GRE

PROJECT ID: 6100-00-70

WITH: N/A

COUNTY: GREEN LAKE COUNTY

MAY 2025

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 = 226





DESIGN DESIGNATION 6100-00-00

A.A.D.T.	2028	=	3,490
A.A.D.T.	2048	=	3,490
D.H.V.		=	460
D.D.		=	50/50
T.		=	16.8%
DESIGN SPEED		=	30 MPH - 60 MPH
ESALS		=	1,200,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MANCHESTER - RIPON

GRAND RIVER BR TO FOND DU LAC CL

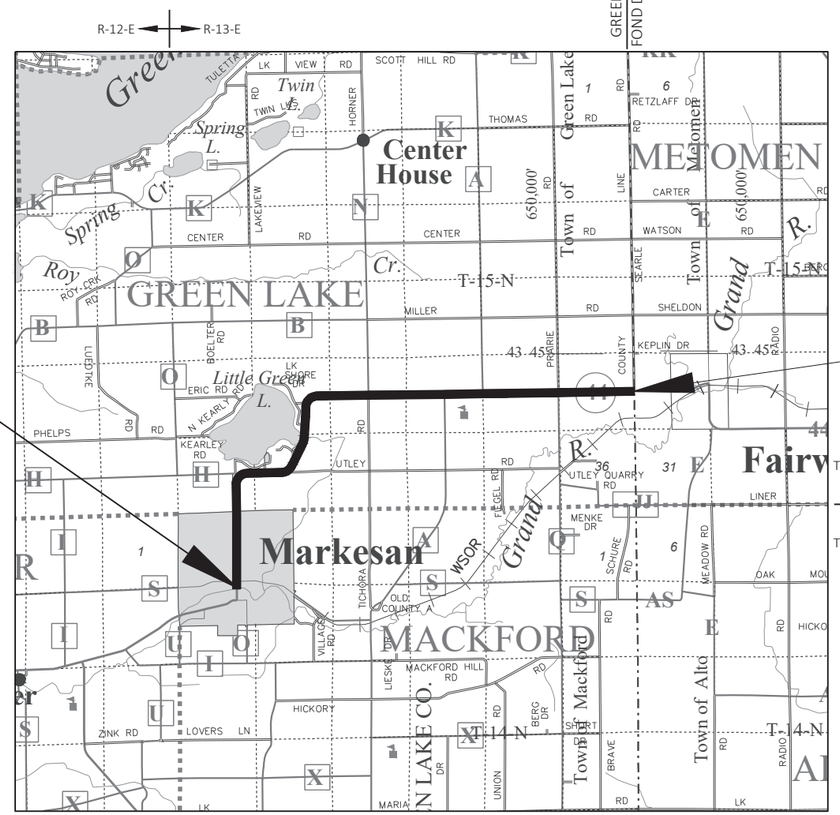
STH 44

GREEN LAKE COUNTY

STATE PROJECT NUMBER
6100-00-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6100-00-70		

GREEN LAKE COUNTY
FOND DU LAC COUNTY



BEGIN PROJECT
STA 531+07
X = 561,380.418
Y = 223,013.089

END PROJECT
STA 926+00
X = 589,365.342
Y = 236,460.417

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 7.480 MI

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

OES
An Oneida ESC Group Company



DATE: 1/10/2025 (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT / OES
Designer	OES
Project Manager	PRESTON BOHN
Regional Examiner	FRED SCHUNKE
Regional Supervisor	BETH NEMEC

APPROVED FOR THE DEPARTMENT

DATE: 1/16/2025 Preston Bohn (Digitally signed by Preston Bohn Date: 2025.01.16 17:57:55 -06'00') (Signature)

E

GENERAL NOTES

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

ALL RADII ARE MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.

TOPSOIL SHALL BE PLACED 1" BELOW THE TOP ADJACENT CONCRETE CURBS OR SIDEWALK

INLET GRATE ELEVATIONS REFERRED TO ON INLET NOTES ARE GRATE FLOW LINE ELEVATIONS

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
CURB RAMP DETAILS
EROSION CONTROL
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT DETAILS

DNR LIAISON

WDNR NORTHEAST REGIONAL HEADQUARTERS
2984 SHAWANO AVE.
GREEN BAY, WI 54313
ATTN: MARTY DILLENBURG
PHONE: (920) 410-7428
EMAIL: MARTY.DILLENBURG@WISCONSIN.GOV

UTILITY CONTACTS

ALLIANT ENERGY - ELECTRICITY
CODY JACKSON
506 FENTON STREET
RIPON, WI 54971
(920) 748-4013
CODYJACKSON@ALLIANTENERGY.COM

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

BRIGHTSPEED CENTRAL WI - COMM
SCOTT HEINZELMAN
144 N. PEARL STREET
BERLIN, WI 54923
(608) 716-5964
SCOTT.HEINZELMAN@BRIGHTSPEED.COM

BRIGHTSPEED WESTERN WI - COMM
SCOTT HEINZELMAN
144 N. PEARL STREET
BERLIN, WI 54923
(608) 716-5964
SCOTT.HEINZELMAN@BRIGHTSPEED.COM

BUG TUSSEL - COMM
DUSTIN TEAFF
1262 CAMBER COURT
DE PERE, WI 54115
(920) 254-3539
DUSTIN.TEAFF@BTUSSEL.COM

CITY OF MARKESAN - SEWER
TODD ZAMZOW
150 S BRIDGE STREET
MARKESAN, WI 53946
(920) 290-0636
TZAMZOW@MARKESANWI.GOV

CITY OF MARKESAN - WATER
TODD ZAMZOW
150 S BRIDGE STREET
MARKESAN, WI 53946
(920) 290-0636
TZAMZOW@MARKESANWI.GOV

SPECTRUM - COMM
JOSHUA WALKOWIAK
165 KNIGHTSWAY
FOND DU LAC, WI 54935
(608) 419-6214
JOSHUA.WALKOWIAK@CHARTER.COM

WE ENERGIES - GAS/PETROLEUM
LARRY KOCH
1921 8TH STREET SOUTH
WISCONSIN RAPIDS, WI 54494
(715) 421-7249
WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

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

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN 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 = 89.532 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.418 ACRES

2

2

CTH B

CTH O

CTH N

CTH A

PRAIRIE RD

SEARL RD

N

FAIRWATER

LAKE SHORE DR

700 710 720 730 740 750 760 770 780 790 800 810 820 830 840 850 860 870 880 890 900 910 920

STH 44

690 680 670 660 650 640 630 620 610 600 590 580 570 560 550 540 530

CTH A

CTH Q

END PROJECT
STA 926+00

LITTLE GREEN LAKE

LITTLE GREEN RD

PARK RD

WELK RD

TICHORA RD

UTLEY RD

CTH H

GREEN LAKE COUNTY
FON DU LAC COUNTY

CITY OF
MARKESAN

STH 44

BEGIN PROJECT
STA 531+07
X = 561,380.418
Y = 223,013.089

CTH S

GRAND RIVER

GRAND RIVER

STH 44

DETAIL OF CITY OF MARKESAN

S WILLOW CT

STH 44 / MANCHESTER STREET

N PARK ST

W JOHN ST

ENTERPRISE DR

N

MARKESAN CITY LIMITS

N GRAND ST

W VISTA BLVD

PRECISION DR

530 540 550 560 570 580

STH 44 / MARGARET STREET

W CHARLES ST

W CAROLINE ST

W CATHERINE ST

E VISTA BLVD

S MAIN ST

MAIN ST

WATER ST

ST JOSEPH ST

S BRIDGE ST

N BRIDGE ST

EDMAZ ST

EDMAZ ST

NORTH ST

E JOHN ST

E CHARLES ST

E CAROLINE ST

S HIGH ST

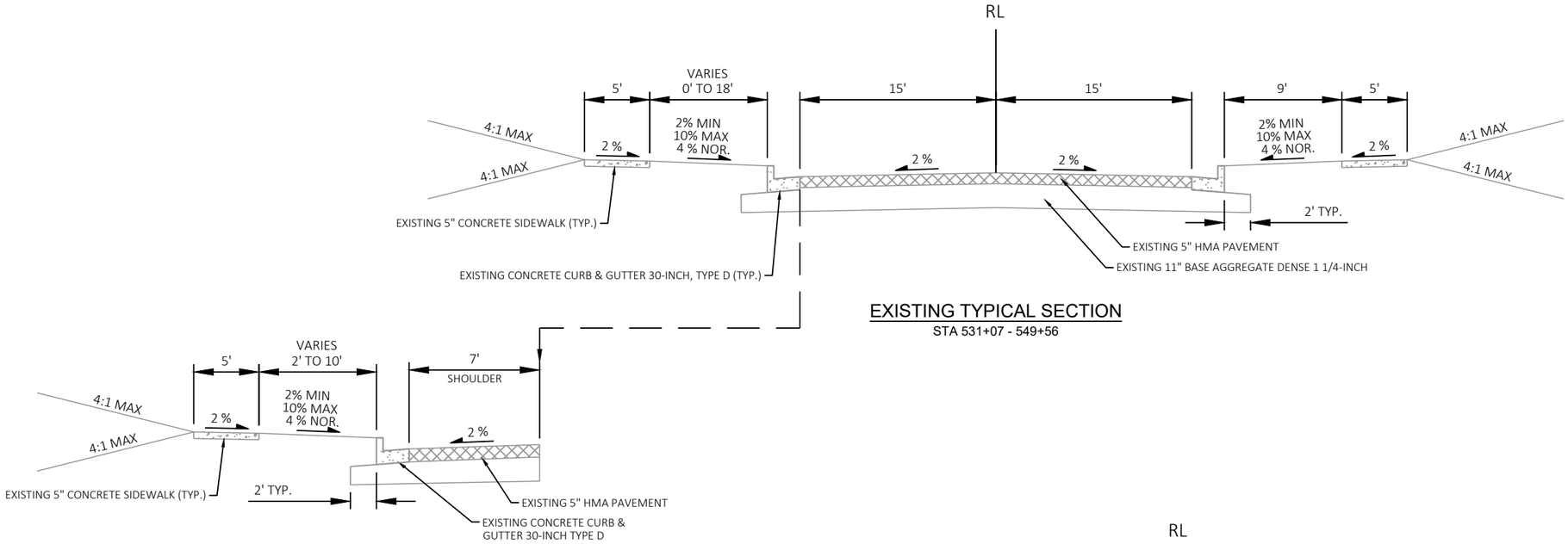
N HIGH ST

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PROJECT OVERVIEW	SHEET 3	E

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LAYOUT NAME - 01

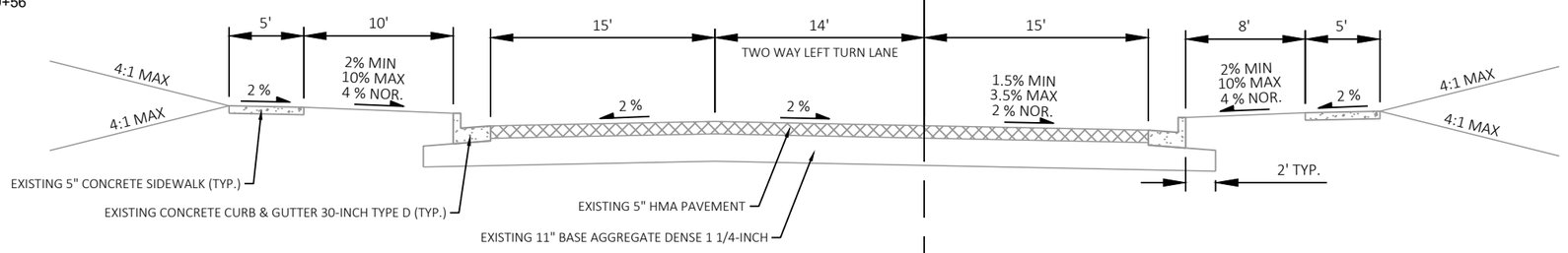
PLOT DATE : 11/11/2024 10:01 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 42

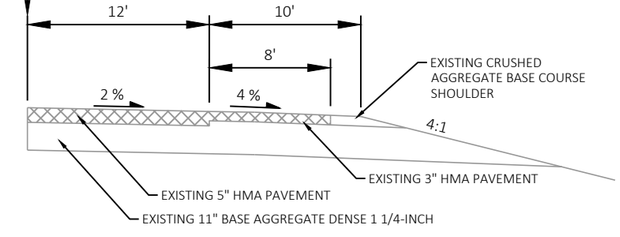


EXISTING TYPICAL SECTION
STA 531+07 - 549+56

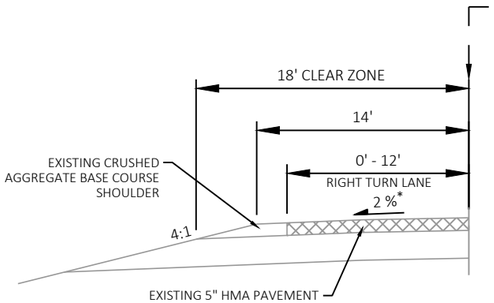
EXISTING TYPICAL SECTION
STA 543+41 - 549+56



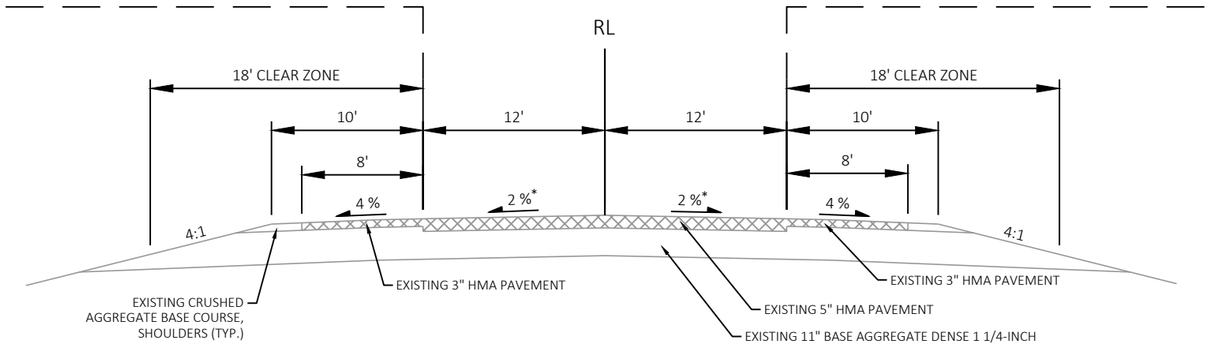
EXISTING TYPICAL SECTION
STA 549+56 - 575+98



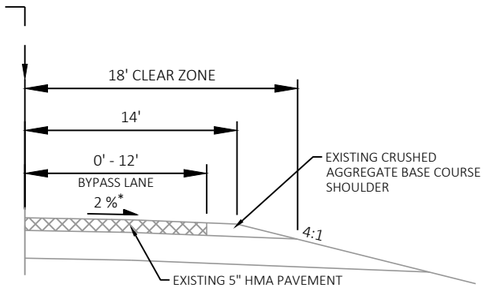
EXISTING TYPICAL SECTION
STA 571+66 - 575+98



EXISTING TYPICAL SECTION
STA 608+25 - 611+75



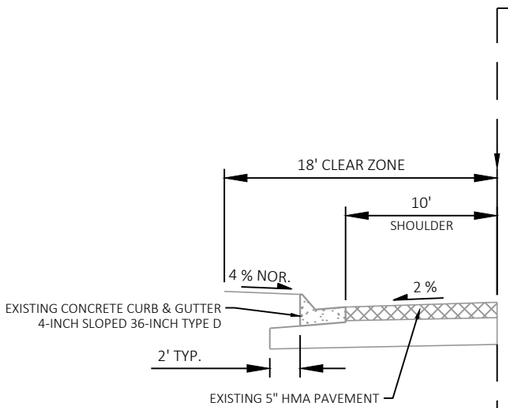
EXISTING TYPICAL SECTION
STA 575+98 - 610+50



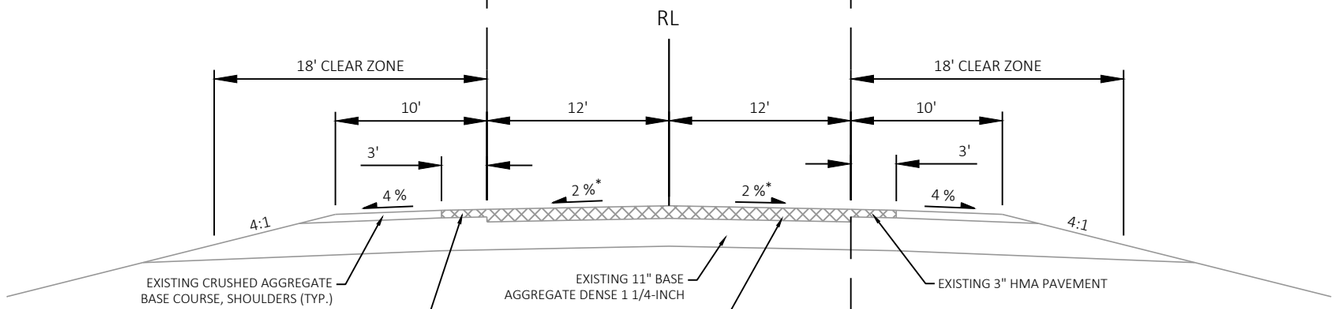
EXISTING TYPICAL SECTION
STA 604+00 - 610+50

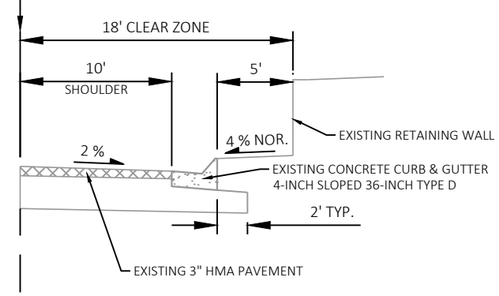
NOTES:

* 2% CROSS SLOPE NORMAL, CROSS SLOPE VARIES IN SUPERELEVATION.

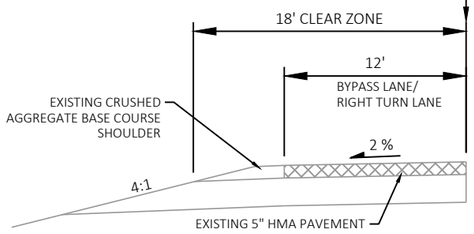


EXISTING TYPICAL SECTION
STA 670+69 - 673+74
STA 840+60 - 844+75
STA 866+69 - 873+32

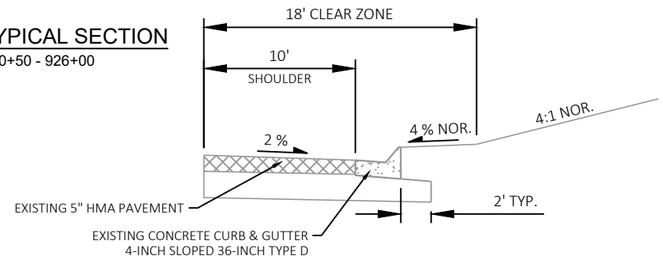




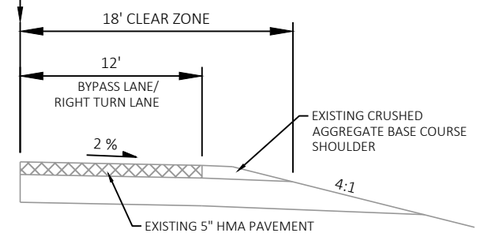
EXISTING TYPICAL SECTION
STA 662+30 - 665+10



EXISTING TYPICAL SECTION
STA 694+25 - 695+30
STA 739+10 - 740+15
STA 788+67 - 795+07



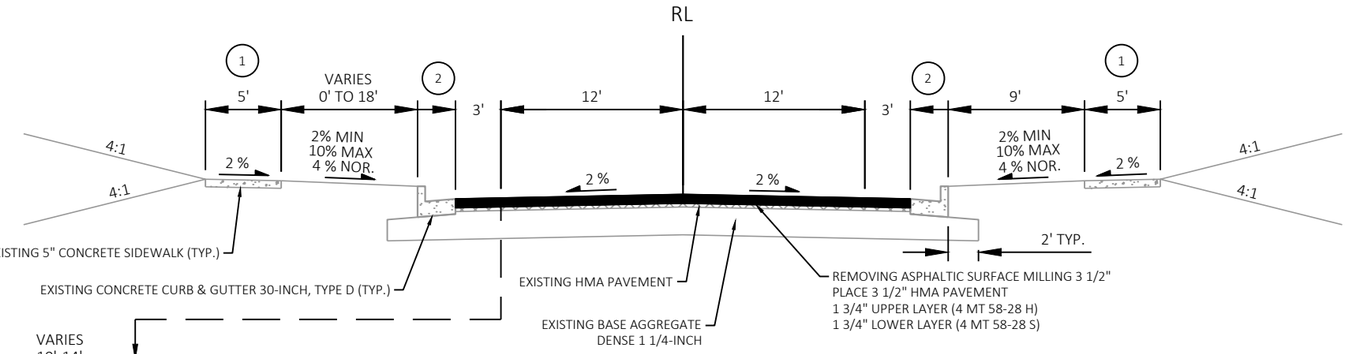
EXISTING TYPICAL SECTION
STA 754+46 -758+09
STA 824+34 - 829+58
STA 888+66 - 892+24



EXISTING TYPICAL SECTION
STA 737+10 - 738+20
STA 815+42 - 821+79
STA 869+70 - 870+65

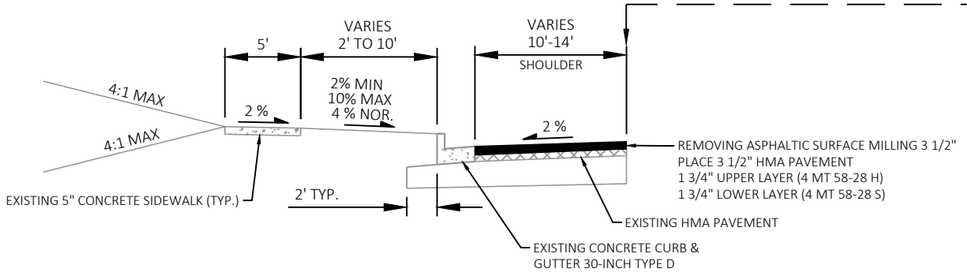
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TYPICAL SECTIONS	SHEET 5	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 02
PLOT DATE : 11/11/2024 10:06 AM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



FINISHED TYPICAL SECTION

STA 531+07 - 549+56

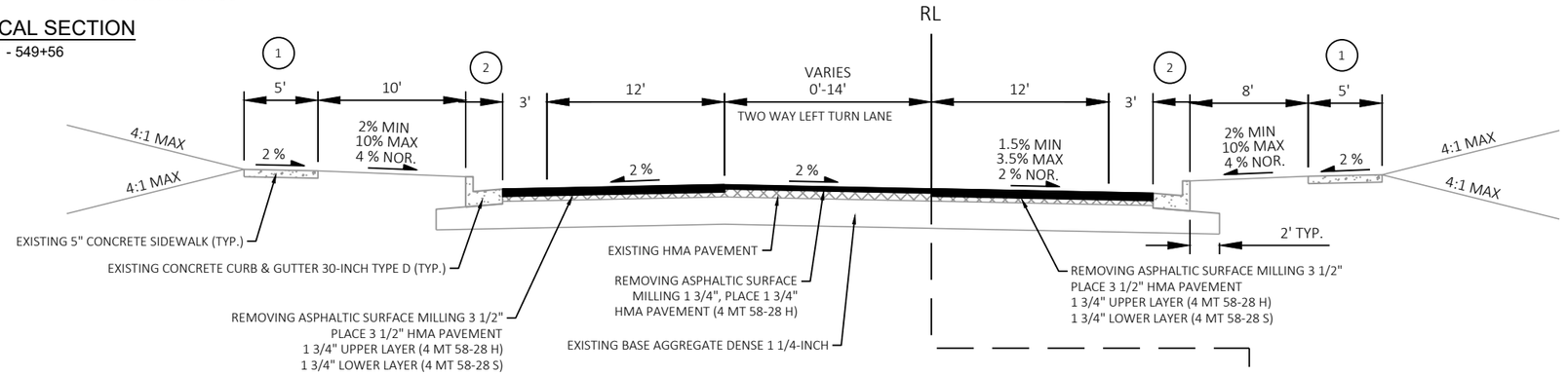


EXISTING TYPICAL SECTION

STA 543+41 - 549+56

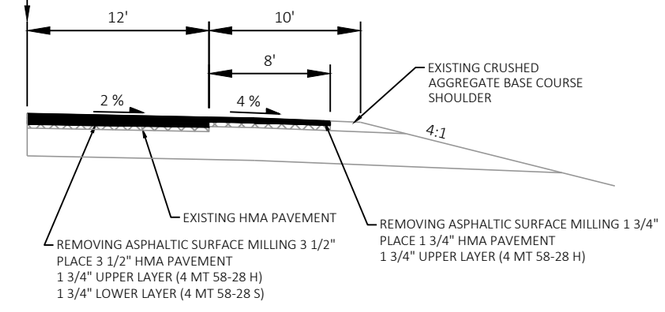
1 SEE CURB RAMP DETAILS FOR SIDEWALK REPLACEMENT LOCATIONS

2 SEE PLAN SHEETS AND MISCELLANEOUS QUANTITIES FOR CURB AND GUTTER REPLACEMENT LOCATIONS REPLACE WITH CONCRETE CURB AND GUTTER 30-INCH TYPE D



FINISHED TYPICAL SECTION

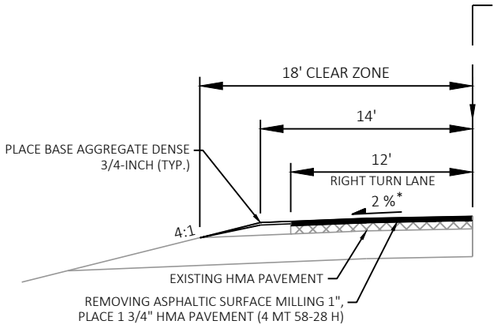
STA 549+56 - 575+98



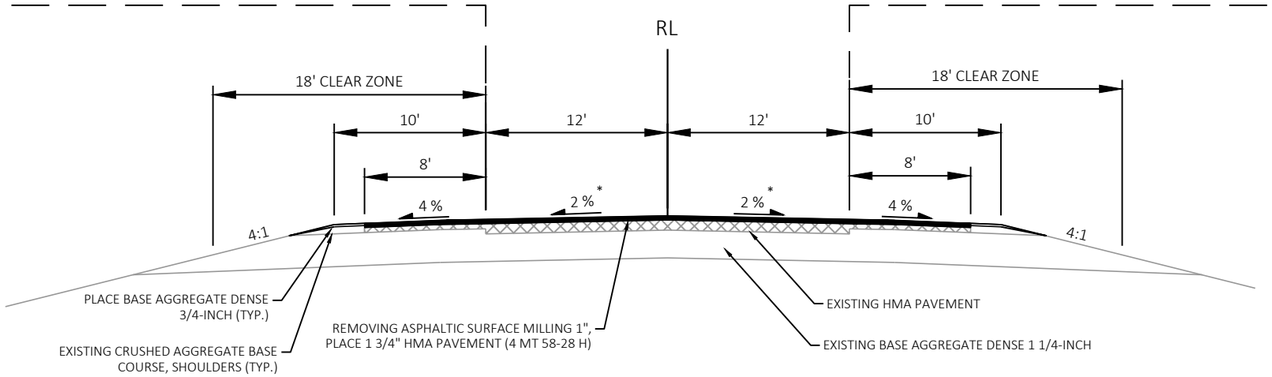
FINISHED TYPICAL SECTION

STA 571+66 - 575+98

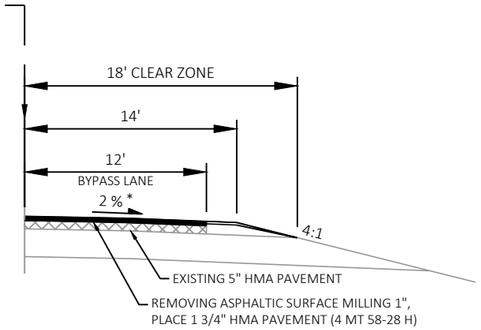
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TYPICAL SECTIONS	SHEET 6	E



FINISHED TYPICAL SECTION
STA 608+25 - 611+75



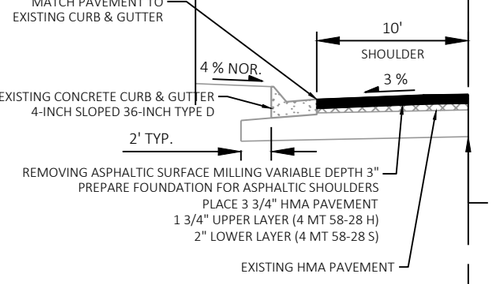
FINISHED TYPICAL SECTION
STA 575+98 - 610+50



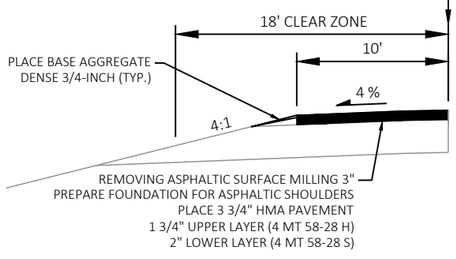
FINISHED TYPICAL SECTION
STA 604+00 - 610+50

NOTES:

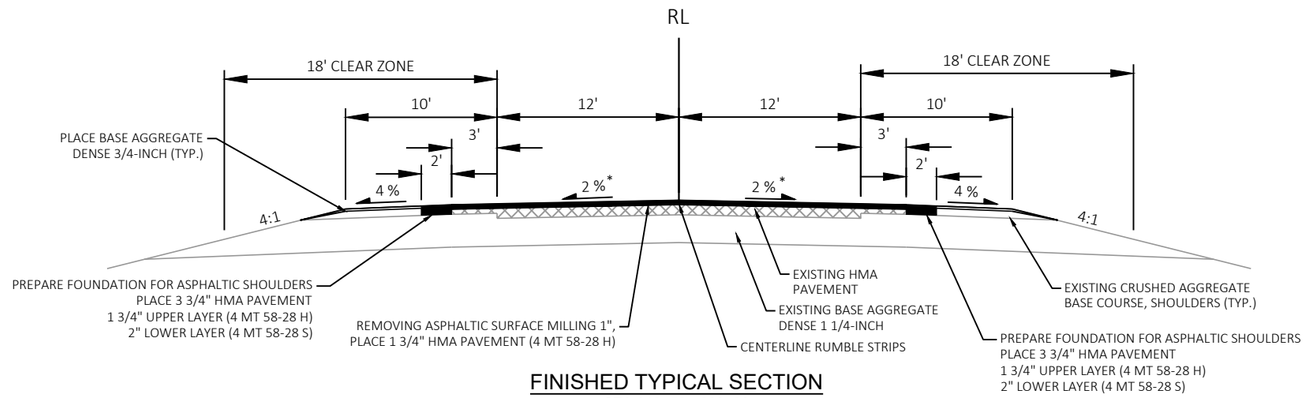
* 2% CROSS SLOPE NORMAL, CROSS SLOPE VARIES IN SUPERELEVATION.



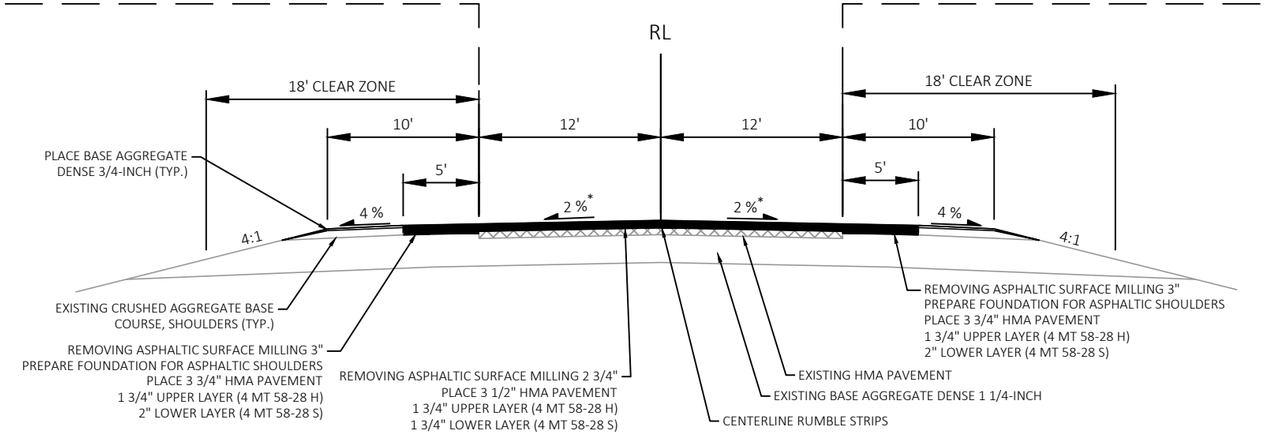
FINISHED TYPICAL SECTION
STA 670+69 - 673+74



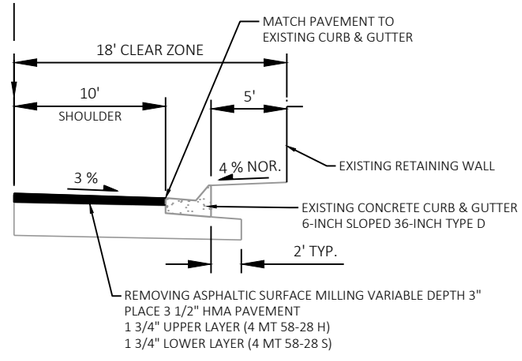
FINISHED TYPICAL SECTION
STA 662+30 - 670+55



FINISHED TYPICAL SECTION
STA 610+50 - 662+30

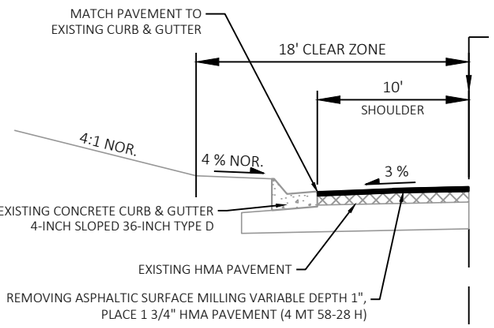


FINISHED TYPICAL SECTION
STA 662+30 - 678+50

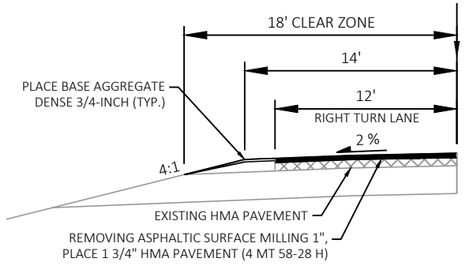


FINISHED TYPICAL SECTION
STA 662+30 - 665+10

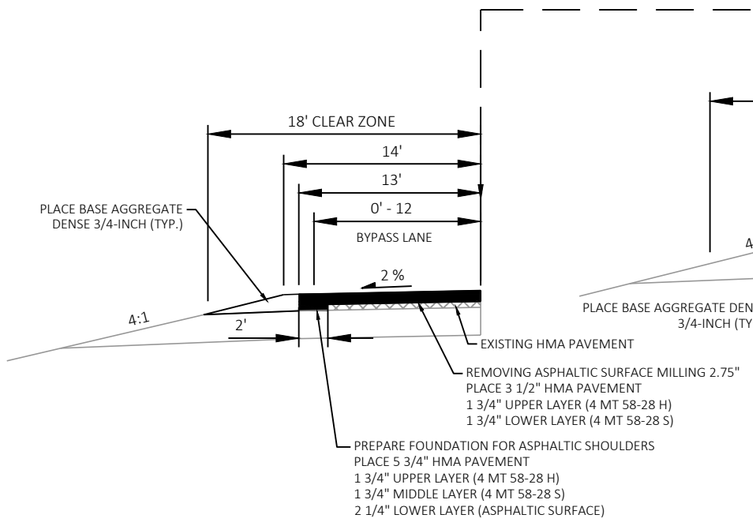
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TYPICAL SECTIONS	SHEET 7	E



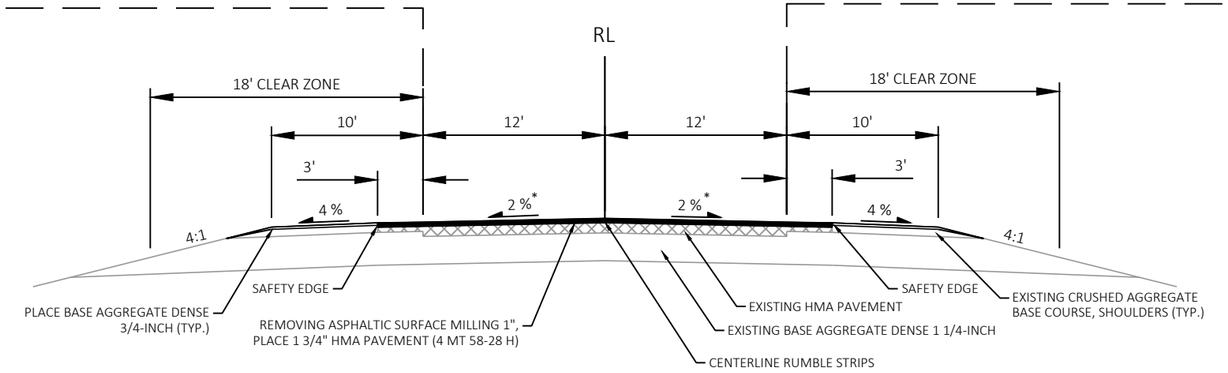
FINISHED TYPICAL SECTION
STA 840+60 - 844+75
STA 866+69 - 873+32



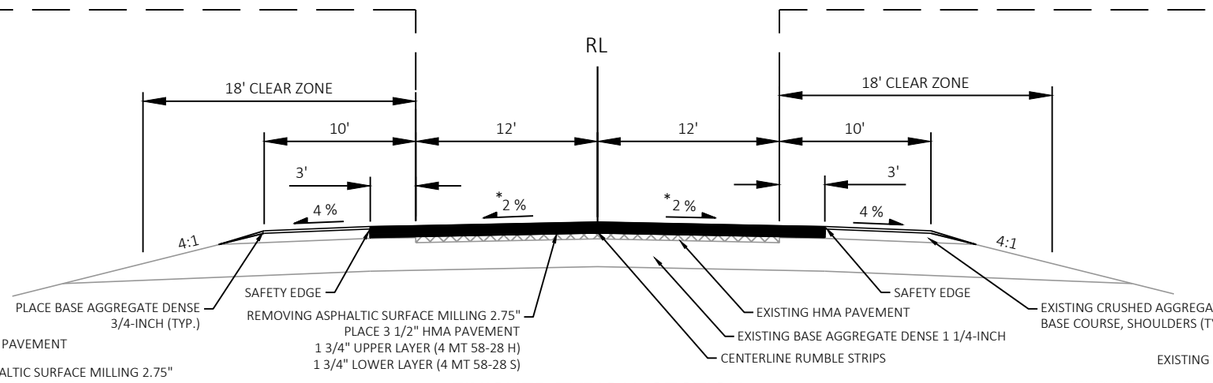
FINISHED TYPICAL SECTION
STA 694+25 - 695+30
STA 739+10 - 740+15



FINISHED TYPICAL SECTION
STA 788+22 - 795+31



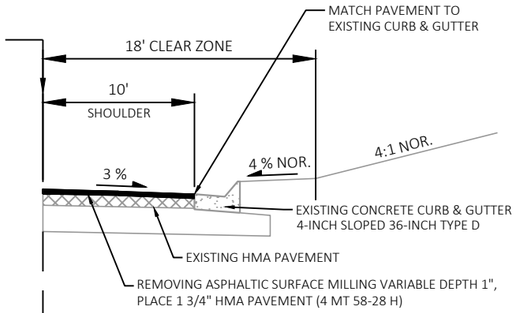
FINISHED TYPICAL SECTION
STA 678+50 - 788+22
STA 822+30 - 926+00



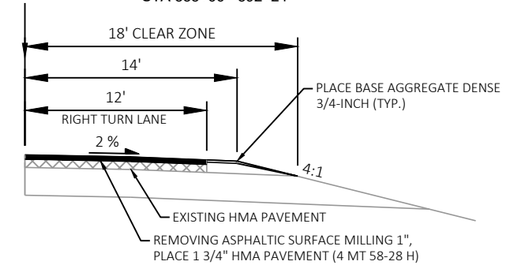
FINISHED TYPICAL SECTION
STA 788+22 - 822+30

NOTES:

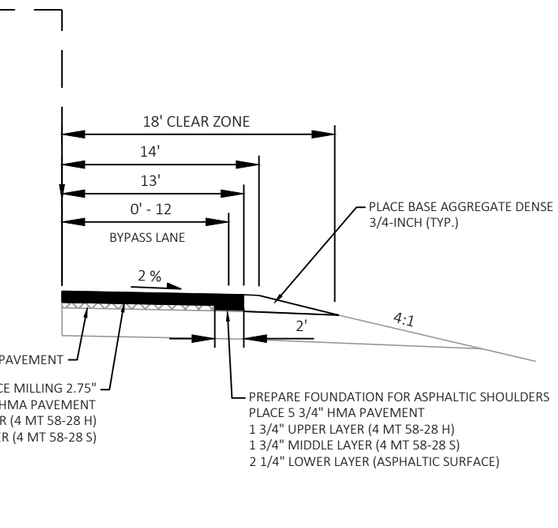
* 2% CROSS SLOPE NORMAL, CROSS SLOPE VARIES IN SUPERELEVATION.



FINISHED TYPICAL SECTION
STA 754+46 -758+09
STA 824+34 - 829+58
STA 888+66 - 892+24



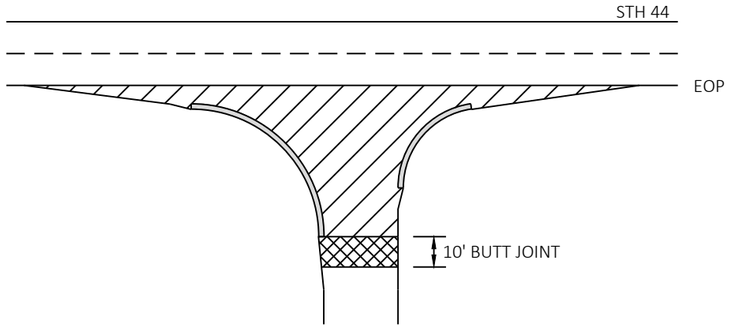
FINISHED TYPICAL SECTION
STA 737+10 - 738+20
STA 869+70 - 870+65



FINISHED TYPICAL SECTION
STA 815+30 - 822+30

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TYPICAL SECTIONS	SHEET 8	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 05
PLOT DATE : 11/11/2024 10:06 AM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

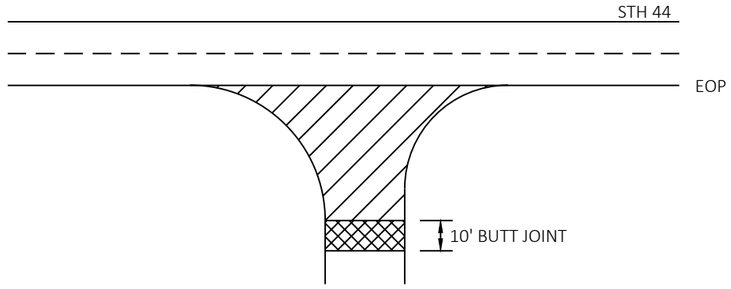
NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

SIDE ROADS

WITH CURB AND GUTTER

CTH H
PARK RD
UTLEY RD
LITTLE GREEN RD
E LITTLE GREEN RD
LAKE SHORE DR

CTH N
TICHORA RD
CTH A
PRAIRIE RD
CTH Q
SEARL RD



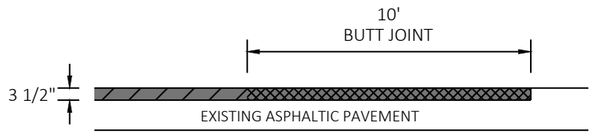
REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

SIDE ROADS

WITHOUT CURB AND GUTTER



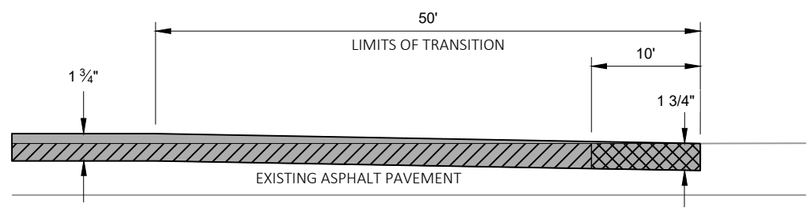
HMA PAVEMENT

REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

BUTT JOINT (NO PROFILE CHANGE)

MAINLINE AND SIDE ROADS



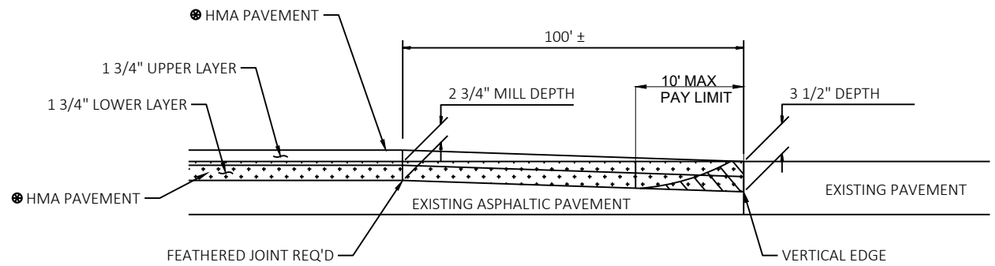
REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS

HMA PAVEMENT

BUTT JOINT (ONE LAYER WITH PROFILE TRANSITION)

VARIOUS MAINLINE AND SIDEROAD LOCATIONS



SEE TYPICAL SECTIONS FOR
PAVEMENT TYPE AND THICKNESS
OF INDIVIDUAL LAYERS

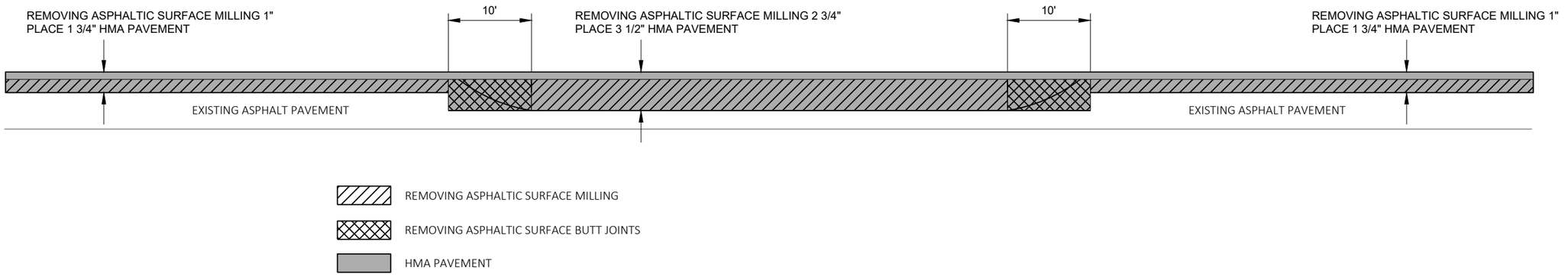
REMOVING ASPHALTIC SURFACE MILLING

REMOVING ASPHALTIC SURFACE BUTT JOINTS TO CREATE VERTICAL EDGE

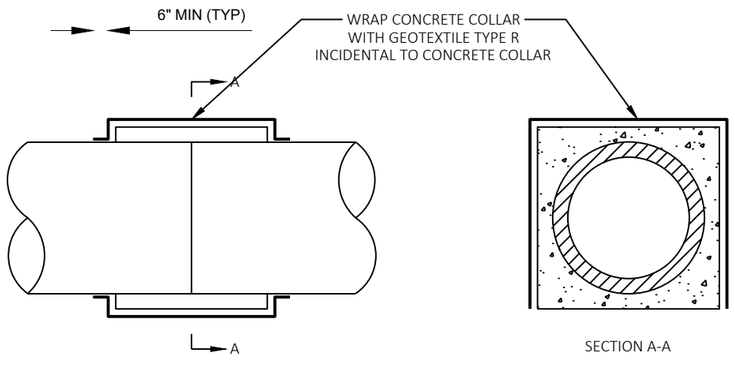
BUTT JOINT (TWO LAYERS WITH PROFILE TRANSITION)

VARIOUS MAINLINE AND SIDEROAD LOCATIONS

2



CHANGE IN MILL DEPTH TRANSITIONS



CONCRETE COLLAR

SEE SDD JOINT TIES FOR CONCRETE PIPE AND
CONCRETE PIPE COLLARS FOR DETAILS NOT SHOWN

2

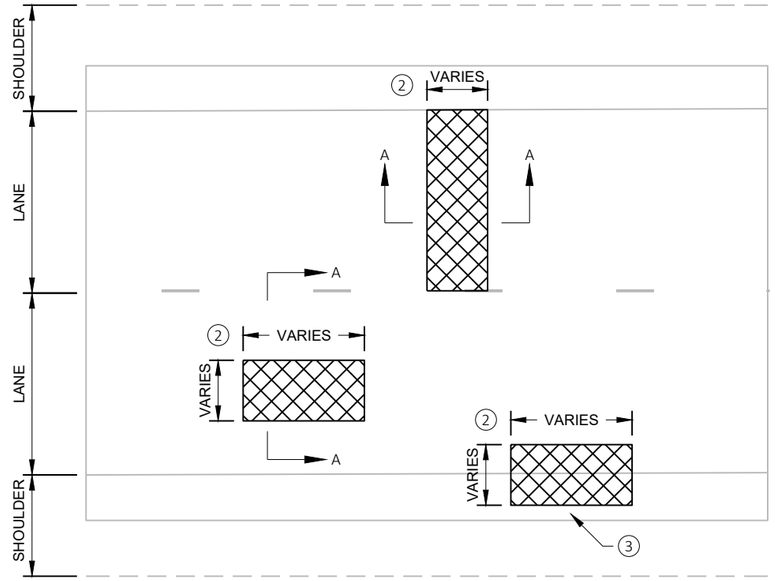
NOTES:

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

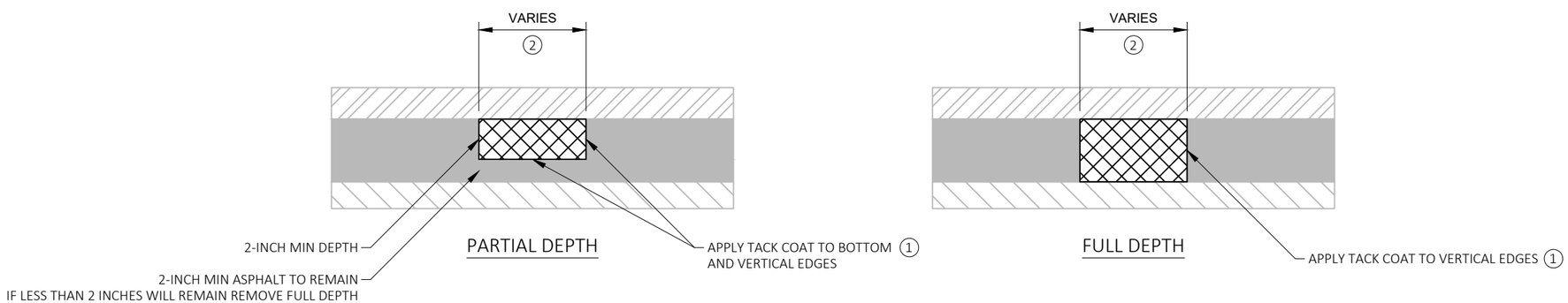
(1) MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.

(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

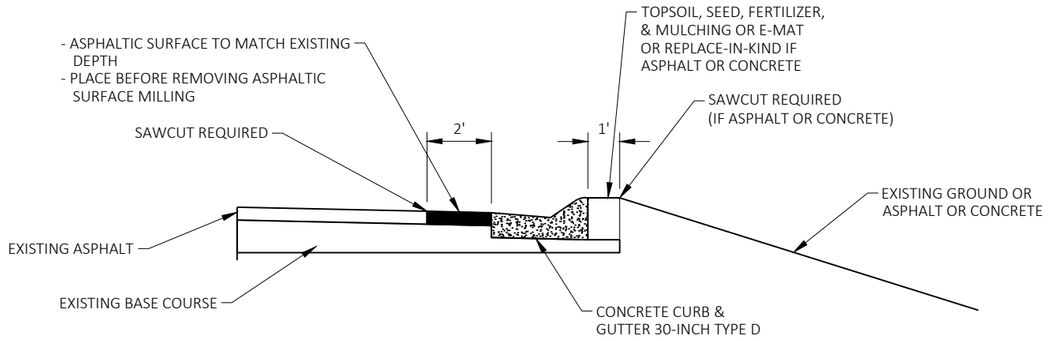
REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
ASPHALTIC SURFACE PATCHING

EXISTING ASPHALT

EXISTING BASE COURSE

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

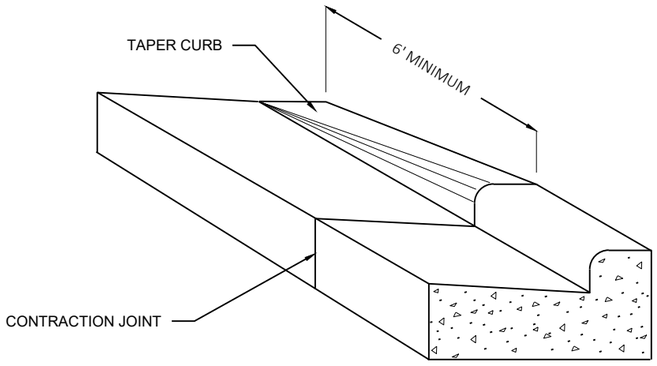
LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD



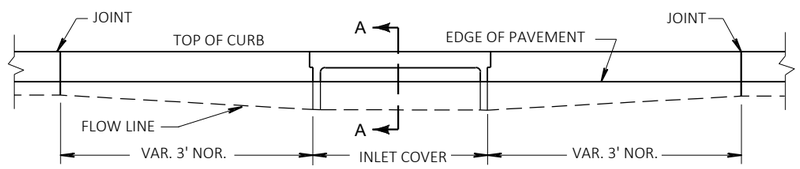
NOTE: PLAN QUANTITIES BASED ON 5 INCHES OF ASPHALTIC SURFACE (MATCH EXISTING ASPHALT THICKNESS)

BASE AGGREGATE TO REMAIN, AN UNDISTRIBUTED QUANTITY OF BASE AGGREGATE 3/4-INCH (BASED ON A DEPTH OF 2 INCHES IS INCLUDED IN THE MISCELLANEOUS QUANTITIES) TO REMOVE AND REFRESH INCIDENTAL BASE COURSE REMOVED DURING CURB & GUTTER REMOVAL

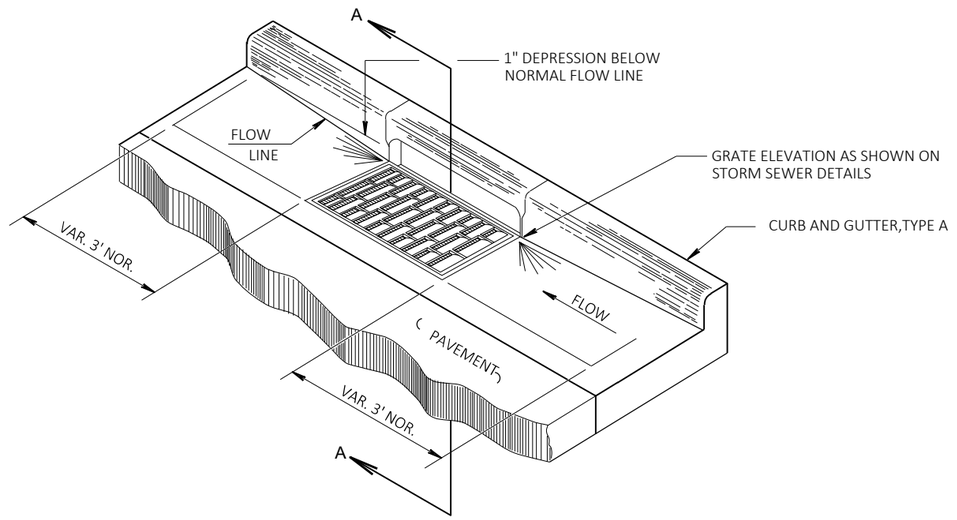
DETAIL OF CURB & GUTTER REPLACEMENT

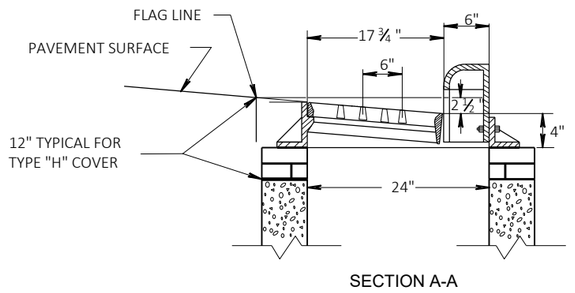


DETAIL OF CURB AND GUTTER TERMINI



ELEVATION

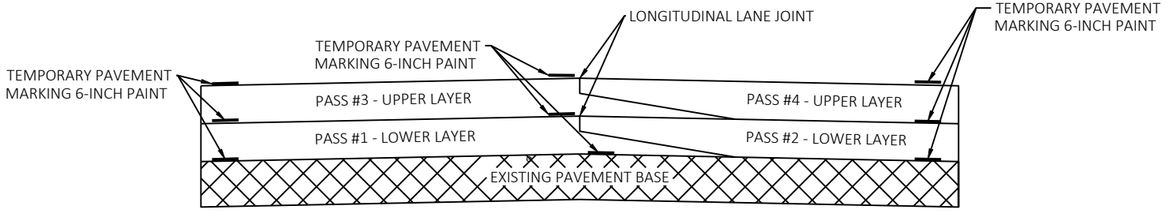




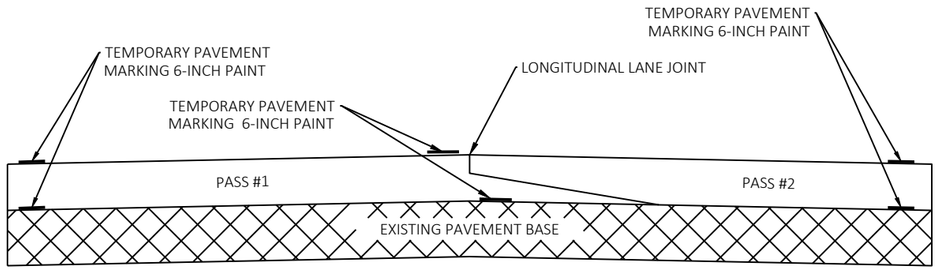
SECTION A-A

DETAIL OF CURB AND GUTTER AT INLETS

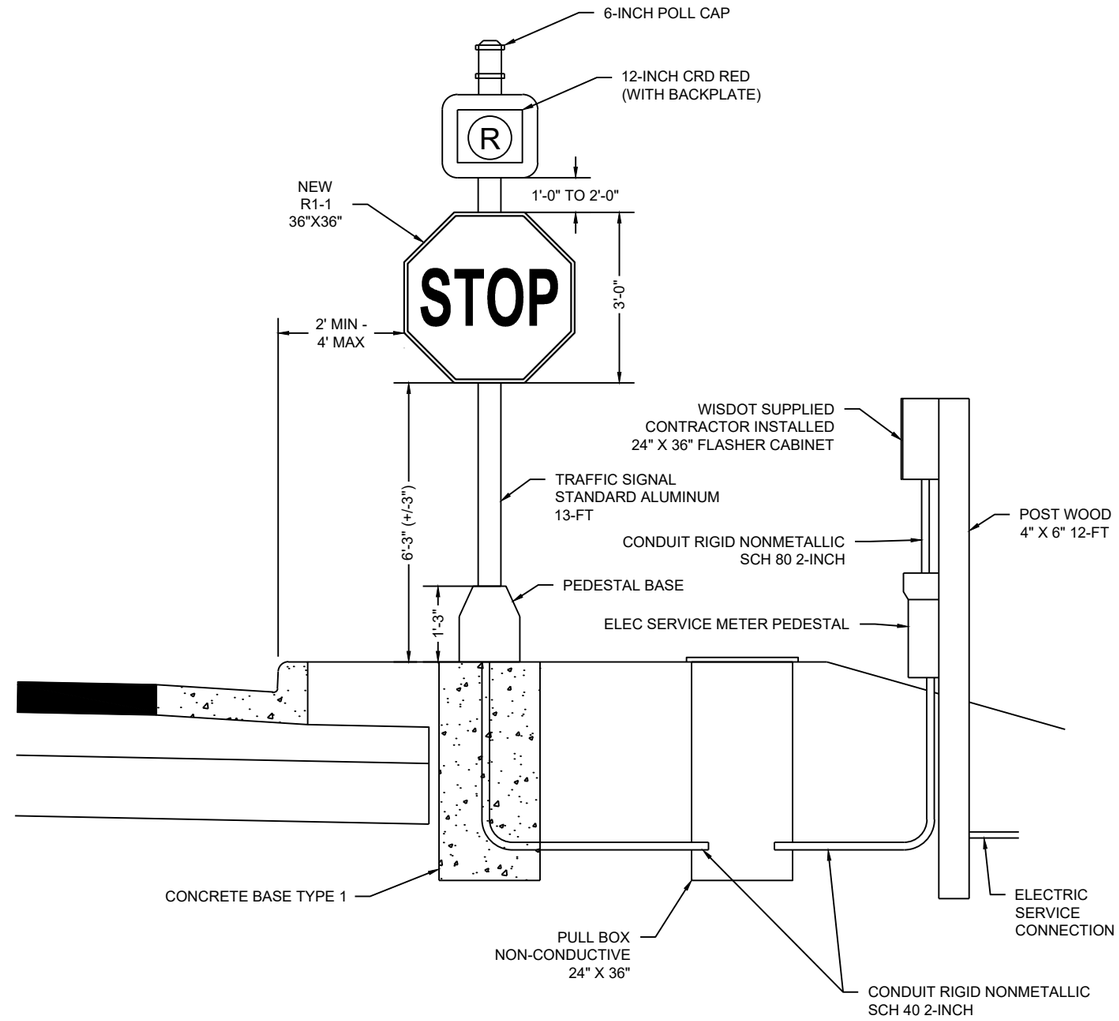
(TYPE 3-H INLET SHOWN)



PAVEMENT MARKING DETAIL FOR NOTCHED WEDGE JOINTS IN MULTIPLE LAYER HMA PAVEMENTS



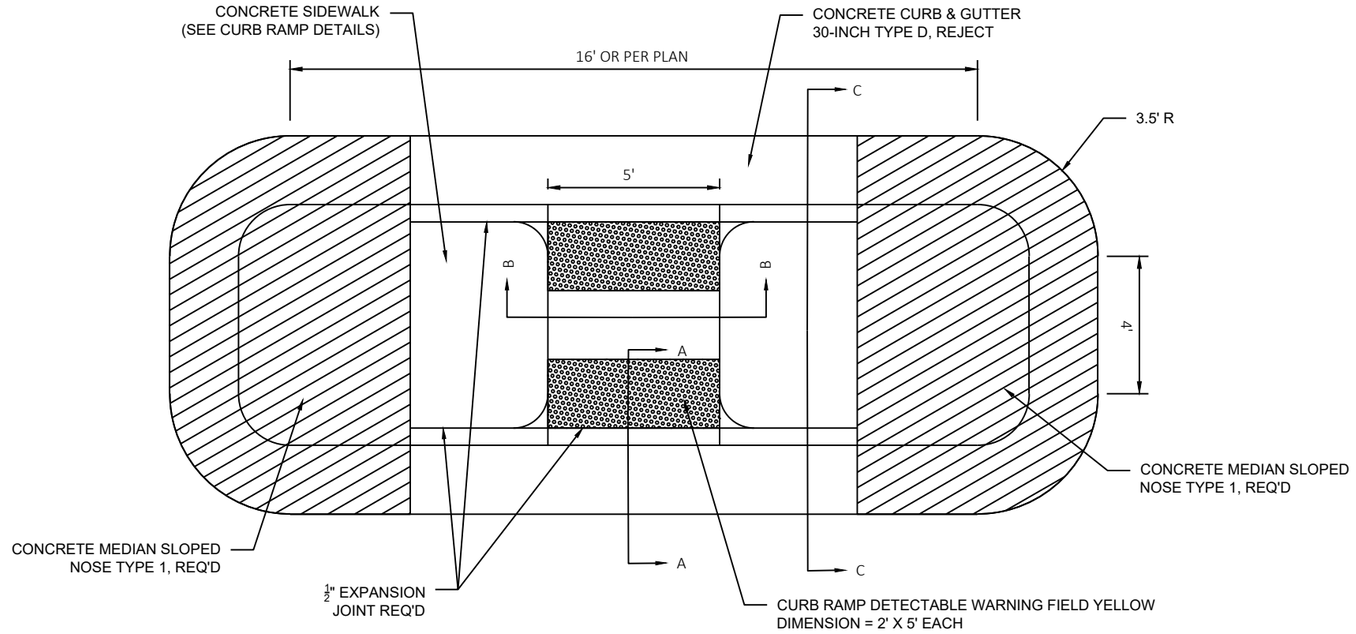
PAVEMENT MARKING DETAIL FOR NOTCHED WEDGE JOINTS IN SINGLE LAYER HMA PAVEMENTS

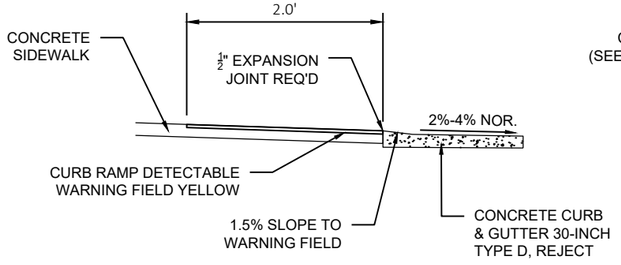


STOP SIGN FLASHING BEACON DETAIL (F24-0001)

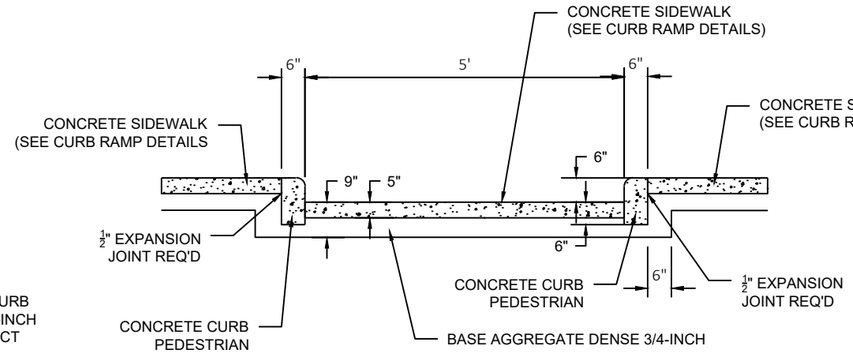
STH 44 & CTH A (NORTH JCT)

2

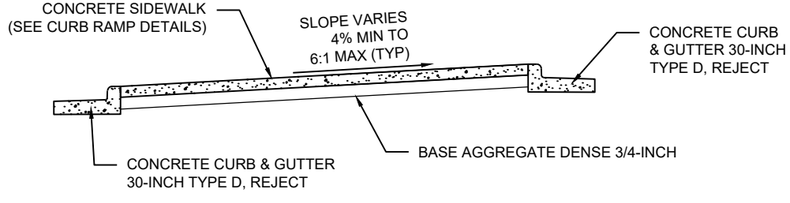




SECTION A-A



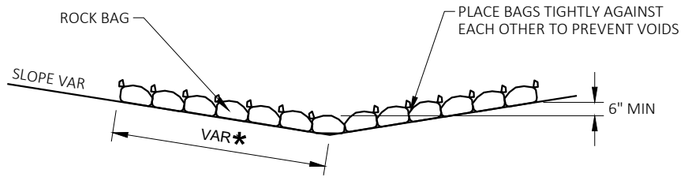
SECTION B-B



SECTION C-C

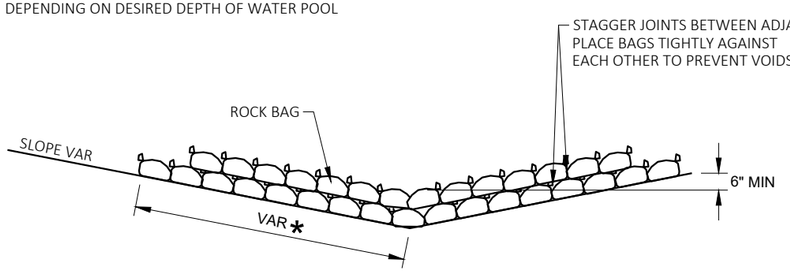
PEDESTRIAN REFUGE ISLAND DETAIL

SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION



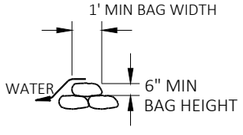
SIDE VIEW (SINGLE LAYER)

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



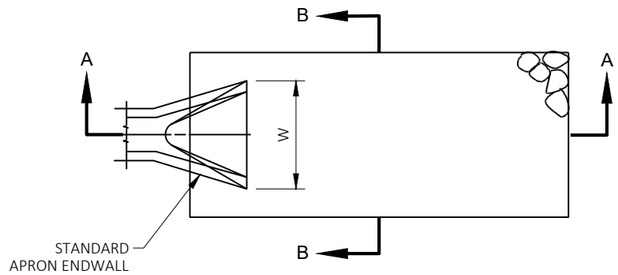
SIDE VIEW (MULTIPLE LAYER)

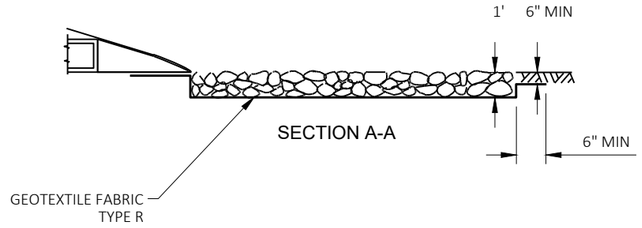
TOP VIEW (MULTIPLE LAYER)

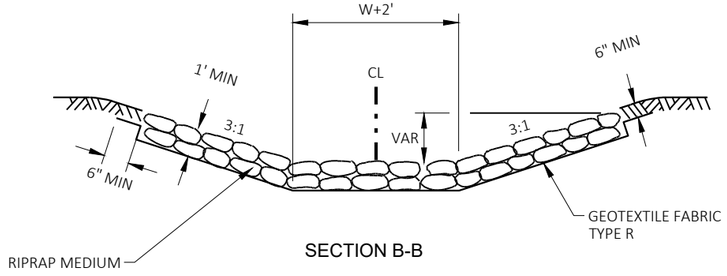


SECTION A-A

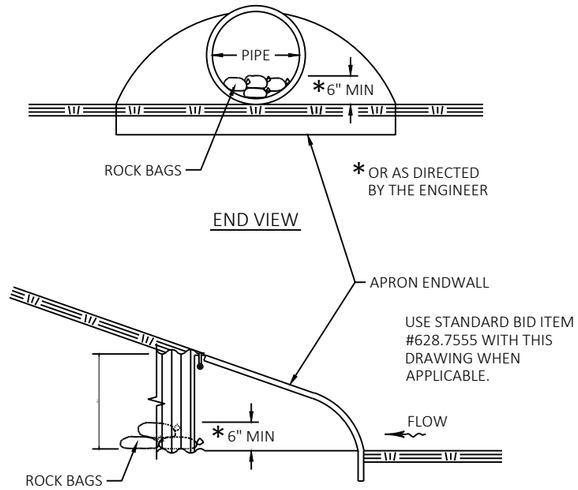
ROCK BAGS USED FOR DITCH CHECKS



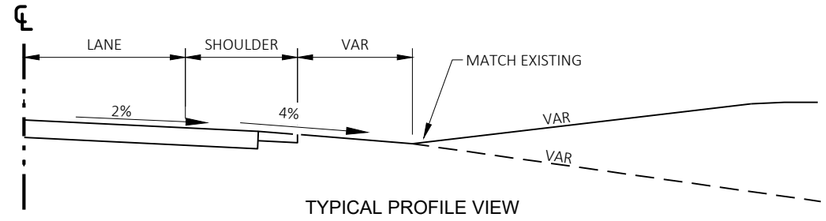




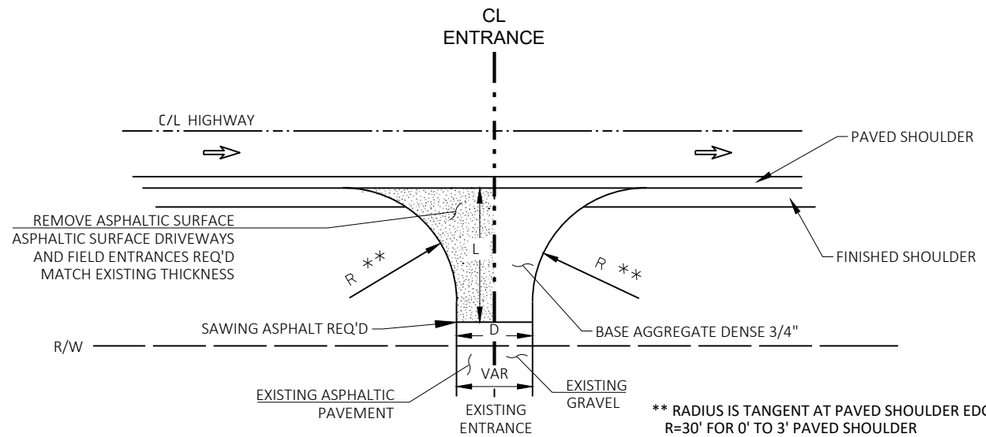
RIP RAP AND GEOTEXTILE



CULVERT PIPE CHECKS



TYPICAL PROFILE VIEW



** RADIUS IS TANGENT AT PAVED SHOULDER EDGE
R=30' FOR 0' TO 3' PAVED SHOULDER
R=25' FOR GREATER THAN 3' PAVED SHOULDER

L=10' TYP, EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER

D=DRIVEWAY WIDTH
D=20' TYP(PE & FE) (16'MIN-24'MAX)
D=28' TYP(CE & FARM ENT) (24'MIN-35'MAX)

PLAN VIEW

RURAL DRIVEWAY INTERSECTION (PE, FE & CE)

(FOR RESURFACING PROJECTS WITH PROFILE CHANGE)

2

2

N

BASE AGGREGATE DENSE
3/4-INCH SHOULDER

HMA PAVEMENT
SHOULDER WIDENING

R/W

BASE AGGREGATE DENSE
3/4-INCH DRIVEWAY

SLOPE INTERCEPT

BASE AGGREGATE DENSE
3/4-INCH DRIVEWAY

1.00'

2.00'

23.00'

788+00 789+00 790+00 791+00 792+00 793+00 794+00 795+00

EP: 10+00.00 'AS'

SAWING ASPHALT

+43.86, -23.00' LT

+21.79, -12.95' LT

STH 44

+93.96, -23.00' LT

+30.56, -12.66' LT

R/W

R/W

STA. 9+26.37'AS'
SAWCUT & MATCH EXISTING PAV'T.
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

9+00 'AS'

CTH A

8+00 'AS'

LEGEND

DRAINAGE FLOW ARROW

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN DETAILS	SHEET 17	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 01

PLOT DATE : 11/11/2024 10:13 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

EP: 12+00.00 'AN'

CTH A

11+00 'AN'

STA. 10+80.05'AN'
SAWCUT & MATCH EXISTING PAV'T.
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

STOP SIGN FLASHING BEACON (F24-001)
(SEE CONSTRUCTION DETAIL)

R/W

PI: 816+41.64

R/W

+30.56, 13.10' RT

STH 44

15+00

816+00

817+00

+09.02, 23.00' RT

BP: 10+00.00 'AN'

818+00

819+00

+58.92, 23.00' RT

820+00

821+00

822+00

+30.31, 12.98' RT

2.00'

23.00'

1.00'

SAWING ASPHALT

POST

R/W

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

SLOPE INTERCEPT

HMA PAVEMENT
SHOULDER WIDENING

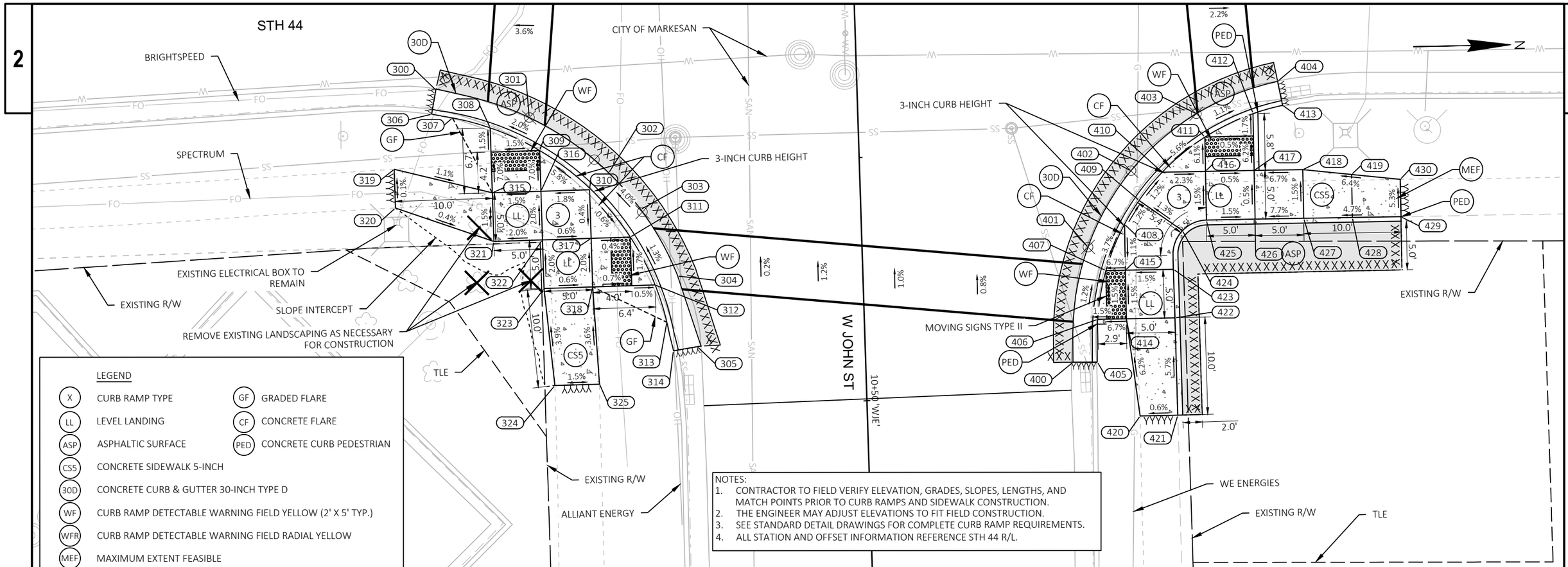
BASE AGGREGATE DENSE
3/4-INCH SHOULDER

BASE AGGREGATE DENSE
3/4-INCH DRIVEWAY

LEGEND

DRAINAGE FLOW ARROW

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN DETAILS	SHEET 18	E



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.

WEST JOHN SE

NT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
300	535+26.42	17.26' RT	847.31	223432.55	561377.60
301	535+35.77	20.70' RT	847.49	223442.05	561380.60
302	535+45.33	26.56' RT	847.68	223450.11	561386.44
303	535+48.62	30.33' RT	847.86	223453.31	561390.27
304	535+52.41	37.16' RT	847.96	223456.97	561397.17
305	535+54.45	44.42' RT	847.85	223458.86	561404.47
306	535+25.78	19.68' RT	847.73	223432.03	561380.05
307	535+27.89	20.21' RT	847.77	223434.16	561380.47
308	535+31.69	21.49' RT	847.35	223438.02	561381.58
309	535+36.60	24.16' RT	847.46	223443.05	561384.01
310	535+43.36	28.29' RT	847.84	223448.10	561388.13
311	535+47.54	33.16' RT	847.81	223452.18	561393.08
312	535+50.09	38.08' RT	847.88	223454.63	561398.05

WEST JOHN SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
313	535+51.30	41.91' RT	848.44	223455.77	561401.90
314	535+51.99	44.84' RT	848.47	223456.39	561404.85
315	535+31.46	28.16' RT	847.68	223438.10	561388.25
316	535+36.46	28.33' RT	847.75	223443.10	561388.19
317	535+43.52	33.29' RT	847.82	223448.16	561393.13
318	535+43.68	38.29' RT	847.92	223448.22	561398.13
319	535+21.56	25.08' RT	847.79	223428.07	561385.64
320	535+21.42	29.06' RT	847.80	223428.12	561389.62
321	535+31.29	33.15' RT	847.75	223438.16	561393.25
322	535+36.28	33.33' RT	847.85	223443.16	561393.19
323	535+36.11	38.33' RT	847.95	223443.22	561398.19
324	535+36.55	48.35' RT	848.35	223444.14	561408.18
325	535+44.38	48.27' RT	848.28	223448.72	561408.12

WEST JOHN NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
400	535+93.06	46.01' RT	848.45	223497.43	561406.83
401	535+94.58	34.19' RT	848.32	223499.19	561395.04
402	535+99.00	26.35' RT	848.23	223503.77	561387.29
403	536+05.72	20.49' RT	848.13	223510.60	561381.56
404	536+14.08	17.17' RT	848.03	223519.02	561378.41
405	535+95.56	46.00' RT	848.87	223499.94	561406.86
406	535+95.58	41.62' RT	848.33	223500.05	561402.49
407	535+96.44	36.60' RT	848.26	223501.00	561397.49
408	535+98.35	31.84' RT	848.45	223503.00	561392.76
409	535+99.84	29.39' RT	848.42	223504.55	561390.35
410	536+02.22	26.49' RT	848.37	223506.98	561387.49
411	536+06.60	22.89' RT	848.06	223511.43	561383.98
412	536+11.56	20.47' RT	847.99	223516.44	561381.66
413	536+14.59	19.62' RT	848.45	223519.49	561380.87
414	535+98.53	41.56' RT	848.47	223502.99	561402.49
415	535+98.44	36.56' RT	848.40	223503.00	561397.49

WEST JOHN NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
416	536+06.67	26.41' RT	848.27	223511.43	561387.50
417	536+11.67	26.31' RT	848.25	223516.43	561387.50
418	536+16.67	26.24' RT	848.59	223521.43	561387.52
419	536+21.68	26.74' RT	848.91	223526.43	561388.12
420	535+99.96	51.54' RT	849.10	223504.23	561412.49
421	536+03.81	51.47' RT	849.12	223508.08	561412.49
422	536+03.53	41.47' RT	848.55	223507.99	561402.49
423	536+03.37	36.47' RT	848.47	223507.94	561397.49
424	536+04.29	32.49' RT	848.49	223508.94	561393.53
425	536+06.76	31.41' RT	848.35	223511.43	561392.50
426	536+11.76	31.31' RT	848.27	223516.43	561392.50
427	536+16.76	31.24' RT	848.96	223521.43	561392.52
428	536+21.76	31.16' RT	849.30	223526.43	561392.55
429	536+26.76	31.07' RT	849.43	223531.43	561392.55
430	536+26.69	27.23' RT	849.23	223531.43	561388.72

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 19	E

WEST JOHN SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
500	535+28.77	16.73' LT	846.91	223433.28	561343.54
501	535+39.21	18.93' LT	847.06	223444.88	561340.84
502	535+47.13	24.94' LT	847.19	223452.92	561334.99
503	535+52.40	33.37' LT	847.32	223458.36	561326.66
504	535+54.33	43.39' LT	847.45	223460.48	561316.68
505	535+28.86	19.23' LT	847.33	223433.26	561341.04
506	535+37.00	20.28' LT	846.94	223441.34	561339.60
507	535+40.56	22.59' LT	847.02	223446.31	561337.20
508	535+42.90	24.34' LT	847.31	223448.68	561335.50
509	535+43.96	25.28' LT	847.33	223449.76	561334.58
510	535+45.98	27.41' LT	847.12	223451.81	561332.49
511	535+49.29	32.50' LT	847.21	223455.23	561327.46

WEST JOHN SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
512	535+51.83	43.37' LT	847.87	223457.98	561316.64
513	535+37.08	22.60' LT	846.96	223441.31	561337.28
514	535+45.84	32.41' LT	847.22	223451.78	561327.49
515	535+37.22	27.31' LT	847.19	223441.23	561332.57
516	535+40.39	27.26' LT	847.27	223446.23	561332.53
517	535+40.21	32.26' LT	847.34	223446.15	561327.53
518	535+37.38	32.31' LT	847.27	223441.15	561327.57
519	535+27.27	28.90' LT	847.54	223431.21	561331.46
520	535+27.39	32.90' LT	847.67	223431.15	561327.45
521	535+37.57	42.31' LT	847.67	223440.87	561317.57
522	535+39.13	42.22' LT	847.84	223444.79	561317.54

WEST JOHN NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
600	535+88.43	49.29' LT	847.65	223494.69	561311.45
601	535+88.54	39.03' LT	847.61	223494.60	561321.72
602	535+88.67	34.37' LT	847.70	223494.63	561326.38
603	535+89.63	29.92' LT	847.97	223495.51	561330.84
604	535+93.72	23.04' LT	848.09	223499.46	561337.80
605	536+00.55	18.24' LT	848.25	223506.20	561342.73
606	536+10.40	16.71' LT	848.37	223516.02	561344.46
607	536+17.94	16.62' LT	848.54	223523.55	561344.70
608	535+90.55	49.37' LT	848.09	223496.81	561311.42
609	535+91.33	33.28' LT	848.21	223497.28	561327.52
610	535+92.12	30.37' LT	847.91	223498.01	561330.44
611	535+94.99	25.38' LT	847.99	223500.78	561335.49
612	535+98.55	22.15' LT	848.35	223504.28	561338.79
613	535+99.57	21.52' LT	848.37	223505.28	561339.44
614	536+02.36	20.22' LT	848.19	223508.05	561340.79

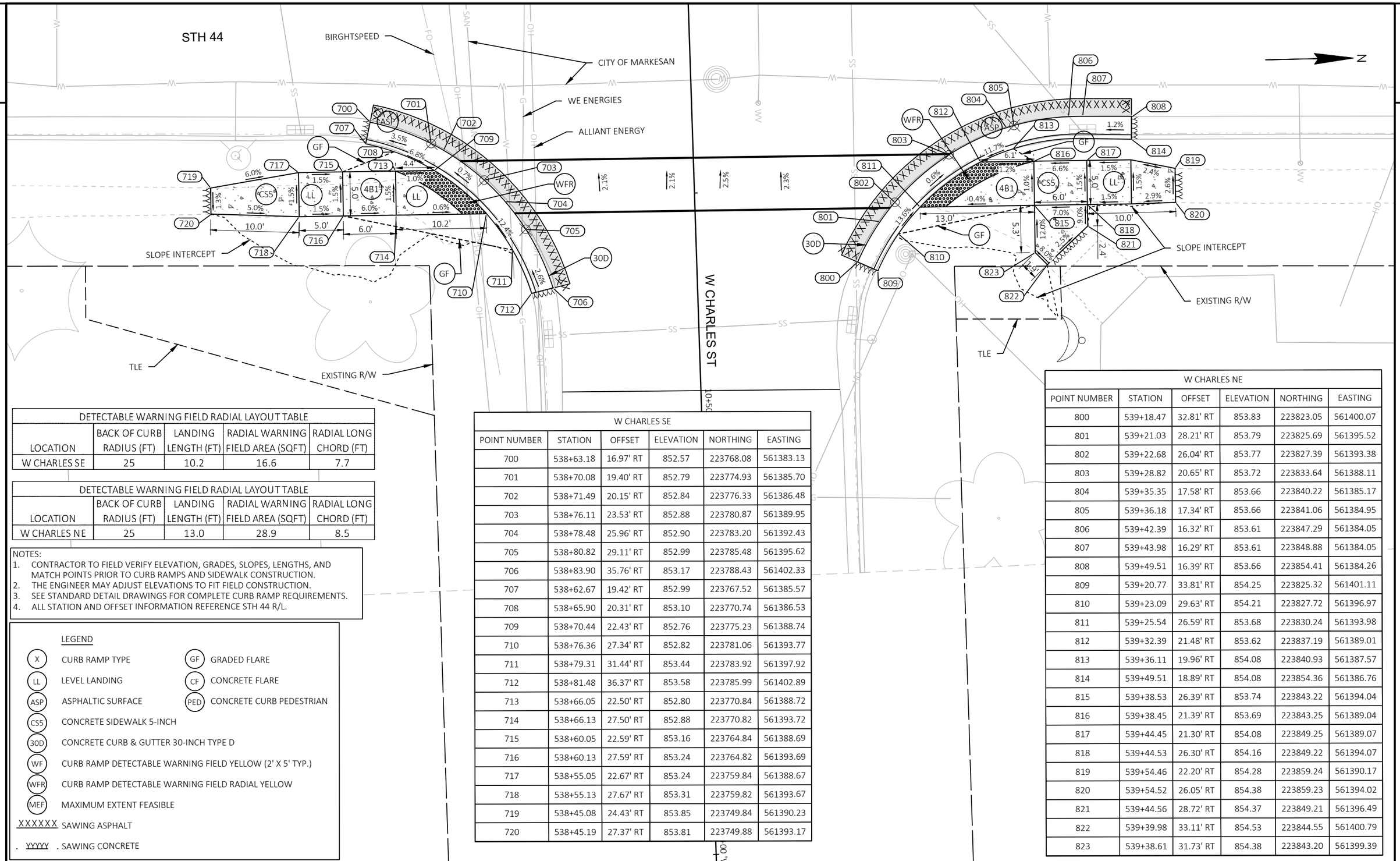
WEST JOHN NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
615	536+07.39	19.25' LT	848.26	223513.05	561341.86
616	536+17.97	19.12' LT	848.96	223523.63	561342.21
617	535+94.99	30.38' LT	847.97	223500.87	561330.49
618	536+07.36	20.36' LT	848.26	223513.05	561340.75
619	535+97.08	30.38' LT	848.09	223502.96	561330.53
620	535+97.21	25.38' LT	848.11	223503.00	561335.53
621	536+02.22	25.39' LT	848.21	223508.00	561335.62
622	536+07.22	25.40' LT	848.26	223513.01	561335.71
623	536+07.08	30.40' LT	848.29	223512.97	561330.71
624	536+02.08	30.39' LT	848.19	223507.97	561330.62
625	535+96.73	40.38' LT	848.53	223502.81	561320.52
626	536+00.67	40.52' LT	848.60	223506.76	561320.47
627	536+17.12	28.93' LT	848.70	223522.98	561332.38
628	536+17.23	25.24' LT	848.64	223523.01	561336.07

EXISTING R/W
TLE
WE ENERGIES
SIGN TO REMAIN
MEF
PEDESTALS TO REMAIN
3-INCH CURB HEIGHT
BRIGHTSPEED
SPECTRUM
ALLIANT ENERGY
CITY OF MARKESAN
W JOHN ST
9+50 WJW
STH 44
536+00
SLOPE INTERCEPT
EXISTING R/W
N

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.

LEGEND
- X — CURB RAMP TYPE
- LL — LEVEL LANDING
- ASP — ASPHALTIC SURFACE
- CS5 — CONCRETE SIDEWALK 5-INCH
- 30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- WF — CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA (2' X 5' TYP.)
- WFR — CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA
- GF — GRADED FLARE
- CF — CONCRETE FLARE
- PED — CONCRETE CURB PEDESTRIAN
- MEF — MAXIMUM EXTENT FEASIBLE
- XXXXXX — SAWING ASPHALT
- YYYYY — SAWING CONCRETE

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 20	E



DETECTABLE WARNING FIELD RADIAL LAYOUT TABLE				
LOCATION	BACK OF CURB RADIUS (FT)	LANDING LENGTH (FT)	RADIAL WARNING FIELD AREA (SQFT)	RADIAL LONG CHORD (FT)
W CHARLES SE	25	10.2	16.6	7.7

DETECTABLE WARNING FIELD RADIAL LAYOUT TABLE				
LOCATION	BACK OF CURB RADIUS (FT)	LANDING LENGTH (FT)	RADIAL WARNING FIELD AREA (SQFT)	RADIAL LONG CHORD (FT)
W CHARLES NE	25	13.0	28.9	8.5

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.

LEGEND

X	CURB RAMP TYPE	GF	GRADED FLARE
LL	LEVEL LANDING	CF	CONCRETE FLARE
ASP	ASPHALTIC SURFACE	PED	CONCRETE CURB PEDESTRIAN
CS5	CONCRETE SIDEWALK 5-INCH		
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D		
WF	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)		
WFR	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW		
MEF	MAXIMUM EXTENT FEASIBLE		
XXXXXX	SAWING ASPHALT		
YYYYY	SAWING CONCRETE		

W CHARLES SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
700	538+63.18	16.97' RT	852.57	223768.08	561383.13
701	538+70.08	19.40' RT	852.79	223774.93	561385.70
702	538+71.49	20.15' RT	852.84	223776.33	561386.48
703	538+76.11	23.53' RT	852.88	223780.87	561389.95
704	538+78.48	25.96' RT	852.90	223783.20	561392.43
705	538+80.82	29.11' RT	852.99	223785.48	561395.62
706	538+83.90	35.76' RT	853.17	223788.43	561402.33
707	538+62.67	19.42' RT	852.99	223767.52	561385.57
708	538+65.90	20.31' RT	853.10	223770.74	561386.53
709	538+70.44	22.43' RT	852.76	223775.23	561388.74
710	538+76.36	27.34' RT	852.82	223781.06	561393.77
711	538+79.31	31.44' RT	853.44	223783.92	561397.92
712	538+81.48	36.37' RT	853.58	223785.99	561402.89
713	538+66.05	22.50' RT	852.80	223770.84	561388.72
714	538+66.13	27.50' RT	852.88	223770.82	561393.72
715	538+60.05	22.59' RT	853.16	223764.84	561388.69
716	538+60.13	27.59' RT	853.24	223764.82	561393.69
717	538+55.05	22.67' RT	853.24	223759.84	561388.67
718	538+55.13	27.67' RT	853.31	223759.82	561393.67
719	538+45.08	24.43' RT	853.85	223749.84	561390.23
720	538+45.19	27.37' RT	853.81	223749.88	561393.17

W CHARLES NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
800	539+18.47	32.81' RT	853.83	223823.05	561400.07
801	539+21.03	28.21' RT	853.79	223825.69	561395.52
802	539+22.68	26.04' RT	853.77	223827.39	561393.38
803	539+28.82	20.65' RT	853.72	223833.64	561388.11
804	539+35.35	17.58' RT	853.66	223840.22	561385.17
805	539+36.18	17.34' RT	853.66	223841.06	561384.95
806	539+42.39	16.32' RT	853.61	223847.29	561384.05
807	539+43.98	16.29' RT	853.61	223848.88	561384.05
808	539+49.51	16.39' RT	853.66	223854.41	561384.26
809	539+20.77	33.81' RT	854.25	223825.32	561401.11
810	539+23.09	29.63' RT	854.21	223827.72	561396.97
811	539+25.54	26.59' RT	853.68	223830.24	561393.98
812	539+32.39	21.48' RT	853.62	223837.19	561389.01
813	539+36.11	19.96' RT	854.08	223840.93	561387.57
814	539+49.51	18.89' RT	854.08	223854.36	561386.76
815	539+38.53	26.39' RT	853.74	223843.22	561394.04
816	539+38.45	21.39' RT	853.69	223843.25	561389.04
817	539+44.45	21.30' RT	854.08	223849.25	561389.07
818	539+44.53	26.30' RT	854.16	223849.22	561394.07
819	539+54.46	22.20' RT	854.28	223859.24	561390.17
820	539+54.52	26.05' RT	854.38	223859.23	561394.02
821	539+44.56	28.72' RT	854.37	223849.21	561396.49
822	539+39.98	33.11' RT	854.53	223844.55	561400.79
823	539+38.61	31.73' RT	854.38	223843.20	561399.39

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 21	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 03
PLOT DATE : 11/13/2024 9:10 AM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

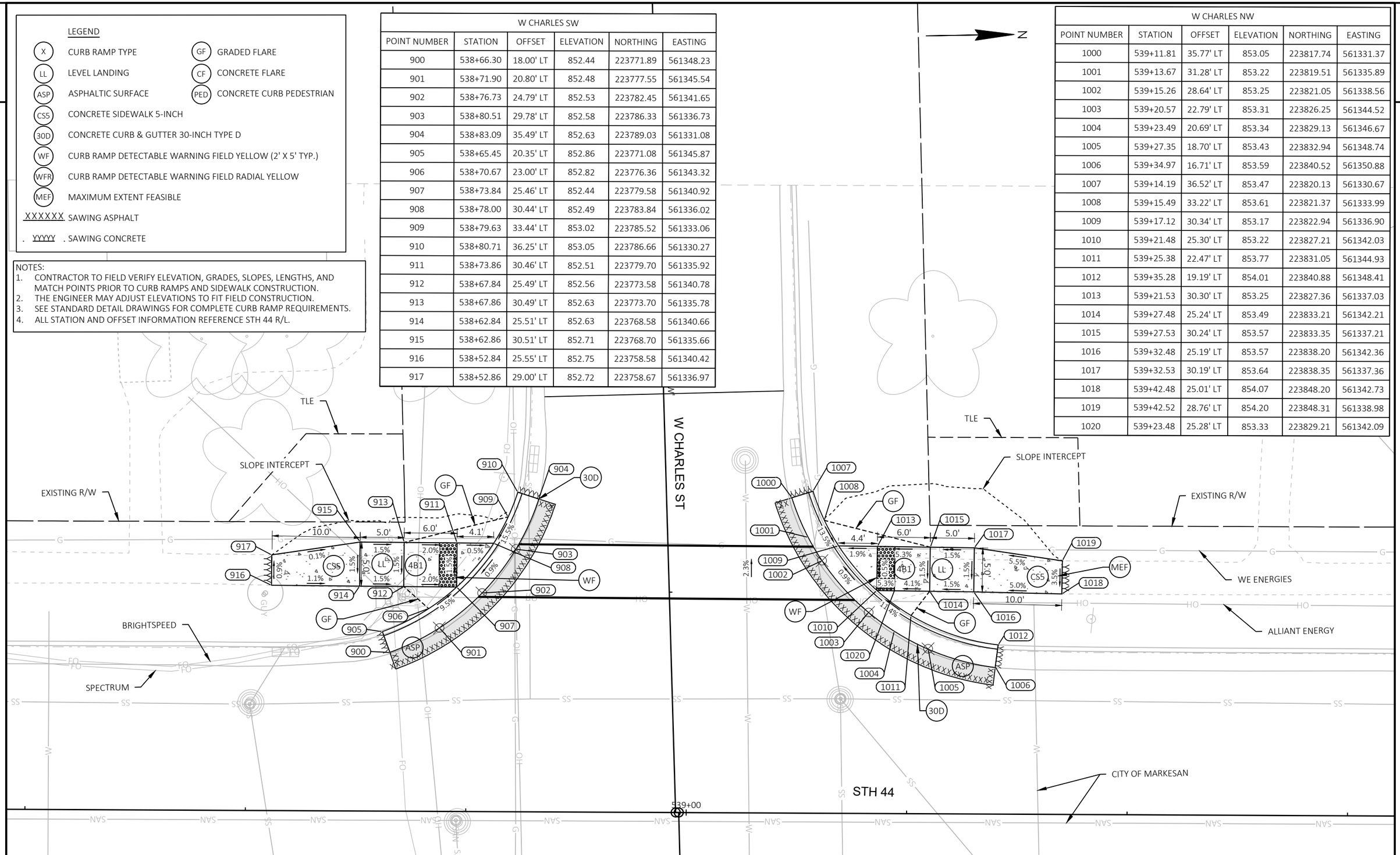
LEGEND

X	CURB RAMP TYPE
LL	LEVEL LANDING
ASP	ASPHALTIC SURFACE
CS5	CONCRETE SIDEWALK 5-INCH
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WF	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)
WFR	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE
XXXXXX	SAWING ASPHALT
YYYYY	SAWING CONCRETE
GF	GRADED FLARE
CF	CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.

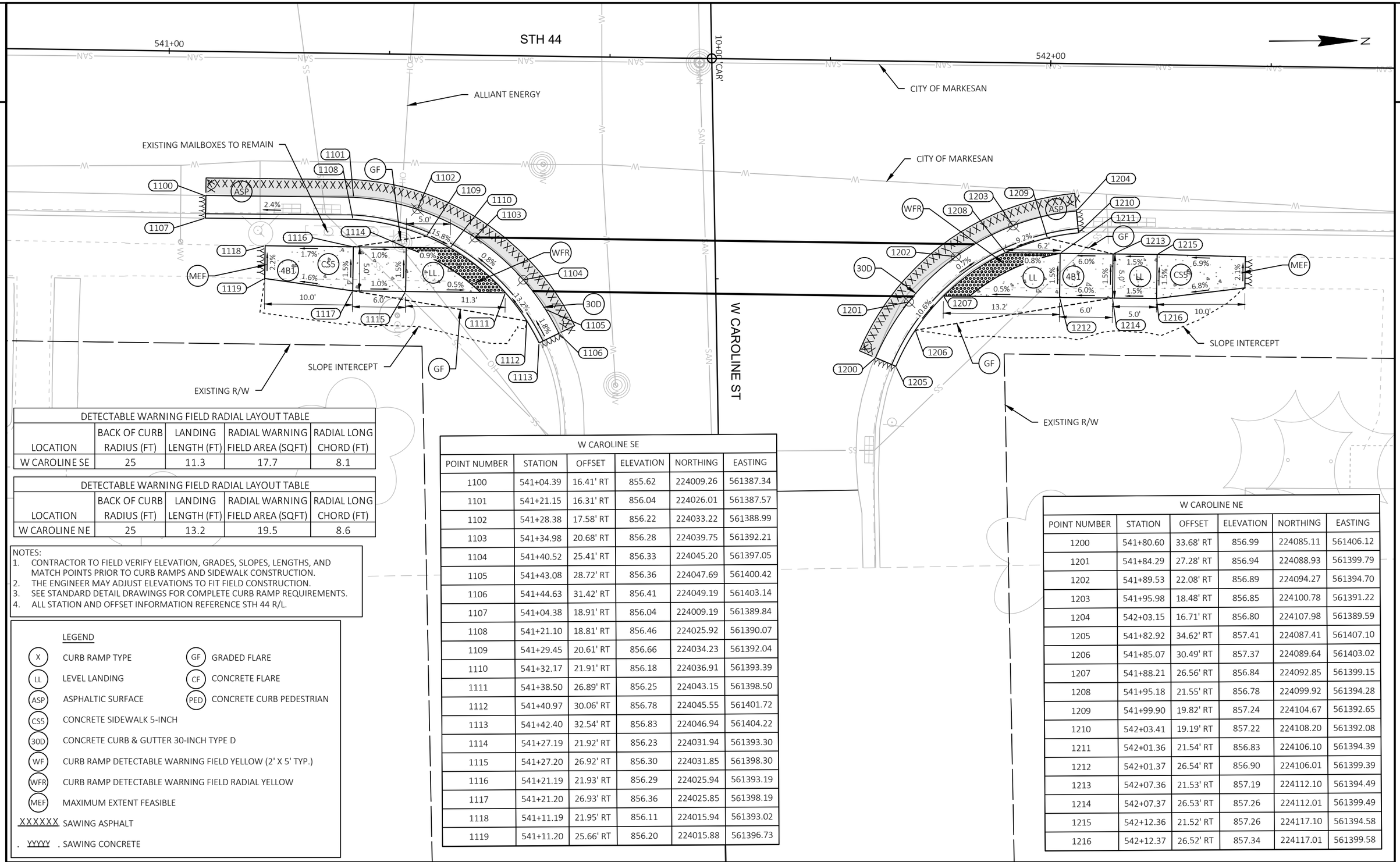
W CHARLES SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
900	538+66.30	18.00' LT	852.44	223771.89	561348.23
901	538+71.90	20.80' LT	852.48	223777.55	561345.54
902	538+76.73	24.79' LT	852.53	223782.45	561341.65
903	538+80.51	29.78' LT	852.58	223786.33	561336.73
904	538+83.09	35.49' LT	852.63	223789.03	561331.08
905	538+65.45	20.35' LT	852.86	223771.08	561345.87
906	538+70.67	23.00' LT	852.82	223776.36	561343.32
907	538+73.84	25.46' LT	852.44	223779.58	561340.92
908	538+78.00	30.44' LT	852.49	223783.84	561336.02
909	538+79.63	33.44' LT	853.02	223785.52	561333.06
910	538+80.71	36.25' LT	853.05	223786.66	561330.27
911	538+73.86	30.46' LT	852.51	223779.70	561335.92
912	538+67.84	25.49' LT	852.56	223773.58	561340.78
913	538+67.86	30.49' LT	852.63	223773.70	561335.78
914	538+62.84	25.51' LT	852.63	223768.58	561340.66
915	538+62.86	30.51' LT	852.71	223768.70	561335.66
916	538+52.84	25.55' LT	852.75	223758.58	561340.42
917	538+52.86	29.00' LT	852.72	223758.67	561336.97

W CHARLES NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1000	539+11.81	35.77' LT	853.05	223817.74	561331.37
1001	539+13.67	31.28' LT	853.22	223819.51	561335.89
1002	539+15.26	28.64' LT	853.25	223821.05	561338.56
1003	539+20.57	22.79' LT	853.31	223826.25	561344.52
1004	539+23.49	20.69' LT	853.34	223829.13	561346.67
1005	539+27.35	18.70' LT	853.43	223832.94	561348.74
1006	539+34.97	16.71' LT	853.59	223840.52	561350.88
1007	539+14.19	36.52' LT	853.47	223820.13	561330.67
1008	539+15.49	33.22' LT	853.61	223821.37	561333.99
1009	539+17.12	30.34' LT	853.17	223822.94	561336.90
1010	539+21.48	25.30' LT	853.22	223827.21	561342.03
1011	539+25.38	22.47' LT	853.77	223831.05	561344.93
1012	539+35.28	19.19' LT	854.01	223840.88	561348.41
1013	539+21.53	30.30' LT	853.25	223827.36	561337.03
1014	539+27.48	25.24' LT	853.49	223833.21	561342.21
1015	539+27.53	30.24' LT	853.57	223833.35	561337.21
1016	539+32.48	25.19' LT	853.57	223838.20	561342.36
1017	539+32.53	30.19' LT	853.64	223838.35	561337.36
1018	539+42.48	25.01' LT	854.07	223848.20	561342.73
1019	539+42.52	28.76' LT	854.20	223848.31	561338.98
1020	539+23.48	25.28' LT	853.33	223829.21	561342.09



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 22	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 04
PLOT DATE : 11/13/2024 9:10 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



DETECTABLE WARNING FIELD RADIAL LAYOUT TABLE				
LOCATION	BACK OF CURB RADIUS (FT)	LANDING LENGTH (FT)	RADIAL WARNING FIELD AREA (SQFT)	RADIAL LONG CHORD (FT)
W CAROLINE SE	25	11.3	17.7	8.1

DETECTABLE WARNING FIELD RADIAL LAYOUT TABLE				
LOCATION	BACK OF CURB RADIUS (FT)	LANDING LENGTH (FT)	RADIAL WARNING FIELD AREA (SQFT)	RADIAL LONG CHORD (FT)
W CAROLINE NE	25	13.2	19.5	8.6

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.

LEGEND

(X)	CURB RAMP TYPE
(LL)	LEVEL LANDING
(ASP)	ASPHALTIC SURFACE
(CS5)	CONCRETE SIDEWALK 5-INCH
(30D)	CONCRETE CURB & GUTTER 30-INCH TYPE D
(WF)	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)
(WFR)	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
(MEF)	MAXIMUM EXTENT FEASIBLE
XXXXXX	SAWING ASPHALT
YYYYY	SAWING CONCRETE
(GF)	GRADED FLARE
(CF)	CONCRETE FLARE
(PED)	CONCRETE CURB PEDESTRIAN

W CAROLINE SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1100	541+04.39	16.41' RT	855.62	224009.26	561387.34
1101	541+21.15	16.31' RT	856.04	224026.01	561387.57
1102	541+28.38	17.58' RT	856.22	224033.22	561388.99
1103	541+34.98	20.68' RT	856.28	224039.75	561392.21
1104	541+40.52	25.41' RT	856.33	224045.20	561397.05
1105	541+43.08	28.72' RT	856.36	224047.69	561400.42
1106	541+44.63	31.42' RT	856.41	224049.19	561403.14
1107	541+04.38	18.91' RT	856.04	224009.19	561389.84
1108	541+21.10	18.81' RT	856.46	224025.92	561390.07
1109	541+29.45	20.61' RT	856.66	224034.23	561392.04
1110	541+32.17	21.91' RT	856.18	224036.91	561393.39
1111	541+38.50	26.89' RT	856.25	224043.15	561398.50
1112	541+40.97	30.06' RT	856.78	224045.55	561401.72
1113	541+42.40	32.54' RT	856.83	224046.94	561404.22
1114	541+27.19	21.92' RT	856.23	224031.94	561393.30
1115	541+27.20	26.92' RT	856.30	224031.85	561398.30
1116	541+21.19	21.93' RT	856.29	224025.94	561393.19
1117	541+21.20	26.93' RT	856.36	224025.85	561398.19
1118	541+11.19	21.95' RT	856.11	224015.94	561393.02
1119	541+11.20	25.66' RT	856.20	224015.88	561396.73

W CAROLINE NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1200	541+80.60	33.68' RT	856.99	224085.11	561406.12
1201	541+84.29	27.28' RT	856.94	224088.93	561399.79
1202	541+89.53	22.08' RT	856.89	224094.27	561394.70
1203	541+95.98	18.48' RT	856.85	224100.78	561391.22
1204	542+03.15	16.71' RT	856.80	224107.98	561389.59
1205	541+82.92	34.62' RT	857.41	224087.41	561407.10
1206	541+85.07	30.49' RT	857.37	224089.64	561403.02
1207	541+88.21	26.56' RT	856.84	224092.85	561399.15
1208	541+95.18	21.55' RT	856.78	224099.92	561394.28
1209	541+99.90	19.82' RT	857.24	224104.67	561392.65
1210	542+03.41	19.19' RT	857.22	224108.20	561392.08
1211	542+01.36	21.54' RT	856.83	224106.10	561394.39
1212	542+01.37	26.54' RT	856.90	224106.01	561399.39
1213	542+07.36	21.53' RT	857.19	224112.10	561394.49
1214	542+07.37	26.53' RT	857.26	224112.01	561399.49
1215	542+12.36	21.52' RT	857.26	224117.10	561394.58
1216	542+12.37	26.52' RT	857.34	224117.01	561399.58

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 23	E

2

LEGEND

X	CURB RAMP TYPE
LL	LEVEL LANDING
ASP	ASPHALTIC SURFACE
CS5	CONCRETE SIDEWALK 5-INCH
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WF	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)
WFR	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE
XXXXXX	SAWING ASPHALT
YYYYY	SAWING CONCRETE
GF	GRADED FLARE
CF	CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.

W CAROLINE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1300	541+28.22	18.35' LT	855.93	224033.77	561353.06
1301	541+32.79	20.84' LT	856.04	224038.39	561350.66
1302	541+36.84	24.13' LT	855.89	224042.49	561347.46
1303	541+40.17	28.13' LT	856.16	224045.91	561343.52
1304	541+44.21	48.73' LT	856.40	224050.36	561323.01
1305	541+27.24	20.66' LT	856.39	224032.84	561350.74
1306	541+30.40	22.27' LT	856.44	224036.03	561349.19
1307	541+32.88	23.97' LT	855.98	224038.54	561347.53
1308	541+37.70	28.95' LT	856.07	224043.45	561342.65
1309	541+39.79	32.37' LT	856.62	224045.61	561339.27
1310	541+42.01	48.68' LT	856.83	224048.15	561323.01
1311	541+32.90	28.97' LT	856.08	224038.66	561342.54
1312	541+26.88	24.00' LT	856.15	224032.54	561347.39
1313	541+26.90	29.00' LT	856.23	224032.66	561342.39
1314	541+21.88	24.02' LT	856.23	224027.54	561347.27
1315	541+21.90	29.02' LT	856.30	224027.66	561342.27
1316	541+11.88	24.06' LT	856.44	224017.54	561347.03
1317	541+11.90	28.03' LT	856.50	224017.64	561343.06
1318	541+30.90	28.98' LT	856.14	224036.66	561342.49

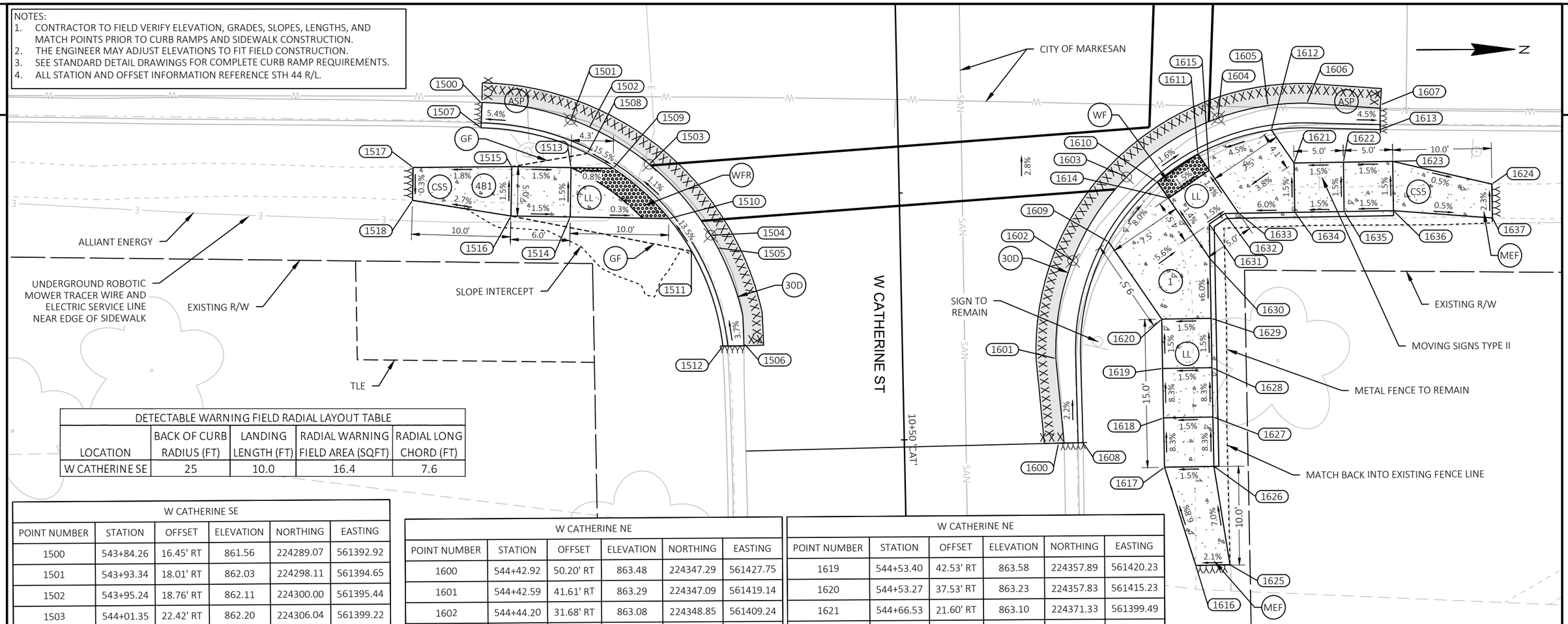
W CAROLINE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1400	541+77.60	34.23' LT	856.81	224083.45	561338.16
1401	541+81.45	27.37' LT	856.98	224087.16	561345.10
1402	541+81.80	26.91' LT	857.00	224087.51	561345.56
1403	541+86.95	21.96' LT	857.05	224092.56	561350.61
1404	541+91.29	19.34' LT	857.10	224096.85	561353.32
1405	541+93.84	18.26' LT	857.15	224099.37	561354.45
1406	542+01.44	16.66' LT	857.31	224106.94	561356.20
1407	541+79.93	35.13' LT	857.23	224085.80	561337.31
1408	541+81.37	32.05' LT	857.31	224087.17	561340.42
1409	541+84.22	27.91' LT	856.92	224089.94	561344.61
1410	541+90.07	22.86' LT	856.99	224095.70	561349.77
1411	541+94.59	20.65' LT	857.57	224100.16	561352.07
1412	542+01.61	19.15' LT	857.73	224107.16	561353.71
1413	541+94.52	22.83' LT	857.01	224100.14	561349.90
1414	541+94.56	27.83' LT	857.09	224100.28	561344.90
1415	542+00.52	22.78' LT	857.26	224106.13	561350.06
1416	542+00.56	27.78' LT	857.33	224106.27	561345.07
1417	542+10.52	23.89' LT	857.76	224116.16	561349.15
1418	542+10.56	27.73' LT	857.79	224116.27	561345.31

DETECTABLE WARNING FIELD RADIAL LAYOUT TABLE				
LOCATION	BACK OF CURB RADIUS (FT)	LANDING LENGTH (FT)	RADIAL WARNING FIELD AREA (SQFT)	RADIAL LONG CHORD (FT)
W CAROLINE NW	25	10.3	16.7	7.7

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 24	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 06
PLOT DATE : 11/13/2024 9:10 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.



DETECTABLE WARNING FIELD RADIAL LAYOUT TABLE

LOCATION	BACK OF CURB RADIUS (FT)	LANDING LENGTH (FT)	RADIAL WARNING FIELD AREA (SQFT)	RADIAL LONG CHORD (FT)
W CATHERINE SE	25	10.0	16.4	7.6

W CATHERINE SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1500	543+84.26	16.45' RT	861.56	224289.07	561392.92
1501	543+93.34	18.01' RT	862.03	224298.11	561394.65
1502	543+95.24	18.76' RT	862.11	224300.00	561395.44
1503	544+01.35	22.42' RT	862.20	224306.04	561399.22
1504	544+07.67	29.52' RT	862.29	224312.22	561406.45
1505	544+08.41	30.79' RT	0.00	224312.93	561407.73
1506	544+11.19	40.44' RT	862.64	224315.51	561417.44
1507	543+84.26	18.95' RT	861.98	224289.02	561395.42
1508	543+95.07	21.41' RT	862.56	224299.78	561398.09
1509	543+97.70	22.87' RT	862.09	224302.38	561399.60
1510	544+03.41	27.88' RT	862.17	224307.99	561404.73
1511	544+05.74	31.15' RT	862.71	224310.25	561408.04
1512	544+09.05	40.72' RT	863.08	224313.38	561417.67
1513	543+93.43	22.86' RT	862.12	224298.11	561399.51
1514	543+93.42	27.86' RT	862.20	224298.00	561404.50
1515	543+87.43	22.84' RT	862.21	224292.11	561399.37
1516	543+87.42	27.84' RT	862.29	224292.00	561404.37
1517	543+77.43	23.05' RT	862.03	224282.11	561399.38
1518	543+77.44	26.39' RT	862.02	224282.06	561402.72

W CATHERINE NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1600	544+42.92	50.20' RT	863.48	224347.29	561427.75
1601	544+42.59	41.61' RT	863.29	224347.09	561419.14
1602	544+44.20	31.68' RT	863.08	224348.85	561409.24
1603	544+49.58	23.15' RT	862.92	224354.36	561400.80
1604	544+58.79	17.11' RT	862.76	224363.66	561394.89
1605	544+63.83	15.80' RT	862.67	224368.71	561393.66
1606	544+67.78	15.52' RT	862.50	224372.67	561393.44
1607	544+75.24	15.64' RT	862.17	224380.13	561393.66
1608	544+45.42	50.11' RT	863.90	224349.79	561427.69
1609	544+47.81	29.74' RT	863.44	224352.49	561407.36
1610	544+52.69	23.63' RT	862.81	224357.47	561401.32
1611	544+56.79	20.77' RT	862.73	224361.60	561398.52
1612	544+64.20	18.27' RT	863.09	224369.05	561396.14
1613	544+75.20	18.14' RT	862.59	224380.05	561396.16
1614	544+53.84	25.27' RT	862.83	224358.59	561402.98
1615	544+57.94	22.41' RT	862.76	224362.73	561400.17
1616	544+56.93	62.44' RT	864.85	224361.13	561440.19
1617	544+53.68	52.53' RT	864.31	224358.02	561430.23
1618	544+53.54	47.53' RT	863.94	224357.96	561425.23

W CATHERINE NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1619	544+53.40	42.53' RT	863.58	224357.89	561420.23
1620	544+53.27	37.53' RT	863.23	224357.83	561415.23
1621	544+66.53	21.60' RT	863.10	224371.33	561399.49
1622	544+71.52	21.47' RT	863.18	224376.33	561399.44
1623	544+76.52	21.35' RT	863.25	224381.33	561399.39
1624	544+86.58	23.55' RT	863.20	224391.35	561401.75
1625	544+60.40	62.34' RT	864.92	224364.59	561440.14
1626	544+58.68	52.39' RT	864.38	224363.02	561430.16
1627	544+58.54	47.39' RT	864.02	224362.96	561425.16
1628	544+58.40	42.39' RT	863.66	224362.89	561420.16
1629	544+58.26	37.39' RT	863.31	224362.83	561415.16
1630	544+58.10	31.35' RT	862.94	224362.75	561409.12
1631	544+58.00	27.85' RT	862.89	224362.71	561405.62
1632	544+59.55	26.77' RT	862.86	224364.27	561404.56
1633	544+60.97	26.74' RT	862.84	224365.69	561404.55
1634	544+66.65	26.60' RT	863.18	224371.38	561404.49
1635	544+71.65	26.47' RT	863.25	224376.38	561404.44
1636	544+76.65	26.35' RT	863.33	224381.38	561404.39
1637	544+86.69	26.98' RT	863.27	224391.38	561405.18

LEGEND

(X)	CURB RAMP TYPE
(LL)	LEVEL LANDING
(ASP)	ASPHALTIC SURFACE
(CS5)	CONCRETE SIDEWALK 5-INCH
(30D)	CONCRETE CURB & GUTTER 30-INCH TYPE D
(WF)	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)
(WFR)	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
(MEF)	MAXIMUM EXTENT FEASIBLE
XXXXXX	SAWING ASPHALT
YYYYY	SAWING CONCRETE
(GF)	GRADED FLARE
(CF)	CONCRETE FLARE
(PED)	CONCRETE CURB PEDESTRIAN

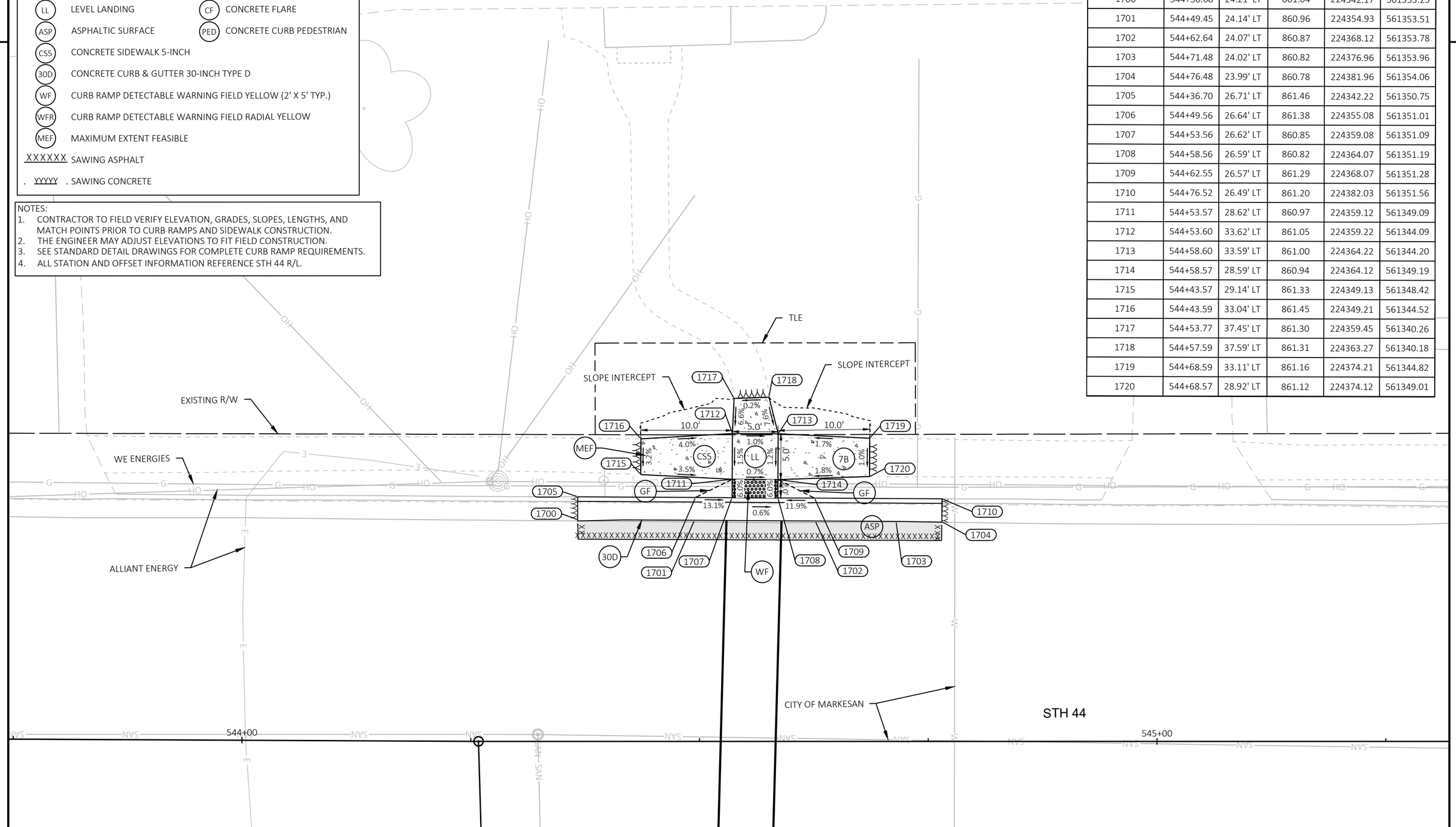
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 25	E

2

LEGEND

X — CURB RAMP TYPE	GF — GRADED FLARE
LL — LEVEL LANDING	CF — CONCRETE FLARE
ASP — ASPHALTIC SURFACE	PED — CONCRETE CURB PEDESTRIAN
CS5 — CONCRETE SIDEWALK 5-INCH	
30D — CONCRETE CURB & GUTTER 30-INCH TYPE D	
WF — CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)	
WFR — CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW	
MEF — MAXIMUM EXTENT FEASIBLE	
XXXXXX — SAWING ASPHALT	
YYYYY — SAWING CONCRETE	

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.



W CATHERINE W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1700	544+36.68	24.21' LT	861.04	224342.17	561353.25
1701	544+49.45	24.14' LT	860.96	224354.93	561353.51
1702	544+62.64	24.07' LT	860.87	224368.12	561353.78
1703	544+71.48	24.02' LT	860.82	224376.96	561353.96
1704	544+76.48	23.99' LT	860.78	224381.96	561354.06
1705	544+36.70	26.71' LT	861.46	224342.22	561350.75
1706	544+49.56	26.64' LT	861.38	224355.08	561351.01
1707	544+53.56	26.62' LT	860.85	224359.08	561351.09
1708	544+58.56	26.59' LT	860.82	224364.07	561351.19
1709	544+62.55	26.57' LT	861.29	224368.07	561351.28
1710	544+76.52	26.49' LT	861.20	224382.03	561351.56
1711	544+53.57	28.62' LT	860.97	224359.12	561349.09
1712	544+53.60	33.62' LT	861.05	224359.22	561344.09
1713	544+58.60	33.59' LT	861.00	224364.22	561344.20
1714	544+58.57	28.59' LT	860.94	224364.12	561349.19
1715	544+43.57	29.14' LT	861.33	224349.13	561348.42
1716	544+43.59	33.04' LT	861.45	224349.21	561344.52
1717	544+53.77	37.45' LT	861.30	224359.45	561340.26
1718	544+57.59	37.59' LT	861.31	224363.27	561340.18
1719	544+68.59	33.11' LT	861.16	224374.21	561344.82
1720	544+68.57	28.92' LT	861.12	224374.12	561349.01

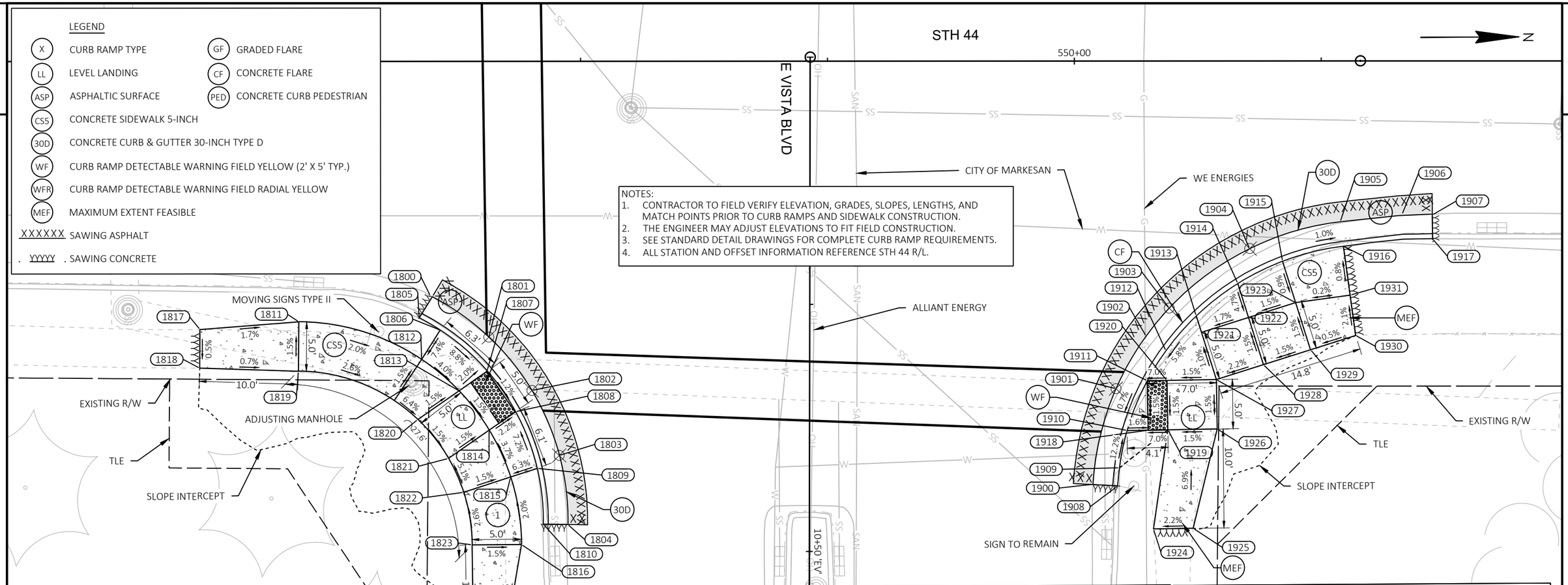
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PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 26	E

LEGEND

X	CURB RAMP TYPE
LL	LEVEL LANDING
ASP	ASPHALTIC SURFACE
CS5	CONCRETE SIDEWALK 5-INCH
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WF	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)
WFR	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE
XXXXXX	SAWING ASPHALT
YYYYY	SAWING CONCRETE
GF	GRADED FLARE
CF	CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.



E VISTA SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1800	549+34.77	23.72' RT	854.69	224839.71	561407.85
1801	549+40.68	27.91' RT	854.63	224845.60	561412.07
1802	549+45.04	33.29' RT	854.57	224849.92	561417.49
1803	549+47.81	39.87' RT	854.51	224852.66	561424.08
1804	549+48.68	46.85' RT	854.45	224853.49	561431.06
1805	549+33.64	25.95' RT	855.11	224838.57	561410.08
1806	549+35.77	27.18' RT	855.09	224840.69	561411.32
1807	549+40.49	31.37' RT	854.53	224845.39	561415.53
1808	549+43.39	35.44' RT	854.48	224848.26	561419.63
1809	549+45.58	41.18' RT	854.92	224850.42	561425.37
1810	549+46.18	46.81' RT	854.87	224850.99	561431.01
1811	549+21.44	26.34' RT	855.09	224826.37	561410.40
1812	549+33.88	30.16' RT	854.82	224838.78	561414.29

E VISTA SE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1813	549+37.66	33.33' RT	854.63	224842.55	561417.48
1814	549+40.71	37.30' RT	854.55	224845.57	561421.47
1815	549+42.88	42.05' RT	854.75	224847.71	561426.23
1816	549+43.99	48.88' RT	854.89	224848.78	561433.07
1817	549+11.44	27.12' RT	855.25	224816.36	561411.12
1818	549+11.42	31.02' RT	855.23	224816.31	561415.02
1819	549+21.40	31.34' RT	855.16	224826.30	561415.40
1820	549+33.49	36.23' RT	854.71	224838.36	561420.36
1821	549+36.59	40.16' RT	854.63	224841.44	561424.31
1822	549+38.12	43.59' RT	854.82	224842.95	561427.75
1823	549+38.99	48.92' RT	854.96	224843.78	561433.08
1824	549+39.12	58.92' RT	855.16	224843.86	561443.08
1825	549+42.28	58.89' RT	855.06	224847.02	561443.07

E VISTA NE

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1900	550+01.86	42.81' RT	854.52	224906.69	561427.33
1901	550+04.20	33.14' RT	854.59	224909.08	561417.67
1902	550+07.24	27.82' RT	854.63	224912.16	561412.37
1903	550+09.58	25.00' RT	854.60	224914.51	561409.56
1904	550+17.74	18.98' RT	854.50	224922.71	561403.59
1905	550+26.92	16.26' RT	854.41	224931.90	561400.92
1906	550+33.18	15.53' RT	854.34	224938.16	561400.23
1907	550+36.25	15.57' RT	854.31	224941.22	561400.29
1908	550+04.36	42.99' RT	854.94	224909.19	561427.52
1909	550+04.53	41.15' RT	854.95	224909.37	561425.68
1910	550+05.32	37.37' RT	854.48	224910.18	561421.91
1911	550+07.36	32.34' RT	854.53	224912.25	561416.89
1912	550+09.25	29.31' RT	854.77	224914.16	561413.87
1913	550+12.32	25.78' RT	855.00	224917.25	561410.36
1914	550+16.53	22.51' RT	854.95	224921.48	561407.11
1915	550+21.07	20.26' RT	854.89	224926.03	561404.88

E VISTA NE

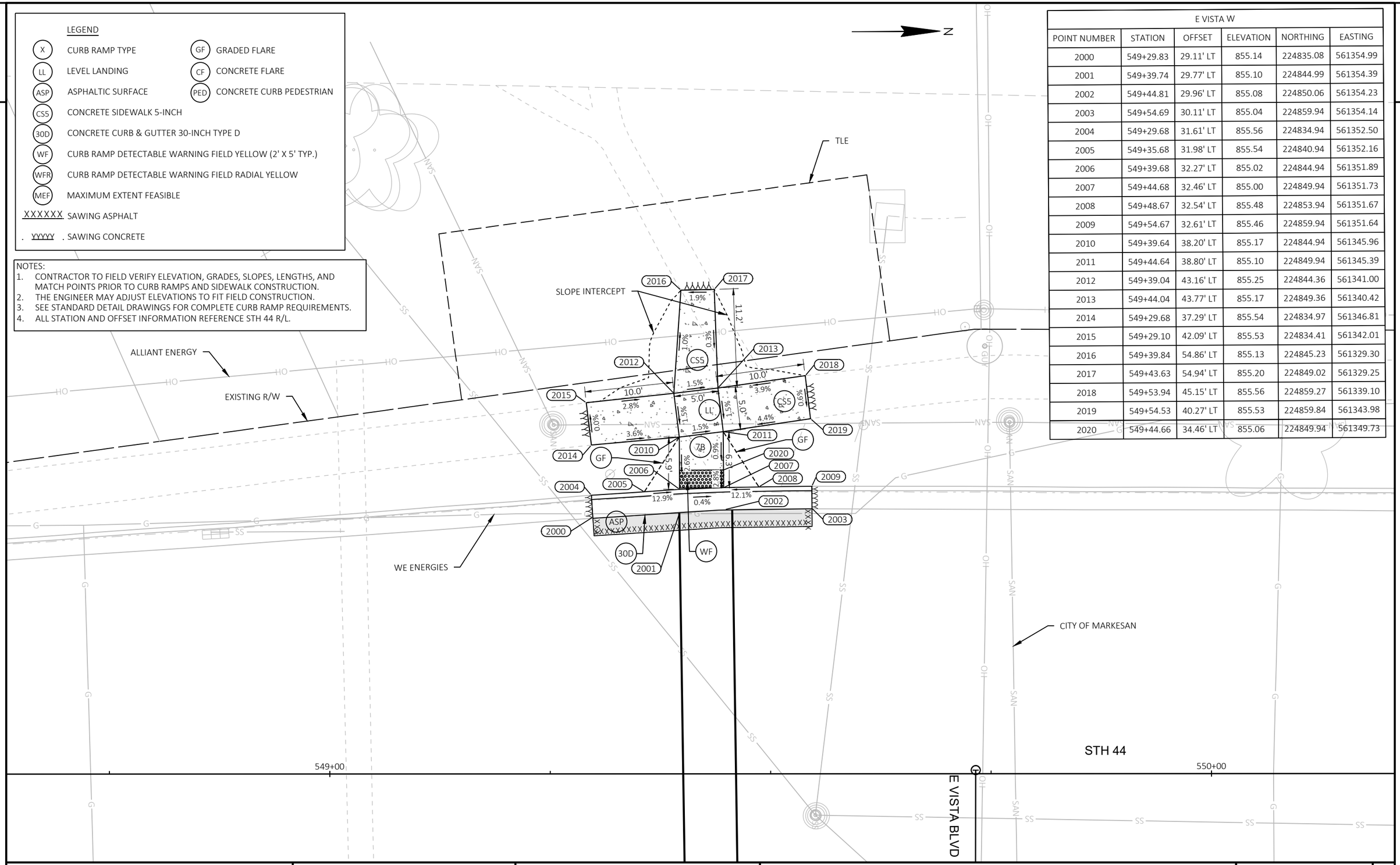
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1916	550+27.23	18.74' RT	854.83	224932.19	561403.40
1917	550+36.25	17.98' RT	854.73	224941.22	561402.70
1918	550+07.44	37.34' RT	854.45	224912.30	561421.89
1919	550+09.44	37.31' RT	854.59	224914.30	561421.87
1920	550+09.36	32.31' RT	854.67	224914.25	561416.87
1921	550+12.85	27.46' RT	854.69	224917.77	561412.04
1922	550+17.62	25.95' RT	854.78	224922.55	561410.56
1923	550+22.39	24.45' RT	854.85	224927.32	561409.08
1924	550+07.98	47.33' RT	855.23	224912.78	561431.88
1925	550+12.00	47.27' RT	855.32	224916.81	561431.84
1926	550+14.44	37.22' RT	854.67	224919.30	561421.81
1927	550+14.36	32.23' RT	854.74	224919.25	561416.81
1928	550+19.13	30.72' RT	854.85	224924.03	561415.34
1929	550+23.89	29.22' RT	854.93	224928.80	561413.86
1930	550+28.46	27.77' RT	854.95	224933.38	561412.44
1931	550+27.90	23.70' RT	854.86	224932.84	561408.37

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 27 E

LEGEND

X	CURB RAMP TYPE	GF	GRADED FLARE
LL	LEVEL LANDING	CF	CONCRETE FLARE
ASP	ASPHALTIC SURFACE	PED	CONCRETE CURB PEDESTRIAN
CS5	CONCRETE SIDEWALK 5-INCH		
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D		
WF	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)		
WFR	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW		
MEF	MAXIMUM EXTENT FEASIBLE		
XXXXXX	SAWING ASPHALT		
YYYYY	SAWING CONCRETE		

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.



E VISTA W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2000	549+29.83	29.11' LT	855.14	224835.08	561354.99
2001	549+39.74	29.77' LT	855.10	224844.99	561354.39
2002	549+44.81	29.96' LT	855.08	224850.06	561354.23
2003	549+54.69	30.11' LT	855.04	224859.94	561354.14
2004	549+29.68	31.61' LT	855.56	224834.94	561352.50
2005	549+35.68	31.98' LT	855.54	224840.94	561352.16
2006	549+39.68	32.27' LT	855.02	224844.94	561351.89
2007	549+44.68	32.46' LT	855.00	224849.94	561351.73
2008	549+48.67	32.54' LT	855.48	224853.94	561351.67
2009	549+54.67	32.61' LT	855.46	224859.94	561351.64
2010	549+39.64	38.20' LT	855.17	224844.94	561345.96
2011	549+44.64	38.80' LT	855.10	224849.94	561345.39
2012	549+39.04	43.16' LT	855.25	224844.36	561341.00
2013	549+44.04	43.77' LT	855.17	224849.36	561340.42
2014	549+29.68	37.29' LT	855.54	224834.97	561346.81
2015	549+29.10	42.09' LT	855.53	224834.41	561342.01
2016	549+39.84	54.86' LT	855.13	224845.23	561329.30
2017	549+43.63	54.94' LT	855.20	224849.02	561329.25
2018	549+53.94	45.15' LT	855.56	224859.27	561339.10
2019	549+54.53	40.27' LT	855.53	224859.84	561343.98
2020	549+44.66	34.46' LT	855.06	224849.94	561349.73

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 28	E

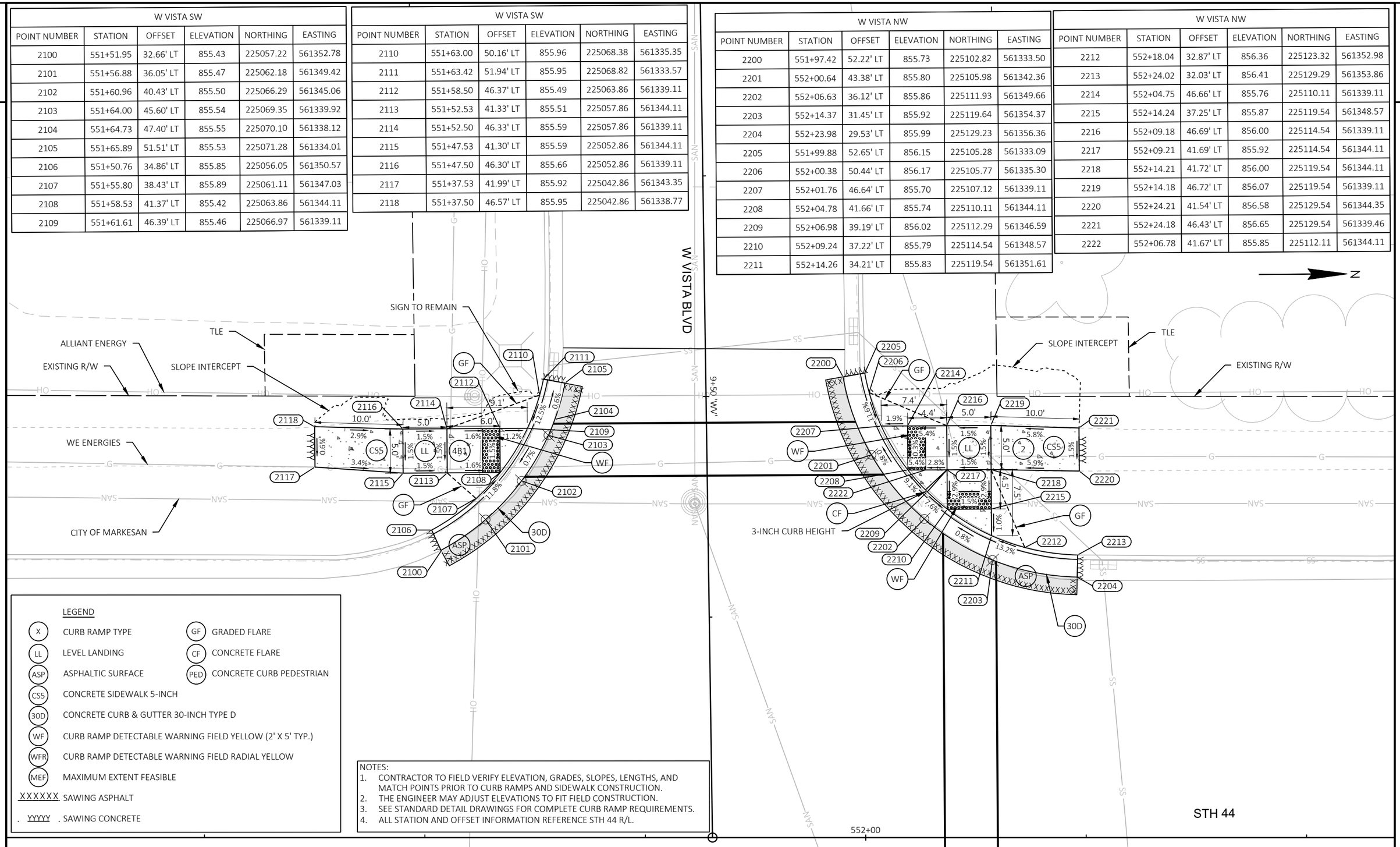
W VISTA SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2100	551+51.95	32.66' LT	855.43	225057.22	561352.78
2101	551+56.88	36.05' LT	855.47	225062.18	561349.42
2102	551+60.96	40.43' LT	855.50	225066.29	561345.06
2103	551+64.00	45.60' LT	855.54	225069.35	561339.92
2104	551+64.73	47.40' LT	855.55	225070.10	561338.12
2105	551+65.89	51.51' LT	855.53	225071.28	561334.01
2106	551+50.76	34.86' LT	855.85	225056.05	561350.57
2107	551+55.80	38.43' LT	855.89	225061.11	561347.03
2108	551+58.53	41.37' LT	855.42	225063.86	561344.11
2109	551+61.61	46.39' LT	855.46	225066.97	561339.11

W VISTA SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2110	551+63.00	50.16' LT	855.96	225068.38	561335.35
2111	551+63.42	51.94' LT	855.95	225068.82	561333.57
2112	551+58.50	46.37' LT	855.49	225063.86	561339.11
2113	551+52.53	41.33' LT	855.51	225057.86	561344.11
2114	551+52.50	46.33' LT	855.59	225057.86	561339.11
2115	551+47.53	41.30' LT	855.59	225052.86	561344.11
2116	551+47.50	46.30' LT	855.66	225052.86	561339.11
2117	551+37.53	41.99' LT	855.92	225042.86	561343.35
2118	551+37.50	46.57' LT	855.95	225042.86	561338.77

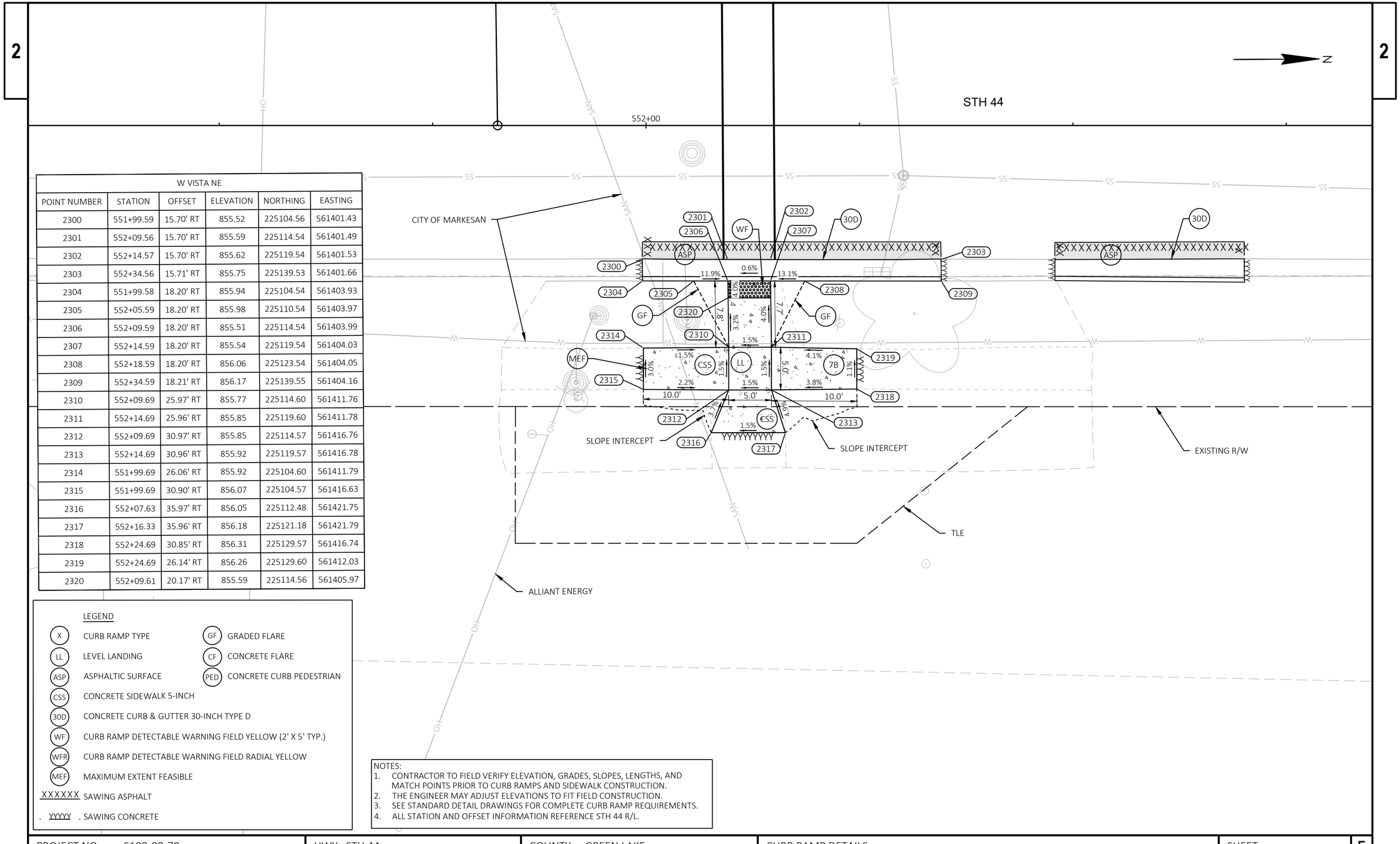
W VISTA NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2200	551+97.42	52.22' LT	855.73	225102.82	561333.50
2201	552+00.64	43.38' LT	855.80	225105.98	561342.36
2202	552+06.63	36.12' LT	855.86	225111.93	561349.66
2203	552+14.37	31.45' LT	855.92	225119.64	561354.37
2204	552+23.98	29.53' LT	855.99	225129.23	561356.36
2205	551+99.88	52.65' LT	856.15	225105.28	561333.09
2206	552+00.38	50.44' LT	856.17	225105.77	561335.30
2207	552+01.76	46.64' LT	855.70	225107.12	561339.11
2208	552+04.78	41.66' LT	855.74	225110.11	561344.11
2209	552+06.98	39.19' LT	856.02	225112.29	561346.59
2210	552+09.24	37.22' LT	855.79	225114.54	561348.57
2211	552+14.26	34.21' LT	855.83	225119.54	561351.61

W VISTA NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2212	552+18.04	32.87' LT	856.36	225123.32	561352.98
2213	552+24.02	32.03' LT	856.41	225129.29	561353.86
2214	552+04.75	46.66' LT	855.76	225110.11	561339.11
2215	552+14.24	37.25' LT	855.87	225119.54	561348.57
2216	552+09.18	46.69' LT	856.00	225114.54	561339.11
2217	552+09.21	41.69' LT	855.92	225114.54	561344.11
2218	552+14.21	41.72' LT	856.00	225119.54	561344.11
2219	552+14.18	46.72' LT	856.07	225119.54	561339.11
2220	552+24.21	41.54' LT	856.58	225129.54	561344.35
2221	552+24.18	46.43' LT	856.65	225129.54	561339.46
2222	552+06.78	41.67' LT	855.85	225112.11	561344.11

2



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.



W VISTA NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2300	551+99.59	15.70' RT	855.52	225104.56	561401.43
2301	552+09.56	15.70' RT	855.59	225114.54	561401.49
2302	552+14.57	15.70' RT	855.62	225119.54	561401.53
2303	552+34.56	15.71' RT	855.75	225139.53	561401.66
2304	551+99.58	18.20' RT	855.94	225104.54	561403.93
2305	552+05.59	18.20' RT	855.98	225110.54	561403.97
2306	552+09.59	18.20' RT	855.51	225114.54	561403.99
2307	552+14.59	18.20' RT	855.54	225119.54	561404.03
2308	552+18.59	18.20' RT	856.06	225123.54	561404.05
2309	552+34.59	18.21' RT	856.17	225139.55	561404.16
2310	552+09.69	25.97' RT	855.77	225114.60	561411.76
2311	552+14.69	25.96' RT	855.85	225119.60	561411.78
2312	552+09.69	30.97' RT	855.85	225114.57	561416.76
2313	552+14.69	30.96' RT	855.92	225119.57	561416.78
2314	551+99.69	26.06' RT	855.92	225104.60	561411.79
2315	551+99.69	30.90' RT	856.07	225104.57	561416.63
2316	552+07.63	35.97' RT	856.05	225112.48	561421.75
2317	552+16.33	35.96' RT	856.18	225121.18	561421.79
2318	552+24.69	30.85' RT	856.31	225129.57	561416.74
2319	552+24.69	26.14' RT	856.26	225129.60	561412.03
2320	552+09.61	20.17' RT	855.59	225114.56	561405.97

LEGEND

- (X) CURB RAMP TYPE
- (LL) LEVEL LANDING
- (ASP) ASPHALTIC SURFACE
- (CS5) CONCRETE SIDEWALK 5-INCH
- (30D) CONCRETE CURB & GUTTER 30-INCH TYPE D
- (WF) CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)
- (WFR) CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
- (MEF) MAXIMUM EXTENT FEASIBLE
- XXXXXX SAWING ASPHALT
- . YYYYY . SAWING CONCRETE
- (GF) GRADED FLARE
- (CF) CONCRETE FLARE
- (PED) CONCRETE CURB PEDESTRIAN

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 30	E

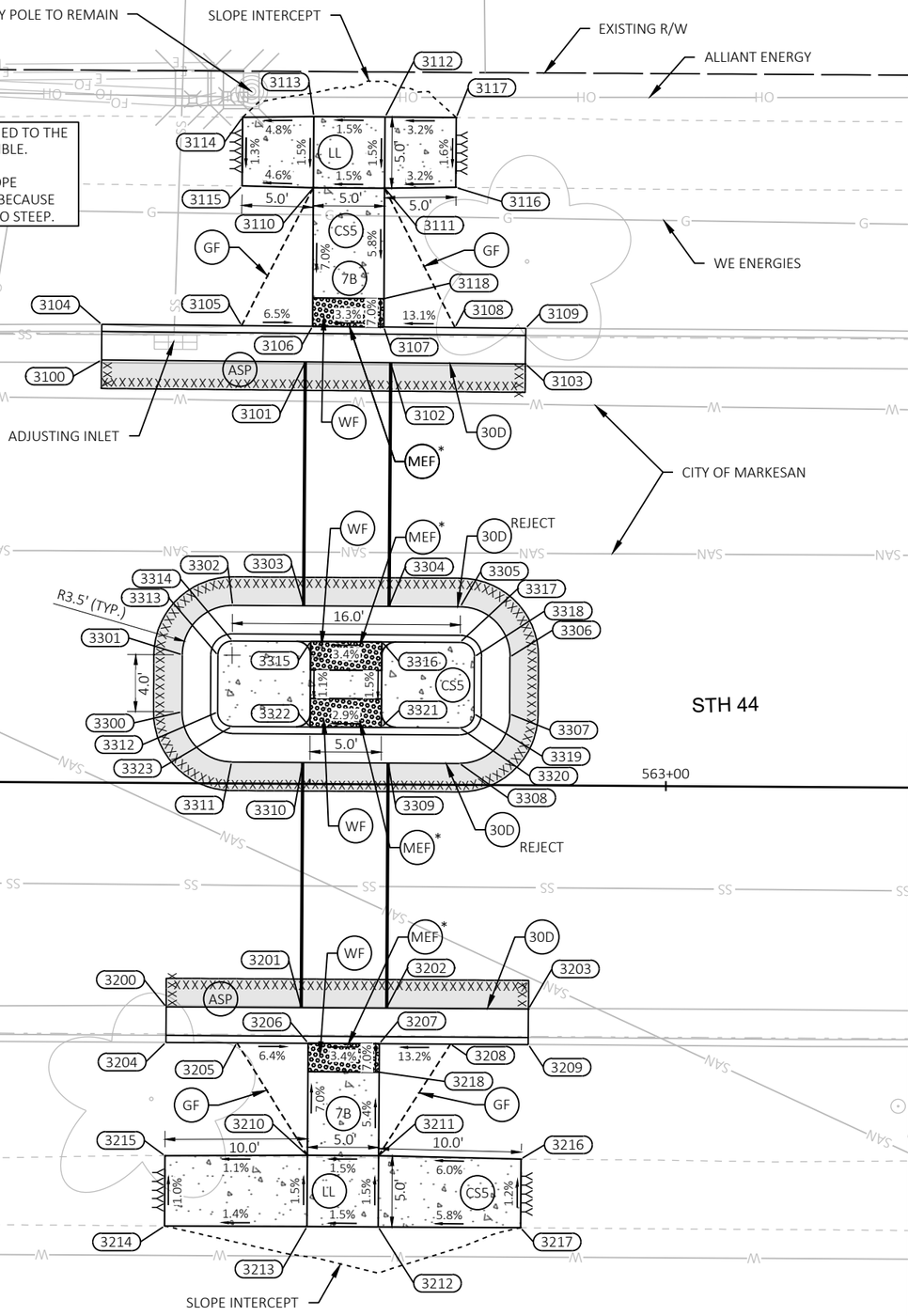
LEGEND

X	CURB RAMP TYPE	GF	GRADED FLARE
LL	LEVEL LANDING	CF	CONCRETE FLARE
ASP	ASPHALTIC SURFACE	PED	CONCRETE CURB PEDESTRIAN
CS5	CONCRETE SIDEWALK 5-INCH		
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D		
WF	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)		
WFR	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW		
MEF	MAXIMUM EXTENT FEASIBLE		
XXXXXX	SAWING ASPHALT		
YYYYY	SAWING CONCRETE		

*CURB RAMP WAS DESIGNED TO THE MAXIMUM EXTENT FEASIBLE.

REASON: RAMP CROSS SLOPE EXCEEDS THE 2.0% MAX BECAUSE ROADWAY PROFILE IS TOO STEEP.

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.



MIDBLOCK REFUGE ISLAND

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3300	562+66.00	5.00' LT	893.16	226171.08	561387.34
3301	562+66.00	9.00' LT	893.23	226171.11	561383.34
3302	562+69.50	12.50' LT	893.40	226174.63	561379.87
3303	562+74.50	12.50' LT	893.57	226179.63	561379.90
3304	562+80.50	12.50' LT	893.78	226185.63	561379.93
3305	562+85.50	12.50' LT	893.94	226190.63	561379.96
3306	562+89.00	9.00' LT	894.01	226194.11	561383.49
3307	562+89.00	5.00' LT	893.93	226194.08	561387.48
3308	562+85.50	1.50' LT	893.74	226190.56	561390.96
3309	562+80.50	1.50' LT	893.58	226185.56	561390.93
3310	562+74.50	1.50' LT	893.37	226179.56	561390.90
3311	562+69.50	1.50' LT	893.20	226174.56	561390.87
3312	562+68.50	5.00' LT	893.58	226173.58	561387.36
3313	562+68.50	9.00' LT	893.65	226173.61	561383.36
3314	562+69.50	10.00' LT	893.82	226174.62	561382.37
3315	562+75.00	10.00' LT	893.51	226180.12	561382.40
3316	562+80.00	10.00' LT	893.68	226185.12	561382.43
3317	562+85.50	10.00' LT	894.36	226190.61	561382.46
3318	562+86.50	9.00' LT	894.43	226191.61	561383.47
3319	562+86.50	5.00' LT	894.43	226191.58	561387.47
3320	562+85.50	4.00' LT	894.24	226190.58	561388.46
3321	562+80.00	4.00' LT	893.59	226185.08	561388.43
3322	562+75.00	4.00' LT	893.44	226180.08	561388.40
3323	562+69.50	4.00' LT	893.78	226174.58	561388.37

MIDBLOCK-LT

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3100	562+60.20	29.66' LT	892.75	226165.43	561362.65
3101	562+74.50	29.62' LT	893.22	226179.73	561362.78
3102	562+80.50	29.60' LT	893.42	226185.73	561362.83
3103	562+89.96	29.57' LT	893.74	226195.19	561362.92
3104	562+60.20	32.16' LT	893.17	226165.45	561360.15
3105	562+70.01	32.13' LT	893.49	226175.26	561360.24
3106	562+75.00	32.12' LT	893.17	226180.25	561360.28
3107	562+80.00	32.10' LT	893.33	226185.25	561360.33
3108	562+85.00	32.09' LT	893.99	226190.25	561360.37
3109	562+89.96	32.07' LT	894.16	226195.21	561360.42
3110	562+75.00	41.85' LT	893.85	226180.31	561350.55
3111	562+80.00	41.85' LT	893.92	226185.31	561350.58
3112	562+80.00	46.85' LT	894.00	226185.34	561345.58
3113	562+75.00	46.85' LT	893.92	226180.34	561345.55
3114	562+70.00	46.76' LT	893.68	226175.34	561345.61
3115	562+70.00	41.94' LT	893.62	226175.31	561350.43
3116	562+85.00	41.93' LT	894.08	226190.31	561350.53
3117	562+85.00	46.83' LT	894.16	226190.34	561345.63
3118	562+80.01	34.09' LT	893.47	226185.27	561358.34

MIDBLOCK-RT

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3200	562+65.01	15.70' RT	892.76	226169.96	561408.04
3201	562+74.50	15.70' RT	893.08	226179.45	561408.10
3202	562+80.50	15.70' RT	893.28	226185.45	561408.13
3203	562+90.46	15.70' RT	893.62	226195.41	561408.19
3204	562+65.01	18.20' RT	893.18	226169.95	561410.54
3205	562+70.00	18.20' RT	893.35	226174.94	561410.57
3206	562+75.00	18.20' RT	893.03	226179.94	561410.60
3207	562+80.00	18.20' RT	893.20	226184.94	561410.63
3208	562+85.00	18.20' RT	893.86	226189.93	561410.66
3209	562+90.46	18.20' RT	894.04	226195.39	561410.69
3210	562+75.00	26.06' RT	893.58	226179.89	561418.46
3211	562+80.00	26.06' RT	893.65	226184.89	561418.49
3212	562+80.00	31.06' RT	893.73	226184.86	561423.49
3213	562+75.00	31.06' RT	893.65	226179.86	561423.46
3214	562+65.00	31.08' RT	893.51	226169.86	561423.42
3215	562+65.00	26.16' RT	893.46	226169.89	561418.50
3216	562+90.00	26.25' RT	894.25	226194.89	561418.74
3217	562+90.00	31.06' RT	894.31	226194.86	561423.55
3218	562+80.00	20.20' RT	893.34	226184.93	561412.63

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 31	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\021301-CR.DWG
LAYOUT NAME - 13
PLOT DATE : 11/13/2024 9:11 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

LEGEND

X	CURB RAMP TYPE
LL	LEVEL LANDING
ASP	ASPHALTIC SURFACE
CS5	CONCRETE SIDEWALK 5-INCH
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
WF	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)
WFR	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW
MEF	MAXIMUM EXTENT FEASIBLE
XXXXXX	SAWING ASPHALT
YYYYY	SAWING CONCRETE
GF	GRADED FLARE
CF	CONCRETE FLARE
PED	CONCRETE CURB PEDESTRIAN

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.

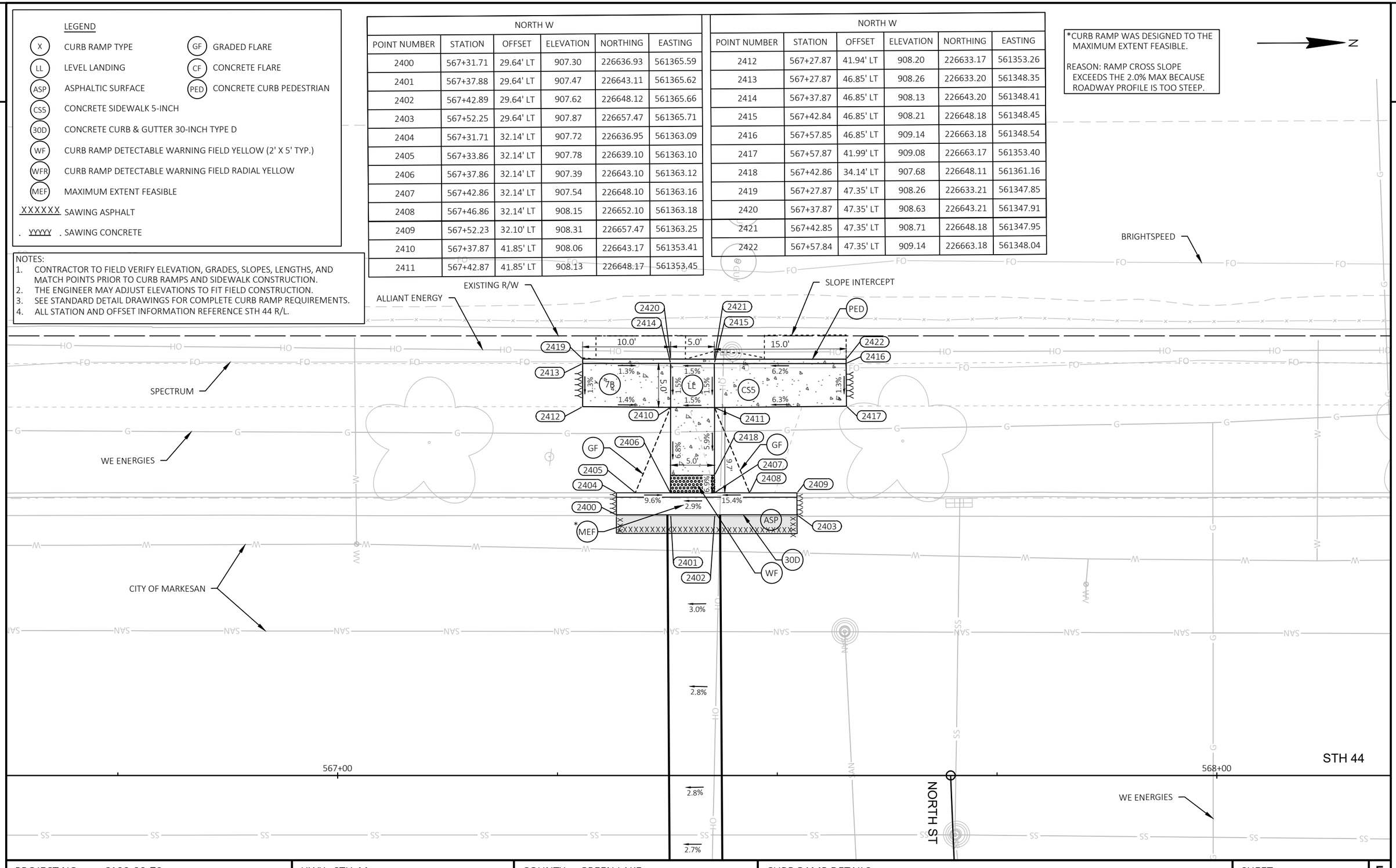
NORTH W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2400	567+31.71	29.64' LT	907.30	226636.93	561365.59
2401	567+37.88	29.64' LT	907.47	226643.11	561365.62
2402	567+42.89	29.64' LT	907.62	226648.12	561365.66
2403	567+52.25	29.64' LT	907.87	226657.47	561365.71
2404	567+31.71	32.14' LT	907.72	226636.95	561363.09
2405	567+33.86	32.14' LT	907.78	226639.10	561363.10
2406	567+37.86	32.14' LT	907.39	226643.10	561363.12
2407	567+42.86	32.14' LT	907.54	226648.10	561363.16
2408	567+46.86	32.14' LT	908.15	226652.10	561363.18
2409	567+52.23	32.10' LT	908.31	226657.47	561363.25
2410	567+37.87	41.85' LT	908.06	226643.17	561353.41
2411	567+42.87	41.85' LT	908.13	226648.17	561353.45

NORTH W					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2412	567+27.87	41.94' LT	908.20	226633.17	561353.26
2413	567+27.87	46.85' LT	908.26	226633.20	561348.35
2414	567+37.87	46.85' LT	908.13	226643.20	561348.41
2415	567+42.84	46.85' LT	908.21	226648.18	561348.45
2416	567+57.85	46.85' LT	909.14	226663.18	561348.54
2417	567+57.87	41.99' LT	909.08	226663.17	561353.40
2418	567+42.86	34.14' LT	907.68	226648.11	561361.16
2419	567+27.87	47.35' LT	908.26	226633.21	561347.85
2420	567+37.87	47.35' LT	908.63	226643.21	561347.91
2421	567+42.85	47.35' LT	908.71	226648.18	561347.95
2422	567+57.84	47.35' LT	909.14	226663.18	561348.04

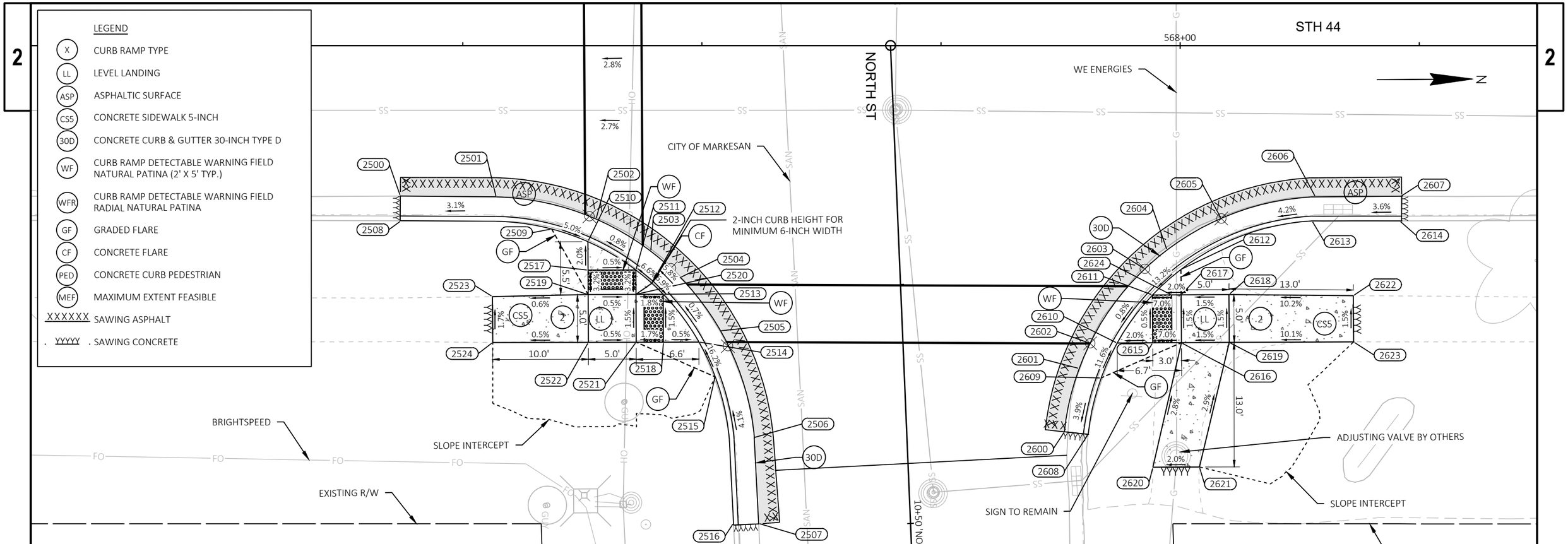
*CURB RAMP WAS DESIGNED TO THE MAXIMUM EXTENT FEASIBLE.

REASON: RAMP CROSS SLOPE EXCEEDS THE 2.0% MAX BECAUSE ROADWAY PROFILE IS TOO STEEP.

N



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 32	E



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.

NORTH SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2500	567+18.47	15.72' RT	906.73	226623.42	561410.87
2501	567+28.50	15.86' RT	907.03	226633.44	561411.07
2502	567+38.94	18.14' RT	907.36	226643.87	561413.41
2503	567+44.66	21.51' RT	907.40	226649.57	561416.82
2504	567+47.73	24.24' RT	907.64	226652.62	561419.57
2505	567+51.90	29.83' RT	907.68	226656.76	561425.18
2506	567+55.36	41.00' RT	908.12	226660.14	561436.38
2507	567+55.94	49.96' RT	908.45	226660.67	561445.34
2508	567+18.53	18.32' RT	907.15	226623.46	561413.46
2509	567+34.30	19.17' RT	907.69	226639.22	561414.41
2510	567+38.08	20.50' RT	907.49	226643.00	561415.76
2511	567+43.10	23.46' RT	907.52	226647.99	561418.76

NORTH SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2512	567+44.77	24.85' RT	907.67	226649.65	561420.16
2513	567+45.95	26.00' RT	907.55	226650.83	561421.32
2514	567+49.68	30.98' RT	907.61	226654.53	561426.32
2515	567+51.38	34.62' RT	908.26	226656.21	561429.97
2516	567+53.30	49.92' RT	908.86	226658.03	561445.28
2517	567+38.10	23.48' RT	907.55	226642.99	561418.75
2518	567+45.97	31.00' RT	907.63	226650.82	561426.32
2519	567+38.11	26.03' RT	907.63	226642.99	561421.30
2520	567+43.11	26.01' RT	907.60	226647.99	561421.31
2521	567+43.13	31.01' RT	907.68	226647.98	561426.31
2522	567+38.13	31.03' RT	907.70	226642.98	561426.30
2523	567+28.11	26.24' RT	907.57	226632.99	561421.45

NORTH NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2600	567+87.90	40.37' RT	908.45	226692.69	561435.94
2601	567+89.44	33.76' RT	908.70	226694.27	561429.35
2602	567+90.58	31.13' RT	908.73	226695.43	561426.72
2603	567+96.30	23.35' RT	908.79	226701.19	561418.98
2604	567+98.62	21.37' RT	908.81	226703.53	561417.02
2605	568+04.29	18.07' RT	909.08	226709.22	561413.75
2606	568+14.14	15.82' RT	909.48	226719.09	561411.56
2607	568+22.96	15.82' RT	909.80	226727.91	561411.62
2608	567+90.38	40.63' RT	908.87	226695.17	561436.23
2609	567+91.74	34.75' RT	909.12	226696.57	561430.35
2610	567+93.41	31.10' RT	908.66	226698.26	561426.71
2611	567+97.10	26.08' RT	908.70	226701.98	561421.71
2612	568+00.09	23.40' RT	909.23	226704.99	561419.05

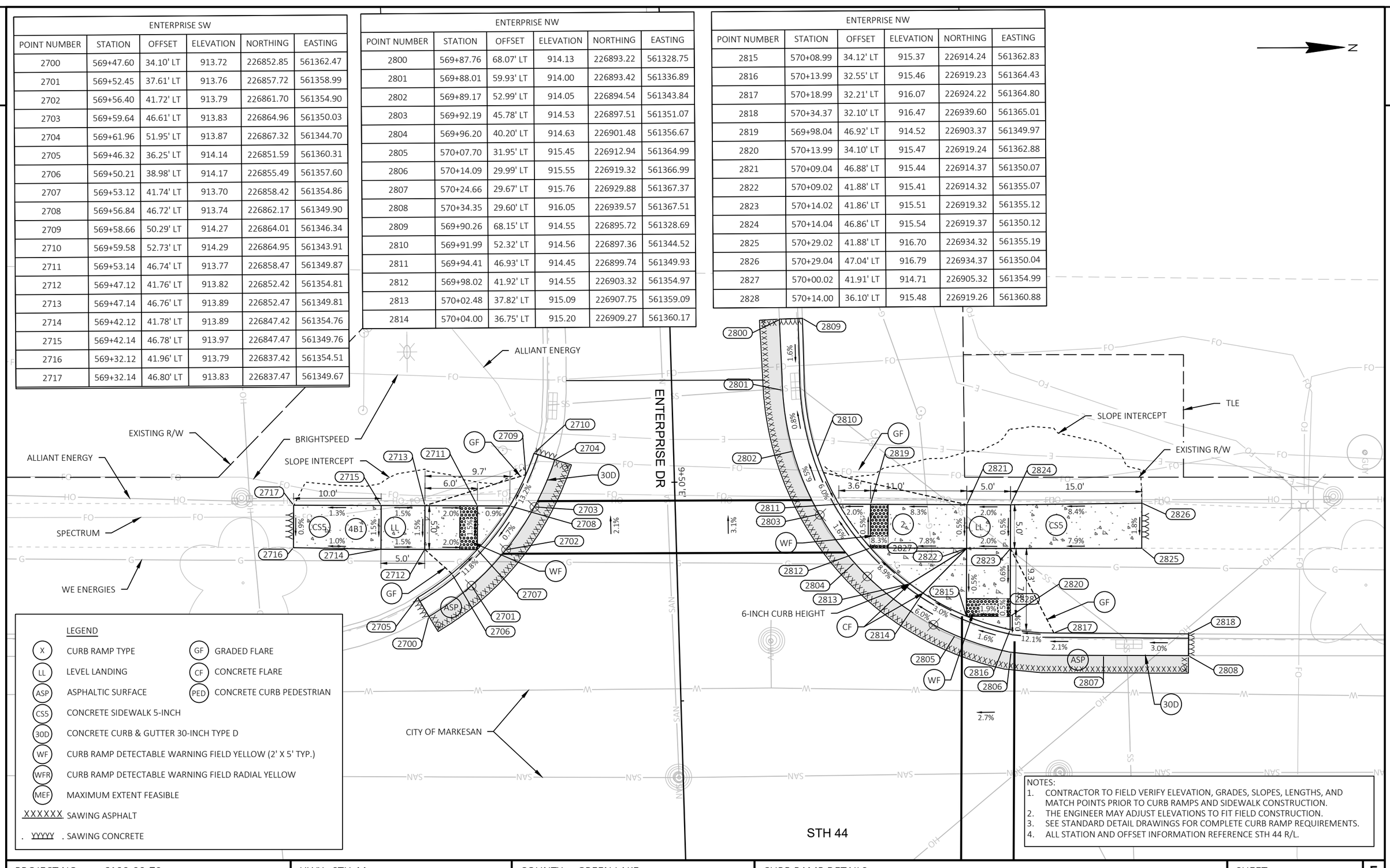
NORTH NE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2613	568+13.79	18.32' RT	909.88	226718.72	561414.06
2614	568+22.96	18.32' RT	910.22	226727.89	561414.12
2615	567+97.13	31.08' RT	908.73	226701.98	561426.71
2616	568+00.13	31.06' RT	908.94	226704.98	561426.71
2617	568+00.10	26.06' RT	908.86	226704.98	561421.71
2618	568+05.10	26.03' RT	908.94	226709.98	561421.71
2619	568+05.13	31.03' RT	909.01	226709.98	561426.71
2620	567+97.15	44.08' RT	909.31	226701.92	561439.71
2621	568+02.02	44.05' RT	909.40	226706.79	561439.71
2622	568+18.10	26.14' RT	910.26	226722.98	561421.90
2623	568+18.13	30.98' RT	910.33	226722.98	561426.74
2624	567+99.10	26.06' RT	908.84	226703.98	561421.71

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 33	E

ENTERPRISE SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2700	569+47.60	34.10' LT	913.72	226852.85	561362.47
2701	569+52.45	37.61' LT	913.76	226857.72	561358.99
2702	569+56.40	41.72' LT	913.79	226861.70	561354.90
2703	569+59.64	46.61' LT	913.83	226864.96	561350.03
2704	569+61.96	51.95' LT	913.87	226867.32	561344.70
2705	569+46.32	36.25' LT	914.14	226851.59	561360.31
2706	569+50.21	38.98' LT	914.17	226855.49	561357.60
2707	569+53.12	41.74' LT	913.70	226858.42	561354.86
2708	569+56.84	46.72' LT	913.74	226862.17	561349.90
2709	569+58.66	50.29' LT	914.27	226864.01	561346.34
2710	569+59.58	52.73' LT	914.29	226864.95	561343.91
2711	569+53.14	46.74' LT	913.77	226858.47	561349.87
2712	569+47.12	41.76' LT	913.82	226852.42	561354.81
2713	569+47.14	46.76' LT	913.89	226852.47	561349.81
2714	569+42.12	41.78' LT	913.89	226847.42	561354.76
2715	569+42.14	46.78' LT	913.97	226847.47	561349.76
2716	569+32.12	41.96' LT	913.79	226837.42	561354.51
2717	569+32.14	46.80' LT	913.83	226837.47	561349.67

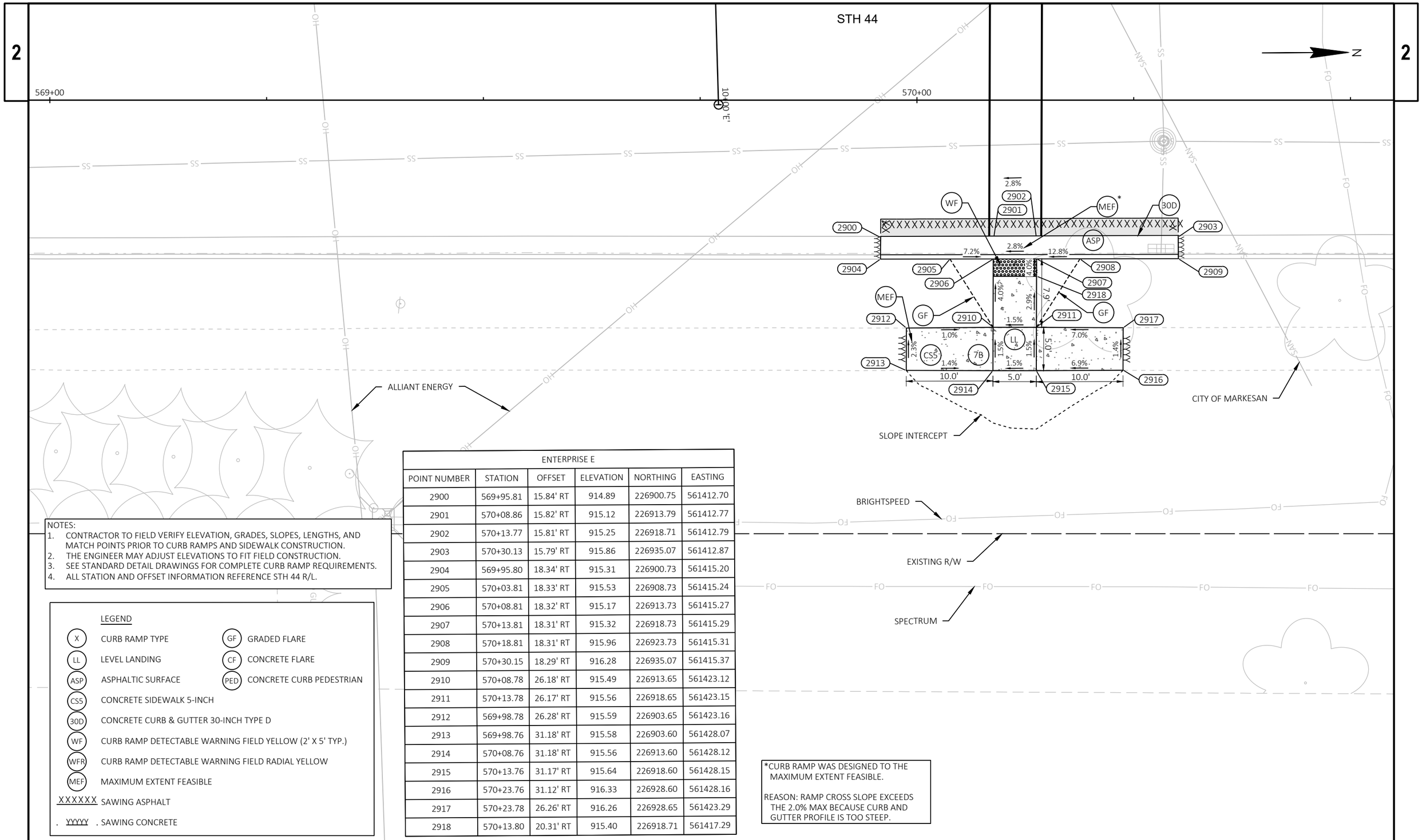
ENTERPRISE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2800	569+87.76	68.07' LT	914.13	226893.22	561328.75
2801	569+88.01	59.93' LT	914.00	226893.42	561336.89
2802	569+89.17	52.99' LT	914.05	226894.54	561343.84
2803	569+92.19	45.78' LT	914.53	226897.51	561351.07
2804	569+96.20	40.20' LT	914.63	226901.48	561356.67
2805	570+07.70	31.95' LT	915.45	226912.94	561364.99
2806	570+14.09	29.99' LT	915.55	226919.32	561366.99
2807	570+24.66	29.67' LT	915.76	226929.88	561367.37
2808	570+34.35	29.60' LT	916.05	226939.57	561367.51
2809	569+90.26	68.15' LT	914.55	226895.72	561328.69
2810	569+91.99	52.32' LT	914.56	226897.36	561344.52
2811	569+94.41	46.93' LT	914.45	226899.74	561349.93
2812	569+98.02	41.92' LT	914.55	226903.32	561354.97
2813	570+02.48	37.82' LT	915.09	226907.75	561359.09
2814	570+04.00	36.75' LT	915.20	226909.27	561360.17

ENTERPRISE NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2815	570+08.99	34.12' LT	915.37	226914.24	561362.83
2816	570+13.99	32.55' LT	915.46	226919.23	561364.43
2817	570+18.99	32.21' LT	916.07	226924.22	561364.80
2818	570+34.37	32.10' LT	916.47	226939.60	561365.01
2819	569+98.04	46.92' LT	914.52	226903.37	561349.97
2820	570+13.99	34.10' LT	915.47	226919.24	561362.88
2821	570+09.04	46.88' LT	915.44	226914.37	561350.07
2822	570+09.02	41.88' LT	915.41	226914.32	561355.07
2823	570+14.02	41.86' LT	915.51	226919.32	561355.12
2824	570+14.04	46.86' LT	915.54	226919.37	561350.12
2825	570+29.02	41.88' LT	916.70	226934.32	561355.19
2826	570+29.04	47.04' LT	916.79	226934.37	561350.04
2827	570+00.02	41.91' LT	914.71	226905.32	561354.99
2828	570+14.00	36.10' LT	915.48	226919.26	561360.88



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 34	E



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.

LEGEND

X	CURB RAMP TYPE	GF	GRADED FLARE
LL	LEVEL LANDING	CF	CONCRETE FLARE
ASP	ASPHALTIC SURFACE	PED	CONCRETE CURB PEDESTRIAN
CS5	CONCRETE SIDEWALK 5-INCH		
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D		
WF	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)		
WFR	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW		
MEF	MAXIMUM EXTENT FEASIBLE		
XXXXXX	SAWING ASPHALT		
YYYYY	SAWING CONCRETE		

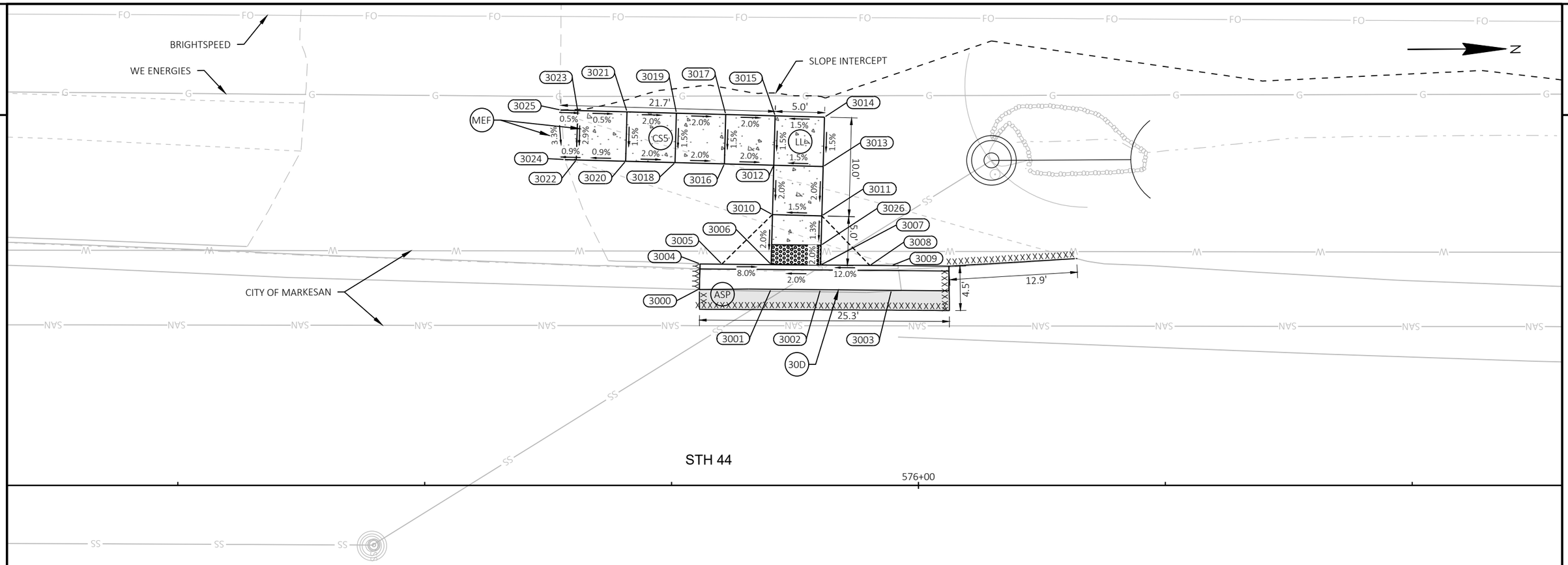
ENTERPRISE E

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
2900	569+95.81	15.84' RT	914.89	226900.75	561412.70
2901	570+08.86	15.82' RT	915.12	226913.79	561412.77
2902	570+13.77	15.81' RT	915.25	226918.71	561412.79
2903	570+30.13	15.79' RT	915.86	226935.07	561412.87
2904	569+95.80	18.34' RT	915.31	226900.73	561415.20
2905	570+03.81	18.33' RT	915.53	226908.73	561415.24
2906	570+08.81	18.32' RT	915.17	226913.73	561415.27
2907	570+13.81	18.31' RT	915.32	226918.73	561415.29
2908	570+18.81	18.31' RT	915.96	226923.73	561415.31
2909	570+30.15	18.29' RT	916.28	226935.07	561415.37
2910	570+08.78	26.18' RT	915.49	226913.65	561423.12
2911	570+13.78	26.17' RT	915.56	226918.65	561423.15
2912	569+98.78	26.28' RT	915.59	226903.65	561423.16
2913	569+98.76	31.18' RT	915.58	226903.60	561428.07
2914	570+08.76	31.18' RT	915.56	226913.60	561428.12
2915	570+13.76	31.17' RT	915.64	226918.60	561428.15
2916	570+23.76	31.12' RT	916.33	226928.60	561428.16
2917	570+23.78	26.26' RT	916.26	226928.65	561423.29
2918	570+13.80	20.31' RT	915.40	226918.71	561417.29

*CURB RAMP WAS DESIGNED TO THE MAXIMUM EXTENT FEASIBLE.

REASON: RAMP CROSS SLOPE EXCEEDS THE 2.0% MAX BECAUSE CURB AND GUTTER PROFILE IS TOO STEEP.

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 35	E



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMPS AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. SEE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
4. ALL STATION AND OFFSET INFORMATION REFERENCE STH 44 R/L.

LEGEND

X	CURB RAMP TYPE	GF	GRADED FLARE
LL	LEVEL LANDING	CF	CONCRETE FLARE
ASP	ASPHALTIC SURFACE	PED	CONCRETE CURB PEDESTRIAN
CS5	CONCRETE SIDEWALK 5-INCH		
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D		
WF	CURB RAMP DETECTABLE WARNING FIELD YELLOW (2' X 5' TYP.)		
WFR	CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW		
MEF	MAXIMUM EXTENT FEASIBLE		
XXXXXX	SAWING ASPHALT		
YYYYY	SAWING CONCRETE		

END SIDEWALK

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3000	575+77.85	19.92' LT	932.40	227483.00	561380.56
3001	575+85.05	19.86' LT	932.54	227490.20	561380.66
3002	575+90.05	19.81' LT	932.64	227495.20	561380.74
3003	575+97.25	19.75' LT	932.78	227502.40	561380.85
3004	575+77.88	22.42' LT	932.82	227483.04	561378.06
3005	575+80.07	22.40' LT	932.86	227485.24	561378.09
3006	575+85.07	22.36' LT	932.46	227490.24	561378.16
3007	575+90.07	22.31' LT	932.56	227495.24	561378.24
3008	575+95.08	22.27' LT	933.16	227500.24	561378.32
3009	575+97.27	22.25' LT	933.20	227502.44	561378.35
3010	575+85.21	27.42' LT	932.56	227490.41	561373.10
3011	575+90.21	27.29' LT	932.64	227495.40	561373.27
3012	575+85.34	32.42' LT	932.66	227490.57	561368.10
3013	575+90.34	32.28' LT	932.74	227495.57	561368.27

END SIDEWALK

POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
3014	575+90.48	37.28' LT	932.81	227495.73	561363.27
3015	575+85.48	37.42' LT	932.74	227490.74	561363.11
3016	575+80.35	32.55' LT	932.76	227485.57	561367.94
3017	575+80.48	37.55' LT	932.84	227485.74	561362.94
3018	575+75.35	32.69' LT	932.86	227480.58	561367.77
3019	575+75.48	37.68' LT	932.94	227480.74	561362.78
3020	575+70.35	32.82' LT	932.96	227475.58	561367.61
3021	575+70.48	37.82' LT	933.04	227475.74	561362.61
3022	575+65.35	32.95' LT	932.91	227470.58	561367.44
3023	575+65.48	37.95' LT	933.06	227470.75	561362.45
3024	575+64.18	32.99' LT	932.90	227469.41	561367.41
3025	575+63.76	38.00' LT	933.07	227469.02	561362.39
3026	575+90.13	24.31' LT	932.60	227495.30	561376.24

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CURB RAMP DETAILS	SHEET 36	E

2

2

N

EXISTING R/W

RESTORATION TYPICAL BEHIND
CURB AND GUTTER REPLACEMENT
(SEE CONSTRUCTION DETAILS)

PT: 530+36.14

530+00

531+00

532+00

EXISTING R/W

LEGEND

- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 37	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 11/27/2024 12:27 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

W JOHN ST

SLOPE INTERCEPT
(ASPHALTIC SURFACE)

TLE

EXISTING R/W

PI: 535+31.34

STH 44

535+00

536+00

BP: 10+00.00 WJW

537+00

SLOPE INTERCEPT

TLE

EXISTING R/W

EXISTING R/W

SLOPE INTERCEPT

TLE

EXISTING R/W

SLOPE INTERCEPT
(ASPHALTIC SURFACE)

TLE

EXISTING R/W

W JOHN ST

LEGEND

- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 38	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 11/27/2024 12:27 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

W CHARLES ST

TLE

SLOPE INTERCEPT

EXISTING R/W

TLE

SLOPE INTERCEPT

EXISTING R/W

STH 44

538+00

539+00

STH 44

540+00

SLOPE INTERCEPT

TLE

EXISTING R/W

TLE

SLOPE INTERCEPT

EXISTING R/W

W CHARLES ST

LEGEND

- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 39	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 11/27/2024 12:27 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

EXISTING R/W

SLOPE INTERCEPT

TLE

W CAROLINE ST

SLOPE INTERCEPT

TLE

EXISTING R/W

541+00

542+00

543+00

STH 44

PI: 10+00.00 'CAR'

EXISTING R/W

SLOPE INTERCEPT

SLOPE INTERCEPT

TLE

W CAROLINE ST

EXISTING R/W

LEGEND

- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 40	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 11/27/2024 12:27 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

EXISTING R/W

SLOPE INTERCEPT

TLE

SLOPE INTERCEPT

PI: 544+25.84

543+00

544+00

545+00

STH 44

BP: 10+00.00 CAT

W CATHERINE ST

EXISTING R/W

SLOPE INTERCEPT

TLE

EXISTING R/W

LEGEND

- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 41	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 05

PLOT DATE : 11/27/2024 12:27 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

TLE

SLOPE INTERCEPT

EXISTING R/W

PI: 548+55.21

PI: 550+28.95

STH 44

549+00

550+00

BP: 10+00.00 'EV'

551+00

EXISTING R/W

TLE

SLOPE INTERCEPT

EXISTING R/W

TLE

SLOPE INTERCEPT

E VISTA BLVD

LEGEND

- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 42	E

2

N

EXISTING R/W

SLOPE INTERCEPT

TLE

W VISTA BLVD

SLOPE INTERCEPT

TLE

EXISTING R/W

551+00

552+00

EP: 10+00.00 'WV'

553+00

STH 44

SLOPE INTERCEPT

SLOPE INTERCEPT

TLE

EXISTING R/W

LEGEND

- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 43	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 07

PLOT DATE : 11/27/2024 12:28 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

SLOPE INTERCEPT

EXISTING R/W

STH 44

562+00

563+00

564+00

SLOPE INTERCEPT

EXISTING R/W

RIPRAP

LEGEND

- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 44	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 08

PLOT DATE : 11/27/2024 12:28 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

EXISTING R/W

SLOPE INTERCEPT

EXIST

566+00

STH 44

567+00

568+00

569+00

BP: 10+00.00 'NO'

SLOPE INTERCEPT

SLOPE INTERCEPT

EXISTING R/W

EXISTING R/W

NORTH ST

LEGEND

- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 45	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 09

PLOT DATE : 11/27/2024 12:28 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

2

N

ENTERPRISE DR

PT: 9+09.26 'E'

SLOPE INTERCEPT

EXISTING R/W

SLOPE INTERCEPT

TLE

EXISTING R/W

569+00

570+00

571+00

STH 44

10+00 'E'

EP: 10+00.00 'E'

SLOPE INTERCEPT

EXISTING R/W

EXIST

LEGEND

- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 46	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 10

PLOT DATE : 11/27/2024 12:28 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

N

BP: 8+00.00 'PRE'

PRECISION DR.

9+00 'PRE'

EP: 10+00.00 'PRE'

CONCRETE FLUME TO REMAIN
REPLACE RIPRAP WHERE NEEDED

SLOPE INTERCEPT

CE
ASPHALT

R/W

CE
ASPHALT

R/W

PE /
ASPHALT

R/W

75+00 576+00 577+00 578+00 579+00 580+00 581+00 582+00

STH 44

LEGEND

- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 47	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 11

PLOT DATE : 12/3/2024 8:21 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

R/W

PE
GRAVEL

SLOPE INTERCEPT

PE
GRAVEL

788+00 789+00 790+00 791+00 EP: 10+00.00 'AS' 792+00 793+00 794+00 795+00

STH 44

R/W

R/W

9+00 'AS'

CTH A

8+00 'AS'

LEGEND

- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 48	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 12

PLOT DATE : 11/27/2024 12:28 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

EP: 12+00.00 'AN'

CTH A

11+00 'AN'

R/W

PI: 816+41.64

R/W

FE
GRAVEL

BP: 10+00.00 'AN'

STH 44

15+00 816+00 817+00 818+00 819+00 820+00 821+00 822+00

POST

CE
ASPHALT

R/W

CE
ASPHALT

FLAG

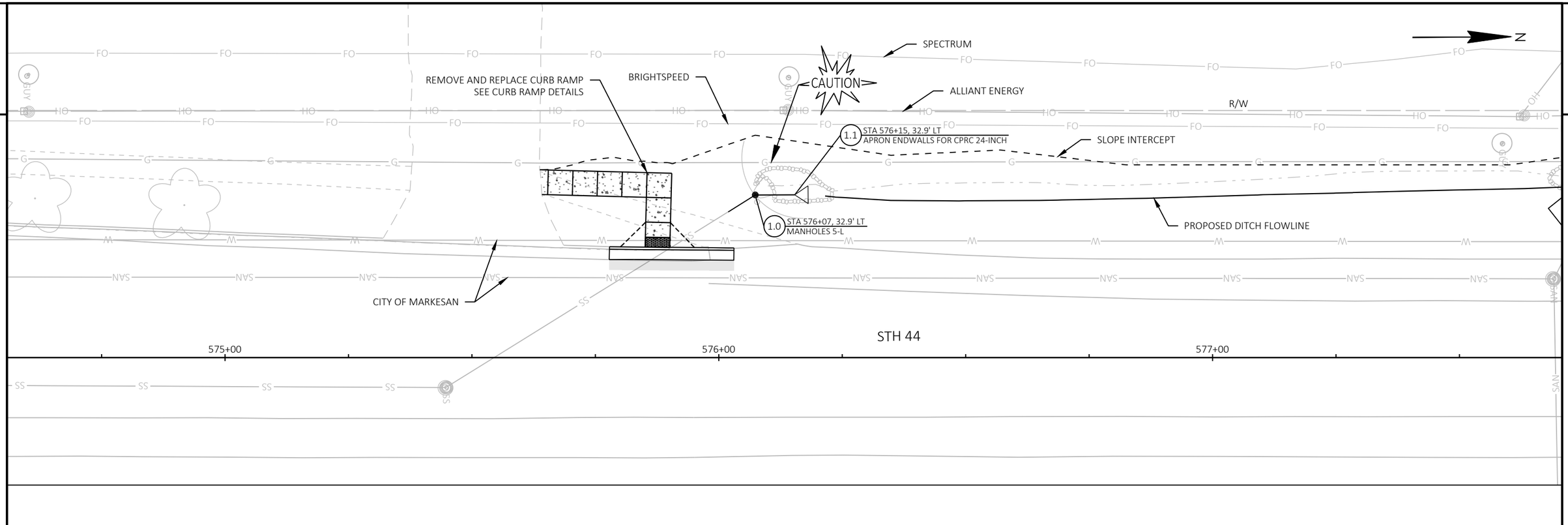
SLOPE INTERCEPT

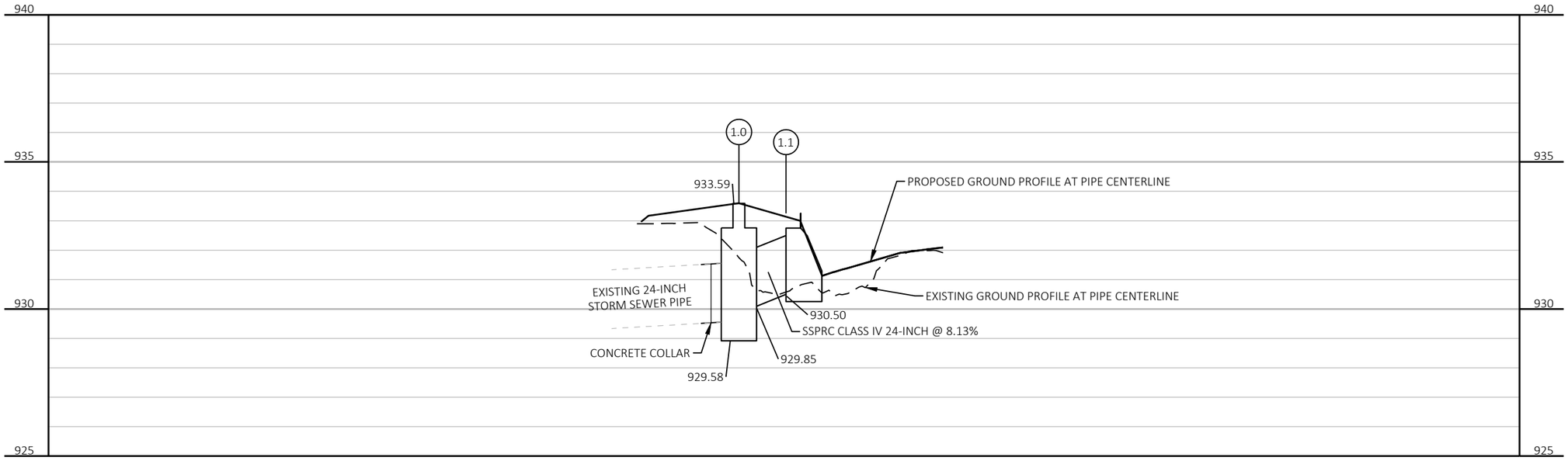
FE
GRAVEL

LEGEND

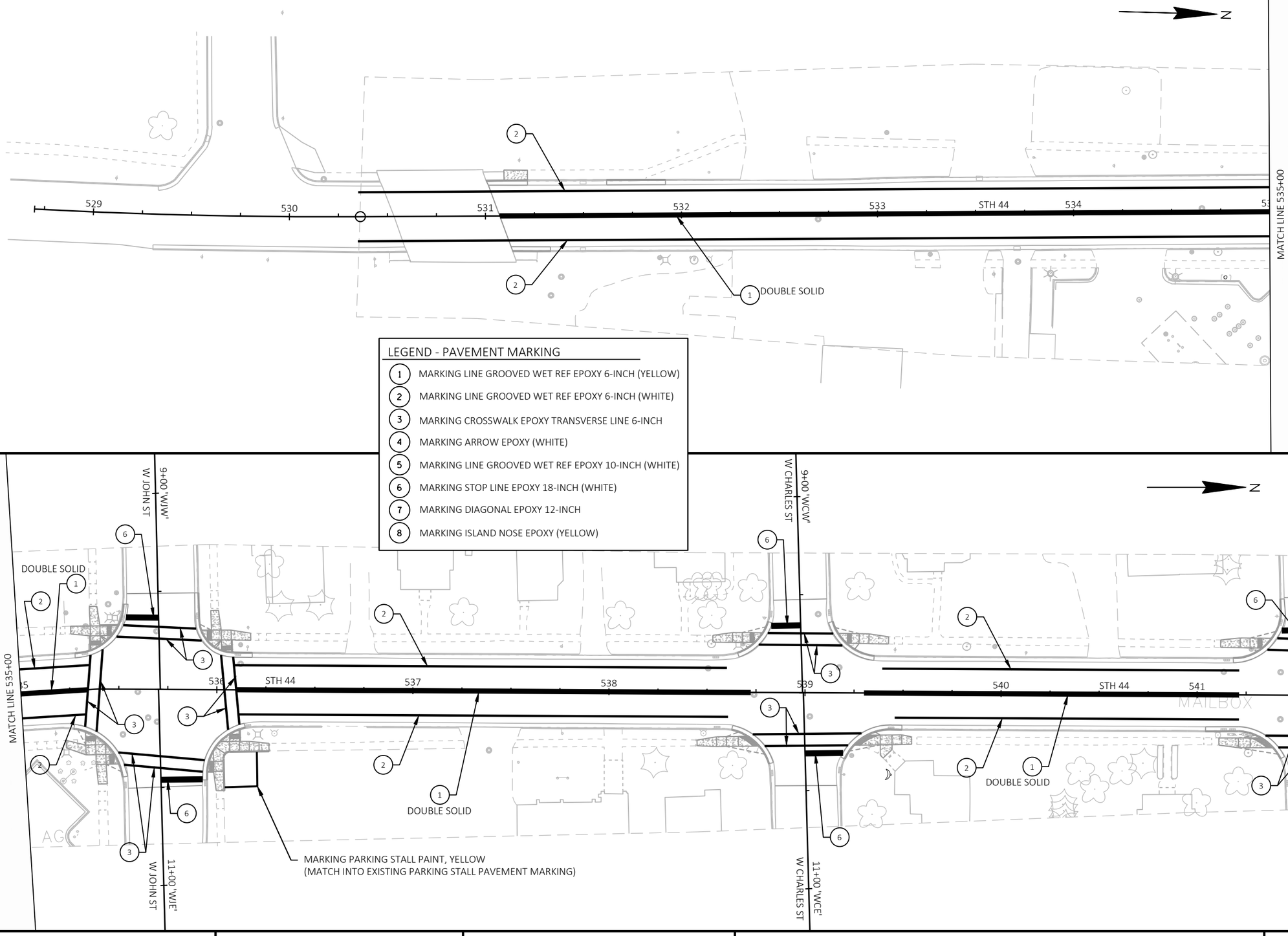
- TOPSOIL, SEED, FERTILIZER, MULCH
- EROSION MAT URBAN CLASS I TYPE A
- RIPRAP MEDIUM
- INLET PROTECTION (SEE MISCELLANEOUS QUANTITIES FOR TYPE)
- CULVERT PIPE CHECK
- DIRECTION OF FLOW
- TEMPORARY DITCH CHECK

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	EROSION CONTROL	SHEET 49	E

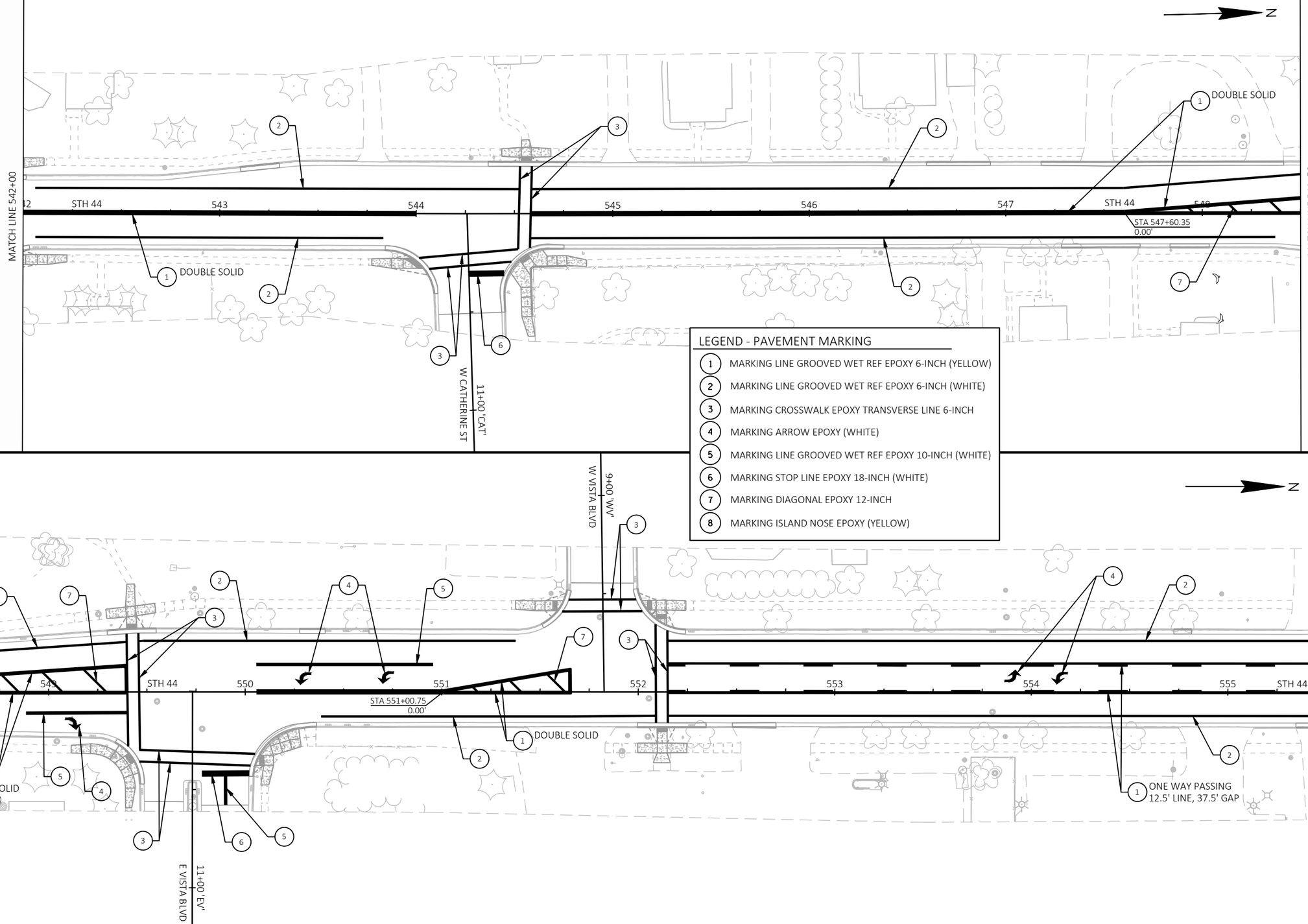

N
SPECTRUM
CAUTION
BRIGHTSPEED
ALLIANT ENERGY
REMOVE AND REPLACE CURB RAMP
SEE CURB RAMP DETAILS
R/W
1.1
STA 576+15, 32.9' LT
APRON ENDWALLS FOR CPRC 24-INCH
SLOPE INTERCEPT
1.0
STA 576+07, 32.9' LT
MANHOLES 5-L
PROPOSED DITCH FLOWLINE
CITY OF MARKESAN
STH 44
575+00
576+00
577+00


940
935
930
925
1.0
1.1
933.59
PROPOSED GROUND PROFILE AT PIPE CENTERLINE
EXISTING 24-INCH
STORM SEWER PIPE
EXISTING GROUND PROFILE AT PIPE CENTERLINE
930.50
SSPRC CLASS IV 24-INCH @ 8.13%
CONCRETE COLLAR
929.85
929.58

2



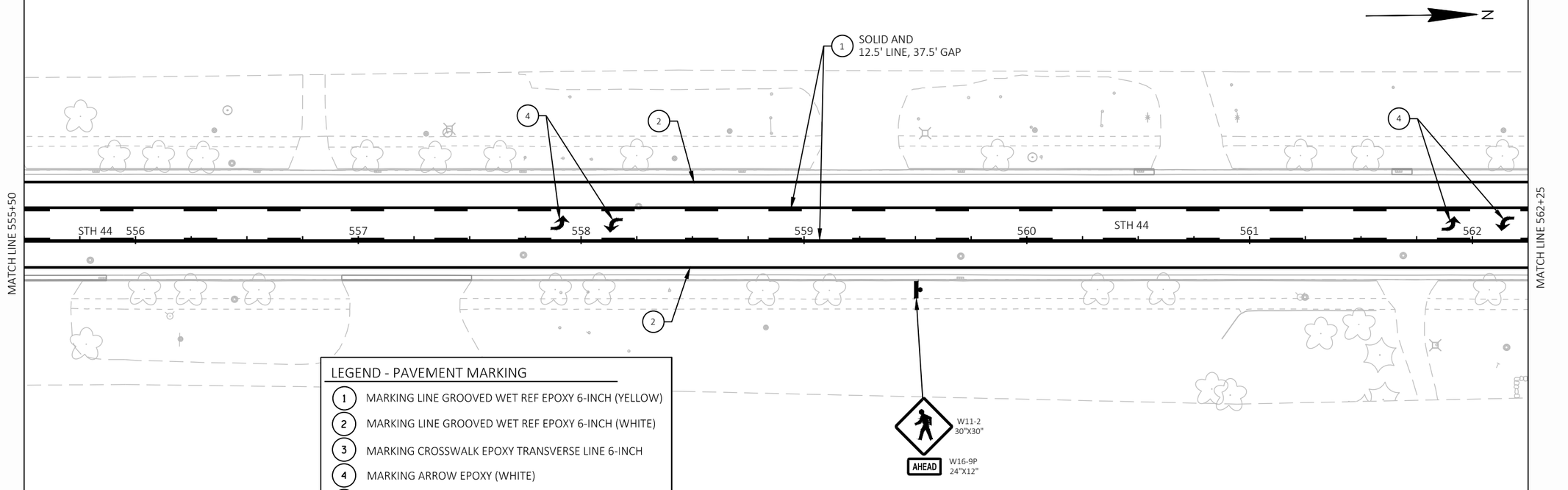
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PAVEMENT MARKINGS	SHEET 51	E



LEGEND - PAVEMENT MARKING

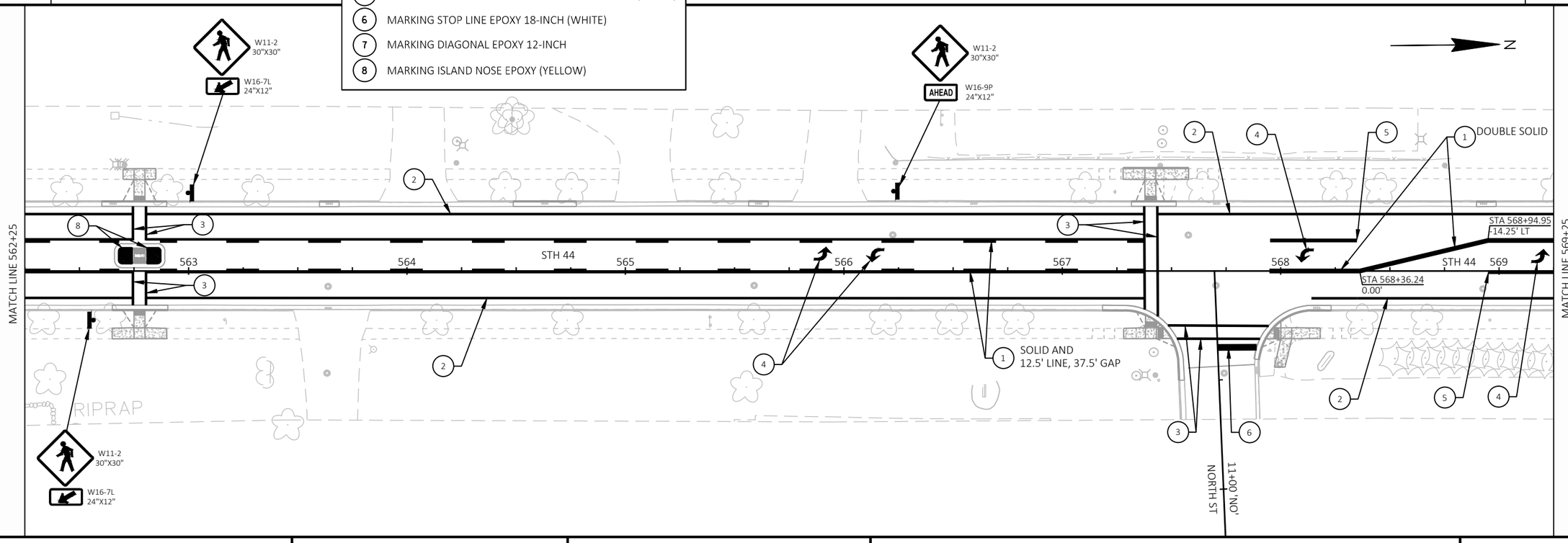
1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
4. MARKING ARROW EPOXY (WHITE)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
6. MARKING STOP LINE EPOXY 18-INCH (WHITE)
7. MARKING DIAGONAL EPOXY 12-INCH
8. MARKING ISLAND NOSE EPOXY (YELLOW)

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PAVEMENT MARKINGS	SHEET 52	E

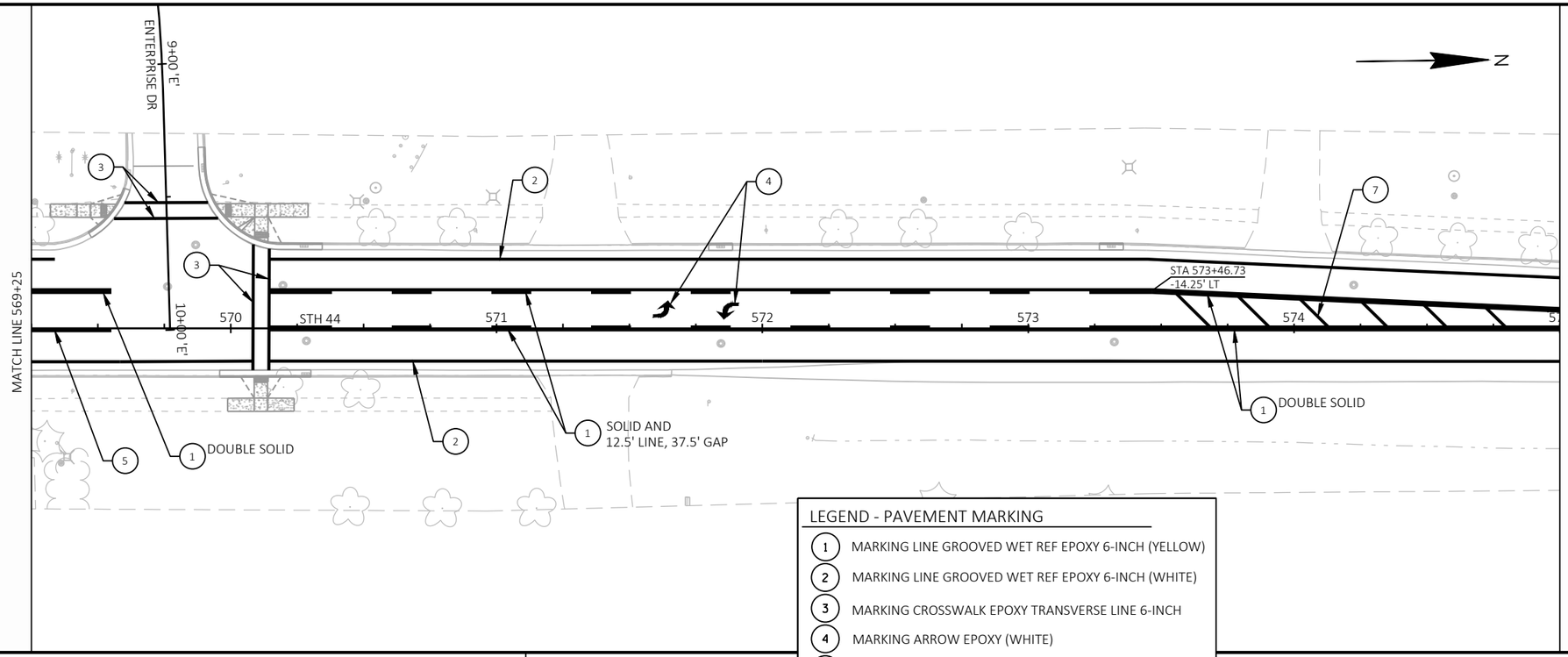


LEGEND - PAVEMENT MARKING

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
4. MARKING ARROW EPOXY (WHITE)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
6. MARKING STOP LINE EPOXY 18-INCH (WHITE)
7. MARKING DIAGONAL EPOXY 12-INCH
8. MARKING ISLAND NOSE EPOXY (YELLOW)

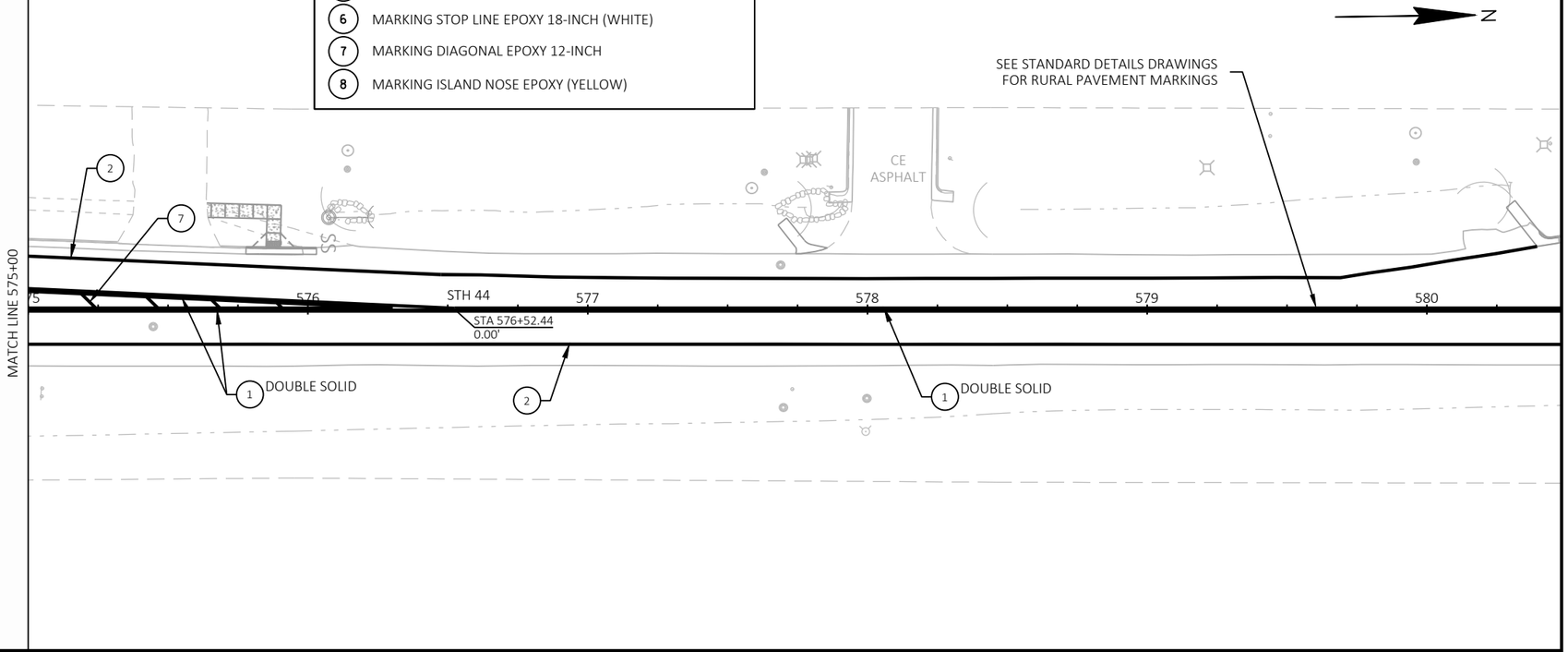


PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PAVEMENT MARKINGS	SHEET 53	E



LEGEND - PAVEMENT MARKING

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
4. MARKING ARROW EPOXY (WHITE)
5. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
6. MARKING STOP LINE EPOXY 18-INCH (WHITE)
7. MARKING DIAGONAL EPOXY 12-INCH
8. MARKING ISLAND NOSE EPOXY (YELLOW)



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PAVEMENT MARKINGS	SHEET 54	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 04

PLOT DATE : 12/3/2024 1:39 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

LEGEND:

1 — **HWY XX ROAD WORK BEGINS XXX-XX**
G20-57
72"X36"

NOTE:
PLACE SIGN G20-57 AT PROJECT TERMINI 7 DAYS PRIOR TO CONSTRUCTION AND REMOVE WHEN CONSTRUCTION BEGINS

2 — PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

3 — PLACE W20-1A SIGNS PER "TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

4 — PLACE TRAFFIC CONTROL SIGNS PER SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC"

5 — PLACE W20-1A SIGNS PER "TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL" IN SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER UNDIVIDED ROAD OPEN TO TRAFFIC"

NOTE:
ALL 'W' SIGNS SHALL BE 48" X 48" UNLESS NOTED OTHERWISE

CTH B
LAKE SHORE DR
CTH N
CTH A
PRAIRIE RD
SEARL RD
FAIRWATER
STH 44
CTH Q
END PROJECT
STA 926+00
LITTLE GREEN LAKE
LITTLE GREEN RD
TICHORA RD
CTH O
PARK RD
WELK RD
CTH H
UTLEY RD
GREEN LAKE COUNTY
FON DU LAC COUNTY
STH 44
MARKESAN
BEGIN PROJECT
STA 531+07
X = 561380.418
Y = 223013.089
CTH S
GRAND RIVER

DETAIL OF CITY OF MARKESAN

S WILLOW CT
N PARK ST
STH 44 / MANCHESTER STREET
GRAND RIVER
W JOHN ST
W CHARLES ST
W CAROLINE ST
W CATHERINE ST
N GRAND ST
W VISTA BLVD
E VISTA BLVD
ENTERPRISE DR
MARKESAN CITY LIMITS
PRECISION DR
STH 44 / MARGARET STREET
S MAIN ST
MAIN ST
WATER ST
ST JOSEPH ST
EDMAZ ST
S BRIDGE ST
N BRIDGE ST
NORTH ST
E CHARLES ST
E CAROLINE ST
S HIGH ST
N HIGH ST

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TRAFFIC CONTROL	SHEET 55	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\025100-TC.DWG
LAYOUT NAME - 01
PLOT DATE : 11/11/2024 10:32 AM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : ############

2

2

N

GRAND RIVER

W JOHN ST

W CHARLES ST

W CAROLINE ST

W CATHERINE ST

W VISTA BLVD

E VISTA BLVD

529 530 B-24-27 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551

STH 44

STH 44

STH 44

TEMPORARY PEDESTRIAN CROSSING

TEMPORARY PEDESTRIAN CROSSING

TEMPORARY PEDESTRIAN CROSSING

TEMPORARY PEDESTRIAN CROSSING

RECONSTRUCT 1 QUADRANT AT A TIME LEAVING OTHER SIDE OPEN FOR PEDESTRIANS

TEMPORARY PEDESTRIAN CROSSING

RECONSTRUCT 1 QUADRANT AT A TIME LEAVING OTHER SIDE OPEN FOR PEDESTRIANS

LEGEND

WORK ZONE

N

W VISTA BLVD

ENTERPRISE DR

NORTH ST

E VISTA BLVD

548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571

STH 44

STH 44

RIPRAP

TEMPORARY PEDESTRIAN CROSSING

TEMPORARY PEDESTRIAN CROSSING

TEMPORARY PEDESTRIAN CROSSING

RECONSTRUCT 1 QUADRANT AT A TIME LEAVING OTHER SIDE OPEN FOR PEDESTRIANS

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TRAFFIC CONTROL - STAGE 1 OVERVIEW	SHEET 56	E

NOTES:
PLACE TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD FOR ADVANCED SIGNING LAYOUT

PLACE PEDESTRIAN TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

DRUM SPACING TO BE ADJUSTED IN THE FIELD TO MAINTAIN DRIVEWAY ACCESS

LEGEND

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

GRAND RIVER

B-24-27

MILLARD AVE

STH 44

529 530 531 532 533 534

50' SPACING (TYP.)

MATCH LINE 534+50

PLACE SIGN AND BARRICADE AT CROSSWALK OPENING WHEN OPPOSITE RAMP IS UNDER CONSTRUCTION

M4-60D 30"X24"

W JOHN ST

RECONSTRUCT 1 QUADRANT AT A TIME LEAVING OTHER SIDE OPEN FOR PEDESTRIANS

535 536 537 538 539 540 541

MATCH LINE 534+50

SIDEWALK CLOSED R9-9 24"X12"

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BR 30"X24"

PLACE SIGNS AT PREVIOUS INTERSECTION ACCORDING TO CONSTRUCTION WORK ZONE

M4-60L 30"X24"

M4-60R 30"X24"

50' SPACING (TYP.)

SIDEWALK CLOSED AHEAD R9-9A 30"X18"

DETOUR M4-9BL 30"X24"

PLACE SIGNS AT PREVIOUS INTERSECTION ACCORDING TO CONSTRUCTION WORK ZONE

STH 44

M4-60R 30"X24"

11' MIN

W CHARLES ST

SIDEWALK CLOSED R9-9 24"X12"

WO11-2 48"X48"

AHEAD WO16-9P 48"X24"

WO11-2 48"X48"

WO16-7L 48"X24"

SIDEWALK CLOSED R9-9 24"X12"

WO11-2 48"X48"

WO16-7L 48"X24"

TEMPORARY MARKING CROSSWALK EPOXY 6-INCH, WHITE

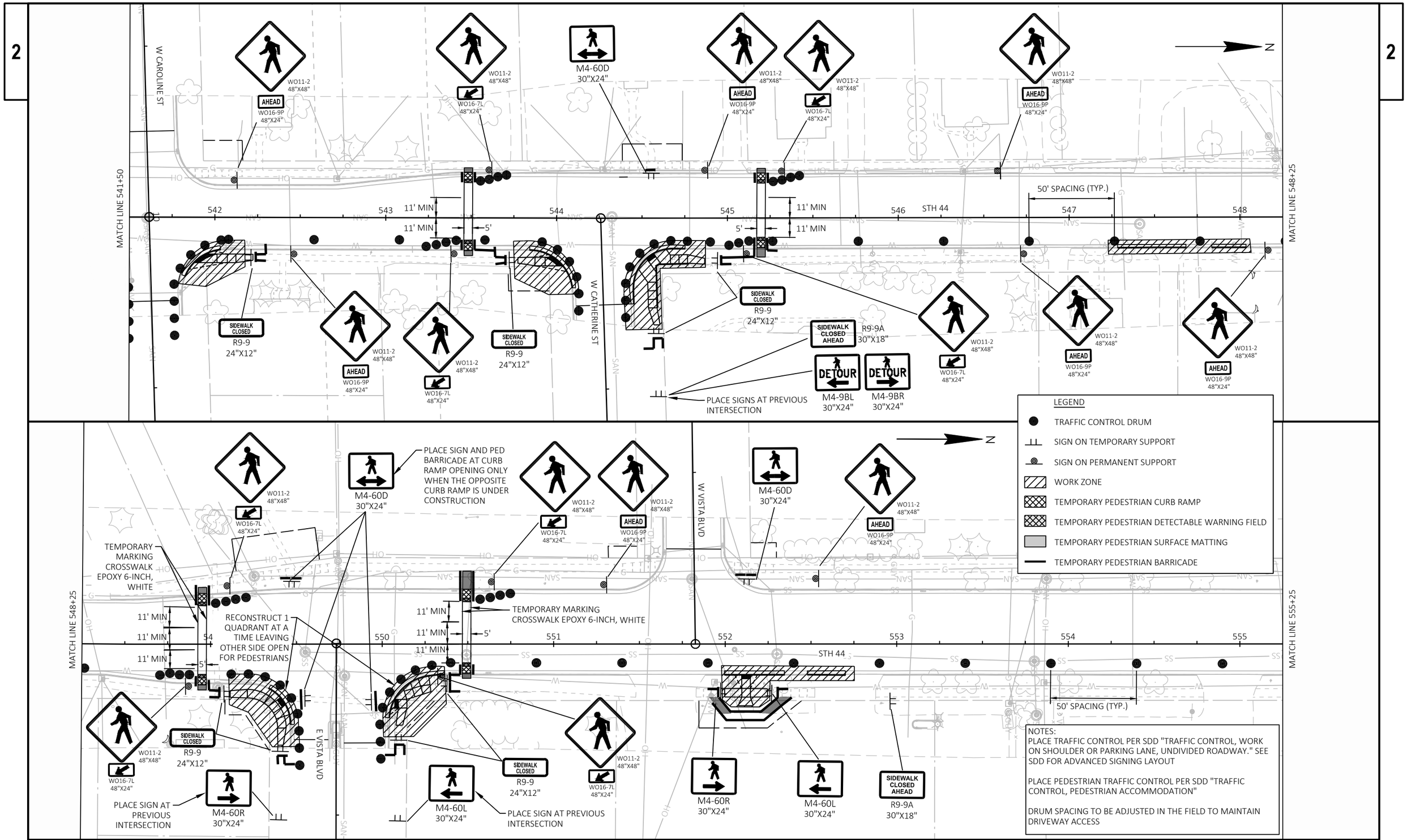
11' MIN

11' MIN

5'

MATCH LINE 541+50

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TRAFFIC CONTROL - STAGE 1	SHEET 57	E



NOTES:
PLACE TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD FOR ADVANCED SIGNING LAYOUT

PLACE PEDESTRIAN TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

DRUM SPACING TO BE ADJUSTED IN THE FIELD TO MAINTAIN DRIVEWAY ACCESS

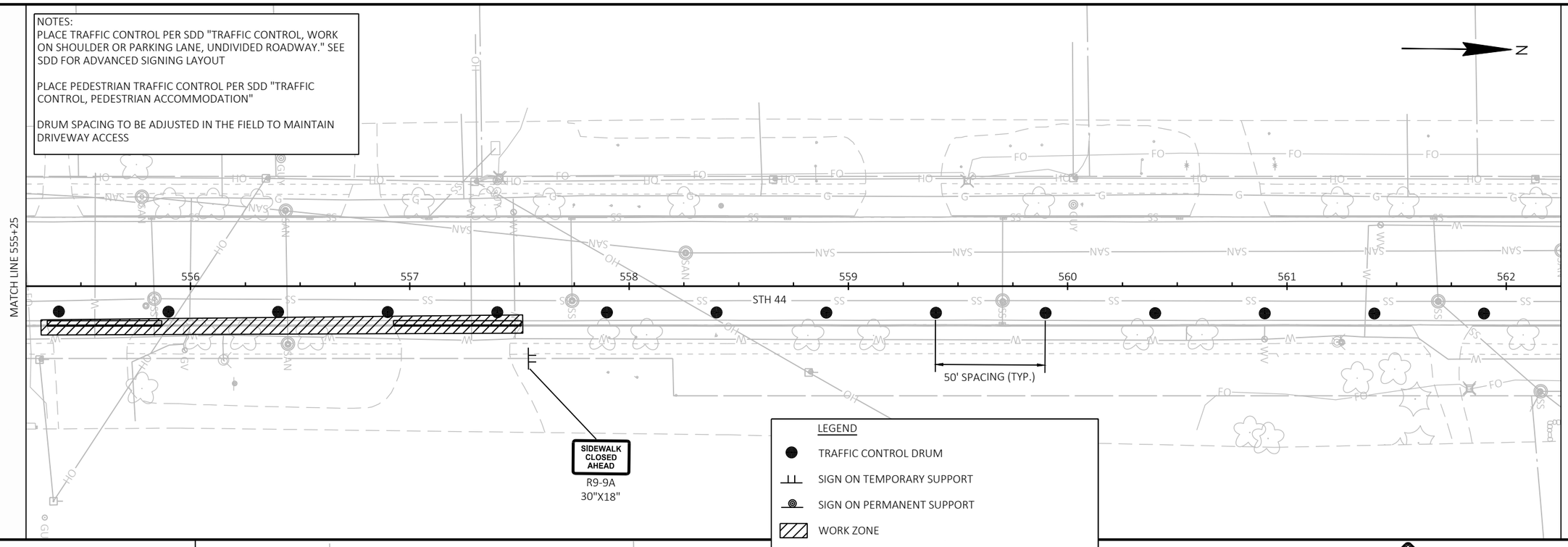
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TRAFFIC CONTROL - STAGE 1	SHEET 58 E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 02
PLOT DATE : 1/7/2025 1:57 PM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 44

NOTES:
PLACE TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD FOR ADVANCED SIGNING LAYOUT

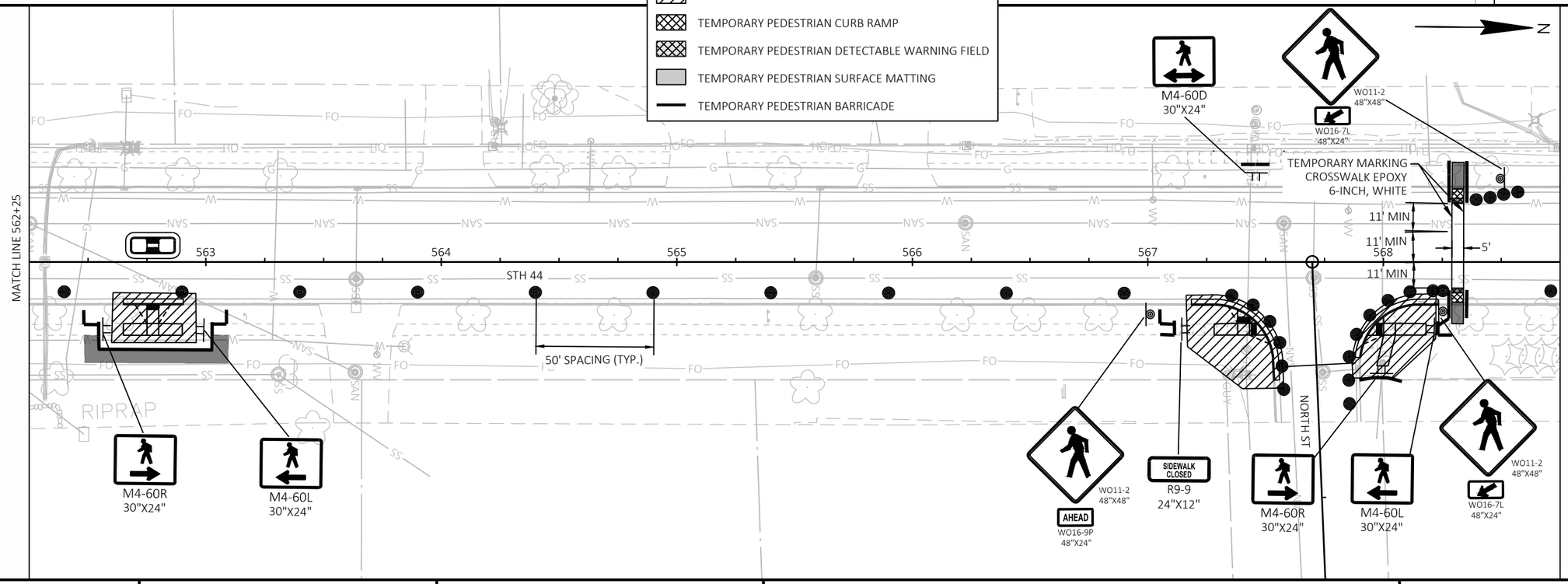
PLACE PEDESTRIAN TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

DRUM SPACING TO BE ADJUSTED IN THE FIELD TO MAINTAIN DRIVEWAY ACCESS



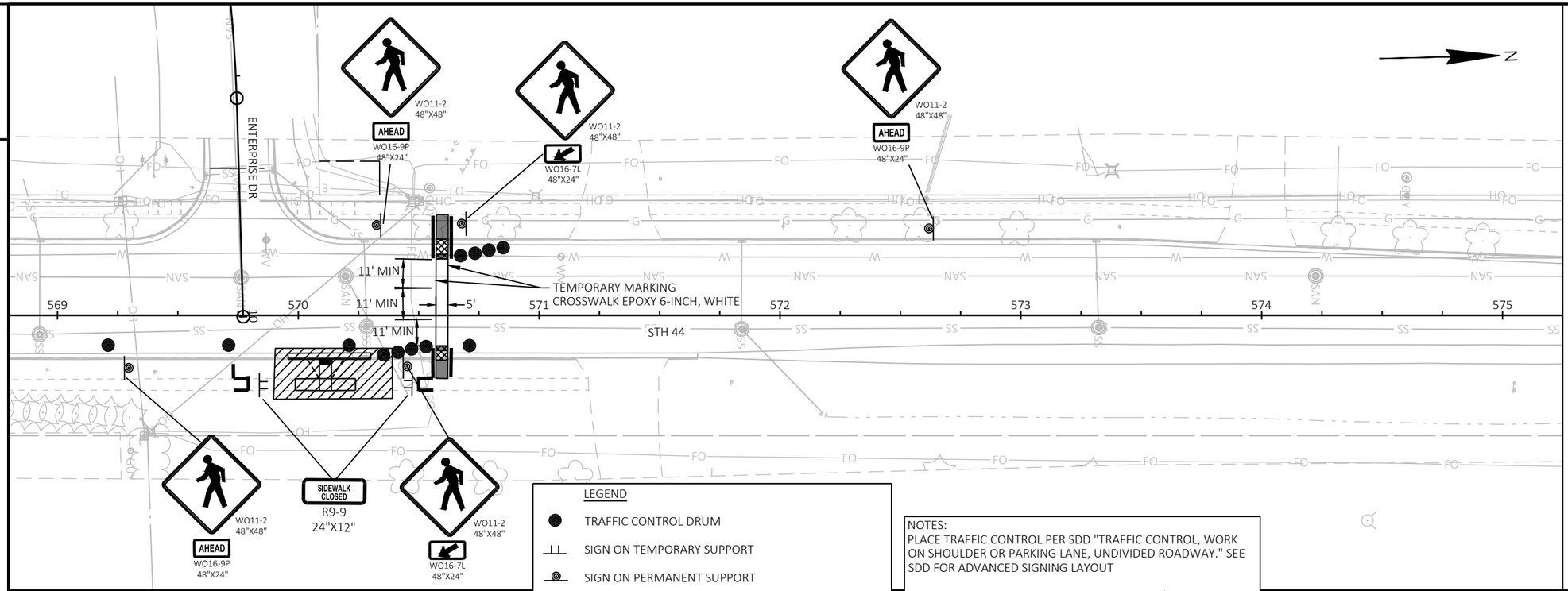
LEGEND

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



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TRAFFIC CONTROL - STAGE 1	SHEET 59 E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 03
PLOT DATE : 1/7/2025 1:57 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 44



MATCH LINE 575+25

2

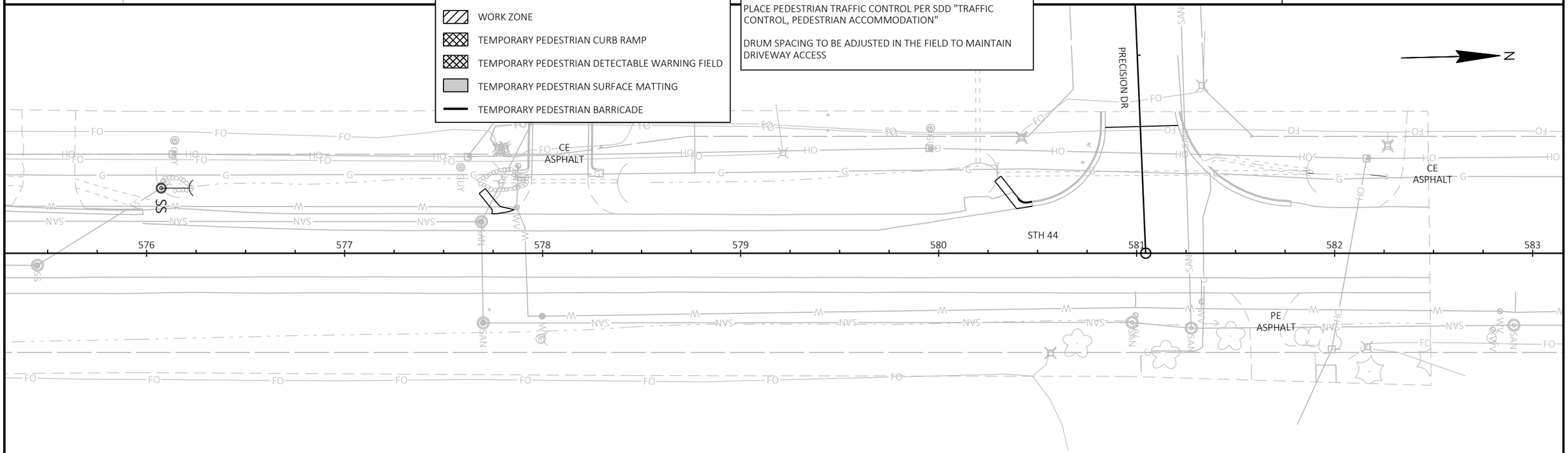
LEGEND

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

NOTES:
PLACE TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD FOR ADVANCED SIGNING LAYOUT

PLACE PEDESTRIAN TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

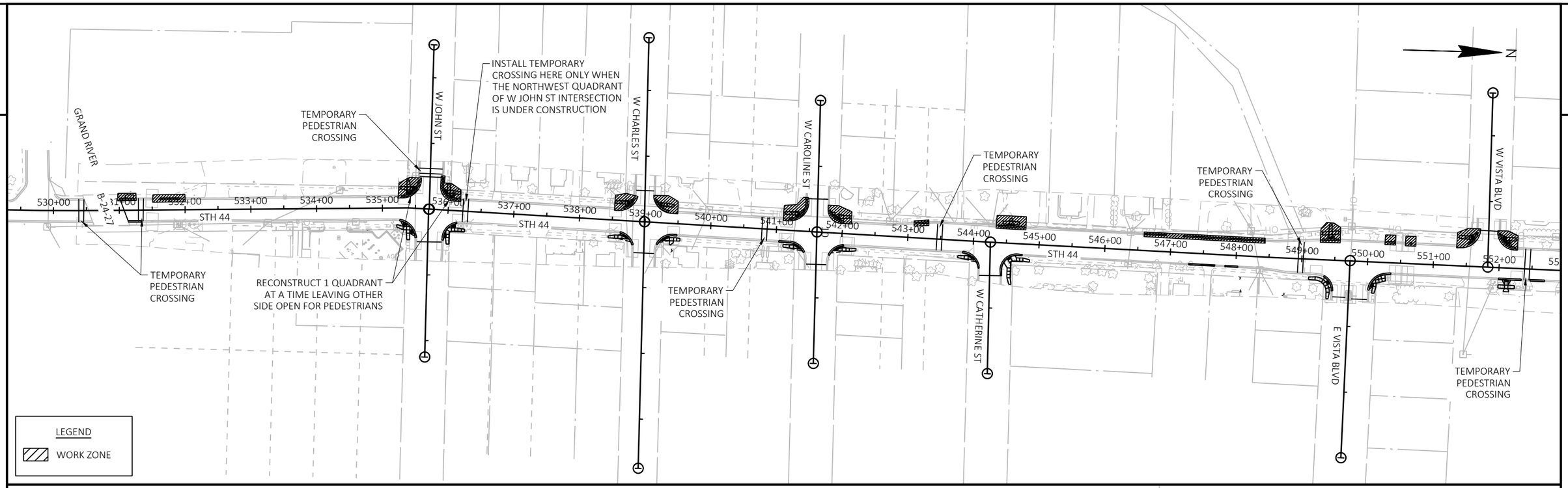
DRUM SPACING TO BE ADJUSTED IN THE FIELD TO MAINTAIN DRIVEWAY ACCESS

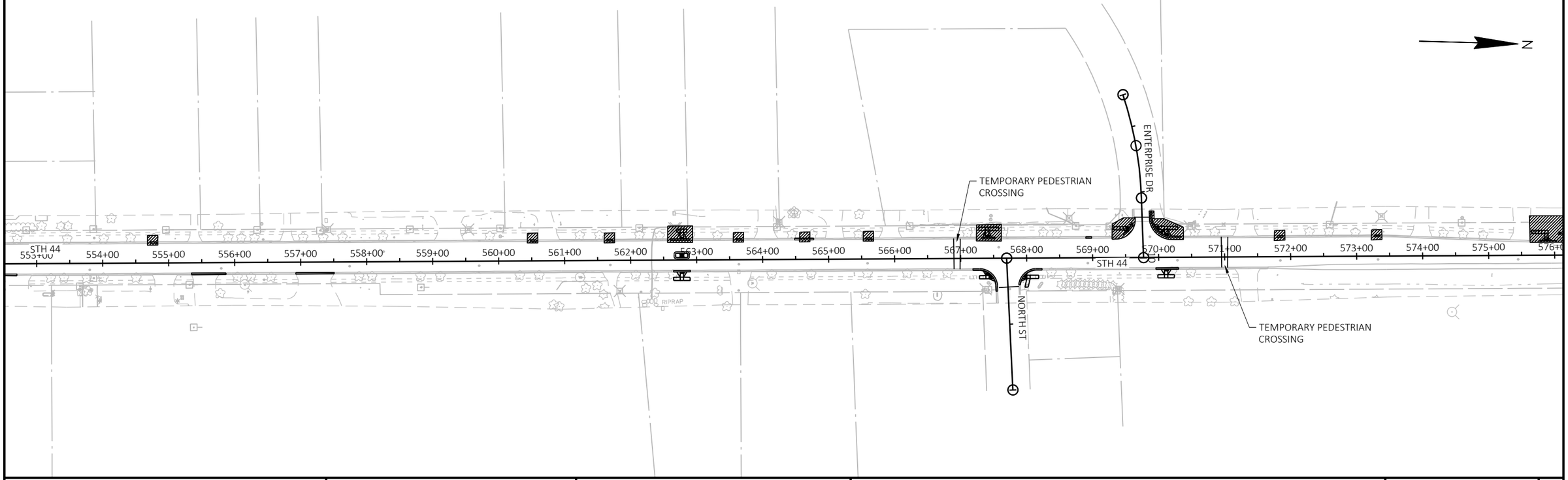


PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TRAFFIC CONTROL - STAGE 1	SHEET 60	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 04
PLOT DATE : 1/7/2025 1:57 PM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2





PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TRAFFIC CONTROL - STAGE 2	SHEET 61	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 00

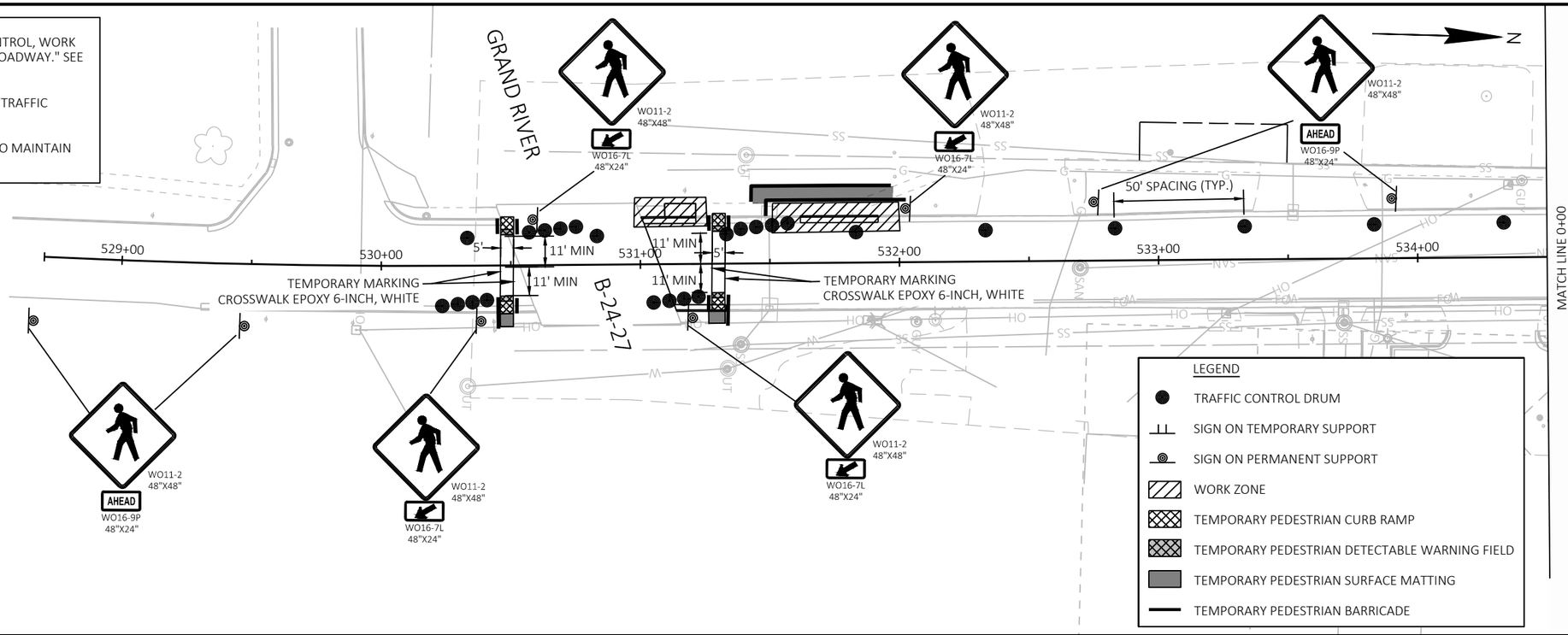
PLOT DATE : 1/7/2025 2:02 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:150 FT

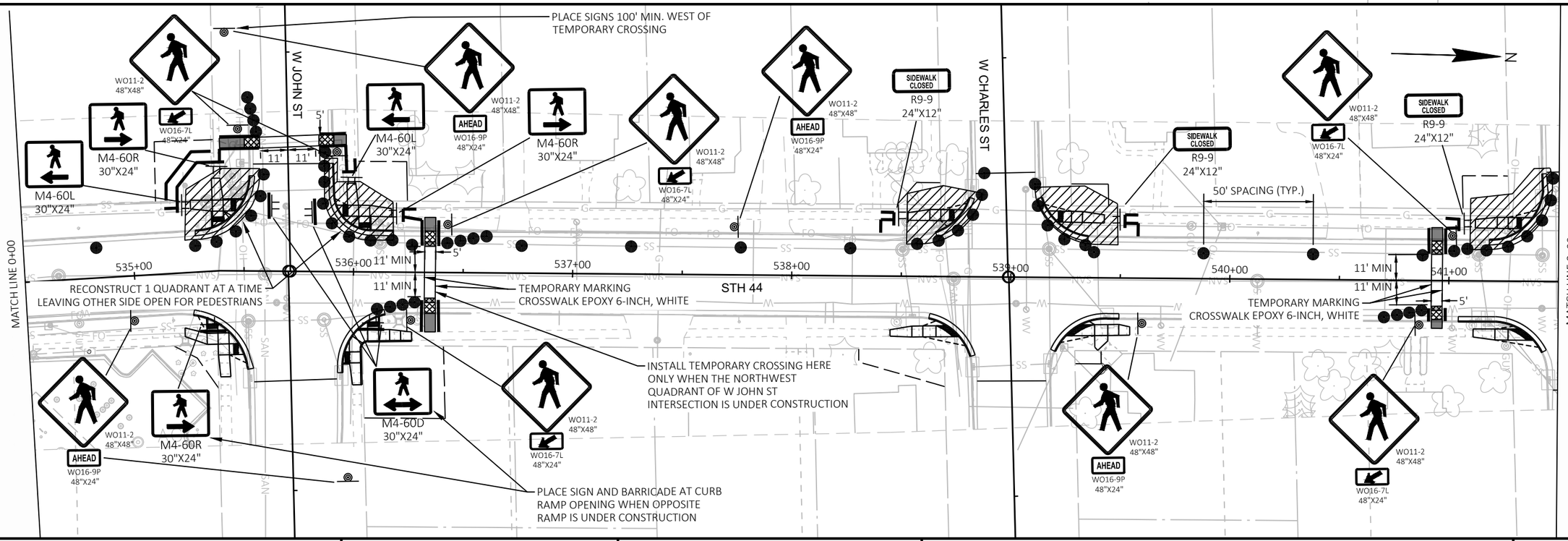
WISDOT/CADDS SHEET 44

NOTES:
PLACE TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD FOR ADVANCED SIGNING LAYOUT

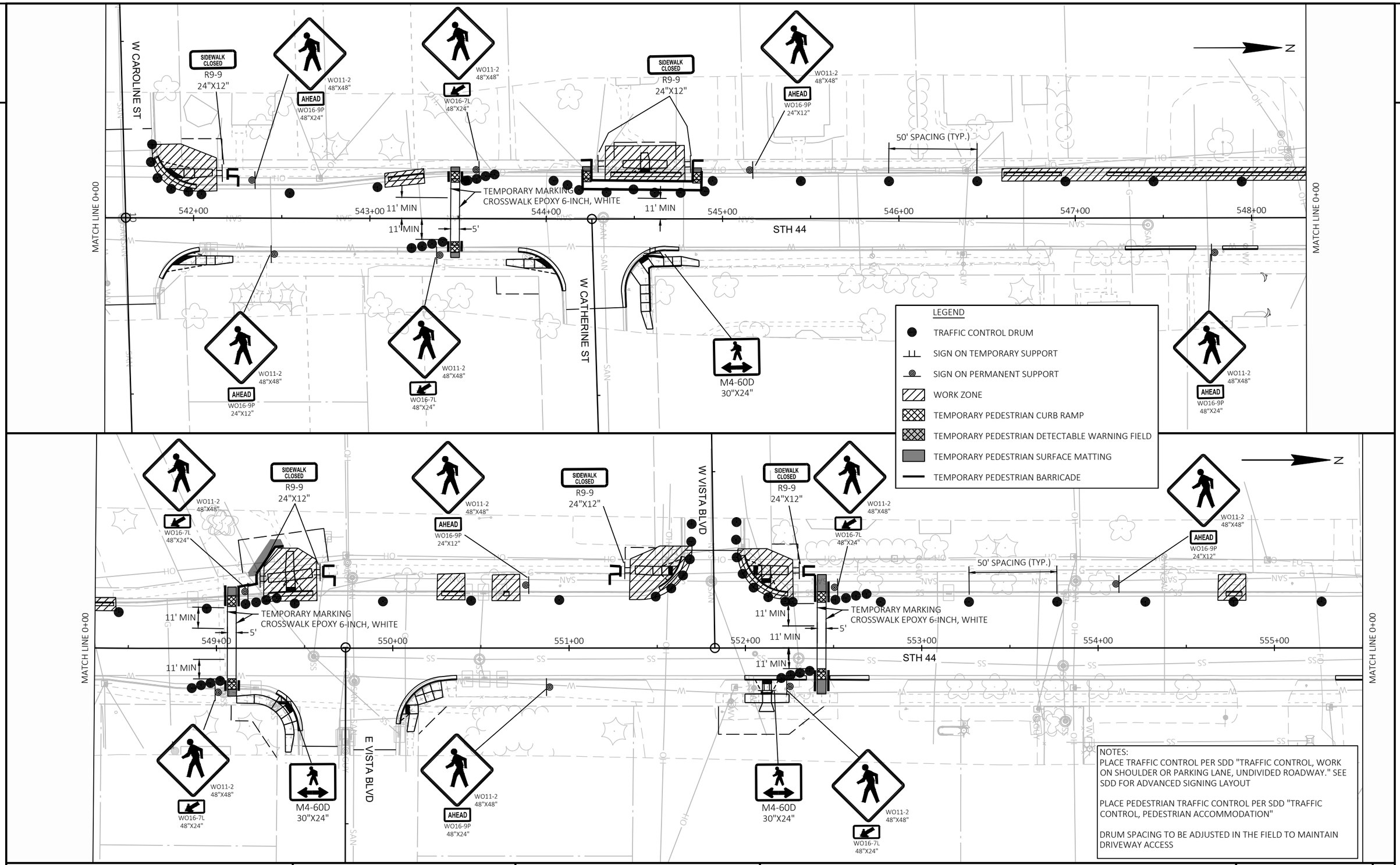
PLACE PEDESTRIAN TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

DRUM SPACING TO BE ADJUSTED IN THE FIELD TO MAINTAIN DRIVEWAY ACCESS





PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TRAFFIC CONTROL - STAGE 2	SHEET 62	E



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TRAFFIC CONTROL - STAGE 2	SHEET 63	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 02

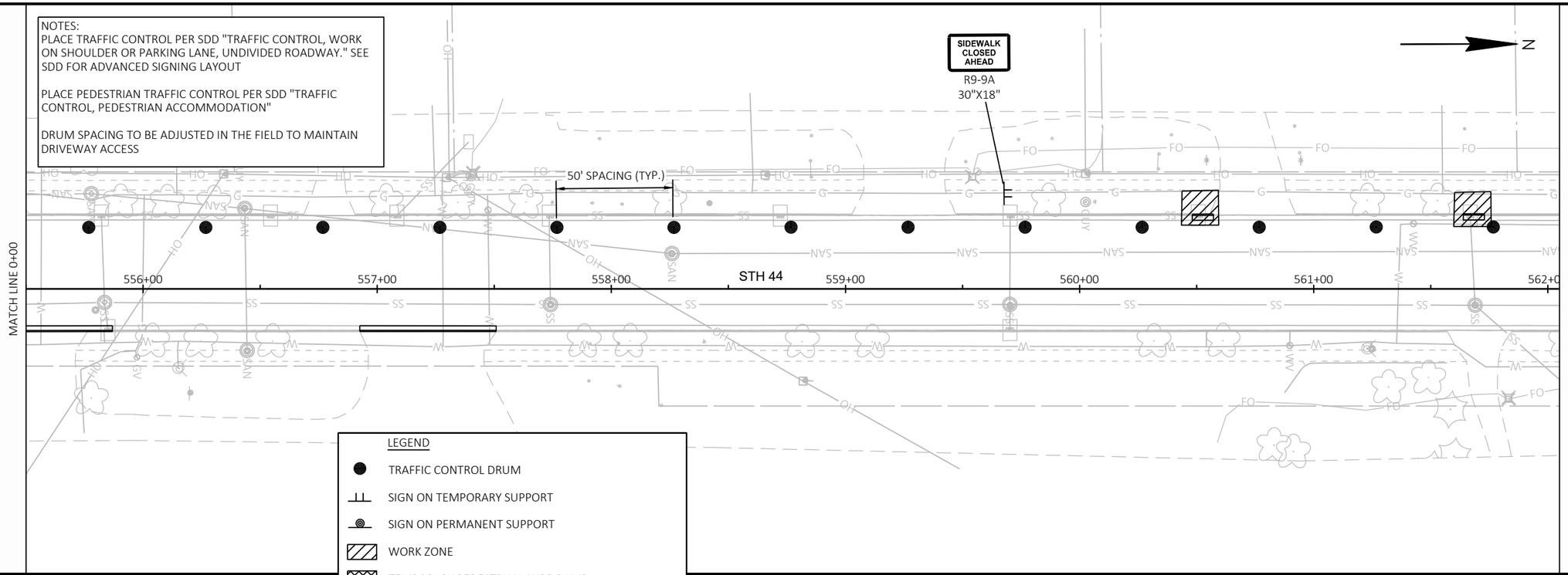
PLOT DATE : 1/7/2025 2:02 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

NOTES:
PLACE TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD FOR ADVANCED SIGNING LAYOUT

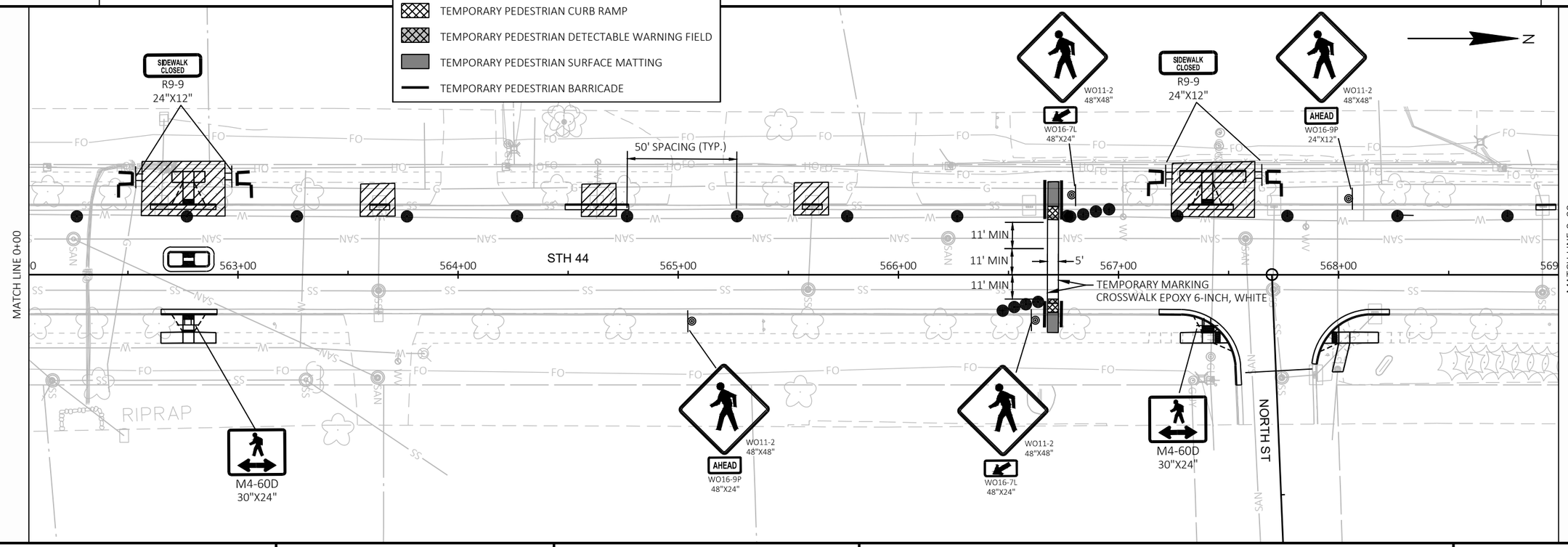
PLACE PEDESTRIAN TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

DRUM SPACING TO BE ADJUSTED IN THE FIELD TO MAINTAIN DRIVEWAY ACCESS



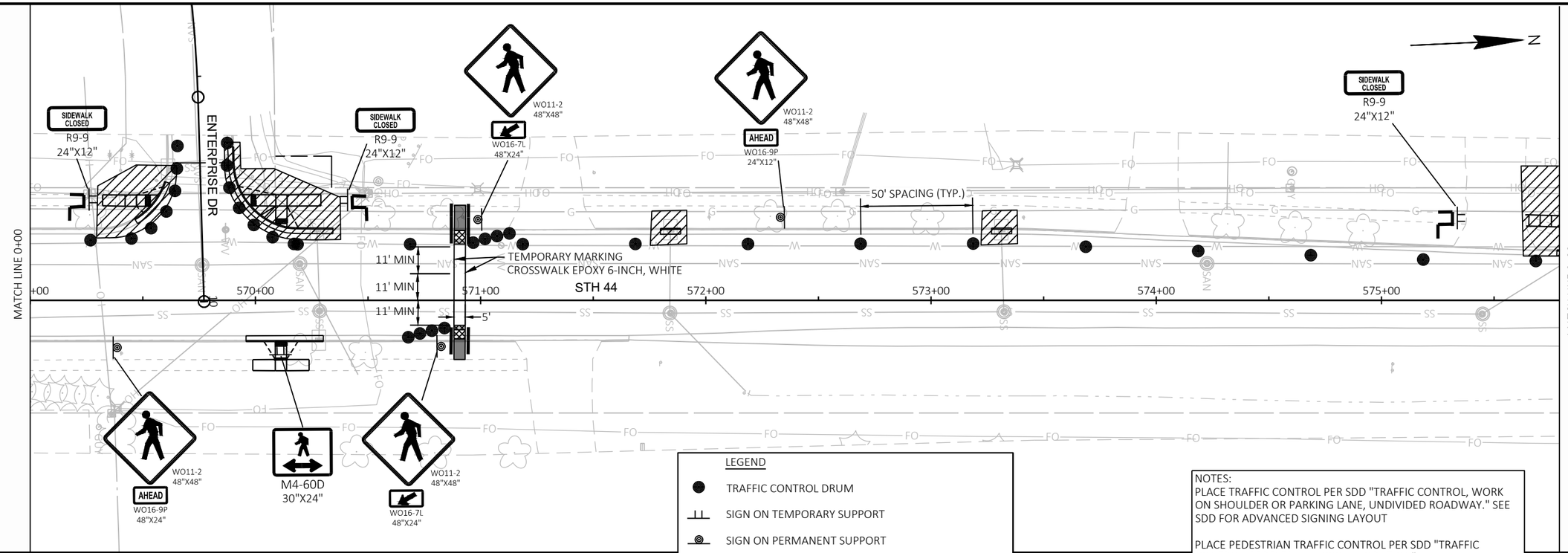
LEGEND

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



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TRAFFIC CONTROL - STAGE 2	SHEET 64	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 03
PLOT DATE : 1/7/2025 2:02 PM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44



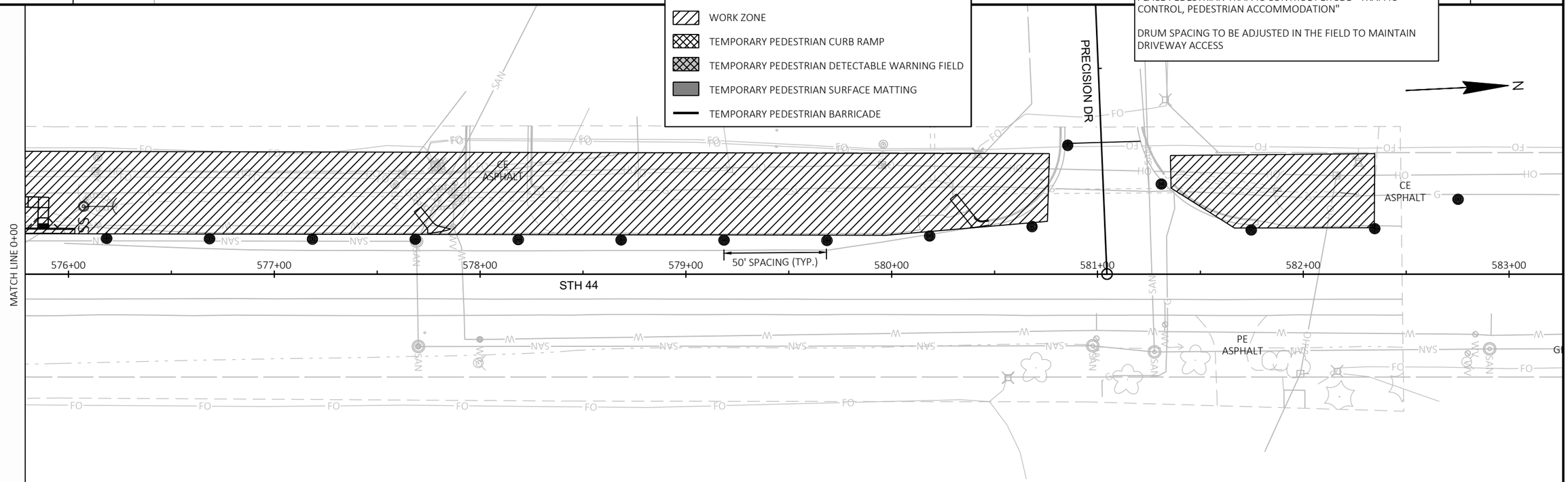
LEGEND

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

NOTES:
PLACE TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY." SEE SDD FOR ADVANCED SIGNING LAYOUT

PLACE PEDESTRIAN TRAFFIC CONTROL PER SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

DRUM SPACING TO BE ADJUSTED IN THE FIELD TO MAINTAIN DRIVEWAY ACCESS



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	TRAFFIC CONTROL - STAGE 2	SHEET 65	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 04
PLOT DATE : 1/7/2025 2:03 PM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

PI STA = 529+53.06
Y = 222858.972
X = 561387.502
DELTA = 3°19'01" LT
D = 1°59'45"
T = 83.12'
L = 166.19'
R = 2870.70'
PC STA = 528+69.94
Y = 222775.857
X = 561386.625
PT STA = 530+36.14
Y = 222941.999
X = 561383.567
DB = N00°36'15"E
DA = N02°42'47"W

BP: 528+69.94
PT: 530+36.14
PI: 529+53.06
530+00
STH 44
N2°42'47"W
535+00
PI: 535+39.13
BEGIN PROJECT
STA 531+07
N = 223013.089
E = 561380.418

WEST JOHN ST
8+00 'WJW'
9+00 'WJW'
11+00 'WJE'
12+00 'WJE'
STA 535+71.18
STA 10+00.00 'WJW'
EP: 10+00.00 'WJW'
BP: 10+00.00 'WJE'
STA 535+70.27
STA 10+00.00 'WJE'
EP: 12+25.00 'WJE'

W CHARLES ST
8+00 'WCW'
9+00 'WCW'
11+00 'WCE'
12+00 'WCE'
STA 538+98.80
STA 10+00.00 'WCW'
EP: 10+00.00 'WCW'
540+00
N1°07'59"E
BP: 10+00.00 'WCE'
STA 538+99.14
STA 10+00.00 'WCE'

W CAROLINE ST
BP: 8+00.00 'CAR'
9+00 'CAR'
10+00 'CAR'
11+00 'CAR'
PI: 10+00.00 'CAR'
STA 541+61.53
STA 10+00.00 'CAR'
EP: 12+00.00 'CAR'

MATCH LINE 543+75

N

MATCH LINE 543+75
PI: 544+25.84
STA 544+25.84
STA 10+00.00 'CAT'
545+00
STH 44
N0°51'08"E
PI: 548+55.21
N0°19'40"E
550+00
PI: 550+28.95
BP: 10+00.00 'CAT'
BP: 10+00.00 'EV'
STA 549+73.24
STA 10+00.00 'EV'

W CATHERINE ST
11+00 'CAT'
EP: 12+00.00 'CAT'

E VISTA BLVD
11+00 'EV'
12+00 'EV'

W VISTA BLVD
8+00 'WV'
9+00 'WV'
555+00
EP: 10+00.00 'WV'
STA 551+82.61
STA 10+00.00 'WV'

MATCH LINE 559+00

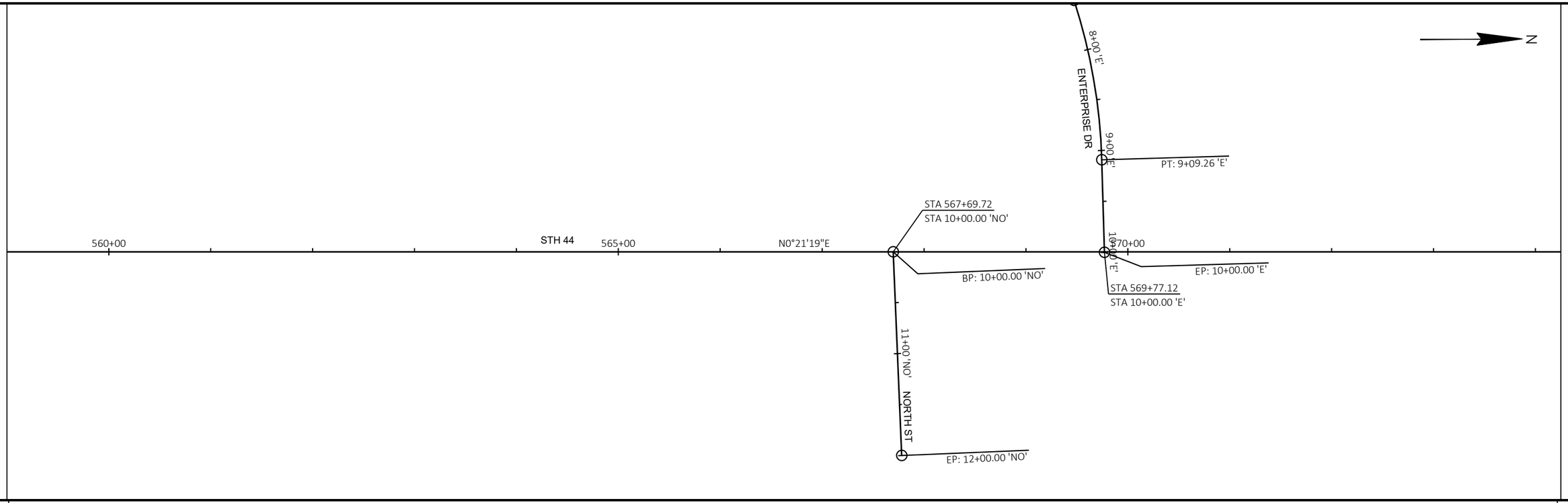
N

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 66	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 01
PLOT DATE : 11/11/2024 10:54 AM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

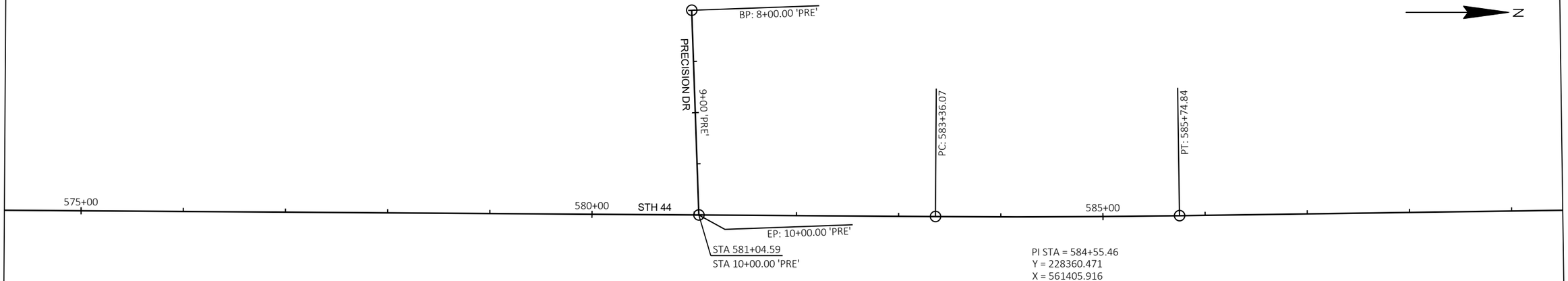
MATCH LINE 559+00



MATCH LINE 574+25

2

MATCH LINE 574+25



MATCH LINE 589+50

PI STA = 584+55.46
Y = 228360.471
X = 561405.916
DELTA = 1°11'29" LT
D = 0°29'56"
T = 119.39'
L = 238.77'
R = 11482.80'
PC STA = 583+36.07
Y = 228241.084
X = 561405.176
PT STA = 585+74.84
Y = 228479.847
X = 561404.174
DB = N00°21'19"E
DA = N00°50'10"W

SUPERELEVATION TABLE

STATION	LT. SLOPE	RT. SLOPE	REMARKS
580+66	-2.0%	-2.0%	NORMAL CROWN
582+30	-2.0%	0.0%	
583+94	-2.0%	2.0%	REVERSE CROWN
583+94	-2.0%	2.0%	FULL SUPER
585+23	-2.0%	2.0%	FULL SUPER
585+23	-2.0%	2.0%	REVERSE CROWN
586+88	-2.0%	0.0%	
588+52	-2.0%	-2.0%	NORMAL CROWN

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 67	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 02
PLOT DATE : 11/11/2024 10:54 AM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

MATCH LINE 589+50

590+00

N0°50'10"W

595+00

STH 44

600+00

PC: 602+68.71

MATCH LINE 604+75

BP: 7+90.00 'H'

9+00.00 'H'

PC: 8+66.34 'H'

CTH H

9+00 'H'

610+00

615+00

PT: 615+56.67

N

PT: 9+68.05 'H'

EP: 10+00.00 'H'

STA 607+42.16

STA 10+00.00 'H'

PI STA = 610+89.44
Y = 230994.175
X = 561367.476
DELTA = 90°09'04" RT
D = 6°59'58"
T = 820.72'
L = 1287.95'
R = 818.56'
PC STA = 602+68.71
Y = 230173.540
X = 561379.454
PT STA = 615+56.67
Y = 231003.987
X = 562188.141
DB = N00°50'10"W
DA = N89°18'54"E

STH 44

605+00

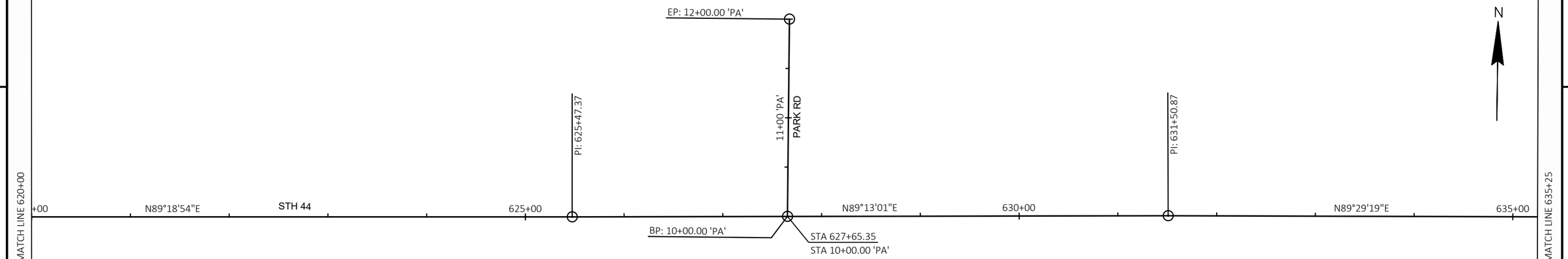
620

MATCH LINE 620+00

MATCH LINE 604+75

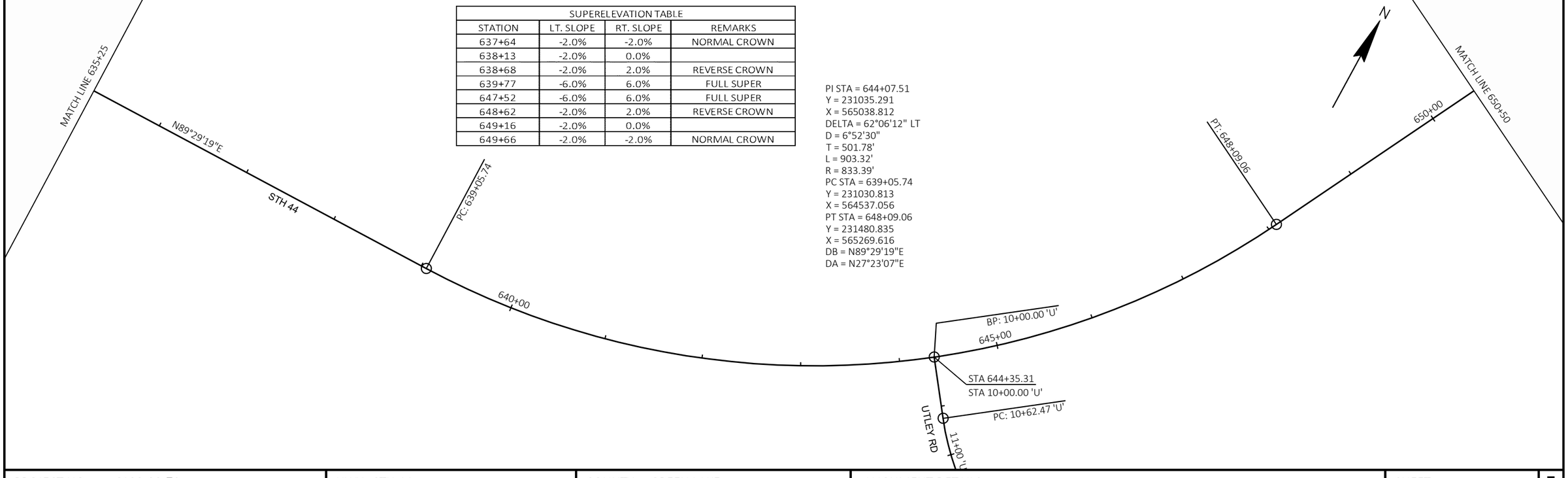
SUPERELEVATION TABLE			
STATION	LT. SLOPE	RT. SLOPE	REMARKS
601+13	-2.0%	-2.0%	NORMAL CROWN
601+63	0.0%	-2.0%	
602+17	2.0%	-2.0%	REVERSE CROWN
603+23	6.0%	-6.0%	FULL SUPER
615+05	6.0%	-6.0%	FULL SUPER
616+14	2.0%	-2.0%	REVERSE CROWN
616+69	0.0%	-2.0%	
617+18	-2.0%	-2.0%	NORMAL CROWN

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 68	E



SUPERELEVATION TABLE			
STATION	LT. SLOPE	RT. SLOPE	REMARKS
637+64	-2.0%	-2.0%	NORMAL CROWN
638+13	-2.0%	0.0%	
638+68	-2.0%	2.0%	REVERSE CROWN
639+77	-6.0%	6.0%	FULL SUPER
647+52	-6.0%	6.0%	FULL SUPER
648+62	-2.0%	2.0%	REVERSE CROWN
649+16	-2.0%	0.0%	
649+66	-2.0%	-2.0%	NORMAL CROWN

PI STA = 644+07.51
Y = 231035.291
X = 565038.812
DELTA = 62°06'12" LT
D = 6°52'30"
T = 501.78'
L = 903.32'
R = 833.39'
PC STA = 639+05.74
Y = 231030.813
X = 564537.056
PT STA = 648+09.06
Y = 231480.835
X = 565269.616
DB = N89°29'19"E
DA = N27°23'07"E



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 69	E

2

MATCH LINE 650+50

PC: 10+21.57 'LG'

BP: 10+00.00 'LG'

11+00 'LG'

12+00 'LG'

LITTLE GREEN RD

PT: 12+11.94 'LG'

EP: 12+90.00 'LG'

STA 652+22.17

STA 10+00.00 'LG'

655+00

N27°23'07"E

STH 44

660+00

PC: 664+06.57

665+00

MATCH LINE 665+75

N

2

PI STA = 667+11.11
Y = 233169.729
X = 566144.510
DELTA = 23°18'39" LT
D = 3°52'51"
T = 304.54'
L = 600.66'
R = 1476.36'
PC STA = 664+06.57
Y = 232899.318
X = 566004.429
PT STA = 670+07.23
Y = 233473.500
X = 566166.149
DB = N27°23'07"E
DA = N04°04'29"E

MATCH LINE 665+75

PT: 670+07.23

670+00

STH 44

675+00

N4°04'29"E

680+00

8+00 'ELG'

E. LITTLE GREEN RD

9+00 'ELG'

PI: 8+63.16 'ELG'

EP: 10+00.00 'ELG'

STA 679+06.52

STA 10+00.00 'ELG'

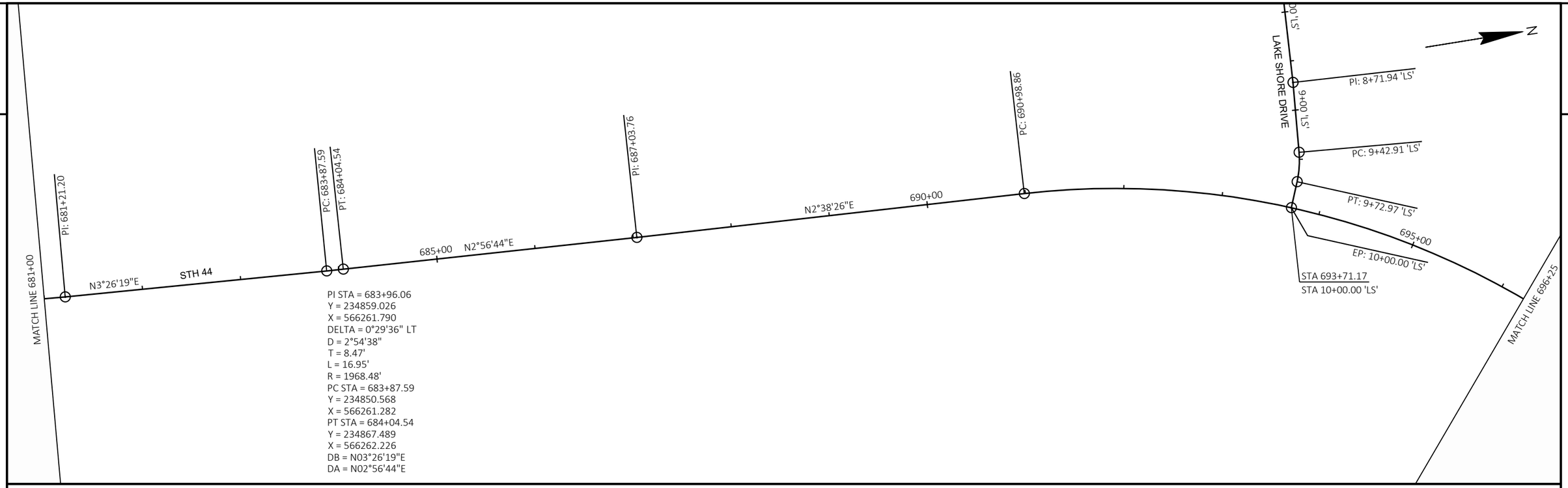
MATCH LINE 681+00

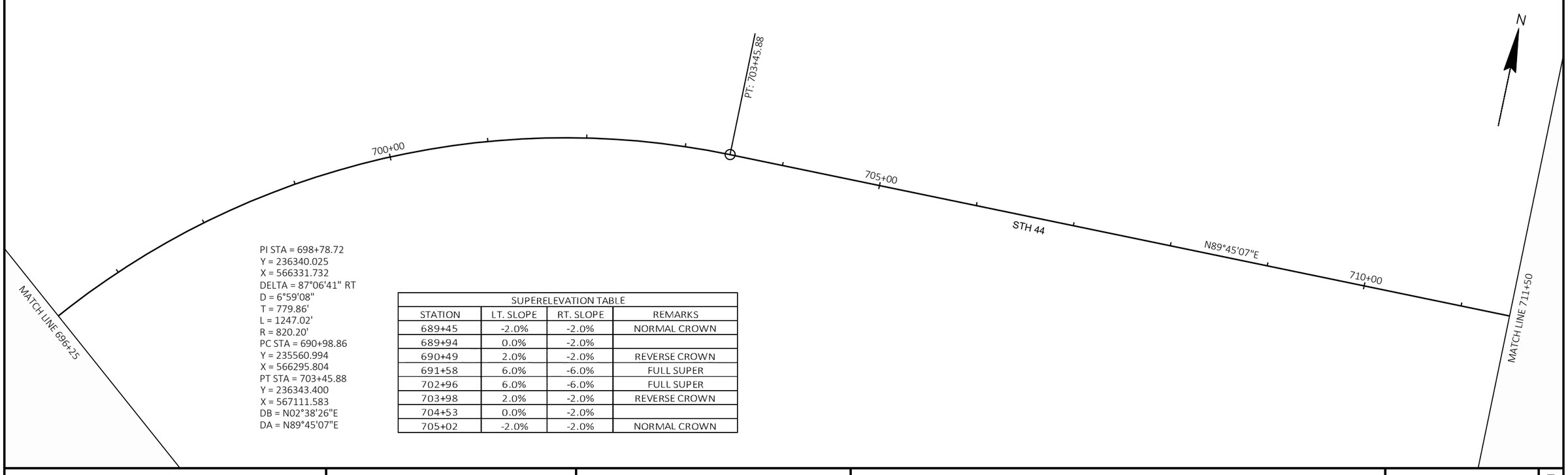
PI: 667+11.11

N

SUPERELEVATION TABLE			
STATION	LT. SLOPE	RT. SLOPE	REMARKS
662+38	-2.0%	-2.0%	NORMAL CROWN
663+03	-2.0%	0.0%	
663+61	-2.0%	2.0%	REVERSE CROWN
664+67	-5.7%	5.7%	FULL SUPER
669+61	-5.7%	5.7%	FULL SUPER
670+67	-2.0%	2.0%	REVERSE CROWN
671+25	-2.0%	0.0%	
671+90	-2.0%	-2.0%	NORMAL CROWN

2





SUPERELEVATION TABLE			
STATION	LT. SLOPE	RT. SLOPE	REMARKS
689+45	-2.0%	-2.0%	NORMAL CROWN
689+94	0.0%	-2.0%	
690+49	2.0%	-2.0%	REVERSE CROWN
691+58	6.0%	-6.0%	FULL SUPER
702+96	6.0%	-6.0%	FULL SUPER
703+98	2.0%	-2.0%	REVERSE CROWN
704+53	0.0%	-2.0%	
705+02	-2.0%	-2.0%	NORMAL CROWN

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 71	E

2

MATCH LINE 711+50

N

PI: 717+23.67

PI: 724+13.77

715+00

720+00

N89°50'13"E

STH 44

725+00

MATCH LINE 726+75

2

MATCH LINE 726+75

N

12+00 'N'

11+00 'N'

CTH N

PI: 736+65.30

BP: 10+00.00 'N'

STA 738+89.58

STA 10+00.00 'N'

730+00

N89°47'46"E

STH 44

735+00

740+00

EP: 10+00.00 'TI'

STA 738+89.58

STA 10+00.00 'TI'

9+00 'TI'

PI: 8+68.77 'TI'

8+00 'TI'

TICHORA ROAD

MATCH LINE 742+00

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 72	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 07

PLOT DATE : 11/11/2024 10:55 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

MATCH LINE 742+00

MATCH LINE 757+25

STH 44

745+00

N89°47'10"E

750+00

755+00

N

PI: 760+20.15

MATCH LINE 757+25

MATCH LINE 772+50

STH 44

760+00

765+00

770+00

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 73	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 08

PLOT DATE : 11/11/2024 10:55 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

MATCH LINE 772+50

775+00

STH 44

780+00

N89°47'32"E

785+00

MATCH LINE 787+75

MATCH LINE 787+75

N

EP: 10+00.00 'AS'

STA 791+94.01

STA 10+00.00 'AS'

N89°47'32"E

790+00

795+00

STH 44

800+00

MATCH LINE 803+00

9+00 'AS'

CTH A

8+00 'AS'

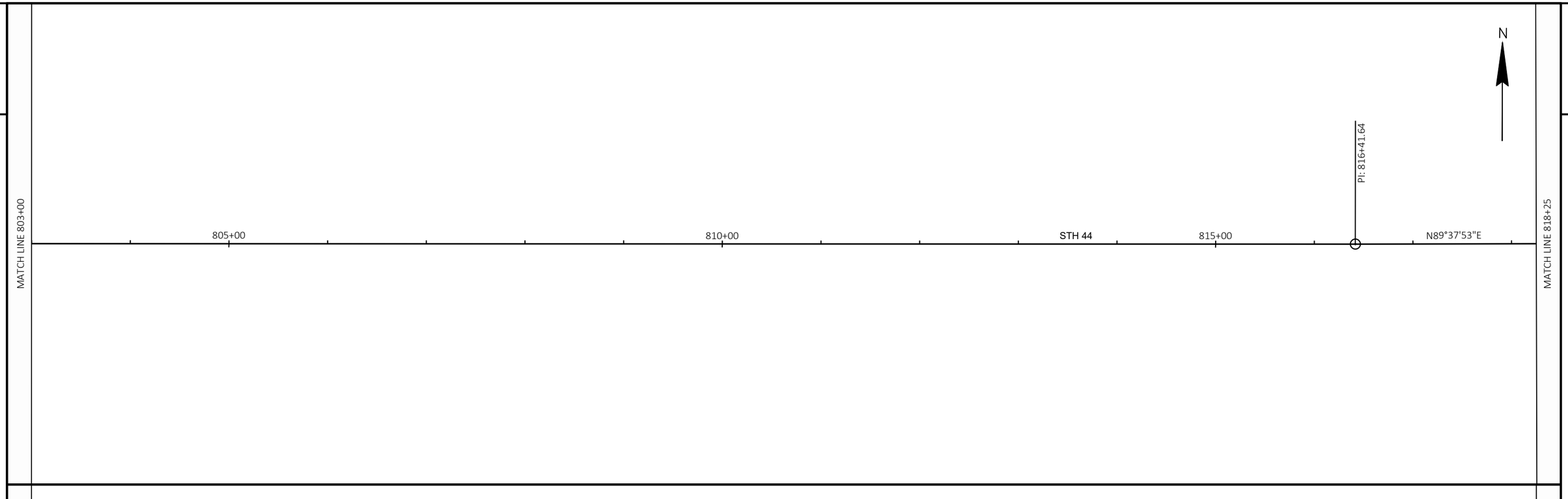
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 74	E

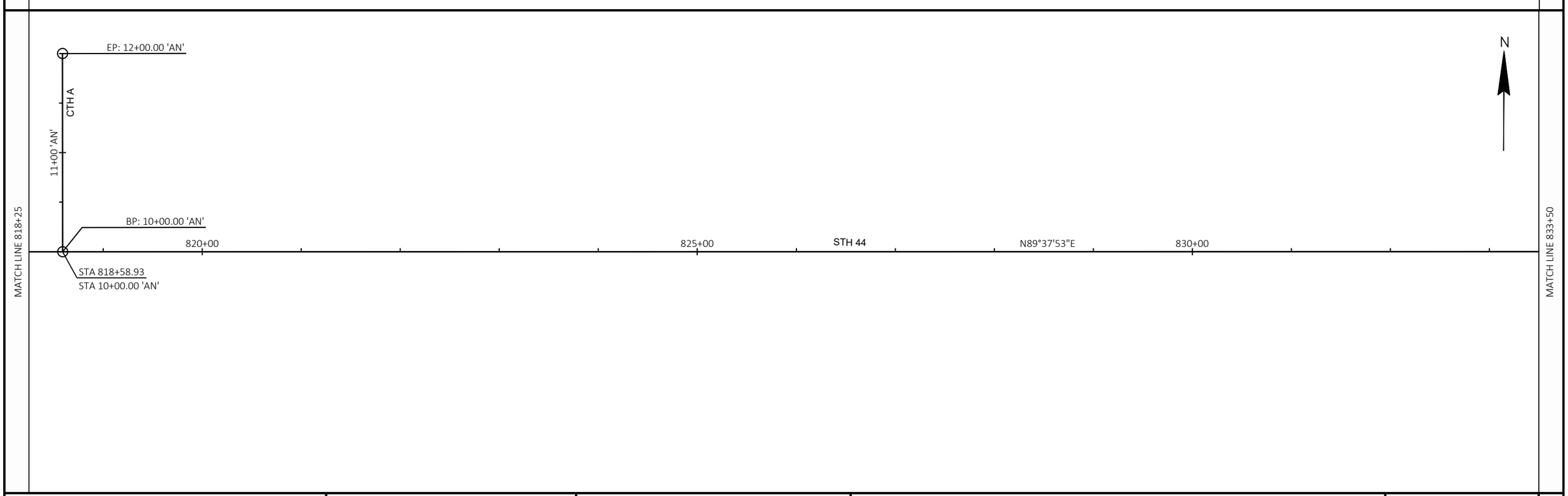
FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 09

PLOT DATE : 11/11/2024 10:55 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2





PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 75	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 10
PLOT DATE : 11/11/2024 10:55 AM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

PI: 842+27.14

835+00 N89°37'53"E 840+00 845+00 STH 44

MATCH LINE 833+50

MATCH LINE 848+75

N

850+00 855+00 STH 44 860+00 N89°32'44"E

MATCH LINE 848+75

MATCH LINE 864+00

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 76	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 11

PLOT DATE : 11/11/2024 10:55 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE 864+00

EP: 12+00.00 'PRA'

PI: 11+59.91 'PRA'

12+00 'PRA'

PRAIRIE ROAD

11+00 'PRA'

BP: 10+00.00 'PRA'

STA 871+50.52
STA 10+00.00 'PRA'

865+00

870+00

875+00

N89°32'44"E

STH 44

EP: 10+00.00 'Q'

STA 871+49.60
STA 10+00.00 'Q'

9+00 'Q'

CTH Q

8+00 'Q'

BP: 7+75.00 'Q'

N

MATCH LINE 879+25

880+00

N89°32'44"E

885+00

STH 44

890+00

MATCH LINE 894+50

2

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 77	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 12

PLOT DATE : 11/11/2024 10:55 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

MATCH LINE 894+50

895+00

900+00

905+00

STH 44

MATCH LINE 909+75

MATCH LINE 909+75

910+00

PI: 911+66.64

915+00

STH 44

N89°45'51"E

920+00

925

11+00 'S'

12+00 'S'

SEARL ROAD

PI: 924+15.81

BP: 10+00.00 'S'

STA 924+15.81

STA 10+00.00 'S'

N

MATCH LINE 925+00

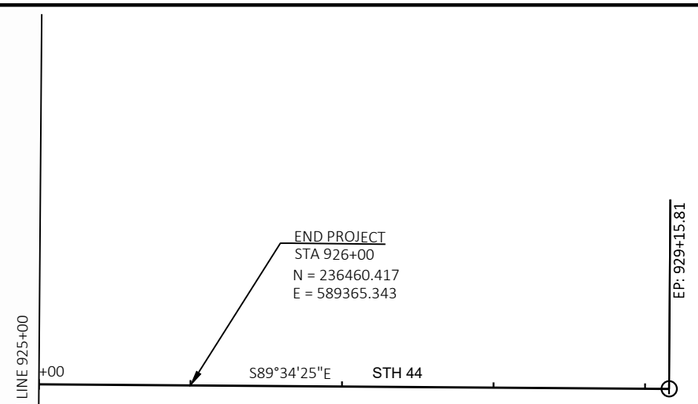
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 78	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 13

PLOT DATE : 11/11/2024 10:55 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2





2

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	ALIGNMENT DETAILS	SHEET 79	E

Estimate Of Quantities

6100-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0205	Grubbing	STA	1.000	1.000
0004	204.0110	Removing Asphaltic Surface	SY	686.000	686.000
0006	204.0115	Removing Asphaltic Surface Butt Joints	SY	901.000	901.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	152,990.000	152,990.000
0010	204.0150	Removing Curb & Gutter	LF	1,627.000	1,627.000
0012	204.0155	Removing Concrete Sidewalk	SY	726.000	726.000
0014	204.9060.S	Removing (item description) 01. Apron Endwall	EACH	1.000	1.000
0016	205.0100	Excavation Common	CY	251.000	251.000
0018	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 6100-00-70	EACH	1.000	1.000
0020	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	82.000	82.000
0022	213.0100	Finishing Roadway (project) 01. 6100-00-70	EACH	1.000	1.000
0024	305.0110	Base Aggregate Dense 3/4-Inch	TON	3,244.000	3,244.000
0026	305.0504.S	Hauling Excess Shoulder Material	CY	256.000	256.000
0028	450.4000	HMA Cold Weather Paving	TON	4,950.000	4,950.000
0030	455.0605	Tack Coat	GAL	19,570.000	19,570.000
0032	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0034	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000	2.000
0036	460.2000	Incentive Density HMA Pavement	DOL	12,830.000	12,830.000
0038	460.2005	Incentive Density PWL HMA Pavement	DOL	10,050.000	10,050.000
0040	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	8,040.000	8,040.000
0042	460.2010	Incentive Air Voids HMA Pavement	DOL	15,500.000	15,500.000
0044	460.6224	HMA Pavement 4 MT 58-28 S	TON	4,300.000	4,300.000
0046	460.6424	HMA Pavement 4 MT 58-28 H	TON	15,500.000	15,500.000
0048	465.0105	Asphaltic Surface	TON	246.000	246.000
0050	465.0110	Asphaltic Surface Patching	TON	1,030.000	1,030.000
0052	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	98.000	98.000
0054	465.0315	Asphaltic Flumes	SY	100.000	100.000
0056	465.0560	Asphaltic Rumble Strips, Centerline	LF	21,485.000	21,485.000
0058	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0060	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0062	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,678.000	1,678.000
0064	601.0600	Concrete Curb Pedestrian	LF	117.000	117.000
0066	602.0410	Concrete Sidewalk 5-Inch	SF	5,459.000	5,459.000
0068	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	330.000	330.000
0070	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	109.000	109.000
0072	606.0200	Riprap Medium	CY	20.000	20.000
0074	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	8.000	8.000
0076	611.0545	Manhole Covers Type L	EACH	1.000	1.000
0078	611.2005	Manholes 5-FT Diameter	EACH	1.000	1.000
0080	611.8110	Adjusting Manhole Covers	EACH	11.000	11.000
0082	611.8115	Adjusting Inlet Covers	EACH	25.000	25.000
0084	618.0100	Maintenance and Repair of Haul Roads (project) 01. 6100-00-70	EACH	1.000	1.000
0086	619.1000	Mobilization	EACH	1.000	1.000
0088	621.0100	Landmark Reference Monuments	EACH	40.000	40.000
0090	624.0100	Water	MGAL	49.000	49.000
0092	625.0100	Topsoil	SY	2,330.000	2,330.000
0094	627.0200	Mulching	SY	970.000	970.000
0096	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0098	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000

6100-00-70

Line	Item	Item Description	Unit	Total	Qty
0100	628.2006	Erosion Mat Urban Class I Type A	SY	1,360.000	1,360.000
0102	628.7015	Inlet Protection Type C	EACH	58.000	58.000
0104	628.7020	Inlet Protection Type D	EACH	14.000	14.000
0106	628.7504	Temporary Ditch Checks	LF	40.000	40.000
0108	628.7555	Culvert Pipe Checks	EACH	40.000	40.000
0110	630.0140	Seeding Mixture No. 40	LB	42.000	42.000
0112	630.0200	Seeding Temporary	LB	63.000	63.000
0114	630.0500	Seed Water	MGAL	70.000	70.000
0116	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	1.000	1.000
0118	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	4.000	4.000
0120	637.2210	Signs Type II Reflective H	SF	40.460	40.460
0122	638.2102	Moving Signs Type II	EACH	4.000	4.000
0124	642.5201	Field Office Type C	EACH	1.000	1.000
0126	643.0300	Traffic Control Drums	DAY	2,280.000	2,280.000
0128	643.0900	Traffic Control Signs	DAY	5,545.000	5,545.000
0130	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0132	643.3165	Temporary Marking Line Paint 6-Inch	LF	140,085.000	140,085.000
0134	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	1,064.000	1,064.000
0136	643.5000	Traffic Control	EACH	1.000	1.000
0138	644.1440	Temporary Pedestrian Surface Matting	SF	2,210.000	2,210.000
0140	644.1601	Temporary Pedestrian Curb Ramp	DAY	185.000	185.000
0142	644.1605	Temporary Pedestrian Detectable Warning Field	SF	370.000	370.000
0144	644.1810	Temporary Pedestrian Barricade	LF	2,490.000	2,490.000
0146	645.0130	Geotextile Type R	SY	500.000	500.000
0148	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	128,725.000	128,725.000
0150	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	2,005.000	2,005.000
0152	646.5020	Marking Arrow Epoxy	EACH	15.000	15.000
0154	646.6120	Marking Stop Line Epoxy 18-Inch	LF	470.000	470.000
0156	646.6466	Cold Weather Marking Epoxy 6-Inch	LF	128,725.000	128,725.000
0158	646.6470	Cold Weather Marking Epoxy 10-Inch	LF	2,005.000	2,005.000
0160	646.7120	Marking Diagonal Epoxy 12-Inch	LF	230.000	230.000
0162	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,616.000	1,616.000
0164	646.8220	Marking Island Nose Epoxy	EACH	2.000	2.000
0166	646.8305	Marking Parking Stall Paint	LF	36.000	36.000
0168	650.4000	Construction Staking Storm Sewer	EACH	2.000	2.000
0170	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,678.000	1,678.000
0172	650.8000	Construction Staking Resurfacing Reference	LF	29,966.000	29,966.000
0174	650.9000	Construction Staking Curb Ramps	EACH	30.000	30.000
0176	650.9911	Construction Staking Supplemental Control (project) 01. 6100-00-70	EACH	1.000	1.000
0178	650.9920	Construction Staking Slope Stakes	LF	100.000	100.000
0180	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	36.000	36.000
0182	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	8.000	8.000
0184	653.0154	Pull Boxes Non-Conductive 24x36-Inch	EACH	1.000	1.000
0186	654.0101	Concrete Bases Type 1	EACH	1.000	1.000
0188	655.0230	Cable Traffic Signal 5-14 AWG	LF	70.000	70.000
0190	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	70.000	70.000
0192	656.0201	Electrical Service Meter Breaker Pedestal (location) 01. STH 44 & CTH A North Jct	EACH	1.000	1.000
0194	657.0100	Pedestal Bases	EACH	1.000	1.000
0196	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	1.000	1.000

Estimate Of Quantities

6100-00-70

Line	Item	Item Description	Unit	Total	Qty
0198	658.0171	Traffic Signal Face 1S 12-Inch	EACH	1.000	1.000
0200	658.5070	Signal Mounting Hardware (location) 01. STH 44 & CTH A North Jct	EACH	1.000	1.000
0202	690.0150	Sawing Asphalt	LF	3,474.000	3,474.000
0204	690.0250	Sawing Concrete	LF	467.000	467.000
0206	740.0440	Incentive IRI Ride	DOL	29,966.000	29,966.000
0208	SPV.0030	Special 01. Fertilizer for Lawn Type Turf	CWT	1.500	1.500
0210	SPV.0060	Special 01. Reestablish Section Corner Monuments	EACH	10.000	10.000
0212	SPV.0060	Special 02. Research and Locate Existing Land Parcel Monuments	EACH	18.000	18.000
0214	SPV.0060	Special 03. Verify and Replace Existing Land Parcel Monuments	EACH	13.000	13.000
0216	SPV.0060	Special 04. Install State Furnished Flasher Cabinet STH 44 & CTH A North Jct	EACH	1.000	1.000
0218	SPV.0180	Special 01. Removing Distressed Asphaltic Surface Milling	SY	6,130.000	6,130.000
0220	SPV.0180	Special 02. Preparing Topsoil for Lawn Type Turf	SY	2,330.000	2,330.000

3

GRUBBING

CATEGORY	STATION	TO	STATION	LOCATION	201.0205 GRUBBING STA
0010	570+00	-	571+00	STH 44, RT	1
				TOTAL 0010	1

BUTT JOINTS

CATEGORY	STATION	LOCATION	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	REMARKS
0010	531+07	STH 44	33	BEGIN PROJECT/GRAND RIVER BRIDGE TIE IN
0010	9+51 'WJW'	W JOHN STREET	39	WEST TIE IN
0010	10+50 'WJE'	W JOHN STREET	41	EAST TIE IN
0010	9+52 'WCW'	W CHARLES STREET	30	WEST TIE IN
0010	10+47 'WCE'	W CHARLES STREET	36	EAST TIE IN
0010	9+50 'CAR'	W CAROLINE STREET	36	WEST TIE IN
0010	10+49 'CAR'	W CAROLINE STREET	36	EAST TIE IN
0010	10+51 'CAT'	W CATHERINE STREET	36	EAST TIE IN
0010	10+57 'EV'	E VISTA BLVD	59	EAST TIE IN
0010	9+45 'WV'	W VISTA BLVD	36	WEST TIE IN
0010	10+44 'NO'	NORTH STREET	36	EAST TIE IN
0010	9+38 'E'	ENTERPRISE DR	27	WEST TIE IN
0010	9+36 'PRE'	PRECISION DR	39	WEST TIE IN
0010	9+12 'H'	CTH O	41	
0010	10+83 'PA'	PARK RD	26	
0010	10+60 'U'	UTLEY RD	37	
0010	11+37 'LG'	LITTLE GREEN RD	35	
0010	9+09 'ELG'	E LITTLE GREEN RD	20	
0010	9+22 'LS'	LAKE SHORE DR	25	
0010	9+16 'TI'	TICHORA RD	30	SOUTH TIE IN
0010	10+72 'N'	CTH N	38	NORTH TIE IN
0010	9+26 'AS'	CTH A	45	SOUTH TIE IN
0010	10+80 'AN'	CTH A	43	NORTH TIE IN
0010	9+19 'Q'	CTH Q	37	SOUTH TIE IN
0010	10+76 'PRA'	PRAIRIE RD	34	NORTH TIE IN
0010	10+80 'S'	SEARLE RD	39	NORTH TIE IN
0010	926+00	STH 44	33	END PROJECT
		TOTAL 0010	901	

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION		204.0110 REMOVING ASPHALTIC SURFACE SY
0010	531+00	-	531+20	STH 44	LT	5
0010	531+13	-	531+33	STH 44	RT	5
0010	531+62	-	531+92	STH 44	LT	7
0010	535+26	-	535+53	STH 44	RT	10
0010	535+28	-	535+53	STH 44	LT	16
0010	535+90	-	536+18	STH 44	LT	13
0010	535+94	-	536+14	STH 44	RT	25
0010	538+62	-	538+83	STH 44	RT	7
0010	538+66	-	538+82	STH 44	LT	6
0010	539+13	-	539+35	STH 44	LT	8
0010	539+20	-	539+50	STH 44	RT	9
0010	541+04	-	541+43	STH 44	RT	11
0010	541+18	-	541+41	STH 44	LT	11
0010	541+79	-	542+02	STH 44	LT	8
0010	541+82	-	542+03	STH 44	RT	7
0010	543+10	-	543+30	STH 44	LT	5
0010	543+84	-	544+10	STH 44	RT	10
0010	544+36	-	544+76	STH 44	LT	10
0010	544+44	-	544+75	STH 44	RT	13
0010	546+60	-	546+93	STH 44	LT	8
0010	547+18	-	548+42	STH 44	LT	28
0010	547+28	-	547+68	STH 44	RT	9
0010	547+83	-	548+03	STH 44	RT	5
0010	549+29	-	549+55	STH 44	LT	6
0010	549+33	-	549+47	STH 44	RT	7
0010	550+03	-	550+36	STH 44	RT	12
0010	550+28	-	550+41	STH 44	LT	3
0010	550+63	-	550+66	STH 44	LT	1
0010	551+51	-	551+64	STH 44	LT	6
0010	551+99	-	552+24	STH 44	LT	9
0010	551+99	-	552+34	STH 44	RT	9
0010	552+48	-	552+70	STH 44	RT	5
0010	554+73	-	554+82	STH 44	LT	2
0010	555+35	-	555+87	STH 44	RT	12
0010	556+93	-	557+51	STH 44	RT	13
0010	560+48	-	560+57	STH 44	LT	2
0010	561+64	-	561+73	STH 44	LT	2
0010	562+60	-	562+90	STH 44	LT	7
0010	562+65	-	562+90	STH 44	RT	6
0010	563+60	-	563+69	STH 44	LT	2
0010	564+48	-	564+78	STH 44	LT	7
0010	565+56	-	565+65	STH 44	LT	2
0010	567+18	-	567+54	STH 44	RT	14
0010	567+32	-	567+52	STH 44	LT	5
0010	567+90	-	568+23	STH 44	RT	12
0010	568+90	-	568+99	STH 44	LT	2
0010	569+46	-	569+60	STH 44	LT	6
0010	569+90	-	570+34	STH 44	LT	17
0010	569+95	-	570+30	STH 44	RT	8
0010	571+80	-	571+89	STH 44	LT	2
0010	573+27	-	573+36	STH 44	LT	2
0010	575+77	-	576+16	STH 44	LT	34
0010	788+21	-	795+31	STH 44	LT	116
0010	815+30	-	822+30	STH 44	RT	119
				TOTAL 0010		686

REMOVING ASPHALT MILLING

CATEGORY	STATION	TO	STATION	LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
0010	531+07	-	535+70	STH 44	2,040
0010	535+70	-	538+99	STH 44	1,490
0010	538+99	-	541+62	STH 44	1,270
0010	541+62	-	542+72	STH 44	420
0010	542+72	-	543+41	STH 44	280
0010	543+41	-	544+26	STH 44	570
0010	544+26	-	548+58	STH 44	2,170
0010	548+58	-	549+47	STH 44	420
0010	549+47	-	551+83	STH 44	1,320
0010	551+83	-	567+70	STH 44	7,940
0010	567+70	-	569+77	STH 44	1,170
0010	569+77	-	573+37	STH 44	1,760
0010	573+37	-	575+98	STH 44	1,510
0010	575+98	-	581+05	STH 44	2,790
0010	581+05	-	607+42	STH 44	12,290
0010	607+42	-	627+65	STH 44	7,090
0010	627+65	-	644+35	STH 44	5,570
0010	644+35	-	652+22	STH 44	2,630
0010	652+22	-	662+22	STH 44	4,110
0010	662+22	-	679+07	STH 44	6,200
0010	679+07	-	693+71	STH 44	5,600
0010	693+71	-	738+90	STH 44	16,430
0010	738+90	-	791+94	STH 44	19,120
0010	791+94	-	818+59	STH 44	10,390
0010	818+59	-	871+50	STH 44	19,630
0010	871+50	-	926+00	STH 44	18,780
				TOTAL 0010	152,990

REMOVING CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION		204.0150 REMOVING CURB & GUTTER LF
0010	531+00	-	531+20	STH 44	LT	20
0010	531+13	-	531+33	STH 44	RT	20
0010	531+62	-	531+92	STH 44	LT	30
0010	535+26	-	535+53	STH 44	RT	38
0010	535+28	-	535+53	STH 44	LT	40
0010	535+90	-	536+18	STH 44	LT	51
0010	535+94	-	536+14	STH 44	RT	37
0010	538+62	-	538+83	STH 44	RT	28
0010	538+66	-	538+82	STH 44	LT	24
0010	539+13	-	539+35	STH 44	LT	30
0010	539+20	-	539+50	STH 44	RT	31
0010	541+04	-	541+43	STH 44	RT	44
0010	541+18	-	541+41	STH 44	LT	45
0010	541+79	-	542+02	STH 44	LT	29
0010	541+82	-	542+03	STH 44	RT	28
0010	543+10	-	543+30	STH 44	LT	20
0010	543+84	-	544+10	STH 44	RT	37
0010	544+36	-	544+76	STH 44	LT	40
0010	544+44	-	544+75	STH 44	RT	54
0010	546+60	-	546+93	STH 44	LT	33
0010	547+18	-	548+42	STH 44	LT	124
0010	547+28	-	547+68	STH 44	RT	40
0010	547+83	-	548+03	STH 44	RT	20
0010	549+29	-	549+55	STH 44	LT	26
0010	549+33	-	549+47	STH 44	RT	26
0010	550+03	-	550+36	STH 44	RT	46
0010	550+28	-	550+41	STH 44	LT	13
0010	550+63	-	550+66	STH 44	LT	3
0010	551+51	-	551+64	STH 44	LT	23
0010	551+99	-	552+24	STH 44	LT	35
0010	551+99	-	552+34	STH 44	RT	35
0010	552+48	-	552+70	STH 44	RT	22
0010	554+73	-	554+82	STH 44	LT	9
0010	555+35	-	555+87	STH 44	RT	52
0010	556+93	-	557+51	STH 44	RT	58
0010	560+48	-	560+57	STH 44	LT	9
0010	561+64	-	561+73	STH 44	LT	9
0010	562+60	-	562+90	STH 44	LT	30
0010	562+65	-	562+90	STH 44	LT	25
0010	563+60	-	563+69	STH 44	LT	9
0010	564+48	-	564+78	STH 44	LT	30
0010	565+56	-	565+65	STH 44	LT	9
0010	567+18	-	567+54	STH 44	RT	57
0010	567+32	-	567+52	STH 44	LT	20
0010	567+90	-	568+23	STH 44	RT	45
0010	568+90	-	568+99	STH 44	LT	9
0010	569+46	-	569+60	STH 44	LT	22
0010	569+90	-	570+34	STH 44	LT	69
0010	569+95	-	570+30	STH 44	RT	35
0010	571+80	-	571+89	STH 44	LT	9
0010	573+27	-	573+36	STH 44	LT	9
0010	575+77	-	575+98	STH 44	LT	20
				TOTAL 0010		1,627

REMOVING SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	O/S	204.0155 REMOVING CONCRETE SIDEWALK SY
0010	531+09	-	531+19	STH 44	LT	7
0010	535+22	-	535+50	STH 44 / W JOHN STREET	RT	20
0010	535+25	-	535+50	STH 44/ W JOHN STREET	LT	21
0010	535+90	-	536+18	STH 44 / W JOHN STREET	LT	19
0010	535+94	-	536+27	STH 44 / W JOHN STREET	RT	23
0010	538+45	-	538+80	STH 44 / W CHARLES STREET	RT	14
0010	538+52	-	538+80	STH 44 / W CHARLES STREET	LT	10
0010	539+14	-	539+43	STH 44 / W CHARLES STREET	LT	11
0010	539+22	-	539+55	STH 44 / W CHARLES STREET	RT	18
0010	541+11	-	541+41	STH 44 / W CAROLINE STREET	RT	10
0010	541+11	-	541+41	STH 44 / W CAROLINE STREET	LT	11
0010	541+81	-	542+11	STH 44 / W CAROLINE STREET	LT	12
0010	541+84	-	542+18	STH 44 / W CAROLINE STREET	RT	11
0010	543+77	-	544+05	STH44 / W CATHERINE STREET	RT	10
0010	544+43	-	544+69	STH 44 / W CATHERINE STREET	LT	18
0010	544+45	-	544+87	STH 44 / W CATHERINE STREET	RT	28
0010	549+11	-	549+47	STH 44 / E VISTA BLVD	RT	29
0010	549+28	-	549+55	STH 44 / E VISTA BLVD	LT	26
0010	550+02	-	550+29	STH 44 / E VISTA BLVD	RT	28
0010	551+36	-	551+64	STH 44 / W VISTA BLVD	LT	15
0010	551+98	-	552+25	STH 44 / W VISTA BLVD	LT	19
0010	551+99	-	552+25	STH 44 / W VISTA BLVD	RT	27
0010	562+65	-	562+90	STH 44	RT	125
0010	562+70	-	562+85	STH 44	LT	75
0010	567+26	-	567+58	STH 44 / NORTH STREET	LT	27
0010	567+27	-	567+51	STH 44 / NORTH STREET	RT	14
0010	567+89	-	568+19	STH 44 / NORTH STREET	RT	26
0010	569+30	-	569+60	STH 44 / ENTERPRISE DR	LT	14
0010	569+90	-	570+30	STH 44 / ENTERPRISE DR	LT	20
0010	569+93	-	570+20	STH 44 / ENTERPRISE DR	RT	14
0010	575+63	-	575+96	STH 44	LT	24
				TOTAL 0010		726

REMOVING ENDWALLS

CATEGORY	STATION	LOCATION	204.9060.S.01 REMOVING APRON ENDWALLS EACH
0010	576+07	STH 44	1
		TOTAL 0010	1

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DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1)		AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE	COMMENT
			CUT (2)	EBS EXCAVATION (3)			FACTOR 1.25			
DIVISION 1										
STH 44 DITCH EARTHWORK	576+07.37/582+25.21	STH 44	222	0	222	14	18	205	205	
EWRK - STH 44 - CTH A SB	788+21.71/795+30.57	STH 44	11	0	11	9	11	0	0	
EWRK - STH 44 - CTH A NB	815+30.44/822+30.39	STH 44	18	0	18	2	3	16	16	
DIVISION 1 SUBTOTAL			251	0	251	25	31	220	220	
GRAND TOTAL			251	0	251	25	31	220	220	
TOTAL COMMON EXC			251							

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) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(6) EXPANDED FILL FACTOR = 1.25

(7) EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR

(8) 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.

(9) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

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PREPARE FOUNDATION

CATEGORY	STATION	TO	STATION	LOCATION	211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (6100-00-70) EACH	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA
0010	531+07	-	926+00	STH 44	1	-
0010	610+50	-	678+50	STH 44	-	68
0010	788+22	-	795+31	STH 44	-	7
0010	815+30	-	822+30	STH 44	-	7
				TOTAL 0010	1	82

FINISHING ROADWAY

CATEGORY	LOCATION	213.0100.01 FINISHING ROADWAY (6100-00-70) EACH
0010	PROJECT	1
	TOTAL 0010	1

BASE AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0504.S HAULING EXCESS SHOULDER MATERIAL CY	624.0100 WATER MGAL	REMARKS
0010	531+07	-	575+98	STH 44	167	-	2.5	MARKESAN CURB RAMP AND CURB AND GUTTER REPLACEMENTS
0010	575+98	-	610+50	STH 44	90	-	1.3	
0010	610+50	-	662+30	STH 44	336	256	5.0	
0010	662+30	-	665+10	STH 44	2	-	0.0	
0010	665+10	-	678+50	STH 44	87	-	1.3	
0010	678+50	-	694+25	STH 44	143	-	2.1	
0010	694+25	-	695+30	STH 44	6	-	0.1	
0010	695+30	-	737+10	STH 44	379	-	5.7	
0010	737+10	-	738+20	STH 44	7	-	0.1	
0010	738+20	-	739+10	STH 44	8	-	0.1	
0010	739+10	-	740+15	STH 44	6	-	0.1	
0010	740+15	-	754+46	STH 44	130	-	1.9	
0010	754+46	-	758+09	STH 44	17	-	0.2	
0010	758+09	-	788+22	STH 44	274	-	4.1	
0010	788+22	-	795+31	STH 44	32	-	0.5	
0010	795+31	-	815+30	STH 44	181	-	2.7	
0010	815+30	-	822+30	STH 44	32	-	0.5	
0010	822+30	-	824+34	STH 44	19	-	0.3	
0010	824+34	-	829+58	STH 44	24	-	0.4	
0010	829+58	-	840+60	STH 44	100	-	1.5	
0010	840+60	-	844+75	STH 44	19	-	0.3	
0010	844+75	-	869+70	STH 44	226	-	3.4	
0010	869+70	-	870+65	STH 44	6	-	0.1	
0010	870+65	-	888+66	STH 44	164	-	2.5	
0010	888+66	-	892+24	STH 44	16	-	0.2	
0010	892+24	-	926+00	STH 44	306	-	4.6	
0010	530+35	-	926+00	STH 44 DRIVEWAYS	325	-	4.9	
0010	530+35	-	926+00	UNDISTRIBUTED	310	-	4.7	
				TOTAL 0010	3,244	256	49	

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ASPHALTIC PAVEMENT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	* 465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0315 ASPHALTIC FLUMES SY
0010	531+07	-	535+70	STH 44	100	250	200	200	-	-	-	-
0010	535+70	-	538+99	STH 44	75	190	150	150	-	-	-	-
0010	538+99	-	541+62	STH 44	60	160	120	120	-	-	-	-
0010	541+62	-	542+72	STH 44	20	50	40	40	-	-	-	-
0010	542+72	-	543+41	STH 44	15	30	30	30	-	-	-	-
0010	543+41	-	544+26	STH 44	30	70	60	60	-	-	-	-
0010	544+26	-	548+58	STH 44	105	270	210	210	-	-	-	-
0010	548+58	-	549+47	STH 44	25	60	50	50	-	-	-	-
0010	549+47	-	551+83	STH 44	55	160	90	130	-	-	-	-
0010	551+83	-	567+70	STH 44	330	990	540	780	-	-	-	-
0010	567+70	-	569+77	STH 44	48	150	80	110	-	-	-	-
0010	569+77	-	573+37	STH 44	73	220	120	170	-	-	-	-
0010	573+37	-	575+98	STH 44	75	190	150	150	-	-	-	-
0010	575+98	-	581+05	STH 44	68	350	-	270	-	-	5	100
0010	581+05	-	605+00	STH 44	275	1,400	-	1,100	-	-	27	-
0010	605+00	-	610+50	STH 44	65	340	-	260	-	-	-	-
0010	610+50	-	627+65	STH 44	190	850	90	670	-	-	24	-
0010	627+65	-	644+35	STH 44	175	790	80	620	-	-	8	-
0010	644+35	-	652+22	STH 44	83	370	40	290	-	-	4	-
0010	652+22	-	662+30	STH 44	125	570	50	450	-	-	4	-
0010	662+30	-	678+50	STH 44	335	840	680	660	-	-	-	-
0010	678+50	-	693+71	STH 44	143	720	0	570	-	-	-	-
0010	693+71	-	738+90	STH 44	403	2,050	-	1,610	-	-	-	-
0010	738+90	-	788+22	STH 44	403	2,060	-	1,610	-	-	4	-
0010	788+22	-	795+31	STH 44	220	570	430	450	40	-	-	-
0010	795+31		815+30	STH 44	325	830	650	650	-	-	-	-
0010	815+30		822+30	STH 44	223	390	440	450	40	-	13	-
0010	822+30	-	871+50	STH 44	450	2,300	-	1,800	-	-	2	-
0010	871+50	-	926+00	STH 44	460	2,350	-	1,840	-	-	7	-
0010				PROJECT	-	-	-	-	-	1,030	-	-
				TOTAL 0010	4,950	19,570	4,300	15,500	80	1,030	98	100

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

PWL MIXTURE USE TABLE

LOCATION	STATION	TO	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS (INCHES)	QUALITY MANAGEMENT PROGRAM TO BE USED FOR MIXTURE ACCEPTANCE	QUALITY MANAGEMENT PROGRAM TO BE USED FOR DENSITY ACCEPTANCE
12' DRIVING LANE	531+07	-	575+98	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 H	1180	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12' DRIVING LANE	531+07	-	575+98	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	1180	1.75	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
3' SHOULDER/TURN LANE/SIDE ROADS	531+07	-	575+98	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 H	600	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
3' SHOULDER/TURN LANE/SIDE ROADS	531+07	-	571+66	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	600	1.75	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
8' SHOULDER	571+66	-	575+98	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 H	40	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
TWO WAY LEFT TURN LANE	549+56	-	575+98	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	380	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12' DRIVING LANE/PASSING LANE	575+98	-	610+50	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	910	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
8' SHOULDER/TURN LANE/SIDE ROADS	575+98	-	610+50	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	700	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
12' DRIVING LANE/PASSING LANE	610+50	-	662+30	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	1350	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
3' SHOULDER/TURN LANE/SIDE ROADS	610+50	-	662+30	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	530	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
2' SHOULDER WIDENING	610+50		662+30	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 H	210	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
2' SHOULDER WIDENING	610+50		662+30	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	210	1.75	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12' DRIVING LANE	662+30	-	678+50	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 H	420	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12' DRIVING LANE	662+30	-	678+50	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	420	1.75	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
5'-10' SHOULDER/TURN LANE/SIDE ROADS	662+30	-	678+50	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 H	240	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
5'-10' SHOULDER/TURN LANE/SIDE ROADS	662+30	-	678+50	LOWER LAYER	BASE AGGREGATE	4 MT 58-28 S	270	2	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12' DRIVING LANE/PASSING LANE	678+50	-	788+22	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	2870	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
3' SHOULDER/TURN LANE/SIDE ROADS	678+50	-	788+22	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	990	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
12' DRIVING LANE	788+22	-	822+30	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 H	890	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
12' DRIVING LANE	788+22	-	822+30	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	890	1.75	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
3' SHOULDER/TURN LANE/PASSING LANE/SIDE ROADS	788+22	-	822+30	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 H	450	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
3' SHOULDER/TURN LANE/PASSING LANE/SIDE ROADS	788+22	-	822+30	LOWER LAYER	BASE AGGREGATE	4 MT 58-28 S	450	1.75	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
2' BYPASS LANE WIDENING	788+22	-	795+31	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 H	20	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
2' BYPASS LANE WIDENING	788+22	-	795+31	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	40	4	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
2' BYPASS LANE WIDENING	815+30	-	822+30	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 H	20	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
2' BYPASS LANE WIDENING	815+30	-	822+30	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	30	4	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12' DRIVING LANE	822+30	-	926+00	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	2710	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
3' SHOULDER/TURN LANE/SIDE ROADS	822+30	-	926+00	UPPER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 H	940	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2); NOT ELIGIBLE FOR INCENTIVE
VARIOUS	531+07	-	926+00	REMOVING DISTRESSED ASPHALTIC SURFACE MILLING	BASE AGGREGATE/MILLED EXISTING HMA SURFACE	ASPHALTIC SURFACE (MT)	2574	VARIES	(SS 465)	ACCEPTANCE BY ORDINARY COMPACTION (SS 450.3.2.6.2)

CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION		* 465.0105 ASPHALTIC SURFACE TON	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF
0010	531+00	-	531+20	STH 44	LT	2	20
0010	531+13	-	531+33	STH 44	RT	2	20
0010	531+62	-	531+92	STH 44	LT	3	30
0010	535+26	-	535+53	STH 44	RT	4	38
0010	535+28	-	535+53	STH 44	LT	6	40
0010	535+90	-	536+18	STH 44	LT	5	51
0010	535+94	-	536+14	STH 44	RT	9	37
0010	538+62	-	538+83	STH 44	RT	3	28
0010	538+66	-	538+82	STH 44	LT	2	24
0010	539+13	-	539+35	STH 44	LT	3	30
0010	539+20	-	539+50	STH 44	RT	3	31
0010	541+04	-	541+43	STH 44	RT	4	44
0010	541+18	-	541+41	STH 44	LT	4	45
0010	541+79	-	542+02	STH 44	LT	3	29
0010	541+82	-	542+03	STH 44	RT	3	28
0010	543+10	-	543+30	STH 44	LT	2	20
0010	543+84	-	544+10	STH 44	RT	4	37
0010	544+36	-	544+76	STH 44	LT	4	40
0010	544+44	-	544+75	STH 44	RT	5	54
0010	546+60	-	546+93	STH 44	LT	3	33
0010	547+18	-	548+42	STH 44	LT	10	124
0010	547+28	-	547+68	STH 44	RT	3	40
0010	547+83	-	548+03	STH 44	RT	2	20
0010	549+29	-	549+55	STH 44	LT	2	26
0010	549+33	-	549+47	STH 44	RT	3	26
0010	550+03	-	550+36	STH 44	RT	4	46
0010	550+28	-	550+41	STH 44	LT	1	13
0010	550+63	-	550+66	STH 44	LT	1	3
0010	551+51	-	551+64	STH 44	LT	2	23
0010	551+99	-	552+24	STH 44	LT	3	35
0010	551+99	-	552+34	STH 44	RT	3	35
0010	552+48	-	552+70	STH 44	RT	2	22
0010	554+73	-	554+82	STH 44	LT	1	9
0010	555+35	-	555+87	STH 44	RT	4	52
0010	556+93	-	557+51	STH 44	RT	5	58
0010	560+48	-	560+57	STH 44	LT	1	9
0010	561+64	-	561+73	STH 44	LT	1	9
0010	562+60	-	562+90	STH 44	LT	8	76
0010	562+65		562+90	STH 44	RT	2	25
0010	563+60	-	563+69	STH 44	LT	1	9
0010	564+48	-	564+78	STH 44	LT	3	30
0010	565+56	-	565+65	STH 44	LT	1	9
0010	567+18	-	567+54	STH 44	RT	5	57
0010	567+32	-	567+52	STH 44	LT	2	20
0010	567+90	-	568+23	STH 44	RT	4	45
0010	568+90	-	568+99	STH 44	LT	1	9
0010	569+46	-	569+60	STH 44	LT	2	22
0010	569+90	-	570+34	STH 44	LT	6	69
0010	569+95	-	570+30	STH 44	RT	3	35
0010	571+80	-	571+89	STH 44	LT	1	9
0010	573+27	-	573+36	STH 44	LT	1	9
0010	575+77	-	576+07	STH 44	LT	4	25
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE				TOTAL 0010		166	1,678

RUMBLE STRIPS

CATEGORY	STATION	TO	STATION	LOCATION	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF
0010	711+15	-	738+90	STH 44	2,775
0010	738+90	-	791+94	STH 44	5,304
0010	791+94	-	818+59	STH 44	2,665
0010	818+59	-	871+50	STH 44	5,291
0010	871+50	-	926+00	STH 44	5,450
				TOTAL 0010	21,485

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CURB RAMP ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	O/S	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
0010	531+09	-	531+19	STH 44	LT	-	60	-	-
0010	535+22	-	535+50	W JOHN STREET	RT	-	242	20	-
0010	535+25	-	535+50	W JOHN STREET	LT	17	204	20	-
0010	535+90	-	536+18	W JOHN STREET	LT	6	210	20	-
0010	535+94	-	536+27	W JOHN STREET	RT	51	297	20	-
0010	538+45	-	538+80	W CHARLES STREET	RT	-	132	-	17
0010	538+52	-	538+80	W CHARLES STREET	LT	-	108	10	-
0010	539+14	-	539+43	W CHARLES STREET	LT	-	110	10	-
0010	539+22	-	539+55	W CHARLES STREET	RT	-	152	-	20
0010	541+11	-	541+41	W CAROLINE STREET	RT	-	115	-	18
0010	541+11	-	541+41	W CAROLINE STREET	LT	-	112	10	-
0010	541+81	-	542+11	W CAROLINE STREET	LT	-	112	-	17
0010	541+84	-	542+18	W CAROLINE STREET	RT	-	122	-	20
0010	543+77	-	544+05	W CATHERINE STREET	RT	-	108	-	17
0010	544+43	-	544+69	W CATHERINE STREET	LT	-	143	10	-
0010	544+45	-	544+87	W CATHERINE STREET	RT	43	410	10	-
0010	549+11	-	549+47	E VISTA BLVD	RT	-	295	10	-
0010	549+28	-	549+55	E VISTA BLVD	LT	-	205	10	-
0010	550+02	-	550+29	E VISTA BLVD	RT	-	245	10	-
0010	551+36	-	551+64	W VISTA BLVD	LT	-	111	10	-
0010	551+98	-	552+25	W VISTA BLVD	LT	-	145	20	-
0010	551+99	-	552+25	W VISTA BLVD	RT	-	196	10	-
0010	562+65	-	562+90	STH 44	RT	-	163	10	-
0010	562+70	-	562+85	STH 44	LT	-	230	10	-
0010	567+26	-	567+58	NORTH STREET	LT	-	212	30	-
0010	567+27	-	567+51	NORTH STREET	RT	-	122	20	-
0010	567+89	-	568+19	NORTH STREET	RT	-	178	10	-
0010	569+30	-	569+60	ENTERPRISE DR	LT	-	114	10	-
0010	569+90	-	570+29	ENTERPRISE DR	LT	-	259	20	-
0010	569+99	-	570+24	ENTERPRISE DR	RT	-	164	10	-
0010	575+63	-	575+96	END SIDEWALK	LT	-	183	10	-
				TOTAL 0010		117	5,459	330	109

ADJUSTING ITEMS

CATEGORY	STATION	LOCATION		611.8110 ADJUSTING MANHOLE COVERS EACH	611.8115 ADJUSTING INLET COVERS EACH
0010	535+34	STH 44	LT	-	1
0010	539+42	STH 44	RT	-	1
0010	541+15	STH 44	RT	-	2
0010	541+50	STH 45	LT	-	1
0010	549+33	STH 44	RT	1	-
0010	552+27	STH 44	RT	-	1
0010	554+77	STH 44	RT	-	1
0010	560+51	STH 44	LT	-	1
0010	561+67	STH 44	LT	-	1
0010	562+65	STH 44	LT	-	1
0010	563+64	STH 44	LT	-	1
0010	564+63	STH 44	LT	-	1
0010	565+61	STH 44	LT	-	1
0010	568+16	STH 44	RT	-	1
0010	568+93	STH 44	LT	-	1
0010	570+28	STH 44	RT/LT	-	2
0010	571+84	STH 44	LT	-	1
0010	573+31	STH 44	LT	-	1
0010	577+70	STH 44	LT	1	-
0010	585+48	STH 44	LT	1	-
0010	588+48	STH 44	LT	1	-
0010	592+45	STH 44	LT	1	-
0010	9+64	WEST JOHN ST	RT	-	1
0010	10+44	NORTH ST	LT	1	-
0010		PROJECT		5	5
		TOTAL 0010		11	25

MONUMENTS

CATEGORY	STATION	LOCATION	621.0100 LANDMARK REFERENCE MONUMENTS EACH	SPV.0060.01 SPECIAL (REESTABLISH SECTION CORNER MONUMENTS) EACH
0010	620+66	STH 44	4	1
0010	712+21	STH 44	4	1
0010	738+83	STH 44	4	1
0010	765+38	STH 44	4	1
0010	791+94	STH 44	4	1
0010	818+56	STH 44	4	1
0010	844+98	STH 44	4	1
0010	871+45	STH 44	4	1
0010	897+84	STH 44	4	1
0010	924+16	STH 44	4	1
		TOTAL 0010	40	10

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STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET*	LOCATION	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT
1	576+07.38	32.89' LT	STH 44	-	1	1	1	933.59	929.59	3.42
1.1	576+15.38	32.94' LT	STH 44	1	-	-	1		930.50	
			TOTALS	1	1	1	2			

REMARKS:
*STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
**RIM ELEV IS AT THE INLET COVER FLANGE LOCATION
***FOR STRUCTURES WITH SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE SUMP. FOR STRUCTURES WITHOUT SUMPS, THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
****DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

STORM SEWER PIPES

FROM	-	TO	LOCATION	520.8000 CONCRETE COLLARS FOR PIPE EACH	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	JOINT TIES* EACH	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
1.1	-	1	STH 44	1	8	1	930.50	929.85	0.0813
			TOTALS	1	8	1			

*NON-BID ITEM: FOR INFORMATION ONLY

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EROSION CONTROL MOBILIZATION

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT	2	2
	TOTAL 0010	2	2

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	645.0130 GEOTEXTILE TYPE R SY
0010	576+00	-	580+50	PRECISION DRIVE	20	1,050	20	15	500
0010	788+00	-	795+50	CTH A SOUTH	-	190	10	10	-
0010	815+00	-	822+50	CTH A NORTH	-	120	10	15	-
				TOTAL 0010	20	1,360	40	40	500

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	SPV.0030.01 SPECIAL (01. FERTILIZER FOR LAWN TYPE TURF) CWT	SPV.0180.02 SPECIAL (02. PREPARING TOPSOIL FOR LAWN TYPE TURF) SY	REMARKS
0010	531+07	-	576+00	STH 44	970	970	17	26	29	0.6	970	CURB RAMPS AND CURB & GUTTER REPLACEMENT
0010	576+00	-	580+50	STH 44 - PRECISION DRIVE	1,050	-	19	28	31	0.7	1,050	
0010	788+00	-	795+50	STH 44 - CTH A SOUTH	190	-	3	5	6	0.1	190	
0010	815+00	-	822+50	STH 44 - CTH A NORTH	120	-	2	3	4	0.1	120	
				TOTAL 0010	2,330	970	42	63	70	1.5	2,330	

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INLET PROTECTION

CATEGORY	STATION	LOCATION	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	531+50	STH 44	2	-
0010	533+51	STH 44	1	-
0010	533+71	STH 44	1	-
0010	535+33	STH 44	1	-
0010	536+14	STH 44	2	-
0010	538+55	STH 44	2	-
0010	539+44	STH 44	1	-
0010	541+16	STH 44	3	-
0010	542+08	STH 44	2	-
0010	548+87	STH 44	-	1
0010	549+22	STH 44	-	1
0010	550+50	STH 44	-	6
0010	552+27	STH 44	2	-
0010	553+15	STH 44	1	-
0010	553+80	STH 44	1	-
0010	554+77	STH 44	1	-
0010	555+83	STH 44	2	-
0010	556+54	STH 44	1	-
0010	557+08	STH 44	1	-
0010	557+74	STH 44	1	-
0010	558+72	STH 44	1	-
0010	559+70	STH 44	2	-
0010	560+51	STH 44	1	-
0010	561+67	STH 44	1	-
0010	562+65	STH 44	1	-
0010	563+64	STH 44	2	-
0010	564+63	STH 44	1	-
0010	565+61	STH 44	1	-
0010	566+60	STH 44	1	-
0010	567+71	STH 44	1	-
0010	568+16	STH 44	1	-
0010	568+93	STH 44	1	-
0010	570+28	STH 44	2	-
0010	571+84	STH 44	1	-
0010	573+31	STH 44	1	-
0010	9+63 'WJW'	WEST JOHN ST	2	-
0010	10+48 'WJE'	WEST JOHN ST	2	-
0010	9+60 'WCH'	W CHARLES ST	2	-
0010	10+40 'WCH'	W CHARLES ST	2	-
0010	9+62 'WCA'	W CAROLINE ST	2	-
0010	10+45 'WCA'	W CAROLINE ST	2	-
0010	10+50 'EV'	E VISTA BLVD	-	4
0010	9+43 'WV'	W VISTA BLVD	-	2
0010	10+46 'NO'	NORTH ST	1	-
0010	9+40 'EN'	ENTERPRISE DR	2	-
		TOTAL 0010	58	14

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PERMANENT SIGNING

CATEGORY	STATION	LOCATION	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	REMARKS
0010	559+50	STH 44	1	6.25	W11-2, PEDESTRIAN CROSSING
0010	559+50	STH 44	-	2.00	W16-9P, AHEAD
0010	562+60	STH 44	1	6.25	W11-2, PEDESTRIAN CROSSING
0010	562+60	STH 44	-	2.00	W16-7L, DIAGONAL ARROW LEFT
0010	563+00	STH 44	1	6.25	W11-2, PEDESTRIAN CROSSING
0010	563+00	STH 44	-	2.00	W16-7L, DIAGONAL ARROW LEFT
0010	566+25	STH 44	1	6.25	W11-2, PEDESTRIAN CROSSING
0010	566+25	STH 44	-	2.00	W16-9P, AHEAD
0010	818+28	CTH A. 56' LT	-	7.46	R1-1, 36"X36" STOP SIGN (FLASHING BEACON)
		TOTAL 0010	4	40.46	

MOVING SIGNS

CATEGORY	STATION	LOCATION		638.2102 MOVING SIGNS TYPE II EACH
0010	544+69	STH 44	RT	1
0010	549+29	STH 44	RT	1
0010	10+40 'WJE'	WEST JOHN ST	LT	1
0010	9+49 'WV'	WEST VISTA BLVD	RT	1
		TOTAL 0010		4

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TEMPORARY MARKING

CATEGORY	STATION	TO	STATION	LOCATION	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF
0010	531+07	-	535+70	STH 44	2,640
0010	535+70	-	538+99	STH 44	1,560
0010	538+99	-	541+62	STH 44	1,230
0010	541+62	-	542+72	STH 44	480
0010	542+72	-	543+41	STH 44	420
0010	543+41	-	544+26	STH 44	390
0010	544+26	-	548+58	STH 44	2,400
0010	548+58	-	549+47	STH 44	510
0010	549+47	-	551+83	STH 44	300
0010	551+83	-	567+70	STH 44	10,080
0010	567+70	-	569+77	STH 44	1,020
0010	569+77	-	573+37	STH 44	2,340
0010	573+37	-	575+98	STH 44	1,560
0010	575+98	-	581+05	STH 44	3,060
0010	581+05	-	607+42	STH 44	15,840
0010	607+42	-	627+65	STH 44	10,155
0010	627+65	-	644+35	STH 44	6,000
0010	644+35	-	652+22	STH 44	4,740
0010	652+22	-	662+22	STH 44	6,000
0010	662+22	-	679+07	STH 44	10,110
0010	679+07	-	693+71	STH 44	8,790
0010	693+71	-	738+90	STH 44	7,275
0010	738+90	-	791+94	STH 44	10,365
0010	791+94	-	818+59	STH 44	7,260
0010	818+59	-	871+50	STH 44	12,480
0010	871+50	-	926+64	STH 44	13,080
				TOTAL 0010	140,085

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PEDESTRIAN ACCOMMODATIONS

CATEGORY	STATION	TO	STATION	LOCATION	643.0300 TRAFFIC CONTROL DRUMS DAY	* 643.0900 TRAFFIC CONTROL SIGNS DAY	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	REMARKS
0010	529+00	-	535+70	STH 44	100	25	-	-	-	-	72	STAGE 1
0010	535+70	-	538+99	STH 44	100	30	-	232	5	10	228	STAGE 1
0010	538+99	-	541+62	STH 44	140	40	50	52	10	20	102	STAGE 1
0010	541+62	-	544+26	STH 44	130	50	68	30	10	20	84	STAGE 1
0010	544+26	-	549+73	STH 44	210	145	144	75	20	40	204	STAGE 1
0010	549+73	-	551+83	STH 44	80	50	72	68	10	20	108	STAGE 1
0010	551+83	-	567+70	STH 44	190	55	-	504	-	-	270	STAGE 1
0010	567+70	-	569+77	STH 44	80	40	72	102	10	20	84	STAGE 1
0010	569+77	-	581+05	STH 44	50	50	72	90	10	20	90	STAGE 1
0010	529+00	-	535+70	STH 44	180	135	108	392	25	50	324	STAGE 2
0010	535+70	-	538+99	STH 44	125	75	60	105	15	30	156	STAGE 2
0010	538+99	-	541+62	STH 44	105	35	48	50	10	20	78	STAGE 2
0010	541+62	-	544+26	STH 44	95	45	68	30	10	20	48	STAGE 2
0010	544+26	-	549+73	STH 44	115	70	82	186	20	40	300	STAGE 2
0010	549+73	-	551+83	STH 44	45	15	-	-	-	-	24	STAGE 2
0010	551+83	-	567+70	STH 44	305	110	148	192	20	40	180	STAGE 2
0010	567+70	-	569+77	STH 44	50	25	-	-	-	-	24	STAGE 2
0010	569+77	-	581+05	STH 44	180	45	72	102	10	20	114	STAGE 2
				TOTAL 0010	2,280	1,040	1,064	2,210	185	370	2,490	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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TRAFFIC CONTROL ITEMS

CATEGORY	LOCATION	STAGE DURATION	* 643.0900 TRAFFIC CONTROL SIGNS DAY	643.1000 TRAFFIC CONTROL SIGNS SF
0010	STH 44 ADVANCED SIGNING	85	935	36
0010	STH 44 MILLED SURFACE	15	120	-
0010	STH 44 UNEVEN LANES	15	750	-
0010	STH 44 PAVEMENT MARKING	6	300	-
0010	SIDEROADS ADVANCED WARNING	85	2,040	-
0010	SIDEROADS MILLED SURFACE	15	360	-
	UNDISTRIBUTED		1,126	-
	TOTAL 0010		4,505	36

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

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PERMANENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.8220 MARKING ISLAND NOSE EPOXY EACH	646.8305 MARKING PARKING STALL PAINT LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF	646.6470 COLD WEATHER MARKING EPOXY 10-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF
0010	531+07	-	536+00	STH 44	-	-	840	-	-	40	840	-	-	245
0010	536+00	-	539+25	STH 44	-	36	1030	-	-	35	1030	-	-	250
0010	539+25	-	542+00	STH 44	-	-	740	-	-	30	740	-	-	190
0010	542+00	-	544+50	STH 44	-	-	830	-	-	20	830	-	-	95
0010	544+50	-	550+00	STH 44	-	-	2255	68	1	25	2255	68	75	315
0010	550+00	-	552+00	STH 44	-	-	777	90	2	-	777	90	25	75
0010	552+00	-	567+90	STH 44	2	-	6901	-	8	20	6901	-	-	376
0010	567+90	-	569+90	STH 44	-	-	641	107	2	-	641	107	-	70
0010	569+90	-	572+00	STH 44	-	-	903	-	2	-	903	-	-	-
0010	572+00	-	581+05	STH 44	-	-	4038	-	-	30	4038	-	130	-
0010	581+05	-	607+42	STH 44	-	-	10430	120	-	25	10430	120	-	-
0010	607+42	-	627+65	STH 44	-	-	7425	360	-	-	7425	360	-	-
0010	627+65	-	644+35	STH 44	-	-	5390	-	-	-	5390	-	-	-
0010	644+35	-	652+22	STH 44	-	-	3070	-	-	50	3070	-	-	-
0010	652+22	-	662+22	STH 44	-	-	3900	-	-	25	3900	-	-	-
0010	662+22	-	679+07	STH 44	-	-	6620	-	-	-	6620	-	-	-
0010	679+07	-	693+71	STH 44	-	-	5730	-	-	30	5730	-	-	-
0010	693+71	-	738+90	STH 44	-	-	11815	220	-	-	11815	220	-	-
0010	738+90	-	791+94	STH 44	-	-	15445	460	-	25	15445	460	-	-
0010	791+94	-	818+59	STH 44	-	-	8030	-	-	25	8030	-	-	-
0010	818+59	-	871+50	STH 44	-	-	15370	465	-	30	15370	465	-	-
0010	871+50	-	926+64	STH 44	-	-	15935	115	-	60	15935	115	-	-
0010				CTH H	-	-	130	-	-	-	130	-	-	-
0010				LAKE SHORE RD	-	-	-	-	-	-	-	-	-	-
0010				CTH N (NORTH)	-	-	130	-	-	-	130	-	-	-
0010				CTH A (SOUTH)	-	-	120	-	-	-	120	-	-	-
0010				CTH A (NORTH)	-	-	130	-	-	-	130	-	-	-
0010				CTH Q (NORTH)	-	-	100	-	-	-	100	-	-	-
				TOTAL 0010	2	36	128,725	2,005	15	470	128,725	2,005	230	1,616

CONSTRUCTION STAKING

CATEGORY	LOCATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (6100-00-70) EACH
0010	PROJECT	1,678	29,966	30	100	1
	TOTAL 0010	1,678	29,966	30	100	1

SAWING

CATEGORY	STATION	TO	STATION	LOCATION		690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	531+00	-	531+20	STH 44	LT	24	5
0010	531+13	-	531+33	STH 44	RT	24	5
0010	531+62	-	531+92	STH 44	LT	34	5
0010	535+26	-	535+53	STH 44 / WEST JOHN ST	RT	47	14
0010	535+28	-	535+53	STH 44 / WEST JOHN ST	LT	70	13
0010	535+90	-	536+18	STH 44 / WEST JOHN ST	LT	61	13
0010	535+94	-	536+14	STH 44 / WEST JOHN ST	RT	89	13
0010	538+62	-	538+83	STH 44 / W CHARLES ST	RT	36	9
0010	538+66	-	538+82	STH 44 / W CHARLES ST	LT	31	9
0010	539+13	-	539+35	STH 44 / W CHARLES ST	LT	38	9
0010	539+20	-	539+50	STH 44 / W CHARLES ST	RT	44	15
0010	541+04	-	541+43	STH 44 / W CAROLINE ST	RT	53	9
0010	541+18	-	541+41	STH 44 / W CAROLINE ST	LT	55	9
0010	541+79	-	542+02	STH 44 / W CAROLINE ST	LT	38	9
0010	541+82	-	542+03	STH 44 / W CAROLINE ST	RT	36	9
0010	543+10	-	543+30	STH 44	LT	24	5
0010	543+84	-	544+10	STH 44 / W CATHERINE ST	RT	47	9
0010	544+36	-	544+76	STH 44	LT	44	17
0010	544+44	-	544+75	STH 44 / W CATHERINE ST	RT	64	13
0010	546+60	-	546+93	STH 44	LT	37	5
0010	547+18	-	548+42	STH 44	LT	128	5
0010	547+28	-	547+68	STH 44	RT	44	5
0010	547+83	-	548+03	STH 44	RT	40	5
0010	549+29	-	549+55	STH 44	LT	29	19
0010	549+33	-	549+47	STH 44 / E VISTA BLVD	RT	35	13
0010	550+03	-	550+36	STH 44 / E VISTA BLVD	RT	57	18
0010	550+28	-	550+41	STH 44	LT	17	5
0010	550+63	-	550+66	STH 44	LT	7	5
0010	551+51	-	551+64	STH 44 / W VISTA BLVD	LT	31	10
0010	551+99	-	552+24	STH 44 / W VISTA BLVD	LT	45	10
0010	551+99	-	552+34	STH 44	RT	39	24
0010	552+48	-	552+70	STH 44	RT	27	5
0010	554+73	-	554+82	STH 44	LT	13	5
0010	555+35	-	555+87	STH 44	RT	57	5
0010	556+93	-	557+51	STH 44	RT	63	5
0010	560+48	-	560+57	STH 44	LT	13	5
0010	561+64	-	561+73	STH 44	LT	13	5
0010	562+60	-	562+90	STH 44	LT	34	5
0010	562+65	-	562+90	STH 44	RT	29	5
0010	563+60	-	563+69	STH 44	LT	13	5
0010	564+48	-	564+78	STH 44	LT	33	5
0010	565+56	-	565+65	STH 44	LT	13	5
0010	567+18	-	567+54	STH 44 / NORTH ST	RT	67	10
0010	567+32	-	567+52	STH 44	LT	25	15
0010	567+90	-	568+23	STH 44 / NORTH ST	RT	56	15
0010	568+90	-	568+99	STH 44	LT	13	5
0010	569+46	-	569+60	STH 44 / ENTERPRISE DR	LT	29	10
0010	569+90	-	570+34	STH 44 / ENTERPRISE DR	LT	79	10
0010	569+95	-	570+30	STH 44	RT	39	15
0010	571+80	-	571+89	STH 44	LT	13	5
0010	573+27	-	573+36	STH 44	LT	13	5
0010	575+77	-	575+98	STH 44	LT	45	8
0010	788+21	-	795+31	STH 44	LT	714	-
0010	815+30	-	822+30	STH 44	RT	705	-
				TOTAL		3,474	467

3

3

3

FLASHING BEACON ASSEMBLY

CATEGORY	STATION	LOCATION	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF	653.0154 PULL BOXES NON-CONDUCTIVE 24X36-INCH EACH	654.0101 CONCRETE BASES TYPE 1 EACH	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG LF	656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (STH 44 & CTH A NORTH JCT) EACH	657.0100 PEDESTAL BASES EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	658.0171 TRAFFIC SIGNAL FACE 1S 12-INCH EACH	658.5070.01 SIGNAL MOUNTING HARDWARE (STH 44 & CTH A NORTH JCT) EACH	SPV.0060.04 SPECIAL (04. INSTALL STATE FURNISHED FLASHER CABINET STH 44 & CTH A NORTH JCT) EACH
0010	818+28	56' LT (STH 44 & CTH A)	1	36	8	1	1	70	70	1	1	1	1	1	1
		TOTAL 0010	1	36	8	1	1	70	70	1	1	1	1	1	1

*SIGNAL FACE INCLUDES BACKPLATE

LAND PARCEL MONUMENTS

CATEGORY	STATION	OFFSET	LOCATION	SPV.0060.02 SPECIAL (02. RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS) EACH	SPV.0060.03 SPECIAL (03. VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS) EACH
0010	535+36	33.6' RT	STH 44	1	1
0010	535+39	32.4' LT	STH 44	1	1
0010	536+02	32.4' LT'	STH 44	1	1
0010	536+04	33.6' RT	STH 44	1	1
0010	538+68	32.8' LT	STH 44	1	1
0010	538+70	33.2' RT	STH 44	1	-
0010	539+28	32.7' LT	STH 44	1	1
0010	539+29	33.3' RT	STH 44	1	-
0010	541+27	32.9' LT	STH 44	1	1
0010	541+29	33.1' RT	STH 44	1	-
0010	541+93	33.0' LT	STH 44	1	1
0010	541+95	33.0' RT	STH 44	1	-
0010	543+96	32.5' RT	STH 44	1	1
0010	549+35	32.3' RT	STH 44	1	1
0010	550+15	32.9' RT	STH 44	1	1
0010	551+49	50.0' LT	STH 44	1	-
0010	552+15	50.0' LT	STH 44	1	1
0010	570+09	50.0' LT	STH 44	1	1
			TOTAL 0010	18	13

REMOVING DISTRESSED ASPHALT

SPV.0180.01

SPECIAL (01. REMOVING DISTRESSED ASPHALTIC SURFACE MILLING)

CATEGORY	STATION	TO	STATION	LOCATION	SY	REMARKS
0010	531+07	-	926+00	STH 44	6,130	4% OF THE ROADWAY AREA ASSUMED FOR REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
				TOTAL 0010	6,130	

NOTES:
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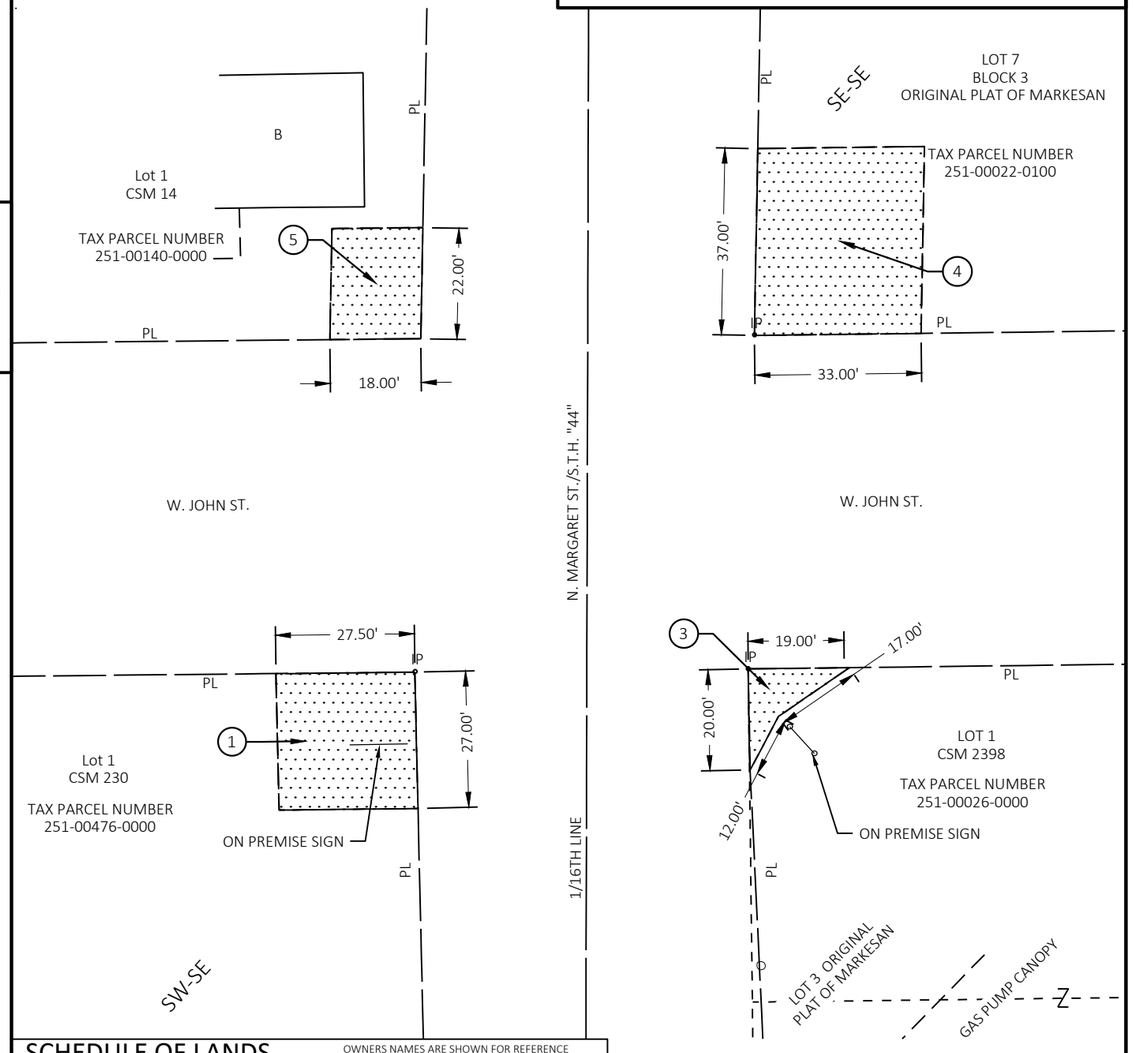
THE PURPOSE OF ALL TEMPORARY LIMITED EASEMENTS IS FOR GRADING, UNLESS OTHERWISE NOTED

R/W PROJECT NUMBER: 6100-00-20	SHEET NUMBER: 1

TLE ACQUISITION EXHIBIT
MANCHESTER - RIPON
GRAND RIVER BR TO FONDU LAC CL
STH 44 GREEN LAKE COUNTY

PART OF THE SW 1/4 OF THE SE 1/4 AND PART OF THE SE 1/4 OF THE SE 1/4, SECTION 6, T14N R13E, CITY OF MARKESAN, GREEN LAKE COUNTY, WISCONSIN.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
1	THOMAS R CHIER REVOCABLE TRUST	TLE	742.5
3	BAUMAN REVOCABLE LIVING TRUST	TLE	153
4	MARKESAN BIBLE CHURCH	TLE	1221
5	NATHAN FENSKE	TLE	396

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED

Revisions
11/9/2024 NC

THIS MAP IS APPROVED FOR THE CITY OF MARKESAN

SIGNATURE: Brent L Stella DATE: 7/11/2024

PRINT NAME: Brent L. Stella

NOTES:
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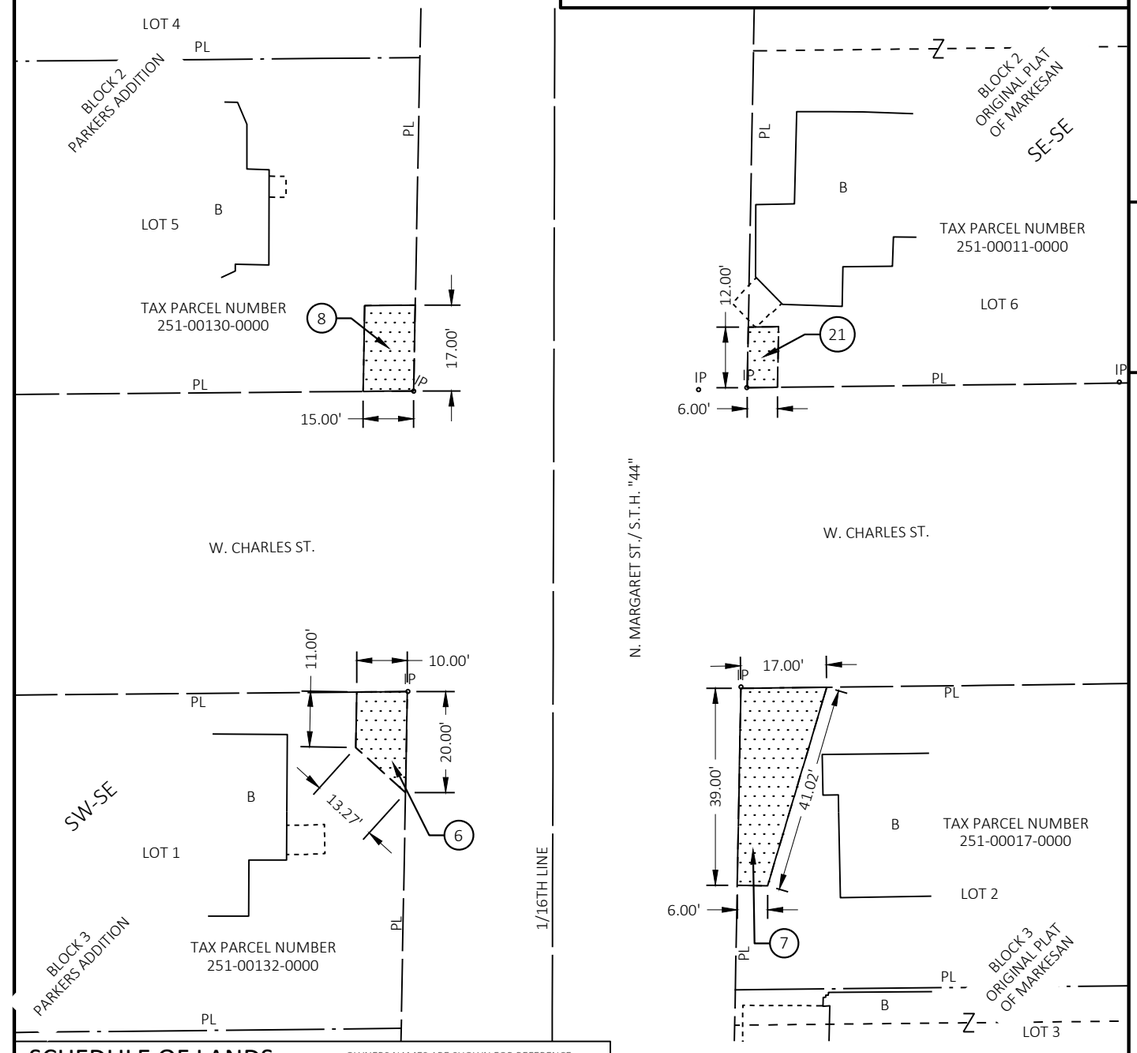
THE PURPOSE OF ALL TEMPORARY LIMITED EASEMENTS IS FOR GRADING, UNLESS OTHERWISE NOTED

R/W PROJECT NUMBER: 6100-00-20	SHEET NUMBER: 2

TLE ACQUISITION EXHIBIT
MANCHESTER - RIPON
GRAND RIVER BR TO FONDU LAC CL
STH 44 GREEN LAKE COUNTY

PART OF THE SE 1/4 OF THE SE 1/4 AND PART OF THE SW 1/4 OF THE SE 1/4, SECTION 6, T14N R13E, CITY OF MARKESAN, GREEN LAKE COUNTY, WISCONSIN.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
6	PAUL A ROWLEY & VALENTINA G ZELENKO	TLE	155
7	ROBERT HOPP	TLE	450
8	GARY SCHIMMING	TLE	255
21	DAVID R & HELENE S SEVERSON	TLE	72

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
NA	NA	NA

Revisions
11/9/2024 NC

THIS MAP IS APPROVED FOR THE CITY OF MARKESAN

SIGNATURE: Brent L Stella DATE: 7/11/2024

PRINT NAME: Brent L. Stella

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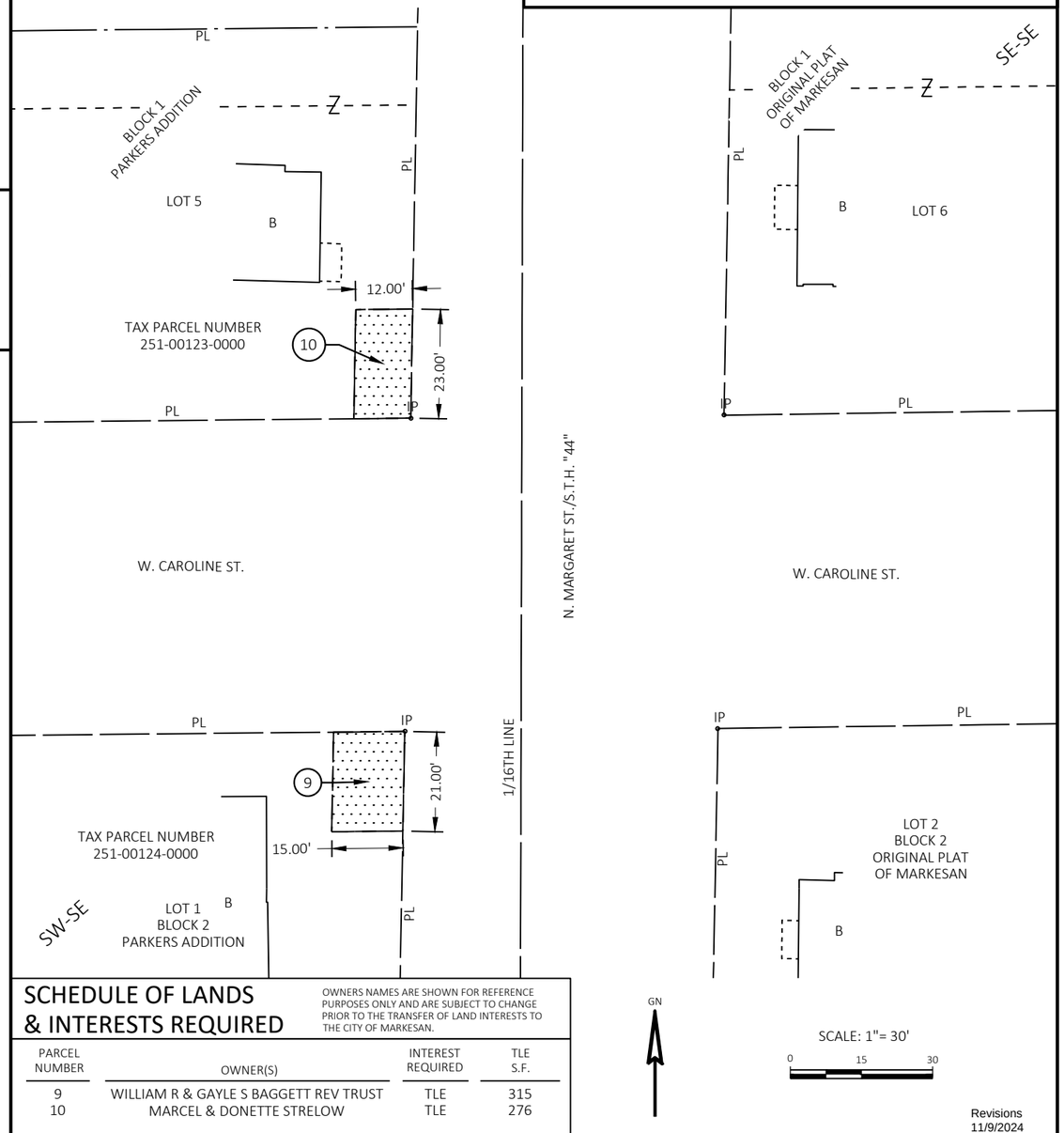
THE PURPOSE OF ALL TEMPORARY LIMITED EASEMENTS IS FOR GRADING, UNLESS OTHERWISE NOTED

R/W PROJECT NUMBER: 6100-00-20	SHEET NUMBER: 3

TLE ACQUISITION EXHIBIT
MANCHESTER - RIPON
GRAND RIVER BR TO FONDU LAC CL
STH 44 GREEN LAKE COUNTY

PART OF THE SW 1/4 OF THE SE 1/4 AND PART OF THE SE 1/4 OF THE SE 1/4, SECTION 6, T14N R13E, CITY OF MARKESAN, GREEN LAKE COUNTY, WISCONSIN.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
9	WILLIAM R & GAYLE S BAGGETT REV TRUST	TLE	315
10	MARCEL & DONETTE STRELOW	TLE	276

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
NA	NA	NA

Revisions
11/9/2024

THIS MAP IS APPROVED FOR THE CITY OF MARKESAN

SIGNATURE: Brent L Stella DATE: 11/19/24

PRINT NAME: Brent L Stella

NOTES:
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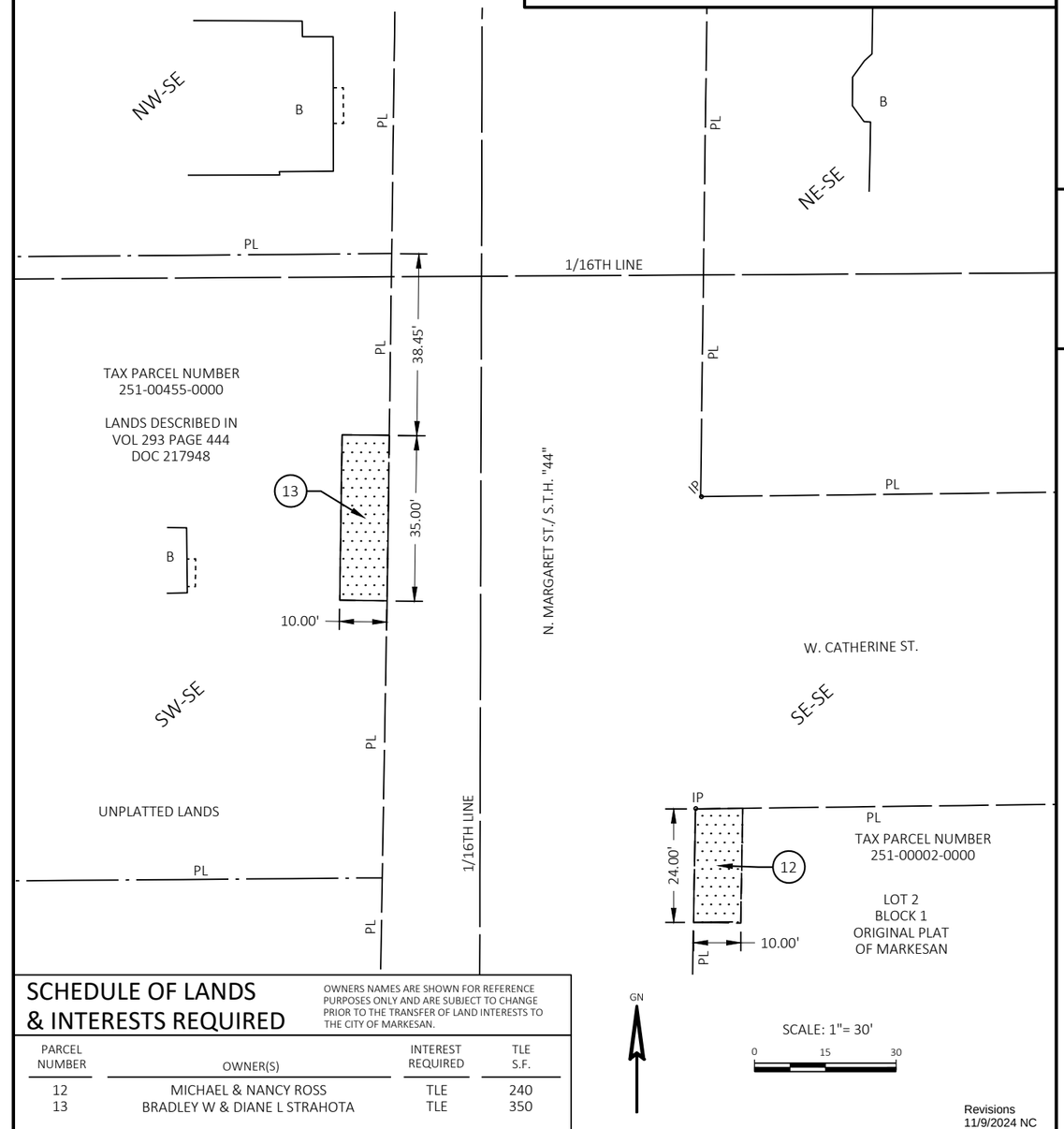
THE PURPOSE OF ALL TEMPORARY LIMITED EASEMENTS IS FOR GRADING, UNLESS OTHERWISE NOTED

R/W PROJECT NUMBER: 6100-00-20	SHEET NUMBER: 4

TLE ACQUISITION EXHIBIT
MANCHESTER - RIPON
GRAND RIVER BR TO FONDU LAC CL
STH 44 GREEN LAKE COUNTY

PART OF THE SE 1/4 OF THE SE 1/4 AND PART OF THE SW 1/4 OF THE SE 1/4, SECTION 6, T14N R13E, CITY OF MARKESAN, GREEN LAKE COUNTY, WISCONSIN.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
12	MICHAEL & NANCY ROSS	TLE	240
13	BRADLEY W & DIANE L STRAHOTA	TLE	350

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
NA	NA	NA

Revisions
11/9/2024 NC

THIS MAP IS APPROVED FOR THE CITY OF MARKESAN

SIGNATURE: Brent L Stella DATE: 7/11/202

PRINT NAME: Brent L Stella

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THE PURPOSE OF ALL TEMPORARY LIMITED EASEMENTS IS FOR GRADING, UNLESS OTHERWISE NOTED

R/W PROJECT NUMBER: 6100-00-20	SHEET NUMBER: 5

TLE ACQUISITION EXHIBIT
MANCHESTER - RIPON
GRAND RIVER BR TO FONDU LAC CL
STH 44 GREEN LAKE COUNTY

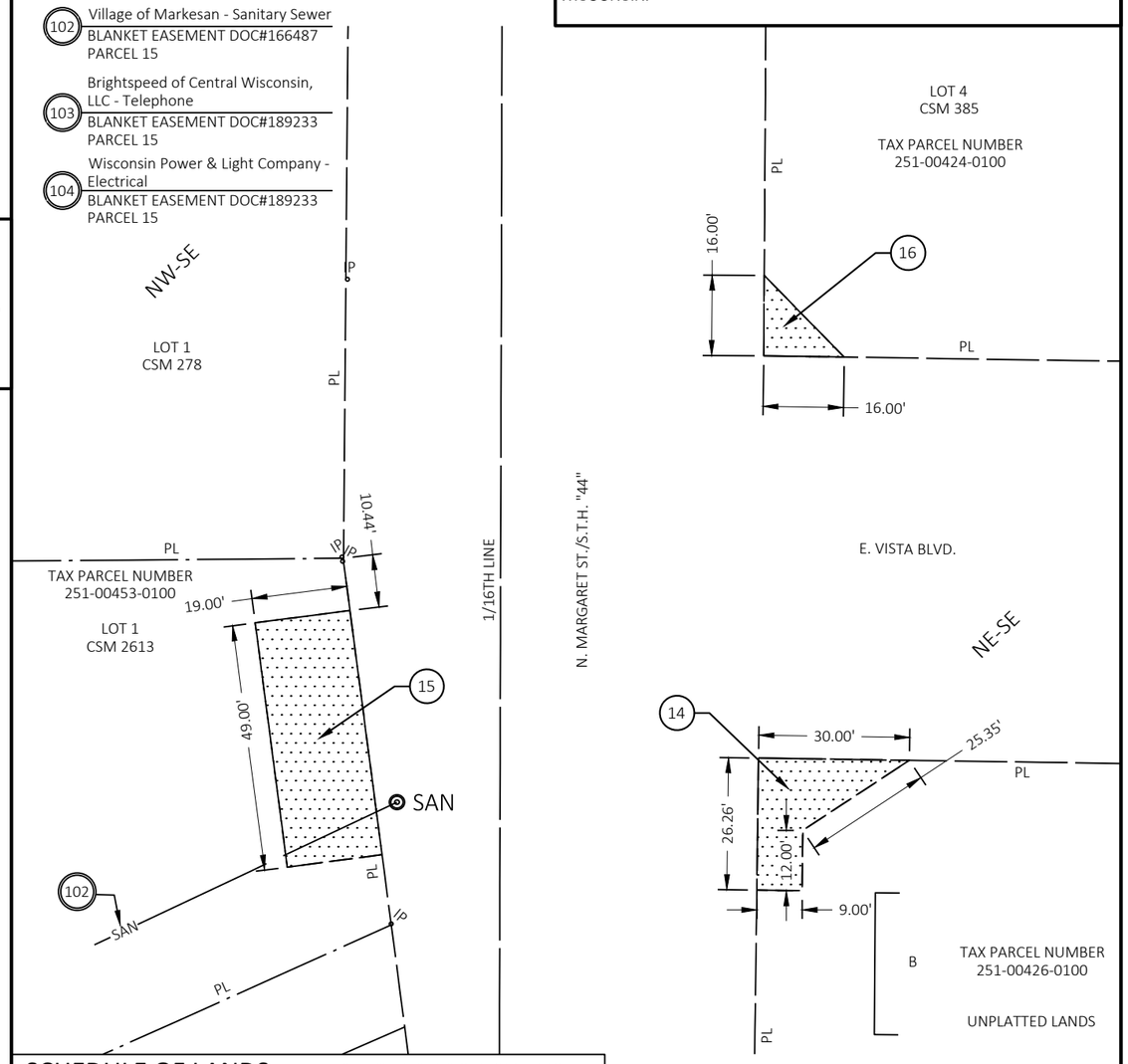
PART OF THE NW 1/4 OF THE SE 1/4 AND PART OF THE NE 1/4 OF THE SE 1/4, SECTION 6, T14N R13E, CITY OF MARKESAN, GREEN LAKE COUNTY, WISCONSIN.

4

102 Village of Markesan - Sanitary Sewer
BLANKET EASEMENT DOC#166487
PARCEL 15

103 Brightspeed of Central Wisconsin, LLC - Telephone
BLANKET EASEMENT DOC#189233
PARCEL 15

104 Wisconsin Power & Light Company - Electrical
BLANKET EASEMENT DOC#189233
PARCEL 15



GN

SCALE: 1"= 30'
0 15 30

Revisions
11/9/2024

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
14	ALLEN C PRAZAK	TLE	386
15	WHPC NIBP PORTFOLIO LLC	TLE	931
16	MARKESAN BIBLE CHURCH	TLE	128

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
102	City of Markesan - Sanitary Sewer	Temp Release of Rights
103	Brightspeed of Central Wisconsin, LLC - Telephone	Temp Release of Rights
104	Wisconsin Power & Light Company - Electrical	Temp Release of Rights

THIS MAP IS APPROVED FOR THE CITY OF MARKESAN

SIGNATURE: Brent L Stella DATE: 11/9/2024

PRINT NAME: Brent L. Stella

FILE NAME : TLE EXHIBITS.DWG PLOT DATE : 7/11/2024 8:04 AM R/W PROJECT: 6100-00-20

NOTES:
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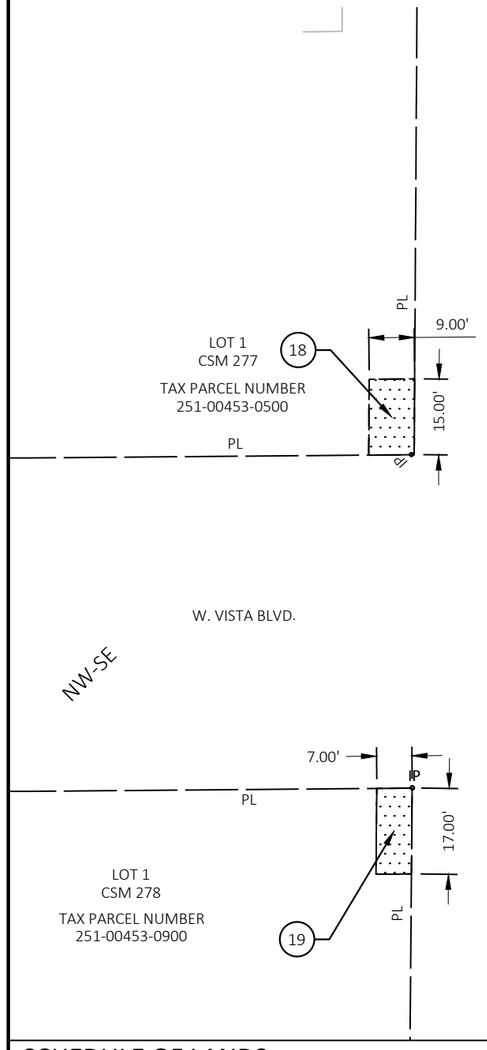
THE PURPOSE OF ALL TEMPORARY LIMITED EASEMENTS IS FOR GRADING, UNLESS OTHERWISE NOTED

R/W PROJECT NUMBER: 6100-00-20	SHEET NUMBER: 6

TLE ACQUISITION EXHIBIT
MANCHESTER - RIPON
GRAND RIVER BR TO FONDU LAC CL
STH 44 GREEN LAKE COUNTY

PART OF THE NW 1/4 OF THE SE 1/4 AND PART OF THE NE 1/4 OF THE SE 1/4, SECTION 6, T14N R13E, CITY OF MARKESAN, GREEN LAKE COUNTY WISCONSIN.

4



GN

SCALE: 1"= 30'
0 15 30

Revisions
11/9/2024 NC

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
17	SDR RENTAL LLC	TLE	800
18	SHANE M OLSON	TLE	135
19	MARKESAN APTS LLC	TLE	119

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
NA	NA	NA

THIS MAP IS APPROVED FOR THE CITY OF MARKESAN

SIGNATURE: Brent L Stella DATE: 7/11/2024

PRINT NAME: Brent L. Stella

FILE NAME : TLE EXHIBITS.DWG PLOT DATE : 7/11/2024 8:04 AM R/W PROJECT: 6100-00-20

NOTES:
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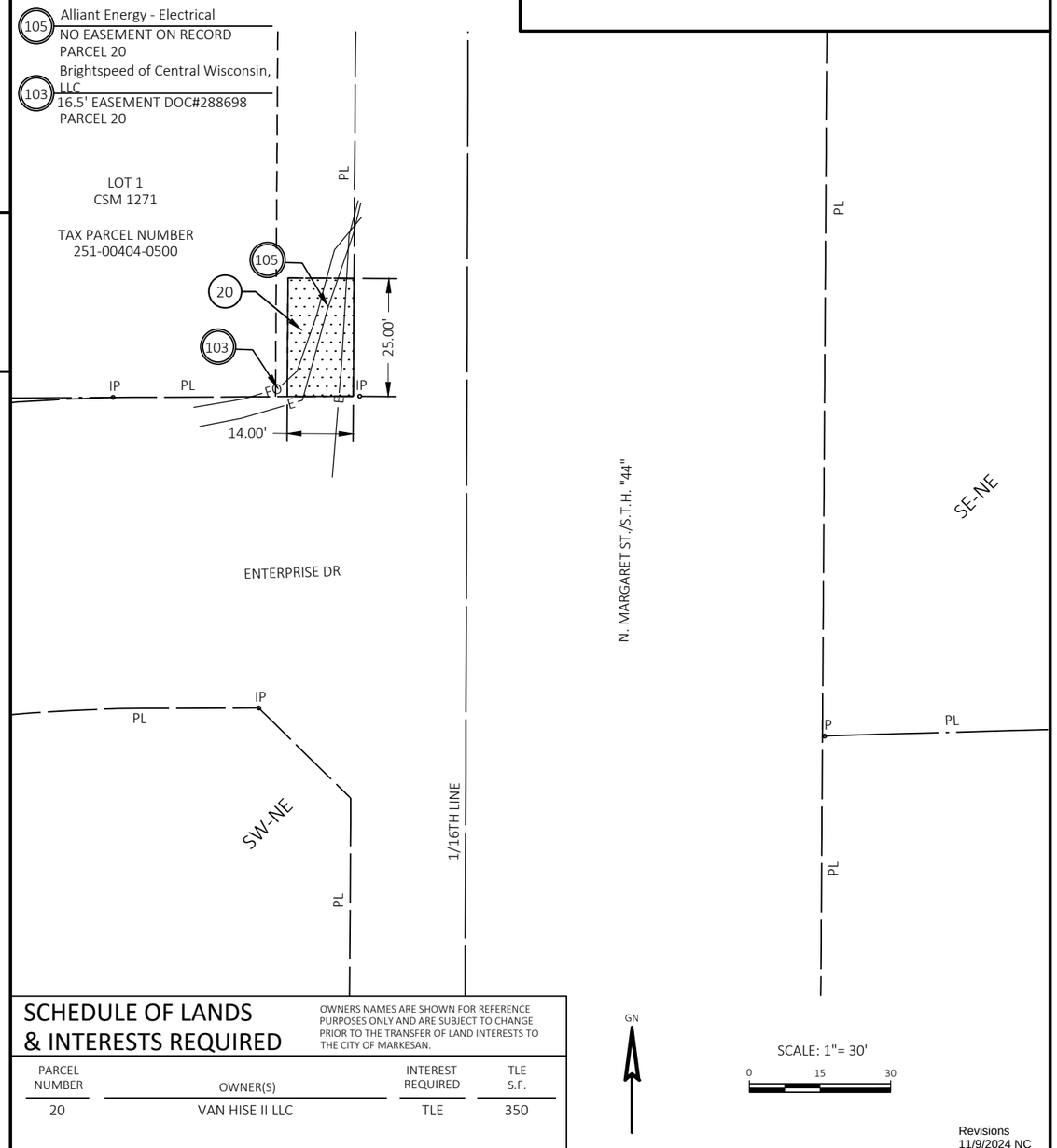
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R/W PROJECT NUMBER: 6100-00-20	SHEET NUMBER: 7

TLE ACQUISITION EXHIBIT
MANCHESTER - RIPON
GRAND RIVER BR TO FONDU LAC CL
STH 44 GREEN LAKE COUNTY

PART OF THE SW 1/4 OF THE NE 1/4, SECTION 6, SECTION 6, T14N R13E, CITY OF MARKESAN, GREEN LAKE COUNTY, WISCONSIN.

4



SCHEDULE OF LANDS & INTERESTS REQUIRED

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PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	TLE S.F.
20	VAN HISE II LLC	TLE	350

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
105	Alliant Energy - Electrical	Temp Release of Rights
103	Brightspeed of Central Wisconsin, LLC	Temp Release of Rights

Revisions
11/9/2024 NC

THIS MAP IS APPROVED FOR THE CITY OF MARKESAN

SIGNATURE: Brent L Stella DATE: 11/06/2024

PRINT NAME: Brent L. Stella

R/W PROJECT NUMBER: 6100-00-20	SHEET NUMBER:

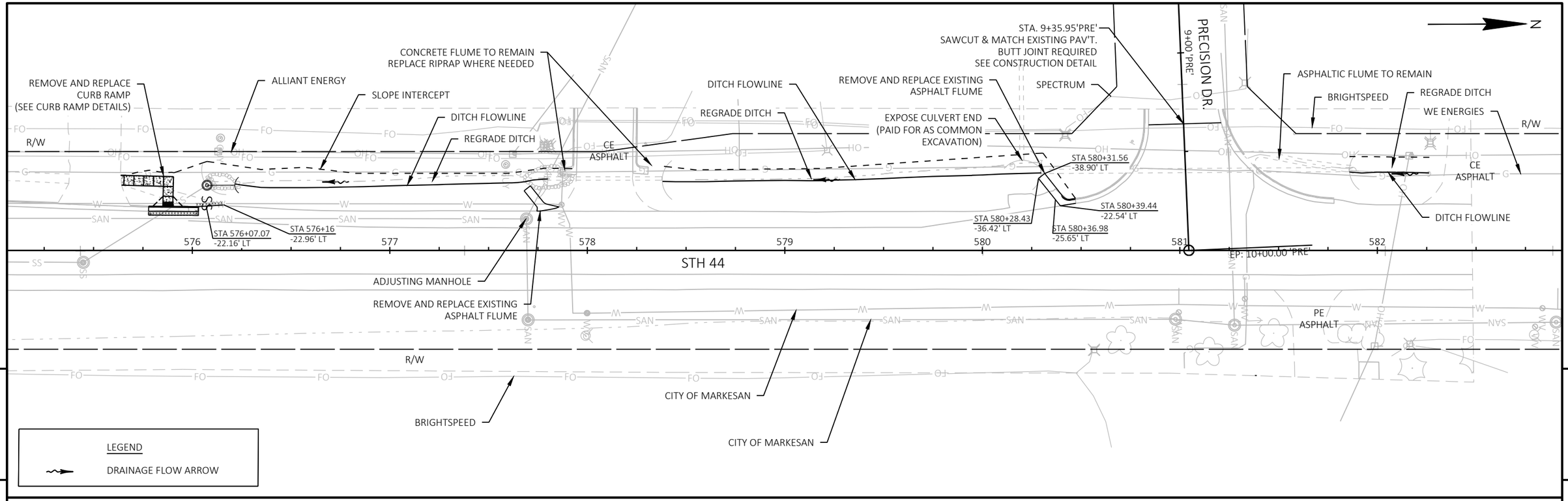
TLE ACQUISITION EXHIBIT
MANCHESTER - RIPON
GRAND RIVER BR TO FONDU LAC CL
STH 44 GREEN LAKE COUNTY

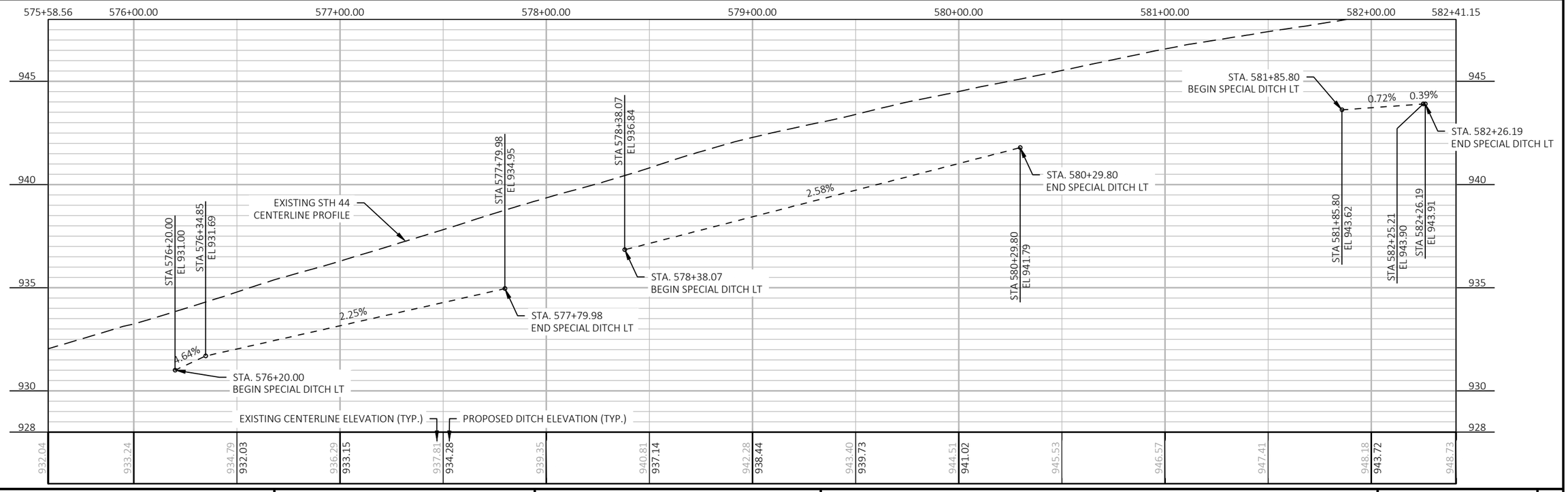
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THIS MAP IS APPROVED FOR THE CITY OF MARKESAN

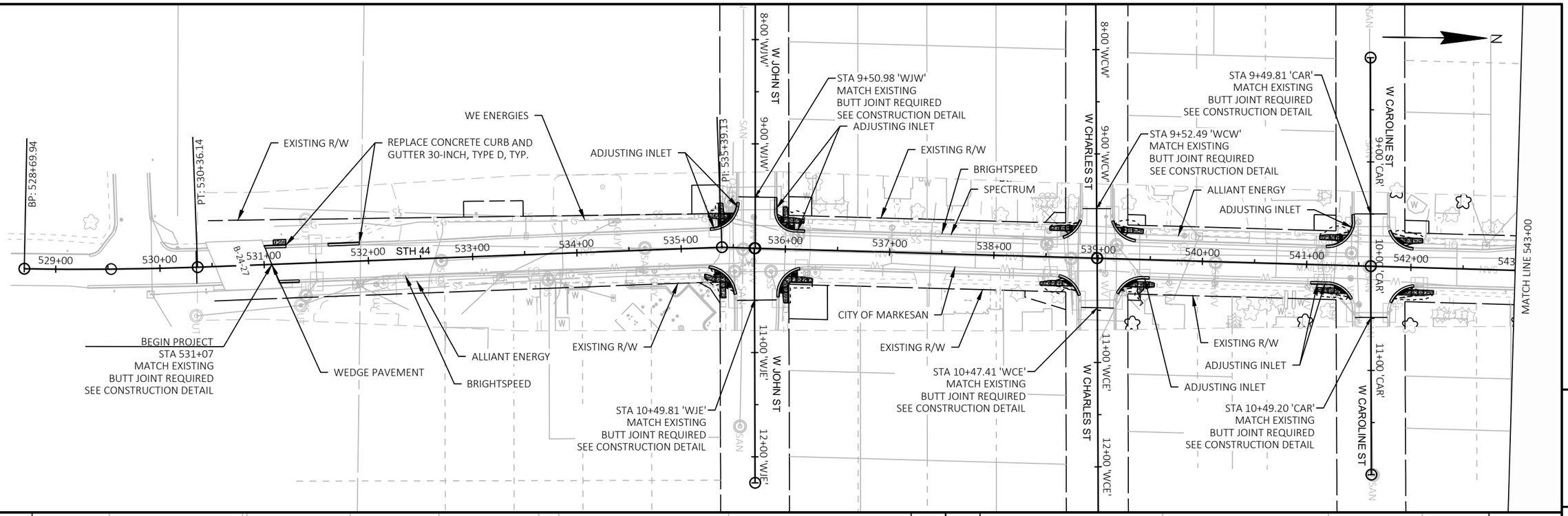
SIGNATURE: _____ DATE: _____

PRINT NAME:



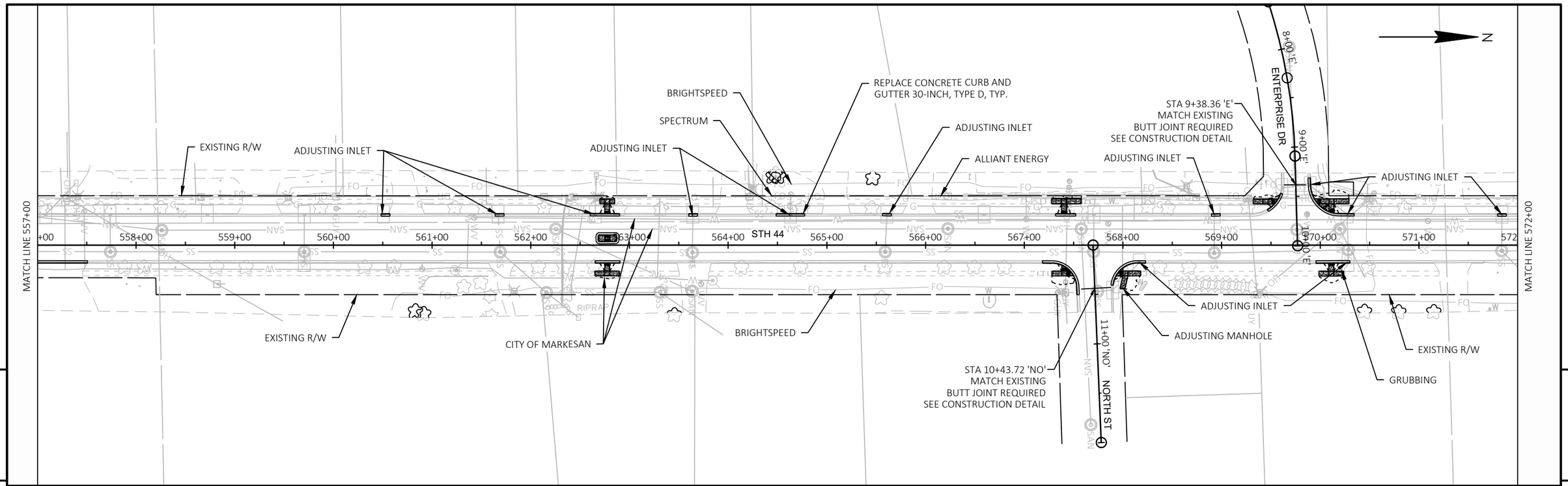


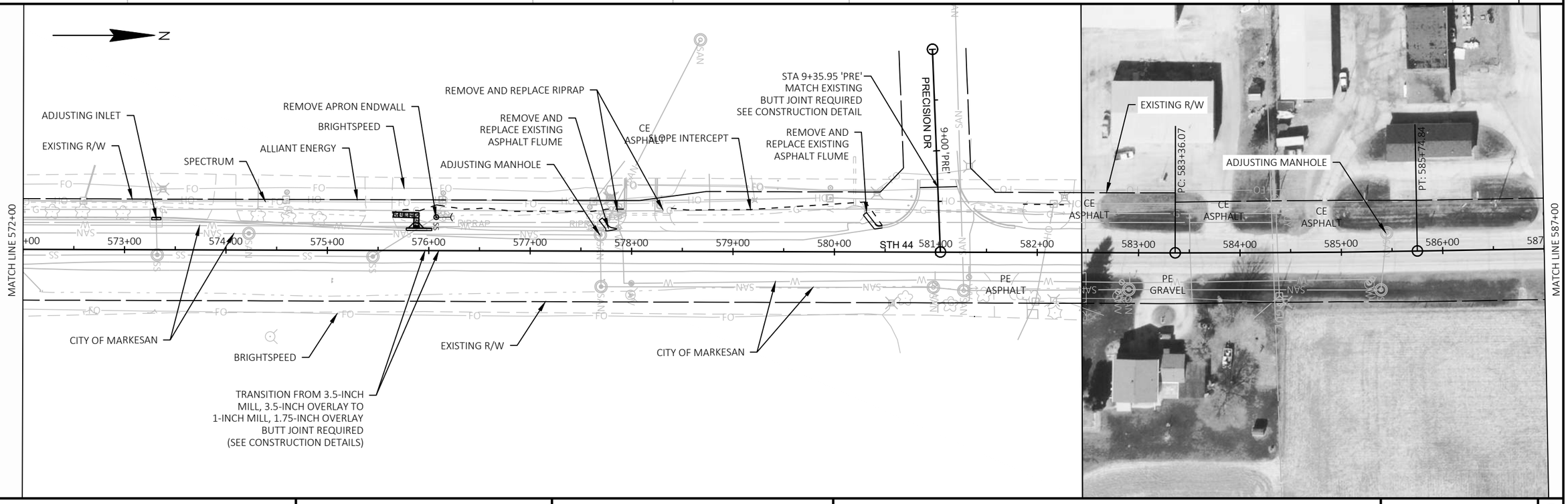
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN AND PROFILE: STH 44 - PRECISION DRIVE DITCH	SHEET 102	E



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 103	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 01
PLOT DATE : 11/27/2024 1:20 PM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44





PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 104	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 02

PLOT DATE : 12/3/2024 11:17 AM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCH LINE 587+00

CE GRAVEL

CE ASPHALT

CE ASPHALT

CE GRAVEL

CE GRAVEL

ADJUSTING MANHOLE

ADJUSTING MANHOLE

EXISTING R/W

N

+00 588+00 589+00 590+00 591+00 592+00 593+00 594+00 595+00 596+00 597+00 598+00 599+00 600+00 601

STH 44

PE ASPHALT

EXISTING R/W

MATCH LINE 601+00

STA 9+12.30 'H'
MATCH EXISTING
BUTT JOINT REQUIRED
SEE CONSTRUCTION DETAIL

CTH H

N 00+6

BEGIN PAVING 5' SHOULDERS

N

EXISTING R/W

EXISTING R/W

EXISTING R/W

PC: 602+68.71

602+00 603+00 604+00 605+00 606+00 607+00 608+00 609+00 610+00 611+00 612+00 613+00 614+00 615+00

STH 44

FE GRAVEL

PT: 615+56.67

616

MATCH LINE 601+00

MATCH LINE 616+00

5

5

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 105	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 03

PLOT DATE : 11/27/2024 1:21 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 106	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 04

PLOT DATE : 11/27/2024 1:21 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 107	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 05

PLOT DATE : 11/27/2024 1:22 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 108	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 06

PLOT DATE : 11/27/2024 1:23 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



5

5

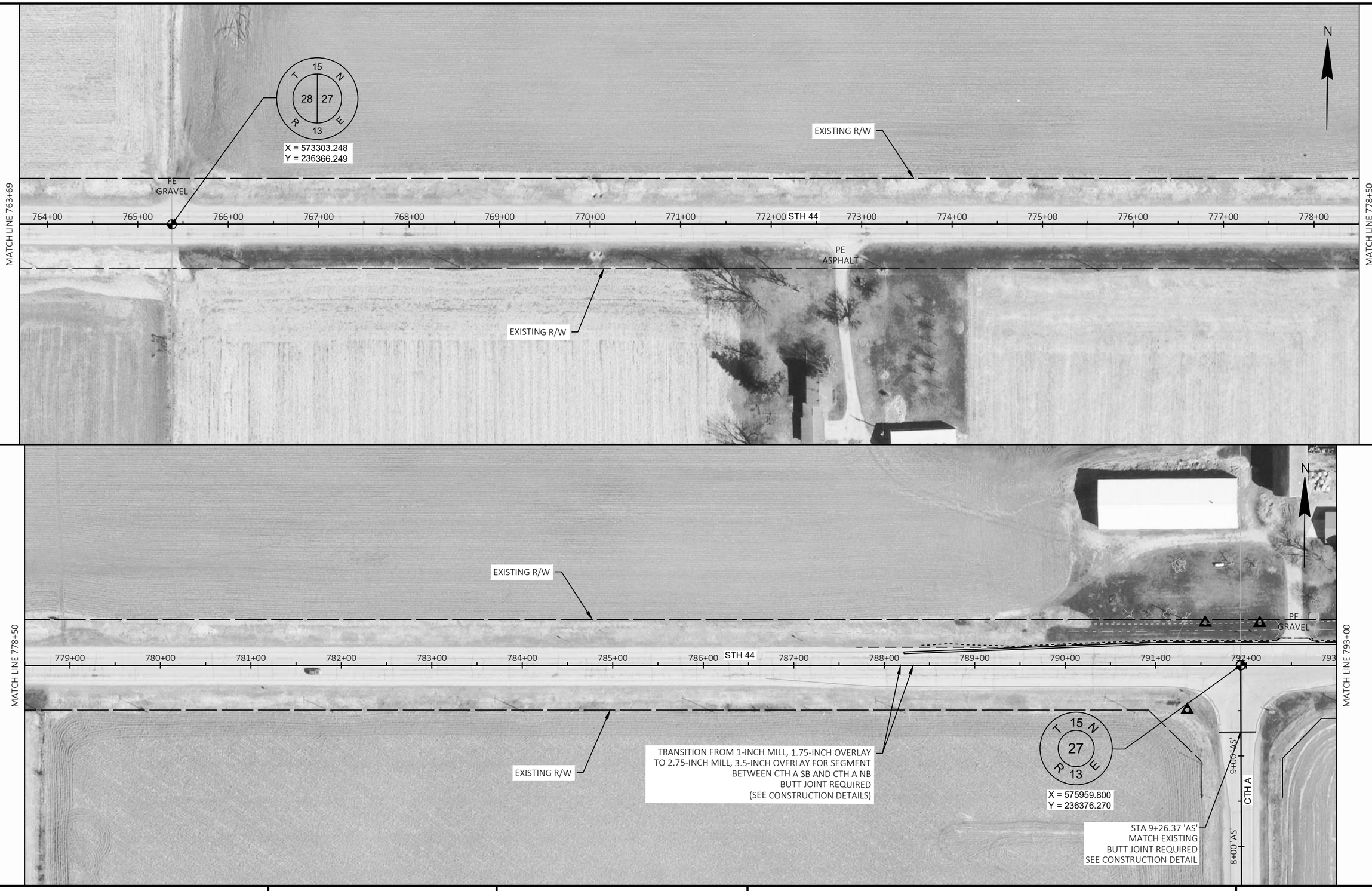
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 109	E



5

5

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 110	E



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 111 E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 09

PLOT DATE : 11/27/2024 1:25 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 112 E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 10

PLOT DATE : 11/27/2024 1:26 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 113	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 11
PLOT DATE : 11/27/2024 1:27 PM
PLOT BY : KEVIN JORDAN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 114	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 12

PLOT DATE : 11/27/2024 1:27 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



5

5

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 115 E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 13

PLOT DATE : 11/27/2024 1:28 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET 116 E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 14

PLOT DATE : 11/27/2024 1:28 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

Standard Detail Drawing List

08A05-21E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-14A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-14B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
09B02-10	CONDUIT
09B16-03	PULL BOX NON-CONDUCTIVE
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E07-06	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
11B02-02	CONCRETE MEDIAN NOSE
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
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
15C07-16A	PAVEMENT MARKING SYMBOLS
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	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
15C18-09A	MEDIAN ISLAND MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C18-09C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C36-01	PARKING STALL MARKING
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-10A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-10L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

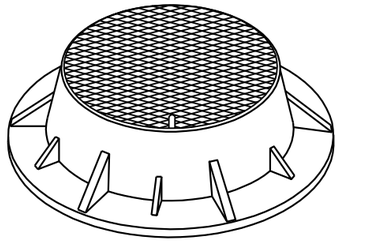
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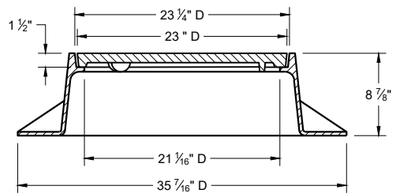
GENERAL NOTES

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

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

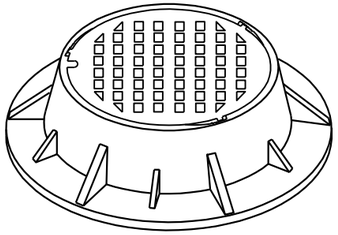
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

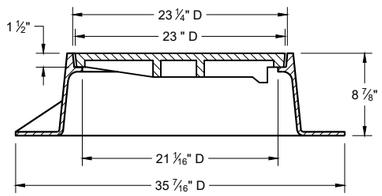




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

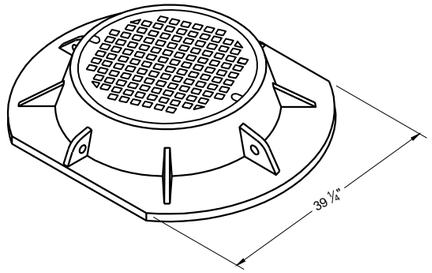


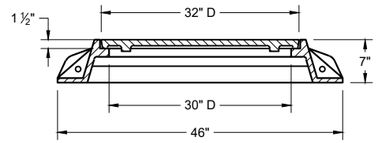


TYPE "J" SPECIAL

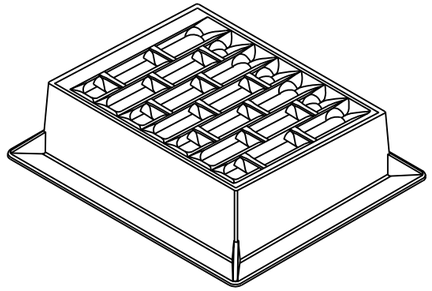
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

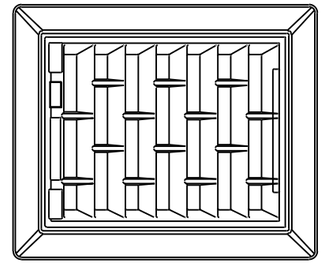
NOTE: EITHER CASTING IS ACCEPTABLE

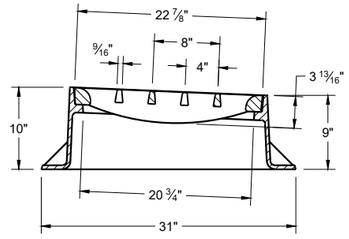


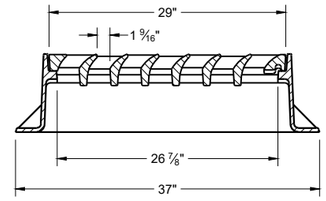


TYPE "K"

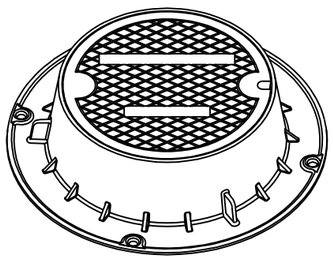


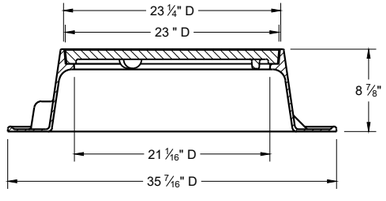






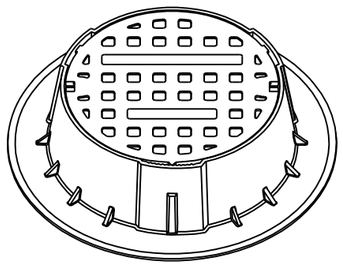
INLET COVER TYPE "BW"

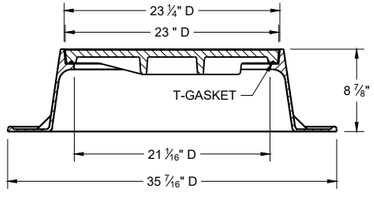




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

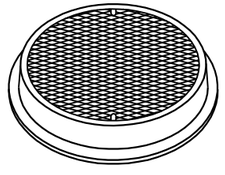


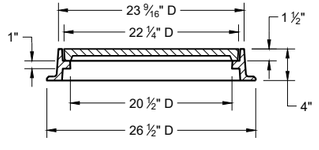


TYPE "J" SPECIAL

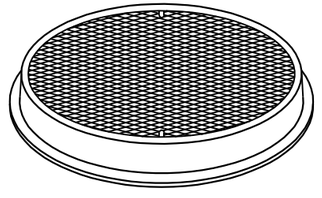
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

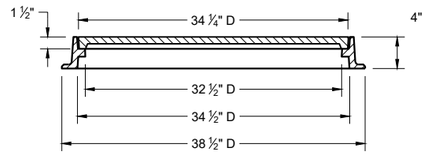
NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "L"





TYPE "M"

INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

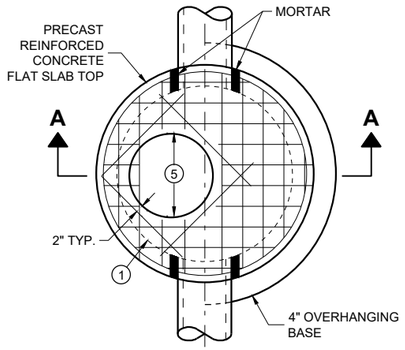
FHWA

6

SDD 08A05-21e

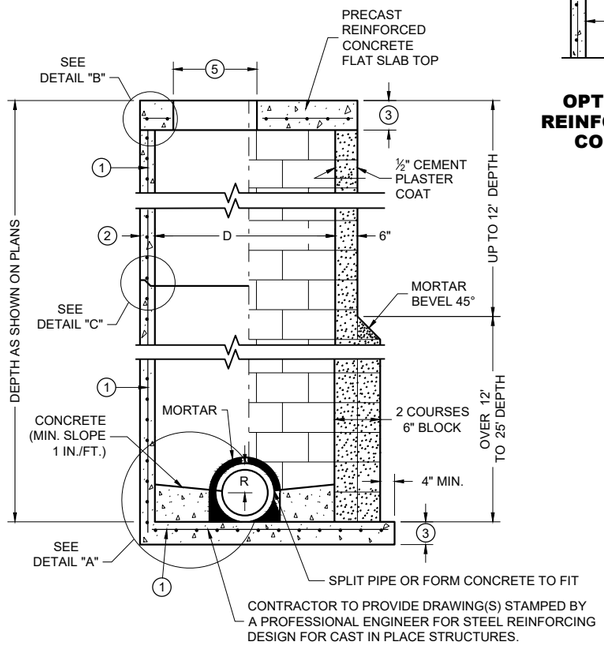
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SDD 08A05-21e



PLAN VIEW

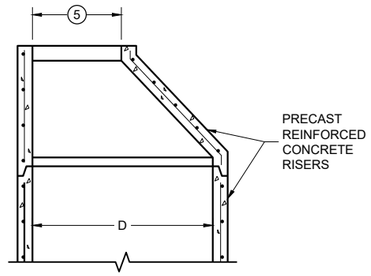
CIRCULAR OPENING



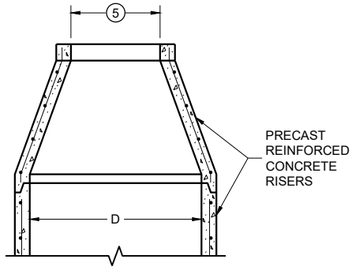
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

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



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

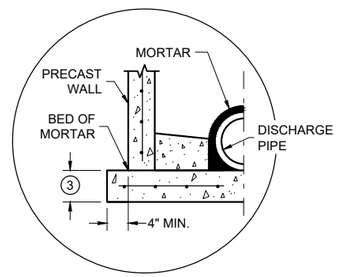
MANHOLE COVER OPENING MATRIX

OPENING SIZE (FT.) (5) \ MANHOLE COVER TYPE	C	ALL J'S	K	L	M
2 DIA.	X	X		X	
3 DIA.			X		X

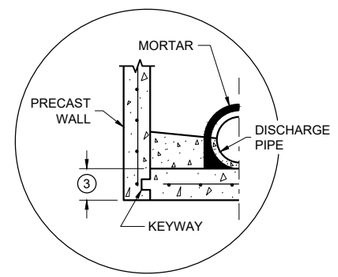
PIPE MATRIX

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

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

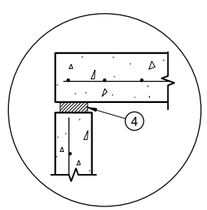


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

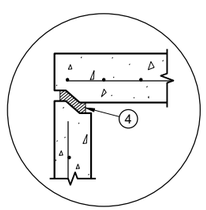


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

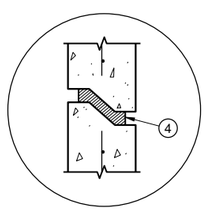
DETAIL "A"



TOP WITH PLAIN END JOINT

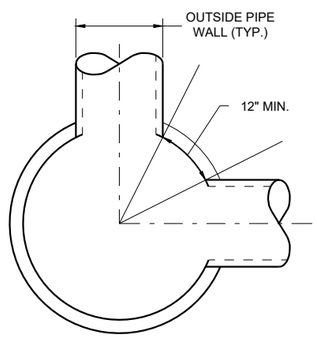


TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B" **DETAIL "C"**



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

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

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

(4) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 OR RUBBER GASKETS CONFORMING TO ASTM C443.

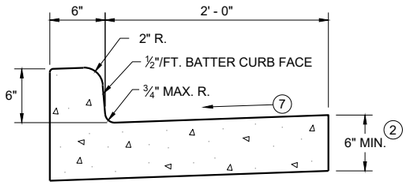
(5) SEE MANHOLE COVER OPENING MATRIX.

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

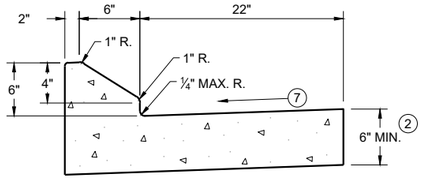
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

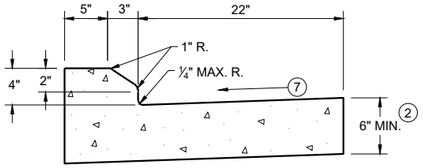
FHWA



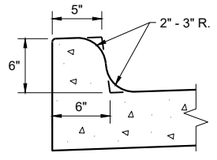
TYPES A (1) & D



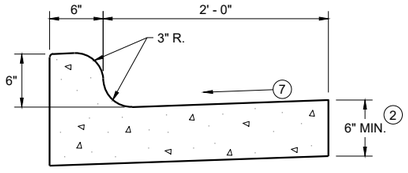
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

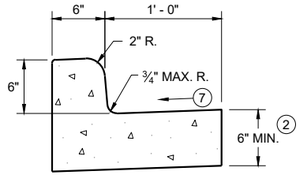


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



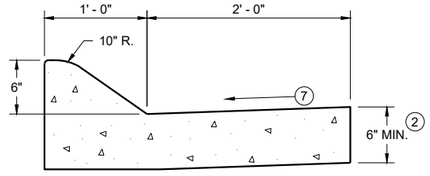
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

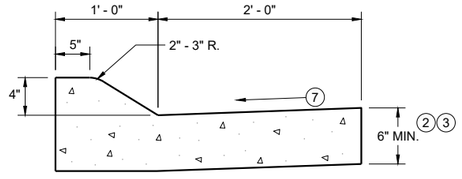


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

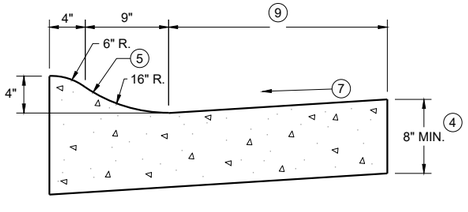


6" SLOPED CURB TYPES A (1) & D



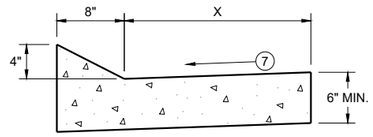
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

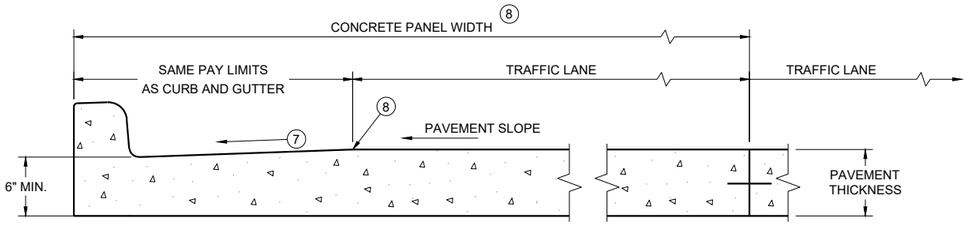


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

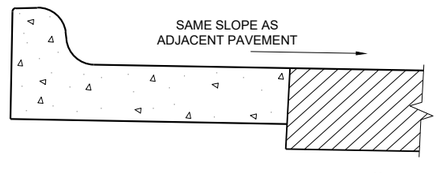
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

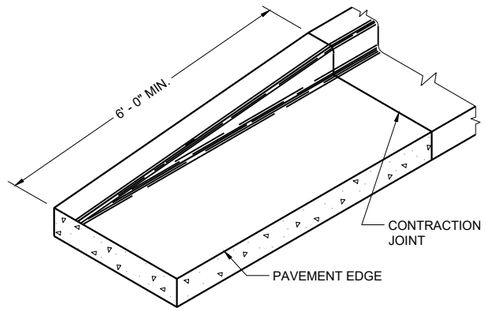
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

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

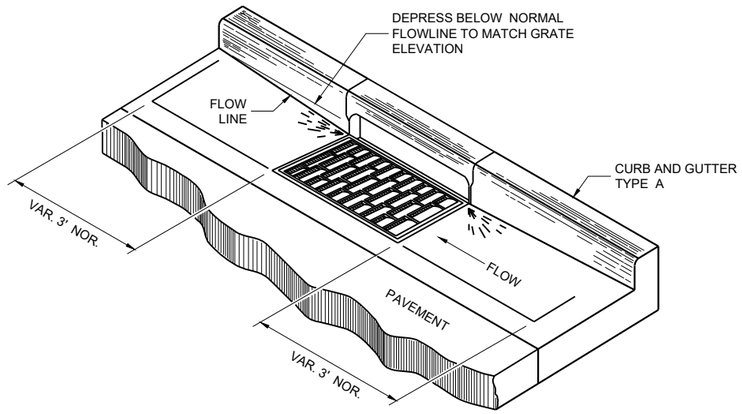
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

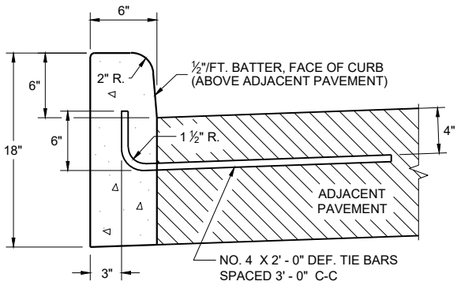
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

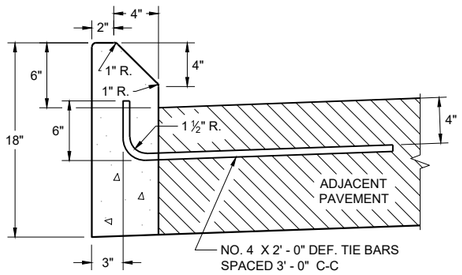
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

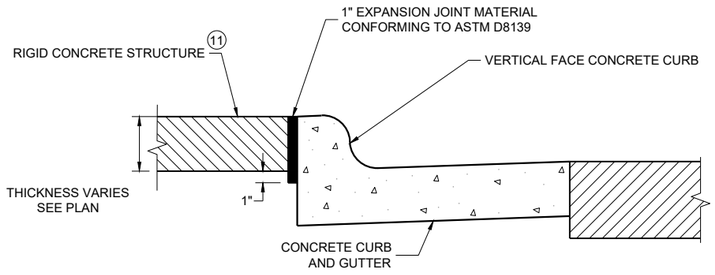


TYPES A (1) & D

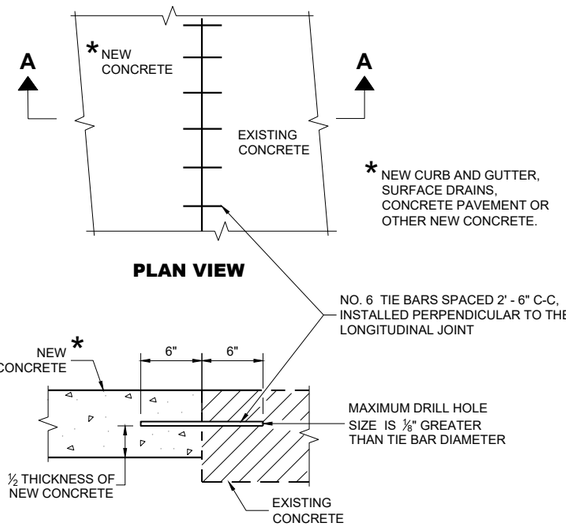


TYPES G (1) & J

CONCRETE CURB



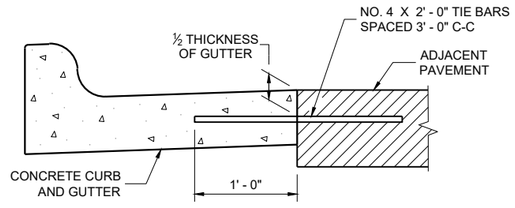
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



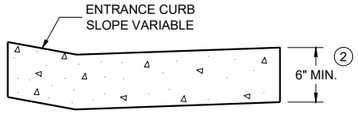
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

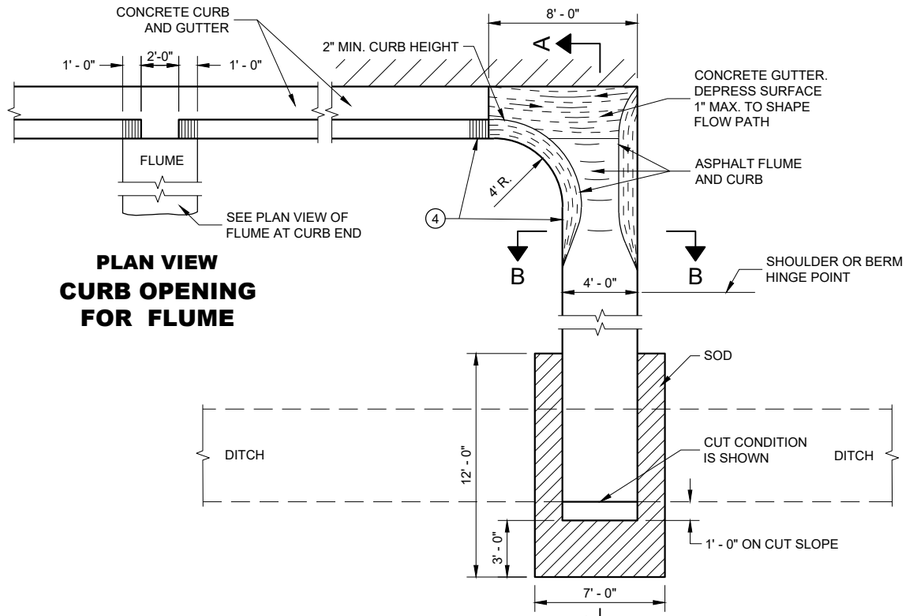
SDD 08D01-23b

6

SDD 08D01-23b

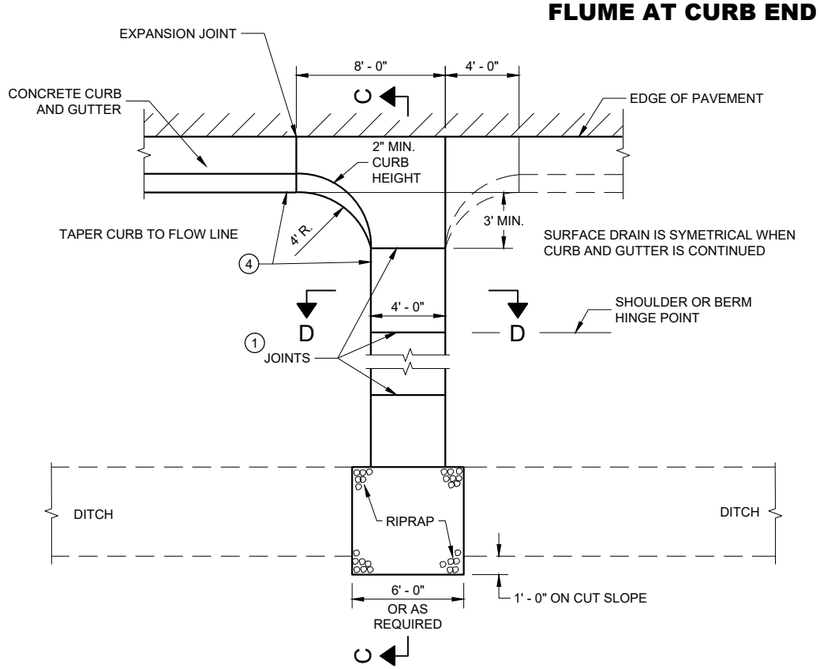
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



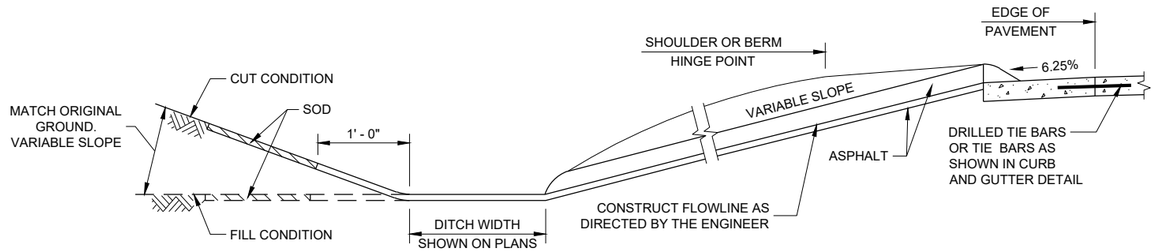
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

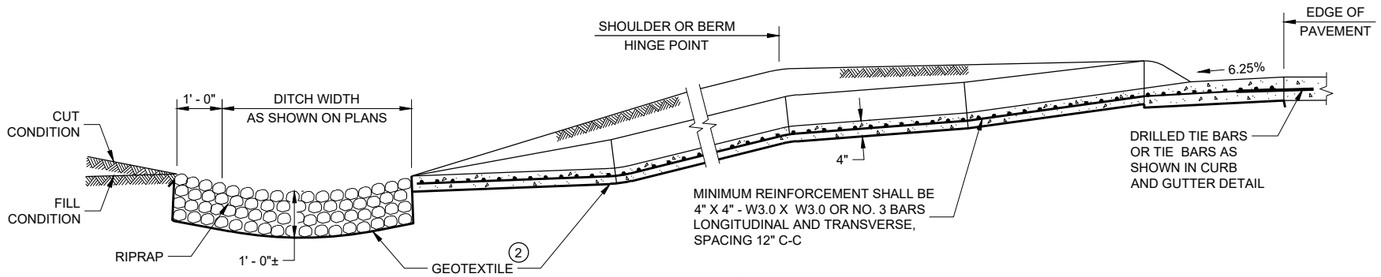
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

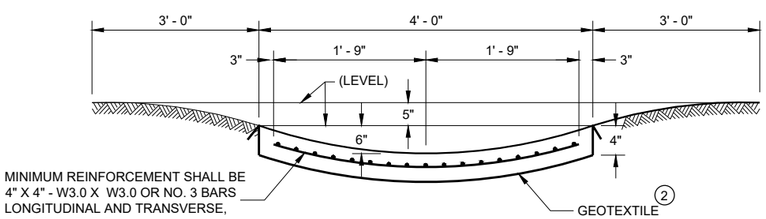


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

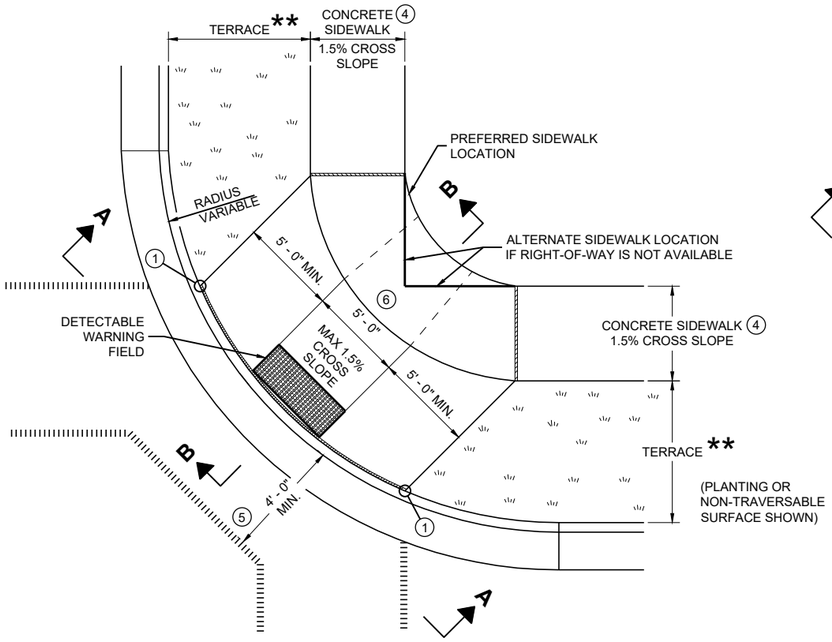
FHWA

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SDD 08D04 - 07

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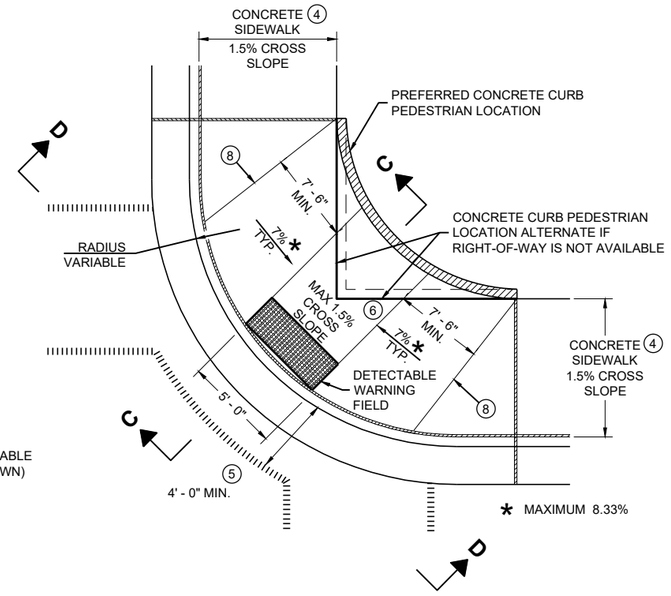
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

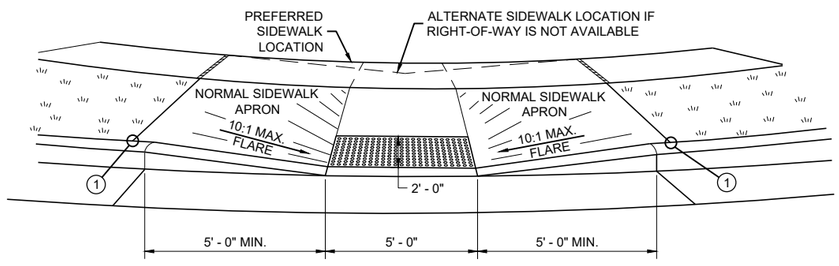
(CENTER OF CORNER RADIUS)



PLAN VIEW

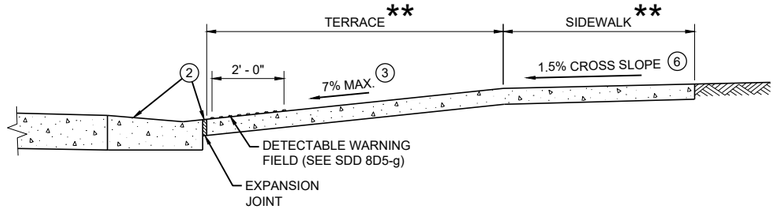
CURB RAMP TYPE 1 - A

(NO TERRACE)

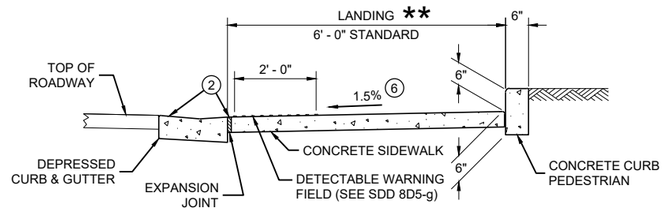


VIEW A - A FOR TYPE 1

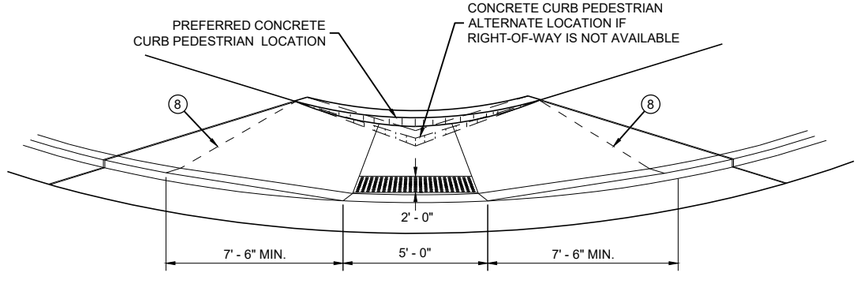
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

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

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

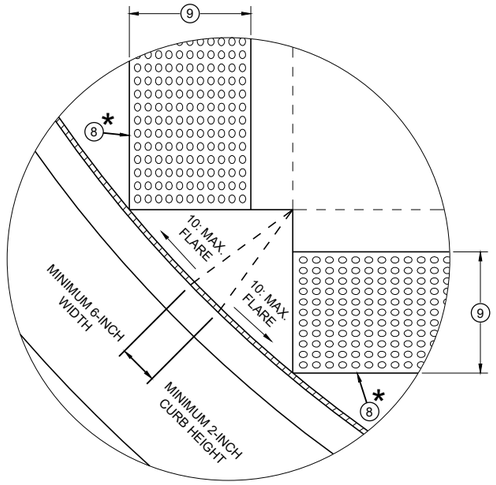
LEGEND

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

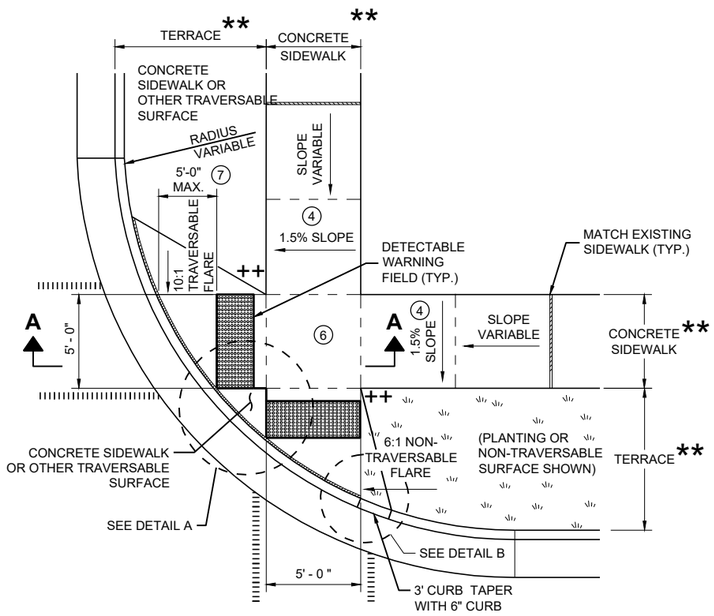
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

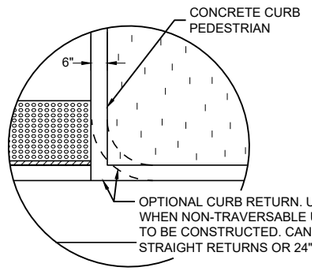
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SDD 08D05-21a



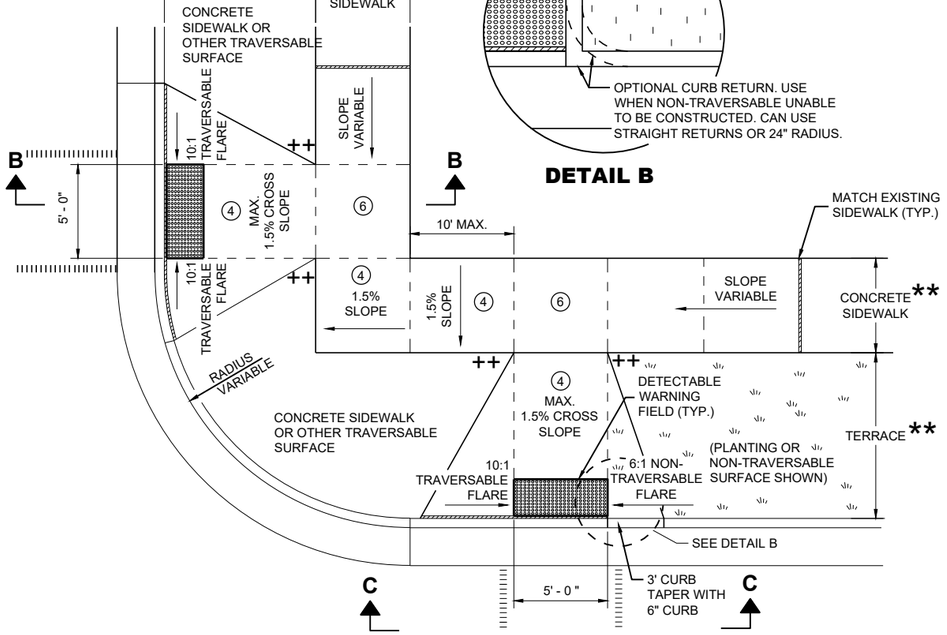
DETAIL A



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



DETAIL B



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

GENERAL NOTES

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

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

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

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

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

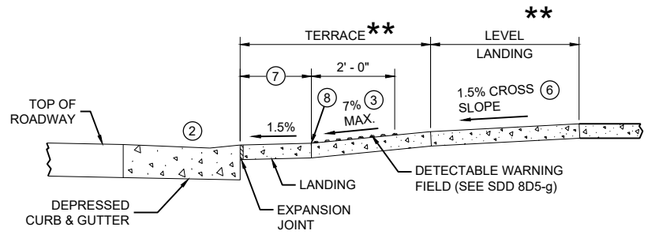
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

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

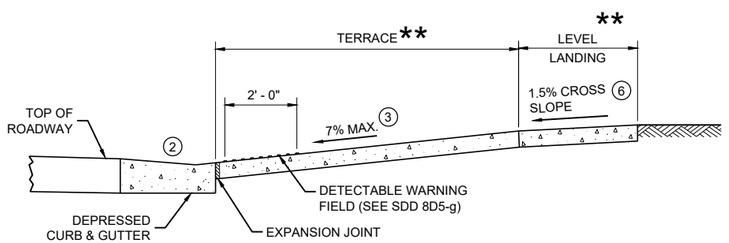


SECTION A - A FOR TYPE 2

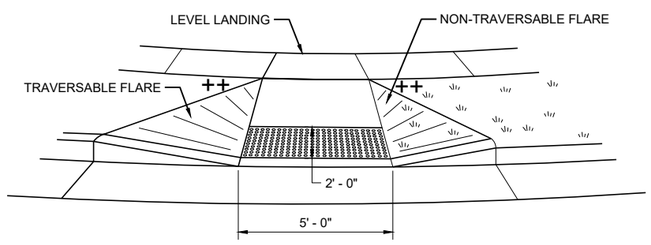
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



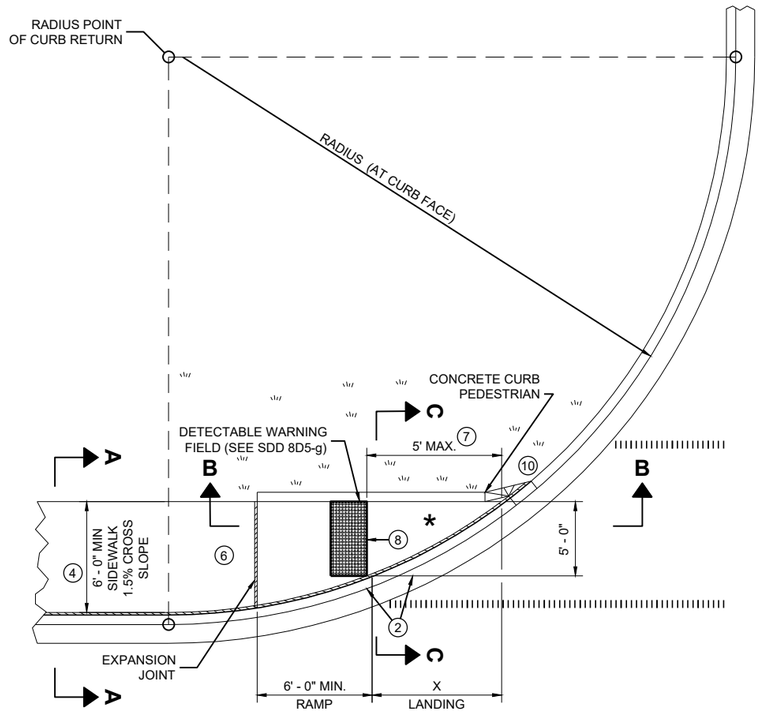
VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

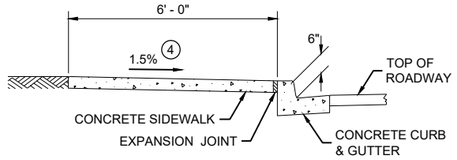


PLAN VIEW

CURB RAMP TYPE 4A

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

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

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

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

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

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

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

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

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

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

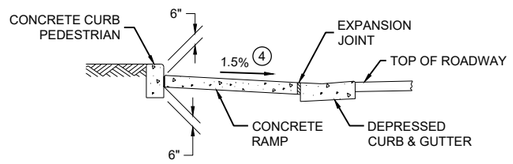
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

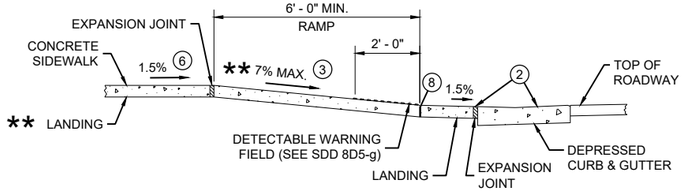
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

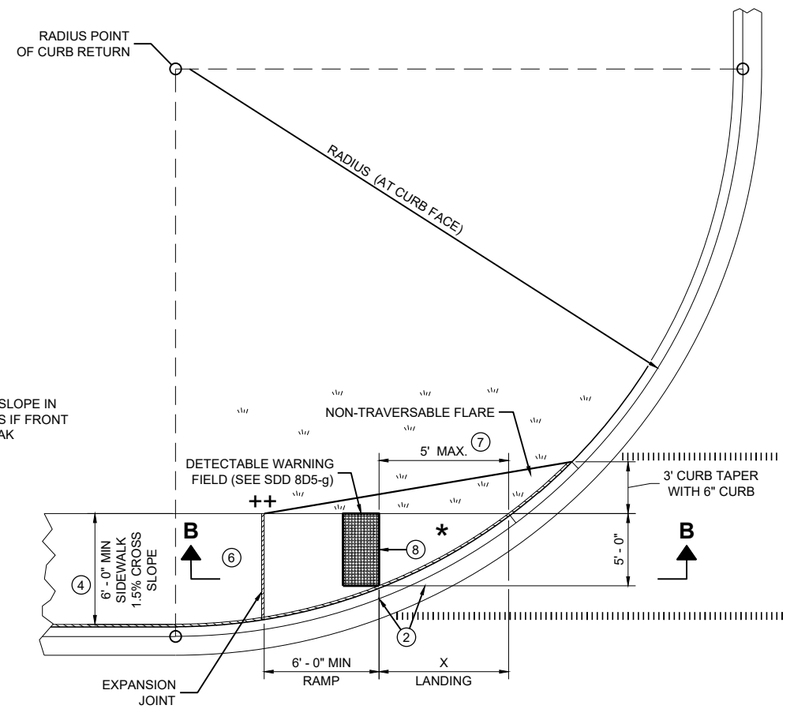


SECTION C - C FOR TYPE 4A



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

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

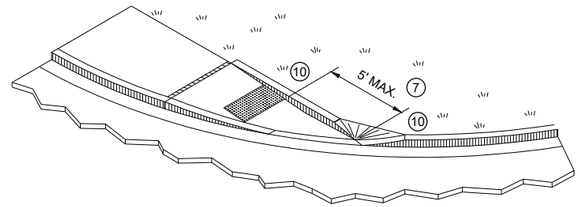


* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

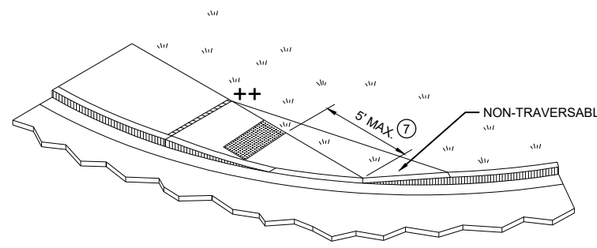
PLAN VIEW

CURB RAMP TYPE 4A1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4A



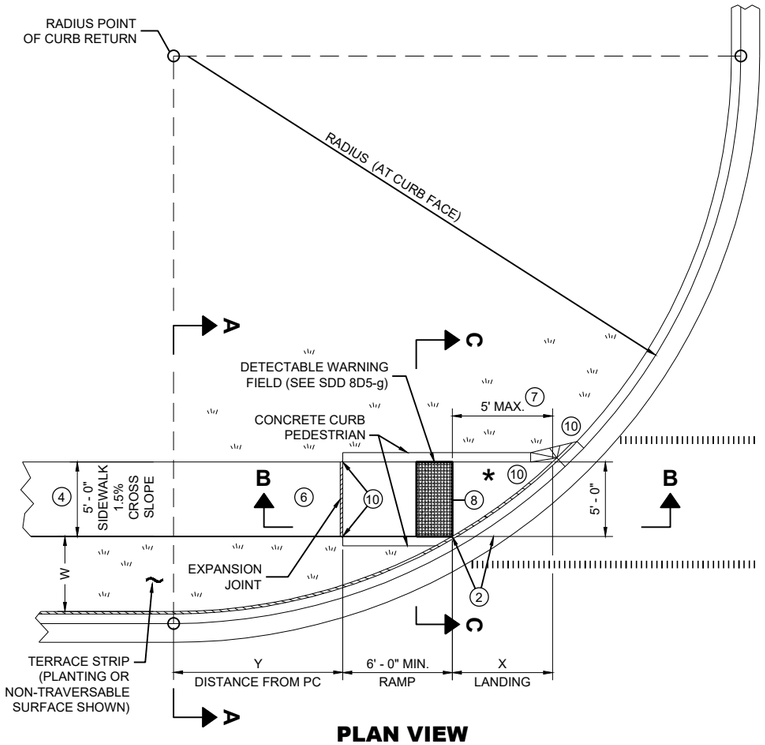
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

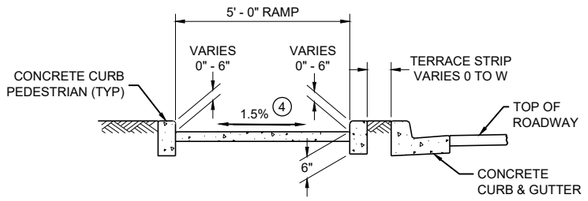
SDD 08D05-21c



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.

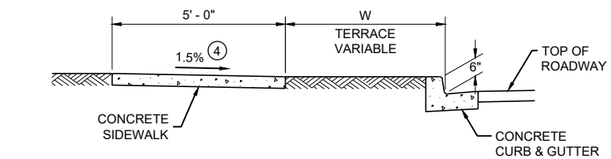
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

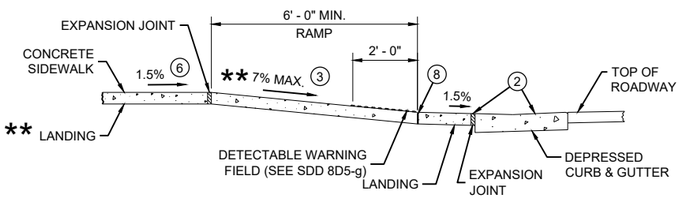
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



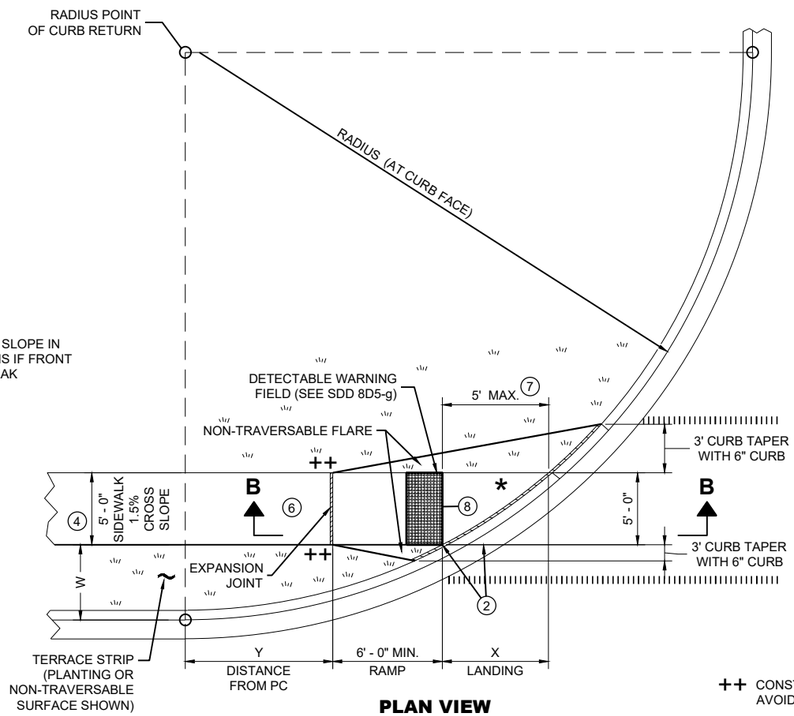
SECTION A - A FOR TYPE 4B



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

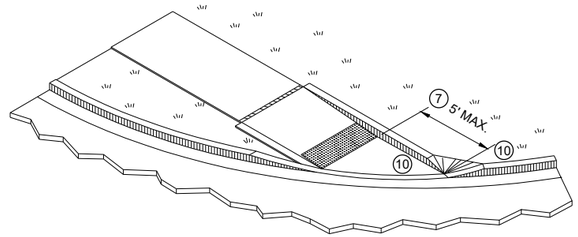
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

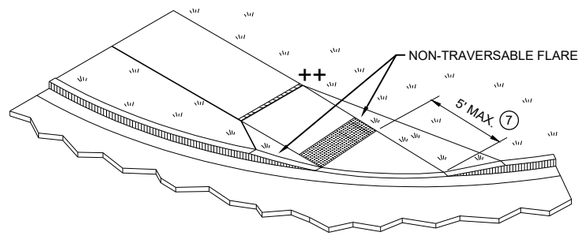


PLAN VIEW
CURB RAMP TYPE 4B1

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



ISOMETRIC VIEW FOR TYPE 4B



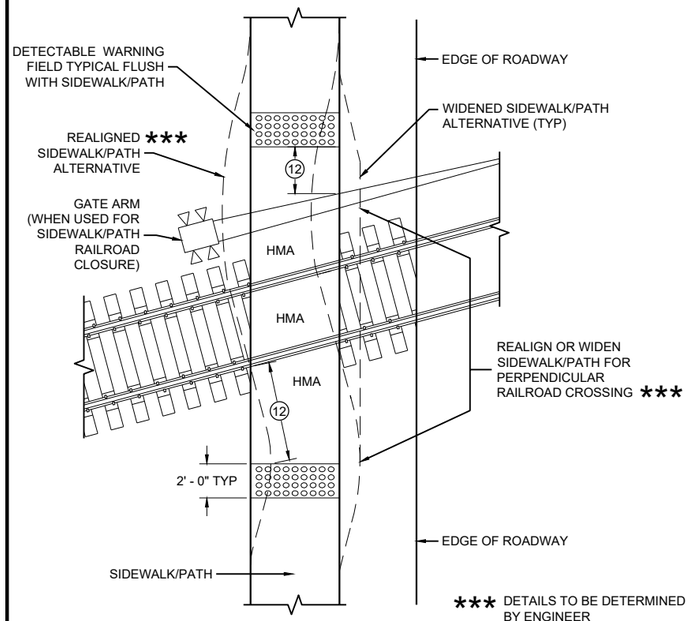
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

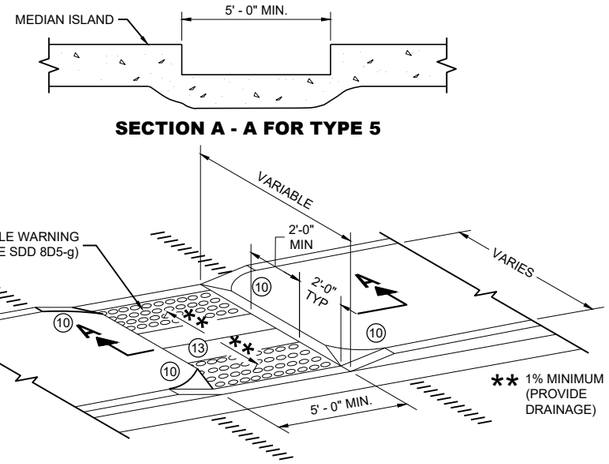
6

SDD 08D05-21d



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

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

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

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

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

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

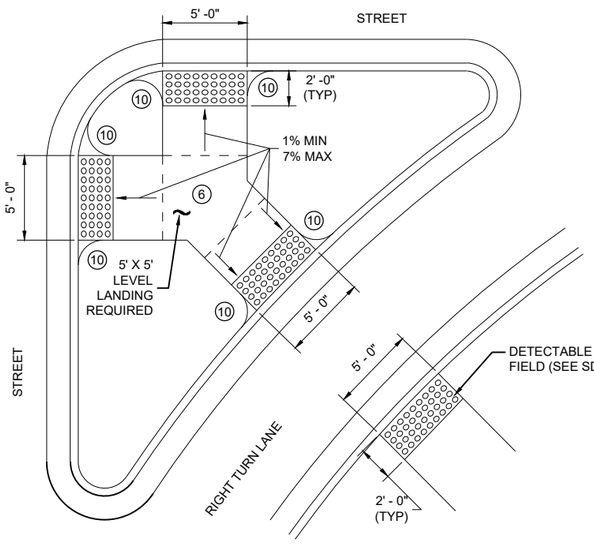
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

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

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

LEGEND

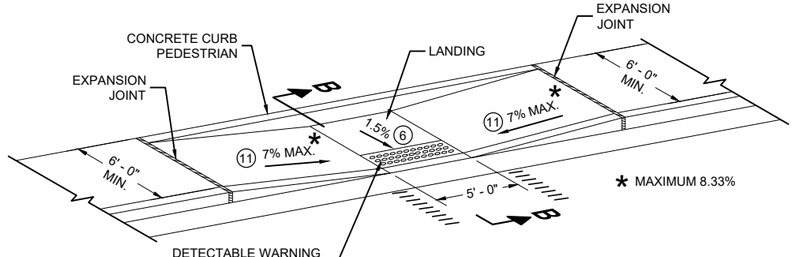
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

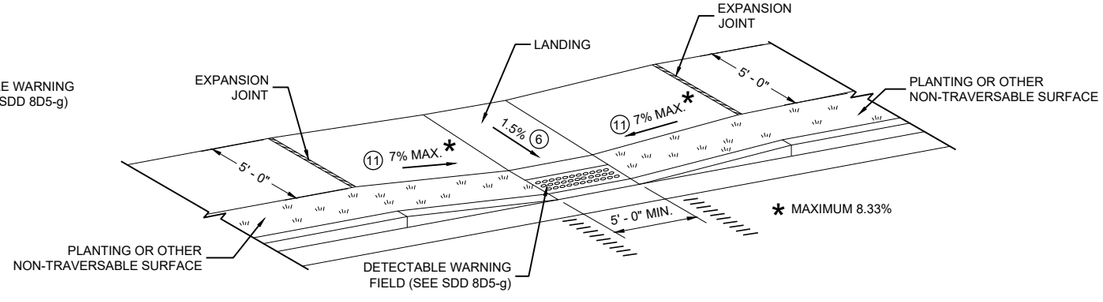
DETECTABLE WARNING AT ISLANDS

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



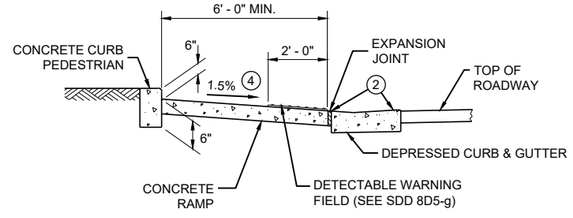
CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

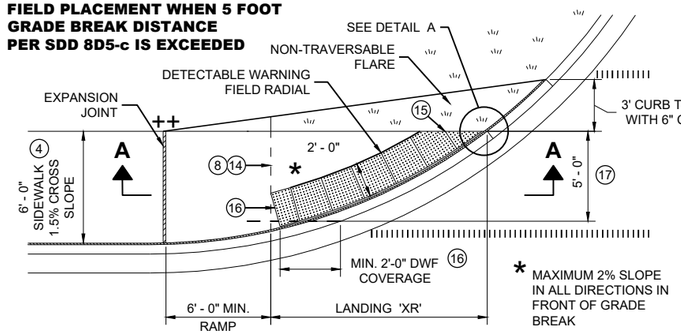


SECTION B - B FOR TYPE 7A

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

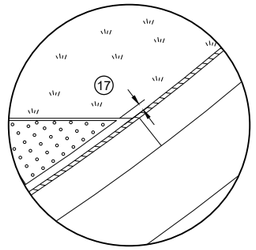
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

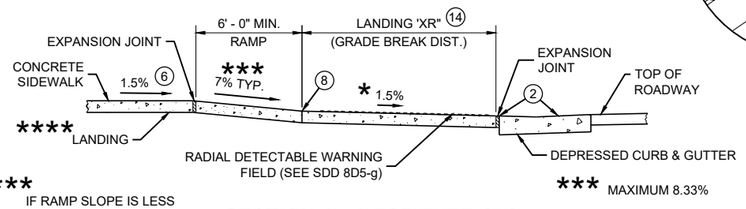


PLAN VIEW

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



DETAIL A



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

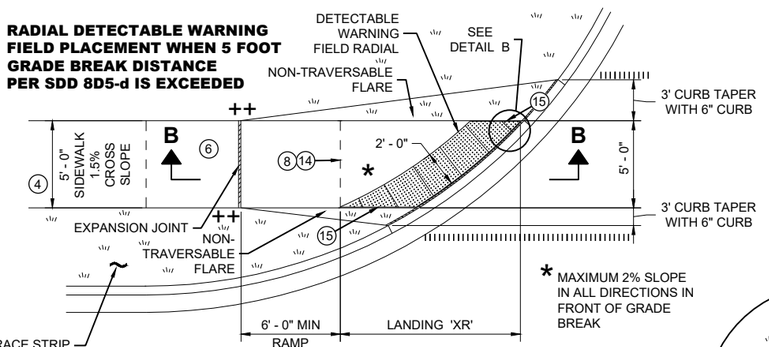
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

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

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

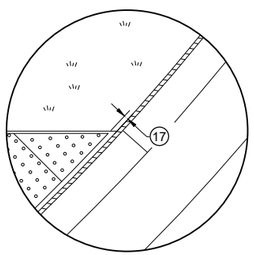
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

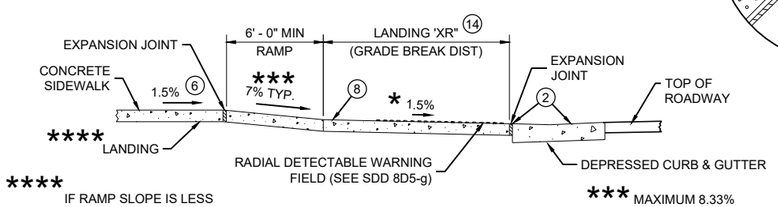


PLAN VIEW

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



DETAIL B

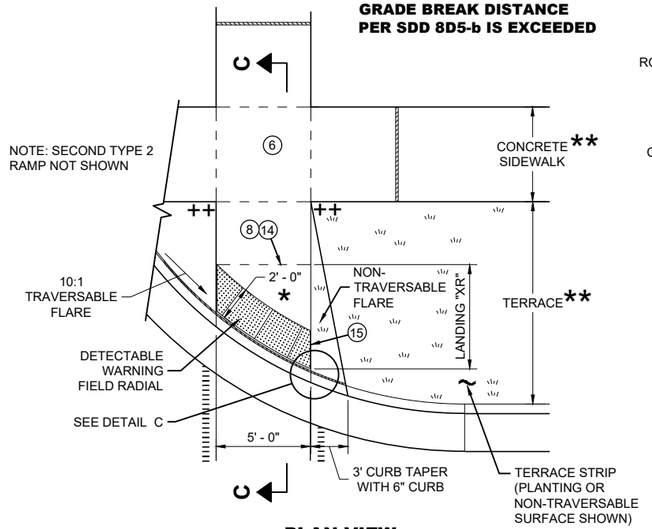


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

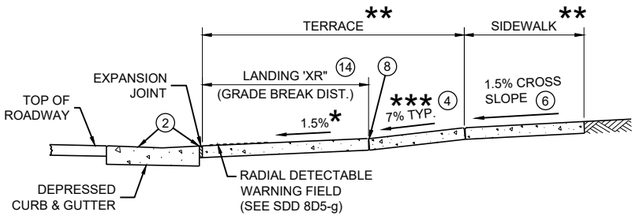
SECTION B - B FOR TYPE 4B1

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

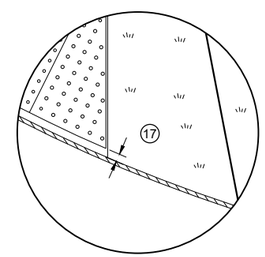


PLAN VIEW

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



SECTION C - C FOR TYPE 2



DETAIL C

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

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

CURB RAMPS
RADIAL DETECTABLE WARNING

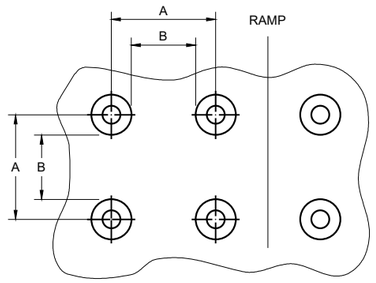
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

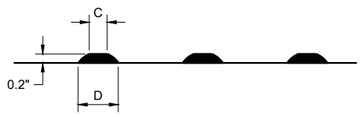
SDD 08D05-21f

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

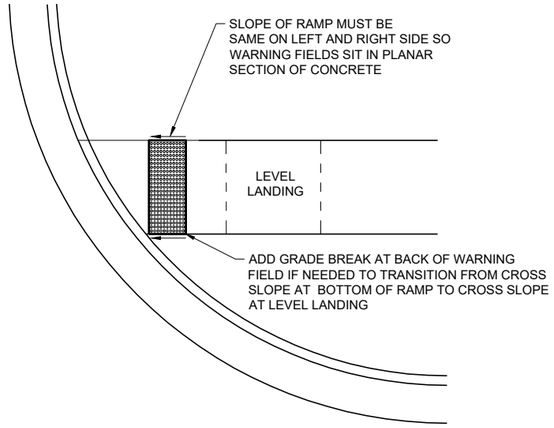
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

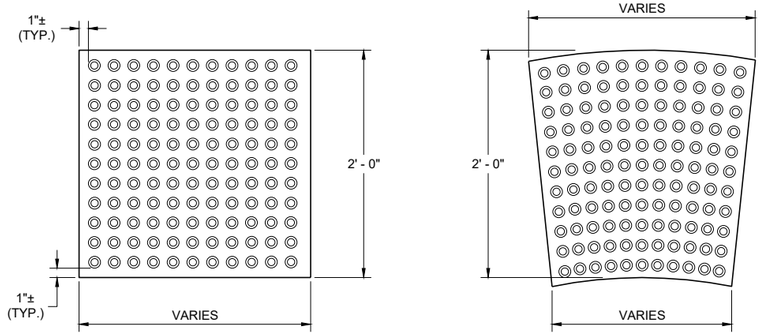
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

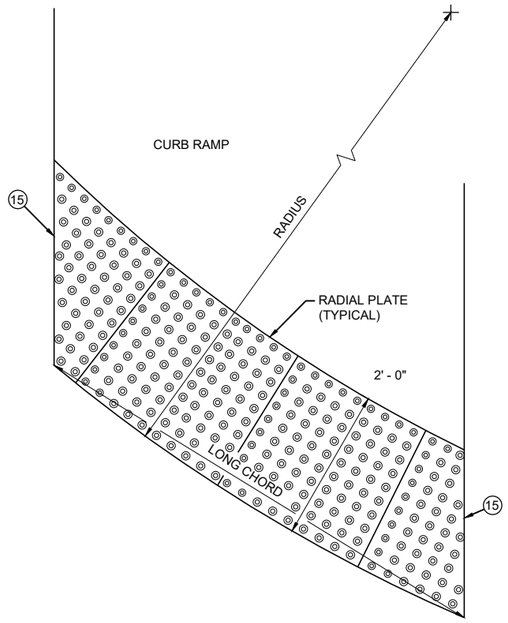
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



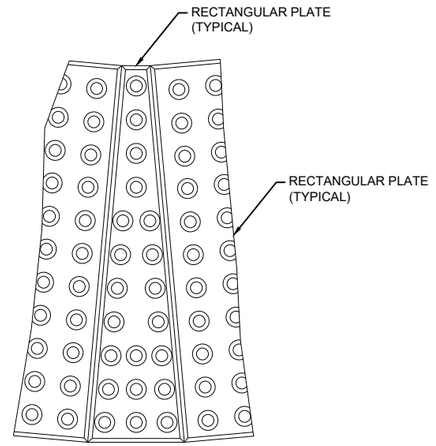
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

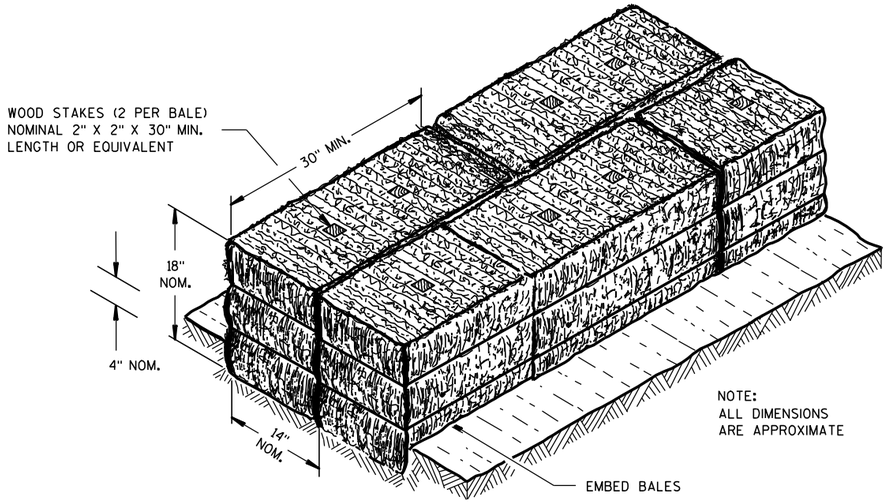
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

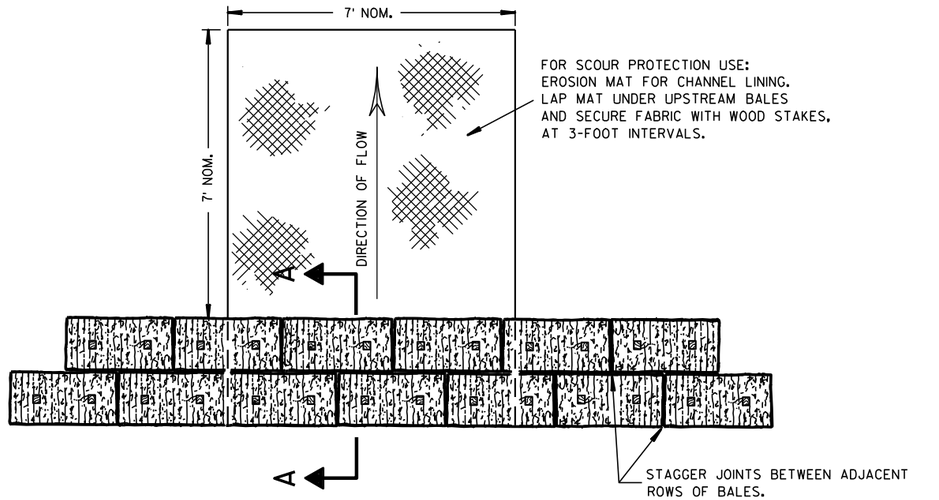
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

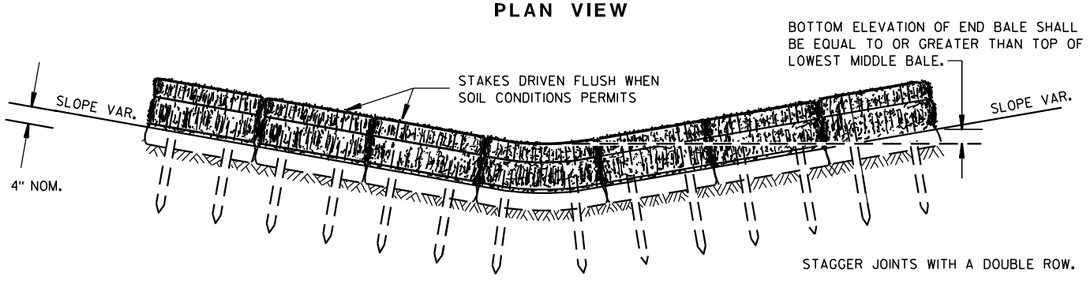
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SDD 08D05-21g



SECTION A-A



PLAN VIEW



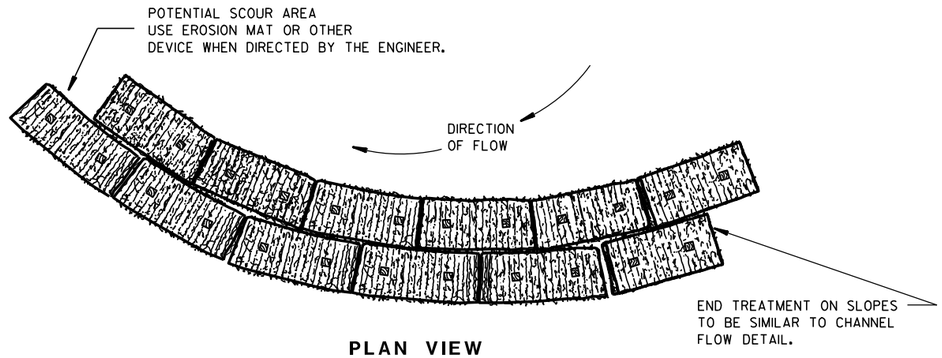
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

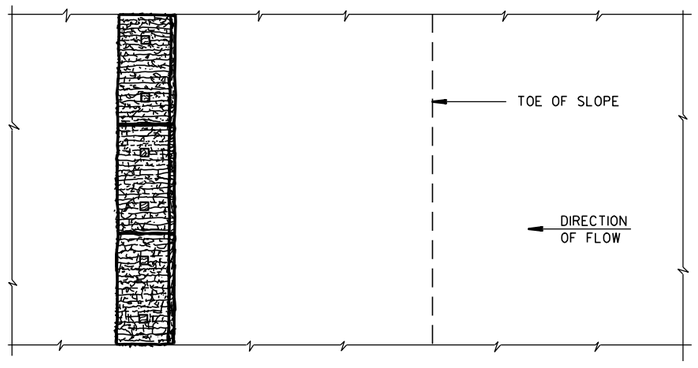
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

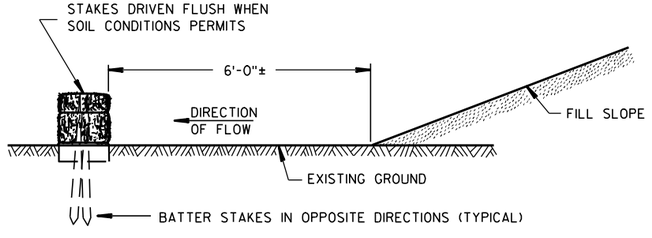


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

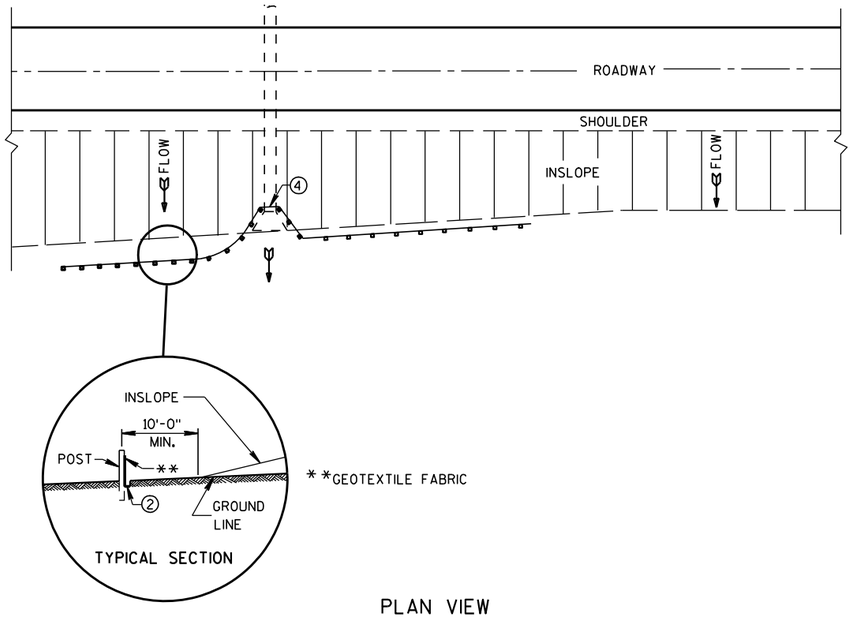
FHWA

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S.D.D. 8 E 8-3

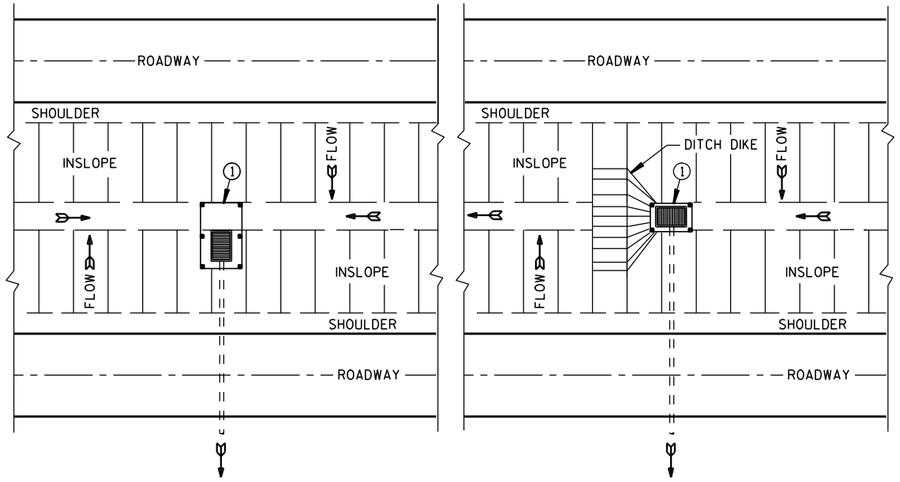
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



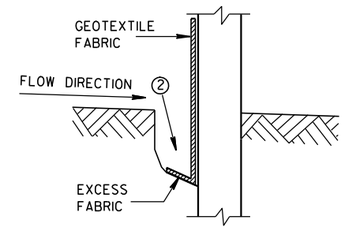
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

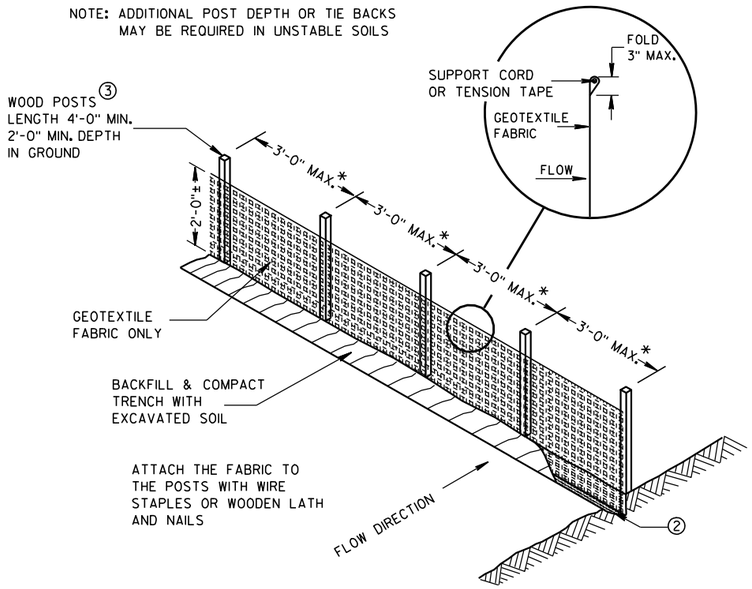
GENERAL NOTES

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

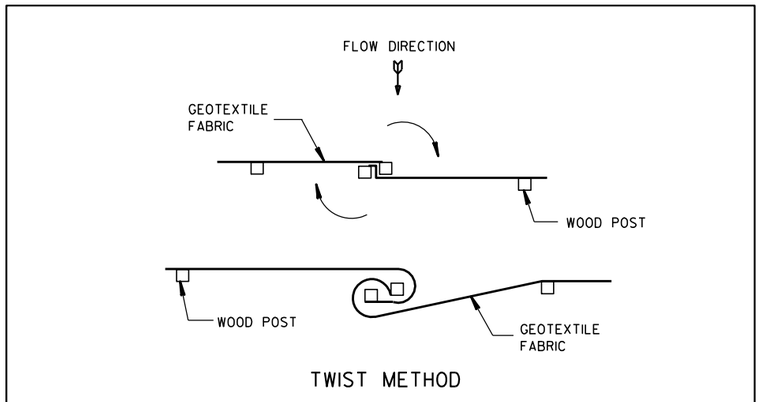
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL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



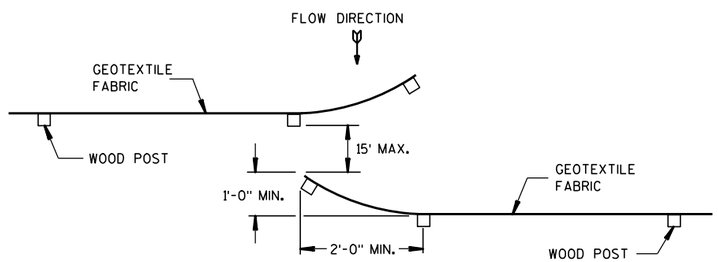
TRENCH DETAIL



SILT FENCE

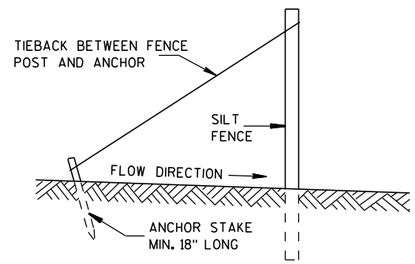


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

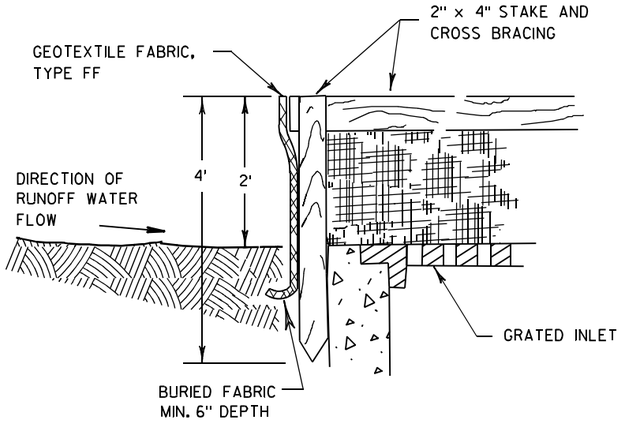
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

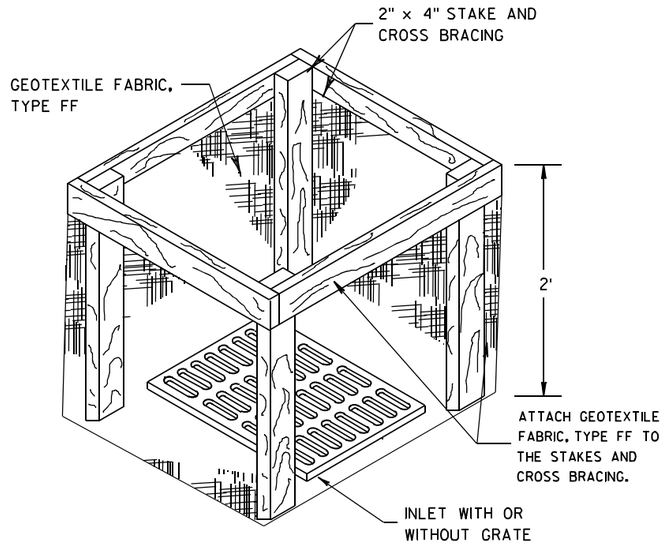
6

S.D.D. 8 E 9-6

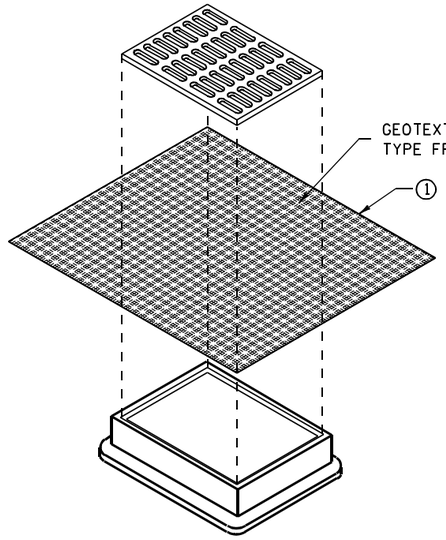
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S.D.D. 8 E 9-6



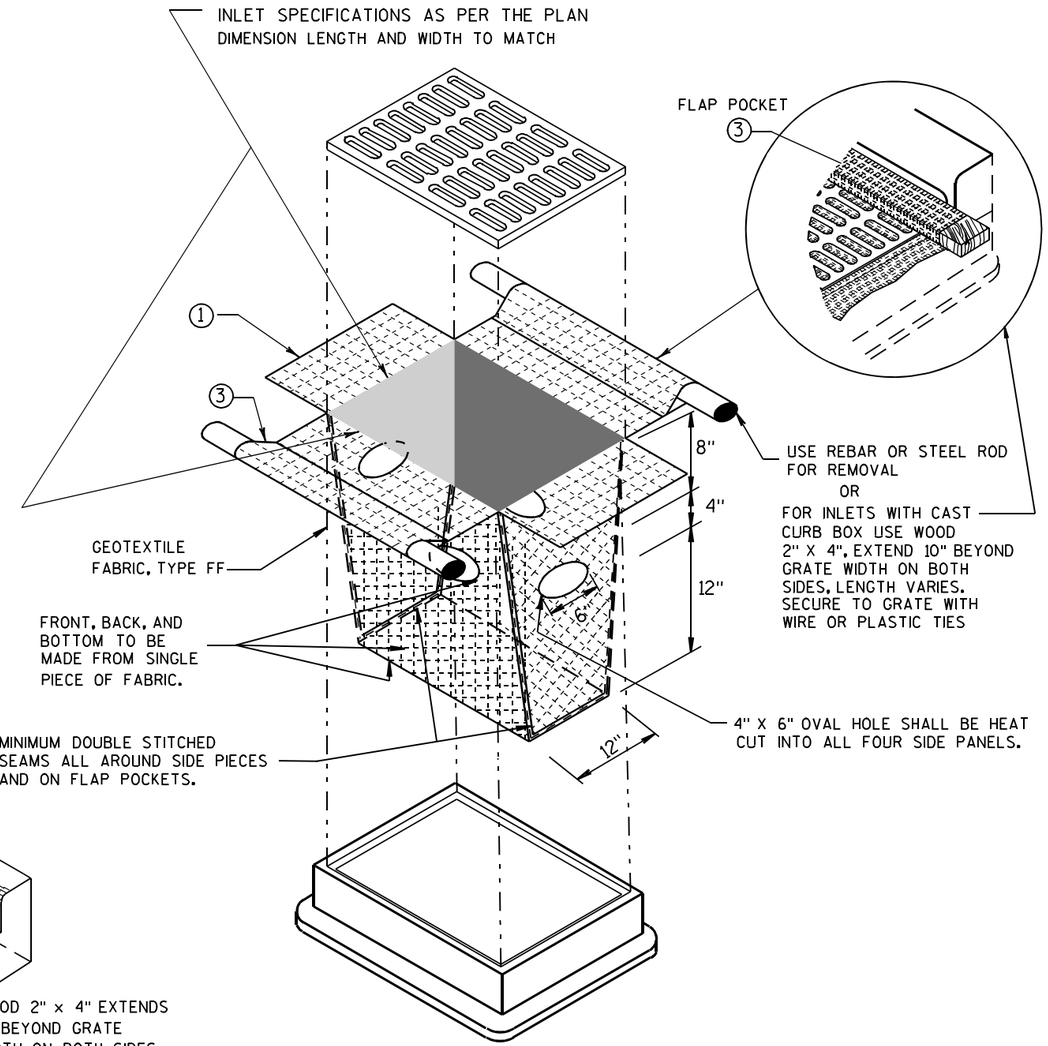


INLET PROTECTION, TYPE A



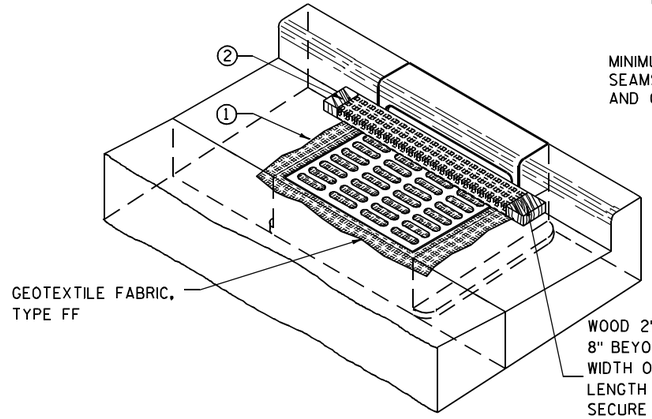
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

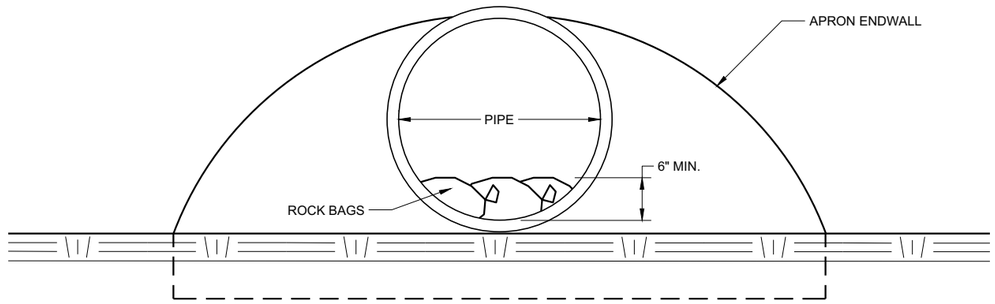
APPROVED

10/16/02
DATE

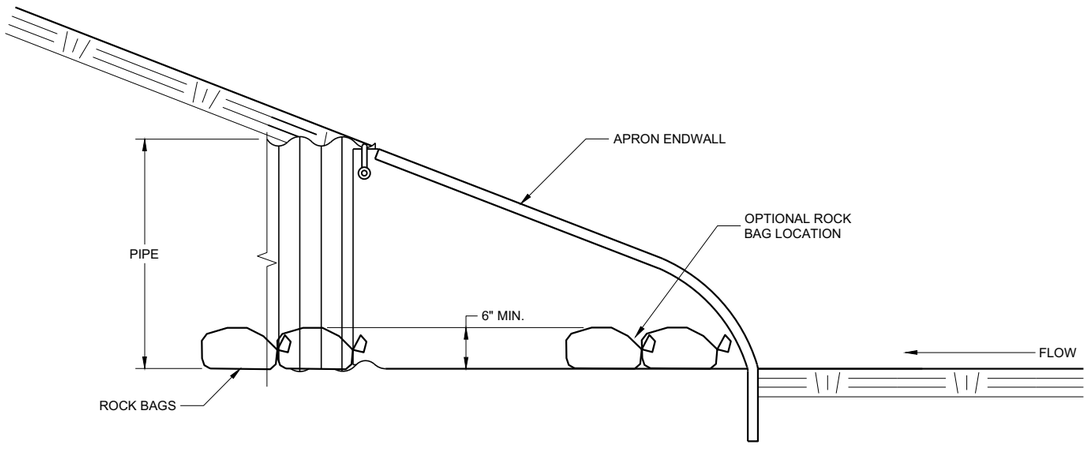
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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

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SDD 08E15 - 01

METAL APRON ENDWALLS

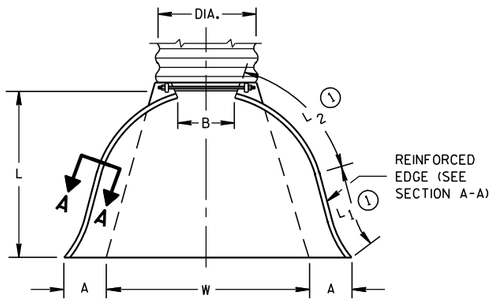
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

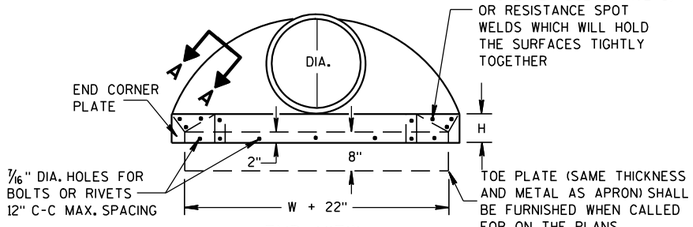
REINFORCED CONCRETE APRON ENDWALLS

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

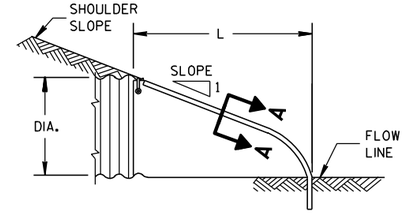
*MINIMUM
**MAXIMUM



PLAN VIEW

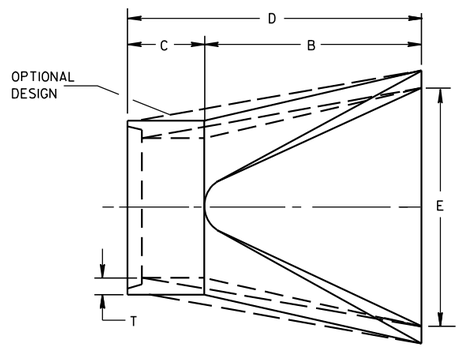


END VIEW

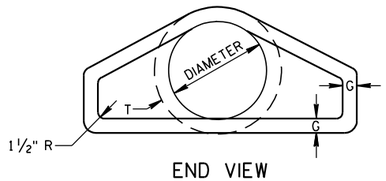


SIDE ELEVATION

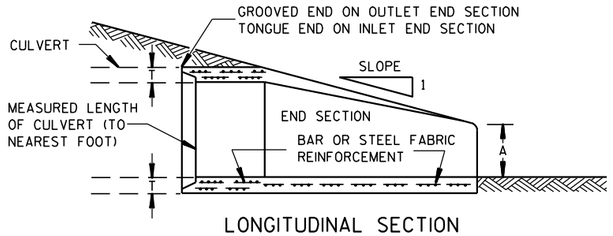
METAL ENDWALLS



PLAN

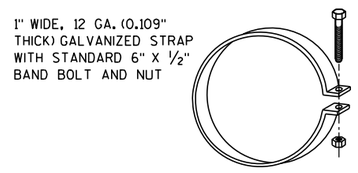


END VIEW



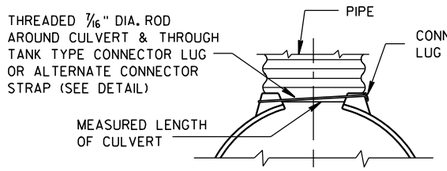
LONGITUDINAL SECTION

CONCRETE ENDWALLS

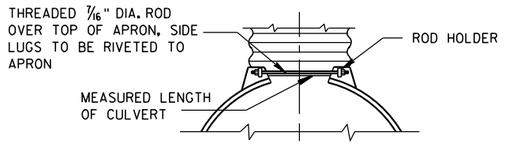


ALTERNATE FOR TYPE 1 CONNECTION

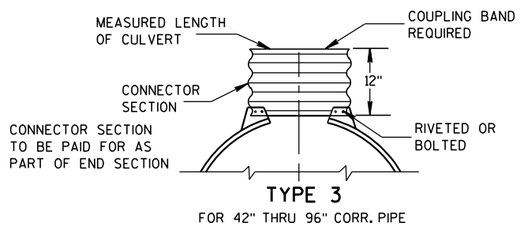
END SECTION CONNECTOR STRAP



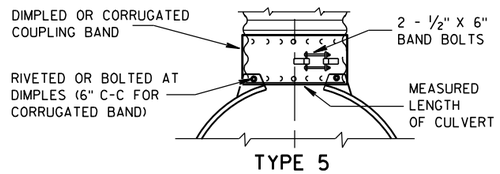
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

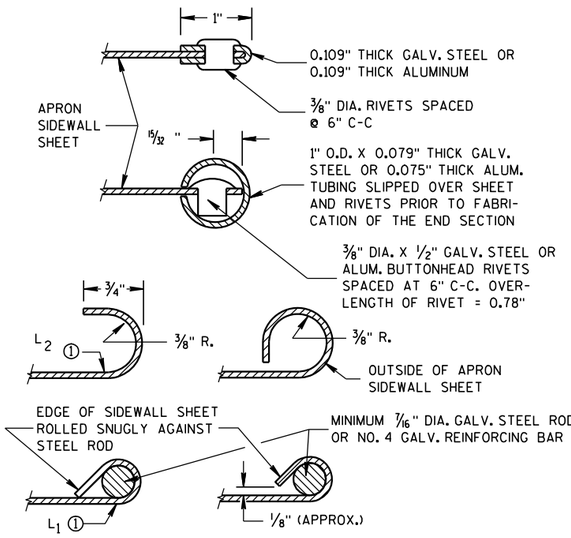
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

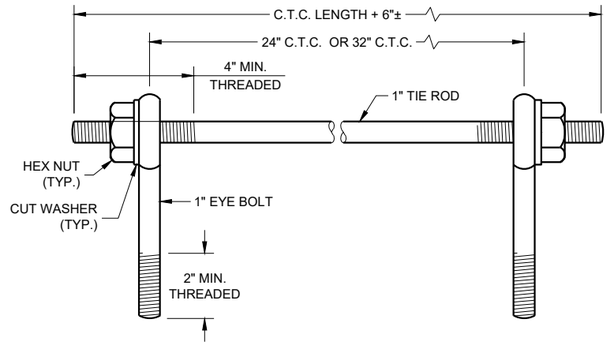
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

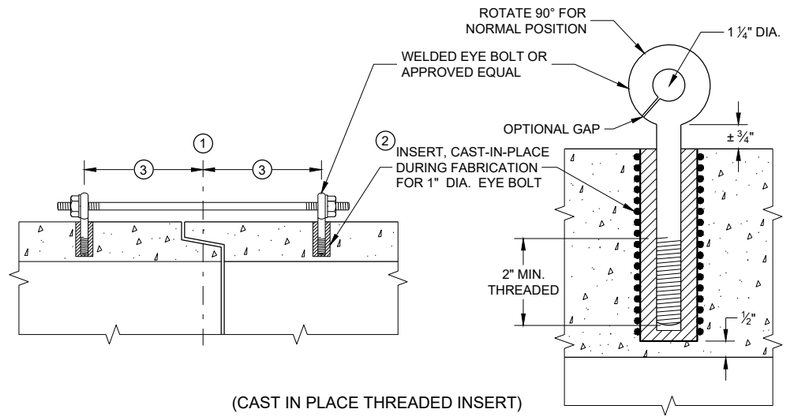
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

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

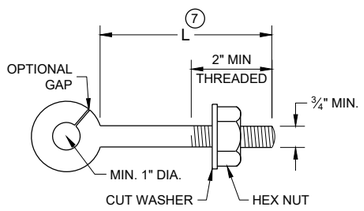
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

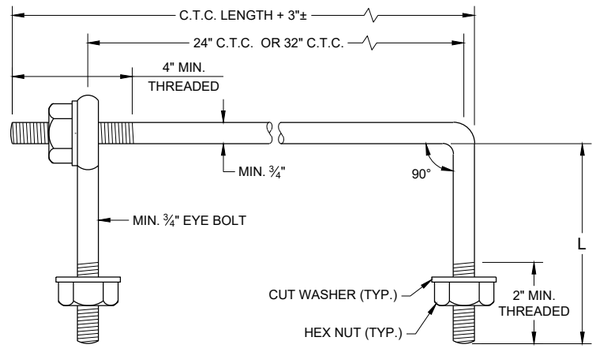
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

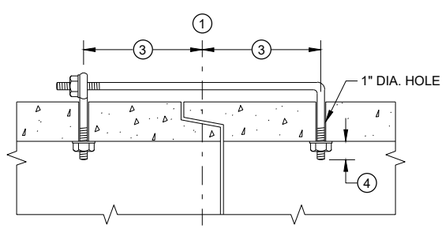


EYE BOLT (7)

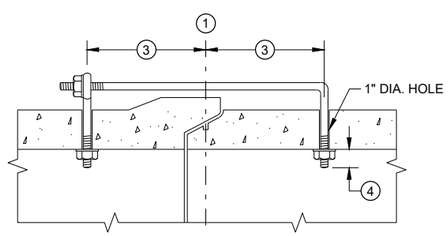
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

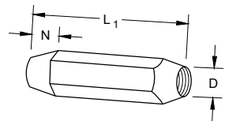
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

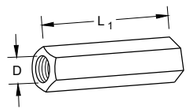
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



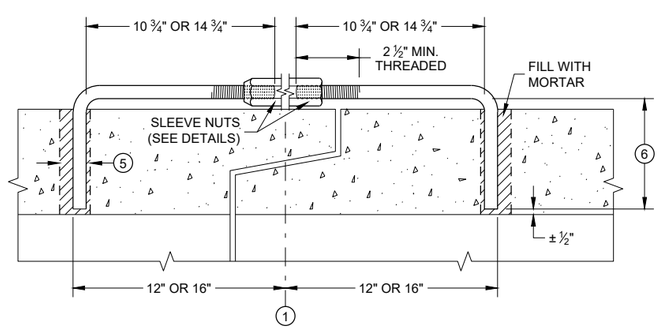
TAPERED



PLAIN

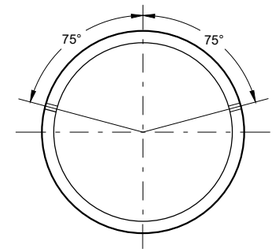
RIGHT AND LEFT THREADS

SLEEVE NUTS



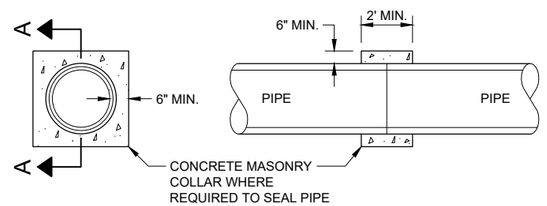
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

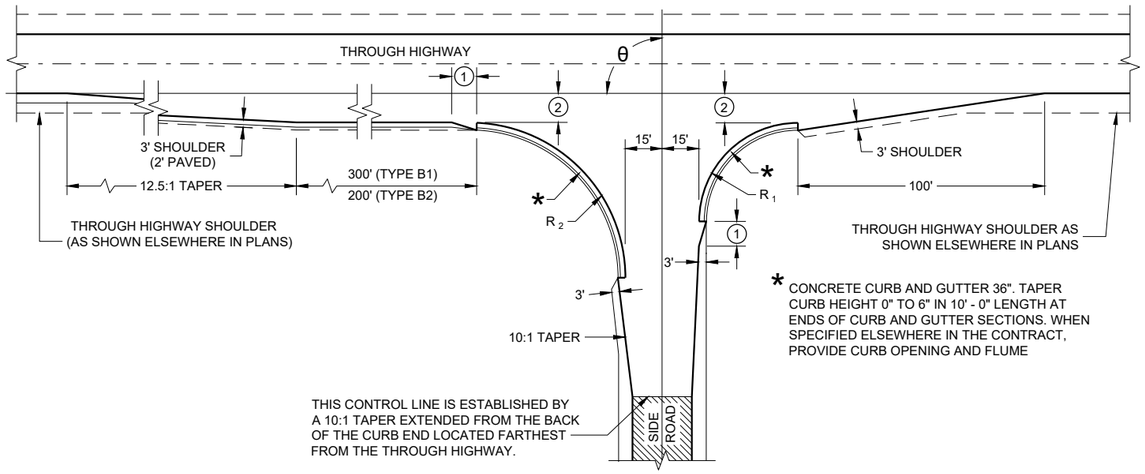
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

SDD 08F04 - 08

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* CONCRETE CURB AND GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10' - 0" LENGTH AT ENDS OF CURB AND GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME

TYPE "B1" AND "B2"

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

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

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

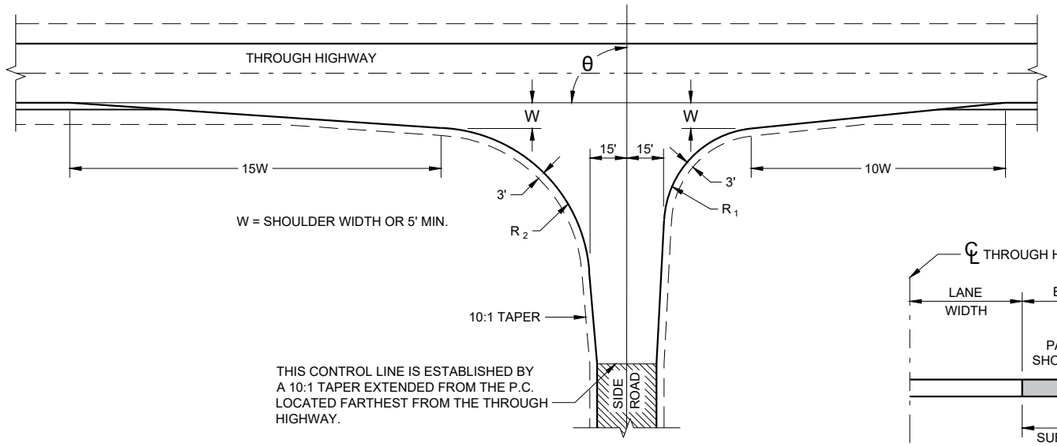
(1) 10-FT TYPICAL.

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

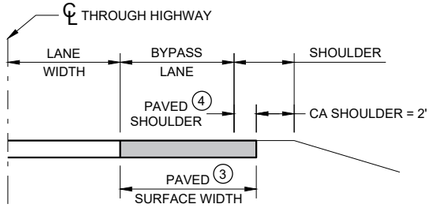
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

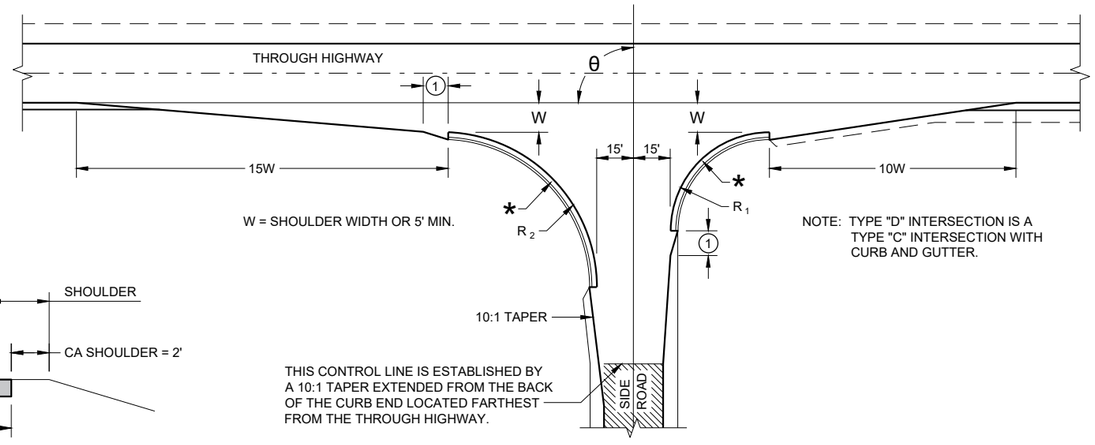
(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



TYPE "C"

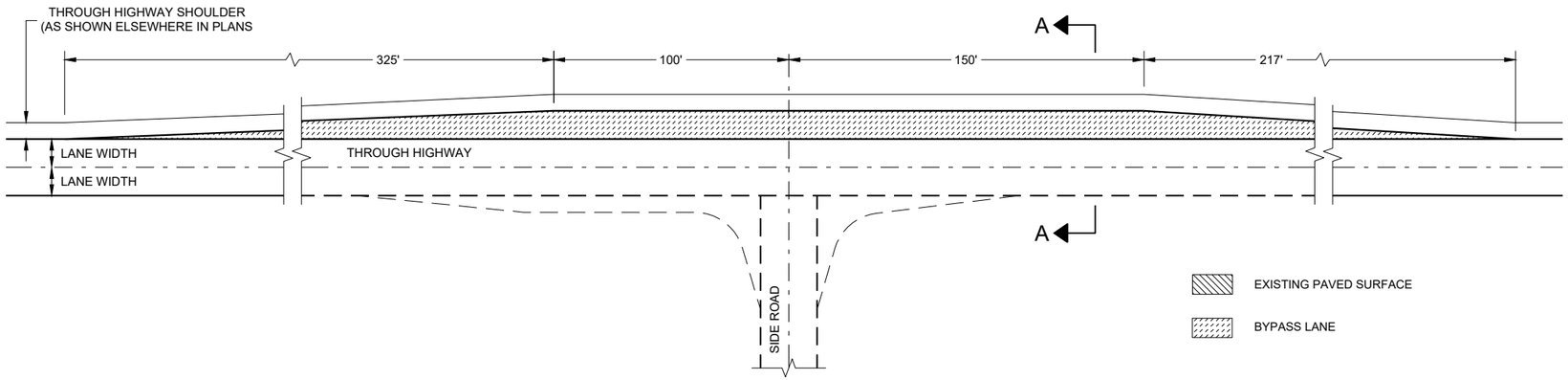


SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)



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

TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

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

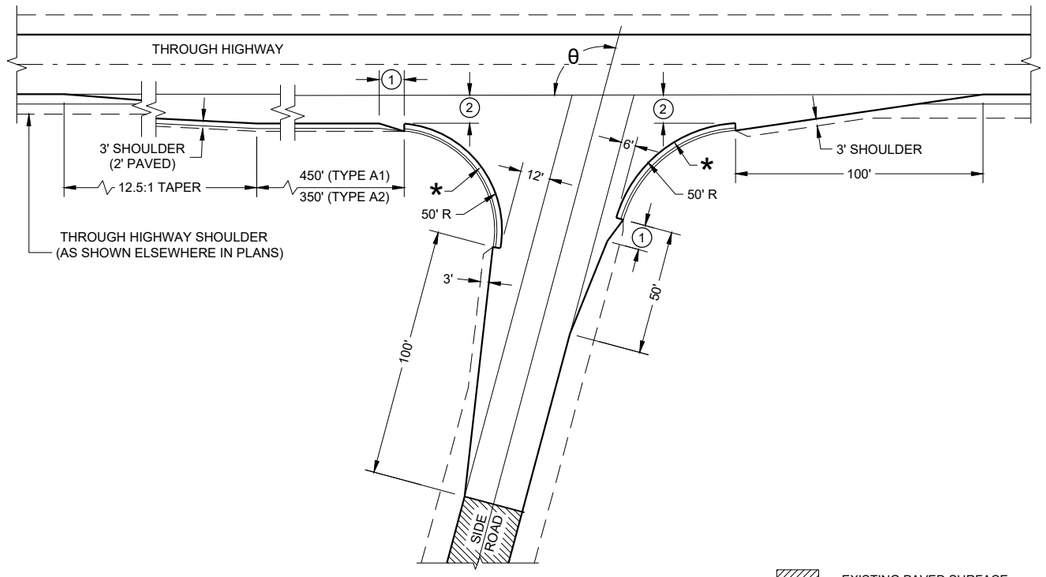
STATE OF WISCONSIN
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6

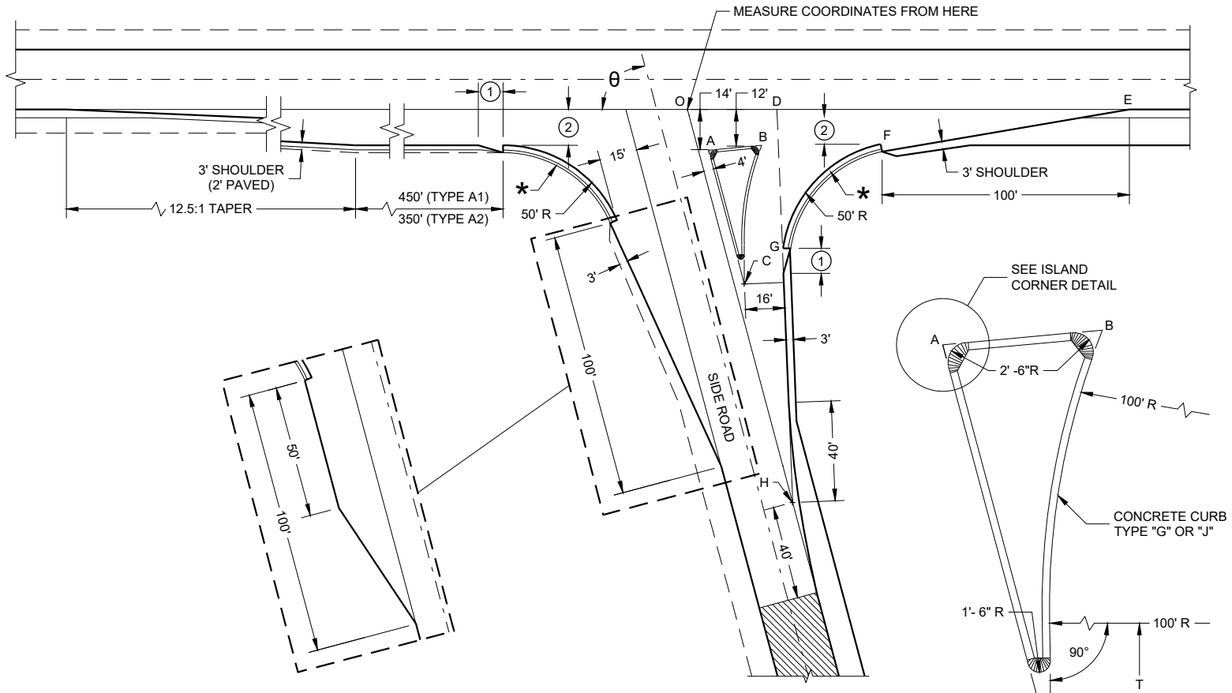
SDD 09A01 - 14a

6

SDD 09A01 - 14a

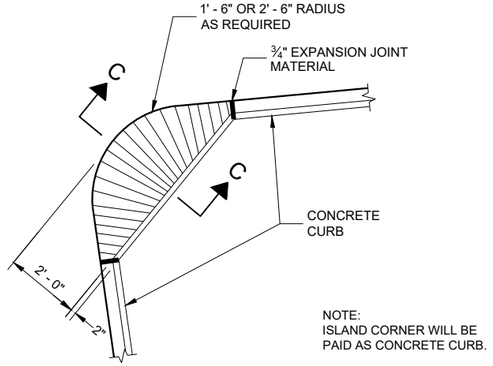


θ = MORE THAN 80°



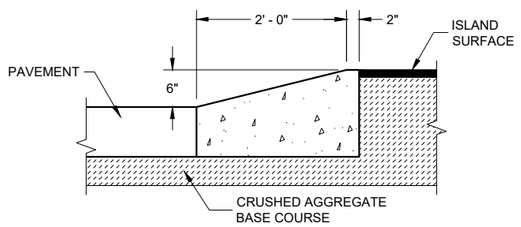
SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS

θ = ACUTE ANGLES 80° OR LESS



PLAN VIEW

NOTE:
ISLAND CORNER WILL BE
PAID AS CONCRETE CURB.



SECTION C - C

ISLAND CORNER DETAIL

(TO BE CONSTUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT 'O') X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE 'A1" AND "A2" SIDE ROAD INTERSECTION DETAILS

AT GRADE SIDE ROAD INTERSECTIONS
TYPES "A1" AND "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

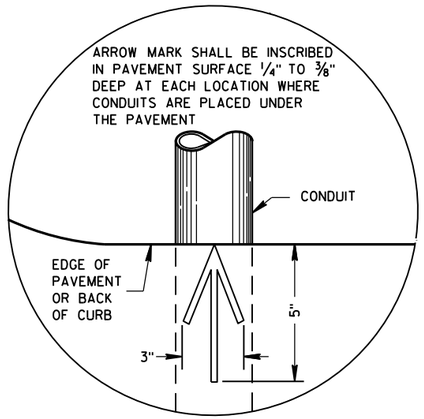
APPROVED
November 2022 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

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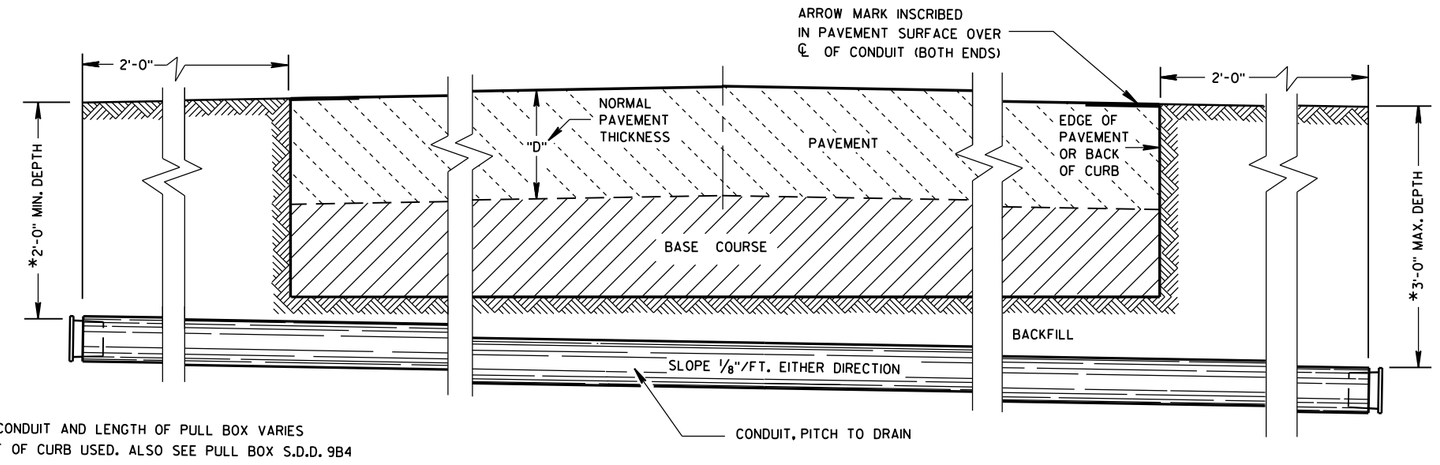
6

SDD 09A01 - 14b



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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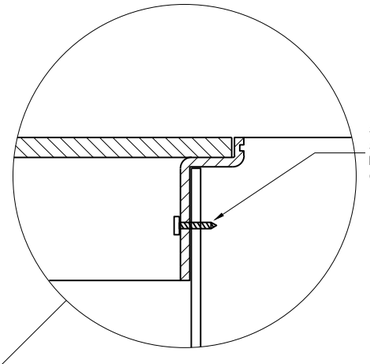
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

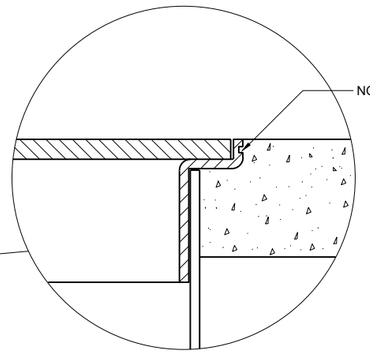
DIMENSION IN INCHES		NON- CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 ½	22 ½
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

*THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

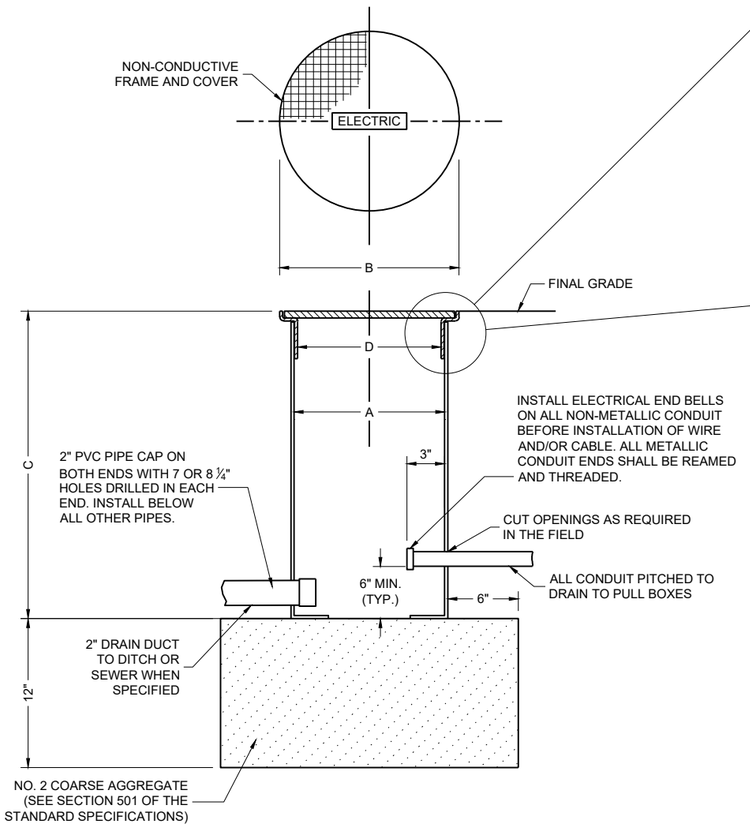
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



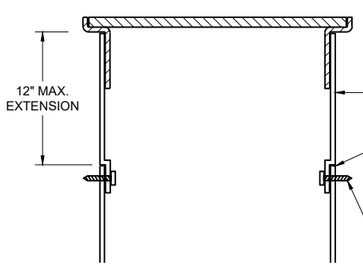
INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



NON-CONDUCTIVE PULL BOX



BOX EXTENSION

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN ½" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN ¼".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

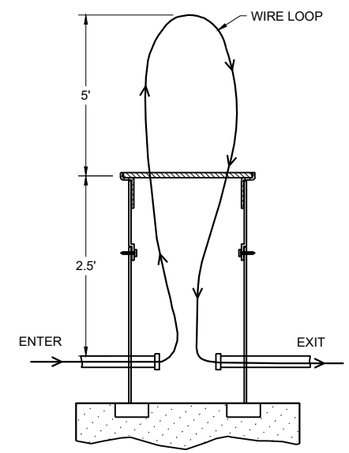
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE.

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

PULL BOXES NON-CONDUCTIVE

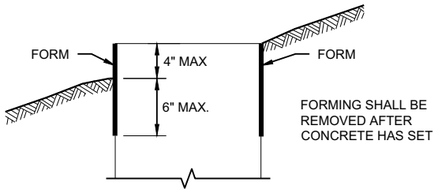
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

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SDD 09B16-03

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

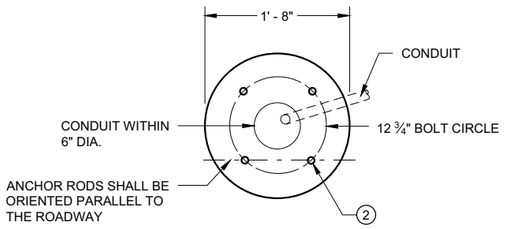
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

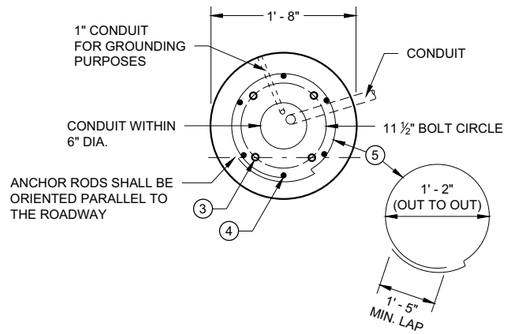
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

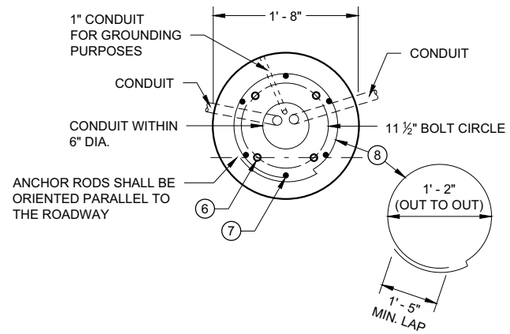
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

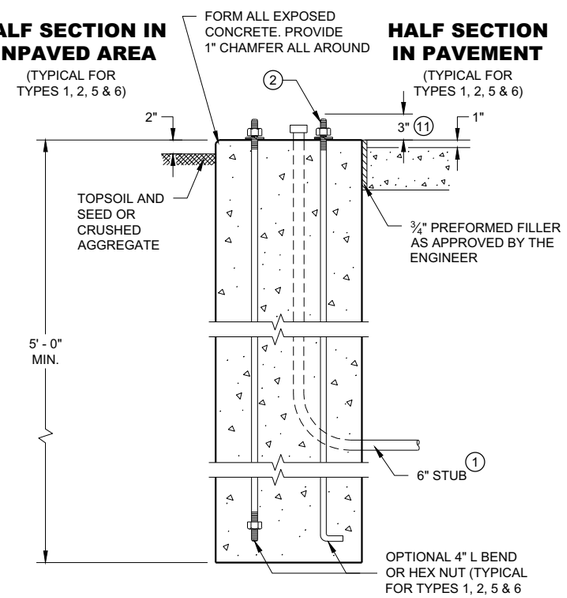
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

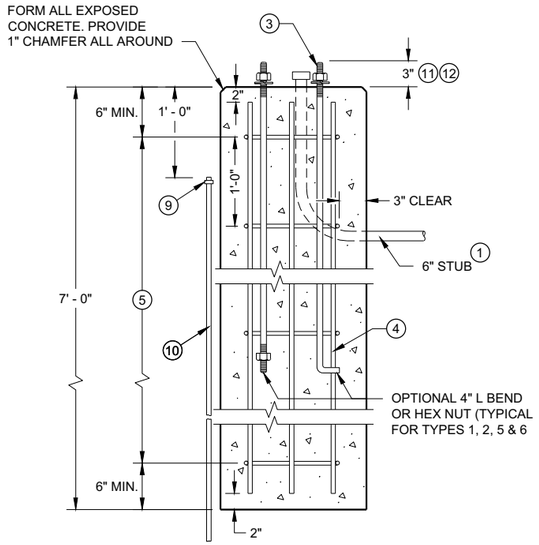
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

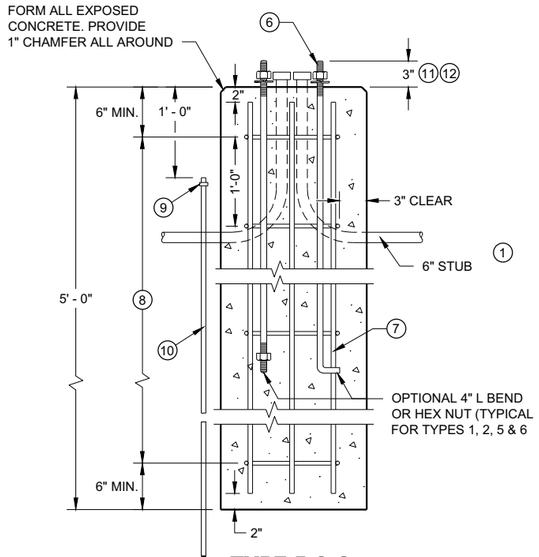
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

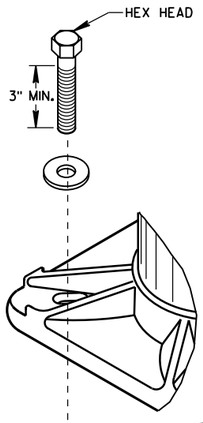
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

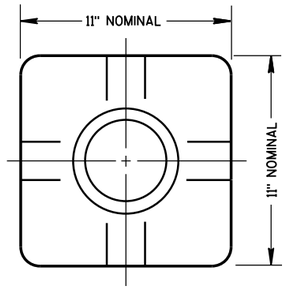
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

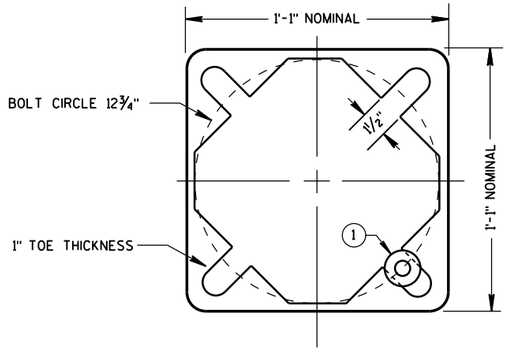
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

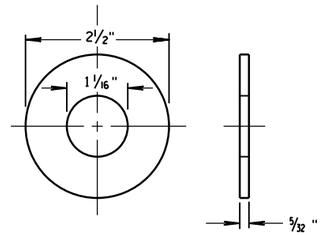




TOP VIEW
(PEDESTAL BASE)

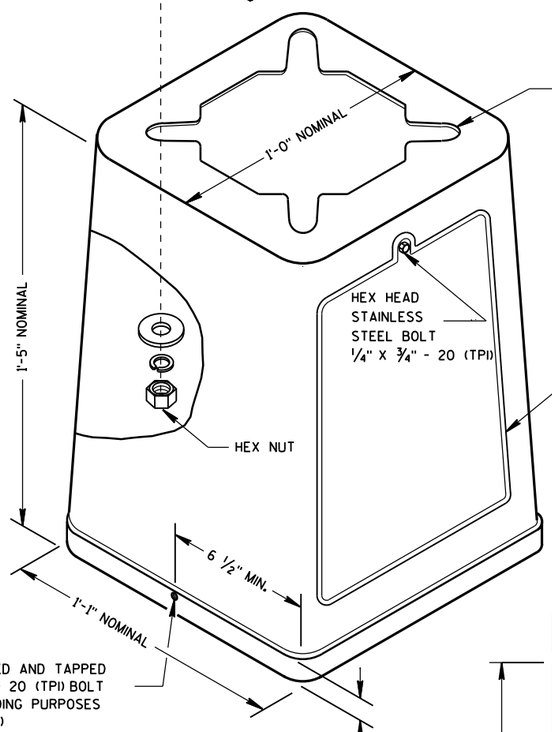


BOTTOM VIEW
(PEDESTAL BASE)

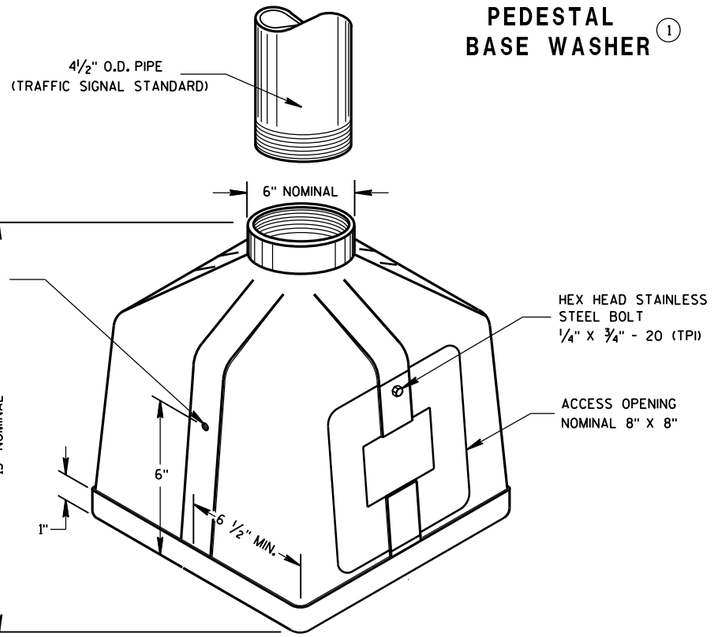


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

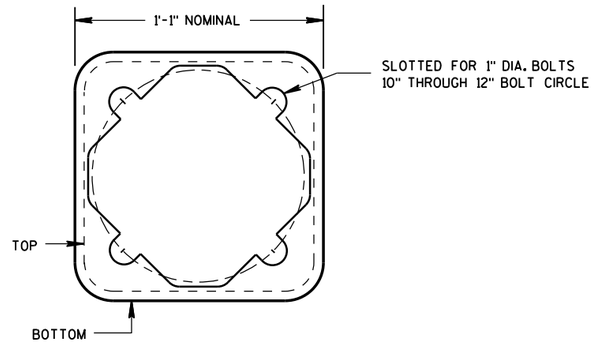


ISOMETRIC VIEW

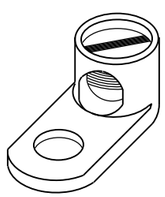


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

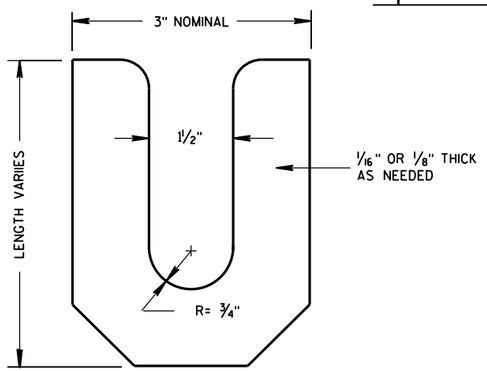


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL

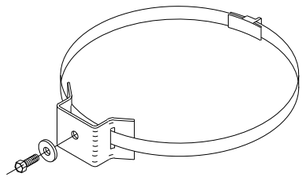
FHWA

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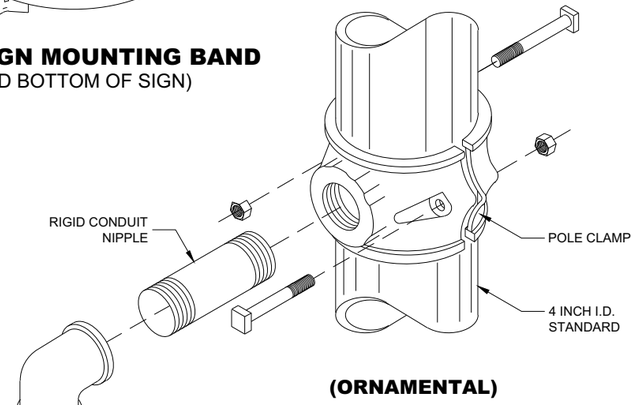
S.D.D. 9 C 3-4

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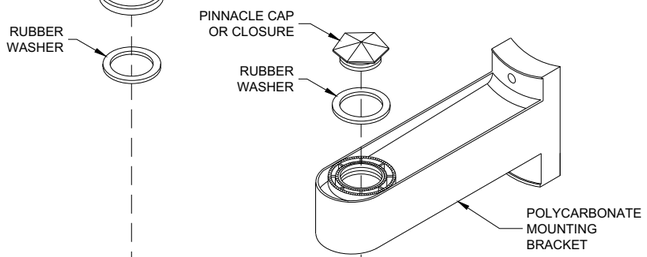
S.D.D. 9 C 3-4



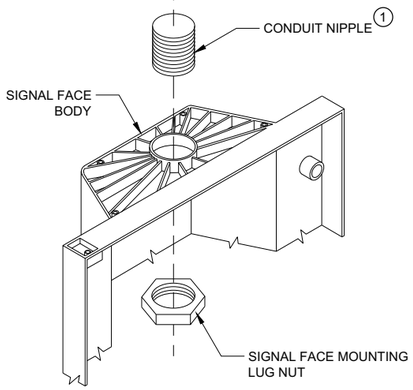
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



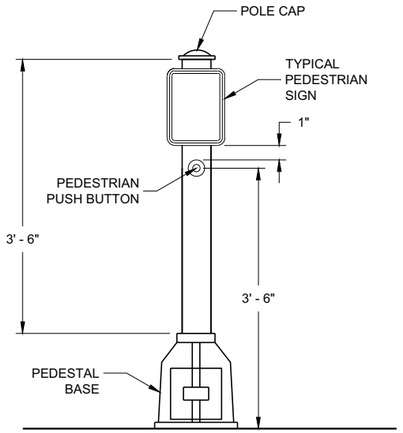
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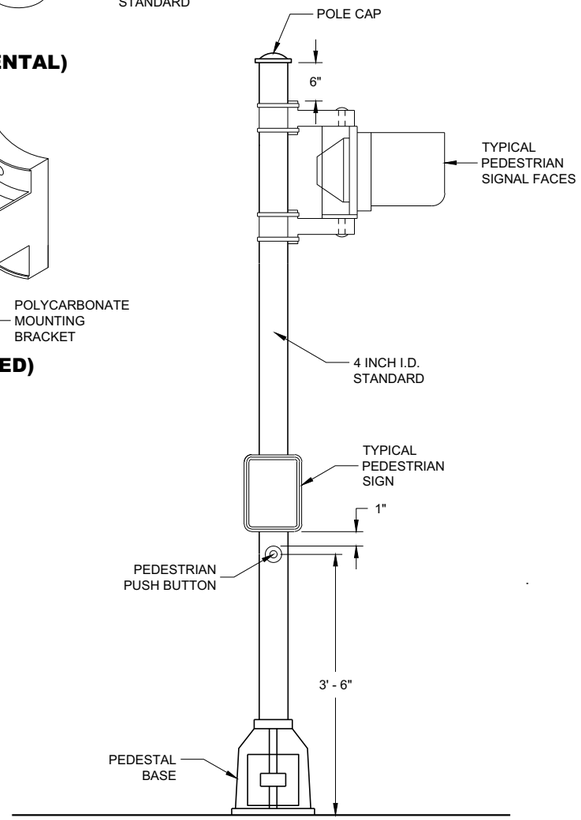
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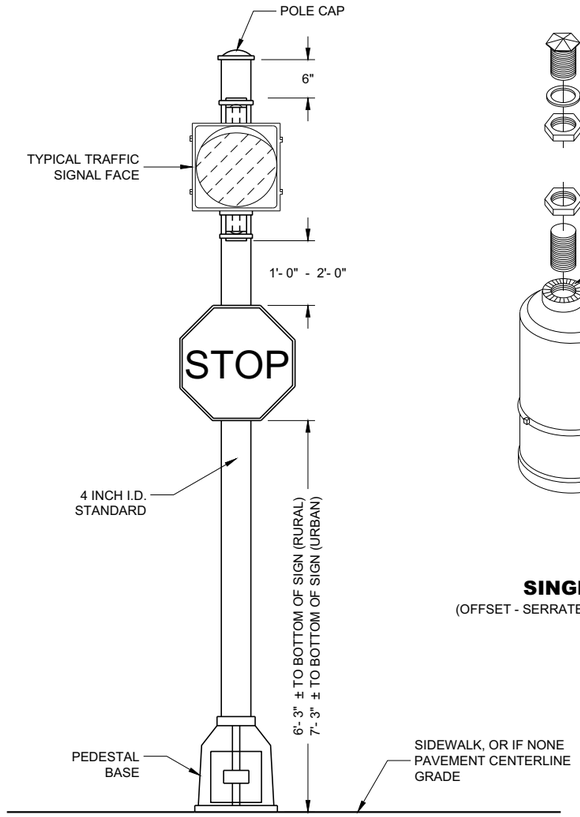
SIGNAL FACE MOUNTING DETAILS



PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD - 10 FT.
(WALK - DON'T WALK)



STANDARD FLASHER
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS, UNLESS APPROVED BY THE ENGINEER IN THE FIELD.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

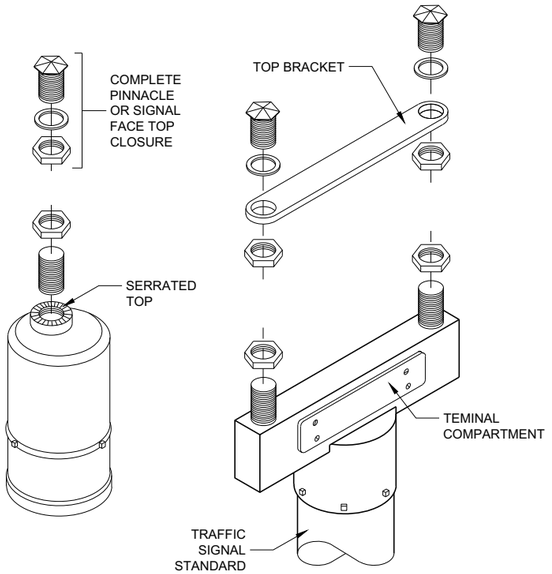
LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE REGION TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(1) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACESAND BRACKET ENDS.



SINGLE
(OFFSET - SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

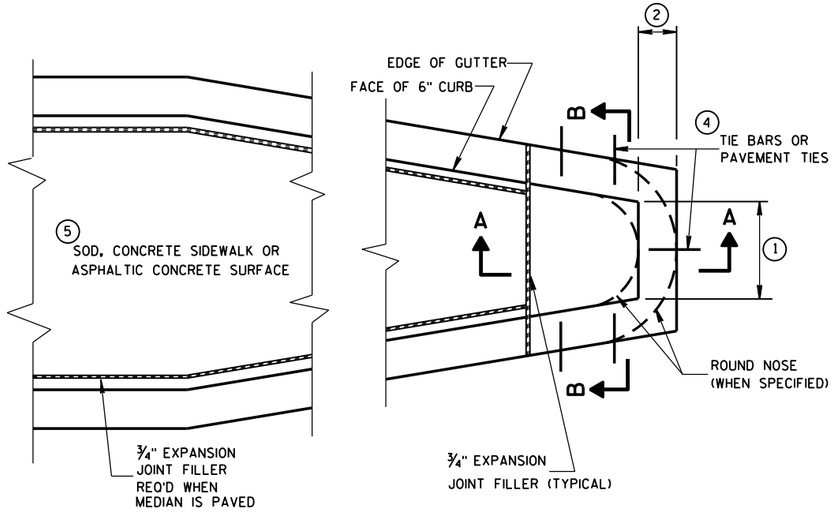
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

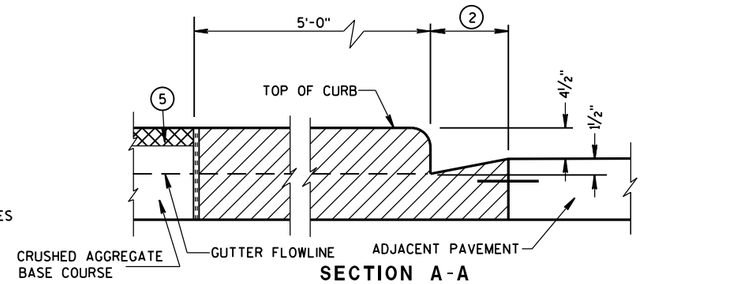
FHWA

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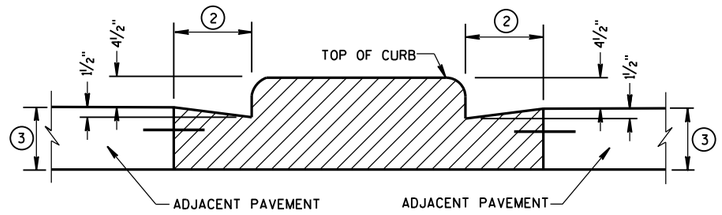
SDD 09E07 - 06

SDD 09E07 - 06





SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

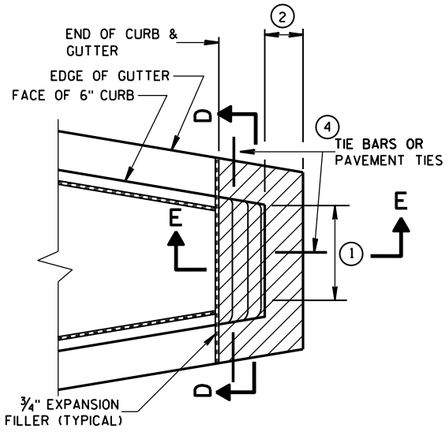
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

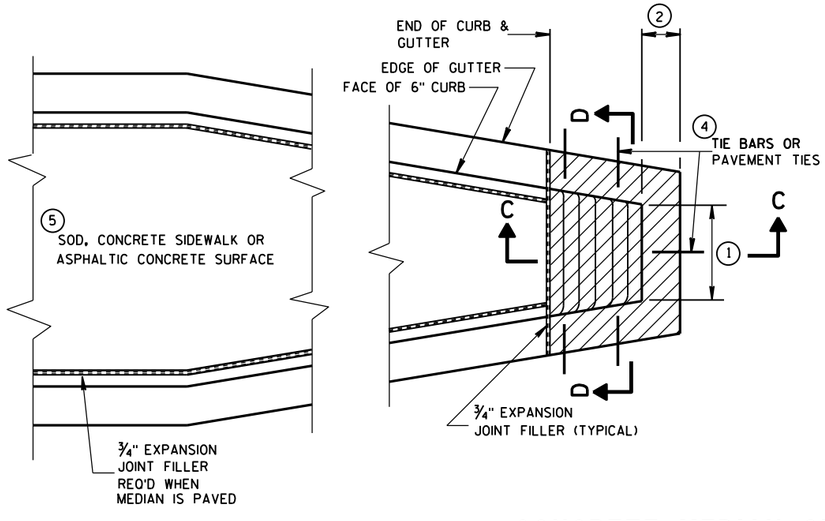
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

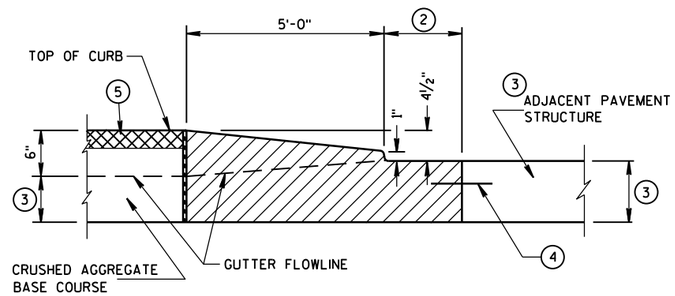
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

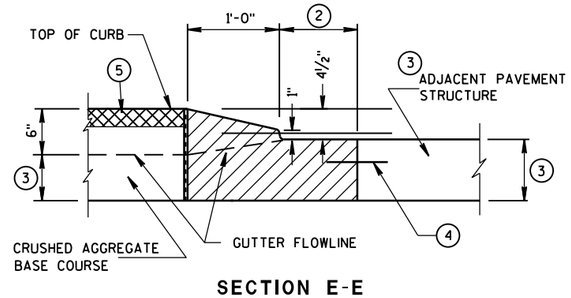
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.







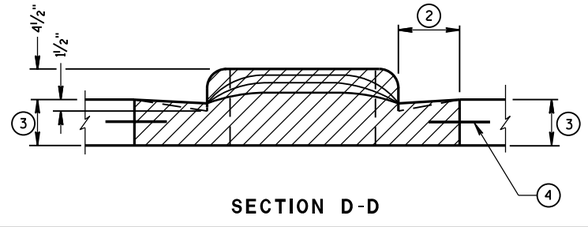
SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER

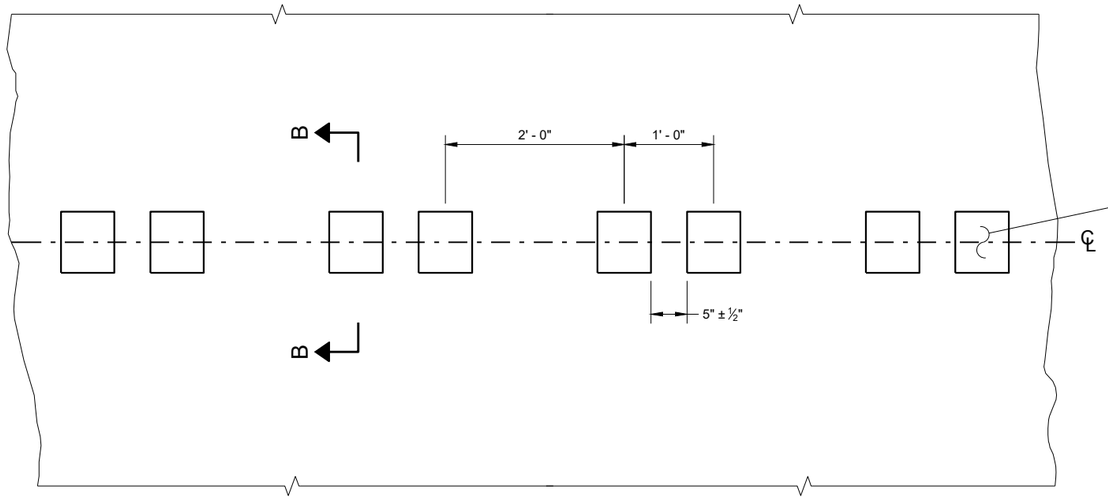
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S.D.D. 11 B 2-2

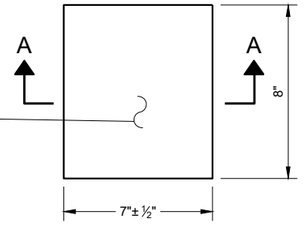
GENERAL NOTES

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

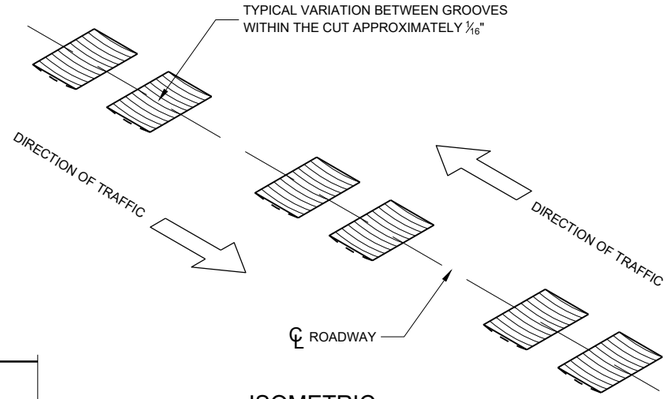
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



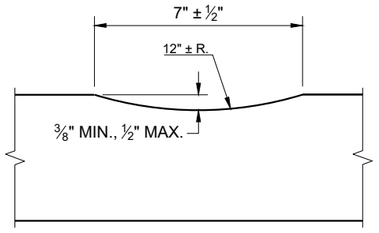
PLAN DETAIL VIEW



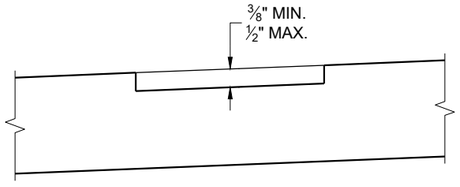
PLAN VIEW
(SINGLE GROOVE)



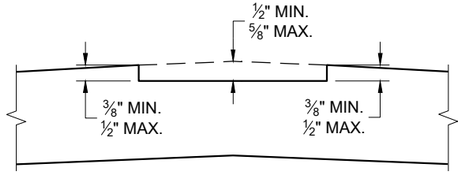
ISOMETRIC



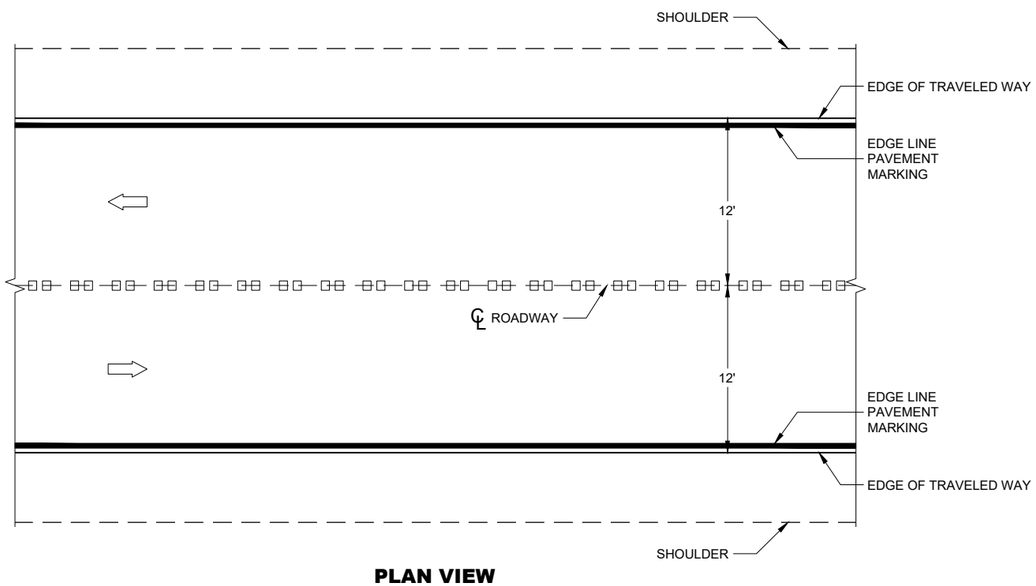
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

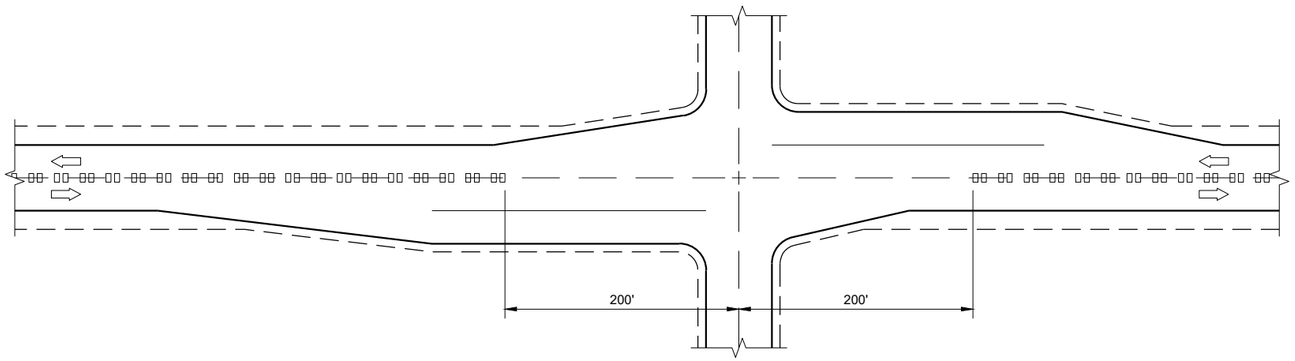
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SDD 13A11 - 04a

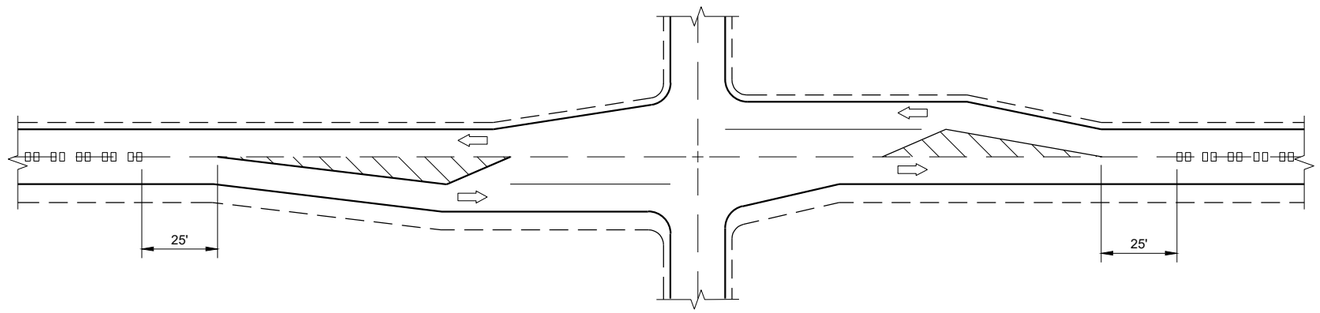
CENTERLINE RUMBLE STRIPS - ASPHALT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTAT	144

6

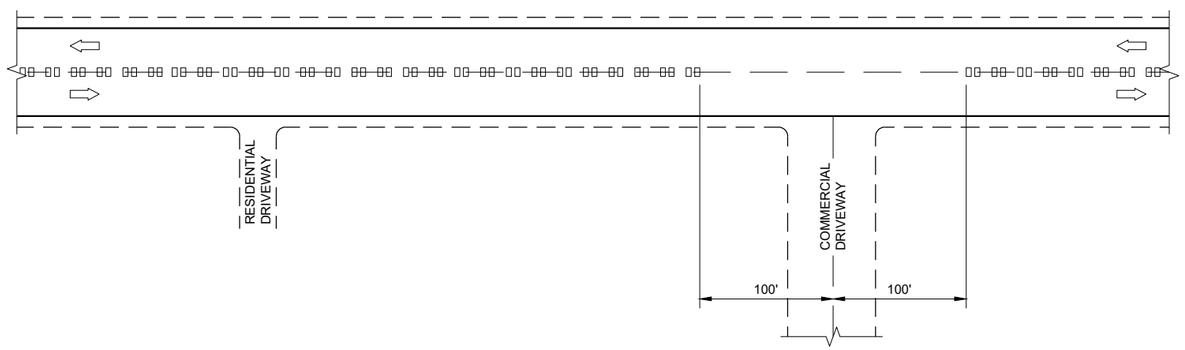
SDD13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



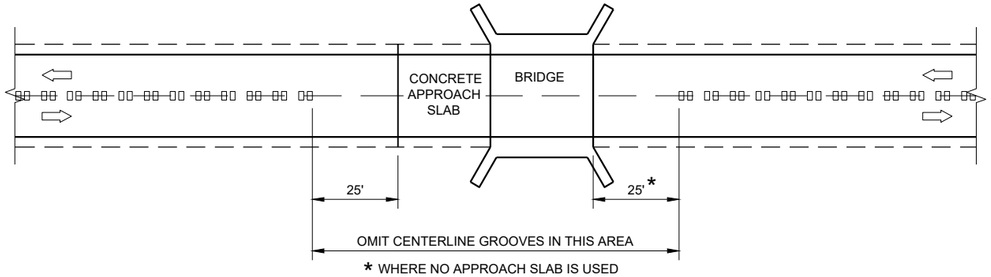
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



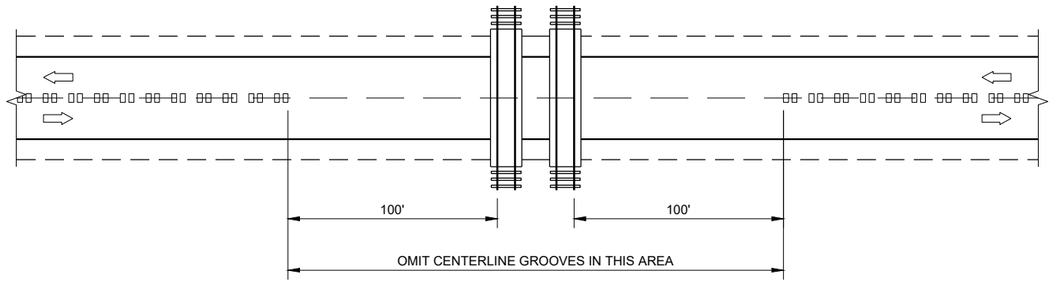
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

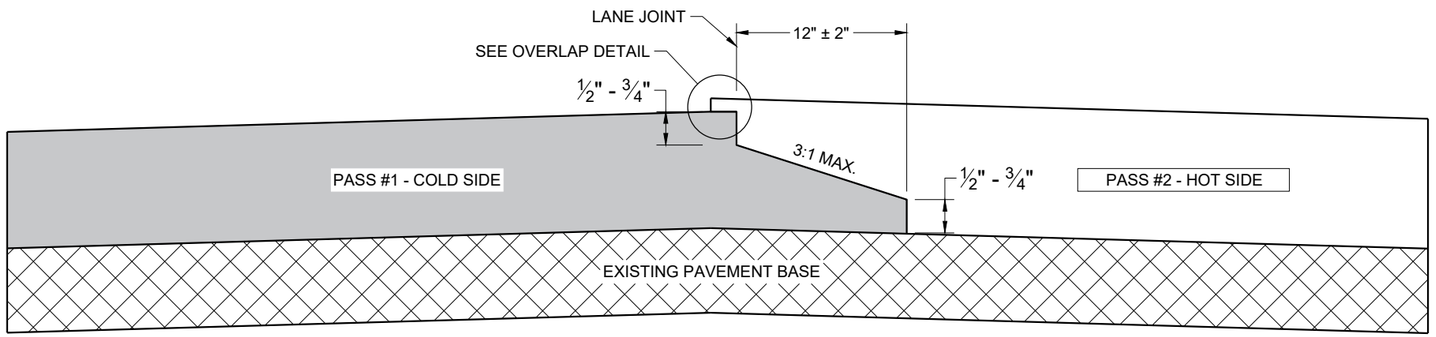
FHWA

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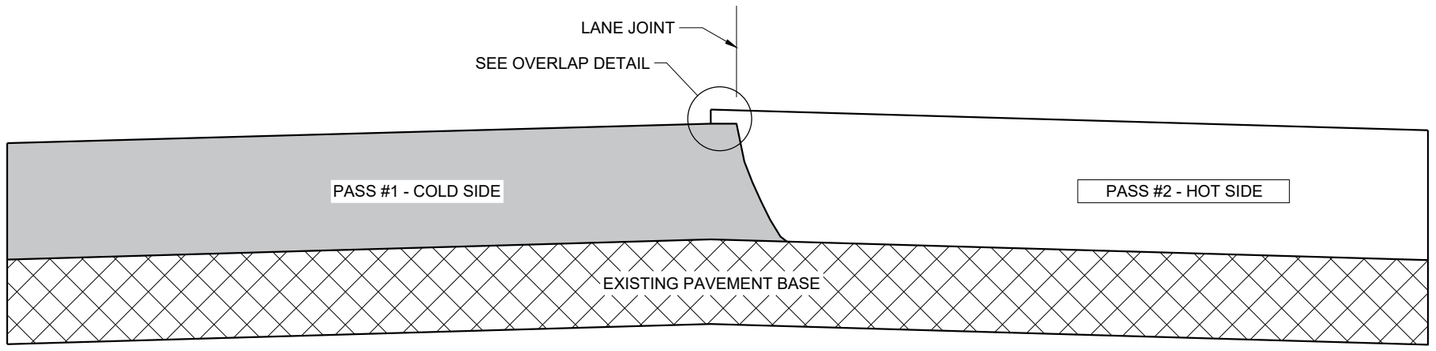
SDD 13A11 - 04d

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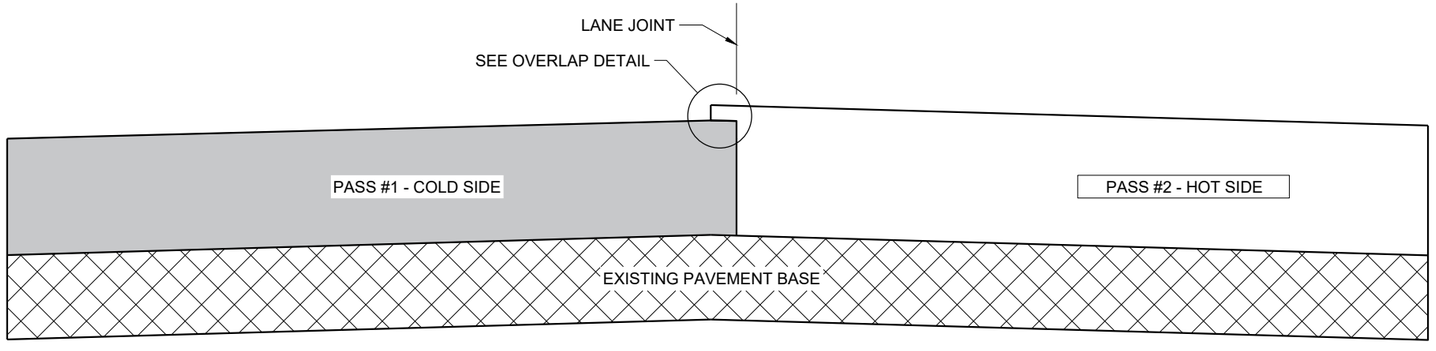
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

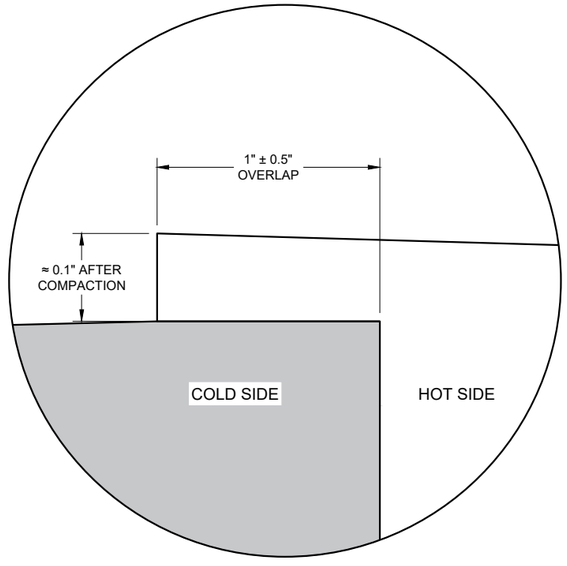
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

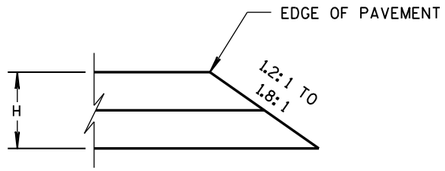
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

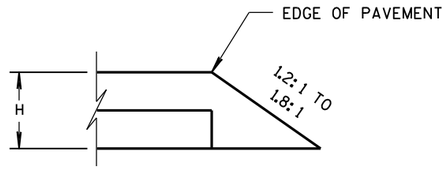
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



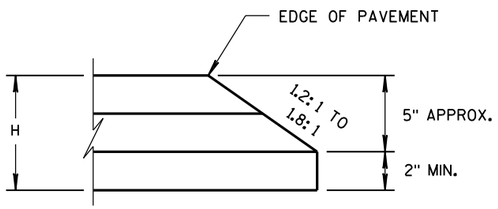
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



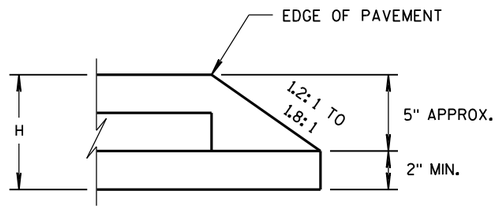
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

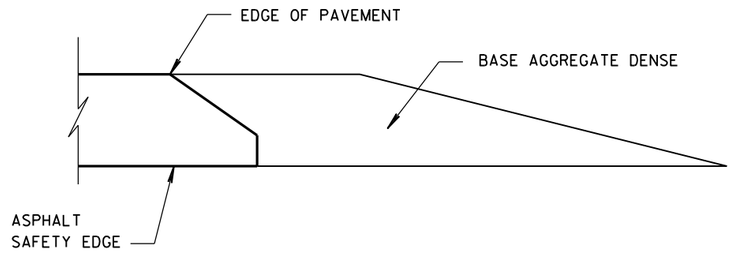
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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.

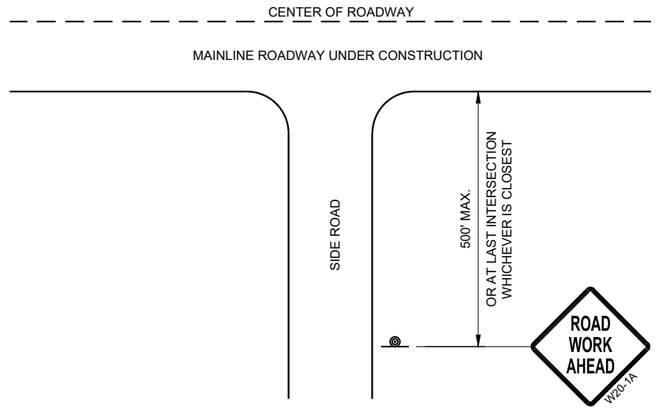
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

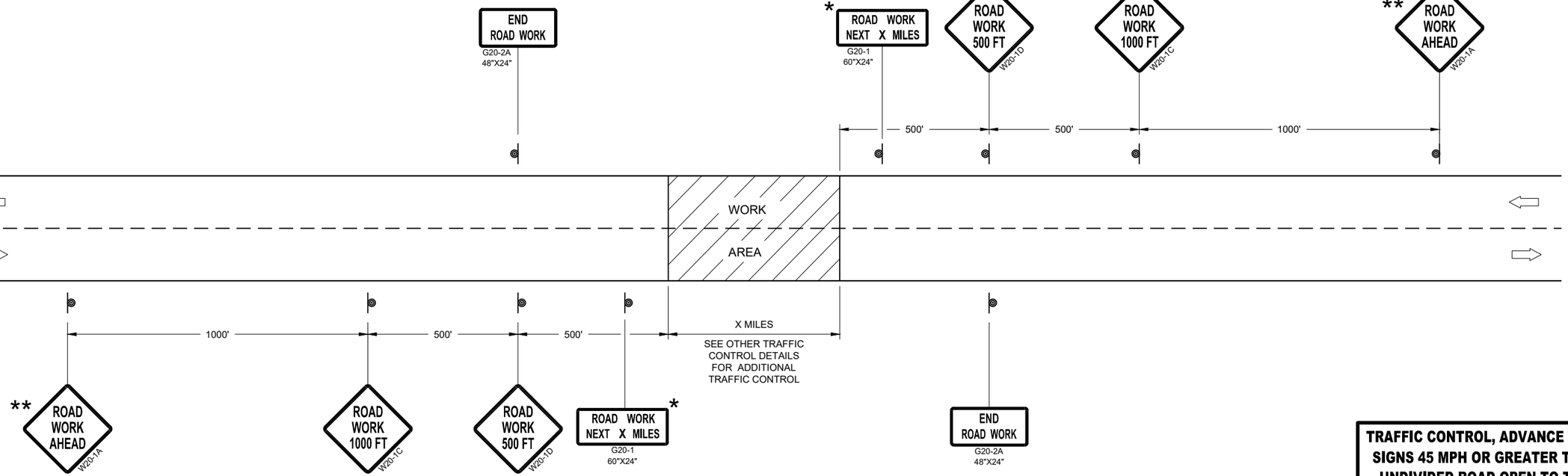
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



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.

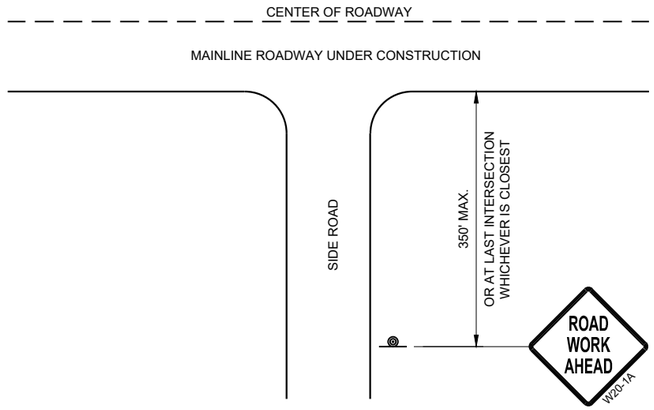
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

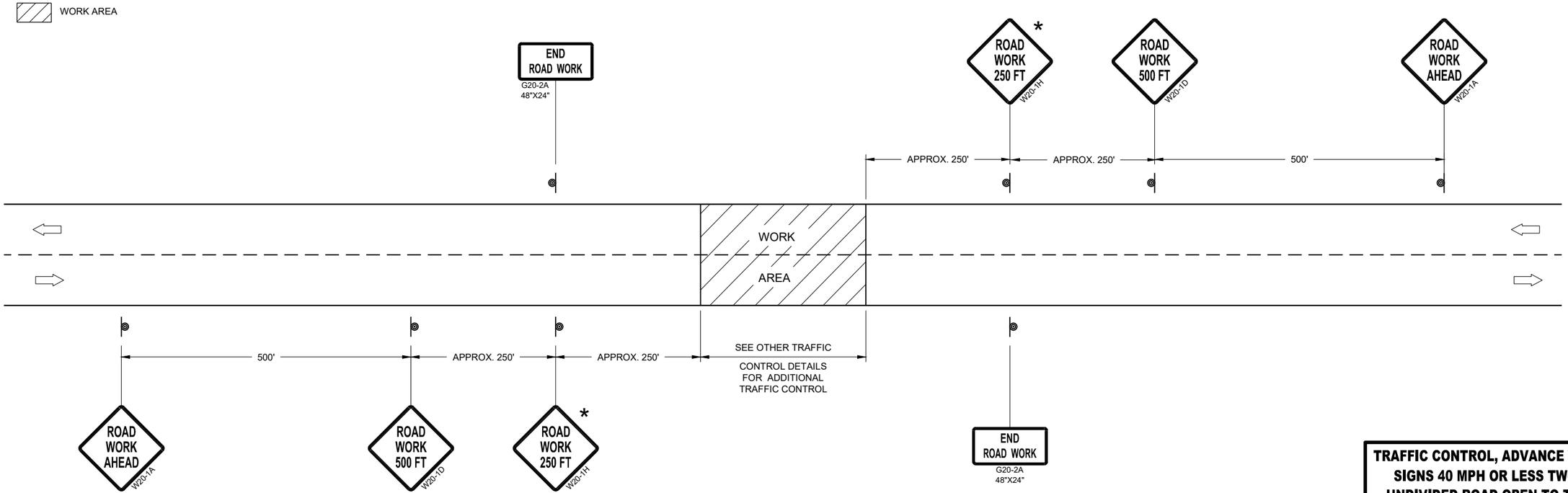
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



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

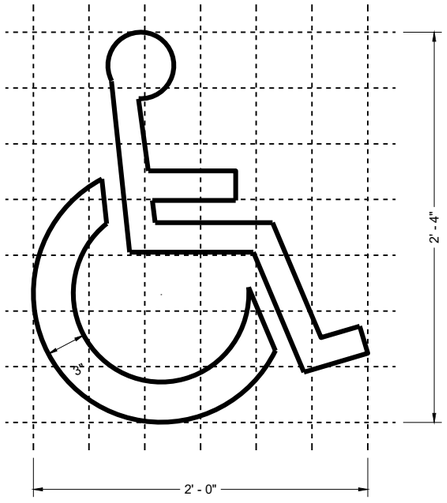
FHWA

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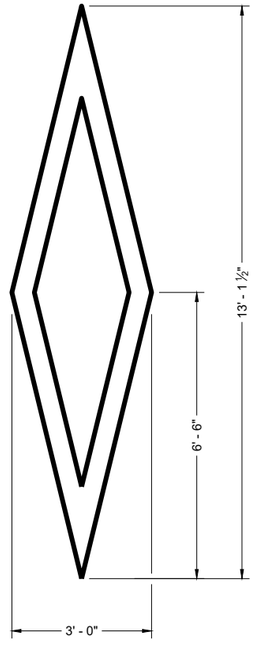
SDD 15C05 - 05

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.



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

SDD 15C07-16a

SDD 15C07-16a

PAVEMENT MARKING SYMBOLS

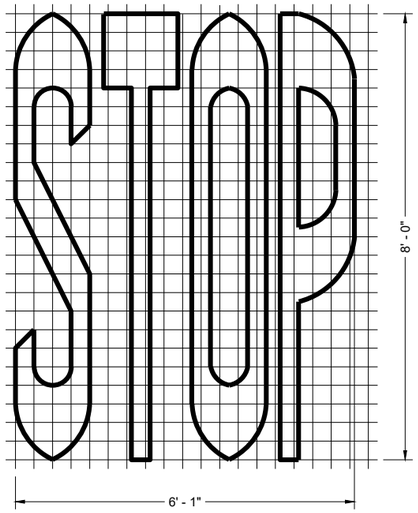
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

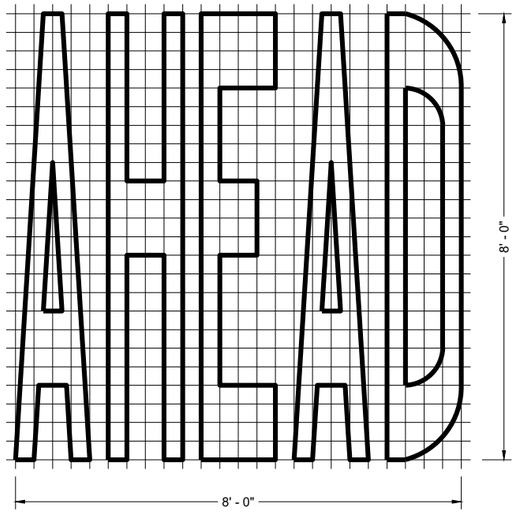
APPROVED

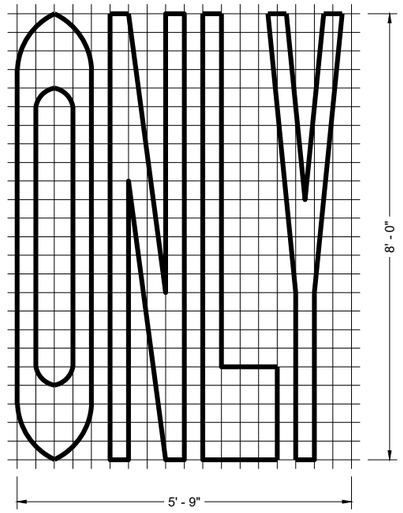
November 2024
DATE

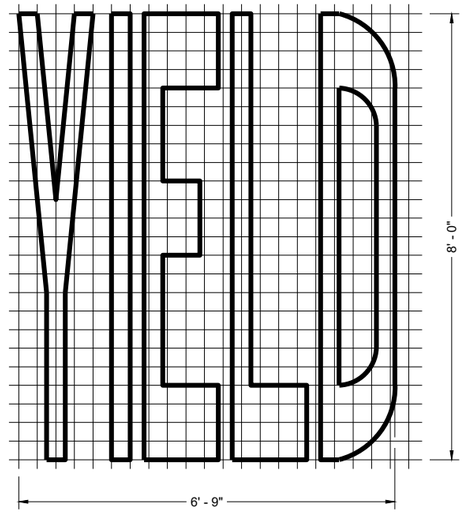
/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

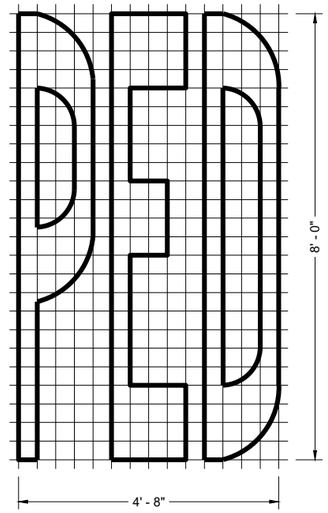
FHWA

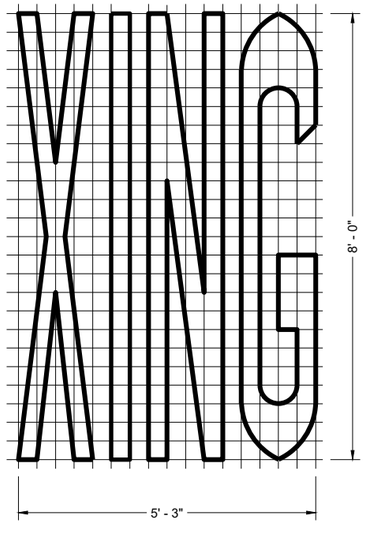


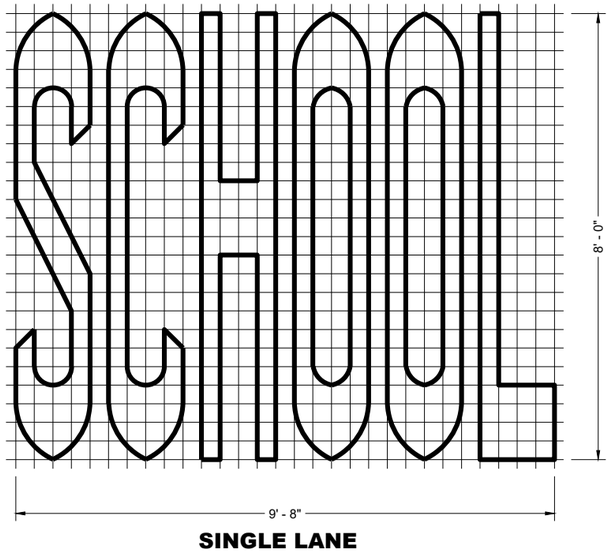




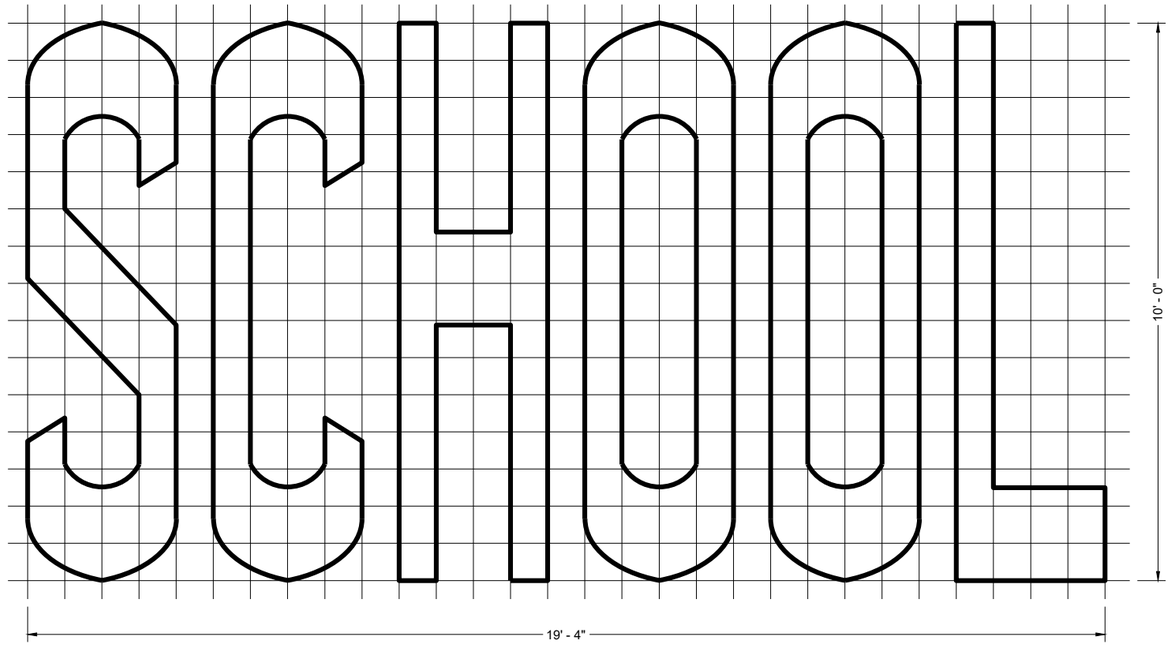








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

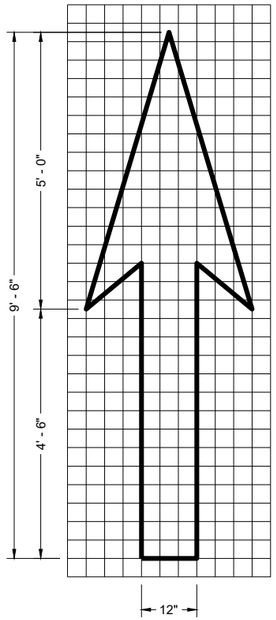
FHWA

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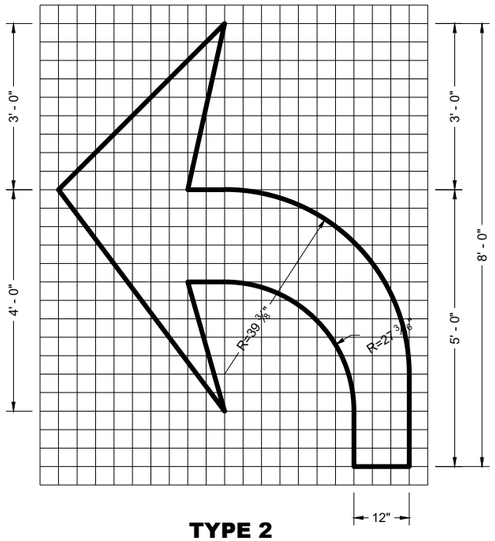
SDD 15C07-16b

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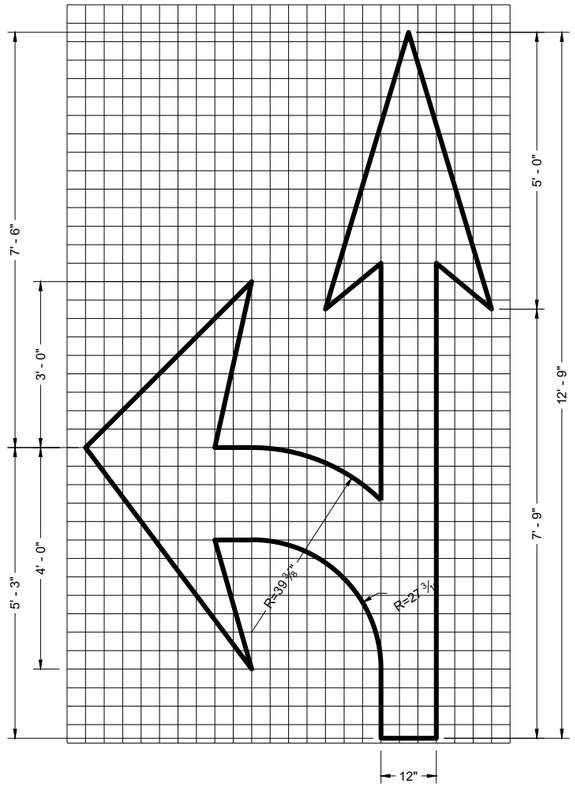
SDD 15C07-16b



TYPE 1



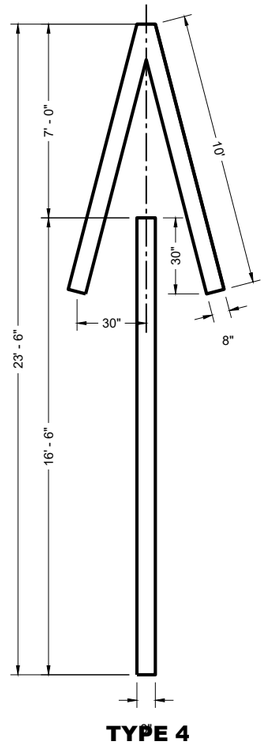
TYPE 2



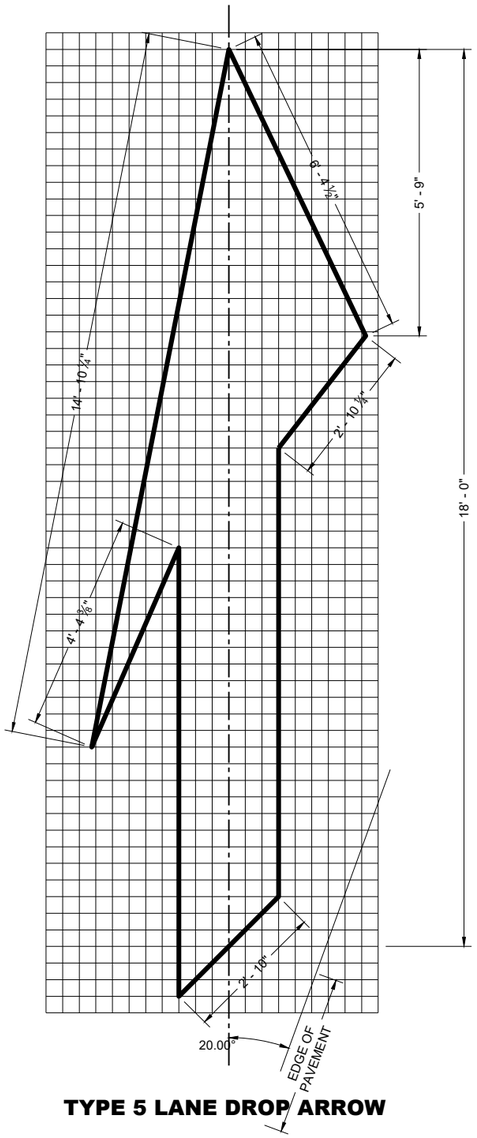
TYPE 3

GENERAL NOTES

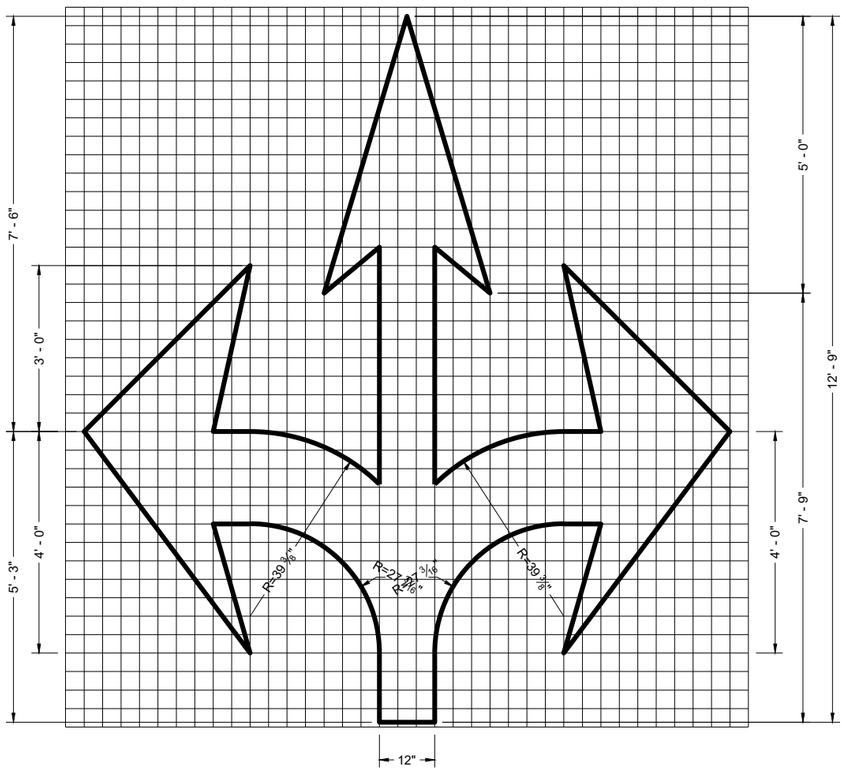
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



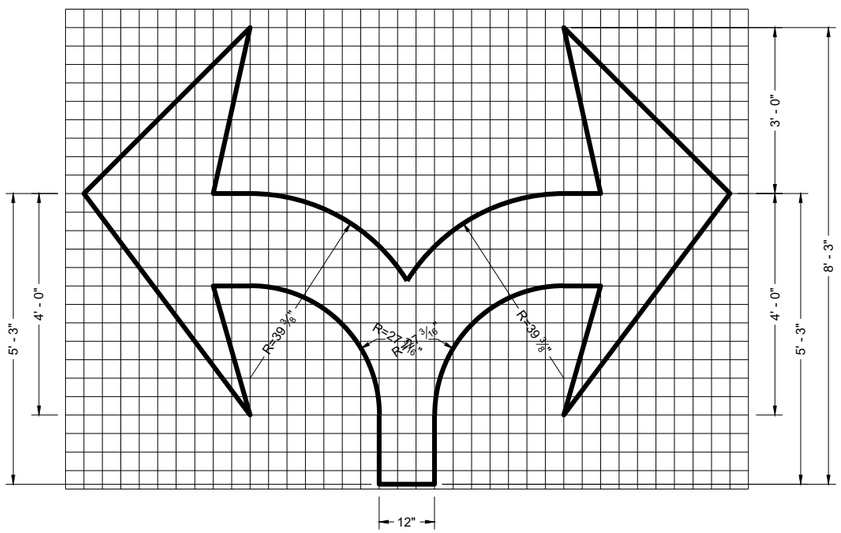
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07-16c

SDD 15C07-16c

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

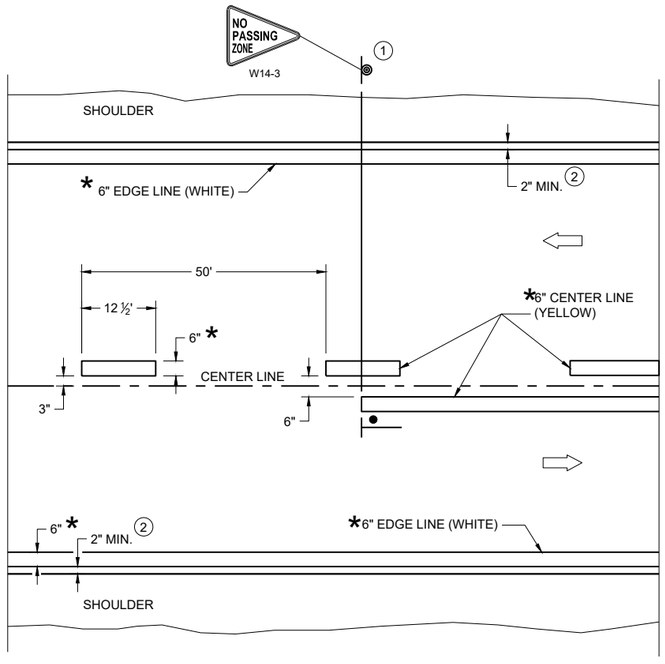
LEGEND

"T" MARKING

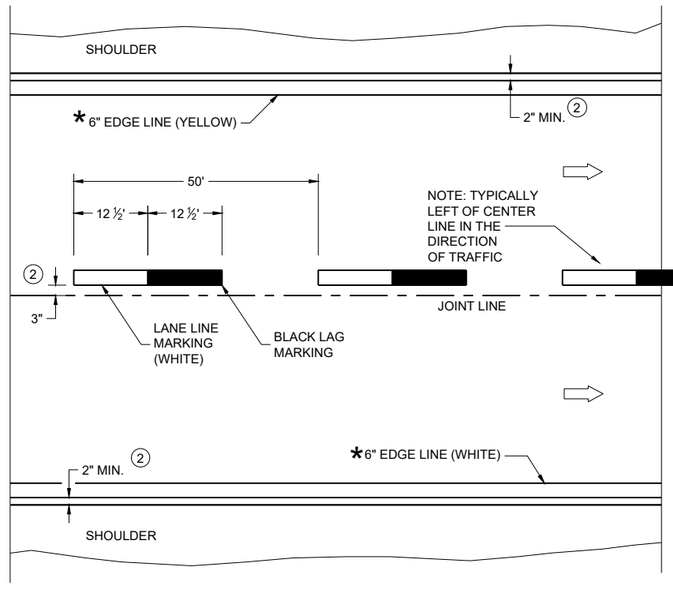
SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

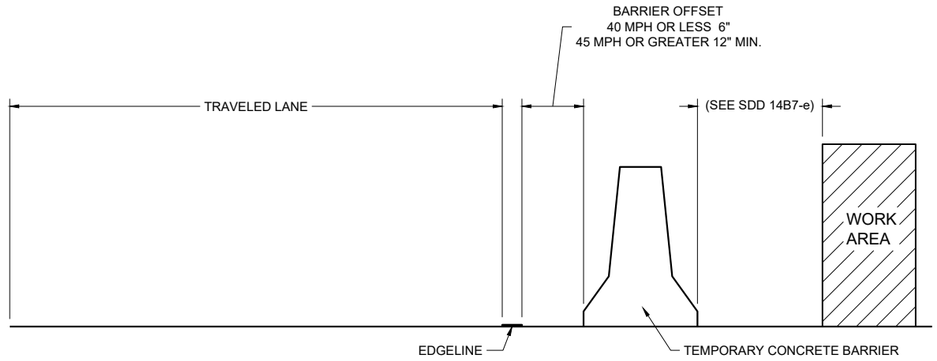
APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

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SDD 15C08-23a

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SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

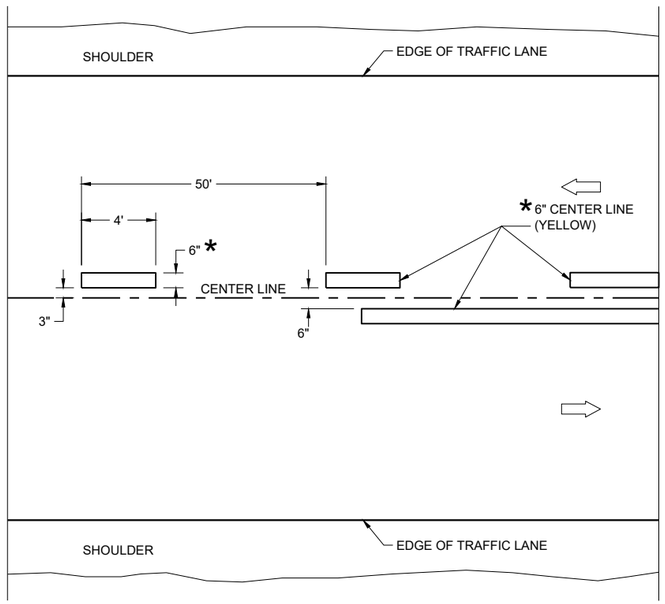
GENERAL NOTES

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

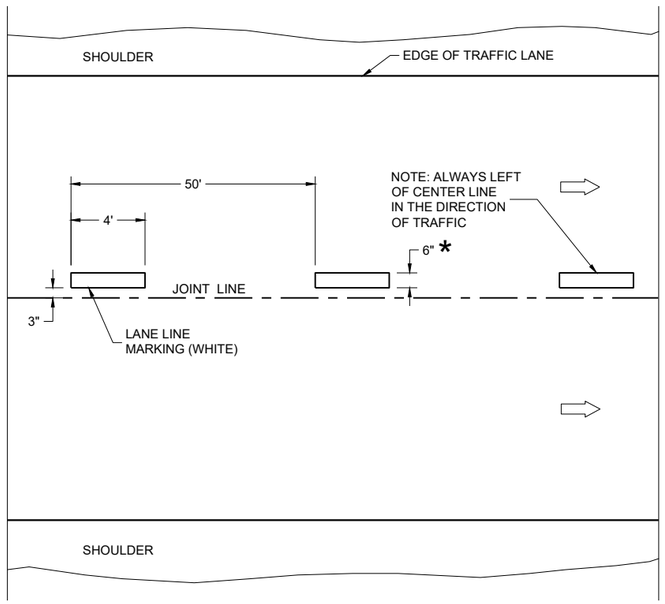
LEGEND

⇨ DIRECTION OF TRAFFIC

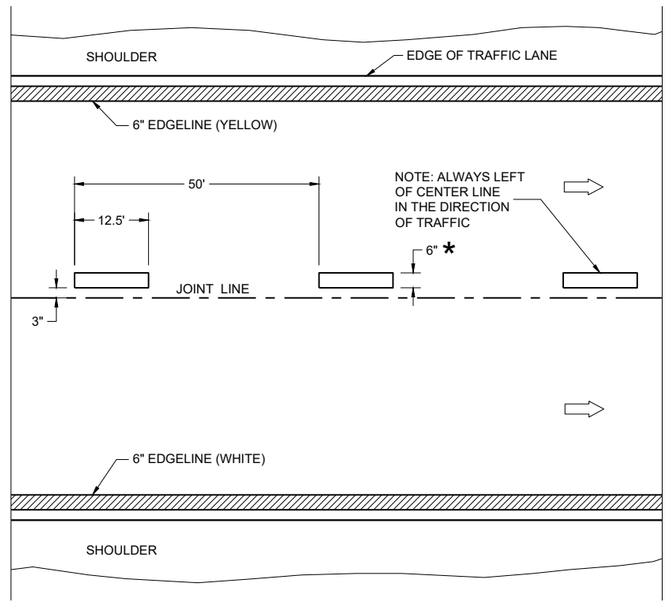
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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May 2023 — DATE
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SDD 15C08-23b

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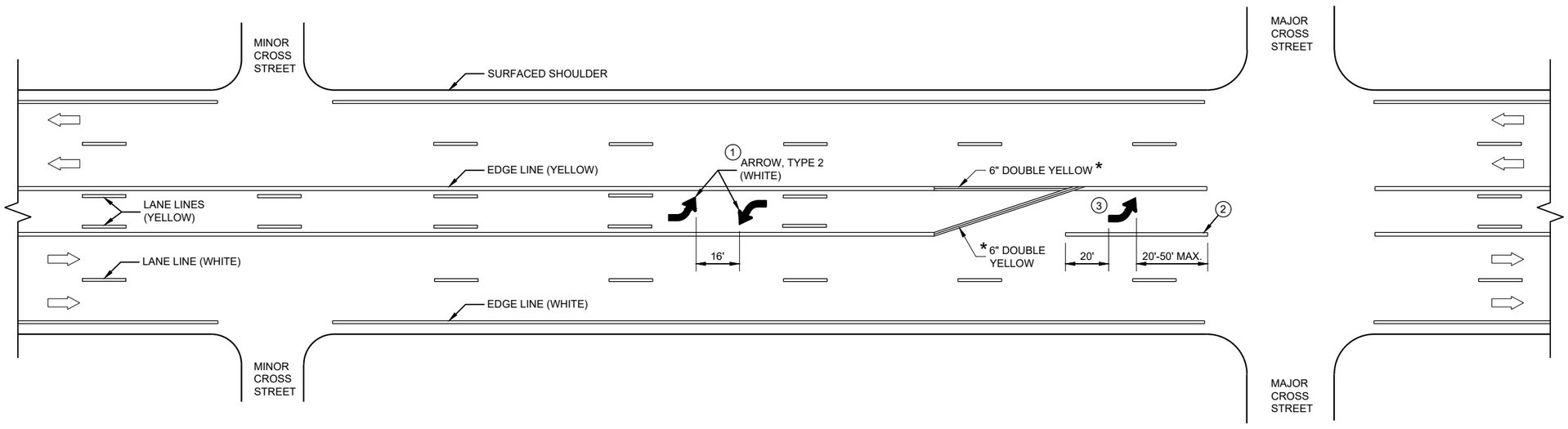
SDD 15C08-23b

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

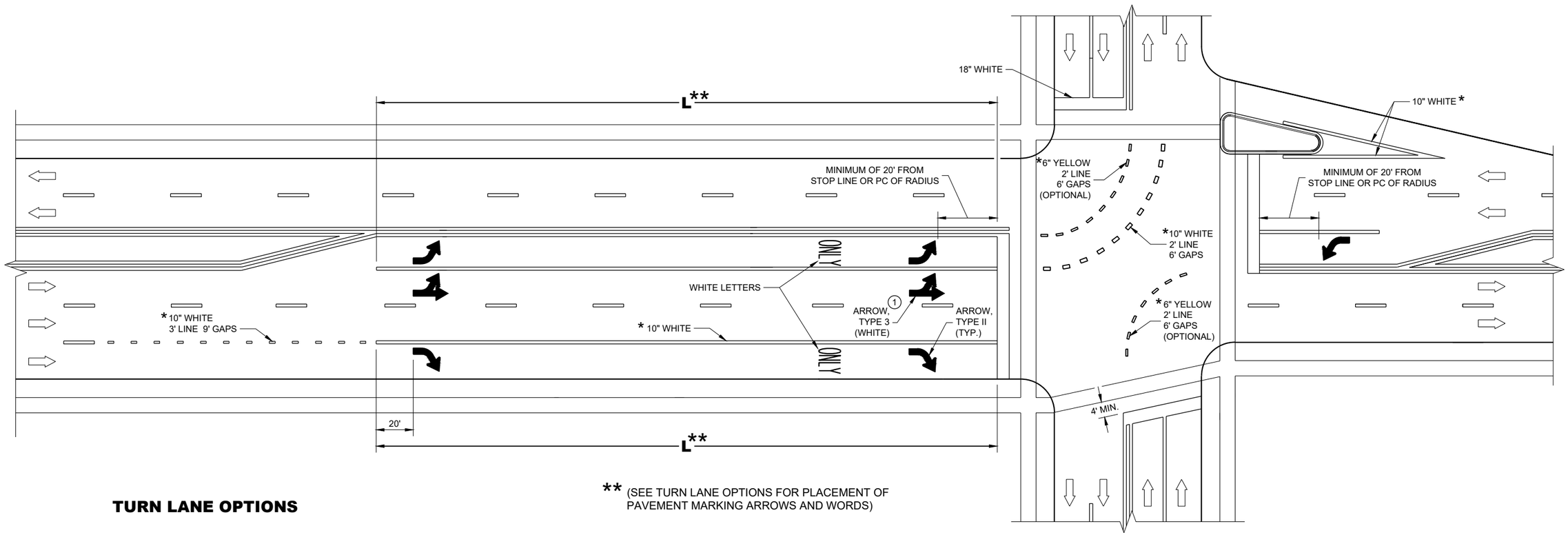
SDD 15C08-23c

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA· 155

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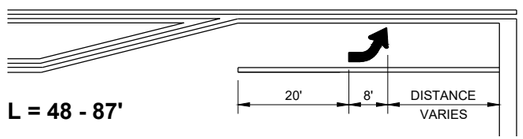
SDD 15C08-23c



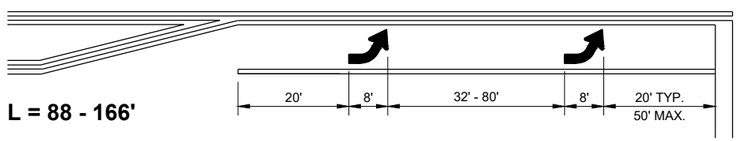
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

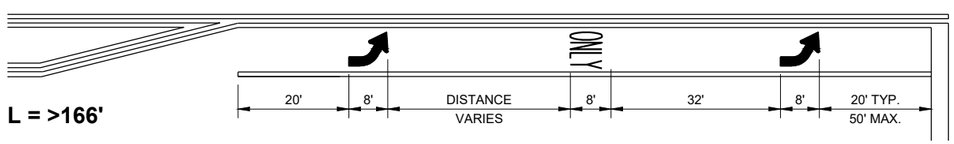
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

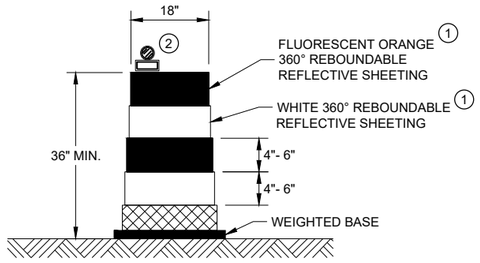
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-23d

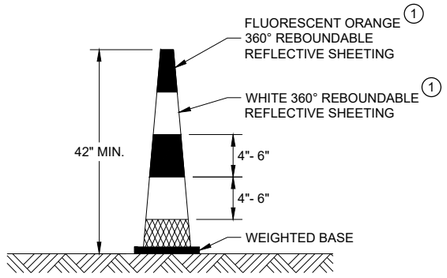
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

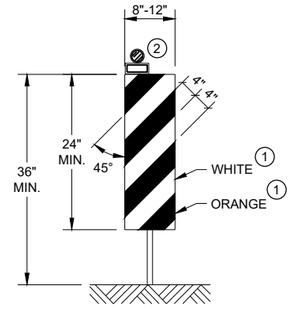
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

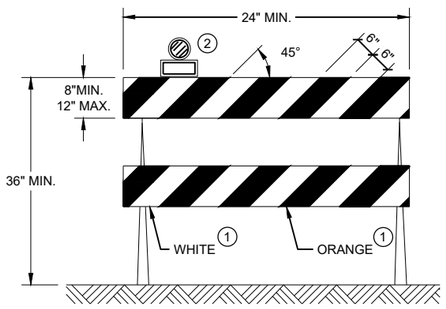
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



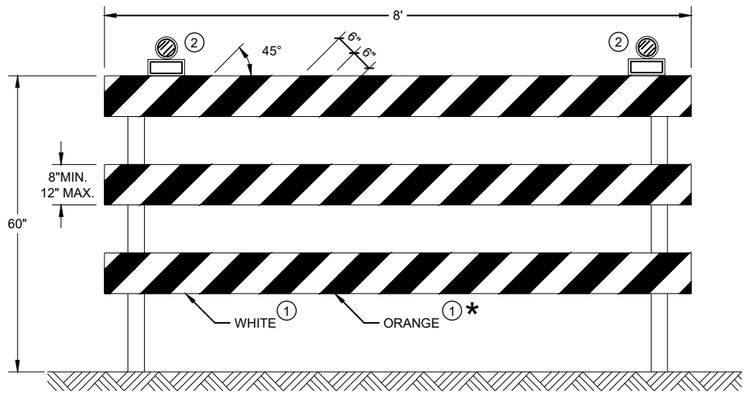
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 10b

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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.

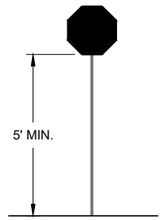
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

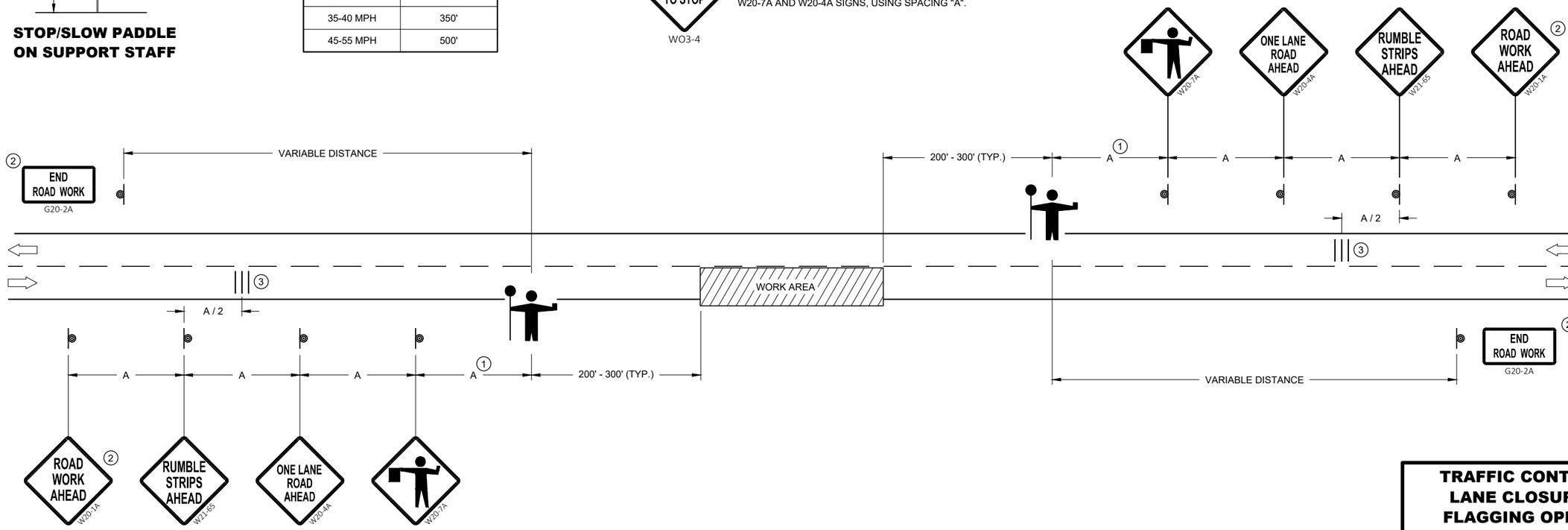
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

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SDD 15C12 - 09a

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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.

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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

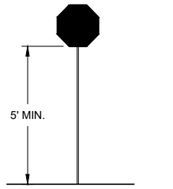
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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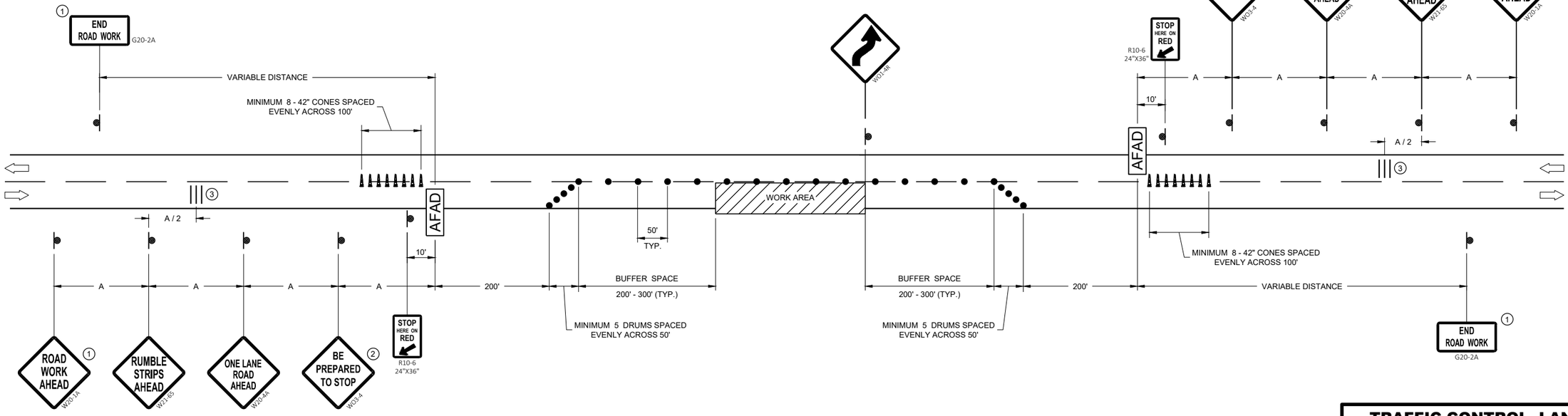
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STOP/SLOW PADDLE ON SUPPORT STAFF

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

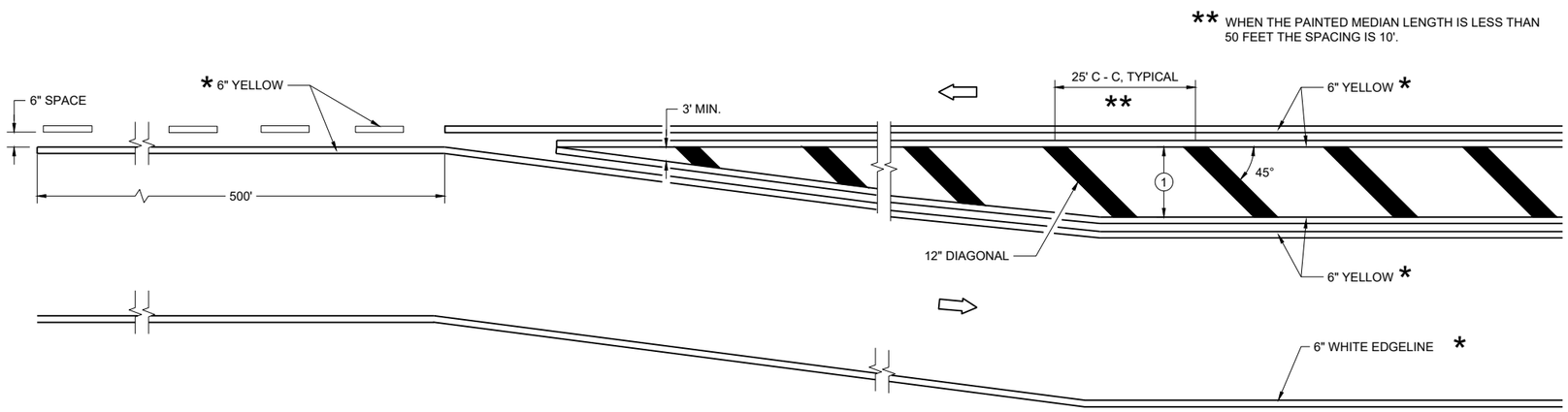
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SDD 15C12 - 09b

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SDD 15C12 - 09b



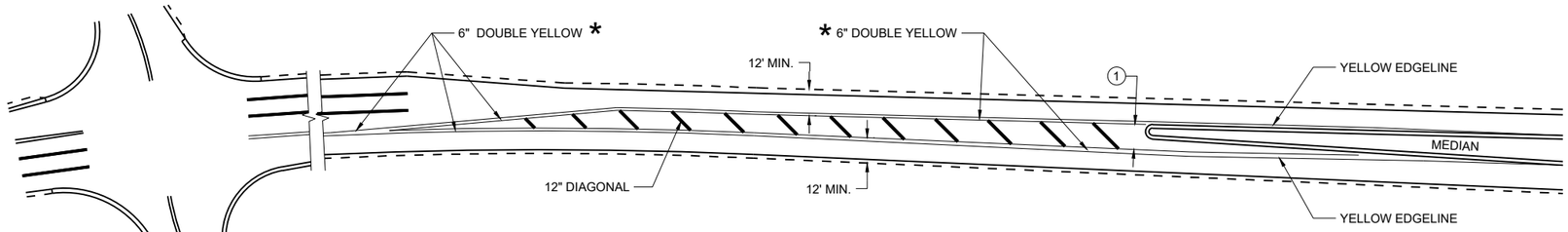
MEDIAN ISLAND DETAIL

GENERAL NOTES

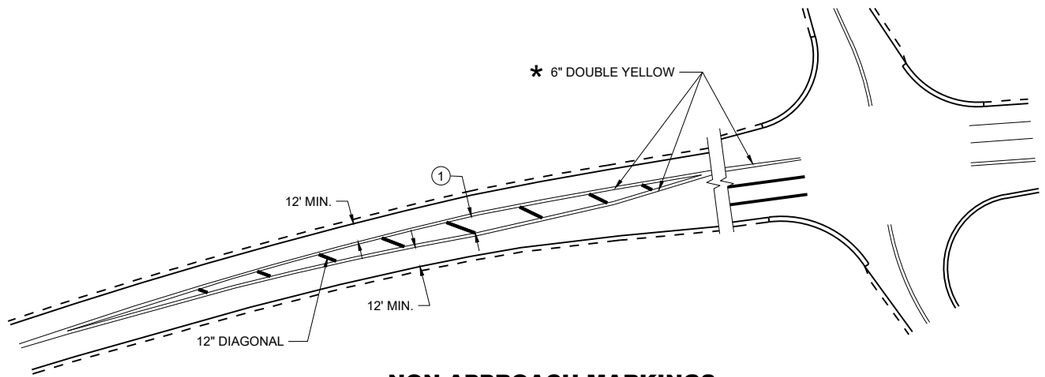
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

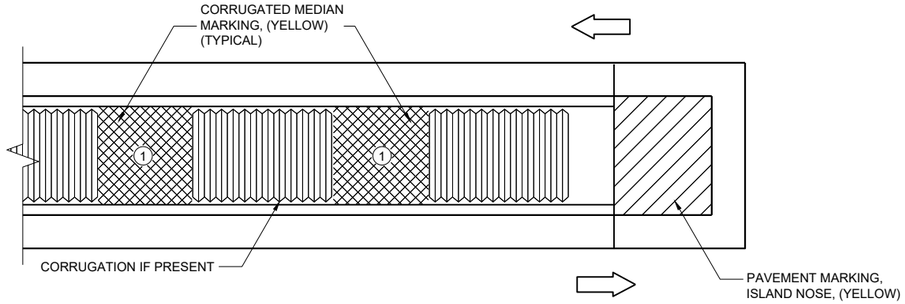
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

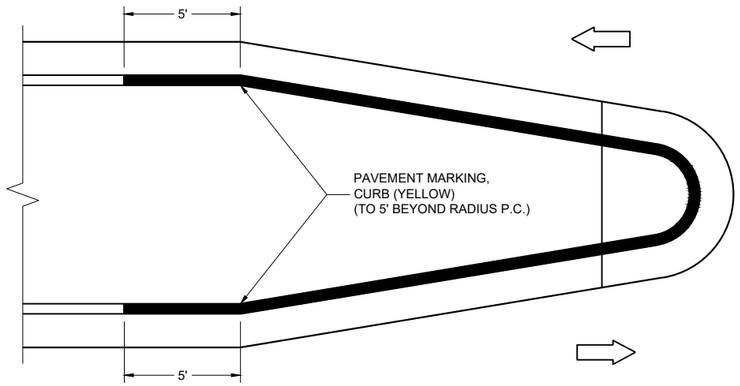
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SDD 15C18-09a

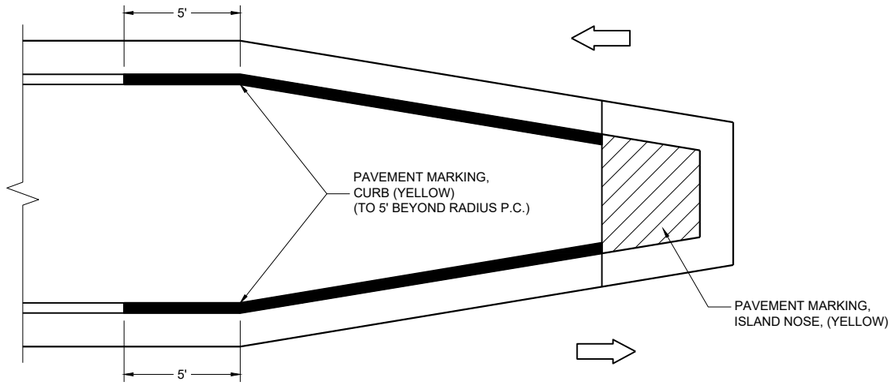
SDD 15C18-09a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

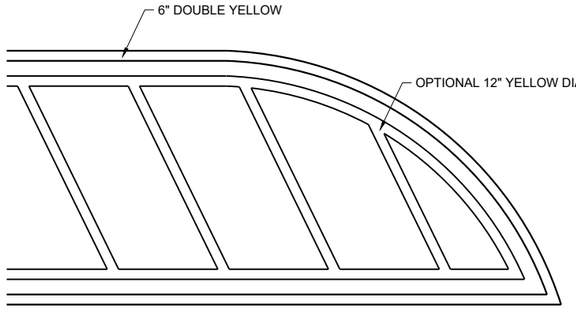
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

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SDD 15C18-09b

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED

GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

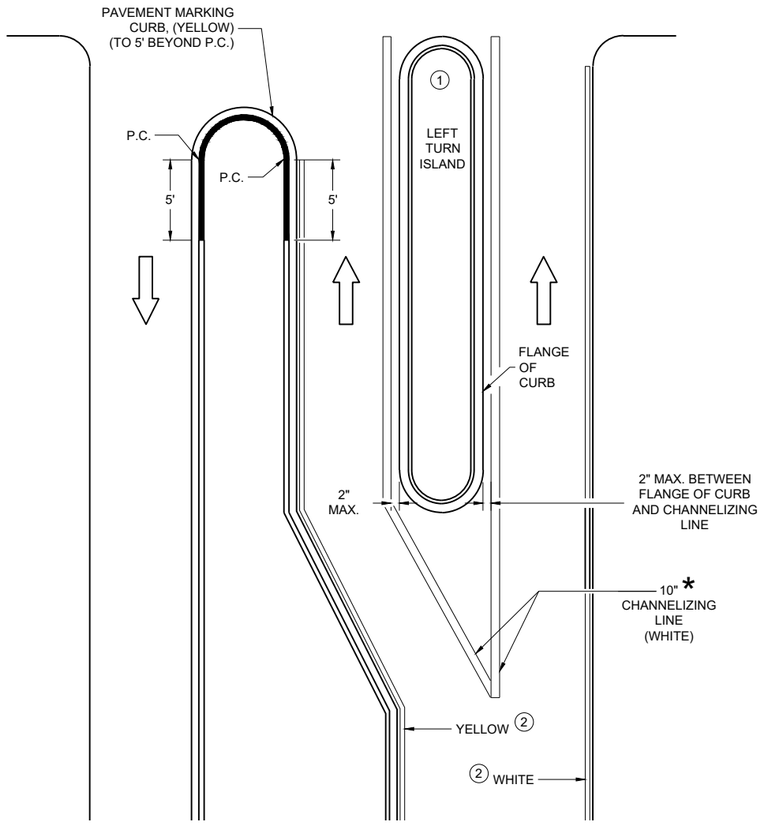
(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

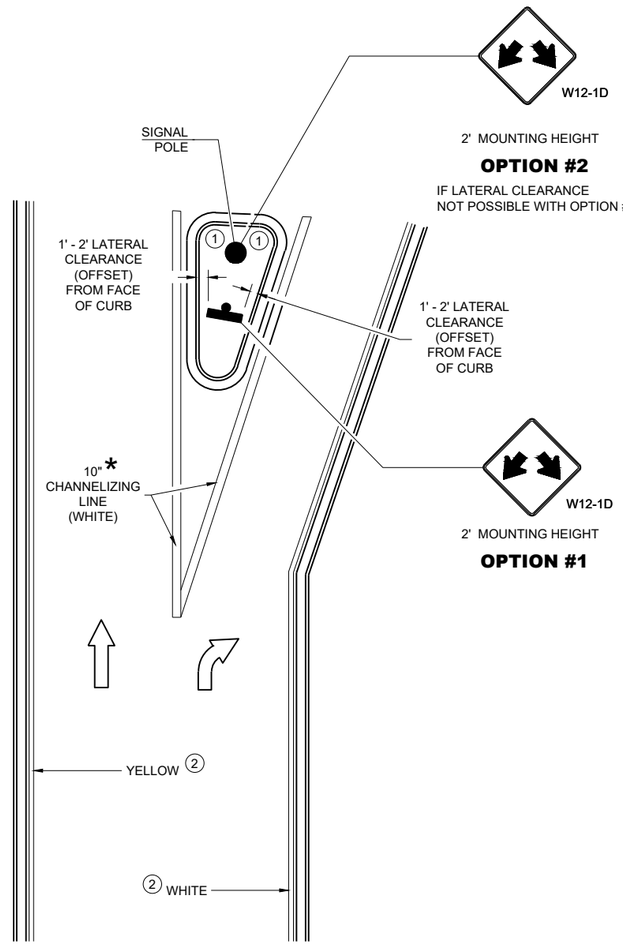
(3) CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

DIRECTION OF TRAVEL

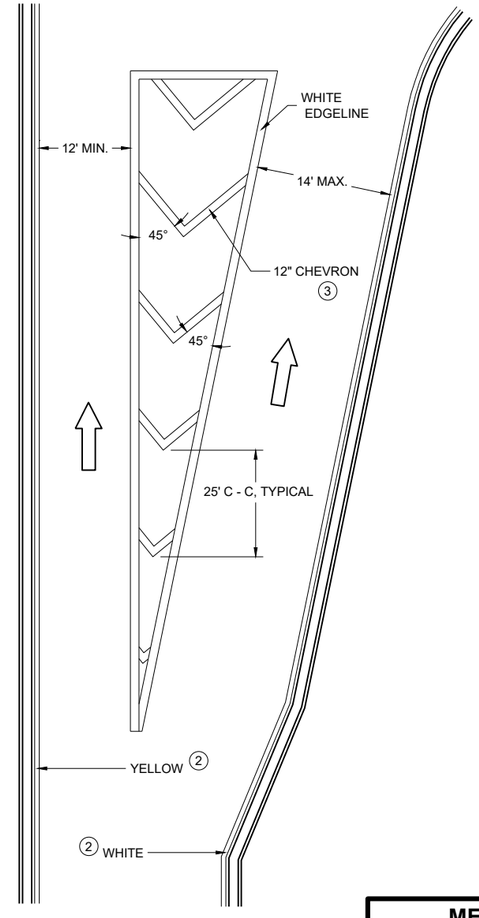
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



TURN LANE DETAIL

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

FHWA

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SDD 15C18-09c

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SDD 15C18-09c

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

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.

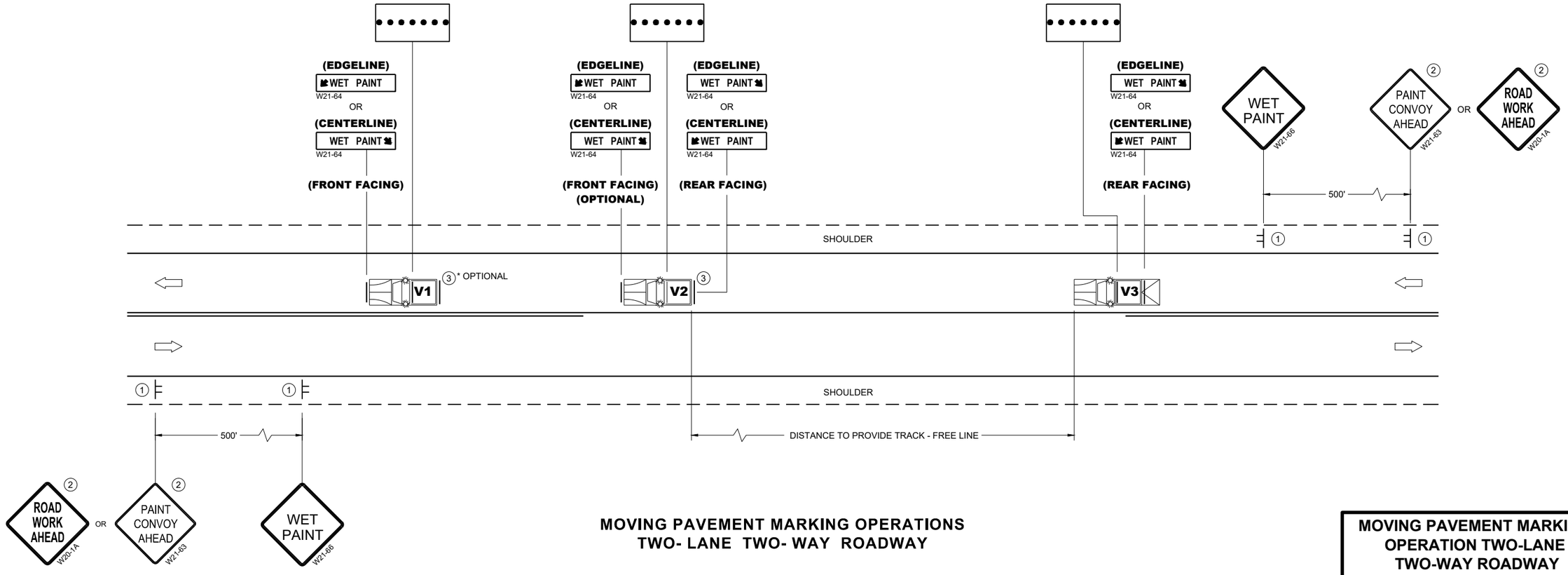
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(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

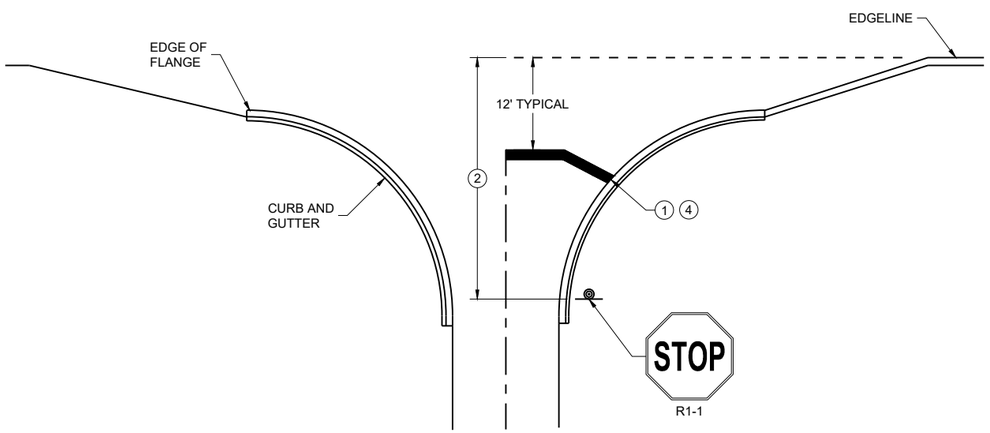
APPROVED
March 2024
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

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SDD 15C19-9a

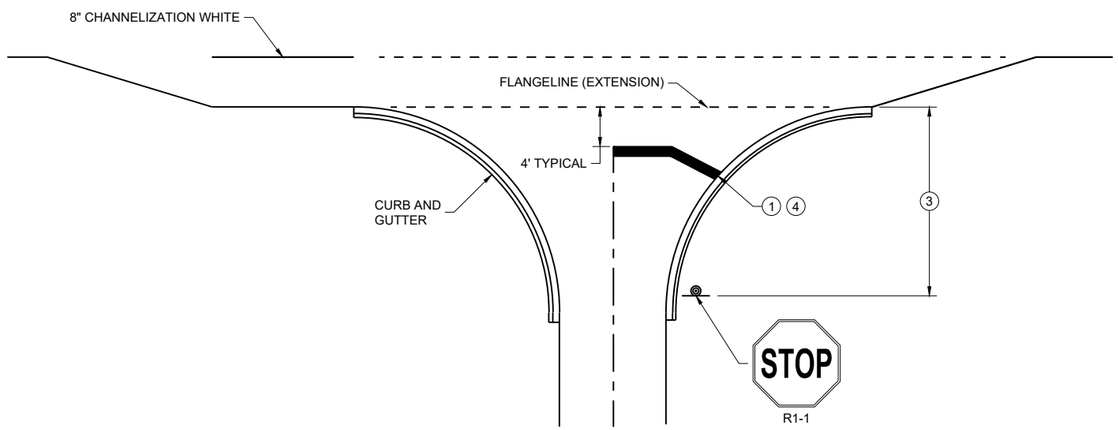
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

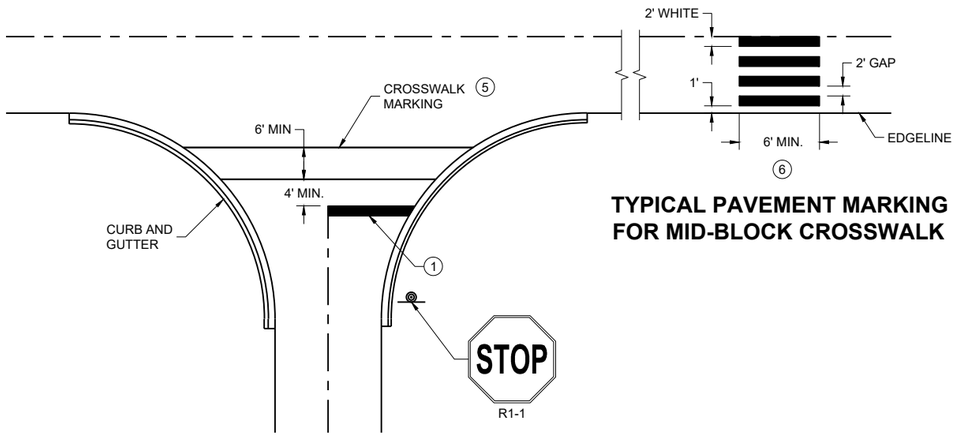
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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

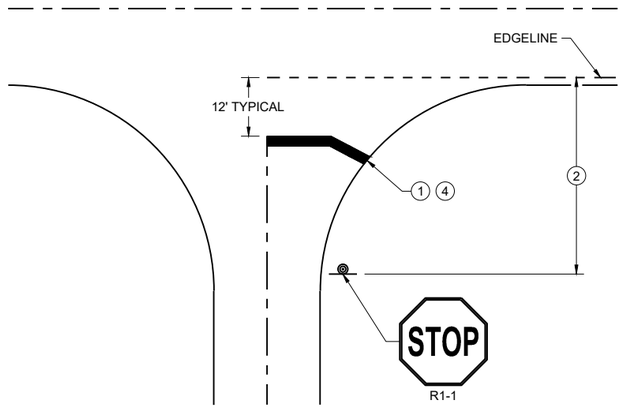


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

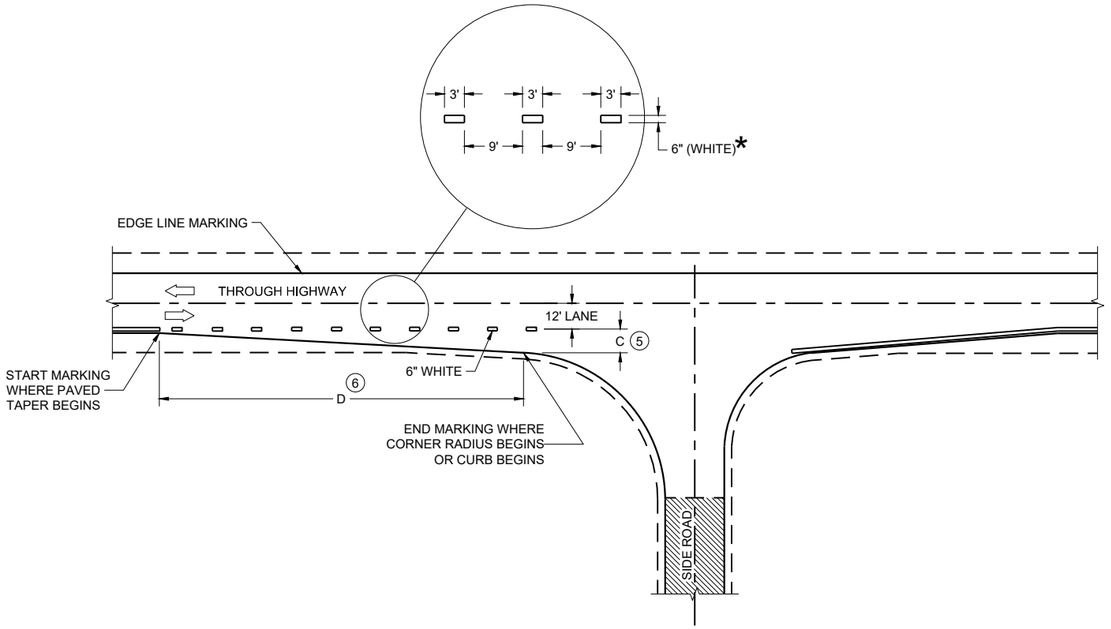
STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

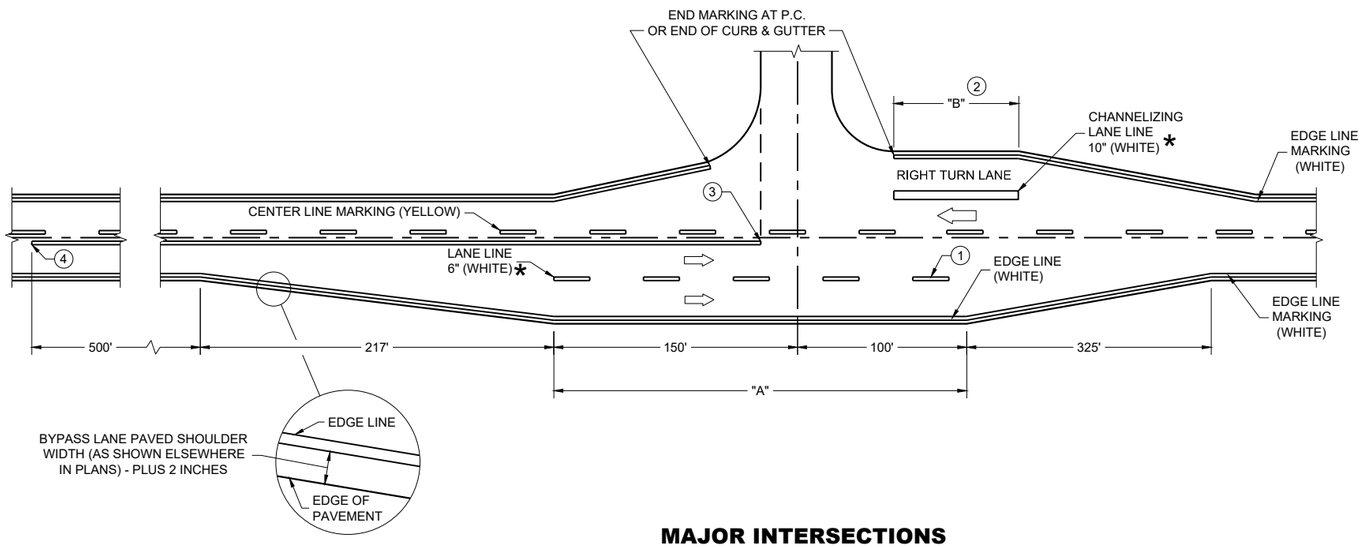
APPROVED
March 2024 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

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

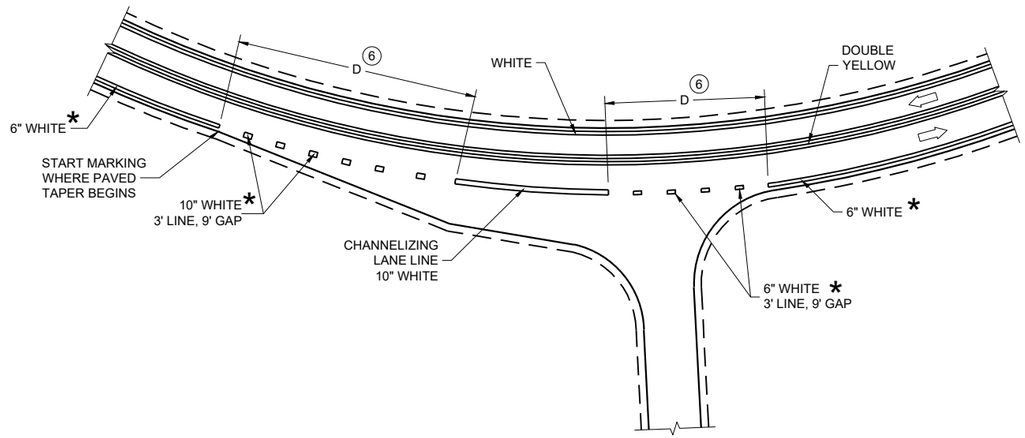
GENERAL NOTES

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

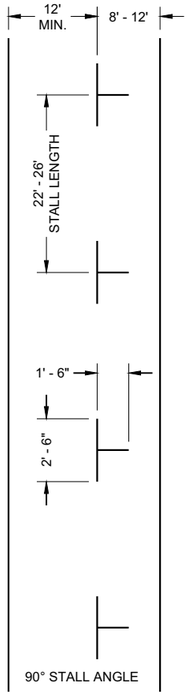
DIRECTION OF TRAVEL



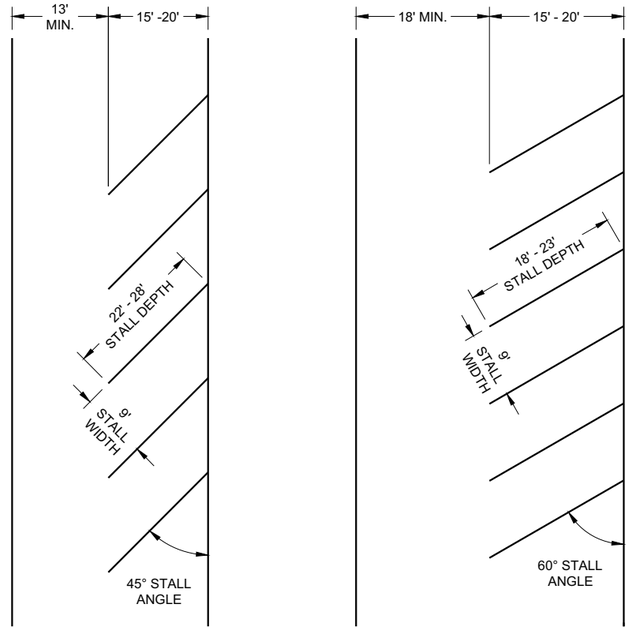
INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

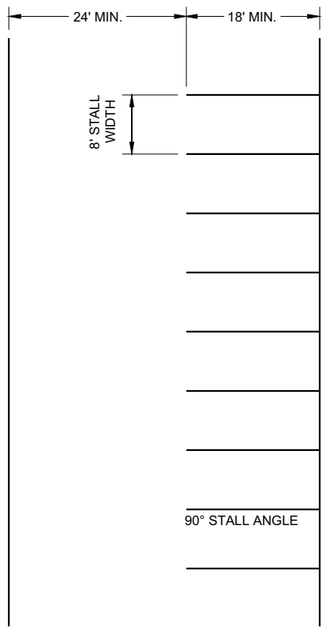


PARALLEL PARKING



ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



PARKING LOTS

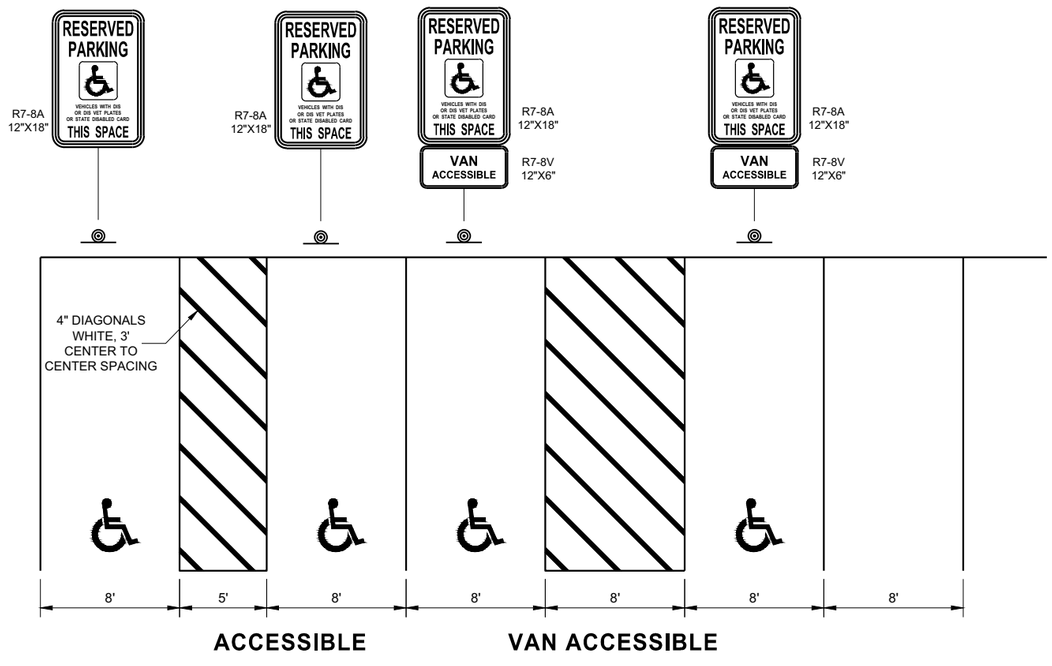
GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)

LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

SIGN ON PERMANENT SUPPORT



PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

SDD 15C36 - 01

SDD 15C36 - 01

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.

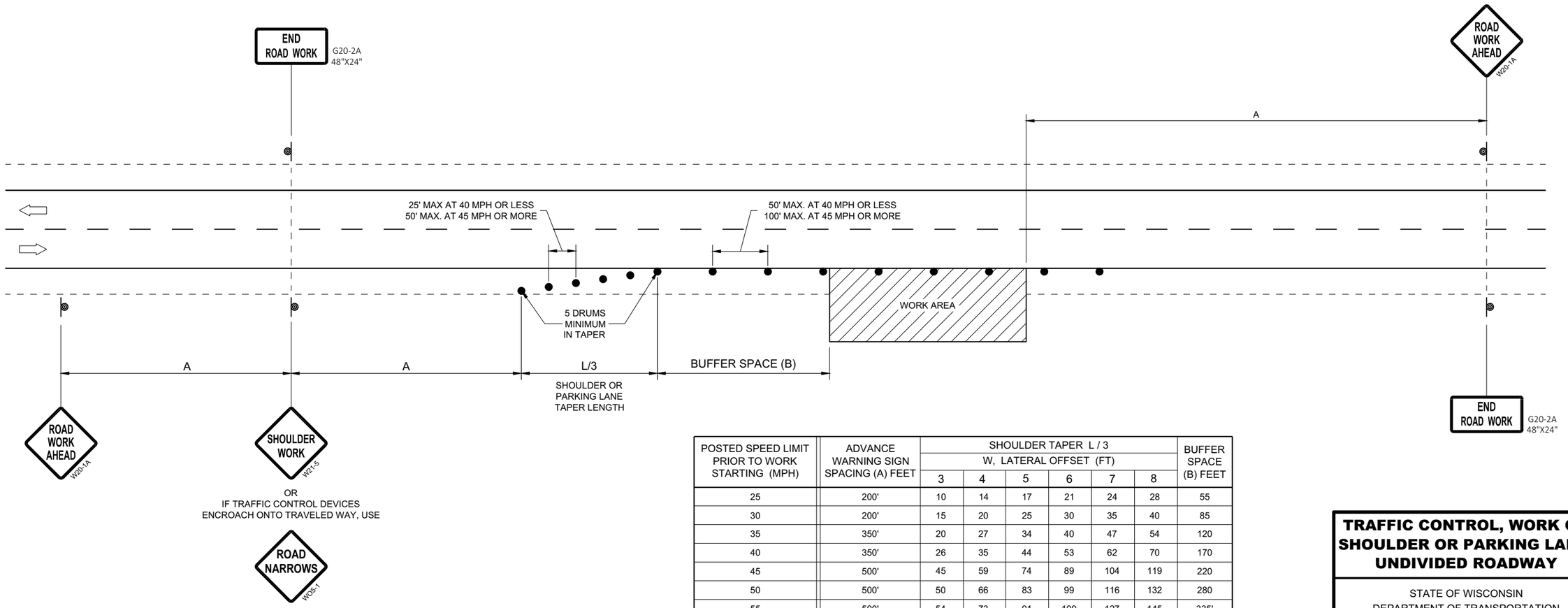
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

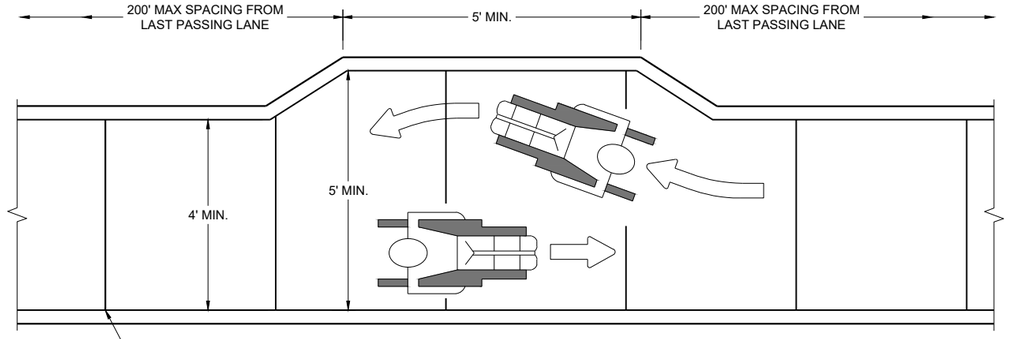
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER

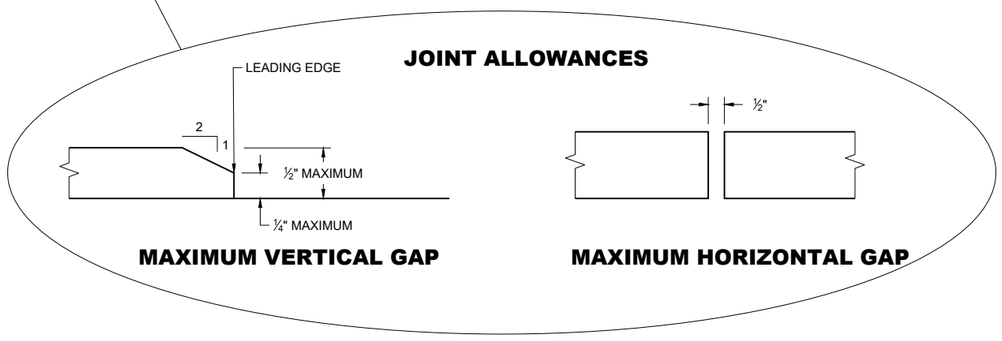
FHWA

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SDD 15D28 - 04



NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

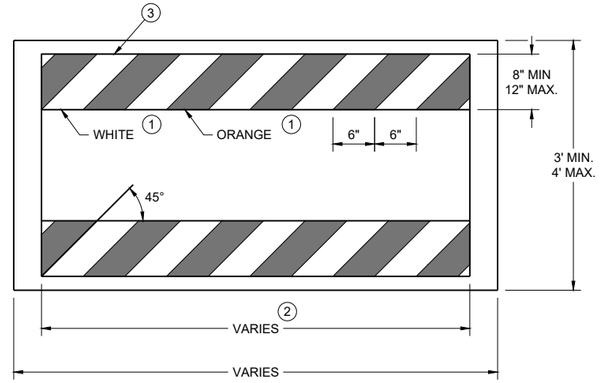
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

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

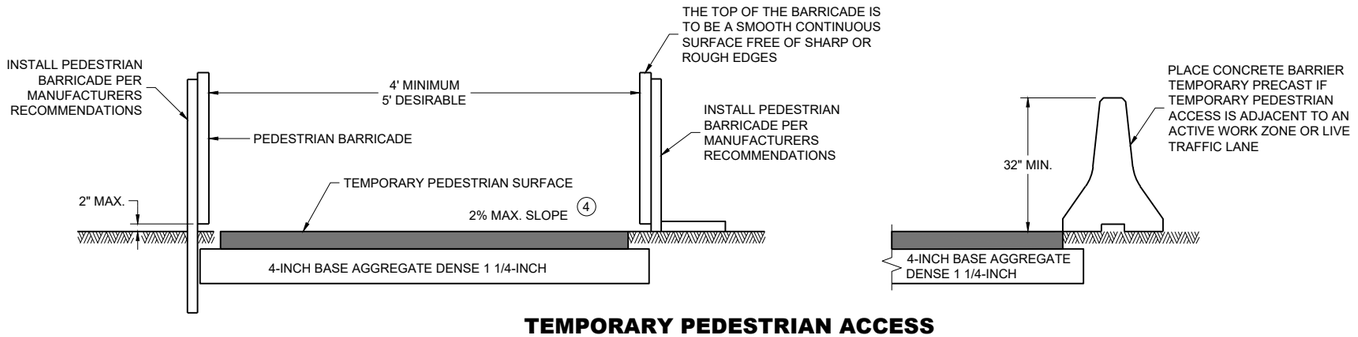
(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

(4) WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



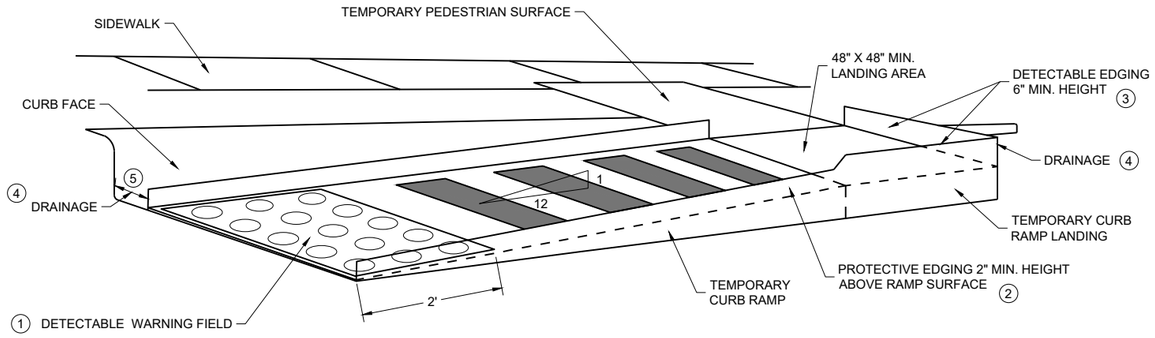
TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PERSPECTIVE VIEW

GENERAL NOTES

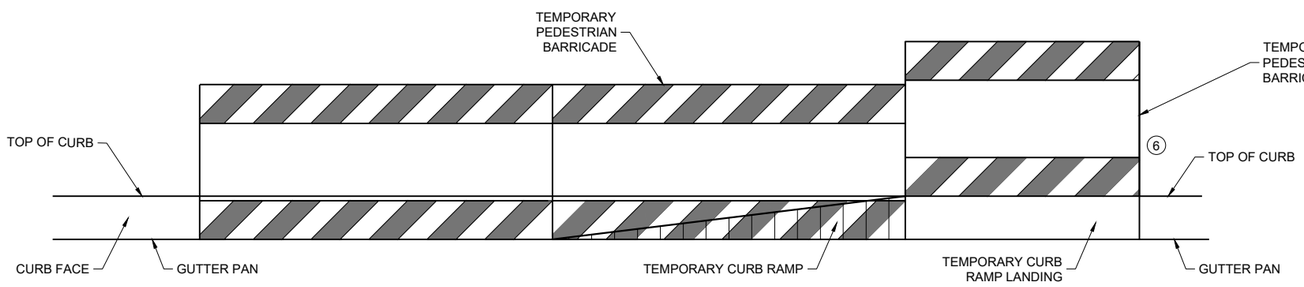
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

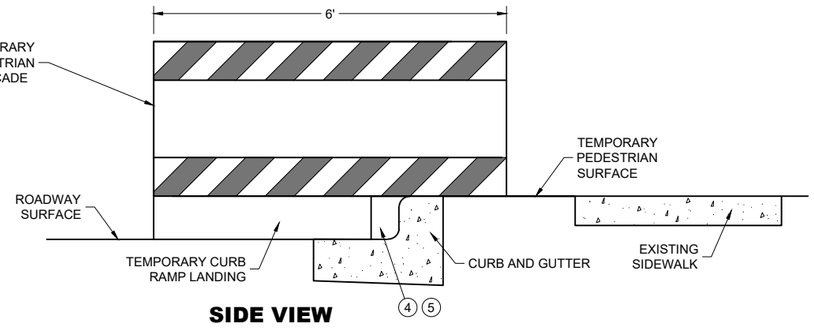
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

6

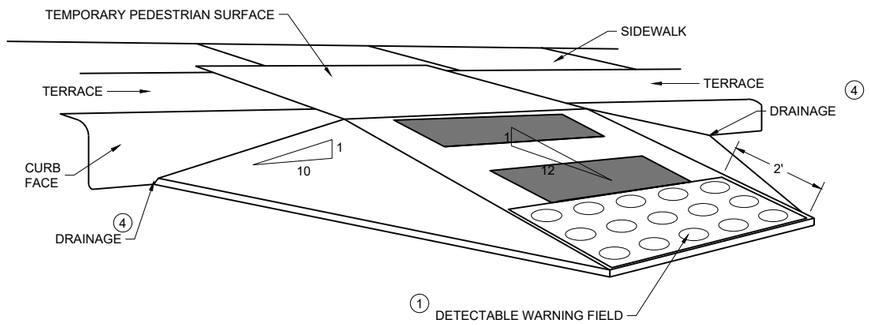
SDD 15D30-10b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

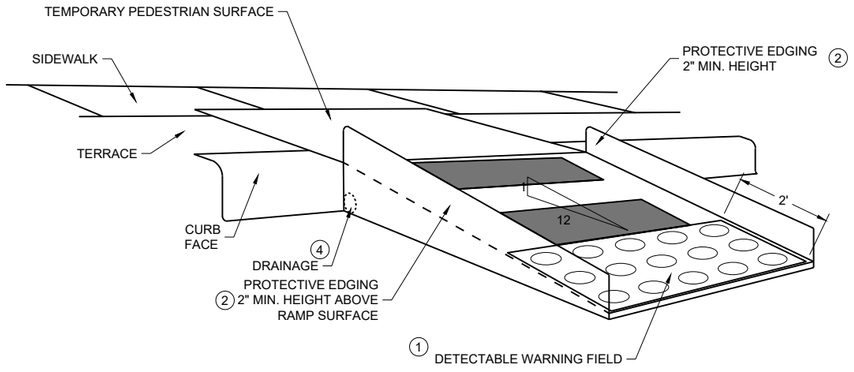
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-10b



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

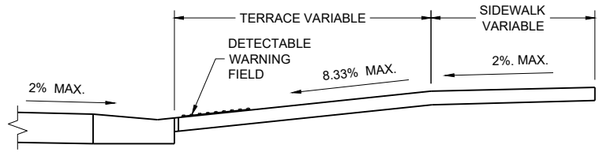
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

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

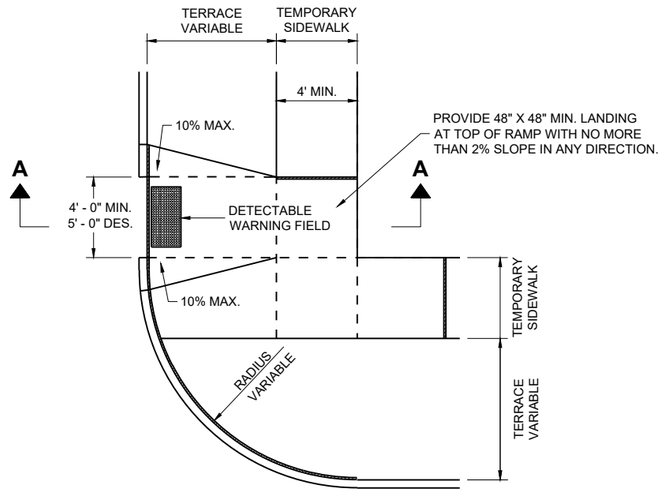
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



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

6

SDD 15D30-10d

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

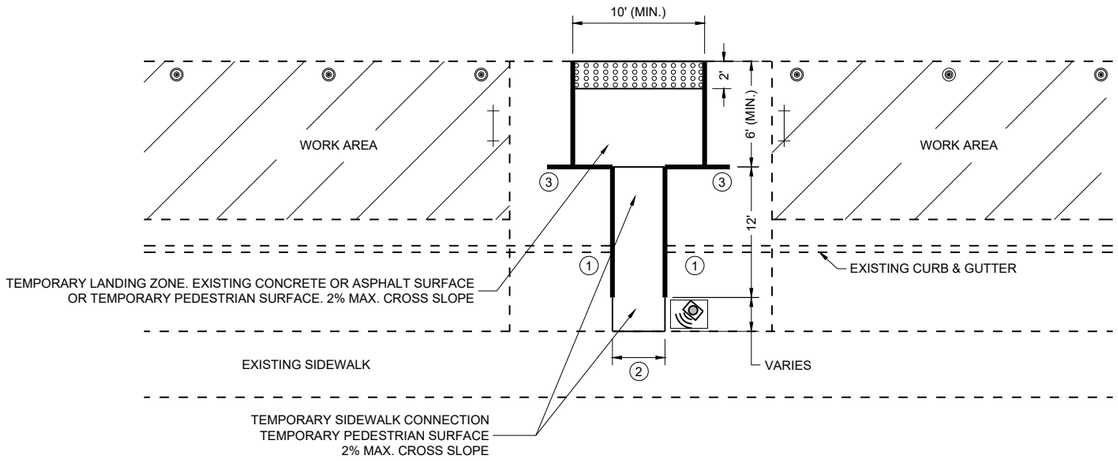
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — <position>

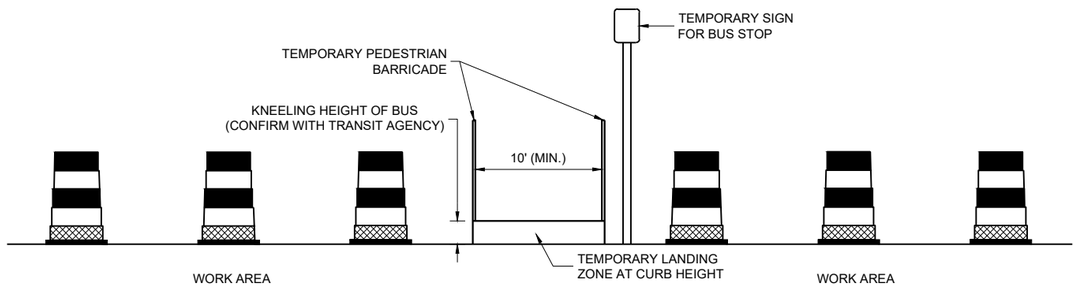
FHWA

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SDD 15D30-10d



PLAN VIEW



PROFILE VIEW TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

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

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

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

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

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

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

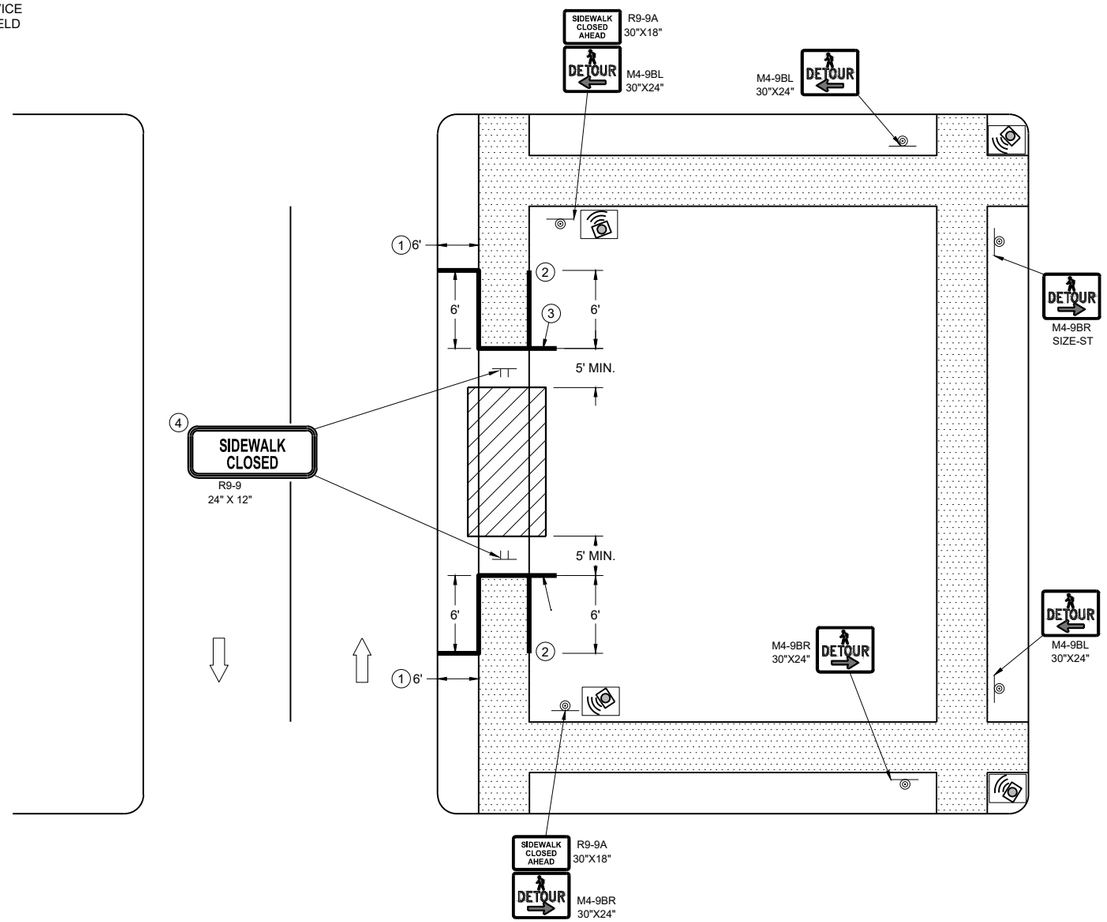
SDD 15D30-10e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



GENERAL NOTES

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

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

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

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

SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

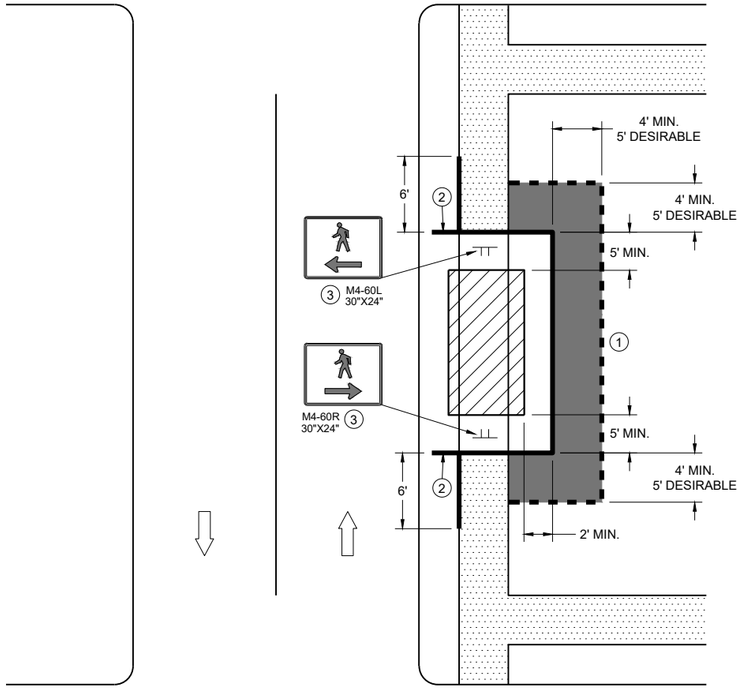
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

6

SDD 15D30-10g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

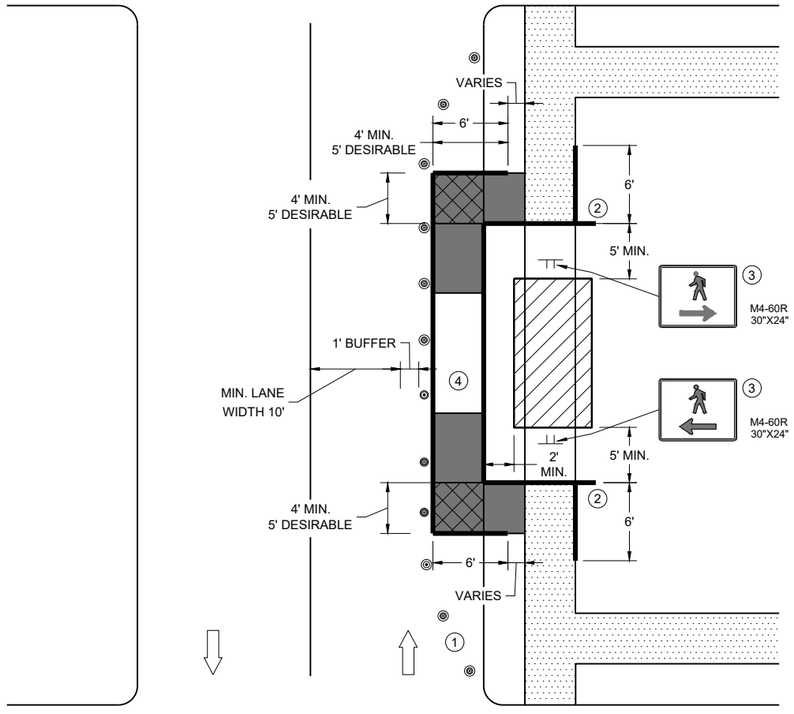
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(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 SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

6

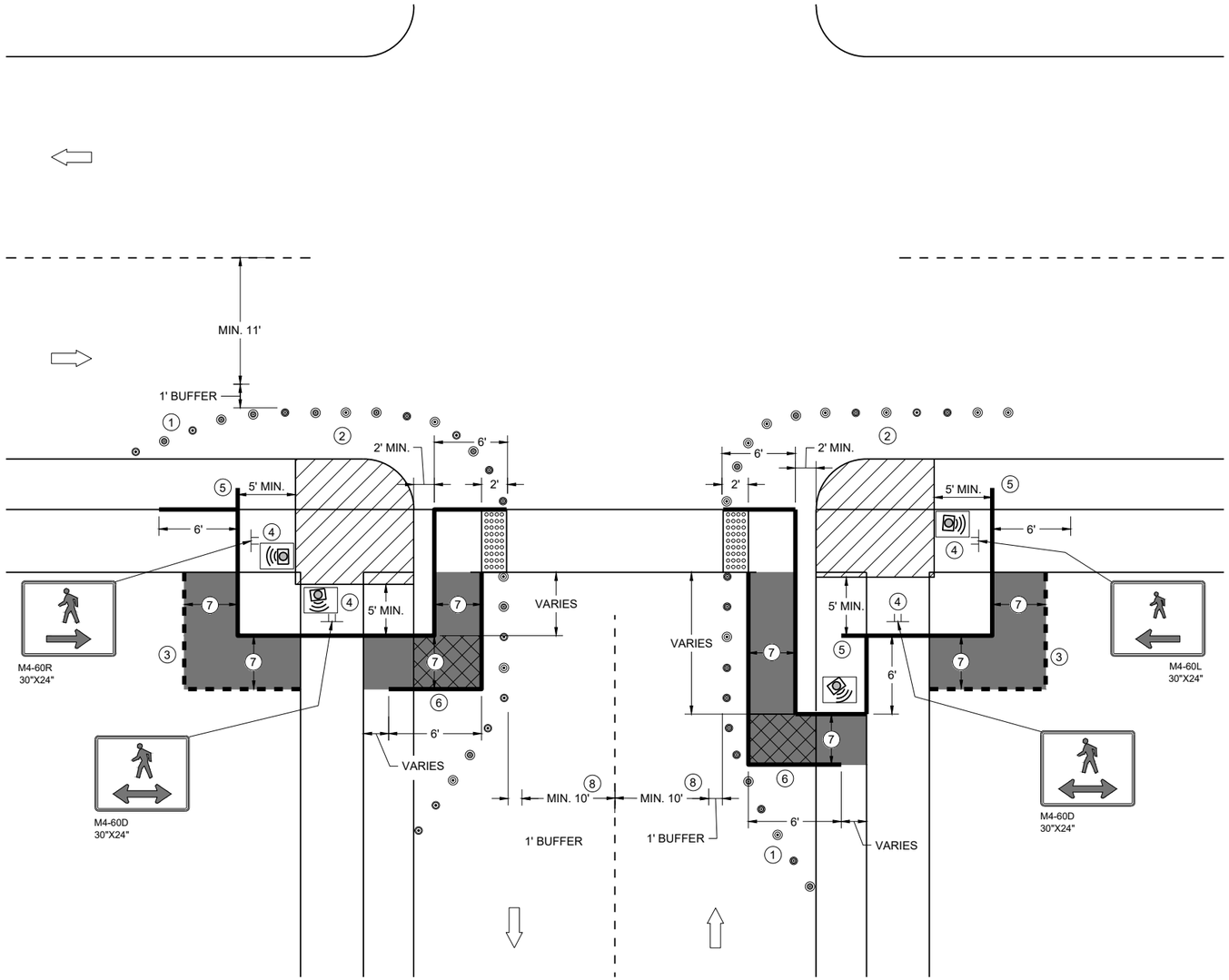
SDD 15D30-10h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-10h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

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

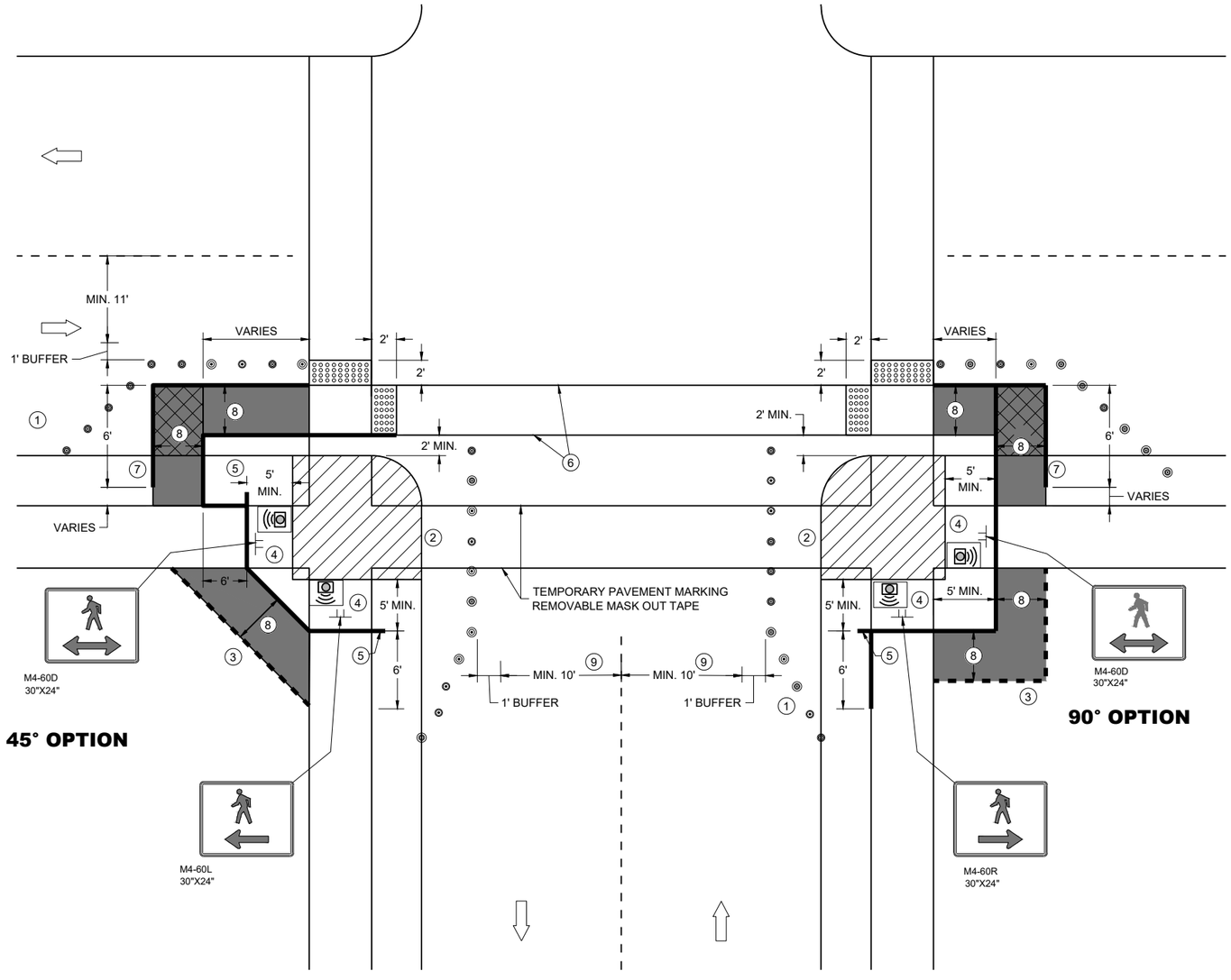
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

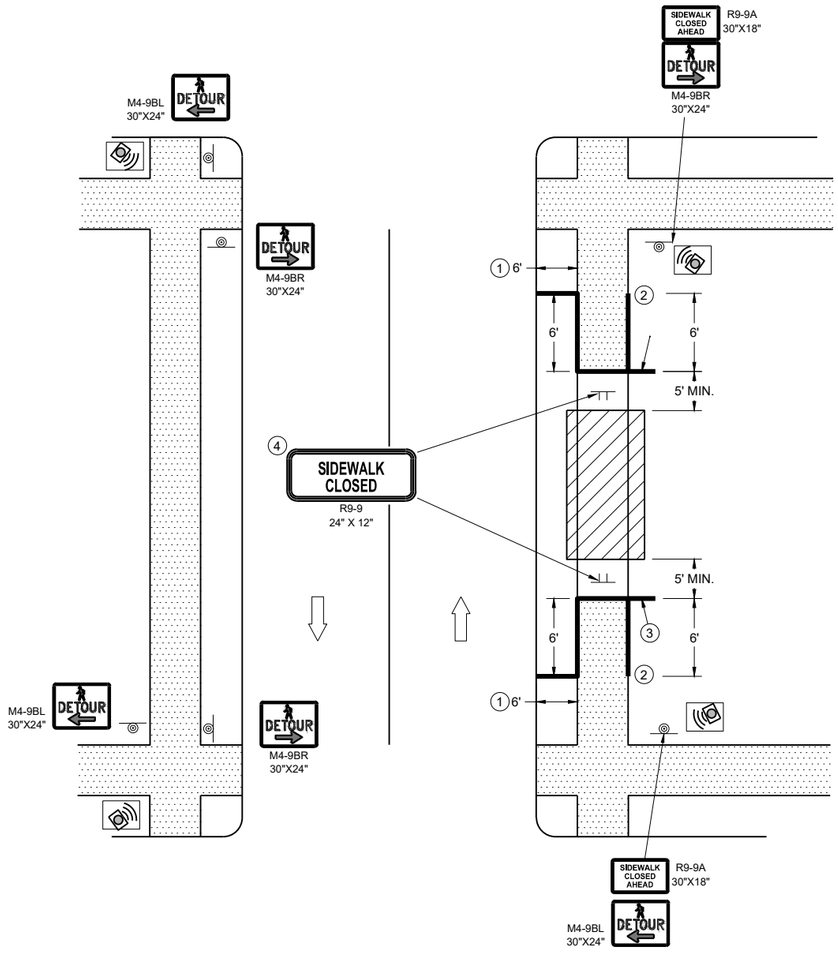
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-10j

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

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

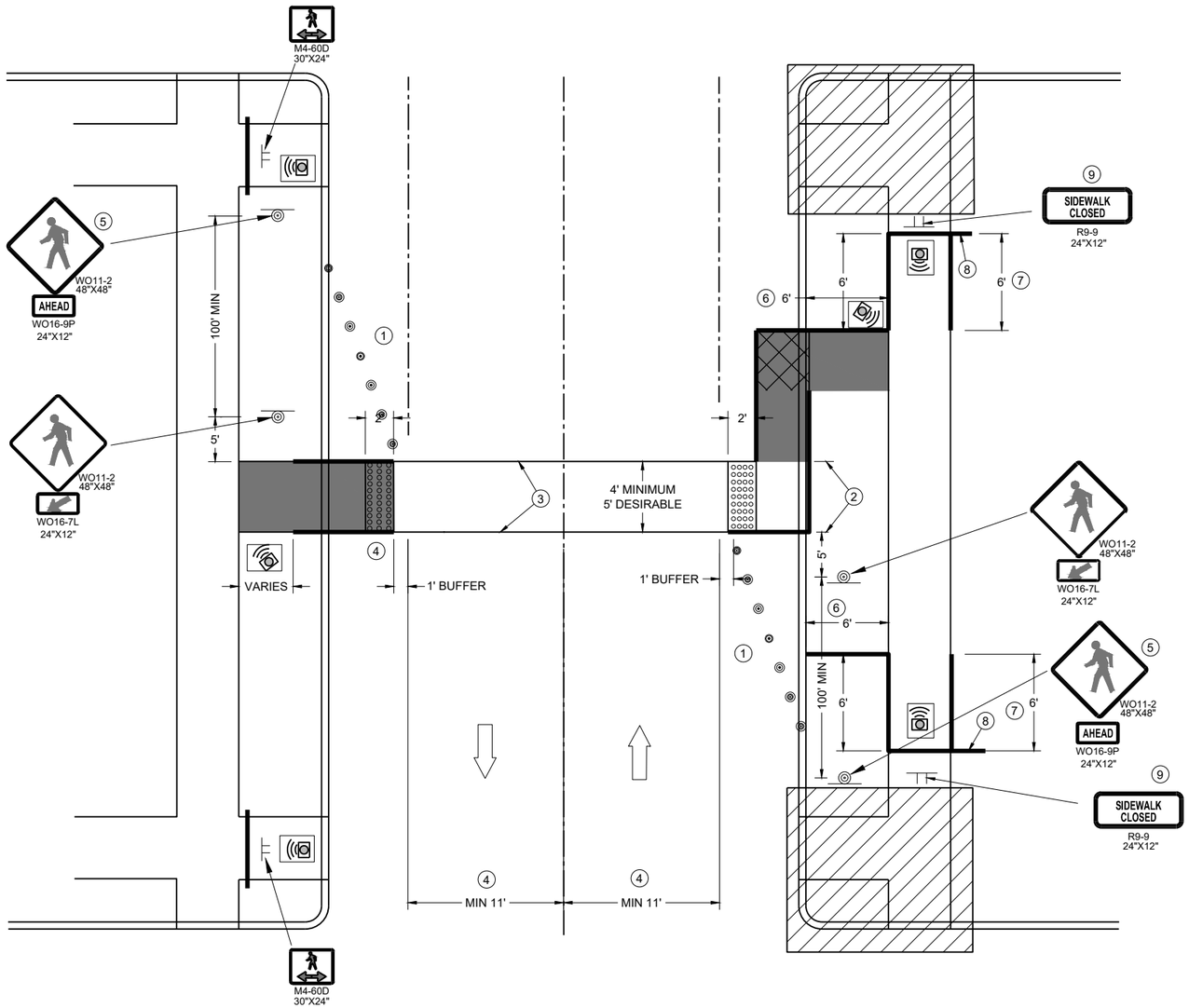
SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

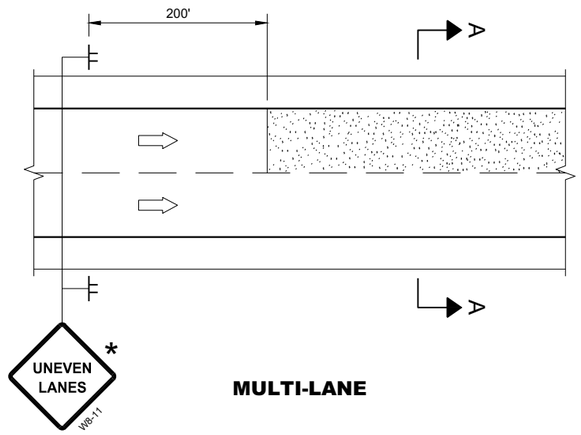
1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING 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

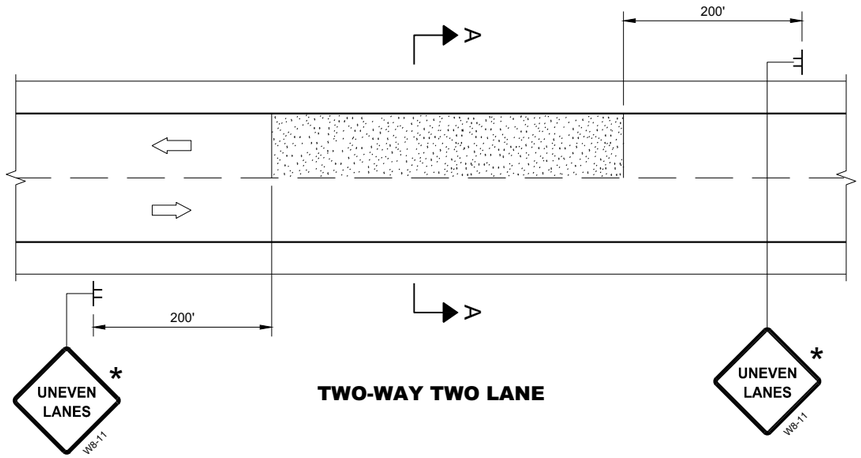
- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

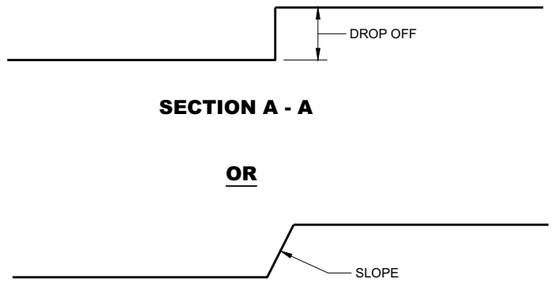
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

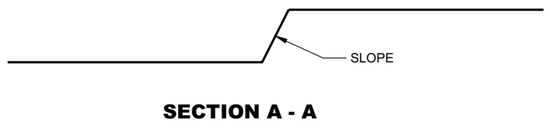
LEGEND

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

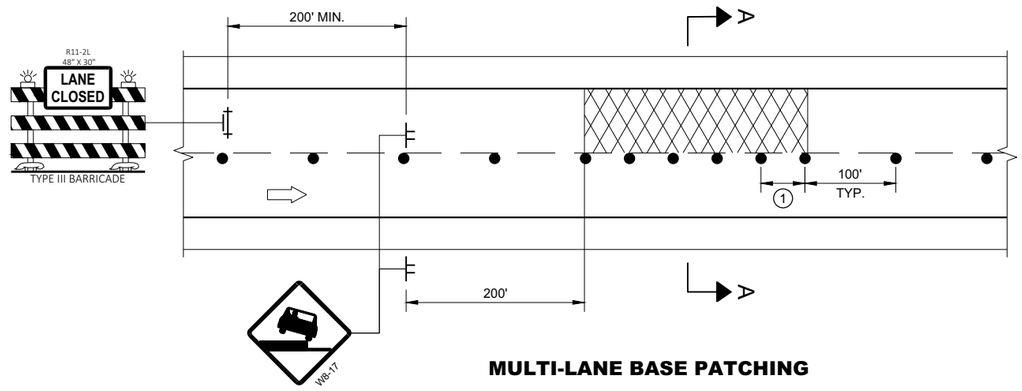


SECTION A - A

OR

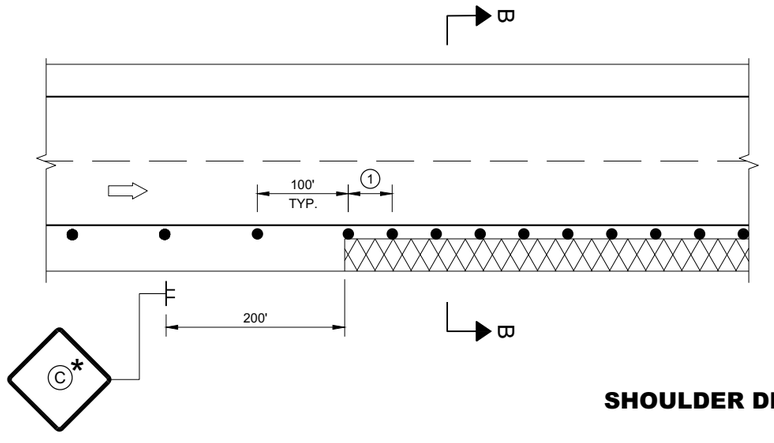


SECTION A - A

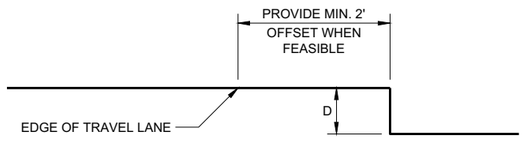


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

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

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6
SDD 15D39 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

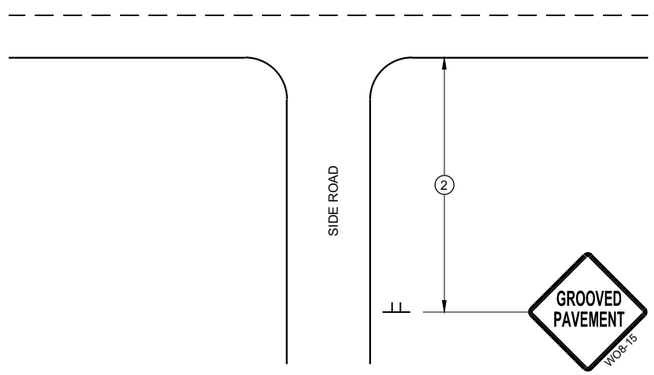
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

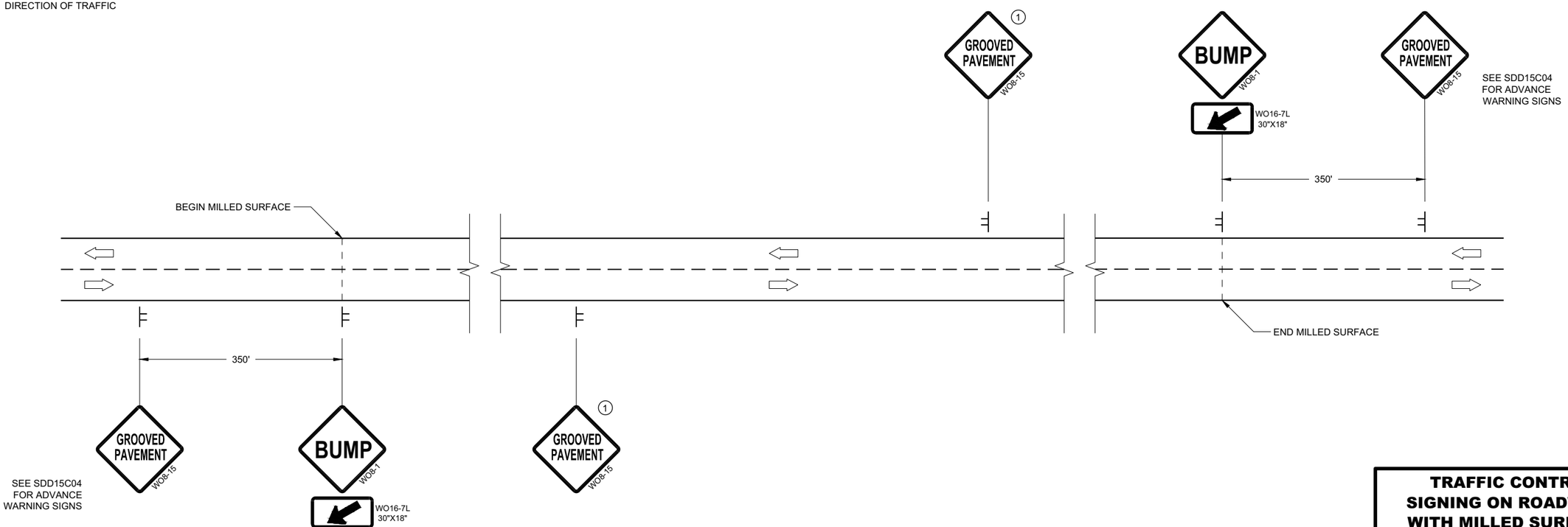
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6
SDD 15D44 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

(1) PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

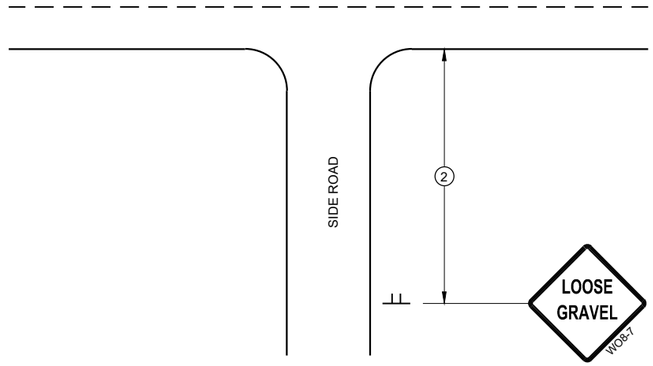
(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

(3) ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

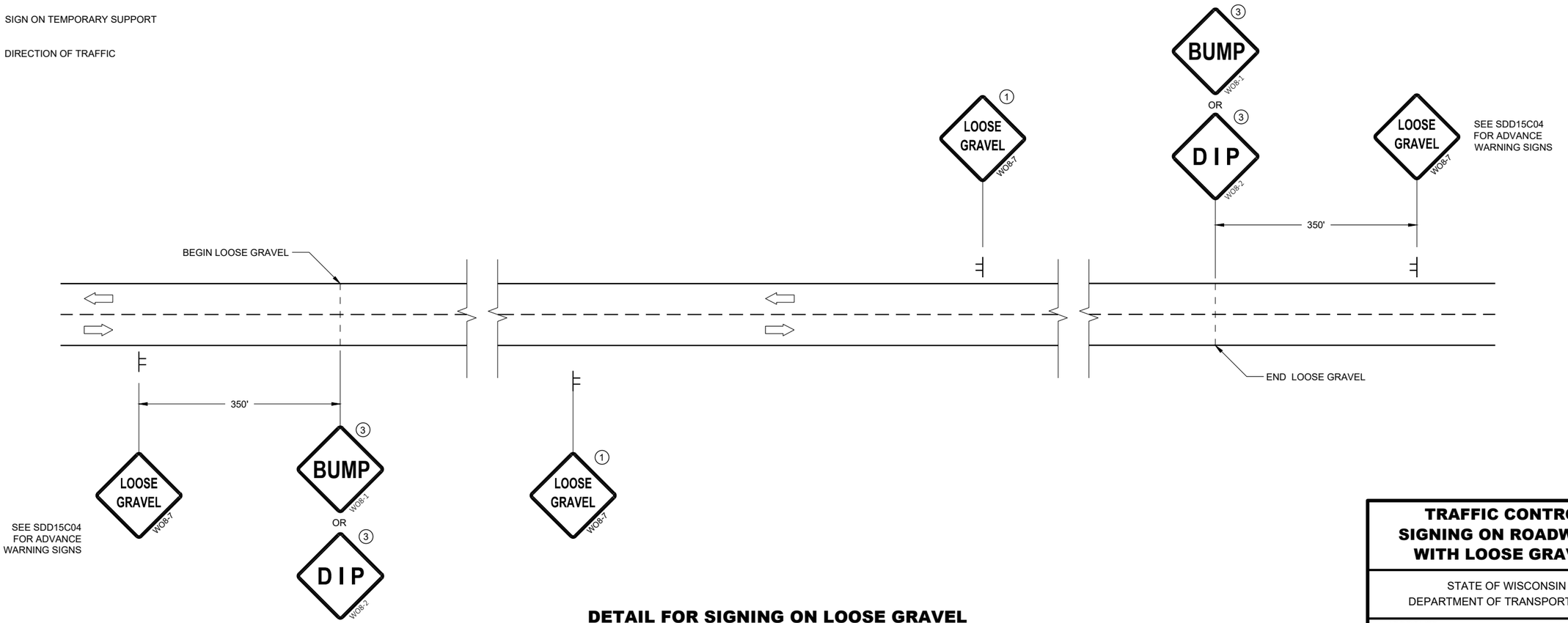
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D45 - 03

6

SDD 15D45 - 03

LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

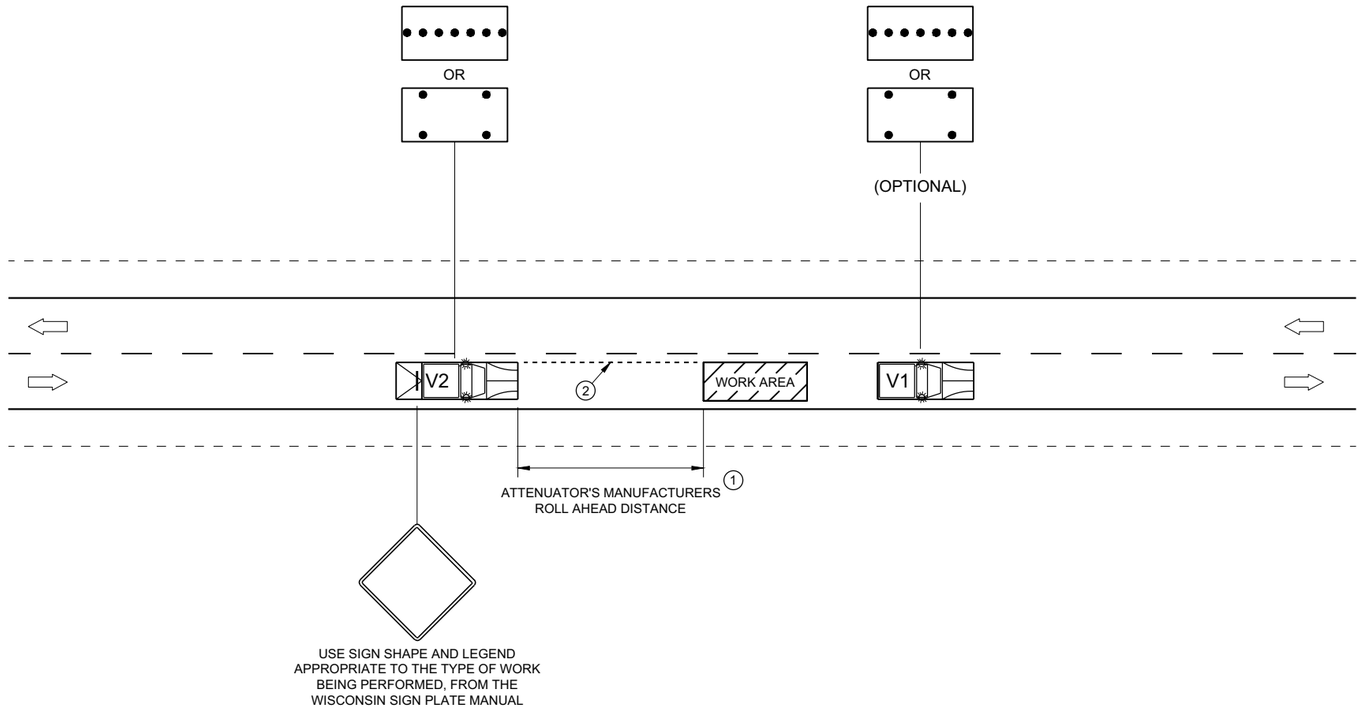
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



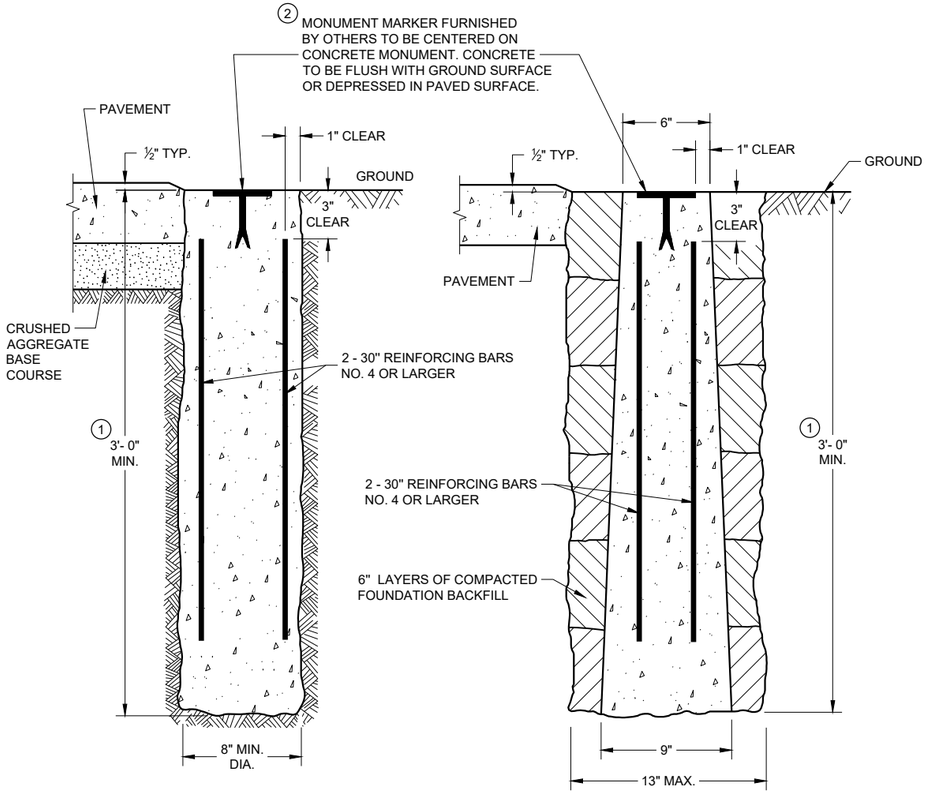
TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

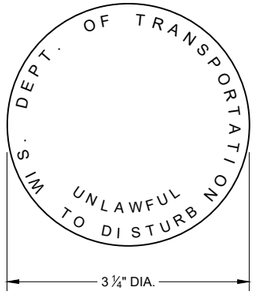
6

SDD 15D51 - 01



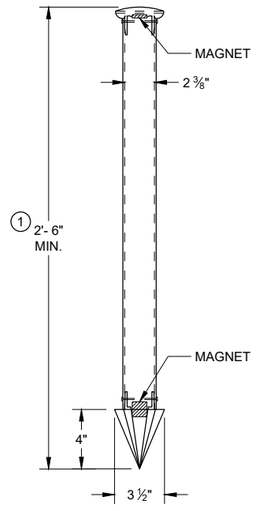
CAST-IN-PLACE **PRECAST**

CONCRETE MONUMENTS
TYPE A

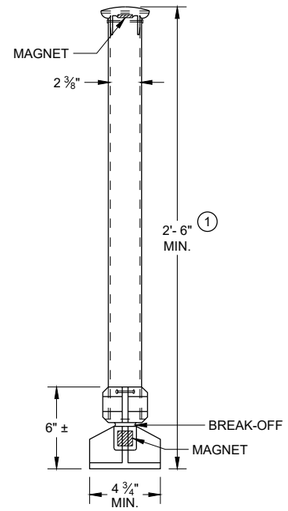


② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C" & "D"

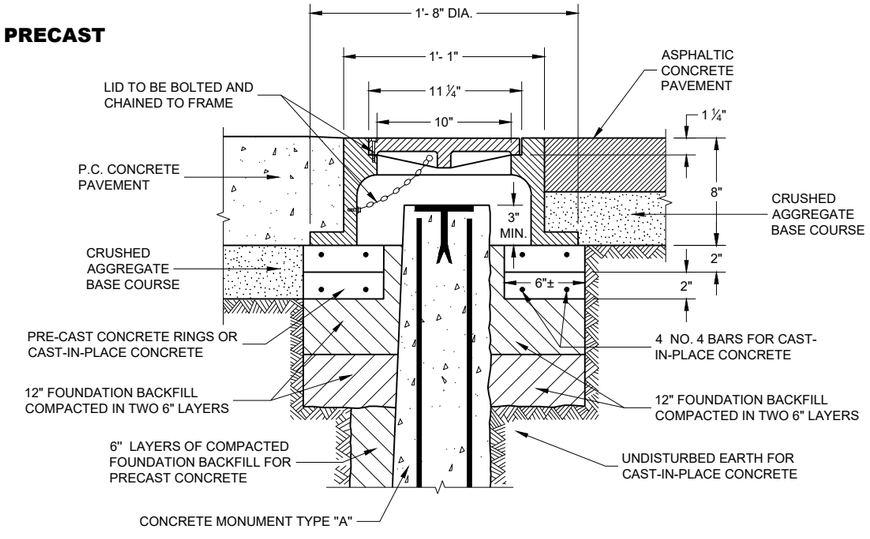


TYPE C
DRIVEN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS
(INCLUDES MARKER)



CAST IRON MONUMENT COVER
(APPROXIMATE WEIGHT 95 LBS)

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.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

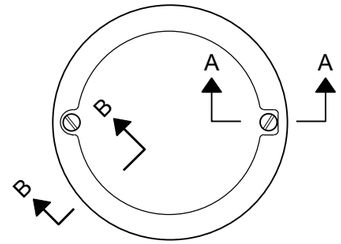
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

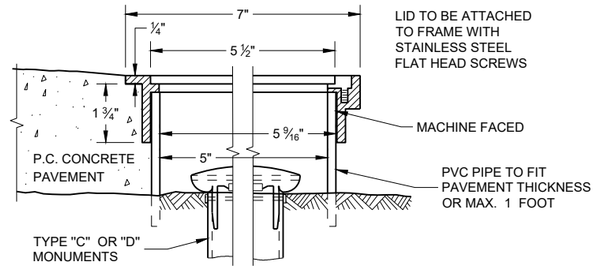
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER.

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WISDOT MARKER.



TOP VIEW



SECTION B-B **SECTION A-A**

ALUMINUM MONUMENT COVER
(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

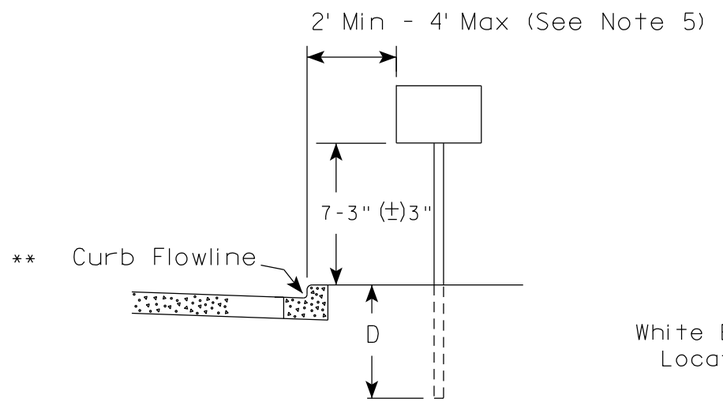
/S/ Raymond A. Kumapayii
CHIEF SURVEYING AND MAPPING ENGINEER

FHWA

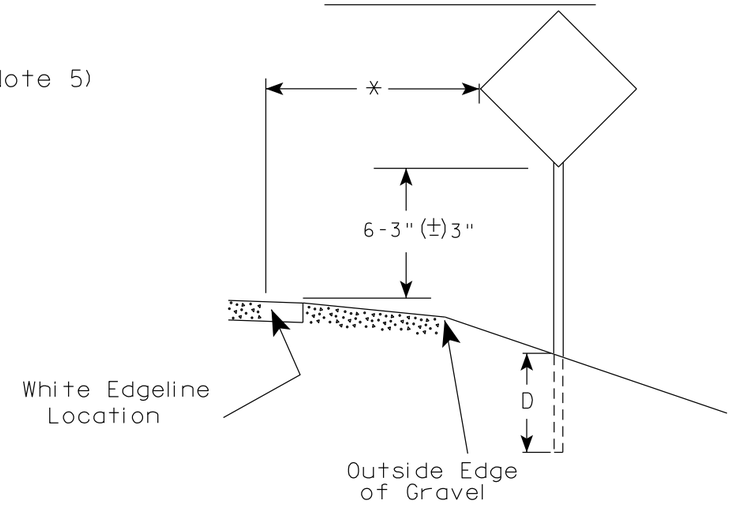
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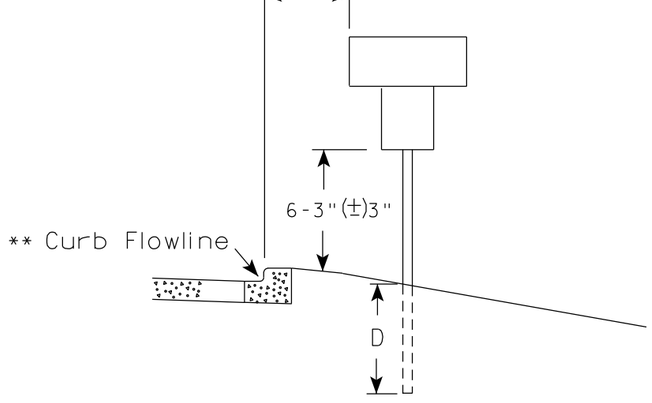
SDD 16A01 - 07

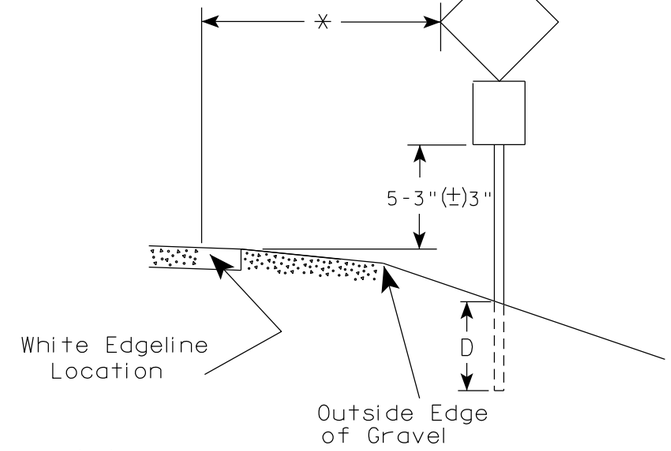
URBAN AREA



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.

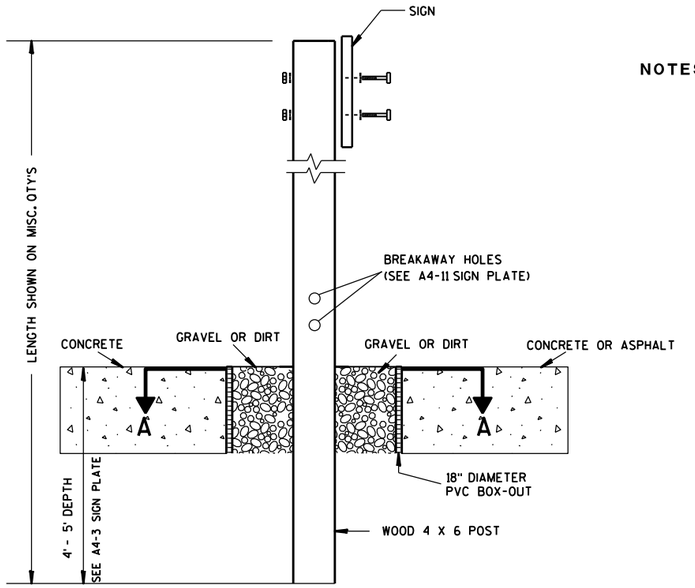
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

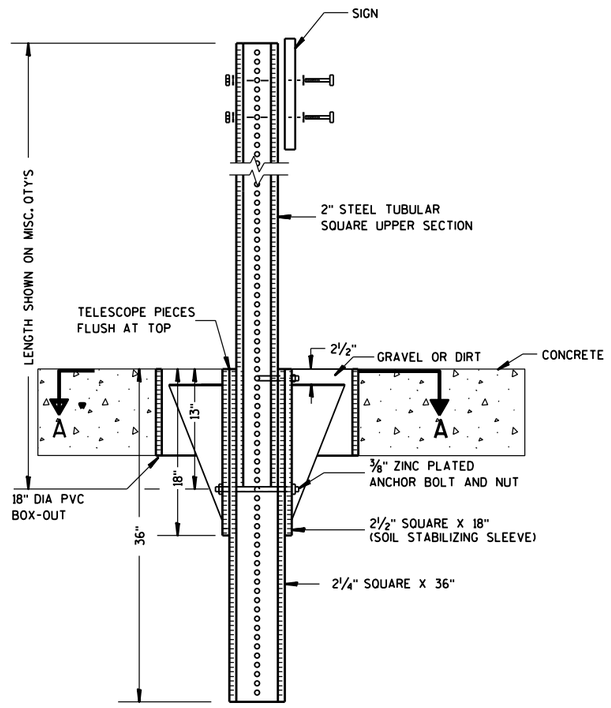
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 185	E



ELEVATION VIEW

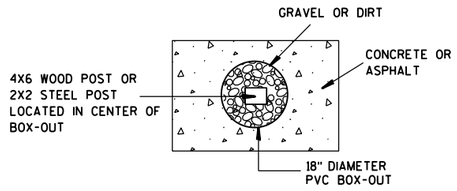
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

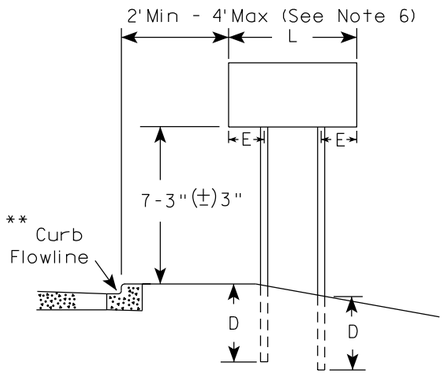
APPROVED Matthew R Rauch
for State Traffic Engineer

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

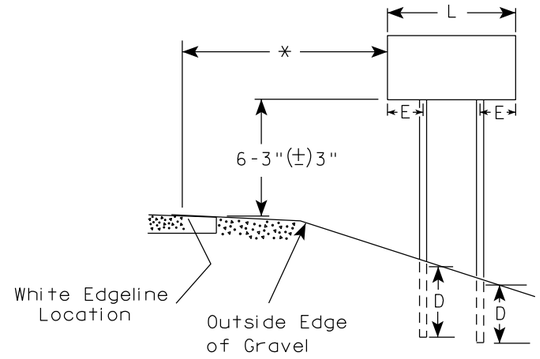
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

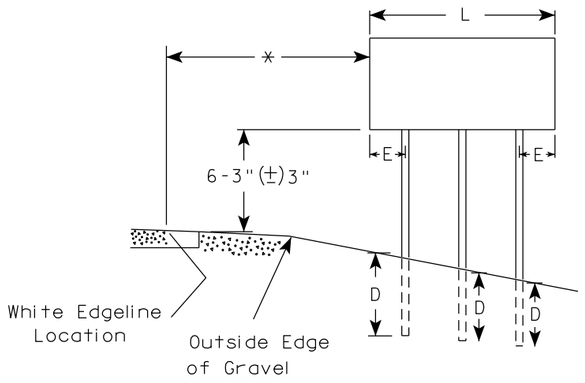
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

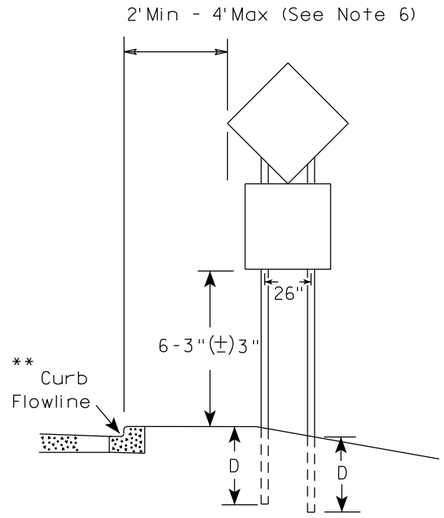
URBAN AREA



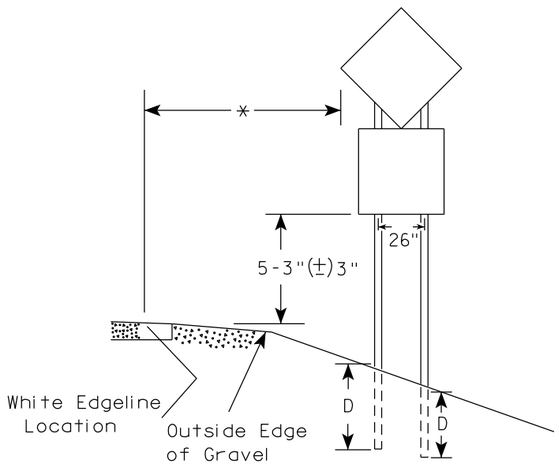
RURAL AREA (See Note 3)







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'

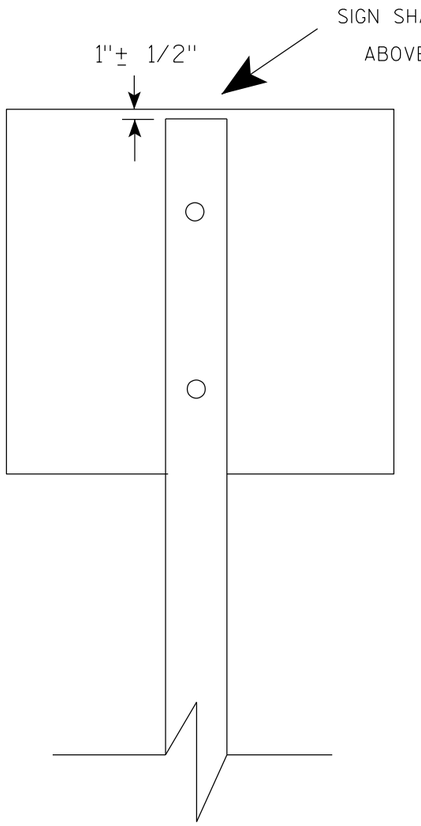
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

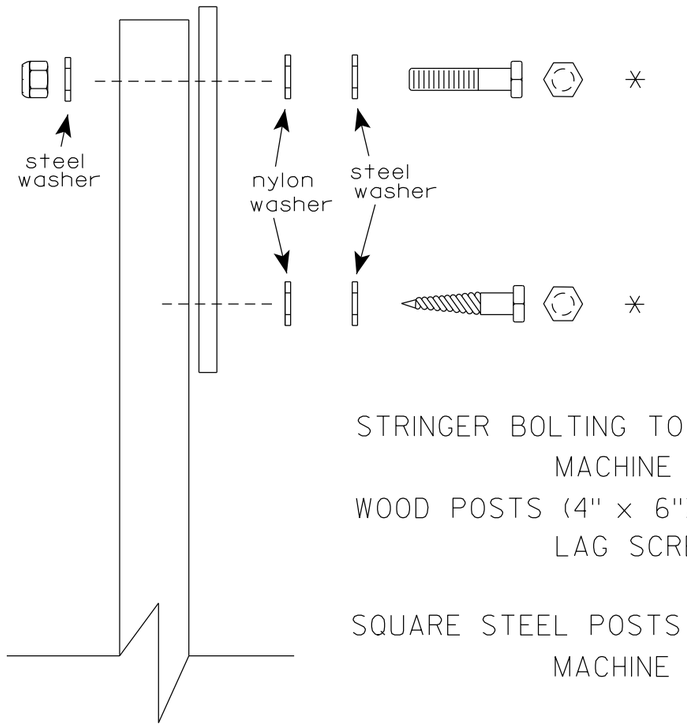
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 187	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

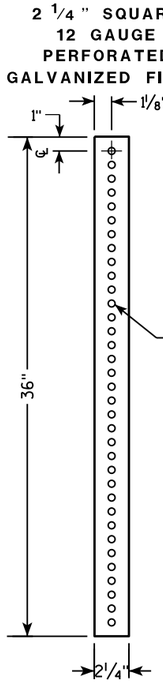
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

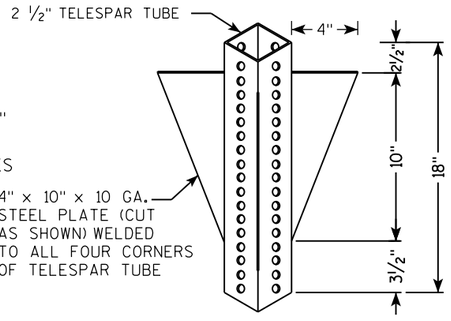
SHEET NO: 188 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

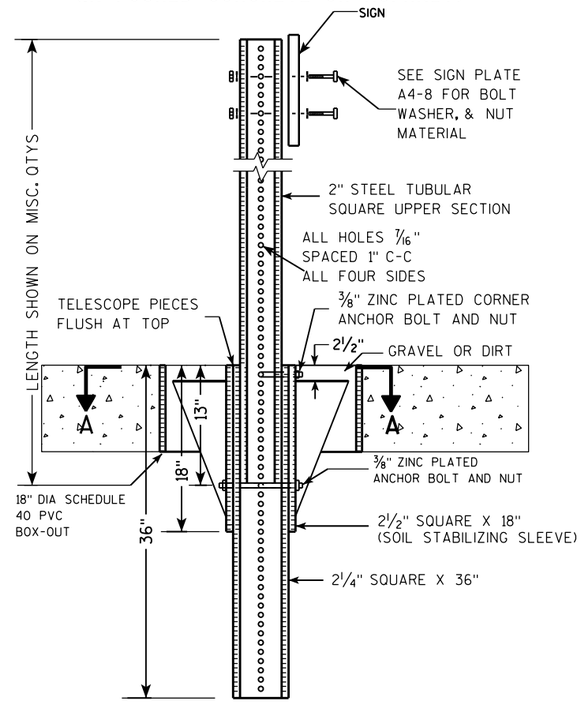
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



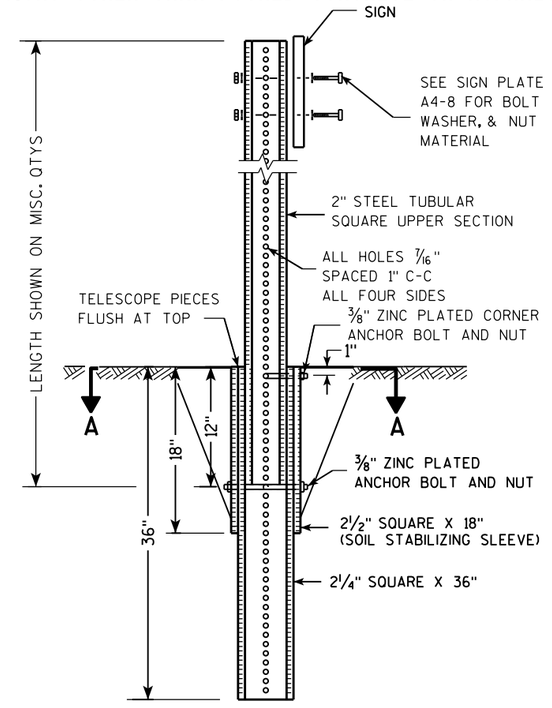
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

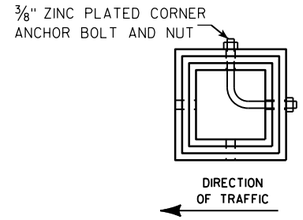


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

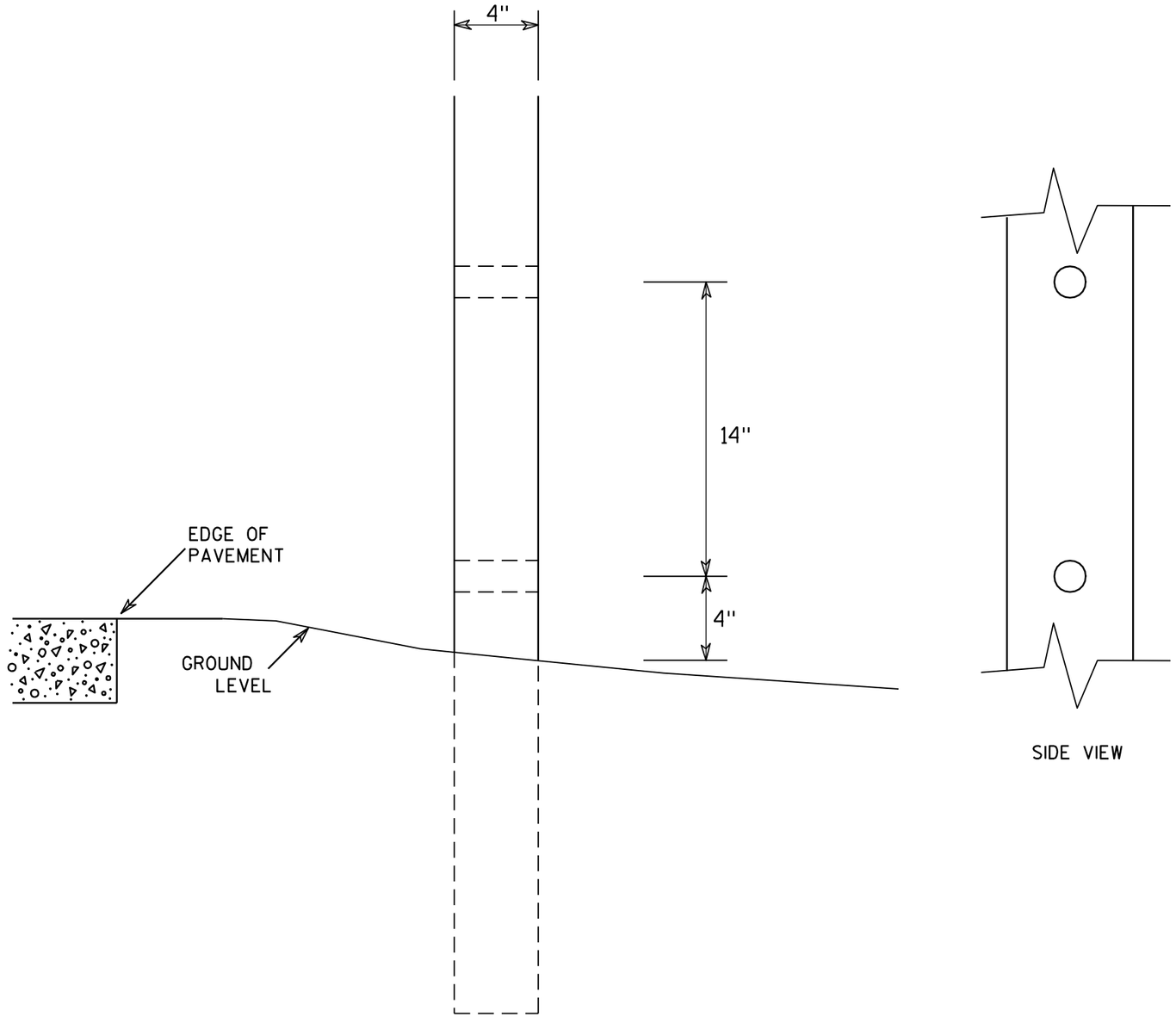
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

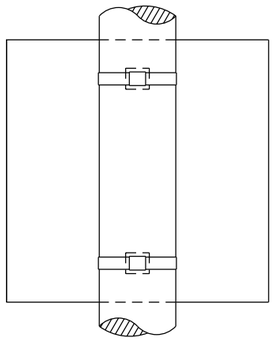
APPROVED Chester J Spang for State Traffic Engineer

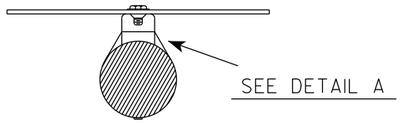
DATE 3/27/97 PLATE NO. A4-11.2

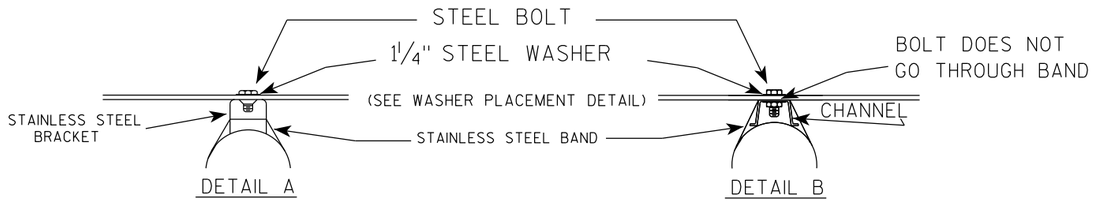
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 190	E

BANDING

SINGLE SIGN



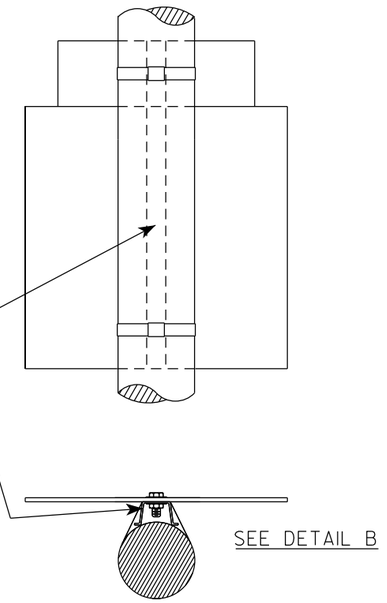




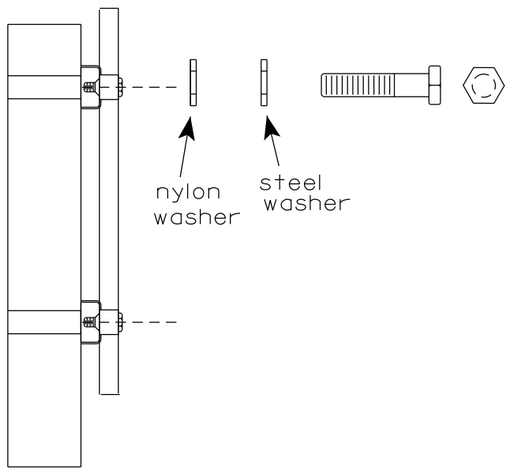
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

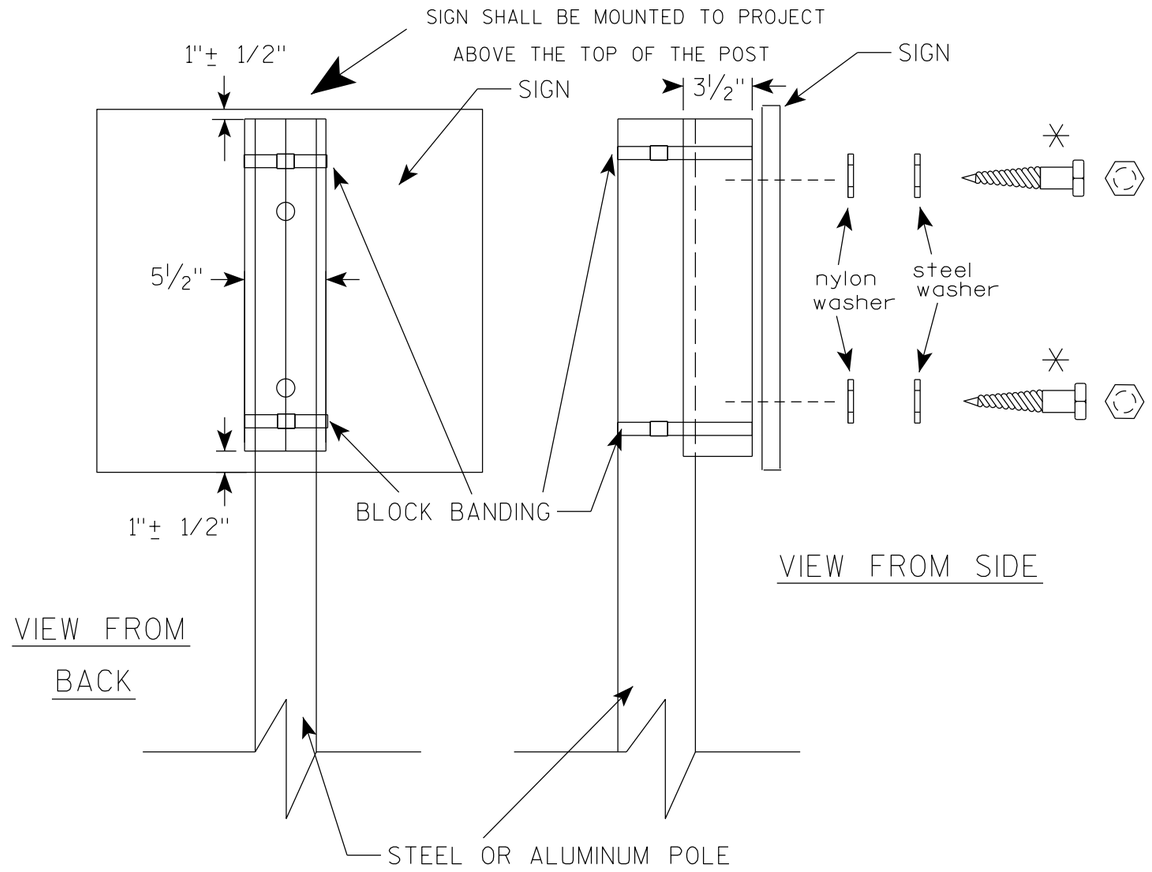
DATE 6/10/19 PLATE NO. A5-9.4

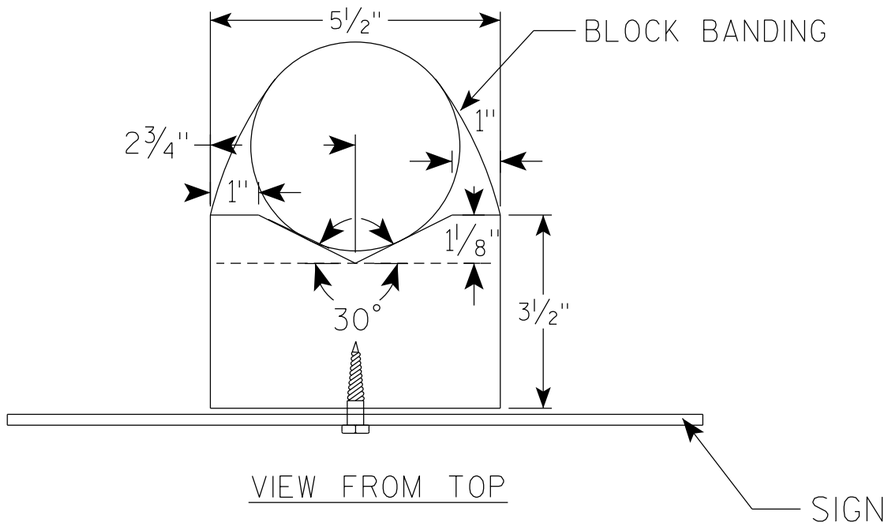
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 191	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

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)

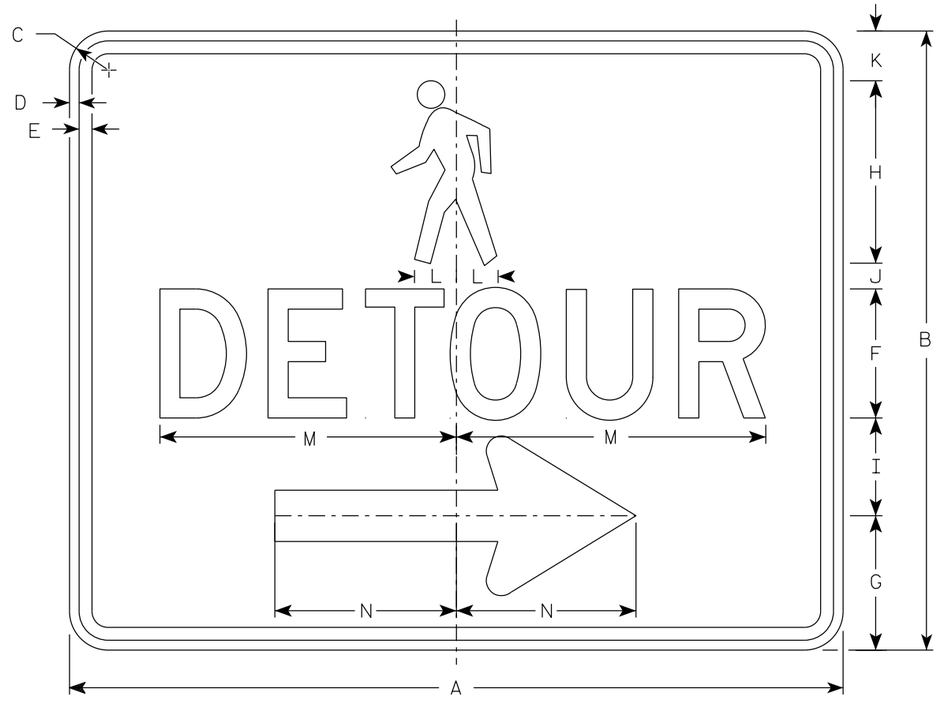
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

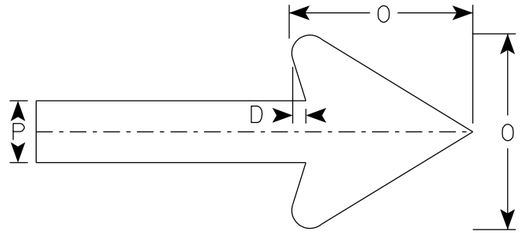
SHEET NO: 192 E



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

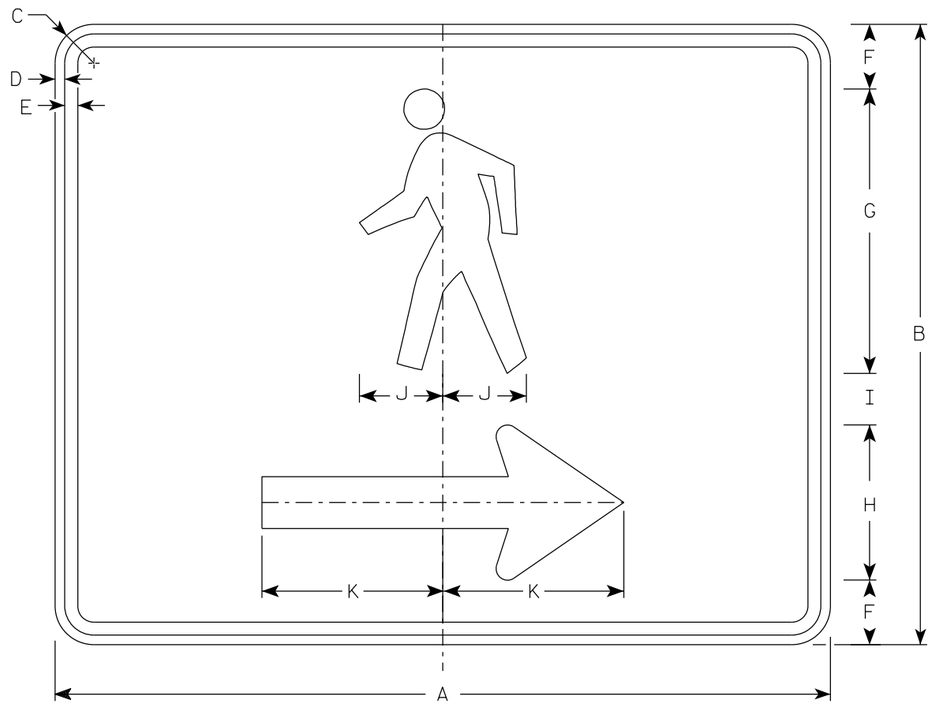
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

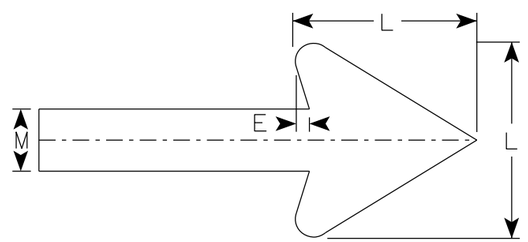
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 193 | E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.



M4-60R



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
2M	30	24	1 ½	⅜	½	2 ½	11	6	2	3 ¼	7	6	2														5.00
3																											
4																											
5																											

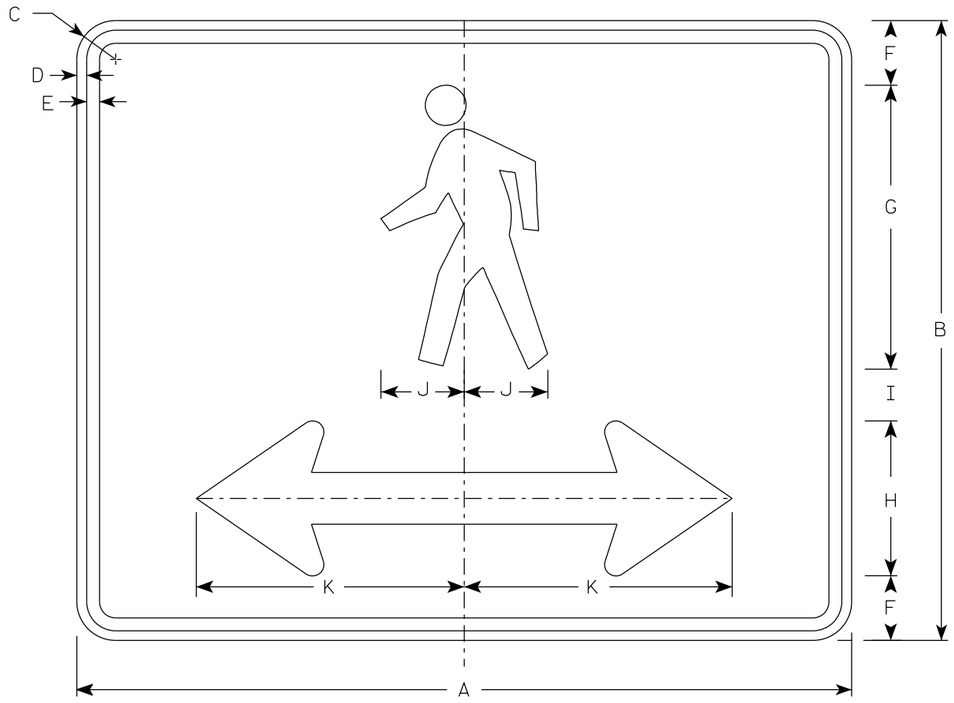
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

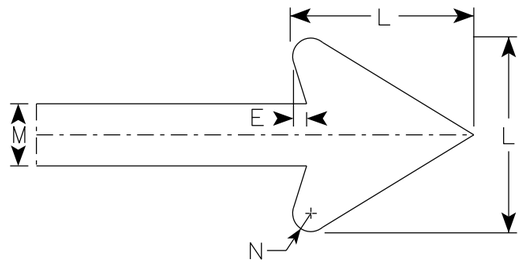
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 194 | E



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																											

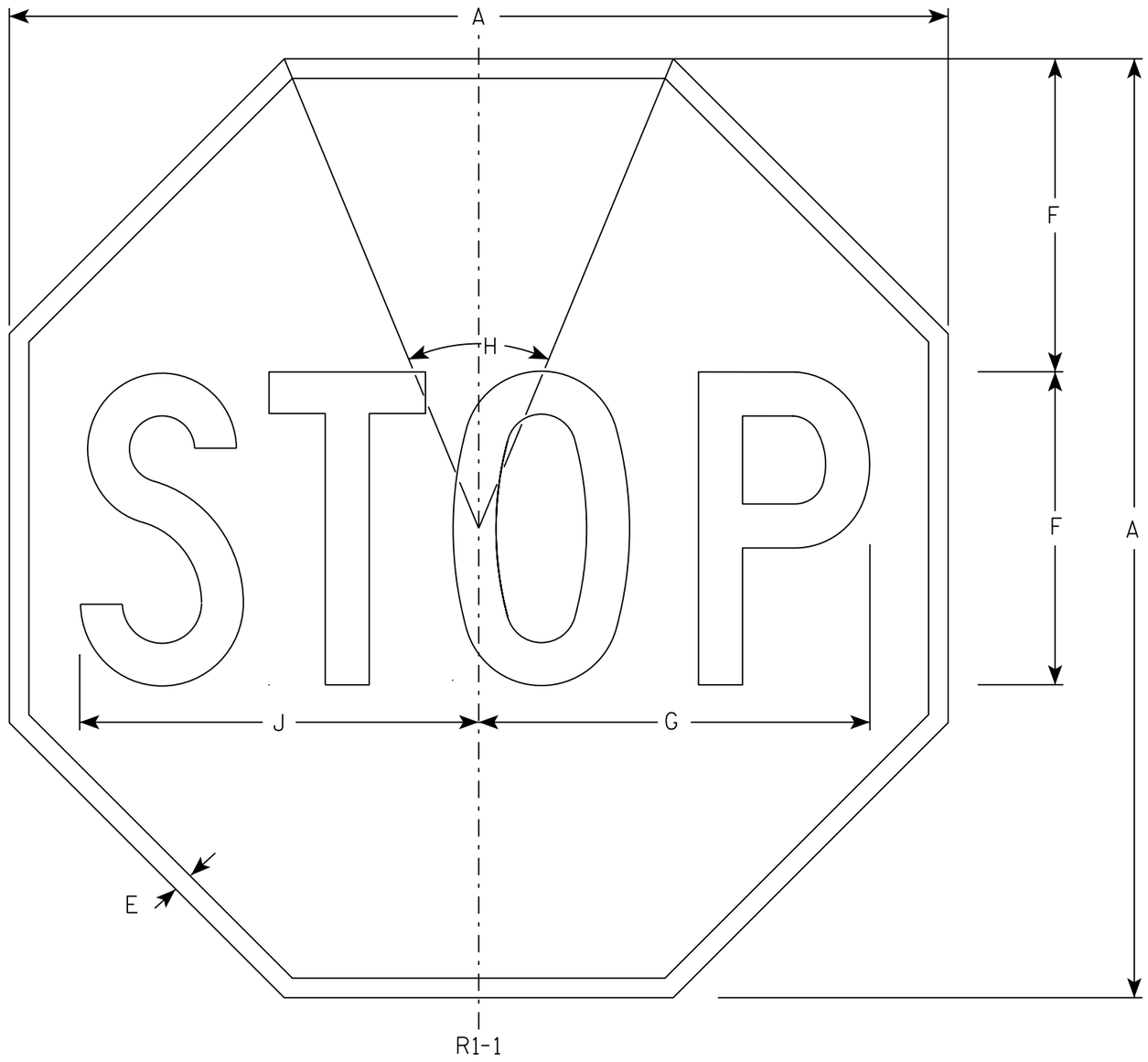
STANDARD SIGN
M4-60D

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: 195 | 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

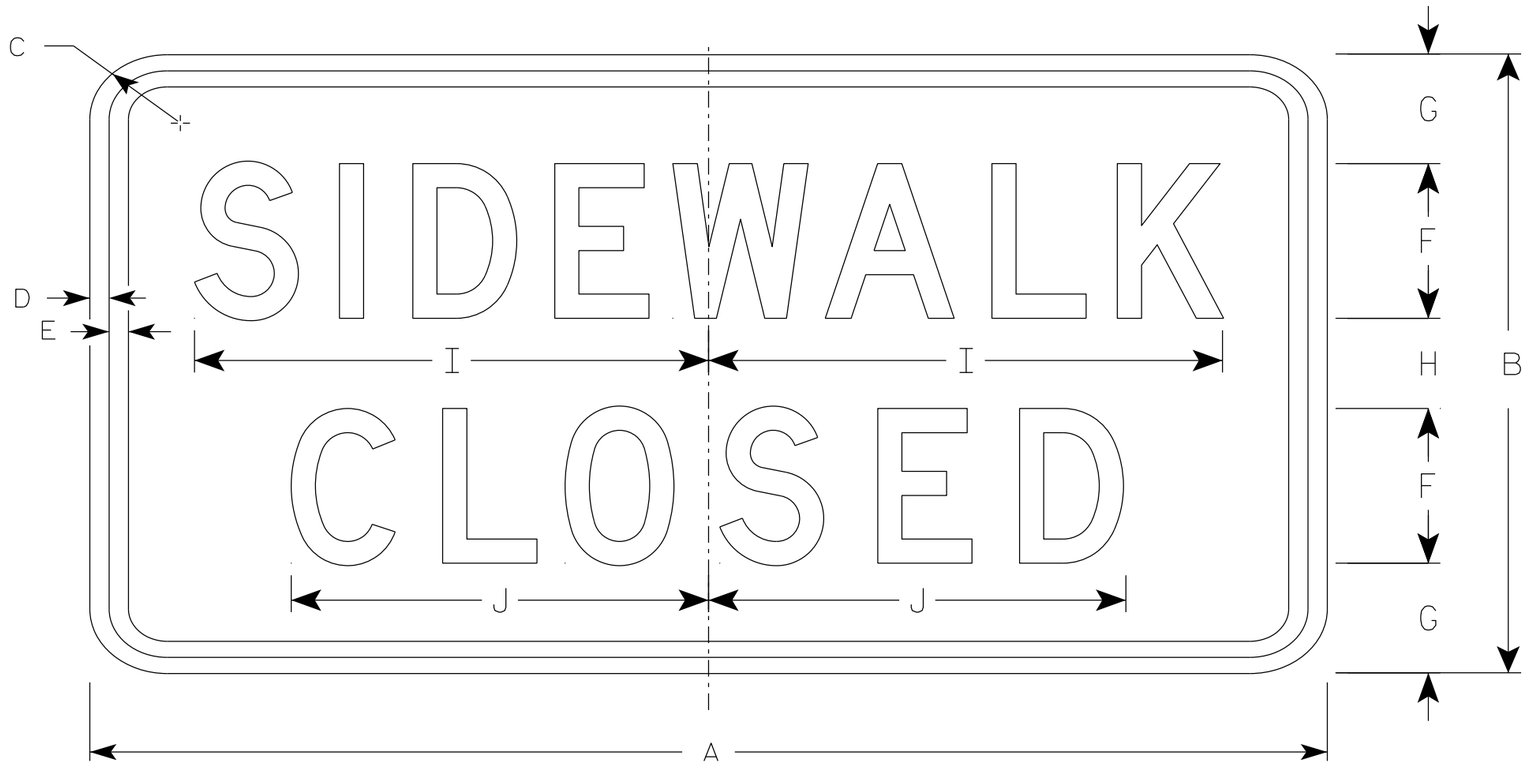
STANDARD SIGN
R1-1

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: 196	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

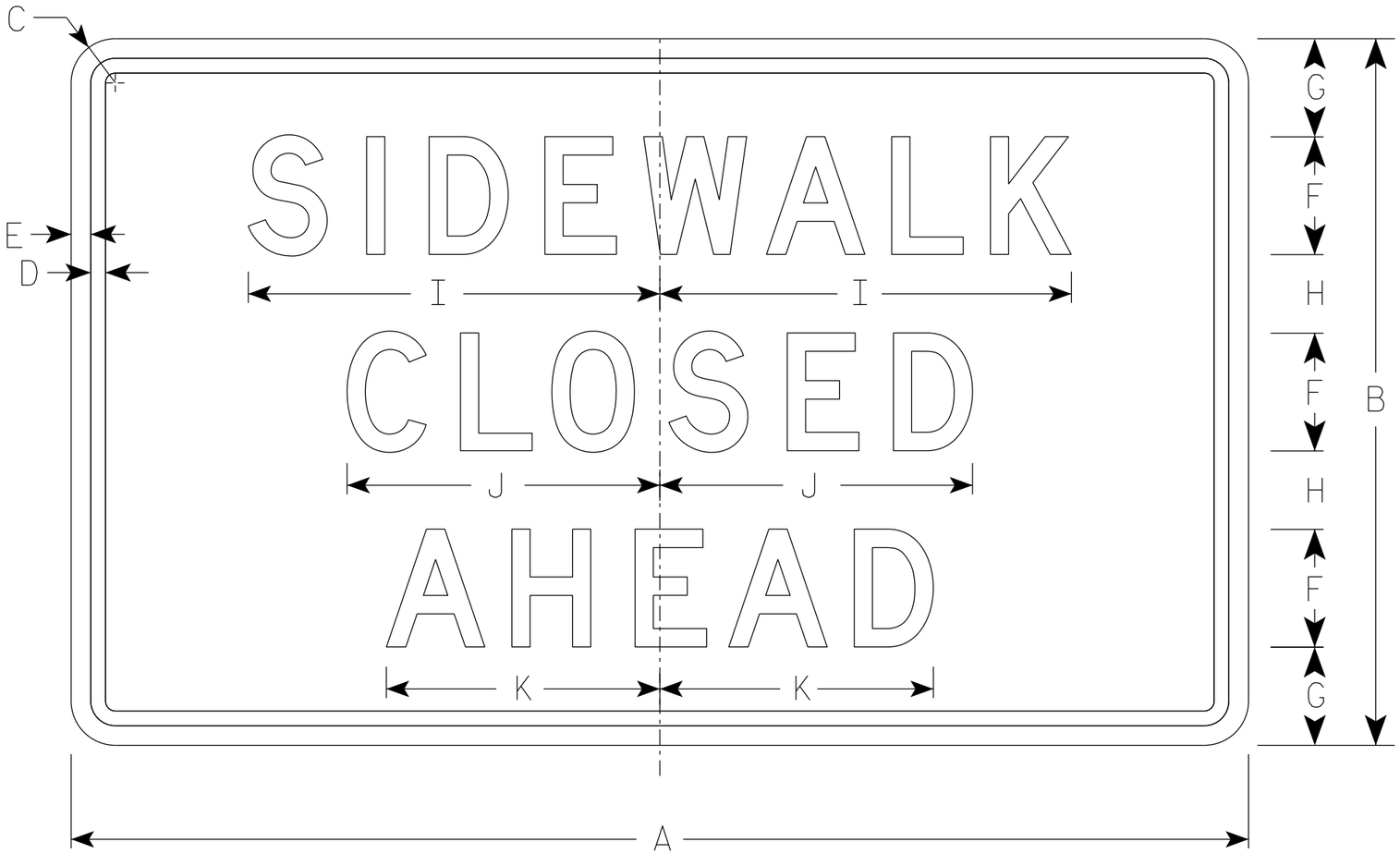
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 197 | 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																											

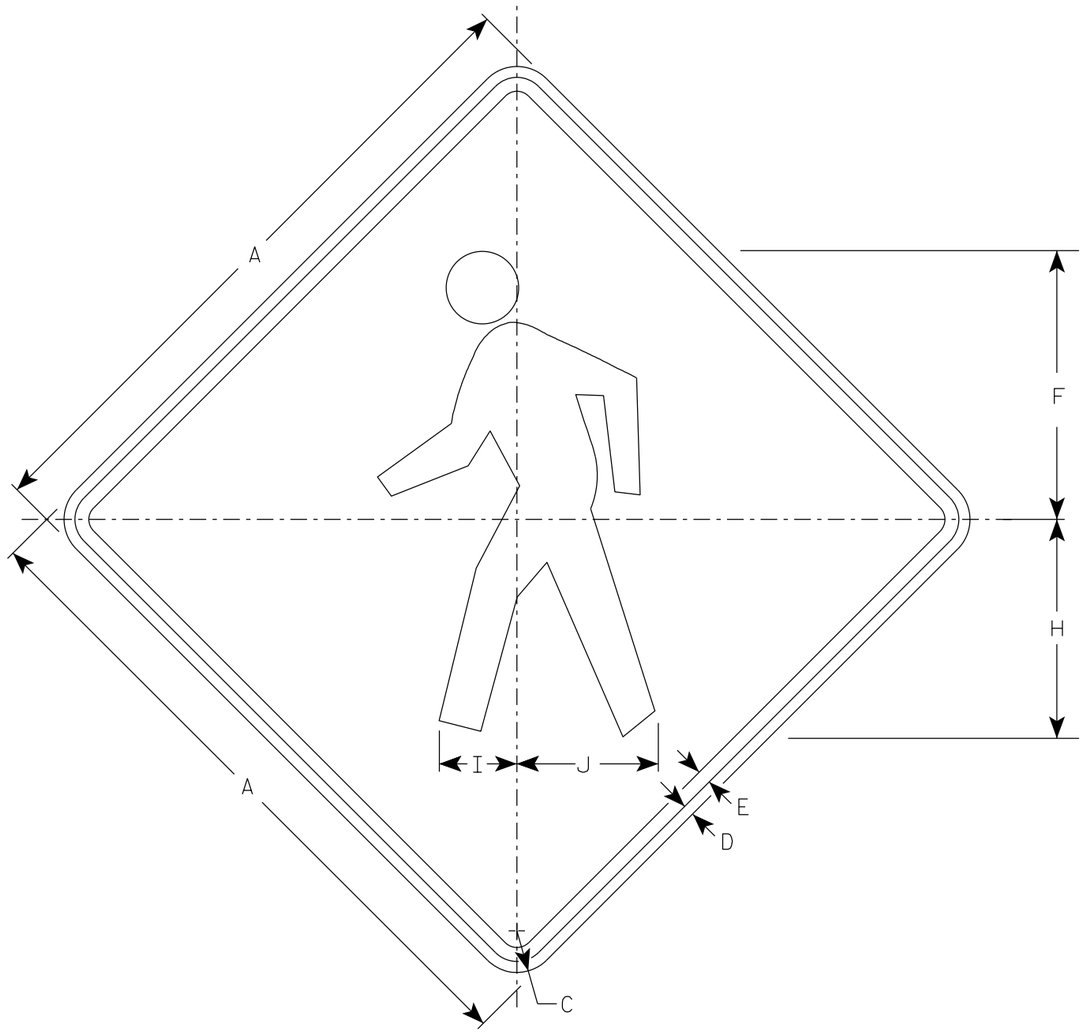
STANDARD SIGN
R9-9A

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: 198 | E



W11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

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	24		1 1/2	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 7/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN
W11-2

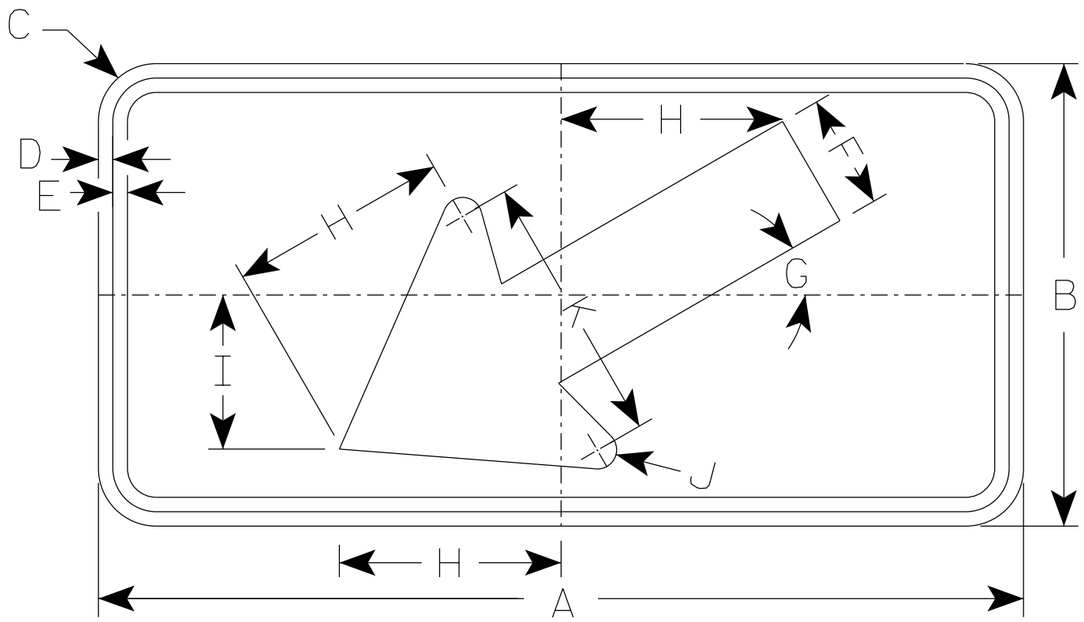
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/15/2023 PLATE NO. W11-2.9

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

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W112.DGN PLOT DATE : 15-JUNE 2023 3:50 PLOT BY : dotc4c PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42



W16-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W16-7R is the same as W16-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 18" W16-7L signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-7L signs.

	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	⅜	⅜	3	30°	5 ¾	4	½	7																2.0
*	2M	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
*	3	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
*	4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
	5																											

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

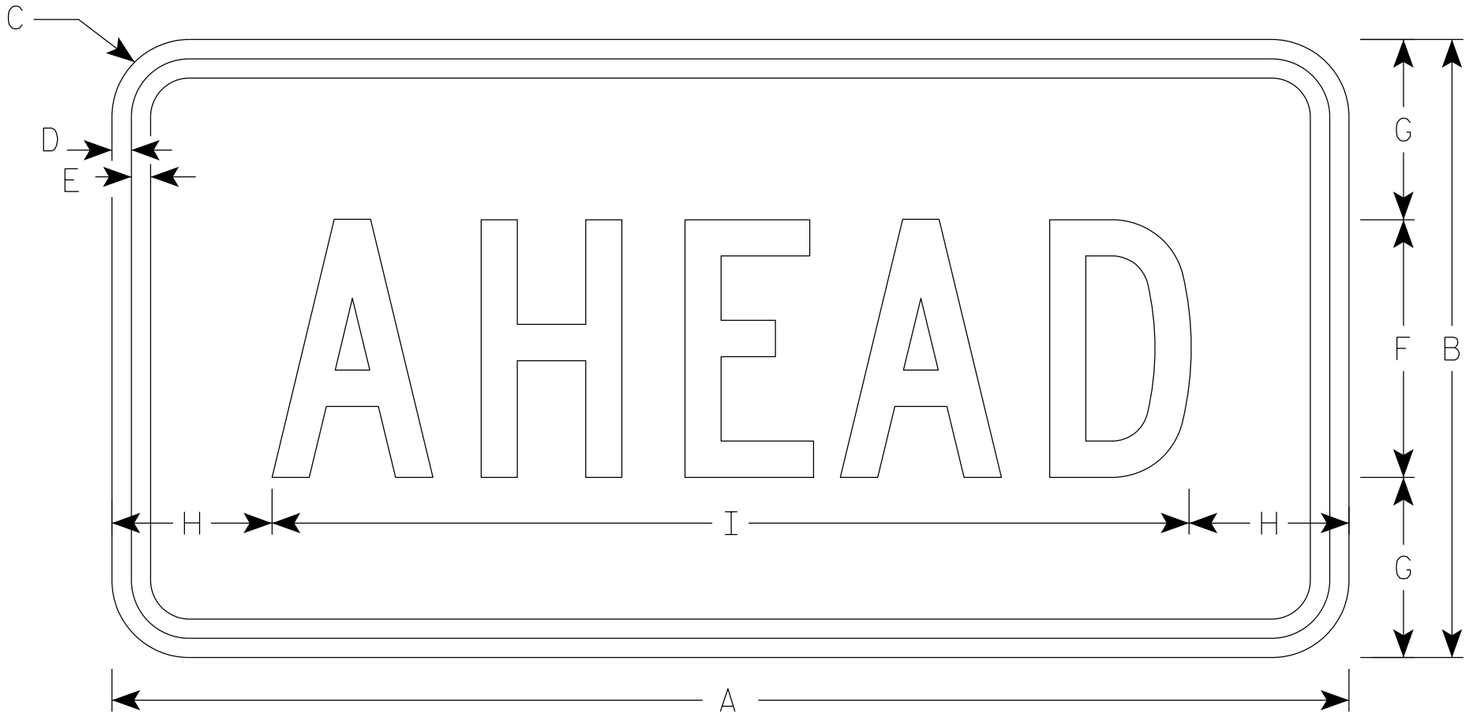
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-7.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 200 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

* For 36" x 36" Warning Signs, use 30" x 18" W16-9P signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-9P signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	24	12	1 1/2	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
*	2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
*	3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
*	4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
	5																											

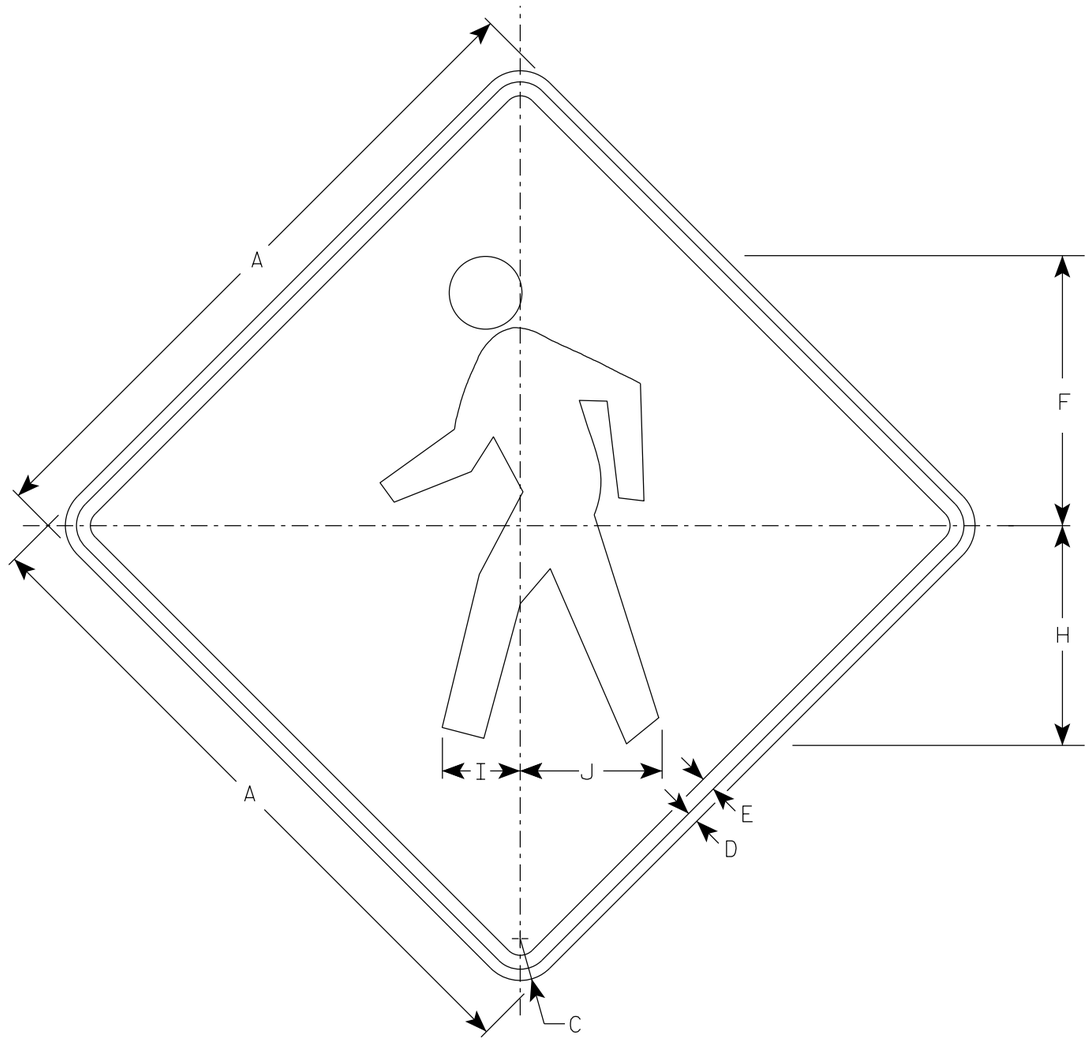
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-9P.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 201 E



W011-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		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

W011-2

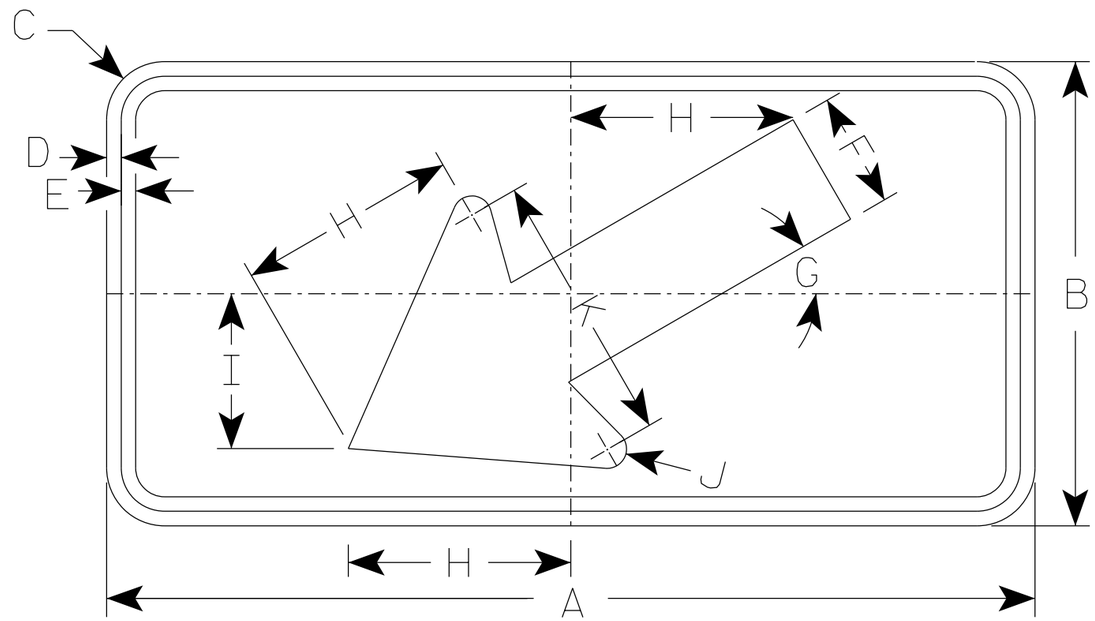
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. W011-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 202 | 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

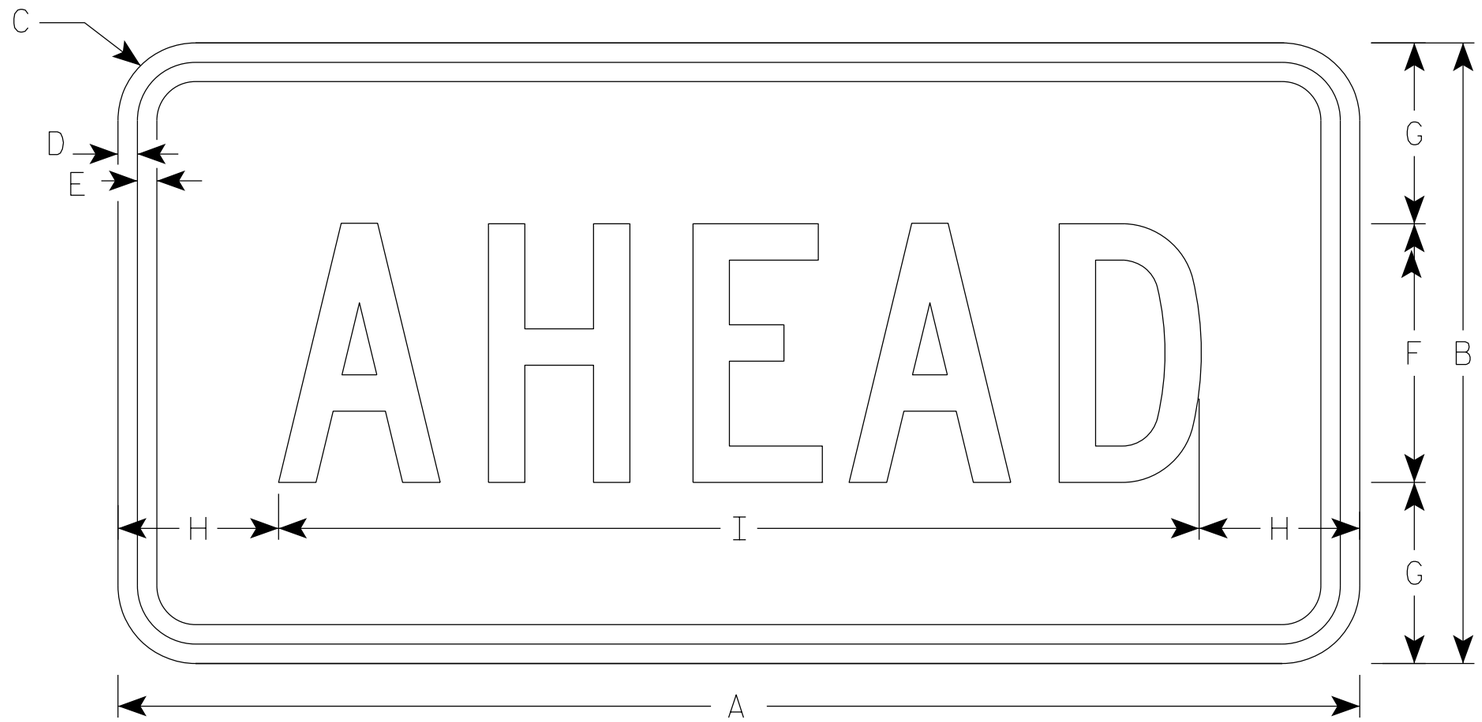
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 E

7



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

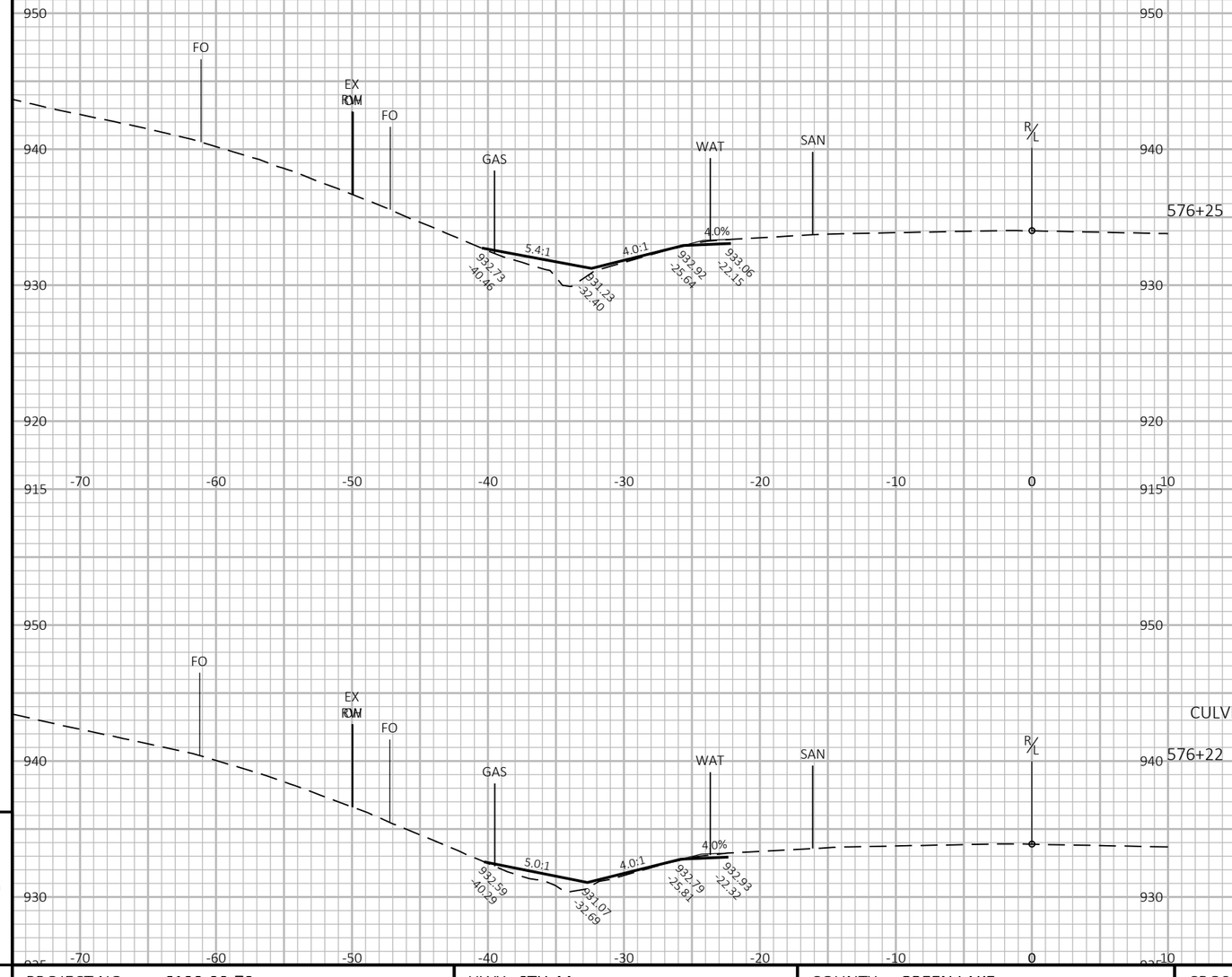
WISCONSIN DEPT OF TRANSPORTATION

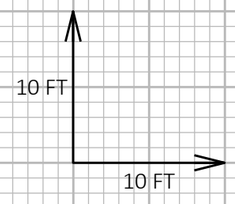
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-9P.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 204 E

7





9

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PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 205	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

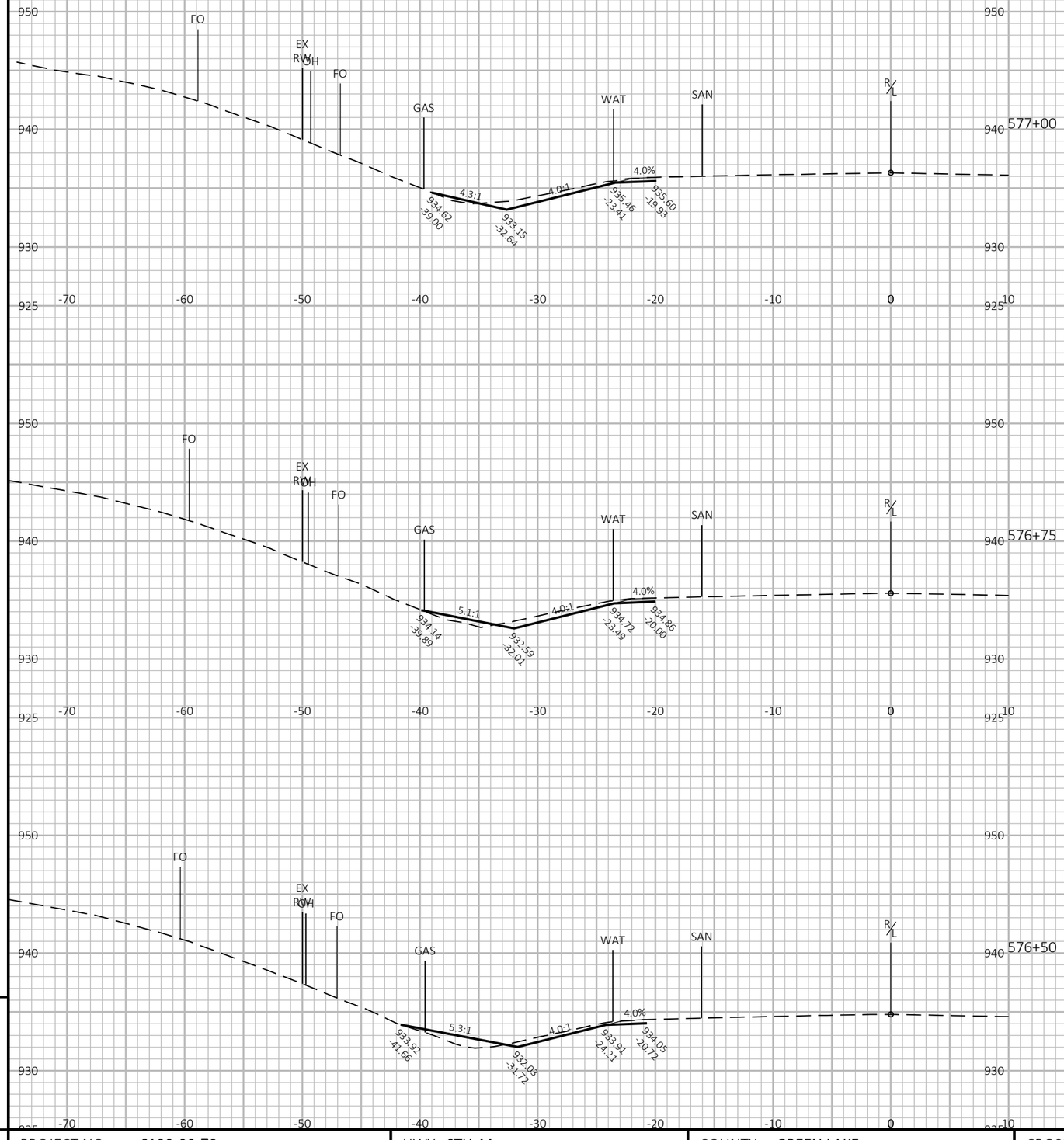
PLOT DATE : 12/3/2024 4:02 PM

PLOT BY : KEVIN JORDAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



10 FT

10 FT

9

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PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 206	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

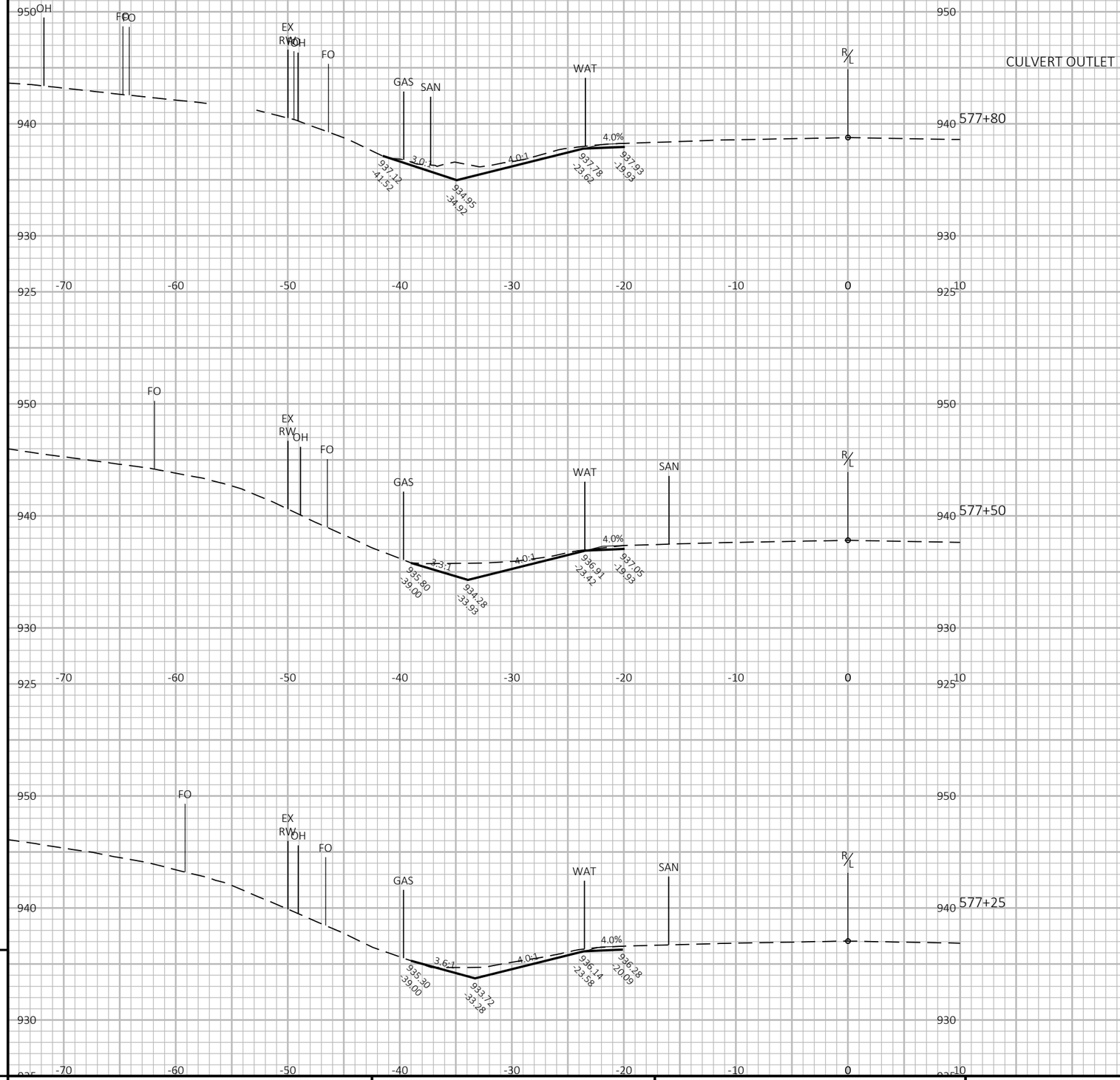
PLOT DATE : 12/3/2024 4:02 PM

PLOT BY : KEVIN JORDAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



10 FT

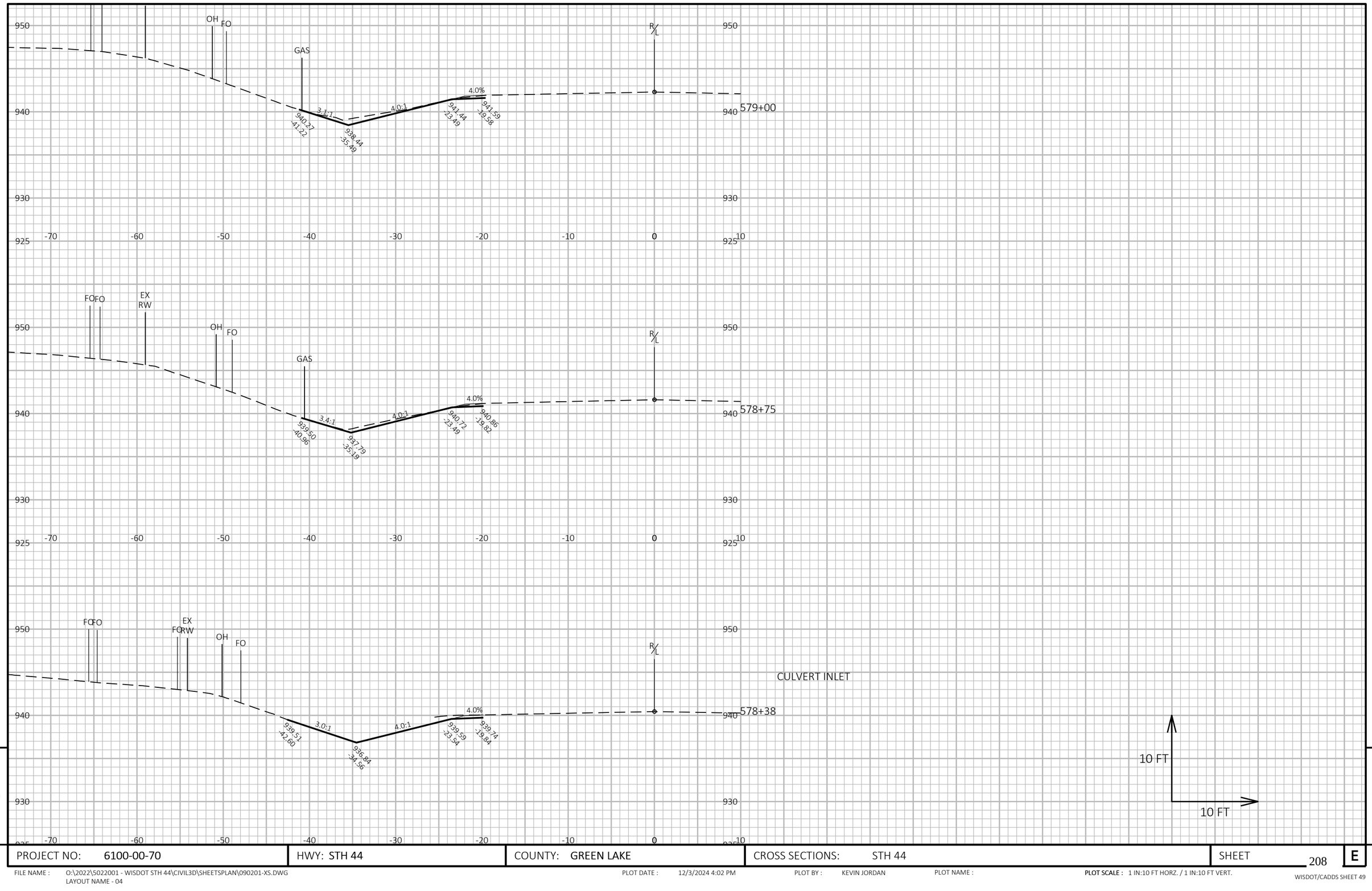
10 FT

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 207	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 12/3/2024 4:02 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

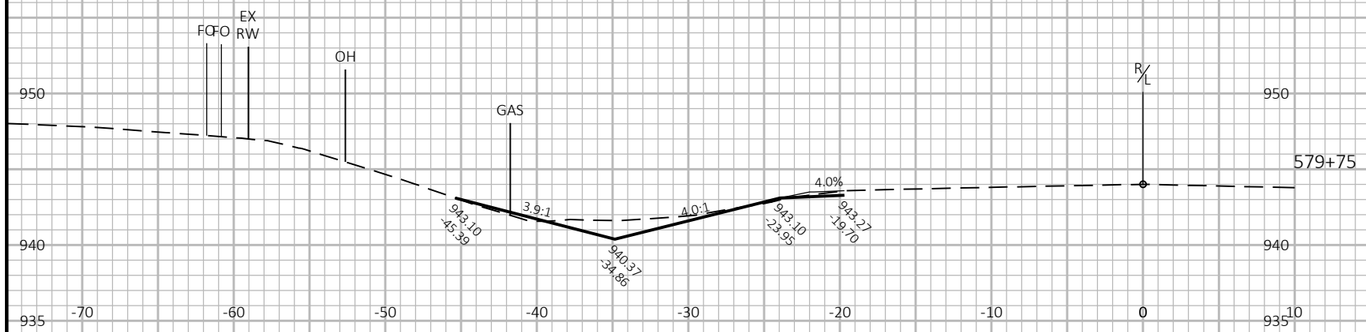
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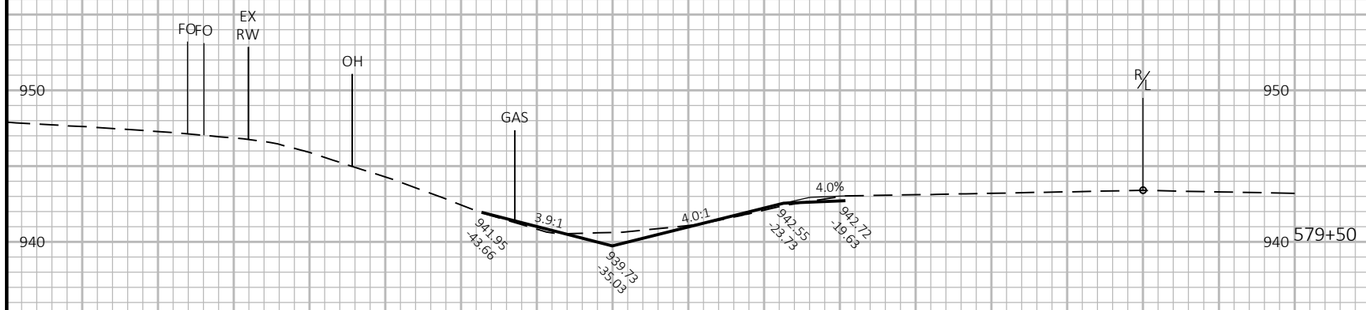
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 208	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 12/3/2024 4:02 PM PLOT BY : KEVIN JORDAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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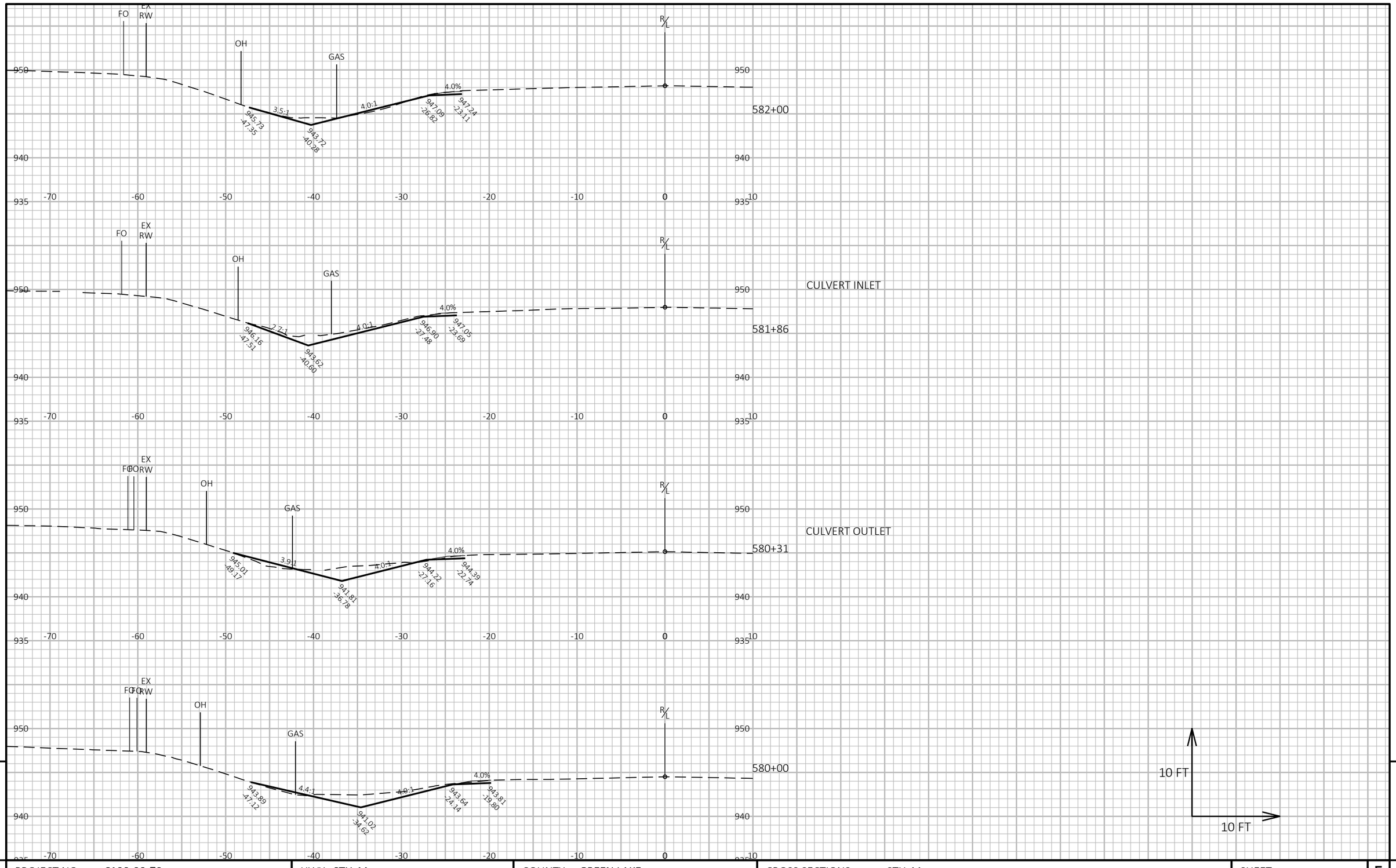
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PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 209	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 12/3/2024 4:02 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 210	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

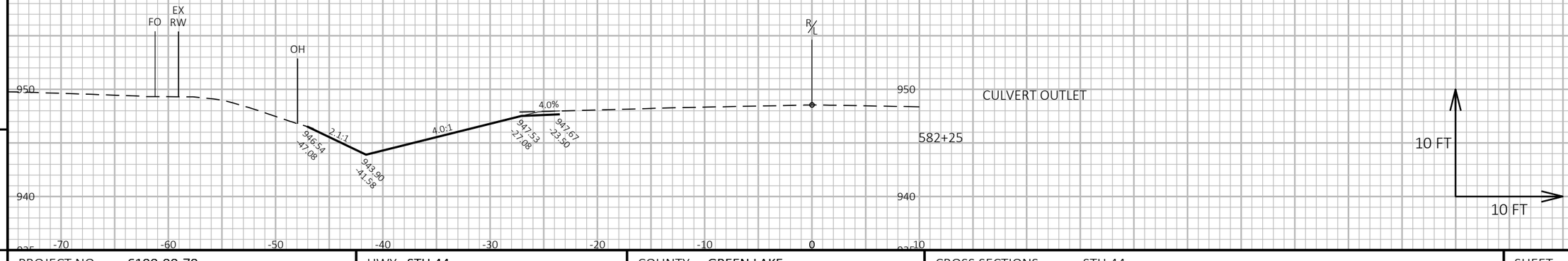
PLOT DATE : 12/3/2024 4:02 PM

PLOT BY : KEVIN JORDAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



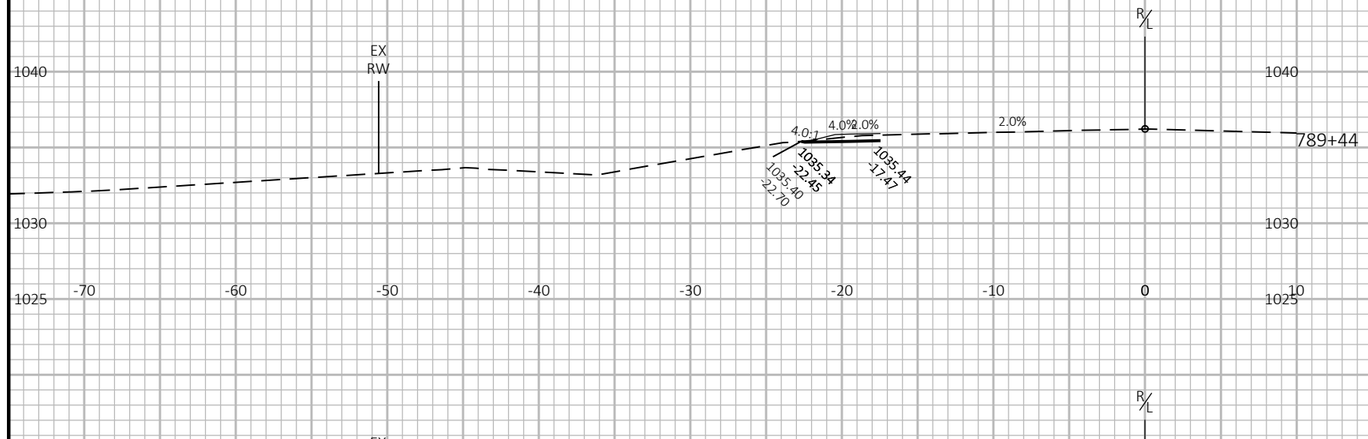
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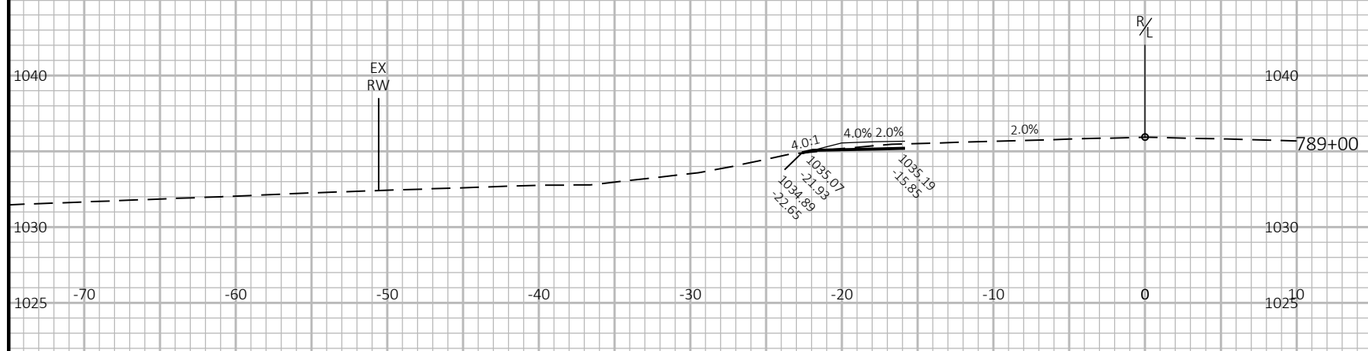
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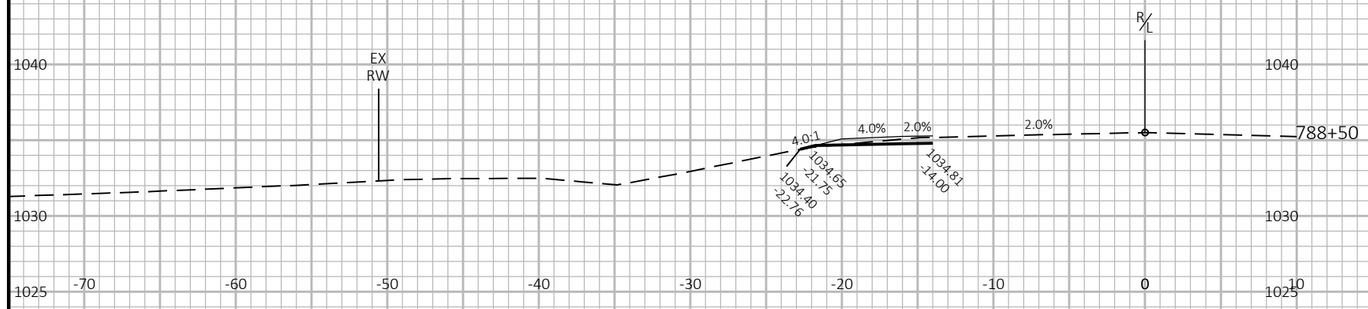
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 211	E

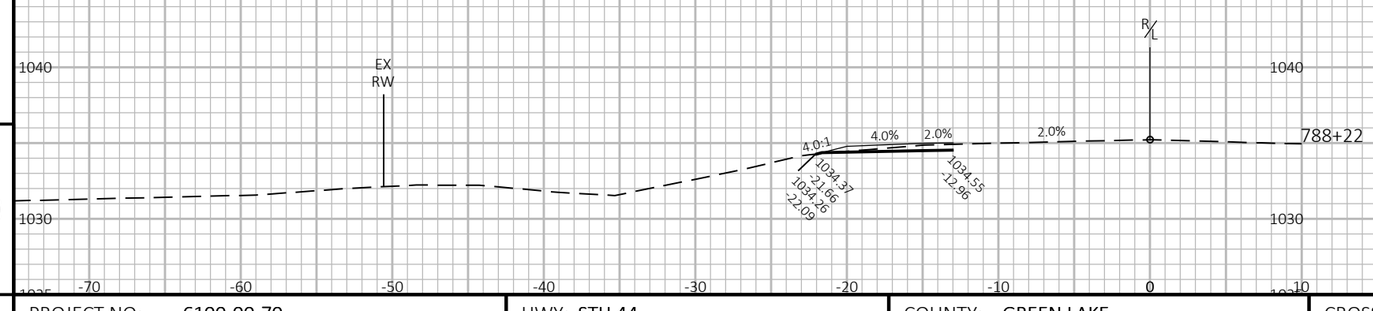
FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

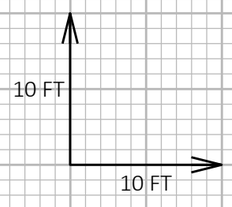
PLOT DATE : 12/3/2024 4:02 PM PLOT BY : KEVIN JORDAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.











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PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 212	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

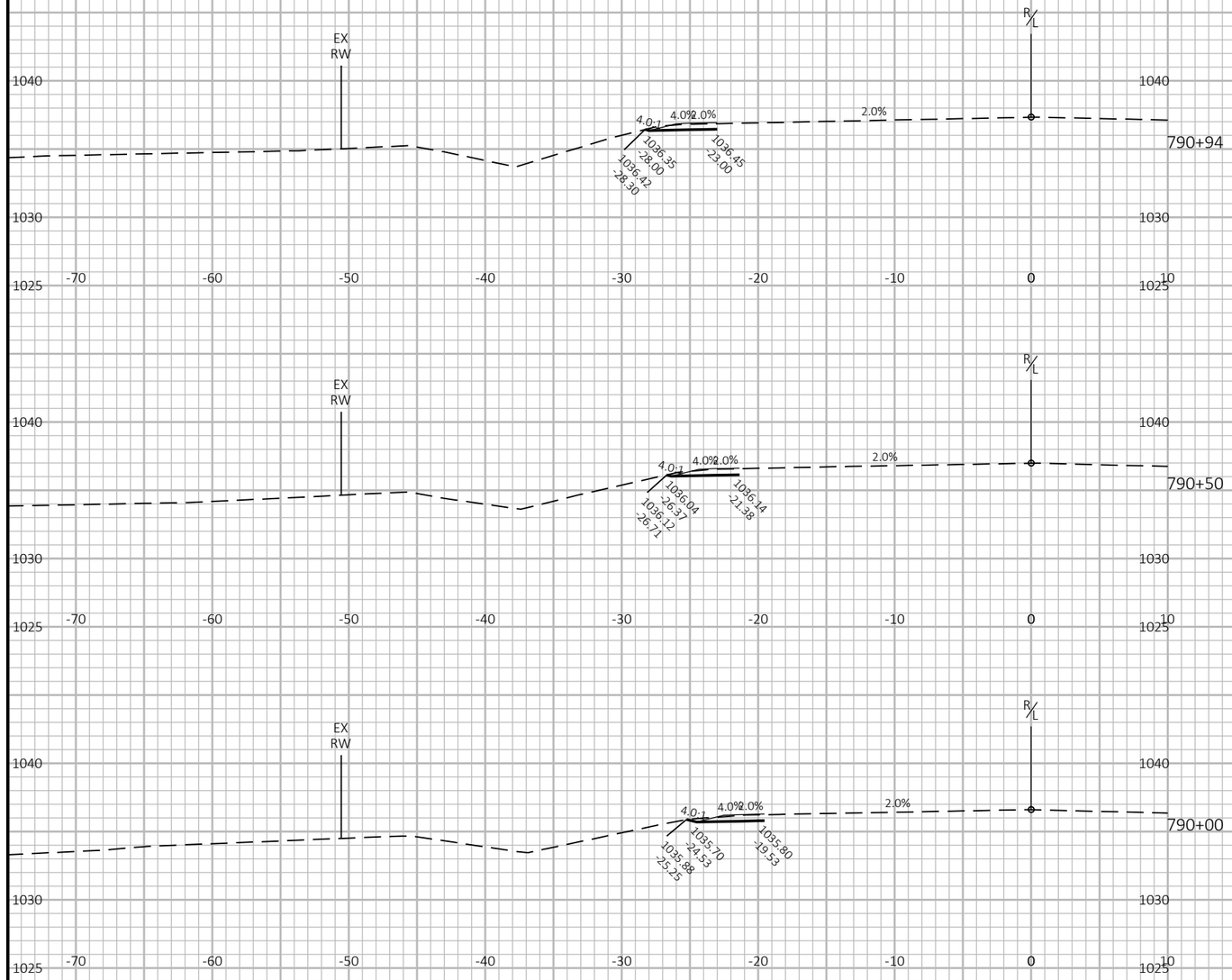
PLOT DATE : 12/3/2024 4:02 PM

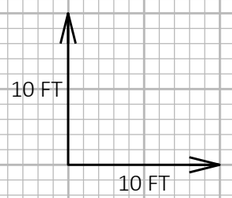
PLOT BY : KEVIN JORDAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





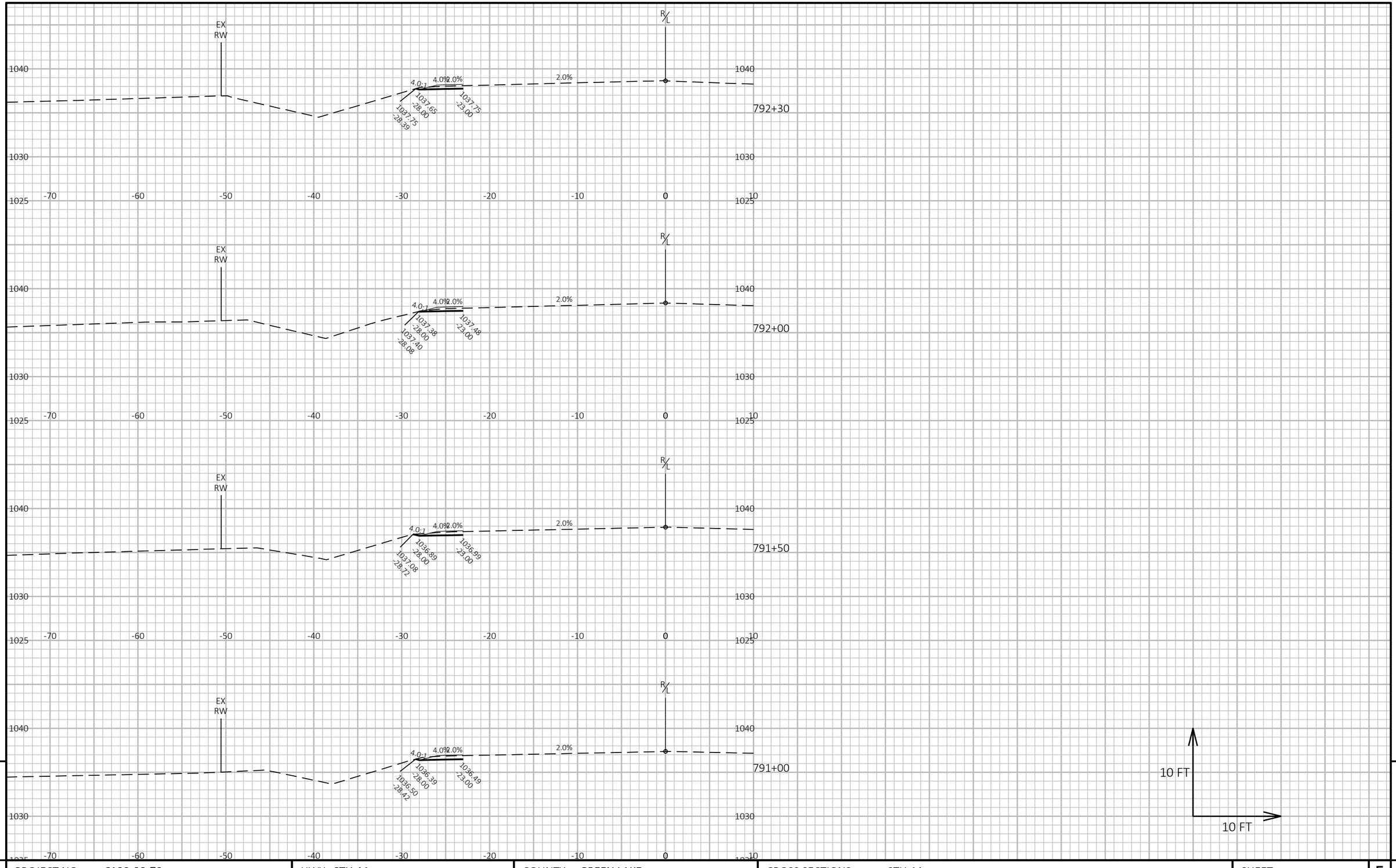
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9

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 213	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 12/3/2024 4:03 PM PLOT BY : KEVIN JORDAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



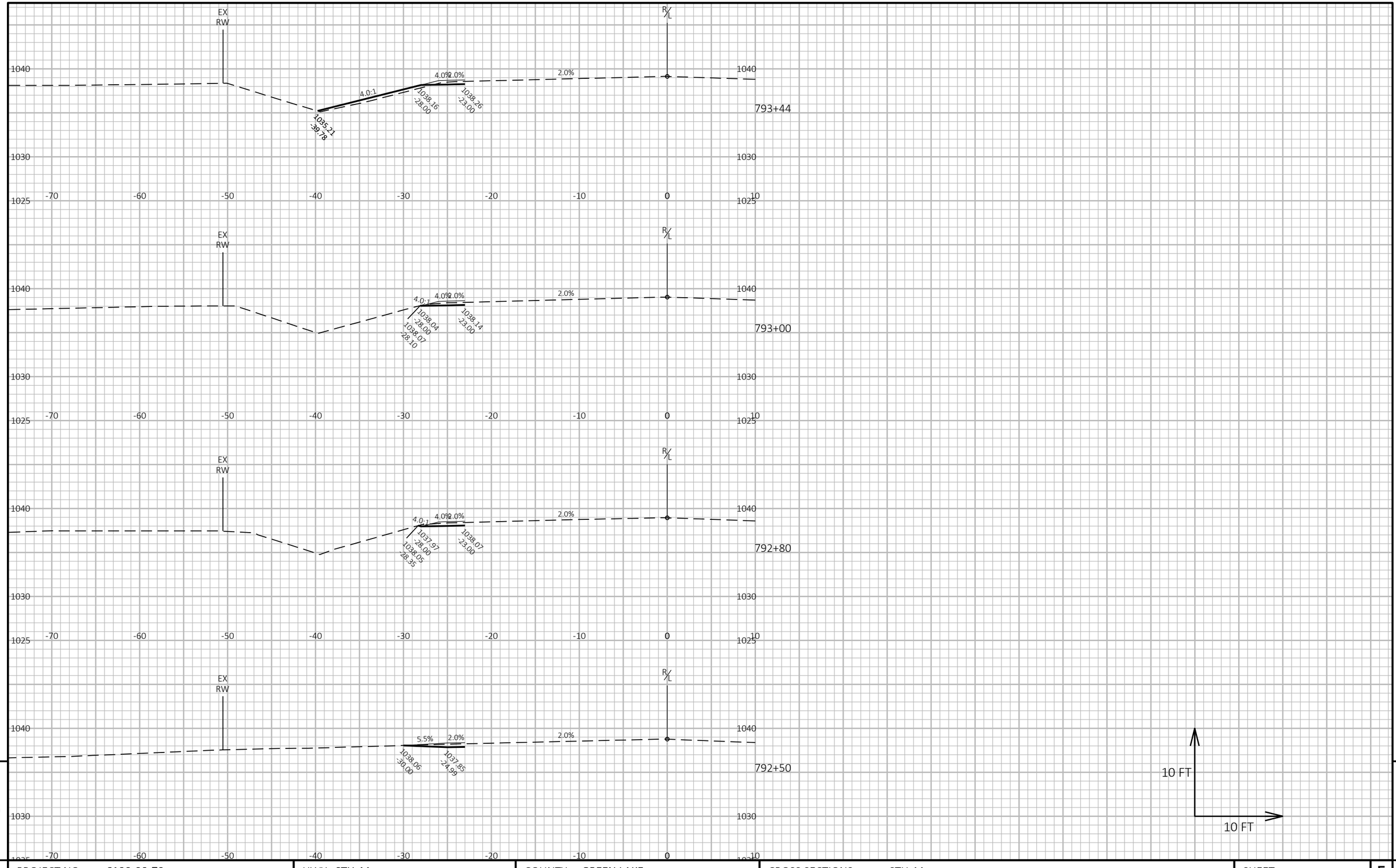
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9

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 214	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 12/3/2024 4:03 PM PLOT BY : KEVIN JORDAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

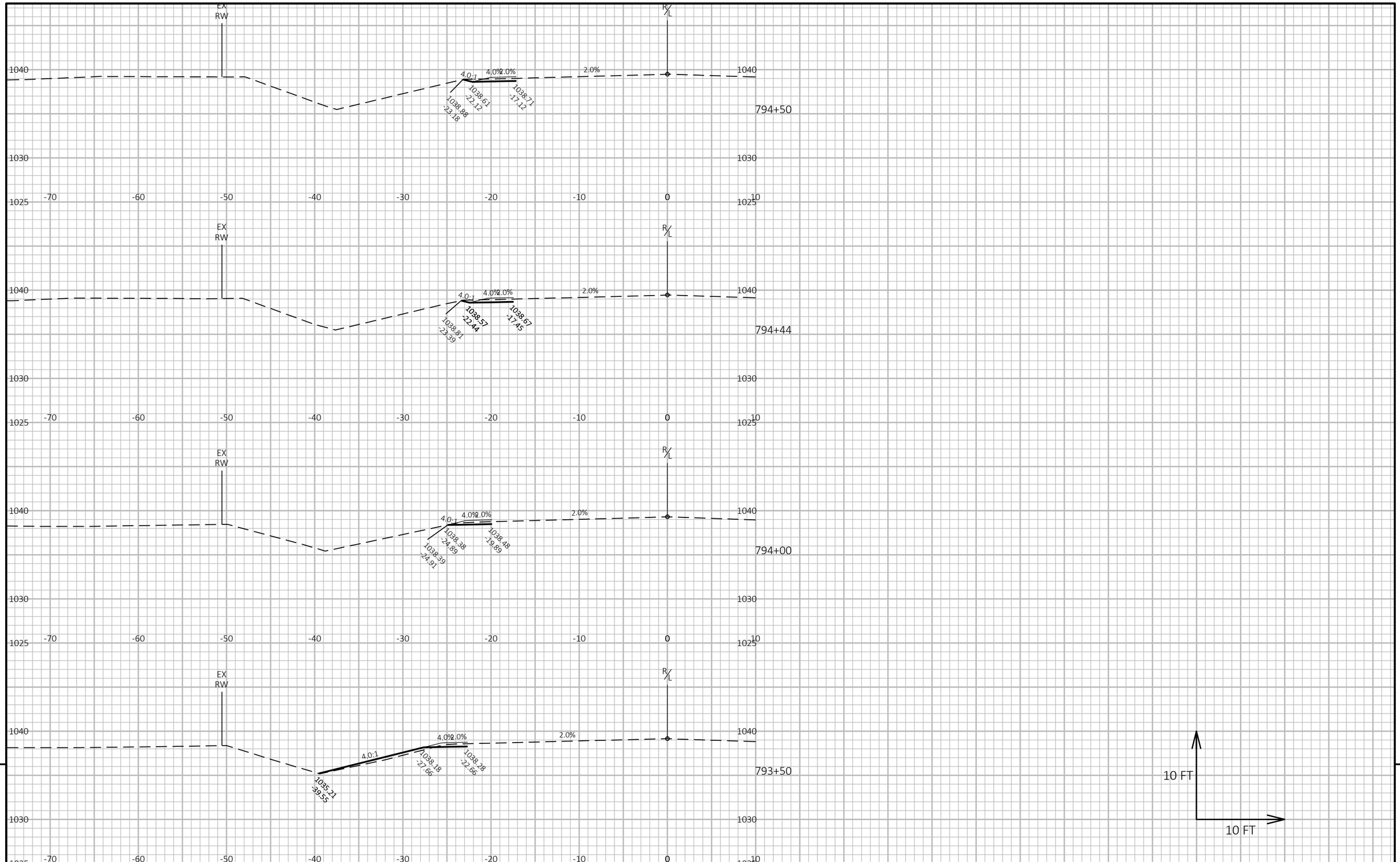
9

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 215	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 12/3/2024 4:03 PM PLOT BY : KEVIN JORDAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 216	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

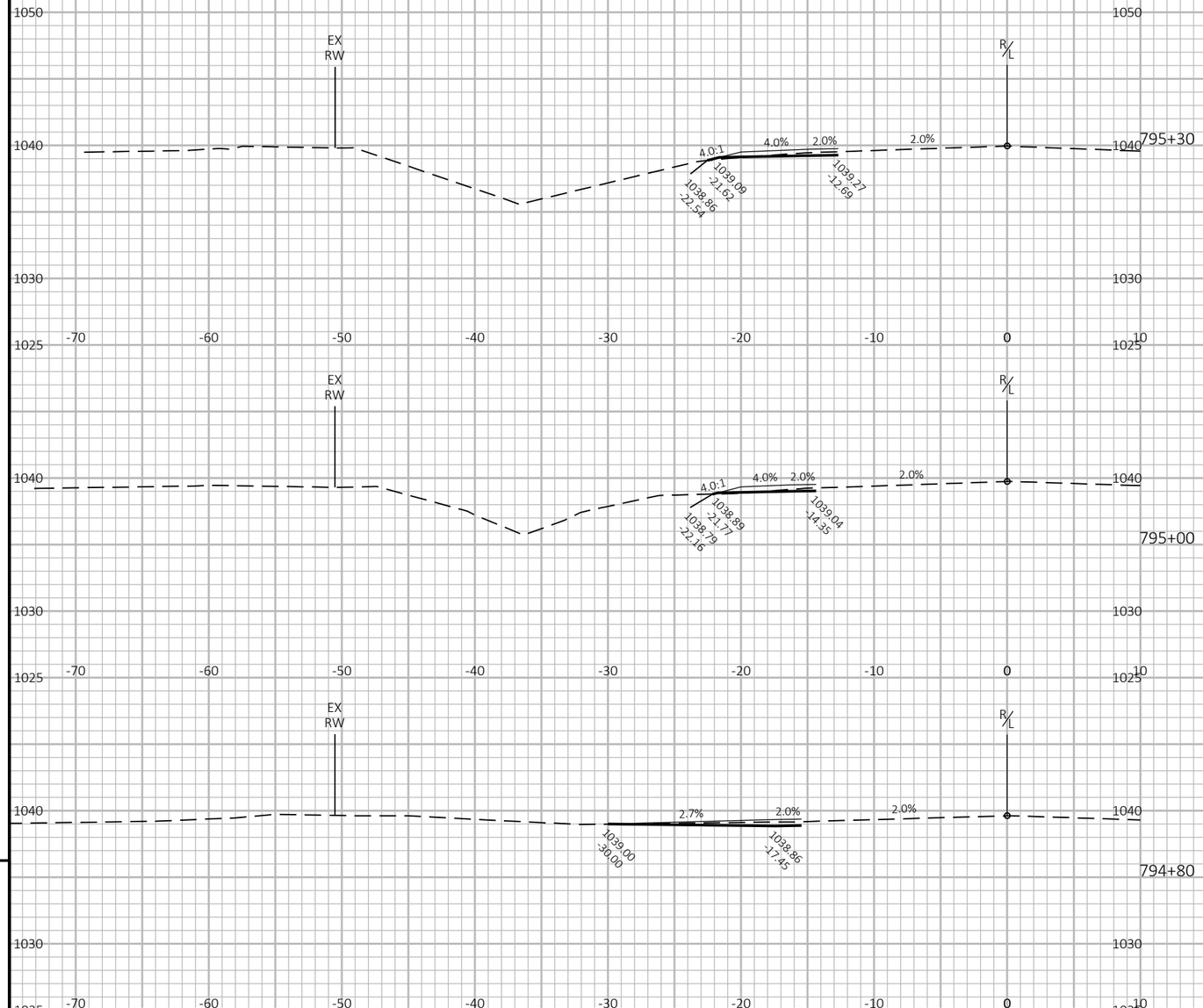
PLOT DATE : 12/3/2024 4:03 PM

PLOT BY : KEVIN JORDAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

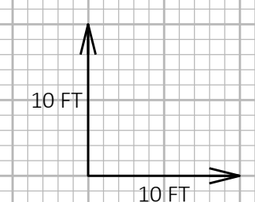
PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 217	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 12/3/2024 4:03 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

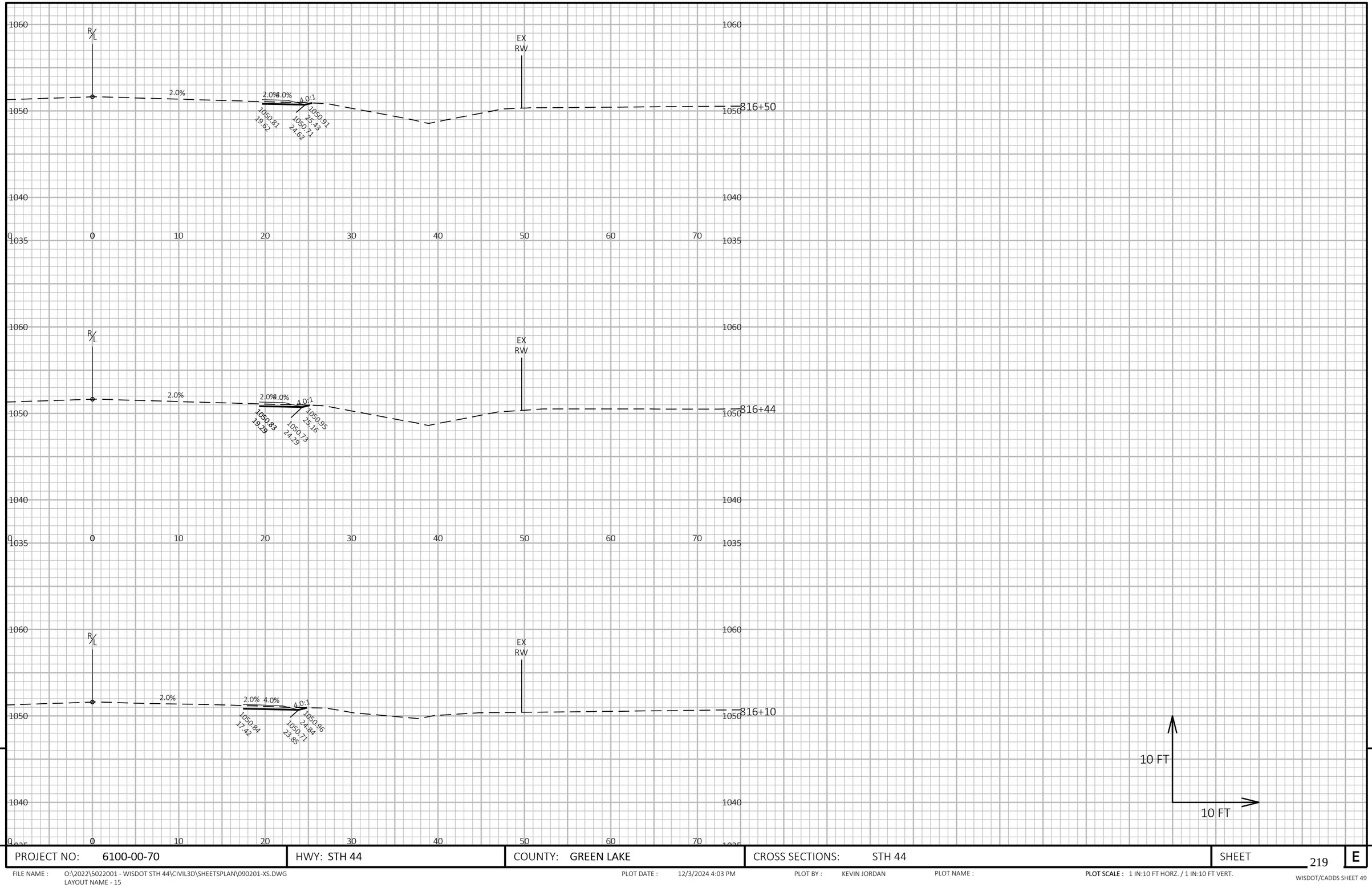
9

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 218	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 12/3/2024 4:03 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

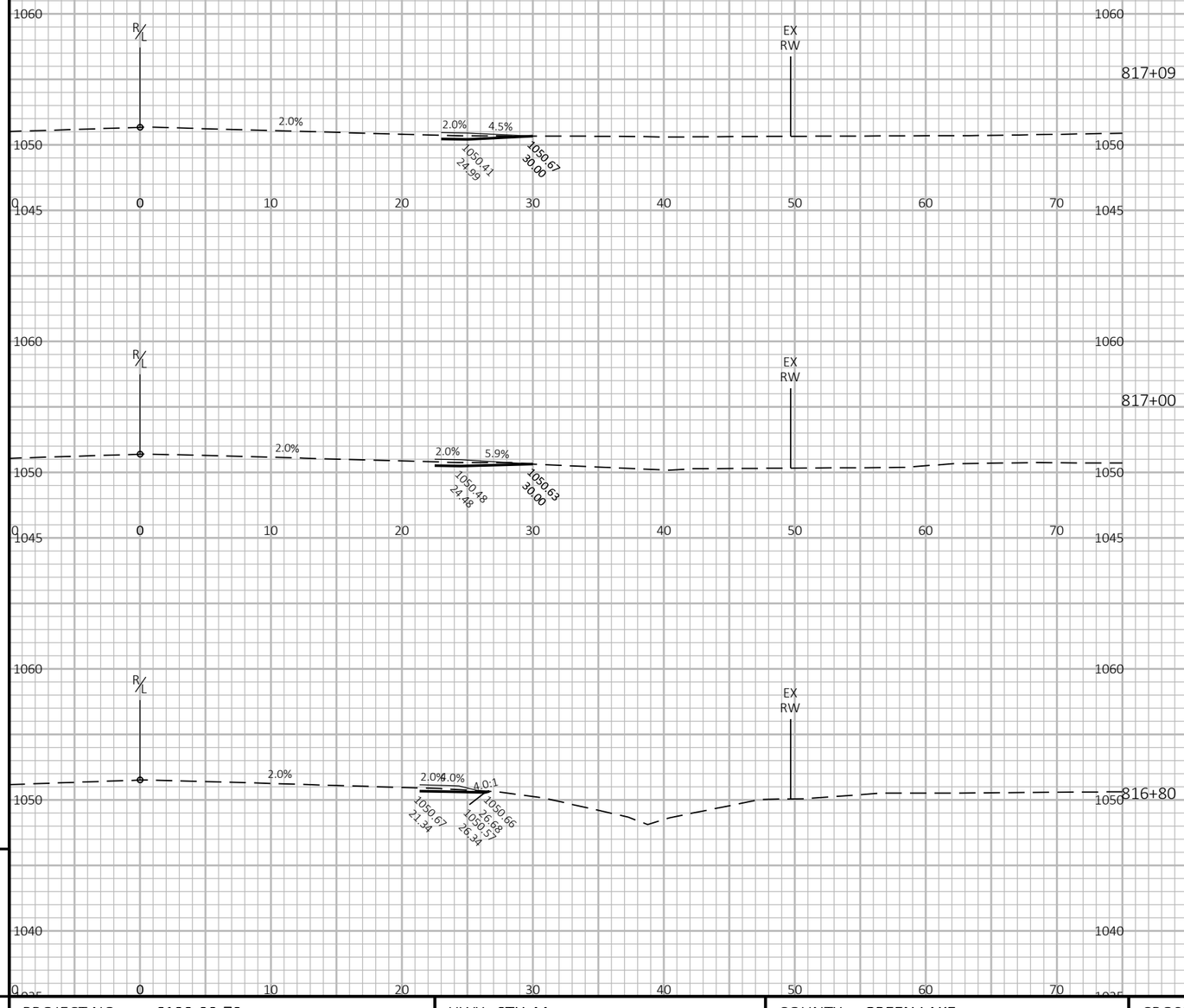
9

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 219	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 12/3/2024 4:03 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

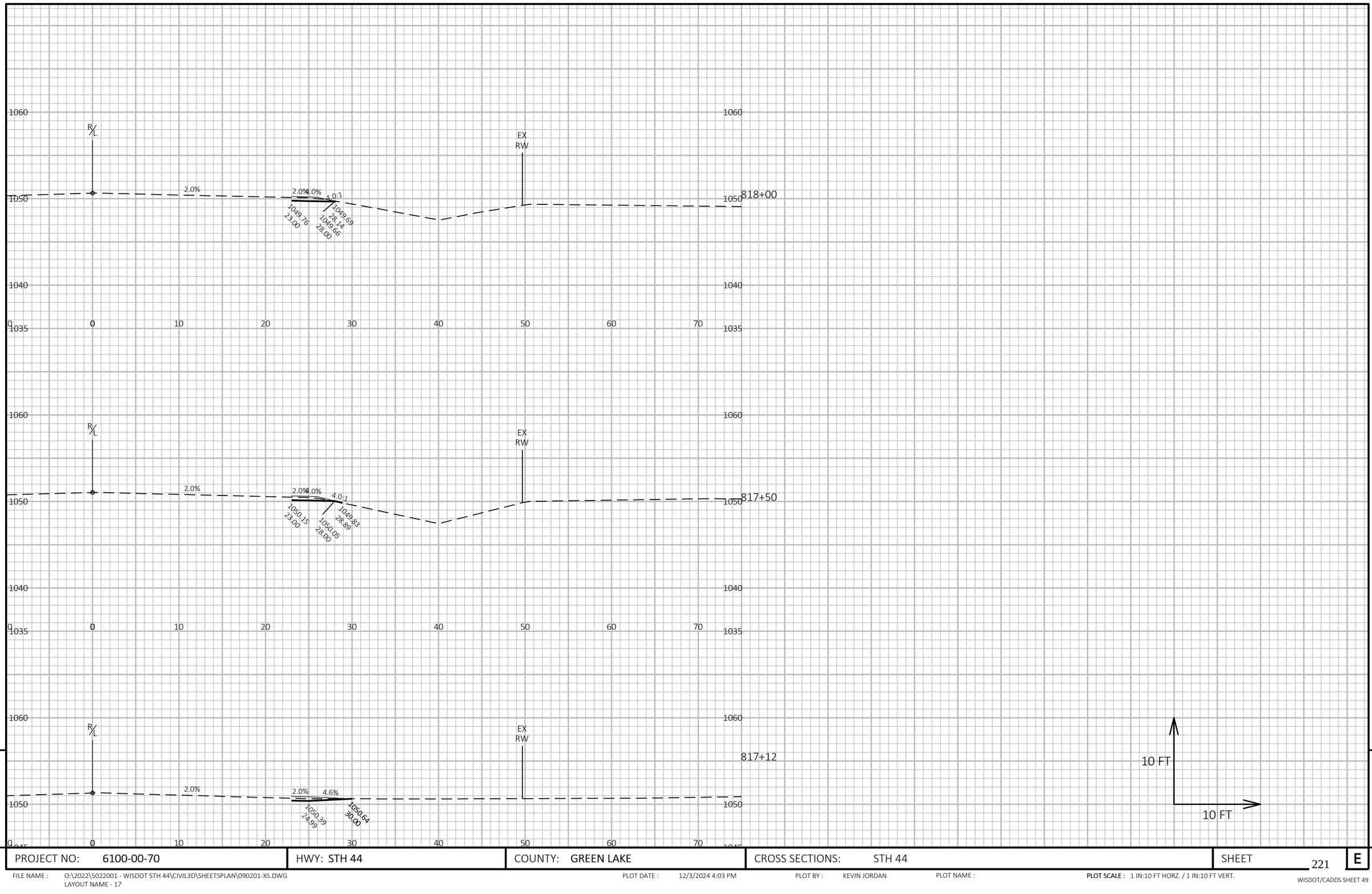
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 220	E



9

9

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 221	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 17

PLOT DATE : 12/3/2024 4:03 PM PLOT BY : KEVIN JORDAN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



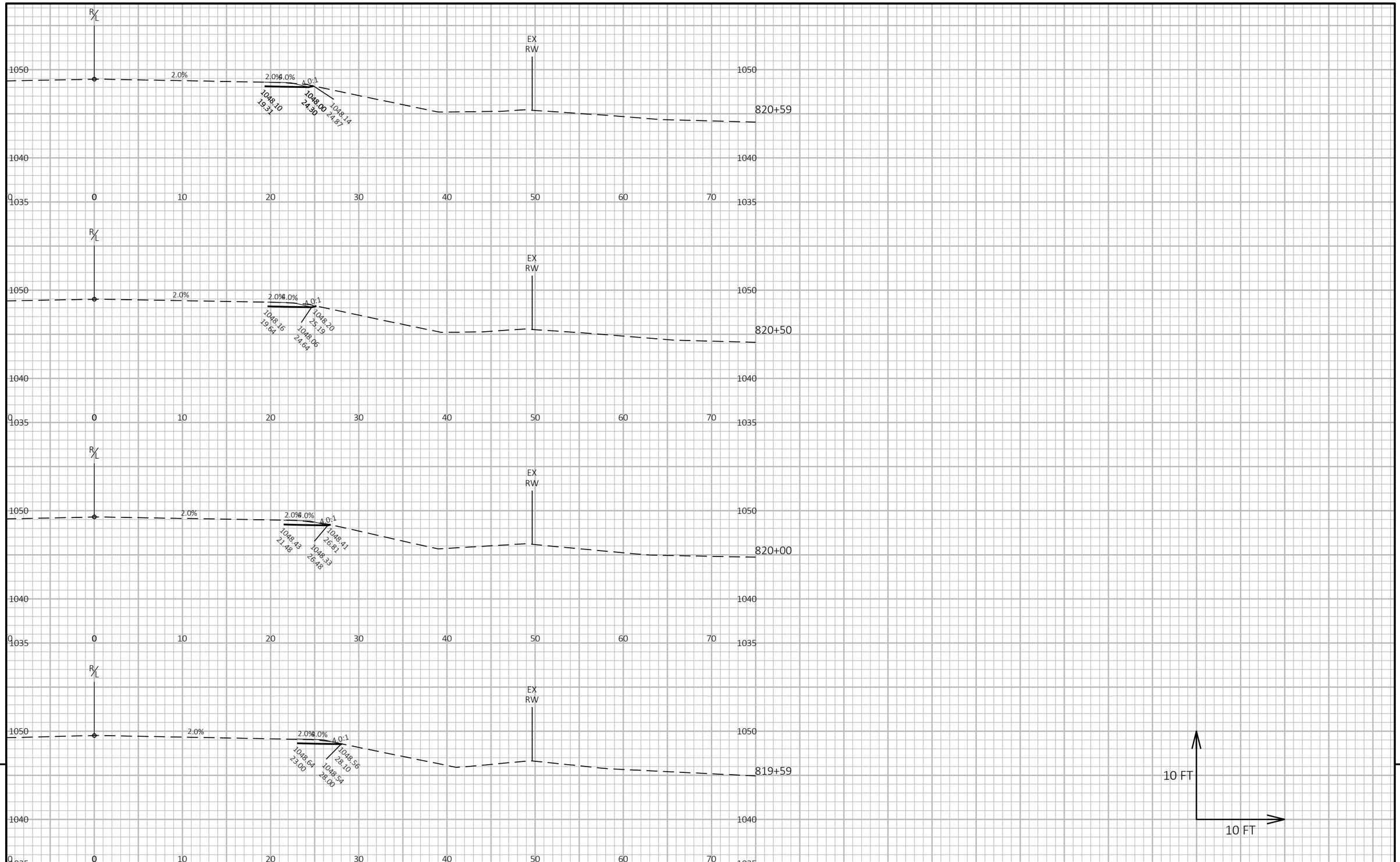
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PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 222	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 12/3/2024 4:03 PM PLOT BY : KEVIN JORDAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 223	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 19

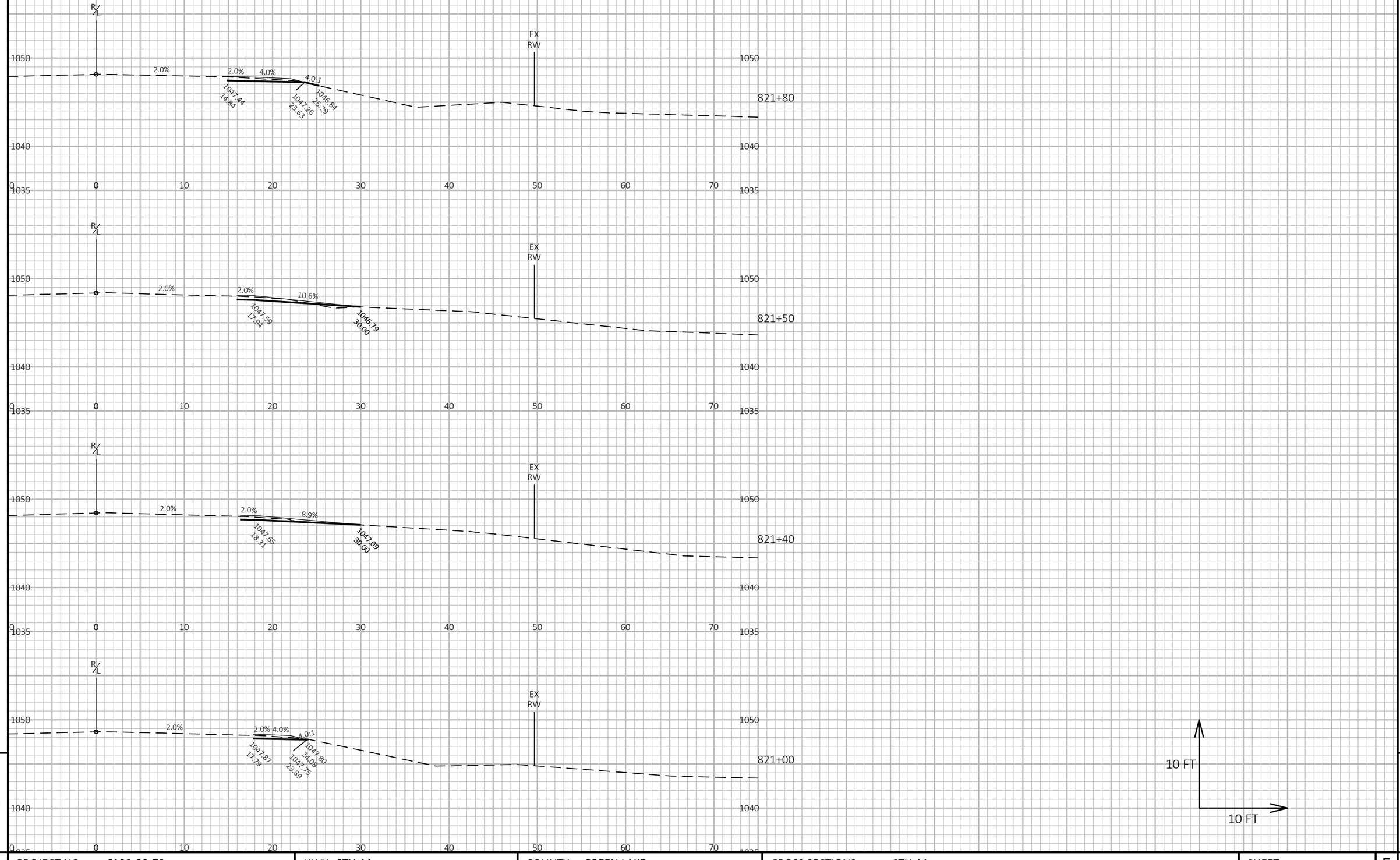
PLOT DATE : 12/3/2024 4:03 PM

PLOT BY : KEVIN JORDAN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



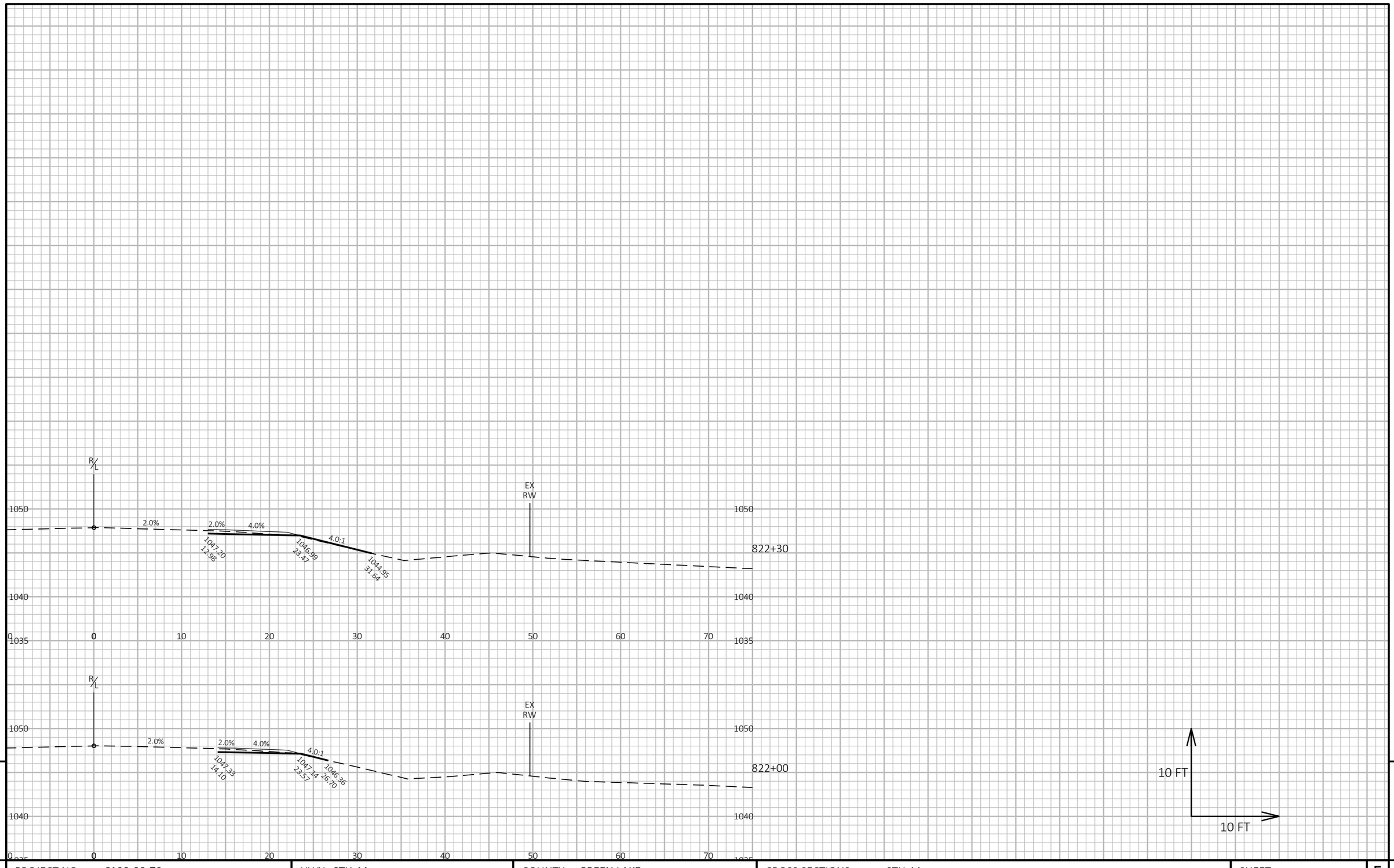
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9

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 224	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 20

PLOT DATE : 12/3/2024 4:03 PM PLOT BY : KEVIN JORDAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



9

9

PROJECT NO: 6100-00-70	HWY: STH 44	COUNTY: GREEN LAKE	CROSS SECTIONS: STH 44	SHEET 225	E

FILE NAME : O:\2022\5022001 - WISDOT STH 44\CIVIL3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 12/3/2024 4:04 PM PLOT BY : KEVIN JORDAN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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