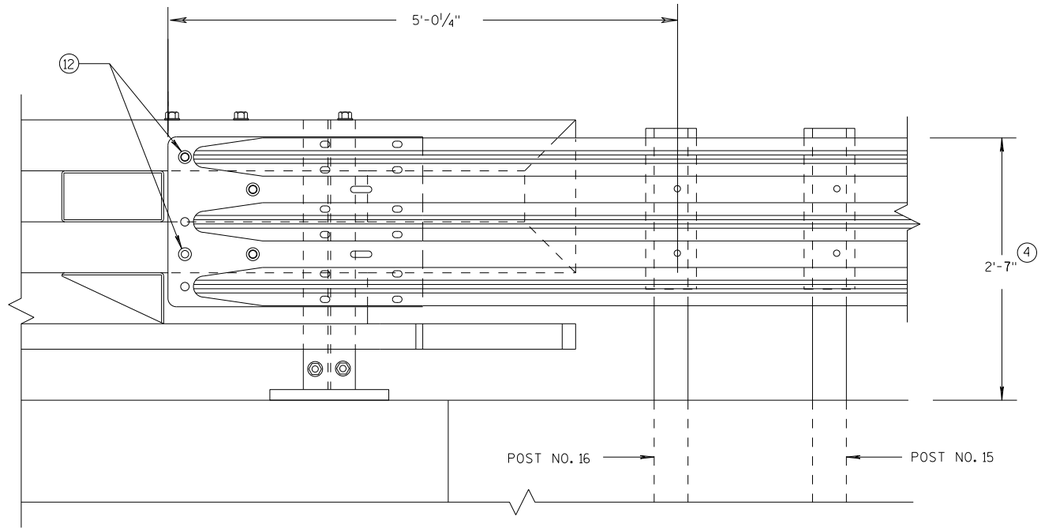
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
FHWA

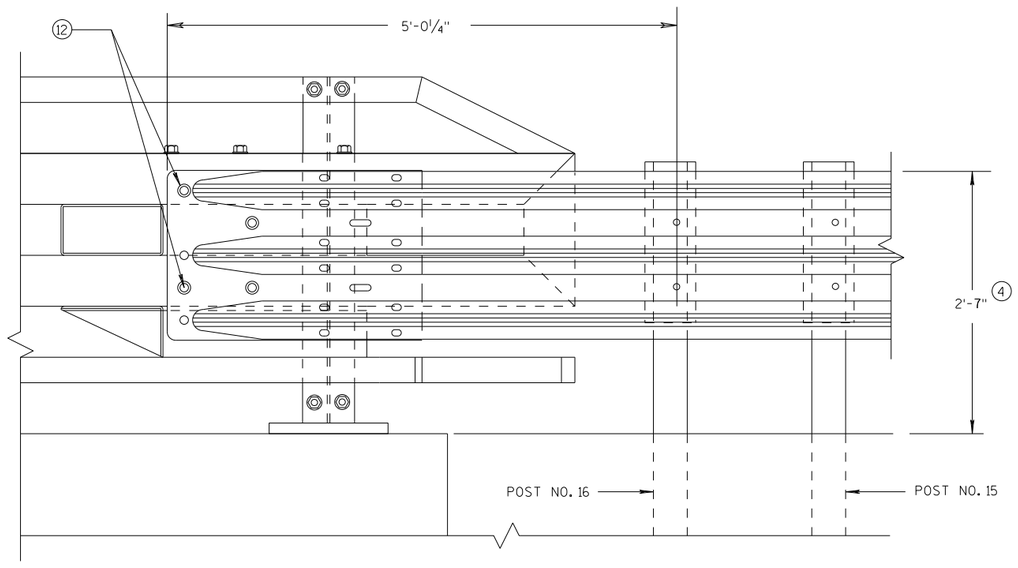
/S/ Rodney Taylor
ROADWAY STANDARDS DI
UNIT SUPERVIS

6
S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

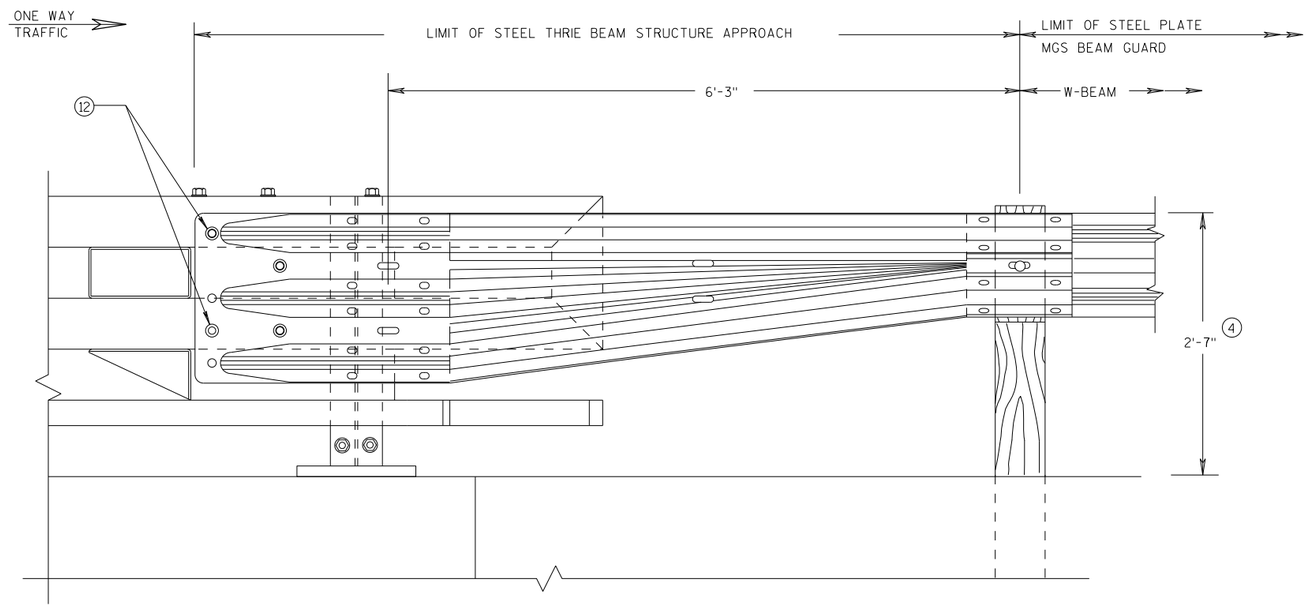
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS
FHWA

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S.D.D. 14 B 45-5k

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S.D.D. 14 B 45-5k



FRONT VIEW

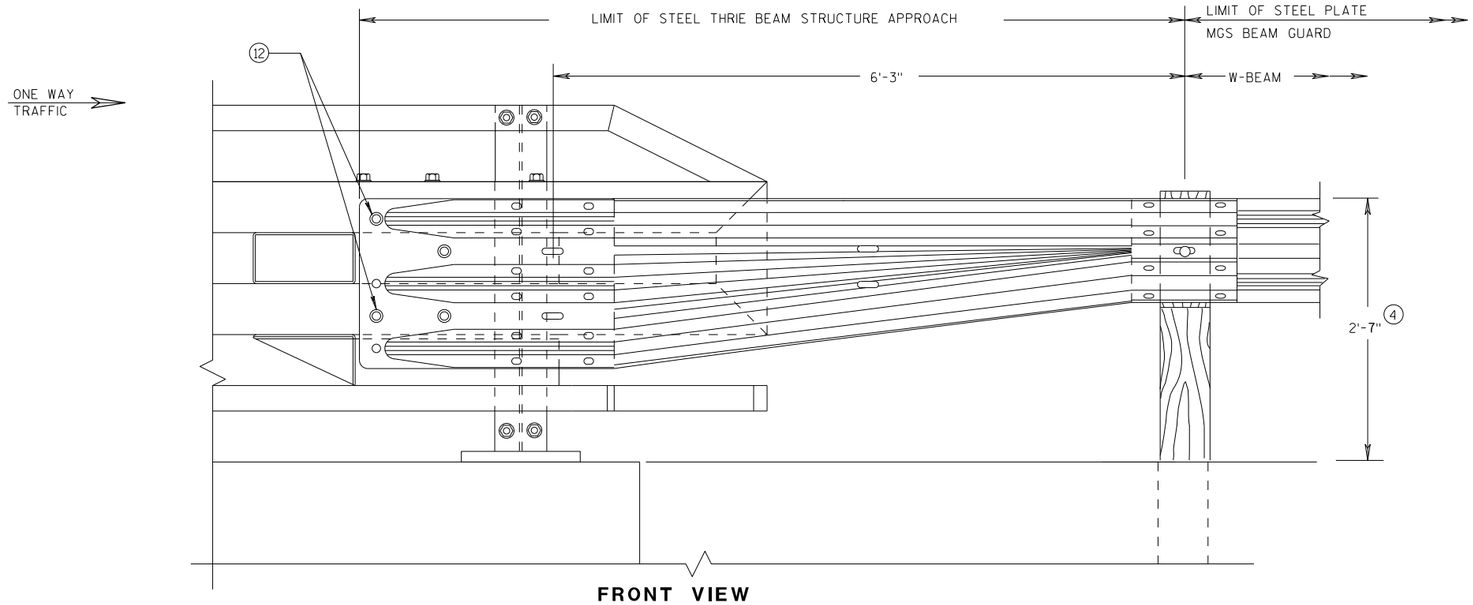
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS

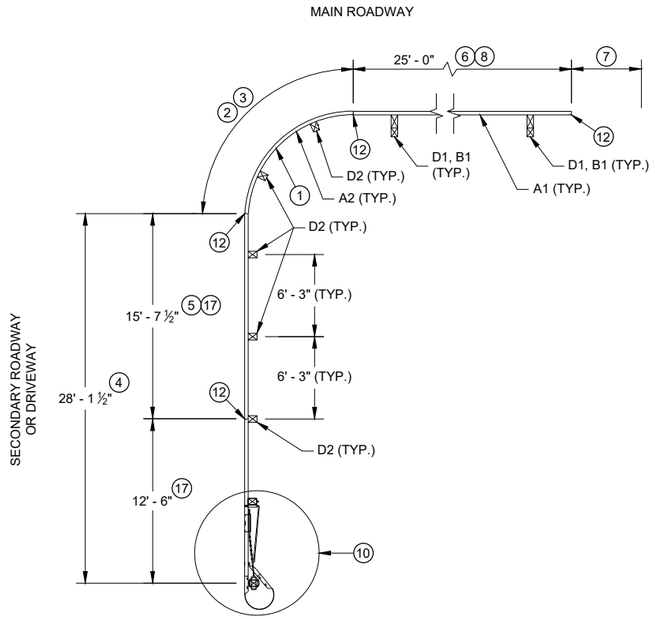
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S.D.D. 14 B 45-5L

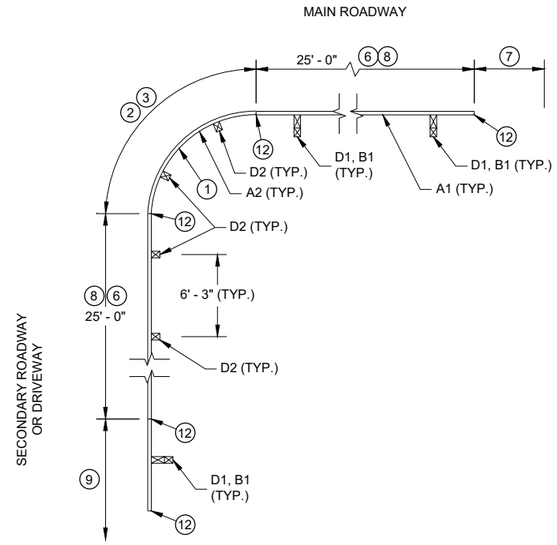
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S.D.D. 14 B 45-5L



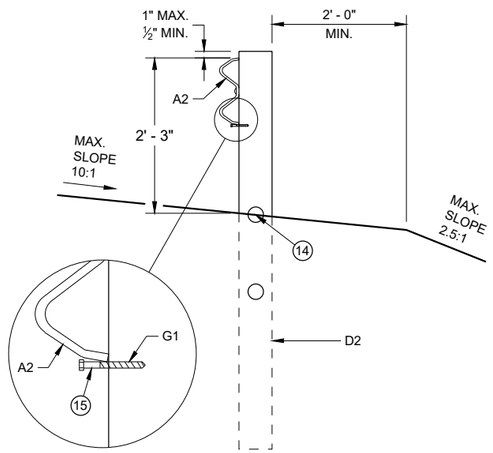
PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

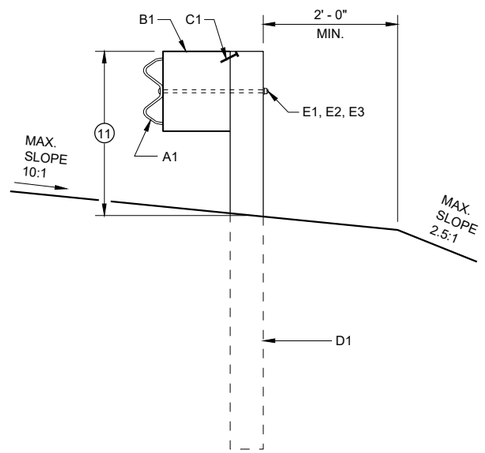


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



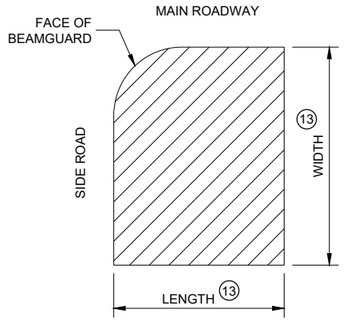
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



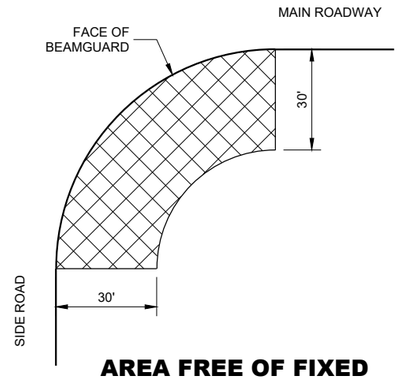
BEAM GUARD POSTS IN HEIGHT TRANSITION

TABLE FOR RADIUS OF 32' AND LESS

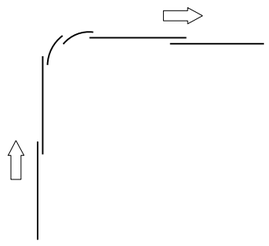
RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS (16)



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (8).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

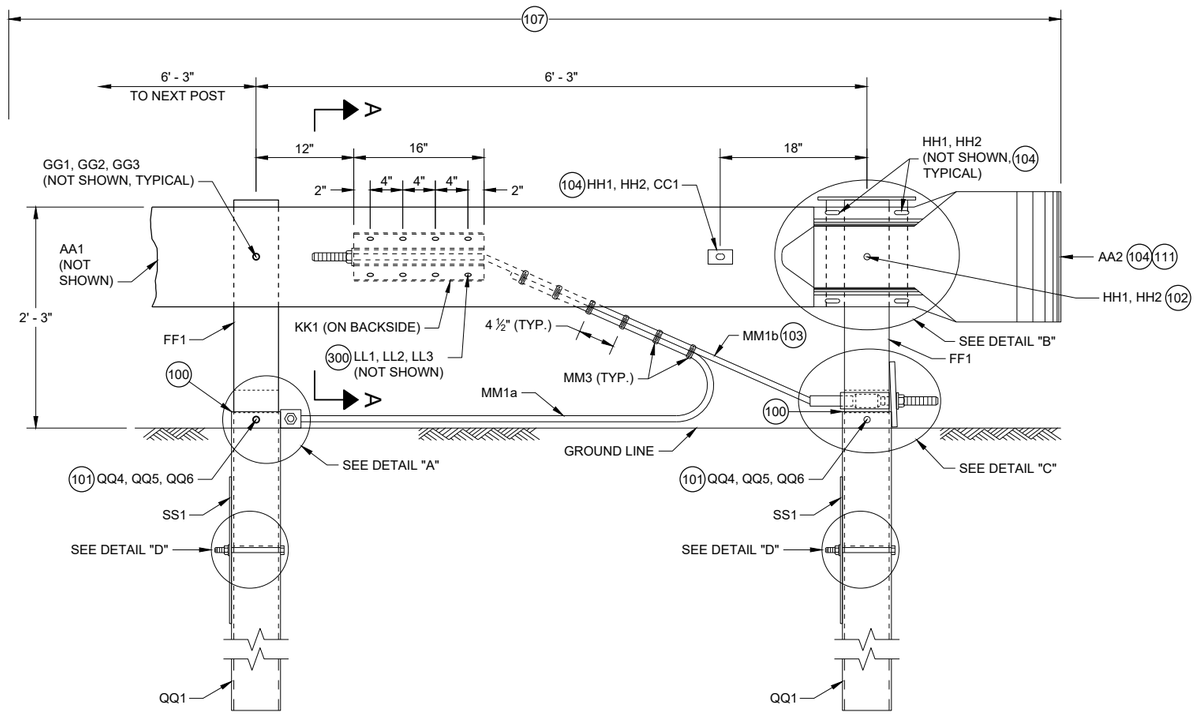
(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾" ABOVE FINISHED GROUND ±1".

(15) DRILL POST $^{15}/_{64}$" DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

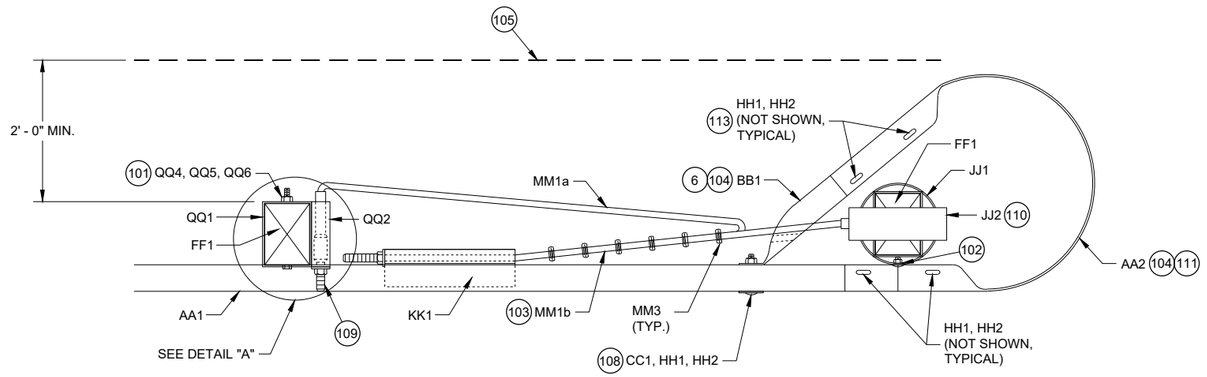
(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

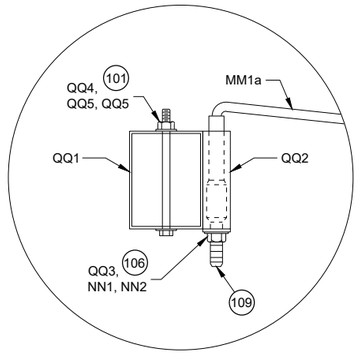
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

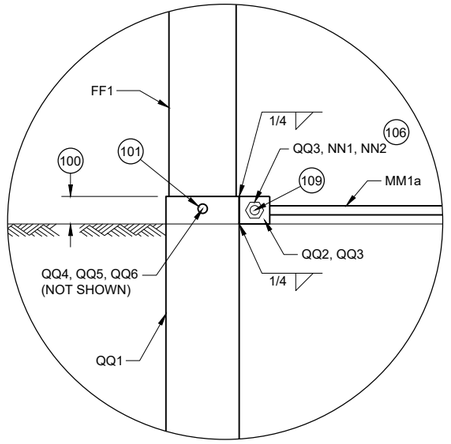
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

6

SDD 14B53 - 02b

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

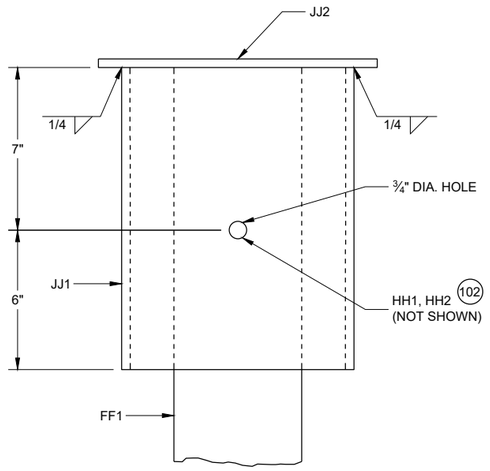
STATE OF WISCONSIN
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SDD 14B53 - 02b

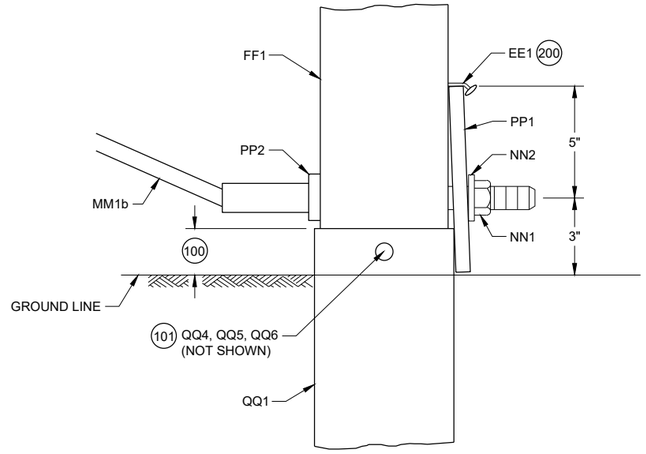
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



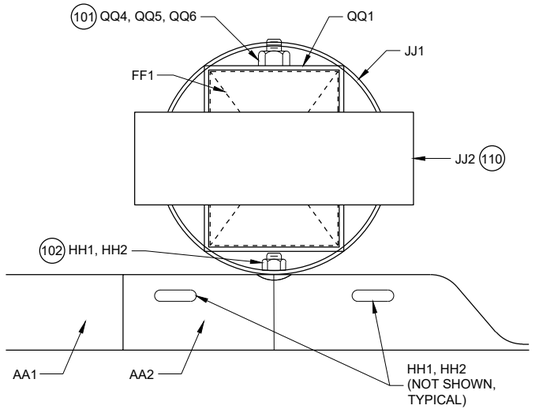
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



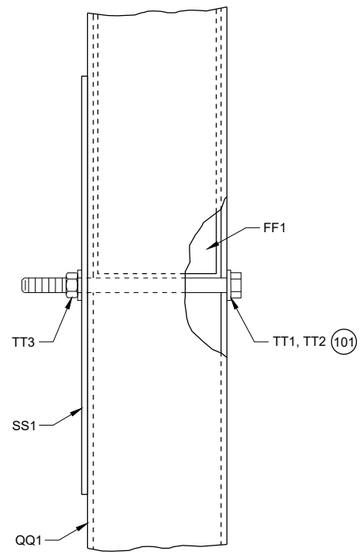
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

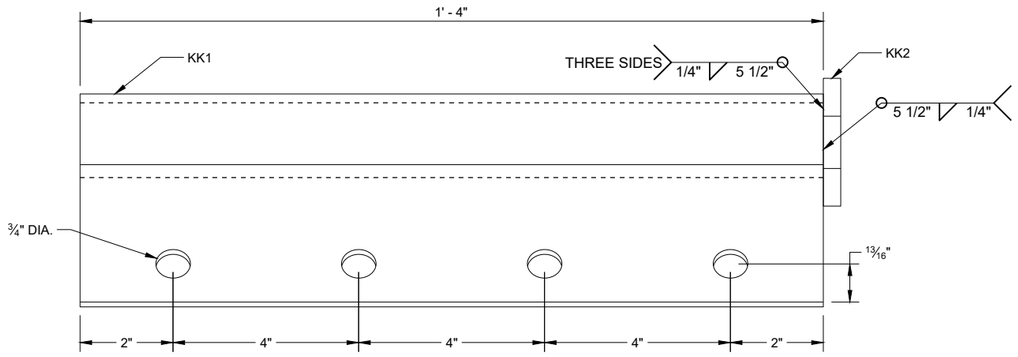
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

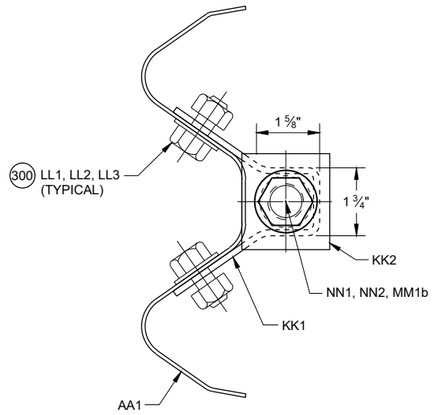
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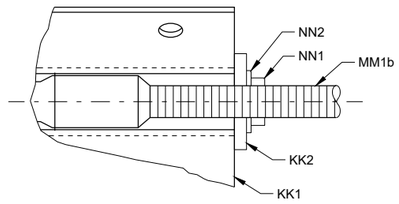
SDD 14B53 - 02c

GENERAL NOTES

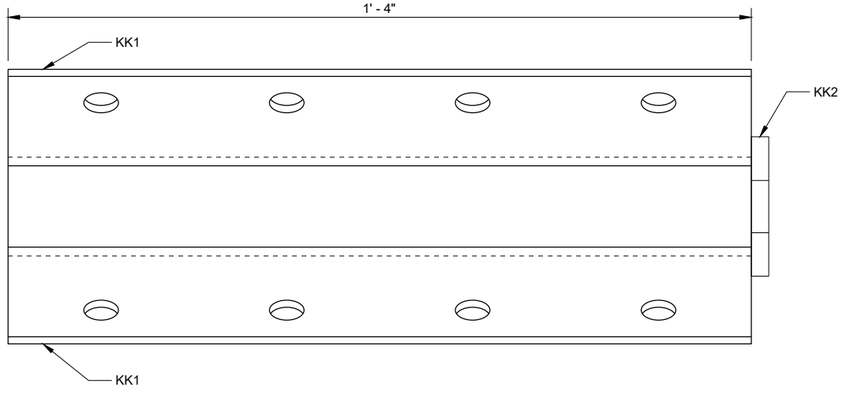
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

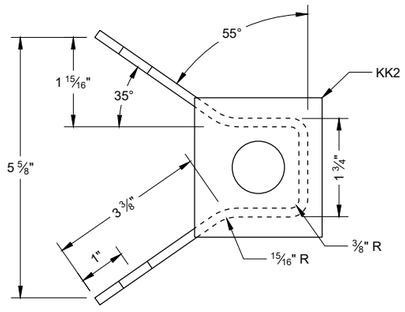




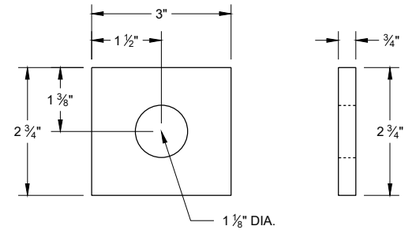


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

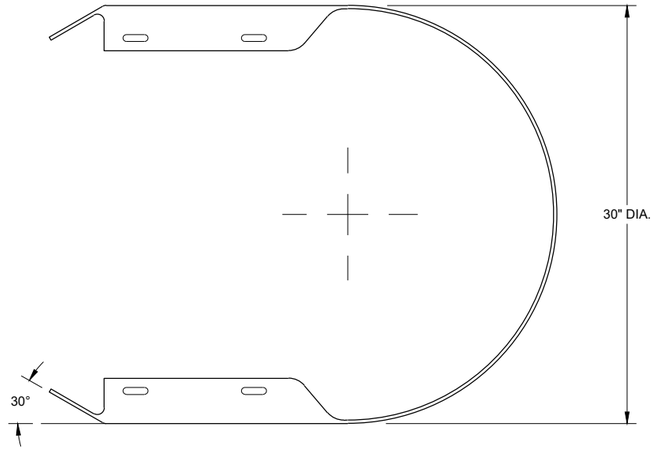
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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SDD 14B53 - 02d

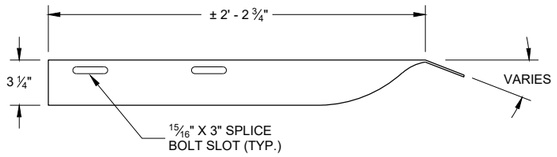
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

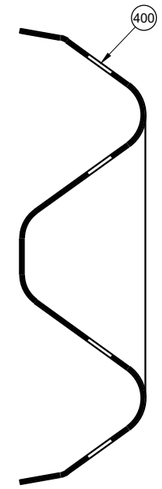
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



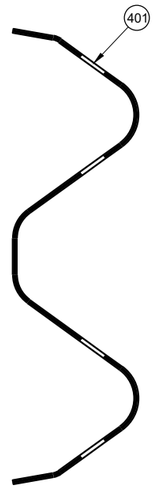
TOP VIEW



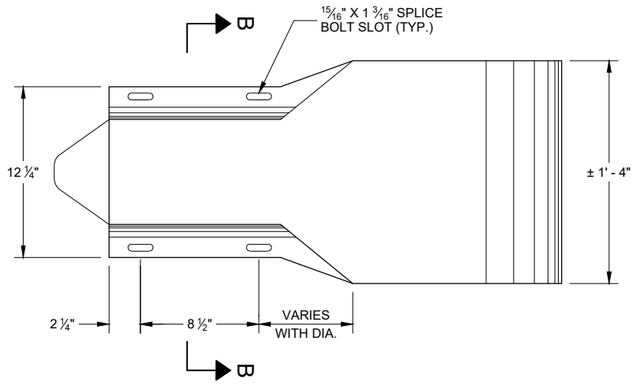
TOP VIEW



SECTION B -B

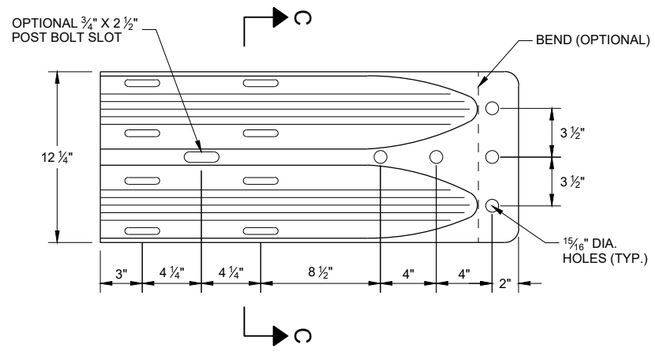


SECTION C -C



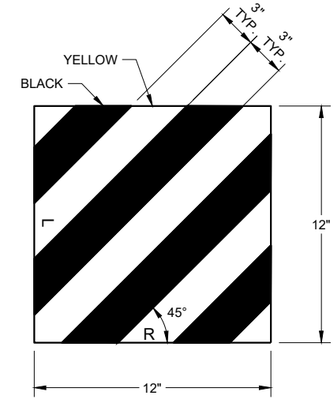
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)

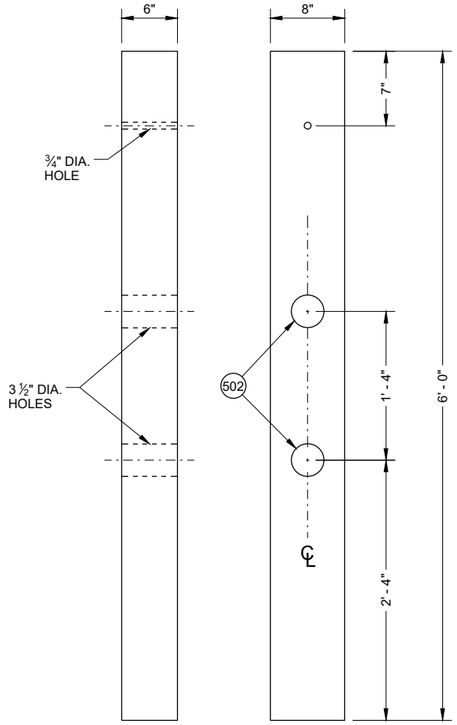


REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

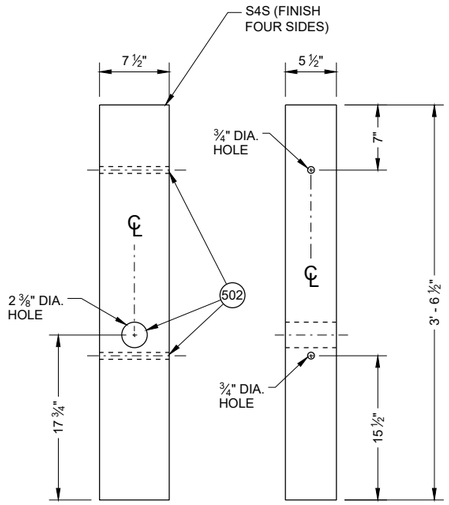
SDD 14B53 - 02e

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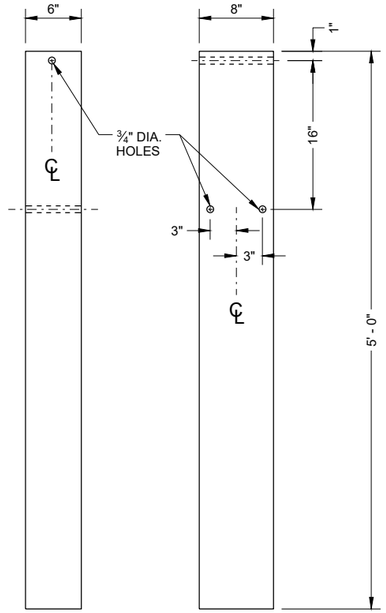
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) 500

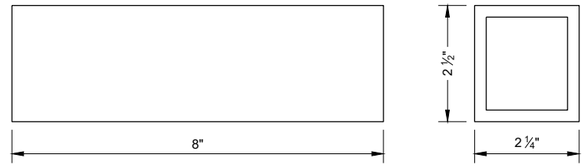
GENERAL NOTES

500 SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

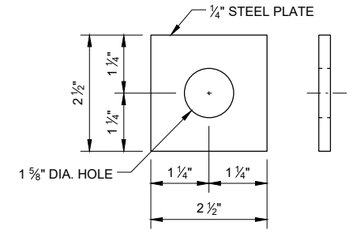
501 FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

502 LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

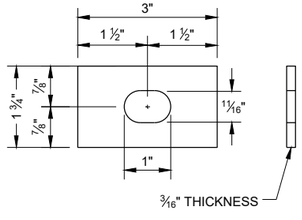
503 MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE 109.



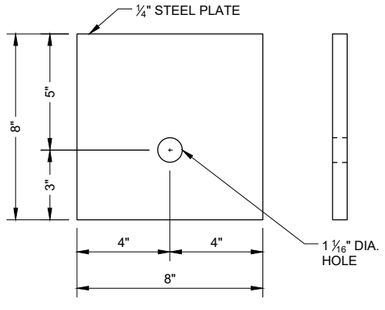
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



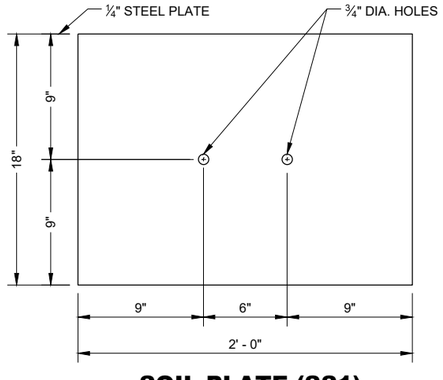
ANCHOR CABLE TUBE END PLATE (QQ3)



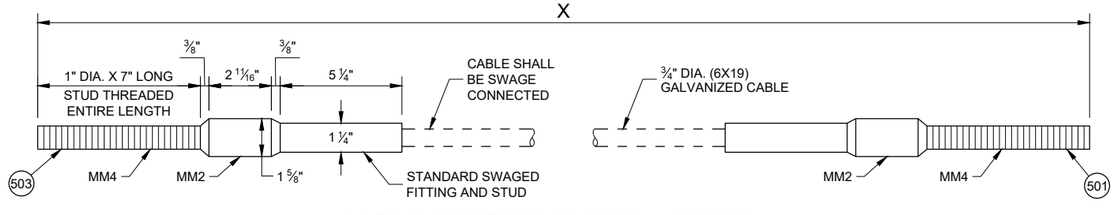
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

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SDD 14B53 - 02g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	⅜" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS ⅜" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	⅝" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	⅝" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	¾"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

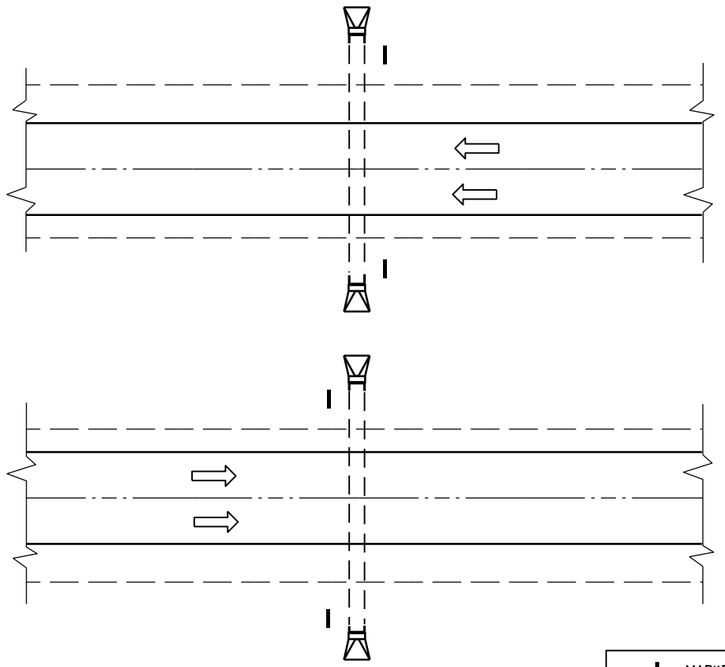
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SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

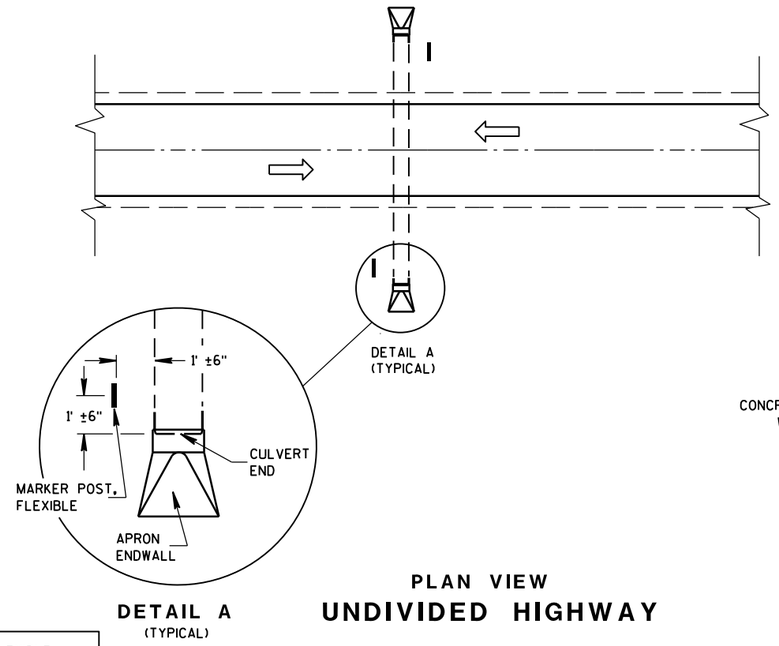
APPROVED
May 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 14B53 - 02i



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

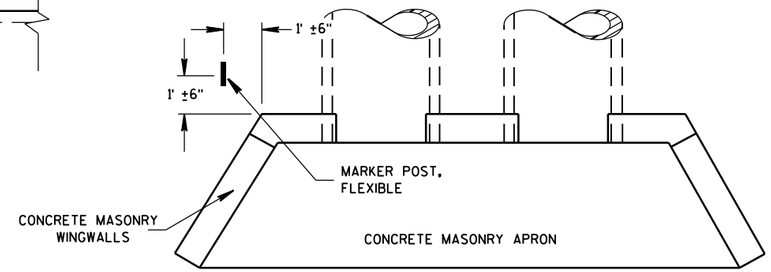
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

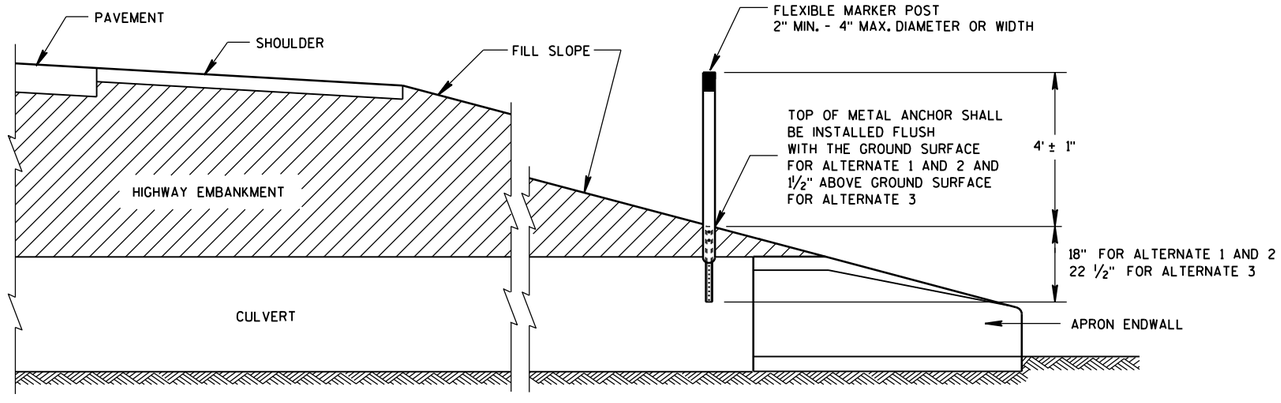
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

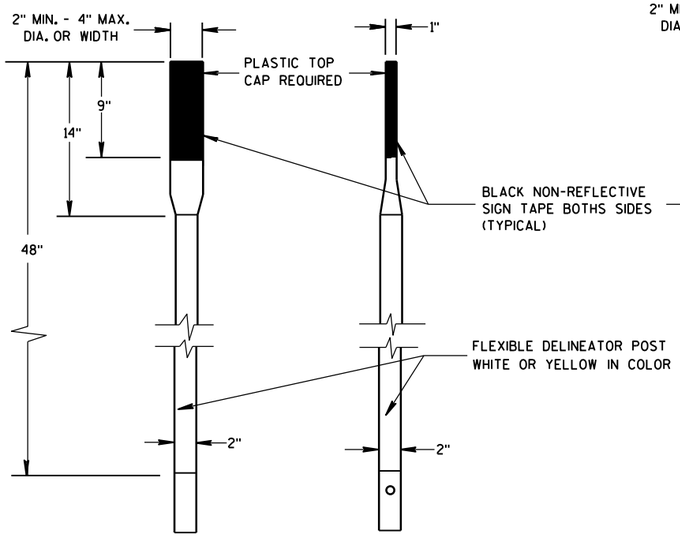
FLEXIBLE MARKER POST

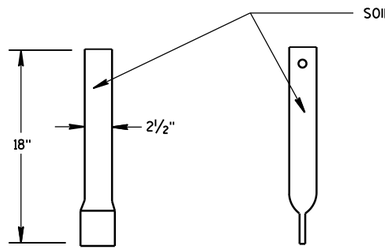
FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

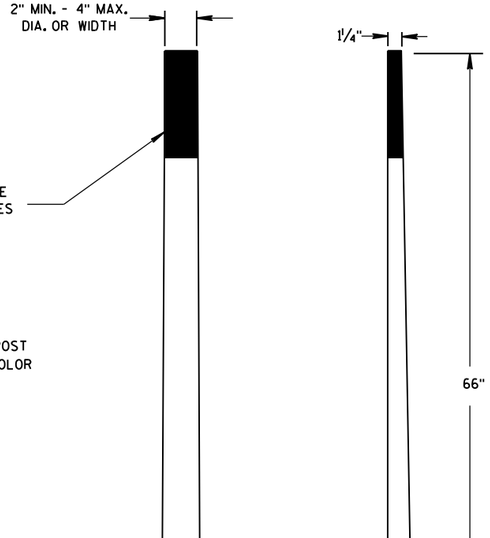
S.D.D. 15 A 3-2a





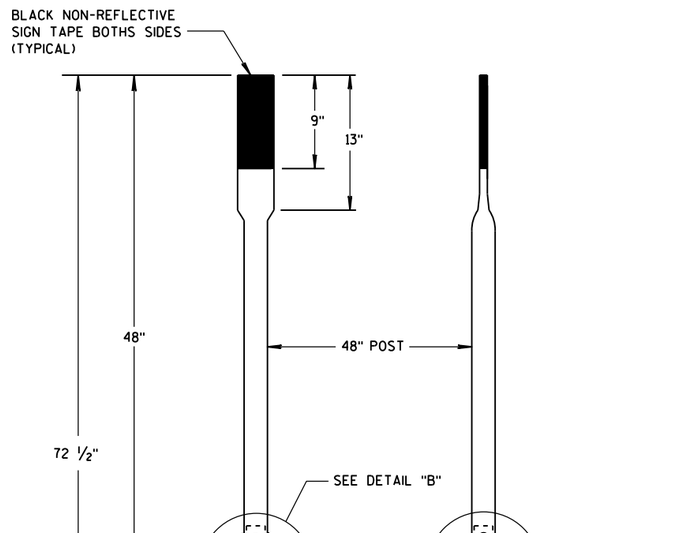
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

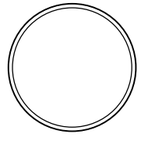
ALTERNATE 2



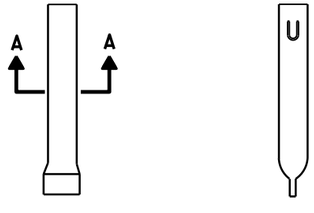
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

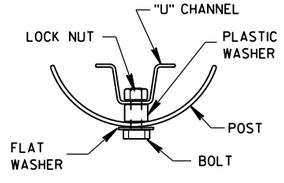


SECTION A-A

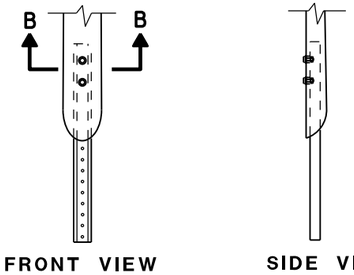


FRONT VIEW SIDE VIEW

ALTERNATE 1

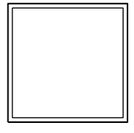


SECTION B-B

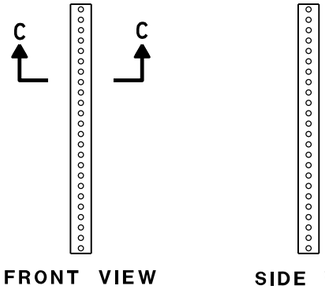


FRONT VIEW SIDE VIEW

ALTERNATE 2



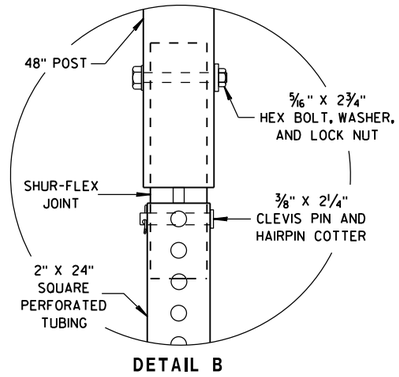
SECTION C-C



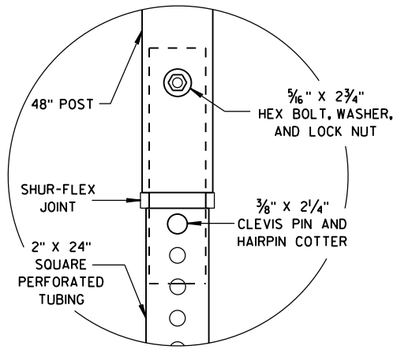
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

6

S.D.D. 15 A 3-2b

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

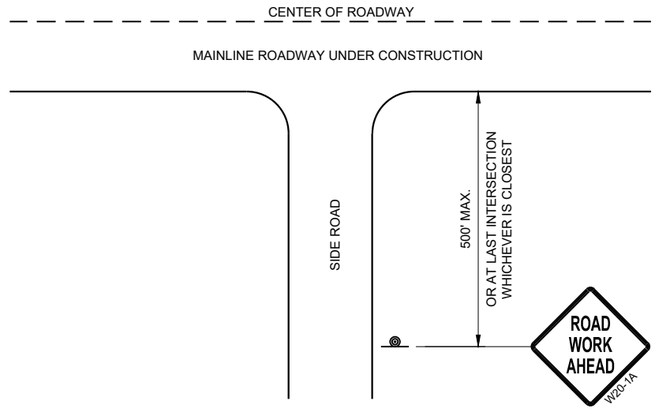
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



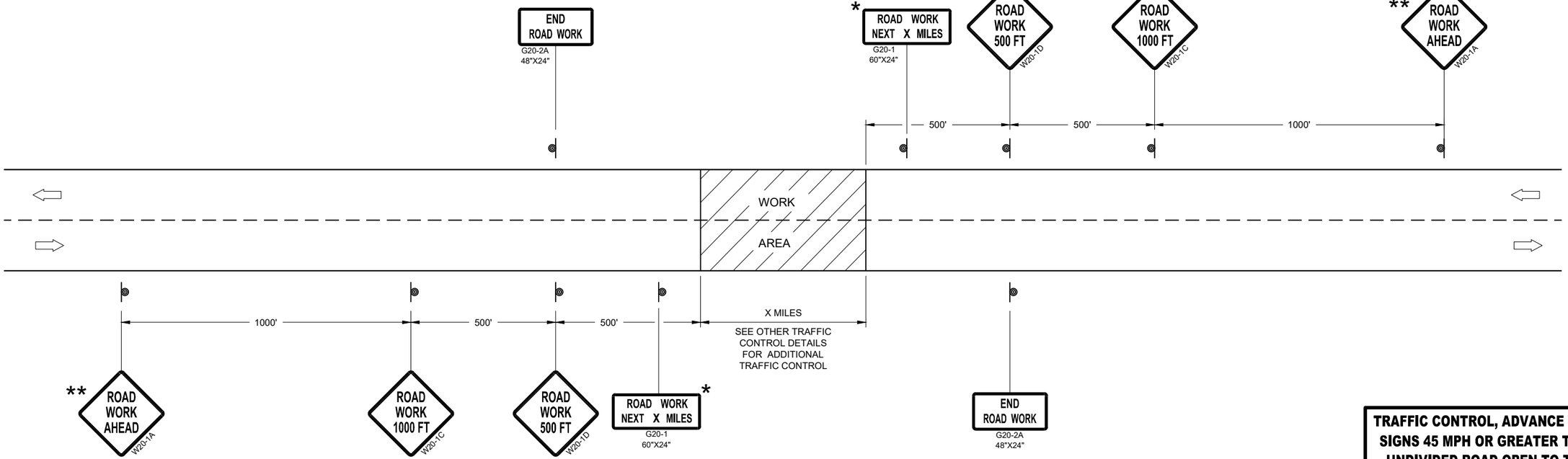
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

6

SDD 15C04 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

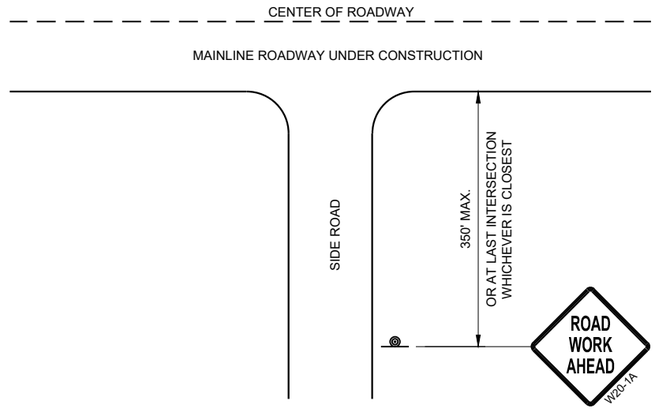
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

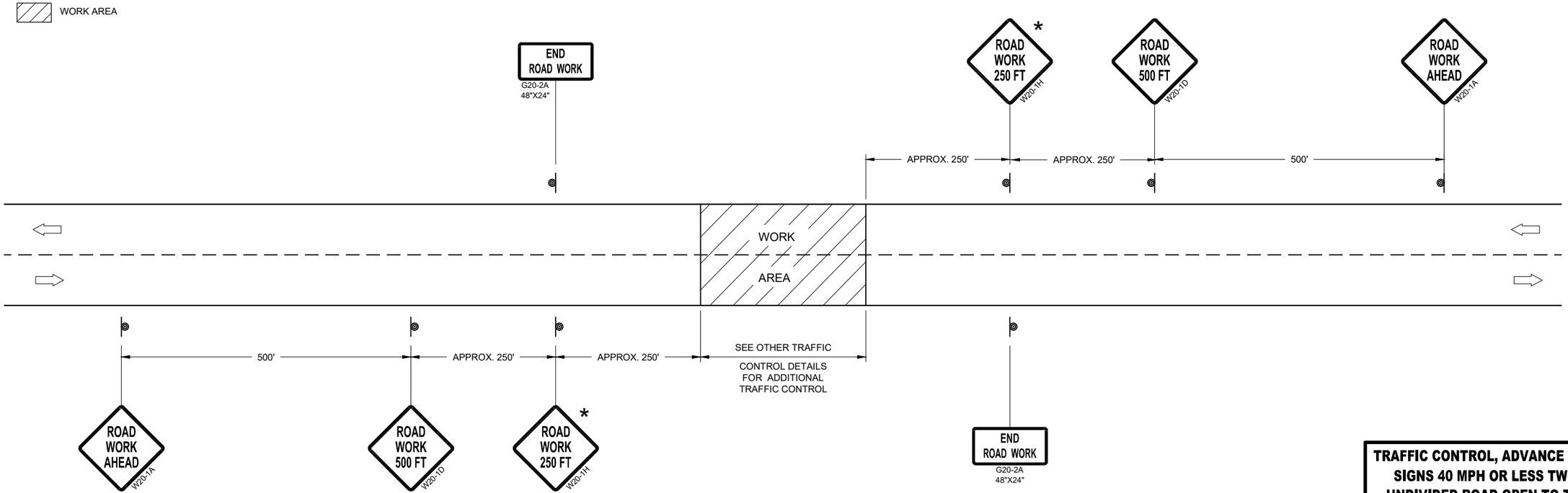
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C05 - 05

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

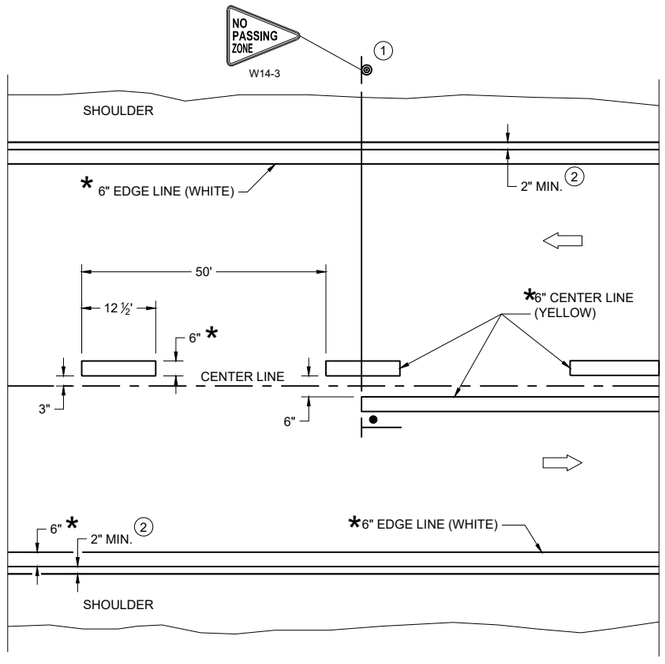
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

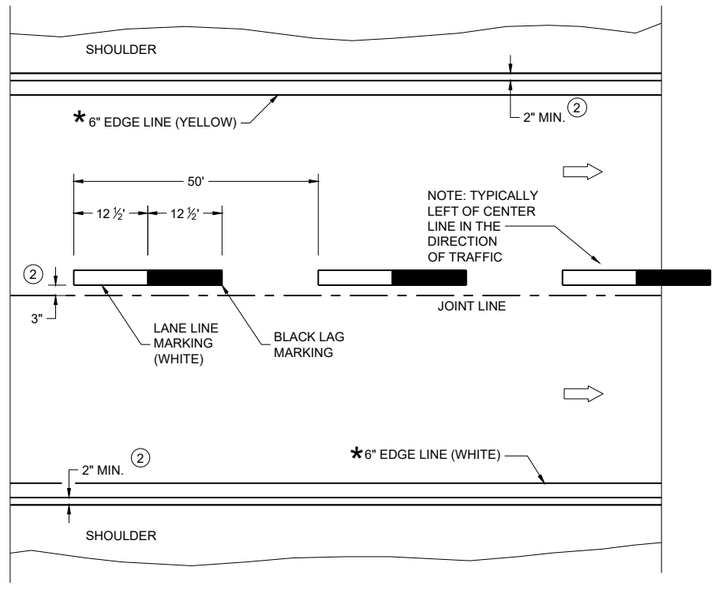
"T" MARKING

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

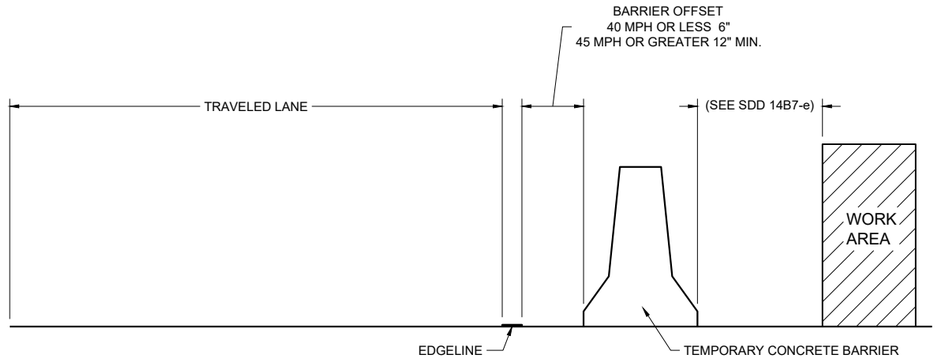
APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

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SDD 15C08-23a

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SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

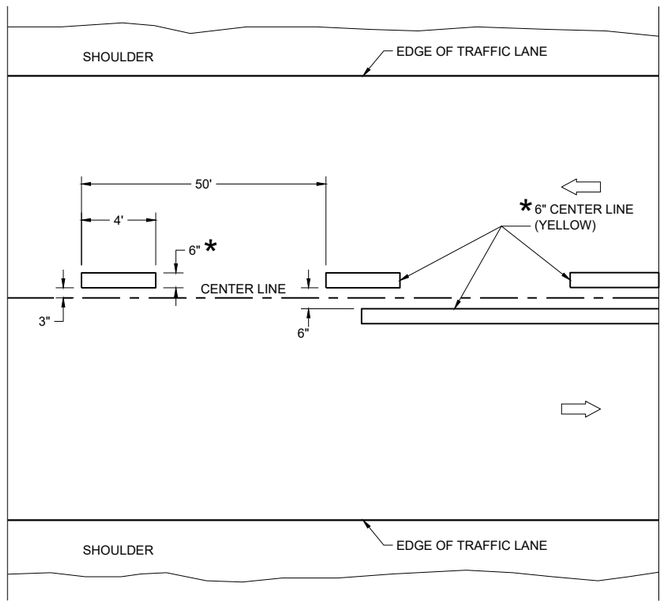
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

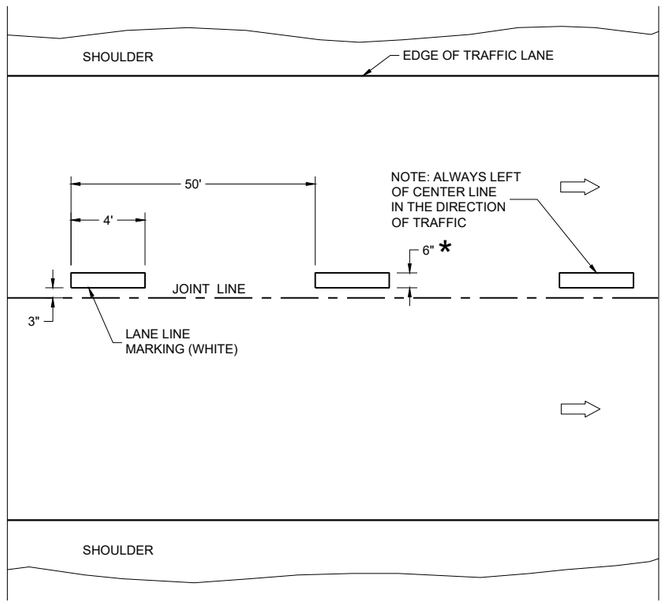
LEGEND

⇨ DIRECTION OF TRAFFIC

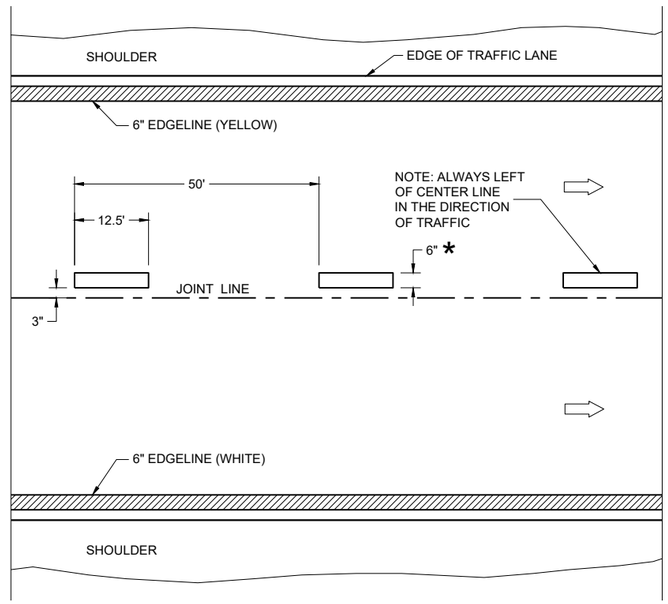
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

FHWA

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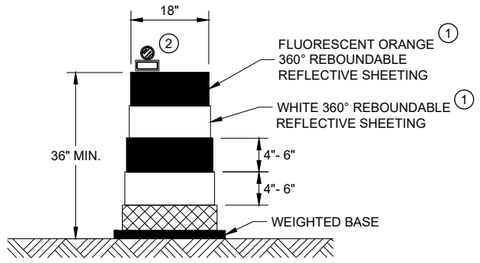
SDD 15C08-23b

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SDD 15C08-23b

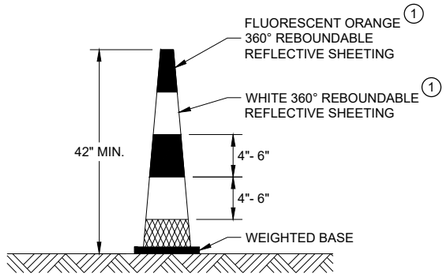
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

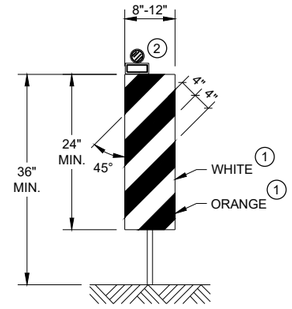
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

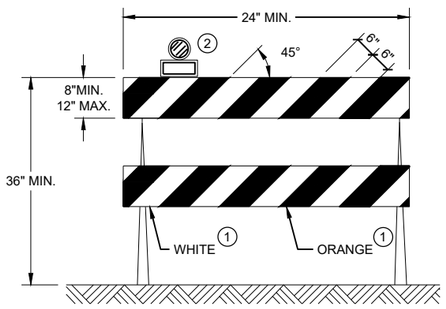
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



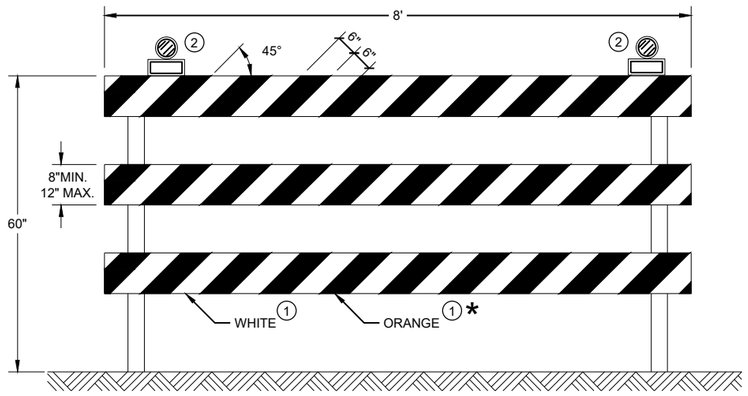
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C11 - 10b

6

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.

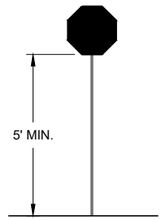
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

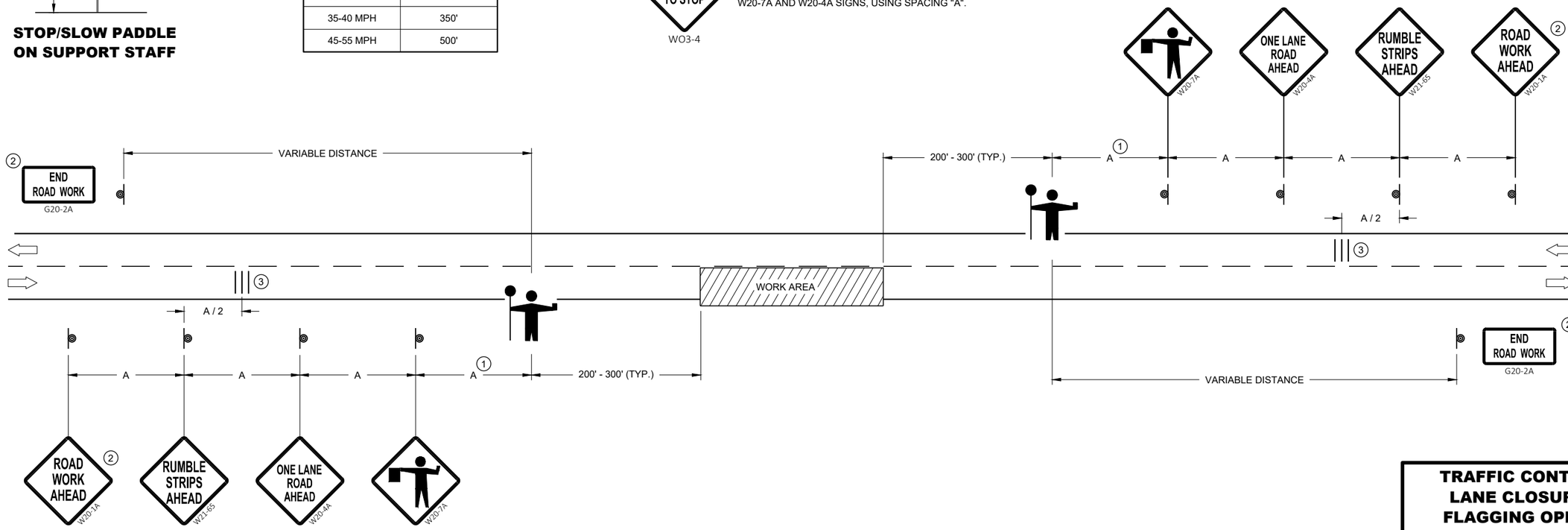
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

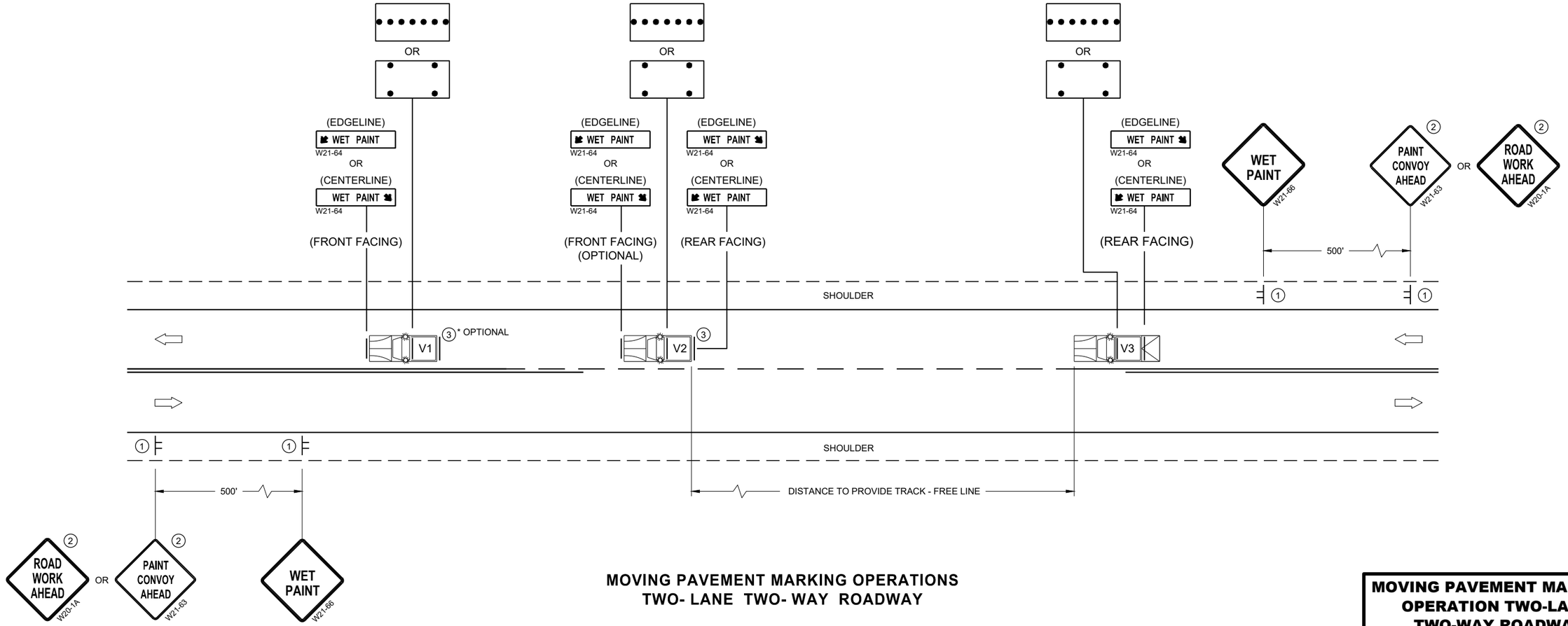
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE

/S/ Andrew I...
WORK ZONE EN

FHWA

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SDD 15C19-08a

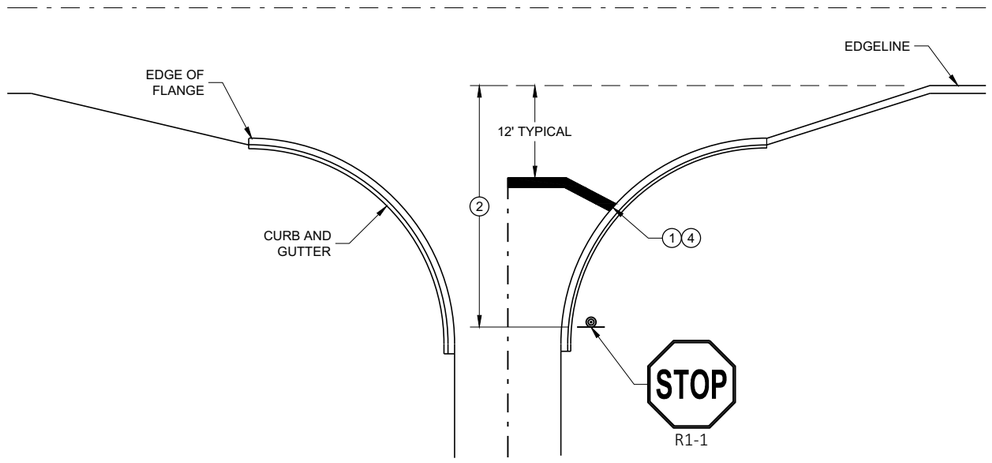
6

SDD 15C19-08a

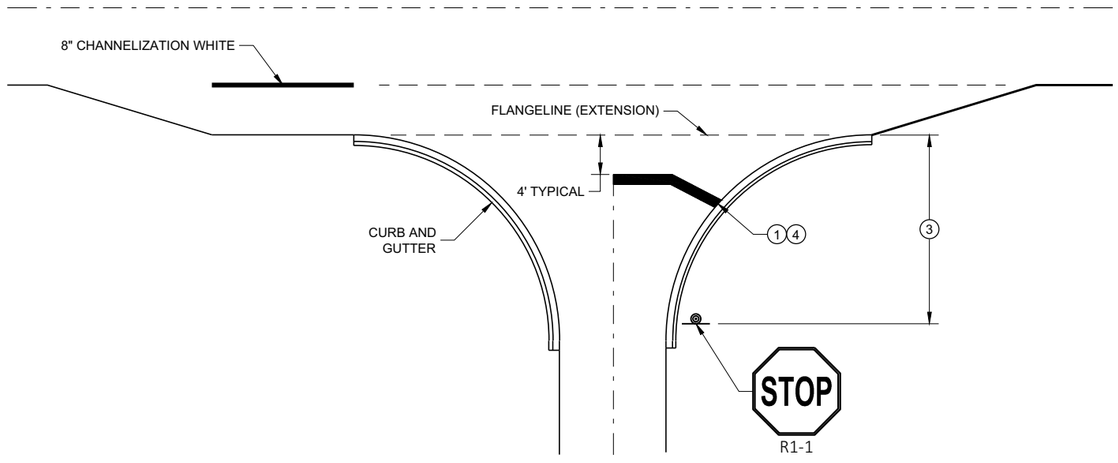
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

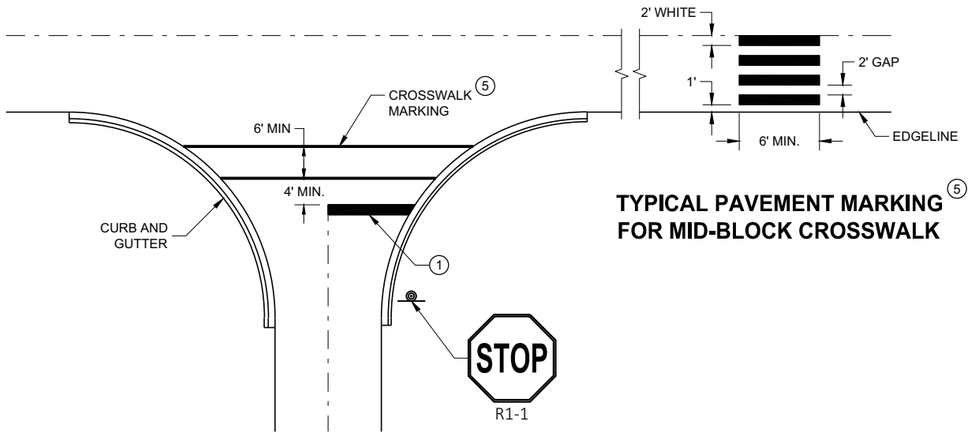
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

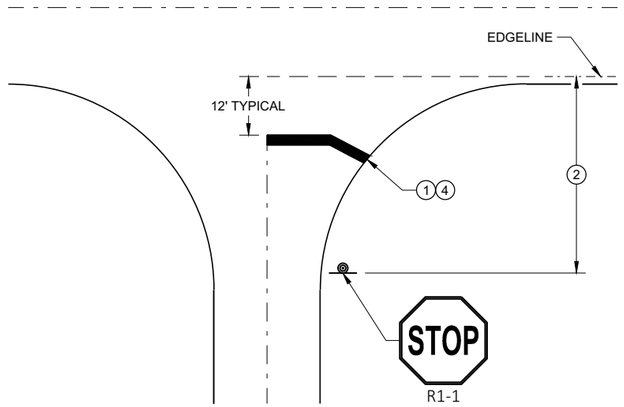


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



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

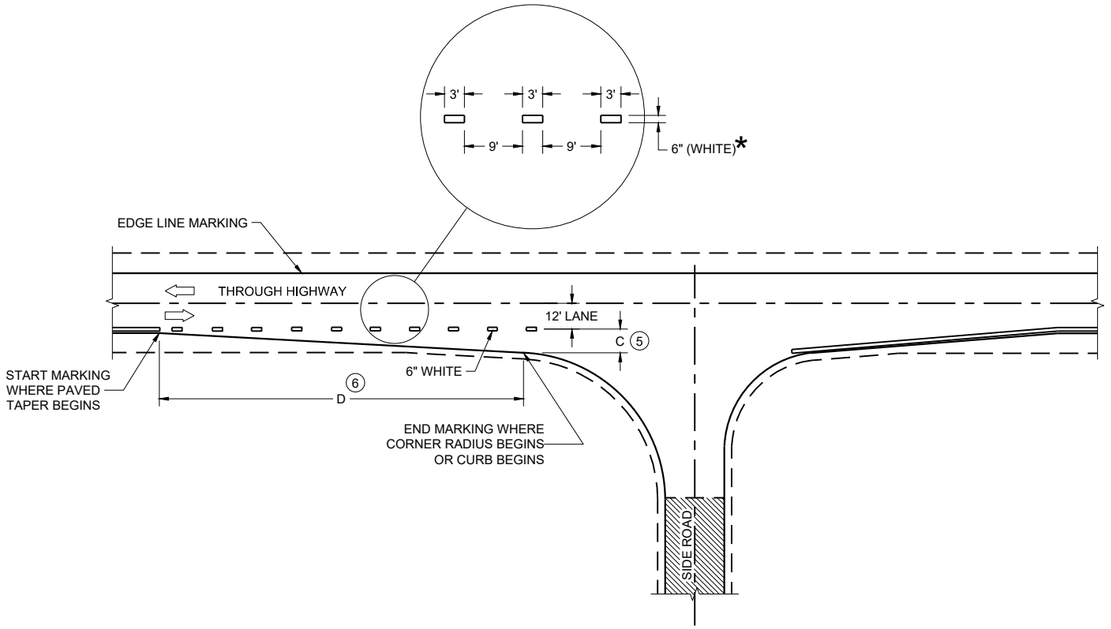
APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

6

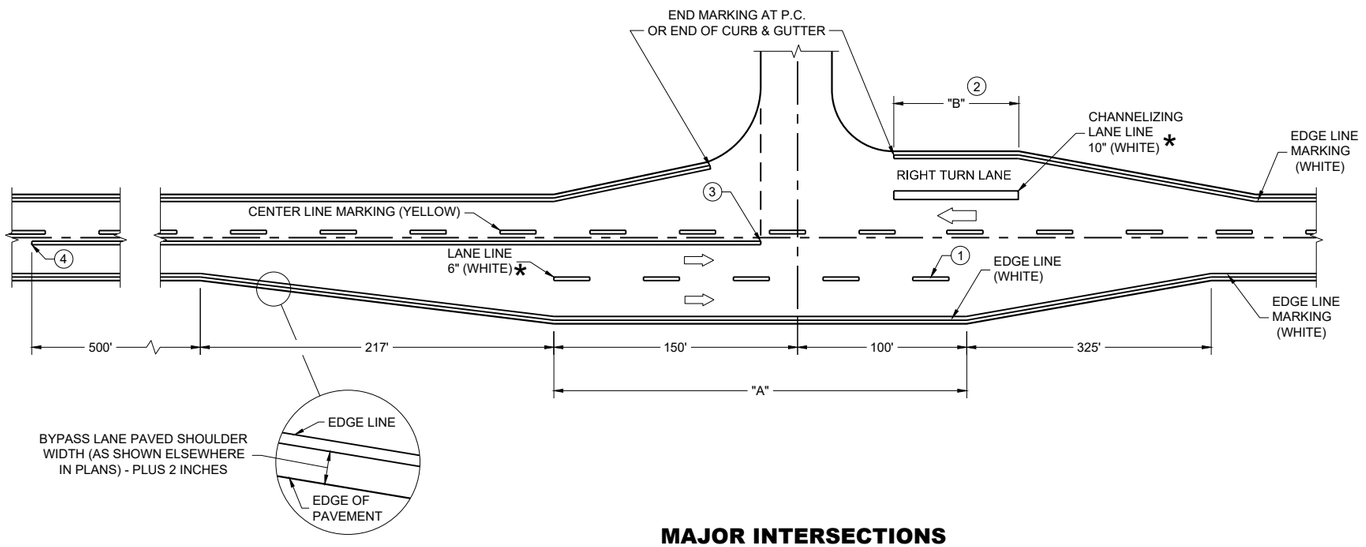
SDD 15C33 - 04

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SDD 15C33 - 04



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

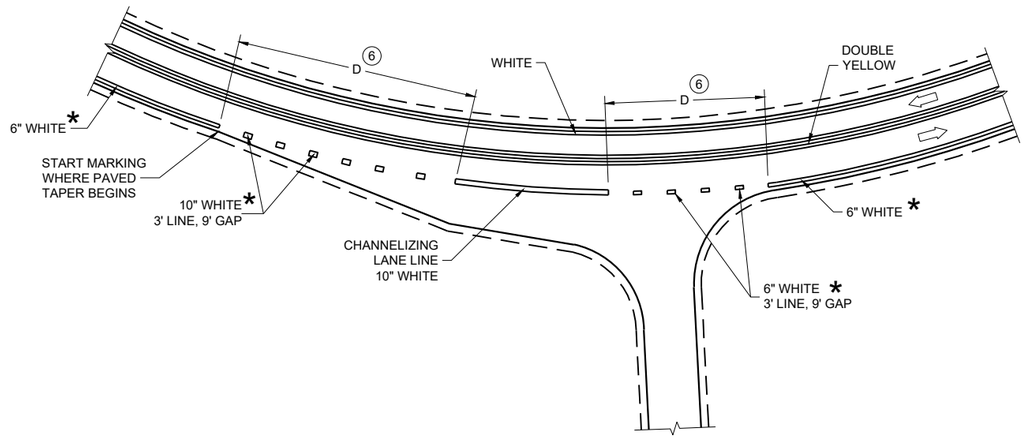
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

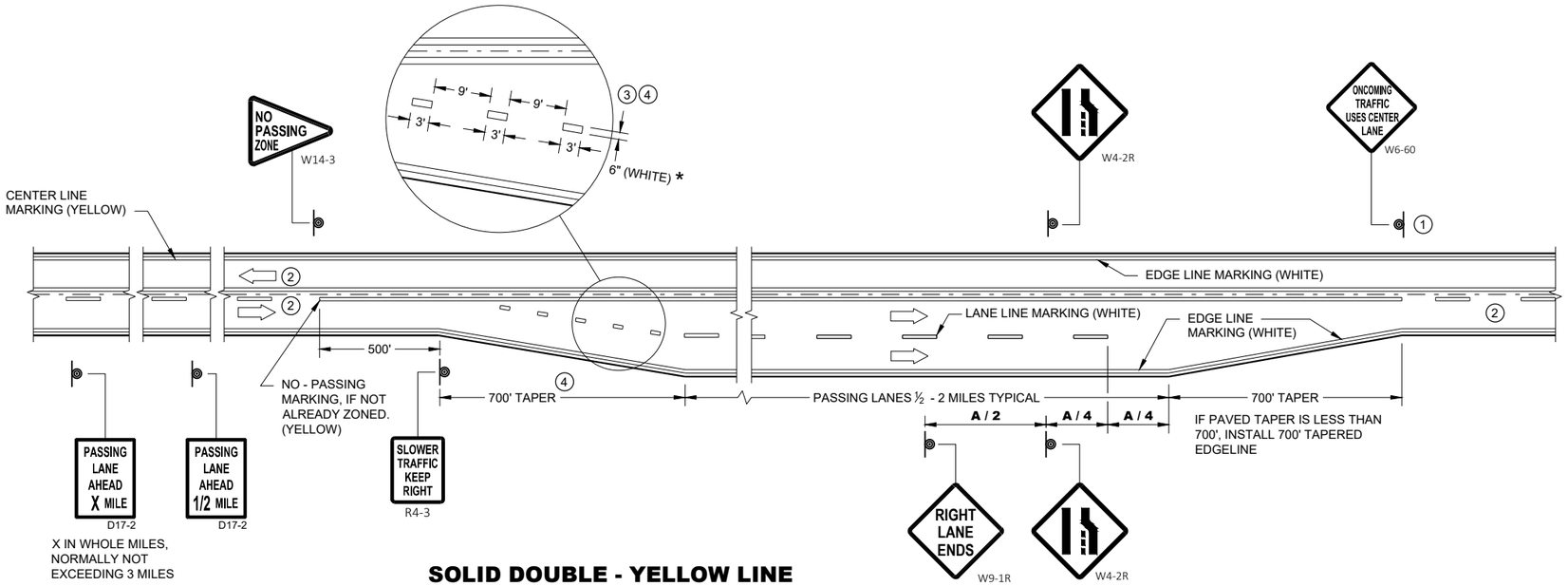
DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



SOLID DOUBLE - YELLOW LINE
(THROUGHOUT ENTIRE PASSING / CLIMBING LANE)

GENERAL NOTES

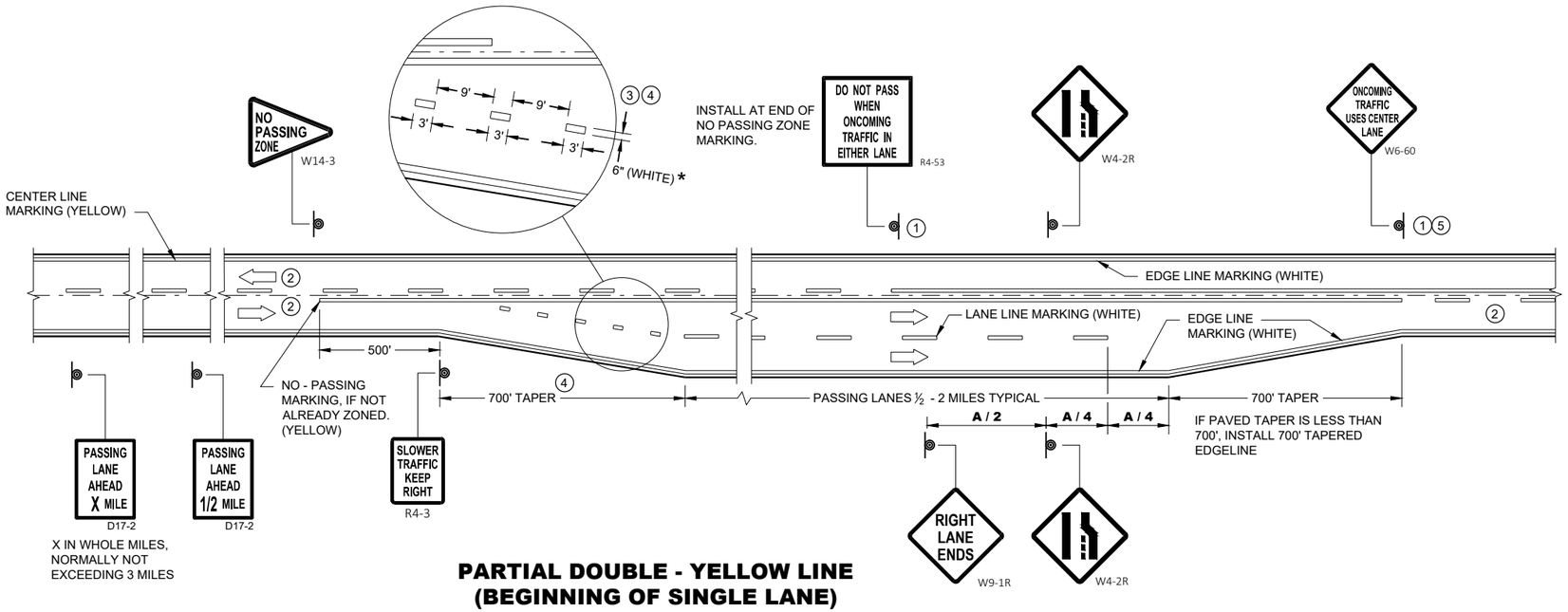
1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
5. REPEAT EVERY 1 MILE UP UNTIL R4-53.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



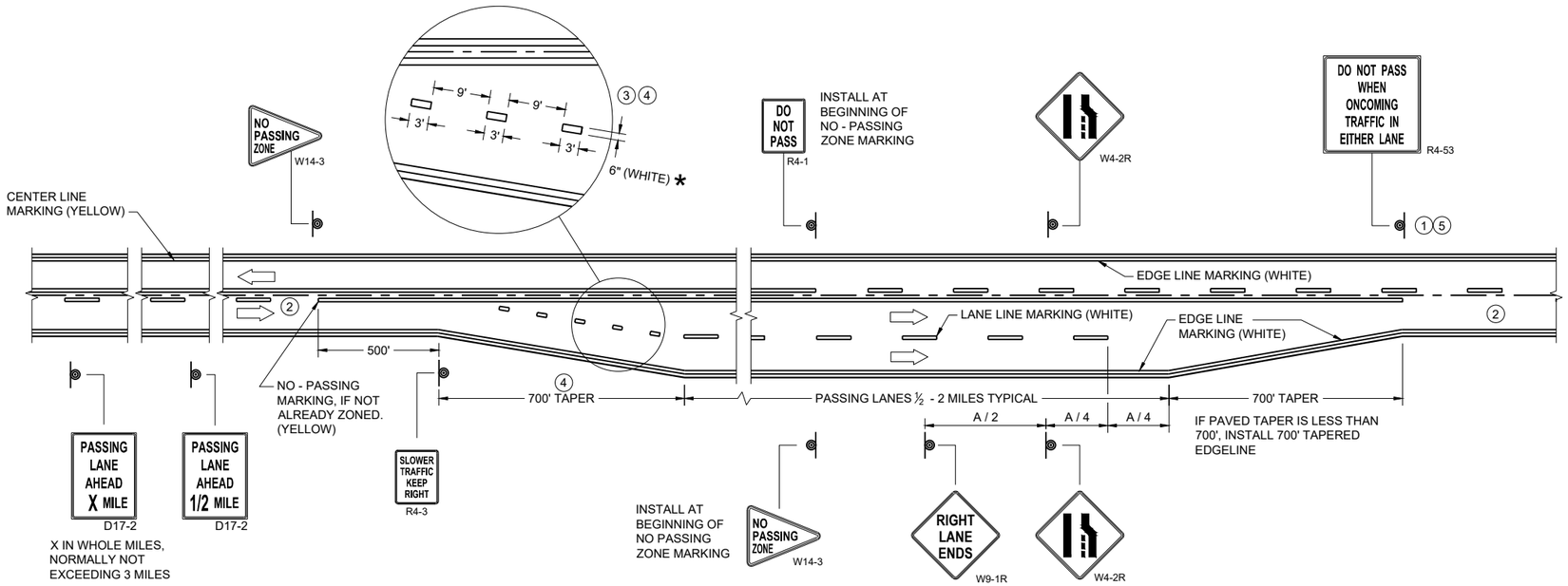
PARTIAL DOUBLE - YELLOW LINE
(BEGINNING OF SINGLE LANE)

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 15C35-06b
SDD 15C35-06b



SOLID DOUBLE - YELLOW LINE
(END OF SINGLE LANE)

GENERAL NOTES

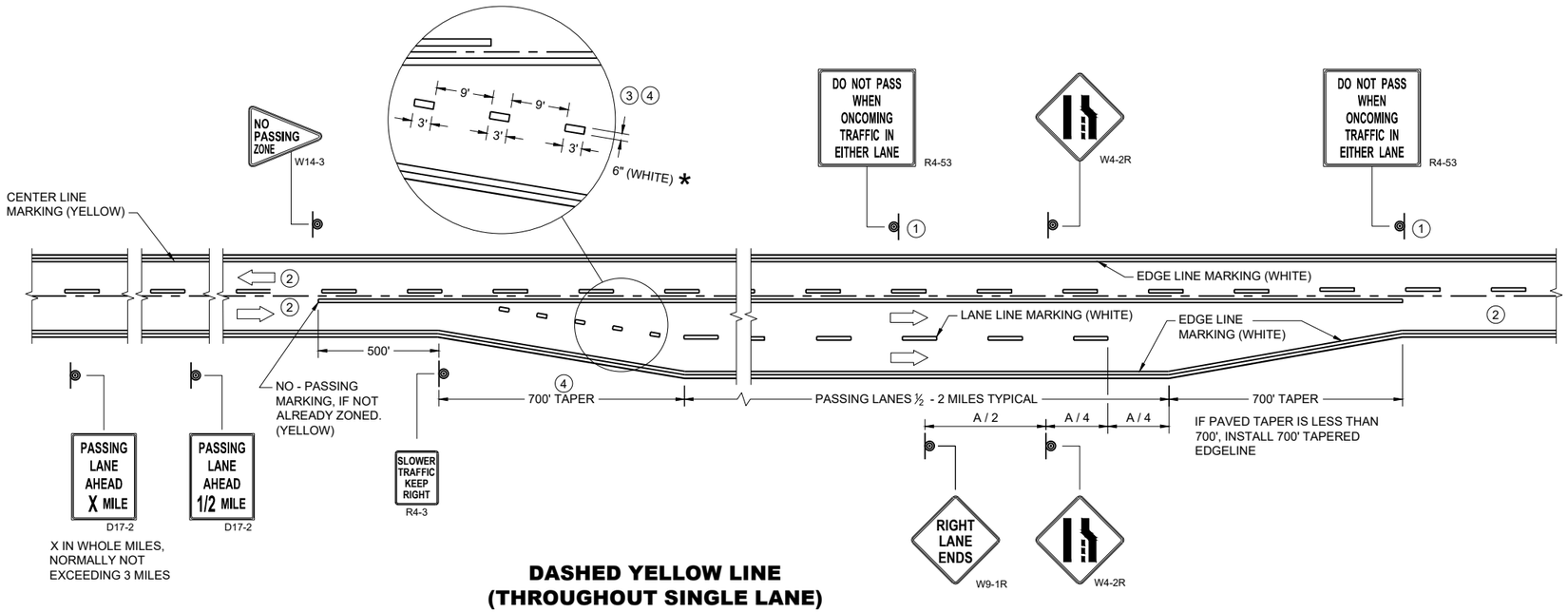
1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
5. REPEAT EVERY ONE MILE UP UNTIL NO PASSING ZONE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



DASHED YELLOW LINE
(THROUGHOUT SINGLE LANE)

PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

FHWA

6
SDD 15C35-06c

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

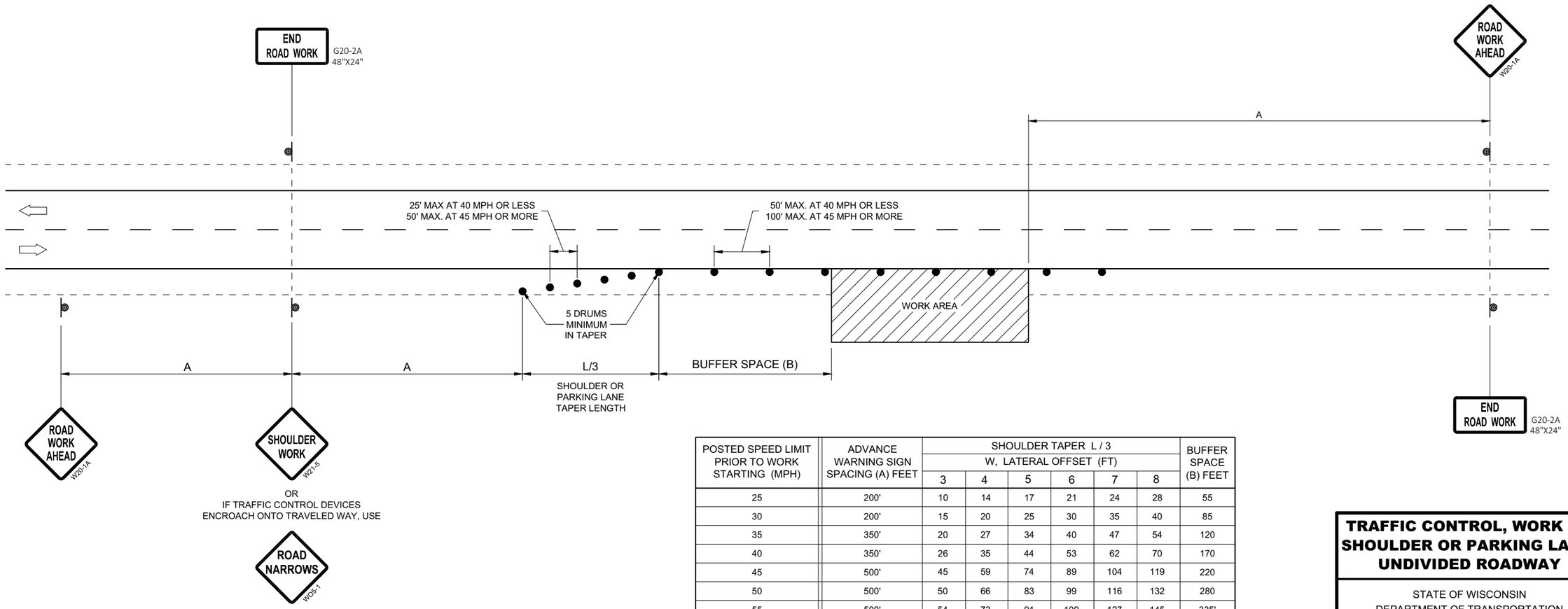
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

GENERAL NOTES

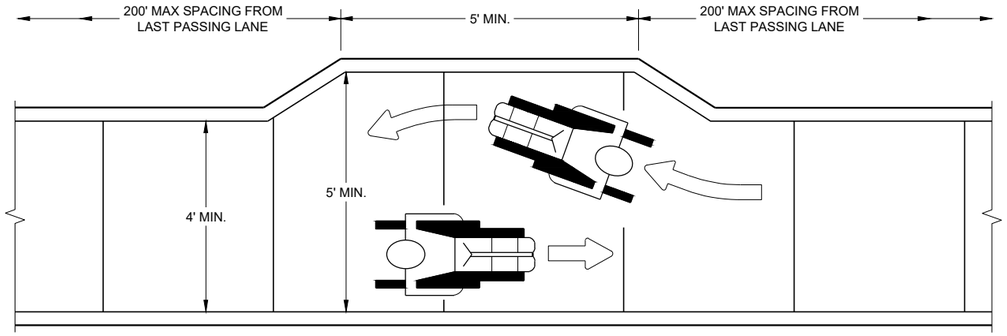
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

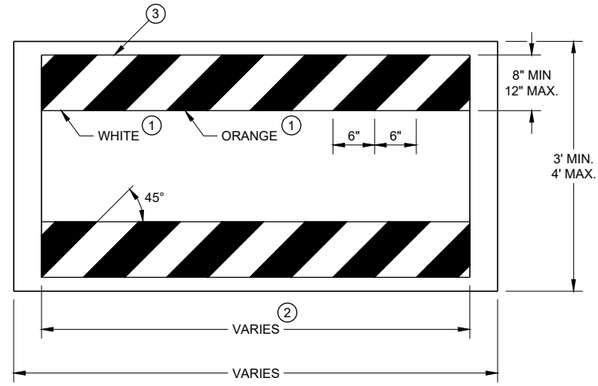
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

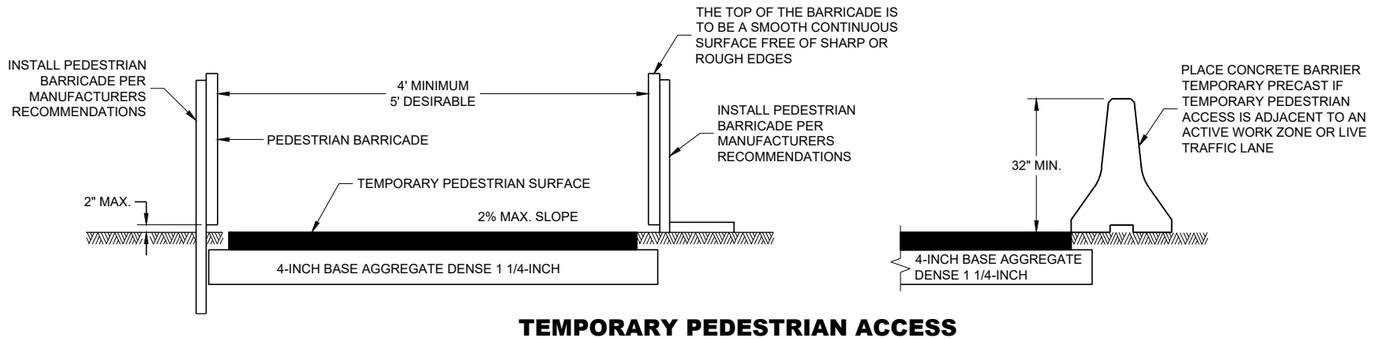
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

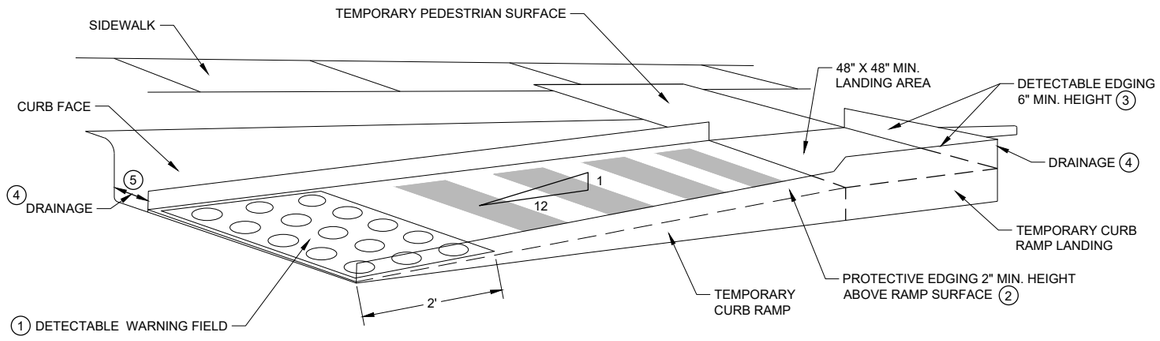
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SDD 15D30 - 09a

SDD 15D30 - 09a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

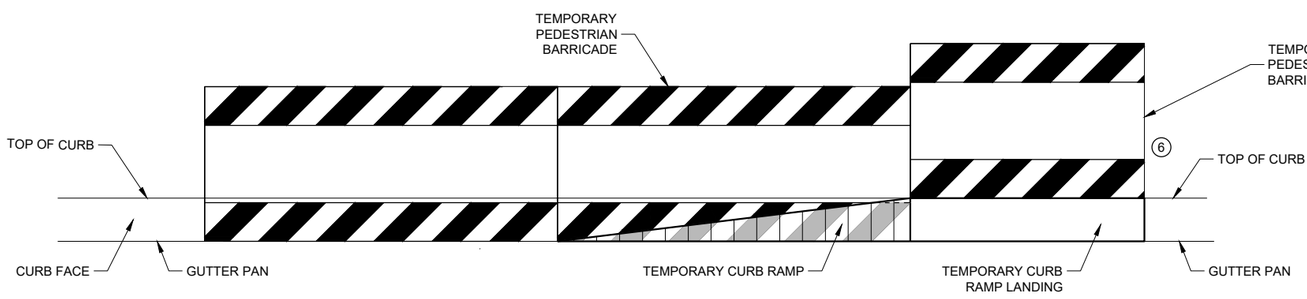
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

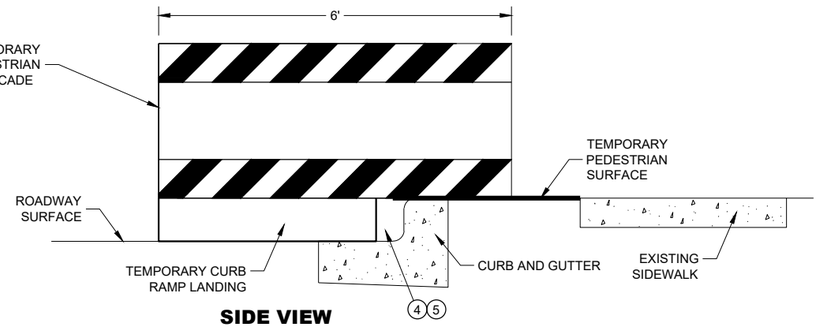
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) 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.



FRONT VIEW



SIDE VIEW

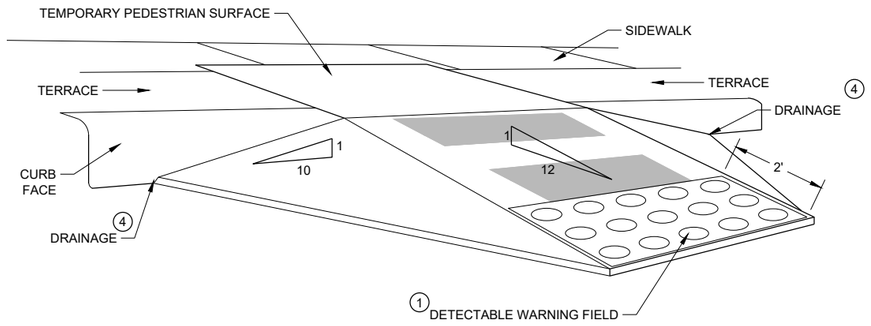
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

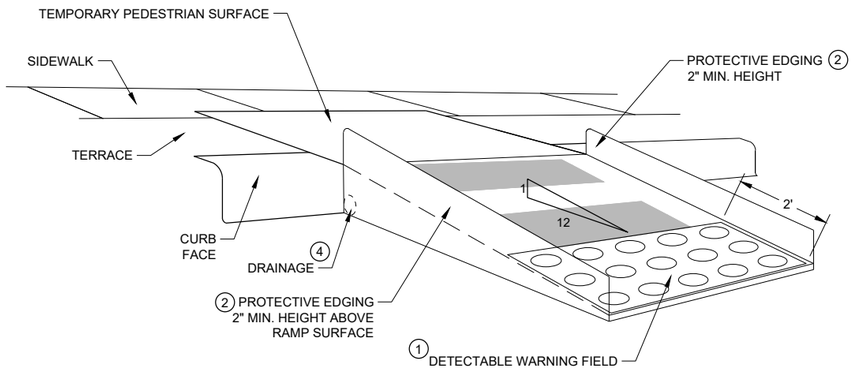
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

LEGEND

SIGN ON PERMANENT SUPPORT

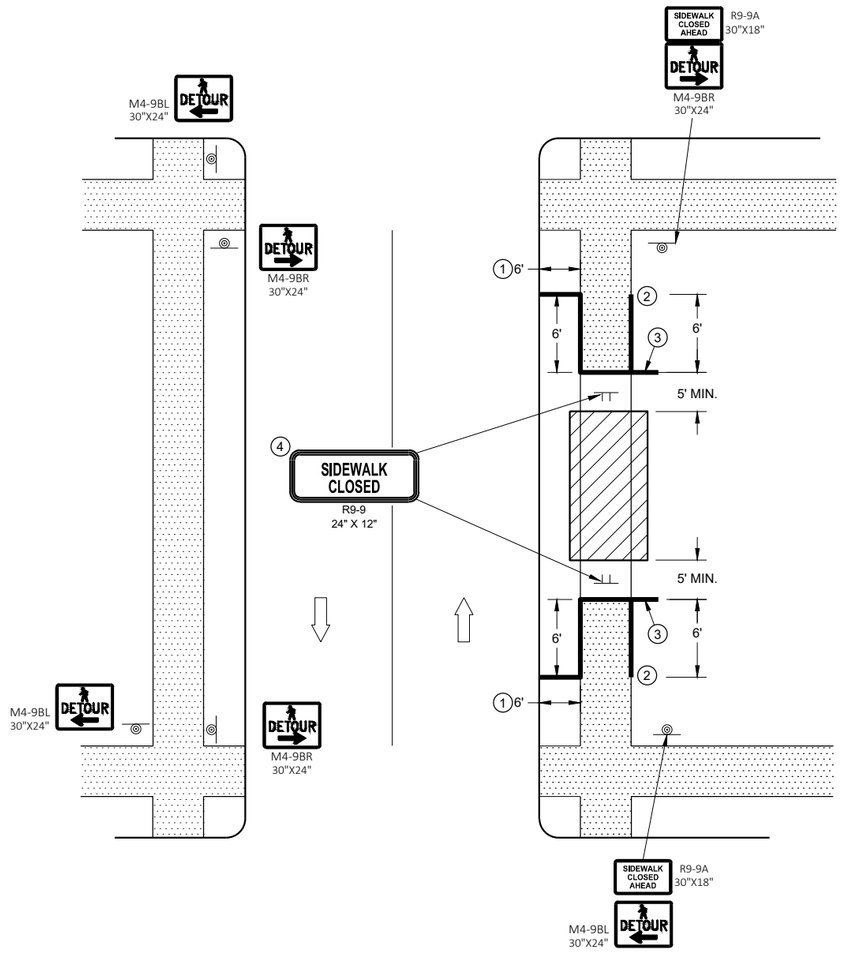
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



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 CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

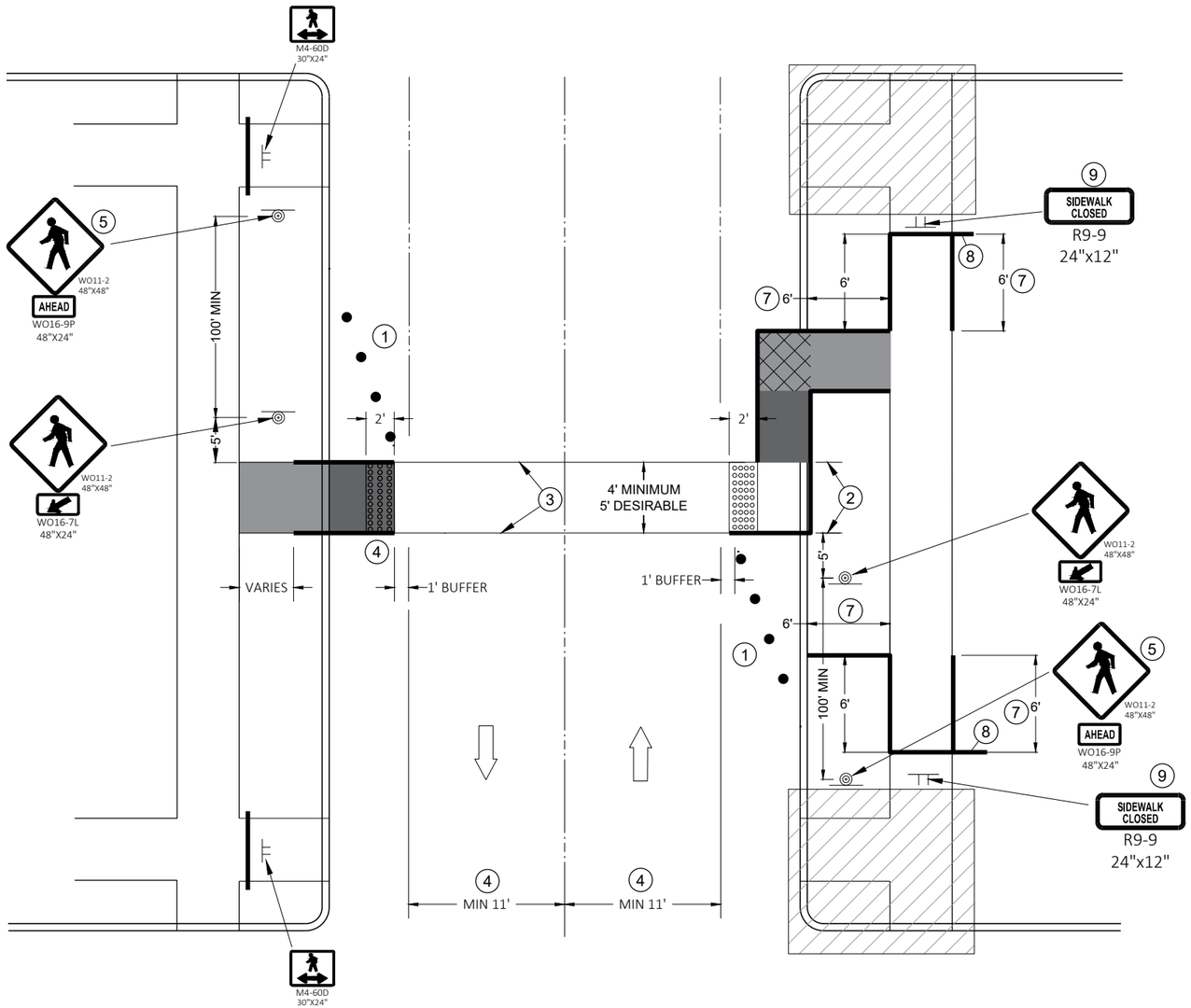
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN 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 ON BOTH SIDES

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

SDD 15D30 - 09k



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. 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.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

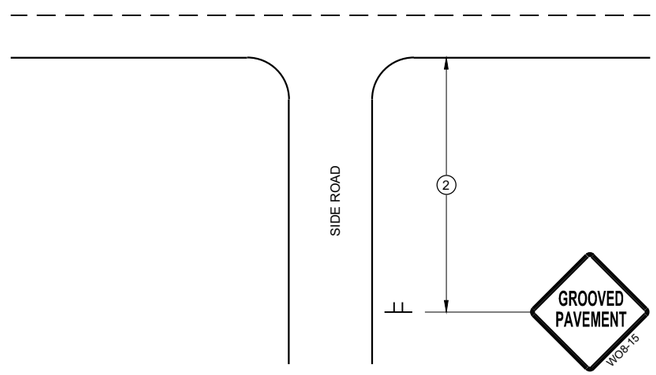
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

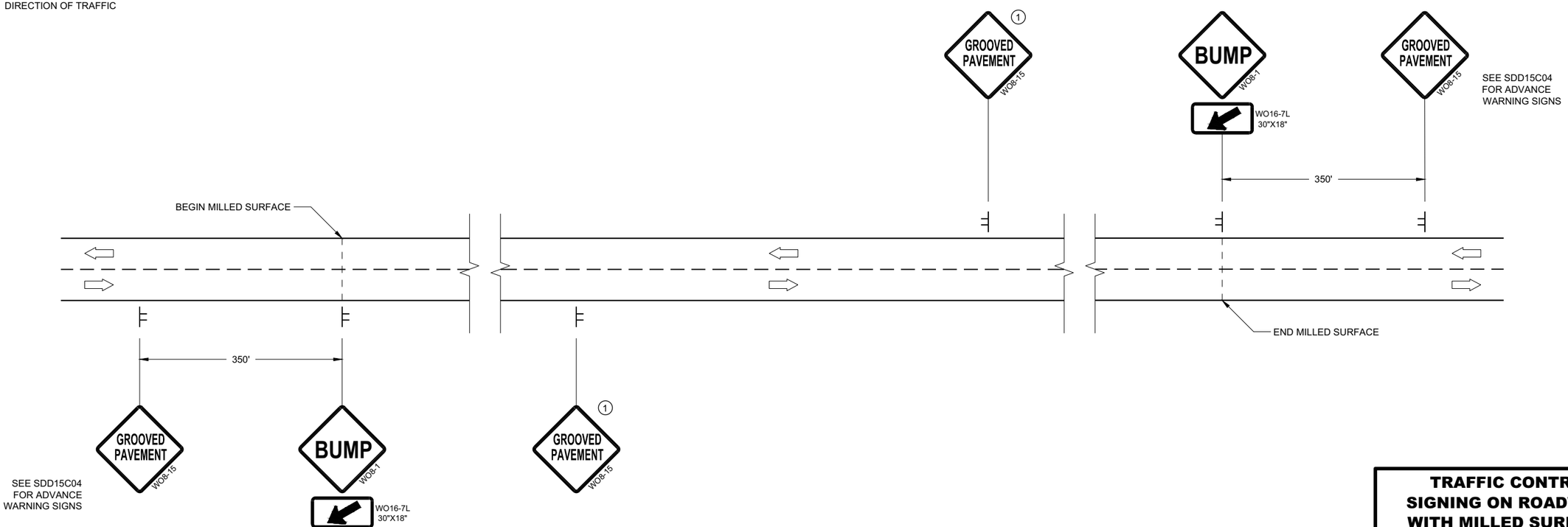
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D44 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

(1) PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

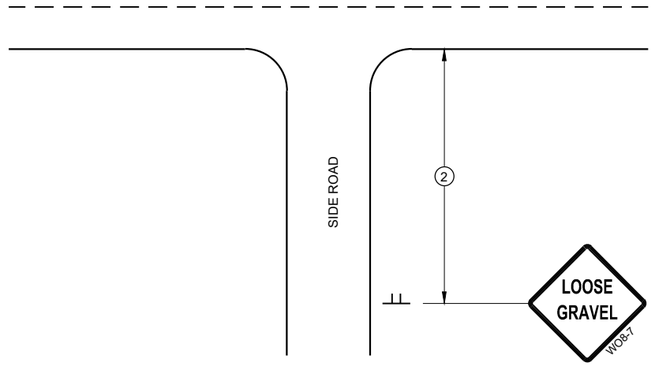
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

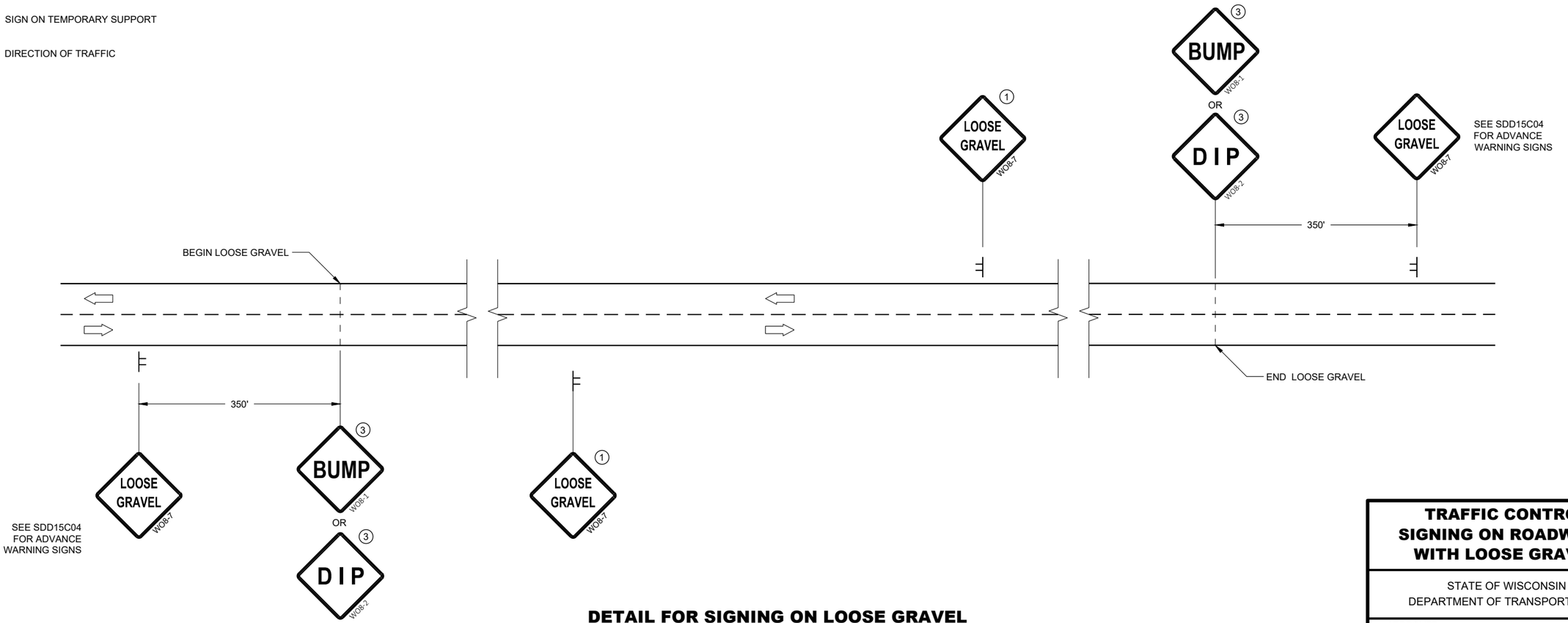
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D45 - 03

6

SDD 15D45 - 03

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

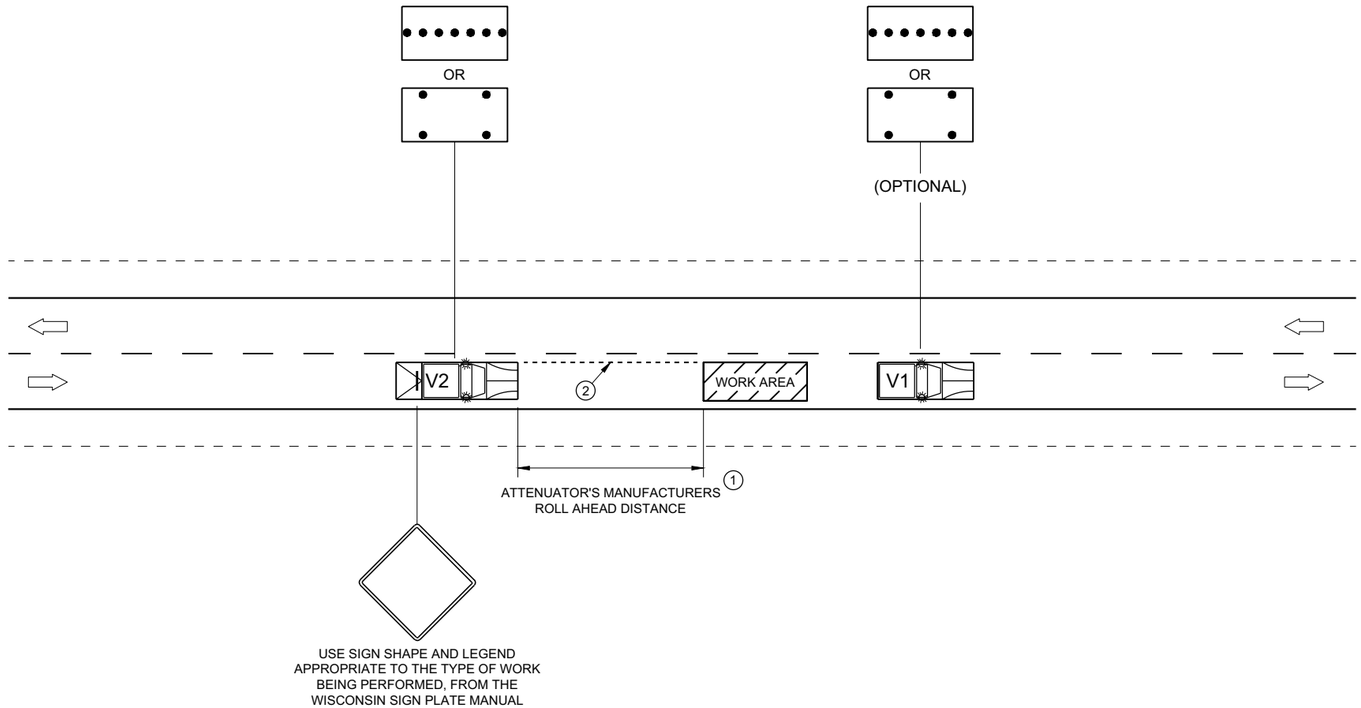
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



6

SDD 15D51 - 01

TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

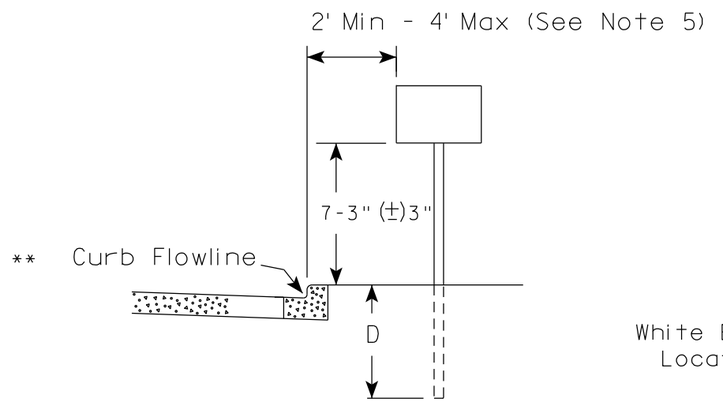
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

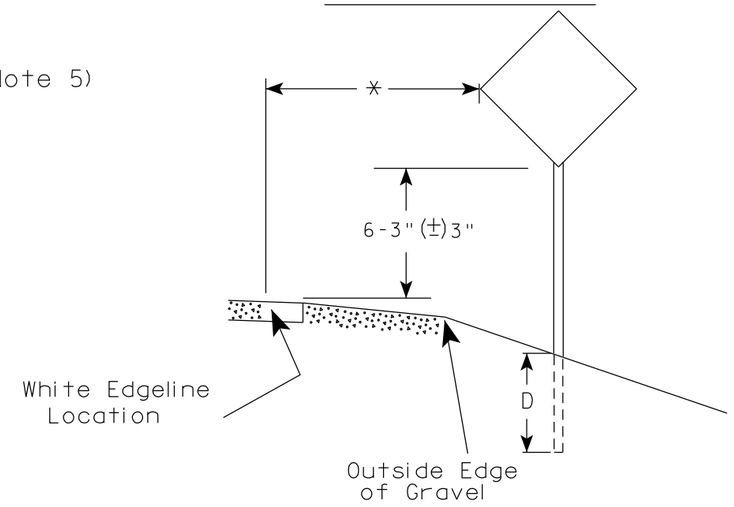
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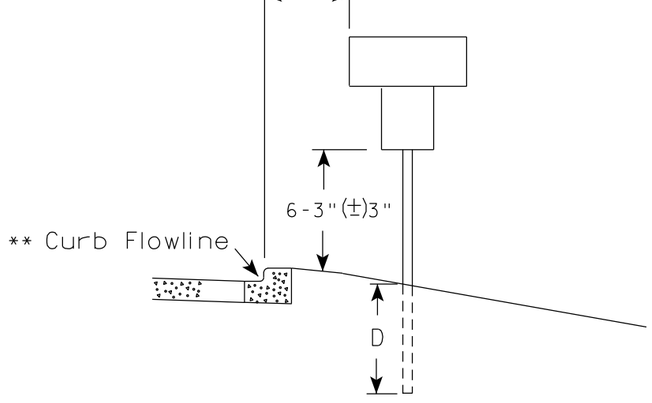
SDD 15D51 - 01

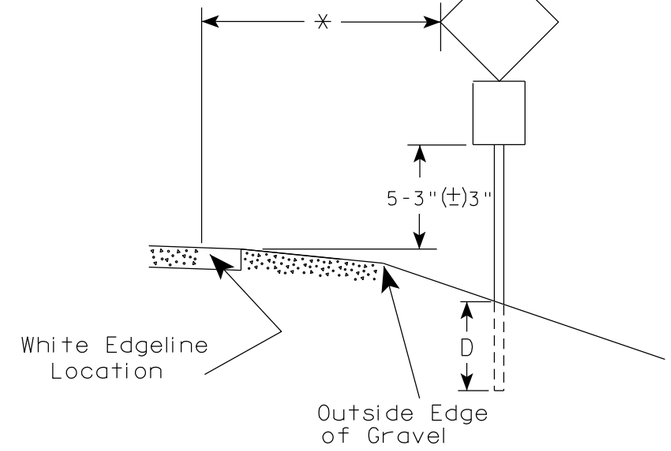
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

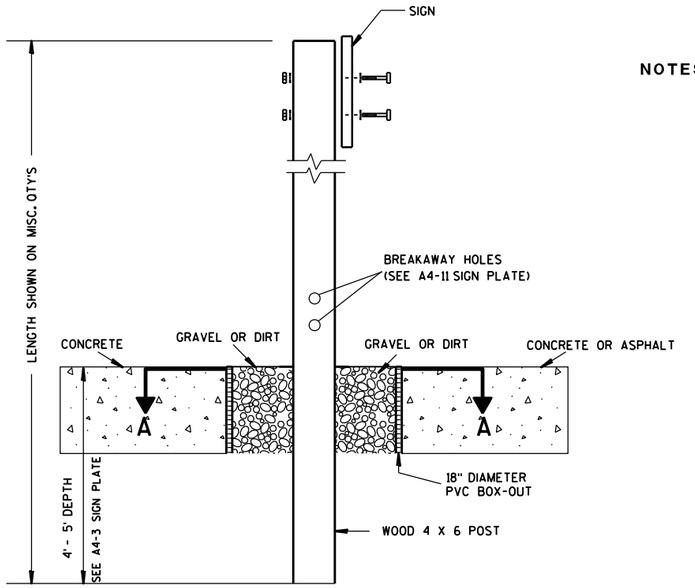
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

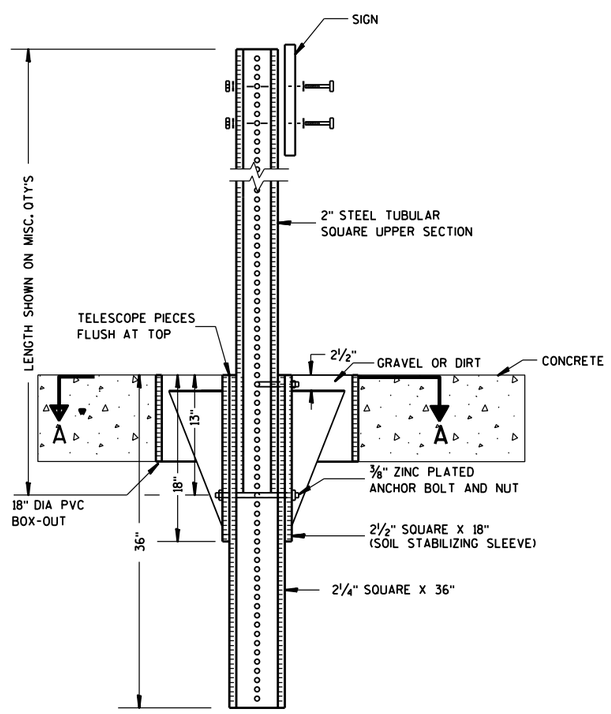
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 172	E



ELEVATION VIEW

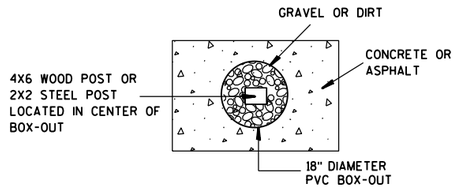
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

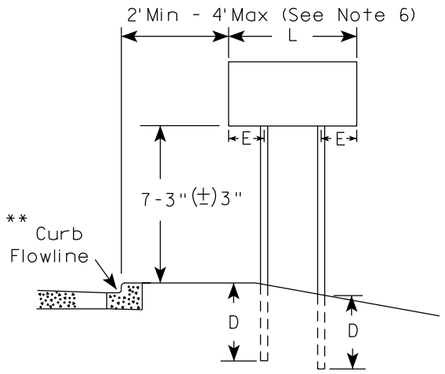
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

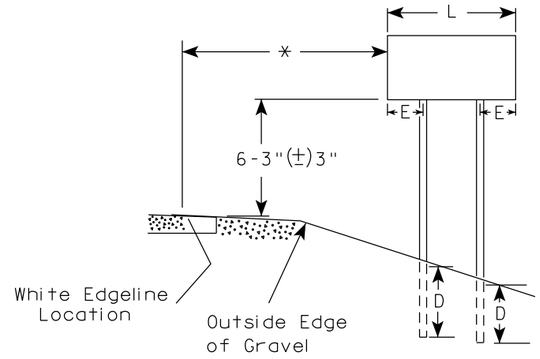
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

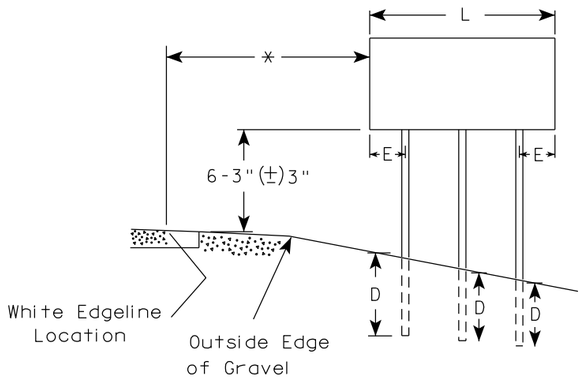
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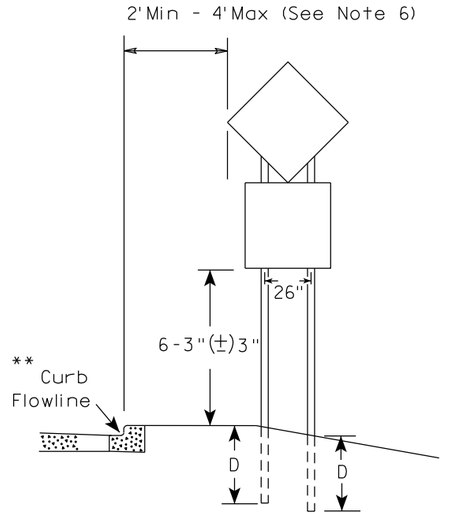
URBAN AREA



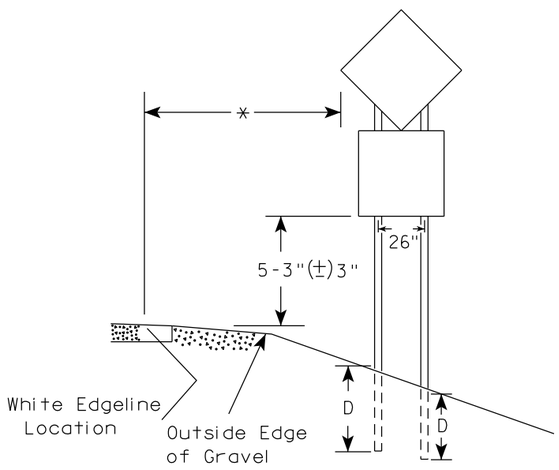
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

***	SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
	L	E
	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 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" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 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" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

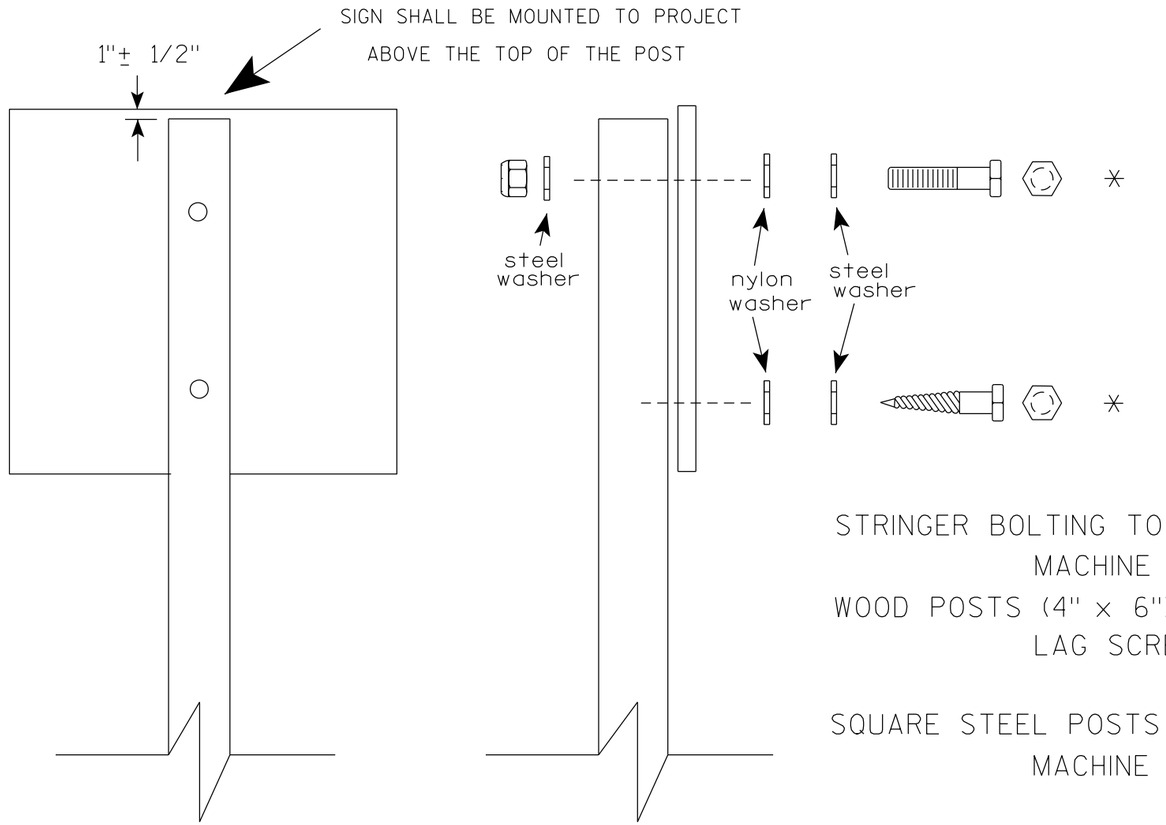
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 174	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

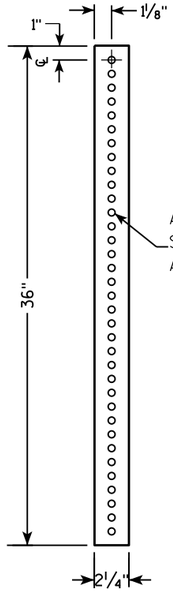
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

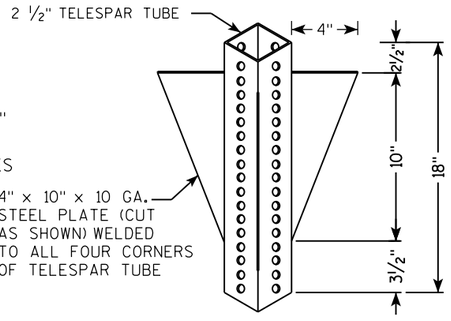
DATE 4/1/2020 PLATE NO. A4-8.9

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

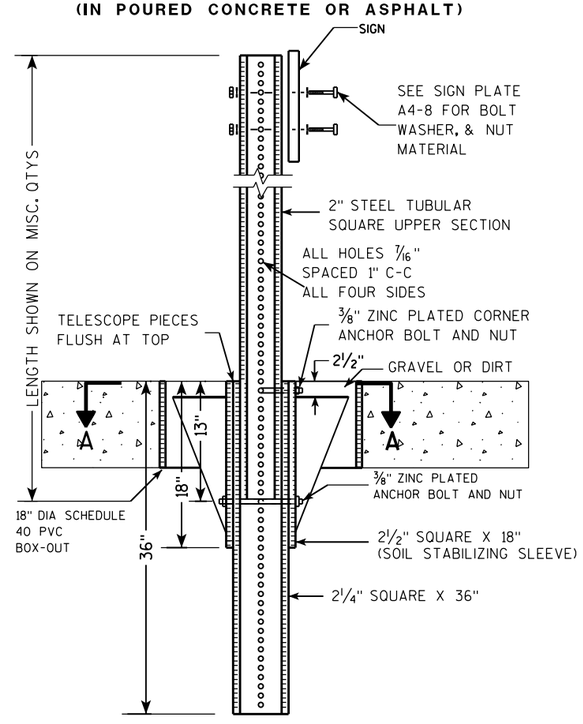
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



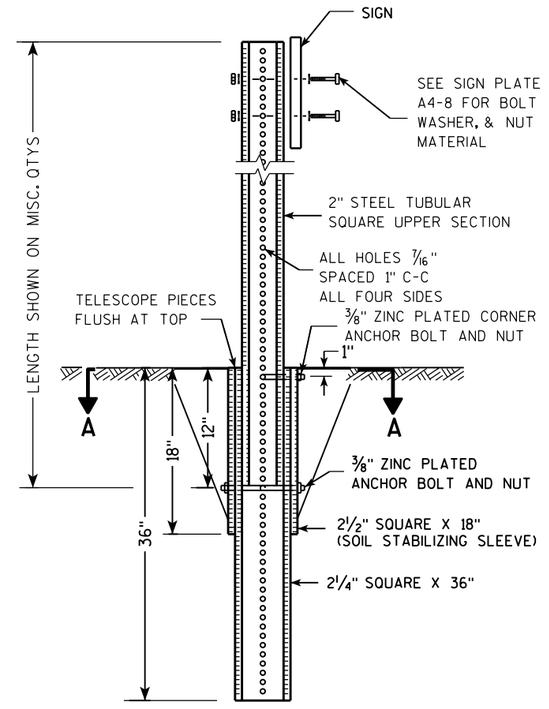
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

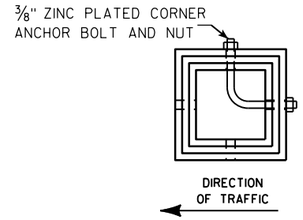


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

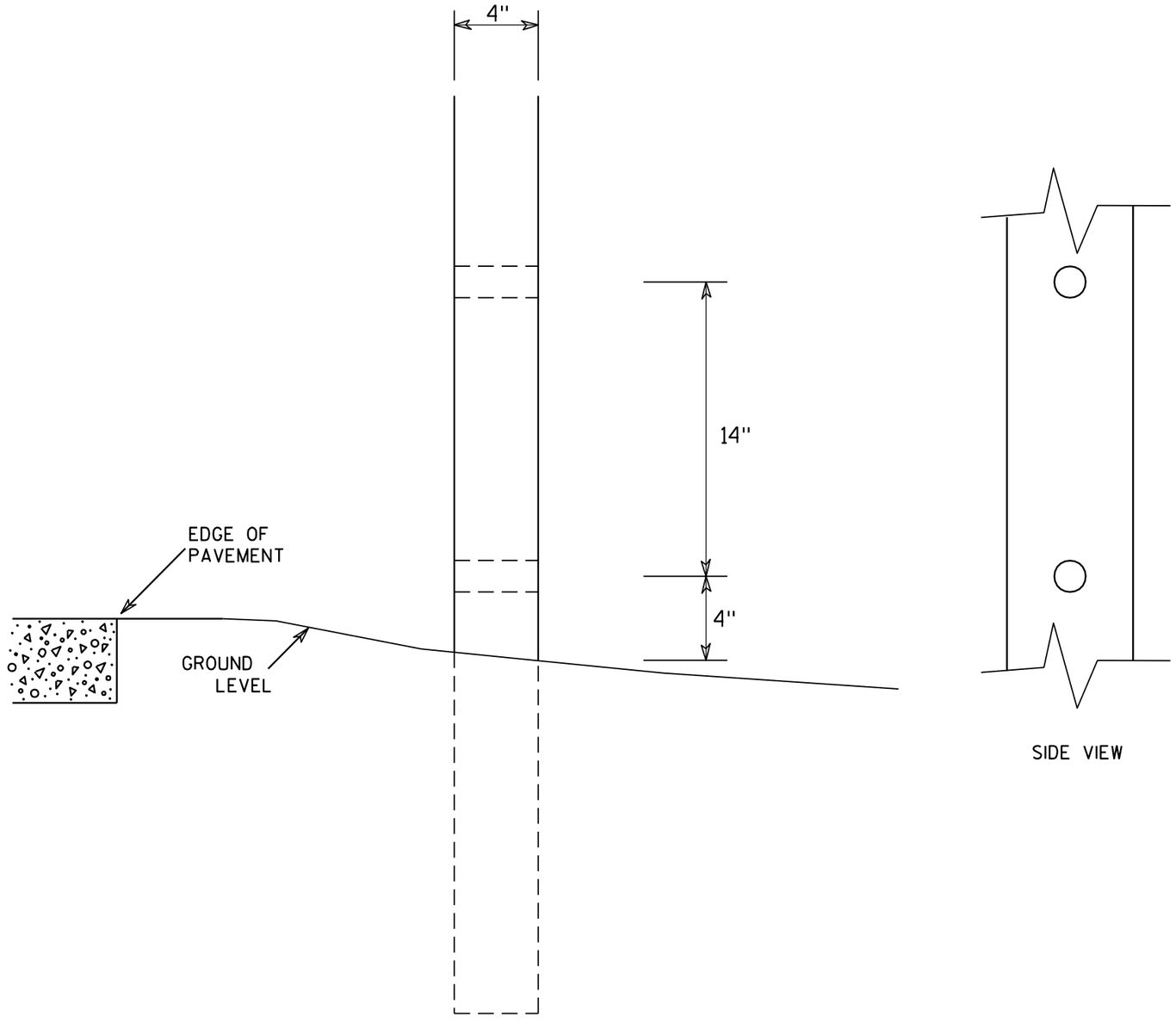
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

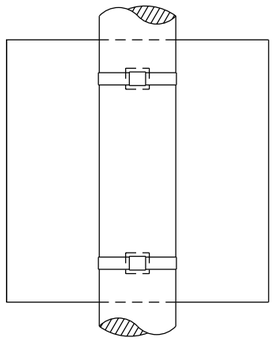
APPROVED Chester J Spang for State Traffic Engineer

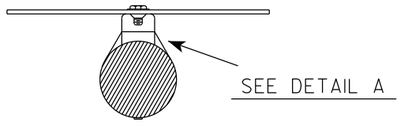
DATE 3/27/97 PLATE NO. A4-11.2

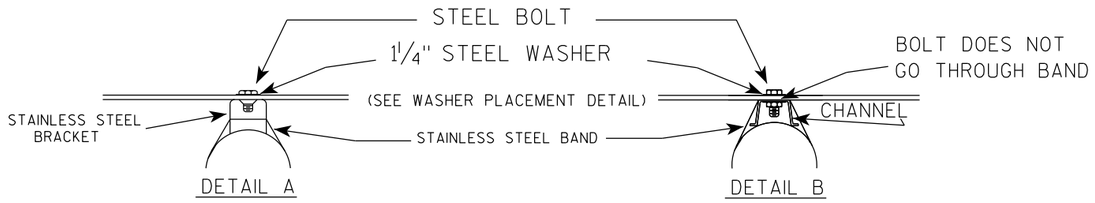
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 177	E

BANDING

SINGLE SIGN



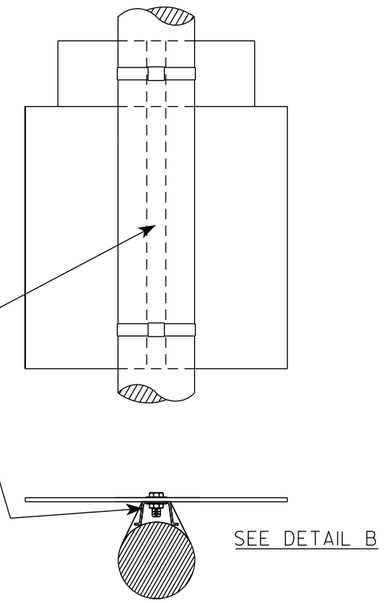




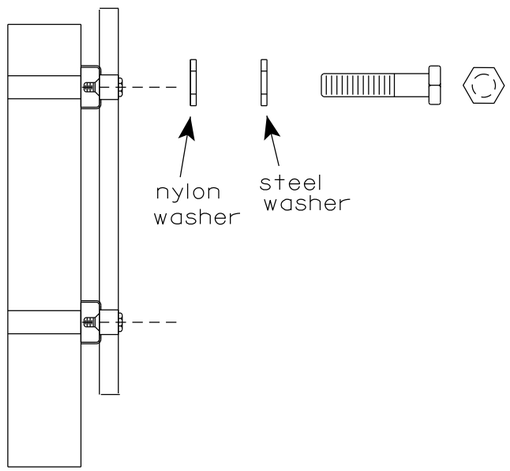
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

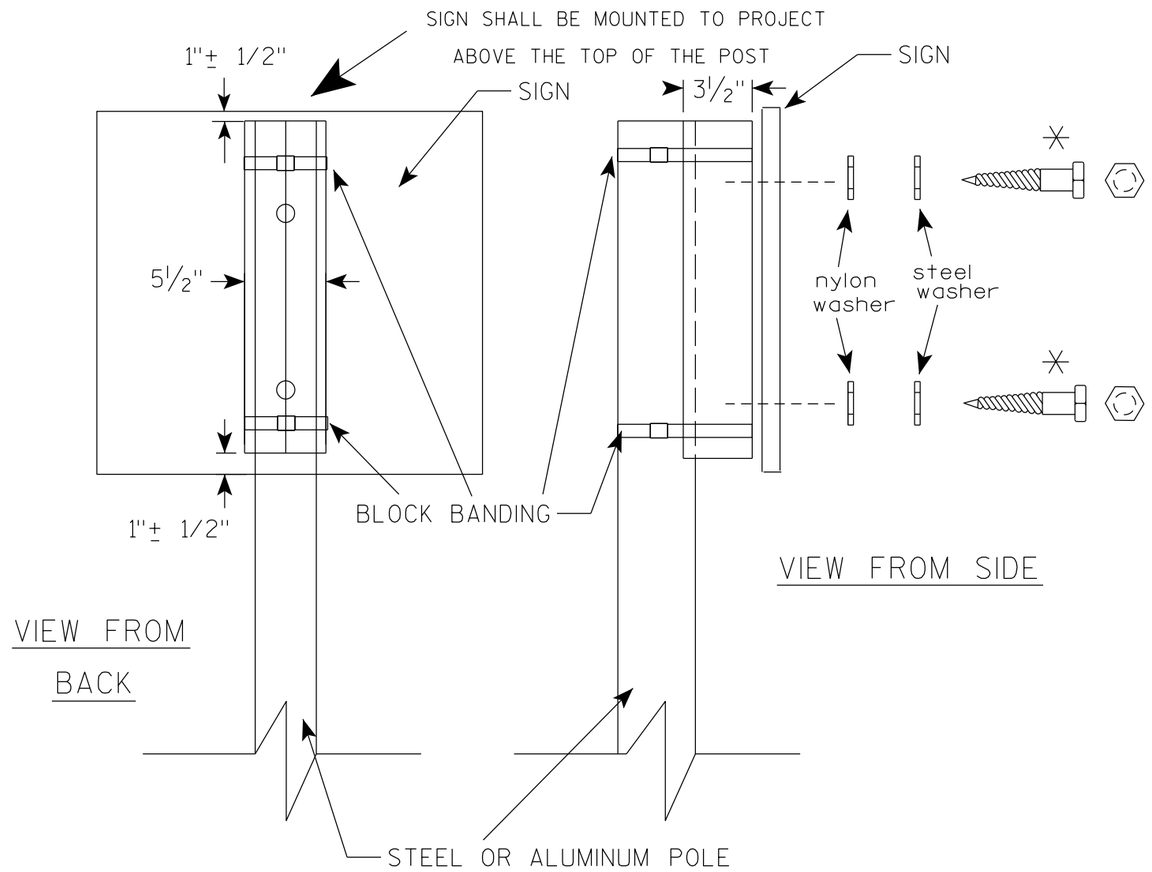
DATE 6/10/19 PLATE NO. A5-9.4

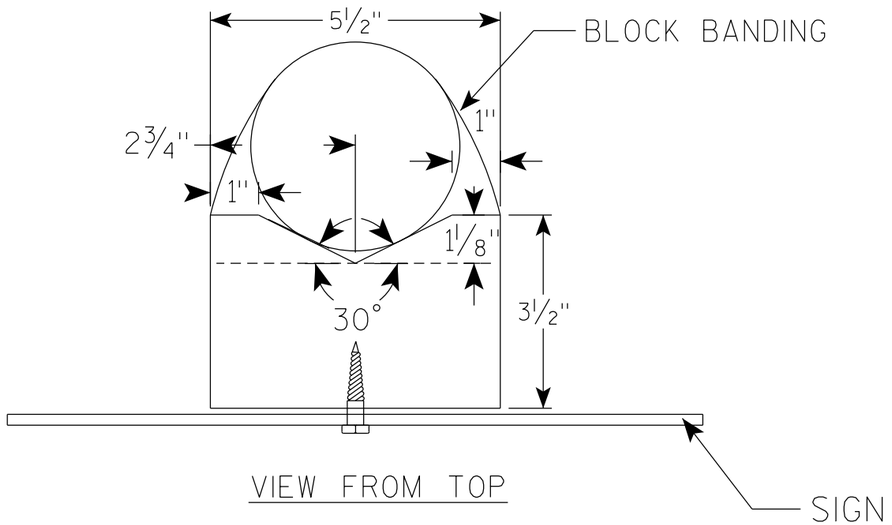
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FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

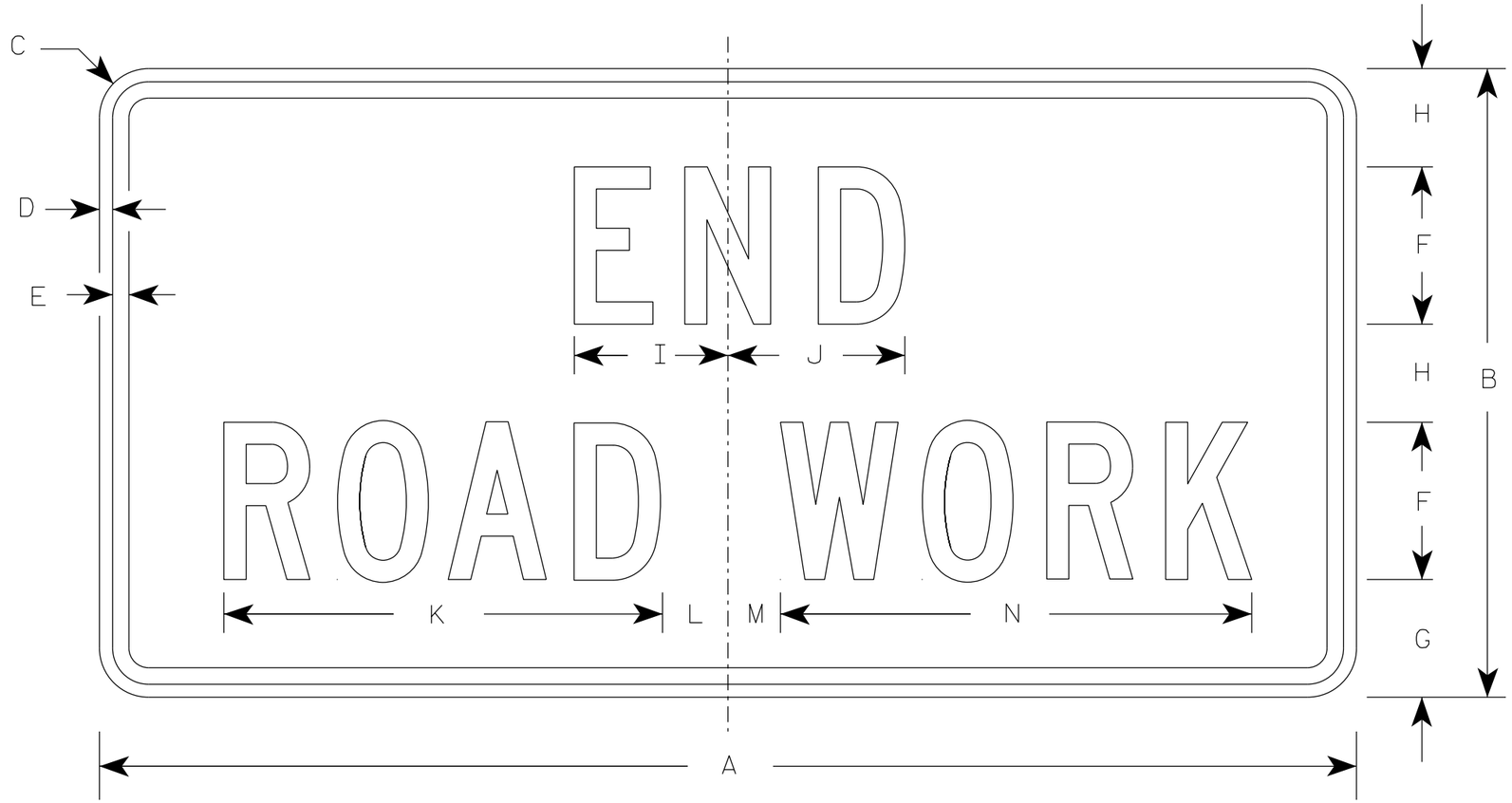
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 179 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

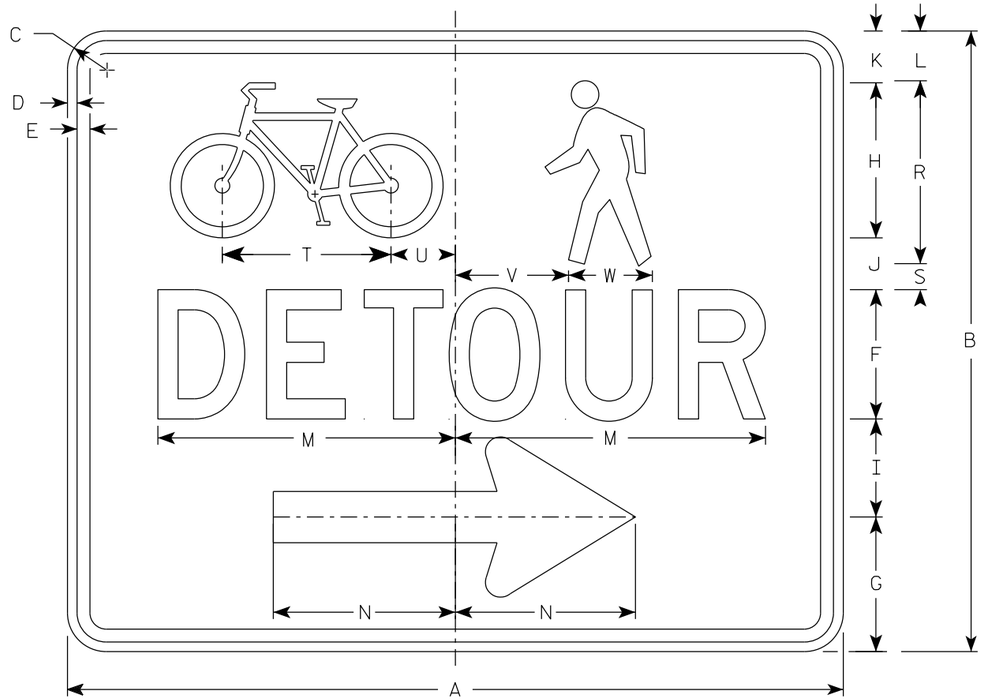
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-2A.10

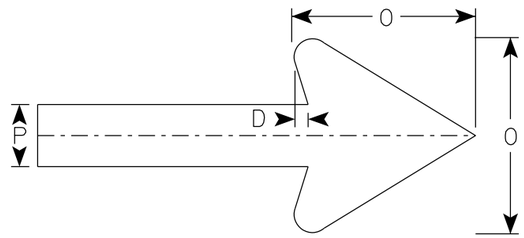
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 180 E



M4-9AR

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. M4-9AL is the same as M4-9AR 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																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	6	3 3/4	2	2	1 7/8	11 3/4	7	6	2		7 1/8	1	6 1/2	2 1/2	4 3/8	3 1/4				5.00
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	6	3 3/4	2	2	1 7/8	11 3/4	7	6	2		7 1/8	1	6 1/2	2 1/2	4 3/8	3 1/4				5.00
3																											
4																											
5																											

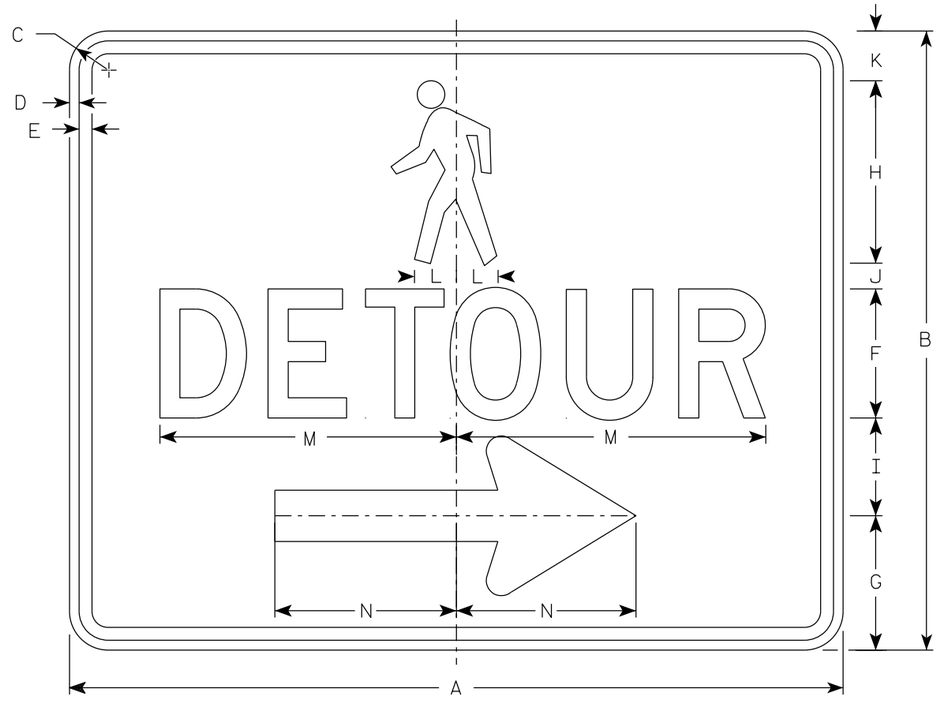
STANDARD SIGN
M4-9A L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9A.3

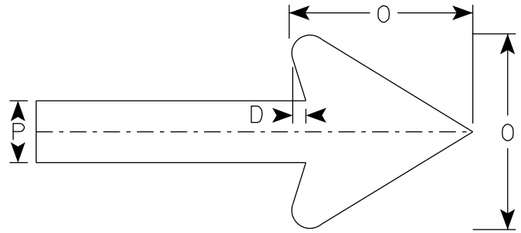
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 181 | E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	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											5.0
2M	30	24	1 1/2	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											5.0
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

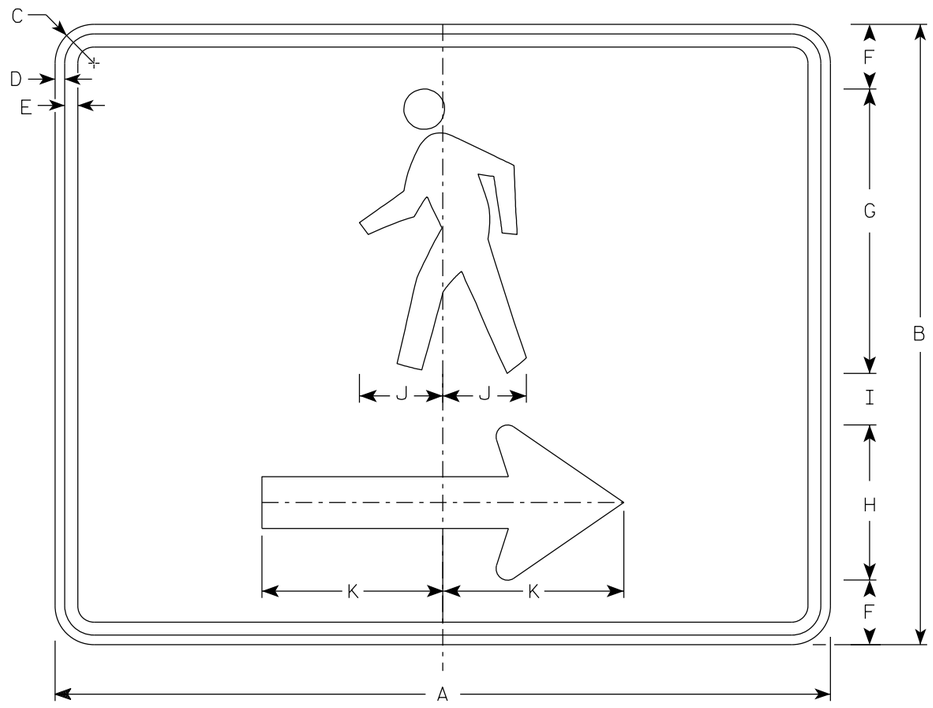
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

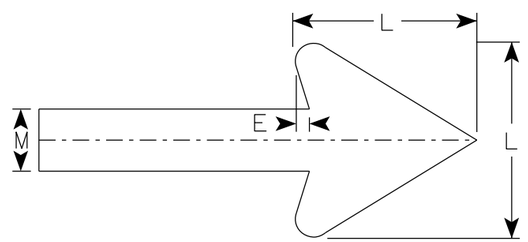
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 182 | E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



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 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

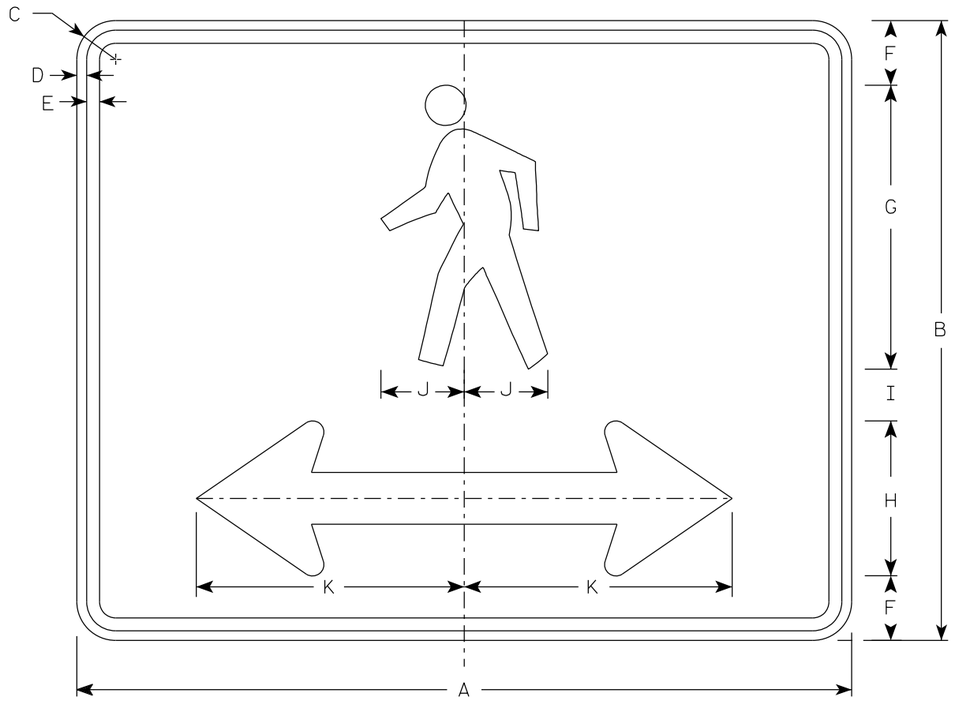
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

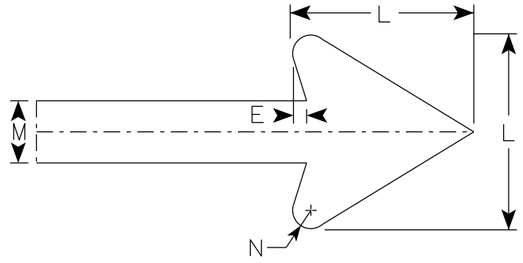
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 183 | E



M4-60D

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.



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 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

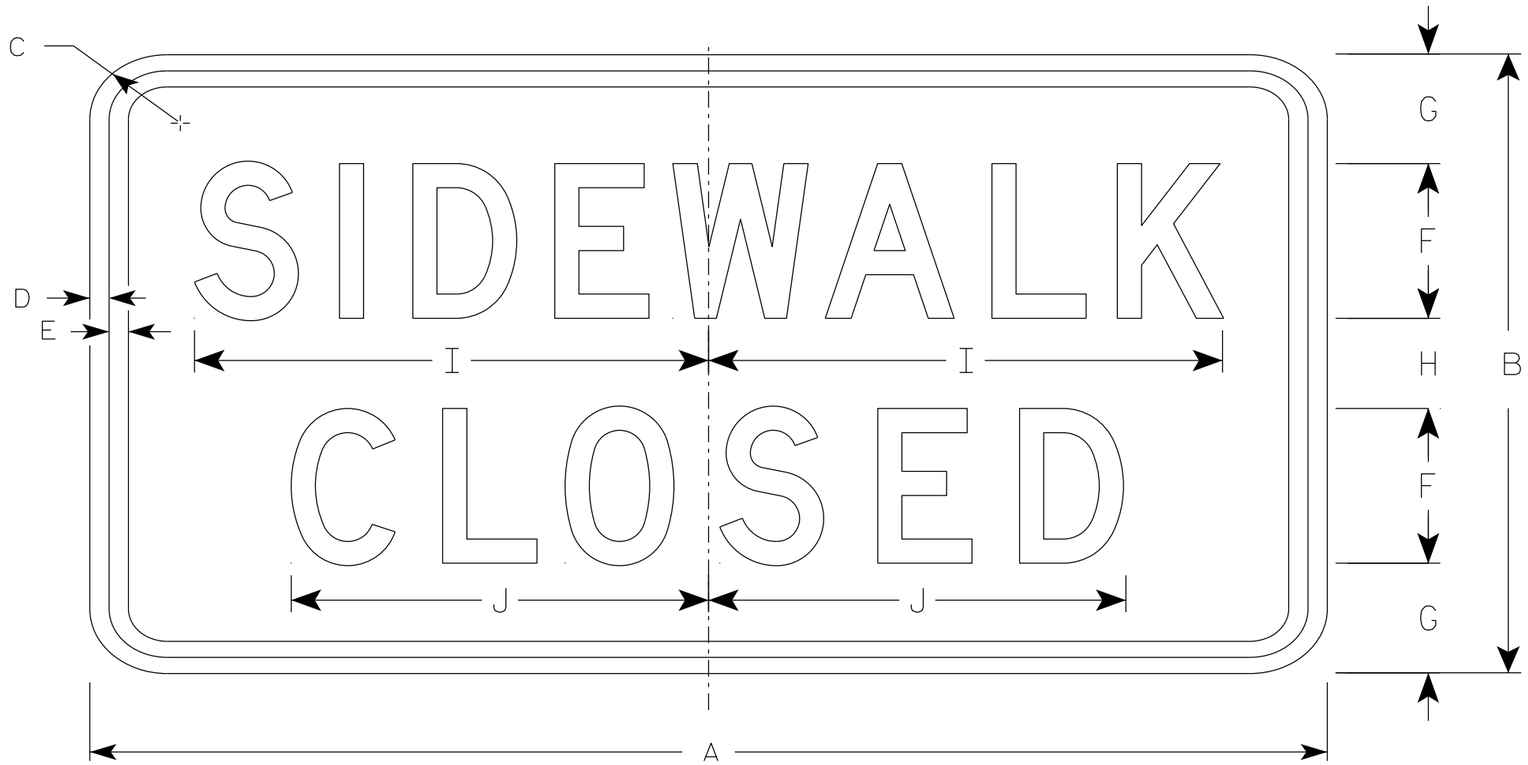
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 184 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. 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 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

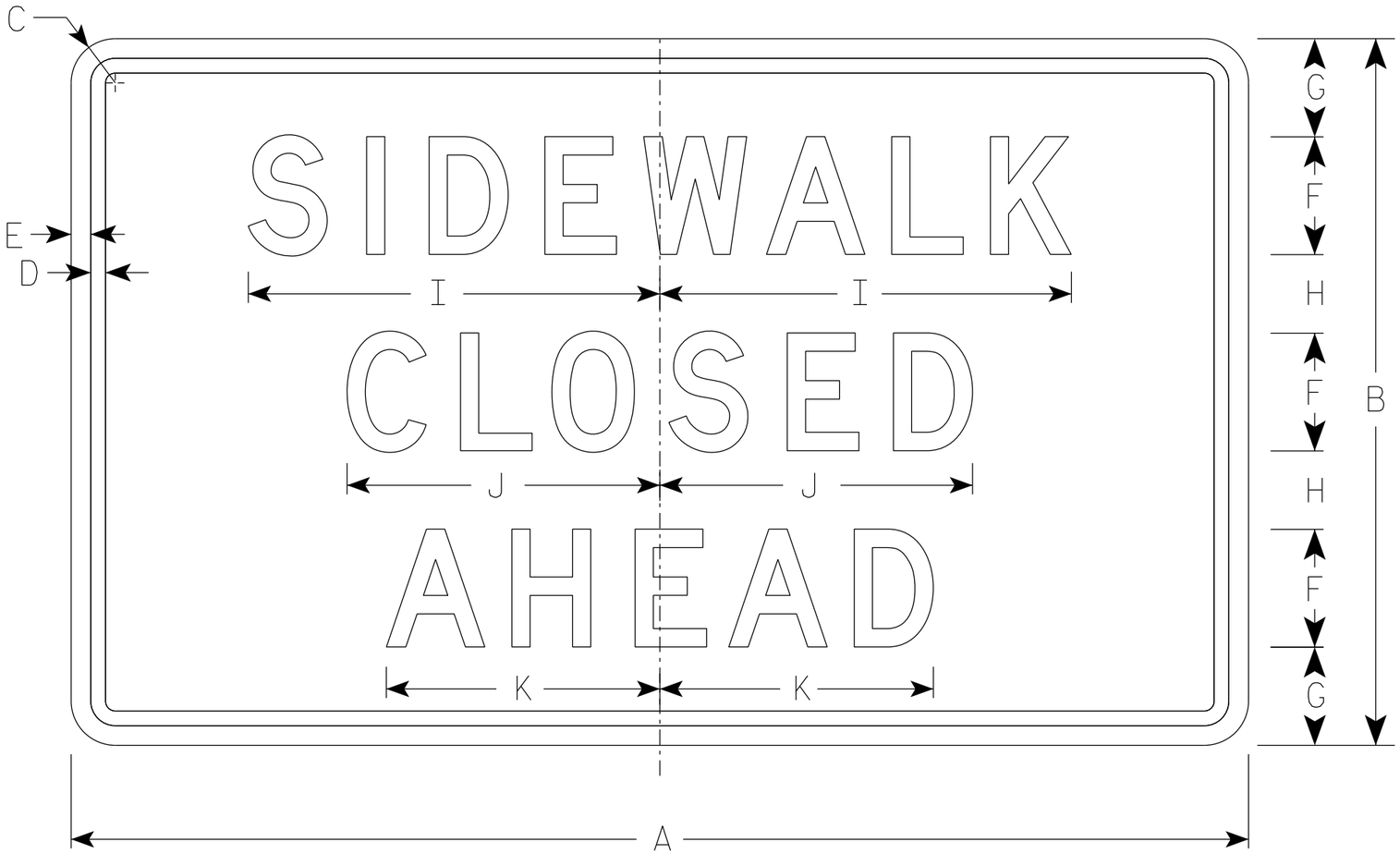
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 185 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



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 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

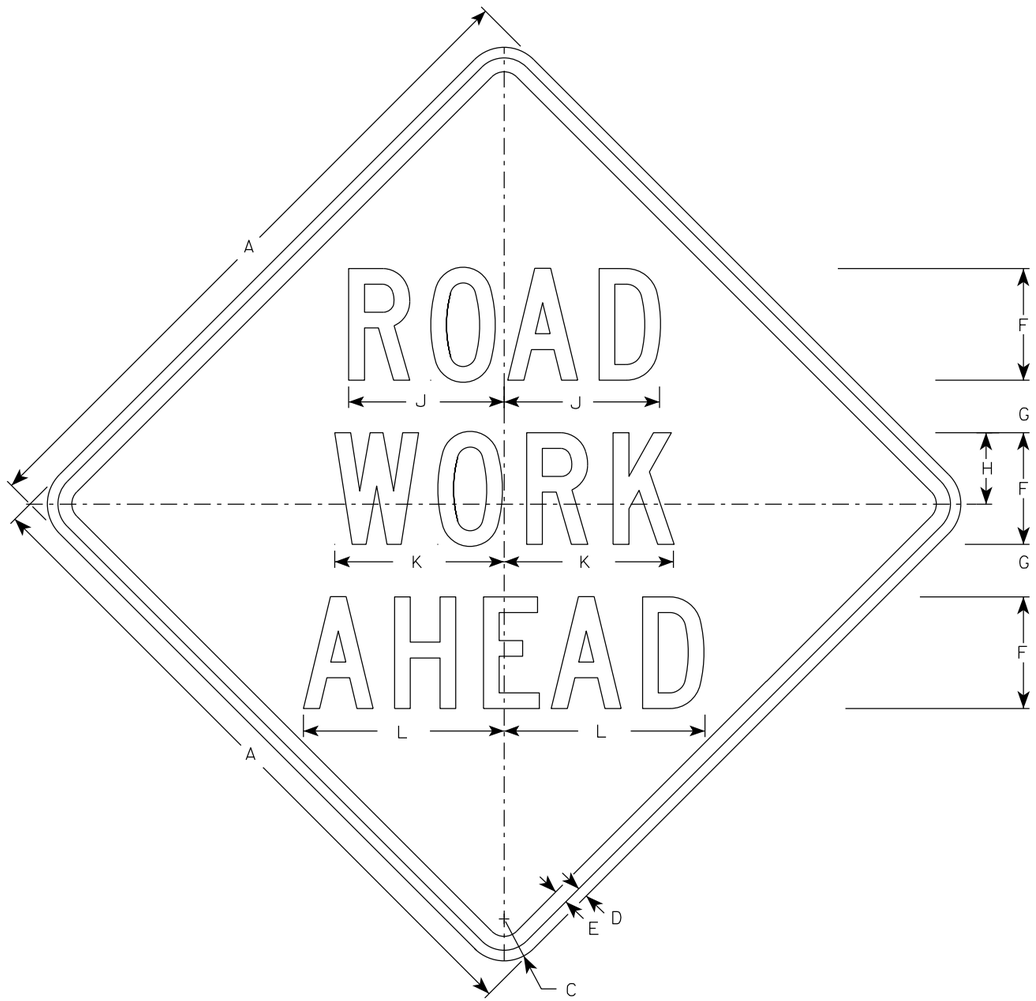
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

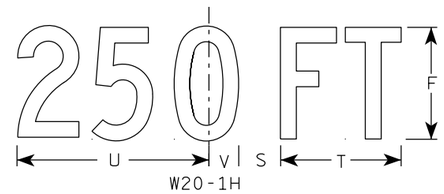
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

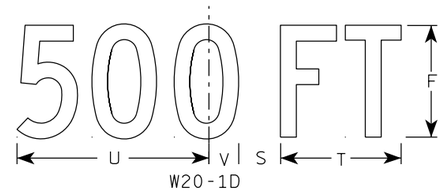
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 186 | E



W20-1A



W20-1H



W20-1D



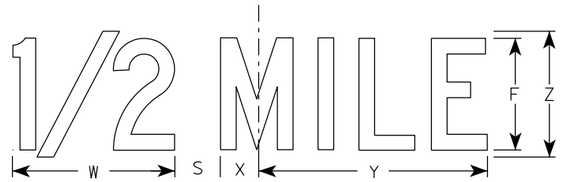
W20-1C



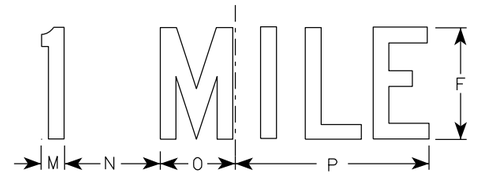
W20-1B

NOTES

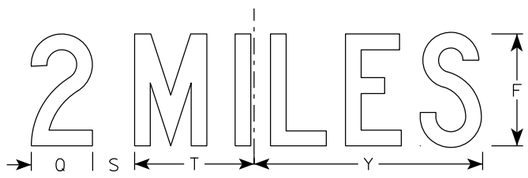
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

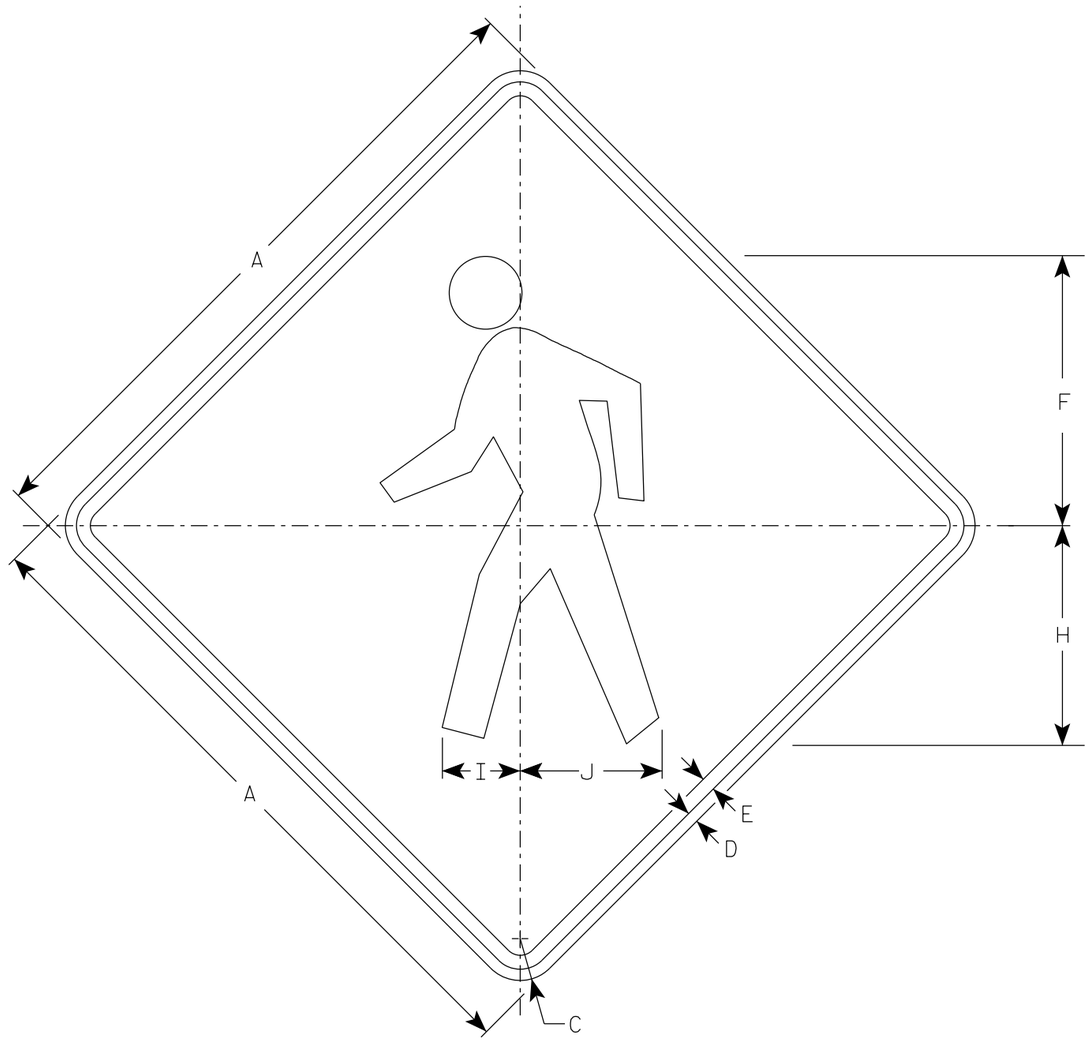
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

SHEET NO: 187 E



WO11-2

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		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

WO11-2

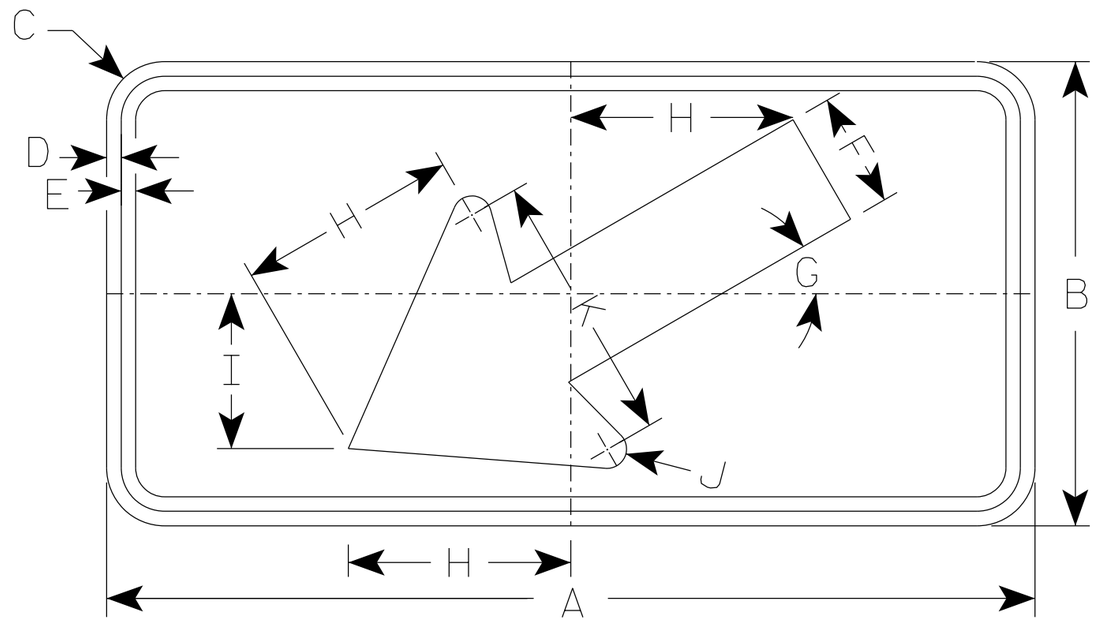
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 188 E



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 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
2S	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
2M	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
3	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
5	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0

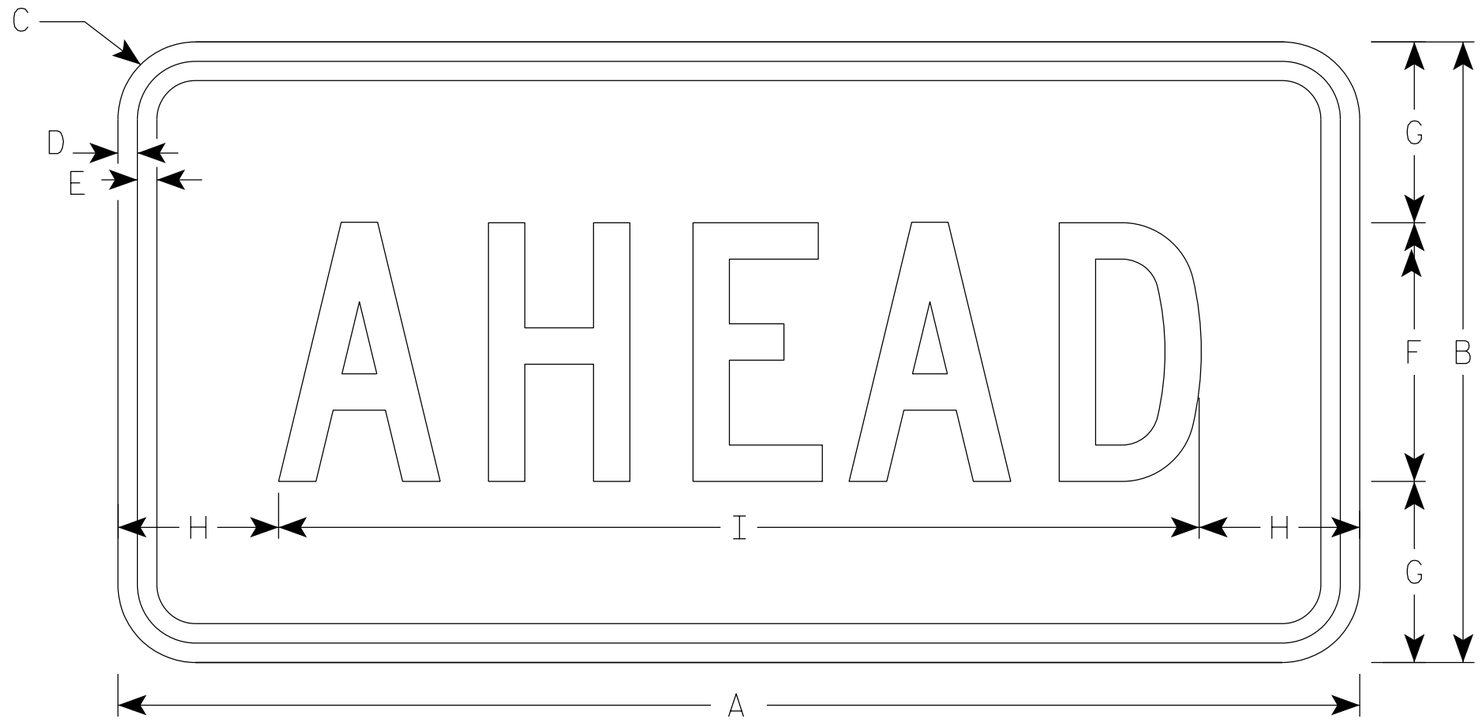
STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 189	E



W016-9P

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

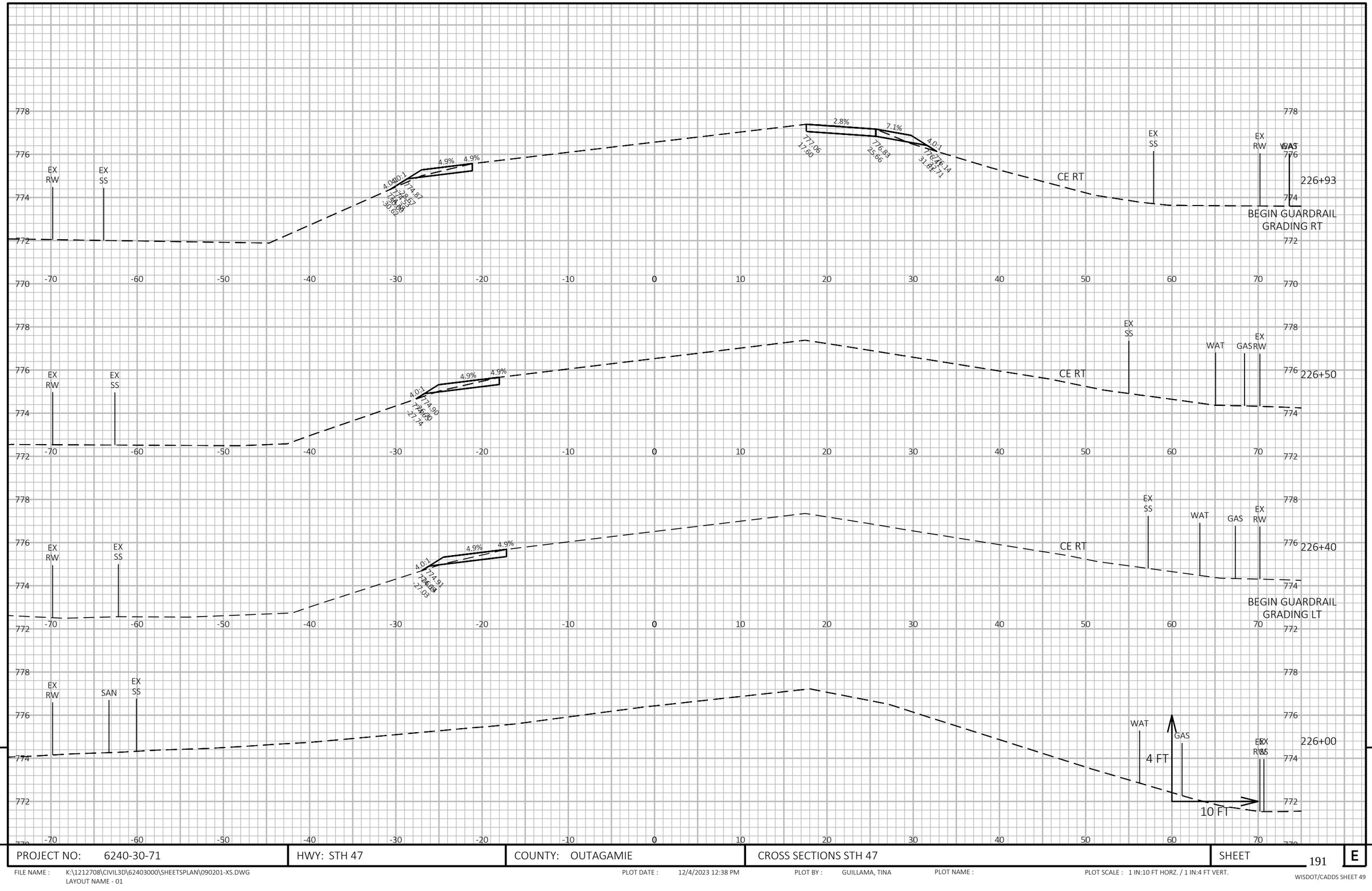
STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-9P.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 190 | E

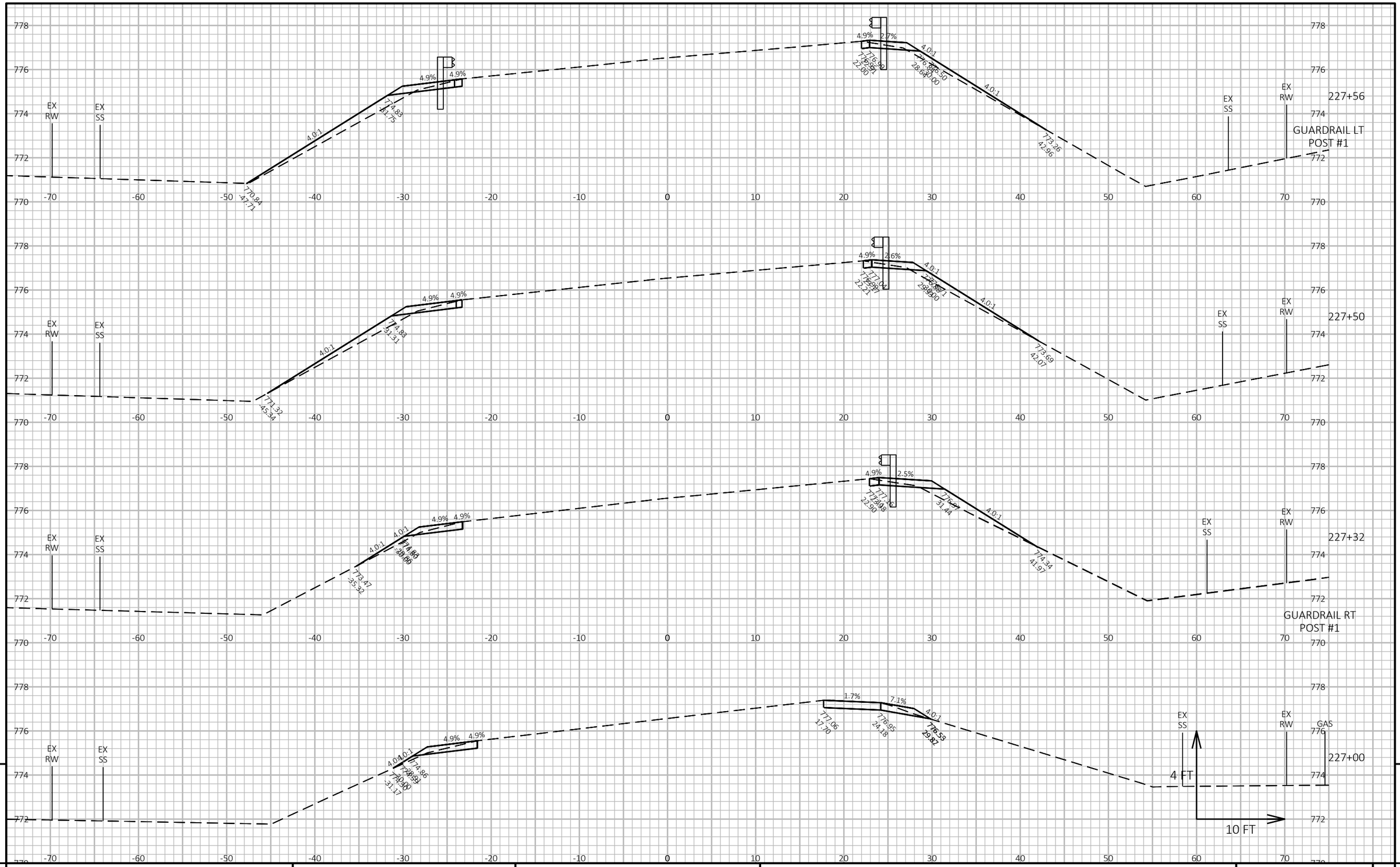


PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 191	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 12/4/2023 12:38 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



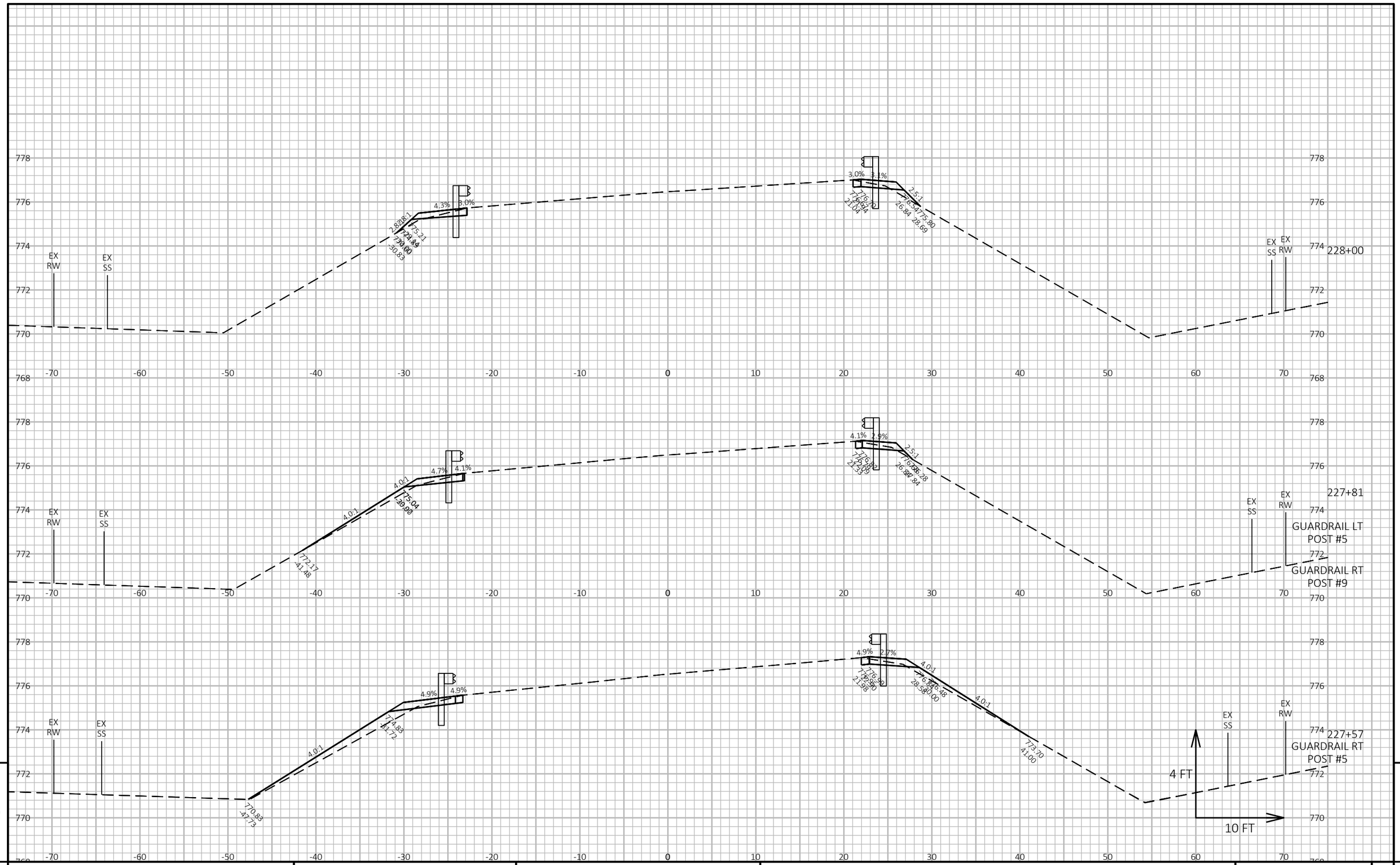
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 192	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 12/4/2023 12:38 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

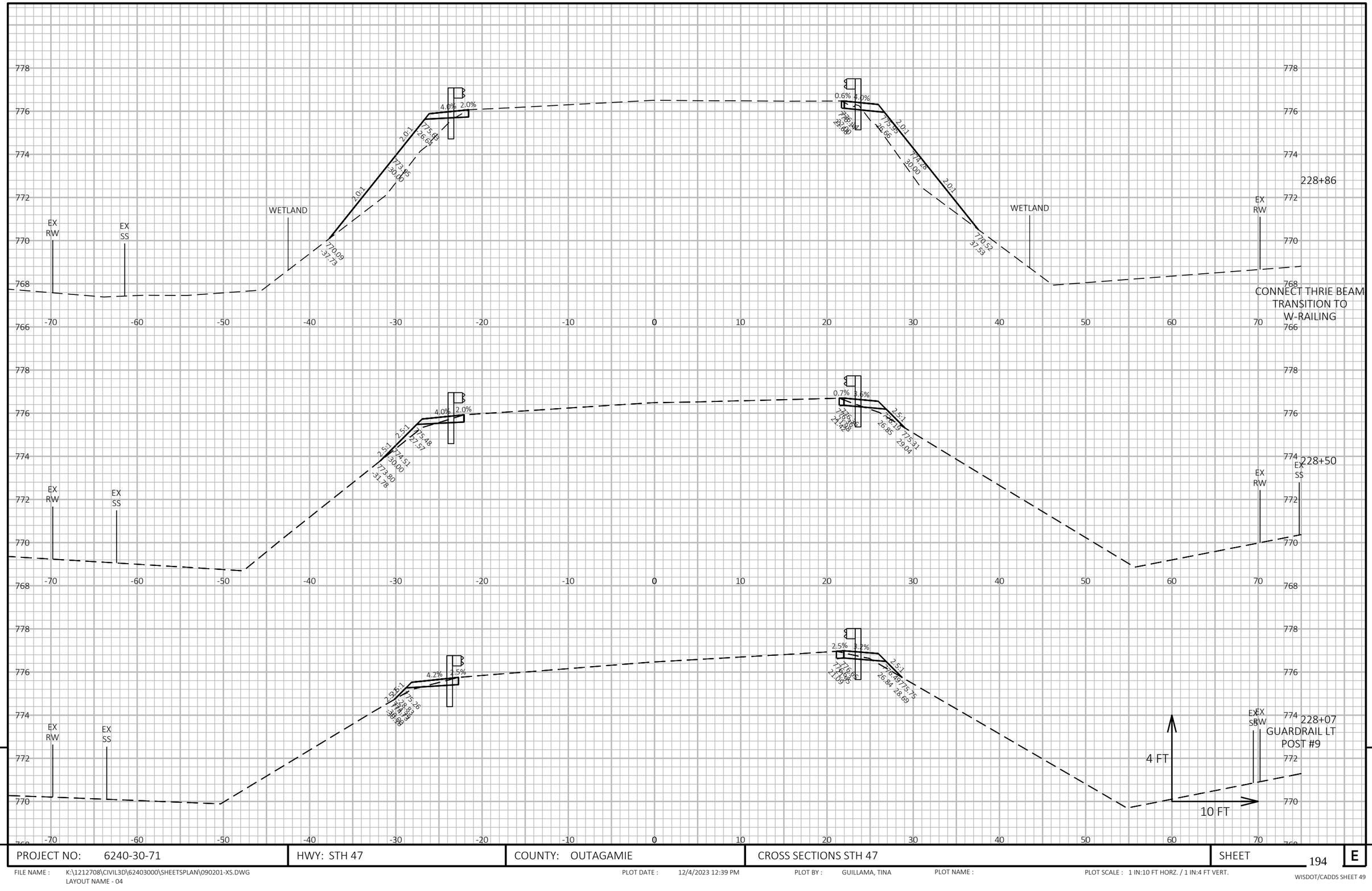


PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 193	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 12/4/2023 12:39 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 194	E

EXCAVATION BELOW SUBGRADE

230+50

WETLAND
EX RW
2.5:1
768.92
42.49
773.92
30.00
4.0%
2.0%
774.28
26.60
774.39
26.58
2.5:1
774.19
29.96
WETLAND
EX RW

230+00

WETLAND
EX RW
766.30
44.42
2.0:1
773.41
30.00
4.0%
2.0%
774.28
26.46
774.39
26.47
2.0:1
774.19
30.00
WETLAND
768.58
39.22
CONNECT THRIE BEAM TRANSITION TO W-RAILING
4 FT
10 FT

778
776
774
772
770
768
766
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70

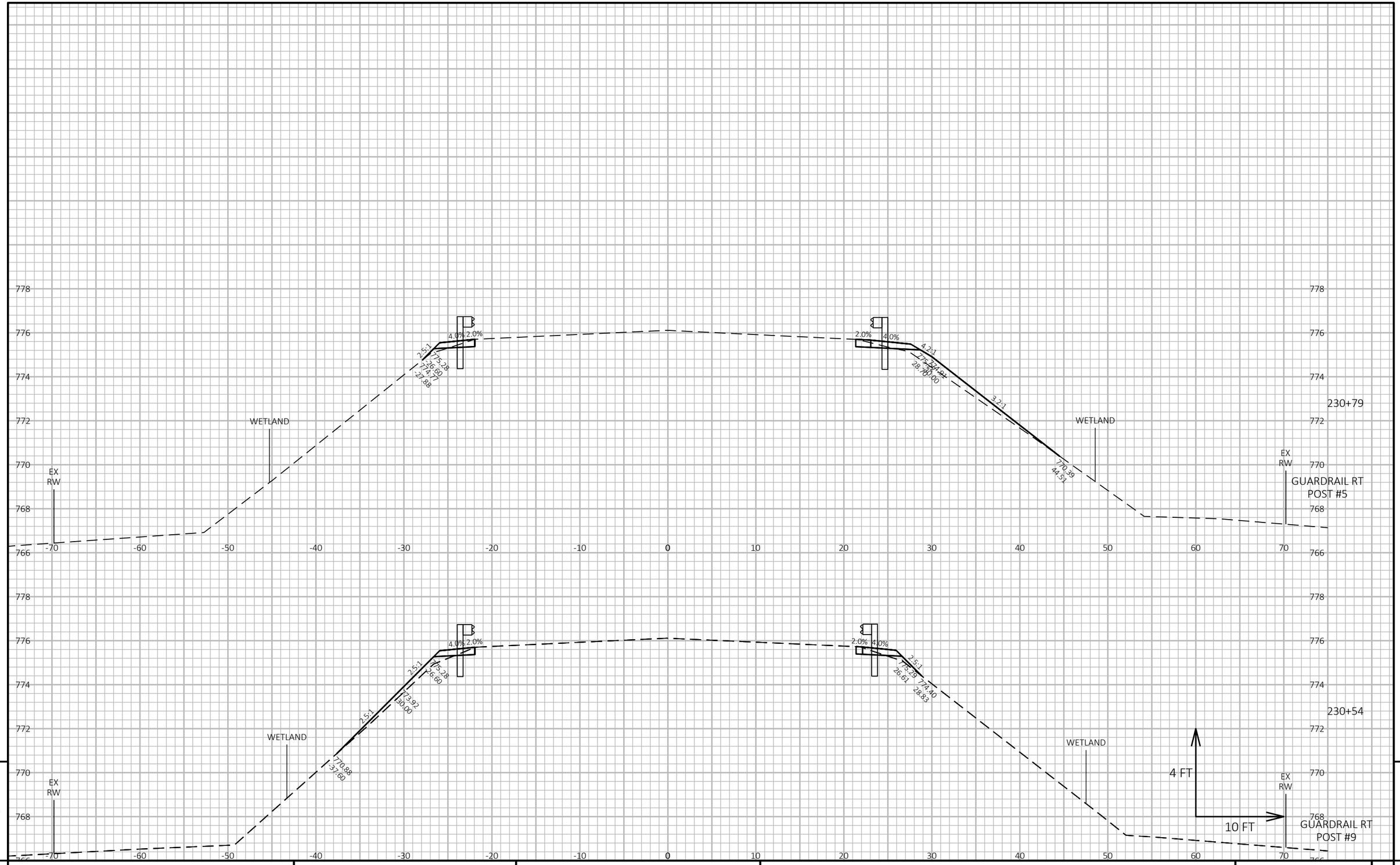
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 195	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 12/4/2023 12:39 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

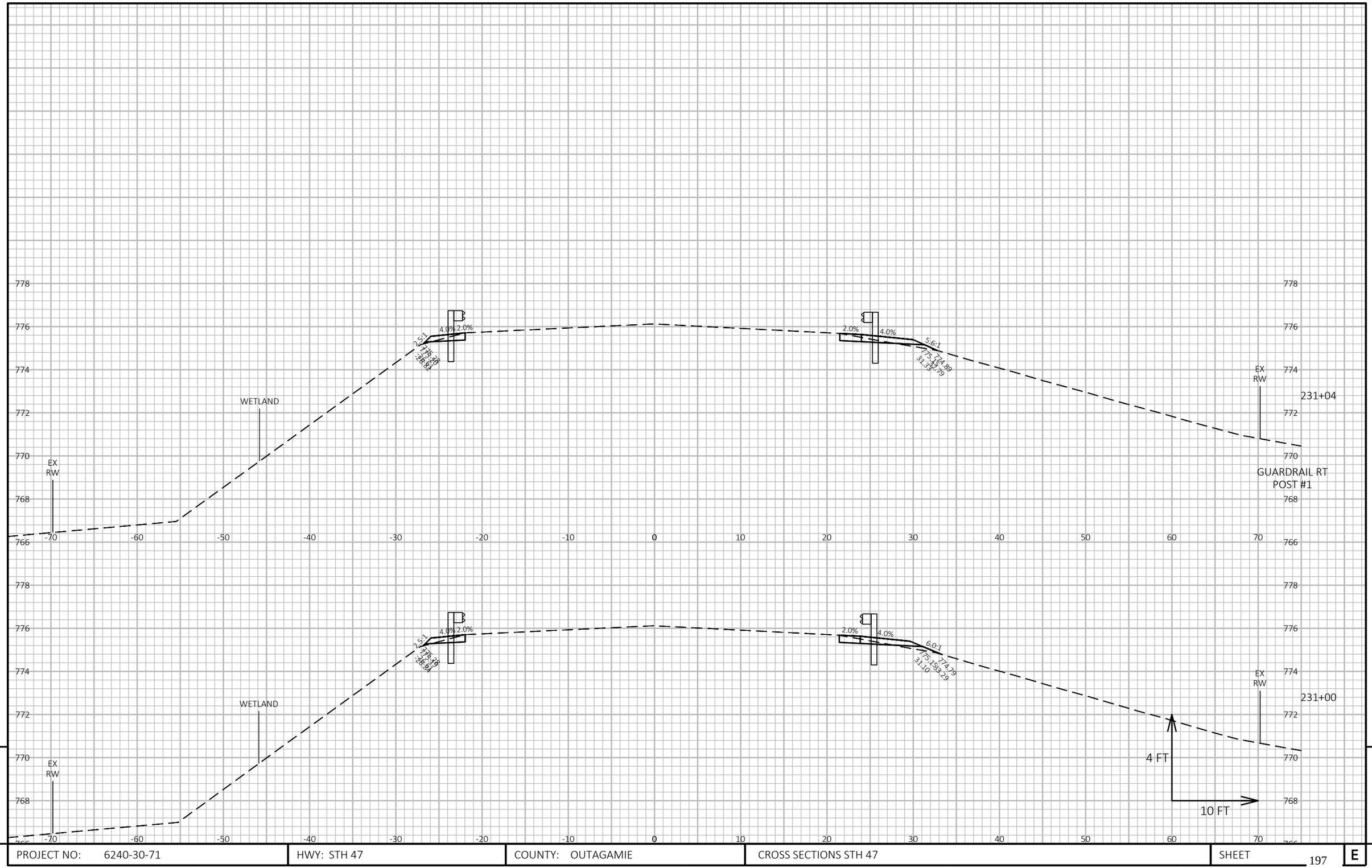
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 196	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 12/4/2023 12:39 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

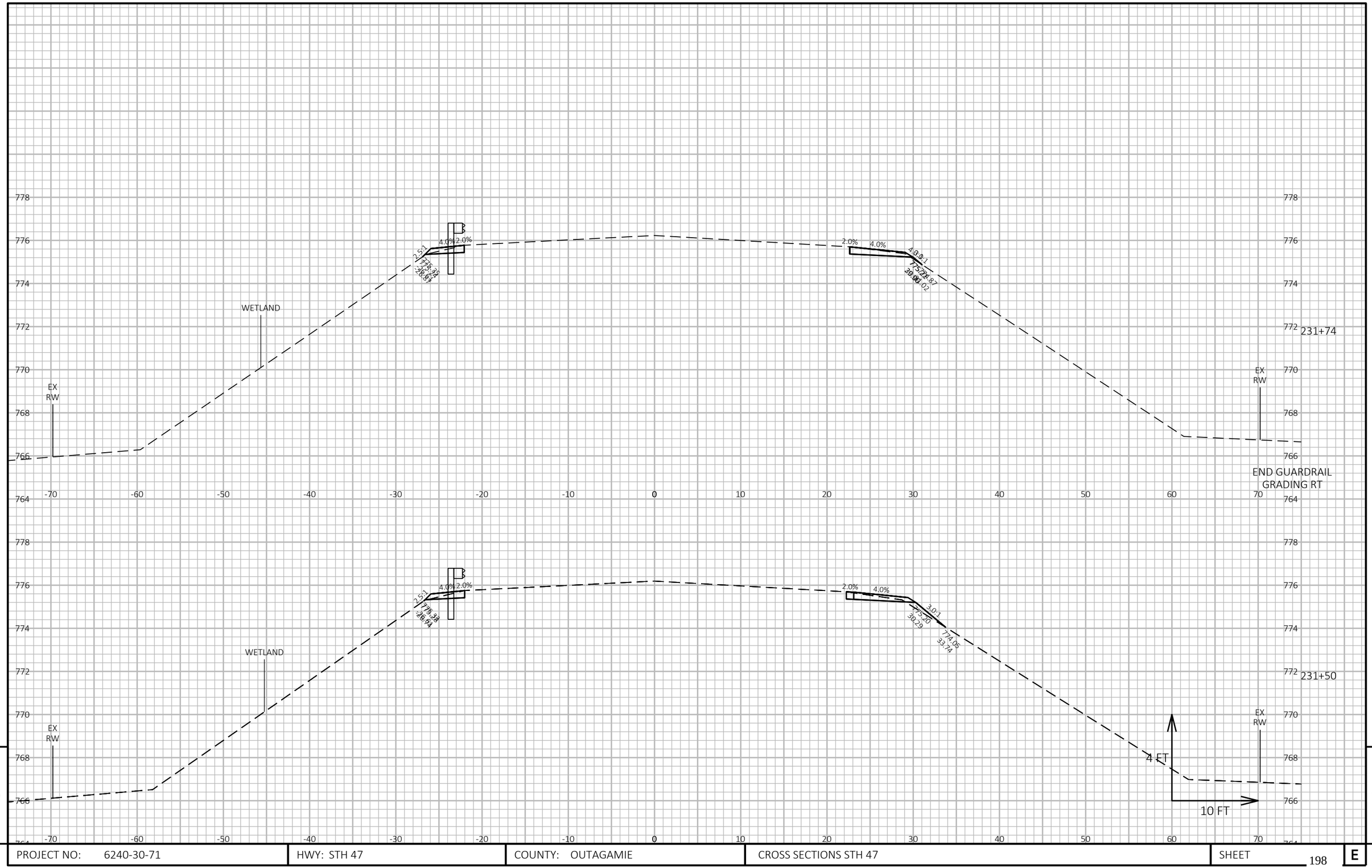
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 197	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 12/4/2023 12:39 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

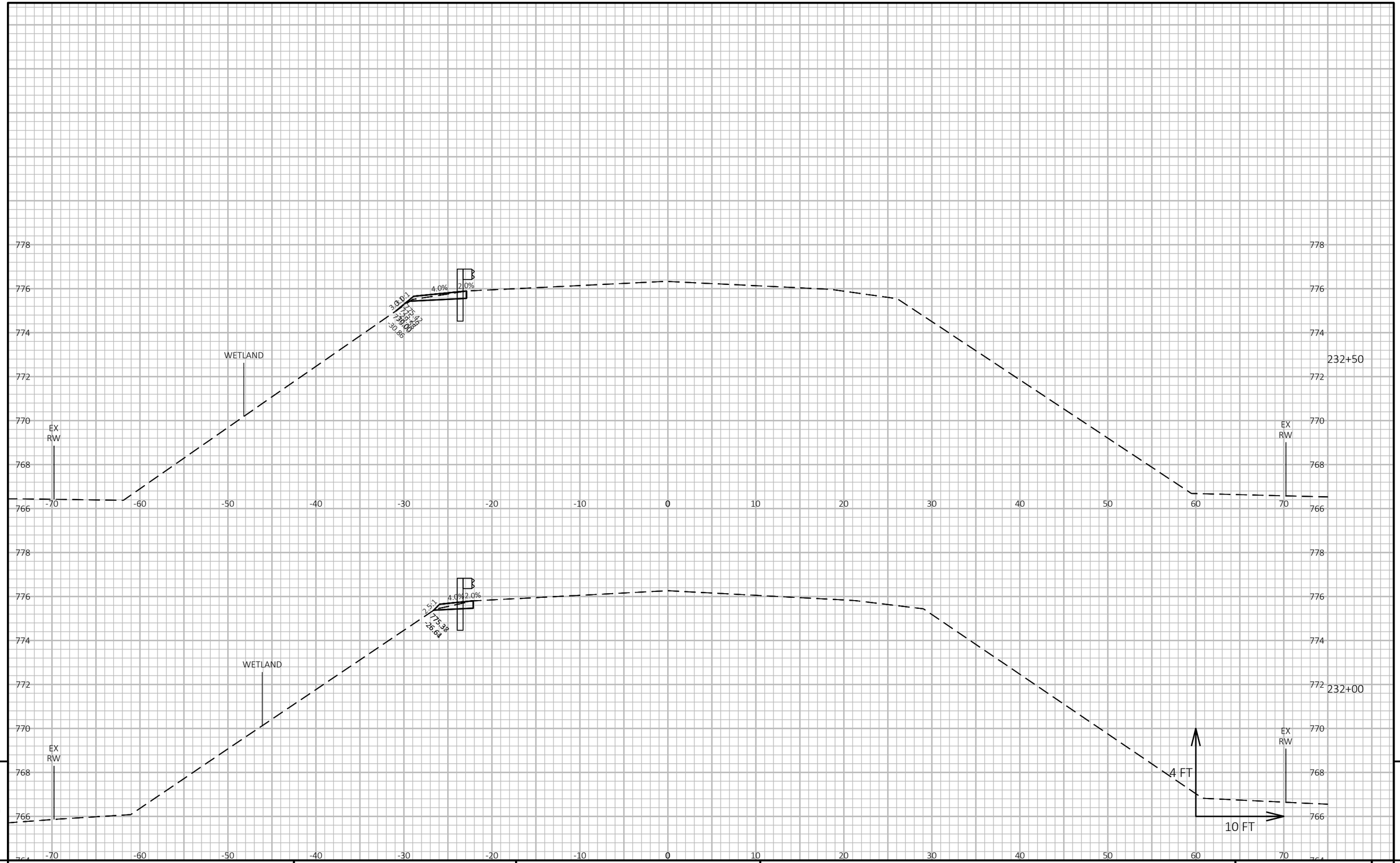
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 198	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 12/4/2023 12:39 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

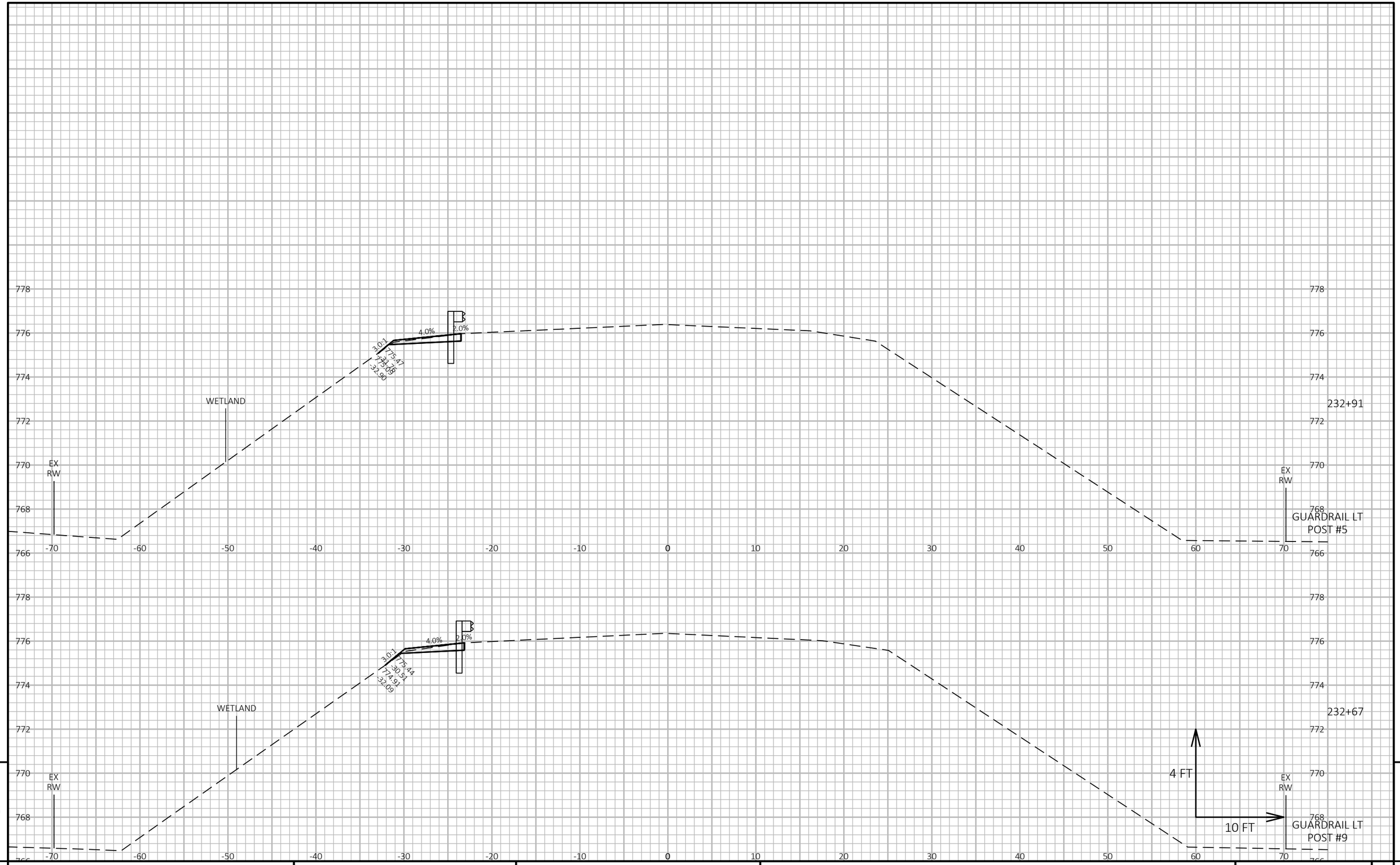
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 199	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 12/4/2023 12:40 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

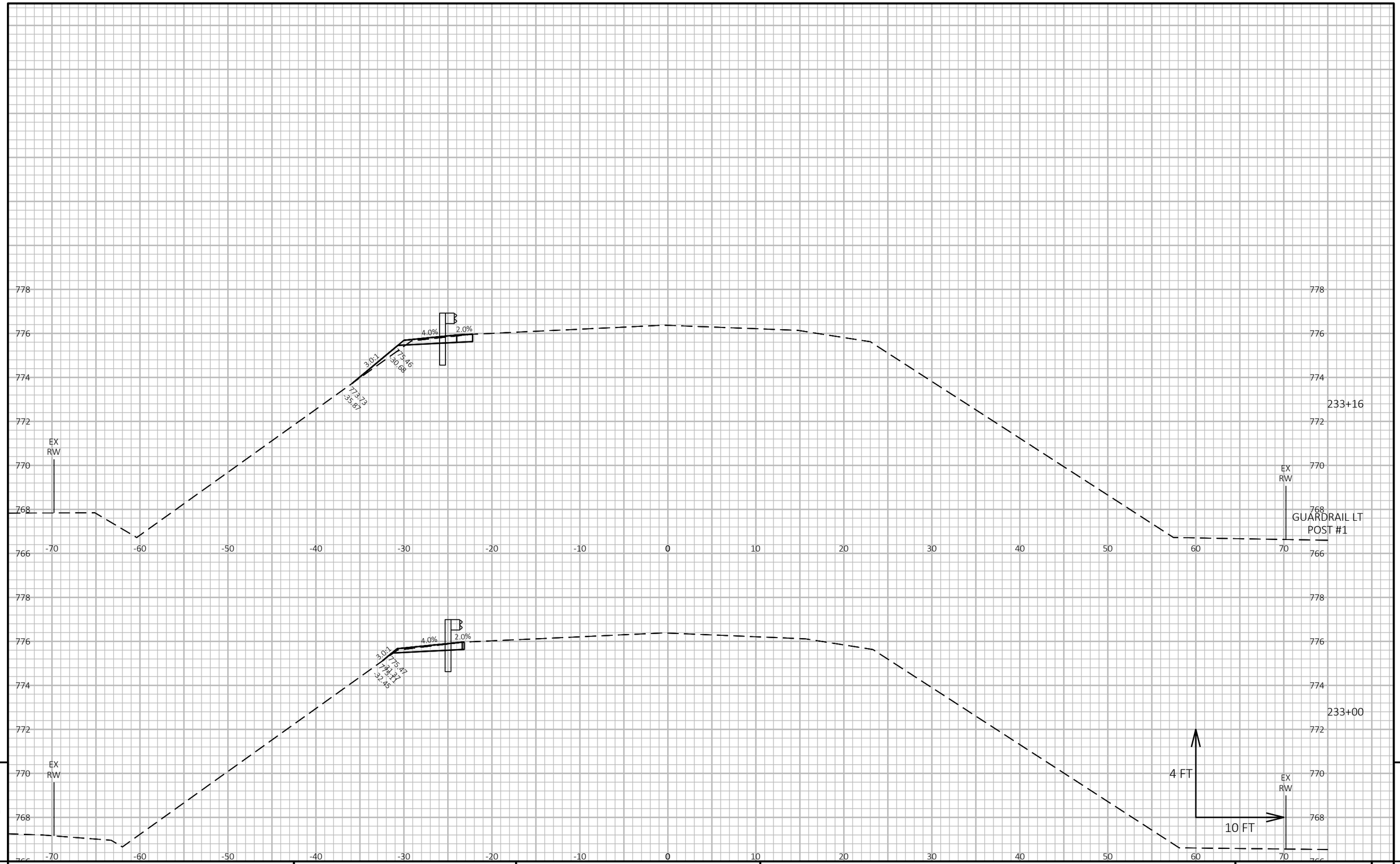
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 200	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 12/4/2023 12:40 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

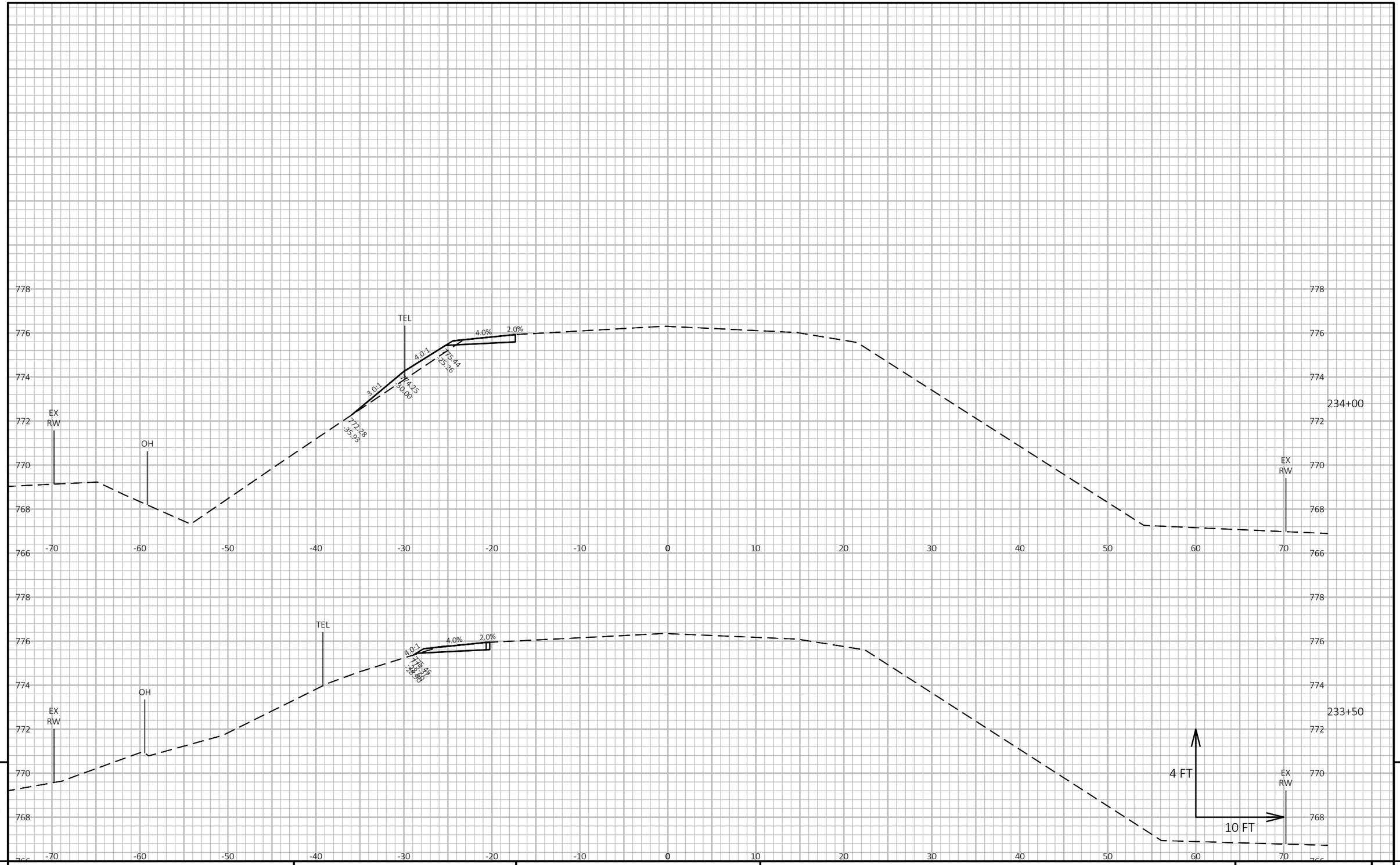
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 201	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 12/4/2023 12:40 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 202	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

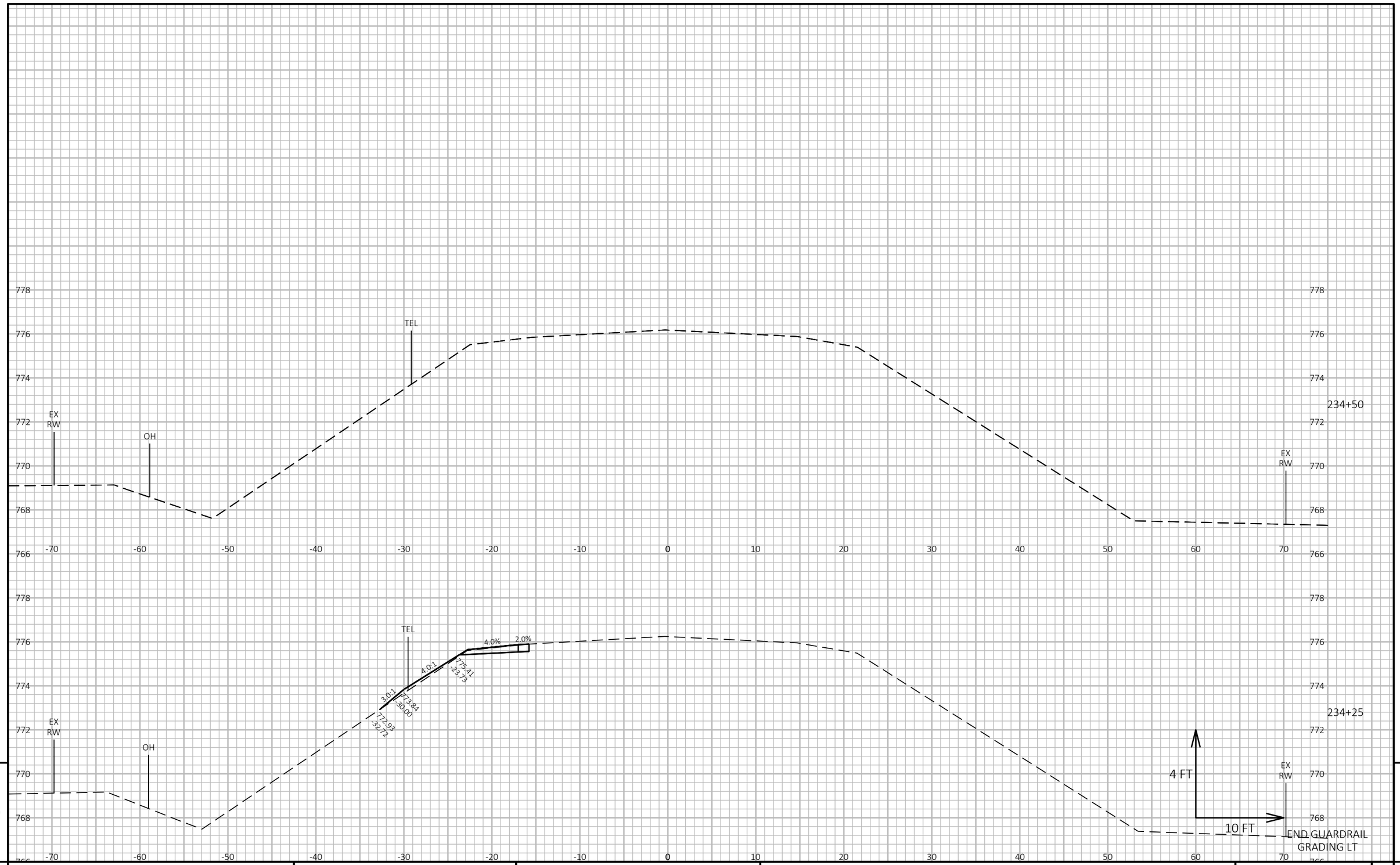
PLOT DATE : 12/4/2023 12:40 PM

PLOT BY : GUILLAMA, TINA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

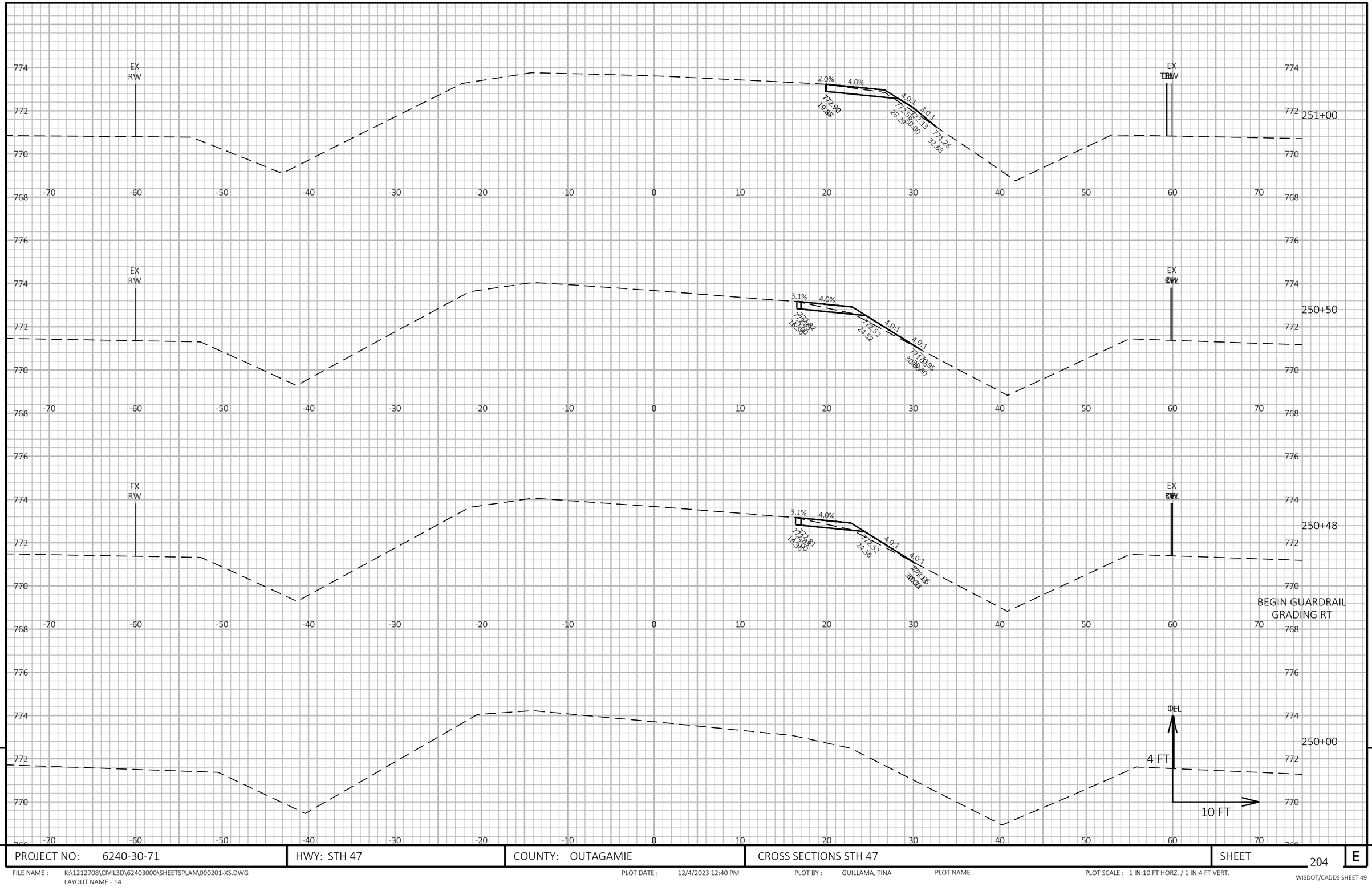
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 203	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 12/4/2023 12:40 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

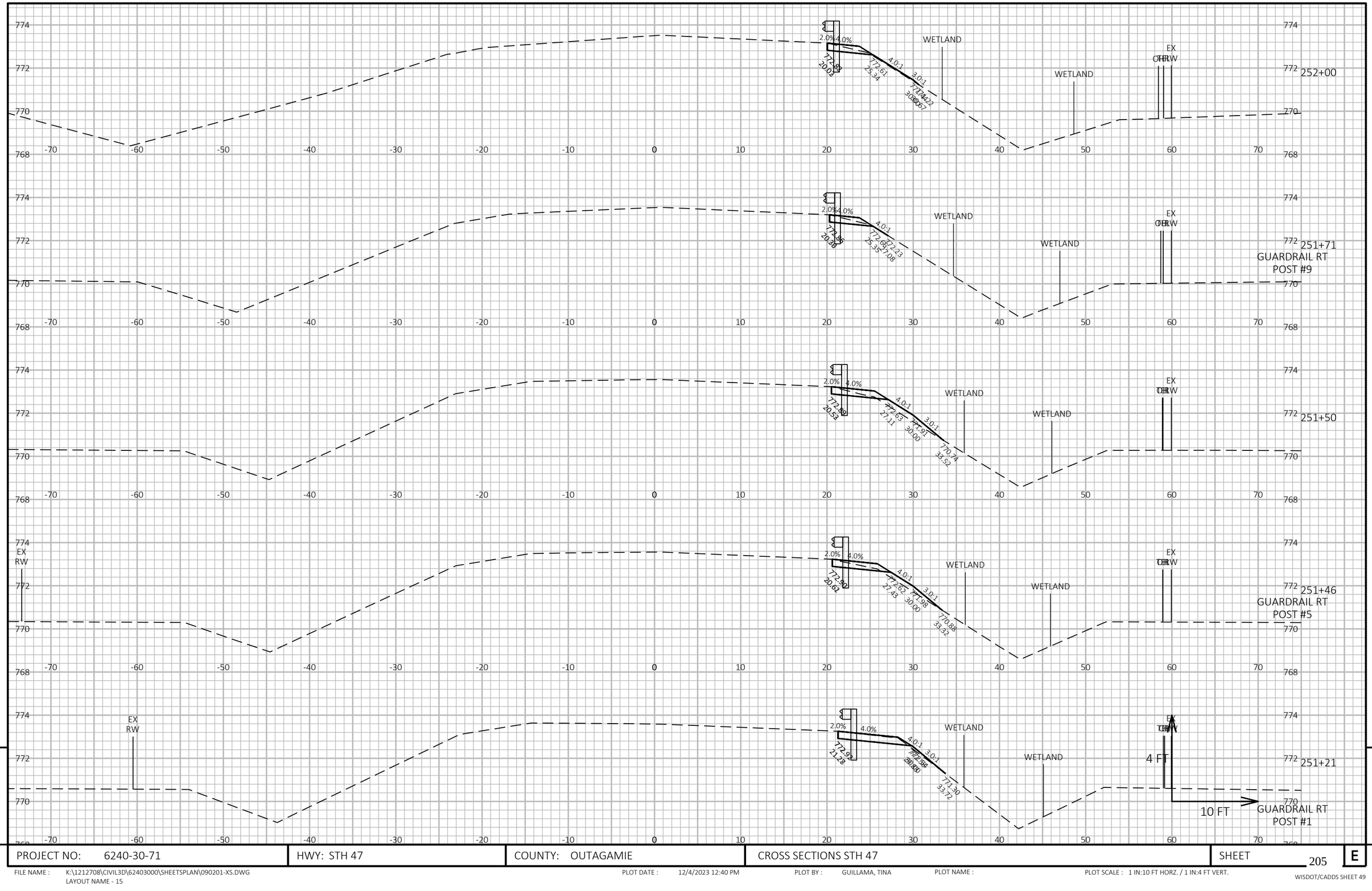
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 204	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 12/4/2023 12:40 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

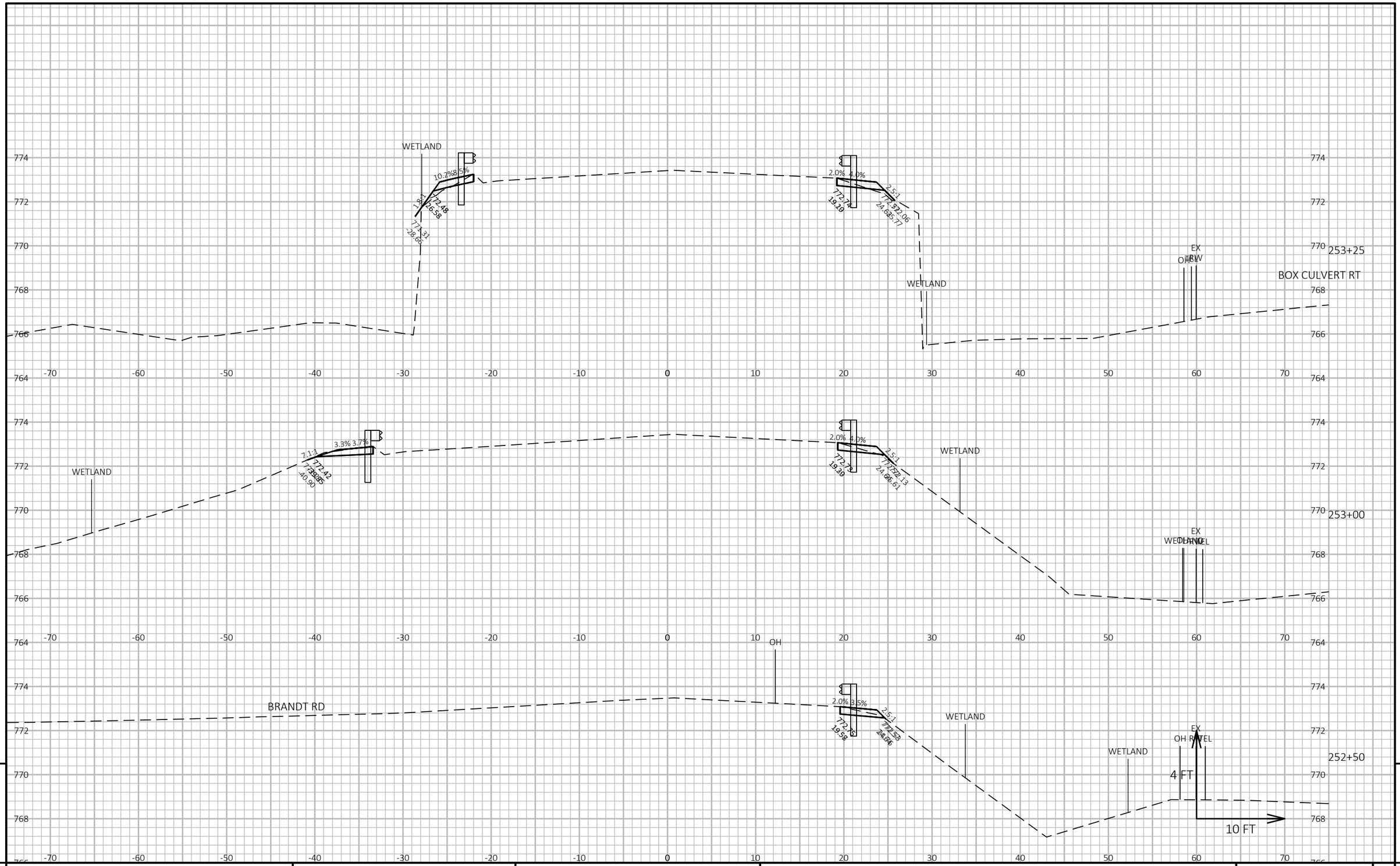


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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 205	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15
PLOT DATE : 12/4/2023 12:40 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.
WISDOT/CADDS SHEET 49

9

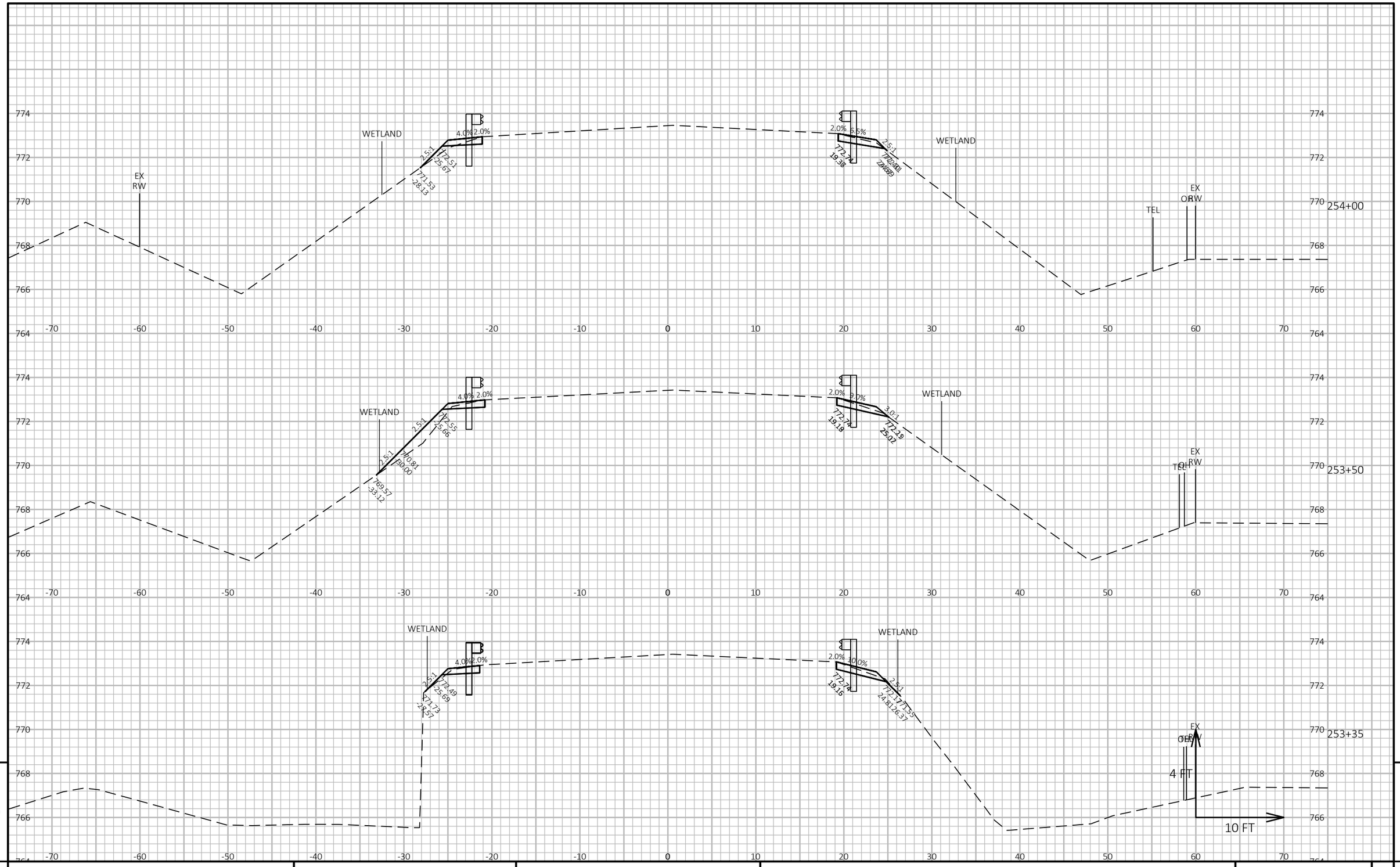


PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 206	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 12/4/2023 12:41 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

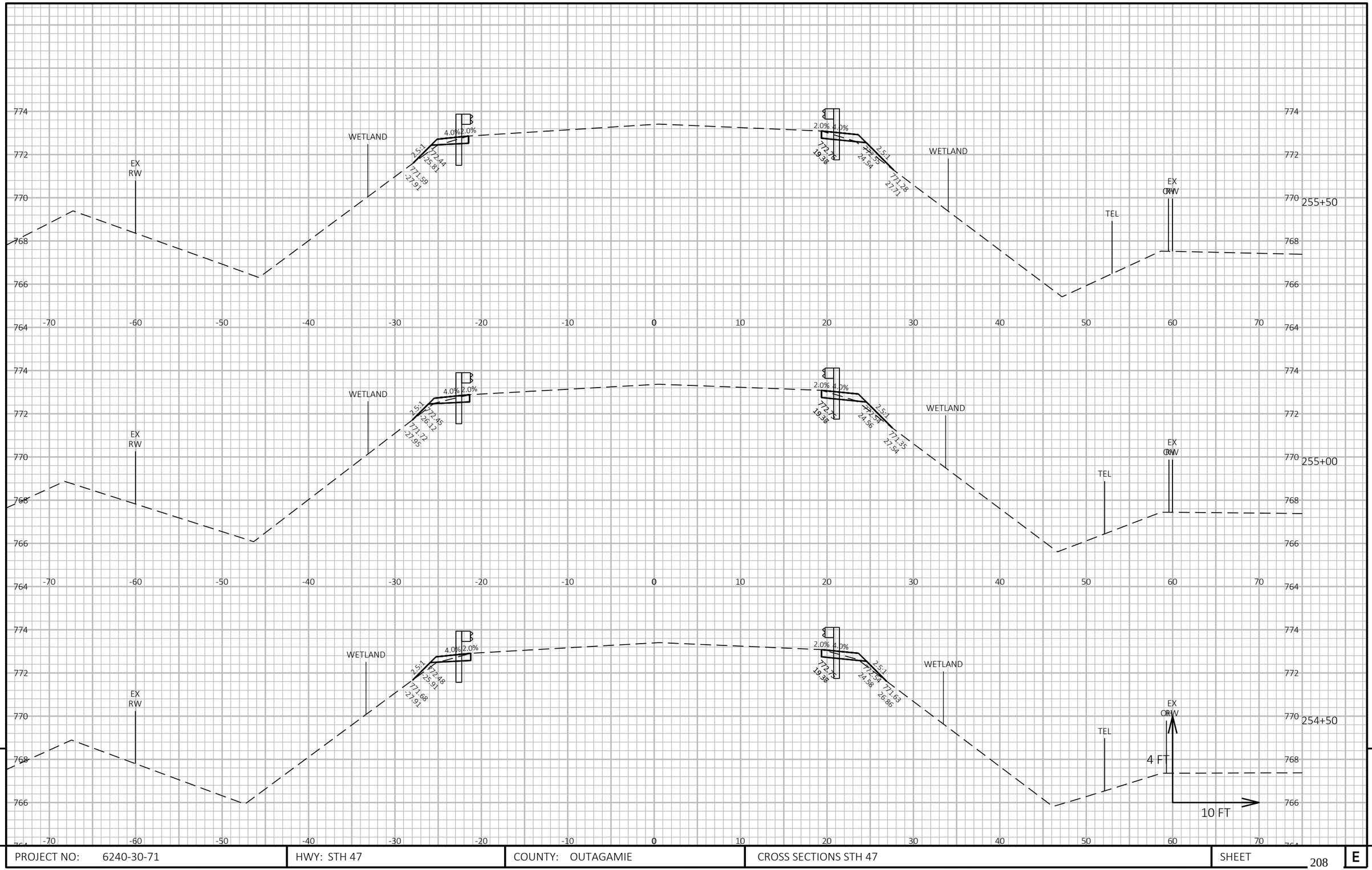
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 207	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 12/4/2023 12:41 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 208	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 18

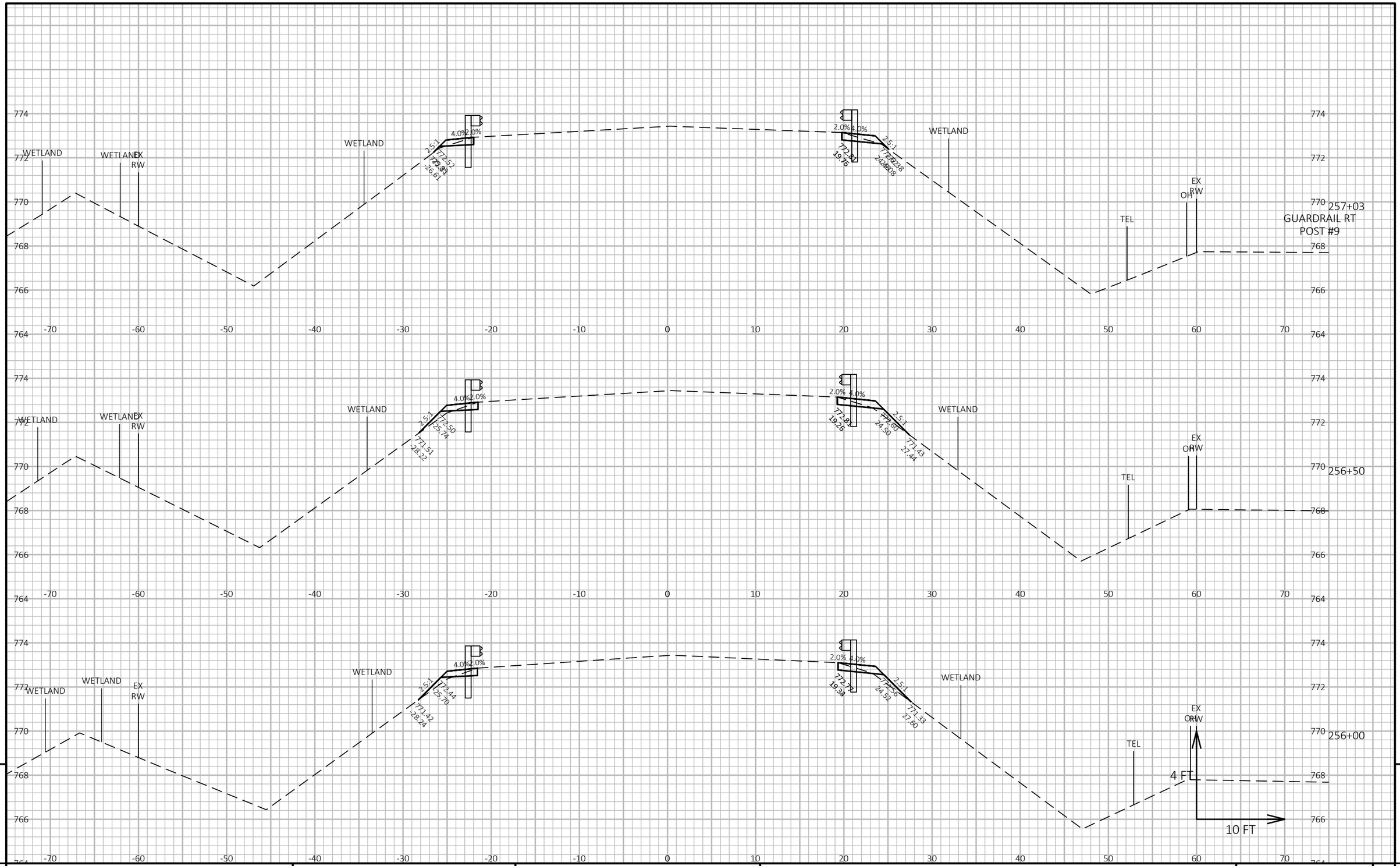
PLOT DATE : 12/4/2023 12:41 PM

PLOT BY : GUILLAMA, TINA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

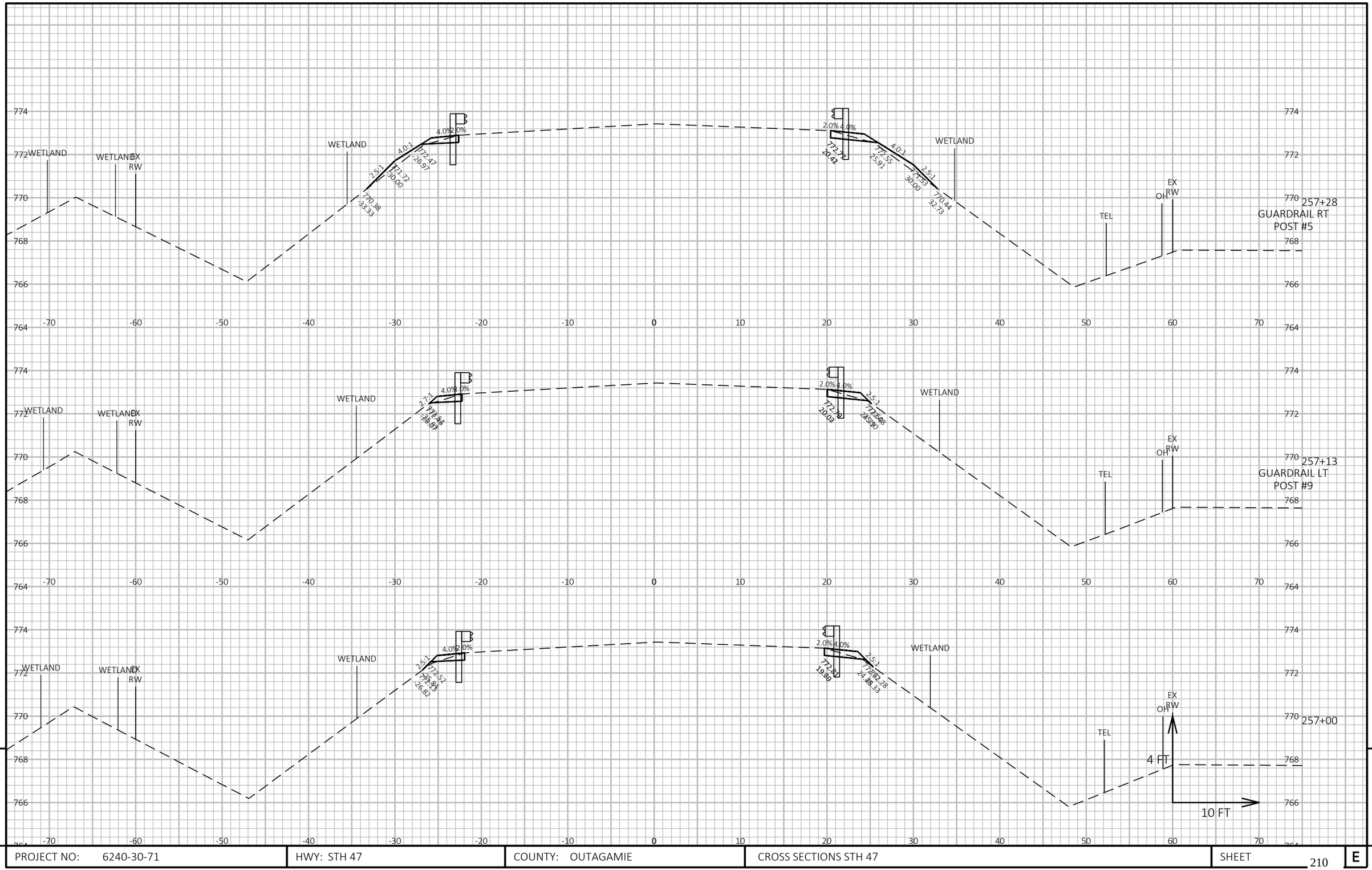


PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 209	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 19

PLOT DATE : 12/4/2023 12:41 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 210 E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 20

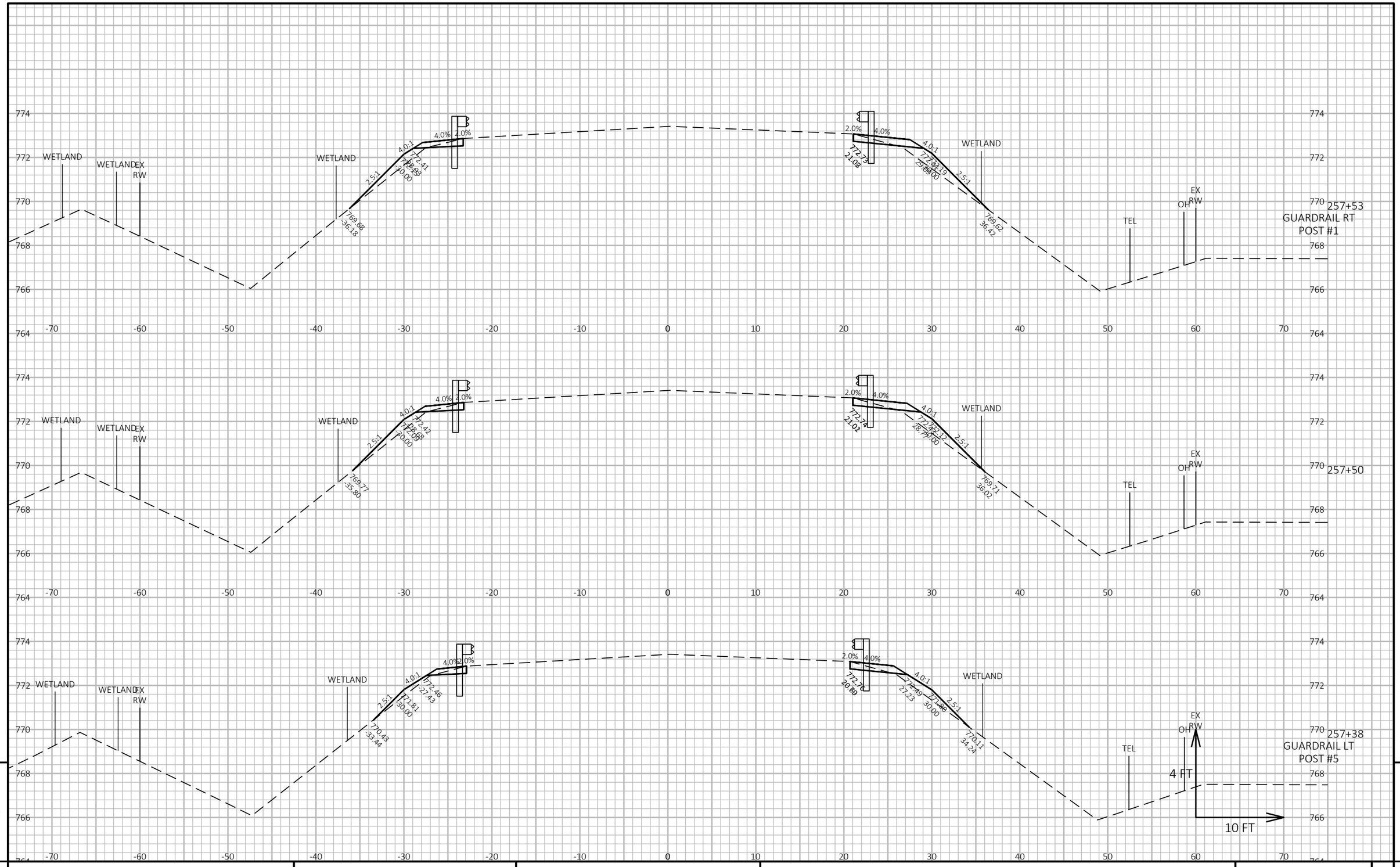
PLOT DATE : 12/4/2023 12:41 PM

PLOT BY : GUILLAMA, TINA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

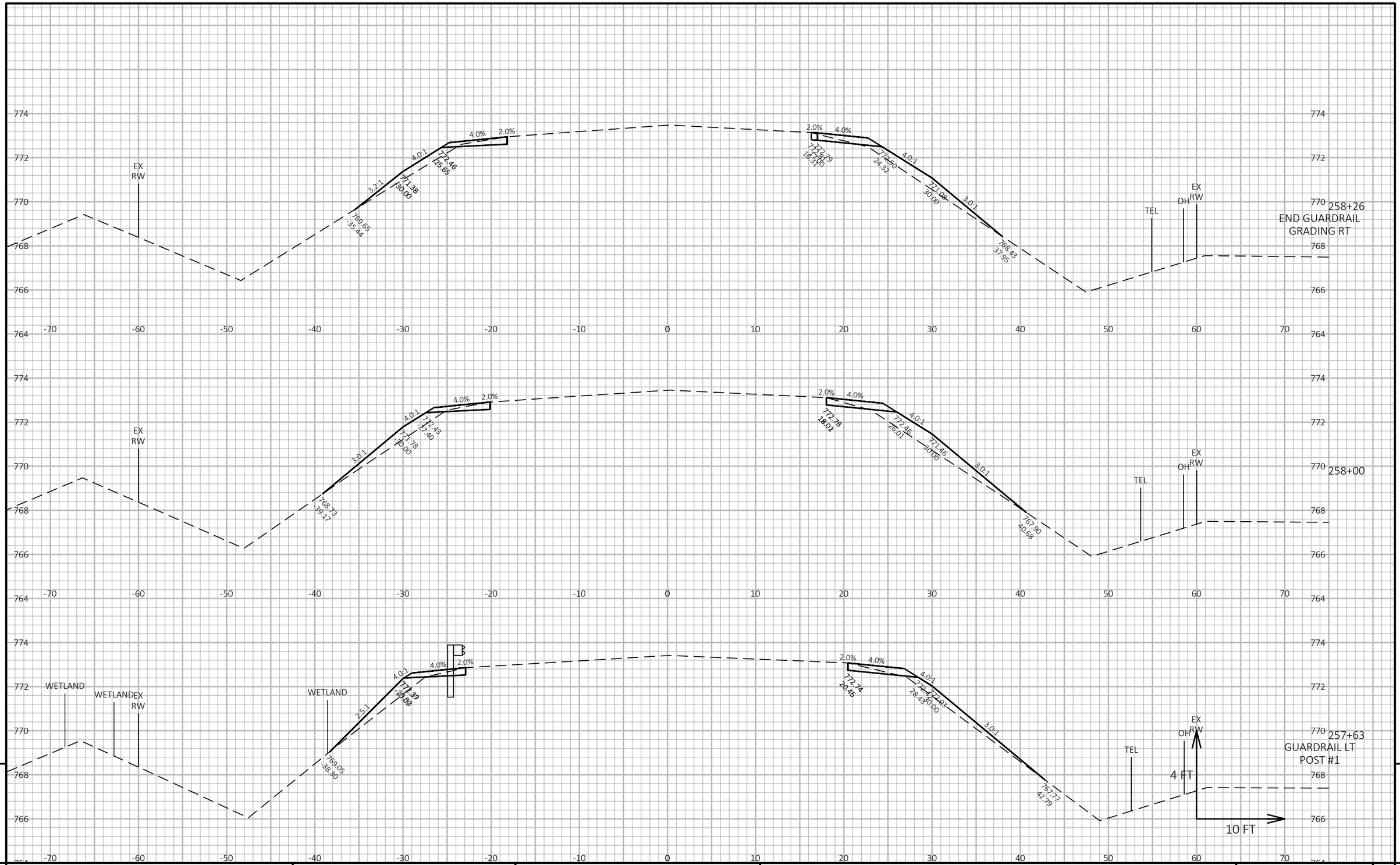
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 211	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 21
PLOT DATE : 12/4/2023 12:42 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.
WISDOT/CADDS SHEET 49



9

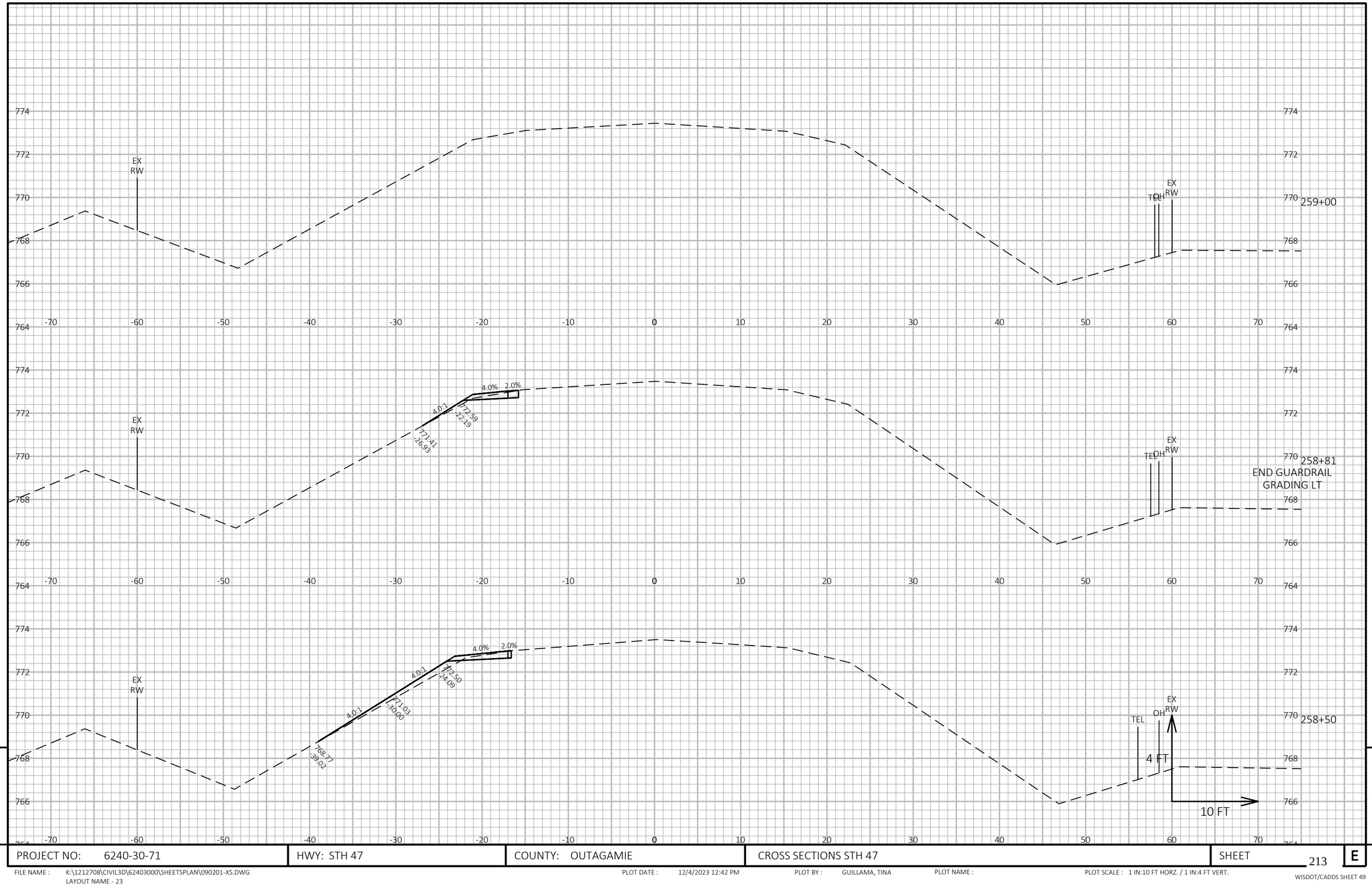
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 212	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 12/4/2023 12:42 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

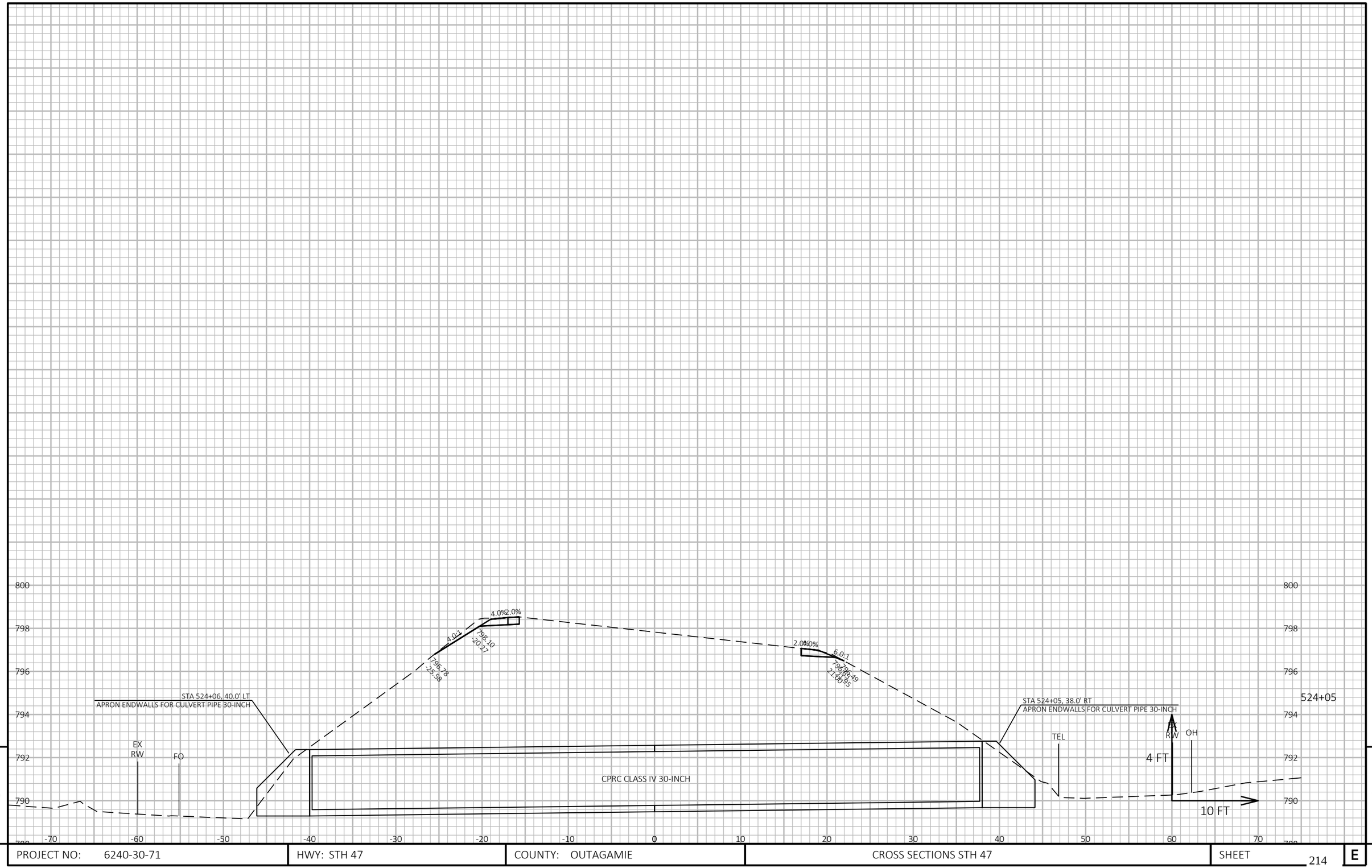
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 213	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 12/4/2023 12:42 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



9

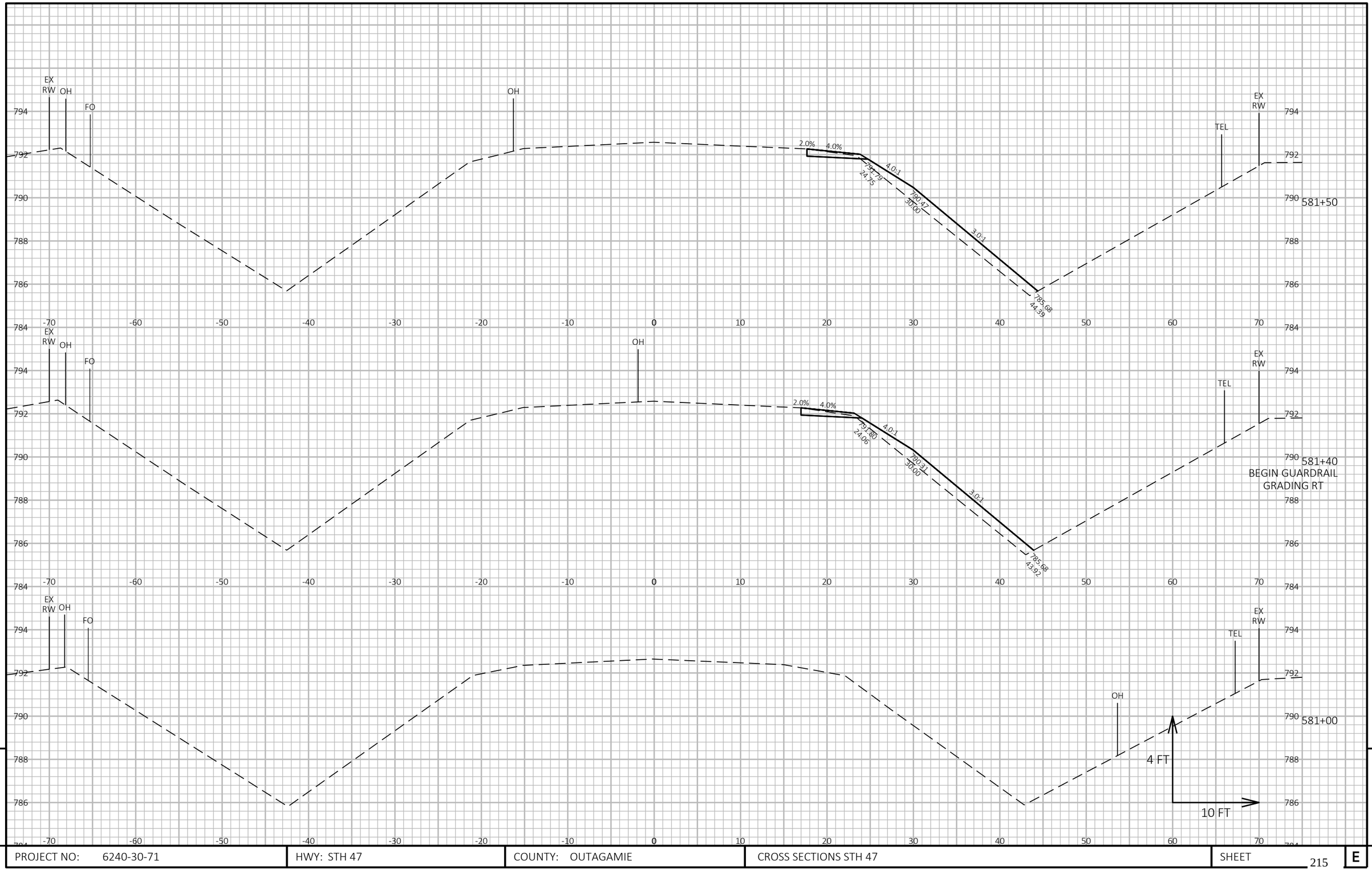
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 214	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 12/4/2023 12:42 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

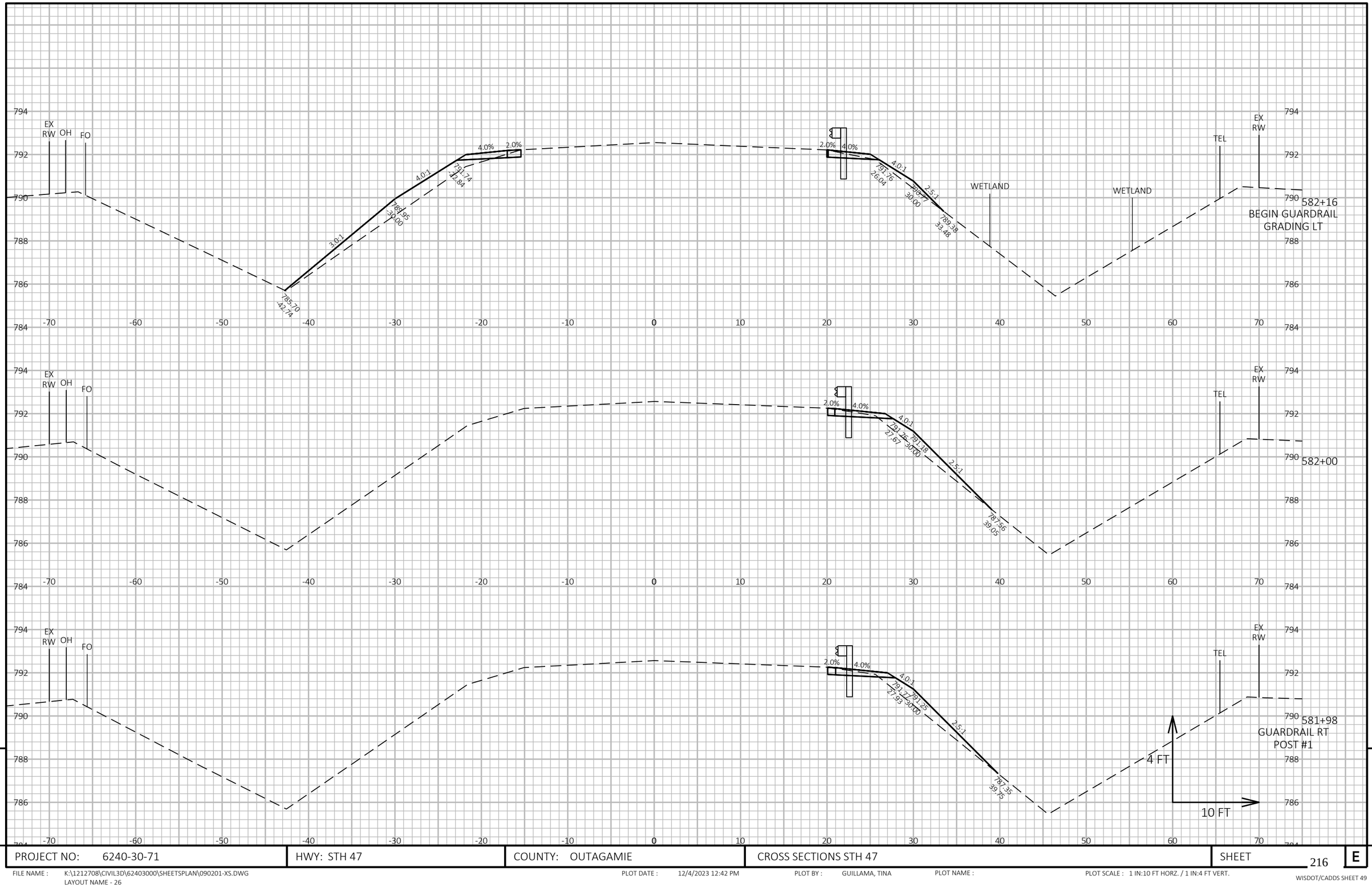


9

9

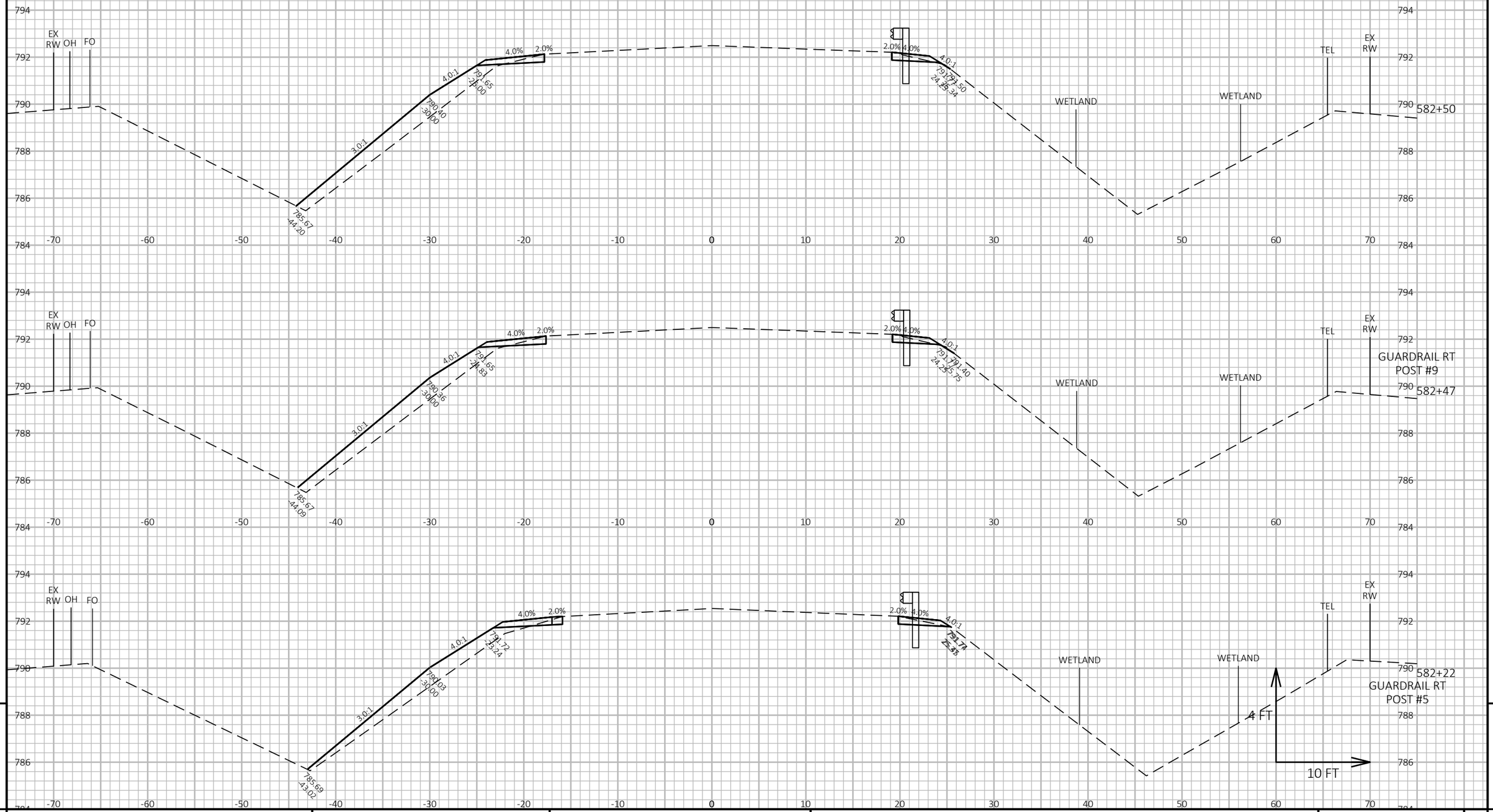
PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 215	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 25
PLOT DATE : 12/4/2023 12:42 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 216	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 26
PLOT DATE : 12/4/2023 12:42 PM
PLOT BY : GUILLAMA, TINA
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.
WISDOT/CADDS SHEET 49



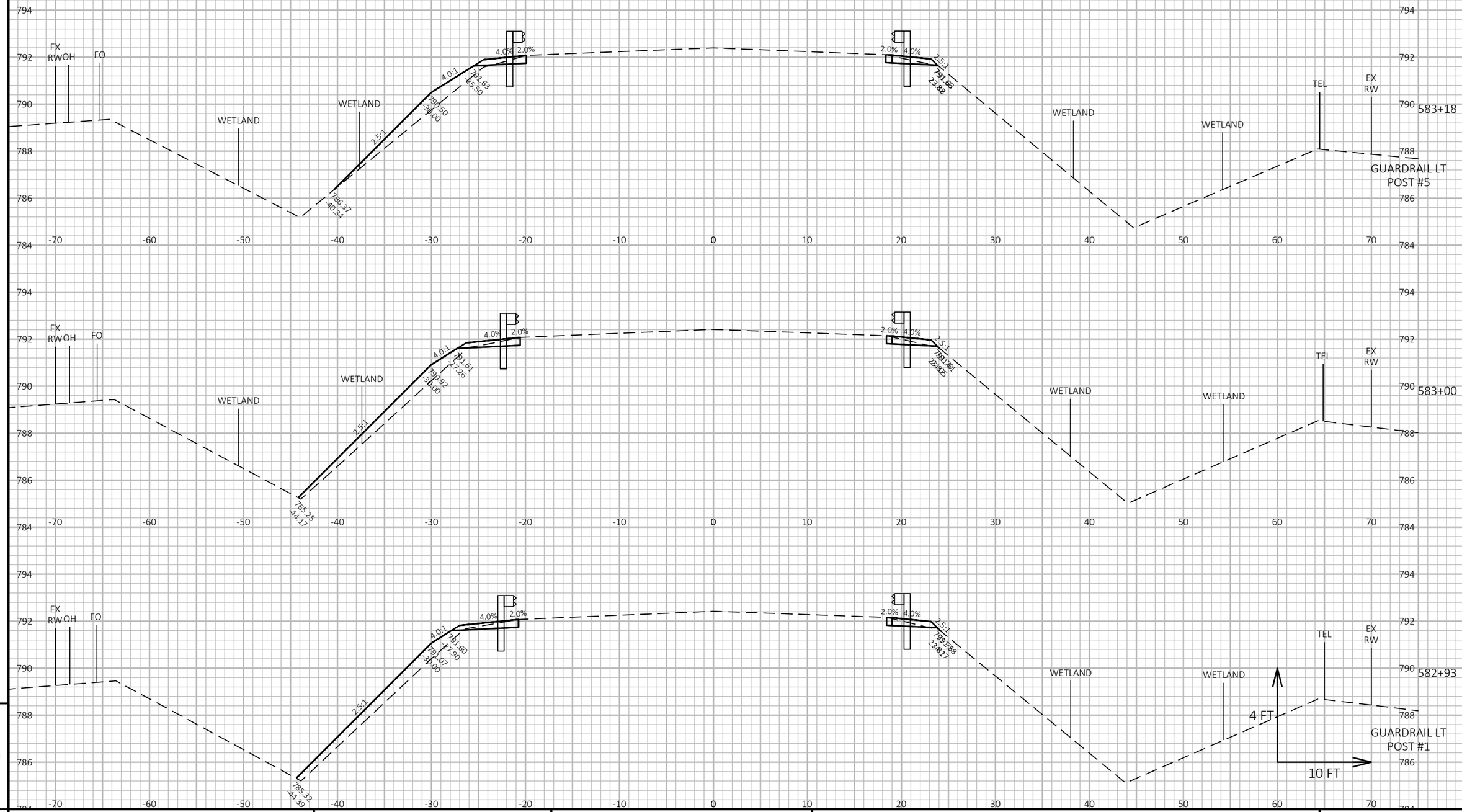
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 217	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 27

PLOT DATE : 12/4/2023 12:43 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

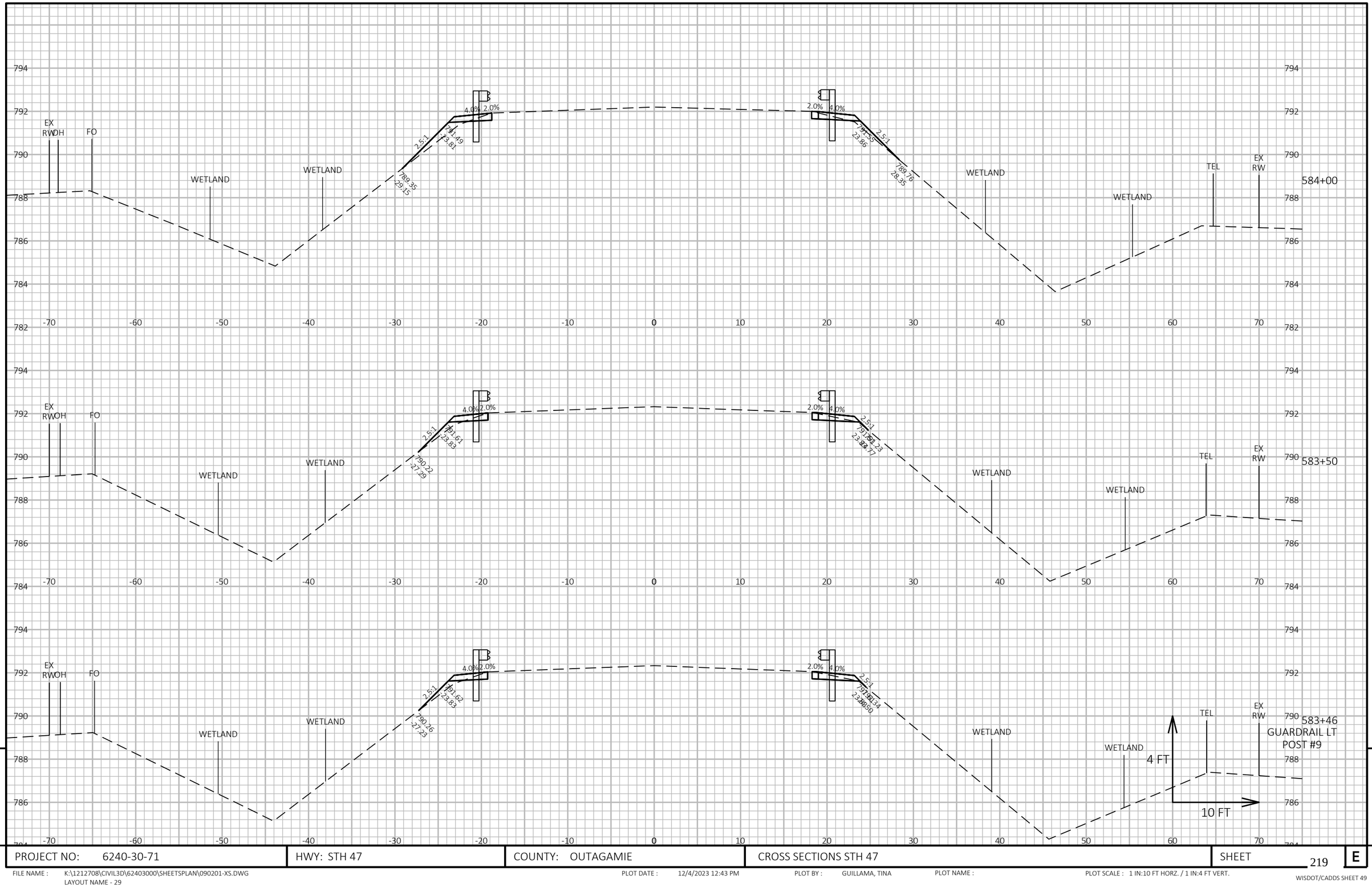


PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 218 E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 28

PLOT DATE : 12/4/2023 12:43 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



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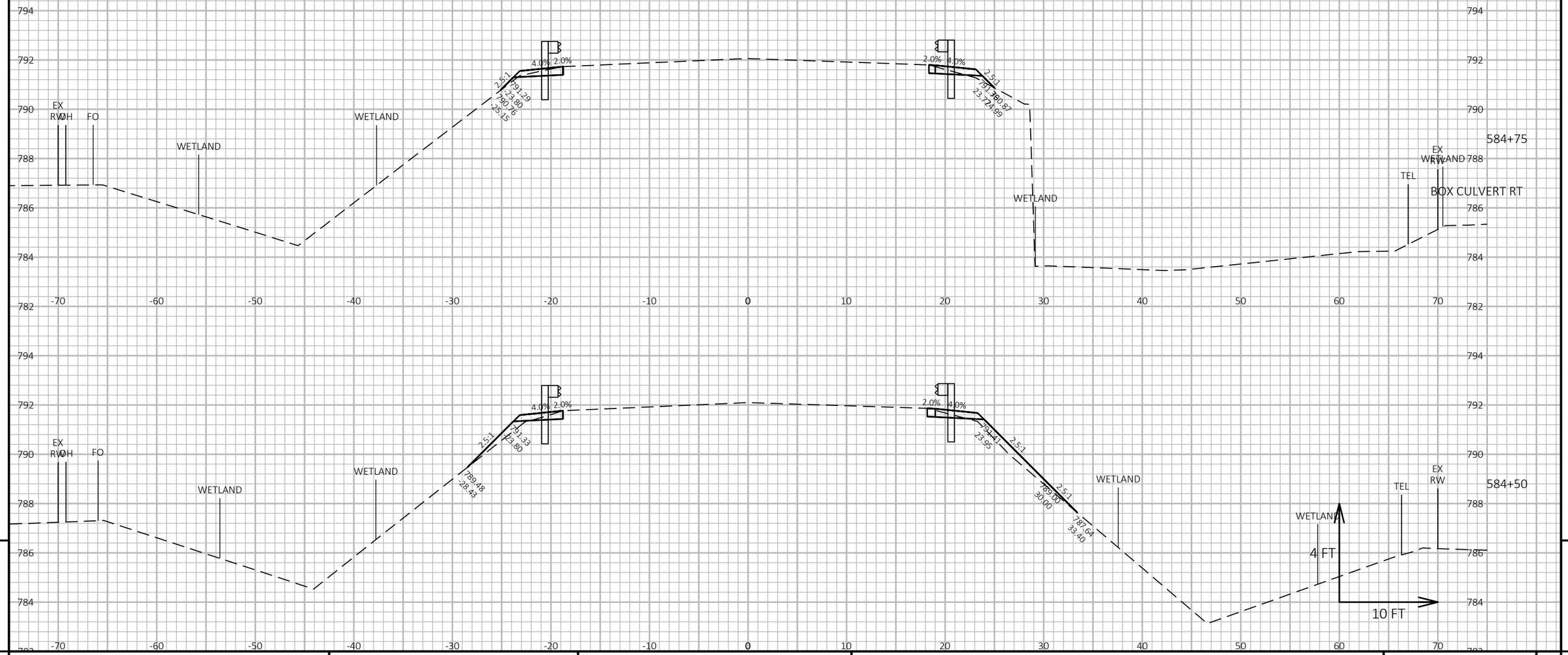
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 219	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 29

PLOT DATE : 12/4/2023 12:43 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



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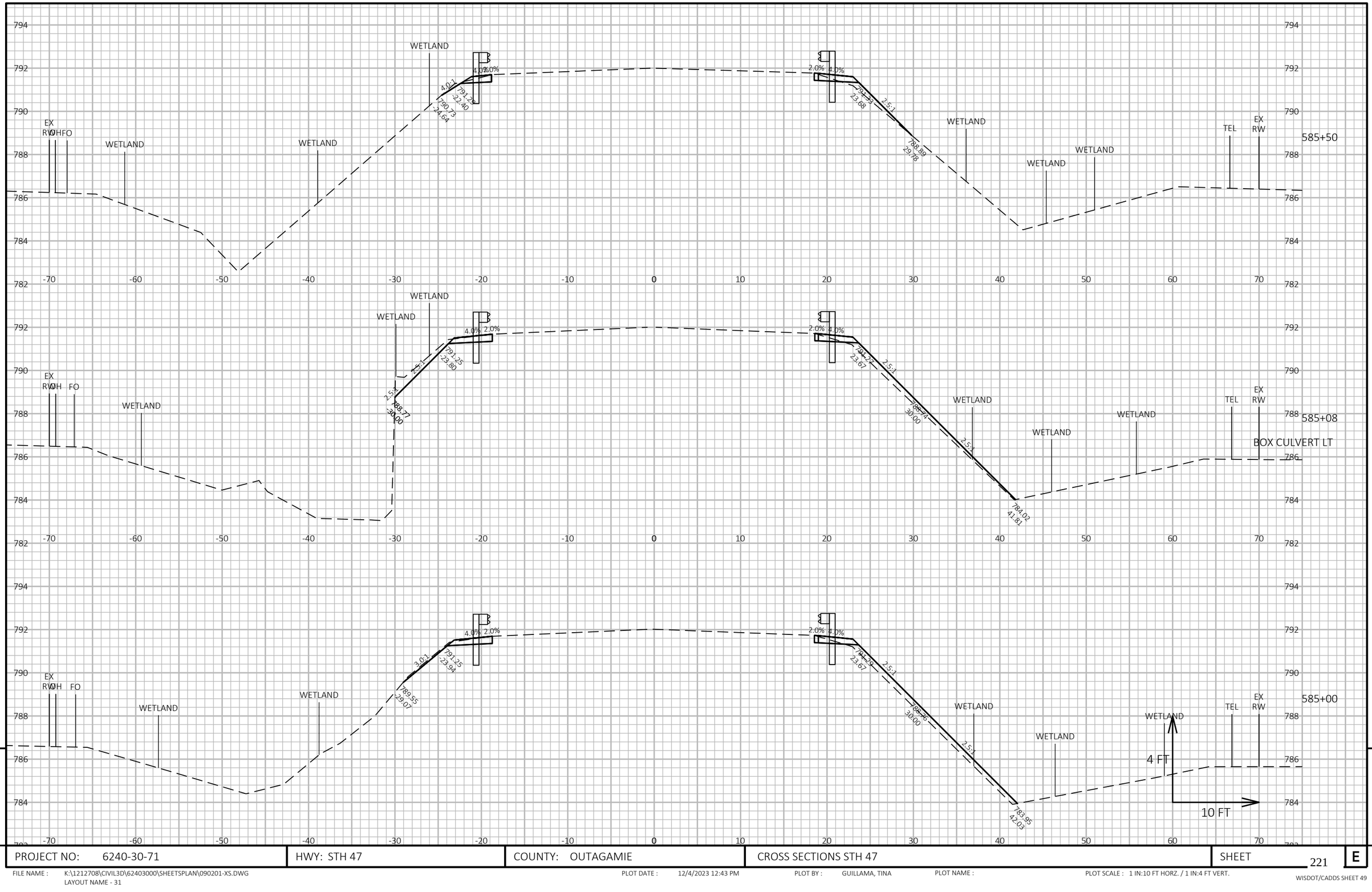
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 220	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 30

PLOT DATE : 12/4/2023 12:43 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



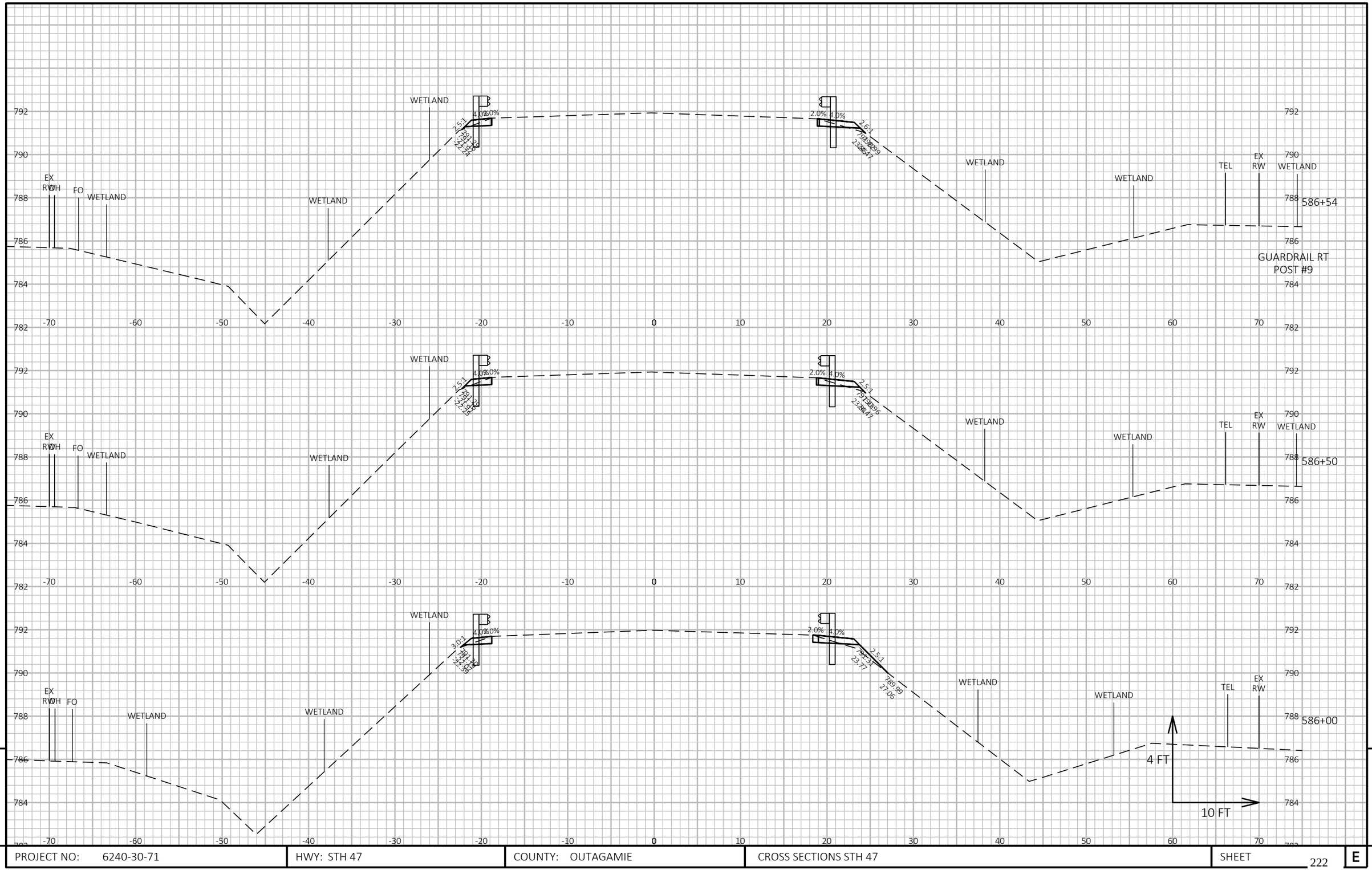
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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 221	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 31

PLOT DATE : 12/4/2023 12:43 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 222	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 32

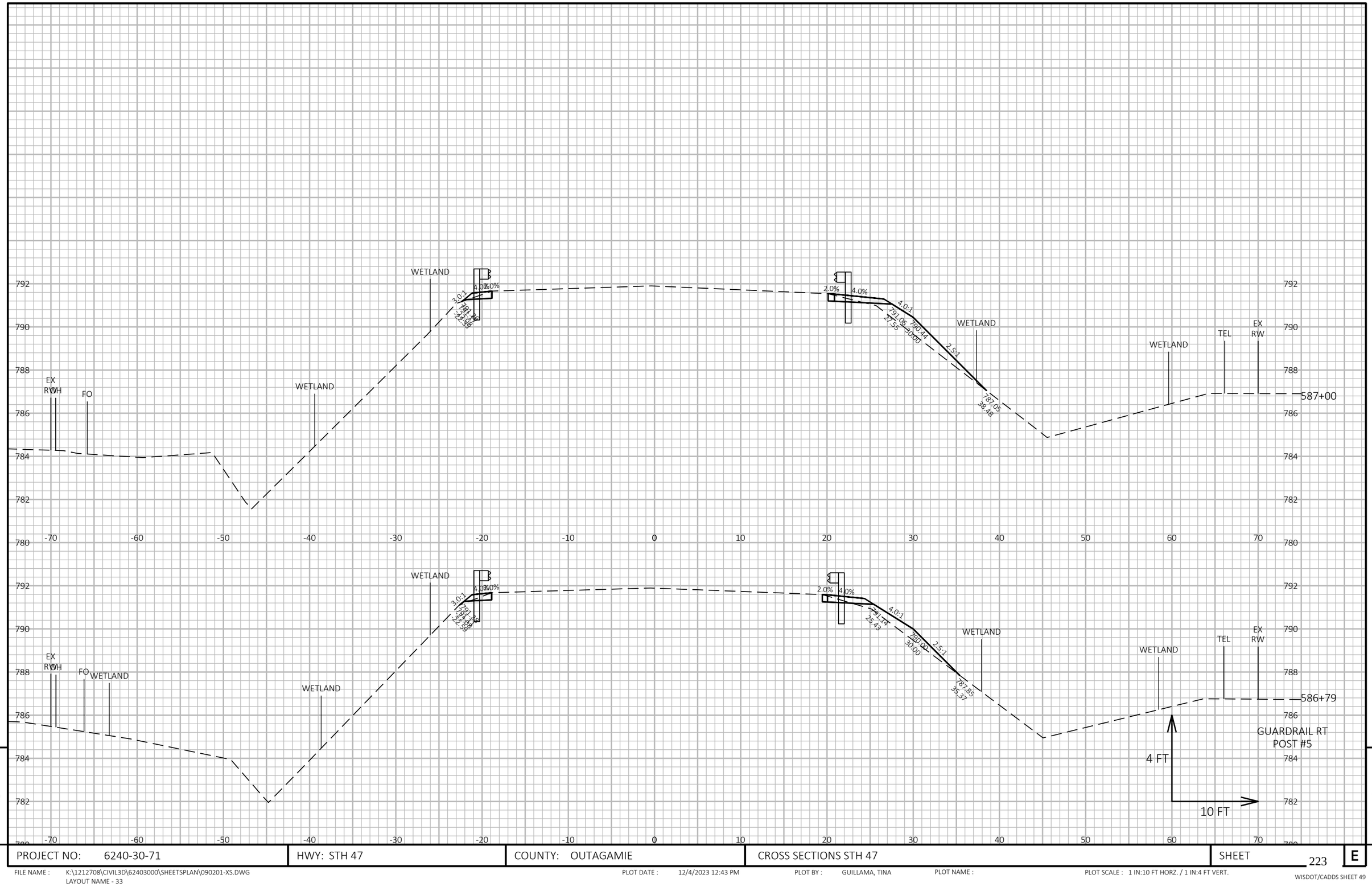
PLOT DATE : 12/4/2023 12:43 PM

PLOT BY : GUILLAMA, TINA

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



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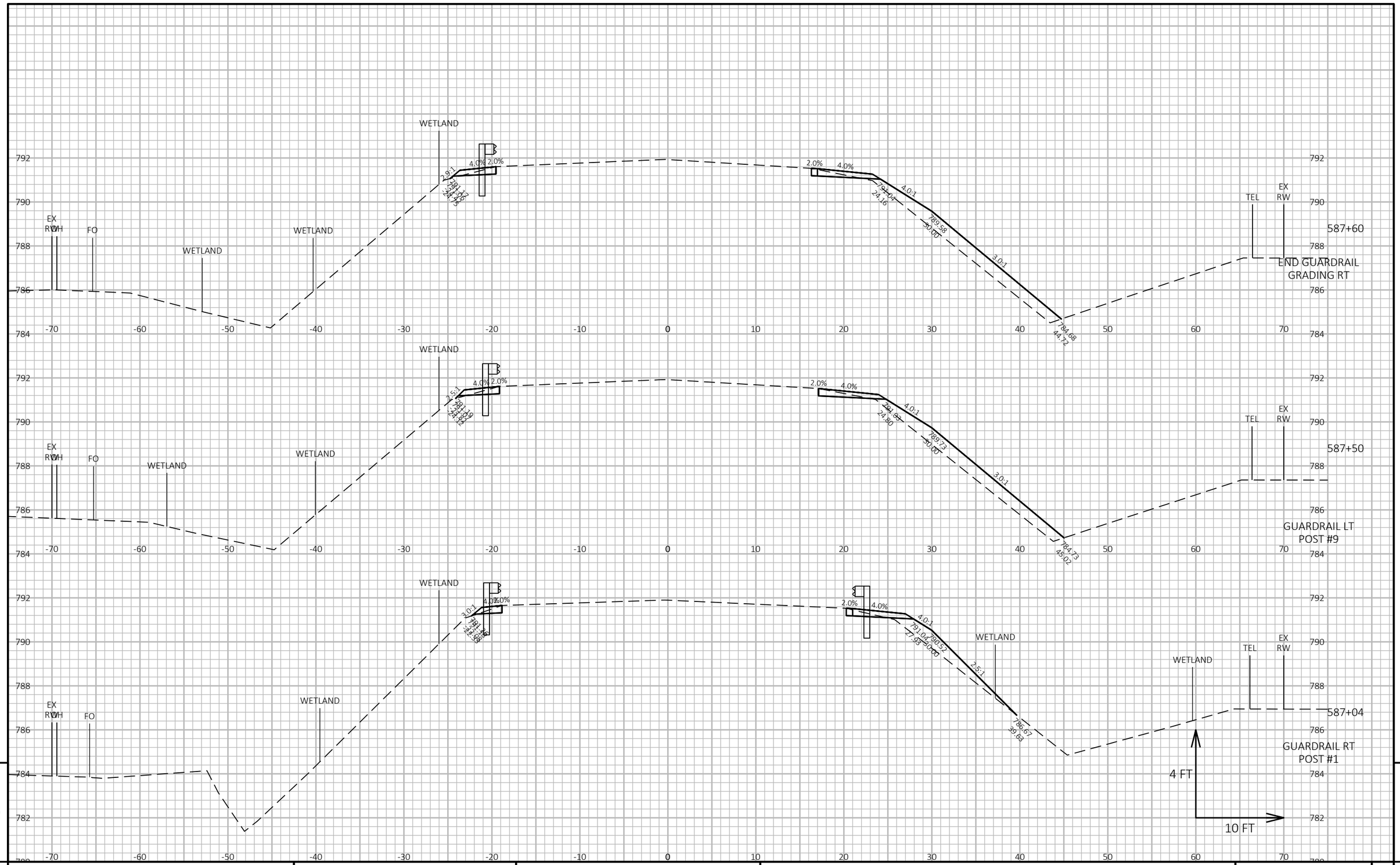
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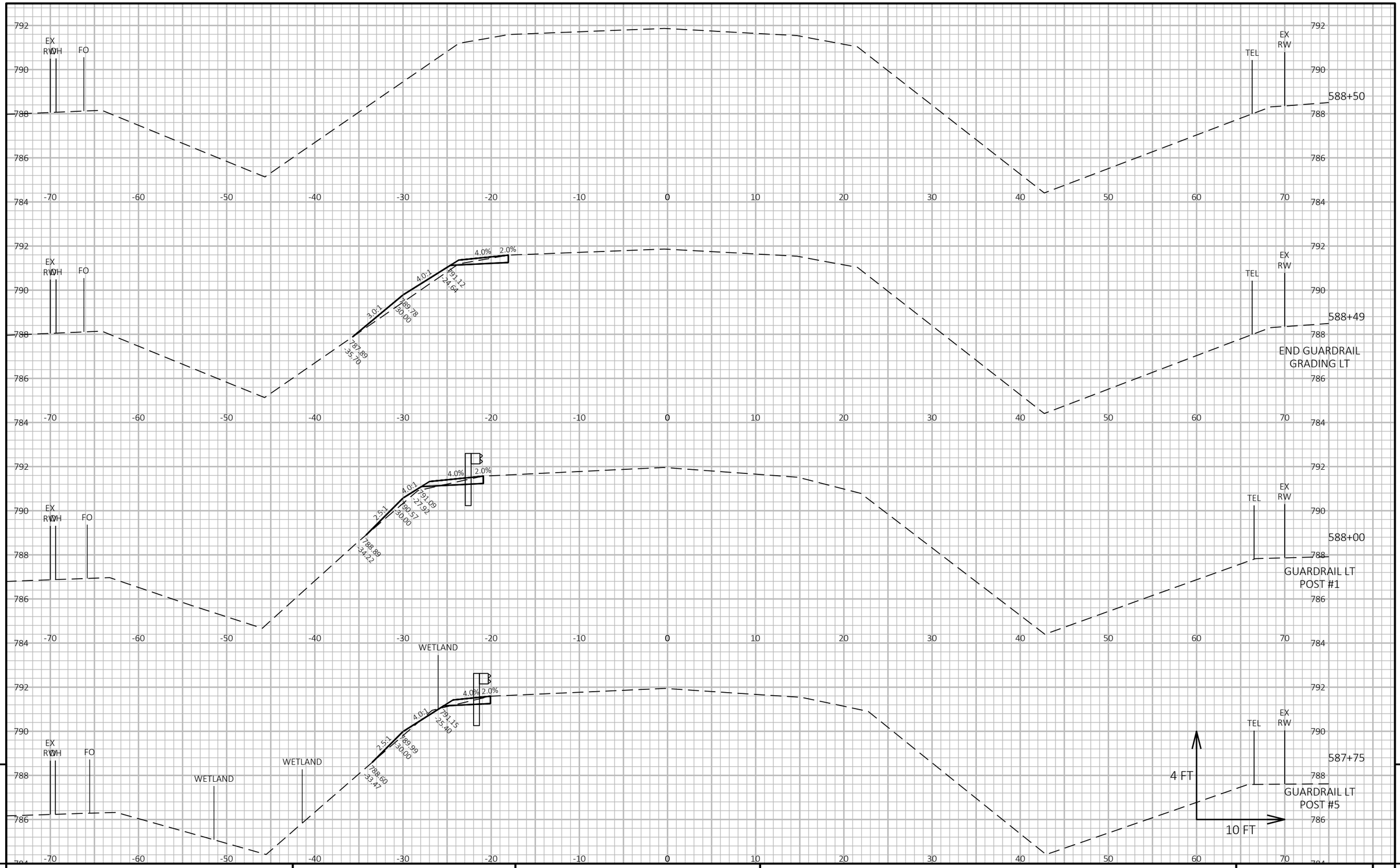
PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 223	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 33

PLOT DATE : 12/4/2023 12:43 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49


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2.5:1
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791.09
791.09
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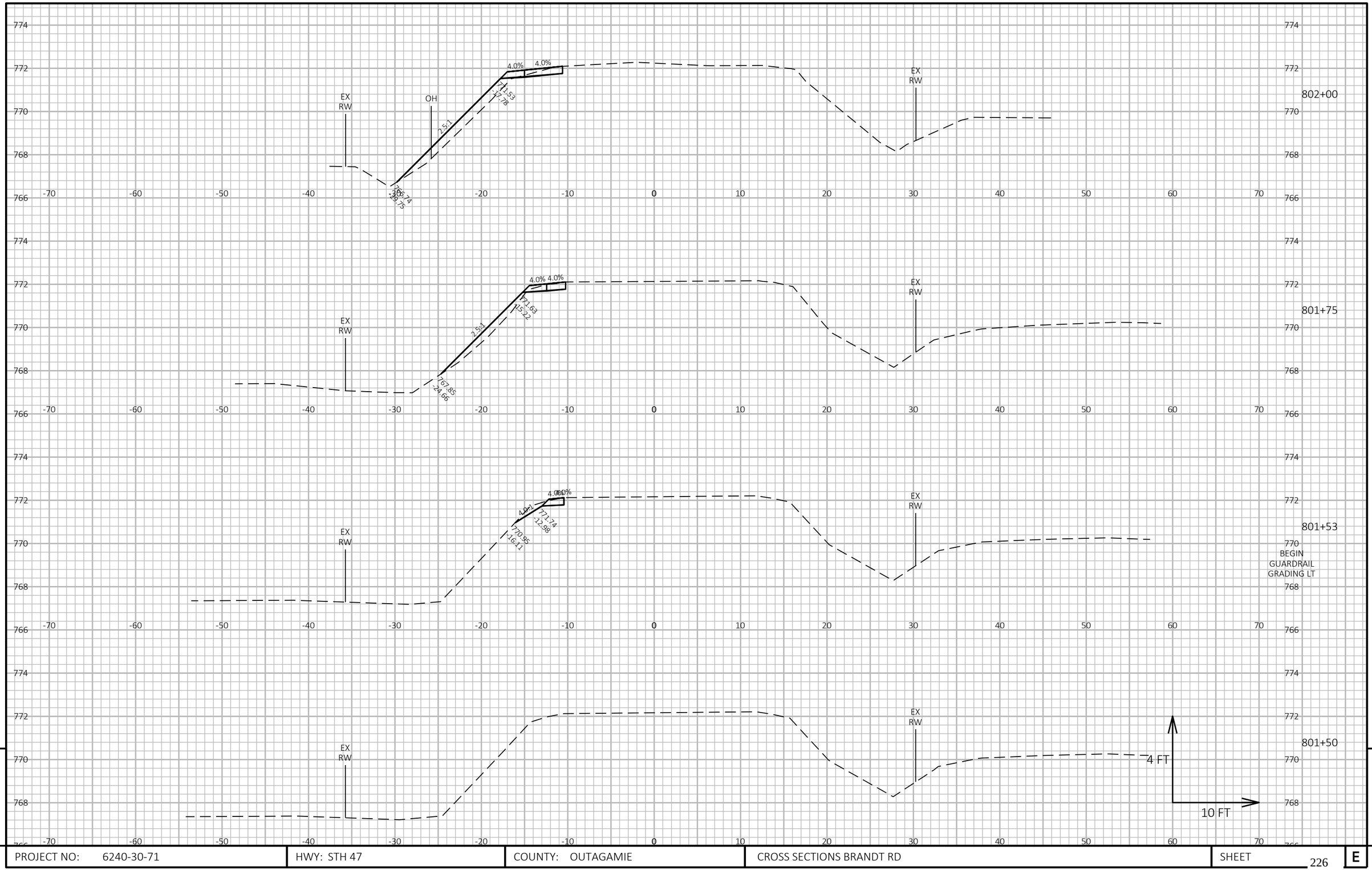


PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS STH 47	SHEET 225	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 35

PLOT DATE : 12/4/2023 12:44 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

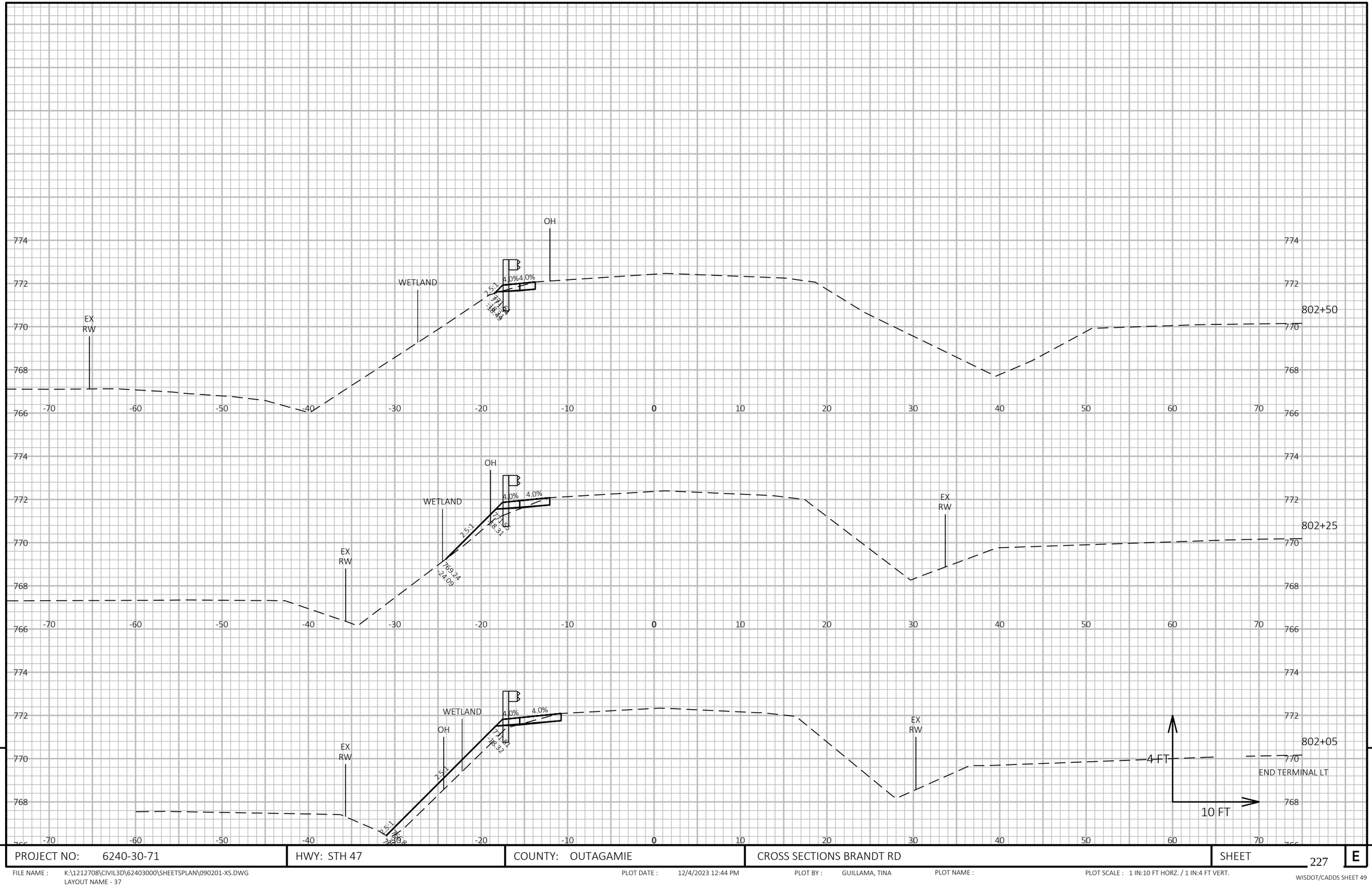


PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS BRANDT RD	SHEET 226	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 36

PLOT DATE : 12/4/2023 12:44 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

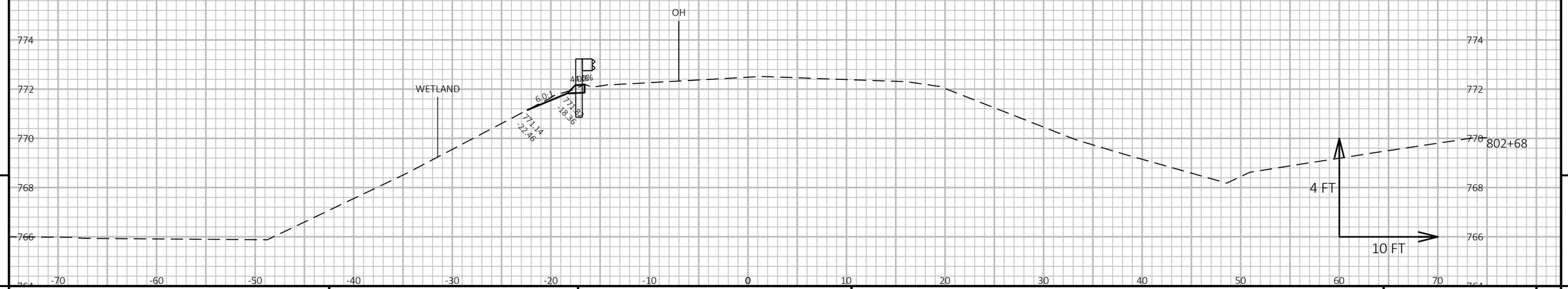


PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS BRANDT RD	SHEET 227	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 37

PLOT DATE : 12/4/2023 12:44 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 6240-30-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS BRANDT RD	SHEET 228	E

FILE NAME : K:\1212708\CIVIL3D\62403000\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 38

PLOT DATE : 12/4/2023 12:44 PM PLOT BY : GUILLAMA, TINA PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:4 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov