GRE

PROJECT ID: 4540-34-71

COUNTY: SHEBOYGAN

December 2024

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 = 348

18

N

DESIGN DESIGNATION

A.A.D.T.	2026	=	3260
A.A.D.T.	2046	=	3450
D.H.V.		=	470
D.D.		=	59/41
T.		=	11.0%
DESIGN SPEED		=	30-55 MPH
ESALS		=	790,000

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'E8')
- 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

CEDAR GROVE-SHEBOYGAN FALLS

CTH D-STH 28

STH 32

SHEBOYGAN COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4540-34-71	WISC 2025107	1
4540-36-71	WISC 2025108	

STATE PROJECT NUMBER	STATE PROJECT NUMBER
4540-34-71	4540-36-71

END PROJECT
STA 617+65.95
Y = 164,246.413
X = 191,666.648

STRUCTURE C-59-0117
STA 527+57

STRUCTURE C-59-0118
STA 393+67

STRUCTURE C-59-0119
STA 337+83

NET EXCEPTION TO CL LENGTH
STA 434+52.37 - STA 461+00

NET EXCEPTION TO CL LENGTH
STA 300+44.87 - STA 301+54.26

BEGIN PROJECT
STA 72+96.00
Y = 111,458.230
X = 190,735.969

STRUCTURE C-59-0121
STA 100+09

LAYOUT
SCALE 0 2.5 MI

TOTAL NET LENGTH OF CENTERLINE (PROJECT ID 4540-34-71) = 0.064 MI
TOTAL NET LENGTH OF CENTERLINE (PROJECT ID 4540-36-71) = 9.794 MI

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

GRAEF

116 S Adams Street,
Green Bay, WI 54301
920 / 592 9440
920 / 592 9445 fax
www.graef-usa.com

WISCONSIN
ANDREW K. SCHULTZ
41695
GREEN BAY, WI
PROFESSIONAL ENGINEER

8-1-24 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	GRAEF
Designer	GRAEF
Project Manager	KIMBERLY SLEZAK
Regional Examiner	
Regional Supervisor	ROBERT WAGNER

APPROVED FOR THE DEPARTMENT

DATE: 8/1/2024 Kimberly A Slezak, P.E. (Signature)

E

2

GENERAL NOTES

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

THE EXACT CONSTRUCTION LIMITS AND LOCATIONS OF ALL ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 115 LBS/SY/IN.

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

RIGHT OF WAY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE.

THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.

TOPSOIL SHALL BE PLACED 1-INCH BELOW THE TOP OF ADJACENT CONCRETE CURBS OR SIDEWALKS.

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE, SUBBASE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT APPROXIMATE LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER. MAINTAIN EROSION CONTROL MEASURES UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

PAVEMENT REMOVAL WILL BE TO THE NEAREST JOINT OR A SAWED EDGE WILL BE REQUIRED AS DIRECTED BY THE ENGINEER.

PRIOR TO PLACING THE NEW BASE AGGREGATE DENSE COURSE OR PAVED SHOULDERS EXISTING UNCOMPACTED SHOULDER MATERIAL SHALL BE REMOVED OR DEPOSITED ON THE OUTER PORTION OF THE EXISTING SHOULDER OR AS DIRECTED BY THE ENGINEER.

CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

THE PROPOSED SHOULDER WIDTH SHOWN IN THE TYPICAL SECTIONS ARE MINIMUM WIDTH. PERPETUATE EXISTING SHOULDERS THAT ARE WIDER THAN WHAT IS SHOWN IN THE TYPICAL SECTIONS.

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

SAWCUTS, AS SHOWN ON THE PLANS, ARE SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.

PRIOR TO PLACEMENT OF BEAM GUARD THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PAVING OR PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAYS SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER OPERATIONS ARE COMPLETED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

DO NOT DRIVE OR STORE EQUIPMENT, OR STORE CONSTRUCTION MATERIALS IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS, FLOODPLAINS, OR WATERWAYS.

2

PAVEMENT THICKNESS	HMA PAVEMENT	TOTAL PAVEMENT LAYER THICKNESS	LAYER
2" DEPTH	4 LT 58-28 S	2-INCHES	UPPER
5 ¾ " DEPTH	3 LT 58-28 S	3 ¾ -INCH	LOWER
	ASPHALTIC SURFACE	2-INCHES	UPPER

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER PLANS
PAVEMENT MARKING
DETOUR SIGNING
TRAFFIC CONTROL
PEDESTRIAN DETOUR

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 = _____ ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = _____ACRES

DNR LIAISON

JAY SCHIEFELBEIN
DNR NORTHEAST REGIONAL HEADQUARTERS
2984 SHAWANO AVE.
GREEN BAY, WI 54313
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jeremiah.schiefelbein@wisconsin.gov

COUNTY HIGHWAY COMMISSIONER

GREG SCHNELL
1211 N 23RD ST
SHEBOYGAN, WI 53082
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greg.schnell@sheboygancounty.com

NE REGION SURVEY COORDINATOR

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NE REGION DESIGN PROJECT MANAGER

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DESIGN CONTACT GRAEF

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UTILITIES CONTACTS

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Russell.w.ryan@ftr.com

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(920) 410-6902
Lori.Ketter@windstream.com

COMMUNICATIONS
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Dave Yopps
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Milwaukee, WI 53212
(414) 277-4281
CHTR_WI_CONST@charter.com

ELECTRICITY
We Energies
We Energies Utility Coordinator
500 S 116th Street
West Allis, WI 53214
(414) 944-5738
We-Utility-relocations@we-energies.com

ELECTRICITY-TRANSMISSION
ATC Management, Inc.
Trans 220 Mailbox
801 O'keefe Road
De Pere, WI 54115
(920) 338-6582
dl-ATCDOTNotifications@atcllc.com

GAS/PETROLEUM
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We Energies Utility Coordinator
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We-Utility-relocations@we-energies.com

GAS/PETROLEUM
Wisconsin Public Service Corporation
Wendy Christ
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Green Bay, WI 54307-9001
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UtilitiesRelocation@wisconsinpublicservice.com

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Gibbsville Sanitary District
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Oostburg, WI 53070
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SEWER & WATER
Village of Cedar Grove
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SEWER, WATER & ELECTRICITY
Sheboygan Falls Utilities
Shad Tenpas
375 Buffalo St
P.O. Box 186
Sheboygan, WI 53085
(920) 467-7900
shad@shebfalls.com

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

2

TOWN OF HOLLAND

TOWN OF LIMA

PROJECT 4540-34-71
STRUCTURE C-59-121
STA 100+09

PROJECT 4540-34-71
STRUCTURE 72"X113" CPRCHE
STA 189+62

NET EXCEPTION TO CL LENGTH
STRUCTURE B-59-027
STA 300+45 - STA 301+54

PROJECT 4540-34-71
STRUCTURE C-59-117
STA 527+57

ONION RIVER

PALMER RD

CTH D/W UNION AVE

VILLAGE OF CEDAR GROVE

CTH G

VAN DRIEST AVE

SMIES ROAD

STH 32

WALVOORD RD

HOFTIEZER RD

CTH A

DE MASTER RD

HOLLAND-LIMA RD

CTH W

WILSON LIMA RD

HUIBREGTSE LN

CTH OO

CLEARVIEW RD

CTH V

MILEY RD W

MILEY RD E

SCHNEIDER RD

CTH N

THEOBALD CT

CTH I

VAN ENGEN CT

STH 28

PINEHURST DR

OURTOWN ROAD

CITY OF SHEBOYGAN FALLS

80 90 100 110 120 130 140 150 160 170 180 190 200 210 220 230 240 250 260 270 280 290 300 310 320 330 340 350 360 370 380 390 400 410 420 430 440 450 460 470 480 490 500 510 520 530 540 550 560 570 580 590 600 610

PROJECT 4540-34-71
STRUCTURE C-59-118
STA 393+67

NET EXCEPTION TO CL LENGTH
STA 434+52.37 - STA 461+00

PROJECT 4540-34-71
STRUCTURE C-59-0119
STA 337+83

UNION PACIFIC RAILROAD

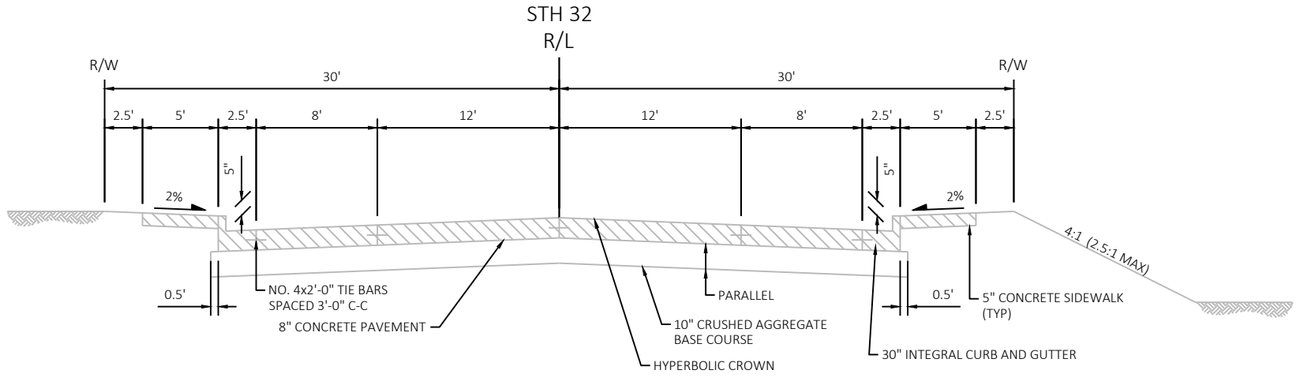
BEGIN PROJECT
STA 72+96
Y = 111458.230
X = 194102.787

END PROJECT
STA 617+65.95
Y = 164246.413
X = 191666.648

N

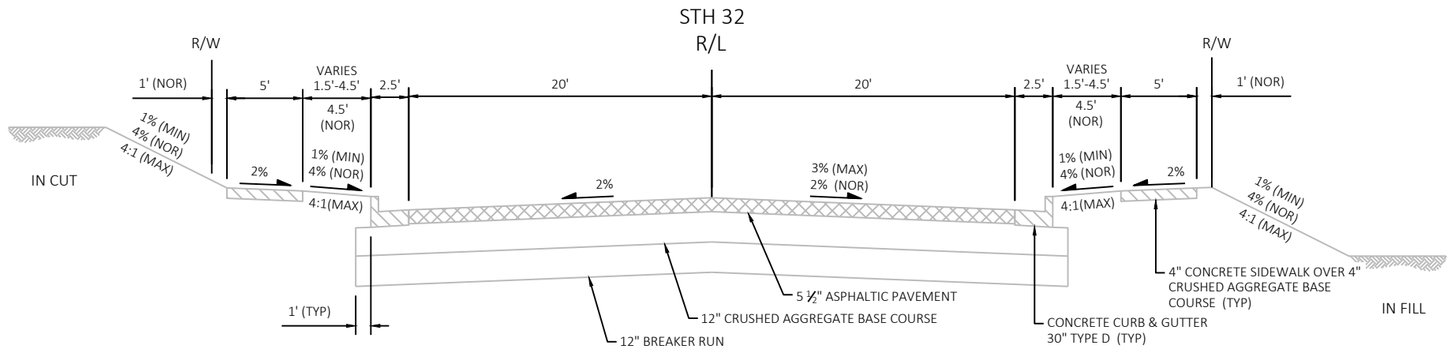
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 020201-po
PLOT DATE : 5/31/2024 1:51 PM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:3500 FT
WISDOT/CADDS SHEET 42



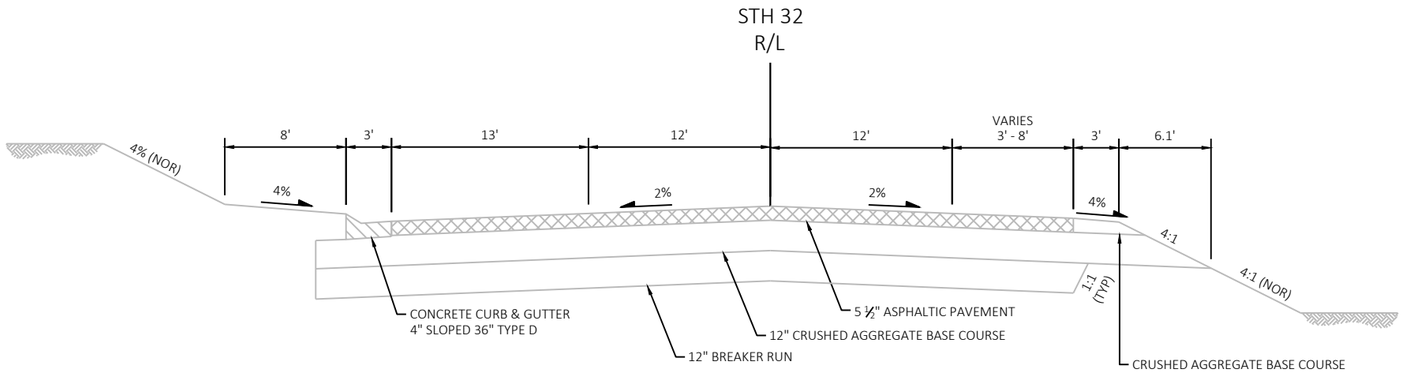
EXISTING TYPICAL SECTION STH 32

STA 72+96 TO STA 76+03



EXISTING TYPICAL SECTION STH 32

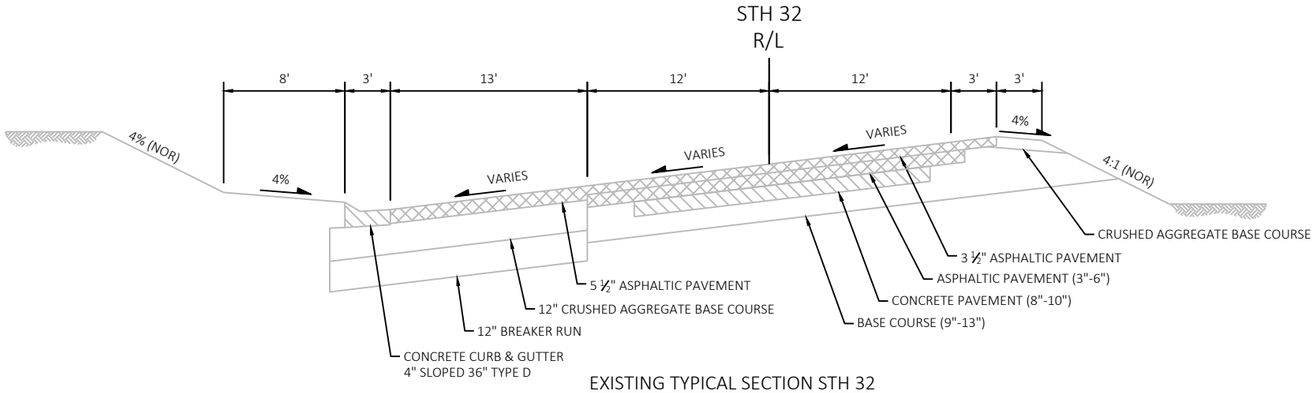
STA 76+03 TO STA 102+97



EXISTING TYPICAL SECTION STH 32

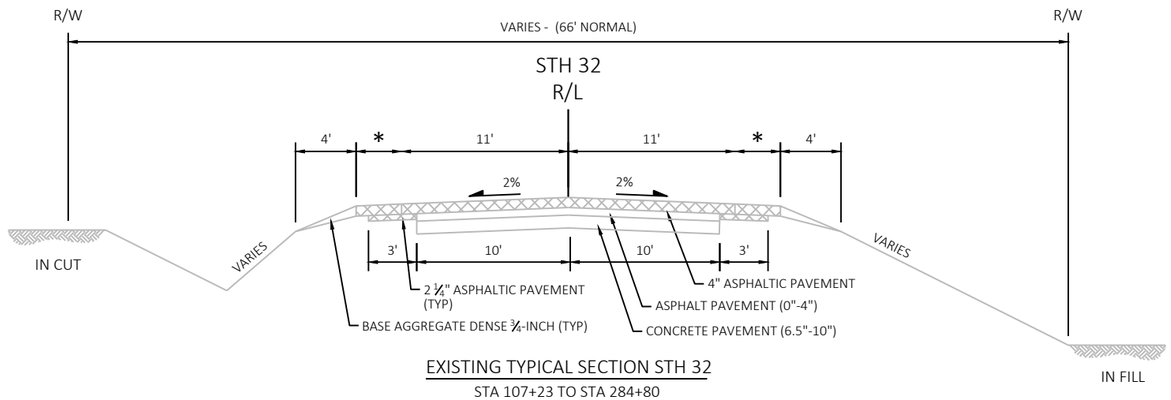
STA 102+97 TO STA 104+33

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	TYPICAL SECTIONS	SHEET 5	E



EXISTING TYPICAL SECTION STH 32

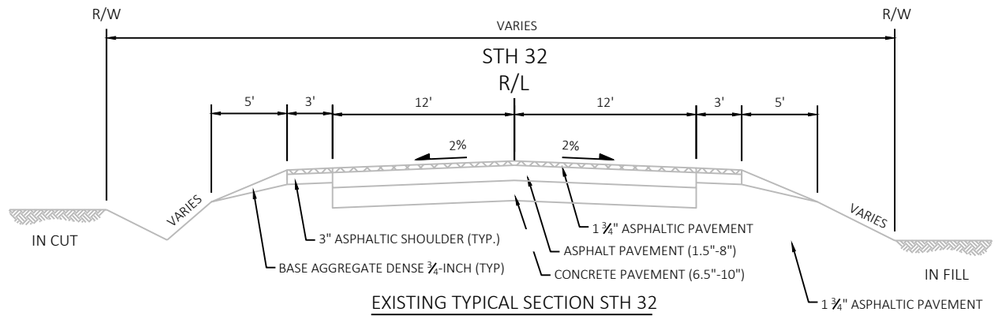
STA 104+33 TO STA 107+23



EXISTING TYPICAL SECTION STH 32

STA 107+23 TO STA 284+80
STA 310+41 TO STA 368+70
STA 392+60 TO STA 427+00
STA 465+86 TO STA 475+23
STA 486+63 TO STA 541+86
STA 578+86 TO STA 614+62

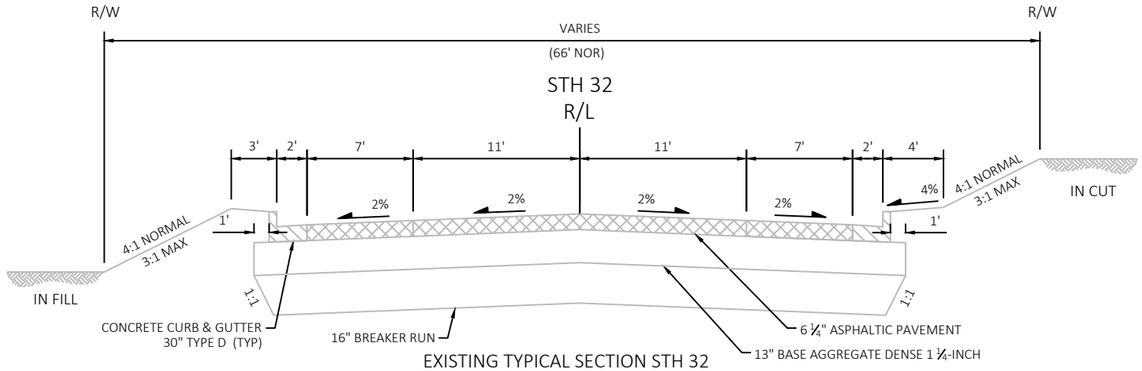
*	LT	RT
STA 107+23 TO STA 187+59	3'	3'
STA. 187+59 TO STA 187+98	3'	7'
STA 187+98 TO STA 191+50	7'	7'
STA 191+50 TO STA 284+80	3'	3'
STA 310+41 TO STA 347+29	3'	3'
STA 347+29 TO STA 368+70	5'	3'
STA 392+60 TO STA 427+00	3'	3'
STA 465+86 TO STA 475+23	3'	3'
STA 486+63 TO STA 541+86	3'	3'
STA 578+86 TO STA 614+62	5'	5'



EXISTING TYPICAL SECTION STH 32

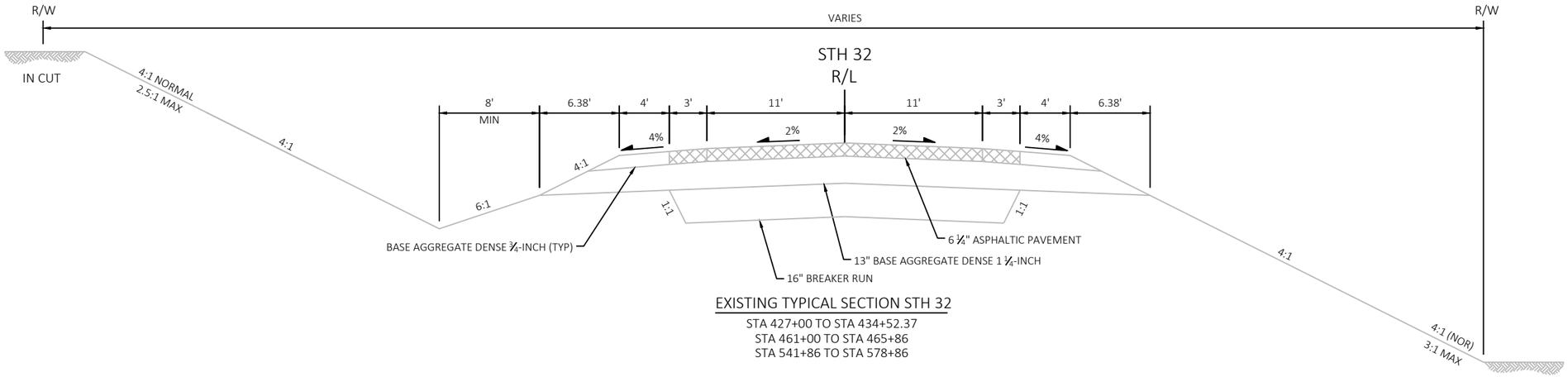
STA 284+80 TO STA 310+41
STA 475+23 TO STA 486+63

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	TYPICAL SECTIONS	SHEET 6	E



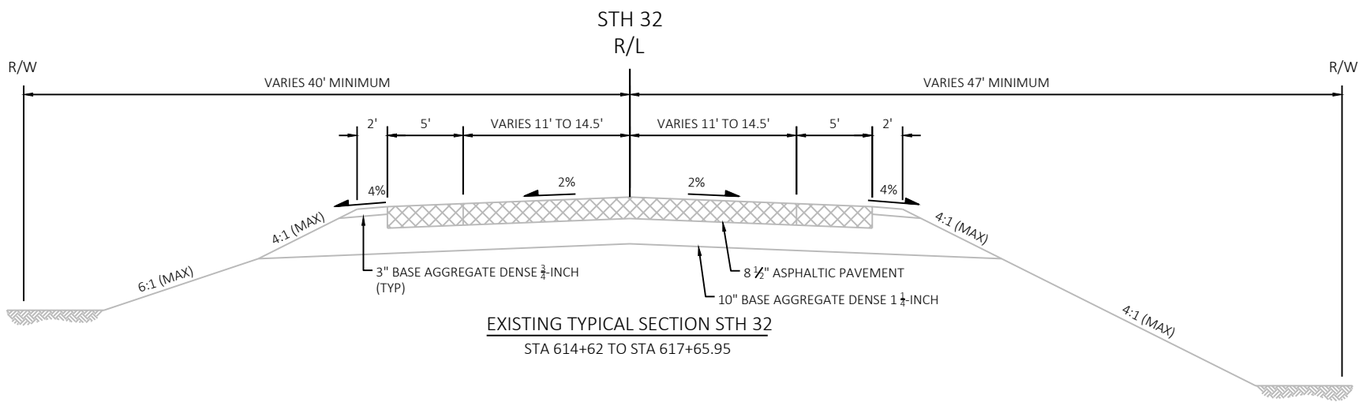
EXISTING TYPICAL SECTION STH 32

STA 368+70 TO STA 392+60



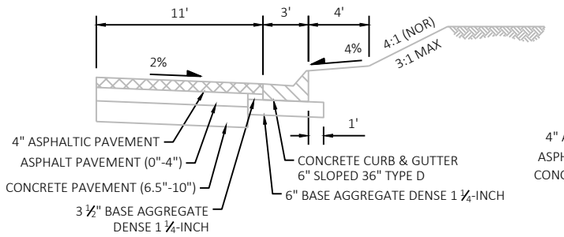
EXISTING TYPICAL SECTION STH 32

STA 427+00 TO STA 434+52.37
STA 461+00 TO STA 465+86
STA 541+86 TO STA 578+86



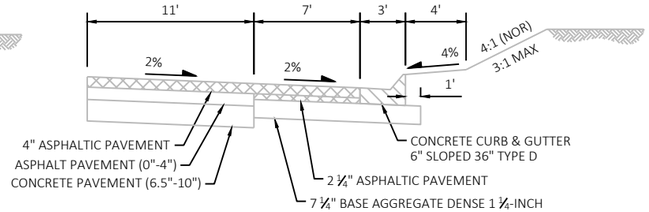
EXISTING TYPICAL SECTION STH 32

STA 614+62 TO STA 617+65.95



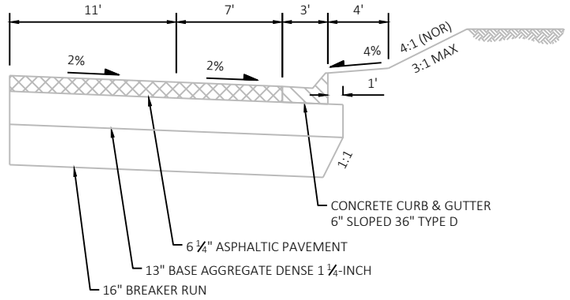
EXISTING HALF TYPICAL SECTION STH 32

STA 118+55 TO STA 122+15 RT



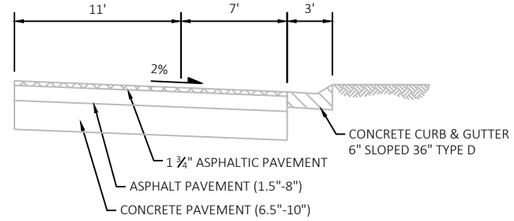
EXISTING HALF TYPICAL SECTION STH 32

STA 159+40 TO STA 161+35 LT
STA 216+85 TO STA 218+50 LT
STA 250+00 TO STA 252+00 LT
STA 315+50 TO STA 319+45 RT
STA 350+50 TO STA 353+00 RT
STA 401+00 TO STA 403+10 RT
STA 416+50 TO STA 419+50 LT
STA 539+30 TO STA 541+00 RT
STA 585+96 TO STA 589+36 LT



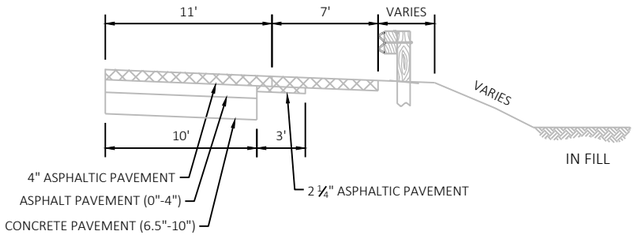
EXISTING HALF TYPICAL SECTION STH 32

STA 430+50 TO STA 433+50 LT
STA 461+00 TO STA 462+82 RT
STA 541+86 TO STA 545+86 LT
STA 541+86 TO STA 546+66 RT
STA 556+16 TO STA 558+56 RT
STA 556+56 TO STA 559+86 LT
STA 564+60 TO STA 566+57 LT
STA 573+00 TO STA 578+55 LT



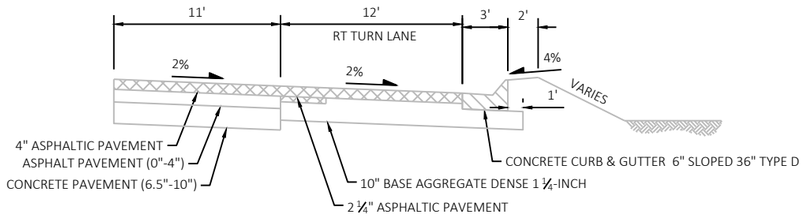
EXISTING HALF TYPICAL SECTION STH 32

STA 475+73 TO STA 478+56 RT
STA 475+73 TO STA 478+58 LT



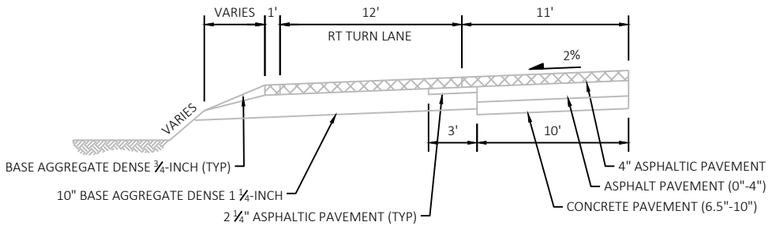
EXISTING HALF TYPICAL SECTION STH 32

STA 188+18 TO STA 190+83 RT
STA 188+50 TO STA 190+94 LT
STA 392+60 TO STA 395+25 LT
STA 392+60 TO STA 394+54 RT
STA 526+69 TO STA 529+14 LT
STA 527+14 TO STA 529+13 RT



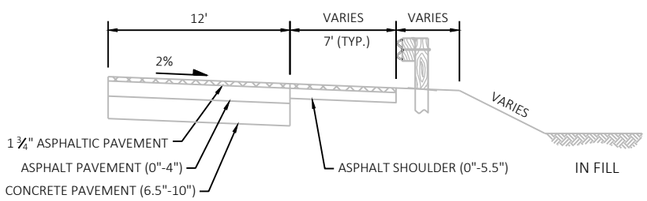
EXISTING HALF TYPICAL SECTION STH 32

STA 262+34 TO STA 265+80 RT



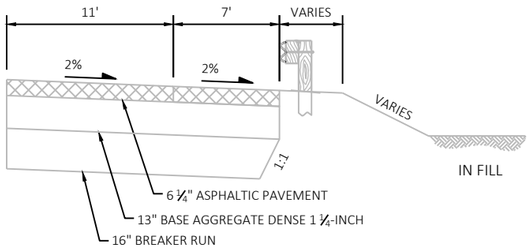
EXISTING HALF TYPICAL SECTION STH 32

STA 267+00 TO STA 270+53 LT
STA 320+17 TO STA 321+52 LT
STA 607+55 TO STA 608+82 RT



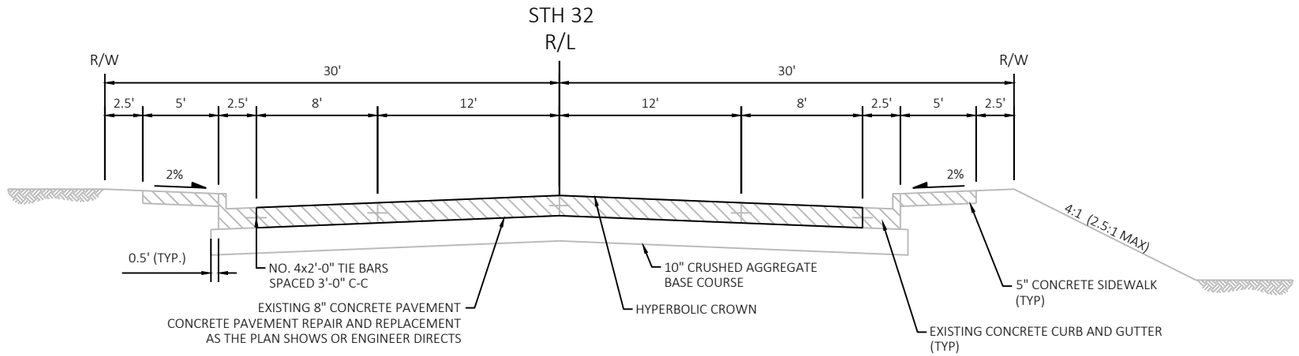
EXISTING HALF TYPICAL SECTION STH 32

STA 299+03 TO STA 300+45 LT RT
STA 301+54 TO STA 302+46 LT RT
STA 344+24 TO STA 346+32 RT
STA 344+84 TO STA 345+60 LT
STA 346+92 TO STA 348+16 LT
STA 478+69 TO STA 484+50 LT RT



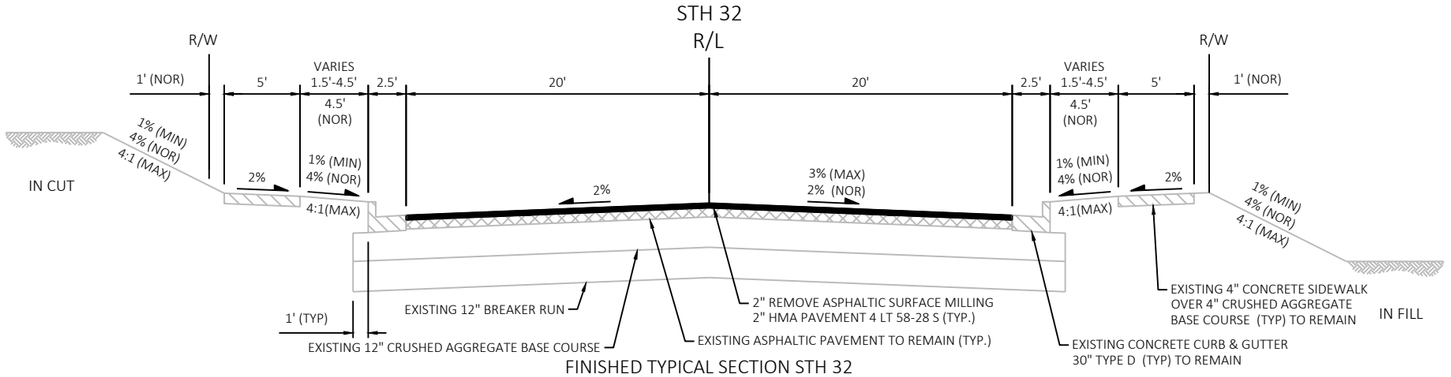
EXISTING HALF TYPICAL SECTION STH 32

STA 391+13 TO STA 392+60 RT



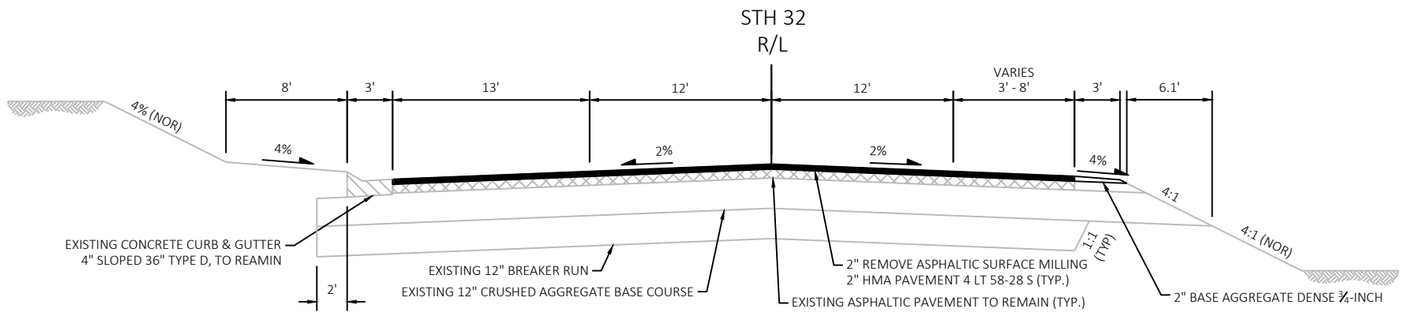
FINISHED TYPICAL SECTION STH 32

STA 72+96 TO STA 76+03



FINISHED TYPICAL SECTION STH 32

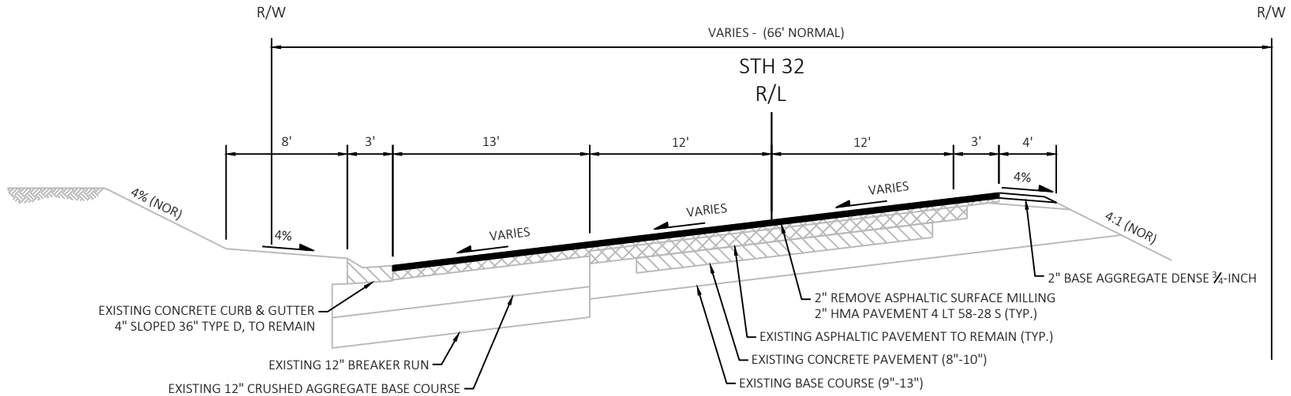
STA 76+03 TO STA 102+97



FINISHED TYPICAL SECTION STH 32

STA 102+97 TO STA 104+33

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	TYPICAL SECTIONS	SHEET 9	E

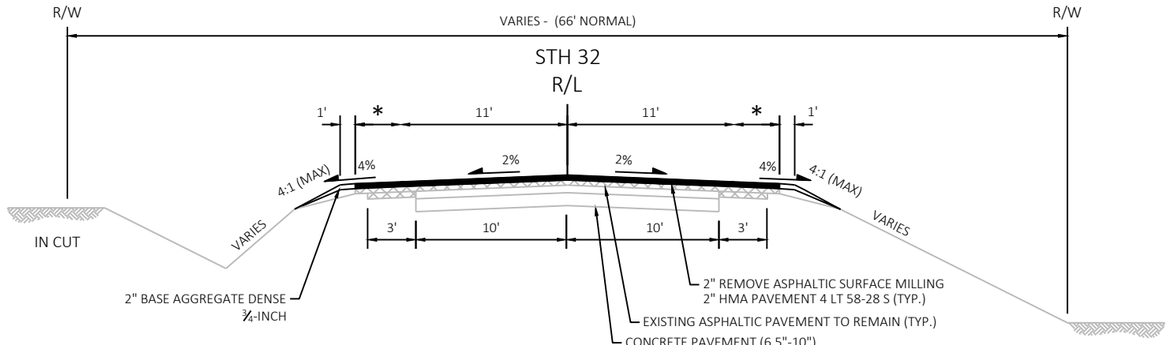


FINISHED TYPICAL SECTION STH 32

STA 104+33 TO STA 107+23

ASPHALTIC RUMBLE STRIPS,
CENTERLINE LOCATIONS

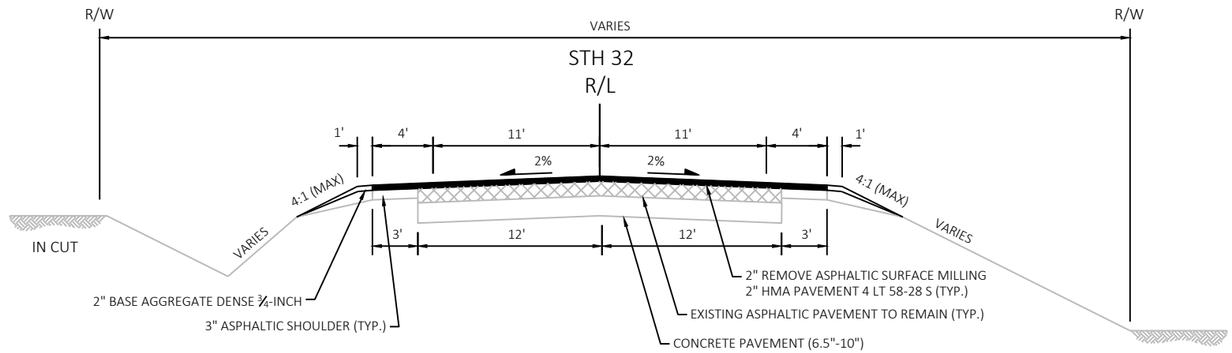
STA 105+00 TO STA 113+00
STA 115+00 TO STA 127+50
STA 133+00 TO STA 147+00
STA 149+00 TO STA 156+50
STA 160+50 TO STA 194+50
STA 204+00 TO STA 238+00
STA 242+00 TO STA 263+50
STA 268+50 TO STA 281+50
STA 283+50 TO STA 291+50
STA 295+50 TO STA 300+15
STA 305+00 TO STA 310+00
STA 314+00 TO STA 317+50
STA 321+50 TO STA 344+00
STA 396+00 TO STA 399+00
STA 405+50 TO STA 417+00
STA 419+00 TO STA 427+00
STA 465+86 TO STA 488+50
STA 491+50 TO STA 494+00
STA 500+00 TO STA 515+50
STA 519+50 TO STA 533+50
STA 535+50 TO STA 539+50
STA 578+86 TO STA 582+00
STA 586+00 TO STA 601+00
STA 603+00 TO STA 606+50
STA 610+50 TO STA 614+62



FINISHED TYPICAL SECTION STH 32

STA 107+23 TO STA 284+80
STA 310+41 TO STA 368+70
STA 392+60 TO STA 427+00
STA 465+86 TO STA 475+23
STA 486+63 TO STA 541+86
STA 578+86 TO STA 614+62

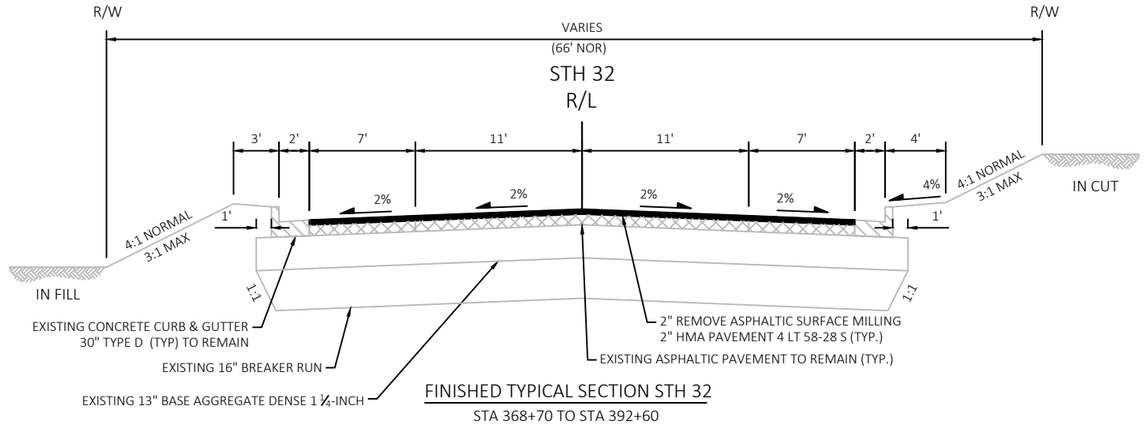
*	LT	RT
STA 107+23 TO STA 187+59	3'	3'
STA. 187+59 TO STA 187+98	3'	7'
STA 187+98 TO STA 191+50	7'	7'
STA 191+50 TO STA 284+80	3'	3'
STA 310+41 TO STA 347+29	3'	3'
STA 347+29 TO STA 368+70	5'	3'
STA 392+60 TO STA 427+00	3'	3'
STA 465+86 TO STA 475+23	3'	3'
STA 486+63 TO STA 541+86	3'	3'
STA 578+86 TO STA 614+62	5'	5'



FINISHED TYPICAL SECTION STH 32

STA 284+80 TO STA 310+41
STA 475+23 TO STA 486+63

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	TYPICAL SECTIONS	SHEET 10	E

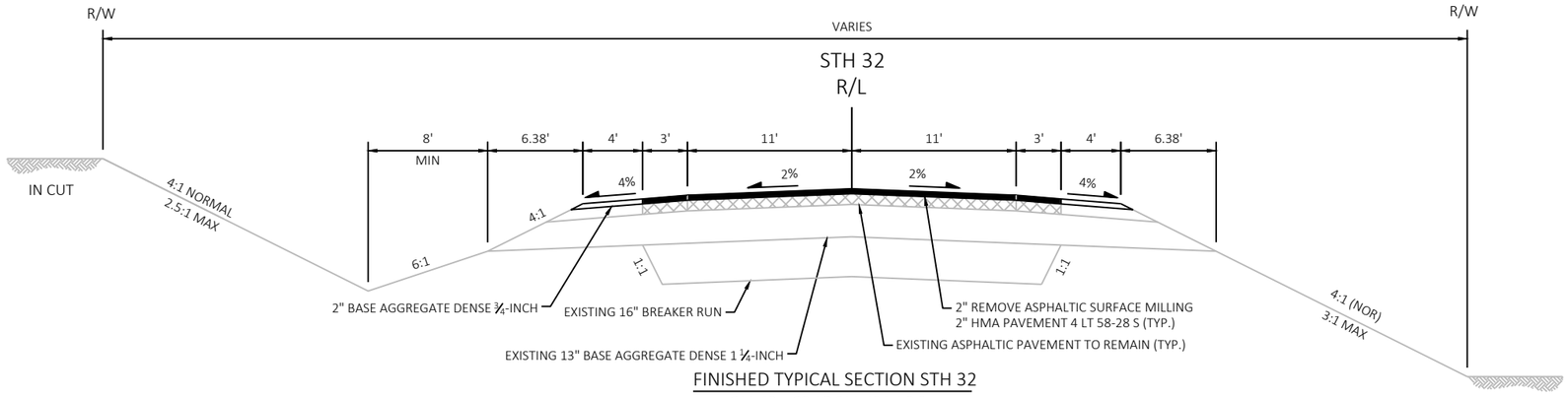


FINISHED TYPICAL SECTION STH 32

STA 368+70 TO STA 392+60

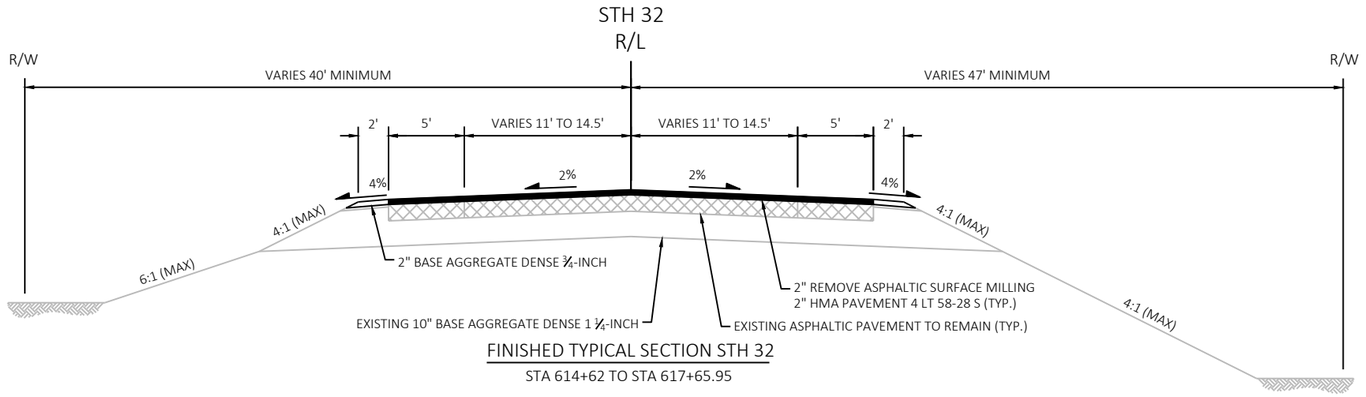
ASPHALTIC RUMBLE STRIPS,
CENTERLINE LOCATIONS

STA 427+00 TO STA 430+50
STA 433+50 TO STA 454+00
STA 460+00 TO STA 465+86
STA 543+50 TO STA 555+50
STA 557+50 TO STA 560+00
STA 564+00 TO STA 578+86
STA 614+62 TO STA 615+00



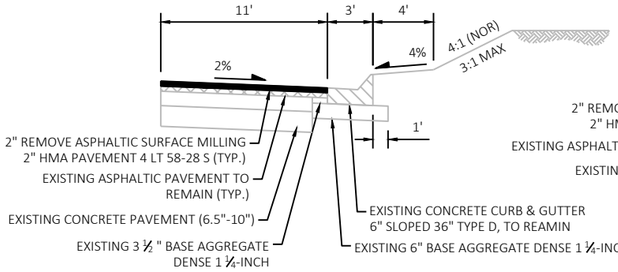
FINISHED TYPICAL SECTION STH 32

STA 427+00 TO STA 434+52.37
STA 461+00 TO STA 465+86
STA 541+86 TO STA 578+86



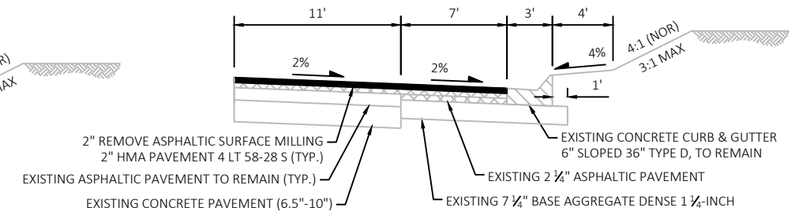
FINISHED TYPICAL SECTION STH 32

STA 614+62 TO STA 617+65.95



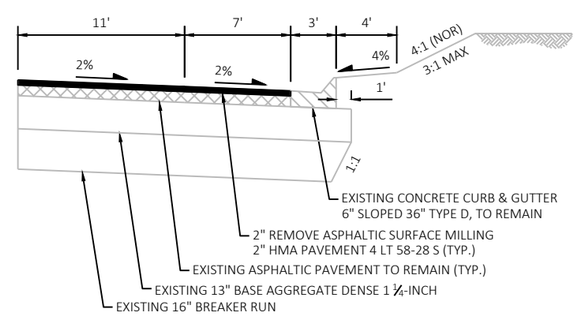
FINISHED HALF TYPICAL SECTION STH 32

STA 118+55 TO STA 122+15 RT



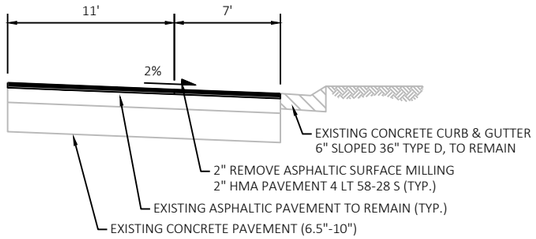
FINISHED HALF TYPICAL SECTION STH 32

STA 159+40 TO STA 161+35 LT
STA 216+85 TO STA 218+50 LT
STA 250+00 TO STA 252+00 LT
STA 315+50 TO STA 319+45 RT
STA 350+50 TO STA 353+00 RT
STA 401+00 TO STA 403+10 RT
STA 416+50 TO STA 419+50 LT
STA 539+30 TO STA 541+00 RT
STA 585+96 TO STA 589+36 LT



FINISHED HALF TYPICAL SECTION STH 32

STA 430+50 TO STA 433+50 LT
STA 461+00 TO STA 462+82 RT
STA 541+86 TO STA 545+86 LT
STA 541+86 TO STA 546+66 RT
STA 556+16 TO STA 558+56 RT
STA 556+56 TO STA 559+86 LT
STA 564+60 TO STA 566+57 LT
STA 573+00 TO STA 578+55 LT



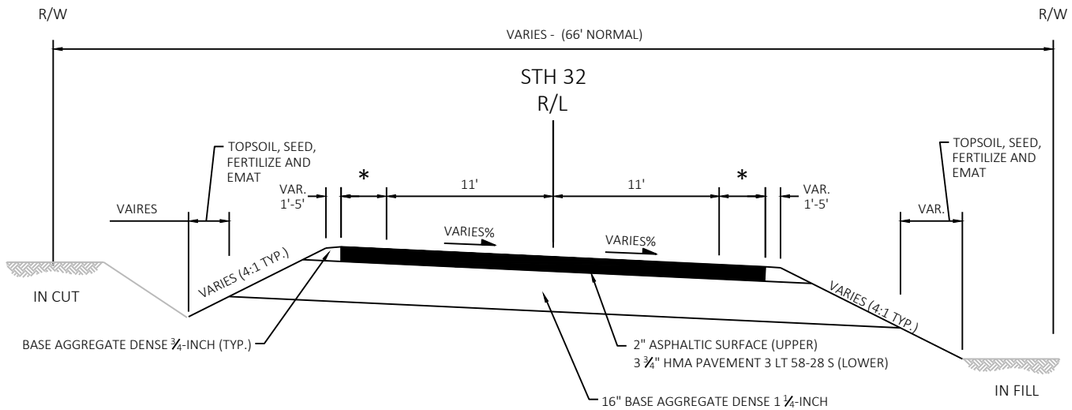
FINISHED TYPICAL SECTION STH 32

STA 475+73 TO STA 478+56 RT
STA 475+73 TO STA 478+58 LT

2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	TYPICAL SECTIONS	SHEET 12	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020308-ts
PLOT DATE : 10/22/2024 1:17 PM
PLOT BY : SCHULTZ, ANDREW K.
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42

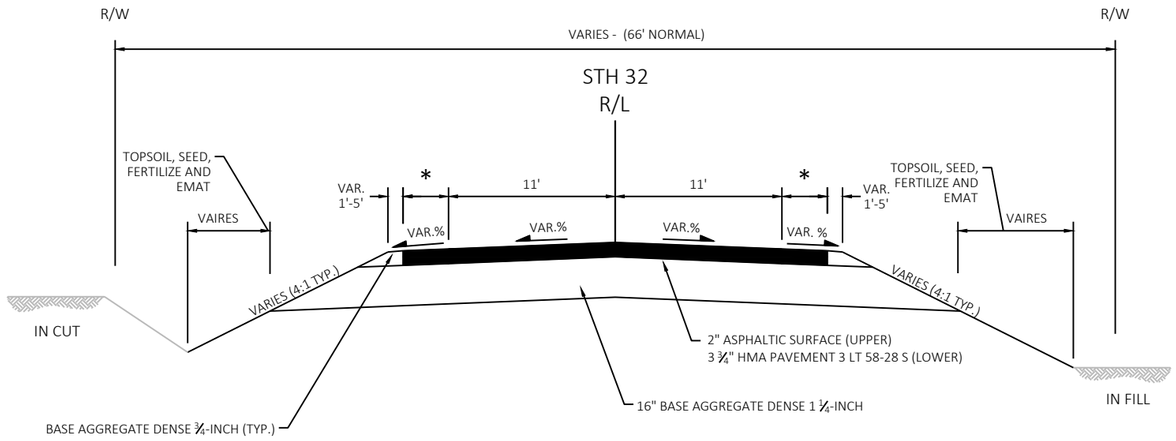


FINISHED TYPICAL SECTION STH 32
CULVERT REPLACEMENT LOCATIONS

STA 140+01 TO STA 140+66
STA 189+18 TO STA 190+03
STA 527+23 TO STA 528+04
STA 584+84 TO STA 585+52

NOTE:
AFTER THE PROPOSED 5 ¾" DEPTH OF PAVEMENT HAS BEEN PLACED, THE 2" DEPTH OF ASPHALTIC SURFACE WILL BE MILLED AND OVERLAID WITH 4 LT 58-28 S

*	LT	RT
STA 140+01 TO STA 140+66	3'	3'
STA 180+55 TO STA 181+09	3'	3'
STA 189+29 TO STA 189+95	7'	7'
STA 205+11 TO STA 205+71	3'	3'
STA 241+91 TO STA 242+57	3'	3'
STA 259+52 TO STA 260+01	3'	3'
STA 337+48 TO STA 338+11	3'	3'
STA 393+29 TO STA 394+04	7'	7'
STA 405+42 TO STA 406+10	3'	3'
STA 527+23 TO STA 528+04	7'	7'
STA 584+84 TO STA 585+52	5'	5'

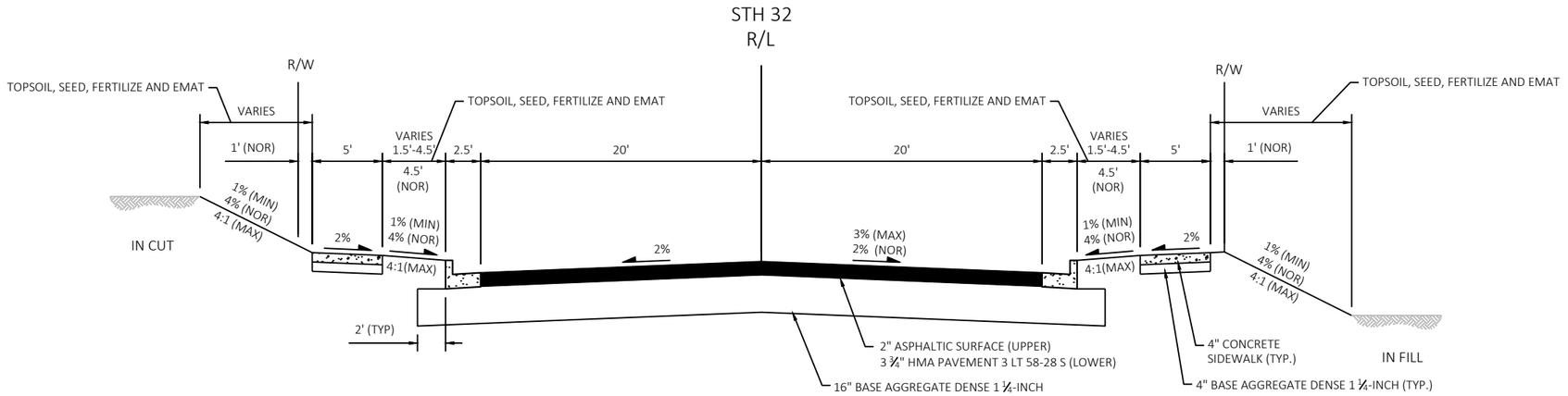


FINISHED TYPICAL SECTION STH 32
CULVERT REPLACEMENT LOCATIONS

STA 180+55 TO STA 181+09
STA 205+11 TO STA 205+71
STA 241+85 TO STA 242+63
STA 259+52 TO STA 260+01
STA 337+48 TO STA 338+11
STA 393+29 TO STA 394+04
STA 405+37 TO STA 406+12

NOTE:
AFTER THE PROPOSED 5 ¾" DEPTH OF PAVEMENT HAS BEEN PLACED, THE 2" DEPTH OF ASPHALTIC SURFACE WILL BE MILLED AND OVERLAID WITH 4 LT 58-28 S

2

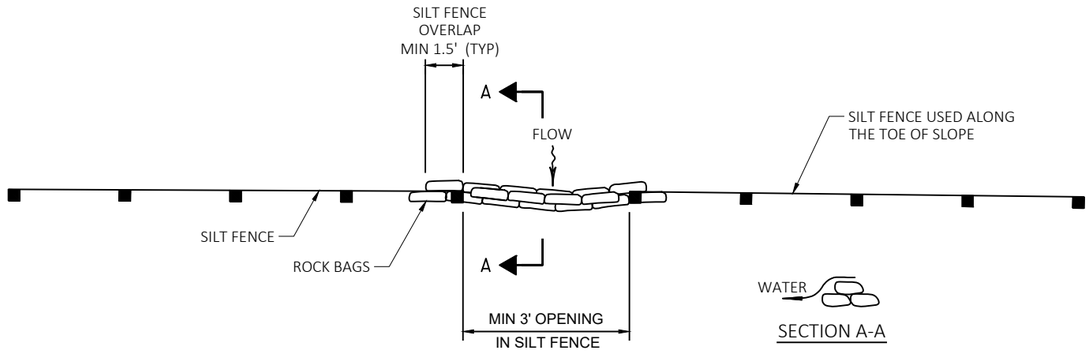


FINISHED TYPICAL SECTION STH 32 STRUCTURE C-59-0121*

STA 99+91 TO STA 100+27

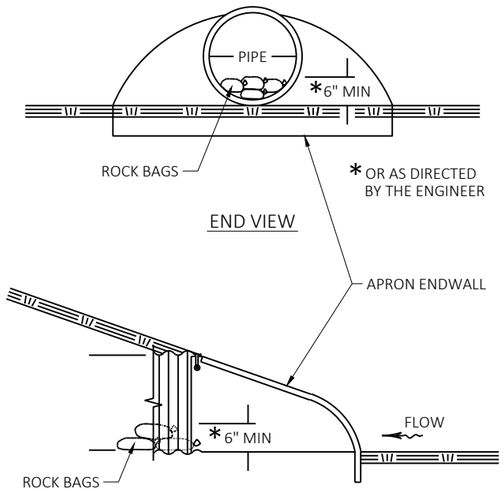
NOTE:
AFTER THE PROPOSED 5 ¾" DEPTH OF PAVEMENT HAS BEEN PLACED, THE 2" DEPTH OF ASPHALTIC SURFACE WILL BE MILLED AND OVERLAID WITH 4 LT 58-28 S

*REFER TO C-59-0121 STRUCTURE PLANS FOR FINISHED TYPICAL SECTION DIRECTLY OVER THE TOP OF THE PROPOSED STRUCTURE.



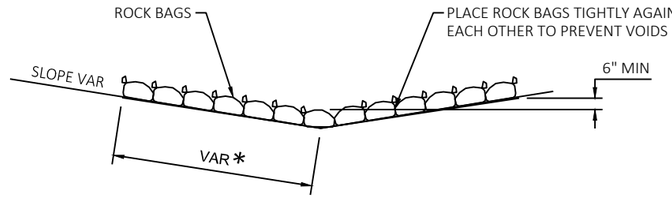
TOP VIEW

ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

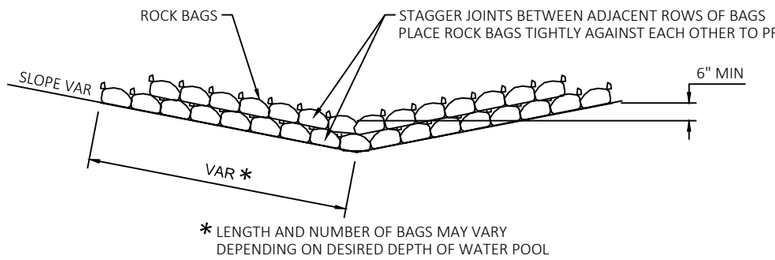


SIDE VIEW

CULVERT PIPE CHECKS



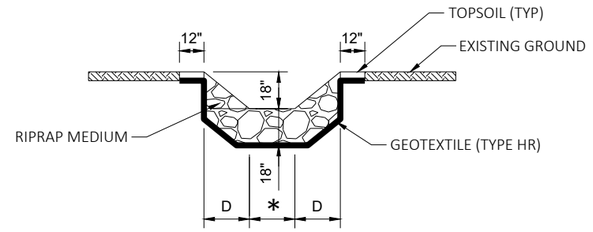
SIDE VIEW (SINGLE LAYER)



SIDE VIEW (MULTIPLE LAYER)

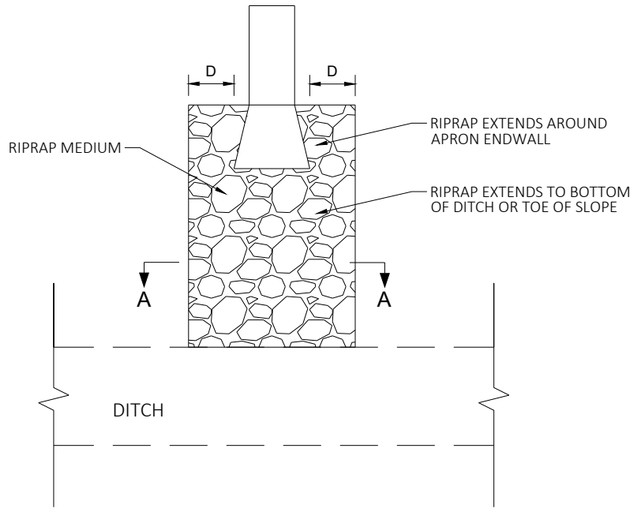
ROCK BAGS DITCH CHECK

PAID AS ROCK BAGS



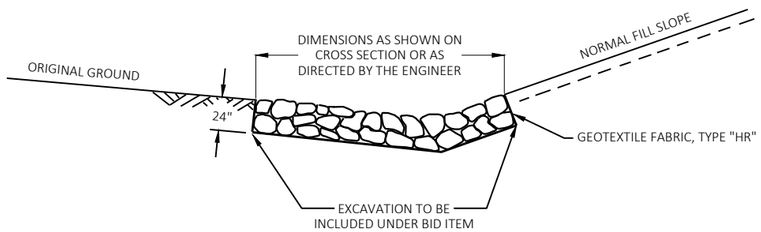
SECTION A-A

* APRON ENDWALL WIDTH
D = PIPE DIAMETER

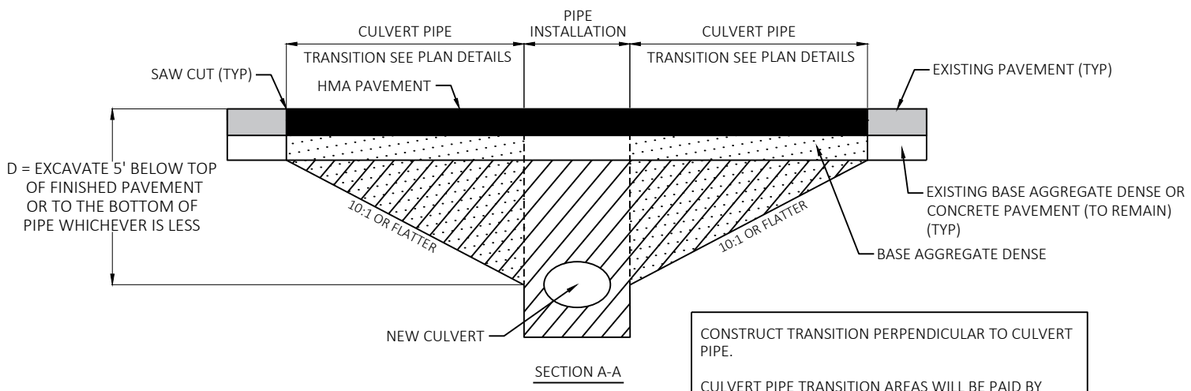


PLAN VIEW

RIPRAP TREATMENT AT STORM SEWER OUTFALLS



DETAIL FOR RIPRAP MEDIUM IN DITCHES



CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

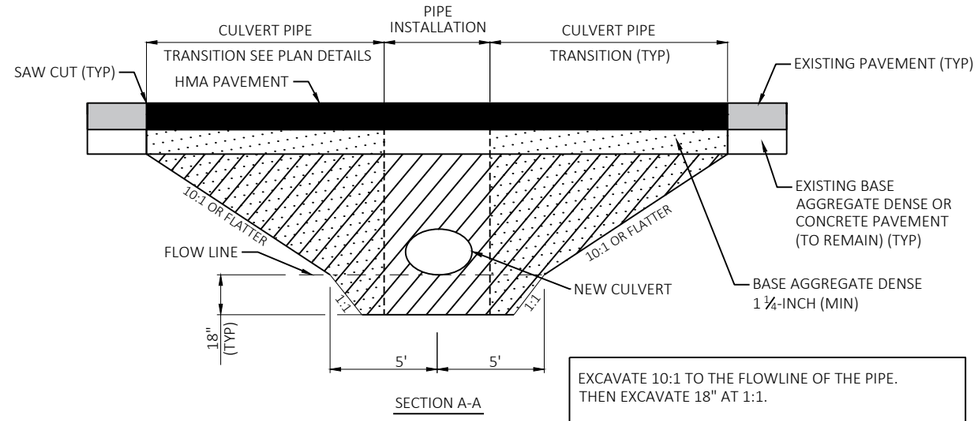
CULVERT PIPE TRANSITION AREAS WILL BE PAID BY COMMON EXCAVATION & SPV FOUNDATION BACKFILL.

PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

SEE FINISHED TYPICAL SECTIONS FOR PAVEMENT AND BASE THICKNESS.

NEW CULVERT PIPES WITH TRANSITION

STATION 189+65
STATION 585+18



EXCAVATE 10:1 TO THE FLOWLINE OF THE PIPE. THEN EXCAVATE 18" AT 1:1.

VERIFY EXISTING CENTERLINE PROFILE PRIOR TO MILLING OPERATIONS.

CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

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

PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

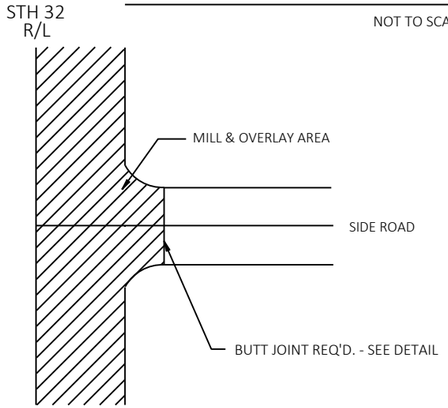
SEE FINISHED TYPICAL SECTIONS FOR PAVEMENT AND BASE THICKNESS.

LONGITUDINAL DETAIL FOR CULVERT PIPES WITH TRANSITIONS IN FROST HEAVE SUSCEPTIBLE AREAS

STATION 140+34
STATION 180+82
STATION 205+41
STATION 242+23
STATION 259+76
STATION 405+78

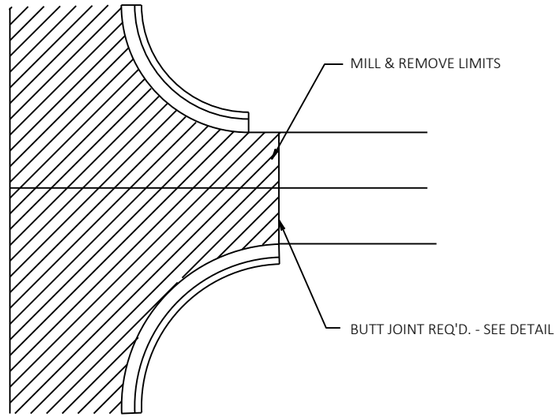
SIDE ROAD DETAIL - NO CURB & GUTTER

NOT TO SCALE

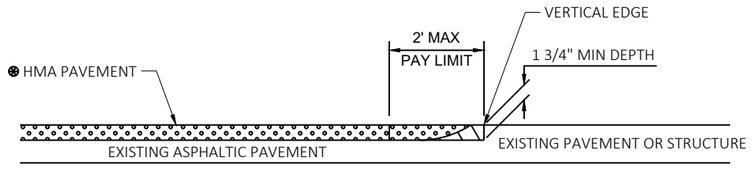


SIDEROAD DETAIL - CURB & GUTTER TO REMAIN

NOT TO SCALE



SIDE ROAD CONSTRUCTION LIMITS DETAIL

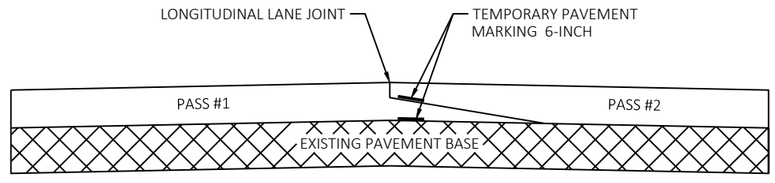


⊛ SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

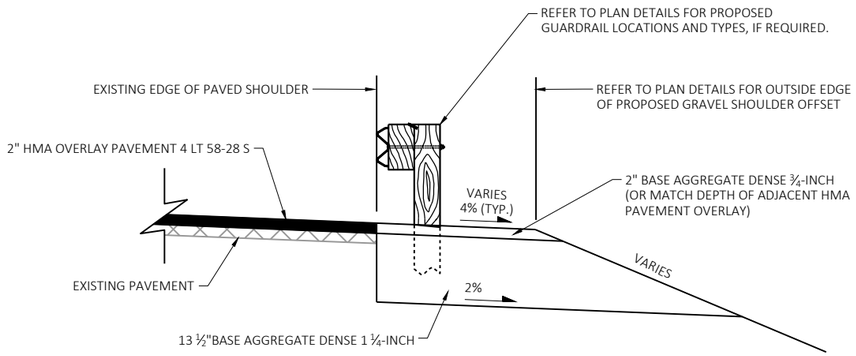
REMOVING ASPHALTIC SURFACE, MILLING

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)

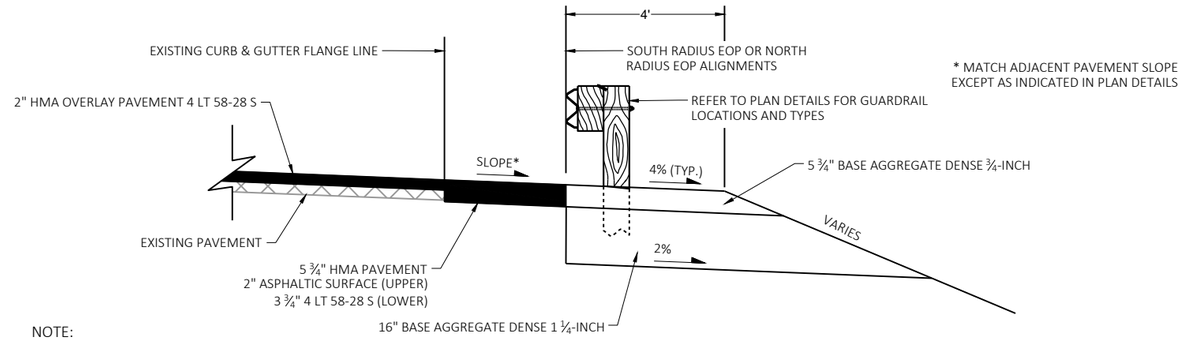


PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS



GRAVEL SHOULDER RECONSTRUCTION DETAIL

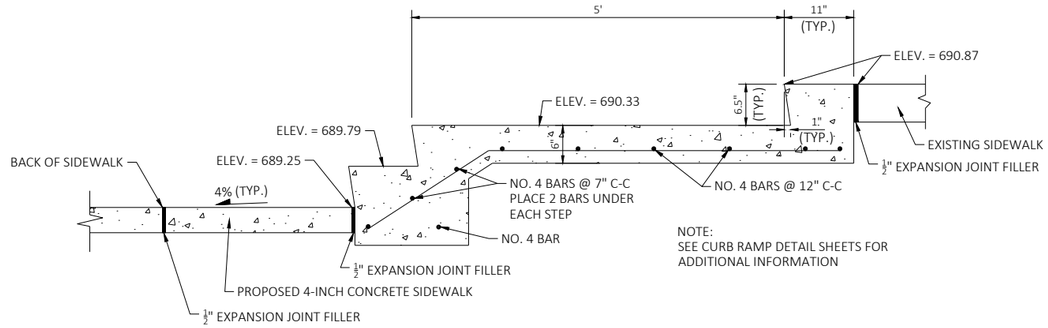
OVERLAY LOCATIONS



NOTE:
AFTER THE PROPOSED 5 ¾" DEPTH OF PAVEMENT HAS BEEN PLACED, THE 2" DEPTH OF ASPHALTIC SURFACE WILL BE MILLED AND OVERLAID WITH 4 LT 58-28 S

WILSON-LIMA RADIUS RECONSTRUCTION DETAIL

WILSON LIMA ROAD SOUTH RADIUS STA. 5+00 TO STA. 5+64
WILSON LIMA ROAD NORTH RADIUS STA. 0+00 TO STA. 0+84



CONCRETE STEPS DETAIL

STA. 85+66 RT

2

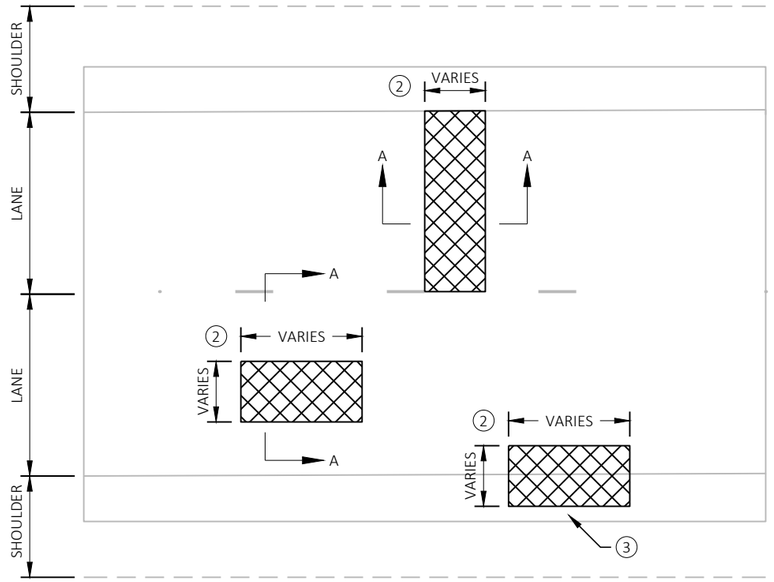
NOTES:

PERFORM REMOVING ASPHALTIC SURFACE MILLING PRIOR TO REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

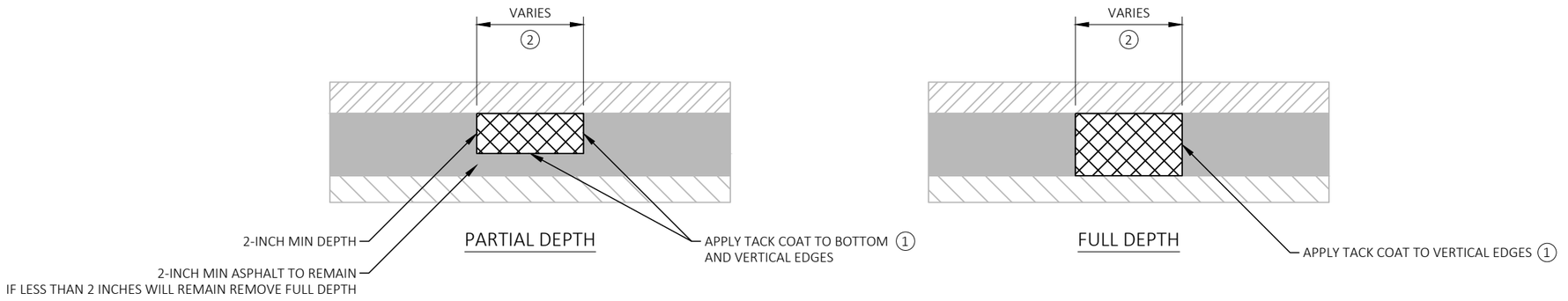
(1) MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.

(2) THE SMALLEST DIMENSION OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS 4 FEET IN ANY DIRECTION.

(3) WHEN THE DISTANCE FROM THE EDGE OF PAVEMENT TO EDGE OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS LESS THAN 1-FOOT, EXTEND THE REMOVING DISTRESSED ASPHALTIC SURFACE MILLING TO THE EDGE OF PAVEMENT.



PLAN VIEW



SECTION A-A

REMOVING ASPHALTIC SURFACE MILLING

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
ASPHALTIC SURFACE PATCHING

EXISTING ASPHALT

EXISTING BASE COURSE

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD

2

2

N

101+00.00

100+50.00

100+00.00

99+50.00

R/W

R/W

TLE

TLE

PI: 100+12.95

686

685

684

687

688

683

698

689

SIGN

SIGN

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CONSTRUCTION DETAILS: C-59-121 CONTOURS	SHEET 20	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - 06

PLOT DATE : 7/31/2024 8:29 AM PLOT BY : SCHULTZ, ANDREW K. PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

N

R/W

TLE

EXISTING R/W

EXISTING R/W

R/W

TLE

R/W

TLE

338+50.00

338+00.00

337+50.00

337+00.00

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CONSTRUCTION DETAILS: C-59-119 CONTOURS	SHEET 21	E

2

N

R/W

TLE

394+50.00

394+00.00

393+50.00

393+00.00

EXISTING R/W

EXISTING R/W

TLE

PLE

R/W

R/W

TLE

VENT

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CONSTRUCTION DETAILS: C-59-118 CONTOURS	SHEET 22	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\021005_CD.DWG
LAYOUT NAME - 09

PLOT DATE : 7/31/2024 8:32 AM PLOT BY : SCHULTZ, ANDREW K. PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

N

R/W

TLE

EXISTING R/W

528+50.00

528+00.00

527+50.00

527+00.00

HSE

EXISTING R/W

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CONSTRUCTION DETAILS: C-59-117 CONTOURS	SHEET 23	E

2

N

PI: 74+28.94

74+00

STA 73+20, LT & RT
STA 73+25, RT
RECONSTRUCTING INLETS

PROPOSED 8-INCH
CONCRETE PAVEMENT

STA 73+24.44, -18.86' LT

STA 73+24.38, -23.86' LT

STA 73+16.69, -23.76' LT

STA 73+16.75, -18.76' LT

SAWCUT REQ'D

73+00

EXIST R/W

PROPOSED CONCRETE CURB
AND GUTTER 30-INCH TYPE A

STH 32 R/L

STA 73+29, 22.64' RT

STA 73+28.95, 17.64' RT

STA 73+15.75, 22.65' RT

STA 73+15.75, 17.65' RT

EXIST R/W

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 24	E

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1002	102+57.24 RT	691.50	CHS. 'X' NW FLANGE BOLT ON HYD

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

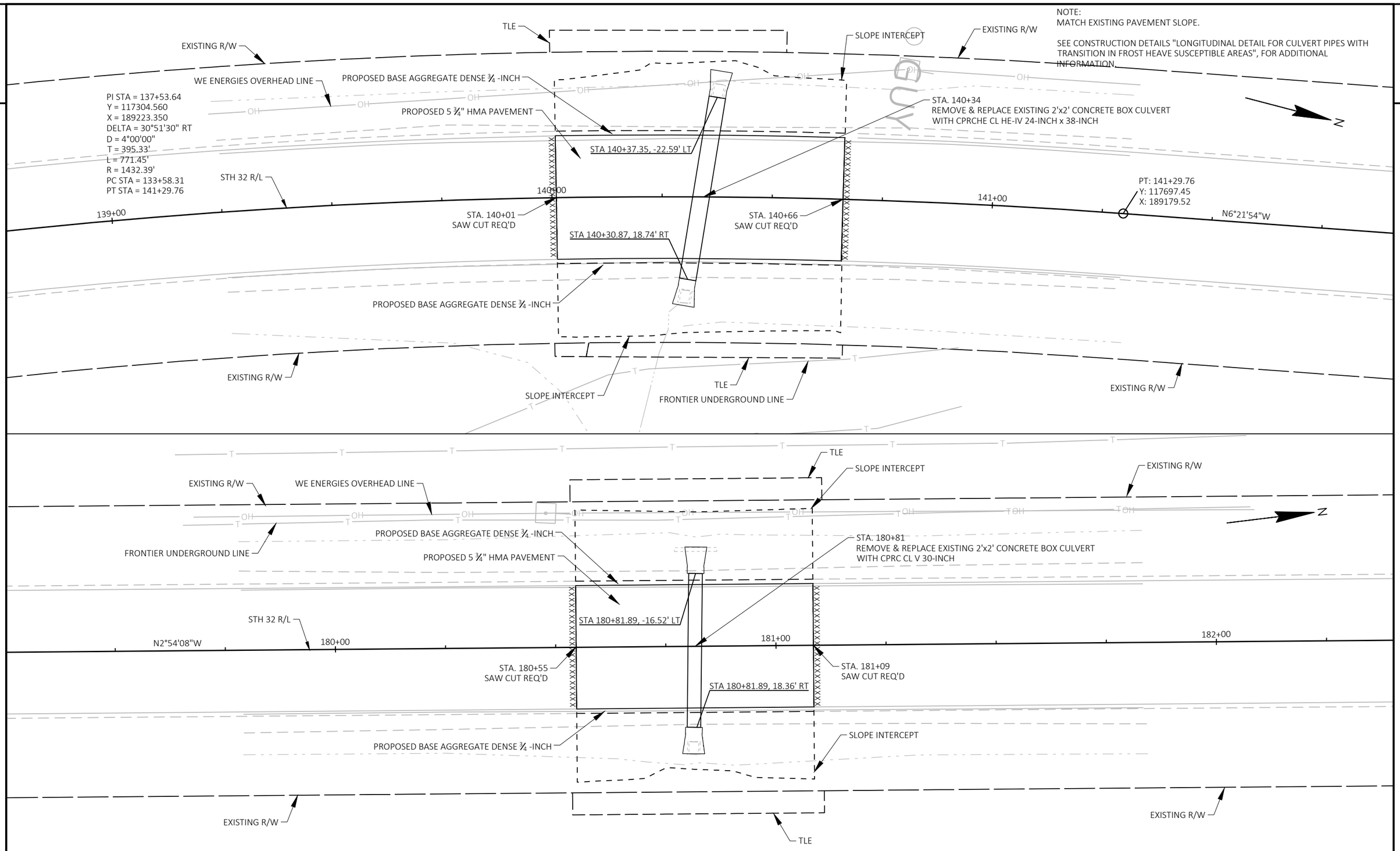
SEE C-59-0121 STRUCTURE PLANS FOR ADDITIONAL INFORMATION

R/W
TLE
SLOPE INTERCEPTS
PROPOSED CONCRETE CURB AND GUTTER 30-INCH TYPE D
PROPOSED CONCRETE SIDEWALK 4-INCH
FRONTIER UNDERGROUND LINE
EXISTING R/W
STA 99+93.87, -24.45' LT
SAWCUT REQ'D
ABANDON EXISTING STORM SEWER LINE
VILLAGE OF CEDAR GROVE SANITARY LINE
STH 32 R/L
PROPOSED 30-INCH RCP
99+00
N0°02'08"E
STA. 99+91
SAW CUT REQ'D
100+00
PROPOSED 5 ¾" HMA PAVEMENT
STA. 100+27SAW
CUT REQ'D
N0°12'07"E
101+00
PI: 100+12.95
Y: 113824.87
X: 190366.88
STA. 100+09
REMOVE & REPLACE EXISTING STRUCTURE
WITH SINGLE CELL BOX CULVERT C-59-0121
STA 100+23.36, -24.40' LT
SAWCUT REQ'D
PROPOSED CONCRETE CURB AND GUTTER 30-INCH TYPE D
WE ENERGIES UNDERGROUND GAS LINE
CAUTION
EXISTING R/W
VILLAGE OF CEDAR GROVE WATER LINE
SAWCUT REQ'D
PROPOSED 5 ¾" HMA PAVEMENT
STA 100+23.59, 24.46' RT
CHARTER OVERHEAD LINE
EXISTING R/W
FRONTIER UNDERGROUND LINE
PROPOSED CONCRETE CURB AND GUTTER 30-INCH TYPE D
SAWCUT REQ'D
STA 99+75.79, 31.19' RT
SAWCUT REQ'D
WE ENERGIES UNDERGROUND GAS LINE
CAUTION
EXISTING R/W
PROPOSED CONCRETE SIDEWALK 4-INCH
STA 99+93.62, 24.54' RT
SLOPE INTERCEPTS
WE ENERGIES OVERHEAD LINE
CHARTER UNDERGROUND LINE
STA 100+26.51, 29.78' RT
TLE
R/W
FRONTIER UNDERGROUND LINE
CHARTER UNDERGROUND LINE
WE ENERGIES UNDERGROUND LINE

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS: C-59-0121	SHEET 25	E

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

SEE CONSTRUCTION DETAILS "LONGITUDINAL DETAIL FOR CULVERT PIPES WITH TRANSITION IN FROST HEAVE SUSCEPTIBLE AREAS", FOR ADDITIONAL INFORMATION.



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 26	E

2

2

PI STA = 190+18.67
Y = 122577.880
X = 188971.100
DELTA = 27°49'06" LT
D = 4°00'00"
T = 354.72'
L = 695.46'
R = 1432.39'
PC STA = 186+63.94
PT STA = 193+59.40

N

FRONTIER UNDERGROUND LINE
EXISTING R/W
SLOPE INTERCEPT
TLE
R/W
FRONTIER PEDESTAL
REMOVE EXISTING GUARDRAIL
PROPOSED BASE AGGREGATE DENSE ¾ -INCH
STA 189+55.96, -56.53' LT
710.04
STA 190+34.95, -34.00' LT
713.55
STA 189+75, -45.60' LT
712.65
Ditch Profile: STH
32-Ditch-LT-NWQuad-Structure
C-59-0120
STA 189+31.14, -47.51' LT
STA. 189+62
REMOVE & REPLACE EXISTING STRUCTURE C-59-093
WITH 1-72"X113" CPRCHE
STA 190+50, -31.90' LT
714.03
STA 189+92.62, -17.99' LT
STA 187+96.11, 15.49' RT
WE ENERGIES OVERHEAD LINE
STA 189+04.88, -18.04' LT
188+00
STA 187+96.01, 19.77' RT
STH 32 R/L
PROPOSED 5 ¾" HMA PAVEMENT
STA. 189+18
SAW CUT REQ'D
189+00
STA. 190+03
SAW CUT REQ'D
190+00
MATCH LINE STA. 190+50
STA 188+18.01, 26.00' RT
STA 188+18, 20.00' RT
MGS GUARDRAIL
TERMINAL EAT
STA 189+31.62, 18.00' RT
REMOVE AND REPLACE EXISTING GUARDRAIL
STA 188+70.40, 18.00' RT
MGS GUARDRAIL 3
PROPOSED BASE AGGREGATE DENSE
¾ -INCH SEE "GRAVEL SHOULDER
RECONSTRUCTION DETAIL"
STA 190+13.20, 18.00' RT
STA 188+18, 35.06' RT
717.77
STA 188+42.64, 23.33' RT
STA 188+67.31, 22.00' RT
EXISTING R/W
WE ENERGIES OVERHEAD LINE
STA 189+85.51, 38.91' RT
STA 188+25, 36.00' RT
717.36
716.15
STA 189+00, 34.51' RT
Ditch Profile: STH
32-Ditch-RT-SEQuad-Structure
C-59-0120
716.70
717.78
STA 188+04.96, 29.56' RT
STA 188+65.94, 35.74' RT
R/W
TLE
SLOPE INTERCEPT
WE ENERGIES UNDERGROUND LINE
STA 188+85, 36.56' RT
716.39
PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

SEE CONSTRUCTION DETAIL "NEW CULVERT PIPE WITH TRANSITION" FOR ADDITIONAL INFORMATION

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 27	E

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1004	191+77.17 LT	715.59	RR SPIKE IN EAST FACE OF POWER POLE

N

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

SEE CONSTRUCTION DETAIL "NEW CULVERT PIPE WITH TRANSITION" FOR ADDITIONAL INFORMATION

PI STA = 190+18.67
Y = 122577.880
X = 188971.100
DELTA = 27°49'06" LT
D = 4°00'00"
T = 354.72'
L = 695.46'
R = 1432.39'
PC STA = 186+63.94
PT STA = 193+59.40

FRONTIER UNDERGROUND LINE
BM 1004
EXISTING R/W
R/W
SLOPE INTERCEPT
REMOVE EXISTING GUARDRAIL
WE ENERGIES OVERHEAD LINE
STH 32 R/L
193+00
192+00
191+00
STA 192+25.01, 13.50' RT
STA 192+25, 16.62' RT
MATCH LINE STA. 190+50
MGS GUARDRAIL TERMINAL EAT
STA 191+07.96, 20.00' RT
MGS GUARDRAIL 3
STA 190+55.57, 18.00' RT
STA 190+83.33, 23.33' RT
STA 191+07.96, 26.00' RT
EXISTING R/W
TLE
SLOPE INTERCEPT
STA 190+58.65, 22.00' RT
PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 28	E

2

N

EXISTING R/W

TLE

SLOPE INTERCEPT

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

SEE CONSTRUCTION DETAILS "LONGITUDINAL DETAIL FOR CULVERT PIPES WITH TRANSITION IN FROST HEAVE SUSCEPTIBLE AREAS", FOR ADDITIONAL INFORMATION.

FRONTIER UNDERGROUND LINE

STA. 205+41
REMOVE & REPLACE EXISTING 2'x2' CONCRETE BOX CULVERT
WITH CPRCHE CL HE-IV 24-INCH x 38-INCH

PROPOSED BASE AGGREGATE DENSE ¾ -INCH

STA 205+40.77, -19.65' LT

STH 32 R/L

204+00

N4°06'12"W

205+00

206+00

STA. 205+11
SAW CUT REQ'D

STA. 205+71
SAW CUT REQ'D

STA 205+41.38, 20.10' RT

PROPOSED 5 ¾" HMA PAVEMENT

PROPOSED BASE AGGREGATE DENSE ¾ -INCH

WE ENERGIES OVERHEAD LINE

SLOPE INTERCEPT

TLE

EXISTING R/W

SLOPE INTERCEPT

TLE

EXISTING R/W

FRONTIER UNDERGROUND LINE

N

STA. 242+23
REMOVE & REPLACE EXISTING 2'x2' CONCRETE BOX CULVERT
WITH CPRCHE CL HE-IV 24-INCH x 38-INCH

PROPOSED BASE AGGREGATE DENSE ¾ -INCH

PROPOSED 5 ¾" HMA PAVEMENT

STA 242+23.35, -21.04' LT

STH 32 R/L

241+00

N1°25'00"E

242+00

243+00

STA. 241+85
SAW CUT REQ'D

STA. 242+63
SAW CUT REQ'D

STA 242+23.11, 23.84' RT

PROPOSED BASE AGGREGATE DENSE ¾ -INCH

SLOPE INTERCEPT

WE ENERGIES OVERHEAD LINE

FRONTIER UNDERGROUND LINE

EXISTING R/W

TLE

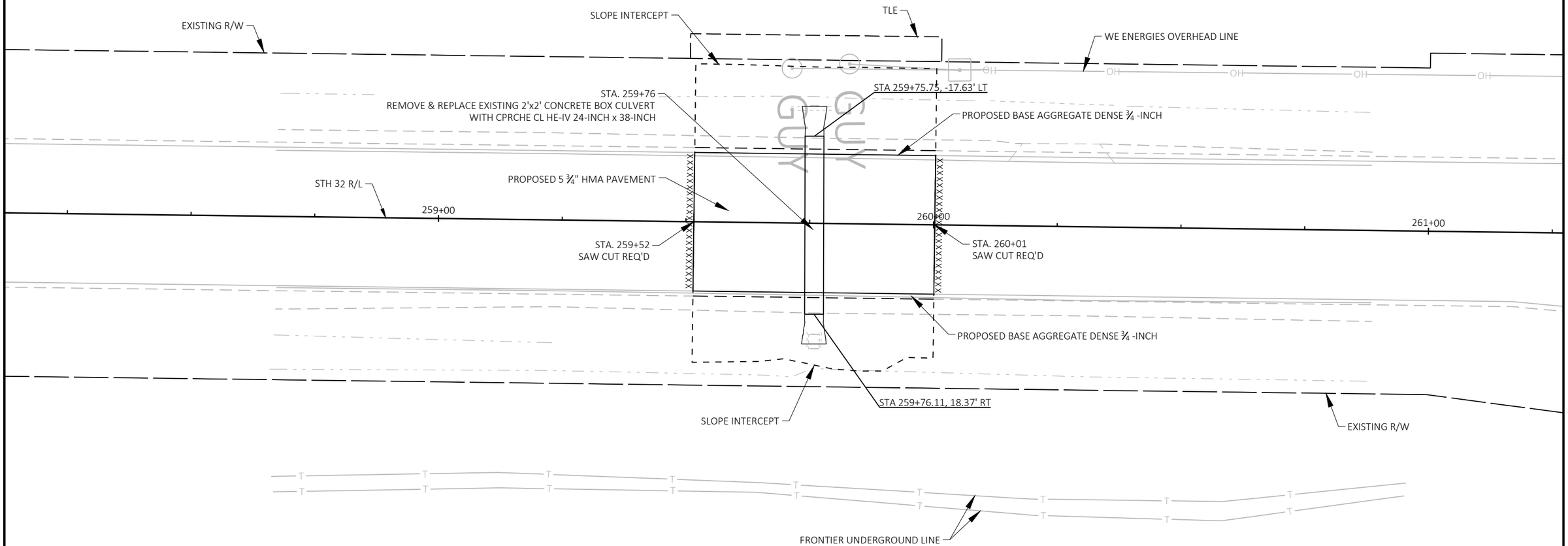
GUY

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 29	E

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

SEE CONSTRUCTION DETAILS "LONGITUDINAL DETAIL FOR CULVERT PIPES WITH TRANSITION IN FROST HEAVE SUSCEPTIBLE AREAS", FOR ADDITIONAL INFORMATION.

N



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 30	E

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
11643	300+45.73 RT	714.24	DISK IN CONCRETE

EXISTING R/W

CAUTION

WE ENERGIES UNDERGROUND GAS LINE

N

SLOPE INTERCEPT

STA 299+19.71, -26.00' LT

STA 299+40, -23.83' LT

MGS GUARDRAIL TERMINAL EAT

MGS THRIE BEAM TRANSITION

STA 298+40, -20.78' LT

STA 299+19.71, -20.00' LT

ONION RIVER

STA 299+72.73, -18.00' LT

STA 299+97.69, -18.00' LT

MGS GUARDRAIL 3

STA 300+37.04, -18.00' LT

STA 299+85.16, -18.00' LT

STA 298+40, -14.94' LT

PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"

MGS GUARDRAIL 3K

STH 32 R/L

298+00

299+00

300+00

MGS GUARDRAIL TERMINAL EAT

REMOVE AND REPLACE EXISTING GUARDRAIL

STA 299+54.75, 17.86' RT

MGS GUARDRAIL 3

STA 300+04.82, 18.00' RT

STA 297+95, 14.93' RT

MGS GUARDRAIL 3K

STA 299+42.24, 17.82' RT

STA 300+44.27, 18.00' RT

STA 297+95, 19.82' RT

STA 298+89.07, 19.67' RT

STA 299+39.11, 22.00' RT

MGS THRIE BEAM TRANSITION

BM 11643

STA 299+70, 22.29' RT

STA 298+89.07, 26.00' RT

STA 299+14.09, 23.33' RT

PI STA = 298+30.20
Y = 133184.810
X = 187607.920
DELTA = 9°54'31" RT
D = 0°25'00"
T = 1192.02'
L = 2378.09'
R = 13750.99'
PC STA = 286+38.18
PT STA = 310+16.27

SLOPE INTERCEPT

PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"

EXISTING R/W

TLE

2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 31	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 07

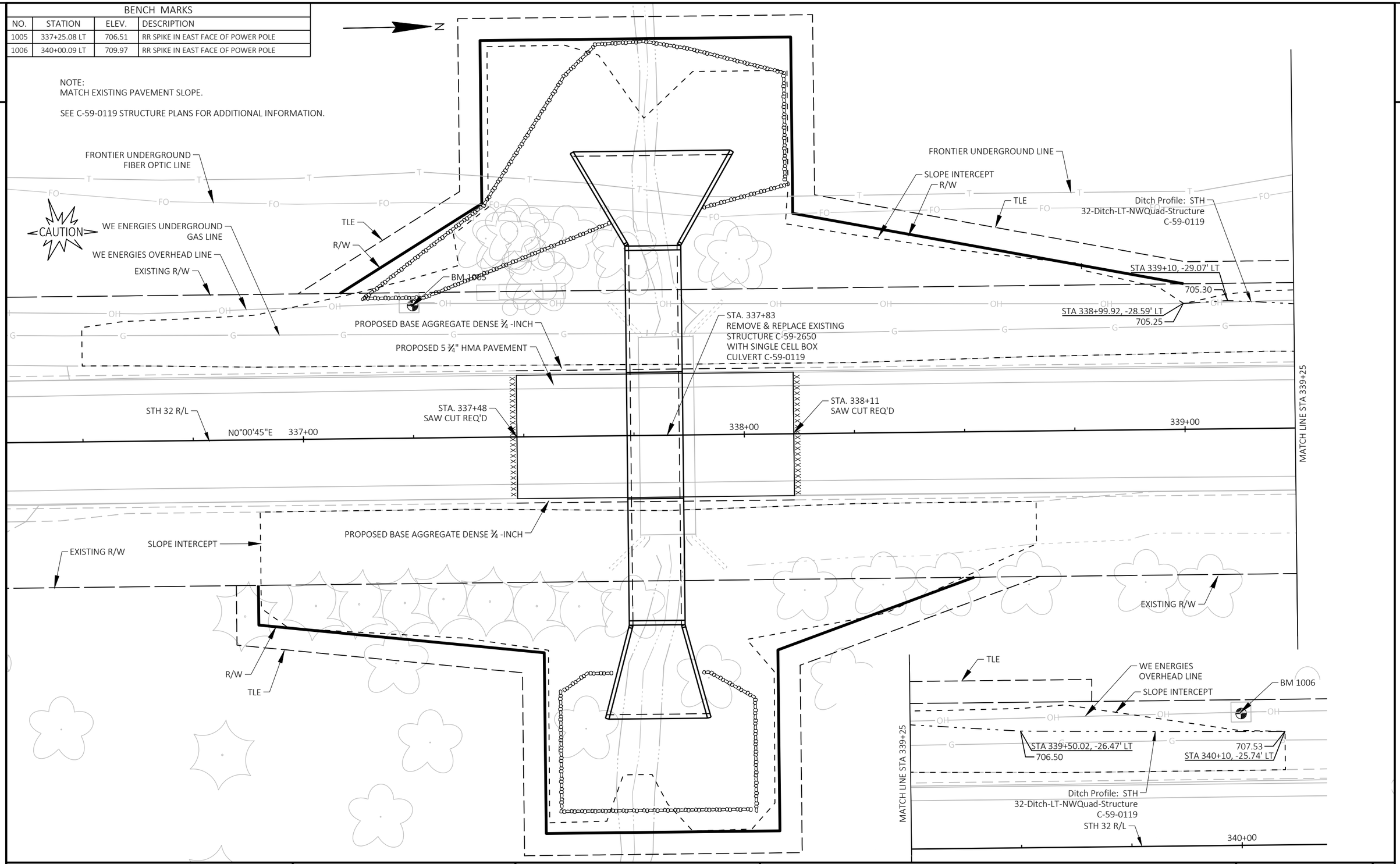
PLOT DATE : 5/31/2024 3:54 PM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1005	337+25.08 LT	706.51	RR SPIKE IN EAST FACE OF POWER POLE
1006	340+00.09 LT	709.97	RR SPIKE IN EAST FACE OF POWER POLE

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

SEE C-59-0119 STRUCTURE PLANS FOR ADDITIONAL INFORMATION.



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 32	E

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

SEE CONSTRUCTION DETAIL "WILSON-LIMA RADIUS RECONSTRUCTION DETAIL" FOR ADDITIONAL INFORMATION.

SHORT POSTS ALONG WILSON-LIMA ROAD SOUTH AND NORTH RADIUS R/L

POST#	STA.	PROPOSED GRADE ELEVATION	ESTIMATED DEPTH OF TOP OF STRUCTURE	ESTIMATED POST DEPTH TO TOP OF STRUCTURE
P1 SOUTH	5+35.90	707.89	706.28	1.61'
P2 SOUTH	5+29.63	708.07	706.28	1.79'
P1 NORTH	0+21.41	707.69	705.65	2.04'
P2 NORTH	0+27.70	707.81	705.65	2.16'

PI STA = 343+96.97
Y = 137757.400
X = 187635.810
DELTA = 19°47'03" RT
D = 4°00'00"
T = 249.79'
L = 494.60'
R = 1432.39'
PC STA = 341+47.18
PT STA = 346+41.78

WILSON-LIMA NORTH RADIUS
PI STA = 0+48.42
Y = 138003.164
X = 187701.394
DELTA = 68°39'33" LT
D = 85°30'58"
T = 45.76'
L = 80.29'
R = 67.00'
PC STA = 0+02.67
PT STA = 0+82.96

WILSON-LIMA SOUTH RADIUS
PI STA = 5+42.64
Y = 137961.644
X = 187684.831
DELTA = 96°34'55" LT
D = 150°46'42"
T = 42.64'
L = 64.06'
R = 38.00'
PC STA = 5+00.00
PT STA = 5+64.06

MATCH LINE STA 11+40

EXISTING R/W

MGS GUARDRAIL TERMINAL EAT
STA 11+62.75, -16.00' LT

MGS GUARDRAIL 3

BP: 0+00.00
Y: 138002.46
X: 187652.98
N89°10'18"E

WE ENERGIES OVERHEAD LINE

STA 11+85.10, -20.75' LT

STA 11+87.74, -16.84' LT

PC: 0+02.67

SLOPE INTERCEPT

MGS GUARDRAIL TERMINAL EAT
STA 11+50.39, 16.84' RT

MGS GUARDRAIL 3

WILSON LIMA ROAD R/L
EP: 5+65.88
Y: 137966.84
X: 187640.68

STA 11+73.34, 23.11' RT

STA 11+75.30, 19.30' RT

PT: 5+64.06

FRONTIER UNDERGROUND FIBER OPTIC LINE

WILSON LIMA ROAD SOUTH RADIUS R/L

S88°42'45"E 12+00

P1 NORTH

WILSON LIMA ROAD NORTH RADIUS R/L

MGS GUARDRAIL SHORT RADIUS

P2 NORTH

FRONTIER UNDERGROUND LINE

Ditch Profile: STH 32-Ditch-LT-STH32atWilsonLima(South)

CAUTION

WE ENERGIES UNDERGROUND GAS LINE

WE ENERGIES OVERHEAD LINE

EXISTING R/W

SLOPE INTERCEPT

STA 344+82.52, -26.35' LT

STA 344+99.99, -34.14' LT

706.24

STA 344+55, -27.46' LT

708.01

STA 345+05, -24.13' LT

STA 344+45, -19.15' LT

MGS GUARDRAIL 3

STA 345+34.92, -19.43' LT

STA 345+47.24, -19.93' LT

STA 345+59.54, -20.61' LT

STA 344+82.52, -20.35' LT

MGS GUARDRAIL TERMINAL EAT

PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"

PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE "WILSON-LIMA RADIUS RECONSTRUCTION DETAIL"

SLOPE INTERCEPT

PC: 5+00.00
N13°17'32"E
BP: 4+99.88
Y: 137920.03
X: 187675.00

P1 SOUTH

REMOVE AND REPLACE EXISTING GUARDRAIL

MGS GUARDRAIL SHORT RADIUS

P2 SOUTH

TRANSITION SHOULDER SLOPE FROM 4% (STA 5+00) TO MATCH ADJACENT PAVEMENT SLOPE (STA 5+15)

REMOVE AND REPLACE EXISTING GUARDRAIL

PROPOSED BASE AGGREGATE DENSE ¾ -INCH

EP: 12+50.00
Y: 137984.48
X: 187717.58

PT: 346+41.78
Y: 137992.43
X: 187720.41

N19°47'48"E

WE ENERGIES OVERHEAD LINE

MATCH LINE STA 346+75

STH 32 R/L

344+00

345+00

346+00

MGS GUARDRAIL 3

STA 344+38.46, 19.03' RT

MGS GUARDRAIL TERMINAL EAT

STA 343+84.68, 21.00' RT

STA 344+51.17, 19.00' RT

MGS GUARDRAIL 3K

STA 345+65.18, 19.03' RT

MGS GUARDRAIL 3

STA 345+77.85, 19.00' RT

MGS GUARDRAIL TERMINAL EAT

STA 346+31.69, 21.00' RT

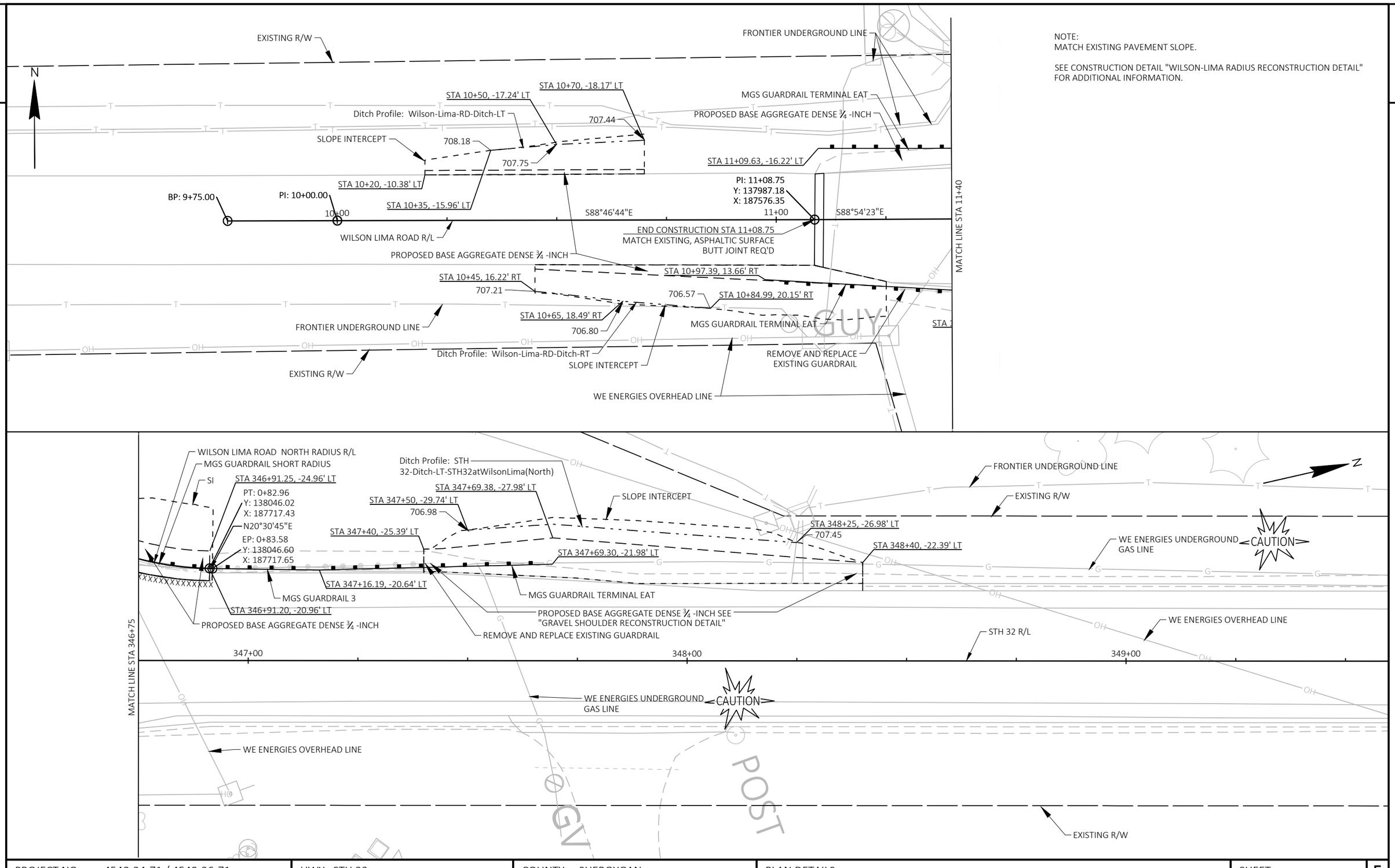
REFER TO S.D.D. "ANCHOR POST ASSEMBLY, TOP MOUNTED" FOR INSTALLATION OF POSTS ONTO STRUCTURE C-59-2655

EXISTING R/W

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 33	E

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

SEE CONSTRUCTION DETAIL "WILSON-LIMA RADIUS RECONSTRUCTION DETAIL" FOR ADDITIONAL INFORMATION.



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 34	E

2

N

EXIST R/W

383+00

384+00

385+00

STH 32 R/L

STA 383+56.89, 16.03' RT

SAWCUT REQ'D

PROPOSED CONCRETE CURB AND GUTTER 30-INCH TYPE D

XXXX

PROPOSED 6-INCH ASPHALTIC SURFACE

STA 383+63.48, 16.03' RT

STA 383+56.89, 20.53' RT

STA 383+63.48, 20.53' RT

EXIST R/W

EXIST R/W

STA 383+59, RT RECONSTRUCTING INLETS

REMOVING ASPHALTIC SURFACE BUTT JOINT

N

STH 32 R/L

387+00

388+00

389+00

STA 388+11.76, 15.88' RT

SAWCUT REQ'D

PROPOSED CONCRETE CURB AND GUTTER 30-INCH TYPE D

XXXX

PROPOSED 6-INCH ASPHALTIC SURFACE

STA 388+18.34, 15.88' RT

STA 388+11.76, 20.38' RT

EXIST R/W

STA 388+18.34, 20.38' RT

STA 388+15, RT RECONSTRUCTING INLETS

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET 35	E

2

2

N

SAN

SS

390+00

391+00

N4°14'47"E

392+00

STH 32 R/L

MATCH LINE STA. 392+50

MGS GUARDRAIL TERMINAL EAT

STA 391+05.29, 20.00' RT

STA 391+00, 17.79' RT

STA 391+58.38, 18.00' RT

MGS GUARDRAIL 3

STA 391+70.88, 18.00' RT

REMOVE AND REPLACE EXISTING GUARDRAIL

MGS GUARDRAIL 3K

STA 392+00, 20.20' RT

BM 1007

STA 391+75, 22.00' RT

STA 391+55.25, 22.00' RT

STA 391+30.27, 23.33' RT

STA 391+00, 25.65' RT

STA 391+05.29, 26.00' RT

EXISTING R/W

WE ENERGIES OVERHEAD LINE

SLOPE INTERCEPT

CAUTION

WE ENERGIES UNDERGROUND GAS LINE

TLE

PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE " GRAVEL SHOULDER RECONSTRUCTION DETAIL"

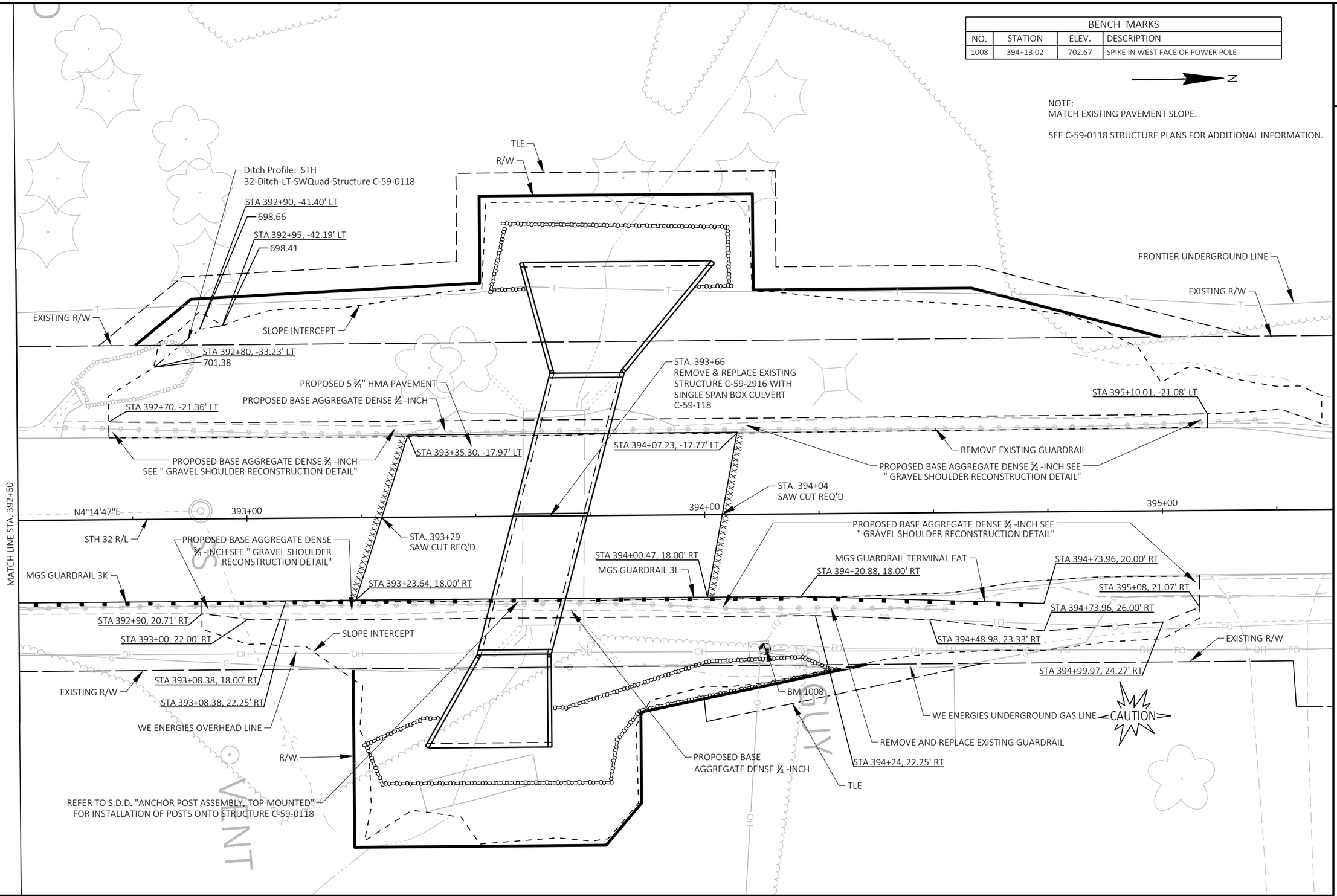
BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1007	392+38.00	700.96	SPIKE IN WEST FACE OF POWER POLE

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 36	E

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1008	394+13.02	702.67	SPIKE IN WEST FACE OF POWER POLE

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

SEE C-59-0118 STRUCTURE PLANS FOR ADDITIONAL INFORMATION.



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 37	E

2

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

SEE CONSTRUCTION DETAILS "LONGITUDINAL DETAIL FOR CULVERT PIPES WITH TRANSITION IN FROST HEAVE SUSCEPTIBLE AREAS", FOR ADDITIONAL INFORMATION.

N

WE ENERGIES UNDERGROUND LINE

PROPOSED BASE AGGREGATE DENSE ¾ -INCH

SLOPE INTERCEPT

TLE

EXISTING R/W

EXISTING R/W

STA. 405+77
REMOVE & REPLACE EXISTING 2'x2' CONCRETE BOX CULVERT
WITH CPRCHE CL HE-IV 24-INCH x 38-INCH

STA 405+76.23, -20.26' LT

PROPOSED 5 ¾" HMA PAVEMENT

STH 32 R/L

N19°40'55"E

405+00

406+00

407+00

STA. 405+37
SAW CUT REQ'D

STA. 406+12
SAW CUT REQ'D

STA 405+76.64, 24.46' RT

PROPOSED BASE AGGREGATE DENSE ¾ -INCH

EXISTING R/W

CAUTION

WE ENERGIES UNDERGROUND GAS LINE

SLOPE INTERCEPT

TLE

EXISTING R/W

GUY GUY GUY

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 38	E

2

EXISTING R/W

STA 478+73, -27.68' LT

PROPOSED BASE AGGREGATE DENSE ¾ -INCH
SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"

STA 479+35, -24.00' LT

SLOPE INTERCEPT

STA 478+94.98, -25.33' LT

STA 479+19.96, -24.00' LT

STA 479+50, -22.50' LT

REMOVE AND REPLACE EXISTING GUARDRAIL

STA 479+23.09, -20.00' LT

MGS GUARDRAIL
TERMINAL EAT

MGS GUARDRAIL 3
STA 479+35.59, -20.00' LT

MGS GUARDRAIL 3K

STA 478+70, -22.00' LT

N

STH 32 R/L

479+00

480+00

N0°08'32"E

481+00

MATCH LINE STA. 481+60

STA 479+19.96, 22.00' RT

STA 479+23.09, 18.00' RT

STA 478+70, 20.00' RT

MGS GUARDRAIL TERMINAL EAT

MGS GUARDRAIL 3

STA 479+35.59, 18.00' RT

STA 479+35, 22.00' RT

REMOVE AND REPLACE EXISTING GUARDRAIL

MGS GUARDRAIL 3K

STA 479+50, 19.79' RT

STA 478+80, 24.93' RT

STA 478+94.98, 23.33' RT

SLOPE INTERCEPT

PROPOSED BASE AGGREGATE DENSE ¾ -INCH
SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"

2

SLOPE INTERCEPT

STA 484+50, -23.41' LT

STA 483+88.71, -24.00' LT

STA 483+73.09, -20.00' LT

STA 484+38.67, -28.00' LT

STA 483+70, -24.00' LT

MGS GUARDRAIL TERMINAL EAT

STA 484+14.70, -25.44' LT

STA 483+55, -21.98' LT

STA 483+85.59, -20.00' LT

MGS GUARDRAIL 3

STA 484+38.67, -22.00' LT

N

MGS GUARDRAIL 3K

REMOVE AND REPLACE EXISTING GUARDRAIL

PROPOSED BASE AGGREGATE DENSE ¾ -INCH
SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"

STH 32 R/L

482+00

483+00

N0°08'32"E

N0°08'32"E

484+00

MATCH LINE STA. 481+60

PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"

REMOVE AND REPLACE EXISTING GUARDRAIL

MGS GUARDRAIL 3K

STA 482+60.59, 18.00' RT

MGS GUARDRAIL 3

MGS GUARDRAIL TERMINAL EAT

STA 482+73.09, 18.00' RT

STA 483+26.17, 20.00' RT

STA 483+26.17, 26.00' RT

STA 482+45, 20.50' RT

STA 482+76.21, 22.00' RT

STA 483+99, 21.14' RT

STA 482+60, 22.00' RT

STA 483+01.19, 23.33' RT

SLOPE INTERCEPT

WE ENERGIES
UNDERGROUND LINE

ATT UNDERGROUND LINE

EXISTING R/W

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 39	E

BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1009	525+42.66 RT	699.83	RR SPIKE IN WEST FACE OF POWER POLE
1010	528+30.74 LT	694.03	RR SPIKE IN EAST FACE OF POWER POLE

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

SEE C-59-0117 STRUCTURE PLANS FOR ADDITIONAL INFORMATION.

PI STA = 526+20.58
Y = 155548.570
X = 190464.080
DELTA = 27°56'11" LT
D = 4°00'00"
T = 356.29'
L = 698.41'
R = 1432.39'
PC STA = 522+64.29
PT STA = 529+62.69

N

R/W
TLE
Ditch Profile: STH
32-Ditch-LT-NWQuad-Structure
C-59-0117
STA 528+50.01, -34.00' LT
694.43
BM 1010
PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"
REMOVE EXISTING GUARDRAIL
CHARTER OVERHEAD LINE
695.55
STA 528+65, -28.89' LT
MATCH LINE STA. 528+75
STA 527+94.10, -18.94' LT
TLE
R/W
SLOPE INTERCEPT
ATT UNDERGROUND LINE
STA. 527+57
REMOVE & REPLACE EXISTING STRUCTURE C-59-080 WITH SINGLE CELL CAST-IN-PLACE CONCRETE CULVERT C-59-0117
STA. 528+04
SAW CUT REQ'D
PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"
PROPOSED 5 ¾" HMA PAVEMENT
528+00
CAUTION
WPS UNDERGROUND GAS LINE
STA 528+13.47, 16.61' RT
REMOVE AND REPLACE EXISTING GUARDRAIL
MGS GUARDRAIL 3
EXISTING R/W
STA. 527+23
SAW CUT REQ'D
STA 527+67.40, 18.00' RT
STA 527+64.31, 22.00' RT
STA 526+75, -22.00' LT
527+00
PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"
SLOPE INTERCEPT
ATT OVERHEAD LINE
WE ENERGIES OVERHEAD LINE
STA 527+15, 20.00' RT
695.10
STA 528+70, 32.72' RT
STA 527+09.06, 25.60' RT
STA 527+39.64, 23.33' RT
Ditch Profile: STH
32-Ditch-RT-NEQuad-Structure
C-59-0117
STH 32 R/L
MGS GUARDRAIL TERMINAL EAT
PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"
526+00
SLOPE INTERCEPT
STA 527+15, 26.00' RT
R/W
TLE
TO BM 1009
EXISTING R/W

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 40	E

2

N

PI STA = 526+20.58
Y = 155548.570
X = 190464.080
DELTA = 27°56'11" LT
D = 4°00'00"
T = 356.29'
L = 698.41'
R = 1432.39'
PC STA = 522+64.29
PT STA = 529+62.69

ATT OVERHEAD LINE
CHARTER OVERHEAD LINE
WE ENERGIES OVERHEAD LINE
ATT UNDERGROUND LINE
EXISTING R/W
WPS UNDERGROUND GAS LINE
CAUTION

Ditch Profile: STH
32-Ditch-LT-NWQuad-Structure
C-59-0117

TLE

SLOPE INTERCEPT

STA 528+86, -26.94' LT
696.15

STA 529+35, -22.00' LT

REMOVE EXISTING GUARDRAIL

PROPOSED BASE AGGREGATE DENSE ¾ -INCH
SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"

PT: 529+62.69

STH 32 R/L

N28°05'35"W

529+00

530+00

531+00

MATCH LINE STA. 528+75

REMOVE AND REPLACE
EXISTING GUARDRAIL

MGS GUARDRAIL TERMINAL EAT

STA 529+40.22, 18.00' RT

STA 529+93.02, 20.00' RT

STA 529+93.02, 26.00' RT

MGS GUARDRAIL 3

STA 530+85, 19.87' RT

STA 530+25.01, 35.25' RT
697.20

STA 529+92.29, 38.39' RT

STA 529+68.04, 23.33' RT

STA 529+43.31, 22.00' RT

STA 529+68.04, 36.07' RT
697.02

STA 529+50, 35.36' RT
696.80

STA 529+00, 32.02' RT
695.74

696.90

EXISTING R/W

SLOPE INTERCEPT

R/W

Ditch Profile: STH
32-Ditch-RT-NEQuad-Structure
C-59-0117

PROPOSED BASE AGGREGATE DENSE ¾ -INCH SEE "GRAVEL SHOULDER RECONSTRUCTION DETAIL"

WELL

HOUSE

HOUSE

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 41	E

NOTE:
MATCH EXISTING PAVEMENT SLOPE.

SEE CONSTRUCTION DETAIL "NEW CULVERT PIPE WITH TRANSITION" FOR ADDITIONAL INFORMATION

FLAG

WELL

CTH I

EXISTING R/W

ATT UNDERGROUND LINES

CHARTER UNDERGROUND LINES

STA. 585+24
REMOVE & REPLACE EXISTING COMBINATION 24" RCCP / 2'x2' CONCRETE BOX CULVERT & 24" CMCP WITH CPRC CL V 30-INCH

SLOPE INTERCEPT

PROPOSED BASE AGGREGATE DENSE ¾ -INCH

STA 585+17.80, -33.94' LT

PROPOSED 5 ¾" HMA PAVEMENT

PT: 586+17.64

586+00

STA. 584+84
SAW CUT REQ'D

585+00

STA. 585+52
SAW CUT REQ'D

STH 32 R/L

STA 585+17.78, 26.37' RT

584+00

PROPOSED BASE AGGREGATE DENSE ¾ -INCH

EXISTING R/W

SLOPE INTERCEPT

CAUTION

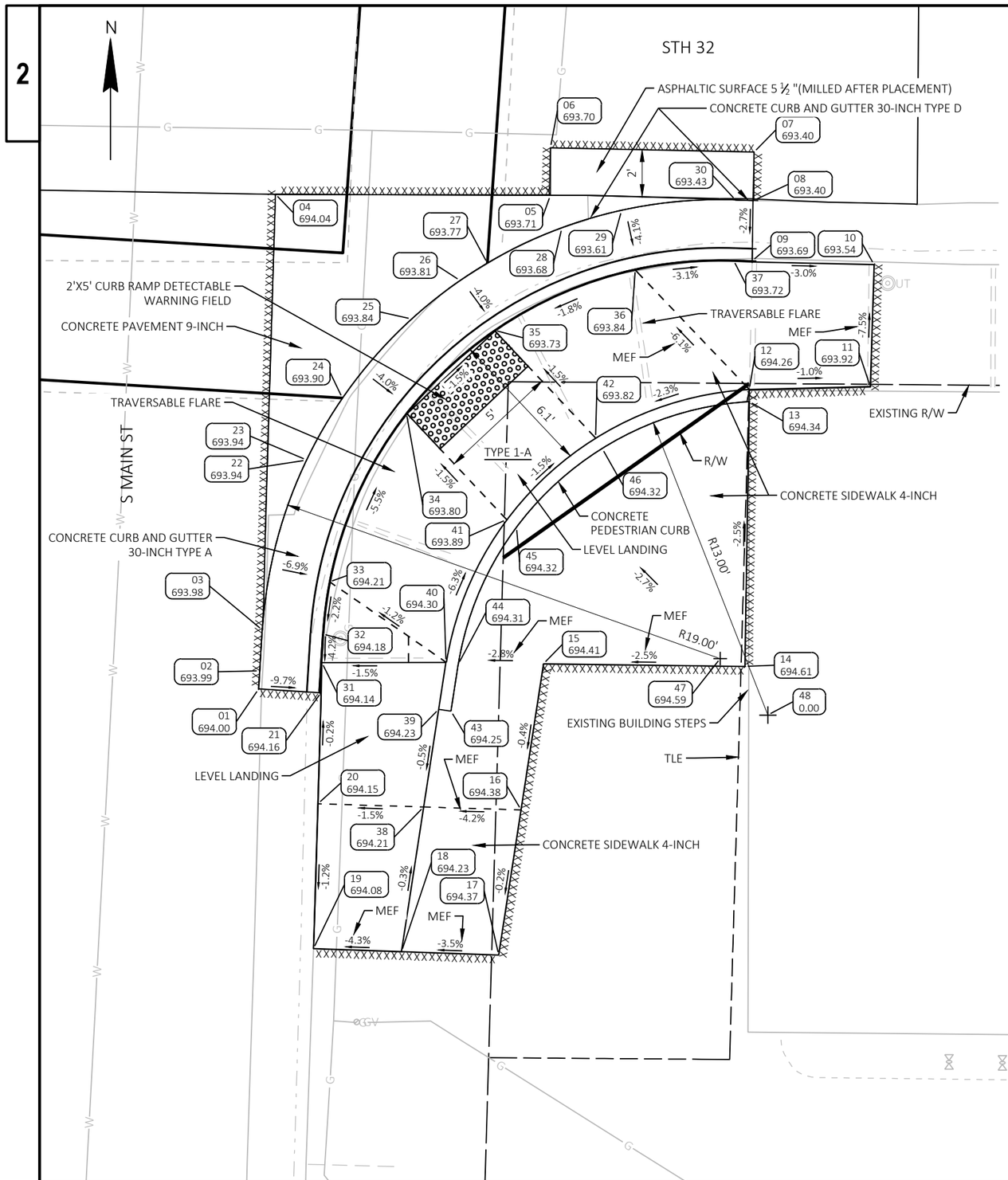
WPS UNDERGROUND GAS LINE

TLE

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN DETAILS	SHEET 42	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 17

PLOT DATE : 5/31/2024 3:57 PM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:20 FT



32-D INT SE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
01	76+30.66	40.50' LT	694.00	111421.12	190400.98
02	76+30.62	39.75' LT	693.99	111421.87	190401.03
03	76+30.53	38.06' LT	693.98	111423.56	190401.13
04	76+30.14	20.02' LT	694.04	111441.60	190401.68
05	76+18.75	19.96' LT	693.71	111441.56	190413.07
06	76+18.76	17.99' LT	693.70	111443.52	190413.07
07	76+10.34	18.11' LT	693.40	111443.34	190421.50
08	76+10.33	20.11' LT	693.40	111441.34	190421.49
09	76+10.37	22.61' LT	693.69	111438.84	190421.42
10	76+05.32	22.72' LT	693.54	111438.69	190426.47
11	76+05.44	27.77' LT	693.92	111433.64	190426.31
12	76+10.44	27.93' LT	694.26	111433.51	190421.31
13	76+10.45	28.44' LT	694.34	111433.01	190421.30
14	76+10.54	39.40' LT	694.61	111422.05	190421.11
15	76+18.87	39.36' LT	694.41	111422.16	190412.78
16	76+19.75	45.42' LT	694.38	111416.11	190411.85
17	76+20.63	51.43' LT	694.37	111410.10	190410.93
18	76+24.65	51.33' LT	694.23	111410.24	190406.90
19	76+28.30	51.23' LT	694.08	111410.37	190403.26
20	76+28.17	45.24' LT	694.15	111416.36	190403.44
21	76+28.07	40.63' LT	694.16	111420.96	190403.58
22	76+28.76	31.01' LT	693.94	111430.59	190402.97
23	76+28.75	31.00' LT	693.94	111430.60	190402.97
24	76+27.29	28.43' LT	693.90	111433.16	190404.46

32-D INT SE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
25	76+24.45	25.13' LT	693.84	111436.44	190407.32
26	76+22.46	23.52' LT	693.81	111438.03	190409.33
27	76+21.34	22.79' LT	693.77	111438.75	190410.46
28	76+18.26	21.30' LT	693.68	111440.21	190413.55
29	76+15.80	20.56' LT	693.61	111440.93	190416.02
30	76+11.08	20.09' LT	693.43	111441.37	190420.74
31	76+28.05	39.39' LT	694.14	111422.21	190403.60
32	76+28.03	38.20' LT	694.18	111423.40	190403.63
33	76+27.77	36.04' LT	694.21	111425.55	190403.91
34	76+24.64	29.03' LT	693.80	111432.54	190407.10
35	76+21.02	25.57' LT	693.73	111435.97	190410.75
36	76+15.21	22.99' LT	693.84	111438.50	190416.58
37	76+11.14	22.59' LT	693.72	111438.87	190420.65
38	76+23.78	45.33' LT	694.21	111416.23	190407.82
39	76+23.19	41.28' LT	694.23	111420.28	190408.44
40	76+22.91	39.33' LT	694.30	111422.23	190408.74
41	76+20.45	33.41' LT	693.89	111428.13	190411.26
42	76+16.79	29.99' LT	693.82	111431.51	190414.94
43	76+22.69	41.35' LT	694.25	111420.20	190408.95
44	76+22.41	39.41' LT	694.31	111422.14	190409.25
45	76+20.04	33.71' LT	694.32	111427.82	190411.67
46	76+16.52	30.43' LT	694.32	111431.07	190415.21
47	76+11.56	39.08' LT	694.59	111422.38	190420.10
48	76+09.56	41.41' LT	0.00	111420.04	190422.08

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

LEGEND

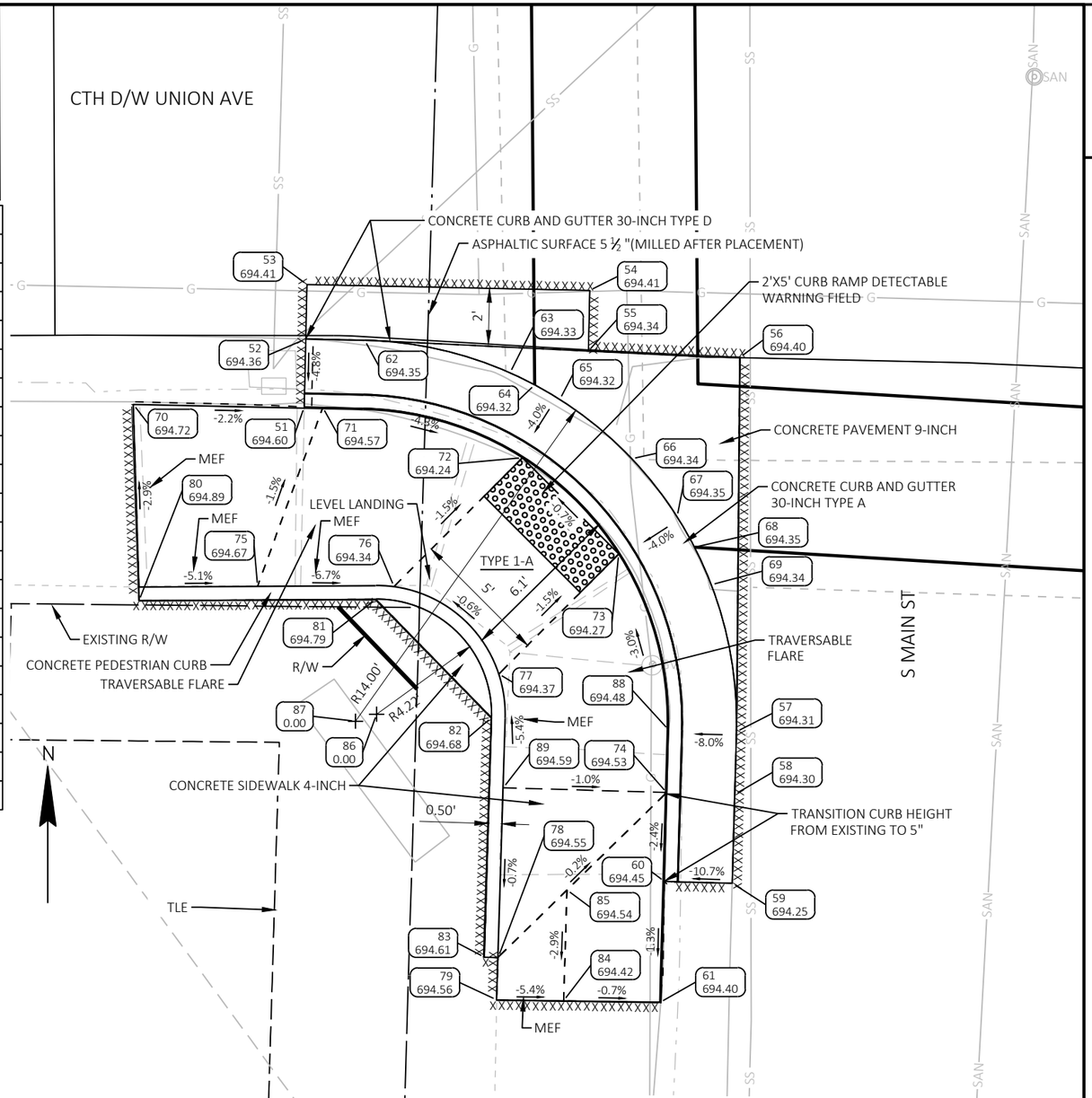
DETECTABLE WARNING FIELD

XXXXXXXX SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-CTH D INTERSECTION SOUTHEAST CURB RAMP	SHEET 43	E

32-D INT SW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
51	9+63.04	21.06' RT	694.60	111441.03	190345.13
52	9+63.08	18.56' RT	694.36	111443.53	190345.19
53	9+63.10	16.56' RT	694.41	111445.53	190345.23
54	9+73.50	16.69' RT	694.41	111445.31	190355.62
55	9+73.47	18.92' RT	694.34	111443.09	190355.58
56	9+79.03	19.11' RT	694.40	111442.85	190361.13
57	9+79.02	32.86' RT	694.31	111429.10	190361.01
58	9+78.98	35.16' RT	694.30	111426.79	190360.95
59	9+78.92	38.43' RT	694.25	111423.53	190360.86
60	9+76.42	38.38' RT	694.45	111423.60	190358.36
61	9+76.30	42.82' RT	694.40	111419.15	190358.20
62	9+65.24	18.59' RT	694.35	111443.48	190347.35
63	9+70.59	19.74' RT	694.33	111442.28	190352.70
64	9+71.50	20.18' RT	694.32	111441.84	190353.60
65	9+72.44	20.70' RT	694.32	111441.31	190354.53
66	9+75.09	22.86' RT	694.34	111439.13	190357.17
67	9+76.77	24.97' RT	694.35	111437.00	190358.83
68	9+77.43	26.09' RT	694.35	111435.88	190359.47
69	9+78.05	27.47' RT	694.34	111434.50	190360.09
70	9+56.76	21.02' RT	694.72	111441.12	190338.85

32-D INT SW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
71	9+63.73	21.07' RT	694.57	111441.02	190345.82
72	9+71.08	22.86' RT	694.24	111439.16	190353.15
73	9+74.65	26.36' RT	694.27	111435.63	190356.69
74	9+76.48	35.11' RT	694.53	111426.86	190358.45
75	9+61.39	27.65' RT	694.67	111434.45	190343.42
76	9+66.39	27.63' RT	694.34	111434.43	190348.43
77	9+70.28	30.81' RT	694.37	111431.22	190352.29
78	9+70.34	41.22' RT	694.55	111420.81	190352.26
79	9+70.30	42.79' RT	694.56	111419.24	190352.20
80	9+57.03	28.23' RT	694.89	111433.91	190339.06
81	9+65.73	28.10' RT	694.79	111433.97	190347.77
82	9+70.02	32.42' RT	694.68	111429.62	190352.01
83	9+69.83	41.22' RT	694.61	111420.82	190351.75
84	9+72.76	42.79' RT	694.42	111419.22	190354.67
85	9+72.85	38.73' RT	694.54	111423.28	190354.79
86	9+65.80	32.32' RT	0.00	111429.74	190347.79
87	9+65.03	32.59' RT	0.00	111429.48	190347.02
88	9+76.52	32.81' RT	694.48	111429.17	190358.52
89	9+70.48	34.99' RT	694.59	111427.04	190352.45



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO CTH D ALIGNMENT.

LEGEND

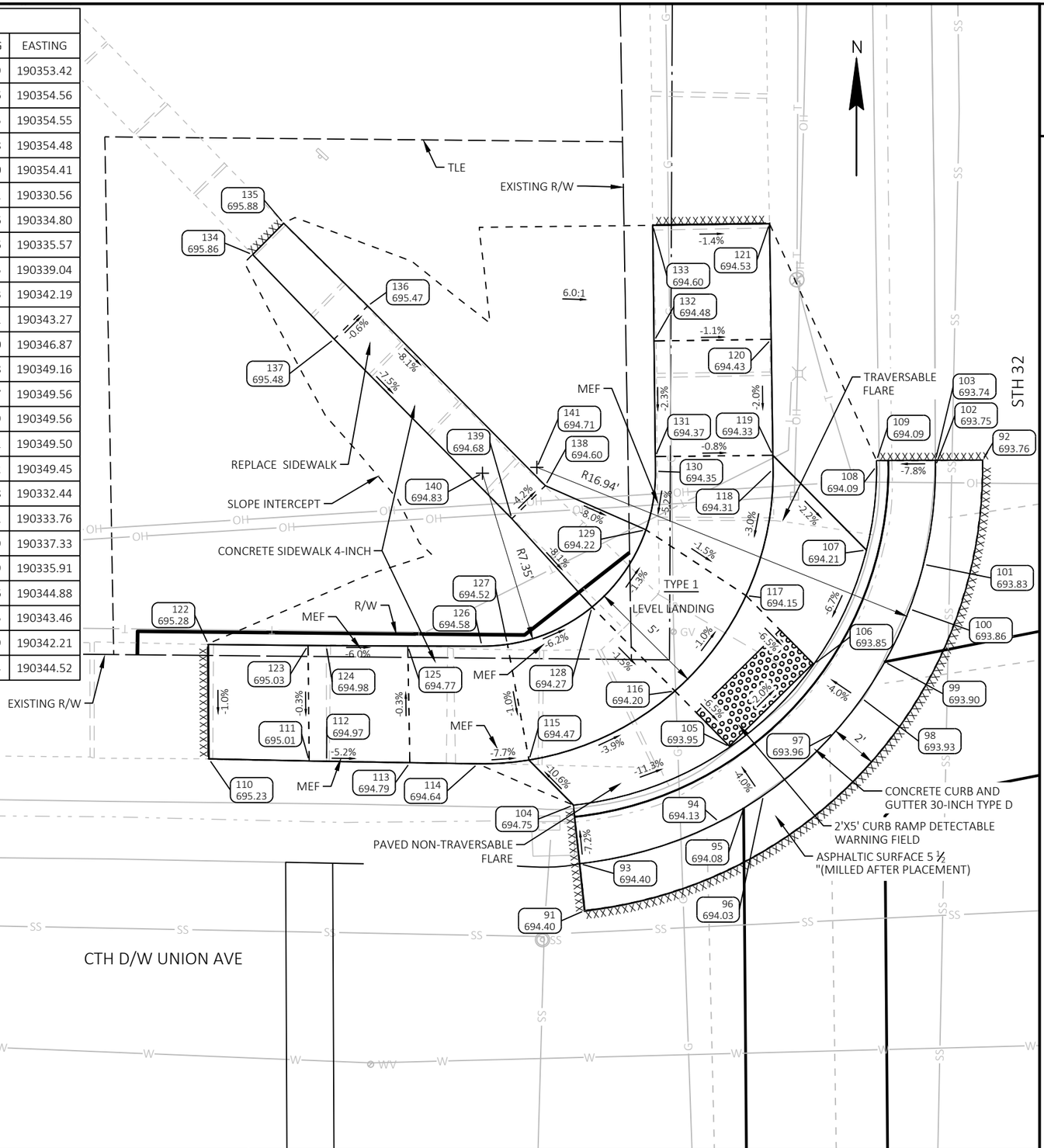
DETECTABLE WARNING FIELD

XXXXXXXX SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-CTH D INTERSECTION SOUTHWEST CURB RAMP	SHEET 44	E

32-D INT NW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
91	76+61.06	35.51' LT	694.40	111472.51	190346.57
92	76+79.90	18.29' LT	693.76	111491.64	190363.46
93	76+63.05	35.69' LT	694.40	111474.49	190346.35
94	76+64.73	29.75' LT	694.13	111476.27	190352.26
95	76+65.29	28.69' LT	694.08	111476.85	190353.31
96	76+65.83	27.84' LT	694.03	111477.40	190354.16
97	76+68.42	24.80' LT	693.96	111480.04	190357.15
98	76+69.88	23.59' LT	693.93	111481.52	190358.33
99	76+71.41	22.59' LT	693.90	111483.07	190359.31
100	76+73.64	21.50' LT	693.86	111485.32	190360.36
101	76+75.52	20.87' LT	693.83	111487.22	190360.95
102	76+79.69	20.29' LT	693.75	111491.40	190361.46
103	76+79.93	20.29' LT	693.74	111491.63	190361.46
104	76+65.54	35.92' LT	694.75	111476.98	190346.08
105	76+67.91	29.22' LT	693.95	111479.46	190352.74
106	76+71.36	25.60' LT	693.85	111482.97	190356.29
107	76+76.17	23.28' LT	694.21	111487.82	190358.53
108	76+79.73	22.79' LT	694.09	111491.39	190358.96
109	76+79.96	22.79' LT	694.09	111491.62	190358.96
110	76+67.78	51.38' LT	695.23	111478.95	190330.58
111	76+67.61	47.12' LT	695.01	111478.86	190334.84
112	76+67.59	46.38' LT	694.97	111478.84	190335.58
113	76+67.47	42.84' LT	694.79	111478.78	190339.12
114	76+67.37	39.96' LT	694.64	111478.74	190342.01
115	76+67.49	37.78' LT	694.47	111478.89	190344.19
116	76+70.32	31.52' LT	694.20	111481.83	190350.39

32-D INT NW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
117	76+74.32	28.43' LT	694.15	111485.89	190353.42
118	76+79.68	27.19' LT	694.31	111491.26	190354.56
119	76+80.27	27.19' LT	694.33	111491.85	190354.55
120	76+85.20	27.17' LT	694.43	111496.78	190354.48
121	76+90.11	27.16' LT	694.53	111501.70	190354.41
122	76+72.64	51.32' LT	695.28	111483.81	190330.56
123	76+72.52	47.08' LT	695.03	111483.76	190334.80
124	76+72.50	46.31' LT	694.98	111483.76	190335.57
125	76+72.43	42.85' LT	694.77	111483.75	190339.04
126	76+72.37	39.70' LT	694.58	111483.73	190342.19
127	76+72.42	38.61' LT	694.52	111483.81	190343.27
128	76+73.95	34.98' LT	694.27	111485.40	190346.87
129	76+77.19	32.64' LT	694.22	111488.68	190349.16
130	76+79.67	32.19' LT	694.35	111491.17	190349.56
131	76+80.30	32.19' LT	694.37	111491.79	190349.56
132	76+85.21	32.16' LT	694.48	111496.71	190349.50
133	76+90.12	32.13' LT	694.60	111501.62	190349.45
134	76+89.17	49.15' LT	695.86	111500.38	190332.44
135	76+90.49	47.81' LT	695.88	111501.71	190333.76
136	76+86.91	44.30' LT	695.47	111498.19	190337.33
137	76+85.53	45.75' LT	695.48	111496.79	190335.91
138	76+79.14	36.88' LT	694.60	111490.56	190344.88
139	76+77.76	38.33' LT	694.68	111489.15	190343.46
140	76+79.72	39.54' LT	694.83	111491.09	190342.21
141	76+79.92	37.23' LT	694.71	111491.34	190344.52



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

LEGEND

DETECTABLE WARNING FIELD

XXXXXXXX SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-CTH D INTERSECTION NORTHWEST CURB RAMP	SHEET 45	E

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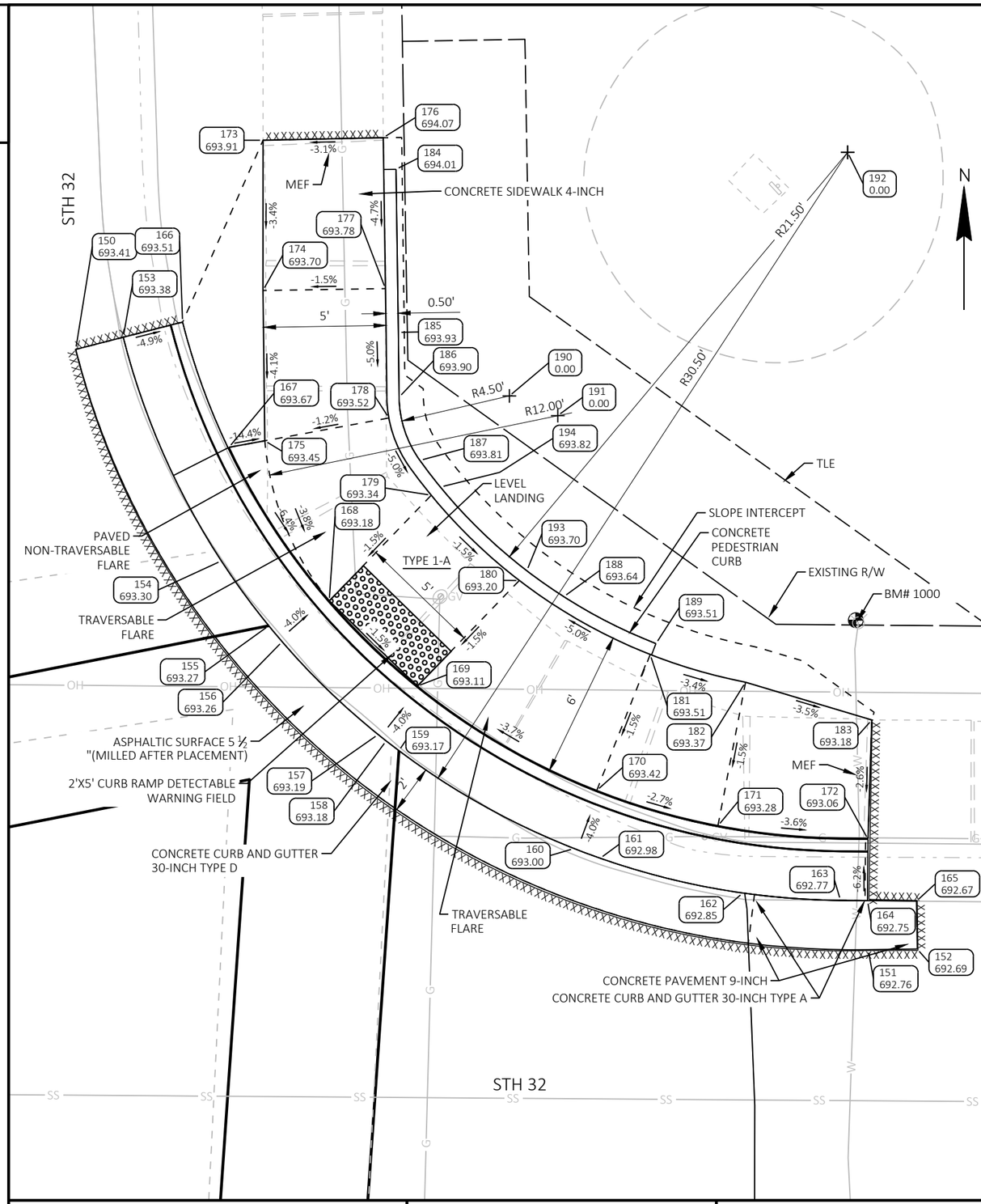
PLOT DATE : 5/31/2024 4:03 PM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:5 FT
WISDOT/CADDS SHEET 42



BENCH MARKS			
NO.	STATION	ELEV.	DESCRIPTION
1000	75+99.77 RT	696.02	CHS. 'X' NW FLANGE BOLT ON HYD

32-D INT NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
150	76+91.65	19.11' RT	693.41	111504.03	190400.65
151	75+99.15	18.21' RT	692.76	111479.56	190432.99
152	75+97.15	18.25' RT	692.69	111479.59	190434.99
153	76+92.11	21.06' RT	693.38	111504.53	190402.59
154	76+82.93	24.91' RT	693.30	111495.41	190406.60
155	76+80.25	26.79' RT	693.27	111492.77	190408.53
156	76+79.59	27.33' RT	693.26	111492.11	190409.08
157	76+19.22	26.81' RT	693.19	111488.33	190412.99
158	76+18.89	26.55' RT	693.18	111488.07	190413.32
159	76+18.36	26.16' RT	693.17	111487.67	190413.84
160	76+11.19	22.23' RT	693.00	111483.68	190420.98
161	76+10.12	21.84' RT	692.98	111483.29	190422.05
162	76+04.29	20.47' RT	692.85	111481.87	190427.87
163	76+00.30	20.21' RT	692.77	111481.57	190431.86
164	75+99.20	20.21' RT	692.75	111481.56	190432.96
165	75+97.20	20.20' RT	692.67	111481.54	190434.96
166	76+92.69	23.49' RT	693.51	111505.14	190405.01
167	76+87.55	25.30' RT	693.67	111500.04	190406.91
168	76+81.22	29.28' RT	693.18	111493.78	190411.00
169	76+17.64	28.80' RT	693.11	111490.31	190414.59
170	76+10.28	24.60' RT	693.42	111486.05	190421.91
171	76+05.32	23.21' RT	693.28	111484.61	190426.86
172	75+99.20	22.71' RT	693.06	111484.06	190432.98

32-D INT NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
173	77+00.05	26.90' RT	693.91	111512.56	190408.30
174	76+93.92	26.79' RT	693.70	111506.44	190408.29
175	76+87.79	26.76' RT	693.45	111500.31	190408.37
176	77+00.06	31.81' RT	694.07	111512.66	190413.20
177	76+93.91	31.79' RT	693.78	111506.51	190413.29
178	76+88.63	31.84' RT	693.52	111501.23	190413.43
179	76+85.45	33.51' RT	693.34	111498.09	190415.16
180	76+13.51	33.14' RT	693.20	111494.61	190418.76
181	76+08.15	30.17' RT	693.51	111491.59	190424.09
182	76+04.25	29.07' RT	693.37	111490.46	190427.98
183	75+99.08	27.57' RT	693.18	111488.92	190433.13
184	76+98.77	32.31' RT	694.01	111511.38	190413.72
185	76+92.12	32.29' RT	693.93	111504.73	190413.82
186	76+89.48	32.27' RT	693.90	111502.09	190413.85
187	76+86.88	33.08' RT	693.81	111499.51	190414.70
188	76+11.69	32.49' RT	693.64	111493.95	190420.57
189	76+07.92	30.61' RT	693.51	111492.04	190424.33
190	76+89.45	36.77' RT	0.00	111502.14	190418.35
191	76+88.61	38.73' RT	0.00	111501.33	190420.32
192	76+00.27	50.71' RT	0.00	111512.07	190432.15
193	76+13.21	33.54' RT	693.70	111495.01	190419.06
194	76+85.76	33.91' RT	693.82	111498.40	190415.55

NOTES:
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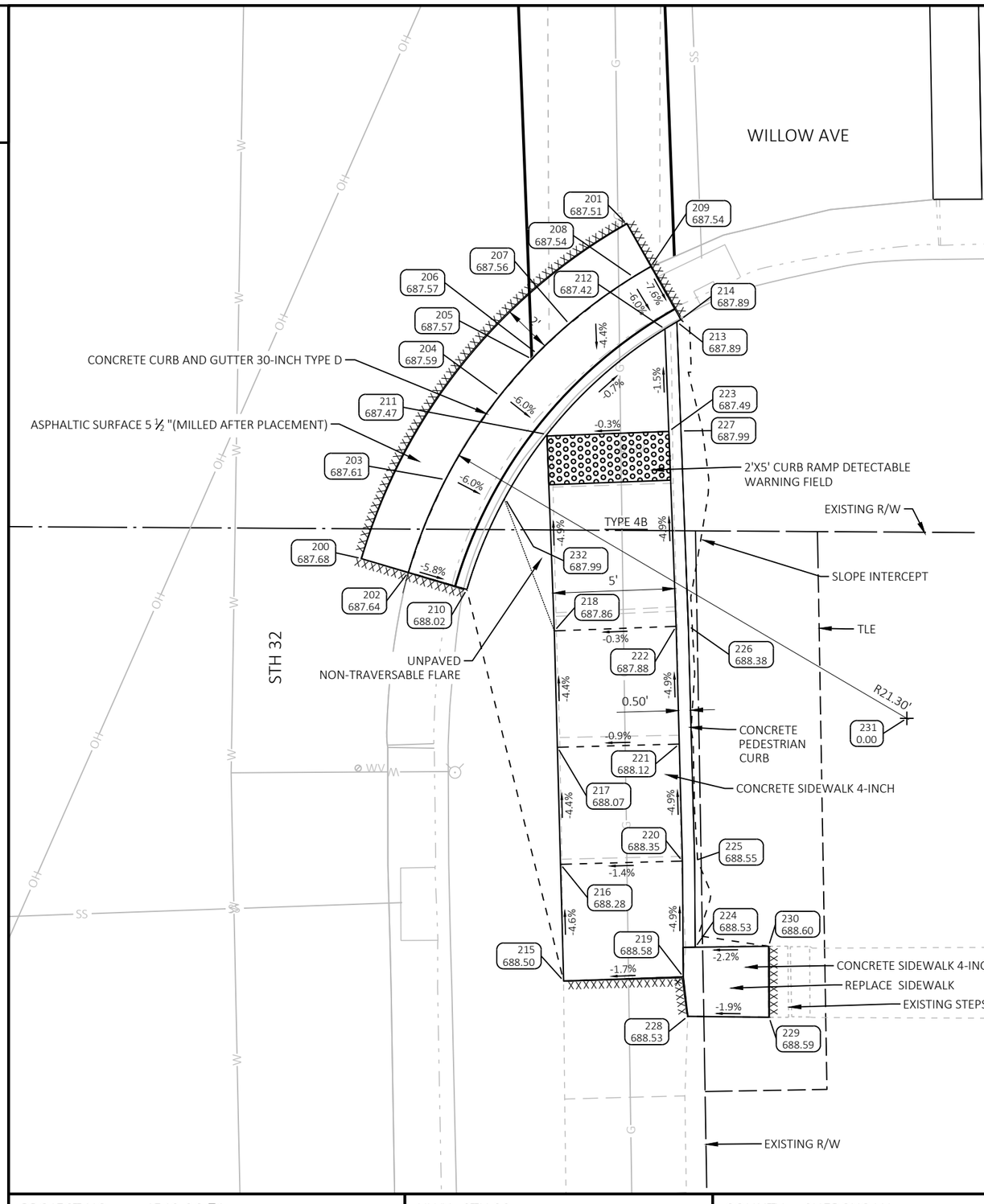
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

LEGEND

DETECTABLE WARNING FIELD

SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-CTH D INTERSECTION NORTHEAST CURB RAMP	SHEET 46	E



32-WILLOW INT SE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
200	80+61.36	19.02' RT	687.68	111873.69	190394.17
201	80+74.89	30.13' RT	687.51	111887.41	190405.05
202	80+60.77	20.93' RT	687.64	111873.13	190396.09
203	80+64.54	22.52' RT	687.61	111876.93	190397.62
204	80+67.94	24.80' RT	687.59	111880.37	190399.84
205	80+69.43	26.14' RT	687.57	111881.87	190401.16
206	80+69.65	26.36' RT	687.57	111882.10	190401.37
207	80+70.83	27.70' RT	687.56	111883.31	190402.69
208	80+72.72	30.36' RT	687.54	111885.24	190405.32
209	80+73.14	31.08' RT	687.54	111885.67	190406.03
210	80+60.02	23.31' RT	688.02	111872.42	190398.49
211	80+66.32	26.71' RT	687.47	111878.78	190401.77
212	80+70.56	31.62' RT	687.42	111883.11	190406.61
213	80+70.85	32.11' RT	687.89	111883.40	190407.10
214	80+70.94	32.28' RT	687.89	111883.49	190407.27
215	80+43.90	27.00' RT	688.50	111856.36	190402.46
216	80+48.68	26.96' RT	688.28	111861.15	190402.33

32-WILLOW INT SE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
217	80+53.49	26.92' RT	688.07	111865.95	190402.21
218	80+58.26	26.87' RT	687.86	111870.72	190402.08
219	80+43.98	31.91' RT	688.58	111856.53	190407.37
220	80+48.73	31.96' RT	688.35	111861.28	190407.33
221	80+53.53	31.91' RT	688.12	111866.08	190407.20
222	80+58.36	31.87' RT	687.88	111870.91	190407.07
223	80+66.36	31.71' RT	687.49	111878.90	190406.77
224	80+45.19	32.43' RT	688.53	111857.75	190407.86
225	80+48.73	32.46' RT	688.55	111861.29	190407.83
226	80+58.37	32.37' RT	688.38	111870.93	190407.57
227	80+66.37	32.21' RT	687.99	111878.92	190407.27
228	80+42.36	32.07' RT	688.53	111854.91	190407.55
229	80+42.26	35.40' RT	688.59	111854.87	190410.88
230	80+45.17	35.43' RT	688.60	111857.78	190410.87
231	80+54.42	41.26' RT	0.00	111867.13	190416.53
232	80+63.71	24.91' RT	687.99	111876.13	190400.03

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

LEGEND

DETECTABLE WARNING FIELD

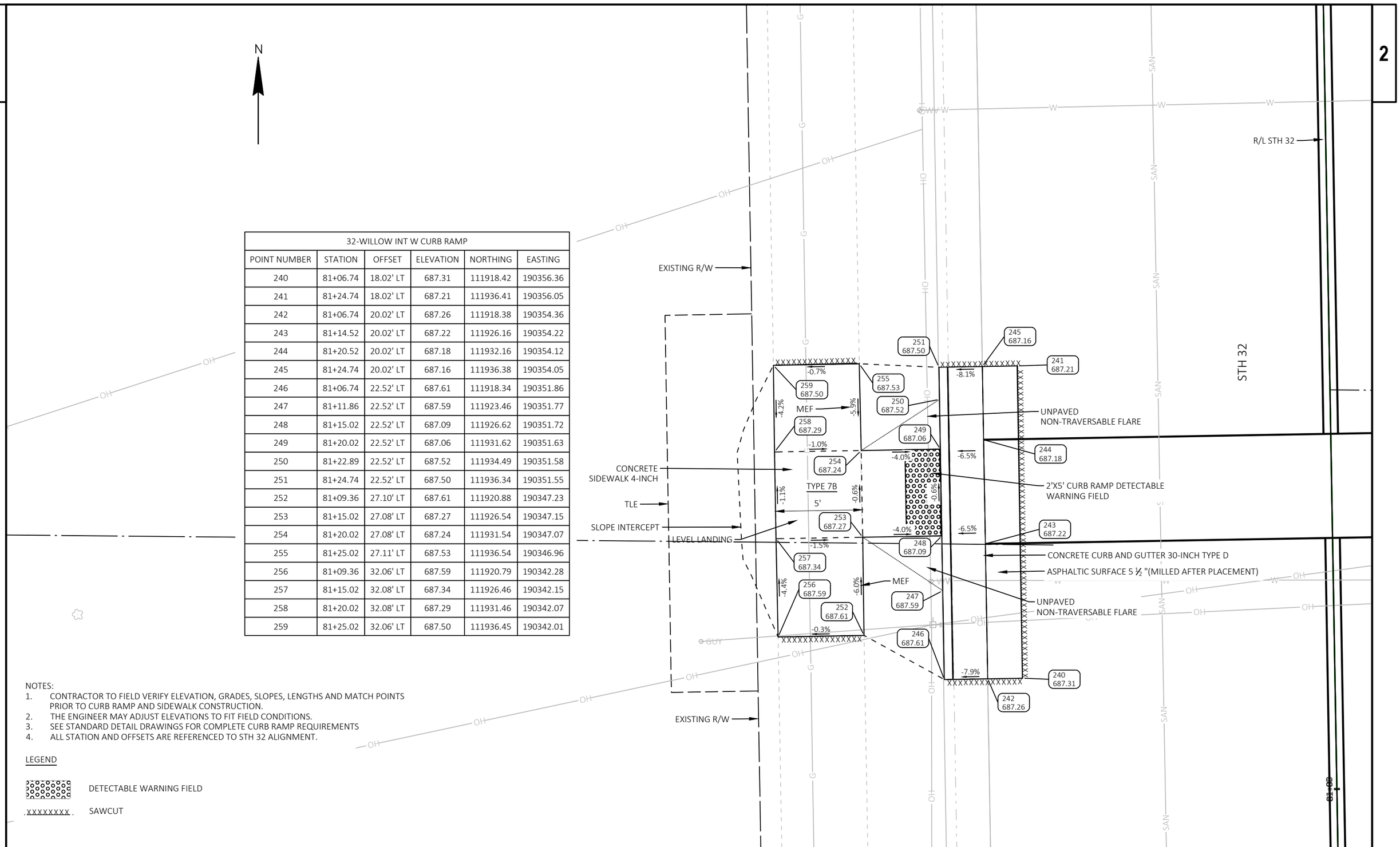
.XXXXXXXX. SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-WILLOW STREET INTERSECTION SOUTHEAST CURB RAMP	SHEET 47	E

2

N

32-WILLOW INT W CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
240	81+06.74	18.02' LT	687.31	111918.42	190356.36
241	81+24.74	18.02' LT	687.21	111936.41	190356.05
242	81+06.74	20.02' LT	687.26	111918.38	190354.36
243	81+14.52	20.02' LT	687.22	111926.16	190354.22
244	81+20.52	20.02' LT	687.18	111932.16	190354.12
245	81+24.74	20.02' LT	687.16	111936.38	190354.05
246	81+06.74	22.52' LT	687.61	111918.34	190351.86
247	81+11.86	22.52' LT	687.59	111923.46	190351.77
248	81+15.02	22.52' LT	687.09	111926.62	190351.72
249	81+20.02	22.52' LT	687.06	111931.62	190351.63
250	81+22.89	22.52' LT	687.52	111934.49	190351.58
251	81+24.74	22.52' LT	687.50	111936.34	190351.55
252	81+09.36	27.10' LT	687.61	111920.88	190347.23
253	81+15.02	27.08' LT	687.27	111926.54	190347.15
254	81+20.02	27.08' LT	687.24	111931.54	190347.07
255	81+25.02	27.11' LT	687.53	111936.54	190346.96
256	81+09.36	32.06' LT	687.59	111920.79	190342.28
257	81+15.02	32.08' LT	687.34	111926.46	190342.15
258	81+20.02	32.08' LT	687.29	111931.46	190342.07
259	81+25.02	32.06' LT	687.50	111936.45	190342.01



NOTES:
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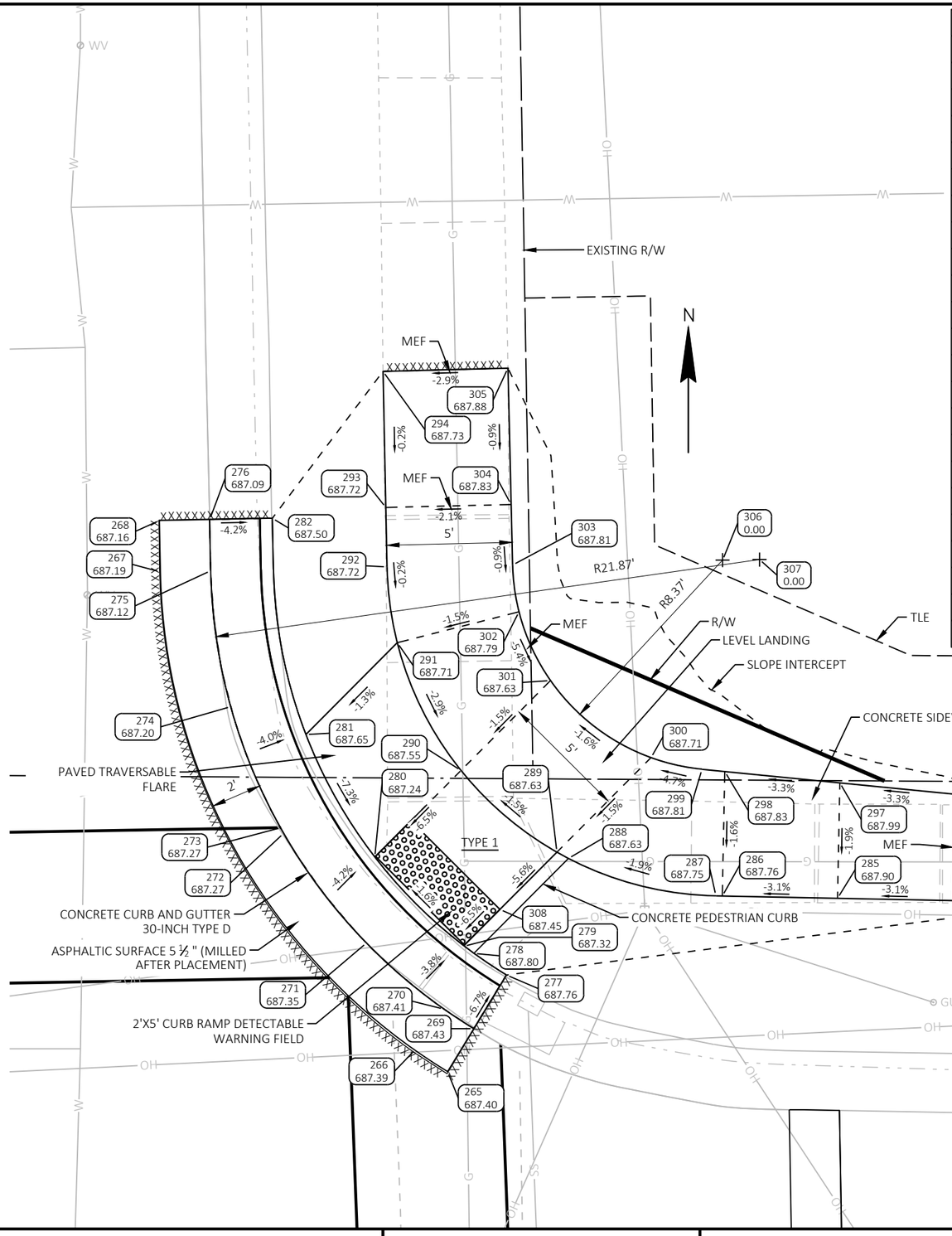
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

LEGEND

DETECTABLE WARNING FIELD

XXXXXXXX SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-WILLOW STREET INTERSECTION WEST CURB RAMP	SHEET 48	E



32-WILLOW INT NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
265	81+10.69	29.14' RT	687.40	111923.18	190403.44
266	81+11.60	27.88' RT	687.39	111924.07	190402.17
267	81+30.77	18.05' RT	687.19	111943.07	190392.00
268	81+32.81	18.04' RT	687.16	111945.11	190391.96
269	81+12.38	30.21' RT	687.43	111924.89	190404.48
270	81+13.18	29.03' RT	687.41	111925.67	190403.29
271	81+15.86	26.00' RT	687.35	111928.30	190400.21
272	81+20.28	22.77' RT	687.27	111932.66	190396.91
273	81+20.51	22.67' RT	687.27	111932.89	190396.80
274	81+25.36	20.77' RT	687.20	111937.70	190394.82
275	81+30.78	20.05' RT	687.12	111943.11	190394.00
276	81+32.80	20.04' RT	687.09	111945.13	190393.96
277	81+14.49	31.54' RT	687.76	111927.02	190405.78
278	81+15.37	30.27' RT	687.80	111927.89	190404.49
279	81+15.68	29.87' RT	687.32	111928.19	190404.08
280	81+19.27	26.39' RT	687.24	111931.72	190400.54
281	81+24.20	23.73' RT	687.65	111936.59	190397.80
282	81+32.83	22.54' RT	687.50	111945.20	190396.46
283	81+16.97	54.02' RT	688.18	111929.90	190428.21
284	81+17.15	49.37' RT	688.04	111929.99	190423.56
285	81+17.32	44.79' RT	687.90	111930.08	190418.97
286	81+17.49	40.20' RT	687.76	111930.17	190414.38

32-WILLOW INT NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
287	81+17.50	39.95' RT	687.75	111930.17	190414.13
288	81+19.09	34.10' RT	687.63	111931.67	190408.25
289	81+19.34	33.64' RT	687.63	111931.91	190407.79
290	81+22.66	29.88' RT	687.55	111935.16	190403.98
291	81+27.79	27.43' RT	687.71	111940.25	190401.44
292	81+30.81	27.08' RT	687.72	111943.26	190401.03
293	81+33.18	27.07' RT	687.72	111945.63	190400.98
294	81+38.59	27.05' RT	687.73	111951.05	190400.87
295	81+20.85	54.10' RT	688.29	111933.77	190428.23
296	81+21.38	49.53' RT	688.14	111934.22	190423.64
297	81+21.91	44.96' RT	687.99	111934.67	190419.06
298	81+22.44	40.38' RT	687.83	111935.12	190414.48
299	81+22.54	39.48' RT	687.81	111935.21	190413.57
300	81+23.04	37.45' RT	687.71	111935.67	190411.54
301	81+26.18	33.51' RT	687.63	111938.74	190407.54
302	81+28.94	32.30' RT	687.79	111941.48	190406.28
303	81+30.80	32.08' RT	687.81	111943.34	190406.03
304	81+33.21	32.06' RT	687.83	111945.75	190405.97
305	81+38.64	32.03' RT	687.88	111951.18	190405.85
306	81+30.85	40.44' RT	0.00	111943.54	190414.39
307	81+30.85	41.91' RT	0.00	111943.56	190415.87
308	81+17.11	31.33' RT	687.45	111929.64	190405.52

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
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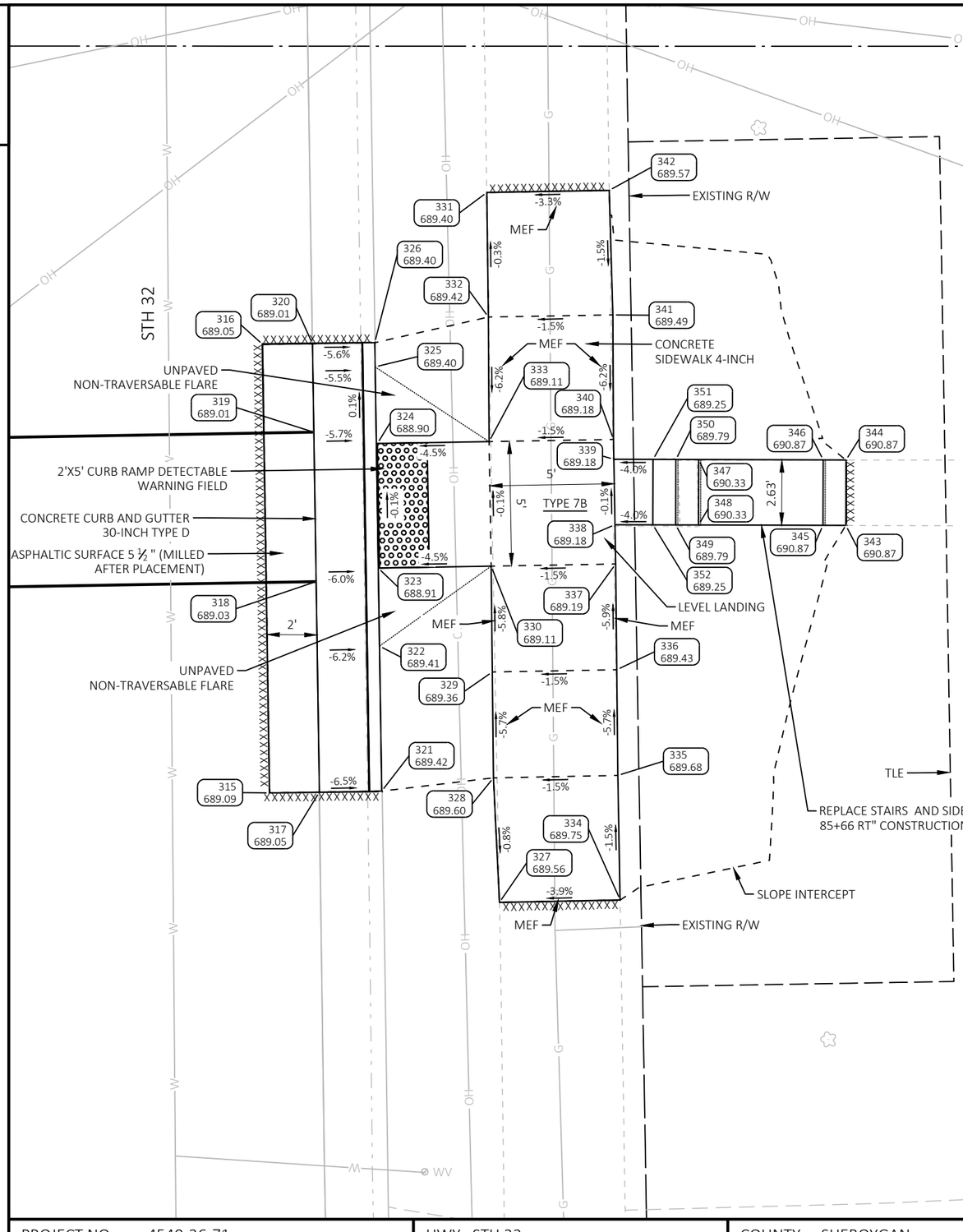
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

LEGEND

DETECTABLE WARNING FIELD

XXXXXXXX SAWCUT



32-ROCKET INT E CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
315	85+54.59	17.99' RT	689.09	112366.83	190384.63
316	85+72.59	18.02' RT	689.05	112384.82	190384.35
317	85+54.59	19.99' RT	689.05	112366.86	190386.63
318	85+63.04	20.01' RT	689.03	112375.31	190386.50
319	85+69.04	20.02' RT	689.01	112381.30	190386.41
320	85+72.59	20.02' RT	689.01	112384.85	190386.35
321	85+54.58	22.49' RT	689.42	112366.90	190389.13
322	85+60.40	22.50' RT	689.41	112372.71	190389.04
323	85+63.54	22.51' RT	688.91	112375.85	190388.99
324	85+68.54	22.56' RT	688.90	112380.85	190388.96
325	85+71.61	22.52' RT	689.40	112383.92	190388.87
326	85+72.58	22.52' RT	689.40	112384.89	190388.85
327	85+50.04	27.15' RT	689.56	112362.43	190393.86
328	85+55.04	26.99' RT	689.60	112367.43	190393.62
329	85+59.29	27.02' RT	689.36	112371.68	190393.57
330	85+63.54	27.05' RT	689.11	112375.93	190393.53
331	85+78.54	27.13' RT	689.40	112390.92	190393.35
332	85+73.54	27.11' RT	689.42	112385.92	190393.41
333	85+68.54	27.05' RT	689.11	112380.92	190393.44

32-ROCKET INT E CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
334	85+50.06	31.99' RT	689.75	112362.53	190398.71
335	85+55.05	31.99' RT	689.68	112367.52	190398.62
336	85+59.29	32.02' RT	689.43	112371.77	190398.57
337	85+63.54	32.05' RT	689.19	112376.01	190398.53
338	85+65.11	32.05' RT	689.18	112377.59	190398.50
339	85+67.74	32.05' RT	689.18	112380.21	190398.45
340	85+68.54	32.05' RT	689.18	112381.01	190398.44
341	85+73.54	32.11' RT	689.49	112386.01	190398.41
342	85+78.54	32.05' RT	689.57	112391.01	190398.27
343	85+64.93	41.31' RT	690.87	112377.56	190407.77
344	85+67.55	41.37' RT	690.87	112380.19	190407.78
345	85+64.94	40.40' RT	690.87	112377.56	190406.85
346	85+67.57	40.45' RT	690.87	112380.19	190406.86
347	85+67.67	35.45' RT	690.33	112380.20	190401.86
348	85+65.05	35.40' RT	690.33	112377.58	190401.85
349	85+65.06	34.48' RT	689.79	112377.58	190400.94
350	85+67.69	34.53' RT	689.79	112380.21	190400.94
351	85+67.71	33.62' RT	689.25	112380.21	190400.03
352	85+65.08	33.56' RT	689.25	112377.58	190400.02

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

LEGEND

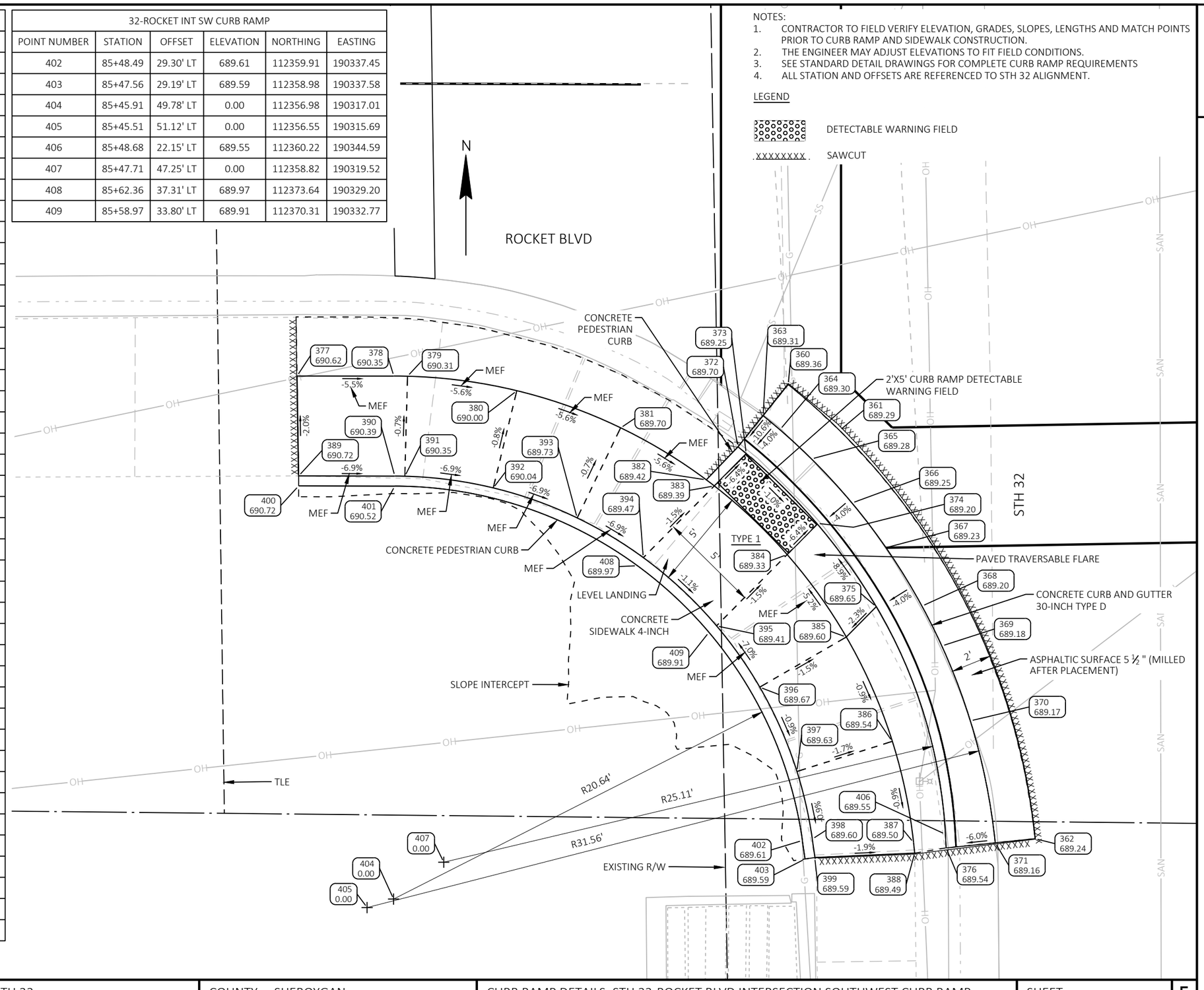
DETECTABLE WARNING FIELD

SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-ROCKET STREET INTERSECTION EAST CURB RAMP	SHEET 50	E

32-ROCKET INT SW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
360	85+71.29	29.62' LT	689.36	112382.69	190336.74
361	85+68.95	27.09' LT	689.29	112380.40	190339.31
362	85+48.38	17.68' LT	689.24	112360.00	190349.07
363	85+69.75	30.90' LT	689.31	112381.14	190335.48
364	85+69.05	30.06' LT	689.30	112380.45	190336.34
365	85+67.55	28.52' LT	689.28	112378.98	190337.90
366	85+65.31	26.54' LT	689.25	112376.77	190339.92
367	85+63.05	24.87' LT	689.23	112374.54	190341.62
368	85+60.10	23.13' LT	689.20	112371.62	190343.42
369	85+58.09	22.17' LT	689.18	112369.63	190344.41
370	85+54.32	20.81' LT	689.17	112365.89	190345.84
371	85+48.21	19.67' LT	689.16	112359.79	190347.09
372	85+68.22	32.18' LT	689.70	112379.58	190334.23
373	85+67.87	31.78' LT	689.25	112379.24	190334.64
374	85+64.29	28.28' LT	689.20	112375.72	190338.19
375	85+60.11	25.41' LT	689.65	112371.59	190341.14
376	85+47.99	22.13' LT	689.54	112359.54	190344.63
377	85+72.13	54.16' LT	690.62	112383.12	190312.19
378	85+72.05	49.32' LT	690.35	112383.12	190317.02
379	85+72.03	48.64' LT	690.31	112383.11	190317.71
380	85+71.21	43.19' LT	690.00	112382.38	190323.17
381	85+69.26	38.04' LT	689.70	112380.53	190328.36
382	85+66.59	33.80' LT	689.42	112377.93	190332.64
383	85+66.28	33.40' LT	689.39	112377.63	190333.04
384	85+62.79	29.82' LT	689.33	112374.20	190336.68
385	85+58.62	26.94' LT	689.60	112370.07	190339.64
386	85+53.36	24.73' LT	689.54	112364.86	190341.94
387	85+48.30	23.75' LT	689.50	112359.81	190343.00
388	85+47.76	23.70' LT	689.49	112359.27	190343.06
389	85+67.14	54.16' LT	690.72	112378.13	190312.27
390	85+67.05	49.36' LT	690.39	112378.12	190317.07
391	85+67.03	48.86' LT	690.35	112378.11	190317.57
392	85+66.37	44.45' LT	690.04	112377.52	190321.99
393	85+64.80	40.28' LT	689.73	112376.02	190326.19
394	85+62.76	37.01' LT	689.47	112374.04	190329.49
395	85+59.29	33.41' LT	689.41	112370.63	190333.15
396	85+56.19	31.31' LT	689.67	112367.57	190335.31
397	85+51.94	29.52' LT	689.63	112363.35	190337.17
398	85+48.55	28.81' LT	689.60	112359.98	190337.94
399	85+47.62	28.70' LT	689.59	112359.05	190338.06
400	85+66.65	54.17' LT	690.72	112377.63	190312.27
401	85+66.55	49.37' LT	690.52	112377.62	190317.07

32-ROCKET INT SW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
402	85+48.49	29.30' LT	689.61	112359.91	190337.45
403	85+47.56	29.19' LT	689.59	112358.98	190337.58
404	85+45.91	49.78' LT	0.00	112356.98	190317.01
405	85+45.51	51.12' LT	0.00	112356.55	190315.69
406	85+48.68	22.15' LT	689.55	112360.22	190344.59
407	85+47.71	47.25' LT	0.00	112358.82	190319.52
408	85+62.36	37.31' LT	689.97	112373.64	190329.20
409	85+58.97	33.80' LT	689.91	112370.31	190332.77



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

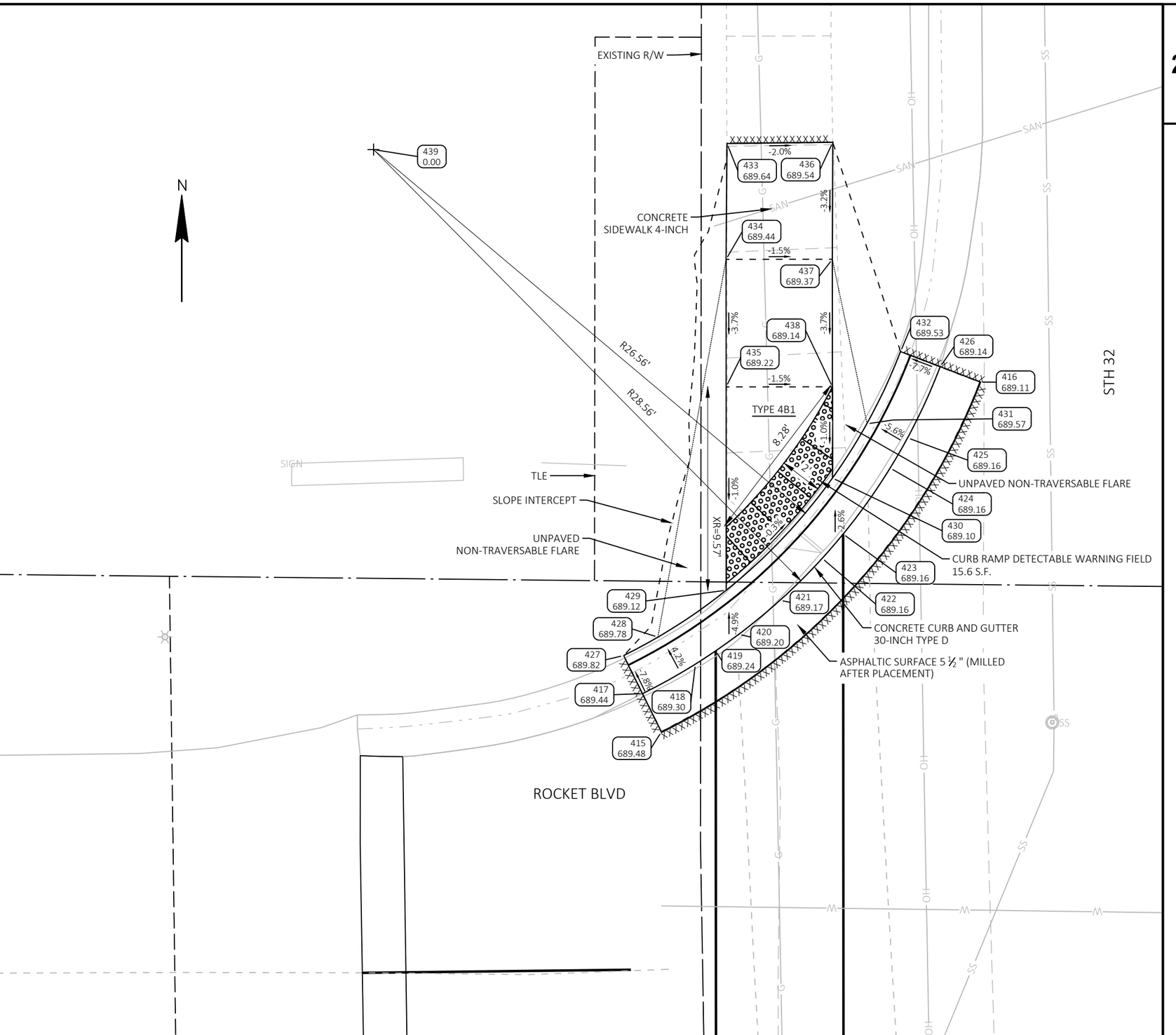
LEGEND

DETECTABLE WARNING FIELD

SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-ROCKET BLVD INTERSECTION SOUTHWEST CURB RAMP	SHEET 51	E

32-ROCKET INT NW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
415	86+08.02	35.21' LT	689.48	112419.96	190330.80
416	86+24.48	20.23' LT	689.11	112436.41	190345.79
417	86+09.81	36.09' LT	689.44	112421.75	190329.92
418	86+11.20	33.61' LT	689.30	112423.14	190332.40
419	86+11.83	32.66' LT	689.24	112423.76	190333.36
420	86+12.60	31.57' LT	689.20	112424.54	190334.44
421	86+14.21	29.63' LT	689.17	112426.15	190336.39
422	86+16.18	27.65' LT	689.16	112428.12	190338.37
423	86+17.32	26.66' LT	689.16	112429.26	190339.35
424	86+20.43	24.45' LT	689.16	112432.36	190341.57
425	86+21.85	23.63' LT	689.16	112433.79	190342.39
426	86+25.19	22.10' LT	689.14	112437.13	190343.92
427	86+11.60	36.98' LT	689.82	112423.54	190329.03
428	86+12.47	35.38' LT	689.78	112424.41	190330.64
429	86+14.68	32.16' LT	689.12	112426.62	190333.86
430	86+19.96	27.17' LT	689.10	112431.89	190338.85
431	86+22.53	25.54' LT	689.57	112434.46	190340.48
432	86+25.91	23.97' LT	689.53	112437.84	190342.05
433	86+35.70	32.14' LT	689.64	112447.63	190333.89
434	86+30.25	32.18' LT	689.44	112442.18	190333.85
435	86+24.25	32.17' LT	689.22	112436.18	190333.85
436	86+35.76	27.16' LT	689.54	112447.69	190338.86
437	86+30.25	27.18' LT	689.37	112442.19	190338.85
438	86+24.25	27.17' LT	689.14	112436.19	190338.85
439	86+35.40	48.77' LT	0.00	112447.35	190317.26



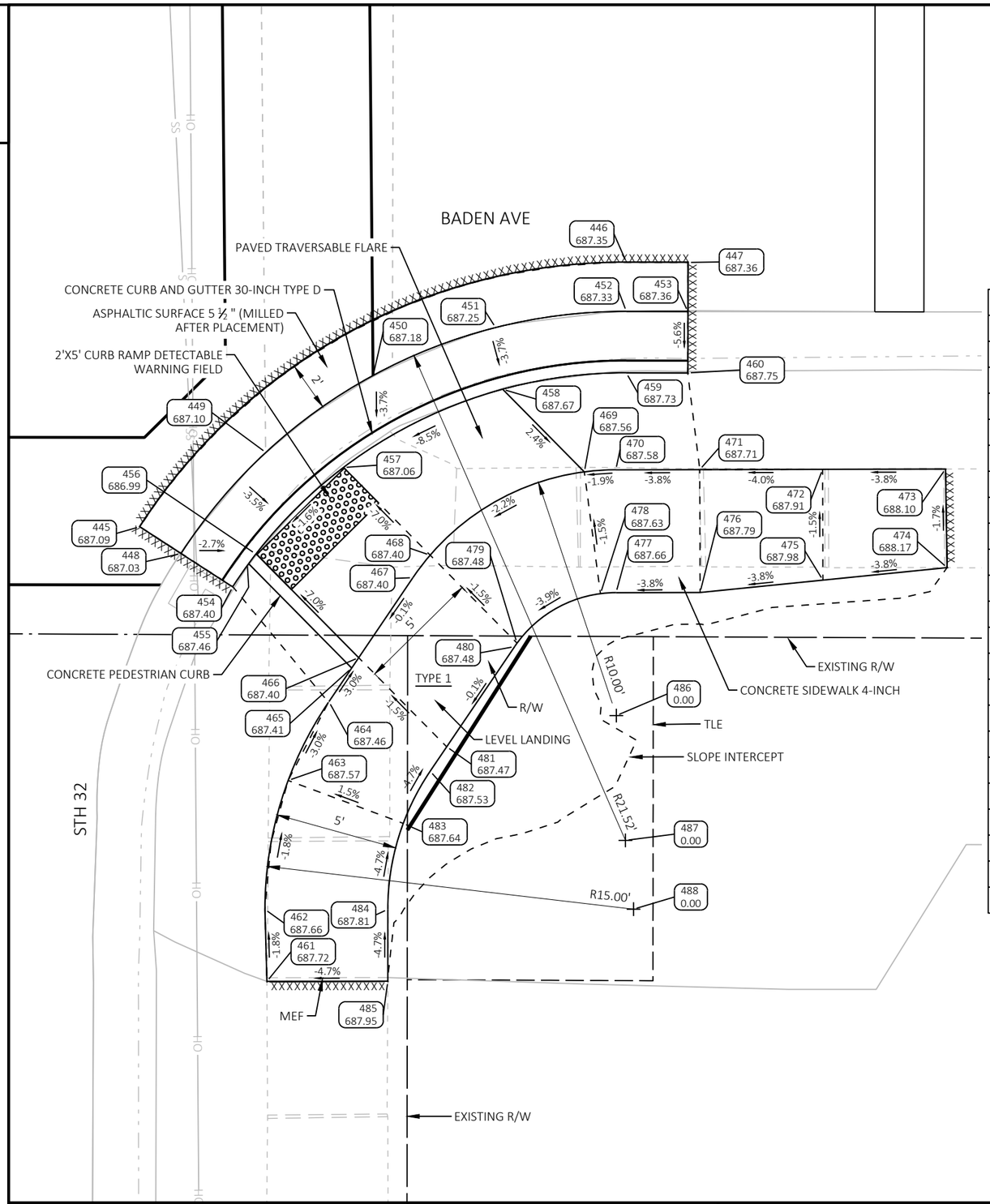
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

LEGEND

DETECTABLE WARNING FIELD

XXXXXXXX SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-ROCKET BLVD INTERSECTION NORTHWEST CURB RAMP	SHEET 52	E



N

32-BADEN INT SE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
445	92+82.15	22.04' RT	687.09	113094.05	190388.47
446	92+92.92	41.84' RT	687.35	113104.81	190408.27
447	92+92.92	44.34' RT	687.36	113104.81	190410.78
448	92+81.06	23.72' RT	687.03	113092.96	190390.15
449	92+85.17	27.17' RT	687.10	113097.07	190393.60
450	92+88.30	31.53' RT	687.18	113100.20	190397.96
451	92+90.26	36.52' RT	687.25	113102.15	190402.95
452	92+90.92	41.84' RT	687.33	113102.81	190408.27
453	92+90.92	44.33' RT	687.36	113102.81	190410.77
454	92+79.71	25.83' RT	687.40	113091.61	190392.25
455	92+80.64	26.47' RT	687.46	113092.55	190392.90
456	92+81.05	26.75' RT	686.99	113092.95	190393.17
457	92+84.56	30.33' RT	687.06	113096.46	190396.76
458	92+87.75	36.81' RT	687.67	113099.64	190403.24
459	92+88.42	41.83' RT	687.73	113100.31	190408.27
460	92+88.42	44.33' RT	687.75	113100.31	190410.77
461	92+63.65	27.22' RT	687.72	113075.55	190393.64
462	92+66.58	27.14' RT	687.66	113078.48	190393.56
463	92+71.83	28.08' RT	687.57	113083.73	190394.51
464	92+75.03	29.74' RT	687.46	113086.93	190396.17
465	92+76.40	30.67' RT	687.41	113088.30	190397.09
466	92+76.82	30.95' RT	687.40	113088.72	190397.38

32-BADEN INT SE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
467	92+80.08	33.16' RT	687.40	113091.98	190399.59
468	92+81.00	33.86' RT	687.40	113092.89	190400.29
469	92+84.39	40.13' RT	687.56	113096.28	190406.56
470	92+84.47	41.41' RT	687.58	113096.37	190407.84
471	92+84.48	44.83' RT	687.71	113096.37	190411.26
472	92+84.50	49.83' RT	687.91	113096.39	190416.26
473	92+84.52	54.83' RT	688.10	113096.40	190421.26
474	92+80.50	54.89' RT	688.17	113092.38	190421.32
475	92+79.99	49.84' RT	687.98	113091.88	190416.27
476	92+79.48	44.84' RT	687.79	113091.37	190411.27
477	92+79.47	41.42' RT	687.66	113091.37	190407.85
478	92+79.43	40.79' RT	687.63	113091.32	190407.21
479	92+77.42	37.39' RT	687.48	113089.31	190403.82
480	92+77.28	37.30' RT	687.48	113089.17	190403.72
481	92+73.20	34.54' RT	687.47	113085.09	190400.96
482	92+72.20	33.86' RT	687.53	113084.10	190400.29
483	92+70.08	32.77' RT	687.64	113081.98	190399.19
484	92+66.58	32.14' RT	687.81	113078.48	190398.56
485	92+63.66	32.15' RT	687.95	113075.56	190398.56
486	92+74.47	41.44' RT	0.00	113086.37	190407.86
487	92+69.39	41.81' RT	0.00	113081.29	190408.23
488	92+66.60	42.14' RT	0.00	113078.49	190408.56

NOTES:
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3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

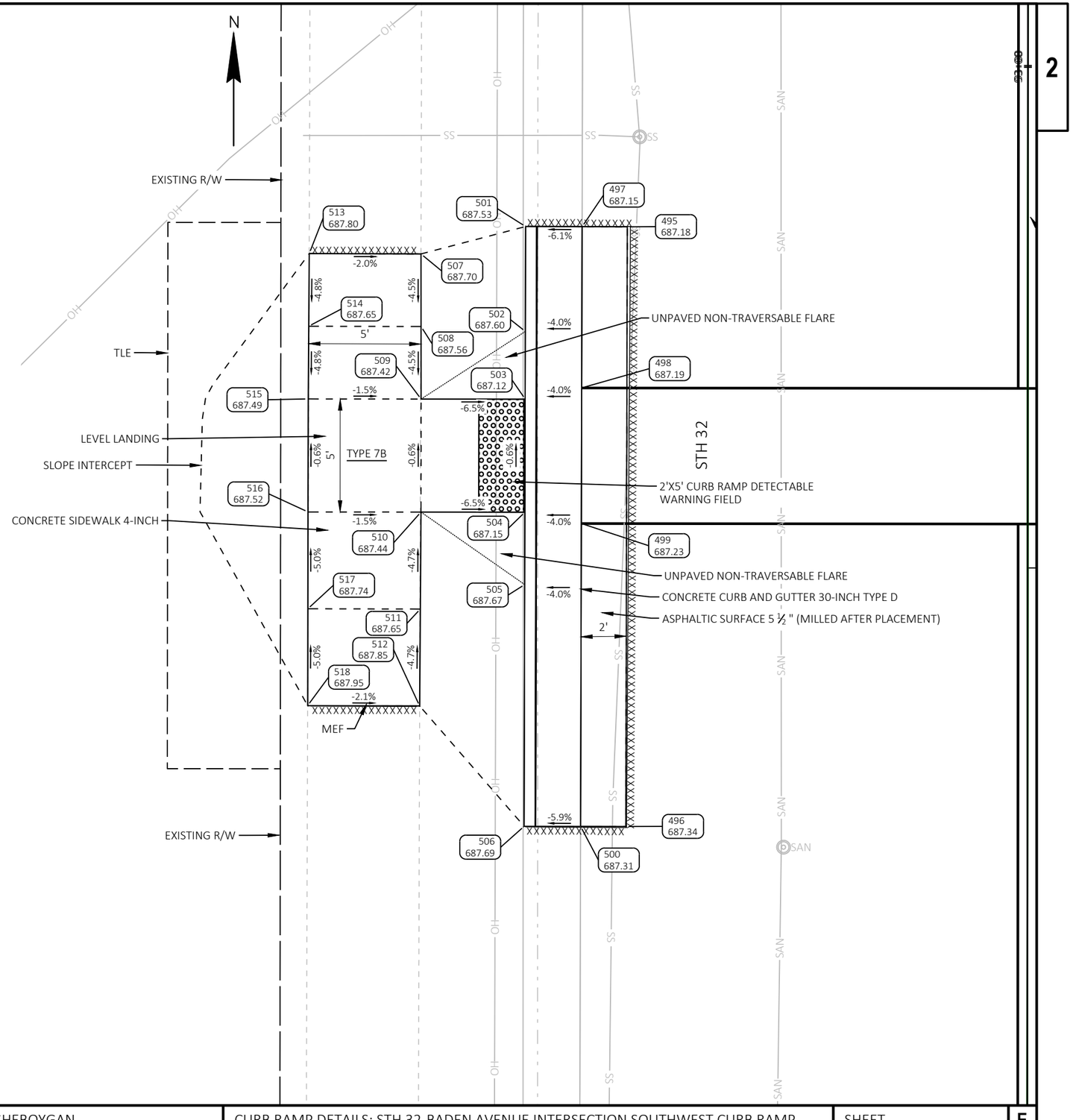
LEGEND

DETECTABLE WARNING FIELD

SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-BADEN AVENUE INTERSECTION SOUTHEAST CURB RAMP	SHEET 53	E

32-BADEN SW INT CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
495	92+92.93	17.72' LT	687.18	113104.85	190348.71
496	92+66.39	17.77' LT	687.34	113078.32	190348.64
497	92+92.93	19.72' LT	687.15	113104.86	190346.71
498	92+85.80	19.74' LT	687.19	113097.73	190346.69
499	92+79.80	19.75' LT	687.23	113091.73	190346.68
500	92+66.40	19.77' LT	687.31	113078.33	190346.64
501	92+92.94	22.22' LT	687.53	113104.87	190344.21
502	92+88.30	22.23' LT	687.60	113100.23	190344.20
503	92+85.30	22.24' LT	687.12	113097.23	190344.19
504	92+80.30	22.25' LT	687.15	113092.23	190344.18
505	92+77.10	22.25' LT	687.67	113089.03	190344.17
506	92+66.40	22.27' LT	687.69	113078.33	190344.14
507	92+91.72	26.85' LT	687.70	113103.65	190339.58
508	92+88.51	26.85' LT	687.56	113100.44	190339.58
509	92+85.30	26.84' LT	687.42	113097.24	190339.59
510	92+80.30	26.84' LT	687.44	113092.24	190339.58
511	92+76.01	26.87' LT	687.65	113087.94	190339.55
512	92+71.72	26.90' LT	687.85	113083.66	190339.52
513	92+91.73	31.80' LT	687.80	113103.67	190334.64
514	92+88.52	31.82' LT	687.65	113100.46	190334.61
515	92+85.30	31.84' LT	687.49	113097.24	190334.59
516	92+80.30	31.84' LT	687.52	113092.24	190334.58
517	92+76.02	31.85' LT	687.74	113087.96	190334.58
518	92+71.73	31.85' LT	687.95	113083.67	190334.57



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

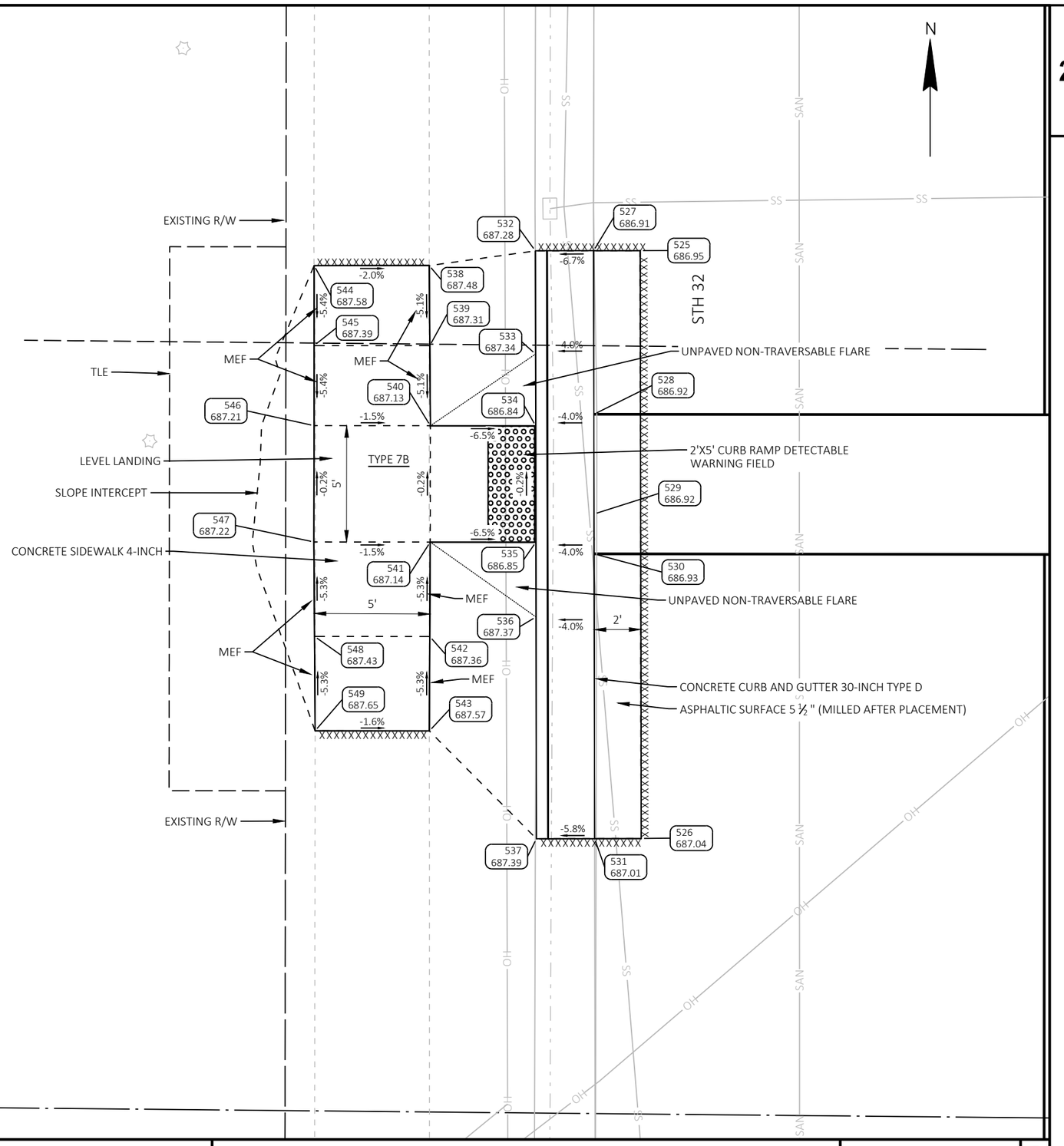
LEGEND

DETECTABLE WARNING FIELD

XXXXXXXX SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-BADEN AVENUE INTERSECTION SOUTHWEST CURB RAMP	SHEET 54	E

32-BADEN INT NW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
525	93+42.37	17.81' LT	686.95	113154.30	190348.66
526	93+17.10	17.75' LT	687.04	113129.03	190348.70
527	93+42.36	19.81' LT	686.91	113154.29	190346.66
528	93+35.34	19.79' LT	686.92	113147.27	190346.67
529	93+31.05	19.78' LT	686.92	113142.98	190346.68
530	93+29.34	19.78' LT	686.93	113141.27	190346.68
531	93+17.10	19.75' LT	687.01	113129.03	190346.70
532	93+42.36	22.31' LT	687.28	113154.29	190344.16
533	93+37.92	22.30' LT	687.34	113149.86	190344.16
534	93+34.84	22.29' LT	686.84	113146.77	190344.17
535	93+29.84	22.28' LT	686.85	113141.77	190344.18
536	93+26.62	22.27' LT	687.37	113138.56	190344.18
537	93+17.09	22.25' LT	687.39	113129.02	190344.20
538	93+41.72	26.87' LT	687.48	113153.66	190339.59
539	93+38.28	26.85' LT	687.31	113150.22	190339.62
540	93+34.84	26.82' LT	687.13	113146.77	190339.64
541	93+29.84	26.82' LT	687.14	113141.77	190339.64
542	93+25.78	26.84' LT	687.36	113137.71	190339.62
543	93+21.72	26.86' LT	687.57	113133.65	190339.60
544	93+41.72	31.82' LT	687.58	113153.66	190334.64
545	93+38.28	31.82' LT	687.39	113150.22	190334.64
546	93+34.84	31.82' LT	687.21	113146.78	190334.64
547	93+29.84	31.82' LT	687.22	113141.78	190334.64
548	93+25.78	31.79' LT	687.43	113137.72	190334.66
549	93+21.72	31.77' LT	687.65	113133.66	190334.69



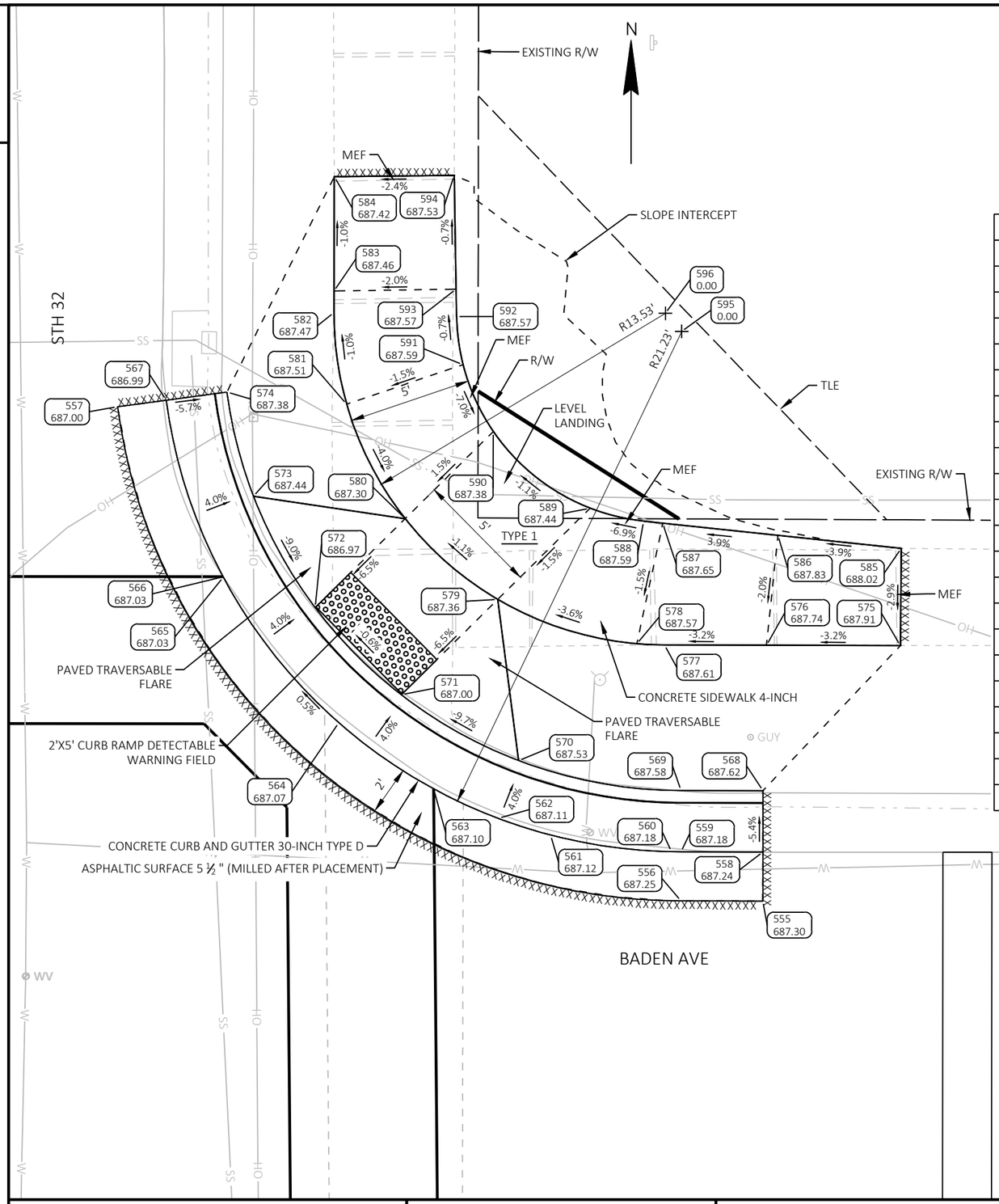
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

LEGEND

DETECTABLE WARNING FIELD

XXXXXXXX SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-BADEN AVENUE INTERSECTION NORTHWEST CURB RAMP	SHEET 55	E



32-BADEN INT NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
555	93+22.10	44.60' RT	687.30	113133.99	190411.06
556	93+22.11	41.26' RT	687.25	113134.00	190407.72
557	93+42.25	18.26' RT	687.00	113154.16	190384.72
558	93+24.10	44.61' RT	687.24	113135.99	190411.06
559	93+24.11	41.26' RT	687.18	113136.00	190407.72
560	93+24.11	40.88' RT	687.18	113136.00	190407.33
561	93+24.79	35.94' RT	687.12	113136.69	190402.39
562	93+25.47	33.80' RT	687.11	113137.36	190400.26
563	93+26.67	31.17' RT	687.10	113138.57	190397.62
564	93+29.37	27.29' RT	687.07	113141.27	190393.75
565	93+35.30	22.57' RT	687.03	113147.20	190389.03
566	93+35.32	22.56' RT	687.03	113147.22	190389.03
567	93+42.52	20.24' RT	686.99	113154.42	190386.70
568	93+26.60	44.61' RT	687.62	113138.49	190411.06
569	93+26.61	41.27' RT	687.58	113138.50	190407.72
570	93+27.83	34.63' RT	687.53	113139.72	190401.09
571	93+30.51	29.84' RT	687.00	113142.41	190396.30
572	93+34.06	26.32' RT	686.97	113145.96	190392.79
573	93+38.60	23.80' RT	687.44	113150.50	190390.27
574	93+42.85	22.72' RT	687.38	113154.75	190389.18
575	93+32.52	50.22' RT	687.91	113144.41	190416.68

32-BADEN INT NE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
576	93+32.54	44.75' RT	687.74	113144.43	190411.21
577	93+32.55	40.59' RT	687.61	113144.44	190407.05
578	93+32.60	39.46' RT	687.57	113144.49	190405.92
579	93+34.40	33.78' RT	687.36	113146.30	190400.24
580	93+37.69	30.00' RT	687.30	113149.59	190396.46
581	93+42.36	27.61' RT	687.51	113154.26	190394.07
582	93+46.10	27.09' RT	687.47	113158.00	190393.55
583	93+46.98	27.09' RT	687.46	113158.88	190393.56
584	93+51.64	27.09' RT	687.42	113163.54	190393.56
585	93+36.49	50.25' RT	688.02	113148.38	190416.71
586	93+37.02	45.22' RT	687.83	113148.91	190411.68
587	93+37.51	40.51' RT	687.65	113149.40	190406.98
588	93+37.59	39.73' RT	687.59	113149.49	190406.19
589	93+38.12	37.54' RT	687.44	113150.01	190404.00
590	93+41.24	33.59' RT	687.38	113153.14	190400.05
591	93+43.98	32.35' RT	687.59	113155.87	190398.82
592	93+45.94	32.09' RT	687.57	113157.84	190398.55
593	93+47.06	32.07' RT	687.57	113158.96	190398.54
594	93+51.70	31.99' RT	687.53	113163.59	190398.46
595	93+45.34	41.28' RT	0.00	113157.23	190407.75
596	93+46.08	40.62' RT	0.00	113157.97	190407.09

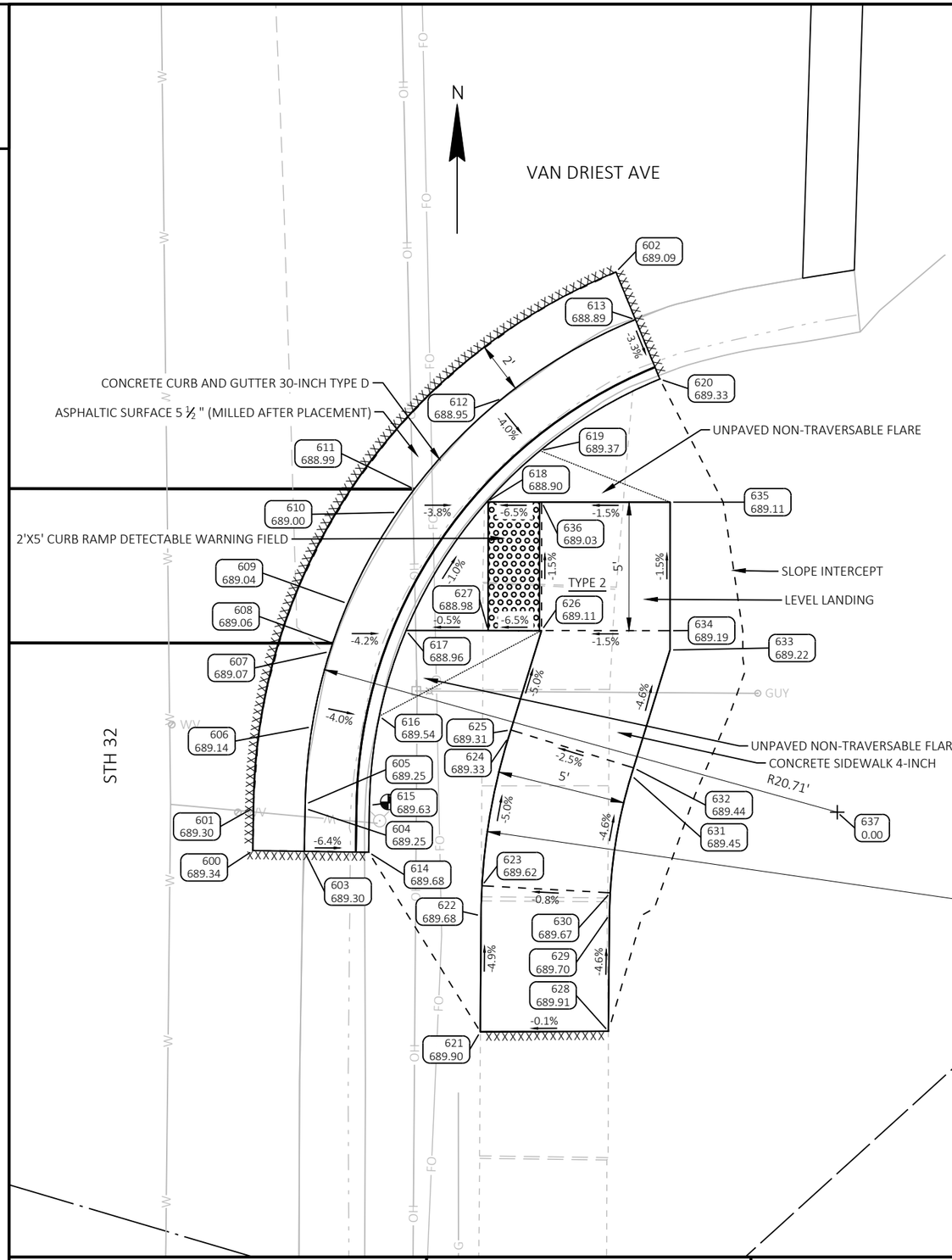
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

LEGEND

DETECTABLE WARNING FIELD

XXXXXXXX SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-BADEN AVENUE NORTHEAST CURB RAMP	SHEET 56	E



32-G INT SE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	102+55.34	18.20' RT	689.34	114067.19	190385.94
601	102+57.00	18.22' RT	689.30	114068.86	190385.97
602	102+77.89	32.25' RT	689.09	114089.70	190400.07
603	102+55.31	20.20' RT	689.30	114067.16	190387.94
604	102+56.98	20.22' RT	689.25	114068.83	190387.97
605	102+57.14	20.23' RT	689.25	114068.98	190387.97
606	102+60.16	20.48' RT	689.14	114072.00	190388.23
607	102+63.09	21.17' RT	689.07	114074.93	190388.93
608	102+63.41	21.27' RT	689.06	114075.25	190389.04
609	102+64.95	21.85' RT	689.04	114076.79	190389.62
610	102+68.51	23.78' RT	689.00	114080.34	190391.56
611	102+69.42	24.43' RT	688.99	114081.25	190392.22
612	102+72.96	27.84' RT	688.95	114084.77	190395.64
613	102+76.04	33.01' RT	688.89	114087.84	190400.82
614	102+55.29	22.70' RT	689.68	114067.12	190390.44
615	102+57.11	22.73' RT	689.63	114068.95	190390.47
616	102+60.58	23.10' RT	689.54	114072.41	190390.85
617	102+63.92	24.13' RT	688.96	114075.75	190391.90
618	102+68.93	27.26' RT	688.90	114080.75	190395.04
619	102+70.93	29.32' RT	689.37	114082.75	190397.11

32-G INT SE CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
620	102+73.74	33.97' RT	689.33	114085.53	190401.77
621	102+48.32	27.08' RT	689.90	114060.14	190394.79
622	102+52.83	27.09' RT	689.68	114064.65	190394.82
623	102+54.00	27.12' RT	689.62	114065.82	190394.85
624	102+59.77	28.13' RT	689.33	114071.59	190395.89
625	102+60.06	28.22' RT	689.31	114071.88	190395.98
626	102+63.93	29.40' RT	689.11	114075.75	190397.17
627	102+63.93	27.32' RT	688.98	114075.75	190395.09
628	102+48.35	32.06' RT	689.91	114060.16	190399.77
629	102+52.89	32.09' RT	689.70	114064.69	190399.82
630	102+53.74	32.11' RT	689.67	114065.54	190399.84
631	102+58.31	32.92' RT	689.45	114070.11	190400.66
632	102+58.61	33.00' RT	689.44	114070.40	190400.75
633	102+63.19	34.40' RT	689.22	114074.99	190402.17
634	102+63.95	34.40' RT	689.19	114075.74	190402.17
635	102+68.95	34.39' RT	689.11	114080.74	190402.18
636	102+68.93	29.39' RT	689.03	114080.75	190397.18
637	102+56.91	40.94' RT	0.00	114068.68	190408.68
638	102+52.77	51.09' RT	0.00	114064.50	190418.81

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

LEGEND

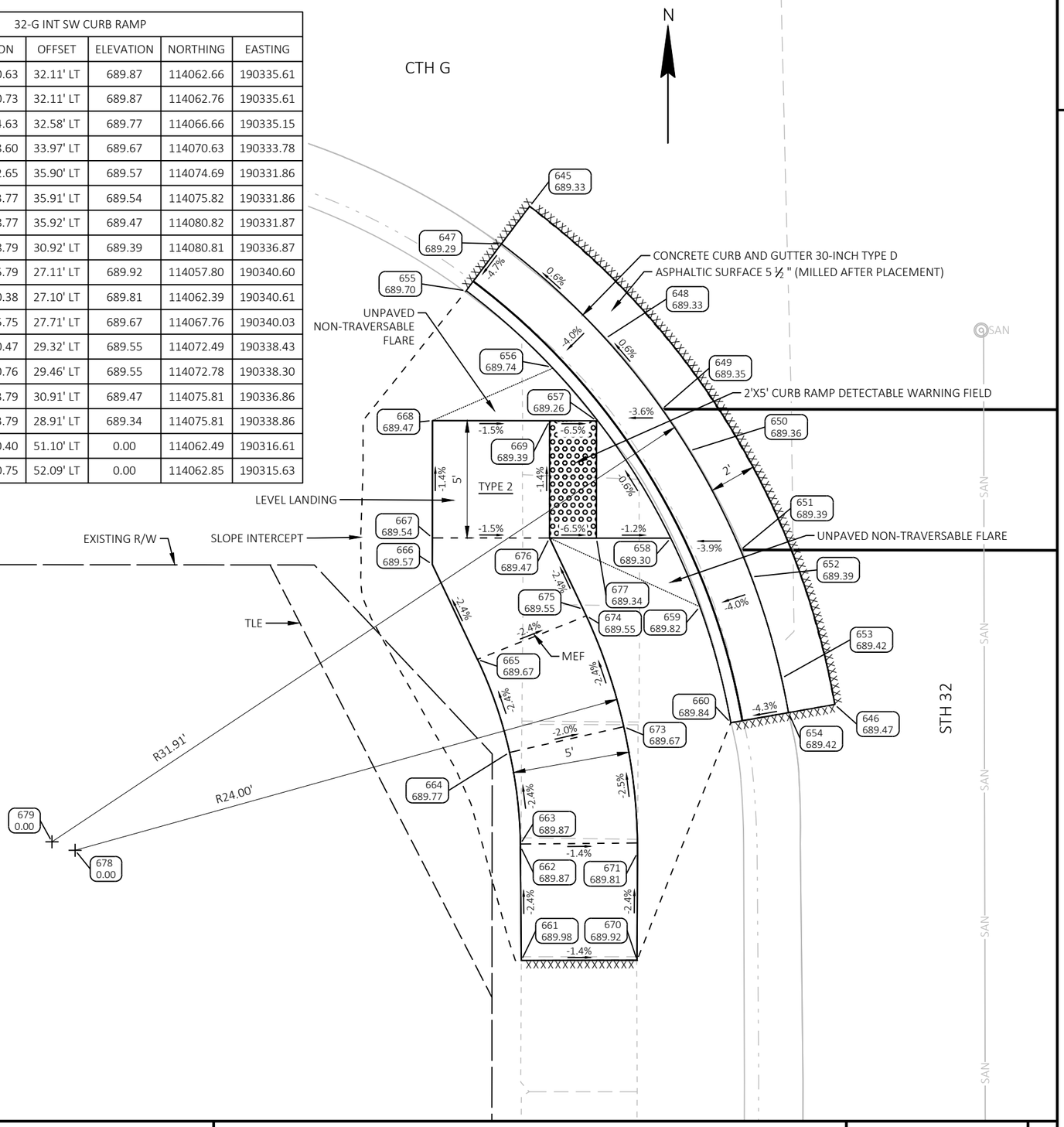
DETECTABLE WARNING FIELD

. XXXXXXXX . SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-VAN DRIEST AVENUE INTERSECTION SOUTHEAST CURB RAMP	SHEET 57	E

32-G INT SW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
645	102+77.92	31.81' LT	689.33	114089.95	190336.01
646	102+56.73	18.72' LT	689.47	114068.71	190349.03
647	102+76.32	33.00' LT	689.29	114088.35	190334.81
648	102+72.30	28.56' LT	689.33	114084.32	190339.24
649	102+69.30	26.13' LT	689.35	114081.31	190341.66
650	102+67.52	24.95' LT	689.36	114079.53	190342.83
651	102+63.31	22.76' LT	689.39	114075.30	190345.01
652	102+62.15	22.29' LT	689.39	114074.15	190345.47
653	102+57.84	20.98' LT	689.42	114069.83	190346.76
654	102+56.38	20.68' LT	689.42	114068.37	190347.06
655	102+74.32	34.50' LT	689.70	114086.35	190333.31
656	102+71.08	30.84' LT	689.74	114083.10	190336.95
657	102+68.79	28.92' LT	689.26	114080.81	190338.87
658	102+63.80	25.74' LT	689.30	114075.81	190342.03
659	102+60.88	24.48' LT	689.82	114072.88	190343.27
660	102+55.94	23.15' LT	689.84	114067.94	190344.59
661	102+45.76	32.05' LT	689.98	114057.79	190335.66

32-G INT SW CURB RAMP					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
662	102+50.63	32.11' LT	689.87	114062.66	190335.61
663	102+50.73	32.11' LT	689.87	114062.76	190335.61
664	102+54.63	32.58' LT	689.77	114066.66	190335.15
665	102+58.60	33.97' LT	689.67	114070.63	190333.78
666	102+62.65	35.90' LT	689.57	114074.69	190331.86
667	102+63.77	35.91' LT	689.54	114075.82	190331.86
668	102+68.77	35.92' LT	689.47	114080.82	190331.87
669	102+68.79	30.92' LT	689.39	114080.81	190336.87
670	102+45.79	27.11' LT	689.92	114057.80	190340.60
671	102+50.38	27.10' LT	689.81	114062.39	190340.61
673	102+55.75	27.71' LT	689.67	114067.76	190340.03
674	102+60.47	29.32' LT	689.55	114072.49	190338.43
675	102+60.76	29.46' LT	689.55	114072.78	190338.30
676	102+63.79	30.91' LT	689.47	114075.81	190336.86
677	102+63.79	28.91' LT	689.34	114075.81	190338.86
678	102+50.40	51.10' LT	0.00	114062.49	190316.61
679	102+50.75	52.09' LT	0.00	114062.85	190315.63



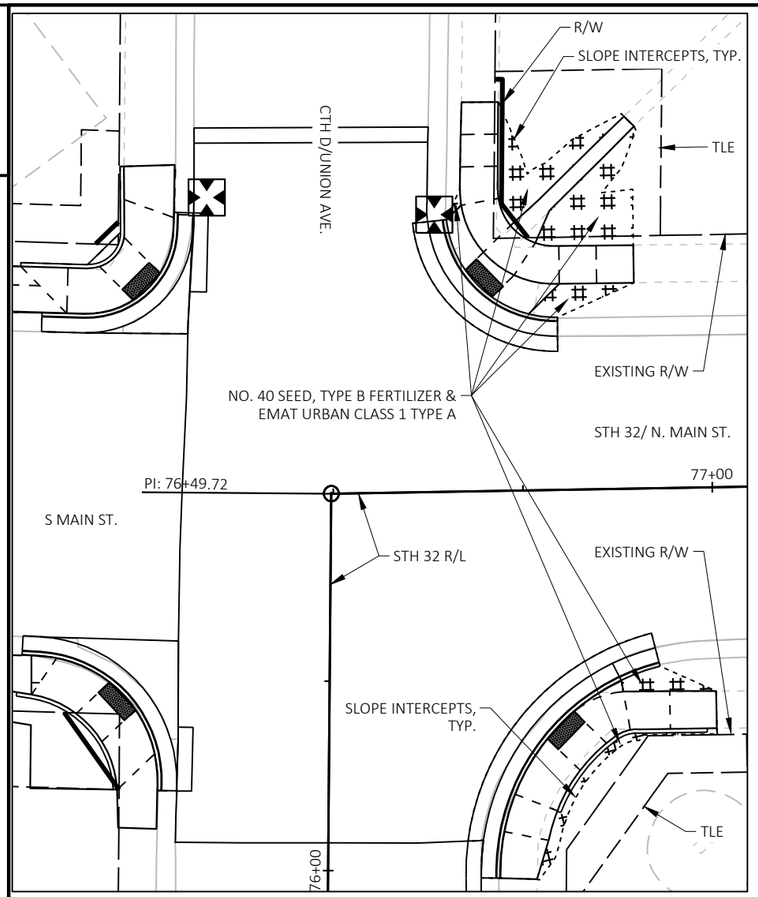
NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS
4. ALL STATION AND OFFSETS ARE REFERENCED TO STH 32 ALIGNMENT.

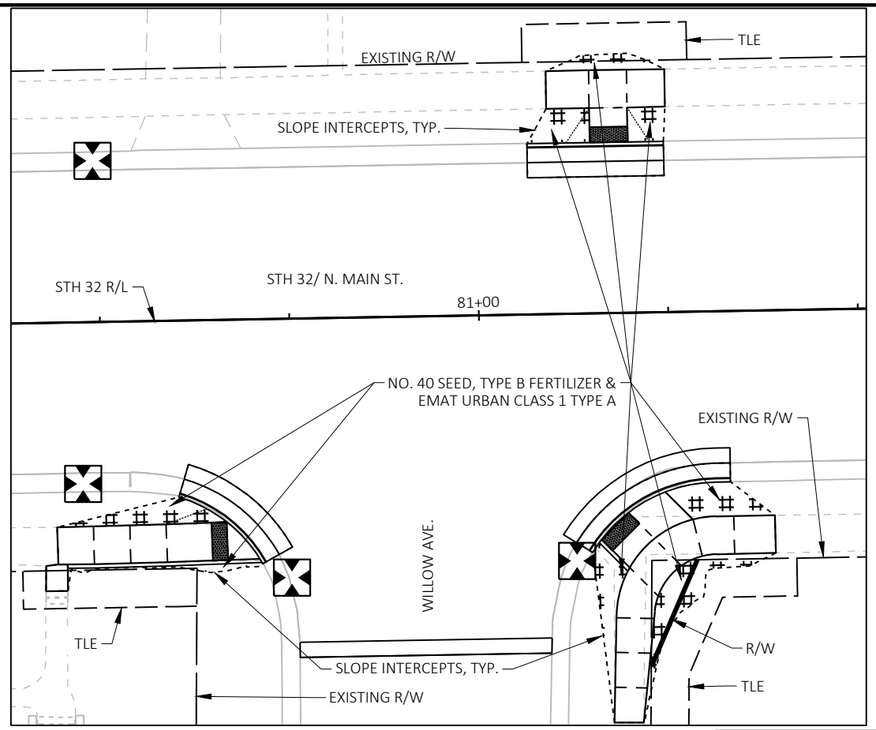
LEGEND

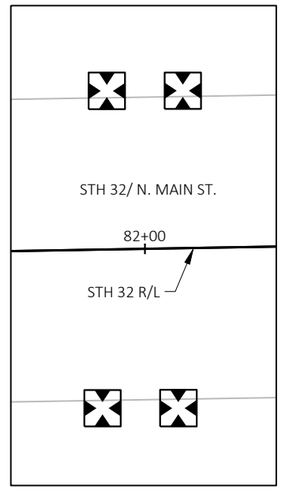
DETECTABLE WARNING FIELD

SAWCUT

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CURB RAMP DETAILS: STH 32-VAN DRIEST AVENUE INTERSECTION NORTHEAST CURB RAMP	SHEET 58	E





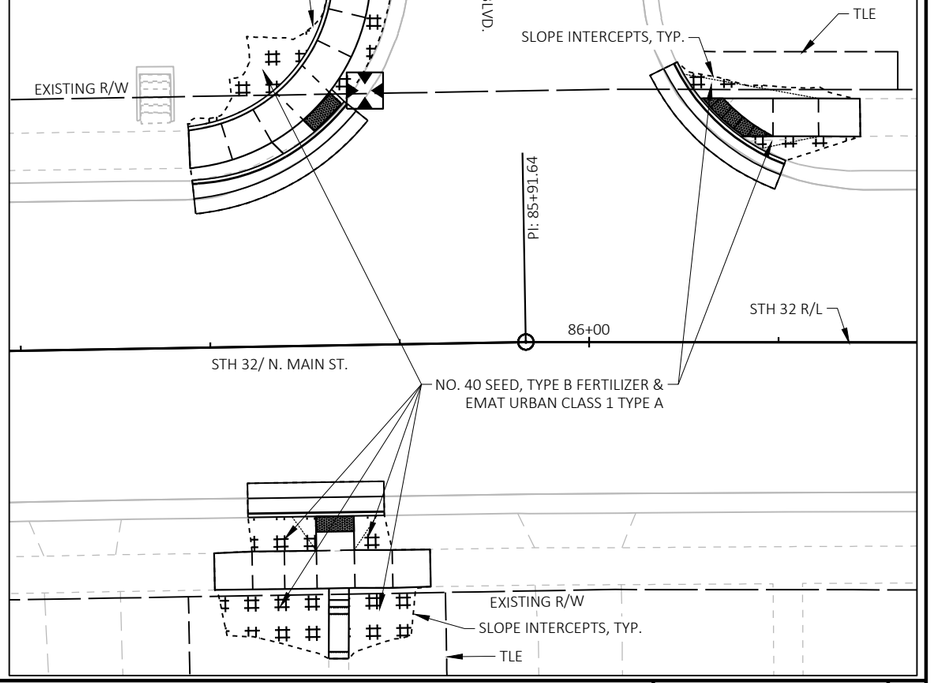


LEGEND

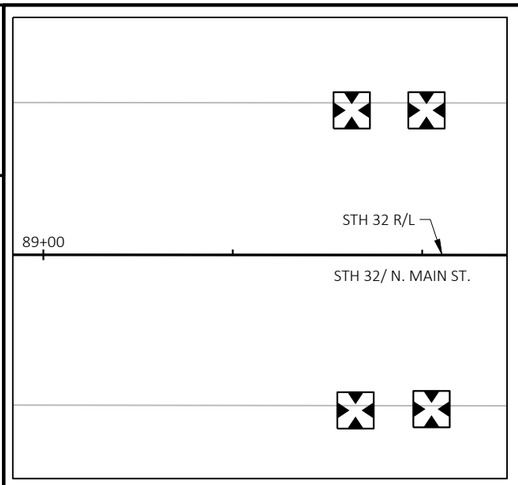
- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

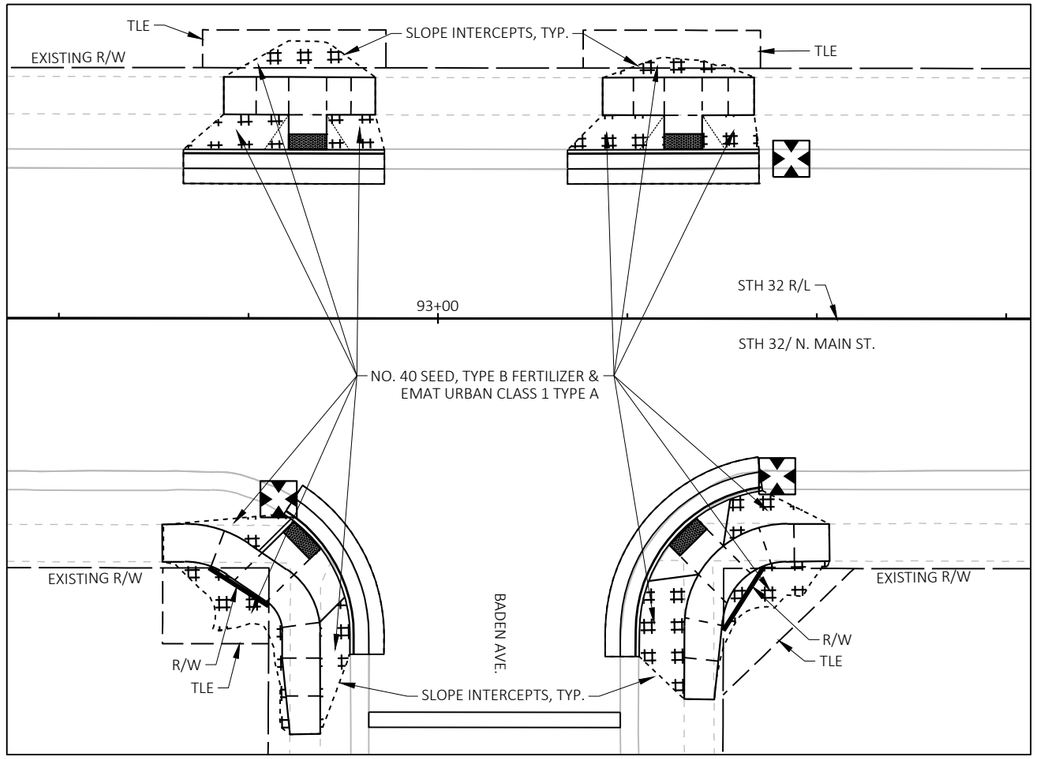
NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS

N



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	EROSION CONTROL	SHEET 59	E



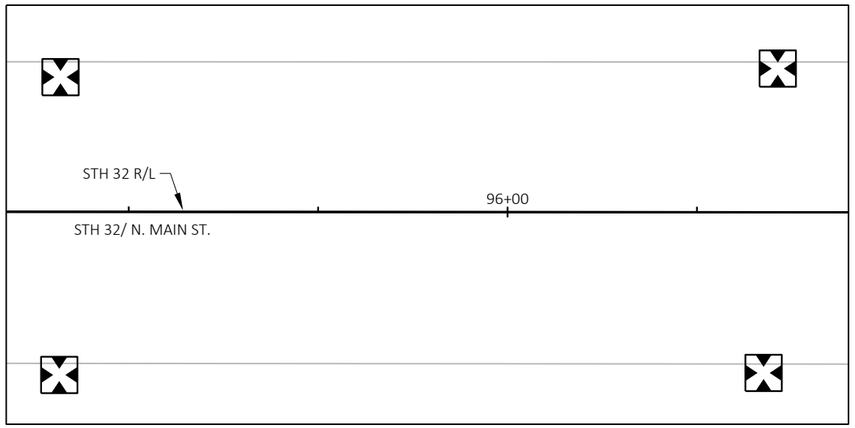


LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS

N

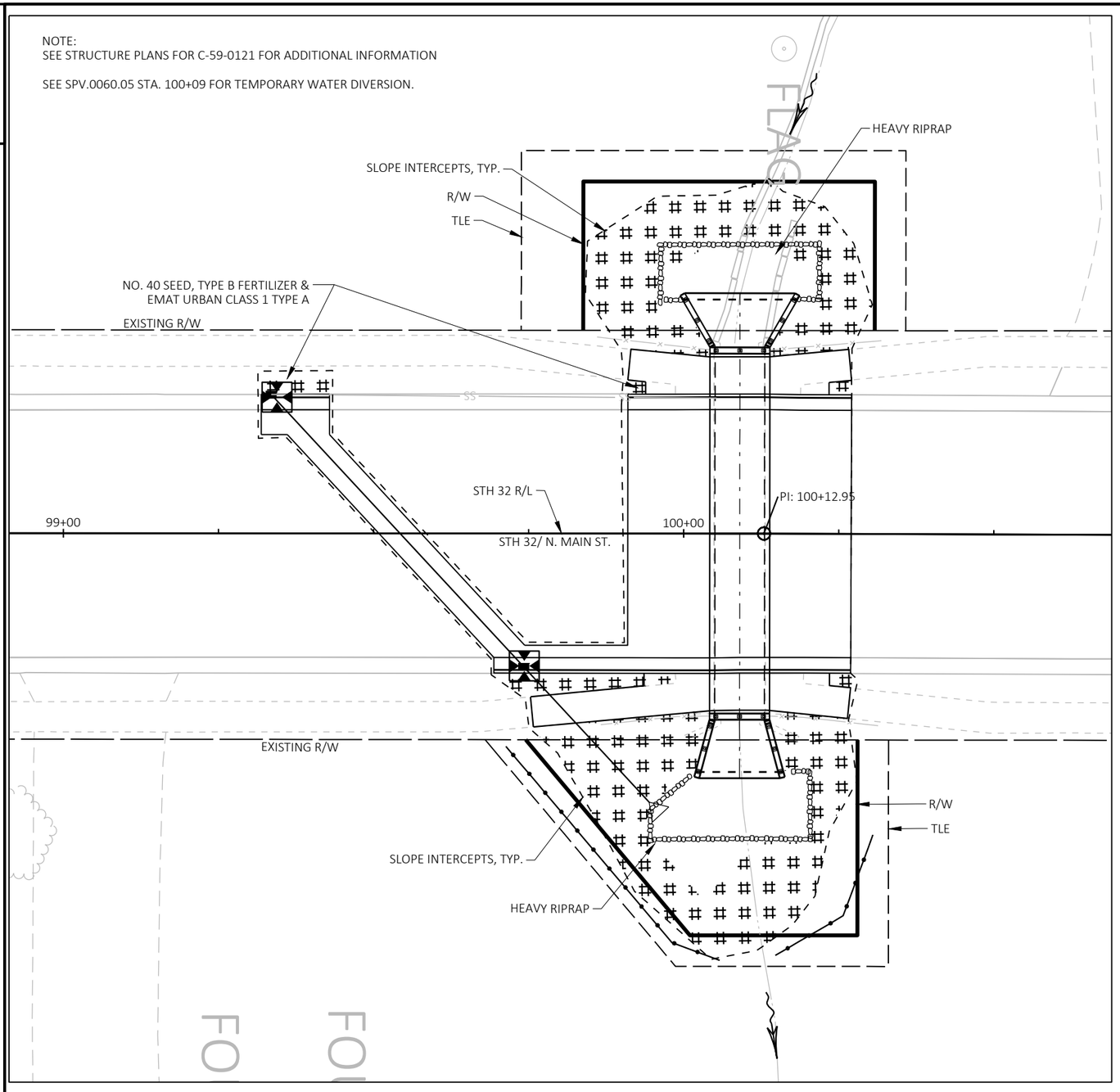


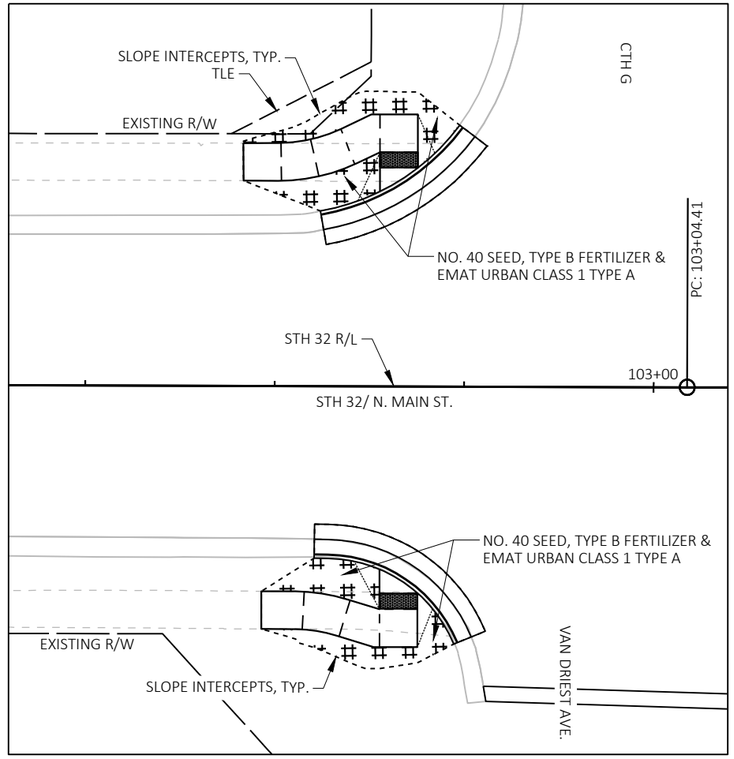
2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	EROSION CONTROL	SHEET 60	E

NOTE:
SEE STRUCTURE PLANS FOR C-59-0121 FOR ADDITIONAL INFORMATION

SEE SPV.0060.05 STA. 100+09 FOR TEMPORARY WATER DIVERSION.

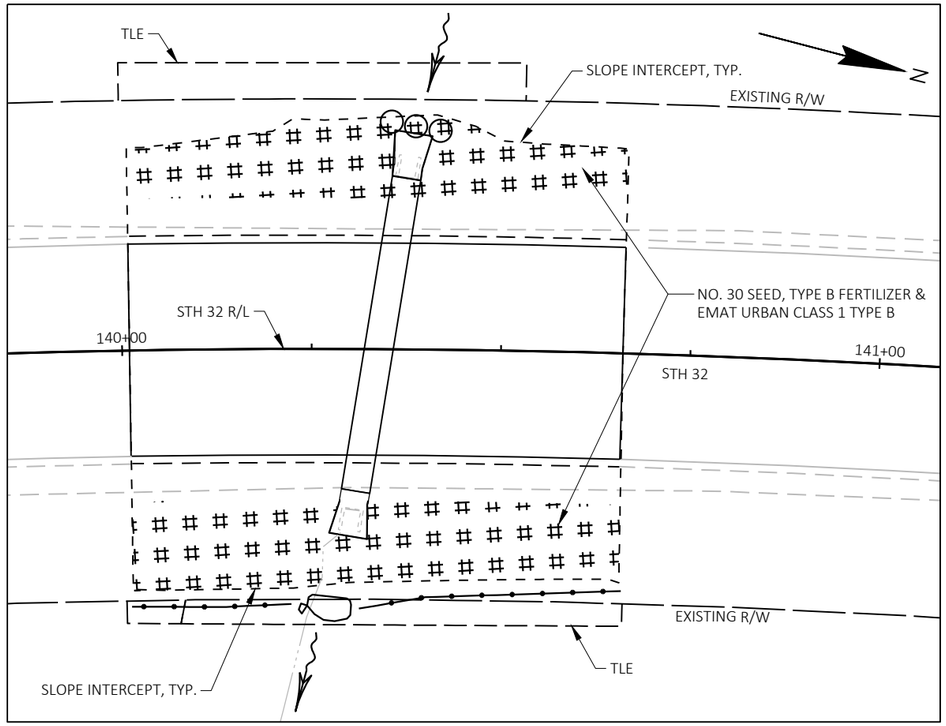


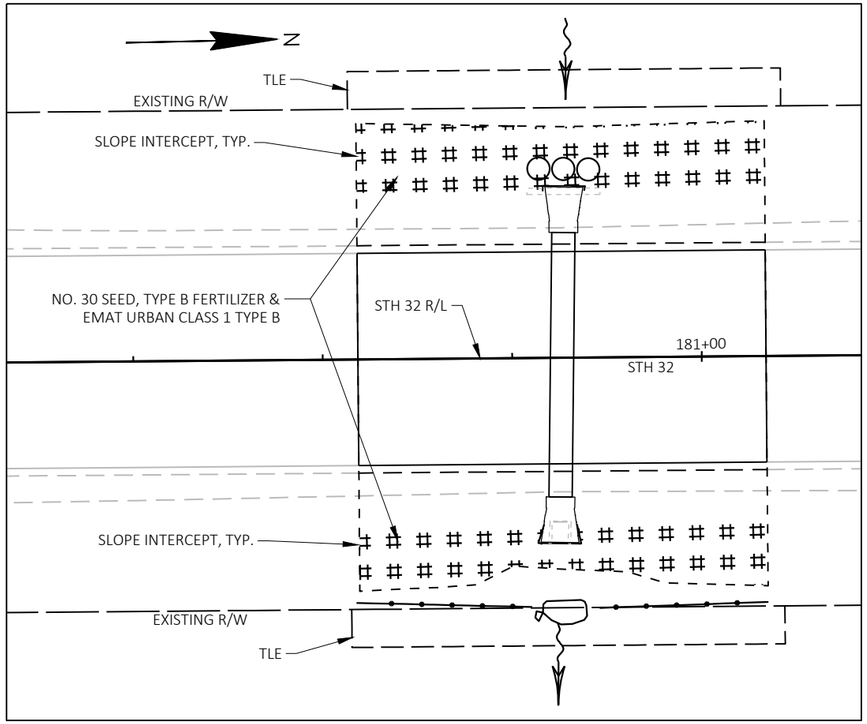


LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS





LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS

2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	EROSION CONTROL	SHEET 62	E

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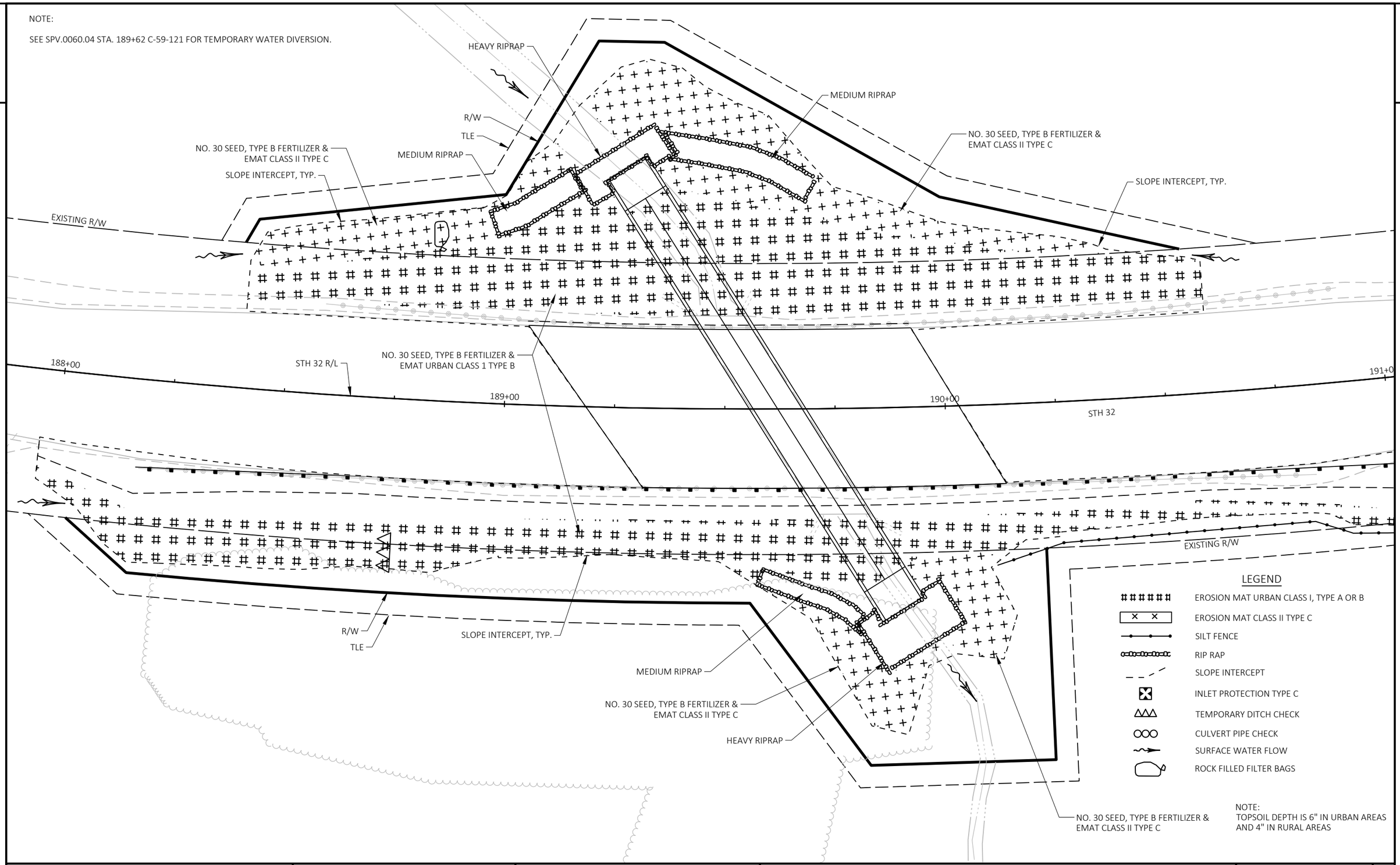
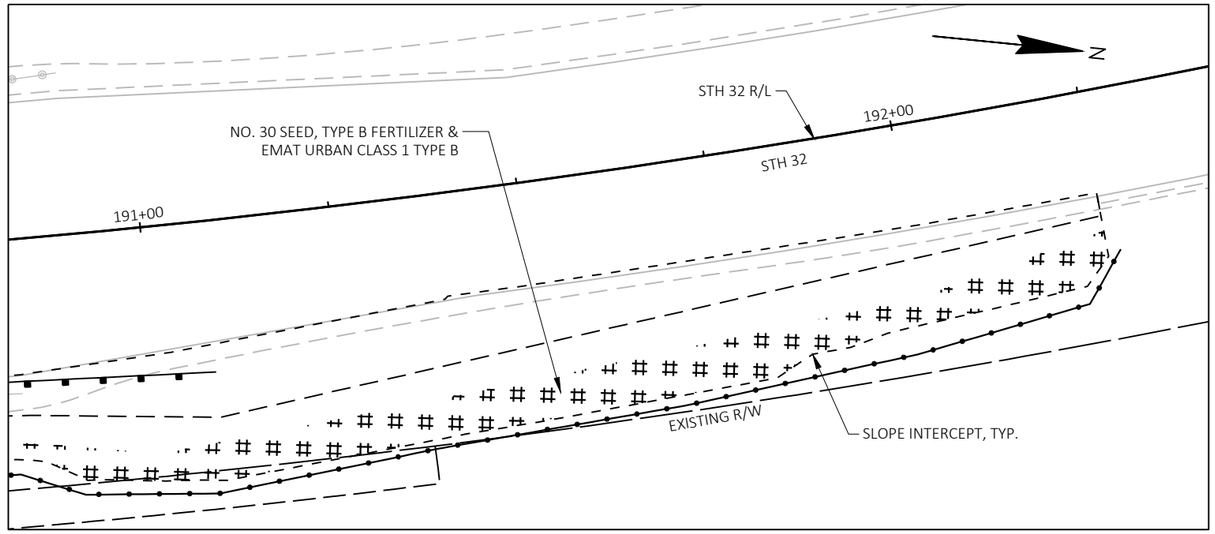
PLOT DATE : 7/25/2024 7:50 AM
PLOT BY : SCHULTZ, ANDREW K.
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

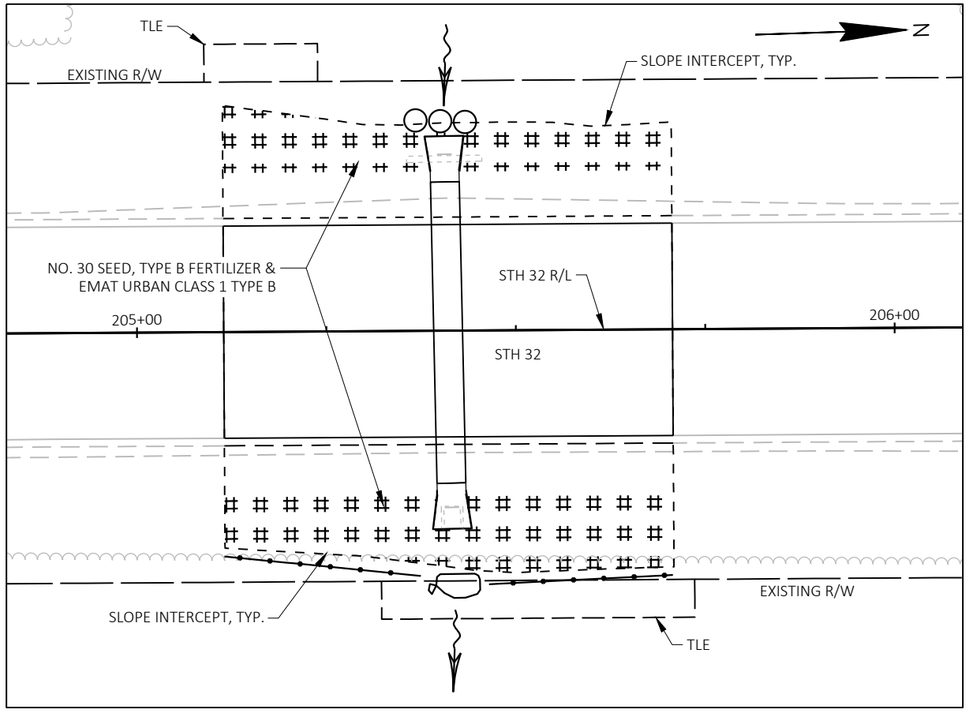
NOTE:

SEE SPV.0060.04 STA. 189+62 C-59-121 FOR TEMPORARY WATER DIVERSION.



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	EROSION CONTROL	SHEET 63	E

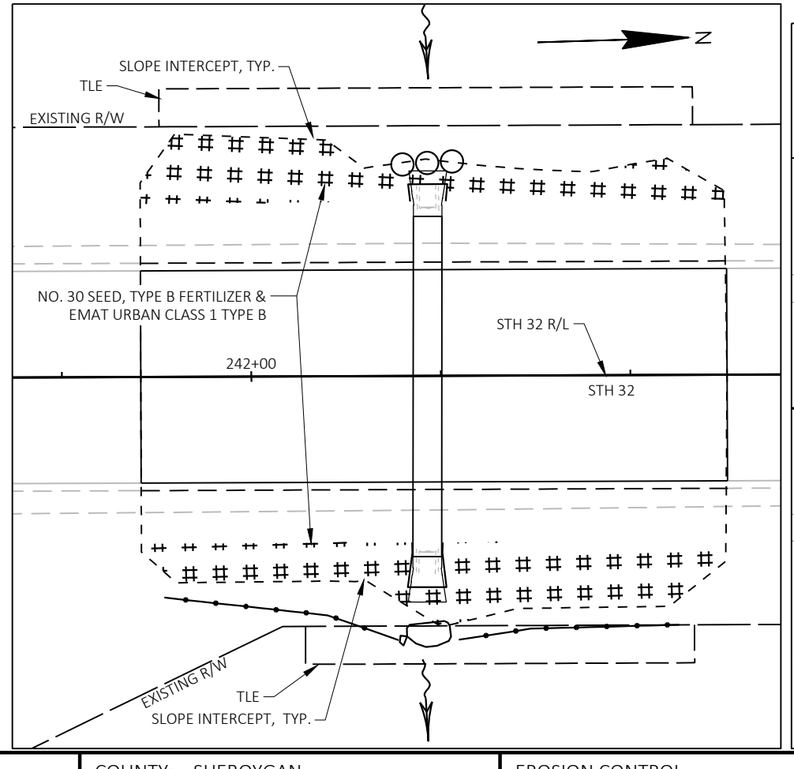


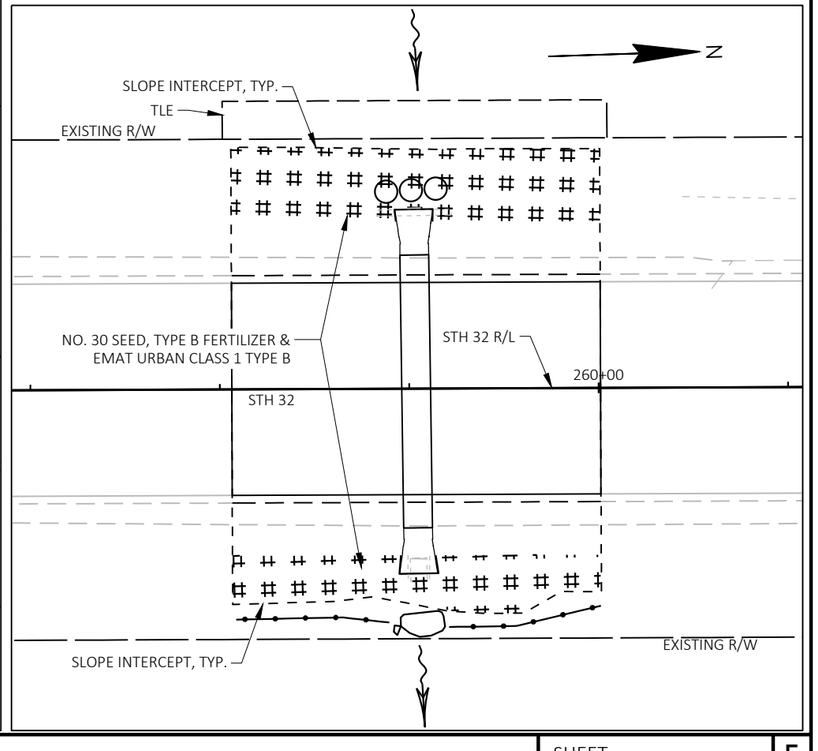


LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

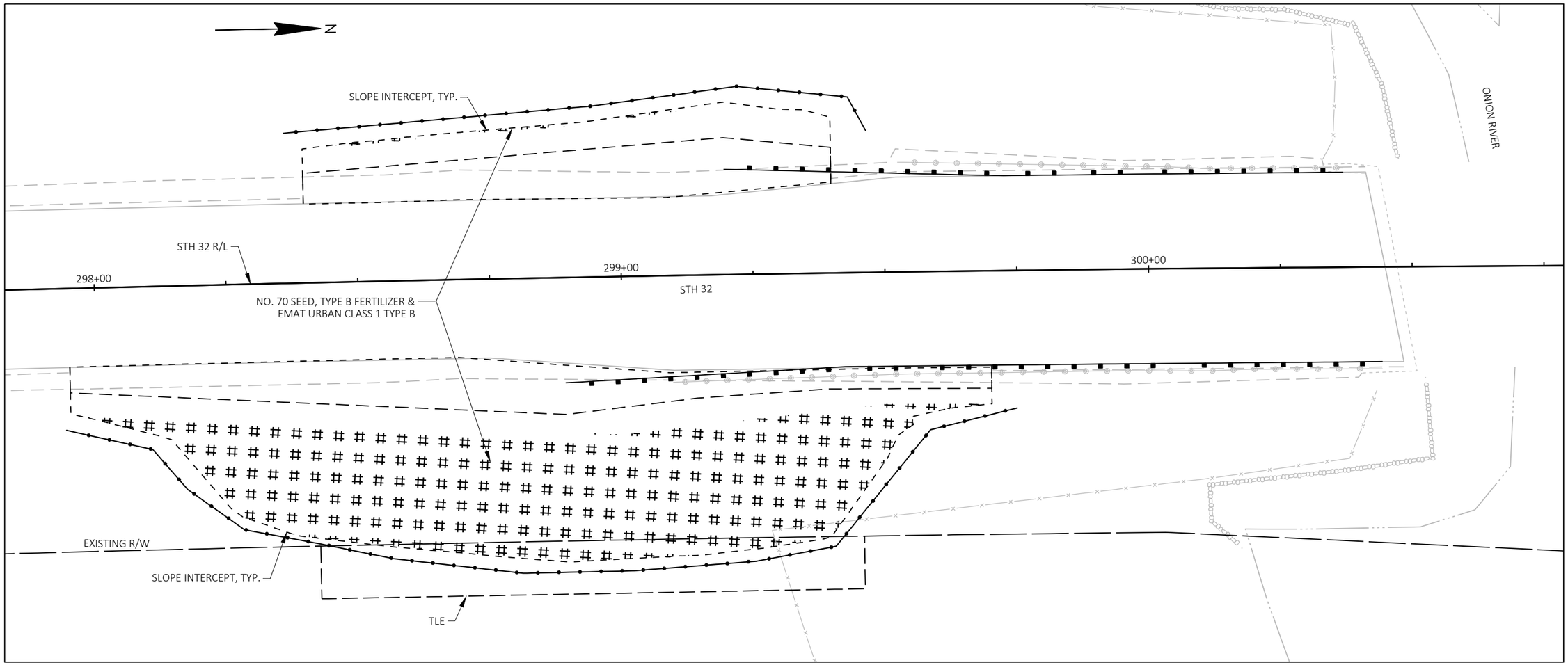
NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS





PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	EROSION CONTROL	SHEET 64	E

2



LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	EROSION CONTROL	SHEET 65	E

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LAYOUT NAME - 07
PLOT DATE : 7/30/2024 2:01 PM
PLOT BY : SCHULTZ, ANDREW K.
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

NOTE:
SEE STRUCTURE PLANS FOR C-59-0119 FOR ADDITIONAL INFORMATION

SEE SPV.0060.03 STA. 337+79 FOR TEMPORARY WATER DIVERSION.

N

NO. 70 SEED, TYPE B FERTILIZER & EMAT CLASS II TYPE C

HEAVY RIPRAP

R/W

TLE

SLOPE INTERCEPT, TYP.

NO. 70 SEED, TYPE B FERTILIZER & EMAT CLASS II TYPE C

SLOPE INTERCEPT, TYP.

EXISTING R/W

STH 32 R/L

337+00

NO. 70 SEED, TYPE B FERTILIZER & EMAT URBAN CLASS 1 TYPE B

338+00

339+00

STH 32

SLOPE INTERCEPT, TYP.

EXISTING R/W

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

SLOPE INTERCEPT, TYP.

NO. 70 SEED, TYPE B FERTILIZER & EMAT CLASS II TYPE C

HEAVY RIPRAP

TLE

R/W

NO. 70 SEED, TYPE B FERTILIZER & EMAT CLASS II TYPE C

NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS AND 4" IN RURAL AREAS

TLE

NO. 70 SEED, TYPE B FERTILIZER & EMAT CLASS II TYPE C

EXISTING R/W

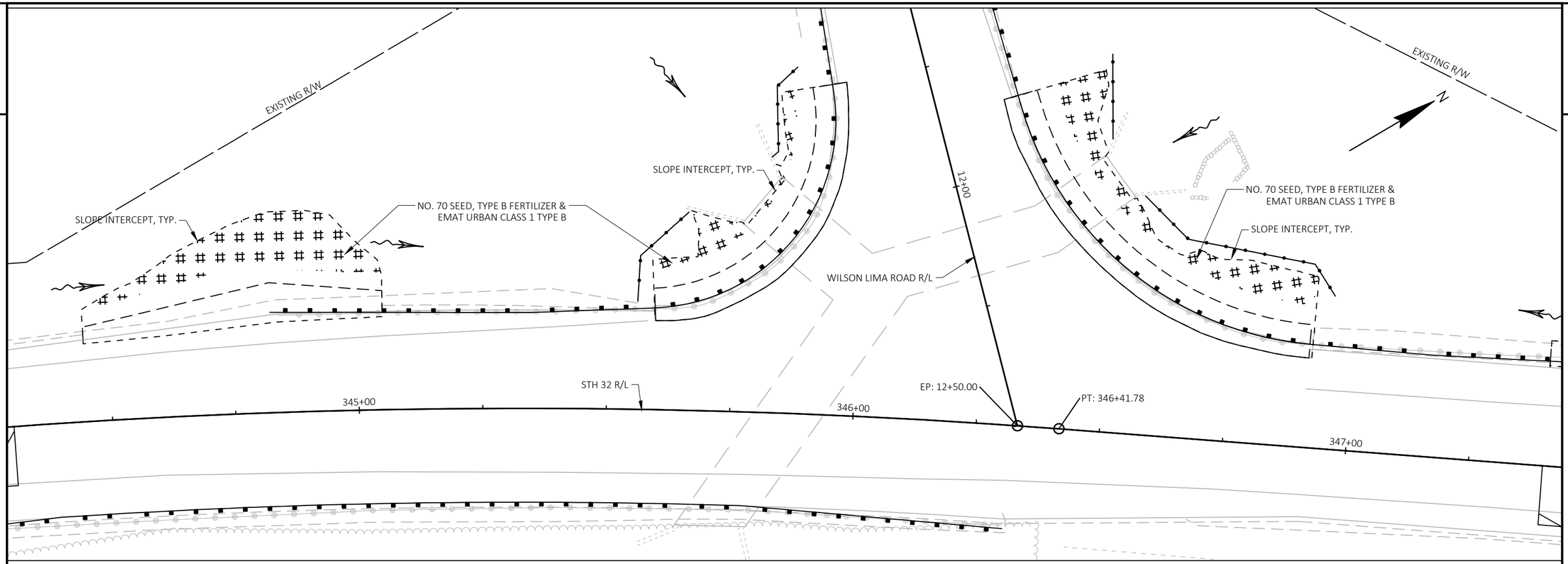
SLOPE INTERCEPT, TYP.

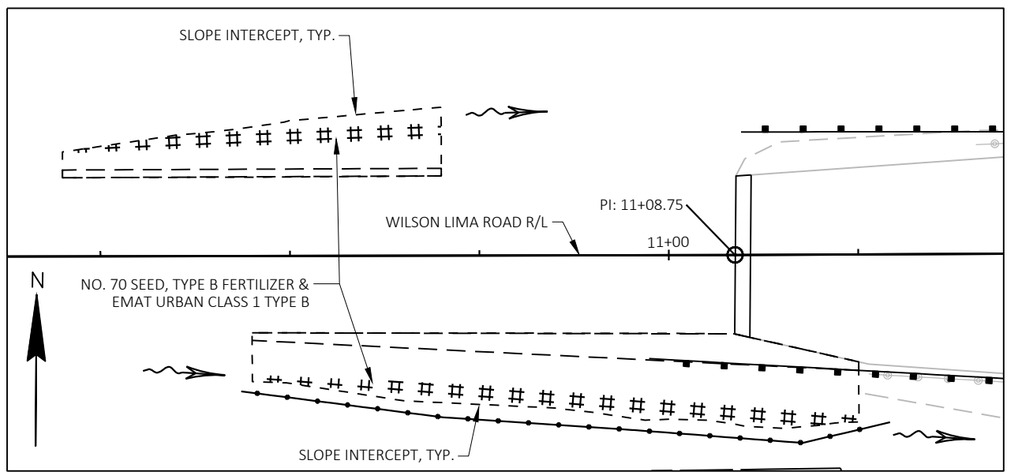
NO. 70 SEED, TYPE B FERTILIZER & EMAT URBAN CLASS 1 TYPE B

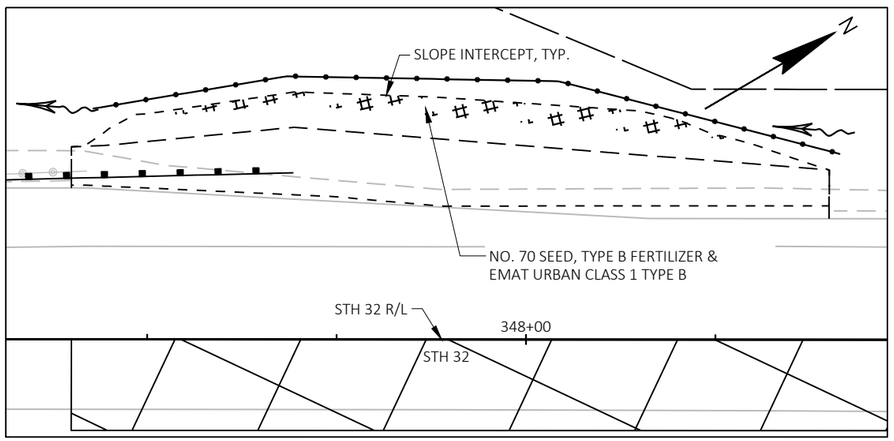
340+00

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	EROSION CONTROL	SHEET 66	E

2



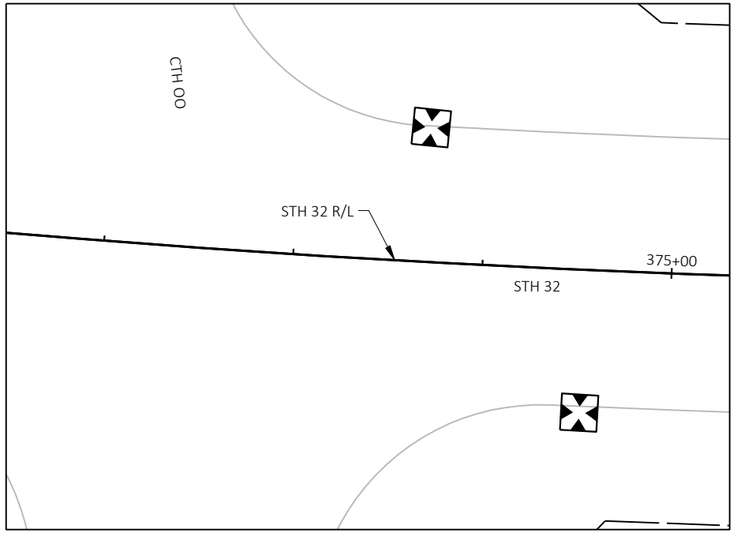


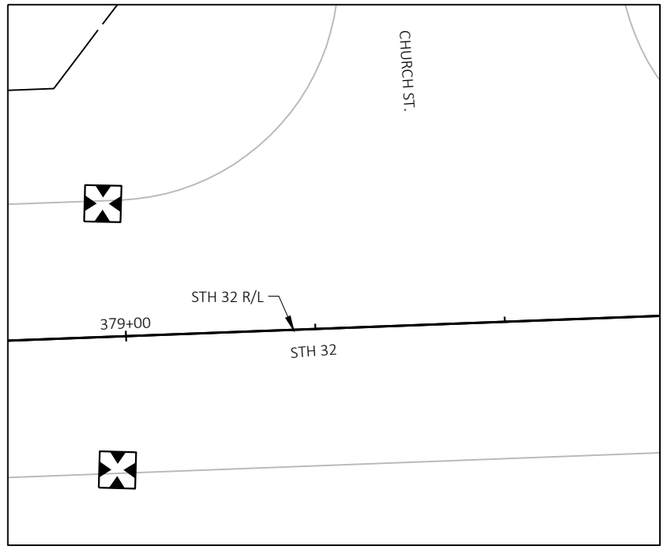


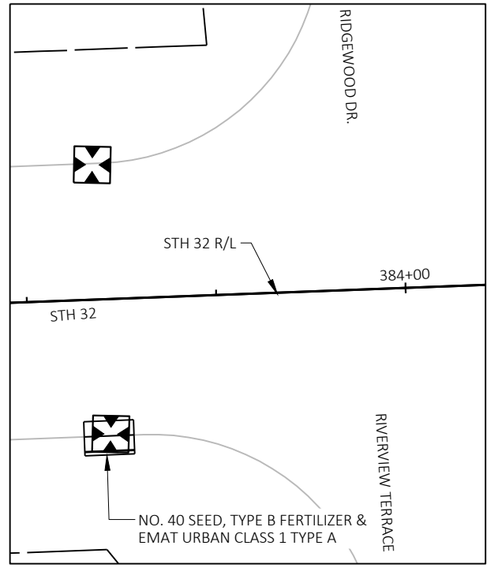
LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS





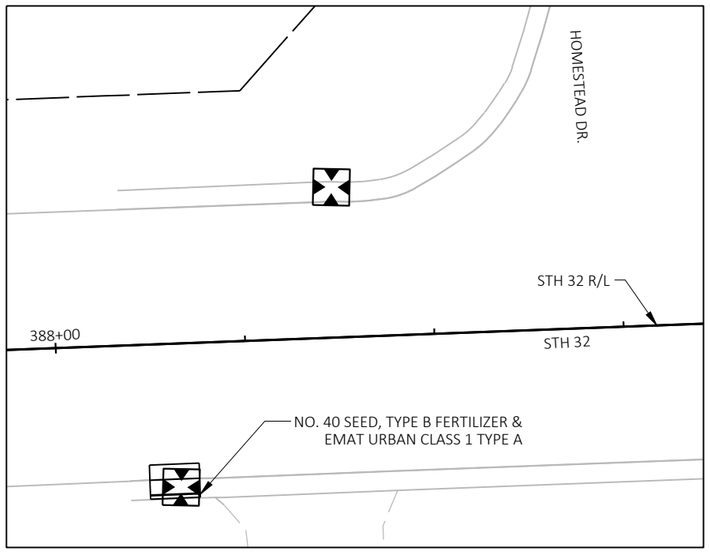


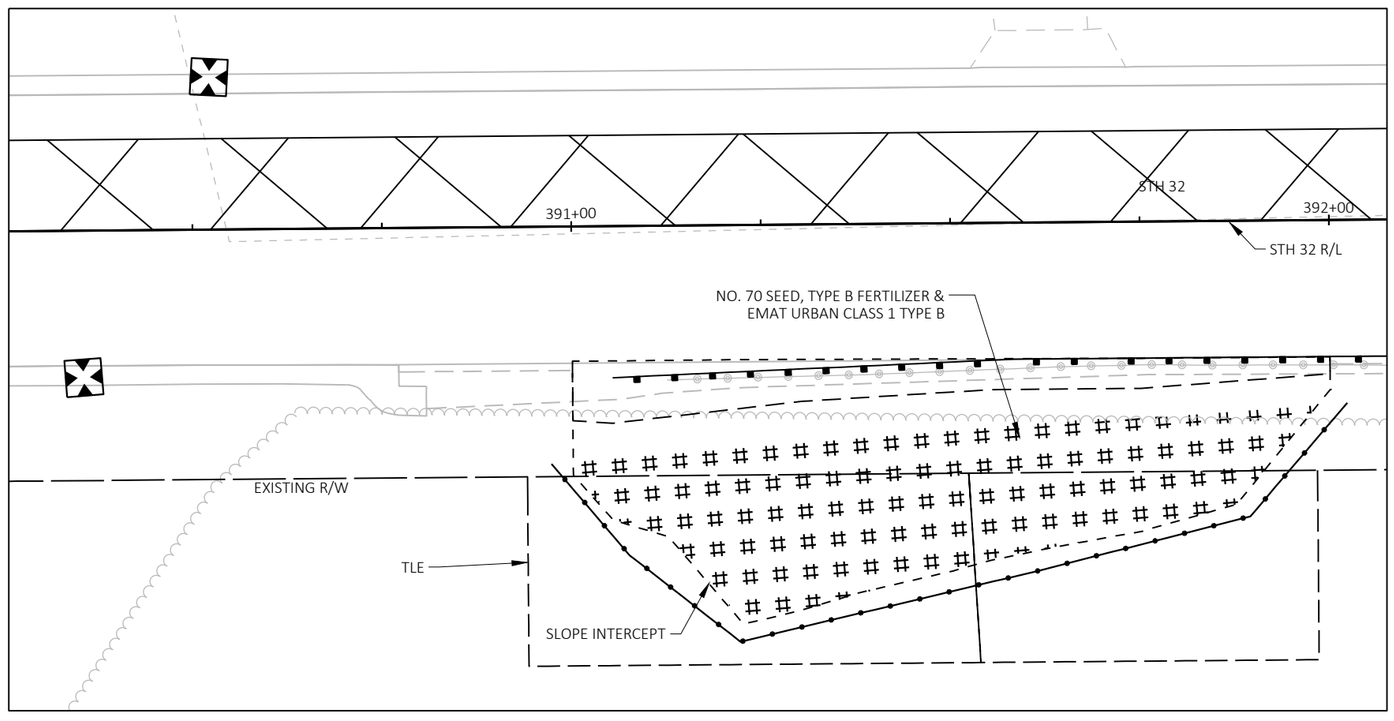
N

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS





2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	EROSION CONTROL	SHEET 68	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 10
PLOT DATE : 7/30/2024 2:06 PM
PLOT BY : SCHULTZ, ANDREW K.
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

NOTE:
SEE STRUCTURE PLANS FOR C-59-0118 FOR ADDITIONAL INFORMATION

SEE SPV.0060.03 STA. 339+66 FOR TEMPORARY WATER DIVERSION.

N

NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

NO. 70 SEED, TYPE B FERTILIZER & EMAT CLASS II TYPE C

R/W

TLE

HEAVY RIPRAP

SLOPE INTERCEPT (TYP.)

SLOPE INTERCEPT (TYP.)

EXISTING R/W

NO. 70 SEED, TYPE B FERTILIZER &
EMAT URBAN CLASS 1 TYPE B

N4°14'47"E

393+00

394+00

395+00

STH 32

STH 32 R/L

EXISTING R/W

TLE

SLOPE INTERCEPT (TYP.)

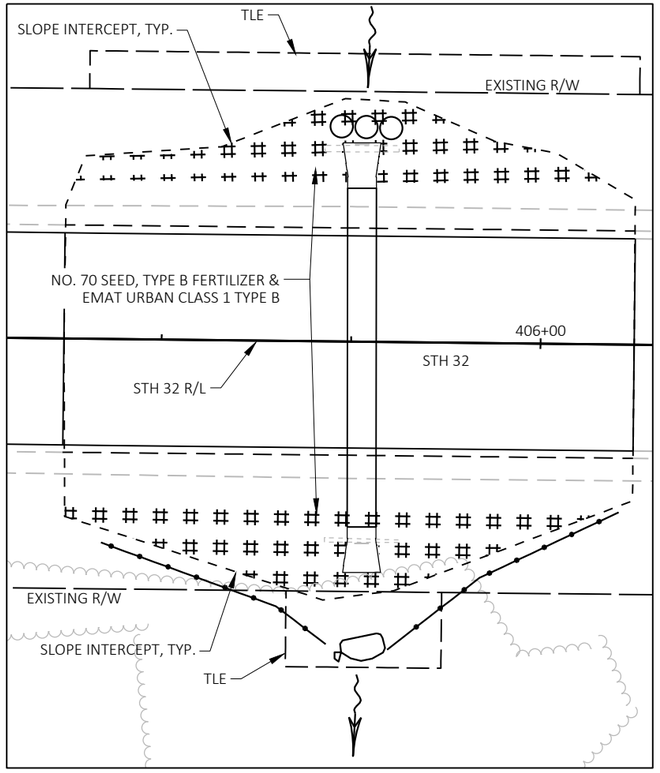
R/W

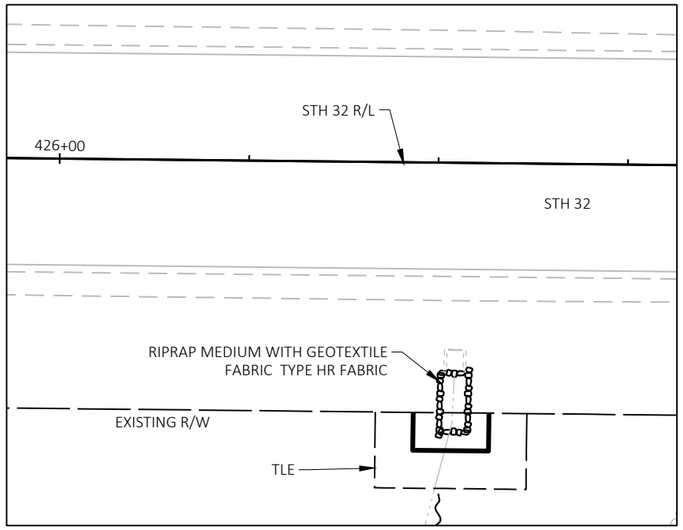
NO. 70 SEED, TYPE B FERTILIZER &
EMAT CLASS II TYPE C

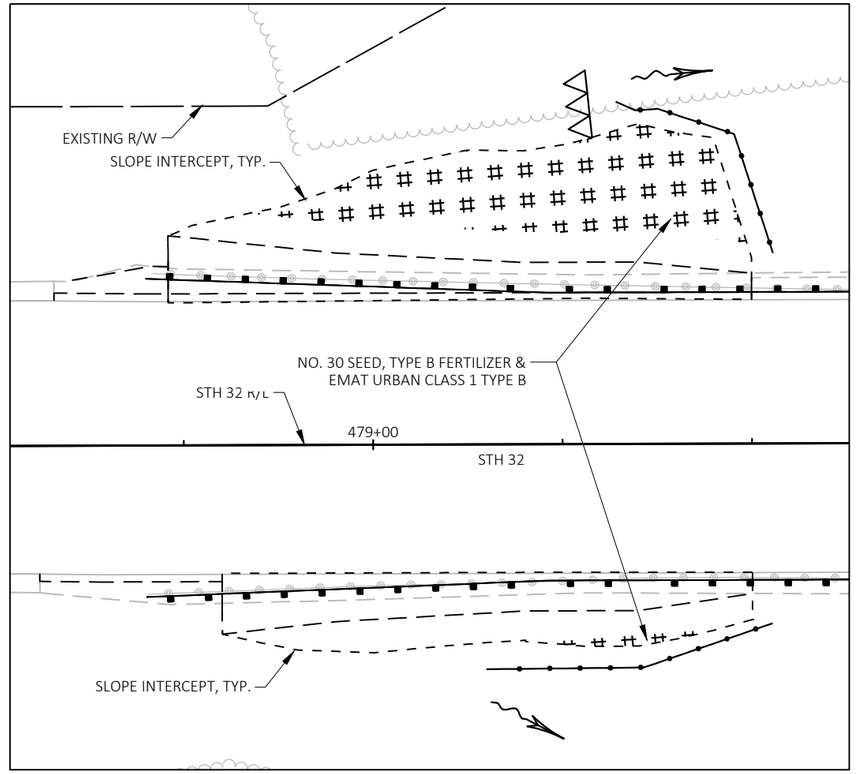
VENT

HEAVY RIPRAP

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	EROSION CONTROL	SHEET 69	E







2

LEGEND

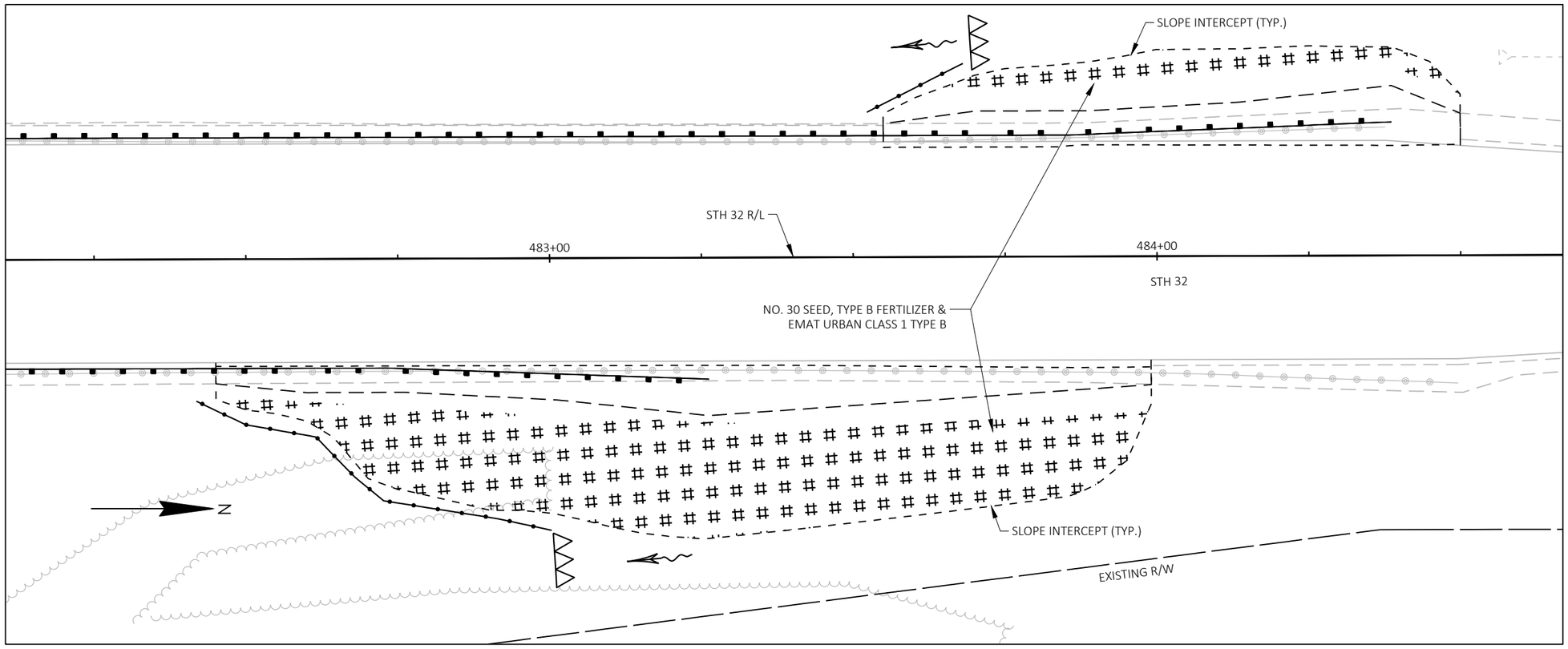
- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

N

NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS

2

N



LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS

NOTE:
SEE STRUCTURE PLANS FOR C-59-0117 FOR ADDITIONAL INFORMATION

SEE SPV.0060.01 STA. 527+65 FOR TEMPORARY WATER DIVERSION.

LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS

N

EXISTING R/W

NO. 30 SEED, TYPE B FERTILIZER &
EMAT URBAN CLASS 1 TYPE B

STH 32 R/L

SLOPE INTERCEPT

SLOPE INTERCEPT (TYP.)

EXISTING R/W

526+00

527+00

STH 32

HEAVY RIPRAP

TLE

R/W

SLOPE INTERCEPT

R/W

TLE

SLOPE INTERCEPT (TYP.)

NO. 30 SEED, TYPE B FERTILIZER &
EMAT CLASS II TYPE C

528+00

NO. 30 SEED, TYPE B FERTILIZER &
EMAT URBAN CLASS 1 TYPE B

529+00

STH 32

NO. 30 SEED, TYPE B FERTILIZER &
EMAT CLASS II TYPE C

HEAVY RIPRAP

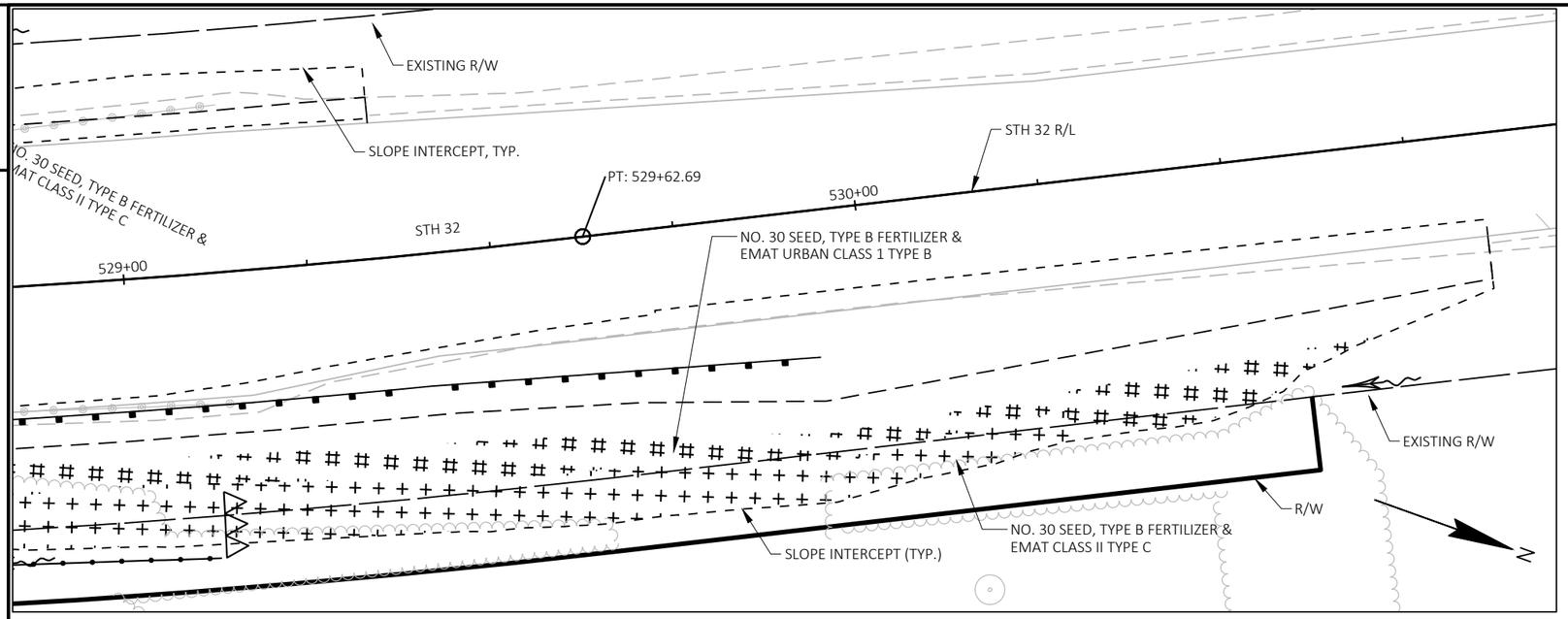
R/W

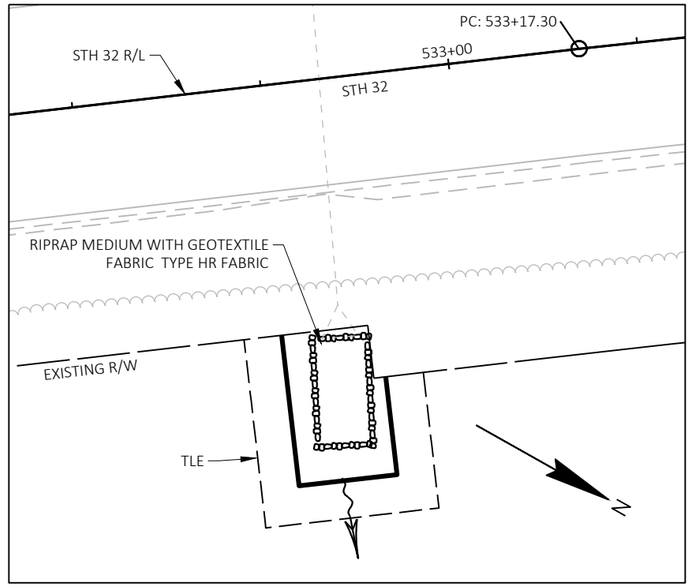
TLE

SLOPE INTERCEPT (TYP.)

NO. 30 SEED, TYPE B FERTILIZER &
EMAT CLASS II TYPE C

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	EROSION CONTROL	SHEET 72	E





2

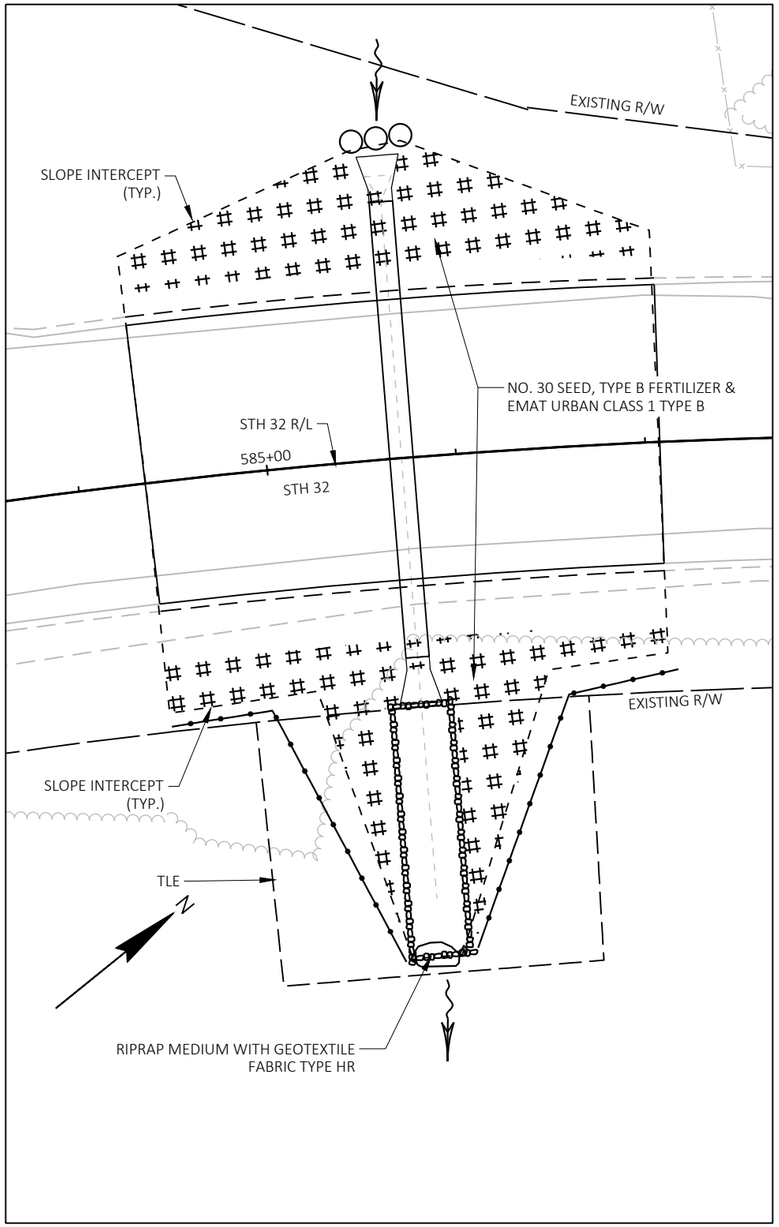
LEGEND

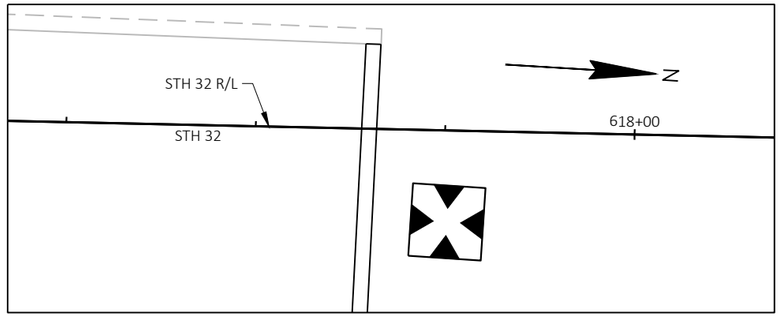
- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS

2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	EROSION CONTROL	SHEET 74	E



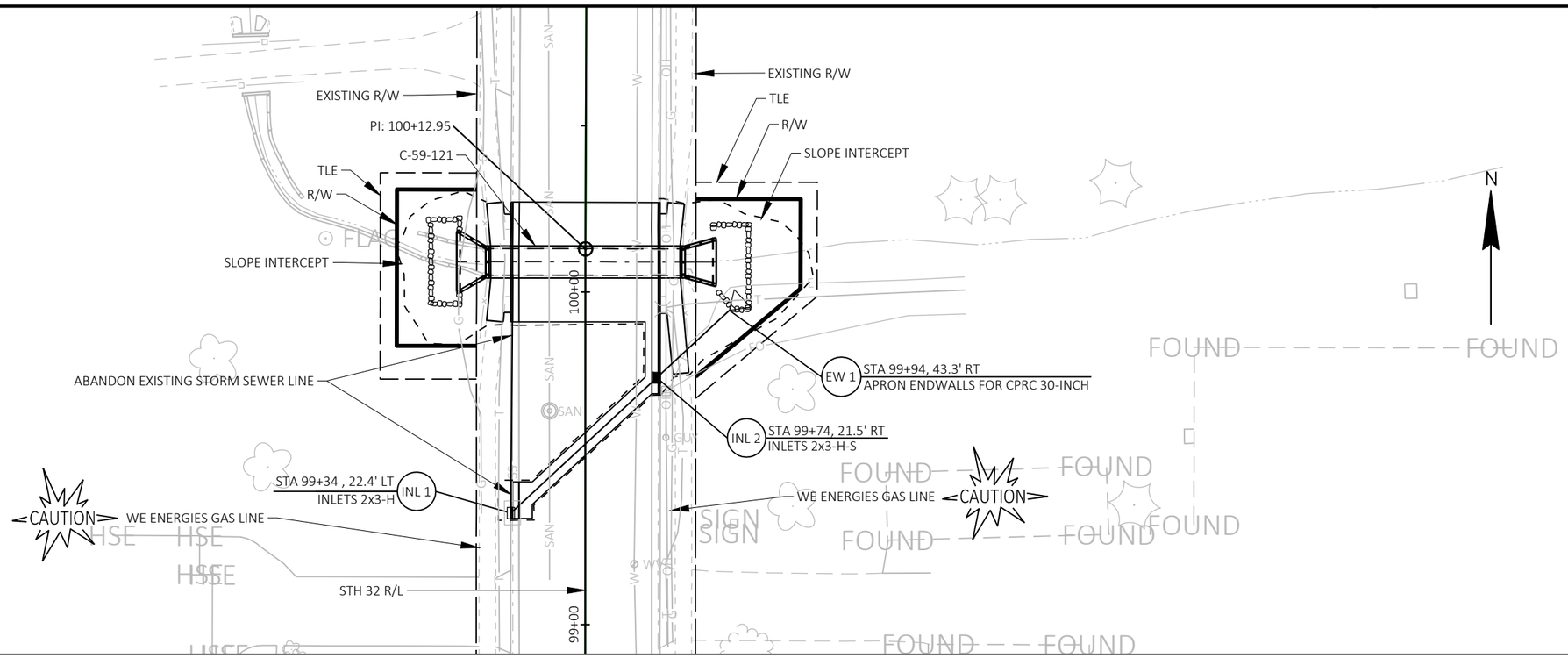


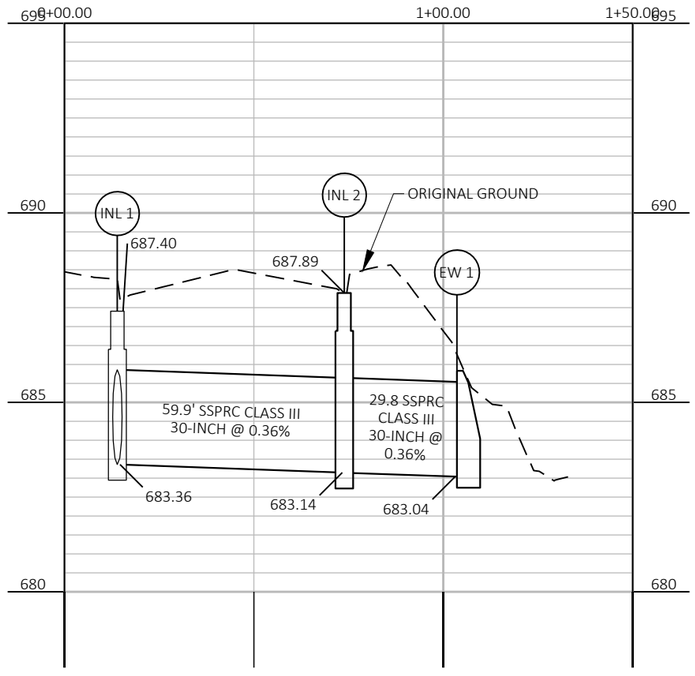
LEGEND

- EROSION MAT URBAN CLASS I, TYPE A OR B
- EROSION MAT CLASS II TYPE C
- SILT FENCE
- RIP RAP
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK FILLED FILTER BAGS

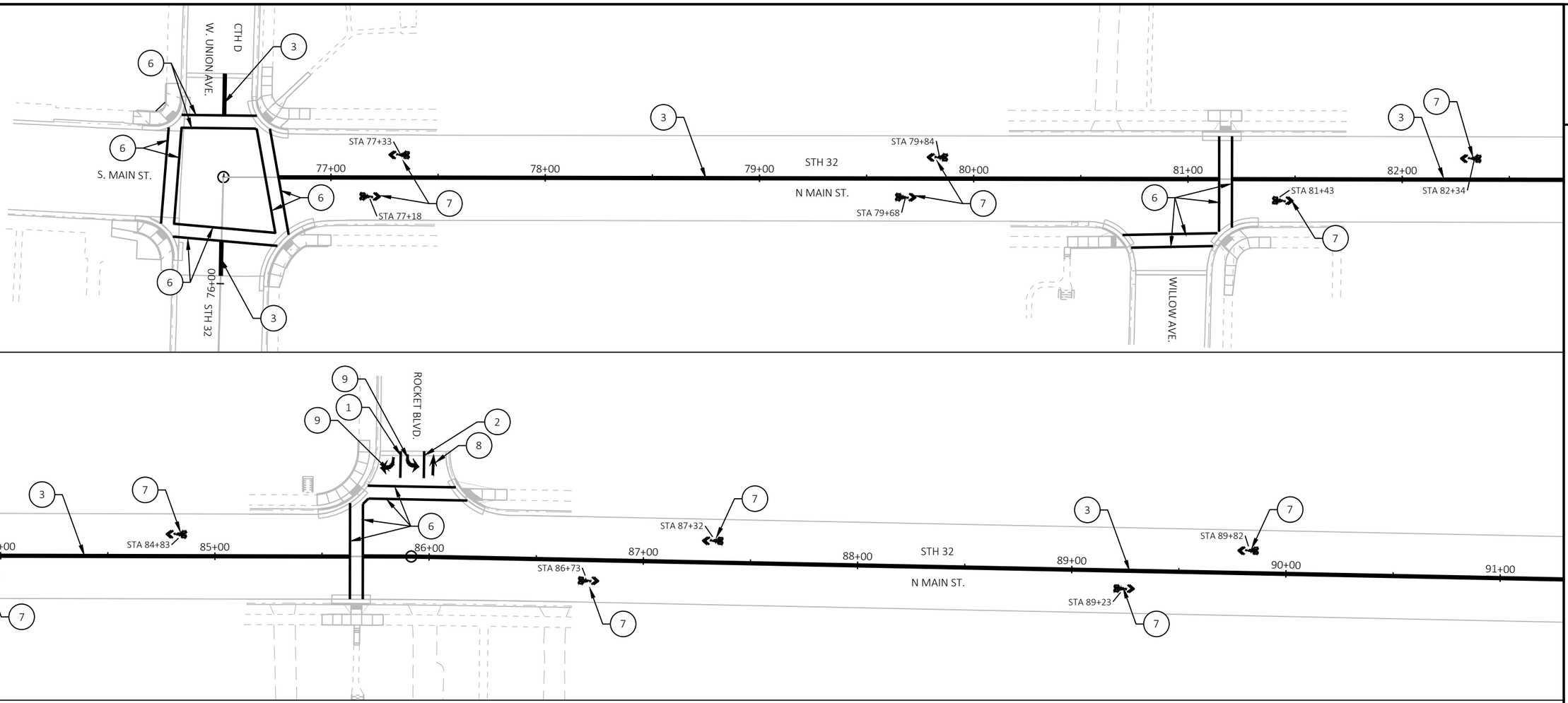
NOTE:
TOPSOIL DEPTH IS 6" IN URBAN AREAS
AND 4" IN RURAL AREAS

2





PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	STORM SEWER PLANS	SHEET 76	E

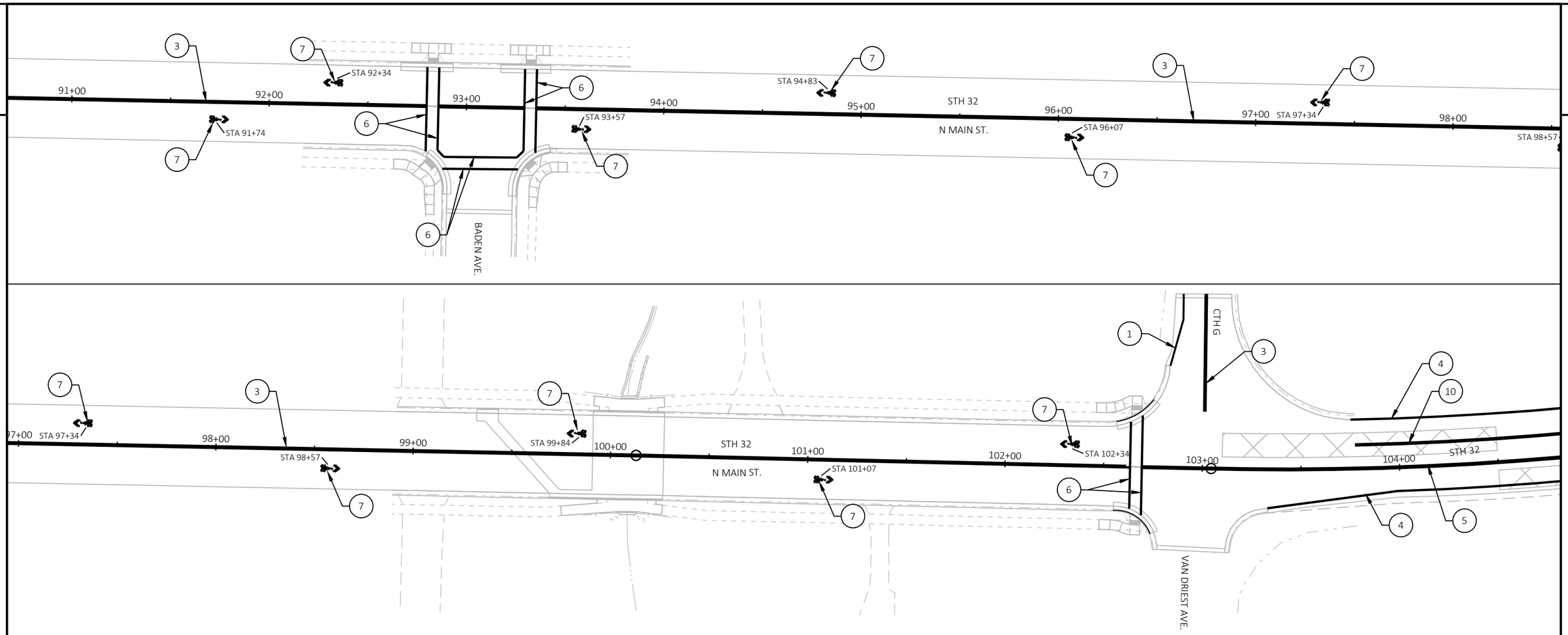


PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 6-INCH (WHITE)
2. MARKING LINE EPOXY 6-INCH (YELLOW)
3. MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
4. MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
5. MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOUBLE YELLOW)
6. MARKING LINE WALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
7. MARKING ARROW EPOXY (BIKE LANE SYMBOL SHARED LANE) (WHITE)
8. MARKING ARROW EPOXY (TYPE 1) (WHITE)
9. MARKING ARROW EPOXY (TYPE 2) (WHITE)
10. MARKING LINE GROOVED WET REFLECTIVE EPOXY-10-INCH (WHITE)

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PAVEMENT MARKING	SHEET 77	E

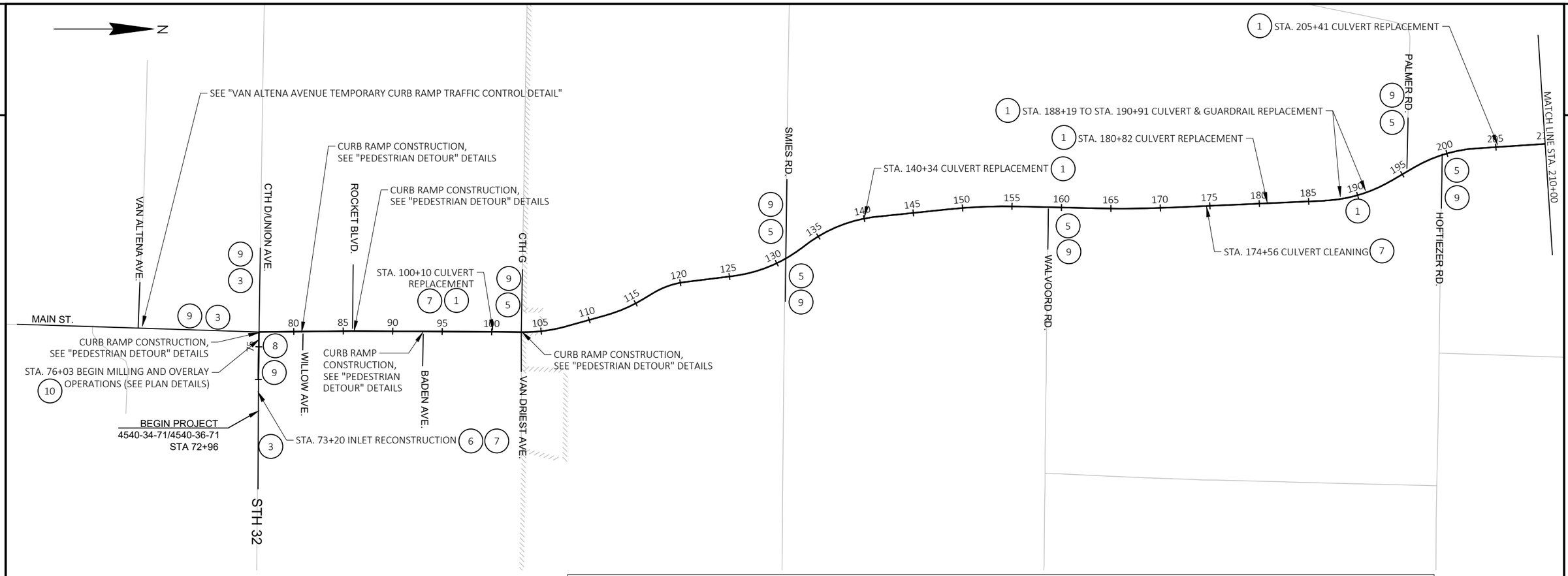
FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 01
PLOT DATE : 5/31/2024 4:08 PM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42



PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 6-INCH (WHITE)
2. MARKING LINE EPOXY 6-INCH (YELLOW)
3. MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
4. MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE)
5. MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOUBLE YELLOW)
6. MARKING LINE WALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
7. MARKING ARROW EPOXY (BIKE LANE SYMBOL SHARED LANE) (WHITE)
8. MARKING ARROW EPOXY (TYPE 1) (WHITE)
9. MARKING ARROW EPOXY (TYPE 2) (WHITE)
10. MARKING LINE GROOVED WET REFLECTIVE EPOXY-10-INCH (WHITE)

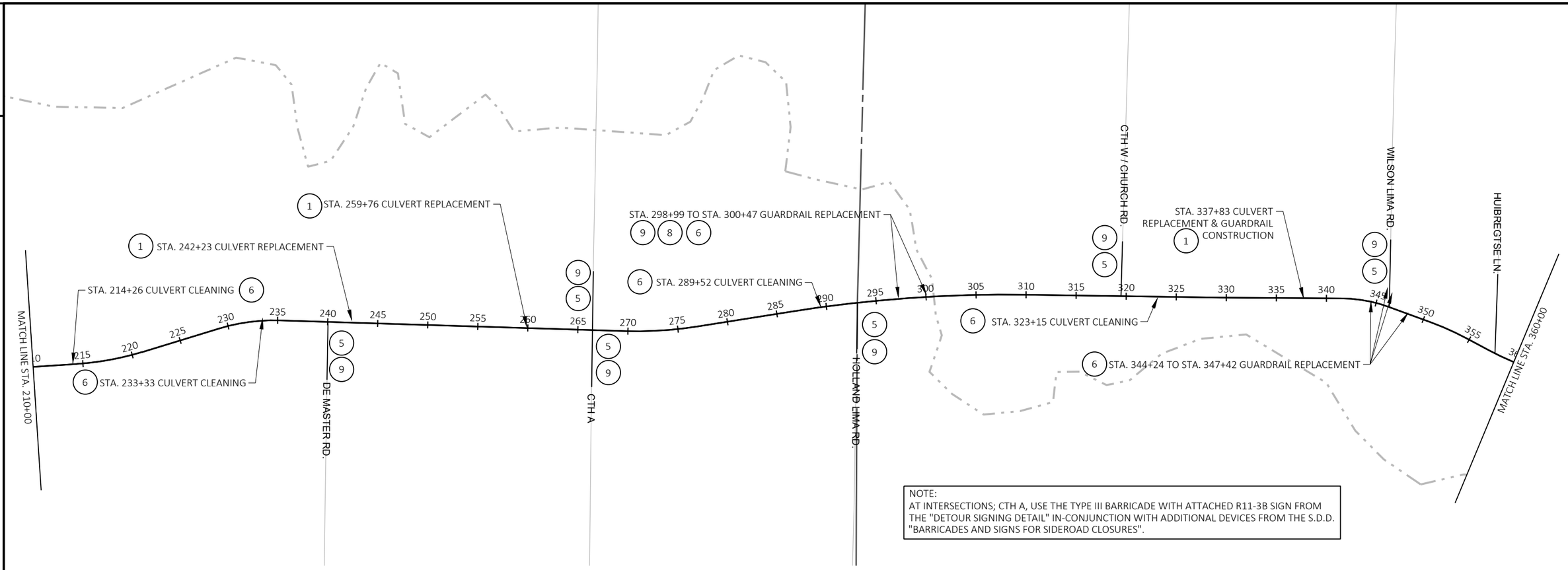
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PAVEMENT MARKING	SHEET 78	E



NOTE:
AT INTERSECTIONS; CTH D/STH 32/UNION AVE., USE THE TYPE III BARRICADE WITH ATTACHED R11-3B SIGN FROM THE "DETOUR SIGNING DETAIL" IN-CONJUNCTION WITH ADDITIONAL DEVICES FROM THE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES". FOR CURB RAMP CONSTRUCTION PLEASE SEE "PEDESTRIAN DETOUR" PLAN SHEETS FOR ADDITIONAL TRAFFIC CONTROL INFORMATION.

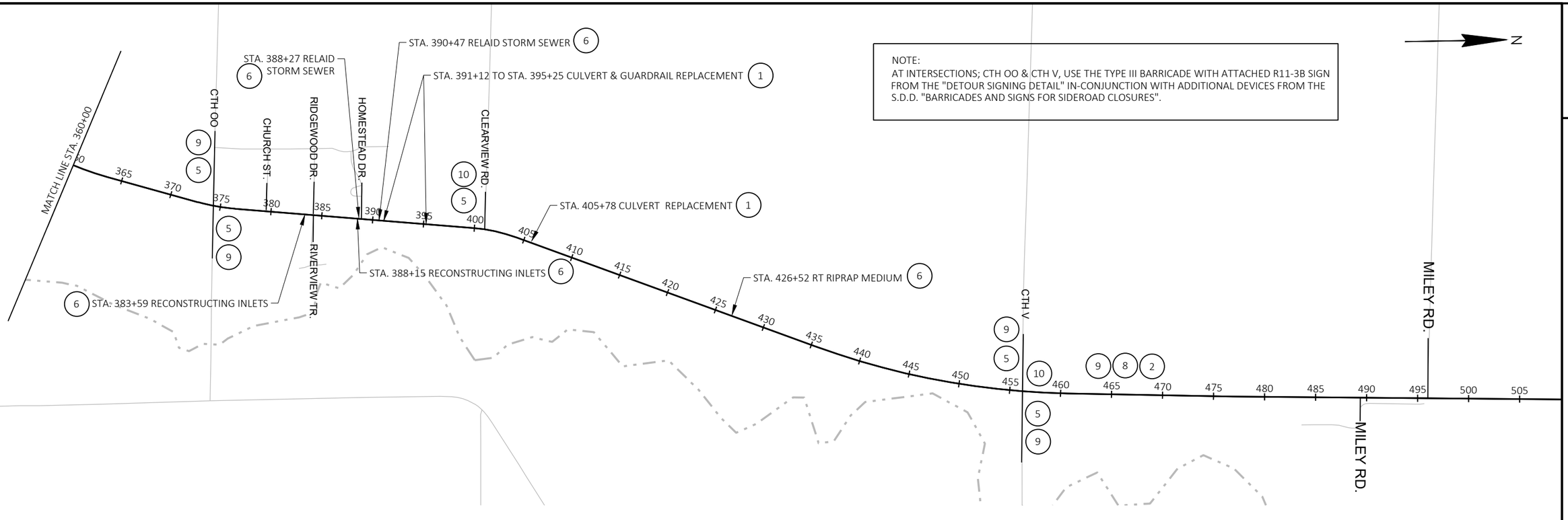
1. REFER TO S.D.D. "BARRICADES AND SIGNS FOR MAIN LINE CLOSURES", (DETAIL C).
2. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
3. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
4. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" (TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL).
5. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" (TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL).
6. REFER TO S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY". USED FOR GUARDRAIL REPLACEMENT, INLET RECONSTRUCTION, CULVERT CLEANING RIPRAP CONSTRUCTION OPERATIONS AND CURB RAMP CONSTRUCTION.
7. REFER TO S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION". USED FOR CURB RAMP CONSTRUCTION OPERATIONS AND CULVERT REPLACEMENT.
8. REFER TO S.D.D. "TRAFFIC CONTROL, DROP-OFF SIGNING". USED FOR MILLING/OVERLAY AND CULVERT REPLACEMENT CONSTRUCTION OPERATIONS.
9. REFER TO S.D.D. "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" AND "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES, TYPICAL SIDE ROAD APPROACH SIGN DETAIL". USED FOR MILLING/OVERLAY CONSTRUCTION OPERATIONS.
10. REFER TO S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURES WITH FLAGGING OPERATIONS". USED FOR MILLING AND OVERLAY OPERATIONS.

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	TRAFFIC CONTROL:	SHEET 79	E

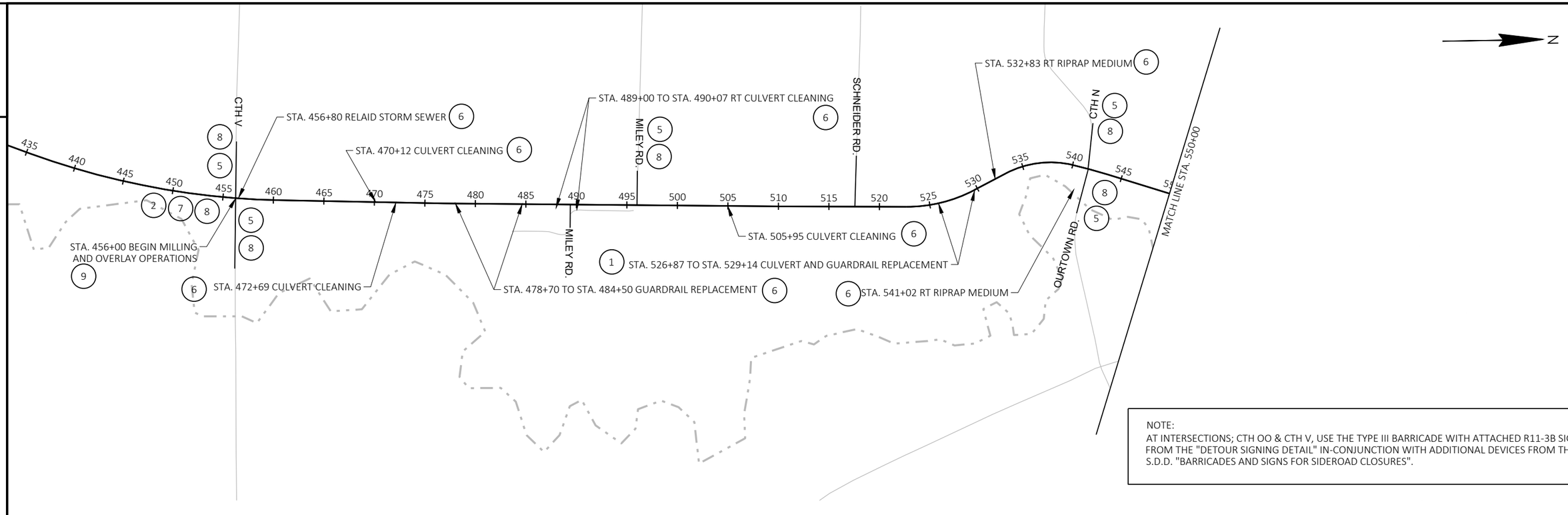


NOTE:
AT INTERSECTIONS; CTH A, USE THE TYPE III BARRICADE WITH ATTACHED R11-3B SIGN FROM THE "DETOUR SIGNING DETAIL" IN-CONJUNCTION WITH ADDITIONAL DEVICES FROM THE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES".

1. REFER TO S.D.D. "BARRICADES AND SIGNS FOR MAIN LINE CLOSURES", (DETAIL C).
2. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
3. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
4. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" (TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL).
5. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" (TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL).
6. REFER TO S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY". USED FOR GUARDRAIL REPLACEMENT, INLET RECONSTRUCTION, CULVERT CLEANING RIPRAP CONSTRUCTION OPERATIONS AND CURB RAMP CONSTRUCTION.
7. REFER TO S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION". USED FOR CURB RAMP CONSTRUCTION OPERATIONS AND CULVERT REPLACEMENT.
8. REFER TO S.D.D. "TRAFFIC CONTROL, DROP-OFF SIGNING". USED FOR MILLING/OVERLAY AND CULVERT REPLACEMENT CONSTRUCTION OPERATIONS.
9. REFER TO S.D.D. "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" AND "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES, TYPICAL SIDE ROAD APPROACH SIGN DETAIL". USED FOR MILLING/OVERLAY CONSTRUCTION OPERATIONS.
10. REFER TO S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURES WITH FLAGGING OPERATIONS". USED FOR MILLING AND OVERLAY OPERATIONS.

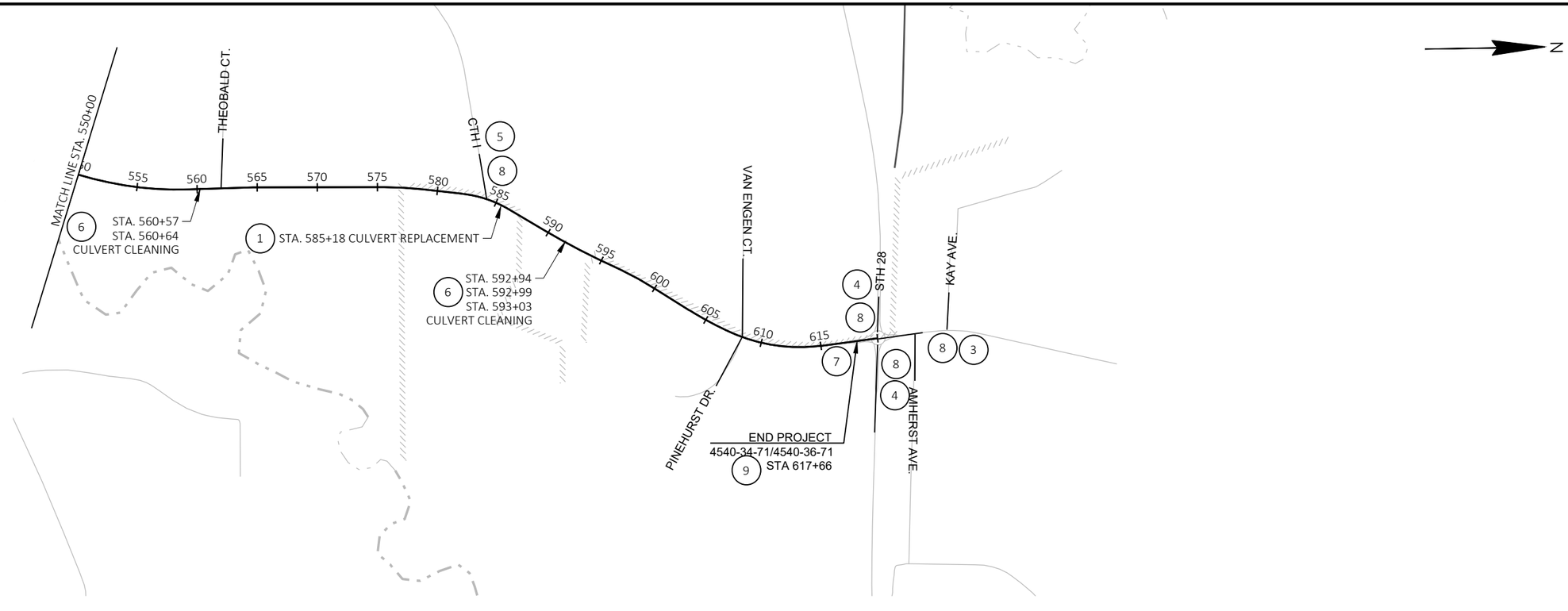


1. REFER TO S.D.D. "BARRICADES AND SIGNS FOR MAIN LINE CLOSURES", (DETAIL C).
2. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
3. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
4. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" (TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL).
5. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" (TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL).
6. REFER TO S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY". USED FOR GUARDRAIL REPLACEMENT, INLET RECONSTRUCTION, CULVERT CLEANING RIPRAP CONSTRUCTION OPERATIONS AND CURB RAMP CONSTRUCTION.
7. REFER TO S.D.D. "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION". USED FOR CURB RAMP CONSTRUCTION OPERATIONS AND CULVERT REPLACEMENT.
8. REFER TO S.D.D. "TRAFFIC CONTROL, DROP-OFF SIGNING". USED FOR MILLING/OVERLAY AND CULVERT REPLACEMENT CONSTRUCTION OPERATIONS.
9. REFER TO S.D.D. "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" AND "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES, TYPICAL SIDE ROAD APPROACH SIGN DETAIL". USED FOR MILLING/OVERLAY CONSTRUCTION OPERATIONS.
10. REFER TO S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURES WITH FLAGGING OPERATIONS". USED FOR MILLING AND OVERLAY OPERATIONS.



NOTE:
AT INTERSECTIONS; CTH OO & CTH V, USE THE TYPE III BARRICADE WITH ATTACHED R11-3B SIGN FROM THE "DETOUR SIGNING DETAIL" IN-CONJUNCTION WITH ADDITIONAL DEVICES FROM THE S.D.D. "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES".

1. REFER TO S.D.D. "BARRICADES AND SIGNS FOR MAIN LINE CLOSURES", (DETAIL C).
2. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
3. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
4. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" (TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL).
5. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" (TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL).
6. REFER TO S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY". USED FOR GUARDRAIL REPLACEMENT, INLET RECONSTRUCTION, CULVERT CLEANING AND RIPRAP CONSTRUCTION OPERATIONS.
7. REFER TO S.D.D. "TRAFFIC CONTROL, DROP-OFF SIGNING". USED FOR MILLING/OVERLAY AND CULVERT REPLACEMENT CONSTRUCTION OPERATIONS.
8. REFER TO S.D.D. "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" AND "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES, TYPICAL SIDE ROAD APPROACH SIGN DETAIL". USED FOR MILLING/OVERLAY CONSTRUCTION OPERATIONS.
9. REFER TO S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURES WITH FLAGGING OPERATIONS". USED FOR MILLING AND OVERLAY OPERATIONS.



1. REFER TO S.D.D. "BARRICADES AND SIGNS FOR MAIN LINE CLOSURES", (DETAIL C).
2. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"
3. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC".
4. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" (TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL).
5. REFER TO S.D.D. "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" (TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL).
6. REFER TO S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY". USED FOR GUARDRAIL REPLACEMENT, INLET RECONSTRUCTION, CULVERT CLEANING AND RIPRAP CONSTRUCTION OPERATIONS.
7. REFER TO S.D.D. "TRAFFIC CONTROL, DROP-OFF SIGNING". USED FOR MILLING/OVERLAY AND CULVERT REPLACEMENT CONSTRUCTION OPERATIONS.
8. REFER TO S.D.D. "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES" AND "TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES, TYPICAL SIDE ROAD APPROACH SIGN DETAIL". USED FOR MILLING/OVERLAY CONSTRUCTION OPERATIONS.
9. REFER TO S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURES WITH FLAGGING OPERATIONS". USED FOR MILLING AND OVERLAY OPERATIONS.

2

2

N

STH 32 / N MAIN ST.

DETOUR ROUTE

CTH D / W UNION AVE.

STH 32 / E UNION AVE.

SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. SW CURB RAMP CONSTRUCTION DETAILS" DETAIL 3

SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. SW CURB RAMP CONSTRUCTION DETAILS" DETAIL 4

S 1ST ST.

DETOUR ROUTE

S MAIN ST.

DETOUR ROUTE

SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. SW CURB RAMP CONSTRUCTION DETAILS" DETAIL 1

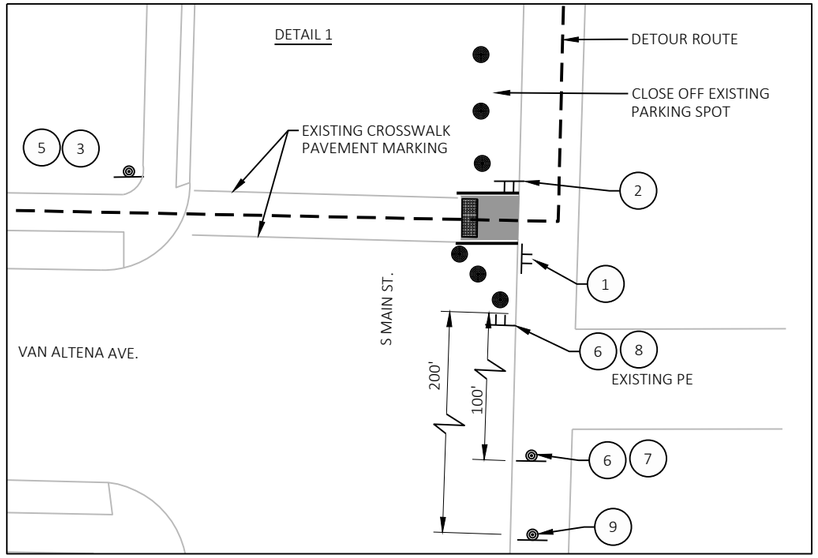
DETOUR ROUTE

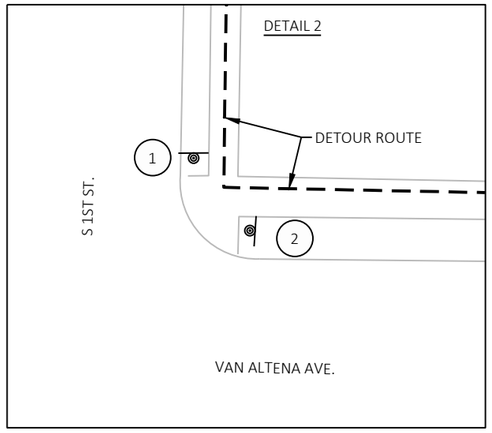
VAN ALTENA AVE.

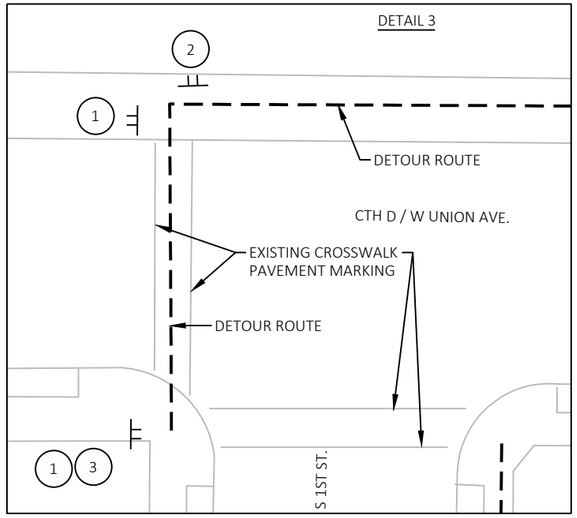
SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. SW CURB RAMP CONSTRUCTION DETAILS" DETAIL 2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: CTH D-STH 32 INT. SW CURB RAMP CONSTRUCTION OVERVIEW	SHEET 84	E

2







LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

N

M4-9BL
30"X24"
1

M4-9BR
30"X24"
2

R9-9A
30"X18"
3

R9-9
24"X12"
4

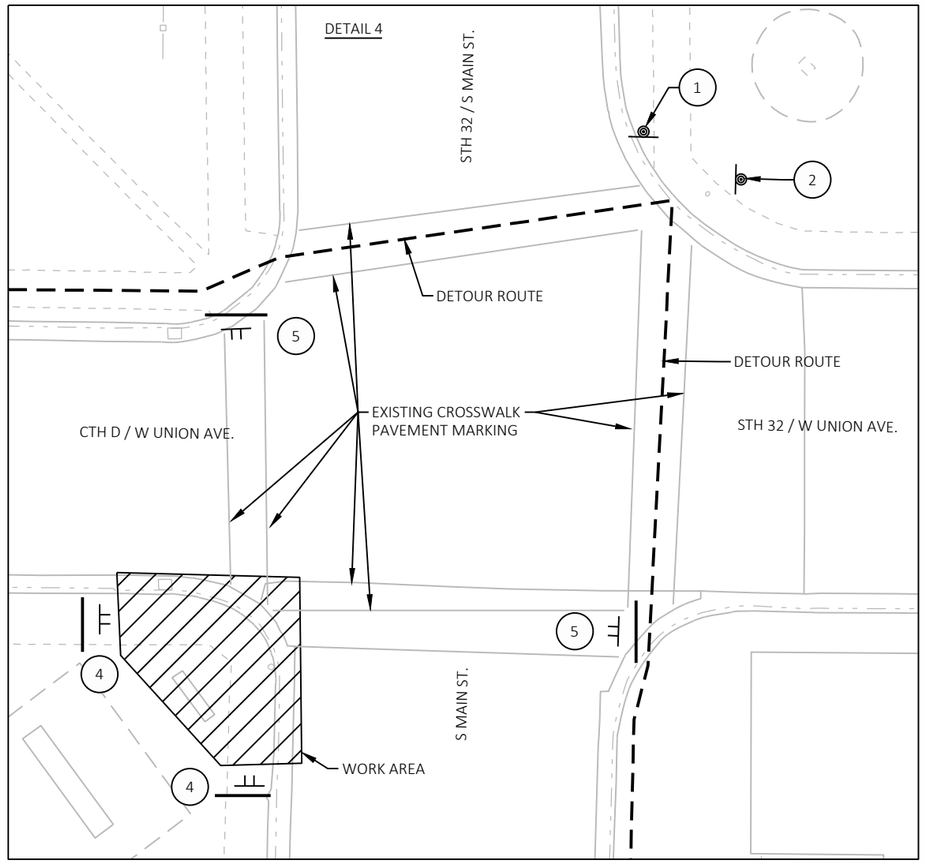
M4-60D
30"X24"
5

WO11-2
48"X48"
6

WO16-9P
48"X24"
7

WO16-7L
48"X24"
8

W21-5
48"X48"
9



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: CTH D-STH 32 INT. SW CURB RAMP CONSTRUCTION DETAILS	SHEET 85	E

2

2

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

N

STH 32 / N MAIN ST.

SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. SE CURB RAMP CONSTRUCTION DETAILS" DETAIL 1

DETOUR ROUTE

CTH D / W UNION AVE.

STH 32 / E UNION AVE.

SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. SE CURB RAMP CONSTRUCTION DETAILS" DETAIL 2

DETOUR ROUTE

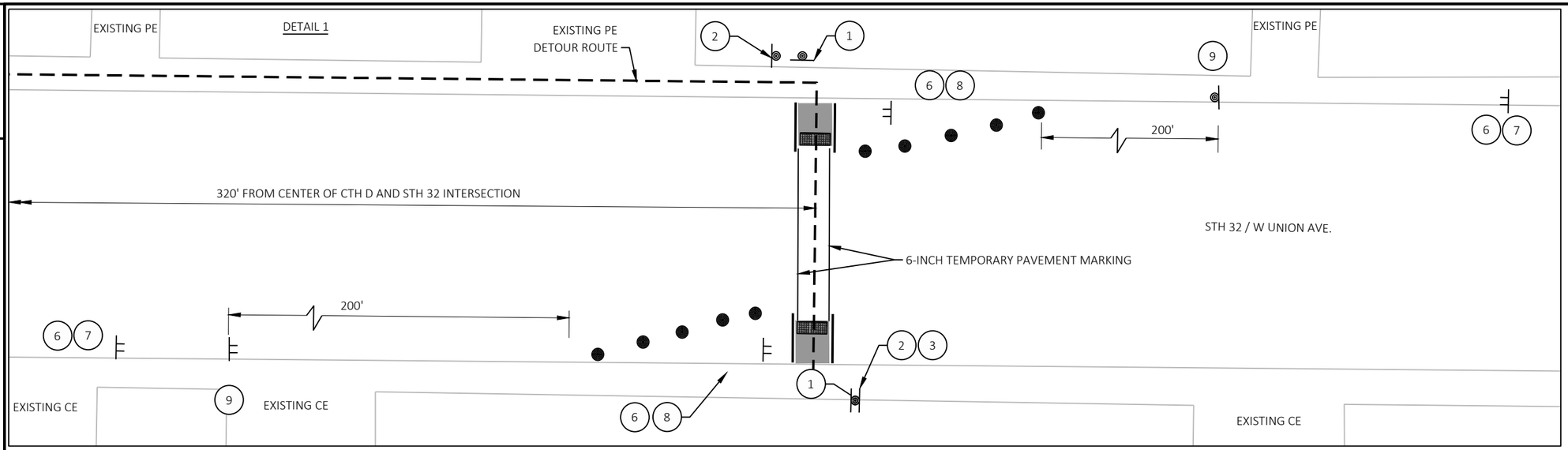
S MAIN ST.

SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. SE CURB RAMP CONSTRUCTION DETAILS" DETAIL 3

VAN ALTENA AVE.

S COMMERCE ST.

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: CTH D-STH 32 INT. SE CURB RAMP CONSTRUCTION OVERVIEW	SHEET 86	E

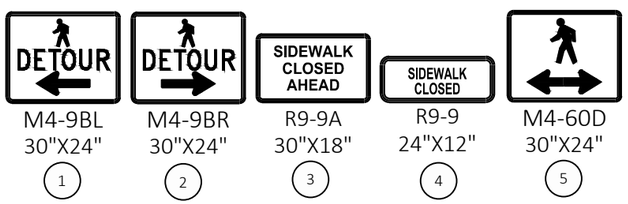


N

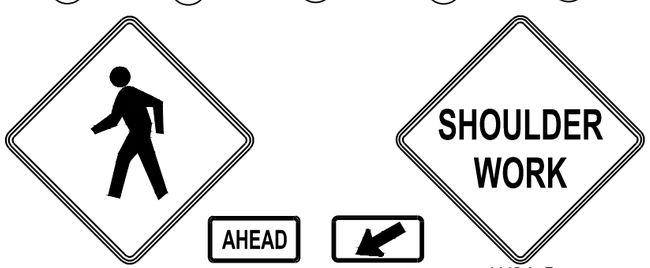
NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

LEGEND

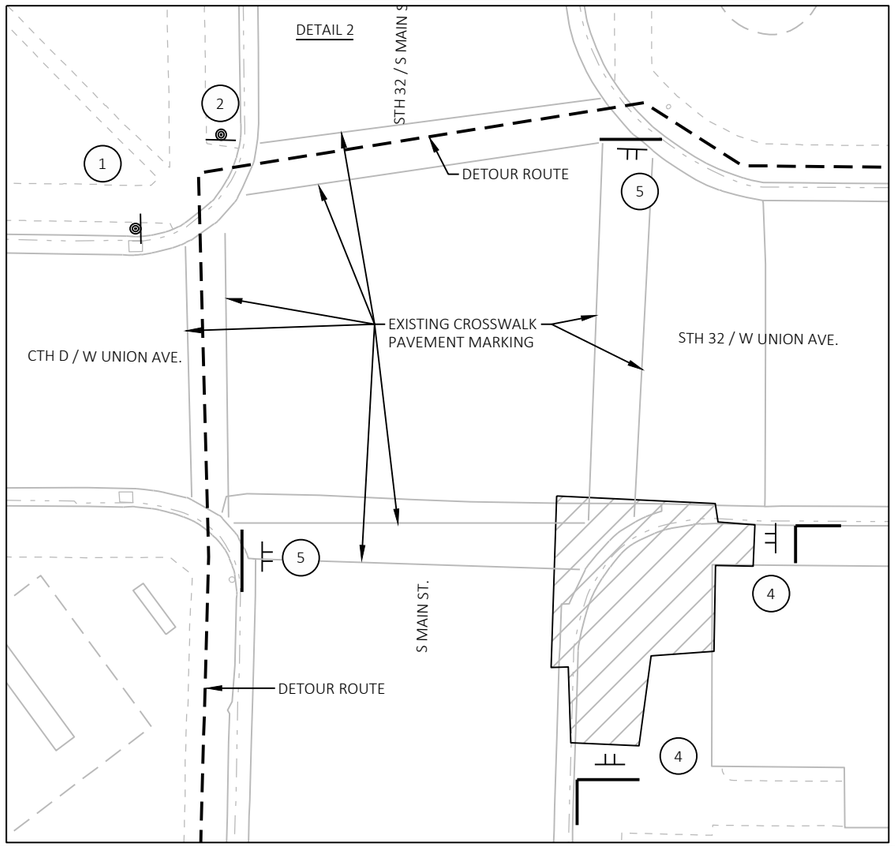
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD

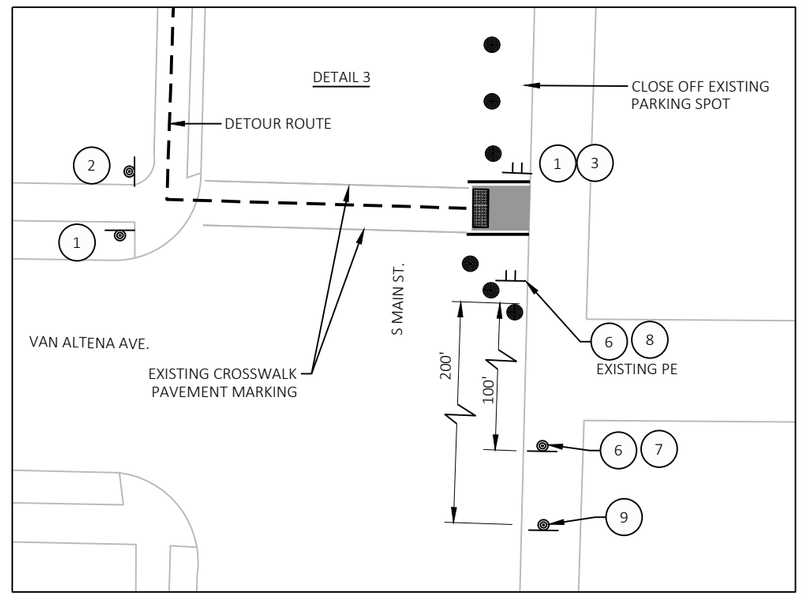


M4-9BL 30"X24" (1) | M4-9BR 30"X24" (2) | R9-9A 30"X18" (3) | R9-9 24"X12" (4) | M4-60D 30"X24" (5)



WO11-2 48"X48" (6) | WO16-9P 48"X24" (7) | WO16-7L 48"X24" (8) | W21-5 48"X48" (9)





PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: CTH D-STH 32 INT. SE CURB RAMP CONSTRUCTION DETAILS	SHEET 87	E

2

2

N

N COMMERCE ST.

WILLOW AVE.

SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. NE CURB RAMP CONSTRUCTION DETAILS" DETAIL 3

DETOUR ROUTE

STH 32 / N MAIN ST.

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. NE CURB RAMP CONSTRUCTION DETAILS" DETAIL 2

CTH D / W UNION AVE.

STH 32 / E UNION AVE.

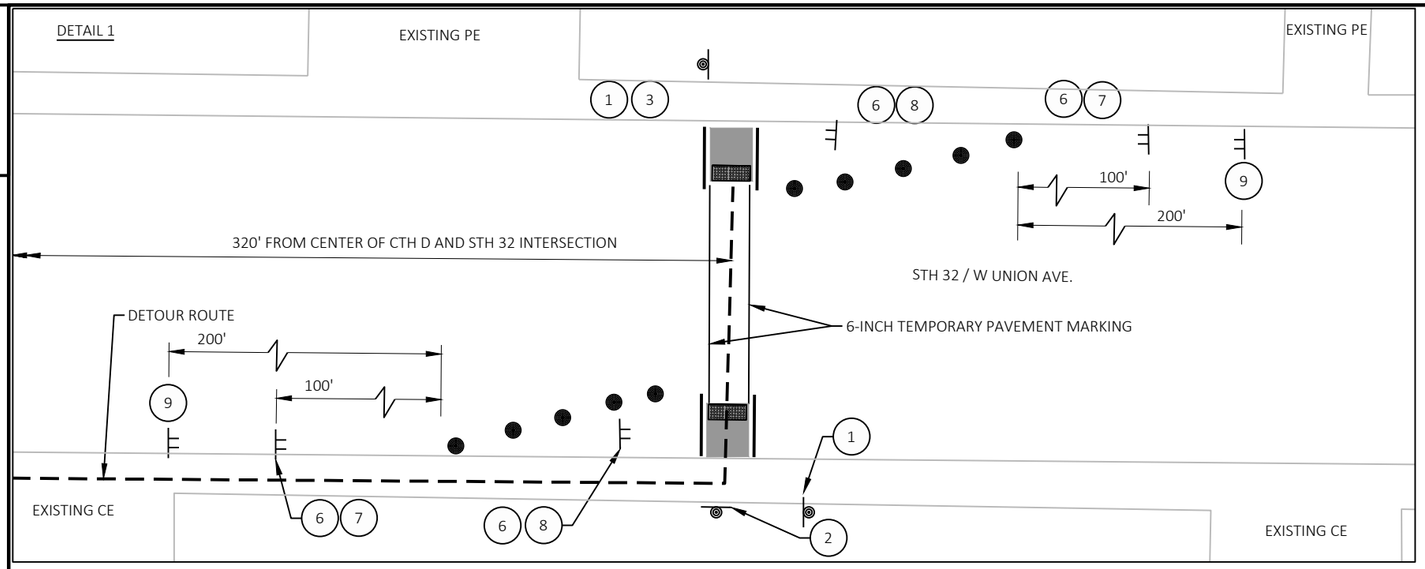
DETOUR ROUTE

SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. NE CURB RAMP CONSTRUCTION DETAILS" DETAIL 1

S MAIN ST.

S COMMERCE ST.

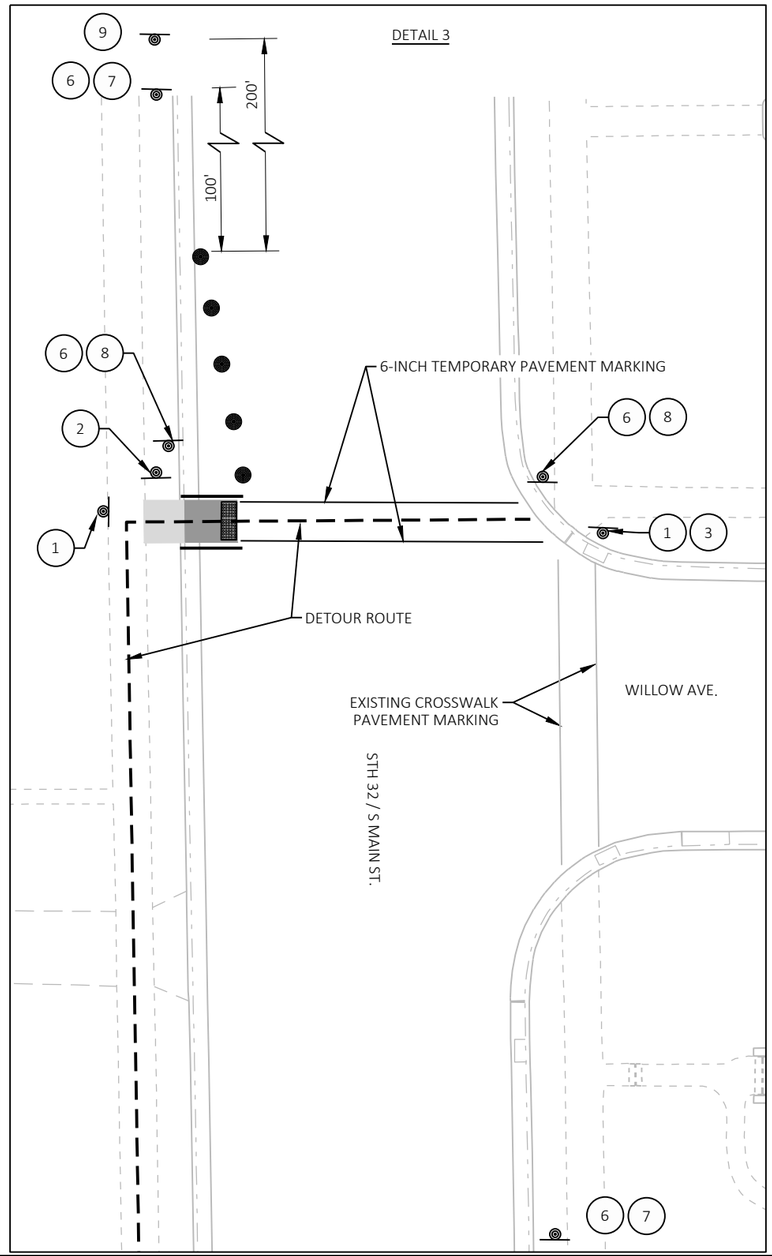
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: CTH D-STH 32 INT. NE CURB RAMP CONSTRUCTION OVERVIEW	SHEET 88	E

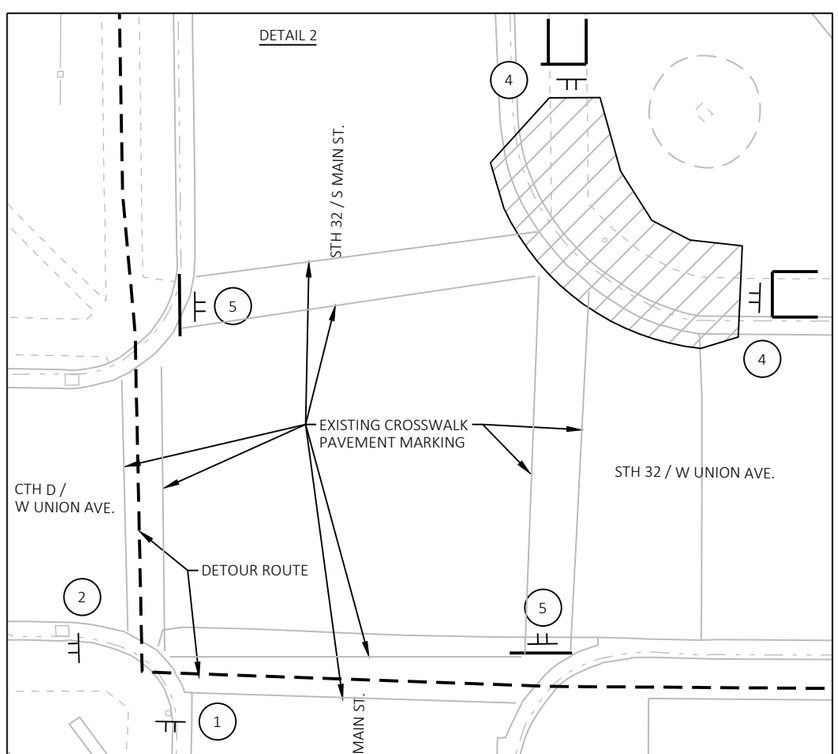


NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY DETECTABLE WARNING FIELD





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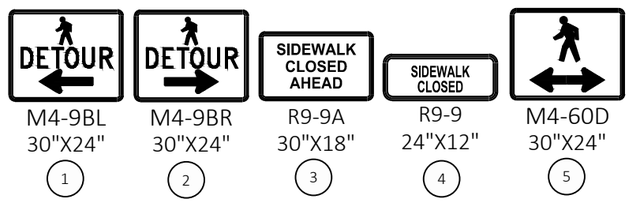
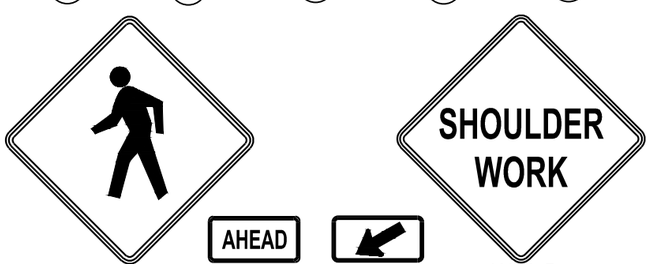


M4-9BL 30"X24" (1) | M4-9BR 30"X24" (2) | R9-9A 30"X18" (3) | R9-9 24"X12" (4) | M4-60D 30"X24" (5)



WO11-2 48"X48" (6) | WO16-9P 48"X24" (7) | WO16-7L 48"X24" (8) | W21-5 48"X48" (9)

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: CTH D-STH 32 INT. NE CURB RAMP CONSTRUCTION DETAILS	SHEET 89	E

2

N

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. NW CURB RAMP CONSTRUCTION DETAILS" DETAIL 3

WILLOW AVE.

N COMMERCE ST.

STH 32 / N MAIN ST.

DETOUR ROUTE

SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. NW CURB RAMP CONSTRUCTION DETAILS" DETAIL 2

CTH D / W UNION AVE.

STH 32 / E UNION AVE.

DETOUR ROUTE

SEE "PEDESTRIAN DETOUR: CTH D-STH 32 INT. NW CURB RAMP CONSTRUCTION DETAILS" DETAIL 1

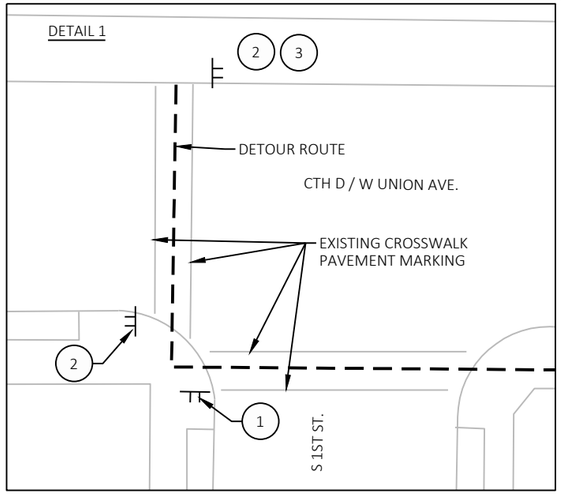
S 1ST ST.

VAN ALTENA AVE.

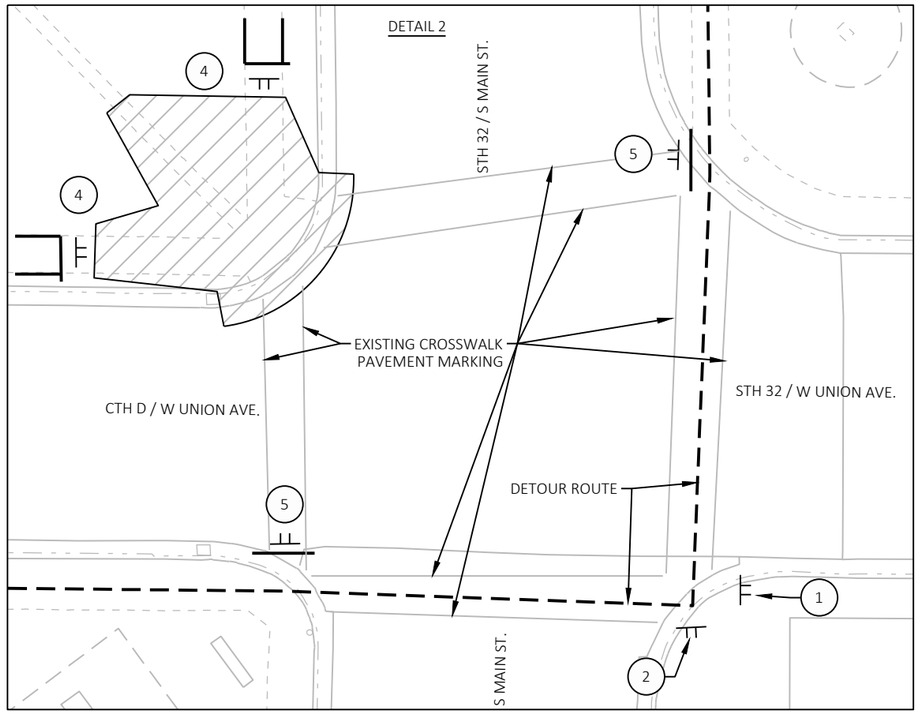
2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: CTH D-STH 32 INT. NW CURB RAMP CONSTRUCTION OVERVIEW	SHEET 90	E

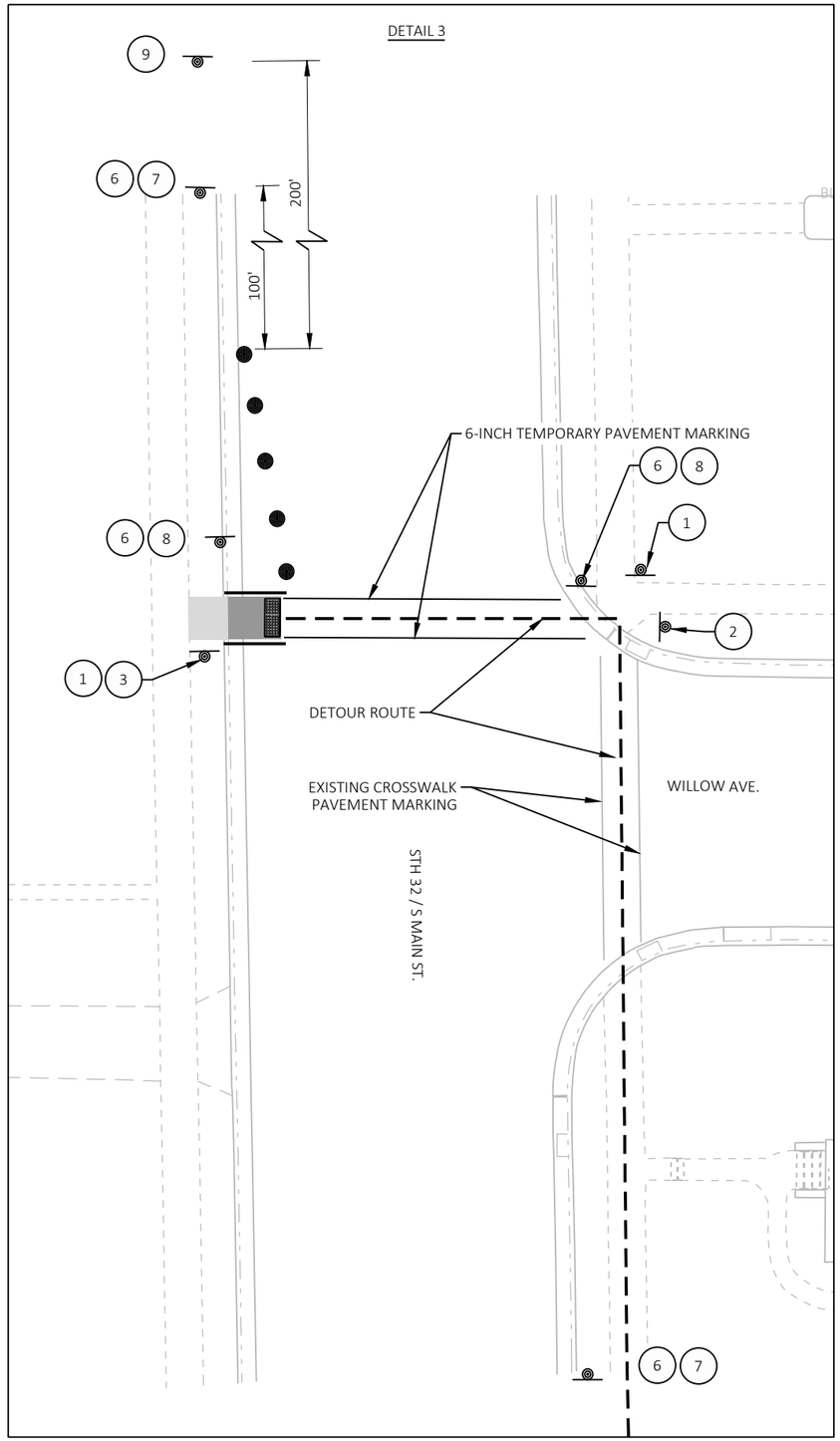
DETAIL 1



DETAIL 2



DETAIL 3



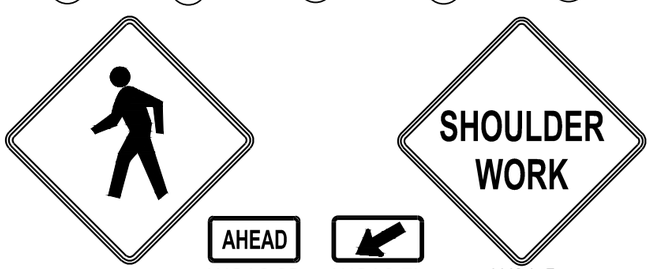
N

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY DETECTABLE WARNING FIELD

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

M4-9BL 30"X24" (1) | M4-9BR 30"X24" (2) | R9-9A 30"X18" (3) | R9-9 24"X12" (4) | M4-60D 30"X24" (5)



WO11-2 48"X48" (6) | WO16-9P 48"X24" (7) | WO16-7L 48"X24" (8) | W21-5 48"X48" (9)

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: CTH D-STH 32 INT. NW CURB RAMP CONSTRUCTION DETAILS	SHEET 91	E

2

N

WILLOW AVE.

N COMMERCE ST.

SEE "PEDESTRIAN DETOUR: STH 32-WILLOW AVE. INT. SE CURB RAMP CONSTRUCTION DETAILS" DETAIL 1

DETOUR ROUTE

STH 32 / N MAIN ST.

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

SEE "PEDESTRIAN DETOUR: STH 32-WILLOW AVE. INT. SE CURB RAMP CONSTRUCTION DETAILS" DETAIL 2

CTH D / W UNION AVE.

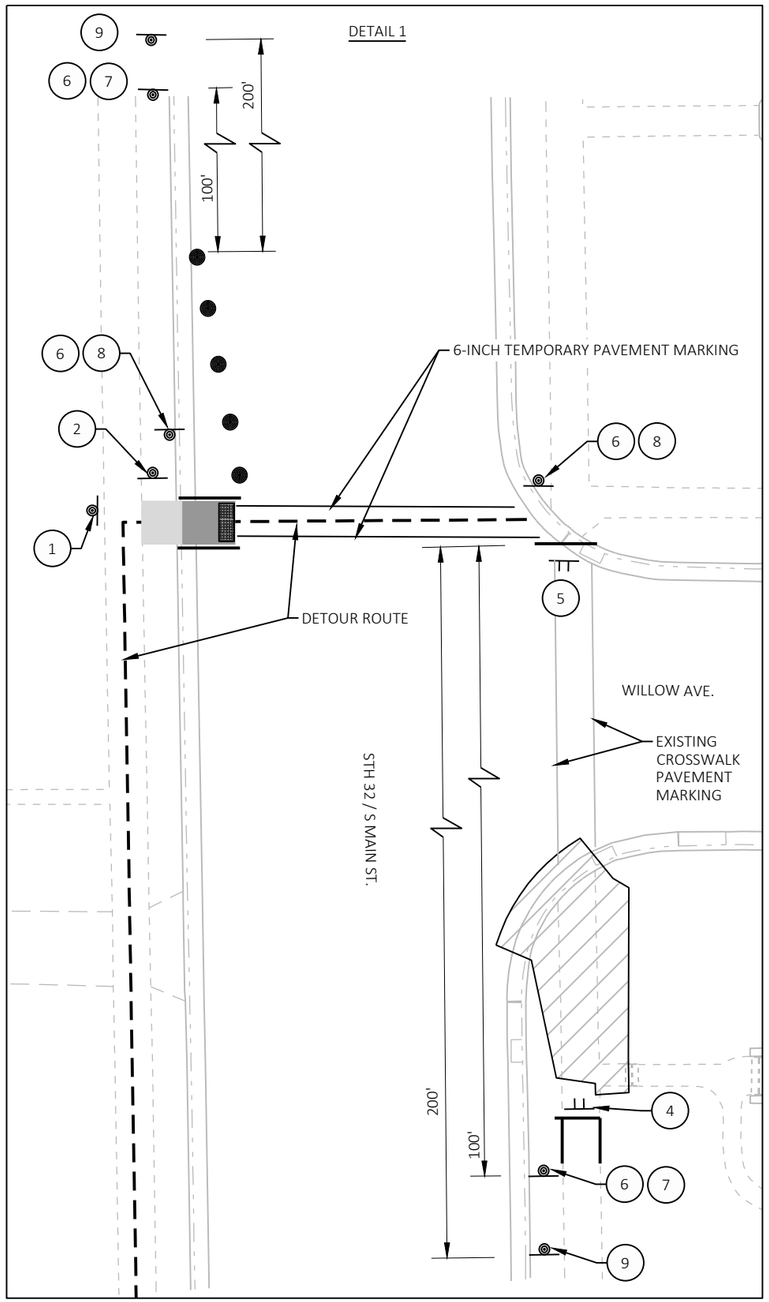
STH 32 / E UNION AVE.

S MAIN ST.

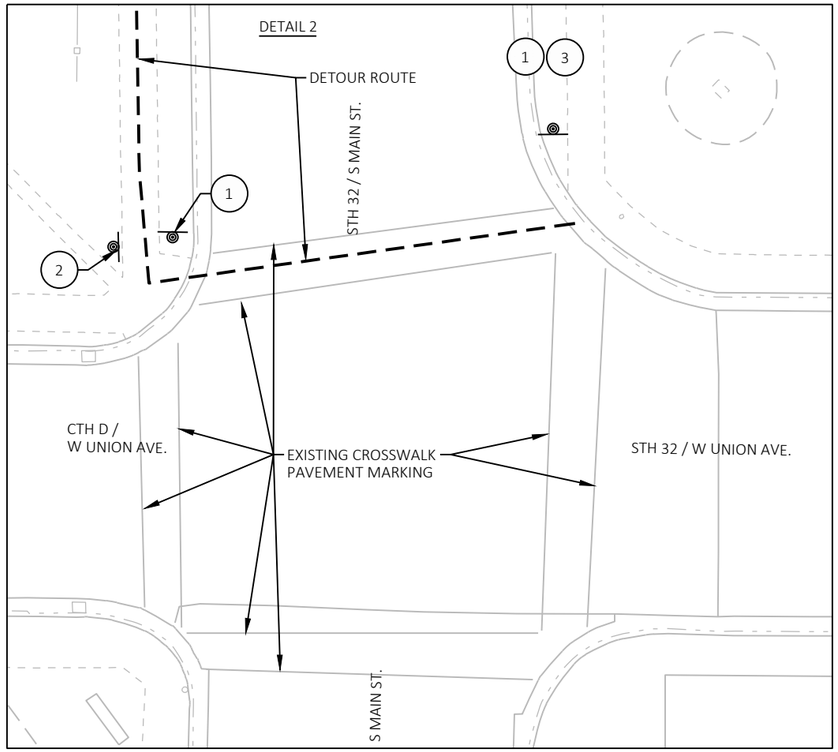
S COMMERCE ST.

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-WILLOW AVE. INT. SE CURB RAMP CONSTRUCTION OVERVIEW	SHEET 92	E

DETAIL 1



DETAIL 2



NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

N

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY DETECTABLE WARNING FIELD

M4-9BL 30"X24"	M4-9BR 30"X24"	R9-9A 30"X18"	R9-9 24"X12"	M4-60R 30"X24"	WO11-2 48"X48"	WO16-9P 48"X24"	WO16-7L 48"X24"	W21-5 48"X48"
1	2	3	4	5	6	7	8	9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-WILLOW AVE. INT. SE CURB RAMP CONSTRUCTION DETAILS	SHEET 93	E

2

2

N

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

SEE "PEDESTRIAN DETOUR: STH 32-WILLOW AVE. INT. NE CURB RAMP CONSTRUCTION DETAILS" DETAIL 2

ROCKET BLVD.

STH 32 / N MAIN ST.

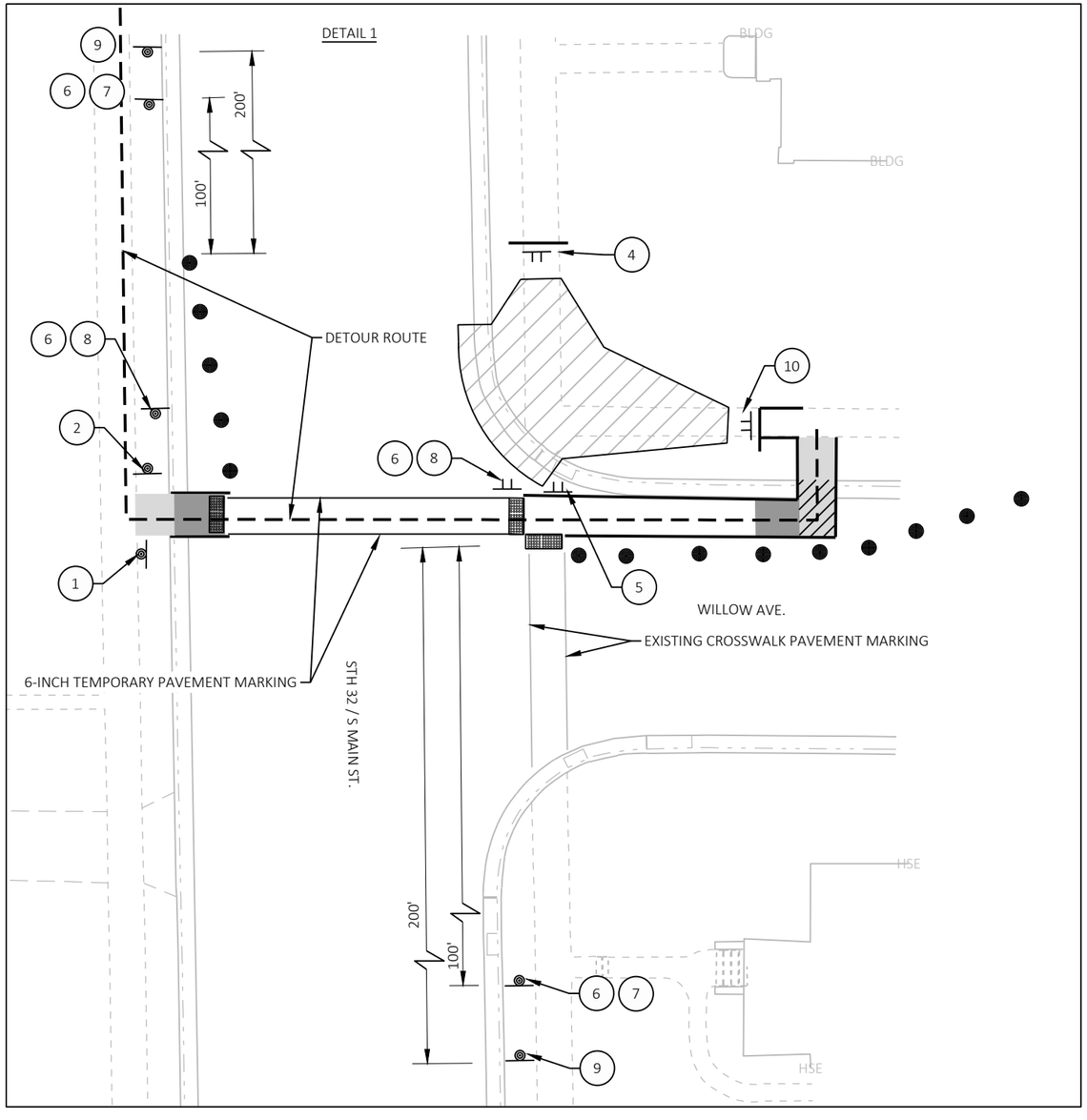
N COMMERCE ST.

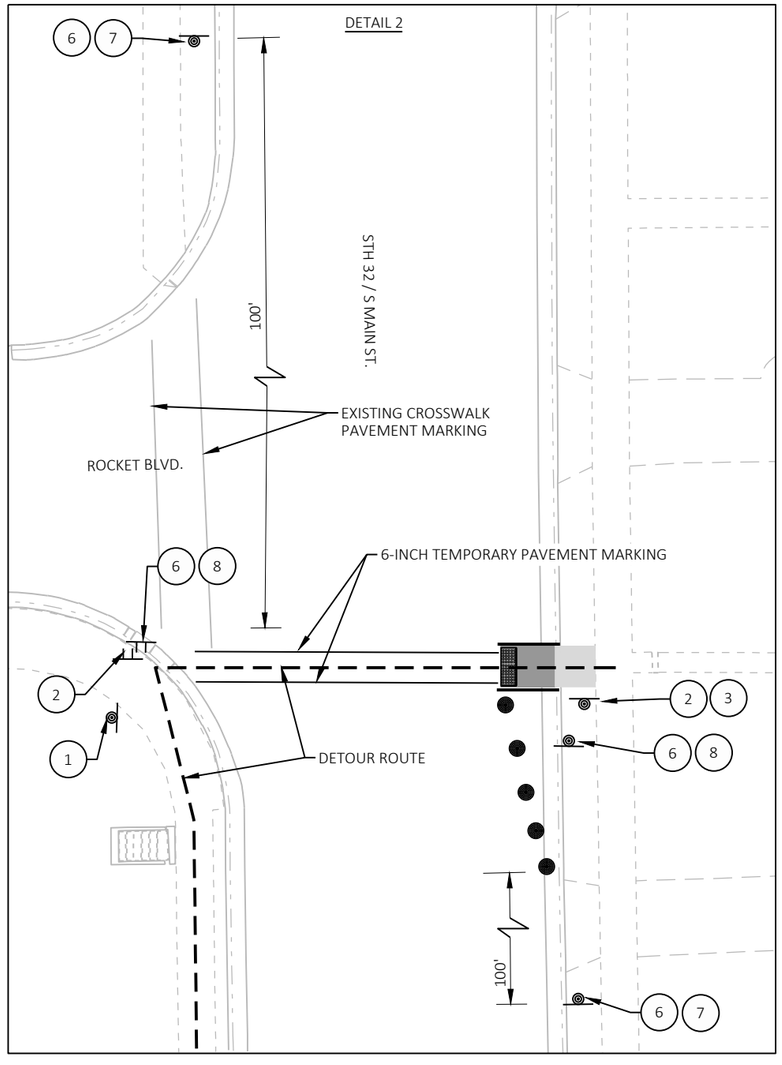
DETOUR ROUTE

WILLOW AVE.

SEE "PEDESTRIAN DETOUR: STH 32-WILLOW AVE. INT. NE CURB RAMP CONSTRUCTION DETAILS" DETAIL 1

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-WILLOW AVE. INT. NE CURB RAMP CONSTRUCTION OVERVIEW	SHEET 94	E





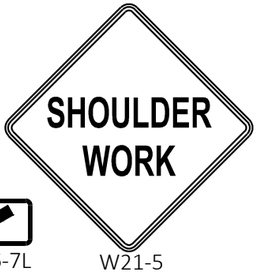
N

2

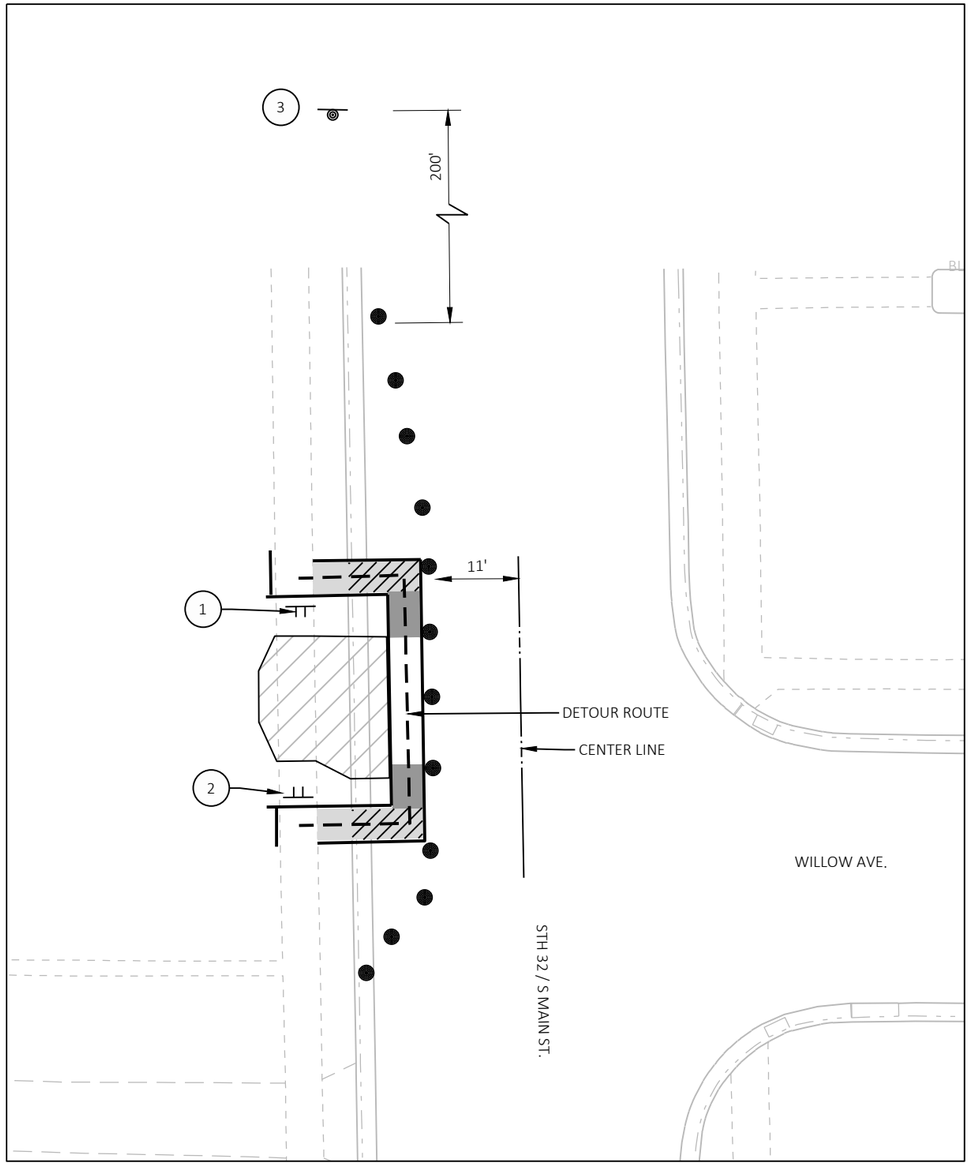
LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB LANDING
- TEMPORARY DETECTABLE WARNING FIELD

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

									
M4-9BL 30"X24"	M4-9BR 30"X24"	R9-9A 30"X18"	R9-9 24"X12"	M4-60D 30"X24"	WO11-2 48"X48"	WO16-9P 48"X24"	WO16-7L 48"X24"	W21-5 48"X48"	M4-60L 30"X24"
1	2	3	4	5	6	7	8	9	10

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-WILLOW AVE. INT. NE CURB RAMP CONSTRUCTION DETAILS	SHEET 95	E



M4-60L
30"X24"
1

M4-60R
30"X24"
2

W21-5
48"X48"
3

SHEBOYGAN

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

N

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB LANDING

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-WILLOW AVE. INT. WEST CURB RAMP CONSTRUCTION DETAIL	SHEET 96	E

2

2

N

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

SEE "PEDESTRIAN DETOUR: STH 32-ROCKET BLVD. INT. SW CURB RAMP CONSTRUCTION DETAILS" DETAIL 1

ROCKET BLVD.

STH 32 / N MAIN ST.

N COMMERCE ST.

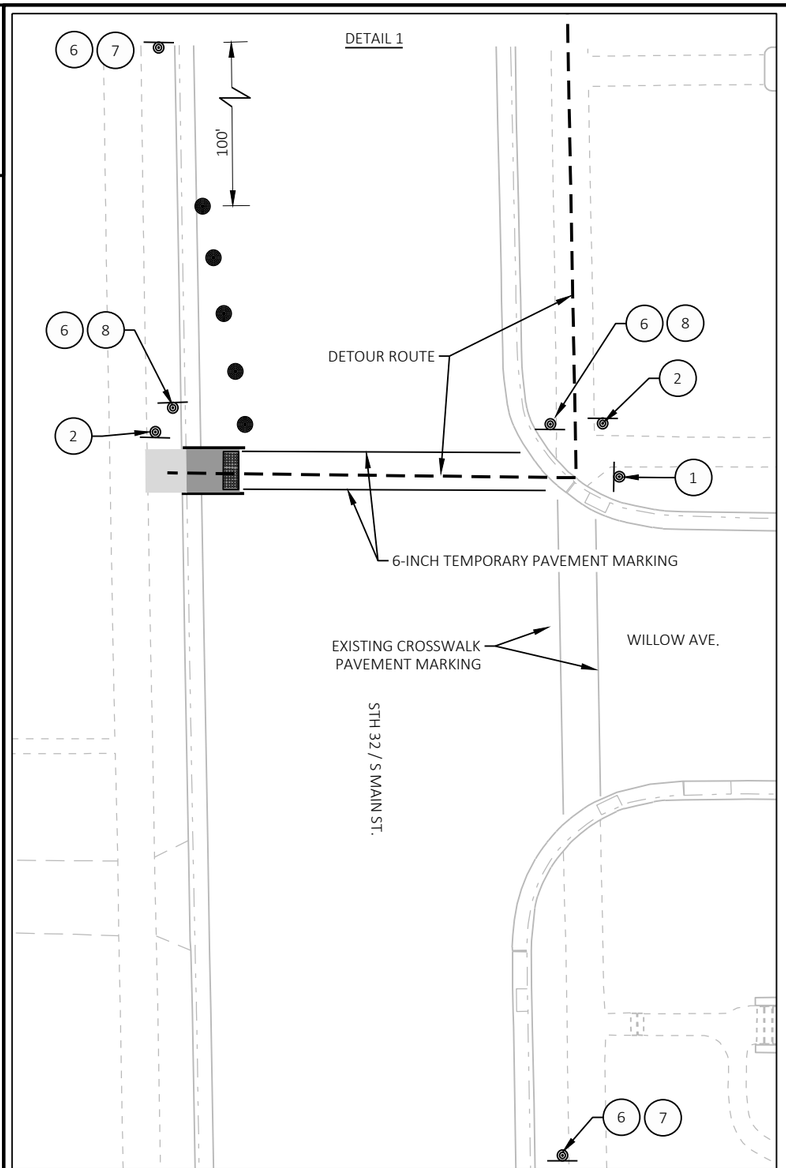
DETOUR ROUTE

WILLOW AVE.

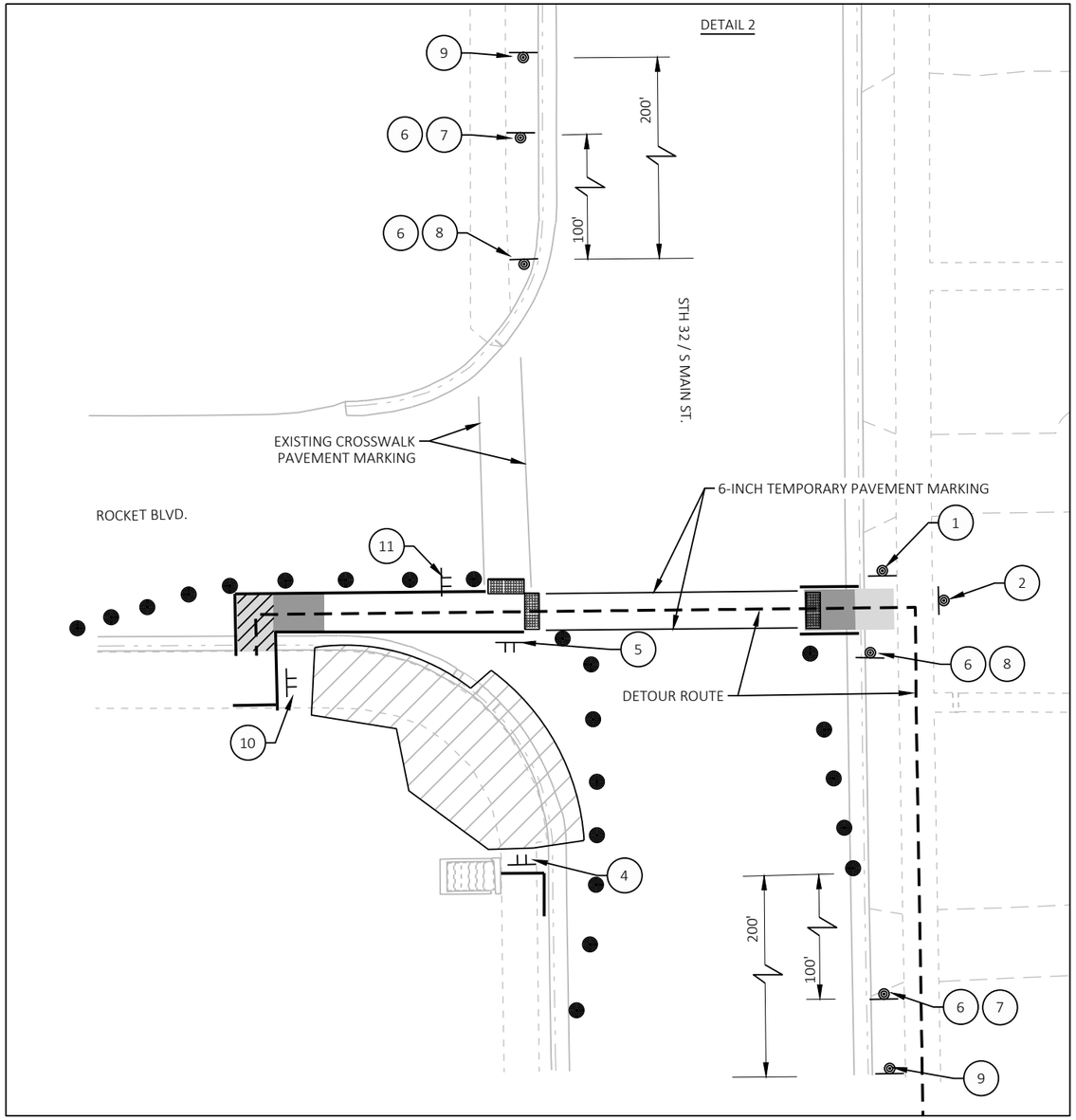
SEE "PEDESTRIAN DETOUR: STH 32-ROCKET BLVD. INT. SW CURB RAMP CONSTRUCTION DETAILS" DETAIL 1

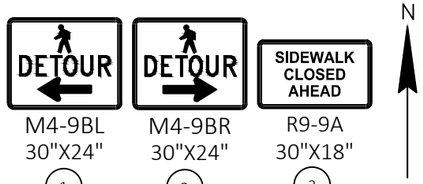
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-ROCKET BLVD. INT. SW CURB RAMP CONSTRUCTION OVERVIEW	SHEET 97	E

DETAIL 1



DETAIL 2



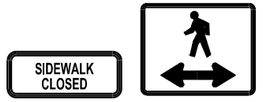


M4-9BL 30"X24" (1)

M4-9BR 30"X24" (2)

R9-9A 30"X18" (3)

N



R9-9 24"X12" (4)

M4-60D 30"X24" (5)

WO11-2 48"X48" (6)

WO16-9P 48"X24" (7)

WO16-7L 48"X24" (8)

W21-5 48"X48" (9)

M4-60L 30"X24" (10)

R1-1 30"X30" (11)

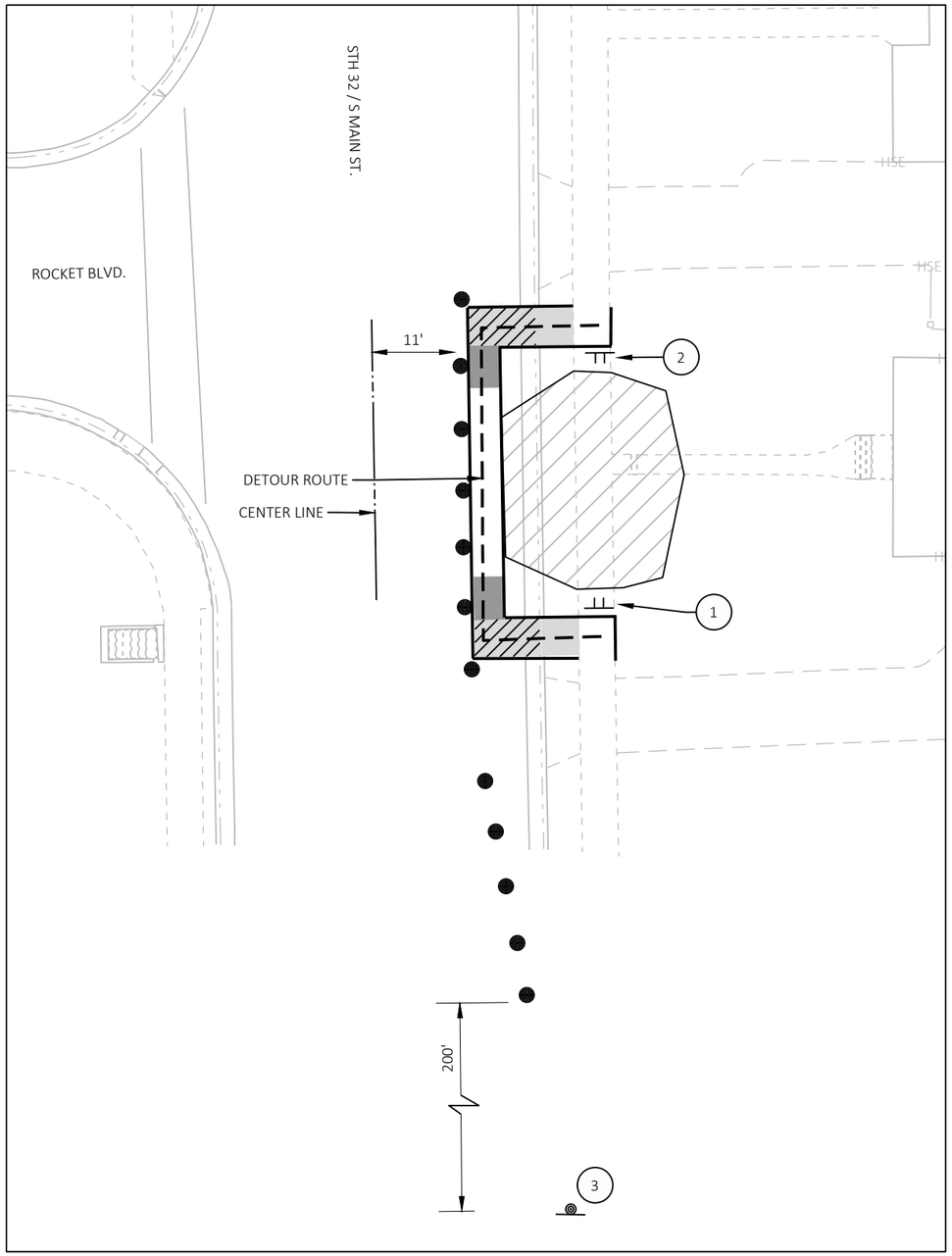
LEGEND

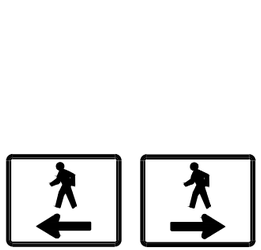
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB LANDING
- TEMPORARY DETECTABLE WARNING FIELD

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-ROCKET BLVD. INT. SW CURB RAMP CONSTRUCTION DETAILS	SHEET 98	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\025017-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 7/31/2024 7:20 PM
PLOT BY : SCHULTZ, ANDREW K.
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42





SHEBOYGAN

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB LANDING

N

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

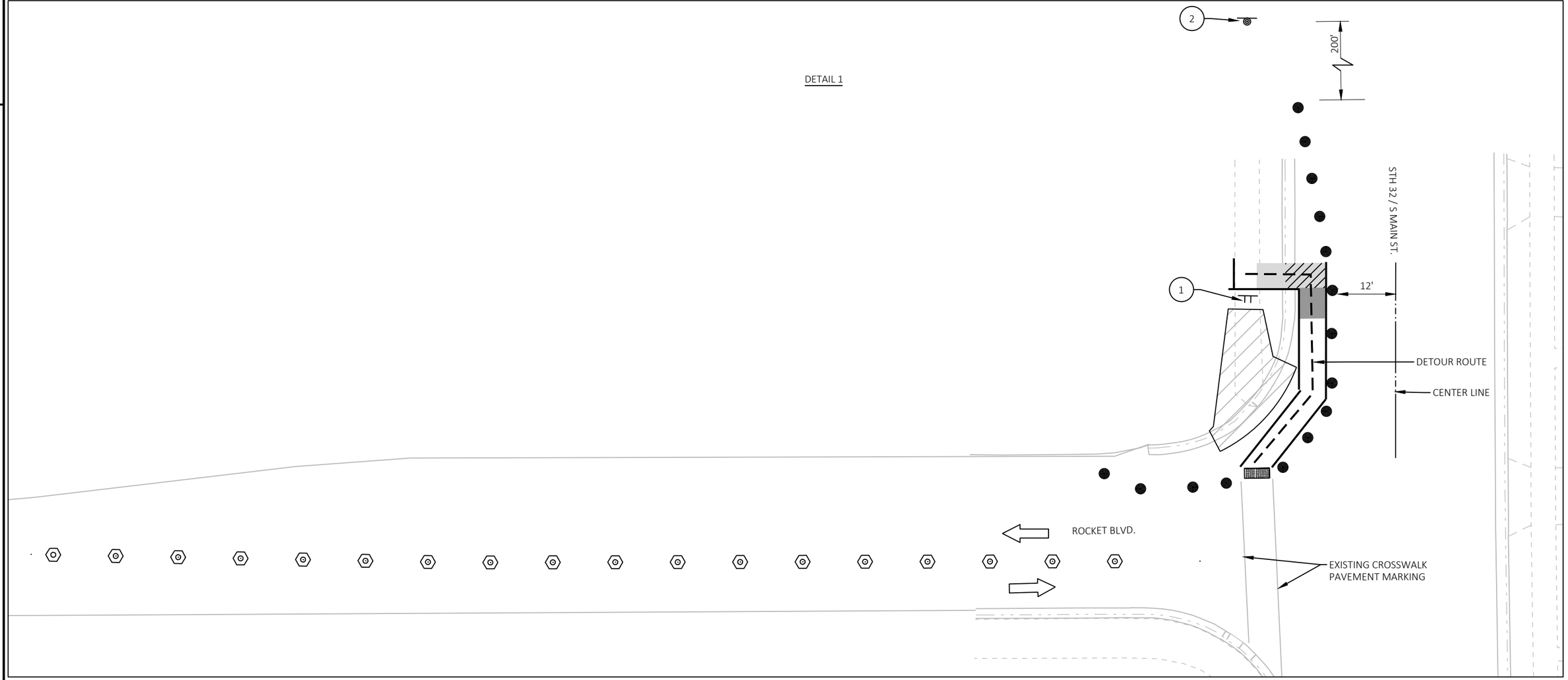
2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-ROCKET BLVD. INT. EAST CURB RAMP CONSTRUCTION DETAIL	SHEET 99	E

2

2

DETAIL 1



NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

N

LEGEND

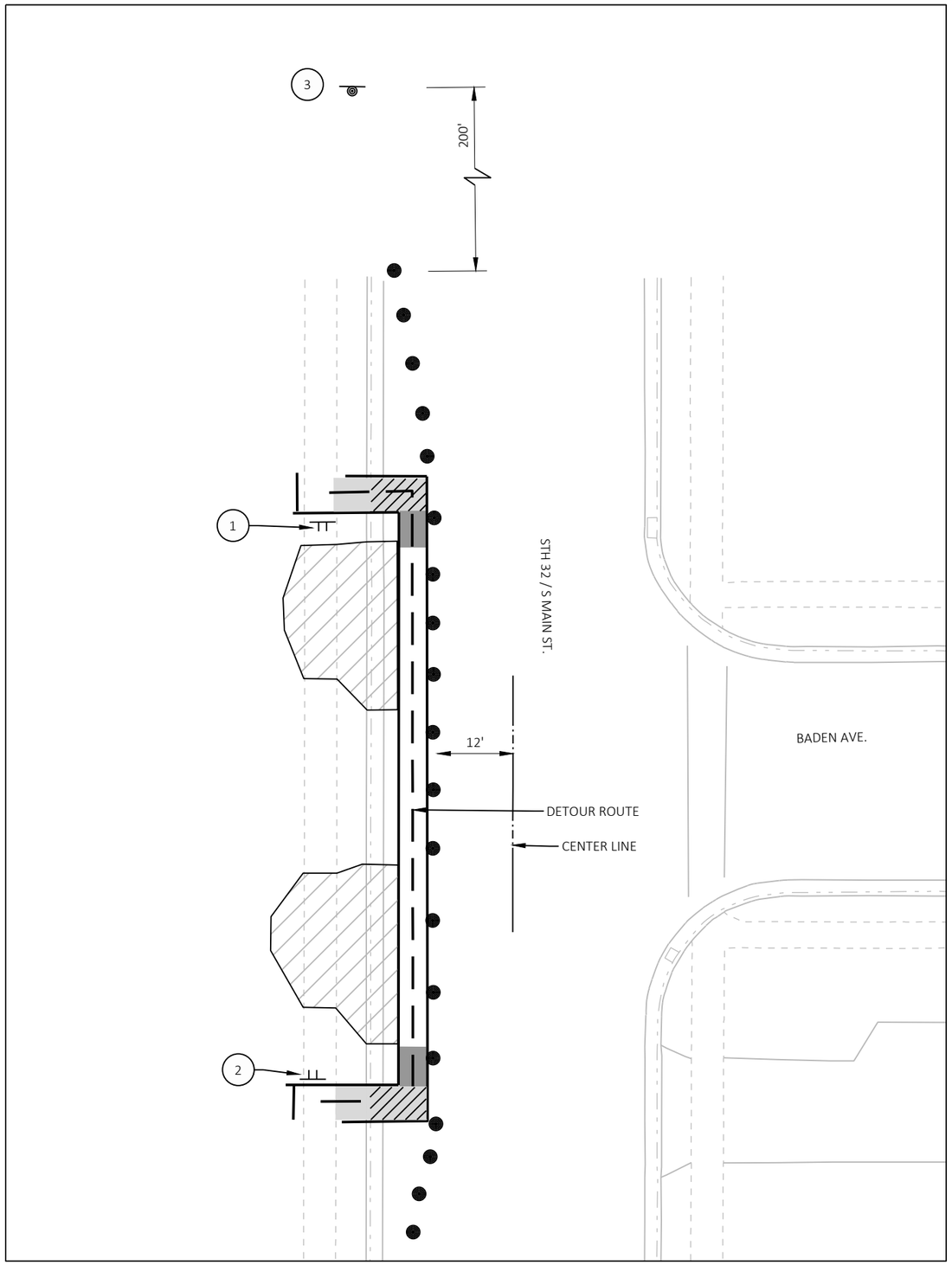
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL CONE 42-INCH
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB LANDING
- TEMPORARY DETECTABLE WARNING FIELD

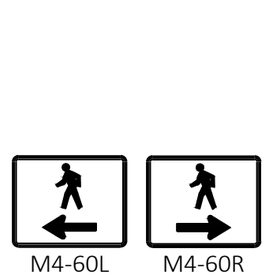
M4-60L
30"X24"
1

W21-5
48"X48"
2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-ROCKET BLVD. INT. NW CURB RAMP CONSTRUCTION DETAIL	SHEET 100	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\025019-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 7/31/2024 7:23 PM
PLOT BY : SCHULTZ, ANDREW K.
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42





N

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB LANDING

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-BADEN AVE. INT. WEST CURB RAMP CONSTRUCTION DETAIL	SHEET 101	E

2

N

DETOUR ROUTE

BADEN AVE.

SEE "PEDESTRIAN DETOUR: STH 32-BADEN AVE. INT. SE CURB RAMP CONSTRUCTION DETAILS" DETAIL 2

SEE "PEDESTRIAN DETOUR: STH 32-BADEN AVE. INT. SE CURB RAMP CONSTRUCTION DETAILS" DETAIL 3

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

STH 32 / N MAIN ST.

N COMMERCE ST.

DETOUR ROUTE

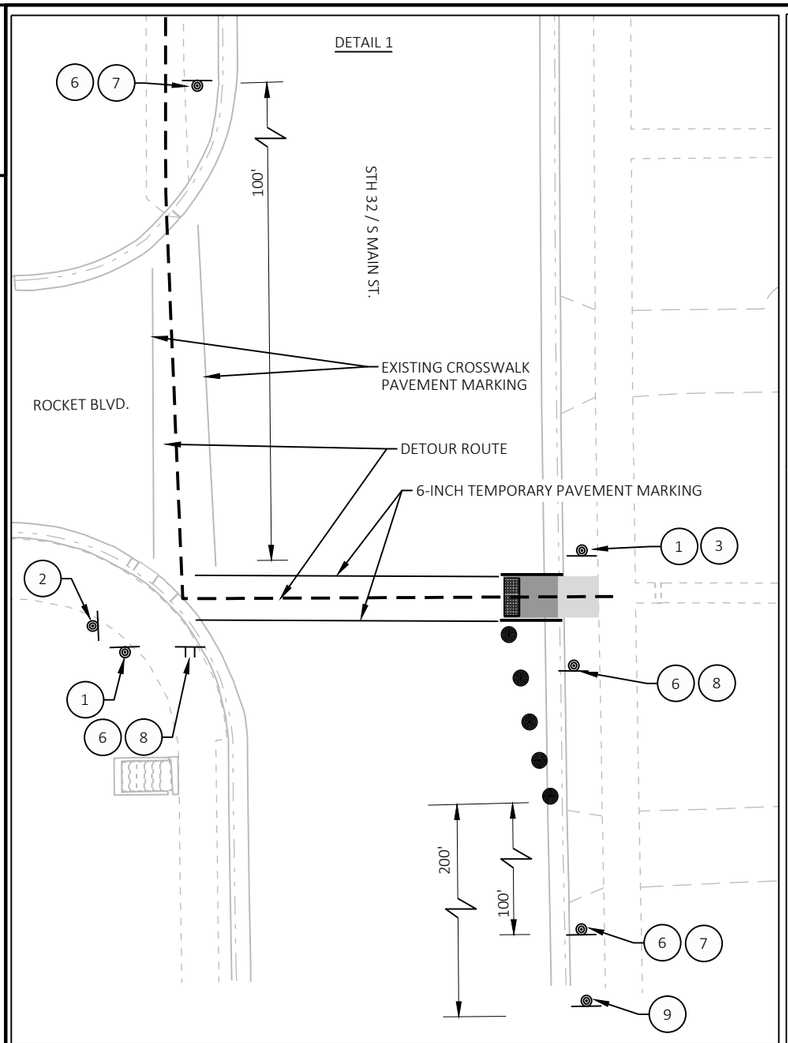
ROCKET BLVD.

SEE "PEDESTRIAN DETOUR: STH 32-BADEN AVE. INT. SE CURB RAMP CONSTRUCTION DETAILS" DETAIL 1

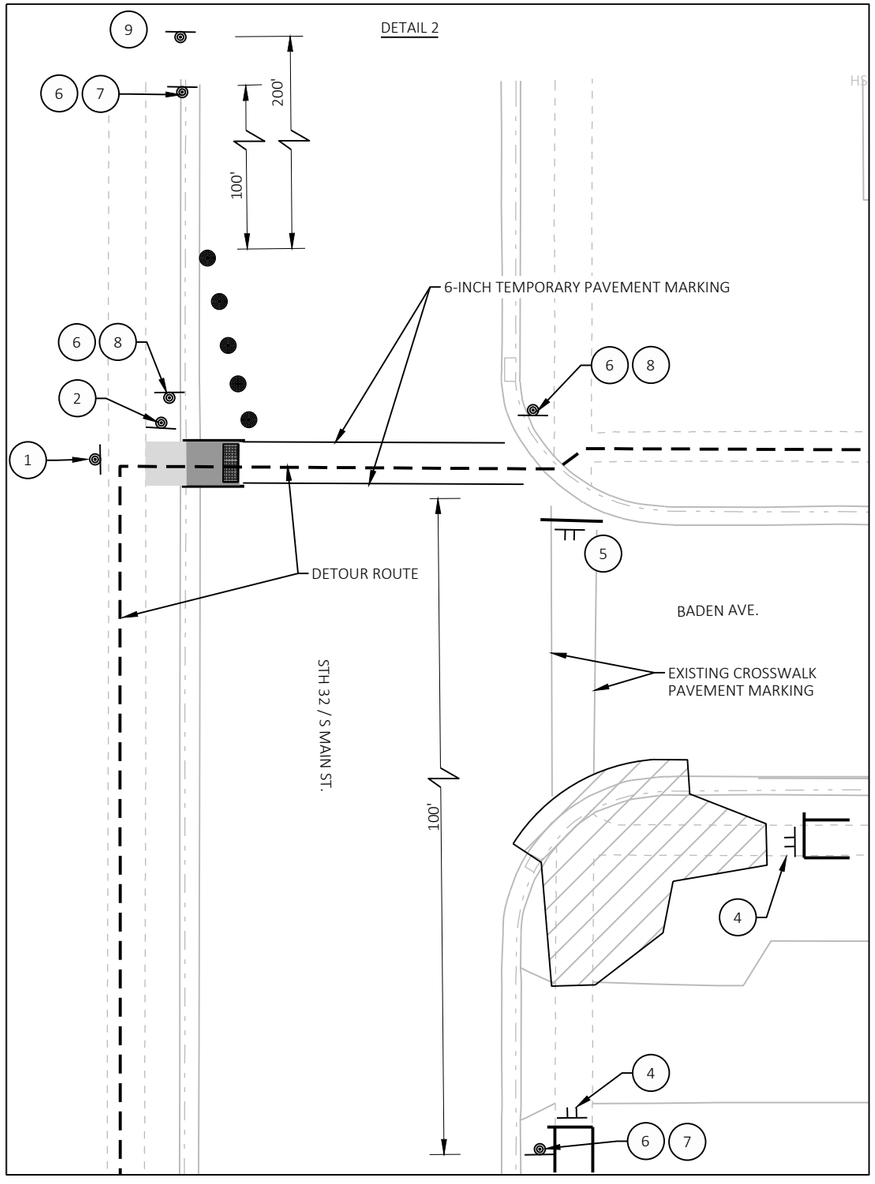
2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-BADEN AVE. INT. SE CURB RAMP CONSTRUCTION OVERVIEW	SHEET 102	E

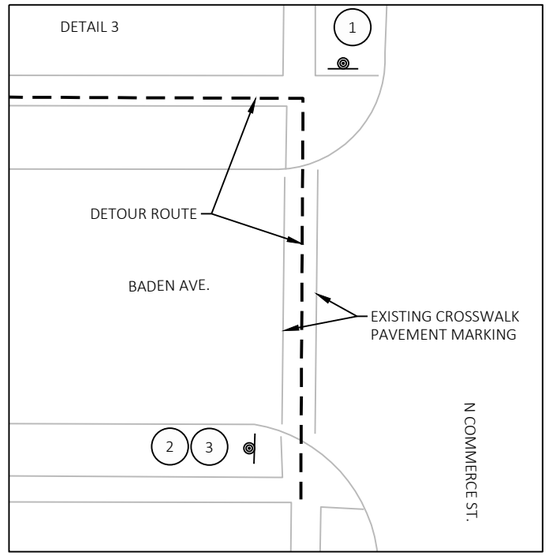
DETAIL 1



DETAIL 2



DETAIL 3



N

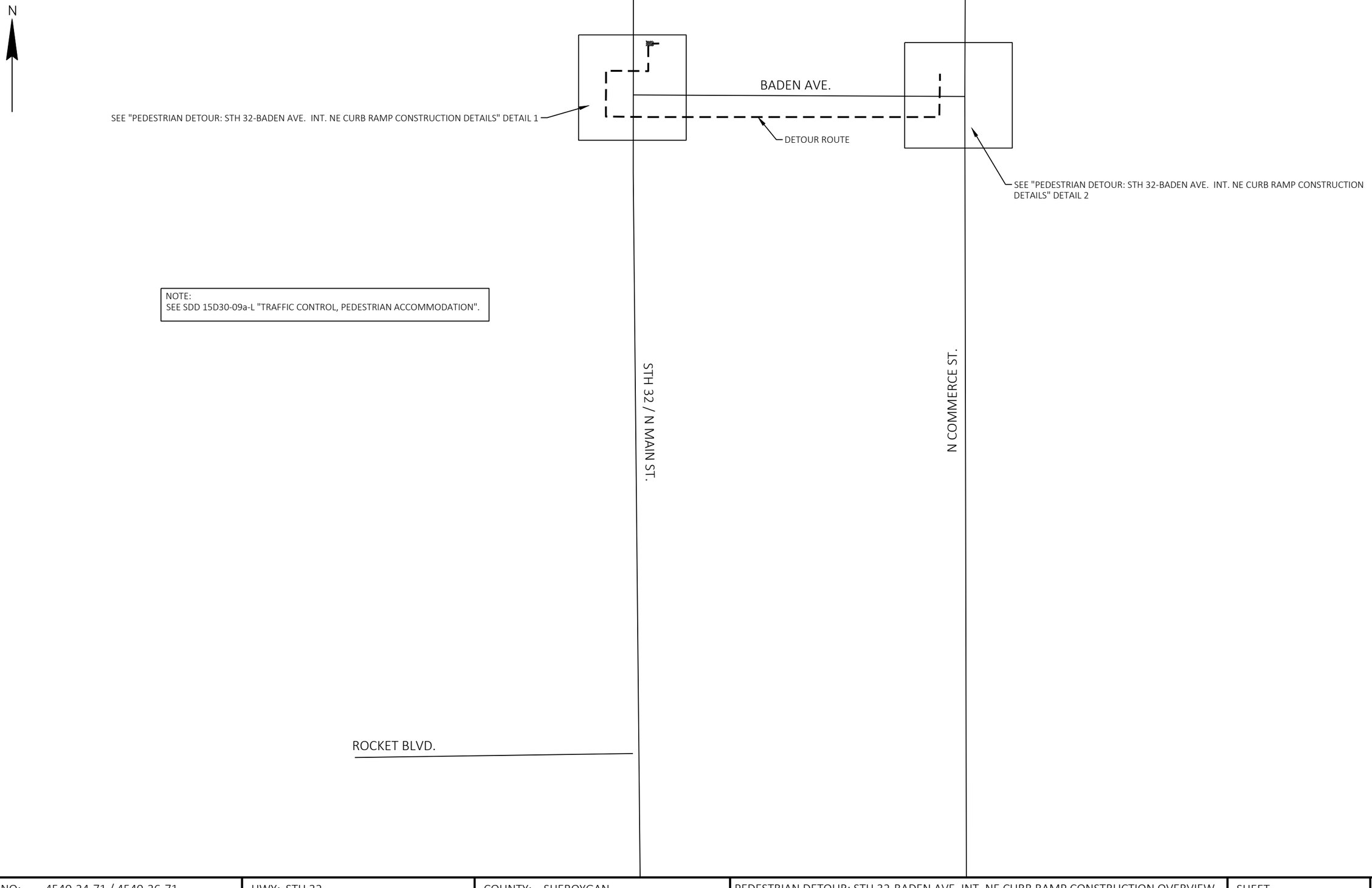
NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY DETECTABLE WARNING FIELD

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-BADEN AVE. INT. SE CURB RAMP CONSTRUCTION DETAILS	SHEET 103	E

2

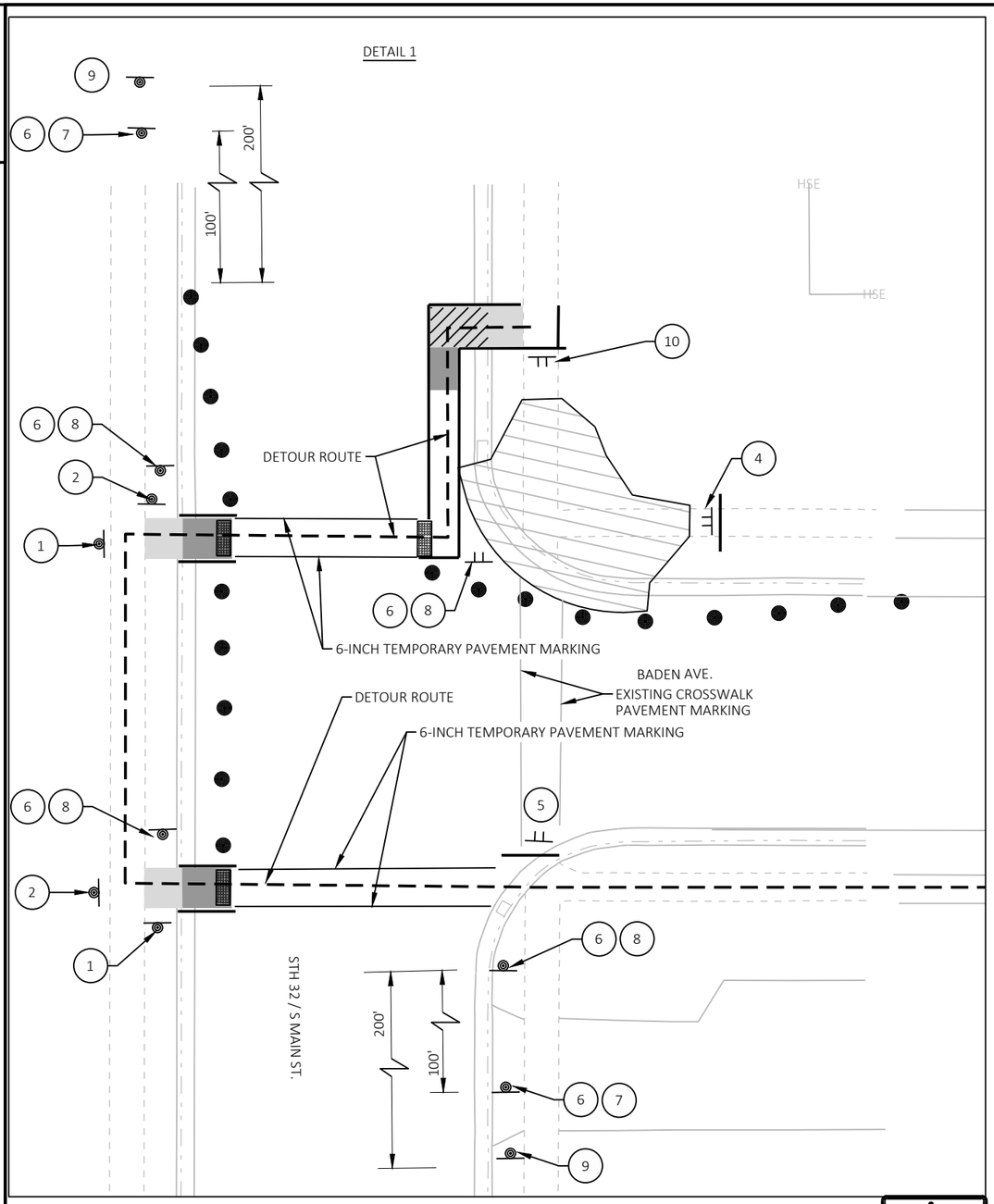


NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

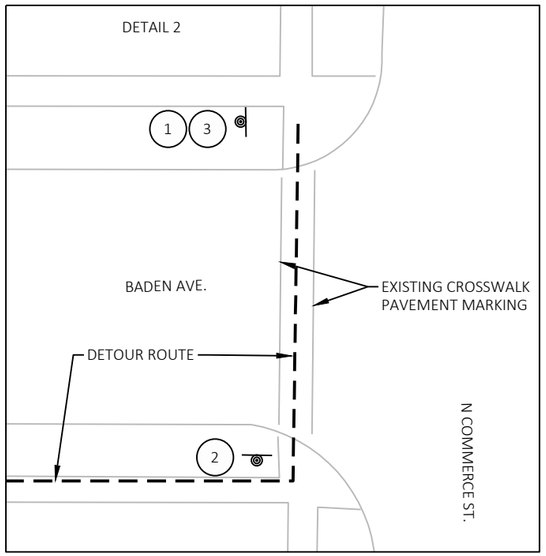
2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-BADEN AVE. INT. NE CURB RAMP CONSTRUCTION OVERVIEW	SHEET 104	E

DETAIL 1



DETAIL 2

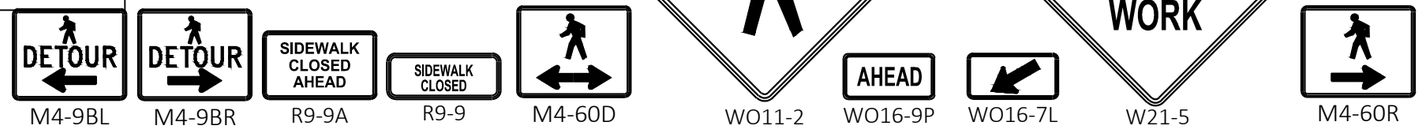


N

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

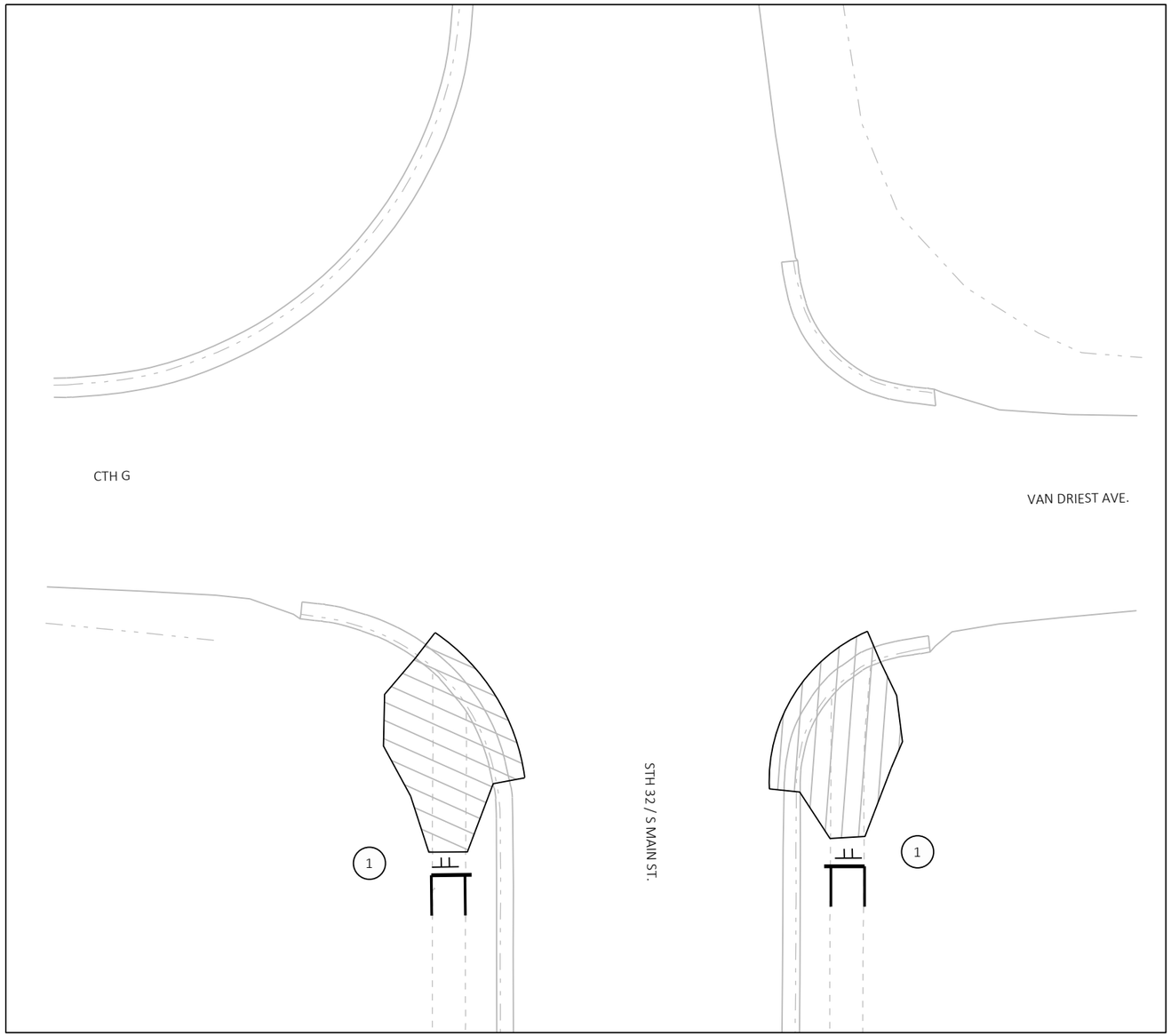
LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL DRUM
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE MATTING
- TEMPORARY PEDESTRIAN CURB LANDING
- TEMPORARY DETECTABLE WARNING FIELD



M4-9BL 30"X24" (1)	M4-9BR 30"X24" (2)	R9-9A 30"X18" (3)	R9-9 24"X12" (4)	M4-60D 30"X24" (5)	WO11-2 48"X48" (6)	WO16-9P 48"X24" (7)	WO16-7L 48"X24" (8)	W21-5 48"X48" (9)	M4-60R 30"X24" (10)

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-BADEN AVE. INT. NE CURB RAMP CONSTRUCTION DETAILS	SHEET 105	E



SIDEWALK CLOSED
R9-9
24"X12"
1

LEGEND

SIGN ON TEMPORARY SUPPORT

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

NOTE:
SEE SDD 15D30-09a-L "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

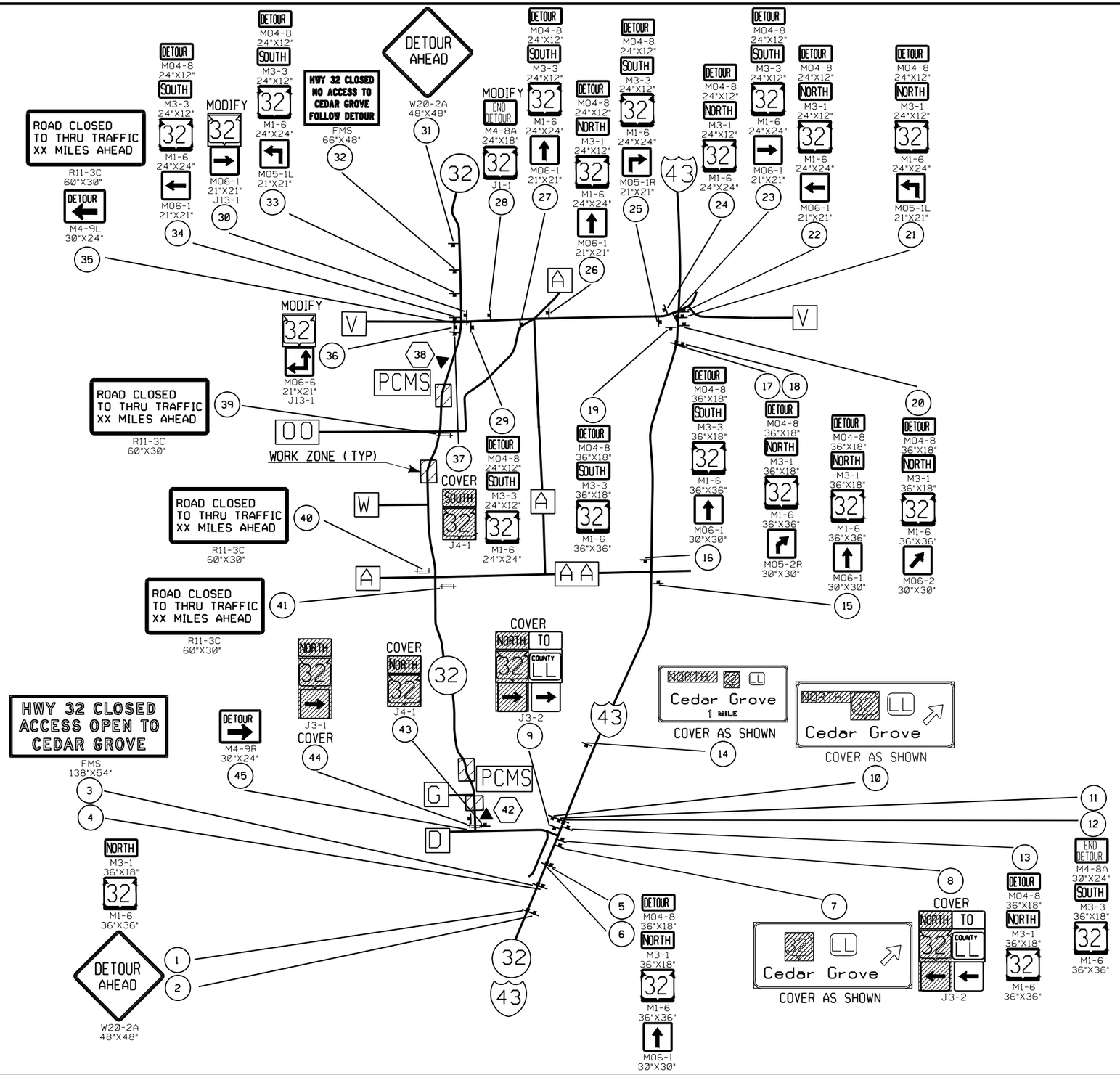
N

2

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PEDESTRIAN DETOUR: STH 32-CTH G INT. SW/SE CURB RAMP CONSTRUCTION DETAIL	SHEET 106	E

LEGEND

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



PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	DETOUR SIGNING DETAILS	SHEET 107	E

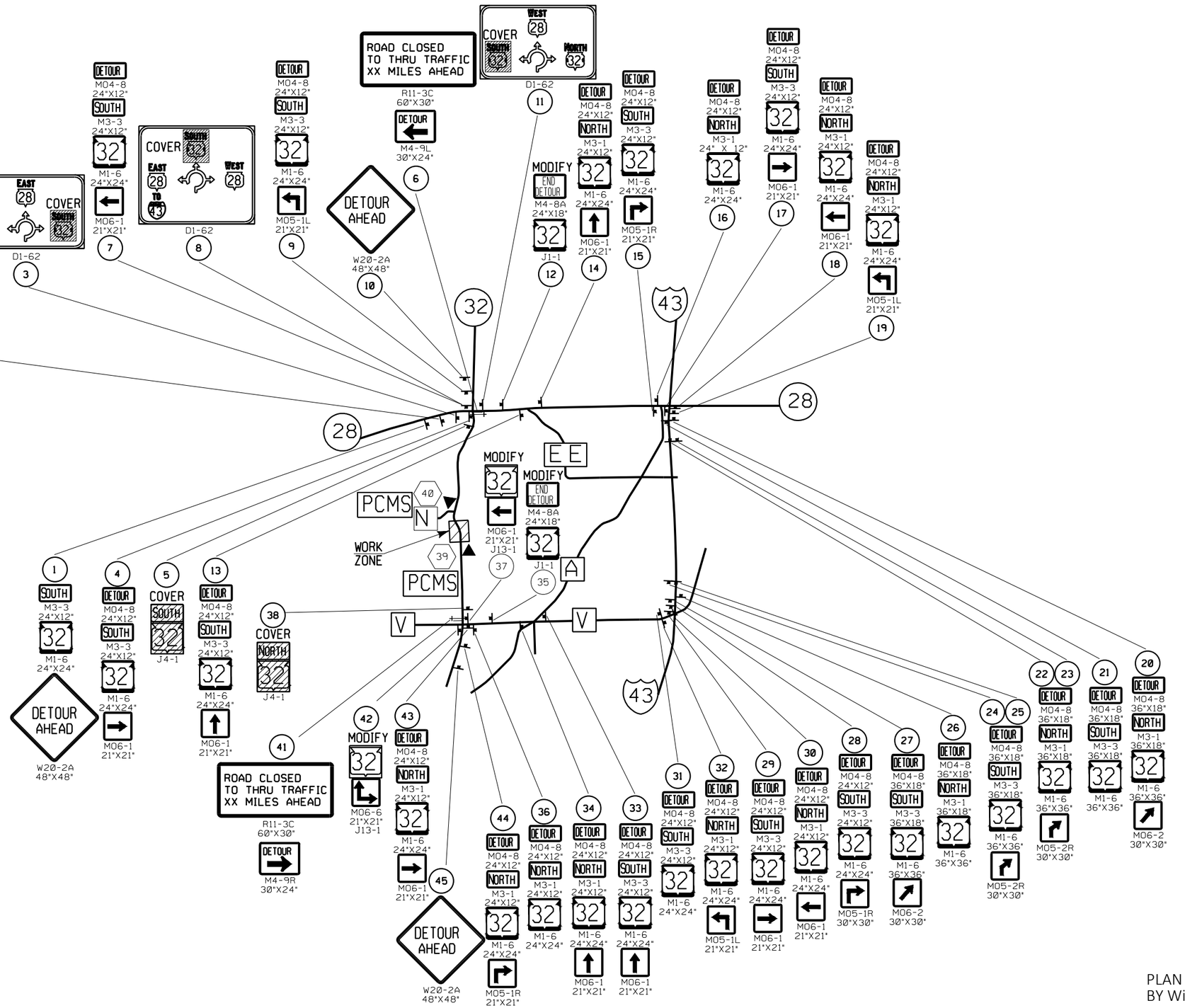
LEGEND

(X) SIGN NUMBER (REFER TO MISCELLANEOUS QUANTITY SHEET)

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

(X) CHANGEABLE PORTABLE MESSAGE BOARD



PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	DETOUR SIGNING DETAILS	SHEET 108 E

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	4540-34-71 Qty	4540-36-71 Qty
0002	201.0110	Clearing	SY	1,926.000	1,727.000	199.000
0004	201.0210	Grubbing	SY	1,926.000	1,727.000	199.000
0006	203.0220	Removing Structure (structure) 01. Culvert Pipe at STA 189+62	EACH	1.000	1.000	
0008	203.0220	Removing Structure (structure) 02. Culvert at STA 100+09	EACH	1.000	1.000	
0010	203.0220	Removing Structure (structure) 03. C-59-0080	EACH	1.000	1.000	
0012	203.0220	Removing Structure (structure) 04. C-59-2916	EACH	1.000	1.000	
0014	203.0220	Removing Structure (structure) 05. C-59-2650	EACH	1.000	1.000	
0016	203.0220	Removing Structure (structure) 06. Station 140+34	EACH	1.000		1.000
0018	203.0220	Removing Structure (structure) 07. Station 180+82	EACH	1.000		1.000
0020	203.0220	Removing Structure (structure) 08. Station 189+62	EACH	1.000		1.000
0022	203.0220	Removing Structure (structure) 09. Station 205+41	EACH	1.000		1.000
0024	203.0220	Removing Structure (structure) 10. Station 242+23	EACH	1.000		1.000
0026	203.0220	Removing Structure (structure) 11. Station 259+80	EACH	1.000		1.000
0028	203.0220	Removing Structure (structure) 12. Station 405+78	EACH	1.000		1.000
0030	203.0220	Removing Structure (structure) 13. Station 585+25	EACH	1.000		1.000
0032	204.0100	Removing Concrete Pavement	SY	1,726.000	677.000	1,049.000
0034	204.0115	Removing Asphaltic Surface Butt Joints	SY	254.000		254.000
0036	204.0120	Removing Asphaltic Surface Milling	SY	186,073.000		186,073.000
0038	204.0150	Removing Curb & Gutter	LF	657.000	72.000	585.000
0040	204.0155	Removing Concrete Sidewalk	SY	364.000	45.000	319.000
0042	204.0165	Removing Guardrail	LF	3,495.000	1,554.000	1,941.000
0044	204.0180	Removing Delineators and Markers	EACH	21.000	7.000	14.000
0046	204.0245	Removing Storm Sewer (size) 01. 18-Inch	LF	48.000		48.000
0048	204.0291.S	Abandoning Sewer	CY	8.000		8.000
0050	205.0100	Excavation Common	CY	3,702.000	807.000	2,895.000
0052	206.2001	Excavation for Structures Culverts (structure) 02. C-59-0121	EACH	1.000	1.000	
0054	206.2001	Excavation for Structures Culverts (structure) 03. C-59-0117	EACH	1.000	1.000	
0056	206.2001	Excavation for Structures Culverts (structure) 04. C-59-0118	EACH	1.000	1.000	
0058	206.2001	Excavation for Structures Culverts (structure) 05. C-59-0119	EACH	1.000	1.000	
0060	208.0100	Borrow	CY	3,102.000	2,976.000	126.000
0062	210.2500	Backfill Structure Type B	TON	6,256.000	6,256.000	
0064	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 4540-36-71	EACH	1.000		1.000
0066	213.0100	Finishing Roadway (project) 01. 4540-36-71	EACH	1.000		1.000
0068	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,032.000	197.000	1,835.000
0070	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,457.000	2,481.000	2,976.000
0072	415.0080	Concrete Pavement 8-Inch	SY	21.000		21.000
0074	416.0610	Drilled Tie Bars	EACH	16.000		16.000
0076	450.4000	HMA Cold Weather Paving	TON	5,591.000	108.000	5,483.000
0078	455.0605	Tack Coat	GAL	11,797.000	79.000	11,718.000
0080	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000		1.000
0082	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000		1.000
0084	460.2000	Incentive Density HMA Pavement	DOL	410.000		410.000
0086	460.2005	Incentive Density PWL HMA Pavement	DOL	15,126.000		15,126.000
0088	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	10,310.000		10,310.000
0090	460.2010	Incentive Air Voids HMA Pavement	DOL	21,402.000		21,402.000
0092	460.5223	HMA Pavement 3 LT 58-28 S	TON	629.000	283.000	346.000
0094	460.5224	HMA Pavement 4 LT 58-28 S	TON	21,402.000		21,402.000
0096	465.0105	Asphaltic Surface	TON	333.000	150.000	183.000
0098	465.0110	Asphaltic Surface Patching	TON	873.000		873.000

Line	Item	Item Description	Unit	Total	4540-34-71 Qty	4540-36-71 Qty
0100	465.0560	Asphaltic Rumble Strips, Centerline	LF	33,515.000		33,515.000
0102	504.0100	Concrete Masonry Culverts	CY	581.000	581.000	
0104	505.0400	Bar Steel Reinforcement HS Structures	LB	63,600.000	63,600.000	
0106	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	12,730.000	12,730.000	
0108	513.2001	Railing Pipe	LF	58.000	58.000	
0110	516.0500	Rubberized Membrane Waterproofing	SY	207.000	207.000	
0112	516.0600.S	Sheet Membrane Waterproofing for Asphalt Overlays	SY	84.000	84.000	
0114	520.8700	Cleaning Culvert Pipes	EACH	15.000		15.000
0116	522.0530	Culvert Pipe Reinforced Concrete Class V 30-Inch	LF	95.000		95.000
0118	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	5.000		5.000
0120	522.2424	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	208.000		208.000
0122	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	10.000		10.000
0124	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	53.000		53.000
0126	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	503.000	72.000	431.000
0128	601.0600	Concrete Curb Pedestrian	LF	154.000		154.000
0130	602.0405	Concrete Sidewalk 4-Inch	SF	3,470.000	440.000	3,030.000
0132	606.0200	Riprap Medium	CY	55.000	33.000	22.000
0134	606.0300	Riprap Heavy	CY	593.000	593.000	
0136	608.0118	Relaid Storm Sewer 18-Inch	LF	32.000		32.000
0138	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	90.000		90.000
0140	611.0430	Reconstructing Inlets	EACH	5.000		5.000
0142	611.0639	Inlet Covers Type H-S	EACH	6.000		6.000
0144	611.3230	Inlets 2x3-FT	EACH	1.000		1.000
0146	614.2300	MGS Guardrail 3	LF	575.000	375.000	200.000
0148	614.2330	MGS Guardrail 3 K	LF	1,075.000	137.500	937.500
0150	614.2340	MGS Guardrail 3 L	LF	112.500	112.500	
0152	614.2350	MGS Guardrail Short Radius	LF	144.300		144.300
0154	614.2500	MGS Thrie Beam Transition	LF	78.800		78.800
0156	614.2610	MGS Guardrail Terminal EAT	EACH	18.000	6.000	12.000
0158	618.0100	Maintenance and Repair of Haul Roads (project) 01. 4540-34-71	EACH	1.000	1.000	
0160	618.0100	Maintenance and Repair of Haul Roads (project) 02. 4540-36-71	EACH	1.000		1.000
0162	619.1000	Mobilization	EACH	1.000	0.250	0.750
0164	624.0100	Water	MGAL	77.500	26.800	50.700
0166	625.0100	Topsoil	SY	8,224.000	5,906.000	2,318.000
0168	628.1504	Silt Fence	LF	2,752.000	1,273.000	1,479.000
0170	628.1520	Silt Fence Maintenance	LF	2,752.000	1,273.000	1,479.000
0172	628.1905	Mobilizations Erosion Control	EACH	40.000	14.000	26.000
0174	628.1910	Mobilizations Emergency Erosion Control	EACH	11.000	5.000	6.000
0176	628.2006	Erosion Mat Urban Class I Type A	SY	262.000	14.000	248.000
0178	628.2008	Erosion Mat Urban Class I Type B	SY	6,867.000	4,833.000	2,034.000
0180	628.2027	Erosion Mat Class II Type C	SY	1,058.000	1,058.000	
0182	628.7015	Inlet Protection Type C	EACH	38.000		38.000
0184	628.7504	Temporary Ditch Checks	LF	64.000	40.000	24.000
0186	628.7555	Culvert Pipe Checks	EACH	38.000		38.000
0188	628.7570	Rock Bags	EACH	153.000	40.000	113.000
0190	629.0210	Fertilizer Type B	CWT	5.150	3.720	1.430
0192	630.0130	Seeding Mixture No. 30	LB	77.000	53.000	24.000
0194	630.0140	Seeding Mixture No. 40	LB	10.000	4.000	6.000
0196	630.0170	Seeding Mixture No. 70	LB	9.000	6.000	3.000

Line	Item	Item Description	Unit	Total	4540-34-71 Qty	4540-36-71 Qty
0198	630.0200	Seeding Temporary	LB	222.000	160.000	62.000
0200	630.0500	Seed Water	MGAL	147.700	106.300	41.400
0202	633.5200	Markers Culvert End	EACH	31.000	12.000	19.000
0204	642.5201	Field Office Type C	EACH	1.000	0.500	0.500
0206	643.0300	Traffic Control Drums	DAY	608.000		608.000
0208	643.0420	Traffic Control Barricades Type III	DAY	2,846.000	2,066.000	780.000
0210	643.0705	Traffic Control Warning Lights Type A	DAY	4,473.000	2,981.000	1,492.000
0212	643.0900	Traffic Control Signs	DAY	28,608.000	1,306.000	27,302.000
0214	643.0910	Traffic Control Covering Signs Type I	EACH	3.000		3.000
0216	643.0920	Traffic Control Covering Signs Type II	EACH	10.000		10.000
0218	643.1000	Traffic Control Signs Fixed Message	SF	125.500		125.500
0220	643.1050	Traffic Control Signs PCMS	DAY	28.000		28.000
0222	643.1070	Traffic Control Cones 42-Inch	DAY	18.000		18.000
0224	643.3165	Temporary Marking Line Paint 6-Inch	LF	154,721.000		154,721.000
0226	643.3265	Temporary Marking Line Paint 10-Inch	LF	2,764.000		2,764.000
0228	643.5000	Traffic Control	EACH	1.000	0.250	0.750
0230	644.1440	Temporary Pedestrian Surface Matting	SF	490.000		490.000
0232	644.1601	Temporary Pedestrian Curb Ramp	DAY	27.000		27.000
0234	644.1605	Temporary Pedestrian Detectable Warning Field	SF	170.000		170.000
0236	644.1810	Temporary Pedestrian Barricade	LF	1,441.000	24.000	1,417.000
0238	645.0120	Geotextile Type HR	SY	1,392.000	1,318.000	74.000
0240	646.2020	Marking Line Epoxy 6-Inch	LF	12,973.000		12,973.000
0242	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	159,230.000		159,230.000
0244	646.4020	Marking Line Epoxy 10-Inch	LF	1,382.000		1,382.000
0246	646.5020	Marking Arrow Epoxy	EACH	3.000		3.000
0248	646.5220	Marking Symbol Epoxy	EACH	22.000		22.000
0250	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	44,415.000		44,415.000
0252	646.7120	Marking Diagonal Epoxy 12-Inch	LF	74.000		74.000
0254	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,077.000		1,077.000
0256	648.0100	Locating No-Passing Zones	MI	9.700		9.700
0258	650.4000	Construction Staking Storm Sewer	EACH	3.000		3.000
0260	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	710.000	72.000	638.000
0262	650.6000	Construction Staking Pipe Culverts	EACH	8.000	1.000	7.000
0264	650.6501	Construction Staking Structure Layout (structure) 02.C-59-0121	EACH	1.000	1.000	
0266	650.6501	Construction Staking Structure Layout (structure) 03. C-59-0117	EACH	1.000	1.000	
0268	650.6501	Construction Staking Structure Layout (structure) 04. C-59-0118	EACH	1.000	1.000	
0270	650.6501	Construction Staking Structure Layout (structure) 05. C-59-0119	EACH	1.000	1.000	
0272	650.8000	Construction Staking Resurfacing Reference	LF	51,404.000		51,404.000
0274	650.9000	Construction Staking Curb Ramps	EACH	16.000		16.000
0276	650.9500	Construction Staking Sidewalk (project) 01. 4540-34-71	EACH	1.000	1.000	
0278	650.9500	Construction Staking Sidewalk (project) 02. 4540-36-71	EACH	1.000		1.000
0280	650.9911	Construction Staking Supplemental Control (project) 01. 4540-34-71	EACH	1.000	1.000	
0282	650.9911	Construction Staking Supplemental Control (project) 02. 4540-36-71	EACH	1.000		1.000
0284	650.9920	Construction Staking Slope Stakes	LF	3,011.000	1,618.000	1,393.000
0286	690.0150	Sawing Asphalt	LF	1,070.000	206.000	864.000
0288	690.0250	Sawing Concrete	LF	948.000	189.000	759.000
0290	715.0502	Incentive Strength Concrete Structures	DOL	3,774.000	3,774.000	
0292	740.0440	Incentive IRI Ride	DOL	77,877.000		77,877.000
0294	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 01. 100+09	EACH	1.000	1.000	

					4540-34-71	4540-36-71
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0296	999.2000.S	Installing and Maintaining Bird Deterrent System (station) 02. 393+67	EACH	1.000	1.000	
0298	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000	
0300	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,100.000	2,100.000	
0302	SPV.0035	Special 01. Foundation Backfill	CY	2,468.000	836.000	1,632.000
0304	SPV.0060	Special 01. Temporary Water Diversion C-59-117, Sta 527+65.16	EACH	1.000	1.000	
0306	SPV.0060	Special 02. Temporary Water Diversion C-59-118, Station 393+66.22	EACH	1.000	1.000	
0308	SPV.0060	Special 03. Temporary Water Diversion C-59-119, Station 337+79.75	EACH	1.000	1.000	
0310	SPV.0060	Special 04. Temporary Water Diversion Culvert Pipe, Sta 189+62	EACH	1.000	1.000	
0312	SPV.0060	Special 05. Temporary Water Diversion C-59-121, Station 100+09.05	EACH	1.000	1.000	
0314	SPV.0060	Special 06. Chimney Seals	EACH	12.000		12.000
0316	SPV.0060	Special 07. Adjusting Water Valve Box	EACH	24.000		24.000
0318	SPV.0060	Special 08. Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical	EACH	2.000	2.000	
0320	SPV.0060	Special 09. Adjusting Sanitary Manhole Covers	EACH	4.000		4.000
0322	SPV.0090	Special 01. Culvert Pipe Reinforced Concrete Horizontal Elliptical 72x113-Inch	LF	102.000	102.000	
0324	SPV.0180	Special 01. Removing Distressed Asphaltic Surface Milling	SY	7,595.000		7,595.000

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CLEARING & GRUBBING

STATION TO STATION	201.0110 CLEARING SY	201.0210 GRUBBING SY
STH 32		
4540-34-71		
188+23 - 189+98 RT	191	191
336+99 - 338+54 LT & RT	103	103
391+00 - 392+00 RT	194	194
393+21 - 395+02 LT & RT	304	304
527+35 - 529+64 RT	883	883
529+91 - 530+59 RT	52	52
SUBTOTAL	1,727	1,727
4540-36-71		
205+11 - 205+71 RT	27	27
405+78 - 405+86 RT	28	28
482+65 - 482+98 RT	26	26
585+02 - 585+51 RT	118	118
SUBTOTAL	199	199
PROJECT TOTALS	1,926	1,926

REMOVING STRUCTURES

STATION TO STATION	203.0220* REMOVING STRUCTURES EACH
STH 32	
4540-36-71	
140+34	1
180+82	1
189+62	1
205+41	1
242+23	1
259+80	1
405+78	1
585+25	1
PROJECT TOTALS	8

* QUANTITIES LISTED ELSEWHERE

REMOVING CONCRETE PAVEMENT

STATION TO STATION	204.0100 REMOVING CONCRETE PAVEMENT SY
STH 32	
4540-34-71	
189+18 - 190+03	189
337+48 - 338+11	140
393+29 - 394+04	165
527+23 - 528+04	183
SUBTOTAL	677
4540-36-71	
73+20 - 73+25 LT RT	11
76+17 LT - 76+30 LT	15
9+57 RT - 9+78 RT	11
140+01 - 140+66	145
180+55 - 181+09	120
205+11 - 205+71	172
241+85 - 242+63	150
259+52 - 260+00	108
405+37 - 406+12	167
584+84 - 585+52	150
SUBTOTAL	1,049
PROJECT TOTALS	1,726

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION TO STATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY
STH 32	
4540-36-71	
9+51	7
80+75 - 81+09	7
85+76 - 86+07	7
92+91 - 93+24	7
102+78 - 103+12	8
102+85 - 103+13	6
130+29 - 130+53	6
131+59 - 131+78	4
158+50 - 158+79	6
195+97 - 196+20	6
198+99 - 199+30	7
239+88 - 240+17	6
266+20 - 266+58	8
266+23 - 266+63	9
292+87 - 293+10	5
319+32 - 319+62	7
345+83 - 346+02	5
357+40 - 357+70	7
373+97 - 374+33	8
374+20 - 374+55	8
379+30 - 379+66	8
383+91 - 384+25	8
383+95 - 384+29	8
388+68 - 389+06	8
400+81 - 401+09	6
434+52 - 434+54	6
460+98 - 461+00	8
489+22 - 489+51	6
495+85 - 496+16	7
517+42 - 517+72	6
541+45 - 541+67	5
541+40 - 541+60	5
561+89 - 562+18	6
583+66 - 583+92	7
607+96 - 608+31	8
608+12 - 608+43	7
617+64 - 617+66	9
PROJECT TOTALS	254

REMOVING ASPHALTIC SURFACE MILLING

STATION TO STATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
STH 32	
4540-36-71	
CATEGORY 0010	
76+03 - 80+92	1,503
80+92 - 85+92	1,417
85+92 - 93+07	2,002
93+07 - 102+98	2,818
102+98 - 130+91	9,949
130+91 - 158+65	9,424
158+65 - 195+54	12,262
195+54 - 199+42	1,816
199+42 - 240+02	13,203
240+02 - 266+41	9,432
266+41 - 293+06	9,715
293+06 - 300+45	2,775
301+54 - 319+46	6,257
319+46 - 346+25	9,188
346+25 - 357+79	4,524
357+79 - 374+26	6,227
374+26 - 379+48	2,349
379+48 - 384+10	2,079
384+10 - 388+87	2,151
388+87 - 401+04	4,603
401+04 - 434+52	10,990
461+00 - 489+37	10,020
489+37 - 496+00	2,439
496+00 - 517+57	7,106
517+57 - 541+53	8,236
541+53 - 562+03	7,496
562+03 - 584+07	7,903
584+07 - 608+20	9,396
608+20 - 617+64	3,894
SUBTOTAL	181,174
CATEGORY 0020	
76+03 - 80+92	832
80+92 - 85+92	921
85+92 - 93+07	1309
93+07 - 102+98	1837
SUBTOTAL	4899
PROJECT TOTALS	186,073

REMOVING CURB & GUTTER

STATION TO STATION	204.0150 REMOVING CURB & GUTTER LF
STH 32	
4540-34-71	
99+91 - 100+27	72
SUBTOTALS	72
4540-36-71	
73+16 - 73+29 LT & RT	20
76+05 RT - 76+92 RT	38
76+17 LT - 76+30 LT	7
9+62 RT - 9+75 RT	11
76+61 LT - 76+80 LT	22
80+61 RT - 80+71 RT	17
81+07 LT - 81+25 LT	18
81+12 RT - 81+33 RT	24
85+48 LT - 85+75 LT	25
85+55 RT - 85+73 RT	18
86+10 LT - 86+25 LT	22
92+79 RT - 92+92 RT	24
92+66 LT - 92+92 LT	27
93+17 LT - 93+42 LT	25
93+22 RT - 93+42 RT	34
99+33 LT - 99+43 LT	10
99+69 RT - 99+90 RT	22
102+56 RT - 102+76 RT	24
102+55 LT - 102+76 LT	26
345+59 LT - 345+95 LT	70
346+26 LT - 346+92 LT	87
383+57 RT - 383+63 RT	7
388+11 RT - 388+19 RT	7
SUBTOTALS	585
PROJECT TOTALS	657

REMOVING CONCRETE SIDEWALK

STATION TO STATION	204.0155 REMOVING CONCRETE SIDEWALK SY
STH 32	
4540-34-71	
99+91 - 100+27 LT & RT	45
SUBTOTAL	45
4540-36-71	
73+20 - 73+25 LT & RT	1
75+99 RT - 77+00 RT	22
76+10 LT - 76+28 LT	40
9+57 RT - 9+76 RT	22
76+66 LT - 76+90 LT	25
80+42 RT - 80+71 RT	15
81+09 LT - 81+25 LT	9
81+15 RT - 81+39 RT	23
85+48 LT - 85+75 LT	34
85+55 RT - 85+75 RT	17
86+14 LT - 86+36 LT	11
92+64 RT - 92+86 RT	22
92+72 LT - 92+92 LT	11
93+22 LT - 93+42 LT	11
93+29 RT - 93+52 RT	19
99+75 RT - 99+90 RT	8
102+43 RT - 102+73 RT	16
102+46 LT - 102+75 LT	13
SUBTOTAL	319
PROJECT TOTALS	364

ABANDONING SEWER

STATION TO STATION	204.0291.S CY
STH 32	
4540-36-71	
99+36 - 100+06	8
PROJECT TOTALS	8

REMOVING STORM SEWER

STATION TO STATION	204.0245.01 18-INCH LF
STH 32	
4540-36-71	
388+27 LT	16
390+47 LT	16
456+80 LT	16
PROJECT TOTALS	48

IF REQUIRED DURING RELAID STORM SEWER OPERATIONS

REMOVING GUARDRAIL

STATION TO STATION	204.0165 REMOVING GUARDRAIL LF
STH 32	
4540-34-71	
188+18 - 190+83 RT	268
188+50 - 190+91 LT	230
391+12 - 394+54 RT	342
391+58 - 395+25 LT	267
526+68 - 529+14 LT	242
527+14 - 529+17 RT	205
SUBTOTAL	1,554
4540-36-71	
299+09 - 300+44 RT	135
299+52 - 300+37 LT	85
344+24 - 346+32 RT	205
344+84 - 345+94 LT	191
346+14 - 347+42 LT	179
478+71 - 484+38 LT	567
478+71 - 484+50 RT	579
SUBTOTAL	1,941
PROJECT TOTALS	3,495

REMOVING DELINEATORS AND MARKERS

STATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH
STH 32	
4540-34-71	
189+62 LT	1
337+83 LT & RT	2
393+86 LT & RT	2
527+49 LT & RT	2
SUBTOTAL	7
4540-36-71	
140+31 LT & RT	2
180+82 LT & RT	2
205+41 LT & RT	2
242+23 LT & RT	2
259+76 LT & RT	2
405+78 LT & RT	2
585+18 LT & RT	2
SUBTOTAL	14
PROJECT TOTALS	21

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (3)	AVAILABLE MATERIAL (4)	SPV.0035.01 FOUNDATION BACKFILL FACTOR 1.00	UNEXPANDED FILL	EXPANDED FILL (5) FACTOR 1.25	MASS ORDINATE +/- (6)	WASTE	208.0100 BORROW	COMMENT
4540-34-71												
	Group 0010	72x113 ELLIPTICAL	557	177	379	836	87	109	270	270	---	INCLUDES 275 CY OF AVAILABLE MATERIAL FROM CULVERT PIPE TRANSITION EXCAVATION
	Group 0050	C-59-0119	199	---	199	---	499	624	-425	---	425	INCLUDES 59 CY OF EXPANDED FILL REQUIRED ABOVE THE STRUCTURE
	Group 0040	C-59-0118	208	---	208	---	647	808	-600	---	600	INCLUDES 86 CY OF EXPANDED FILL REQUIRED ABOVE THE STRUCTURE
	Group 0030	C-59-0117	716	---	716	---	1,287	1,609	-893	---	893	INCLUDES 403 CY OF EXPANDED FILL REQUIRED ABOVE THE STRUCTURE
4540-34-71 SUBTOTAL			1,680	---	1,502	836	2,520	3,150	-1,648	270	1,918	THESE EARTHWORK TOTALS ARE ALL PAID FOR UNDER CATEGORY 0010
4540-36-71												
	76+05 - 76+31	CTH D INT. SE CURB RAMP	25	9	16	---	---	---	16	16	---	
	9+56 - 9+79	CTH D INT. SW CURB RAMP	19	6	13	---	---	---	13	13	---	
	76+61 - 76+90	CTH D INT. NW CURB RAMP	20	6	14	---	---	---	14	14	---	
	75+97 - 77+00	CTH D INT. NE CURB RAMP	24	6	18	---	---	---	18	18	---	
	80+42 - 80+75	WILLOW ST. INT. SE CURB RAMP	11	3	8	---	---	---	8	8	---	
	81+07 - 81+25	WILLOW ST. INT. WEST CURB RAMP	11	3	8	---	---	---	8	8	---	
	81+11 - 81+39	WILLOW ST. INT. NE CURB RAMP	17	5	12	---	---	---	12	12	---	
	85+50 - 85+79	ROCKET ST. INT. EAST CURB RAMP	14	4	10	---	---	---	10	10	---	
	85+47 - 85+72	ROCKET ST. INT. SW CURB RAMP	17	6	11	---	---	---	11	11	---	
	86+08 - 86+36	ROCKET ST. INT. NW CURB RAMP	12	3	9	---	---	---	9	9	---	
	92+64 - 92+93	BADEN AVE. INT. SE CURB RAMP	17	5	12	---	---	---	12	12	---	
	92+66 - 92+93	BADEN AVE. INT. SW CURB RAMP	15	4	11	---	---	---	11	11	---	
	93+17 - 93+42	BADEN AVE. INT. NW CURB RAMP	15	4	12	---	---	---	12	12	---	
	93+22 - 93+52	BADEN AVE. INT. NE CURB RAMP	21	5	12	---	---	---	12	12	---	
	102+48 - 102+78	VAN DRIEST AVE. INT. SE CURB RAMP	15	4	12	---	---	---	12	12	---	
	102+46 - 102+78	VAN DRIEST AVE. INT. SW CURB RAMP	14	4	12	---	---	---	12	12	---	
		CULVERT STA. 140+45	326	96	230	241	---	---	230	230	---	
		CULVERT STA. 180+94	260	89	172	166	---	---	172	172	---	
		CULVERT STA. 205+40	290	91	199	206	---	---	199	199	---	
		CULVERT STA. 242+20	403	113	290	291	---	---	290	290	---	
		CULVERT STA. 259+76	218	77	141	142	---	---	141	141	---	
		CULVERT STA. 405+77	398	110	288	278	---	---	288	288	---	
		CULVERT STA. 585+24	418	131	287	309	---	---	287	287	---	
		ONION RIVER BRIDGE (SE QUAD)	50	---	50	---	137	171	-121			
		ONION RIVER BRIDGE (SW QUAD)	35	---	35	---	---	---	35	---	86	
		SOUTH OF MILEY ROAD (SE QUAD)	16	---	16	---	---	---	16			
		SOUTH OF MILEY ROAD (NE QUAD)	26	---	26	---	71	89	-63			
		SOUTH OF MILEY ROAD (SW QUAD)	18	---	18	---	10	13	5			
		SOUTH OF MILEY ROAD (NW QUAD)	20	---	20	---	14	18	2	---	40	
		AT WILSON-LIMA INT. (SOUTH)	19	---	19	---	3	4	15			
		AT WILSON-LIMA INT. (NORTH)	28	---	28	---	1	1	27			
		WILSON-LIMA ROAD	---	---	---	---	8	10	-10			
		WILSON-LIMA ROAD (SOUTH RADIUS)	37	5	32	---	---	---	32			
		WILSON-LIMA ROAD (NORTH RADIUS)	65	7	58	---	---	---	58	122	---	
4540-36-71 SUBTOTAL			2,895	797	2,098	1,632	244	306	1,792	1,918	126	
GRAND TOTAL			4,575	797	3,601	2,469	2,764	3,456	145	2,189	2,044	
TOTAL COMMON EXC			4,575									

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) EXPANDED FILL FACTOR = 1.25
(6) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(7) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

BASE AGGREGATE DENSE 3/4-INCH

STATION TO STATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON
STH 32	
4540-34-71	
187+96 - 195+25	47
336+50 - 340+09	16
390+77 - 395+35	52
526+00 - 530+85	82
SUBTOTAL	197
4540-36-71	
103+33 - 130+49	92
131+31 - 158+65	99
158+65 - 187+96	104
192+25 - 195+43	13
199+50 - 240+02	142
240+02 - 265+74	91
267+01 - 293+13	89
293+13 - 300+48	47
301+51 -318+82	54
319+46 - 336+50	58
340+09 - 346+37	57
346+37 - 357+84	58
357+84 - 368+85	37
395+35 - 400+99	19
400+99 - 434+52	159
461+00 - 489+35	142
489+35 - 496+00	21
496+00 - 517+54	72
517+54 - 526+00	29
530+85 - 541+00	35
545+86 - 561+99	141
561+99 - 584+15	156
584+45 - 607+55	82
608+82 - 617+66	38
SUBTOTAL	1,835
PROJECT TOTALS	2,032

BASE AGGREGATE DENSE 1 1/4-INCH

STATION TO STATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
STH 32	
4540-34-71	
99+91 - 100+27	141
187+96 - 192+25	643
337+48 - 338+11	243
391+00 - 395+10	624
526+75 - 530+85	830
SUBTOTAL	2,481
4540-36-71	
73+15 - 73+29 LT & RT	3
76+10 - 76+31 LT	29
75+97 - 77+00 RT	28
9+57 - 9+79 RT	24
76+61 - 76+90 LT	21
80+42 - 80+75 RT	13
81+06 - 81+25 LT	14
81+11 - 81+39 RT	20
85+50 - 85+75 RT	16
85+48 - 85+72 LT	21
86+08 - 86+34 LT	15
92+66 - 92+93 LT	20
92+64 - 92+93 RT	20
93+17 - 93+42 LT	19
93+22 - 93+52 RT	26
99+36 - 99+91	43
102+48 - 102+78 RT	19
102+46 - 102+78 LT	18
140+01 - 140+66	252
180+55 - 181+09	208
205+11 - 205+71	230
241+85 - 242+63	300
259+52 - 260+00	188
297+95 - 299+70	235
344+45 - 348+40	282
383+60 RT	1
388+16 RT	1
405+37 - 406+12	291
478+73 - 479+50	105
482+45 - 484+50	189
584+84 - 585+52	325
SUBTOTAL	2,976
PROJECT TOTALS	5,457

CONCRETE CURB & GUTTER SUMMARY

STATION TO STATION	601.0409 30-INCH TYPE A LF	601.0411 30-INCH TYPE D LF	601.0600 PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
STH 32				
4540-34-71				
99+91 - 100+27	-	72	-	72
SUBTOTAL	0	72	0	72
4540-36-71				
73+16 - 73+29 LT & RT	21	-	-	21
75+97 RT - 76+86 RT	7	36	24	67
76+10 LT - 76+31 LT	2	31	41	74
9+63 RT - 9+79 RT	23	12	24	59
76+63 LT - 76+80 LT	-	25	-	25
80+61 RT - 80+73 RT	-	16	26	42
81+06 LT - 81+25 LT	-	18	-	18
81+12 RT - 81+33 RT	-	24	-	24
85+48 LT - 85+70 LT	-	25	35	60
85+55 RT - 85+73 RT	-	18	-	18
86+10 LT - 86+25 LT	-	21	-	21
92+66 LT - 92+93 LT	-	27	-	27
92+81 RT - 92+91 RT	-	24	4	28
93+17 LT - 93+42 LT	-	25	-	25
93+24 RT - 93+43 RT	-	34	-	34
99+33 LT - 99+91 LT & RT	-	33	-	33
102+55 - 102+76 LT & RT	-	50	-	50
383+60 RT	-	6	-	6
388+15 RT	-	6	-	6
SUBTOTAL	53	431	154	638
PROJECT TOTALS	53	503	154	710

CONCRETE SIDEWALK

STATION TO STATION	602.0405 4-INCH SF	650.9000 CONSTRUCTION STAKING CURB RAMP EA
STH 32		
4540-34-71		
99+91 - 100+27	440	-
SUBTOTAL	440	0
4540-36-71		
73+16 -73+25 LT & RT	11	-
75+99 RT - 77+00 RT	225	1
76+10 LT - 76+28 LT	328	1
76+65 LT - 76+90 LT	249	1
9+57 RT - 9+76 RT	196	1
80+42 RT - 80+71 RT	133	1
81+09 LT - 81+25 LT	100	1
81+15 RT - 81+39 RT	236	1
85+48 LT - 85+72 LT	220	1
85+55 RT - 85+75 RT	188	1
86+15 LT - 86+37 LT	93	1
92+64 RT - 92+87 RT	230	1
92+72 LT - 92+92 LT	122	1
93+22 LT - 93+42 LT	122	1
93+28 RT - 93+52 RT	241	1
99+75 - 99+91 RT	76	-
102+46 LT - 102+69 LT	136	1
102+48 RT - 102+69 RT	124	1
SUBTOTAL	3,030	16
PROJECT TOTALS	3,470	16

DRILLED TIE BARS

STATION TO STATION	416.0610 DRILLED TIE BARS EACH
STH 32	
4540-36-71	
73+15 -73+29 LT & RT	8
75+97 - 76+50 LT & RT	8
PROJECT TOTALS	16

CONCRETE PAVEMENT

STATION TO STATION	415.0080 8-INCH SY
STH 32	
4540-36-71	
73+15 - 73+29 LT & RT	5
75+97 - 76+50 LT & RT	16
PROJECT TOTALS	21

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

HMA PAVEMENT

STATION TO STATION	450.4400 HMA COLD WEATHER PAVING TON	460.5223 3 LT 58-28 S TON	460.5224 4 LT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	455.0605 TACK COAT GAL	650.8000 CONSTRUCTION STAKING RESURFACING LF
STH 32							
4540-34-71							
99+91 - 100+27	-	34	-	18	-	10	-
189+18 - 190+03	-	73	-	39	-	20	-
337+48 - 338+11	-	42	-	22	-	12	-
393+29 - 394+03	-	64	-	34	-	18	-
527+21 - 528+04	-	70	-	37	-	19	-
UNDISTRIBUTED	108	-	-	-	-	-	-
SUBTOTAL	108	283	0	150	0	79	0
4540-36-71							
CATEGORY 0010							
76+03 - 80+92	-	6	173	3	-	92	489
80+92 - 85+92	-	4	163	2	-	86	500
85+92 - 93+07	-	4	230	2	-	121	715
93+07 - 102+98	-	8	324	4	-	171	991
102+98 - 130+91	-	-	1,144	-	64	630	2,793
130+91 - 158+65	-	44	1,084	23	66	612	2,774
158+65 - 195+54	-	36	1,410	19	85	790	3,689
195+54 - 199+42	-	-	209	-	-	109	388
199+42 - 240+02	-	40	1,518	21	83	847	4,060
240+02 - 266+41	-	85	1,085	45	81	632	2,639
266+41 - 293+06	-	-	1,117	-	181	677	2,665
293+06 - 300+45	-	-	319	-	-	167	739
301+54 - 319+46	-	-	720	-	-	375	1,792
319+46 - 346+25	-	3	1,057	2	12	558	2,679
346+25 - 357+79	-	5	520	3	112	331	1,154
357+79 - 374+26	-	-	716	-	69	410	1,647
374+26 - 379+48	-	-	270	-	-	141	522
379+48 - 384+10	-	-	239	0	-	125	462
384+10 - 388+87	-	-	247	0	-	129	477
388+87 - 401+04	-	-	529	-	51	303	1,217
401+04 - 434+52	-	50	1,268	27	23	688	3,348
461+00 - 489+37	-	-	1,152	-	-	601	2,837
489+37 - 496+00	-	-	280	-	-	146	663
496+00 - 517+57	-	-	817	-	-	426	2,157
517+57 - 541+53	-	-	947	-	-	494	2,396
541+53 - 562+03	-	-	862	-	-	450	2,050
562+03 - 584+07	-	-	909	-	46	498	2,204
584+07 - 608+20	-	61	1,082	32	-	581	2,413
608+20 - 617+64	-	-	448	-	-	234	944
UNDISTRIBUTED	5,342	-	-	-	-	-	-
SUBTOTAL	5,342	346	20,839	183	873	11,424	51,404
CATEGORY 0020							
76+03 - 80+92	-	-	96	-	-	50	-
80+92 - 85+92	-	-	106	-	-	55	-
85+92 - 93+07	-	-	150	-	-	79	-
93+07 - 102+98	-	-	211	-	-	110	-
UNDISTRIBUTED	141	-	-	-	-	-	-
SUBTOTAL	141	0	563	0	0	294	0
PROJECT TOTALS	5,591	629	21,402	333	873	11,797	51,404

ASPHALTIC RUMBLE STRIPS, CENTERLINE

STATION TO STATION	465.0560 LF
STH 32	
4540-36-71	
105+00 - 113+00	800
115+00 - 127+50	1,250
133+00 - 147+00	1,400
149+00 - 156+50	750
160+50 - 194+50	3,400
204+00 - 238+00	3,400
242+00 - 263+50	2,150
268+50 - 281+50	1,300
283+50 - 291+50	800
295+50 - 300+15	465
305+00 - 310+00	500
314+00 - 317+50	350
321+50 - 344+00	2,250
396+00 - 399+00	300
405+50 - 417+00	1,150
419+00 - 430+50	1,150
432+50 - 434+50	200
461+00 - 488+50	2,750
491+50 - 494+00	250
500+00 - 515+50	1,550
519+50 - 533+50	1,400
535+50 - 539+50	400
543+50 - 555+50	1,200
557+50 - 560+00	250
564+00 - 582+00	1,800
586+00 - 601+00	1,500
603+00 - 606+50	350
610+50 - 615+00	450
PROJECT TOTALS	33,515

HMA PAVEMENT PWL TEST

PROJECT	460.0105.S TEST STRIP VOLUMETRICS EA	460.0110.S TEST STRIP DENSITY EA
STH 32		
4540-36-71		
STH 32	1	1
PROJECT TOTALS	1	1

3

PWL MIXTURE USE TABLE

LOCATION	STATION TO STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS*	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED: MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED: DENSITY ACCEPTANCE
STH 32 11-FOOT DRIVING LANES	76+03 - 617+64	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 LT 58-28 S	14,497	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT (460.2010)	INCENTIVE DENSITY PWL HMA PAVEMENT (460.2005)
STH 32 SHOULDERS	76+03 - 617+65	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 LT 58-28 S	6,363	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT (460.2010)	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
SIDE ROADS	VARIOUS LOCATIONS	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 LT 58-28 S	542	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT (460.2010)	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
STRUCTURES AND CULVERT PATCHES	VARIOUS LOCATIONS	UPPER LAYER	3 LT 58-28 S	ASPHALT SURFACE	333	2"	QMP AS PER SS 465.	ACCEPTANCE BY ORDINARY COMPACTION
STRUCTURES AND CULVERT PATCHES	VARIOUS LOCATIONS	LOWER LAYER	BASE AGGREGATE	3 LT 58-28 S	629	3.75"	QMP AS PER SS 460.	INCENTIVE DENSITY HMA PAVEMENT (460.2000)

*QUANTITIES ARE APPROXIMATE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

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STATION - STATION	608.0330 STORM SEWER PIPE REINFORCED CONCRETE CL III 30-INCH LF	522.1030* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EA	STORM SEWER 608.0118 RELAID STORM SEWER 18-INCH EA	611.0430 RECONSTRUCTING INLETS EA	611.0639 INLET COVERS TYPE H-S EA	611.3230 INLETS 2X3-FT EA	633.5200* MARKERS CULVERT ENDS EA	650.4000 CONSTRUCTION STAKING STORM SEWER EA
STH 32								
4540-36-71								
73+20 RT & LT	-	-	-	2	2	-	-	-
73+25 RT	-	-	-	1	1	-	-	-
99+34 - 100+05	90	1	-	-	1	1	1	2
383+59 RT	-	-	-	1	1	-	-	-
388+15 RT	-	-	-	1	1	-	-	-
388+27 LT	-	-	16	-	-	-	-	-
390+47 LT	-	-	16	-	-	-	1	1
PROJECT TOTALS	90	1	32	5	6	1	2	3

* QUANTITIES LISTED ELSEWHERE

3

STATION	TO	STATION	LOCATION	GUARDRAIL 614.2300 MGS GUARDRAIL 3 LF	614.2330 MGS GUARDRAIL 3K LF	614.2340 MGS GUARDRAIL 3L LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EA
STH 32									
4540-34-71									
188+18	-	191+08	RT	187.5	---	---	---	---	2
391+00	-	394+74	RT	12.5	137.5	112.5	---	---	2
527+15	-	529+93	RT	175.0	---	---	---	---	2
			SUBTOTAL	375.0	137.5	112.5	0.0	0.0	6.0
4540-36-71									
298+89	-	300+44	RT	12.5	50	---	---	39.4	1
299+20	-	300+37	LT	12.5	12.5	---	---	39.4	1
343+85	-	346+32	RT	25.0	112.5	---	---	---	2
344+83	-	10+97	LT	50.0	---	---	64.0	---	2
11+10	-	347+69	LT	50.0	---	---	80.3	---	2
478+70	-	483+26	RT	25.0	325.0	---	---	---	2
478+70	-	484+39	LT	25.0	437.5	---	---	---	2
			SUBTOTAL	200.0	937.5	0.0	144.3	78.8	12.0
			PROJECT TOTALS	575.0	1,075.0	112.5	144.3	78.8	18.0

STATION	520.8700 CLEANING CULVERT PIPES EA	522.0530 CULVERT PIPE REINFORCED CONCRETE CLASS V 30-INCH LF	CULVERT PIPES 522.2424 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH LF	522.1030* APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EA	522.2624 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24X38-INCH EA	633.5200* MARKERS CULVERT END EA	650.6000* CONSTRUCTION STAKING PIPE CULVERT EA	INVERT ELEVATION	OUTFALL ELEVATION
STH 32									
4540-36-71									
140+45	-	-	42	-	2	2	1	702.87	702.31
174+56	1	-	-	-	-	-	-	-	-
180+94	-	35	-	2	-	2	1	717.26	716.71
205+40	-	-	40	-	2	2	1	718.75	718.6
214+26	1	-	-	-	-	-	-	-	-
233+33	1	-	-	-	-	2	-	-	-
242+20	-	-	45	-	2	2	1	723.65	722.96
259+76	-	-	36	-	2	2	1	725.05	724.90
289+52	1	-	-	-	-	-	-	-	-
323+15	1	-	-	-	-	-	-	-	-
405+77	-	-	45	-	2	2	1	712.24	711.27
470+12	1	-	-	-	-	-	-	-	-
472+69	1	-	-	-	-	-	-	-	-
489+00	1	-	-	-	-	-	-	-	-
505+95	1	-	-	-	-	-	-	-	-
560+57	1	-	-	-	-	-	-	-	-
560+64	1	-	-	-	-	-	-	-	-
585+24	-	60	-	2	-	2	1	706.82	705.50
592+94	1	-	-	-	-	-	-	-	-
592+99	1	-	-	-	-	-	-	-	-
593+03	1	-	-	-	-	-	-	-	-
605+85	1	-	-	-	-	-	-	-	-
PROJECT TOTALS	15	95	208	4	10	16	7		

*QUANTITIES LISTED ELSEWHERE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

TOPSOIL

STATION TO STATION	625.0100 TOPSOIL SY
STH 32	
4540-34-71	
99+69 - 100+28 LT & RT	187
187+95 - 192+25 LT & RT	1,028
336+50 - 340+10 LT & RT	1,353
391+00 -395+32 LT & RT	883
526+00 - 530+68 LT & RT	1,274
UNDISTRIBUTED	1,181
SUBTOTAL	5,906
4540-36-71	
75+98 - 76+99 LT & RT	30
80+44 - 81+38 LT & RT	31
85+48 - 86+36 LT & RT	40
92+64 - 93+52 LT & RT	62
99+31 - 99+43 LT	5
102+45 - 102+73 LT & RT	30
140+01 - 140+66 LT & RT	136
180+55 - 181+09 LT & RT	95
205+11 - 205+71 LT & RT	102
241+85 - 242+63 LT & RT	109
259+52 - 260+01 LT & RT	84
297+95 - 299+70 LT & RT	337
344+45 - 348+40 LT	159
405+37 - 406+12 LT & RT	103
478+83 - 479+50 LT & RT	74
482+45 - 484+50 LT & RT	263
584+84 - 585+52 LT & RT	194
UNDISTRIBUTED	464
SUBTOTAL	2,318
PROJECT TOTALS	8,224

SILT FENCE

STATION TO STATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
STH 32		
4540-34-71		
99+71 - 100+31 RT	77	77
190+10 - 192+26 RT	226	226
336+89 - 339+02 LT & RT	184	184
390+97 - 394+97 LT & RT	357	357
525+96 - 529+10 RT	174	174
UNDISTRIBUTED	255	255
SUBTOTAL	1,273	1,273
4540-36-71		
140+01 - 140+66 RT	56	56
180+55 - 181+09 RT	45	45
205+11 - 205+71 RT	50	50
241+91 - 242+57 RT	61	61
259+52 - 260+01 RT	40	40
297+94 - 299+75 LT & RT	314	314
345+56 - 348+41 LT	293	293
405+42 - 406+10 RT	69	69
479+15 - 479+53 LT & RT	72	72
482+41 - 483+68 LT & RT	82	82
584+84 - 585+52 RT	101	101
UNDISTRIBUTED	296	296
SUBTOTAL	1,479	1,479
PROJECT TOTALS	2,751	2,751

EROSION CONTROL MOBILIZATIONS

STATION TO STATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
STH 32		
4540-34-71		
99+69 - 100+28	2	1
187+95 - 192+25	3	1
336+50 - 340+10	3	1
391+00 - 395+32	3	1
526+00 - 530+68	3	1
SUBTOTAL	14	5
4540-36-71		
140+01 - 140+66	2	1
180+55 - 181+09	2	1
205+11 - 205+71	2	1
241+91 - 242+57	2	1
259+52 - 260+01	2	-
297+95 - 299+70	2	-
344+45 - 348+40	2	-
405+42 - 406+10	2	-
426+53	1	-
478+83 - 484+50	2	-
532+80	1	-
541+01	1	-
584+84 - 585+52	2	1
CURB RAMPS	1	1
MILLING	2	-
SUBTOTAL	26	6
PROJECT TOTALS	40	11

WATER

STATION TO STATION	624.0100 WATER MGAL
STH 32	
4540-34-71	
99+91 - 100+27	1.4
187+96 - 192+25	6.9
337+48 - 338+11	2.6
391+00 - 395+10	6.8
526+75 - 530+85	9.1
SUBTOTAL	26.8
4540-36-71	
73+15 -103+33	3.7
103+33 - 130+49	0.9
131+31 - 158+65	3.5
158+65 - 187+96	3.1
195+25 - 195+43	0.1
199+50 - 240+02	3.7
240+02 - 265+74	5.8
267+01 - 293+13	0.9
293+13 - 300+48	2.8
301+51 - 318+82	0.5
319+46 - 336+50	0.6
340+09 - 357+84	4.0
357+84 - 368+85	0.4
395+35 - 400+99	0.2
400+99 - 455+58	6.9
456+77 - 489+35	4.6
489+35 - 496+00	0.2
496+00 - 517+54	0.7
517+54 - 526+00	0.3
530+85 - 541+00	0.4
545+86 - 561+99	1.4
561+99 - 584+15	1.6
584+45 - 607+55	4.1
608+82 - 617+66	0.4
SUBTOTAL	50.7
PROJECT TOTALS	77.5

RIPRAP

STATION -STATION	606.0200 RIPRAP MEDIUM CY	606.0300* RIPRAP HEAVY CY	645.0120* GEOTEXTILE FABRIC TYPE HR SY
STH 32			
4540-34-71			
188+94 - 189+17 LT	10	-	26
189+15 - 189+37 LT	-	10	32
189+36 - 189+72 LT	15	-	28
189+57 - 189+79 RT	8	-	23
189+79 - 190+03 RT	-	17	43
SUBTOTAL	33	27	152
4540-36-71			
426+50 - 426+54 RT	2	-	9
532+77 - 532+86 RT	5	-	20
585+13 - 585+22 RT	15	-	45
SUBTOTAL	22	0	74
PROJECT TOTALS	55	27	226

*QUANTITIES LISTED ELSEWHERE

3

EROSION MATTING

STATION TO STATION	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.2027 EROSION MAT CLASS II TYPE C SY
STH 32			
4540-34-71			
99+69 - 100+28 LT & RT	11	175	-
187+95 - 192+25 LT & RT	-	775	253
336+50 - 340+10 LT & RT	-	1,143	210
391+00 - 395+32 LT & RT	-	771	112
526+00 - 530+68 LT & RT	-	1,002	271
UNDISTRIBUTED	3	967	212
SUBTOTAL	14	4,833	1,058
4540-36-71			
75+98 - 76+99 LT & RT	30	-	-
80+44 - 81+38 LT & RT	31	-	-
85+48 - 86+36 LT & RT	40	-	-
92+64 - 93+52 LT & RT	62	-	-
99+31 - 99+43 RT	5	-	-
102+45 - 102+73 LT & RT	30	-	-
140+01 - 140+66 LT & RT	-	136	-
180+55 - 181+09 LT & RT	-	95	-
205+11 - 205+71 LT & RT	-	102	-
241+85 - 242+63 LT & RT	-	109	-
259+52 - 260+01 LT & RT	-	84	-
297+95 - 299+70 LT & RT	-	337	-
344+45 - 348+40 LT	-	159	-
405+37 - 406+12 LT & RT	-	103	-
478+83 - 479+50 LT & RT	-	74	-
482+45 - 484+50 LT & RT	-	263	-
584+84 - 585+52 LT & RT	-	165	-
UNDISTRIBUTED	50	407	0
SUBTOTAL	248	2,034	0
PROJECT TOTALS	261	6,866	1,058

INLET PROTECTION

STATION TO STATION	628.7015 INLET PROTECTION TYPE C EACH
STH 32	
4540-36-71	
76+03 - 102+98 LT & RT	24
374+50 - 391+00 LT & RT	10
541+00 - 542+00 LT & RT	3
617+75 RT	1
PROJECT TOTALS	38

ROCK BAGS

STATION	628.7570 ROCK BAGS EACH
STH 32	
4540-34-71	
188+83	5
526+93	7
527+15	7
527+93	7
528+24	7
528+44	7
SUBTOTAL	40
4540-36-71	
140+45	16
180+94	16
205+40	16
242+20	16
259+76	16
405+77	16
585+24	17
SUBTOTAL	113

TEMPORARY DITCH CHECKS

STATION	628.7504 TEMPORARY DITCH CHECKS LF
STH 32	
4540-34-71	
188+83	8
337+25	8
338+34	8
392+93	8
393+98	8
SUBTOTAL	40
4540-36-71	
479+28	8
483+00	8
483+70	8
SUBTOTAL	24
PROJECT TOTALS	64

CULVERT PIPE CHECKS

STATION	628.7555 CULVERT PIPE CHECKS EACH
STH 32	
4540-36-71	
140+45	5
180+94	4
205+40	6
242+20	6
259+76	6
405+77	6
585+24	5
PROJECT TOTALS	38

MARKERS CULVERT

STATION	633.5200* MARKERS CULVERT END (EA)
STH 32	
4540-34-71	
100+10	2
189+62	2
337+83	2
393+86	2
527+49	2
SUBTOTAL	10
4540-36-71	
198+88	1
SUBTOTAL	1
PROJECT TOTALS	11

* QUANTITIES LISTED ELSEWHERE

FERTILIZER & SEEDING

STATION TO STATION	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER (4 WEEK TOTAL) MGAL
STH 32						
4540-34-71						
99+69 - 100+28 LT & RT	0.12	-	3	-	5	4.2
187+95 - 192+25 LT & RT	0.65	19	-	-	28	23.1
336+50 - 340+10 LT & RT	0.85	-	-	5	37	30.4
391+00 - 395+32 LT & RT	0.56	-	-	3	24	19.9
526+00 - 530+68 LT & RT	0.80	23	-	-	34	28.7
UNDISTRIBUTED	0.74	11	1	2	32	-
SUBTOTAL	3.72	53	4	6	160	106.3
4540-36-71						
75+98 - 76+99 LT & RT	0.02	-	1	-	1	0.7
80+44 - 81+38 LT & RT	0.02	-	1	-	1	0.7
85+48 - 86+36 LT & RT	0.03	-	1	-	1	0.9
92+64 - 93+52 LT & RT	0.04	-	1	-	2	1.4
102+45 - 102+73 LT & RT	0.02	-	1	-	1	0.7
140+01 - 140+66 LT & RT	0.09	2	-	-	4	3.1
180+55 - 181+09 LT & RT	0.06	2	-	-	3	2.2
205+11 - 205+71 LT & RT	0.06	2	-	-	3	2.3
241+85 - 242+63 LT & RT	0.07	2	-	-	3	2.5
259+52 - 260+01 LT & RT	0.05	2	-	-	2	1.9
297+95 - 299+70 LT & RT	0.21	-	-	1	9	7.6
344+45 - 348+40 LT	0.10	-	-	1	4	3.6
405+37 - 406+12 LT & RT	0.07	-	-	0.4	3	2.4
478+83 - 479+50 LT & RT	0.05	1	-	-	2	1.7
482+45 - 484+50 LT & RT	0.17	5	-	-	7	6.0
584+84 - 585+52 LT & RT	0.10	3	-	-	4	3.7
UNDISTRIBUTED	0.29	5	1	1	12	-
SUBTOTAL	1.43	24	6	3	62	41.4
PROJECT TOTALS	5.15	76	10	9	222	147.70

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL DETOUR SIGN SUMMARY SOUTH DETOUR

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 120 DAYS	643.0900* SIGNS DAYS	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	643.1000* SIGNS FIXED MESSAGE SF	643.1050* PORTABLE CHANGEABLE MESSAGE SIGN EACH	NO OF CYCLES	643.0910* COVERING SIGNS TYPE I EACH	643.0920* COVERING SIGNS TYPE II EACH	REMARKS
1	I-43/STH 32, S. OF STH 32, PLACE 2500' S. OF STH 32 INTERCHANGE IN MEDIAN	M 3-1	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
	"	W 20-2A	48"X48"	1	120	120								
2	I-43/STH 32, S. OF STH 32, PLACE 2500' S. OF STH 32 INTERCHANGE ON RIGHT SHOULDER	M 3-1	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
	"	W 20-2A	48"X48"	1	120	120								
3	I-43/STH 32, S. OF STH 32, PLACE 1500' S. OF STH 32 INTERCHANGE IN MEDIAN	FMS	138"X54"	1					51.75					SEE SIGN DETAIL SHEET
4	I-43/STH 32, S. OF STH 32, PLACE 1500' S. OF STH 32 INTERCHANGE ON RIGHT SHOULDER	FMS	138"X54"	1					51.75					SEE SIGN DETAIL SHEET
5	I-43/STH 32, S. OF STH 32, PLACE 750' S. OF STH 32 INTERCHANGE IN MEDIAN	MO 4-8	36"X18"	1	120	120								
	"	M 3-1	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
	"	MO 6-1	30"X30"	1	120	120								AHEAD
6	I-43/STH 32, S. OF STH 32, PLACE 750' S. OF STH 32 INTERCHANGE ON RIGHT SHOULDER	MO 4-8	36"X18"	1	120	120								
	"	M 3-1	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
	"	MO 6-1	30"X30"	1	120	120								AHEAD
7	I-43/STH 32, AT STH 32, COVER EXISTING TYPE I GROUND SIGN AS SHOWN										1	1		COVER "32"
8	I-43 NB OFF-RAMP TO STH 32, COVER EXISTING J3-2 SIGN AS SHOWN										1		1	COVER "NORTH 32 LT"
9	I-43 SB OFF-RAMP TO STH 32, COVER EXISTING J3-2 SIGN AS SHOWN										1		1	COVER "NORTH 32 RT"
10	I-43 SB, AT STH 32, COVER EXISTING TYPE I GROUND SIGN AS SHOWN										1	1		COVER "NORTH 32"
11	I-43 SB, AT STH 32, PLACE LEFT OF SIGN #10	M 4-8A	30"X24"	1	120	120								
	"	M 3-3	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
12	I-43 SB, AT STH 32, PLACE IN MEDIAN ACROSS FROM SIGN #11	M 4-8A	30"X24"	1	120	120								
	"	M 3-3	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
13	I-43 NB, N. OF STH 32, PLACE RIGHT OF EXISTING J4-1 SIGN	MO 4-8	36"X18"	1	120	120								
	"	M 3-1	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
14	I-43 SB, N. OF STH 32, COVER EXISTING TYPE I GROUND SIGN AS SHOWN										1	1		COVER "NORTH 32"
15	I-43 NB, S. OF CTH AA, PLACE 500' S. OF CTH AA EXIT	MO 4-8	36"X18"	1	120	120								
	"	M 3-1	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
	"	MO 6-1	30"X30"	1	120	120								AHEAD
16	I-43 SB, S. OF CTH AA, PLACE 500' S. OF CTH AA EXIT	MO 4-8	36"X18"	1	120	120								
	"	M 3-3	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
	"	MO 6-1	30"X30"	1	120	120								AHEAD
17	I-43 NB, S. OF CTH V, PLACE 750' S. OF CTH V EXIT IN MEDIAN	MO 4-8	36"X18"	1	120	120								
	"	M 3-1	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
	"	MO 5-2R	30"X30"	1	120	120								
	PAGE SUBTOTALS			37		4,200	0	0	103.5	0		3	2	

* QUANTITIES LISTED ELSEWHERE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL DETOUR SIGN SUMMARY SOUTH DETOUR

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 120 DAYS	643.0900* SIGNS DAYS	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	643.1000* SIGNS FIXED MESSAGE SF	643.1050* PORTABLE CHANGEABLE MESSAGE SIGN EACH	NO OF CYCLES	643.0910* COVERING SIGNS TYPE I EACH	643.0920* COVERING SIGNS TYPE II EACH	REMARKS
18	I-43 NB, S. OF CTH V, PLACE 750' S. OF CTH V EXIT ON RIGHT SHOULDER	MO 4-8	36"X18"	1	120	120								
	"	M 3-1	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
	"	MO 5-2R	30"X30"	1	120	120								
19	I-43 SB, S. OF CTH V, PLACE RIGHT OF EXISTING J4-1 SIGN	MO 4-8	36"X18"	1	120	120								
	"	M 3-3	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
20	I-43 NB, AT CTH V, PLACE LEFT OF EXISTING TYPE I GROUND SIGN	MO 4-8	36"X18"	1	120	120								
	"	M 3-1	36"X18"	1	120	120								
	"	M 1-6	36"X36"	1	120	120								32
	"	MO 6-2	30"X30"	1	120	120								TILT RIGHT
21	I-43 NB OFF-RAMP TO CTH V, PLACE 750' PRIOR TO RAMP INTERSECTION	MO 4-8	24"X12"	1	120	120								
	"	M 3-1	24"X12"	1	120	120								
	"	M 1-6	24"X24"	1	120	120								32
	"	MO 5-1L	21"X21"	1	120	120								
22	I-43 NB OFF-RAMP TO CTH V, PLACE LEFT OF EXISTING R1-1 SIGN AT RAMP INTERSECTION	MO 4-8	24"X12"	1	120	120								
	"	M 3-1	24"X12"	1	120	120								
	"	M 1-6	24"X24"	1	120	120								32
	"	MO 6-1	21"X21"	1	120	120								LEFT
23	CTH V, AT I-43 SB RAMP, PLACE RIGHT OF EXISTING J3-1 SIGN	MO 4-8	24"X12"	1	120	120								
	"	M 3-3	24"X12"	1	120	120								
	"	M 1-6	24"X24"	1	120	120								32
	"	MO 6-1	21"X21"	1	120	120								RIGHT
24	CTH V, W. OF I-43, PLACE 250' W. OF I-43 SB RAMP INTERSECTION	MO 4-8	24"X12"	1	120	120								
	"	M 3-1	24"X12"	1	120	120								
	"	M 1-6	24"X24"	1	120	120								32
25	CTH V, W. OF I-43, PLACE 400' W. OF I-43 SB RAMP INTERSECTION	MO 4-8	24"X12"	1	120	120								
	"	M 3-3	24"X12"	1	120	120								
	"	M 1-6	24"X24"	1	120	120								32
	"	MO 5-1R	21"X21"	1	120	120								
26	CTH V, E. OF CTH A, PLACE 250' E. OF CTH A INTERSECTION	MO 4-8	24"X12"	1	120	120								
	"	M 3-1	24"X12"	1	120	120								
	"	M 1-6	24"X24"	1	120	120								32
	"	MO 6-1	21"X21"	1	120	120								AHEAD
27	CTH V, E. OF CTH A, PLACE 250' E. OF CTH A INTERSECTION	MO 4-8	24"X12"	1	120	120								
	"	M 3-3	24"X12"	1	120	120								
	"	M 1-6	24"X24"	1	120	120								32
	"	MO 6-1	21"X21"	1	120	120								AHEAD
28	CTH V, E. OF STH 32, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	120	120								
29	CTH V, E. OF STH 32, PLACE 250' E. OF STH 32 INTERSECTION	MO 4-8	24"X12"	1	120	120								
	"	M 3-3	24"X12"	1	120	120								
	"	M 1-6	24"X24"	1	120	120								32
30	CTH V, AT STH 32, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	120	120								
	PAGE SUBTOTALS			43		5,160	0	0	0	0		0	0	

* QUANTITIES LISTED ELSEWHERE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL DETOUR SIGN SUMMARY SOUTH DETOUR

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 120 DAYS	643.0900* SIGNS DAYS	643.0420* BARRICADES TYPE III DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	643.1000* SIGNS FIXED MESSAGE SF	643.1050* PORTABLE CHANGEABLE MESSAGE SIGN EACH	NO OF CYCLES	643.0910* COVERING SIGNS TYPE I EACH	643.0920* COVERING SIGNS TYPE II EACH	REMARKS
31	STH 32, N. OF CTH V, PLACE 1500' N. OF CTH V INTERSECTION	W 20-2A	48"X48"	1	120	120								
32	STH 32, N. OF CTH V, PLACE 1000' N. OF CTH V INTERSECTION	FMS	66"X48"	1					22					SEE SIGN DETAIL SHEET
33	STH 32, N. OF CTH V, PLACE 500' N. OF CTH V INTERSECTION	MO 4-8	24"X12"	1	120	120								
	"	M 3-3	24"X12"	1	120	120								
	"	M 1-6	24"X24"	1	120	120								32
	"	MO 5-1L	21"X21"	1	120	120								
34	STH 32, AT CTH V, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	120	120								
	"	M 3-3	24"X12"	1	120	120								
	"	M 1-6	24"X24"	1	120	120								32
	"	MO 6-1	21"X21"	1	120	120								LEFT
35	STH 32, AT CTH V, PLACE ON RIGHT SHOULDER IN SE QUADRANT OF CTH V INTERSECTION	R 11-3C	60"X30"	1	120	120	120	240						XX MILES AHEAD TO CHANGE BASED ON BOX CULVERT CLOSED
	"	M 4-9L	30"X24"	1	120	120								
36	CTH V, AT STH 32, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-6	21"X21"	1	120	120								LEFT-AHEAD
37	STH 32, S. OF CTH V, COVER EXISTING J4-1 SIGN AS SHOWN										1		1	COVER ENTIRE SIGN
38	STH 32, S. OF CTH V, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7				PLACE IN ADVANCE OF CLOSURE
39	STH 32, AT CTH OO, PLACE ON RIGHT SHOULDER IN SE QUADRANT OF CTH OO INTERSECTION	R 11-3C	60"X30"	1	120	120	120	240						XX MILES AHEAD TO CHANGE BASED ON BOX CULVERT CLOSED
40	STH 32, AT CTH A, PLACE ON RIGHT SHOULDER IN NW QUADRANT OF CTH A INTERSECTION	R 11-3C	60"X30"	1	120	120	120	240						XX MILES AHEAD TO CHANGE BASED ON BOX CULVERT CLOSED
41	STH 32, AT CTH A, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF CTH A INTERSECTION	R 11-3C	60"X30"	1	120	120	120	240						XX MILES AHEAD TO CHANGE BASED ON BOX CULVERT CLOSED
42	STH 32, N. OF CTH D, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7				PLACE IN ADVANCE OF CLOSURE
43	STH 32, N. OF CTH D, COVER EXISTING J4-1 SIGN AS SHOWN										1		1	COVER ENTIRE SIGN
44	CTH D, AT STH 32, COVER EXISTING J3-1 SIGN AS SHOWN										1		1	COVER ENTIRE SIGN
45	STH 32, AT CTH D, PLACE ON RIGHT SHOULDER IN NE QUADRANT OF INTERSECTION	R 11-3C	60"X30"	1	120	120	120	240						
	"	M 4-9R	30"X24"	1	120	120								
	PAGE SUBTOTALS			20		2,040	600	1,200	22	14		0	3	
	DETOUR TOTALS			100		11,400	600	1,200	125.5	14		3	5	

* QUANTITIES LISTED ELSEWHERE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL DETOUR SIGN SUMMARY NORTH DETOUR

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 DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	643.1050* PORTABLE CHANGEABLE MESSAGE SIGN EACH	NO OF CYCLES	643.0920* COVERING SIGNS TYPE II EACH	REMARKS
1	STH 28, W. OF STH 32, PLACE 1500' W. OF STH 32 RAB INTERSECTION	M 3-3	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	W 20-2A	48"X48"	1	30	30						
2	STH 28, W. OF STH 32, PLACE 750' W. OF STH 32 RAB INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-3	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 5-1R	21"X21"	1	30	30						
3	STH 28, W. OF STH 32, COVER EXISTING D1-62 SIGN AS SHOWN									1	1	COVER EXISTING SIGN AS SHOWN
4	STH 28, W. OF STH 32, PLACE 100' W. OF STH 32 RAB INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-3	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 6-1	21"X21"	1	30	30						RIGHT
5	STH 32, S. OF STH 28, COVER EXISTING J4-1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
6	STH 32, AT STH 28, PLACE ON SHOULDER IN SE QUADRANT OF INTERSECTION	R 11-3C	60"X30"	1	30	30	30	60				1 1/2 MILES AHEAD
	"	M 4-9L	30"X24"	1	30	30						
7	STH 32, N. OF STH 28, PLACE LEFT OF EXISTING D1-62 SIGN	MO 4-8	24"X12"	1	30	30						
	"	M 3-3	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 6-1	21"X21"	1	30	30						LEFT
8	STH 32, N. OF STH 28, COVER EXISTING D1-62 SIGN AS SHOWN									1	1	COVER EXISTING SIGN AS SHOWN
9	STH 32, N. OF STH 28, PLACE 750' N. OF STH 28 RAB INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-3	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 5-1L	21"X21"	1	30	30						
10	STH 32, N. OF STH 28, PLACE 1500' N. OF STH 28 RAB INTERSECTION	W 20-2A	48"X48"	1	30	30						
11	STH 28, E. OF STH 32, COVER EXISTING D1-62 SIGN AS SHOWN									1	1	COVER EXISTING SIGN AS SHOWN
12	STH 28, E. OF STH 32, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	30	30						
13	STH 28, W. OF CTH EE, PLACE 250' W. OF CTH EE RAB INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-3	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 6-1	21"X21"	1	30	30						AHEAD
14	STH 28, E. OF CTH EE, PLACE 250' E. OF CTH EE RAB INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-1	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 6-1	21"X21"	1	30	30						AHEAD
15	STH 28, AT CTH A, PLACE IN FRONT OF MONOTUBE SIGNAL IN SE QUAD OF INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-3	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 5-1R	21"X21"	1	30	30						
16	STH 28, W. OF CTH A, PLACE RIGHT OF EXISTING J4-1 SIGN	MO 4-8	24"X12"	1	30	30						
	"	M 3-1	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	PAGE SUBTOTALS			38		1,140	30	60	0		4	

* QUANTITIES LISTED ELSEWHERE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL DETOUR SIGN SUMMARY NORTH DETOUR

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 DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	643.1050* PORTABLE CHANGEABLE MESSAGE SIGN EACH	NO OF CYCLES	643.0920* COVERING SIGNS TYPE II EACH	REMARKS
17	STH 28, BETWEEN CTH A AND I-43, PLACE 150' PRIOR TO I-43 SB RAMP INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-3	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 6-1	21"X21"	1	30	30						RIGHT
18	I-43 NB OFF-RAMP TO STH 28, PLACE RIGHT OF EXISTING R5-1 SIGN AT RAMP INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-1	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 6-1	21"X21"	1	30	30						LEFT
19	I-43 NB OFF-RAMP TO STH 28, PLACE 750' PRIOR TO RAMP INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-1	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 5-1L	21"X21"	1	30	30						
20	I-43, AT OFF-RAMP TO STH 28, PLACE LEFT OF EXISTING TYPE I GROUND SIGN	MO 4-8	36"X18"	1	30	30						
	"	M 3-1	36"X18"	1	30	30						
	"	M 1-6	36"X36"	1	30	30						32
	"	MO 6-2	30"X30"	1	30	30						TILT RIGHT
21	I-43, S. OF STH 28, PLACE RIGHT OF EXISTING J4-1 SIGN	MO 4-8	36"X18"	1	30	30						
	"	M 3-3	36"X18"	1	30	30						
	"	M 1-6	36"X36"	1	30	30						32
22	I-43, S. OF STH 28, PLACE 750' S. OF OFF-RAMP TO STH 28 IN MEDIAN	MO 4-8	36"X18"	1	30	30						
	"	M 3-1	36"X18"	1	30	30						
	"	M 1-6	36"X36"	1	30	30						32
	"	MO 5-2R	30"X30"	1	30	30						
23	I-43, S. OF STH 28, PLACE 750' S. OF OFF-RAMP TO STH 28 ON RIGHT SHOULDER	MO 4-8	36"X18"	1	30	30						
	"	M 3-1	36"X18"	1	30	30						
	"	M 1-6	36"X36"	1	30	30						32
	"	MO 5-2R	30"X30"	1	30	30						
24	I-43, N. OF CTH V, PLACE 750' N. OF CTH V OFF-RAMP ON RIGHT SHOULDER	MO 4-8	36"X18"	1	30	30						
	"	M 3-3	36"X18"	1	30	30						
	"	M 1-6	36"X36"	1	30	30						32
	"	MO 5-2R	30"X30"	1	30	30						
25	I-43, N. OF CTH V, PLACE 750' N. OF CTH V OFF-RAMP IN MEDIAN	MO 4-8	36"X18"	1	30	30						
	"	M 3-3	36"X18"	1	30	30						
	"	M 1-6	36"X36"	1	30	30						32
	"	MO 5-2R	30"X30"	1	30	30						
26	I-43, N. OF CTH V, PLACE RIGHT OF EXISTING J4-1 SIGN	MO 4-8	36"X18"	1	30	30						
	"	M 3-1	36"X18"	1	30	30						
	"	M 1-6	36"X36"	1	30	30						32
27	I-43, AT CTH V OFF-RAMP, PLACE LEFT OF EXISTING TYPE I GROUND SIGN	MO 4-8	36"X18"	1	30	30						
	"	M 3-3	36"X18"	1	30	30						
	"	M 1-6	36"X36"	1	30	30						32
	"	MO 6-2	30"X30"	1	30	30						TILT RIGHT
28	I-43 OFF-RAMP TO CTH V, PLACE 750' PRIOR TO CTH V RAMP INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-3	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 5-1R	21"X21"	1	30	30						
	PAGE SUBTOTALS			46		1,380	0	0	0		0	

* QUANTITIES LISTED ELSEWHERE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL DETOUR SIGN SUMMARY NORTH DETOUR

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 DAYS	643.0705* WARNING LIGHTS TYPE A DAYS	643.1050* PORTABLE CHANGEABLE MESSAGE SIGN EACH	NO OF CYCLES	643.0920* COVERING SIGNS TYPE II EACH	REMARKS
29	I-43 OFF-RAMP TO CTH V, PLACE RIGHT OF EXISTING R1-1 SIGN AT CTH V RAMP INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-3	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 6-1	21"X21"	1	30	30						RIGHT
30	CTH V, AT I-43, PLACE AT I-43 NB RAMP INTERSECTION ON BACK OF EXISTING R4-7 SIGN	MO 4-8	24"X12"	1	30	30						
	"	M 3-1	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 6-1	21"X21"	1	30	30						LEFT
31	CTH V, W. OF I-43, PLACE 250' W. OF I-43 SB RAMP INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-3	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
32	CTH V, BETWEEN I-43 RAMPS, PLACE RIGHT OF EXISTING J2-1 SIGN	MO 4-8	24"X12"	1	30	30						
	"	M 3-1	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 5-1L	21"X21"	1	30	30						
33	CTH V, E. OF CTH A, PLACE 250' E. OF CTH A INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-3	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 6-1	21"X21"	1	30	30						AHEAD
34	CTH V, W. OF CTH A, PLACE 250' W. OF CTH A INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-1	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 6-1	21"X21"	1	30	30						AHEAD
35	CTH V, E. OF STH 32, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	30	30						
36	CTH V, E. OF STH 32, PLACE 250' E. OF STH 32 INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-1	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
37	CTH V, AT STH 32, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	30	30						LEFT
38	STH 32, N. OF CTH V, COVER EXISTING J4-1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
39	STH 32, S. OF BOX CULVERT, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
40	STH 32, N. OF BOX CULVERT, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
41	STH 32, AT CTH V, PLACE IN NE QUADRANT OF INTERSECTION ON RIGHT SHOULDER	R 11-3C	60"X30"	1	30	30	30	60				1 1/4 MILES AHEAD
	"	M 4-9R	30"X24"	1	30	30						
42	CTH V, AT STH 32, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-6	21"X21"	1	30	30						AHEAD-RIGHT
43	STH 32, AT CTH V, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH V INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-1	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 6-1	21"X21"	1	30	30						RIGHT
44	STH 32, S. OF CTH V, PLACE 500' S. OF CTH V INTERSECTION	MO 4-8	24"X12"	1	30	30						
	"	M 3-1	24"X12"	1	30	30						
	"	M 1-6	24"X24"	1	30	30						32
	"	MO 5-1R	21"X21"	1	30	30						
45	STH 32, S. OF CTH V, PLACE 1000' S. OF CTH V INTERSECTION	W 20-2A	48"X48"	1	30	30						
	PAGE SUBTOTALS			42		1,200	30	60	14		1	
	DETOUR TOTALS			126		3,720	60	120	14		5	

* QUANTITIES LISTED ELSEWHERE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL SOUTH DETOUR

	DURATION DAYS	643.0300* TRAFFIC CONTROL DRUMS EACH	643.0300* TRAFFIC CONTROL DRUMS DAY	643.0420* TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420* TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900* TRAFFIC CONTROL SIGNS EACH	643.0900* TRAFFIC CONTROL SIGNS DAY
STH 32									
4540-34-71									
C-59-121 BOX CULVERT CONSTRUCTION	29	-	-	16	464	23	667	9	261
STA. 189+62 CULVERT REPLACEMENT	5	-	-	18	90	26	130	12	60
C-59-119 CULVERT CONSTRUCTION	29	-	-	18	522	26	754	12	348
C-59-118 CULVERT CONSTRUCTION	26	-	-	18	468	26	676	10	260
SUBTOTAL		0	0	70	1,544	101	2,227	43	929
4540-36-71									
ADVANCE WARNING	200	-	-	-	-	-	-	40	8,000
STA 73+20 INLET RECONSTRUCTION	1	20	20	-	-	-	-	2	2
STA 140+34 CULVERT REPLACEMENT	1	-	-	18	18	26	26	13	13
STA 174+56 CULVERT CLEANING	1	22	22	-	-	-	-	2	2
STA 180+82 CULVERT REPLACEMENT	1	-	-	18	18	26	26	13	13
STA 205+41 CULVERT REPLACEMENT	1	-	-	18	18	26	26	12	12
STA 214+26 CULVERT CLEANING	1	22	22	-	-	-	-	2	2
STA 233+33 CULVERT CLEANING	1	22	22	-	-	-	-	2	2
STA 242+23 CULVERT REPLACEMENT	1	-	-	16	16	23	23	11	11
STA 259+76 CULVERT REPLACEMENT	1	-	-	18	18	26	26	12	12
STA 289+52 CULVERT CLEANING	1	22	22	-	-	-	-	2	2
STA 289+99 - 300+47 MGS REPLACEMENT	3	30	30	-	-	-	-	2	2
STA 323+15 CULVERT CLEANING	1	22	22	-	-	-	-	2	2
WILSON LIMA ROAD MGS REPLACEMENT	3	43	43	-	-	-	-	4	4
STA 383+59 INLET RECONSTRUCTION	1	9	9	-	-	-	-	1	1
STA 388+15 INLET RECONSTRUCTION	1	9	9	-	-	-	-	1	1
STA 388+27 RELAID STORM SEWER	1	17	17	-	-	-	-	2	2
STA 390+47 RELAID STORM SEWER	1	9	9	-	-	-	-	1	1
STA 405+78 CULVERT REPLACEMENT	1	-	-	16	16	23	23	11	11
STA 426+52 RIPRAP	1	10	10	-	-	-	-	1	1
MILLING SOUTH DETOUR STH 32	1	-	-	-	-	-	-	30	30
SUBTOTAL		257	257	104	104	150	150	166	8,126
PROJECT TOTALS		257	257	174	1,648	251	2,377	209	9,055

* QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL NORTH DETOUR

	DURATION DAYS	643.0300* TRAFFIC CONTROL DRUMS EACH	643.0300* TRAFFIC CONTROL DRUMS DAY	643.0420* TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420* TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0900* TRAFFIC CONTROL SIGNS EACH	643.0900* TRAFFIC CONTROL SIGNS DAY
STH 32									
4540-34-71									
C-59-117 BOX CULVERT CONSTRUCTION	29	-	-	18	522	26	754	13	377
SUBTOTAL		0	0	18	522	26	754	13	377
4540-36-71									
ADVANCE WARNING	200	-	-	-	-	-	-	20	4,000
STA 470+12 CULVERT CLEANING	1	20	20	-	-	-	-	2	2
STA 472+69 CULVERT CLEANING	1	20	20	-	-	-	-	2	2
STA 478+70 - STA 484+50 MGS REPLACEMENT	3	34	34	-	-	-	-	2	2
STA 489+00 - STA 490+07 CULVERT CLEANING	1	15	15	-	-	-	-	1	1
STA 505+95 CULVERT CLEANING	1	20	20	-	-	-	-	2	2
STA 532+83 RIPRAP	1	10	10	-	-	-	-	1	1
STA 541+02 RIPRAP	1	10	10	-	-	-	-	1	1
STA 560+60 CULVERT CLEANING	1	20	20	-	-	-	-	2	2
STA 585+18 CULVERT REPLACEMENT	1	-	-	16	16	22	22	11	11
STA 592+95 CULVERT CLEANING	1	20	20	-	-	-	-	2	2
MILLING NORTH DETOUR STH 32	1	-	-	-	-	-	-	30	30
SUBTOTAL		169	169	16	16	22	22	76	4,056
TOTALS		169	169	34	538	48	776	89	4,433

* QUANTITIES LISTED ELSEWHERE

TEMPORARY PEDESTRIAN FACILITIES

INTERSECTION	643.0300* TRAFFIC CONTROL DRUMS DAY	643.0900* TRAFFIC CONTROL SIGNS DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH DAY	643.3165* TEMPORARY MARKING LINE PAINT 6-INCH LF	644.1440 SURFACE MATTING SF	644.1601 CURB RAMP DAY	644.1605 DETECTABLE WARNING FIELD SF	644.1810 BARRICADE LF
STH 32								
4540-34-71								
STA 100+10 CULVERT REPLACEMENT	-	4	-	-	-	-	-	24
SUBTOTAL	0	4	0	0	0	0	0	24
4540-36-71								
STH 32/CTH D SW QUAD	6	20	-	-	-	1	10	42
STH 32/CTH D SE QUAD	16	30	-	60	-	3	20	72
STH 32/CTH D NE QUAD	15	33	-	77	30	3	10	66
STH 32/CTH D NW QUAD	5	23	-	-	-	1	-	48
STH 32/WILLOW AVE. SE QUAD	5	17	-	-	-	1	-	24
STH 32/WILLOW AVE. NE QUAD	19	27	-	160	90	3	40	140
STH 32/WILLOW AVE. WEST SIDE	13	3	-	-	60	2	-	139
STH 32/ROCKET BLVD. SW QUAD	27	28	-	67	60	3	40	144
STH 32/ROCKET BLVD. EAST SIDE	12	3	-	-	50	2	-	156
STH 32/ROCKET BLVD. NW QUAD	15	2	18	-	30	1	10	117
STH 32/BADEN AVE. WEST SIDE	20	3	-	-	50	2	-	260
STH 32/BADEN AVE. SE QUAD	10	30	-	155	60	2	20	78
STH 32/BADEN AVE. NE QUAD	19	22	-	80	60	3	20	95
STH 32/CTH G SW QUAD	-	1	-	-	-	-	-	18
STH 32/CTH G SE QUAD	-	1	-	-	-	-	-	18
SUBTOTAL	182	243	18	599	490	27	170	1417
PROJECT TOTALS	182	247	18	599	490	27	170	1,441

* QUANTITIES LISTED ELSEWHERE

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

STATION TO STATION	TEMPORARY MARKING LINE 643.3165 PAINT 6-INCH (YELLOW) LF	643.3265 PAINT 10-INCH (WHITE) LF
STH 32		
4540-36-71		
76+03 - 80+92	1,808	-
80+92 - 85+92	1,956	-
85+92 - 93+07	2,952	-
93+07 - 102+98	3,712	-
102+98 - 130+91	11,828	598
130+91 - 158+65	11,752	-
158+65 - 195+54	8,802	-
195+54 - 199+42	1,836	-
199+42 - 240+02	15,056	-
240+02 - 266+41	9,481	742
266+41 - 293+06	8,341	726
293+06 - 300+45	2,920	-
301+54 - 319+46	7,838	-
319+46 - 346+25	11,204	298
346+25 - 357+79	4,600	-
357+79 - 374+26	5,343	-
374+26 - 379+48	1,365	-
379+48 - 384+10	1,146	-
384+10 - 388+87	1,924	-
388+87 - 401+04	2,874	-
401+04 - 434+52	7,200	-
461+00 - 489+37	5,888	-
489+37 - 496+00	106	-
496+00 - 517+57	2,643	-
517+57 - 541+53	689	-
541+53 - 562+03	1,827	-
562+03 - 584+07	5,174	-
584+07 - 608+20	9,696	400
608+20 - 617+64	4,760	-
PROJECT TOTALS	154,721	2,764

STATION TO STATION	MARKING LINE 646.2020 EPOXY 6-INCH (WHITE) LF	646.2020 EPOXY 6-INCH (YELLOW) LF	646.2040 GROOVED WET REF EPOXY 6-INCH (WHITE) LF	646.2040 GROOVED WET REF EPOXY 6-INCH (YELLOW) LF	646.4020 EPOXY 10-INCH (WHITE) LF	646.6466 COLD WEATHER MARKING EPOXY 6-INCH (WHITE) LF	646.6466 COLD WEATHER MARKING EPOXY 6-INCH (YELLOW) LF	646.6470 COLD WEATHER MARKING EPOXY 10-INCH (WHITE) LF	646.7120 DIAGONAL EPOXY 12-INCH (YELLOW) LF	646.7420 WALK EPOXY TRAVERSE LINE 6-INCH (WHITE) LF
STH 32										
4540-36-71										
76+03 - 80+92	-	904	-	-	-	-	-	-	-	447
80+92 - 85+92	12	978	-	-	-	-	-	-	-	230
85+92 - 93+07	-	1,476	-	-	-	-	-	-	-	173
93+07 - 102+98	37	1,856	-	-	-	-	-	-	-	227
102+98 - 130+91	-	276	5,635	5,638	299	-	-	-	-	-
130+91 - 158+65	-	328	5,326	5,548	-	-	-	-	-	-
158+65 - 195+54	-	166	7,274	4,703	-	-	-	-	-	-
195+54 - 199+42	-	130	600	788	-	-	-	-	-	-
199+42 - 240+02	-	108	7,987	7,548	-	-	-	-	-	-
240+02 - 266+41	-	186	5,467	4,649	371	-	-	-	-	-
266+41 - 293+06	-	146	5,491	4,268	363	-	-	-	-	-
293+06 - 300+45	-	-	1,412	1,460	-	-	-	-	-	-
301+54 - 319+46	-	104	3,511	3,815	-	-	-	-	-	-
319+46 - 346+25	-	232	5,381	5,370	149	-	-	-	-	-
346+25 - 357+79	-	-	2,168	2,300	-	-	-	-	-	-
357+79 - 374+26	652	1,246	1,484	1,541	-	-	-	-	-	-
374+26 - 379+48	-	771	-	-	-	-	-	-	-	-
379+48 - 384+10	-	637	-	-	-	-	-	-	-	-
384+10 - 388+87	-	962	-	-	-	-	-	-	-	-
388+87 - 401+04	682	832	1,125	788	-	-	-	-	-	-
401+04 - 434+52	-	-	6,634	2,736	-	-	-	-	-	-
461+00 - 489+37	-	-	5,598	4,434	-	-	-	-	-	-
489+37 - 496+00	-	-	1,211	166	-	-	-	-	-	-
496+00 - 517+57	-	100	4,189	1,588	-	-	-	-	-	-
517+57 - 541+53	-	152	4,629	601	-	-	-	-	-	-
541+53 - 562+03	-	-	3,944	1,261	-	-	-	-	-	-
562+03 - 584+07	-	-	4,279	2,868	-	-	-	-	-	-
584+07 - 608+20	-	-	4,835	4,848	200	-	-	-	-	-
608+20 - 617+64	-	-	1,752	2,380	-	-	-	-	74	-
UNDISTRIBUTED	-	-	-	-	-	22,829	21,586	346	-	-
PROJECT TOTALS	1,383	11,590	89,932	69,298	1,382	22,829	21,586	346	74	1,077

3

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

3

MARKING OTHER

STATION TO STATION	646.5220 SYMBOL EPOXY BIKE LANE SYMBOL SHARED LANE EACH	646.5020 ARROW EPOXY TYPE 2 EACH	646.5020 ARROW EPOXY TYPE 1 EACH
STH 32			
4540-36--71			
76+03 - 80+92	4	-	-
80+92 - 85+92	4	-	-
85+92 - 93+07	6	2	1
93+07 - 102+98	8	-	-
PROJECT TOTALS	22	2	1

TEMPORARY WATER DIVERSION

STATION	SPV.0060.01 SPECIAL EACH
STH 32	
4540-34-71	
100+10	1
189+62	1
337+83	1
393+86	1
527+49	1
PROJECT TOTALS	5

ADJUSTING SANITARY MANHOLE COVERS

STATION TO STATION	SPV.0060.09 EACH
STH 32	
4540-36-71	
CATEGORY 0020	
UNDISTRIBUTED	4
PROJECT TOTALS	4

CHIMNEY SEALS

STATION TO STATION	SPV.0060.06 EACH
STH 32	
4540-36-71	
CATEGORY 0020	
9+62, 9' LT	1
9+79, 3' RT	1
79+95, 10' LT	1
80+92, 10' LT	1
81+00, 35' RT	1
83+79, 16' LT	1
86+39, 11' LT	1
88+64, 11' LT	1
92+66, 11' LT	1
95+46, 11' LT	1
99+64, 11' LT	1
102+73, 13' LT	1
PROJECT TOTALS	12

ADJUSTING WATER VALVE BOXES

STATION TO STATION	SPV.0060.07 EACH
STH 32	
4540-36-71	
CATEGORY 0020	
9+55, 4' LT	1
76+32, 6' RT	1
76+35, 1' LT	1
76+36, 8' RT	1
76+41, 6' RT	1
80+30, 23' LT	1
80+53, 19' RT	1
80+89, 15' RT	1
81+12, 23' LT	1
81+30, 15' RT	1
81+52, 15' RT	1
84+50, 15' RT	1
85+96, 14' RT	1
85+99, 8' RT	1
88+58, 15' RT	1
88+59, 18' RT	1
93+19, 15' RT	1
93+25, 38' RT	1
95+44, 15' RT	1
95+58, 9' RT	1
97+89, 19' RT	1
99+18, 15' RT	1
102+57, 18' RT	1
102+60, 15' RT	1
PROJECT TOTALS	24

NOTE: ALL ITEMS ON THIS SHEET ARE CATEGORY 0010 UNLESS OTHERWISE NOTED.

CONSTRUCTION STAKING SLOPE STAKES

STATION TO STATION	650.9920 LF
STH 32	
4540-34-71	
99+75 - 100+27	52
187+96 - 192+25	429
336+50 - 340+10	360
391+00 - 392+00	100
392+70 - 395+35	265
526+74 - 530+86	412
SUBTOTAL	1,618
4540-36-71	
140+01 - 140+66	65
180+55 - 181+09	54
205+11 - 205+71	60
241+85 - 242+63	78
259+52 - 260+01	49
297+95 - 299+70	175
344+86 - 348+40	354
405+37 - 406+12	75
478+70 - 479+50	80
482+45 - 484+50	205
584+84 - 585+52	68
10+20 - 11+25	130
SUBTOTAL	1,393
TOTALS	3,011

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

STATION TO STATION	SPV.0180.01 REMOVING DISTRESSED ASPHALTIC SURFACE MILLING SY
STH 32	
4540-36-71	
103+10 - 104+50	185
104+50 - 105+20	78
111+30 - 112+50	160
130+00 - 131+70	225
138+00 - 140+01	267
146+00 - 148+38	212
181+08 - 186+64	741
203+01 - 205+11	280
205+71 - 207+00	172
227+00 - 229+04	272
255+50 - 257+00	200
263+00 - 269+00	1,467
282+20 - 285+00	613
343+50 - 344+30	106
347+40 - 349+00	213
350+78 - 356+50	762
362+00 - 366+50	600
390+00 - 393+33	442
417+50 - 419+00	200
536+50 - 538+00	400
TOTAL	7,595

SAWING

STATION TO STATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF
STH 32		
4540-34-71		
99+91 - 100+27 LT & RT	80	25
189+18 - 190+03 LT & RT	40	44
337+48 - 338+11 LT & RT	16	40
393+29 - 394+04 LT & RT	36	40
527+23 - 528+04 LT & RT	34	40
SUBTOTAL	206	189
4540-36-71		
73+20-73+25 LT & RT	-	61
76+10 - 76+18 LT	12	95
75+99 - 76+87 RT	41	28
9+63 - 7+73 RT	15	80
76+65 - 76+80 LT	32	20
80+61 - 80+73 RT	22	15
81+07 - 81+25 LT	22	15
81+12 - 81+33 RT	30	15
85+48 - 85+70 LT	30	20
85+55 - 85+73 RT	22	20
86+10 - 86+25 LT	27	10
92+66 - 92+93 LT	31	15
92+81 - 92+91 RT	30	15
93+17 - 93+42 LT	31	15
93+24 - 93+42 RT	41	15
93+31 - 99+91 LT & RT	125	10
102+56 - 102+76 LT	30	10
102+55 - 102+76 RT	30	10
140+03 - 140+69 LT & RT	12	40
180+51 - 181+09 LT & RT	12	40
205+11 - 205+71 LT & RT	12	40
241+85 - 242+62 LT & RT	12	40
259+52 - 260+00 LT & RT	12	40
345+60 - 345+95 LT	76	-
346+26 - 346+92 LT	89	-
383+59 RT	11	5
388+15 RT	11	5
405+37 - 406+12 LT & RT	16	40
584+84 - 585+52 LT & RT	30	40
SUBTOTAL	864	759
PROJECT TOTALS	1,070	948

CULVERT PIPE HORIZONTAL ELLIPTICAL 72"X113"

STATION	SPV. 0090.01 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 72X113-INCH (LF)	SPV. 0060.08 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 72X113-INCH (EA)	633.5200* MARKERS CULVERT END (EA)	650.6000* CONSTRUCTION STAKING PIPE CULVERTS (EA)	INVERT ELEVATION	OUTFALL ELEVATION
STH 32						
4540-34-71						
189+62	102	2	2	1	707.2	707.1
TOTALS	102	2	2	1		

*QUANTITIES LISTED ELSEWHERE

CONVENTIONAL SYMBOLS

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

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

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

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

CONVENTIONAL UTILITY SYMBOLS

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

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

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

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SHEBOYGAN COUNTY, NAD83 (2011) 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" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. 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.

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

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

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

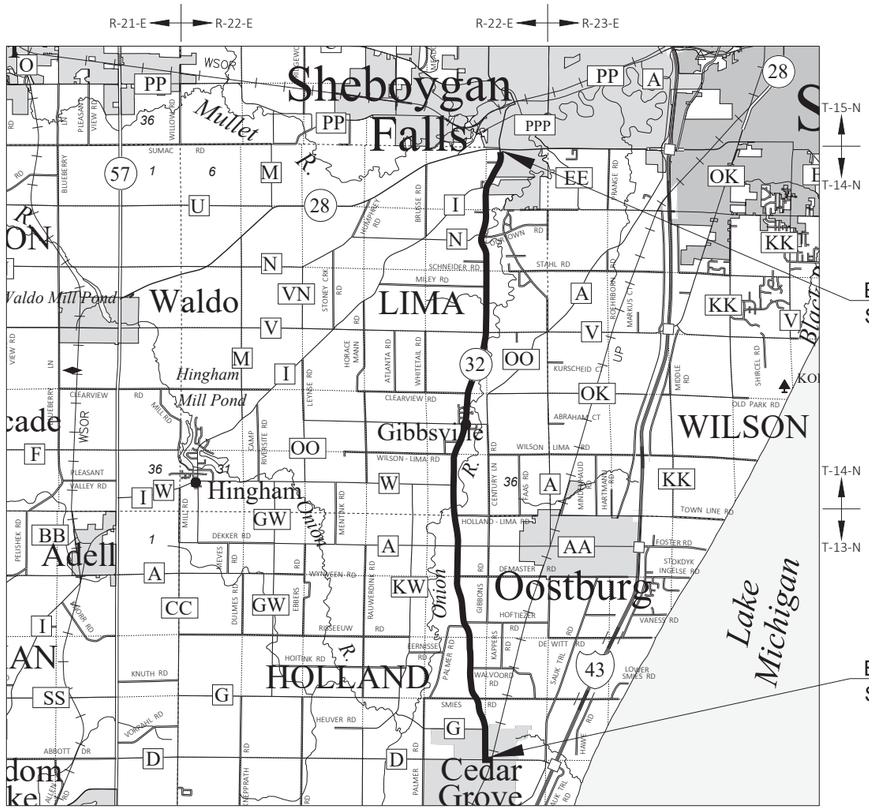
INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE DETAIL SHEETS.

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, 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.

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.



LAYOUT

SCALE 0 1.25 MI

TOTAL NET LENGTH OF CENTERLINE = 10.350 MI

R/W PROJECT NUMBER 4540-34-21	SHEET NUMBER	TOTAL SHEETS
CONSTRUCTION PROJECT NUMBER 4540-34-71	4.01	9

PLAT OF RIGHT OF WAY REQUIRED FOR

CEDAR GROVE - SHEBOYGAN FALLS
CTH "D" - STH 28

STH 32	SHEBOYGAN COUNTY

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

ORIGINAL PLANS PREPARED BY

GRAEF
116 S ADAMS STREET, SUITE 201
GREEN BAY, WI 54301

WISCONSIN CRAIG D. HANSEN S-2840 APPLETON WI LAND SURVEYOR

7/20/2024 (Date) (Signature)

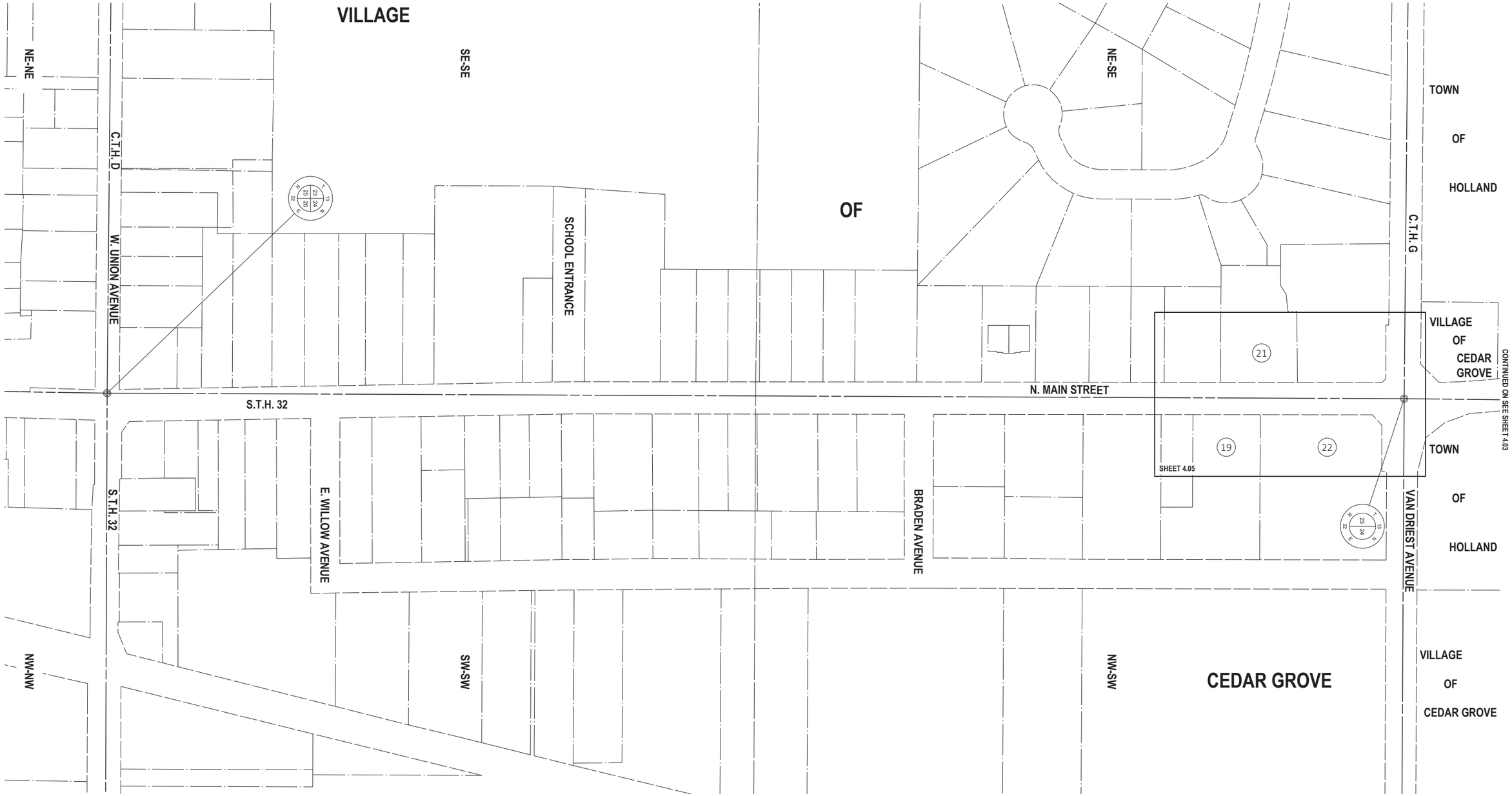
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

REVISION DATE
4/22/2024
7/26/2024

APPROVED FOR THE DEPARTMENT

DATE: _____ _____ (Signature)

_____ (Printed Na



REVISION DATE 4/22/2024 N.C. 7/26/2024 N.C.	DATE 7/26/2024	SCALE, FEET 0 100 200	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-34-21	PLAT SHEET 4.02
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-34-71	PS&E SHEET 130 E

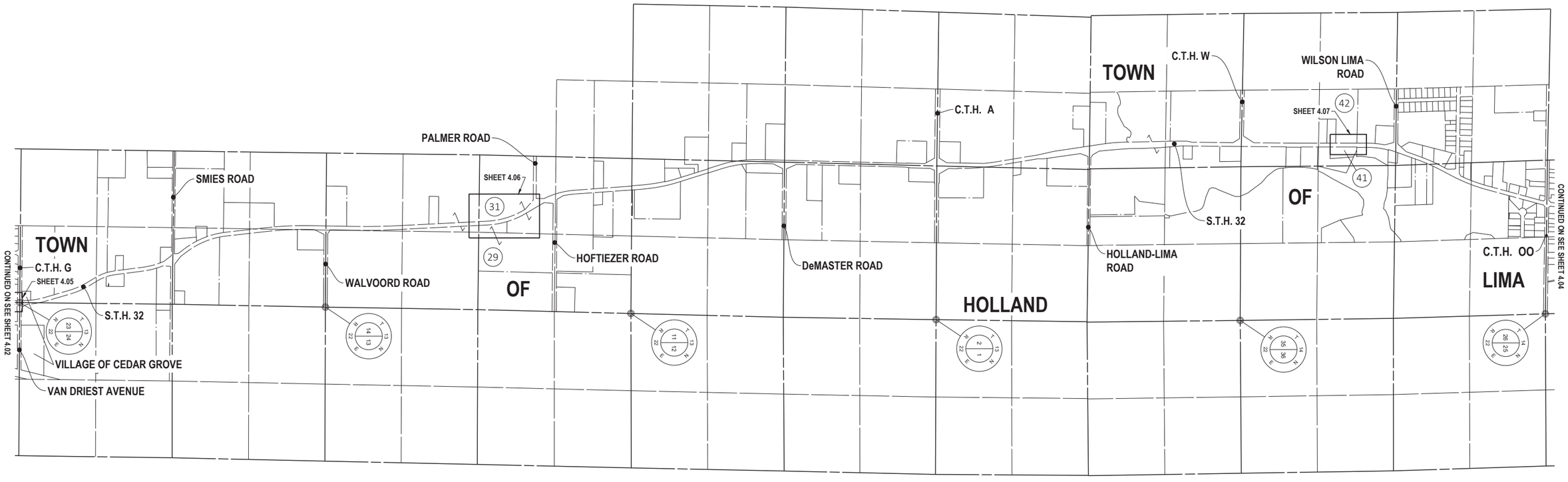
FILE NAME : 040301_RL.DWG
LAYOUT NAME - 040301_rl

PLOT DATE : 7/26/2024 10:05 AM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 75

4

4



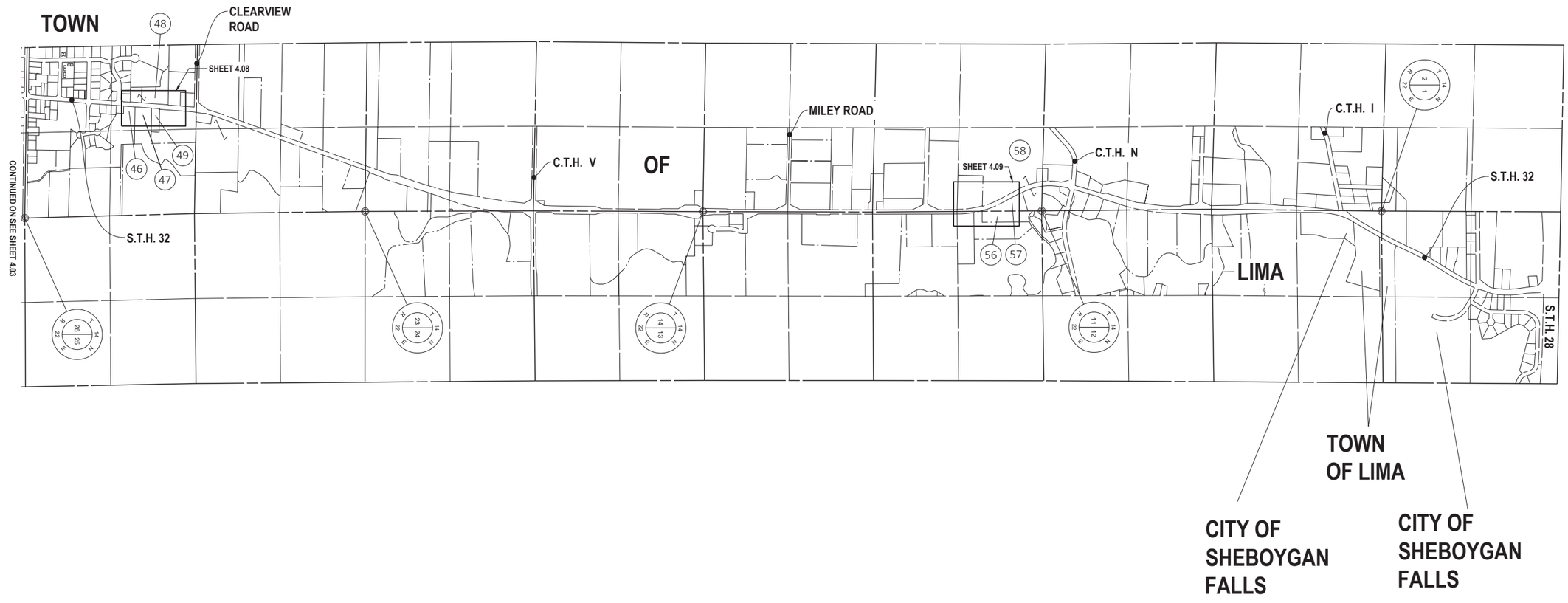
REVISION DATE 4/22/2024 N.C. 7/26/2024 N.C.	DATE 7/26/2024 GRID FACTOR N/A	SCALE, FEET 0 875 1750	HWY: STH 32 COUNTY: SHEBOYGAN	STATE R/W PROJECT NUMBER 4540-34-21 CONSTRUCTION PROJECT NUMBER 4540-34-71	PLAT SHEET 4.03 PS&E SHEET 131	E

FILE NAME : 040301_RL.DWG
LAYOUT NAME - 040302_rl

PLOT DATE : 7/26/2024 10:05 AM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 75

4



REVISION DATE 4/22/2024 N.C. 7/26/2024 N.C.	DATE 7/26/2024 GRID FACTOR N/A	SCALE, FEET 0 875 1750	HWY: STH 32 COUNTY: SHEBOYGAN	STATE R/W PROJECT NUMBER 4540-34-21 CONSTRUCTION PROJECT NUMBER 4540-34-71	PLAT SHEET 4.04 PS&E SHEET — 132 — E

FILE NAME : 040301_RL.DWG
LAYOUT NAME - 040303_rl

PLOT DATE : 7/26/2024 10:05 AM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : ##########

NOTE:

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32 (N. MAIN ST.)	STATE R/W PROJECT NUMBER 4540-17-21
	CSM VOL. 23-PG. 182, DOC. NO. 1839855
CTH G	STATE R/W PROJECT NUMBER 4540-17-21
VAN DRIEST AVE.	STATE R/W PROJECT NUMBER 4540-17-21

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	21
105	FRONTIER	RELEASE OF RIGHTS	DOC. 931406	21

105
EASEMENT TO GENERAL TELEPHONE COMPANY OF WISCONSIN PER DOC. 931406. NO SPECIFIC LOCATION OR WIDTH PROVIDED. - PARCEL 21

VILLAGE OF CEDAR GROVE

TOWN OF HOLLAND

SEC. 23 NE-SE

SEC. 24 NW-SW

LOT 1
CSM VOL. 23-PG. 182
DOC. NO. 1839855

LOT 2
CSM VOL. 23-PG. 182
DOC. NO. 1839855

ASPHALT DRIVEWAY USE RIGHTS GRANTED TO LOT 2 OF CSM 1839855 PER DOC. 1973054

PARCEL NO. 59112551883

DITCH CENTERLINE

+73.75
-61.74' LT

+35.57
-61.78' LT

T.L.E. FOR SLOPING

10.00'

5.00'

24.00'

21

104 NO EASEMENT OF RECORD - PARCEL 21

+73.74
-32.74' LT

+35.64
-32.78' LT

5.00'

400
FOUND MAG NAIL
Y=111458.346
X=190356.155

406
FOUND 1" IRON PIPE
Y=114137.963
X=187701.619

405
FOUND 1" IRON PIPE
Y=114112.276
X=190367.468
103+00.29
-0.43' LT

404
FOUND 1" IRON PIPE
Y=114097.525
X=193023.370

QUARTER SECTION LINE

CTH G

N89°26'53"W 2665.97'

S89°40'54"E 2655.94'

38.83'

33.00'

38.00'

33.06'

45.43'

45.13'

45.01'

28.27'

32.80'

33.20'

32.94'

SECTION LINE

S00°14'39"W 2653.95'

N00°02'08"E R/L

N00°12'07"E R/L

98+00

99+00

100+00

101+00

102+00

103+00

PC: 103+04.412

S89°40'54"E, 0.43' ALONG QUARTER SECTION LINE TO R/L

FD. IP
0.44' E
0.08' N

STH 32 (N. MAIN ST.)

PI: 100+12.95
Y: 113824.936
X: 190366.882

+67.95
33.25' RT

+33.08
33.22' RT

T.L.E. FOR SLOPING

5.00'

19

22

31.50'

5.00'

59'

+98.62
69.74' RT

+33.17
69.72' RT

5.00'

PARCEL NO. 59112552400

PARCEL NO. 59112552300

UNPLATTED LANDS

PART OF PARCEL 1
CSM VOL. 3-PG. 275
DOC. NO. 1009730

DITCH CENTERLINE

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
400	500	N00°14'39"E	2153.66'
500	502	N00°14'39"E	174.50'
502	504	N00°14'39"E	9.22'
504	405	N00°14'39"E	316.57'
500	501	S89°57'52"E	1.41'
502	503	S89°56'19"E	0.78'
504	505	N89°56'19"W	0.75'
PARCELS 19 and 22 NEW R/W			
503	1	S89°56'19"E	33.26'
1	2	N00°03'41"E	53.50'
2	3	S89°56'19"E	31.50'
3	4	S00°03'41"W	27.00'
4	1	S49°59'19"W	41.16'
PARCELS 19 and 22 EXISTING R/W			
503	506	N00°02'08"E	38.45'
506	507	N00°12'07"E	231.83'
507	508	S73°32'11"E	34.09'
508	2	S00°03'41"W	207.15'
1	509	S00°03'41"W	103.42'
509	510	N89°30'10"W	33.21'
510	503	N00°02'08"E	103.16'
PARCEL 21 NEW R/W			
504	5	N89°56'19"W	31.99'
5	6	N89°56'19"W	24.00'
6	7	N00°03'41"E	47.00'
7	8	S89°56'19"E	24.00'
8	5	S00°03'41"W	47.00'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
1	113786.449	190400.115	99+74.48	33.26'
2	113839.949	190400.173	100+28.08	33.24'
3	113839.915	190431.673	100+28.16	64.74'
4	113812.915	190431.644	100+00.97	64.77'
5	113795.741	190334.124	99+83.74	-32.74'
6	113795.767	190310.124	99+83.75	-56.74'
7	113842.767	190310.175	100+30.58	-56.77'
8	113842.741	190334.175	100+30.64	-32.77'
500	113611.986	190365.335	98+00.00	-1.42'
501	113611.985	190366.750	98+00.00	0.00'
502	113786.485	190366.079	99+74.50	-0.78'
503	113786.485	190366.859	99+74.50	0.00'
504	113795.707	190366.119	99+83.72	-0.75'
505	113795.706	190366.864	99+83.72	0.00'
506	113824.936	190366.882	100+12.95	0.00'
507	114056.766	190367.700	102+44.78	0.00'
508	114047.103	190400.395	102+35.23	32.73'
509	113683.032	190400.004	98+71.07	33.21'
510	113683.320	190366.795	98+71.33	0.00'

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

- ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.

- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.)			T.L.E. S.F.
			NEW	EXISTING	TOTAL	
19	RHODE FAMILY LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE & TLE	667	4586	5253	267
21	MARY ANN PRINSEN	FEE & TLE	1128	-	1128	670
22	EDITH J. BEERNINK	FEE & TLE	601	7617	8218	279

REVISION DATE
4/22/2024 N.C.
7/26/2024 N.C.

DATE 7/26/2024

GRID FACTOR N/A

SCALE, FEET 0 20 40

HWY: STH 32

COUNTY: SHEBOYGAN

STATE R/W PROJECT NUMBER 4540-34-21

CONSTRUCTION PROJECT NUMBER 4540-34-71

PLAT SHEET 4.05

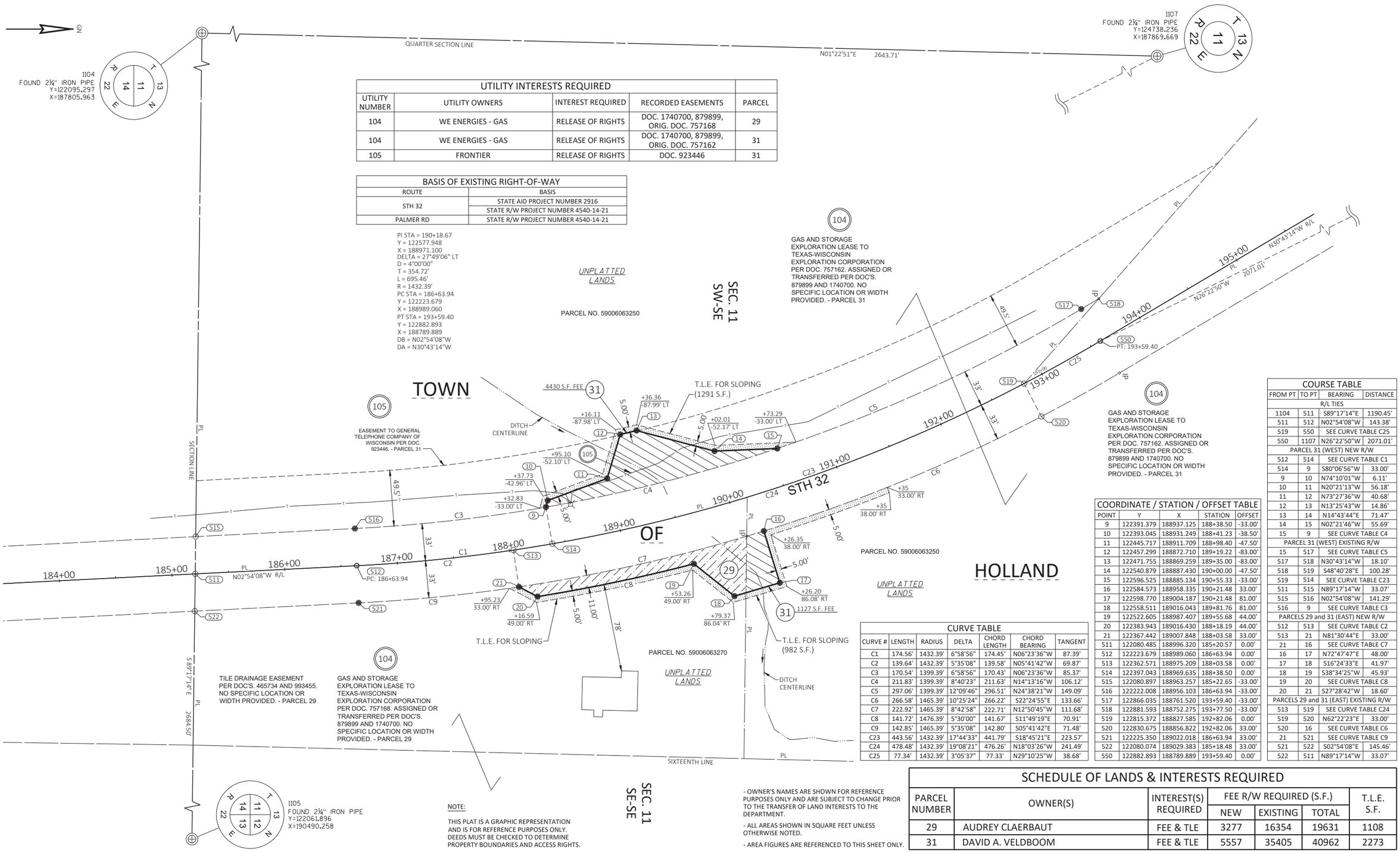
PS&E SHEET 133

E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040405_rp_34

PLOT DATE : 7/26/2024 9:59 AM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75



UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 1740700, 879899, ORIG. DOC. 757168	29
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 1740700, 879899, ORIG. DOC. 757162	31
105	FRONTIER	RELEASE OF RIGHTS	DOC. 923446	31

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21
PALMER RD	STATE R/W PROJECT NUMBER 4540-14-21

CURVE TABLE						
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING	TANGENT
C1	174.56'	1432.39'	6°58'56"	174.45'	N06°23'36"W	87.39'
C2	139.64'	1432.39'	5°35'08"	139.58'	N05°41'42"W	69.87'
C3	170.54'	1399.39'	6°58'56"	170.43'	N06°23'36"W	85.37'
C4	211.83'	1399.39'	8°40'23"	211.63'	N14°13'16"W	106.12'
C5	297.06'	1399.39'	12°09'46"	296.51'	N24°38'21"W	149.09'
C6	266.58'	1465.39'	10°25'24"	266.22'	S22°24'55"E	133.66'
C7	222.92'	1465.39'	8°42'58"	222.71'	N12°50'45"W	111.68'
C8	141.72'	1476.39'	5°30'00"	141.67'	S11°49'19"E	70.91'
C9	142.85'	1465.39'	5°35'08"	142.80'	S05°41'42"E	71.48'
C23	443.56'	1432.39'	17°44'33"	441.79'	S18°45'21"E	223.57'
C24	478.48'	1432.39'	19°08'21"	476.26'	N18°03'26"W	241.49'
C25	77.34'	1432.39'	3°05'37"	77.33'	N29°10'25"W	38.68'

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
1104	511	S89°17'14"E	1190.45'
511	512	N02°54'08"W	143.38'
519	550	SEE CURVE TABLE C25	
550	1107	N26°22'50"W	2071.01'
PARCEL 31 (WEST) NEW R/W			
512	514	SEE CURVE TABLE C1	
514	9	S80°06'56"W	33.00'
9	10	N74°10'01"W	6.11'
10	11	N20°21'13"W	56.18'
11	12	N73°27'36"W	40.68'
12	13	N13°25'43"W	14.86'
13	14	N14°43'44"E	71.47'
14	15	N02°21'46"W	55.69'
15	9	SEE CURVE TABLE C4	
PARCEL 31 (WEST) EXISTING R/W			
15	517	SEE CURVE TABLE C5	
517	518	N30°43'14"W	18.10'
518	519	S48°40'28"E	100.28'
519	514	SEE CURVE TABLE C23	
511	515	N89°17'14"W	33.07'
515	516	N02°54'08"W	141.29'
516	9	SEE CURVE TABLE C3	
PARCELS 29 and 31 (EAST) NEW R/W			
512	513	SEE CURVE TABLE C2	
513	21	N81°30'44"E	33.00'
21	16	SEE CURVE TABLE C7	
16	17	N72°47'47"E	48.00'
17	18	S16°24'33"E	41.97'
18	19	S38°34'25"W	45.93'
19	20	SEE CURVE TABLE C8	
20	21	S27°28'42"W	18.60'
PARCELS 29 and 31 (EAST) EXISTING R/W			
513	519	SEE CURVE TABLE C24	
519	520	N62°22'23"E	33.00'
520	16	SEE CURVE TABLE C6	
21	521	SEE CURVE TABLE C9	
521	522	S02°54'08"E	145.46'
522	511	N89°17'14"W	33.07'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
9	122391.379	188937.125	188+38.50	-33.00'
10	122393.045	188931.249	188+41.23	-38.50'
11	122445.717	188911.709	188+98.40	-47.50'
12	122457.299	188872.710	189+19.22	-83.00'
13	122471.755	188869.259	189+35.00	-83.00'
14	122540.879	188887.430	190+00.00	-47.50'
15	122596.525	188885.134	190+55.33	-33.00'
16	122584.573	188958.335	190+21.48	33.00'
17	122598.770	189004.187	190+21.48	81.00'
18	122558.511	189016.043	189+81.76	81.00'
19	122522.605	188987.407	189+55.68	44.00'
20	122383.943	189016.430	188+18.19	44.00'
21	122367.442	189007.848	188+03.58	33.00'
511	122080.485	188996.320	185+20.57	0.00'
512	122223.679	188989.060	186+63.94	0.00'
513	122362.571	188975.209	188+03.58	0.00'
514	122397.043	188969.635	188+38.50	0.00'
515	122080.897	188963.257	185+22.65	-33.00'
516	122222.008	188956.103	186+63.94	-33.00'
517	122866.035	188761.520	193+59.40	-33.00'
518	122881.593	188752.275	193+77.50	-33.00'
519	122815.372	188827.585	192+82.06	0.00'
520	122830.675	188856.822	192+82.06	33.00'
521	122225.350	189022.018	186+63.94	33.00'
522	122080.074	189029.383	185+18.48	33.00'
550	122882.893	188789.889	193+59.40	0.00'

NOTE:

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SEC. 11 SE-SE

- OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.
- ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.)			T.L.E. S.F.
			NEW	EXISTING	TOTAL	
29	AUDREY CLAERBAUT	FEE & TLE	3277	16354	19631	1108
31	DAVID A. VELDBOOM	FEE & TLE	5557	35405	40962	2273

REVISION DATE
4/22/2024
7/26/2024

DATE 7/26/2024
GRID FACTOR N/A
SCALE, FEET 0 40 80
HWY: STH 32
COUNTY: SHEBOYGAN
STATE R/W PROJECT NUMBER 4540-34-21
CONSTRUCTION PROJECT NUMBER 4540-34-71
PLAT SHEET 4.06
PS&E SHEET 134
E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040406_rp_34
PLOT DATE : 7/26/2024 9:59 AM
PLOT BY : HANSEN, CRAIG
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

NOTE:

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

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- ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.)			T.L.E. S.F.
			NEW	EXISTING	TOTAL	
41	LUKE J. LEWIS	FEE & TLE	4187	8818	13005	1350
42	MARK L. HESSELINK OR BARBARA HESSELINK, TRUSTEES, OR SUCCESSOR TRUSTEE(S) OF THE HESSELINK REVOCABLE TRUST DATED FEBRUARY 26, 1998	FEE & TLE	5094	12461	17555	1743

COORDINATE / STATION / OFFSET TABLE

POINT	Y	X	STATION	OFFSET
22	137069.087	187602.659	337+08.58	-33.00'
23	137101.513	187582.666	337+41.00	-53.00'
24	137101.521	187545.666	337+41.00	-90.00'
25	137172.021	187545.682	338+11.50	-90.00'
26	137172.012	187585.682	338+11.50	-50.00'
27	137260.440	187602.701	338+99.93	-33.00'
28	137049.817	187668.655	336+89.32	33.00'
29	137212.212	187668.691	338+51.72	33.00'
30	137167.490	187684.681	338+07.00	49.00'
31	137167.481	187725.681	338+07.00	90.00'
32	137114.481	187725.669	337+54.00	90.00'
33	137114.490	187684.669	337+54.00	49.00'
34	137049.815	187677.655	336+89.32	42.00'
523	136297.468	187635.490	329+36.97	0.00'
524	137069.080	187635.659	337+08.58	0.00'
525	137049.824	187635.655	336+89.32	0.00'
526	136948.448	187635.633	335+87.95	0.00'
527	136949.165	187602.633	335+88.66	-33.00'
528	137326.677	187602.716	339+66.17	-33.00'
529	137326.119	187635.716	339+65.62	0.00'
530	137317.513	187635.714	339+57.01	0.00'
531	137316.569	187668.713	339+56.08	33.00'
551	135310.926	187626.752	340+00.00	0.00'
552	137360.501	187635.723	340+00.00	0.00'

COURSE TABLE

FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
1114	551	S88°50'43"E	2273.84'
1115	551	N88°50'43"W	385.25'
551	523	N00°30'27"E	968.58'
529	552	N00°00'45"E	34.38'
552	1117	N29°28'53"E	718.58'
PARCEL 41 NEW R/W			
523	525	N00°00'45"E	752.36'
525	28	S89°59'15"E	33.00'
28	29	N00°00'45"E	162.39'
29	30	S19°40'28"E	47.49'
30	31	S89°59'15"E	41.00'
31	32	S00°00'45"W	53.00'
32	33	N89°59'15"W	41.00'
33	34	S06°11'23"W	65.05'
34	28	N89°59'15"W	9.00'
PARCEL 41 EXISTING R/W			
525	530	N00°00'45"E	267.69'
530	531	S88°21'43"E	33.01'
531	29	S00°00'45"W	104.36'
PARCEL 42 NEW R/W			
523	524	N00°00'45"E	771.61'
524	22	N89°59'15"W	33.00'
22	23	N31°39'26"W	38.09'
23	24	N89°59'15"W	37.00'
24	25	N00°00'45"E	70.50'
25	26	S89°59'15"E	40.00'
26	27	N10°53'39"E	90.05'
27	22	S00°00'45"W	191.35'
PARCEL 42 EXISTING R/W			
27	528	N00°00'45"E	66.24'
528	529	S89°01'50"E	33.00'
529	524	S00°00'45"W	257.04'
524	526	S00°00'45"W	120.63'
526	527	N88°45'20"W	33.01'
527	22	N00°00'45"E	119.92'

1114
FOUND MAG NAIL
Y=135356.747
X=185353.376

TOWN

UNPLATTED LANDS

PARCEL NO. 59008102660

DITCH CENTERLINE

105

EASEMENT TO GENERAL TELEPHONE COMPANY OF WISCONSIN PER DOC. 918492. - PARCEL 42

T.L.E. FOR SLOPING

104

GAS AND STORAGE EXPLORATION LEASE TO TEXAS-WISCONSIN EXPLORATION CORPORATION PER DOC. 755895. ASSIGNED OR TRANSFERRED PER DOC'S. 879899 AND 1740700. NO SPECIFIC LOCATION OR WIDTH PROVIDED. - PARCEL 42

SEC. 35
NE-NW

QUARTER SECTION LINE

FD. IP
0.17' E
0.00' N

551 STA. 319+50.39
N00°30'27"E R/L
523 PI: 329+36.97
Y = 136297.468
X = 187635.490

N00°00'45"E R/L

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

OF

STH 32

N29°28'53"W 718.58'

S88°50'43"E 2659.09'

LIMA

PARCEL NO. 59008102700

TRACT B
CSM VOL. 2-PG. 106
DOC. NO. 959259

1115
FOUND ¾" REBAR
Y=135303.163
X=188011.927

1117
FOUND STAMPED BRASS CAP IN CONCRETE
Y=137986.035
X=187989.365

QUARTER SECTION LINE N00°28'55"W 2682.97'

BASIS OF EXISTING RIGHT-OF-WAY

ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21
	CSM VOL. 2-PG. 106, DOC. NO. 959259

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 1740700, 879899, ORIG. DOC. 755895	42
105	FRONTIER	RELEASE OF RIGHTS	DOC. 918492	42

REVISION DATE
4/22/2024 N.C.
7/26/2024 N.C.

DATE 7/26/2024
GRID FACTOR N/A
SCALE, FEET 0 20 40
HWY: STH 32
COUNTY: SHEBOYGAN
STATE R/W PROJECT NUMBER 4540-34-21
CONSTRUCTION PROJECT NUMBER 4540-34-71
PLAT SHEET 4.07
PS&E SHEET 135 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040407_rp_34
PLOT DATE : 7/26/2024 10:00 AM
PLOT BY : HANSEN, CRAIG
PLOT NAME :
PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

4

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 1740700, 879899, ORIG. DOC. 756535, and NO EASEMENT OF RECORD	49
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 1740700, 879899, ORIG. DOC. 756534, AND NO EASEMENT OF RECORD	46, 47
105	FRONTIER	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	48
106	GIBBSVILLE SANITARY DISTRICT	RELEASE OF RIGHTS	DOC. 1357735	47
106	GIBBSVILLE SANITARY DISTRICT	RELEASE OF RIGHTS	DOC. 1357734	49

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.)			T.L.E. S.F.
			NEW	EXISTING	TOTAL	
46	WOLFERT TRUST	TLE	-	-	-	1474
47	ANDREW L. DAANE	FEE & TLE	2560	8297	10857	1155
48	KELLY L. ASCHENBACH	FEE & TLE	3450	22632	26082	1421
49	CHRISTINE A. SUTHERLAND	FEE & TLE	100	4116	4216	223

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NOTE:

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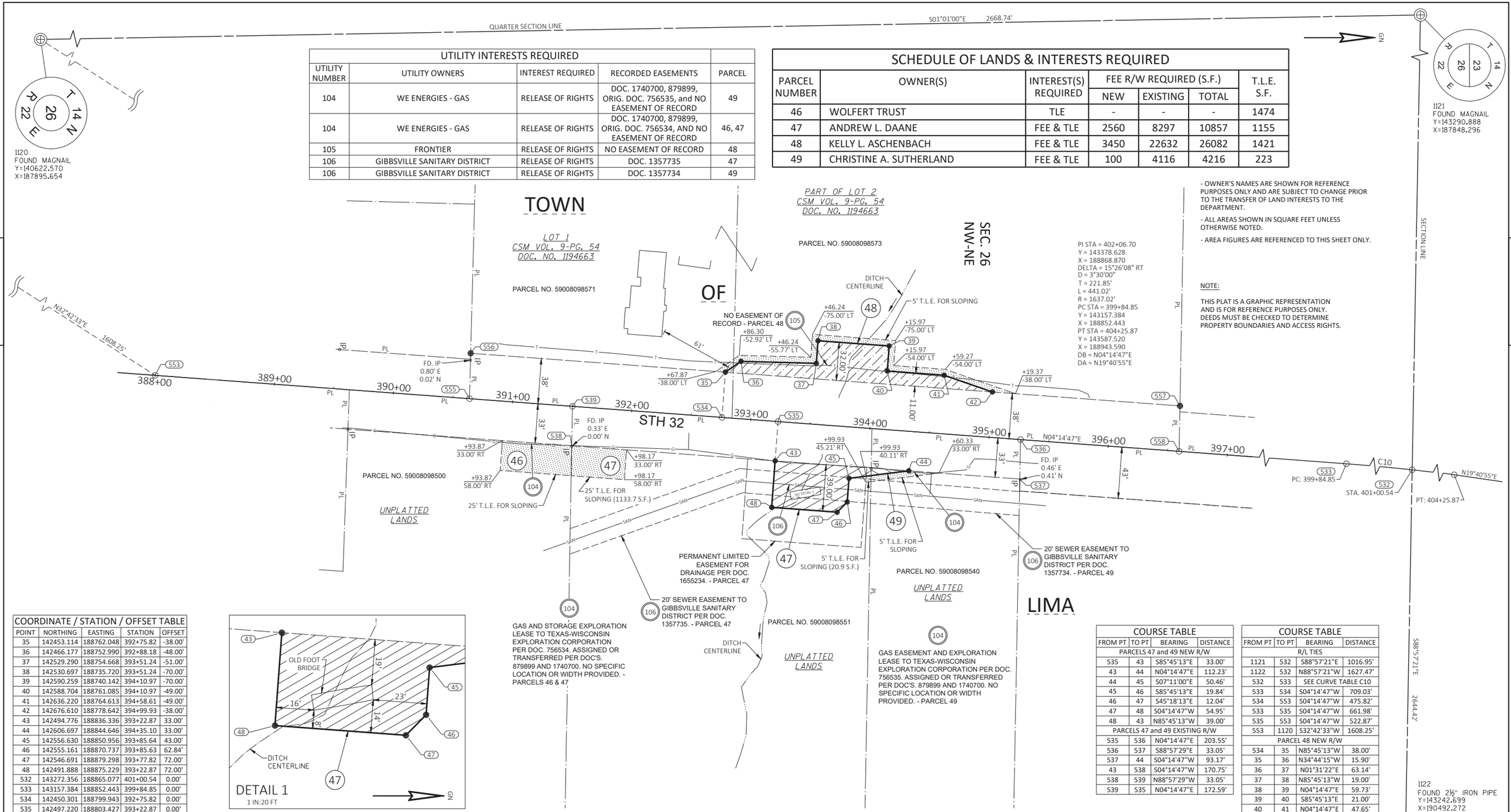


COORDINATE / STATION / OFFSET TABLE				
POINT	NORTHING	EASTING	STATION	OFFSET
35	142453.114	188762.048	392+75.82	-38.00'
36	142466.177	188752.990	392+88.18	-48.00'
37	142529.290	188754.668	393+51.24	-51.00'
38	142530.697	188735.720	393+51.24	-70.00'
39	142590.259	188740.142	394+10.97	-70.00'
40	142588.704	188761.085	394+10.97	-49.00'
41	142636.220	188764.613	394+58.61	-49.00'
42	142676.610	188778.642	394+99.93	-38.00'
43	142494.776	188836.336	393+22.87	33.00'
44	142606.697	188844.646	394+35.10	33.00'
45	142556.630	188850.956	393+85.64	43.00'
46	142555.161	188870.737	393+85.63	62.84'
47	142546.691	188879.298	393+77.82	72.00'
48	142491.888	188875.229	393+22.87	72.00'
532	143272.356	188865.077	401+00.54	0.00'
533	143157.384	188852.443	399+84.85	0.00'
534	142450.301	188799.943	392+75.82	0.00'
535	142497.220	188803.427	393+22.87	0.00'
536	142700.212	188818.499	395+26.42	0.00'
537	142699.611	188851.545	395+28.27	33.00'
538	142324.498	188823.693	391+52.12	33.00'
539	142325.099	188790.647	391+50.27	0.00'
553	141975.786	188764.711	388+00.00	0.00'
555	142238.903	188784.247	390+63.84	0.00'
556	142239.904	188746.217	390+62.02	-38.00'
557	142833.702	188790.306	396+57.46	-38.00'
558	142833.009	188828.359	396+59.58	0.00'

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21
	CSM VOL. 9-PG. 54, DOC. NO. 1194663

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
PARCELS 47 and 49 NEW R/W			
535	43	S85°45'13"E	33.00'
43	44	N04°14'47"E	112.23'
44	45	S07°11'00"E	50.46'
45	46	S85°45'13"E	19.84'
46	47	S45°18'13"E	12.04'
47	48	S04°14'47"W	54.95'
48	43	N85°45'13"W	39.00'
PARCELS 47 and 49 EXISTING R/W			
535	536	N04°14'47"E	203.55'
536	537	S88°57'29"E	33.05'
537	44	S04°14'47"W	93.17'
43	538	S04°14'47"W	170.75'
538	539	N88°57'29"W	33.05'
539	535	N04°14'47"E	172.59'

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
1121	532	S88°57'21"E	1016.95'
1122	532	N88°57'21"W	1627.47'
532	533	SEE CURVE TABLE C10	
533	534	S04°14'47"W	709.03'
534	553	S04°14'47"W	475.82'
533	535	S04°14'47"W	661.98'
535	553	S04°14'47"W	522.87'
553	1120	S32°42'33"W	1608.25'
PARCEL 48 NEW R/W			
534	35	N85°45'13"W	38.00'
35	36	N34°44'15"W	15.90'
36	37	N01°31'22"E	63.14'
37	38	N85°45'13"W	19.00'
38	39	N04°14'47"E	59.73'
39	40	S85°45'13"E	21.00'
40	41	N04°14'47"E	47.65'
41	42	N19°09'15"E	42.76'
42	35	S04°14'47"W	224.11'
PARCEL 48 EXISTING R/W			
534	555	S04°14'47"W	211.98'
555	556	N88°29'32"W	38.04'
556	35	N04°14'47"E	213.80'
42	557	N04°14'47"E	157.52'
557	558	S88°57'21"E	38.06'
558	534	S04°14'47"W	383.76

CURVE TABLE						
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING	TANGENT
C10	115.69'	1637.02'	4°02'57"	115.66'	S06°16'15"W	57.87'

1122
FOUND 2½" IRON PIPE
Y=143242.699
X=190492.272

T 14 N R 22 E 26 23 24 25

REVISION DATE			
4/22/2024 N.C.			
7/26/2024 N.C.			

DATE 7/26/2024

GRID FACTOR N/A

SCALE, FEET 0 40 80

HWY: STH 32

COUNTY: SHEBOYGAN

STATE R/W PROJECT NUMBER 4540-34-21

CONSTRUCTION PROJECT NUMBER 4540-34-71

PLAT SHEET 4.08

PS&E SHEET 136 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040408_rp_34

PLOT DATE : 7/26/2024 10:00 AM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:40 FT

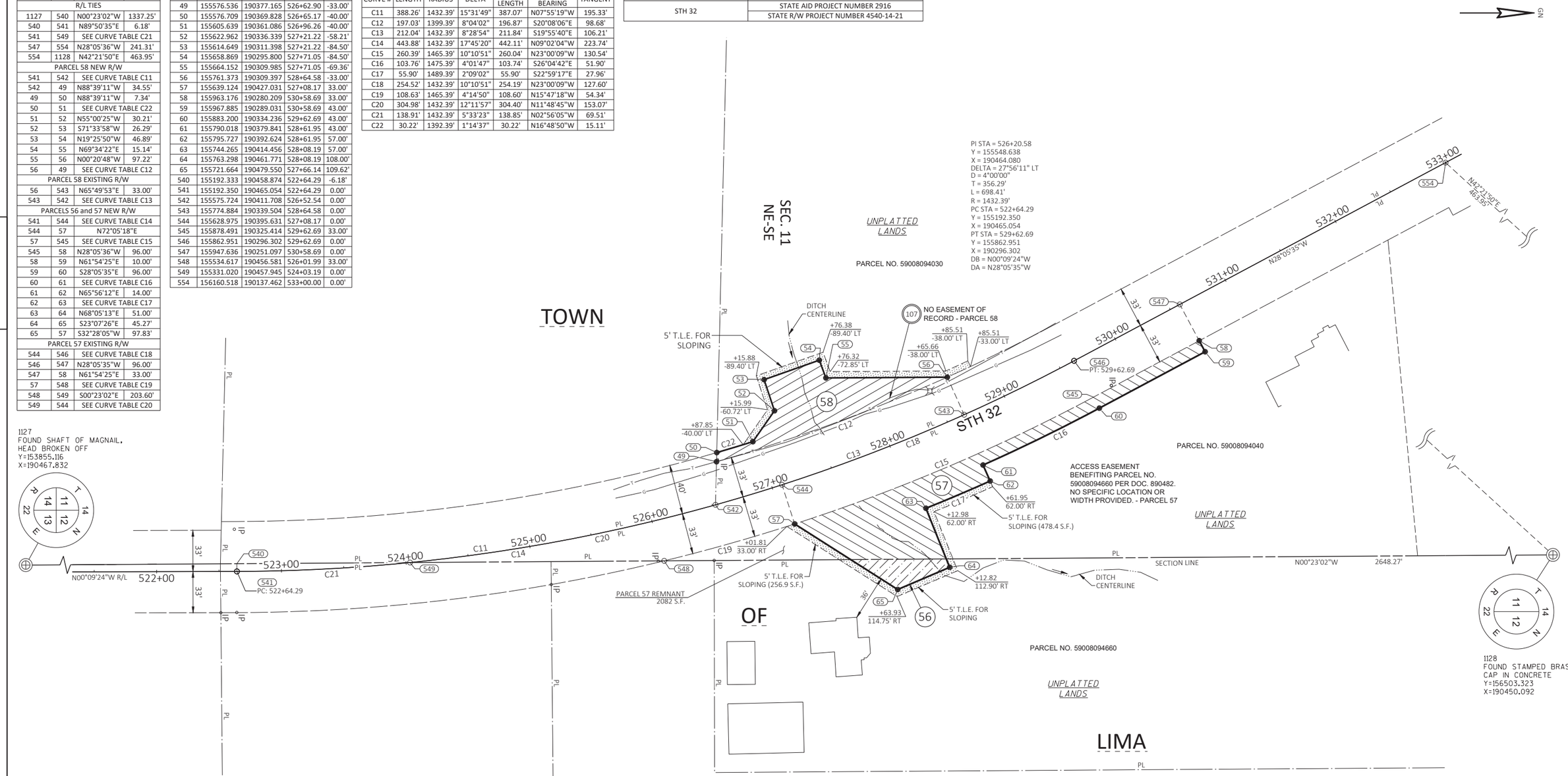
WISDOT/CADDS SHEET 75

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
1127	540	N00°23'02"W	1337.25'
540	541	N89°50'35"E	6.18'
541	549	SEE CURVE TABLE C21	
547	554	N28°05'36"W	241.31'
554	1128	N42°21'50"E	463.95'
PARCEL 58 NEW R/W			
541	542	SEE CURVE TABLE C11	
542	49	N88°39'11"W	34.55'
49	50	N88°39'11"W	7.34'
50	51	SEE CURVE TABLE C22	
51	52	N55°00'25"W	30.21'
52	53	S71°33'58"W	26.29'
53	54	N19°25'50"W	46.89'
54	55	N69°34'22"E	15.14'
55	56	N00°20'48"W	97.22'
56	49	SEE CURVE TABLE C12	
PARCEL 58 EXISTING R/W			
56	543	N65°49'53"E	33.00'
543	542	SEE CURVE TABLE C13	
PARCELS 56 and 57 NEW R/W			
541	544	SEE CURVE TABLE C14	
544	57	N72°05'18"E	
57	545	SEE CURVE TABLE C15	
545	58	N28°05'36"W	96.00'
58	59	N61°54'25"E	10.00'
59	60	S28°05'35"E	96.00'
60	61	SEE CURVE TABLE C16	
61	62	N65°56'12"E	14.00'
62	63	SEE CURVE TABLE C17	
63	64	N68°05'13"E	51.00'
64	65	S23°07'26"E	45.27'
65	57	S32°28'05"W	97.83'
PARCEL 57 EXISTING R/W			
544	546	SEE CURVE TABLE C18	
546	547	N28°05'35"W	96.00'
547	58	N61°54'25"E	33.00'
57	548	SEE CURVE TABLE C19	
548	549	S00°23'02"E	203.60'
549	544	SEE CURVE TABLE C20	

COORDINATE / STATION / OFFSET TABLE				
POINT	NORTHING	EASTING	STATION	OFFSET
49	155576.536	190377.165	526+62.90	-33.00'
50	155576.709	190369.828	526+65.17	-40.00'
51	155605.639	190361.086	526+96.26	-40.00'
52	155622.962	190336.339	527+21.22	-58.21'
53	155614.649	190311.398	527+21.22	-84.50'
54	155658.869	190295.800	527+71.05	-84.50'
55	155664.152	190309.985	527+71.05	-69.36'
56	155761.373	190309.397	528+64.58	-33.00'
57	155639.124	190427.031	527+08.17	33.00'
58	155963.176	190280.209	530+58.69	33.00'
59	155967.885	190289.031	530+58.69	43.00'
60	155883.200	190334.236	529+62.69	43.00'
61	155790.018	190379.841	528+61.95	43.00'
62	155795.727	190392.624	528+61.95	57.00'
63	155744.265	190414.456	528+08.19	57.00'
64	155763.298	190461.771	528+08.19	108.00'
65	155721.664	190479.550	527+66.14	109.62'
540	155192.333	190458.874	522+64.29	-6.18'
541	155192.350	190465.054	522+64.29	0.00'
542	155575.724	190411.708	526+52.54	0.00'
543	155774.884	190339.504	528+64.58	0.00'
544	155628.975	190395.631	527+08.17	0.00'
545	155878.491	190325.414	529+62.69	33.00'
546	155862.951	190296.302	529+62.69	0.00'
547	155947.636	190251.097	530+58.69	0.00'
548	155534.617	190456.581	526+01.99	33.00'
549	155331.020	190457.945	524+03.19	0.00'
554	156160.518	190137.462	533+00.00	0.00'

CURVE TABLE						
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING	TANGENT
C11	388.26'	1432.39'	15°31'49"	387.07'	N07°55'19"W	195.33'
C12	197.03'	1399.39'	8°04'02"	196.87'	S20°08'06"E	98.68'
C13	212.04'	1432.39'	8°28'54"	211.84'	S19°55'40"E	106.21'
C14	443.88'	1432.39'	17°45'20"	442.11'	N09°02'04"W	223.74'
C15	260.39'	1465.39'	10°10'51"	260.04'	N23°00'09"W	130.54'
C16	103.76'	1475.39'	4°01'47"	103.74'	S26°04'42"E	51.90'
C17	55.90'	1489.39'	2°09'02"	55.90'	S22°59'17"E	27.96'
C18	254.52'	1432.39'	10°10'51"	254.19'	N23°00'09"W	127.60'
C19	108.63'	1465.39'	4°14'50"	108.60'	N15°47'18"W	54.34'
C20	304.98'	1432.39'	12°11'57"	304.40'	N11°48'45"W	153.07'
C21	138.91'	1432.39'	5°33'23"	138.85'	N02°56'05"W	69.51'
C22	30.22'	1392.39'	1°14'37"	30.22'	N16°48'50"W	15.11'

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21



UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
107	AT&T WISCONSIN	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	58

NOTE:

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

- OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.
- ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.)			T.L.E. S.F.
			NEW	EXISTING	TOTAL	
56	MARC W. MEYER AND SARA J. MEYER	FEE & TLE	1091	-	1091	538
57	ROSEMARY E. SEIBEL	FEE & TLE	7834	18021	25855	736
58	JAMES J. HAND AND ANNA MARIE LORENZ	FEE & TLE	4785	6750	11535	1211

REVISION DATE			
4/22/2024 N.C.			
7/26/2024 N.C.			

DATE 7/26/2024

GRID FACTOR N/A

SCALE, FEET: 0 40 80

HWY: STH 32

COUNTY: SHEBOYGAN

STATE R/W PROJECT NUMBER 4540-34-21

CONSTRUCTION PROJECT NUMBER 4540-34-71

PLAT SHEET 4.09

PS&E SHEET — 137

E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040409_rp_34

PLOT DATE : 7/26/2024 10:00 AM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 75

4

4

CONVENTIONAL SYMBOLS

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

SECTION CORNER SYMBOL (18, 23, 24, 26, 25, 9)
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN (SIGN)
OFF-PREMISE SIGN (#1-25, 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 UTILITY SYMBOLS

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

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

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

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), SHEBOYGAN COUNTY, NAD83 (2011) 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" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED/RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. 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.

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, CENTERLINE OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPATIONAL LINES.

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

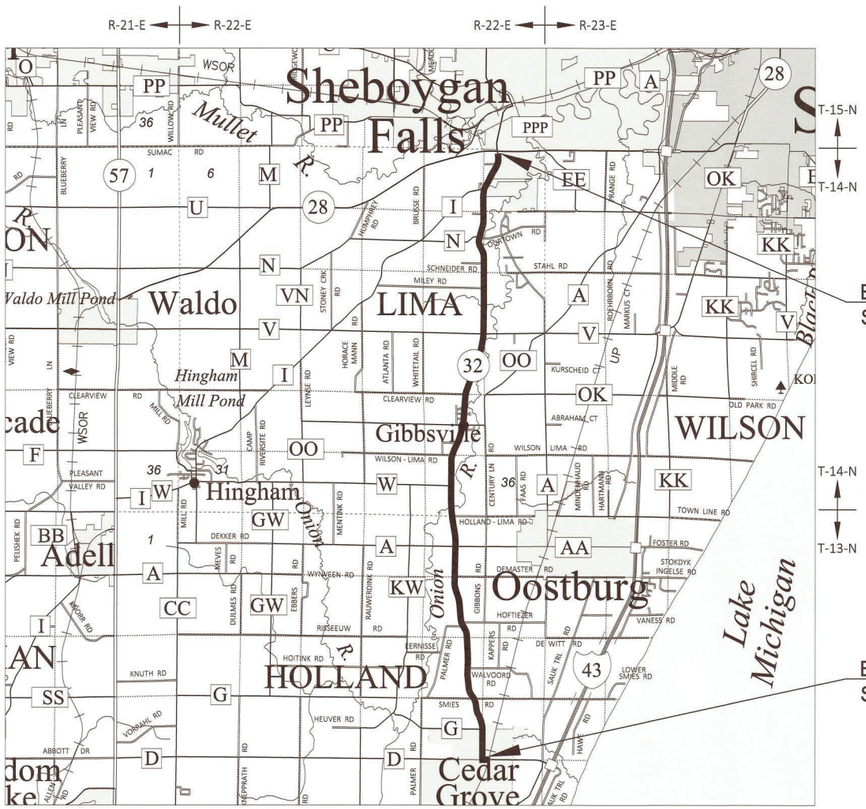
PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE DETAIL PAGES.

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

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, 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.



LAYOUT

SCALE 0 1.25 MI

TOTAL NET LENGTH OF CENTERLINE = 10.350 MI

R/W PROJECT NUMBER 4540-36-21	SHEET NUMBER	TOTAL SHEETS
CONSTRUCTION PROJECT NUMBER 4540-36-71	4.01	23

PLAT OF RIGHT OF WAY REQUIRED FOR

CEDAR GROVE - SHEBOYGAN FALLS
CTH D - STH 28

STH 32	SHEBOYGAN COUNTY

THIS PLAT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES AND ACCESS RIGHTS.

ORIGINAL PLANS PREPARED BY

GRAEF
116 S ADAMS STREET, SUITE 201
GREEN BAY, WI 54301

WISCONSIN CRAIG D. HANSEN S-2840 APPLETON WI LAND SURVEYOR

12/08/2023 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

REVISION DATE
12/08/2023

APPROVED FOR THE DEPARTMENT

DATE: _____ (Signature)

(Printed Name)

4

4

VILLAGE

OF

NE-NE

SE-SE

NE-SE

TOWN

OF

HOLLAND

C.T.H. D

W. UNION AVENUE

SCHOOL ENTRANCE

C.T.H. G

1

4

7

8

12

13

16

17

23

VILLAGE

OF

CEDAR

GROVE

CONTINUED ON SEE SHEET 4.03

N. MAIN STREET

S.T.H. 32

2

3

6

9

11

14

18

SHEET 4.05

SHEET 4.06

SHEET 4.07

SHEET 4.08

SHEET 4.09

TOWN

OF

HOLLAND

S.T.H. 32

E. WILLOW AVENUE

BRADEN AVENUE

VAN DRIEST AVENUE

NW-NW

SW-SW

NW-SW

CEDAR GROVE

VILLAGE

OF

CEDAR GROVE

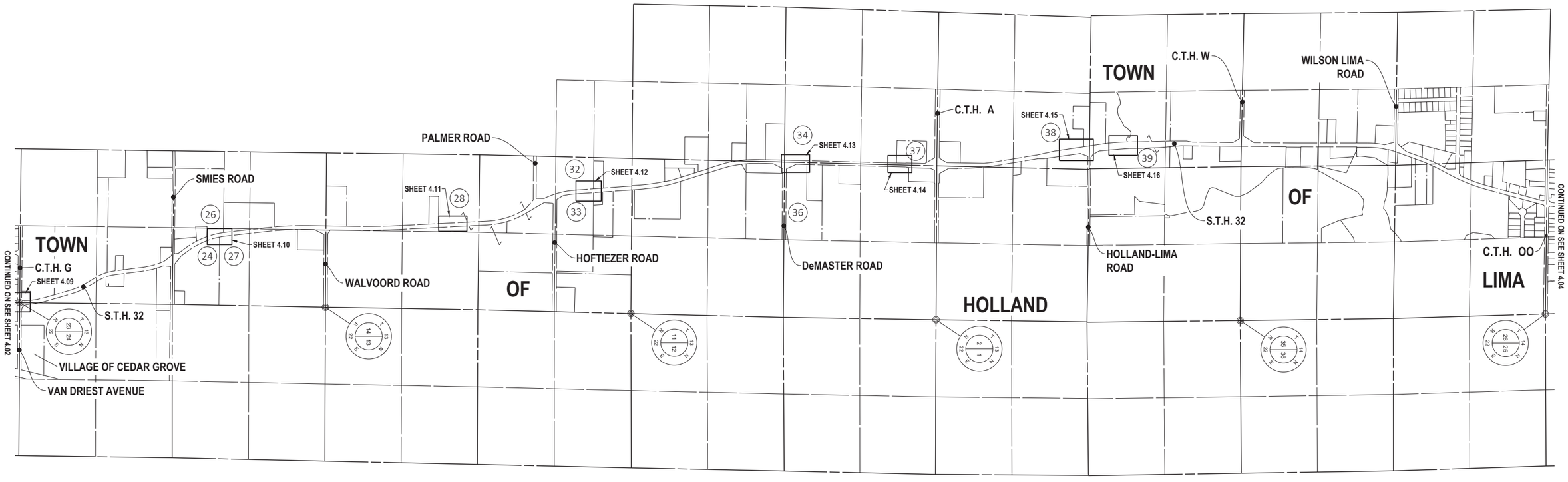
REVISION DATE 12/08/2023 N.C.	DATE 12/08/2023	SCALE, FEET 0 100 200	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21	PLAT SHEET 4.02
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71	PS&E SHEET 139 E

FILE NAME : 040301_RL.DWG
LAYOUT NAME - 040301_rl

PLOT DATE : 12/8/2023 6:36 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 75

4

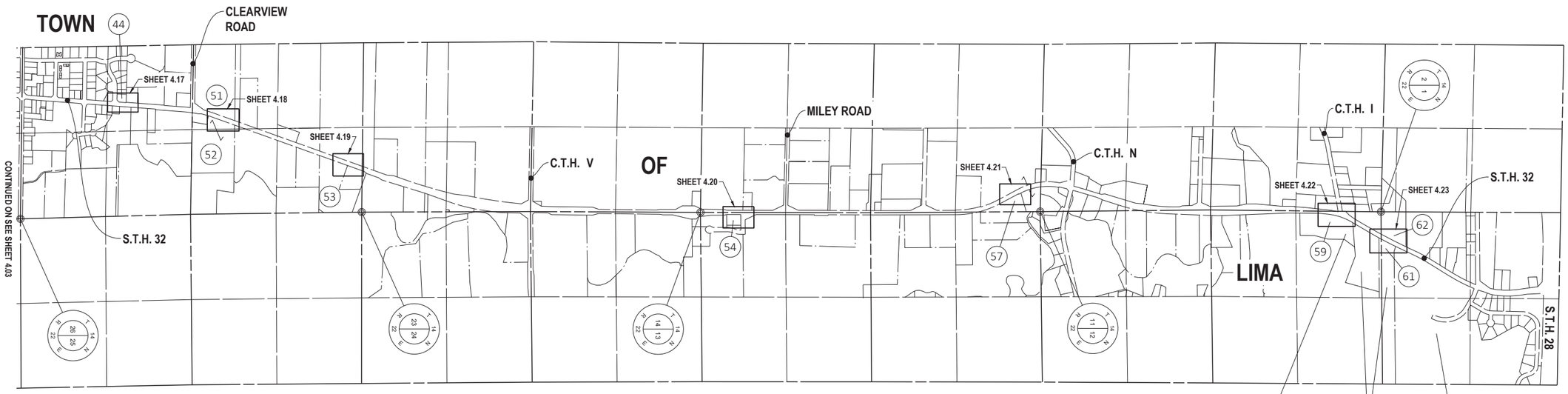


REVISION DATE 12/08/2023 N.C.	DATE 12/08/2023	SCALE, FEET 0 875 1750	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21	PLAT SHEET 4.03
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71	PS&E SHEET 140 E

FILE NAME : 040301_RL.DWG
LAYOUT NAME - 040302_rl

PLOT DATE : 12/8/2023 6:36 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : ##########

4



TOWN OF LIMA

CITY OF SHEBOYGAN FALLS

CITY OF SHEBOYGAN FALLS

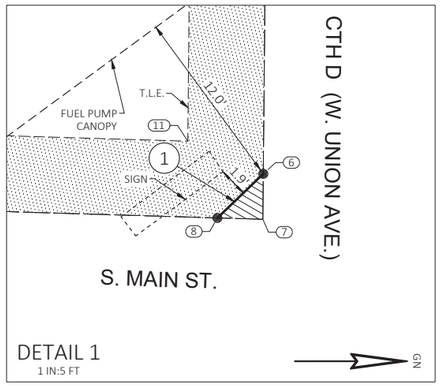
REVISION DATE 12/08/2023 N.C.	DATE 12/08/2023	SCALE, FEET 0 875 1750	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21	PLAT SHEET 4.04	
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71	PS&E SHEET	E

FILE NAME : 040301_RL.DWG
LAYOUT NAME - 040303_rl

PLOT DATE : 12/8/2023 6:36 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : ##########

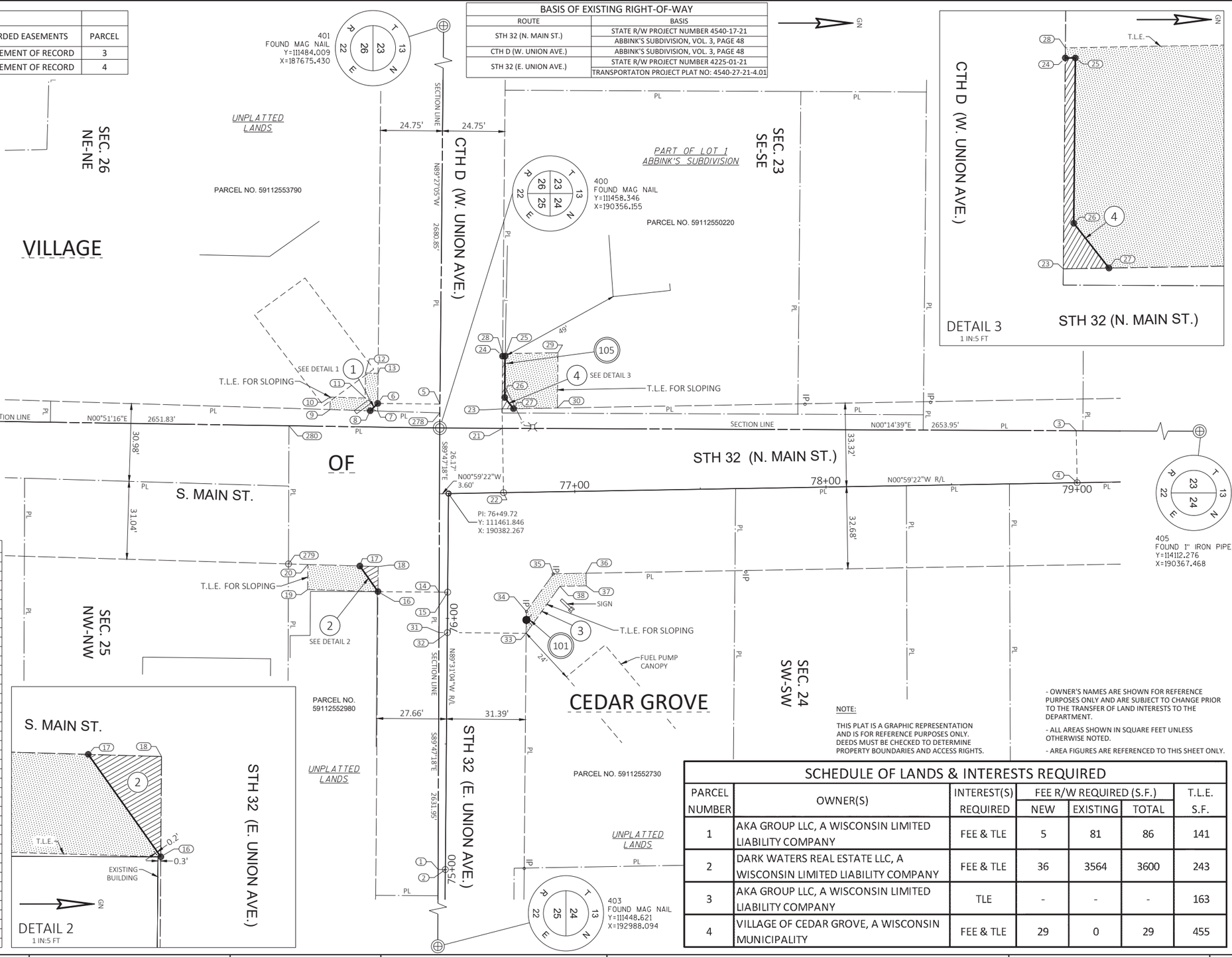
UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
101	VILLAGE OF CEDAR GROVE - WATER	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	3
105	FRONTIER	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	4

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32 (N. MAIN ST.)	STATE R/W PROJECT NUMBER 4540-17-21
	ABBINK'S SUBDIVISION, VOL. 3, PAGE 48
CTH D (W. UNION AVE.)	ABBINK'S SUBDIVISION, VOL. 3, PAGE 48
STH 32 (E. UNION AVE.)	STATE R/W PROJECT NUMBER 4225-01-21
	TRANSPORTATON PROJECT PLAT NO: 4540-27-21-4.01



COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
400	1	S89°47'18"E	175.80'
1	403	S89°47'18"E	2456.15'
1	2	N00°28'56"E	2.89'
400	3	N00°14'39"E	253.38'
3	405	N00°14'39"E	2400.57'
3	4	N89°00'38"E	20.71'
14	15	N00°28'56"E	3.41'
21	22	N89°00'38"E	25.63'
PARCEL 1 NEW R/W			
400	5	N89°27'05"W	9.55'
5	6	S00°32'55"W	24.75'
6	7	S89°27'05"E	3.00'
7	8	S01°43'20"W	3.00'
8	6	N43°51'53"W	4.20'
PARCEL 1 EXISTING R/W			
7	278	N01°43'20"E	24.76'
278	5	N89°27'05"W	3.51'
PARCEL 1 T.L.E.			
8	9	S01°43'20"W	16.00'
9	10	N89°27'05"W	5.00'
10	11	N01°43'20"E	14.00'
11	12	N89°27'05"W	10.00'
12	13	N01°43'20"E	5.00'
13	6	S89°27'05"E	12.00'
PARCEL 2 NEW R/W			
400	14	S89°47'18"E	65.35'
14	16	S00°28'56"W	24.34'
16	17	S54°41'39"W	12.49'
17	18	N01°40'13"E	7.29'
18	16	S89°34'25"E	9.98'
PARCEL 2 EXISTING R/W			
17	279	S01°40'13"W	28.42'
279	280	N89°47'17"W	55.03'
280	400	N00°51'16"E	60.00'
PARCEL 2 T.L.E.			
16	19	S01°40'13"W	28.00'
19	20	N89°34'25"W	9.98'
20	17	N01°40'13"E	20.71'
PARCEL 3 T.L.E.			
400	31	S89°47'18"E	81.45'
31	32	N00°28'56"E	3.34'
32	33	N00°28'56"E	31.37'
33	34	N89°31'57"W	8.68'
34	35	N54°20'58"W	18.48'
35	36	N00°58'40"W	13.00'
36	37	N89°01'20"E	5.00'
37	38	S00°58'40"E	10.49'
38	33	S54°20'58"E	23.06'
PARCEL 4 NEW R/W			
400	21	N00°14'39"E	24.96'
21	23	S89°00'38"W	7.72'
23	24	N89°27'05"W	21.00'
24	25	N00°32'55"E	1.00'
25	26	S89°27'05"E	16.45'
26	27	N51°51'56"E	5.67'
27	23	S00°58'40"E	4.55'
PARCEL 4 T.L.E.			
24	28	N89°27'05"W	1.01'
28	29	N00°58'40"W	22.01'
29	30	S89°27'05"E	22.01'
30	27	S00°58'40"E	17.46'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
1	111457.696	190531.957	75+00.00	-2.89'
2	111460.586	190531.982	75+00.00	-0.00'
3	111711.731	190357.235	79+00.00	-20.71'
4	111712.089	190377.945	79+00.00	-0.00'
5	111458.437	190346.608	-	-
6	111433.689	190346.371	-	-
7	111433.660	190349.371	-	-
8	111430.661	190349.281	-	-
9	111414.664	190348.800	-	-
10	111414.712	190343.799	-	-
11	111428.709	190344.220	-	-
12	111428.805	190334.219	-	-
13	111433.803	190334.369	-	-
14	111458.105	190421.509	76+10.45	-3.41'
15	111461.516	190421.538	76+10.45	-0.00'
16	111433.765	190421.305	76+10.45	-27.75'
17	111426.549	190411.115	76+20.58	-35.05'
18	111433.840	190411.328	76+20.42	-27.76'
19	111405.777	190420.489	76+11.03	-55.75'
20	111405.851	190410.512	76+21.01	-55.76'
21	111483.303	190356.261	76+71.62	-25.63'
22	111483.746	190381.889	76+71.62	-0.00'
23	111483.170	190348.541	76+71.62	-33.35'
24	111483.371	190327.542	76+72.19	-54.35'
25	111484.371	190327.551	76+73.19	-54.32'
26	111484.214	190344.001	76+72.74	-37.87'
27	111487.717	190348.463	76+76.17	-33.35'
28	111483.381	190326.534	76+72.21	-55.35'
29	111505.385	190326.159	76+94.22	-55.35'
30	111505.175	190348.165	76+93.63	-33.35'
31	111458.045	190437.606	75+94.35	-3.34'
32	111461.380	190437.634	75+94.35	0.00'
33	111492.752	190437.898	75+94.35	31.37'
34	111492.823	190429.221	76+03.03	31.37'
35	111503.593	190414.205	76+90.91	32.65'
36	111516.591	190413.983	77+03.91	32.66'
37	111516.676	190418.982	77+03.91	37.66'
38	111506.191	190419.161	76+93.42	37.66'
278	111458.404	190350.115	-	-
279	111398.146	190410.287	76+21.17	-63.46'
280	111398.349	190355.260	-	-



NOTE:

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- ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
1	AKA GROUP LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE & TLE	5	81	86	141
2	DARK WATERS REAL ESTATE LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE & TLE	36	3564	3600	243
3	AKA GROUP LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	-	-	-	163
4	VILLAGE OF CEDAR GROVE, A WISCONSIN MUNICIPALITY	FEE & TLE	29	0	29	455

REVISION DATE 12/08/2023

DATE 12/08/2023

GRID FACTOR N/A

SCALE, FEET 0 20 40

HWY: STH 32

COUNTY: SHEBOYGAN

STATE R/W PROJECT NUMBER 4540-36-21

CONSTRUCTION PROJECT NUMBER 4540-36-71

PLAT SHEET 4.05

PS&E SHEET 142

E

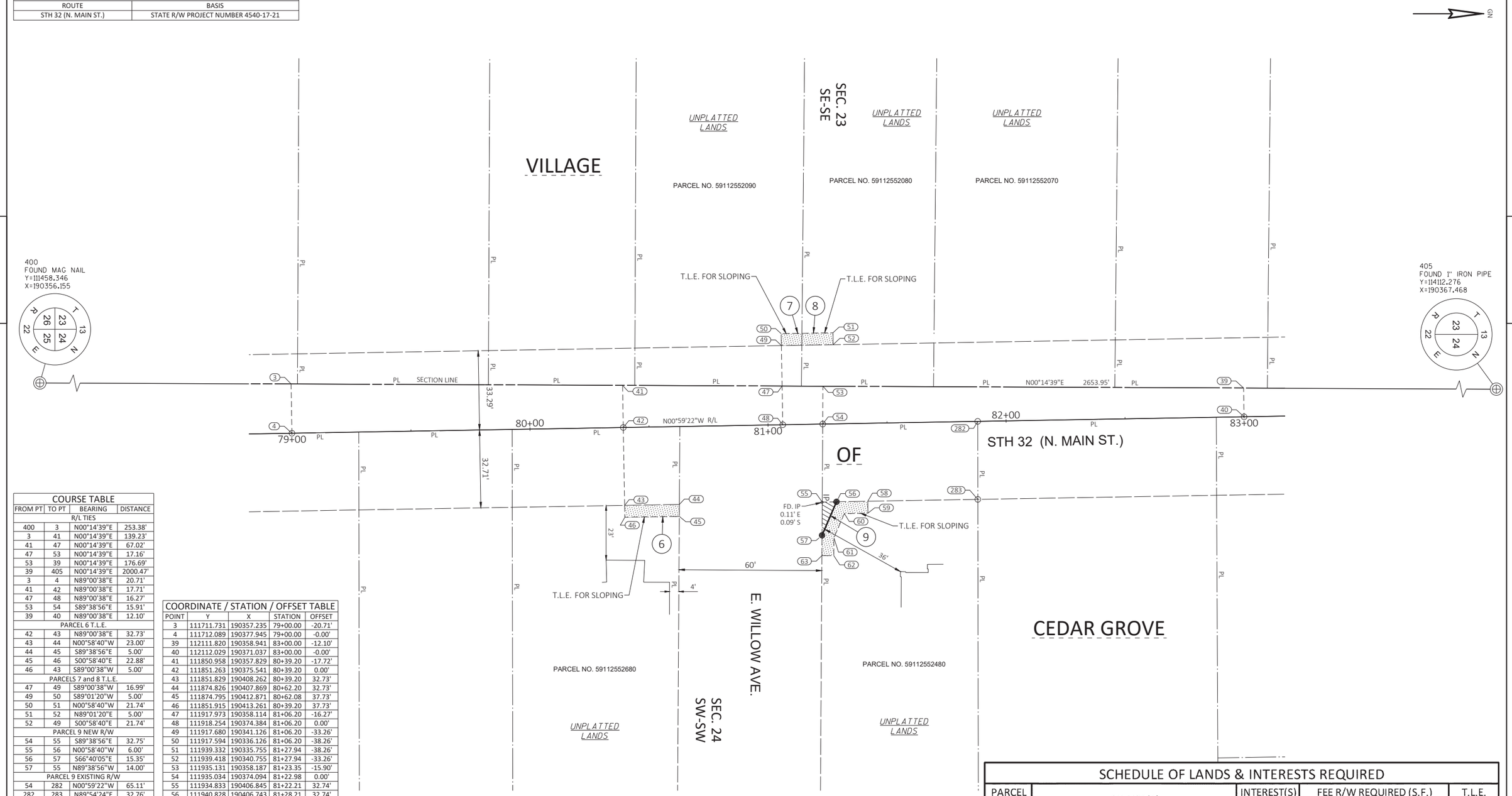
FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040405_rp

PLOT DATE : 12/8/2023 6:34 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

4

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32 (N. MAIN ST.)	STATE R/W PROJECT NUMBER 4540-17-21



COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
400	3	N00°14'39"E	253.38'
3	41	N00°14'39"E	139.23'
41	47	N00°14'39"E	67.02'
47	53	N00°14'39"E	17.16'
53	39	N00°14'39"E	176.69'
39	405	N00°14'39"E	2000.47'
3	4	N89°00'38"E	20.71'
41	42	N89°00'38"E	17.71'
47	48	N89°00'38"E	16.27'
53	54	S89°38'56"E	15.91'
39	40	N89°00'38"E	12.10'
PARCEL 6 T.L.E.			
42	43	N89°00'38"E	32.73'
43	44	N00°58'40"W	23.00'
44	45	S89°38'56"E	5.00'
45	46	S00°58'40"E	22.88'
46	43	S89°00'38"W	5.00'
PARCELS 7 and 8 T.L.E.			
47	49	S89°00'38"W	16.99'
49	50	S89°01'20"W	5.00'
50	51	N00°58'40"W	21.74'
51	52	N89°01'20"E	5.00'
52	49	S00°58'40"E	21.74'
PARCEL 9 NEW R/W			
54	55	S89°38'56"E	32.75'
55	56	N00°58'40"W	6.00'
56	57	S66°40'05"E	15.35'
57	55	N89°38'56"W	14.00'
PARCEL 9 EXISTING R/W			
54	282	N00°59'22"W	65.11'
282	283	N89°54'24"E	32.76'
283	56	S00°58'40"E	59.37'
PARCEL 9 T.L.E.			
56	58	N00°58'40"W	13.14'
58	59	N89°01'20"E	5.00'
59	60	S00°58'40"E	9.91'
60	61	S66°40'05"E	11.11'
61	62	S89°38'56"E	7.49'
62	63	S00°21'04"W	5.00'
63	57	N89°38'56"W	8.50'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
3	111711.731	190357.235	79+00.00	-20.71'
4	111712.089	190377.945	79+00.00	-0.00'
39	112111.820	190358.941	83+00.00	-12.10'
40	112112.029	190371.037	83+00.00	-0.00'
41	111850.958	190357.829	80+39.20	-17.72'
42	111851.263	190375.541	80+39.20	0.00'
43	111851.829	190408.262	80+39.20	32.73'
44	111874.826	190407.869	80+62.20	32.73'
45	111874.795	190412.871	80+62.08	37.73'
46	111851.915	190413.261	80+39.20	37.73'
47	111917.973	190358.114	81+06.20	-16.27'
48	111918.254	190374.384	81+06.20	0.00'
49	111917.680	190341.126	81+06.20	-33.26'
50	111917.594	190336.126	81+06.20	-38.26'
51	111939.332	190335.755	81+27.94	-38.26'
52	111939.418	190340.755	81+27.94	-33.26'
53	111935.131	190358.187	81+23.35	-15.90'
54	111935.034	190374.094	81+22.98	0.00'
55	111934.833	190406.845	81+22.21	32.74'
56	111940.828	190406.743	81+28.21	32.74'
57	111934.747	190420.841	81+21.88	46.74'
58	111953.965	190406.519	81+41.35	32.75'
59	111954.051	190411.518	81+41.35	37.75'
60	111944.141	190411.687	81+31.43	37.75'
61	111939.741	190421.888	81+26.86	47.87'
62	111939.695	190429.376	81+26.68	55.35'
63	111934.695	190429.345	81+21.69	55.24'
282	112000.133	190372.970	81+88.09	0.00'
283	112000.186	190405.730	81+87.57	32.76'

NOTE:

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SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
6	ERIC W. MAY AND AMY D. HABECK MAY	TLE	-	-	-	115
7	SCOTT R. HARTLAGE	TLE	-	-	-	43
8	MICHAEL L. EVANS AND TIFFANY EVANS	TLE	-	-	-	65
9	VILLAGE OF CEDAR GROVE	FEE & TLE	42	2136	2178	164

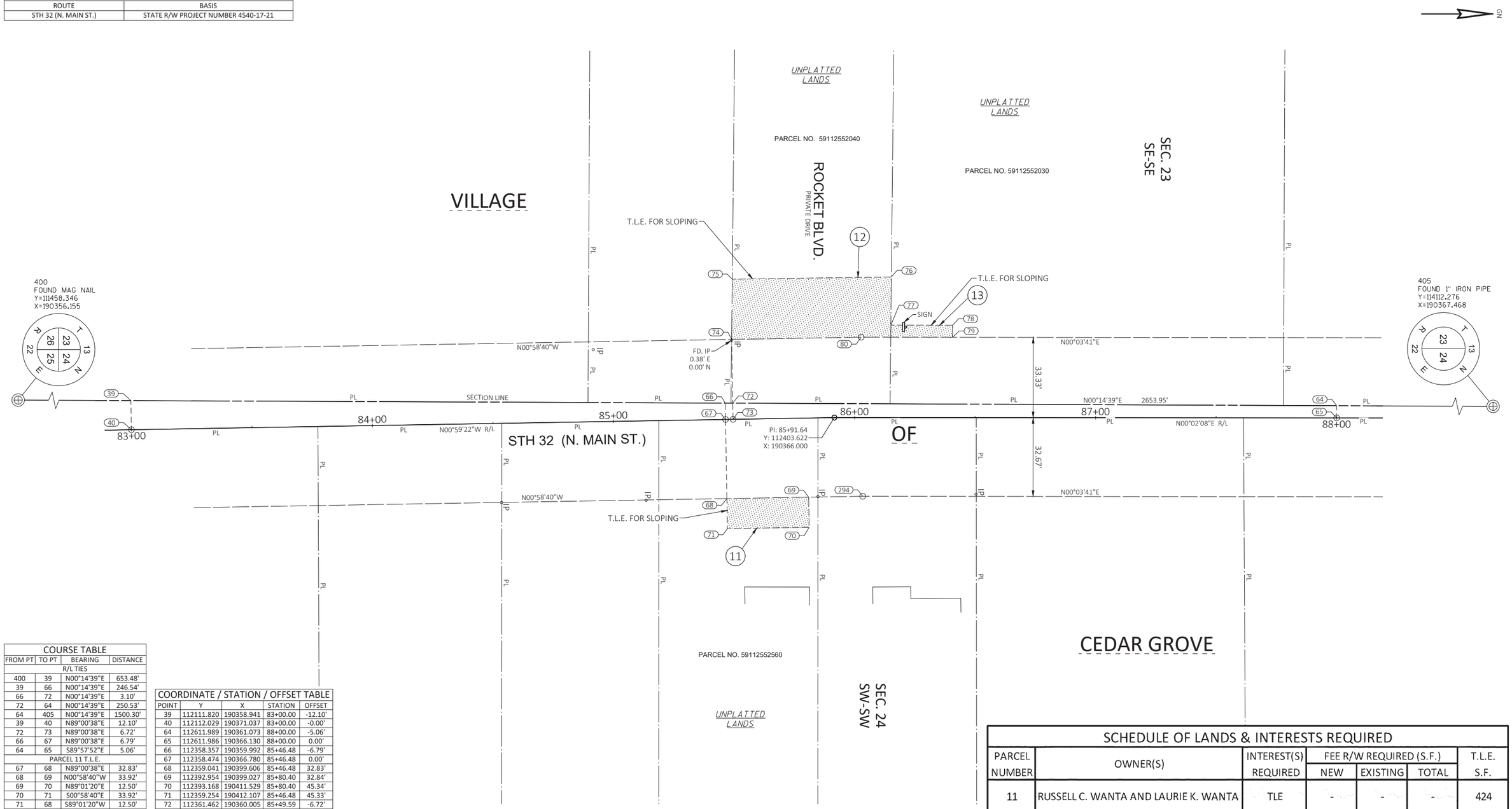
REVISION DATE 12/08/2023 N.C.	DATE 12/08/2023	SCALE, FEET 0 20 40	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21	PLAT SHEET 4.06
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71	PS&E SHEET 143 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040406_rp

PLOT DATE : 12/8/2023 6:34 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32 (N. MAIN ST.)	STATE R/W PROJECT NUMBER 4540-17-21



COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
400	39	N00°14'39"E	653.48'
39	66	N00°14'39"E	246.54'
66	72	N00°14'39"E	3.10'
72	64	N00°14'39"E	250.53'
64	405	N00°14'39"E	1500.30'
39	40	N89°00'38"E	12.10'
72	73	N89°00'38"E	6.72'
66	67	N89°00'38"E	6.79'
64	65	S89°57'52"E	5.06'
PARCEL 11 T.L.E.			
67	68	N89°00'38"E	32.83'
68	69	N00°58'40"W	33.92'
69	70	N89°01'20"E	12.50'
70	71	S00°58'40"E	33.92'
71	68	S89°01'20"W	12.50'
PARCELS 12 and 13 T.L.E.			
72	74	S89°00'38"W	26.45'
74	75	N89°24'31"W	25.01'
75	76	N00°46'44"W	66.02'
76	77	S89°24'31"E	20.00'
77	78	N00°03'41"E	25.57'
78	79	S89°56'19"E	5.00'
79	80	S00°03'41"W	37.90'
80	74	S00°58'40"E	53.74'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
39	112111.820	190358.941	83+00.00	-12.10'
40	112112.029	190371.037	83+00.00	-0.00'
64	112611.989	190361.073	88+00.00	-5.06'
65	112611.986	190366.130	88+00.00	0.00'
66	112358.357	190359.992	85+46.48	-6.79'
67	112358.474	190366.780	85+46.48	0.00'
68	112359.041	190399.606	85+46.48	32.83'
69	112392.954	190399.027	85+80.40	32.84'
70	112393.168	190411.529	85+80.40	45.34'
71	112359.254	190412.107	85+46.48	45.33'
72	112361.462	190360.005	85+49.59	-6.72'
73	112361.578	190366.727	85+49.59	0.00'
74	112361.005	190333.560	85+49.57	-32.05'
75	112361.263	190308.552	85+50.28	-58.17'
76	112427.275	190307.654	86+15.25	-58.36'
77	112427.068	190327.656	86+15.06	-38.36'
78	112452.641	190327.684	86+40.63	-38.35'
79	112452.635	190332.684	86+40.63	-33.35'
80	112414.732	190332.643	86+02.84	-33.37'
294	112415.370	190398.645	86+03.40	32.64'

NOTE:

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SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
11	RUSSELL C. WANTA AND LAURIE K. WANTA	TLE	-	-	-	424
12	CEDAR GROVE - BELGIUM SCHOOL DISTRICT	TLE	-	-	-	1644
13	HUBERT C. NETT AND DIANA M. NETT IRREVOCABLE TRUST DATED MARCH 5, 2015, ANN M. LORGE, TRUSTEE	TLE	-	-	-	128

REVISION DATE			
12/08/2023			

DATE 12/08/2023

GRID FACTOR N/A

SCALE, FEET 0 20 40

HWY: STH 32

COUNTY: SHEBOYGAN

STATE R/W PROJECT NUMBER 4540-36-21

CONSTRUCTION PROJECT NUMBER 4540-36-71

PLAT SHEET 4.07

PS&E SHEET 144

E

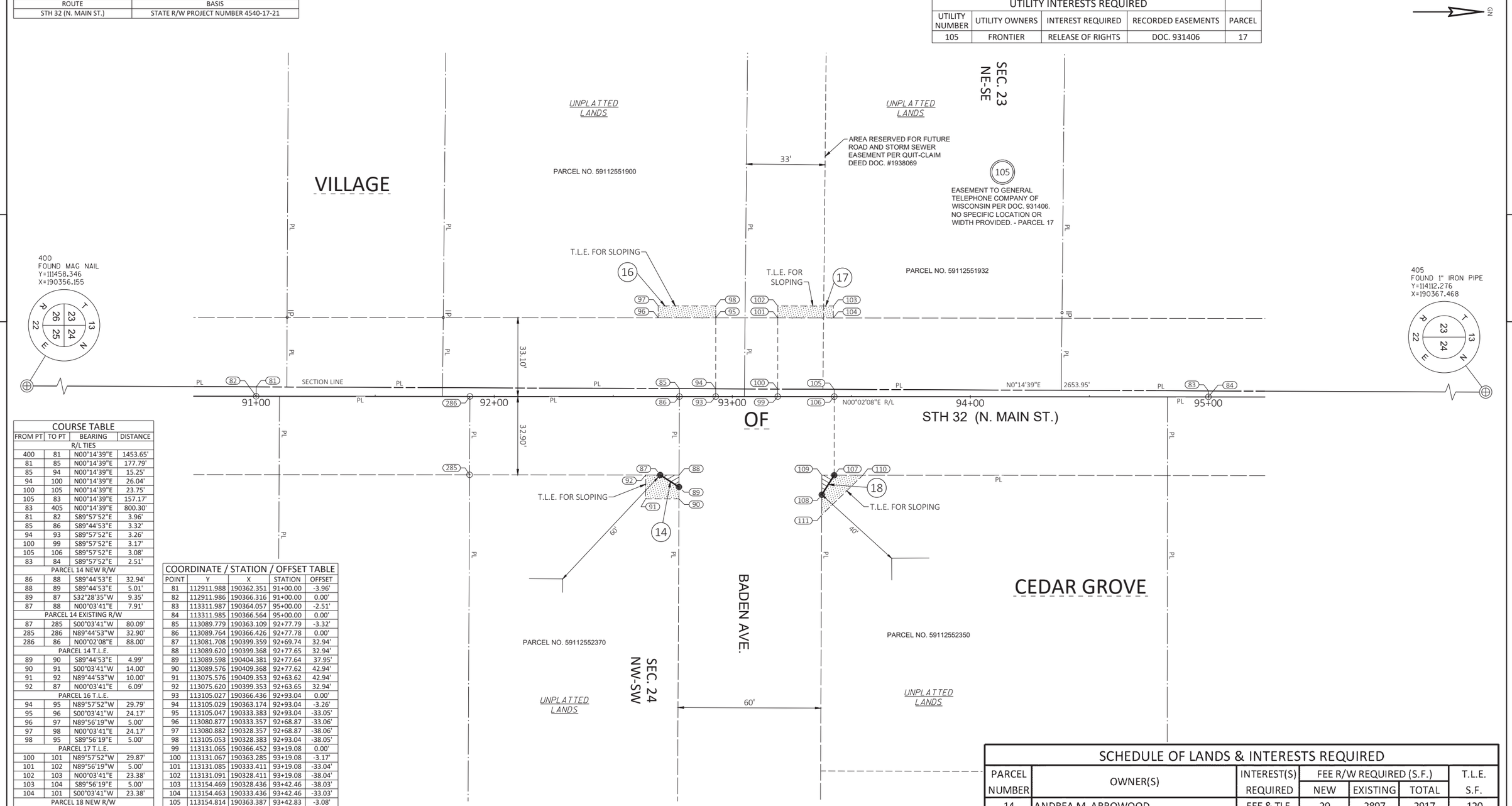
FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040407_rp

PLOT DATE : 12/8/2023 6:34 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32 (N. MAIN ST.)	STATE R/W PROJECT NUMBER 4540-17-21

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
105	FRONTIER	RELEASE OF RIGHTS	DOC. 931406	17



COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
400	81	N00°14'39"E	1453.65'
81	85	N00°14'39"E	177.79'
85	94	N00°14'39"E	15.25'
94	100	N00°14'39"E	26.04'
100	105	N00°14'39"E	23.75'
105	83	N00°14'39"E	157.17'
83	405	N00°14'39"E	800.30'
81	82	S89°57'52"E	3.96'
85	86	S89°44'53"E	3.32'
94	93	S89°57'52"E	3.26'
100	99	S89°57'52"E	3.17'
105	106	S89°57'52"E	3.08'
83	84	S89°57'52"E	2.51'
PARCEL 14 NEW R/W			
86	88	S89°44'53"E	32.94'
88	89	S89°44'53"E	5.01'
89	87	S32°28'35"W	9.35'
87	88	N00°03'41"E	7.91'
PARCEL 14 EXISTING R/W			
87	285	S00°03'41"W	80.09'
285	286	N89°44'53"W	32.90'
286	86	N00°02'08"E	88.00'
PARCEL 14 T.L.E.			
89	90	S89°44'53"E	4.99'
90	91	S00°03'41"W	14.00'
91	92	N89°44'53"W	10.00'
92	87	N00°03'41"E	6.09'
PARCEL 16 T.L.E.			
94	95	N89°57'52"W	29.79'
95	96	S00°03'41"W	24.17'
96	97	N89°56'19"W	5.00'
97	98	N00°03'41"E	24.17'
98	95	S89°56'19"E	5.00'
PARCEL 17 T.L.E.			
100	101	N89°57'52"W	29.87'
101	102	N89°56'19"W	5.00'
102	103	N00°03'41"E	23.38'
103	104	S89°56'19"E	5.00'
104	101	S00°03'41"W	23.38'
PARCEL 18 NEW R/W			
106	107	S89°57'52"E	32.97'
107	108	S57°35'19"E	9.72'
108	109	N89°44'53"W	8.21'
109	107	N00°03'41"E	5.17'
PARCEL 18 T.L.E.			
107	110	N00°03'41"E	12.04'
110	111	S43°57'26"E	24.01'
111	108	N89°44'53"W	8.48'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
81	112911.988	190362.351	91+00.00	-3.96'
82	112911.986	190366.316	91+00.00	0.00'
83	113311.987	190364.057	95+00.00	-2.51'
84	113311.985	190366.564	95+00.00	0.00'
85	113089.779	190363.109	92+77.79	-3.32'
86	113089.764	190366.426	92+77.78	0.00'
87	113081.708	190399.359	92+69.74	32.94'
88	113089.620	190399.368	92+77.65	32.94'
89	113089.598	190404.381	92+77.64	37.95'
90	113089.576	190409.368	92+77.62	42.94'
91	113075.576	190409.353	92+63.62	42.94'
92	113075.620	190399.353	92+63.65	32.94'
93	113105.027	190366.436	92+93.04	0.00'
94	113105.029	190363.174	92+93.04	-3.26'
95	113105.047	190333.383	92+93.04	-33.05'
96	113080.877	190333.357	92+68.87	-33.06'
97	113080.882	190328.357	92+68.87	-38.06'
98	113105.053	190328.383	92+93.04	-38.05'
99	113131.065	190366.452	93+19.08	0.00'
100	113131.067	190363.285	93+19.08	-3.17'
101	113131.085	190333.411	93+19.08	-33.04'
102	113131.091	190328.411	93+19.08	-38.04'
103	113154.469	190328.436	93+42.46	-38.03'
104	113154.463	190333.436	93+42.46	-33.03'
105	113154.814	190363.387	93+42.83	-3.08'
106	113154.813	190366.467	93+42.83	0.00'
107	113154.792	190399.438	93+42.83	32.97'
108	113149.584	190407.641	93+37.62	41.18'
109	113149.620	190399.432	93+37.66	32.97'
110	113166.833	190399.451	93+54.87	32.98'
111	113149.547	190416.119	93+37.59	49.66'
285	113001.619	190399.273	91+89.65	32.90'
286	113001.764	190366.372	91+89.78	0.00'

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SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
14	ANDREA M. ARROWOOD	FEE & TLE	20	2897	2917	120
16	RENEE J. BUSER	TLE	-	-	-	121
17	HOLLY L. NAVIS	TLE	-	-	-	117
18	MID AMERICA HOLDINGS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE & TLE	21	0	21	122

REVISION DATE 12/08/2023	DATE 12/08/2023	SCALE, FEET 0 20 40	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21	PLAT SHEET 4.08
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71	PS&E SHEET 145 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040408_rp

PLOT DATE : 12/8/2023 6:34 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32 (N. MAIN ST.)	STATE R/W PROJECT NUMBER 4540-17-21
	CSM VOL. 23-PG. 182, DOC. NO. 1839855

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
105	FRONTIER	RELEASE OF RIGHTS	DOC. 931406	23
105	FRONTIER	RELEASE OF RIGHTS	DOC. 1839855	23

105 EASEMENT TO GENERAL TELEPHONE COMPANY OF WISCONSIN PER DOC. 931406. NO SPECIFIC LOCATION OR WIDTH PROVIDED. - PARCEL 23

105 33' GTE CABLE AND DRAINAGE EASEMENT PER CSM DOC. 1839855 - PARCEL 23

VILLAGE

VILLAGE OF CEDAR GROVE

SEC. 23 NE-SE

SEC. 23 SE-NE

SEC. 24 NW-SW

SEC. 24 SW-NW

TOWN OF CEDAR GROVE

TOWN OF HOLLAND

LOT 2
CSM VOL. 23-PG. 182
DOC. NO. 1839855

PARCEL NO. 59112551868

DITCH CENTERLINE

QUARTER SECTION LINE

CTH G

VAN DRIEST AVE.

STH 32 (N. MAIN ST.)

STH 32

SECTION LINE

N89°26'53"W 2665.97'

N0°14'39"E 2653.95'

N0°12'07"E R/L

N0°02'08"E R/L

S89°40'54"E 0.43' TO R/L

S89°40'54"E 2655.94'

33'

38.83'

33.00'

38.00'

45.43'

45.13'

45.01'

28.27'

33.06'

32.94'

100+00

101+00

102+00

103+00

104+00

PI: 100+12.95
Y: 113824.936
X: 190366.882

PC: 103+04.41

T.L.E. FOR SLOPING

SEE DETAIL 1

FD. IP
0.35' E
0.14' S

400
FOUND MAG NAIL
Y=111458.346
X=190356.155

405
FOUND 1" IRON PIPE
Y=114112.276
X=190367.468
103+00.29
-0.43' LT

406
FOUND 1" IRON PIPE
Y=114137.963
X=187701.619

404
FOUND 1" IRON PIPE
Y=114097.525
X=193023.370

DETAIL 1
1 IN:5 FT

S. MAIN ST.

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
400	112	N00°14'39"E	2353.66'
112	114	N00°14'39"E	244.11'
114	405	N00°14'39"E	56.18'
112	113	S89°45'21"E	0.69'
114	115	S89°47'53"E	0.47'
PARCEL 23 T.L.E.			
114	116	N89°47'53"W	32.83'
116	117	N27°10'04"W	20.73'
117	118	S89°56'09"E	1.89'
118	119	S43°16'53"E	11.07'
119	116	S00°03'41"W	10.39'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
112	113811.988	190366.188	100+00.00	-0.69'
113	113811.985	190366.874	100+00.00	0.00'
114	114056.100	190367.229	102+44.11	-0.47'
115	114056.099	190367.697	102+44.11	0.00'
116	114056.216	190334.404	102+44.11	-33.29'
117	114074.662	190324.937	102+62.53	-42.83'
118	114074.660	190326.827	102+62.53	-40.94'
119	114066.602	190334.415	102+54.50	-33.32'

NOTE:

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- ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
23	JAMES T. SCHMITZ AND KATE E. SCHMITZ	TLE	-	-	-	57

REVISION DATE 12/08/2023 N.C.	DATE 12/08/2023	SCALE, FEET 0 20 40	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21	PLAT SHEET 4.09
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71	PS&E SHEET 146 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040409_rp

PLOT DATE : 12/8/2023 6:34 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

4

4

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 1740700, 879899, ORIG. DOC. 757184	24
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 1740700, 879899, ORIG. DOC. 775870	27
105	FRONTIER	RELEASE OF RIGHTS	DOC. 923439	24
105	FRONTIER	RELEASE OF RIGHTS	DOC. 923438	27

GN

1100
FOUND MAG NAIL
Y=116794.510
X=187737.561

1103
FOUND 2¼" IRON PIPE
Y=119436.617
X=187774.047

TOWN

OF

HOLLAND

SECTION LINE 1491.38'

QUARTER SECTION LINE 1410.09'

1262.25' S89°34'22"E 2672.34'

1167.67' S89°14'29"E 2659.05'

N00°45'31"E 649.56'

N00°25'38"E 1658.82'

PI STA = 137+53.64
Y = 117304.628
X = 189223.350
DELTA = 30°51'30" RT
D = 4°00'00"
T = 395.33'
L = 771.45'
R = 1432.39'
PC STA = 133+58.31
Y = 116989.833
X = 189462.493
PT STA = 141+29.76
Y = 117697.520
X = 189179.523
DB = N37°13'24"W
DA = N06°21'54"W

UNPLATTED LANDS

PARCEL NO. 59006064100

104

GAS AND STORAGE EXPLORATION LEASE TO TEXAS-WISCONSIN EXPLORATION CORPORATION DOC. #757158. ASSIGNED OR TRANSFERRED PER DOC. #879899 AND DOC. #1740700 PARCEL 26

T.L.E. FOR SLOPING (261 S.F.)

24

C3

125 124 126 127

HIGHWAY EASEMENT DOC. #270387a

C1 C2 C4

STH 32

120 121 122 123 128 129 130 131

138+00 139+00 140+00 141+00 142+00

N6°21'54"W R/L 1419.76'

33' 33' 82.5'

PI PL

T.L.E. FOR SLOPING (23 S.F.)

27

DITCH CENTERLINE

GAS AND STORAGE EXPLORATION LEASE TO TEXAS-WISCONSIN EXPLORATION CORPORATION DOC. #775870. ASSIGNED OR TRANSFERRED PER DOC. #879899 AND DOC. #1740700 PARCEL 27

GAS AND STORAGE EXPLORATION LEASE TO TEXAS-WISCONSIN EXPLORATION CORPORATION DOC. #757184. ASSIGNED OR TRANSFERRED PER DOC. #879899 AND DOC. #1740700 PARCEL 24

105

RIGHT-OF-WAY AUTHORIZATION TO GENERAL TELEPHONE CO. DOC. #923439 - PARCEL 24

RIGHT-OF-WAY AUTHORIZATION TO GENERAL TELEPHONE CO. DOC. #923438 - PARCEL 27

PARCEL NO. 59006064120

UNPLATTED LANDS

PARCEL NO. 59006064132

UNPLATTED LANDS

SEC. 14 SE-SE

1102
FOUND MAG NAIL
Y=119416.694
X=190446.317

1011
FOUND MAG NAIL
Y=116759.299
X=190396.371

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
120	121	SEE CURVE TABLE C1	
121	122	SEE CURVE TABLE C2	
122	123	N06°21'54"W	70.24'
PARCEL 26 T.L.E.			
121	124	S78°26'40"W	33.00'
124	125	S78°26'40"W	5.00'
125	126	N10°30'12"W	54.00'
126	127	N80°32'56"E	5.00'
127	124	SEE CURVE TABLE C3	
PARCELS 24 and 27 T.L.E.			
121	128	N78°26'40"E	33.00'
128	129	SEE CURVE TABLE C4	
129	130	N81°07'08"E	3.00'
130	131	S10°13'06"E	65.17'
131	128	S78°26'40"W	3.00'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
120	117424.267	189237.407	138+50.00	0.00'
121	117569.386	189199.726	140+00.00	0.00'
122	117697.520	189179.523	141+29.76	0.00'
123	117767.326	189171.736	142+00.00	0.00'
124	117562.776	189167.395	140+00.00	-33.00'
125	117561.774	189162.497	140+00.00	-38.00'
126	117614.871	189152.653	140+52.61	-38.00'
127	117615.692	189157.585	140+52.61	-33.00'
128	117575.996	189232.058	140+00.00	33.00'
129	117640.271	189220.472	140+66.86	33.00'
130	117640.734	189223.436	140+66.86	36.00'
131	117576.597	189234.997	140+00.00	36.00'

CURVE TABLE						
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING	TANGENT
C1	150.00'	1432.39'	6°00'00"	149.93'	N14°33'20"W	75.07'
C2	129.76'	1432.39'	5°11'26"	129.72'	N08°57'37"W	64.93'
C3	53.82'	1465.39'	2°06'16"	53.82'	S10°30'12"E	26.91'
C4	65.32'	1399.39'	2°40'27"	65.31'	N10°13'06"W	32.66'

NOTE:

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* PARCEL 24 ALSO LOCATED ON SHEET 4.11

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
* 24	DAVID W. OBBINK	TLE	-	-	-	284
27	WAYNE A. DeBLAEY AND DEBORAH A. DeBLAEY REVOCABLE TRUST U/D/A MARCH 22, 2006	TLE	-	-	-	190

REVISION DATE 12/08/2023 N.C.	DATE 12/08/2023	SCALE, FEET 0 20 40	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21	PLAT SHEET 4.10
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71	PS&E SHEET 147 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040410_rp

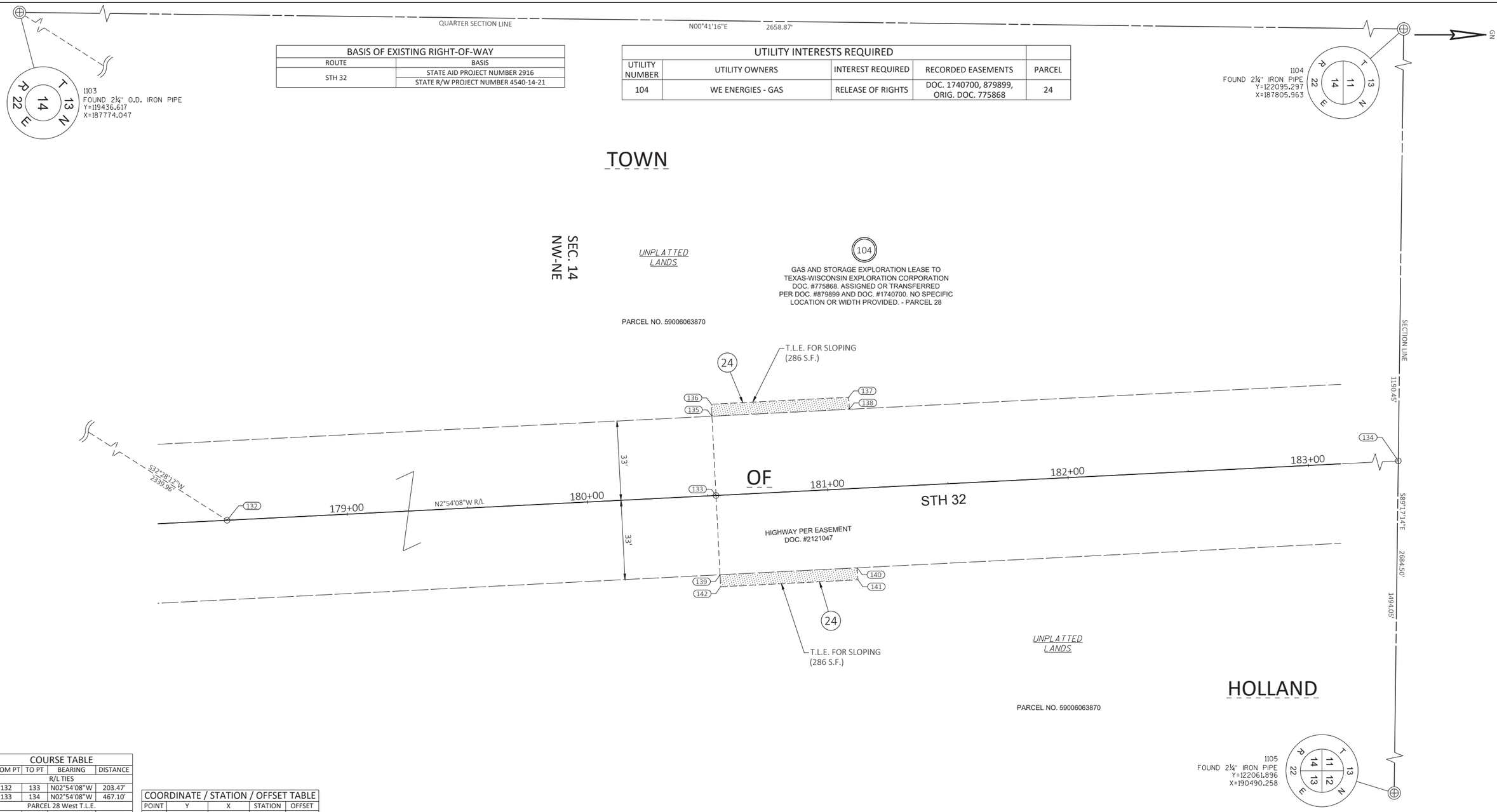
PLOT DATE : 12/8/2023 6:34 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

4

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 1740700, 879899, ORIG. DOC. 775868	24



COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
132	133	N02°54'08"W	203.47'
133	134	N02°54'08"W	467.10'
PARCEL 28 West T.L.E.			
133	135	S87°05'52"W	33.00'
135	136	S87°05'52"W	5.00'
136	137	N02°54'08"W	57.16'
137	138	N87°05'52"E	5.00'
138	135	S02°54'08"E	57.16'
PARCEL 28 East T.L.E.			
133	139	N87°05'52"E	33.00'
139	140	N02°54'08"W	57.16'
140	141	N87°05'52"E	5.00'
141	142	S02°54'08"E	57.16'
142	139	S87°05'52"W	5.00'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
132	121410.779	189030.272	178+50.00	0.00'
133	121613.990	189019.970	180+53.47	0.00'
134	122080.486	188996.320	185+20.57	0.00'
135	121612.319	188987.012	180+53.47	-33.00'
136	121612.066	188982.018	180+53.47	-38.00'
137	121669.148	188979.124	181+10.63	-38.00'
138	121669.401	188984.118	181+10.63	-33.00'
139	121615.661	189052.927	180+53.47	33.00'
140	121672.743	189050.033	181+10.63	33.00'
141	121672.996	189055.027	181+10.63	38.00'
142	121615.914	189057.921	180+53.47	38.00'

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- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

* PARCEL 24 ALSO LOCATED ON SHEET 4.10

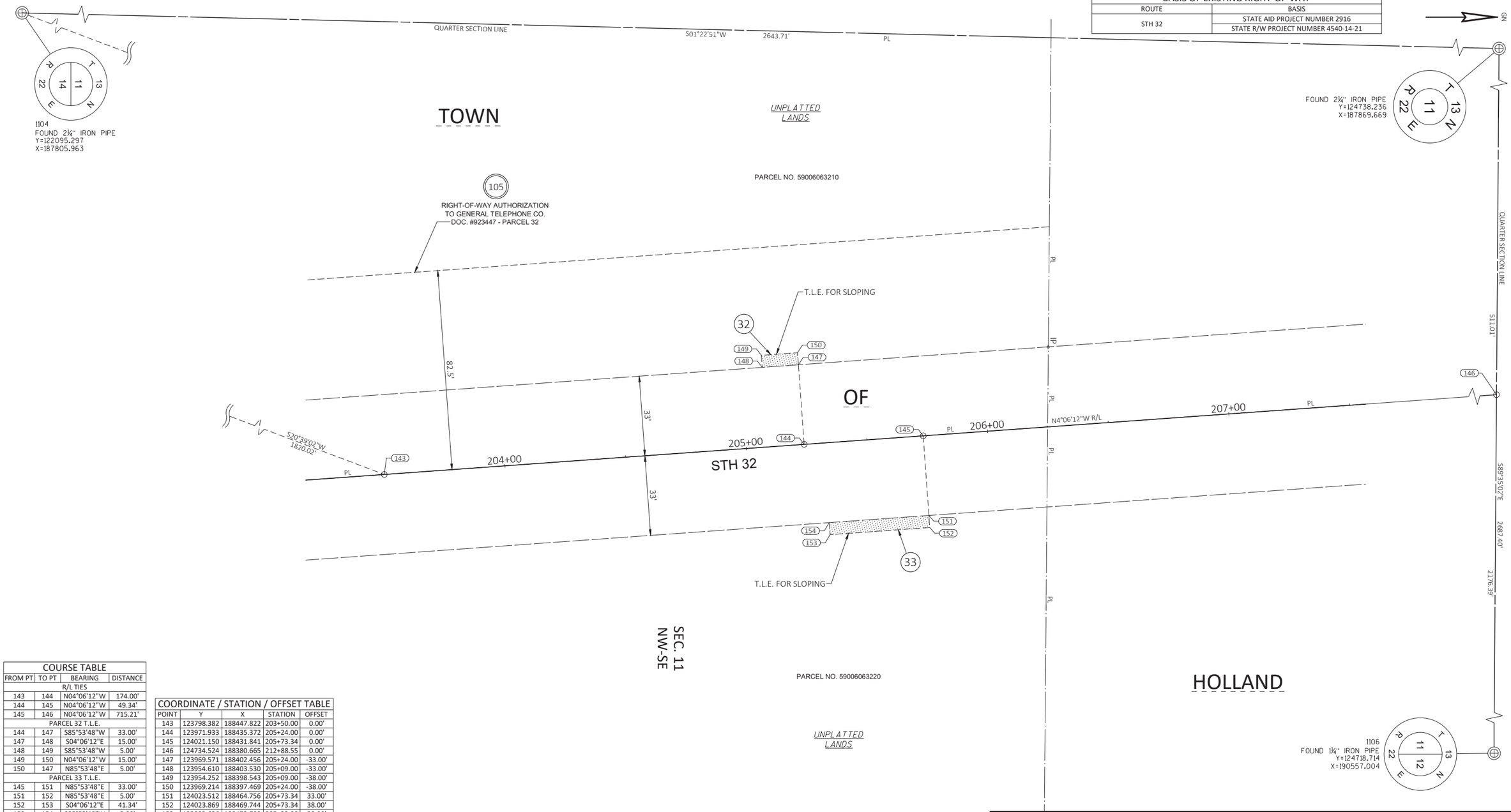
SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
* 24	DAVID W. OBBINK	TLE	-	-	-	572

REVISION DATE 12/08/2023 N.C.	DATE 12/08/2023	SCALE, FEET 0 20 40	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21	PLAT SHEET 4.11
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71	PS&E SHEET 148 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040411_rp

PLOT DATE : 12/8/2023 6:34 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21



COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
143	144	N04°06'12"W	174.00'
144	145	N04°06'12"W	49.34'
145	146	N04°06'12"W	715.21'
PARCEL 32 T.L.E.			
144	147	S85°53'48"W	33.00'
147	148	S04°06'12"E	15.00'
148	149	S85°53'48"W	5.00'
149	150	N04°06'12"W	15.00'
150	147	N85°53'48"E	5.00'
PARCEL 33 T.L.E.			
145	151	N85°53'48"E	33.00'
151	152	N85°53'48"E	5.00'
152	153	S04°06'12"E	41.34'
153	154	S85°53'48"W	5.00'
154	151	N04°06'12"W	41.34'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
143	123798.382	188447.822	203+50.00	0.00'
144	123971.933	188435.372	205+24.00	0.00'
145	124021.150	188431.841	205+73.34	0.00'
146	124734.524	188380.665	212+88.55	0.00'
147	123969.571	188402.456	205+24.00	-33.00'
148	123954.610	188403.530	205+09.00	-33.00'
149	123954.252	188398.543	205+09.00	-38.00'
150	123969.214	188397.469	205+24.00	-38.00'
151	124023.512	188464.756	205+73.34	33.00'
152	124023.869	188469.744	205+73.34	38.00'
153	123982.636	188472.702	205+32.00	38.00'
154	123982.279	188467.714	205+32.00	33.00'

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
105	FRONTIER	RELEASE OF RIGHTS	DOC. 923447	32

NOTE:

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SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
32	CRAIG DROPPERS AND SUSAN DROPPERS	TLE	-	-	-	75
33	LAWERENCE J. STROJNY	TLE	-	-	-	207

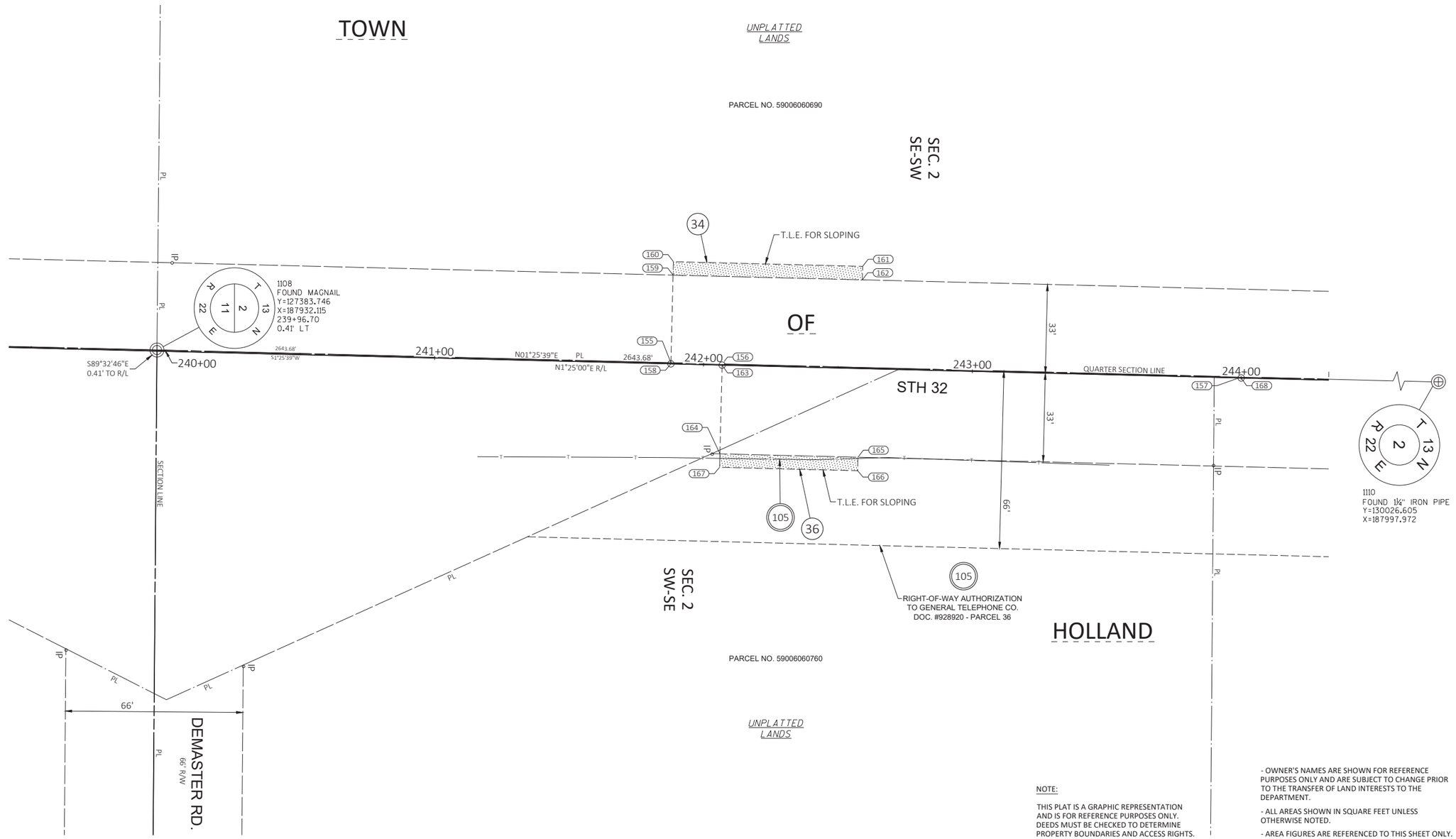
REVISION DATE 12/08/2023 N.C.	DATE 12/08/2023	SCALE, FEET 0 20 40	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21	PLAT SHEET 4.12
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71	PS&E SHEET 149 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040412_rp

PLOT DATE : 12/8/2023 6:34 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21



COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
1108	155	N01°25'39"E	191.17'
155	156	N01°25'39"E	19.06'
156	157	N01°25'39"E	193.07'
157	1110	N01°25'39"E	2240.38'
155	158	S88°35'00"E	0.38'
156	163	S88°35'00"E	0.37'
157	168	S88°35'00"E	0.34'
PARCEL 34 T.L.E.			
155	159	N88°35'00"W	32.62'
159	160	N88°35'00"W	5.00'
160	161	N01°25'00"E	70.40'
161	162	S88°35'00"E	5.00'
162	159	S01°25'00"W	70.40'
PARCEL 36 T.L.E.			
163	164	S88°35'00"E	33.00'
164	165	N01°25'00"E	51.34'
165	166	S88°35'00"E	5.00'
166	167	S01°25'00"W	51.34'
167	164	N88°35'00"W	5.00'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
155	127574.859	187936.877	241+87.87	-0.38'
156	127593.913	187937.352	242+06.93	-0.37'
157	127786.921	187942.162	244+00.00	-0.34'
158	127574.850	187937.254	241+87.87	-0.00'
159	127575.665	187904.264	241+87.87	-33.00'
160	127575.789	187899.266	241+87.87	-38.00'
161	127646.167	187901.006	242+58.27	-38.00'
162	127646.043	187906.005	242+58.27	-33.00'
163	127593.904	187937.725	242+06.93	-0.00'
164	127593.088	187970.715	242+06.93	33.00'
165	127644.412	187971.984	242+58.27	33.00'
166	127644.288	187976.983	242+58.27	38.00'
167	127592.964	187975.714	242+06.93	38.00'
168	127786.913	187942.498	244+00.00	-0.00'

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
105	FRONTIER	RELEASE OF RIGHTS	DOC. 928920	36

NOTE:

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- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
34	SALLY HARMELING	TLE	-	-	-	352
36	QUONSET FARMS, LLC	TLE	-	-	-	257

REVISION DATE			
12/08/2023 N.C.			

DATE 12/08/2023

GRID FACTOR N/A

SCALE, FEET 0 20 40

HWY: STH 32

COUNTY: SHEBOYGAN

STATE R/W PROJECT NUMBER 4540-36-21

CONSTRUCTION PROJECT NUMBER 4540-36-71

PLAT SHEET 4.13

PS&E SHEET 150

E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040413_rp

PLOT DATE : 12/8/2023 6:34 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

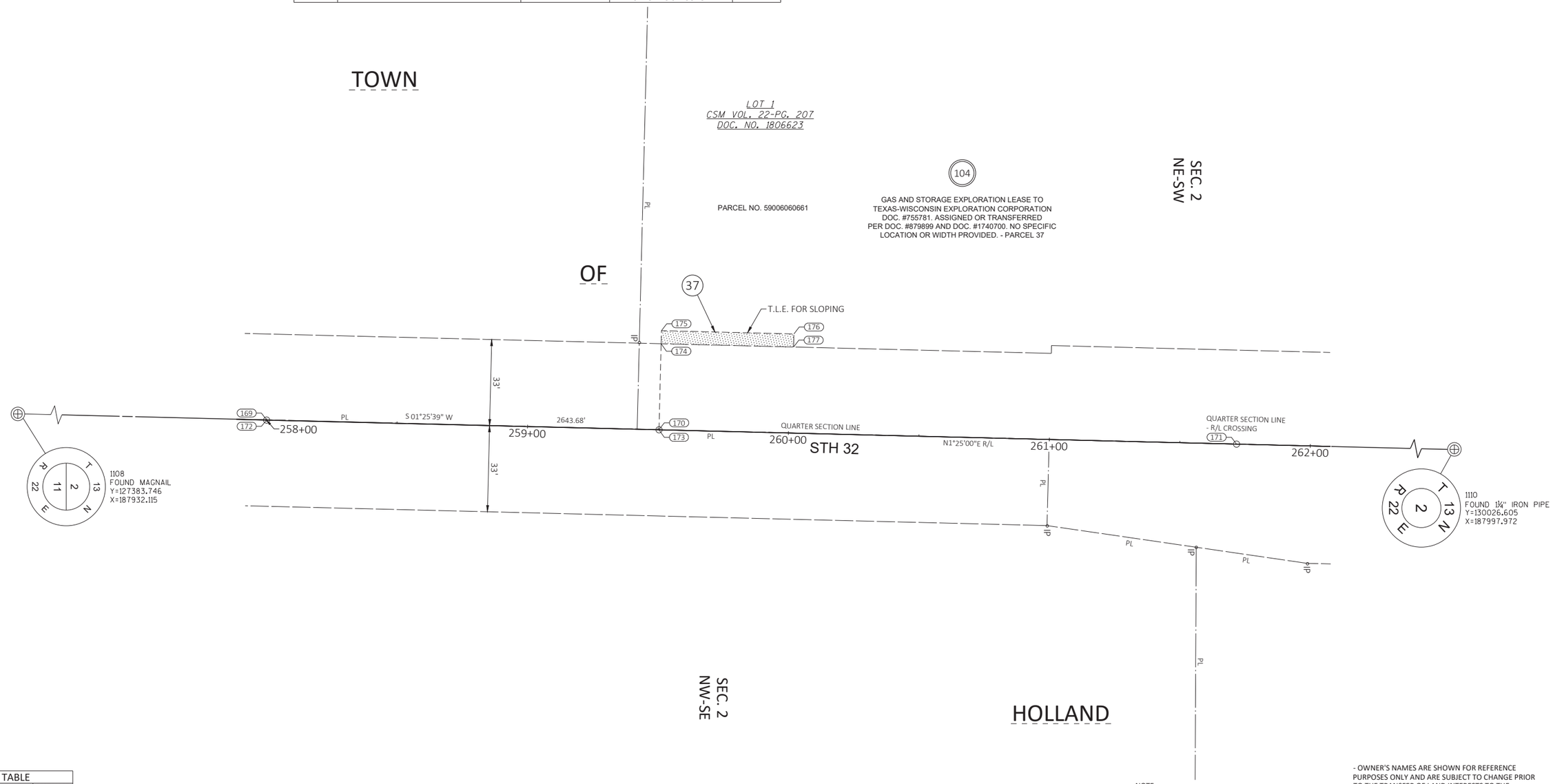
WISDOT/CADDS SHEET 75

4

4

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21
	CSM VOL. 22-PG. 207, DOC. NO. 1806623

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 1740700, 879899, ORIG. DOC. 755781	37



COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
1108	169	N01°25'38"E	1803.30'
169	170	N01°25'38"E	150.40'
170	171	N01°25'38"E	221.34'
171	1110	N01°25'38"E	468.64'
169	172	S88°35'00"E	0.07'
170	173	S88°35'00"E	0.04'
PARCEL 37 T.L.E.			
170	174	N88°35'00"W	32.96'
174	175	N88°35'00"W	5.00'
175	176	N01°25'00"E	50.77'
176	177	S88°35'00"E	5.00'
177	174	S01°25'00"W	50.77'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
169	129186.486	187977.037	258+00.00	-0.07'
170	129336.835	187980.784	259+50.40	-0.04'
171	129558.105	187986.298	261+71.73	0.00'
172	129186.485	187977.108	258+00.00	0.00'
173	129336.834	187980.826	259+50.40	0.00'
174	129337.650	187947.836	259+50.40	-33.00'
175	129337.773	187942.837	259+50.40	-38.00'
176	129388.526	187944.092	260+01.16	-38.00'
177	129388.403	187949.091	260+01.16	-33.00'

NOTE:

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- ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
37	TREVOR D. MENTINK AND KATE J. MENTINK	TLE	-	-	-	254

REVISION DATE
12/08/2023 N.C.

DATE 12/08/2023

GRID FACTOR N/A

SCALE, FEET
0 20 40

HWY: STH 32

COUNTY: SHEBOYGAN

STATE R/W PROJECT NUMBER 4540-36-21

CONSTRUCTION PROJECT NUMBER 4540-36-71

PLAT SHEET 4.14

PS&E SHEET 151

E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040414_rp

PLOT DATE : 12/8/2023 6:35 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

4

4

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
178	132168.667	187777.140	288+00.00	0.00'
179	132320.928	187754.639	289+53.92	0.00'
180	132676.430	187708.853	293+12.36	0.00'
181	132304.076	187707.116	289+43.95	-49.42'
182	132303.370	187702.166	289+43.95	-54.43'
183	132313.261	187700.689	289+53.91	-54.49'
184	132313.967	187705.639	289+53.92	-49.49'

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
178	179	SEE CURVE TABLE C5	
179	180	SEE CURVE TABLE C6	
PARCEL 38 T.L.E.			
179	184	S81°54'52"W	49.49'
184	181	S08°29'36"E	10.00'
181	182	S81°52'55"W	5.00'
182	183	N08°29'36"W	10.00'
183	184	N81°52'55"E	5.00'

CURVE TABLE						
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING	TANGENT
C5	153.92'	13750.99'	0°38'29"	153.91'	N08°24'23"W	76.96'
C6	358.45'	13750.99'	1°29'37"	358.44'	N07°20'20"W	179.23'

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-02-21
	STATE R/W PROJECT NUMBER 4540-14-21

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 1740700, 879899, ORIG. DOC. 755782	38
105	FRONTIER	RELEASE OF RIGHTS	DOC. 1203240	38

TOWN

OF

HOLLAND

104
GAS AND STORAGE EXPLORATION LEASE TO TEXAS-WISCONSIN EXPLORATION CORPORATION DOC. #755782. ASSIGNED OR TRANSFERRED PER DOC. #879899AND DOC. #1740700. NO SPECIFIC LOCATION OR WIDTH PROVIDED. - PARCEL 38

105
INDIVIDUAL CONVEYANCE OF EASEMENT TO GTE NORTH INC. DOC. #1203240 - PARCEL 38

50' X 50' EASEMENT TO WISCONSIN GAS COMPANY DOC. #1200002 - PARCEL 38

PI STA = 298+30.20
Y = 133184.878
X = 187607.920
DELTA = 9°54'31" RT
D = 0°25'00"
T = 1192.02'
L = 2378.09'
R = 13750.99'
PC STA = 286+38.18
Y = 132008.869
X = 187802.633
PT STA = 310+16.27
Y = 134376.850
X = 187618.478
DB = N09°24'04"W
DA = N00°30'27"E

UNPLATTED LANDS

PARCEL NO. 59006060610

SEC. 2 NE-NW

38

T.L.E. FOR CULVERT ACCESS

182 183 181 184 179 178

288+00 289+00 290+00 291+00 292+00 293+00

STH 32

C5 C6

PL

16.5'

49'

57'

50'

IP

SECTION LINE

2318.77'

S89°18'23"E 2659.03'

340.26'

HOLLAND LIMA RD.

24.75' 24.75'

MONUMENT DISTURBED. LOCATION ESTABLISHED USING COUNTY DATA
Y=132704.500
X=185390.250

1110
FOUND 1¼" IRON PIPE
Y=130026.605
X=187997.972

S05°53'10"E 2153.42'

S01°20'27"W 2646.32' QUARTER SECTION LINE

1112
FOUND 1¼" IRON PIPE
Y=132672.196
X=188059.896

1111
FOUND STAMPED BRASS CAP
Y=132672.311
X=188049.087

S89°23'26"E 10.81'

NOTE:

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- ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
38	DU WAYNE NAVIS AND JAMES NAVIS, AS TENANTS IN COMMON	TLE	-	-	-	50

REVISION DATE 12/08/2023 N.C.	DATE 12/08/2023	SCALE, FEET 0 20 40	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21	PLAT SHEET 4.15
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71	PS&E SHEET 152 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040415_rp

PLOT DATE : 12/8/2023 6:35 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-02-21
	STATE R/W PROJECT NUMBER 4540-14-21

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
105	FRONTIER	RELEASE OF RIGHTS	DOC. 918482	39

MONUMENT DISTURBED.
LOCATION ESTABLISHED
USING COUNTY DATA
Y=132704.500
X=185390.250

TOWN OF LIMA

SEC. 35
SE-SW

PI STA = 298+30.20
Y = 133184.878
X = 187607.920
DELTA = 9°54'31" RT
D = 0°25'00"
T = 1192.02'
L = 2378.09'
R = 13750.99'
PC STA = 286+38.18
Y = 132008.869
X = 187802.633
PT STA = 310+16.27
Y = 134376.850
X = 187618.478
DB = N09°24'04"W
DA = N00°30'27"E

1114
FOUND MAGNAIL
Y=135356.747
X=185353.376

GN

INDIVIDUAL CONVEYANCE OF EASEMENT
TO GTE NORTH INC.
DOC. #1200181 - PARCEL 39

16.5'

PL

SECTION LINE

2318.77'

72'

50'

66'

2659.03'

340.26'

S89°18'23"E

2274.55'

QUARTER SECTION LINE

385.25'

N88°50'43"W

2659.09'

297+00 C7 298+00 299+00 300+00 C8 301+00

180 185 186 187

PT: 310+16.27

N0°30'27"E R/L

STH 32

C9

188 189 190 191

39

T.L.E. FOR SLOPING

105

RIGHT-OF-WAY AUTHORIZATION
TO GENERAL TELEPHONE CO.
DOC. #918482 - PARCEL 39

UNPLATTED
LANDS

PARCEL NO. 59008102840

1111
FOUND STAMPED BRASS CAP
Y=132672.311
X=188049.087

1115
FOUND ¾" IRON PIPE
Y=135303.163
X=188011.927

CURVE TABLE						
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING	TANGENT
C7	529.46'	13750.99'	2°12'22"	529.42'	N05°29'21"W	264.76'
C8	1174.45'	13750.99'	4°53'37"	1174.10'	N01°56'21"W	587.58'
C9	103.15'	13700.99'	0°25'53"	103.15'	N04°10'13"W	51.58'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
180	132676.430	187708.853	293+12.36	0.00'
185	133203.426	187658.210	298+41.82	0.00'
186	134376.850	187618.478	310+16.27	0.00'
187	135310.926	187626.752	319+50.39	0.00'
188	133207.250	187708.064	298+41.82	50.00'
189	133310.127	187700.562	299+45.35	50.00'
190	133310.817	187710.538	299+45.35	60.00'
191	133208.015	187718.034	298+41.82	60.00'

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
180	185	SEE CURVE TABLE C7	
185	186	SEE CURVE TABLE C8	
186	187	N00°30'27"E	934.11'
PARCEL 39 T.L.E.			
185	188	N85°36'50"E	50.00'
188	189	SEE CURVE TABLE C9	
189	190	N86°02'43"E	10.00'
190	191	S04°10'13"E	103.08'
191	188	S85°36'50"W	10.00'

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- ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
39	WENDELL HOFFMANN TRUST	TLE	-	-	-	1038

REVISION DATE 12/08/2023 N.C.	DATE 12/08/2023	SCALE, FEET 0 20 40	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71

PLAT SHEET 4.16
PS&E SHEET 153 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040416_rp

PLOT DATE : 12/8/2023 6:35 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

4

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21
	CSM VOL. 9-PG. 54, DOC. NO. 1194663
	DULMES ESTATES, DOC. NO. 1424064

QUARTER SECTION LINE S01°01'00"E 2668.74'

GN

T 14 N R 22 E 26

1120
FOUND MAGNAIL
Y=140622.570
X=187895.654

T 14 N R 22 E 26 23

1121
FOUND MAGNAIL
Y=143290.888
X=187848.296

66'

HOMESTEAD DR.

TOWN

SEC. 26 NW-NE

LOT 1
DULMES ESTATES

PARCEL NO. 59008105501

12' UTILITY EASEMENT TO WISCONSIN ELECTRIC POWER CO. AND GTE NORTH INC. DOC. #1450150 - PARCEL 44

15' DRAINAGE EASEMENT PER PLAT OF DULMES ESTATES DOC. #1424064 - PARCEL 44

12' UTILITY EASEMENT PER PLAT OF DULMES ESTATES DOC. #1424064 - PARCEL 44

T.L.E. FOR CULVERT ACCESS

LOT 1
CSM VOL. 9-PG. 54
DOC. NO. 1194663

32' DRAINAGE EASEMENT PER PLAT OF DULMES ESTATES DOC. #1424064 - PARCEL 44

6' UTILITY EASEMENT PER PLAT OF DULMES ESTATES DOC. #1424064 - PARCEL 44

102 105 103 110 44

198 199 197 196 192 193 194 195

S37°42'23"W 1608.25'

388+00 389+00 390+00 391+00 392+00

N4°14'47"E R/L

STH 32

33' 38'

C10

PC: 399+84.85

SECTION LINE

1016.95'

S88°57'21"E 2644.42'

1627.47'

OF

LIMA

T 14 N R 22 E 26 23 25 24

1122
FOUND 2½" IRON PIPE
Y=143242.699
X=190492.272

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
192	193	N04°14'47"E	251.93'
193	194	N04°14'47"E	932.92'
194	195	SEE CURVE TABLE C10	
PARCEL 44 T.L.E.			
193	196	N85°45'13"W	33.00'
196	197	S04°14'46"W	10.00'
197	198	N85°45'13"W	5.00'
198	199	N04°14'46"E	10.00'
199	196	S85°45'13"E	5.00'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
192	141975.786	188764.711	388+00.00	0.00'
193	142227.027	188783.365	390+51.93	0.00'
194	143157.384	188852.443	399+84.85	0.00'
195	143272.356	188865.077	401+00.54	0.00'
196	142229.471	188750.456	390+51.93	-33.00'
197	142219.498	188749.716	390+41.93	-33.00'
198	142219.868	188744.729	390+41.93	-38.00'
199	142229.841	188745.470	390+51.93	-38.00'

CURVE TABLE						
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING	TANGENT
C10	115.69'	1637.02'	4°02'57"	115.66'	N06°16'15"E	57.87'

NOTE:

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- ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
44	THOMAS J. FAGAN AND JAMIE L. ZIMDARS	TLE	-	-	-	50

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
102	SPECTRUM	RELEASE OF RIGHTS	DOC. 1424064	44
103	WPS - ELECTRIC	RELEASE OF RIGHTS	DOC. 1424064	44
105	FRONTIER	RELEASE OF RIGHTS	DOC. 1424064	44
110	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS	DOC. 1424064	44

REVISION DATE
12/08/2023 N.C.

DATE 12/08/2023

GRID FACTOR N/A

SCALE, FEET
0 20 40

HWY: STH 32

COUNTY: SHEBOYGAN

STATE R/W PROJECT NUMBER 4540-36-21

CONSTRUCTION PROJECT NUMBER 4540-36-71

PLAT SHEET 4.17

PS&E SHEET 154 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040417_rp

PLOT DATE : 12/8/2023 6:35 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 879899, ORIG. DOC. 756497	51
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 1740700, 879899, ORIG. DOC. 756501	52
105	FRONTIER	RELEASE OF RIGHTS	DOC. 1713151	51
106	GIBBSVILLE SANITARY DISTRICT	RELEASE OF RIGHTS	DOC. 1357735	52
110	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS	DOC. 987625	51
110	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS	DOC. 1912407	51

1121
FOUND MAGNAIL
Y=143290.888
X=187848.296

T 14 N R 22 E 26 23

SECTION LINE

1016.95'

1627.46'

S88°57'21"E

2644.41'

195

C11

404+00

PT: 404+25.87

200

PL

405+00

201

406+00

202

STH 32

N19°40'55"E R/L

407+00

PL

408+00

203

PL

IP

2641.81'

S89°21'41"E

680.09'

1961.73'

QUARTER SECTION LINE

4

4

TOWN

OF

LIMA

SEC. 23
SW-SE

SIXTEENTH LINE

UNPLATTED LANDS

UNPLATTED LANDS

PARCEL NO. 59008097750

PARCEL NO. 59008097790

110
12' WIDE DISTRIBUTION EASEMENT
TO WISCONSIN ELECTRIC POWER COMPANY
(DESCRIBED AS 15' - EXHIBIT A SHOWS 12')
DOC. #1912407 - PARCEL 51

12'

104
GAS STORAGE AND EXPLORATION LEASE TO
TEXAS-WISCONSIN EXPLORATION CORPORATION
DOC. #756497. ASSISGNMENT AND CONVEYANCE
PER DOC. #879899. NO SPECIFIC LOCATION OR
WIDTH PROVIDED. - PARCEL 51

105
T.L.E. FOR SLOPING

51

205
204
206
207

105
10' WIDE INDIVIDUAL CONVEYANCE OF
EASEMENT TO VERIZON NORTH INC.
DOC. #1713151 - PARCEL 51

10'

110
6' WIDE EASEMENT TO
WISCONSIN ELECTRIC POWER COMPANY
DOC. #987617 - PARCEL 51

6'

33'

33'

20'

106
20' SEWER EASEMENT TO
GIBBSVILLE SANITARY DISTRICT
PER DOC. 1357735. - PARCEL 52

208
211
209
210

T.L.E. FOR SLOPING

52

104
GAS STORAGE AND EXPLORATION LEASE TO
TEXAS-WISCONSIN EXPLORATION CORPORATION
DOC. #756501. ASSISGNED OR TRANSFERRED PER
DOC. #879899 AND DOC. #1740700. NO SPECIFIC
LOCATION OR WIDTH PROVIDED. - PARCEL 52

PI STA = 402+06.70
Y = 143378.628
X = 188868.870
DELTA = 15°26'09" RT
D = 3°30'00"
T = 221.85'
L = 441.02'
R = 1637.02'
PC STA = 399+84.85
Y = 143157.384
X = 188852.443
PT STA = 404+25.87
Y = 143587.520
X = 188943.590
DB = N04°14'47"E
DA = N19°40'55"E

GN

1125
FOUND 1" IRON PIPE
INSIDE 2½" IRON PIPE
Y=145943.290
X=187816.815

T 14 N R 22 E 23

1124
FOUND 1¾" IRON PIPE
Y=145913.841
X=190458.473

T 14 N R 22 E 23 24

1122
FOUND 2½" IRON PIPE
Y=143242.699
X=190492.272

T 14 N R 22 E 26 23 25 24

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
195	143272.356	188865.077	401+00.54	0.00'
200	143587.520	188943.590	404+25.87	0.00'
201	143695.069	188982.061	405+40.09	0.00'
202	143720.132	188991.025	405+66.71	0.00'
203	145921.422	189778.423	429+04.59	0.00'
204	143706.184	188950.989	405+40.09	-33.00'
205	143707.868	188946.281	405+40.09	-38.00'
206	143776.208	188970.726	406+12.67	-38.00'
207	143774.524	188975.434	406+12.67	-33.00'
208	143709.017	189022.097	405+66.71	33.00'
209	143728.346	189029.011	405+87.24	33.00'
210	143724.978	189038.427	405+87.24	43.00'
211	143705.649	189031.513	405+66.71	43.00'

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
195	200	SEE CURVE TABLE C11	
200	201	N19°40'55"E	114.22'
201	202	N19°40'55"E	26.62'
202	203	N19°40'55"E	2337.88'
PARCEL 51 T.L.E.			
201	204	N70°19'05"W	33.00'
204	205	N70°19'05"W	5.00'
205	206	N19°40'55"E	72.58'
206	207	S70°19'05"E	5.00'
207	204	S19°40'55"W	72.58'
PARCEL 52 T.L.E.			
202	208	S70°19'05"E	33.00'
208	209	N19°40'55"E	20.53'
209	210	S70°19'05"E	10.00'
210	211	S19°40'55"W	20.53'
211	208	N70°19'05"W	10.00'

CURVE TABLE						
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING	TANGENT
C11	325.33'	1637.02'	11°23'12"	324.80'	N13°59'19"E	163.20'

NOTE:

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- ALL AREAS SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.
- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
51	SUNSET APPLE BLOSSOM, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	-	-	-	363
52	ANDREW L. DAANE	TLE	-	-	-	205

REVISION DATE
12/08/2023 N.C.

DATE 12/08/2023

GRID FACTOR N/A

SCALE, FEET
0 20 40

HWY: STH 32

COUNTY: SHEBOYGAN

STATE R/W PROJECT NUMBER 4540-36-21

CONSTRUCTION PROJECT NUMBER 4540-36-71

PLAT SHEET 4.18

PS&E SHEET 155

E

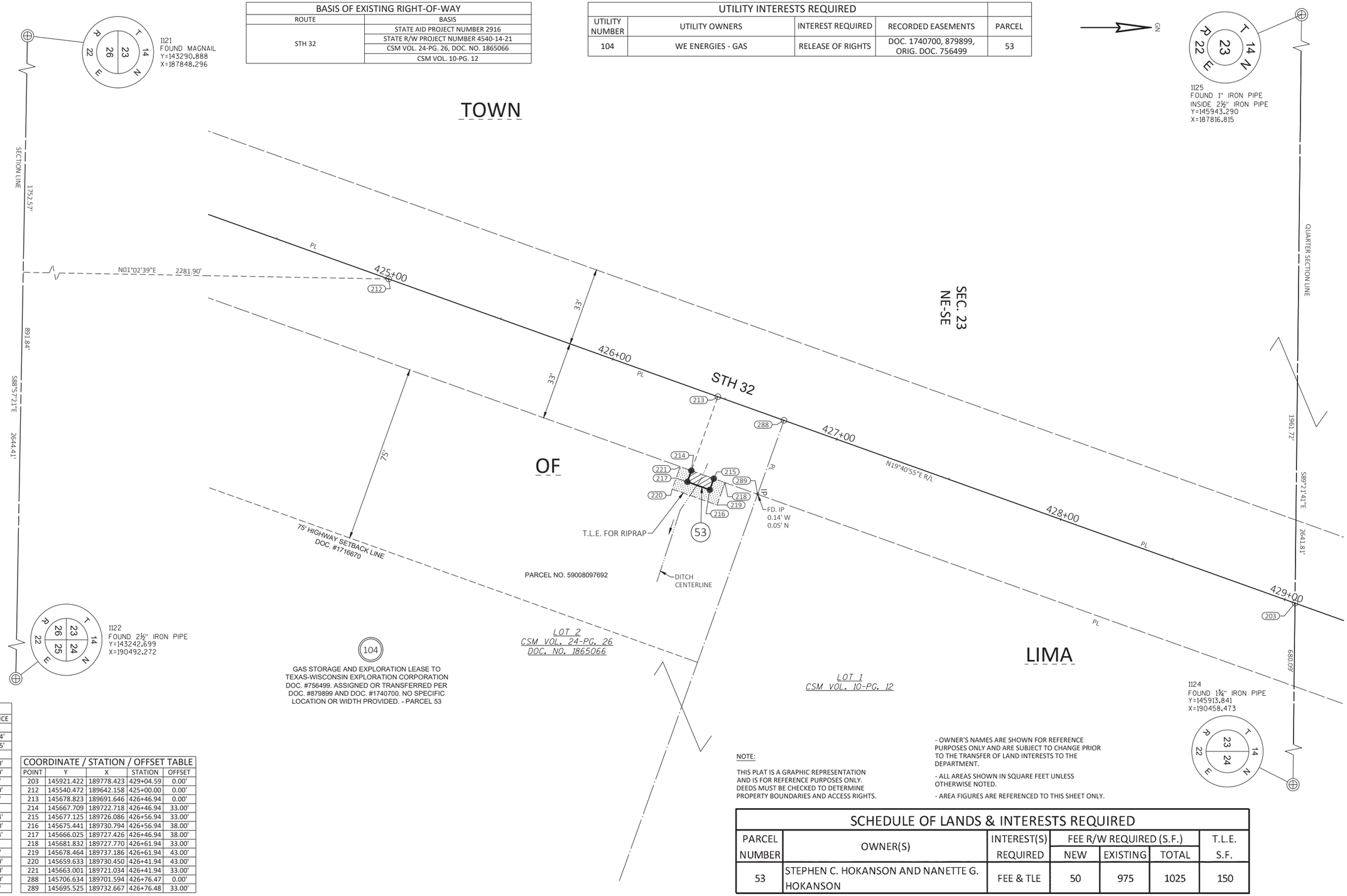
FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040418_rp

PLOT DATE : 12/8/2023 6:35 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21
	CSM VOL. 24-PG. 26, DOC. NO. 1865066
	CSM VOL. 10-PG. 12

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
104	WE ENERGIES - GAS	RELEASE OF RIGHTS	DOC. 1740700, 879899, ORIG. DOC. 756499	53



COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
212	213	N19°40'55"E	146.94'
213	203	N19°40'55"E	257.65'
PARCEL 53 NEW R/W			
213	214	S70°19'05"E	33.00'
214	215	N19°40'55"E	10.00'
215	216	S70°19'05"E	5.00'
216	217	S19°40'55"W	10.00'
217	214	N70°19'05"W	5.00'
PARCEL 53 EXISTING R/W			
213	288	N19°40'55"E	29.54'
288	289	S70°19'39"E	33.00'
289	215	S19°40'55"W	19.54'
PARCEL 53 T.L.E.			
215	218	N19°40'55"E	5.00'
218	219	S70°19'05"E	10.00'
219	220	S19°40'55"W	20.00'
220	221	N70°19'05"W	10.00'
221	214	N19°40'55"E	5.00'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
203	145921.422	189778.423	429+04.59	0.00'
212	145540.472	189642.158	425+00.00	0.00'
213	145678.823	189691.646	426+46.94	0.00'
214	145667.709	189722.718	426+46.94	33.00'
215	145677.125	189726.086	426+56.94	33.00'
216	145675.441	189730.794	426+56.94	38.00'
217	145666.025	189727.426	426+46.94	38.00'
218	145681.832	189727.770	426+61.94	33.00'
219	145678.464	189737.186	426+61.94	43.00'
220	145659.633	189730.450	426+41.94	43.00'
221	145663.001	189721.034	426+41.94	33.00'
288	145706.634	189701.594	426+76.47	0.00'
289	145695.525	189732.667	426+76.48	33.00'

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- AREA FIGURES ARE REFERENCED TO THIS SHEET ONLY.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
53	STEPHEN C. HOKANSON AND NANETTE G. HOKANSON	FEE & TLE	50	975	1025	150

REVISION DATE
12/08/2023 N.C.

DATE 12/08/2023
GRID FACTOR N/A
SCALE, FEET 0 20 40
HWY: STH 32
COUNTY: SHEBOYGAN
STATE R/W PROJECT NUMBER 4540-36-21
CONSTRUCTION PROJECT NUMBER 4540-36-71
PLAT SHEET 4.19
PS&E SHEET 156
E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040419_rp
PLOT DATE : 12/8/2023 6:35 PM
PLOT BY : HANSEN, CRAIG
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 75

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-02-21
	STATE R/W PROJECT NUMBER 4540-14-21

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
107	AT&T WISCONSIN	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	54
109	WPS - GAS	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	54

GN

4

4

TOWN

SEC. 14
SE-NE

1127
FOUND SHAFT OF MAGNAIL,
HEAD BROKEN OFF
Y=153855.116
X=190467.832

T 14 N R 22 E — 11 12 13 14

1126
FOUND 1¼" IRON PIPE
Y=151200.722
X=190461.798

T 14 N R 22 E — 13 14

PL

33'

487+00

488+00

489+00

490+00

491+00

225 222 226 223 227 224

S 00°07'49" W 2654.40'

N0°08'32"E R/L

PL SECTION LINE

STH 32

FD. IP
0.19' E
0.06' N

IP

228 229

107

54

T.L.E. FOR CULVERT ACCESS

PERMANENT LIMITED EASEMENT AND ACCESS CONTROL TO
WISCONSIN DEPT. OF TRANSPORTATION.
STATE R/W PROJECT NUMBER 4540-14-21 AND DOC. #1660217

109

230

PARCEL NO. 59008094960

OF

SEC. 13
SW-NW

UNPLATTED
LANDS

33.00'

MILEY RD. E.

LIMA

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
1126	222	N00°07'49"E	377.35'
222	223	N00°07'49"E	168.92'
223	224	N00°07'49"E	281.08'
224	1127	N00°07'49"E	1827.05'
222	225	N89°51'28"W	0.43'
223	226	N89°51'28"W	0.40'
224	227	N89°51'28"W	0.34'
PARCEL 54 T.L.E.			
223	228	S89°51'28"E	32.60'
228	229	N00°08'32"E	84.74'
229	230	N89°30'18"E	81.48'
230	228	S43°42'45"W	118.22'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
222	151578.073	190462.656	486+50.00	0.43'
223	151746.991	190463.040	488+18.92	0.40'
224	152028.072	190463.679	491+00.00	0.34'
225	151578.074	190462.222	486+50.00	0.00'
226	151746.992	190462.641	488+18.92	0.00'
227	152028.073	190463.338	491+00.00	0.00'
228	151746.910	190495.641	488+18.92	33.00'
229	151831.654	190495.851	489+03.66	33.00'
230	151832.358	190577.333	489+04.57	114.48'

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SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
54	JAMES A. HEINEN	TLE	-	-	-	3453

REVISION DATE
12/08/2023 N.C.

DATE 12/08/2023

GRID FACTOR N/A

SCALE, FEET
0 20 40

HWY: STH 32

COUNTY: SHEBOYGAN

STATE R/W PROJECT NUMBER 4540-36-21

CONSTRUCTION PROJECT NUMBER 4540-36-71

PLAT SHEET 4.20

PS&E SHEET 157

E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040420_rp

PLOT DATE : 12/8/2023 6:35 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

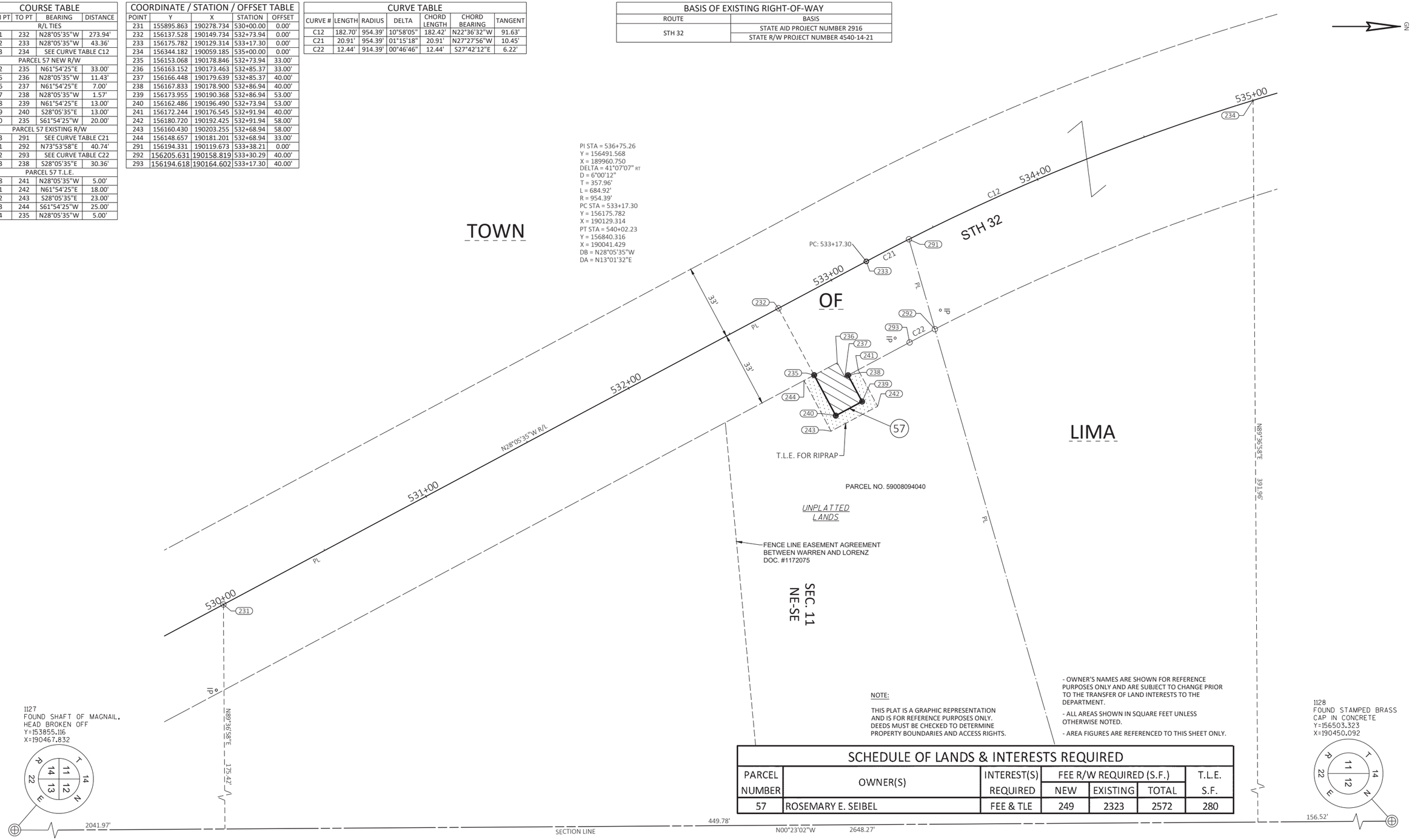
WISDOT/CADDS SHEET 75

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
231	232	N28°05'35"W	273.94'
232	233	N28°05'35"W	43.36'
233	234	SEE CURVE TABLE C12	
PARCEL 57 NEW R/W			
232	235	N61°54'25"E	33.00'
235	236	N28°05'35"W	11.43'
236	237	N61°54'25"E	7.00'
237	238	N28°05'35"W	1.57'
238	239	N61°54'25"E	13.00'
239	240	S28°05'35"E	13.00'
240	235	S61°54'25"W	20.00'
PARCEL 57 EXISTING R/W			
233	291	SEE CURVE TABLE C21	
291	292	N73°53'58"E	40.74'
292	293	SEE CURVE TABLE C22	
293	238	S28°05'35"E	30.36'
PARCEL 57 T.L.E.			
238	241	N28°05'35"W	5.00'
241	242	N61°54'25"E	18.00'
242	243	S28°05'35"E	23.00'
243	244	S61°54'25"W	25.00'
244	235	N28°05'35"W	5.00'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
231	155895.863	190278.734	530+00.00	0.00'
232	156137.528	190149.734	532+73.94	0.00'
233	156175.782	190129.314	533+17.30	0.00'
234	156344.182	190059.185	535+00.00	0.00'
235	156153.068	190178.846	532+73.94	33.00'
236	156163.152	190173.463	532+85.37	33.00'
237	156166.448	190179.639	532+85.37	40.00'
238	156167.833	190178.900	532+86.94	40.00'
239	156173.955	190190.368	532+86.94	53.00'
240	156162.486	190196.490	532+73.94	53.00'
241	156172.244	190176.545	532+91.94	40.00'
242	156180.720	190192.425	532+91.94	58.00'
243	156160.430	190203.255	532+68.94	58.00'
244	156148.657	190181.201	532+68.94	33.00'
291	156194.331	190119.673	533+38.21	0.00'
292	156205.631	190158.819	533+30.29	40.00'
293	156194.618	190164.602	533+17.30	40.00'

CURVE TABLE						
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING	TANGENT
C12	182.70'	954.39'	10°58'05"	182.42'	N22°36'32"W	91.63'
C21	20.91'	954.39'	01°15'18"	20.91'	N27°27'56"W	10.45'
C22	12.44'	914.39'	00°46'46"	12.44'	S27°42'12"E	6.22'

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21



NOTE:

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SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
57	ROSEMARY E. SEIBEL	FEE & TLE	249	2323	2572	280

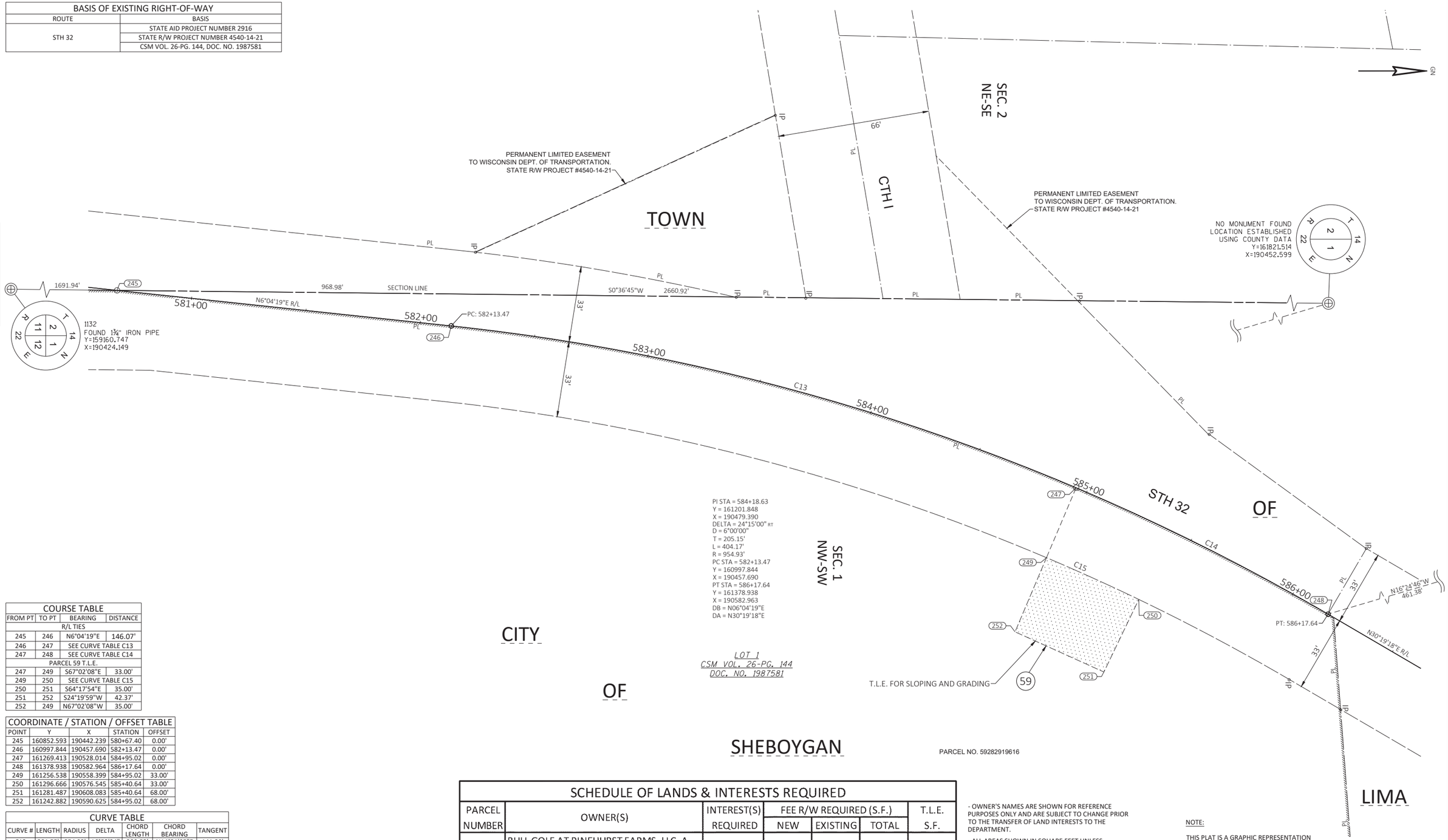
REVISION DATE 12/08/2023 N.C.	DATE 12/08/2023	SCALE, FEET 0 20 40	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21	PLAT SHEET 4.21
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71	PS&E SHEET 158 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040421_rp

PLOT DATE : 12/8/2023 6:35 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21
	CSM VOL. 26-PG. 144, DOC. NO. 1987581



COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
245	246	N6°04'19"E	146.07'
246	247	SEE CURVE TABLE C13	
247	248	SEE CURVE TABLE C14	
PARCEL 59 T.L.E.			
247	249	S67°02'08"E	33.00'
249	250	SEE CURVE TABLE C15	
250	251	S64°17'54"E	35.00'
251	252	S24°19'59"W	42.37'
252	249	N67°02'08"W	35.00'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
245	160852.593	190442.239	580+67.40	0.00'
246	160997.844	190457.690	582+13.47	0.00'
247	161269.413	190528.014	584+95.02	0.00'
248	161378.938	190582.964	586+17.64	0.00'
249	161256.538	190558.399	584+95.02	33.00'
250	161296.666	190576.545	585+40.64	33.00'
251	161281.487	190608.083	585+40.64	68.00'
252	161242.882	190590.625	584+95.02	68.00'

CURVE TABLE						
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING	TANGENT
C13	281.55'	954.93'	16°53'34"	280.53'	N14°31'05"E	141.80'
C14	122.62'	954.93'	7°21'26"	122.54'	N26°38'35"E	61.40'
C15	44.04'	921.93'	2°44'14"	44.04'	N24°19'59"E	22.03'

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
59	BULL GOLF AT PINEHURST FARMS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	-	-	-	1519

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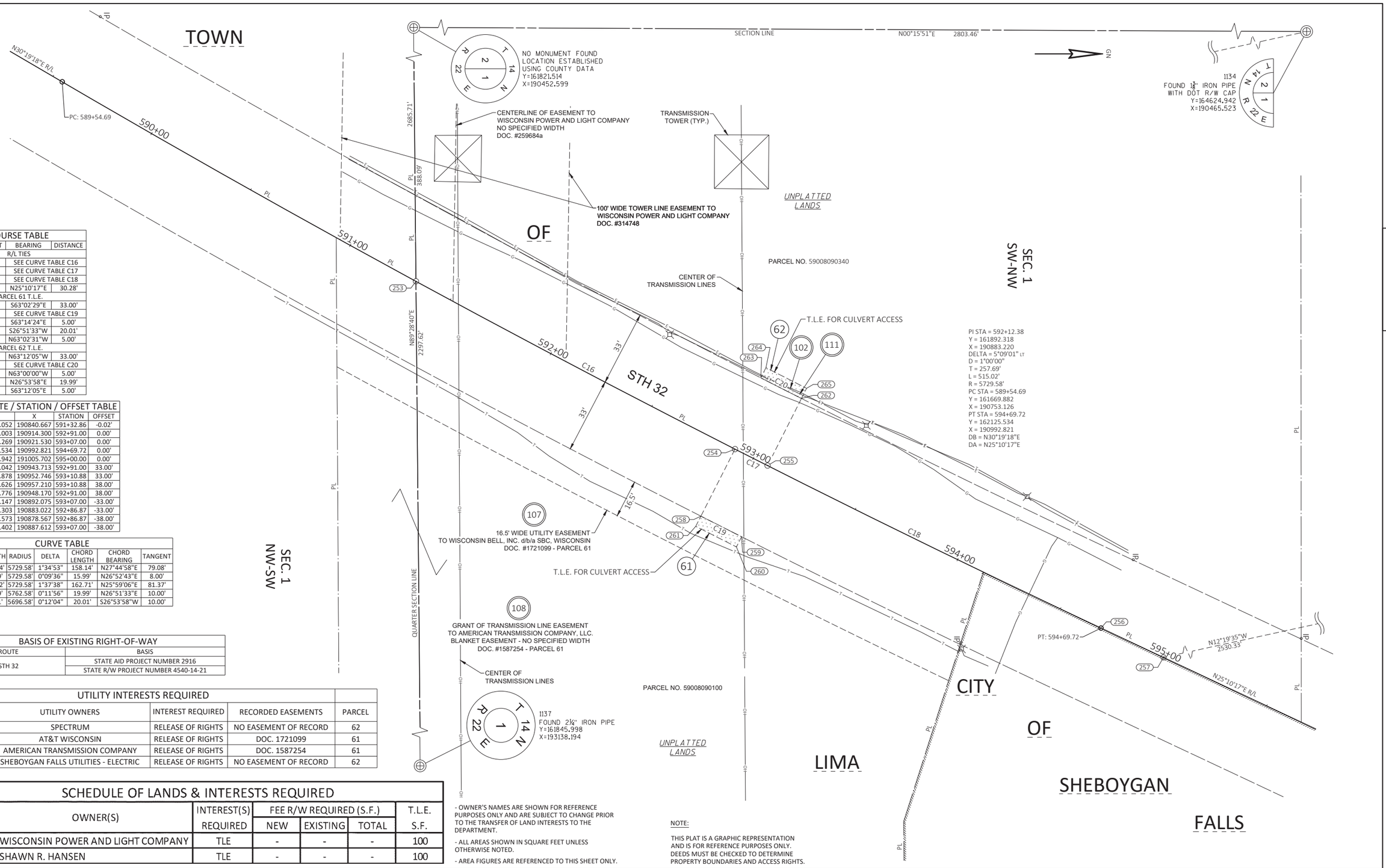
REVISION DATE 12/08/2023 N.C.	DATE 12/08/2023	SCALE, FEET 0 20 40	HWY: STH 32	STATE R/W PROJECT NUMBER 4540-36-21 / PLAT SHEET 4.22
	GRID FACTOR N/A		COUNTY: SHEBOYGAN	CONSTRUCTION PROJECT NUMBER 4540-36-71 / PS&E SHEET 159 E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040422_rp

PLOT DATE : 12/8/2023 6:35 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75



4

4

COURSE TABLE			
FROM PT	TO PT	BEARING	DISTANCE
R/L TIES			
253	254	SEE CURVE TABLE C16	
254	255	SEE CURVE TABLE C17	
255	256	SEE CURVE TABLE C18	
256	257	N25°10'17"E	30.28'
PARCEL 61 T.L.E.			
254	258	S63°02'29"E	33.00'
258	259	SEE CURVE TABLE C19	
259	260	S63°14'24"E	5.00'
260	261	S26°51'33"W	20.01'
261	258	N63°02'31"W	5.00'
PARCEL 62 T.L.E.			
255	262	N63°12'05"W	33.00'
262	263	SEE CURVE TABLE C20	
263	264	N63°00'00"W	5.00'
264	265	N26°53'58"E	19.99'
265	262	S63°12'05"E	5.00'

COORDINATE / STATION / OFFSET TABLE				
POINT	Y	X	STATION	OFFSET
253	161825.052	190840.667	591+32.86	-0.02'
254	161965.003	190914.300	592+91.00	0.00'
255	161979.269	190921.530	593+07.00	0.00'
256	162125.534	190992.821	594+69.72	0.00'
257	162152.942	191005.702	595+00.00	0.00'
258	161950.042	190943.713	592+91.00	33.00'
259	161967.878	190952.746	593+10.88	33.00'
260	161965.626	190957.210	593+10.88	38.00'
261	161947.776	190948.170	592+91.00	38.00'
262	161994.147	190892.075	593+07.00	-33.00'
263	161976.303	190883.022	592+86.87	-33.00'
264	161978.573	190878.567	592+86.87	-38.00'
265	161996.402	190887.612	593+07.00	-38.00'

CURVE TABLE						
CURVE #	LENGTH	RADIUS	DELTA	CHORD LENGTH	CHORD BEARING	TANGENT
C16	158.14'	5729.58'	1°34'53"	158.14'	N27°44'58"E	79.08'
C17	15.99'	5729.58'	0°09'36"	15.99'	N26°52'43"E	8.00'
C18	162.72'	5729.58'	1°37'38"	162.71'	N25°59'06"E	81.37'
C19	19.99'	5762.58'	0°11'56"	19.99'	N26°51'33"E	10.00'
C20	20.01'	5696.58'	0°12'04"	20.01'	S26°53'58"W	10.00'

BASIS OF EXISTING RIGHT-OF-WAY	
ROUTE	BASIS
STH 32	STATE AID PROJECT NUMBER 2916
	STATE R/W PROJECT NUMBER 4540-14-21

UTILITY INTERESTS REQUIRED				
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED	RECORDED EASEMENTS	PARCEL
102	SPECTRUM	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	62
107	AT&T WISCONSIN	RELEASE OF RIGHTS	DOC. 1721099	61
108	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS	DOC. 1587254	61
111	SHEBOYGAN FALLS UTILITIES - ELECTRIC	RELEASE OF RIGHTS	NO EASEMENT OF RECORD	62

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST(S) REQUIRED	FEE R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	T.L.E. S.F.
61	WISCONSIN POWER AND LIGHT COMPANY	TLE	-	-	-	100
62	SHAWN R. HANSEN	TLE	-	-	-	100

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REVISION DATE
12/08/2023 N.C.

DATE 12/08/2023

GRID FACTOR N/A

SCALE, FEET
0 20 40

HWY: STH 32

COUNTY: SHEBOYGAN

STATE R/W PROJECT NUMBER 4540-36-21

CONSTRUCTION PROJECT NUMBER 4540-36-71

PLAT SHEET 4.23

PS&E SHEET 160

E

FILE NAME : 040401_RP.DWG
LAYOUT NAME - 040423_rp

PLOT DATE : 12/8/2023 6:35 PM PLOT BY : HANSEN, CRAIG PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 75

STA 76+00 - STA 77+00
REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK
CONCRETE CURB & GUTTER 30-INCH TYPE A & D
CONCRETE CURB PEDESTRIAN
CONCRETE SIDEWALK 4-INCH
CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

CTH D/W UNION AVE

REMOVING ASPHALTIC SURFACE BUTT JOINT

BP: 9+00.00

PI: 76+49.72
Y: 111461.78
X: 190382.27

EP: 10+00.00

BEGIN PROJECT STA. 72+96

PI: 74+28.94
Y: 111459.92
X: 190603.04

STA 73+20, LT & RT
STA 73+25, RT
RECONSTRUCTING INLETS

BP: 71+69.42
Y: 111456.62
X: 190862.54

STA 80+44 - STA 81+39
REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK
CONCRETE CURB & GUTTER 30-INCH TYPE D
CONCRETE CURB PEDESTRIAN
CONCRETE SIDEWALK 4-INCH
CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

REMOVING ASPHALTIC SURFACE BUTT JOINT

REMOVING ASPHALTIC SURFACE BUTT JOINT

STA 85+66
RECONSTRUCTING STEPS

ROCKET BLVD

STA 85+48 - STA 86+41 SEE
REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK
CONCRETE CURB & GUTTER 30-INCH TYPE D
CONCRETE CURB PEDESTRIAN
CONCRETE SIDEWALK 4-INCH
CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

PI: 85+91.64
Y: 112403.55
X: 190366.00

STH 32 R/L

STH 32

WILLOW AVE

BADEN AVE

STA 92+64 - STA 93+52
REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK
CONCRETE CURB & GUTTER 30-INCH TYPE D
CONCRETE CURB PEDESTRIAN
CONCRETE SIDEWALK 4-INCH
CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

REMOVING ASPHALTIC SURFACE BUTT JOINT

STA 102+48 - STA 102+77
REMOVING CURB & GUTTER
REMOVING CONCRETE SIDEWALK
CONCRETE CURB & GUTTER 30-INCH TYPE D
CONCRETE CURB PEDESTRIAN
CONCRETE SIDEWALK 4-INCH
CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

PROPOSED SSPRC CLASS III 30-INCH

STA 100+10
REMOVING OLD STRUCTURE (STA 100+10)
STRUCTURE C-59-0121

CURVE 1
PI STA = 105+35.01
Y = 114346.923
X = 190368.722
DELTA = 16°09'12"
D = 3°31'33"
T = 230.60'
L = 458.13'
R = 1625.00'
PC STA = 103+04.41
PT STA = 107+62.55

ASPHALTIC SURFACE PATCHING

REMOVING ASPHALTIC SURFACE BUTT JOINT

CTH G

PI: 100+12.95
Y: 113824.87
X: 190366.88

PC: 103+04.41

REMOVING ASPHALTIC SURFACE BUTT JOINT

VAN DRIEST AVE

CURVE 1

MATCH LINE STA. 104+50

EXIST R/W

S MAIN ST

N89° 31' 04"W

N89° 16' 18"W

N0° 59' 22"W

N0° 02' 08"E

N0° 12' 07"E

TLE

R/W

5

CURVE 1
PI STA = 105+35.01
Y = 114346.923
X = 190368.722
DELTA = 16°09'12"
D = 3°31'33"
T = 230.60'
L = 458.13'
R = 1625.00'
PC STA = 103+04.41
PT STA = 107+62.55

CURVE 2
PI STA = 113+78.24
Y = 115160.627
X = 190136.143
DELTA = 15°26'28"
D = 4°00'36"
T = 193.70'
L = 385.05'
R = 1428.79'
PC STA = 111+84.54
PT STA = 115+69.59

CURVE 3
PI STA = 118+80.03
Y = 115590.967
X = 189873.541
DELTA = 24°00'00"
D = 6°59'57"
T = 174.00'
L = 342.90'
R = 818.61'
PC STA = 117+06.03
PT STA = 120+48.92

CURVE 4
PI STA = 129+17.97
Y = 116625.340
X = 189739.340
DELTA = 29°49'51"
D = 4°00'00"
T = 381.54'
L = 745.77'
R = 1432.39'
PC STA = 125+36.42
PT STA = 132+82.19

CURVE 5
PI STA = 137+53.64
Y = 117304.560
X = 189223.350
DELTA = 30°51'30"
D = 4°00'00"
T = 395.33'
L = 771.45'
R = 1432.39'
PC STA = 133+58.31
PT STA = 141+29.76

MATCH LINE STA. 104+50

PT: 107+62.55

STH 32 R/L

STH 32

PC: 111+84.54

N15° 57' 05"W

PC: 117+06.03

PT: 115+69.59

N31° 23' 33"W

CURVE 1

CURVE 2

CURVE 3

PT: 120+48.92

N7° 23' 33"W

PC: 125+36.42

ASPHALTIC SURFACE PATCHING

CURVE 4

REMOVING ASPHALTIC SURFACE BUTT JOINT

SMIES RD

EXIST R/W

REMOVING ASPHALTIC SURFACE BUTT JOINT

ASPHALTIC SURFACE PATCHING

PT: 132+82.19

N37° 13' 24"W

PC: 133+58.31

CURVE 5

MATCH LINE STA. 134+50

105 110 115 120 125 130

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET 161	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn

PLOT DATE : 9/4/2024 1:33 PM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

5

CURVE 5
PI STA = 137+53.64
Y = 117304.560
X = 189223.350
DELTA = 30°51'30"
D = 4°00'00"
T = 395.33'
L = 771.45'
R = 1432.39'
PC STA = 133+58.31
PT STA = 141+29.76

CURVE 6
PI STA = 152+06.36
Y = 118767.410
X = 189060.170
DELTA = 7°21'03"
D = 1°00'00"
T = 368.04'
L = 735.07'
R = 5729.58'
PC STA = 148+38.31
PT STA = 155+73.39

CURVE 7
PI STA = 167+38.77
Y = 120300.610
X = 189086.550
DELTA = 3°53'17"
D = 0°30'00"
T = 388.94'
L = 777.59'
R = 11459.16'
PC STA = 163+49.83
PT STA = 171+27.42

N

MATCH LINE STA. 134+50

135

CURVE 5

ASPHALTIC SURFACE PATCHING

TLE

140

PT: 141+29.76

STH 32 R/L

STH 32

TLE

STA 140+34
REMOVING STRUCTURE
CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24x38-INCH
APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH
MARKERS CULVERT END

145

N6° 21' 54"W

ASPHALTIC SURFACE PATCHING

150

PC: 148+38.31

CURVE 6

EXIST R/W

EXIST R/W

155

PT: 155+73.39

N0° 59' 09"E

160

REMOVING ASPHALTIC SURFACE BUTT JOINT

WALVOORD RD.

EXIST R/W

PC: 163+49.83

CURVE 7

MATCH LINE STA. 165+00

5

CURVE 7
PI STA = 167+38.77
Y = 120300.610
X = 189086.550
DELTA = 3°53'17"
D = 0°30'00"
T = 388.94'
L = 777.59'
R = 11459.16'
PC STA = 163+49.83
PT STA = 171+27.42

CURVE 8
PI STA = 190+18.67
Y = 122577.880
X = 188971.100
DELTA = 27°49'06"
D = 4°00'00"
T = 354.72'
L = 695.46'
R = 1432.39'
PC STA = 186+63.94
PT STA = 193+59.40

N

MATCH LINE STA. 165+00

165

PT: 171+27.42

STH 32 R/L

STH 32

170

CURVE 7

STA 174+56
CLEANING CULVERT PIPES

175

N2° 54' 08"W

180

TLE

TLE

EXIST R/W

EXIST R/W

STA 180+81
REMOVING STRUCTURE
CULVERT PIPE REINFORCED CONCRETE CLASS V 30-INCH
APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH
MARKERS CULVERT END

ASPHALTIC SURFACE PATCHING

PC: 186+63.94

185

STA 189+62
REMOVING OLD STRUCTURE (STA 189+65)
CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 72X113-INCH
APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 72X113-INCH
MARKERS CULVERT END

RW

TLE

190

N30° 43' 14"W

PT: 193+59.40

CURVE 8

MATCH LINE STA. 194+50

RW

TLE

STA 188+19 - STA 190+91
REMOVING GUARDRAIL
MGS GUARDRAIL, SEE PLAN DETAILS

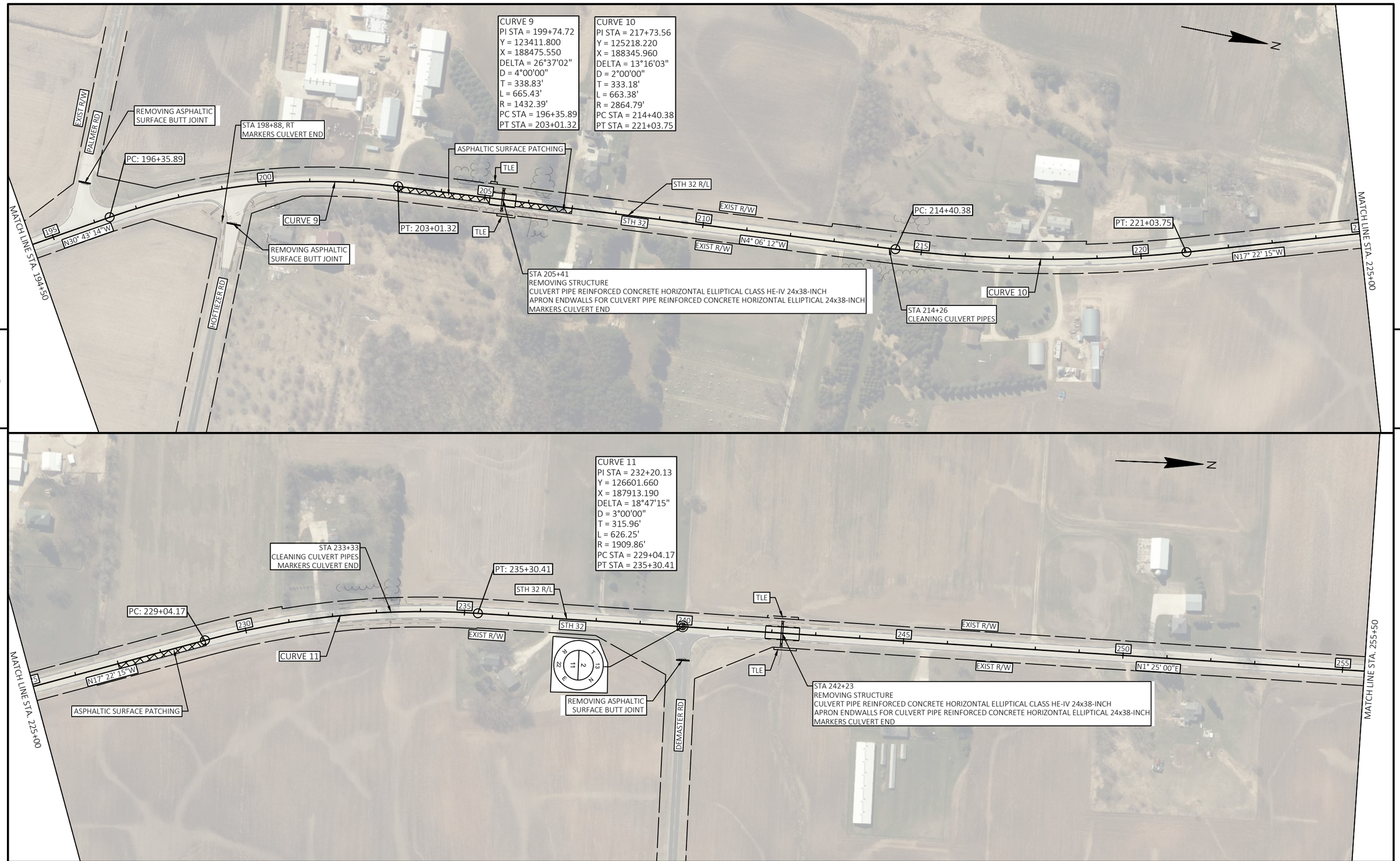
5

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET 162	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050202-pn

PLOT DATE : 7/30/2024 9:52 AM PLOT BY : SCHULTZ, ANDREW K. PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET 163 E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn
PLOT DATE : 7/30/2024 10:03 AM PLOT BY : SCHULTZ, ANDREW K. PLOT NAME : PLOT SCALE : 1 IN:200 FT

5

5

CURVE 12
PI STA = 273+39.25
Y = 130725.200
X = 188015.160
DELTA = 10°49'04"
D = 1°30'00"
T = 361.67'
L = 721.19'
R = 3819.72'
PC STA = 269+77.59
PT STA = 276+98.77

N

ASPHALTIC SURFACE PATCHING

MATCH LINE STA. 255+50

TLE

EXIST R/W

260

EXIST R/W

CTH A

REMOVING ASPHALTIC SURFACE BUTT JOINT

ASPHALTIC SURFACE PATCHING

265

N1° 25' 00"E

270

PC: 269+77.59

CURVE 12

REMOVING ASPHALTIC SURFACE BUTT JOINT

CTH A

STA 259+76
REMOVING STRUCTURE
CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24x38-INCH
APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH
MARKERS CULVERT END

275

PT: 276+98.77

STH 32 R/L

STH 32

280

EXIST R/W

EXIST R/W

ASPHALTIC SURFACE PATCHING

285

N9° 24' 04"W

MATCH LINE STA. 285+50

CURVE 13
PI STA = 298+30.20
Y = 133184.810
X = 187607.920
DELTA = 9°54'31"
D = 0°25'00"
T = 1192.02'
L = 2378.09'
R = 13750.99'
PC STA = 286+38.18
PT STA = 310+16.27

N

ONION RIVER

STA 300+45
END MILL AND OVERLAY

STA 301+54
BEGIN MILL AND OVERLAY

CURVE 13

PC: 286+38.18

N9° 24' 04"W

MATCH LINE STA. 285+50

290

295

300

TLE

305

STH 32 R/L

STH 32

310

EXIST R/W

EXIST R/W

315

N0° 30' 27"E

PT: 310+16.27

NET EXCEPTION TO CL LENGTH
STA. 300+45 - STA. 301+54

STA 297+95 - STA 300+44
REMOVING GUARDRAIL
MGS GUARDRAIL, SEE PLAN DETAILS

EXIST R/W

STA 289+52
CLEANING CULVERT PIPES

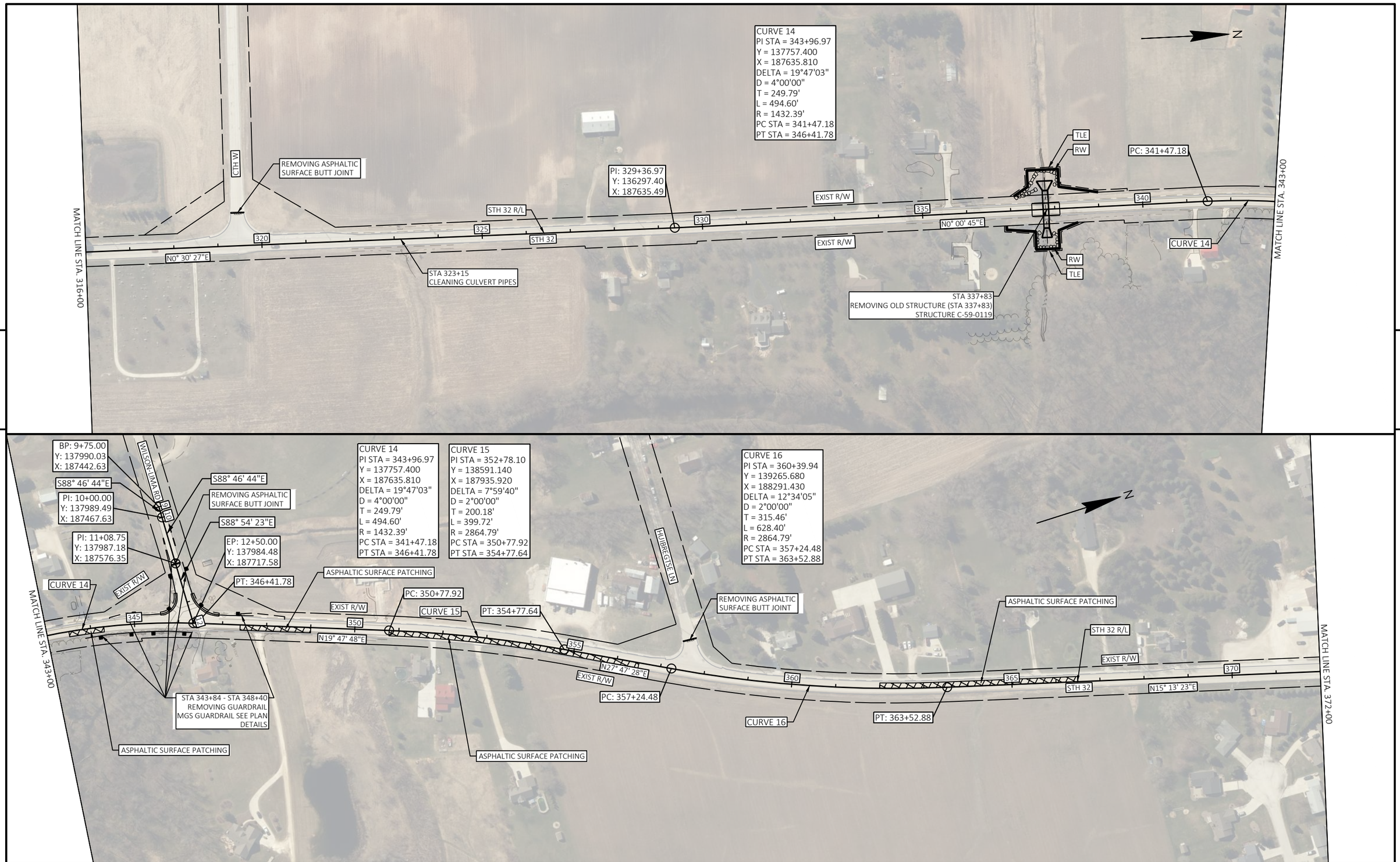
HOLLAND-LIMA RD

REMOVING ASPHALTIC SURFACE BUTT JOINT

MATCH LINE STA. 316+00

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET 164	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050204-pn
PLOT DATE : 7/30/2024 10:06 AM
PLOT BY : SCHULTZ, ANDREW K.
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



5

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PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET 165	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050205-pn

PLOT DATE : 7/30/2024 10:09 AM PLOT BY : SCHULTZ, ANDREW K. PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

5

CURVE 17
PI STA = 374+62.32
Y = 140640.590
X = 188665.580
DELTA = 10°58'36"
D = 3°00'00"
T = 183.51'
L = 365.89'
R = 1909.86'
PC STA = 372+78.81
PT STA = 376+44.70

N

MATCH LINE STA. 372+00

EXIST R/W

CTH OO

REMOVING ASPHALTIC SURFACE BUTT JOINT

CHURCH ST

PT: 376+44.70

375

380

385

N4° 14' 47"E

PC: 372+78.81

CURVE 17

REMOVING ASPHALTIC SURFACE BUTT JOINT

STA 383+59, RT
RECONSTRUCTING INLETS

REMOVING ASPHALTIC SURFACE BUTT JOINT

RIVERVIEW TER

RIDGEWOOD DR

REMOVING ASPHALTIC SURFACE BUTT JOINT

STA 388+27, LT
RELAID STORM SEWER 18-INCH

STH 32 R/L

STA 388+15, RT
RECONSTRUCTING INLETS

REMOVING ASPHALTIC SURFACE BUTT JOINT

HOMESTEAD DR

STA 390+47, LT
RELAID STORM SEWER 18-INCH
MARKERS CULVERT END

TLE

390

ASPHALTIC SURFACE PATCHING

TLE

STA 391+00 - STA 395+20
REMOVING GUARDRAIL
MGS GUARDRAIL, SEE PLAN DETAILS

RW

TLE

395

RW

STA 393+86
REMOVING OLD STRUCTURE (STA 393+68)
STRUCTURE C-59-0118

MATCH LINE STA. 398+50

5

CURVE 18
PI STA = 402+06.70
Y = 143378.560
X = 188868.870
DELTA = 15°26'09"
D = 3°30'00"
T = 221.85'
L = 441.02'
R = 1637.02'
PC STA = 399+84.85
PT STA = 404+25.87

N

EXIST R/W

CLEARVIEW RD

REMOVING ASPHALTIC SURFACE BUTT JOINT

PT: 404+25.87

TLE

EXIST R/W

405

410

415

420

ASPHALTIC SURFACE PATCHING

STH 32 R/L

STH 32

425

N19° 40' 55"E

400

N4° 14' 47"E

CURVE 18

PC: 399+84.85

TLE

EXIST R/W

STA 405+78
REMOVING STRUCTURES
CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24x38-INCH
APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH
MARKERS CULVERT END

STA 426+52, RT
RIPRAP MEDIUM

R/W

TLE

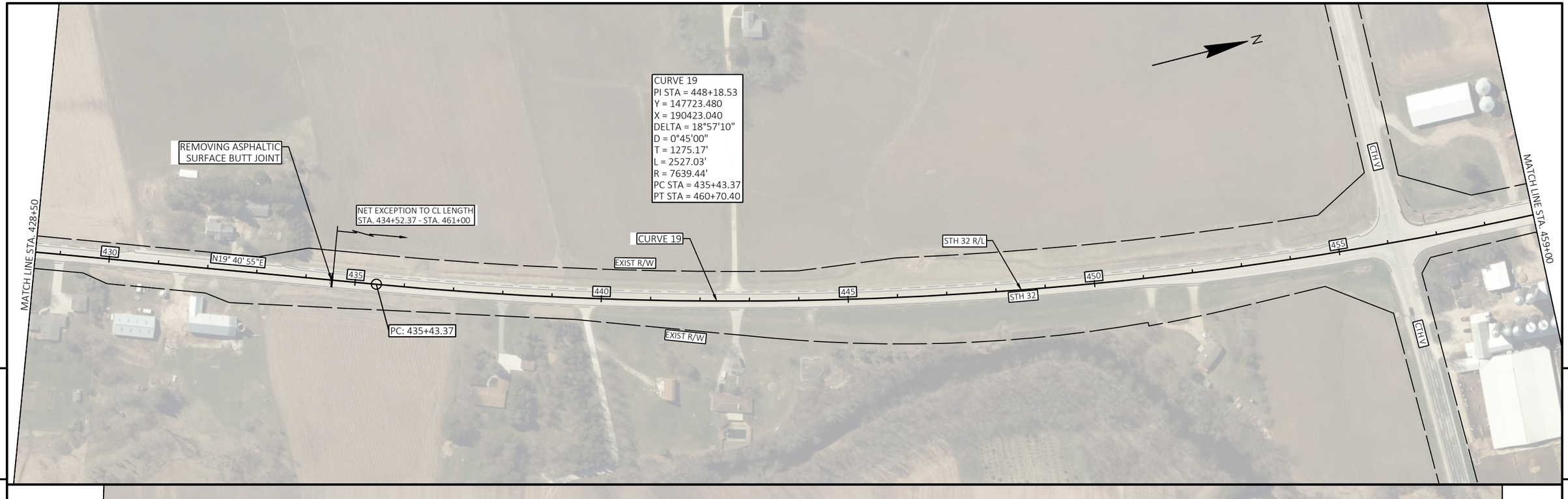
PRESERVE ROOTS ON THIS BIRCH TREE TO MAXIMUM EXTENT POSSIBLE

MATCH LINE STA. 398+50

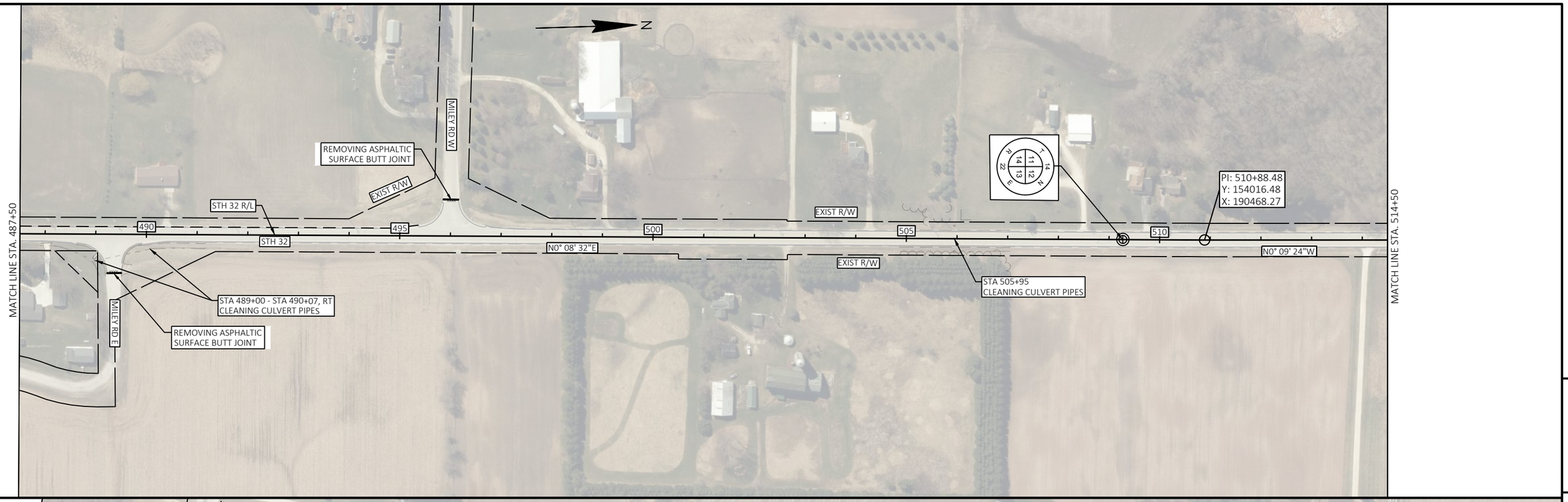
MATCH LINE STA. 428+50

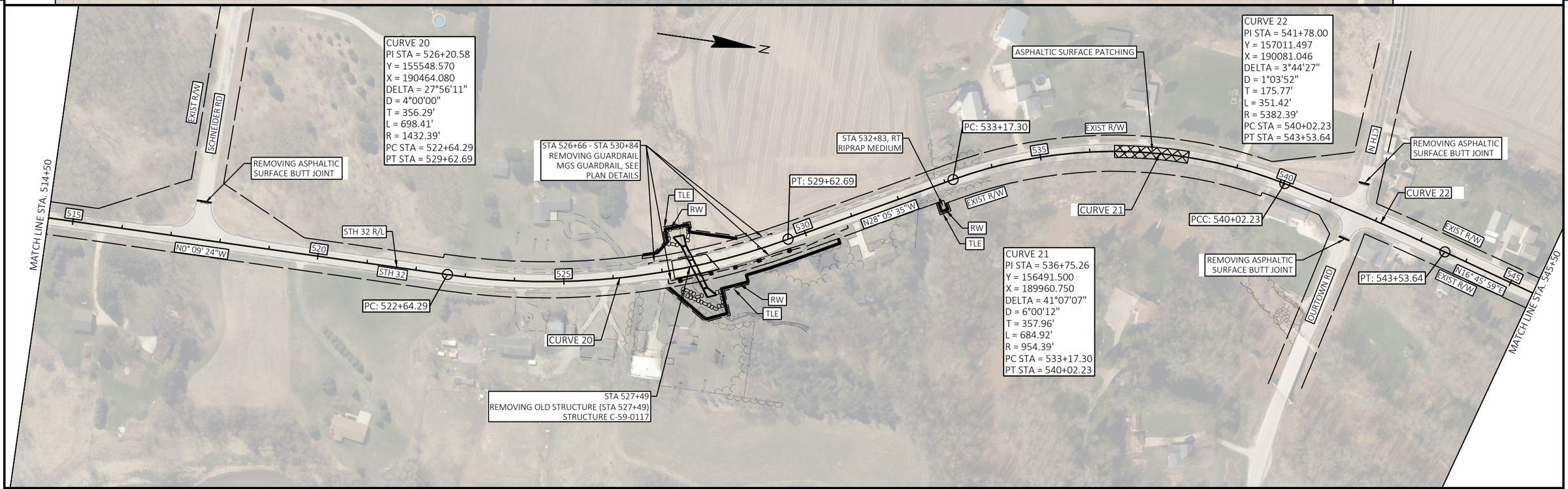
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET 166	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn
PLOT DATE : 10/24/2024 2:35 PM
PLOT BY : SCHULTZ, ANDREW K.
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44



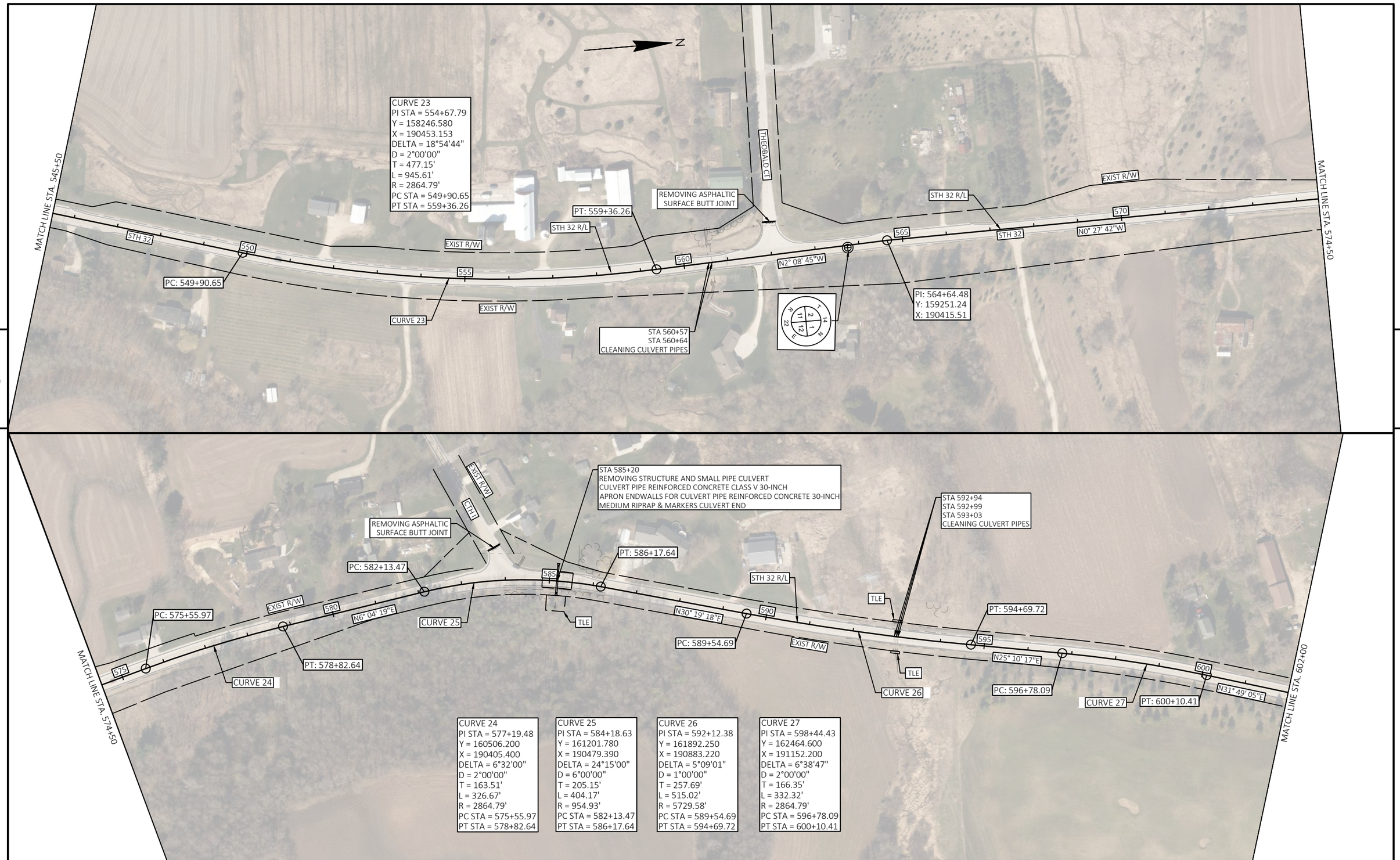
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET 167	E





PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET 168 E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050208-pn
PLOT DATE : 7/30/2024 10:14 AM
PLOT BY : SCHULTZ, ANDREW K.
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

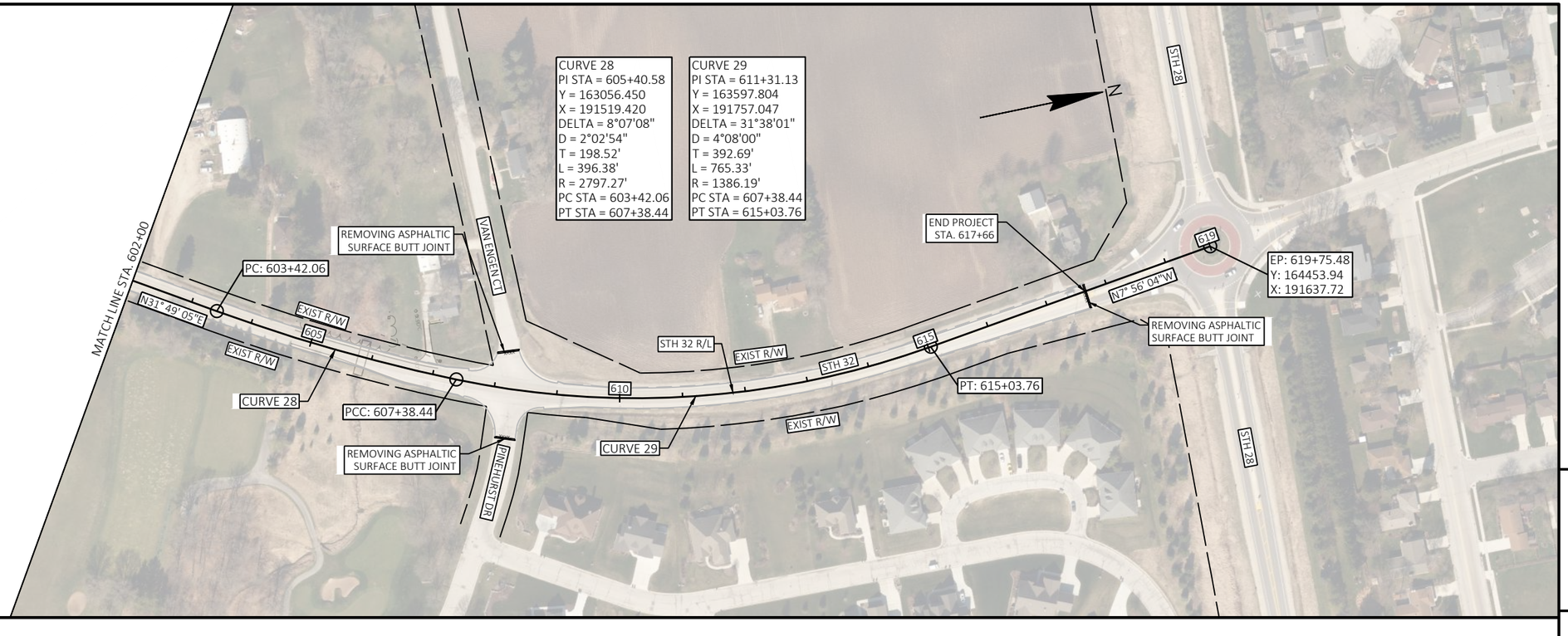


PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET 169 E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050209-pn

PLOT DATE : 5/31/2024 2:10 PM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



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PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	PLAN SHEETS	SHEET 170	E

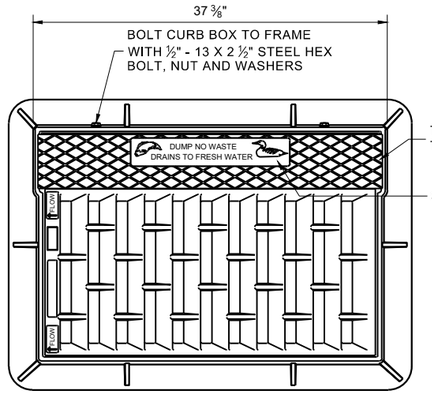
Standard Detail Drawing List

08A05-21A	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
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
12A03-10	NAME PLATE (STRUCTURES)
13A10-03A	SHOULDER RUMBLE STRIPS - ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
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
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
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15E	PAVEMENT MARKING FOR BIKE LANES

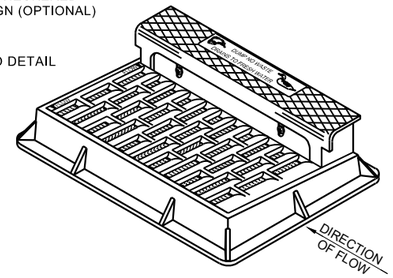
6

Standard Detail Drawing List

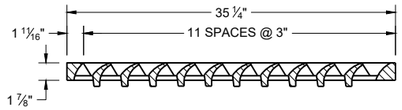
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C29-08A	BICYCLE LANE MARKING
15C29-08B	PAVEMENT MARKING FOR SHARED LANE 35 MPH OR LESS
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D20-08B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
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
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

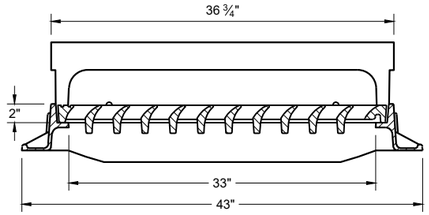


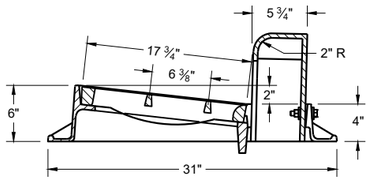
NOTE: EITHER CASTING IS ACCEPTABLE

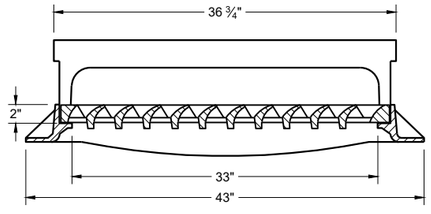


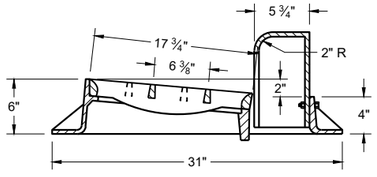
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







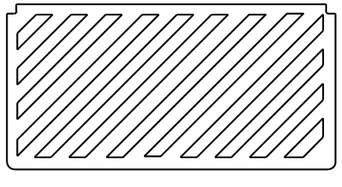




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

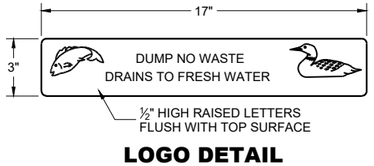
1 1/8" DIAGONAL BARS WITH 1 5/8" OPENINGS



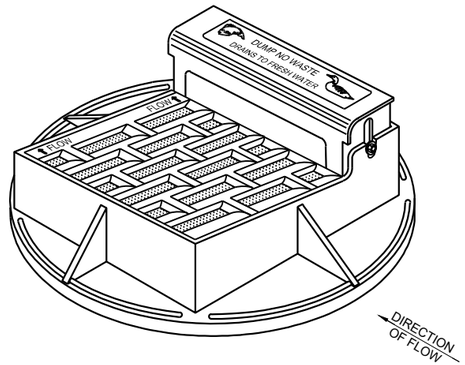
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

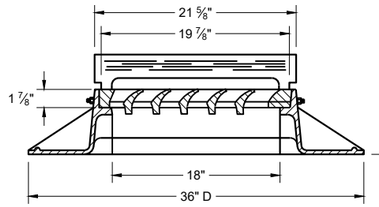


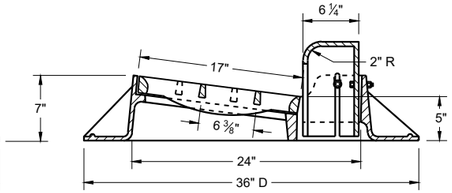
LOGO DETAIL



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE





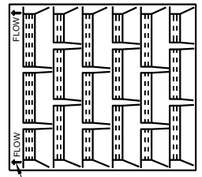
TYPE "A"

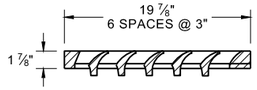
GENERAL NOTES

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.

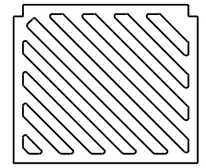
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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





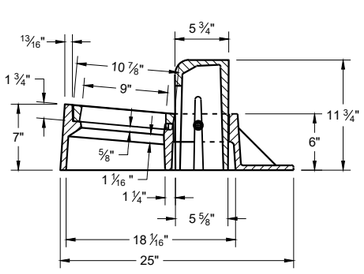
1" DIAGONAL BARS WITH 1 1/2" OPENINGS



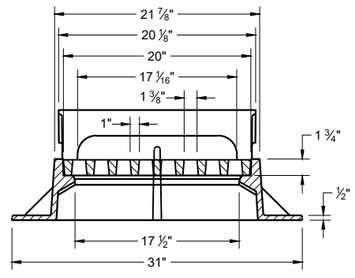
SPECIAL GRATE FOR TYPE "A" COVER

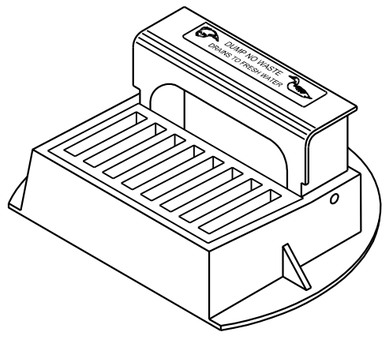
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





INLET COVERS
TYPES A, H, A-S, H-S AND Z

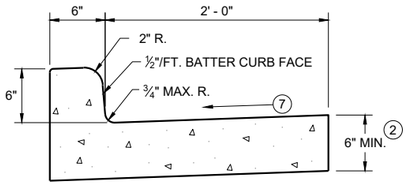
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

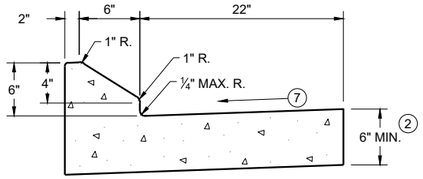
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

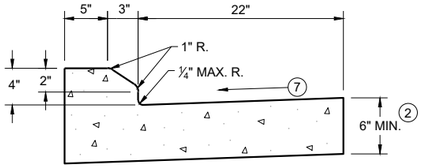
SDD 08A05-21a



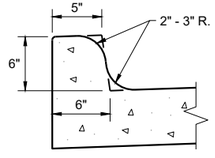
TYPES A (1) & D



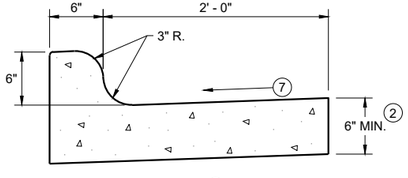
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

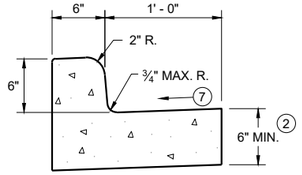


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



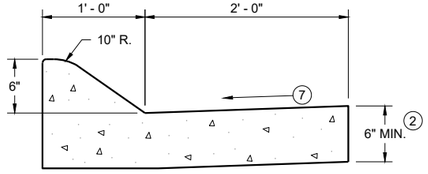
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

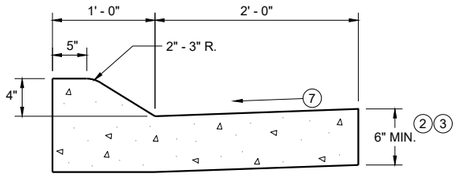


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

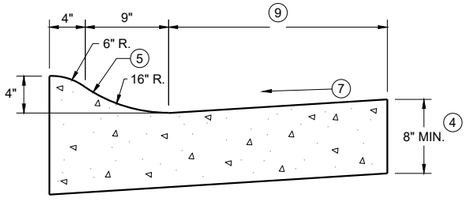


6" SLOPED CURB TYPES A (1) & D



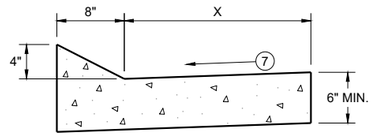
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

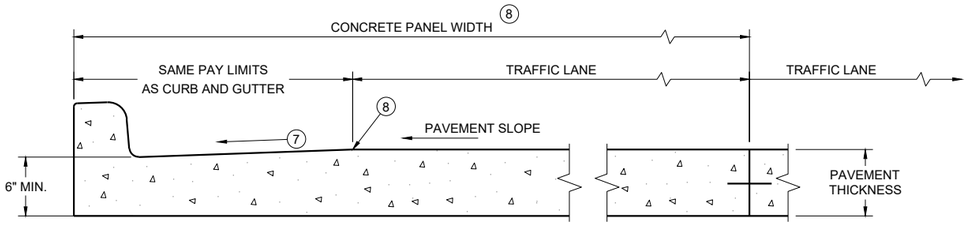


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

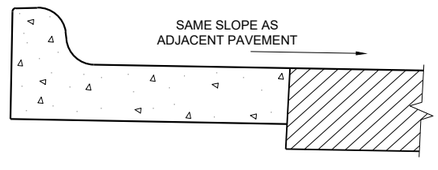
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

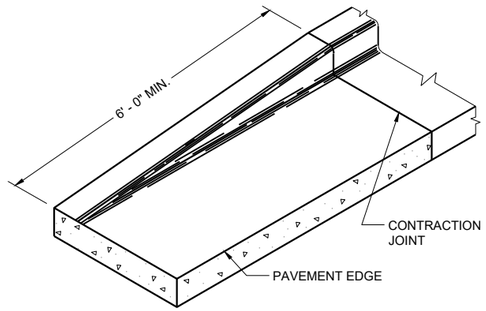
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

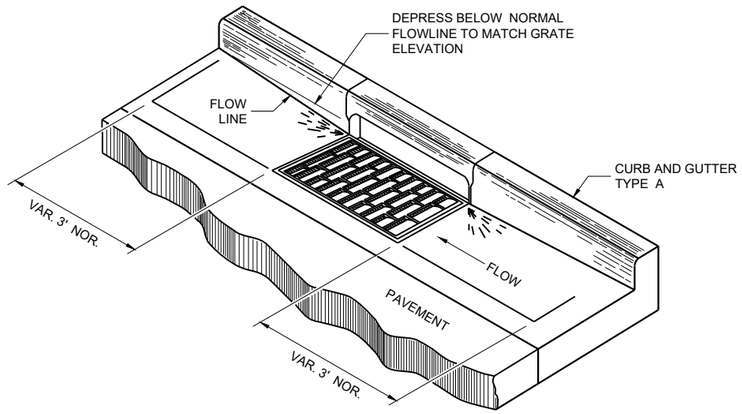
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a

6



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.

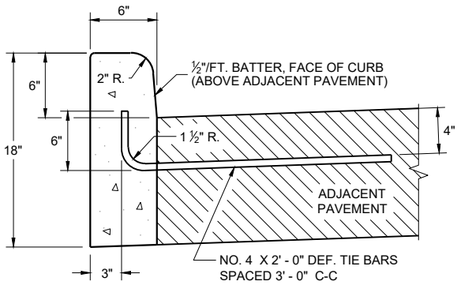
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

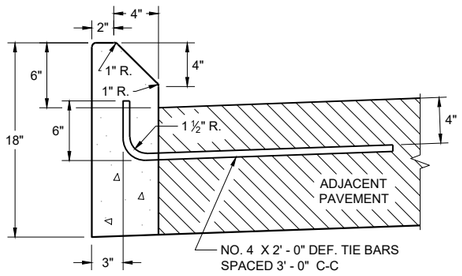
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

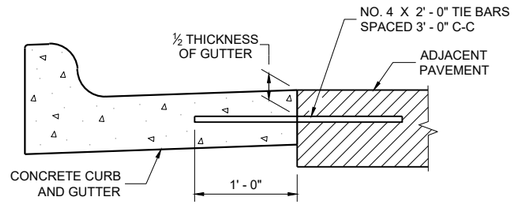


TYPES A (1) & D

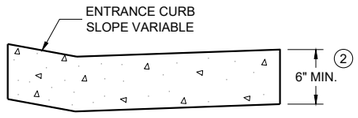


TYPES G (1) & J

CONCRETE CURB

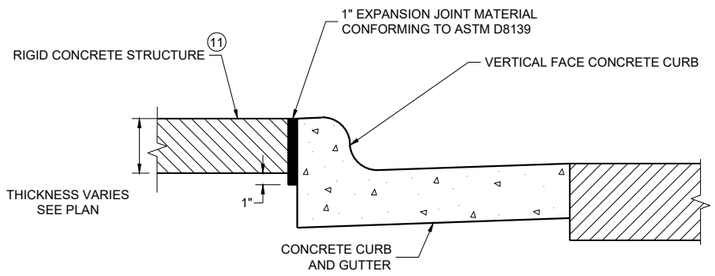


TYPICAL TIE BAR LOCATION (1)

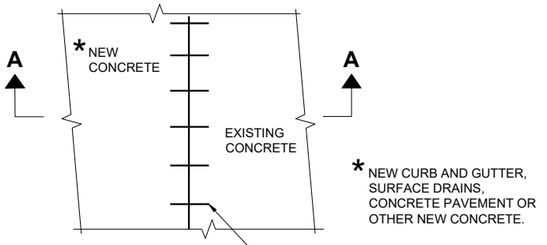


DRIVEWAY ENTRANCE CURB (10)

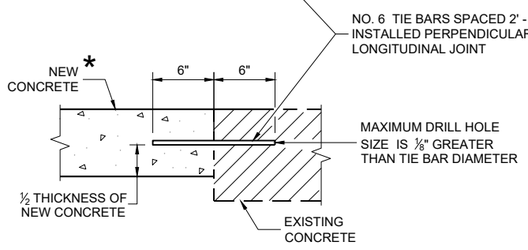
(WHEN DIRECTED BY THE ENGINEER)



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



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

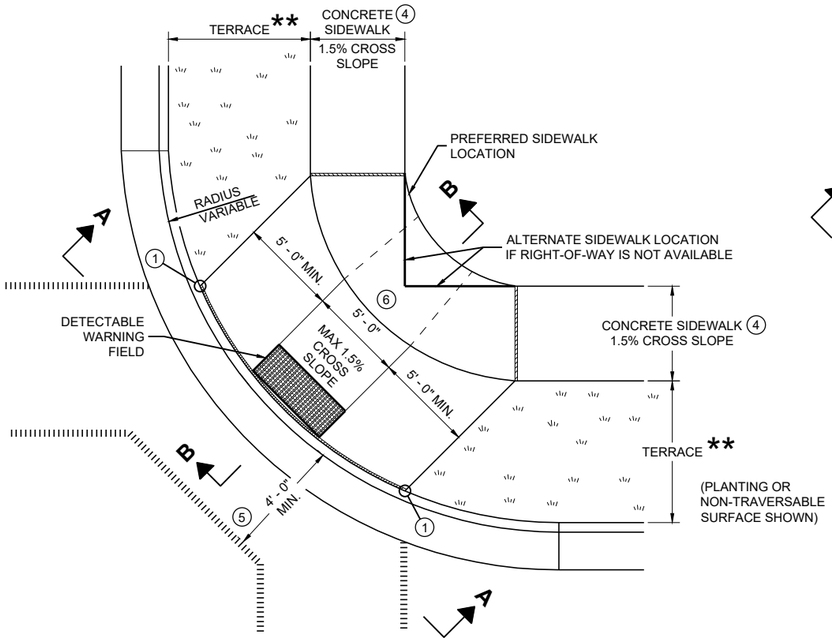
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

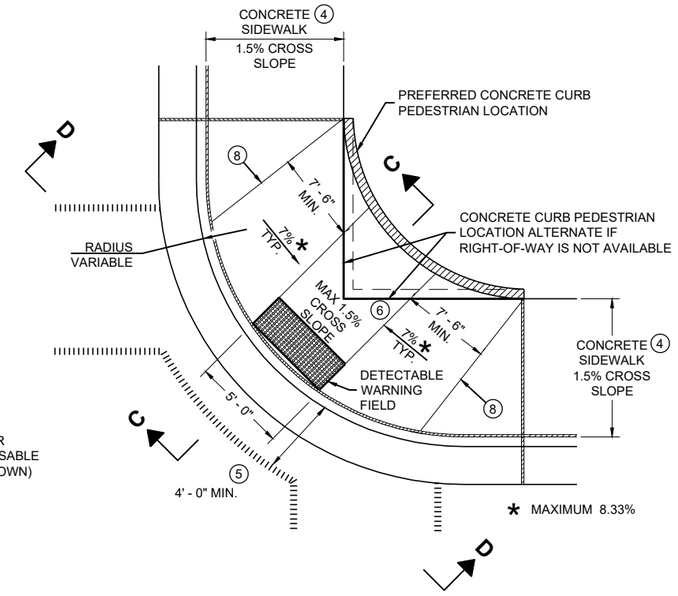
6
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

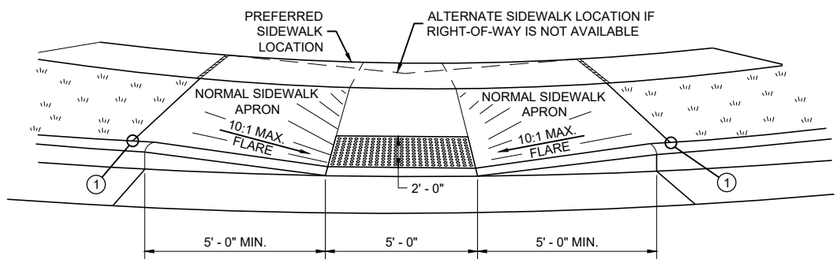
(CENTER OF CORNER RADIUS)



PLAN VIEW

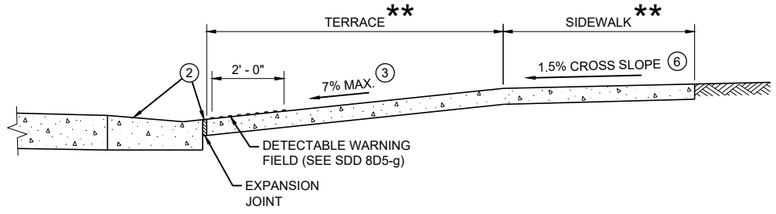
CURB RAMP TYPE 1 - A

(NO TERRACE)

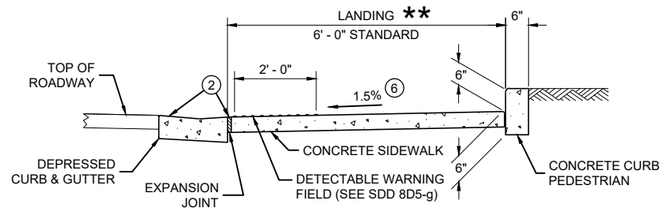


VIEW A - A FOR TYPE 1

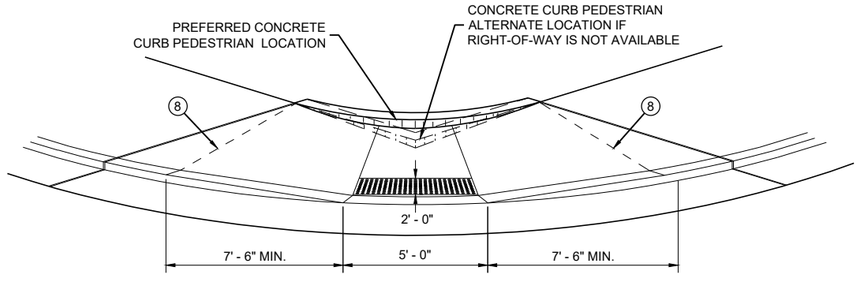
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

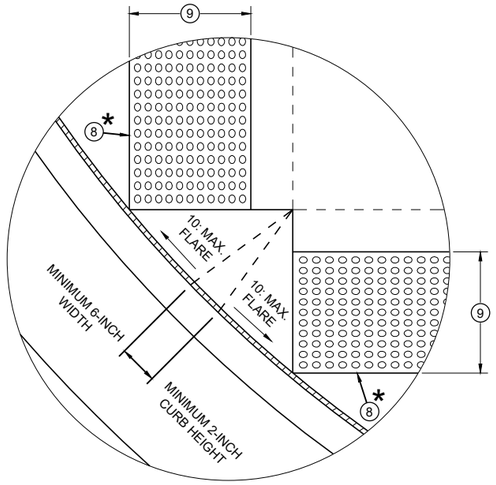
LEGEND

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

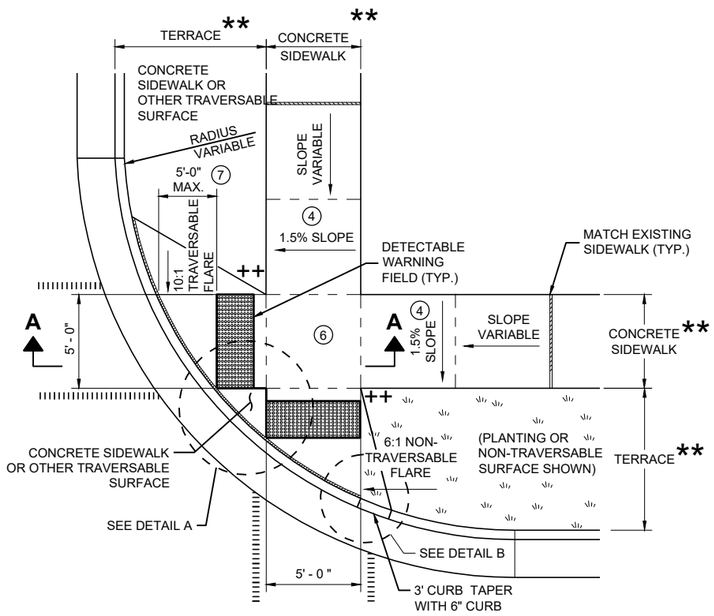
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

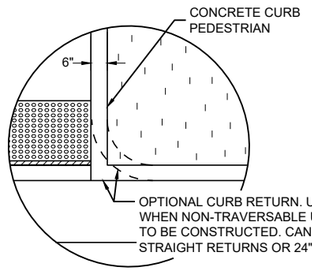
6
SDD 08D05-21a



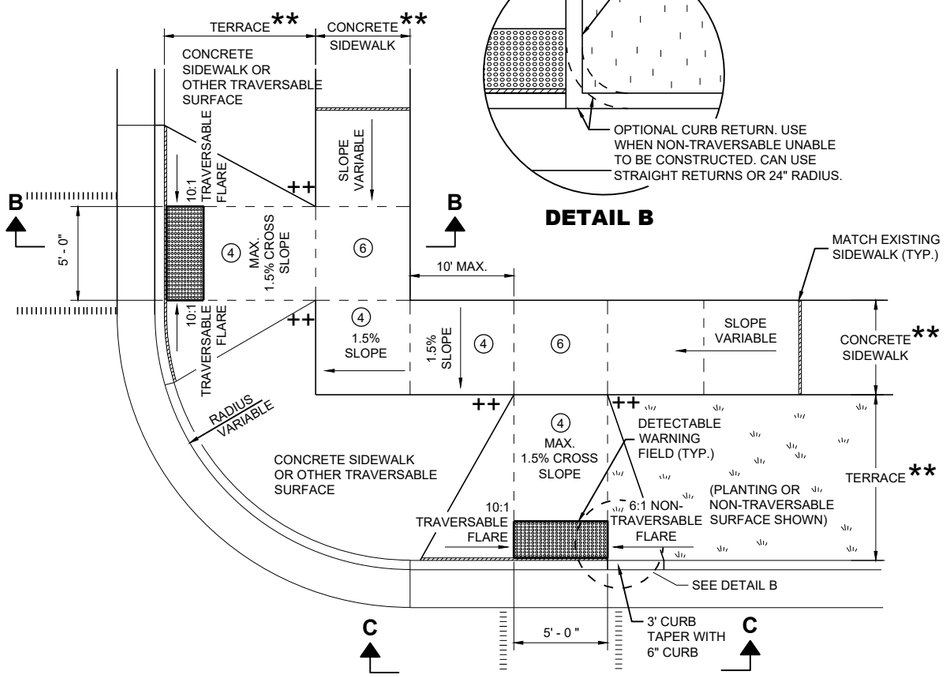
DETAIL A



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.

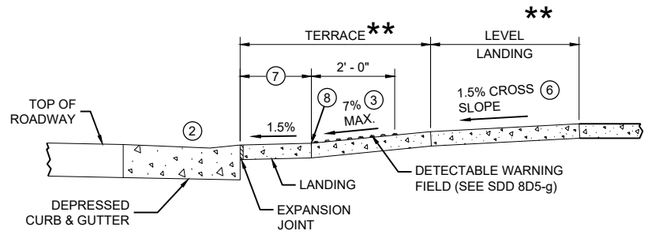
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

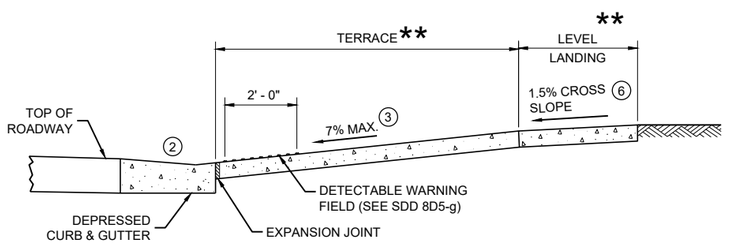


SECTION A - A FOR TYPE 2

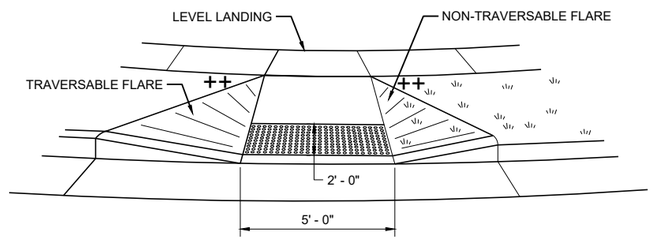
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



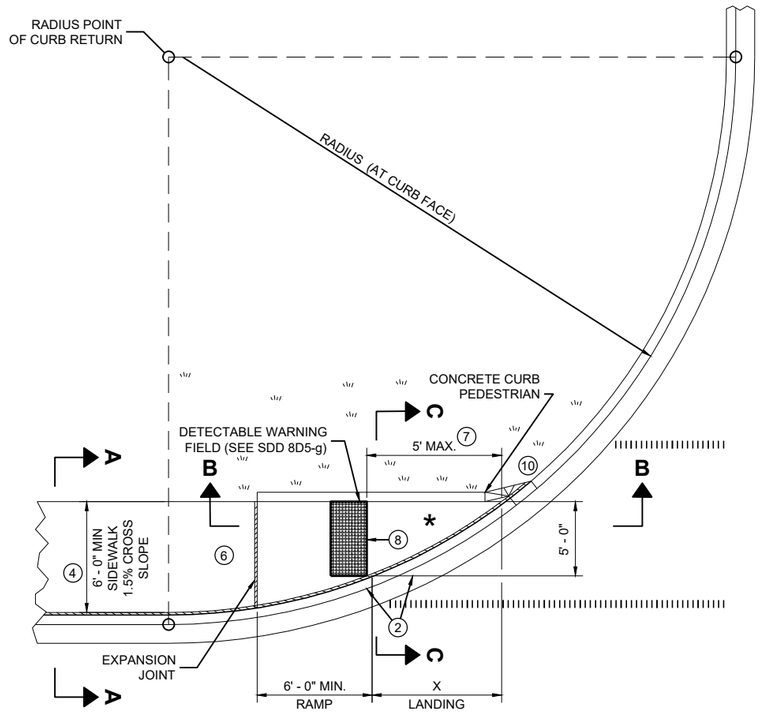
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

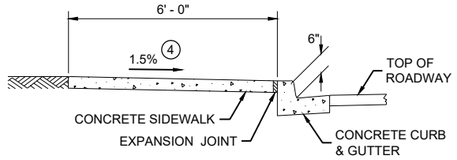


PLAN VIEW

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.

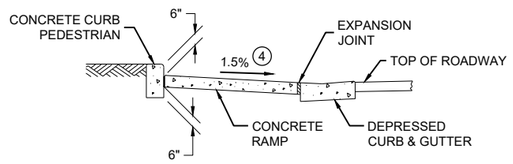
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

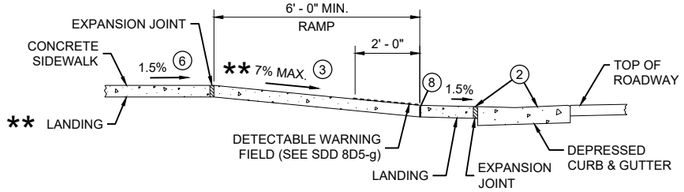
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

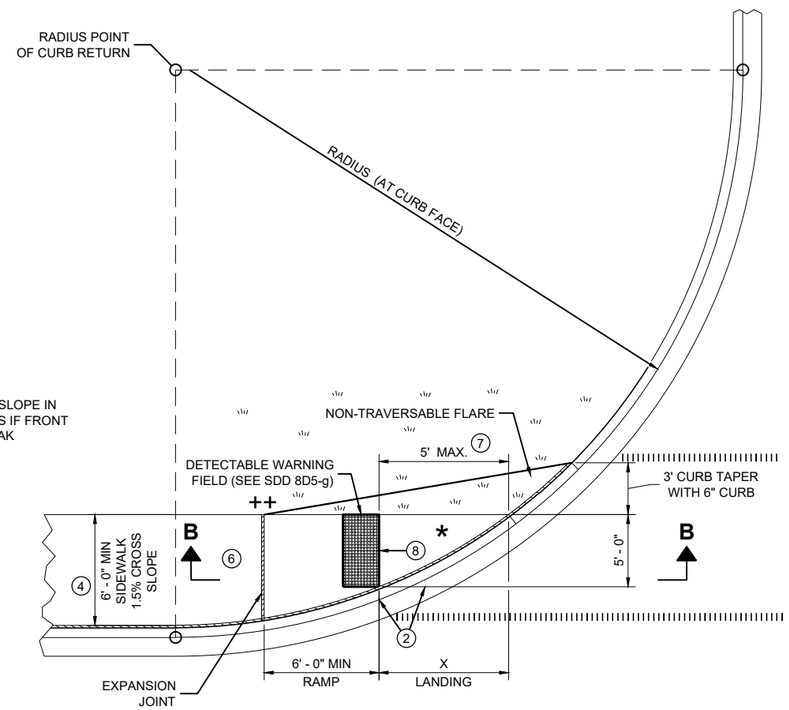


SECTION C - C FOR TYPE 4A



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

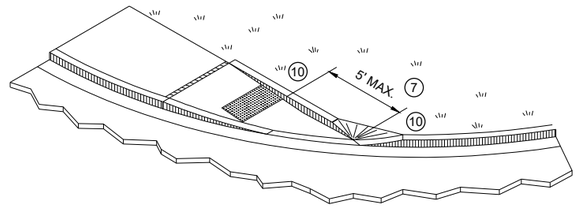
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



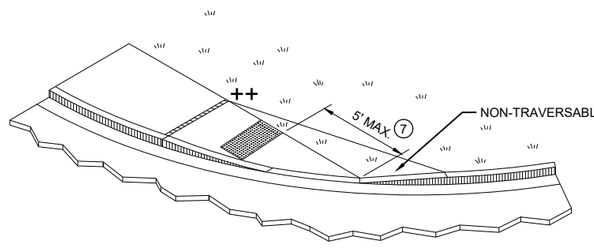
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



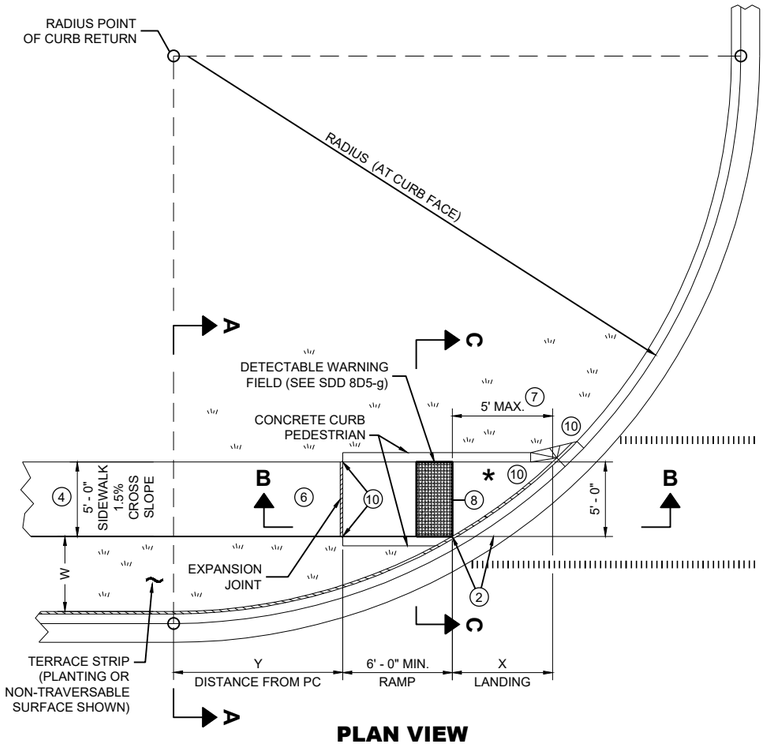
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

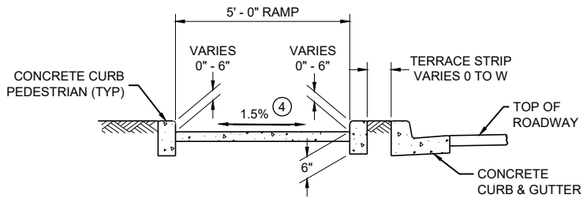
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

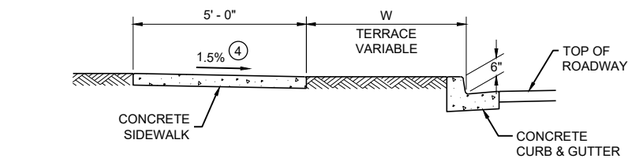
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

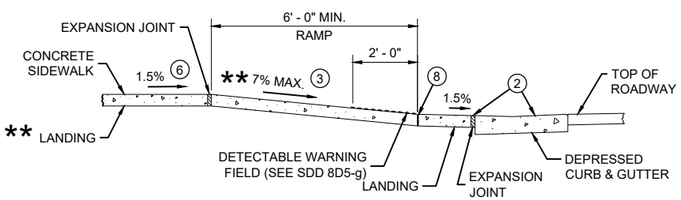
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



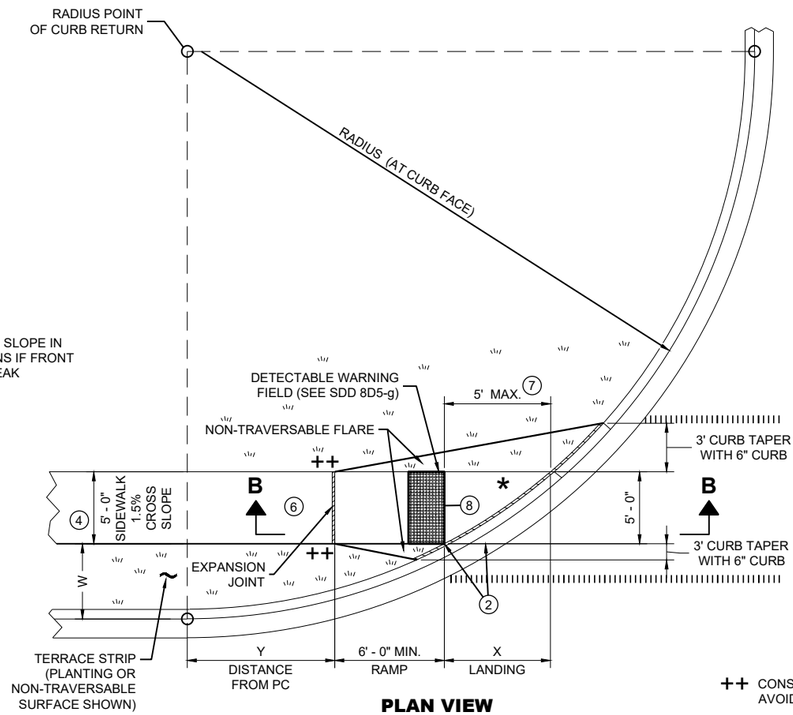
SECTION A - A FOR TYPE 4B



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

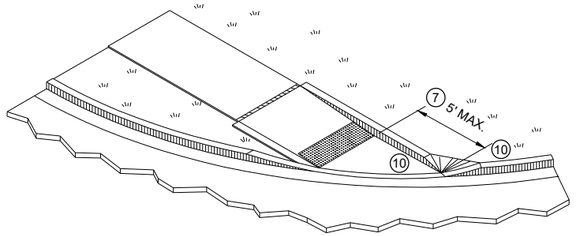
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

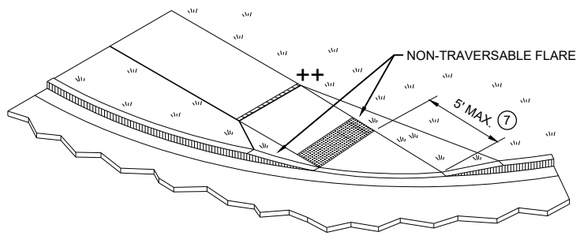


PLAN VIEW
CURB RAMP TYPE 4B1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B

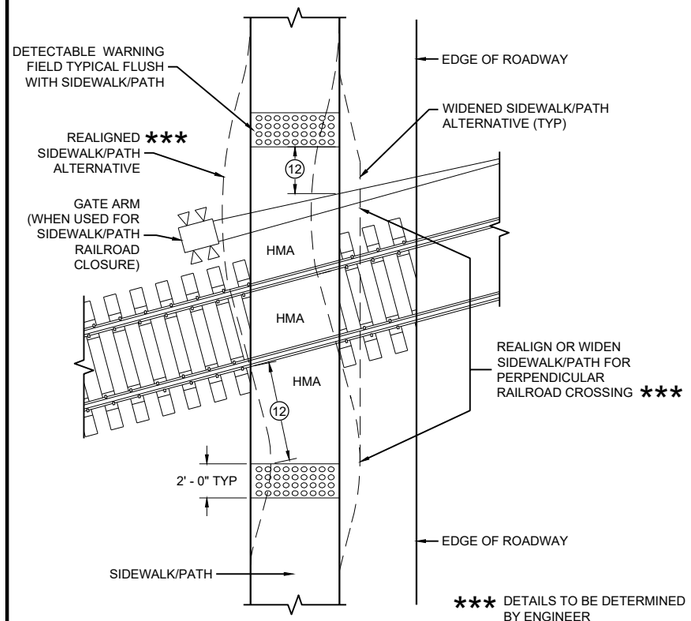


ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

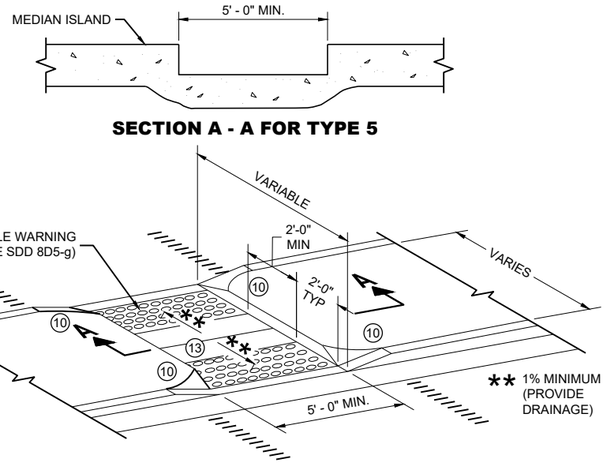
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

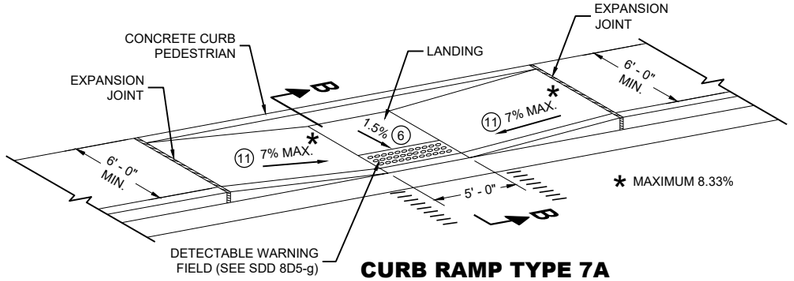
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.

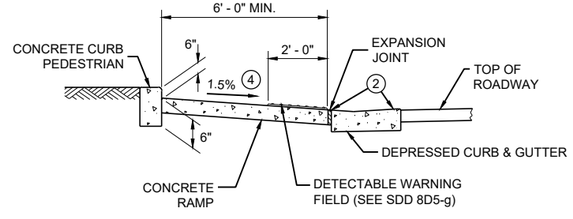
LEGEND

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

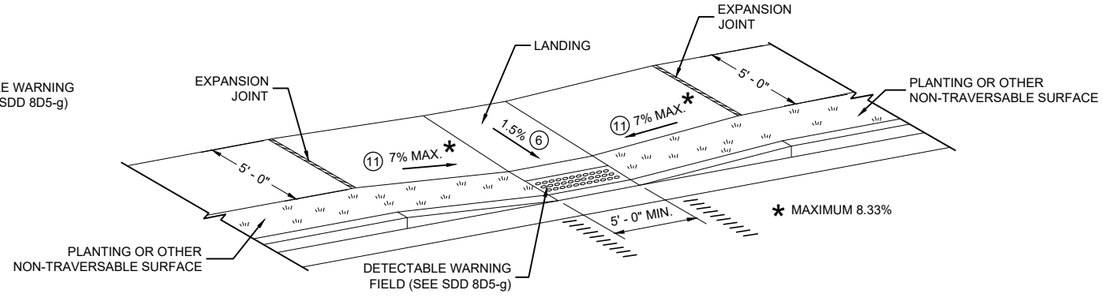


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

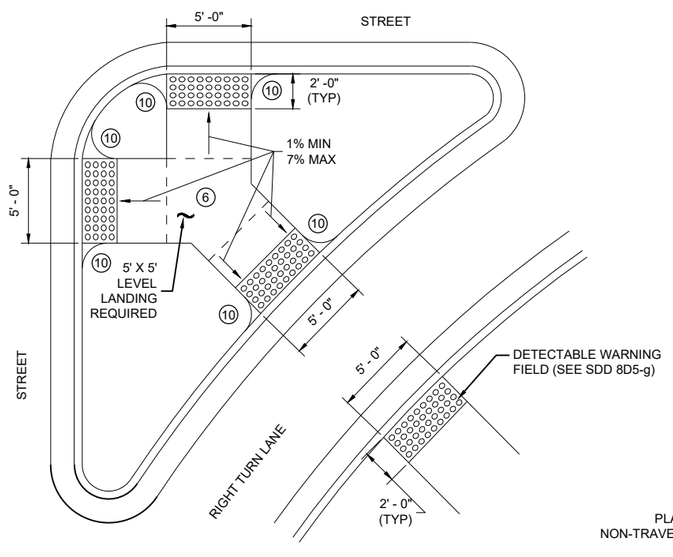


SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 6

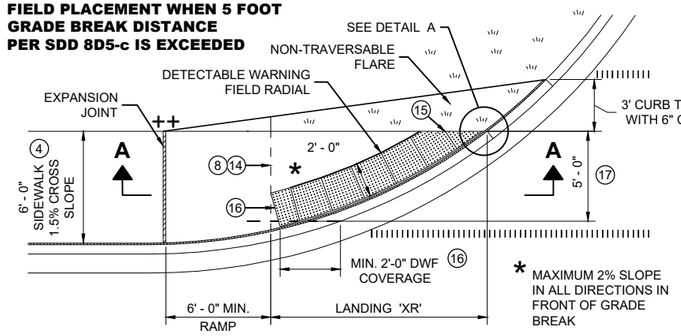
DETECTABLE WARNING AT ISLANDS

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

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

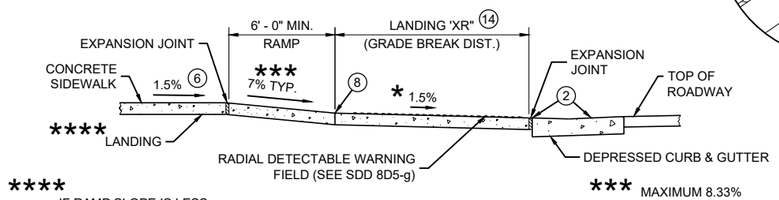
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

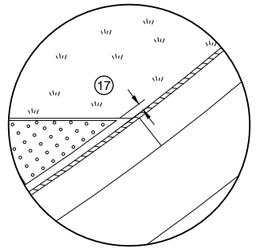


PLAN VIEW

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.

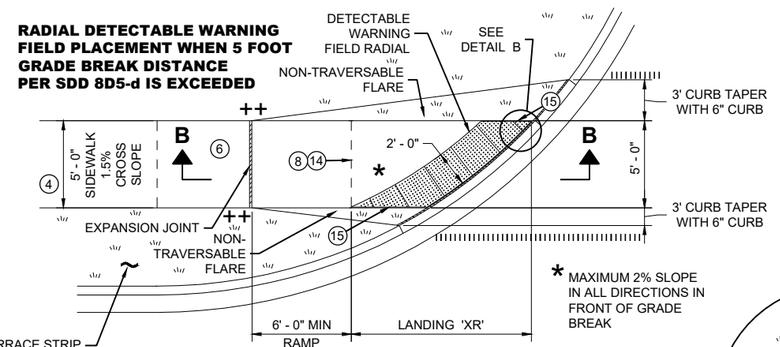
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

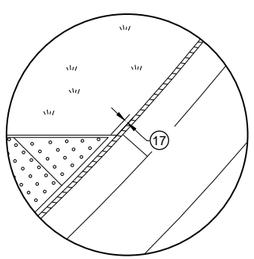
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

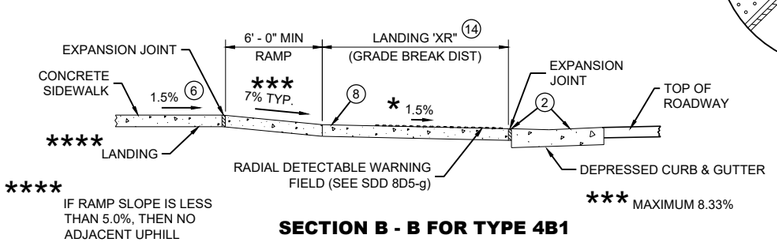


PLAN VIEW

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

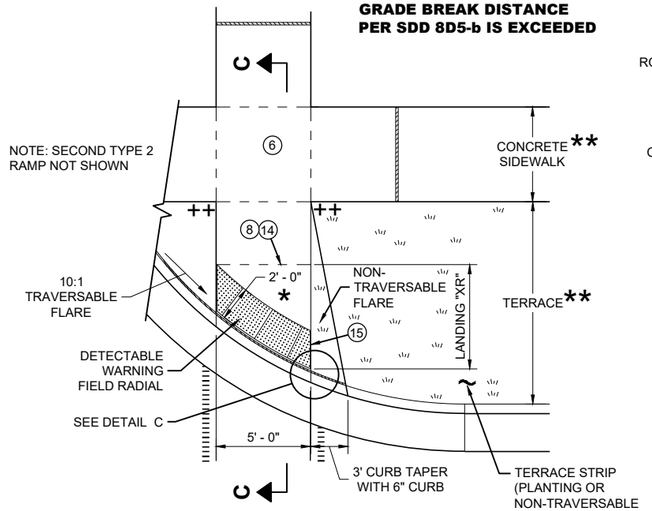


DETAIL B



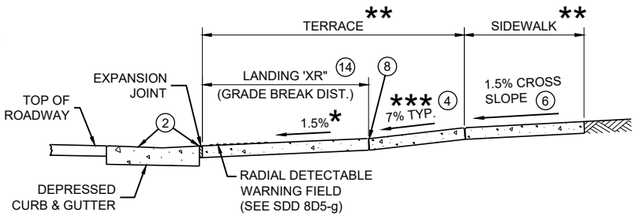
SECTION B - B FOR TYPE 4B1

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

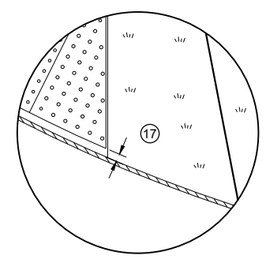


PLAN VIEW

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

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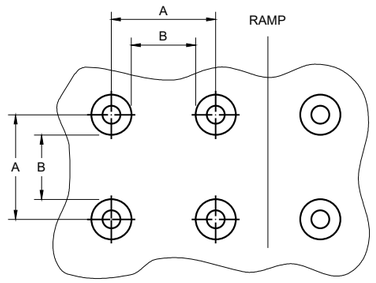
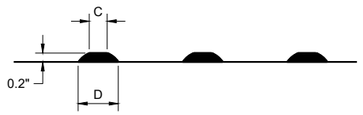
SDD 08D05-21f

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

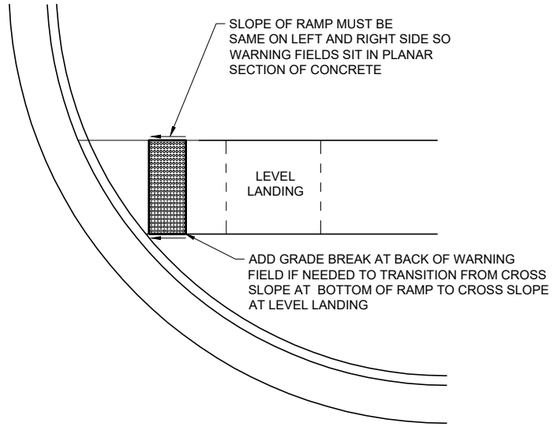
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



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.

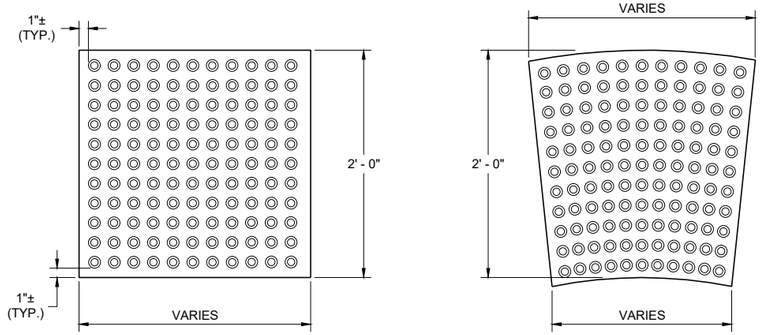
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

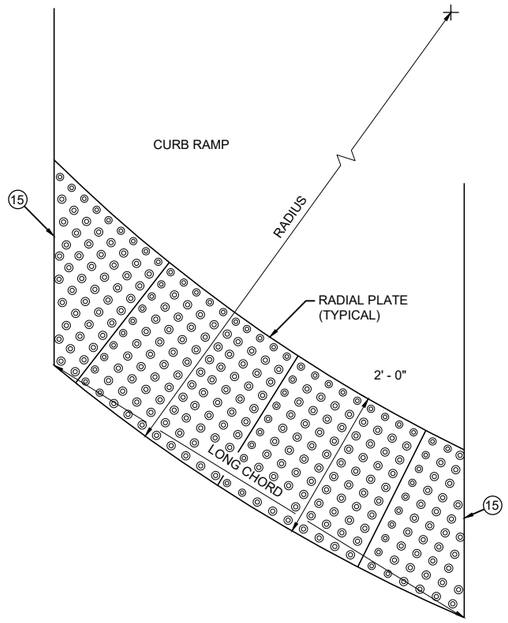
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



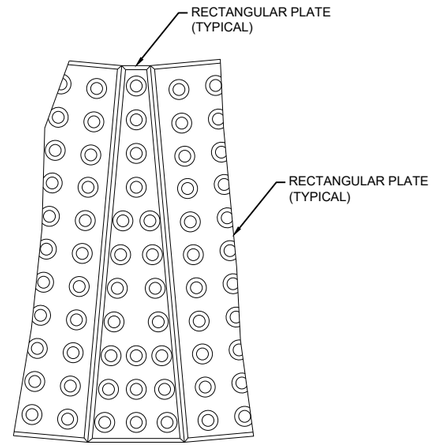
RECTANGULAR PLATES

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

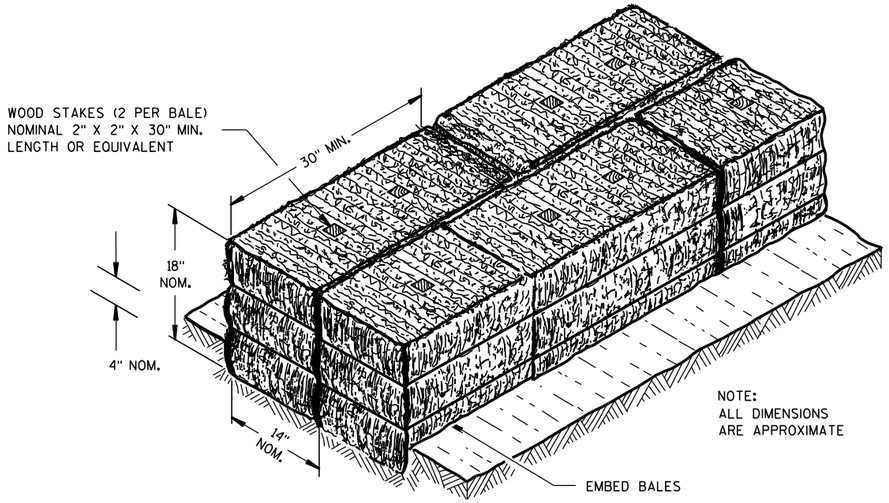
APPROVED

July 2023 — DATE

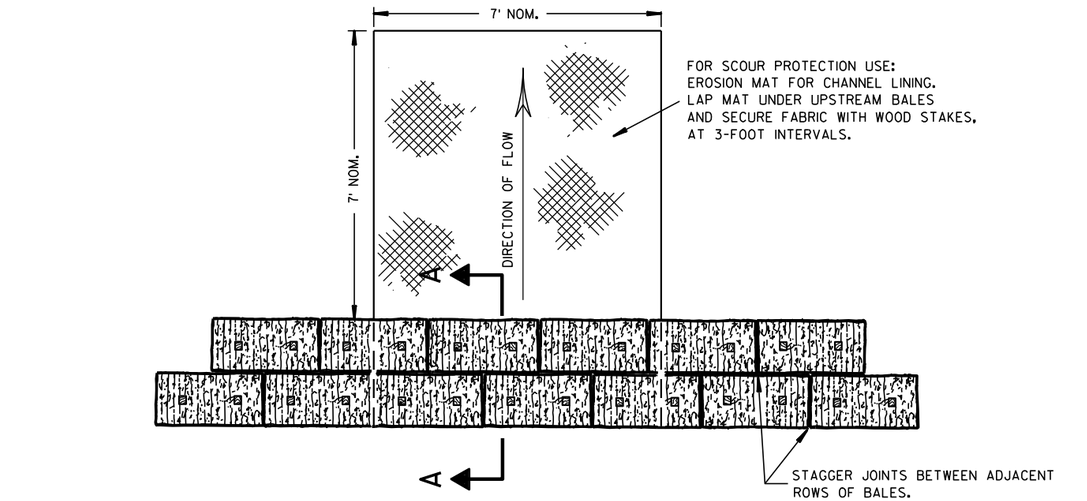
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

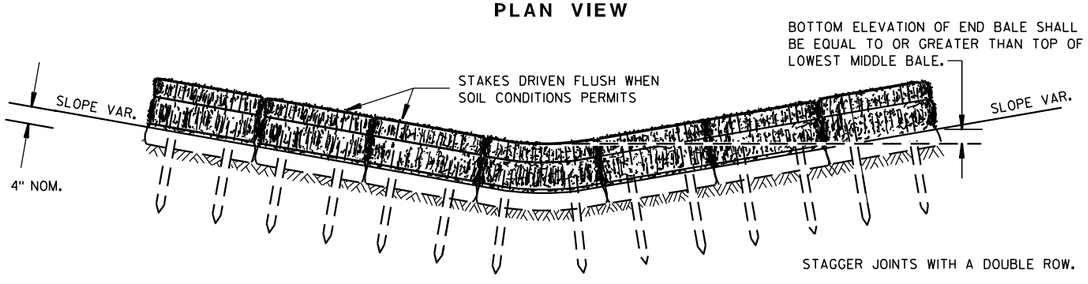
6
SDD 08D05-21g



SECTION A-A



PLAN VIEW



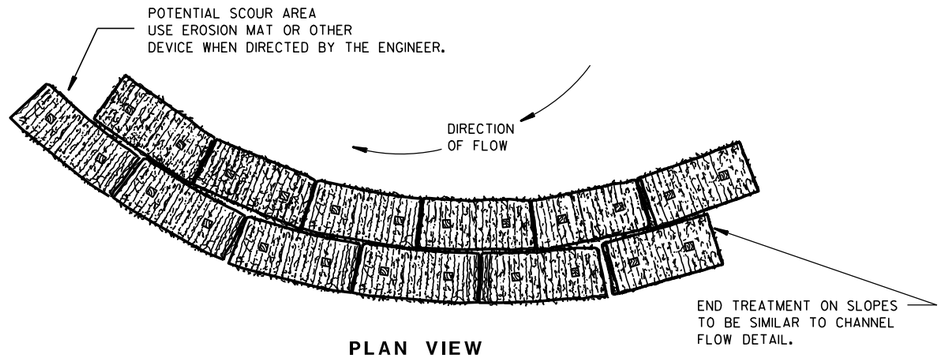
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

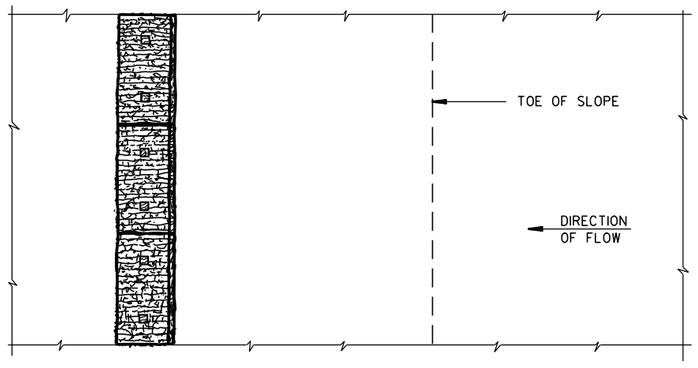
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

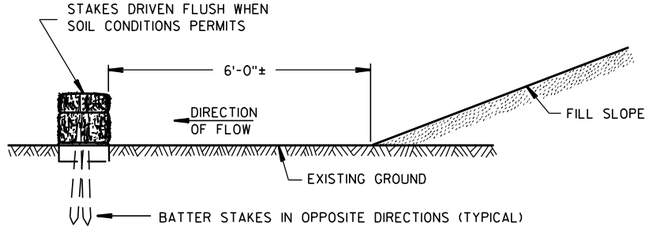


PLAN VIEW

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

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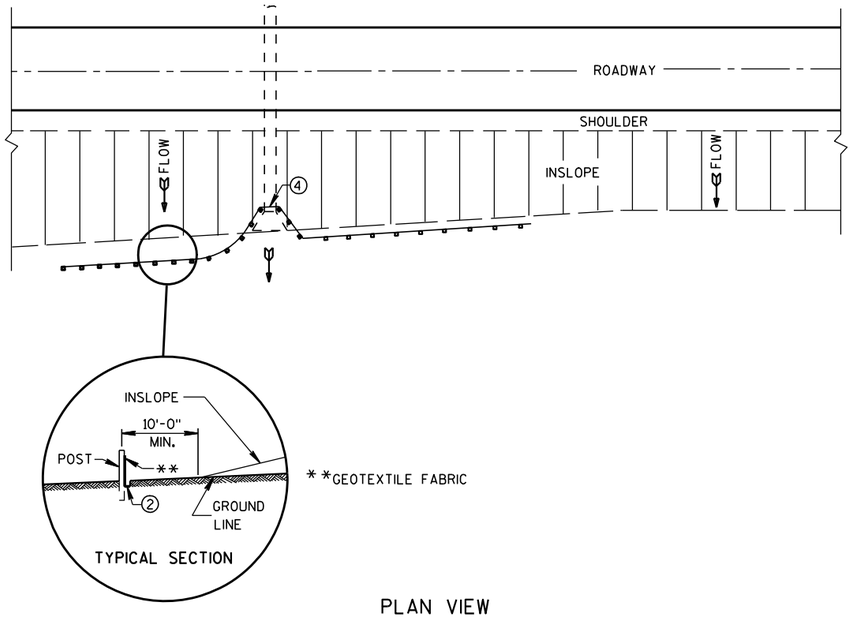
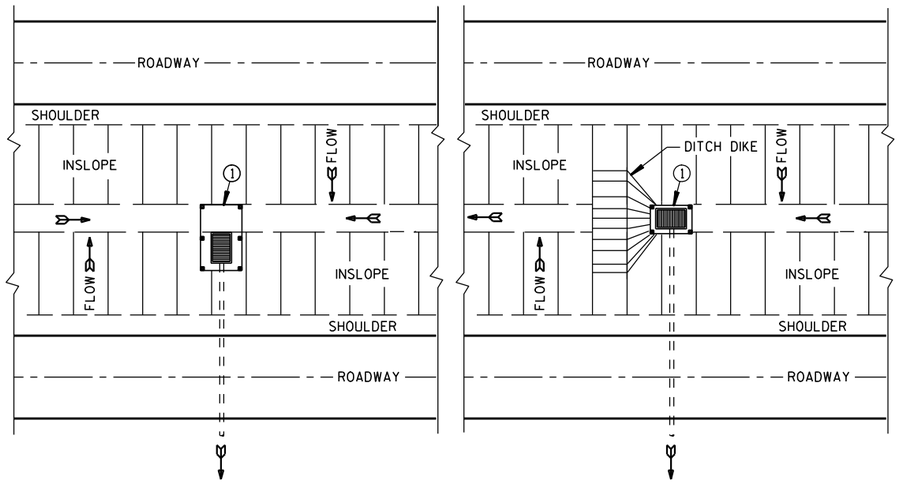
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



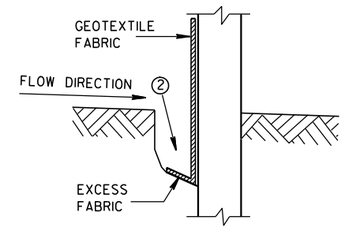
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

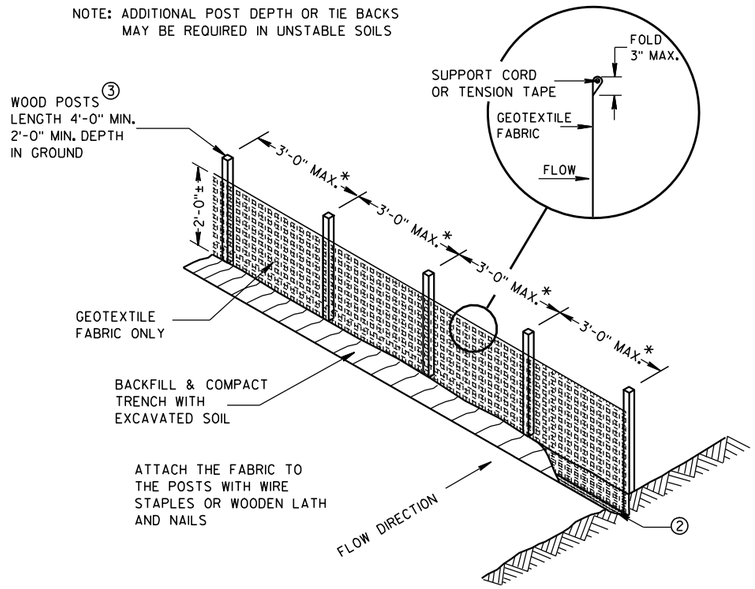
GENERAL NOTES

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.

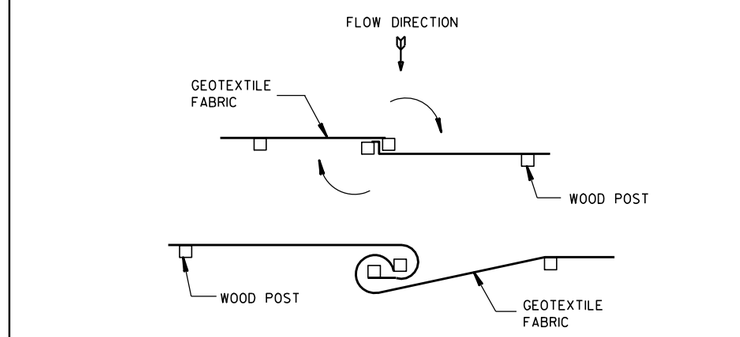


TRENCH DETAIL

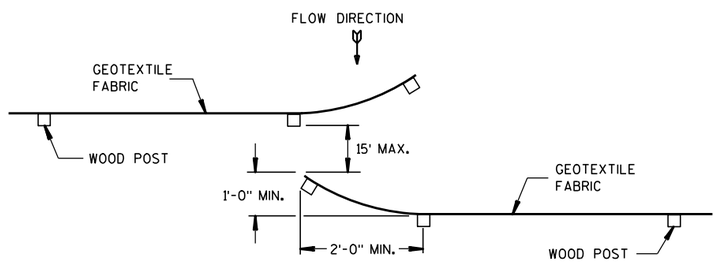


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

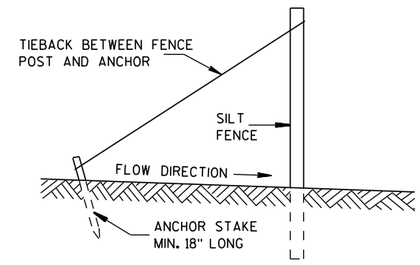


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 8 E 9-6

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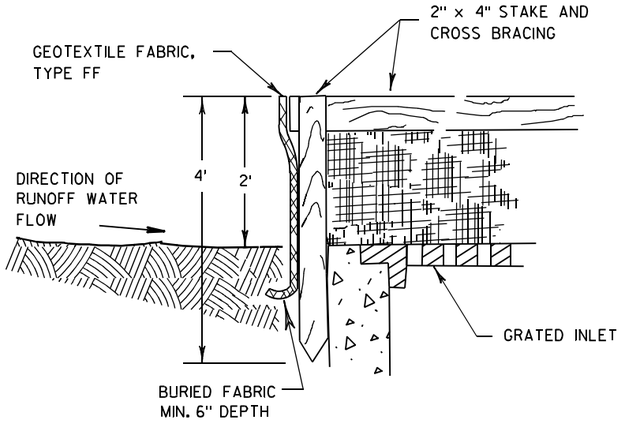
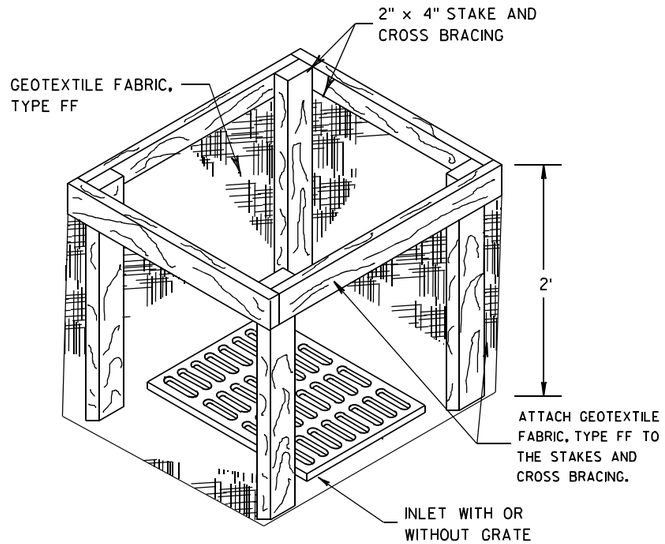
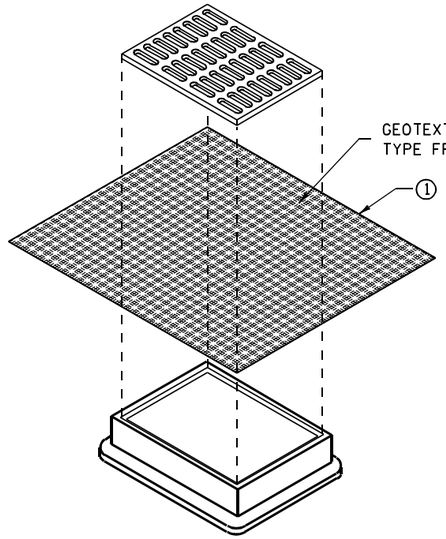
S.D.D. 8 E 9-6



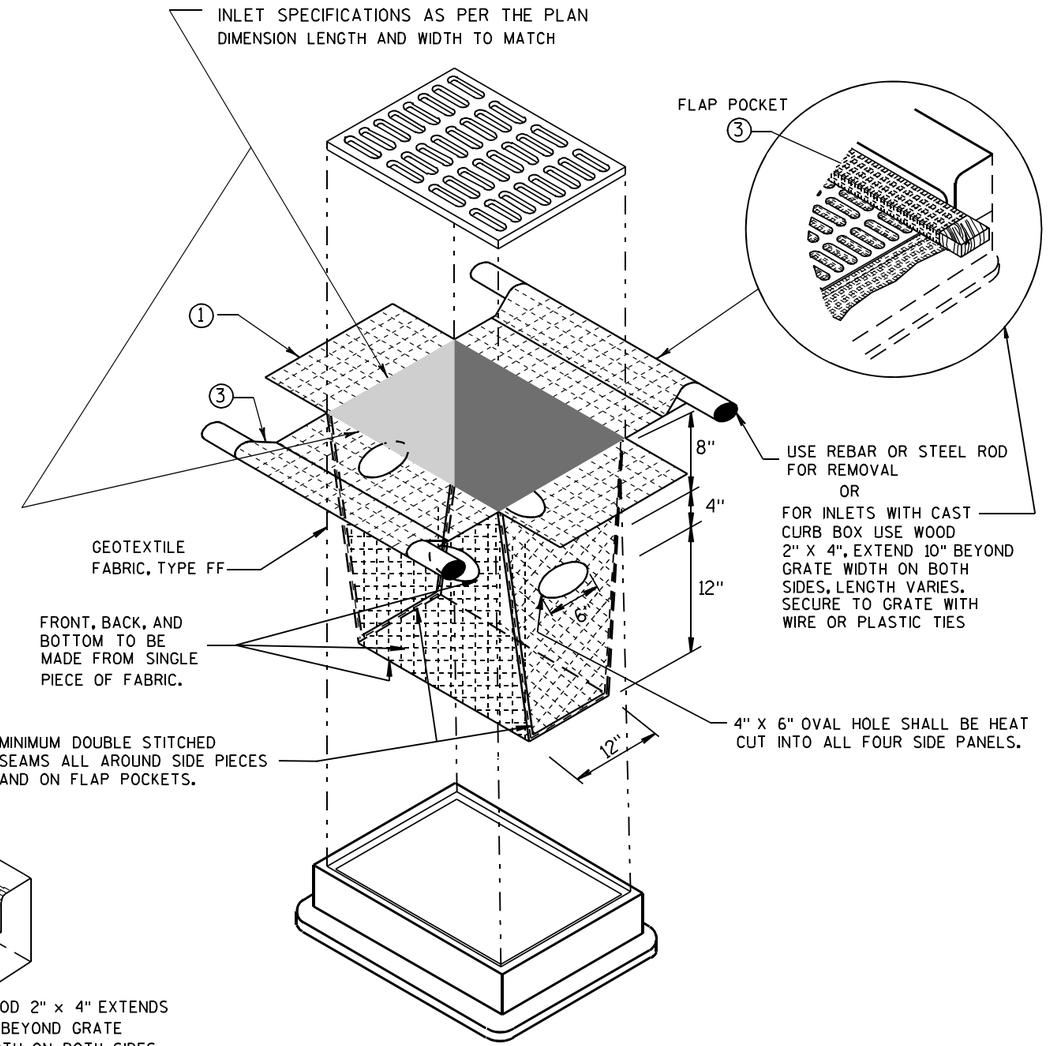


INLET PROTECTION, TYPE A



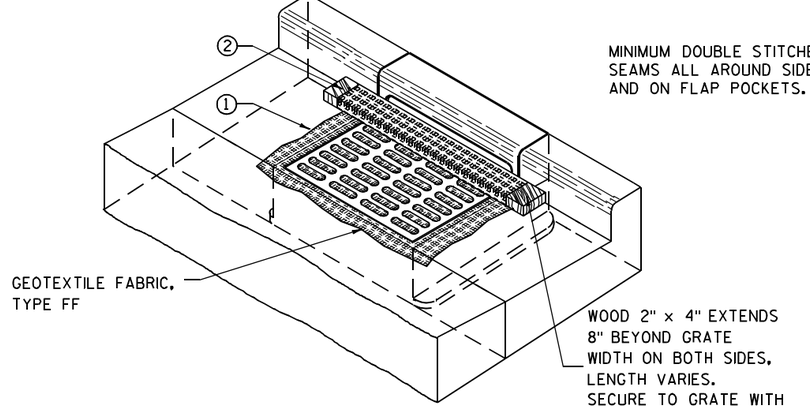
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

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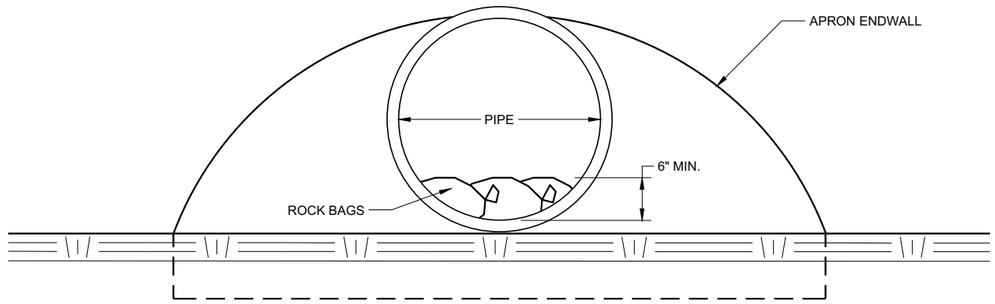
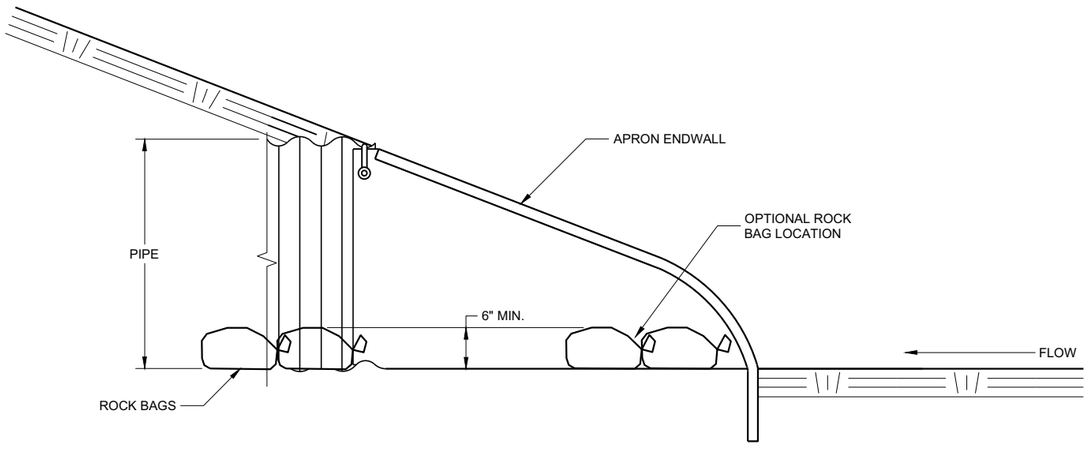
S.D.D. 8 E 10-2



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

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

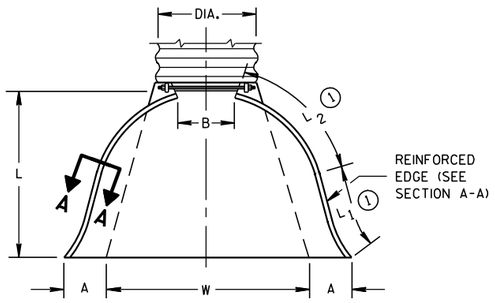
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

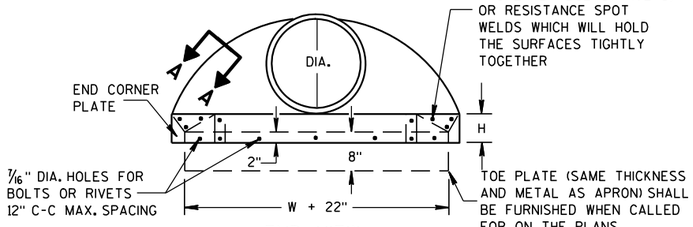
REINFORCED CONCRETE APRON ENDWALLS

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

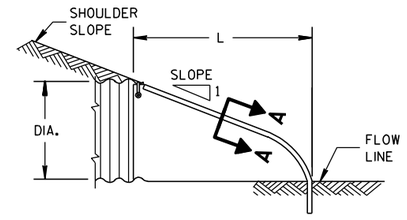
*MINIMUM
**MAXIMUM



PLAN VIEW

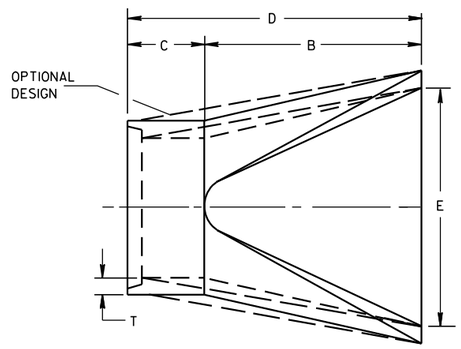


END VIEW

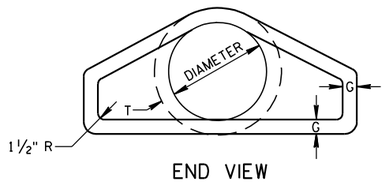


SIDE ELEVATION

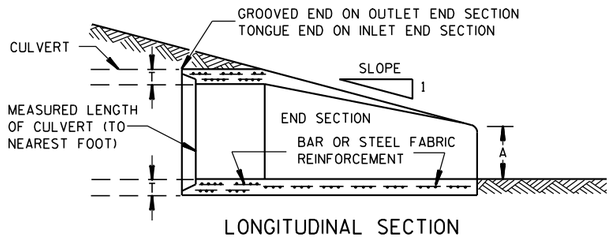
METAL ENDWALLS



PLAN

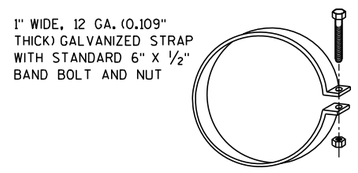


END VIEW



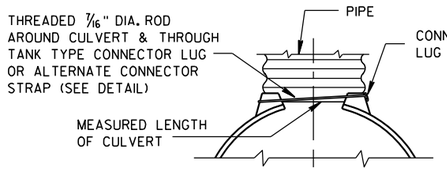
LONGITUDINAL SECTION

CONCRETE ENDWALLS

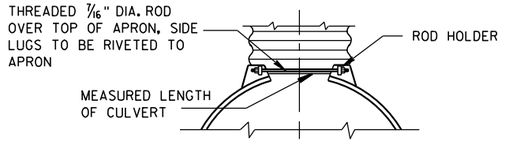


ALTERNATE FOR TYPE 1 CONNECTION

END SECTION CONNECTOR STRAP

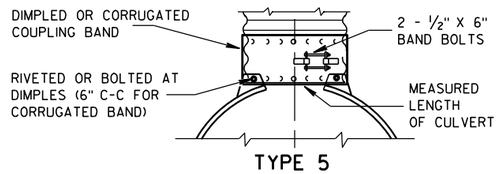


TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

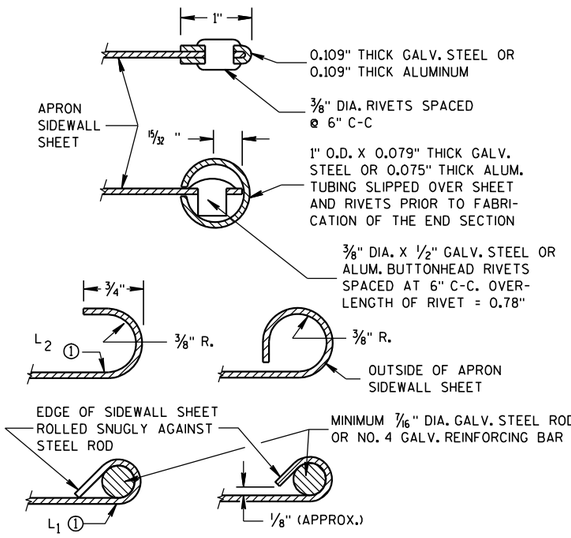
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

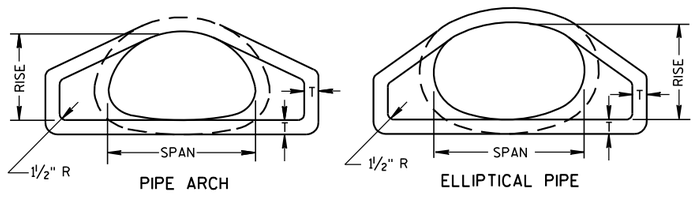
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

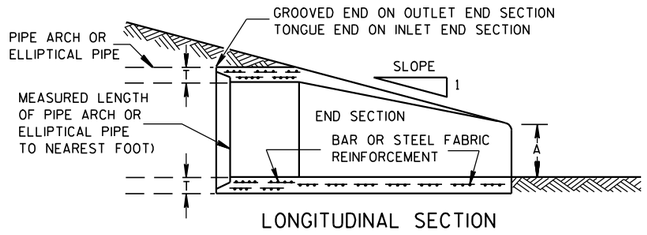
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

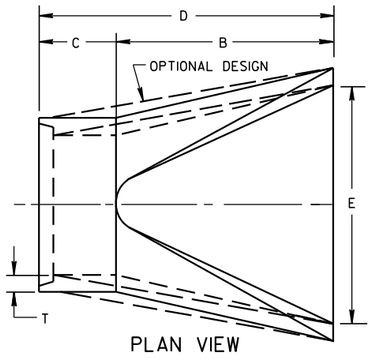
S.D.D. 8 F 1-11



END VIEW

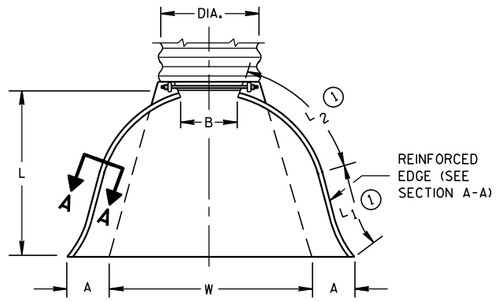


LONGITUDINAL SECTION

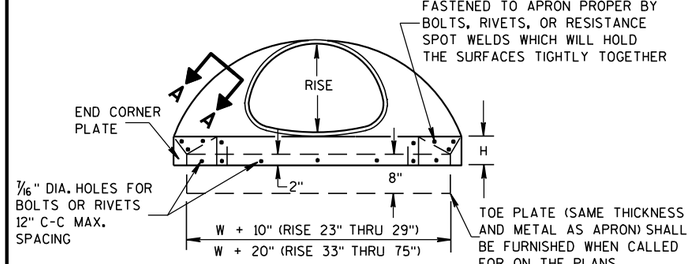


PLAN VIEW

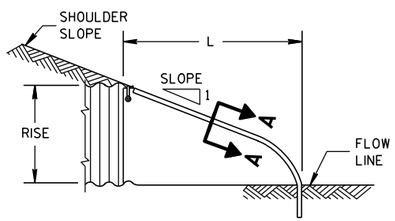
CONCRETE ENDWALLS



PLAN VIEW

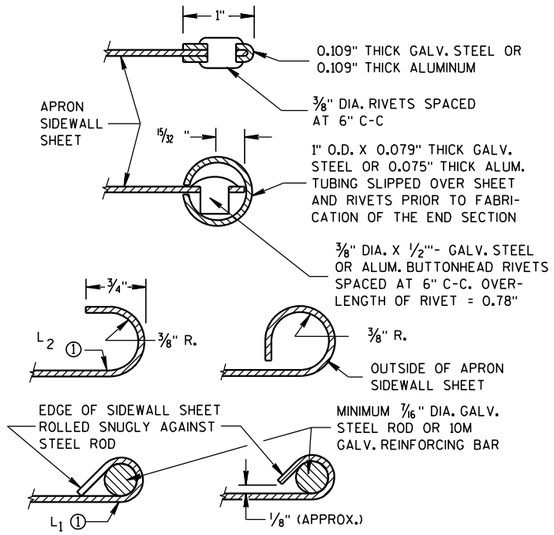


END VIEW



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

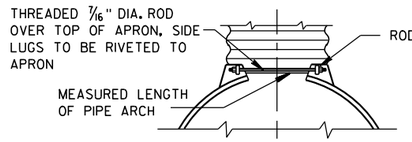
REINFORCED CONCRETE PIPE ARCH

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

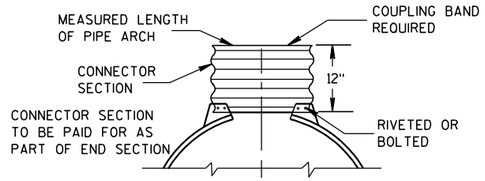
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48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

**NOMINAL SIZE



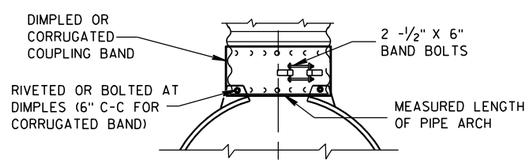
TYPE 2

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

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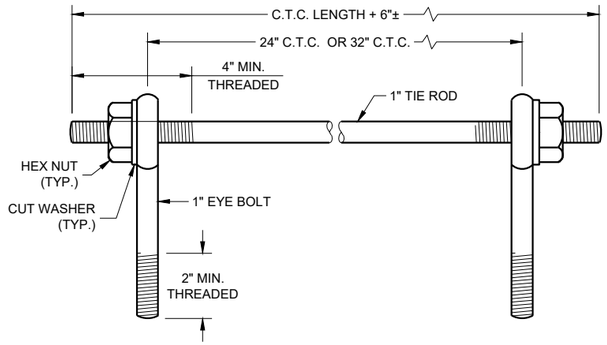
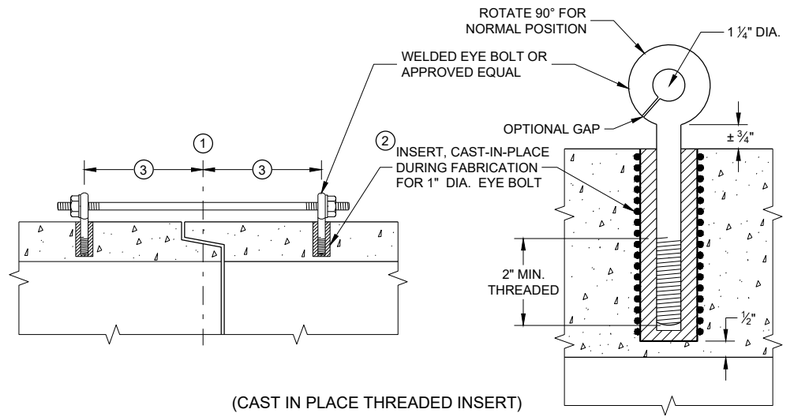
S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

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

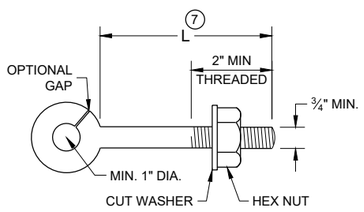
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

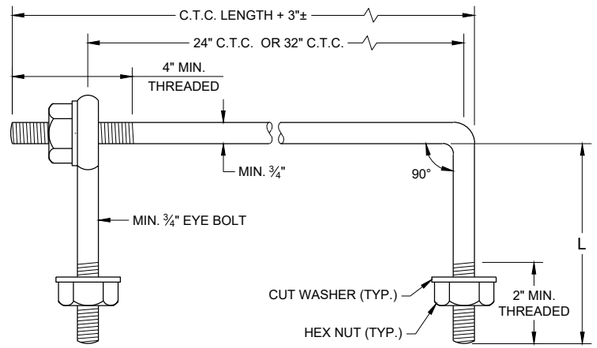
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

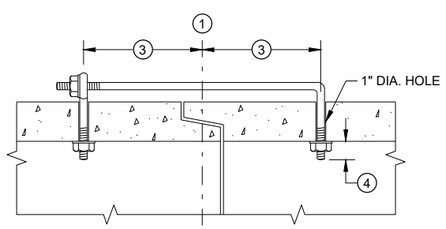


EYE BOLT (7)

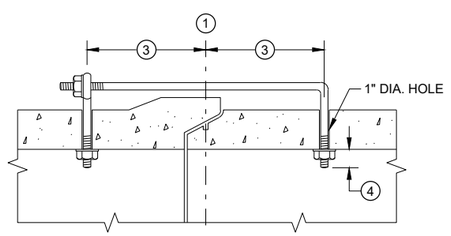
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

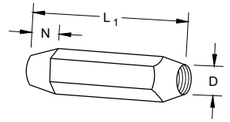
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



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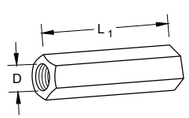
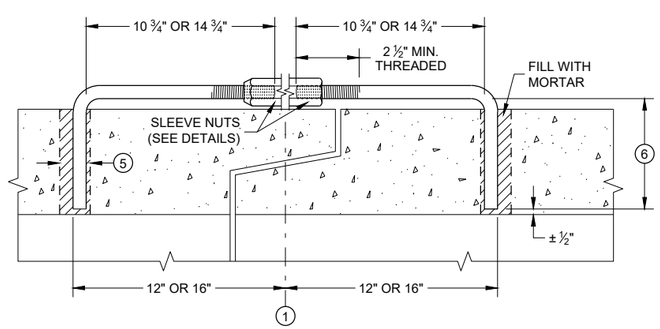


PLAIN

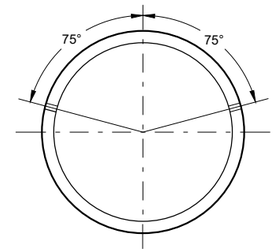
RIGHT AND LEFT THREADS

SLEEVE NUTS



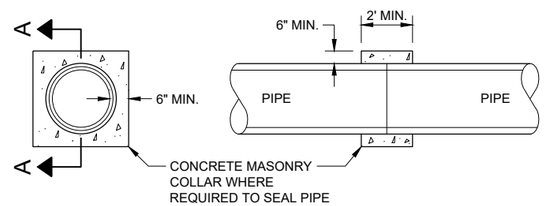
LONGITUDINAL SECTION

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

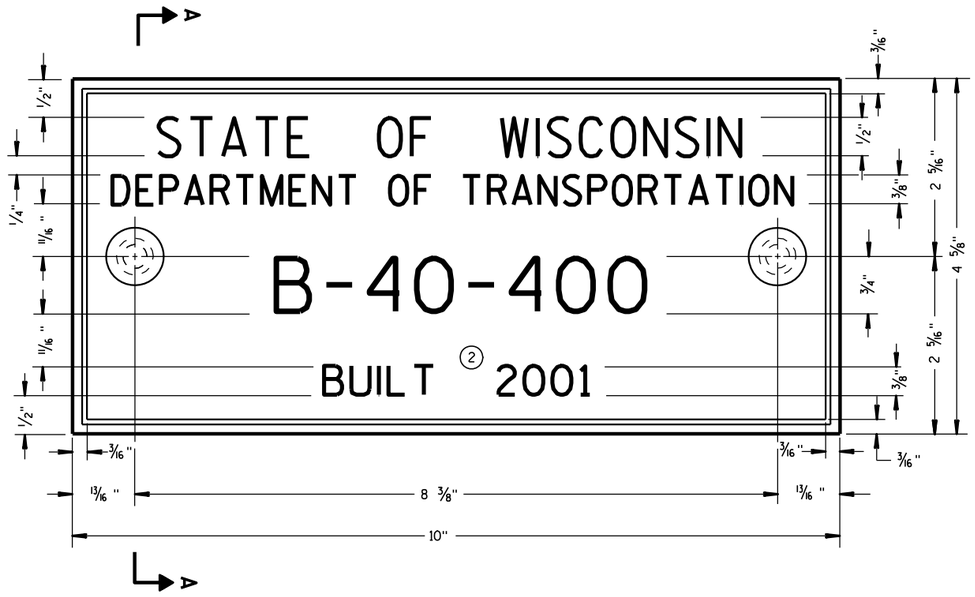
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

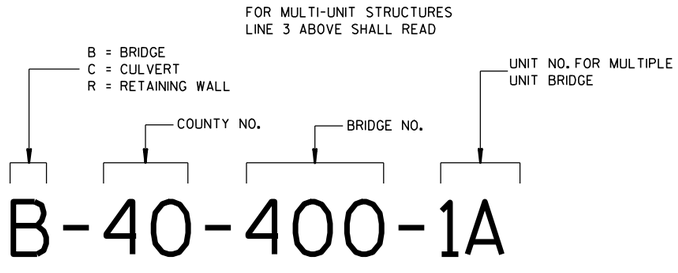
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

SDD 08F04 - 08

SDD 08F04 - 08



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

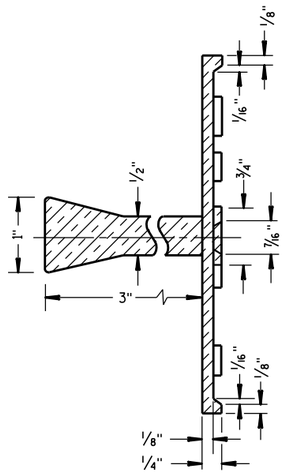
GENERAL NOTES

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

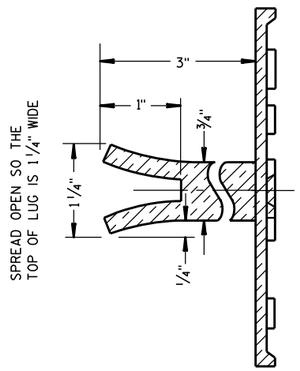
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

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

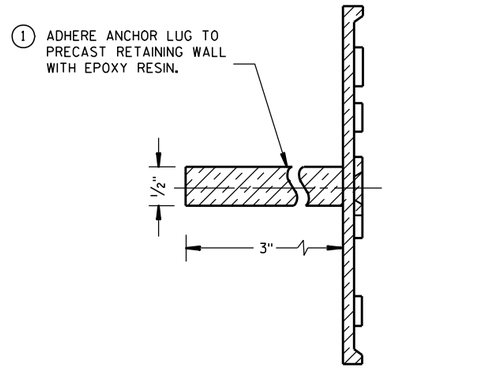
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck -- CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

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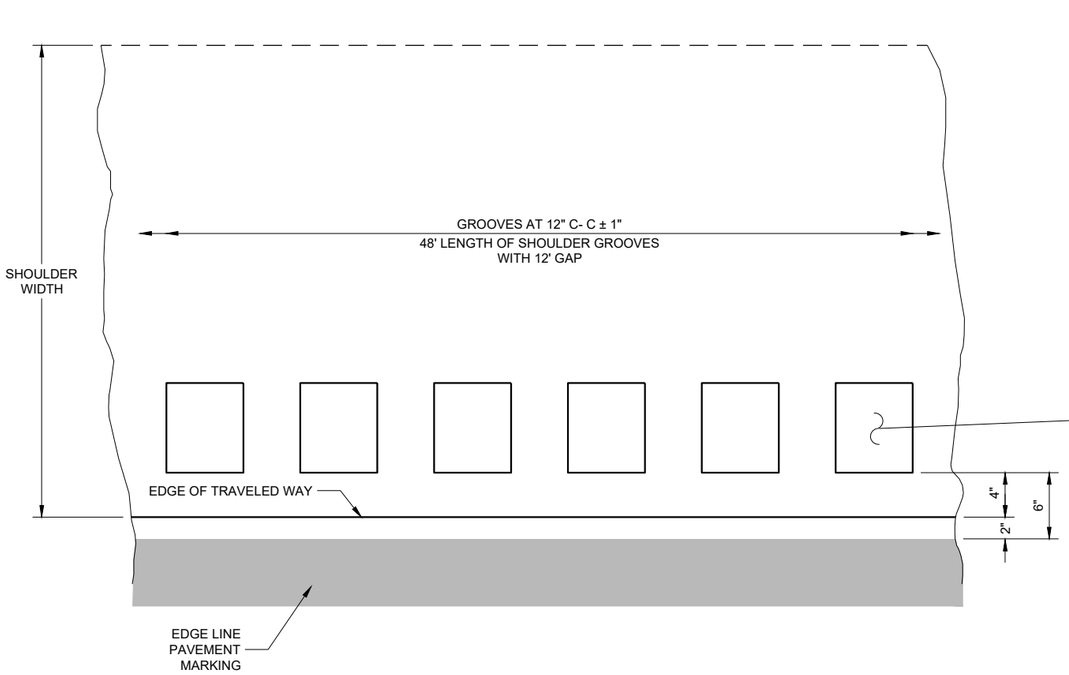
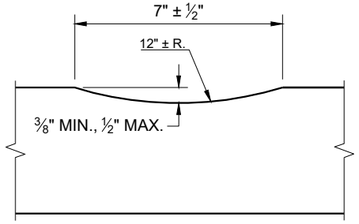
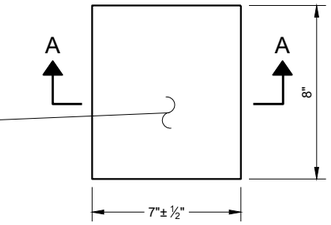
S.D.D. 12 A 3-10



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

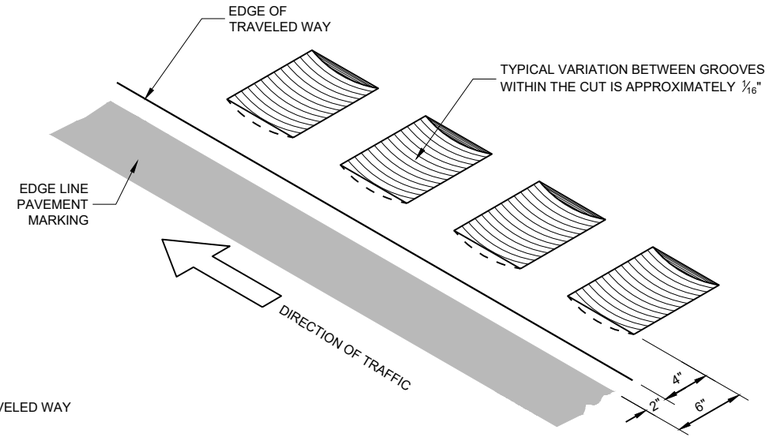


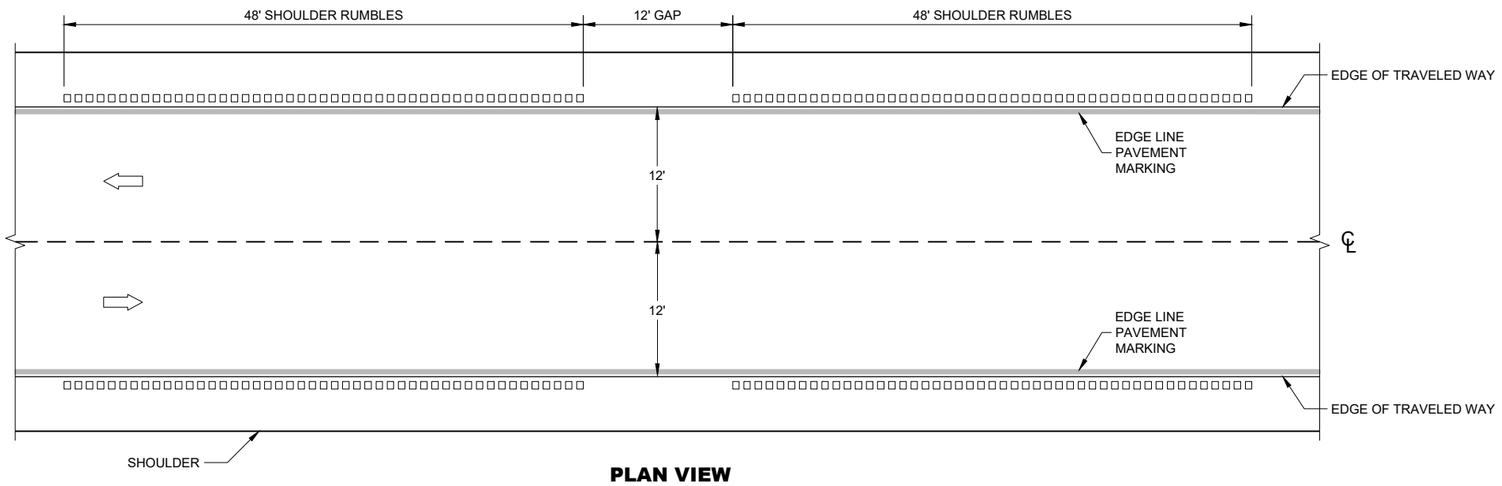
PLAN VIEW
(SINGLE GROOVE)

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

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SDD 13A10 - 03a

SHOULDER RUMBLE STRIPS ASPHALT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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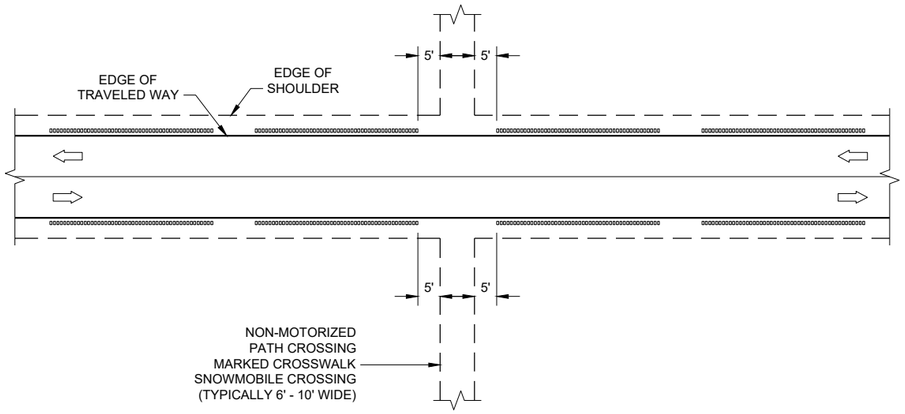
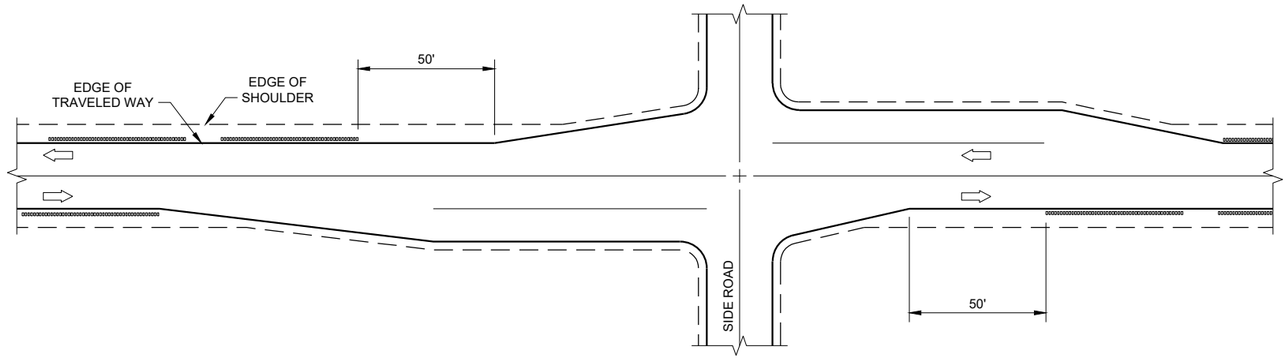
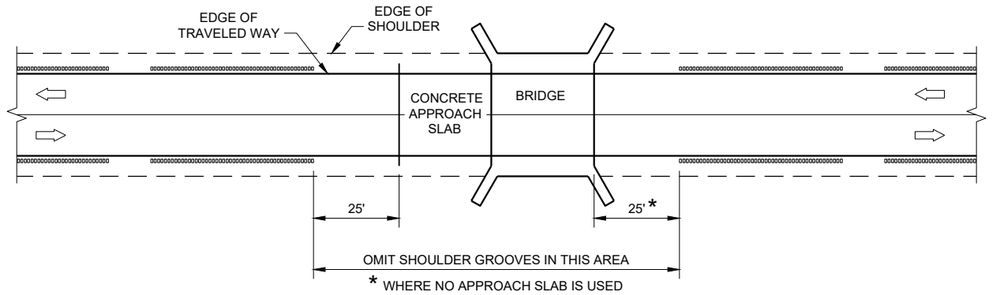
SDD 13A10 - 03a



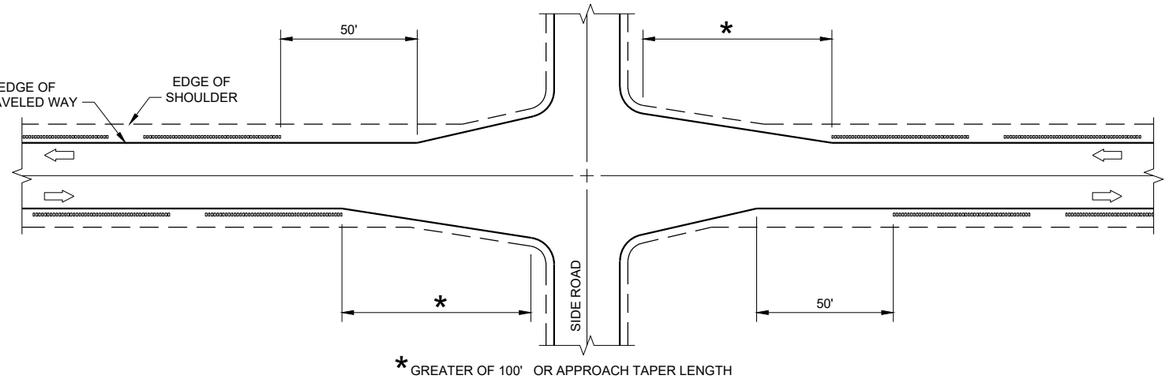
GROOVES AT MISCELLANEOUS CROSSINGS



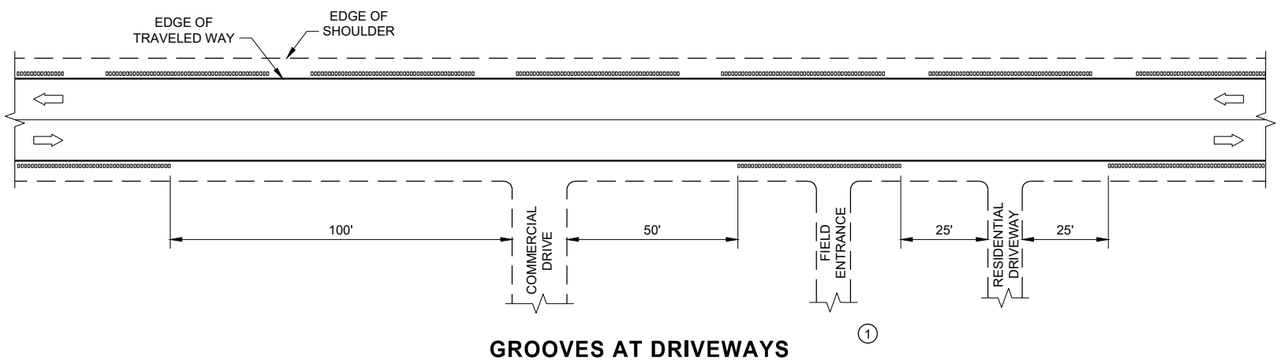
GROOVES AT RIGHT TURN LANE



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
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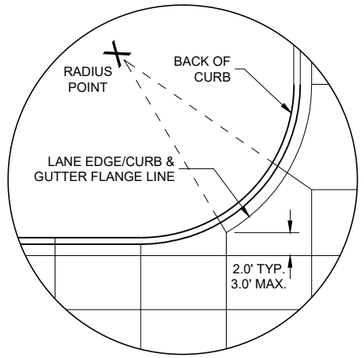
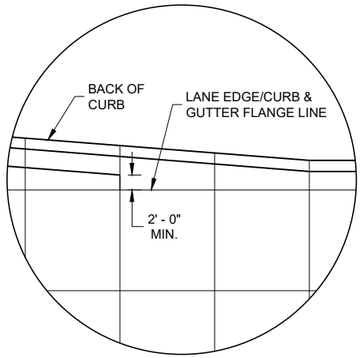
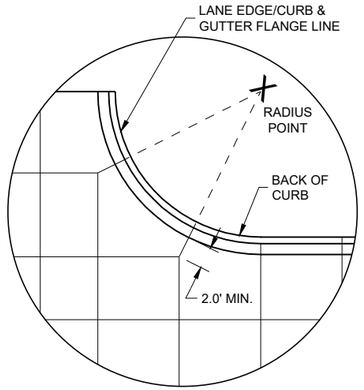
SDD 13A10 - 03g



DETAIL "A"



DETAIL "B"



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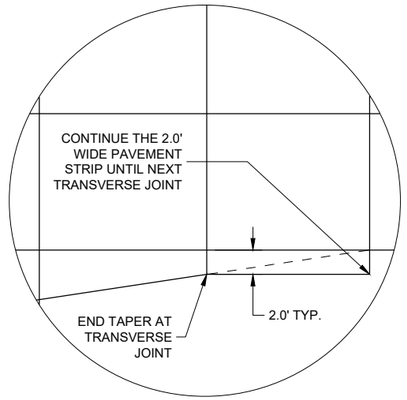


DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

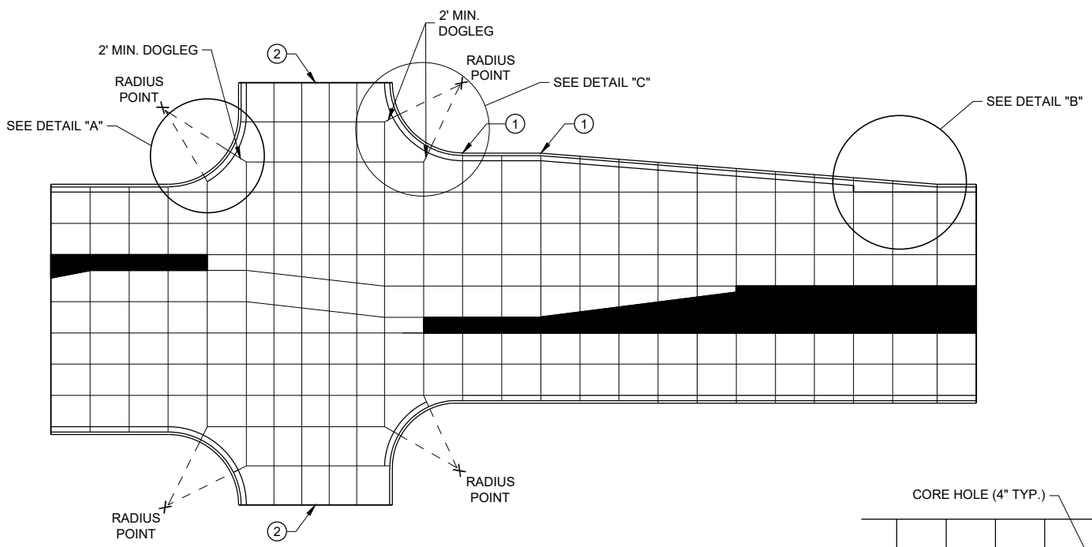
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

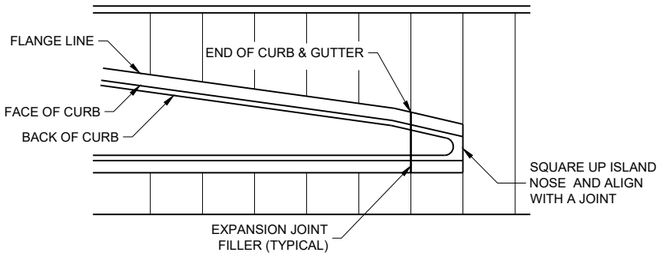
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



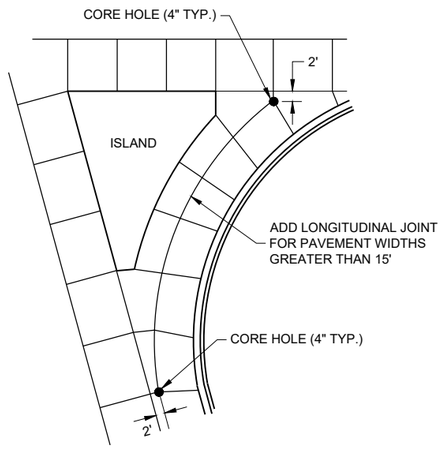
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

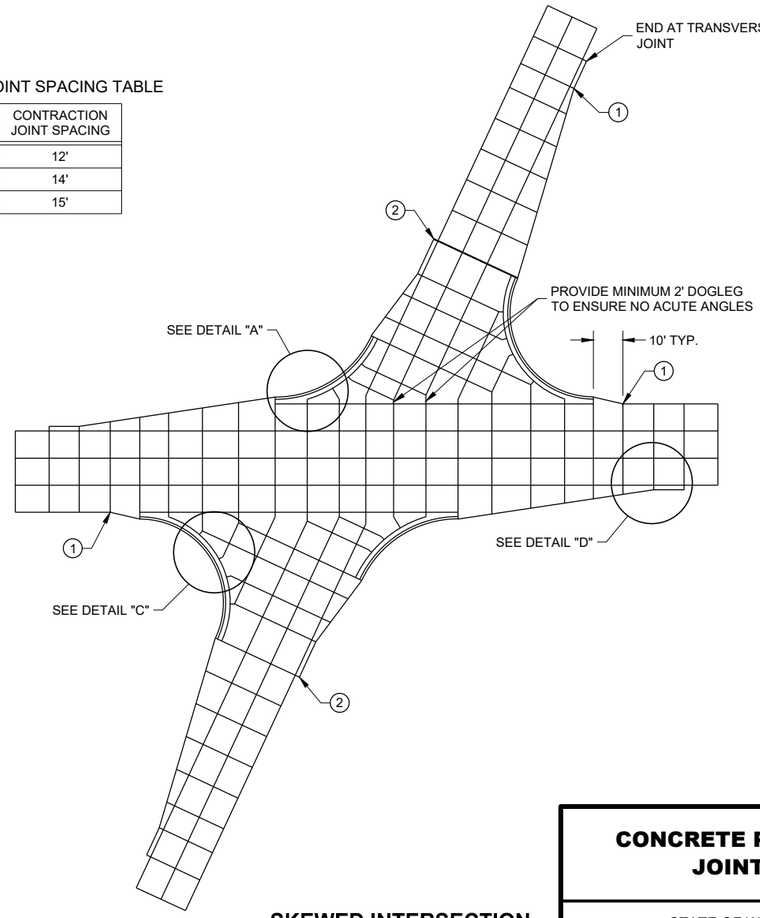
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



APPROACH TO MEDIAN



LARGE RIGHT TURN



SKEWED INTERSECTION

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
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SDD 13C18 - 08a

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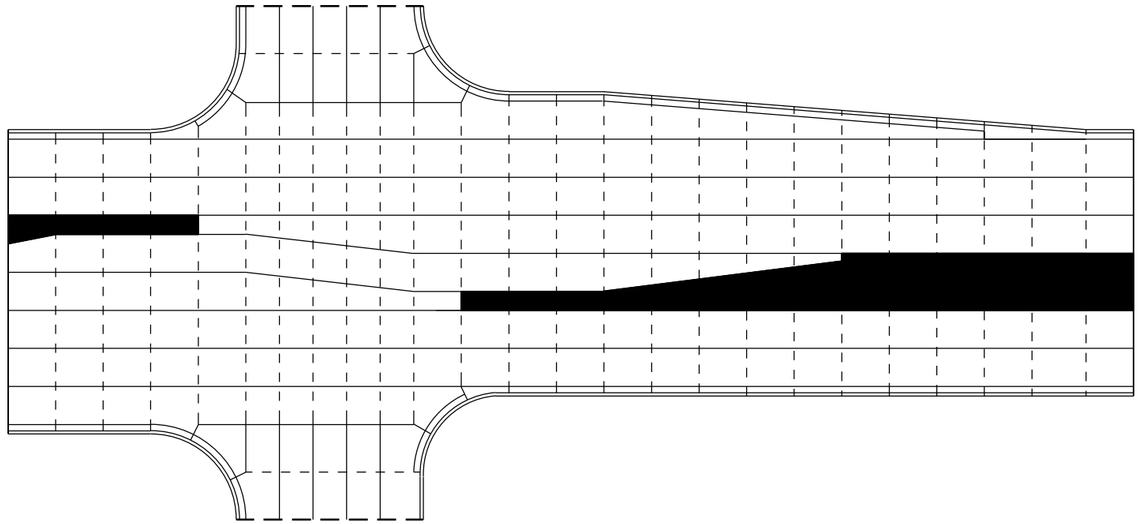
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

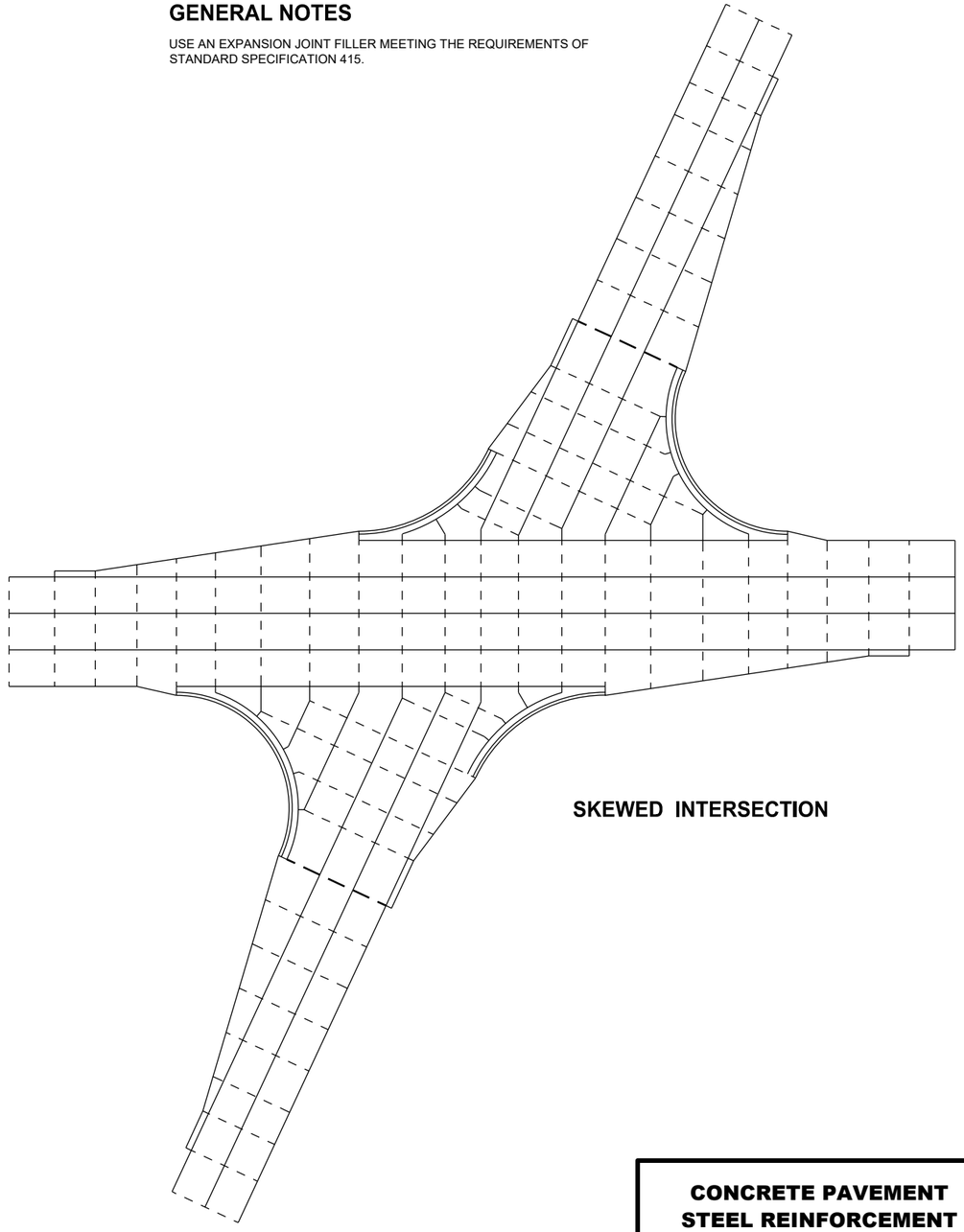
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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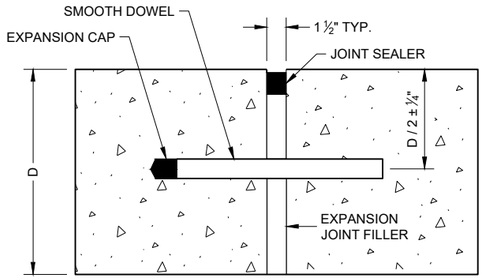
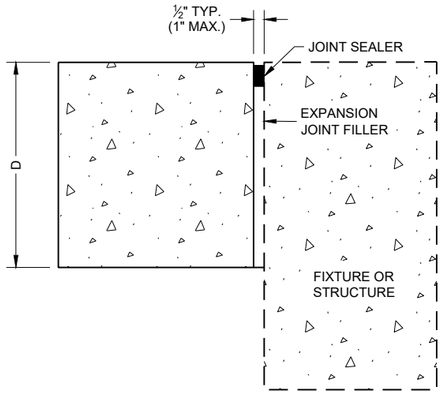
SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

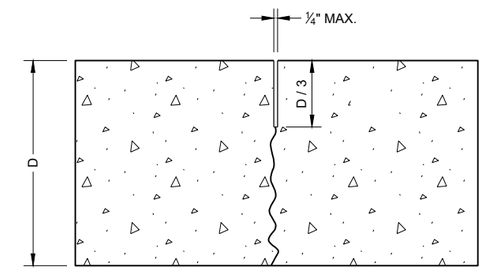
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

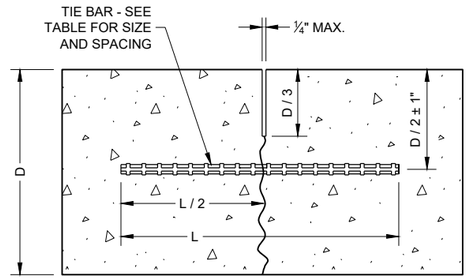
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

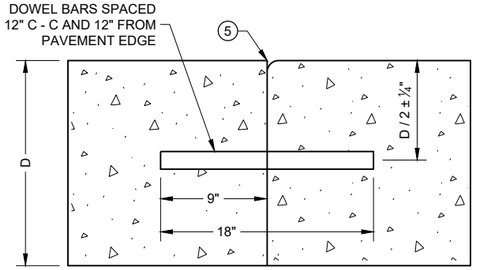
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



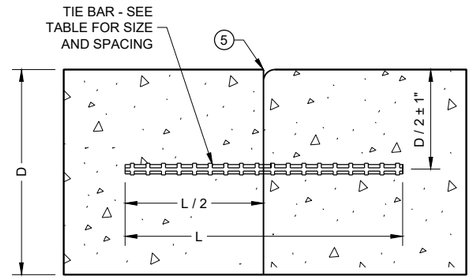
UNDOWELED TRANSVERSE



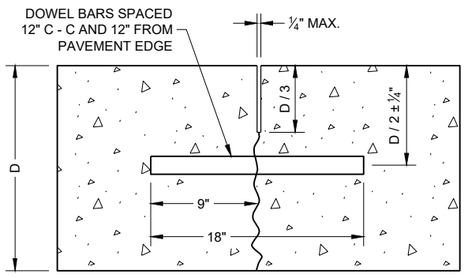
TIED LONGITUDINAL



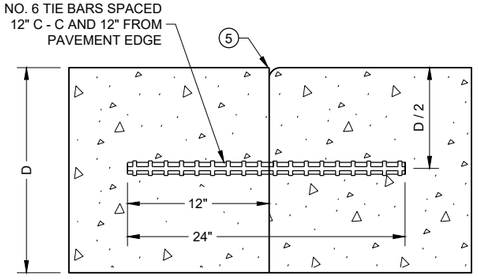
DOWELED TRANSVERSE (3)



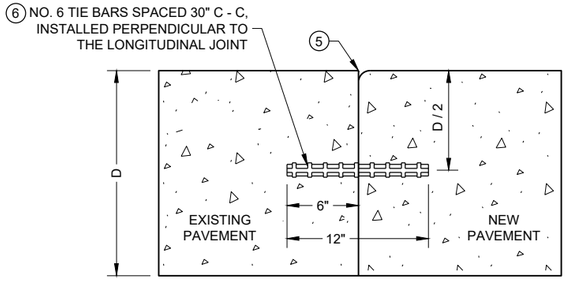
TIED LONGITUDINAL



DOWELED TRANSVERSE



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)

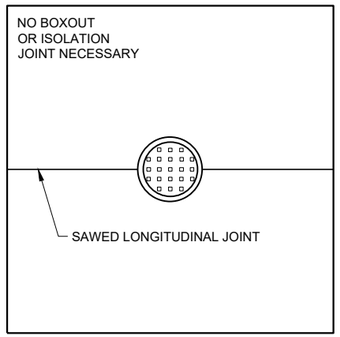


TIED LONGITUDINAL TO EXISTING

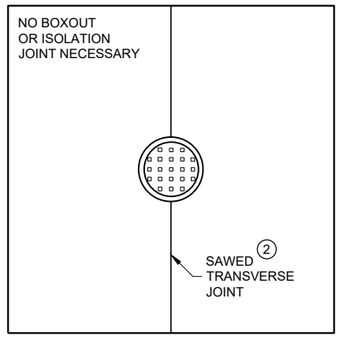
CONTRACTION JOINTS (2)

CONSTRUCTION JOINTS (4)

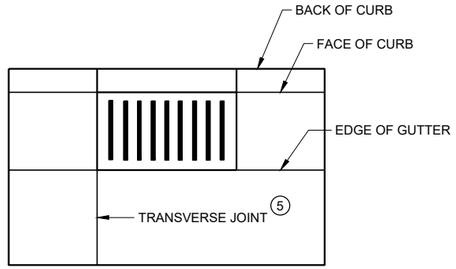
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



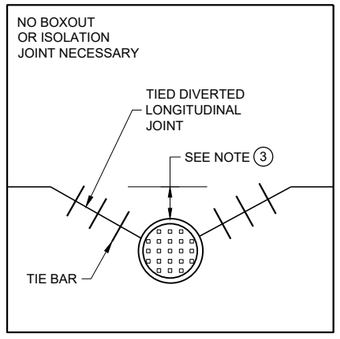
MANHOLE WITH TRANSVERSE JOINT



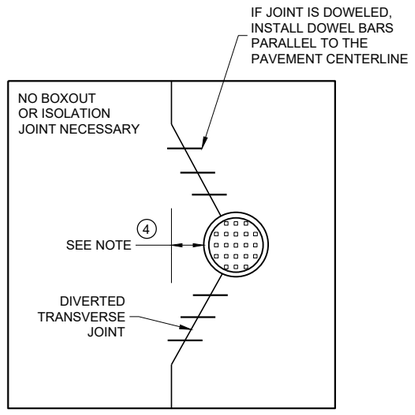
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

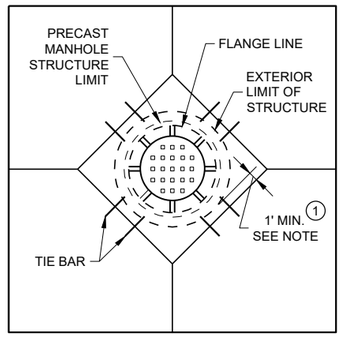
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

FHWA

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SDD13C18 - 08d

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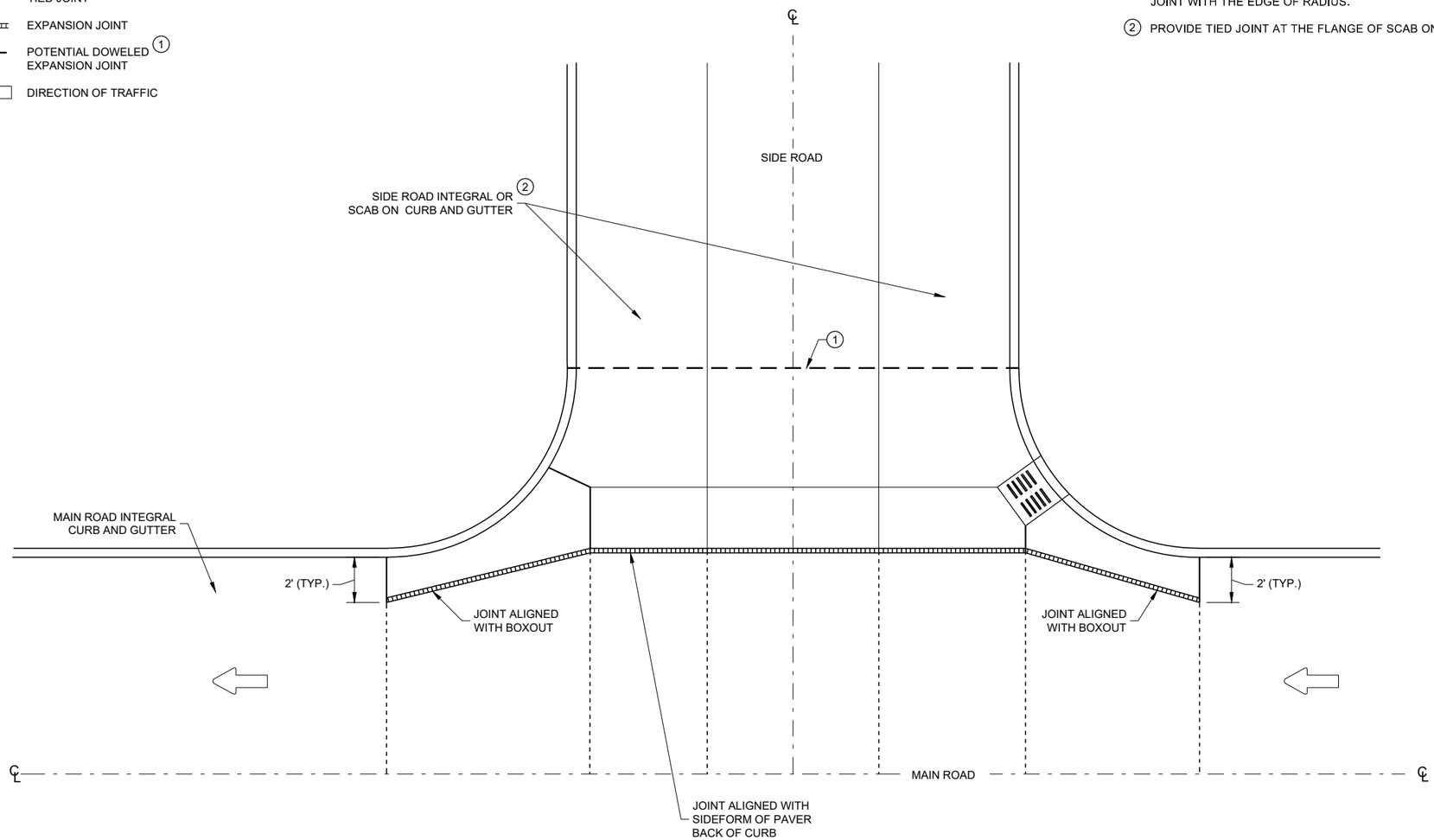
LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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SDD 13C18 - 08f

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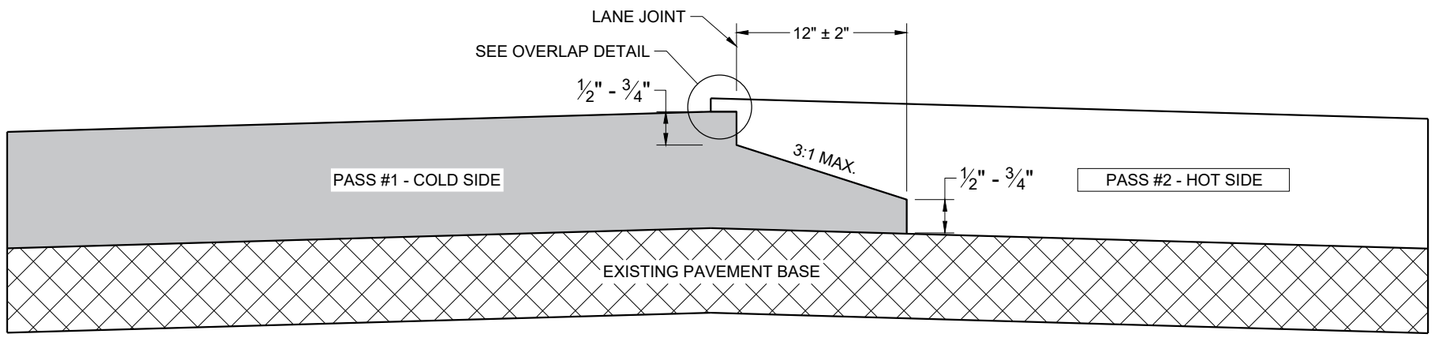
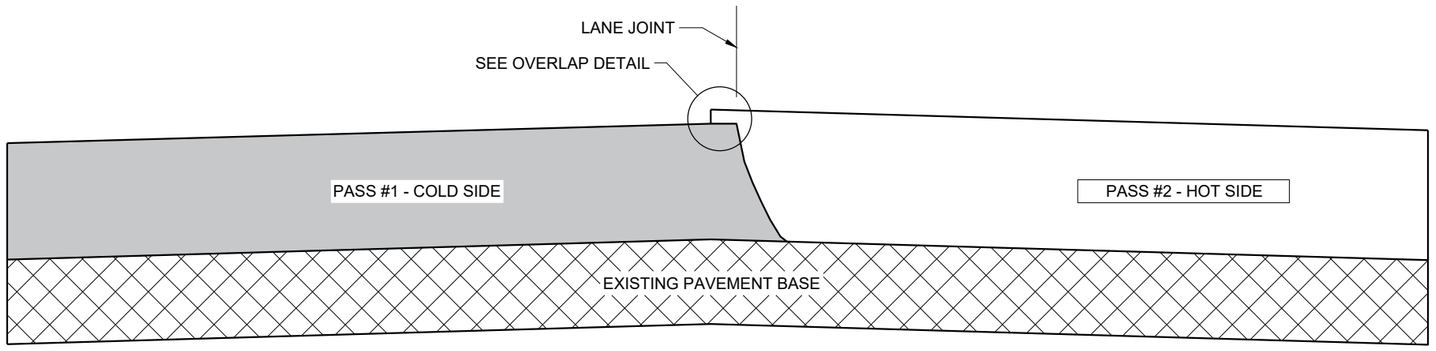
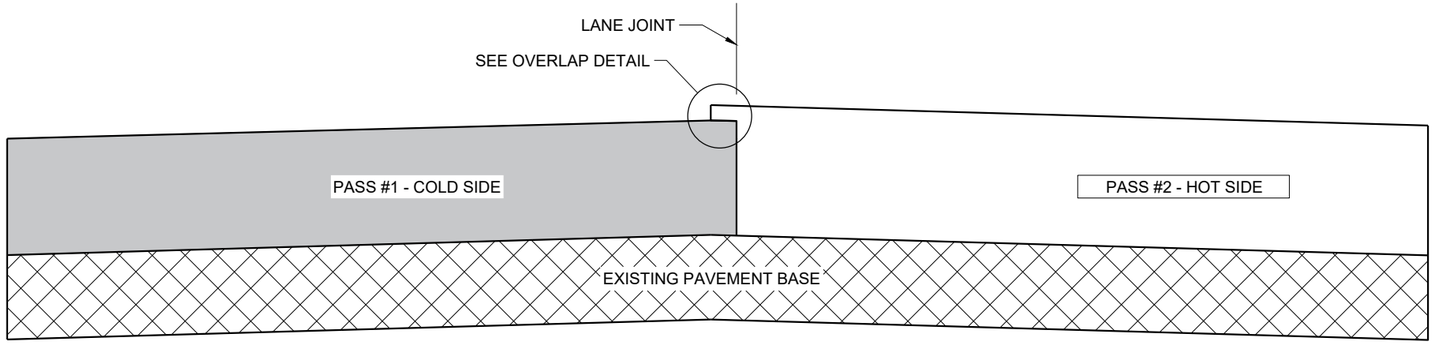
SDD 13C18 - 08f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

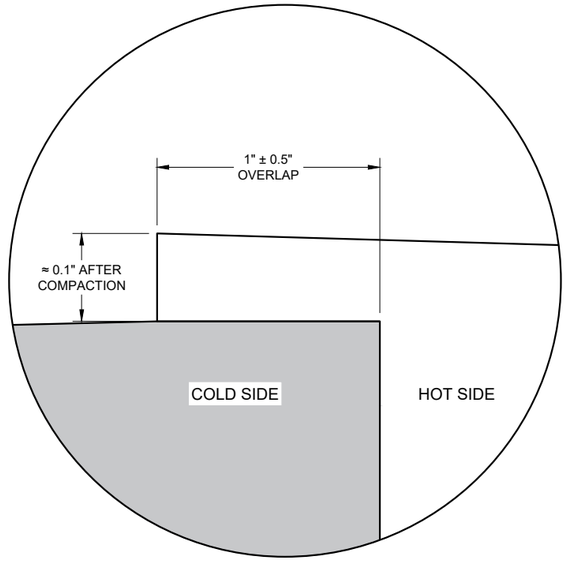
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

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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

(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.

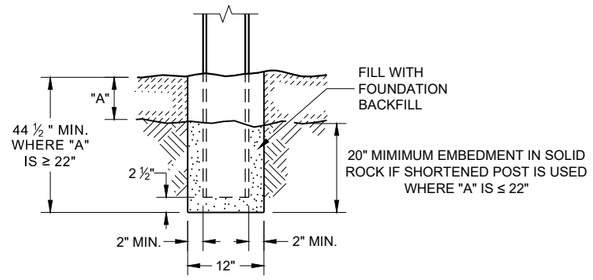
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

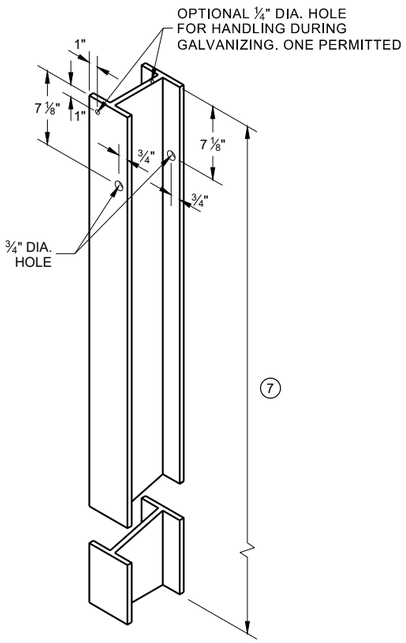
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(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.

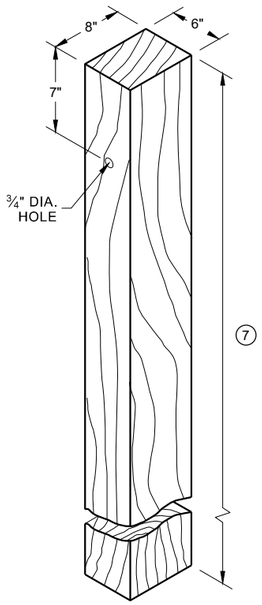
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



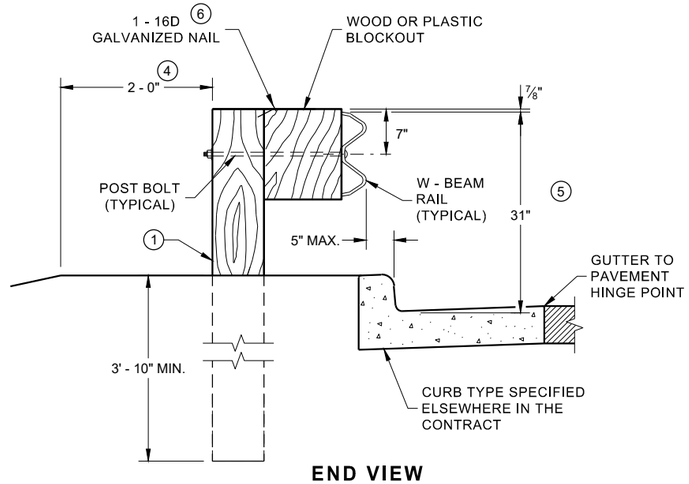
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



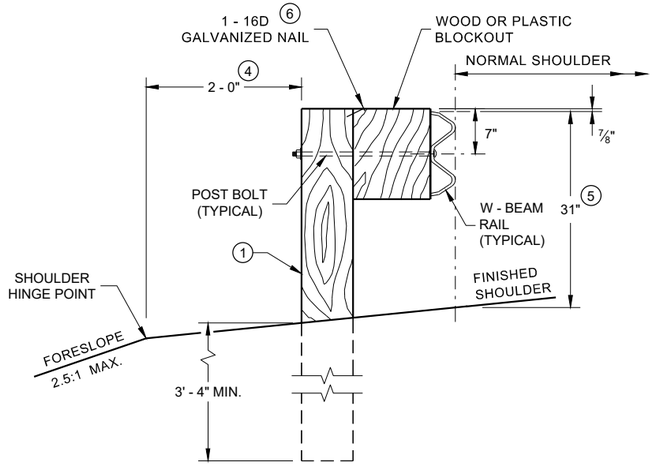
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



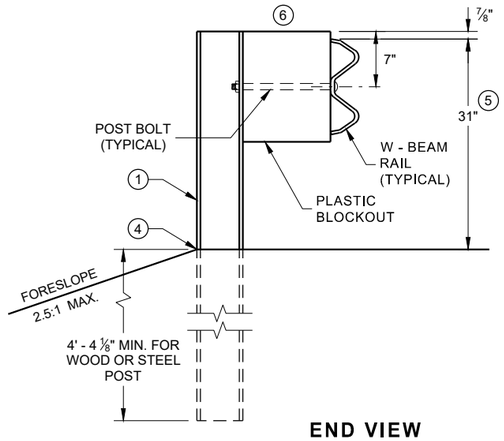
WOOD POST (6" X 8") NOMINAL (1)



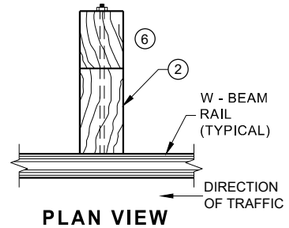
END VIEW
LOCATED ALONG A CURBED ROADWAY



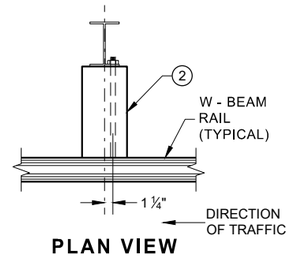
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



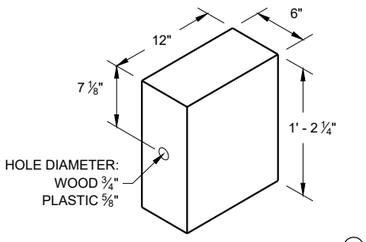
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



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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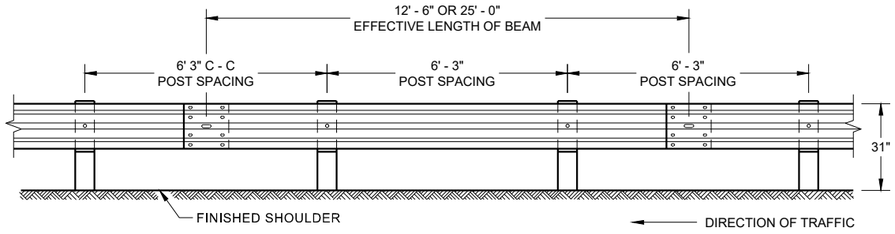
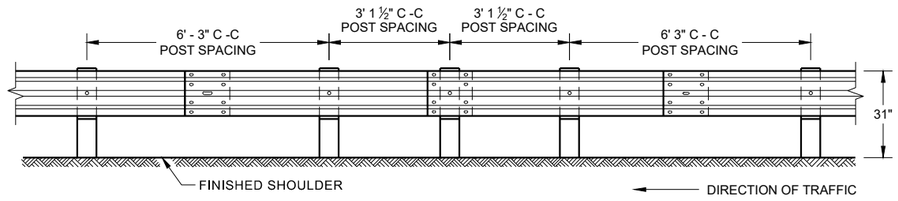
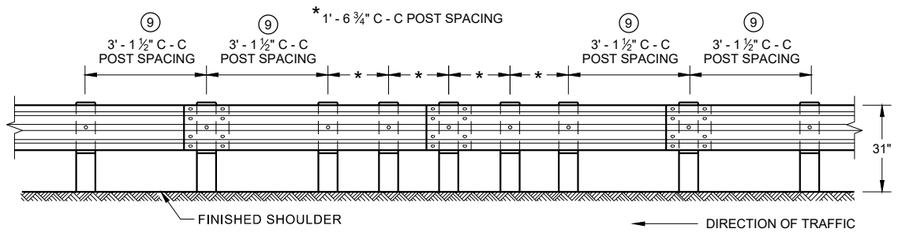


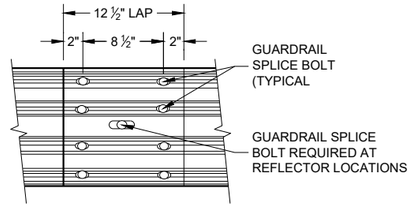
FRONT VIEW
POST SPACING STANDARD INSTALLATION



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

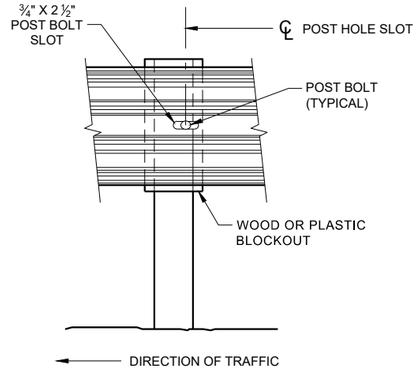
GENERAL NOTES

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

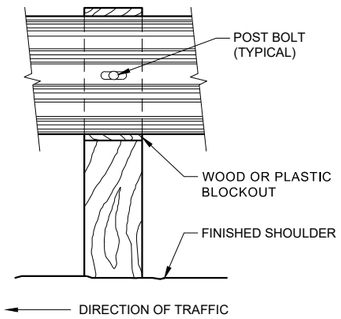
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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

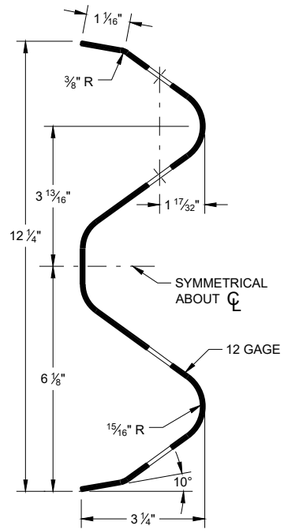
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



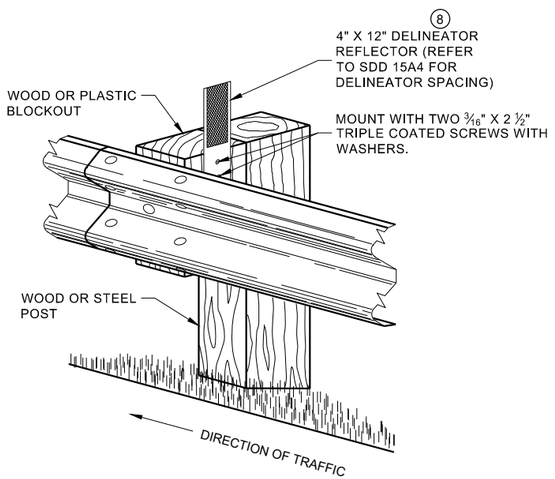
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



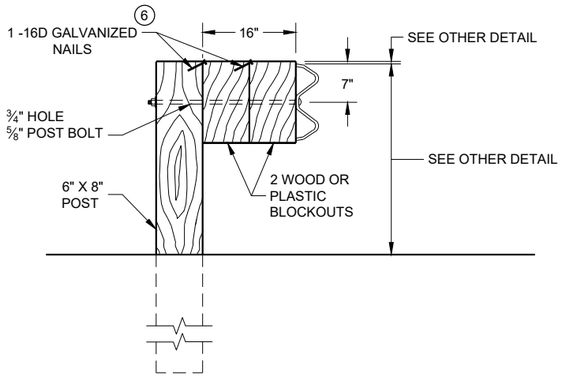
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b

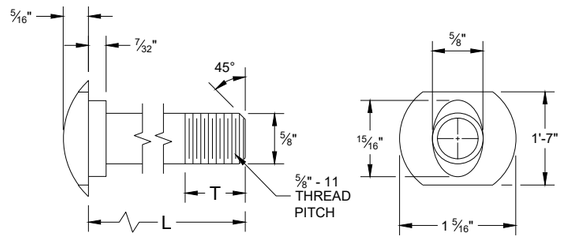


DETAIL FOR 16" BLOCKOUT DEPTH

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

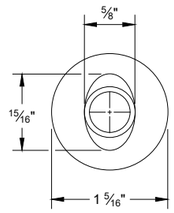
NOTE:

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.

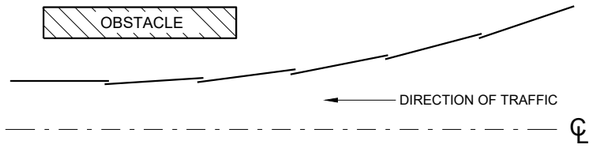


POST BOLT TABLE

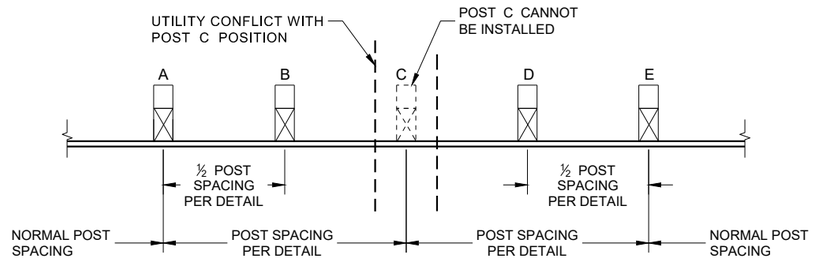
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



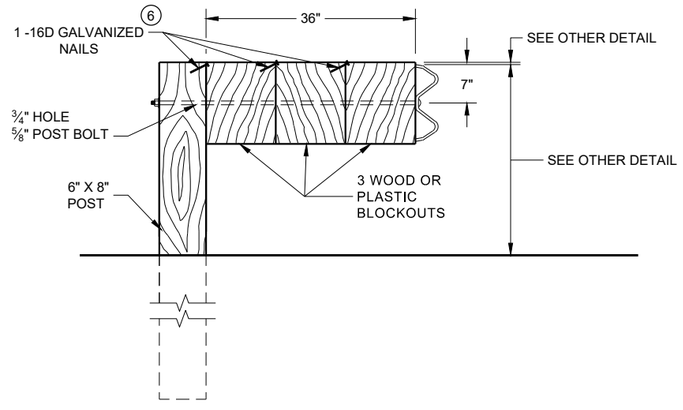
ALTERNATE BOLT HEAD



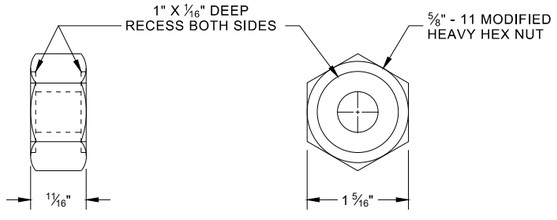
PLAN VIEW
BEAM LAPPING DETAIL



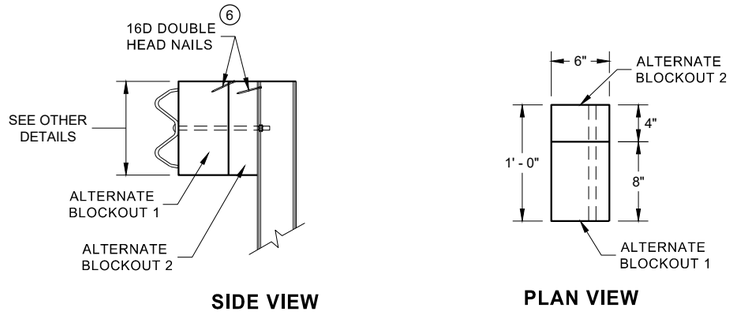
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



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.

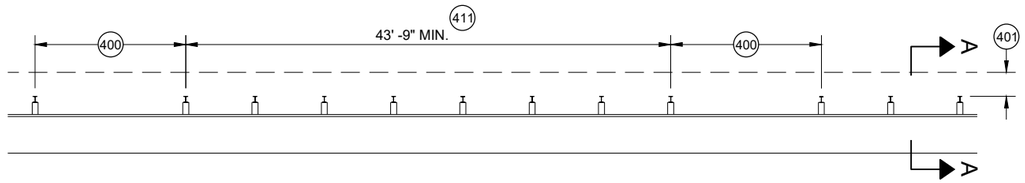
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(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.

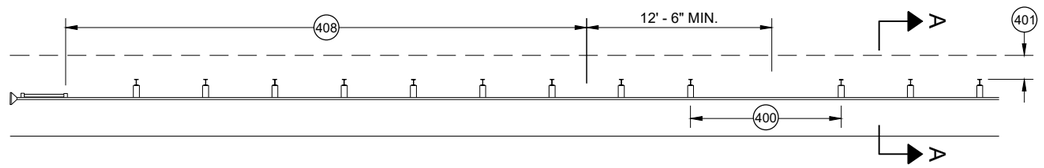
6

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

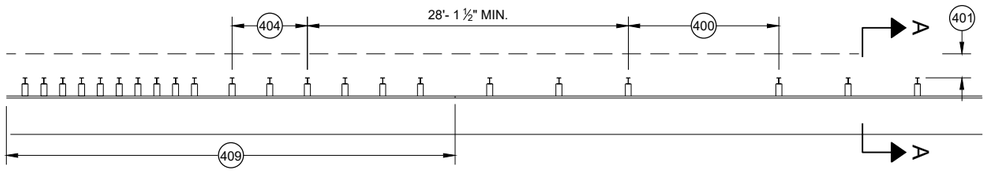
SDD 14B42 - 07c



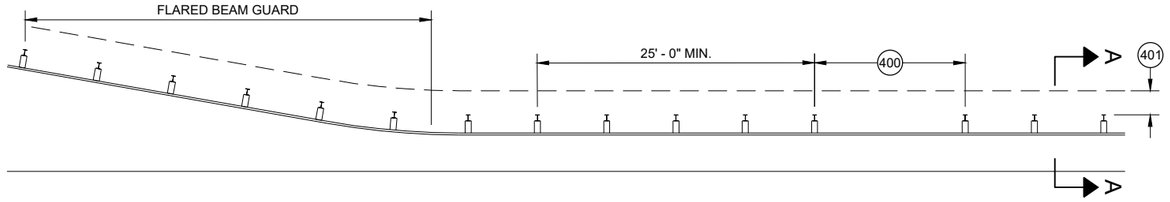
MISSING POST IN MGS GUARDRAIL



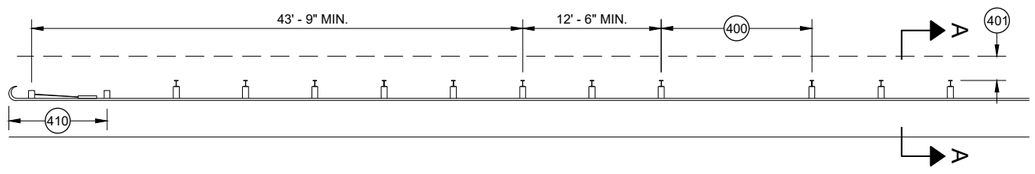
MISSING POST IN MGS GUARDRAIL NEAR EAT



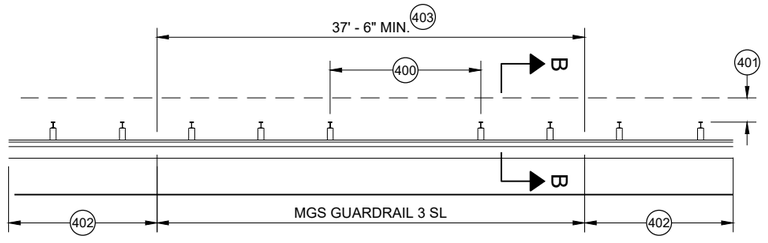
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

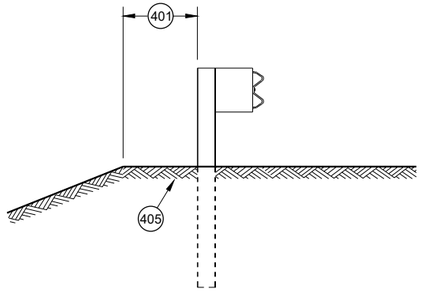


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

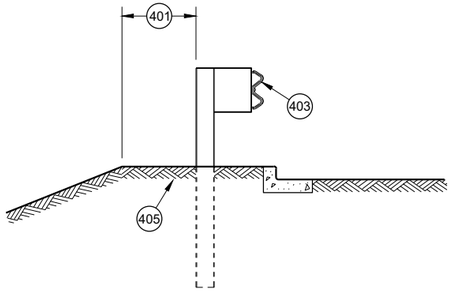


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

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



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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SDD 14B42 - 07d

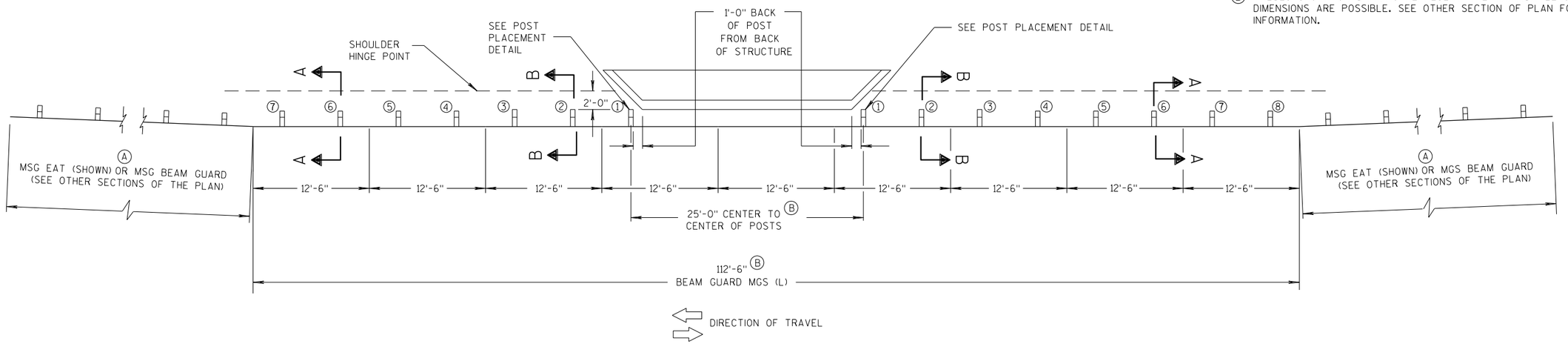
GENERAL NOTES

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

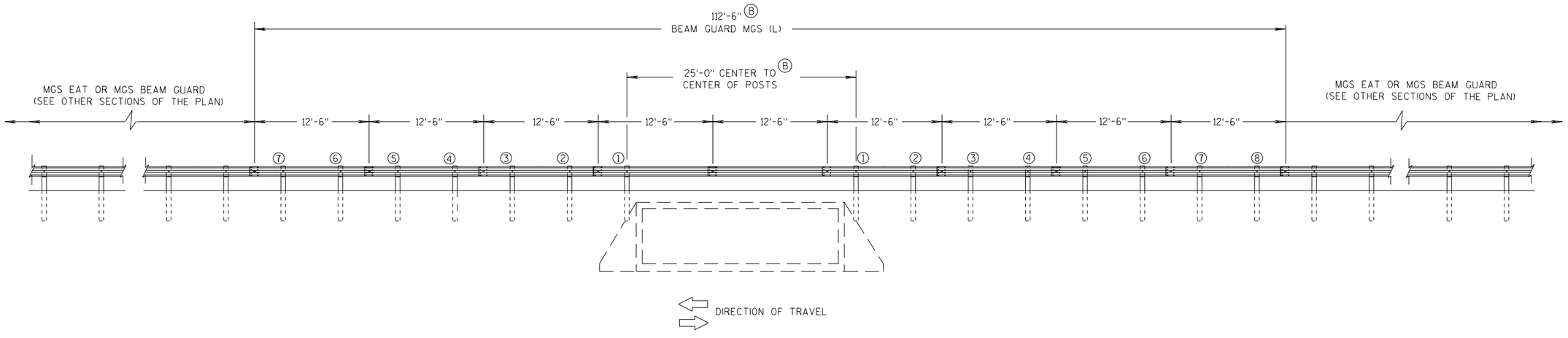
SEE SDD 14 B 42 FOR MORE DETAILS.

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

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



PLAN VIEW



ELEVATION VIEW

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

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

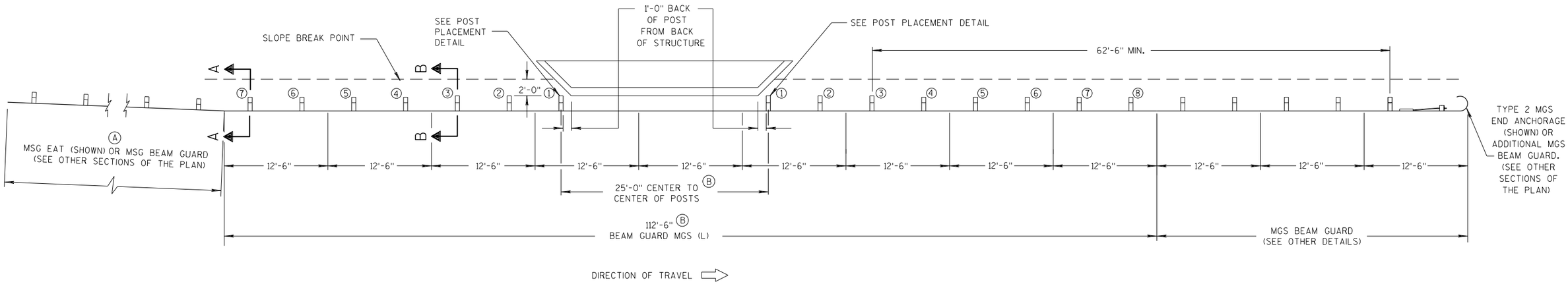
GENERAL NOTES

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

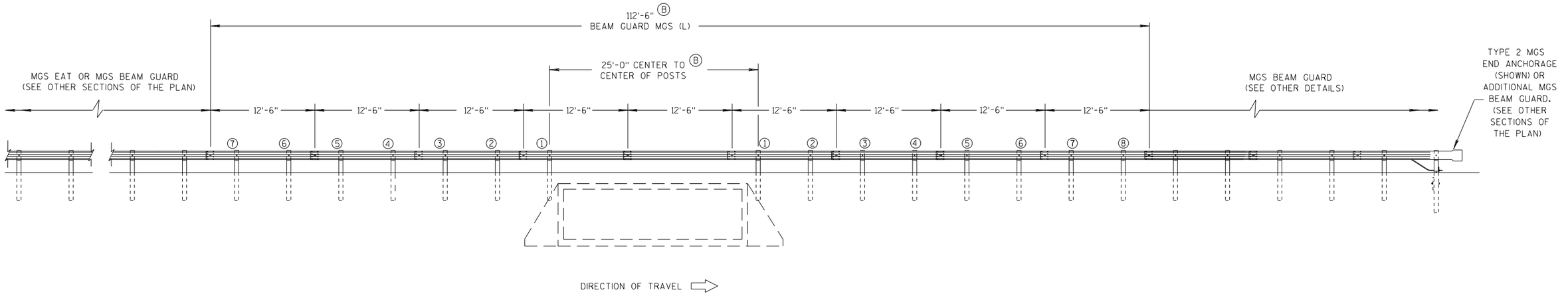
SEE SDD 14 B 42 FOR MORE DETAILS.

(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



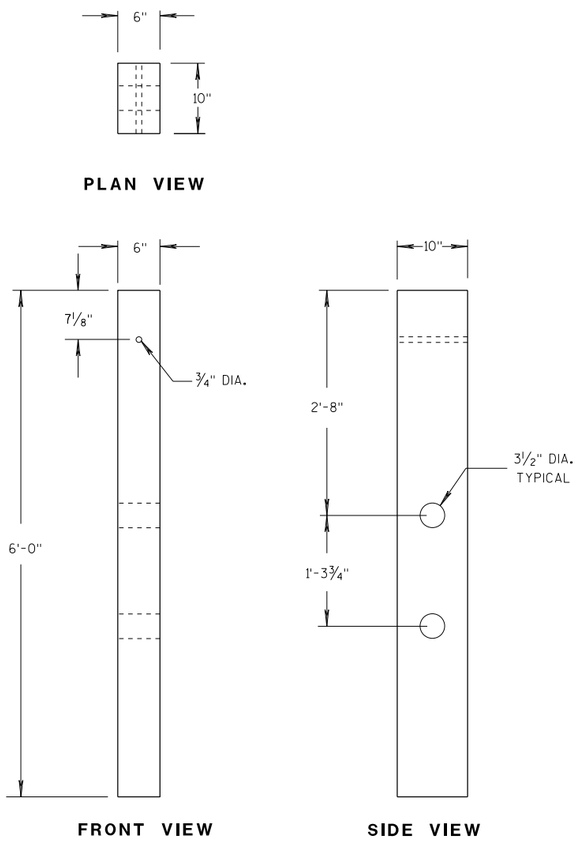
ELEVATION VIEW

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

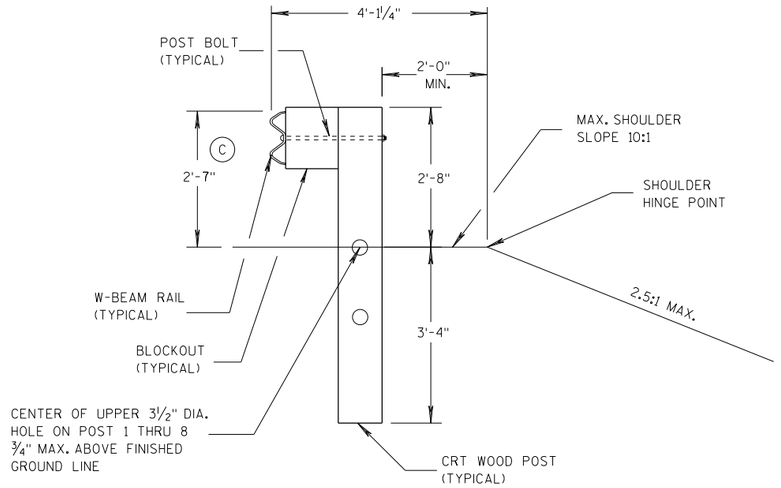
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	204

6

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



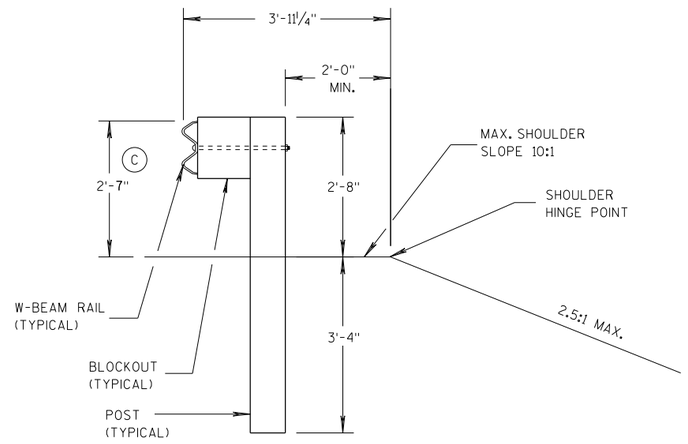
CRT WOOD POST



SECTION B-B

POSTS NO. 1-3

SEE OTHER DETAILS



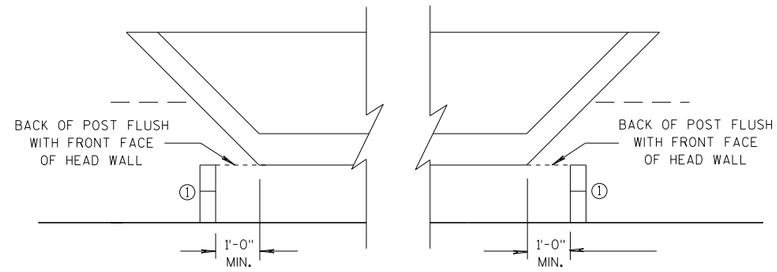
SECTION A-A

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.

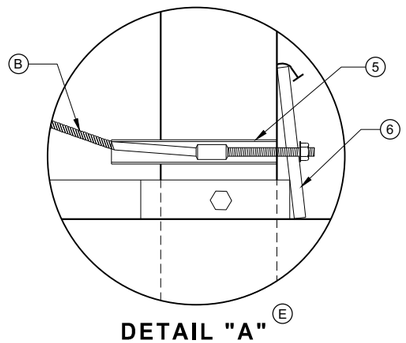
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

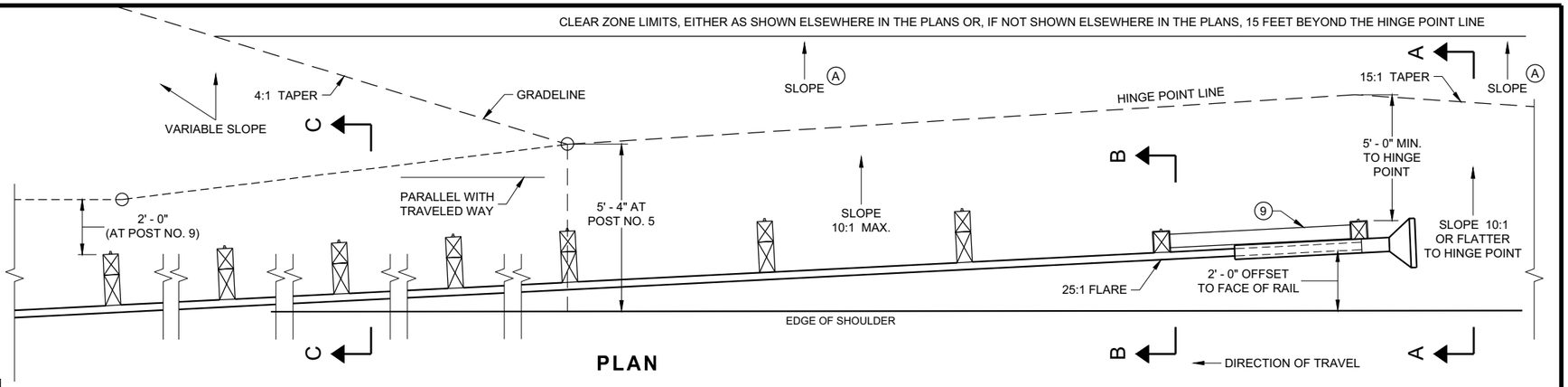
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

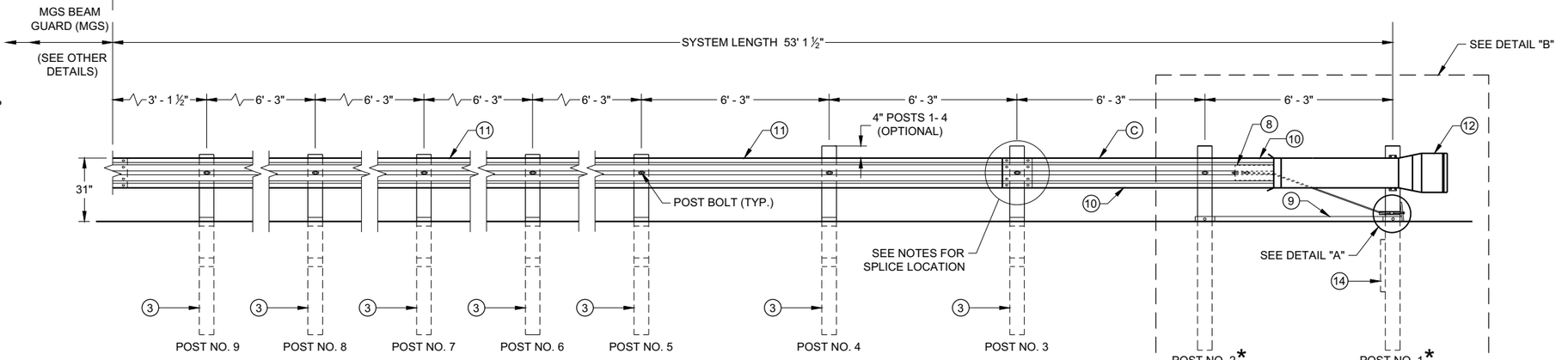
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



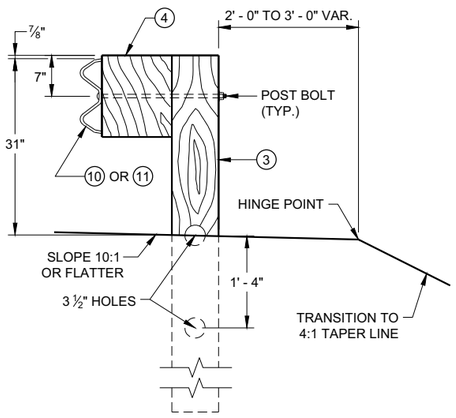
DETAIL "A" (E)



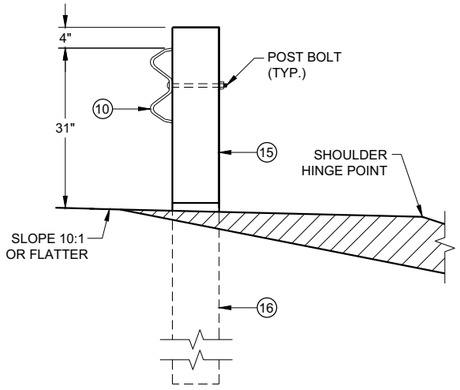
PLAN



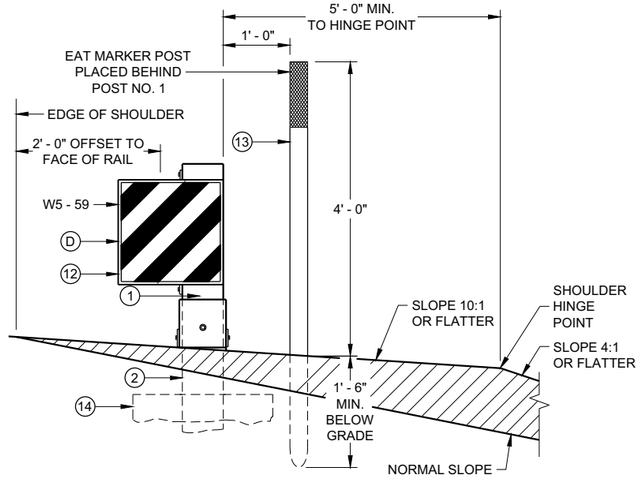
ELEVATION



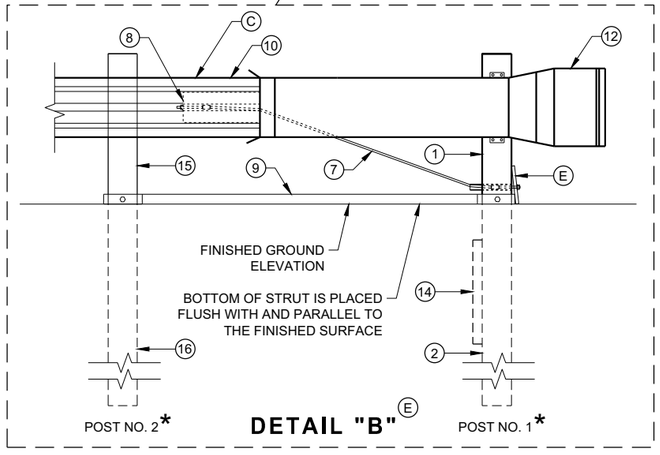
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



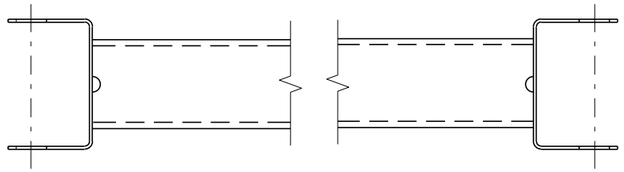
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

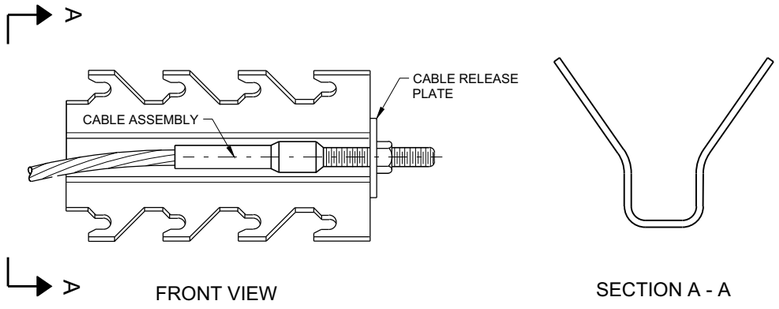
SDD 14B44 - 04a



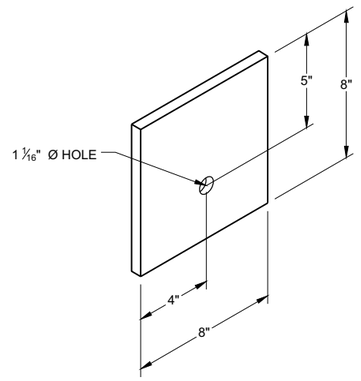
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

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



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

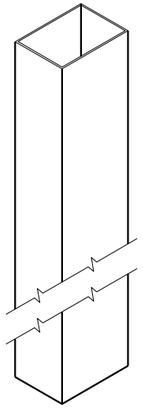
6

SDD 14B44 - 04b

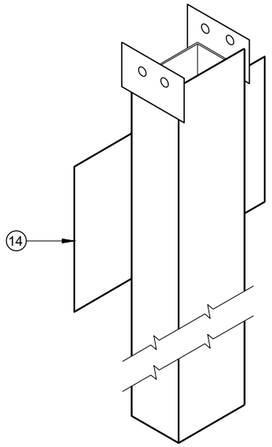
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

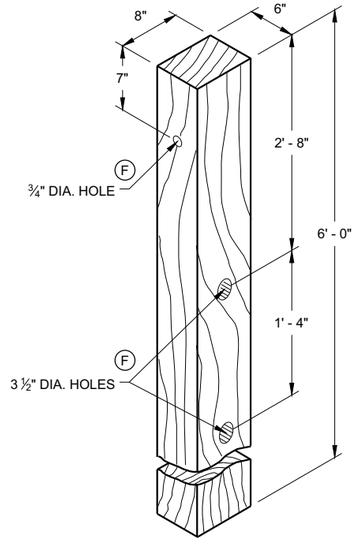
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



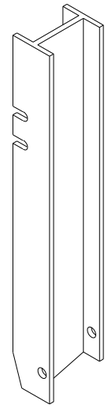
UPPER POST NO. 1 (1) (E)



LOWER POST NO. 1 (2) (E)



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



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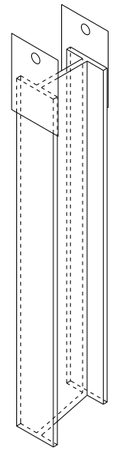
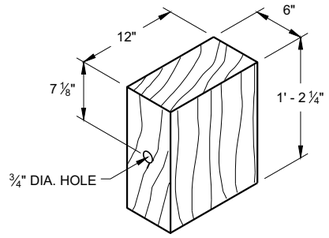
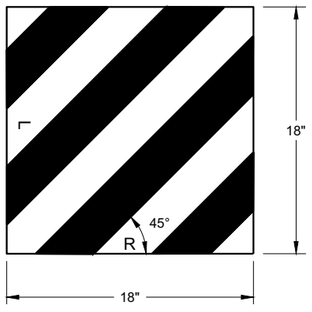


LOWER POST NO. 2 (16) (E)

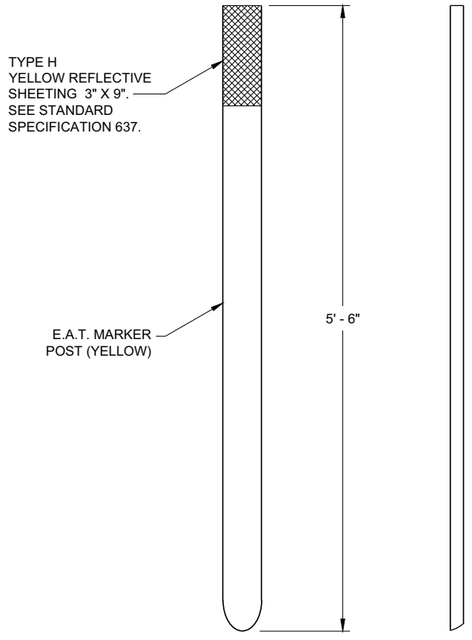


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



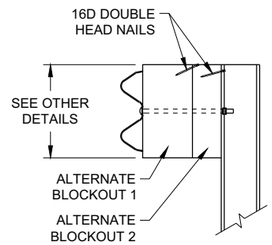
W5 - 59

REFLECTIVE SHEETING DETAIL (E)

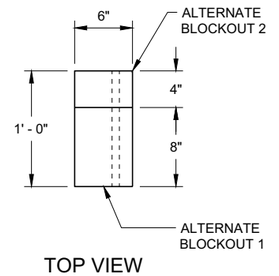


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

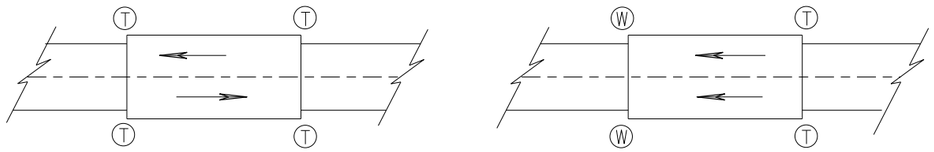
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

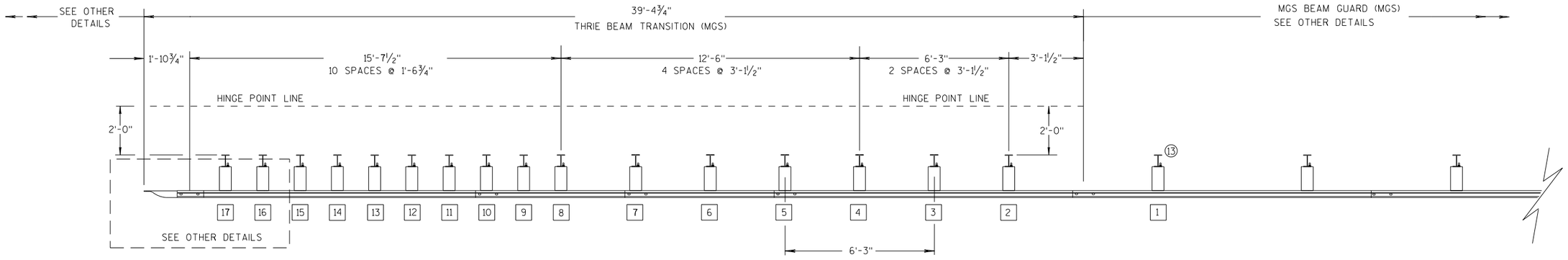
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

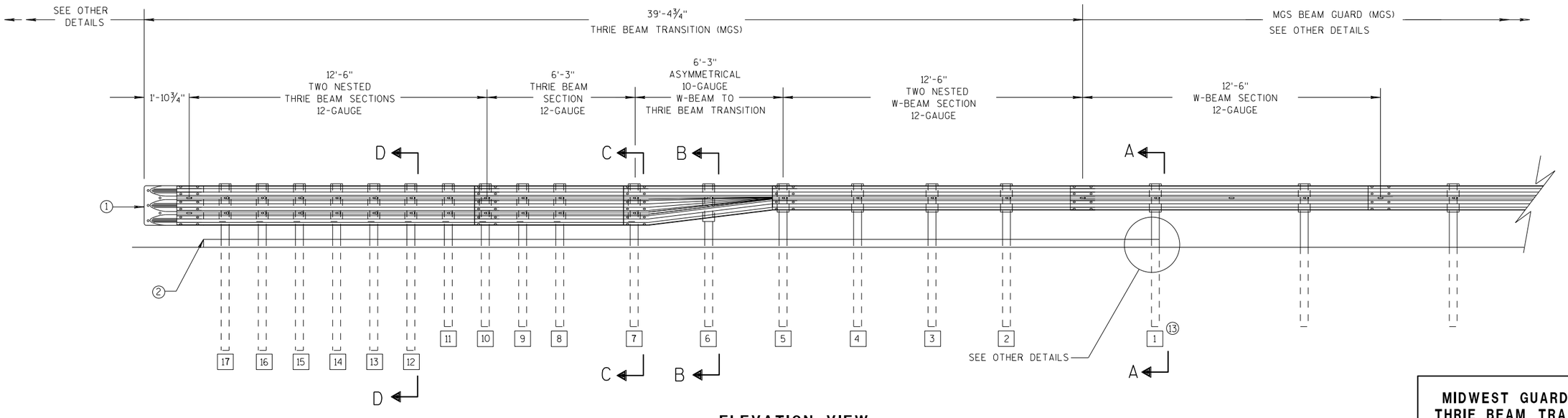
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(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

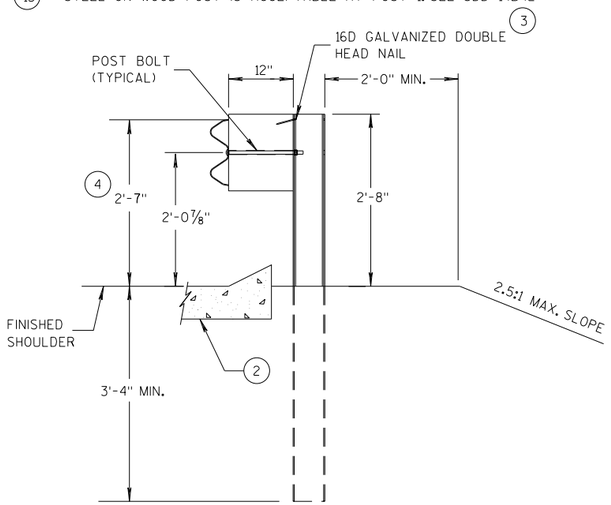
GENERAL NOTES

(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.

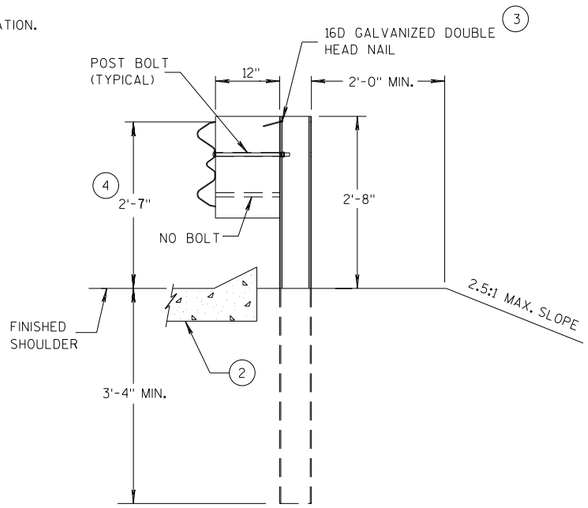
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

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



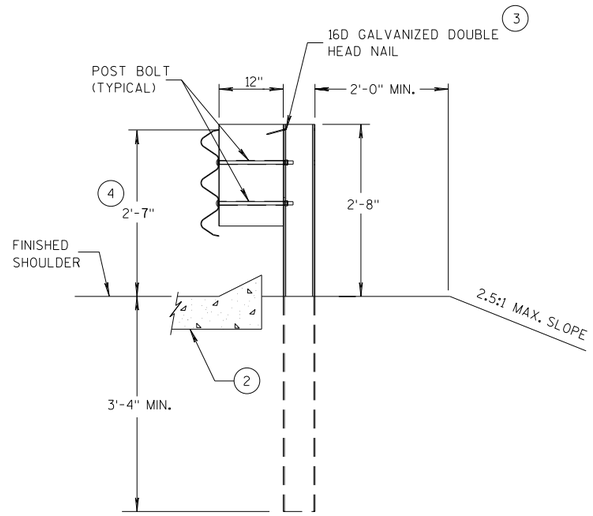
SECTION A-A (13)

POSTS 1-5



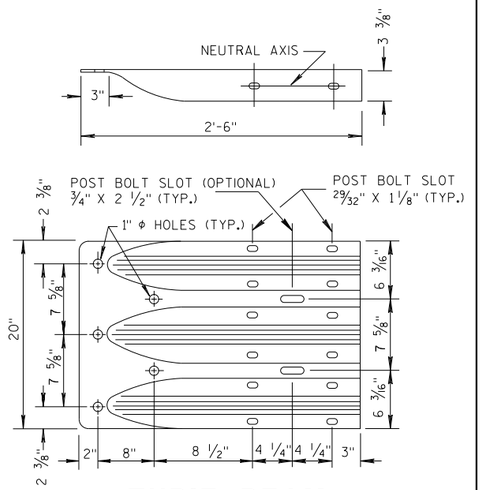
SECTION B-B

POST 6

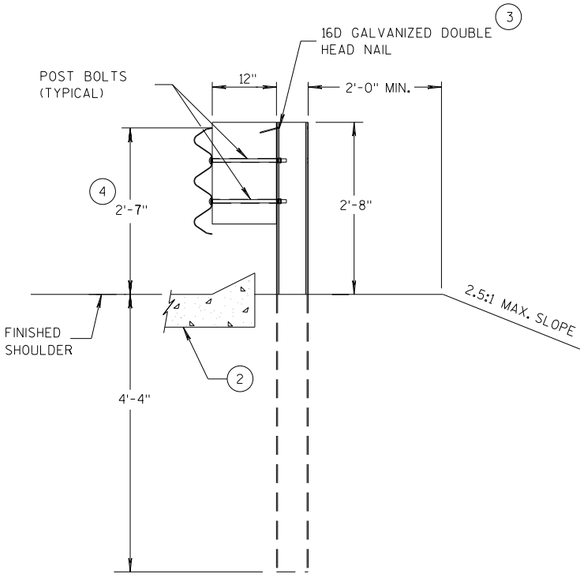


SECTION C-C

POSTS 7-11

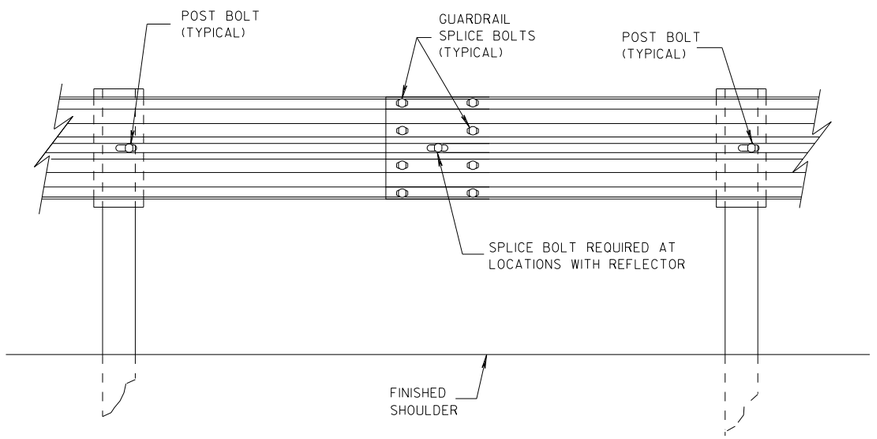


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

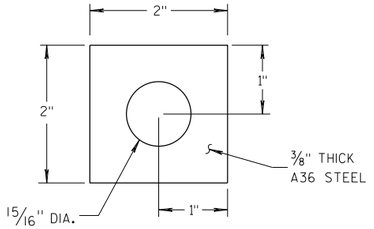
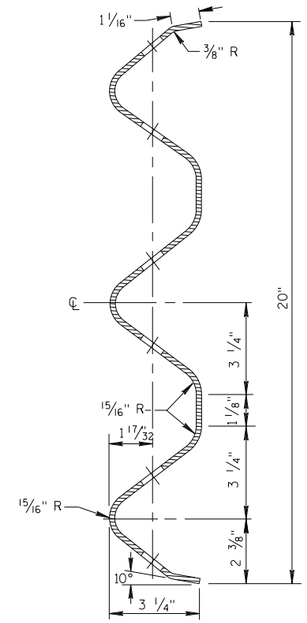


PLATE WASHER DETAIL



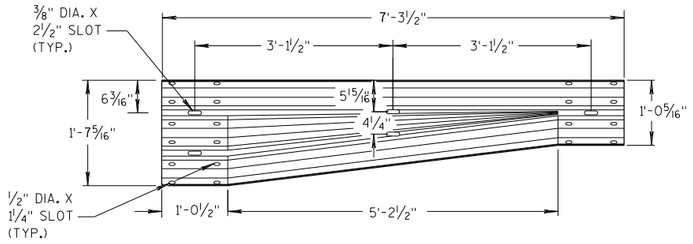
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

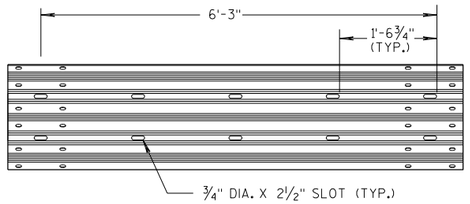
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

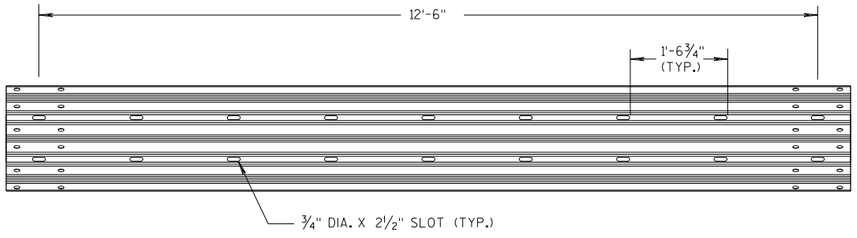
S.D.D. 14 B 45-5b



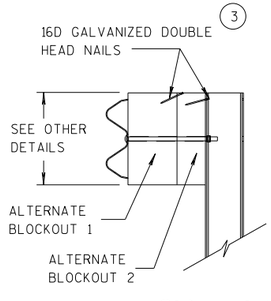
W-BEAM TO THRIE BEAM TRANSITION SECTION



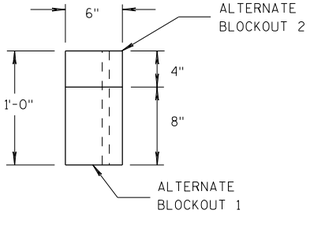
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

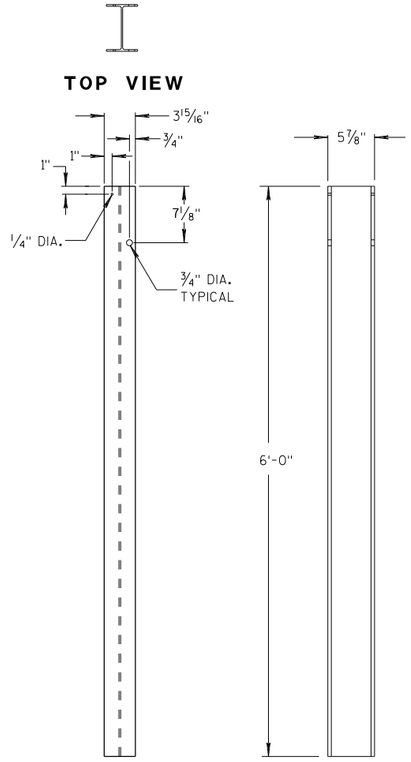


SIDE VIEW



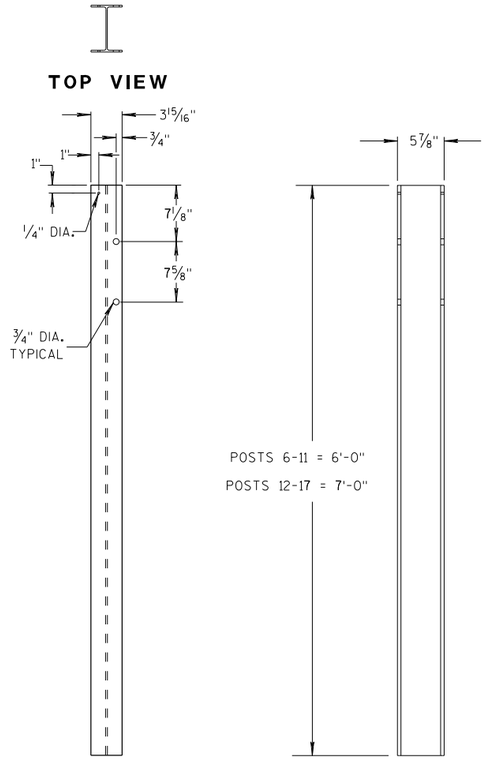
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



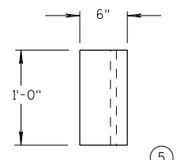
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

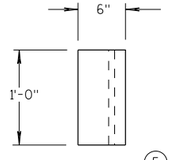


FRONT VIEW SIDE VIEW

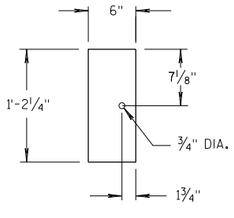
STEEL POSTS 6-17



TOP VIEW (5)

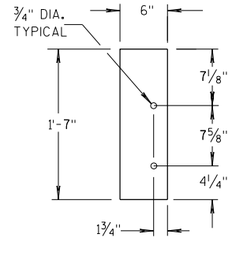


TOP VIEW (5)



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.

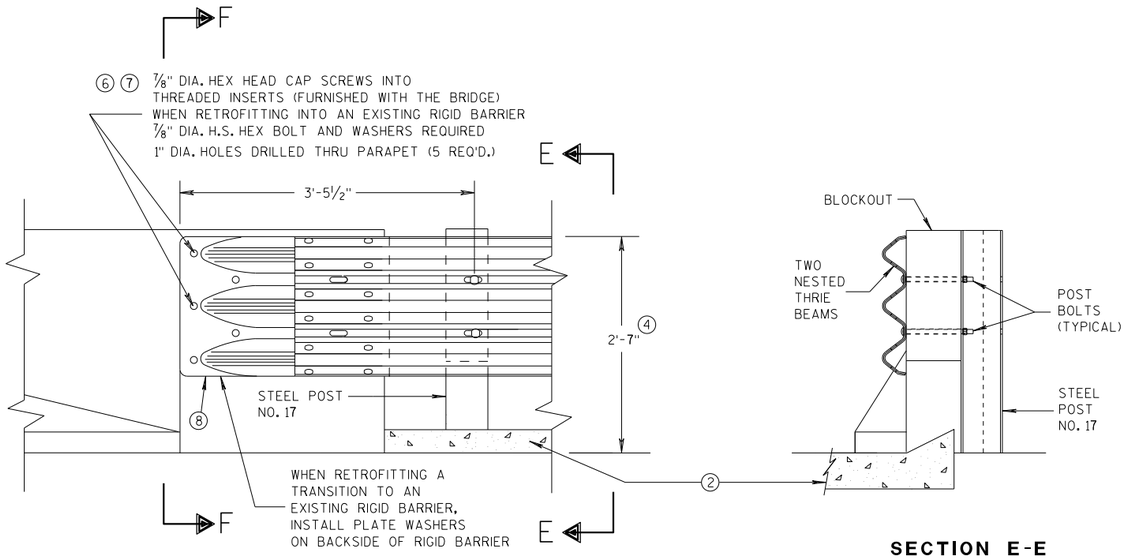
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(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 TRANSPOR 211

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.

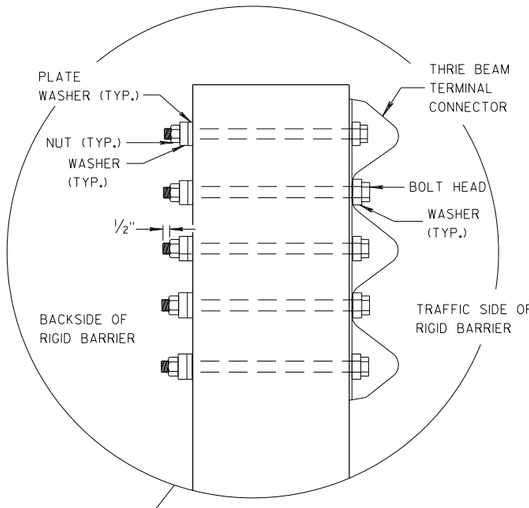
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

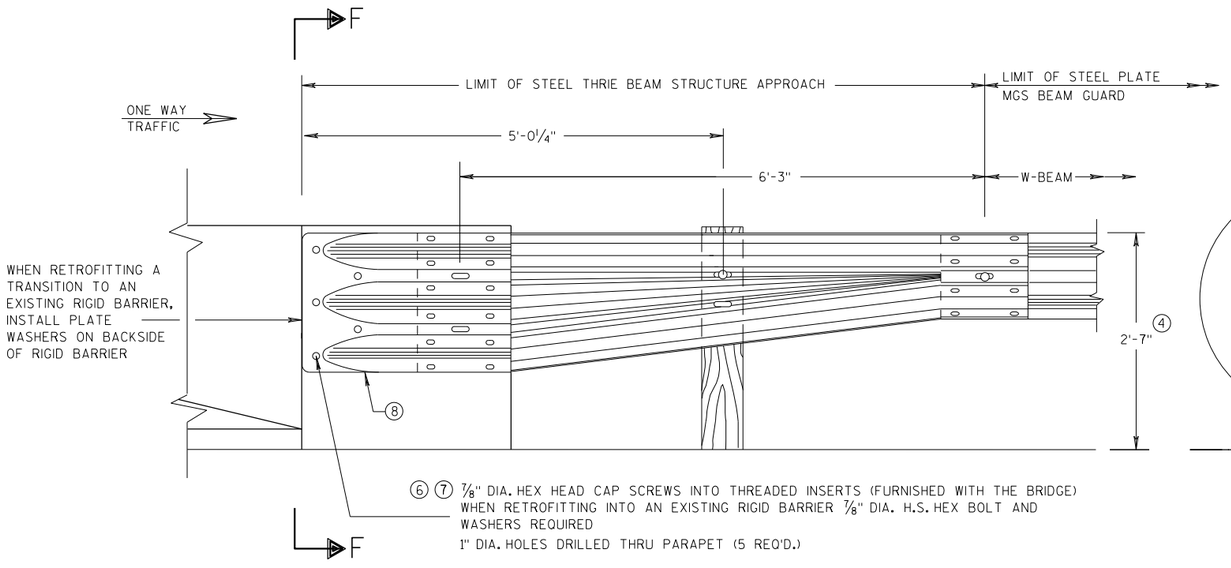
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

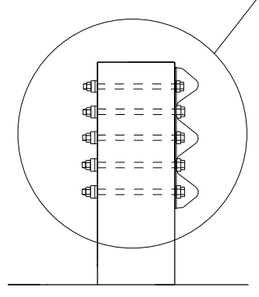
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE.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

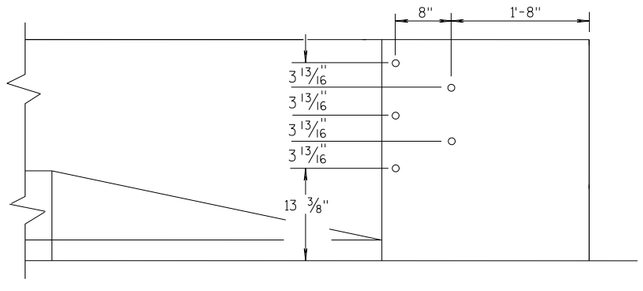




FRONT VIEW



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]NT
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GENERAL NOTES

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

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

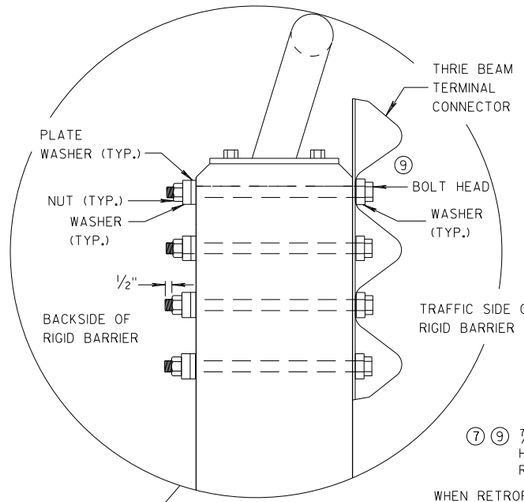
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

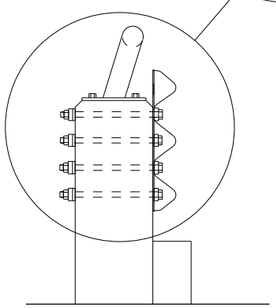
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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

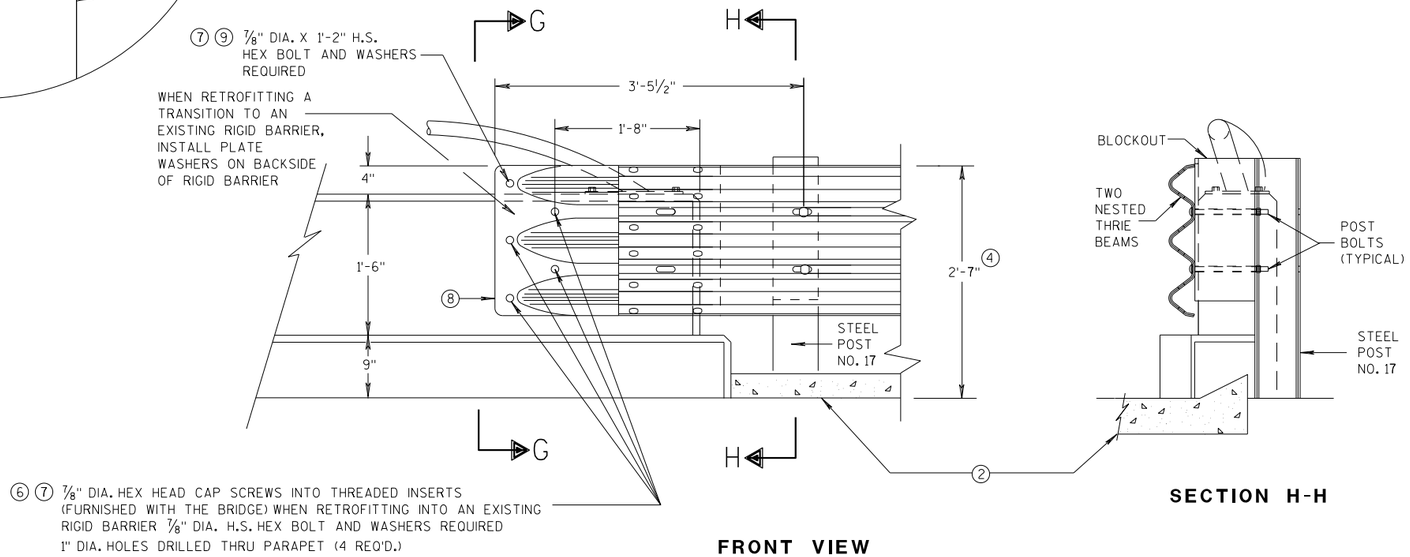
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

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





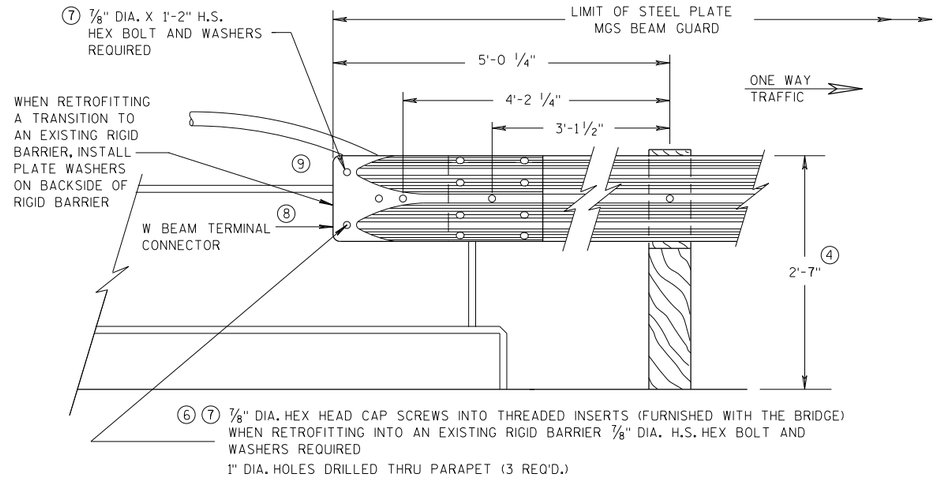
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

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

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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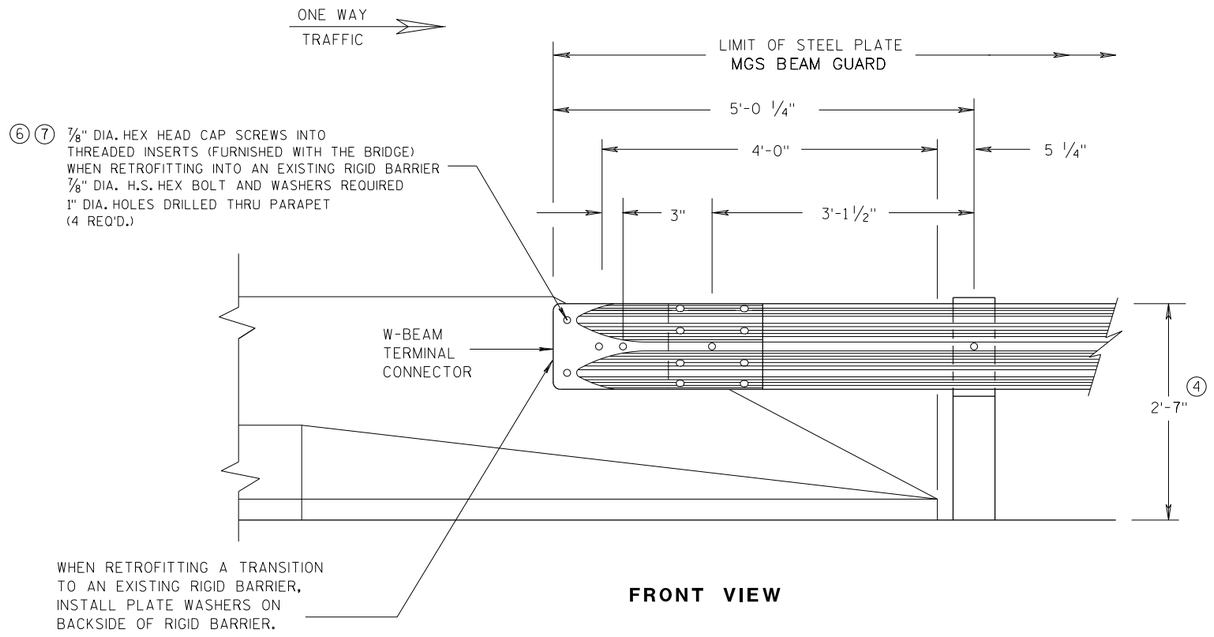

FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

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

④ TOLERANCE FOR TOP OF BEAM IS ± 1".

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

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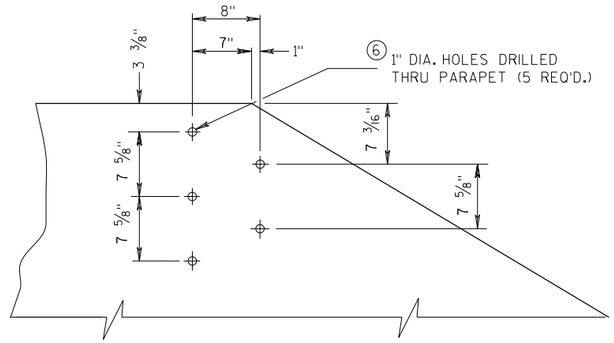
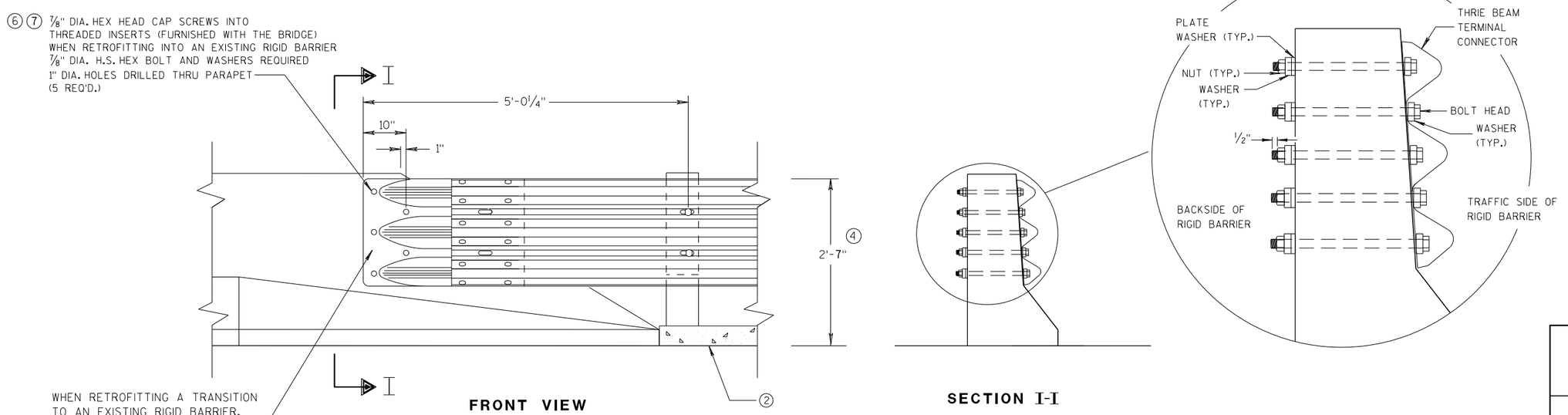


DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW

SECTION I-I

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Rodney Taylor
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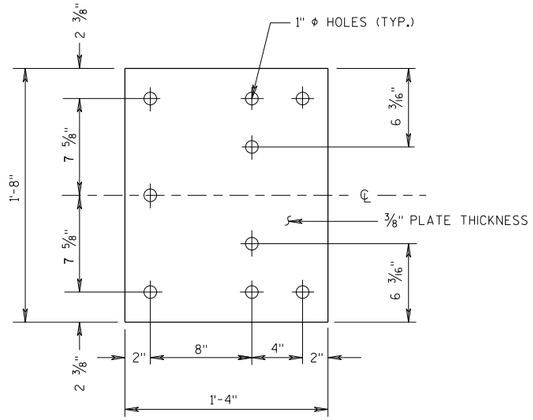
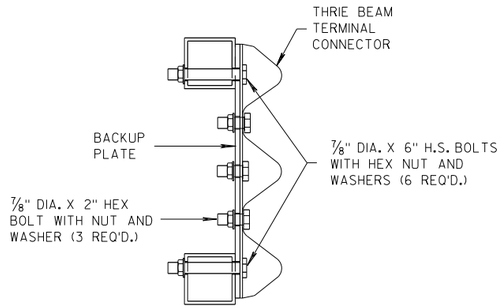
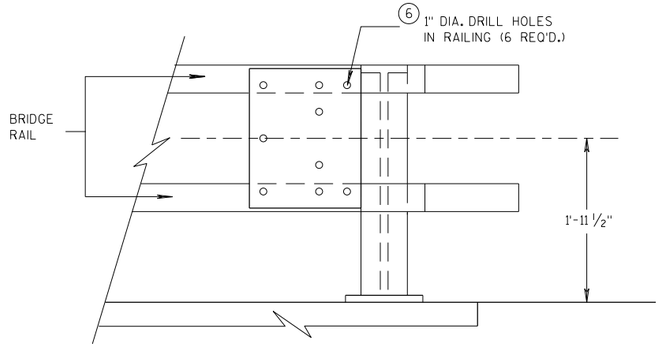


BACK-UP PLATE DETAIL



SECTION J-J

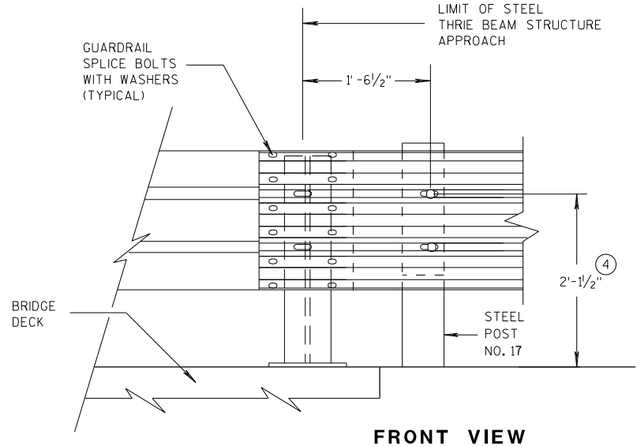


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

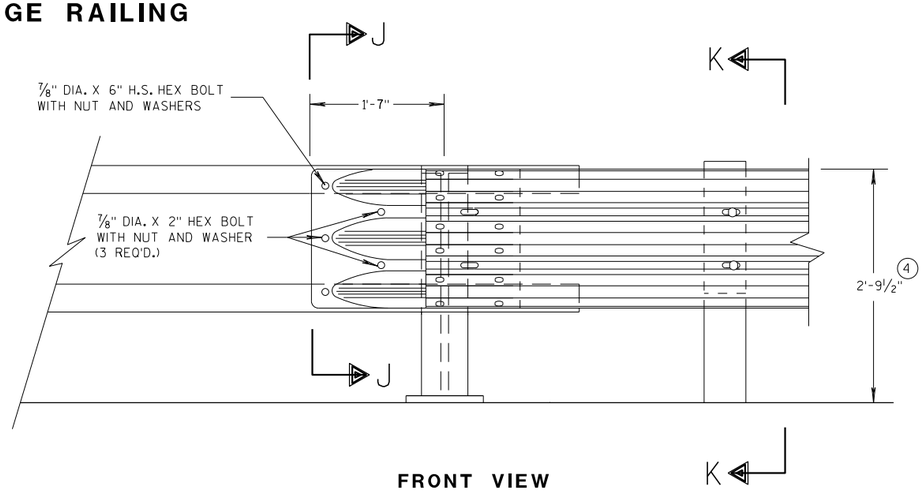
GENERAL NOTES

④ TOLERANCE FOR TOP OF BEAM IS ± 1".

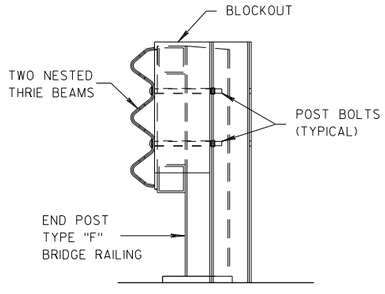
⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.



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

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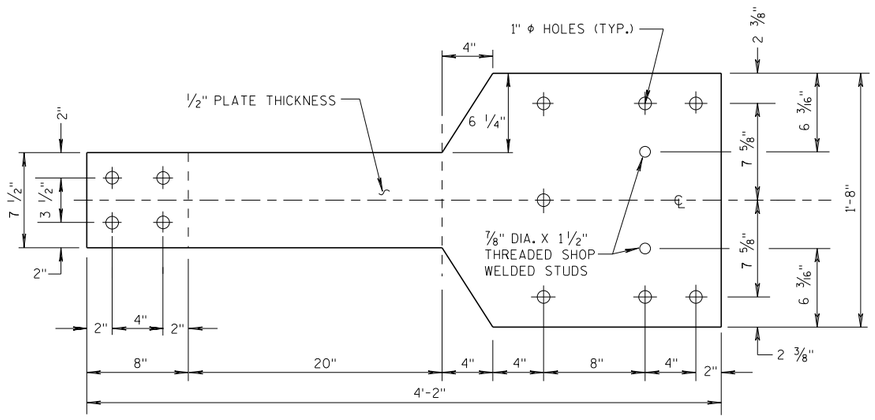
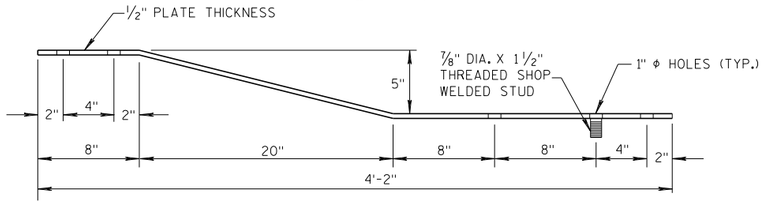
GENERAL NOTES

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

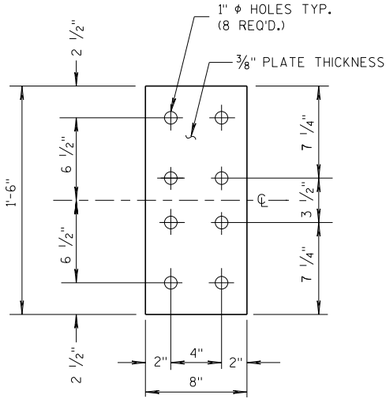


FRONT VIEW



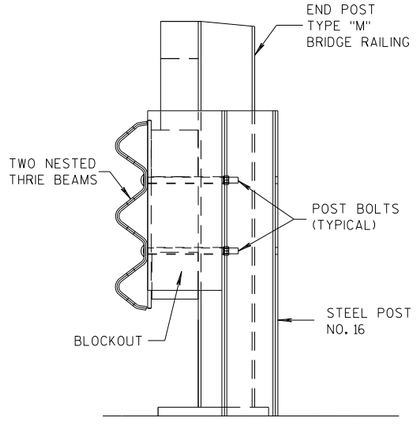
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

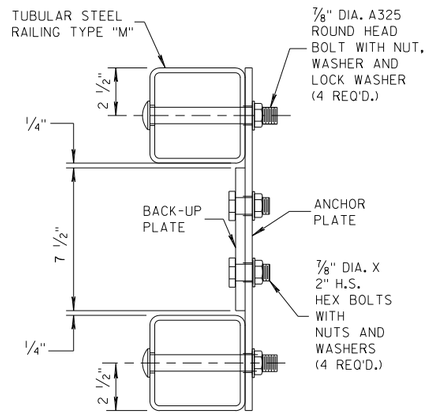


FRONT VIEW

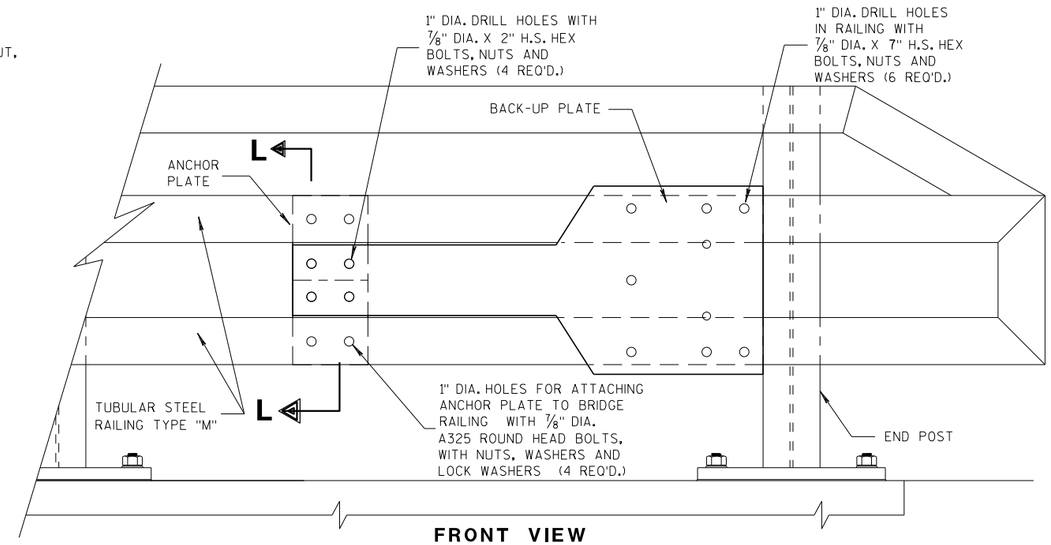
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

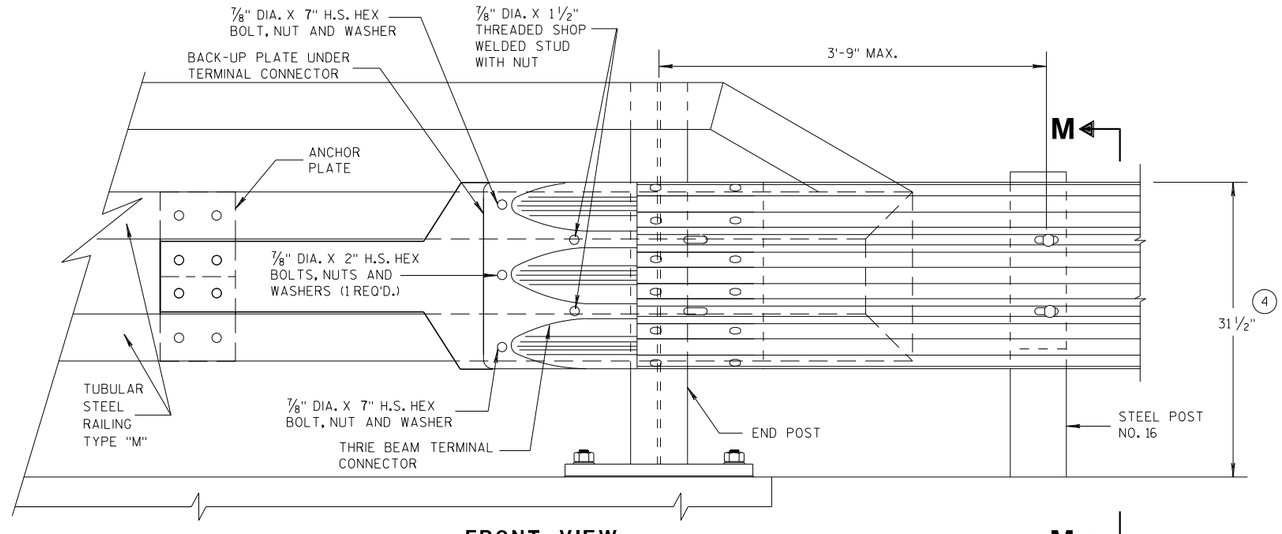


SECTION L-L

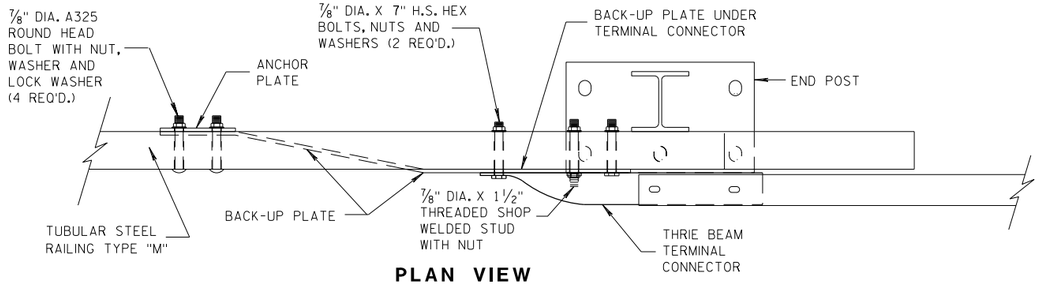


FRONT VIEW

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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GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

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

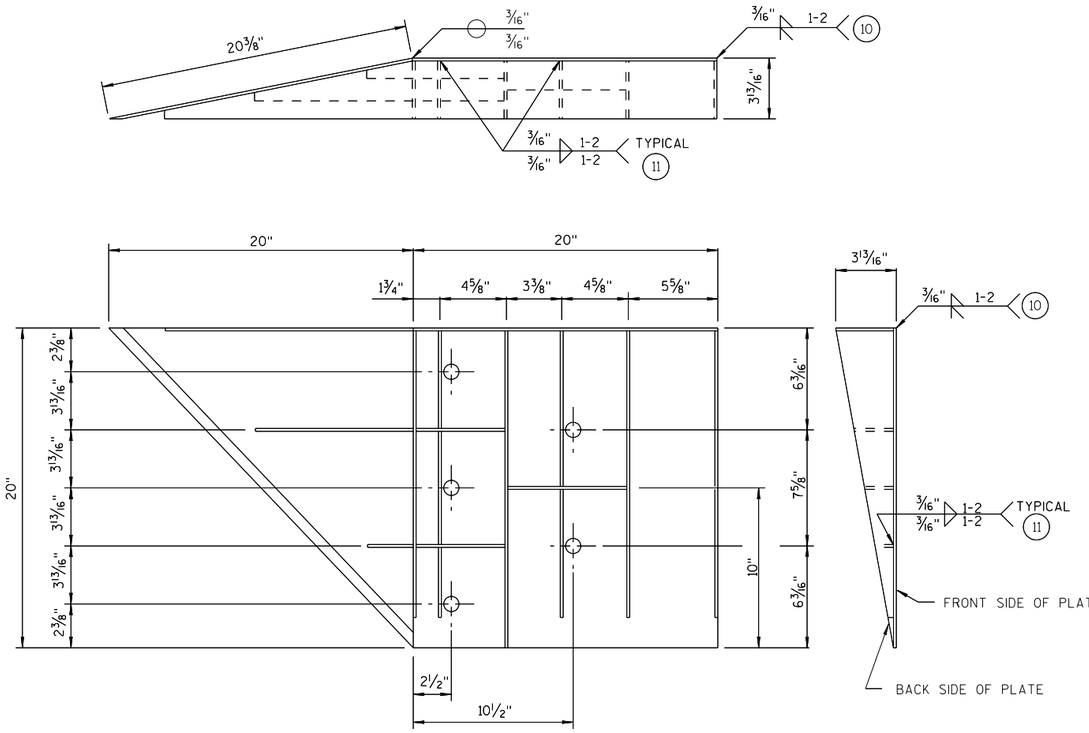
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

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

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



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

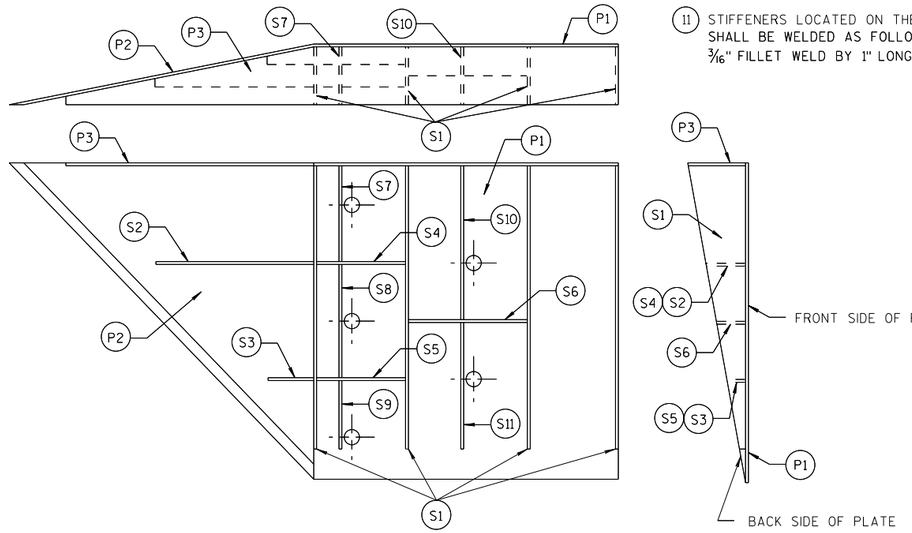


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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DATE
FHWA

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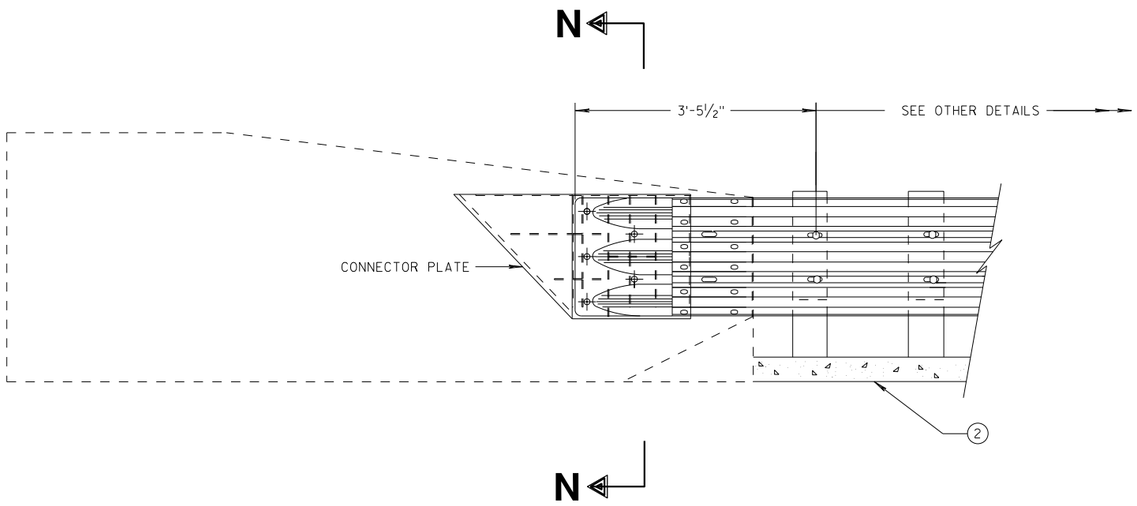
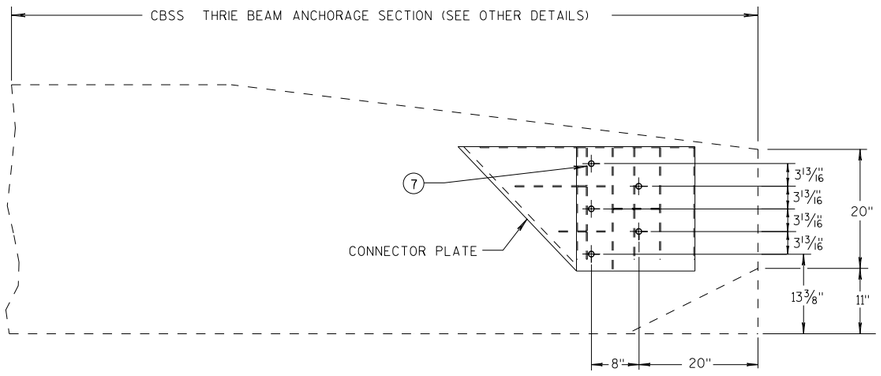


THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



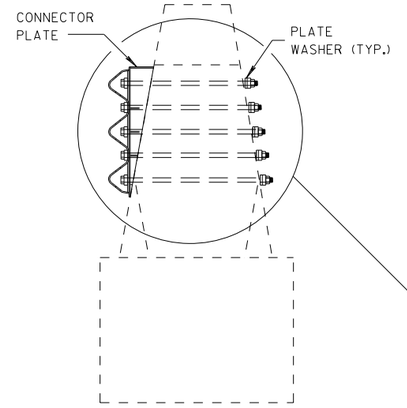
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

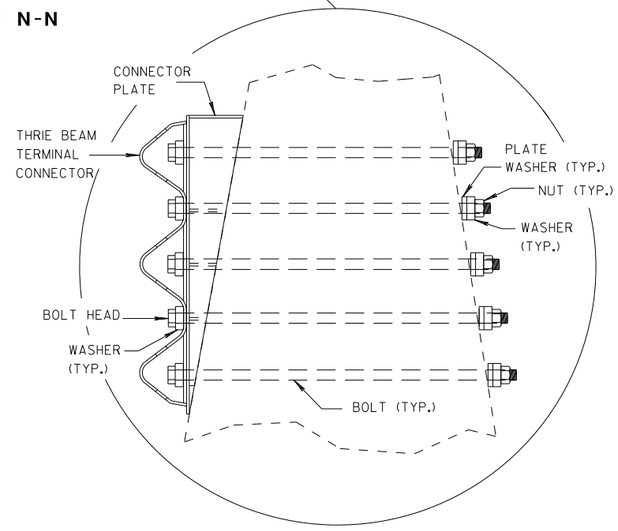
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(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

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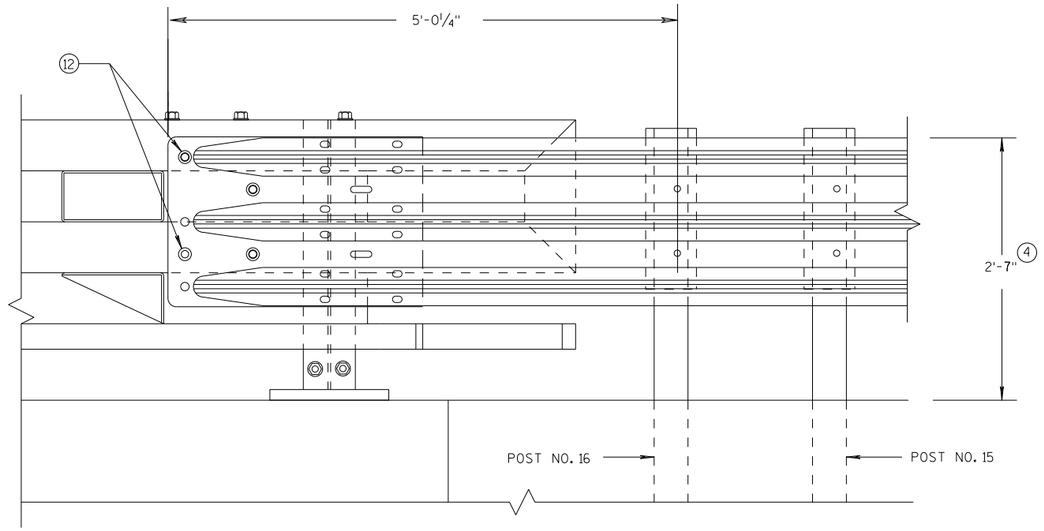
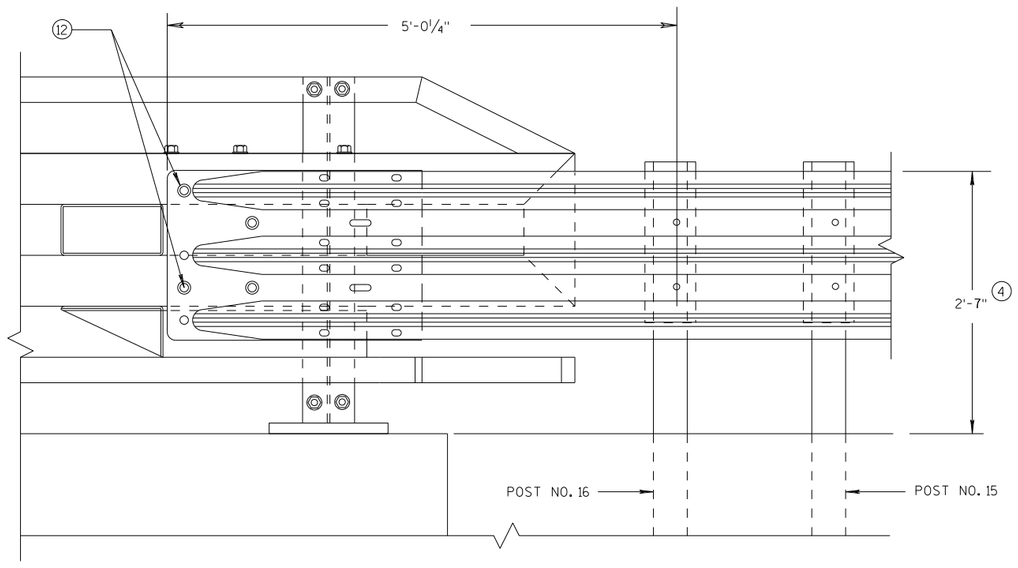


ELEVATION OF DETAIL AT NY3 END POST

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

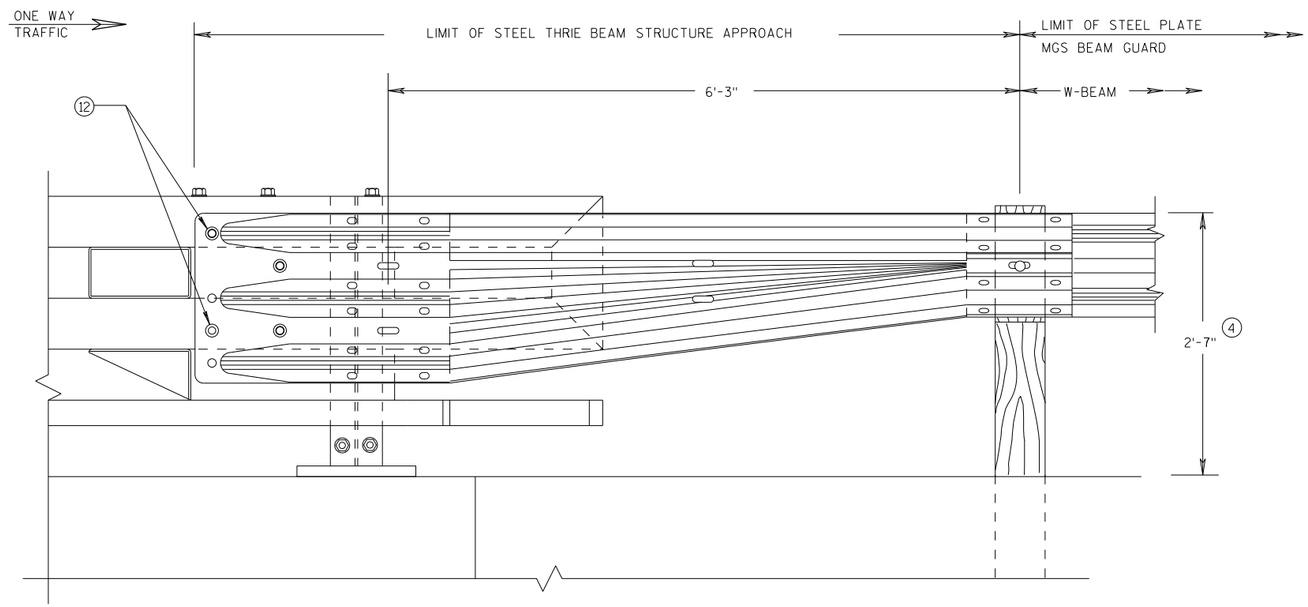
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D 219 NT
UNIT SUPERVIS
FHWA

6

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

6

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



FRONT VIEW

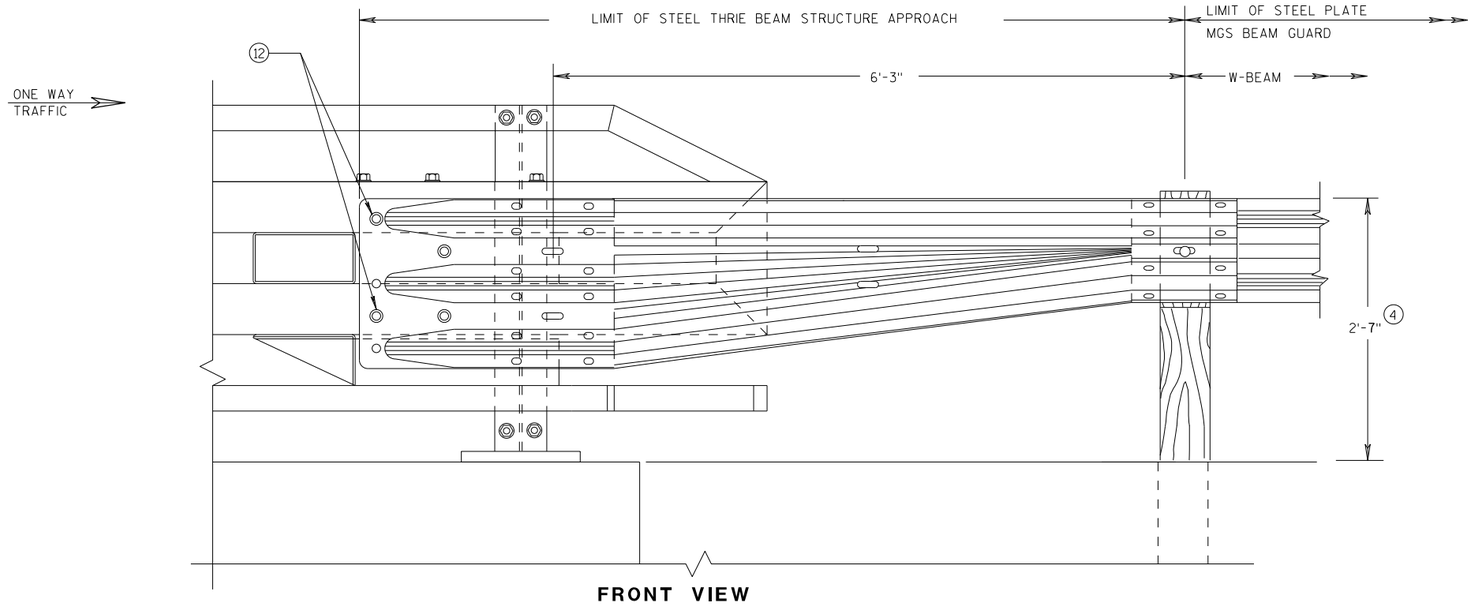
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

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

GENERAL NOTES

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

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



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

220

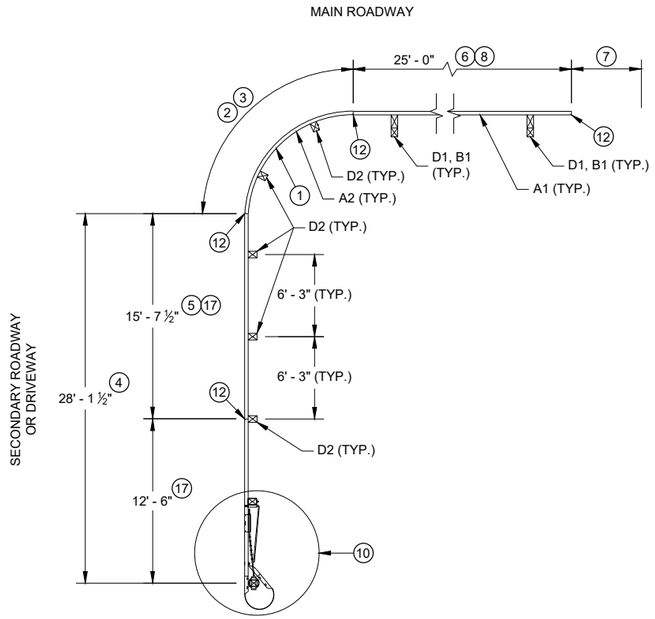
NT

6

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

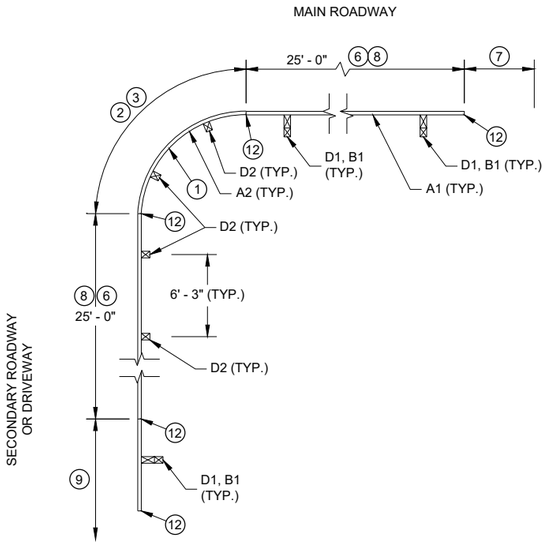
6

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



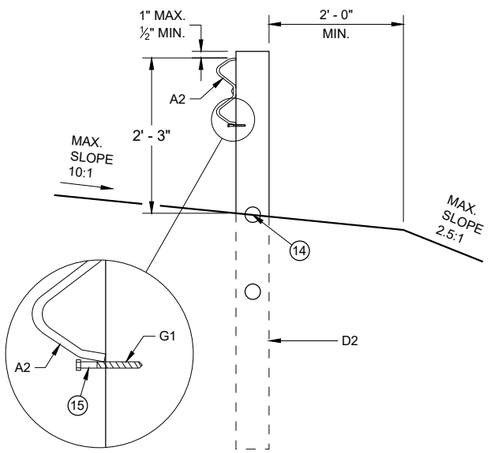
PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

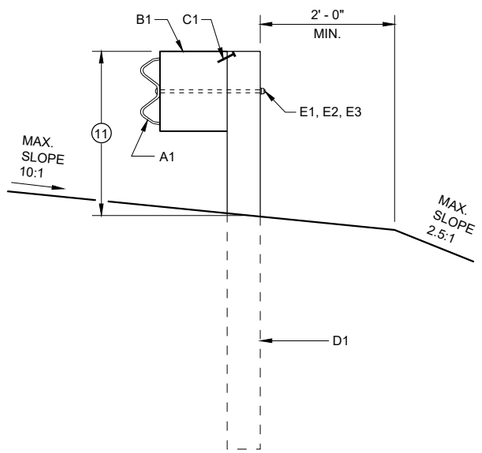


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY



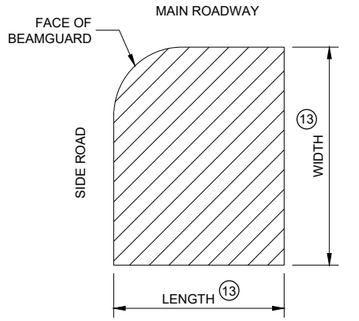
CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



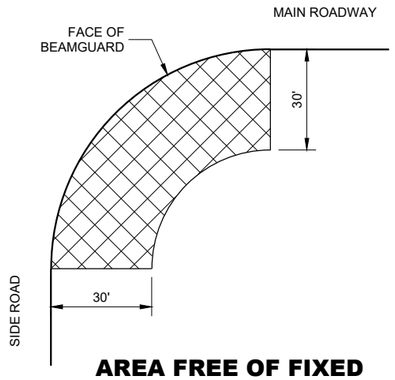
BEAM GUARD POSTS IN HEIGHT TRANSITION

TABLE FOR RADIUS OF 32' AND LESS

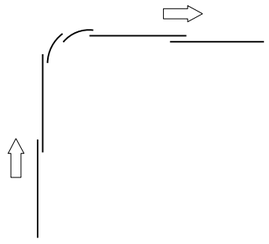
RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30



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)

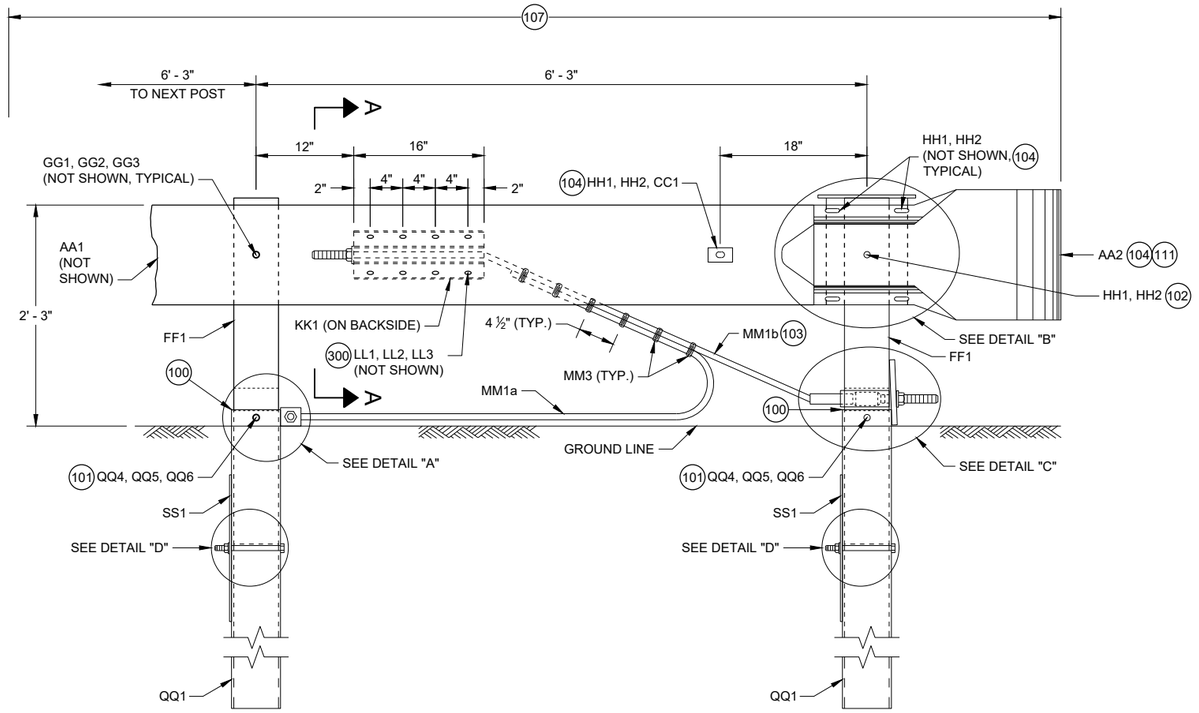
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53 - 02a

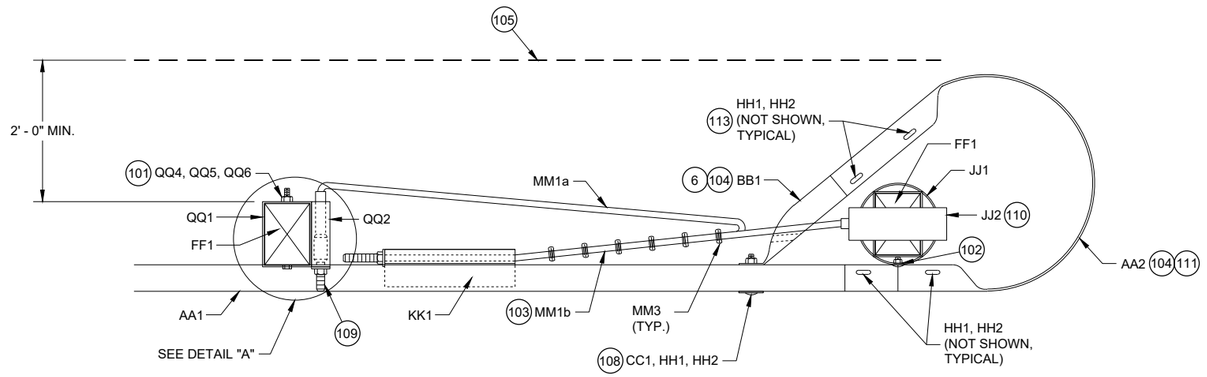
6

SDD 14B53 - 02a



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

100 TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

101 WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

102 SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

103 CABLE IS TAUT.

104 ADJUST AA2 AND BB1 TO FIT.

105 BREAK POINT OF SHOULDER.

106 TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

107 PAY LIMIT FOR BEAM GUARD.

108 SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

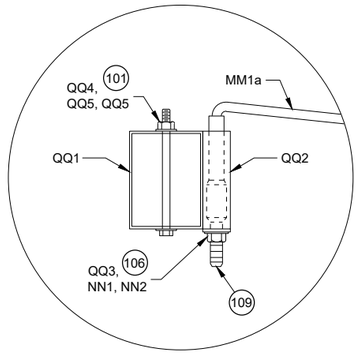
109 CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS ½" TOLERANCE). DEBURR AFTER CUTTING.

110 SEE STEEL PIPE ASSEMBLY DETAILS.

111 ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

112 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

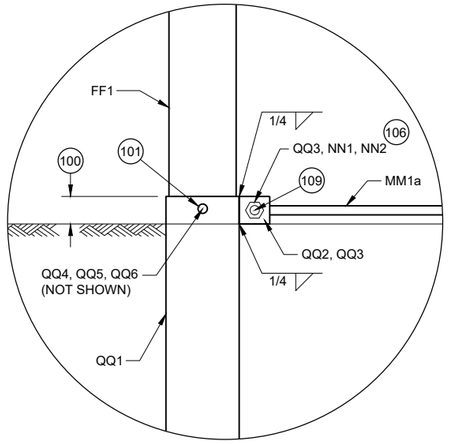
113 FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

6

SDD 14B53 - 02b

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

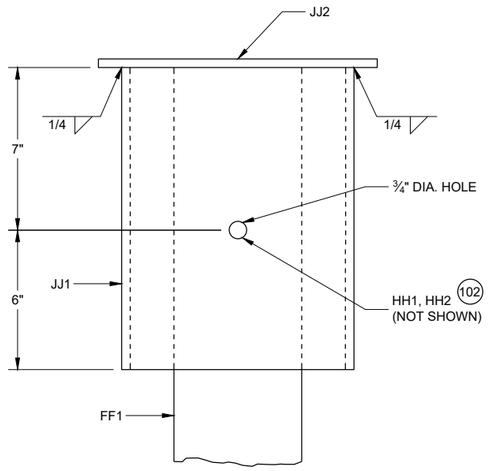
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53 - 02b

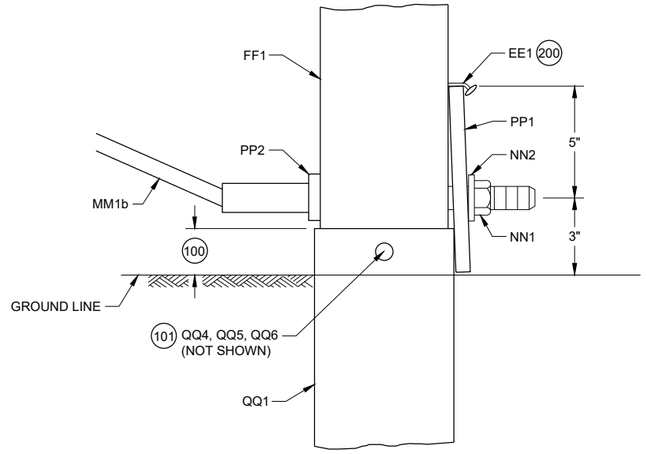
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



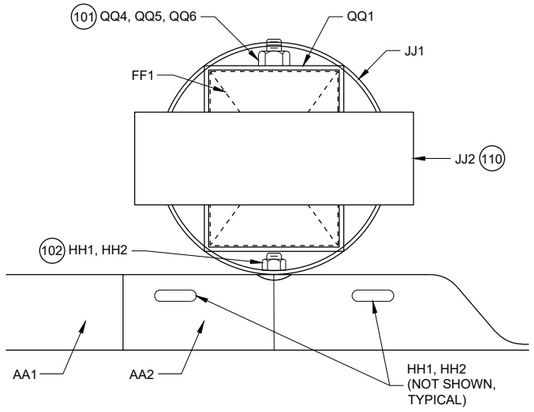
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



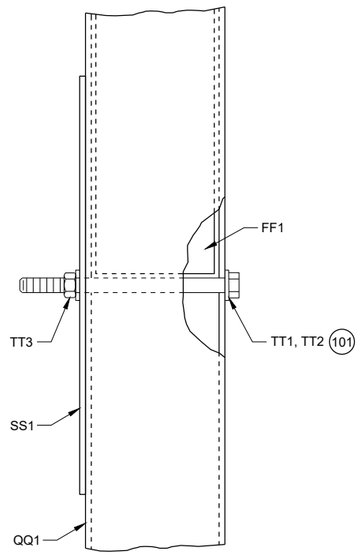
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

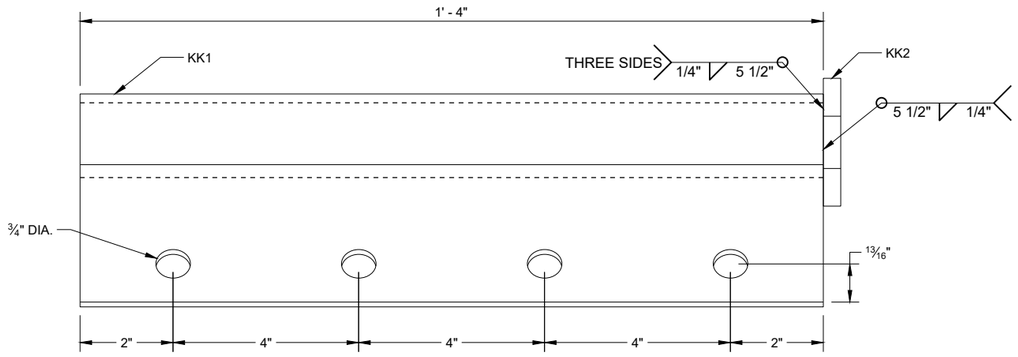
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

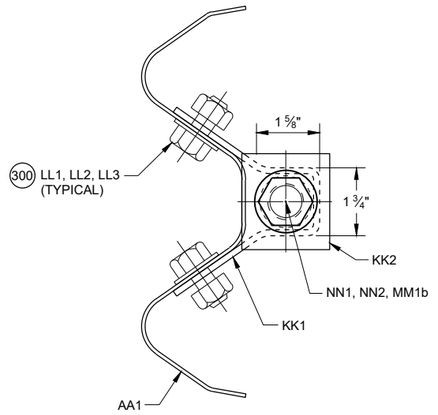
6

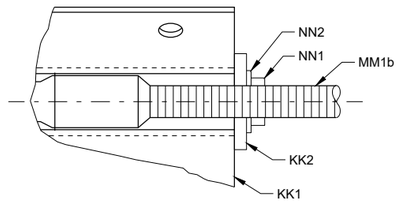
SDD 14B53 - 02c

GENERAL NOTES

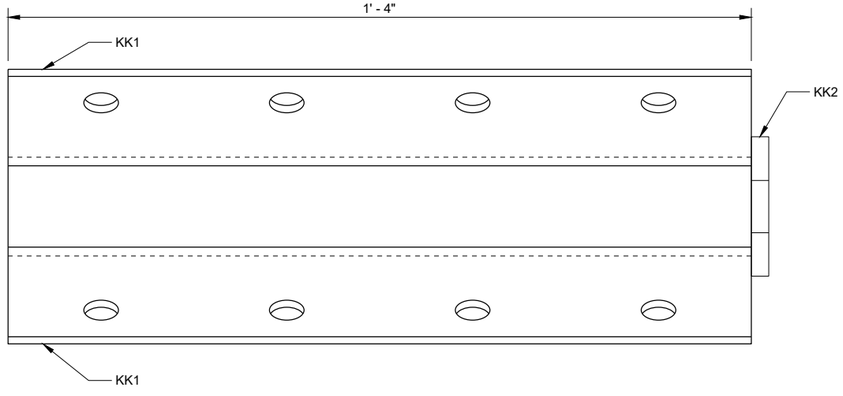
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

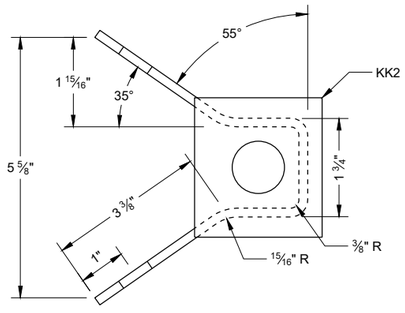




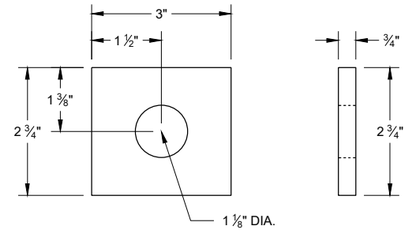


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

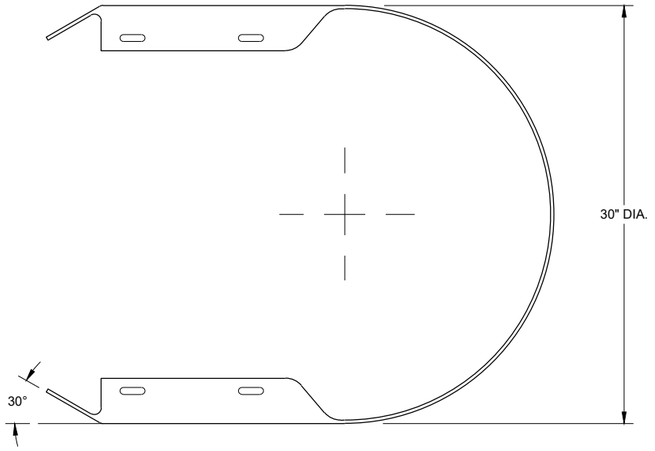
6

SDD 14B53 - 02d

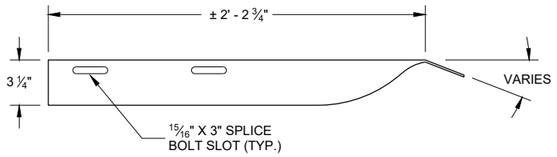
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

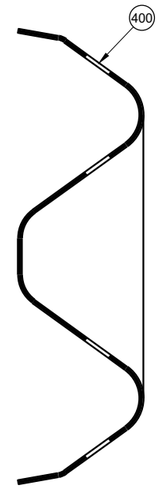
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



TOP VIEW



TOP VIEW



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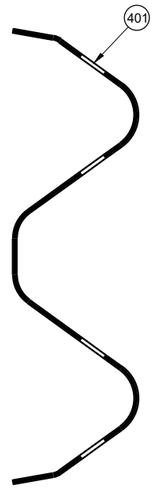

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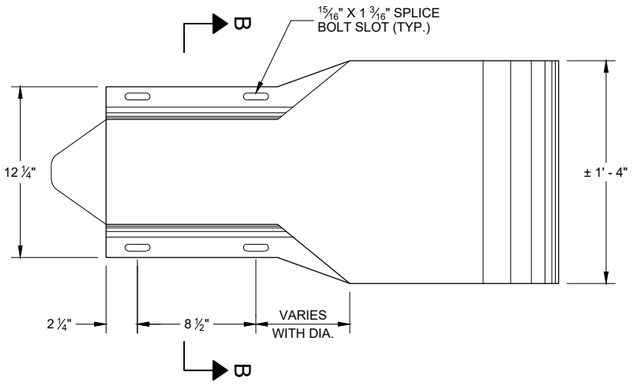
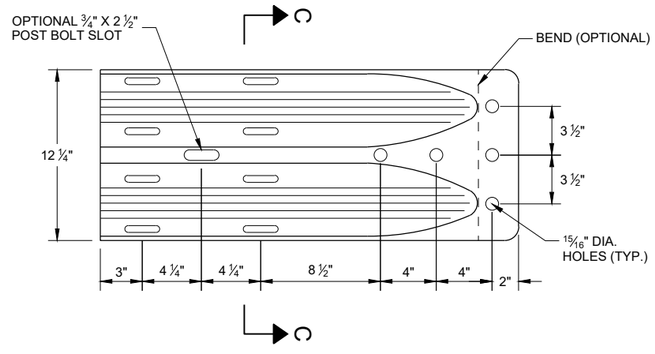


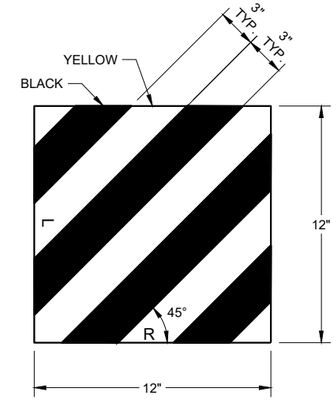
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

W BEAM
TERMINAL CONNECTOR (BB1)



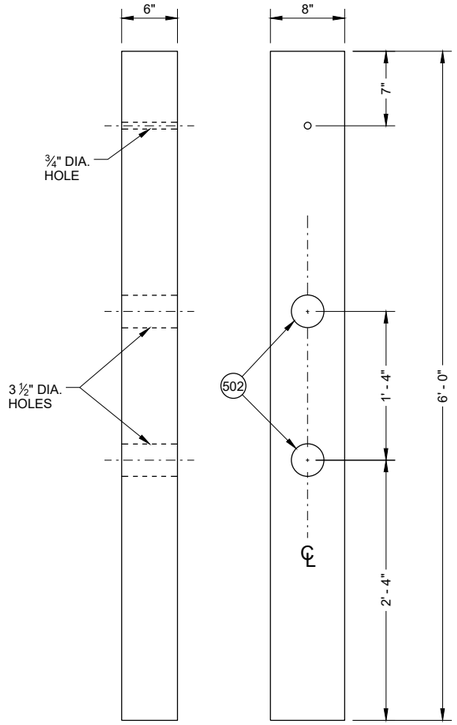
REFLECTIVE SHEETING (UU1, UU2)

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

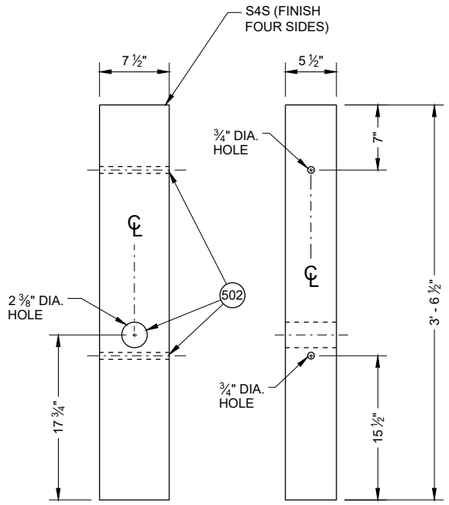
6

SDD 14B53 - 02e



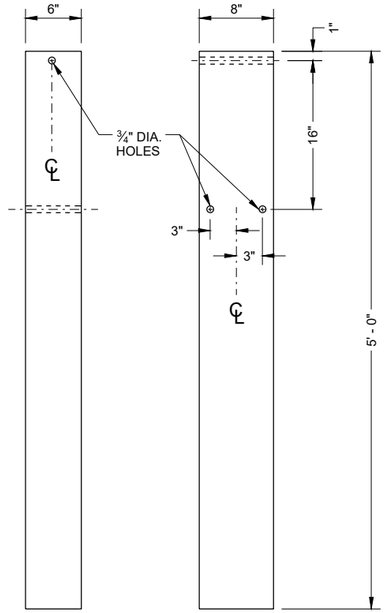
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) 500

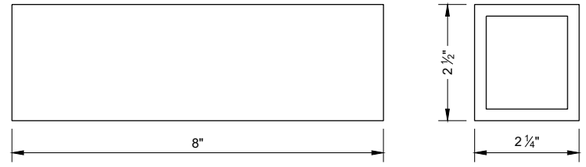
GENERAL NOTES

500 SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

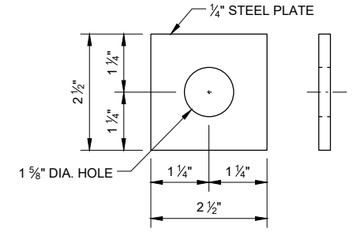
501 FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

502 LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

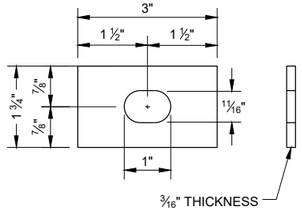
503 MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE 109.



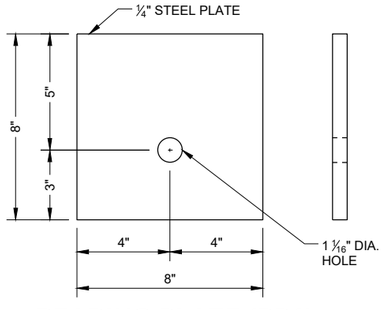
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



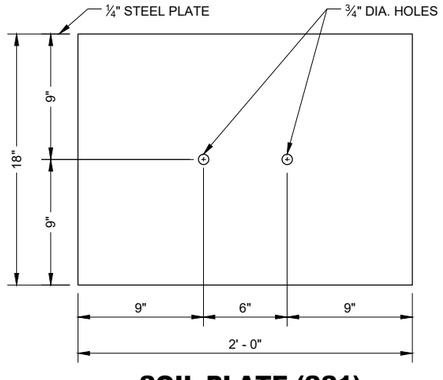
ANCHOR CABLE TUBE END PLATE (QQ3)



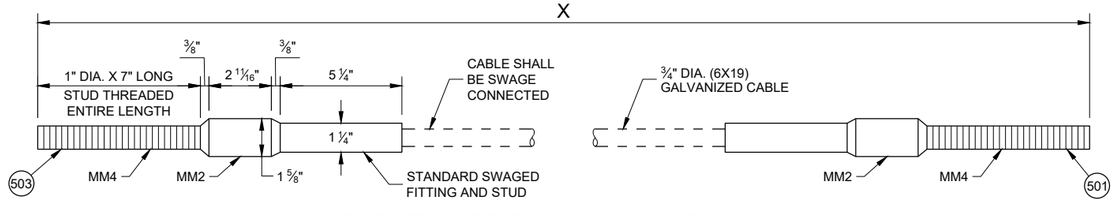
RECTANGULAR PLATE WASHER (CC1)



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)

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	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

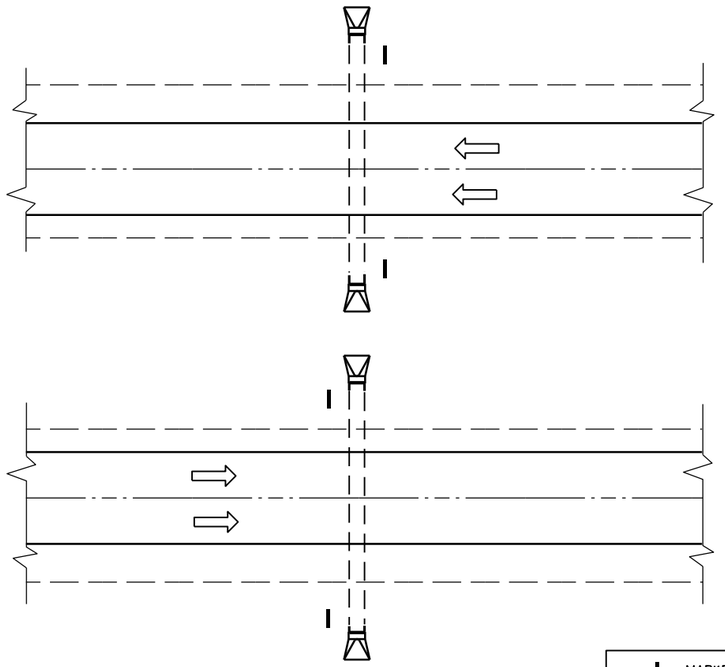
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

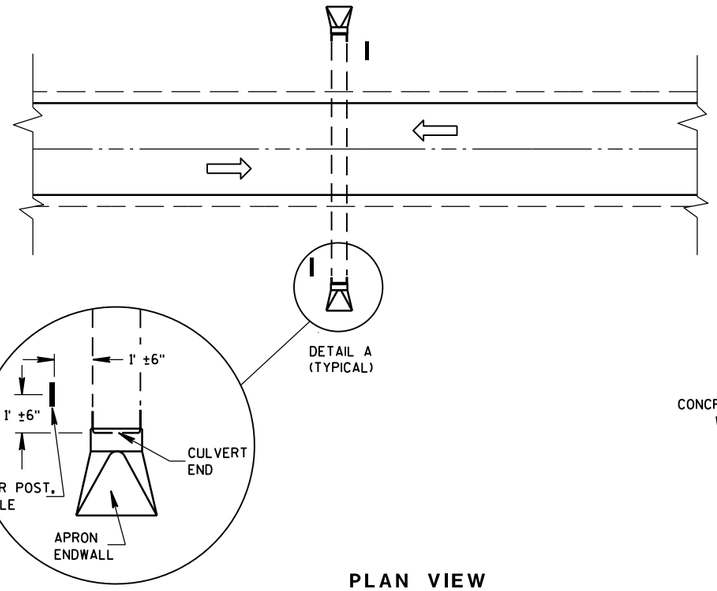
6

SDD 14B53 - 02i



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

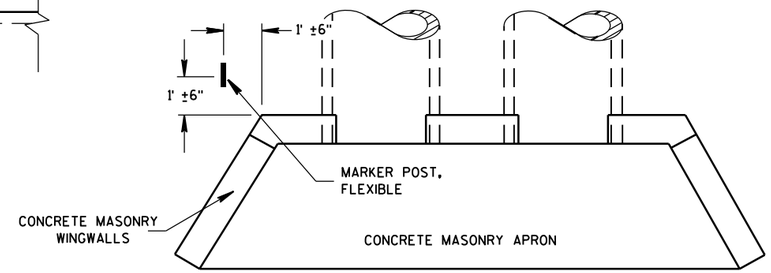
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

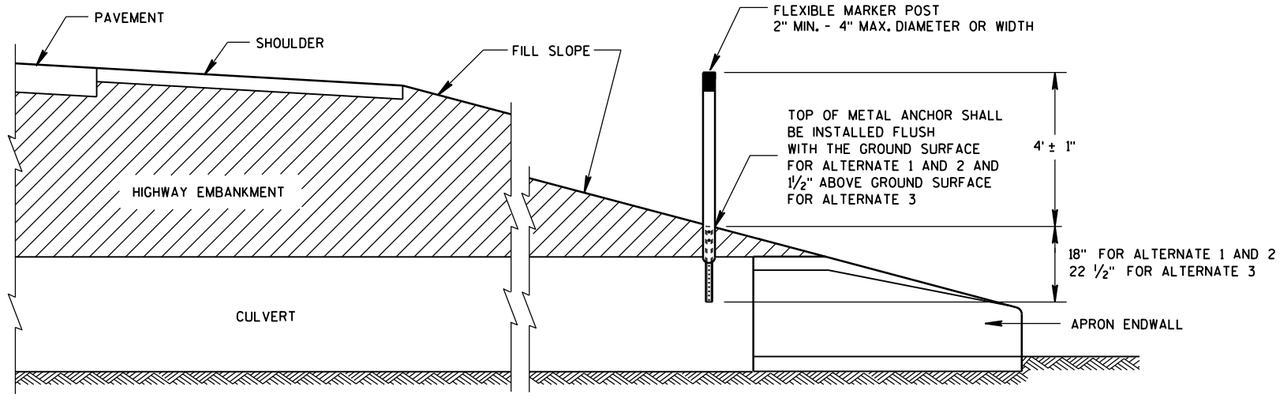
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

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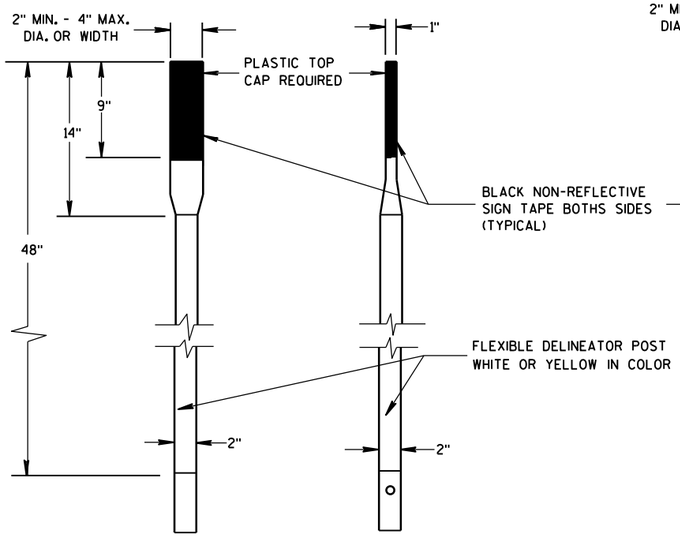
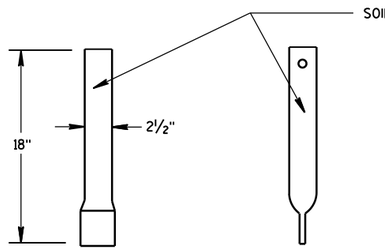
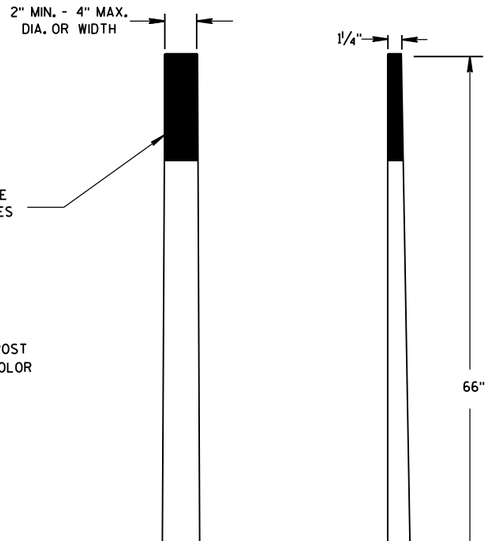
S.D.D. 15 A 3-2a





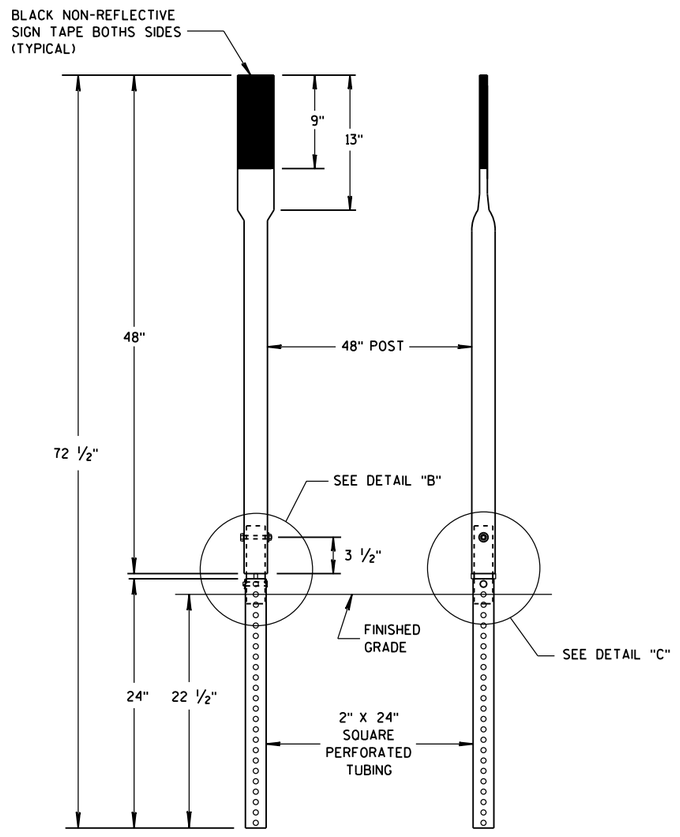
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

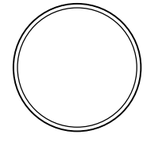
ALTERNATE 2



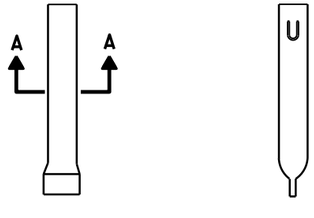
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

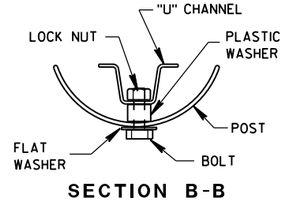


SECTION A-A

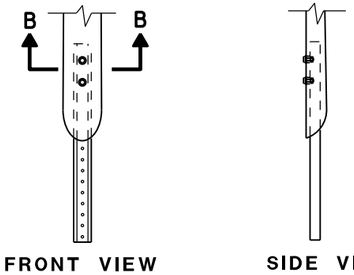


FRONT VIEW SIDE VIEW

ALTERNATE 1

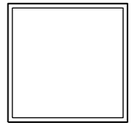


SECTION B-B

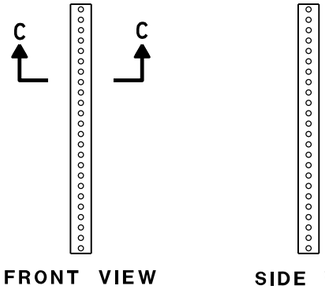


FRONT VIEW SIDE VIEW

ALTERNATE 2



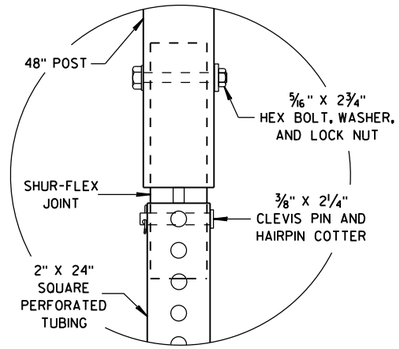
SECTION C-C



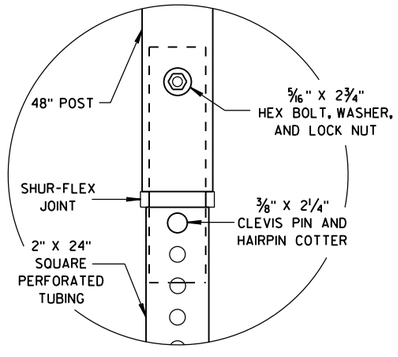
FRONT VIEW SIDE VIEW

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
231
IGN
FHWA

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S.D.D. 15 A 3-2b

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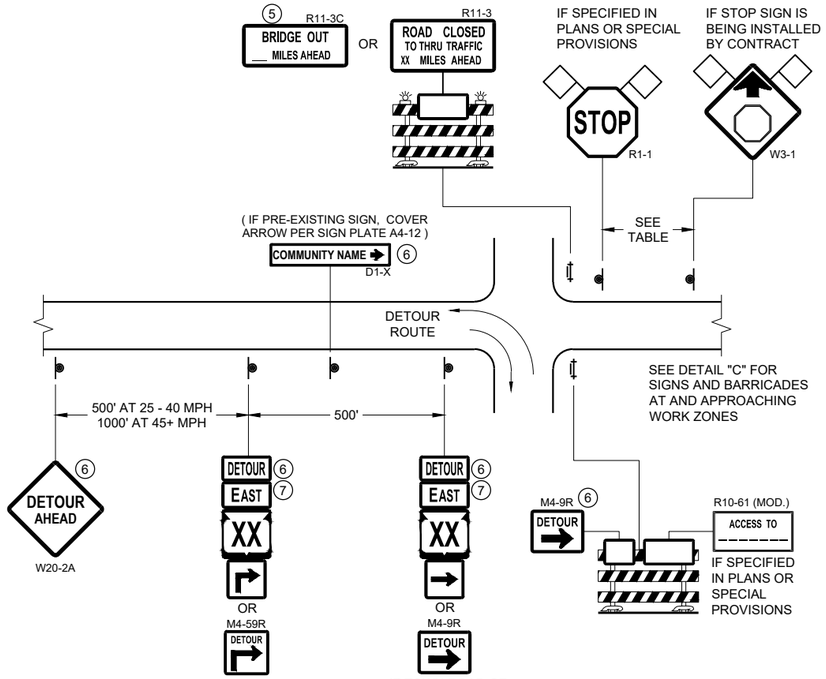
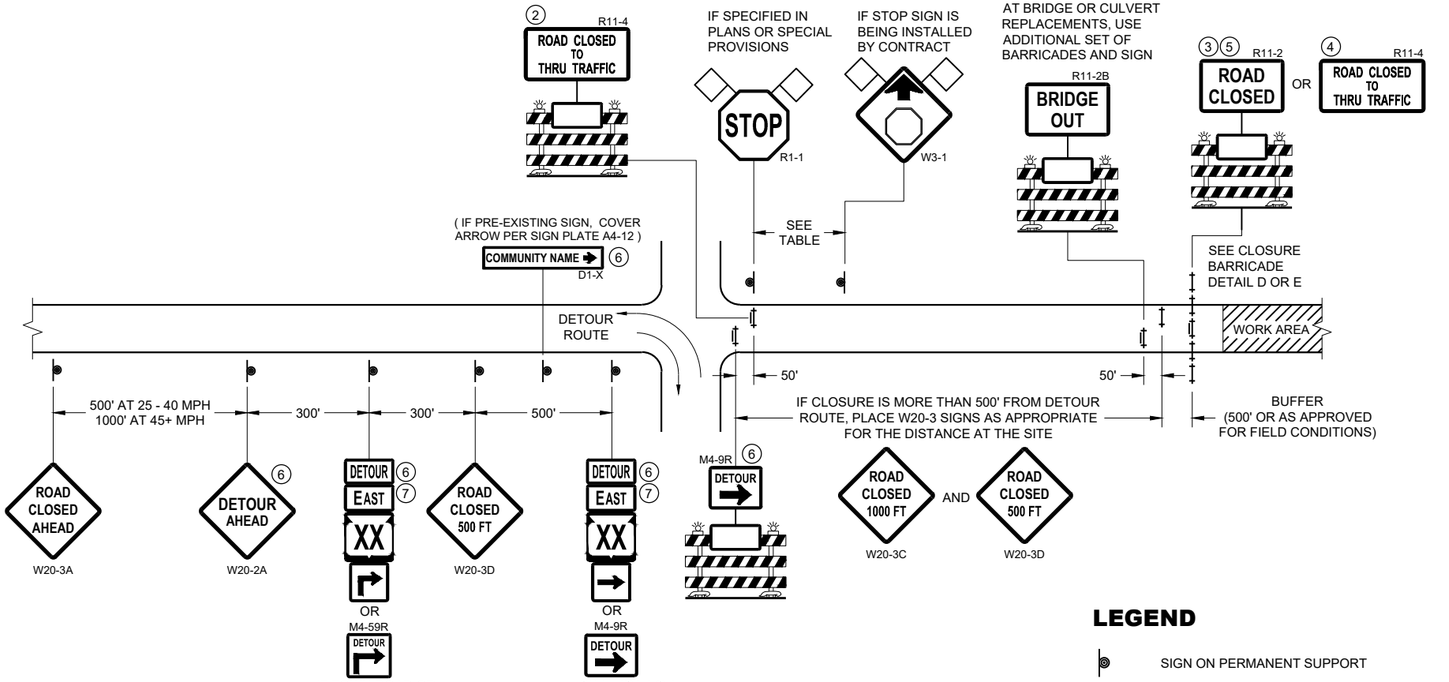
S.D.D. 15 A 3-2b



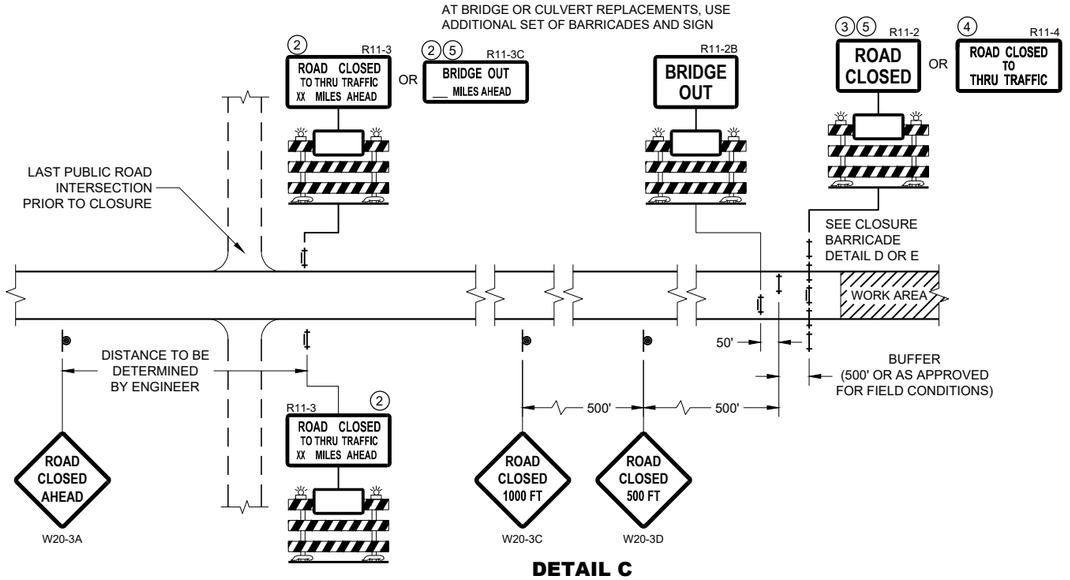


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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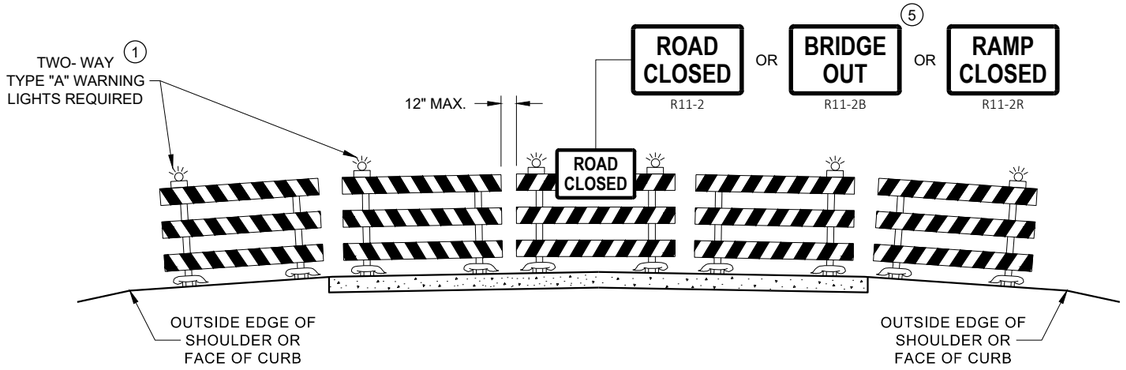
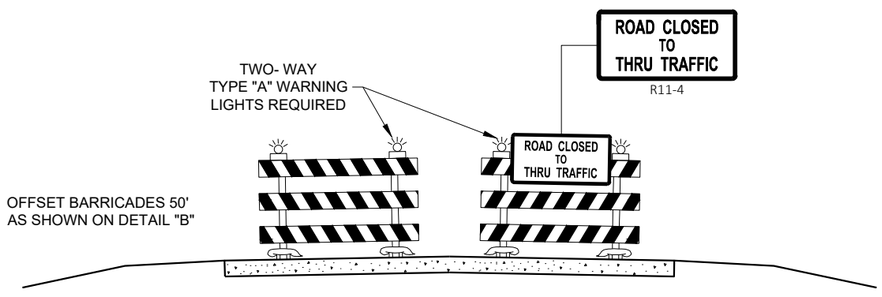
SDD 15C02 - 09a



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 — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

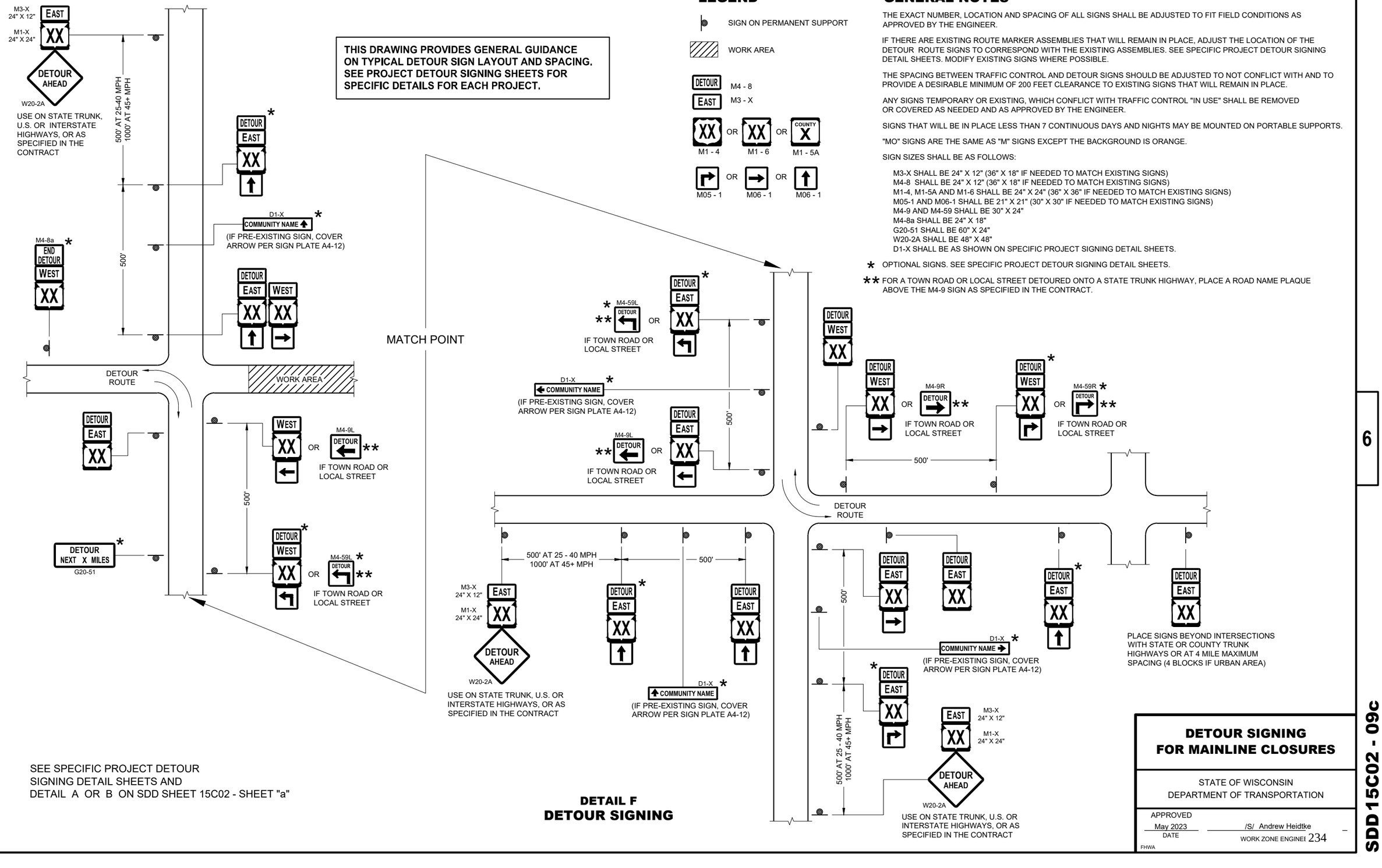
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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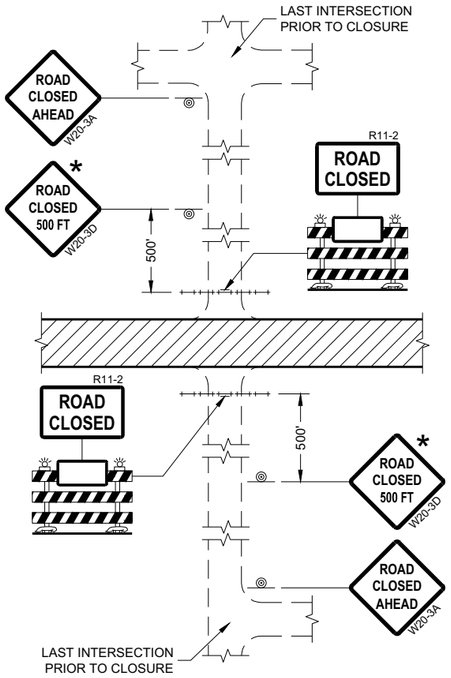
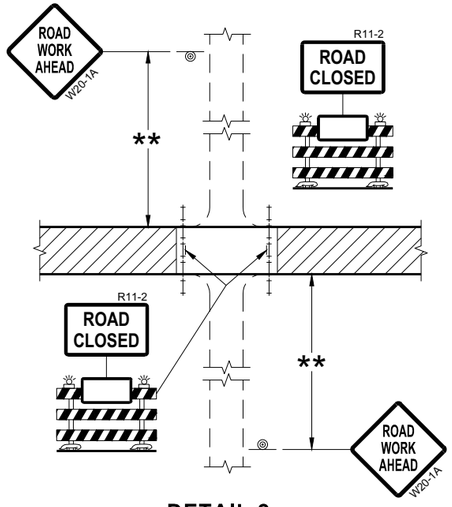
SDD 15C02 - 09c



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.

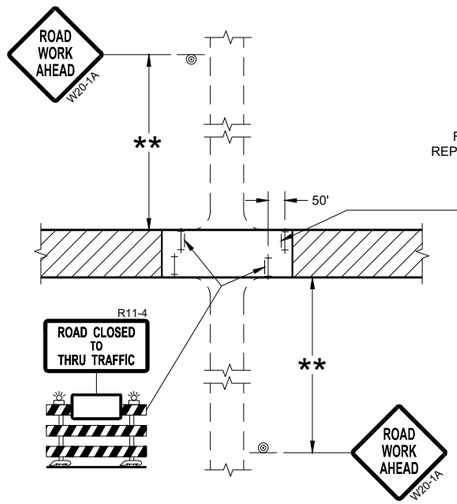
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

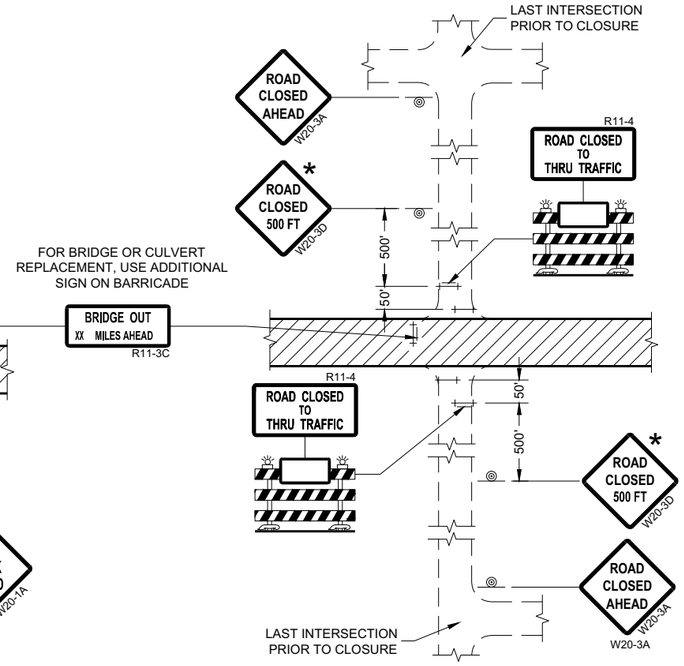
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* 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.

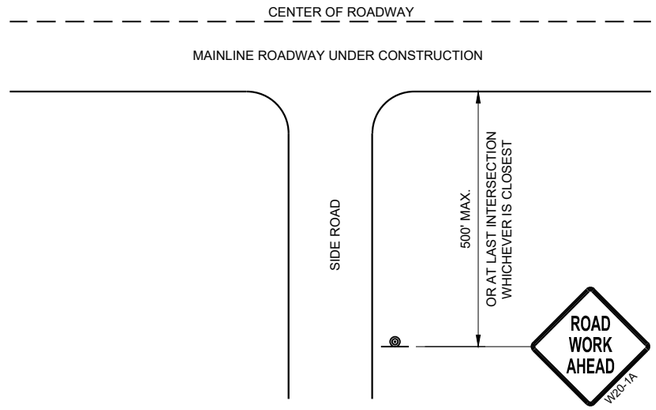
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



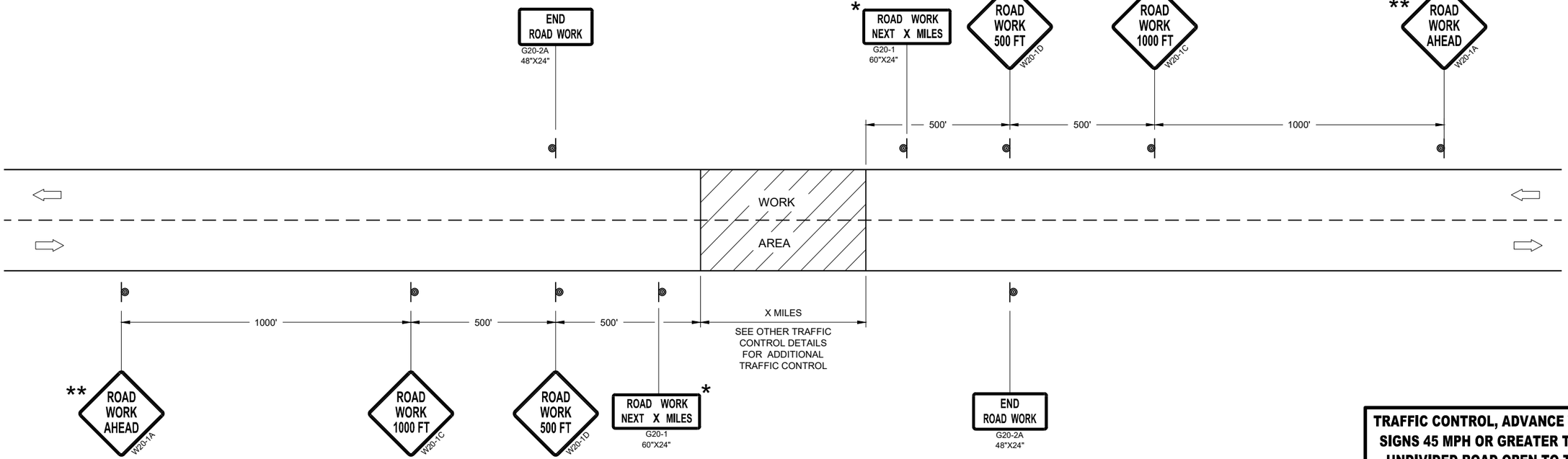
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

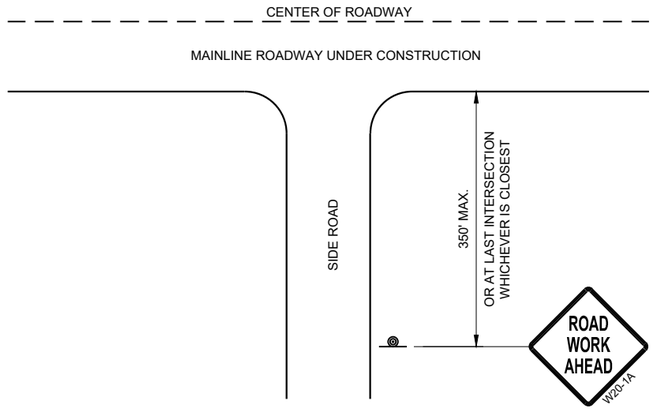
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



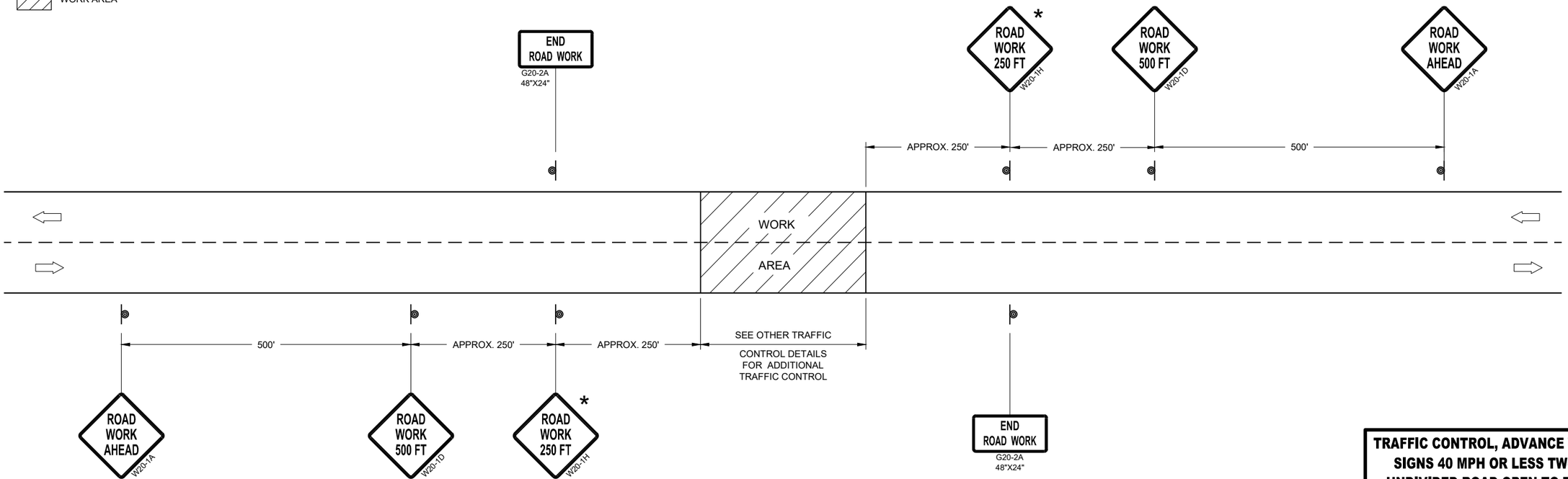
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

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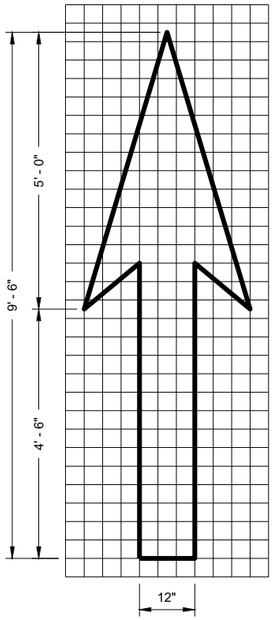
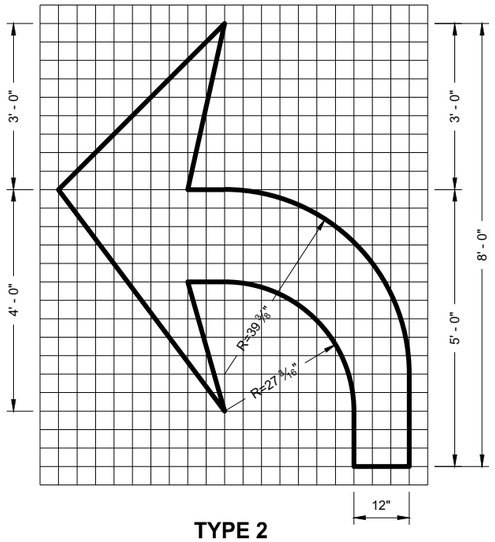
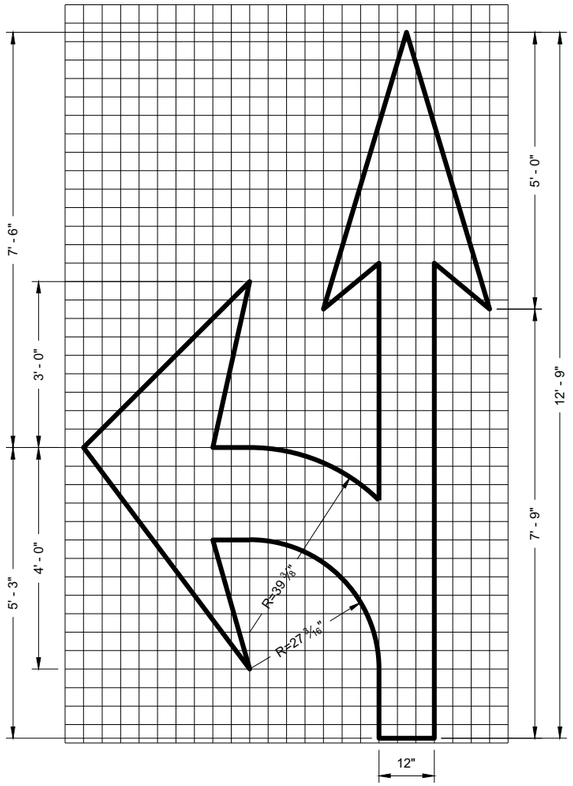
SDD 15C05 - 05



TYPE 1



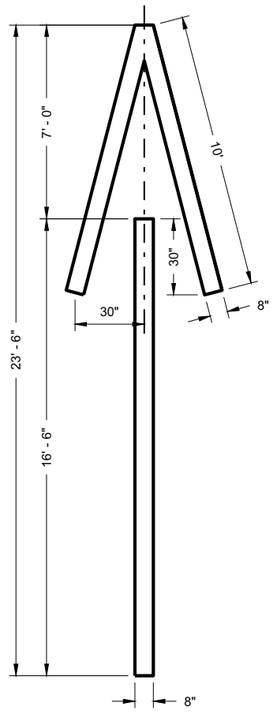
TYPE 2



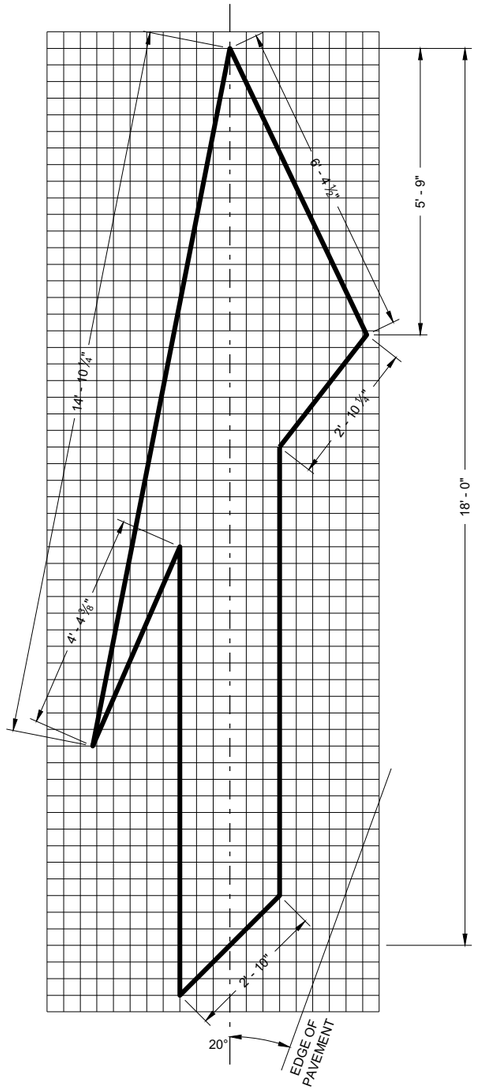
TYPE 3

GENERAL NOTES

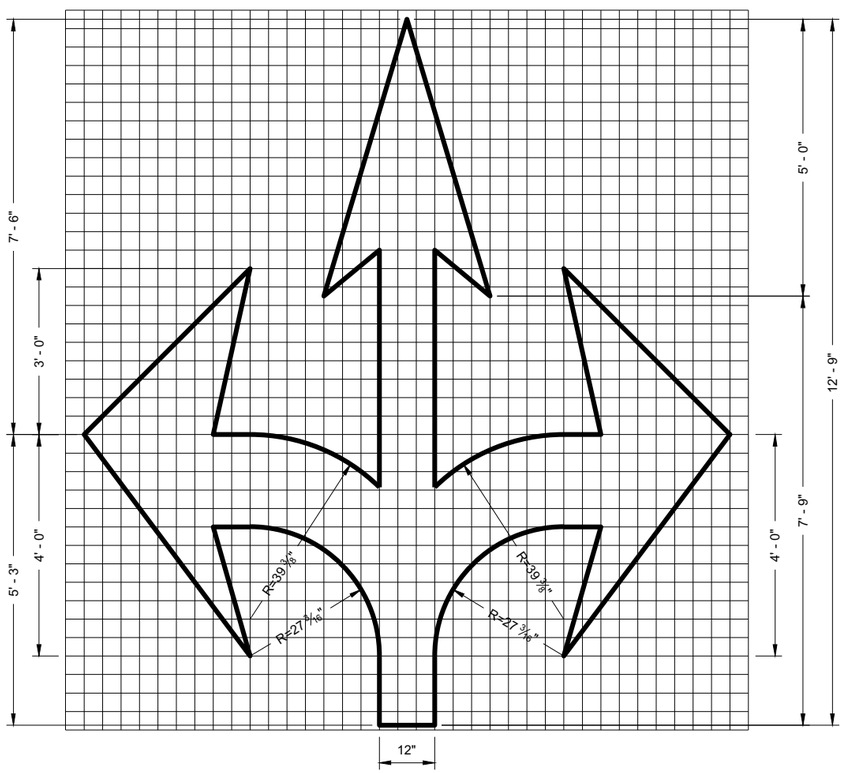
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



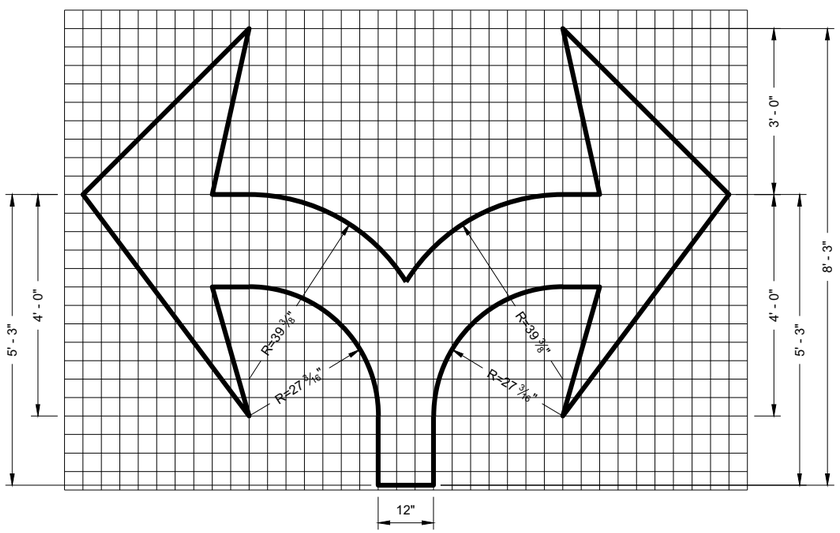
TYPE 4



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 MAF ENGINEER

FHWA

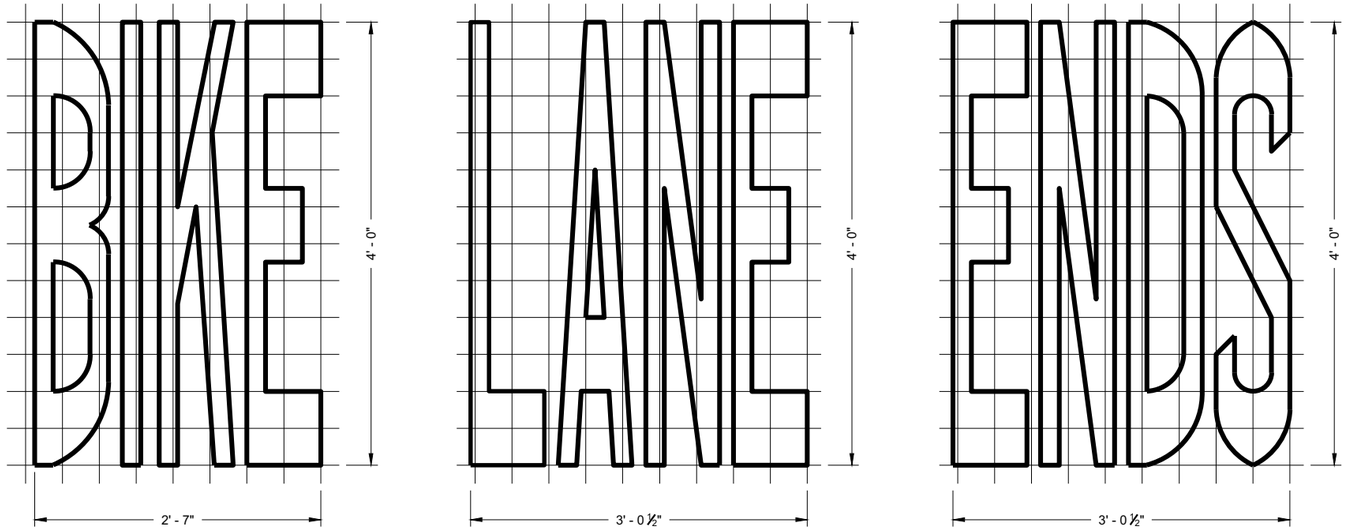
6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

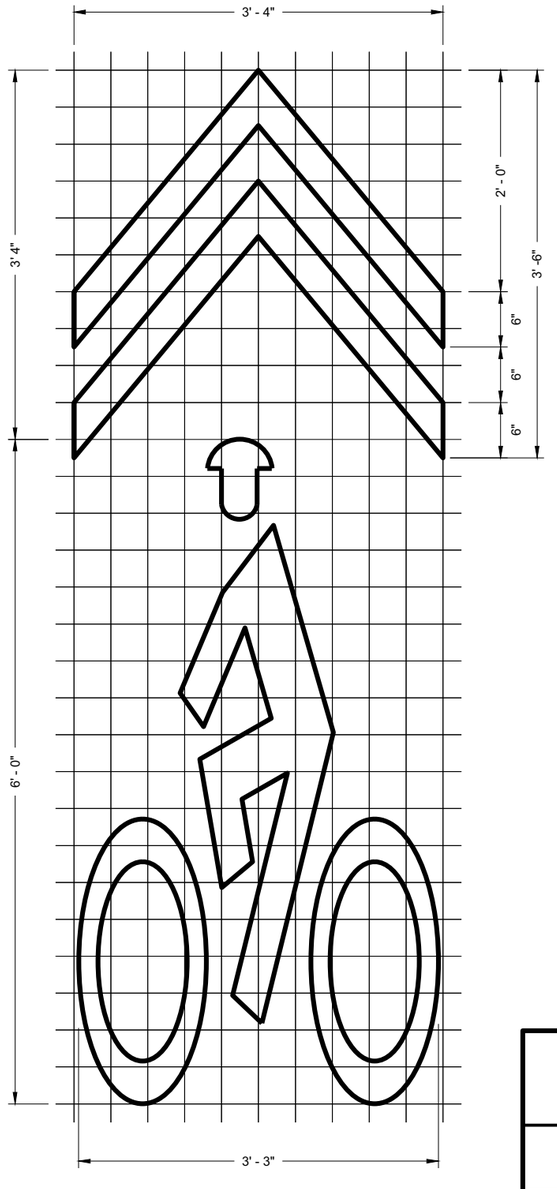
SDD 15C7-e Pavement Marking For Bike Lanes

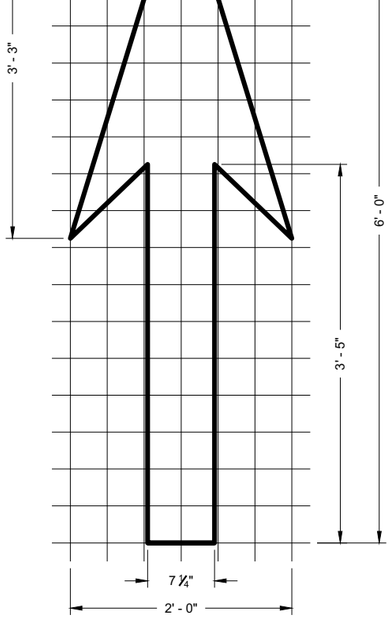


BIKE LANE WORDS

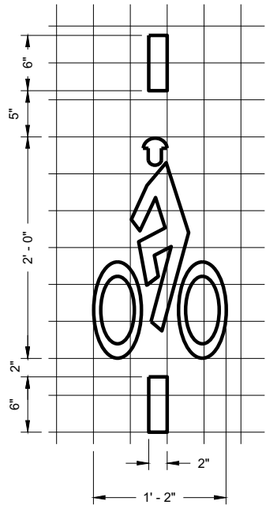
GENERAL NOTES

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.

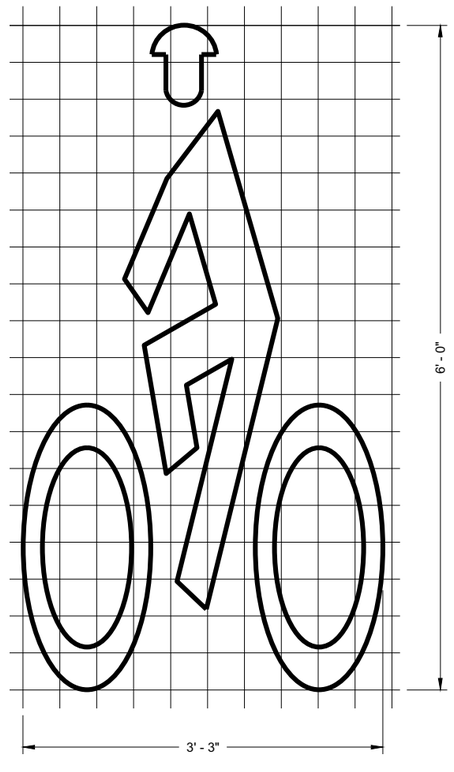




BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING



BIKE LANE SYMBOL

BIKE LANE SYMBOL FOR SHARED LANE

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD15C07 - 15e

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

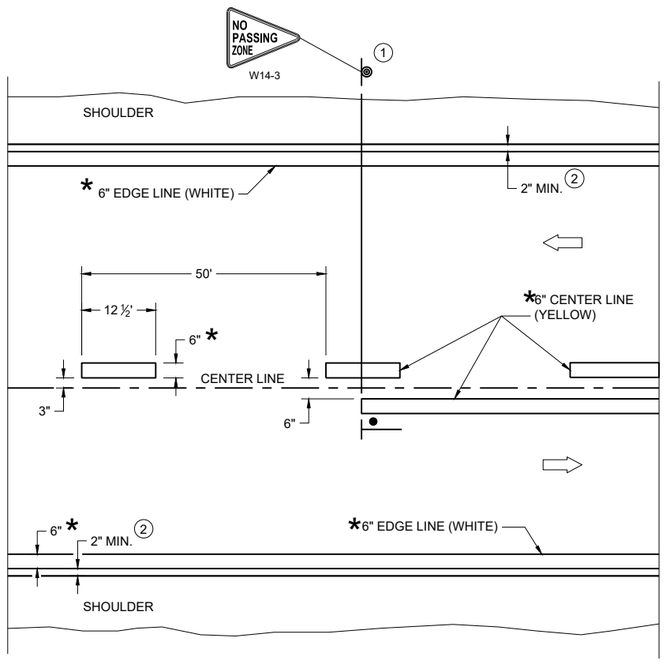
(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

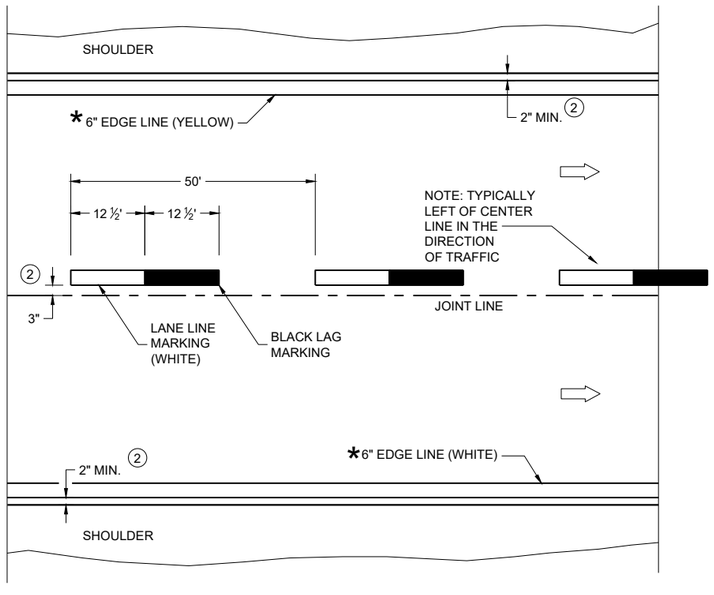
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

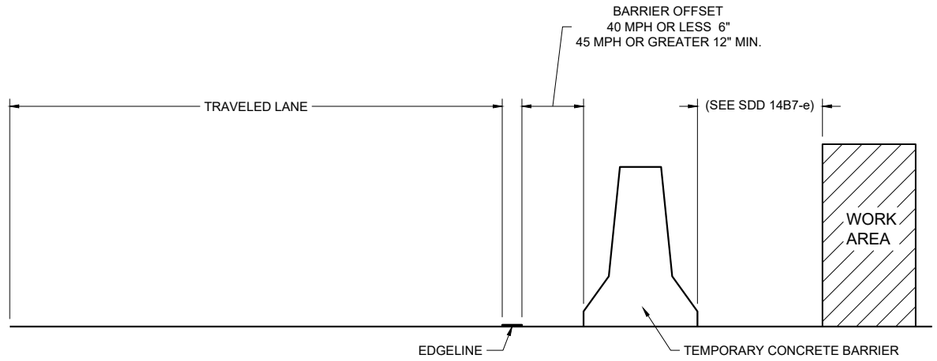
APPROVED

May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

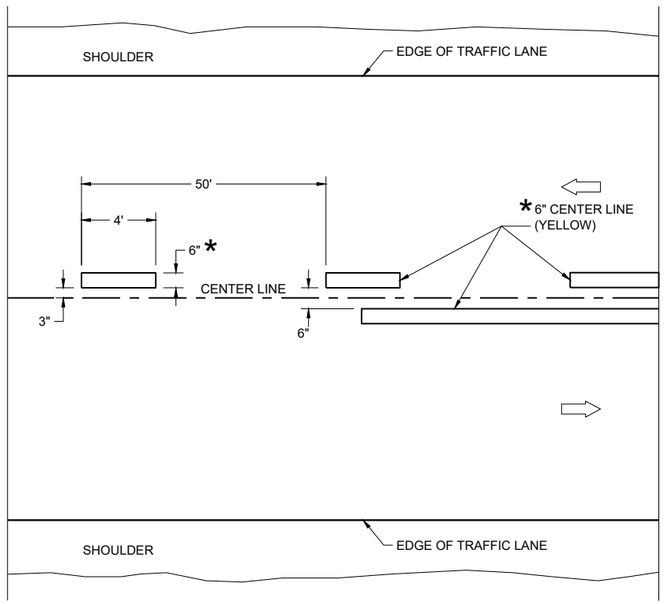
GENERAL NOTES

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

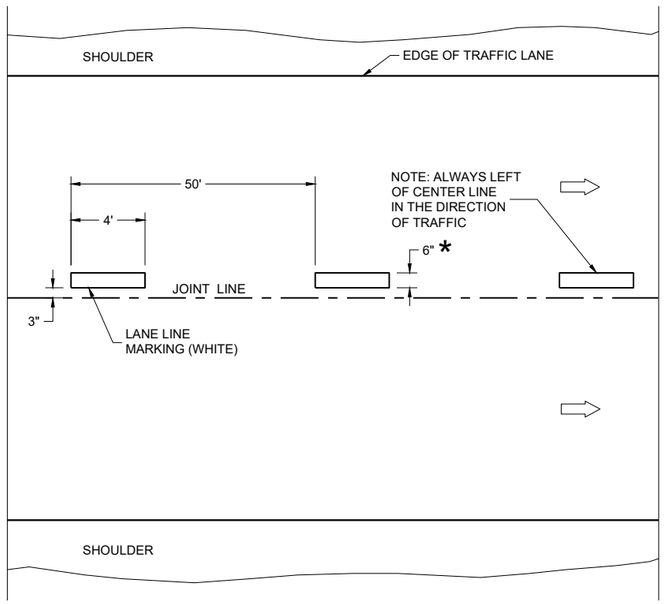
LEGEND

DIRECTION OF TRAFFIC

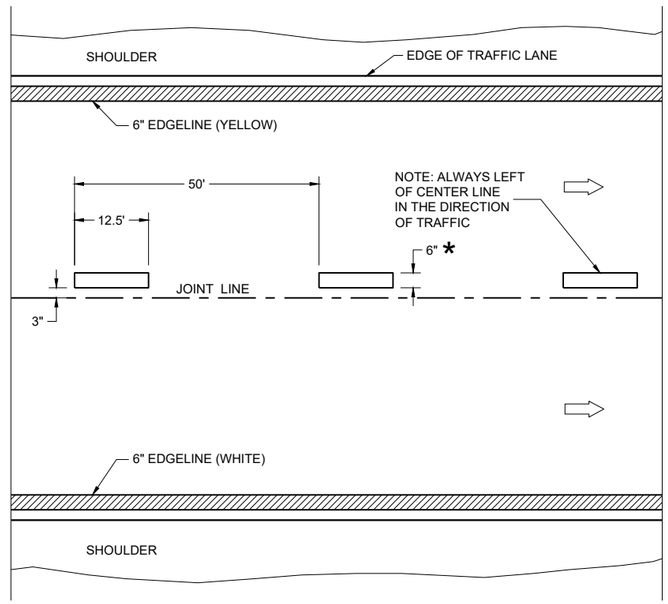
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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

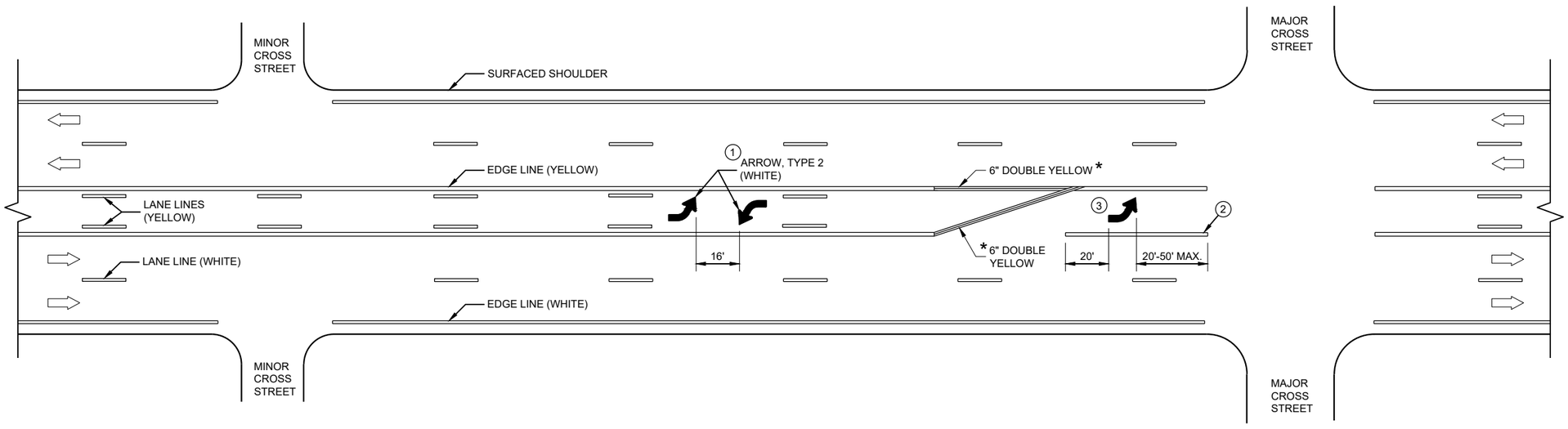
SDD 15C08-23b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY LEFT TURN LANE

6

SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

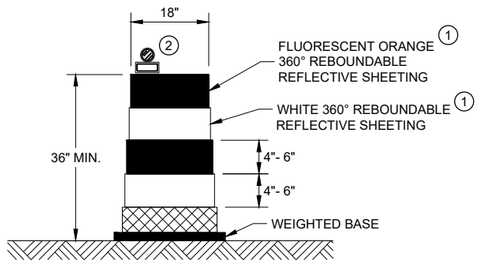
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 242

6

SDD 15C08-23c

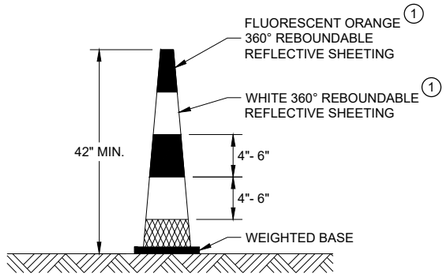
GENERAL NOTES

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

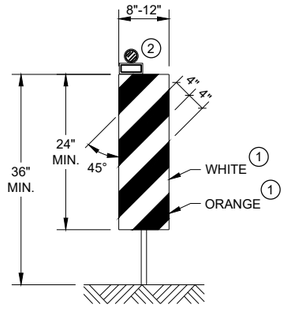
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

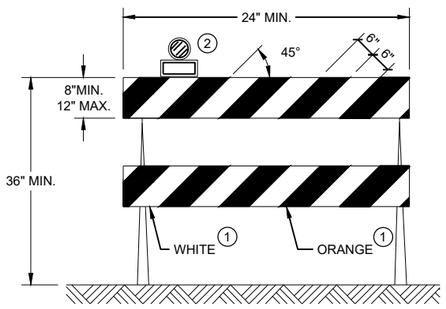
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



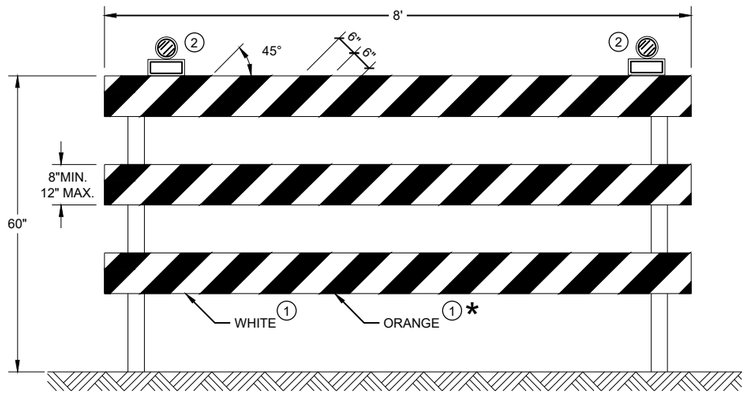
VERTICAL PANEL

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.

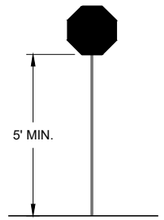
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



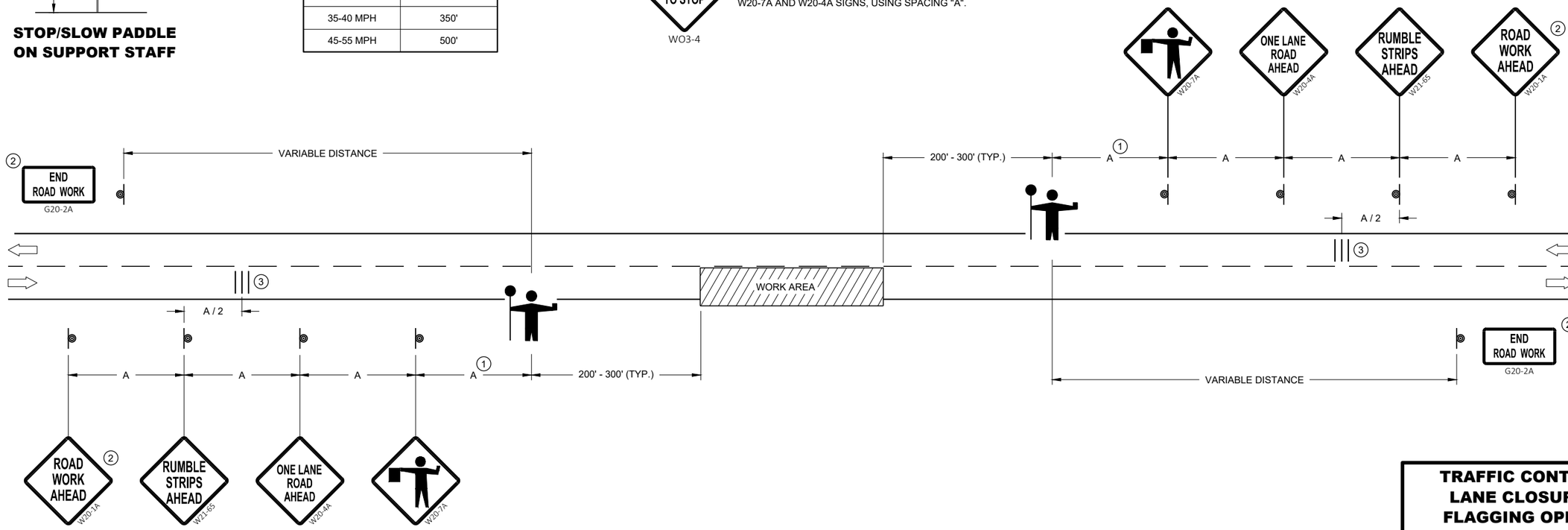
STOP/SLOW PADDLE ON SUPPORT STAFF

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

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

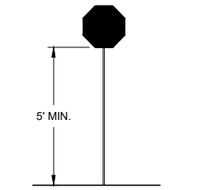
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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.

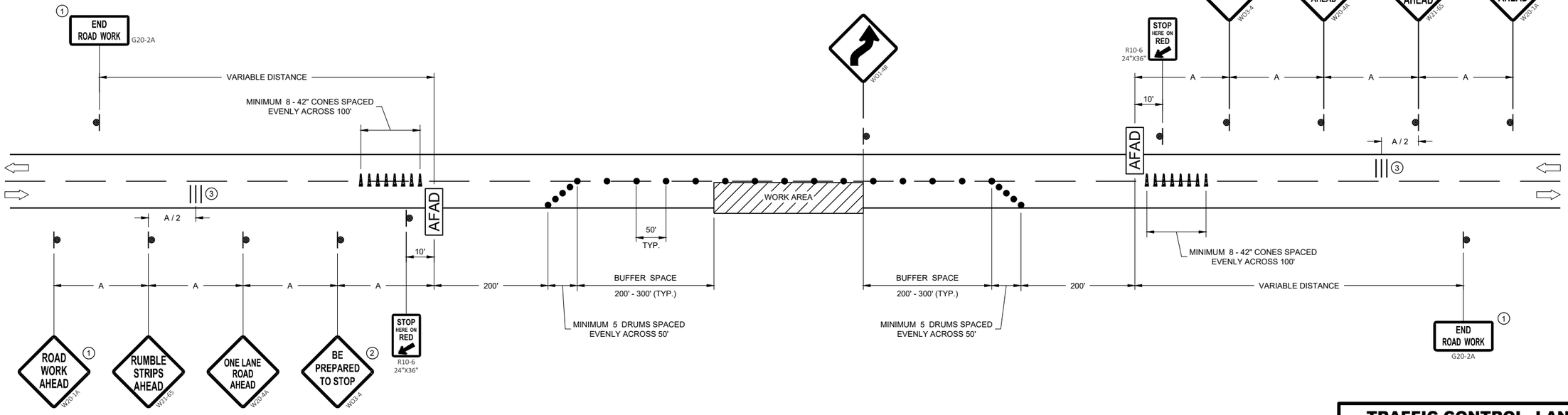
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



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

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.

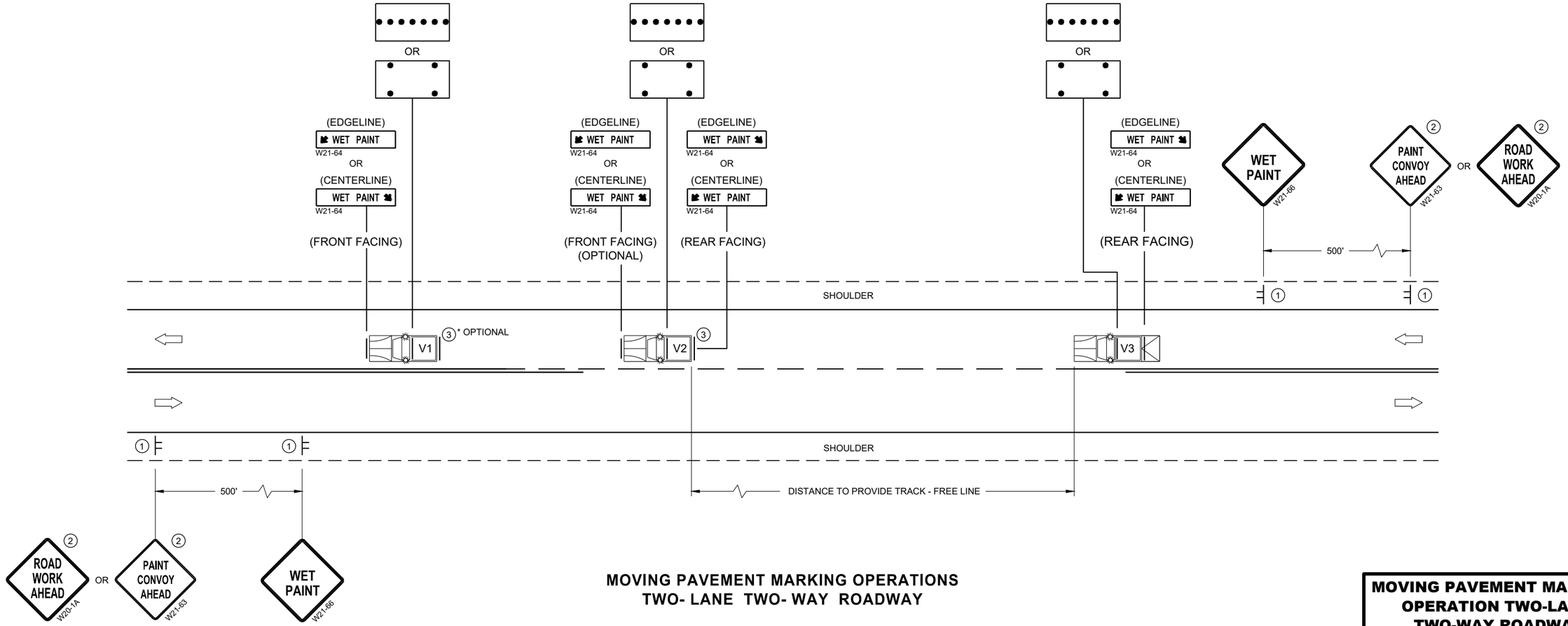
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

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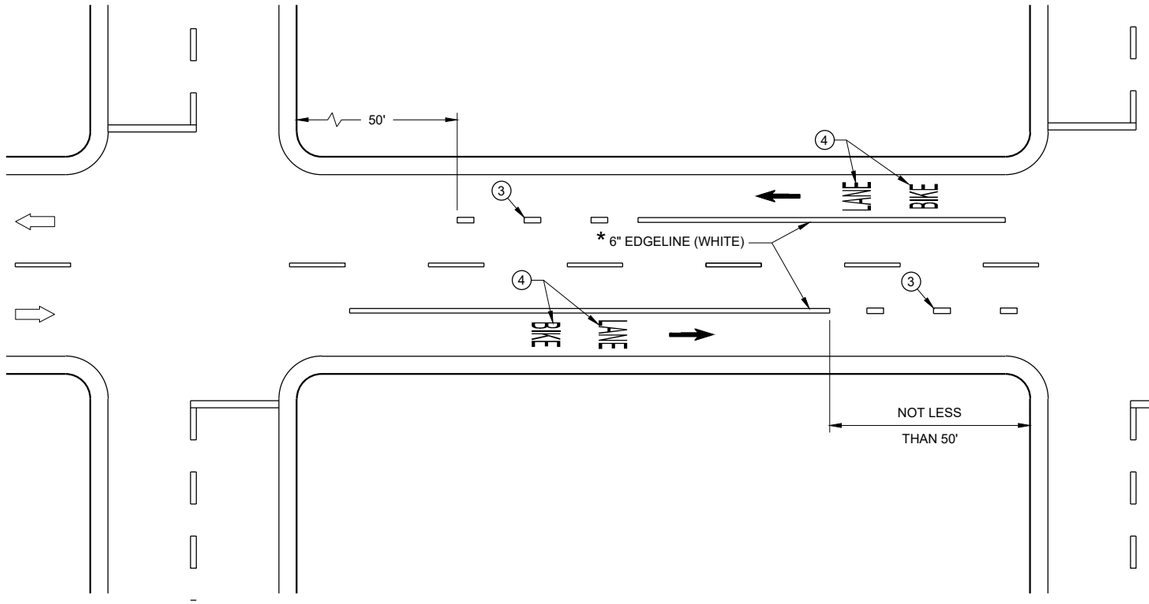
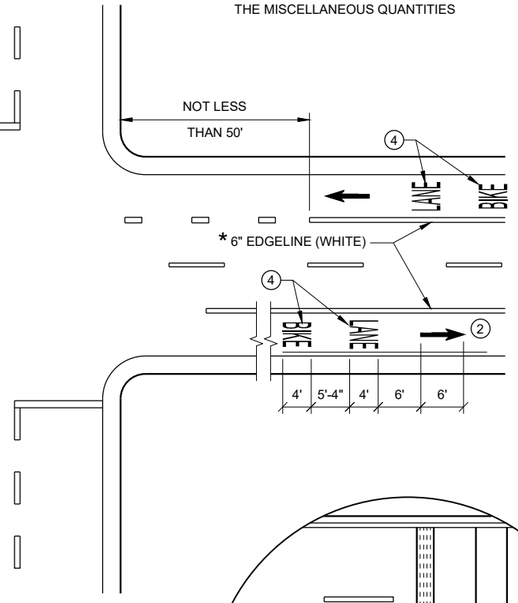
SDD 15C19-08a



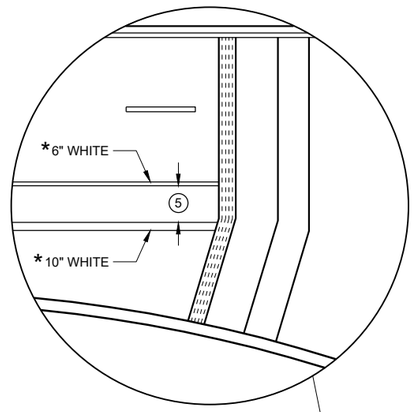


GENERAL NOTES

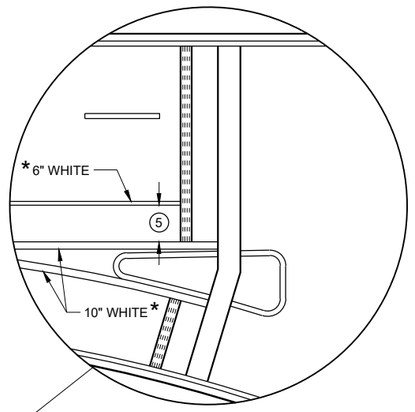
1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3' LINE, 9' GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. BIKE SYMBOLS OR WORDS MAY BE USED.
5. BIKE ACCOMMODATION IS TYPICAL 5 FEET WIDE AND MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT ≥ 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FOOT WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

DIRECTION OF TRAVEL

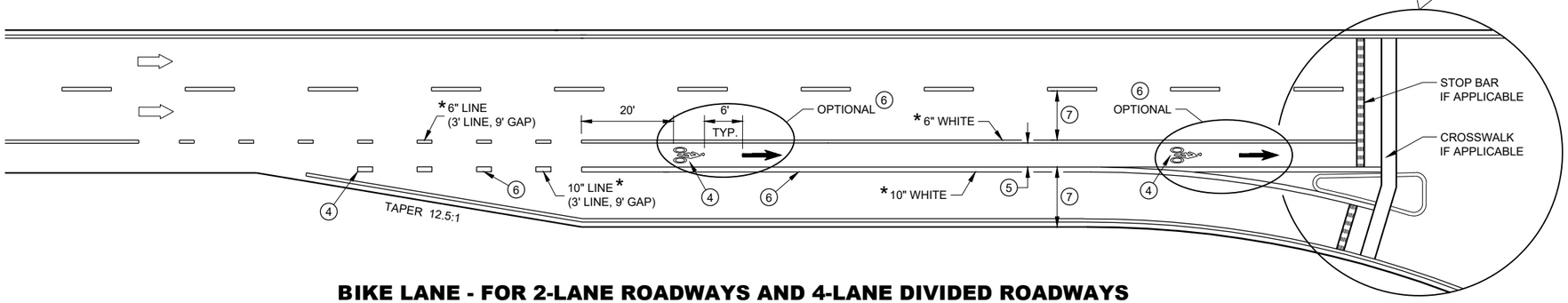
DESIGNATED BIKE LANE - NO PARKING



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BIKE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

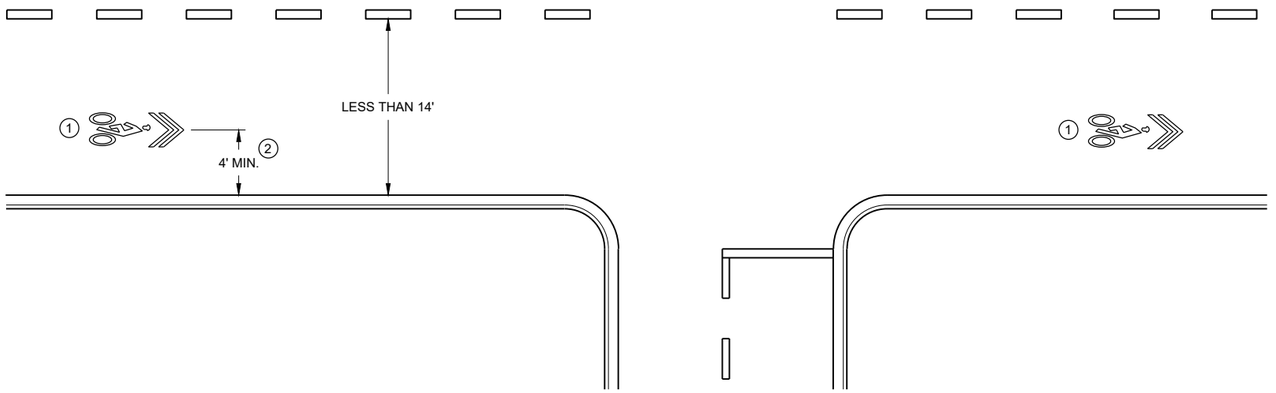
APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER
FHWA

6

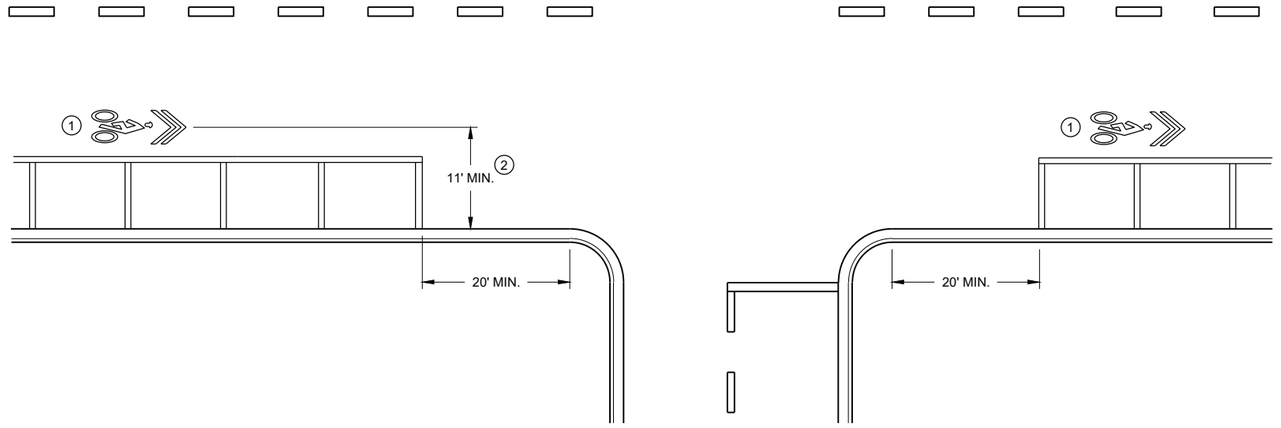
SDD 15C29-08a
SDD 15C29-08a

GENERAL NOTES

1. MINIMUM OF ONE PER BLOCK, MAXIMUM OF 250 FEET.
2. OR TO EDGE OF PAVEMENT WITHOUT CURB.



WITHOUT PARKING



WITH PARKING

PAVEMENT MARKING FOR SHARED LANE 35 MPH OR LESS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C29-08b

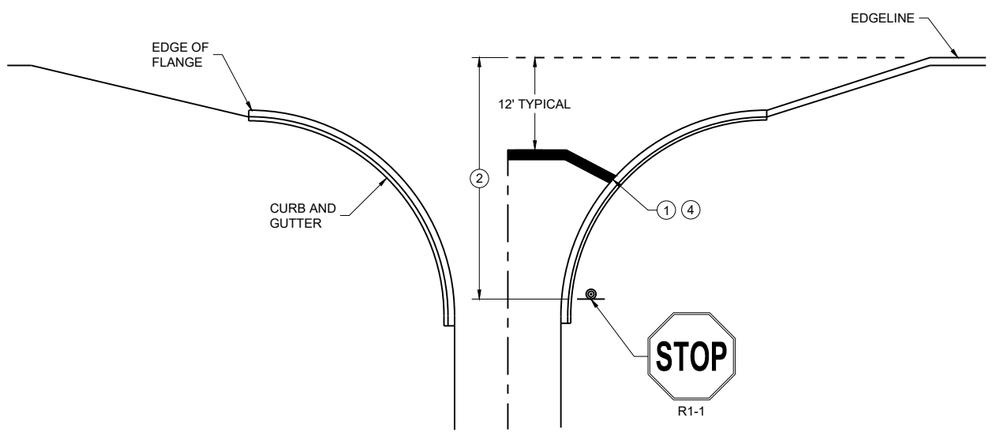
6

SDD 15C29-08b

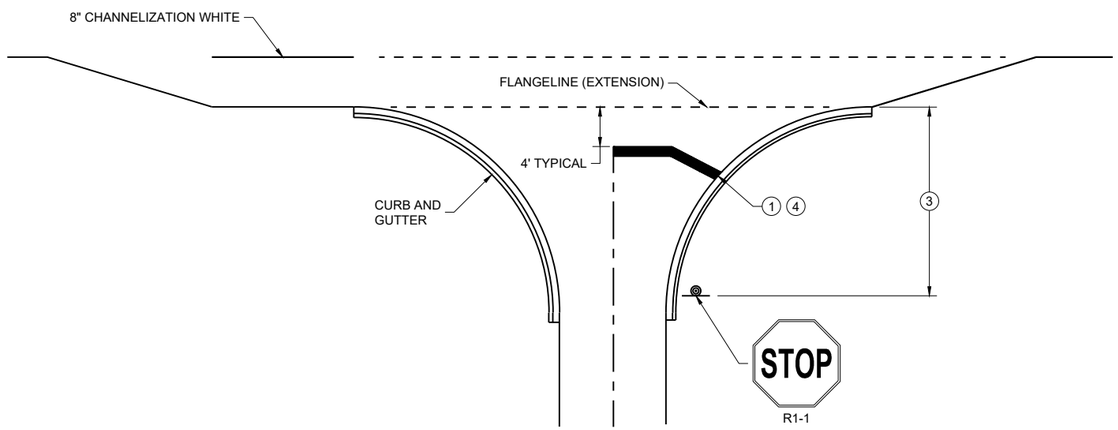
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

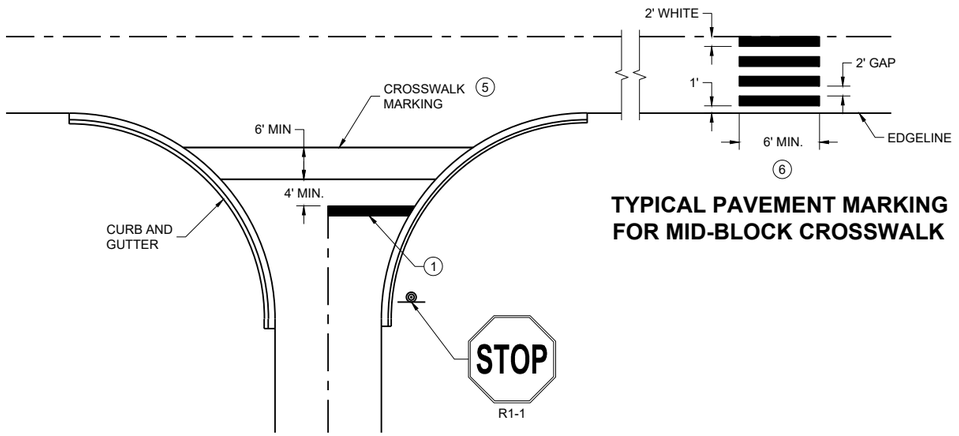
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

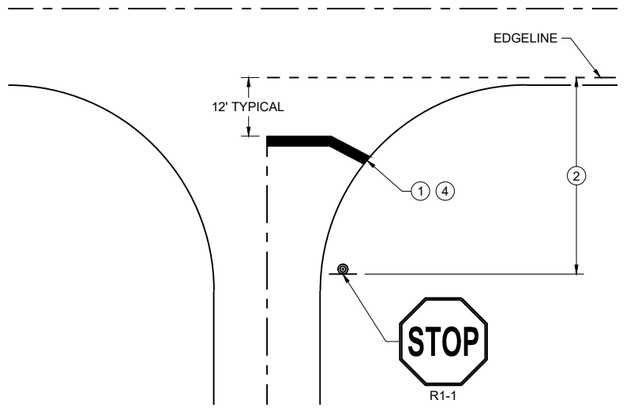


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS 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

March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

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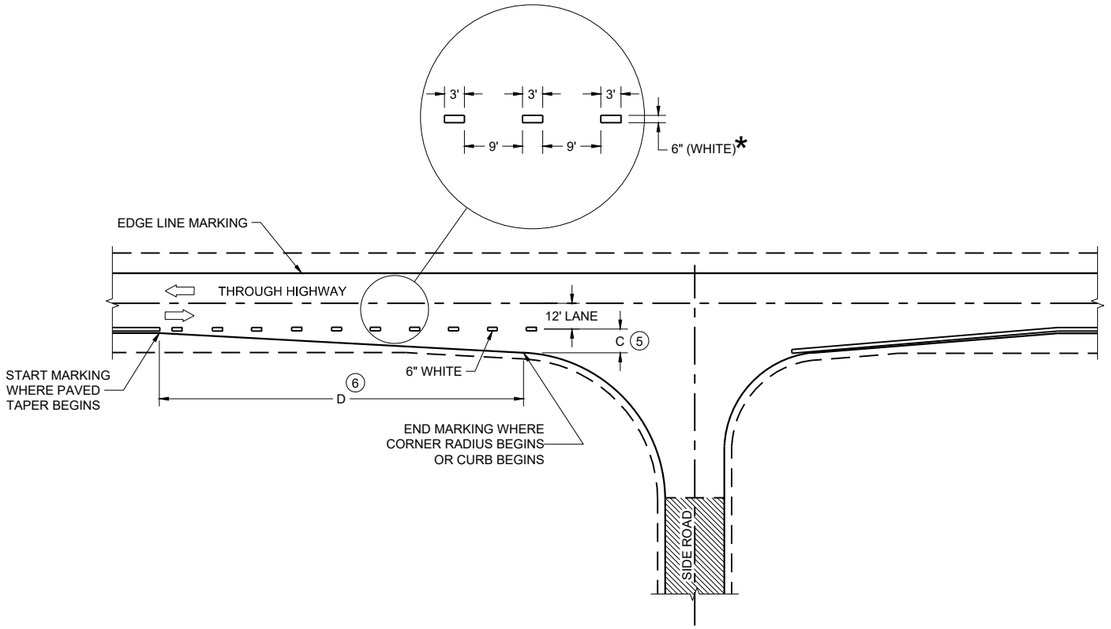
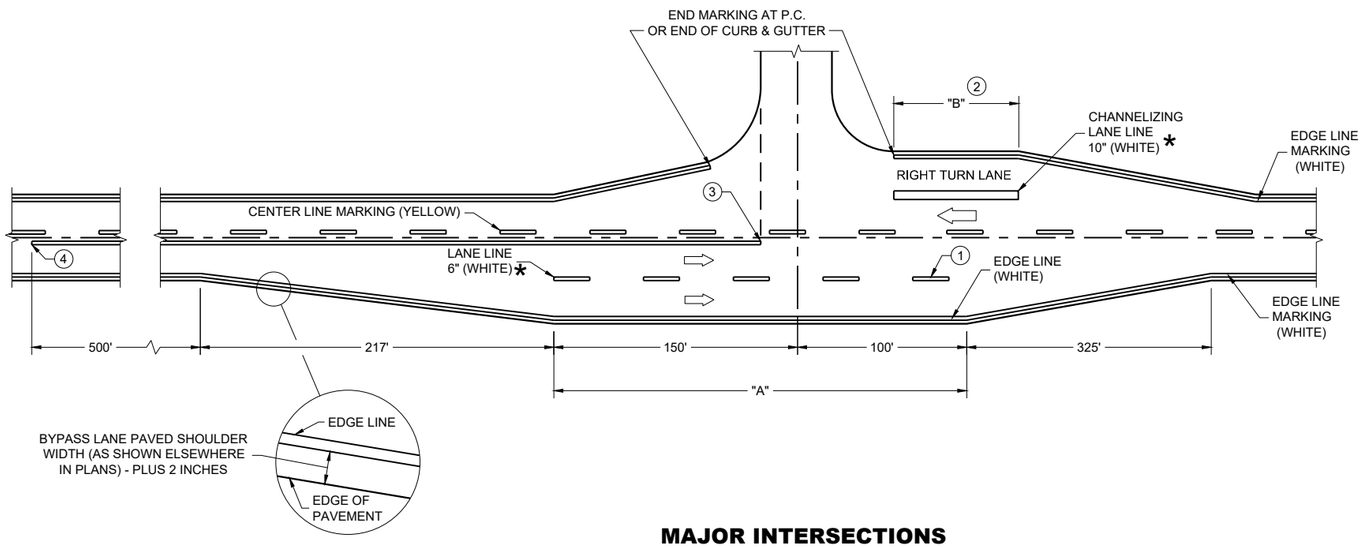
SDD 15C33-05



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

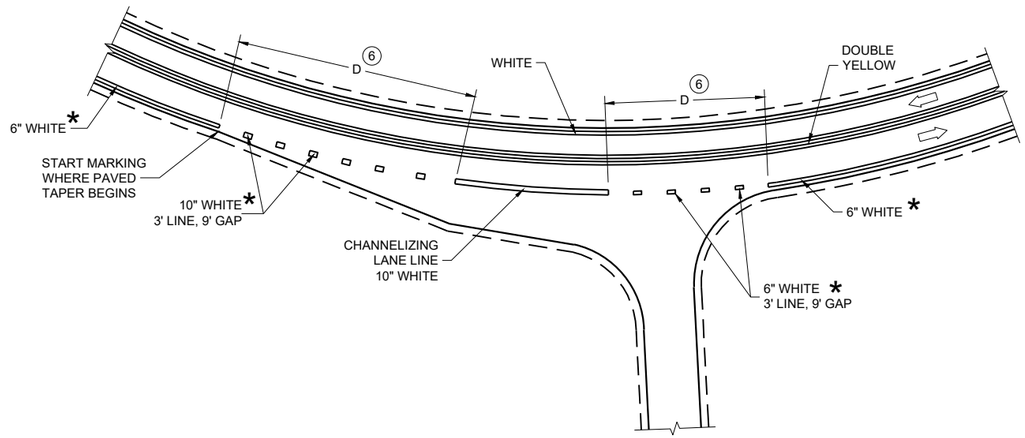
GENERAL NOTES

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

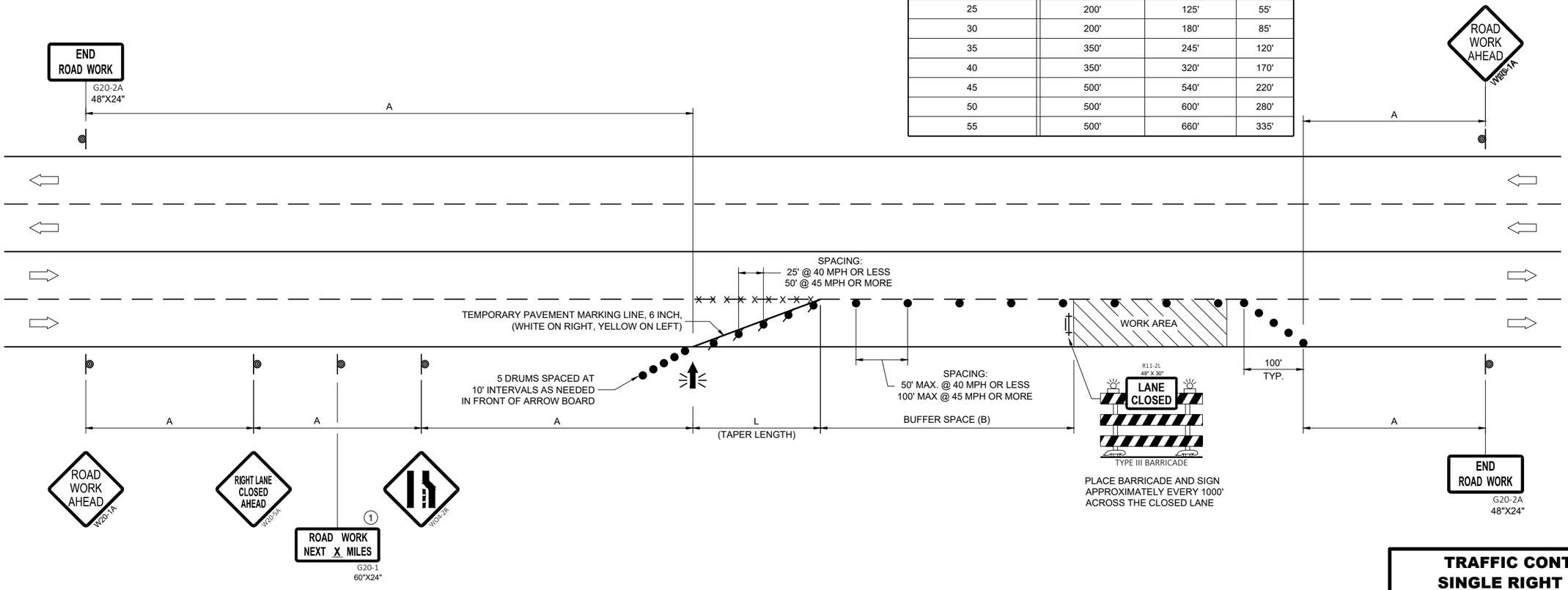
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'



TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D20-08b

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.

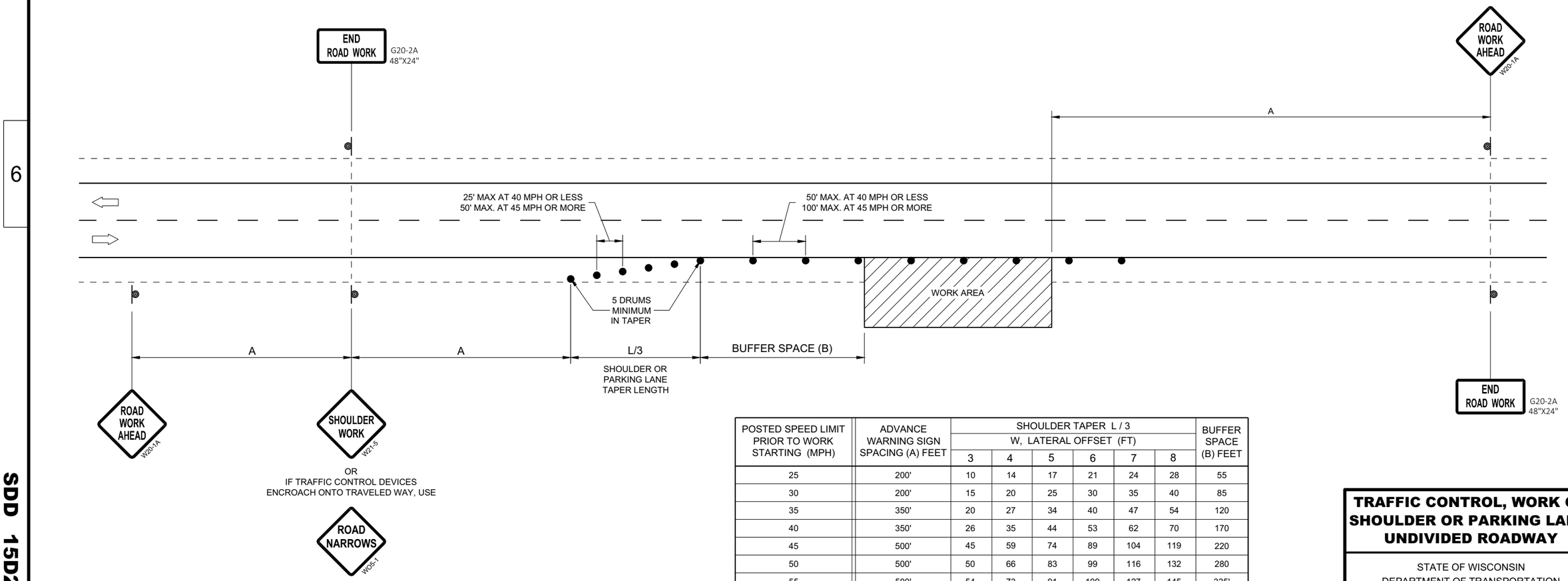
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

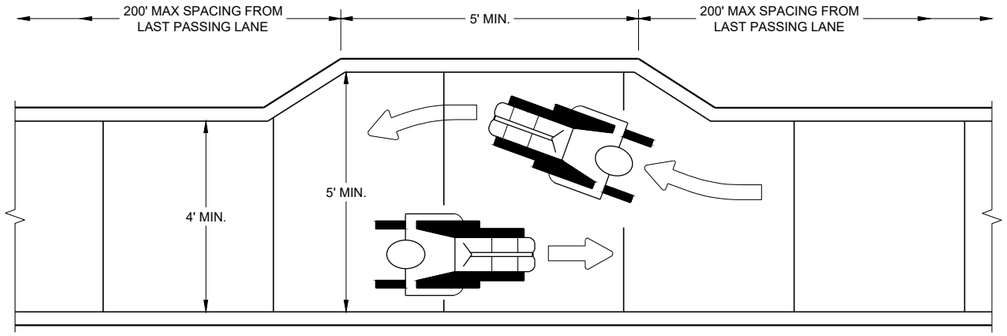
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

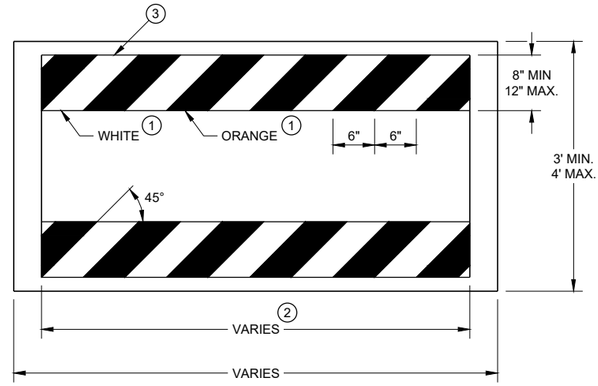
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

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

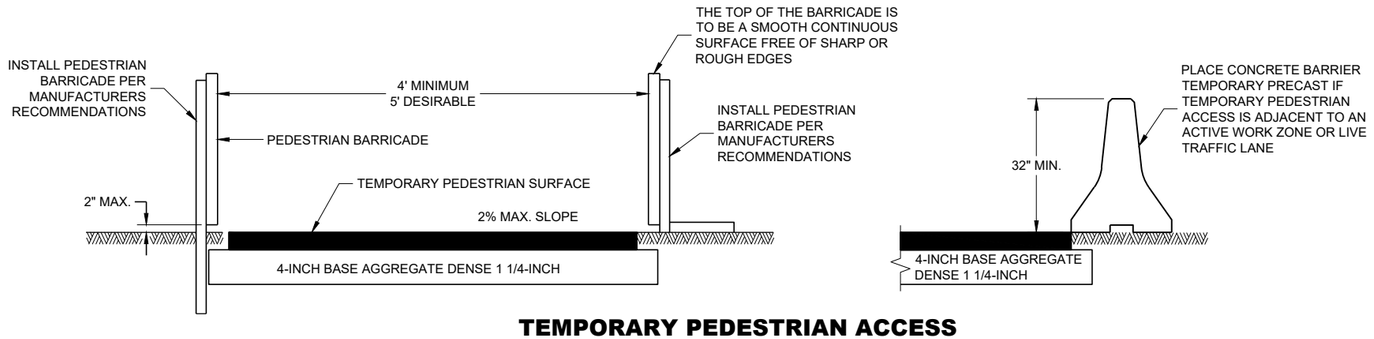
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

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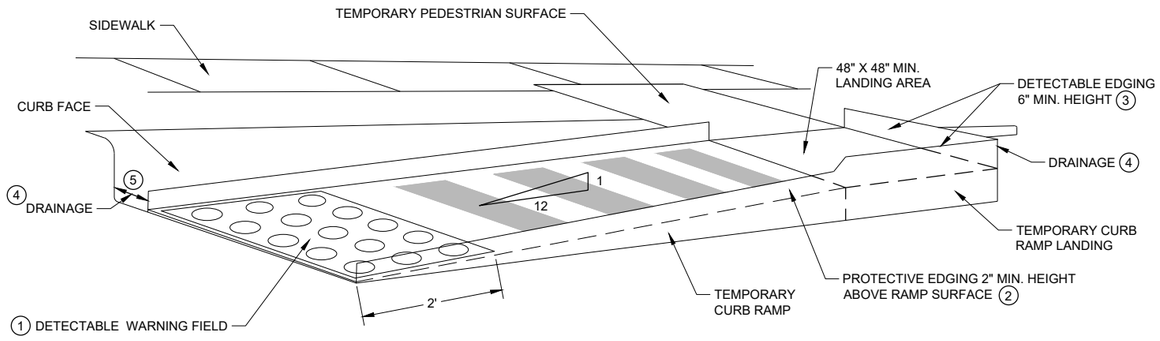
SDD 15D30 - 09a

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.

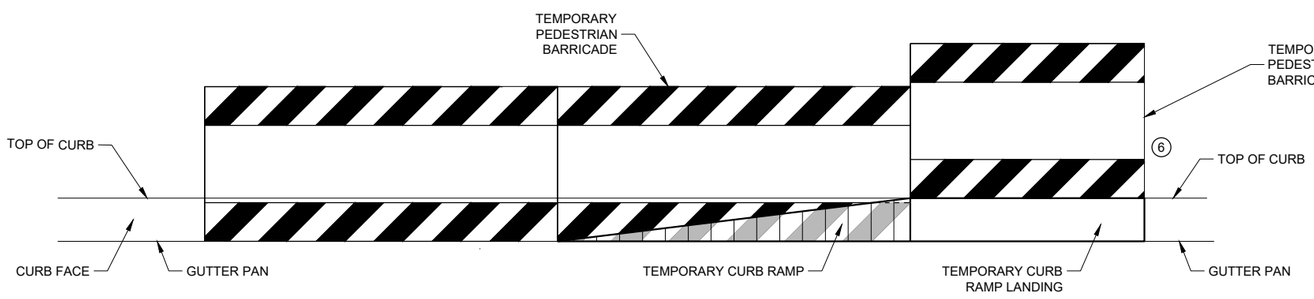
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

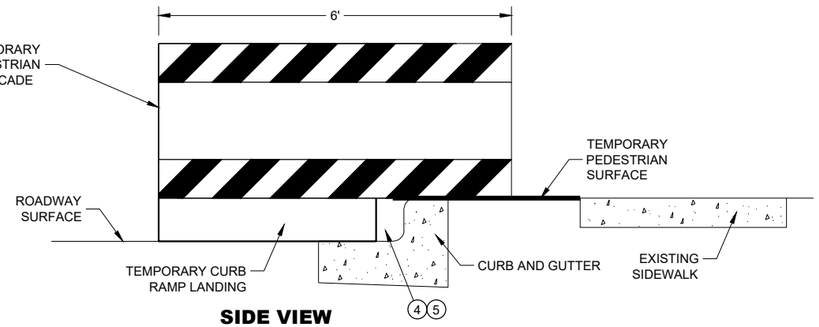
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(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

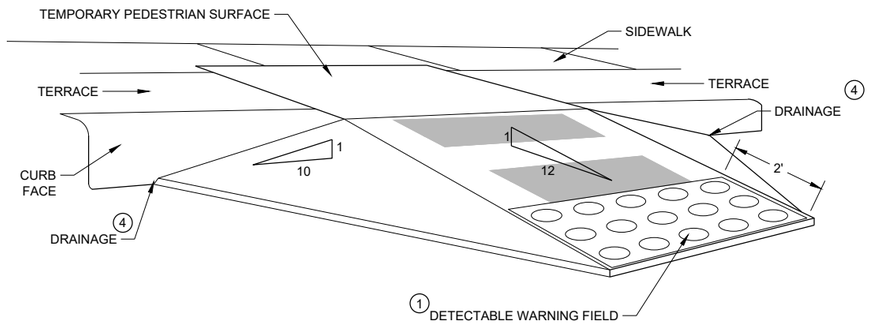
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

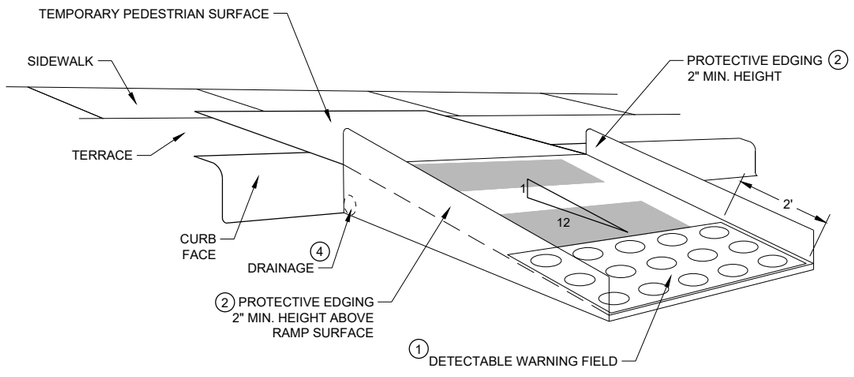
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

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

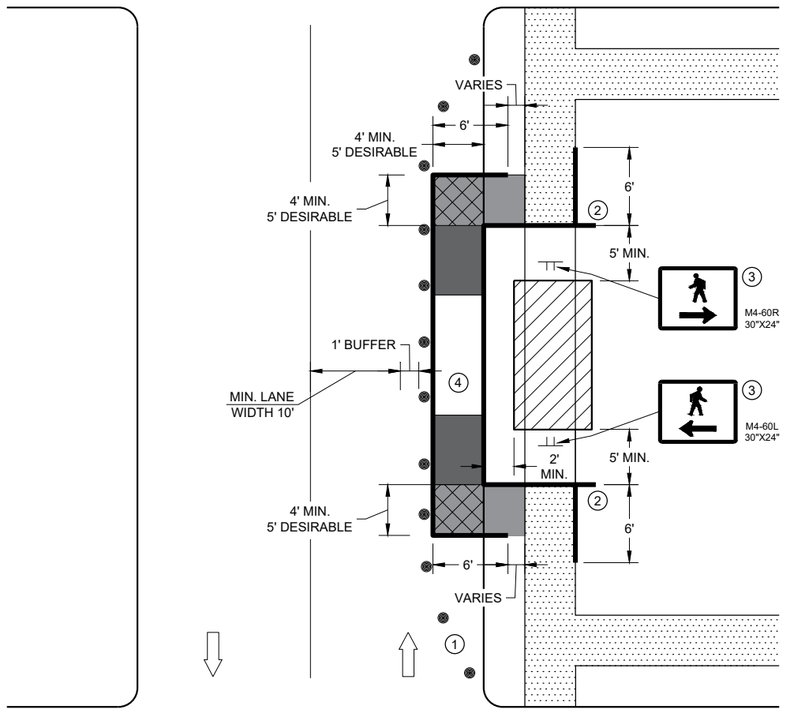
GENERAL NOTES

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

LEGEND

SIGN ON PERMANENT SUPPORT

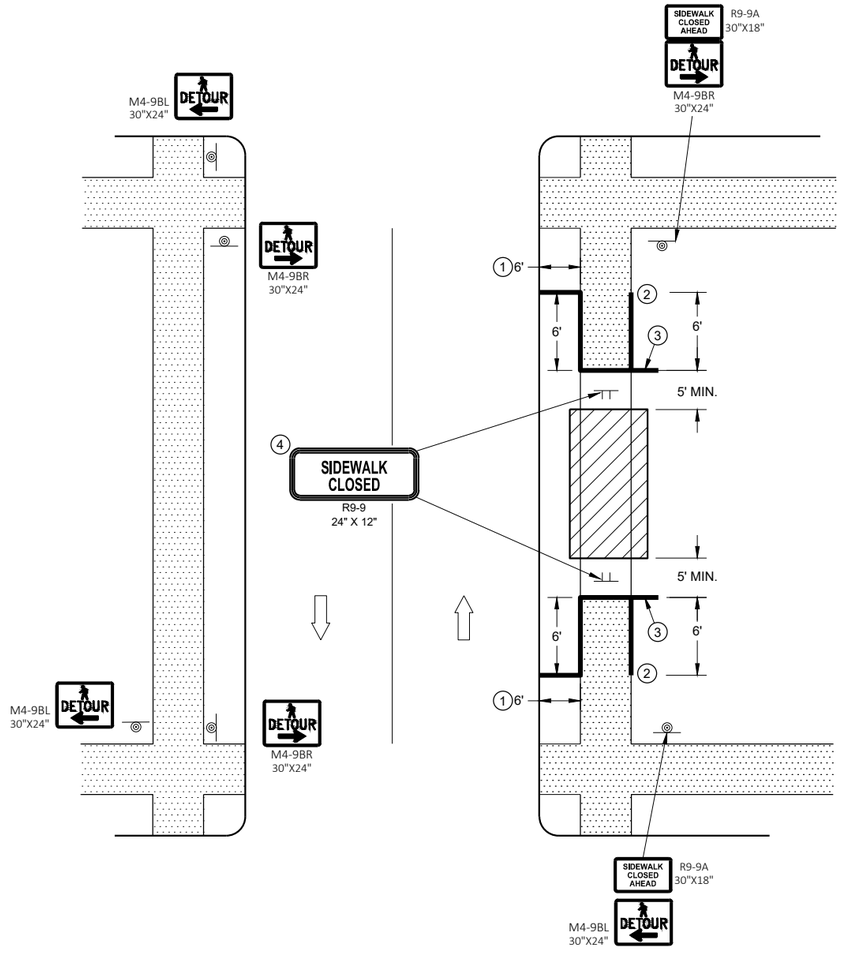
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

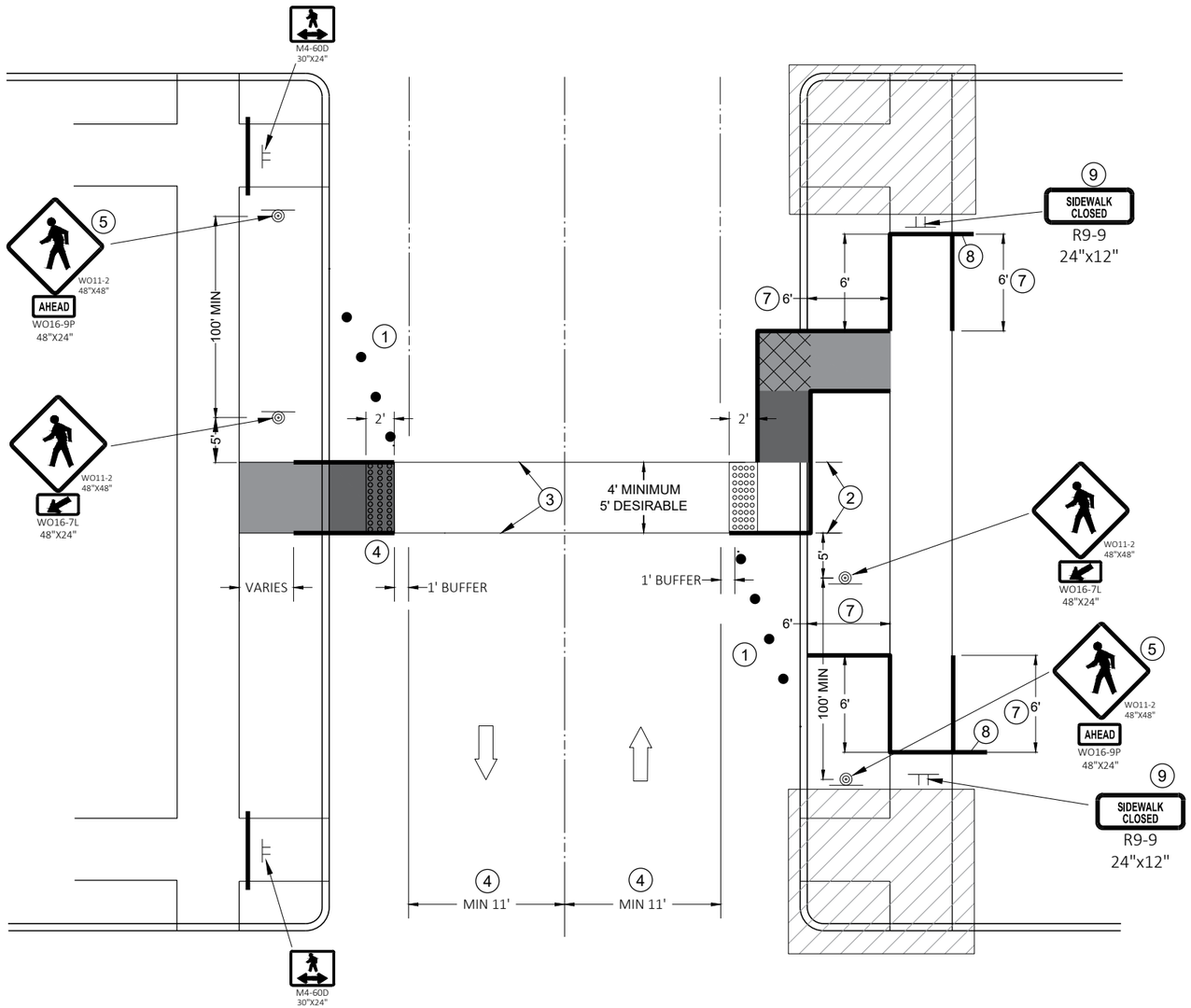
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

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.



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.

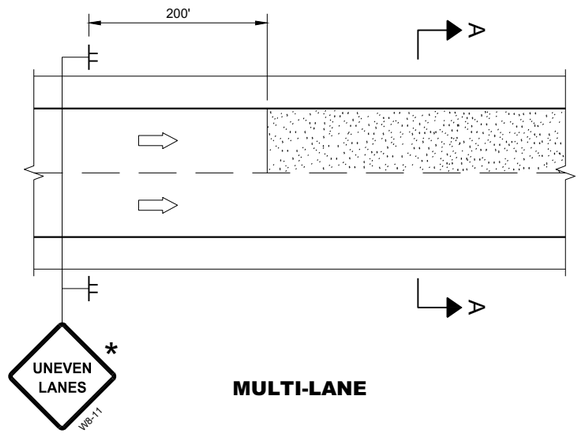
LEGEND

- 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

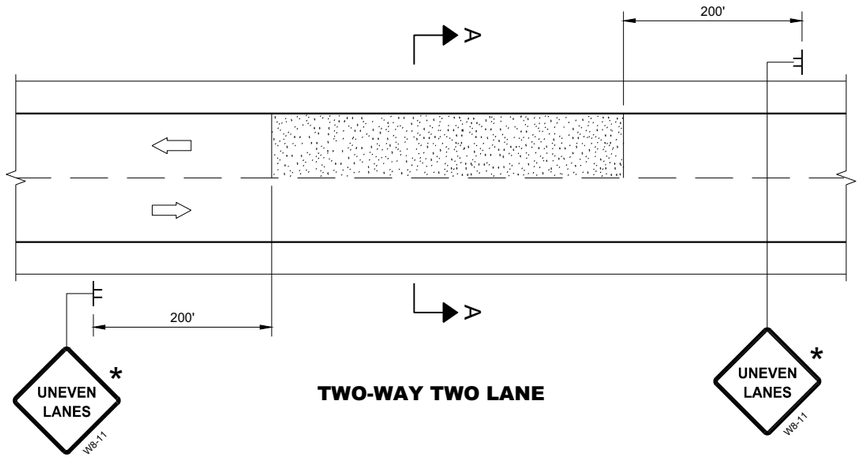
6

SDD 15D30 - 09L

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

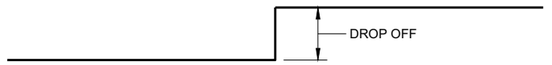
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

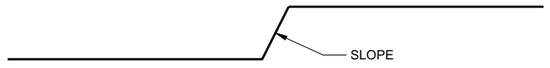
LEGEND

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

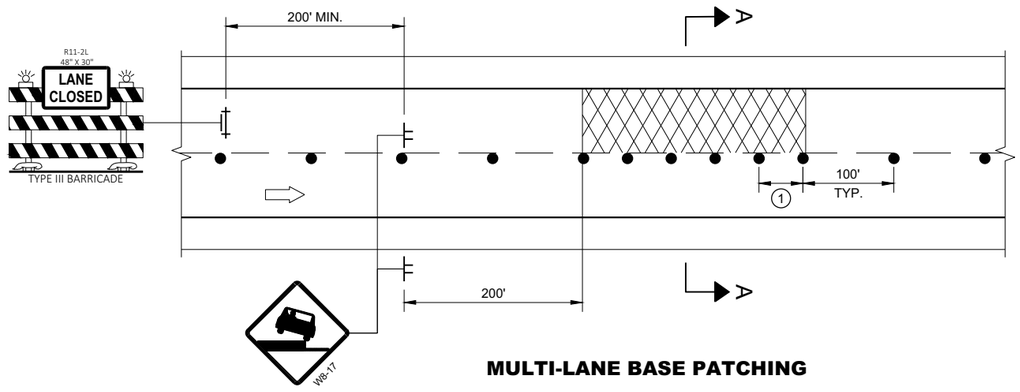


SECTION A - A

OR

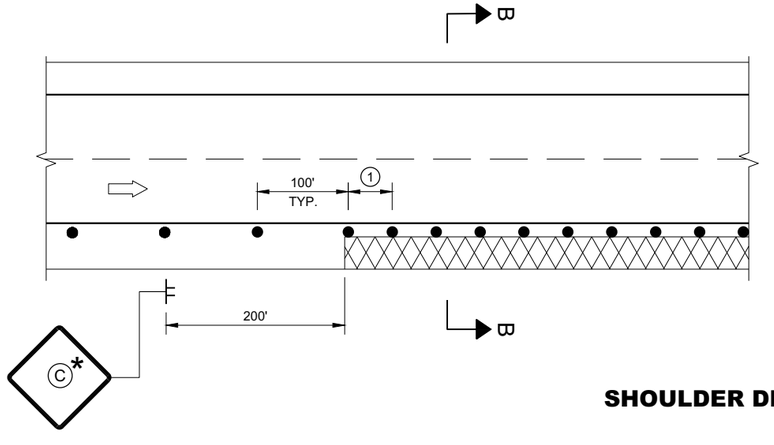


SECTION A - A

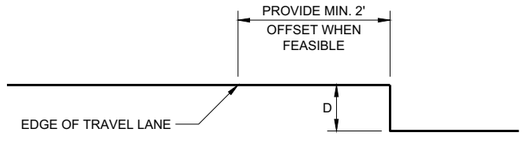


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

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

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D39 - 02

6

SDD 15D39 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

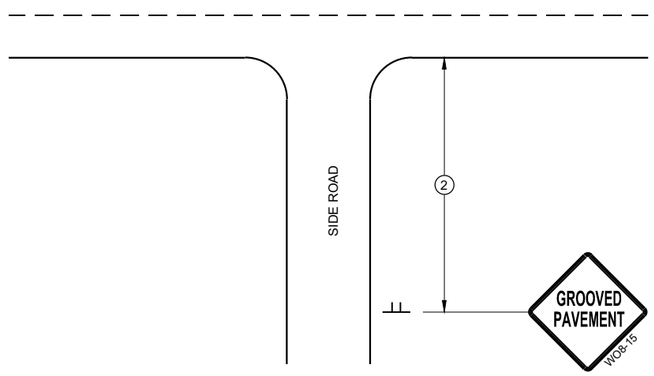
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

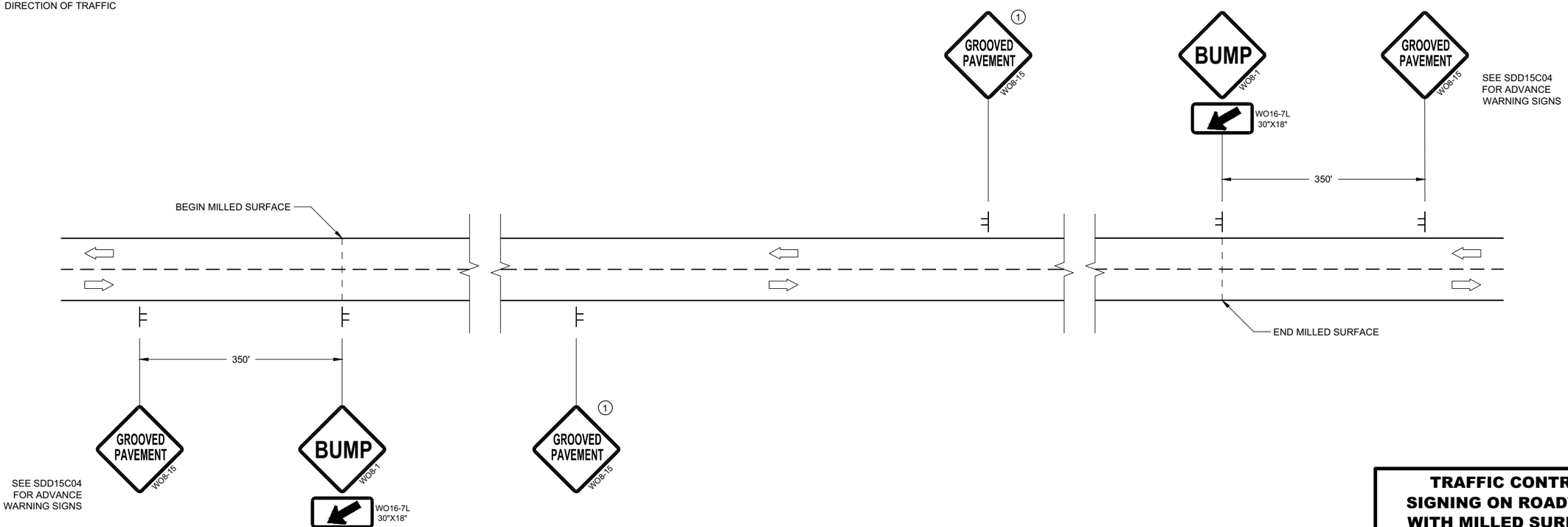
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D44 - 02

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

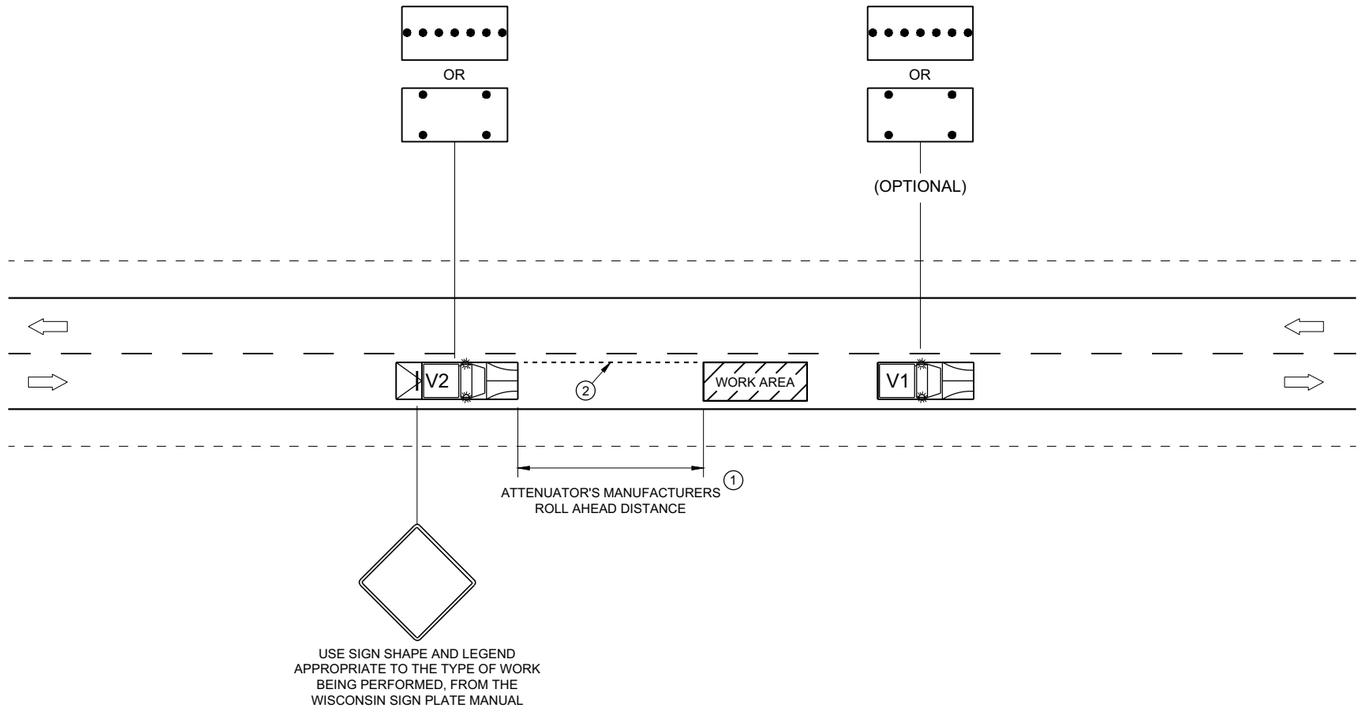
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

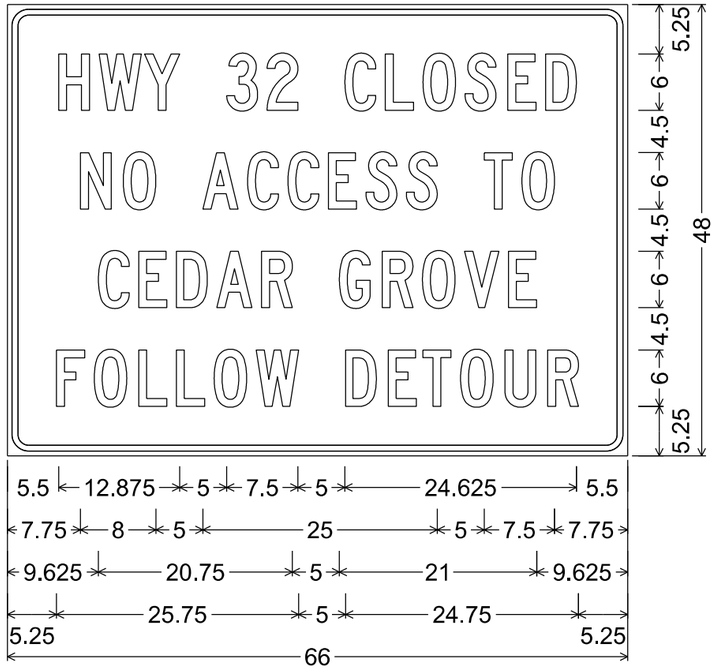
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

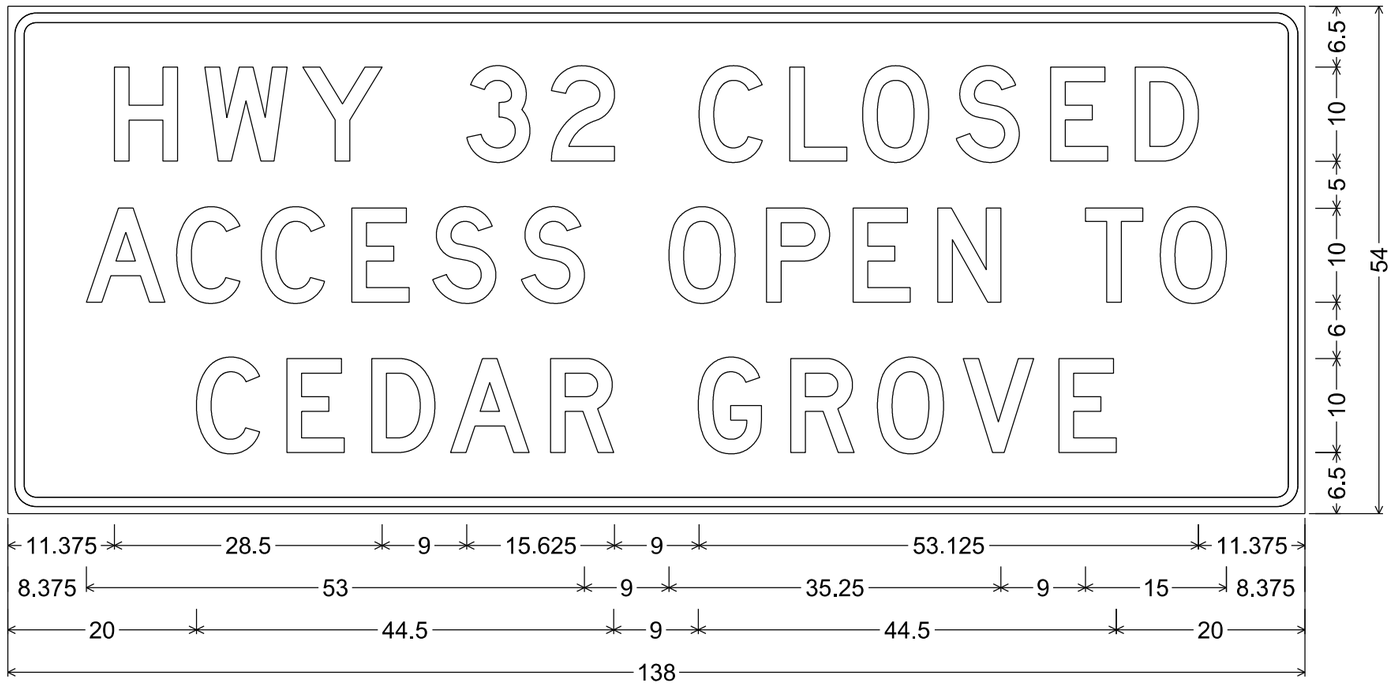
6
SDD 15D51 - 01

NOTES

1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D except as noted



2.250" Radius, 0.625" Border, 0.500" Indent;
"HWY", C; "32", C; "CLOSED", C; "NO", C;
"ACCESS", C; "TO", C; "CEDAR", C;
"GROVE", C; "FOLLOW", C; "DETOUR", C;



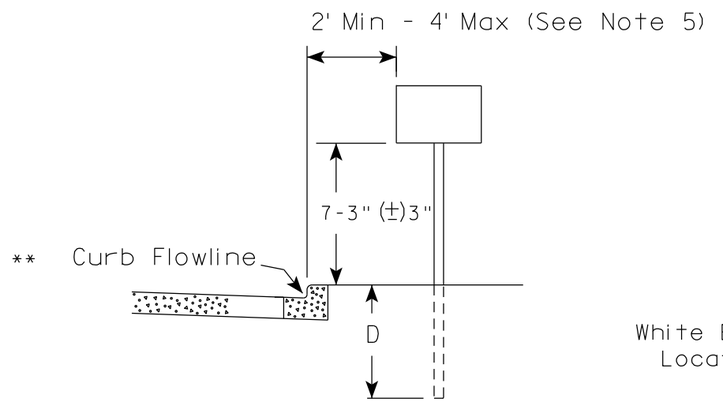
3.000" Radius, 1.000" Border, 0.750" Indent

7

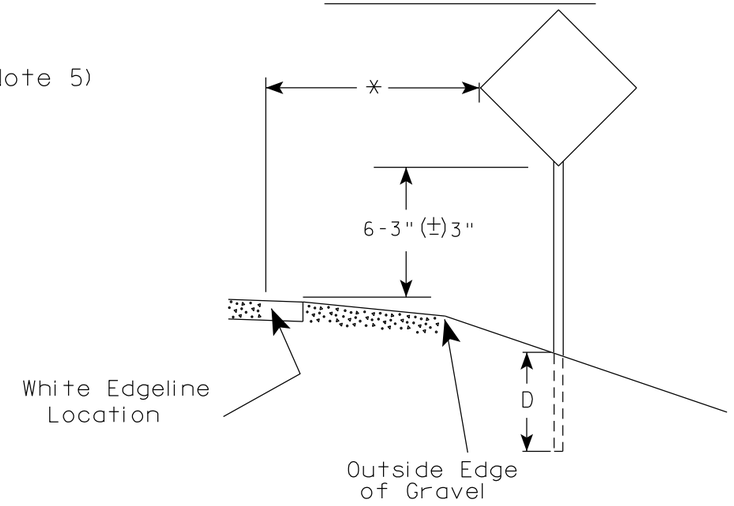
7

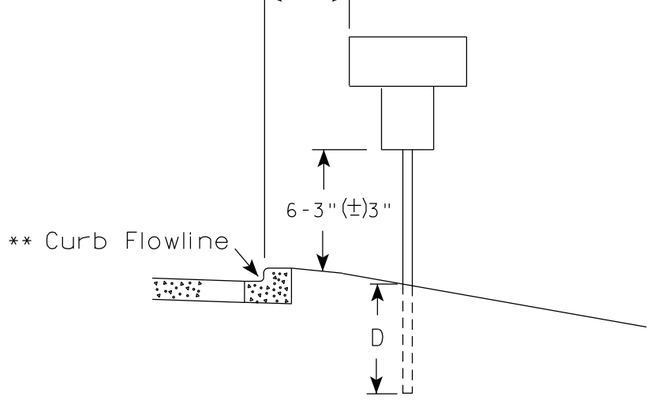
PROJECT NO: 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	TEMPORARY SIGNING	SHEET NO: 262	E

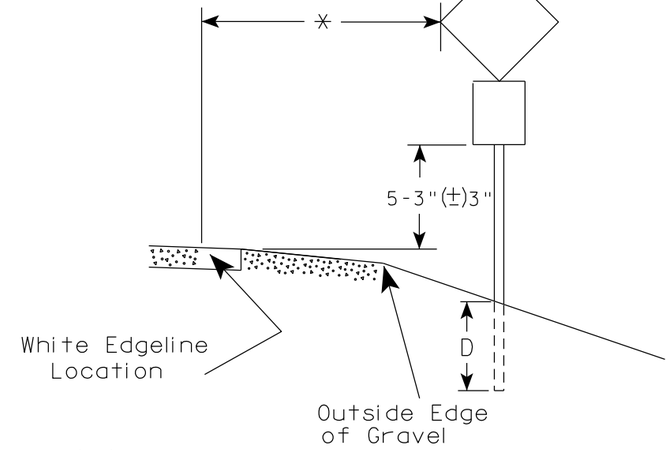
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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.

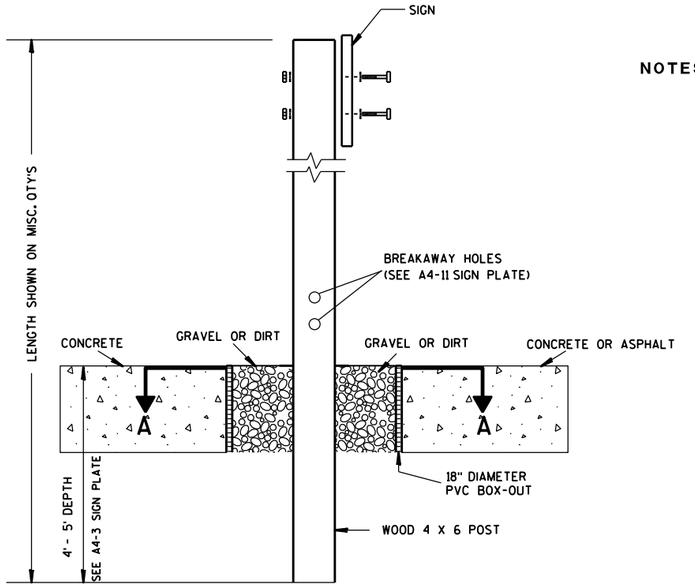
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

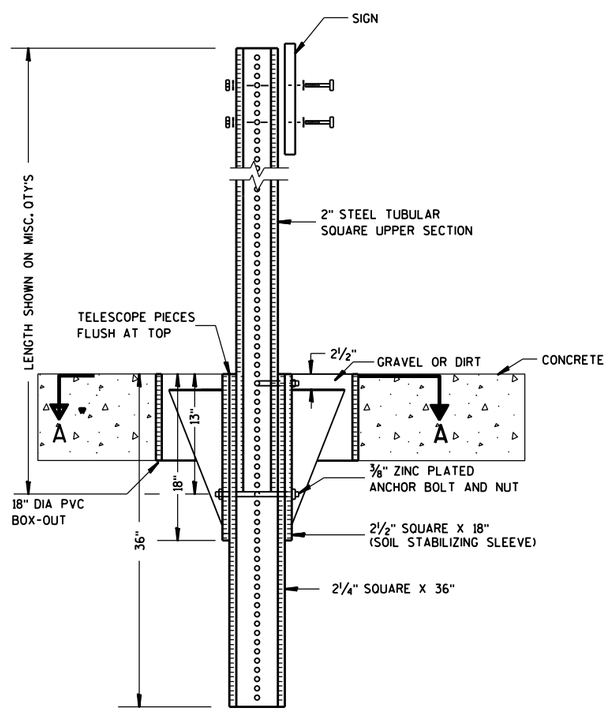
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 263	E



ELEVATION VIEW

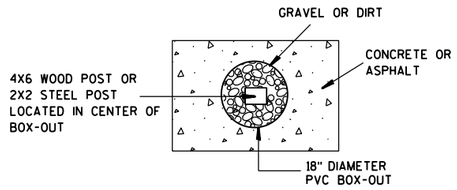
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

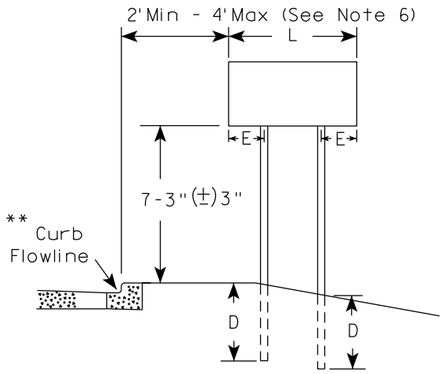
APPROVED Matthew R Rauch
for State Traffic Engineer

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

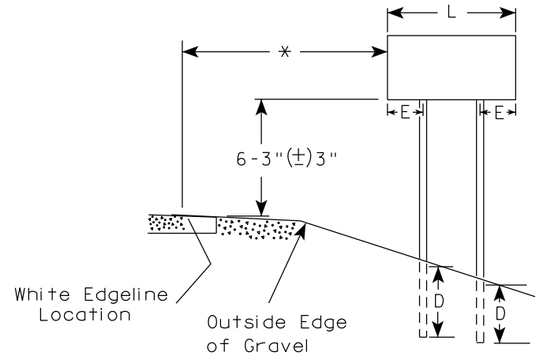
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

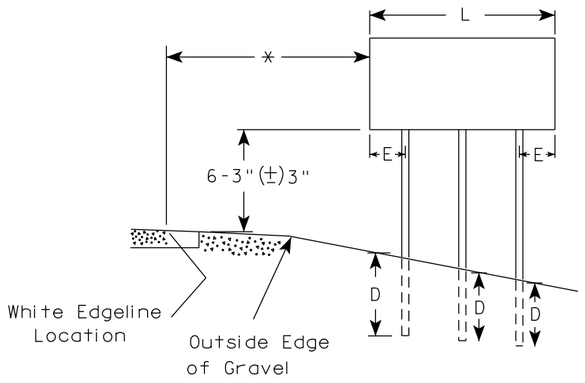
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

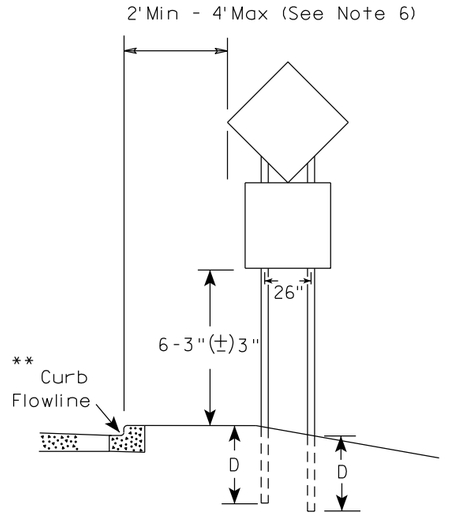
URBAN AREA



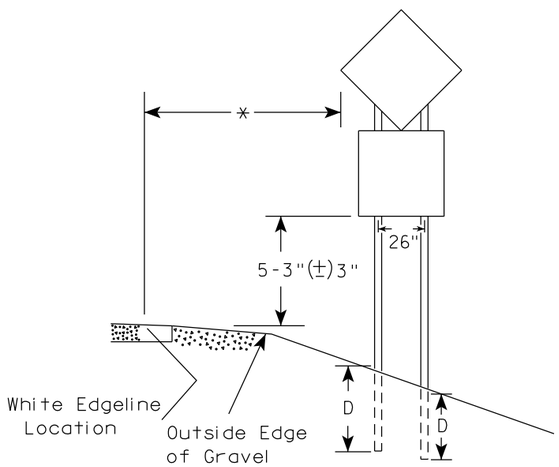
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 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'

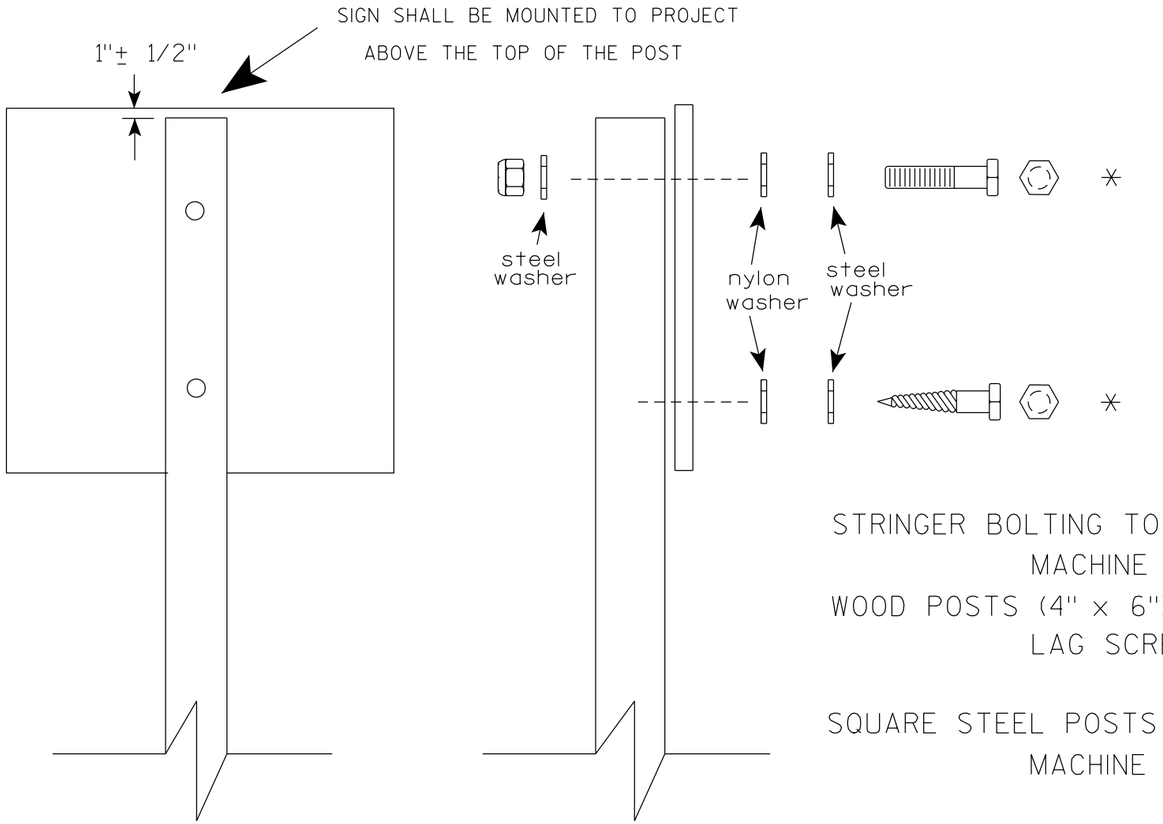
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 265	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

PROJECT NO:

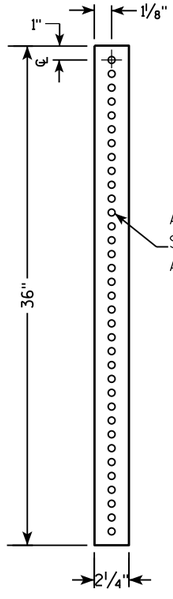
SHEET NO: 266 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

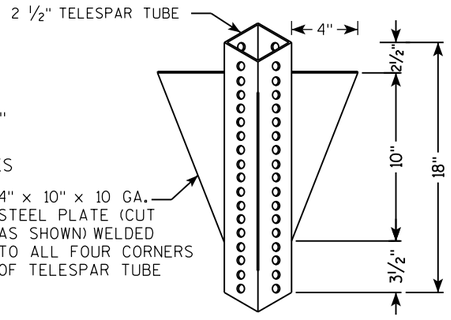
WISDOT/CADDS SHEET 42

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

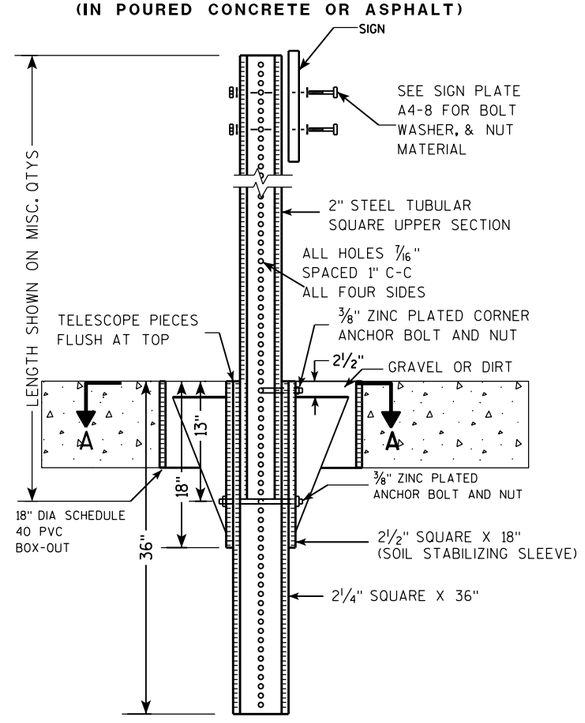
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



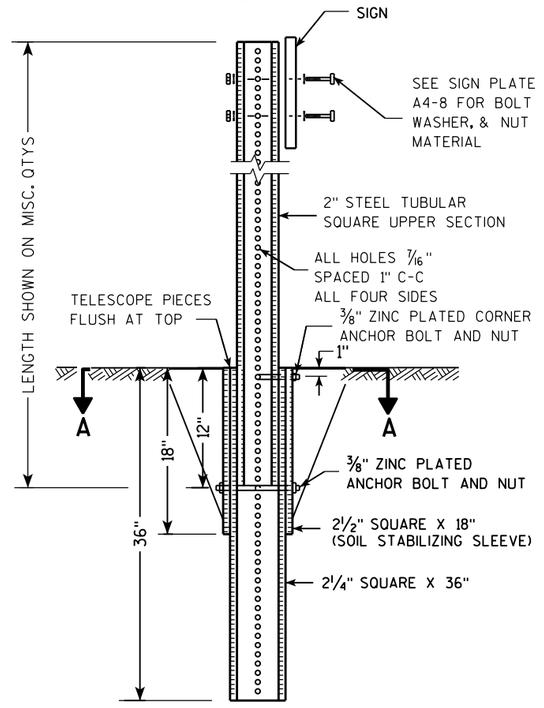
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

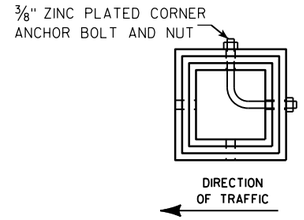


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

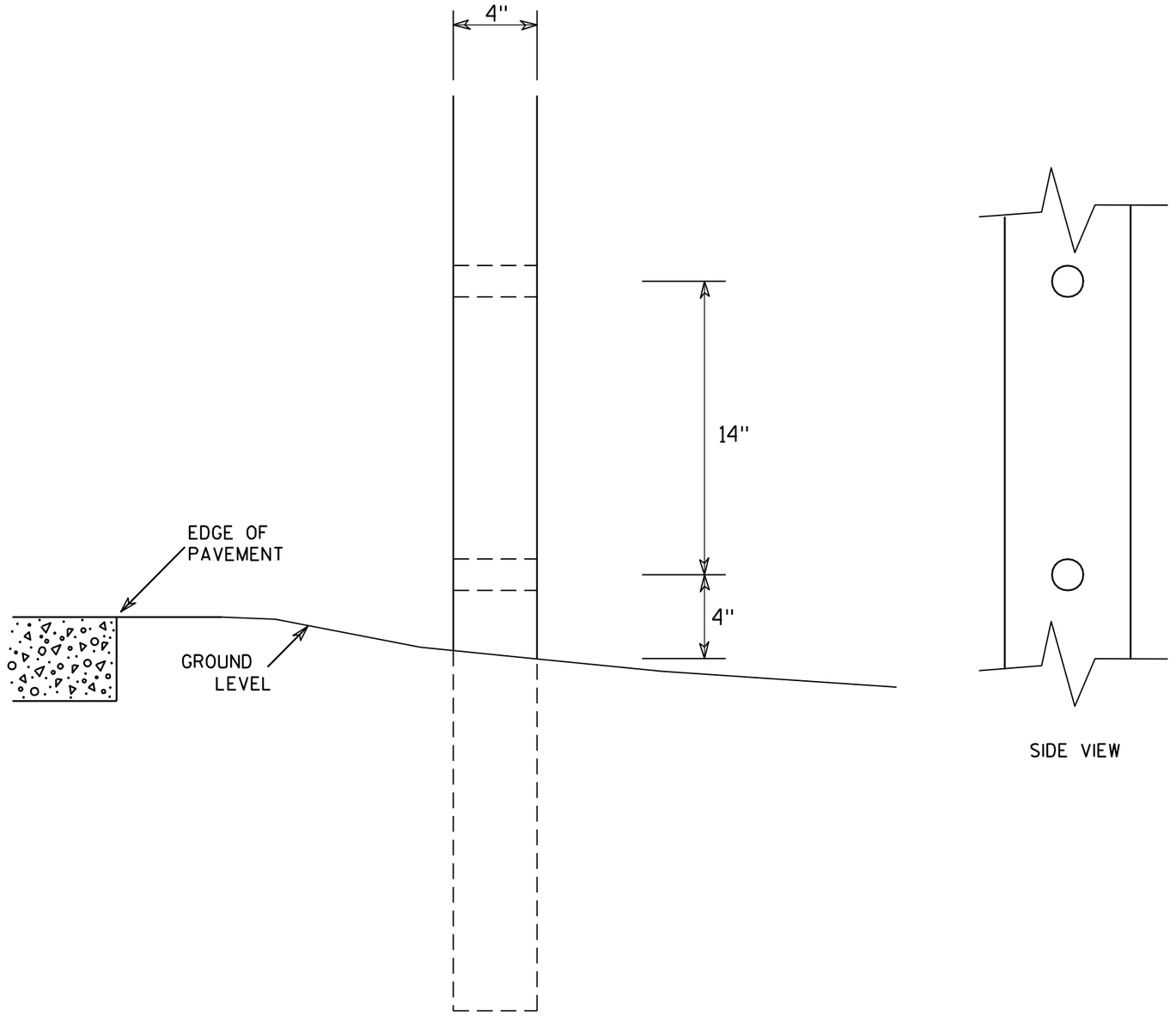
WISCONSIN DEPT OF TRANSPORTATION

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.

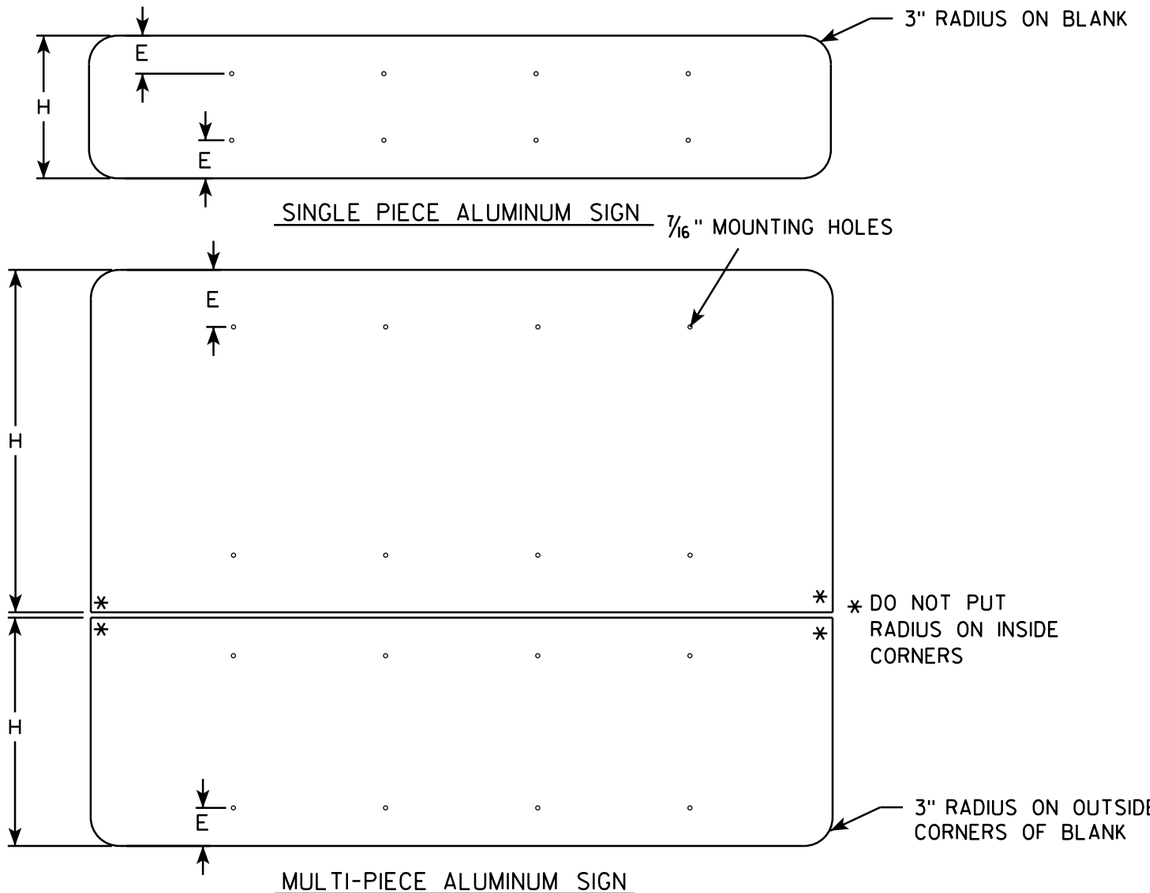
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

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

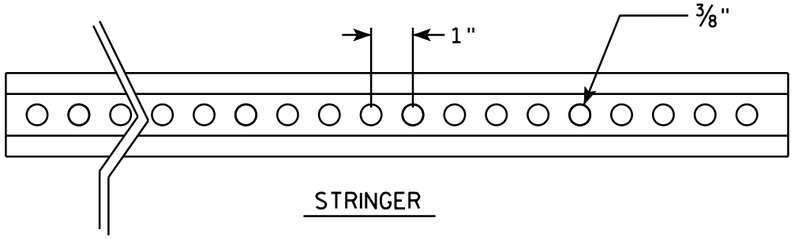
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 268	E



GENERAL NOTES

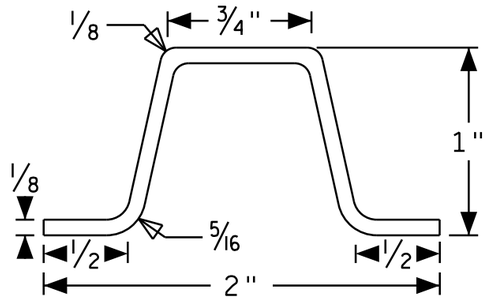
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 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"

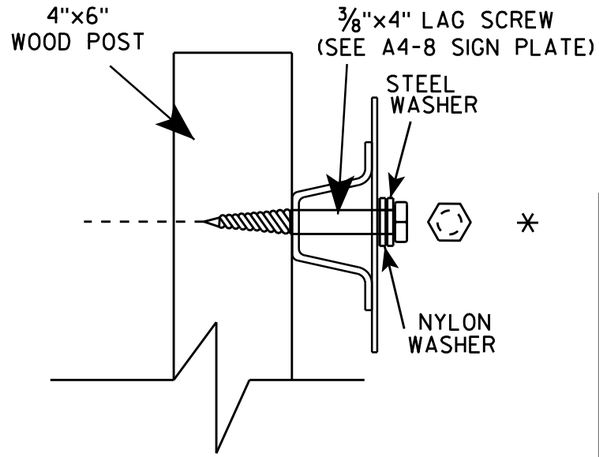


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

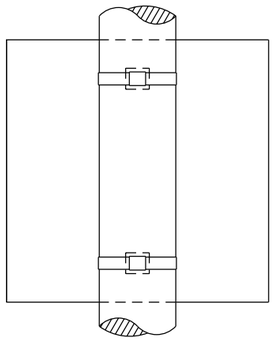
DATE 4/26/16 PLATE NO A4-18.1

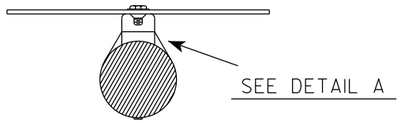
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

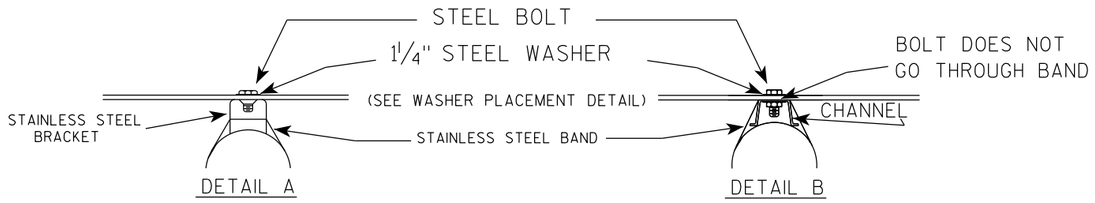
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

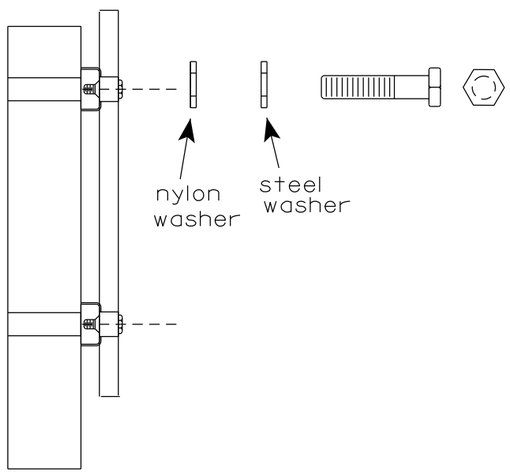
SINGLE SIGN







WASHER PLACEMENT

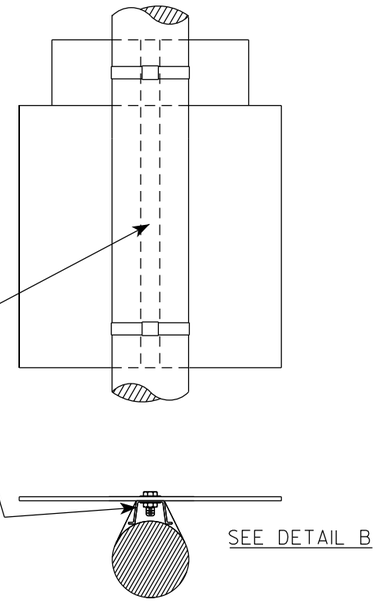


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

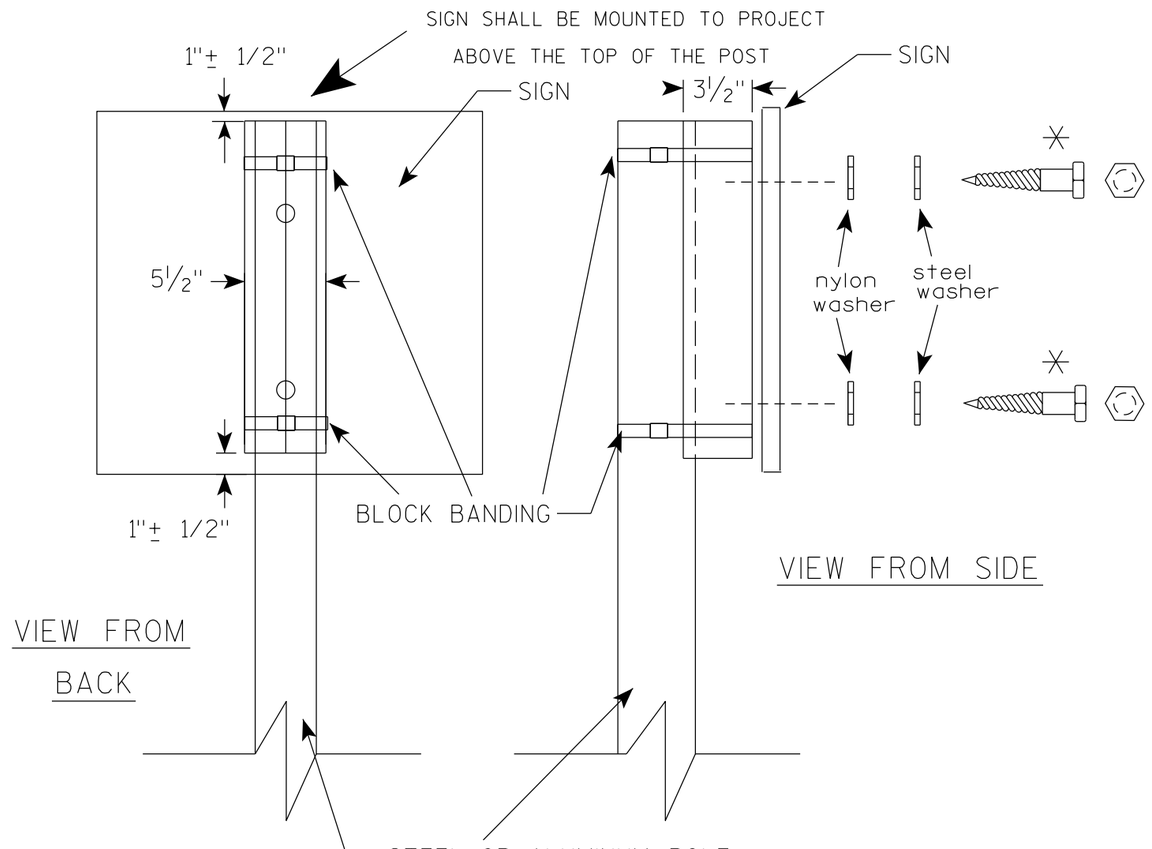
DATE 6/10/19 PLATE NO. A5-9.4

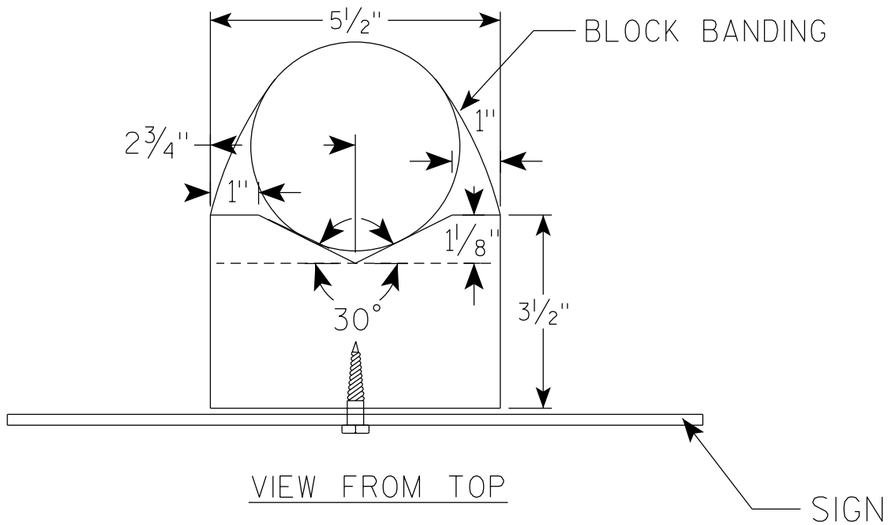
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 270	E

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)

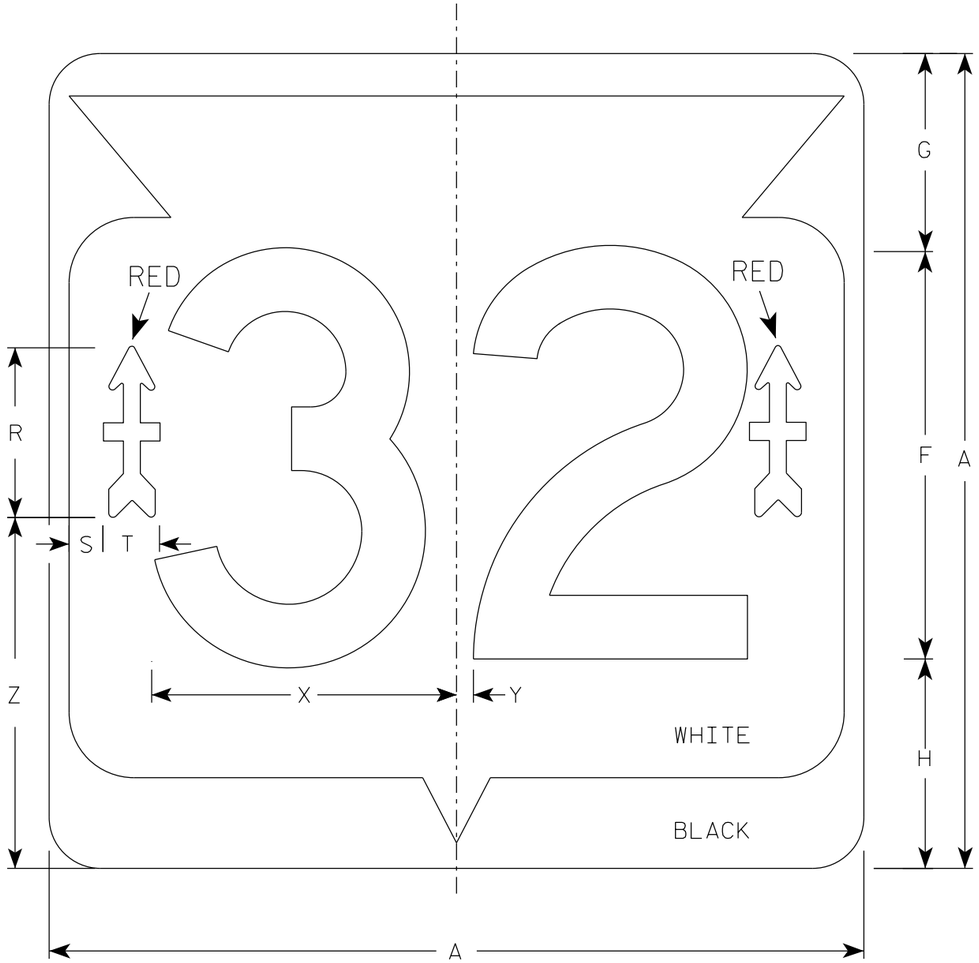
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

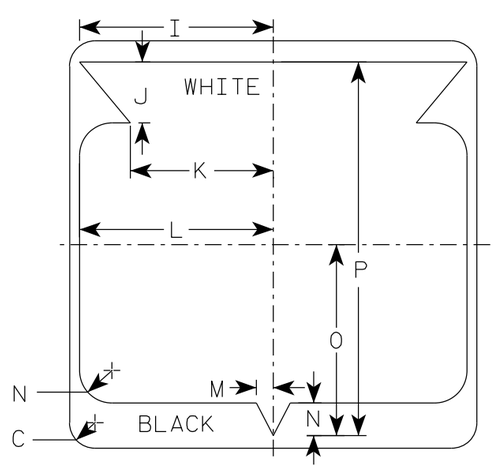
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

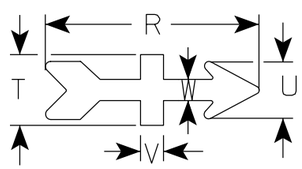
SHEET NO: 271 E



M1-6B



32nd DIVISION ARROW DETAIL



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 ½			12	5 ½	6 ½	10 ¼	2 ½	8 ⅞	11 ½	1	1 ⅞	11 ¼	21 ⅞		5 ⅛	¾	1 ⅞	1 ½	⅝	⅝	9	½	10 ½	4.0
2M	24		1 ½			12	5 ½	6 ½	10 ¼	2 ½	8 ⅞	11 ½	1	1 ⅞	11 ¼	21 ⅞		5 ⅛	¾	1 ⅞	1 ½	⅝	⅝	9	½	10 ½	4.0
3	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0
4	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0
5	36		2 ¼			18	8 ¾	9 ¼	15 ⅜	5 ⅜	12 ⅝	17 ⅛	1 ½	2 ⅞	16 ⅞	33		7 ½	1 ½	2 ½	2	⅞	¾	13 ½	¾	15 ½	9.0

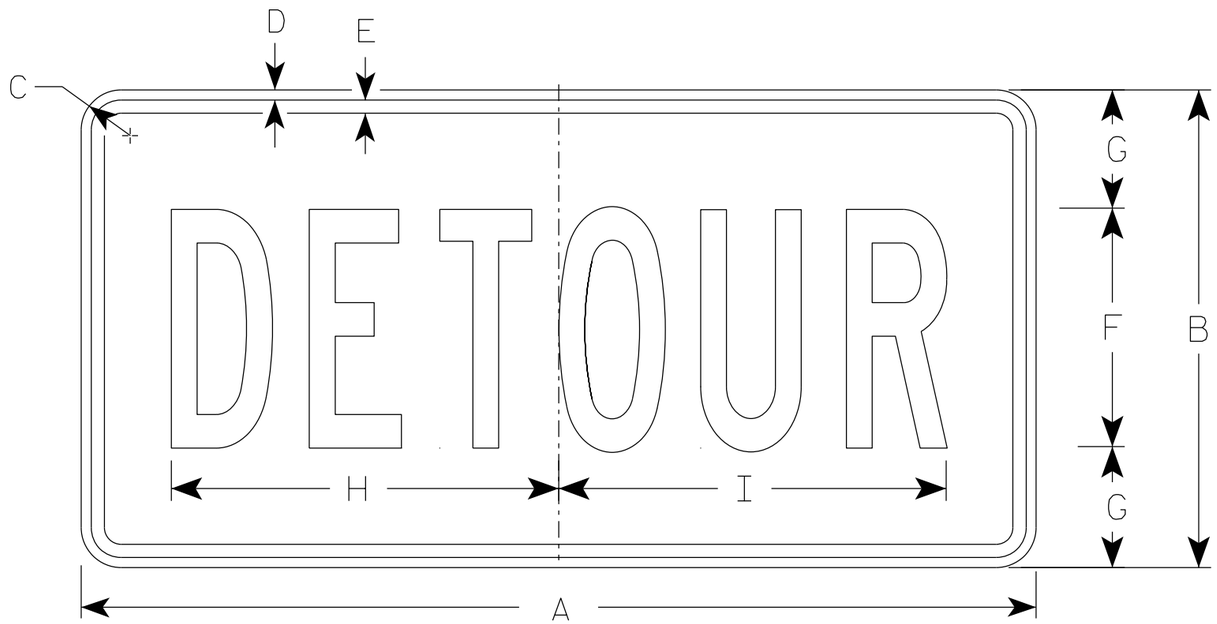
STATE ROUTE MARKER "32"
M1-6B FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6B.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 272	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

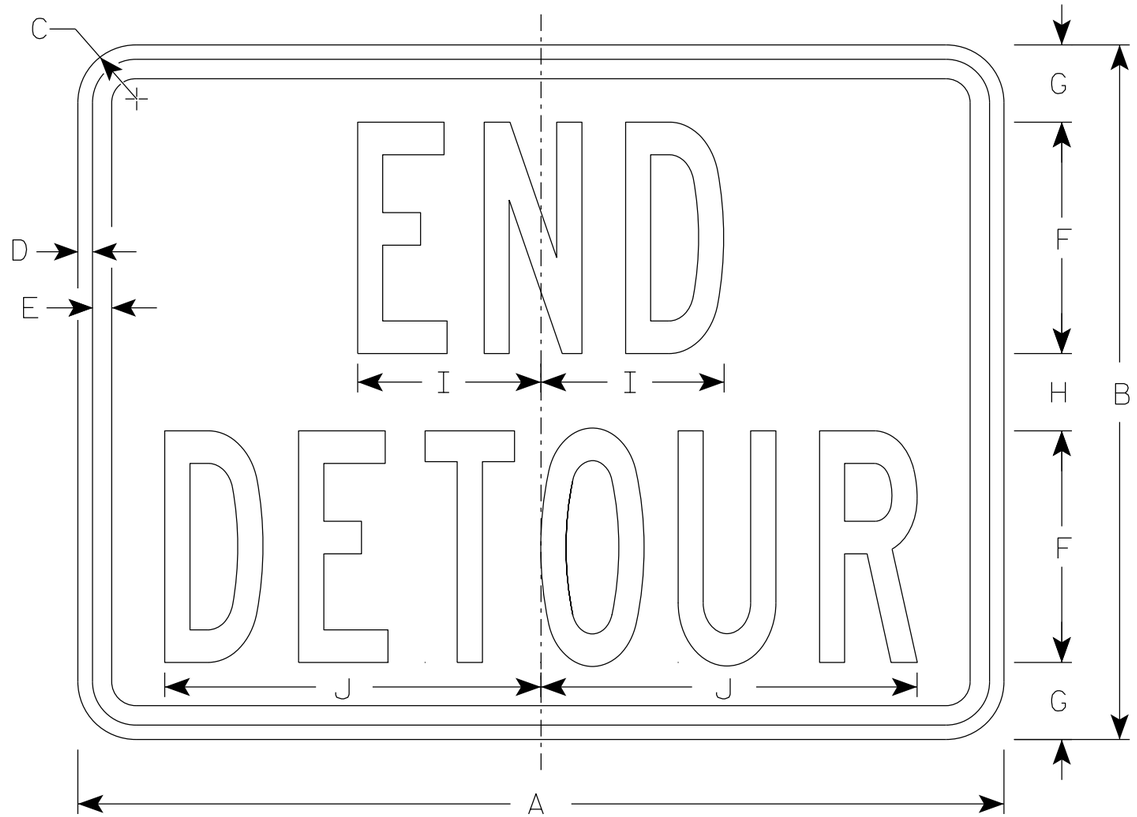
STANDARD SIGN
M4-8

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: 273	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 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
2M	24	18	1 1/2	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
5	30	24	1 1/2	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0

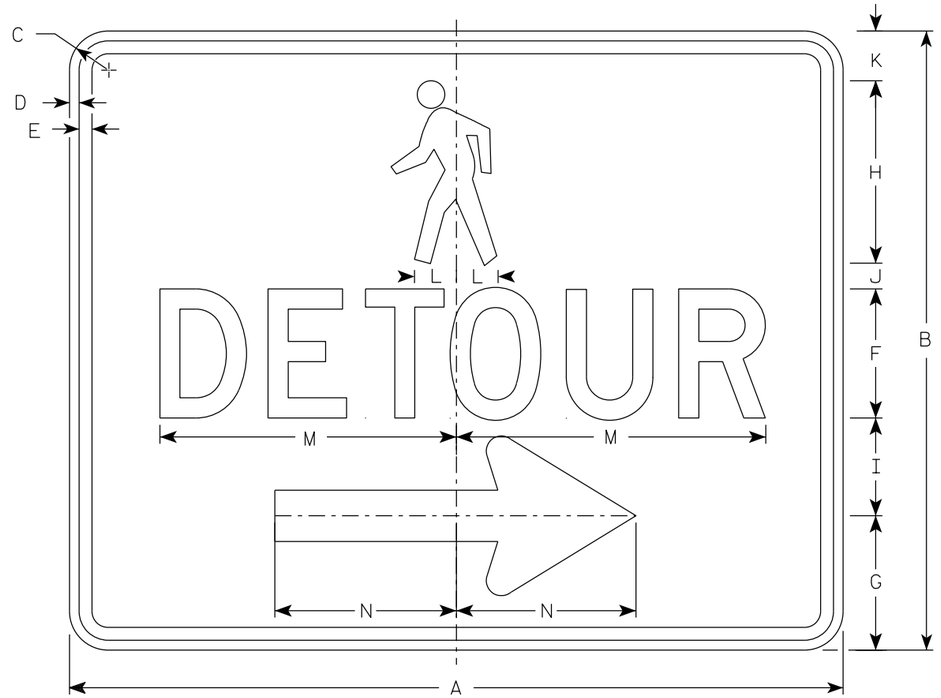
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

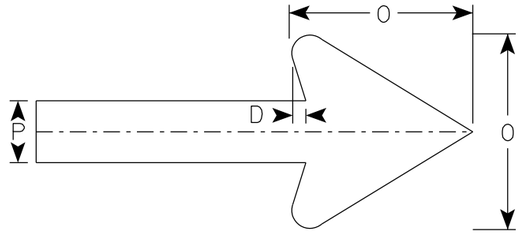
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 274 | E



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																											

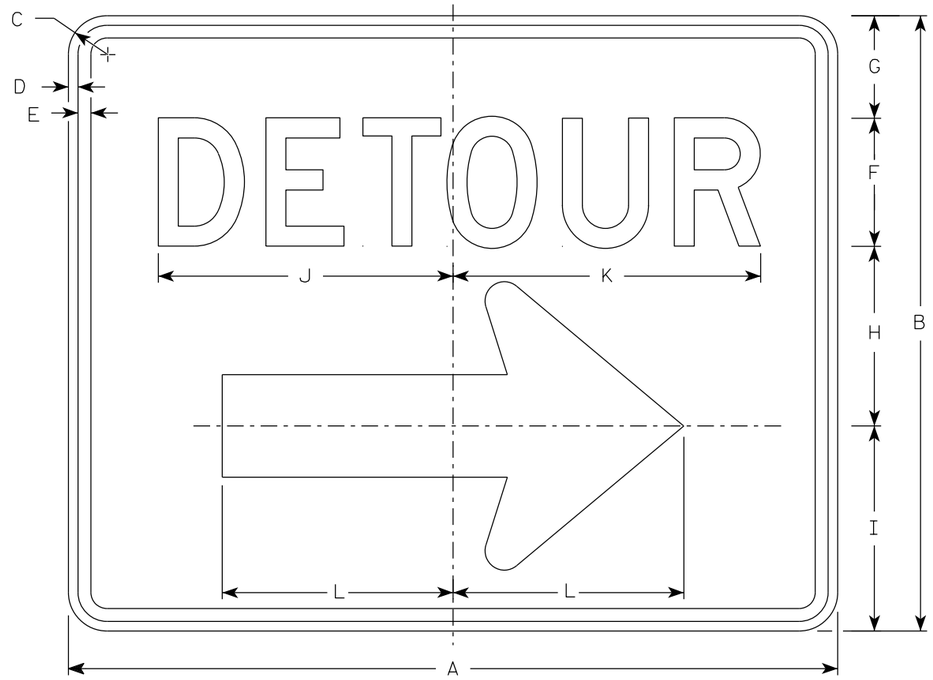
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

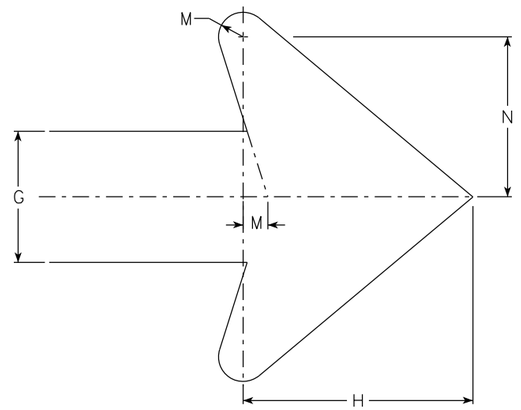
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 275 | E



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

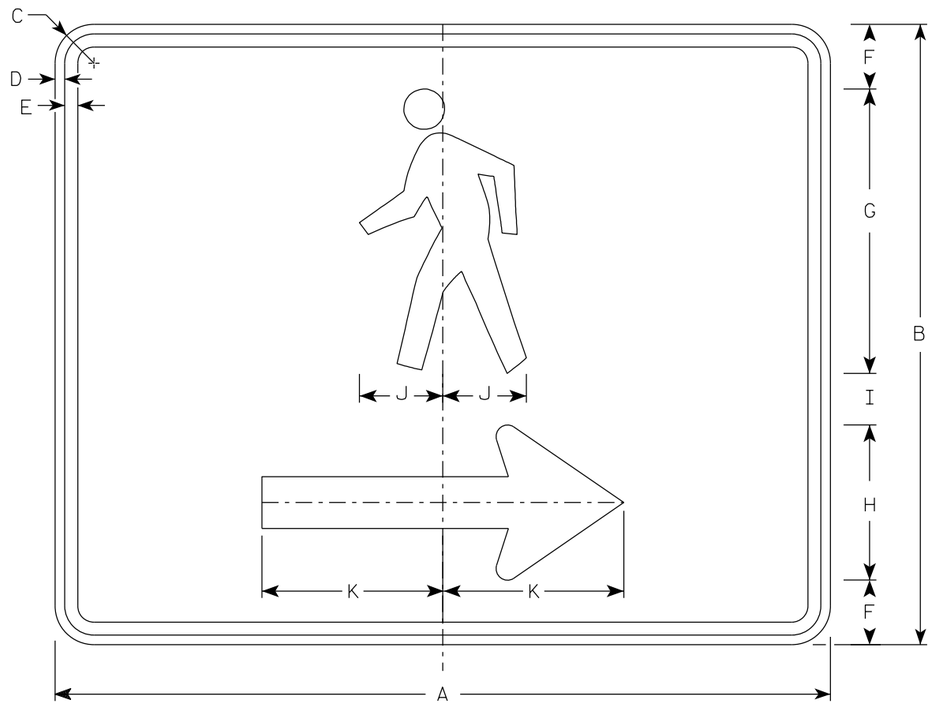
DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

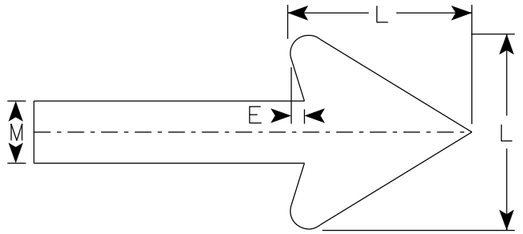
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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																											

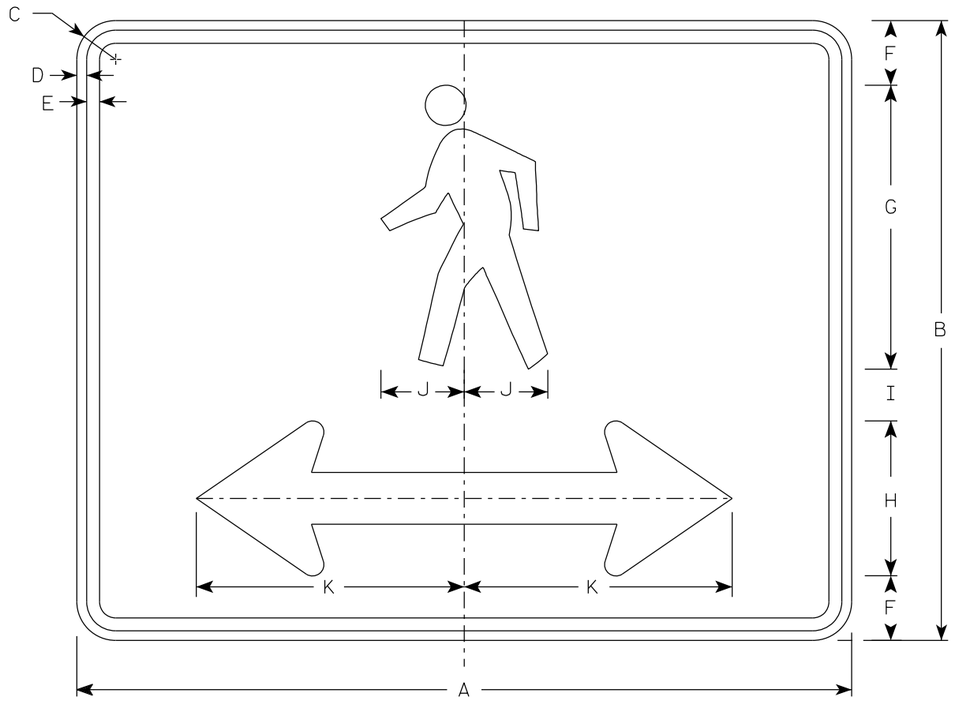
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

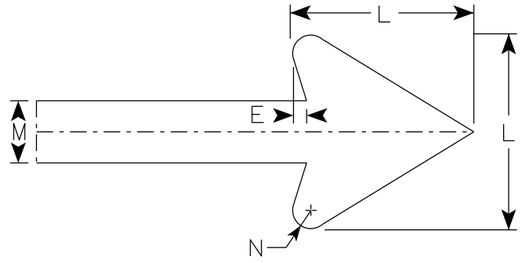
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 277 | E



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																											

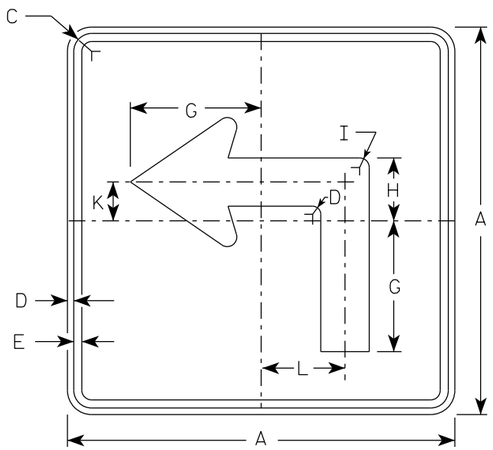
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

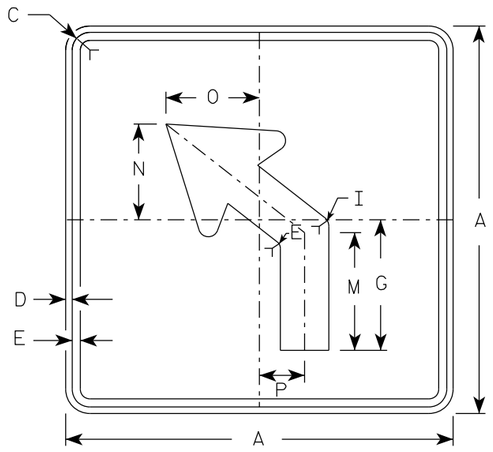
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

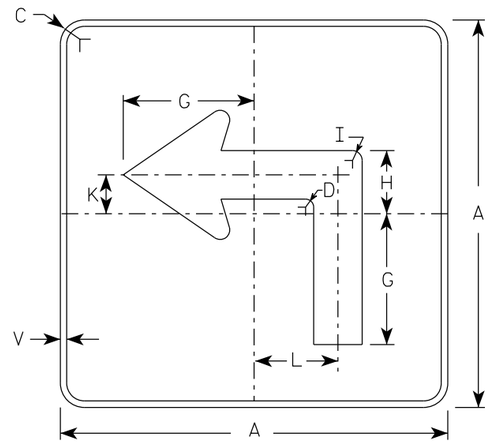
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 278 | E



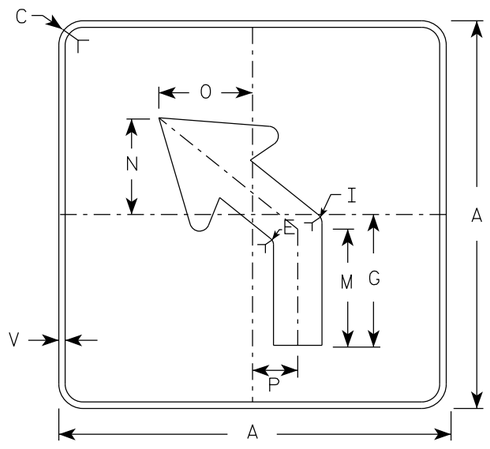
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

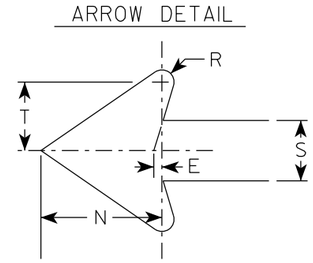


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

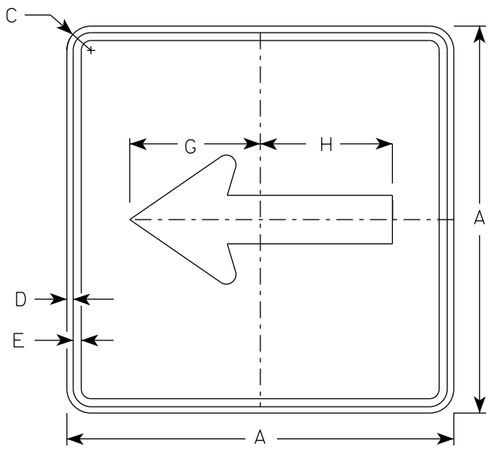
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

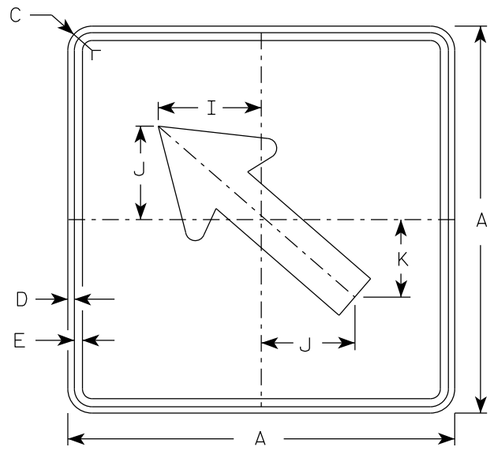
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

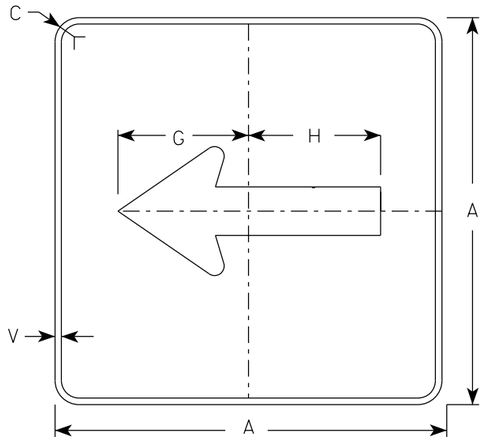
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 279 | E



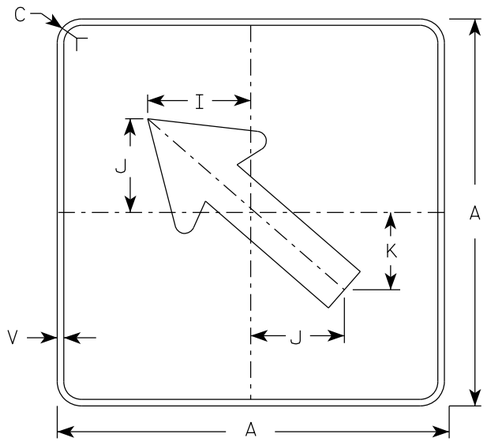
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

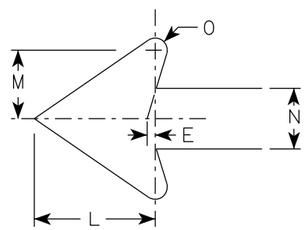


MB6-2
MK6-2
MN6-2
MR6-2

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

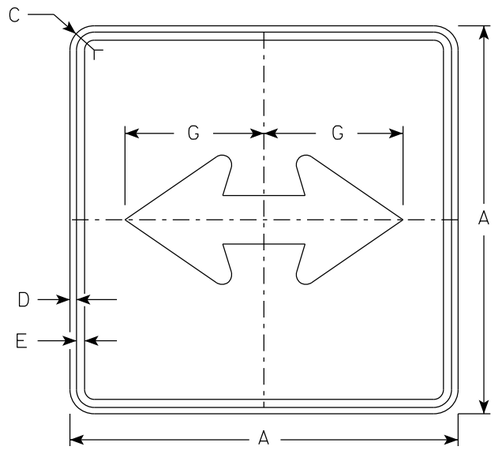
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

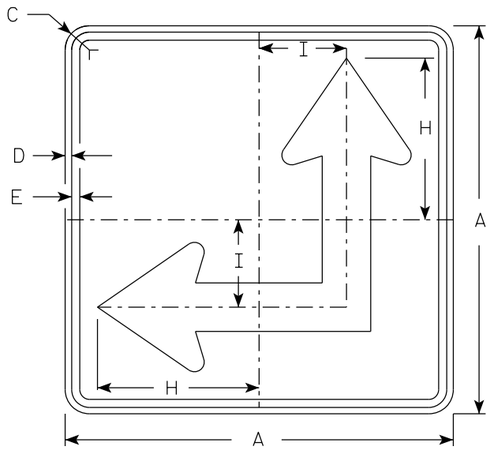
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 280 | E

7

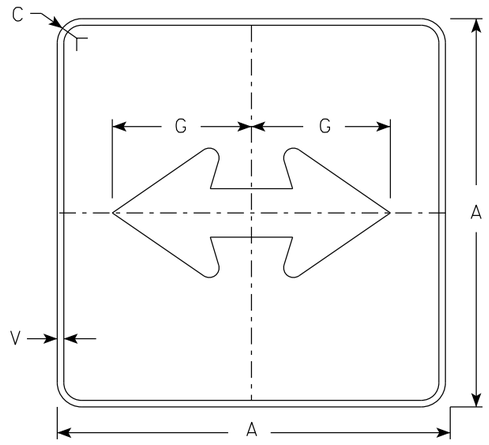
7



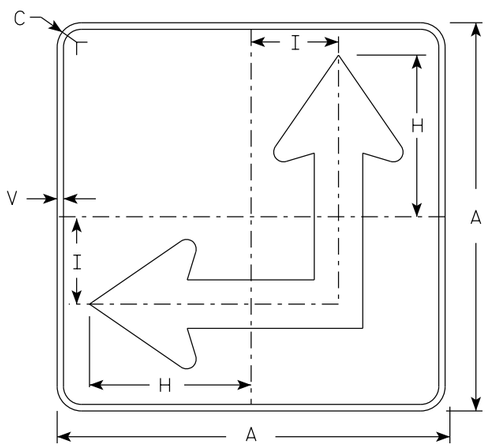
M6-4
MM6-4
MO6-4
MP6-4



M6-6
MM6-6
MO6-6
MP6-6



MB6-4
MK6-4
MN6-4
MR6-4

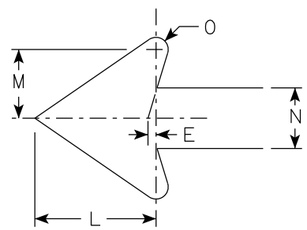


MB6-6
MK6-6
MN6-6
MR6-6

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

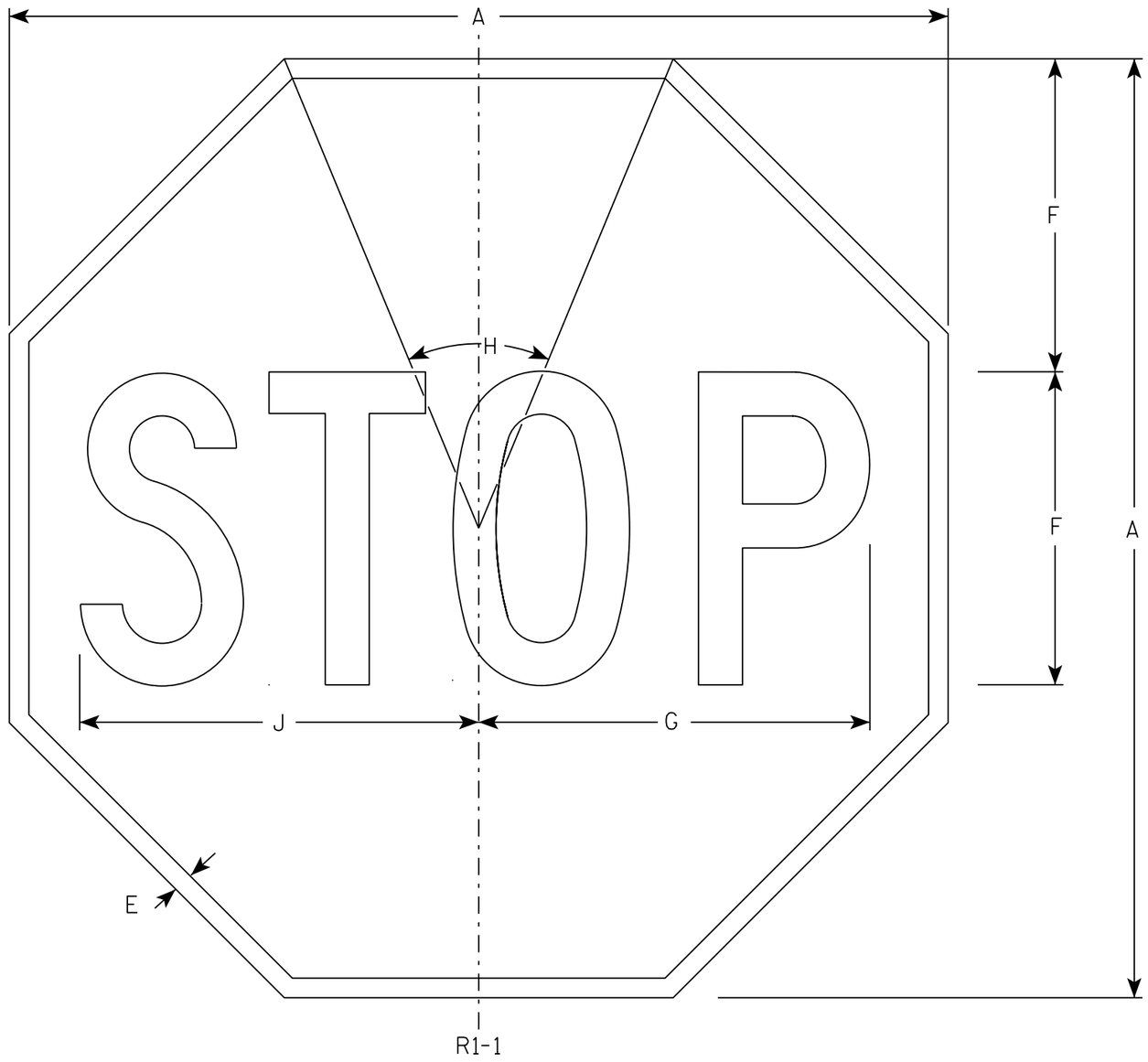
STANDARD SIGN M6-4 & M6-6 SERIES

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: 281 | E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

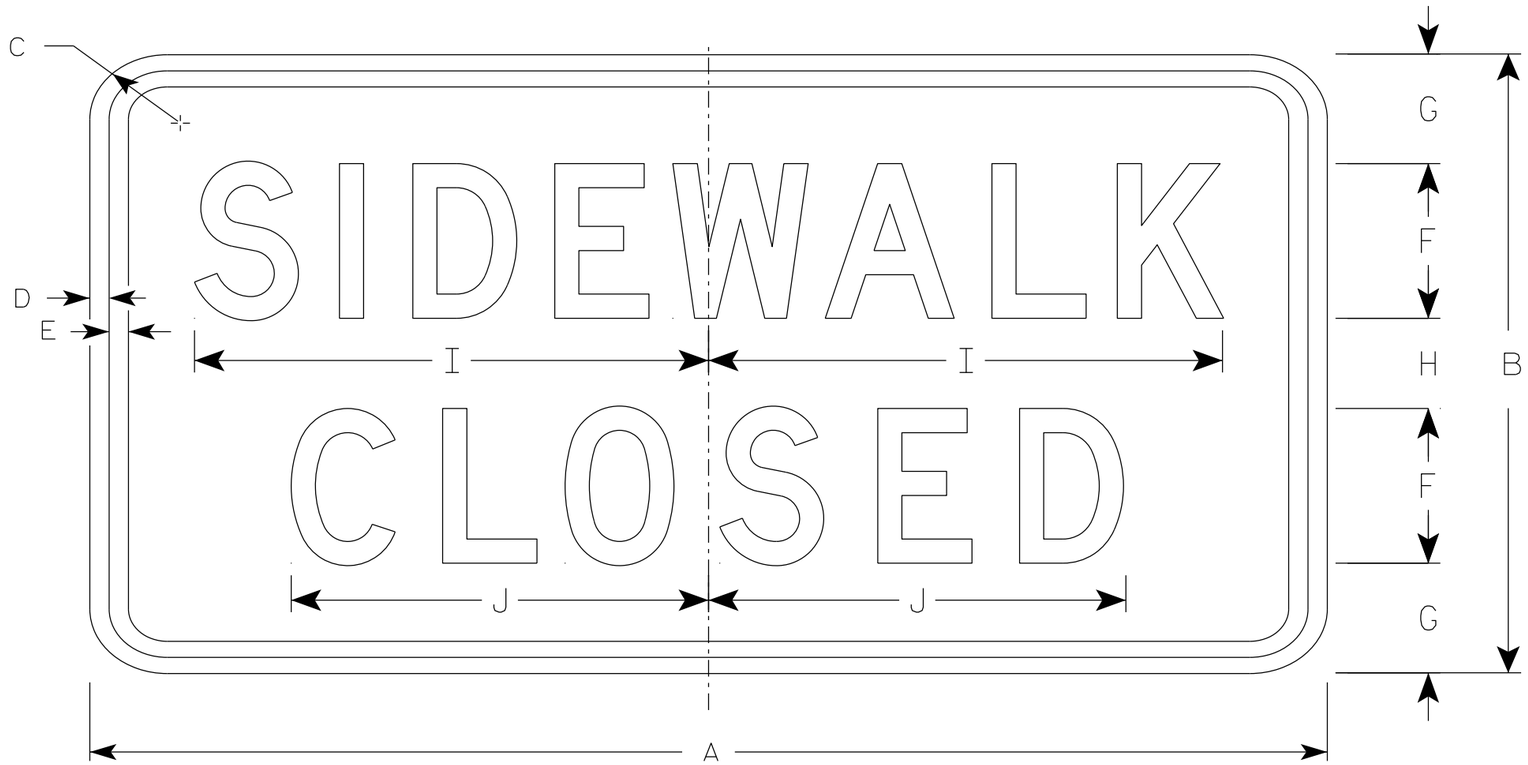
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 282	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

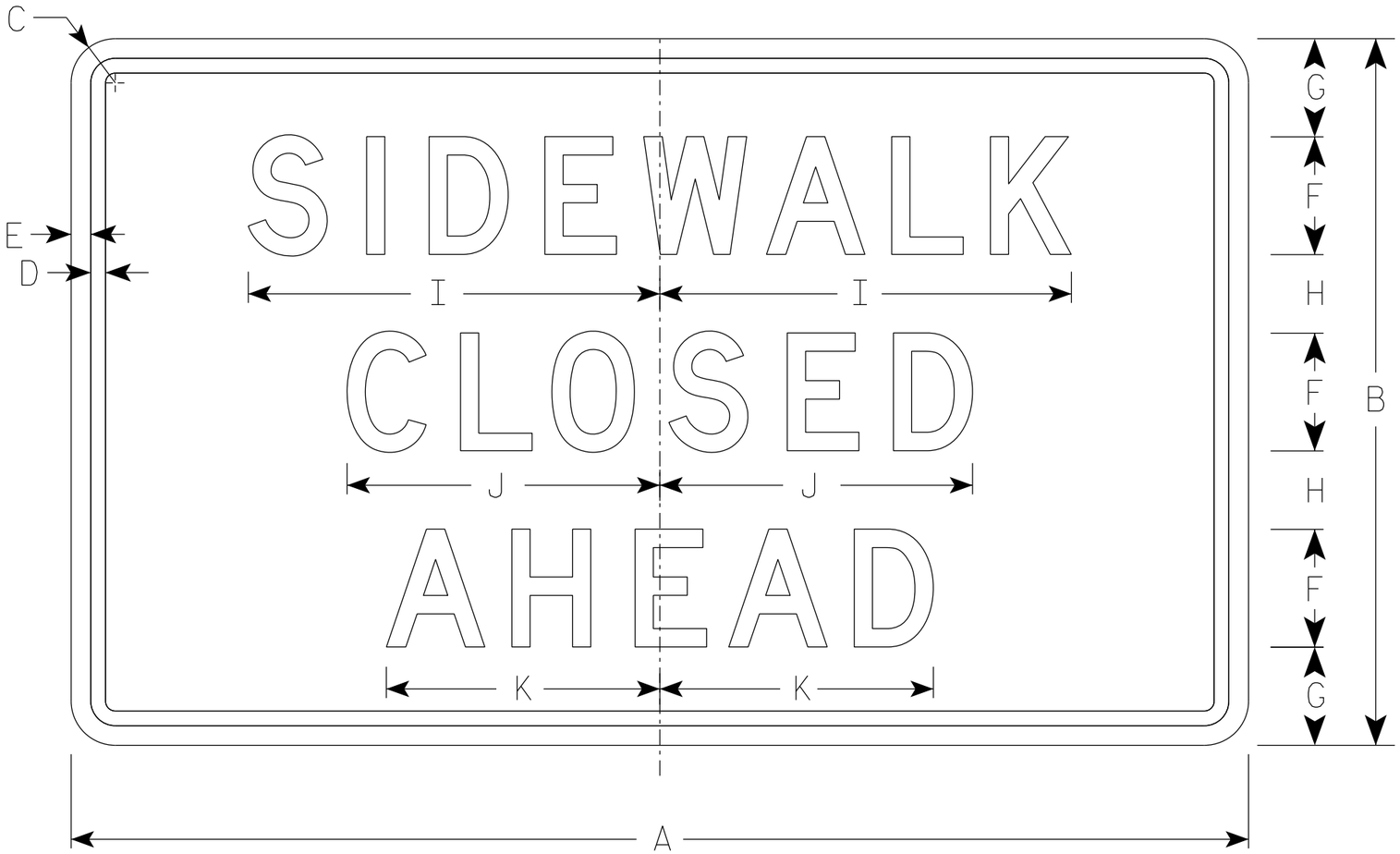
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 283 | 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

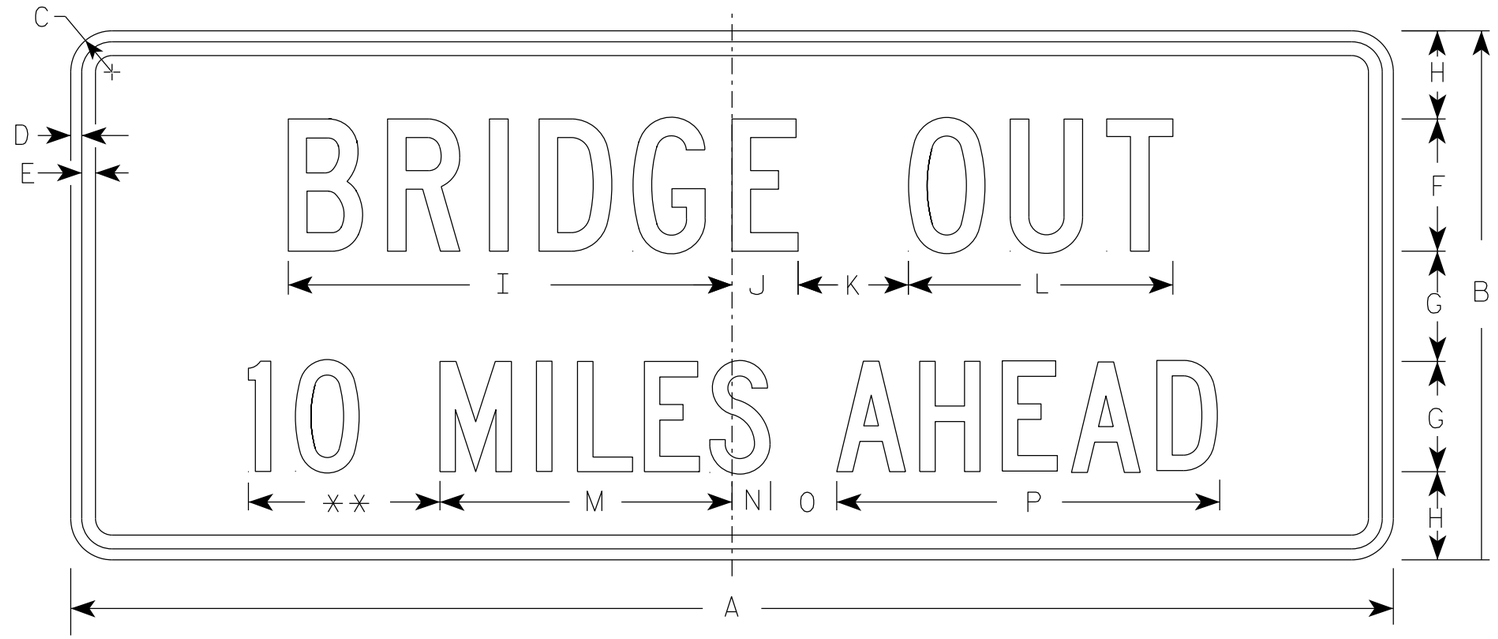
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 284	E

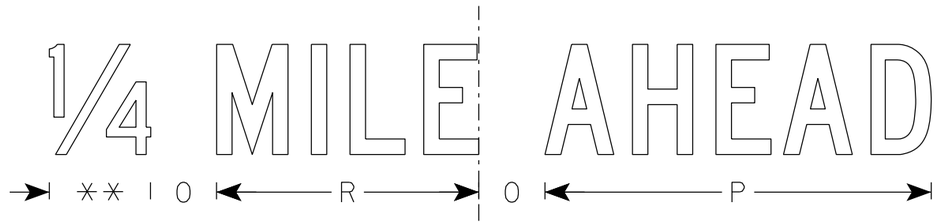
NOTES

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

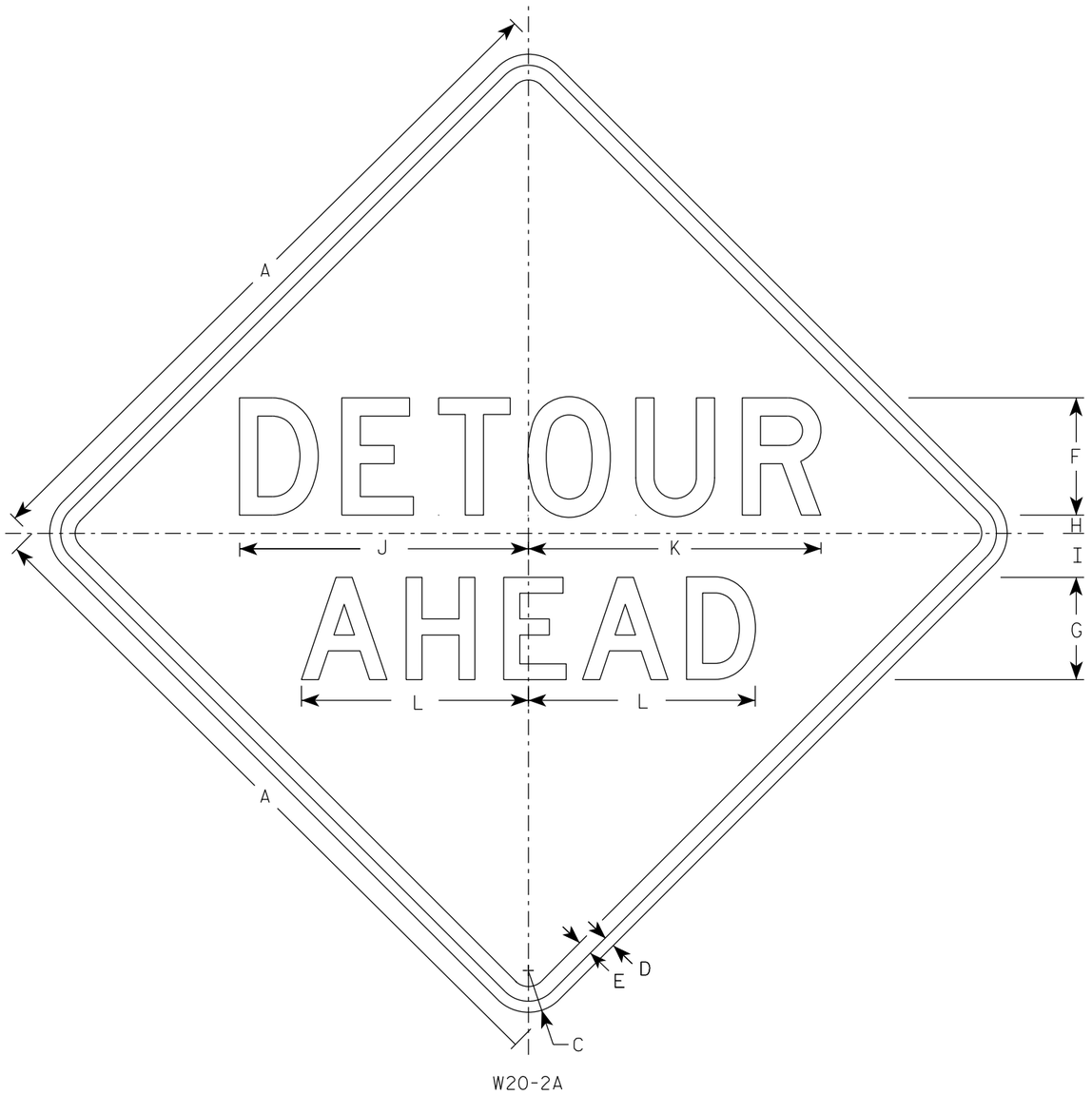
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

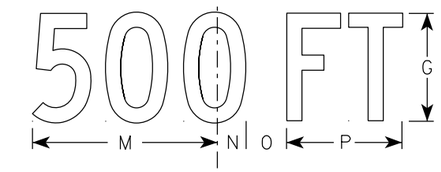
DATE 2/5/24 PLATE NO. R11-3C.4

PROJECT NO:

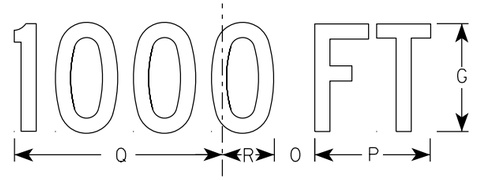
SHEET NO: 285 E



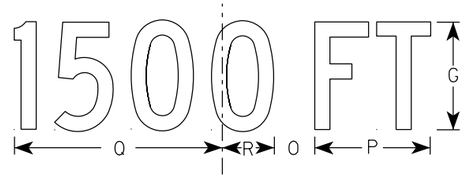
W20-2A



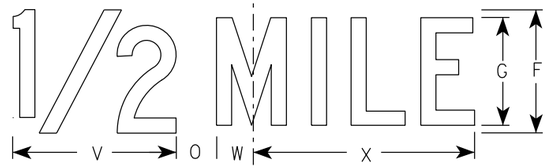
W20-2D



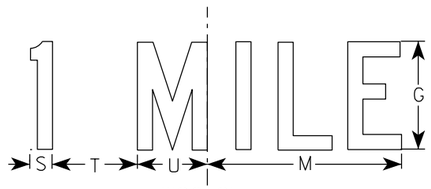
W20-2C



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

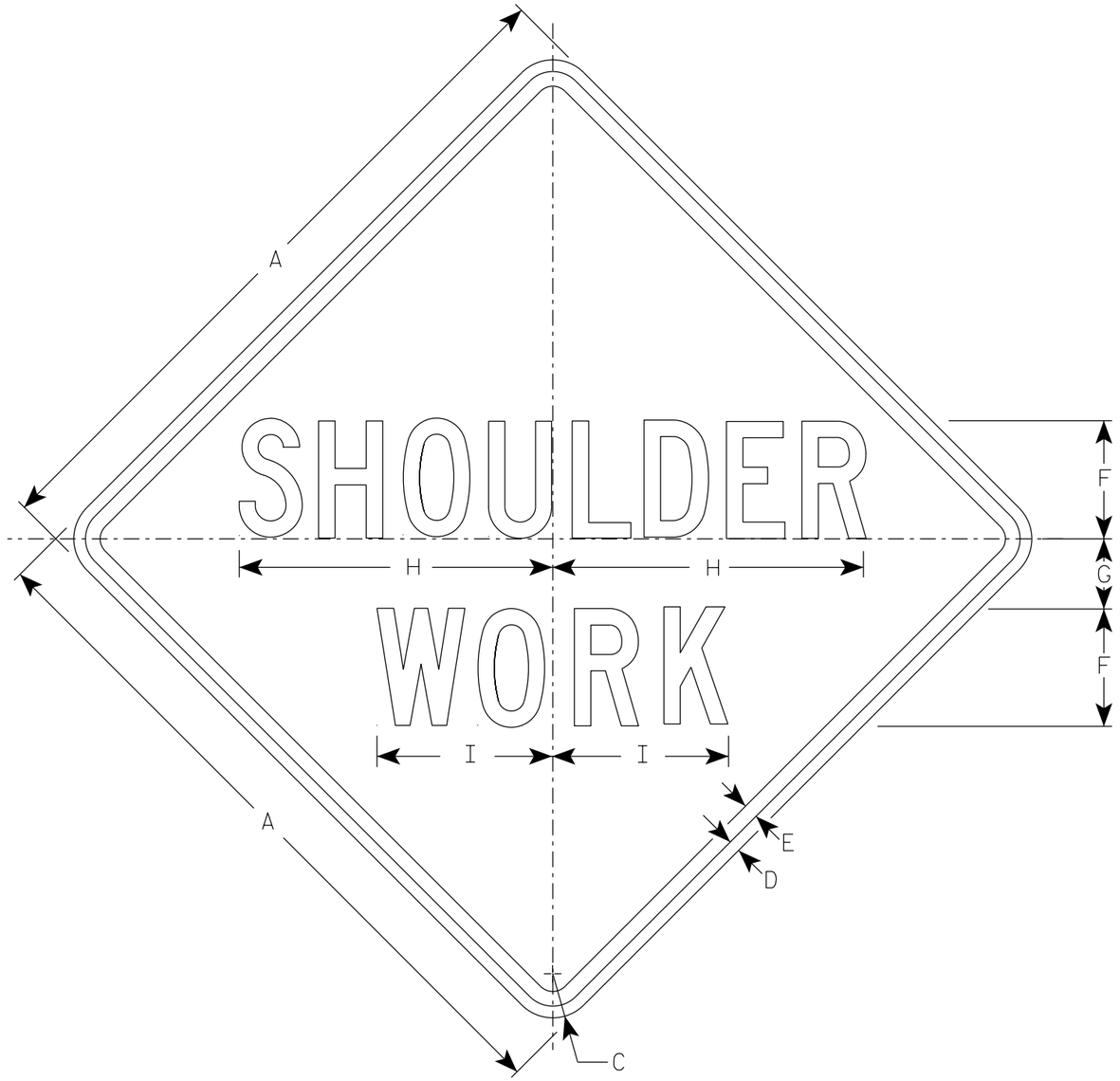
STANDARD SIGN
W20-2A,B,C,D,F & G

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



W21-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN
W21-5

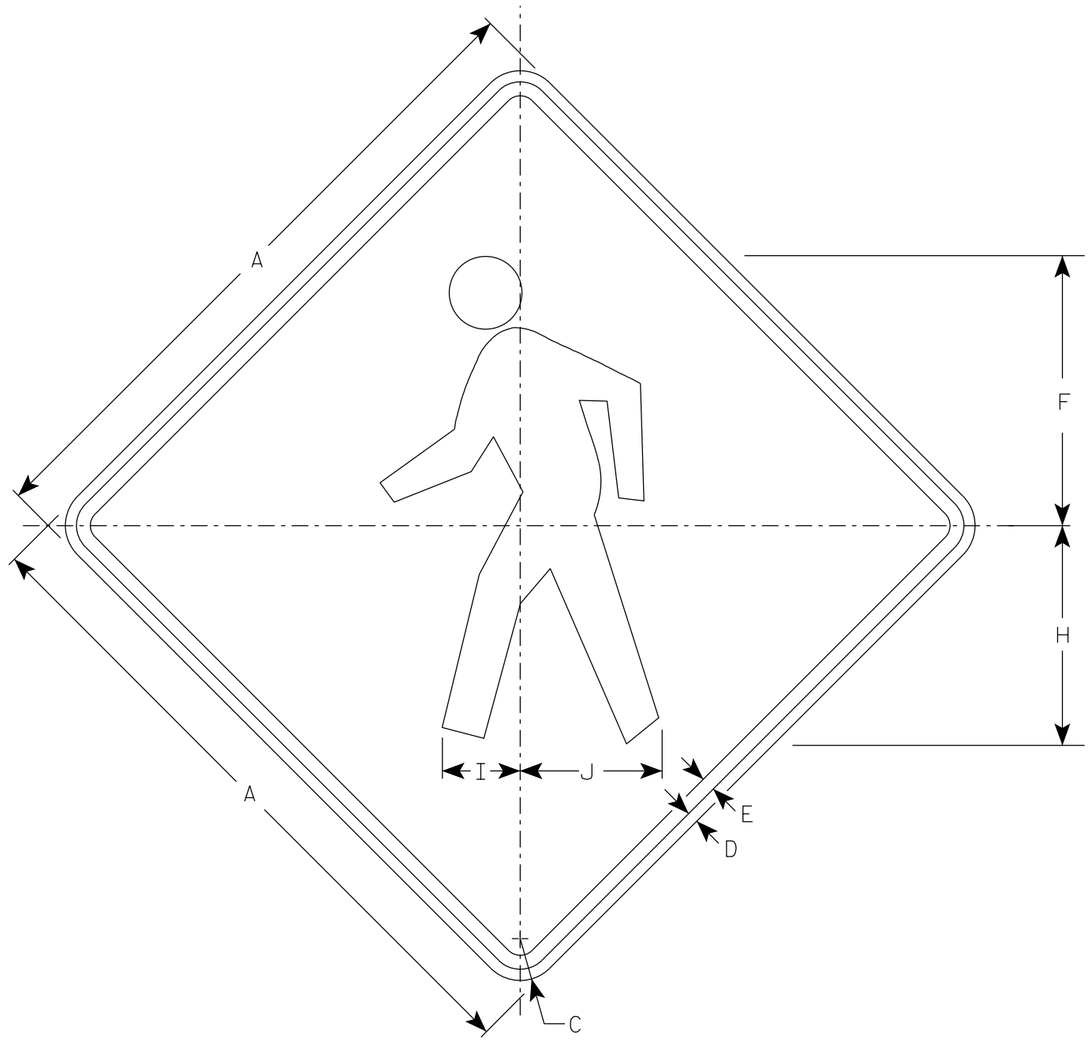
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 287 | E

7



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

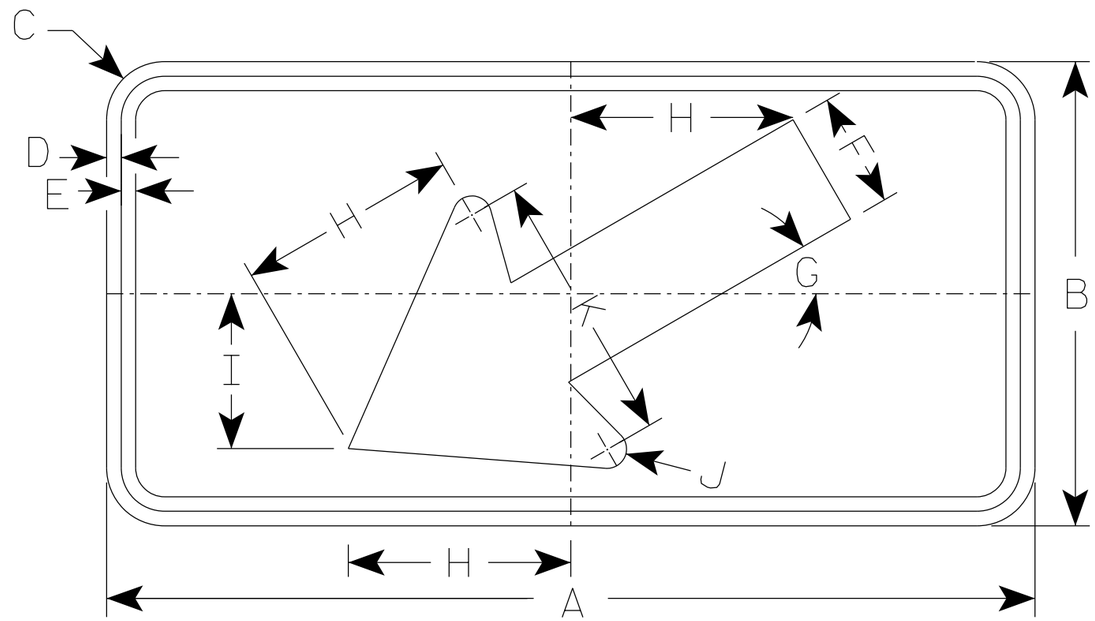
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 288	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 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

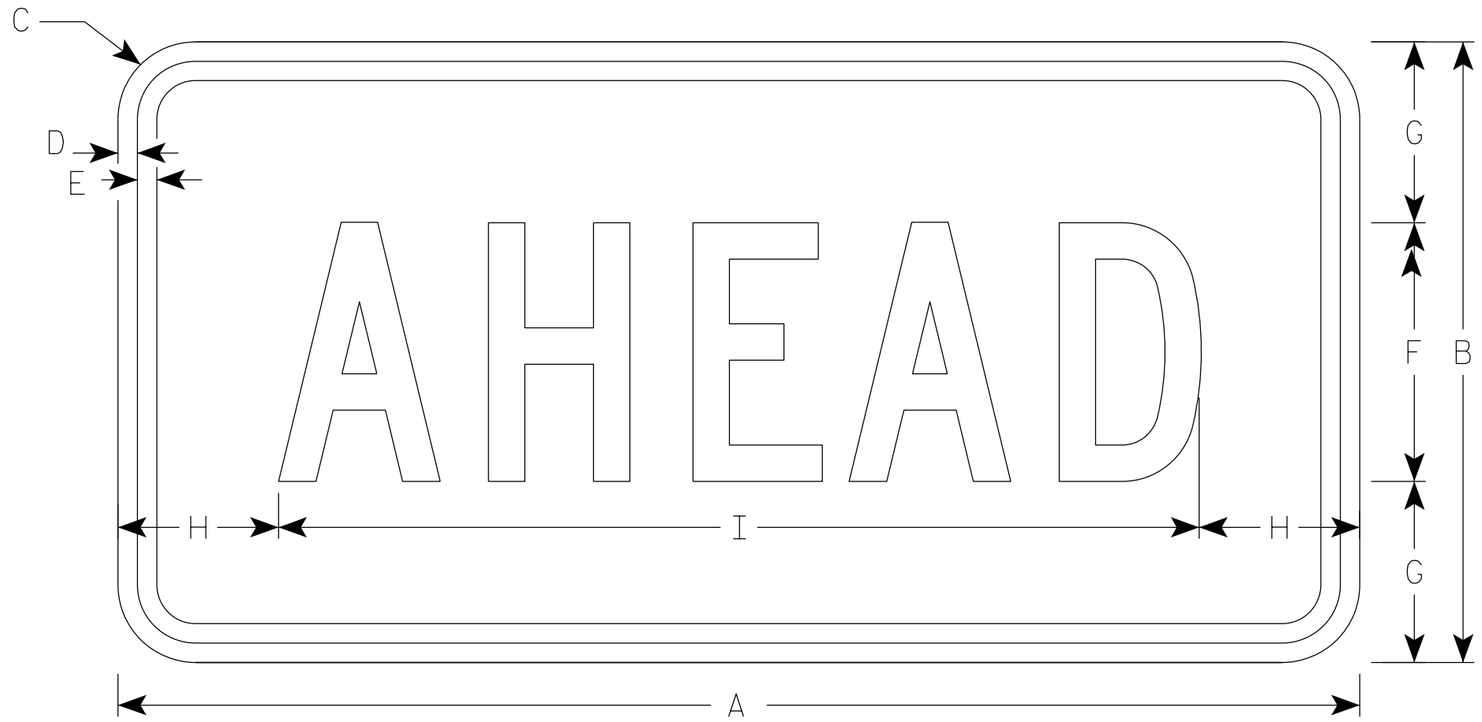
STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 289	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: 290 | E

72x113 ELLIPTICAL (EAST SIDE)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EXPANDED FILL 1.25	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE
187+96.00	18796		7.47	0.00	0.00	0	0	0	0	0	0	0
188+00.00	18800	4	8.38	0.00	0.10	1	0	0	0	1	0	1
188+18.00	18818	18	12.88	0.00	5.47	7	0	2	3	8	3	6
188+42.64	18843	25	8.86	0.00	3.83	10	0	4	5	18	8	11
188+50.00	18850	7	7.49	0.00	3.27	2	0	1	1	20	9	11
188+67.31	18867	17	5.08	0.00	5.68	4	0	3	4	24	13	12
189+00.00	18900	33	4.17	0.00	7.54	6	0	8	10	30	23	8
189+26.56	18927	27	3.83	0.00	7.82	4	0	8	10	34	33	2
190+09.30	19009		4.94	0.00	5.46	0	0	0	0	34	33	2
190+50.00	19050	41	5.04	0.00	2.49	8	0	6	8	42	40	2
190+58.65	19059	9	5.60	0.00	1.40	2	0	1	1	44	41	3
190+60.00	19060	1	5.70	0.00	1.27	0	0	0	0	44	41	3
190+83.33	19083	23	7.40	0.00	0.39	6	0	1	1	50	43	8
191+00.00	19100	17	5.12	0.00	2.75	4	0	1	1	54	44	10
191+07.96	19108	8	4.99	0.00	3.95	1	0	1	1	55	45	10
191+50.00	19150	42	7.27	0.00	4.83	10	0	7	9	65	54	11
192+00.00	19200	50	8.33	0.00	1.16	14	0	6	8	79	61	18
192+25.00	19225	25	7.88	0.00	0.00	8	0	1	1	87	63	25
						87	0	50	63			

72x113 ELLIPTICAL (WEST SIDE)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EXPANDED FILL 1.25	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE
188+40.00	18840		0.00	0.00	2.24	0	0	0	0	0	0	0
188+42.64	18843	3	1.80	0.00	2.32	0	0	0	0	0	0	0
188+50.00	18850	7	6.41	0.00	2.07	1	0	1	1	1	1	0
188+67.31	18867	17	6.74	0.00	1.30	4	0	1	1	5	3	3
189+00.00	18900	33	3.51	0.00	18.08	6	0	12	15	11	18	-7
189+10.24	18910	10	1.20	0.00	20.59	1	0	7	9	12	26	-14
				0.00								
189+96.71	18997		3.65	0.00	15.36	0	0	0	0	12	26	-14
190+00.01	19000	3	2.63	0.00	13.94	0	0	2	3	12	29	-17
190+50.00	19050	50	2.14	0.00	0.89	4	0	14	18	16	46	-30
190+58.65	19059	9	3.77	0.00	0.03	1	0	0	0	17	46	-29
190+60.00	19060	1	4.14	0.00	0.00	0	0	0	0	17	46	-29
						17	0	37	46			

Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

ONION RIVER BRIDGE (SE QUAD)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
297+95.00	29795		8.75	0.00	0.00	0	0	0	0	0	0	0
298+00.00	29800	5	8.80	0.00	0.10	2	0	0	0	2	0	2
298+50.00	29850	50	8.70	0.00	20.54	16	0	19	24	18	24	-6
298+89.07	29889	39	7.75	0.00	49.28	12	0	51	64	30	88	-58
299+00.00	29900	11	7.56	0.00	42.73	3	0	19	24	33	111	-78
299+14.09	29914	14	7.25	0.00	33.06	4	0	20	25	37	136	-99
299+19.71	29920	6	7.15	0.00	30.25	1	0	7	9	38	145	-107
299+39.11	29939	19	6.83	0.00	15.73	5	0	17	21	43	166	-123
299+44.67	29945	6	6.75	0.00	6.34	1	0	2	3	44	169	-125
299+50.00	29950	5	6.68	0.00	1.41	1	0	1	1	45	170	-125
299+69.61	29970	20	6.54	0.00	0.00	5	0	1	1	50	171	-121
299+70.00	29970	0	6.53	0.00	0.00	0	0	0	0	50	171	-121
						50	0	137	171			

ONION RIVER BRIDGE (SW QUAD)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
298+40.00	29840		8.88	0.00	0.00	0	0	0	0	0	0	0
298+50.00	29850	10	9.16	0.00	0.00	3	0	0	0	3	0	3
298+89.07	29889	39	9.17	0.00	0.04	13	0	0	0	16	0	16
299+00.00	29900	11	9.60	0.00	0.12	4	0	0	0	20	0	20
299+14.09	29914	14	9.97	0.00	0.50	5	0	0	0	25	0	25
299+19.71	29920	6	10.24	0.00	0.70	2	0	0	0	27	0	27
299+39.11	29939	19	11.64	0.00	0.02	8	0	0	0	35	0	35
299+40.00	29940	1	11.71	0.00	0.00	0	0	0	0	35	0	35
						35	0	0	0			

Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

C-59-0119 (EAST SIDE)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
336+90.00	33690		0.77	0.00	0.00	0	0	0	0	0	0	0
337+00.00	33700	10	0.04	0.00	26.87	0	0	5	6	0	6	-6
337+50.00	33750	50	0.00	0.00	45.95	0	0	67	84	0	90	-90
338+00.00	33800	50	103.82	0.00	49.57	96	0	88	110	96	200	-104
338+50.00	33850	50	0.08	0.00	5.78	96	0	51	64	192	264	-72
338+66.00	33866	16	1.58	0.00	0.00	0	0	2	3	192	266	-74
						192	0	213	266			

C-59-0119 (WEST SIDE)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
336+50.00	33650		0.45	0.00	0.00	0	0	0	0	0	0	0
336+62.50	33663	13	0.09	0.00	1.51	0	0	0	0	0	0	0
337+00.00	33700	38	0.05	0.00	5.72	0	0	5	6	0	6	-6
337+50.00	33750	50	0.00	0.00	29.04	0	0	32	40	0	46	-46
338+00.00	33800	50	0.00	0.00	67.10	0	0	89	111	0	158	-158
338+50.00	33850	50	0.06	0.00	25.83	0	0	86	108	0	265	-265
339+00.00	33900	50	0.45	0.00	1.62	0	0	25	31	0	296	-296
339+50.00	33950	50	3.21	0.00	0.32	3	0	2	3	3	299	-296
340+00.00	34000	50	1.46	0.00	0.00	4	0	0	0	7	299	-292
340+10.00	34010	10	0.88	0.00	0.00	0	0	0	0	7	299	-292
						7	0	239	299			

Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

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PROJECT NO: 4540-34-71/4540-36-71 | HWY: STH 32 | COUNTY: SHEBOYGAN | EARTHWORK DATA | SHEET 293 | E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090101-EW.DWG
LAYOUT NAME - 03

PLOT DATE : 9/9/2024 2:11 PM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

C-59-0118 (EAST SIDE)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
391+00.00	39100		12.01	0.00	0.00	0	0	0	0	0	0	0
391+05.29	39105	5	9.19	0.00	1.77	2	0	0	0	2	0	2
391+30.27	39130	25	5.44	0.00	67.64	7	0	32	40	9	40	-31
391+55.00	39155	25	4.28	0.00	47.48	4	0	53	66	13	106	-93
392+00.00	39200	45	3.18	0.00	0.00	6	0	40	50	19	156	-137
392+90.00	39290		4.94	0.00	0.00	0	0	0	0	19	156	-137
393+00.00	39300	10	4.89	0.00	0.44	2	0	0	0	21	156	-135
393+50.00	39350	50	18.63	0.00	12.90	22	0	12	15	43	171	-128
394+00.00	39400	50	3.61	0.00	20.34	21	0	31	39	64	210	-146
394+24.00	39424	24	5.31	0.00	4.70	4	0	11	14	68	224	-156
394+48.98	39449	25	8.27	0.00	0.86	6	0	3	4	74	228	-154
394+73.96	39474	25	11.06	0.00	2.02	9	0	1	1	83	229	-146
395+00.00	39500	26	10.52	0.00	2.00	10	0	2	3	93	231	-138
395+08.00	39508	8	8.96	0.00	0.00	3	0	0	0	96	231	-135
						96	0	185	231			

C-59-0118 (WEST SIDE)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
392+70.00	39270		6.57	0.00	0.03	0	0	0	0	0	0	0
392+75.00	39275	5	6.11	0.00	1.25	1	0	0	0	1	0	1
393+00.00	39300	25	5.16	0.00	32.21	5	0	15	19	6	19	-13
393+50.00	39350	50	5.08	0.00	68.00	9	0	93	116	15	135	-120
394+00.00	39400	50	56.42	0.00	62.44	57	0	121	151	72	286	-214
394+24.00	39424	24	2.90	0.00	58.94	26	0	54	68	98	354	-256
394+48.98	39449	25	3.12	0.00	49.17	3	0	50	63	101	416	-315
394+73.96	39474	25	3.65	0.00	38.49	3	0	41	51	104	468	-364
395+00.00	39500	26	6.64	0.00	0.09	5	0	19	24	109	491	-382
395+25.00	39525	25	0.36	0.00	0.00	3	0	0	0	112	491	-379
395+35.00	39535	10	0.00	0.00	0.23	0	0	0	0	112	491	-379
						112	0	393	491			

Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

SOUTH OF MILEY ROAD (SE QUAD)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EXPANDED FILL 1.25	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE
478+80.00	47880		8.29	0.00	0.00	0	0	0	0	0	0	0
478+94.98	47895	15	6.96	0.00	0.00	4	0	0	0	4	0	4
479+19.96	47920	25	5.80	0.00	0.06	6	0	0	0	10	0	10
479+50.00	47950	30	4.71	0.00	0.00	6	0	0	0	16	0	16
						16	0	0	0			

SOUTH OF MILEY ROAD (NE QUAD)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EXPANDED FILL 1.25	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE
482+45.00	48245		4.10	0.00	0.00	0	0	0	0	0	0	0
482+50.00	48250	5	4.13	0.00	0.05	1	0	0	0	1	0	1
482+76.21	48276	26	4.25	0.00	7.51	4	0	4	5	5	5	0
483+01.19	48301	25	4.60	0.00	12.23	4	0	9	11	9	16	-7
483+26.17	48326	25	5.00	0.00	23.40	4	0	16	20	13	36	-23
483+55.00	48355	29	5.06	0.00	18.90	5	0	23	29	18	65	-47
483+88.71	48389	34	4.65	0.00	8.41	6	0	17	21	24	86	-62
483+99.00	48399	10	5.10	0.00	0.00	2	0	2	3	26	89	-63
						26	0	71	89			

SOUTH OF MILEY ROAD (SW QUAD)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EXPANDED FILL 1.25	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE
478+73.00	47873		9.85	0.00	0.00	0	0	0	0	0	0	0
478+94.98	47895	22	7.11	0.00	3.47	7	0	1	1	7	1	6
479+19.96	47920	25	5.24	0.00	7.08	6	0	5	6	13	8	6
479+50.00	47950	30	4.51	0.00	0.00	5	0	4	5	18	13	6
						18	0	10	13			

SOUTH OF MILEY ROAD (NW QUAD)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT NOTE 1	SALVAGED/UNUSABLE PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EXPANDED FILL 1.25	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE
483+55.00	48355		4.66	0.00	0.00	0	0	0	0	0	0	0
483+88.71	48389	34	4.84	0.00	4.72	6	0	3	4	6	4	2
484+00.00	48400	11	5.34	0.00	6.25	2	0	2	3	8	6	2
484+13.69	48414	14	6.05	0.00	5.56	3	0	3	4	11	10	1
484+38.67	48439	25	7.81	0.00	4.62	6	0	5	6	17	16	1
484+50.00	48450	11	7.68	0.00	0.00	3	0	1	1	20	18	3

Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

C-59-0117 (EAST SIDE)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
526+00.00	52600		0.00	0.00	0.03	0	0	0	0	0	0	0
526+25.00	52625	25	0.00	0.00	1.70	0	0	1	1	0	1	-1
526+50.00	52650	25	0.00	0.00	3.63	0	0	2	3	0	4	-4
526+75.00	52675	25	0.04	0.00	4.82	0	0	4	5	0	9	-9
526+89.15	52689	14	0.17	0.00	0.00	0	0	1	1	0	10	-10
527+00.00	52700	11	0.00	0.00	0.00	0	0	0	0	0	10	-10
527+09.06	52709	9	11.65	0.00	0.00	2	0	0	0	2	10	-8
527+15.00	52715	6	7.22	0.00	6.51	2	0	1	1	4	11	-7
527+39.64	52740	25	64.09	0.00	20.73	33	0	12	15	37	26	11
527+50.00	52750	10	191.90	0.00	46.33	49	0	13	16	86	43	44
527+64.31	52764	14	186.70	0.00	190.83	100	0	63	79	186	121	65
528+00.00	52800	36	98.94	0.00	101.79	189	0	193	241	375	363	13
528+50.00	52850	50	2.50	0.00	87.71	94	0	175	219	469	581	-112
529+00.00	52900	50	13.37	0.00	3.86	15	0	85	106	484	688	-204
529+43.31	52943	43	12.47	0.00	7.66	21	0	9	11	505	699	-194
529+50.00	52950	7	12.18	0.00	8.27	3	0	2	3	508	701	-193
529+68.04	52968	18	11.51	0.00	8.93	8	0	6	8	516	709	-193
529+93.02	52993	25	7.80	0.00	13.22	9	0	10	13	525	721	-196
530+00.00	53000	7	7.14	0.00	13.49	2	0	3	4	527	725	-198
530+50.00	53050	50	7.62	0.00	8.49	14	0	20	25	541	750	-209
530+85.00	53085	35	9.88	0.00	0.16	11	0	6	8	552	758	-206
						552	0	606	758			

C-59-0117 (WEST SIDE)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
526+75.00	52675		8.45	0.00	0.11	0	0	0	0	0	0	0
527+00.00	52700	25	6.54	0.00	8.11	7	0	4	5	7	5	2
527+09.06	52709	9	5.92	0.00	28.05	2	0	6	8	9	13	-4
527+15.00	52715	6	5.42	0.00	44.51	1	0	8	10	10	23	-13
527+39.64	52740	25	65.80	0.00	94.21	32	0	63	79	42	101	-59
527+50.00	52750	10	60.29	0.00	131.90	24	0	43	54	66	155	-89
527+64.31	52764	14	65.22	0.00	98.97	33	0	61	76	99	231	-132
528+00.00	52800	36	7.02	0.00	60.08	48	0	105	131	147	363	-216
528+50.00	52850	50	2.03	0.00	6.50	8	0	62	78	155	440	-285
529+00.00	52900	50	2.87	0.00	0.15	5	0	6	8	160	448	-288
529+35.00	52935	35	3.63	0.00	0.02	4	0	0	0	164	448	-284
						164	0	358	448			

Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

AT WILSON-LIMA INT. (SOUTH)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
344+45.00	34445		6.28	0.00	0.00	0	0	0	0	0	0	0
344+50.00	34450	5	6.23	0.00	0.35	1	0	0	0	1	0	1
344+82.52	34483	33	12.30	0.00	3.29	11	0	2	3	12	3	10
345+00.00	34500	17	7.46	0.00	1.16	6	0	1	1	18	4	14
345+05.00	34505	5	7.32	0.00	0.00	1	0	0	0	19	4	15
						19	0	3	4			

AT WILSON-LIMA INT. (NORTH)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
347+40.00	34740		6.18	0.00	0.00	0	0	0	0	0	0	0
347+44.31	34744	4	6.54	0.00	0.11	1	0	0	0	1	0	1
347+69.30	34769	25	8.77	0.00	0.69	7	0	0	0	8	0	8
348+00.00	34800	31	8.35	0.00	0.56	10	0	1	1	18	1	17
348+40.00	34840	40	5.12	0.00	0.00	10	0	0	0	28	1	27
						28	0	1	1			

Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

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WILSON-LIMA ROAD (RIGHT)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
10+45.00	1045		0.05	0.00	0.24	0	0	0	0	0	0	0
10+50.00	1050	5	0.00	0.00	0.87	0	0	0	0	0	0	0
10+65.00	1065	15	0.06	0.00	2.21	0	0	1	1	0	1	-1
10+97.39	1097	32	0.00	0.00	4.16	0	0	4	5	0	6	-6
11+00.00	1100	3	0.00	0.00	4.11	0	0	0	0	0	6	-6
11+09.63	1110	10	0.07	0.00	2.84	0	0	1	1	0	8	-8
11+22.31	1122	13	0.00	0.00	0.72	0	0	1	1	0	9	-9
11+25.00	1125	3	0.01	0.00	0.32	0	0	0	0	0	9	-9
						0	0	7	9			

LEFT

WILSON-LIMA ROAD (LEFT)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
10+20.00	1020		0.00	0.00	0.22	0	0	0	0	0	0	0
10+25.00	1025	5	0.00	0.00	0.33	0	0	0	0	0	0	0
10+50.00	1050	25	0.04	0.00	0.92	0	0	1	1	0	1	-1
10+65.00	1065	15	0.30	0.00	0.24	0	0	0	0	0	1	-1
10+70.00	1070	5	0.50	0.00	0.10	0	0	0	0	0	1	-1
						0	0	1	1			

Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

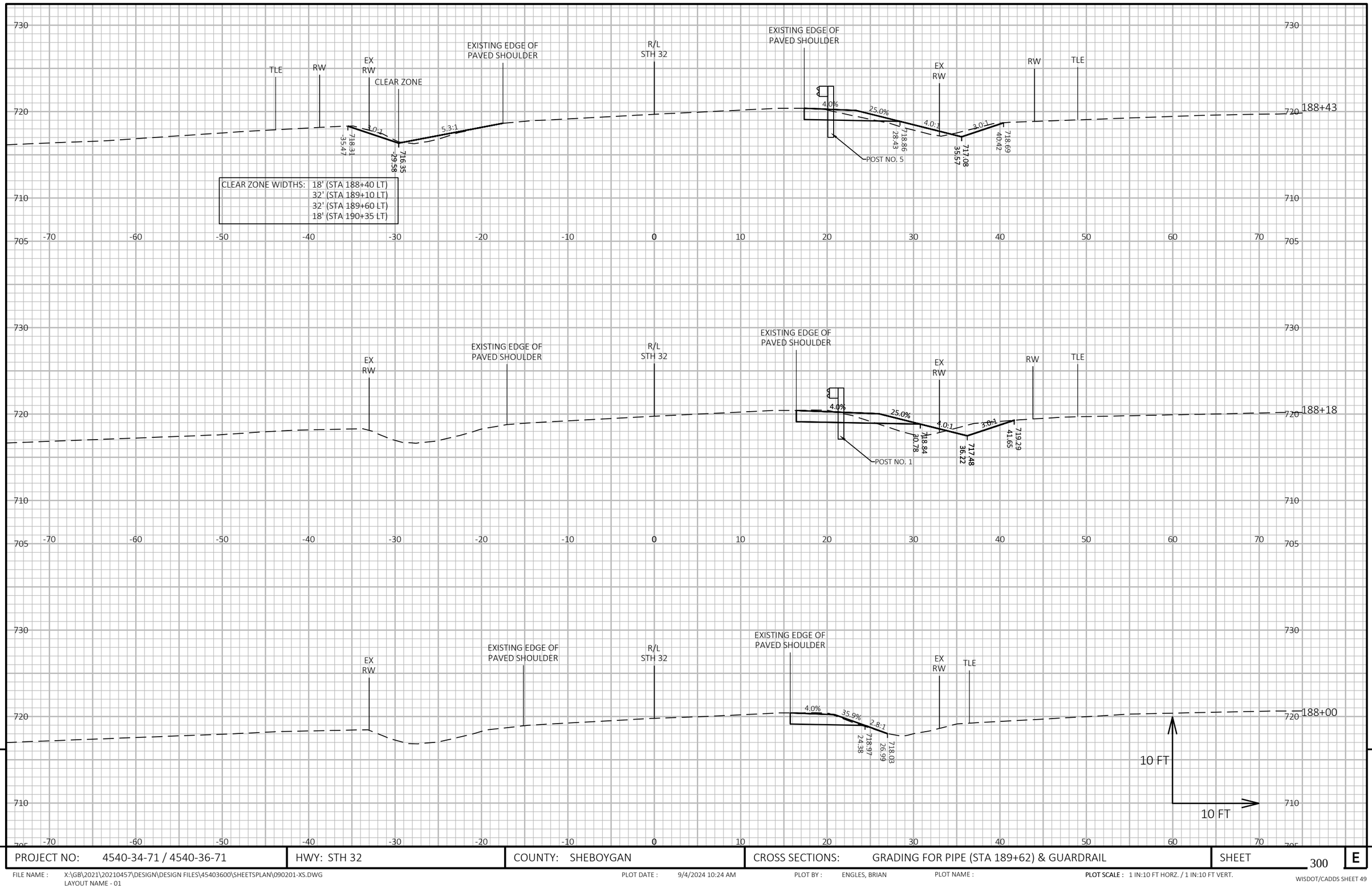
WILSON-LIMA ROAD (SOUTH RADIUS)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
5+00.00	500		16.44	1.78	0.00	0	0	0	0	0	0	0
5+15.00	515	15	14.38	1.78	0.47	9	1	0	0	9	0	8
5+25.00	525	10	10.39	1.78	0.62	5	1	0	0	14	0	12
5+50.00	550	25	16.87	1.78	0.00	13	2	0	0	27	0	23
5+65.00	565	15	18.78	1.78	0.00	10	1	0	0	37	0	32
						37	5	0	0			

WILSON-LIMA ROAD (NORTH RADIUS)

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EXPANDED FILL	CUT 1.00	EXPANDED FILL 1.25	MASS ORDINATE
						NOTE 1	NOTE 2	NOTE 3	1.25	NOTE 1		
0+00.11	0		27.44	1.78	0.00	0	0	0	0	0	0	0
0+25.00	25	25	23.07	1.78	0.00	23	2	0	0	23	0	21
0+50.00	50	25	15.45	1.78	0.00	18	2	0	0	41	0	37
0+75.00	75	25	21.20	1.78	0.00	17	2	0	0	58	0	52
0+83.58	84	9	19.92	1.78	0.00	7	1	0	0	65	0	58
						65	7	0	0			

Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

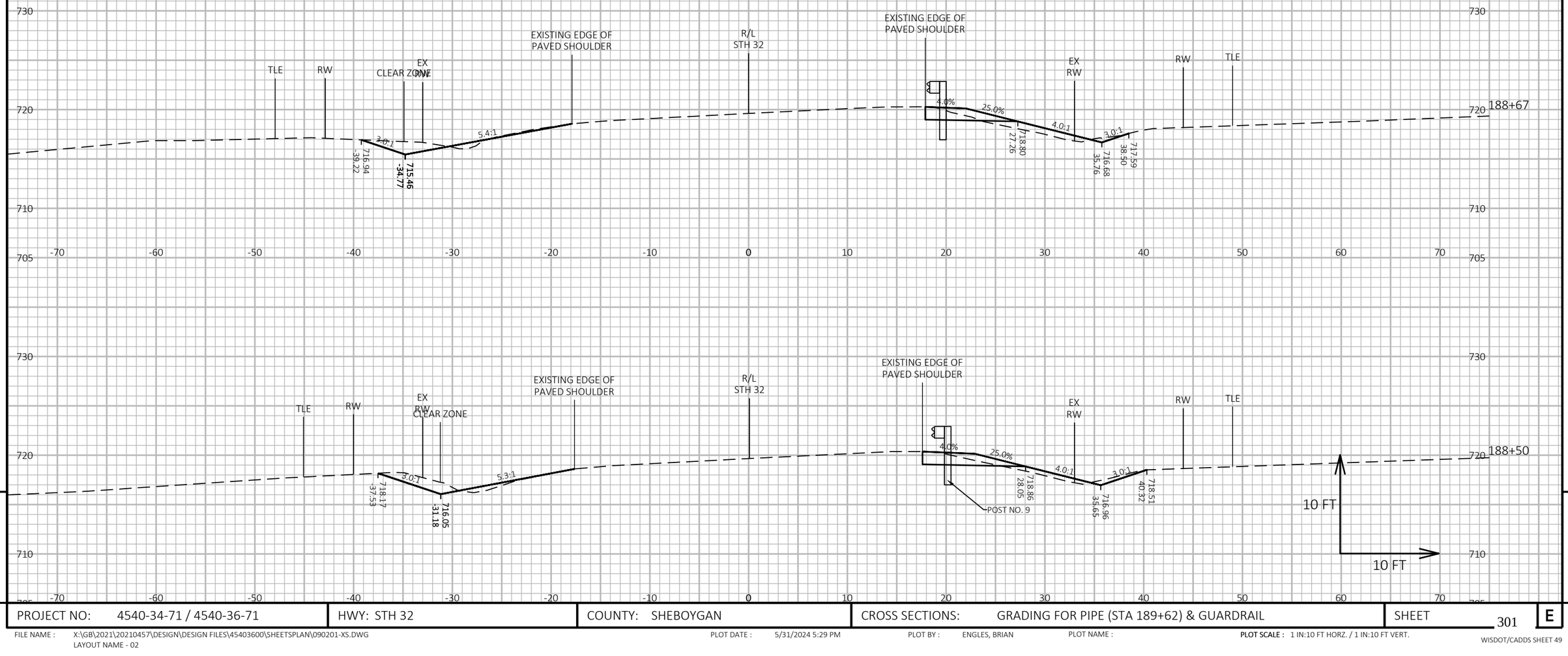


PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR PIPE (STA 189+62) & GUARDRAIL	SHEET 300	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 9/4/2024 10:24 AM PLOT BY : ENGLES, BRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR PIPE (STA 189+62) & GUARDRAIL	SHEET 301	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

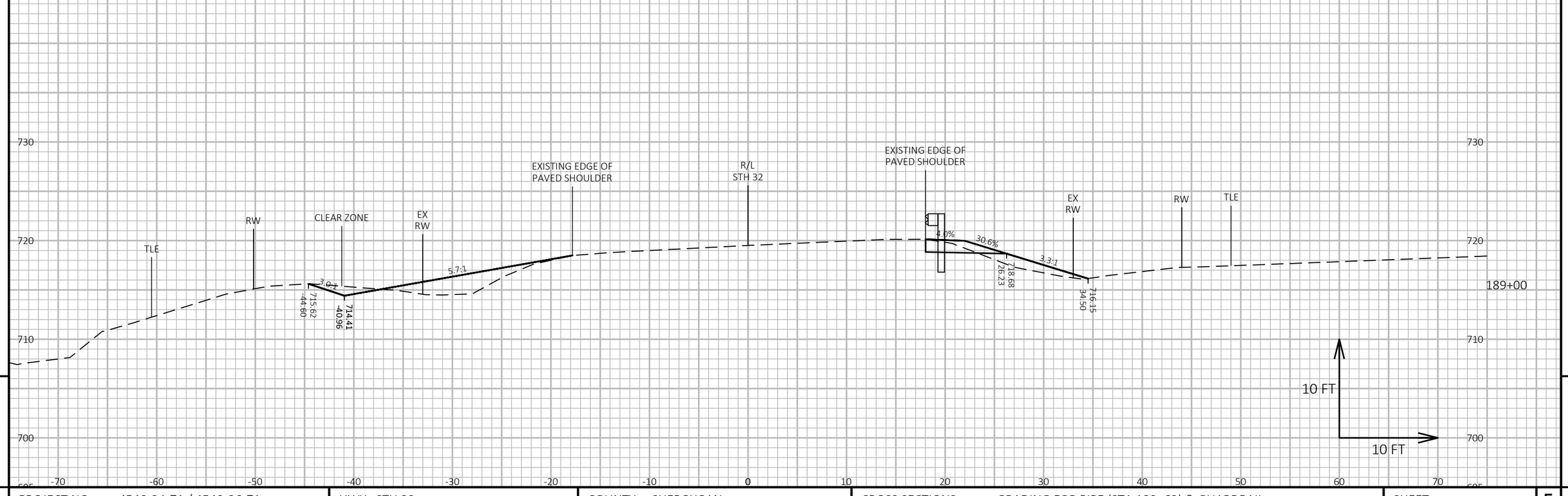
PLOT DATE : 5/31/2024 5:29 PM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

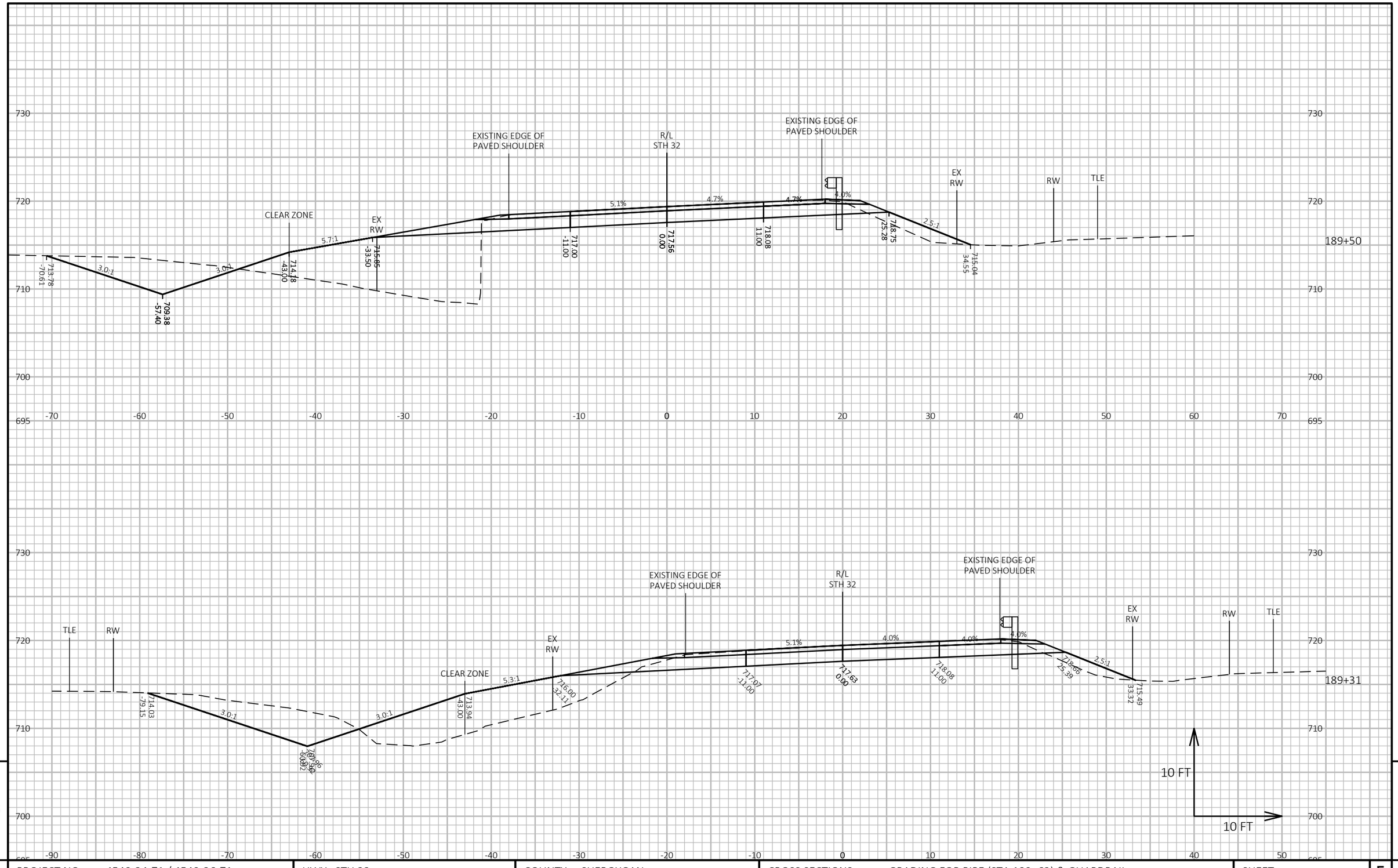


PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR PIPE (STA 189+62) & GUARDRAIL	SHEET 302	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 5/31/2024 5:29 PM PLOT BY : ENGLES, BRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR PIPE (STA 189+62) & GUARDRAIL	SHEET 303	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

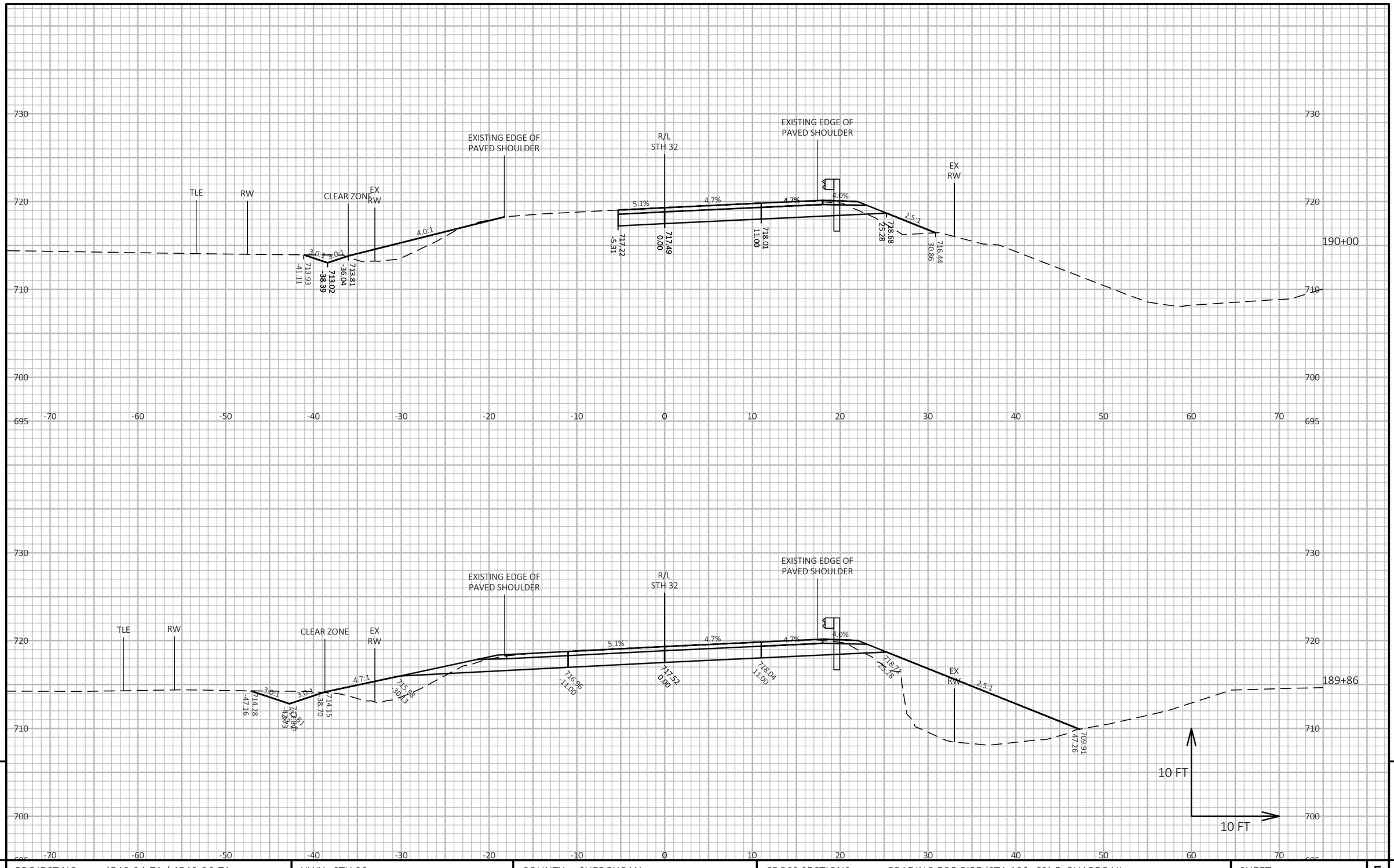
PLOT DATE : 5/31/2024 5:29 PM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

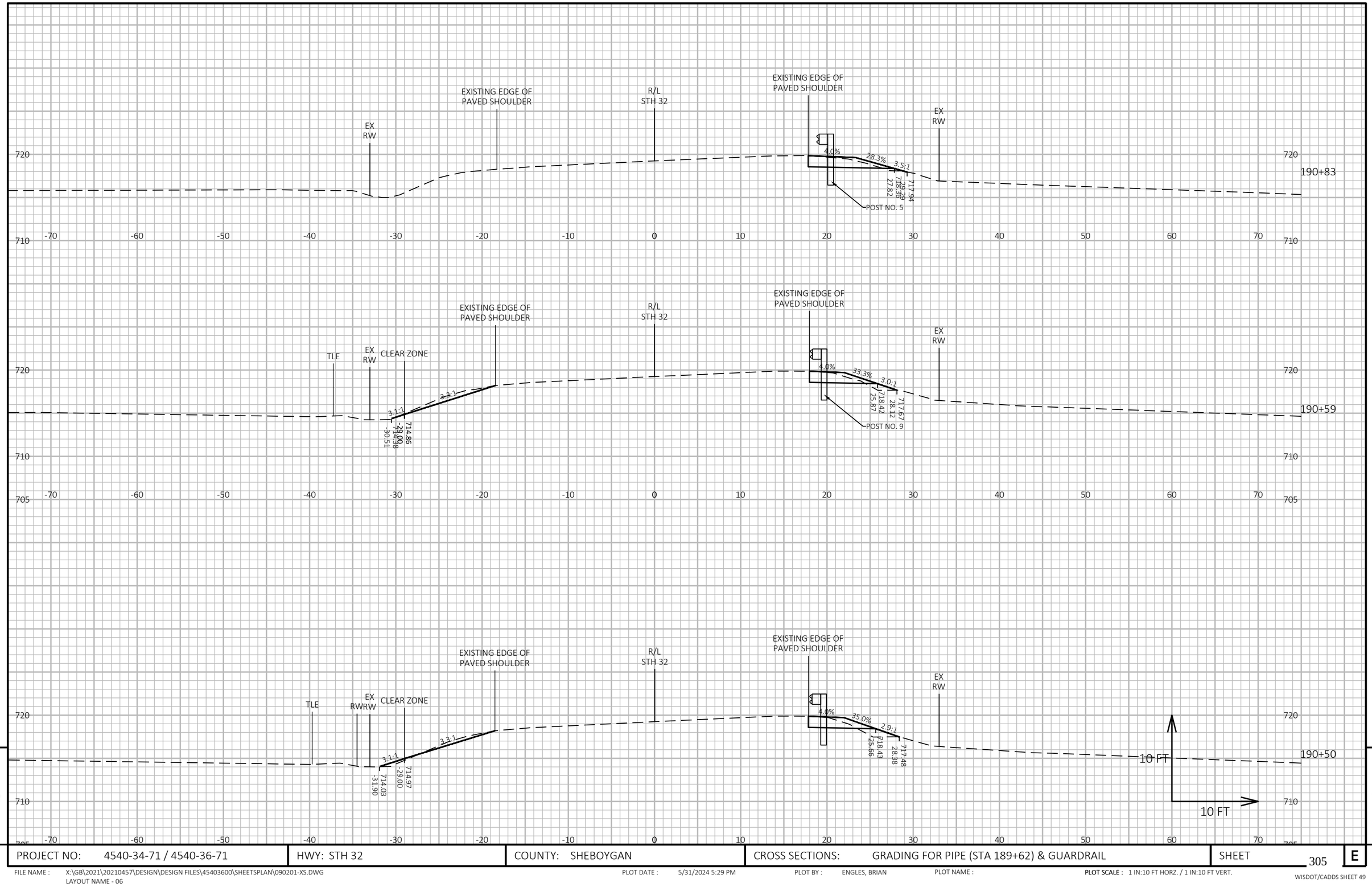


PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR PIPE (STA 189+62) & GUARDRAIL	SHEET 304	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 5/31/2024 5:29 PM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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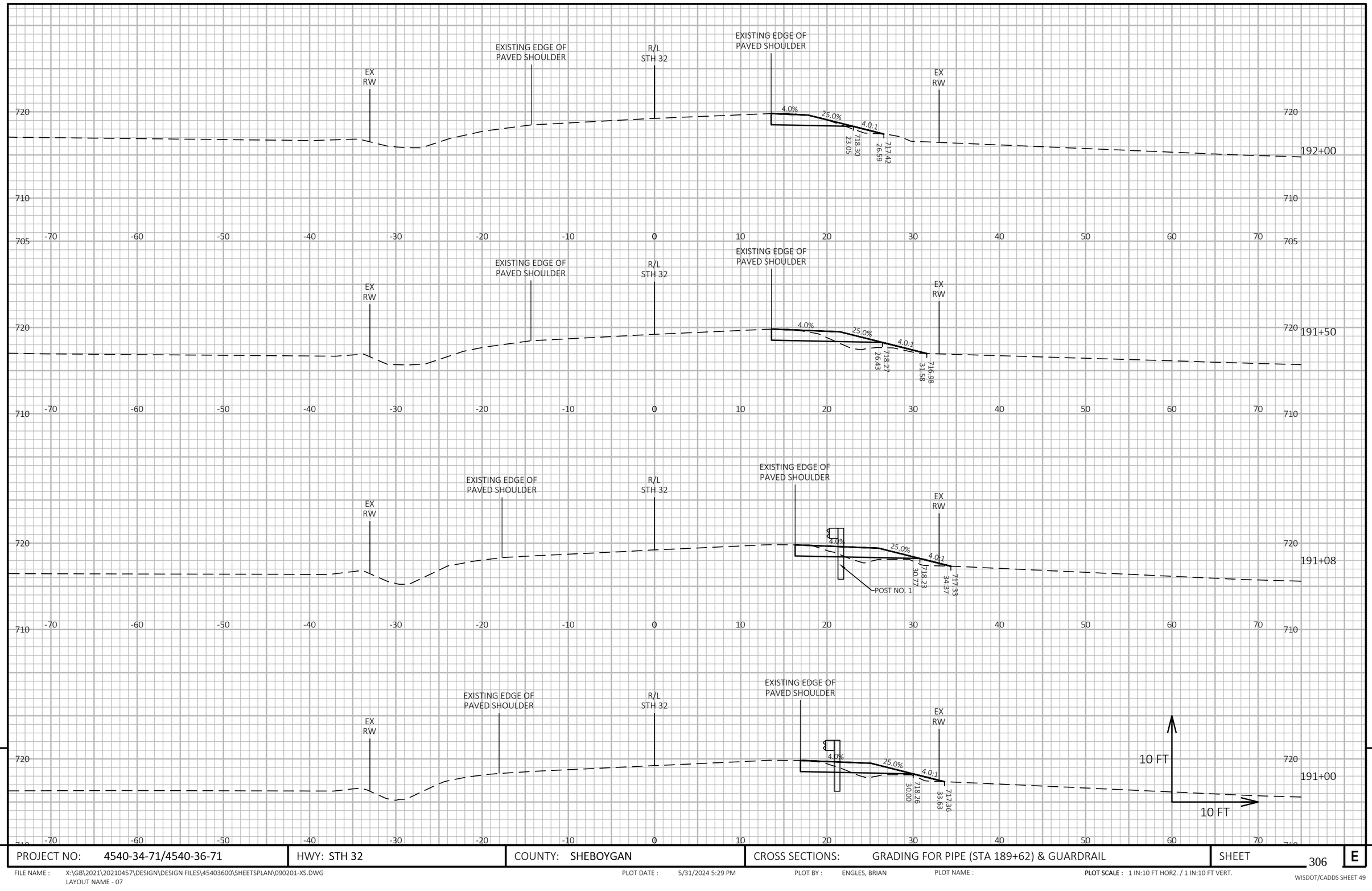
9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR PIPE (STA 189+62) & GUARDRAIL	SHEET 305	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 5/31/2024 5:29 PM PLOT BY : ENGLES, BRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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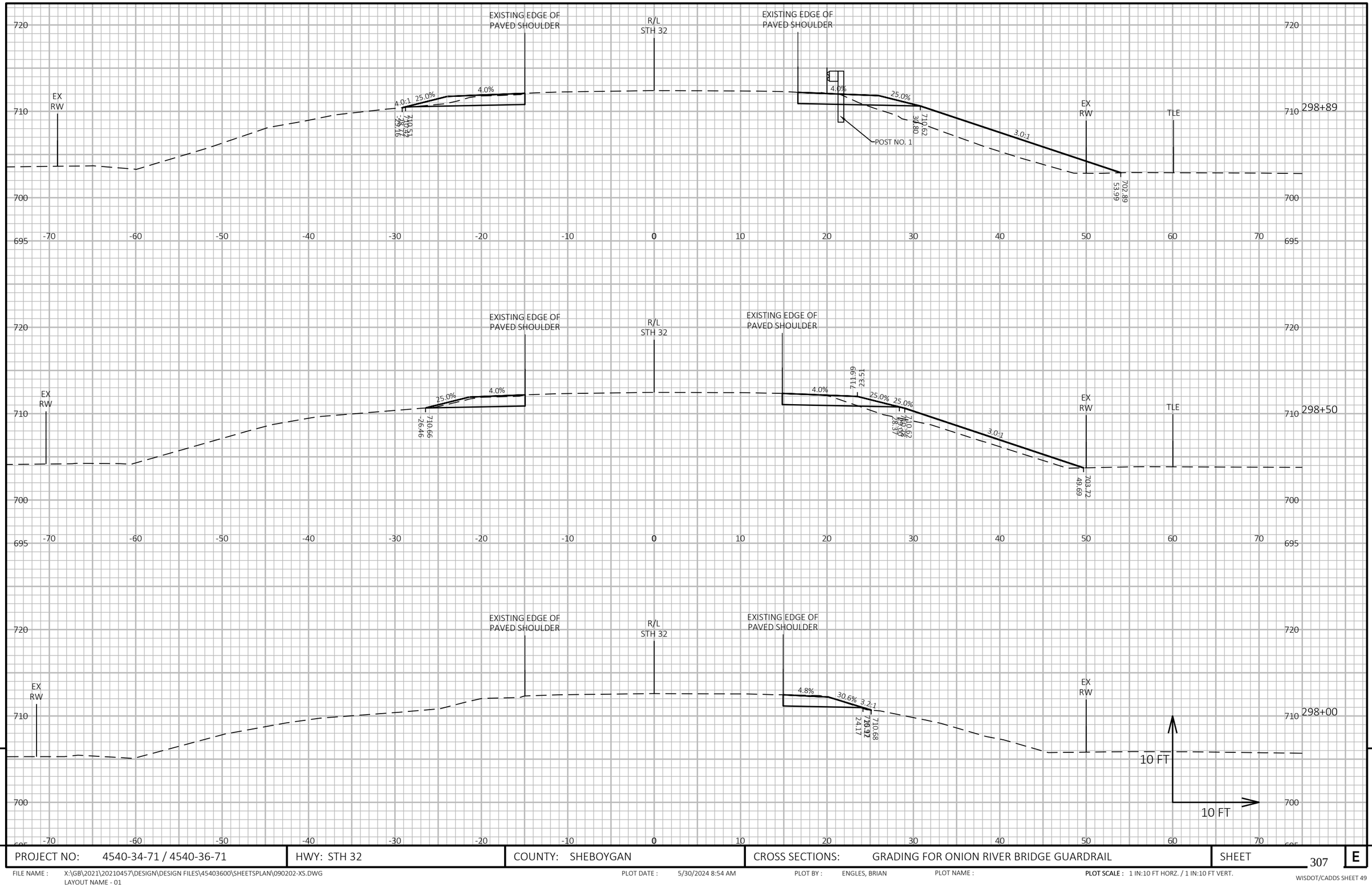
PROJECT NO: 4540-34-71/4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR PIPE (STA 189+62) & GUARDRAIL	SHEET 306	E

9



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9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR ONION RIVER BRIDGE GUARDRAIL	SHEET 307	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 01

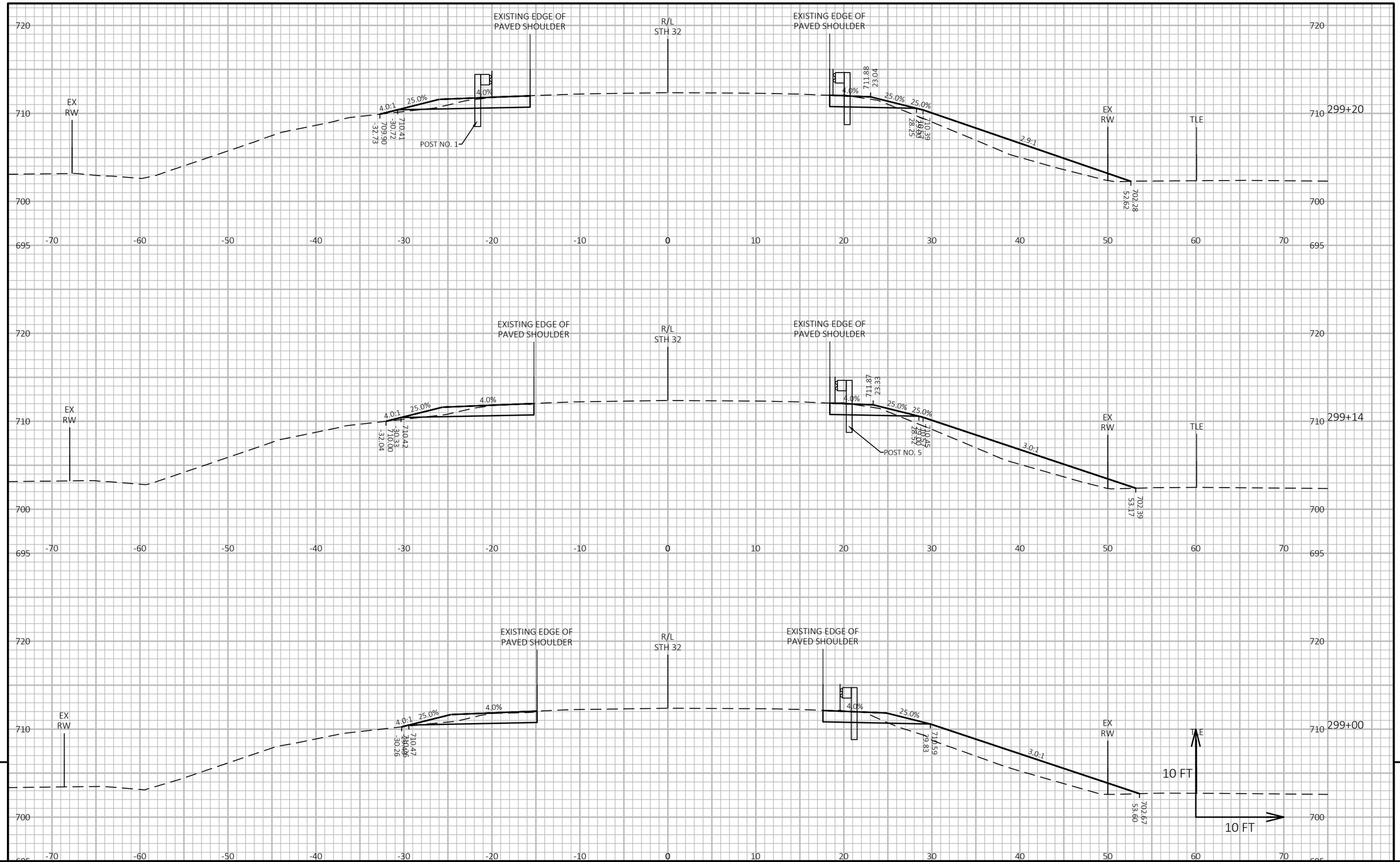
PLOT DATE : 5/30/2024 8:54 AM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR ONION RIVER BRIDGE GUARDRAIL	SHEET 308	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 5/30/2024 8:54 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR ONION RIVER BRIDGE GUARDRAIL	SHEET 309	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 03

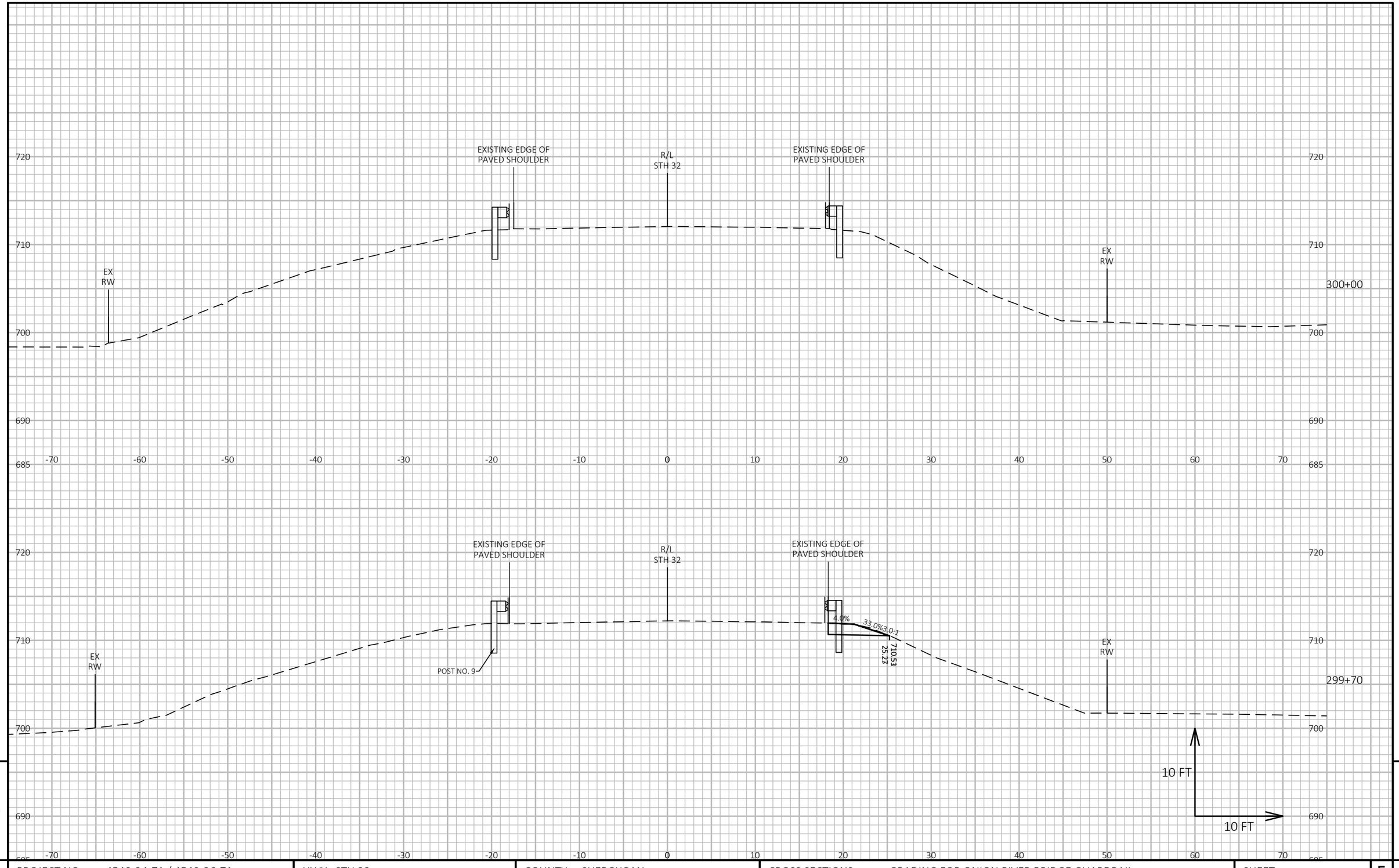
PLOT DATE : 5/30/2024 8:54 AM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR ONION RIVER BRIDGE GUARDRAIL	SHEET 310	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 5/30/2024 8:54 AM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

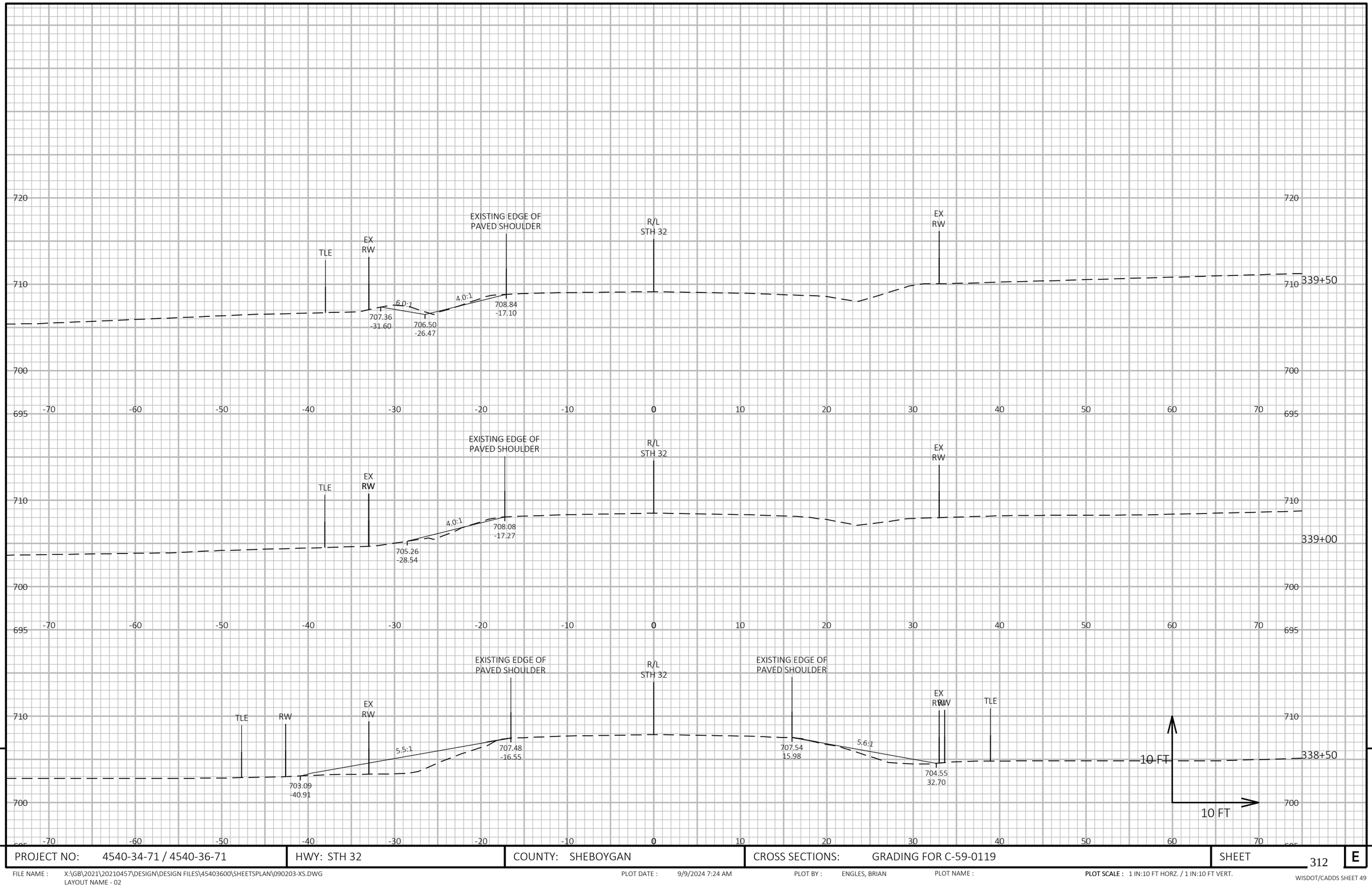
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0119	SHEET 311	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090203-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 9/9/2024 7:24 AM PLOT BY : ENGLES, BRIAN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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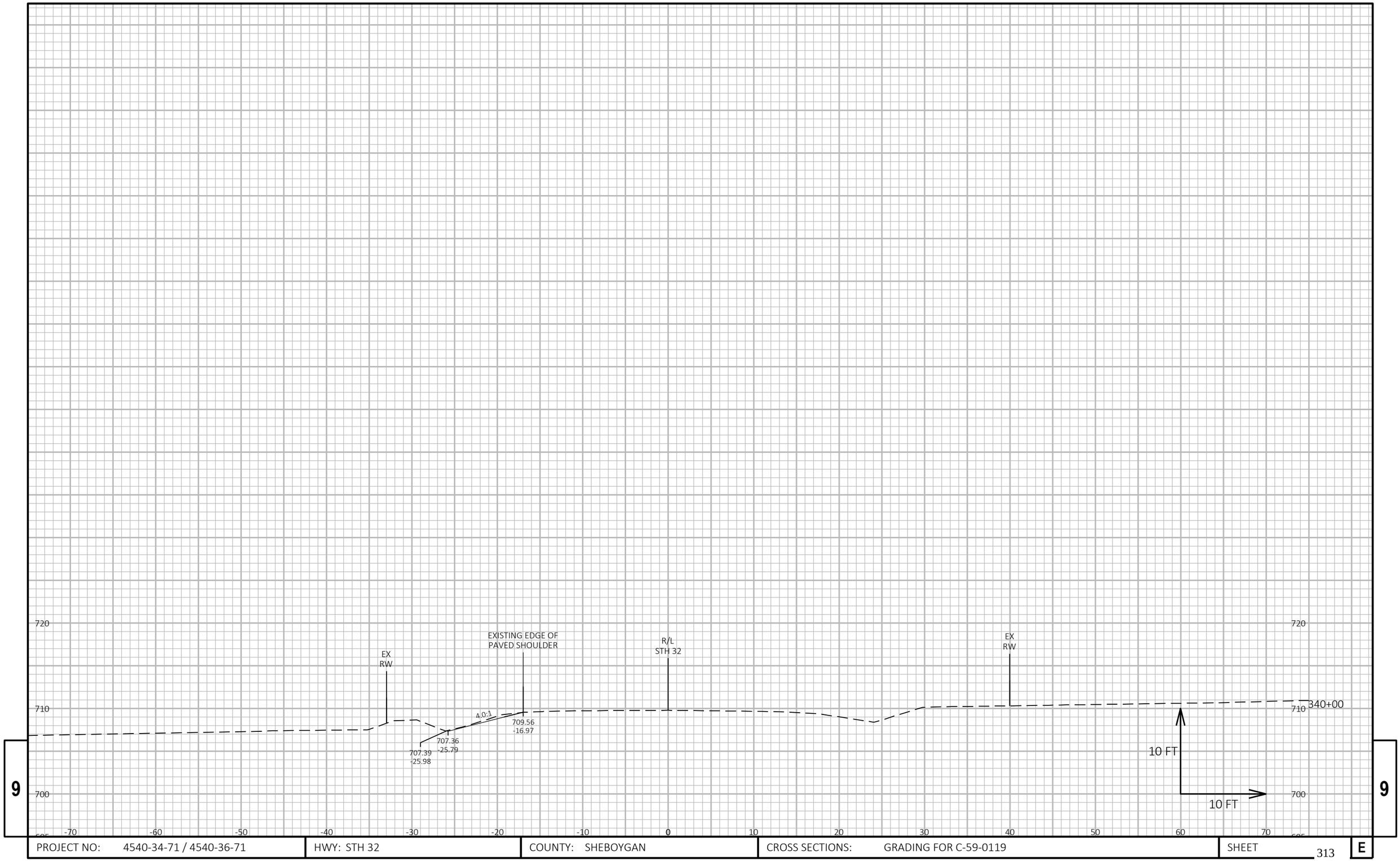
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0119	SHEET 312	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090203-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 9/9/2024 7:24 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0119	SHEET 313	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090203-XS.DWG
LAYOUT NAME - 03

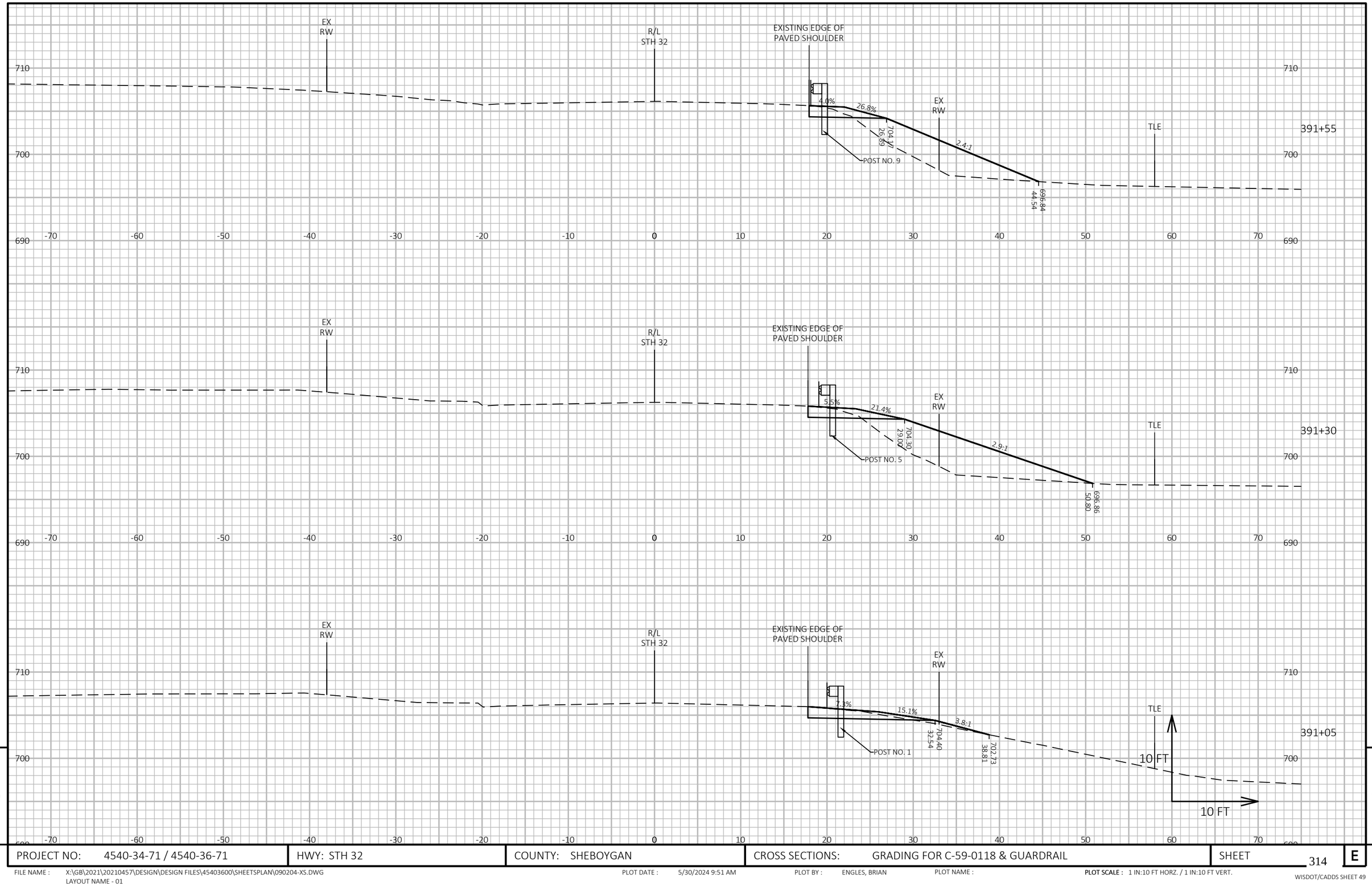
PLOT DATE : 9/9/2024 7:24 AM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0118 & GUARDRAIL	SHEET 314	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090204-XS.DWG
LAYOUT NAME - 01

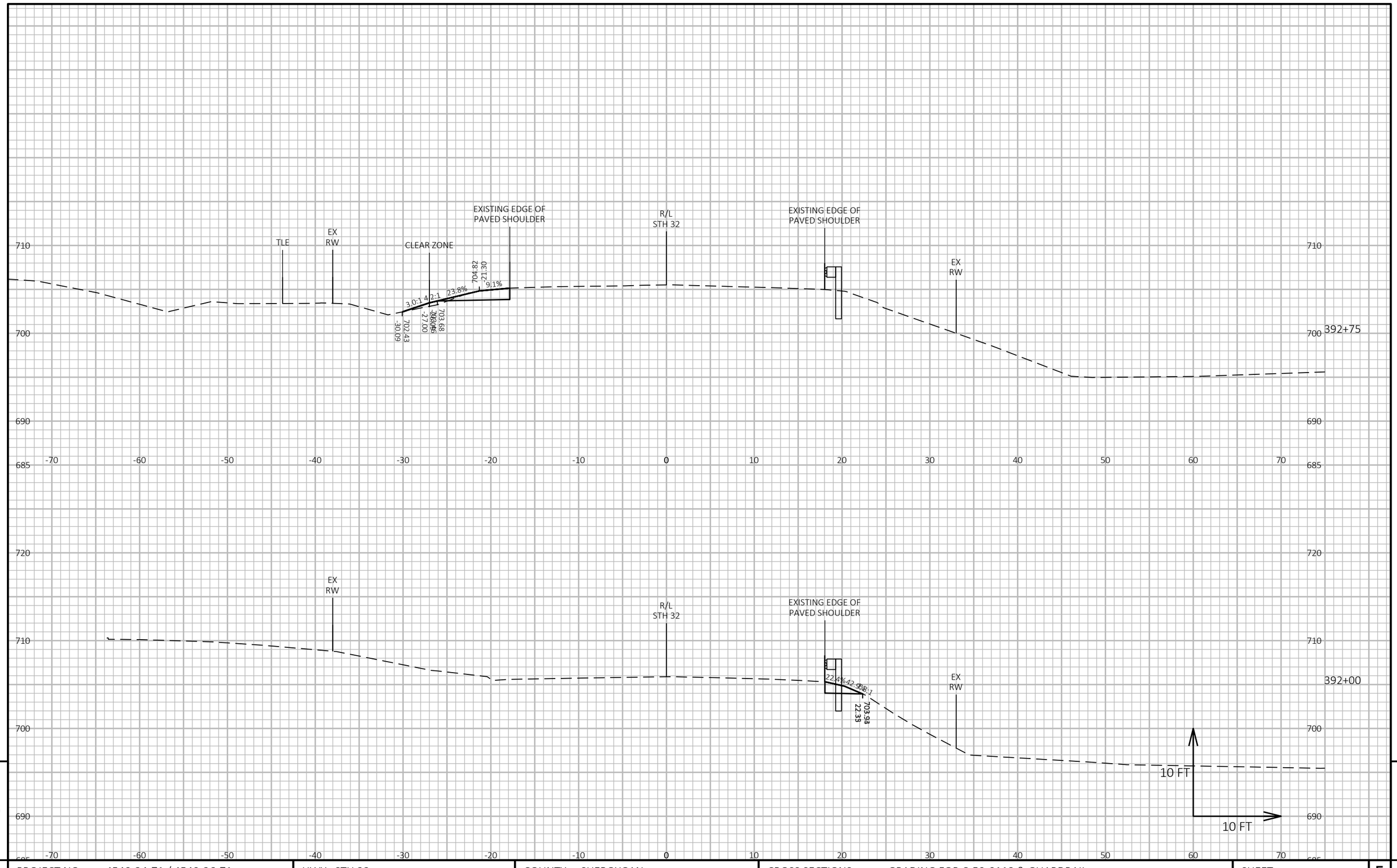
PLOT DATE : 5/30/2024 9:51 AM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0118 & GUARDRAIL	SHEET 315	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090204-XS.DWG
LAYOUT NAME - 02

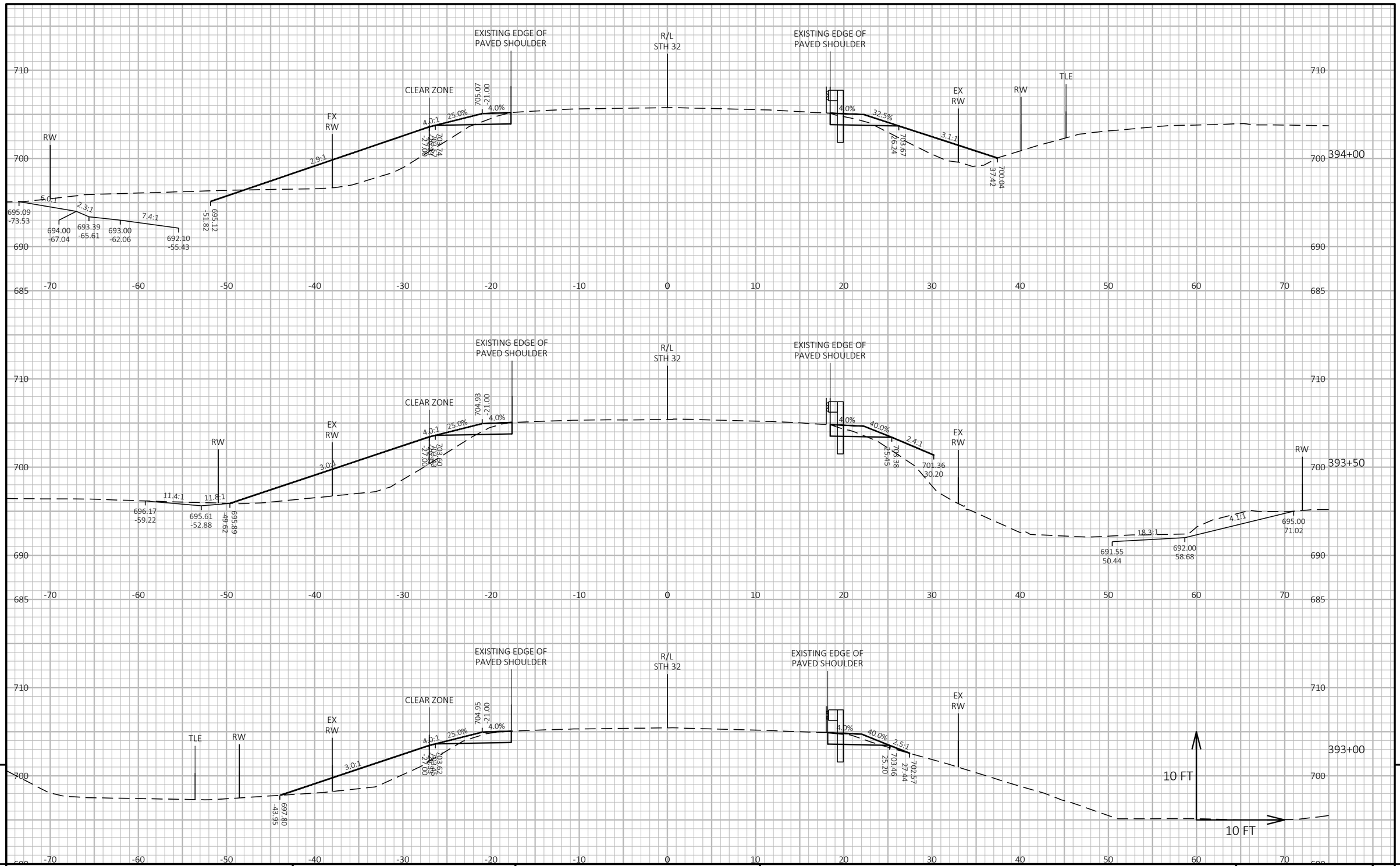
PLOT DATE : 5/30/2024 9:51 AM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0118 & GUARDRAIL	SHEET 316	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090204-XS.DWG
LAYOUT NAME - 03

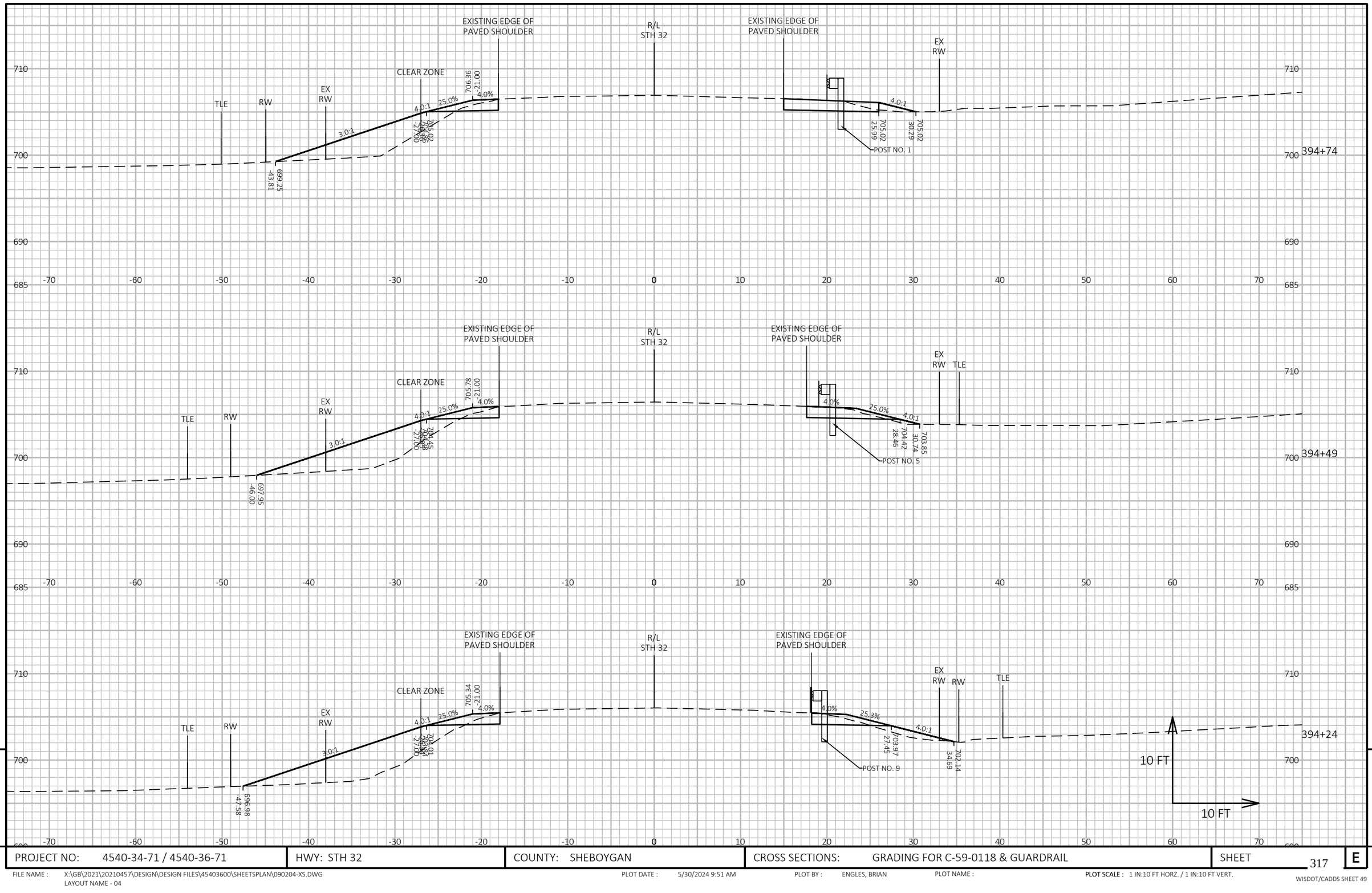
PLOT DATE : 9/9/2024 8:38 AM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

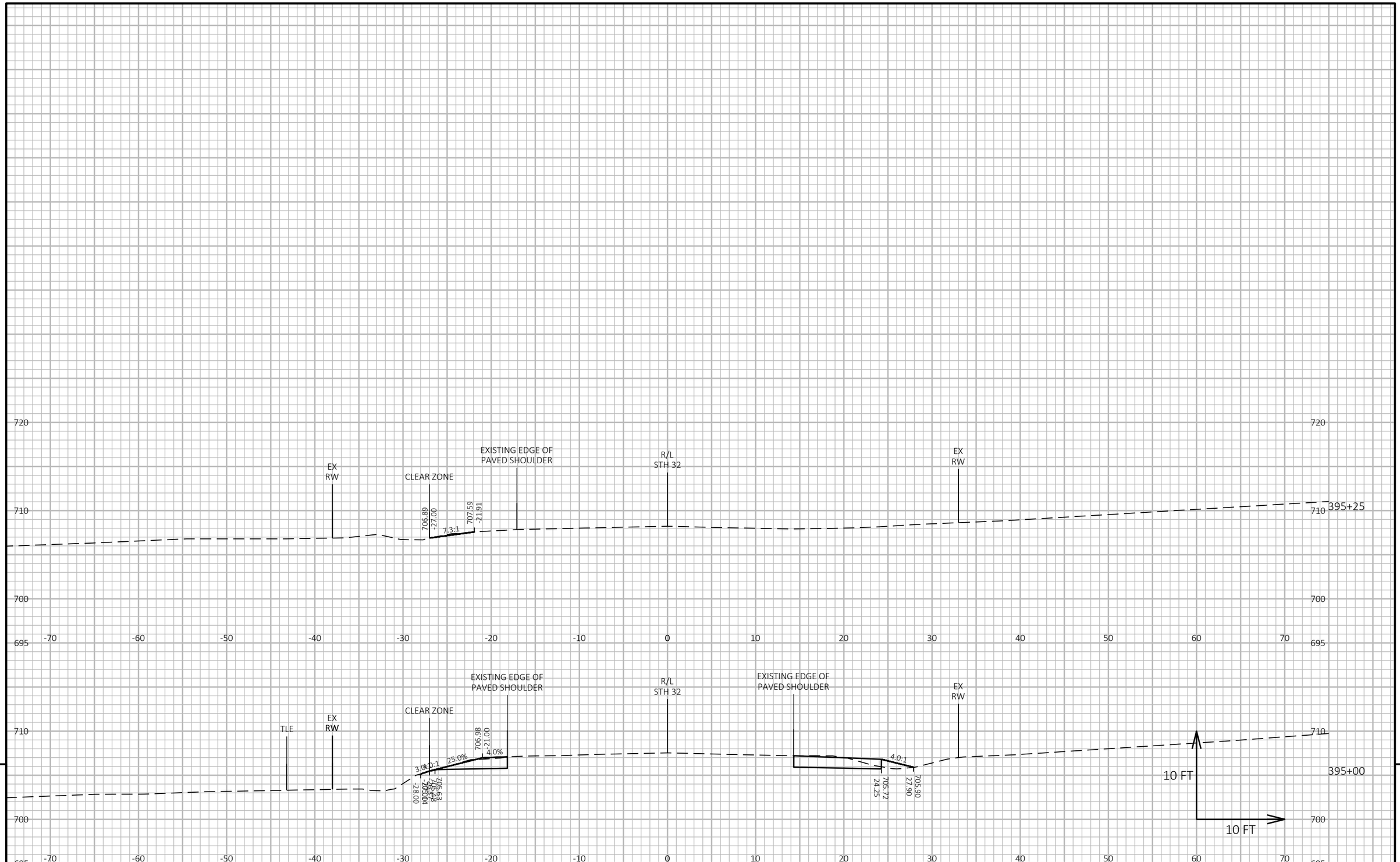


PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0118 & GUARDRAIL	SHEET 317	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090204-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 5/30/2024 9:51 AM PLOT BY : ENGLES, BRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0118 & GUARDRAIL	SHEET 318	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090204-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 5/30/2024 9:51 AM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL SOUTH OF MILEY ROAD	SHEET 319	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 5/30/2024 9:44 AM PLOT BY : ENGLES, BRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

EXISTING EDGE OF PAVED SHOULDER

R/L STH 32

EXISTING EDGE OF PAVED SHOULDER

720

710

700

480+00

690

685

-70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70

EXISTING EDGE OF PAVED SHOULDER

R/L STH 32

EXISTING EDGE OF PAVED SHOULDER

43.1%

15.3%

718.01

24.52

14.9%

32.09

8:1

718.01

23.96

EX RW

479+50

10 FT

10 FT

9

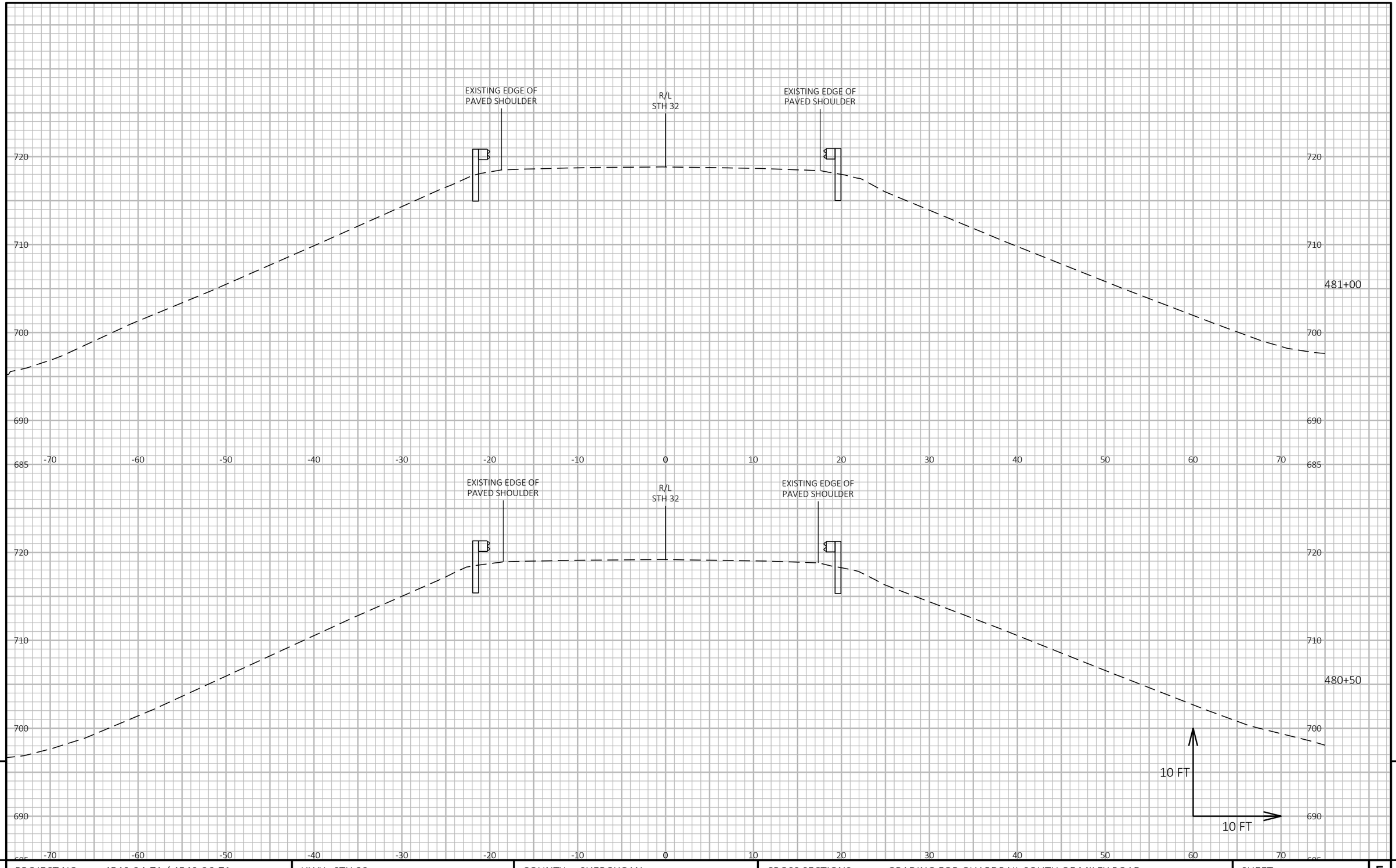
9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL SOUTH OF MILEY ROAD	SHEET 320	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 5/30/2024 9:44 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL SOUTH OF MILEY ROAD	SHEET 321	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 03

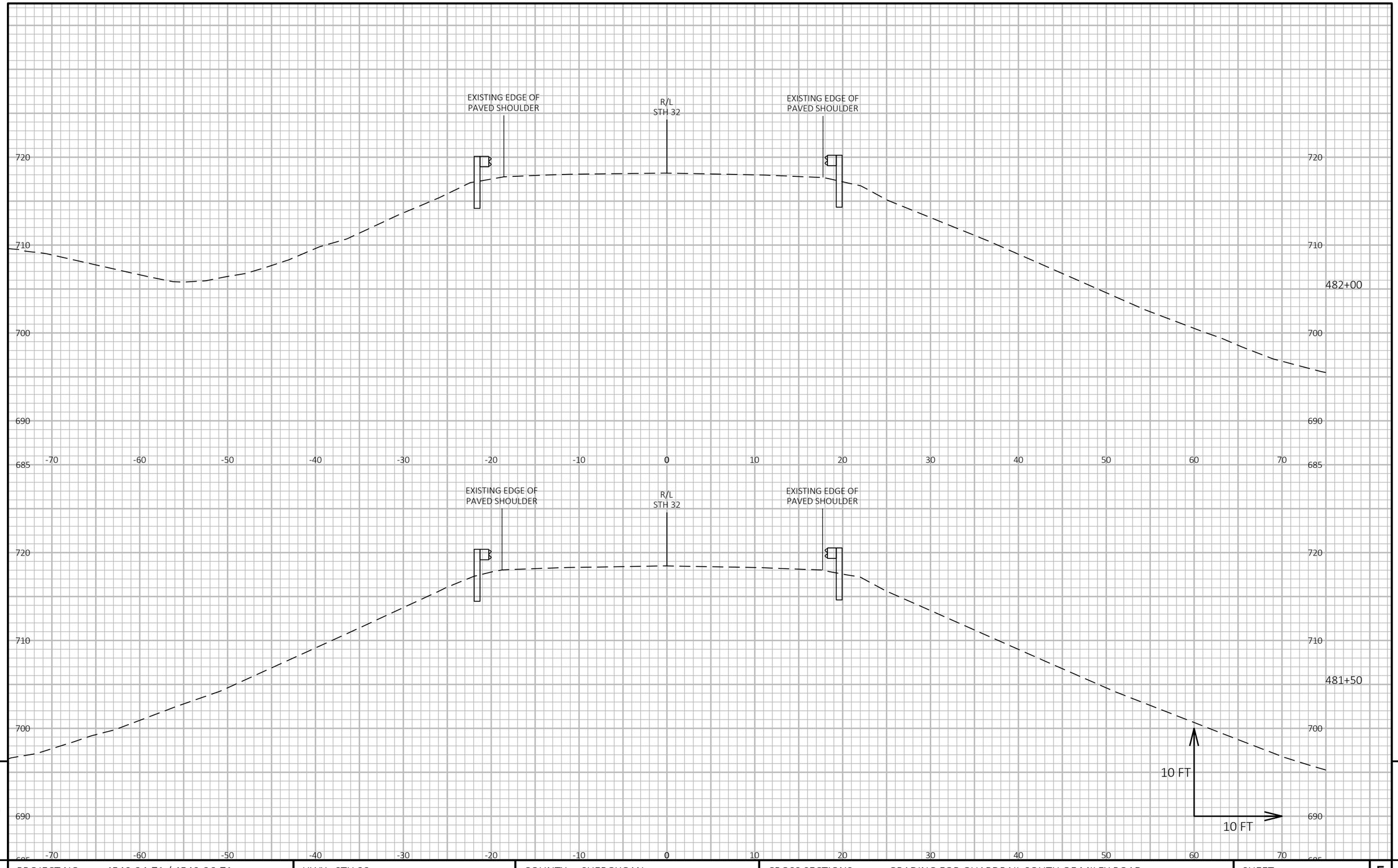
PLOT DATE : 5/30/2024 9:44 AM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

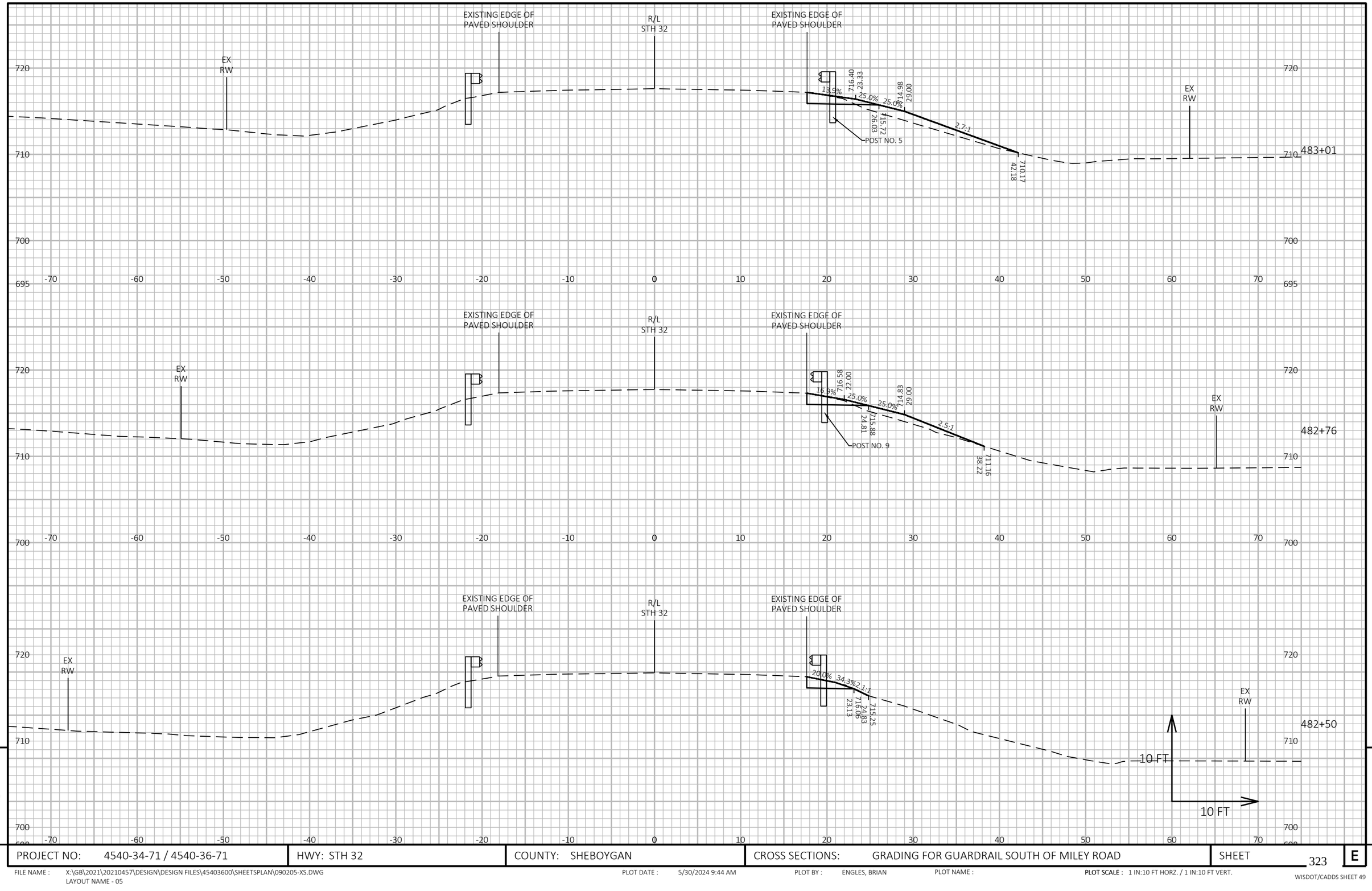
9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL SOUTH OF MILEY ROAD	SHEET 322	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 5/30/2024 9:44 AM PLOT BY : ENGLES, BRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL SOUTH OF MILEY ROAD	SHEET 323	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 05

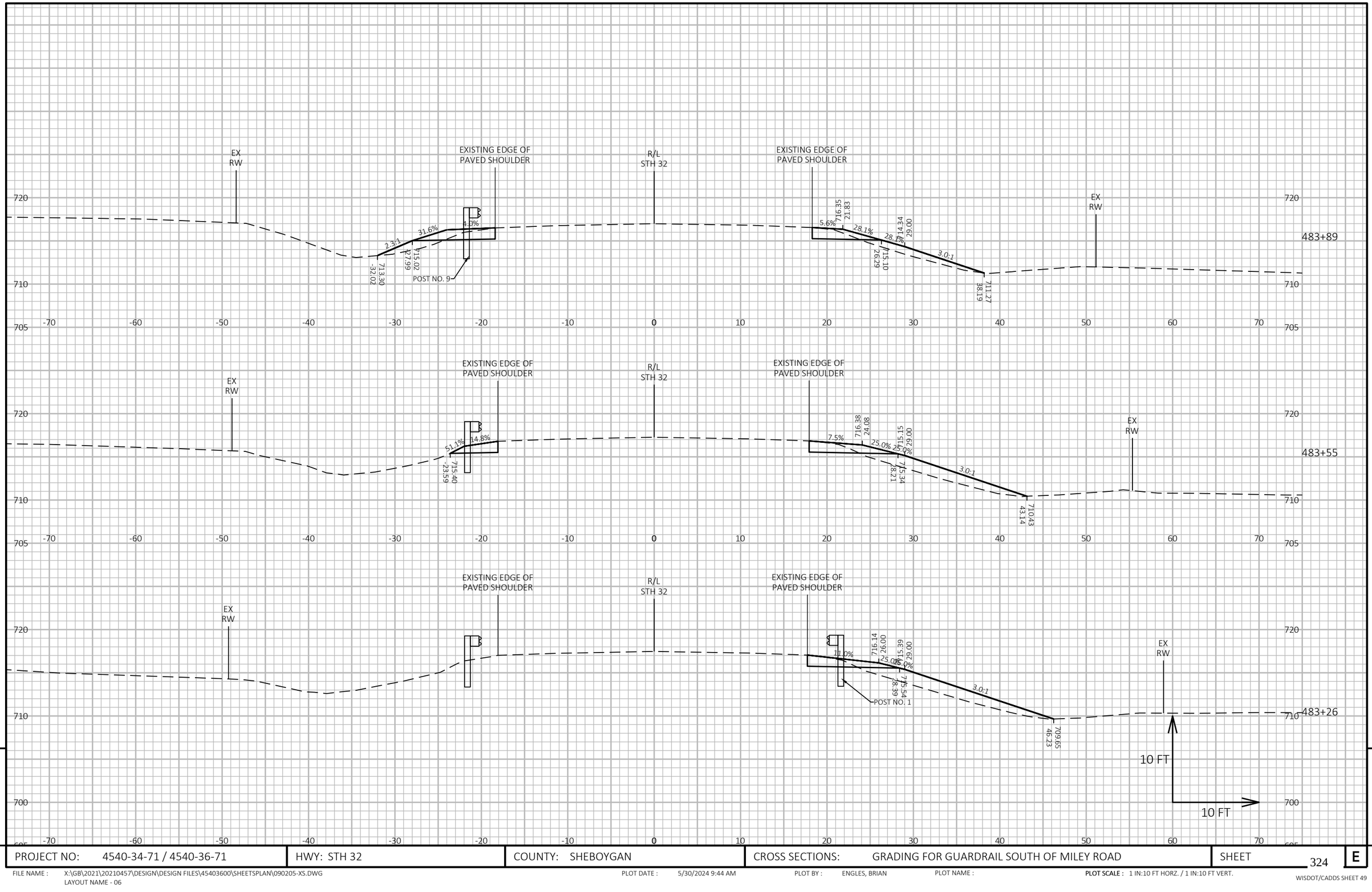
PLOT DATE : 5/30/2024 9:44 AM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

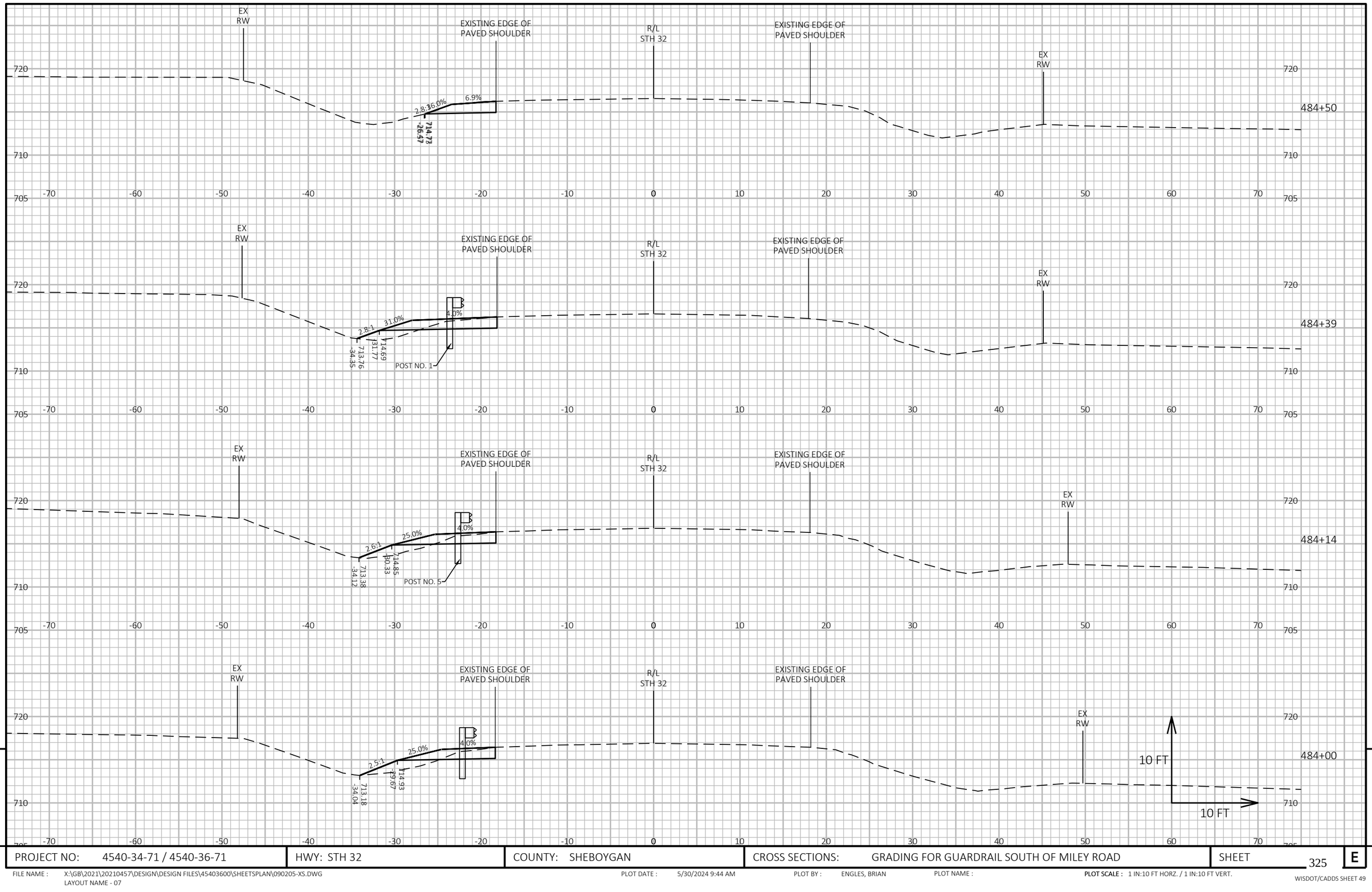
9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL SOUTH OF MILEY ROAD	SHEET 324	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 5/30/2024 9:44 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

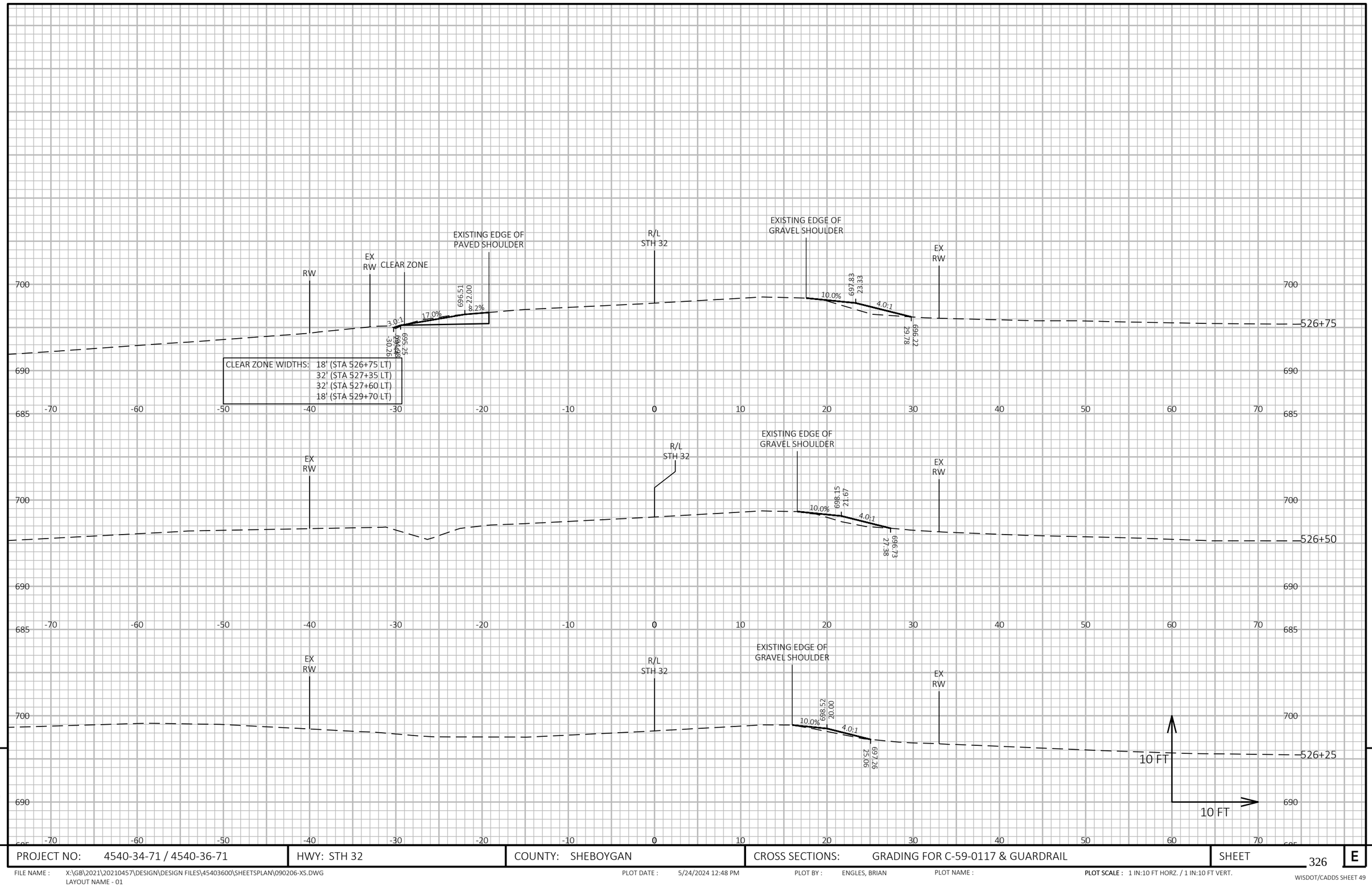


9

9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL SOUTH OF MILEY ROAD	SHEET 325	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090205-XS.DWG
LAYOUT NAME - 07
PLOT DATE : 5/30/2024 9:44 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



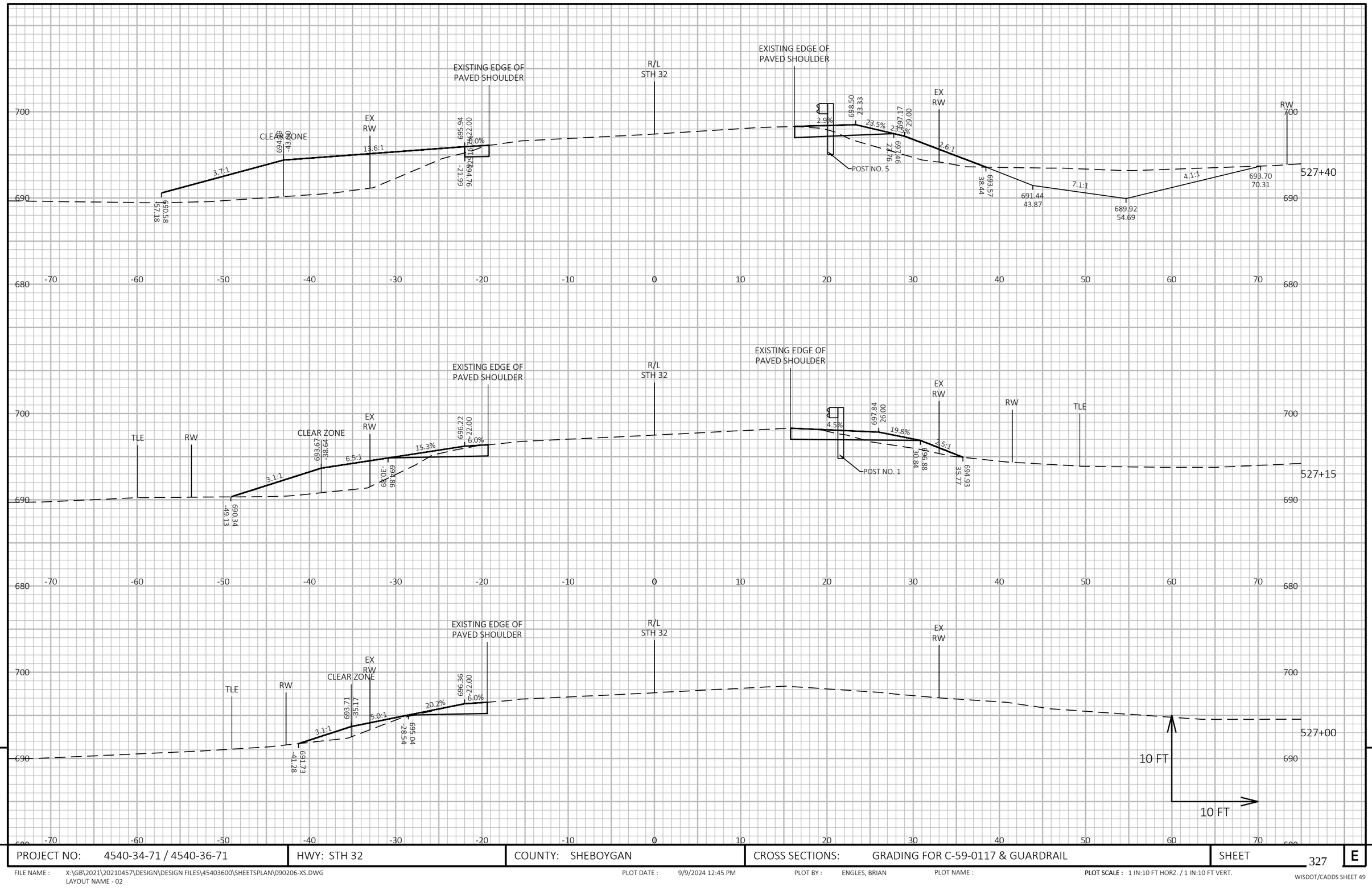
9

9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0117 & GUARDRAIL	SHEET 326	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090206-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 5/24/2024 12:48 PM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

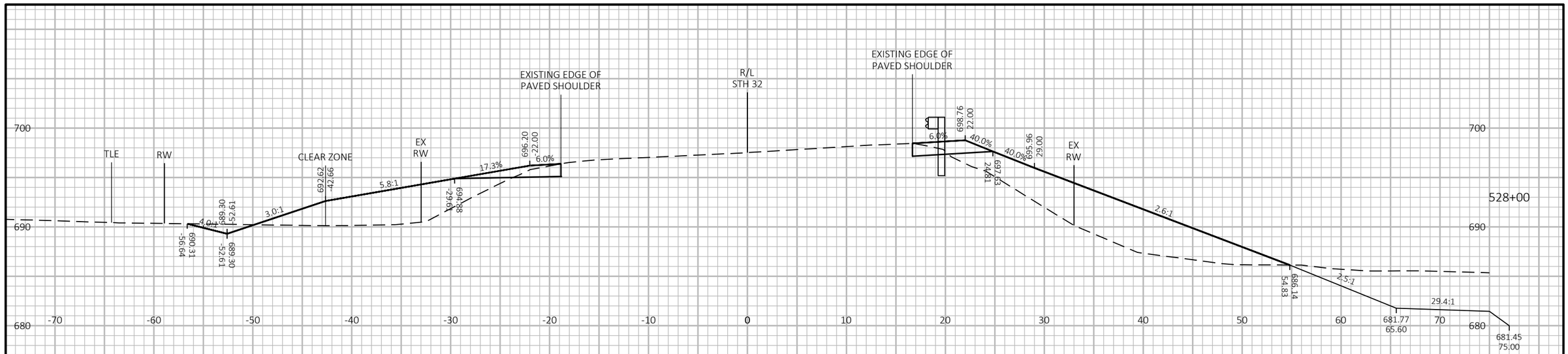


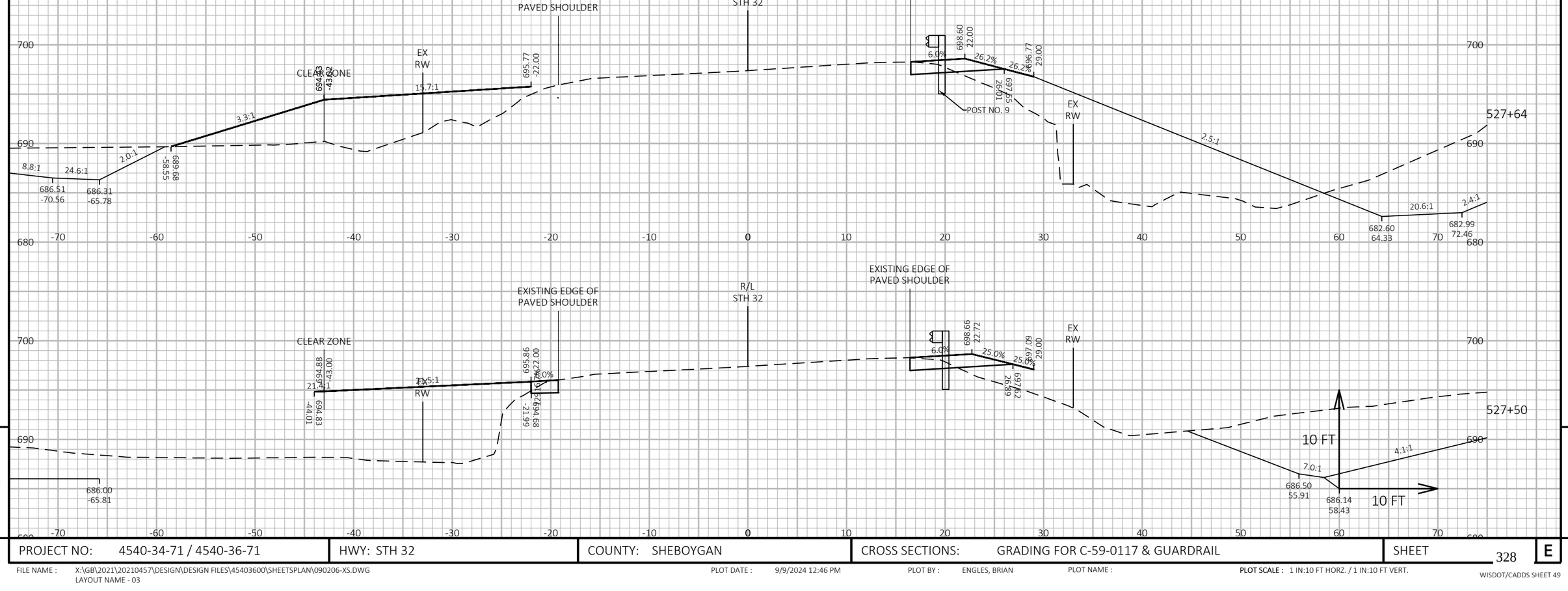
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0117 & GUARDRAIL	SHEET 327	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090206-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 9/9/2024 12:45 PM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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9

PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0117 & GUARDRAIL	SHEET 328	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090206-XS.DWG
LAYOUT NAME - 03

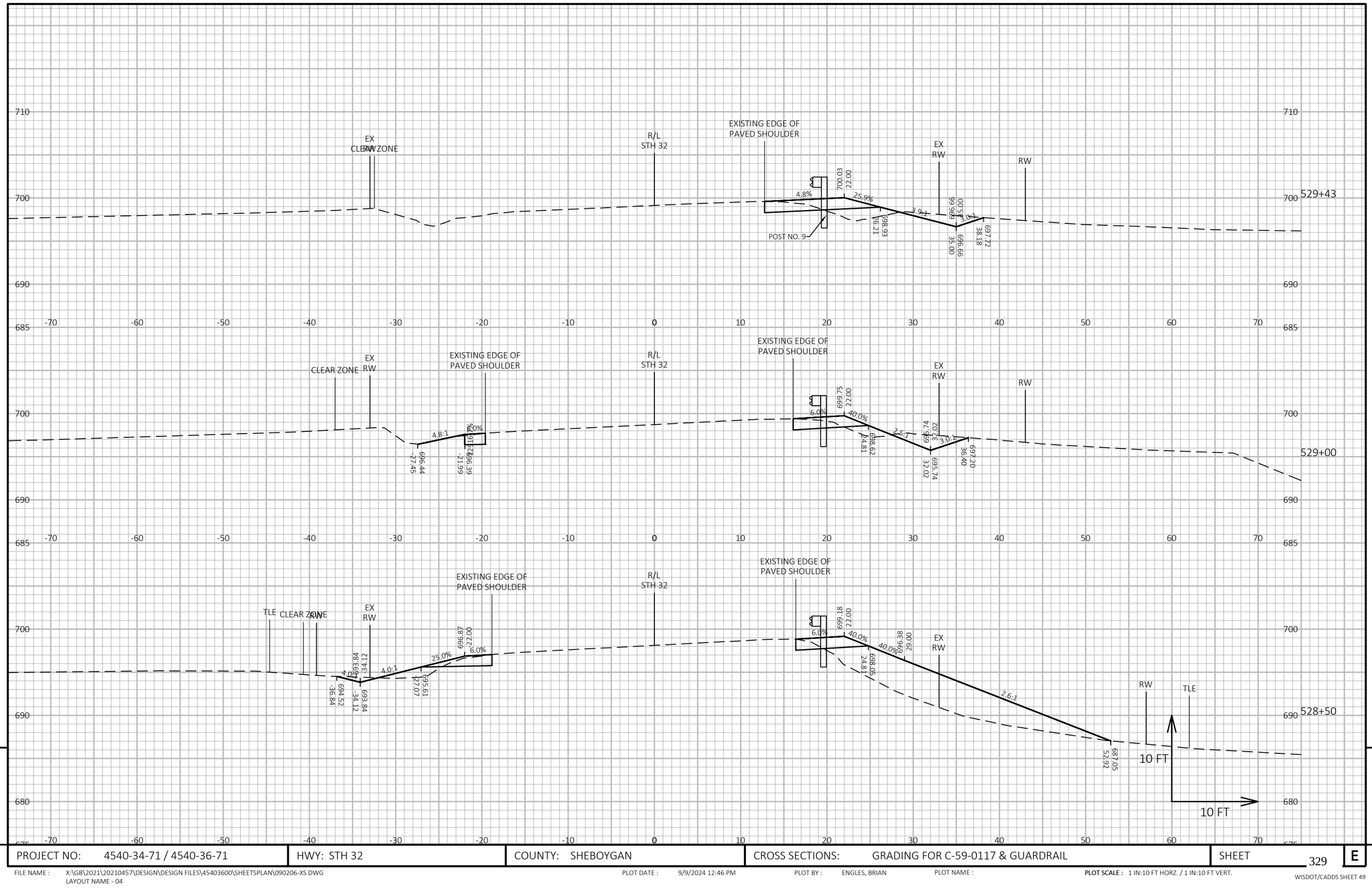
PLOT DATE : 9/9/2024 12:46 PM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

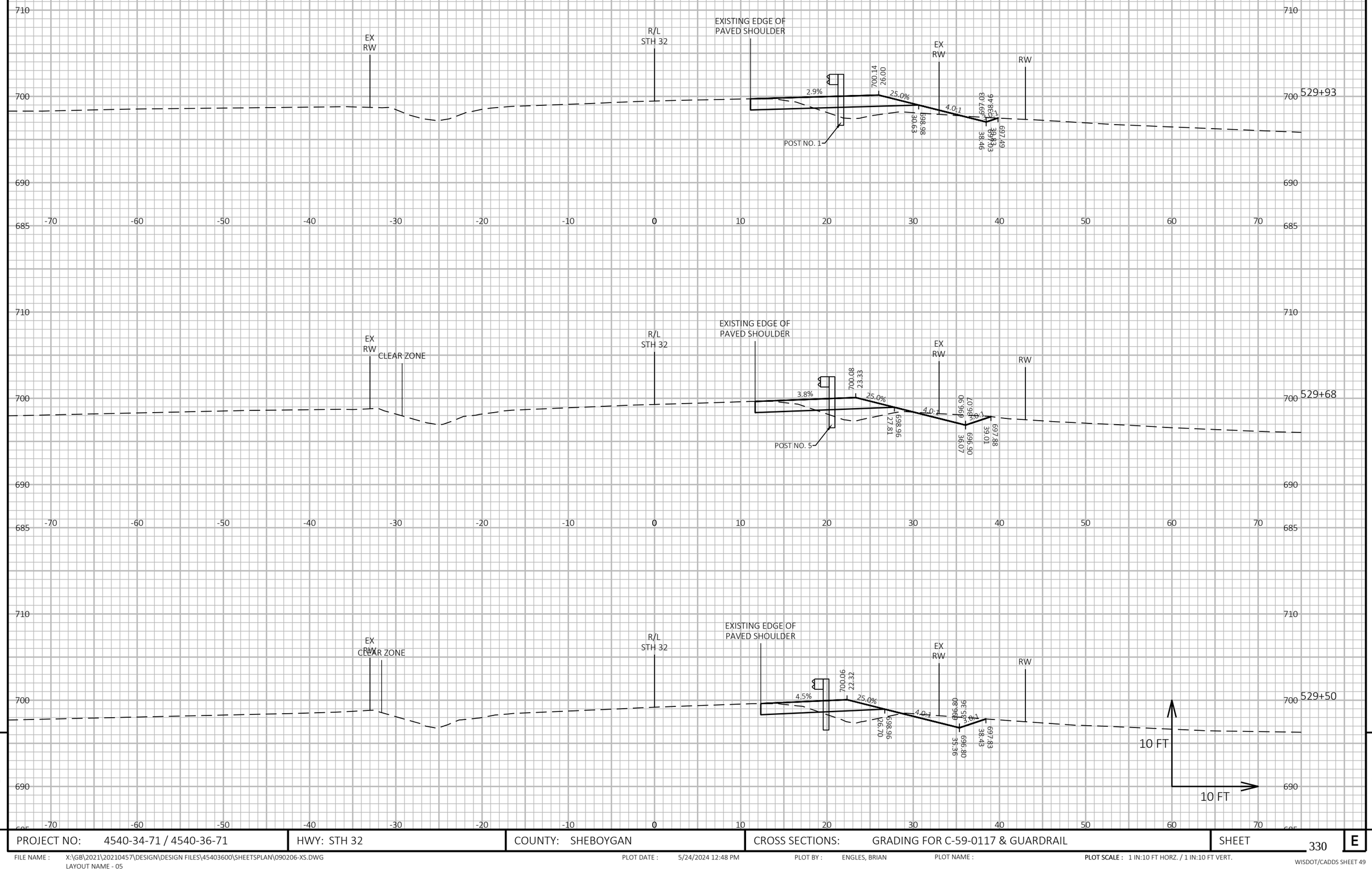


PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0117 & GUARDRAIL	SHEET 329	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090206-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 9/9/2024 12:46 PM PLOT BY : ENGLES, BRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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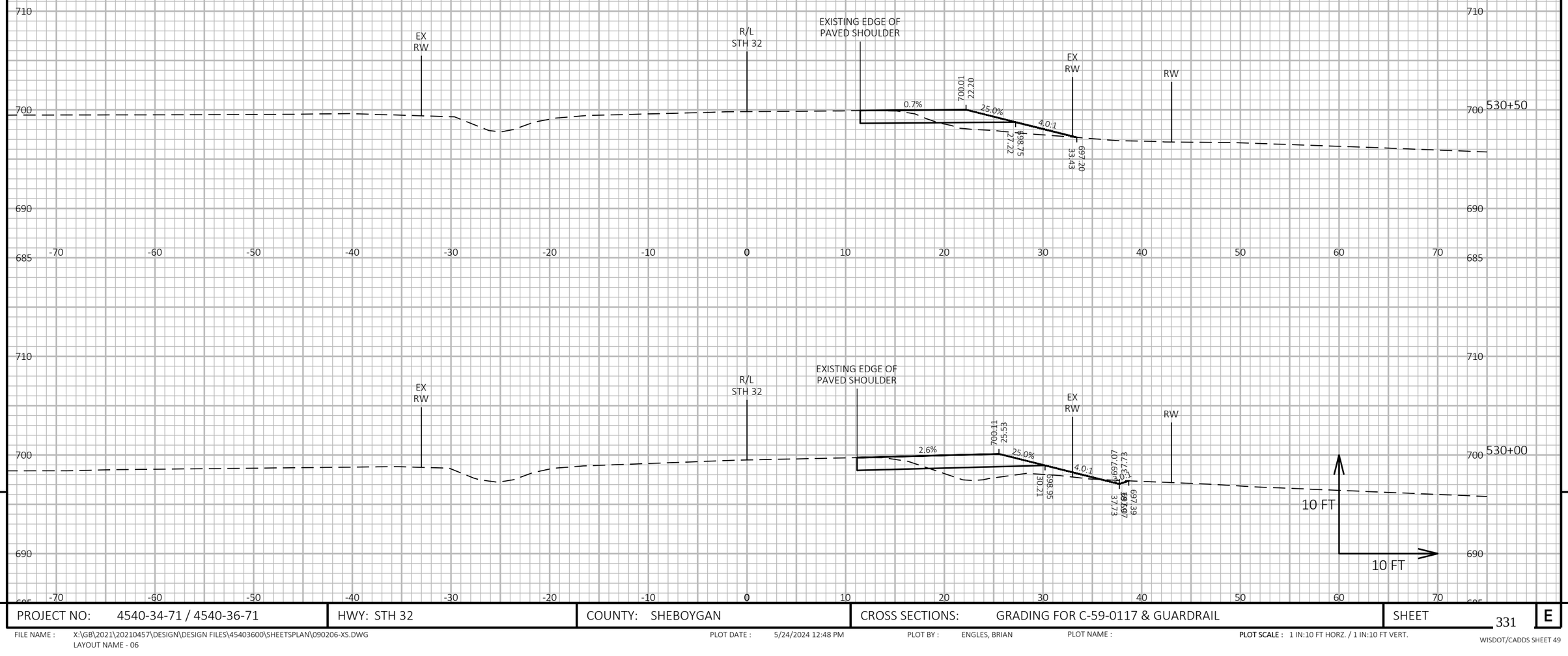
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0117 & GUARDRAIL	SHEET 330	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090206-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 5/24/2024 12:48 PM PLOT BY : ENGLES, BRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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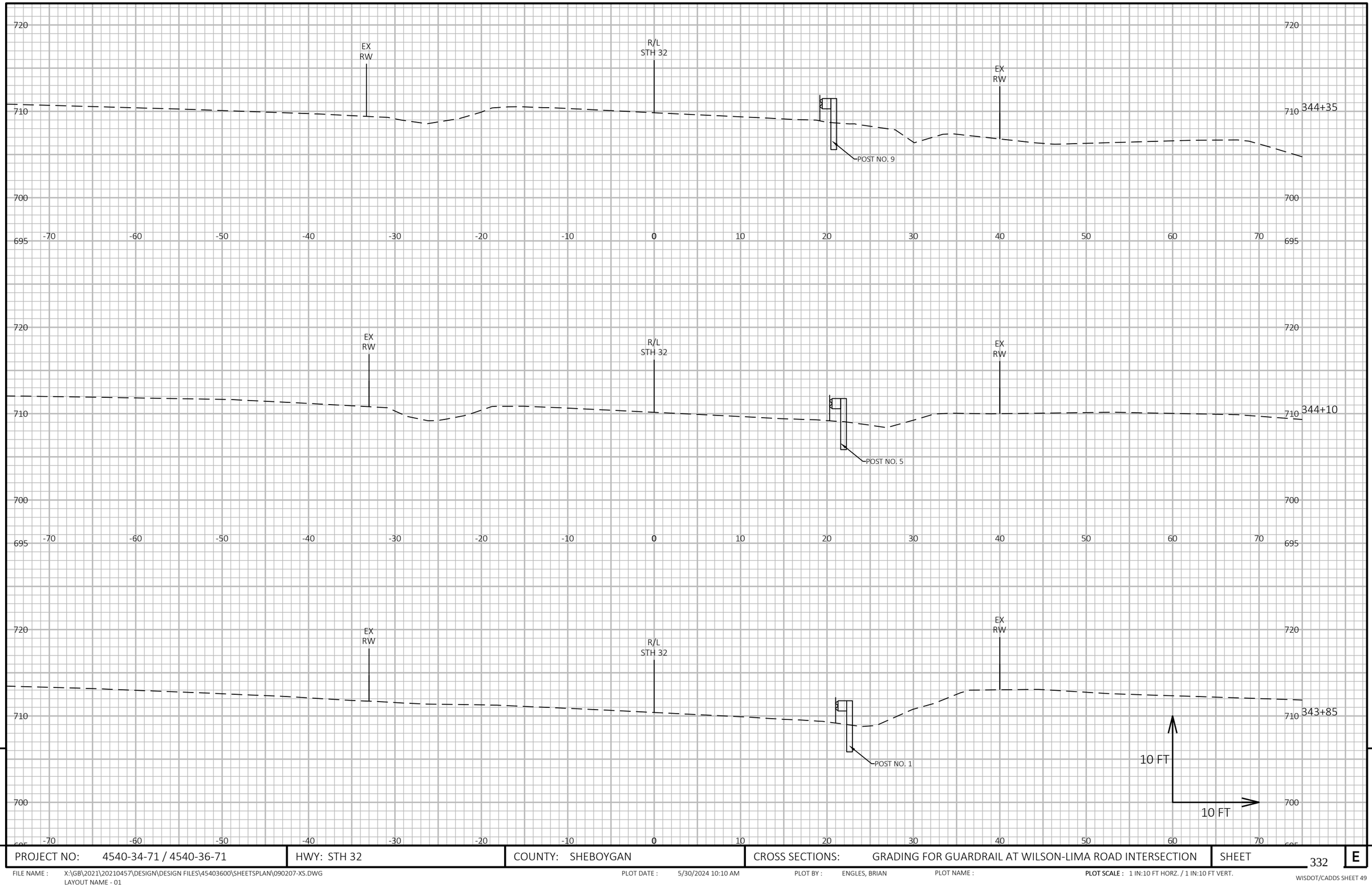
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR C-59-0117 & GUARDRAIL	SHEET 331	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090206-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 5/24/2024 12:48 PM PLOT BY : ENGLES, BRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL AT WILSON-LIMA ROAD INTERSECTION	SHEET 332	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 01

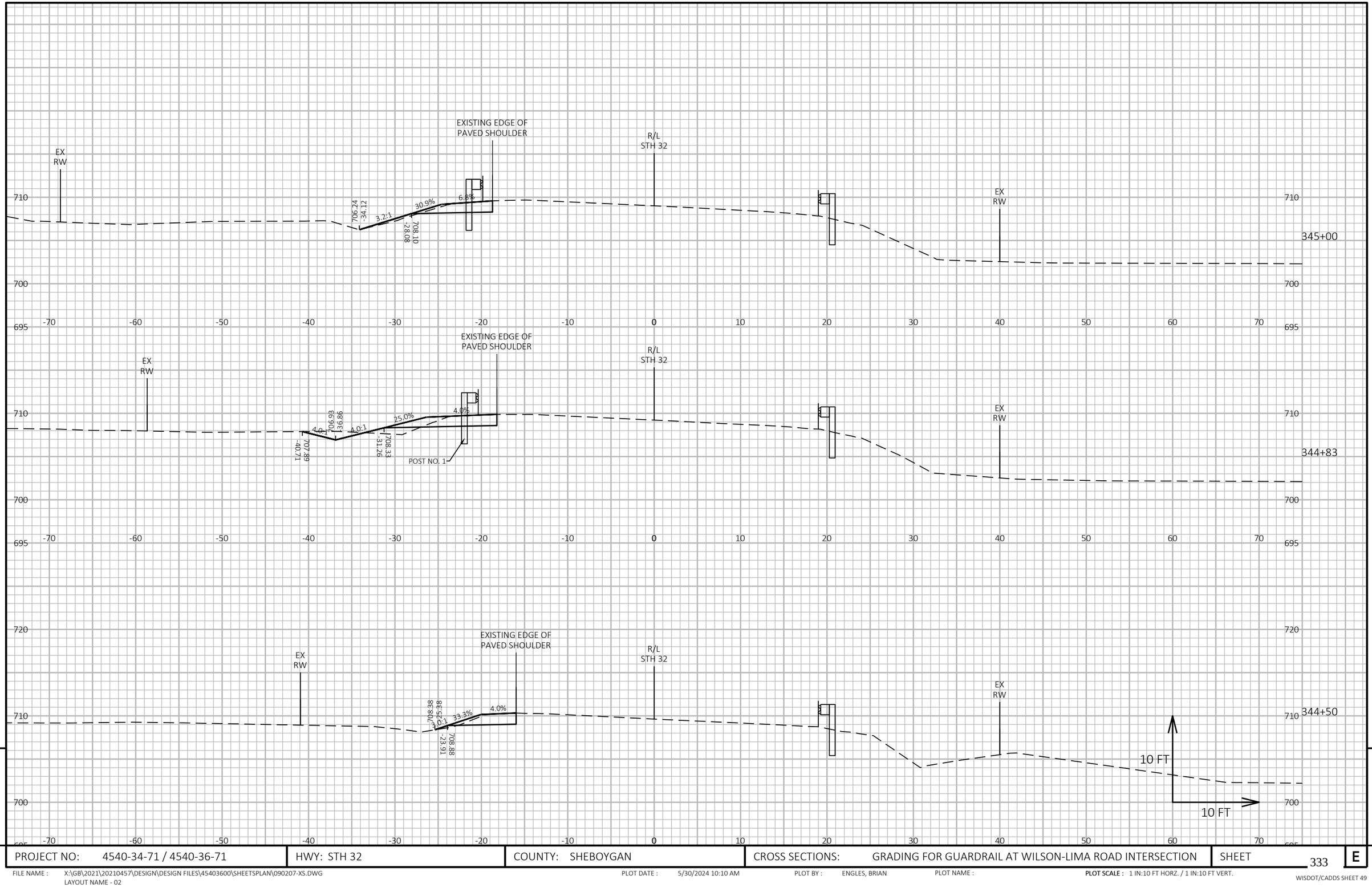
PLOT DATE : 5/30/2024 10:10 AM

PLOT BY : ENGLES, BRIAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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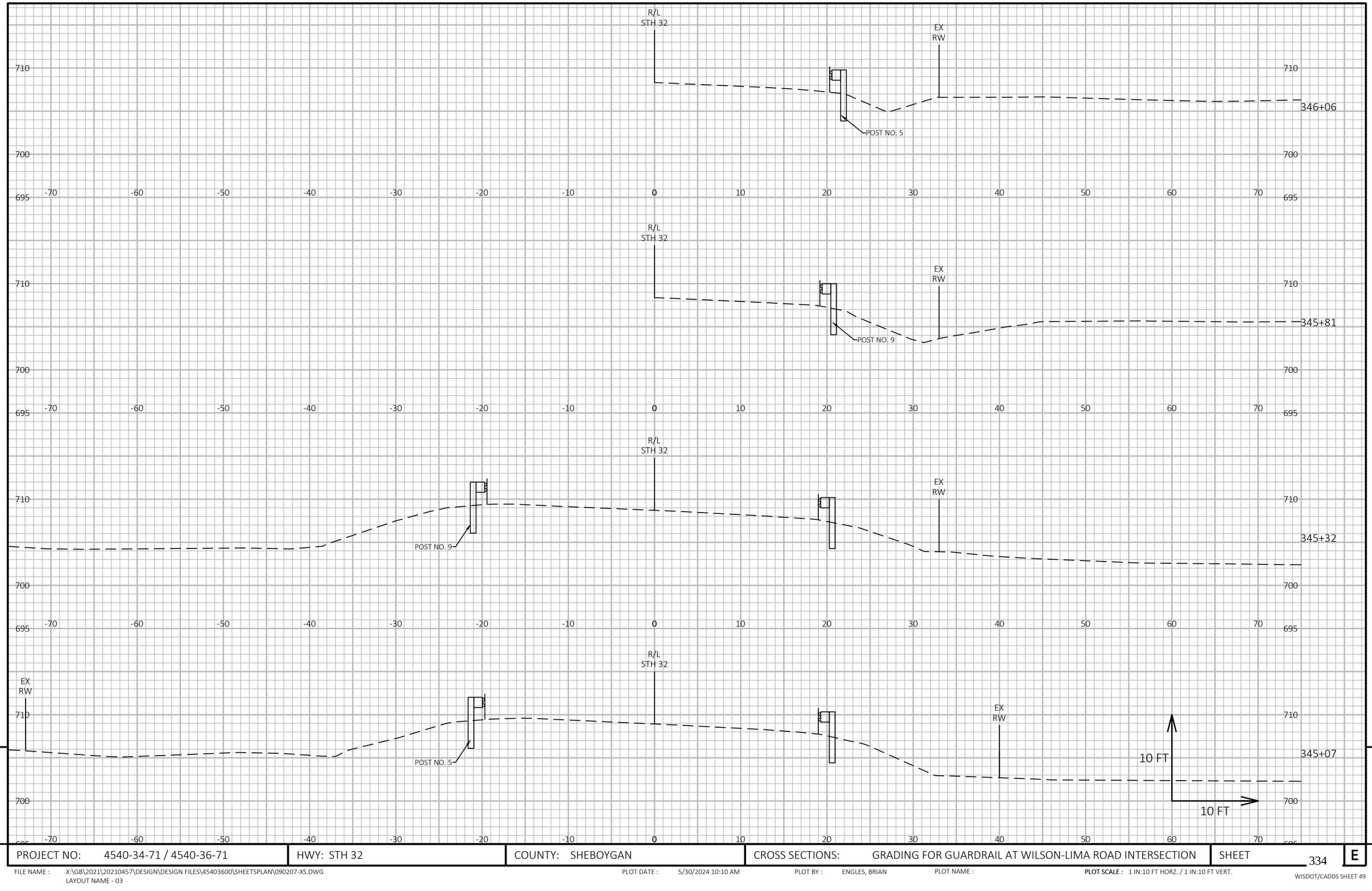
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL AT WILSON-LIMA ROAD INTERSECTION	SHEET 333	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 02
PLOT DATE : 5/30/2024 10:10 AM
PLOT BY : ENGLES, BRIAN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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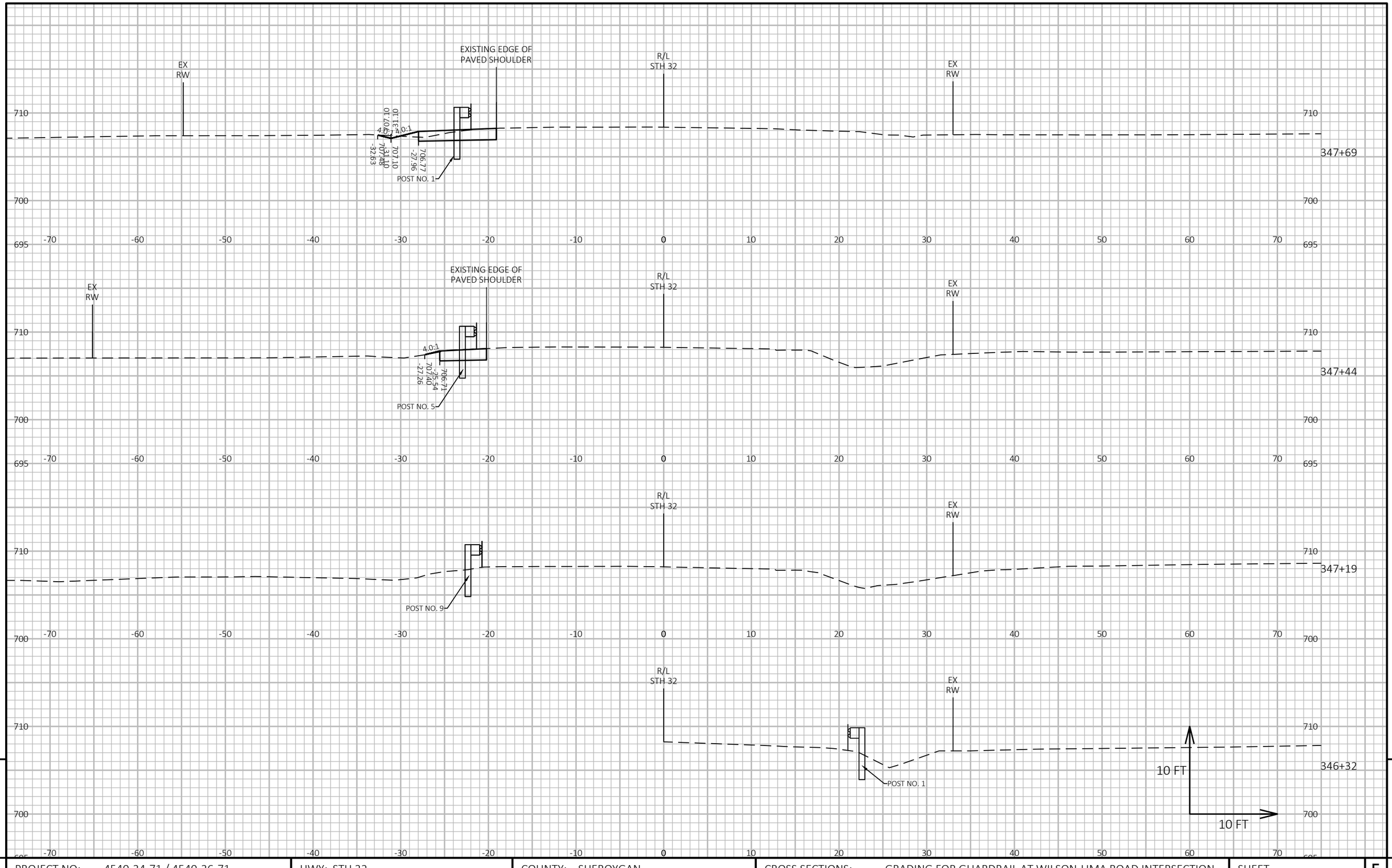
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL AT WILSON-LIMA ROAD INTERSECTION	SHEET 334	E

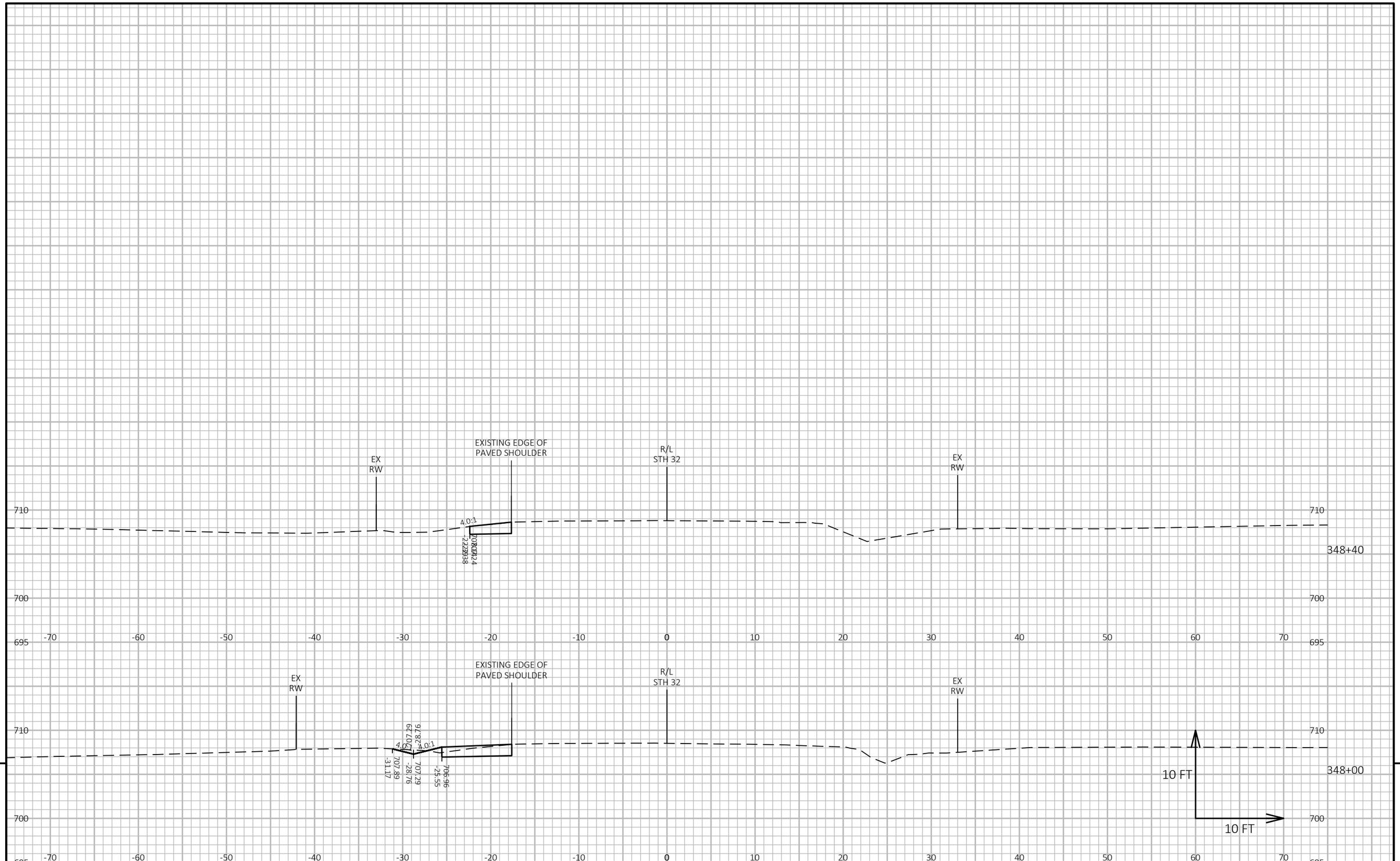
FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 5/30/2024 10:10 AM PLOT BY : ENGLES, BRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL AT WILSON-LIMA ROAD INTERSECTION	SHEET 335	E



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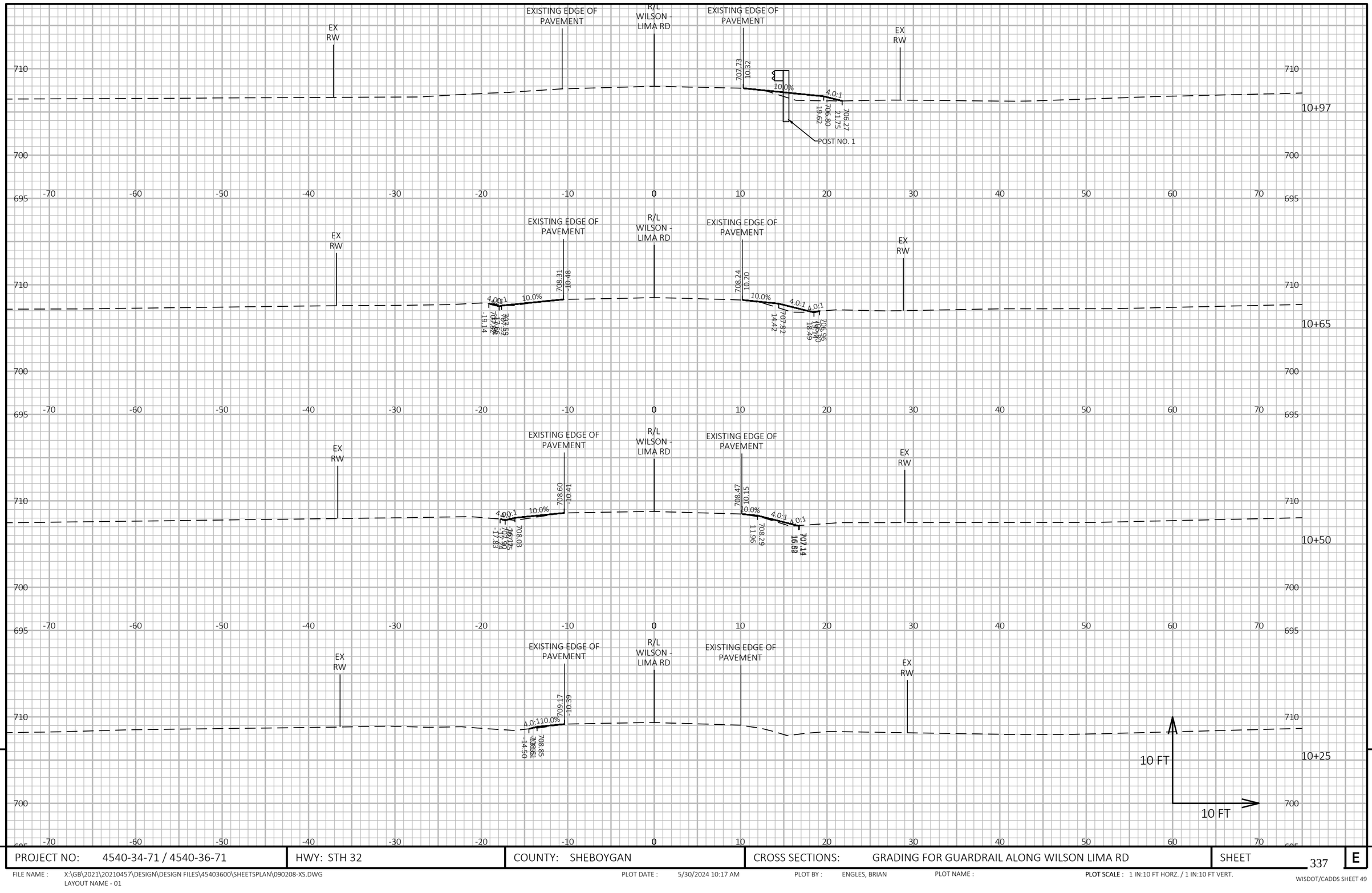
PROJECT NO: 4540-34-71/4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL AT WILSON-LIMA ROAD INTERSECTION	SHEET 336	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090207-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 5/30/2024 10:10 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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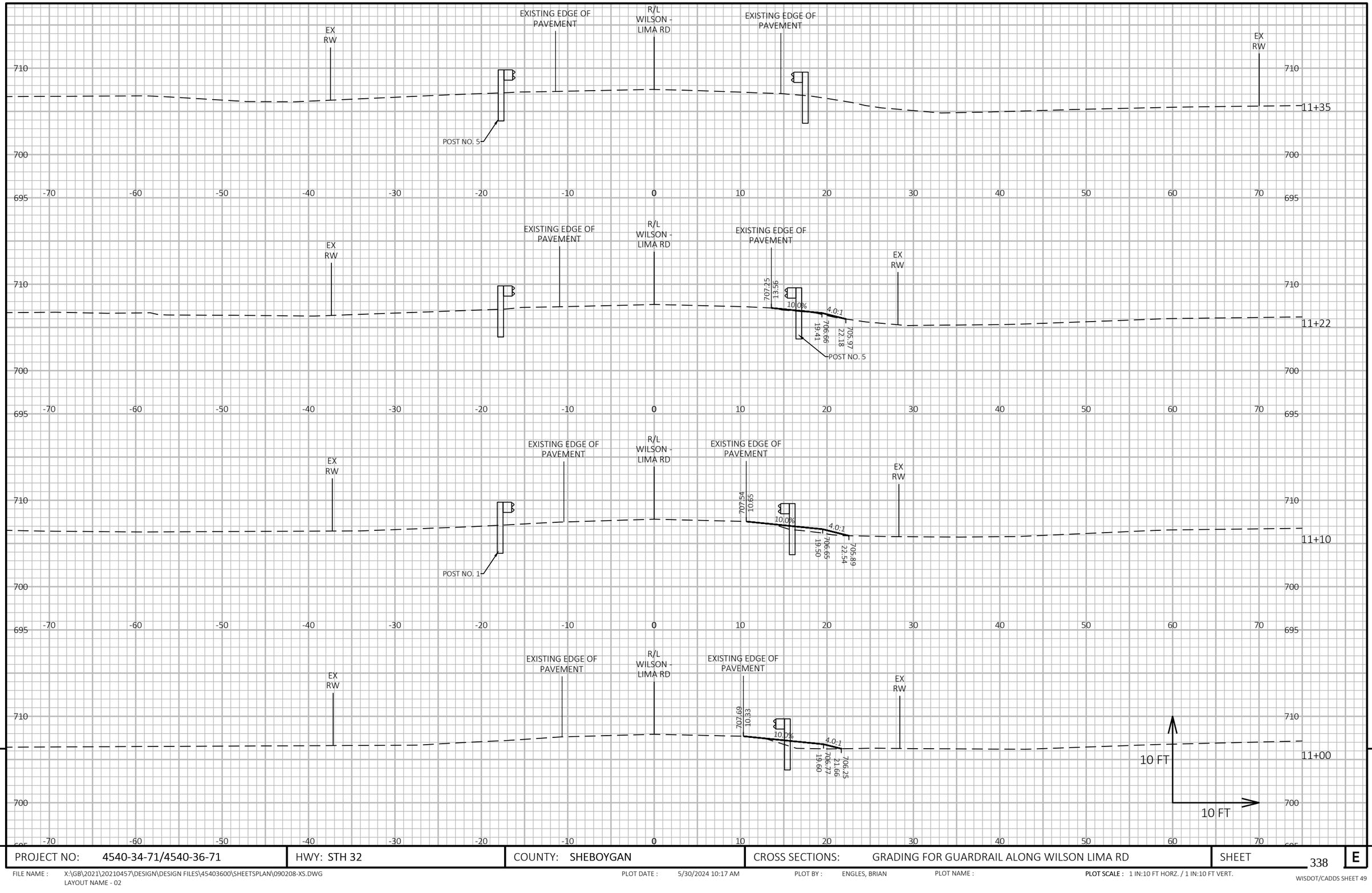
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL ALONG WILSON LIMA RD	SHEET 337	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090208-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 5/30/2024 10:17 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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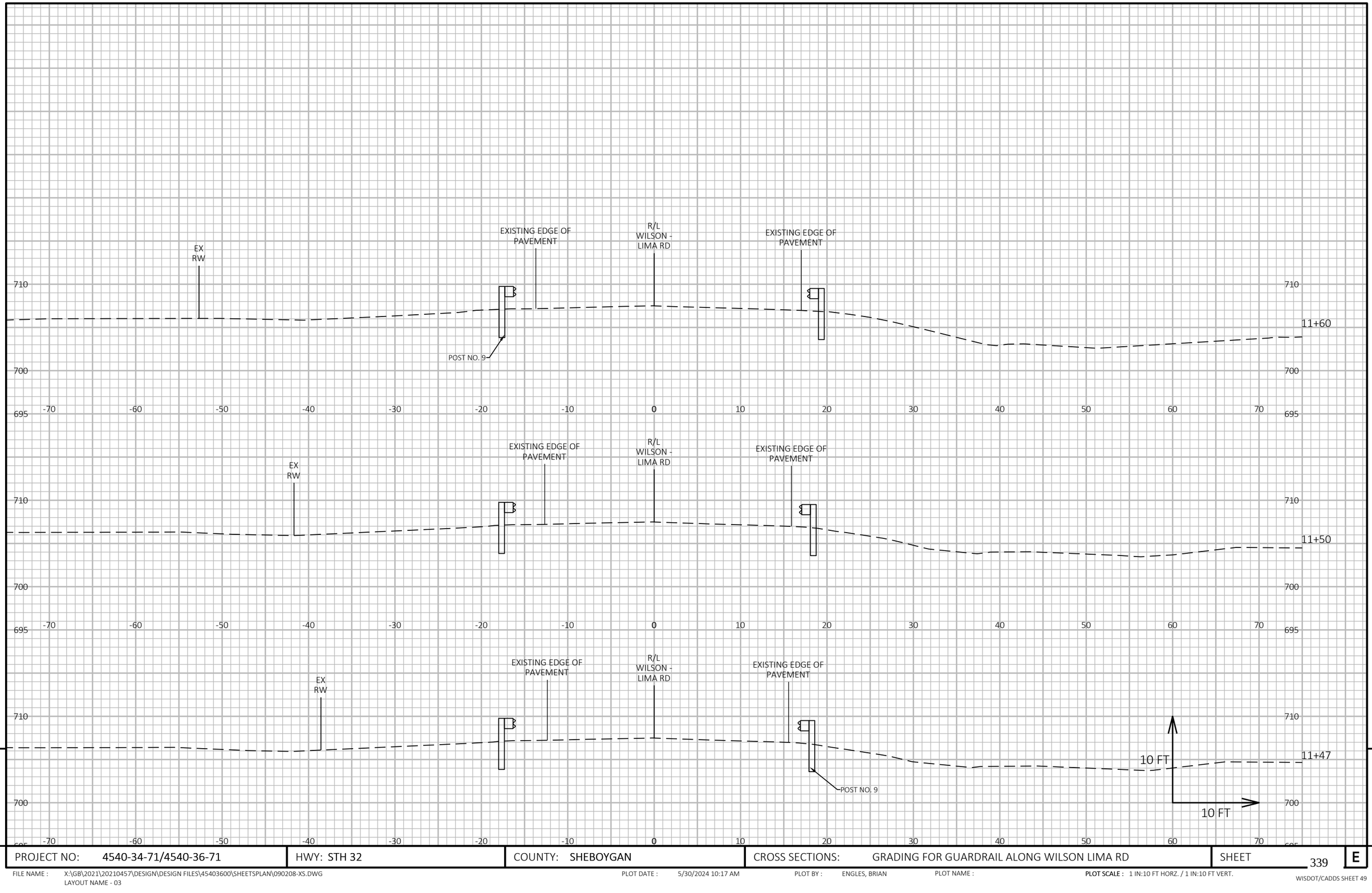
PROJECT NO: 4540-34-71/4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL ALONG WILSON LIMA RD	SHEET 338	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090208-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 5/30/2024 10:17 AM PLOT BY : ENGLES, BRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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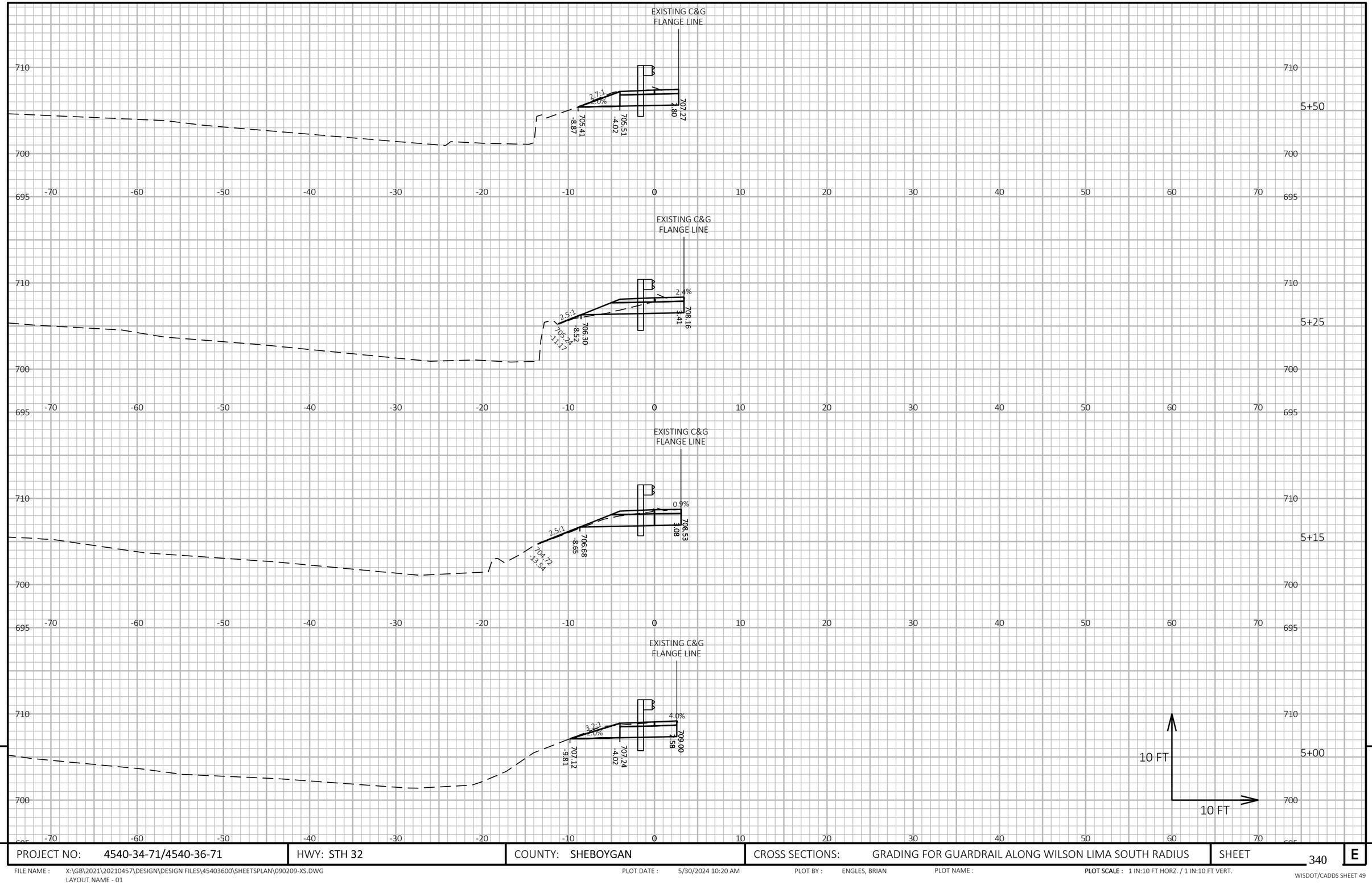
PROJECT NO: 4540-34-71/4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL ALONG WILSON LIMA RD	SHEET 339	E



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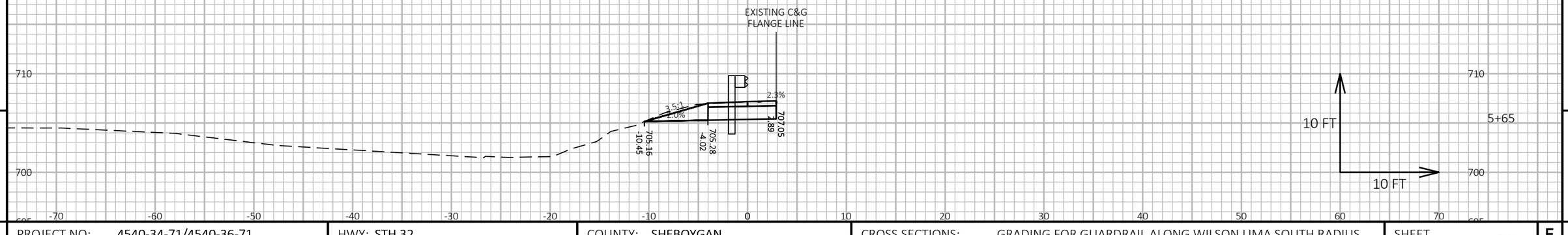
PROJECT NO: 4540-34-71/4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL ALONG WILSON LIMA SOUTH RADIUS	SHEET 340	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090209-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 5/30/2024 10:20 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4540-34-71/4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL ALONG WILSON LIMA SOUTH RADIUS	SHEET 341	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090209-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 5/30/2024 10:20 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

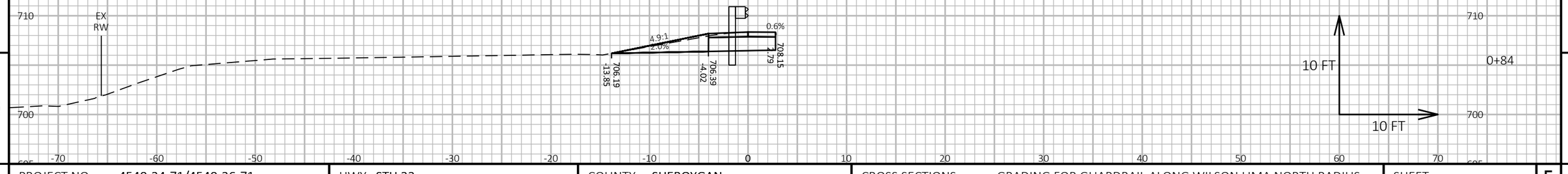
WISDOT/CADDS SHEET 49

PROJECT NO: 4540-34-71/4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL ALONG WILSON LIMA NORTH RADIUS	SHEET 342	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090209-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 5/30/2024 10:20 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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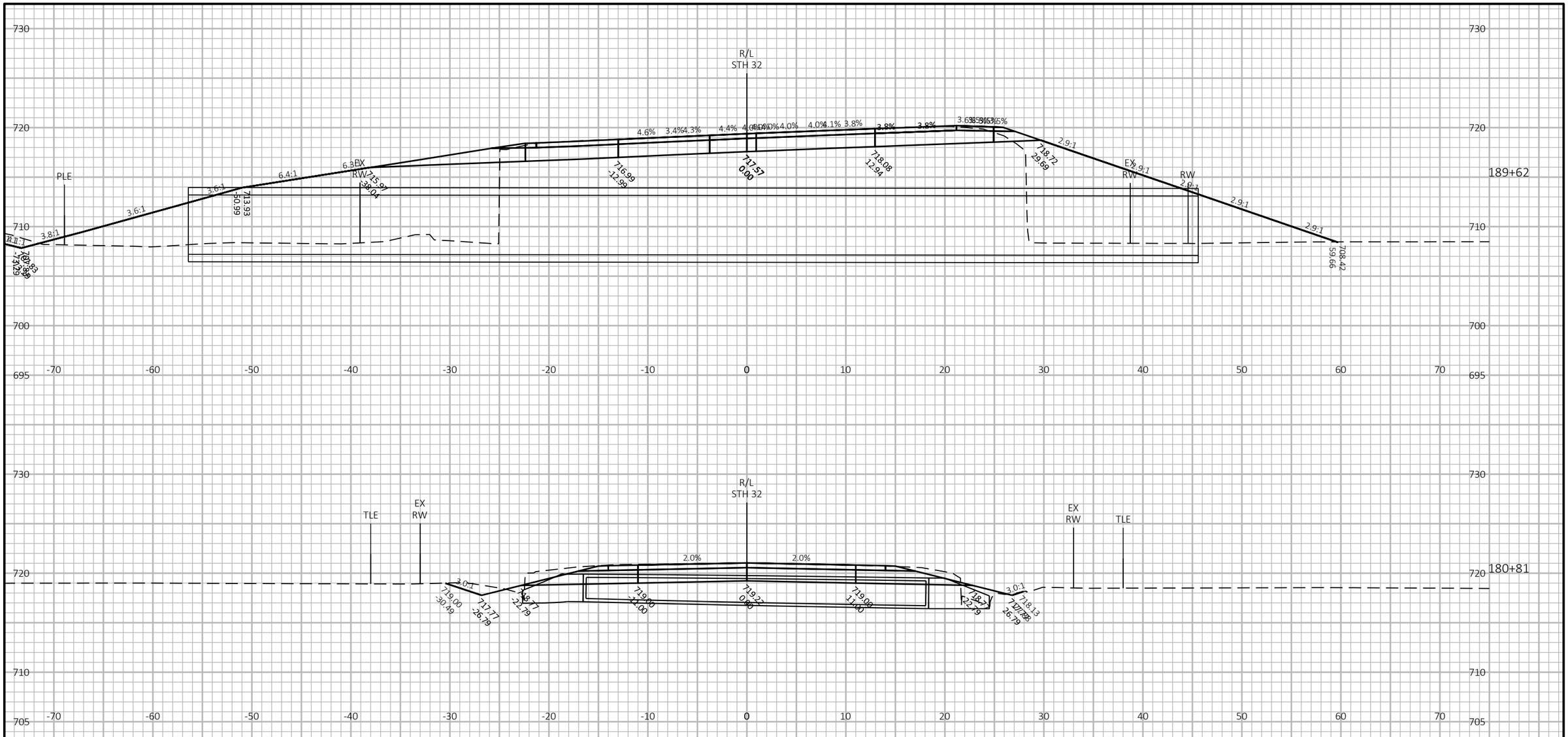
PROJECT NO: 4540-34-71/4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: GRADING FOR GUARDRAIL ALONG WILSON LIMA NORTH RADIUS	SHEET 343	E

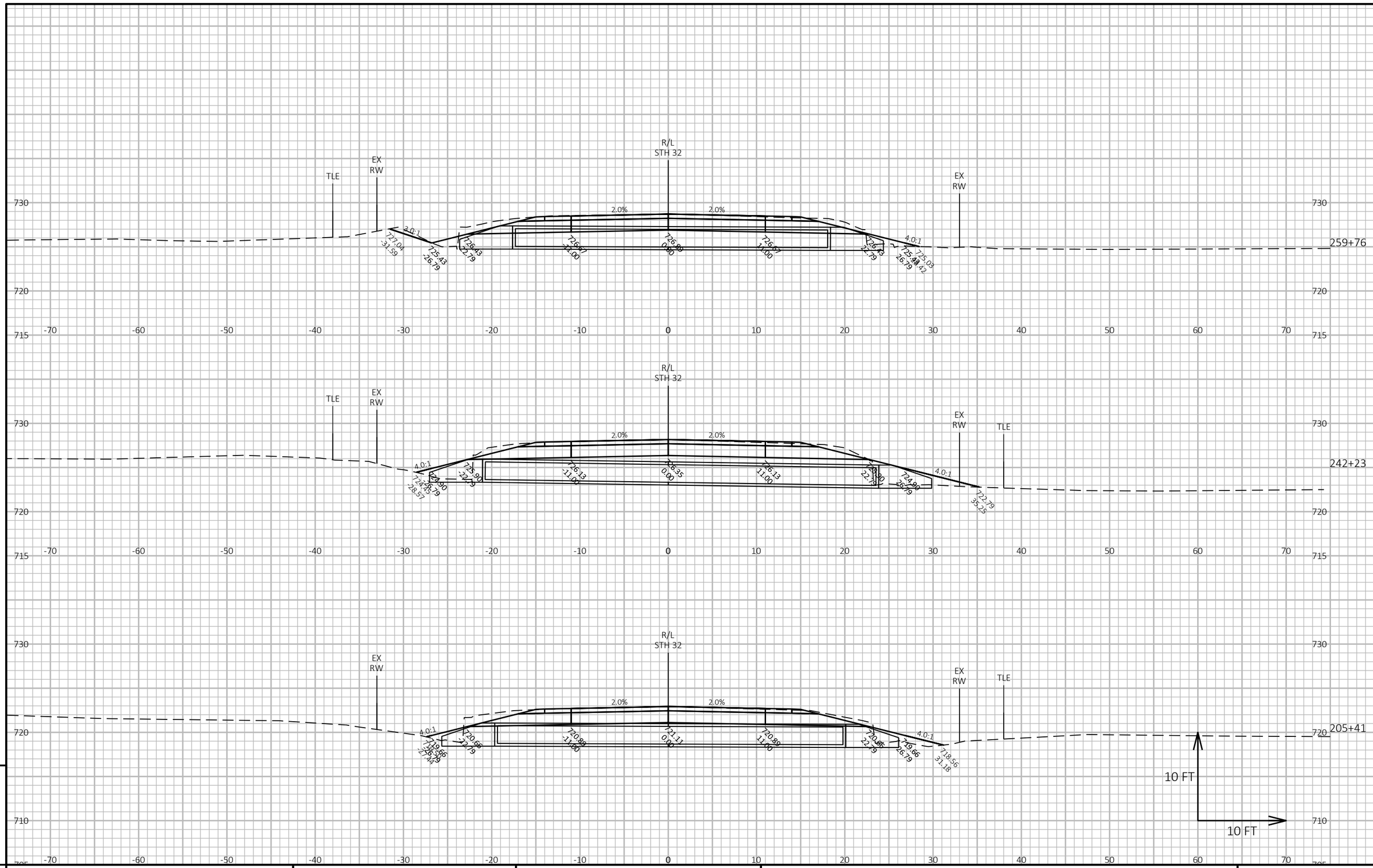
FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090209-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 5/30/2024 10:20 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: CULVERT REPLACEMENT SECTIONS	SHEET 344	E



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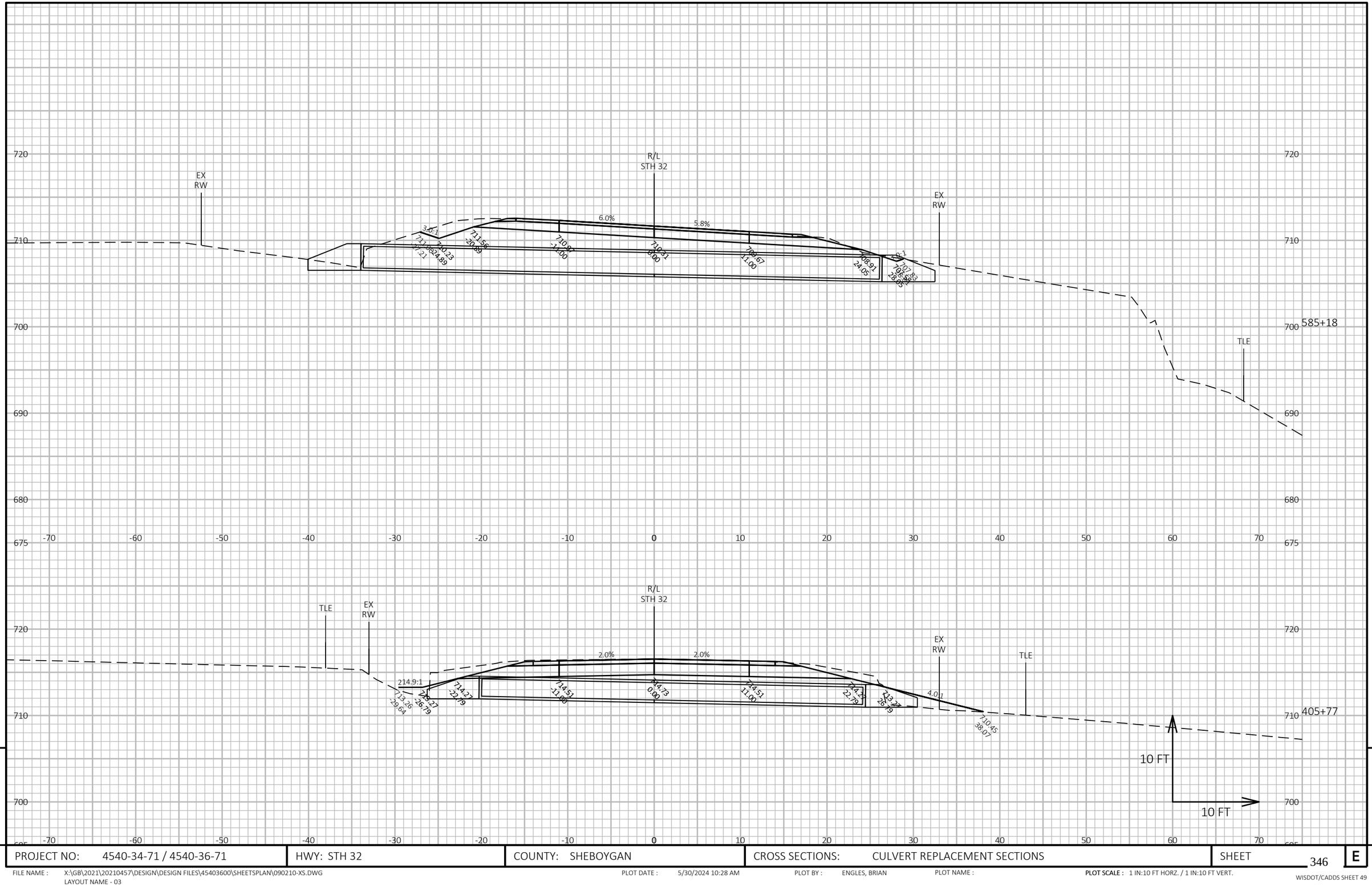
PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: CULVERT REPLACEMENT SECTIONS	SHEET 345	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090210-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 5/30/2024 10:28 AM PLOT BY : ENGLES, BRIAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 4540-34-71 / 4540-36-71	HWY: STH 32	COUNTY: SHEBOYGAN	CROSS SECTIONS: CULVERT REPLACEMENT SECTIONS	SHEET 346	E

FILE NAME : X:\GB\2021\20210457\DESIGN\DESIGN FILES\45403600\SHEETSPLAN\090210-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 5/30/2024 10:28 AM PLOT BY : ENGLES, BRIAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 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