MAD

PROJECT ID: 5571-00-72/73

COUNTY: ROCK

MARCH 2026

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 = 316

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 5571-00-72 | WISC 2026220 | 1 |
| 5571-00-73 | WISC 2026221 | 1 |
| | | |
| | | |

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

## PLAN OF PROPOSED IMPROVEMENT

## BELOIT - EVANSVILLE
BURTON STREET TO STH 11

STH 213

ROCK COUNTY

STATE PROJECT NUMBER

5571-00-72

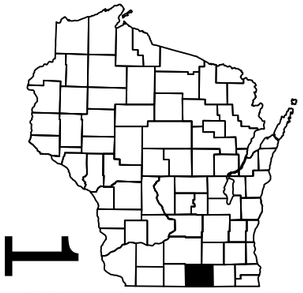
## BELOIT - EVANSVILLE
CTH Q INTERSECTION

STH 213

ROCK COUNTY

STATE PROJECT NUMBER

5571-00-73



10

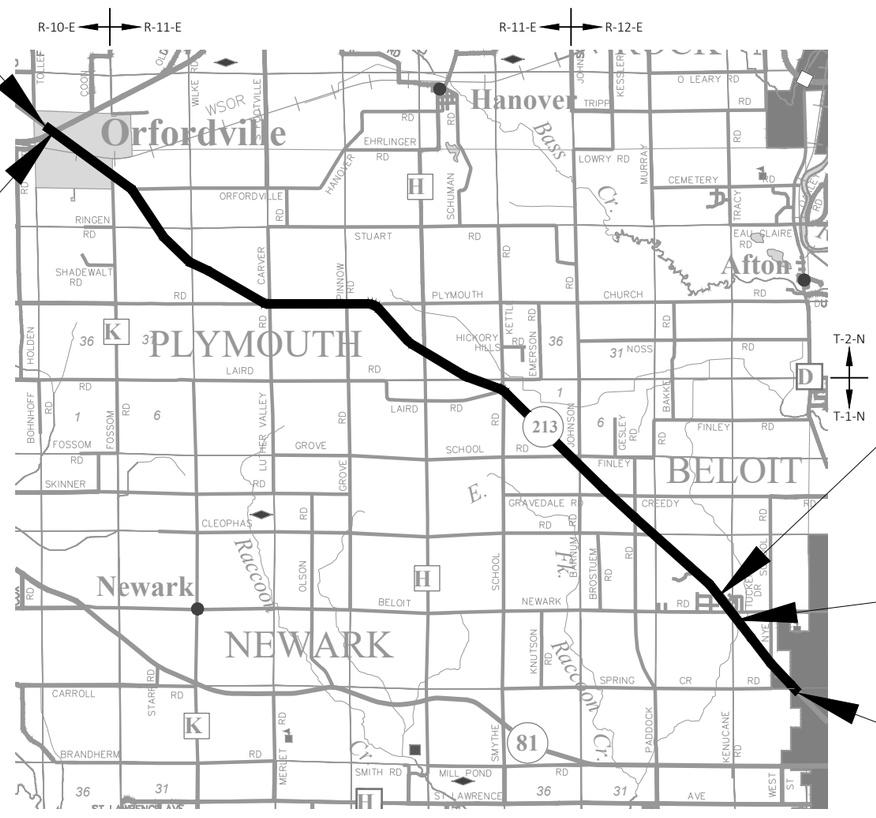
DESIGN DESIGNATION 5571-00-02

| | | | |
|---|---|---|---|
| A.A.D.T. | 2026 | = | 2400 |
| A.A.D.T. | 2046 | = | 2400 |
| D.H.V. | | = | 275 |
| D.D. | | = | 50/50 |
| T. | | = | 12.1% |
| DESIGN SPEED | | = | 30 - 60 MPH |
| ESALS | | = | 450,000 |

N

END PROJECT
STA 720+08
X = 428275.25
Y = 250984.32

END PAVEMENT REPLACEMENT
STA 716+46




5571-00-72 START CONSTRUCTION
STA 128+52
5571-00-73 END PROJECT
STA. 213"NB"+29
X = 475358.485
Y = 216604.380

5571-00-72 END CONSTRUCTION
STA 115+28
5571-00-73 BEGIN PROJECT
STA. 200"NB"+00
X = 474560.921
Y = 217660.591

5571-00-72 BEGIN PROJECT
STA. 50+04
X = 479498.81
Y = 211572.94

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 12.439 MI (5571-00-72)
0.252 MI (5571-00-73)

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ROCK COUNTY (9553) NAD83 ( 2011 ), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 ( 2012 ). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

## 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

PREPARED BY

| | |
|---|---|
| Surveyor | CORRE, INC. |
| Designer | SHAUN ANDERSON, P.E. |
| Project Manager | CHRISTOPHER HAZARD, P.E. |
| Regional Examiner | SW REGION |
| Regional Supervisor | JIM SIMPSON, P.L.S, P.E. |

APPROVED FOR THE DEPARTMENT

DATE: _____ Chris Hazard (Signature)

Digitally signed by Chris Hazard
DN: C=US, E=christopher.hazard@dot.wi.gov, O=WI DOT, OU=Project Manager - PDS, CN=Chris Hazard
Date: 2026.01.23 09:13:03-06'00'

E

2

## GENERAL NOTES

- THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
- DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED AS APPROXIMATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.
- DETAILS OF CONSTRUCTION NOT SHOWN ON THE PLAN SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER
- DO NOT DRIVE EQUIPMENT OR STORE EQUIPMENT OR MATERIALS IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS, OR WATERWAYS.
- DO NOT PLACE FERTILIZER WITHIN WETLAND BOUNDARIES.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.
- APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED PAVEMENT SURFACES AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
- SAWCUTS AS SHOWN ON THE PLANS ARE AT SUGGESTED LOCATIONS AND MAY BE ADJUSTED AT THE DISCRETION OF THE ENGINEER TO BETTER SUIT FIELD CONDITIONS.
- CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THEIR OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
- NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

## UTILITY CONTACTS

RICK PODOLAK
AT&T WISCONSIN
COMMUNICATION LINE
304 DEWEY STREET
EAU CLAIRE, WI 54701
(715) 410-0656
RP4514@ATT.COM

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

SCOTT HERMANSON
ALLIANT ENERGY
COMMUNICATION LINE
200 1ST STREET SE
CEDAR RAPIDS, IA 52401
(319) 929-0003
SCOTTHERMANSON@ALLIANTENERGY.COM
WPLROADPLANS@ALLIANTENERGY.COM

NICHOLAS DACHNIWSKYJ
ALLIANT ENERGY
ELECTRICITY
935 WBR TOWNLINE RD
BELOIT, WI 53511
(608) 364-6566
NICHOLASDACHNIWSKYJ @ALLIANTENERGY.COM

NICHOLAS DACHNIWSKYJ
ALLIANT ENERGY
GAS
935 WBR TOWNLINE RD
BELOIT, WI 53511
(608) 364-6566
NICHOLASDACHNIWSKYJ @ALLIANTENERGY.COM

DUSTIN TEAFF
BUG TUSSEL WIRELESS, LLC
COMMUNICATION LINE
1262 CAMBER CT
DE PERE, WI 54115
(920) 254-3539
DUSTIN.TEAFF@BTUSSEL.COM

SCOT PRINDIVILLE (PRIMARY CONTACT)
CITY OF BELOIT
SANITARY SEWER
2400 SPRINGVILLE CT
BELOIT, WI 53511
(608) 364-6696
PRINDIVILLES@BELOITWI.GOV

SCOT PRINDIVILLE (PRIMARY CONTACT)
CITY OF BELOIT
WATER
2400 SPRINGVILLE CT
BELOIT, WI 53511
(608) 364-6696
PRINDIVILLES@BELOITWI.GOV

CHRIS POLLACK (PRIMARY CONTACT)
FRONTIER COMMUNICATIONS OF WI LLC
COMMUNICATION LINE
421 4TH ST
WAUSAU, WI 54403
(715) 847-1240
CHRISTOPHER.POLLACK@FTR.COM

DIRECTOR OF PUBLIC WORKS (PRIMARY CONTACT)
ORFORDVILLE MUNICIPAL WATER UTILITY
SANITARY SEWER
702 BRODHEAD STREET OR P.O. BOX 409
ORFORDVILLE, WI 53576-0409
(608) 751-4785
PUBLICWORKS@ORFORDVILLE.ORG

DIRECTOR OF PUBLIC WORKS (PRIMARY CONTACT)
ORFORDVILLE MUNICIPAL WATER UTILITY
WATER
702 BRODHEAD STREET OR P.O. BOX 409
ORFORDVILLE, WI 53576-0409
(608) 751-4785
PUBLICWORKS@ORFORDVILLE.ORG

AARON RECHLIN
ROCK ENERGY COOPERATIVE
ELECTRICITY
2815 KENNEDY RD
P.O. BOX 1758
JANESVILLE, WI 53547
(608) 531-6562
AARONR@ROCK.COOP

RICK MCKINNEY
SONIC PCS
COMMUNICATION LINE
416 CENTER STREET
P.O. BOX 401
DURAND, IL 61024
(608) 558-5046
RMCKINNEY@SONICPCS.COM

TOMMY ROWE
SPECTRUM
COMMUNICATION LINE
1348 PLAINFIELD AVE
JANESVILLE, WI 53545
(608) 206 5741
TOMMY.ROWE@CHARTER.COM

KEVIN CARR
WEST SHORE PIPE LINE CO.
GAS/PETROLEUM
5521 W. LINCOLN HWY, STE 305
CROWN POINT, IN 46307
(815) 222 5565
KCARR@BUCKEYE.COM

## WISDOT DESIGN CONTACTS

PROJECT MANAGER
CHRIS HAZARD, P.E.
2101 WRIGHT STREET
MADISON, WI 53704
PHONE: (608) 245-2652
EMAIL: Christopher.Hazard@dot.wi.gov

DESIGNER
SHAUN ANDERSON
2101 WRIGHT STREET
MADISON, WI 53704
PHONE:(608) 246-7914
EMAIL: Shaun.Anderson@dot.wi.gov

## DNR CONTACT

DNR SOUTH CENTRAL REGION
ANDY BARTA
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711-5367
PHONE: (608) 275-3308
EMAIL: Andrew.Barta@wisconsin.gov

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

## STANDARD ABBREVIATIONS

| | |
|---|---|
| ABUT | Abutment |
| AC | Acre |
| AGG | Aggregate |
| ∠ | Angle |
| AADT | Annual Average Daily Traffic |
| ASPH | Asphaltic |
| AVG | Average |
| BL or B/L | Base Line |
| BM | Bench Mark |
| BR | Bridge |
| CB | Catch Basin |
| CC | Center to Center |
| Δ | Central Angle or Delta |
| CH | Chord |
| CH BRG | Chord Bearing |
| CE | Commercial Entrance |
| CONC | Concrete |
| CO | County |
| CTH | County Trunk Highway |
| CR | Creek |
| CR | Crushed |
| CABC | Crushed Aggregate Base Course |
| CY or CUYD | Cubic Yard |
| CULV | Culvert |
| CP | Culvert Pipe |
| CPCA | Culvert Pipe Corrugated Aluminum |
| CPCS | Culvert Pipe Corrugated Steel |
| CPRC | Culvert Pipe Reinforced Concrete |
| C & G | Curb and Gutter |
| D | Degree of Curve |
| DHV | Design Hour Volume |
| DIA | Diameter |
| DD | Directional Distribution |
| DISCH | Discharge |
| DWY | Driveway |
| E | East |
| X | East Grid Coordinate |
| EB | Eastbound |
| ELEC | Electric (al) |
| EL or ELEV | Elevation |
| EMB | Embankment |
| EW | Endwall |
| ESALS | Equivalent Single Axle Loads |
| EXC | Excavation |
| EBS | Excavation Below Subgrade |
| EXIST | Existing |
| EXP | Expansion |
| FERT | Fertilize |
| FE | Field Entrance |
| F | Fill |
| FG | Finished Grade |
| FAB | Flashing Arrow Board |
| FL or F/L | Flow Line |
| FT | Foot |
| HT | Height |
| HES | High Early Strength |
| H | House |
| CWT | Hundredweight |
| HYD | Hydrant |
| IN DIA | Inch Diameter |
| INL | Inlet |
| ID | Inside Diameter |
| INTERS | Intersection |
| I | Intersection Angle |
| INV | Invert |
| IP | Iron Pipe or Pin |
| JT | Joint |
| LT | Left |
| L | Length of Curve |
| LIN FT or LF | Linear Foot |
| LS | Lump Sum |
| MAINT | Maintenance |
| MH | Manhole |
| M | Marsh |
| ML or M/L | Match Line |
| MATL | Material |
| MB | Message Board |
| NOM | Nominal |
| NC | Normal Crown |
| N | North |
| Y | North Grid Coordinate |
| NB | Northbound |
| OD | Outside Diameter |
| PAVT | Pavement |
| PERM | Permanent |
| PU | Pipe Underdrain |
| PT | Point |
| PC | Point of Curvature |
| PI | Point of Intersection |
| PT | Point of Tangency |
| PCC | Portland Cement Concrete |
| LB | Pound |
| PE | Private Entrance |
| PL | Property Line |
| R | Radius |
| RL or R/L | Reference Line |
| RP | Reference Point |
| REBAR | Reinforcement Bar |
| REINF | Reinforcing or Reinforcement |
| REL | Relocate (d) |
| REQD | Required |
| RES | Residence or Residential |
| RT | Right |
| R/W | Right-of-Way |
| R | River |
| RD | Road |
| RDWY | Roadway |
| SALV | Salvaged |
| SEC | Section |
| SHLDR | Shoulder |
| SHR | Shrinkage |
| S | South |
| SB | Southbound |
| SPECS | Specifications |
| SQ | Square |
| SF or SQ FT | Square Feet |
| SY or SQ YD | Square Yard |
| STD | Standard |
| SDD | Standard Detail Drawings |
| STH | State Trunk Highways |
| STA | Station |
| SS | Storm Sewer |
| STR | Structure or Structural |
| SE | Superelevation |
| SURF | Surface |
| SL or S/L | Survey Line |
| T | Tangent |
| TEL | Telephone |
| TEMP | Temporary |
| TPM | Temporary Pavement Marking |
| T | Ton |
| TC | Top of Curb |
| T or TN | Town |
| TRANS | Transition |
| T | Trucks (percent of) |
| TYP | Typical |
| UG | Underground |
| USH | United States Highway |
| VAR | Variable |
| V | Velocity or Design Speed |
| VERT | Vertical |
| VC | Vertical Curve |
| VOL | Volume |
| W | Water |
| WM | Water Main |
| WV | Water Valve |
| W | Well |
| W | West |
| WB | Westbound |
| YD | Yard |

# ROADWAY BORING SUMMARY TABLE

EXISTING STH 213

BORINGS TAKEN 04/07/2020 THRU 04/10/2020, AND 04/13/2020

| BORING # | STA. | OFFSET | HMA | RECLAIMED HMA | SAND/BASE | CONCRETE |
|---|---|---|---|---|---|---|
| 1 | 57+55 | 6' RT | 4 | 7 | 8 | 7 |
| 2 | 74+92 | 9' LT | 4 | 6 | 12 | 8 |
| 3 | 89+97 | 12' RT | 4 | 6 | - | - |
| 4 | 114+73 | 6' LT | 4 | 6.5 | 12 | 7 |
| 5 | 124+18 | 9' RT | 4 | 6 | 6 | 7 |
| 6 | 146+47 | 12' LT | 5 | 7 | - | - |
| 7 | 166+58 | 6' RT | 4 | 6 | 8 | 7 |
| 8 | 179+78 | 9' LT | 4 | 6 | - | - |
| 9 | 198+10 | 12' RT | 4 | 6 | - | - |
| 10 | 216+53 | 6' LT | 5 | 4 | 9 | 7 |
| 11 | 228+99 | 9' RT | 4 | 6 | - | - |
| 12 | 251+43 | 12' LT | 4 | 6 | - | - |
| 13 | 271+92 | 6' RT | 4.5 | 6 | - | - |
| 14 | 289+34 | 9' LT | 4 | 5 | - | - |
| 15 | 301+64 | 12' RT | 4 | 8 | - | - |
| 16 | 326+09 | 6' LT | 4 | 6 | 5 | 6.5 |
| 17 | 342+78 | 9' RT | 4 | 7 | - | - |
| 18 | 356+66 | 12' LT | 4 | 7 | - | - |
| 19 | 376+41 | 6' RT | 5 | 7 | 7.5 | 8 |
| 20 | 394+89 | 9' LT | 4 | 6 | - | - |
| 21 | 417+17 | 12' RT | 4 | 6 | - | - |
| 22 | 432+22 | 6' LT | 4 | 6 | 8 | 7 |
| 23 | 446+16 | 9' RT | 4 | 6 | 8.5 | 6.5 |
| 24 | 467+12 | 12' LT | 4 | 4 | 14 | 6.5 |
| 25 | 483+07 | 6' RT | 4 | 5 | 20 | - |
| 26 | 502+76 | 9' LT | 4 | 5 | 10 | - |
| 27 | 514+69 | 12' RT | 4 | 5 | 15 | 6.5 |
| 28 | 534+97 | 6' LT | 4 | 5 | 6 | 6.5 |
| 29 | 546+90 | 9' RT | 4 | 6 | 8 | 6.5 |
| 30 | 566+28 | 12' LT | 4 | 9 | - | - |
| 31 | 590+09 | 6' RT | 4 | 4 | 10 | 6.5 |
| 32 | 602+97 | 9' LT | 4 | 5 | 13 | 7 |
| 33 | 620+24 | 12' RT | 4 | 6 ABOVE SAND/BASE<br>6 BELOW SAND/BASE | 3 | 4 |
| 34 | 635+55 | 6' LT | 4 | 9 | 3 | 6.5 |
| 35 | 662+32 | 9' RT | 2.5 | 2.5 | 6.5 | - |
| 36 | 675+89 | 12' LT | 3 | - | 9 | - |
| 37 | 694+16 | 6' RT | 2.5 | - | - | 8 |
| 38 | 701+76 | 9' LT | 2 | 2.5 | - | 7 |

NOTE: ALL DEPTHS ARE IN INCHES
ALL STATIONING IS APPROXIMATE

2

5571-00-72 END PROJECT
STA 720+08

END PAVEMENT REPLACEMENT
STA 716+46
MATCH EXISTING
BUTT JOINT REQ'D

ENVIRONMENTALLY SENSITIVE AREA
BRO-0063 (MAPLE GROVE CEMETERY)

ENVIRONMENTALLY SENSITIVE AREA
BRO-0143 (ORFORDVILLE LUTHERAN CEMETERY)

ENVIRONMENTALLY SENSITIVE AREA
47RO448 (LAIRD) SITE

ENVIRONMENTALLY SENSITIVE AREA
BRO-0067 (SABERSON FAMILY BURIALS) SITE

ENVIRONMENTALLY SENSITIVE AREA
WETLAND

5571-00-73 END PROJECT
STA 213"NB"+29 = STA 128+52

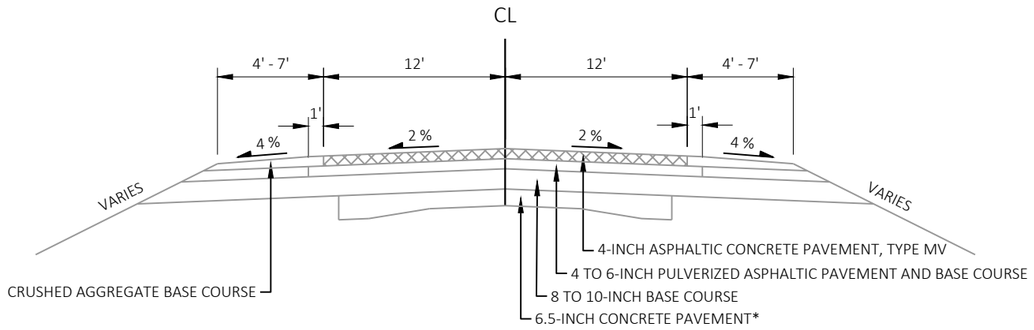
5571-00-73 BEGIN PROJECT
STA 115+28 = STA 200"NB"+00

B-53-0140

5571-00-72 BEGIN PROJECT
STA 50+00
MATCH EXISTING
BUTT JOINT REQ'D

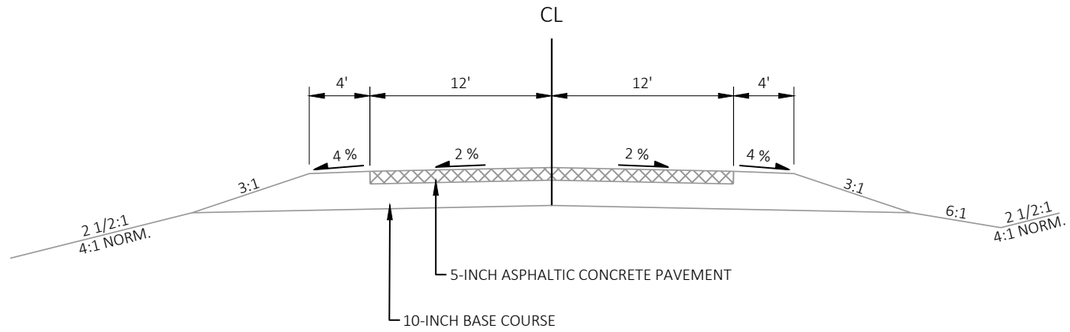
BURTON STREET

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PROJECT OVERVIEW | SHEET 4 | E |
|---|---|---|---|---|---|




## EXISTING TYPICAL SECTION

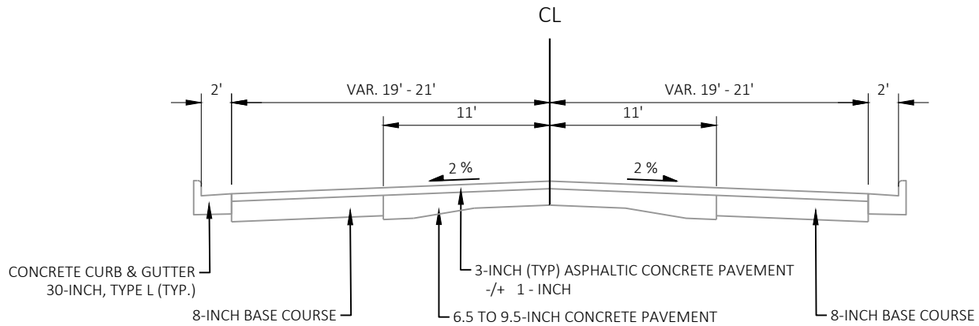
STA 50+00 - 82+80
STA 90+80 - 107+21
STA 118+28 - 222+50
STA 236+00 - 242+30
STA 256+30 - 270+40
STA 297+40 - 334+15
STA 346+80 - 478+60
STA 483+60 - 520+20
STA 539+20 - 666+70




## EXISTING TYPICAL SECTION*

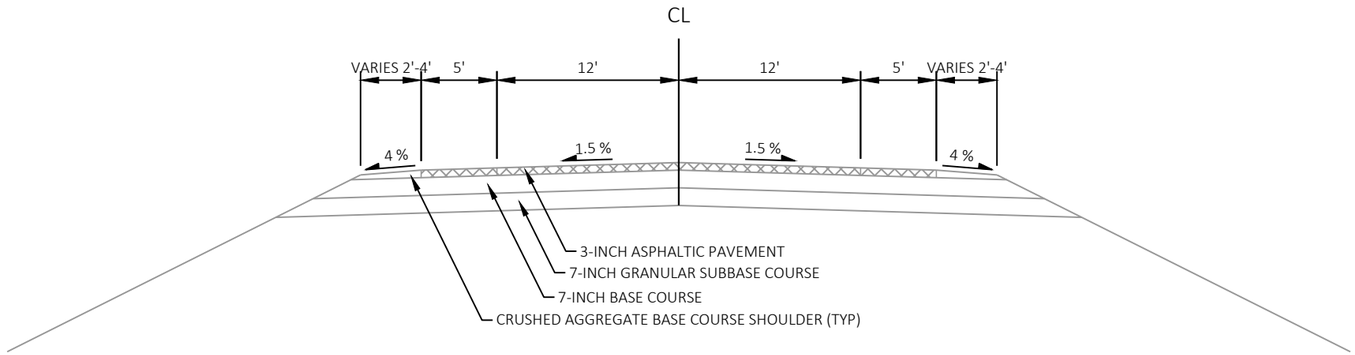
STA 82+80 - 90+80
STA 107+21 - 118+28
STA 222+50 - 236+00
STA 242+30 - 256+30
STA 270+40 - 297+40
STA 334+15 - 346+80
STA 478+60 - 483+60
STA 520+20 - 539+20

*LOCATIONS ARE APPROXIMATE



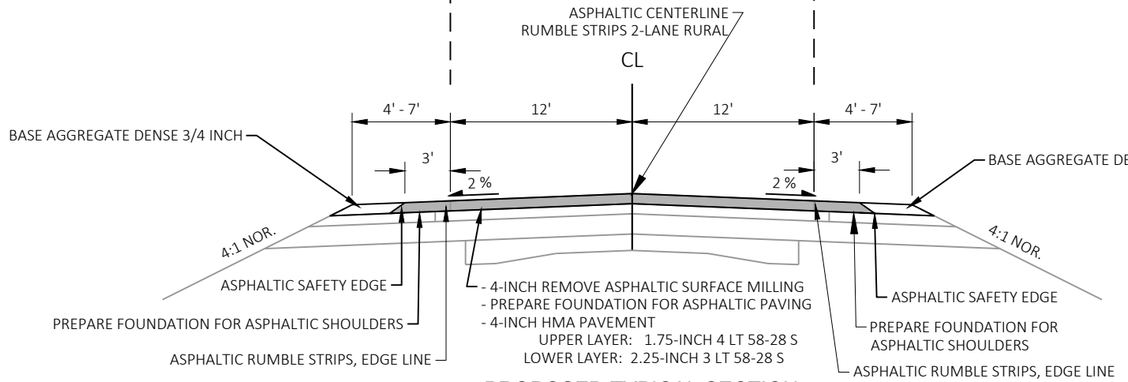

## EXISTING TYPICAL SECTION

STA 666+70 - 716+46



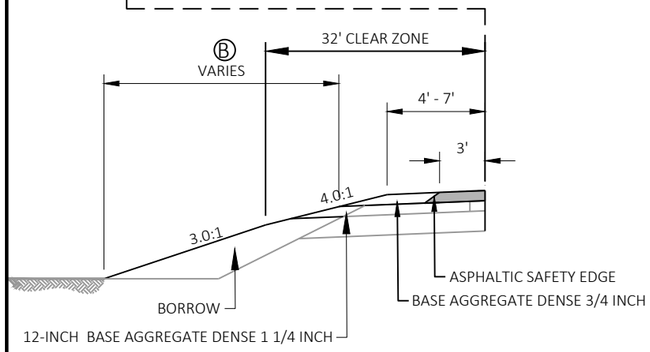

## EXISTING TYPICAL SECTION - CTH Q

STA 200+00.00 'EB' TO STA 211+85.41 'EB'
STA 200+82.97 'WB' TO STA 211+83.24 'WB'



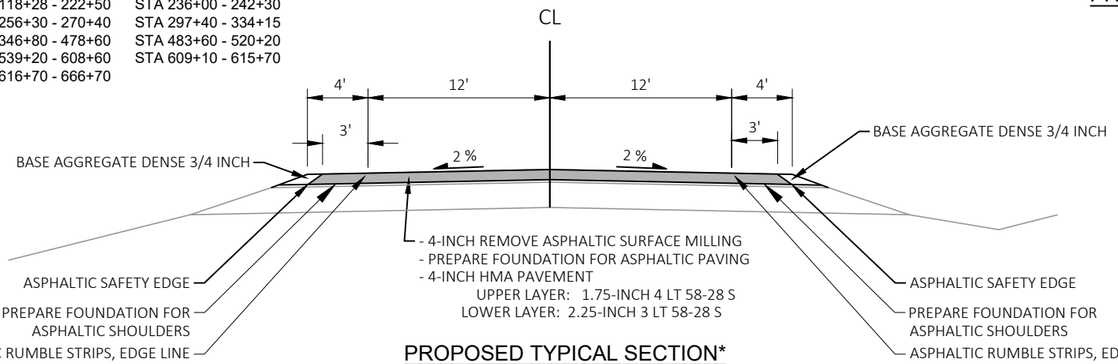

## PROPOSED TYPICAL SECTION

STA 50+00 - 82+80
STA 118+28 - 222+50
STA 256+30 - 270+40
STA 346+80 - 478+60
STA 539+20 - 608+60
STA 616+70 - 666+70
STA 90+80 - 107+21
STA 236+00 - 242+30
STA 297+40 - 334+15
STA 483+60 - 520+20
STA 609+10 - 615+70




## PROPOSED TYPICAL SECTION

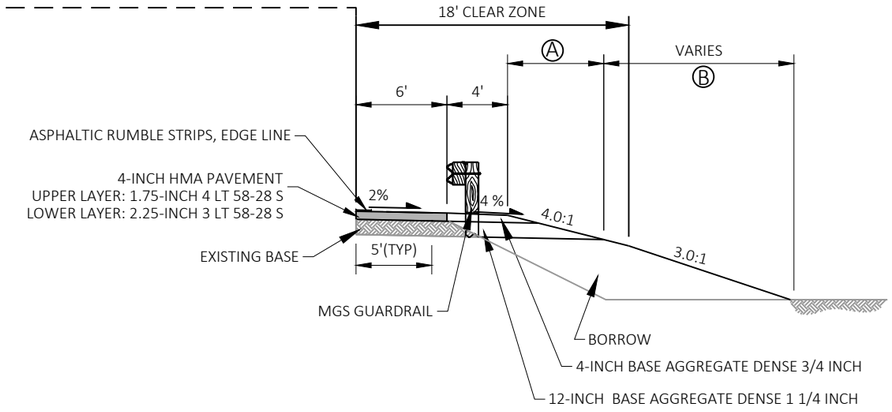
STA 564+60 - 567+30 LT/RT




## PROPOSED TYPICAL SECTION*

STA 82+80 - 90+80
STA 222+50 - 236+00
STA 270+40 - 297+40
STA 478+60 - 483+60
STA 107+21 - 118+28
STA 242+30 - 256+30
STA 334+15 - 346+80
STA 520+20 - 539+20

*LOCATIONS ARE APPROXIMATE



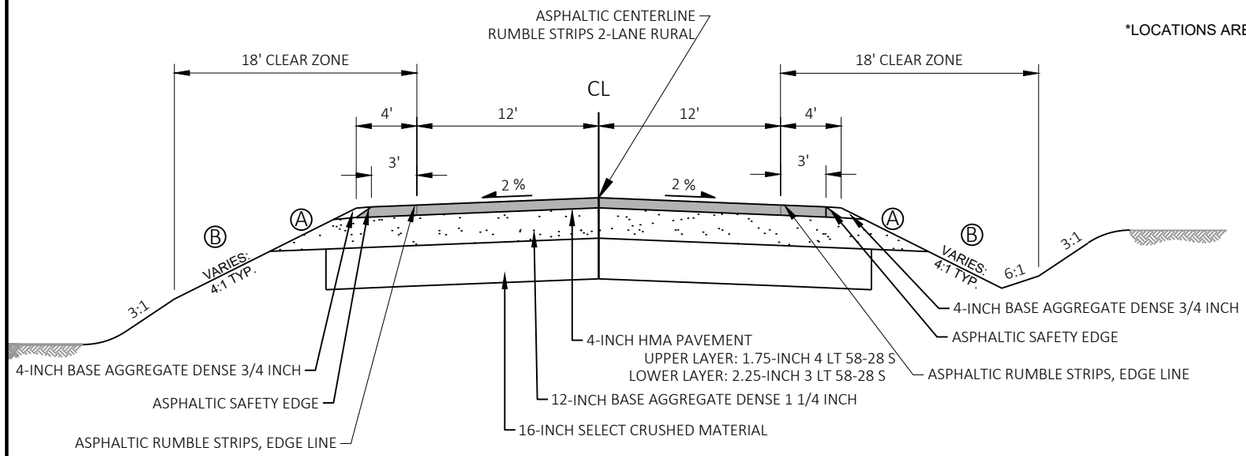

## PROPOSED TYPICAL SECTION

MSG GUARDRAIL SECTIONS
STA 111+00 - 113+68

LEGEND

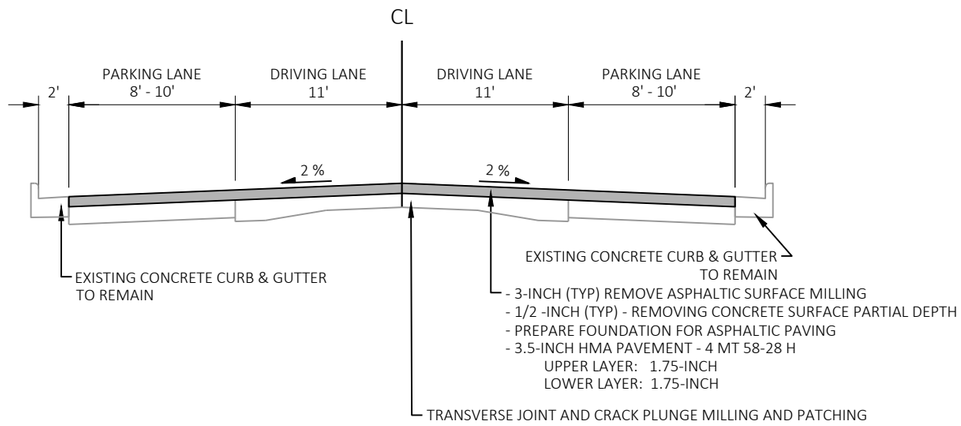
Ⓐ SEEDING MIXTURE NO. 30, FERTILIZER B

Ⓑ TOPSOIL, SEEDING MIXTURE NO 30, FERTILIZER B, AND MULCH




## PROPOSED TYPICAL SECTION

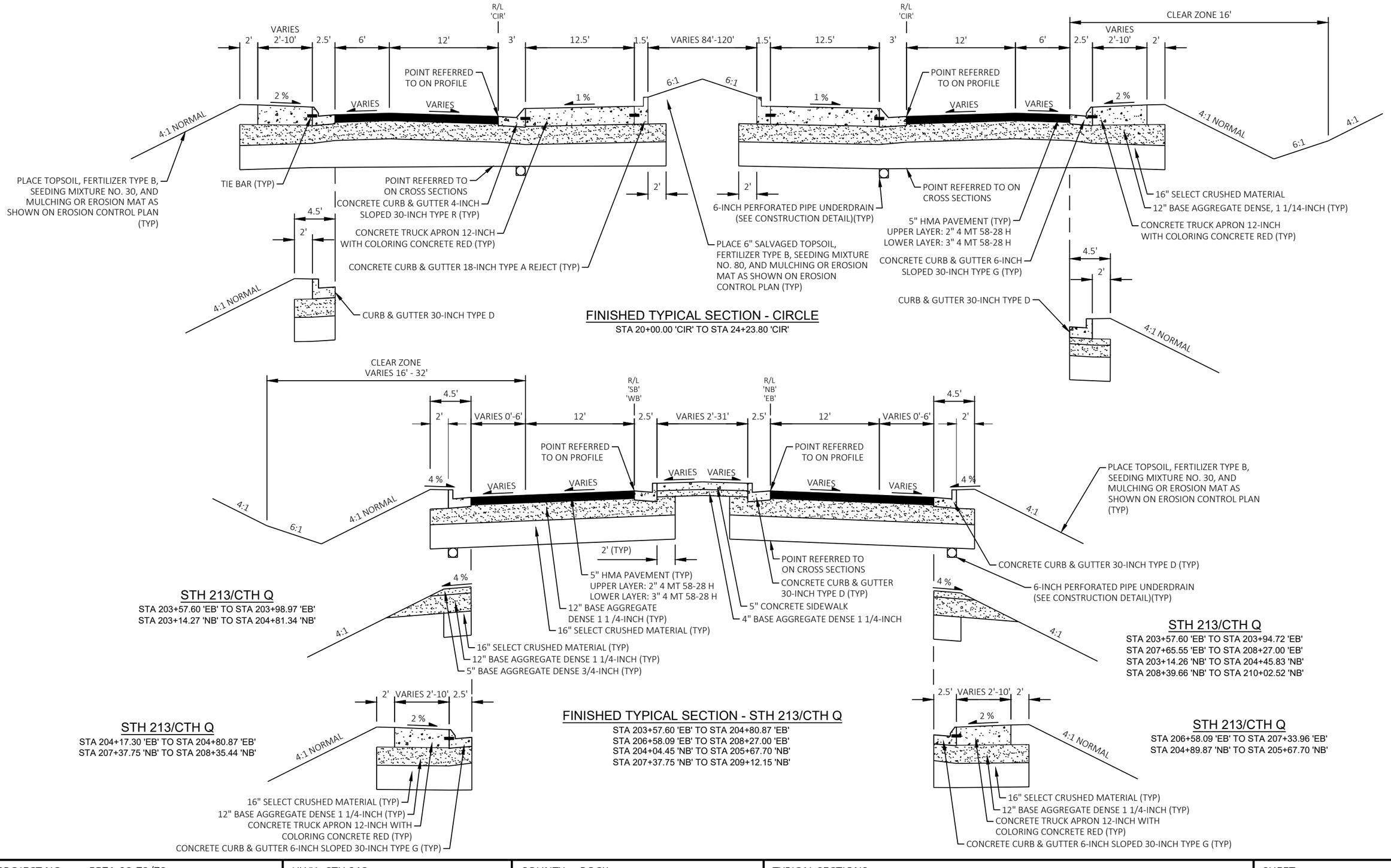
STA 608+60 - 609+10
STA 615+70 - 616+70




## PROPOSED TYPICAL SECTION

STA 666+70 - 716+46

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|




## FINISHED TYPICAL SECTION - CIRCLE

STA 20+00.00 'CIR' TO STA 24+23.80 'CIR'




### STH 213/CTH Q
STA 203+57.60 'EB' TO STA 203+98.97 'EB'
STA 203+14.27 'NB' TO STA 204+81.34 'NB'

### STH 213/CTH Q
STA 203+57.60 'EB' TO STA 203+94.72 'EB'
STA 207+65.55 'EB' TO STA 208+27.00 'EB'
STA 203+14.26 'NB' TO STA 204+45.83 'NB'
STA 208+39.66 'NB' TO STA 210+02.52 'NB'

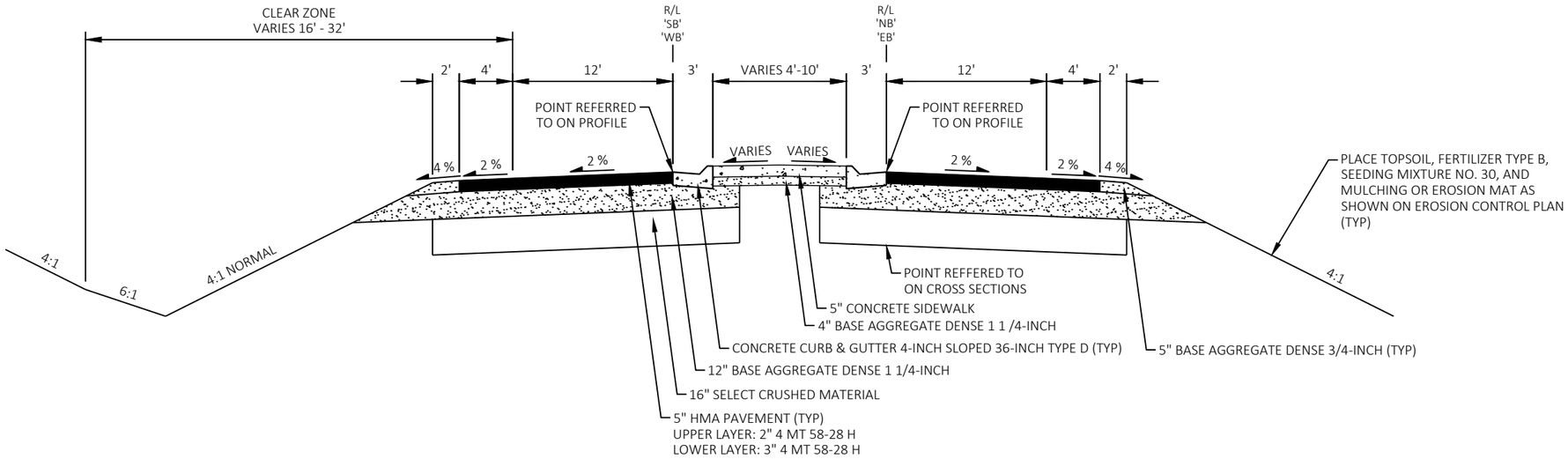
### STH 213/CTH Q
STA 204+17.30 'EB' TO STA 204+80.87 'EB'
STA 207+37.75 'NB' TO STA 208+35.44 'NB'

## FINISHED TYPICAL SECTION - STH 213/CTH Q

STA 203+57.60 'EB' TO STA 204+80.87 'EB'
STA 206+58.09 'EB' TO STA 208+27.00 'EB'
STA 204+04.45 'NB' TO STA 205+67.70 'NB'
STA 207+37.75 'NB' TO STA 209+12.15 'NB'

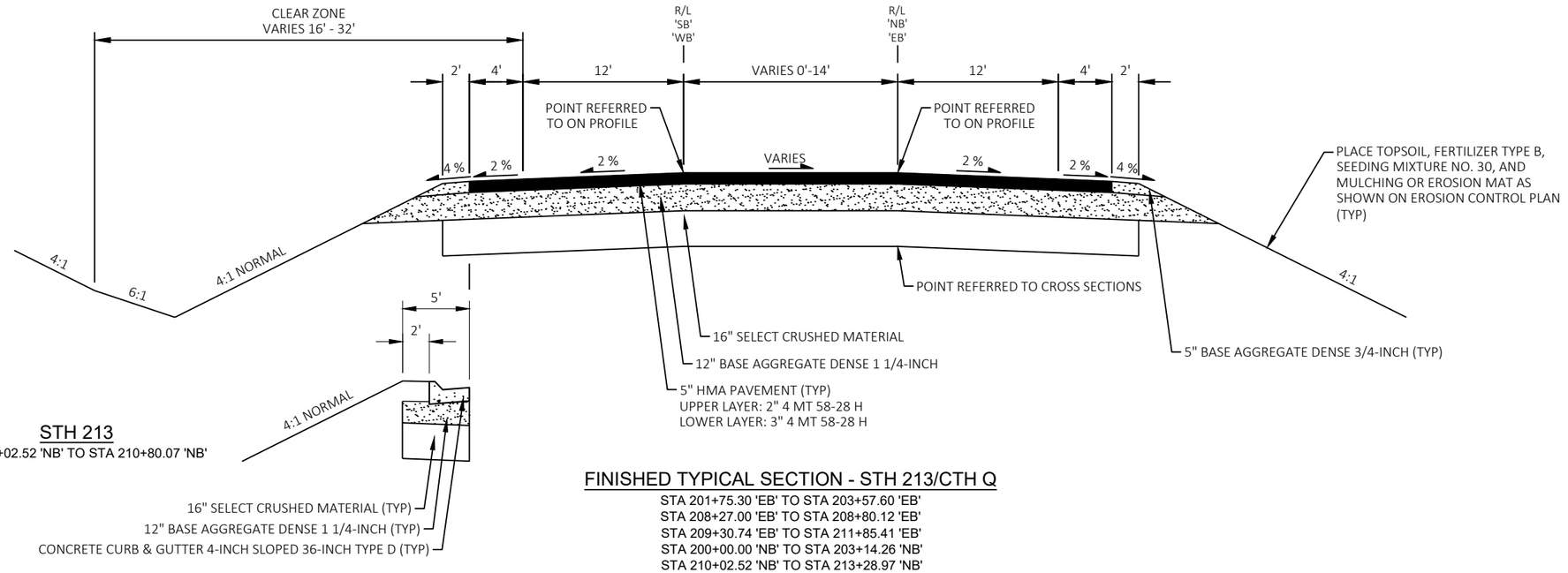
### STH 213/CTH Q
STA 206+58.09 'EB' TO STA 207+33.96 'EB'
STA 204+89.87 'NB' TO STA 205+67.70 'NB'

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | TYPICAL SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|




## FINISHED TYPICAL SECTION - STH 213/CTH Q

STA 203+14.26 'NB' TO STA 204+04.45 'NB'
STA 209+12.15 'NB' TO STA 210+02.52 'NB'
STA 208+79.89 'EB' TO STA 209+30.75 'EB'




## STH 213

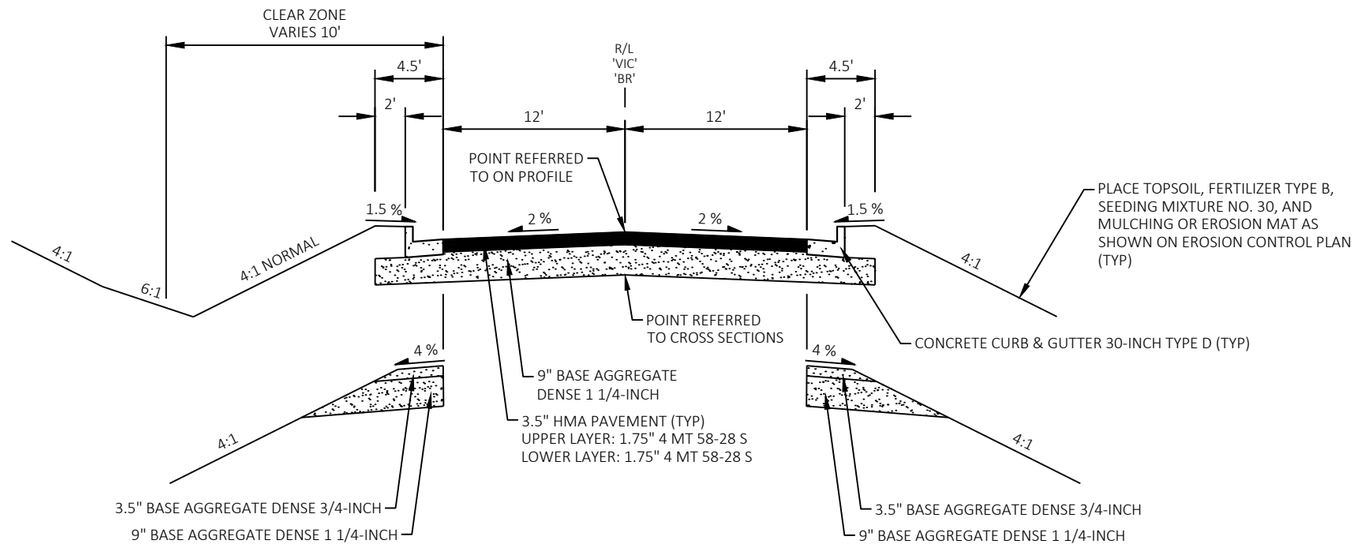
STA 210+02.52 'NB' TO STA 210+80.07 'NB'

## FINISHED TYPICAL SECTION - STH 213/CTH Q

STA 201+75.30 'EB' TO STA 203+57.60 'EB'
STA 208+27.00 'EB' TO STA 208+80.12 'EB'
STA 209+30.74 'EB' TO STA 211+85.41 'EB'
STA 200+00.00 'NB' TO STA 203+14.26 'NB'
STA 210+02.52 'NB' TO STA 213+28.97 'NB'

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | TYPICAL SECTIONS | SHEET 8 | E |
|---|---|---|---|---|---|

2




VICTORY DR/BRISTLE DR
STA 1+85.56 'VIC' TO STA 2+39.97 'VIC'
STA 0+00.00 'BR' TO STA 1+20.28 'BR'

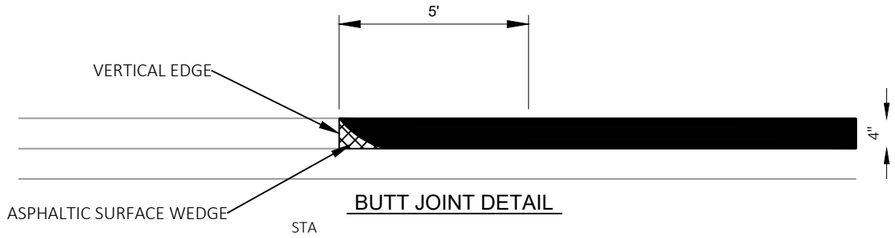
VICTORY DR/BRISTLE DR
STA 1+44.29 'VIC' TO STA 2+39.97 'VIC'
STA 0+02.65 'BR' TO STA 1+20.28 'BR'

## FINISHED TYPICAL SECTION - VICTORY DR/BRISTLE DR

STA 1+00.00 'VIC' TO STA 2+39.97 'VIC'
STA 0+00.00 'BR' TO STA 1+20.28 'BR'

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | TYPICAL SECTIONS | SHEET 9 | E |
|---|---|---|---|---|---|

2

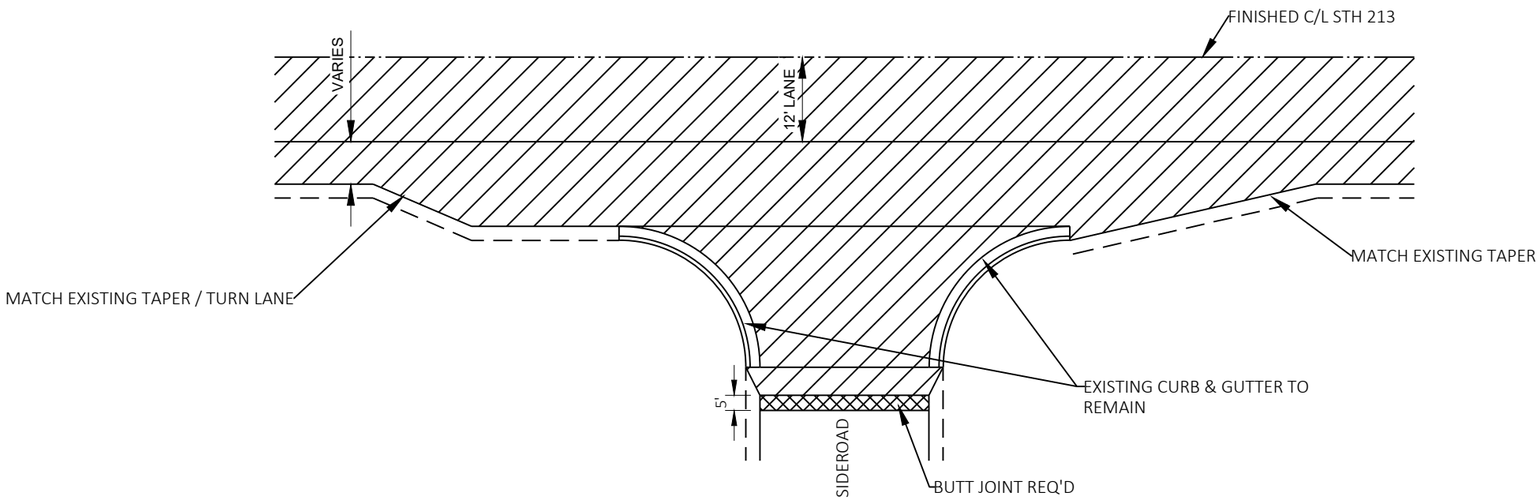



BUTT JOINT DETAIL

BUTT JOINT

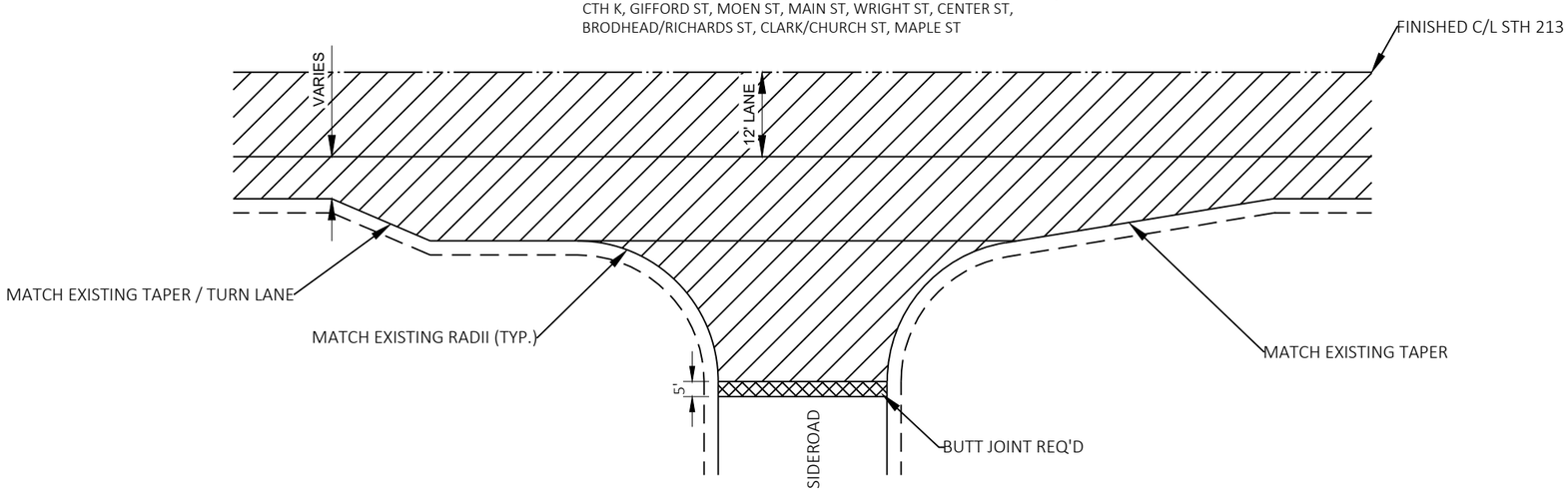
REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE PAID UNDER BID ITEM REMOVING ASPHALTIC SURFACE BUTT JOINTS

LIMITS OF REMOVING ASPHALTIC SURFACE MILLING AND PLACE 4" HMA PAVEMENT 4 MT 58-28 S



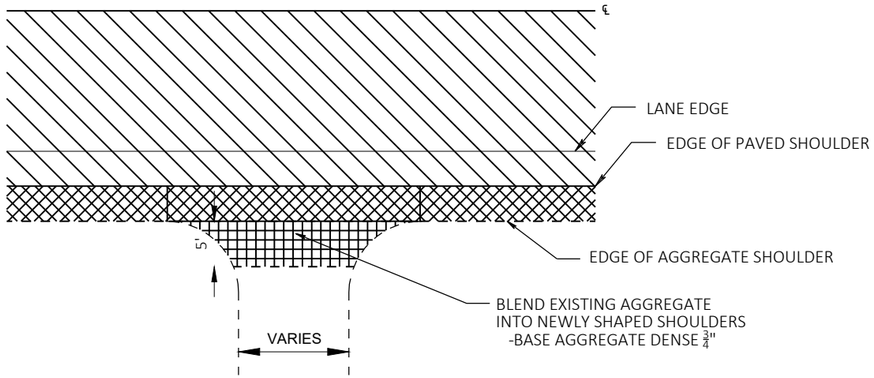

TYPICAL SIDEROAD DETAIL WITH CURB & GUTTER

SPRING CREEK RD, NYE SCHOOL RD, GROVE SCHOOL RD, SMYTHE SCHOOL RD, LAIRD/KETTLE RD, PLYMOUTH CHURCH RD, HAFEMAN RD, CTH K, GIFFORD ST, MOEN ST, MAIN ST, WRIGHT ST, CENTER ST, BRODHEAD/RICHARDS ST, CLARK/CHURCH ST, MAPLE ST

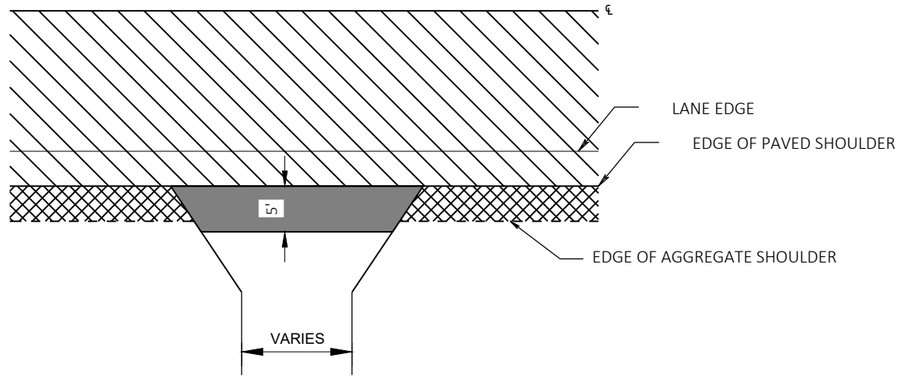



TYPICAL SIDEROAD DETAIL WITHOUT CURB & GUTTER

SANDALE RD, CLEOPHAS RD, PADDOCK RD, CREEDY RD, JOHNSON RD, CTH H, LUTHER VALLEY RD, ORFORDVILLE HANOVER RD




PLAN VIEW
EXISTING AGGREGATE DRIVEWAY/FIELD ENTRANCE




PLAN VIEW
EXISTING PAVED DRIVEWAY

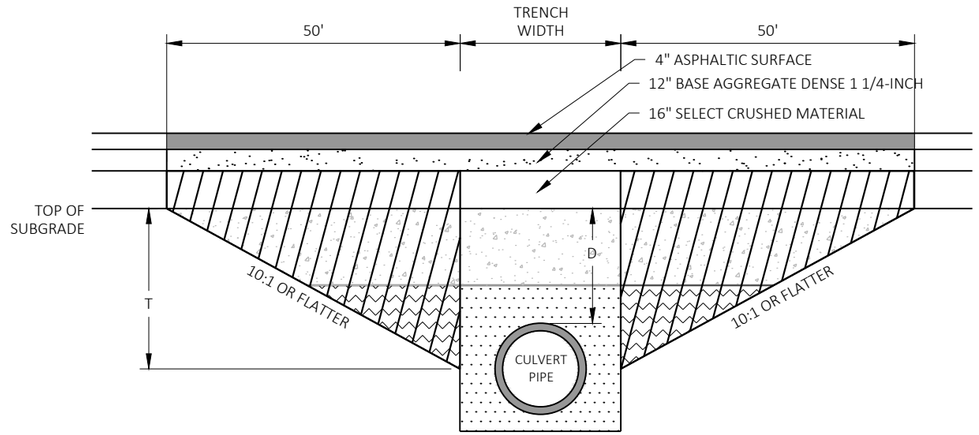
BASE AGGREGATE DENSE
3/4-INCH

HMA PAVEMENT

REMOVING ASPHALTIC
SURFACE BUTT JOINTS
REPLACE WITH
ASPHALTIC SURFACE

SEE NOTE IN MISC. QUANTITIES
REGARDING AGGREGATE DRIVEWAY &
FIELD ENTRANCE B.A.D. SIZE

## RURAL DRIVEWAY DETAIL




DEPTH D < 6 FT

TRANSITION CUT DEPTH (T) = THE LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.
DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

KEY

- PROPOSED SURFACE
- PROPOSED BASE
- TRENCH BACKFILL
- TRENCH OR FOUNDATION BACKFILL
- FOUNDATION BACKFILL (BACKFILL GRANULAR GRADE 2)
- TRANSITION CUT

**NOTES**

**TRANSITION CUT IS PAID AS EXCAVATION COMMON.**

**TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.**

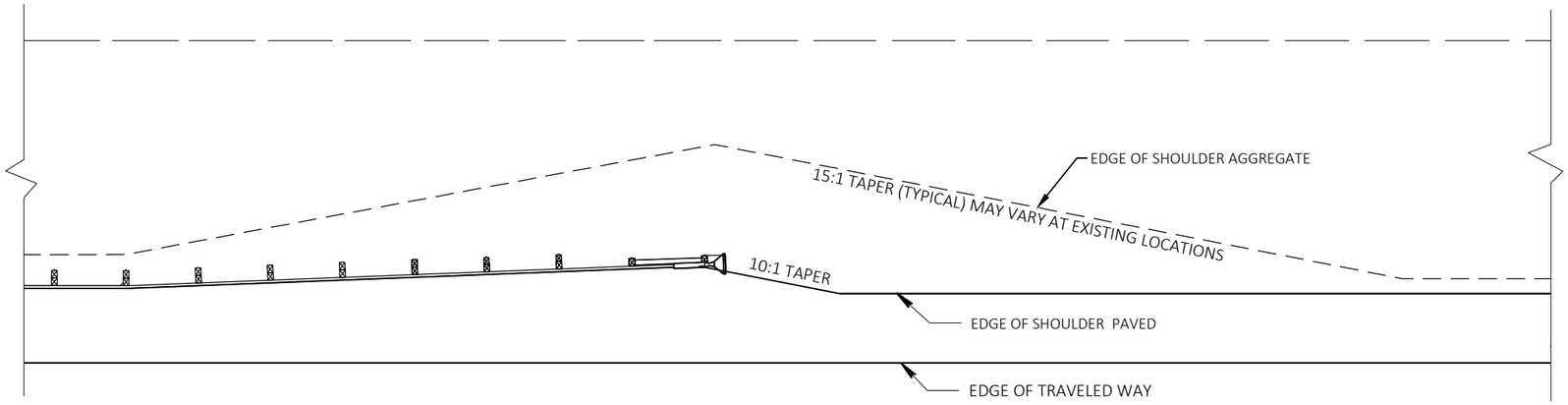
**BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.**

PERFORM CULVERT PIPE INSTALLATION BEFORE [ *INSERT PAVEMENT OPERATION; i.e. MILLING AND PAVING* ].

| ROUTE | STA (CL) | DEPTH D (FT) | PIPE DIA (IN) | REMARKS |
|---|---|---|---|---|
| STH 213 | 608+83 | 1.1 | 24-INCH (HEIGHT) | ELLIPTICAL PIPE |
| STH 213 | 615+16 | 3.9 | 36-INCH | |

## CULVERT EXCAVATION DETAIL

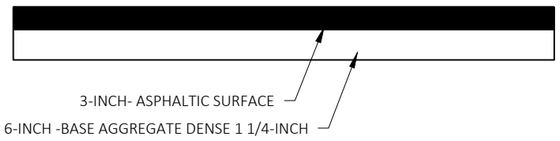
2




PLAN VIEW

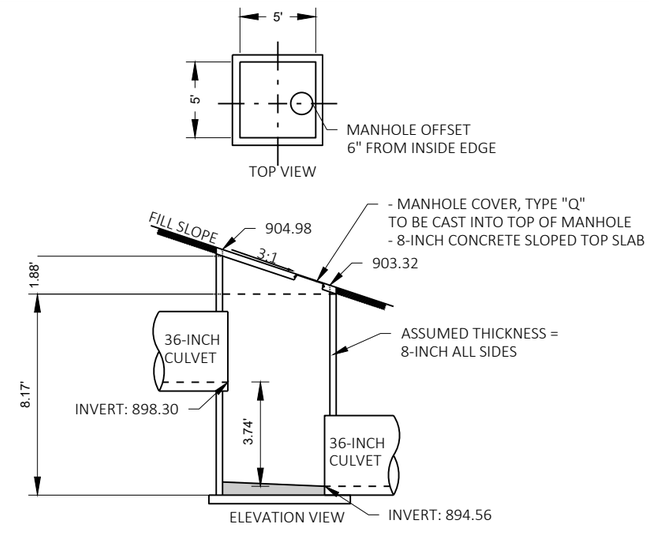
## PAVING AT PROPOSED GUARDRAIL END TERMINALS

STA 109+63 - 114+91




## ASPHALTIC PATH AT RAILROAD CROSSING

STA 691+20 LT
STA 691+90 LT



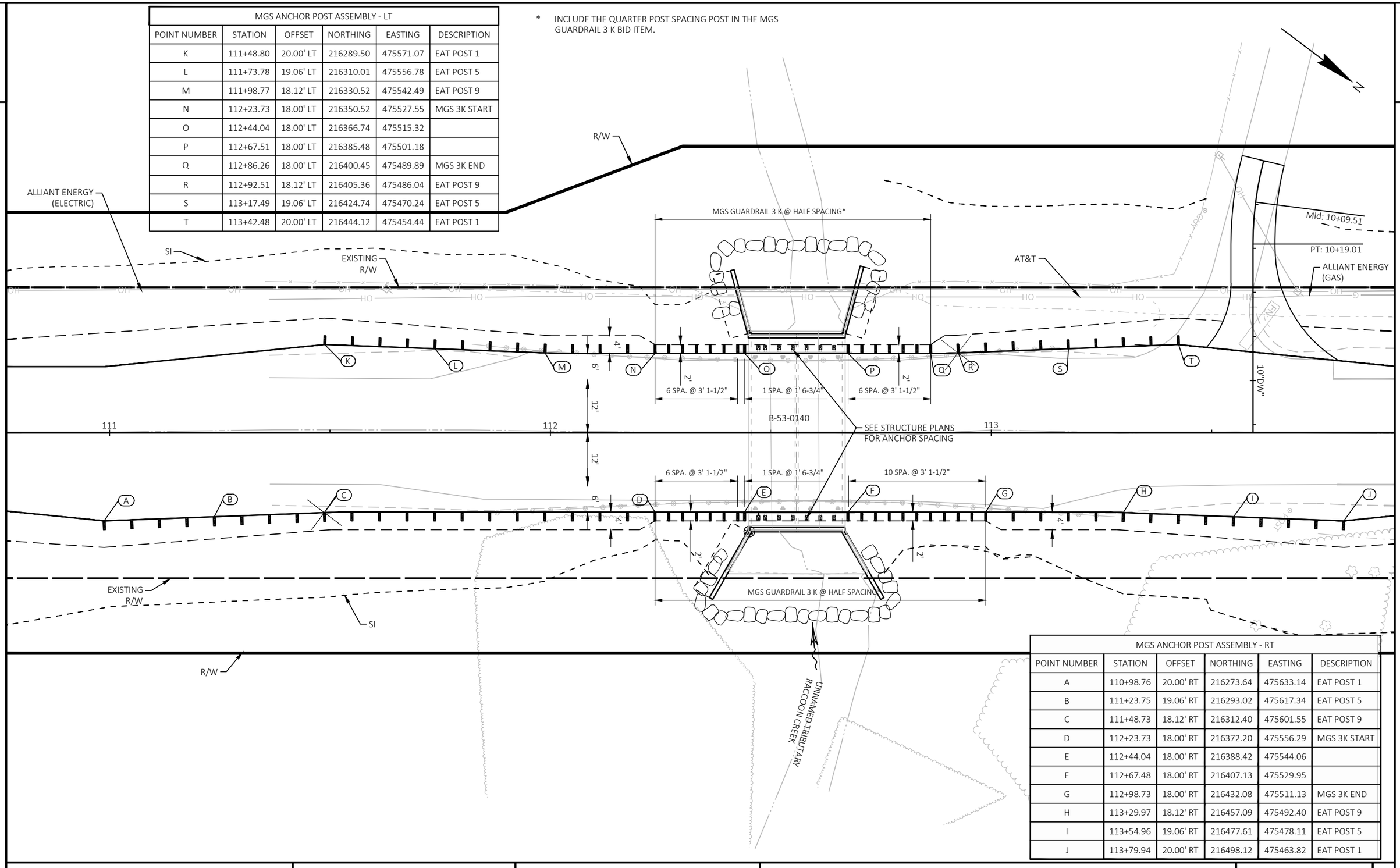

- SEE S.D.D. "MANHOLES 3 X 3 -FT, 4 X 4-FT, 5 X 5-FT AND 6 X 6-FT" FOR DETAILS NOT SHOWN
- LADDER REQUIRED - SEE S.D.D. " MANHOLES, MANHOLE AND INLET COVERS" FOR DETAILS
- DRAWING NOT TO SCALE

## MANHOLE 5 X 5-FT WITH CONCRETE SLOPED SLAB TOP

STA 616+15 RT

| MGS ANCHOR POST ASSEMBLY - LT | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | NORTHING | EASTING | DESCRIPTION |
| K | 111+48.80 | 20.00' LT | 216289.50 | 475571.07 | EAT POST 1 |
| L | 111+73.78 | 19.06' LT | 216310.01 | 475556.78 | EAT POST 5 |
| M | 111+98.77 | 18.12' LT | 216330.52 | 475542.49 | EAT POST 9 |
| N | 112+23.73 | 18.00' LT | 216350.52 | 475527.55 | MGS 3K START |
| O | 112+44.04 | 18.00' LT | 216366.74 | 475515.32 | |
| P | 112+67.51 | 18.00' LT | 216385.48 | 475501.18 | |
| Q | 112+86.26 | 18.00' LT | 216400.45 | 475489.89 | MGS 3K END |
| R | 112+92.51 | 18.12' LT | 216405.36 | 475486.04 | EAT POST 9 |
| S | 113+17.49 | 19.06' LT | 216424.74 | 475470.24 | EAT POST 5 |
| T | 113+42.48 | 20.00' LT | 216444.12 | 475454.44 | EAT POST 1 |

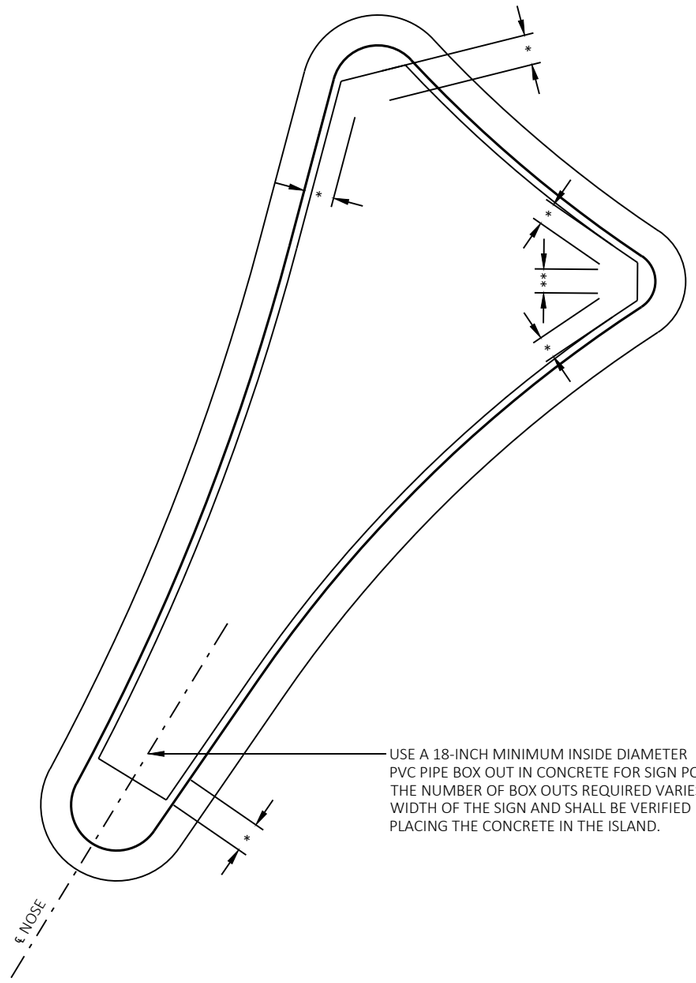
* INCLUDE THE QUARTER POST SPACING POST IN THE MGS GUARDRAIL 3 K BID ITEM.



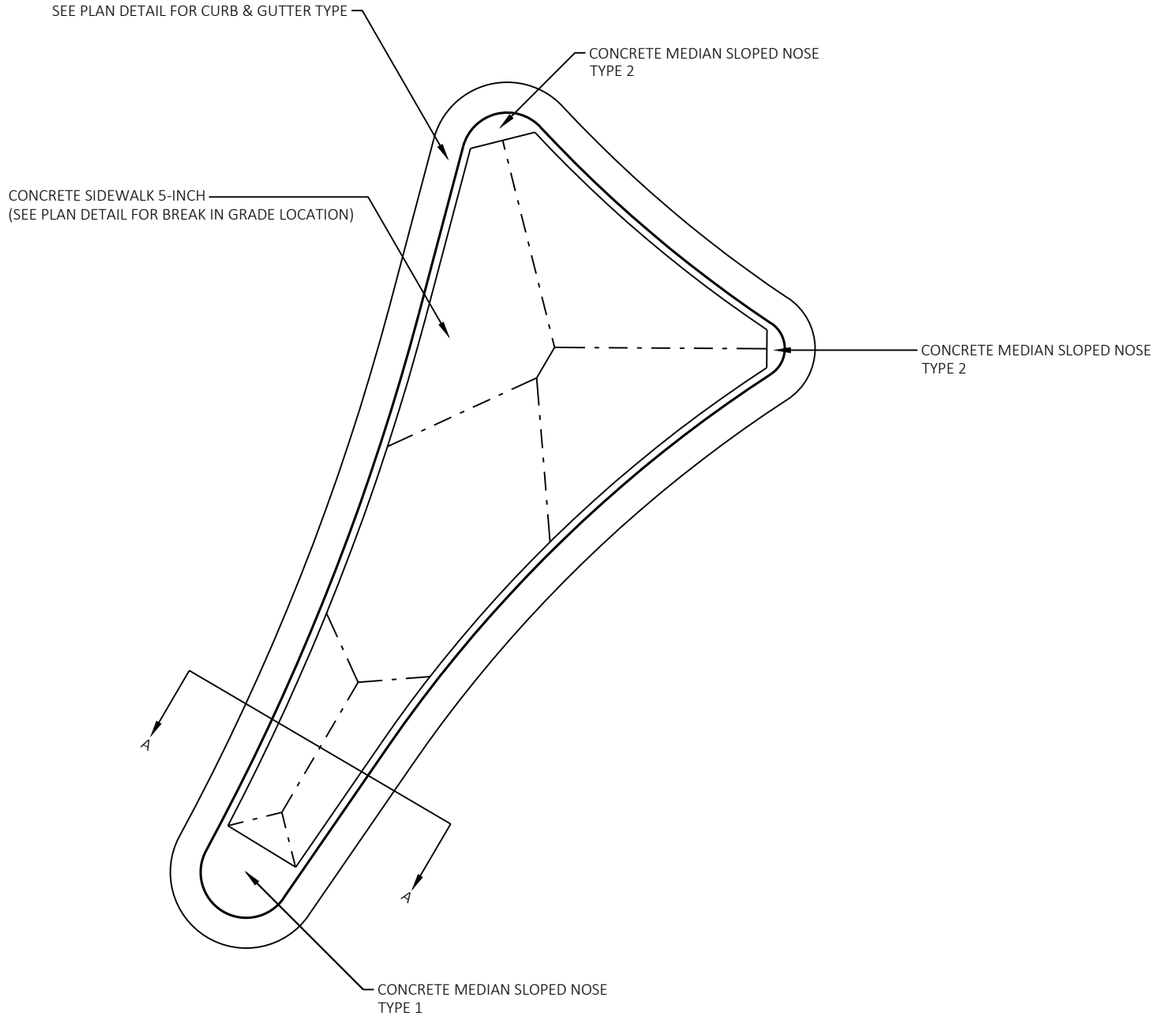

| MGS ANCHOR POST ASSEMBLY - RT | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | NORTHING | EASTING | DESCRIPTION |
| A | 110+98.76 | 20.00' RT | 216273.64 | 475633.14 | EAT POST 1 |
| B | 111+23.75 | 19.06' RT | 216293.02 | 475617.34 | EAT POST 5 |
| C | 111+48.73 | 18.12' RT | 216312.40 | 475601.55 | EAT POST 9 |
| D | 112+23.73 | 18.00' RT | 216372.20 | 475556.29 | MGS 3K START |
| E | 112+44.04 | 18.00' RT | 216388.42 | 475544.06 | |
| F | 112+67.48 | 18.00' RT | 216407.13 | 475529.95 | |
| G | 112+98.73 | 18.00' RT | 216432.08 | 475511.13 | MGS 3K END |
| H | 113+29.97 | 18.12' RT | 216457.09 | 475492.40 | EAT POST 9 |
| I | 113+54.96 | 19.06' RT | 216477.61 | 475478.11 | EAT POST 5 |
| J | 113+79.94 | 20.00' RT | 216498.12 | 475463.82 | EAT POST 1 |

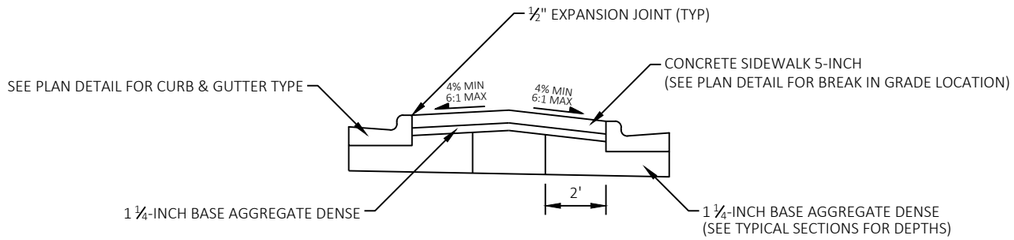
* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

** SEE SIGN DETAILS FOR POST SPACING.




ISLAND SIGN LOCATION DETAIL (TYP)

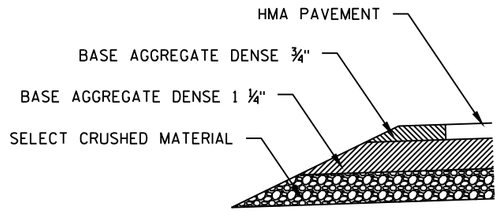


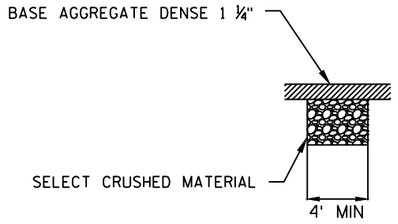

SECTION A-A

SPLITTER ISLAND DETAIL (TYP)

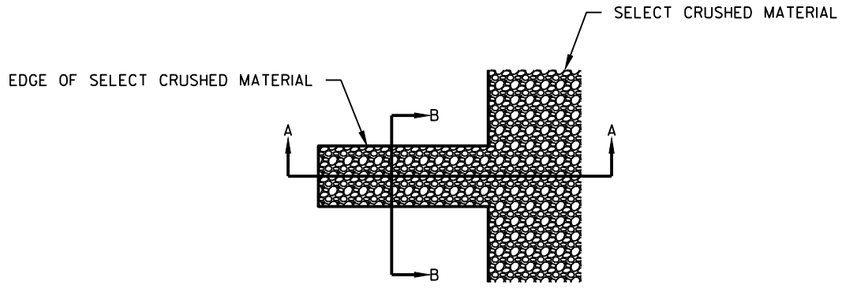
FRENCH DRAINS ARE APPLICABLE TO
THE FOLLOWING STATION RANGES:
STA 200+00'NB' TO 204+75'NB LT & RT
STA 208+50'NB' TO 213+25'NB' RT
STA 211+00'NB' TO 213+25'NB' LT
STA 201+75'EB' TO 204+00'EB' LT & RT
STA 207+70'EB' TO 211+85'EB' RT
STA 209+00'EB' TO 211+85'EB' LT




SECTION A-A



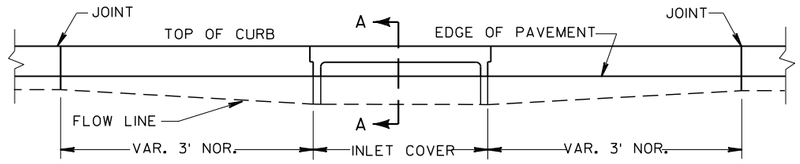

SECTION B-B



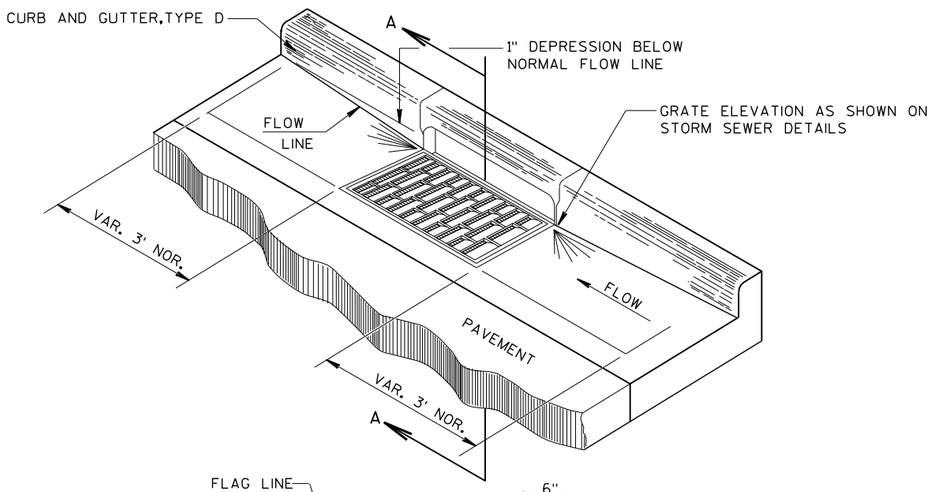

DETAIL FOR FRENCH DRAINS

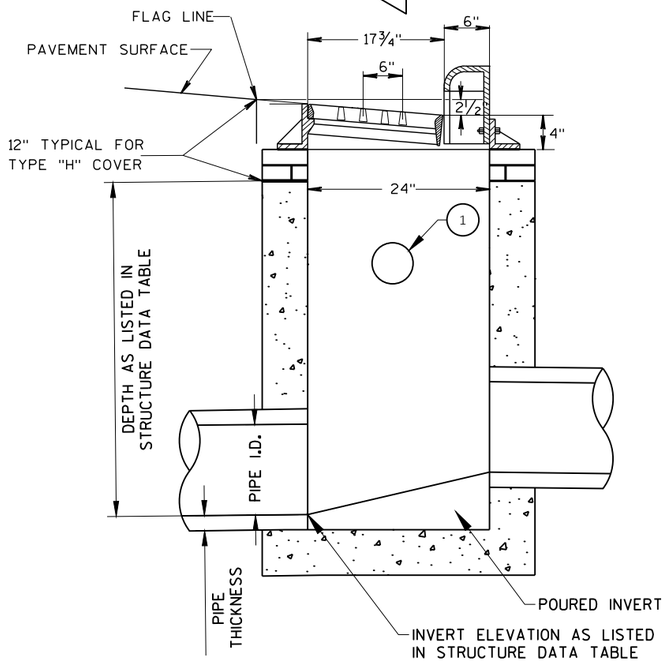
NOTES: PAID FOR AS SELECT CRUSHED MATERIAL

PLACE EVERY 250' AND AT LOW POINTS




ELEVATION

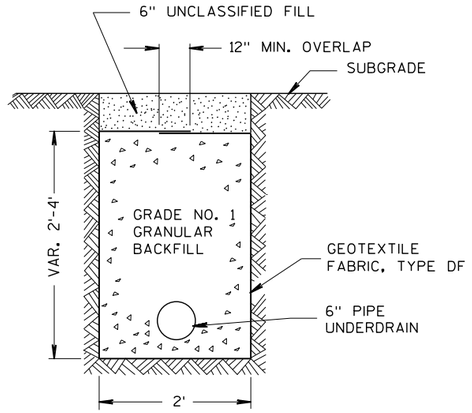


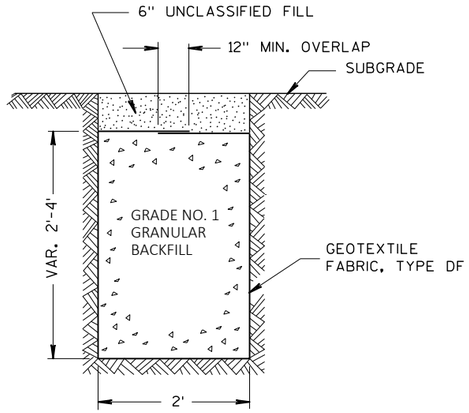

SECTION A-A

## DETAIL OF CURB AND GUTTER AT INLETS AT SAG LOCATIONS

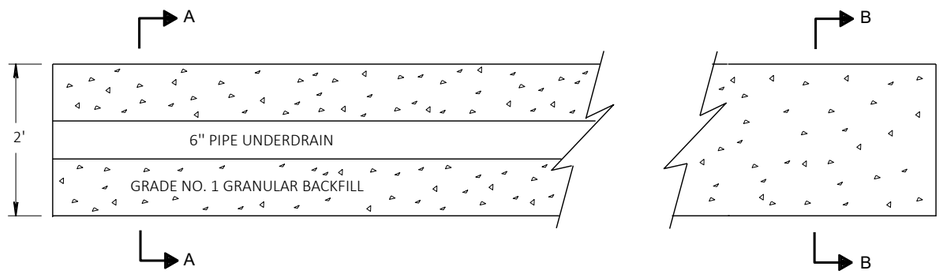
(INLET TYPE 2X3-H SHOWN)




SECTION A-A
(WITH PIPE UNDERDRAIN)




SECTION B-B
(WITHOUT PIPE UNDERDRAIN)




PLAN VIEW

## UNDERDRAIN DETAIL

(1) PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC TYPE DF SCHEDULE A AND GRADE NO. 1 GRANULAR BACKFILL. SEE "PIPE UNDERDRAIN 6-INCH DETAIL" AND MISCELLANEOUS QUANTITIES FOR LOCATIONS AND ADDITIONAL INFORMATION.

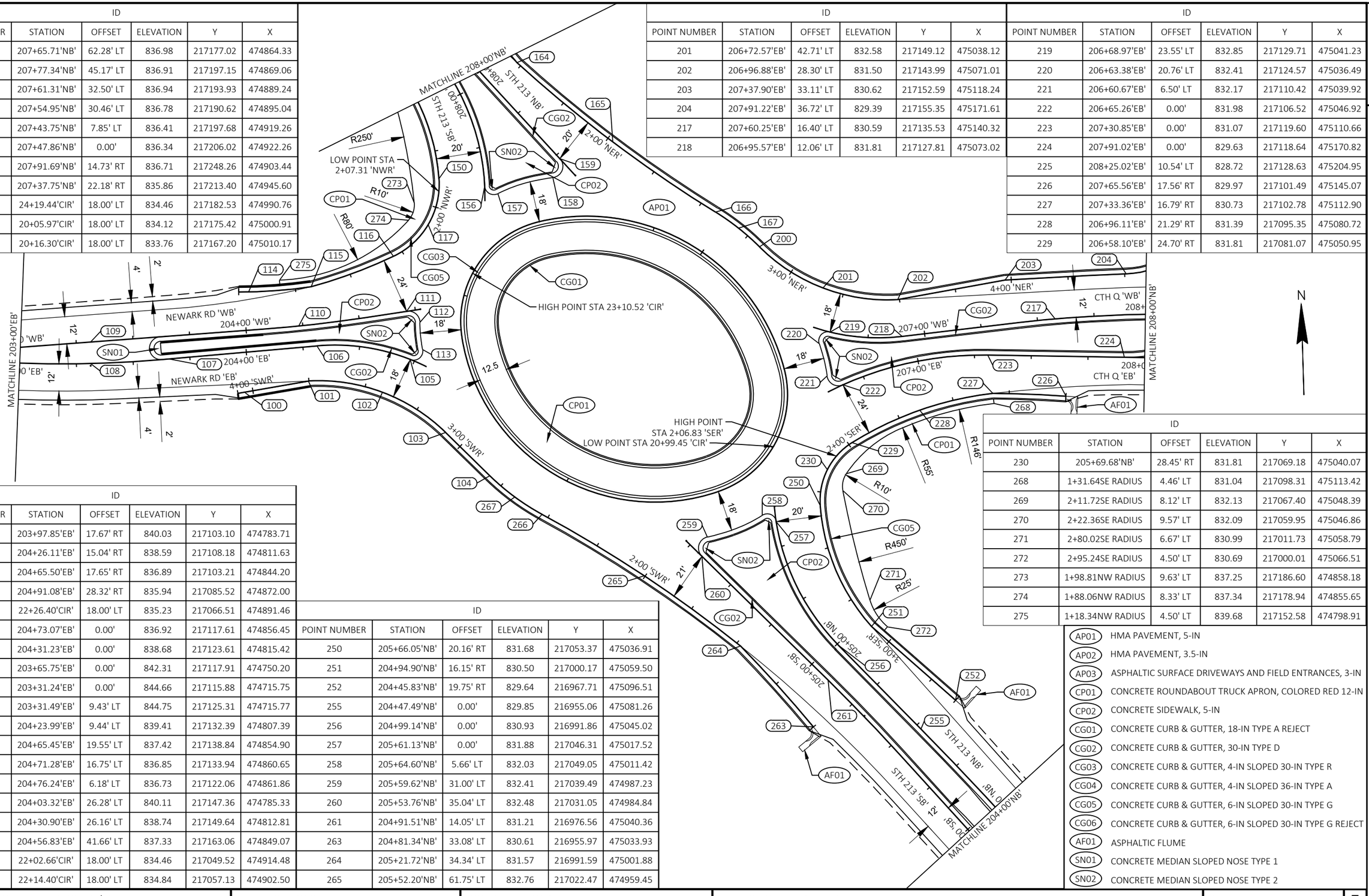
2

| ID | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | Y | X |
| 117 | 207+65.71'NB' | 62.28' LT | 836.98 | 217177.02 | 474864.33 |
| 150 | 207+77.34'NB' | 45.17' LT | 836.91 | 217197.15 | 474869.06 |
| 156 | 207+61.31'NB' | 32.50' LT | 836.94 | 217193.93 | 474889.24 |
| 157 | 207+54.95'NB' | 30.46' LT | 836.78 | 217190.62 | 474895.04 |
| 158 | 207+43.75'NB' | 7.85' LT | 836.41 | 217197.68 | 474919.26 |
| 159 | 207+47.86'NB' | 0.00' | 836.34 | 217206.02 | 474922.26 |
| 164 | 207+91.69'NB' | 14.73' RT | 836.71 | 217248.26 | 474903.44 |
| 165 | 207+37.75'NB' | 22.18' RT | 835.86 | 217213.40 | 474945.60 |
| 166 | 24+19.44'CIR' | 18.00' LT | 834.46 | 217182.53 | 474990.76 |
| 167 | 20+05.97'CIR' | 18.00' LT | 834.12 | 217175.42 | 475000.91 |
| 200 | 20+16.30'CIR' | 18.00' LT | 833.76 | 217167.20 | 475010.17 |

| ID | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | Y | X |
| 201 | 206+72.57'EB' | 42.71' LT | 832.58 | 217149.12 | 475038.12 |
| 202 | 206+96.88'EB' | 28.30' LT | 831.50 | 217143.99 | 475071.01 |
| 203 | 207+37.90'EB' | 33.11' LT | 830.62 | 217152.59 | 475118.24 |
| 204 | 207+91.22'EB' | 36.72' LT | 829.39 | 217155.35 | 475171.61 |
| 217 | 207+60.25'EB' | 16.40' LT | 830.59 | 217135.53 | 475140.32 |
| 218 | 206+95.57'EB' | 12.06' LT | 831.81 | 217127.81 | 475073.02 |

| ID | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | Y | X |
| 219 | 206+68.97'EB' | 23.55' LT | 832.85 | 217129.71 | 475041.23 |
| 220 | 206+63.38'EB' | 20.76' LT | 832.41 | 217124.57 | 475036.49 |
| 221 | 206+60.67'EB' | 6.50' LT | 832.17 | 217110.42 | 475039.92 |
| 222 | 206+65.26'EB' | 0.00' | 831.98 | 217106.52 | 475046.92 |
| 223 | 207+30.85'EB' | 0.00' | 831.07 | 217119.60 | 475110.66 |
| 224 | 207+91.02'EB' | 0.00' | 829.63 | 217118.64 | 475170.82 |
| 225 | 208+25.02'EB' | 10.54' LT | 828.72 | 217128.63 | 475204.95 |
| 226 | 207+65.56'EB' | 17.56' RT | 829.97 | 217101.49 | 475145.07 |
| 227 | 207+33.36'EB' | 16.79' RT | 830.73 | 217102.78 | 475112.90 |
| 228 | 206+96.11'EB' | 21.29' RT | 831.39 | 217095.35 | 475080.72 |
| 229 | 206+58.10'EB' | 24.70' RT | 831.81 | 217081.07 | 475050.95 |

2




| ID | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | Y | X |
| 230 | 205+69.68'NB' | 28.45' RT | 831.81 | 217069.18 | 475040.07 |
| 268 | 1+31.64SE RADIUS | 4.46' LT | 831.04 | 217098.31 | 475113.42 |
| 269 | 2+11.72SE RADIUS | 8.12' LT | 832.13 | 217067.40 | 475048.39 |
| 270 | 2+22.36SE RADIUS | 9.57' LT | 832.09 | 217059.95 | 475046.86 |
| 271 | 2+80.02SE RADIUS | 6.67' LT | 830.99 | 217011.73 | 475058.79 |
| 272 | 2+95.24SE RADIUS | 4.50' LT | 830.69 | 217000.01 | 475066.51 |
| 273 | 1+98.81NW RADIUS | 9.63' LT | 837.25 | 217186.60 | 474858.18 |
| 274 | 1+88.06NW RADIUS | 8.33' LT | 837.34 | 217178.94 | 474855.65 |
| 275 | 1+18.34NW RADIUS | 4.50' LT | 839.68 | 217152.58 | 474798.91 |

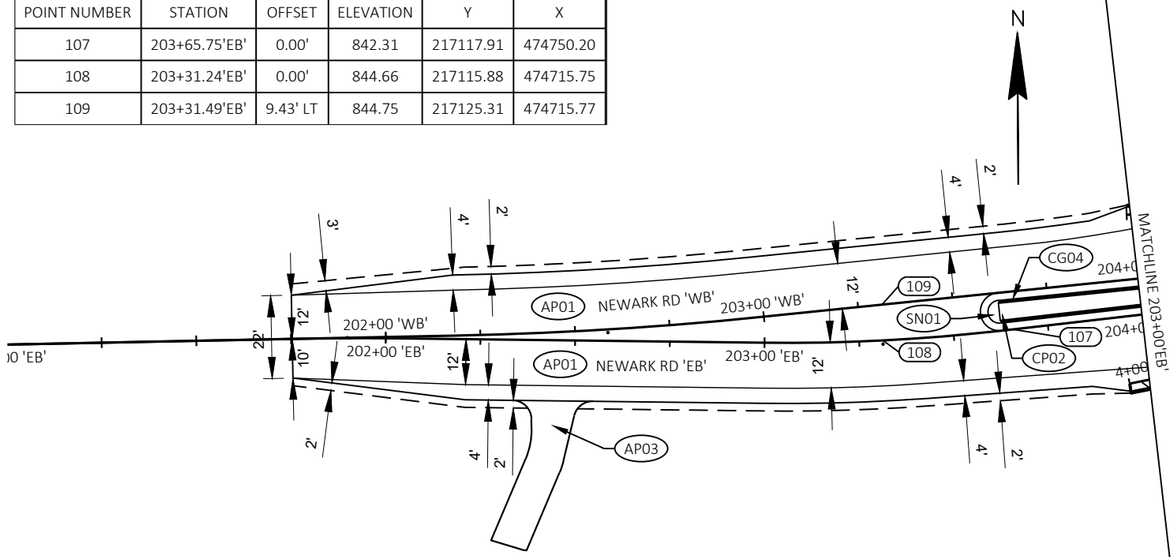
| ID | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | Y | X |
| 100 | 203+97.85'EB' | 17.67' RT | 840.03 | 217103.10 | 474783.71 |
| 101 | 204+26.11'EB' | 15.04' RT | 838.59 | 217108.18 | 474811.63 |
| 102 | 204+65.50'EB' | 17.65' RT | 836.89 | 217103.21 | 474844.20 |
| 103 | 204+91.08'EB' | 28.32' RT | 835.94 | 217085.52 | 474872.00 |
| 104 | 22+26.40'CIR' | 18.00' LT | 835.23 | 217066.51 | 474891.46 |
| 105 | 204+73.07'EB' | 0.00' | 836.92 | 217117.61 | 474856.45 |
| 106 | 204+31.23'EB' | 0.00' | 838.68 | 217123.61 | 474815.42 |
| 107 | 203+65.75'EB' | 0.00' | 842.31 | 217117.91 | 474750.20 |
| 108 | 203+31.24'EB' | 0.00' | 844.66 | 217115.88 | 474715.75 |
| 109 | 203+31.49'EB' | 9.43' LT | 844.75 | 217125.31 | 474715.77 |
| 110 | 204+23.99'EB' | 9.44' LT | 839.41 | 217132.39 | 474807.39 |
| 111 | 204+65.45'EB' | 19.55' LT | 837.42 | 217138.84 | 474854.90 |
| 112 | 204+71.28'EB' | 16.75' LT | 836.85 | 217133.94 | 474860.65 |
| 113 | 204+76.24'EB' | 6.18' LT | 836.73 | 217122.06 | 474861.86 |
| 114 | 204+03.32'EB' | 26.28' LT | 840.11 | 217147.36 | 474785.33 |
| 115 | 204+30.90'EB' | 26.16' LT | 838.74 | 217149.64 | 474812.81 |
| 116 | 204+56.83'EB' | 41.66' LT | 837.33 | 217163.06 | 474849.07 |
| 266 | 22+02.66'CIR' | 18.00' LT | 834.46 | 217049.52 | 474914.48 |
| 267 | 22+14.40'CIR' | 18.00' LT | 834.84 | 217057.13 | 474902.50 |

| ID | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | Y | X |
| 250 | 205+66.05'NB' | 20.16' RT | 831.68 | 217053.37 | 475036.91 |
| 251 | 204+94.90'NB' | 16.15' RT | 830.50 | 217000.17 | 475059.50 |
| 252 | 204+45.83'NB' | 19.75' RT | 829.64 | 216967.71 | 475096.51 |
| 255 | 204+47.49'NB' | 0.00' | 829.85 | 216955.06 | 475081.26 |
| 256 | 204+99.14'NB' | 0.00' | 830.93 | 216991.86 | 475045.02 |
| 257 | 205+61.13'NB' | 0.00' | 831.88 | 217046.31 | 475017.52 |
| 258 | 205+64.60'NB' | 5.66' LT | 832.03 | 217049.05 | 475011.42 |
| 259 | 205+59.62'NB' | 31.00' LT | 832.41 | 217039.49 | 474987.23 |
| 260 | 205+53.76'NB' | 35.04' LT | 832.48 | 217031.05 | 474984.84 |
| 261 | 204+91.51'NB' | 14.05' LT | 831.21 | 216976.56 | 475040.36 |
| 263 | 204+81.34'NB' | 33.08' LT | 830.61 | 216955.97 | 475033.93 |
| 264 | 205+21.72'NB' | 34.34' LT | 831.57 | 216991.59 | 475001.88 |
| 265 | 205+52.20'NB' | 61.75' LT | 832.76 | 217022.47 | 474959.45 |

| | |
|---|---|
| AP01 | HMA PAVEMENT, 5-IN |
| AP02 | HMA PAVEMENT, 3.5-IN |
| AP03 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, 3-IN |
| CP01 | CONCRETE ROUNDABOUT TRUCK APRON, COLORED RED 12-IN |
| CP02 | CONCRETE SIDEWALK, 5-IN |
| CG01 | CONCRETE CURB & GUTTER, 18-IN TYPE A REJECT |
| CG02 | CONCRETE CURB & GUTTER, 30-IN TYPE D |
| CG03 | CONCRETE CURB & GUTTER, 4-IN SLOPED 30-IN TYPE R |
| CG04 | CONCRETE CURB & GUTTER, 4-IN SLOPED 36-IN TYPE A |
| CG05 | CONCRETE CURB & GUTTER, 6-IN SLOPED 30-IN TYPE G |
| CG06 | CONCRETE CURB & GUTTER, 6-IN SLOPED 30-IN TYPE G REJECT |
| AF01 | ASPHALTIC FLUME |
| SN01 | CONCRETE MEDIAN SLOPED NOSE TYPE 1 |
| SN02 | CONCRETE MEDIAN SLOPED NOSE TYPE 2 |

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | INTERSECTION DETAILS | SHEET 17 | E |
|---|---|---|---|---|---|

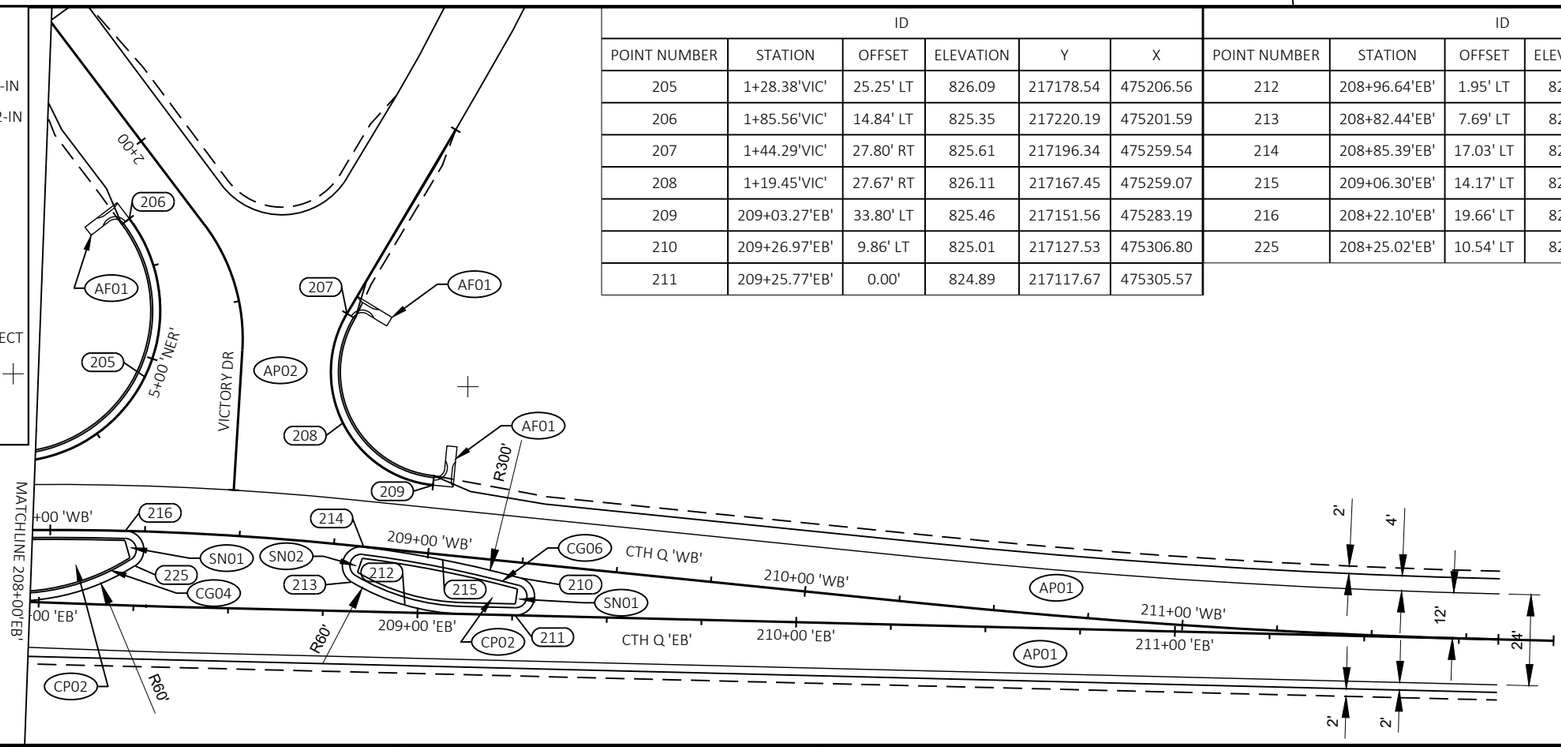
| ID | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | Y | X |
| 107 | 203+65.75'EB' | 0.00' | 842.31 | 217117.91 | 474750.20 |
| 108 | 203+31.24'EB' | 0.00' | 844.66 | 217115.88 | 474715.75 |
| 109 | 203+31.49'EB' | 9.43' LT | 844.75 | 217125.31 | 474715.77 |




| | |
|---|---|
| AP01 | HMA PAVEMENT, 5-IN |
| AP02 | HMA PAVEMENT, 3.5-IN |
| AP03 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, X-IN |
| CP01 | CONCRETE ROUNDABOUT TRUCK APRON, COLORED RED 12-IN |
| CP02 | CONCRETE SIDEWALK, 5-IN |
| CG01 | CONCRETE CURB & GUTTER, 18-IN TYPE A REJECT |
| CG02 | CONCRETE CURB & GUTTER, 30-IN TYPE D |
| CG03 | CONCRETE CURB & GUTTER, 4-IN SLOPED 30-IN TYPE R |
| CG04 | CONCRETE CURB & GUTTER, 4-IN SLOPED 36-IN TYPE A |
| CG05 | CONCRETE CURB & GUTTER, 6-IN SLOPED 30-IN TYPE G |
| CG06 | CONCRETE CURB & GUTTER, 6-IN SLOPED 30-IN TYPE G REJECT |
| AF01 | ASPHALTIC FLUME |
| SN01 | CONCRETE MEDIAN SLOPED NOSE TYPE 1 |
| SN02 | CONCRETE MEDIAN SLOPED NOSE TYPE 2 |

| ID | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | Y | X |
| 205 | 1+28.38'VIC' | 25.25' LT | 826.09 | 217178.54 | 475206.56 |
| 206 | 1+85.56'VIC' | 14.84' LT | 825.35 | 217220.19 | 475201.59 |
| 207 | 1+44.29'VIC' | 27.80' RT | 825.61 | 217196.34 | 475259.54 |
| 208 | 1+19.45'VIC' | 27.67' RT | 826.11 | 217167.45 | 475259.07 |
| 209 | 209+03.27'EB' | 33.80' LT | 825.46 | 217151.56 | 475283.19 |
| 210 | 209+26.97'EB' | 9.86' LT | 825.01 | 217127.53 | 475306.80 |
| 211 | 209+25.77'EB' | 0.00' | 824.89 | 217117.67 | 475305.57 |

| ID | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | Y | X |
| 212 | 208+96.64'EB' | 1.95' LT | 825.90 | 217119.74 | 475276.44 |
| 213 | 208+82.44'EB' | 7.69' LT | 826.52 | 217125.53 | 475262.26 |
| 214 | 208+85.39'EB' | 17.03' LT | 826.43 | 217134.85 | 475265.25 |
| 215 | 209+06.30'EB' | 14.17' LT | 825.68 | 217131.92 | 475286.15 |
| 216 | 208+22.10'EB' | 19.66' LT | 828.81 | 217137.80 | 475202.21 |
| 225 | 208+25.02'EB' | 10.54' LT | 828.72 | 217128.63 | 475204.95 |

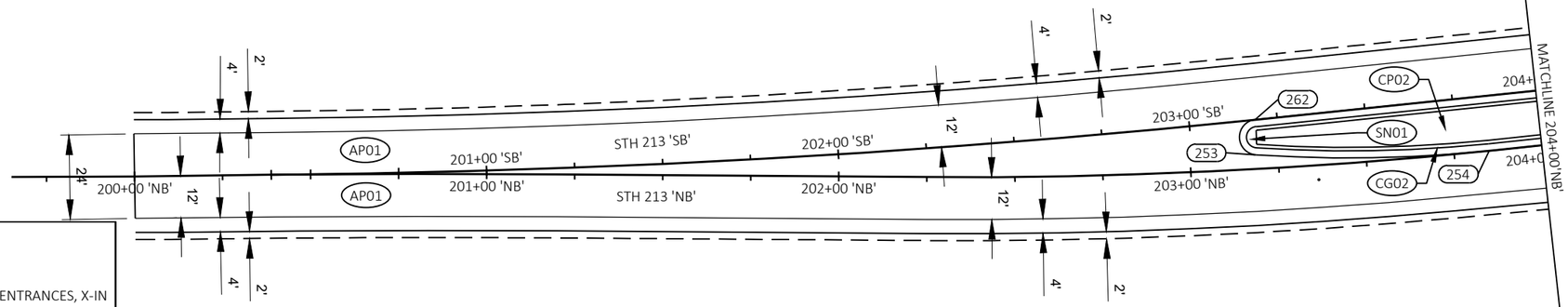



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | INTERSECTION DETAILS | SHEET 18 | E |
|---|---|---|---|---|---|

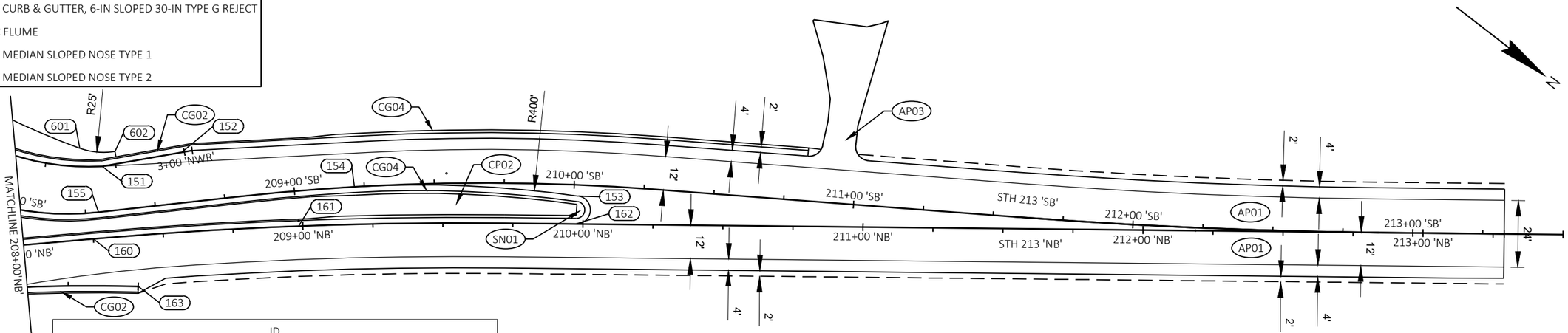
FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\021101-ID.DWG
LAYOUT NAME - CTH Q
PLOT DATE : 6/24/2025 12:15 PM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1" = 40'

WISDOT/CADDS SHEET 44

| ID | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | Y | X |
| 253 | 203+18.68'NB' | 4.04' LT | 826.09 | 216856.92 | 475164.47 |
| 254 | 203+84.97'NB' | 0.00' | 828.11 | 216909.60 | 475124.18 |
| 262 | 203+19.05'NB' | 13.99' LT | 825.55 | 216850.86 | 475156.56 |




- AP01 HMA PAVEMENT, 5-IN
- AP02 HMA PAVEMENT, 3.5-IN
- AP03 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, X-IN
- CP01 CONCRETE ROUNDABOUT TRUCK APRON, COLORED RED 12-IN
- CP02 CONCRETE SIDEWALK, 5-IN
- CG01 CONCRETE CURB & GUTTER, 18-IN TYPE A REJECT
- CG02 CONCRETE CURB & GUTTER, 30-IN TYPE D
- CG03 CONCRETE CURB & GUTTER, 4-IN SLOPED 30-IN TYPE R
- CG04 CONCRETE CURB & GUTTER, 4-IN SLOPED 36-IN TYPE A
- CG05 CONCRETE CURB & GUTTER, 6-IN SLOPED 30-IN TYPE G
- CG06 CONCRETE CURB & GUTTER, 6-IN SLOPED 30-IN TYPE G REJECT
- AF01 ASPHALTIC FLUME
- SN01 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- SN02 CONCRETE MEDIAN SLOPED NOSE TYPE 2

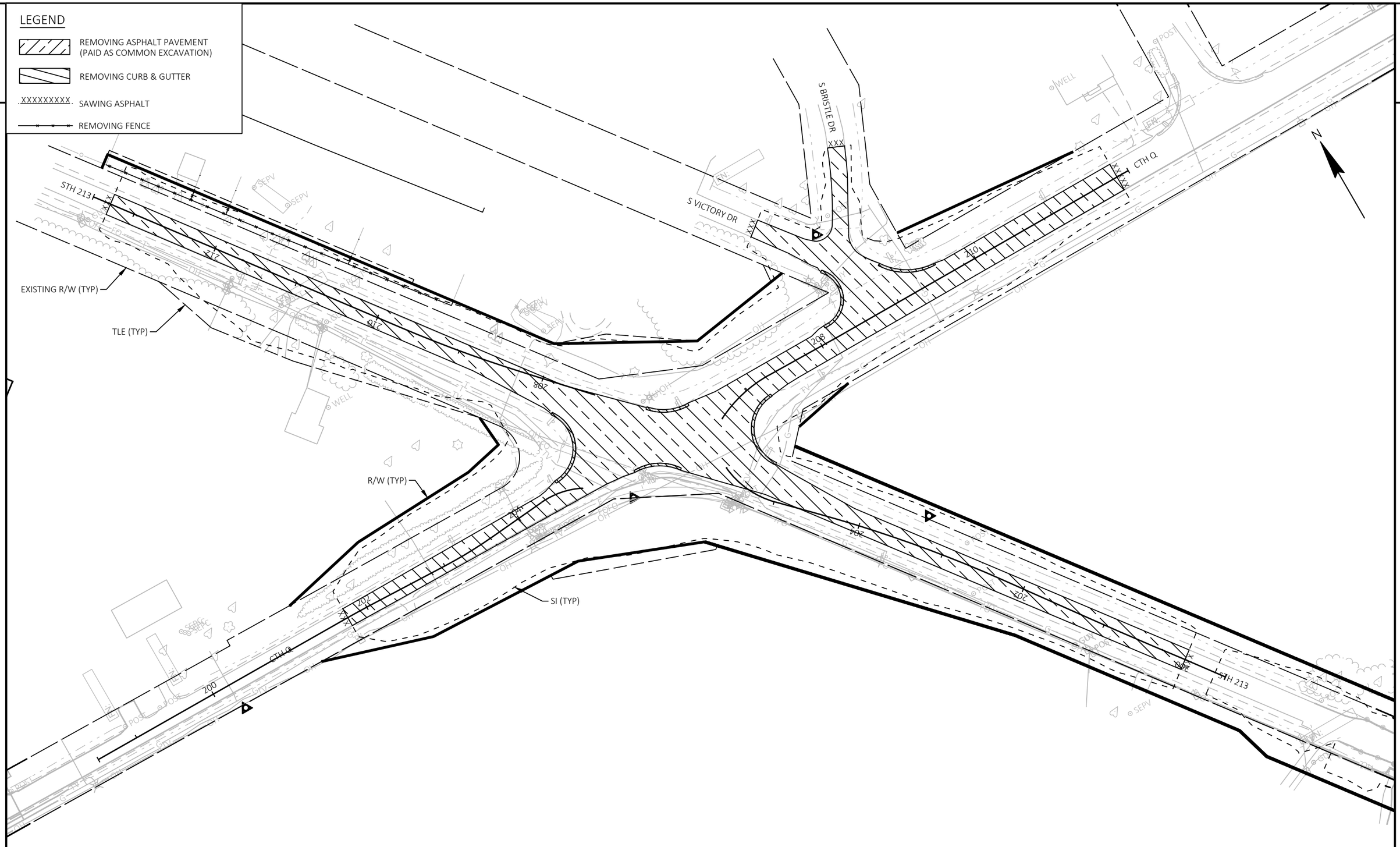



| ID | | | | | | ID | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | Y | X | POINT NUMBER | STATION | OFFSET | ELEVATION | Y | X |
| 151 | 208+30.35'NB' | 25.56' LT | 837.66 | 217249.52 | 474847.56 | 161 | 208+98.52'NB' | 0.00' | 838.96 | 217318.13 | 474821.64 |
| 152 | 208+58.57'NB' | 28.47' LT | 838.08 | 217268.98 | 474826.23 | 162 | 209+97.53'NB' | 0.00' | 841.36 | 217396.12 | 474760.66 |
| 153 | 209+98.19'NB' | 9.96' LT | 841.54 | 217390.66 | 474752.32 | 163 | 208+39.66'NB' | 18.22' RT | 837.40 | 217285.85 | 474873.72 |
| 154 | 209+18.72'NB' | 13.38' LT | 839.56 | 217325.32 | 474798.42 | 601 | 2+61.96NW RADIUS | 6.57' LT | 837.84 | 217239.20 | 474847.30 |
| 155 | 208+27.66'NB' | 9.36' LT | 837.94 | 217258.45 | 474861.35 | 602 | 2+75.68NW RADIUS | 4.50' LT | 838.04 | 217249.87 | 474840.51 |
| 160 | 208+24.99'NB' | 0.00' | 837.54 | 217262.80 | 474870.06 | | | | | | |

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | INTERSECTION DETAILS | SHEET 19 | E |
|---|---|---|---|---|---|

LEGEND

- REMOVING ASPHALT PAVEMENT (PAID AS COMMON EXCAVATION)
- REMOVING CURB & GUTTER
- XXXXXXXXX SAWING ASPHALT
- REMOVING FENCE




2

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | REMOVALS | SHEET 20 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021101-rm
PLOT DATE : 1/21/2026 10:27 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2




| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 900 | 211658.926 | 479466.793 | 824.09 |

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

PI STA = 75+98.22
Y = 213467.399
X = 477726.594
DELTA = 5°57'03"
D = 1°05'17"
T = 273.71'
L = 546.93'
R = 5266.00'
PC STA = 73+24.51
Y = 213267.469
X = 477913.531
PT STA = 78+71.44
Y = 213685.633
X = 477561.391

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 21 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 1
PLOT DATE : 1/21/2026 9:14 AM
PLOT BY : ANDERSON, SHAUN M
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

PT: 78+71.44

PI: 88+19.41

STH 213

80

N37° 07' 32"W

85

STH 213

PAVE SLD 3"

LN 12'

LN 12'

PAVE SLD 3"

90

STH 213

N36° 5

PAVED DWY

S NYE SCHOOL ROAD

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

N

PI: 97+56.84

PAVED DWY

213

N36° 54' 00"W

95

STH 213

100

PAVE SLD 3"

LN 12'

LN 12'

PAVE SLD 3"

N37° 05' 44"W

105

STH 213

N

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 22 E |

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 2

PLOT DATE : 1/21/2026 9:15 AM

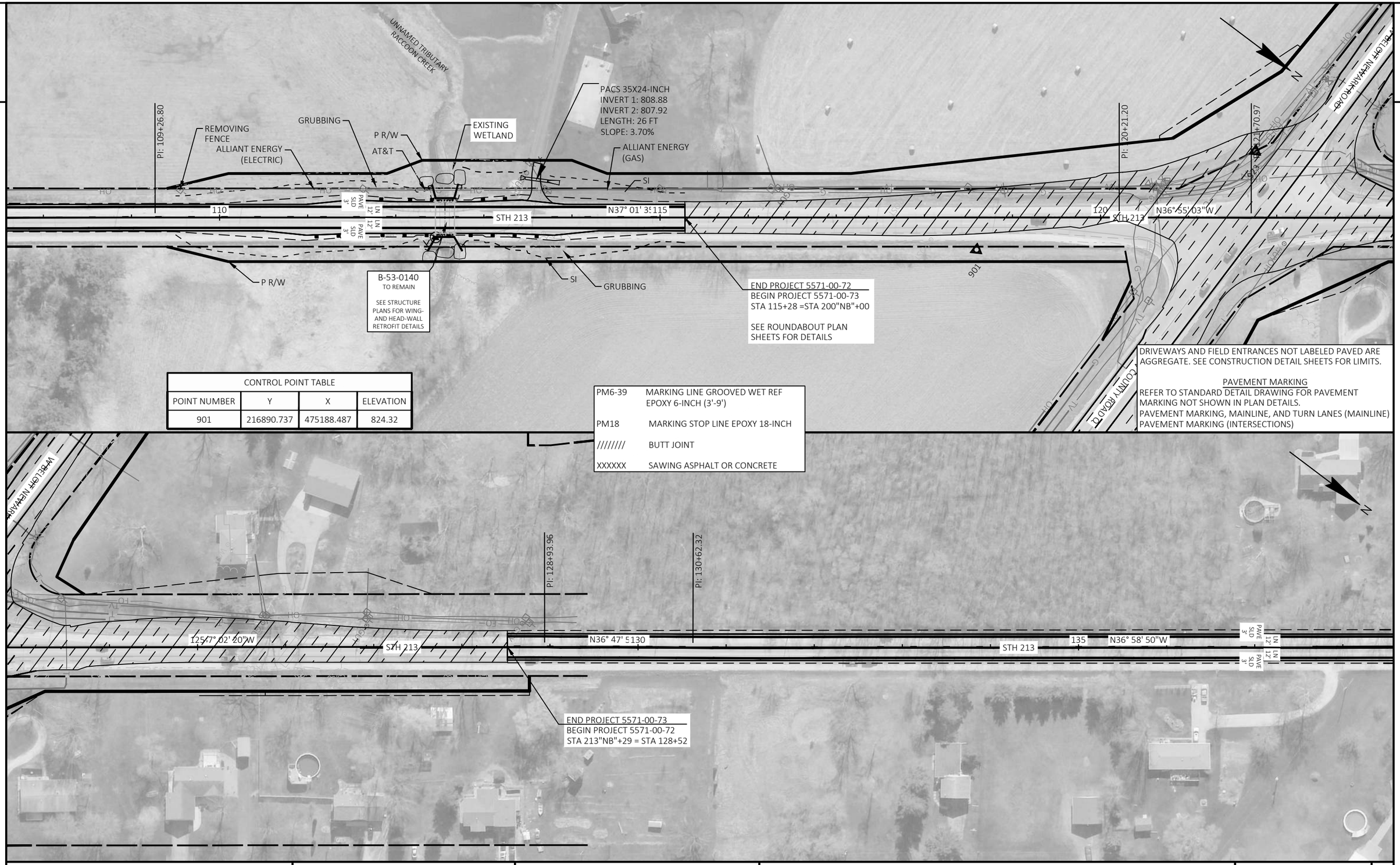
PLOT BY : ANDERSON, SHAUN M

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2




| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 901 | 216890.737 | 475188.487 | 824.32 |

2

2

PI STA = 146+49.32
Y = 219098.559
X = 473482.210
DELTA = 10°38'05"
D = 1°44'14"
T = 306.97'
L = 612.18'
R = 3298.17'
PC STA = 143+42.35
Y = 218852.748
X = 473666.081
PT STA = 149+54.53
Y = 219306.215
X = 473256.133

PI: 140+74.84
PC: 143+42.35
PT: 149+54.53
PAVED DWY
140
145
150
155
160
165
STH 213
N36° 47' 50"W
W SANDALE DRIVE
PAVE SLD 3
LN 12
LN 12
PAVE SLD 3

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 24 | E |
|---|---|---|---|---|---|

2




| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 902 | 220780.502 | 471696.061 | 907.37 |

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

2

2

N

S PADDOCK RD

PI: 212+43.21

200 | STH 213 | 205 | 210 | STH 213 | N47° 13'

PAVE SLD 3" | LN 12' | LN 12' | PAVE SLD 3"

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

N

S PADDOCK ROAD

PC: 217+09.64

PT: 225+22.63

N47° 13' 4 215 | STH 213 | 220 | 225 | STH 213 | N49° 08' 58"W | 230

PAVE SLD 3" | LN 12' | LN 12' | PAVE SLD 3"

903

S PADDOCK ROAD

PI STA = 221+16.18
Y = 224153.096
X = 467983.862
DELTA = 1°55'14"
D = 0°14'10"
T = 406.53'
L = 812.98'
R = 24255.29'
PC STA = 217+09.64
Y = 223877.034
X = 468282.286
PT STA = 225+22.63
Y = 224419.002
X = 467676.355

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 903 | 224670.209 | 467442.722 | 888.05 |

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 26 | E |
|---|---|---|---|---|---|

2

PC: 230+14.08

W CREEDY ROAD

PT 239+08.40

230 STH 213 235 240 STH 213 N45° 12' 59"W 245

PAVE SLD 3'
LN 12'
LN 12'
PAVE SLD 3'

PI STA = 234+61.42
Y = 225033.051
X = 466966.238
DELTA = 3°55'59"
D = 0°26'23"
T = 447.33'
L = 894.31'
R = 13028.15'
PC STA = 230+14.08
Y = 224740.457
X = 467304.609
PT STA = 239+08.40
Y = 225348.166
X = 466648.733

W CREEDY ROAD

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

245 STH 213 250 255 STH 213 260 STH 213

PAVE SLD 3'
LN 12'
LN 12'
PAVE SLD 3'

2

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 27 | E |

2

2

STH 213 N45° 12' 59"W 265 STH 213 270 PAVE SLD 3' LN 12' LN 12' PAVE SLD 3' STH 213 275

S JOHNSON ROAD

N

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

W GROVE SCHOOL ROAD

AT&T

AG

AG

PM6-39

PC: 288+71.86

280 STH 213 285 PAVE SLD 3' LN 12' LN 12' PAVE SLD 3' STH 213 290

PM6-39

SONIC

AG

WS-G

W GROVE SCHOOL

N

WS-G: WEST SHORE PIPE LINE COMPANY. FOR THE PAVING WORK NEAR THEIR FACILITY, THE WEST SHORE REQUIRES AN OBSERVER TO BE ON-SITE AND REQUESTS THAT THEY BE CONTACTED BEFORE WORK BEGINS.

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 28 | E |
|---|---|---|---|---|---|

2

2

PT: 292+06.81

904

PI: 295+30.08

N44° 26' 45"W

295

STH 213

300

N44° 08' 06"W

STH 213

305

PAVE SLD 3'

LN 12'

LN 12'

PAVE SLD 3'

N

PI STA = 290+39.34
Y = 228962.554
X = 463006.930
DELTA = 0°46'14"
D = 0°13'48"
T = 167.48'
L = 334.95'
R = 24904.80'
PC STA = 288+71.86
Y = 228844.580
X = 463125.800
PT STA = 292+06.81
Y = 229082.117
X = 462889.658

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 904 | 229056.764 | 462836.054 | 904.65 |

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

N

PC: 308+31.30

PT: 313+06.64

STH 213

310

315

STH 213

N45° 01' 24"W

320

PAVE SLD 3'

LN 12'

LN 12'

PAVE SLD 3'

PAVED DWY

PAVED DWY

PI STA = 310+68.97
Y = 230417.370
X = 461591.684
DELTA = 0°53'18"
D = 0°11'13"
T = 237.68'
L = 475.34'
R = 30655.69'
PC STA = 308+31.30
Y = 230246.790
X = 461757.190
PT STA = 313+06.64
Y = 230585.364
X = 461423.554

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 29 | E |
|---|---|---|---|---|---|

2

2

STH 213

325

N45° 01' 24"W

330

STH 213

335

PAVE SLD 3"

LN 12'

LN 12'

PAVE SLD 3"

PAVED DWY

PAVED DWY

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

N

S SMYTHE SCHOOL ROAD

PC: 339+13.32

W LAIRD ROAD

PT: 345+20.64

STH 213

340

345

350

N68° 31' 53"W

STH 213

PM6-39

PM6-39

PM6-39

SONIC

FRONTIER

ROCK ENERGY

CLEAN CULVERT PIPES:
3X, 60 INCH ROUND , 62 FEET LENGTH
MAINTENANCE NOTE:
BLOCKAGE ON DOWNSTREAM SIDE

PI STA = 342+21.32
Y = 232645.513
X = 459361.726
DELTA = 23°30'29"
D = 3°52'15"
T = 307.99'
L = 607.32'
R = 1480.22'
PC STA = 339+13.32
Y = 232427.819
X = 459579.598
PT STA = 345+20.64
Y = 232758.237
X = 459075.103

905

S KETTLE ROAD

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 905 | 232733.892 | 459251.941 | 865.10 |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 30 E |

2

2

PI: 355+91.21

PC: 359+66.08

PT: 363+06.39

355

N68° 54' 13"W

STH 213

360

PAVE SLD 3"

LN 12'

LN 12'

PAVE SLD 3"

365

N71° 01' 04"W

STH 213

PAVED DWY

PI STA = 361+36.25
Y = 233346.240
X = 457570.300
DELTA = 2°06'51"
D = 0°37'16"
T = 170.18'
L = 340.32'
R = 9222.70'
PC STA = 359+66.08
Y = 233284.986
X = 457729.072
PT STA = 363+06.39
Y = 233401.595
X = 457409.376

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

PC: 368+05.68

PT: 372+31.37

370

STH 213

375

PAVE SLD 3"

LN 12'

LN 12'

PAVE SLD 3"

PAVED DWY

PAVED DWY

STH 213

380

PI STA = 370+19.42
Y = 233633.523
X = 456735.126
DELTA = 12°48'31"
D = 3°00'32"
T = 213.74'
L = 425.69'
R = 1904.20'
PC STA = 368+05.68
Y = 233564.000
X = 456937.239
PT STA = 372+31.37
Y = 233746.124
X = 456553.455

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 31 | E |
|---|---|---|---|---|---|

2

2

PAVED DWY

385

STH 213

N58° 12' 33"W

390

PAVE SLD 3

LN 12

LN 12

PAVE SLD 3

STH 213

395

PAVED DWY

PAVED DWY

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

S COUNTY ROAD H

FRONTIER

PM18

Pt: 406+25.86

400

STH 213

405

STH 213

N58° 05' 50"W

410

PAVE SLD 3

LN 12

LN 12

PAVE SLD 3

ROCK ENERGY (ELECTRIC)

PM18

SONIC

CLEAN CULVERT PIPE
24X36-INCH ARCH
45 FEET LENGTH

SONIC

ROCK ENERGY (ELECTRIC)

S COUNTY ROAD H

ROCK ENERGY (ELECTRIC)

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 906 | 235201.051 | 454137.938 | 993.42 |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 32 E |

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 12

PLOT DATE : 1/21/2026 9:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

2




PI STA = 415+45.21
Y = 236020.266
X = 452887.744
DELTA = 16°51'14"
D = 4°05'02"
T = 207.85'
L = 412.69'
R = 1402.97'
PC STA = 413+37.36
Y = 235910.423
X = 453064.194
PT STA = 417+50.05
Y = 236176.550
X = 452750.719

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

2

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 33 | E |
|---|---|---|---|---|---|

PI STA = 450+97.45
Y = 238693.518
X = 450543.925
DELTA = 48°13'11"
D = 5°58'47"
T = 428.81'
L = 806.40'
R = 958.18'
PC STA = 446+68.64
Y = 238371.087
X = 450826.622
PT STA = 454+75.04
Y = 238697.538
X = 450115.132

PAVED DWY

445

PC: 446+68.64

PM6-39

STH 213

450

PT: 454+75.04

455

STH 213

N89° 27' 47"W

PAVE SLD 3'

LN 12'

LN 12'

PAVE SLD 3'

W PLYMOUTH CHURCH RD

N

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 907 | 238517.129 | 450603.932 | 974.35 |

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

N

S PINNOW GROVE ROAD

460

STH 213

465

N89° 27' 47"W

470

STH 213

PAVE SLD 3'

LN 12'

LN 12'

PAVE SLD 3'

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 34 | E |
|---|---|---|---|---|---|

2

2

PAVED DWY

475 N89° 27' 47"W 480 485

STH 213

PAVE SLD 3'

LN 12'

LN 12'

PAVE SLD 3'

N

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.

PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)

PAVEMENT MARKING (INTERSECTIONS)

N

PI: 498+80.77

490 N89° 27' 47"W 495 500 N89° 19' 21"W

STH 213

PAVE SLD 3'

LN 12'

LN 12'

PAVE SLD 3'

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 35 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 15

PLOT DATE : 1/21/2026 9:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

PI: 515+66.86

908

505 STH 213 N89° 19' 21"W 510 STH 213 515 N89° 35' 49"W STH 213

PAVE SLD 3'
LN 12'
LN 12'
PAVE SLD 3'

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 908 | 238718.825 | 444689.846 | 940.85 |

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

N

W HAFEMAN ROAD

PT: 528+14.73

PM6-39

S LUTHER VALLEY ROAD

PC: 523+24.54

525 STH 213 530

PAVE SLD 3'
LN 12'
LN 12'
PAVE SLD 3'

N59° 12' 59"W STH 213 535

PI: 520+18.75

FRONTIER

ALLIANT ENERGY (ELECTRIC)

N88° 59' 06"W

520 STH 213

SONIC

S CARVER ROAD

PI STA = 525+75.30
Y = 238771.814
X = 443015.276
DELTA = 29°46'07"
D = 6°04'22"
T = 250.77'
L = 490.20'
R = 943.49'
PC STA = 523+24.54
Y = 238767.372
X = 443266.002
PT STA = 528+14.73
Y = 238900.155
X = 442799.842

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 36 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 16

PLOT DATE : 1/21/2026 9:19 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

PI: 536+38.91

535 540 STH 213 545 N59° 01' 55"W STH 213 550

PAVE SLD 3"

LN 12'

LN 12'

PAVE SLD 3"

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

PI: 553+88.26

550 STH 213 555 N59° 35' 14"W 560 STH 213 565

PAVE SLD 3"

LN 12'

LN 12'

PAVE SLD 3"

EXISTING R/W

FRONTIER

PAVED DWY

ALLIANT ENERGY (ELECTRIC)

P R/W

PI: 565+29.06

EXISTING R/W

FRONTIER

SONIC

P R/W

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 37 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 17

PLOT DATE : 1/21/2026 9:19 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2




| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 909 | 241229.695 | 438958.687 | 988.07 |

PI STA = 573+33.84
Y = 241207.351
X = 438914.129
DELTA = 6°26'32"
D = 1°48'52"
T = 177.71'
L = 355.05'
R = 3157.70'
PC STA = 571+56.13
Y = 241117.314
X = 439067.343
PT STA = 575+11.17
Y = 241279.628
X = 438751.781

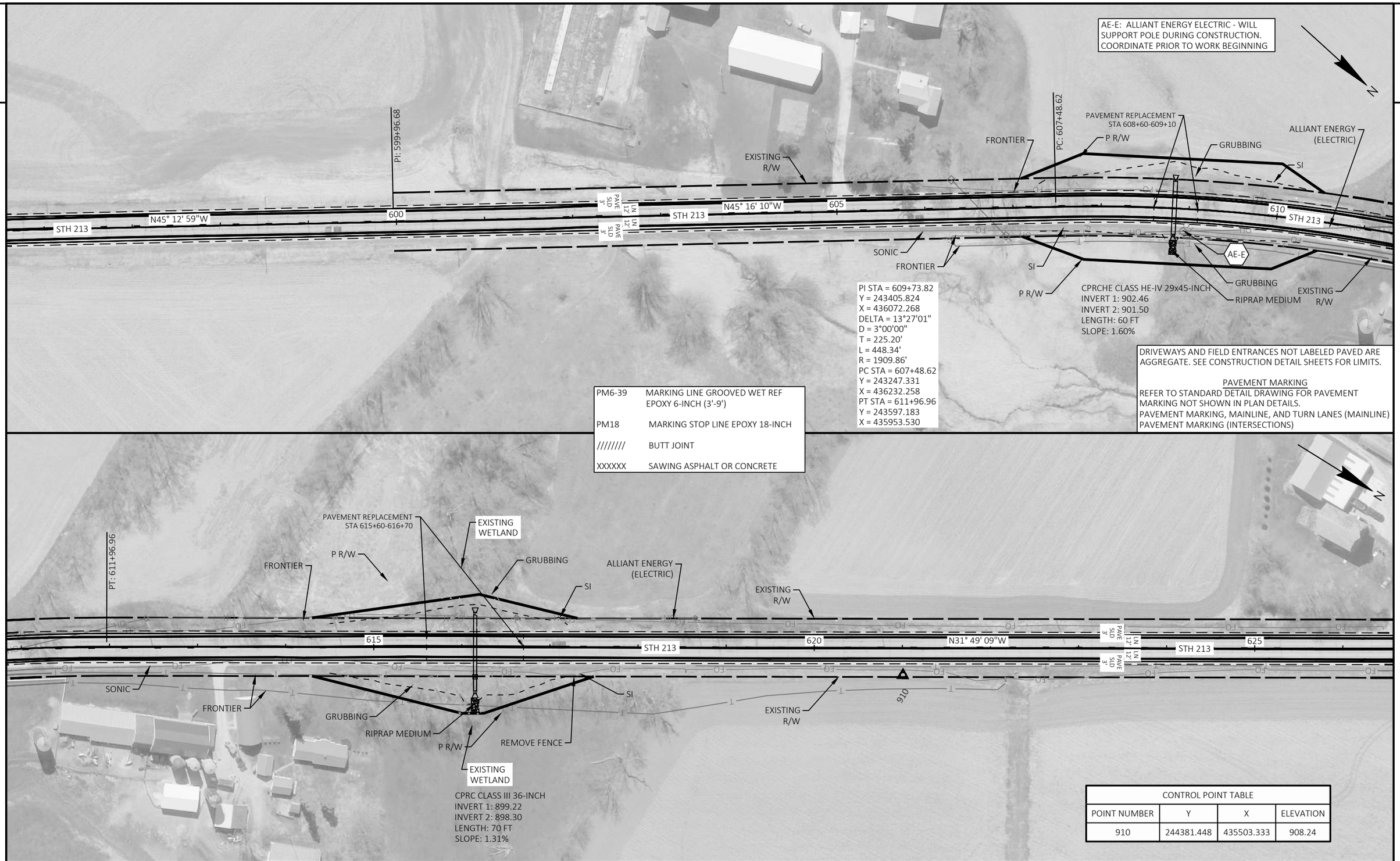
| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

PI STA = 585+73.13
Y = 241715.487
X = 437783.399
DELTA = 20°04'38"
D = 4°33'37"
T = 222.41'
L = 440.26'
R = 1256.41'
PC STA = 583+50.72
Y = 241623.539
X = 437985.914
PT STA = 587+90.98
Y = 241871.369
X = 437624.756




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 39 | E |
|---|---|---|---|---|---|

2

2

PC: 631+74.43

PT: 637+77.22

630

635

640

STH 213

STH 213

PAVE SLD 3

LN 12'

LN 12'

PAVE SLD 3

PI STA = 634+75.85
Y = 245533.592
X = 434752.003
DELTA = 1°43'43"
D = 0°17'12"
T = 301.42'
L = 602.80'
R = 19981.05'
PC STA = 631+74.43
Y = 245277.470
X = 434910.925
PT STA = 637+77.22
Y = 245784.804
X = 434585.428

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETAILS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

| | |
|---|---|
| PM6-39 | MARKING LINE GROOVED WET REF EPOXY 6-INCH (3'-9') |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

PI STA = 649+22.36
Y = 246739.188
X = 433952.589
DELTA = 19°47'31"
D = 5°59'12"
T = 166.96'
L = 330.59'
R = 957.04'
PC STA = 647+55.40
Y = 246600.038
X = 434044.857
PT STA = 650+85.99
Y = 246838.875
X = 433818.655

ALLIANT ENERGY (ELECTRIC)

FRONTIER

N33° 32' 52"W

645

STH 213

PC: 647+55.40

PT: 650+85.99

650

655

N53° 20' 23"W

STH 213

PAVE SLD 3

LN 12'

LN 12'

PAVE SLD 3

PAVED DWY

SONIC

ROCK ENERGY

FRONTIER

CLEAN CULVERT PIPE
24X24-INCH BOX
50 FEET LENGTH

PM6-39

W ORFORDVILLE HA

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 40 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 20

PLOT DATE : 1/21/2026 9:20 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44




| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 911 | 247772.333 | 432510.037 | 896.27 |

| | |
|---|---|
| PM6 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

DRIVEWAYS AND FIELD ENTRANCES NOT LABELED PAVED ARE AGGREGATE. SEE CONSTRUCTION DETAIL SHEETS FOR LIMITS.

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETIALS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

UTILITIES

UTILITY OWNER LABELS SHOW ON CURB RAMP DETAILS SHEETS

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 913 | 248367.120 | 431809.451 | 893.36 |
| 914 | 248848.314 | 431182.579 | 887.62 |
| 915 | 249051.089 | 430890.905 | 886.84 |

2

| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 915 | 249051.089 | 430890.905 | 886.84 |
| 916 | 249237.713 | 430548.606 | 887.02 |
| 917 | 249345.035 | 430502.422 | 886.62 |
| 919 | 249506.879 | 430188.435 | 886.11 |
| 920 | 249741.356 | 429857.435 | 885.86 |

AE-G: ALLIANT ENERGY - GAS INDICATED A GAS VALVE WITHIN CURB RAMP REPLACEMENT AREA. ALLIANT WILL REPLACE DURING CONSTRUCTION. CONTACT PRIOR TO WORK BEGINNING.

N

S CENTER STREET

PI: 690+61.39

W BRODHEAD STREET

PI: 696+01.29

CLARK STREET

PI: 69+44.19

AE-G

STH 213

N53° 13' 21"W

690

695

N53° 05' 25"W

700

N53° 21' 32"W

N53° 11' 32"W

PARK 8' - 10'

LN 11' - 11'

915

916

917

919

920

SPRING STREET

N CENTER STREET

N RICHARDS STREET

W CHURCH STREET

XXXXXX

PAVEMENT MARKING

REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETIALS.

PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)

PAVEMENT MARKING (INTERSECTIONS)

UTILITIES

UTILITY OWNER LABELS SHOW ON CURB RAMP DETAILS SHEETS

| | |
|---|---|
| PM6 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

PI: 704+17.95

PI: 710+22.09

MAPLE STREET

705

N52° 56' 30"W

710

715

STH 213

N MAPLE STREET

921

912

END CONSTRUCTION
STA 716+45.71
MATCH EXISTING
BUTT JOINT REQ'D

STATE HIGHWAY 11

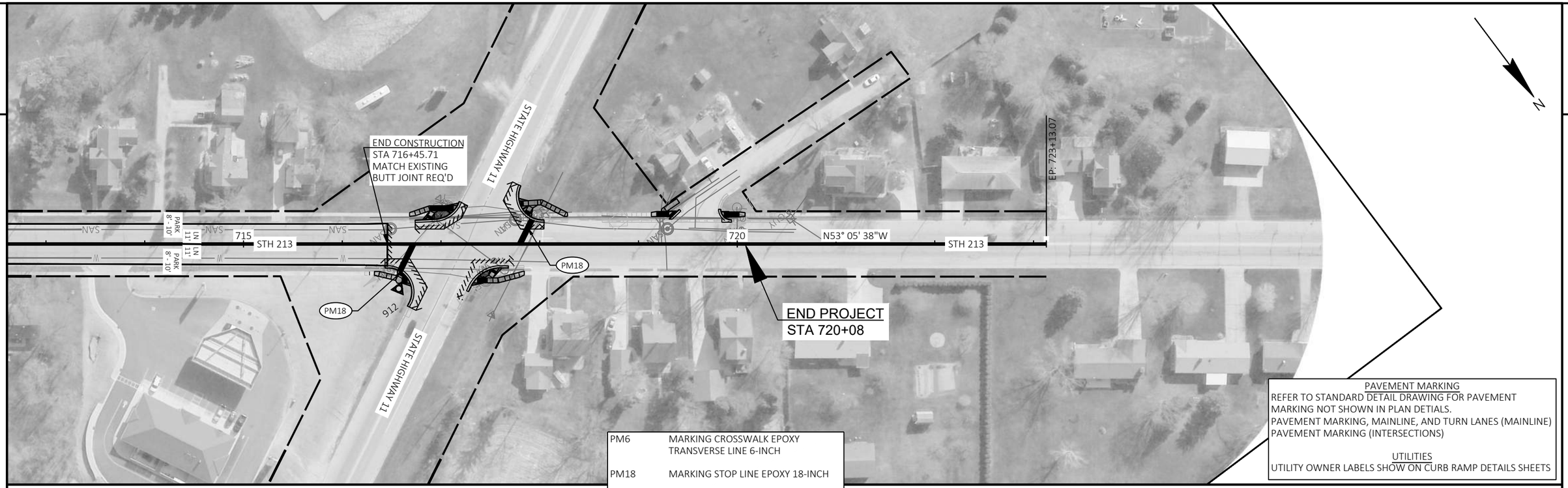
| CONTROL POINT TABLE | | | |
|---|---|---|---|
| POINT NUMBER | Y | X | ELEVATION |
| 912 | 250809.622 | 428582.745 | 908.21 |
| 921 | 250362.966 | 429157.040 | 892.46 |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 42 E |

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 22

PLOT DATE : 1/21/2026 9:21 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



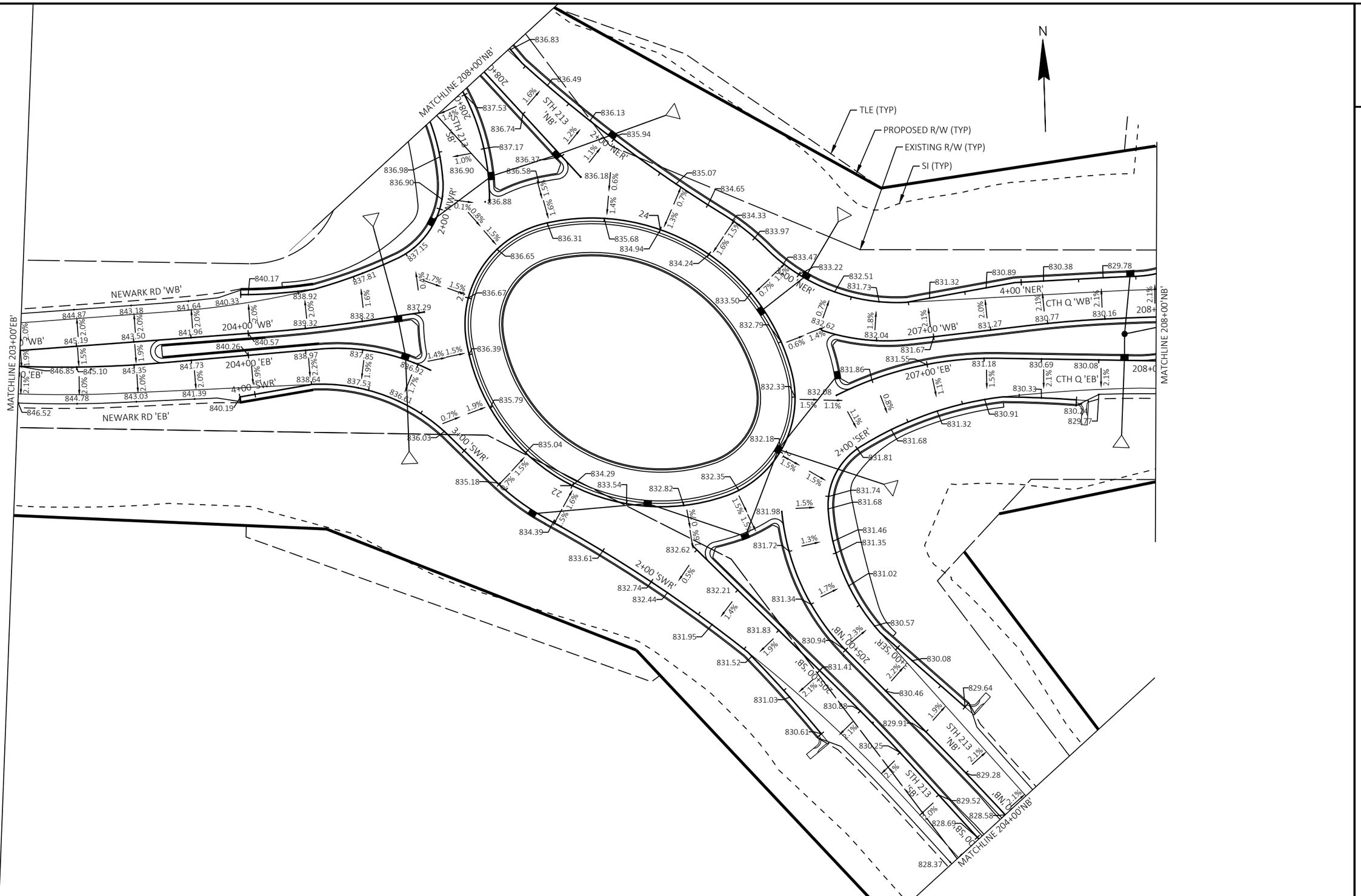

| | |
|---|---|
| PM6 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| PM18 | MARKING STOP LINE EPOXY 18-INCH |
| //////// | BUTT JOINT |
| XXXXXX | SAWING ASPHALT OR CONCRETE |

PAVEMENT MARKING
REFER TO STANDARD DETAIL DRAWING FOR PAVEMENT MARKING NOT SHOWN IN PLAN DETIALS.
PAVEMENT MARKING, MAINLINE, AND TURN LANES (MAINLINE)
PAVEMENT MARKING (INTERSECTIONS)

UTILITIES
UTILITY OWNER LABELS SHOW ON CURB RAMP DETAILS SHEETS

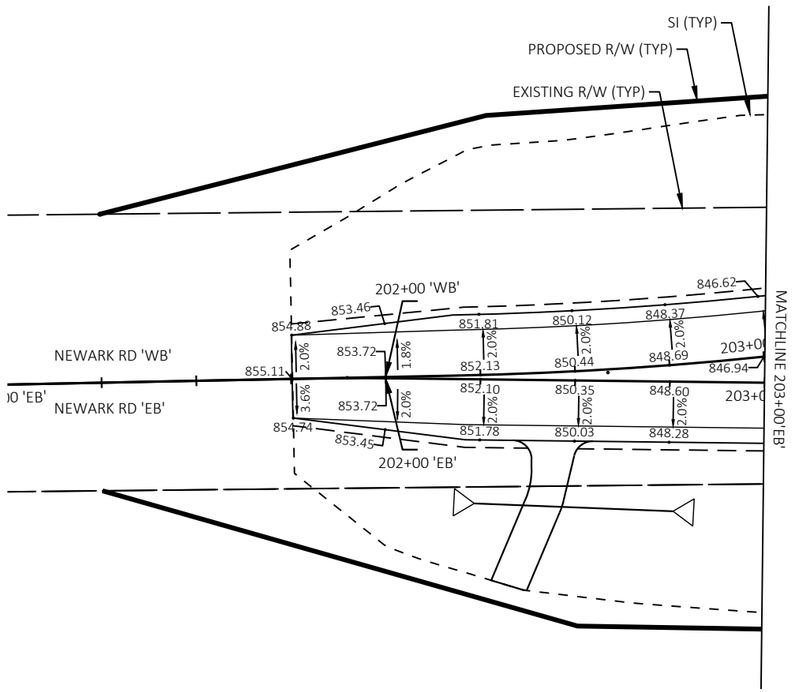
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 43 | E |
|---|---|---|---|---|---|

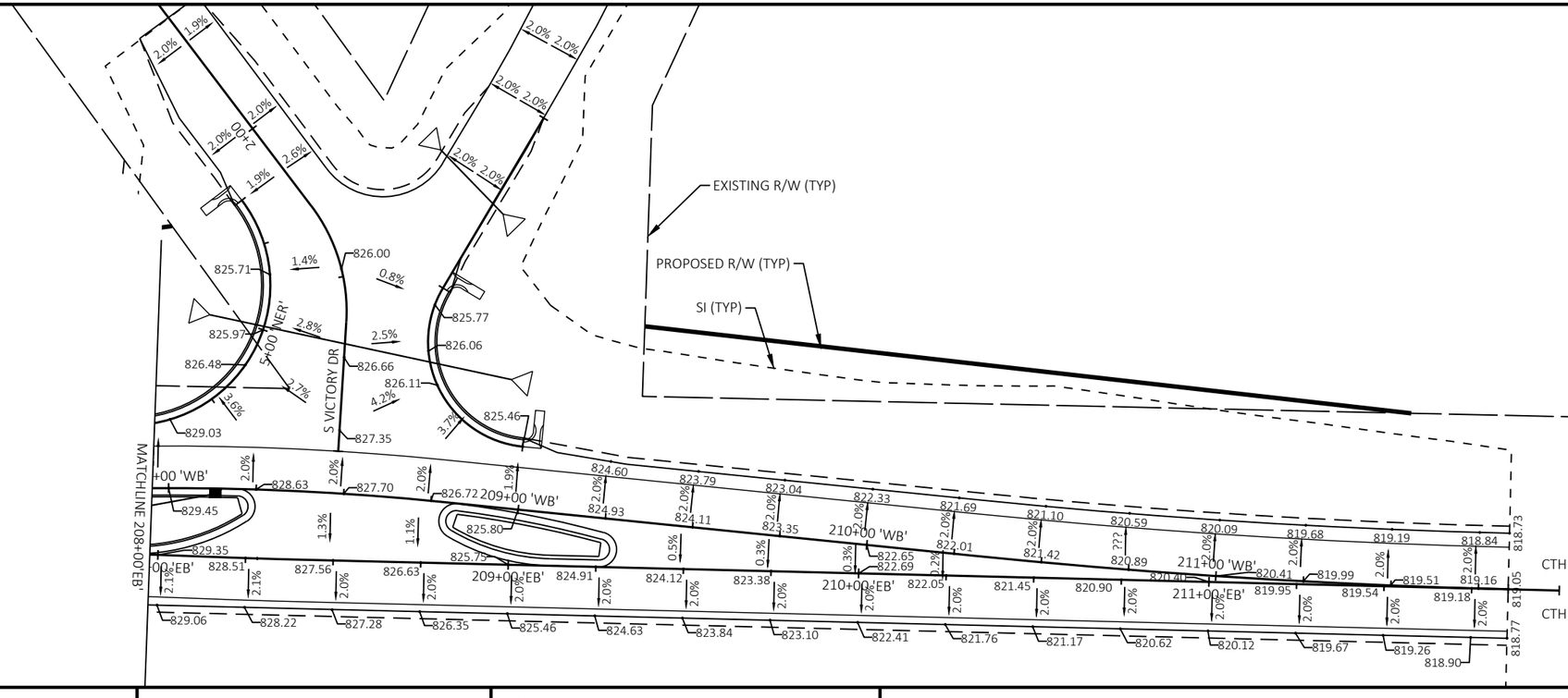
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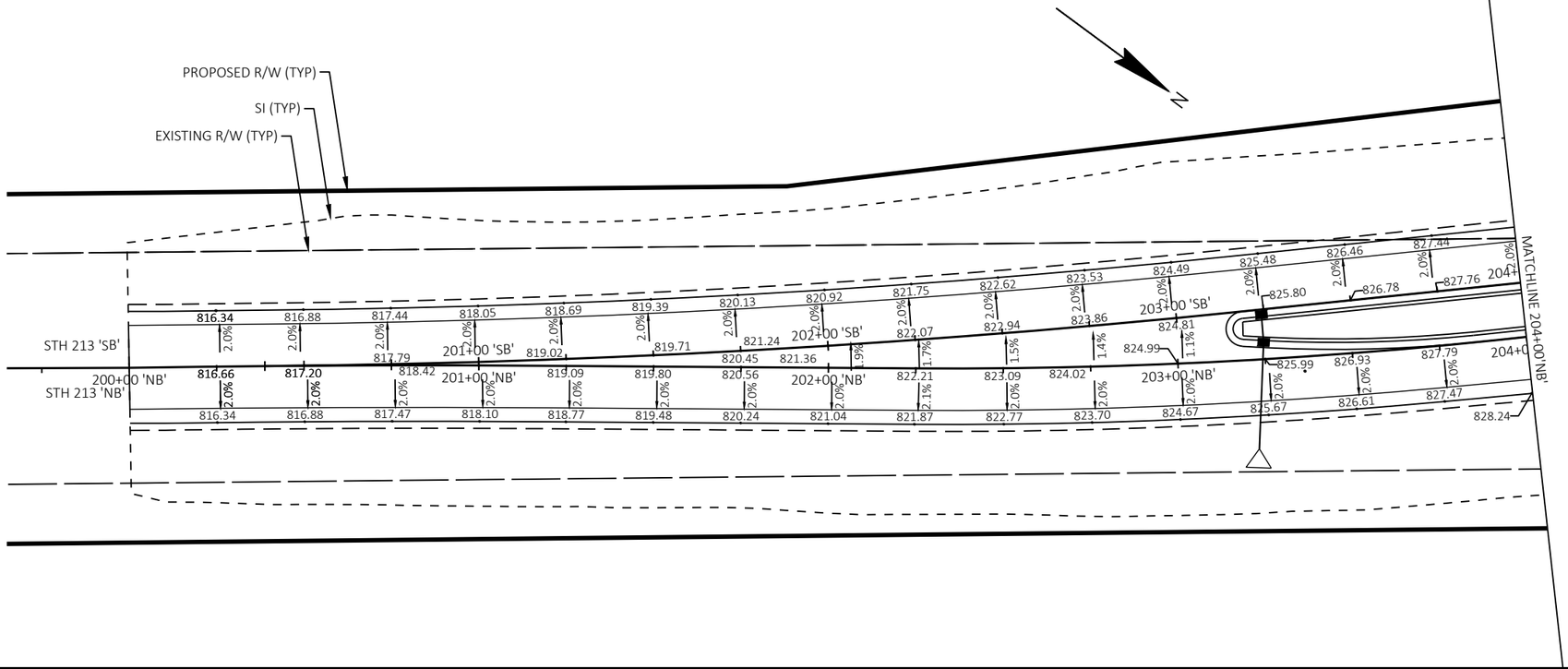


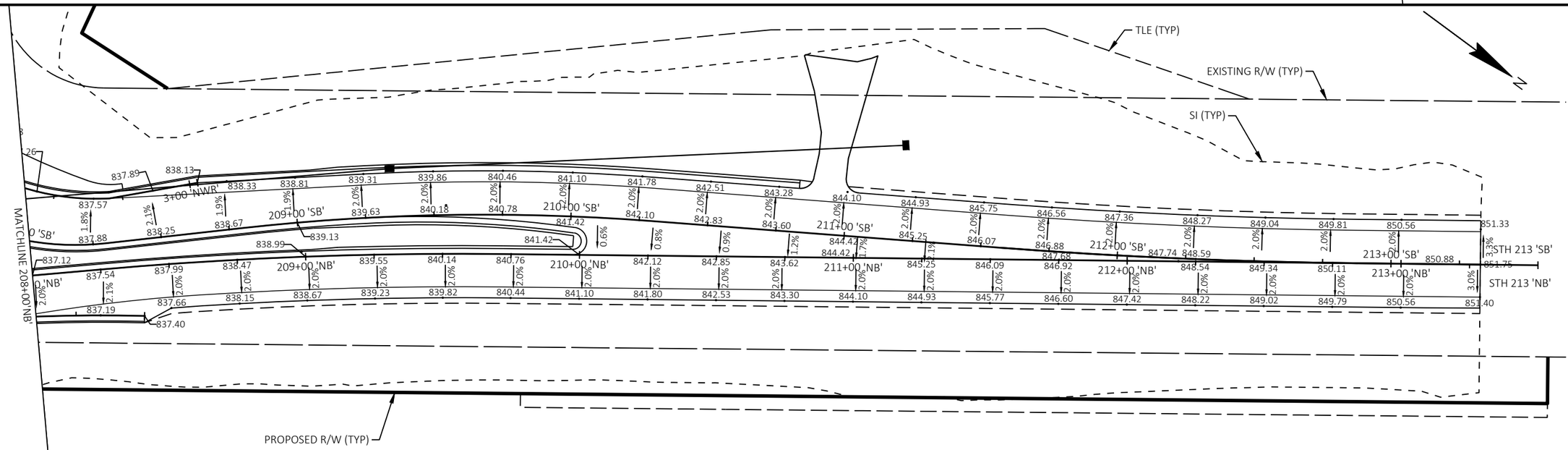

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 44 | E |
|---|---|---|---|---|---|

2

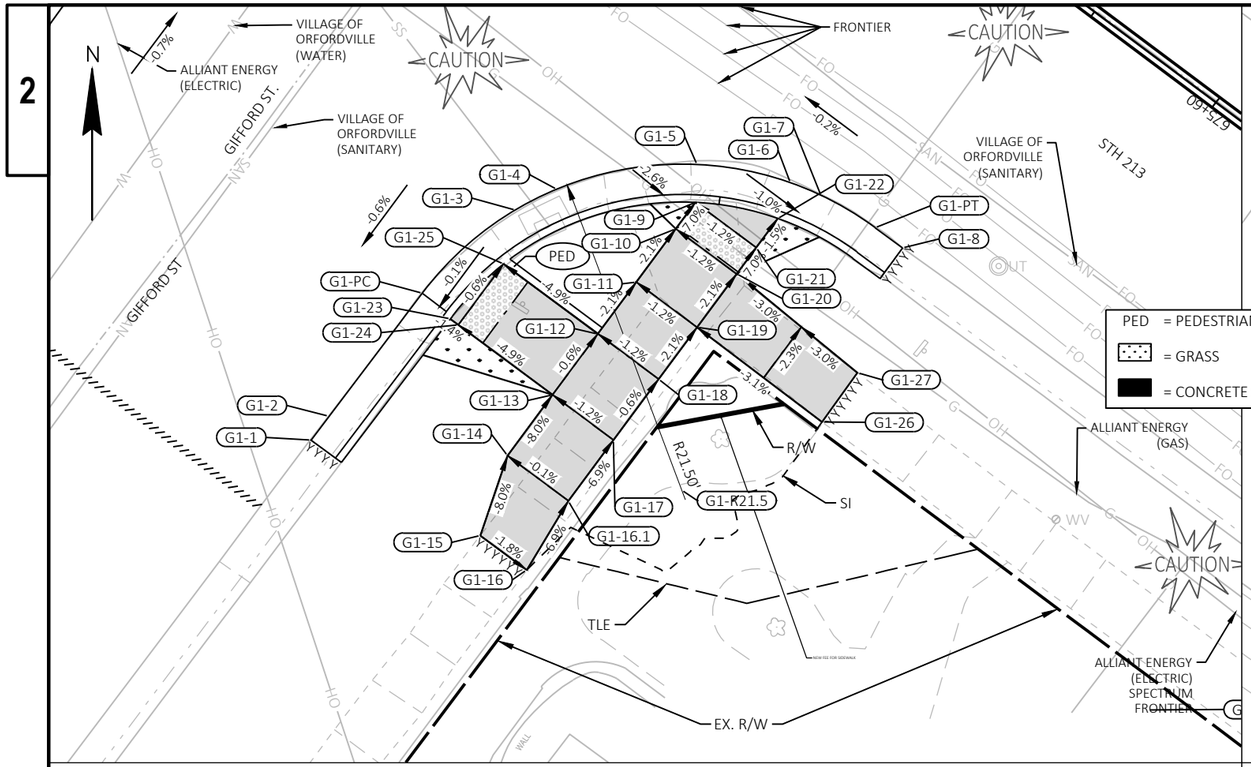

SI (TYP)
PROPOSED R/W (TYP)
EXISTING R/W (TYP)
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202+00 'WB'
NEWARK RD 'WB'
NEWARK RD 'EB'
202+00 'EB'
MATCHLINE 203+00'EB'
854.88
853.46
846.62
855.11
853.72
852.13
850.44
848.69
846.94
854.74
853.45
851.78
850.03
848.28
851.81
850.12
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848.60
2.0%
1.8%
3.6%

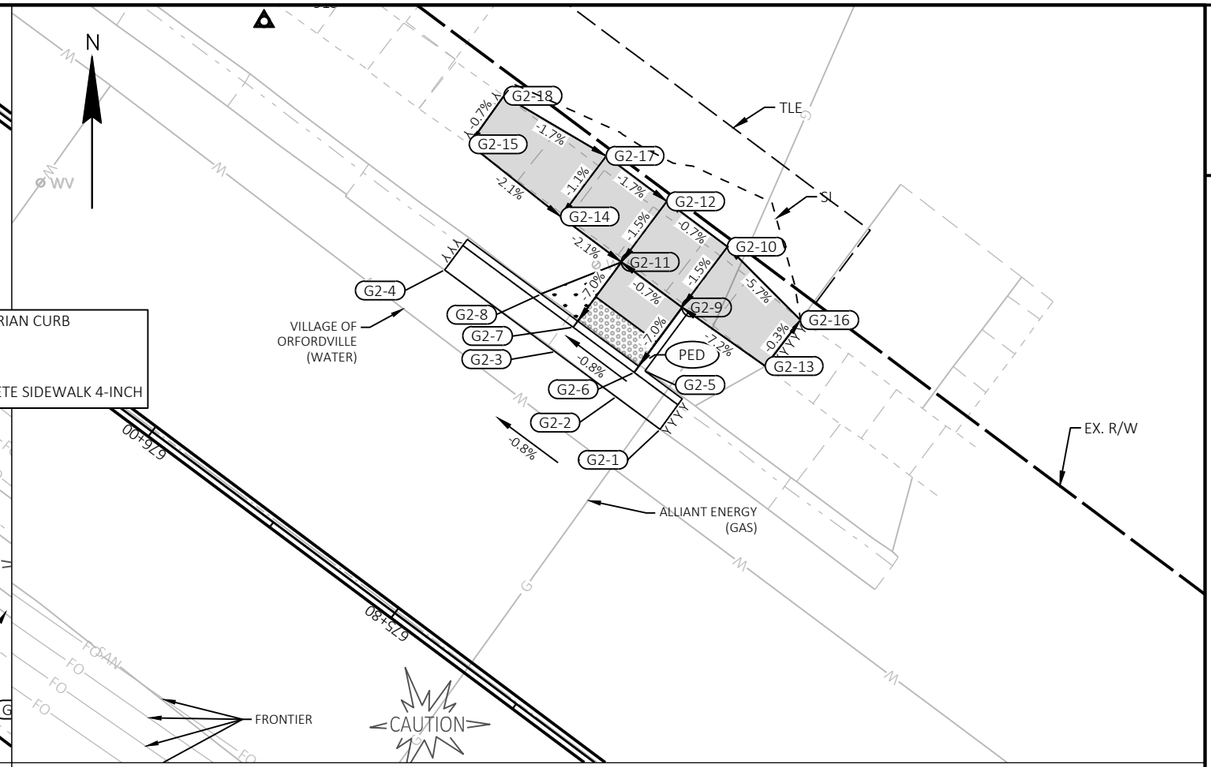

N
EXISTING R/W (TYP)
PROPOSED R/W (TYP)
SI (TYP)
S VICTORY DR
MATCHLINE 208+00'EB'
209+00 'WB'
209+00 'EB'
210+00 'WB'
210+00 'EB'
211+00 'WB'
211+00 'EB'
CTH Q 'WB'
CTH Q 'EB'
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826.00
825.97
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826.48
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826.06
826.11
825.46
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2.7%
4.2%
3.6%
3.7%
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2.6%
1.3%
1.1%
0.5%
0.3%
0.2%
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2.0%




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN DETAILS | SHEET 46 | E |
|---|---|---|---|---|---|



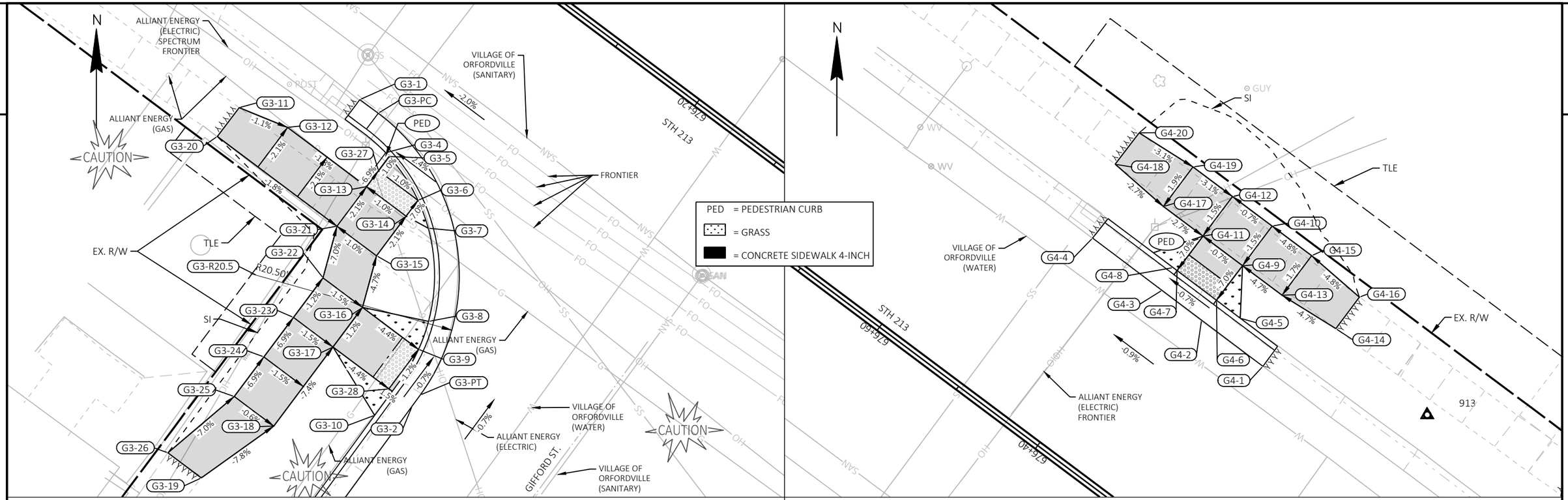

| Gifford St-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| G1-1 | 675+94.49 | 53.61' LT | 893.24 | 248293.83 | 431774.37 |
| G1-2 | 675+94.50 | 51.64' LT | 0.00 | 248295.42 | 431775.54 |
| G1-3 | 675+92.77 | 33.38' LT | 893.11 | 248309.00 | 431787.86 |
| G1-4 | 675+91.41 | 30.65' LT | 893.13 | 248310.37 | 431790.58 |
| G1-5 | 675+84.97 | 23.79' LT | 893.17 | 248312.01 | 431799.85 |
| G1-6 | 675+79.32 | 21.07' LT | 893.19 | 248310.80 | 431806.00 |
| G1-7 | 675+77.20 | 20.53' LT | 0.00 | 248309.97 | 431808.03 |
| G1-8 | 675+70.81 | 20.08' LT | 893.27 | 248306.50 | 431813.41 |
| G1-9 | 675+83.56 | 25.86' LT | 893.09 | 248309.51 | 431799.73 |
| G1-10 | 675+83.56 | 28.03' LT | 893.24 | 248307.77 | 431798.44 |
| G1-11 | 675+83.54 | 32.40' LT | 893.33 | 248304.26 | 431795.84 |
| G1-12 | 675+83.52 | 36.67' LT | 893.42 | 248300.83 | 431793.30 |
| G1-13 | 675+83.51 | 41.67' LT | 893.45 | 248296.82 | 431790.32 |
| G1-14 | 675+83.49 | 46.67' LT | 893.85 | 248292.80 | 431787.34 |
| G1-15 | 675+81.77 | 51.96' LT | 894.29 | 248287.53 | 431785.54 |
| G1-16 | 675+77.96 | 51.95' LT | 894.23 | 248285.26 | 431788.60 |
| G1-16.1 | 675+78.49 | 46.65' LT | 893.86 | 248289.82 | 431791.35 |
| G1-17 | 675+78.51 | 41.65' LT | 893.51 | 248293.84 | 431794.33 |
| G1-18 | 675+78.52 | 36.65' LT | 893.48 | 248297.85 | 431797.31 |

| Gifford St-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| G1-19 | 675+78.54 | 32.38' LT | 893.39 | 248301.28 | 431799.85 |
| G1-20 | 675+78.56 | 28.01' LT | 893.30 | 248304.79 | 431802.46 |
| G1-21 | 675+78.56 | 25.84' LT | 893.15 | 248306.53 | 431803.75 |
| G1-22 | 675+78.57 | 23.46' LT | 893.11 | 248308.45 | 431805.17 |
| G1-23 | 675+91.91 | 41.70' LT | 893.07 | 248301.83 | 431783.57 |
| G1-24 | 675+91.25 | 41.69' LT | 893.07 | 248301.43 | 431784.10 |
| G1-25 | 675+91.27 | 36.69' LT | 893.04 | 248305.45 | 431787.08 |
| G1-26 | 675+68.19 | 32.45' LT | 893.71 | 248295.03 | 431808.10 |
| G1-27 | 675+68.27 | 28.46' LT | 893.61 | 248298.27 | 431810.43 |
| G1-28 | 675+48.84 | 64.16' LT | 0.00 | 248258.04 | 431804.61 |
| G1-29 | 675+48.88 | 51.82' LT | 893.64 | 248267.95 | 431811.96 |
| G1-30 | 675+42.63 | 44.05' LT | 893.58 | 248270.43 | 431821.62 |
| G1-31 | 675+39.58 | 34.78' LT | 893.70 | 248276.03 | 431829.62 |
| G1-PC | 675+94.41 | 41.45' LT | 893.14 | 248303.52 | 431781.71 |
| G1-PT | 675+73.06 | 20.09' LT | 893.25 | 248307.84 | 431811.60 |
| G1-R21.5 | 675+72.91 | 41.59' LT | 894.45 | 248290.53 | 431798.84 |

| Gifford St-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| G2-1 | 675+73.24 | 20.19' RT | 893.09 | 248340.20 | 431835.58 |
| G2-2 | 675+76.85 | 20.17' RT | 893.06 | 248342.35 | 431832.67 |
| G2-3 | 675+81.86 | 20.14' RT | 893.02 | 248345.33 | 431828.65 |
| G2-4 | 675+90.92 | 20.10' RT | 892.95 | 248350.72 | 431821.37 |
| G2-5 | 675+76.36 | 22.67' RT | 893.47 | 248344.06 | 431834.57 |
| G2-6 | 675+76.85 | 22.17' RT | 892.98 | 248343.96 | 431833.87 |
| G2-7 | 675+81.86 | 22.14' RT | 892.94 | 248346.94 | 431829.84 |
| G2-8 | 675+84.88 | 22.63' RT | 892.95 | 248349.13 | 431827.72 |
| G2-9 | 675+76.89 | 27.50' RT | 893.32 | 248348.25 | 431837.03 |
| G2-10 | 675+76.89 | 32.50' RT | 893.40 | 248352.25 | 431840.03 |
| G2-11 | 675+81.89 | 27.50' RT | 893.28 | 248351.24 | 431833.03 |
| G2-12 | 675+81.89 | 32.50' RT | 893.36 | 248355.25 | 431836.02 |
| G2-13 | 675+70.17 | 27.69' RT | 893.80 | 248344.38 | 431842.53 |
| G2-14 | 675+86.89 | 27.50' RT | 893.39 | 248354.24 | 431829.03 |
| G2-15 | 675+94.57 | 27.72' RT | 893.55 | 248359.01 | 431823.00 |
| G2-16 | 675+70.13 | 31.51' RT | 893.79 | 248347.42 | 431844.85 |
| G2-17 | 675+86.89 | 32.50' RT | 893.45 | 248358.24 | 431832.02 |
| G2-18 | 675+94.67 | 31.64' RT | 893.58 | 248362.21 | 431825.27 |

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - GIFFORD | SHEET 47 | E |
|---|---|---|---|---|---|

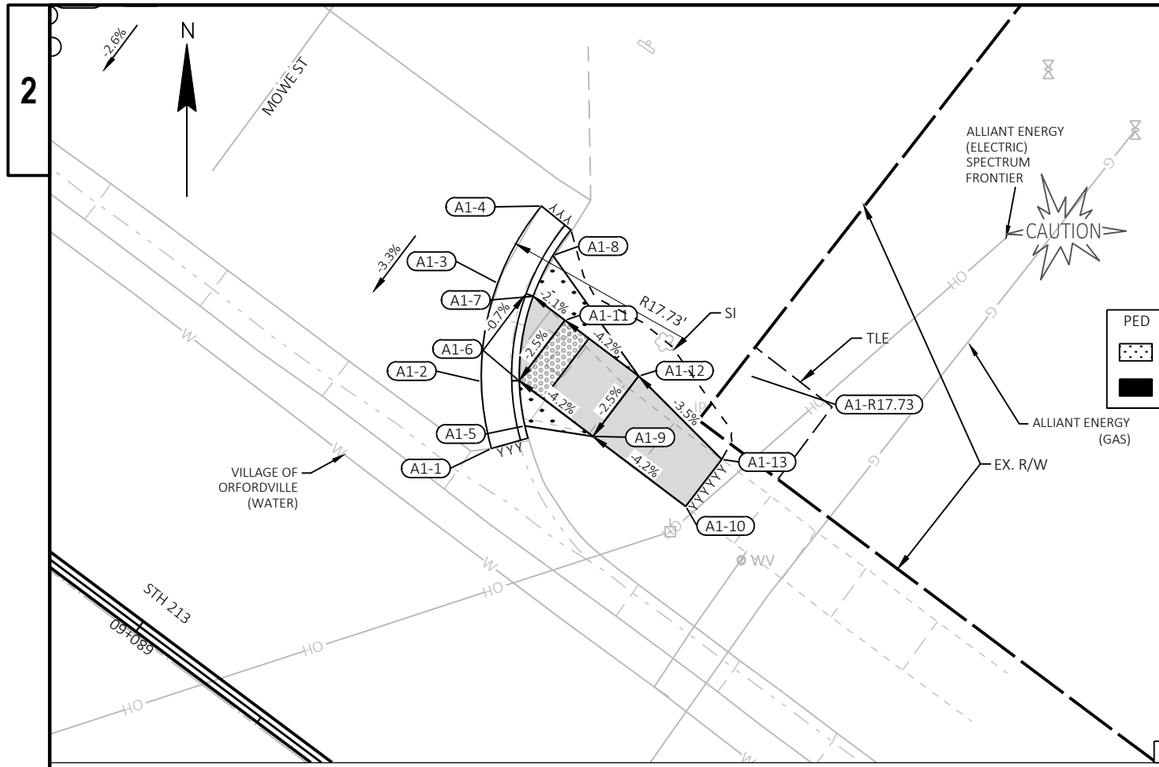
FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\023101-CR.DWG
LAYOUT NAME - GIFFORD
PLOT DATE : 7/14/2025 9:07 AM
PLOT BY : ANDERSON, SHAUN M
PLOT NAME :
PLOT SCALE : ##########

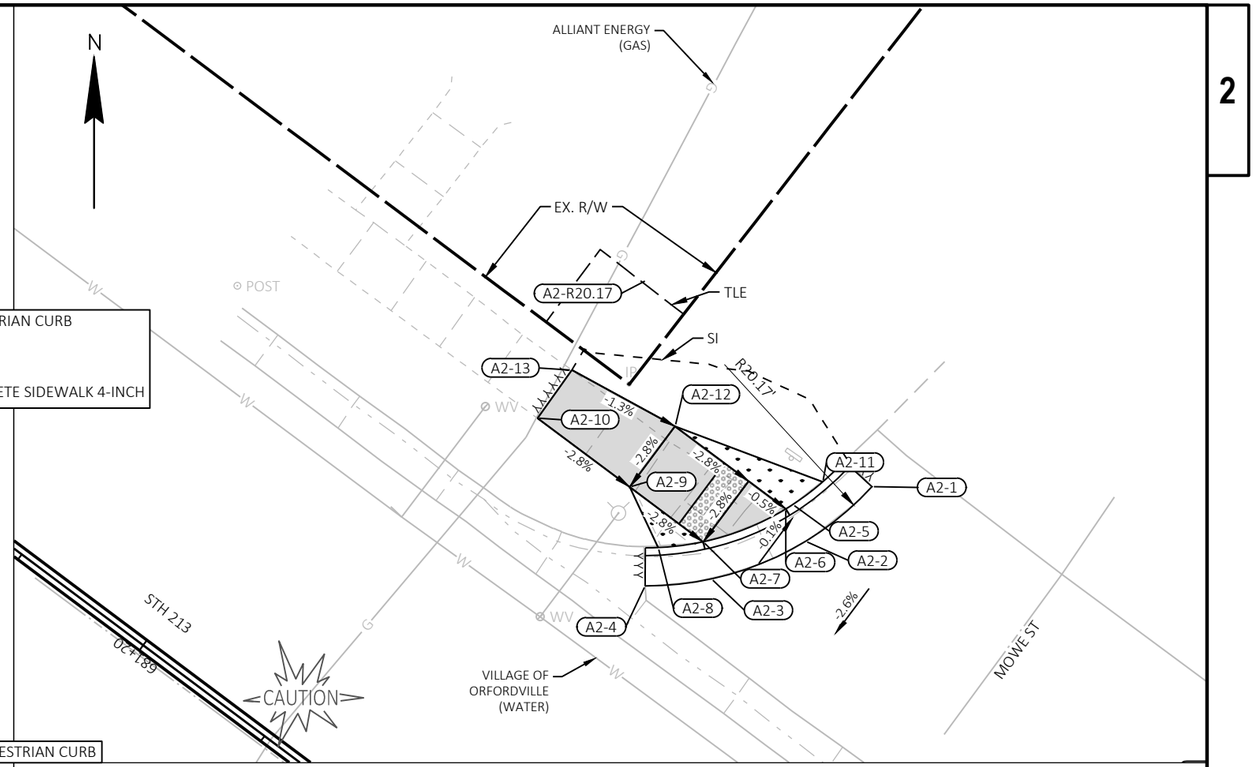



| Gifford St - SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| G3-1 | 676+47.53 | 20.18' LT | 892.73 | 248352.37 | 431751.90 |
| G3-2 | 676+24.73 | 41.85' LT | 893.08 | 248321.36 | 431757.19 |
| G3-3 | 676+24.54 | 58.93' LT | 893.32 | 248307.56 | 431747.11 |
| G3-4 | 676+42.22 | 22.94' LT | 0.00 | 248346.98 | 431754.51 |
| G3-5 | 676+41.71 | 23.04' LT | 892.69 | 248346.59 | 431754.86 |
| G3-6 | 676+36.71 | 24.84' LT | 892.76 | 248342.16 | 431757.78 |
| G3-7 | 676+34.20 | 26.47' LT | 893.30 | 248339.34 | 431758.82 |
| G3-8 | 676+28.53 | 34.01' LT | 893.40 | 248329.91 | 431758.85 |
| G3-9 | 676+27.65 | 36.88' LT | 892.95 | 248327.09 | 431757.83 |
| G3-10 | 676+27.20 | 44.88' LT | 893.54 | 248320.41 | 431753.40 |
| G3-11 | 676+56.83 | 28.16' LT | 893.09 | 248351.55 | 431739.68 |
| G3-12 | 676+51.71 | 26.83' LT | 893.03 | 248349.55 | 431744.58 |
| G3-13 | 676+41.72 | 26.83' LT | 0.00 | 248343.56 | 431752.57 |
| G3-14 | 676+36.71 | 26.84' LT | 892.90 | 248340.56 | 431756.58 |
| G3-15 | 676+36.72 | 31.84' LT | 893.00 | 248336.55 | 431753.59 |
| G3-16 | 676+34.72 | 36.87' LT | 893.26 | 248331.33 | 431752.17 |
| G3-17 | 676+34.72 | 41.87' LT | 893.32 | 248327.32 | 431749.17 |
| G3-18 | 676+34.73 | 51.87' LT | 894.06 | 248319.32 | 431743.18 |
| G3-19 | 676+37.47 | 60.47' LT | 894.76 | 248314.07 | 431735.84 |

| Gifford St - SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| G3-20 | 676+56.86 | 31.83' LT | 893.22 | 248348.63 | 431737.46 |
| G3-21 | 676+41.72 | 31.83' LT | 892.95 | 248339.55 | 431749.58 |
| G3-22 | 676+39.72 | 36.87' LT | 893.33 | 248334.32 | 431748.17 |
| G3-23 | 676+39.72 | 41.87' LT | 893.39 | 248330.32 | 431745.17 |
| G3-24 | 676+39.73 | 46.87' LT | 893.74 | 248326.32 | 431742.17 |
| G3-25 | 676+39.73 | 51.87' LT | 894.09 | 248322.32 | 431739.18 |
| G3-26 | 676+41.70 | 60.46' LT | 894.70 | 248316.62 | 431732.46 |
| G3-27 | 676+41.71 | 24.83' LT | 892.71 | 248345.16 | 431753.78 |
| G3-28 | 676+27.65 | 41.88' LT | 893.01 | 248323.09 | 431754.83 |
| G3-PC | 676+45.21 | 20.19' LT | 892.75 | 248350.97 | 431753.76 |
| G3-PT | 676+24.74 | 40.46' LT | 893.07 | 248322.48 | 431758.01 |
| G3-R20.5 | 676+45.24 | 40.69' LT | 0.00 | 248334.57 | 431741.46 |

| Gifford St-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| G2-1 | 675+73.24 | 20.19' RT | 893.09 | 248340.20 | 431835.58 |
| G2-2 | 675+76.85 | 20.17' RT | 893.06 | 248342.35 | 431832.67 |
| G2-3 | 675+81.86 | 20.14' RT | 893.02 | 248345.33 | 431828.65 |
| G2-4 | 675+90.92 | 20.10' RT | 892.95 | 248350.72 | 431821.37 |
| G2-5 | 675+76.36 | 22.67' RT | 893.47 | 248344.06 | 431834.57 |
| G2-6 | 675+76.85 | 22.17' RT | 892.98 | 248343.96 | 431833.87 |
| G2-7 | 675+81.86 | 22.14' RT | 892.94 | 248346.94 | 431829.84 |
| G2-8 | 675+84.88 | 22.63' RT | 892.95 | 248349.13 | 431827.72 |
| G2-9 | 675+76.89 | 27.50' RT | 893.32 | 248348.25 | 431837.03 |
| G2-10 | 675+76.89 | 32.50' RT | 893.40 | 248352.25 | 431840.03 |
| G2-11 | 675+81.89 | 27.50' RT | 893.28 | 248351.24 | 431833.03 |
| G2-12 | 675+81.89 | 32.50' RT | 893.36 | 248355.25 | 431836.02 |
| G2-13 | 675+70.17 | 27.69' RT | 893.80 | 248344.38 | 431842.53 |
| G2-14 | 675+86.89 | 27.50' RT | 893.39 | 248354.24 | 431829.03 |
| G2-15 | 675+94.57 | 27.72' RT | 893.55 | 248359.01 | 431823.00 |
| G2-16 | 675+70.13 | 31.51' RT | 893.79 | 248347.42 | 431844.85 |
| G2-17 | 675+86.89 | 32.50' RT | 893.45 | 248358.24 | 431832.02 |
| G2-18 | 675+94.67 | 31.64' RT | 893.58 | 248362.21 | 431825.27 |

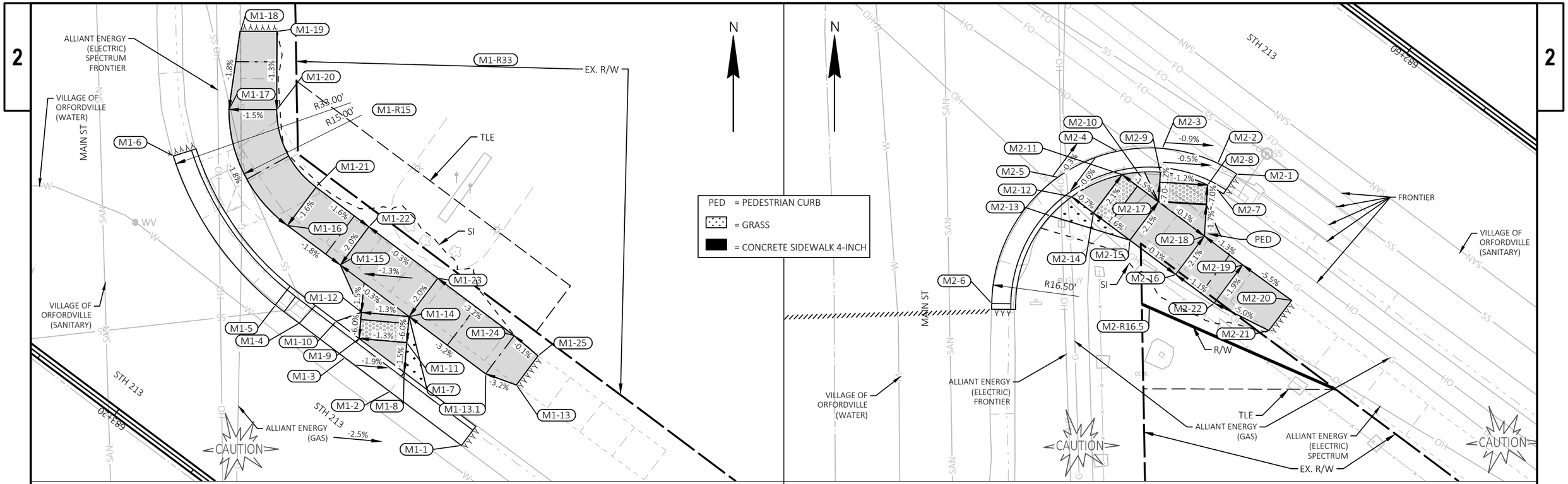



PED = PEDESTRIAN CURB

| Alley_NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| A1-1 | 680+48.44 | 23.30' RT | 888.60 | 248627.28 | 431456.87 |
| A1-2 | 680+51.62 | 26.45' RT | 888.64 | 248631.70 | 431456.21 |
| A1-3 | 680+54.64 | 32.28' RT | 888.71 | 248638.18 | 431457.29 |
| A1-4 | 680+55.37 | 38.10' RT | 888.77 | 248643.28 | 431460.19 |
| A1-5 | 680+47.58 | 25.82' RT | 889.03 | 248628.78 | 431459.07 |
| A1-6 | 680+49.65 | 27.99' RT | 888.56 | 248631.75 | 431458.71 |
| A1-7 | 680+52.25 | 33.00' RT | 888.63 | 248637.32 | 431459.64 |
| A1-8 | 680+52.82 | 35.94' RT | 889.16 | 248640.02 | 431460.94 |
| A1-9 | 680+43.55 | 27.96' RT | 888.82 | 248628.08 | 431463.58 |
| A1-10 | 680+35.89 | 27.93' RT | 889.14 | 248623.47 | 431469.70 |
| A1-11 | 680+49.63 | 32.99' RT | 888.69 | 248635.74 | 431461.73 |
| A1-12 | 680+43.51 | 32.97' RT | 888.94 | 248632.06 | 431466.62 |
| A1-13 | 680+35.84 | 31.84' RT | 889.22 | 248626.57 | 431472.08 |
| A1-R17.73 | 680+37.66 | 37.37' RT | 0.00 | 248632.09 | 431473.93 |

| Alley NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| A2-1 | 680+87.75 | 37.18' RT | 888.39 | 248661.93 | 431433.70 |
| A2-2 | 680+89.10 | 31.67' RT | 888.28 | 248658.33 | 431429.32 |
| A2-3 | 680+92.60 | 25.96' RT | 888.16 | 248655.85 | 431423.11 |
| A2-4 | 680+95.82 | 22.98' RT | 888.01 | 248655.39 | 431418.74 |
| A2-5 | 680+91.23 | 33.11' RT | 888.30 | 248660.75 | 431428.48 |
| A2-6 | 680+91.42 | 32.61' RT | 888.20 | 248660.47 | 431428.02 |
| A2-7 | 680+94.48 | 27.60' RT | 888.08 | 248658.29 | 431422.58 |
| A2-8 | 680+96.64 | 25.51' RT | 888.48 | 248657.91 | 431419.60 |
| A2-9 | 681+00.54 | 27.59' RT | 888.25 | 248661.92 | 431417.72 |
| A2-10 | 681+08.13 | 27.59' RT | 888.46 | 248666.45 | 431411.64 |
| A2-11 | 680+90.54 | 35.48' RT | 888.77 | 248662.25 | 431430.45 |
| A2-12 | 681+00.55 | 32.60' RT | 888.39 | 248665.93 | 431420.72 |
| A2-13 | 681+08.22 | 31.49' RT | 888.49 | 248669.63 | 431413.90 |
| A2-R20.17 | 681+07.82 | 39.19' RT | 0.00 | 248675.56 | 431418.84 |



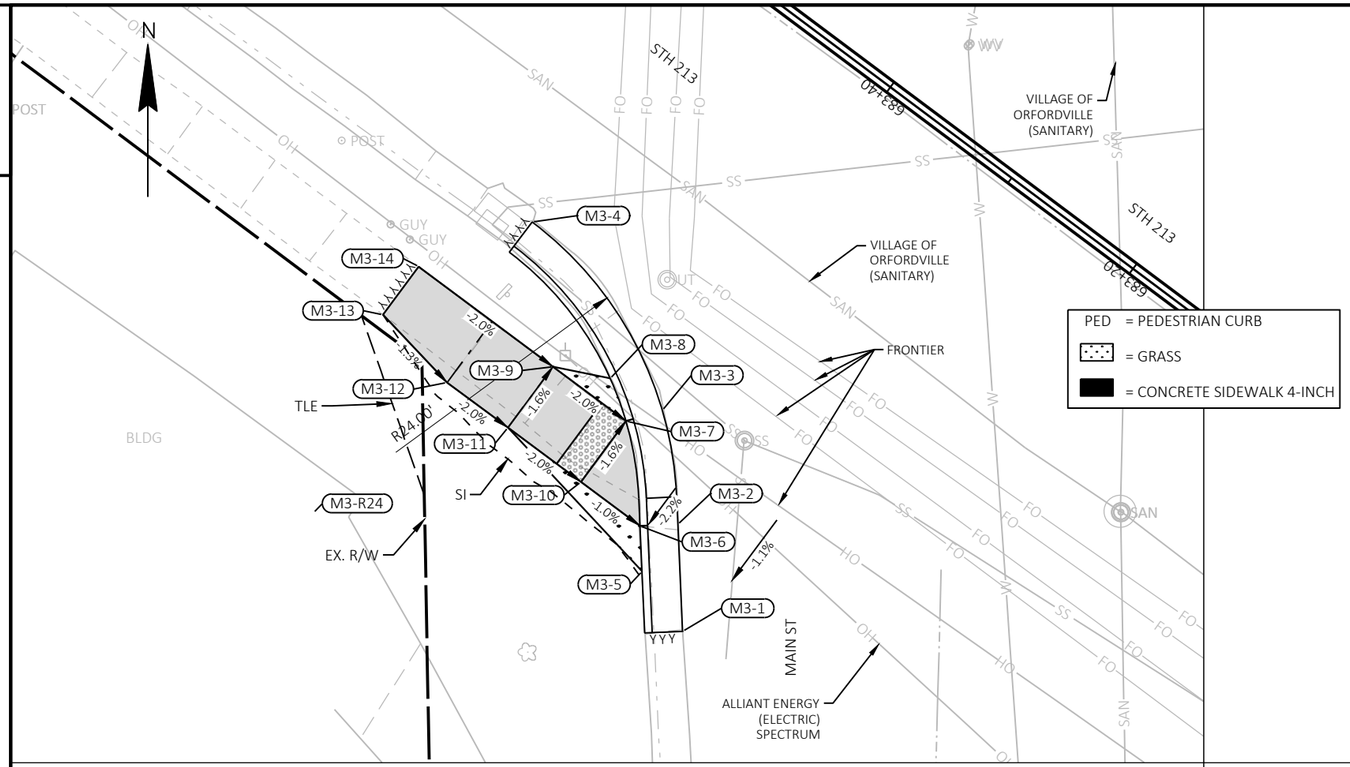

| Main St - NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| M1-1 | 682+89.05 | 18.81' RT | 886.81 | 248767.77 | 431261.50 |
| M1-2 | 682+98.42 | 18.84' RT | 886.78 | 248773.41 | 431254.00 |
| M1-3 | 683+04.32 | 18.86' RT | 886.76 | 248776.96 | 431249.29 |
| M1-4 | 683+10.27 | 18.95' RT | 886.74 | 248780.59 | 431244.58 |
| M1-5 | 683+13.41 | 18.91' RT | 886.68 | 248782.44 | 431242.05 |
| M1-6 | 683+31.29 | 25.00' RT | 886.92 | 248798.02 | 431231.37 |
| M1-7 | 682+95.42 | 21.33' RT | 0.00 | 248773.60 | 431257.90 |
| M1-8 | 682+98.42 | 21.34' RT | 886.70 | 248775.41 | 431255.51 |
| M1-9 | 683+04.31 | 21.36' RT | 886.68 | 248778.95 | 431250.80 |
| M1-10 | 683+07.31 | 21.37' RT | 887.17 | 248780.76 | 431248.40 |
| M1-11 | 683+00.06 | 24.00' RT | 886.75 | 248778.52 | 431255.78 |
| M1-12 | 683+05.76 | 23.69' RT | 886.85 | 248781.68 | 431251.04 |
| M1-13 | 682+88.24 | 27.32' RT | 887.34 | 248774.09 | 431267.24 |
| M1-13.1 | 682+91.51 | 26.32' RT | 887.23 | 248775.26 | 431264.02 |
| M1-14 | 683+01.51 | 26.33' RT | 886.91 | 248781.25 | 431256.02 |
| M1-15 | 683+10.49 | 26.33' RT | 886.88 | 248786.64 | 431248.82 |
| M1-16 | 683+17.39 | 26.34' RT | 887.01 | 248790.77 | 431243.30 |
| M1-17 | 683+29.55 | 32.38' RT | 887.27 | 248802.89 | 431237.18 |
| M1-18 | 683+33.47 | 39.67' RT | 887.42 | 248811.08 | 431238.41 |

| Main St - NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| M1-19 | 683+30.41 | 41.94' RT | 887.45 | 248811.06 | 431242.22 |
| M1-20 | 683+25.54 | 35.36' RT | 887.34 | 248802.88 | 431242.18 |
| M1-21 | 683+17.42 | 31.39' RT | 887.10 | 248794.83 | 431246.30 |
| M1-22 | 683+10.49 | 31.33' RT | 886.98 | 248790.64 | 431251.82 |
| M1-23 | 683+01.50 | 31.33' RT | 887.01 | 248785.25 | 431259.01 |
| M1-24 | 682+91.50 | 31.32' RT | 887.33 | 248779.26 | 431267.02 |
| M1-25 | 682+88.24 | 31.11' RT | 887.33 | 248777.14 | 431269.50 |
| M1-R15 | 683+17.52 | 41.34' RT | 0.00 | 248802.86 | 431252.18 |
| M1-R33 | 683+12.16 | 51.89' RT | 0.00 | 248808.10 | 431262.79 |

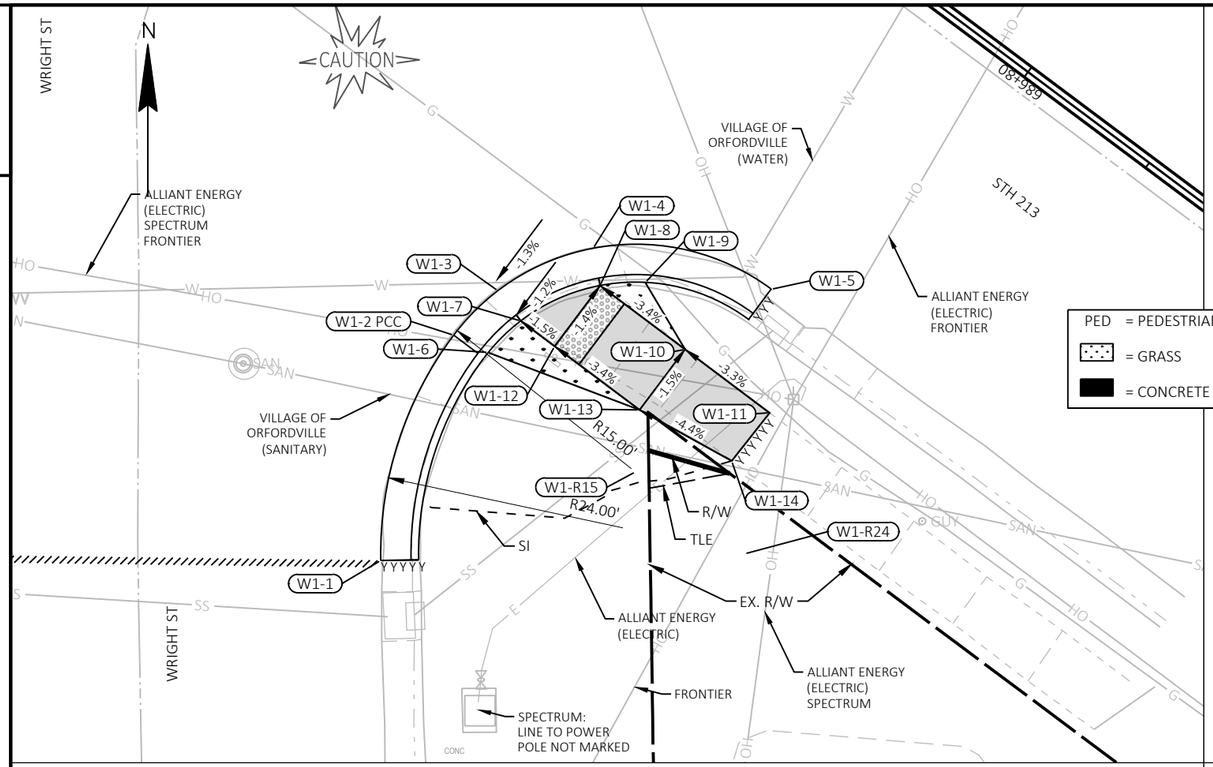
| Main St -SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| M2-1 | 682+66.70 | 21.19' LT | 887.43 | 248722.35 | 431255.43 |
| M2-2 | 682+68.93 | 21.48' LT | 887.45 | 248723.46 | 431253.48 |
| M2-3 | 682+74.52 | 23.70' LT | 887.53 | 248725.03 | 431247.67 |
| M2-4 | 682+78.11 | 26.75' LT | 887.59 | 248724.73 | 431242.97 |
| M2-5 | 682+81.46 | 32.64' LT | 887.67 | 248722.02 | 431236.76 |
| M2-6 | 682+79.10 | 47.35' LT | 887.86 | 248708.83 | 431229.84 |
| M2-7 | 682+67.19 | 23.74' LT | 887.85 | 248720.60 | 431253.51 |
| M2-8 | 682+68.44 | 23.93' LT | 887.87 | 248721.20 | 431252.41 |
| M2-9 | 682+73.19 | 25.81' LT | 887.45 | 248722.54 | 431247.47 |
| M2-10 | 682+75.06 | 27.22' LT | 887.64 | 248722.53 | 431245.13 |
| M2-11 | 682+76.24 | 28.40' LT | 887.51 | 248722.29 | 431243.48 |
| M2-12 | 682+79.08 | 33.40' LT | 887.59 | 248719.98 | 431238.21 |
| M2-13 | 682+79.68 | 36.34' LT | 888.13 | 248717.99 | 431235.97 |
| M2-14 | 682+76.24 | 33.40' LT | 887.61 | 248718.28 | 431240.48 |
| M2-15 | 682+71.49 | 33.40' LT | 887.68 | 248715.44 | 431244.29 |
| M2-16 | 682+65.50 | 33.40' LT | 887.68 | 248711.85 | 431249.08 |
| M2-17 | 682+71.49 | 28.40' LT | 887.58 | 248719.44 | 431247.28 |
| M2-18 | 682+65.50 | 28.40' LT | 887.57 | 248715.86 | 431252.08 |
| M2-19 | 682+60.50 | 28.40' LT | 887.64 | 248712.86 | 431256.08 |

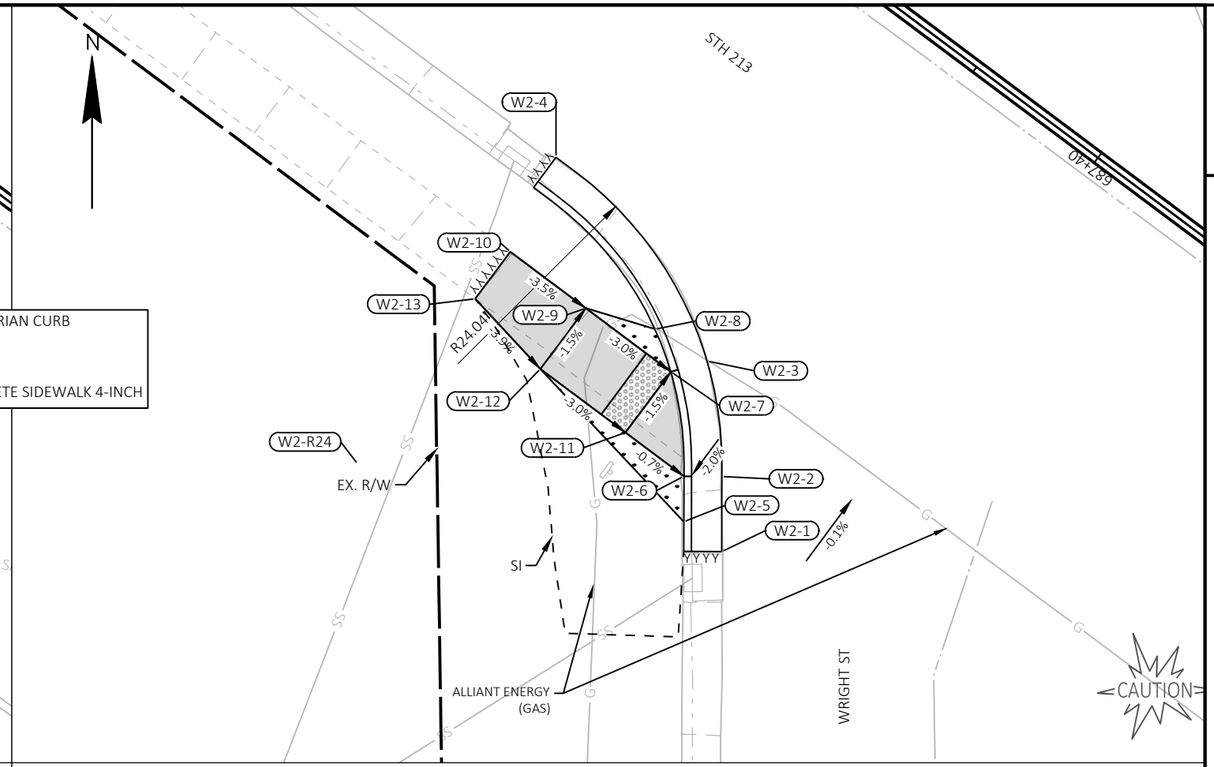
| Main St -SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| M2-20 | 682+54.19 | 28.33' LT | 887.98 | 248709.14 | 431261.18 |
| M2-21 | 682+54.21 | 32.28' LT | 888.05 | 248705.99 | 431258.80 |
| M2-22 | 682+60.50 | 33.40' LT | 887.73 | 248708.86 | 431253.09 |
| M2-R16.5 | 682+65.74 | 37.67' LT | 888.11 | 248708.58 | 431246.34 |

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - MAIN | SHEET 50 | E |
|---|---|---|---|---|---|



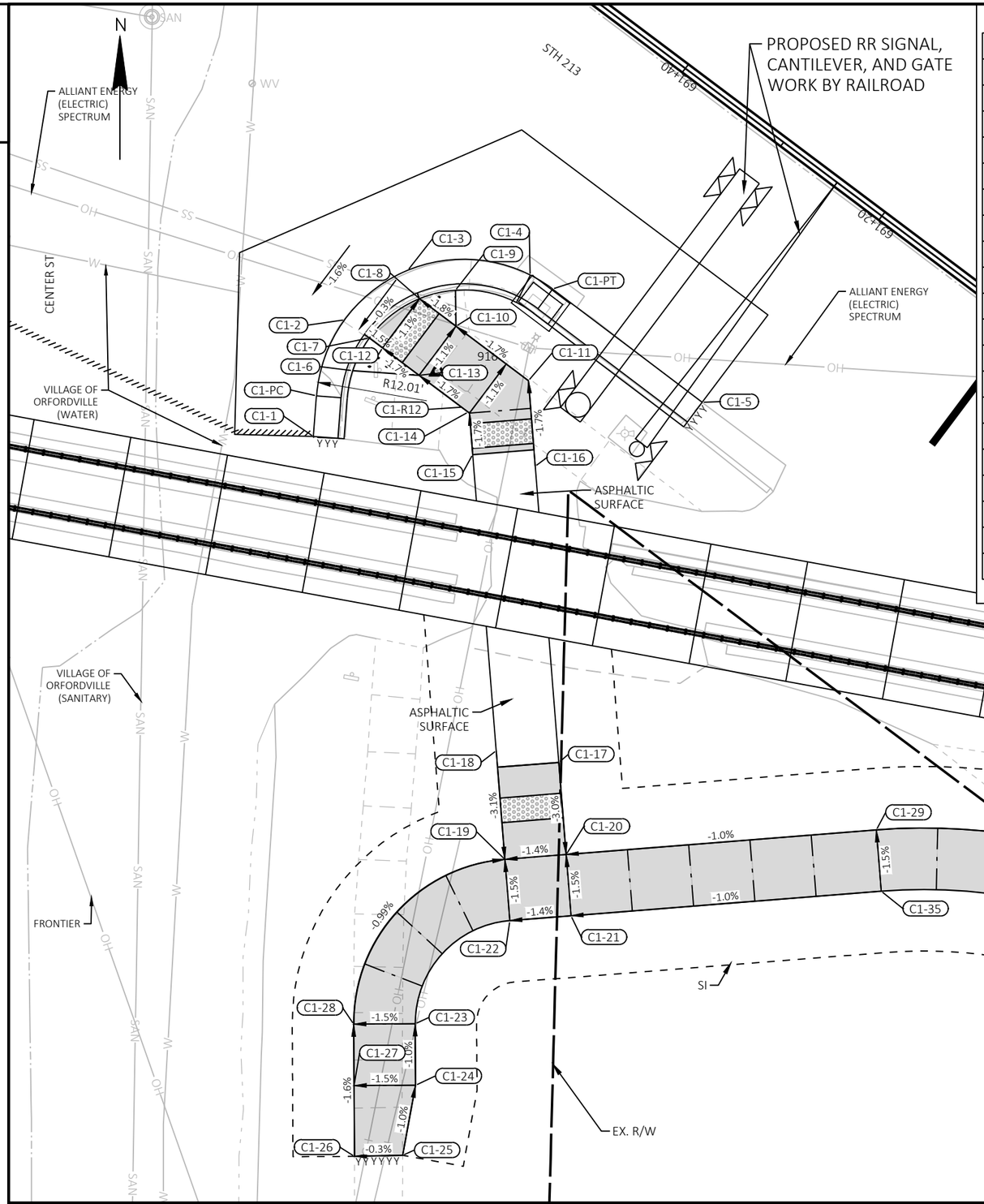

| Main St - SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| M3-1 | 683+29.48 | 36.97' LT | 887.68 | 248747.31 | 431195.71 |
| M3-2 | 683+33.96 | 31.50' LT | 887.53 | 248754.37 | 431195.40 |
| M3-3 | 683+39.28 | 26.09' LT | 887.50 | 248761.89 | 431194.37 |
| M3-4 | 683+53.60 | 21.29' LT | 887.31 | 248774.31 | 431185.78 |
| M3-5 | 683+33.99 | 35.40' LT | 888.02 | 248751.27 | 431193.03 |
| M3-6 | 683+35.89 | 33.08' LT | 887.45 | 248754.27 | 431192.90 |
| M3-7 | 683+40.78 | 28.09' LT | 887.42 | 248761.19 | 431191.98 |
| M3-8 | 683+43.30 | 26.47' LT | 887.88 | 248764.00 | 431190.93 |
| M3-9 | 683+46.78 | 28.11' LT | 887.54 | 248764.77 | 431187.16 |
| M3-10 | 683+40.76 | 33.09' LT | 887.50 | 248757.17 | 431189.00 |
| M3-11 | 683+46.76 | 33.11' LT | 887.62 | 248760.75 | 431184.18 |
| M3-12 | 683+51.76 | 33.13' LT | 887.72 | 248763.73 | 431180.17 |
| M3-13 | 683+57.82 | 32.08' LT | 887.80 | 248768.20 | 431175.94 |
| M3-14 | 683+57.84 | 28.13' LT | 887.76 | 248771.37 | 431178.29 |
| M3-R24 | 683+53.68 | 45.29' LT | 0.00 | 248755.14 | 431171.34 |




| Wright St_SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| W1-1 | 686+94.92 | 51.38' LT | 886.53 | 248954.58 | 430894.40 |
| W1-2 PCC | 686+99.96 | 36.60' LT | 886.46 | 248969.44 | 430899.21 |
| W1-3 | 686+99.38 | 32.50' LT | 886.44 | 248972.37 | 430902.13 |
| W1-4 | 686+96.03 | 26.51' LT | 886.41 | 248975.16 | 430908.40 |
| W1-5 | 686+85.01 | 21.64' LT | 886.36 | 248972.46 | 430920.15 |
| W1-6 | 686+97.45 | 36.15' LT | 885.85 | 248968.30 | 430901.49 |
| W1-7 | 686+96.98 | 33.19' LT | 886.35 | 248970.38 | 430903.64 |
| W1-8 | 686+94.18 | 28.20' LT | 886.32 | 248972.71 | 430908.87 |
| W1-9 | 686+91.91 | 26.25' LT | 0.00 | 248972.91 | 430911.86 |
| W1-10 | 686+87.18 | 28.21' LT | 886.56 | 248968.50 | 430914.47 |
| W1-11 | 686+80.20 | 28.22' LT | 886.79 | 248964.32 | 430920.06 |
| W1-12 | 686+94.19 | 33.20' LT | 886.40 | 248968.71 | 430905.87 |
| W1-13 | 686+87.19 | 33.21' LT | 886.64 | 248964.50 | 430911.47 |
| W1-14 | 686+80.31 | 32.26' LT | 886.94 | 248961.15 | 430917.55 |
| W1-R15 | 686+84.96 | 36.64' LT | 887.08 | 248960.42 | 430911.20 |
| W1-R24 | 686+75.96 | 36.67' LT | 0.00 | 248955.02 | 430918.39 |

| Wright St_SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| W2-1 | 687+44.34 | 35.68' LT | 886.44 | 248996.74 | 430864.22 |
| W2-2 | 687+47.29 | 31.70' LT | 886.42 | 249001.70 | 430864.24 |
| W2-3 | 687+52.63 | 26.19' LT | 886.38 | 249009.31 | 430863.26 |
| W2-4 | 687+68.65 | 21.39' LT | 886.29 | 249022.75 | 430853.30 |
| W2-5 | 687+47.51 | 35.60' LT | 885.84 | 248998.71 | 430861.73 |
| W2-6 | 687+49.30 | 33.19' LT | 886.34 | 249001.71 | 430861.74 |
| W2-7 | 687+54.13 | 28.19' LT | 886.30 | 249008.60 | 430860.86 |
| W2-8 | 687+56.64 | 26.56' LT | 885.76 | 249011.41 | 430859.82 |
| W2-9 | 687+61.13 | 28.19' LT | 886.51 | 249012.79 | 430855.26 |
| W2-10 | 687+67.34 | 28.19' LT | 886.72 | 249016.51 | 430850.28 |
| W2-11 | 687+54.13 | 33.19' LT | 886.37 | 249004.60 | 430857.87 |
| W2-12 | 687+61.13 | 33.19' LT | 886.58 | 249008.79 | 430852.26 |
| W2-13 | 687+67.34 | 32.06' LT | 886.83 | 249013.42 | 430847.96 |
| W2-R24 | 687+67.04 | 45.43' LT | 0.00 | 249002.53 | 430840.20 |



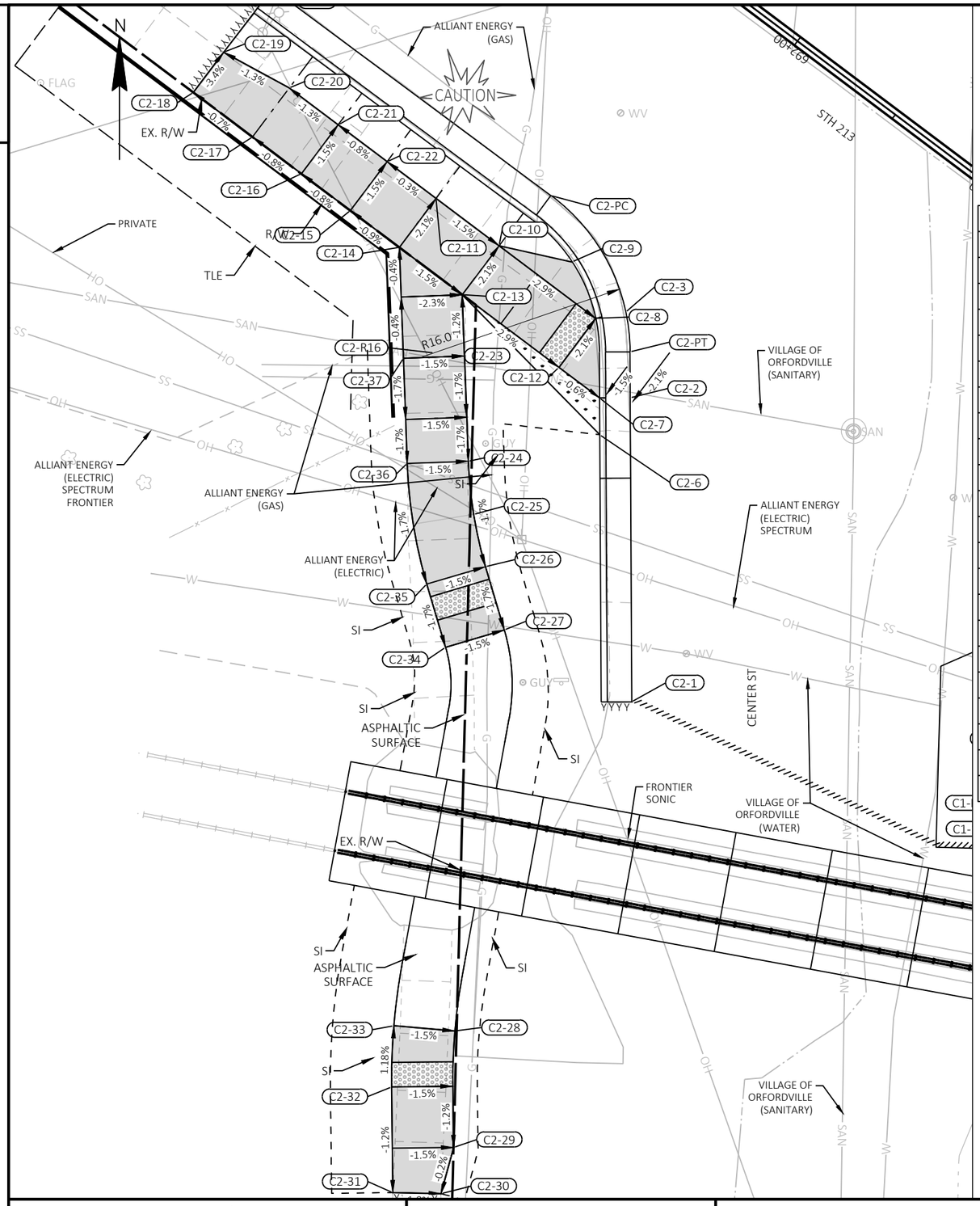

| Center St.-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| C1-1 | 691+46.22 | 42.11' LT | 886.87 | 249232.42 | 430538.52 |
| C1-2 | 691+49.89 | 33.00' LT | 886.76 | 249241.90 | 430541.05 |
| C1-3 | 691+48.19 | 26.69' LT | 886.73 | 249245.93 | 430546.20 |
| C1-4 | 691+39.99 | 21.03' LT | 886.67 | 249245.53 | 430556.15 |
| C1-5 | 691+22.59 | 20.89' LT | 886.88 | 249235.20 | 430570.15 |
| C1-6 | 691+46.88 | 35.93' LT | 887.22 | 249237.76 | 430541.70 |
| C1-7 | 691+47.39 | 32.97' LT | 886.68 | 249240.43 | 430543.07 |
| C1-8 | 691+46.04 | 27.97' LT | 886.65 | 249243.61 | 430547.15 |
| C1-9 | 691+44.11 | 25.67' LT | 887.13 | 249244.30 | 430550.07 |
| C1-10 | 691+42.33 | 27.97' LT | 886.71 | 249241.38 | 430550.11 |
| C1-11 | 691+34.95 | 27.97' LT | 886.84 | 249236.95 | 430556.01 |
| C1-12 | 691+46.04 | 32.97' LT | 886.70 | 249239.62 | 430544.14 |
| C1-13 | 691+42.33 | 32.97' LT | 886.77 | 249237.39 | 430547.11 |
| C1-14 | 691+37.33 | 32.97' LT | 886.86 | 249234.38 | 430551.11 |
| C1-15 | 691+34.97 | 35.51' LT | 886.92 | 249230.93 | 430551.47 |
| C1-16 | 691+30.32 | 33.21' LT | 886.96 | 249229.99 | 430556.57 |
| C1-17 | 691+14.33 | 51.31' LT | 886.68 | 249205.91 | 430558.48 |
| C1-18 | 691+18.97 | 53.61' LT | 886.66 | 249206.86 | 430553.39 |
| C1-19 | 691+13.11 | 60.25' LT | 886.38 | 249198.02 | 430554.09 |

| Center St.-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| C1-20 | 691+09.36 | 56.94' LT | 886.45 | 249198.42 | 430559.08 |
| C1-21 | 691+06.05 | 60.69' LT | 886.53 | 249193.43 | 430559.47 |
| C1-22 | 691+09.80 | 64.00' LT | 886.46 | 249193.04 | 430554.49 |
| C1-23 | 691+10.92 | 75.32' LT | 886.59 | 249184.66 | 430546.79 |
| C1-24 | 691+07.89 | 79.31' LT | 886.64 | 249179.66 | 430546.82 |
| C1-25 | 691+05.30 | 84.48' LT | 886.70 | 249173.96 | 430545.78 |
| C1-26 | 691+08.39 | 86.92' LT | 886.69 | 249173.87 | 430541.85 |
| C1-27 | 691+11.87 | 82.33' LT | 886.56 | 249179.63 | 430541.82 |
| C1-28 | 691+14.90 | 78.35' LT | 886.51 | 249184.63 | 430541.79 |
| C1-29 | 690+90.39 | 40.19' LT | 886.71 | 249200.42 | 430584.31 |
| C1-30 | 690+58.44 | 28.01' LT | 887.02 | 249190.94 | 430617.22 |
| C1-31 | 690+47.96 | 27.95' LT | 887.12 | 249184.72 | 430625.66 |
| C1-32 | 690+47.85 | 31.86' LT | 887.20 | 249181.52 | 430623.40 |
| C1-33 | 690+53.44 | 33.00' LT | 887.14 | 249183.95 | 430618.24 |
| C1-34 | 690+58.44 | 33.01' LT | 887.09 | 249186.93 | 430614.23 |
| C1-35 | 690+87.08 | 43.93' LT | 886.78 | 249195.44 | 430584.71 |
| C1-PC | 691+48.00 | 39.32' LT | 886.83 | 249235.72 | 430538.77 |
| C1-PT | 691+37.85 | 20.84' LT | 886.83 | 249244.40 | 430557.98 |
| C1-R12 | 691+37.88 | 32.85' LT | 886.98 | 249234.81 | 430550.74 |

2

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - CENTER | SHEET 53 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\023101-CR.DWG
LAYOUT NAME - CENTER
PLOT DATE : 7/14/2025 9:11 AM
PLOT BY : ANDERSON, SHAUN M
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

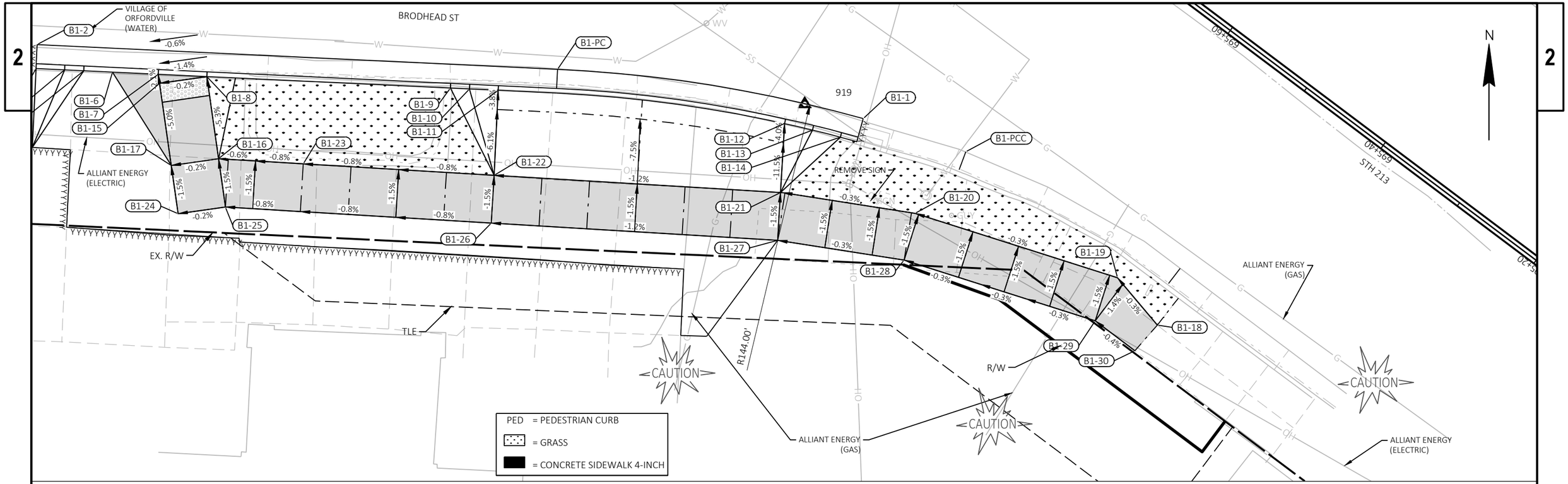



| Center St.-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| C2-1 | 691+78.44 | 51.26' LT | 886.71 | 249244.45 | 430507.26 |
| C2-2 | 691+93.44 | 31.49' LT | 886.76 | 249269.27 | 430507.13 |
| C2-3 | 691+97.94 | 26.11' LT | 886.68 | 249276.27 | 430506.76 |
| C2-5 | 692+36.89 | 22.34' LT | 886.22 | 249302.68 | 430477.89 |
| C2-6 | 691+93.62 | 35.39' LT | 887.22 | 249266.26 | 430504.65 |
| C2-7 | 691+95.44 | 33.00' LT | 886.68 | 249269.26 | 430504.63 |
| C2-8 | 691+99.59 | 28.00' LT | 886.60 | 249275.75 | 430504.32 |
| C2-9 | 692+03.90 | 25.47' LT | 887.03 | 249280.36 | 430502.39 |
| C2-10 | 692+09.46 | 28.00' LT | 886.88 | 249281.68 | 430496.42 |
| C2-11 | 692+15.90 | 28.00' LT | 886.98 | 249285.54 | 430491.28 |
| C2-12 | 691+99.59 | 33.00' LT | 886.70 | 249271.75 | 430501.31 |
| C2-13 | 692+09.46 | 33.00' LT | 886.99 | 249277.68 | 430493.42 |
| C2-14 | 692+15.90 | 33.00' LT | 887.08 | 249281.55 | 430488.27 |
| C2-15 | 692+20.90 | 33.00' LT | 887.04 | 249284.55 | 430484.28 |
| C2-16 | 692+25.90 | 32.99' LT | 887.00 | 249287.55 | 430480.28 |
| C2-17 | 692+30.90 | 32.99' LT | 886.96 | 249290.56 | 430476.28 |
| C2-18 | 692+36.94 | 32.99' LT | 886.92 | 249294.19 | 430471.45 |
| C2-19 | 692+36.93 | 28.88' LT | 886.78 | 249297.47 | 430473.92 |
| C2-20 | 692+30.90 | 27.99' LT | 886.86 | 249294.55 | 430479.28 |
| C2-21 | 692+25.90 | 27.99' LT | 886.93 | 249291.55 | 430483.28 |
| C2-22 | 692+20.90 | 28.00' LT | 886.97 | 249288.55 | 430487.28 |

| Center St.-SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| C2-23 | 692+06.31 | 36.88' LT | 887.05 | 249272.68 | 430493.60 |
| C2-24 | 692+00.90 | 43.57' LT | 886.90 | 249264.09 | 430493.92 |
| C2-25 | 691+97.95 | 46.78' LT | 886.82 | 249259.74 | 430494.34 |
| C2-26 | 691+94.61 | 49.60' LT | 886.74 | 249255.49 | 430495.32 |
| C2-27 | 691+90.29 | 52.82' LT | 886.65 | 249250.32 | 430496.85 |
| C2-28 | 691+73.86 | 81.41' LT | 886.70 | 249217.59 | 430492.81 |
| C2-29 | 691+68.23 | 89.08' LT | 886.58 | 249208.08 | 430492.71 |
| C2-30 | 691+66.78 | 92.71' LT | 886.57 | 249204.31 | 430491.69 |
| C2-31 | 691+69.98 | 95.00' LT | 886.61 | 249204.40 | 430487.75 |
| C2-32 | 691+75.24 | 88.17' LT | 886.72 | 249213.02 | 430487.65 |
| C2-33 | 691+78.10 | 84.06' LT | 886.77 | 249218.01 | 430487.83 |
| C2-34 | 691+93.27 | 56.83' LT | 886.72 | 249248.90 | 430492.05 |
| C2-35 | 691+97.60 | 53.62' LT | 886.81 | 249254.07 | 430490.52 |
| C2-36 | 692+04.79 | 46.71' LT | 886.98 | 249263.91 | 430488.92 |
| C2-37 | 692+10.19 | 40.03' LT | 887.12 | 249272.50 | 430488.61 |
| C2-PC | 692+08.54 | 22.18' LT | 886.54 | 249285.78 | 430500.65 |
| C2-PT | 691+95.70 | 28.51' LT | 886.71 | 249273.01 | 430507.11 |
| C2-R16 | 692+08.45 | 38.18' LT | 886.99 | 249272.93 | 430491.11 |

PED = PEDESTRIAN CURB
= GRASS
= CONCRETE SIDEWALK 4-INCH

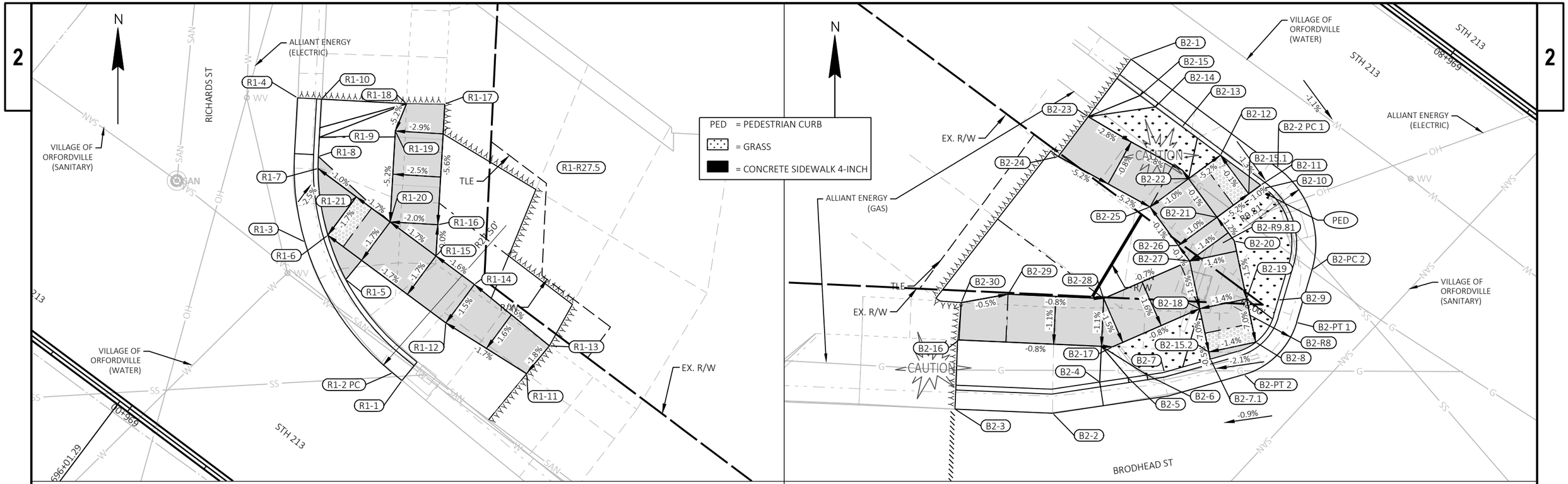
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - CENTER | SHEET 54 | E |
|---|---|---|---|---|---|




| Brodhead St.-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| B1-1 | 695+85.16 | 30.43' LT | 886.20 | 249505.36 | 430194.56 |
| B1-2 | 696+59.25 | 75.86' LT | 885.67 | 249513.10 | 430108.16 |
| B1-3 | 696+57.85 | 77.93' LT | 885.59 | 249510.60 | 430108.04 |
| B1-4 | 696+55.36 | 76.26' LT | 885.61 | 249510.46 | 430111.04 |
| B1-5 | 696+53.70 | 75.14' LT | 885.67 | 249510.37 | 430113.04 |
| B1-6 | 696+51.21 | 73.47' LT | 886.14 | 249510.23 | 430116.03 |
| B1-7 | 696+47.23 | 70.79' LT | 885.67 | 249510.00 | 430120.82 |
| B1-8 | 696+43.01 | 67.95' LT | 885.70 | 249509.76 | 430125.91 |
| B1-9 | 696+21.85 | 53.71' LT | 886.35 | 249508.55 | 430151.38 |
| B1-10 | 696+20.19 | 52.60' LT | 885.86 | 249508.46 | 430153.38 |
| B1-11 | 696+17.70 | 50.92' LT | 885.88 | 249508.32 | 430156.37 |
| B1-12 | 695+91.42 | 35.78' LT | 886.07 | 249504.84 | 430186.34 |
| B1-13 | 695+88.68 | 34.57' LT | 886.59 | 249504.17 | 430189.26 |
| B1-14 | 695+85.91 | 33.42' LT | 886.61 | 249503.42 | 430192.17 |
| B1-15 | 696+46.56 | 71.47' LT | 885.69 | 249509.05 | 430120.96 |
| B1-16 | 696+36.90 | 74.11' LT | 886.16 | 249501.17 | 430127.13 |
| B1-17 | 696+40.46 | 77.63' LT | 886.15 | 249500.47 | 430122.18 |
| B1-18 | 695+47.61 | 29.22' LT | 886.89 | 249483.78 | 430225.31 |
| B1-19 | 695+53.91 | 27.76' LT | 886.87 | 249488.73 | 430221.15 |

| Brodhead St.-SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| B1-20 | 695+74.87 | 35.09' LT | 886.80 | 249495.46 | 430199.98 |
| B1-21 | 695+87.44 | 41.81' LT | 886.75 | 249497.63 | 430185.90 |
| B1-22 | 696+12.74 | 58.30' LT | 886.38 | 249499.44 | 430155.96 |
| B1-23 | 696+29.47 | 69.25' LT | 886.22 | 249500.64 | 430135.99 |
| B1-24 | 696+36.87 | 81.25' LT | 886.22 | 249495.42 | 430122.90 |
| B1-25 | 696+33.32 | 77.73' LT | 886.23 | 249496.13 | 430127.85 |
| B1-26 | 696+10.00 | 62.48' LT | 886.45 | 249494.45 | 430155.66 |
| B1-27 | 695+84.68 | 45.98' LT | 886.83 | 249492.64 | 430185.60 |
| B1-28 | 695+72.86 | 39.68' LT | 886.87 | 249490.58 | 430198.83 |
| B1-29 | 695+53.07 | 32.76' LT | 886.94 | 249484.22 | 430218.82 |
| B1-30 | 695+47.87 | 32.77' LT | 886.96 | 249481.10 | 430222.97 |
| B1-PC | 696+14.04 | 45.45' LT | 886.00 | 249510.52 | 430162.58 |
| B1-PCC | 695+74.51 | 26.76' LT | 886.27 | 249501.90 | 430205.28 |
| B1-R144 | 695+32.89 | 164.61' LT | 0.00 | 249366.68 | 430155.77 |

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - BRODHEAD | SHEET 55 | E |
|---|---|---|---|---|---|



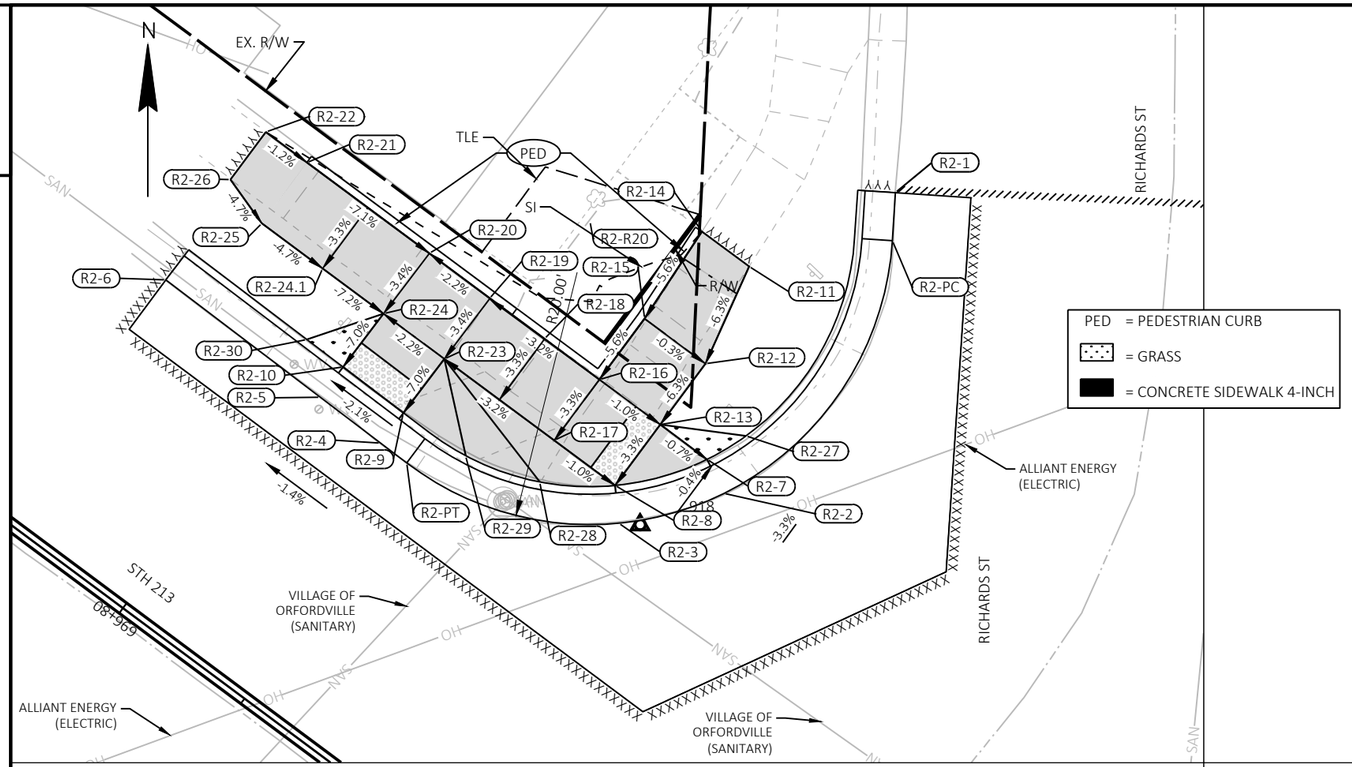

| Richards St.-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| R1-1 | 695+79.01 | 19.43' RT | 886.33 | 249541.54 | 430229.42 |
| R1-2 PC | 695+80.27 | 19.49' RT | 886.33 | 249542.34 | 430228.44 |
| R1-3 | 695+95.82 | 24.91' RT | 886.35 | 249556.02 | 430219.27 |
| R1-4 | 696+05.31 | 36.52' RT | 886.47 | 249571.08 | 430218.50 |
| R1-5 | 695+90.04 | 24.35' RT | 886.76 | 249552.09 | 430223.56 |
| R1-6 | 695+94.33 | 26.92' RT | 886.32 | 249556.72 | 430221.67 |
| R1-7 | 695+99.33 | 31.89' RT | 886.36 | 249563.71 | 430220.65 |
| R1-8 | 696+00.06 | 32.91' RT | 886.51 | 249564.96 | 430220.68 |
| R1-9 | 696+01.18 | 34.57' RT | 886.50 | 249566.96 | 430220.78 |
| R1-10 | 696+03.23 | 37.90' RT | 886.39 | 249570.95 | 430221.00 |
| R1-11 | 695+69.00 | 27.84' RT | 886.75 | 249542.25 | 430242.48 |
| R1-12 | 695+78.95 | 27.01' RT | 886.58 | 249547.56 | 430234.02 |
| R1-13 | 695+68.85 | 31.60' RT | 886.82 | 249545.16 | 430244.85 |
| R1-14 | 695+78.98 | 32.01' RT | 886.66 | 249551.58 | 430237.00 |
| R1-15 | 695+83.98 | 31.98' RT | 886.58 | 249554.56 | 430232.98 |
| R1-16 | 695+85.78 | 34.71' RT | 886.58 | 249557.82 | 430233.18 |
| R1-17 | 695+92.80 | 45.21' RT | 0.00 | 249570.43 | 430233.88 |
| R1-18 | 695+96.01 | 42.86' RT | 887.13 | 249570.48 | 430229.90 |
| R1-19 | 695+95.22 | 39.88' RT | 886.97 | 249567.62 | 430228.74 |

| Richards St.-NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| R1-20 | 695+89.95 | 31.95' RT | 886.48 | 249558.12 | 430228.19 |
| R1-21 | 695+94.36 | 31.92' RT | 886.41 | 249560.74 | 430224.65 |
| R1-22 | 695+32.81 | 69.26' RT | 886.66 | 249553.63 | 430296.28 |
| R1-23 | 695+35.68 | 71.26' RT | 886.58 | 249556.96 | 430295.19 |
| R1-24 | 695+39.85 | 68.50' RT | 886.48 | 249557.25 | 430290.20 |
| R1-25 | 695+36.93 | 73.15' RT | 886.71 | 249559.22 | 430295.32 |
| R1-26 | 695+40.95 | 79.19' RT | 887.26 | 249566.46 | 430295.74 |
| R1-27 | 695+42.70 | 81.77' RT | 887.29 | 249569.57 | 430295.89 |
| R1-PT | 695+52.13 | 68.20' RT | 886.38 | 249564.39 | 430280.20 |
| R1-R27.5 | 695+79.40 | 46.97' RT | 0.00 | 249563.79 | 430245.65 |

| Brodhead St - SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| B2-1 | 697+06.57 | 20.63' LT | 885.78 | 249585.66 | 430103.15 |
| B2-2 | 696+91.06 | 55.22' LT | 885.49 | 249548.65 | 430094.94 |
| B2-2 PC 1 | 696+87.47 | 20.61' LT | 885.75 | 249574.28 | 430118.48 |
| B2-3 | 696+99.52 | 60.97' LT | 885.47 | 249549.08 | 430084.73 |
| B2-4 | 696+89.06 | 49.66' LT | 885.42 | 249551.91 | 430099.87 |
| B2-5 | 696+86.95 | 47.54' LT | 885.45 | 249552.36 | 430102.83 |
| B2-6 | 696+85.54 | 46.12' LT | 885.96 | 249552.65 | 430104.81 |
| B2-7 | 696+84.26 | 44.81' LT | 885.94 | 249552.94 | 430106.62 |
| B2-7.1 | 696+81.21 | 40.84' LT | 885.45 | 249554.31 | 430111.43 |
| B2-8 | 696+78.47 | 36.60' LT | 885.52 | 249556.08 | 430116.17 |
| B2-9 | 696+79.21 | 31.65' LT | 886.01 | 249560.49 | 430118.52 |
| B2-10 | 696+87.37 | 23.17' LT | 886.17 | 249572.16 | 430117.04 |
| B2-11 | 696+87.85 | 23.11' LT | 885.67 | 249572.50 | 430116.69 |
| B2-12 | 696+93.08 | 23.12' LT | 885.68 | 249575.61 | 430112.49 |
| B2-13 | 696+98.08 | 23.12' LT | 886.19 | 249578.59 | 430108.47 |
| B2-14 | 697+01.57 | 23.13' LT | 886.19 | 249580.67 | 430105.67 |
| B2-15 | 697+03.57 | 23.13' LT | 885.70 | 249581.86 | 430104.07 |
| B2-15.1 | 696+88.30 | 24.58' LT | 885.69 | 249571.58 | 430115.45 |
| B2-15.2 | 696+81.78 | 40.34' LT | 885.45 | 249555.05 | 430111.27 |

| Brodhead St - SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| B2-16 | 697+03.50 | 54.91' LT | 885.99 | 249556.32 | 430085.15 |
| B2-17 | 696+90.19 | 45.92' LT | 885.86 | 249555.59 | 430101.20 |
| B2-18 | 696+85.24 | 37.28' LT | 885.78 | 249559.57 | 430110.32 |
| B2-19 | 696+81.93 | 33.53' LT | 885.84 | 249560.60 | 430115.22 |
| B2-20 | 696+86.57 | 29.44' LT | 885.94 | 249566.65 | 430113.94 |
| B2-21 | 696+89.51 | 28.53' LT | 885.90 | 249569.14 | 430112.12 |
| B2-22 | 696+94.29 | 27.06' LT | 885.89 | 249573.17 | 430109.16 |
| B2-23 | 697+06.59 | 28.13' LT | 886.21 | 249579.65 | 430098.66 |
| B2-24 | 697+06.61 | 33.34' LT | 886.41 | 249575.49 | 430095.53 |
| B2-25 | 696+95.76 | 31.84' LT | 885.84 | 249570.21 | 430105.13 |
| B2-26 | 696+90.98 | 33.31' LT | 885.85 | 249566.18 | 430108.09 |
| B2-27 | 696+89.07 | 33.90' LT | 885.85 | 249564.57 | 430109.27 |
| B2-28 | 696+93.95 | 42.42' LT | 885.92 | 249560.64 | 430100.27 |
| B2-29 | 697+02.23 | 48.02' LT | 886.00 | 249561.09 | 430090.28 |
| B2-30 | 697+05.64 | 51.66' LT | 886.03 | 249560.21 | 430085.38 |
| B2-31 | 697+52.91 | 45.06' LT | 885.98 | 249593.72 | 430051.38 |
| B2-32 | 697+42.36 | 50.04' LT | 886.01 | 249583.42 | 430056.87 |
| B2-33 | 697+40.89 | 51.53' LT | 886.00 | 249581.35 | 430057.17 |
| B2-PC 2 | 696+78.26 | 27.02' LT | 885.74 | 249563.64 | 430122.05 |

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - BRODHEAD & RICHARDS | SHEET 56 | E |
|---|---|---|---|---|---|

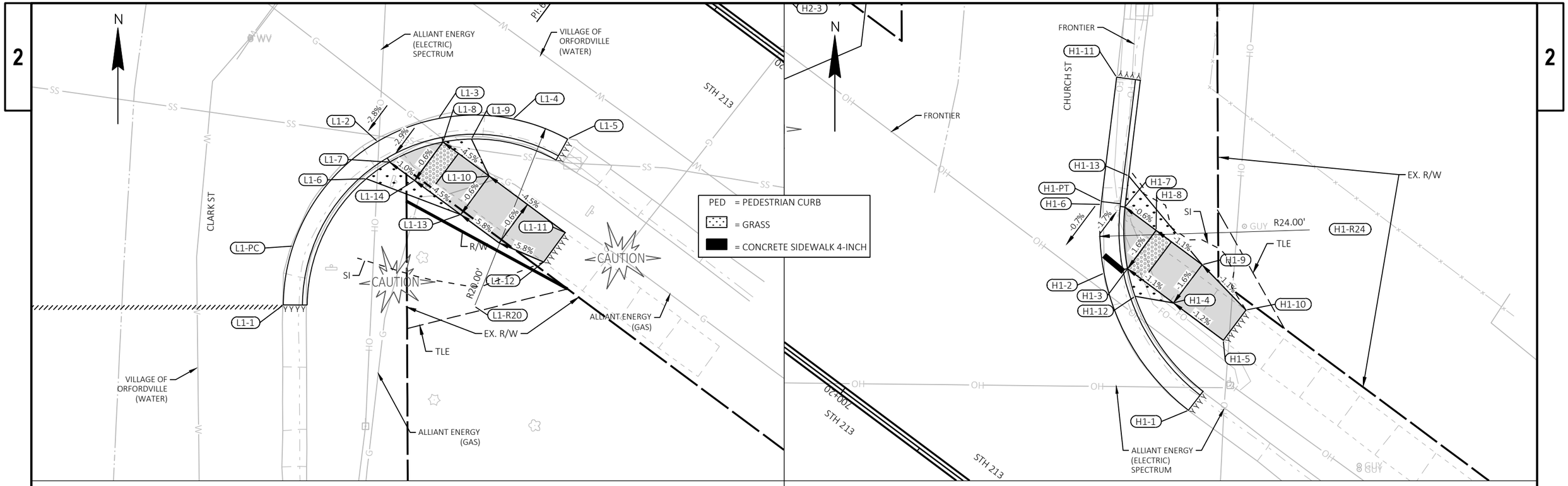



| Richards St - NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| R2-1 | 696+55.45 | 52.43' RT | 886.84 | 249613.77 | 430187.76 |
| R2-2 | 696+52.70 | 29.75' RT | 886.62 | 249593.93 | 430176.44 |
| R2-3 | 696+57.09 | 24.03' RT | 886.47 | 249591.96 | 430169.50 |
| R2-4 | 696+72.86 | 18.89' RT | 885.92 | 249597.25 | 430153.78 |
| R2-5 | 696+77.86 | 18.94' RT | 885.82 | 249600.28 | 430149.80 |
| R2-6 | 696+90.65 | 19.07' RT | 885.75 | 249608.01 | 430139.61 |
| R2-7 | 696+54.92 | 30.89' RT | 886.54 | 249596.17 | 430175.33 |
| R2-8 | 696+58.76 | 25.88' RT | 886.39 | 249594.45 | 430169.26 |
| R2-9 | 696+72.84 | 21.39' RT | 885.84 | 249599.24 | 430155.29 |
| R2-10 | 696+77.84 | 21.44' RT | 885.74 | 249602.27 | 430151.31 |
| R2-11 | 696+60.30 | 42.76' RT | 887.32 | 249608.91 | 430178.11 |
| R2-12 | 696+58.78 | 35.88' RT | 886.88 | 249602.48 | 430175.22 |
| R2-13 | 696+58.77 | 30.88' RT | 886.56 | 249598.46 | 430172.24 |
| R2-14 | 696+64.17 | 42.74' RT | 887.27 | 249611.20 | 430174.99 |
| R2-15 | 696+63.78 | 35.87' RT | 886.89 | 249605.46 | 430171.21 |
| R2-16 | 696+63.77 | 30.87' RT | 886.61 | 249601.44 | 430168.23 |
| R2-17 | 696+63.76 | 25.87' RT | 886.44 | 249597.43 | 430165.25 |
| R2-18 | 696+68.27 | 30.87' RT | 886.47 | 249604.12 | 430164.61 |
| R2-19 | 696+72.77 | 30.84' RT | 886.32 | 249606.79 | 430160.99 |

| Richards St - NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| R2-20 | 696+77.74 | 30.86' RT | 886.21 | 249609.77 | 430157.01 |
| R2-21 | 696+87.80 | 30.84' RT | 886.93 | 249615.76 | 430148.93 |
| R2-22 | 696+91.17 | 30.84' RT | 886.97 | 249617.77 | 430146.22 |
| R2-23 | 696+72.79 | 25.86' RT | 886.16 | 249602.80 | 430158.00 |
| R2-24 | 696+77.79 | 25.86' RT | 886.05 | 249605.78 | 430153.98 |
| R2-24.1 | 696+82.79 | 25.85' RT | 886.40 | 249608.76 | 430149.97 |
| R2-25 | 696+87.79 | 25.84' RT | 886.64 | 249611.74 | 430145.95 |
| R2-26 | 696+91.18 | 26.93' RT | 886.81 | 249614.64 | 430143.88 |
| R2-27 | 696+53.79 | 33.66' RT | 887.00 | 249597.72 | 430177.90 |
| R2-28 | 696+62.90 | 23.10' RT | 886.76 | 249594.69 | 430164.29 |
| R2-29 | 696+67.85 | 21.57' RT | 886.57 | 249596.41 | 430159.40 |
| R2-30 | 696+80.84 | 21.47' RT | 886.29 | 249604.08 | 430148.92 |
| R2-PC | 696+53.72 | 49.76' RT | 886.84 | 249610.60 | 430187.56 |
| R2-PT | 696+70.70 | 18.87' RT | 885.99 | 249595.94 | 430155.51 |
| R2-R20 | 696+70.49 | 38.87' RT | 886.65 | 249611.87 | 430167.60 |

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - RICHARDS | SHEET 57 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\023101-CR.DWG
LAYOUT NAME - BROADHEAD (3)
PLOT DATE : 7/14/2025 9:13 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

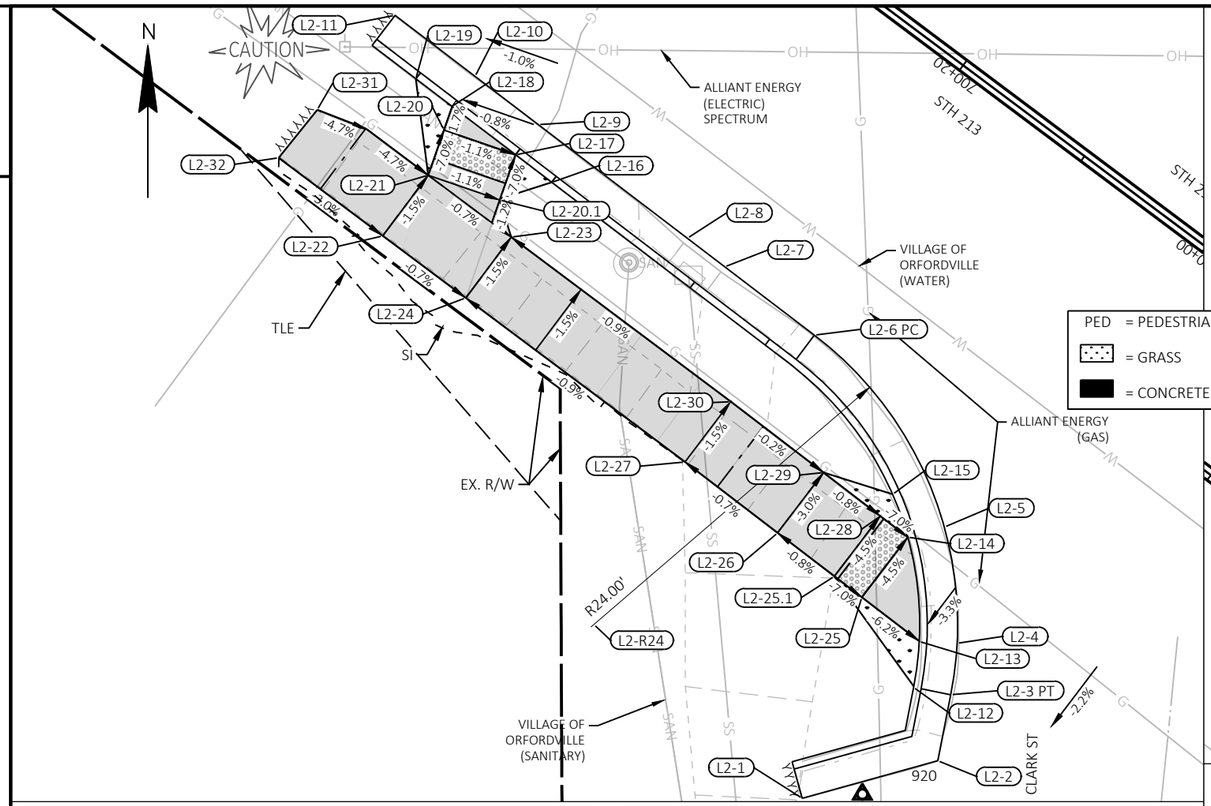


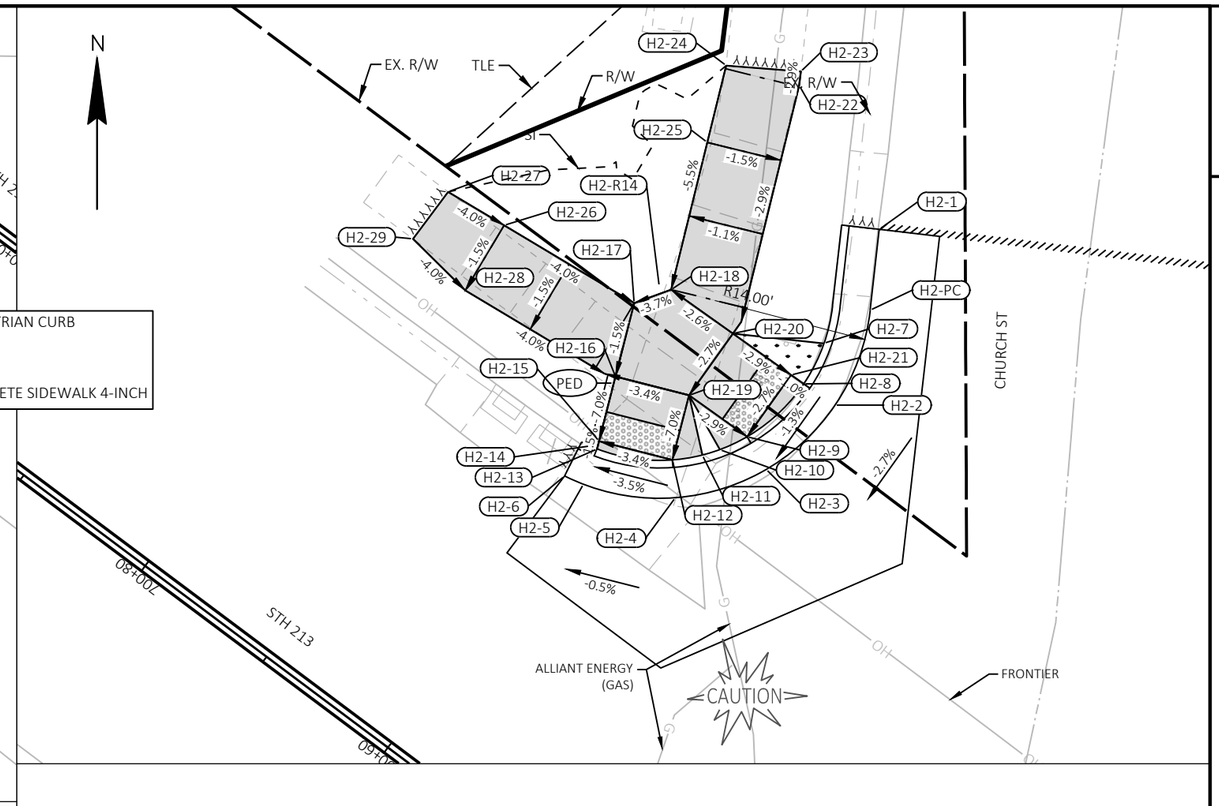

| Clark St - SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| L1-1 | 699+47.63 | 52.09' LT | 885.58 | 249704.38 | 429890.84 |
| L1-2 | 699+49.97 | 32.50' LT | 885.78 | 249721.47 | 429900.70 |
| L1-3 | 699+46.31 | 26.76' LT | 885.84 | 249723.87 | 429907.06 |
| L1-4 | 699+40.10 | 22.14' LT | 885.88 | 249723.82 | 429914.86 |
| L1-5 | 699+34.26 | 20.36' LT | 885.90 | 249721.77 | 429920.61 |
| L1-6 | 699+48.58 | 36.32' LT | 886.16 | 249717.58 | 429899.52 |
| L1-7 | 699+47.66 | 33.46' LT | 885.70 | 249719.31 | 429901.96 |
| L1-8 | 699+44.46 | 28.44' LT | 885.76 | 249721.41 | 429907.53 |
| L1-9 | 699+42.34 | 26.42' LT | 886.26 | 249721.72 | 429910.51 |
| L1-10 | 699+38.55 | 28.43' LT | 886.03 | 249717.85 | 429912.36 |
| L1-11 | 699+28.64 | 28.42' LT | 886.48 | 249711.94 | 429920.32 |
| L1-12 | 699+28.60 | 32.23' LT | 886.58 | 249708.86 | 429918.07 |
| L1-13 | 699+38.53 | 33.43' LT | 886.00 | 249713.83 | 429909.39 |
| L1-14 | 699+44.43 | 33.44' LT | 885.73 | 249717.39 | 429904.56 |
| L1-PC | 699+50.50 | 46.54' LT | 885.64 | 249710.54 | 429891.86 |
| L1-R20 | 699+31.64 | 40.26' LT | 0.00 | 249704.23 | 429910.83 |

| Church St - NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| H1-1 | 699+89.86 | 20.02' RT | 886.19 | 249787.41 | 429900.23 |
| H1-2 | 700+05.51 | 26.22' RT | 886.44 | 249801.75 | 429891.41 |
| H1-3 | 700+03.83 | 28.07' RT | 886.36 | 249802.23 | 429893.86 |
| H1-4 | 699+97.83 | 28.07' RT | 886.43 | 249798.64 | 429898.67 |
| H1-5 | 699+91.32 | 28.06' RT | 886.51 | 249794.73 | 429903.88 |
| H1-6 | 700+10.07 | 31.80' RT | 886.50 | 249808.95 | 429891.10 |
| H1-7 | 700+07.91 | 33.07' RT | 886.42 | 249808.68 | 429893.59 |
| H1-8 | 700+03.83 | 33.07' RT | 886.44 | 249806.23 | 429896.86 |
| H1-9 | 699+97.83 | 33.07' RT | 886.51 | 249802.64 | 429901.66 |
| H1-10 | 699+91.32 | 32.02' RT | 886.58 | 249797.90 | 429906.25 |
| H1-11 | 700+16.74 | 43.42' RT | 886.61 | 249822.26 | 429892.72 |
| H1-12 | 700+01.47 | 26.22' RT | 886.85 | 249799.34 | 429894.64 |
| H1-13 | 700+09.55 | 35.91' RT | 886.98 | 249811.94 | 429893.98 |
| H1-PT | 700+10.22 | 32.07' RT | 886.50 | 249809.26 | 429891.14 |
| H1-R24 | 699+89.41 | 44.02' RT | 0.00 | 249806.36 | 429914.96 |

BLDG

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - CLARK & CHURCH | SHEET 58 | E |
|---|---|---|---|---|---|



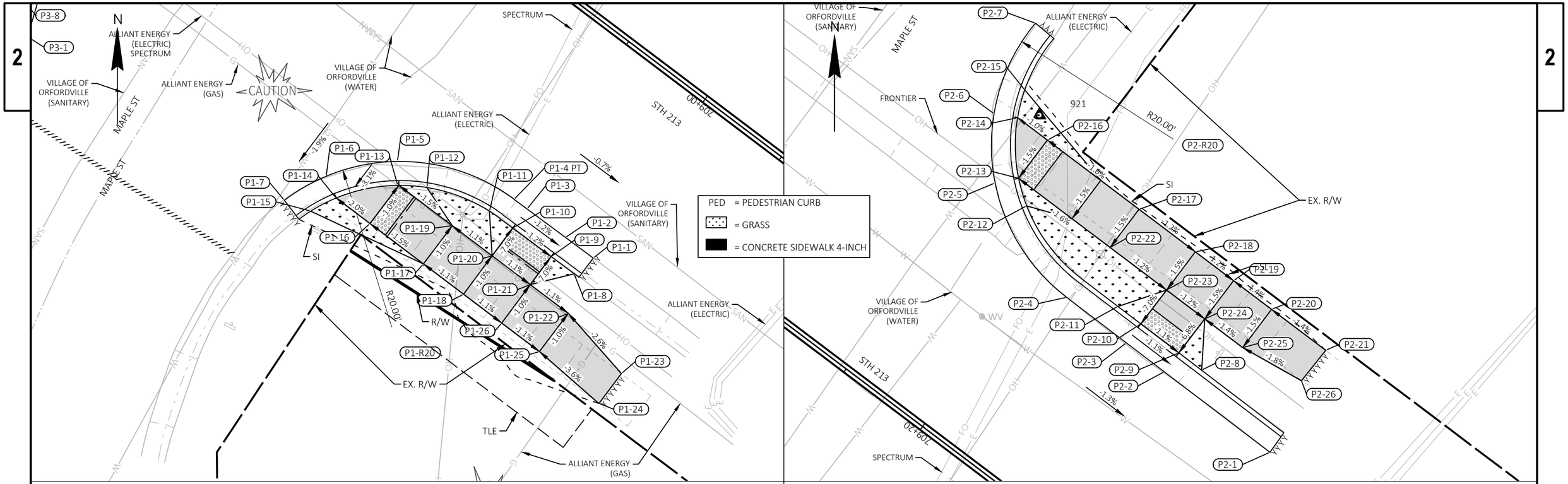

| Clark St - SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| L2-1 | 699+99.53 | 45.09' LT | 885.68 | 249741.08 | 429853.47 |
| L2-2 | 699+93.86 | 37.74' LT | 885.99 | 249743.57 | 429862.42 |
| L2-3 PT | 699+95.78 | 33.74' LT | 886.03 | 249747.92 | 429863.28 |
| L2-4 | 699+97.48 | 30.77' LT | 886.07 | 249751.31 | 429863.69 |
| L2-5 | 700+02.75 | 25.14' LT | 886.14 | 249758.98 | 429862.85 |
| L2-6 PC | 700+17.19 | 20.14' LT | 885.96 | 249771.64 | 429854.28 |
| L2-7 | 700+24.64 | 20.08' LT | 885.88 | 249776.15 | 429848.36 |
| L2-8 | 700+27.74 | 20.05' LT | 885.90 | 249778.03 | 429845.89 |
| L2-9 | 700+40.10 | 19.94' LT | 885.97 | 249785.52 | 429836.06 |
| L2-10 | 700+45.36 | 19.89' LT | 886.00 | 249788.71 | 429831.88 |
| L2-11 | 700+52.00 | 19.83' LT | 886.03 | 249792.74 | 429826.60 |
| L2-12 | 699+98.03 | 34.82' LT | 886.45 | 249748.40 | 429860.82 |
| L2-13 | 699+99.55 | 32.17' LT | 885.99 | 249751.44 | 429861.20 |
| L2-14 | 700+04.28 | 27.12' LT | 886.06 | 249758.31 | 429860.44 |
| L2-15 | 700+06.78 | 25.45' LT | 886.40 | 249761.14 | 429859.44 |
| L2-16 | 700+37.12 | 22.46' LT | 886.36 | 249781.72 | 429836.93 |
| L2-17 | 700+40.12 | 22.44' LT | 885.89 | 249783.53 | 429834.55 |
| L2-18 | 700+45.38 | 22.39' LT | 885.92 | 249786.72 | 429830.36 |
| L2-19 | 700+48.38 | 22.36' LT | 886.44 | 249788.54 | 429827.98 |

| Clark St - SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| L2-20 | 700+44.88 | 23.95' LT | 885.95 | 249785.18 | 429829.82 |
| L2-20.1 | 700+39.16 | 25.45' LT | 886.11 | 249780.55 | 429833.51 |
| L2-21 | 700+43.93 | 26.96' LT | 886.17 | 249782.19 | 429828.79 |
| L2-22 | 700+43.93 | 31.96' LT | 886.24 | 249778.19 | 429825.79 |
| L2-23 | 700+37.09 | 26.96' LT | 886.12 | 249778.10 | 429834.26 |
| L2-24 | 700+37.09 | 31.96' LT | 886.19 | 249774.09 | 429831.27 |
| L2-25 | 700+04.33 | 32.12' LT | 886.28 | 249754.34 | 429857.40 |
| L2-25.1 | 700+06.61 | 32.09' LT | 886.28 | 249755.73 | 429855.59 |
| L2-26 | 700+11.33 | 32.04' LT | 886.40 | 249758.60 | 429851.84 |
| L2-27 | 700+19.02 | 31.96' LT | 886.35 | 249763.27 | 429845.73 |
| L2-28 | 700+06.56 | 27.09' LT | 886.22 | 249759.70 | 429858.63 |
| L2-29 | 700+11.28 | 27.04' LT | 886.26 | 249762.57 | 429854.88 |
| L2-30 | 700+18.99 | 26.96' LT | 886.27 | 249767.25 | 429848.75 |
| L2-31 | 700+52.37 | 27.91' LT | 886.57 | 249786.50 | 429821.46 |
| L2-32 | 700+52.51 | 31.96' LT | 886.50 | 249783.33 | 429818.92 |
| L2-R24 | 700+17.41 | 44.14' LT | 0.00 | 249752.55 | 429839.73 |

| Church St - NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| H2-1 | 700+54.52 | 46.80' RT | 886.70 | 249847.60 | 429864.50 |
| H2-2 | 700+49.92 | 35.76' RT | 886.60 | 249836.00 | 429861.57 |
| H2-3 | 700+51.01 | 29.65' RT | 886.47 | 249831.76 | 429857.03 |
| H2-4 | 700+54.69 | 24.56' RT | 886.30 | 249829.89 | 429851.04 |
| H2-5 | 700+60.07 | 21.64' RT | 886.13 | 249830.78 | 429844.98 |
| H2-6 | 700+61.41 | 21.33' RT | 886.09 | 249831.33 | 429843.72 |
| H2-7 | 700+52.94 | 38.59' RT | 887.09 | 249840.08 | 429860.84 |
| H2-8 | 700+52.42 | 35.65' RT | 886.52 | 249837.41 | 429859.50 |
| H2-9 | 700+53.31 | 30.62' RT | 886.39 | 249833.92 | 429855.77 |
| H2-10 | 700+54.25 | 28.86' RT | 886.31 | 249833.07 | 429853.97 |
| H2-11 | 700+54.95 | 27.88' RT | 886.24 | 249832.71 | 429852.82 |
| H2-12 | 700+56.34 | 26.44' RT | 886.22 | 249832.39 | 429850.85 |
| H2-13 | 700+60.75 | 24.04' RT | 886.05 | 249833.11 | 429845.87 |
| H2-14 | 700+61.25 | 23.91' RT | 886.47 | 249833.30 | 429845.40 |
| H2-15 | 700+60.96 | 24.53' RT | 886.05 | 249833.62 | 429846.00 |
| H2-16 | 700+62.64 | 28.60' RT | 886.36 | 249837.89 | 429847.09 |
| H2-17 | 700+64.55 | 33.22' RT | 886.44 | 249842.73 | 429848.33 |
| H2-18 | 700+63.14 | 35.39' RT | 886.53 | 249843.62 | 429850.76 |
| H2-19 | 700+58.02 | 30.51' RT | 886.53 | 249836.65 | 429851.94 |

| Church St - NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| H2-20 | 700+58.14 | 35.51' RT | 886.66 | 249840.73 | 429854.84 |
| H2-21 | 700+53.43 | 35.62' RT | 886.53 | 249837.99 | 429858.67 |
| H2-22 | 700+64.44 | 51.25' RT | 887.16 | 249857.10 | 429859.22 |
| H2-23 | 700+64.91 | 52.04' RT | 887.18 | 249858.01 | 429859.32 |
| H2-24 | 700+69.09 | 49.39' RT | 887.37 | 249858.40 | 429854.39 |
| H2-25 | 700+67.05 | 44.59' RT | 887.08 | 249853.34 | 429853.15 |
| H2-26 | 700+74.50 | 32.19' RT | 886.84 | 249847.87 | 429839.75 |
| H2-27 | 700+78.78 | 31.74' RT | 887.02 | 249850.08 | 429836.05 |
| H2-28 | 700+73.99 | 27.21' RT | 886.77 | 249843.58 | 429837.18 |
| H2-29 | 700+78.79 | 27.87' RT | 886.96 | 249846.98 | 429833.73 |
| H2-PC | 700+51.82 | 42.17' RT | 886.68 | 249842.27 | 429863.89 |
| H2-R14 | 700+63.90 | 35.10' RT | 886.53 | 249843.85 | 429849.98 |

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - CLARK & CHURCH | SHEET 59 | E |
|---|---|---|---|---|---|




| Maple St - SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| P1-1 | 708+99.33 | 20.32' LT | 891.33 | 250301.75 | 429149.08 |
| P1-2 | 709+02.95 | 20.35' LT | 891.37 | 250303.91 | 429146.17 |
| P1-3 | 709+07.95 | 20.38' LT | 891.43 | 250306.89 | 429142.16 |
| P1-4 PT | 709+09.64 | 20.40' LT | 891.45 | 250307.90 | 429140.81 |
| P1-5 | 709+21.76 | 24.60' LT | 891.53 | 250311.84 | 429128.61 |
| P1-6 | 709+26.77 | 30.32' LT | 891.48 | 250310.30 | 429121.16 |
| P1-7 | 709+28.73 | 34.95' LT | 891.42 | 250307.79 | 429116.80 |
| P1-8 | 708+99.94 | 22.82' LT | 891.79 | 250300.11 | 429147.09 |
| P1-9 | 709+02.94 | 22.85' LT | 891.29 | 250301.90 | 429144.68 |
| P1-10 | 709+07.94 | 22.88' LT | 891.35 | 250304.88 | 429140.67 |
| P1-11 | 709+10.93 | 22.96' LT | 891.41 | 250306.63 | 429138.23 |
| P1-12 | 709+17.64 | 24.91' LT | 891.94 | 250309.12 | 429131.70 |
| P1-13 | 709+20.22 | 26.57' LT | 891.44 | 250309.34 | 429128.64 |
| P1-14 | 709+24.56 | 31.50' LT | 891.40 | 250308.03 | 429122.21 |
| P1-15 | 709+25.86 | 34.20' LT | 891.86 | 250306.65 | 429119.54 |
| P1-16 | 709+20.13 | 31.50' LT | 891.49 | 250305.36 | 429125.75 |
| P1-17 | 709+13.13 | 31.50' LT | 891.60 | 250301.14 | 429131.33 |
| P1-18 | 709+07.87 | 31.50' LT | 891.65 | 250297.97 | 429135.53 |
| P1-19 | 709+13.13 | 26.50' LT | 891.55 | 250305.13 | 429134.35 |

| Maple St - SE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| P1-20 | 709+07.91 | 26.50' LT | 891.60 | 250301.98 | 429138.51 |
| P1-21 | 709+02.91 | 26.50' LT | 891.55 | 250298.97 | 429142.50 |
| P1-22 | 708+97.93 | 26.50' LT | 891.49 | 250295.97 | 429146.47 |
| P1-23 | 708+89.70 | 28.18' LT | 891.72 | 250289.67 | 429152.03 |
| P1-24 | 708+89.70 | 32.09' LT | 891.84 | 250286.55 | 429149.68 |
| P1-25 | 708+97.93 | 31.50' LT | 891.54 | 250291.98 | 429143.47 |
| P1-26 | 709+02.87 | 31.50' LT | 891.60 | 250294.96 | 429139.52 |
| P1-R20 | 709+09.49 | 40.40' LT | 0.00 | 250291.85 | 429128.87 |

| Maple St - NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| P2-1 | 708+89.40 | 19.74' RT | 0.00 | 250327.73 | 429181.14 |
| P2-2 | 709+03.28 | 19.80' RT | 0.00 | 250336.15 | 429170.11 |
| P2-3 | 709+08.28 | 19.83' RT | 0.00 | 250339.18 | 429166.13 |
| P2-4 | 709+16.12 | 19.86' RT | 891.78 | 250343.93 | 429159.90 |
| P2-5 | 709+29.29 | 24.89' RT | 891.90 | 250355.88 | 429152.42 |
| P2-6 | 709+33.76 | 30.61' RT | 891.94 | 250363.13 | 429152.30 |
| P2-7 | 709+36.00 | 40.77' RT | 892.37 | 250372.59 | 429156.63 |
| P2-8 | 709+00.27 | 22.29' RT | 0.00 | 250336.31 | 429174.01 |
| P2-9 | 709+03.27 | 22.30' RT | 0.00 | 250338.13 | 429171.62 |
| P2-10 | 709+08.27 | 22.33' RT | 0.00 | 250341.16 | 429167.65 |
| P2-11 | 709+11.27 | 22.34' RT | 0.00 | 250342.98 | 429165.26 |
| P2-12 | 709+25.22 | 24.98' RT | 892.29 | 250353.50 | 429155.71 |
| P2-13 | 709+27.63 | 26.77' RT | 891.82 | 250356.38 | 429154.87 |
| P2-14 | 709+31.54 | 31.77' RT | 891.86 | 250362.72 | 429154.77 |
| P2-15 | 709+32.69 | 34.53' RT | 892.32 | 250365.63 | 429155.51 |
| P2-16 | 709+27.63 | 31.77' RT | 891.90 | 250360.37 | 429157.88 |
| P2-17 | 709+15.63 | 31.77' RT | 0.00 | 250353.13 | 429167.46 |
| P2-18 | 709+08.25 | 31.77' RT | 0.00 | 250348.68 | 429173.35 |
| P2-19 | 709+03.25 | 31.77' RT | 0.00 | 250345.67 | 429177.34 |

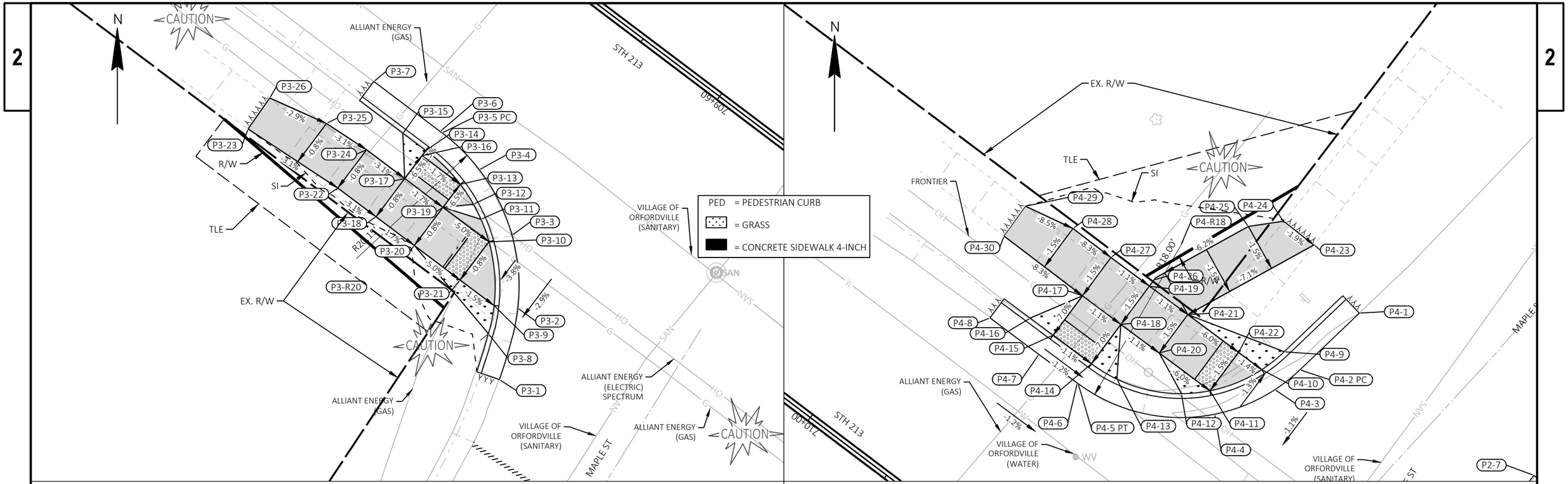
| Maple St - NE | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| P2-20 | 708+98.27 | 31.77' RT | 0.00 | 250342.67 | 429181.31 |
| P2-21 | 708+91.17 | 31.77' RT | 0.00 | 250338.39 | 429186.98 |
| P2-22 | 709+15.63 | 26.77' RT | 0.00 | 250349.14 | 429164.45 |
| P2-23 | 709+08.25 | 26.77' RT | 0.00 | 250344.69 | 429170.34 |
| P2-24 | 709+03.25 | 26.77' RT | 891.86 | 250341.68 | 429174.33 |
| P2-25 | 708+98.27 | 26.77' RT | 891.93 | 250338.68 | 429178.30 |
| P2-26 | 708+91.28 | 27.70' RT | 892.06 | 250335.22 | 429184.44 |
| P2-R20 | 709+16.03 | 39.86' RT | 0.00 | 250359.83 | 429172.03 |

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - MAPLE | SHEET 60 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\023101-CR.DWG
LAYOUT NAME - MAPLE

PLOT DATE : 7/14/2025 9:15 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42



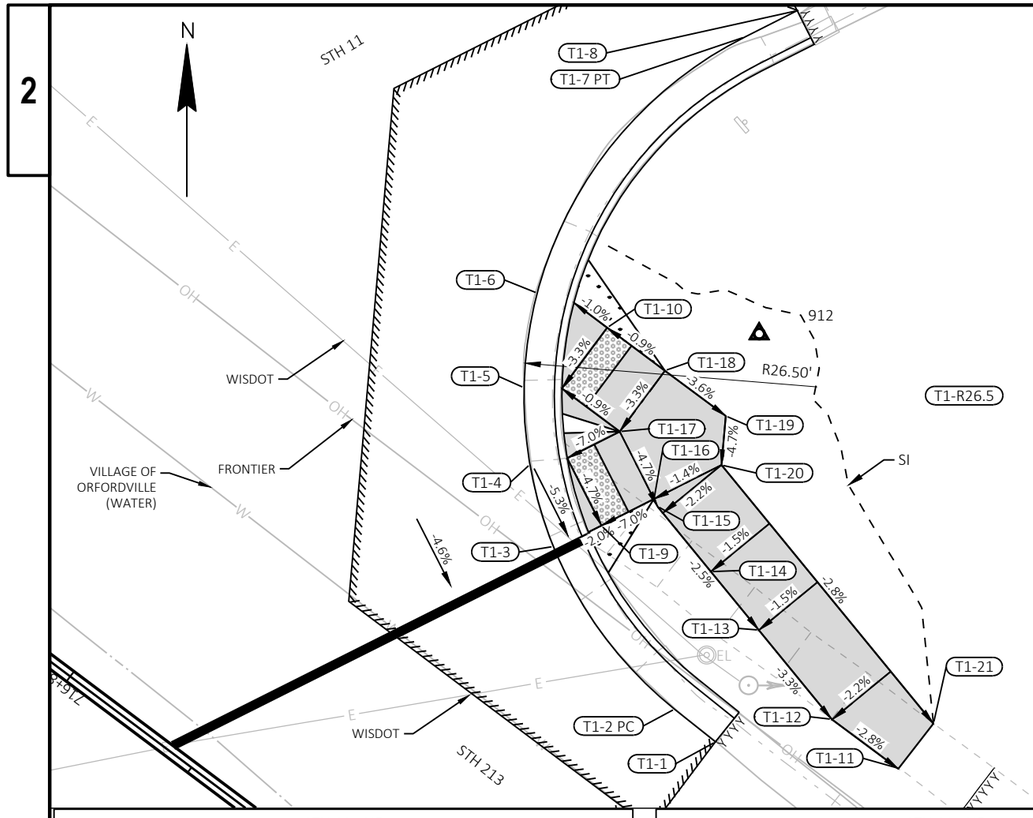

| Maple St - SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| P3-1 | 709+60.53 | 37.50' LT | 891.56 | 250324.92 | 429089.89 |
| P3-2 | 709+63.50 | 30.37' LT | 891.67 | 250332.39 | 429091.81 |
| P3-3 | 709+68.57 | 24.68' LT | 891.77 | 250340.00 | 429091.20 |
| P3-4 | 709+75.43 | 21.26' LT | 891.88 | 250346.85 | 429087.78 |
| P3-5 PC | 709+80.85 | 20.53' LT | 891.95 | 250350.71 | 429083.90 |
| P3-6 | 709+81.10 | 20.53' LT | 891.95 | 250350.86 | 429083.70 |
| P3-7 | 709+89.79 | 20.54' LT | 892.01 | 250356.09 | 429076.76 |
| P3-8 | 709+64.34 | 34.35' LT | 892.04 | 250329.72 | 429088.75 |
| P3-9 | 709+65.65 | 31.65' LT | 891.59 | 250332.67 | 429089.33 |
| P3-10 | 709+70.09 | 26.66' LT | 891.69 | 250339.33 | 429088.79 |
| P3-11 | 709+72.18 | 25.29' LT | 891.94 | 250341.68 | 429087.95 |
| P3-12 | 709+73.75 | 24.51' LT | 891.97 | 250343.25 | 429087.17 |
| P3-13 | 709+76.10 | 23.67' LT | 891.80 | 250345.33 | 429085.80 |
| P3-14 | 709+81.10 | 23.03' LT | 891.87 | 250348.86 | 429082.20 |
| P3-15 | 709+84.10 | 23.03' LT | 892.39 | 250350.67 | 429079.80 |
| P3-16 | 709+81.10 | 23.68' LT | 891.88 | 250348.34 | 429081.80 |
| P3-17 | 709+81.09 | 26.68' LT | 892.08 | 250345.94 | 429080.00 |
| P3-18 | 709+81.08 | 31.68' LT | 892.04 | 250341.95 | 429076.99 |
| P3-19 | 709+76.09 | 26.67' LT | 891.99 | 250342.94 | 429083.99 |

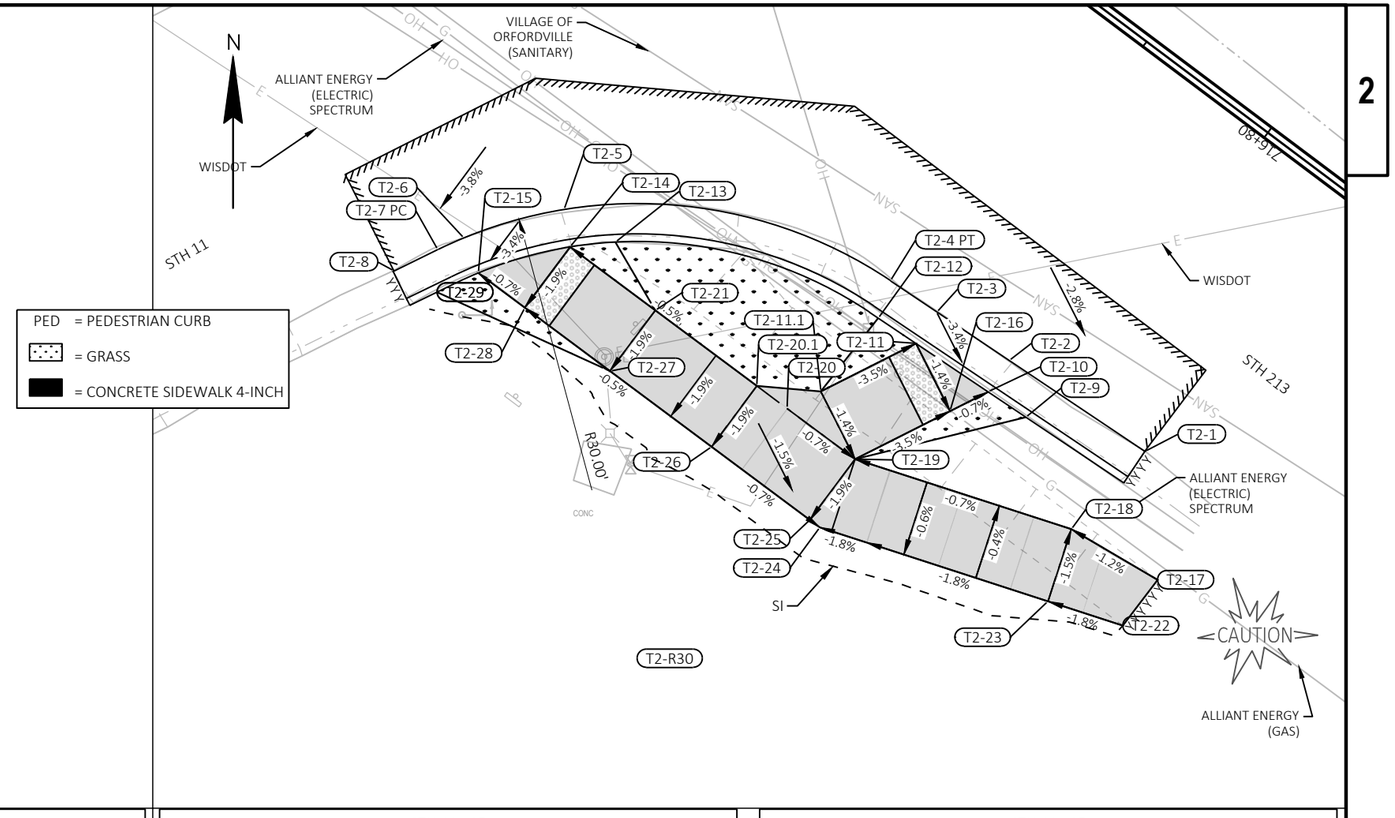
| Maple St - SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| P3-20 | 709+76.08 | 31.67' LT | 891.95 | 250338.94 | 429080.99 |
| P3-21 | 709+70.08 | 31.66' LT | 891.65 | 250335.33 | 429085.78 |
| P3-22 | 709+86.08 | 31.69' LT | 892.19 | 250344.95 | 429073.00 |
| P3-23 | 709+97.29 | 32.42' LT | 892.54 | 250351.12 | 429063.62 |
| P3-24 | 709+86.09 | 26.69' LT | 892.23 | 250348.95 | 429076.00 |
| P3-25 | 709+91.09 | 27.01' LT | 892.39 | 250351.70 | 429071.82 |
| P3-26 | 709+97.43 | 28.47' LT | 892.58 | 250354.36 | 429065.88 |
| P3-R20 | 709+80.82 | 40.68' LT | 0.00 | 250334.61 | 429071.78 |

| Maple St - NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| P4-1 | 709+60.79 | 43.30' RT | 892.56 | 250389.55 | 429138.37 |
| P4-2 PC | 709+62.18 | 34.81' RT | 892.28 | 250383.62 | 429132.15 |
| P4-3 | 709+63.02 | 31.59' RT | 892.26 | 250381.55 | 429129.54 |
| P4-4 | 709+66.48 | 25.76' RT | 892.22 | 250378.98 | 429123.26 |
| P4-5 PT | 709+79.81 | 19.71' RT | 892.32 | 250382.19 | 429108.98 |
| P4-6 | 709+79.92 | 19.71' RT | 892.32 | 250382.25 | 429108.89 |
| P4-7 | 709+84.92 | 19.67' RT | 892.38 | 250385.24 | 429104.88 |
| P4-8 | 709+91.30 | 19.63' RT | 892.45 | 250389.04 | 429099.76 |
| P4-9 | 709+64.62 | 35.34' RT | 892.73 | 250385.51 | 429130.52 |
| P4-10 | 709+65.37 | 32.44' RT | 892.18 | 250383.64 | 429128.18 |
| P4-11 | 709+68.35 | 27.42' RT | 892.14 | 250381.44 | 429122.77 |
| P4-12 | 709+70.55 | 25.38' RT | 892.63 | 250381.13 | 429119.78 |
| P4-13 | 709+76.85 | 22.52' RT | 892.62 | 250382.65 | 429113.04 |
| P4-14 | 709+79.94 | 22.21' RT | 892.24 | 250384.26 | 429110.39 |
| P4-15 | 709+84.94 | 22.17' RT | 892.30 | 250387.24 | 429106.37 |
| P4-16 | 709+87.94 | 22.15' RT | 892.83 | 250389.03 | 429103.97 |
| P4-17 | 709+84.97 | 27.30' RT | 892.66 | 250391.36 | 429109.44 |
| P4-18 | 709+79.97 | 27.34' RT | 892.60 | 250388.37 | 429113.45 |
| P4-19 | 709+80.01 | 32.31' RT | 892.67 | 250392.36 | 429116.42 |

| Maple St - NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| P4-20 | 709+74.97 | 27.37' RT | 892.54 | 250385.39 | 429117.46 |
| P4-21 | 709+75.01 | 32.37' RT | 892.62 | 250389.40 | 429120.44 |
| P4-22 | 709+68.39 | 32.42' RT | 892.22 | 250385.45 | 429125.75 |
| P4-23 | 709+68.88 | 46.13' RT | 893.69 | 250396.69 | 429133.62 |
| P4-24 | 709+72.89 | 46.16' RT | 893.77 | 250399.12 | 429130.44 |
| P4-25 | 709+75.51 | 43.54' RT | 893.41 | 250398.61 | 429126.78 |
| P4-26 | 709+80.01 | 33.14' RT | 892.72 | 250393.03 | 429116.91 |
| P4-27 | 709+85.01 | 32.30' RT | 892.73 | 250395.37 | 429112.42 |
| P4-28 | 709+90.01 | 32.33' RT | 893.14 | 250398.40 | 429108.45 |
| P4-29 | 709+95.37 | 31.20' RT | 893.61 | 250400.73 | 429103.49 |
| P4-30 | 709+95.29 | 27.36' RT | 893.51 | 250397.62 | 429101.24 |
| P4-R18 | 709+79.94 | 37.71' RT | 893.37 | 250396.63 | 429119.72 |

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - MAPLE | SHEET 61 | E |
|---|---|---|---|---|---|




PED = PEDESTRIAN CURB
= GRASS
= CONCRETE SIDEWALK 4-INCH

STH 11 - NE

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| T1-1 | 716+43.36 | 22.12' RT | 906.17 | 250782.70 | 428579.86 |
| T1-2 PC | 716+46.82 | 22.23' RT | 906.31 | 250784.87 | 428577.16 |
| T1-3 | 716+59.66 | 26.01' RT | 906.85 | 250795.60 | 428569.17 |
| T1-4 | 716+64.14 | 29.40' RT | 907.10 | 250801.00 | 428567.62 |
| T1-5 | 716+67.50 | 33.22' RT | 907.33 | 250806.07 | 428567.23 |
| T1-6 | 716+70.54 | 38.73' RT | 907.47 | 250812.31 | 428568.10 |
| T1-7 PT | 716+69.75 | 60.46' RT | 908.51 | 250829.21 | 428581.79 |
| T1-8 | 716+68.03 | 63.94' RT | 908.54 | 250830.96 | 428585.25 |
| T1-9 | 716+57.95 | 29.01' RT | 906.79 | 250796.97 | 428572.34 |
| T1-10 | 716+65.49 | 39.68' RT | 907.42 | 250810.03 | 428572.72 |
| T1-11 | 716+32.54 | 28.03' RT | 0.00 | 250780.93 | 428592.06 |
| T1-12 | 716+38.12 | 27.92' RT | 906.52 | 250784.20 | 428587.54 |
| T1-13 | 716+45.49 | 29.74' RT | 906.77 | 250790.07 | 428582.73 |
| T1-14 | 716+50.35 | 30.93' RT | 906.91 | 250793.94 | 428579.56 |
| T1-15 | 716+55.74 | 32.25' RT | 907.03 | 250798.23 | 428576.05 |
| T1-16 | 716+56.23 | 32.49' RT | 907.06 | 250798.72 | 428575.80 |
| T1-17 | 716+60.71 | 34.70' RT | 907.29 | 250803.18 | 428573.54 |
| T1-18 | 716+60.73 | 39.70' RT | 907.46 | 250807.19 | 428576.53 |
| T1-19 | 716+55.73 | 39.72' RT | 907.28 | 250804.21 | 428580.54 |

STH 11 - NE

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| T1-20 | 716+54.02 | 36.97' RT | 907.13 | 250800.98 | 428580.26 |
| T1-21 | 716+32.59 | 31.72' RT | 906.50 | 250783.91 | 428594.24 |
| T1-R26.5 | 716+46.00 | 48.72' RT | 0.00 | 250805.55 | 428593.73 |

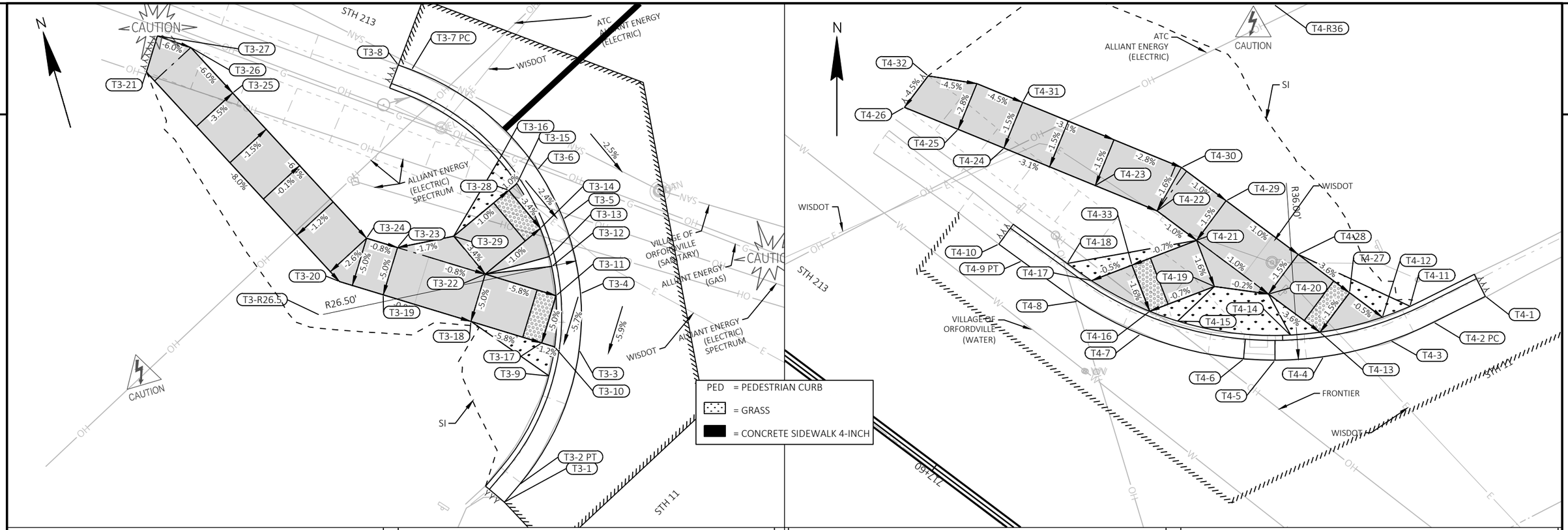
STH 11 - SE

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| T2-1 | 716+73.86 | 21.70' LT | 905.81 | 250765.97 | 428529.16 |
| T2-2 | 716+84.62 | 22.28' LT | 905.99 | 250771.98 | 428520.21 |
| T2-3 | 716+90.35 | 22.58' LT | 906.08 | 250775.17 | 428515.45 |
| T2-4 PT | 716+94.05 | 22.78' LT | 906.10 | 250777.24 | 428512.37 |
| T2-5 | 717+14.08 | 31.95' LT | 906.23 | 250781.93 | 428490.84 |
| T2-6 | 717+18.25 | 37.42' LT | 906.14 | 250780.06 | 428484.23 |
| T2-7 PC | 717+19.15 | 39.06' LT | 906.12 | 250779.29 | 428482.52 |
| T2-8 | 717+20.62 | 41.93' LT | 906.08 | 250777.88 | 428479.62 |
| T2-9 | 716+81.49 | 24.61' LT | 906.33 | 250768.23 | 428521.31 |
| T2-10 | 716+84.49 | 24.77' LT | 905.91 | 250769.90 | 428518.82 |
| T2-11 | 716+90.22 | 25.08' LT | 906.00 | 250773.10 | 428514.05 |
| T2-11.1 | 716+93.33 | 31.38' LT | 906.31 | 250769.93 | 428507.78 |
| T2-12 | 716+93.21 | 25.24' LT | 906.43 | 250774.77 | 428511.56 |
| T2-13 | 717+10.09 | 31.64' LT | 906.62 | 250779.79 | 428494.22 |
| T2-14 | 717+12.28 | 33.68' LT | 906.15 | 250779.47 | 428491.24 |
| T2-15 | 717+16.10 | 38.70' LT | 906.03 | 250777.75 | 428485.18 |
| T2-16 | 716+85.73 | 27.29' LT | 905.93 | 250768.63 | 428516.31 |
| T2-17 | 716+68.10 | 27.97' LT | 906.36 | 250757.50 | 428530.00 |
| T2-18 | 716+74.65 | 28.72' LT | 906.28 | 250760.84 | 428524.31 |

STH 11 - SE

| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
|---|---|---|---|---|---|
| T2-19 | 716+88.84 | 33.59' LT | 906.17 | 250765.46 | 428510.04 |
| T2-20 | 716+94.43 | 33.62' LT | 906.21 | 250768.80 | 428505.56 |
| T2-20.1 | 716+96.92 | 33.63' LT | 906.23 | 250770.29 | 428503.56 |
| T2-21 | 717+05.28 | 33.66' LT | 906.18 | 250775.28 | 428496.86 |
| T2-22 | 716+68.12 | 31.77' LT | 906.44 | 250754.48 | 428527.70 |
| T2-23 | 716+73.03 | 33.45' LT | 906.35 | 250756.08 | 428522.77 |
| T2-24 | 716+88.00 | 38.59' LT | 906.07 | 250760.96 | 428507.71 |
| T2-25 | 716+88.82 | 38.59' LT | 906.08 | 250761.45 | 428507.05 |
| T2-26 | 716+96.90 | 38.63' LT | 906.14 | 250766.28 | 428500.57 |
| T2-27 | 717+05.26 | 38.66' LT | 906.09 | 250771.28 | 428493.87 |
| T2-28 | 717+12.26 | 38.68' LT | 906.06 | 250775.46 | 428488.25 |
| T2-29 | 717+17.51 | 41.34' LT | 906.54 | 250776.48 | 428482.46 |
| T2-R30 | 716+92.45 | 52.74' LT | 906.72 | 250752.32 | 428495.66 |

PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - STH 11 | SHEET 62 | E




| STH 11 - SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| T3-1 | 717+78.70 | 59.69' LT | 905.86 | 250798.56 | 428422.52 |
| T3-2 PT | 717+77.92 | 57.50' LT | 905.95 | 250799.83 | 428424.45 |
| T3-3 | 717+77.06 | 42.63' LT | 906.54 | 250811.21 | 428434.07 |
| T3-4 | 717+78.94 | 37.22' LT | 906.80 | 250816.66 | 428435.81 |
| T3-5 | 717+83.24 | 30.80' LT | 907.16 | 250824.38 | 428436.23 |
| T3-6 | 717+87.46 | 27.04' LT | 907.35 | 250829.92 | 428435.12 |
| T3-7 PC | 718+02.97 | 22.10' LT | 908.11 | 250843.19 | 428425.68 |
| T3-8 | 718+04.39 | 22.10' LT | 908.15 | 250844.04 | 428424.54 |
| T3-9 | 717+79.00 | 46.15' LT | 906.94 | 250809.56 | 428430.40 |
| T3-10 | 717+79.49 | 43.19' LT | 906.46 | 250812.22 | 428431.79 |
| T3-11 | 717+81.20 | 38.30' LT | 906.72 | 250817.16 | 428433.36 |
| T3-12 | 717+82.65 | 35.67' LT | 906.84 | 250820.13 | 428433.78 |
| T3-13 | 717+83.22 | 34.82' LT | 906.85 | 250821.15 | 428433.83 |
| T3-14 | 717+85.09 | 32.48' LT | 907.08 | 250824.15 | 428433.74 |
| T3-15 | 717+88.91 | 29.08' LT | 907.27 | 250829.17 | 428432.73 |
| T3-16 | 717+91.46 | 27.49' LT | 907.19 | 250831.97 | 428431.65 |
| T3-17 | 717+80.86 | 43.29' LT | 906.47 | 250812.97 | 428430.64 |
| T3-18 | 717+88.34 | 43.79' LT | 906.91 | 250817.06 | 428424.36 |
| T3-19 | 717+97.60 | 44.41' LT | 906.98 | 250822.13 | 428416.58 |

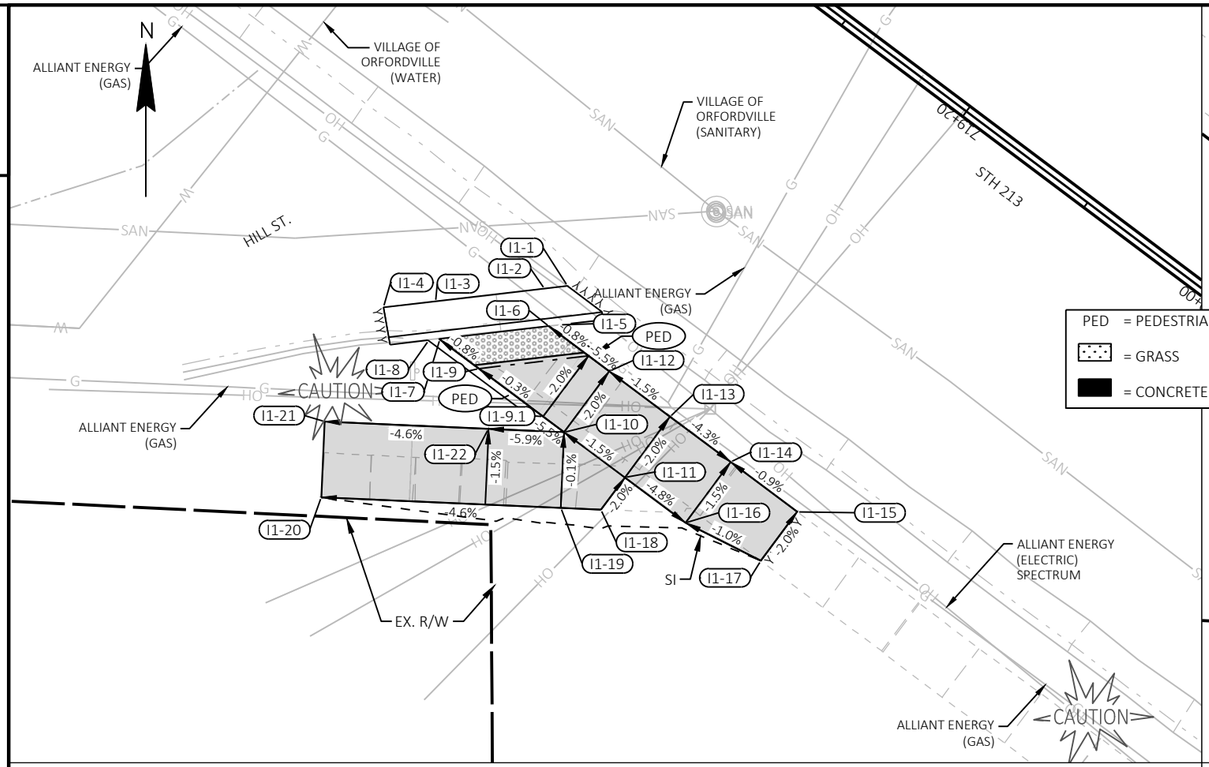
| STH 11 - SW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| T3-20 | 718+02.22 | 44.72' LT | 907.01 | 250824.65 | 428412.70 |
| T3-21 | 718+28.00 | 31.80' LT | 909.31 | 250850.46 | 428399.84 |
| T3-22 | 717+88.67 | 38.80' LT | 907.16 | 250821.25 | 428427.09 |
| T3-23 | 717+97.94 | 39.42' LT | 907.23 | 250826.32 | 428419.31 |
| T3-24 | 718+01.19 | 39.64' LT | 907.25 | 250828.10 | 428416.57 |
| T3-25 | 718+19.08 | 30.68' LT | 908.54 | 250846.00 | 428407.65 |
| T3-26 | 718+24.67 | 27.88' LT | 908.92 | 250851.60 | 428404.86 |
| T3-27 | 718+28.26 | 27.97' LT | 909.13 | 250853.68 | 428401.94 |
| T3-28 | 717+89.44 | 30.01' LT | 907.25 | 250828.74 | 428431.75 |
| T3-29 | 717+93.02 | 36.33' LT | 907.33 | 250825.84 | 428425.09 |
| T3-R26.5 | 718+02.88 | 48.60' LT | 907.41 | 250821.95 | 428409.85 |

| STH 11 - NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| T4-1 | 717+25.81 | 47.37' RT | 907.73 | 250852.40 | 428529.10 |
| T4-2 PC | 717+28.40 | 42.14' RT | 907.55 | 250849.78 | 428523.88 |
| T4-3 | 717+30.79 | 38.03' RT | 907.41 | 250847.93 | 428519.51 |
| T4-4 | 717+35.24 | 32.64' RT | 907.35 | 250846.29 | 428512.71 |
| T4-5 | 717+38.95 | 29.41' RT | 907.32 | 250845.94 | 428507.80 |
| T4-6 | 717+41.57 | 27.61' RT | 907.32 | 250846.07 | 428504.63 |
| T4-7 | 717+51.43 | 23.34' RT | 907.55 | 250848.57 | 428494.18 |
| T4-8 | 717+58.49 | 22.20' RT | 907.61 | 250851.90 | 428487.85 |
| T4-9 PT | 717+65.48 | 22.06' RT | 907.75 | 250855.98 | 428482.18 |
| T4-10 | 717+68.36 | 22.01' RT | 907.81 | 250857.68 | 428479.85 |
| T4-11 | 717+31.30 | 41.99' RT | 908.03 | 250851.40 | 428521.47 |
| T4-12 | 717+32.87 | 39.43' RT | 907.33 | 250850.29 | 428518.69 |
| T4-13 | 717+37.00 | 34.41' RT | 907.27 | 250848.76 | 428512.36 |
| T4-14 | 717+39.22 | 32.39' RT | 907.80 | 250848.48 | 428509.38 |
| T4-15 | 717+49.21 | 26.65' RT | 907.88 | 250849.89 | 428497.94 |
| T4-16 | 717+52.07 | 25.75' RT | 907.47 | 250850.89 | 428495.12 |
| T4-17 | 717+58.64 | 24.70' RT | 907.53 | 250853.99 | 428489.23 |
| T4-18 | 717+61.64 | 24.62' RT | 907.61 | 250855.73 | 428486.78 |
| T4-19 | 717+48.34 | 31.69' RT | 907.52 | 250853.40 | 428501.66 |

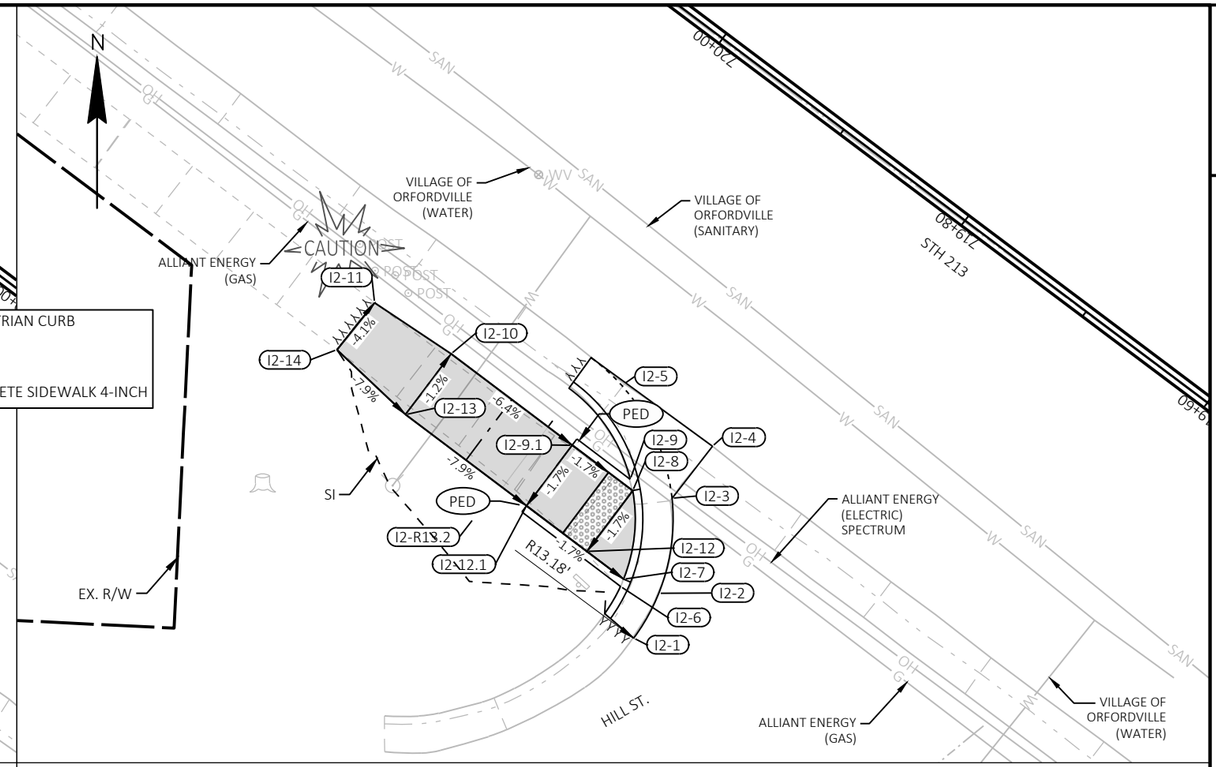
| STH 11 - NW | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| T4-20 | 717+43.49 | 34.38' RT | 907.51 | 250852.64 | 428507.16 |
| T4-21 | 717+52.58 | 34.35' RT | 907.60 | 250858.07 | 428499.87 |
| T4-22 | 717+57.58 | 34.33' RT | 907.65 | 250861.05 | 428495.86 |
| T4-23 | 717+64.11 | 32.62' RT | 907.86 | 250863.61 | 428489.61 |
| T4-24 | 717+73.79 | 30.10' RT | 908.18 | 250867.40 | 428480.36 |
| T4-25 | 717+78.63 | 28.83' RT | 908.33 | 250869.30 | 428475.73 |
| T4-26 | 717+84.31 | 27.35' RT | 908.52 | 250871.52 | 428470.29 |
| T4-27 | 717+37.02 | 39.41' RT | 907.35 | 250852.77 | 428515.35 |
| T4-28 | 717+43.51 | 39.38' RT | 907.58 | 250856.65 | 428510.15 |
| T4-29 | 717+52.60 | 39.35' RT | 907.67 | 250862.08 | 428502.86 |
| T4-30 | 717+58.23 | 39.33' RT | 907.73 | 250865.44 | 428498.34 |
| T4-31 | 717+75.05 | 34.93' RT | 908.25 | 250872.03 | 428482.25 |
| T4-32 | 717+84.31 | 31.34' RT | 908.70 | 250874.71 | 428472.69 |
| T4-33 | 717+56.31 | 28.41' RT | 907.55 | 250855.56 | 428493.33 |
| T4-R36 | 717+60.65 | 58.13' RT | 0.00 | 250881.93 | 428507.70 |

PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - STH 11 | SHEET 63 | E

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\023101-CR.DWG
LAYOUT NAME - STH 11 (2)
PLOT DATE : 7/14/2025 9:17 AM
PLOT BY : ANDERSON, SHAUN M
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42




PED = PEDESTRIAN CURB
= GRASS
= CONCRETE SIDEWALK 4-INCH



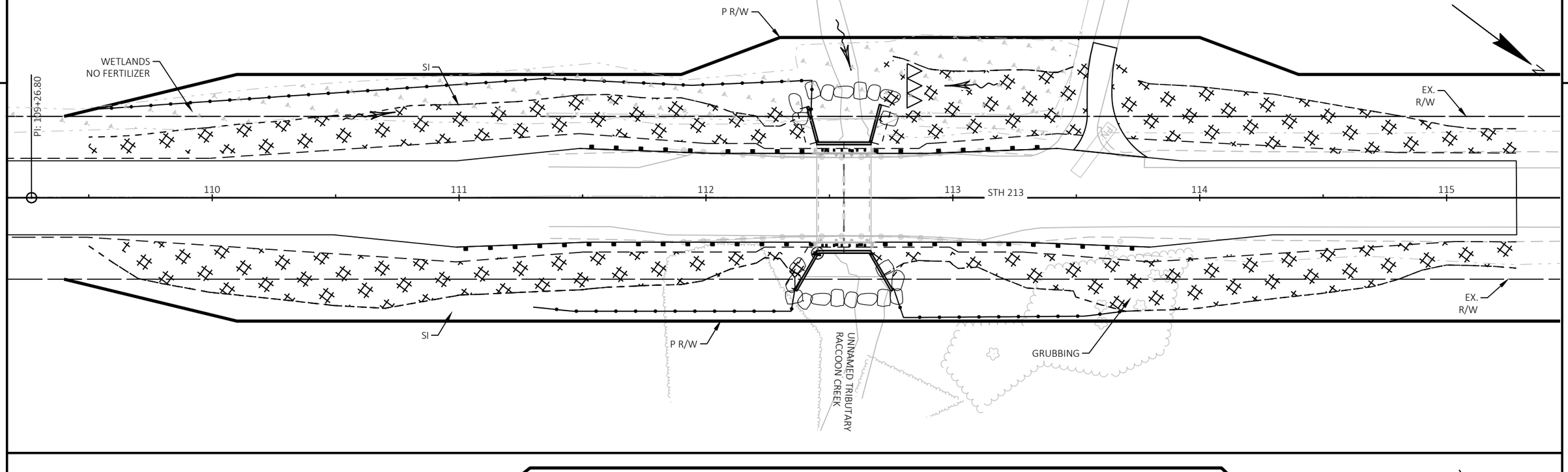

| Hill St - S | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| I1-1 | 719+34.16 | 25.02' LT | 911.11 | 250919.63 | 428319.03 |
| I1-2 | 719+35.26 | 26.08' LT | 911.13 | 250919.44 | 428317.51 |
| I1-3 | 719+40.48 | 31.08' LT | 911.21 | 250918.58 | 428310.34 |
| I1-4 | 719+43.00 | 33.43' LT | 911.27 | 250918.22 | 428306.91 |
| I1-5 | 719+32.99 | 27.37' LT | 2.88 | 250917.05 | 428318.55 |
| I1-6 | 719+33.51 | 27.88' LT | 911.05 | 250916.96 | 428317.82 |
| I1-7 | 719+38.77 | 32.90' LT | 911.13 | 250916.10 | 428310.61 |
| I1-8 | 719+39.31 | 33.41' LT | 911.64 | 250916.02 | 428309.87 |
| I1-9 | 719+35.54 | 32.89' LT | 911.16 | 250914.17 | 428313.20 |
| I1-9.1 | 719+30.25 | 32.87' LT | 911.18 | 250911.01 | 428317.44 |
| I1-10 | 719+28.52 | 32.88' LT | 911.27 | 250909.96 | 428318.82 |
| I1-11 | 719+23.53 | 32.85' LT | 911.35 | 250906.98 | 428322.83 |
| I1-12 | 719+28.56 | 27.87' LT | 911.17 | 250913.99 | 428321.80 |
| I1-13 | 719+23.56 | 27.85' LT | 911.25 | 250911.00 | 428325.80 |
| I1-14 | 719+18.56 | 27.84' LT | 911.03 | 250908.01 | 428329.81 |
| I1-15 | 719+13.07 | 27.83' LT | 911.08 | 250904.72 | 428334.20 |
| I1-16 | 719+18.53 | 32.84' LT | 911.11 | 250903.99 | 428326.83 |
| I1-17 | 719+13.05 | 31.85' LT | 911.16 | 250901.49 | 428331.80 |
| I1-18 | 719+23.51 | 35.50' LT | 911.40 | 250904.86 | 428321.25 |

| Hill St - S | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| I1-19 | 719+25.70 | 37.00' LT | 911.28 | 250904.98 | 428318.60 |
| I1-20 | 719+38.76 | 45.93' LT | 910.55 | 250905.68 | 428302.79 |
| I1-21 | 719+41.58 | 41.80' LT | 910.48 | 250910.67 | 428303.01 |
| I1-22 | 719+32.65 | 35.69' LT | 911.97 | 250910.20 | 428313.82 |

| Hill St - N | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| I2-1 | 719+80.93 | 35.16' LT | 912.02 | 250939.61 | 428275.54 |
| I2-2 | 719+81.39 | 31.80' LT | 912.08 | 250942.57 | 428277.19 |
| I2-3 | 719+84.45 | 26.27' LT | 912.20 | 250948.84 | 428278.06 |
| I2-4 | 719+84.39 | 21.92' LT | 912.25 | 250952.27 | 428280.73 |
| I2-5 | 719+91.51 | 22.12' LT | 912.42 | 250956.39 | 428274.91 |
| I2-6 | 719+83.68 | 32.96' LT | 912.50 | 250943.02 | 428274.66 |
| I2-7 | 719+83.80 | 32.45' LT | 912.00 | 250943.51 | 428274.87 |
| I2-8 | 719+86.83 | 27.43' LT | 912.14 | 250949.33 | 428275.47 |
| I2-9 | 719+87.42 | 26.92' LT | 912.69 | 250950.10 | 428275.30 |
| I2-9.1 | 719+91.83 | 27.42' LT | 912.22 | 250952.34 | 428271.47 |
| I2-10 | 720+01.83 | 27.40' LT | 912.87 | 250958.37 | 428263.49 |
| I2-11 | 720+07.89 | 27.73' LT | 913.26 | 250961.74 | 428258.44 |
| I2-12 | 719+86.84 | 32.44' LT | 912.05 | 250945.33 | 428272.45 |
| I2-12.1 | 719+91.84 | 32.43' LT | 912.14 | 250948.34 | 428268.46 |
| I2-13 | 720+01.84 | 32.41' LT | 912.93 | 250954.37 | 428260.47 |
| I2-14 | 720+08.02 | 31.71' LT | 913.42 | 250958.64 | 428255.95 |
| I2-R13.2 | 719+94.11 | 35.24' LT | 912.58 | 250947.46 | 428264.95 |

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CURB RAMP DETAILS - HILL | SHEET 64 | E |
|---|---|---|---|---|---|

2




## LEGEND

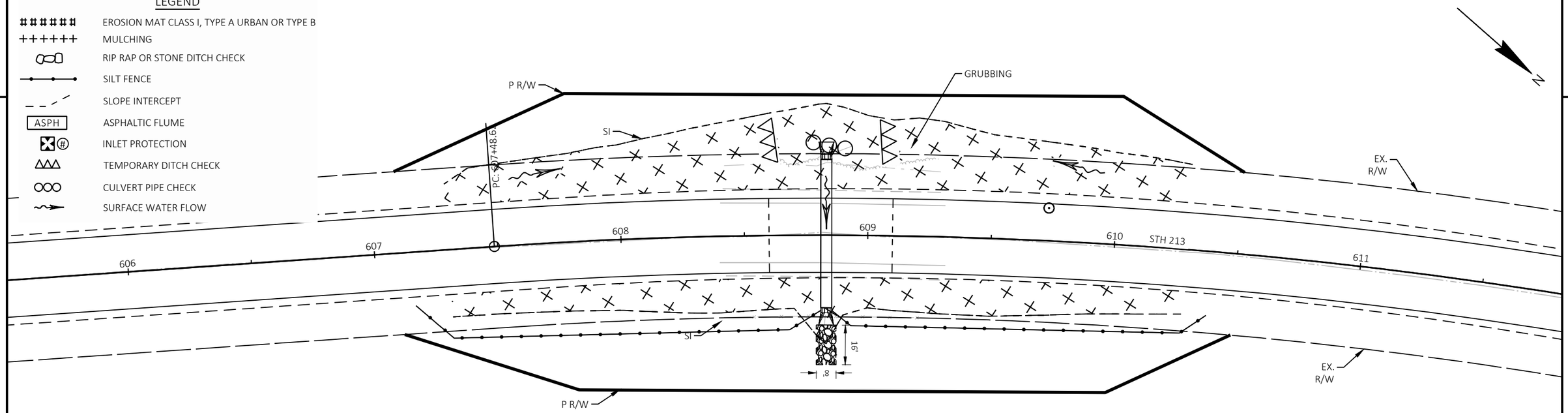
- EROSION MAT CLASS I, TYPE A URBAN OR TYPE B
- MULCHING
- RIP RAP OR STONE DITCH CHECK
- SILT FENCE
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

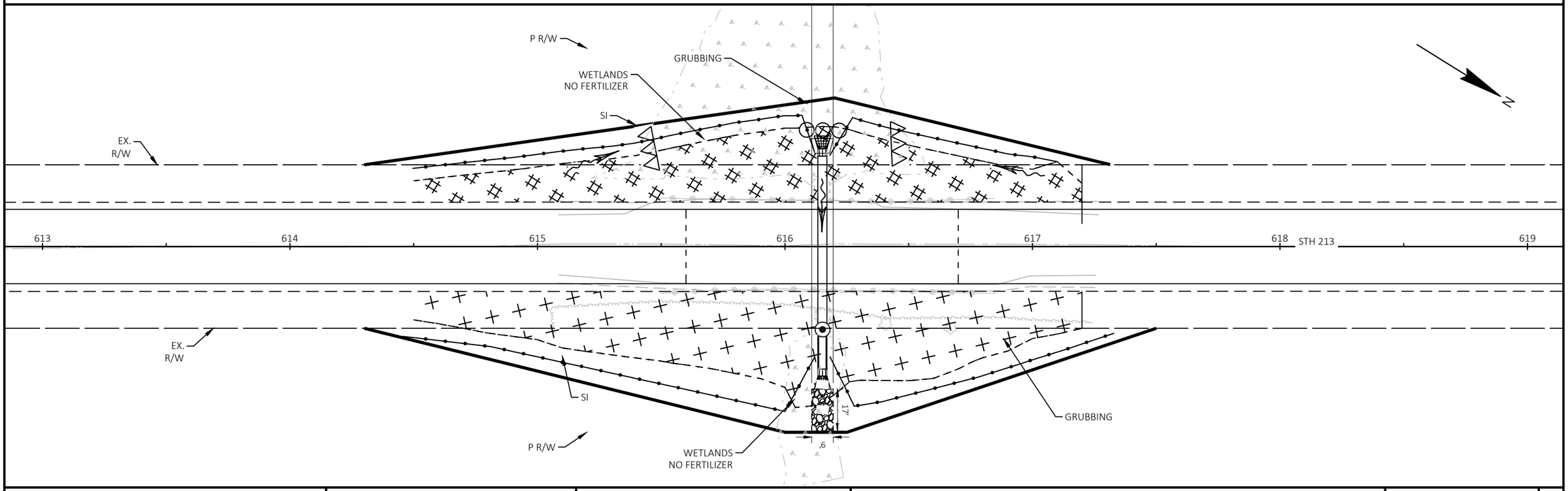
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | EROSION CONTROL | SHEET 65 | E |
|---|---|---|---|---|---|

2

## LEGEND

- EROSION MAT CLASS I, TYPE A URBAN OR TYPE B
- MULCHING
- RIP RAP OR STONE DITCH CHECK
- SILT FENCE
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | EROSION CONTROL | SHEET 66 | E |
|---|---|---|---|---|---|

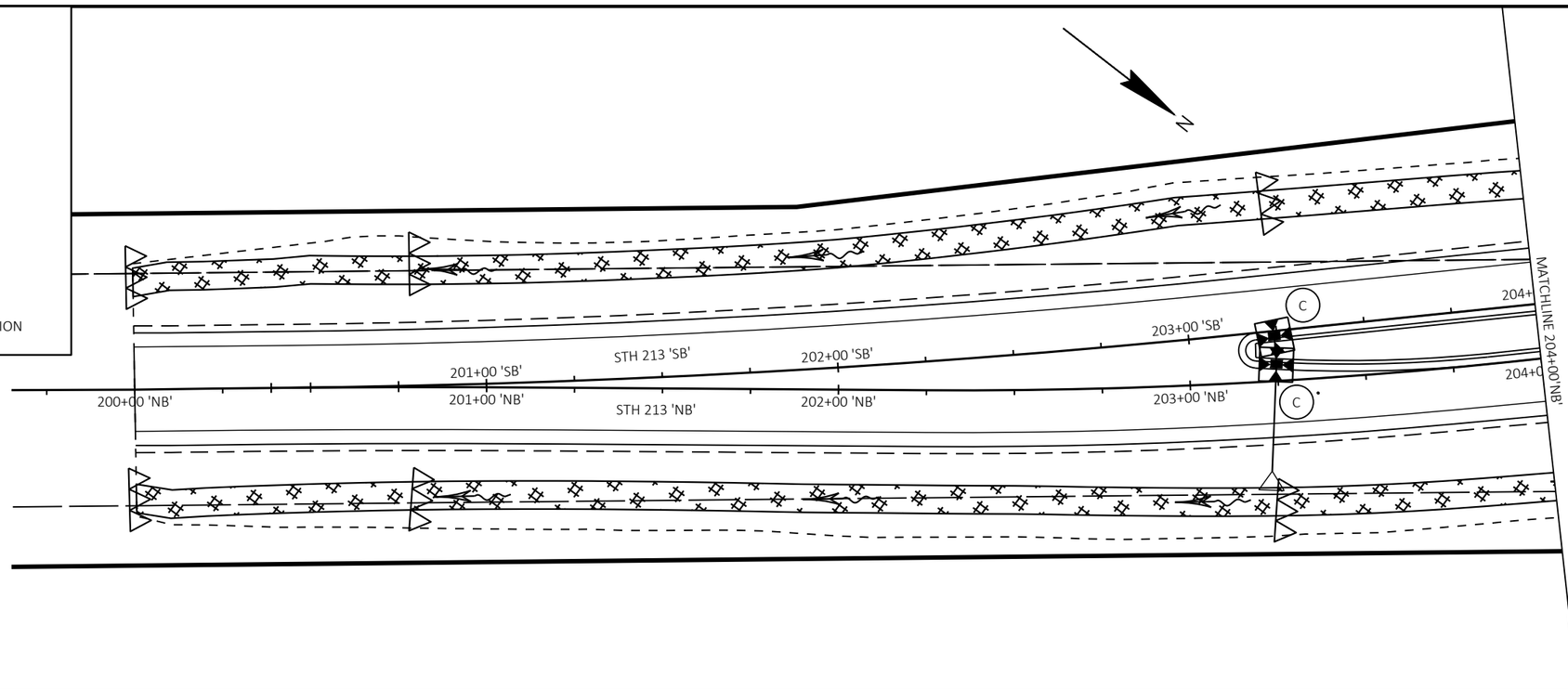
FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 2

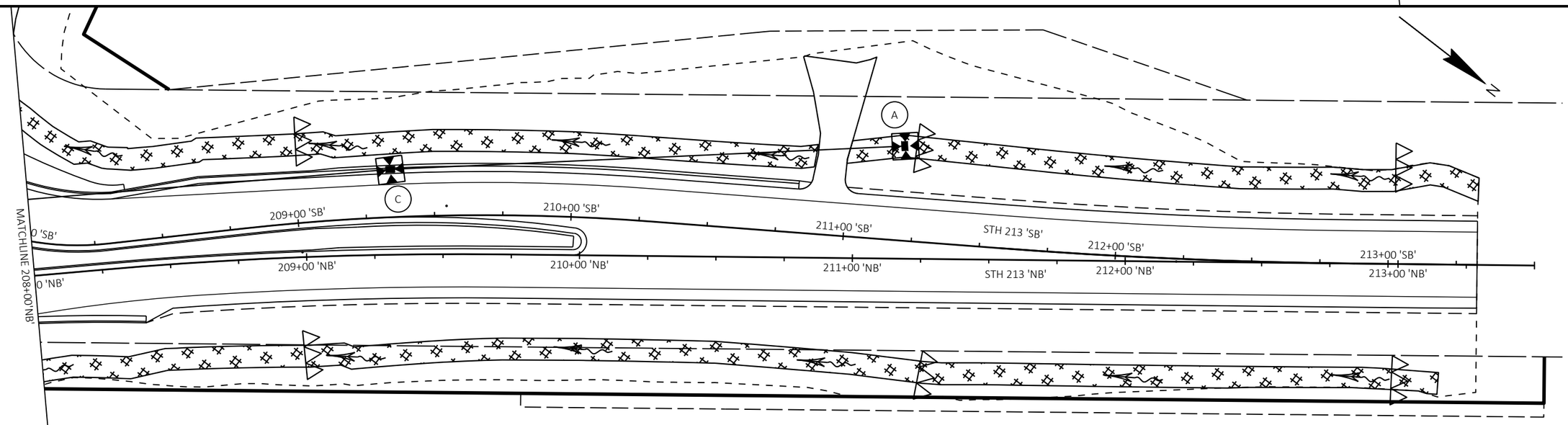
PLOT DATE : 7/15/2025 11:07 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- EROSION MAT CLASS I, TYPE B
- RIPRAP MEDIUM
- SILT FENCE
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- # — INLET PROTECTION, TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

NOTE: MULCH IS TO BE PLACED IN ALL RESTORATION AREAS WHERE EROSION MAT IS NOT SPECIFIED.



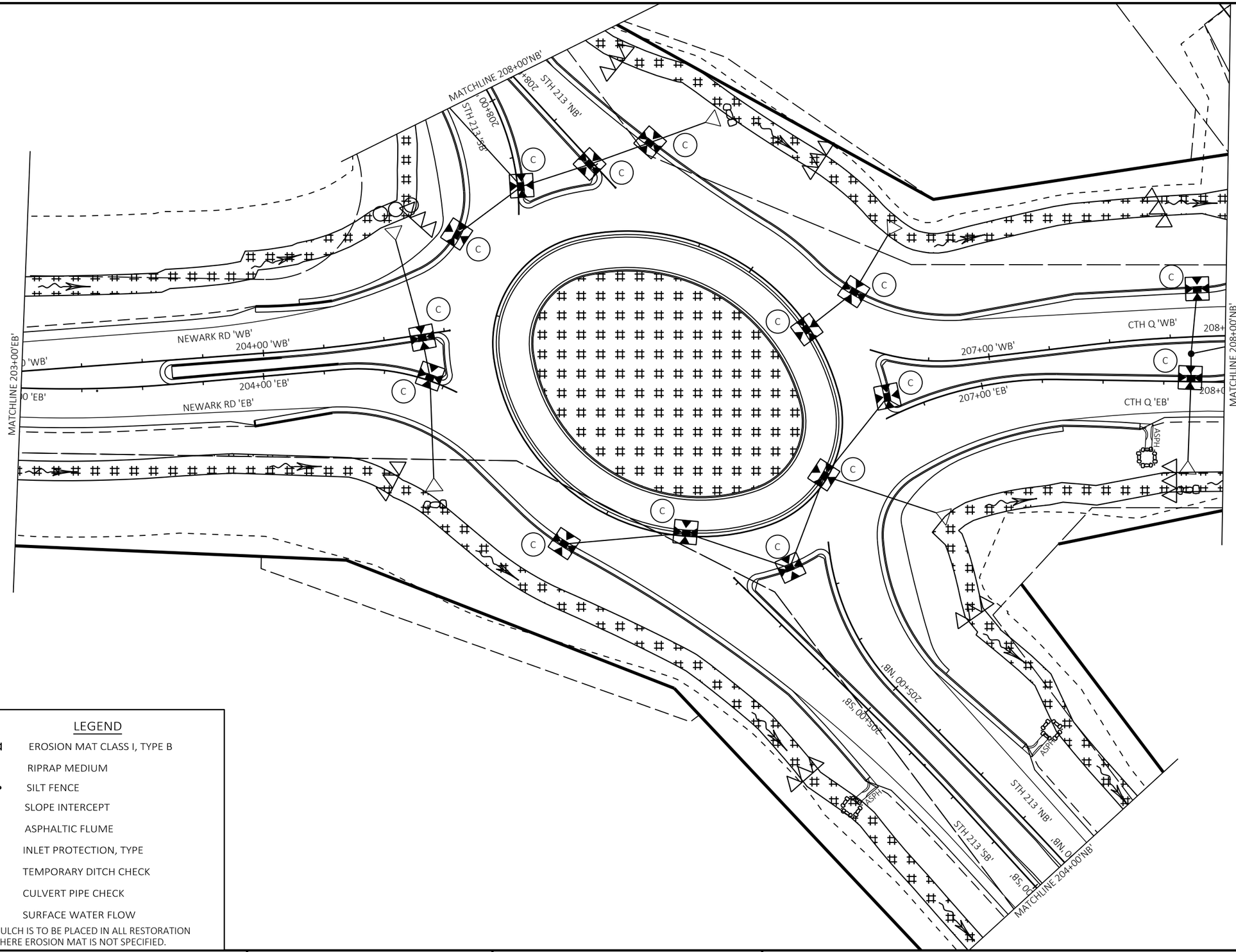




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | EROSION CONTROL | SHEET 67 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - STH 213

PLOT DATE : 6/24/2025 12:16 PM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1" = 40'

2

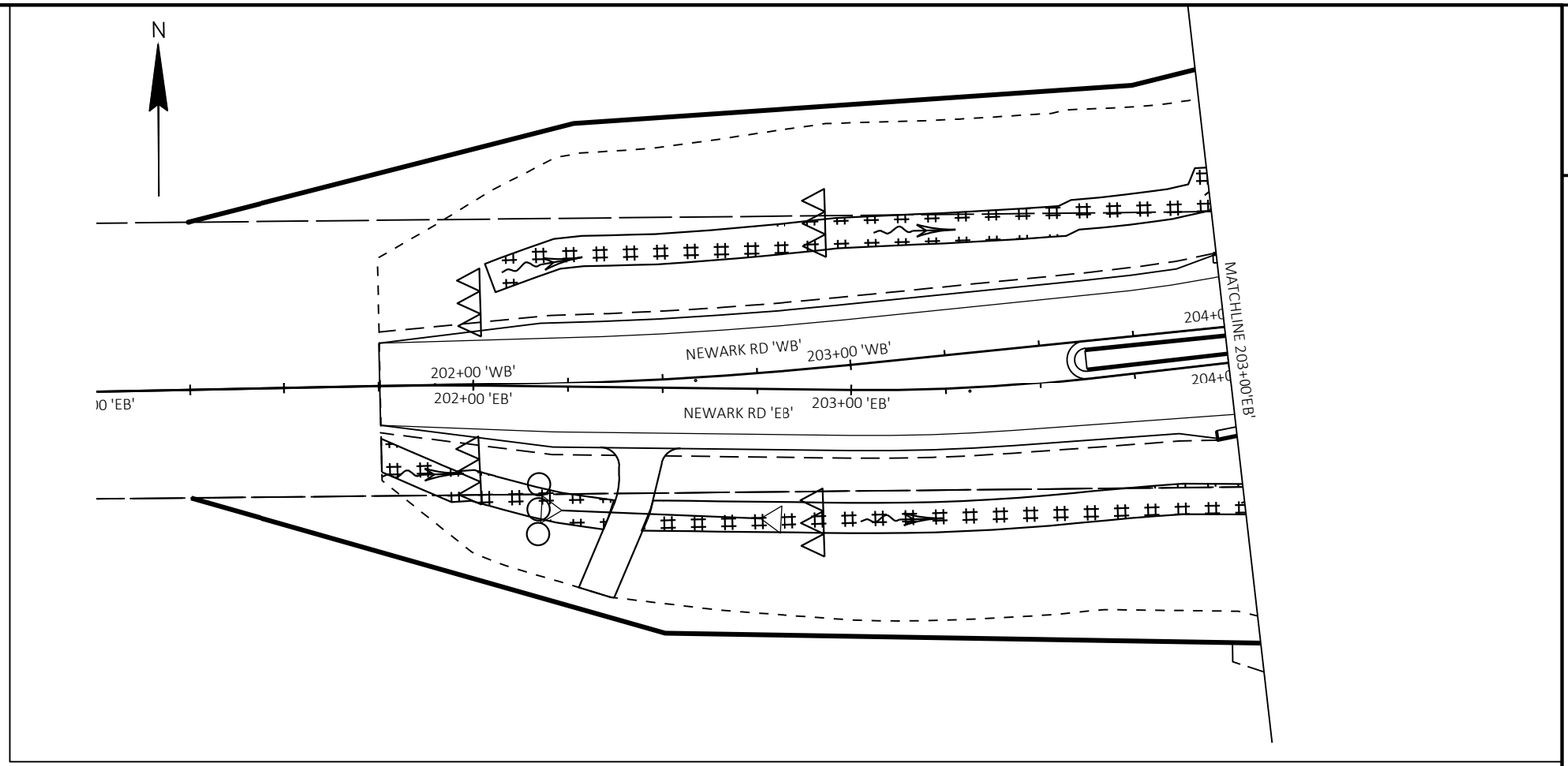


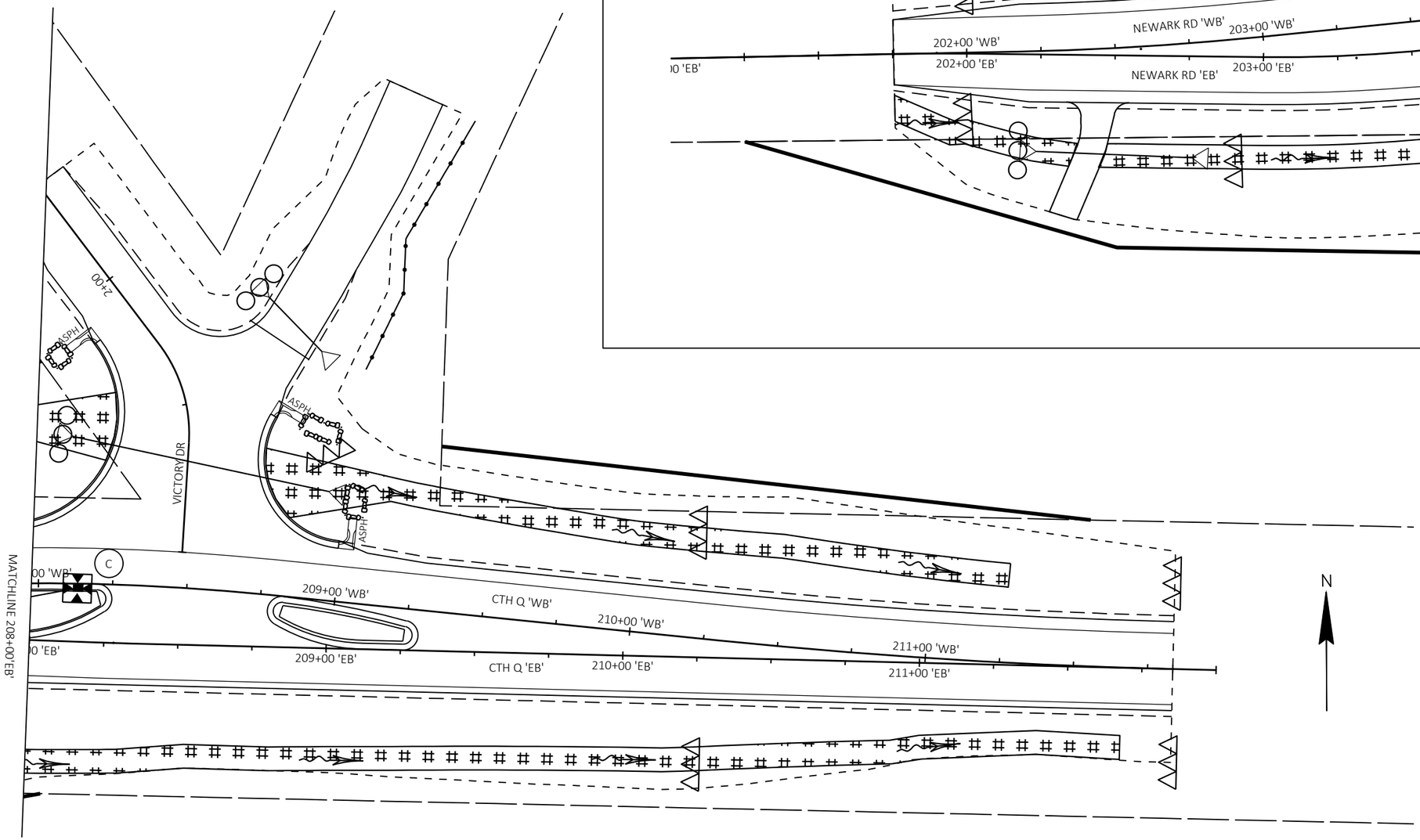

## LEGEND

- EROSION MAT CLASS I, TYPE B
- RIPRAP MEDIUM
- SILT FENCE
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION, TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

NOTE: MULCH IS TO BE PLACED IN ALL RESTORATION AREAS WHERE EROSION MAT IS NOT SPECIFIED.

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | EROSION CONTROL | SHEET 68 | E |
|---|---|---|---|---|---|



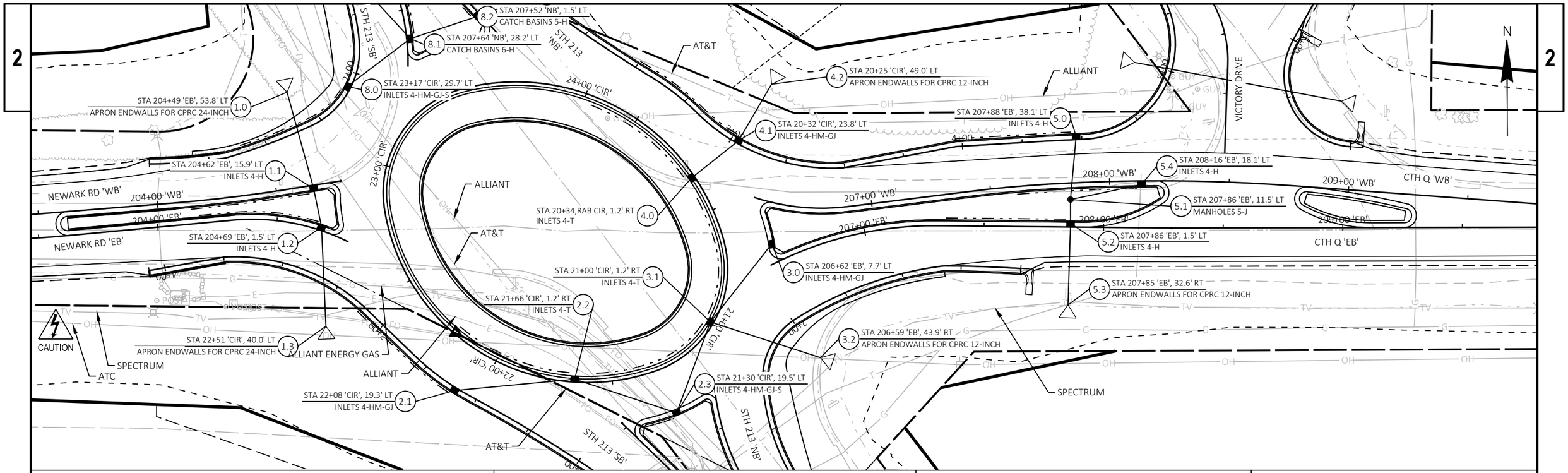

## LEGEND

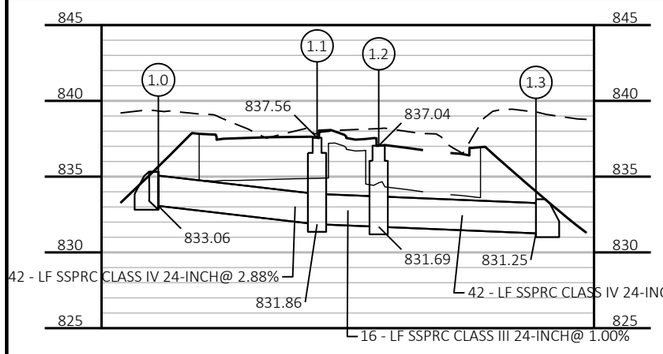
- EROSION MAT CLASS I, TYPE B
- RIPRAP MEDIUM
- SILT FENCE
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- # — INLET PROTECTION, TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

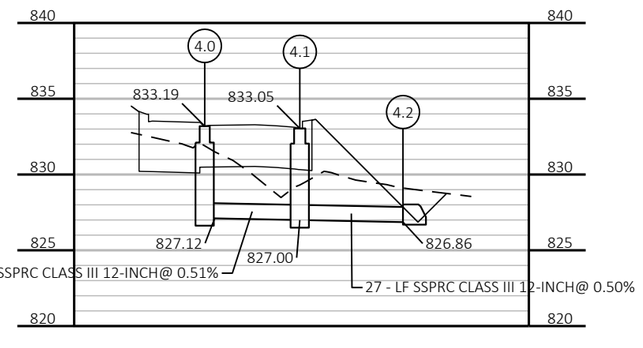
NOTE: MULCH IS TO BE PLACED IN ALL RESTORATION AREAS WHERE EROSION MAT IS NOT SPECIFIED.

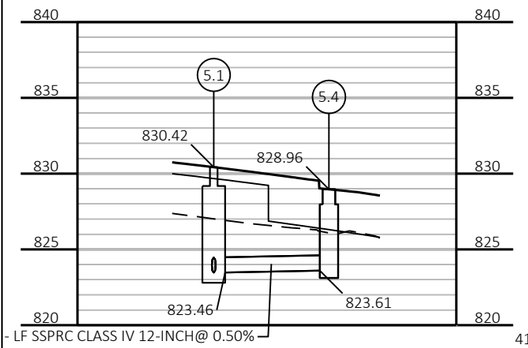
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | EROSION CONTROL | SHEET 69 | E |
|---|---|---|---|---|---|

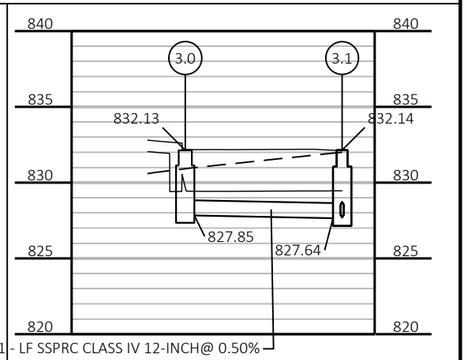
FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - CTH Q
PLOT DATE : 6/24/2025 1:49 PM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1" = 40'

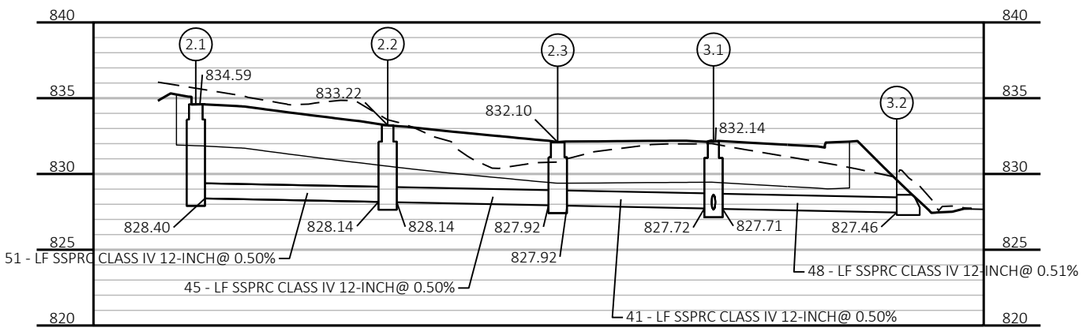


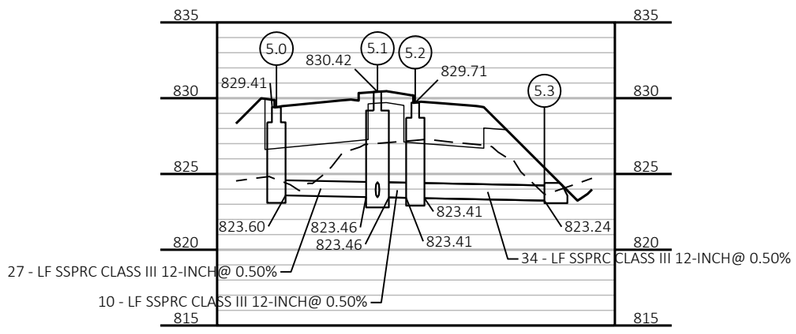



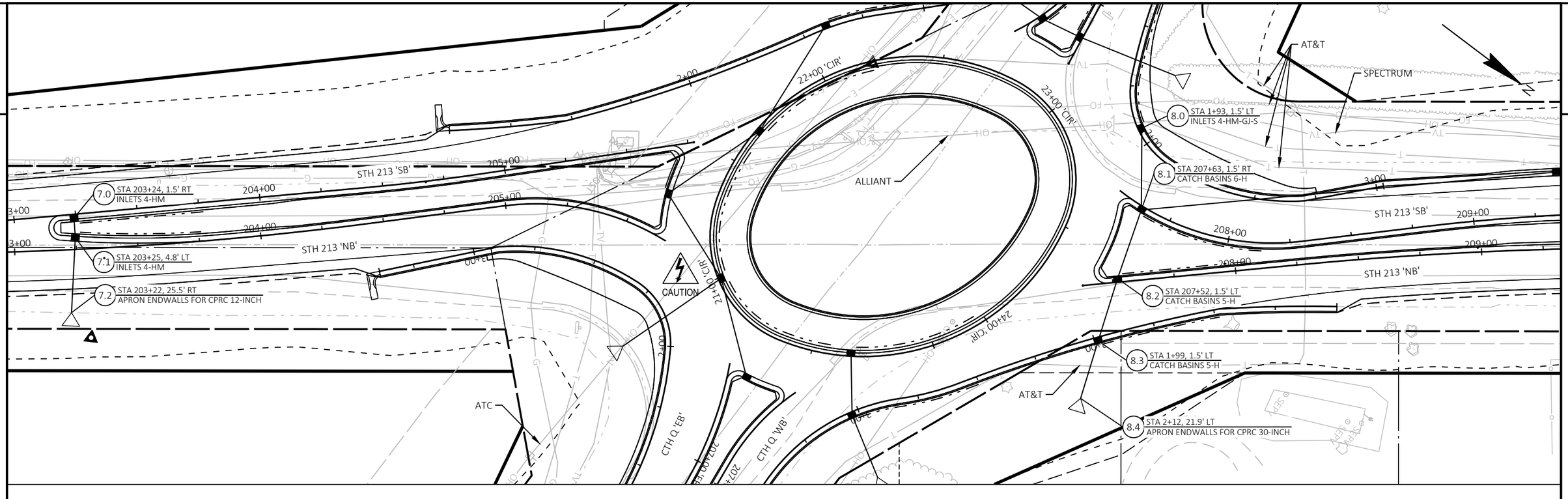



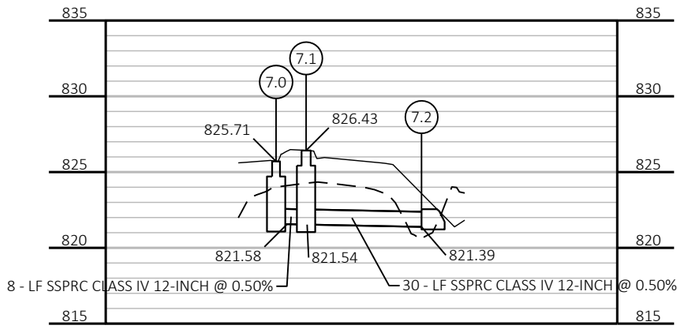



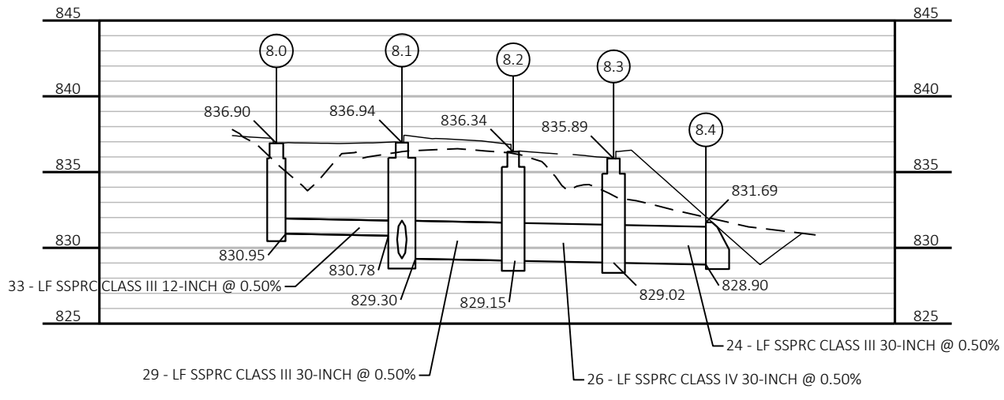



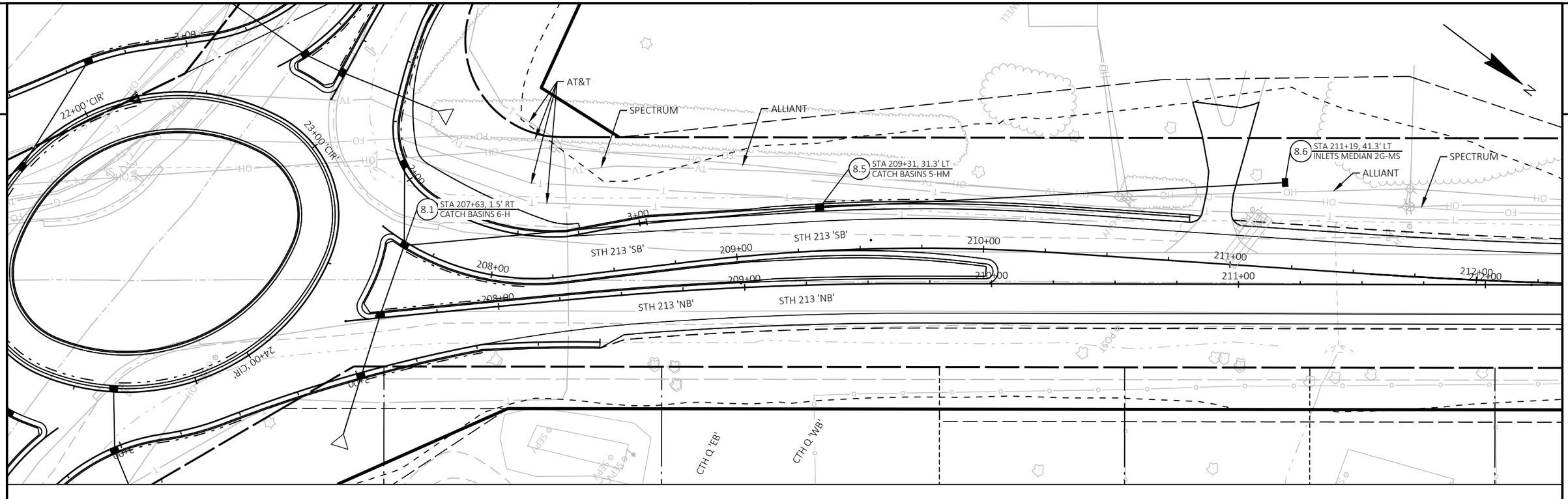



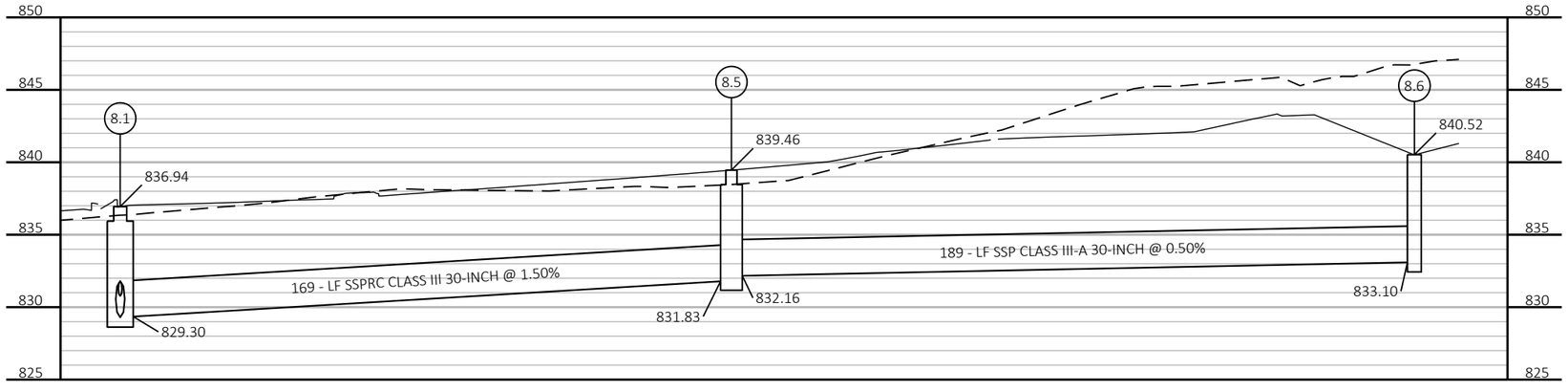

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | STORM SEWER | SHEET 70 | E |
|---|---|---|---|---|---|


7.0 STA 203+24, 1.5' RT
INLETS 4-HM
7.1 STA 203+25, 4.8' LT
INLETS 4-HM
7.2 STA 203+22, 25.5' RT
APRON ENDWALLS FOR CPRC 12-INCH
STH 213 'SB'
STH 213 'NB'
CAUTION
ATC
CTH Q 'EB'
CTH Q 'WB'
ALLIANT
22+00 'CIR'
23+00 'CIR'
24+00 'CIR'
AT&T
SPECTRUM
8.0 STA 1+93, 1.5' LT
INLETS 4-HM-GJ-S
8.1 STA 207+63, 1.5' RT
CATCH BASINS 6-H
8.2 STA 207+52, 1.5' LT
CATCH BASINS 5-H
8.3 STA 1+99, 1.5' LT
CATCH BASINS 5-H
8.4 STA 2+12, 21.9' LT
APRON ENDWALLS FOR CPRC 30-INCH


835
830
825
820
815
7.0
7.1
7.2
825.71
826.43
821.58
821.54
821.39
8 - LF SSPRC CLASS IV 12-INCH @ 0.50%
30 - LF SSPRC CLASS IV 12-INCH @ 0.50%


845
840
835
830
825
8.0
8.1
8.2
8.3
8.4
836.90
836.94
836.34
835.89
831.69
830.95
830.78
829.30
829.15
829.02
828.90
33 - LF SSPRC CLASS III 12-INCH @ 0.50%
29 - LF SSPRC CLASS III 30-INCH @ 0.50%
26 - LF SSPRC CLASS IV 30-INCH @ 0.50%
24 - LF SSPRC CLASS III 30-INCH @ 0.50%

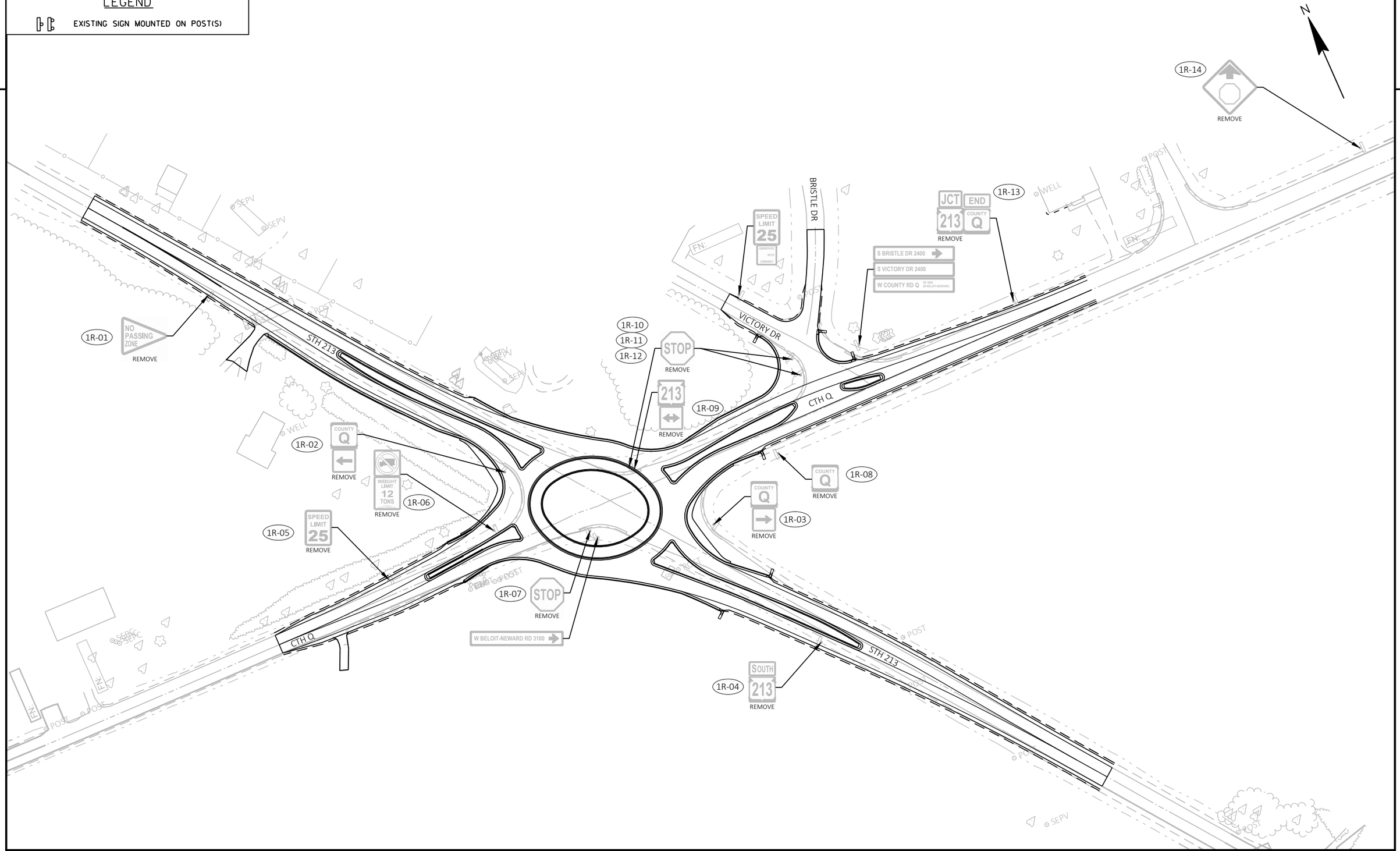



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | STORM SEWER | SHEET 72 | E |
|---|---|---|---|---|---|

LEGEND

EXISTING SIGN MOUNTED ON POST(S)




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | SIGNING REMOVALS | SHEET 73 | E |
|---|---|---|---|---|---|

2

2

N

STH 213

718

717

STH 11

STOP
ALL WAY

STA 718+05 26' LT
EXISTING SB4 TO REMAIN
REMOVE EXISTING BEACON
INSTALL STATE SUPPLIED SOLAR BEACON

STA 717+98 27' LT
EXISTING PB4 TO BE REMOVED

ABANDON EXISTING CONDUIT

STA 717+31, 45' RT
EXISTING SB3 TO REMAIN
REMOVE EXISTING BEACON
INSTALL STATE SUPPLIED SOLAR BEACON ON OVERHEAD

STOP
ALL WAY

STA 717+45, 37' RT
EXISTING PB3 TO BE REMOVED

ABANDON EXISTING CONDUIT

912

ABANDON EXISTING CONDUIT

STA 717+15, 43' LT
EXISTING SB1 TO REMAIN
REMOVE EXISTING BEACON
INSTALL STATE SUPPLIED SOLAR BEACON ON OVERHEAD

STOP
ALL WAY

STA 717+06, 38' LT
EXISTING PB1 TO BE REMOVED

STA 717+03, 42' LT
EXISTING CABINET REMOVED BY OTHERS

ABANDON EXISTING CONDUIT

STA 716+43, 26' RT
EXISTING SB2 TO REMAIN
REMOVE EXISTING BEACON
INSTALL STATE SUPPLIED SOLAR BEACON

STOP
ALL WAY

STA 717+47, 26' RT
EXISTING PB2 TO BE REMOVED

716

| REVISION | | |
|---|---|---|
| REV. NO. | STH 11 & STH 213 Village of Orfordville | |
| | APPROVAL RECOMMENDED | |
| 01 | REGION | F0104 |
| | DATE: 4/9/2025 | BY: L.HEINECK |

| PROJECT NO: 5571-00-72 | HWY: STH 213 | COUNTY: ROCK | LIGHTING | SHEET 74 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - Plan 1 IN 40 FT

PLOT DATE : 9/15/2025 1:54 PM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

## LIGHTING PLAN LEGEND

- LIGHTING CABINET
- PULL BOXES NON-CONDUCTIVE 24x42-INCH
- CONDUIT RIGID NOMMETALLIC SCHEDULE 40 2" (UNLESS OTHERWISE NOTED)
- LIGHT POLE, ARM MOUNTED LUMINAIRE

16'EB'+25 - 25' RT - LB01
LED A - 6 - 5 - 5 - A

LUMINAIRE TYPE
MAST ARM LENGTH (FT)
BASE TYPE
POLE TYPE
CIRCUIT

*TEMPORARY - LOCATIONS ARE APPROXIMATE
TEMPORARY POLE LOCATIONS, SEE SPECIAL PROVISION
ITEM SPV.0060.06 TEMPORARY LIGHTING SYSTEM

203"EB"+67 - 5' LT - LB15
LED A - 6 - 5 - 5 - C

204"EB"+30 - 27' RT - PB12

CONTROL CABINET "A"
204"EB"+45 - 29' RT

204"EB"+67 - 30' RT - PB01

204"EB"+63 - 27' RT - LB14
LED A - 6 - 5 - 5 - B
*TEMPORARY

21"C"+75 - 34' LT - LB01
LED A - 6 - 5 - 5 - A

205"SB"+60 - 28' LT - PB02

204"WB"+50 - 6' RT - PB11

204"WB"+58 - 7' RT - LB13
LED A - 6 - 5 - 5 - D

204"WB"+47 - 29' LT - PB10

207"SB"+76 - 36' LT - PB09

207"SB"+95 - 33' LT - LB10
LED A - 6 - 5 - 5 - C
*TEMPORARY

208"SB"+80 - 26' LT - LB11
LED A - 6 - 5 - 5 - D

209"SB"+65 - 8' RT - LB12
LED A - 6 - 5 - 5 - C

207"SB"+88 - 8' LT - PB08

207"NB"+75 - 25' RT - PB07

23"C"+95 - 34' LT - LB09
LED A - 6 - 5 - 5 - C

206"WB"+70 - 27' LT - PB04

207"WB"+05 - 27' LT - LB06
LED A - 6 - 5 - 5 - A
*TEMPORARY

208"WB"+05 - 33' LT - PB05

208"WB"+13 - 41' LT - LB07
LED A - 6 - 5 - 5 - B

208"WB"+81 - 33' LT - PB06

209"WB"+30 - 26' LT - LB08
LED A - 6 - 5 - 5 - A

202"NB"+85 - 26' RT - LB04
LED A - 6 - 5 - 5 - A

203"NB"+85 - 26' RT - LB03
LED A - 6 - 5 - 5 - B

204"NB"+80 - 33' RT - LB02
LED A - 6 - 5 - 5 - A
*TEMPORARY

21"C"+00 - 41' LT - PB03

206"EB"+83 - 31' RT - LB05
LED A - 6 - 5 - 5 - B

CAUTION

NEWARK RD

STH 213

CTH Q

S VICTORY DR

MATCHLINE 208+50

MATCHLINE 208+50

N

# INTERSECTION LIGHTING PLAN
STH 213 & CTH Q
TOWN OF BELOIT
ROCK COUNTY

LIGHTING NO. L53-0915

REGION CONTACT: LINDSEY HEINECK
DESIGNED BY: JT ENGINEERING, INC.
REVISED BY:

PAGE 1 OF 1

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | LIGHTING PLAN | SHEET 75 | E |
|---|---|---|---|---|---|

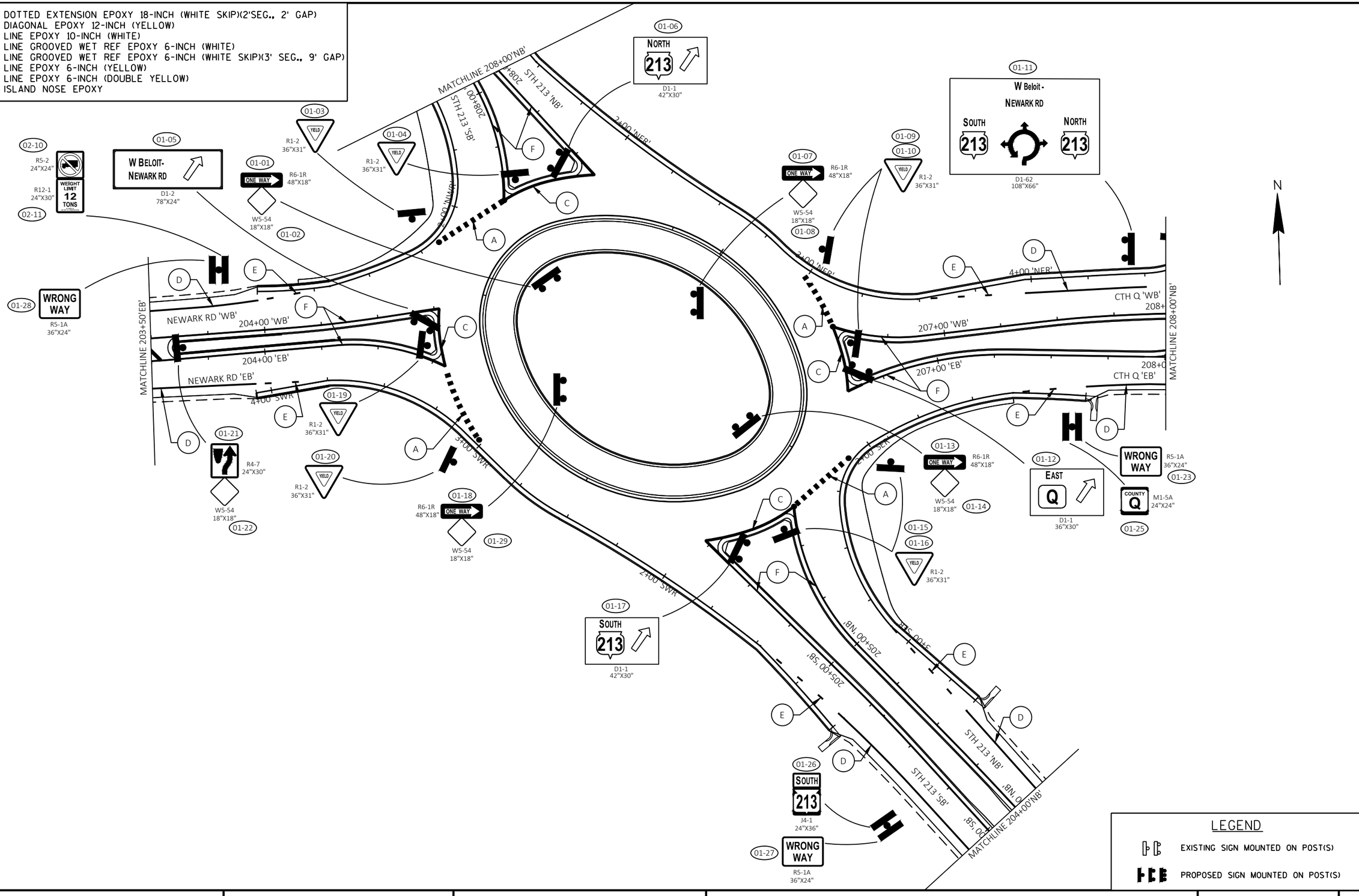
FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023601-lp
PLOT DATE : 1/23/2026 10:31 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

Ⓐ MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP)(2'SEG., 2' GAP)
Ⓑ MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
Ⓒ MARKING LINE EPOXY 10-INCH (WHITE)
Ⓓ MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
Ⓔ MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP)(3' SEG., 9' GAP)
Ⓕ MARKING LINE EPOXY 6-INCH (YELLOW)
Ⓖ MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
Ⓗ MARKING ISLAND NOSE EPOXY

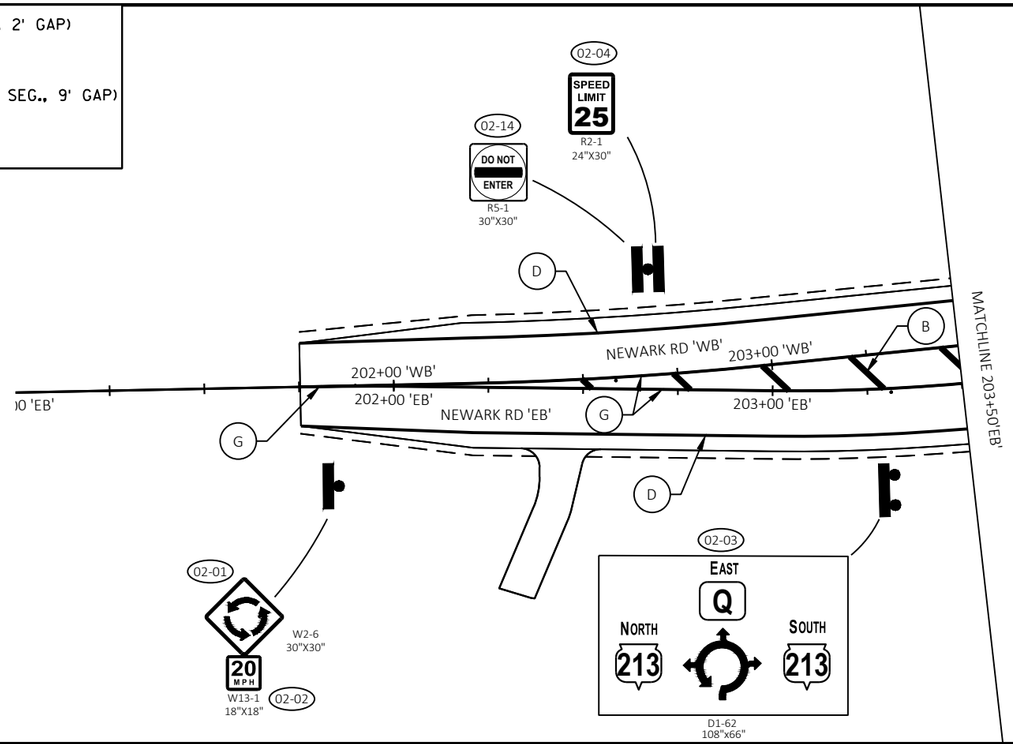
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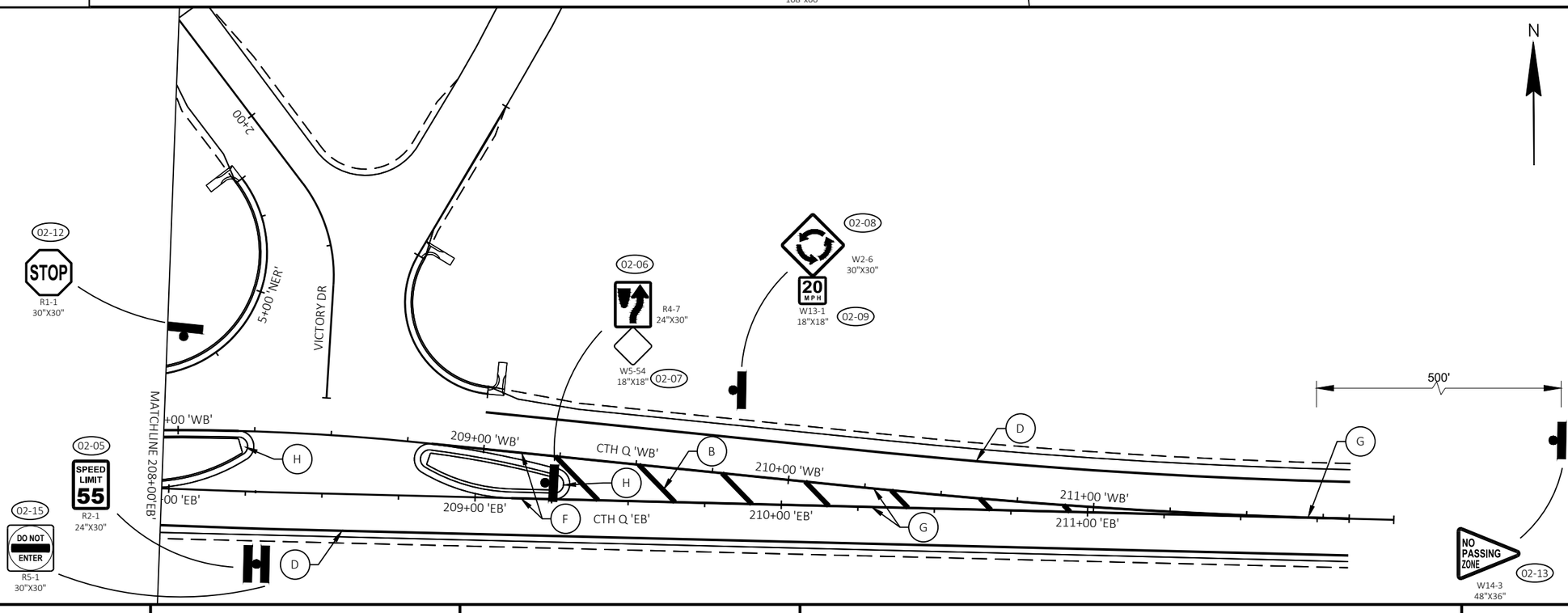



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | SIGNING AND MARKING | SHEET 76 | E |
|---|---|---|---|---|---|

2

Ⓐ MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP)(2'SEG., 2' GAP)
Ⓑ MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
Ⓒ MARKING LINE EPOXY 10-INCH (WHITE)
Ⓓ MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
Ⓔ MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP)(3' SEG., 9' GAP)
Ⓕ MARKING LINE EPOXY 6-INCH (YELLOW)
Ⓖ MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
Ⓗ MARKING ISLAND NOSE EPOXY




LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

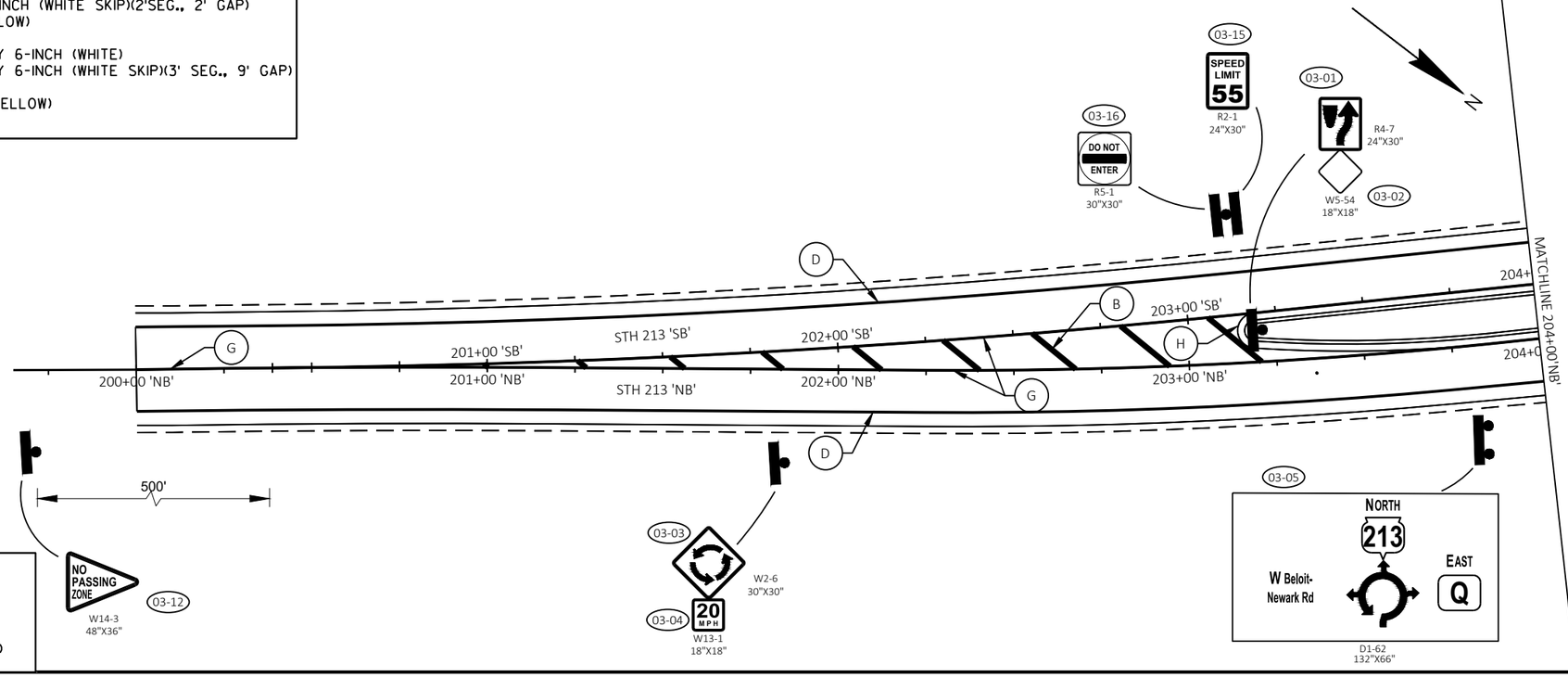
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | SIGNING AND MARKING | SHEET 77 | E |
|---|---|---|---|---|---|

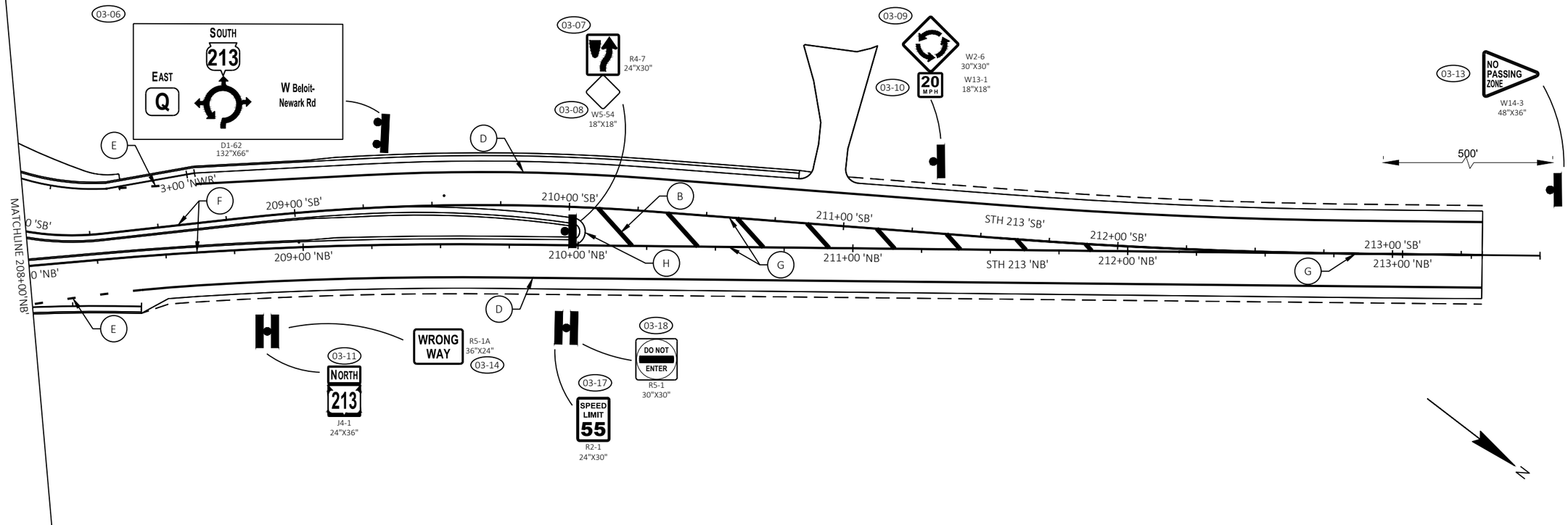
Ⓐ MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP)(2'SEG., 2' GAP)
Ⓑ MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
Ⓒ MARKING LINE EPOXY 10-INCH (WHITE)
Ⓓ MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
Ⓔ MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE SKIP)(3' SEG., 9' GAP)
Ⓕ MARKING LINE EPOXY 6-INCH (YELLOW)
Ⓖ MARKING LINE EPOXY 6-INCH (DOUBLE YELLOW)
Ⓗ MARKING ISLAND NOSE EPOXY

LEGEND

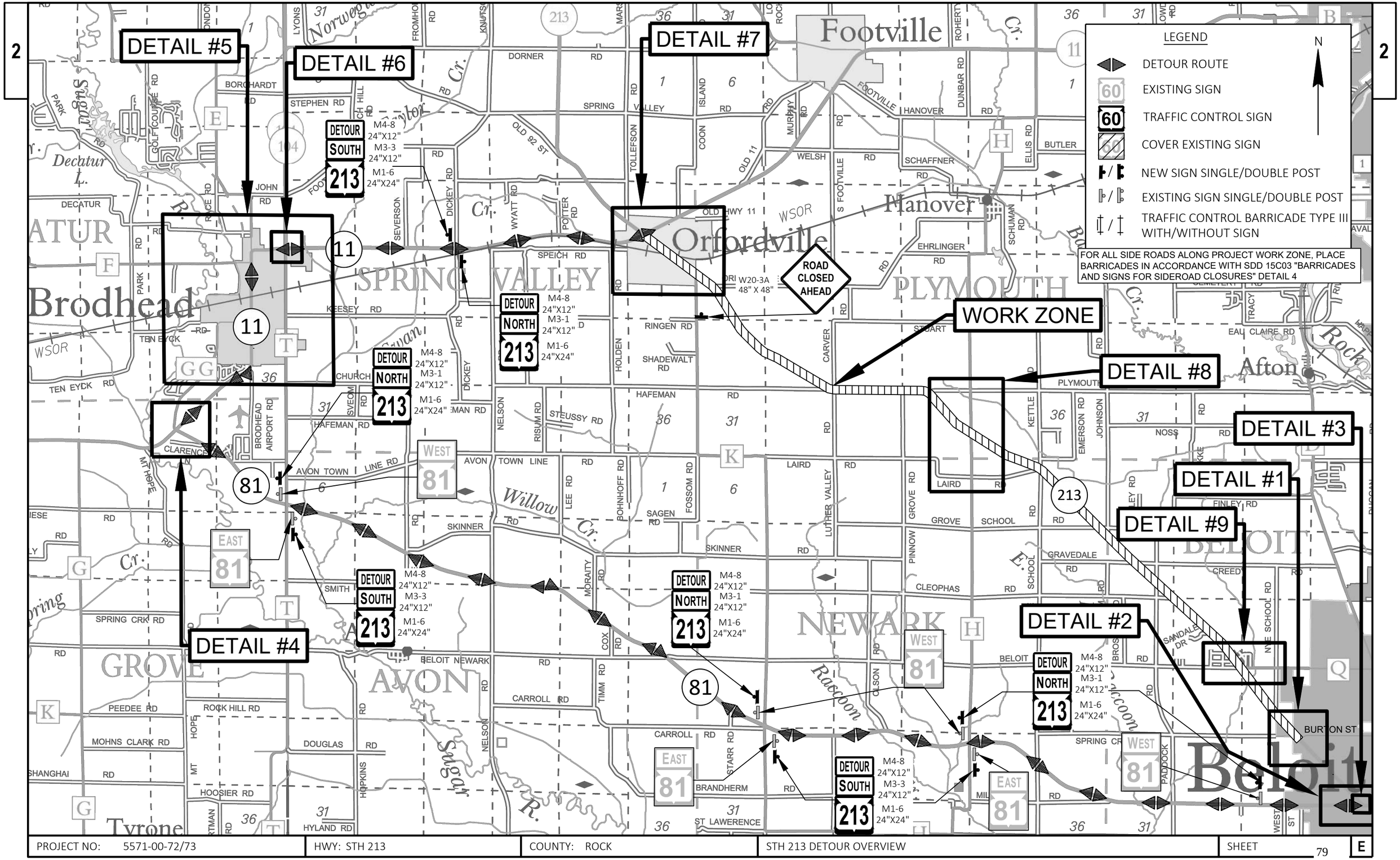
EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | SIGNING AND MARKING | SHEET 78 | E |
|---|---|---|---|---|---|




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | STH 213 DETOUR OVERVIEW | SHEET 79 E |
|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 213 DETOUR OVERVIEW

PLOT DATE : 2/26/2025 7:08 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

2

N

STH 213

Cleora Drive

West Spring Creek Road

WORK ZONE

SEE SDD 15C02 - A AND B
"BARRICADES AND SIGNS
FOR MAINLINE CLOSURES"

MB

50'

Dri Road

R11-4
60" X 30"
ROAD CLOSED
TO
THRU TRAFFIC

TYPE III BARRICADE

Burton Street

Fir Drive

500'

W20-3D
48" X 48"

ROAD
CLOSED
500 FT

STH 213

500'

ROAD
CLOSED
1000 FT

W20-3C
48" X 48"

Woodman Lane

300'

South

R11-3
60" X 30"
ROAD CLOSED
TO THRU TRAFFIC
1/4 MILE AHEAD

TYPE III BARRICADE

PORTABLE CHANGEABLE MESSAGE SIGN MB

| PCMS MESSAGE | PHASE 1 | PHASE 2 |
|---|---|---|
| 7 DAYS PRIOR TO CONSTRUCTION | ROAD CLOSED BEGINS | XXXDAY MM-DD |

LEGEND

- DETOUR ROUTE
- 60 EXISTING SIGN
- 60 TRAFFIC CONTROL SIGN
- 60 COVER EXISTING SIGN
- NEW SIGN SINGLE/DOUBLE POST
- EXISTING SIGN SINGLE/DOUBLE POST
- TRAFFIC CONTROL BARRICADE TYPE III WITH/WITHOUT SIGN

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | DETOUR DETAIL #1 | SHEET 80 | E |
|---|---|---|---|---|---|

2

2

N

Whipple Street

Whipple Street

Town of Beloit

Ridgeway Street

Frederick Street

South Madison Road

Townline

Garfield Avenue

Hackett Street

9th Street

Oly

North

STH 213

Division Street

North Street

Ritsher Street

Laundale Drive

DETOUR
NEXT 27 MILES
G20-51
60"X24"

WEST
81
SPEED LIMIT
25

DETOUR
NORTH
213
M4-8
24"X12"
M3-1
24"X12"
M1-6
24"X24"

DETAIL #3

DETOUR
WEST NORTH
81 213
M4-8
24"X12"
MO6-1
21"X21"

NORTH
213
M3-1
24"X12"
M1-6
24"X24"

DETOUR
AHEAD
W20-2A
48" X 48"

500'

STH 213
STH 81

STH 81

81

Bittel Street

Mary Street

Merrill Avenue

Johnson Street

Grant Street

McKinley Avenue

Lincoln Avenue

Moore St

11th Street

9th Street

Portland Avenue

Portland

William Street

Mildred Street

DETOUR
SOUTH
213
M4-8
24"X12"
M3-3
24"X12"
M1-6
24"X24"

M4-8A
24"X18"
END
DETOUR
NORTH SOUTH
213 213

LEGEND

- DETOUR ROUTE
- EXISTING SIGN
- TRAFFIC CONTROL SIGN
- COVER EXISTING SIGN
- NEW SIGN SINGLE/DOUBLE POST
- EXISTING SIGN SINGLE/DOUBLE POST
- TRAFFIC CONTROL BARRICADE TYPE III WITH/WITHOUT SIGN

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | DETOUR DETAIL #2 | SHEET 81 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - DETAIL #2

PLOT DATE : 2/26/2025 7:08 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

2

2

LEGEND

- DETOUR ROUTE
- EXISTING SIGN
- TRAFFIC CONTROL SIGN
- COVER EXISTING SIGN
- NEW SIGN SINGLE/DOUBLE POST
- EXISTING SIGN SINGLE/DOUBLE POST
- TRAFFIC CONTROL BARRICADE TYPE III WITH/WITHOUT SIGN

N

STH 213

South Madison Road

McKinley Avenue

Avenue

East Liberty Avenue

East Liberty Avenue

STH 81

STH 213

STH 81

R11-3
60"X30"

M3-1
24"X12"

M1-6
24"X24"

NORTH
213

ROAD CLOSED
TO THRU TRAFFIC
1 1/4 MILES AHEAD

TYPE III BARRICADE

DETOUR
NEXT 19 MILES

G20-51
60"X24"

M4-9L
30"X24"

DETOUR

M4-9RA
30"X24"

DETOUR

R10-61
60"X30"

M4-9RA
OR
M4-9L

ROAD OPEN TO
BURTON STREET

TYPE III BARRICADE

NORTH
213

ROAD
CLOSED
AHEAD

STH 213

M3-1
24"X12"

NORTH
213

M1-6
24"X24"

R11-3
60"X30"

ROAD CLOSED
TO THRU TRAFFIC
1 1/4 MILES AHEAD

TYPE III BARRICADE

Monroe

Orfordville

COVER ARROW PER SIGN PLATE A4-12

DETOUR

M4-8
24"X12"

WEST
81

NORTH
213

MO6-1
21"X21"

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | DETOUR DETAIL #3 | SHEET 82 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - DETAIL #3

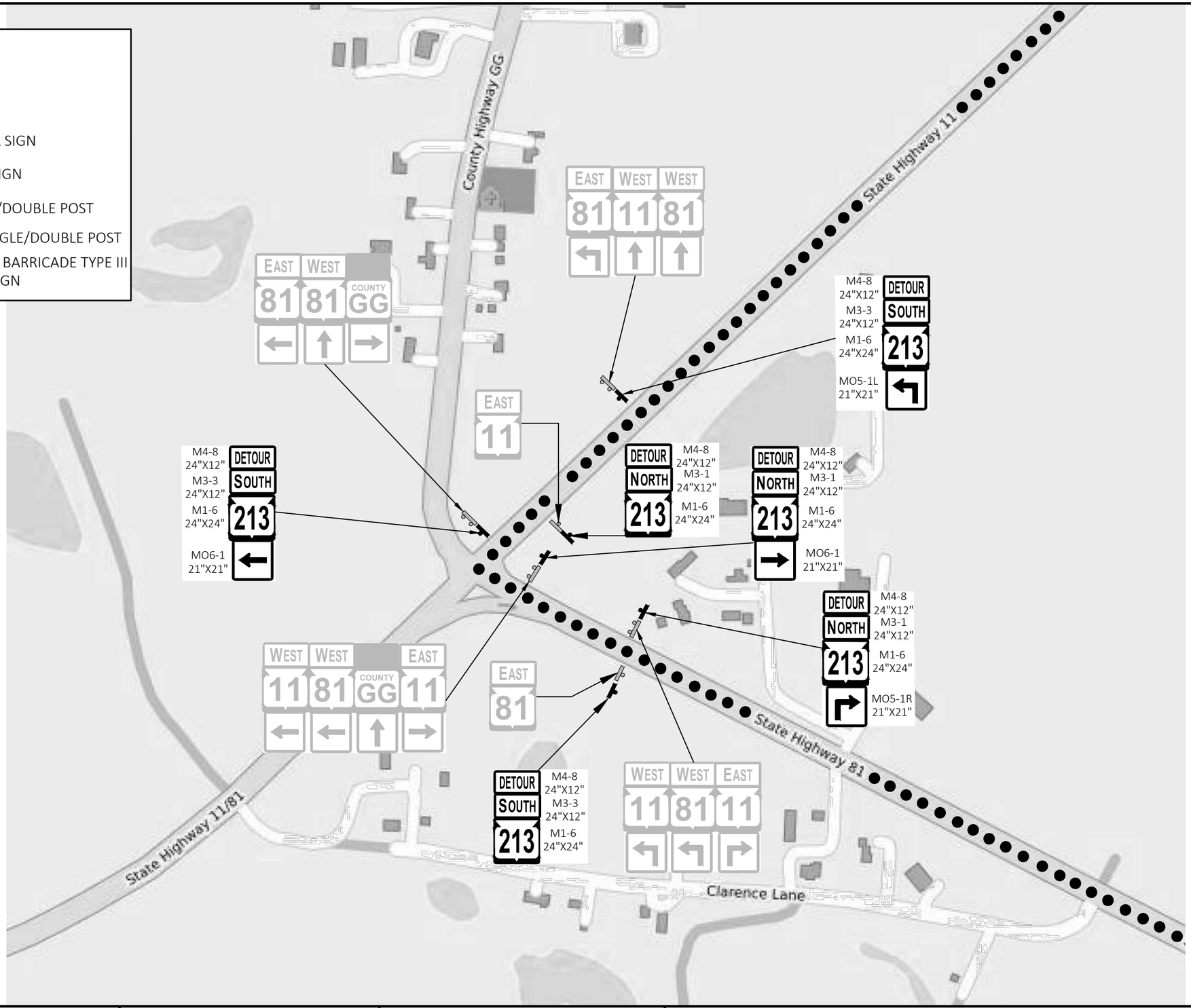
PLOT DATE : 2/26/2025 7:08 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

2

LEGEND

- DETOUR ROUTE
- EXISTING SIGN
- TRAFFIC CONTROL SIGN
- COVER EXISTING SIGN
- NEW SIGN SINGLE/DOUBLE POST
- EXISTING SIGN SINGLE/DOUBLE POST
- TRAFFIC CONTROL BARRICADE TYPE III WITH/WITHOUT SIGN




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | DETOUR DETAIL #4 | SHEET 83 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - DETAIL #4

PLOT DATE : 2/26/2025 7:08 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

2

2

N

CTH E

STH 104

DETAIL #6

STH 11

CTH T

CTH F

CTH GG

CTH T

STH 11

Decatur Road

Decatur Road

M4-8 24"X12"
M3-3 24"X12"
M1-6 24"X24"
DETOUR SOUTH 213

M4-8 24"X12"
M3-1 24"X12"
M1-6 24"X24"
DETOUR NORTH 213

EAST 11

WEST 11

West 3rd Avenue
Cedar Avenue
East 2nd Avenue
East 3rd Avenue
East 4th Avenue
East 5th Avenue
East 6th Avenue
1st Center Avenue
West 4th Avenue
West 5th Avenue
West 6th Avenue
West 7th Avenue

1st Street
2nd Street
3rd Street
4th Street
5th Street
6th Street
7th Street
8th Street
9th Street
10th Street
11th Street
12th Street
13th Street
14th Street
15th Street
16th Street
17th Street
19th Street
21st Street
23rd Street
25th Street

Brodhead

East 23rd Street

Crazy Horse Lane

Ten Eyck Road

Cedar Lane

LEGEND

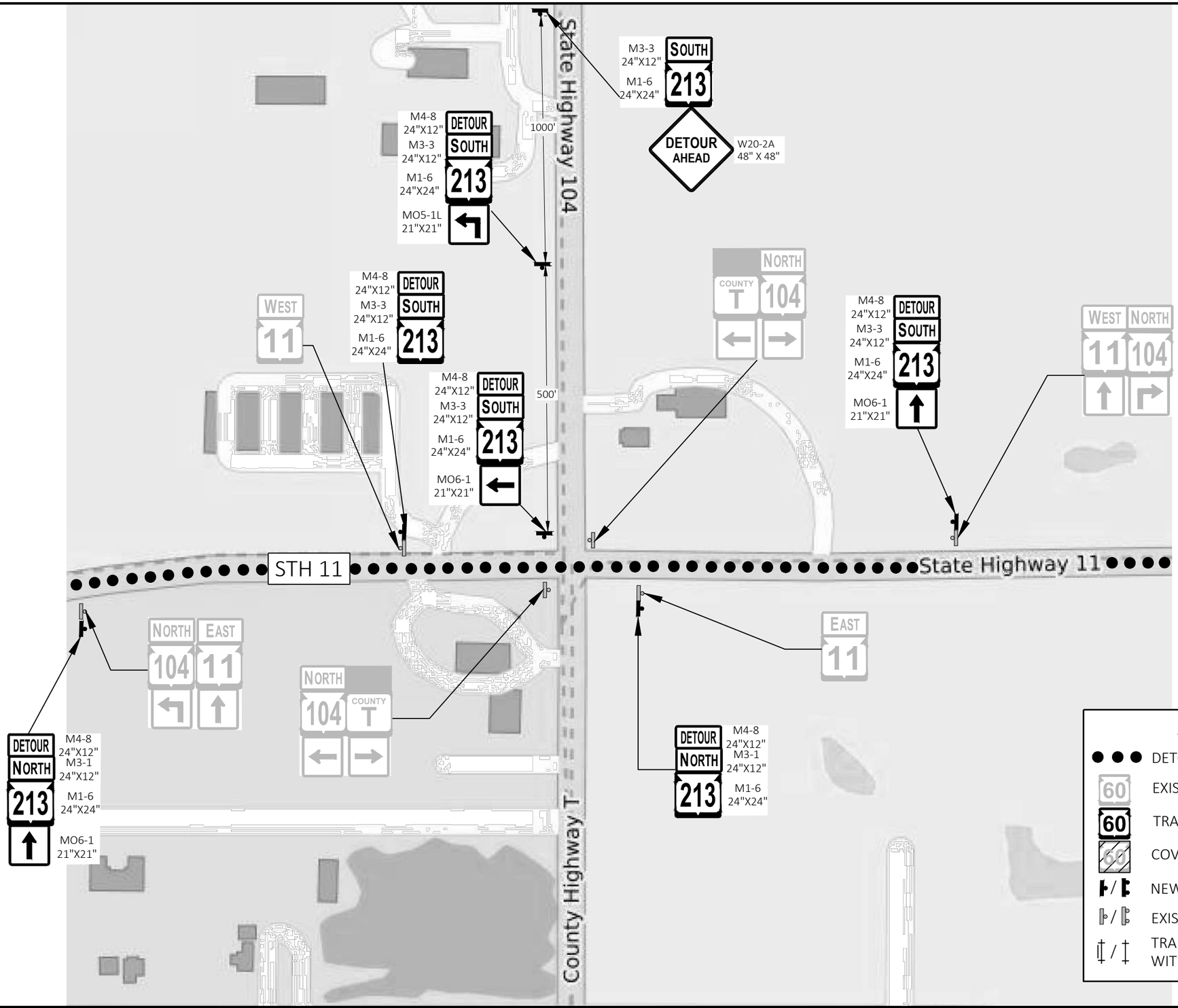
- DETOUR ROUTE
- 60 EXISTING SIGN
- 60 TRAFFIC CONTROL SIGN
- 60 COVER EXISTING SIGN
- NEW SIGN SINGLE/DOUBLE POST
- EXISTING SIGN SINGLE/DOUBLE POST
- TRAFFIC CONTROL BARRICADE TYPE III WITH/WITHOUT SIGN

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | DETOUR DETAIL #5 | SHEET 84 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - DETAIL #5

PLOT DATE : 2/26/2025 7:08 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42




N

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | DETOUR DETAIL #6 | SHEET 85 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - DETAIL #6

PLOT DATE : 2/26/2025 7:08 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

2

N

STH 213

W20-3A 48" X 48" — ROAD CLOSED AHEAD

ROAD CLOSED 500 FT

W20-2A 48" X 48" — DETOUR AHEAD

1000'

300'

500'

M4-8 24"X12" — DETOUR — EAST | SOUTH | WEST — 11 | 213 | 11 — MO5-1R 21"X21"

DETOUR NEXT 27 MILES — G20-51 60"X24"

M4-8 24"X12" — DETOUR — SOUTH | WEST — 213 | 11 — M3-3 24"X12" — M1-6 24"X24"

M4-8 24"X12" — DETOUR — SOUTH — 213 — M3-3 24"X12" — M1-6 24"X24" — MO6-1 21"X21"

Monroe
Beloit
Evansville
COVER ARROW PER SIGN PLATE A4-12

M4-8 24"X12" — DETOUR — SOUTH | NORTH — 213 | 213 — MO6-1 21"X21"

M4-8 24"X12" — DETOUR — SOUTH | WEST | NORTH — 213 | 11 | 213 — MO6-1 21"X21"

W20-3A 48" X 48" — ROAD CLOSED AHEAD

SOUTH 213 — M3-3 24"X12" — M1-6 24"X24"

STH 11

W20-2A 48" X 48" — DETOUR AHEAD

SOUTH 213 — M3-3 24"X12" — M1-6 24"X24"

50'

SEE SDD 15C02 - A AND B "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

MB

W20-3A 48" X 48" — ROAD CLOSED AHEAD

M4-8A 24"X18" — END DETOUR — NORTH | EAST | SOUTH — 213 | 11 | 213

ROAD CLOSED TO THRU TRAFFIC — R11-4 60"X30"

ROAD CLOSED TO THRU TRAFFIC — R11-4 60"X30"

50'

WORK ZONE

SEE SDD 15C03 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"

ROAD CLOSED TO THRU TRAFFIC — R11-4 60"X30"

50'

Janesville
Evansville
Beloit

NORTH | SOUTH — 213 | 213

STH 213

CTH K

FOR ALL SIDE ROADS ALONG PROJECT WORK ZONE, PLACE BARRICADES IN ACCORDANCE WITH SDD 15C03 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4

State Highway 11 · West Brodhead Street · Speich Road · East Church Street · East Rime Street · East Hamblett Street · Colby Drive · North Main Street · North Mowe Street · Comfortcove Street · Maple Street · Clark Street · South Richards Street · Willow Street · South Wright Street · Gifford Street · Olson Drive · ORFORDVILLE

PORTABLE CHANGEABLE MESSAGE SIGN — MB

| PCMS MESSAGE | PHASE 1 | PHASE 2 |
|---|---|---|
| 7 DAYS PRIOR TO CONSTRUCTION | ROAD CLOSED BEGINS | XXXDAY MM-DD |

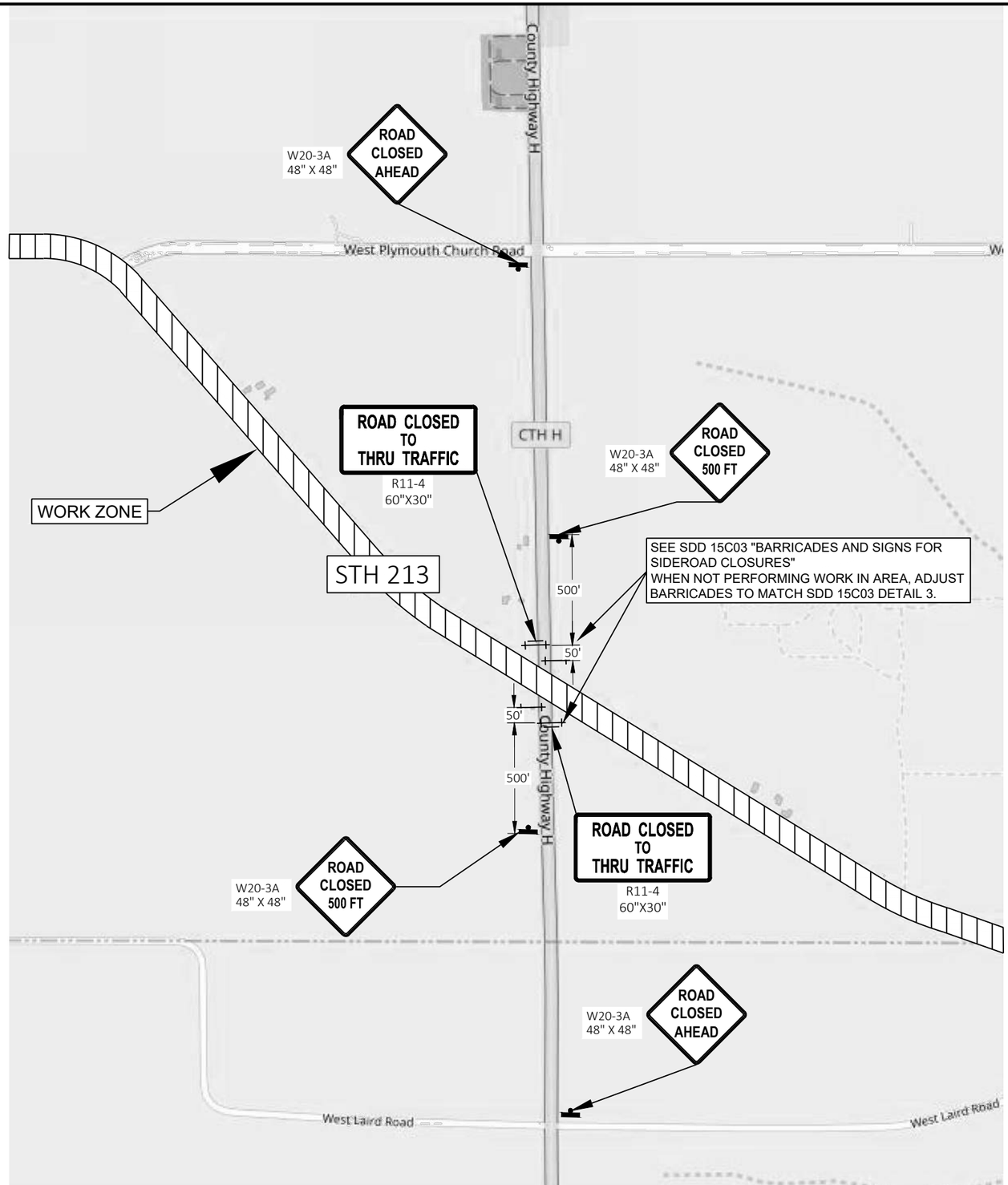
LEGEND

- DETOUR ROUTE
- EXISTING SIGN
- TRAFFIC CONTROL SIGN
- COVER EXISTING SIGN
- NEW SIGN SINGLE/DOUBLE POST
- EXISTING SIGN SINGLE/DOUBLE POST
- TRAFFIC CONTROL BARRICADE TYPE III WITH/WITHOUT SIGN

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | DETOUR DETAIL #7 | SHEET 86 | E |
|---|---|---|---|---|---|

2

N




LEGEND

- DETOUR ROUTE
- EXISTING SIGN
- TRAFFIC CONTROL SIGN
- COVER EXISTING SIGN
- NEW SIGN SINGLE/DOUBLE POST
- EXISTING SIGN SINGLE/DOUBLE POST
- TRAFFIC CONTROL BARRICADE TYPE III WITH/WITHOUT SIGN

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | DETOUR DETAIL #8 | SHEET 87 | E |
|---|---|---|---|---|---|

2

2

PORTABLE CHANGEABLE MESSAGE SIGN MB

| PCMS MESSAGE | PHASE 1 | PHASE 2 |
|---|---|---|
| 7 DAYS PRIOR TO CONSTRUCTION | ROAD CLOSED BEGINS | XXXDAY MM-DD |

LEGEND

- DETOUR ROUTE
- 60 EXISTING SIGN
- 60 TRAFFIC CONTROL SIGN
- 60 COVER EXISTING SIGN
- NEW SIGN SINGLE/DOUBLE POST
- EXISTING SIGN SINGLE/DOUBLE POST
- TRAFFIC CONTROL BARRICADE TYPE III WITH/WITHOUT SIGN

N

STH 213

WORK ZONE

SEE SDD 15C03 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES"
WHEN NOT PERFORMING WORK IN AREA, ADJUST BARRICADES TO MATCH SDD 15C03 DETAIL 3.

South Belcrest Drive

Belmont Drive

Belcrest

South Swain Drive

Alpine Drive

West Tucker Drive

South Victory Drive

South Bristle Drive

South Tucker Drive

W20-3A
48" X 48"

ROAD CLOSED AHEAD

50'

50'

West Beloit Newark Road

West Beloit Newark Road

CTH Q

South Nye School Road

W20-3A
48" X 48"

ROAD CLOSED AHEAD

ROAD CLOSED TO THRU TRAFFIC

R11-4
60"X30"

ROAD CLOSED TO THRU TRAFFIC

R11-4
60"X30"

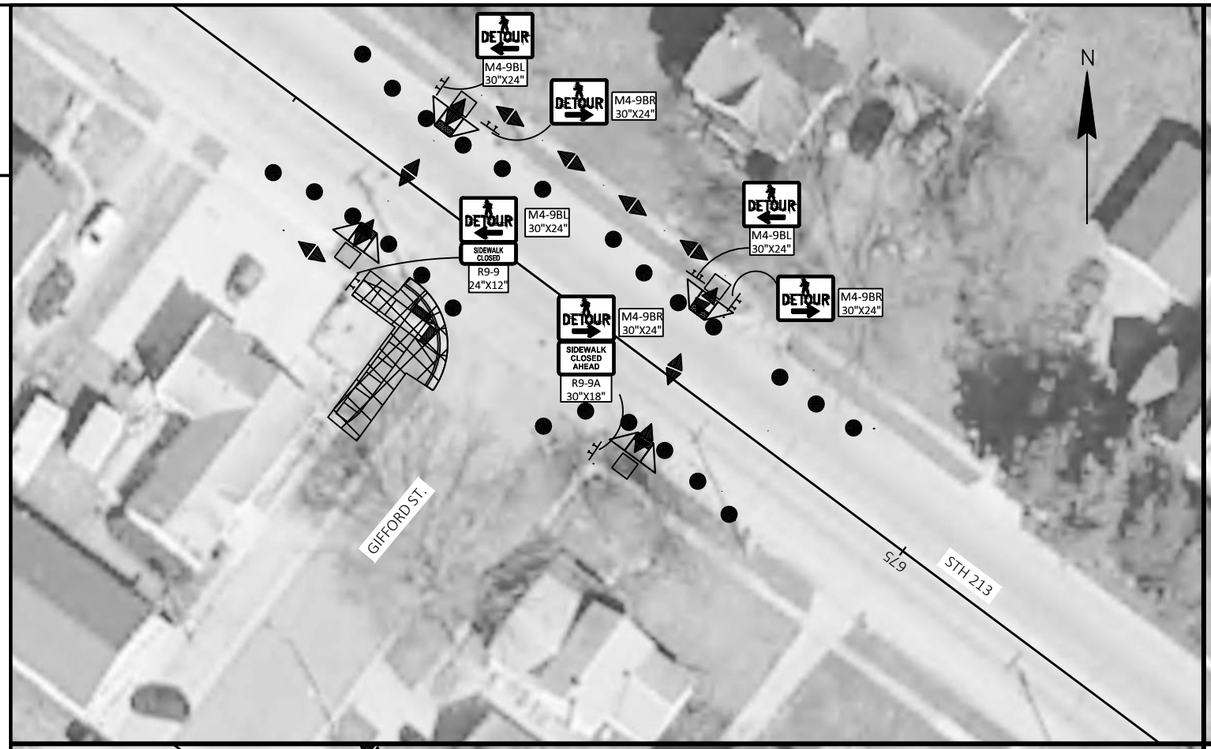
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | DETOUR DETAIL #9 | SHEET 88 | E |
|---|---|---|---|---|---|

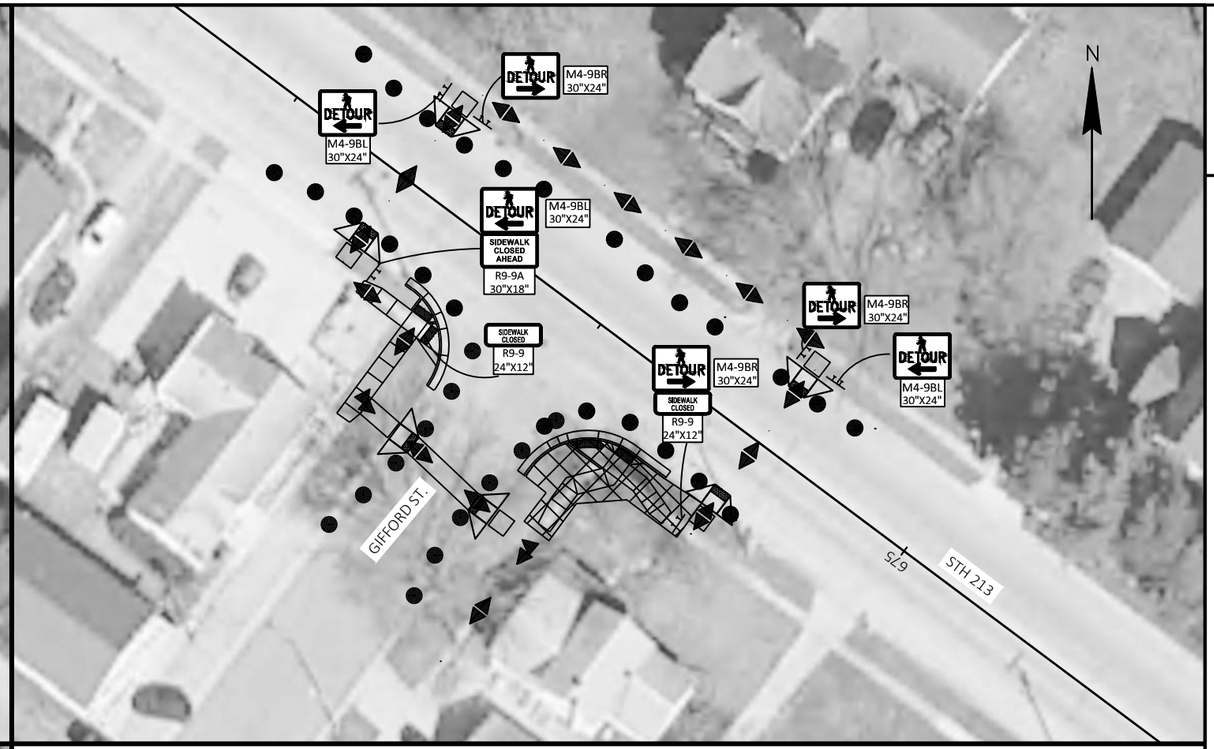
FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - DETAIL #9

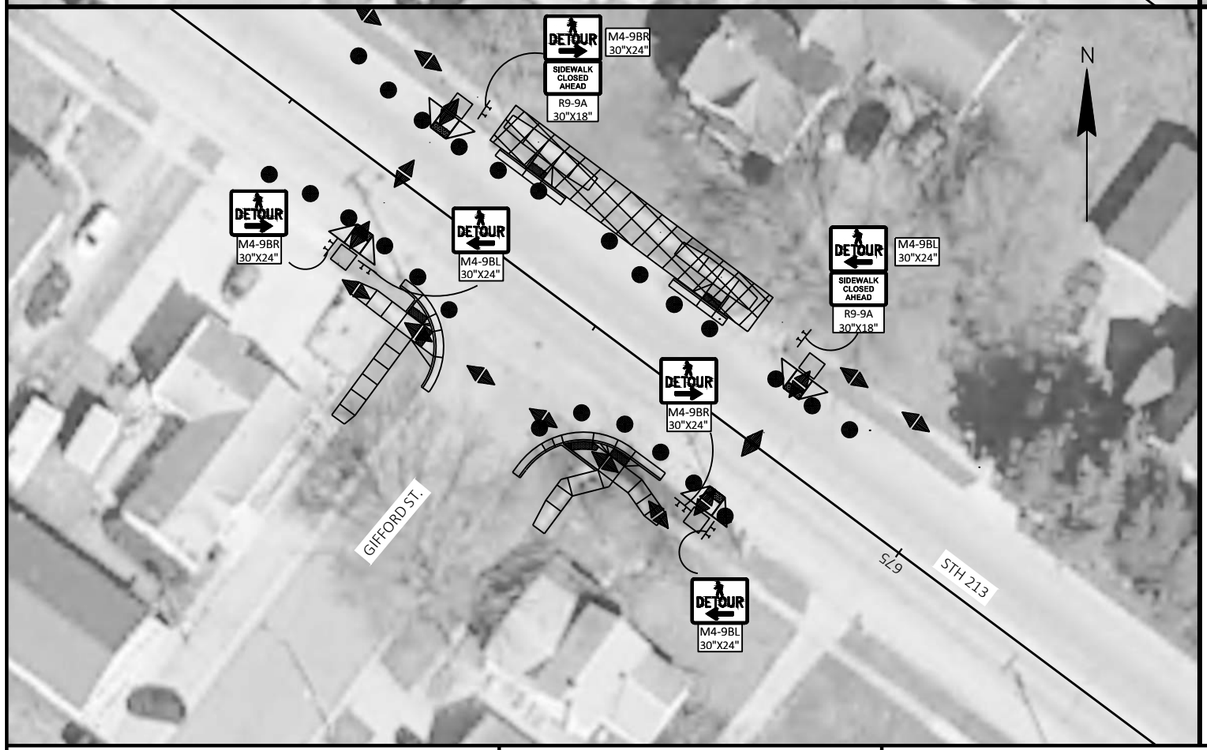
PLOT DATE : 2/26/2025 7:08 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

2




LEGEND

- TEMPORARY CURB RAMP
- SIGN STEEL SUPPORT
- WORK AREA

2

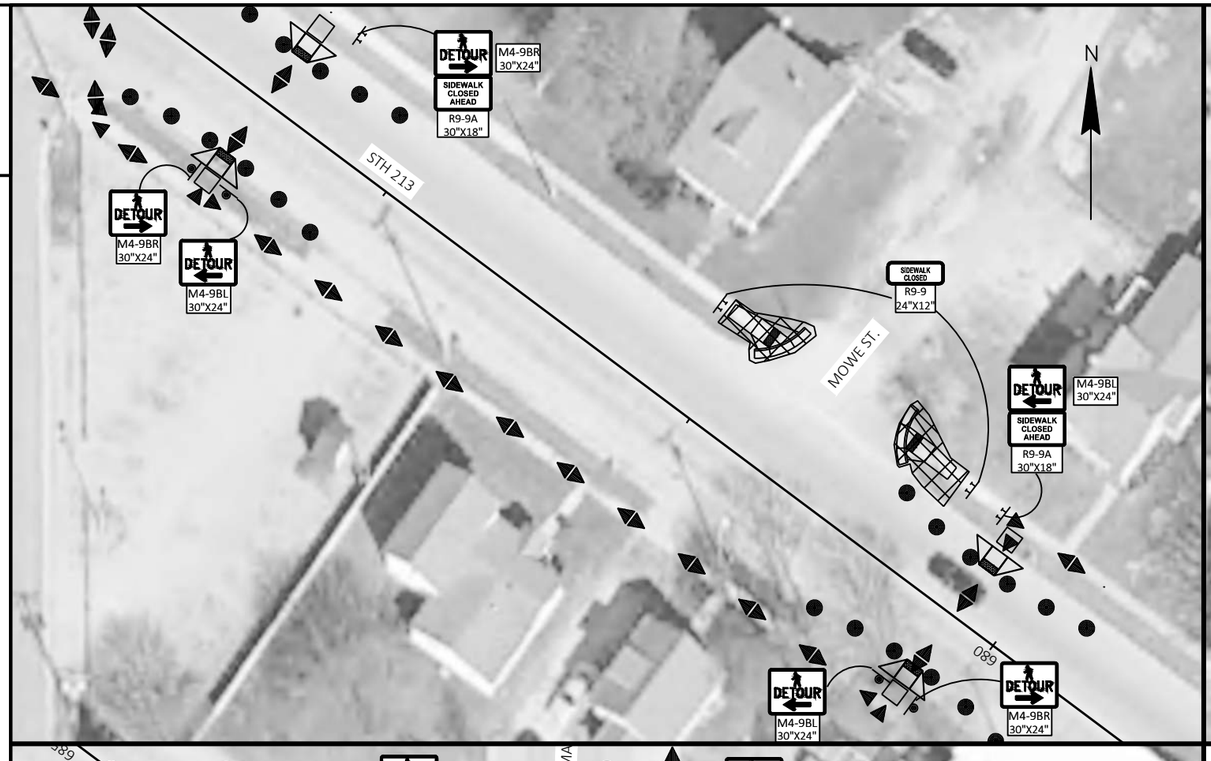
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PED DETOUR | SHEET 89 | E |
|---|---|---|---|---|---|

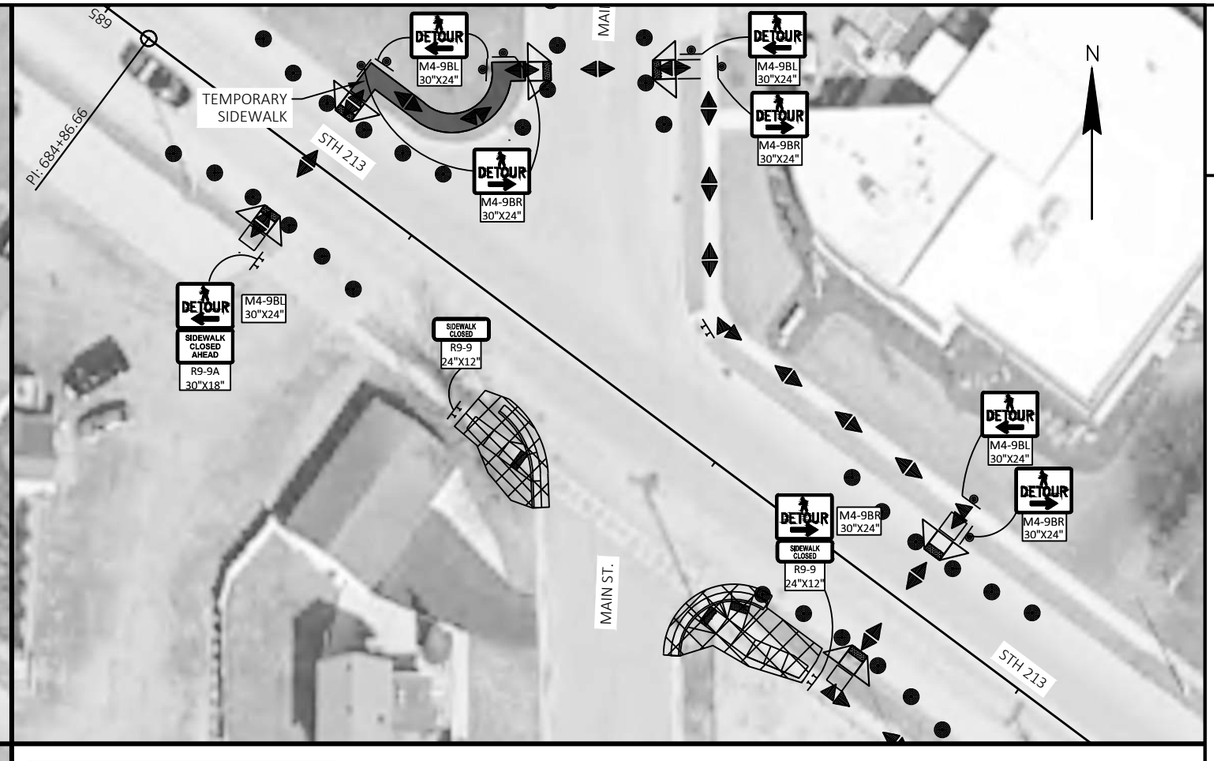
FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027002_DT-PED.DWG
LAYOUT NAME - GIFFORD - S1 2 3

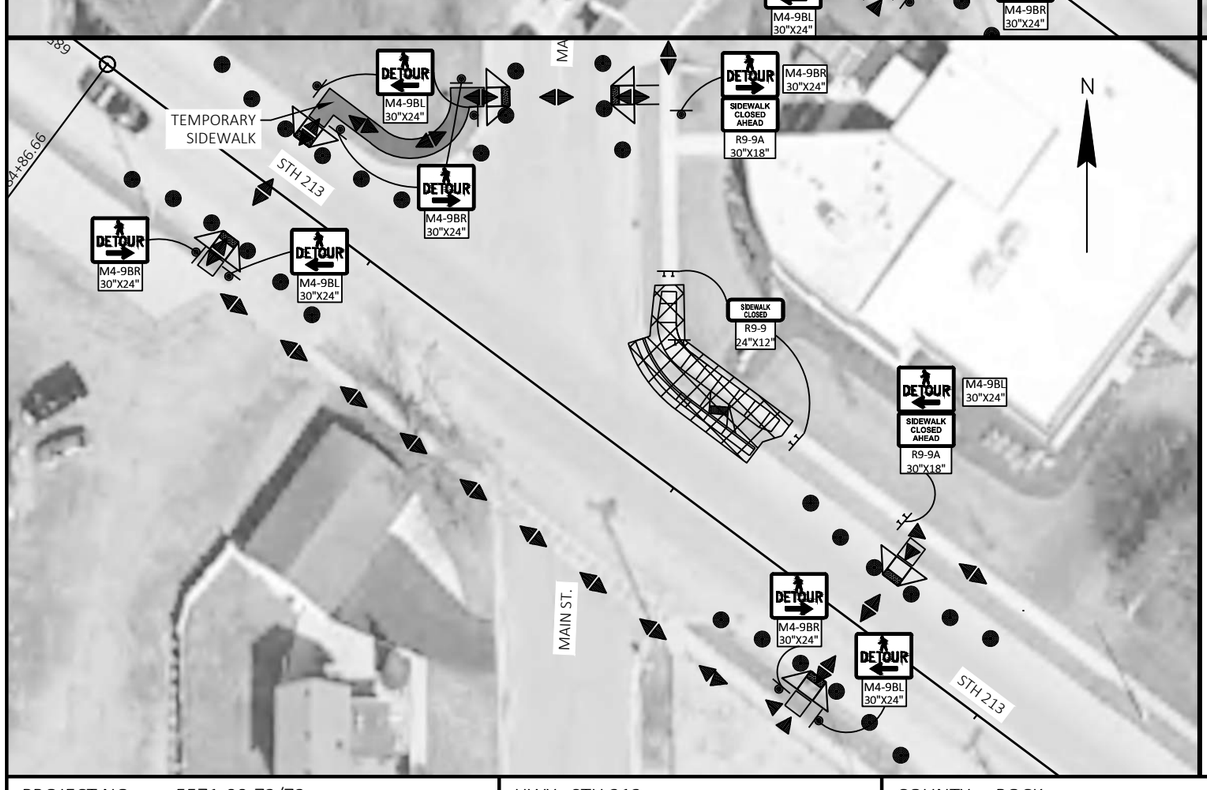
PLOT DATE : 3/19/2025 7:17 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2




LEGEND

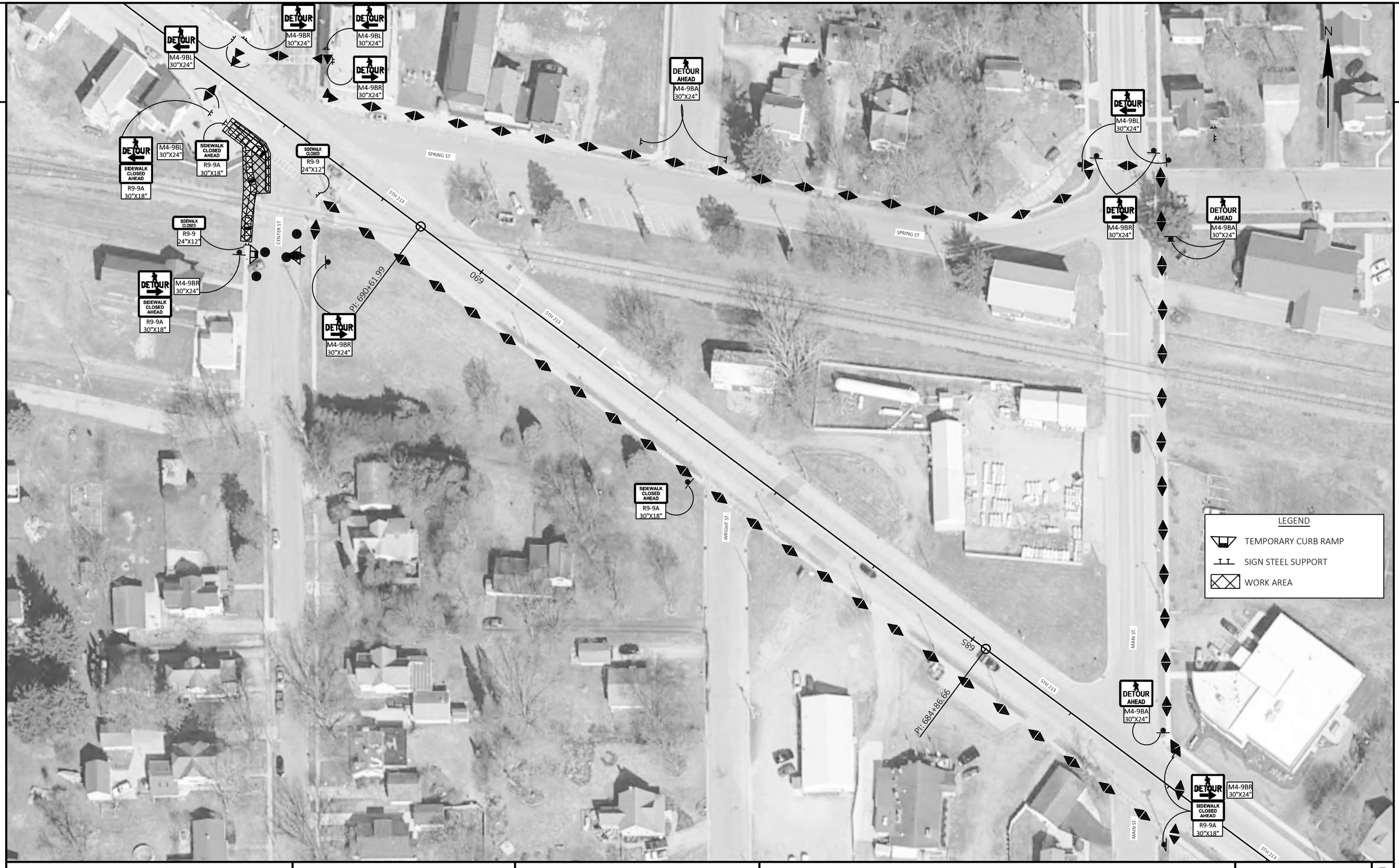
- TEMPORARY CURB RAMP
- SIGN STEEL SUPPORT
- WORK AREA

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PED DETOUR | SHEET 90 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027002_DT-PED.DWG
LAYOUT NAME - ALLEY S4 WRIGHT S 4&5

PLOT DATE : 3/19/2025 7:17 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

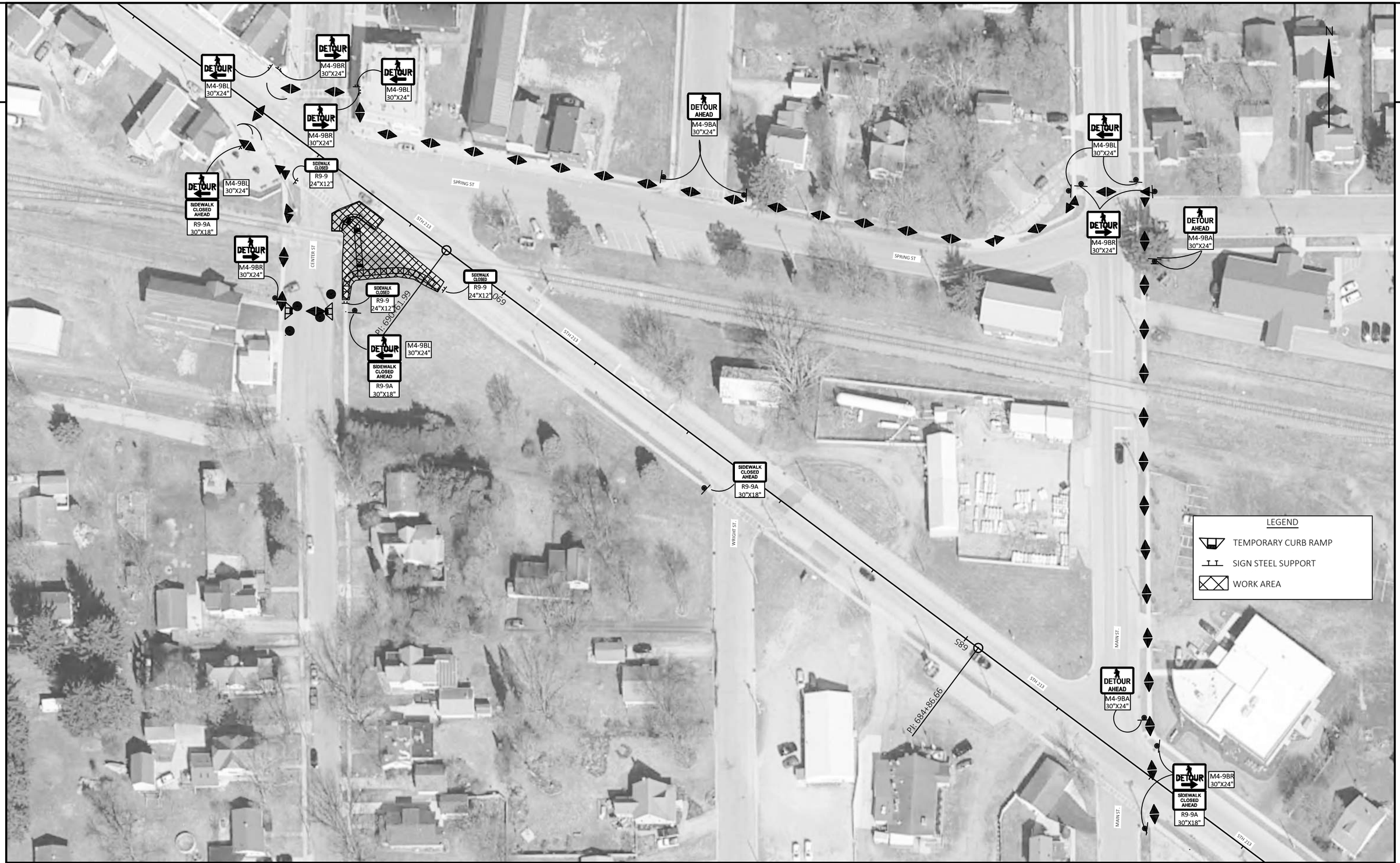
WISDOT/CADDS SHEET 42




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PED DETOUR | SHEET 91 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027002_DT-PED.DWG
LAYOUT NAME - CENTER ST S7

PLOT DATE : 3/19/2025 7:17 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : ##########

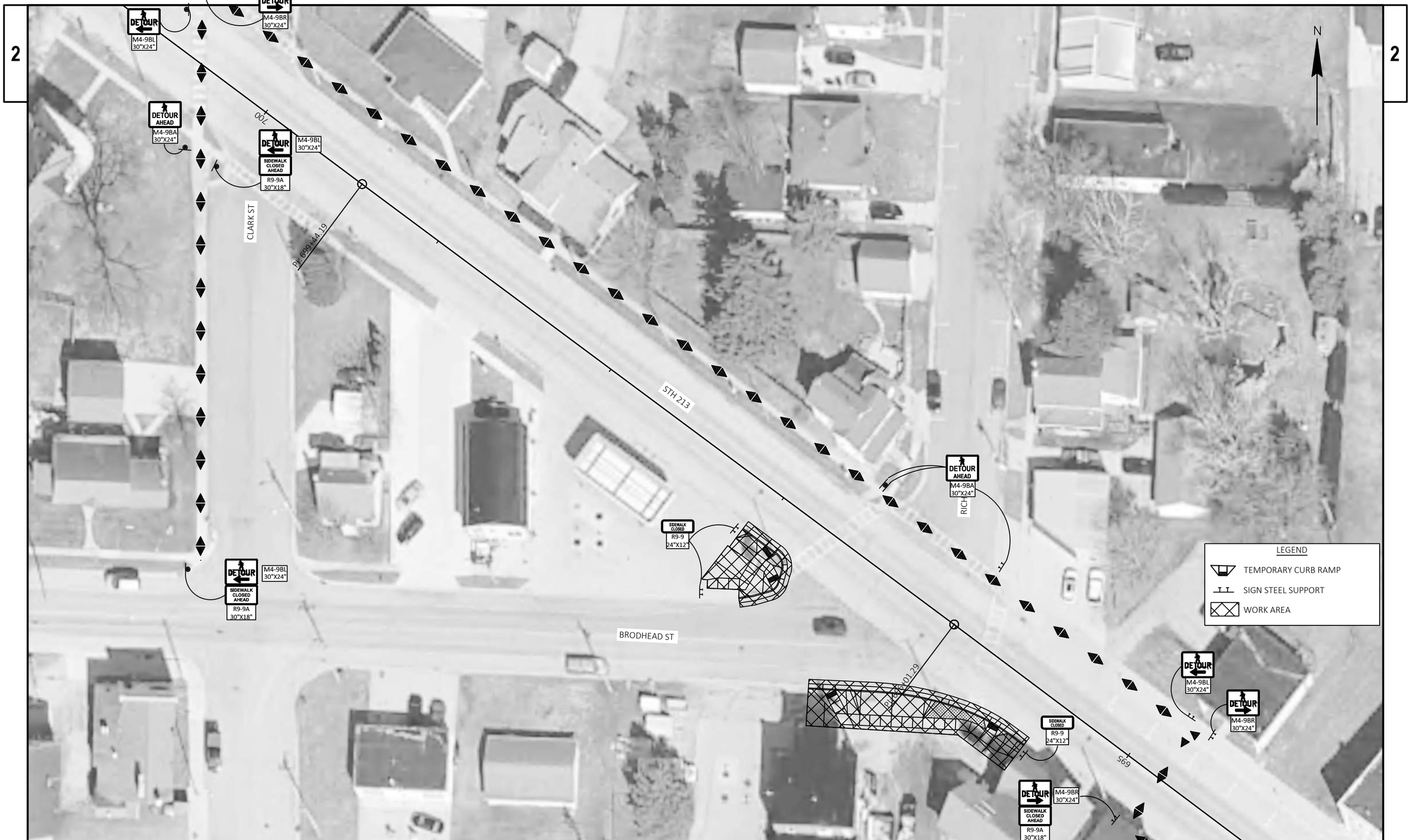



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PED DETOUR | SHEET 92 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027002_DT-PED.DWG
LAYOUT NAME - CENTER ST S8

PLOT DATE : 3/19/2025 7:17 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PED DETOUR | SHEET 93 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027002_DT-PED.DWG
LAYOUT NAME - BROADHEAD S 9

PLOT DATE : 3/19/2025 7:17 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

700

CLARK ST

PI 699+44.19

STH 213

RICHARDS ST

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR AHEAD
M4-9BA
30"X24"

BRODHEAD ST

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

PI 695+01.29

SIDEWALK CLOSED
R9-9
24"X12"

695

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

LEGEND

TEMPORARY CURB RAMP

SIGN STEEL SUPPORT

WORK AREA

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PED DETOUR | SHEET 94 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027002_DT-PED.DWG
LAYOUT NAME - BROADHEAD S10

PLOT DATE : 3/19/2025 7:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR AHEAD
M4-9BA
30"X24"

CHURCH ST

DETOUR
SIDEWALK CLOSED AHEAD
M4-9BL
30"X24"
R9-9A
30"X18"

700

SIDEWALK CLOSED
R9-9
24"X12"

CLARK ST

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
SIDEWALK CLOSED AHEAD
M4-9BR
30"X24"
R9-9A
30"X18"

STH 213

DETOUR
SIDEWALK CLOSED AHEAD
M4-9BR
30"X24"
R9-9A
30"X18"

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

RICHARDS ST

DETOUR AHEAD
M4-9BA
30"X24"

BRODHEAD ST

LEGEND

TEMPORARY CURB RAMP

SIGN STEEL SUPPORT

WORK AREA

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PED DETOUR | SHEET 95 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027002_DT-PED.DWG
LAYOUT NAME - CLARK S 11

PLOT DATE : 3/19/2025 7:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

DETOUR
M4-9BR
30"X24"
SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

DETOUR AHEAD
M4-9BA
30"X24"

CHURCH ST

700

CLARK ST

699 FT

SIDEWALK CLOSED
R9-9
24"X12"

STH 213

LEGEND

TEMPORARY CURB RAMP

SIGN STEEL SUPPORT

WORK AREA

DETOUR
M4-9BL
30"X24"
SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

RICHARDS ST

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

BRODHEAD ST

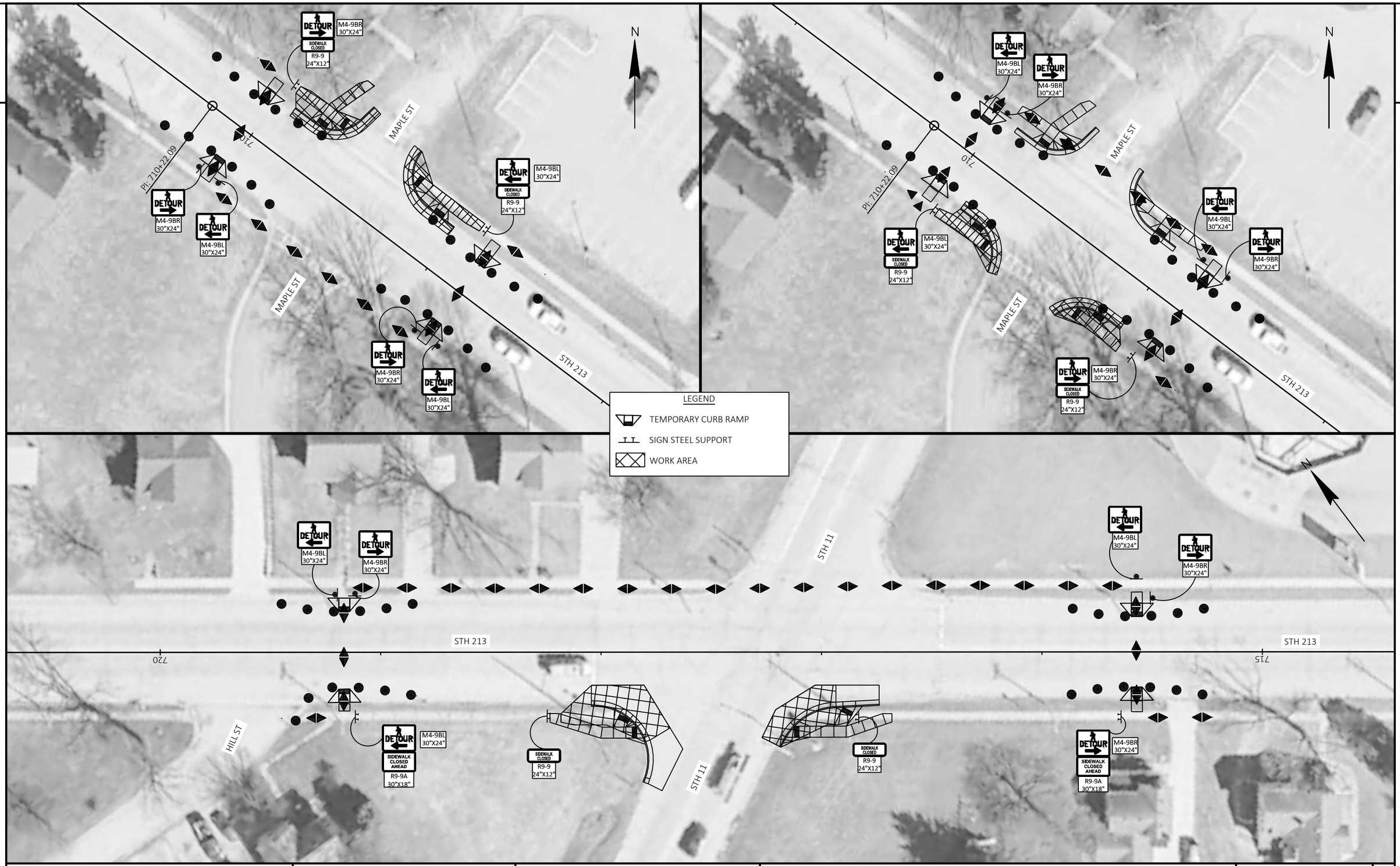
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PED DETOUR | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027002_DT-PED.DWG
LAYOUT NAME - CLARK S 12

PLOT DATE : 3/19/2025 7:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

2




2

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PED DETOUR | SHEET 97 | E |
|---|---|---|---|---|---|

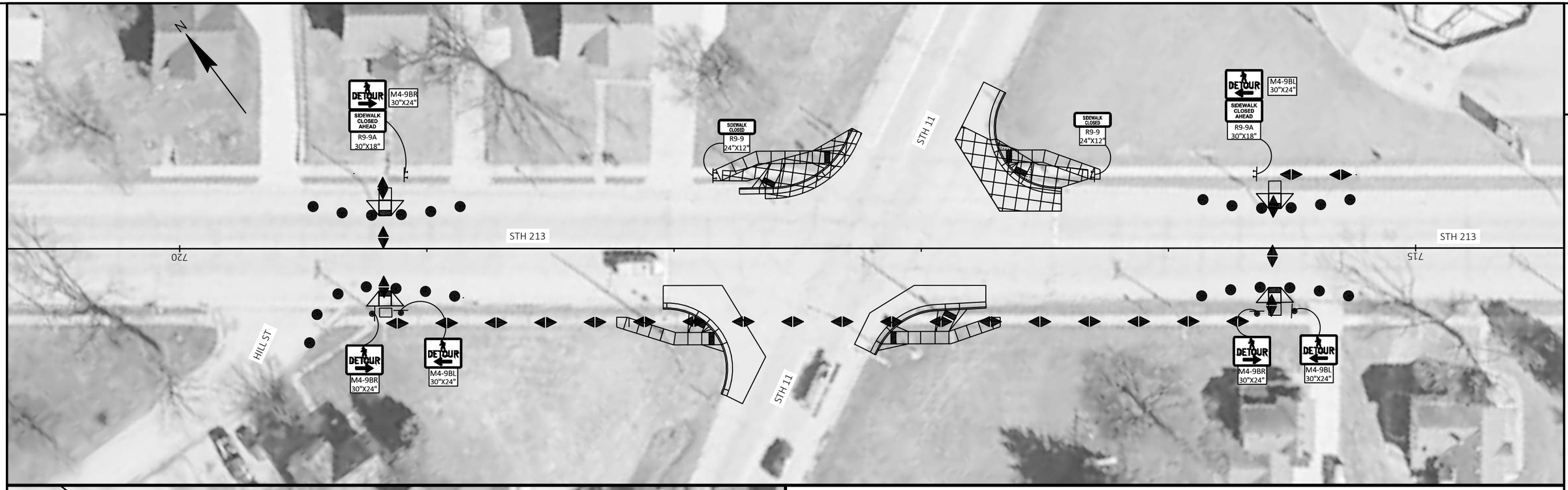
FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027002_DT-PED.DWG
LAYOUT NAME - MAPLE S 13&14 STH 11 S15

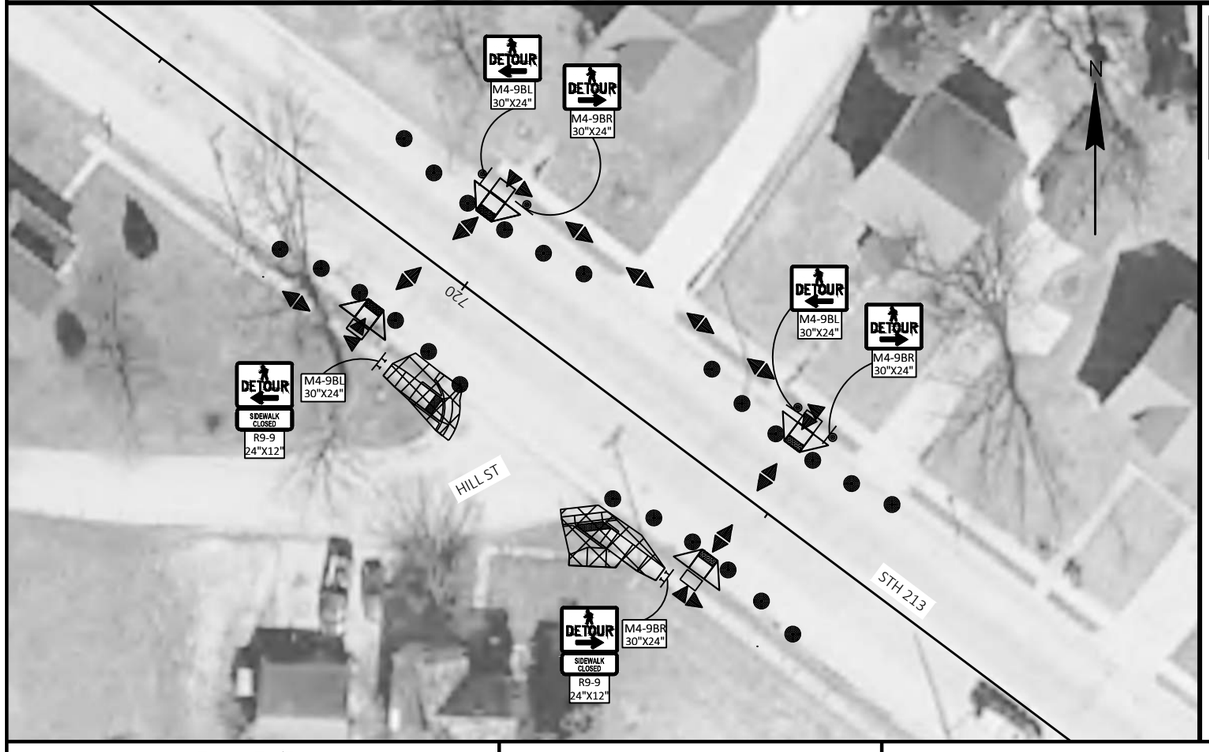
PLOT DATE : 3/19/2025 7:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2




LEGEND

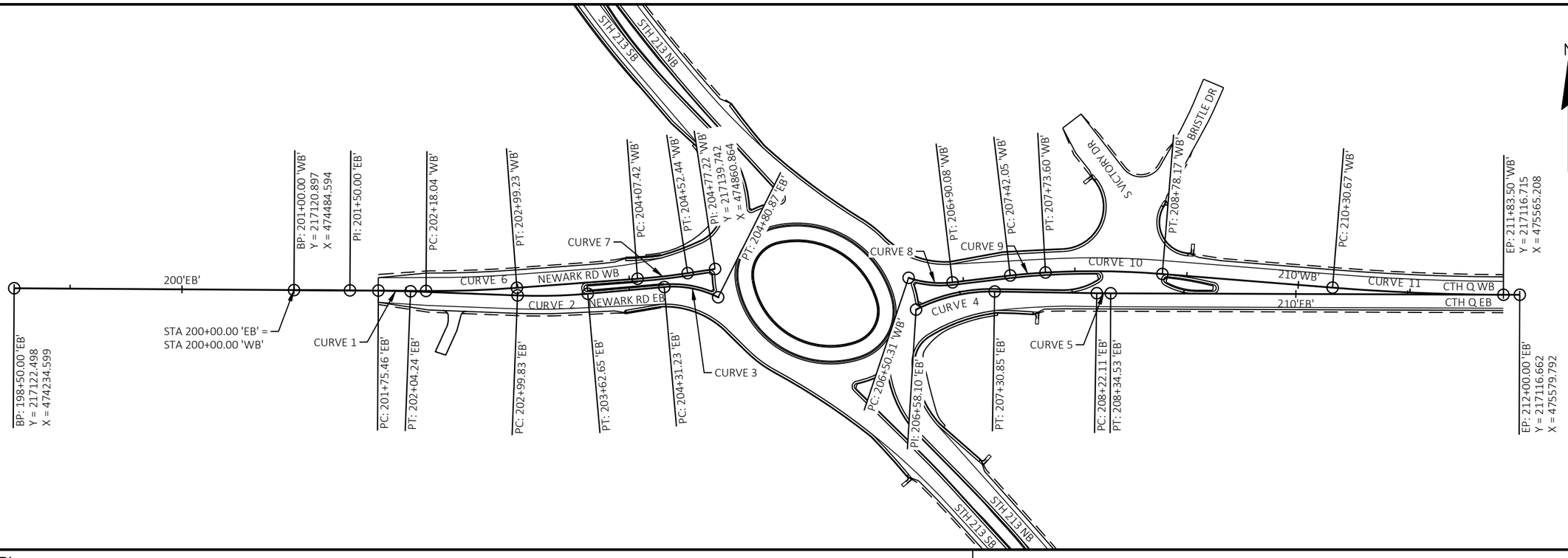
- TEMPORARY CURB RAMP
- SIGN STEEL SUPPORT
- WORK AREA

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PED DETOUR | SHEET 98 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\027002_DT-PED.DWG
LAYOUT NAME - HILL S 17

PLOT DATE : 3/19/2025 7:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42




## CTH Q 'EB'

**CURVE 1**
PI STA = 201+89.85 'EB'
Y = 217120.321
X = 474574.441
DELTA = 1°49'56" RT
D = 6°21'58"
T = 14.39'
L = 28.78'
R = 900.00'
PC STA = 201+75.46 'EB'
Y = 217120.413
X = 474560.049
PT STA = 202+04.24 'EB'
Y = 217119.769
X = 474588.822
DB = S89°37'59"E
DA = S87°48'03"E

**CURVE 2**
PI STA = 203+31.28 'EB'
Y = 217114.894
X = 474715.774
DELTA = 7°11'56" LT
D = 11°27'33"
T = 31.45'
L = 62.82'
R = 500.00'
PC STA = 202+99.83 'EB'
Y = 217116.101
X = 474684.345
PT STA = 203+62.65 'EB'
Y = 217117.635
X = 474747.108
DB = S87°48'03"E
DA = N85°00'01"E

**CURVE 3**
PI STA = 204+56.70 'EB'
Y = 217125.831
X = 474840.794
DELTA = 31°35'57" RT
D = 63°39'43"
T = 25.47'
L = 49.64'
R = 90.00'
PC STA = 204+31.23 'EB'
Y = 217123.612
X = 474815.425
PT STA = 204+80.87 'EB'
Y = 217114.428
X = 474863.566
DB = N85°00'01"E
DA = S63°24'02"E

**CURVE 4**
PI STA = 206+95.20 'EB'
Y = 217120.203
X = 475073.555
DELTA = 27°47'29" RT
D = 38°11'50"
T = 37.11'
L = 72.76'
R = 150.00'
PC STA = 206+58.10 'EB'
Y = 217103.431
X = 475040.452
PT STA = 207+30.85 'EB'
Y = 217119.605
X = 475110.659
DB = N63°07'54"E
DA = S89°04'37"E

**CURVE 5**
PI STA = 208+28.32 'EB'
Y = 217118.035
X = 475208.113
DELTA = 0°42'41" LT
D = 5°43'46"
T = 6.21'
L = 12.41'
R = 1000.00'
PC STA = 208+22.11 'EB'
Y = 217118.135
X = 475201.906
PT STA = 208+34.53 'EB'
Y = 217118.012
X = 475214.321
DB = S89°04'37"E
DA = S89°47'18"E

## CTH Q 'WB'

**CURVE 6**
PI STA = 202+58.65 'WB'
Y = 217119.881
X = 474643.245
DELTA = 4°39'07" LT
D = 5°43'46"
T = 40.62'
L = 81.19'
R = 1000.00'
PC STA = 202+18.04 'WB'
Y = 217120.141
X = 474602.629
PT STA = 202+99.23 'WB'
Y = 217122.915
X = 474683.749
DB = S89°37'59"E
DA = N85°42'54"E

**CURVE 7**
PI STA = 204+29.94 'WB'
Y = 217132.682
X = 474814.095
DELTA = 4°17'57" LT
D = 9°32'57"
T = 22.52'
L = 45.02'
R = 600.00'
PC STA = 204+07.42 'WB'
Y = 217130.999
X = 474791.637
PT STA = 204+52.44 'WB'
Y = 217136.043
X = 474836.364
DB = N85°42'54"E
DA = N81°24'57"E

**CURVE 8**
PI STA = 206+70.53 'WB'
Y = 217125.428
X = 475052.946
DELTA = 25°19'10" LT
D = 63°39'43"
T = 20.22'
L = 39.77'
R = 90.00'
PC STA = 206+50.31 'WB'
Y = 217131.864
X = 475033.782
PT STA = 206+90.08 'WB'
Y = 217127.807
X = 475073.021
DB = S71°26'13"E
DA = N83°14'37"E

**CURVE 9**
PI STA = 207+57.83 'WB'
Y = 217135.776
X = 475140.294
DELTA = 3°36'54" RT
D = 11°27'33"
T = 15.78'
L = 31.55'
R = 500.00'
PC STA = 207+42.05 'WB'
Y = 217133.920
X = 475124.625
PT STA = 207+73.60 'WB'
Y = 217136.641
X = 475156.048
DB = N83°14'37"E
DA = N86°51'31"E

**CURVE 10**
PI STA = 208+25.96 'WB'
Y = 217139.511
X = 475208.339
DELTA = 7°43'54" RT
D = 7°23'35"
T = 52.37'
L = 104.58'
R = 775.00'
PC STA = 207+73.60 'WB'
Y = 217136.641
X = 475156.048
PT STA = 208+78.17 'WB'
Y = 217135.320
X = 475260.540
DB = N86°51'31"E
DA = S85°24'35"E

**CURVE 11**
STA = 211+07.12 'WB'
Y = 217116.998
X = 475488.753
DELTA = 4°22'42" LT
D = 2°51'53"
T = 76.46'
L = 152.84'
R = 2000.00'
PC STA = 210+30.67 'WB'
Y = 217123.116
X = 475412.542
PT STA = 211+83.50 'WB'
Y = 217116.715
X = 475565.208
DB = S85°24'35"E
DA = S89°47'18"E

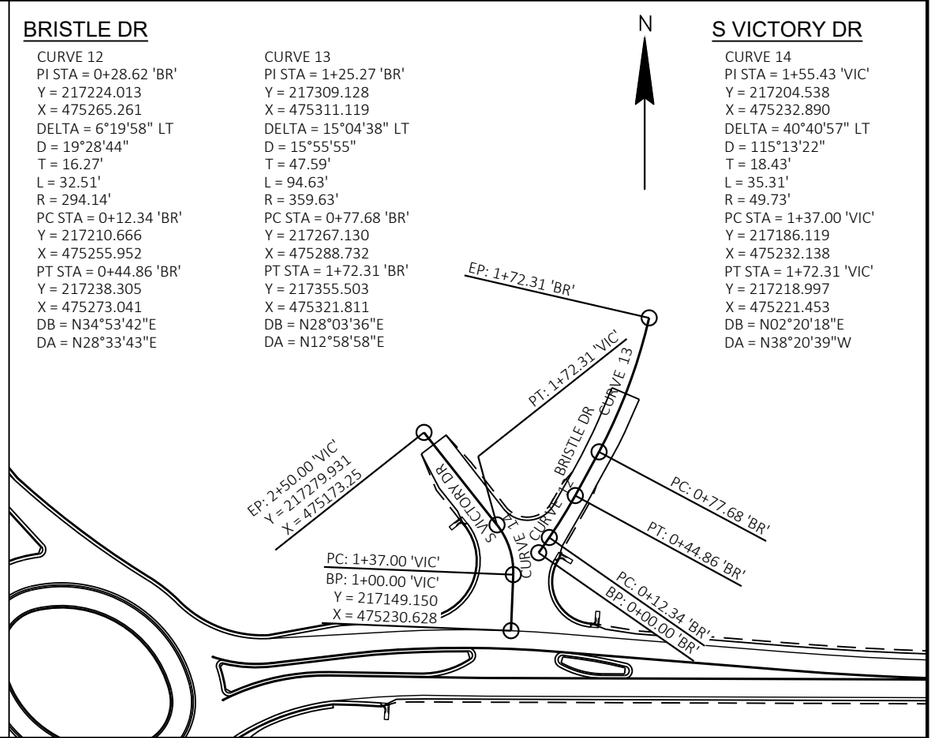
## BRISTLE DR

**CURVE 12**
PI STA = 0+28.62 'BR'
Y = 217224.013
X = 475265.261
DELTA = 6°19'58" LT
D = 19°28'44"
T = 16.27'
L = 32.51'
R = 294.14'
PC STA = 0+12.34 'BR'
Y = 217210.666
X = 475255.952
PT STA = 0+44.86 'BR'
Y = 217238.305
X = 475273.041
DB = N34°53'42"E
DA = N28°33'43"E

**CURVE 13**
PI STA = 1+25.27 'BR'
Y = 217309.128
X = 475311.119
DELTA = 15°04'38" LT
D = 15°55'55"
T = 47.59'
L = 94.63'
R = 359.63'
PC STA = 0+77.68 'BR'
Y = 217267.130
X = 475288.732
PT STA = 1+72.31 'BR'
Y = 217355.503
X = 475321.811
DB = N28°03'36"E
DA = N12°58'58"E

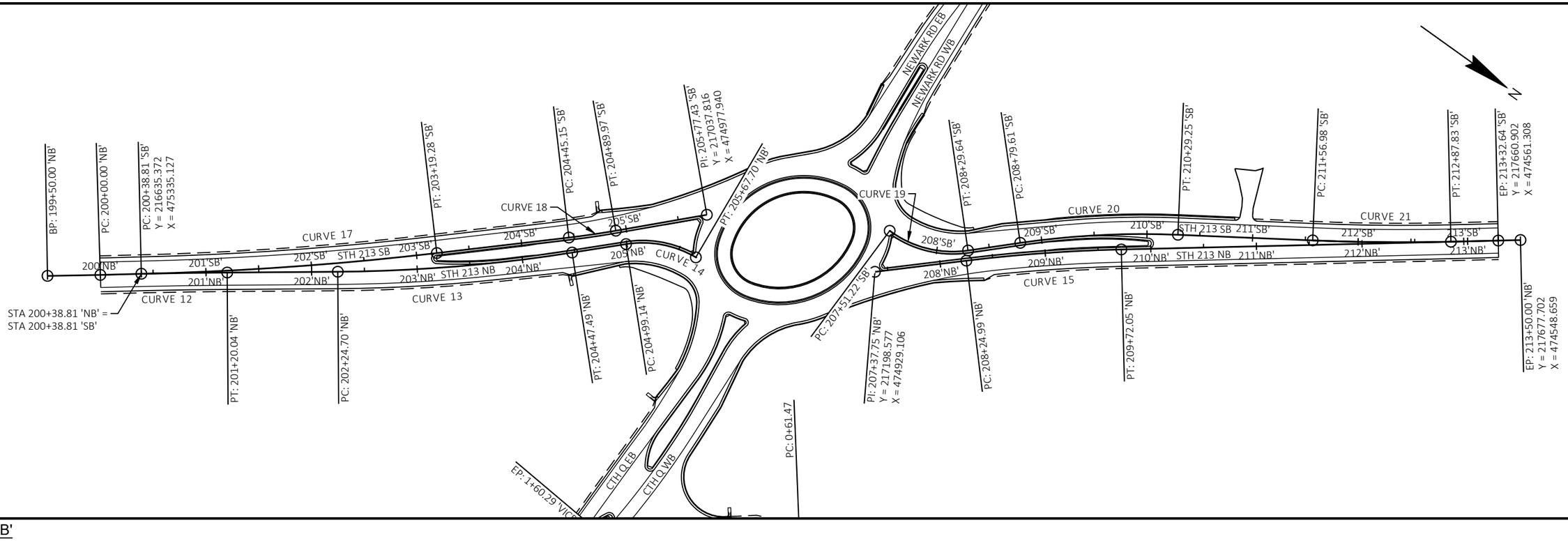
## S VICTORY DR

**CURVE 14**
PI STA = 1+55.43 'VIC'
Y = 217204.538
X = 475232.890
DELTA = 40°40'57" LT
D = 115°13'22"
T = 18.43'
L = 35.31'
R = 49.73'
PC STA = 1+37.00 'VIC'
Y = 217186.119
X = 475232.138
PT STA = 1+72.31 'VIC'
Y = 217218.997
X = 475221.453
DB = N02°20'18"E
DA = N38°20'39"W




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | ALIGNMENT DETAILS | SHEET 99 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027201-ad (CTH Q)
PLOT DATE : 6/24/2025 12:19 PM
PLOT BY : KYLE WILLIAMS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT




## STH 213 'NB'

**CURVE 12**
PI STA = 200+60.02 'NB'
Y = 216652.130
X = 475322.117
DELTA = 1°22'32" RT
D = 1°08'45"
T = 60.02'
L = 120.04'
R = 5000.00'
PC STA = 200+00.00 'NB'
Y = 216604.459
X = 475358.588
PT STA = 201+20.04 'NB'
Y = 216700.662
X = 475286.801
DB = N37°25'06"W
DA = N36°02'34"W

**CURVE 13**
PI STA = 203+36.30 'NB'
Y = 216875.529
X = 475159.552
DELTA = 8°30'35" LT
D = 3°49'11"
T = 111.60'
L = 222.79'
R = 1500.00'
PC STA = 202+24.70 'NB'
Y = 216785.293
X = 475225.216
PT STA = 204+47.49 'NB'
Y = 216955.055
X = 475081.258
DB = N36°02'34"W
DA = N44°33'10"W

**CURVE 14**
PI STA = 205+34.83 'NB'
Y = 217017.295
X = 475019.982
DELTA = 39°16'56" RT
D = 57°17'45"
T = 35.69'
L = 68.56'
R = 100.00'
PC STA = 204+99.14 'NB'
Y = 216991.863
X = 475045.021
PT STA = 205+67.70 'NB'
Y = 217052.834
X = 475016.704
DB = N44°33'10"W
DA = N05°16'14"W

**CURVE 15**
PI STA = 208+98.58 'NB'
Y = 217316.975
X = 474820.257
DELTA = 5°37'02" RT
D = 3°49'11"
T = 73.59'
L = 147.06'
R = 1500.00'
PC STA = 208+24.99 'NB'
Y = 217262.802
X = 474870.061
PT STA = 209+72.05 'NB'
Y = 217375.762
X = 474775.996
DB = N42°35'38"W
DA = N36°58'36"W

## STH 213 'SB'

**CURVE 17**
PI STA = 201+79.15 'SB'
Y = 216747.490
X = 475250.721
DELTA = 5°21'24" LT
D = 1°54'35"
T = 140.34'
L = 280.47'
R = 3000.00'
PC STA = 200+38.81 'SB'
Y = 216635.372
X = 475335.127
PT STA = 203+19.28 'SB'
Y = 216851.238
X = 475156.217
DB = N36°58'25"W
DA = N42°19'49"W

**CURVE 18**
PI STA = 204+67.57 'SB'
Y = 216960.861
X = 475056.362
DELTA = 3°12'38" LT
D = 7°09'43"
T = 22.42'
L = 44.83'
R = 800.00'
PC STA = 204+45.15 'SB'
Y = 216944.286
X = 475071.460
PT STA = 204+89.97 'SB'
Y = 216976.563
X = 475040.360
DB = N42°19'49"W
DA = N45°32'27"W

**CURVE 19**
PI STA = 207+92.57 'SB'
Y = 217228.676
X = 474890.051
DELTA = 44°55'50" LT
D = 57°17'45"
T = 41.35'
L = 78.42'
R = 100.00'
PC STA = 207+51.22 'SB'
Y = 217187.332
X = 474889.339
PT STA = 208+29.64 'SB'
Y = 217258.448
X = 474861.355
DB = N00°59'09"E
DA = N43°56'41"W

**CURVE 20**
PI STA = 209+54.65 'SB'
Y = 217348.456
X = 474774.604
DELTA = 10°43'01" RT
D = 7°09'43"
T = 75.04'
L = 149.63'
R = 800.00'
PC STA = 208+79.61 'SB'
Y = 217294.429
X = 474826.676
PT STA = 210+29.25 'SB'
Y = 217411.223
X = 474733.486
DB = N43°56'41"W
DA = N33°13'41"W

**CURVE 21**
PI STA = 212+22.43 'SB'
Y = 217572.817
X = 474627.629
DELTA = 3°44'56" LT
D = 2°51'53"
T = 65.45'
L = 130.86'
R = 2000.00'
PC STA = 211+56.98 'SB'
Y = 217518.067
X = 474663.495
PT STA = 212+87.83 'SB'
Y = 217625.105
X = 474588.260
DB = N33°13'41"W
DA = N36°58'36"W

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | ALIGNMENT DETAILS | SHEET 100 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027201-ad (213)
PLOT DATE : 6/24/2025 12:19 PM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

2

N

STH 213 SB

STH 213 NB

BP: 1+00.00 'NER'
Y = 217285.851
X = 474873.717

PCC: 1+47.94 'NER'

CURVE 5

CURVE 6

2'NER'

EP: 3+02.86 'NWR'
Y = 217271.500
X = 474823.461

3'NWR'

PT: 2+70.24 'NWR'

PCC: 1+70.66 'NWR'

CURVE 4

PCC: 2+12.65 'NWR'

BP: 1+00.00 'NWR'
Y = 217147.311
X = 474780.968

PCC: 1+31.95 'NWR'

CURVE 3 2'NWR'

CURVE 1

CURVE 2

CURVE 19

CURVE 20

PRC: 2+57.39 'NER'

EP: 24+23.80 'CIR'
Y = 217164.842
X = 474984.942

CURVE 7

PRC: 2+82.17 'NER'

3'NER'

PT: 3+49.24 'NER'

CURVE 8

4'NER'

PI: 3+97.24 'NER'

EP: 5+38.98 'NER'
Y = 217220.186
X = 475201.589

PC: 4+34.12 'NER'

PRC: 4+50.68 'NER'

CURVE 9

5'NER'

CURVE 10

PC: 0+61.47

BP: 0+00.00

EP: 1+26.08

PT: 1+00.64

S VICTORY DR

CURVE 24

BRISTLE DR

BP: 0+43.61 'VICR'

PC: 1+00.00 'VICR'

CURVE 25

EP: 1+60.29 'VICR'

CTH Q WB

CTH Q EB

NEWARK RD WB

NEWARK RD EB

PCC: 22+81.44 'CIR'

BP: 20+00.00 'CIR'
Y = 217164.842
X = 474984.942

PCC: 23+48.80 'CIR'

CURVE 21

PCC: 1+98.39 'SER'

PCC: 20+64.03 'CIR'

CURVE 18

CURVE 22

CURVE 23

CURVE 17

CURVE 16

CURVE 15

CURVE 12

CURVE 11

CURVE 13 2'SER'

CURVE 14

PCC: 1+32.21 'SER'

BP: 1+00.00 'SER'
Y = 217101.490
X = 475145.075

PCC: 2+31.02 'SER'

PT: 2+89.87 'SER'

3'SER'

EP: 3+39.10 'SER'
Y = 216967.705
X = 475096.514

PRC: 2+13.38 'CIR'

EP: 4+06.71 'SWR'
Y = 217102.746
X = 474780.598

4'SWR'

PT: 3+75.20 'SWR'

PC: 3+08.83 'SWR'

3'SWR'

PT: 2+81.63 'SWR'

PRC: 2+52.92 'SWR'

3'SWR'

PCC: 1+47.94 'SWR'

BP: 1+00.00 'SWR'
Y = 216955.967
X = 475033.933

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | ALIGNMENT DETAILS | SHEET 101 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 027202-RAB

PLOT DATE : 6/24/2025 12:19 PM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

## RAB NW EDGE OF PAVEMENT

CURVE 1
PI STA = 1+16.00 'NWR'
Y = 217147.345
X = 474796.972
DELTA = 8°08'14" LT
D = 25°27'53"
T = 16.00'
L = 31.95'
R = 225.00'
PC STA = 1+00.00 'NWR'
Y = 217147.311
X = 474780.968
PT STA = 1+31.95 'NWR'
Y = 217149.644
X = 474812.810
DB = N89°52'44"E
DA = N81°44'30"E

CURVE 2
PI STA = 1+51.36 'NWR'
Y = 217154.790
X = 474831.517
DELTA = 9°51'24" LT
D = 25°27'53"
T = 19.40'
L = 38.71'
R = 225.00'
PC STA = 1+31.95 'NWR'
Y = 217149.644
X = 474812.810
PT STA = 1+70.66 'NWR'
Y = 217163.064
X = 474849.066
DB = N74°37'00"E
DA = N64°45'36"E

CURVE 3
PI STA = 1+94.60 'NWR'
Y = 217173.271
X = 474870.720
DELTA = 68°44'31" LT
D = 163°42'08"
T = 23.94'
L = 41.99'
R = 35.00'
PC STA = 1+70.66 'NWR'
Y = 217163.064
X = 474849.066
PT STA = 2+12.65 'NWR'
Y = 217197.153
X = 474869.057
DB = N64°45'36"E
DA = N03°58'56"W

CURVE 4
PI STA = 2+42.47 'NWR'
Y = 217226.899
X = 474866.986
DELTA = 36°39'43" LT
D = 63°39'43"
T = 29.82'
L = 57.59'
R = 90.00'
PC STA = 2+12.65 'NWR'
Y = 217197.153
X = 474869.057
PT STA = 2+70.24 'NWR'
Y = 217249.525
X = 474847.564
DB = N03°58'56"W
DA = N40°38'39"W

## RAB NE EDGE OF PAVEMENT

CURVE 5
PI STA = 1+23.98 'NER'
Y = 217266.462
X = 474887.828
DELTA = 4°34'39" LT
D = 9°32'57"
T = 23.98'
L = 47.94'
R = 600.00'
PC STA = 1+00.00 'NER'
Y = 217285.851
X = 474873.717
PT STA = 1+47.94 'NER'
Y = 217248.260
X = 474903.442
DB = S36°02'48"E
DA = S40°37'27"E

CURVE 6
PI STA = 2+02.81 'NER'
Y = 217211.401
X = 474944.097
DELTA = 10°27'06" LT
D = 9°32'57"
T = 54.88'
L = 109.45'
R = 600.00'
PC STA = 1+47.94 'NER'
Y = 217248.260
X = 474903.442
PT STA = 2+57.39 'NER'
Y = 217182.529
X = 474990.765
DB = S47°48'15"E
DA = S58°15'21"E

CURVE 7
PI STA = 2+69.83 'NER'
Y = 217175.981
X = 475001.349
DELTA = 13°08'52" RT
D = 53°03'06"
T = 12.45'
L = 24.78'
R = 108.00'
PC STA = 2+57.39 'NER'
Y = 217182.529
X = 474990.765
PT STA = 2+82.17 'NER'
Y = 217167.197
X = 475010.166
DB = S58°15'21"E
DA = S45°06'29"E

CURVE 8
PI STA = 3+17.81 'NER'
Y = 217142.039
X = 475035.420
DELTA = 48°02'00" LT
D = 71°37'11"
T = 35.65'
L = 67.07'
R = 80.00'
PC STA = 2+82.17 'NER'
Y = 217167.197
X = 475010.166
PT STA = 3+49.24 'NER'
Y = 217143.992
X = 475071.012
DB = S45°06'29"E
DA = N86°51'31"E

CURVE 9
PI STA = 4+42.40 'NER'
Y = 217155.068
X = 475163.332
DELTA = 1°11'49" RT
D = 7°13'31"
T = 8.28'
L = 16.56'
R = 793.00'
PC STA = 4+34.12 'NER'
Y = 217154.614
X = 475155.062
PT STA = 4+50.68 'NER'
Y = 217155.349
X = 475171.610
DB = N86°51'31"E
DA = N88°03'20"E

CURVE 10
PI STA = 5+30.01 'NER'
Y = 217158.041
X = 475250.891
DELTA = 126°28'53" LT
D = 143°14'22"
T = 79.33'
L = 88.30'
R = 40.00'
PC STA = 4+50.68 'NER'
Y = 217155.349
X = 475171.610
PT STA = 5+38.98 'NER'
Y = 217220.186
X = 475201.589
DB = N88°03'20"E
DA = N38°25'33"W

## RAB SE EDGE OF PAVEMENT

CURVE 11
PI STA = 1+16.11 'SER'
Y = 217102.653
X = 475129.008
DELTA = 3°41'26" LT
D = 11°27'33"
T = 16.11'
L = 32.21'
R = 500.00'
PC STA = 1+00.00 'SER'
Y = 217101.490
X = 475145.075
PT STA = 1+32.21 'SER'
Y = 217102.780
X = 475112.899
DB = N85°51'31"W
DA = N89°32'57"W

CURVE 12
PI STA = 1+65.84 'SER'
Y = 217098.870
X = 475079.490
DELTA = 25°16'45" LT
D = 38°11'50"
T = 33.64'
L = 66.18'
R = 150.00'
PC STA = 1+32.21 'SER'
Y = 217102.780
X = 475112.899
PT STA = 1+98.39 'SER'
Y = 217081.068
X = 475050.949
DB = S83°19'33"W
DA = S58°02'48"W

CURVE 13
PI STA = 2+16.53 'SER'
Y = 217071.467
X = 475035.555
DELTA = 62°19'36" LT
D = 190°59'09"
T = 18.14'
L = 32.63'
R = 30.00'
PC STA = 1+98.39 'SER'
Y = 217081.068
X = 475050.949
PT STA = 2+31.02 'SER'
Y = 217053.375
X = 475036.909
DB = S58°02'48"W
DA = S04°16'48"E

CURVE 14
PI STA = 2+61.54 'SER'
Y = 217022.943
X = 475039.187
DELTA = 37°27'40" LT
D = 63°39'43"
T = 30.52'
L = 58.84'
R = 90.00'
PC STA = 2+31.02 'SER'
Y = 217053.375
X = 475036.909
PT STA = 2+89.87 'SER'
Y = 217000.173
X = 475059.504
DB = S04°16'48"E
DA = S41°44'29"E

## RAB SW EDGE OF PAVEMENT

CURVE 15
PI STA = 1+23.98 'SWR'
Y = 216974.420
X = 475018.617
DELTA = 4°34'39" LT
D = 9°32'57"
T = 23.98'
L = 47.94'
R = 600.00'
PC STA = 1+00.00 'SWR'
Y = 216955.967
X = 475033.933
PT STA = 1+47.94 'SWR'
Y = 216991.592
X = 475001.877
DB = N39°41'34"W
DA = N44°16'13"W

CURVE 16
PI STA = 2+00.56 'SWR'
Y = 217024.389
X = 474960.718
DELTA = 10°01'32" LT
D = 9°32'57"
T = 52.63'
L = 104.99'
R = 600.00'
PC STA = 1+47.94 'SWR'
Y = 216991.592
X = 475001.877
PT STA = 2+52.92 'SWR'
Y = 217049.520
X = 474914.478
DB = N51°27'01"W
DA = N61°28'34"W

CURVE 17
PI STA = 2+67.37 'SWR'
Y = 217056.418
X = 474901.787
DELTA = 15°48'51" RT
D = 55°05'32"
T = 14.44'
L = 28.71'
R = 104.00'
PC STA = 2+52.92 'SWR'
Y = 217049.520
X = 474914.478
PT STA = 2+81.63 'SWR'
Y = 217066.513
X = 474891.456
DB = N61°28'34"W
DA = N45°39'42"W

CURVE 18
PI STA = 3+44.06 'SWR'
Y = 217110.146
X = 474846.803
DELTA = 47°32'01" LT
D = 71°37'11"
T = 35.23'
L = 66.37'
R = 80.00'
PC STA = 3+08.83 'SWR'
Y = 217085.525
X = 474872.000
PT STA = 3+75.20 'SWR'
Y = 217108.183
X = 474811.629
DB = N45°39'42"W
DA = S86°48'17"W

## RAB CENTER EDGE OF PAVEMENT

CURVE 19
PI STA = 23+23.23 'CIR'
Y = 217168.734
X = 474872.669
DELTA = 85°45'31" RT
D = 127°19'26"
T = 41.79'
L = 67.35'
R = 45.00'
PC STA = 22+81.44 'CIR'
Y = 217127.461
X = 474879.197
PT STA = 23+48.80 'CIR'
Y = 217178.297
X = 474913.346
DB = N08°59'18"W
DA = N76°46'14"E

CURVE 20
PI STA = 23+88.63 'CIR'
Y = 217187.413
X = 474952.121
DELTA = 47°44'47" RT
D = 63°39'43"
T = 39.83'
L = 75.00'
R = 90.00'
PC STA = 23+48.80 'CIR'
Y = 217178.297
X = 474913.346
PT STA = 24+23.80 'CIR'
Y = 217164.842
X = 474984.942
DB = N76°46'14"E
DA = S55°28'59"E

CURVE 21
PI STA = 20+33.43 'CIR'
Y = 217145.896
X = 475012.490
DELTA = 40°45'35" RT
D = 63°39'43"
T = 33.43'
L = 64.03'
R = 90.00'
PC STA = 20+00.00 'CIR'
Y = 217164.842
X = 474984.942
PT STA = 20+64.03 'CIR'
Y = 217113.559
X = 475020.988
DB = S55°28'59"E
DA = S14°43'24"E

CURVE 22
PI STA = 21+05.81 'CIR'
Y = 217073.144
X = 475031.608
DELTA = 85°45'32" RT
D = 127°19'26"
T = 41.79'
L = 67.35'
R = 45.00'
PC STA = 20+64.03 'CIR'
Y = 217113.559
X = 475020.988
PT STA = 21+31.38 'CIR'
Y = 217059.565
X = 474992.090
DB = S14°43'24"E
DA = S71°02'08"W

CURVE 23
PI STA = 22+33.83 'CIR'
Y = 217026.271
X = 474895.203
DELTA = 99°58'34" RT
D = 66°37'23"
T = 102.45'
L = 150.06'
R = 86.00'
PC STA = 21+31.38 'CIR'
Y = 217059.565
X = 474992.090
PT STA = 22+81.44 'CIR'
Y = 217127.461
X = 474879.197
DB = S71°02'08"W
DA = N08°59'18"W

## VICTORY-BRISTLE CURB

CURVE 24
PI STA = 0+91.25
Y = 217206.280
X = 475243.953
DELTA = 112°12'55" LT
D = 286°28'44"
T = 29.77'
L = 39.17'
R = 20.00'
PC STA = 0+61.47
Y = 217229.752
X = 475225.638
PT STA = 1+00.64
Y = 217232.110
X = 475258.758
DB = S37°57'55"E
DA = N29°49'10"E

## VICTORY E CURB

CURVE 25
PI STA = 1+47.21 'VICR'
Y = 217155.338
X = 475236.129
DELTA = 115°08'10" LT
D = 190°59'09"
T = 47.21'
L = 60.29'
R = 30.00'
PC STA = 1+00.00 'VICR'
Y = 217196.339
X = 475259.540
PT STA = 1+60.29 'VICR'
Y = 217151.559
X = 475283.192
DB = S29°43'34"W
DA = S85°24'35"E

## Estimate Of Quantities

| Line | Item | Item Description | Unit | Total | 5571-00-72 Qty | 5571-00-73 Qty |
|---|---|---|---|---|---|---|
| 0002 | 201.0205 | Grubbing | STA | 24.000 | 12.000 | 12.000 |
| 0004 | 203.0100 | Removing Small Pipe Culverts | EACH | 6.000 | 1.000 | 5.000 |
| 0006 | 203.0220 | Removing Structure (structure) 01. B-53-0140 | EACH | 1.000 | 1.000 | |
| 0008 | 204.0100 | Removing Concrete Pavement | SY | 530.000 | 530.000 | |
| 0010 | 204.0109.S | Removing Concrete Surface Partial Depth | SF | 111,200.000 | 111,200.000 | |
| 0012 | 204.0110 | Removing Asphaltic Surface | SY | 250.000 | 250.000 | |
| 0014 | 204.0115 | Removing Asphaltic Surface Butt Joints | SY | 1,170.000 | 1,170.000 | |
| 0016 | 204.0120 | Removing Asphaltic Surface Milling | SY | 194,970.000 | 194,970.000 | |
| 0018 | 204.0150 | Removing Curb & Gutter | LF | 1,759.000 | 1,320.000 | 439.000 |
| 0020 | 204.0155 | Removing Concrete Sidewalk | SY | 620.000 | 620.000 | |
| 0022 | 204.0165 | Removing Guardrail | LF | 806.000 | 806.000 | |
| 0024 | 204.0170 | Removing Fence | LF | 1,505.000 | 1,040.000 | 465.000 |
| 0026 | 204.0180 | Removing Delineators and Markers | EACH | 6.000 | | 6.000 |
| 0028 | 204.9060.S | Removing (item description) 01. Concrete Culvert Pipe 66X60-Inch | EACH | 1.000 | 1.000 | |
| 0030 | 204.9060.S | Removing (item description) 02. Apron Endwalls for Culvert Pipe Steel 60-Inch | EACH | 2.000 | 2.000 | |
| 0032 | 205.0100 | Excavation Common | CY | 15,870.000 | 900.000 | 14,970.000 |
| 0034 | 205.0200 | Excavation Rock | CY | 337.000 | | 337.000 |
| 0036 | 206.2001 | Excavation for Structures Culverts (structure) 01. B-53-0140 | EACH | 1.000 | 1.000 | |
| 0038 | 206.5001 | Cofferdams (structure) 01. B-53-0140 | EACH | 1.000 | 1.000 | |
| 0040 | 208.0100 | Borrow | CY | 2,710.000 | 2,710.000 | |
| 0042 | 210.2500 | Backfill Structure Type B | TON | 271.000 | 271.000 | |
| 0044 | 211.0101 | Prepare Foundation for Asphaltic Paving (project) 01. 5571-00-72 | EACH | 1.000 | 1.000 | |
| 0046 | 211.0400 | Prepare Foundation for Asphaltic Shoulders | STA | 2,335.000 | 2,335.000 | |
| 0048 | 213.0100 | Finishing Roadway (project) 01. 5571-00-72 | EACH | 1.000 | 1.000 | |
| 0050 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 21,790.000 | 21,540.000 | 250.000 |
| 0052 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 12,214.000 | 3,580.000 | 8,634.000 |
| 0054 | 311.0115 | Breaker Run | CY | 48.000 | 48.000 | |
| 0056 | 312.0110 | Select Crushed Material | TON | 14,120.000 | 510.000 | 13,610.000 |
| 0058 | 405.0100 | Coloring Concrete WisDOT Red | CY | 226.000 | | 226.000 |
| 0060 | 415.2010 | Concrete Truck Apron 12-Inch | SY | 677.000 | | 677.000 |
| 0062 | 450.4000 | HMA Cold Weather Paving | TON | 2,690.000 | | 2,690.000 |
| 0064 | 455.0605 | Tack Coat | GAL | 12,689.000 | 12,000.000 | 689.000 |
| 0066 | 460.0105.S | HMA Percent Within Limits (PWL) Test Strip Volumetrics | EACH | 4.000 | 4.000 | |
| 0068 | 460.0110.S | HMA Percent Within Limits (PWL) Test Strip Density | EACH | 3.000 | 3.000 | |
| 0070 | 460.2000 | Incentive Density HMA Pavement | DOL | 4,870.000 | 4,870.000 | |
| 0072 | 460.2005 | Incentive Density PWL HMA Pavement | DOL | 46,880.000 | 46,880.000 | |
| 0074 | 460.2007 | Incentive Density HMA Pavement Longitudinal Joints | DOL | 13,070.000 | 13,070.000 | |
| 0076 | 460.2010 | Incentive Air Voids HMA Pavement | DOL | 60,700.000 | 60,700.000 | |
| 0078 | 460.5223 | HMA Pavement 3 LT 58-28 S | TON | 26,260.000 | 26,260.000 | |
| 0080 | 460.5224 | HMA Pavement 4 LT 58-28 S | TON | 20,435.000 | 20,435.000 | |
| 0082 | 460.6424 | HMA Pavement 4 MT 58-28 H | TON | 7,790.000 | 5,100.000 | 2,690.000 |
| 0084 | 465.0105 | Asphaltic Surface | TON | 12.000 | 12.000 | |
| 0086 | 465.0120 | Asphaltic Surface Driveways and Field Entrances | TON | 143.000 | 137.000 | 6.000 |
| 0088 | 465.0315 | Asphaltic Flumes | SY | 24.000 | | 24.000 |
| 0090 | 465.0540 | Asphaltic Rumble Strips, Edge Line | LF | 108,410.000 | 108,410.000 | |
| 0092 | 465.0560 | Asphaltic Rumble Strips, Centerline | LF | 53,910.000 | 53,910.000 | |
| 0094 | 502.4204 | Adhesive Anchors No. 4 Bar | EACH | 98.000 | 98.000 | |
| 0096 | 504.0100 | Concrete Masonry Culverts | CY | 43.000 | 43.000 | |
| 0098 | 505.0600 | Bar Steel Reinforcement HS Coated Structures | LB | 5,470.000 | 5,470.000 | |

| Line | Item | Item Description | Unit | Total | 5571-00-72 Qty | 5571-00-73 Qty |
|---|---|---|---|---|---|---|
| 0100 | 511.1200 | Temporary Shoring (structure) 01. B-53-0140 | SF | 475.000 | 475.000 | |
| 0102 | 516.0500 | Rubberized Membrane Waterproofing | SY | 27.000 | 27.000 | |
| 0104 | 520.1015 | Apron Endwalls for Culvert Pipe 15-Inch | EACH | 2.000 | | 2.000 |
| 0106 | 520.1024 | Apron Endwalls for Culvert Pipe 24-Inch | EACH | 2.000 | | 2.000 |
| 0108 | 520.3315 | Culvert Pipe Class III-A 15-Inch | LF | 54.000 | | 54.000 |
| 0110 | 520.8000 | Concrete Collars for Pipe | EACH | 2.000 | 2.000 | |
| 0112 | 520.8700 | Cleaning Culvert Pipes | EACH | 6.000 | 6.000 | |
| 0114 | 521.1060 | Apron Endwalls for Culvert Pipe Steel 60-Inch | EACH | 2.000 | 2.000 | |
| 0116 | 521.1708 | Apron Endwalls for Pipe Arch Sloped Side Drains Steel 35x24-Inch 4 to 1 | EACH | 1.000 | 1.000 | |
| 0118 | 521.1835 | Apron Endwalls for Pipe Arch Sloped Side Drains Steel 35x24-Inch 10 to 1 | EACH | 1.000 | 1.000 | |
| 0120 | 521.3160 | Culvert Pipe Corrugated Steel 60-Inch | LF | 23.000 | 23.000 | |
| 0122 | 521.5735 | Pipe Arch Polymer Coated Corrugated Steel 35x24-Inch | LF | 26.000 | 26.000 | |
| 0124 | 522.0136 | Culvert Pipe Reinforced Concrete Class III 36-Inch | LF | 86.000 | 86.000 | |
| 0126 | 522.1012 | Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch | EACH | 4.000 | | 4.000 |
| 0128 | 522.1024 | Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch | EACH | 2.000 | | 2.000 |
| 0130 | 522.1030 | Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch | EACH | 1.000 | | 1.000 |
| 0132 | 522.1036 | Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch | EACH | 2.000 | 2.000 | |
| 0134 | 522.2419 | Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch | LF | 26.000 | | 26.000 |
| 0136 | 522.2429 | Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch | LF | 148.000 | 60.000 | 88.000 |
| 0138 | 522.2619 | Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch | EACH | 2.000 | | 2.000 |
| 0140 | 522.2629 | Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch | EACH | 4.000 | 2.000 | 2.000 |
| 0142 | 601.0405 | Concrete Curb & Gutter 18-Inch Type A | LF | 324.000 | | 324.000 |
| 0144 | 601.0411 | Concrete Curb & Gutter 30-Inch Type D | LF | 3,546.000 | 1,325.000 | 2,221.000 |
| 0146 | 601.0413 | Concrete Curb & Gutter 6-Inch Sloped 30-Inch Type G | LF | 414.000 | | 414.000 |
| 0148 | 601.0551 | Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A | LF | 382.000 | | 382.000 |
| 0150 | 601.0581 | Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type R | LF | 412.000 | | 412.000 |
| 0152 | 601.0600 | Concrete Curb Pedestrian | LF | 107.000 | 107.000 | |
| 0154 | 602.0405 | Concrete Sidewalk 4-Inch | SF | 7,180.000 | 7,180.000 | |
| 0156 | 602.0410 | Concrete Sidewalk 5-Inch | SF | 7,553.000 | | 7,553.000 |
| 0158 | 602.0505 | Curb Ramp Detectable Warning Field Yellow | SF | 490.000 | 490.000 | |
| 0160 | 602.0605 | Curb Ramp Detectable Warning Field Radial Yellow | SF | 15.000 | 15.000 | |
| 0162 | 602.0810 | Concrete Driveway 6-Inch | SY | 140.000 | 140.000 | |
| 0164 | 606.0200 | Riprap Medium | CY | 88.000 | 50.000 | 38.000 |
| 0166 | 606.0300 | Riprap Heavy | CY | 63.000 | 63.000 | |
| 0168 | 608.0312 | Storm Sewer Pipe Reinforced Concrete Class III 12-Inch | LF | 156.000 | | 156.000 |
| 0170 | 608.0324 | Storm Sewer Pipe Reinforced Concrete Class III 24-Inch | LF | 16.000 | | 16.000 |
| 0172 | 608.0330 | Storm Sewer Pipe Reinforced Concrete Class III 30-Inch | LF | 222.000 | | 222.000 |
| 0174 | 608.0412 | Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch | LF | 295.000 | | 295.000 |
| 0176 | 608.0424 | Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch | LF | 84.000 | | 84.000 |
| 0178 | 608.0430 | Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch | LF | 26.000 | | 26.000 |
| 0180 | 608.3030 | Storm Sewer Pipe Class III-A 30-Inch | LF | 189.000 | | 189.000 |
| 0182 | 611.0430 | Reconstructing Inlets | EACH | 1.000 | 1.000 | |
| 0184 | 611.0530 | Manhole Covers Type J | EACH | 1.000 | | 1.000 |
| 0186 | 611.0555 | Manhole Covers Type Q | EACH | 1.000 | 1.000 | |
| 0188 | 611.0624 | Inlet Covers Type H | EACH | 8.000 | | 8.000 |
| 0190 | 611.0627 | Inlet Covers Type HM | EACH | 3.000 | | 3.000 |
| 0192 | 611.0630 | Inlet Covers Type HM-GJ | EACH | 3.000 | | 3.000 |
| 0194 | 611.0633 | Inlet Covers Type HM-GJ-S | EACH | 2.000 | | 2.000 |
| 0196 | 611.0642 | Inlet Covers Type MS | EACH | 1.000 | | 1.000 |

| Line | Item | Item Description | Unit | Total | 5571-00-72 Qty | 5571-00-73 Qty |
|---|---|---|---|---|---|---|
| 0198 | 611.0652 | Inlet Covers Type T | EACH | 3.000 | | 3.000 |
| 0200 | 611.1005 | Catch Basins 5-FT Diameter | EACH | 3.000 | | 3.000 |
| 0202 | 611.1006 | Catch Basins 6-FT Diameter | EACH | 1.000 | | 1.000 |
| 0204 | 611.2005 | Manholes 5-FT Diameter | EACH | 1.000 | | 1.000 |
| 0206 | 611.2055 | Manholes 5x5-FT | EACH | 1.000 | 1.000 | |
| 0208 | 611.3004 | Inlets 4-FT Diameter | EACH | 15.000 | | 15.000 |
| 0210 | 611.3902 | Inlets Median 2 Grate | EACH | 1.000 | | 1.000 |
| 0212 | 611.8110 | Adjusting Manhole Covers | EACH | 19.000 | 19.000 | |
| 0214 | 614.2300 | MGS Guardrail 3 | LF | 125.000 | 125.000 | |
| 0216 | 614.2330 | MGS Guardrail 3 K | LF | 138.000 | 138.000 | |
| 0218 | 614.2610 | MGS Guardrail Terminal EAT | EACH | 4.000 | 4.000 | |
| 0220 | 614.8010 | Anchor Post Assembly Top Mount | EACH | 14.000 | 14.000 | |
| 0222 | 616.0700.S | Fence Safety | LF | 70.000 | | 70.000 |
| 0224 | 618.0100 | Maintenance and Repair of Haul Roads (project) 01. 5571-00-72 | EACH | 1.000 | 1.000 | |
| 0226 | 619.1000 | Mobilization | EACH | 1.000 | 0.800 | 0.200 |
| 0228 | 620.0300 | Concrete Median Sloped Nose | SF | 14.000 | | 14.000 |
| 0230 | 624.0100 | Water | MGAL | 213.000 | 35.000 | 178.000 |
| 0232 | 625.0100 | Topsoil | SY | 17,453.000 | | 17,453.000 |
| 0234 | 625.0500 | Salvaged Topsoil | SY | 6,470.000 | 6,470.000 | |
| 0236 | 627.0200 | Mulching | SY | 15,881.000 | 3,920.000 | 11,961.000 |
| 0238 | 628.1504 | Silt Fence | LF | 2,036.000 | 1,920.000 | 116.000 |
| 0240 | 628.1520 | Silt Fence Maintenance | LF | 2,036.000 | 1,920.000 | 116.000 |
| 0242 | 628.1905 | Mobilizations Erosion Control | EACH | 9.000 | 4.000 | 5.000 |
| 0244 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 5.000 | 4.000 | 1.000 |
| 0246 | 628.2004 | Erosion Mat Class I Type B | SY | 5,491.000 | | 5,491.000 |
| 0248 | 628.2006 | Erosion Mat Urban Class I Type A | SY | 2,550.000 | 2,550.000 | |
| 0250 | 628.7005 | Inlet Protection Type A | EACH | 1.000 | | 1.000 |
| 0252 | 628.7015 | Inlet Protection Type C | EACH | 19.000 | | 19.000 |
| 0254 | 628.7504 | Temporary Ditch Checks | LF | 310.000 | | 310.000 |
| 0256 | 628.7555 | Culvert Pipe Checks | EACH | 27.000 | 12.000 | 15.000 |
| 0258 | 629.0210 | Fertilizer Type B | CWT | 15.000 | 4.000 | 11.000 |
| 0260 | 630.0130 | Seeding Mixture No. 30 | LB | 1,070.000 | 290.000 | 780.000 |
| 0262 | 630.0180 | Seeding Mixture No. 80 | LB | 8.000 | | 8.000 |
| 0264 | 630.0500 | Seed Water | MGAL | 123.000 | 100.000 | 23.000 |
| 0266 | 633.5200 | Markers Culvert End | EACH | 17.000 | 6.000 | 11.000 |
| 0268 | 634.0612 | Posts Wood 4x6-Inch X 12-FT | EACH | 30.000 | | 30.000 |
| 0270 | 634.0614 | Posts Wood 4x6-Inch X 14-FT | EACH | 9.000 | | 9.000 |
| 0272 | 634.0616 | Posts Wood 4x6-Inch X 16-FT | EACH | 37.000 | 28.000 | 9.000 |
| 0274 | 637.2210 | Signs Type II Reflective H | SF | 449.000 | | 449.000 |
| 0276 | 637.2230 | Signs Type II Reflective F | SF | 52.000 | | 52.000 |
| 0278 | 638.2102 | Moving Signs Type II | EACH | 28.000 | 28.000 | |
| 0280 | 638.2602 | Removing Signs Type II | EACH | 14.000 | | 14.000 |
| 0282 | 638.3000 | Removing Small Sign Supports | EACH | 42.000 | 28.000 | 14.000 |
| 0284 | 642.5001 | Field Office Type B | EACH | 1.000 | 1.000 | |
| 0286 | 643.0300 | Traffic Control Drums | DAY | 2,190.000 | 2,190.000 | |
| 0288 | 643.0420 | Traffic Control Barricades Type III | DAY | 9,400.000 | 9,400.000 | |
| 0290 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 18,500.000 | 18,500.000 | |
| 0292 | 643.0900 | Traffic Control Signs | DAY | 18,770.000 | 18,770.000 | |
| 0294 | 643.0910 | Traffic Control Covering Signs Type I | EACH | 1.000 | 1.000 | |

| Line | Item | Item Description | Unit | Total | 5571-00-72 Qty | 5571-00-73 Qty |
|---|---|---|---|---|---|---|
| 0296 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 12.000 | 12.000 | |
| 0298 | 643.1050 | Traffic Control Signs PCMS | DAY | 14.000 | 14.000 | |
| 0300 | 643.5000 | Traffic Control | EACH | 1.000 | 0.800 | 0.200 |
| 0302 | 644.1410 | Temporary Pedestrian Surface Asphalt | SF | 300.000 | 300.000 | |
| 0304 | 644.1430 | Temporary Pedestrian Surface Plate | SF | 160.000 | 160.000 | |
| 0306 | 644.1601 | Temporary Pedestrian Curb Ramp | DAY | 378.000 | 378.000 | |
| 0308 | 644.1605 | Temporary Pedestrian Detectable Warning Field | SF | 60.000 | 60.000 | |
| 0310 | 644.1900.S | Temporary Audible Message Devices | DAY | 378.000 | 378.000 | |
| 0312 | 645.0105 | Geotextile Type C | SY | 85.000 | 85.000 | |
| 0314 | 645.0120 | Geotextile Type HR | SY | 132.000 | 132.000 | |
| 0316 | 645.0130 | Geotextile Type R | SY | 75.000 | 75.000 | |
| 0318 | 646.2020 | Marking Line Epoxy 6-Inch | LF | 6,025.000 | | 6,025.000 |
| 0320 | 646.2040 | Marking Line Grooved Wet Ref Epoxy 6-Inch | LF | 224,170.000 | 221,010.000 | 3,160.000 |
| 0322 | 646.4020 | Marking Line Epoxy 10-Inch | LF | 241.000 | | 241.000 |
| 0324 | 646.5320 | Marking Railroad Crossing Epoxy | EACH | 2.000 | 2.000 | |
| 0326 | 646.6120 | Marking Stop Line Epoxy 18-Inch | LF | 60.000 | 60.000 | |
| 0328 | 646.6320 | Marking Dotted Extension Epoxy 18-Inch | LF | 69.000 | | 69.000 |
| 0330 | 646.6466 | Cold Weather Marking Epoxy 6-Inch | LF | 9,185.000 | | 9,185.000 |
| 0332 | 646.6470 | Cold Weather Marking Epoxy 10-Inch | LF | 241.000 | | 241.000 |
| 0334 | 646.7120 | Marking Diagonal Epoxy 12-Inch | LF | 311.000 | | 311.000 |
| 0336 | 646.8220 | Marking Island Nose Epoxy | EACH | 5.000 | | 5.000 |
| 0338 | 646.8320 | Marking Parking Stall Epoxy | LF | 304.000 | 304.000 | |
| 0340 | 648.0100 | Locating No-Passing Zones | MI | 13.000 | 13.000 | |
| 0342 | 650.4000 | Construction Staking Storm Sewer | EACH | 28.000 | | 28.000 |
| 0344 | 650.4500 | Construction Staking Subgrade | LF | 6,010.000 | 1,380.000 | 4,630.000 |
| 0346 | 650.5000 | Construction Staking Base | LF | 6,010.000 | 1,380.000 | 4,630.000 |
| 0348 | 650.5500 | Construction Staking Curb Gutter and Curb & Gutter | LF | 5,078.000 | 1,325.000 | 3,753.000 |
| 0350 | 650.6000 | Construction Staking Pipe Culverts | EACH | 3.000 | 3.000 | |
| 0352 | 650.8000 | Construction Staking Resurfacing Reference | LF | 67,020.000 | 67,020.000 | |
| 0354 | 650.8501 | Construction Staking Electrical Installations (project) 01. 5571-00-73 | EACH | 1.000 | | 1.000 |
| 0356 | 650.9000 | Construction Staking Curb Ramps | EACH | 31.000 | 31.000 | |
| 0358 | 650.9500 | Construction Staking Sidewalk (project) 01. 5571-00-72 | EACH | 1.000 | 1.000 | |
| 0360 | 650.9500 | Construction Staking Sidewalk (project) 02. 5571-00-73 | EACH | 1.000 | | 1.000 |
| 0362 | 650.9911 | Construction Staking Supplemental Control (project) 01. 5571-00-72 | EACH | 1.000 | 1.000 | |
| 0364 | 650.9911 | Construction Staking Supplemental Control (project) 02. 5571-00-73 | EACH | 1.000 | | 1.000 |
| 0366 | 650.9920 | Construction Staking Slope Stakes | LF | 6,010.000 | 1,380.000 | 4,630.000 |
| 0368 | 652.0225 | Conduit Rigid Nonmetallic Schedule 40 2-Inch | LF | 1,085.000 | | 1,085.000 |
| 0370 | 652.0235 | Conduit Rigid Nonmetallic Schedule 40 3-Inch | LF | 765.000 | | 765.000 |
| 0372 | 653.0164 | Pull Boxes Non-Conductive 24x42-Inch | EACH | 12.000 | | 12.000 |
| 0374 | 653.0905 | Removing Pull Boxes | EACH | 4.000 | 4.000 | |
| 0376 | 654.0105 | Concrete Bases Type 5 | EACH | 15.000 | | 15.000 |
| 0378 | 654.0230 | Concrete Control Cabinet Bases Type L30 | EACH | 1.000 | | 1.000 |
| 0380 | 655.0610 | Electrical Wire Lighting 12 AWG | LF | 9,100.000 | | 9,100.000 |
| 0382 | 655.0615 | Electrical Wire Lighting 10 AWG | LF | 2,895.000 | | 2,895.000 |
| 0384 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 01. STH 213 & CTH Q | EACH | 1.000 | | 1.000 |
| 0386 | 657.0255 | Transformer Bases Breakaway 11 1/2-Inch Bolt Circle | EACH | 15.000 | | 15.000 |
| 0388 | 657.0322 | Poles Type 5-Aluminum | EACH | 15.000 | | 15.000 |
| 0390 | 657.0610 | Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT | EACH | 15.000 | | 15.000 |
| 0392 | 659.1115 | Luminaires Utility LED A | EACH | 15.000 | | 15.000 |

| | | | | | 5571-00-72 | 5571-00-73 |
|---|---|---|---|---|---|---|
| **Line** | **Item** | **Item Description** | **Unit** | **Total** | **Qty** | **Qty** |
| 0394 | 659.2130 | Lighting Control Cabinets 120/240 30-Inch | EACH | 1.000 | | 1.000 |
| 0396 | 680.0100 | Public Land Reference Monument Verify and Reset | EACH | 7.000 | 7.000 | |
| 0398 | 690.0150 | Sawing Asphalt | LF | 756.000 | 610.000 | 146.000 |
| 0400 | 690.0250 | Sawing Concrete | LF | 535.000 | 535.000 | |
| 0402 | 715.0720 | Incentive Compressive Strength Concrete Pavement | DOL | 500.000 | | 500.000 |
| 0404 | 740.0440 | Incentive IRI Ride | DOL | 50,490.000 | 50,490.000 | |
| 0406 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 3,600.000 | 2,400.000 | 1,200.000 |
| 0408 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 3,800.000 | 3,200.000 | 600.000 |
| 0410 | SPV.0060 | Special 01. Adjusting Water Valve Box | EACH | 29.000 | 29.000 | |
| 0412 | SPV.0060 | Special 02.  Grading, Shaping, and Finishing Intersections - Curb Ramps | EACH | 30.000 | 30.000 | |
| 0414 | SPV.0060 | Special 03. Install State Supplied Solar Flashing Beacon | EACH | 4.000 | 4.000 | |
| 0416 | SPV.0060 | Special 04. Removing Existing Flashing Beacon | EACH | 4.000 | 4.000 | |
| 0418 | SPV.0060 | Special 05. Temporary Lighting System | EACH | 1.000 | | 1.000 |
| 0420 | SPV.0090 | Special 01. Transverse Joint and Crack Plunge Milling and Patching | LF | 4,400.000 | 4,400.000 | |
| 0422 | SPV.0090 | Special 02. Cold Weather Marking Epoxy 12-Inch | LF | 311.000 | | 311.000 |
| 0424 | SPV.0090 | Special 03. Cold Weather Marking Epoxy 18-Inch | LF | 69.000 | | 69.000 |
| 0426 | SPV.0090 | Special 04. Pipe Underdrain 6-Inch With Geotextile Fabric and Aggregate | LF | 924.000 | | 924.000 |

## GRUBBING

| CATEGORY | STATION | TO | STATION | LOCATION | 201.0205 GRUBBING STA |
|---|---|---|---|---|---|
| 0010 | 111+00 | - | 114+00 | | 3 |
| | 564+50 | - | 567+50 | | 3 |
| | 607+20 | - | 610+20 | | 3 |
| | 614+50 | - | 617+50 | | 3 |
| | | | | PROJECT 5571-00-72 TOTAL: | 12 * |

*additional quantities listed elsewhere

## REMOVING MISCELLANOUS

| CATEGORY | STATION | TO | STATION | LOCATION | 203.0100 REMOVING SMALL PIPE CULVERTS EACH | 204.0170 REMOVING FENCE LF | 204.9060.S.01 REMOVING (ITEM DESCRIPTION) (01. CONCRETE CULVERT PIPE 66X60-INCH) EACH | 204.9060.S.02 REMOVING (ITEM DESCRIPTION) (02.APRON ENDWALLS FOR CULVERT PIPE STEEL 60-INCH) EACH |
|---|---|---|---|---|---|---|---|---|
| 0010 | 109+49 | - | 113+51 | LT | - | 400 | - | - |
| | 564+42 | - | 567+89 | LT | - | 350 | - | - |
| | 565+77 | | | LT/RT | - | - | - | 2 |
| | 608+83 | | | LT/RT | 1 | - | - | - |
| | 615+10 | - | 617+67 | RT | - | 290 | - | - |
| | 616+15 | | | LT/RT | - | - | 1 | - |
| | | | | PROJECT 5571-00-72 TOTAL: | 1 * | 1,040 | 1 | 2 |

*additional quantities listed elsewhere

## REMOVAL - BUTT JOINTS

| CATEGORY | STATION | TO | STATION | LOCATION | 204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY | REMARKS |
|---|---|---|---|---|---|---|
| 0010 | 50+04 | - | 50+09 | LT + RT | 25 | PROJECT START - MATCH EXISTING |
| | 53+56 | - | 53+78 | LT | 15 | SPRING CREEK ROAD INTERSECTION |
| | 60+52 | - | 60+64 | RT | 5 | DRIVEWAY |
| | 65+27 | - | 65+51 | LT | 15 | DRIVEWAY |
| | 66+63 | - | 66+85 | LT | 10 | DRIVEWAY |
| | 67+79 | - | 67+95 | RT | 10 | DRIVEWAY |
| | 68+21 | - | 68+40 | LT | 10 | DRIVEWAY |
| | 69+59 | - | 69+85 | RT | 15 | DRIVEWAY |
| | 75+00 | - | 75+18 | RT | 10 | DRIVEWAY |
| | 77+68 | - | 77+84 | RT | 15 | NYE SCHOOL ROAD INTERSECTION |
| | 88+23 | - | 88+41 | RT | 10 | DRIVEWAY |
| | 100+50 | - | 100+71 | LT | 10 | DRIVEWAY |
| | 151+62 | - | 151+88 | LT | 15 | DRIVEWAY |
| | 158+25 | - | 158+56 | LT | 15 | SANDALE DRIVE INTERSECTION |
| | 197+60 | - | 197+92 | LT | 20 | CLEOPHAS DRIVE INTERSECTION |
| | 214+89 | - | 215+16 | LT | 15 | PADDOCK ROAD INTERSECTION |
| | 215+76 | - | 216+07 | RT | 15 | PADDOCK ROAD INTERSECTION |
| | 237+44 | - | 237+77 | RT | 20 | CREEDY ROAD INTERSECTION |
| | 238+60 | - | 238+88 | LT | 15 | CREEDY ROAD INTERSECTION |
| | 268+12 | - | 268+47 | RT | 20 | JOHNSON ROAD INTERSECTION |
| | 275+97 | - | 276+15 | RT | 15 | GROVE SCHOOL ROAD INTERSECTION |
| | 277+98 | - | 278+15 | LT | 15 | GROVE SCHOOL ROAD INTERSECTION |
| | 313+21 | - | 313+53 | RT | 20 | DRIVEWAY |
| | 318+14 | - | 318+33 | RT | 10 | DRIVEWAY |
| | 322+86 | - | 323+09 | RT | 10 | DRIVEWAY |
| | 325+87 | - | 326+22 | RT | 20 | DRIVEWAY |
| | 339+65 | - | 339+95 | LT | 15 | SMYTHE SCHOOL ROAD INTERSECTION |
| | 342+64 | - | 342+92 | RT | 15 | LAIRD ROAD INTERSECTION |
| | 343+06 | - | 343+33 | LT | 15 | KETTLE ROAD INTERSECTION |
| | 361+21 | - | 361+45 | RT | 15 | DRIVEWAY |
| | 363+62 | - | 363+86 | RT | 15 | DRIVEWAY |
| | 372+63 | - | 372+96 | RT | 20 | DRIVEWAY |
| | 378+47 | - | 378+86 | LT | 20 | DRIVEWAY |
| | 378+86 | - | 378+93 | LT | 5 | DRIVEWAY |
| | 381+67 | - | 381+85 | RT | 10 | DRIVEWAY |
| | 383+79 | - | 384+00 | RT | 10 | DRIVEWAY |
| | 384+67 | - | 384+93 | LT | 15 | DRIVEWAY |
| | 386+13 | - | 386+31 | RT | 10 | DRIVEWAY |
| | 402+10 | - | 402+47 | LT | 20 | COUNTY H INTERSECTION |
| | 402+81 | - | 403+20 | RT | 20 | COUNTY H INTERSECTION |
| | 443+78 | - | 444+06 | RT | 15 | DRIVEWAY |
| | 448+35 | - | 448+55 | RT | 10 | PLYMOUTH CHURCH ROAD INTERSECTION |
| | 469+50 | - | 469+72 | LT | 15 | S PINOW GROVE ROAD |
| | 474+89 | - | 475+10 | LT | 10 | DRIVEWAY |
| | 522+60 | - | 522+81 | RT | 10 | LUTHER VALLEY ROAD |
| | 522+64 | - | 522+86 | LT | 10 | S CARVER ROAD |
| | 527+13 | - | 527+36 | LT | 15 | HAFEMAN ROAD |
| | 562+77 | - | 563+10 | LT | 20 | DRIVEWAY |
| | 571+14 | - | 571+40 | LT | 15 | DRIVEWAY |
| | 571+95 | - | 572+13 | RT | 10 | DRIVEWAY |
| | 649+43 | - | 649+85 | RT | 25 | ORFORDVILLE HANOVER ROAD |
| | 651+45 | - | 651+61 | RT | 10 | DRIVEWAY |
| | 661+50 | - | 662+05 | LT | 30 | DRIVEWAY |
| | 661+64 | - | 661+80 | RT | 10 | DRIVEWAY |
| | 663+23 | - | 664+13 | LT | 50 | DRIVEWAY |
| | 666+10 | - | 666+49 | LT | 20 | CTH K |
| | 675+95 | - | 676+24 | LT | 15 | GIFFORD STREET |
| | 682+79 | - | 683+04 | RT | 20 | MAIN STREET |
| | 683+66 | - | 683+97 | LT | 20 | MAIN STREET |
| | 686+92 | - | 687+25 | LT | 20 | S WRIGHT STREET |
| | 960+46 | - | 691+75 | RT | 80 | SPRING STREET |
| | 691+51 | - | 691+78 | RT | 15 | CENTER STREET |
| | 692+27 | - | 692+65 | RT | 25 | CENTER STREET |
| | 696+28 | - | 696+55 | LT | 20 | RICHARDS STREET |
| | 696+39 | - | 696+82 | LT | 25 | BRODHEAD STREET |
| | 699+38 | - | 699+71 | RT | 20 | CLARK STREET |
| | 700+28 | - | 700+55 | LT | 15 | CHURCH STREET |
| | 709+36 | - | 709+61 | RT | 15 | MAPLE STREET |
| | 716+46 | - | 716+46 | LT + RT | 25 | STH 11 INTERSECTION - MATCH EXISTING |
| | | | | PROJECT 5571-00-72 TOTAL: | 1,170 | |

REMOVING PAVEMENT

| CATEGORY | STATION | TO | STATION | LOCATION | 204.0100 REMOVING CONCRETE PAVEMENT SY | 204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0150 REMOVING CURB & GUTTER LF | 204.0155 REMOVING CONCRETE SIDEWALK SY |
|---|---|---|---|---|---|---|---|---|
| 0010 | 608+60 | - | 609+10 | LT/RT | 120 | - | - | - |
| | 615+70 | - | 616+70 | LT/RT | 240 | - | - | - |
| | 675+55 | - | 675+88 | LT | - | - | 45 | 25 |
| | 675+70 | - | 675+95 | RT | - | - | 20 | 10 |
| | 676+23 | - | 676+51 | LT | - | - | 50 | 10 |
| | 676+29 | - | 676+57 | RT | - | - | 20 | 10 |
| | 680+36 | - | 680+52 | RT | - | - | 15 | 10 |
| | 680+91 | - | 681+08 | RT | - | - | 15 | 5 |
| | 682+54 | - | 682+79 | LT | - | - | 30 | 15 |
| | 682+88 | - | 683+34 | RT | - | - | 40 | 25 |
| | 683+36 | - | 683+58 | LT | - | - | 30 | 10 |
| | 686+80 | - | 686+97 | LT | - | - | 35 | 5 |
| | 687+49 | - | 687+67 | LT | - | - | 30 | 5 |
| | 690+48 | - | 691+47 | LT | - | - | 40 | 50 |
| | 691+67 | - | 692+34 | LT | - | - | 70 | 60 |
| | 695+42 | - | 696+36 | LT | 110 | - | 130 | 30 |
| | 695+63 | - | 695+96 | RT | 20 | - | 30 | 45 |
| | 696+55 | - | 696+91 | RT | - | - | 60 | 25 |
| | 696+78 | - | 697+07 | LT | 40 | - | 70 | 50 |
| | 699+29 | - | 699+48 | LT | - | - | 35 | 10 |
| | 699+91 | - | 700+08 | RT | - | - | 35 | 5 |
| | 700+00 | - | 700+53 | LT | - | - | 70 | 25 |
| | 700+52 | - | 700+79 | RT | - | - | 30 | 25 |
| | 708+90 | - | 709+25 | LT | - | - | 35 | 15 |
| | 708+91 | - | 709+32 | RT | - | - | 55 | 20 |
| | 709+65 | - | 709+95 | LT | - | - | 35 | 15 |
| | 709+66 | - | 709+97 | RT | - | - | 45 | 20 |
| | 716+28 | - | 716+68 | RT | - | 80 | 55 | 15 |
| | 716+68 | - | 717+16 | LT | - | 50 | 55 | 20 |
| | 717+33 | - | 717+84 | RT | - | 50 | 55 | 15 |
| | 717+79 | - | 718+28 | LT | - | 70 | 50 | 20 |
| | 719+13 | - | 719+39 | LT | - | - | 15 | 15 |
| | 719+83 | - | 720+03 | LT | - | - | 20 | 10 |
| | | | | PROJECT 5571-00-72 TOTAL: | 530 | 250 | 1,320 * | 620 |

*additional quantities listed elsewhere

3

3

SURFACE MILLING

| CATEGORY | STATION | TO | STATION | LOCATION | 204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH SF | 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY | SPV.0090.01 SPECIAL (01. TRANSVERSE JOINT CRACK PLUNGE MILLING AND PATCHING) LF | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 0010 | 50+04 | - | 115+28 | LT/RT | - | 19,220 | - | |
| | 128+52 | - | 157+70 | LT/RT | - | 7,780 | - | |
| | 157+70 | - | 275+40 | LT/RT | - | 32,760 | - | |
| | 275+40 | - | 401+80 | LT/RT | - | 36,620 | - | |
| | 401+80 | - | 526+50 | LT/RT | - | 35,070 | - | |
| | 526+50 | - | 665+90 | LT/RT | - | 37,880 | - | |
| | 665+90 | - | 716+46 | LT/RT | 111,200 | 20,010 | 4,400 | |
| | | | | TOTAL 0010 | 111,200 | 189,340 | 4,400 | |
| 0020 | 667+26 | - | 675+73 | LT | - | 560 | - | PARKING LANES |
| | 667+26 | - | 683+12 | RT | - | 1,060 | - | |
| | 676+48 | - | 682+67 | LT | - | 410 | - | |
| | 683+54 | - | 686+85 | LT | - | 220 | - | |
| | 684+19 | - | 689+88 | RT | - | 380 | - | |
| | 687+69 | - | 690+38 | LT | - | 180 | - | |
| | 692+09 | - | 695+51 | LT | - | 230 | - | |
| | 692+59 | - | 695+79 | RT | - | 210 | - | |
| | 696+81 | - | 699+90 | RT | - | 210 | - | |
| | 696+96 | - | 699+29 | LT | - | 160 | - | |
| | 700+48 | - | 708+99 | LT | - | 570 | - | |
| | 700+61 | - | 708+97 | RT | - | 560 | - | |
| | 709+81 | - | 716+46 | LT | - | 440 | - | |
| | 709+91 | - | 716+45 | RT | - | 440 | - | |
| | | | | TOTAL 0020 | 0 | 5,630 | 0 | |
| | | | | PROJECT 5571-00-72 TOTAL: | 111,200 | 194,970 | 4,400 | |

| DIVISION | FROM/TO STATION | 205.0100 EXCAVATION COMMON (1) CUT (2) | EBS EXCAVATION (3) | SALVAGED/UNUSABLE PAVEMENT MATERIAL (4) | AVAILABLE MATERIAL (5) | UNEXPANDED FILL | EXPANDED FILL (6) FACTOR 1.25 | MASS ORDINATE +/- (7) | WASTE | 208.0100 BORROW | COMMENT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| DIVISION 1 | | | | | | | | | | | |
| 109-115 | 109+50.00/115+28.14 | 100 | 0 | 0 | 100 | 642 | 803 | -706 | | 710 | |
| 564-567 | 564+60.00/567+29.97 | 160 | 0 | 0 | 160 | 918 | 1,148 | -986 | | 990 | |
| 607-610 | 607+30.00/610+29.00 | 240 | 0 | 15 | 225 | 168 | 210 | 15 | | 0 | |
| 614-617 | 614+50.00/617+20.00 | 400 | 0 | 32 | 368 | 1,100 | 1,375 | -1,011 | | 1,010 | |
| DIVISION 1 SUBTOTAL | | 900 | 0 | 47 | 853 | 2,828 | 3,535 | -2,687 | 0 | 2,710 | |
| 5571-00-72 GRAND TOTAL | | 900 | 0 | 47 | 853 | 2,828 | 3,535 | -2,687 | 0 | 2,710 | |
| TOTAL COMMON EXC | | 900 | | | | | | | | | |

* additional quantities listed elsewhere *

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

DEPENDING ON SELECTIONS **EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR**

(7) 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.

## PREPARE FOUNDATION FOR ASPHALTIC PAVING

| CATEGORY | STATION | TO | STATION | LOCATION | 211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (01. 5571-00-72) EACH |
|---|---|---|---|---|---|
| 0010 | 50+04 | - | 716+42 | | 1 |
| | | | | PROJECT 5571-00-72 TOTAL: | 1 |

## PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

| CATEGORY | STATION | TO | STATION | LOCATION | 211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA |
|---|---|---|---|---|---|
| 0040 | 51+04 | - | 76+35 | RT | 51 |
| | 51+12 | - | 52+40 | LT | 3 |
| | 54+12 | - | 110+78 | LT | 114 |
| | 78+30 | - | 110+19 | RT | 64 |
| | 128+52 | - | 157+84 | LT | 59 |
| | 128+52 | - | 215+40 | RT | 174 |
| | 158+81 | - | 197+12 | LT | 77 |
| | 197+83 | - | 215+02 | LT | 35 |
| | 215+54 | - | 238+15 | LT | 46 |
| | 216+03 | - | 237+44 | RT | 43 |
| | 238+15 | - | 267+36 | RT | 59 |
| | 238+83 | - | 276+71 | LT | 76 |
| | 268+60 | - | 275+68 | RT | 15 |
| | 277+53 | - | 341+91 | RT | 129 |
| | 278+59 | - | 338+90 | LT | 121 |
| | 343+40 | - | 402+40 | RT | 118 |
| | 344+13 | - | 401+88 | LT | 116 |
| | 402+81 | - | 469+26 | LT | 133 |
| | 403+42 | - | 445+79 | RT | 85 |
| | 450+60 | - | 522+45 | RT | 144 |
| | 469+89 | - | 522+35 | LT | 105 |
| | 523+05 | - | 649+18 | RT | 253 |
| | 523+09 | - | 526+05 | LT | 6 |
| | 527+83 | - | 666+11 | LT | 277 |
| | 650+38 | - | 666+13 | RT | 32 |
| | | | | PROJECT 5571-00-72 TOTAL: | 2,335 |

## BASE AGGREGEGATE DENSE 3/4-INCH

| CATEGORY | STATION | TO | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON |
|---|---|---|---|---|---|
| 0010 | 51+04 | - | 76+35 | RT | 440 |
| | 51+12 | - | 52+40 | LT | 20 |
| | 54+12 | - | 110+29 | LT | 970 |
| | 78+30 | - | 109+81 | RT | 540 |
| | 109+81 | - | 115+28 | RT | 740 |
| | 110+29 | - | 115+28 | LT | 740 |
| | 128+52 | - | 157+84 | LT | 510 |
| | 128+52 | - | 215+40 | RT | 1,500 |
| | 158+81 | - | 197+12 | LT | 660 |
| | 197+83 | - | 215+02 | LT | 300 |
| | 215+54 | - | 238+15 | LT | 390 |
| | 216+03 | - | 237+44 | RT | 370 |
| | 238+15 | - | 267+36 | RT | 500 |
| | 238+83 | - | 276+71 | LT | 650 |
| | 268+60 | - | 275+68 | RT | 120 |
| | 277+53 | - | 341+91 | RT | 1,110 |
| | 278+59 | - | 338+90 | LT | 1,040 |
| | 343+40 | - | 402+40 | RT | 1,020 |
| | 344+13 | - | 401+88 | LT | 1,000 |
| | 402+81 | - | 469+26 | LT | 1,150 |
| | 403+42 | - | 445+79 | RT | 730 |
| | 450+60 | - | 522+45 | RT | 1,240 |
| | 469+89 | - | 522+35 | LT | 910 |
| | 523+05 | - | 649+18 | RT | 2,180 |
| | 523+09 | - | 526+05 | LT | 50 |
| | 527+83 | - | 666+11 | LT | 2,390 |
| | 650+38 | - | 666+13 | RT | 270 |
| | | | | PROJECT 5571-00-72 TOTAL: | 21,540 * |

*additional quantities listed elsewhere

## BASE COURSE

| CATEGORY | STATION | TO | STATION | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 312.0110 SELECT CRUSHED MATERIAL TON | 624.0100 WATER MGAL | REMARKS |
|---|---|---|---|---|---|---|---|
| 0010 | 82+80 | - | 90+80 | 150 | - | - | |
| | 107+21 | - | 115+28 | 150 | - | - | |
| | 109+63 | - | 114+91 | 370 | - | 10 | SHOULDER WIDENING & DRIVEWAY |
| | 222+50 | - | 236+00 | 250 | - | - | |
| | 242+30 | - | 256+30 | 260 | - | - | |
| | 270+40 | - | 297+40 | 500 | - | - | |
| | 334+15 | - | 346+80 | 230 | - | - | |
| | 478+60 | - | 483+60 | 90 | - | - | |
| | 520+20 | - | 539+20 | 350 | - | - | |
| | 564+80 | - | 567+30 | 230 | - | 5 | |
| | 608+60 | - | 609+10 | 420 | 160 | 10 | |
| | 615+70 | - | 616+70 | 300 | 350 | 10 | |
| | 684+00 | - | 684+35 | 10 | - | - | TEMPORARY SIDEWALK |
| PROJECT 5571-00-72 TOTAL: | | | | 3,010 * | 510 * | 35 * | |

*additional quantities listed elsewhere

## ASPHALTIC SURFACE

| CATEGORY | STATION | TO | STATION | LOCATION | 465.0105 ASPHALTIC SURFACE TON | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | REMARKS |
|---|---|---|---|---|---|---|---|
| 0010 | 60+48 | - | 60+66 | RT | - | 2 | |
| | 65+23 | - | 65+51 | LT | - | 3 | |
| | 66+57 | - | 66+87 | LT | - | 3 | |
| | 67+74 | - | 67+98 | RT | - | 2 | |
| | 68+17 | - | 68+42 | LT | - | 3 | |
| | 69+56 | - | 69+87 | RT | - | 4 | |
| | 74+96 | - | 75+20 | RT | - | 2 | |
| | 88+19 | - | 88+45 | RT | - | 3 | |
| | 100+49 | - | 100+73 | LT | - | 3 | |
| | 113+49 | - | 113+79 | LT | - | 14 | |
| | 151+60 | - | 151+91 | LT | - | 4 | |
| | 313+18 | - | 313+56 | RT | - | 4 | |
| | 318+12 | - | 318+36 | RT | - | 3 | |
| | 322+72 | - | 323+21 | RT | - | 4 | |
| | 325+77 | - | 326+28 | RT | - | 6 | |
| | 361+14 | - | 361+49 | RT | - | 4 | |
| | 363+59 | - | 363+96 | RT | - | 4 | |
| | 372+58 | - | 372+98 | RT | - | 4 | |
| | 378+39 | - | 378+93 | LT | - | 6 | |
| | 381+62 | - | 381+87 | RT | - | 3 | |
| | 383+75 | - | 384+03 | RT | - | 3 | |
| | 384+62 | - | 384+98 | LT | - | 4 | |
| | 386+10 | - | 386+34 | RT | - | 3 | |
| | 443+72 | - | 444+12 | RT | - | 4 | |
| | 474+68 | - | 475+21 | LT | - | 5 | |
| | 562+47 | - | 563+15 | LT | - | 7 | |
| | 571+05 | - | 571+49 | LT | - | 4 | |
| | 571+94 | - | 572+16 | LT | - | 2 | |
| | 651+40 | - | 651+67 | RT | - | 3 | |
| | 661+46 | - | 662+11 | RT | - | 7 | |
| | 661+58 | - | 661+84 | LT | - | 2 | |
| | 663+14 | - | 664+19 | RT | - | 12 | |
| | 684+00 | - | 684+35 | RT | 7 | - | |
| | 691+14 | - | 691+35 | LT | 2 | - | TEMPORARY SIDEWALK - MAIN ST |
| | 691+78 | - | 691+90 | LT | 3 | - | |
| PROJECT 5571-00-72 TOTAL: | | | | | 12 | 137 * | |

*additional quantities listed elsewhere

HMA PAVEMENT

| CATEGORY | STATION | TO | STATION | LOCATION | 455.0605 TACK COAT GAL | 460.5223 HMA PAVEMENT 3 LT 58-28 S TON | 460.5224 HMA PAVEMENT 4 LT 58-28 S TON | 460.6424 HMA PAVEMENT 4 MT 58-28 H TON | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 0010 | 50+04 | - | 115+28 | LT/RT | 960 | 2,420 | 1,880 | - | RURAL 213 MAINLINE |
| | 128+52 | - | 157+70 | LT/RT | 390 | 980 | 760 | - | |
| | 157+70 | - | 275+40 | LT/RT | 1,640 | 4,130 | 3,210 | - | |
| | 275+40 | - | 401+80 | LT/RT | 1,830 | 4,610 | 3,590 | - | |
| | 401+80 | - | 526+50 | LT/RT | 1,750 | 4,420 | 3,440 | - | |
| | 526+50 | - | 666+70 | LT/RT | 1,920 | 4,850 | 3,770 | - | |
| | 666+70 | - | 716+46 | LT/RT | 1,280 | - | - | 3,900 | URBAN 213/ORFORDVILLE |
| | 716+46 | - | 718+00 | LT/RT | 40 | - | - | 80 | STH 11 INTERSECTION - CURB RAMP INSTALL |
| | | | | TOTAL 0010 | 9,810 | 21,410 | 16,650 | 3,980 | |
| 0020 | 666+70 | - | 675+73 | LT | 50 | - | - | 120 | PARKING LANES |
| | 666+70 | - | 683+12 | RT | 30 | - | - | 220 | |
| | 676+48 | - | 682+67 | LT | 20 | - | - | 80 | |
| | 683+54 | - | 686+85 | LT | 10 | - | - | 40 | |
| | 684+19 | - | 689+88 | RT | 20 | - | - | 80 | |
| | 687+69 | - | 690+38 | LT | 10 | - | - | 40 | |
| | 692+09 | - | 695+51 | LT | 10 | - | - | 40 | |
| | 692+59 | - | 695+79 | RT | 10 | - | - | 40 | |
| | 696+81 | - | 699+90 | RT | 10 | - | - | 40 | |
| | 696+96 | - | 699+29 | LT | 10 | - | - | 40 | |
| | 700+48 | - | 708+99 | LT | 30 | - | - | 120 | |
| | 700+61 | - | 708+97 | RT | 30 | - | - | 100 | |
| | 709+81 | - | 716+46 | LT | 20 | - | - | 80 | |
| | 709+91 | - | 716+45 | RT | 20 | - | - | 80 | |
| | | | | TOTAL 0020 | 230 | 0 | 0 | 1,120 | |
| 0040 | 51+04 | - | 76+35 | RT | 40 | 110 | 80 | - | RURAL 213 SHOULDERS |
| | 51+12 | - | 52+40 | LT | 5 | 5 | 5 | - | |
| | 54+12 | - | 110+78 | LT | 90 | 240 | 180 | - | |
| | 78+30 | - | 110+19 | RT | 50 | 130 | 100 | - | |
| | 128+52 | - | 157+84 | LT | 50 | 120 | 100 | - | |
| | 128+52 | - | 157+70 | RT | 50 | 120 | 100 | - | |
| | 157+70 | - | 215+40 | RT | 100 | 240 | 190 | - | |
| | 158+81 | - | 197+12 | LT | 60 | 160 | 120 | - | |
| | 197+83 | - | 215+02 | LT | 30 | 70 | 60 | - | |
| | 215+54 | - | 238+15 | LT | 40 | 90 | 70 | - | |
| | 216+03 | - | 237+44 | RT | 40 | 90 | 70 | - | |
| | 238+15 | - | 267+36 | RT | 50 | 120 | 90 | - | |
| | 238+83 | - | 275+40 | LT | 60 | 150 | 120 | - | |
| | 268+60 | - | 275+68 | RT | 10 | 30 | 20 | - | |
| | 275+40 | - | 276+71 | LT | 5 | 10 | 5 | - | |
| | 277+53 | - | 341+91 | RT | 110 | 270 | 210 | - | |
| | 278+59 | - | 338+90 | LT | 100 | 250 | 200 | - | |
| | 343+40 | - | 401+80 | RT | 100 | 240 | 190 | - | |
| | 344+13 | - | 401+88 | LT | 100 | 240 | 190 | - | |
| | 401+80 | - | 402+40 | RT | 5 | 5 | 5 | - | |
| | 402+81 | - | 469+26 | LT | 110 | 280 | 220 | - | |
| | 403+42 | - | 445+79 | RT | 70 | 180 | 140 | - | |
| | 450+60 | - | 522+45 | RT | 120 | 300 | 230 | - | |
| | 469+89 | - | 522+35 | LT | 90 | 220 | 170 | - | |
| | 523+05 | - | 526+50 | RT | 10 | 10 | 10 | - | |
| | 523+09 | - | 526+05 | LT | 5 | 10 | 10 | - | |
| | 526+50 | - | 649+18 | RT | 200 | 510 | 400 | - | |
| | 527+83 | - | 666+11 | LT | 230 | 580 | 450 | - | |
| | 650+38 | - | 666+13 | RT | 30 | 70 | 50 | - | |
| | | | | TOTAL 0040 | 1,960 | 4,850 | 3,785 | 0 | |
| | | | | PROJECT 5571-00-72 TOTAL: | 12,000 * | 26,260 | 20,435 | 5,100 * | |

*additional quantities listed elsewhere

3

| Quality Management Acceptance Program to be used for: | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Location | Sta - Sta2 | Mixture Use | Bid Item | Thickness (Inch) | Underlying Surface | Tons | Mixture Acceptance | Density Acceptance |
| Driving Lane | 50+00 - 115+28 | Upper Layer | 4 LT 58-28 S | 1.75 | 3 MT 58-28 S | 1700 | PWL Incentive Air Voids HMA Pavement 460.2010 | Incentive Density PWL HMA Pavement 460.2005 |
| Driving Lane | 50+00 - 115+28 | Lower Layer | 3 LT 58-28 S | 2.25 | Base Aggregate | 2200 | PWL Incentive Air Voids HMA Pavement 460.2010 | Incentive Density PWL HMA Pavement 460.2005 |
| Driving Lane | 128+52 - 666+70 | Upper Layer | 4 LT 58-28 S | 1.75 | 3 MT 58-28 S | 14070 | PWL Incentive Air Voids HMA Pavement 460.2010 | Incentive Density PWL HMA Pavement 460.2005 |
| Driving Lane | 128+52 - 666+70 | Lower Layer | 3 LT 58-28 S | 2.25 | Base Aggregate | 18090 | PWL Incentive Air Voids HMA Pavement 460.2010 | Incentive Density PWL HMA Pavement 460.2005 |
| Driving Lane | 666+70 - 716+46 | Upper Layer | 4 MT 58-28 H | 1.75 | 4 MT 58-28 H | 1190 | QMP (SS 460.2.8) | Incentive Density HMA Pavement 460.2000 |
| Driving Lane | 666+70 - 716+46 | Lower Layer | 4 MT 58-28 H | 1.75 | Concrete | 1190 | QMP (SS 460.2.8) | Incentive Density HMA Pavement 460.2000 |
| 3-FT Shoulder | 50+00 - 115+28 | Upper Layer | 4 LT 58-28 S | 1.75 | 3 MT 58-28 S | 545 | PWL Incentive Air Voids HMA Pavement 460.2010 | Department Acceptance (SS 460.3.3.2) *Not eligible for incentive |
| 3-FT Shoulder | 50+00 - 115+28 | Lower Layer | 3 LT 58-28 S | 2.25 | Base Aggregate | 700 | PWL Incentive Air Voids HMA Pavement 460.2010 | Department Acceptance (SS 460.3.3.2) *Not eligible for incentive |
| 3-FT Shoulder | 128+52 - 666+70 | Upper Layer | 4 LT 58-28 S | 1.75 | 3 MT 58-28 S | 4120 | PWL Incentive Air Voids HMA Pavement 460.2010 | Department Acceptance (SS 460.3.3.2) *Not eligible for incentive |
| 3-FT Shoulder | 128+52 - 666+70 | Lower Layer | 3 LT 58-28 S | 2.25 | Base Aggregate | 5270 | PWL Incentive Air Voids HMA Pavement 460.2010 | Department Acceptance (SS 460.3.3.2) *Not eligible for incentive |
| Parking Lane/ Intersections | 666+70 - 716+46 | Upper Layer | 4 MT 58-28 H | 1.75 | 4 MT 58-28 S | 1150 | QMP (SS 460.2.8) | Incentive Density HMA Pavement 460.2000 |
| Parking Lane/ Intersections | 666+70 - 716+46 | Lower Layer | 4 MT 58-28 H | 1.75 | Concrete | 1150 | QMP (SS 460.2.8) | Incentive Density HMA Pavement 460.2000 |

## RUMBLE STRIPS

| CATEGORY | STATION | TO | STATION | LOCATION | 465.0540 ASPHALTIC RUMBLE STRIPS, EDGE LINE LF | 465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF |
|---|---|---|---|---|---|---|
| 0010 | 55+04 | - | 115+28 | | - | 5,620 |
| | 128+52 | - | 157+70 | | - | 2,770 |
| | 160+26 | - | 274+90 | | - | 9,860 |
| | 279+43 | - | 400+65 | | - | 11,540 |
| | 404+65 | - | 520+73 | | - | 11,210 |
| | 526+50 | - | 709+70 | | | 12,910 |
| | | | | TOTAL 0010 | 0 | 53,910 |
| 0040 | 50+04 | - | 115+28 | | 11,370 | |
| | 115+28 | - | 157+70 | | 5,220 | |
| | 157+70 | - | 275+40 | | 21,890 | |
| | 275+40 | - | 401+80 | | 22,180 | |
| | 401+80 | - | 526+50 | | 21,880 | |
| | 526+50 | - | 709+70 | | 25,870 | |
| | | | | TOTAL 0040 | 108,410 | 0 |
| | | | | PROJECT 5571-00-72 TOTAL: | 108,410 | 53,910 |

## CULVERTS

| CATEGORY | STATION | 520.8000 CONCRETE COLLARS FOR PIPE EACH | 520.8700 CLEANING CULVERT PIPES EACH | 521.1060 APRON ENDWALLS FOR CULVERT PIPE STEEL 60-INCH EACH | 521.1708 APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS STEEL 35X24-INCH 4 TO 1 EACH | 521.1835 APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS STEEL 35X24-INCH 10 TO 1 EACH | 521.3160 CULVERT PIPE CORRUGATED STEEL 60-INCH LF | 521.5735 PIPE ARCH POLYMER COATED CORRUGATED STEEL 35X24-INCH LF | 522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF | 522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH | 522.2429 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29X45-INCH LF | 522.2629 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH EACH | 611.0555 MANHOLE COVERS TYPE Q EACH | 611.2055 MANHOLES 5X5-FT EACH | 633.5200 MARKERS CULVERT END EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 113+65 | - | - | - | 1 | 1 | - | 26 | - | - | - | - | - | - | - | |
| | 337+40 | - | 3 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 403+80 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 565+76 | 2 | - | 2 | - | - | 23 | - | - | - | - | - | - | - | 2 | PIPE EXTENTIONS |
| | 578+20 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | |
| | 608+83 | - | - | - | - | - | - | - | - | - | 60 | 2 | - | - | 2 | |
| | 616+15 | - | - | - | - | - | - | - | 86 | 2 | - | - | 1 | 1 | 2 | |
| | 645+40 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | |
| PROJECT 5571-00-72 TOTAL: | | 2 | 6 | 2 | 1 | 1 | 23 | 26 | 86 | 2 | 60 * | 2 * | 1 | 1 | 6 * | |

*additional quantities listed elsewhere

C&G AND SIDEWALK

| CATEGORY | STATION | TO | STATION | LOCATION | INTERSECTION | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF | 601.0600 CONCRETE CURB PEDESTRIAN LF | 602.0405 CONCRETE SIDEWALK 4-INCH SF | 602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF | 602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF | 602.0810 CONCRETE DRIVEWAY 6-INCH SY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 675+68 | - | 675+92 | LT | GRIFFORD ST. SE QUADRANT | 20 | 45 | 8 | 220 | 20 | - | - |
| | 675+70 | - | 675+95 | RT | GRIFFORD ST. NE SIDE OF ROAD | 10 | 20 | 5 | 140 | 10 | - | - |
| | 676+23 | - | 676+51 | RT | GRIFFORD ST. NE SIDE OF ROAD | 10 | 20 | 4 | 150 | 10 | - | - |
| | 676+27 | - | 676+57 | LT | GRIFFORD ST. SW QUADRANT | 20 | 50 | 4 | 290 | 20 | - | - |
| | 680+36 | - | 680+52 | RT | MOEN ST. NE QUANDRANT | 10 | 15 | - | 70 | 10 | - | - |
| | 680+91 | - | 681+08 | RT | MOEN ST. NW QUANDRANT | 10 | 15 | - | 70 | 10 | - | - |
| | 682+54 | - | 682+79 | LT | MAIN ST. SE QUADRANT | 10 | 30 | 3 | 140 | 20 | - | - |
| | 682+88 | - | 683+34 | RT | MAIN ST. NE QUADRANT | 20 | 40 | - | 270 | 10 | - | - |
| | 683+36 | - | 683+58 | LT | MAIN ST. SW QUADRANT | 10 | 30 | - | 100 | 10 | - | - |
| | 686+80 | - | 686+97 | LT | WRIGHT ST. SE QUADRANT | 10 | 35 | - | 70 | 10 | - | - |
| | 687+49 | - | 687+67 | LT | WRIGHT ST. SW QUADRANT | 10 | 30 | - | 70 | 10 | - | - |
| | 690+48 | - | 691+47 | LT | CENTER ST. SE QUADRANT | 50 | 40 | - | 620 | 30 | - | - |
| | 691+67 | - | 692+37 | LT | CENTER ST. SE QUADRANT | 40 | 70 | - | 520 | 30 | - | - |
| | 695+48 | - | 696+47 | LT | BRODHEAD ST. SE QUADRANT | 40 | 130 | - | 570 | 10 | - | 80 |
| | 695+69 | - | 696+01 | RT | RICHARDS ST. NE QUADRANT | 20 | 30 | 7 | 270 | 10 | - | 20 |
| | 696+55 | - | 696+91 | RT | RICHARDS ST. NW QUADRANT | 20 | 60 | 35 | 300 | 20 | - | - |
| | 696+78 | - | 697+07 | LT | BRODHEAD ST. SW QUADRANT | 20 | 70 | 6 | 300 | 20 | - | 40 |
| | 699+29 | - | 699+48 | LT | CLARK ST. SE QUADRANT | 10 | 35 | - | 90 | 10 | - | - |
| | 699+91 | - | 700+08 | RT | CHURCH ST. NE QUADRANT | 10 | 35 | - | 70 | 10 | - | - |
| | 700+00 | - | 700+53 | LT | CLARK ST. SW QUADRANT | 20 | 70 | - | 280 | 20 | - | - |
| | 700+52 | - | 700+79 | RT | CHURCH ST. NW QUADRANT | 20 | 30 | 5 | 250 | 20 | - | - |
| | 708+90 | - | 709+25 | LT | MAPLE ST. SE QUADRANT | 20 | 35 | - | 220 | 20 | - | - |
| | 708+91 | - | 709+32 | RT | MAPLE ST. NE QUADRANT | 20 | 55 | - | 220 | 20 | - | - |
| | 709+65 | - | 709+95 | RT | MAPLE ST. NW QUADRANT | 20 | 35 | - | 240 | 20 | - | - |
| | 709+66 | - | 709+97 | LT | MAPLE ST. SW QUADRANT | 10 | 45 | - | 170 | 20 | - | - |
| | 716+28 | - | 716+68 | RT | STH 11 NE QUADRANT | 20 | 55 | - | 230 | 20 | - | - |
| | 716+68 | - | 717+16 | LT | STH 11 SE QUADRANT | 20 | 55 | - | 290 | 20 | - | - |
| | 717+33 | - | 717+84 | RT | STH 11 NW QUADRANT | 20 | 60 | - | 310 | 20 | - | - |
| | 717+79 | - | 718+28 | LT | STH 11 SW QUADRANT | 20 | 50 | - | 320 | 20 | - | - |
| | 719+13 | - | 719+42 | LT | HILL ST. SE QUADRANT | 20 | 15 | 14 | 210 | - | 15 | - |
| | 719+84 | - | 720+08 | LT | HILL ST. SE QUADRANT | 10 | 20 | 16 | 110 | 10 | - | - |
| | PROJECT 5571-00-72 TOTAL: | | | | | 570 * | 1,325 * | 107 | 7,180 | 490 | 15 | 140 |

*additional quantities listed elsewhere

ADJUSTING UTILITIES

| CATEGORY | STATION | OFFSET (FT) | LOCATION | 611.0430 RECONSTRUCTING INLETS EACH | 611.8110 ADJUSTING MANHOLE COVERS EACH | SPV.0060.01 SPECIAL (01. ADJUSTING WATER VALVE BOX) EACH |
|---|---|---|---|---|---|---|
| 0010 | 675+65 | 17 | LT | - | 1 | - |
| | 676+50 | 16 | LT | - | 1 | - |
| | 682+65 | 18 | LT | - | 1 | - |
| | 683+34 | 14 | LT | - | 1 | - |
| | 691+38 | 21 | LT | 1 | - | - |
| | 696+43 | 34 | LT | - | 1 | - |
| | | | TOTAL 0010 | 1 | 5 | 0 |
| 0030 | 671+82 | 16 | RT | | - | 1 |
| | 671+94 | 8 | RT | - | - | 1 |
| | 672+09 | 13 | LT | - | 1 | - |
| | 676+09 | 14 | LT | - | 1 | - |
| | 676+16 | 9 | RT | - | - | 1 |
| | 676+66 | 16 | RT | - | - | 1 |
| | 676+69 | 19 | RT | - | - | 1 |
| | 681+00 | 17 | RT | - | - | 1 |
| | 683+30 | 17 | RT | - | - | 1 |
| | 683+37 | 5 | RT | - | - | 1 |
| | 683+58 | 32 | RT | - | - | 1 |
| | 684+17 | 18 | RT | - | - | 1 |
| | 684+20 | 15 | RT | - | - | 1 |
| | 686+45 | 16 | LT | - | 1 | - |
| | 687+10 | 46 | LT | - | 1 | - |
| | 687+26 | 53 | LT | - | - | 1 |
| | 687+28 | 57 | LT | - | - | 1 |
| | 691+67 | 22 | LT | - | - | 1 |
| | 691+72 | 23 | RT | - | - | 1 |
| | 691+77 | 23 | LT | - | 1 | - |
| | 691+77 | 45 | LT | - | - | 1 |
| | 691+99 | 25 | RT | - | - | 1 |
| | 692+08 | 13 | LT | - | - | 1 |
| | 695+87 | 15 | LT | - | - | 1 |
| | 695+96 | 21 | RT | - | - | 1 |
| | 696+04 | 32 | LT | - | - | 1 |
| | 696+10 | 22 | RT | - | 1 | - |
| | 696+10 | 33 | RT | - | - | 1 |
| | 696+12 | 24 | RT | - | 1 | - |
| | 696+64 | 21 | RT | - | 1 | - |
| | 696+74 | 68 | LT | - | 1 | - |
| | 696+76 | 13 | LT | - | - | 1 |
| | 696+77 | 18 | RT | - | - | 1 |
| | 696+81 | 20 | RT | - | - | 1 |
| | 699+43 | 20 | RT | - | 1 | - |
| | 699+67 | 32 | LT | - | - | 1 |
| | 700+30 | 24 | LT | - | 1 | - |
| | 701+39 | 14 | RT | - | - | 1 |
| | 709+22 | 13 | RT | - | - | 1 |
| | 709+49 | 15 | LT | - | 1 | - |
| | 709+75 | 13 | RT | - | - | 1 |
| | 717+75 | 25 | LT | - | 1 | - |
| | 983+11 | 13 | LT | - | 1 | - |
| | | - | | | | |
| | | | TOTAL 0030 | 0 | 14 | 29 |
| | | | PROJECT 5571-00-72 TOTAL: | 1 | 19 | 29 |

3

GUARDRAIL

| CATEGORY | STATION | TO | STATION | LOCATION | 204.0165 REMOVING GUARDRAIL LF | 614.2300 MGS GUARDRAIL 3 LF | 614.2330 MGS GUARDRAIL 3 K LF | 614.2610 MGS GUARDRAIL TERMINAL EAT EACH | 614.8010 ANCHOR POST ASSEMBLY TOP MOUNT EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 110+94 | - | 113+62 | RT | 142 | 100 | 75 | 2 | 7 | BRIDGE B-53-0140 |
| | 111+53 | - | 113+34 | LT | 134 | 25 | 63 | 2 | 7 | BRIDGE B-53-0140 |
| | 565+07 | - | 566+42 | LT | 135 | - | - | - | - | |
| | 565+18 | - | 566+41 | RT | 123 | - | - | - | - | |
| | 615+49 | - | 616+85 | LT | 136 | - | - | - | - | |
| | 615+50 | - | 616+85 | RT | 136 | - | - | - | - | |
| PROJECT 5571-00-72 TOTAL: | | | | | 806 | 125 | 138 | 4 | 14 | |

EROSION CONTROL AND LANDSCAPING

| CATEGORY | STATION | TO | STATION | LOCATION | 606.0200 RIPRAP MEDIUM CY | 625.0500 SALVAGED TOPSOIL SY | 627.0200 MULCHING SY | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.2006 EROSION MAT URBAN CLASS I TYPE A SY | 628.7555 CULVERT PIPE CHECKS EACH | 629.0210 FERTILIZER TYPE B CWT | 630.0130 SEEDING MIXTURE NO. 30 LB | 630.0500 SEED WATER MGAL | 645.0130 GEOTEXTILE TYPE R SY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 109+64 | - | 114+91 | LT | - | 1,070 | - | 310 | 310 | 1,070 | - | 0.7 | 50 | 20 | - |
| | 109+64 | - | 114+91 | RT | - | 890 | - | 220 | 220 | 890 | - | 0.6 | 40 | 10 | - |
| | 564+30 | - | 567+30 | LT | - | 890 | 890 | 70 | 70 | - | 4 | 0.6 | 40 | 10 | - |
| | 564+30 | - | 567+30 | RT | 30 | 1,020 | 1,020 | 350 | 350 | - | - | 0.6 | 45 | 20 | 45 |
| | 607+30 | - | 610+29 | LT | - | 770 | 770 | - | - | - | 4 | 0.5 | 35 | 10 | - |
| | 607+30 | - | 610+30 | RT | 10 | 410 | 410 | 350 | 350 | - | - | 0.3 | 20 | 10 | 15 |
| | 614+50 | - | 617+50 | LT | - | 590 | - | 280 | 280 | 590 | 4 | 0.4 | 25 | 10 | - |
| | 614+50 | - | 617+50 | RT | 10 | 830 | 830 | 340 | 340 | - | - | 0.5 | 35 | 10 | 15 |
| PROJECT 5571-00-72 TOTAL: | | | | | 50 * | 6,470 | 3,920 * | 1,920 * | 1,920 * | 2,550 | 12 | 4 * | 290 * | 100 * | 75 |

*additional quantities listed elsewhere

3

## CURB RAMP RESTORATION

| CATEGORY | STATION | | TO STATION | LOCATION | INTERSECTION | SPV.0060.02 SPECIAL (02. GRADING, SHAPING, & FINISHING INTERSECTIONS - CURB RAMPS) EACH | QUANTITIES FOR INFORMATIONALS PURPOSES ONLY: COMMON EXCAVATION CY | TOPSOIL SY | MULCHING SY | FERTILIZER TYPE B CWT | SEEDING MIXTURE NO. 30 LB | SEED WATER MGAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 675+68 | - | 675+92 | LT | GRIFFORD ST. SE QUADRANT | 1 | 15 | 25 | 25 | 0.02 | 1.1 | 1.1 |
| | 675+70 | - | 675+95 | RT | GRIFFORD ST. NE SIDE OF ROAD | 1 | 10 | 10 | 10 | 0.01 | 0.5 | 0.4 |
| | 676+23 | - | 676+51 | RT | GRIFFORD ST. NE SIDE OF ROAD | 1 | 10 | 15 | 15 | 0.01 | 0.7 | 0.7 |
| | 676+27 | - | 676+57 | LT | GRIFFORD ST. SW QUADRANT | 1 | 20 | 20 | 20 | 0.01 | 0.9 | 0.9 |
| | 680+36 | - | 680+52 | RT | MOEN ST. NE QUANDRANT | 1 | 5 | 5 | 5 | 0.00 | 0.2 | 0.2 |
| | 680+91 | - | 681+08 | RT | MOEN ST. NW QUANDRANT | 1 | 5 | 10 | 10 | 0.01 | 0.5 | 0.4 |
| | 682+54 | - | 682+79 | LT | MAIN ST. SE QUADRANT | 1 | 10 | 5 | 5 | 0.00 | 0.2 | 0.2 |
| | 682+88 | - | 683+34 | RT | MAIN ST. NE QUADRANT | 1 | 20 | 10 | 10 | 0.01 | 0.5 | 0.4 |
| | 683+36 | - | 683+58 | LT | MAIN ST. SW QUADRANT | 1 | 10 | 5 | 5 | 0.00 | 0.2 | 0.2 |
| | 686+80 | - | 686+97 | LT | WRIGHT ST. SE QUADRANT | 1 | 5 | 20 | 20 | 0.01 | 0.9 | 0.9 |
| | 687+49 | - | 687+67 | LT | WRIGHT ST. SW QUADRANT | 1 | 5 | 15 | 15 | 0.01 | 0.7 | 0.7 |
| | 690+48 | - | 691+47 | LT | CENTER ST. SE QUADRANT | 1 | 50 | 130 | 130 | 0.08 | 5.9 | 5.8 |
| | 691+67 | - | 692+37 | LT | CENTER ST. SE QUADRANT | 1 | 40 | 50 | 50 | 0.03 | 2.3 | 2.2 |
| | 695+48 | - | 696+47 | LT | BRODHEAD ST. SE QUADRANT | 1 | 95 | 50 | 50 | 0.03 | 2.3 | 2.2 |
| | 696+55 | - | 696+91 | RT | RICHARDS ST. NW QUADRANT | 1 | 25 | 10 | 10 | 0.01 | 0.5 | 0.4 |
| | 696+78 | - | 697+07 | LT | BRODHEAD ST. SW QUADRANT | 1 | 50 | 20 | 20 | 0.01 | 0.9 | 0.9 |
| | 699+29 | - | 699+48 | LT | CLARK ST. SE QUADRANT | 1 | 5 | 20 | 20 | 0.01 | 0.9 | 0.9 |
| | 699+91 | - | 700+08 | RT | CHURCH ST. NE QUADRANT | 1 | 5 | 5 | 5 | 0.00 | 0.2 | 0.2 |
| | 700+00 | - | 700+53 | LT | CLARK ST. SW QUADRANT | 1 | 20 | 10 | 10 | 0.01 | 0.5 | 0.4 |
| | 700+52 | - | 700+79 | RT | CHURCH ST. NW QUADRANT | 1 | 20 | 15 | 15 | 0.01 | 0.7 | 0.7 |
| | 708+90 | - | 709+25 | LT | MAPLE ST. SE QUADRANT | 1 | 15 | 15 | 15 | 0.01 | 0.7 | 0.7 |
| | 708+91 | - | 709+32 | RT | MAPLE ST. NE QUADRANT | 1 | 15 | 20 | 20 | 0.01 | 0.9 | 0.9 |
| | 709+65 | - | 709+95 | RT | MAPLE ST. NW QUADRANT | 1 | 20 | 20 | 20 | 0.01 | 0.9 | 0.9 |
| | 709+66 | - | 709+97 | LT | MAPLE ST. SW QUADRANT | 1 | 15 | 10 | 10 | 0.01 | 0.5 | 0.4 |
| | 716+28 | - | 716+68 | RT | STH 11 NE QUADRANT | 1 | 20 | 25 | 25 | 0.02 | 1.1 | 1.1 |
| | 716+68 | - | 717+16 | LT | STH 11 SE QUADRANT | 1 | 20 | 25 | 25 | 0.02 | 1.1 | 1.1 |
| | 717+33 | - | 717+84 | RT | STH 11 NW QUADRANT | 1 | 25 | 60 | 60 | 0.04 | 2.7 | 2.7 |
| | 717+79 | - | 718+28 | LT | STH 11 SW QUADRANT | 1 | 25 | 30 | 30 | 0.02 | 1.4 | 1.3 |
| | 719+13 | - | 719+42 | LT | HILL ST. SE QUADRANT | 1 | 15 | 5 | 5 | 0.00 | 0.2 | 0.2 |
| | 719+84 | - | 720+08 | LT | HILL ST. SE QUADRANT | 1 | 10 | 10 | 10 | 0.01 | 0.5 | 0.4 |
| | PROJECT 5571-00-72 TOTAL: | | | | | 30 | 605 | 670 | 670 | 0.4 | 31 | 30 |

3

## DETOUR & TRAFFIC CONTROL

| CATEGORY | LOCATION | ESTIMATED DURATION | 643.0300 TRAFFIC CONTROL DRUMS EACH | 643.0300 TRAFFIC CONTROL DRUMS DAY | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY | 643.0900 TRAFFIC CONTROL SIGNS EACH | 643.0900 TRAFFIC CONTROL SIGNS DAY | 643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH | 643.1050 TRAFFIC CONTROL SIGNS PCMS EACH | 643.1050 TRAFFIC CONTROL SIGNS PCMS DAY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ** | | ** | | ** | | ** | | *** | | ** | | |
| 0010 | PRE-WARN | 7 | 10 | 70 | - | - | - | - | - | - | - | - | 2 | 14 | |
| | DETOUR ROUTE | 117 | - | - | 80 | 9,400 | 158 | 18,500 | 160 | 18,700 | 1 | 12 | - | - | |
| | STH 11 SHOULDER CLOSURE | 14 | 20 | 300 | - | - | - | - | 5 | 70 | - | - | - | - | CURB RAMP AND STOP SIGN REPLACEMENT |
| | PROJECT 5571-00-72 TOTAL: | | | 370 * | | 9,400 | | 18,500 | | 18,770 | 1 | 12 | | 14 | |

*additional quantities listed elsewhere

**FOR INFORMATIONAL PURPOSES ONLY

*** EACH TRAFFIC CONTROL COVERING SIGNS QUANTITY REFLECTS THE 1 COVERING SIGN CYCLE ON THIS PROJECT.

## PEDESTRIAN DETOUR

| CATEGORY | STATION | LOCATION | ESTIMATED DURATION PER STAGE | 643.0300 TRAFFIC CONTROL DRUMS EACH | 643.0300 TRAFFIC CONTROL DRUMS DAY | 644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF | 644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF | 644.1601 TEMPORARY PEDESTRIAN CURB RAMP EACH | 644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY | 644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF | 644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES DAY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | ** | | | | ** | | | |
| 0010 | PEDESTRIAN DETOUR PROJECT | | 7 | 260 | 1,820 | - | - | 54 | 378 | 60 | 378 |
| | 684+00 | RT | | - | - | 300 | - | - | - | - | |
| | 686+75 | LT | | - | - | - | 80 | - | - | - | |
| | 687+70 | LT | | | | | 80 | - | - | - | |
| | PROJECT 5571-00-72 TOTAL: | | | | 1,820 * | 300 | 160 | | 378 | 60 | 378 |

* additional quantities listed elsewhere

**FOR INFORMATIONAL PURPOSES ONLY

## LOCATING PASS

| CATEGORY | STATION | TO | STATION | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 638.2102 MOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | 648.0100 LOCATING NO-PASSING ZONES MI | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 0010 | 50+00 | - | 716+42 | 28 | 28 | 28 | 13 | SPOTTED SIGHT DISTANCE 0.21 MI |
| | PROJECT 5571-00-72 TOTAL: | | | 28 | 28 | 28 | 13 | |

PAVEMENT MARKING

| CATEGORY | STATION | TO | STATION | LOCATION | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF WHITE | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH LF YELLOW | 646.5320 MARKING RAILROAD CROSSING EPOXY EACH | 646.6120 MARKING STOP LINE EPOXY 18-INCH LF | 646.8320 MARKING PARKING STALL EPOXY LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 50+04 | - | 115+28 | LT/RT | 12,700 | 6,560 | - | - | - | RURAL 213 |
| | 128+52 | - | 157+70 | LT/RT | 5,840 | 5,090 | - | - | - | |
| | 157+70 | - | 275+40 | LT/RT | 22,950 | 16,270 | - | - | - | |
| | 275+40 | - | 401+80 | LT/RT | 24,620 | 22,730 | - | - | - | |
| | 401+80 | - | 526+50 | LT/RT | 24,750 | 17,840 | - | 30 | - | STOP LINE CTH H |
| | 526+50 | - | 665+90 | LT/RT | 27,780 | 22,290 | - | - | - | |
| | 665+90 | - | 716+46 | LT/RT | 140 | 11,450 | 2 | 30 | - | STOP LINE CTH K |
| | | | | TOTAL 0010 | 221,010 | | 2 | 60 | 0 | |
| 0020 | 666+85 | - | 716+42 | | | - | - | - | 304 | PARKING LANES |
| | | - | | | | | | | | |
| | | | | TOTAL 0020 | 0 | | 0 | 0 | 304 | |
| | | | | PROJECT 5571-00-72 TOTAL: | 221,010 * | | 2 | 60 | 304 | |

*additional quantities listed elsewhere

CONSTRCUTION STAKING AND VERIFICATION

| CATEGORY | STATION | TO | STATION | LOCATION | 650.4500 CONSTRUCTION STAKING SUBGRADE LF | 650.5000 CONSTRUCTION STAKING BASE LF | 650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF | 650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH | 650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF | 650.9000 CONSTRUCTION STAKING CURB RAMPS EACH | 650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (01.5571-00-72) EACH | 650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (01.5571-00-72) EACH | 650.9920 CONSTRUCTION STAKING SLOPE STAKES LF | 680.0100 PUBLIC LAND REFERENCE MONUMENT VERIFY AND RESET EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 50+00 | - | 720+20 | | - | - | - | - | 67,020 | - | - | 1 | - | 7 |
| | 109+60 | - | 114+90 | | 530 | 530 | - | - | - | - | - | - | 530 | - |
| | 564+80 | - | 567+30 | | 250 | 250 | - | 1 | - | - | - | - | 250 | - |
| | 607+30 | - | 610+30 | | 300 | 300 | - | 1 | - | - | - | - | 300 | - |
| | 614+50 | - | 617+50 | | 300 | 300 | - | 1 | - | - | - | - | 300 | - |
| | 675+55 | - | 720+03 | | - | - | 1,325 | - | - | 31 | 1 | - | - | - |
| | | | | PROJECT 5571-00-72 TOTAL: | 1,380 * | 1,380 * | 1,325 * | 3 | 67,020 | 31 | 1 | 1 * | 1,380 * | 7 |

*additional quantities list elsewhere

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## FLASHING BEACONS

| CATEGORY | LOCATION | 653.0905 REMOVING PULL BOXES EACH | SPV.0060.03 SPECIAL (03.INSTALL STATE SUPPLIED SOLAR FLASHING BEACON) EACH | SPV.0060.04 SPECIAL (04.REMOVING EXISTING FLASHING BEACON) EACH |
|---|---|---|---|---|
| 0010 | STH 11 AND STH 213 - N QUADRANT | 1 | 1 | 1 |
| | STH 11 AND STH 213 - S QUADRANT | 1 | 1 | 1 |
| | STH 11 AND STH 213 - E QUADRANT | 1 | 1 | 1 |
| | STH 11 AND STH 213 - W QUADRANT | 1 | 1 | 1 |
| | STH 11 AND STH 213 INTERSECTION | - | - | - |
| | PROJECT 5571-00-72 TOTAL: | 4 | 4 | 4 |

## SAWING

| CATEGORY | STATION | TO | STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF |
|---|---|---|---|---|---|---|
| 0010 | 113+57 | - | 113+66 | LT | 10 | - |
| | 607+30 | - | 607+30 | LT/RT | 25 | - |
| | 610+30 | - | 610+30 | LT/RT | 25 | - |
| | 614+50 | - | 614+50 | LT/RT | 25 | - |
| | 617+50 | - | 617+50 | LT/RT | 25 | - |
| | 675+55 | - | 675+94 | LT | - | 15 |
| | 675+70 | - | 675+95 | RT | - | 15 |
| | 676+23 | - | 676+51 | RT | - | 15 |
| | 676+25 | - | 676+57 | LT | - | 15 |
| | 680+36 | - | 680+55 | RT | - | 10 |
| | 680+88 | - | 681+08 | RT | - | 10 |
| | 682+54 | - | 682+79 | LT | - | 10 |
| | 682+88 | - | 683+33 | RT | - | 15 |
| | 683+29 | - | 683+31 | LT | - | 10 |
| | 686+80 | - | 686+95 | LT | - | 10 |
| | 687+44 | - | 687+69 | LT | - | 10 |
| | 690+48 | - | 691+46 | LT | - | 15 |
| | 691+23 | - | 691+60 | LT | 80 | - |
| | 691+67 | - | 692+37 | LT | - | 20 |
| | 695+42 | - | 696+39 | LT | - | 75 |
| | 695+63 | - | 696+05 | RT | - | 70 |
| | 696+38 | - | 696+91 | RT | 90 | - |
| | 696+55 | - | 696+91 | RT | - | 15 |
| | 697+00 | - | 697+08 | LT | - | 50 |
| | 699+29 | - | 699+48 | LT | - | 10 |
| | 699+90 | - | 700+17 | RT | - | 10 |
| | 700+00 | - | 700+53 | LT | - | 10 |
| | 700+40 | - | 700+61 | RT | 60 | - |
| | 700+55 | - | 700+79 | RT | - | 15 |
| | 708+89 | - | 709+36 | RT | - | 10 |
| | 708+90 | - | 709+29 | LT | - | 10 |
| | 709+61 | - | 709+97 | LT | - | 10 |
| | 709+61 | - | 709+95 | RT | - | 15 |
| | 716+28 | - | 716+68 | RT | - | 10 |
| | 716+43 | - | 716+86 | RT | 100 | - |
| | 716+68 | - | 717+21 | LT | - | 10 |
| | 716+74 | - | 717+27 | LT | 80 | - |
| | 717+26 | - | 717+84 | RT | - | 10 |
| | 717+63 | - | 718+04 | LT | 90 | - |
| | 717+79 | - | 718+28 | LT | - | 10 |
| | 719+13 | - | 719+43 | LT | - | 15 |
| | 719+81 | | 720+03 | LT | - | 10 |
| | | | | PROJECT 5571-00-72 TOTAL: | 610 * | 535 |

*additional quantities list elsewhere

## CLEARING AND GRUBBING ITEMS

| STATION | - | STATION | LOCATION | 201.0205 GRUBBING STA | REMARKS |
|---|---|---|---|---|---|
| 201'EB'+75 | - | 204'EB'+81 | WEST LEG | 3 | |
| 206'EB'+58 | - | 211'EB'+85 | EAST LEG | 2 | |
| 200'NB'+00 | - | 205'NB'+68 | SOUTH LEG | -- | |
| 207'NB'+38 | - | 213'NB'+29 | NORTH LEG | 7 | |
| **PROJECT 5571-00-73 TOTAL** | | | | **12** * | |

* - additional quantities listed elsewhere

## REMOVING CULVERT PIPES

| STATION | - | STATION | LOCATION | 203.0100 REMOVING SMALL PIPE CULVERTS EACH | 204.0180 REMOVING DELINEATORS AND MARKERS EACH | REMARKS |
|---|---|---|---|---|---|---|
| 201'EB'+75 | - | 204'EB'+81 | WEST LEG | 1 | 2 | |
| 206'EB'+58 | - | 211'EB'+85 | EAST LEG | 2 | 2 | |
| 200'NB'+00 | - | 205'NB'+68 | SOUTH LEG | -- | -- | |
| 207'NB'+38 | - | 213'NB'+29 | NORTH LEG | 2 | 2 | |
| **PROJECT 5571-00-73 TOTAL** | | | | **5** * | **6** | |

* - additional quantities listed elsewhere

## CONCRETE REMOVAL SUMMARY

| STATION | STATION | HWY | LOCATION | 204.0150 REMOVING CURB & GUTTER LF | REMARKS |
|---|---|---|---|---|---|
| 205+16 NB | - 207+79 NB | STH 213 | LT & RT | 293 | |
| 208+13 EB | - 208+57 EB | CTH Q | LT | 146 | |
| **PROJECT 5571-00-73 TOTAL** | | | | **439** * | |

* - additional quantitiy shown in the 5571-00-72 plan

## FENCE REMOVAL SUMMARY

| STATION | STATION | HWY | LOCATION | 204.0170 REMOVING FENCE LF | REMARKS |
|---|---|---|---|---|---|
| 209+25 NB | - 213+50 NB | STH 213 | LT & RT | 465 | |
| **PROJECT 5571-00-73 TOTAL** | | | | **465** | |

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## EARTHWORK SUMMARY

| DIVISION | FROM/TO STATION | LOCATION | 205.0100 COMMON EXCAVATION (1) CUT (2) | 205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3) | SALVAGED/UNUSABLE PAVEMENT MATERIAL (4) | AVAILABLE MATERIAL (5) | 205.0200 ROCK EXCAVATION (6) | EXPANDED ROCK (7) FACTOR 1.10 | UNEXPANDED FILL | EXPANDED FILL (8) FACTOR 1.25 | MASS ORDINATE +/- (9) | WASTE | 208.0100 BORROW | COMMENT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| DIVISION 1 | | | | | | | | | | | | | | |
| STH 213 - NB | 200+00.00/213+28.97 | NORTH LEG, SOUTH LEG, AND CIRCLE | 8,554 | 0 | 454 | 8,100 | 0 | 0 | 2,286 | 2,858 | 5,243 | | | |
| CTH Q - WEST LEG | 201+75.46/204+70.08 | WEST LEG | 4,837 | 0 | 194 | 4,643 | 337 | 371 | 2 | -461 | 5,104 | | | |
| CTH Q - EAST LEG | 206+49.67/211+85.41 | EAST LEG | 1,447 | 0 | 107 | 1,340 | 0 | 0 | 904 | 1,130 | 210 | | | |
| VICTORY LN | 1+06.01/2+39.62 | VICTORY LN | 59 | 0 | 45 | 14 | 0 | 0 | 231 | 289 | -275 | | | |
| BRISTLE LN | 0+00.00/1+18.00 | BRISTLE LN | 73 | 0 | 45 | 28 | 0 | 0 | 23 | 29 | -1 | | | |
| DIVISION 1 SUBTOTAL | | | 14,970 | 0 | 845 | 14,125 | 337 | 371 | 3,446 | 3,844 | 10,281 | 10,281 | 0 | |
| PROJECT 5571-00-73 GRAND TOTAL | | | 14,970 | 0 | 845 | 14,125 | 337 | 371 | 3,446 | 3,844 | 10,281 | 10,281 | 0 | |
| | | TOTAL COMMON EXC | 14,970 | | | | | | | | | | | |
| | | | * | | | | | | | | | | | |

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) ROCK EXCAVATION ITEM NUMBER 205.0200

(7) EXPANDED ROCK FACTOR = 1.10

(8) EXPANDED FILL FACTOR = 1.25

DEPENDING ON SELECTIONS: EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK) * FILL FACTOR

(9) 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.

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

* - additional quantities listed elsewhere

## BASE AGGREGATE SUMMARY

| STATION | | STATION | HWY | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 312.0110 SELECT CRUSHED MATERIAL TON | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 20+00 CIR | - | 24+23.80 CIR | STH 213/CTH Q | ROUNDABOUT | -- | 1,212 | 2,065 | |
| 200+00 NB | - | 205+67 NB | STH 213 | SOUTH LEG | 78 | 2,085 | 3,441 | |
| 207+37 NB | - | 213+29 NB | STH 213 | NORTH LEG | 60 | 2,093 | 3,454 | |
| 201+75.30 EB | - | 204+80 EB | CTH Q | WEST LEG | 37 | 969 | 1,681 | |
| 206+58 EB | - | 211+85.41 EB | CTH Q | EAST LEG | 64 | 1,785 | 2,969 | |
| 1+00 VIC | - | 2+50 VIC | Victory/Bristle | VICTORY/BRISTLE | 10 | 490 | -- | |
| | | | | PROJECT 5571-00-73 TOTAL | 250 * | 8,634 * | 13,610 * | |

* - additional quantities listed elsewhere

## CONCRETE PAVEMENT SUMMARY

| STATION | | STATION | HWY | LOCATION | 405.0100 COLORING CONCRETE WISDOT RED CY | 415.2010 CONCRETE TRUCK APRON 12-INCH SY | 602.0410 CONCRETE SIDEWALK 5-INCH SF | 620.0300 CONCRETE MEDIAN SLOPED NOSE EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 20+00 CIR | - | 24+23.80 CIR | STH 213/CTH Q | ROUNDABOUT | 171 | 512 | -- | | |
| 200+00 NB | - | 205+67 NB | STH 213 | SOUTH LEG | 13 | 40 | 2,751 | 3 | |
| 207+37 NB | - | 213+29 NB | STH 213 | NORTH LEG | 14 | 43 | 2,119 | 3 | |
| 201+75.30 EB | - | 204+80 EB | CTH Q | WEST LEG | 14 | 43 | 720 | 3 | |
| 206+58 EB | - | 211+85.41 EB | CTH Q | EAST LEG | 13 | 40 | 1,963 | 5 | |
| | | | | PROJECT 5571-00-73 TOTAL | 226 | 677 | 7,553 | 14 | |

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## ASPHALT PAVEMENT SUMMARY

| STATION | | STATION | HWY | LOCATION | 450.4000 HMA COLD WEATHER PAVING TON | 455.0605 TACK COAT GAL | 460.6424 HMA PAVEMENT 4 MT 58-28 H TON | 465.0315 ASPHALTIC FLUMES SY | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 20+00 CIR | - | 24+23.80 CIR | STH 213/CTH Q | ROUNDABOUT | 269 | 68 | 269 | -- | -- | |
| 200+00 NB | - | 205+67 NB | STH 213 | SOUTH LEG | 656 | 164 | 656 | 8 | -- | |
| 207+37 NB | - | 213+29 NB | STH 213 | NORTH LEG | 664 | 166 | 664 | -- | 3 | |
| 201+75.30 EB | - | 204+80 EB | CTH Q | WEST LEG | 346 | 87 | 346 | -- | 3 | |
| 206+58 EB | - | 211+85.41 EB | CTH Q | EAST LEG | 620 | 155 | 620 | 16 | -- | |
| 1+00 VIC | - | 2+50 VIC | Victory/Bristle | VICTORY/BRISTLE | 135 | 49 | 135 | -- | -- | |
| | | | | **PROJECT 5571-00-73 TOTAL** | **2,690** | **689** * | **2,690** * | **24** | **6** * | |

* - additional quantities listed elsewhere

3

## DRIVEWAY CULVERT SUMMARY

| STATION | INLET OFFSET | INLET ELEVATION | STATION | OUTFALL OFFSET | OUTFALL ELEVATION | 520.3315 CULVERT PIPE CLASS III-A 15-INCH LF | 520.1015 APRON ENDWALLS FOR CULVERT PIPE 15-INCH EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 202+24 EB | 32.74' RT | 848.36 | 202.76 EB | 34.20' RT | 844.23 | 54 | 2 | |
| | | | **PROJECT 5571-00-73 TOTAL** | | | **54** | **2** | |

## CULVERT PIPE SUMMARY

| STATION | INLET OFFSET | INLET ELEVATION | STATION | OUTFALL OFFSET | OUTFALL ELEVATION | 522.2619 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19X30-INCH LF | 522.2629 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH LF | 522.2419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF | 522.2429 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29X45-INCH LF | 633.5200 MARKERS CULVERT END EACH | JOINT TIES EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1+36'VIC' | 33.72' LT | 821.64 | 1+24'VIC' | 40.32' RT | 820.80 | -- | 2 | -- | 88 | 2 | 6 | |
| 0+35'BR' | 11.78' LT | 821.78 | 0+29'BR' | 13.04' RT | 821.18 | 2 | -- | 26 | -- | 2 | 6 | |
| | | | | **PROJECT 5571-00-73 TOTAL** | | **2** | **2** * | **26** | **88** * | **4** * | | |

* - additional quantities listed elsewhere

## CURB AND GUTTER SUMMARY

| STATION | | STATION | HWY | LOCATION | 601.0405 CONCRETE CURB AND GUTTER 18-INCH TYPE A REJECT LF | 601.0411 CONCRETE CURB AND GUTTER 30-INCH TYPE D LF | 601.0413 CONCRETE CURB AND GUTTER 6-INCH SLOPED 30-IN TYPE G LF | 601.0551 CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-IN TYPE A LF | 601.0581 CONRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE R LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 20+00 CIR | - | 24+23.80 CIR | STH 213/CTH Q | ROUNDABOUT ISLAND | 324 | -- | -- | -- | 412 | |
| 203+60 EB | - | 204+75 EB | CTH Q | WEST LEG MEDIAN | -- | 252 | -- | -- | -- | |
| 206+62 EB | - | 208+25 EB | CTH Q | EAST LEG EAST MEDIAN | -- | -- | -- | -- | -- | |
| 208+81 EB | - | 209+29 EB | CTH Q | EAST LEG WEST MEDIAN | -- | 356 | 103 | -- | -- | |
| 203+16 NB | - | 204+11 NB | STH 213 | SOUTH LEG MEDIAN | -- | -- | -- | 194 | -- | |
| 204+11 NB | - | 205+63 NB | STH 213 | SOUTH LEG MEDIAN | -- | 345 | -- | -- | -- | |
| 207+44 NB | - | 209+07 NB | STH 213 | NORTH LEG MEDIAN | -- | 352 | -- | -- | -- | |
| 209+07 NB | - | 210+00 NB | STH 213 | NORTH LEG MEDIAN | -- | -- | -- | 188 | -- | |
| 1+00 NWR | - | 1+14 NWR | STH 213/CTH Q | NORTH WEST RADIUS | -- | 18 | -- | -- | -- | |
| 1+14 NWR | - | 2+71 NWR | STH 213/CTH Q | NORTH WEST RADIUS | -- | -- | 153 | -- | -- | |
| 2+71 NWR | - | 2+95 NWR | STH 213/CTH Q | NORTH WEST RADIUS | -- | 27 | -- | -- | -- | |
| 1+00 NWR | - | 5+39 NER | STH 213/CTH Q | NORTH EAST RADIUS | -- | 433 | -- | -- | -- | |
| 1+00 SWR | - | 4+04 SWR | STH 213/CTH Q | SOUTH WEST RADIUS | -- | 305 | -- | -- | -- | |
| 1+00 SER | - | 1+27 SER | STH 213/CTH Q | SOUTH EAST RADIUS | -- | 32 | -- | -- | -- | |
| 1+27 SER | - | 2+95 SER | STH 213/CTH Q | SOUTH EAST RADIUS | -- | -- | 158 | -- | -- | |
| 2+95 SER | - | 3+39 SER | STH 213/CTH Q | SOUTH EAST RADIUS | -- | 44 | -- | -- | -- | |
| 1+07 VIC | - | 1+43 VIC | VICTORY LN | VICTORY LN WEST RADIUS | -- | 57 | -- | -- | -- | |
| | | | | **PROJECT 5571-00-73 TOTAL** | **324** | **2,221 *** | **414** | **382** | **412** | |

* - additional quantities listed elsewhere

3

## STORM SEWER STRUCTURES

| STRUC NO. | STATION** | OFFSET** | LOCATION | RIM*** ELEV | INVERT**** ELEV | DEPTH***** | 522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH | 522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH | 522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH 30-INCH EACH | 611.053 MANHOLE COVERS TYPE J EACH | 611.0624 INLET COVERS TYPE H EACH | 611.0627 INLET COVERS TYPE HM EACH | 611.0630 INLET COVERS TYPE HM-GJ EACH | 611.0633 INLET COVERS TYPE HM-GJ-S EACH | 611.0642 INLET COVERS TYPE MS EACH | 611.0652 INLET COVERS TYPE T EACH | 611.1005 CATCH BASINS 5-FT DIAMETER EACH | 611.1006 CATCH BASINS 6-FT DIAMETER EACH | 611.2005 MANHOLES 5-FT DIAMETER EACH | 611.3004 INLETS 4-FT DIAMETER EACH | 611.3902 INLETS MEDIAN 2 GRATE EACH | 633.5200 MARKERS CULVERT END EACH | 650.4000 CONSTRUCTION STAKING STORM SEWER EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.0 | 1+66.93 | 16.97' LT | NW RADIUS | -- | 833.06 | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 | 1 | |
| 1.1 | 204+65.60 | 1.50' RT | CTHQ WB | 837.56 | 831.85 | 4.96 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | |
| 1.2 | 204+68.64 | 1.50' LT | CTHQ EB | 837.04 | 831.69 | 4.60 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | |
| 1.3 | 3+19.07 | 16.42' LT | SW RADIUS | -- | 831.25 | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 | 1 | |
| 2.1 | 2+59.72 | 1.30' LT | SW RADIUS | 834.59 | 828.40 | 5.36 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | |
| 2.2 | 21+65.82 | 1.23' RT | RAB CIR | 833.22 | 828.14 | 4.16 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | |
| 2.3 | 21+29.62 | 19.50' LT | RAB CIR | 832.10 | 827.92 | 3.35 | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | |
| 3.0 | 206+62.33 | 7.74' LT | CTHQ EB | 832.13 | 827.85 | 3.45 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | |
| 3.1 | 20+99.56 | 1.23' RT | RAB CIR | 832.14 | 827.64 | 3.58 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | |
| 3.2 | 1+98.52 | 19.25' LT | SE RADIUS | -- | 827.46 | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 | 1 | |
| 4.0 | 20+33.94 | 1.23' RT | RAB CIR | 833.19 | 827.12 | 5.15 | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | 1 | |
| 4.1 | 3+03.09 | 1.30' LT | NE RADIUS | 833.05 | 827.00 | 5.22 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | |
| 4.2 | 3+03.61 | 28.53' LT | NE RADIUS | -- | 826.86 | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 | 1 | |
| 5.0 | 4+47.65 | 1.50' LT | NE RADIUS | 829.41 | 823.60 | 4.98 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | |
| 5.1 | 207+83.29 | 6.94' RT | CTHQ WB | 830.42 | 823.46 | 5.89 | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | |
| 5.2 | 207+86.17 | 1.50' LT | CTHQ EB | 829.71 | 823.41 | 5.46 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | |
| 5.3 | 207+85.45 | 32.57' RT | CTHQ EB | -- | 823.24 | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 | 1 | |
| 5.4 | 208+13.38 | 1.50' RT | CTHQ WB | 828.96 | 823.61 | 4.52 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | |
| 7.0 | 203+24.27 | 1.50' RT | STH213 SB | 825.71 | 821.58 | 3.30 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | |
| 7.1 | 203+24.82 | 4.83' LT | STH213 NB | 826.43 | 821.54 | 4.05 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | |
| 7.2 | 203+21.87 | 25.51' RT | STH213 NB | -- | 821.39 | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 | 1 | |
| 8.0 | 1+93.36 | 1.50' LT | NW RADIUS | 836.90 | 830.95 | 5.12 | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | 1 | |
| 8.1 | 207+62.79 | 1.50' RT | STH213 SB | 836.94 | 829.30 | 6.94 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | 1 | |
| 8.2 | 207+52.08 | 1.50' LT | STH213 NB | 836.34 | 829.15 | 6.48 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | |
| 8.3 | 1+98.53 | 1.50' LT | NE RADIUS | 835.89 | 829.02 | 6.16 | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | |
| 8.4 | 2+12.16 | 21.89' LT | NE RADIUS | -- | 828.90 | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | -- | 1 | 1 | |
| 8.5 | 209+31.13 | 31.26' LT | STH213 NB | 839.46 | 831.83 | 6.91 | -- | -- | -- | -- | -- | 1 | -- | -- | -- | 1 | -- | -- | -- | -- | -- | -- | 1 | |
| 8.6 | 211+18.77 | 41.27' LT | STH213 NB | 840.52 | 833.10 | 7.71 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | -- | 1 | |
| | | | PROJECT 5571-00-73 TOTAL | | | | 4 | 2 | 1 | 1 | 8 | 3 | 3 | 2 | 1 | 3 | 3 | 1 | 1 | 15 | 1 | 7 * | 28 | |

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

** STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

*** RIM ELEVATIONS ARE TO THE FLOWLINE OF THE CASTING

**** 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 - LOWEST PIPE INVERT - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT

3

## STORM SEWER PIPE

| FROM STRUCTURE | - | TO STRUCTURE | INLET ELEVATION | OUTLET ELEVATION | SLOPE (%) | 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF | 608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF | 608.0330 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 30-INCH LF | 608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF | 608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF | 608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF | 608.3030 STORM SEWER PIPE CLASS III-A 30-INCH* LF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1.0 | - | 1.1 | 833.06 | 831.86 | 2.88% | -- | -- | -- | -- | 42 | -- | -- |
| 1.1 | - | 1.2 | 831.85 | 831.69 | 1.00% | -- | 16 | -- | -- | -- | -- | -- |
| 1.2 | - | 1.3 | 831.69 | 831.25 | 1.06% | -- | -- | -- | -- | 42 | -- | -- |
| 2.1 | - | 2.2 | 828.40 | 828.14 | 0.50% | -- | -- | -- | 51 | -- | -- | -- |
| 2.2 | - | 2.3 | 828.14 | 827.92 | 0.50% | -- | -- | -- | 45 | -- | -- | -- |
| 2.3 | - | 3.1 | 827.92 | 827.72 | 0.50% | -- | -- | -- | 41 | -- | -- | -- |
| 3.0 | - | 3.1 | 827.85 | 827.64 | 0.50% | -- | -- | -- | 41 | -- | -- | -- |
| 3.1 | - | 3.2 | 827.71 | 827.46 | 0.50% | -- | -- | -- | 49 | -- | -- | -- |
| 4.0 | - | 4.1 | 827.12 | 827.00 | 0.50% | 25 | -- | -- | -- | -- | -- | -- |
| 4.1 | - | 4.2 | 827.00 | 826.86 | 0.50% | 27 | -- | -- | -- | -- | -- | -- |
| 5.0 | - | 5.1 | 823.60 | 823.46 | 0.50% | 27 | -- | -- | -- | -- | -- | -- |
| 5.1 | - | 5.2 | 823.46 | 823.41 | 0.50% | 10 | -- | -- | -- | -- | -- | -- |
| 5.2 | - | 5.3 | 823.41 | 823.24 | 0.50% | 34 | -- | -- | -- | -- | -- | -- |
| 5.4 | - | 5.1 | 823.61 | 823.46 | 0.50% | -- | -- | -- | 30 | -- | -- | -- |
| 7.0 | - | 7.1 | 821.58 | 821.54 | 0.50% | -- | -- | -- | 8 | -- | -- | -- |
| 7.1 | - | 7.2 | 821.54 | 821.39 | 0.50% | -- | -- | -- | 30 | -- | -- | -- |
| 8.0 | - | 8.1 | 830.95 | 830.78 | 0.50% | 33 | -- | -- | -- | -- | -- | -- |
| 8.1 | - | 8.2 | 829.30 | 829.15 | 0.50% | -- | -- | 29 | -- | -- | -- | -- |
| 8.2 | - | 8.3 | 829.15 | 829.02 | 0.50% | -- | -- | -- | -- | -- | 26 | -- |
| 8.3 | - | 8.4 | 829.02 | 828.90 | 0.50% | -- | -- | 24 | -- | -- | -- | -- |
| 8.5 | - | 8.1 | 831.83 | 829.30 | 1.50% | -- | -- | 169 | -- | -- | -- | -- |
| 8.6 | - | 8.5 | 833.10 | 832.16 | 0.50% | -- | -- | -- | -- | -- | -- | 189 |
| **PROJECT 5571-00-73 TOTAL** | | | | | | **156** | **16** | **222** | **295** | **84** | **26** | **189** |

**Minimum thickness if corrugated metal pipe is used: Steel - 0.079" Aluminum - 0.075"*

3

## WATER SUMMARY

| LOCATION | 624.0100 WATER MGAL | REMARKS |
|---|---|---|
| UNDISTRIBUTED | 178 | |
| **PROJECT 5571-00-73 TOTAL** | **178** | |
| | * | |

* - additional quantities listed elsewhere

## LANDSCAPING SUMMARY

| LOCATION | 625.0100 TOPSOIL SY | 627.0200 MULCHING SY | 628.2004 EROSION MAT CLASS I TYPE B SY | 629.0210 FERTILIZER TYPE B CWT | 630.0130 SEEDING MIXTURE NO. 30 LB | 630.0180 SEEDING MIXTURE NO. 80 LB | 606.0200 MEDIUM RIPRAP CY | 630.0500 SEED WATER MGAL | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| WEST LEG | 2342 | 1904 | 439 | 1 | 105 | -- | -- | 3 | |
| EAST LEG AND VICTORY LN | 3335 | 2495 | 840 | 2 | 150 | -- | 19 | 4 | |
| SOUTH LEG | 3073 | 2061 | 1012 | 2 | 138 | -- | 8 | 4 | |
| NORTH LEG | 3329 | 2439 | 890 | 2 | 150 | -- | -- | 4 | |
| RAB CIRCLE | 1704 | 491 | 1213 | 1 | 73 | 6 | 11 | 2 | |
| BRISTLE DR | 179 | 179 | -- | 1 | 8 | -- | -- | 1 | |
| UNDISTRIBUTED | 3,491 | 2,392 | 1,098 | 2 | 156 | 2 | -- | 5 | |
| **PROJECT 5571-00-73 TOTAL** | **17,453** | **11,961** | **5,491** | **11.0** | **780** | **8** | **38** | **23** | |
| | | * | | * | | | * | | |

* - additional quantities listed elsewhere

3

## EROSION CONTROL ITEMS

| STATION | TO | STATION | LOCATION | 628.1504 SILT FENCE LF | 628.152 SILT FENCE MAINTENANCE LF | 628.7005 INLET PROTECTION TYPE A EACH | 628.7015 INLET PROTECTION TYPE C EACH | 628.7504 TEMPORARY DITCH CHECKS LF | 628.7555 CULVERT PIPE CHECKS EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 201+75.30 EB | - | 204+37.89 EB | WEST LEG | -- | -- | -- | 2 | 40 | 3 | -- | -- | |
| 206+90.74 EB | - | 211+85.41 EB | EAST LEG AND VICTORY LN | -- | -- | -- | 3 | 70 | 3 | -- | -- | |
| 200+00 NB | - | 205+55.91 NB | SOUTH LEG | -- | -- | -- | 3 | 80 | -- | -- | -- | |
| 208+16.27 NB | - | 213+28.97 NB | NORTH LEG | -- | -- | 1 | 3 | 50 | 3 | -- | -- | |
| 204+37.89 EB | - | 206+90.74 EB | RAB CIRCLE | -- | -- | -- | 8 | 40 | 3 | -- | -- | |
| 0+24.65 BRISTLE | - | 1+19.99 BRISTLE | BRISTLE DR | 93 | 93 | -- | -- | -- | 3 | -- | -- | |
| | | | UNDISTRIBUTED | 23 | 23 | -- | -- | 30 | -- | 1 | 5 | |
| | | | **PROJECT 5571-00-73 TOTAL** | **116** | **116** | **1** | **19** | **310** | **15** | **1** | **5** | |
| | | | | * | * | | | | * | * | * | |

* - additional quantities listed elsewhere

3

## PERMANENT SIGNING

| SIGN NO. | SIGN WORDING AND PICTORIALS | CODE | SIGN WIDTH IN | SIGN HEIGHT IN | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH | 634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 01-01 | ONE WAY | R6-1R | 48 | 18 | 6.00 | -- | 2 | -- | -- | |
| 01-02 | CLEARANCE MARKER | W5-54 | 18 | 18 | -- | 2.25 | -- | -- | -- | SAME POST AS 01-01 |
| 01-03 | YIELD | R1-2 | 36 | 31 | 7.75 | -- | 1 | -- | -- | |
| 01-04 | YIELD | R1-2 | 36 | 31 | 7.75 | -- | 1 | -- | -- | |
| 01-05 | W BELOIT-NEWARK RD - RIGHT | D1-2 | 78 | 24 | 13 | -- | 2 | -- | -- | |
| 01-06 | STH 213 - RIGHT | D1-1 | 42 | 30 | 8.75 | -- | 2 | -- | -- | |
| 01-07 | ONE WAY | R6-1R | 48 | 18 | 6.00 | -- | 2 | -- | -- | |
| 01-08 | CLEARANCE MARKER | W5-54 | 18 | 18 | -- | 2.25 | -- | -- | -- | SAME POST AS 01-07 |
| 01-09 | YIELD | R1-2 | 36 | 31 | 7.75 | -- | 1 | -- | -- | |
| 01-10 | YIELD | R1-2 | 36 | 31 | 7.75 | -- | 1 | -- | -- | |
| 01-11 | ROUNDABOUT DESTINATION - DIRECTION | D1-62 | 108 | 66 | 49.50 | -- | -- | -- | 2 | |
| 01-12 | CTH Q - RIGHT | D1-1 | 42 | 30 | 8.75 | -- | 2 | -- | -- | |
| 01-13 | ONE WAY | R6-1R | 48 | 18 | 6.00 | -- | 2 | -- | -- | |
| 01-14 | CLEARANCE MARKER | W5-54 | 18 | 18 | -- | 2.25 | -- | -- | -- | SAME POST AS 01-13 |
| 01-15 | YIELD | R1-2 | 36 | 31 | 7.75 | -- | 1 | -- | -- | |
| 01-16 | YIELD | R1-2 | 36 | 31 | 7.75 | -- | 1 | -- | -- | |
| 01-17 | STH 213 - RIGHT | D1-1 | 42 | 30 | 8.75 | -- | 2 | -- | -- | |
| 01-18 | ONE WAY | R6-1R | 48 | 18 | 6.00 | -- | 2 | -- | -- | |
| 01-19 | YIELD | R1-2 | 36 | 31 | 7.75 | -- | 1 | -- | -- | |
| 01-20 | YIELD | R1-2 | 36 | 31 | 7.75 | -- | 1 | -- | -- | |
| 01-21 | KEEP RIGHT | R4-7 | 24 | 30 | 5.00 | -- | 1 | -- | -- | |
| 01-22 | CLEARANCE MARKER | W5-54 | 18 | 18 | -- | 2.25 | -- | -- | -- | SAME POST AS 01-21 |
| 01-23 | WRONG WAY | R5-1A | 36 | 24 | 6.00 | -- | -- | -- | -- | SAME POST AS 01-25 |
| 01-25 | COUNTY Q | M1-5A | 24 | 24 | 4.00 | -- | -- | 1 | -- | Need size |
| 01-26 | SOUTH STH 213 | J4-1 | 24 | 36 | 6.00 | -- | -- | 1 | -- | Need size |
| 01-27 | WRONG WAY | R5-1A | 36 | 24 | 6.00 | -- | -- | -- | -- | SAME POST AS 01-26 |
| 01-28 | WRONG WAY | R5-1A | 36 | 24 | 6.00 | -- | -- | -- | -- | SAME POST AS 01-24 |
| 01-29 | CLEARANCE MARKER | W5-54 | 18 | 18 | -- | 2.25 | -- | -- | -- | SAME POST AS 01-18 |
| 01-30 | NO TRUCKS | R5-2 | 24 | 24 | 4.00 | -- | -- | 1 | -- | |
| 01-31 | WEIGHT LIMIT 12 TONS | R12-1 | 24 | 30 | 5.00 | -- | -- | -- | -- | SAME POST AS 01-29 |
| 02-01 | CIRCULAR INTERSECTION SIGN | W2-6 | 30 | 30 | -- | 6.25 | -- | 1 | -- | |
| 02-02 | 20 MPH | W13-1 | 18 | 18 | -- | 2.25 | -- | -- | -- | SAME POST AS 02-01 |
| 02-03 | ROUNDABOUT DESTINATION - DIRECTION | D1-62 | 108 | 66 | 49.50 | -- | -- | -- | 2 | |
| 02-04 | SPEED LIMIT 25 | R2-1 | 24 | 30 | 5.00 | -- | -- | 1 | -- | |
| 02-05 | SPEED LIMIT 55 | R2-1 | 24 | 30 | 5.00 | -- | -- | 1 | -- | |
| 02-06 | KEEP RIGHT | R4-7 | 24 | 30 | 5.00 | -- | 1 | -- | -- | |
| 02-07 | CLEARANCE MARKER | W5-54 | 18 | 18 | -- | 2.25 | -- | -- | -- | SAME POST AS 02-06 |
| 02-08 | CIRCULAR INTERSECTION SIGN | W2-6 | 30 | 30 | -- | 6.25 | -- | 1 | -- | |
| 02-09 | 20 MPH | W13-1 | 18 | 18 | -- | 2.25 | -- | -- | -- | SAME POST AS 02-08 |
| 02-12 | STOP | R1-1 | 30 | 30 | 6.25 | -- | 1 | -- | -- | |
| 02-13 | NO PASSING ZONE | W14-3 | 48 | 36 | 12.00 | -- | -- | -- | 1.00 | |
| 02-14 | DO NOT ENTER | R5-1A | 30 | 30 | 6.25 | -- | -- | -- | -- | SAME POST AS 02-04 |
| 02-15 | DO NOT ENTER | R5-1A | 30 | 30 | 6.25 | -- | -- | -- | -- | SAME POST AS 02-05 |
| 03-01 | KEEP RIGHT | R4-7 | 24 | 30 | 5.00 | -- | 1 | -- | -- | |
| 03-02 | CLEARANCE MARKER | W5-54 | 18 | 18 | -- | 2.25 | -- | -- | -- | SAME POST AS 03-01 |
| 03-03 | CIRCULAR INTERSECTION SIGN | W2-6 | 30 | 30 | -- | 6.25 | -- | 1 | -- | |
| 03-04 | 20 MPH | W13-1 | 18 | 18 | -- | 2.25 | -- | -- | -- | SAME POST AS 03-03 |
| 03-05 | ROUNDABOUT DESTINATION - DIRECTION | D1-62 | 132 | 66 | 60.5 | -- | -- | -- | 2 | |
| 03-06 | ROUNDABOUT DESTINATION - DIRECTION | D1-62 | 132 | 66 | 60.50 | -- | -- | -- | 2 | |
| 03-07 | KEEP RIGHT | R4-7 | 24 | 30 | 5.00 | -- | 1 | -- | -- | |
| 03-08 | CLEARANCE MARKER | W5-54 | 18 | 18 | -- | 2.25 | -- | -- | -- | SAME POST AS 03-07 |
| 03-09 | CIRCULAR INTERSECTION SIGN | W2-6 | 30 | 30 | -- | 6.25 | -- | 1 | -- | |
| 03-10 | 20 MPH | W13-1 | 18 | 18 | -- | 2.25 | -- | -- | -- | SAME POST AS 03-09 |
| 03-11 | NORTH STH 213 | J4-1 | 24 | 36 | 6.00 | -- | 1 | -- | -- | |
| 03-12 | NO PASSING ZONE | W14-3 | 48 | 36 | 12.00 | -- | -- | -- | 1 | |
| 03-13 | NO PASSING ZONE | W14-3 | 48 | 36 | 12.00 | -- | -- | -- | 1 | |
| 03-14 | WRONG WAY | R5-1A | 36 | 24 | 6.00 | -- | -- | -- | -- | SAME POST AS 03-11 |
| 03-15 | SPEED LIMIT 55 | R2-1 | 24 | 30 | 5.00 | -- | -- | -- | 1 | |
| 03-16 | DO NOT ENTER | R5-1A | 30 | 30 | 6.25 | -- | -- | -- | -- | SAME POST AS 03-15 |
| 03-17 | SPEED LIMIT 56 | R2-2 | 24 | 30 | 5.00 | -- | -- | -- | 1 | |
| 03-18 | DO NOT ENTER | R5-1A | 30 | 30 | 6.25 | -- | -- | -- | -- | SAME POST AS 03-17 |
| | **PROJECT 5571-00-73 TOTAL** | | | | **449** | **52** | **30** | **9** | **9** | |

3

## REMOVING SIGNS

| SIGN NO | HWY | LOCATION | SIGN WORDING AND PICTORIALS | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH | REMARKS |
|---|---|---|---|---|---|---|
| 1R-01 | STH 213 | NORTH LEG | NO PASSING ZONE | 1 | 1 | |
| 1R-02 | STH 213 | NORTH LEG | CTH Q - LEFT | 1 | 1 | |
| 1R-03 | STH 213 | SOUTH LEG | CTH Q - RIGHT | 1 | 1 | |
| 1R-04 | STH 213 | SOUTH LEG | STH 213 - SOUTH | 1 | 1 | |
| 1R-05 | CTH Q | WEST LEG | SPEED LIMIT 25 | 1 | 1 | |
| 1R-06 | CTH Q | WEST LEG | NO TRUCKS/WEIGHT LIMIT 12 TONS | 1 | 1 | |
| 1R-07 | CTH Q | WEST LEG | STOP | 1 | 1 | |
| 1R-08 | CTH Q | WEST LEG | CTH Q | 1 | 1 | |
| 1R-09 | CTH Q | EAST LEG | STH 213 W/ARROWS | 1 | 1 | |
| 1R-10 | CTH Q | EAST LEG | STOP | 1 | 1 | |
| 1R-11 | VICTORY | EAST LEG | STOP | 1 | 1 | |
| 1R-12 | VICTORY | EAST LEG | STOP | 1 | 1 | |
| 1R-13 | CTH Q | EAST LEG | JCT STH 213/END CTH Q | 1 | 1 | |
| 1R-14 | CTH Q | EAST LEG | STOP AHEAD | 1 | 1 | |
| **PROJECT 5571-00-73 TOTAL** | | | | **14** | **14** | |

## PAVEMENT MARKING SUMMARY

| STATION | STATION | LOCATION | 646.2020 MARKING LINE EPOXY 6-INCH (YELLOW) LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) LF | 646.4020 MARKING LINE EPOXY 10-INCH (WHITE) LF | 646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE) LF | 646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF | 646.6466 COLD WEATHER MARKING EPOXY 6-INCH LF | 646.6470 COLD WEATHER MARKING EPOXY 10-INCH LF | SPV.0090.02 COLD WEATHER MARKING EPOXY 12-INCH LF | SPV.0090.03 COLD WEATHER MARKING EPOXY 18-INCH LF | 646.8220 MARKING ISLAND NOSE EPOXY (YELLOW) EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 201+75.30 EB - | 204+80.87 EB | WEST LEG | 959 | 458 | 50 | 19 | 46 | 1417 | 50 | 46 | 19 | 1 | |
| 206+58.10 EB - | 211+85.41 EB | EAST LEG | 1427 | 776 | 50 | 16 | 80 | 2203 | 50 | 80 | 16 | 2 | |
| 200+00 NB - | 205+67.70 NB | SOUTH LEG | 1748 | 950 | 71 | 17 | 97 | 2698 | 71 | 97 | 17 | 1 | |
| 207+51.22 NB - | 213+28.97 NB | NORTH LEG | 1891 | 976 | 70 | 17 | 88 | 2867 | 70 | 88 | 17 | 1 | |
| **PROJECT 5571-00-73 TOTAL** | | | **6,025** | **3,160 *** | **241** | **69** | **311** | **9,185** | **241** | **311 *** | **69 *** | **5** | |

* - additional quantities listed elsewhere

## CONSTRUCTION STAKING

| STATION | TO | STATION | LOCATION | 650.4500 CONSTRUCTION STAKING SUBGRADE LF | 650.5000 CONSTRUCTION STAKING BASE LF | 650.5500 CONSTRUCTION STAKING CURB, GUTTER, AND CURB & GUTTER LF | 650.8501 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (PROJECT) 5571-00-73 EACH | 650.9500 CONSTRUCTION STAKING SIDEWALK (PROJECT) 5571-00-73 EACH | 650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 5571-00-73 EACH | 650.9920 CONSTRUCTION STAKING SLOPE STAKES LF |
|---|---|---|---|---|---|---|---|---|---|---|
| 201+75 | - | 204+81 | WEST LEG | 607 | 607 | 252 | -- | -- | -- | 607 |
| 206+58 | - | 211+85 | EAST LEG | 1061 | 1,061 | 459 | -- | -- | -- | 1061 |
| 200+00 | - | 205+68 | SOUTH LEG | 1106 | 1,106 | 1078 | -- | -- | -- | 1106 |
| 207+51 | - | 213+29 | NORTH LEG | 1173 | 1,173 | 1171 | -- | -- | -- | 1173 |
| 20+00 | - | 24+24 | RAB CIRCLE | 424 | 424 | 736 | 1 | 1 | 1 | 424 |
| 1+00 | - | 2+40 | VICTORY LN | 140 | 140 | 57 | -- | -- | -- | 140 |
| 0+00 | - | 0+58 | BRISTLE | 119 | 119 | -- | -- | -- | -- | 119 |
| **PROJECT 5571-00-73 TOTAL** | | | | **4,630 *** | **4,630 *** | **3,753 *** | **1** | **1** | **1** | **4,630 *** |

* - additional quantities listed elsewhere

## CONDUIT

| CATEGORY | FROM | - | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF | REMARKS |
|---|---|---|---|---|---|---|
| 0010 | CABINET | - | PB01 | -- | 30 | 2 CONDUITS |
| | PB01 | - | LB14 | 5 | -- | |
| | PB01 | - | PB02 | -- | 155 | |
| | PB02 | - | LB01 | 35 | -- | |
| | PB02 | - | PB03 | -- | 100 | |
| | PB03 | - | LB02 | 45 | -- | |
| | LB02 | - | LB03 | 95 | -- | |
| | LB03 | - | LB04 | 105 | -- | |
| | PB03 | - | LB05 | 30 | -- | |
| | PB03 | - | PB04 | -- | 95 | |
| | PB04 | - | LB06 | 30 | -- | |
| | PB04 | - | PB05 | 130 | -- | |
| | PB05 | - | LB07 | 15 | -- | |
| | PB05 | - | PB06 | 85 | -- | |
| | PB06 | - | LB08 | 50 | -- | |
| | PB04 | - | PB07 | -- | 160 | |
| | PB07 | - | LB09 | 55 | -- | |
| | PB07 | - | PB08 | -- | 35 | |
| | PB08 | - | LB12 | 200 | -- | |
| | PB08 | - | PB09 | -- | 45 | |
| | PB09 | - | LB10 | 30 | -- | |
| | LB10 | - | LB11 | 80 | -- | |
| | PB09 | - | PB10 | -- | 50 | |
| | PB10 | - | PB11 | -- | 35 | |
| | PB10 | - | LB13 | 10 | -- | |
| | PB11 | - | LB15 | 85 | -- | |
| | PB11 | - | PB12 | -- | 40 | |
| | PB12 | - | CABINET | -- | 20 | 2 CONDUITS |
| **PROJECT 5571-00-73 TOTAL** | | | | **1,085** | **765** | |

## PULL BOXES

| CATEGORY | NO. | STATION | OFFSET | 653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH | REMARKS |
|---|---|---|---|---|---|
| 0010 | PB01 | 204"EB"+67 | 30' RT | 1 | |
| | PB02 | 205"SB"+60 | 28' LT | 1 | |
| | PB03 | 21"C"+00 | 41' LT | 1 | |
| | PB04 | 206"WB"+70 | 27' LT | 1 | |
| | PB05 | 208"WB"+05 | 33' LT | 1 | |
| | PB06 | 208"WB"+81 | 33' LT | 1 | |
| | PB07 | 207"NB"+75 | 25' RT | 1 | |
| | PB08 | 207"NB"+88 | 8' LT | 1 | |
| | PB09 | 207"SB"+76 | 36' LT | 1 | |
| | PB10 | 204"WB"+47 | 29' LT | 1 | |
| | PB11 | 204"WB"+50 | 6' RT | 1 | |
| | PB12 | 204"EB"+30 | 27' RT | 1 | |
| **PROJECT 5571-00-73 TOTAL** | | | | **12** | |

## LIGHT POLES

| CATEGORY | NO. | STATION | OFFSET | 654.0105 CONCRETE BASES TYPE 5 EACH | 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF | 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH | 657.0322 POLES TYPE 5-ALUMINUM EACH | 657.0610 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 6-FT EACH | 659.1115 LUMINAIRES UTILITY LED A EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | LB01 | 21"C"+75 | 34' LT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB02 | 204"NB"+80 | 33' RT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB03 | 203"NB"+85 | 26' RT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB04 | 202"NB"+85 | 26' RT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB05 | 206"EB"+83 | 31' RT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB06 | 207"WB"+05 | 27' LT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB07 | 208"WB"+13 | 41' LT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB08 | 209"WB"+85 | 30' LT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB09 | 23"C"+95 | 34' LT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB10 | 207"SB"+95 | 33' LT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB11 | 208"SB"+80 | 26' LT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB12 | 209"SB"+65 | 8' RT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB13 | 204"WB"+58 | 7' RT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB14 | 204"EB"+63 | 27' RT | 1 | 120 | 1 | 1 | 1 | 1 | |
| | LB15 | 203"EB"+67 | 5' LT | 1 | 120 | 1 | 1 | 1 | 1 | |
| **PROJECT 5571-00-73 TOTAL** | | | | **15** | **1,800 *** | **15** | **15** | **15** | **15** | |

* - SEE ADDITIONAL QUANTITY IN CIRCUIT WIRING TABLE.

## CIRCUIT WIRING

| CATEGORY | CIRCUIT | FROM | - | TO | 655.0610 ELECTRICAL WIRE LIGHTING # OF WIRES | 12 AWG LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 0010 | A | CABINET | - | LB01 | 2 | 520 | |
| | A | LB01 | - | LB02 | 2 | 450 | |
| | A | LB02 | - | LB04 | 2 | 460 | |
| | A | LB02 | - | LB06 | 2 | 430 | |
| | A | LB06 | - | LB08 | 2 | 710 | |
| | B | CABINET | - | LB14 | 2 | 120 | |
| | B | LB14 | - | LB05 | 2 | 700 | |
| | B | LB05 | - | LB03 | 2 | 430 | |
| | B | LB05 | - | LB07 | 2 | 660 | |
| | C | CABINET | - | LB15 | 2 | 380 | |
| | C | LB15 | - | LB10 | 2 | 530 | |
| | C | LB10 | - | LB09 | 2 | 460 | |
| | C | LB09 | - | LB12 | 2 | 670 | |
| | D | CABINET | - | LB13 | 2 | 220 | |
| | D | LB13 | - | LB11 | 2 | 560 | |
| **PROJECT 5571-00-73 TOTAL** | | | | | | **7,300 *** | |

* - SEE LIGHT POLES TABLE FOR ADDITIONAL QUANTITY.

## LIGHTING CABINET

| CATEGORY | STATION | OFFSET | 654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH | 656.0201 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) STH 213 & CTH Q EACH | 659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH | REMARKS |
|---|---|---|---|---|---|---|
| 0010 | 204"EB"+45 | 29' RT | 1 | 1 | 1 | |
| **PROJECT 5571-00-73 TOTAL** | | | **1** | **1** | **1** | |

## EQUIPMENT GROUNDING WIRING

| CATEGORY | FROM | - | TO | 655.0615 ELECTRICAL WIRE LIGHTING # OF WIRES | 10 AWG LF | REMARKS |
|---|---|---|---|---|---|---|
| 0010 | CABINET | - | LB14 | 1 | 60 | |
| | LB14 | - | LB01 | 1 | 245 | |
| | LB01 | - | LB05 | 1 | 215 | |
| | LB05 | - | LB02 | 1 | 105 | |
| | LB02 | - | LB03 | 1 | 110 | |
| | LB03 | - | LB04 | 1 | 120 | |
| | LB05 | - | LB06 | 1 | 200 | |
| | LB06 | - | LB07 | 1 | 220 | |
| | LB07 | - | LB08 | 1 | 190 | |
| | LB06 | - | LB09 | 1 | 290 | |
| | LB09 | - | LB12 | 1 | 335 | |
| | LB09 | - | LB10 | 1 | 230 | |
| | LB10 | - | LB11 | 1 | 95 | |
| | LB10 | - | LB13 | 1 | 185 | |
| | LB13 | - | LB15 | 1 | 125 | |
| | LB13 | - | CABINET | 1 | 170 | |
| **PROJECT 5571-00-73 TOTAL** | | | | | **2,895** | |

## TEMPORARY LIGHTING SUMMARY

| LOCATION | SPV.0060.05 TEMPORARY LIGHTING SYSTEM EACH | REMARKS |
|---|---|---|
| ROUNDABOUT | 1 | |
| **PROJECT 5571-00-73 TOTAL** | **1** | |

3

## SAWING ASPHALT SUMMARY

690.0150
SAWING ASPHALT

| STATION | HWY | LOCATION | LF | REMARKS |
|---|---|---|---|---|
| 200+00 NB | STH 213 | SOUTH LEG | 24 | |
| 213+29 NB | STH 213 | NORTH LEG | 24 | |
| 211+85.41 EB | CTH Q | EAST LEG | 34 | |
| 201+75.30 EB | CTH Q | WEST LEG | 24 | |
| 208+50 EB | CTH Q | VICTORY DR | 40 | |
| **PROJECT 5571-00-73 TOTAL** | | | **146** | |
| | | | * | |

* - additional quantities listed elsewhere

## FENCE SAFETY

616.0700.s
FENCE
SAFETY

| CATEGORY | STATION | | STATION | LF | REMARKS |
|---|---|---|---|---|---|
| 0010 | 207+80 | - | 208+50 | 70 | RT (PROTECT MOUND SYSTEM) |
| | | | **TOTAL** | **70** | |

3

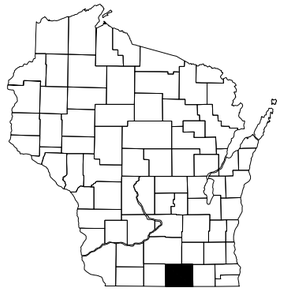
## PIPE UNDERDRAINS

SPV.0090.04
PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE

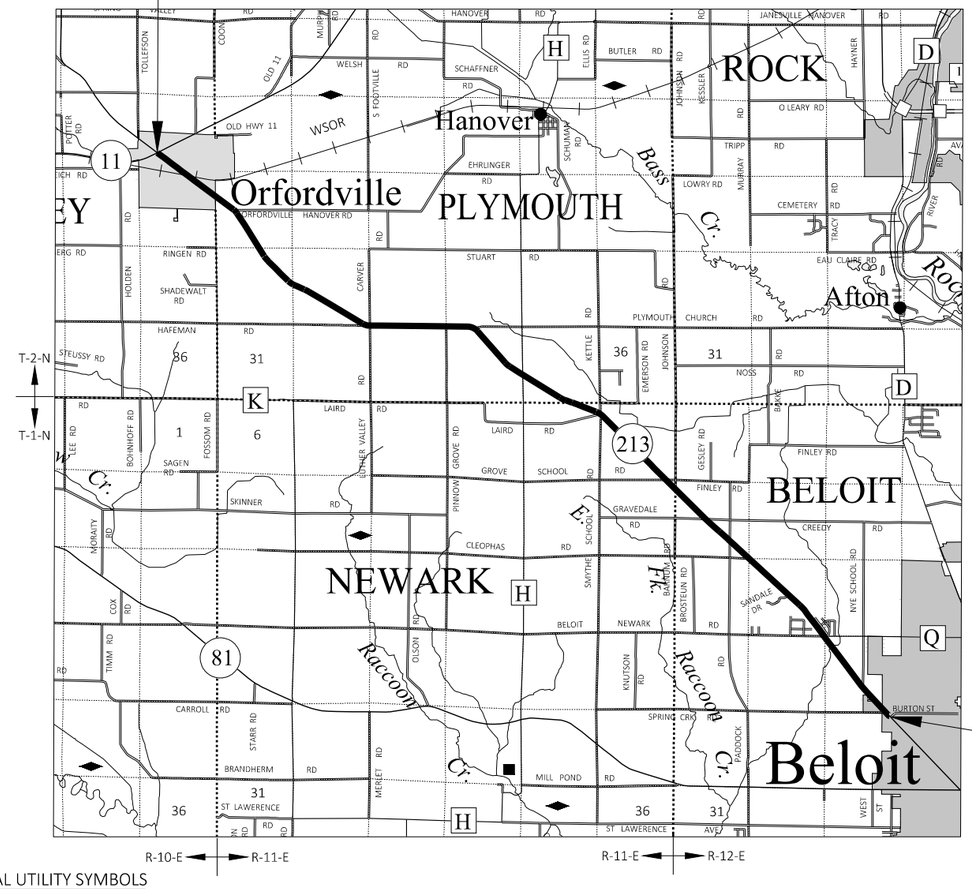
| ALI | LOCATION | STATION | | STATION | STRUCTURE | LF | REMARKS |
|---|---|---|---|---|---|---|---|
| CTHQ EB | WEST LEG | 204+12 | - | 204+62 | 1.1 | 50 | |
| CTHQ EB | WEST LEG | 204+19 | - | 204+69 | 1.2 | 50 | |
| RAB CIR | RAB CIR | 22+08 | - | 22+58 | 2.1 | 50 | |
| RAB CIR | RAB CIR | 21+66 | - | 22+16 | 2.2 | 50 | |
| RAB CIR | RAB CIR | 21+30 | - | 21+40 | 2.3 | 12 | |
| RAB CIR | RAB CIR | 20+58 | - | 20+68 | 3.0 | 12 | |
| RAB CIR | RAB CIR | 20+50 | - | 21+50 | 3.1 | 50 | |
| RAB CIR | RAB CIR | 24+04 | - | 20+34 | 4.0 | 50 | |
| RAB CIR | RAB CIR | 24+02 | - | 20+32 | 4.1 | 50 | |
| CTHQ EB | EAST LEG | 207+38 | - | 207+88 | 5.0 | 50 | |
| CTHQ EB | EAST LEG | 207+36 | - | 207+86 | 5.1 | 50 | |
| CTHQ EB | EAST LEG | 207+36 | - | 27+86 | 5.2 | 50 | |
| CTHQ EB | EAST LEG | 207+66 | - | 208+16 | 5.4 | 50 | |
| STH213 NB | SOUTH LEG | 203+25 | - | 203+75 | 7.0 | 50 | |
| STH213 NB | SOUTH LEG | 203+25 | - | 203+75 | 7.1 | 50 | |
| RAB CIR | RAB CIR | 23+17 | - | 22+67 | 8.0 | 50 | |
| STH213 NB | NORTH LEG | 207+64 | - | 208+14 | 8.1 | 50 | |
| STH213 NB | NORTH LEG | 207+52 | - | 208+02 | 8.2 | 50 | |
| STH213 NB | NORTH LEG | 207+42 | - | 207+92 | 8.3 | 50 | |
| STH213 NB | NORTH LEG | 209+31 | - | 209+81 | 8.5 | 50 | |
| **PROJECT 5571-00-73 TOTAL** | | | | | | **924** | |
| | | | | | | * | |

* - additional quantities listed elsewhere

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION
# TRANSPORTATION PROJECT PLAT TITLE SHEET
# 5571-00-20
## BELOIT-EVANSVILLE
### BURTON STREET TO STH 11
## STH 213
## ROCK COUNTY



PROJECT END




PROJECT START

LAYOUT
SCALE 0 1 MI.

## CONVENTIONAL SYMBOLS

- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE
- NEW R/W LINE
- EXISTING R/W OR HE LINE
- PROPERTY LINE
- LOT, TIE & OTHER MINOR LINES
- SLOPE INTERCEPT
- CORPORATE LIMITS
- UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
- NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
- TEMPORARY LIMITED EASEMENT AREA
- EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
- TRANSMISSION STRUCTURES
- BUILDING TO BE REMOVED
- BRIDGE CULVERT
- SECTION CORNER SYMBOL
- SECTION CORNER MONUMENT
- GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- SIGN
- R/W MONUMENT (TO BE SET)
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN (1-INCH UNLESS NOTED)
- OFF-PREMISE SIGN
- ELECTRIC POLE (COMPENSABLE / NON-COMPENSABLE)
- TELEPHONE POLE
- PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
- COMMUNICATION VAULT
- ACCESS RESTRICTED BY ACQUISITION
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
- NO ACCESS (NEW HIGHWAY)
- PARCEL NUMBER 25
- UTILITY NUMBER 40
- PARALLEL OFFSETS

## CONVENTIONAL ABBREVIATIONS

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

## CURVE DATA ABBREVIATIONS

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

## CONVENTIONAL UTILITY SYMBOLS

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

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5571-00-20

## NOTES:

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

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

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

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

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

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

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

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

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

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




FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\RW\DWG\040100-TI.DWG
PLOT DATE : 1/24/2024 5:11 AM PLOT BY : RYAN MALUEG

# TRANSPORTATION PROJECT PLAT NO: 5571-00-20 - 4.01

THAT PART OF LOT 4 OF VICTORY HEIGHTS CORRECTED, AND THAT PART OF LOTS 46 AND 47 VICTORY HEIGHTS SECOND SUBDIVISION, LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 16, AND INCLUDING THAT PART OF OUTLOT 21-4 ASSESSOR'S PLAT TOWNSHIP OF BELOIT, LOCATED IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, SECTION 21, ALL IN TOWNSHIP 1 NORTH, RANGE 12 EAST, TOWN OF BELOIT, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 213 BELOIT-EVANSVILLE (BURTON STREET TO STH 11) ROCK COUNTY, WISCONSIN

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

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

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOUND IRON PINS ARE 1" IRON PIPE, UNLESS OTHERWISE NOTED.

EXISTING RIGHT OF WAY FROM STH 213 ESTABLISHED FROM PREVIOUS PROJECTS 5571-01-21, S 1429(1) AND VICTORY HEIGHTS CORRECTED.

EXISTING RIGHT OF WAY FOR CTH Q ESTABLISHED FROM PREVIOUS PROJECT S 1429(1), VICTORY HEIGHTS CORRECTED, AND VICTORY HEIGHTS SECOND SUBDIVISION.

EXISTING RIGHT OF WAY FOR S VICTORY DRIVE ESTABLISHED FROM VICTORY HEIGHTS CORRECTED.

EXISTING RIGHT OF WAY FOR S BRISTLE DRIVE AND S TUCKER DRIVE ESTABLISHED FROM VICTORY HEIGHTS SECOND SUBDIVISION.

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

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

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER (S) | INTEREST(S) REQUIRED | R/W ACRES, REQUIRED NEW | EXISTING | TOTAL | TLE ACRES |
|---|---|---|---|---|---|---|
| 6 | JORGE N JURADO | FEE, TLE | 0.147 | --- | 0.147 | 0.006 |
| 7 | ZACHARY VOGT<br>LINNEA VOGT | FEE | 0.050 | --- | 0.050 | --- |
| 8 | STROM FAMILY FARM LLC | FEE | 0.421 | 0.821 | 1.242 | --- |
| 9 | DOROTHY K HUGHES AND LIFE ESTATE INTEREST OF DELORES OF STANKEWITZ | FEE | 0.584 | 0.837 | 1.421 | --- |

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

THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.

| R/W POINT TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| 100 | 13'PE'+39.32 | 96.68'LT |
| 101 | 13'PE'+75.36 | 76.82'LT |
| 102 | 14'PE'+97.24 | 95.64'LT |
| 103 | 16'PE'+32.73 | 70.00'LT |
| 104 | 18'PE'+51.92 | 50.00'LT |
| 105 | 18'PE'+51.92 | 0.00'RT |
| 106 | 18'PE'+51.92 | 50.00'RT |
| 107 | 15'PE'+00.00 | 50.00'RT |
| 108 | 14'PE'+26.95 | 65.00'RT |
| 109 | 14'PE'+11.73 | 81.51'RT |
| 110 | 40+08.15 | 50.00'RT |
| 111 | 36+18.15 | 50.00'RT |
| 112 | 35+48.15 | 33.00'RT |
| 113 | 35+48.15 | 0.00'RT |
| 114 | 35+48.15 | 33.00'LT |
| 115 | 36+18.15 | 50.00'LT |
| 116 | 37+98.15 | 50.00'LT |
| 117 | 38+38.15 | 65.00'LT |
| 118 | 40+08.15 | 65.00'LT |
| 119 | 40+48.15 | 50.00'LT |
| 120 | 43+25.00 | 50.00'LT |
| 121 | 45+88.49 | 78.78'LT |
| 122 | 46+93.91 | 0.00'RT |
| 123 | 13'PE'+38.13 | 0.00'RT |

| COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 100-101 | S61° 04' 40"E | 41.15' |
| 101-102 | N81° 17' 08"E | 123.33' |
| 102-103 | S79° 13' 09"E | 137.89' |
| 103-104 | S84° 43' 20"E | 220.10' |
| 104-105 | S00° 03' 51"W | 50.00' |
| 105-106 | S00° 03' 51"W | 50.00' |
| 106-107 | N89° 56' 09"W | 351.92' |
| 107-108 | S78° 27' 39"W | 74.58' |
| 108-109 | S42° 43' 12"W | 22.46' |
| 109-110 | S37° 01' 35"E | 630.24' |
| 110-111 | S37° 01' 35"E | 390.00' |
| 111-112 | S23° 22' 34"E | 72.03' |
| 112-113 | S52° 58' 25"W | 33.00' |
| 113-114 | S52° 58' 25"W | 33.00' |
| 114-115 | N50° 40' 37"W | 72.03' |
| 115-116 | N37° 01' 35"W | 180.00' |
| 116-117 | N57° 34' 57"W | 42.72' |
| 117-118 | N37° 01' 35"W | 170.00' |
| 118-119 | N16° 28' 13"W | 42.72' |
| 119-120 | N37° 01' 35"W | 276.85' |
| 120-121 | N43° 15' 35"W | 265.05' |
| 121-122 | N00° 12' 50"W | 131.68' |
| 122-123 | N00° 12' 50"W | 67.31' |
| 123-100 | N00° 46' 08"E | 96.69' |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| T130 | 13'PE'+39.38 | 101.40'LT |
| T131 | 14'PE'+81.33 | 93.18'LT |
| T132 | 14'PE'+83.20 | 114.27'LT |

| FOUND MONUMENT TABLE | | |
|---|---|---|
| POINT | Y COORDS | X COORDS |
| IP 1 | 217249.386 | 475241.677 |
| IP 2 | 217367.237 | 475294.322 |
| IP 3 | 217428.162 | 475294.874 |
| IP 4 | 217353.439 | 475363.753 |
| IP 5 | 217249.744 | 475318.194 |
| IP 6 | 217166.734 | 475317.073 |
| IP 7 | 217166.349 | 475437.215 |
| IP 8 | 217166.307 | 475541.327 |
| IP 9 | 217349.490 | 475663.883 |
| IP 11 | 217337.626 | 475087.542 |
| IP 12 | 217167.207 | 475050.719 |
| IP 13 | 217178.307 | 475023.324 |

JT ENGINEERING, INC Consultant Services

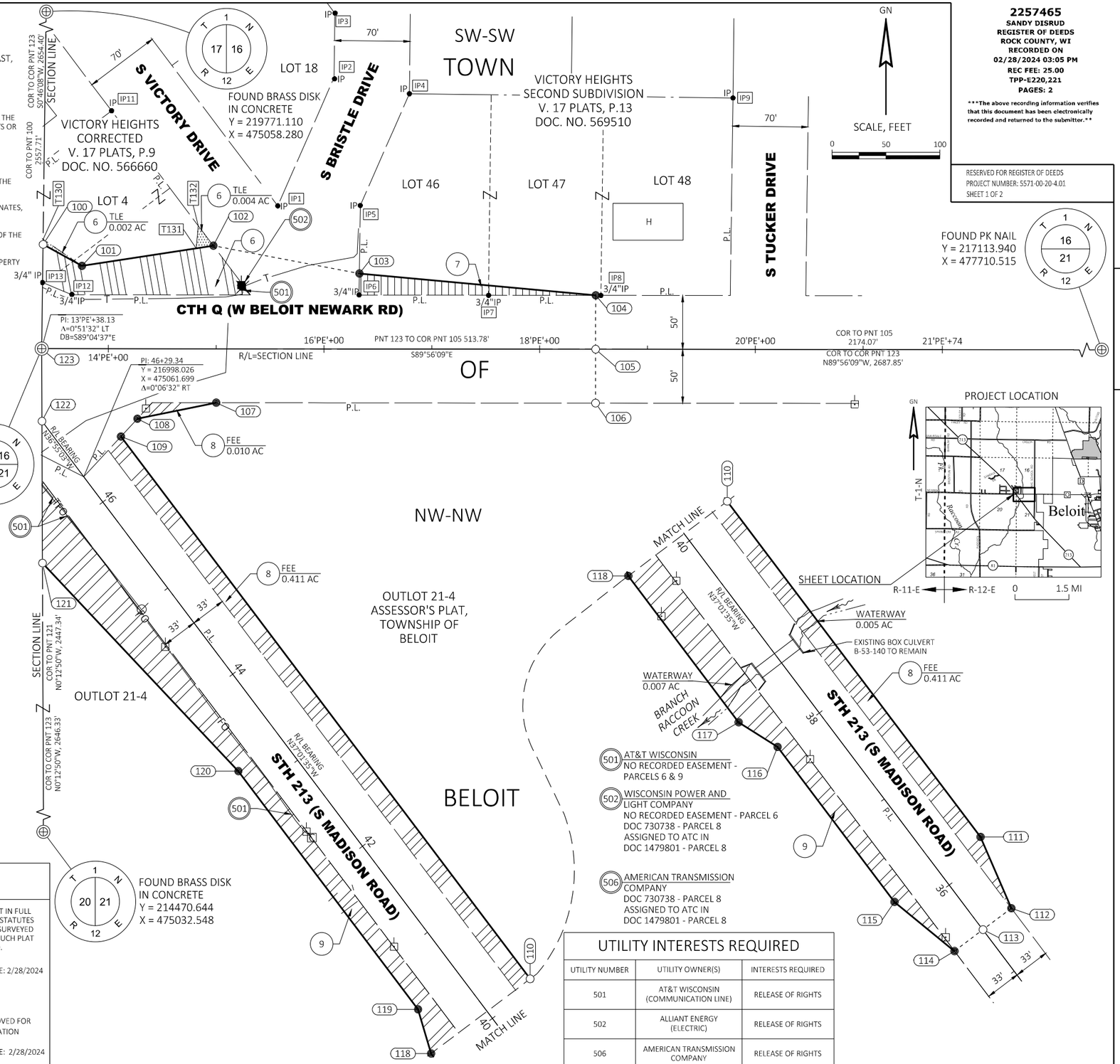
I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 5571-00-20 - 4.01 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: DATE: 2/28/2024
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

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

SIGNATURE: DATE: 2/28/2024
PRINT NAME: CORY SCHLAGEL




| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | UTILITY OWNER(S) | INTERESTS REQUIRED |
| 501 | AT&T WISCONSIN (COMMUNICATION LINE) | RELEASE OF RIGHTS |
| 502 | ALLIANT ENERGY (ELECTRIC) | RELEASE OF RIGHTS |
| 506 | AMERICAN TRANSMISSION COMPANY | RELEASE OF RIGHTS |


**2257465**
SANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
02/28/2024 03:05 PM
REC FEE: 25.00
TPP-E220,221
PAGES: 2
***The above recording information verifies that this document has been electronically recorded and returned to the submitter.**


RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5571-00-20-4.01
SHEET 1 OF 2



FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\RW\DWG\040101-RP.DWG
APPRAISAL PLAT DATE : 2/28/2024
PLOT DATE : 2/28/2024 8:30 AM
PLOT BY : RYAN MALUEG
PLOT NAME :
PLOT SCALE : 1IN:50FT

# TRANSPORTATION PROJECT PLAT NO: 5571-00-20 - 4.02

THAT PART OF LOT 2 IN BLOCK 9 OF BEL-CREST FIRST ADDITION AND THAT PART OF LOTS 3 AND 4 OF VICTORY HEIGHTS CORRECTED, LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4, SECTION 17, AND THAT PART OF OUTLOT 20-1 ASSESSOR'S PLAT, TOWNSHIP OF BELOIT, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, SECTION 20, ALL IN TOWNSHIP 1 NORTH, RANGE 12 EAST, TOWN OF BELOIT, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 213 BELOIT-EVANSVILLE (BURTON STREET TO STH 11) ROCK COUNTY, WISCONSIN

**2258085**
**SANDY DISRUD**
**REGISTER OF DEEDS**
**ROCK COUNTY, WI**
**RECORDED ON**
**03/08/2024 01:04 PM**
**REC FEE: 25.00**
**TPP-E222**
**PAGES: 1**

*****The above recording information verifies that this document has been electronically recorded and returned to the submitter.****

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5571-00-20- 4.02

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

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

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOUND IRON PINS ARE 1" IRON PIPE, UNLESS OTHERWISE NOTED.

EXISTING RIGHT OF WAY FROM STH 213 ESTABLISHED FROM PREVIOUS PROJECTS 5571-01-21 AND S 1429(1), VICTORY HEIGHTS CORRECTED, AND BEL-CREST FIRST ADDITION.

EXISTING RIGHT OF WAY FOR W BELOIT NEWARK RD ESTABLISHED FROM PREVIOUS PROJECT S 1429(1) AND BEL-CREST FIRST ADDITION.

EXISTING ACCESS CONTROL FOR STH 213 ESTABLISHED FROM VICTORY HEIGHTS CORRECTED AND BEL-CREST FIRST ADDITION.

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

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT #2257465.

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER (S) | INTEREST(S) REQUIRED | R/W ACRES, REQUIRED | | | TLE ACRES |
|---|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL | |
| 1 | JEFFREY T ADAS<br>TRACY A ADAS | FEE,TLE | 0.190 | --- | 0.190 | 0.137 |
| 2 | LAURIE L BROWN<br>DEANNA L LARSON | FEE, TLE | --- | 0.059 | 0.059 | 0.017 |
| 3 | KRISTOFER T WHITNEY | FEE, TLE | --- | 0.059 | 0.059 | 0.017 |
| 4 | VICKY E COX | FEE, TLE | --- | 0.073 | 0.073 | 0.009 |
| 5 | SALLY A RODEN | FEE, TLE | 0.013 | 0.044 | 0.057 | 0.006 |
| 6 | JORGE N JURADO | FEE, TLE | 0.060 | 0.010 | 0.070 | 0.010 |
| 9 | DOROTHY K HUGHES AND LIFE ESTATE INTEREST OF DELORES OF STANKEWITZ | FEE, TLE | 0.526 | 0.270 | 0.796 | 0.053 |

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

THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.

## FOUND MONUMENT TABLE

| POINT | Y COORDS | X COORDS |
|---|---|---|
| IP 13 | 217178.307 | 475023.324 |
| IP 15 | 217539.274 | 475023.067 |
| IP 16 | 217427.383 | 475019.759 |
| IP 18 | 217199.708 | 474972.151 |
| IP 19 | 217311.956 | 474866.783 |
| IP 20 | 217401.629 | 474798.766 |
| IP 21 | 217461.496 | 474753.585 |
| IP 22 | 217521.420 | 474708.354 |
| IP 23 | 217581.494 | 474663.082 |
| IP 24 | 217701.086 | 474572.997 |
| IP 25 | 217753.742 | 474533.312 |
| IP 26 | 217223.508 | 474816.770 |
| IP 27 | 217160.761 | 474784.840 |
| IP 28 | 217166.449 | 474428.438 |
| IP 29 | 217159.579 | 474428.388 |
| IP 30 | 217165.945 | 474463.411 |
| IP 31 | 217165.407 | 474498.357 |
| IP 32 | 217085.836 | 474888.404 |

## COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| 100-123 | S00° 46' 08"W | 96.69' |
| 123-122 | S00° 12' 50"E | 67.31' |
| 122-121 | S00° 12' 50"E | 131.68' |
| 121-203 | N43° 15' 35"W | 102.29' |
| 203-204 | N68° 38' 34"W | 144.91' |
| 204-205 | N87° 31' 44"W | 185.07' |
| 205-206 | N72° 35' 18"W | 130.36' |
| 206-207 | N00° 55' 23"E | 33.00' |
| 207-208 | N00° 55' 23"E | 40.00' |
| 208-209 | N77° 11' 04"E | 105.27' |
| 209-210 | N87° 36' 36"E | 147.99' |
| 210-211 | N77° 31' 07"E | 46.26' |
| 211-212 | N04° 43' 33"W | 37.37' |
| 212-213 | N37° 02' 20"W | 504.85' |
| 213-214 | N52° 57' 40"E | 60.00' |
| 214-217 | N52° 57' 24"E | 33.00' |
| 217-215 | N52° 58' 11"E | 17.00' |
| 215-216 | S37° 02' 20"E | 549.85' |
| 216-100 | S61° 04' 40"E | 121.35' |

## R/W POINT TABLE

| POINT | STATION | OFFSET |
|---|---|---|
| 100 | 13'PE'+39.32 | 96.68'LT |
| 121 | 45+88.49 | 78.78'LT |
| 122 | 46+93.91 | 0.00'LT |
| 123 | 13'PE'+38.13 | 0.00'RT |
| 203 | 12'PE'+70.79 | 125.59'RT |
| 204 | 11'PE'+35.00 | 75.00'RT |
| 205 | 9'PE'+50.00 | 70.00'RT |
| 206 | 8'PE'+25.00 | 33.00'RT |
| 207 | 8'PE'+25.00 | 0.00'RT |
| 208 | 8'PE'+25.00 | 40.00'LT |
| 209 | 9'PE'+27.25 | 65.00'LT |
| 210 | 10'PE'+75.00 | 73.55'LT |
| 211 | 11'PE'+20.00 | 84.28'LT |
| 212 | 49+80.00 | 60.00'LT |
| 213 | 54+84.85 | 60.00'LT |
| 214 | 54+84.85 | 0.00'RT |
| 215 | 54+84.85 | 50.00'RT |
| 216 | 49+35.00 | 50.00'RT |
| 217 | 54+84.85 | 33.00'RT |

## TLE STATION & OFFSET TABLE

| POINT | STATION | OFFSET |
|---|---|---|
| T130 | 13+39.38 | 101.40'LT |
| T230 | 12+81.31 | 136.42'RT |
| T231 | 12+77.63 | 139.27'RT |
| T232 | 11+00.00 | 79.05'RT |
| T233 | 11+00.00 | 74.05'RT |
| T234 | 54+84.85 | 55.07'RT |
| T235 | 51+09.85 | 55.01'RT |
| T236 | 51+09.85 | 50.00'RT |
| T237 | 48+84.85 | 83.22'RT |
| T239 | 52+00.00 | 83.57'LT |
| T240 | 53+00.00 | 85.00'LT |
| T241 | 53+75.00 | 60.00'LT |

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTERESTS REQUIRED |
|---|---|---|
| 500 | SPECTRUM (COMMUNICATION LINE) | RELEASE OF RIGHTS |
| 501 | AT&T WISCONSIN (COMMUNICATION LINE) | RELEASE OF RIGHTS |
| 502 | ALLIANT ENERGY (ELECTRIC) | RELEASE OF RIGHTS |
| 506 | AMERICAN TRANSMISSION COMPANY | RELEASE OF RIGHTS |

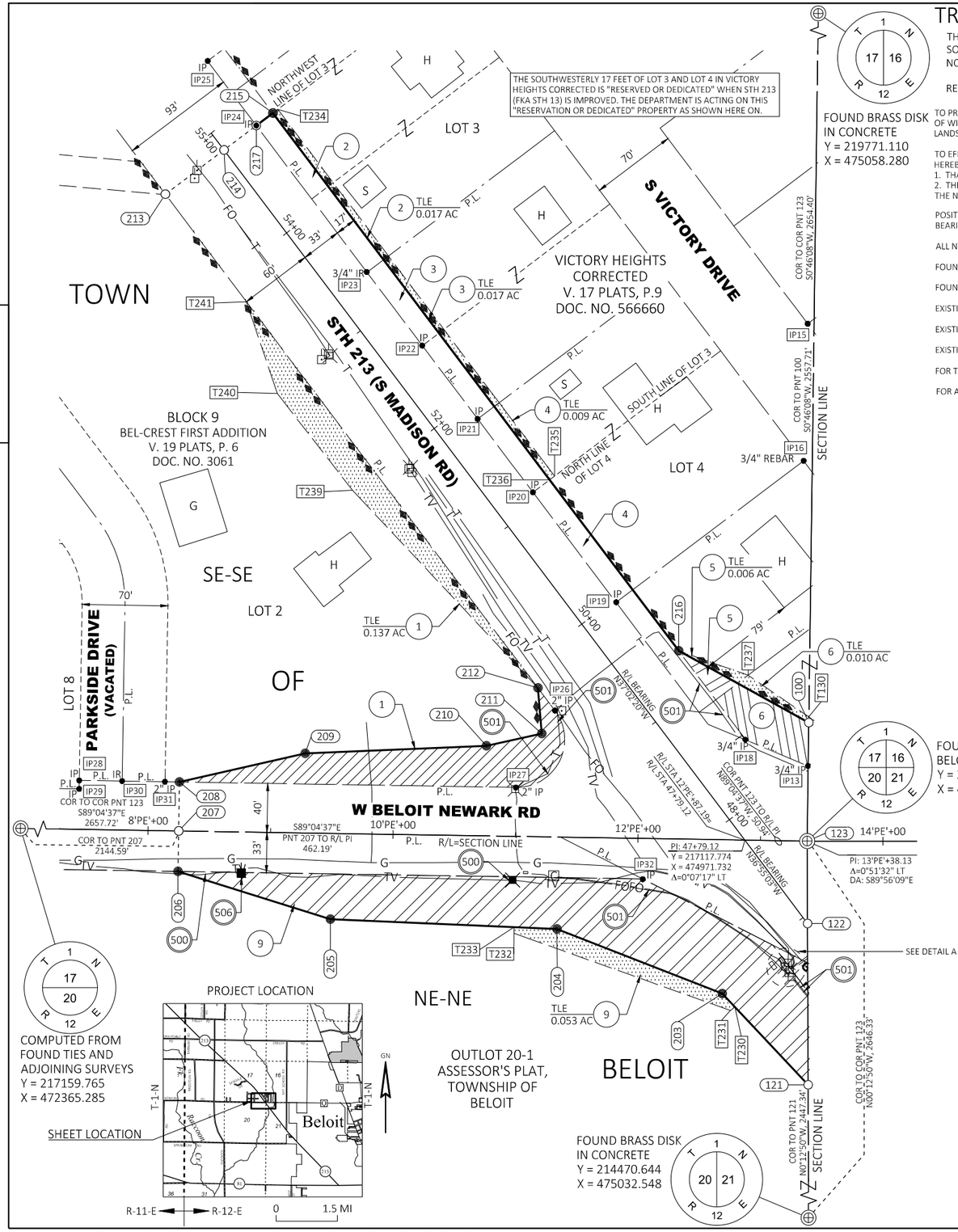
500 SPECTRUM
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PARCEL 9

501 AT&T WISCONSIN
NO RECORDED EASEMENT
PARCELS 1, 5, 6, & 9
DOC 5753001 - PARCEL 5

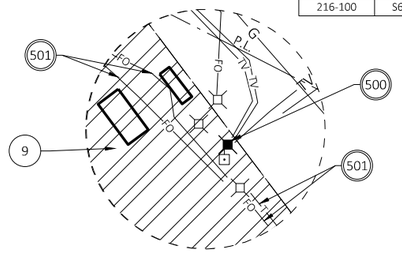
502 ALLIANT ENERGY-ELECTRIC
DOC 730744 - PARCEL 1
DOC 730737 - PARCEL 9
ASSIGNED TO ATC IN
DOC 1479801 - PARCELS 1 & 9

506 WISCONSIN POWER AND LIGHT COMPANY
DOC 730744 - PARCEL 1
DOC 730737 - PARCEL 9
ASSIGNED TO ATC IN
DOC 1479801 - PARCELS 1 & 9

GN
SCALE, FEET
0 50 100




DETAIL A



ENGINEERING, INC
Consultant Services

I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 5571-00-20 - 4.02 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

SIGNATURE: DATE: 3/7/2024
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

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

SIGNATURE: DATE: 3/7/2024
PRINT NAME: CORY SCHLAGEL



FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\RW\DWG\040102-RP.DWG
APPRAISAL PLAT DATE : 3/7/2024
PLOT DATE : 3/7/2024 10:46 AM PLOT BY : RYAN MALUEG PLOT NAME : PLOT SCALE : 1IN:50FT

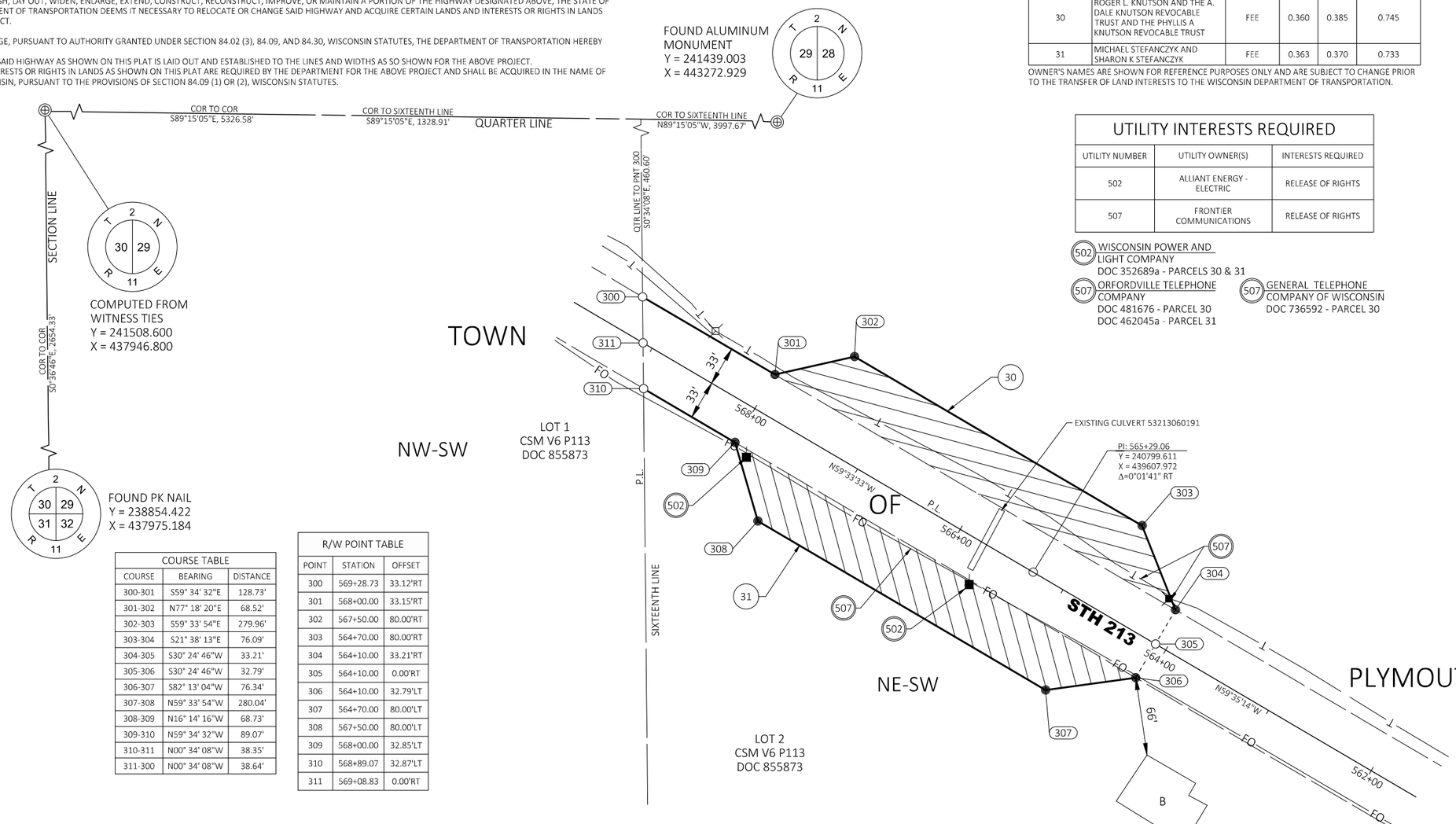
# TRANSPORTATION PROJECT PLAT NO: 5571-00-20 - 4.03

THAT PART OF LOT 2 OF CERTIFIED SURVEY MAP V6 P113 RECORDED AS DOCUMENT 855873, LOCATED IN AND INCLUDING THAT PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 29, TOWNSHIP 2 NORTH, RANGE 11 EAST, TOWN OF PLYMOUTH, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 213 BELOIT-EVANSVILLE (BURTON STREET TO STH 11) ROCK COUNTY, WISCONSIN

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

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




| COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 300-301 | S59° 34' 32"E | 128.73' |
| 301-302 | N77° 18' 20"E | 68.52' |
| 302-303 | S59° 33' 54"E | 279.96' |
| 303-304 | S21° 38' 13"E | 76.09' |
| 304-305 | S30° 24' 46"W | 33.21' |
| 305-306 | S30° 24' 46"W | 32.79' |
| 306-307 | S82° 13' 04"W | 76.34' |
| 307-308 | N59° 33' 54"W | 280.04' |
| 308-309 | N16° 14' 16"W | 68.73' |
| 309-310 | N59° 34' 32"W | 89.07' |
| 310-311 | N00° 34' 08"W | 38.35' |
| 311-300 | N00° 34' 08"W | 38.64' |

| R/W POINT TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| 300 | 569+28.73 | 33.12'RT |
| 301 | 568+00.00 | 33.15'RT |
| 302 | 567+50.00 | 80.00'RT |
| 303 | 564+70.00 | 80.00'RT |
| 304 | 564+10.00 | 33.21'RT |
| 305 | 564+10.00 | 0.00'RT |
| 306 | 564+10.00 | 32.79'LT |
| 307 | 564+70.00 | 80.00'LT |
| 308 | 567+50.00 | 80.00'LT |
| 309 | 568+00.00 | 32.85'LT |
| 310 | 568+89.07 | 32.87'LT |
| 311 | 569+08.83 | 0.00'RT |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER (S) | INTEREST(S) REQUIRED | R/W ACRES, REQUIRED | | |
|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL |
| 30 | ROGER L. KNUTSON AND THE A. DALE KNUTSON REVOCABLE TRUST AND THE PHYLLIS A KNUTSON REVOCABLE TRUST | FEE | 0.360 | 0.385 | 0.745 |
| 31 | MICHAEL STEFANCZYK AND SHARON K STEFANCZYK | FEE | 0.363 | 0.370 | 0.733 |

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

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTERESTS REQUIRED |
|---|---|---|
| 502 | ALLIANT ENERGY - ELECTRIC | RELEASE OF RIGHTS |
| 507 | FRONTIER COMMUNICATIONS | RELEASE OF RIGHTS |

(502) WISCONSIN POWER AND LIGHT COMPANY
DOC 352689a - PARCELS 30 & 31

(507) ORFORDVILLE TELEPHONE COMPANY
DOC 481676 - PARCEL 30
DOC 462045a - PARCEL 31

(507) GENERAL TELEPHONE COMPANY OF WISCONSIN
DOC 736592 - PARCEL 30


**2258086**
SANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
03/08/2024 01:05 PM
REC FEE: 25.00
TPP-E223
PAGES: 1

***The above recording information verifies that this document has been electronically recorded and returned to the submitter.***


RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5571-00-20-4.03

JT ENGINEERING, INC
Consultant Services

I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 5571-00-20 - 4.03 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

SIGNATURE: _____ DATE: 3/7/2024
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

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

SIGNATURE: _____ DATE: 3/7/2024
PRINT NAME: CORY SCHLAGEL

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

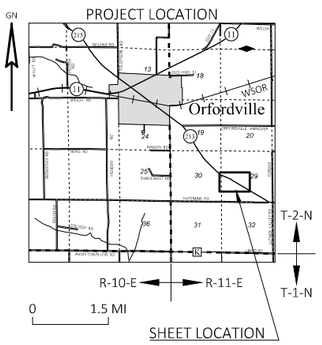
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING RIGHT-OF-WAY FOR STH 213 ESTABLISHED FROM PREVIOUS PROJECT DJ1145, CSM V6 P113, AND EXISTING C/L.

SIXTEENTH LINES WERE ESTABLISHED BY SECTION BREAKDOWN OF OBSERVED PLSS MONUMENTS.

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

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT #2257465.



# TRANSPORTATION PROJECT PLAT NO: 5571-00-20 - 4.04 AMENDMENT NO. 1

AMENDS PARCEL 29 OF TRANSPORTATION PROJECT PLAT 5571-00-20-4.04, RECORDED AS DOCUMENT 2258087.

THAT PART OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4, SECTION 30, TOWNSHIP 2 NORTH, RANGE 11 EAST, TOWN OF PLYMOUTH, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 213 BELOIT-EVANSVILLE (BURTON STREET TO STH 11) ROCK COUNTY, WISCONSIN

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

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

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

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

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

EXISTING RIGHT-OF-WAY FOR STH 213 ESTABLISHED FROM PREVIOUS PROJECT DJ1145 AND EXISTING C/L.

SIXTEENTH LINES WERE ESTABLISHED BY SECTION BREAKDOWN OF OBSERVED PLSS MONUMENTS.

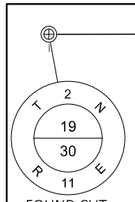
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT #2257465.


DOCUMENT # 2291535
ANSPORTATION PROJ PLAT/AMEI
TPP-E285
SANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
08/21/2025 02:21 PM
REC FEE: 25.00
PAGES: 1

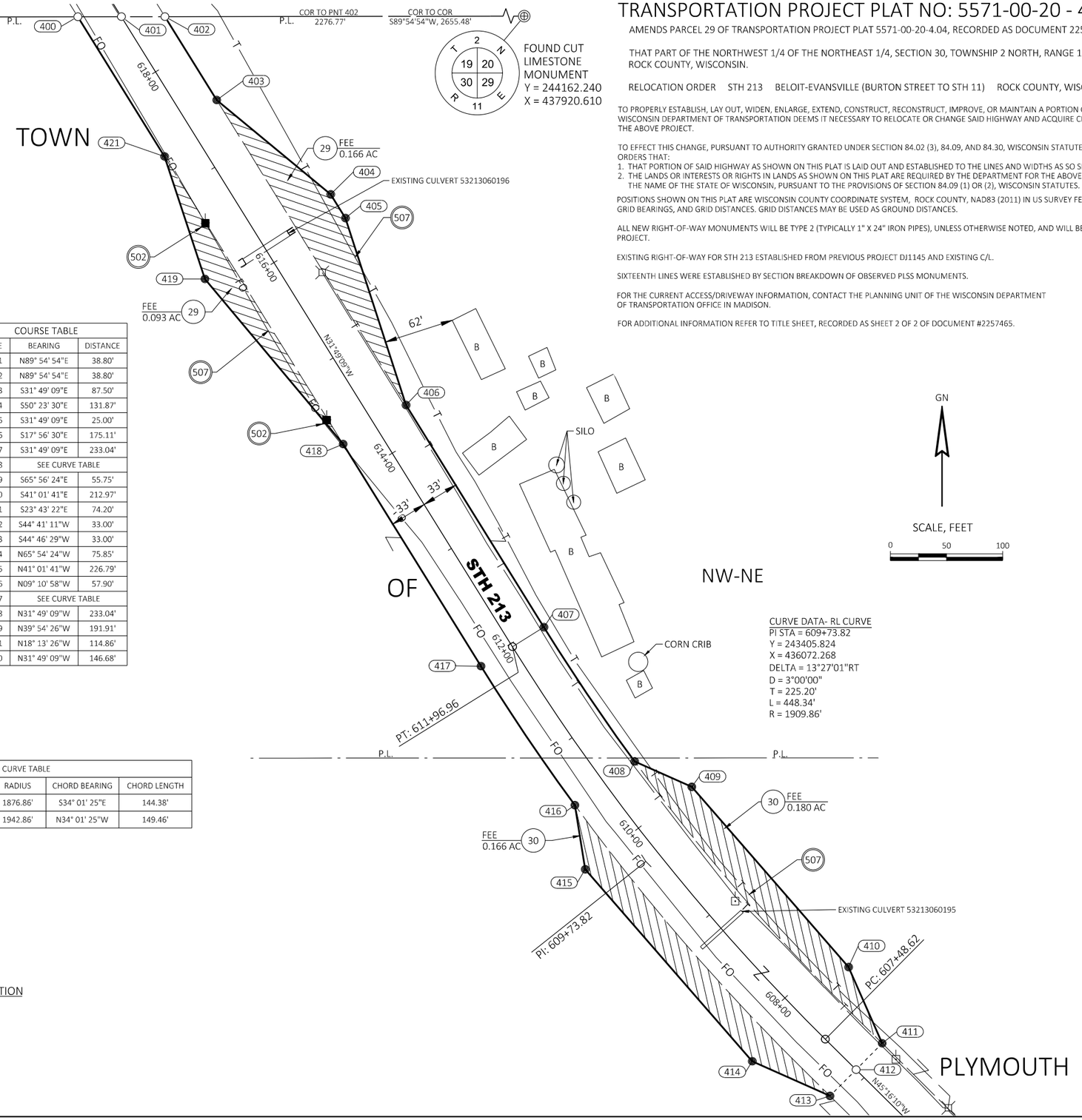
**Electronically recorded and returned**


RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5571-00-20-4.04
AMENDMENT NO: 1










CURVE DATA- RL CURVE
PI STA = 609+73.82
Y = 243405.824
X = 436072.268
DELTA = 13°27'01"RT
D = 3°00'00"
T = 225.20'
L = 448.34'
R = 1909.86'

| R/W POINT TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| 400 | 618+78.32 | 33.00'LT |
| 401 | 618+57.91 | 0.00'RT |
| 402 | 618+37.50 | 33.00'RT |
| 403 | 617+50.00 | 33.00'RT |
| 404 | 616+25.00 | 75.00'RT |
| 405 | 616+00.00 | 75.00'RT |
| 406 | 614+30.00 | 33.00'RT |
| 407 | 611+96.96 | 33.00'RT |
| 408 | 610+50.00 | 33.00'RT |
| 409 | 610+00.00 | 60.00'RT |
| 410 | 607+80.00 | 60.00'RT |
| 411 | 607+10.00 | 33.00'RT |
| 412 | 607+09.97 | 0.00'RT |
| 413 | 607+10.00 | 33.00'LT |
| 414 | 607+80.00 | 60.00'LT |
| 415 | 610+00.00 | 60.00'LT |
| 416 | 610+50.00 | 33.00'LT |
| 417 | 611+96.96 | 33.00'LT |
| 418 | 614+30.00 | 33.00'LT |
| 419 | 616+20.00 | 60.00'LT |
| 421 | 617+31.64 | 33.00'LT |

| COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 400-401 | N89° 54' 54"E | 38.80' |
| 401-402 | N89° 54' 54"E | 38.80' |
| 402-403 | S31° 49' 09"E | 87.50' |
| 403-404 | S50° 23' 30"E | 131.87' |
| 404-405 | S31° 49' 09"E | 25.00' |
| 405-406 | S17° 56' 30"E | 175.11' |
| 406-407 | S31° 49' 09"E | 233.04' |
| 407-408 | SEE CURVE TABLE | |
| 408-409 | S65° 56' 24"E | 55.75' |
| 409-410 | S41° 01' 41"E | 212.97' |
| 410-411 | S23° 43' 22"E | 74.20' |
| 411-412 | S44° 41' 11"W | 33.00' |
| 412-413 | S44° 46' 29"W | 33.00' |
| 413-414 | N65° 54' 24"W | 75.85' |
| 414-415 | N41° 01' 41"W | 226.79' |
| 415-416 | N09° 10' 58"W | 57.90' |
| 416-417 | SEE CURVE TABLE | |
| 417-418 | N31° 49' 09"W | 233.04' |
| 418-419 | N39° 54' 26"W | 191.91' |
| 419-421 | N18° 13' 26"W | 114.86' |
| 421-400 | N31° 49' 09"W | 146.68' |

| CURVE TABLE | | | | |
|---|---|---|---|---|
| CURVE | ARC LENGTH | RADIUS | CHORD BEARING | CHORD LENGTH |
| 407-408 | 144.42' | 1876.86' | S34° 01' 25"E | 144.38' |
| 416-417 | 149.49' | 1942.86' | N34° 01' 25"W | 149.46' |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER (S) | INTEREST(S) REQUIRED | R/W ACRES, REQUIRED | | |
|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL |
| 29 | CAROL D LOFTHUS | FEE | 0.259 | 1.182 | 1.441 |
| 30 | ROGER L. KNUTSON AND THE A. DALE KNUTSON REVOCABLE TRUST AND THE PHYLLIS A KNUTSON REVOCABLE TRUST | FEE | 0.346 | 0.557 | 0.903 |

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

## UTILITY INTERESTS REQUIRED

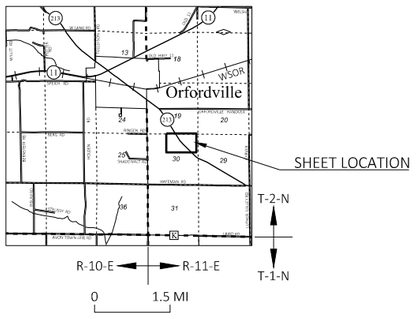
| UTILITY NUMBER | UTILITY OWNER(S) | INTERESTS REQUIRED |
|---|---|---|
| 502 | ALLIANT ENERGY - ELECTRIC | RELEASE OF RIGHTS |
| 507 | FRONTIER COMMUNICATIONS | RELEASE OF RIGHTS |

502 WISCONSIN POWER AND LIGHT COMPANY
DOC 352691a - PARCEL 30
NO RECORDED EASEMENT - PARCEL 29

507 ORFORDVILLE TELEPHONE COMPANY
DOC 462040a - PARCEL 30
DOC 481682 - PARCEL 30
DOC 462043 - PARCEL 29
DOC 481678 - PARCEL 29

507 GENERAL TELEPHONE COMPANY
DOC 736597 - PARCEL 30
DOC 736589 - PARCEL 29

PROJECT LOCATION




JT ENGINEERING, INC
Consultant Services

I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 5571-00-20 - 4.04 AMENDMENT NO. 1 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

SIGNATURE: DATE: 8/18/2025
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

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

SIGNATURE: DATE: 8/20/225
PRINT NAME: EMILY HEMLING

# TRANSPORTATION PROJECT PLAT NO: 5571-00-20 - 4.04

THAT PART OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4, SECTION 30, TOWNSHIP 2 NORTH, RANGE 11 EAST, TOWN OF PLYMOUTH, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 213 BELOIT-EVANSVILLE (BURTON STREET TO STH 11) ROCK COUNTY, WISCONSIN

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

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

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

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

EXISTING RIGHT-OF-WAY FOR STH 213 ESTABLISHED FROM PREVIOUS PROJECT DJ1145 AND EXISTING C/L.

SIXTEENTH LINES WERE ESTABLISHED BY SECTION BREAKDOWN OF OBSERVED PLSS MONUMENTS.

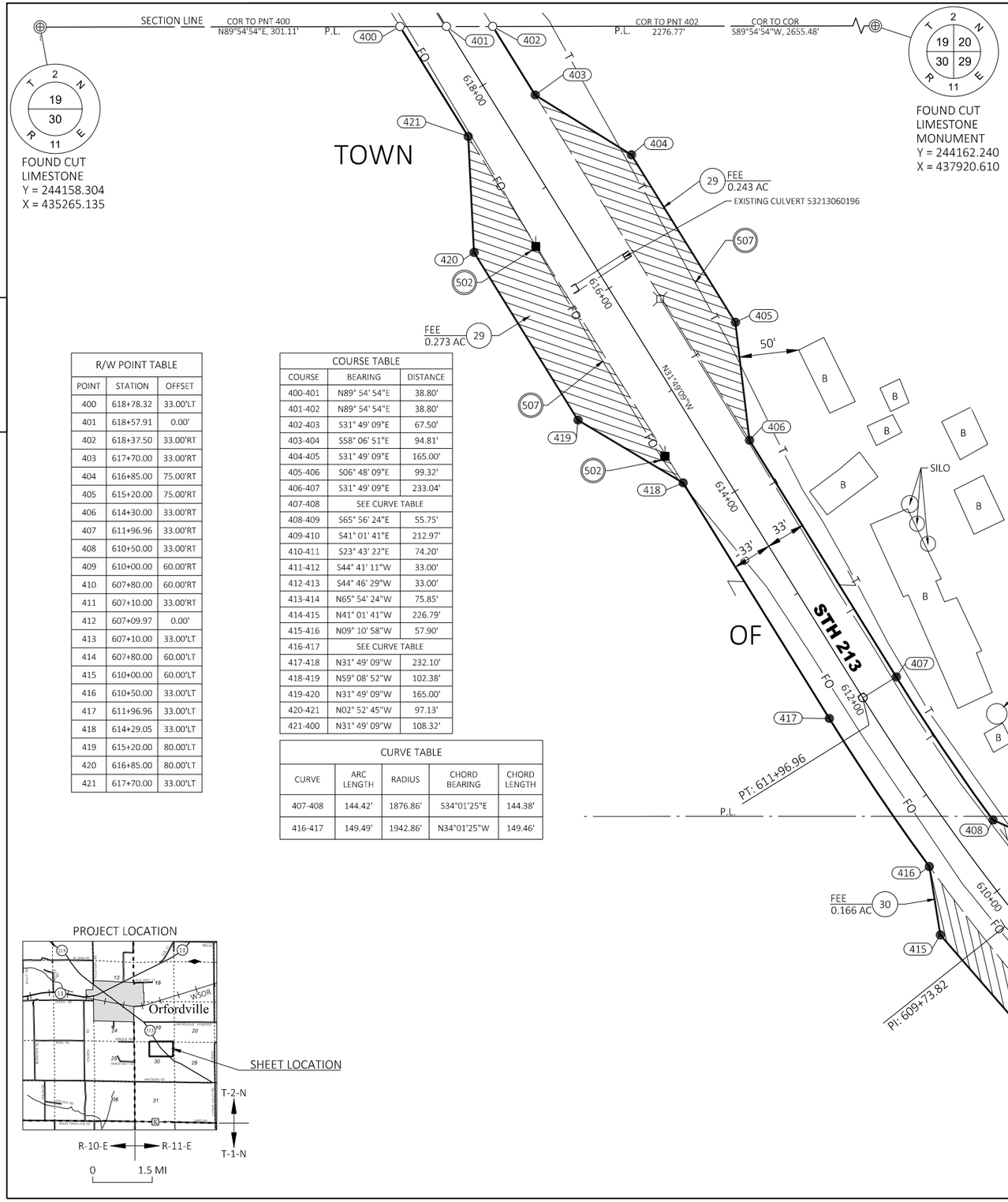
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT #2257465.


**2258087**
SANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
03/08/2024 01:06 PM
REC FEE: 25.00
TPP-E224
PAGES: 1

***The above recording information verifies that this document has been electronically recorded and returned to the submitter.**


RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5571-00-20-4.04




GN

SCALE, FEET
0 50 100

| R/W POINT TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| 400 | 618+78.32 | 33.00'LT |
| 401 | 618+57.91 | 0.00' |
| 402 | 618+37.50 | 33.00'RT |
| 403 | 617+70.00 | 33.00'RT |
| 404 | 616+85.00 | 75.00'RT |
| 405 | 615+20.00 | 75.00'RT |
| 406 | 614+30.00 | 33.00'RT |
| 407 | 611+96.96 | 33.00'RT |
| 408 | 610+50.00 | 33.00'RT |
| 409 | 610+00.00 | 60.00'RT |
| 410 | 607+80.00 | 60.00'RT |
| 411 | 607+10.00 | 33.00'RT |
| 412 | 607+09.97 | 0.00' |
| 413 | 607+10.00 | 33.00'LT |
| 414 | 607+80.00 | 60.00'LT |
| 415 | 610+00.00 | 60.00'LT |
| 416 | 610+50.00 | 33.00'LT |
| 417 | 611+96.96 | 33.00'LT |
| 418 | 614+29.05 | 33.00'LT |
| 419 | 615+20.00 | 80.00'LT |
| 420 | 616+85.00 | 80.00'LT |
| 421 | 617+70.00 | 33.00'LT |

| COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 400-401 | N89° 54' 54"E | 38.80' |
| 401-402 | N89° 54' 54"E | 38.80' |
| 402-403 | S31° 49' 09"E | 67.50' |
| 403-404 | S58° 06' 51"E | 94.81' |
| 404-405 | S31° 49' 09"E | 165.00' |
| 405-406 | S06° 48' 09"E | 99.32' |
| 406-407 | S31° 49' 09"E | 233.04' |
| 407-408 | SEE CURVE TABLE | |
| 408-409 | S65° 56' 24"E | 55.75' |
| 409-410 | S41° 01' 41"E | 212.97' |
| 410-411 | S23° 43' 22"E | 74.20' |
| 411-412 | S44° 41' 11"W | 33.00' |
| 412-413 | S44° 46' 29"W | 33.00' |
| 413-414 | N65° 54' 24"W | 75.85' |
| 414-415 | N41° 01' 41"W | 226.79' |
| 415-416 | N09° 10' 58"W | 57.90' |
| 416-417 | SEE CURVE TABLE | |
| 417-418 | N31° 49' 09"W | 232.10' |
| 418-419 | N59° 08' 52"W | 102.38' |
| 419-420 | N31° 49' 09"W | 165.00' |
| 420-421 | N02° 52' 45"W | 97.13' |
| 421-400 | N31° 49' 09"W | 108.32' |

| CURVE TABLE | | | | |
|---|---|---|---|---|
| CURVE | ARC LENGTH | RADIUS | CHORD BEARING | CHORD LENGTH |
| 407-408 | 144.42' | 1876.86' | S34°01'25"E | 144.38' |
| 416-417 | 149.49' | 1942.86' | N34°01'25"W | 149.46' |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER (S) | INTEREST(S) REQUIRED | R/W ACRES, REQUIRED | | |
|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL |
| 29 | CAROL D LOFTHUS | FEE | 0.516 | 1.182 | 1.698 |
| 30 | ROGER L. KNUTSON AND THE A. DALE KNUTSON REVOCABLE TRUST AND THE PHYLLIS A KNUTSON REVOCABLE TRUST | FEE | 0.346 | 0.557 | 0.903 |

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

## UTILITY INTERESTS REQUIRED

| UTILITY NUMBER | UTILITY OWNER(S) | INTERESTS REQUIRED |
|---|---|---|
| 502 | ALLIANT ENERGY - ELECTRIC | RELEASE OF RIGHTS |
| 507 | FRONTIER COMMUNICATIONS | RELEASE OF RIGHTS |

502 WISCONSIN POWER AND LIGHT COMPANY
DOC 352691a - PARCEL 30
NO RECORDED EASEMENT - PARCEL 29

507 ORFORDVILLE TELEPHONE COMPANY
DOC 462040a - PARCEL 30
DOC 481682 - PARCEL 30
DOC 462043 - PARCEL 29
DOC 481678 - PARCEL 29

507 GENERAL TELEPHONE COMPANY
DOC 736597 - PARCEL 30
DOC 736589 - PARCEL 29

PROJECT LOCATION




JE ENGINEERING, INC
Consultant Services

I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 5571-00-20 - 4.04 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

SIGNATURE: DATE: 3/7/2024
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: DATE: 3/7/2024
PRINT NAME: CORY SCHLAGEL



FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\RW\DWG\040104-RP.DWG
PLOT DATE : 3/7/2024 11:49 AM PLOT BY : RYAN MALUEG PLOT NAME : PLOT SCALE : 1IN:50FT
APPRAISAL PLAT DATE : 3/7/2024

5571-00-20-4.04

# TRANSPORTATION PROJECT PLAT NO: 5571-00-20 - 4.05

THAT PART OF BLOCK 21, AND PART OF LOT 1 AND LOT 8 IN BLOCK 11, ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, AND THAT PART OF LOT 1 CERTIFIED SURVEY MAP V13 P376 RECORDED AS DOCUMENT 1081070, AND THAT PART OF LOT 2 OF CERTIFIED SURVEY MAP V41 P388 RECORDED AS DOCUMENT 2204778, AND THAT PART OF LOT 1 AND LOT 2 CERTIFIED SURVEY MAP V13 P316 RECORDED AS DOCUMENT 1076909, LOCATED IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, SECTION 24, TOWNSHIP 2 NORTH, RANGE 10 EAST, VILLAGE OF ORFORDVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 213 BELOIT-EVANSVILLE (BURTON STREET TO STH 11) ROCK COUNTY, WISCONSIN

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

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

**2258088**
**SANDY DISRUD**
**REGISTER OF DEEDS**
**ROCK COUNTY, WI**
**RECORDED ON**
**03/08/2024 01:07 PM**
**REC FEE: 25.00**
**TPP-E225**
**PAGES: 1**

*****The above recording information verifies that this document has been electronically recorded and returned to the submitter.****

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5571-00-20-4.05

FOUND PK NAIL
Y = 249538.448
X = 429871.466

FOUND CUT LIMESTONE MONUMENT
Y = 249414.065
X = 432528.247

| R/W POINT TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| 500 | 683+63.46 | 33.01'RT |
| 501 | 683+21.01 | 33.00'RT |
| 502 | 681+04.62 | 33.00'RT |
| 503 | 680+38.61 | 33.00'RT |
| 504 | 675+70.00 | 33.00'RT |
| 505 | 675+70.47 | 0.00'RT |
| 506 | 675+70.93 | 33.00'LT |
| 507 | 675+76.72 | 39.24'LT |
| 508 | 676+42.72 | 33.00'LT |
| 509 | 682+44.91 | 33.00'LT |
| 510 | 682+66.50 | 38.00'LT |
| 511 | 683+10.50 | 35.47'LT |
| 512 | 683+37.93 | 0.00'RT |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| T530 | 683+25.67 | 39.00'RT |
| T531 | 682+89.91 | 39.00'RT |
| T532 | 682+89.91 | 33.00'RT |
| T533 | 681+11.48 | 33.00'RT |
| T534 | 681+11.48 | 38.98'RT |
| T535 | 681+04.51 | 38.85'RT |
| T536 | 680+38.50 | 39.10'RT |
| T537 | 680+32.07 | 38.98'RT |
| T538 | 680+32.07 | 33.00'RT |
| T539 | 676+60.00 | 33.00'RT |
| T540 | 676+60.00 | 39.00'RT |
| T541 | 675+70.00 | 39.00'RT |
| T542 | 675+54.91 | 33.00'LT |
| T543 | 675+65.00 | 45.00'LT |
| T544 | 675+76.73 | 50.00'LT |
| T545 | 676+42.73 | 51.00'LT |
| T546 | 676+45.73 | 51.00'LT |
| T547 | 676+45.73 | 36.00'LT |
| T548 | 676+60.00 | 36.00'LT |
| T549 | 676+60.00 | 33.00'LT |
| T550 | 682+61.06 | 45.00'LT |

## SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER (S) | INTEREST(S) REQUIRED | R/W S.F, REQUIRED NEW | EXISTING | TOTAL | TLE S.F |
|---|---|---|---|---|---|---|
| 10 | JENNIFER A MUTH | FEE, TLE | 18 | --- | 18 | 212 |
| 11 | LRN PROPERTIES LLC | TLE | --- | --- | --- | 97 |
| 12 | VILLAGE OF ORFORDVILLE | FEE, TLE | 64 | --- | 64 | 290 |
| 13 | CHARLES D SPRY<br>DEBRA E SPRY | TLE | --- | --- | --- | 41 |
| 14 | ETHAN & JASMINE ANDRE<br>GARY C HALLMARK | TLE | --- | --- | --- | 39 |
| 15 | JOHANN J SUITER | TLE | --- | --- | --- | 540 |

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

THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.

| COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 500-501 | S53° 12' 06"E | 42.44' |
| 501-502 | S53° 12' 43"E | 216.39' |
| 502-503 | S53° 12' 43"E | 66.01' |
| 503-504 | S53° 12' 43"E | 468.61' |
| 504-505 | S37° 35' 18"W | 33.00' |
| 505-506 | S37° 35' 18"W | 33.00' |
| 506-507 | S79° 40' 34"W | 8.52' |
| 507-508 | N47° 48' 42"W | 66.29' |
| 508-509 | N53° 12' 43"W | 602.20' |
| 509-510 | N66° 15' 22"W | 22.15' |
| 510-511 | N49° 55' 26"W | 44.08' |
| 511-512 | N00° 55' 34"W | 44.84' |
| 512-500 | N00° 55' 34"W | 41.73' |

| FOUND MONUMENT TABLE | | |
|---|---|---|
| POINT | Y COORDS | X COORDS |
| IP 33 | 248302.366 | 431907.666 |
| IP 34 | 248442.717 | 431719.838 |
| IP 35 | 248492.569 | 431651.219 |
| IP 36 | 248531.820 | 431600.914 |
| IP 37 | 248581.829 | 431533.728 |
| IP 38 | 248760.030 | 431572.257 |
| IP 39 | 248782.349 | 431505.841 |
| IP 40 | 248668.673 | 431417.709 |
| IP 41 | 248847.953 | 431177.514 |
| IP 42 | 248763.343 | 431178.915 |
| IP 43 | 248551.243 | 431182.257 |
| IP 44 | 248715.029 | 431245.312 |
| IP 45 | 248497.961 | 431532.695 |
| IP 46 | 248418.067 | 431642.432 |
| IP 47 | 248377.281 | 431694.515 |
| IP 48 | 248339.237 | 431748.230 |
| IP 49 | 248259.801 | 431688.833 |
| IP 50 | 248299.600 | 431801.056 |
| IP 51 | 248260.236 | 431853.783 |
| IP 52 | 248200.973 | 431933.268 |
| IP 53 | 248121.745 | 432038.965 |
| IP 54 | 248784.585 | 431152.265 |
| IP 55 | 248629.173 | 431470.529 |

GN
SCALE, FEET
0 50 100

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOUND IRON PINS ARE 1" IRON PIPE, UNLESS OTHERWISE NOTED.

EXISTING RIGHT-OF-WAY FOR EXISTING RIGHT-OF-WAY FOR STH 213 ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, ASSESSOR'S PLAT VILLAGE OF ORFORDVILLE, CSM V13 P376, CSM V41 P388, CSM V13 P316, AND CSM V37 P277.

EXISTING RIGHT-OF-WAY FOR GIFFORD ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE.

EXISTING RIGHT-OF-WAY FOR MOWE ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, CSM V41 P388, AND CSM V13 P316.

EXISTING RIGHT-OF-WAY FOR DICKSON ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE AND CSM V37 P277.

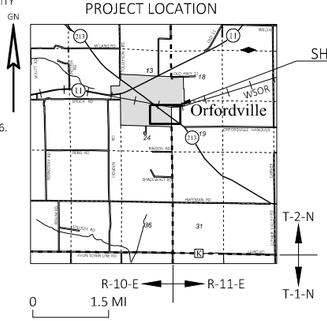
EXISTING RIGHT-OF-WAY FOR N MAIN ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE AND CSM V13 P316.

SIXTEENTH LINES WERE ESTABLISHED BY SECTION BREAKDOWN OF OBSERVED PLSS MONUMENTS.

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

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT #2257465.

PROJECT LOCATION




JE ENGINEERING, INC
Consultant Services

I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 5571-00-20 - 4.05 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

SIGNATURE: DATE: 3/7/2024
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: DATE: 3/7/2024
PRINT NAME: CORY SCHLAGEL



FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\RW\DWG\040105-RP.DWG
APPRAISAL PLAT DATE : 3/7/2024
PLOT DATE : 3/8/2024 4:14 AM PLOT BY : RYAN MALUEG PLOT NAME : PLOT SCALE : 1IN:50FT

5571-00-20-4.05

| R/W POINT TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| 500 | 683+63.46 | 33.01'RT |
| 511 | 683+10.50 | 35.47'LT |
| 512 | 683+37.93 | 0.00'RT |
| 600 | 683+53.95 | 32.98'LT |
| 601 | 686+79.91 | 33.00'LT |
| 602 | 686+85.11 | 35.00'LT |
| 603 | 687+70.02 | 33.00'LT |
| 604 | 691+27.01 | 33.15'LT |
| 605 | 692+02.05 | 41.47'LT |
| 606 | 692+07.94 | 44.40'LT |
| 607 | 692+16.37 | 34.00'LT |
| 608 | 692+49.91 | 34.00'LT |
| 609 | 692+49.91 | 33.00'LT |
| 610 | 692+53.87 | 0.00'RT |
| 611 | 692+57.82 | 33.00'RT |
| 612 | 691+83.66 | 41.43'RT |
| 613 | 690+52.46 | 33.00'RT |
| 614 | 684+04.55 | 33.02'RT |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| T634 | 683+48.50 | 40.00'LT |
| T635 | 683+58.91 | 32.98'LT |
| T636 | 686+83.59 | 36.97'LT |
| T637 | 692+11.11 | 45.98'LT |
| T638 | 692+15.36 | 40.00'LT |
| T639 | 692+49.91 | 40.00'LT |
| T640 | 684+40.00 | 33.01'RT |
| T641 | 684+17.72 | 50.00'RT |

# TRANSPORTATION PROJECT PLAT NO: 5571-00-20 - 4.06

THAT PART OF LOT 1 AND LOT 11 IN BLOCK 10, ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, AND THAT PART OF LOT 1, ASSESSOR'S PLAT #2 VILLAGE OF ORFORDVILLE, AND THAT PART OF OUTLOT A OF CERTIFIED SURVEY MAP V12 P156, RECORDED AS DOCUMENT NO 1010331, LOCATED IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4, SECTION 24, TOWNSHIP 2 NORTH, RANGE 10 EAST, VILLAGE OF ORFORDVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 213 BELOIT-EVANSVILLE (BURTON STREET TO STH 11) ROCK COUNTY, WISCONSIN

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

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

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOUND IRON PINS ARE 1" IRON PIPE, UNLESS OTHERWISE NOTED.

EXISTING RIGHT-OF-WAY FOR STH 213 ESTABLISHED FROM PREVIOUS PROJECT 1000-21-61, ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, ASSESSOR'S PLAT VILLAGE OF ORFORDVILLE, ASSESSOR'S PLAT #2 VILLAGE OF ORFORDVILLE, CSM V13 P316, CSM V37 P277, CSM V16 P189, AND CSM V12 P156.

EXISTING RIGHT-OF-WAY FOR DICKSON ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE AND CSM V37 P277.

EXISTING RIGHT-OF-WAY FOR N MAIN ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE AND CSM V13 P316.

EXISTING RIGHT-OF-WAY FOR S WRIGHT ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE AND CSM 12 P156.

EXISTING RIGHT-OF-WAY FOR S CENTER ST ESTABLISHED FROM PREVIOUS PROJECT 1000-21-61, ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, ASSESSOR'S PLAT #2 VILLAGE OF ORFORDVILLE, AND CSM V12 P156.

EXISTING RIGHT-OF-WAY FOR SPRING ST ESTABLISHED FROM PREVIOUS PROJECT 1000-21-61, ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, CSM V16 P189, AND CSM V40 P243.

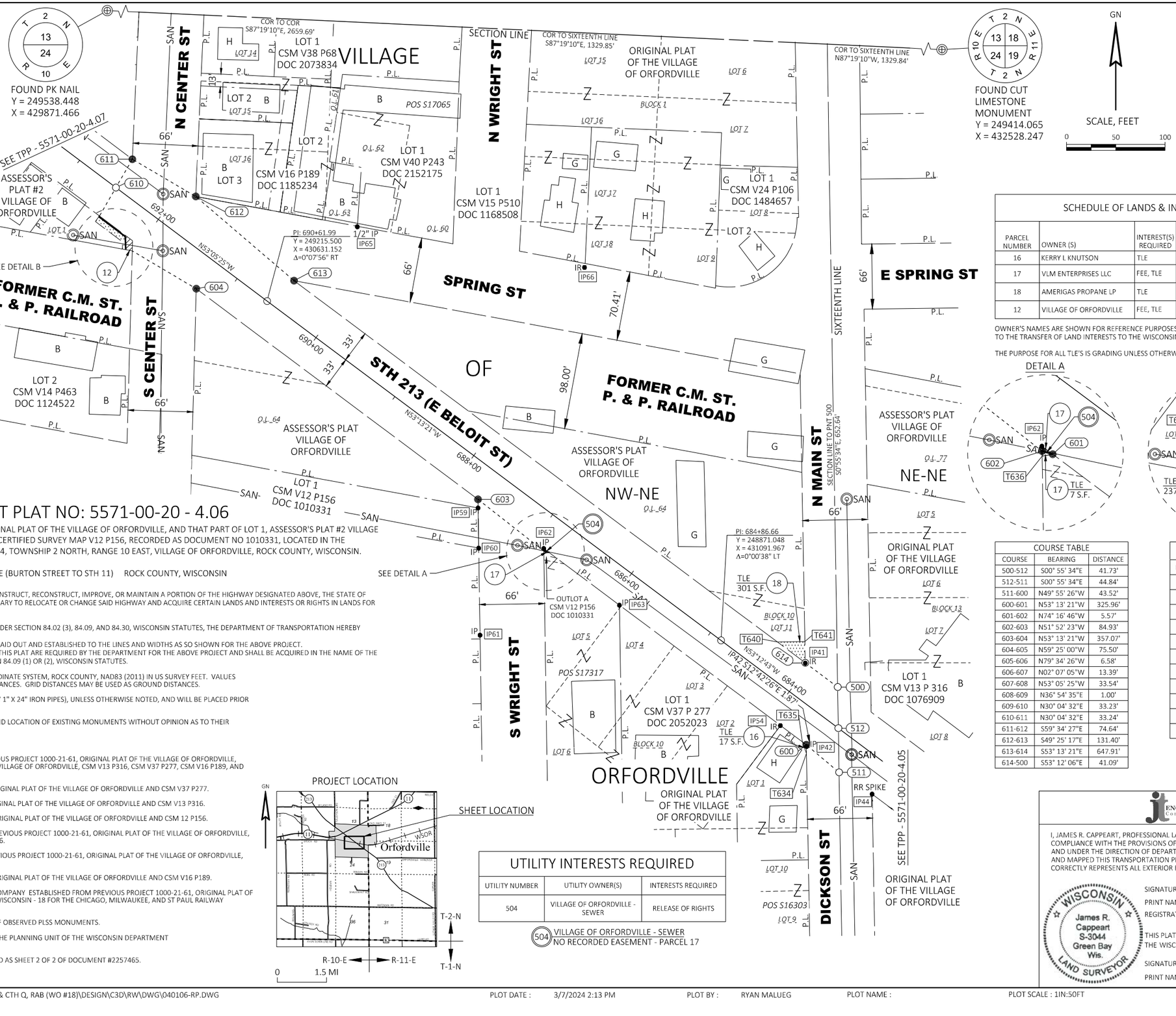
EXISTING RIGHT-OF-WAY FOR N CENTER ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE AND CSM V16 P189.

EXISTING RIGHT-OF-WAY FOR FORMER C.M.ST.P.& P. RAILROAD COMPANY ESTABLISHED FROM PREVIOUS PROJECT 1000-21-61, ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, AND VALUATION MAP - SECTION WISCONSIN - 18 FOR THE CHICAGO, MILWAUKEE, AND ST PAUL RAILWAY COMPANY DATED JUNE 30, 1918.

SIXTEENTH LINES WERE ESTABLISHED BY SECTION BREAKDOWN OF OBSERVED PLSS MONUMENTS.

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

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT #2257465.







| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | UTILITY OWNER(S) | INTERESTS REQUIRED |
| 504 | VILLAGE OF ORFORDVILLE - SEWER | RELEASE OF RIGHTS |

504 VILLAGE OF ORFORDVILLE - SEWER
NO RECORDED EASEMENT - PARCEL 17

**2258089**
**SANDY DISRUD**
**REGISTER OF DEEDS**
**ROCK COUNTY, WI**
**RECORDED ON**
**03/08/2024 01:08 PM**
**REC FEE: 25.00**
**TPP-E226**
**PAGES: 1**

***The above recording information verifies that this document has been electronically recorded and returned to the submitter.**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5571-00-20-4.06

| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER (S) | INTEREST(S) REQUIRED | R/W S.F. REQUIRED | | | TLE S.F |
| | | | NEW | EXISTING | TOTAL | |
| 16 | KERRY L KNUTSON | TLE | --- | --- | --- | 17 |
| 17 | VLM ENTERPRISES LLC | FEE, TLE | 7 | --- | 7 | 7 |
| 18 | AMERIGAS PROPANE LP | TLE | --- | --- | --- | 301 |
| 12 | VILLAGE OF ORFORDVILLE | FEE, TLE | 119 | --- | 119 | 237 |

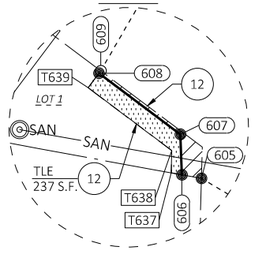
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.

DETAIL A




DETAIL B




| COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 500-512 | S00° 55' 34"E | 41.73' |
| 512-511 | S00° 55' 34"E | 44.84' |
| 511-600 | N49° 55' 26"W | 43.52' |
| 600-601 | N53° 13' 21"W | 325.96' |
| 601-602 | N74° 16' 46"W | 5.57' |
| 602-603 | N51° 52' 23"W | 84.93' |
| 603-604 | N53° 13' 21"W | 357.07' |
| 604-605 | N59° 25' 00"W | 75.50' |
| 605-606 | N79° 34' 26"W | 6.58' |
| 606-607 | N02° 07' 05"W | 13.39' |
| 607-608 | N53° 05' 25"W | 33.54' |
| 608-609 | N36° 54' 35"E | 1.00' |
| 609-610 | N30° 04' 32"E | 33.23' |
| 610-611 | N30° 04' 32"E | 33.24' |
| 611-612 | S59° 34' 27"E | 74.64' |
| 612-613 | S49° 25' 17"E | 131.40' |
| 613-614 | S53° 13' 21"E | 647.91' |
| 614-500 | S53° 12' 06"E | 41.09' |

| FOUND MONUMENT TABLE | | |
|---|---|---|
| POINT | Y COORDS | X COORDS |
| IP 41 | 248847.953 | 431177.514 |
| IP 42 | 248763.343 | 431178.915 |
| IP 44 | 248715.029 | 431245.312 |
| IP 54 | 248784.585 | 431152.265 |
| IP 59 | 249005.485 | 430845.305 |
| IP 60 | 248964.706 | 430845.997 |
| IP 61 | 248876.376 | 430847.369 |
| IP 62 | 248964.339 | 430911.996 |
| IP 63 | 248906.816 | 430988.865 |
| IP 65 | 249290.936 | 430722.756 |
| IP 66 | 249249.710 | 430953.418 |

JT ENGINEERING, INC
Consultant Services

I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 5571-00-20 - 4.06 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

SIGNATURE: DATE: 3/7/2024
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

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

SIGNATURE: DATE: 3/7/2024
PRINT NAME: CORY SCHLAGEL



FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\RW\DWG\040106-RP.DWG
APPRAISAL PLAT DATE : 3/7/2024
PLOT DATE : 3/7/2024 2:13 PM
PLOT BY : RYAN MALUEG
PLOT NAME :
PLOT SCALE : 1IN:50FT
5571-00-20-4.06

# TRANSPORTATION PROJECT PLAT NO: 5571-00-20 - 4.07

THAT PART OF LOT 12 IN BLOCK 3, AND THAT PART OF LOT 4 AND LOT 6 IN BLOCK 4, ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, AND THAT PART OF LOT 1 AND LOT 2 OF CERTIFIED SURVEY MAP V13 P318 RECORDED AS DOCUMENT 1076910, LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4, SECTION 13; AND THAT PART OF LOT 6 AND LOT 7, ASSESSOR'S PLAT #2 VILLAGE OF ORFORDVILLE, LOCATED IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4, SECTION 24, ALL IN TOWNSHIP 2 NORTH, RANGE 10 EAST, VILLAGE OF ORFORDVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 213 BELOIT-EVANSVILLE (BURTON STREET TO STH 11) ROCK COUNTY, WISCONSIN

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

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

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOUND IRON PINS ARE 1" IRON PIPE, UNLESS OTHERWISE NOTED.

EXISTING RIGHT-OF-WAY FOR STH 213 ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, ASSESSOR'S PLAT #2 VILLAGE OF ORFORDVILLE, CSM V16 P189, AND CSM V13 P318.

EXISTING RIGHT-OF-WAY FOR N CENTER ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE AND CSM V16 P189.

EXISTING RIGHT-OF-WAY FOR W BRODHEAD ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, ASSESSOR'S PLAT #2 VILLAGE OF ORFORDVILLE, AND CSM V13 P318.

EXISTING RIGHT-OF-WAY FOR N RICHARDS ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE.

EXISTING RIGHT-OF-WAY FOR CLARK ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, TROSTEM'S ADDITION(NOT SHOWN), AND CSM V13 P318.

EXISTING RIGHT-OF-WAY FOR W CHURCH ST ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE AND QCD V458 P244 DOC 552576.

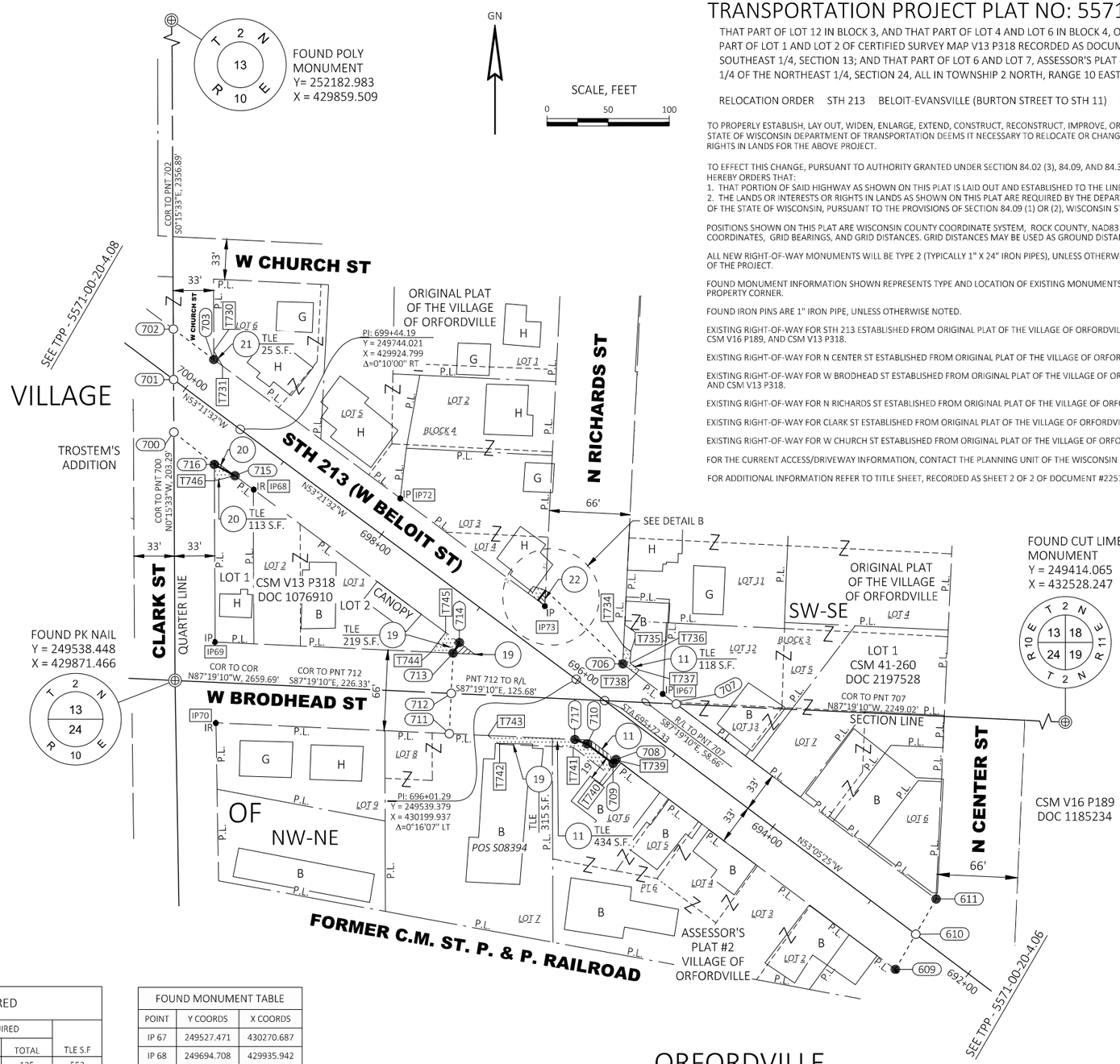
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT #2257465.

**2258714**
SANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
03/20/2024 01:53 PM
REC FEE: 25.00
TPP-8227
PAGES: 1

***The above recording information verifies that this document has been electronically recorded and returned to the submitter.***

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5571-00-20-4.07




| R/W POINT TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| 609 | 692+49.91 | 33.00'LT |
| 610 | 692+53.87 | 0.00'RT |
| 611 | 692+57.82 | 33.00'RT |
| 700 | 699+86.25 | 34.34'LT |
| 701 | 700+12.19 | 0.00'RT |
| 702 | 700+37.12 | 33.00'RT |
| 703 | 699+95.65 | 32.85'RT |
| 704 | 696+64.91 | 33.00'RT |
| 705 | 696+64.91 | 43.57'RT |
| 706 | 695+78.42 | 33.00'RT |
| 707 | 695+23.83 | 33.00'RT |
| 708 | 695+35.90 | 33.00'LT |
| 709 | 695+35.90 | 37.00'LT |
| 710 | 695+62.46 | 37.00'LT |
| 711 | 696+58.14 | 97.72'LT |
| 712 | 696+76.57 | 70.35'LT |
| 713 | 696+95.01 | 42.97'LT |
| 714 | 696+96.00 | 33.00'LT |
| 715 | 699+24.91 | 33.00'LT |
| 716 | 699+43.98 | 35.69'LT |
| 717 | 695+72.66 | 40.14'LT |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| T730 | 700+00.02 | 38.64'RT |
| T731 | 699+86.91 | 32.88'RT |
| T732 | 696+75.00 | 33.00'RT |
| T733 | 696+75.00 | 40.00'RT |
| T734 | 695+86.56 | 45.00'RT |
| T735 | 695+79.31 | 45.00'RT |
| T736 | 695+73.89 | 37.00'RT |
| T737 | 695+64.91 | 37.00'RT |
| T738 | 695+64.91 | 33.00'RT |
| T739 | 695+34.91 | 33.00'LT |
| T740 | 695+34.91 | 46.00'LT |
| T741 | 695+69.92 | 46.00'LT |
| T742 | 696+19.91 | 80.00'LT |
| T743 | 696+31.83 | 80.00'LT |
| T744 | 697+09.91 | 53.03'LT |
| T745 | 697+09.91 | 33.00'LT |
| T746 | 699+35.95 | 46.38'LT |

| COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 700-701 | N00° 15' 33"W | 43.03' |
| 701-702 | N00° 15' 33"W | 41.36' |
| 702-703 | S52° 59' 09"E | 41.47' |
| 703-704 | S53° 21' 32"E | 330.64' |
| 704-705 | N36° 38' 28"E | 10.57' |
| 705-706 | S46° 20' 03"E | 87.30' |
| 706-707 | S53° 05' 29"E | 54.59' |
| 707-611 | S53° 05' 29"E | 266.00' |
| 611-610 | S30° 04' 32"W | 33.24' |
| 610-609 | S30° 04' 32"W | 33.23' |
| 609-708 | N53° 05' 29"W | 285.99' |
| 708-709 | S36° 54' 31"W | 4.00' |
| 709-710 | N53° 05' 29"W | 26.56' |
| 710-717 | N70° 12' 20"W | 10.67' |
| 717-711 | N87° 19' 10"W | 102.83' |
| 711-712 | N02° 40' 50"E | 33.00' |
| 712-713 | N02° 40' 50"E | 33.00' |
| 713-714 | N30° 55' 08"E | 10.02' |
| 714-715 | N53° 21' 32"W | 228.91' |
| 715-716 | N61° 23' 25"W | 19.25' |
| 716-700 | N51° 21' 56"W | 42.40' |

| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER (S) | INTEREST(S) REQUIRED | R/W S.F. REQUIRED | | | TLE S.F |
| | | | NEW | EXISTING | TOTAL | |
| 11 | LRN PROPERTIES LLC | FEE, TLE | 125 | --- | 125 | 552 |
| 19 | KEVIN B WELLNITZ | FEE, TLE | 79 | --- | 79 | 534 |
| 20 | RANDY L ANDERSON | FEE, TLE | 28 | --- | 28 | 113 |
| 21 | CLINTON SULLIVAN | TLE | --- | --- | --- | 25 |
| 22 | JAMES W APPEL JR | FEE, TLE | 37 | --- | 37 | 89 |

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

THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED. PARCEL 19 AND 22 TLE EXCLUDES BUILDINGS.

| FOUND MONUMENT TABLE | | |
|---|---|---|
| POINT | Y COORDS | X COORDS |
| IP 67 | 249527.471 | 430270.687 |
| IP 68 | 249694.708 | 429935.942 |
| IP 69 | 249569.903 | 429904.134 |
| IP 70 | 249503.612 | 429904.949 |
| IP 72 | 249687.489 | 430055.873 |
| IP 73 | 249599.330 | 430174.254 |

JT ENGINEERING, INC
Consultant Services

I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 5571-00-20 - 4.07 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: James Cappeart DATE: 3/19/2024
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

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

SIGNATURE: Cory Schlagel DATE: 3/19/2024
PRINT NAME: CORY SCHLAGEL



FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\RW\DWG\040107-RP.DWG
APPRAISAL PLAT DATE : 3/19/2024
PLOT DATE : 3/19/2024 9:18 AM
PLOT BY : RYAN MALUEG
PLOT NAME :
PLOT SCALE : 1IN:50FT

5571-00-20-4.07

# TRANSPORTATION PROJECT PLAT NO: 5571-00-20 - 4.08 AMENDMENT NO. 1

AMENDS PARCEL 12, REMOVES PARCEL 27 AND REMOVES UTILITY NUMBERS 504 AND 505 OF TRANSPORTATION PROJECT PLAT 5571-00-20-4.08, RECORDED AS DOCUMENT 2258715.

THAT PART OF OUTLOT 40, ASSESSOR'S PLAT VILLAGE OF ORFORDVILLE, AND THAT PART OF LOT 1 AND LOT 12 OF BERGH'S SUBDIVISION, AND THAT PART OF LOT 1 OF BLOCK 2 OF NESS ADDITION, AND THAT PART OF LOT 4 OF TROSTEM'S ADDITION, LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, SECTION 13, TOWNSHIP 2 NORTH, RANGE 10 EAST, VILLAGE OF ORFORDVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 213 BELOIT-EVANSVILLE (BURTON STREET TO STH 11) ROCK COUNTY, WISCONSIN

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOUND IRON PINS ARE 1" IRON PIPE, UNLESS OTHERWISE NOTED.

EXISTING RIGHT-OF-WAY FOR STH 213 ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, TROSTEM'S ADDITION, BERGH'S SUBDIVISION, AND NESS ADDITION.

EXISTING RIGHT-OF-WAY FOR W CHURCH ST ESTABLISHED FROM QCD V458 P244 DOC 552576.

EXISTING RIGHT-OF-WAY FOR CLARK ST ESTABLISHED FROM TROSTEM'S ADDITION.

EXISTING RIGHT-OF-WAY FOR S MAPLE ST ESTABLISHED FROM BERGH'S SUBDIVISION.

EXISTING RIGHT-OF-WAY FOR N MAPLE ST ESTABLISHED FROM NESS ADDITION.

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

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT #2257465.


DOCUMENT # 2283781
ANSPORTATION PROJ PLAT/AMEI
TPP-E270
SANDY DISRUD
REGISTER OF DEEDS
ROCK COUNTY, WI
RECORDED ON
04/30/2025 09:08 AM
REC FEE: 25.00
PAGES: 1
**Electronically recorded and returned**


RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5571-00-20-4.08
AMENDMENT NO: 1

GN
SCALE, FEET
0 50 100

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER (S) | INTEREST(S) REQUIRED | R/W S.F. REQUIRED NEW | EXISTING | TOTAL | TLE S.F |
|---|---|---|---|---|---|---|
| 23 | ANDREW D KLOFTEN AMANDA J KLOFTEN | TLE | --- | --- | --- | 92 |
| 24 | LORI BOERS-AUGUSTINE | FEE, TLE | 25 | --- | 25 | 125 |
| 25 | BETHANY M BERNARD | FEE, TLE | 30 | --- | 30 | 120 |
| 26 | SAMUEL L GOMER NICHOLAS M GOWEN | FEE, TLE | 60 | --- | 60 | 224 |
| 12 | VILLAGE OF ORFORDVILLE | FEE, TLE | 745 | --- | 745 | 119 |

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

THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.

FOUND POLY MONUMENT
Y= 252182.983
X = 429859.509

T 2 N
13
R 10 E

PROJECT LOCATION
GN
Orfordville
WSOR
SHEET LOCATION
T-2-N
R-10-E
R-11-E
T-1-N
0 1.5 MI

R/W POINT TABLE

| POINT | STATION | OFFSET |
|---|---|---|
| 700 | 699+86.25 | 34.34'LT |
| 701 | 700+12.19 | 0.00'RT |
| 800 | 700+28.62 | 33.00'LT |
| 801 | 704+17.94 | 33.00'RT |
| 802 | 708+94.91 | 33.00'LT |
| 803 | 709+20.07 | 35.00'LT |
| 804 | 709+69.66 | 35.00'LT |
| 805 | 709+99.91 | 33.11'LT |
| 806 | 709+99.89 | 0.00'RT |
| 807 | 709+99.87 | 32.89'RT |
| 808 | 709+80.91 | 32.95'RT |
| 809 | 709+73.88 | 50.00'RT |
| 810 | 709+23.88 | 49.93'RT |
| 811 | 709+23.91 | 33.00'RT |
| 812 | 704+17.88 | 33.00'RT |
| 813 | 701+72.28 | 33.00'RT |
| 814 | 701+13.24 | 33.00'RT |
| 815 | 700+79.91 | 33.00'RT |
| 816 | 700+68.18 | 46.24'RT |
| 817 | 700+74.91 | 58.83'RT |
| 818 | 700+62.80 | 67.00'RT |

TLE STATION & OFFSET TABLE

| POINT | STATION | OFFSET |
|---|---|---|
| T830 | 700+23.35 | 39.98'LT |
| T831 | 700+54.91 | 33.00'LT |
| T832 | 708+89.91 | 33.00'LT |
| T833 | 708+89.91 | 38.00'LT |
| T834 | 709+19.88 | 38.00'LT |
| T835 | 709+69.48 | 38.00'LT |
| T836 | 709+99.91 | 38.00'LT |
| T837 | 709+94.91 | 32.91'RT |
| T838 | 709+73.87 | 60.00'RT |

FOUND MONUMENT TABLE

| POINT | Y COORDS | X COORDS |
|---|---|---|
| IP 69 | 249569.903 | 429904.134 |
| IP 78 | 249865.715 | 429707.104 |
| IP 79 | 249940.007 | 429607.996 |
| IP 80 | 250001.489 | 429525.650 |
| IP 81 | 250041.033 | 429473.240 |
| IP 82 | 250132.096 | 429352.762 |
| IP 83 | 250192.421 | 429270.969 |
| IP 84 | 250304.214 | 429124.802 |

FOUND MONUMENT TABLE

| POINT | Y COORDS | X COORDS |
|---|---|---|
| IP 85 | 250157.968 | 429110.720 |
| IP 86 | 250233.502 | 429060.786 |
| IP 87 | 250334.043 | 429085.171 |
| IP 88 | 250381.580 | 429022.265 |
| IP 89 | 250479.676 | 429002.085 |
| IP 90 | 250449.106 | 429041.899 |
| IP 91 | 250358.957 | 429161.487 |
| IP 92 | 249850.475 | 429837.357 |

FOUND ALUMINUM MONUMENT IN PAVEMENT
Y = 249664.990
X = 427203.976

T 2 N
14 13
23 24
R 10 E

COR. TO COR.
S87°17'02"E, 2670.49'

FOUND PK NAIL
Y = 249538.448
X = 429871.466

T 2 N
13
24
R 10 E

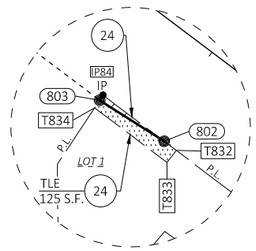
N0°15'53"W, 203.29'
COR TO PNT 700

SECTION LINE

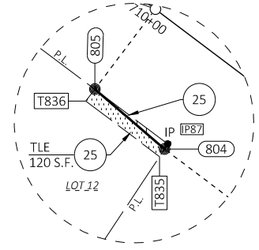
COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| 700-800 | N51° 23' 04"W | 42.39' |
| 800-801 | N53° 11' 32"W | 389.40' |
| 801-802 | N52° 56' 30"W | 477.04' |
| 802-803 | N57° 29' 16"W | 25.23' |
| 803-804 | N52° 56' 30"W | 49.60' |
| 804-805 | N49° 21' 52"W | 30.31' |
| 805-806 | N37° 05' 52"E | 33.11' |
| 806-807 | N37° 05' 52"E | 32.89' |
| 807-808 | S53° 06' 27"E | 18.95' |
| 808-809 | N59° 27' 43"E | 18.45' |
| 809-810 | S52° 51' 45"E | 50.00' |
| 810-811 | S37° 08' 15"W | 16.93' |
| 811-812 | S52° 56' 30"E | 505.89' |
| 812-813 | S53° 11' 32"E | 245.59' |
| 813-814 | S53° 11' 32"E | 59.04' |
| 814-815 | S53° 11' 32"E | 33.33' |
| 815-816 | N78° 20' 37"E | 17.69' |
| 816-817 | N08° 40' 42"E | 14.28' |
| 817-818 | S87° 10' 23"E | 14.61' |
| 818-701 | S00° 15' 33"E | 83.96' |
| 701-700 | S00° 15' 33"E | 43.03' |

DETAIL C




DETAIL D




ENGINEERING, INC
Consultant Services

I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 5571-00-20 - 4.08 AMENDMENT NO. 1 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
James R. Cappeart
S-3044
Green Bay
Wis.
LAND SURVEYOR

SIGNATURE: DATE: 4/22/2025
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

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

SIGNATURE: DATE: 4/28/2025
PRINT NAME: EMILY HEMLING



FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\RW\DWG\040108-RPA1.DWG
APPRAISAL PLAT DATE : 4/22/2025
PLOT DATE : 4/22/2025 9:56 AM
PLOT BY : RYAN MALUEG
PLOT NAME :
PLOT SCALE : 1IN:50FT

# TRANSPORTATION PROJECT PLAT NO: 5571-00-20 - 4.08

THAT PART OF OUTLOT 40 AND OUTLOT 42, ASSESSOR'S PLAT VILLAGE OF ORFORDVILLE, AND THAT PART OF LOT 1 AND LOT 12 OF BERGH'S SUBDIVISION, AND THAT PART OF LOT 1 OF BLOCK 2 AND THAT PART OF LOT 1 OF BLOCK 1 OF NESS ADDITION, AND THAT PART OF LOT 4 OF TROSTEM'S ADDITION, LOCATED IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, SECTION 13, TOWNSHIP 2 NORTH, RANGE 10 EAST, VILLAGE OF ORFORDVILLE, ROCK COUNTY, WISCONSIN.

RELOCATION ORDER STH 213 BELOIT-EVANSVILLE (BURTON STREET TO STH 11) ROCK COUNTY, WISCONSIN

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

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

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

FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

FOUND IRON PINS ARE 1" IRON PIPE, UNLESS OTHERWISE NOTED.

EXISTING RIGHT-OF-WAY FOR STH 213 ESTABLISHED FROM ORIGINAL PLAT OF THE VILLAGE OF ORFORDVILLE, TROSTEM'S ADDITION, BERGH'S SUBDIVISION, AND NESS ADDITION.

EXISTING RIGHT-OF-WAY FOR W CHURCH ST ESTABLISHED FROM QCD V458 P244 DOC 552576.

EXISTING RIGHT-OF-WAY FOR CLARK ST ESTABLISHED FROM TROSTEM'S ADDITION.

EXISTING RIGHT-OF-WAY FOR S MAPLE ST ESTABLISHED FROM BERGH'S SUBDIVISION.

EXISTING RIGHT-OF-WAY FOR N MAPLE ST ESTABLISHED FROM NESS ADDITION.

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

FOR ADDITIONAL INFORMATION REFER TO TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT #2257465.

**2258715**
**SANDY DISRUD**
**REGISTER OF DEEDS**
**ROCK COUNTY, WI**
**RECORDED ON**
**03/20/2024 01:54 PM**
**REC FEE: 25.00**
**TPP-E228**
**PAGES: 1**

*****The above recording information verifies that this document has been electronically recorded and returned to the submitter.****

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER: 5571-00-20-4.08

GN
SCALE, FEET
0 50 100

| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | UTILITY OWNER(S) | INTERESTS REQUIRED |
| 505 | VILLAGE OF ORFORDVILLE - WATER | RELEASE OF RIGHTS |
| 504 | VILLAGE OF ORFORDVILLE - SEWER | RELEASE OF RIGHTS |

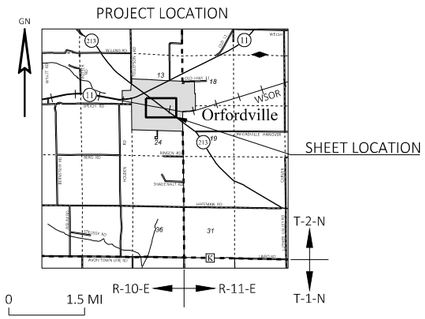
505 VILLAGE OF ORFORDVILLE - WATER
DOC 822427 - PARCEL 27
DOC 1204460 - PARCEL 27

504 VILLAGE OF ORFORDVILLE - SEWER
DOC 822427 - PARCEL 27
DOC 1204460 - PARCEL 27

FOUND POLY MONUMENT
Y= 252182.983
X = 429859.509

T 2 N
R 13 E
10

PROJECT LOCATION

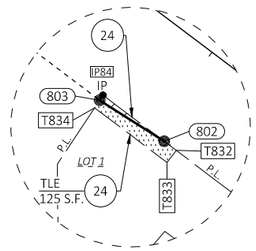



| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER (S) | INTEREST(S) REQUIRED | R/W S.F, REQUIRED NEW | EXISTING | TOTAL | TLE S.F |
| 23 | ANDREW D KLOFTEN AMANDA J KLOFTEN | TLE | --- | --- | --- | 92 |
| 24 | LORI BOERS-AUGUSTINE | FEE, TLE | 25 | --- | 25 | 125 |
| 25 | BETHANY M BERNARD | FEE, TLE | 30 | --- | 30 | 120 |
| 26 | SAMUEL L GOMER NICHOLAS M GOWEN | FEE, TLE | 60 | --- | 60 | 224 |
| 27 | JOINT SCHOOL DIST #4 | TLE | --- | --- | --- | 1579 |
| 12 | VILLAGE OF ORFORDVILLE | FEE, TLE | 777 | --- | 777 | 87 |

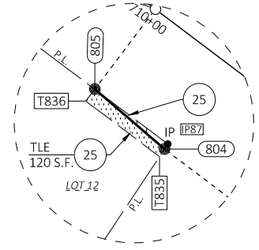
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THE PURPOSE FOR ALL TLE'S IS GRADING UNLESS OTHERWISE NOTED.

DETAIL C




DETAIL D




| R/W POINT TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| 700 | 699+86.25 | 34.34'LT |
| 701 | 700+12.19 | 0.00'RT |
| 800 | 700+28.62 | 33.00'LT |
| 801 | 704+17.94 | 33.00'LT |
| 802 | 708+94.91 | 33.00'LT |
| 803 | 709+20.07 | 35.00'LT |
| 804 | 709+69.66 | 35.00'LT |
| 805 | 709+99.91 | 33.11'LT |
| 806 | 709+99.89 | 0.00'RT |
| 807 | 709+99.87 | 32.89'RT |
| 808 | 709+80.91 | 32.95'RT |
| 809 | 709+73.88 | 50.00'RT |
| 810 | 709+23.88 | 49.93'RT |
| 811 | 709+23.91 | 33.00'RT |
| 812 | 704+17.88 | 33.00'RT |
| 813 | 701+72.28 | 33.00'RT |
| 814 | 701+13.24 | 33.00'RT |
| 815 | 700+79.91 | 33.00'RT |
| 816 | 700+69.91 | 50.00'RT |
| 817 | 700+74.91 | 58.83'RT |
| 818 | 700+62.80 | 67.00'RT |

| TLE STATION & OFFSET TABLE | | |
|---|---|---|
| POINT | STATION | OFFSET |
| T830 | 700+23.35 | 39.98'LT |
| T831 | 700+54.91 | 33.00'LT |
| T832 | 708+89.91 | 33.00'LT |
| T833 | 708+89.91 | 38.00'LT |
| T834 | 709+19.88 | 38.00'LT |
| T835 | 709+69.48 | 38.00'LT |
| T836 | 709+99.91 | 38.00'LT |
| T837 | 709+94.91 | 32.91'RT |
| T838 | 709+73.87 | 60.00'RT |
| T839 | 707+97.41 | 33.00'RT |
| T840 | 707+71.87 | 57.69'RT |
| T841 | 707+32.97 | 59.26'RT |
| T842 | 707+12.18 | 33.00'RT |

| FOUND MONUMENT TABLE | | |
|---|---|---|
| POINT | Y COORDS | X COORDS |
| IP 69 | 249569.903 | 429904.134 |
| IP 78 | 249865.715 | 429707.104 |
| IP 79 | 249940.007 | 429607.996 |
| IP 80 | 250001.489 | 429525.650 |
| IP 81 | 250041.033 | 429473.240 |
| IP 82 | 250132.096 | 429352.762 |
| IP 83 | 250192.421 | 429270.969 |
| IP 84 | 250304.214 | 429124.802 |

| FOUND MONUMENT TABLE | | |
|---|---|---|
| POINT | Y COORDS | X COORDS |
| IP 85 | 250157.968 | 429110.720 |
| IP 86 | 250233.502 | 429060.786 |
| IP 87 | 250334.043 | 429085.171 |
| IP 88 | 250381.580 | 429022.265 |
| IP 89 | 250479.676 | 429002.085 |
| IP 90 | 250449.106 | 429041.899 |
| IP 91 | 250358.957 | 429161.487 |
| IP 92 | 249850.475 | 429837.357 |

| COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 700-800 | N51° 23' 04"W | 42.39' |
| 800-801 | N53° 11' 32"W | 389.40' |
| 801-802 | N52° 56' 30"W | 477.04' |
| 802-803 | N57° 29' 16"W | 25.23' |
| 803-804 | N52° 56' 30"W | 49.60' |
| 804-805 | N49° 21' 52"W | 30.31' |
| 805-806 | N37° 05' 52"E | 33.11' |
| 806-807 | N37° 05' 52"E | 32.89' |
| 807-808 | S53° 06' 27"E | 18.95' |
| 808-809 | N59° 27' 43"E | 18.45' |
| 809-810 | S52° 51' 45"E | 50.00' |
| 810-811 | S37° 08' 15"W | 16.93' |
| 811-812 | S52° 56' 30"E | 505.89' |
| 812-813 | S53° 11' 32"E | 245.59' |
| 813-814 | S53° 11' 32"E | 59.04' |
| 814-815 | S53° 11' 32"E | 33.33' |
| 815-816 | N67° 16' 24"E | 19.72' |
| 816-817 | N07° 17' 31"E | 10.15' |
| 817-818 | S87° 10' 23"E | 14.61' |
| 818-701 | S00° 15' 33"E | 83.96' |
| 701-700 | S00° 15' 33"E | 43.03' |

JT ENGINEERING, INC
Consultant Services

I, JAMES R. CAPPEART, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 5571-00-20 - 4.08 AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

SIGNATURE: James Cappeart DATE: 3/19/2024
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

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

SIGNATURE: Cory Schlagel DATE: 3/19/2024
PRINT NAME: CORY SCHLAGEL



FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\RW\DWG\040108-RP.DWG
APPRAISAL PLAT DATE : 3/19/2024
PLOT DATE : 3/19/2024 1:02 PM PLOT BY : RYAN MALUEG PLOT NAME : PLOT SCALE : 1IN:50FT

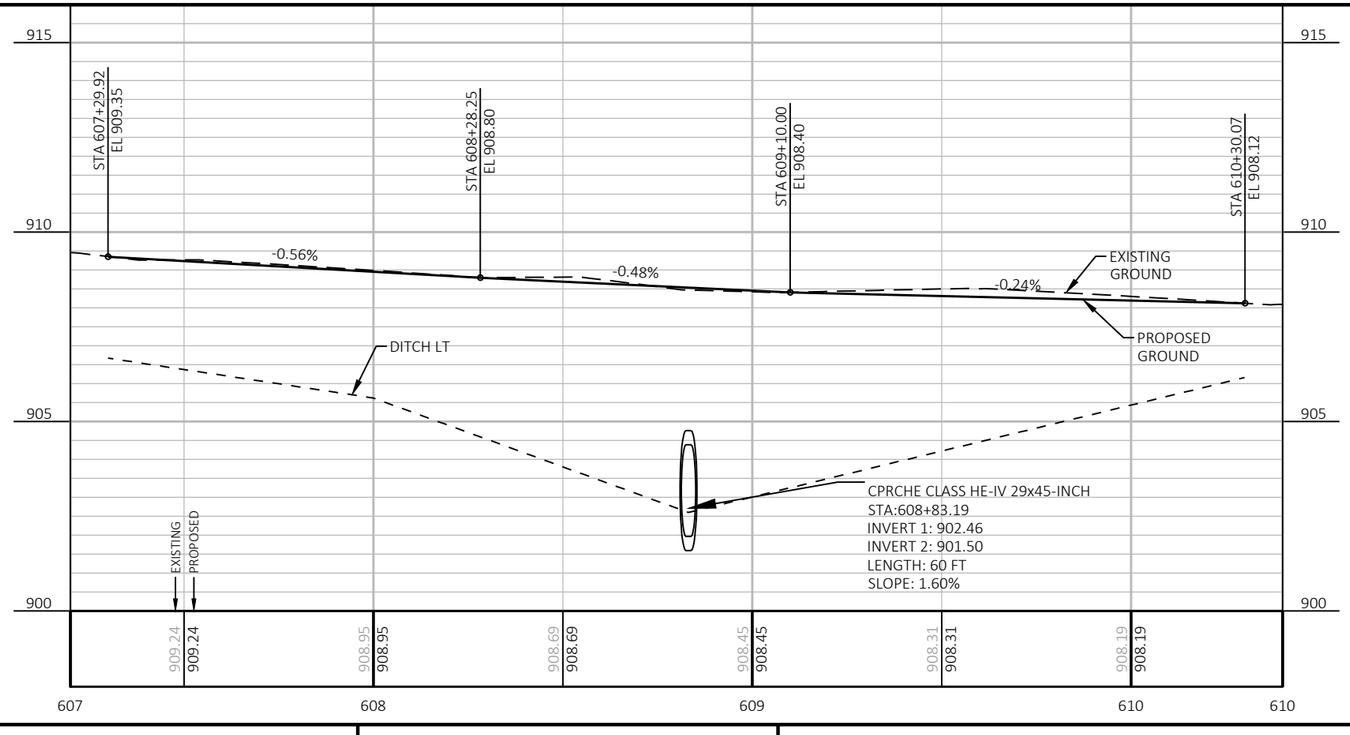
5571-00-20-4.08

PI STA = 609+73.82
DELTA = 13°27'01" RT
D = 3°00'00"
T = 225.20'
L = 448.34'
R = 1909.86'
PC STA = 607+48.62
PT STA = 611+96.96

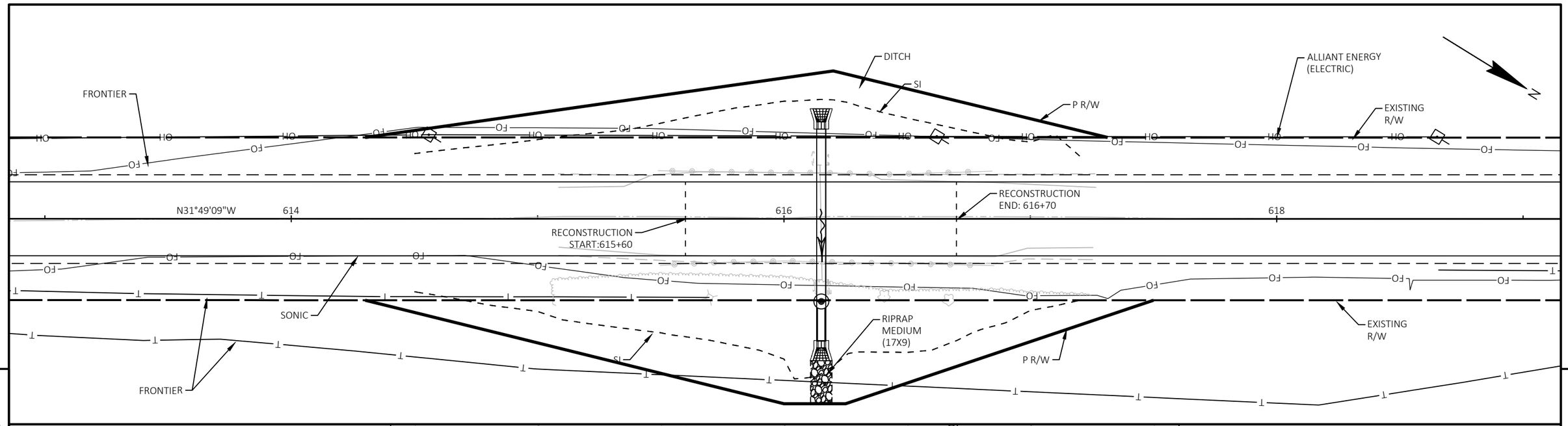
P R/W
DITCH LT
SI
FRONTIER
PC: 607+48.62
EXISTING R/W
ALLIANT ENERGY (ELECTRIC)
606
608
610
RECONSTRUCTION START: 608+60
RECONSTRUCTION END: 609+10
RIPRAP MEDIUM (16X8)
SONIC
FRONTIER
EXISTING R/W
P R/W

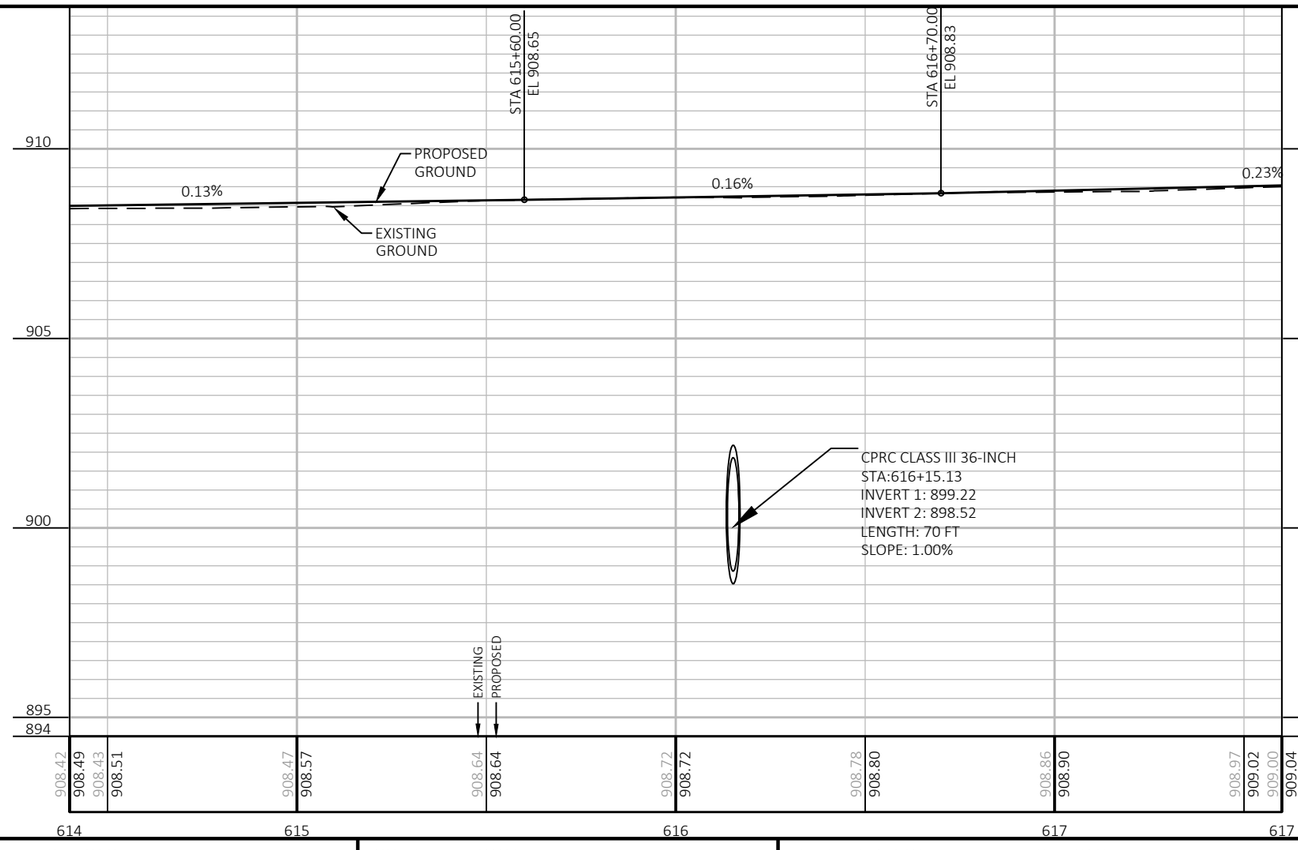
5

5



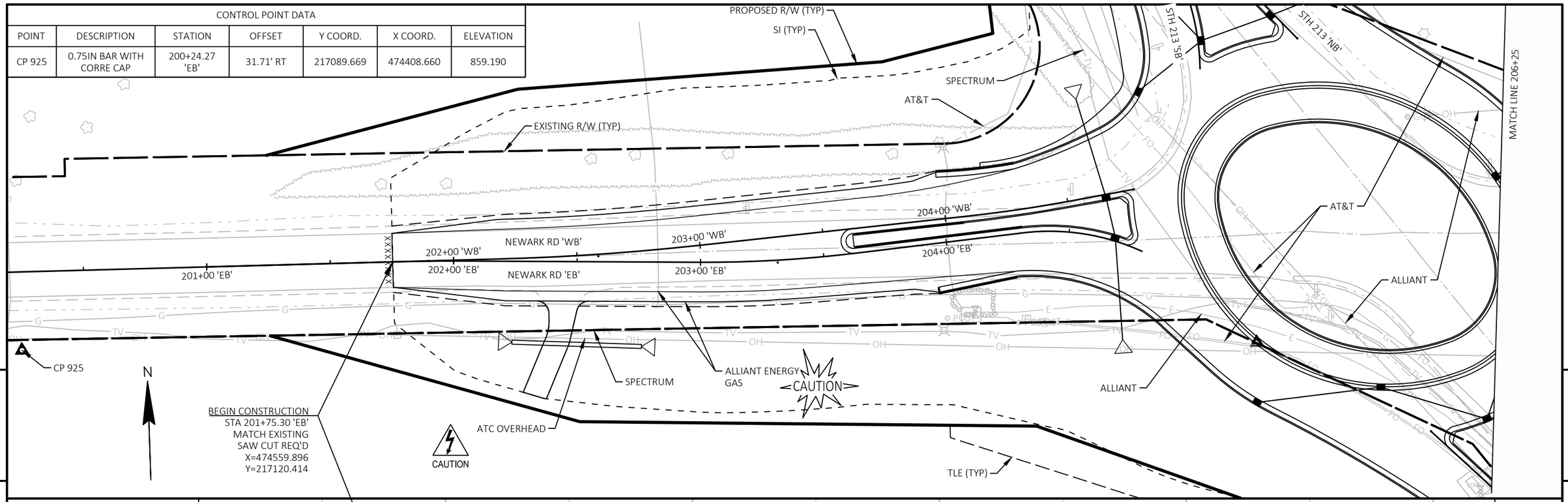

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: STH 213 | SHEET 145 | E |
|---|---|---|---|---|---|

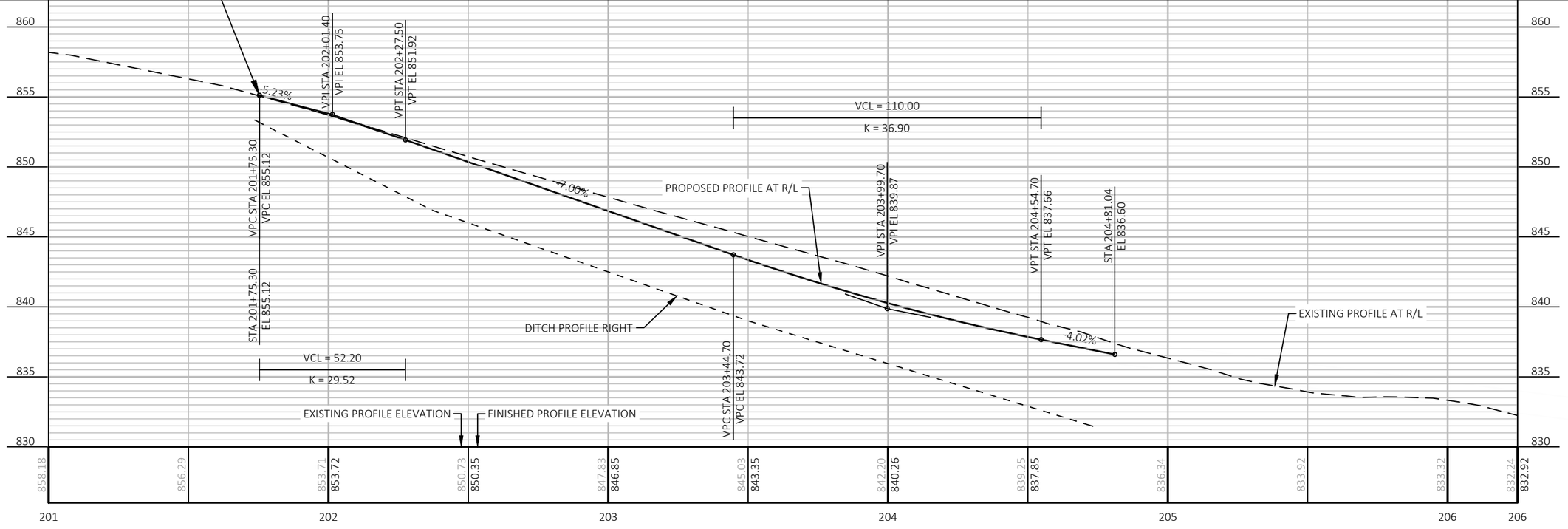


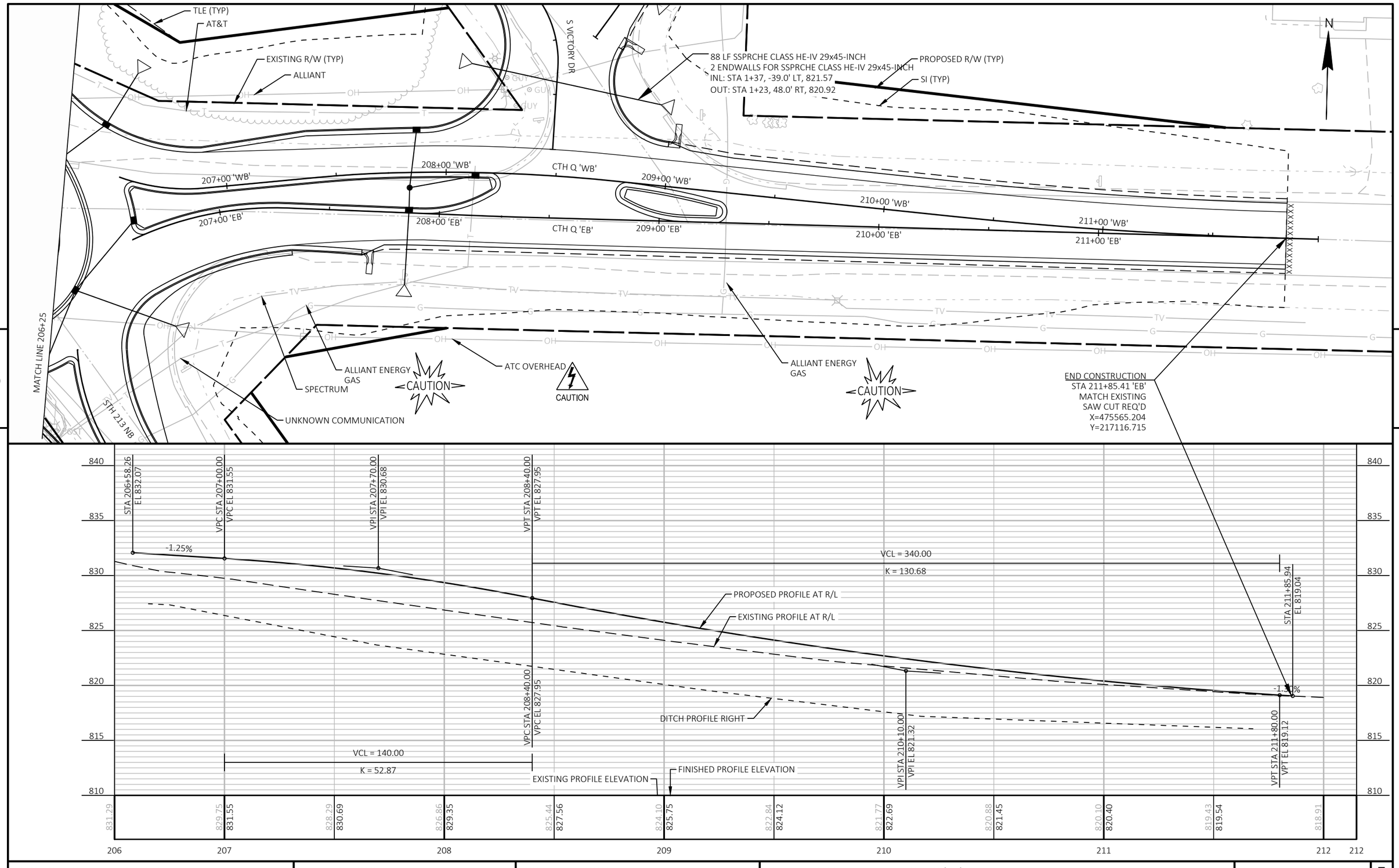

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: STH 213 | SHEET 146 | E |
|---|---|---|---|---|---|

| CONTROL POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT | DESCRIPTION | STATION | OFFSET | Y COORD. | X COORD. | ELEVATION |
| CP 925 | 0.75IN BAR WITH CORRE CAP | 200+24.27 'EB' | 31.71' RT | 217089.669 | 474408.660 | 859.190 |




| PROJECT NO: 5571-00-72 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: CTH Q 'EB' | SHEET 147 | E |
|---|---|---|---|---|---|




| PROJECT NO: 5571-00-72 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: CTH Q 'EB' | SHEET 148 | E |
|---|---|---|---|---|---|

N

PROPOSED R/W (TYP)

SI (TYP)

EXISTING R/W (TYP)

AT&T

ALLIANT

AT&T

STH 213 'SB'

STH 213 'NB'

MATCH LINE 206+00

201+00 'EB'

202+00 'WB'

202+00 'EB'

NEWARK RD 'WB'

NEWARK RD 'EB'

203+00 'WB'

203+00 'EB'

204+00 'WB'

204+00 'EB'

ALLIANT

BEGIN CONSTRUCTION
STA 201+75.43 'WB'
MATCH EXISTING
SAW CUT REQ'D
X=474560.023
Y=217120.414

ATC OVERHEAD

CAUTION

ALLIANT ENERGY
GAS

CAUTION

SPECTRUM

AT&T

TLE (TYP)

5

5

VPC STA 201+75.43
VPC EL 855.10

VPI STA 202+12.93
VPI EL 853.04

VPT STA 202+50.43
VPT EL 850.41

-5.49%

-7.00%

-3.17%

VCL = 160.00

K = 41.73

VCL = 75.00

K = 49.70

PROPOSED PROFILE AT R/L

EXISTING PROFILE AT R/L

DITCH PROFILE RIGHT

VPC STA 203+27.92
VPC EL 844.99

VPI STA 204+07.92
VPI EL 839.39

STA 204+95.27
EL 836.62

VPT STA 204+87.92
VPT EL 836.86

EXISTING PROFILE ELEVATION

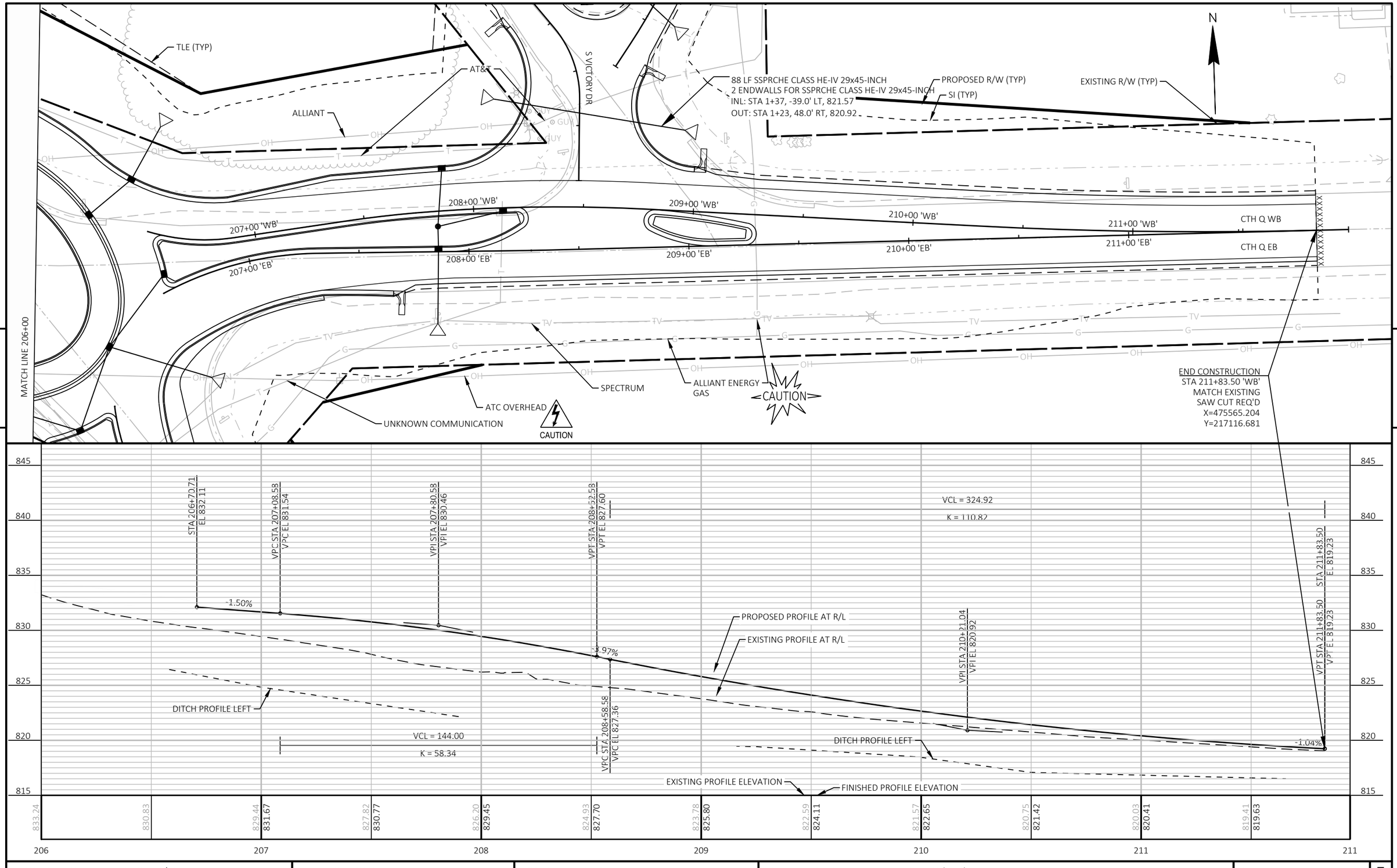
FINISHED PROFILE ELEVATION

860
855
850
845
840
835
830

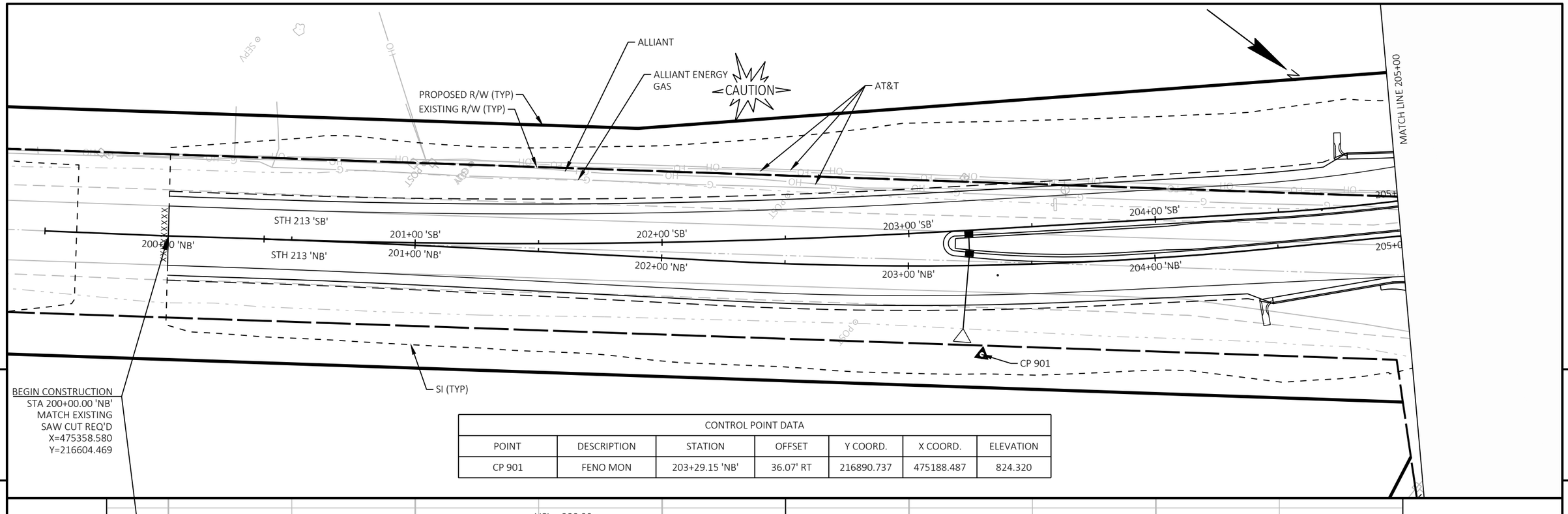
858.18 856.29 853.71 853.69 850.81 850.44 847.99 846.94 845.08 843.50 842.00 840.57 838.95 838.23 836.06 836.50 834.56 833.24

200 201 202 203 204 205 206

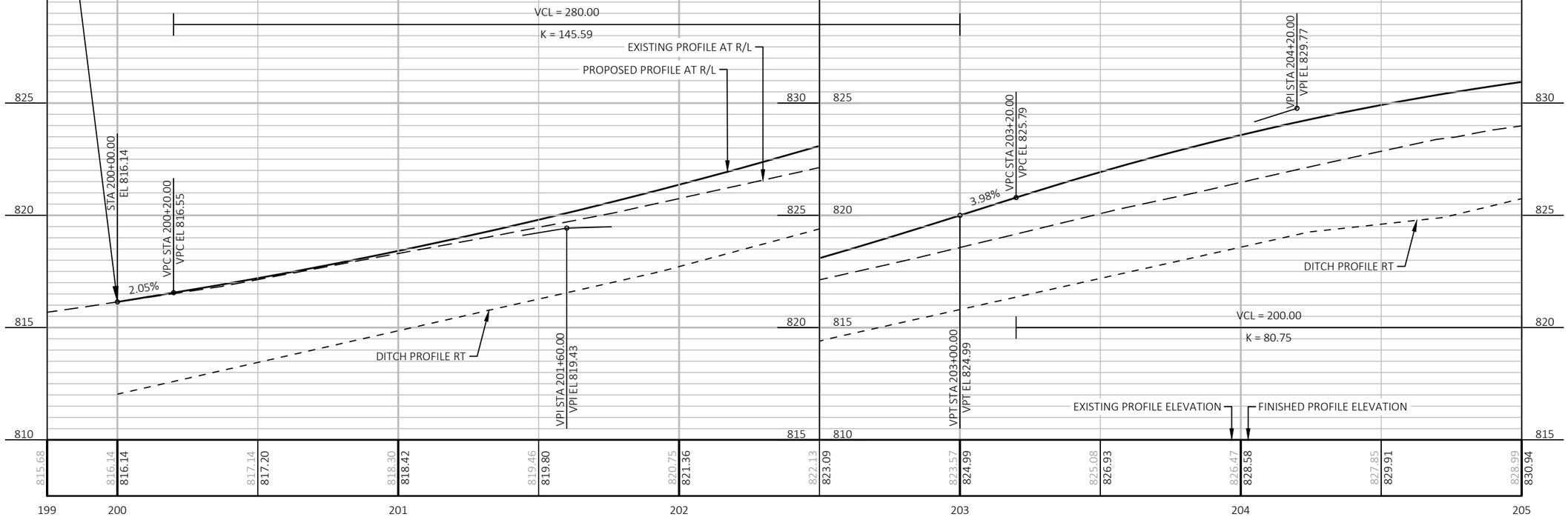
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: CTH Q 'WB' | SHEET 149 | E |
|---|---|---|---|---|---|



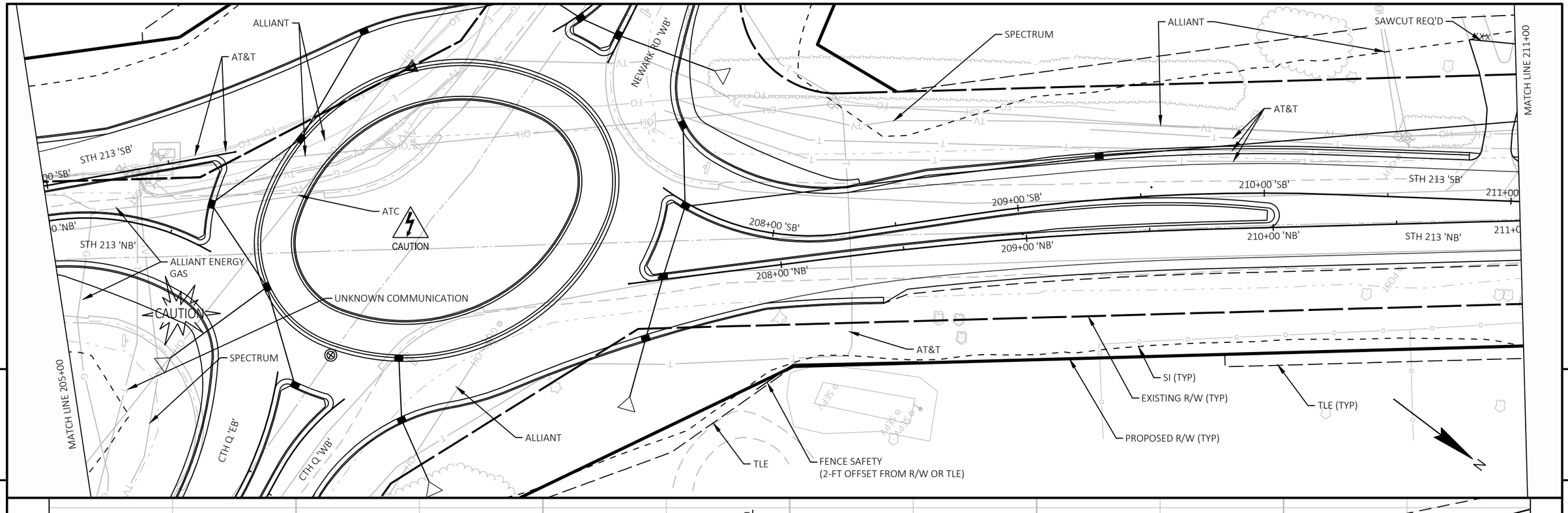

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: CTH Q 'WB' | SHEET 150 | E |
|---|---|---|---|---|---|



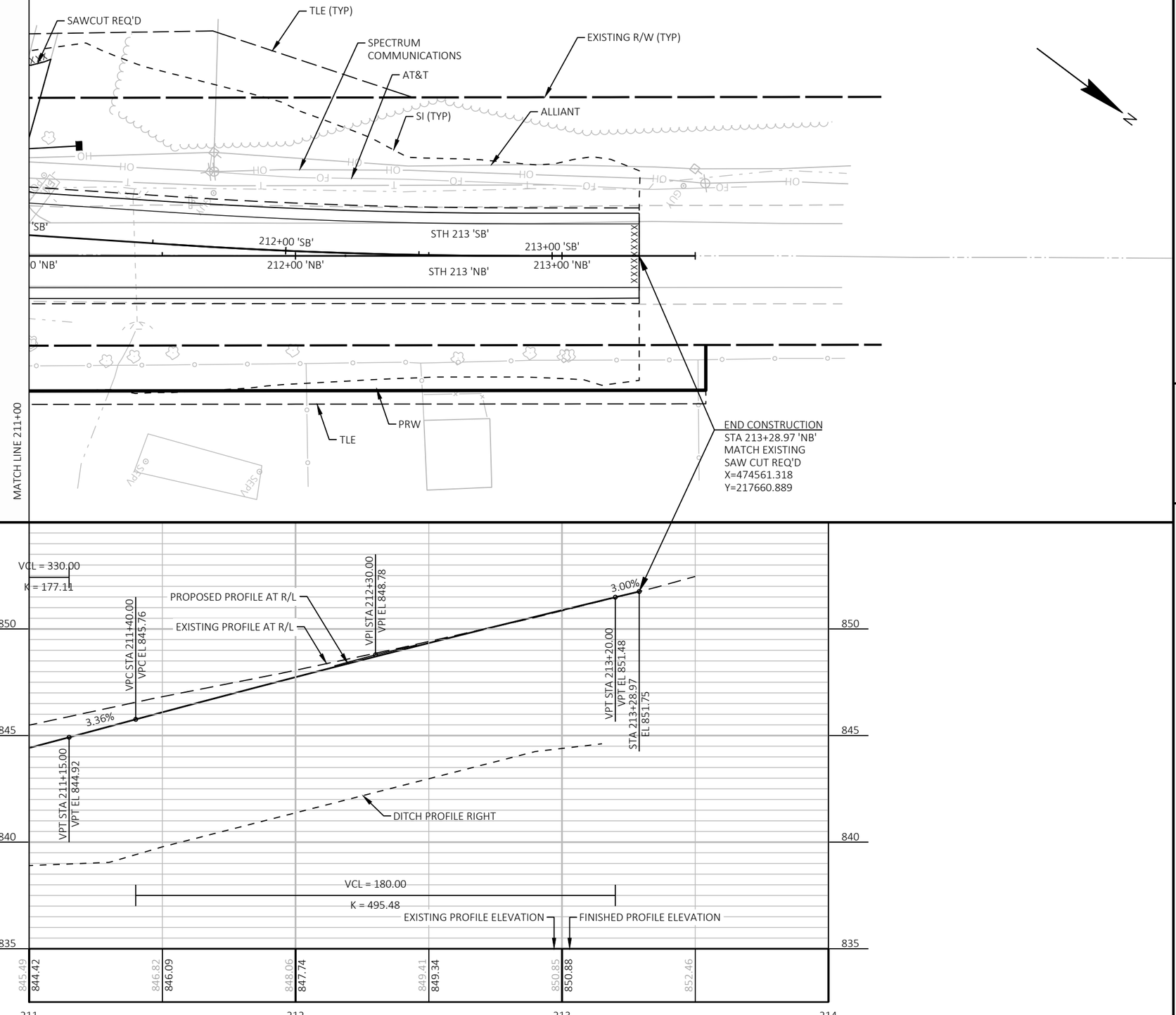

| CONTROL POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT | DESCRIPTION | STATION | OFFSET | Y COORD. | X COORD. | ELEVATION |
| CP 901 | FENO MON | 203+29.15 'NB' | 36.07' RT | 216890.737 | 475188.487 | 824.320 |



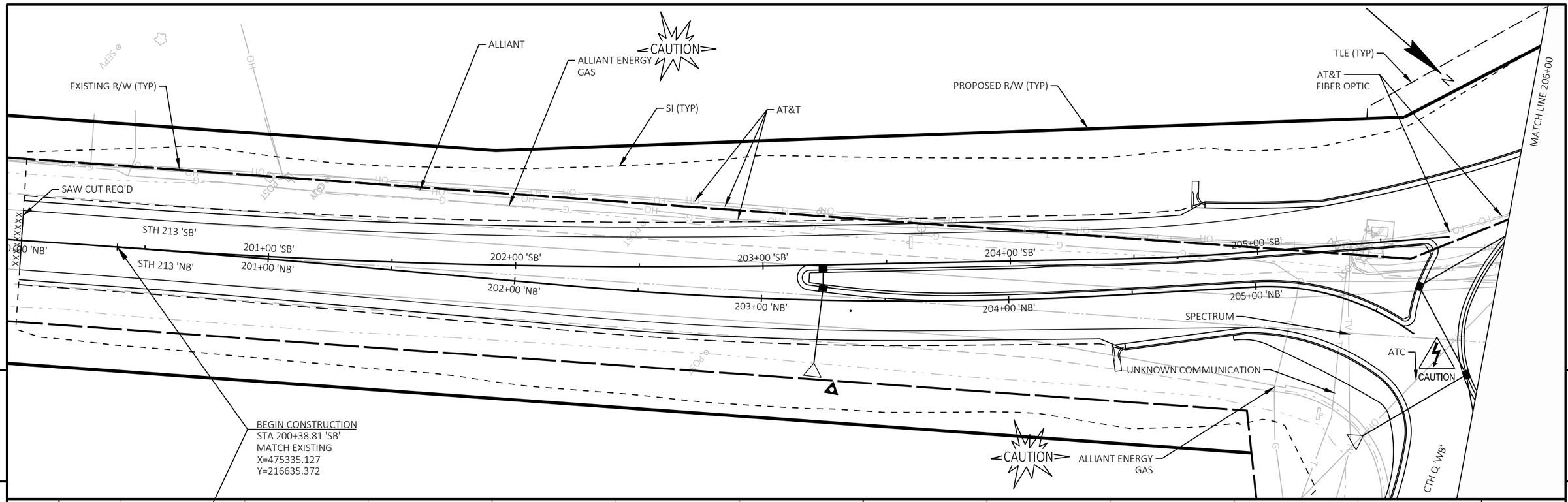

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: STH 213 'NB' | SHEET 151 | E |
|---|---|---|---|---|---|

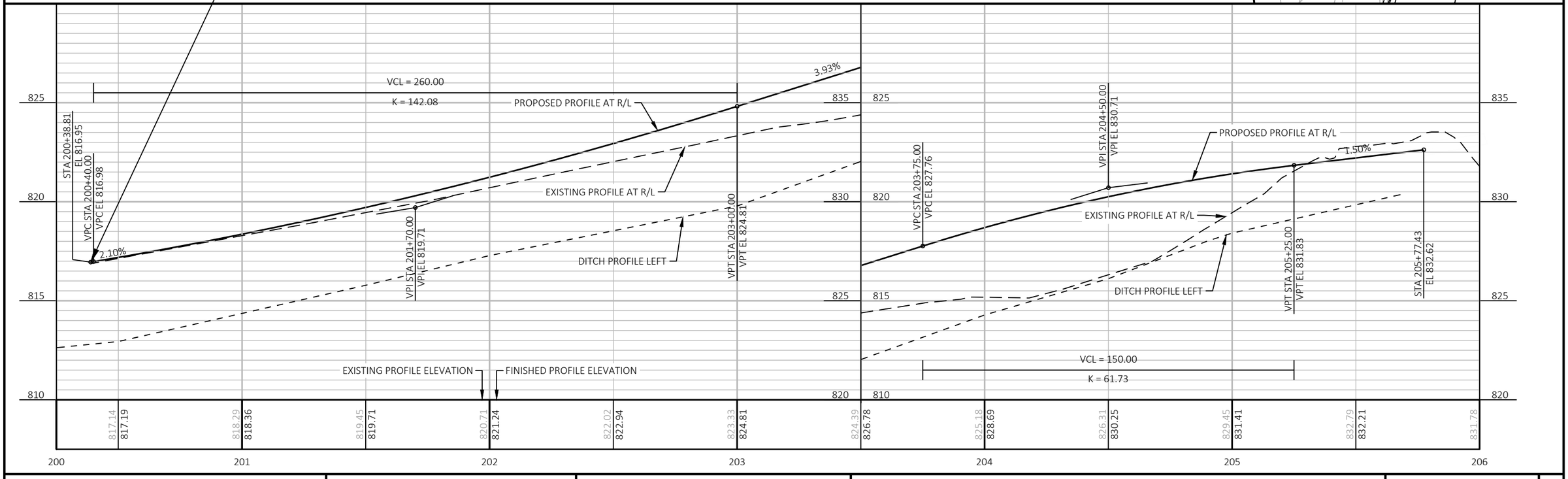



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: STH 213 'NB' | SHEET 152 | E |
|---|---|---|---|---|---|

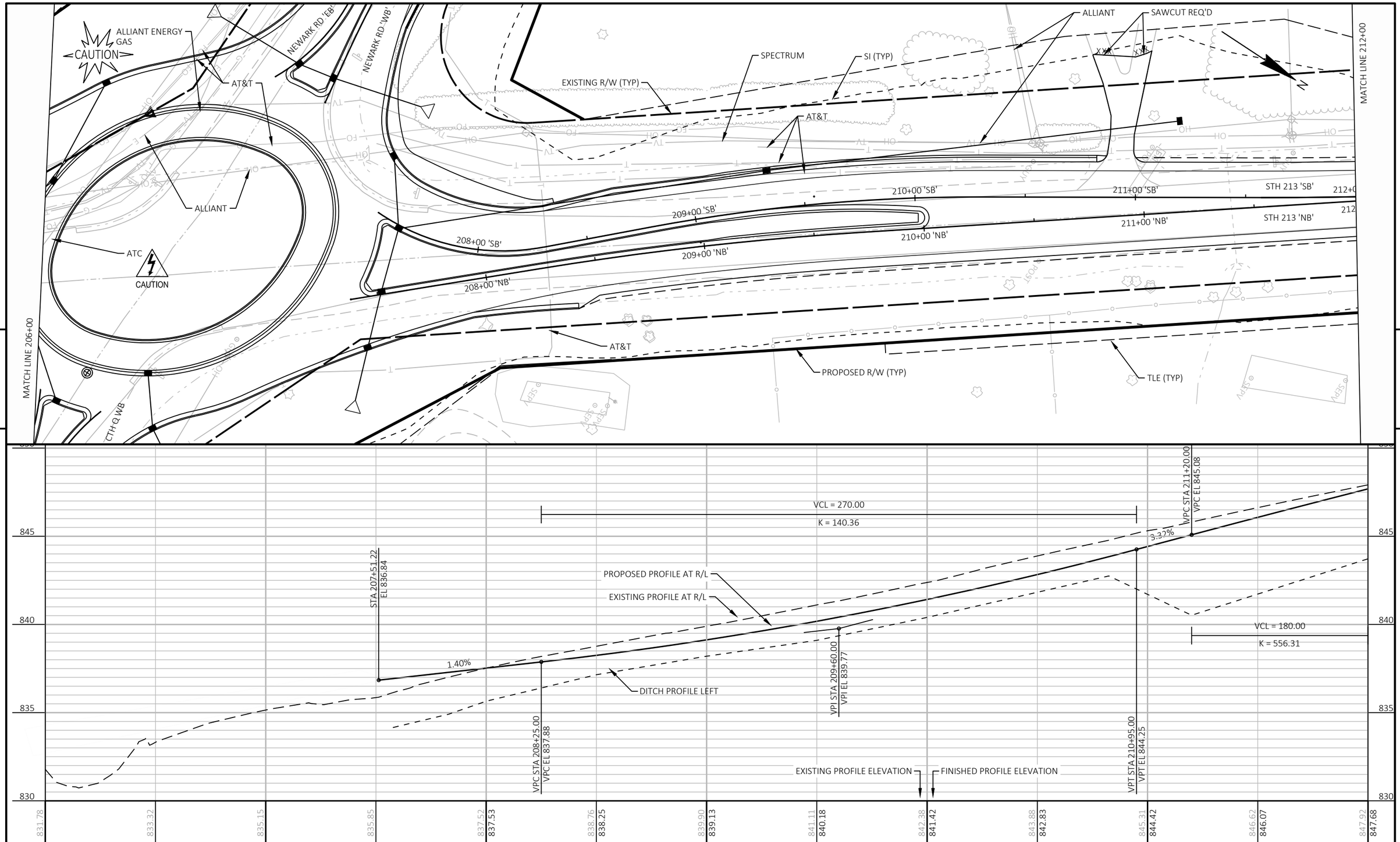



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: STH 213 'NB' | SHEET 153 E |
|---|---|---|---|---|

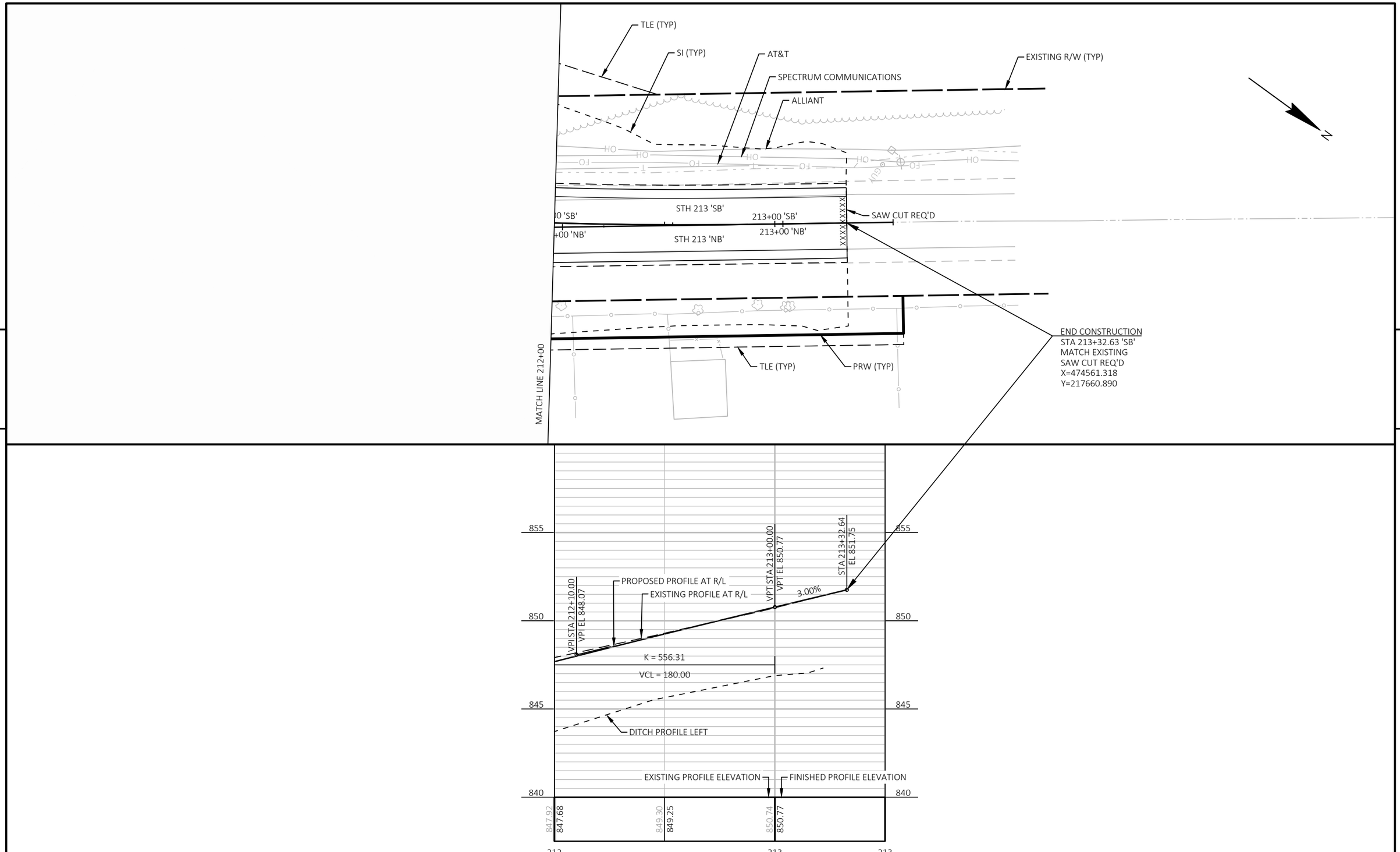



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: STH 213 'SB' | SHEET 154 | E |
|---|---|---|---|---|---|

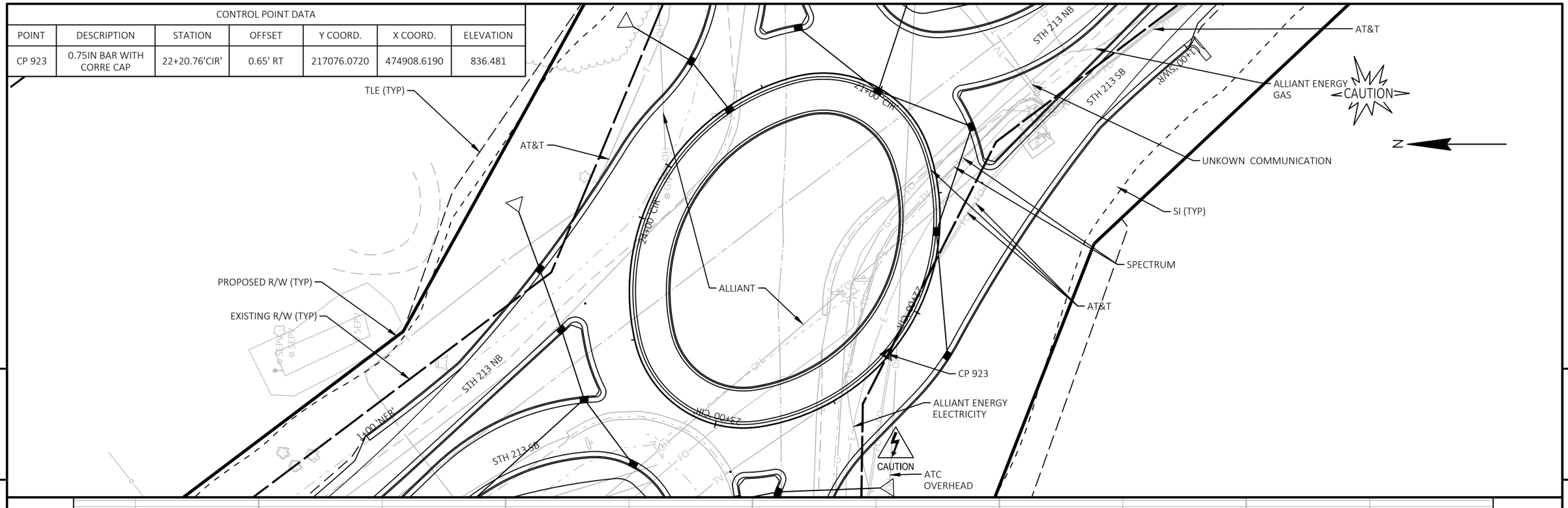


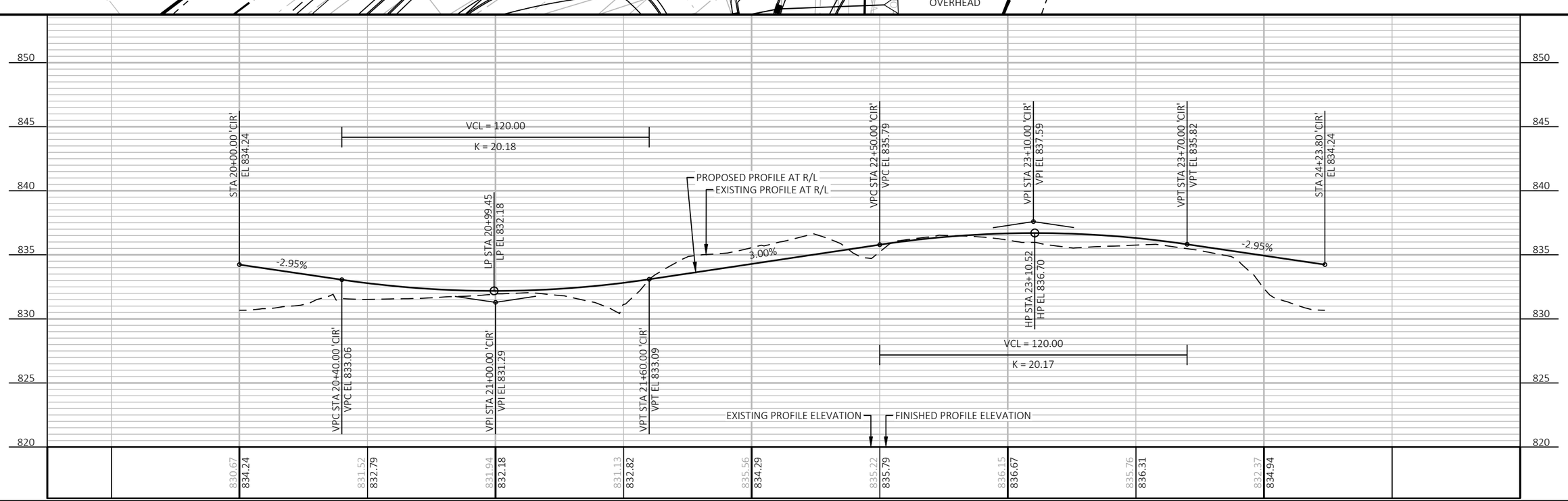

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: STH 213 'SB' | SHEET 155 | E |
|---|---|---|---|---|---|



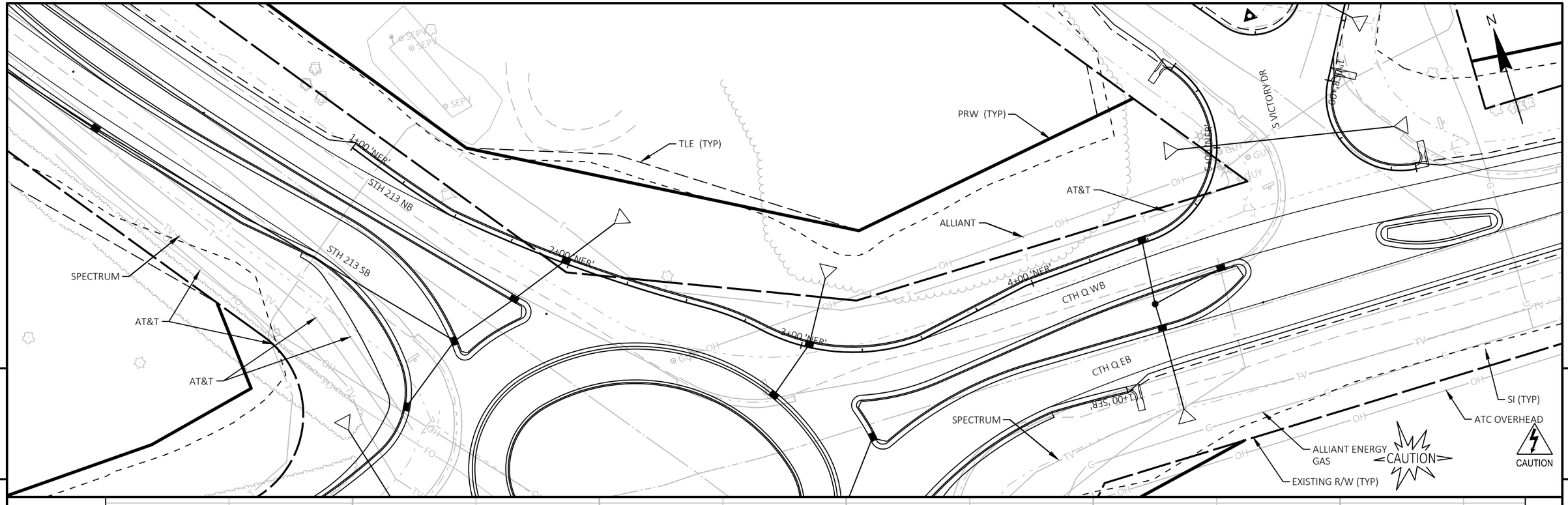

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: STH 213 'SB' | SHEET 156 | E |
|---|---|---|---|---|---|

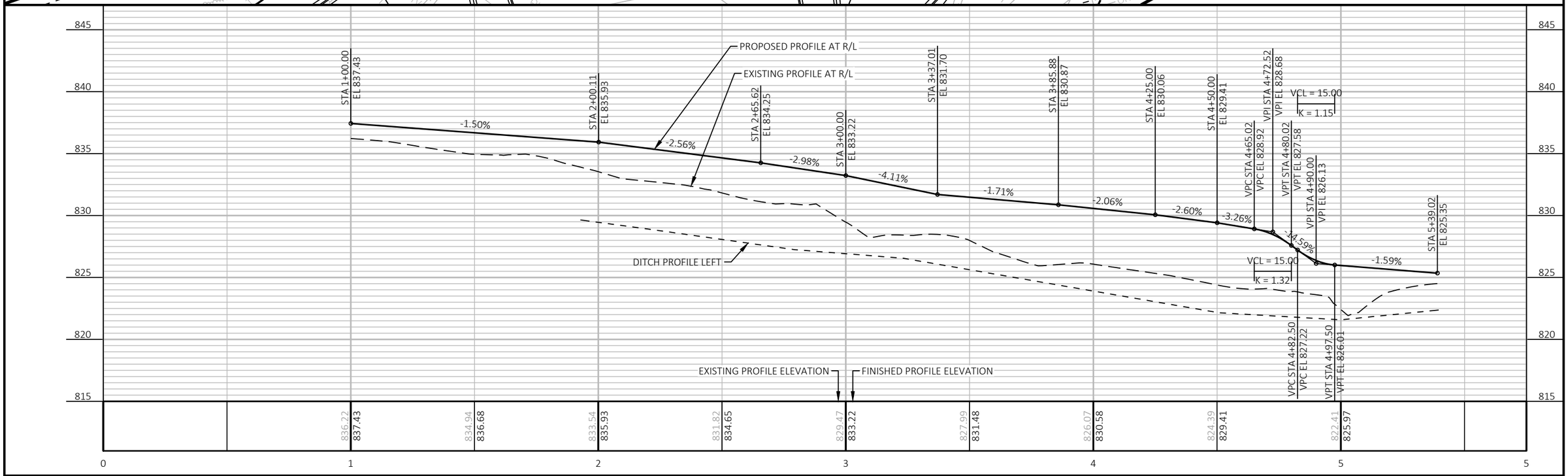
| CONTROL POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT | DESCRIPTION | STATION | OFFSET | Y COORD. | X COORD. | ELEVATION |
| CP 923 | 0.75IN BAR WITH CORRE CAP | 22+20.76'CIR' | 0.65' RT | 217076.0720 | 474908.6190 | 836.481 |



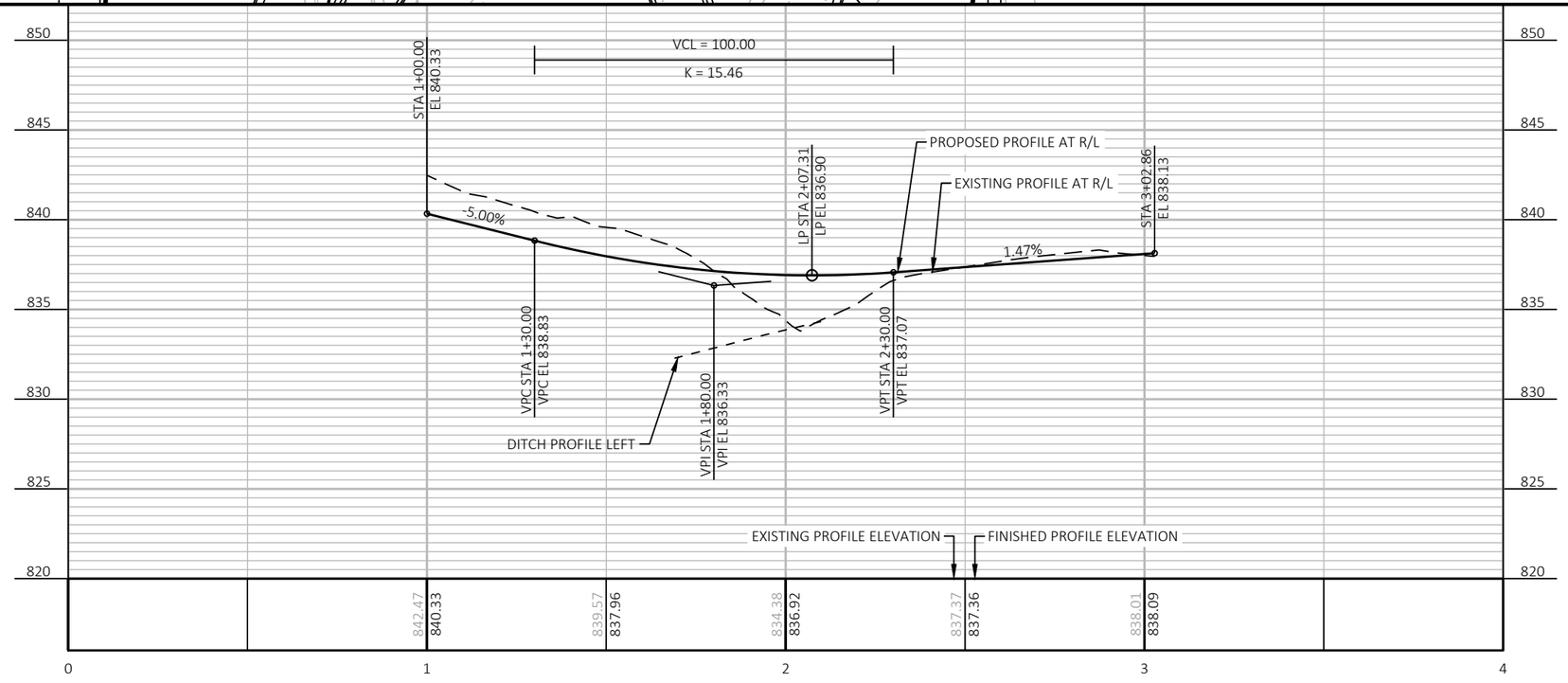

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: RAB CIR | SHEET 157 | E |
|---|---|---|---|---|---|



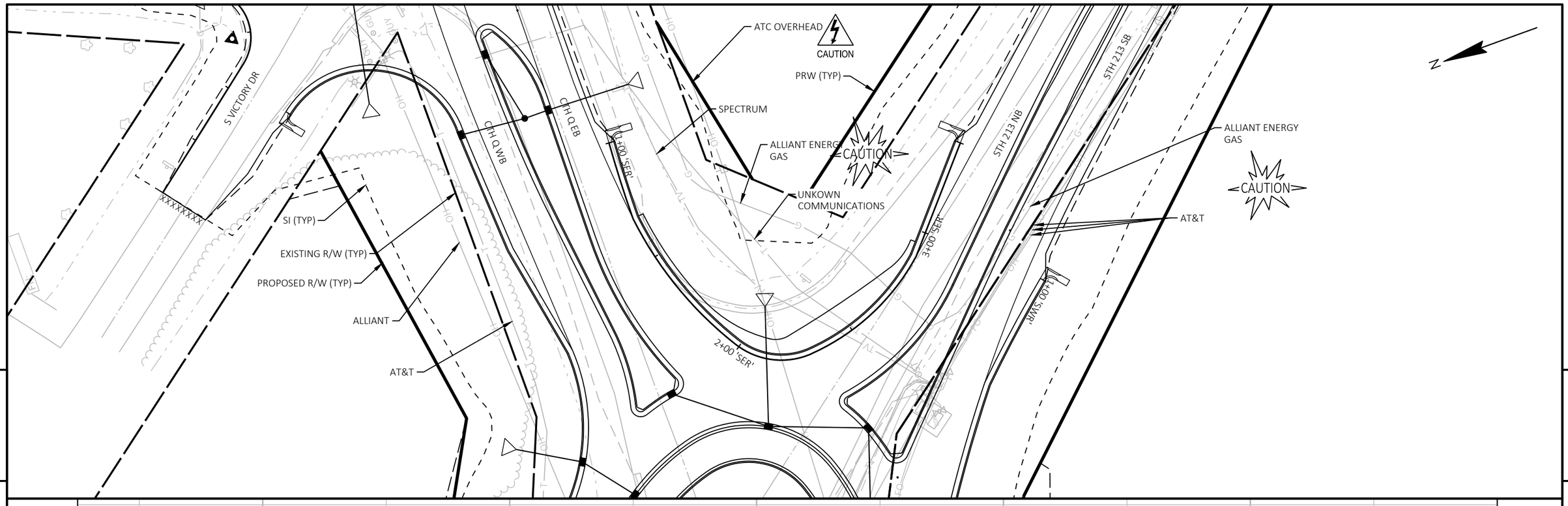

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: NE RADIUS | SHEET 158 | E |
|---|---|---|---|---|---|

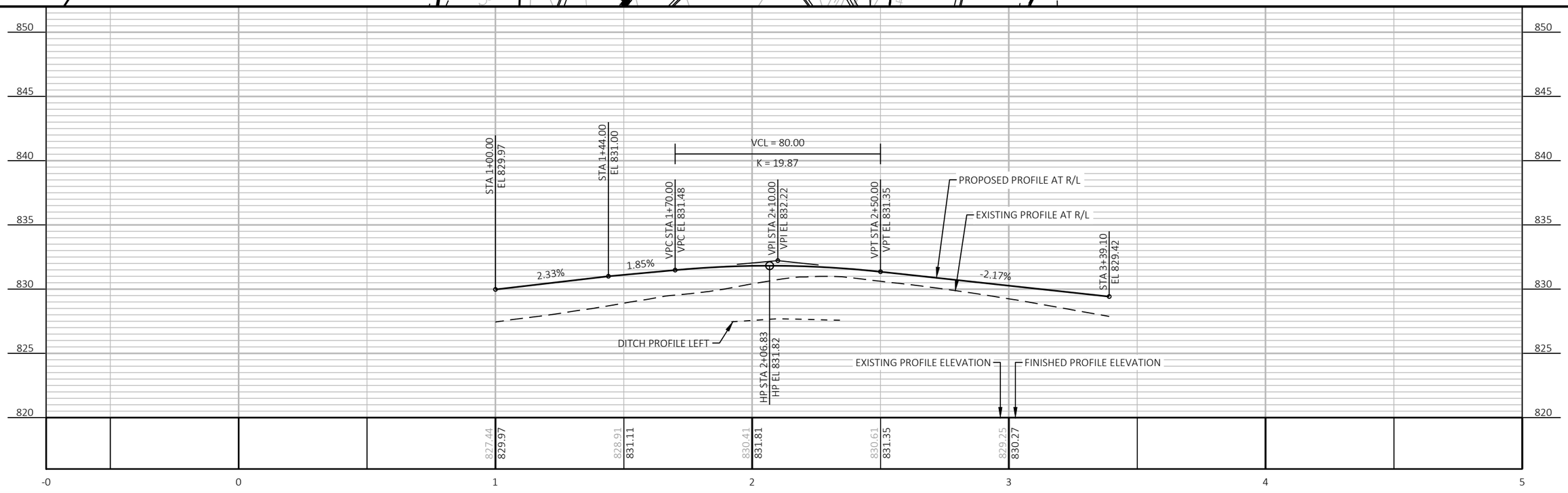



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: NW RADIUS | SHEET 159 | E |
|---|---|---|---|---|---|

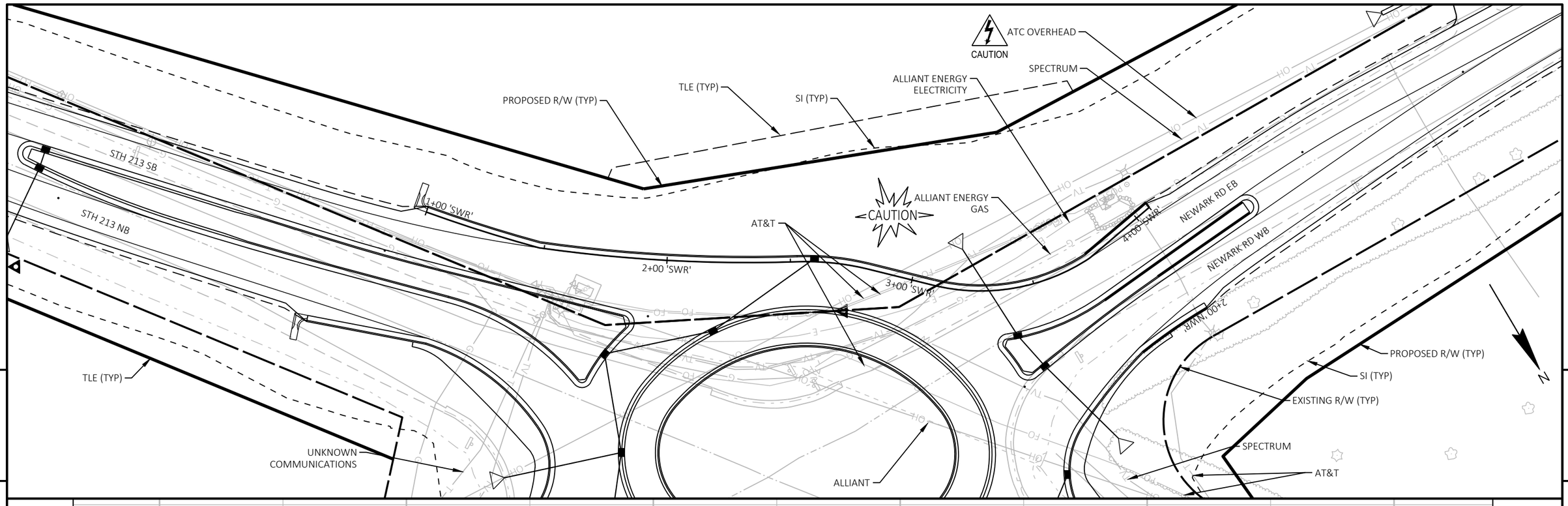
FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\050103-PP (EOP).DWG
LAYOUT NAME - NW
PLOT DATE : 6/24/2025 12:22 PM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

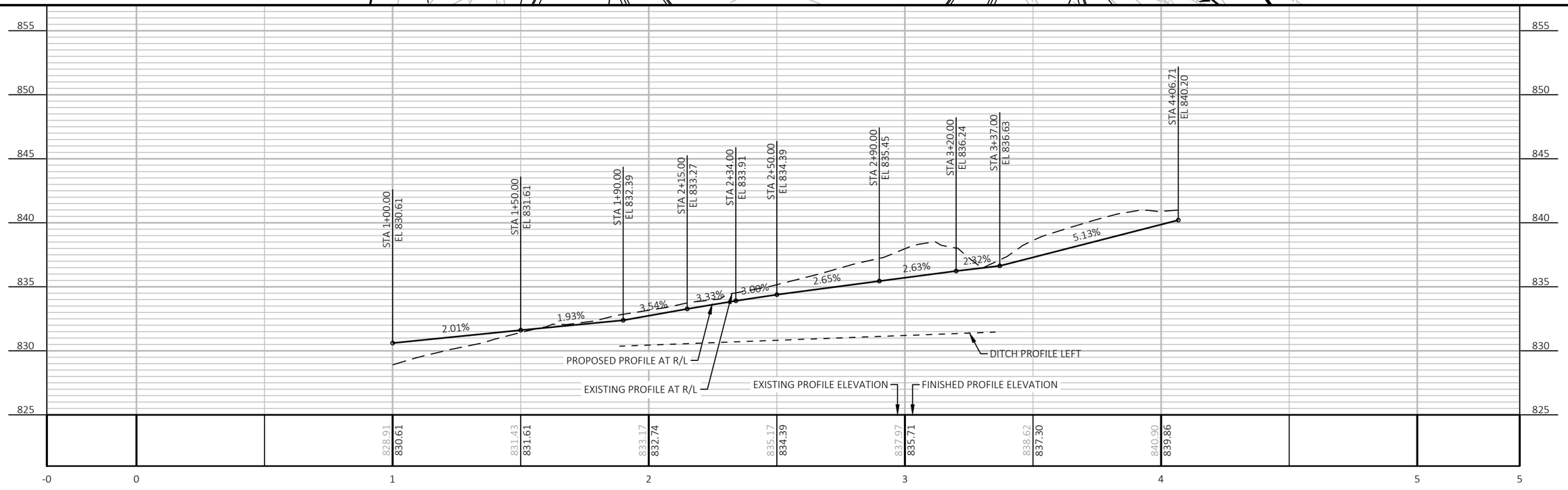



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: SE RADIUS | SHEET 160 | E |
|---|---|---|---|---|---|


FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\050103-PP (EOP).DWG
LAYOUT NAME - SE
PLOT DATE : 6/24/2025 12:22 PM
PLOT BY : KYLE WILLIAMS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

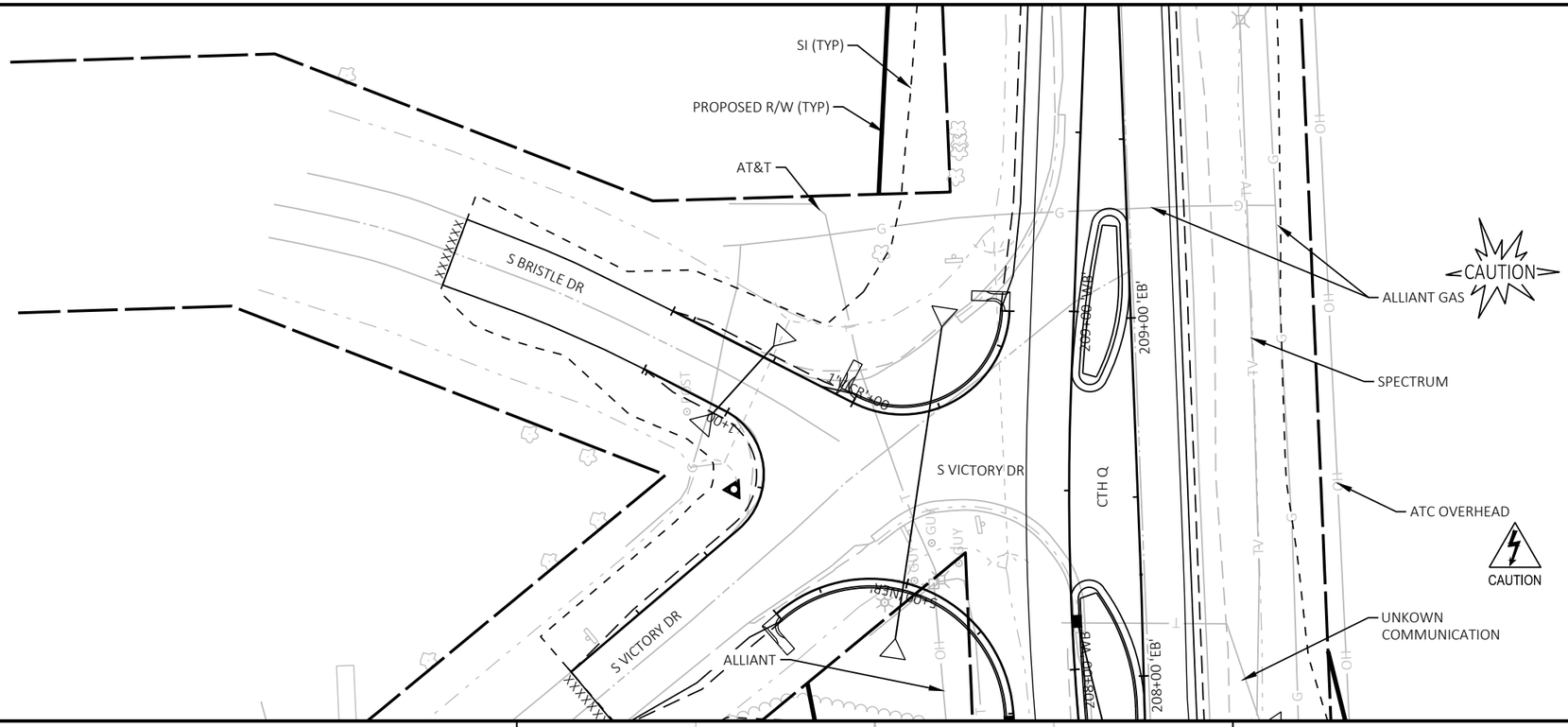


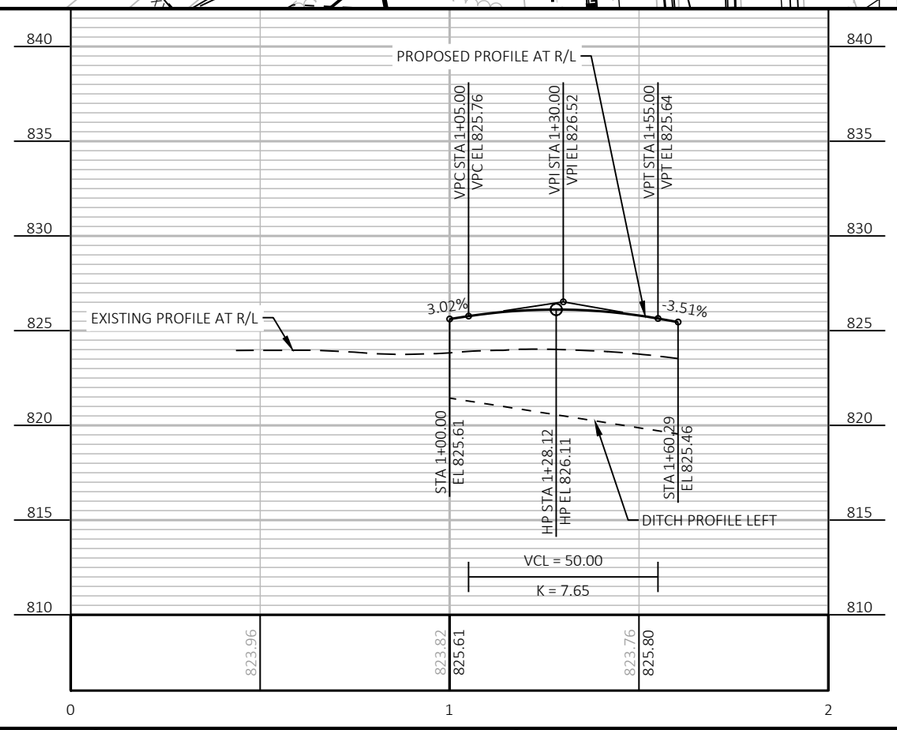




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: SW RADIUS | SHEET 161 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\050103-PP (EOP).DWG
LAYOUT NAME - SW

PLOT DATE : 6/24/2025 12:22 PM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

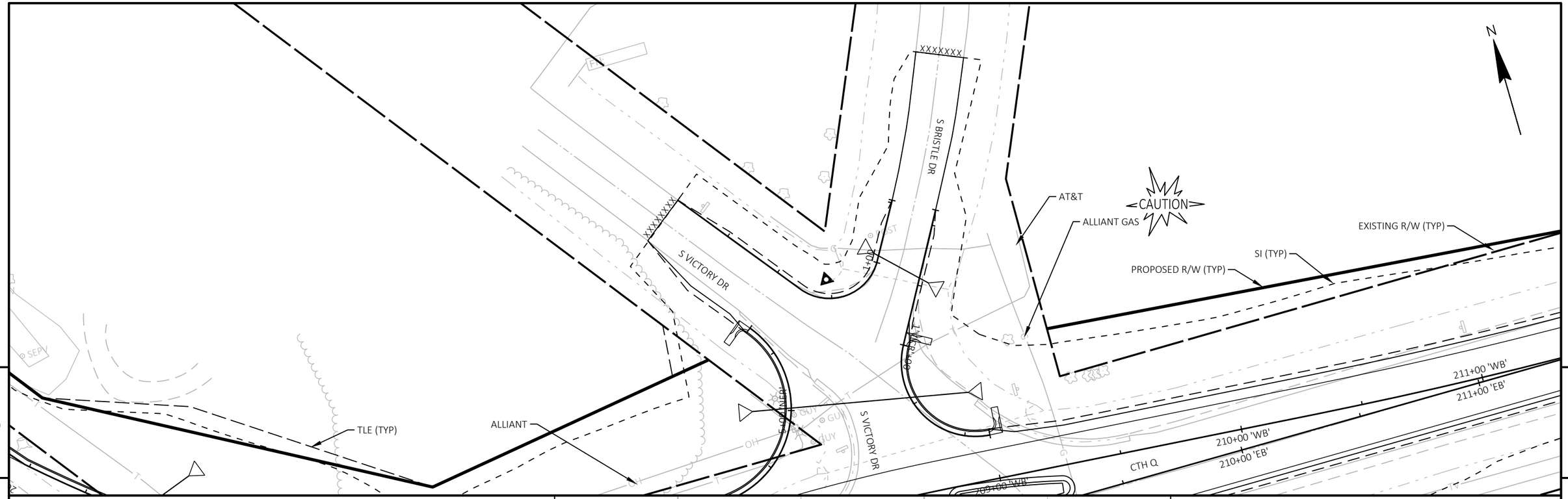


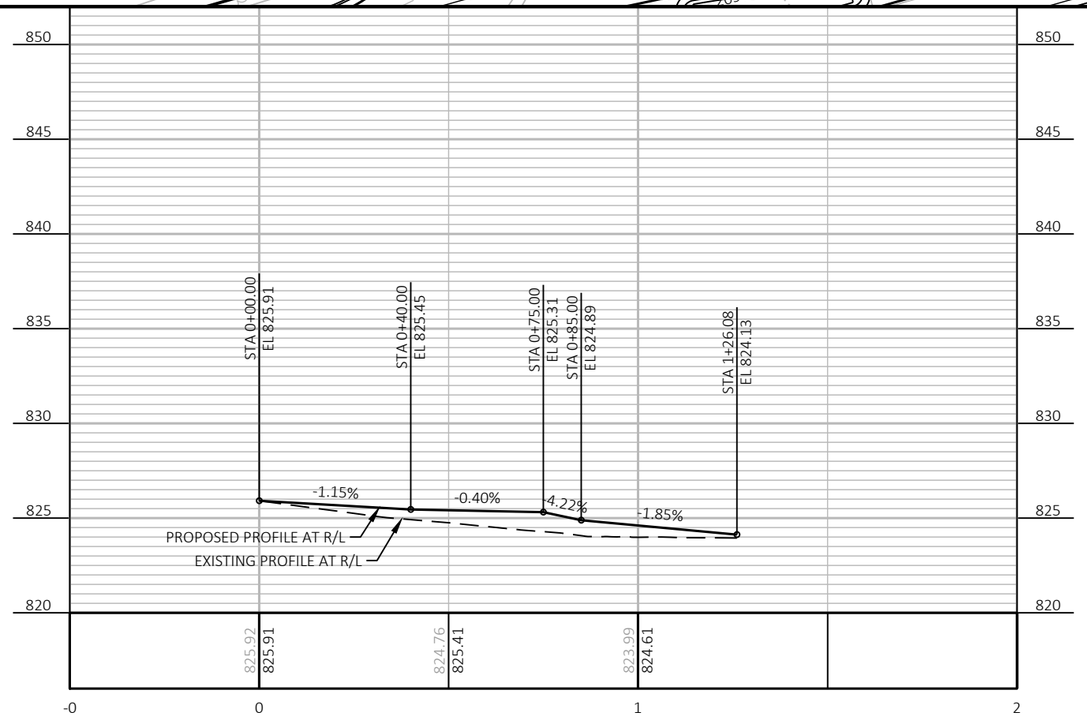




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: VICTORY LN - E CURB | SHEET 162 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\050103-PP (EOP).DWG
LAYOUT NAME - E VICTORY CURB

PLOT DATE : 6/24/2025 12:22 PM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

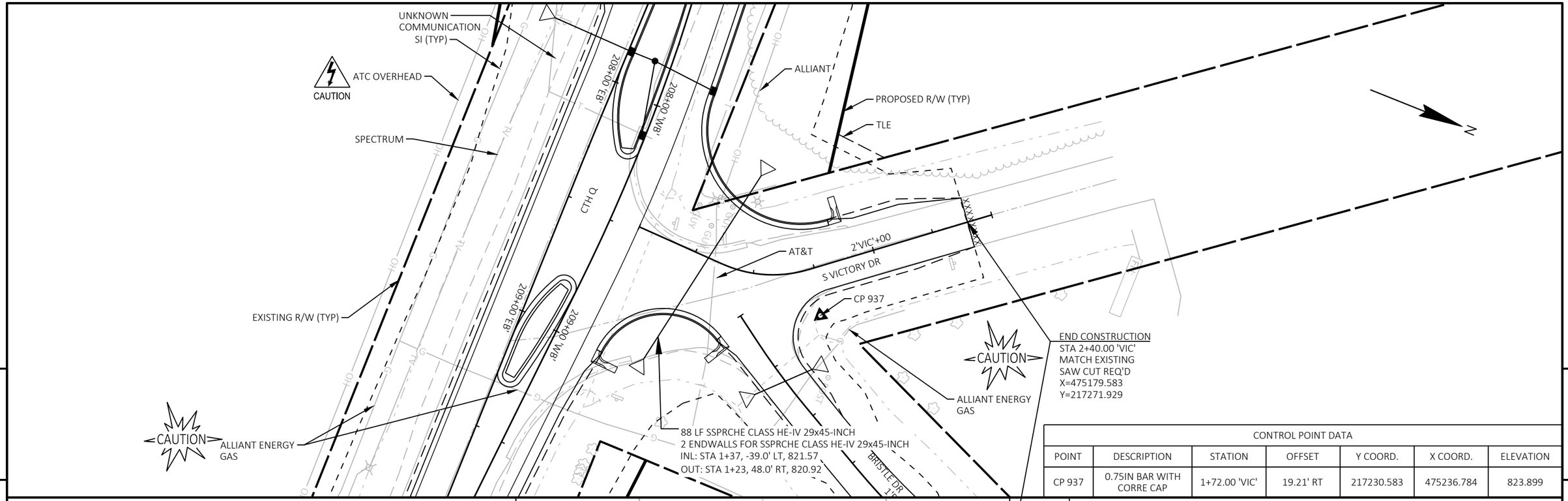


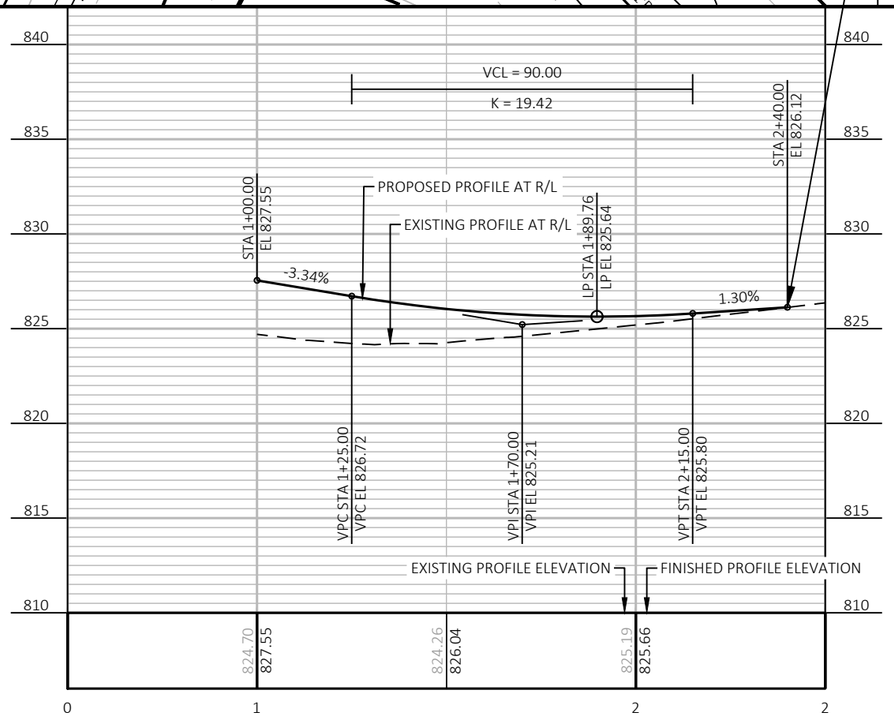

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: VICTORY-BRISTLE RADIUS | SHEET 163 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\050103-PP (EOP).DWG
LAYOUT NAME - VICTORY-BRISTLE RADIUS

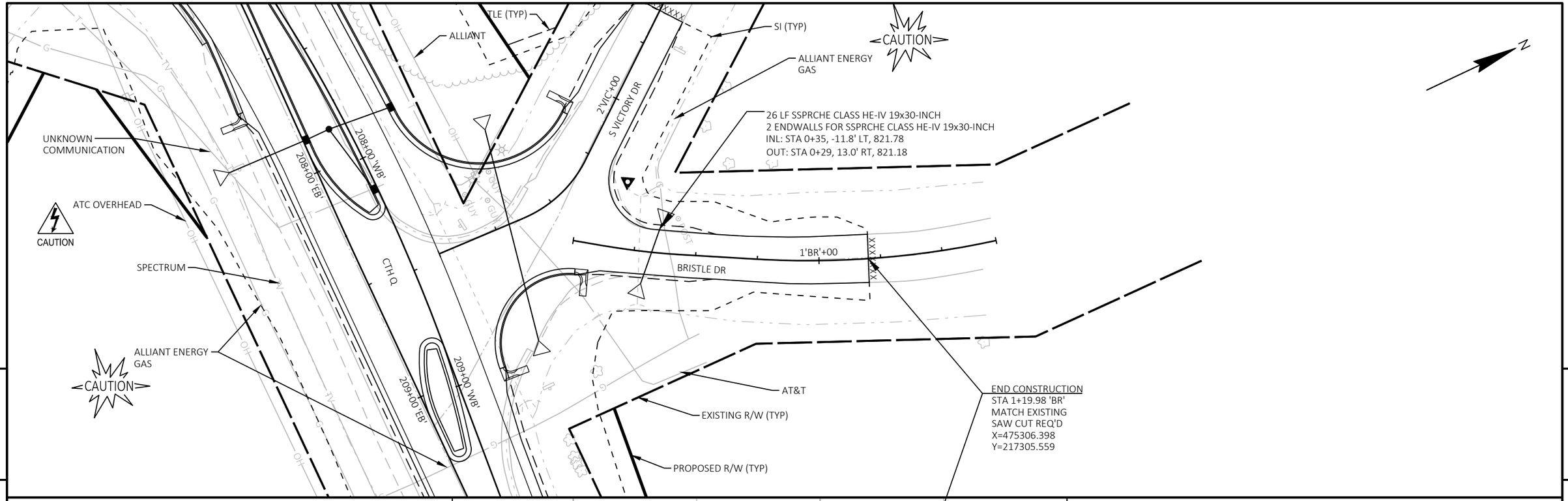
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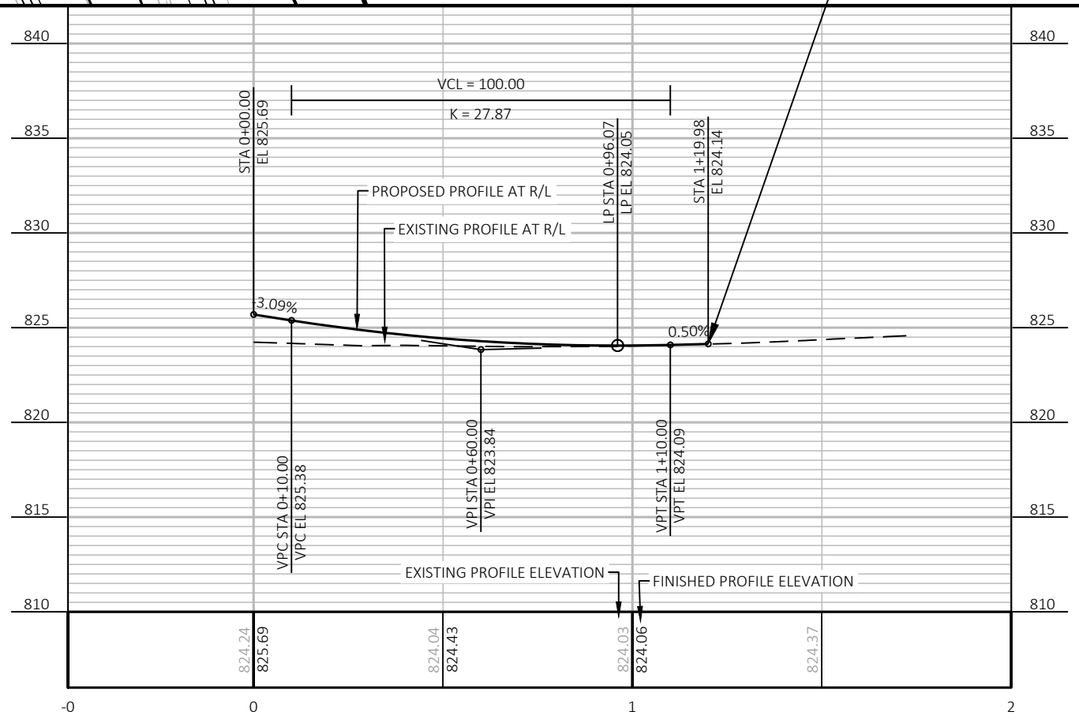



| CONTROL POINT DATA | | | | | | |
|---|---|---|---|---|---|---|
| POINT | DESCRIPTION | STATION | OFFSET | Y COORD. | X COORD. | ELEVATION |
| CP 937 | 0.75IN BAR WITH CORRE CAP | 1+72.00 'VIC' | 19.21' RT | 217230.583 | 475236.784 | 823.899 |




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: S VICTORY DR | SHEET 164 | E |
|---|---|---|---|---|---|



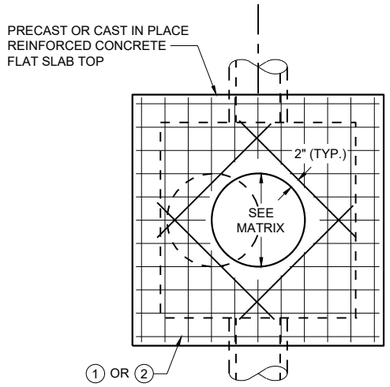

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | PLAN AND PROFILE: BRISTLE DR | SHEET 165 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\050101-PP (CTH Q).DWG
LAYOUT NAME - 1_BRISTLE
PLOT DATE : 6/24/2025 12:23 PM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:40 FT

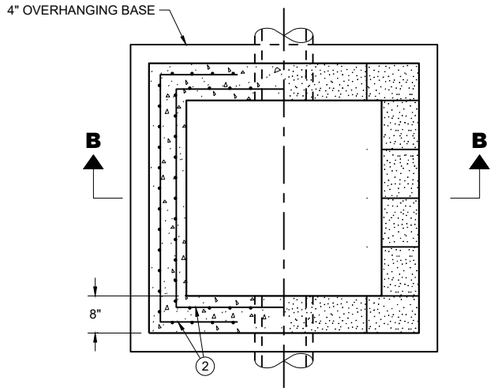
# Standard Detail Drawing List

| | |
|---|---|
| 08B10-03 | MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT |
| 08D01-24A | CONCRETE CURB & GUTTER |
| 08D01-24B | CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS |
| 08D04-07 | CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES |
| 08D05-22A | CURB RAMPS TYPES 1 AND 1-A |
| 08D05-22B | CURB RAMPS TYPES 2 AND 3 |
| 08D05-22C | CURB RAMPS TYPES 4A AND 4A1 |
| 08D05-22D | CURB RAMPS TYPES 4B AND 4B1 |
| 08D05-22E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8 |
| 08D05-22F | CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS |
| 08D05-22G | CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES |
| 08D18-05 | DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y |
| 08D19-05 | DRIVEWAY AND SIDEWALK RAMPS TYPE Z |
| 08D22-01 | DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E15-01 | CULVERT PIPE CHECK |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F02-01 | APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE |
| 08F04-08 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 08F07-05 | STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS |
| 08F08-02 | STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS |
| 13A10-03E | EDGE LINE RUMBLE STRIPS - ASPHALT |
| 13A10-03G | SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS |
| 13A11-04A | CENTERLINE RUMBLE STRIPS - ASPHALT |
| 13A11-04D | CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS |
| 13B01-11A | PAVEMENT DETAILS FOR RAILROAD APPROACH |
| 13C19-03 | HMA LONGITUDINAL JOINTS |
| 14B42-07A | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-07B | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-07C | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B42-07D | MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL |
| 14B44-04A | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B44-04B | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B44-04C | MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS) |
| 14B51-04A | ANCHOR POST ASSEMBLY TOP-MOUNTED |
| 14B51-04B | ANCHOR POST ASSEMBLY TOP-MOUNTED |
| 14B51-04C | ANCHOR POST ASSEMBLY TOP-MOUNTED |
| 15A03-02A | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A03-02B | FLEXIBLE MARKER POST FOR CULVERT END |
| 15C02-09A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-09B | BARRICADES AND SIGNS FOR VARIOUS CLOSURES |
| 15C02-09C | DETOUR SIGNING FOR MAINLINE CLOSURES |
| 15C02-09H | MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING |
| 15C03-05 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15C04-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |
| 15C08-24A | PERMANENT LONGITUDINAL PAVEMENT MARKINGS |
| 15C08-24C | PAVEMENT MARKING (TURN LANES) |
| 15C08-24D | PAVEMENT MARKING (TURN LANES) |
| 15C09-13A | SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS |
| 15C11-10B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15C35-06A | PAVEMENT MARKING (INTERSECTIONS) |
| 15D28-04 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED  ROADWAY |
| 15D30-11A | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11B | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11C | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11D | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11E | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11F | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11G | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11H | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11I | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11J | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11K | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11L | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |

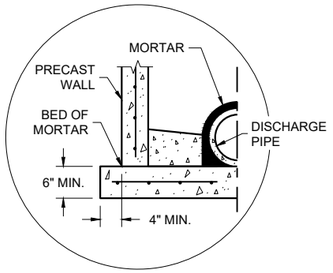

6




**PLAN VIEW**
**CIRCULAR OPENING**

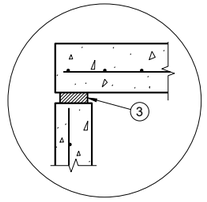



**SECTION A - A**
**PLAN VIEW**

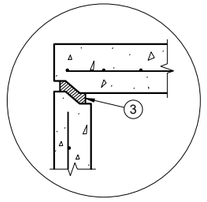



**SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION**

**DETAIL "A"**

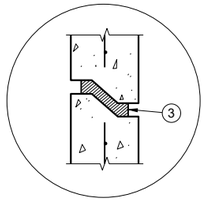



**TOP WITH PLAIN END JOINT**



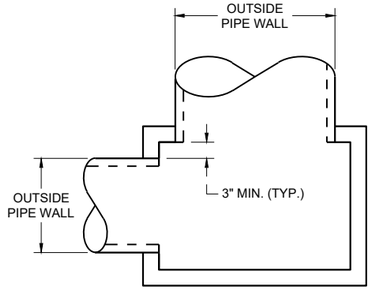

**TOP WITH TONGUE AND GROOVE JOINT**

**DETAIL "B"**

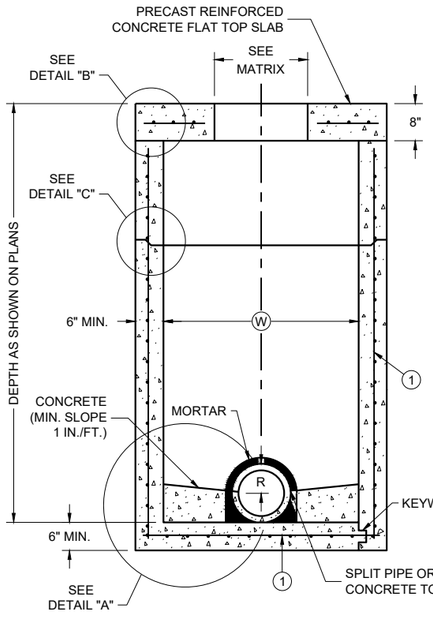



**RISER WITH TONGUE AND GROOVE JOINT**

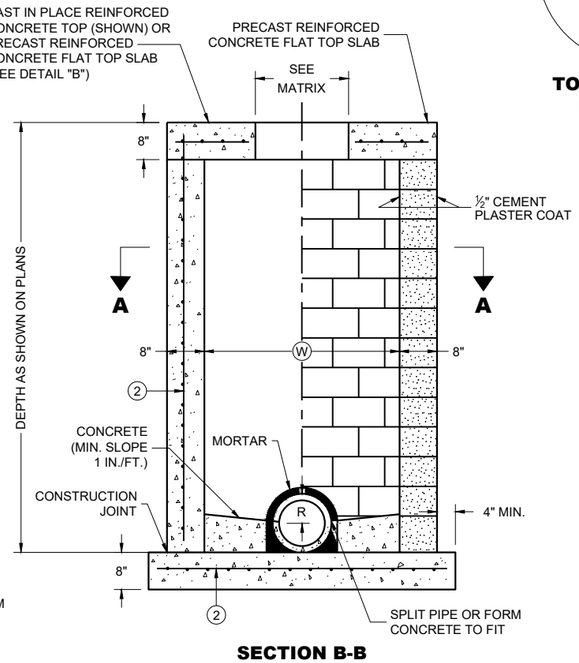
**DETAIL "C"**




**DETAIL "D"**




**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**




**SECTION B-B**

**PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE**

**CAST IN PLACE REINFORCED CONCRETE**

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

**SQUARE MANHOLES WITH FLAT TOP**

**MANHOLES 3 X 3-FT, 4 X 4 -FT, 5 X 5-FT AND 6 X 6-FT**

## 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 FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

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

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

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

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C913.

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 WIDTH.

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.

MAXIMUM PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "D". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

(2) CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGNFOR CAST-IN-PLACE STRUCTURES.

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

**MANHOLE COVER OPENING MATRIX**

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

**PIPE MATRIX**

| MANHOLE SIZE WxW-FT | MAXIMUM INSIDE PIPE DIAMETER (IN) |
|---|---|
| 3 X 3 FT | 24 |
| 4 X 4 FT | 30 |
| 5 X 5 FT | 42 |
| 6 X 6 FT | 54 |

**MANHOLES**
**3 X 3 -FT, 4 X 4-FT**
**5 X 5-FT AND 6 X 6-FT**

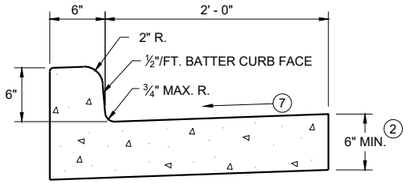
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

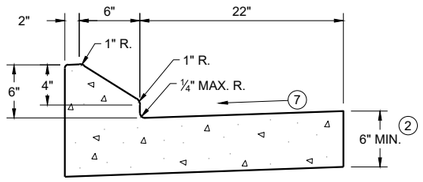
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

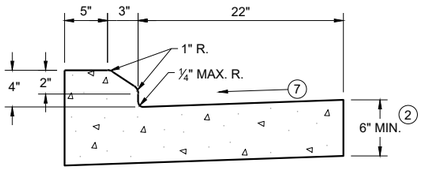

6
SDD 08B10-03



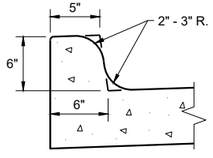

**TYPES A (1) & D**



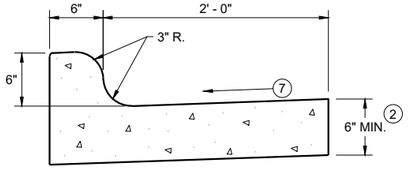

**6" SLOPED CURB TYPES G (1) & J**




**4" SLOPED CURB TYPES G (1) & J**

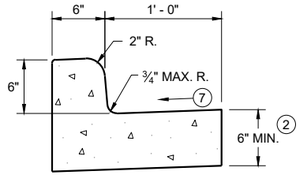



**TYPES K (1) & L**
(OPTIONAL CURB SHAPE)



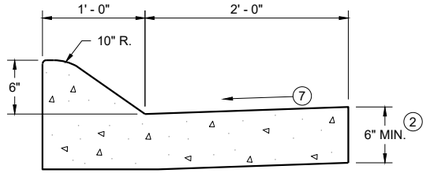

**TYPES K (1) & L**

**CONCRETE CURB AND GUTTER 30"**

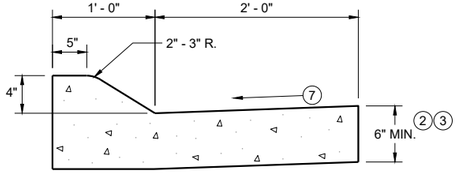



**TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 18"**

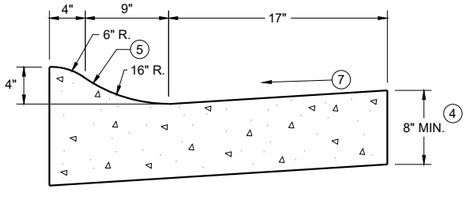



**6" SLOPED CURB TYPES A (1) & D**



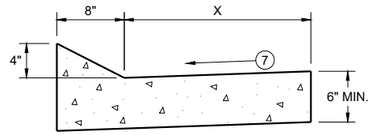

**4" SLOPED CURB TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 36"**




**4" SLOPED CURB TYPES R (1) & T**
**CONCRETE CURB AND GUTTER 30"**

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

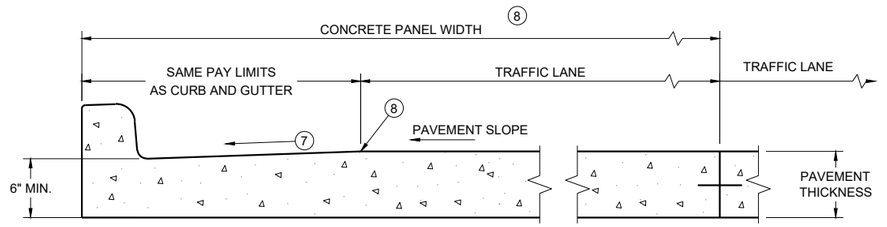



**TYPES TBT & TBTT (1)**

**CONCRETE CURB AND GUTTER**

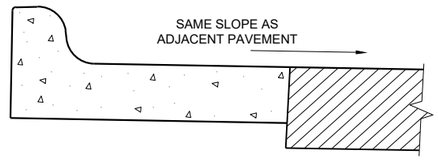
**PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE**

| 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.

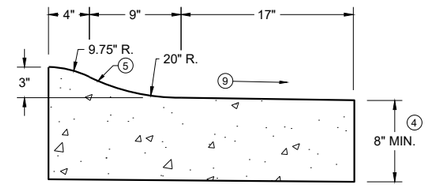
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

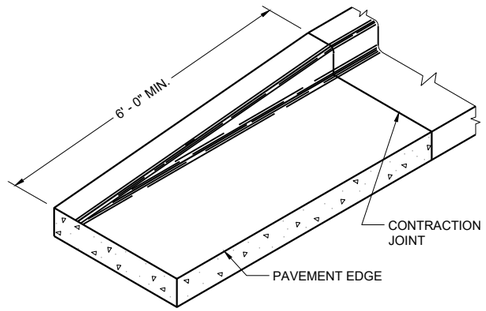
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



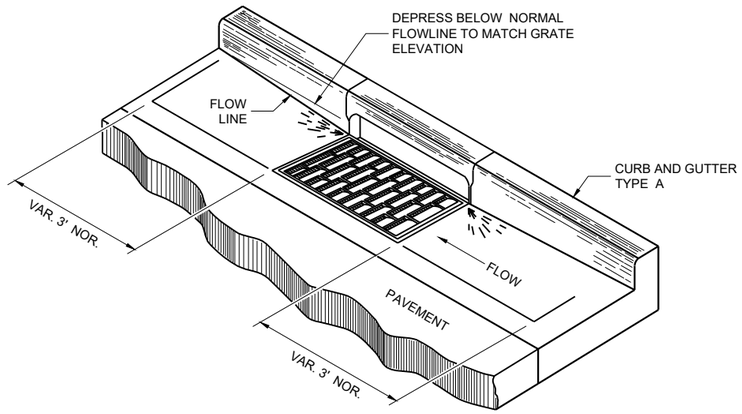

**3" SLOPED CURB TYPES R (1) & T**

**CONCRETE CURB AND GUTTER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




## 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.

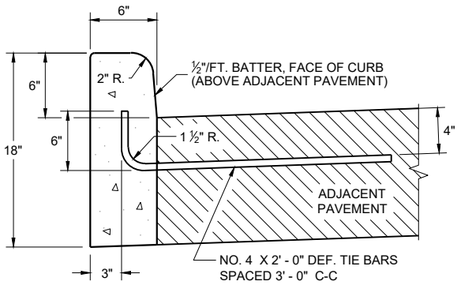
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

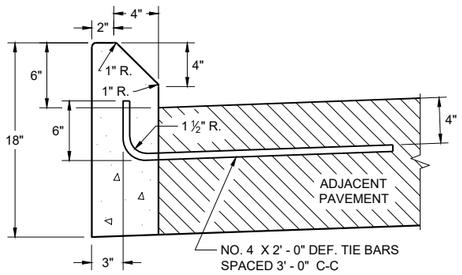
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

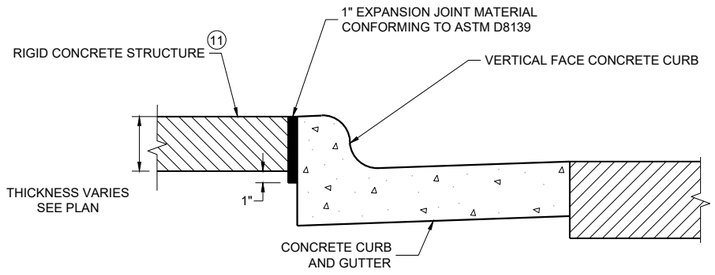



**TYPES A (1) & D**

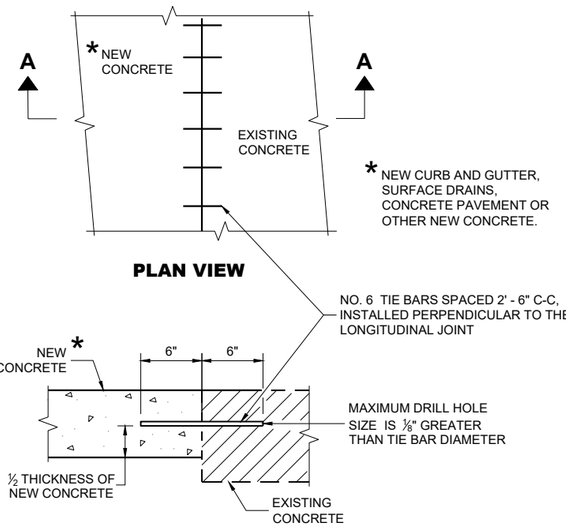



**TYPES G (1) & J**

**CONCRETE CURB**



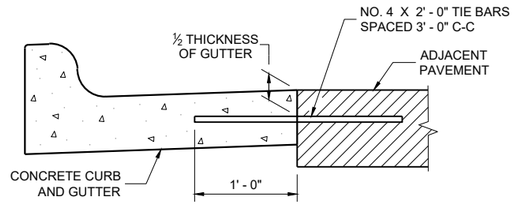

**EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)**



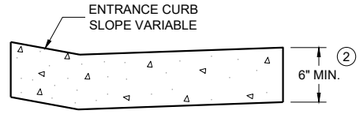

**PLAN VIEW**

**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**

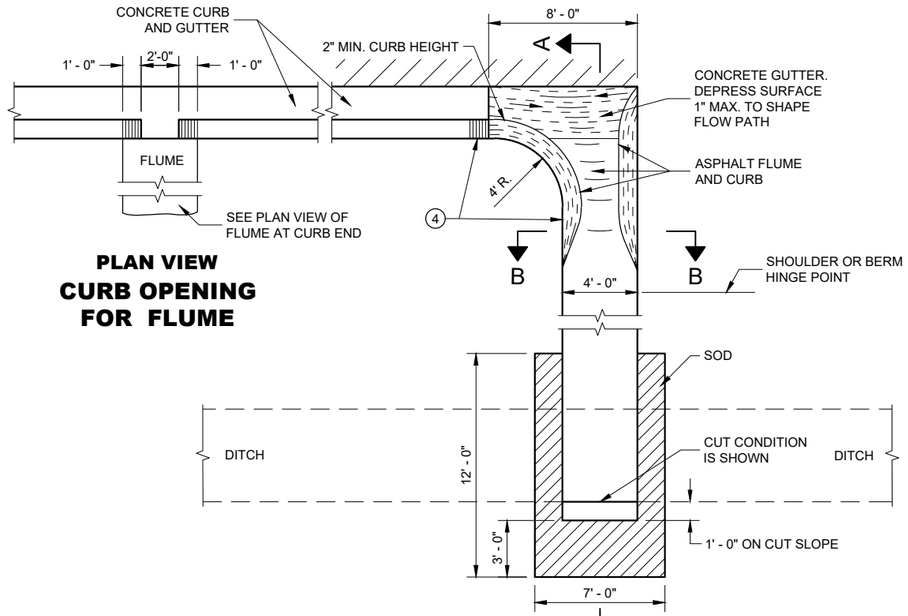
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

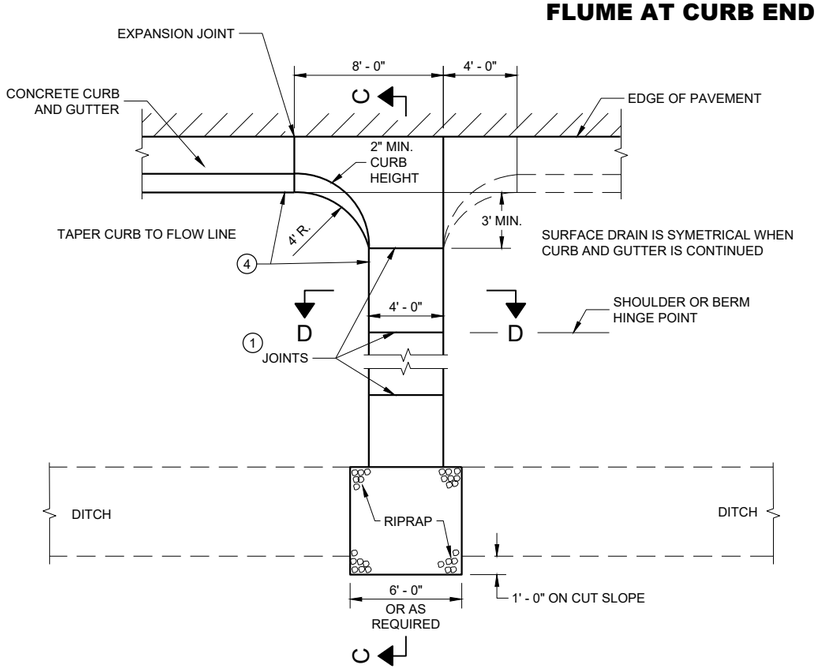
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

## ASPHALTIC FLUME




**PLAN VIEW**
**CURB OPENING FOR FLUME**

**PLAN VIEW**
**FLUME AT CURB END**



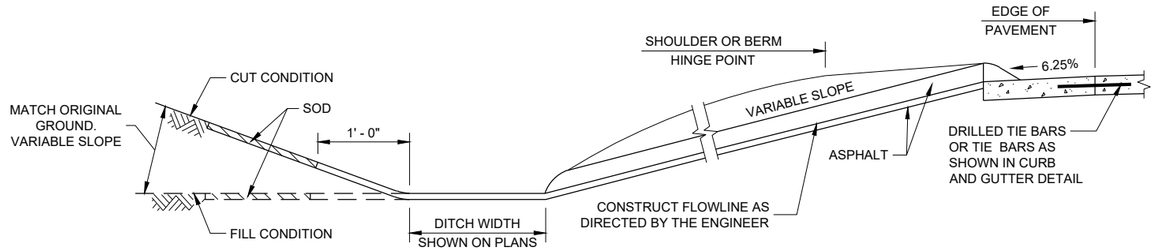

**PLAN VIEW**
**CONCRETE SURFACE DRAIN**

## 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.

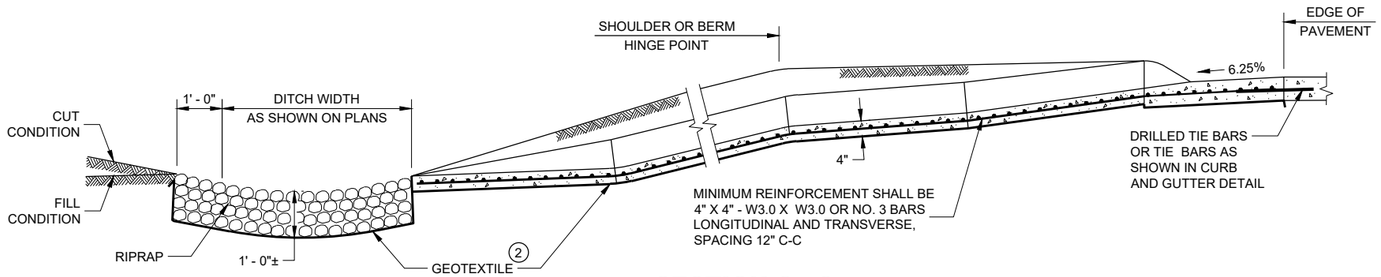
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. 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.



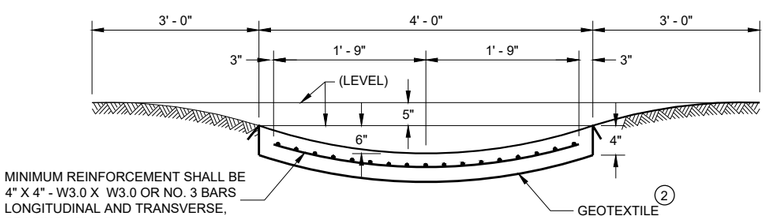

**SECTION A - A**




**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

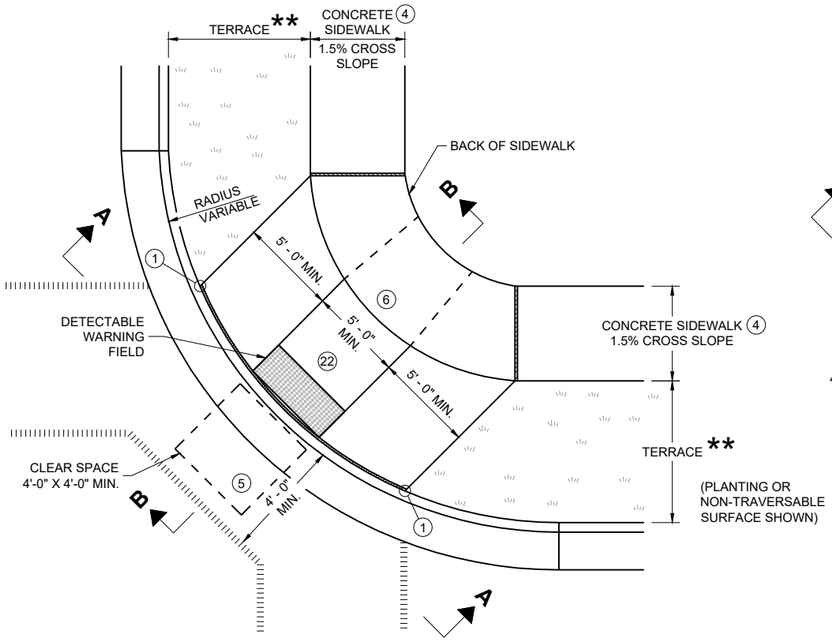
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA




6

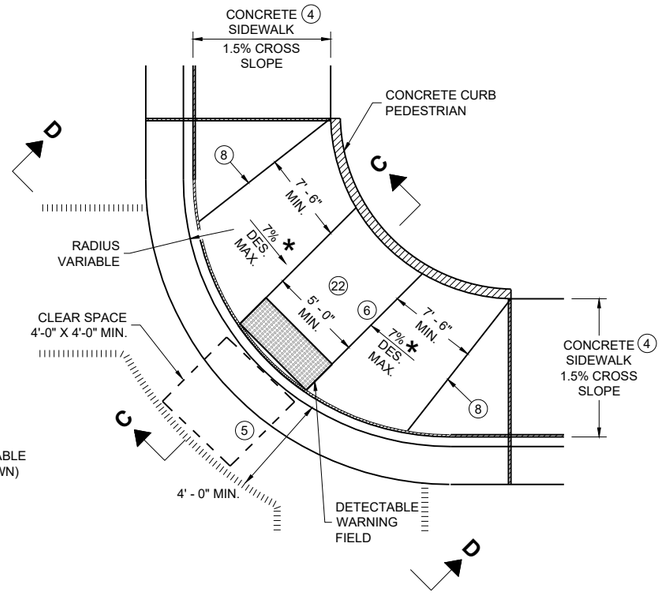

SDD 08D04 - 07




**PLAN VIEW**

## CURB RAMP TYPE 1

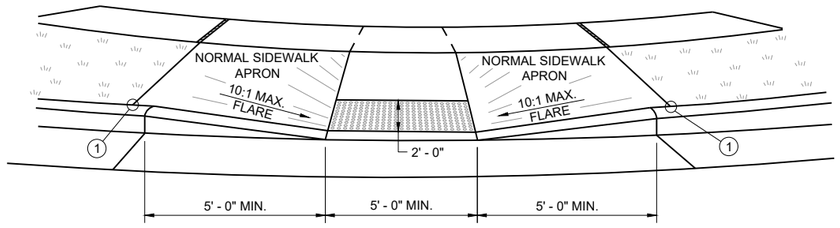
**(CENTER OF CORNER RADIUS)**



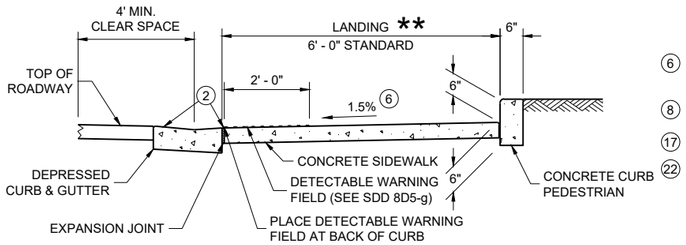

**PLAN VIEW**

## CURB RAMP TYPE 1 - A

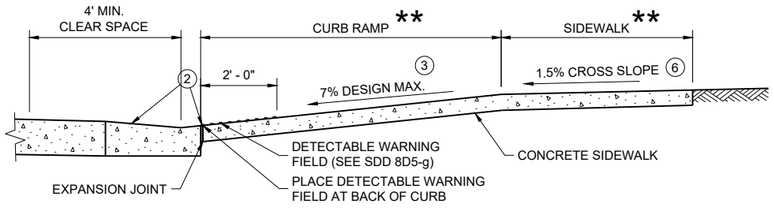
**(NO TERRACE)**



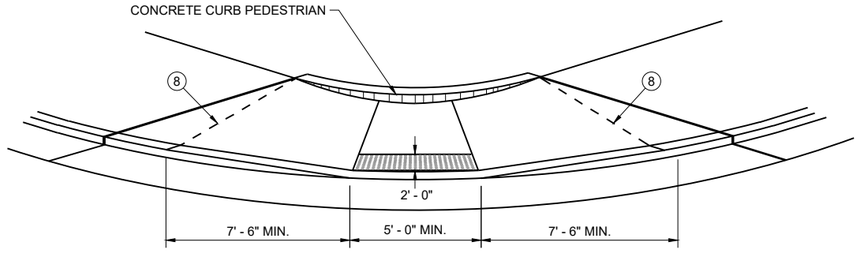

**VIEW A - A FOR TYPE 1**




**SECTION C - C FOR TYPE 1 - A**




**SECTION B - B FOR TYPE 1**




**VIEW D - D FOR TYPE 1 - A**

## GENERAL NOTES

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

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF CURB 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 CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A CLEAR SPACE IN THE STREET AND GUTTER AREA. WHEN THE GUTTER CROSS SLOPE EXCEEDS 2.1%, CONSTRUCT THE CLEAR SPACE IN THE STREET AREA AND THE 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE. FOR RECONSTRUCTION AND MODERNIZATION PROJECTS THE CLEAR SPACE SLOPE PARALLEL TO THE CURBLINE SHOULD BE 2.1% MAX FOR CROSSINGS THAT ARE STOP AND YIELD CONTROLLED, AND 5% MAX FOR THOSE THAT ARE SIGNAL CONTROLLED. FOR PERPETUATION AND REHABILITATION PROJECTS THE SLOPE OF THE CLEAR SPACE PARALLEL TO THE CURBLINE WILL MATCH THE ROADWAY LONGITUDINAL SLOPE. THE SLOPE OF THE CLEAR SPACE PERPENDICULAR TO THE CURBLINE WILL MATCH THE ROADWAY CROSS SLOPE BUT SHOULD NOT EXCEED 5% UNLESS THE ROADWAY IS SUPERELEVATED (WHEN SUPERELEVATED THE ROADWAY CROSS SLOPE SHOULD MATCH THE SUPERELEVATION).

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

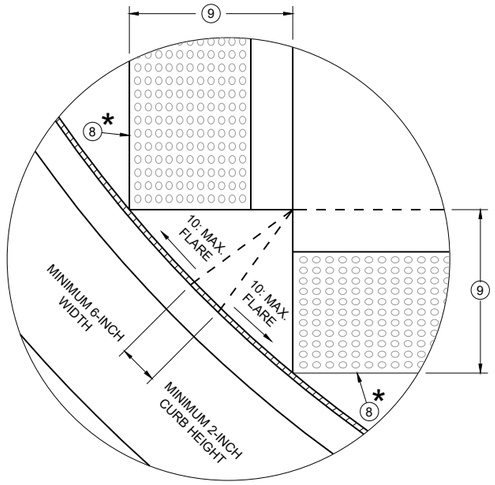
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

## LEGEND

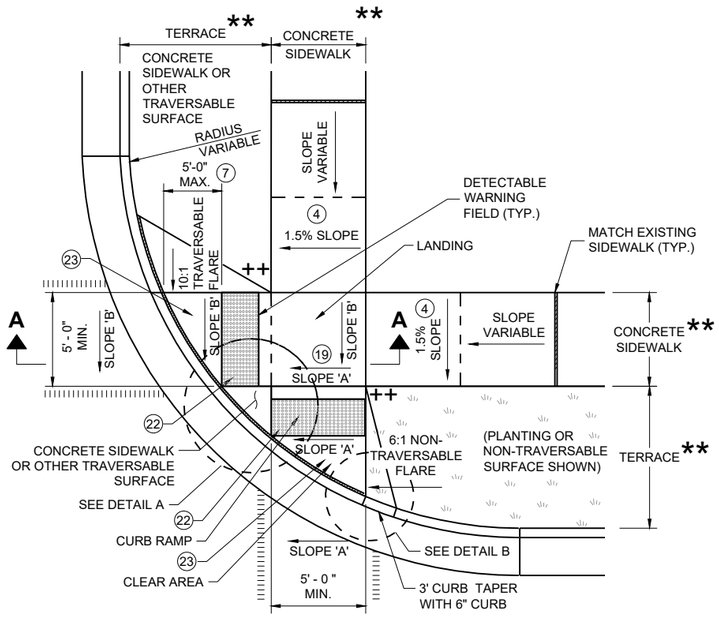
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

**CURB RAMPS TYPE 1 AND 1-A**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



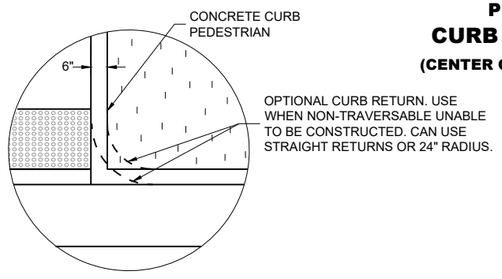

**DETAIL A**



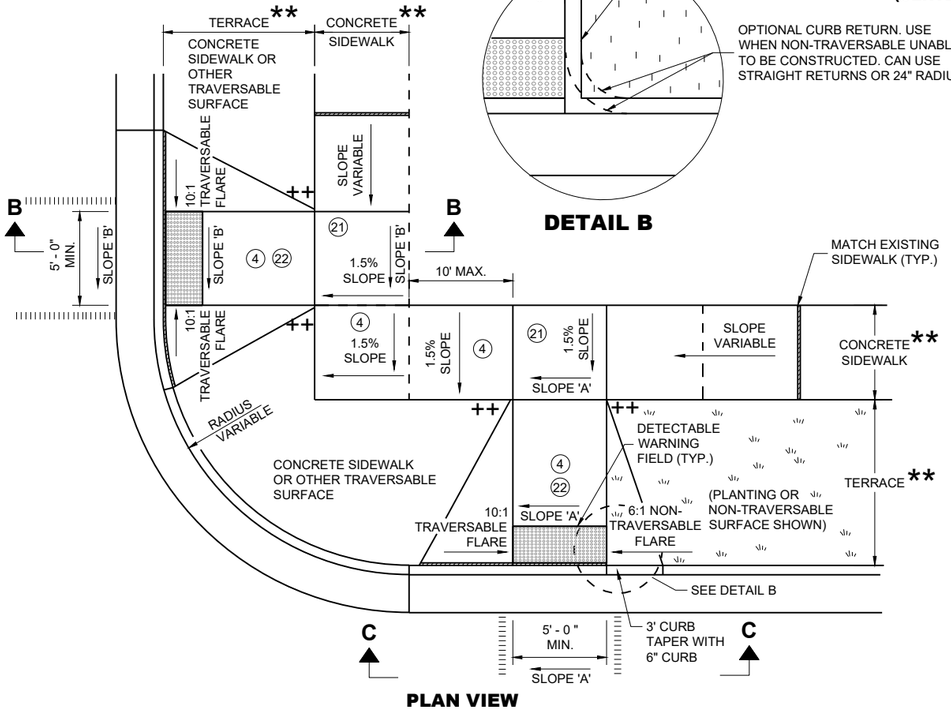

**PLAN VIEW**

## 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 CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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% DESIGN MAXIMUM SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% DESIGN MAXIMUM SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

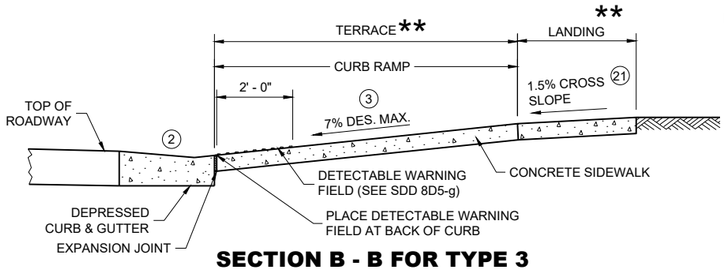
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

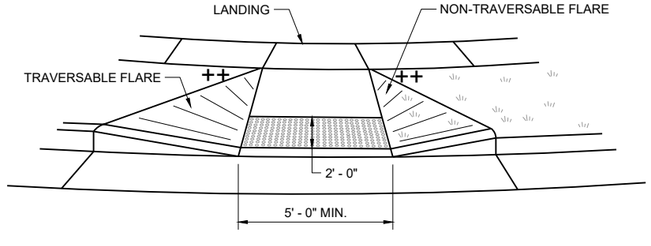
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

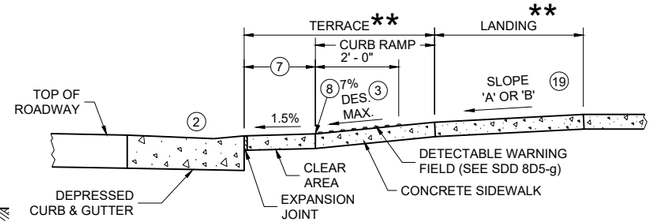
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.




**SECTION B - B FOR TYPE 3**




**VIEW C - C FOR TYPE 3**




**SECTION A - A FOR TYPE 2**

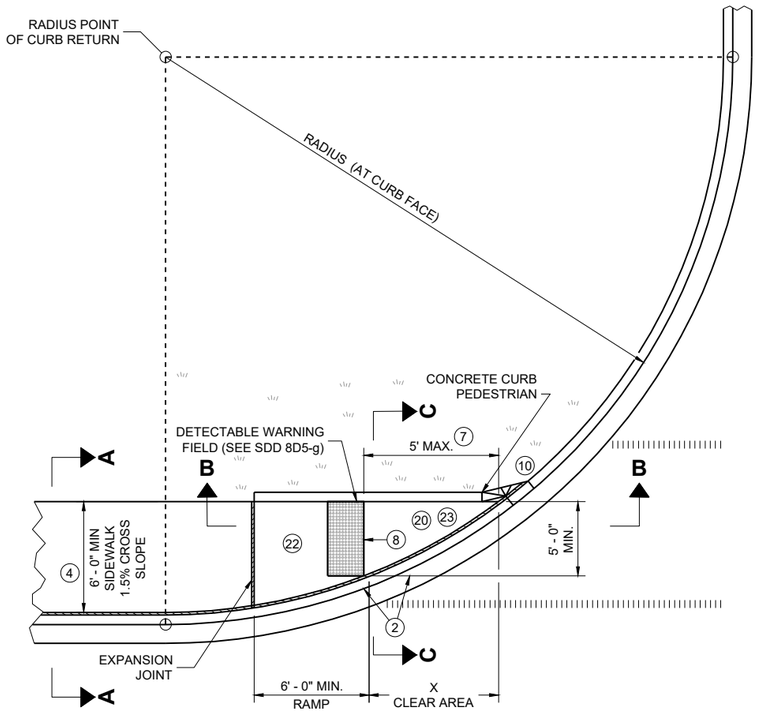
### LEGEND

| | |
|---|---|
| ▨ | ½" EXPANSION JOINT SIDEWALK |
| – – – – | CONTRACTION JOINT SIDEWALK |
| ıllıllıllıllıl | PAVEMENT MARKING CROSSWALK (WHITE) |
| * | MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK |
| ** | WIDTH SHOWN ELSEWHERE IN THE PLANS |
| ++ | CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE |

**CURB RAMPS TYPE 2 AND 3**

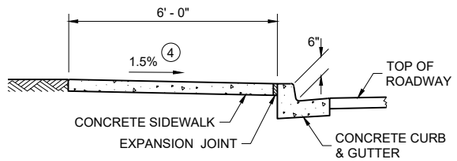
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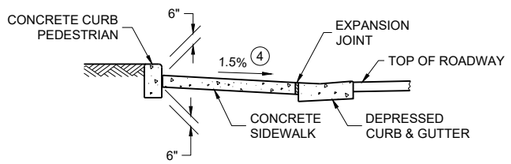



**PLAN VIEW**

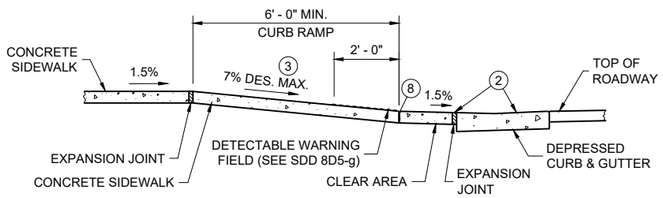
**CURB RAMP TYPE 4A**



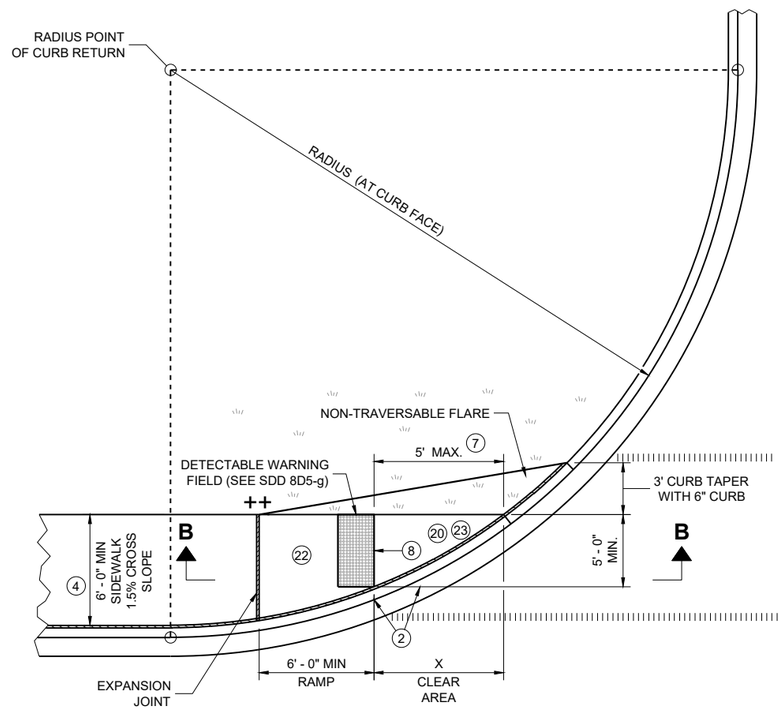

**SECTION A - A FOR TYPE 4A**




**SECTION C - C FOR TYPE 4A**




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




**PLAN VIEW**

**CURB RAMP TYPE 4A1**

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

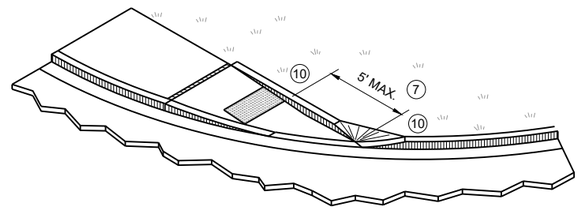
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

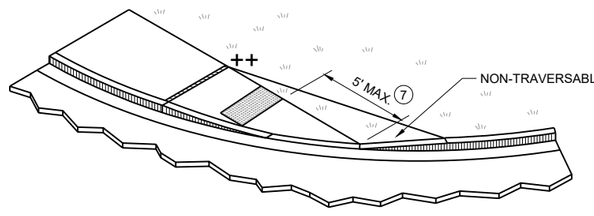
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.




**ISOMETRIC VIEW FOR TYPE 4A**

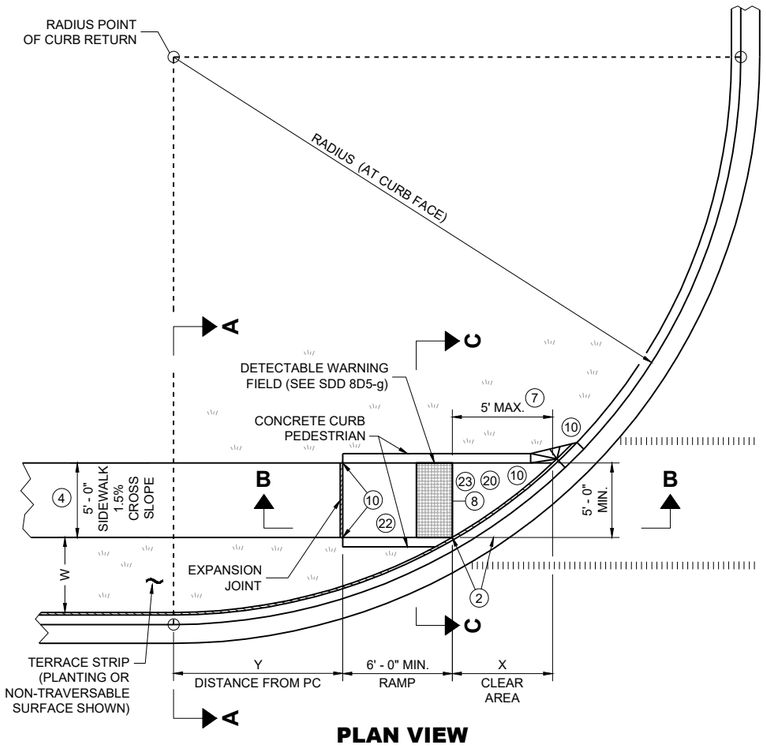



**ISOMETRIC VIEW FOR TYPE 4A1**

**CURB RAMPS**
**TYPE 4A AND 4A1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

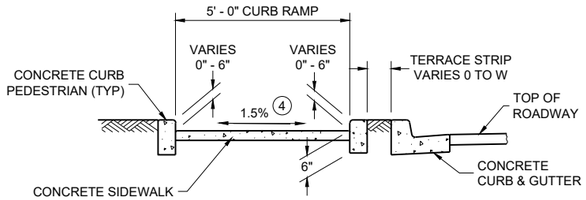

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SDD 08D05-22c




**PLAN VIEW**
**CURB RAMP TYPE 4B**

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

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)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

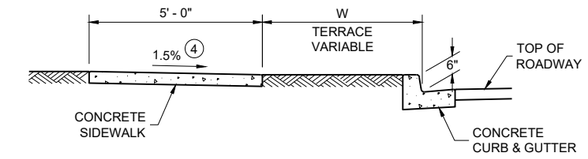
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

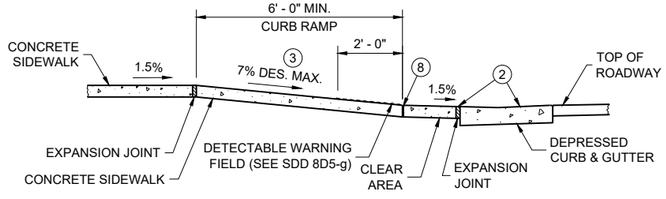
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

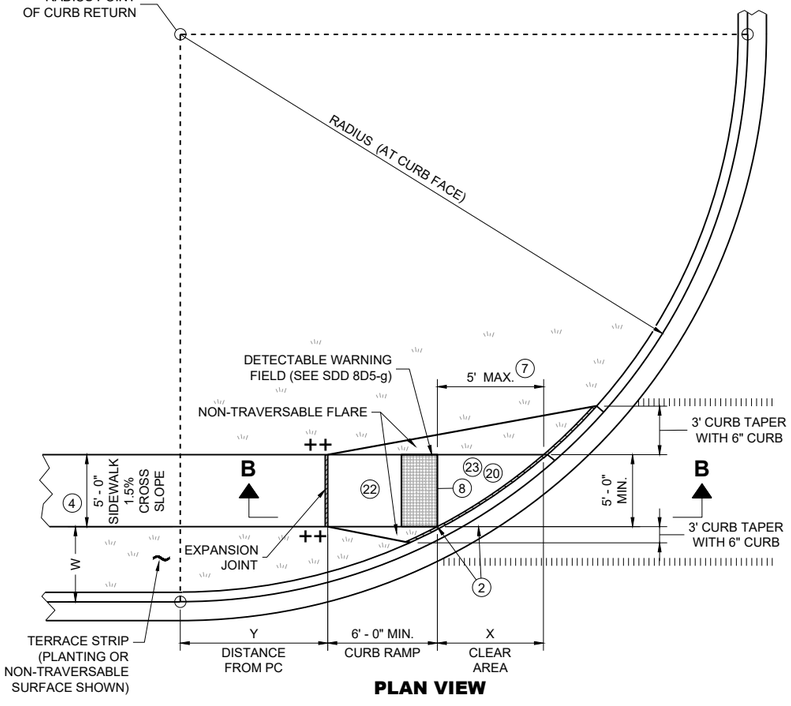
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



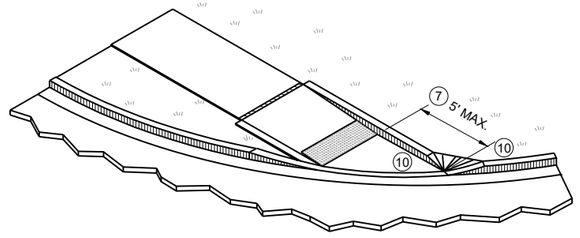

**SECTION A - A FOR TYPE 4B**



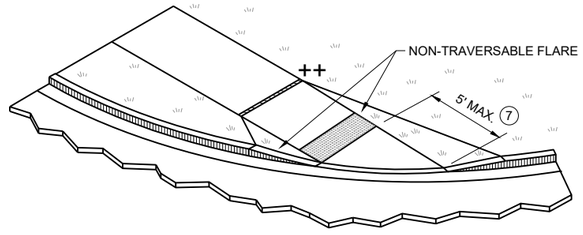

**SECTION B - B FOR TYPE 4B AND TYPE 4B1**




**PLAN VIEW**
**CURB RAMP TYPE 4B1**




**ISOMETRIC VIEW FOR TYPE 4B**



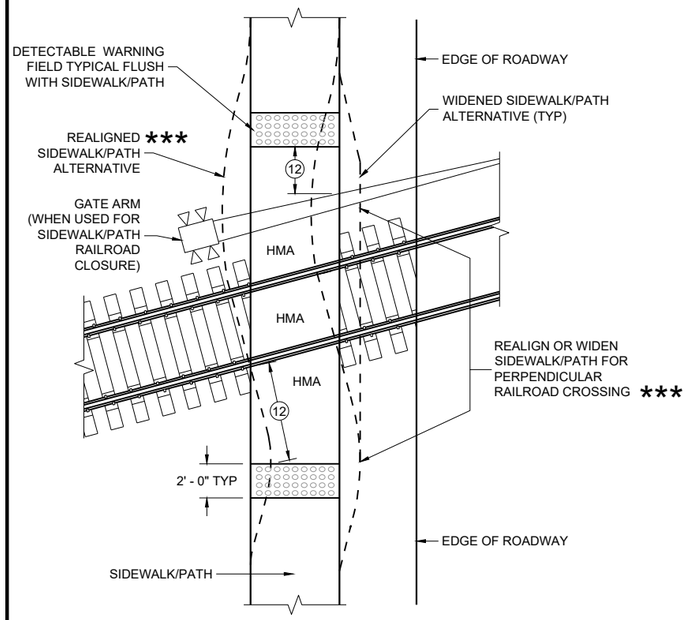

**ISOMETRIC VIEW FOR TYPE 4B1**

**CURB RAMPS**
**TYPE 4B AND 4B1**

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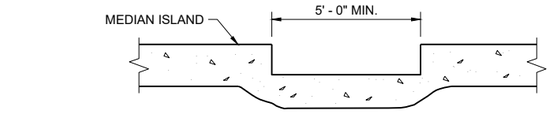
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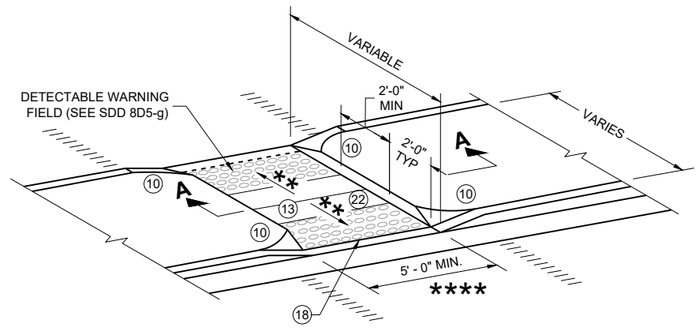



## CURB RAMP TYPE 8

### 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 CURB 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 2.1%.

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(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.

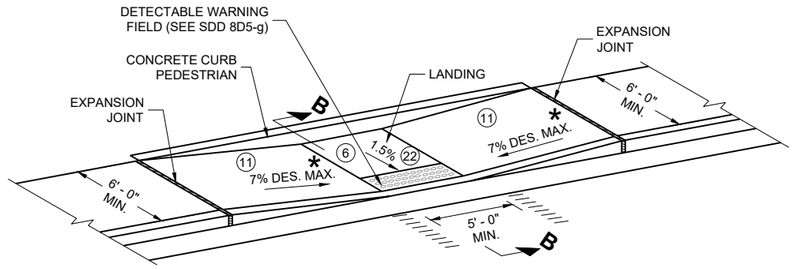
(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM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

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

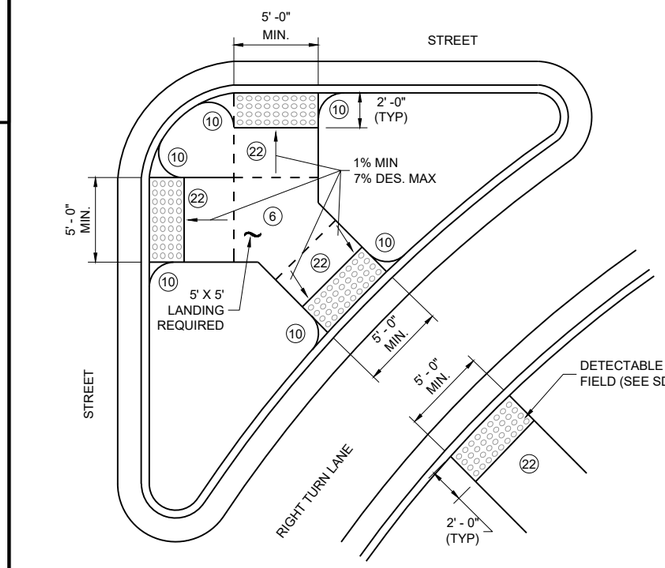
(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.




## CURB RAMP TYPE 7A

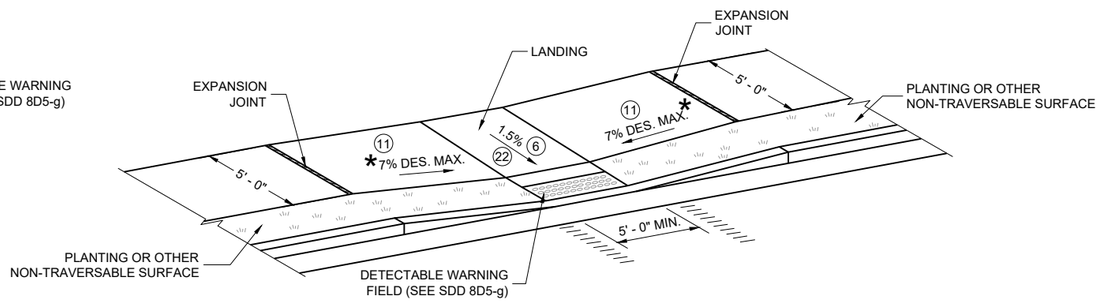
### FOR INTERSECTIONS AND MID BLOCK CROSSINGS




## CURB RAMP TYPE 6

### DETECTABLE WARNING AT ISLANDS

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

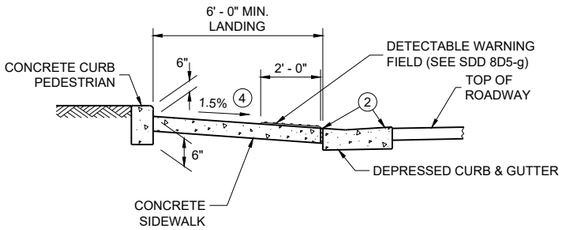



## CURB RAMP TYPE 7B

### FOR INTERSECTIONS AND MID BLOCK CROSSINGS

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** 1% MINIMUM (PROVIDE DRAINAGE)
- *** DETAILS TO BE DETERMINED BY ENGINEER
- **** FOR SHARED USE PATHS, WIDTH MUST BE AS WIDE AS THE CROSSWALK

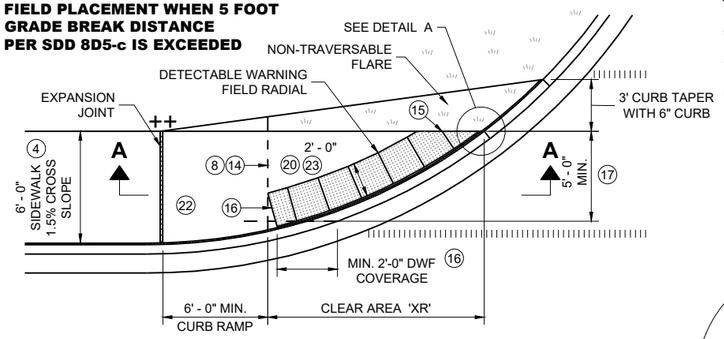



### SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

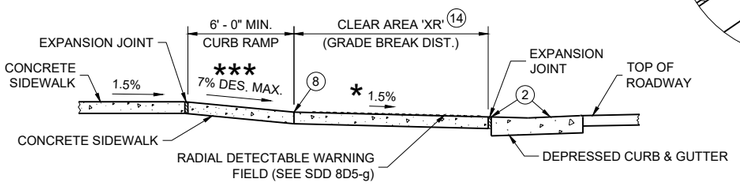
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED**




**PLAN VIEW**

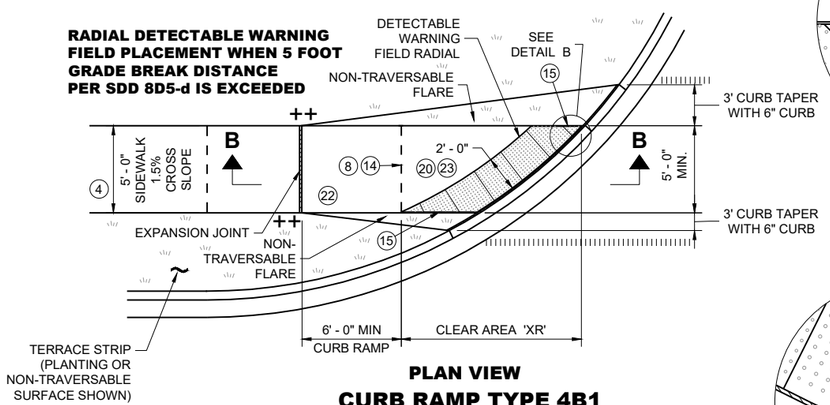
## CURB RAMP TYPE 4A1

## (GRADE BREAK DISTANCE GREATER THAN 5 FEET)




**SECTION A - A FOR TYPE 4A1**

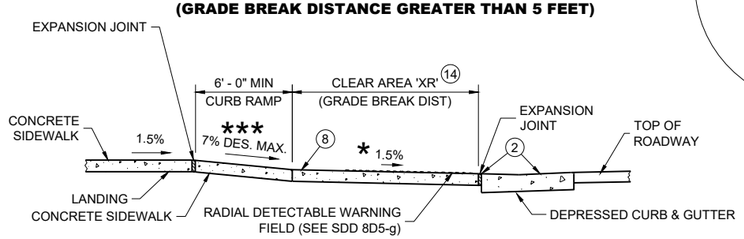
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED**




**PLAN VIEW**

## CURB RAMP TYPE 4B1

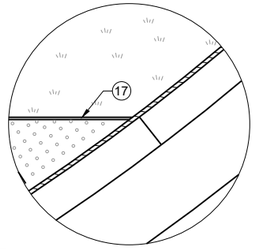
**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



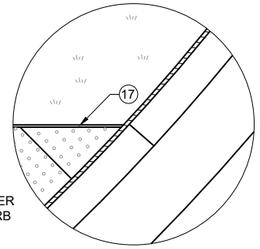

**SECTION B - B FOR TYPE 4B1**

## LEGEND

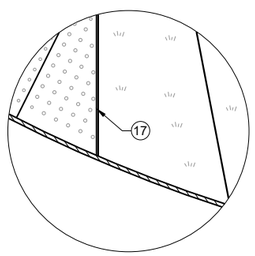
| | |
|---|---|
| ═══ | ½" EXPANSION JOINT SIDEWALK |
| – – – – | CONTRACTION JOINT SIDEWALK |
| ıı ıı ıı ıı | PAVEMENT MARKING CROSSWALK (WHITE) |
| ** | WIDTH SHOWN ELSEWHERE IN THE PLANS |
| *** | MAXIMUM 8.3% |
| ++ | CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE |




**DETAIL A**




**DETAIL B**




**DETAIL C**

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF CURB 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 COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

(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 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

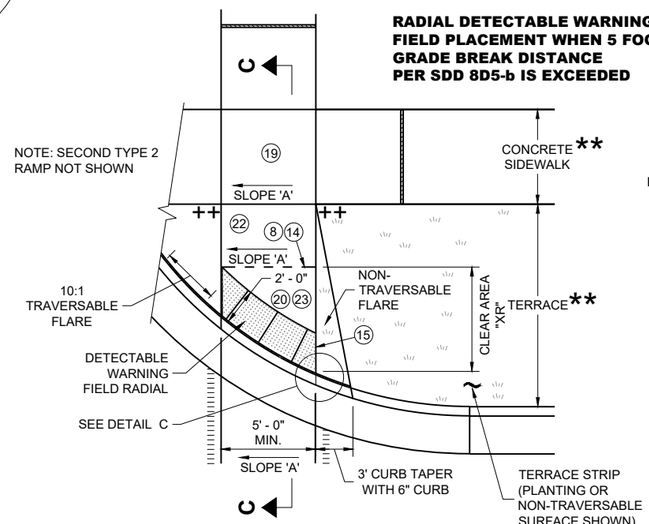
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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

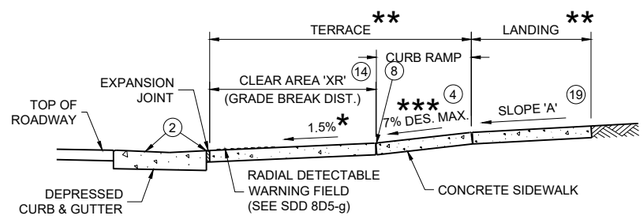



**PLAN VIEW**

## CURB RAMP TYPE 2

**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

**(ON LINE WITH SIDEWALK)**



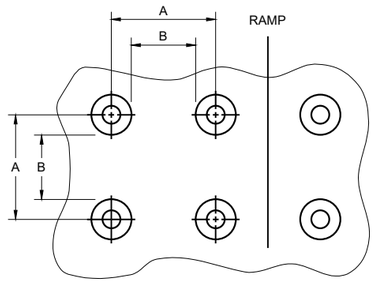

**SECTION C - C FOR TYPE 2**

**CURB RAMPS**
**RADIAL DETECTABLE WARNING**

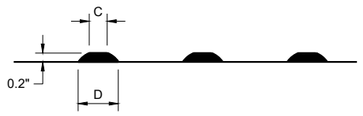
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

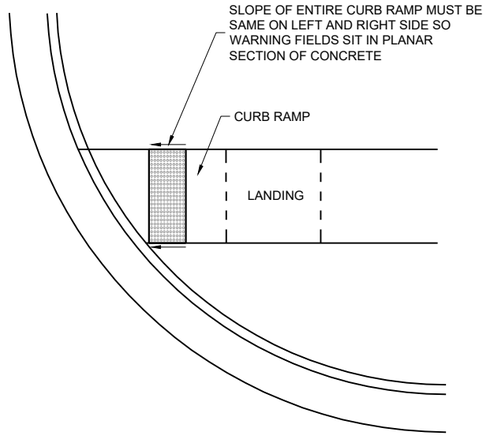
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.




**PLAN VIEW**




**ELEVATION VIEW**




**DETECTABLE WARNING FIELD**
**PLANAR INSTALLATION**

## GENERAL NOTES

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

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

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

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

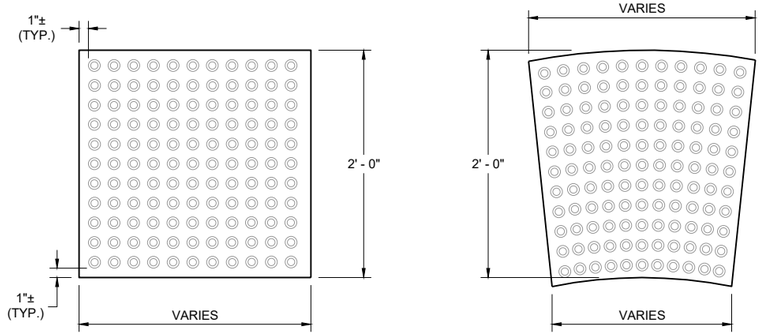
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

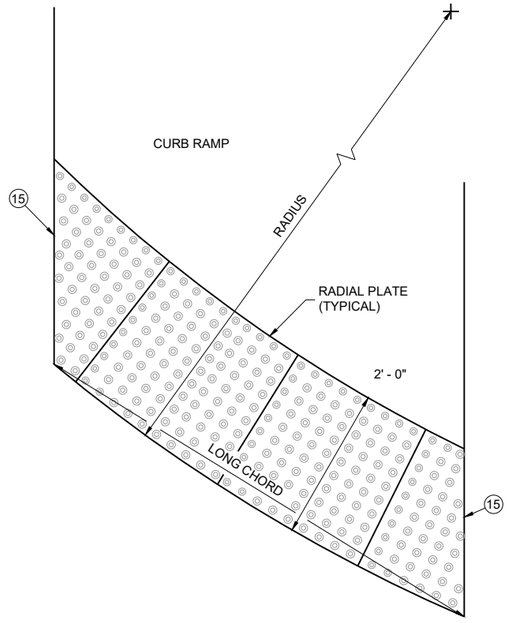
## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL



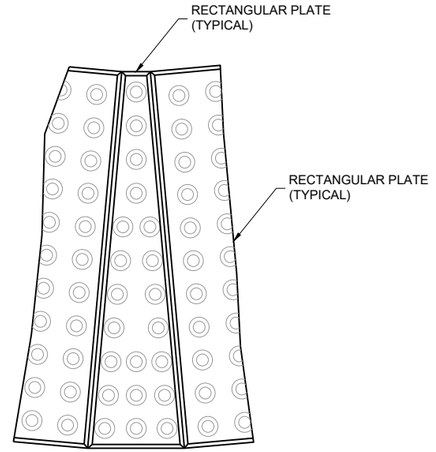

**RECTANGULAR PLATES**

**RADIAL PLATES**

**PLAN VIEW**
**DETECTABLE WARNING FIELDS (TYPICAL)**




**PLAN VIEW**
**RADIAL DETECTABLE WARNING FIELD ATTRIBUTES**




**PLAN VIEW**
**RADIAL WEDGE PLATE CONNECTION DETAIL**

**CURB RAMPS**
**RECTANGULAR AND RADIAL**
**DETECTABLE WARNING PLATES**

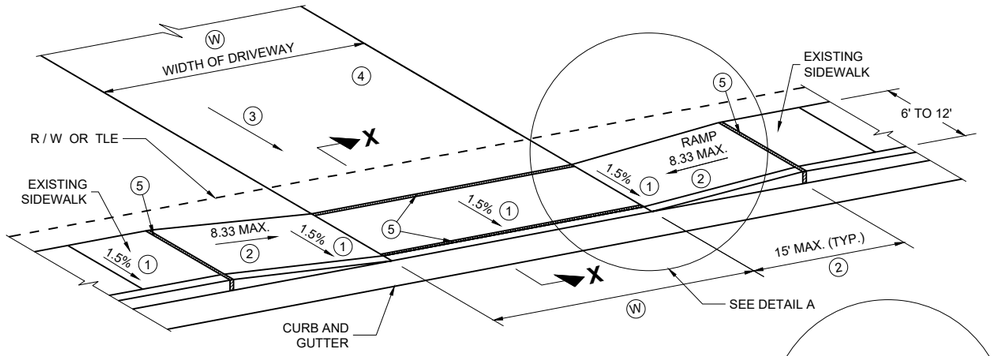
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — <position>

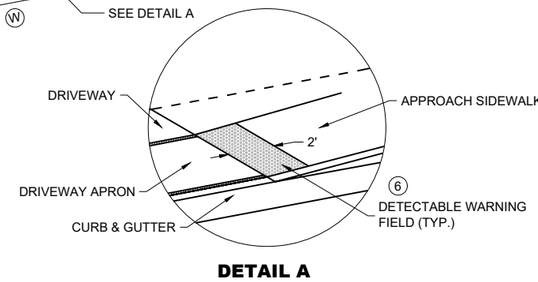
FHWA



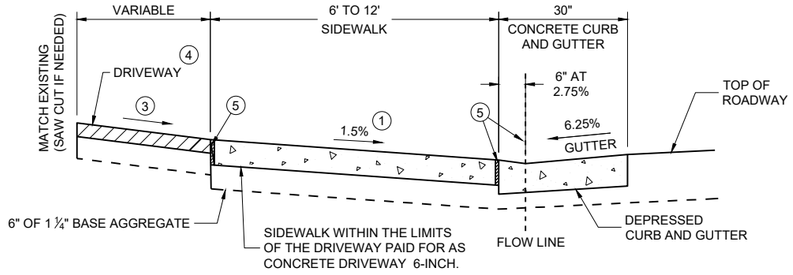
6
SDD 08D05-22g



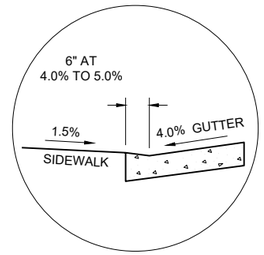

**TYPE X**
**SIDEWALK ABUTS CURB AND GUTTER**
**TERRACE VARIES 0 TO 3 FEET**




**DETAIL A**




**SECTION X - X**



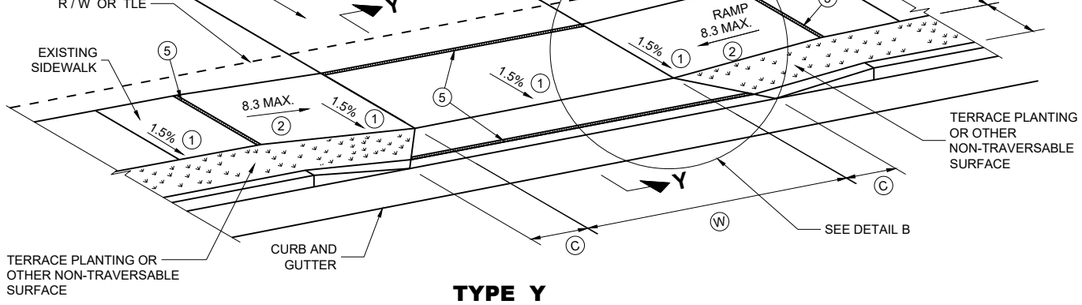

**SECTION X - X**
**4% GUTTER SLOPE**

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

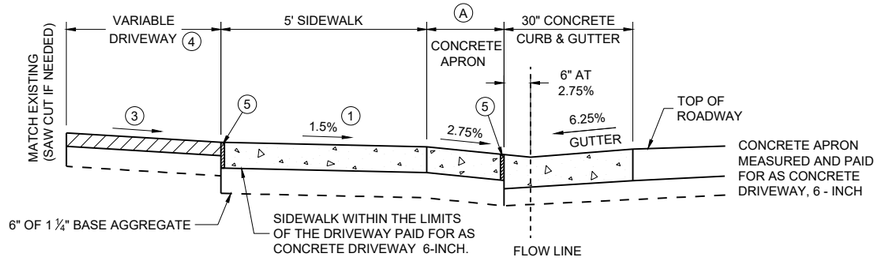
**TABLE Y**

| Ⓐ FEET | Ⓒ FEET |
|---|---|
| 3.5' | 2.0' |
| 4.5' | 3.0' |
| 5.5' | 3.5' |

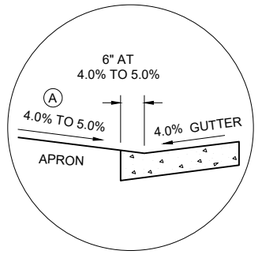



**TYPE Y**
**SIDEWALK WITH NARROWER TERRACE**
**TERRACE VARIES 4 TO 6 FEET**

Ⓐ:MEASURE FROM BACK OF CURB




NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS




**SECTION Y - Y**
**4% GUTTER SLOPE**

**SECTION Y - Y**

**DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER**

**(URBAN AND SUBURBAN)**

## GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

Ⓦ IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

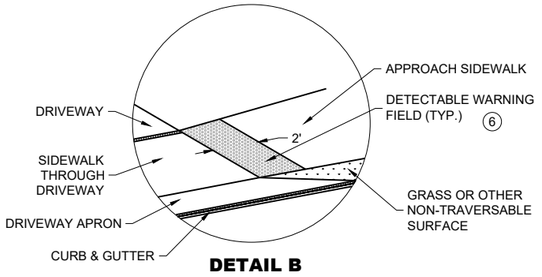
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
10.5% UP AWAY FROM SIDEWALK (SAG)
8.5% DOWN AWAY FROM SIDEWALK (CREST)
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
* 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
* 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
* 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

(5) 1/2" EXPANSION JOINT FILLER

(6) DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD SIGN CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.



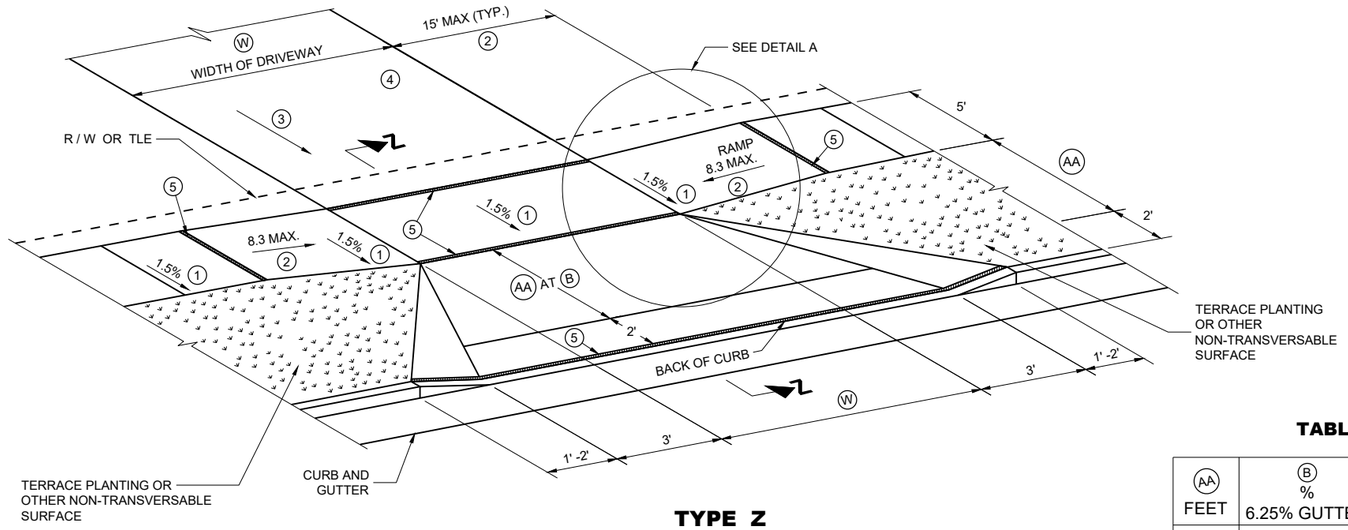

**DETAIL B**

**DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y**

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DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 (DATE)
/S/ Rodney Taylor

FHWA




## TYPE Z

### SIDEWALK WITH WIDER TERRACE
### TERRACE VARIES 7 TO 12 FEET

## GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM
- 10.5% UP AWAY FROM SIDEWALK (SAG)
- 8.5% DOWN AWAY FROM SIDEWALK (CREST)
- ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES
- * 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE 2-INCH
- * TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE 6-INCH BASE
- * AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

(5) 1/2" EXPANSION JOINT FILLER.

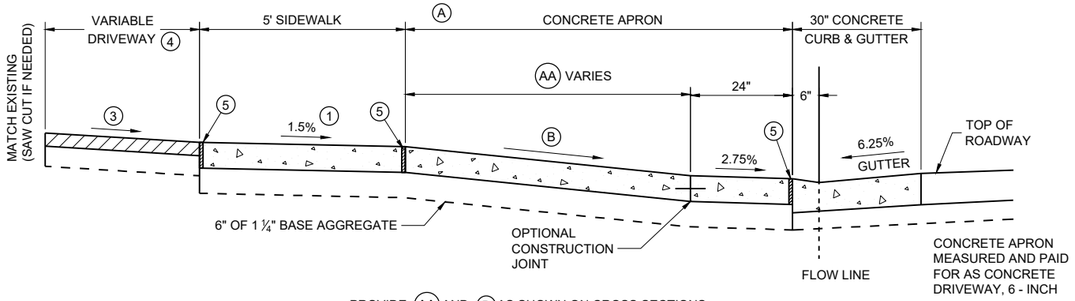
(6) DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

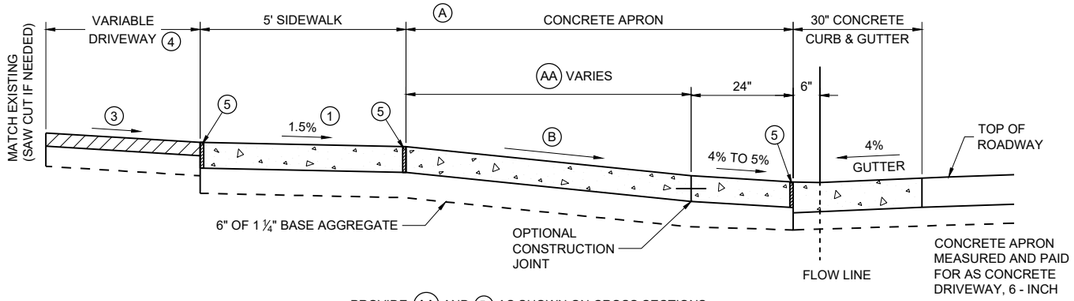
### TABLE Z

| (AA) FEET | (B) % 6.25% GUTTER | (B) % 4% GUTTER |
|---|---|---|
| 4.5' | 11.5% | 9% TO 11.5% |
| 5.5' | 9% TO 11.5% | 8% TO 11.5% |
| 6.5' | 8% TO 11.5% | 6% TO 11.5% |
| 7.5' | 7% TO 11.5% | 6% TO 11.5% |
| 8.5' | 6% TO 11.5% | 5% TO 11.5% |
| 9.5' | 5% TO 11.5% | 4% TO 11.5% |



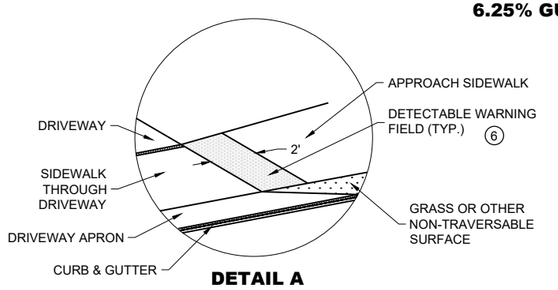

PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

**6.25% GUTTER SLOPE**




PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

**4% GUTTER SLOPE**




**DETAIL A**

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR (B) VALUES NOT SHOWN IN TABLE Z.

SIDEWALK WITHIN THE LIMITS OF THE DRIVEWAY PAID FOR AS CONCRETE DRIVEWAY 6-INCH.

**SECTION Z - Z**

## DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER

**(URBAN AND SUBURBAN)**

## DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

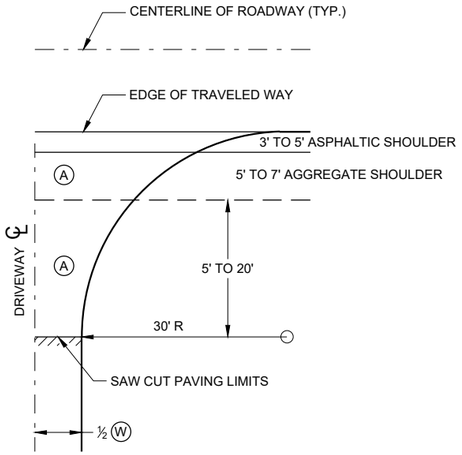
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA


6
SDD 08D19-05

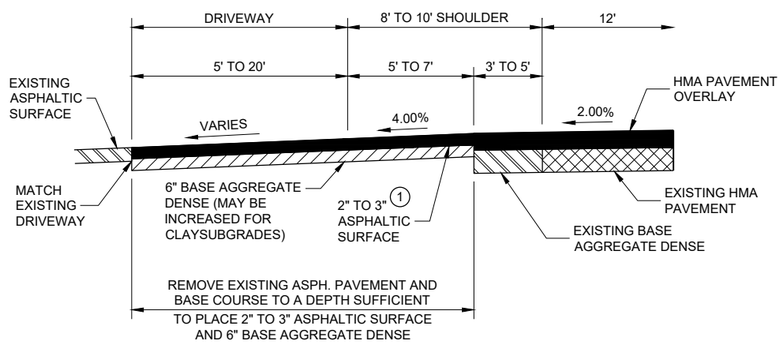
## GENERAL NOTES

(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.




**PLAN VIEW**

**HALF SECTION**




**PROFILE VIEW**

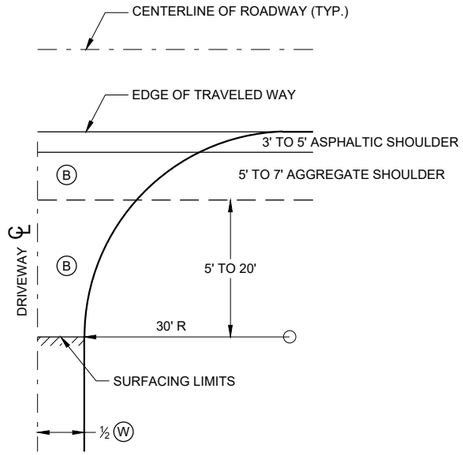
## RURAL ENTRANCE WITH ASPHALTIC SURFACE

**RESURFACING PROJECTS**

(A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)

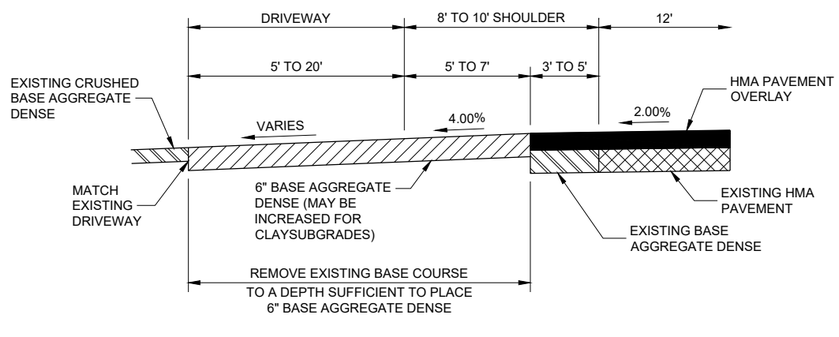
(B) : PAID FOR AS BASE AGGREGATE DENSE 1 ¼" (TON)

(W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.




**PLAN VIEW**

**HALF SECTION**




**PROFILE VIEW**

## RURAL ENTRANCE WITH AGGREGATE SURFACE

**6" BASE AGGREGATE DENSE**

**RESURFACING PROJECTS**

# DRIVEWAYS WITHOUT CURB AND GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2016
DATE

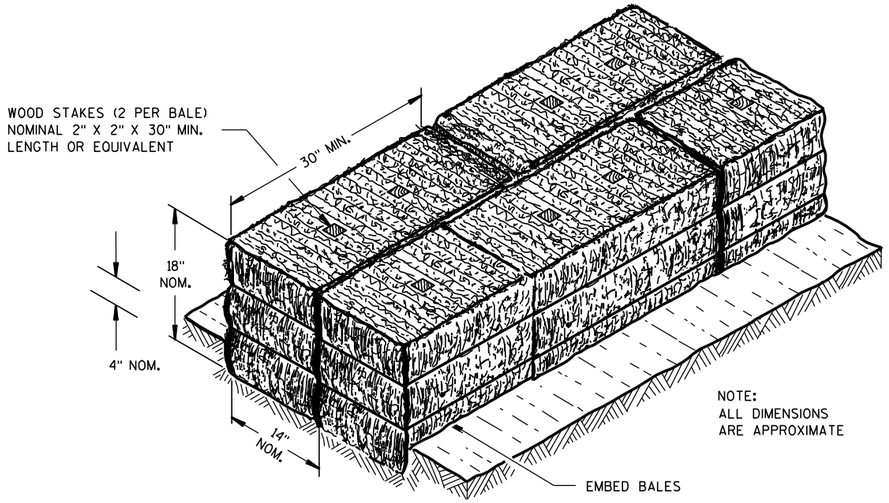
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

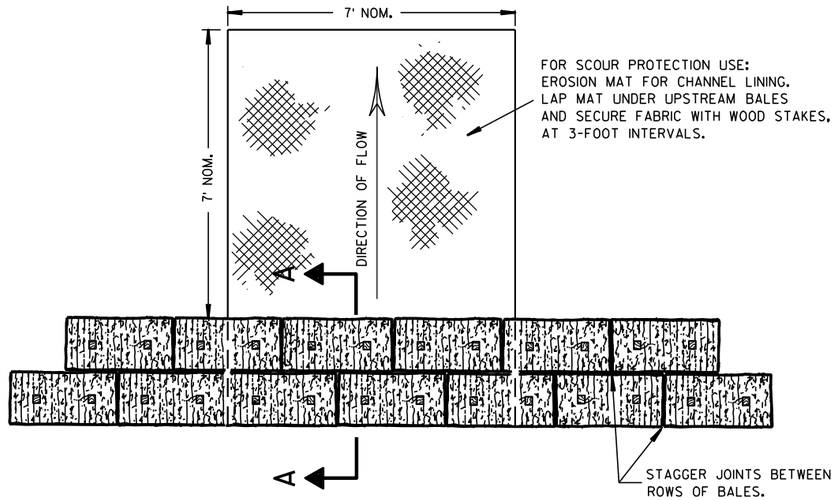



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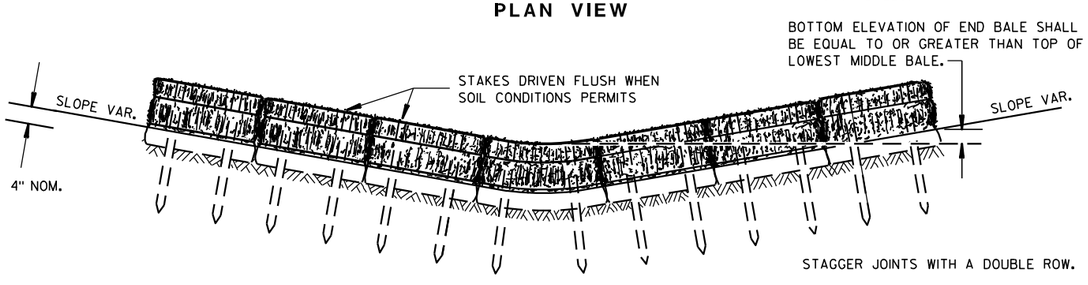

SDD 08D22 - 01




SECTION A-A




PLAN VIEW



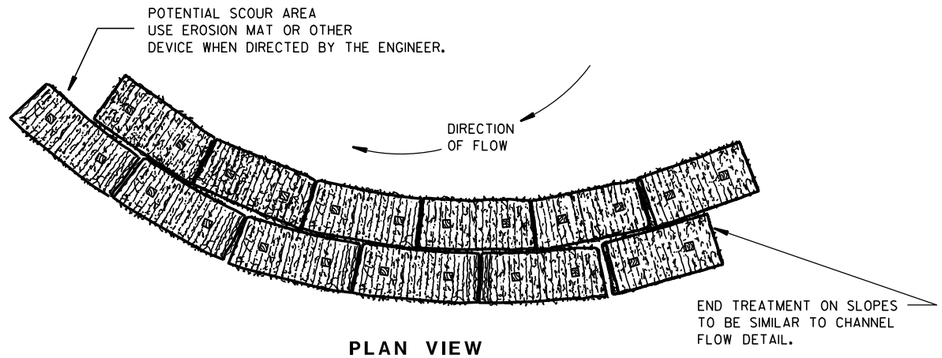

FRONT ELEVATION

## TEMPORARY DITCH CHECK USING EROSION BALES (1)

## GENERAL NOTES

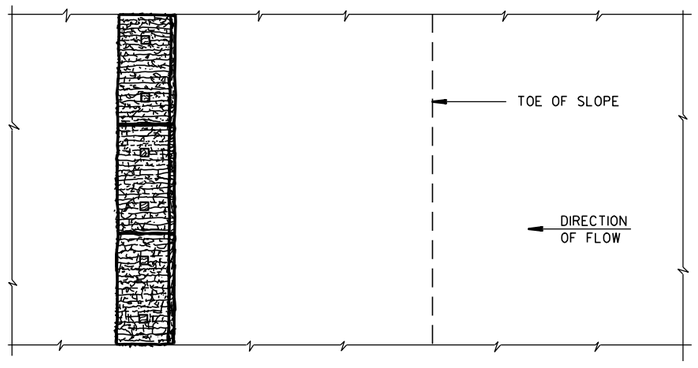
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

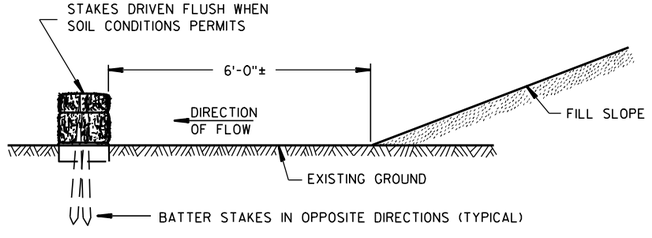



PLAN VIEW

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

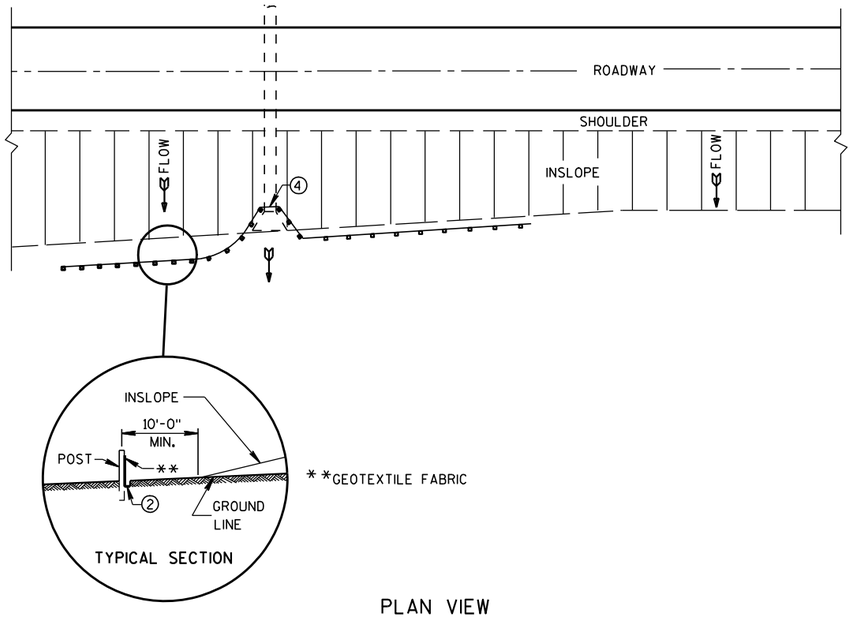


6

S.D.D. 8 E 8-3

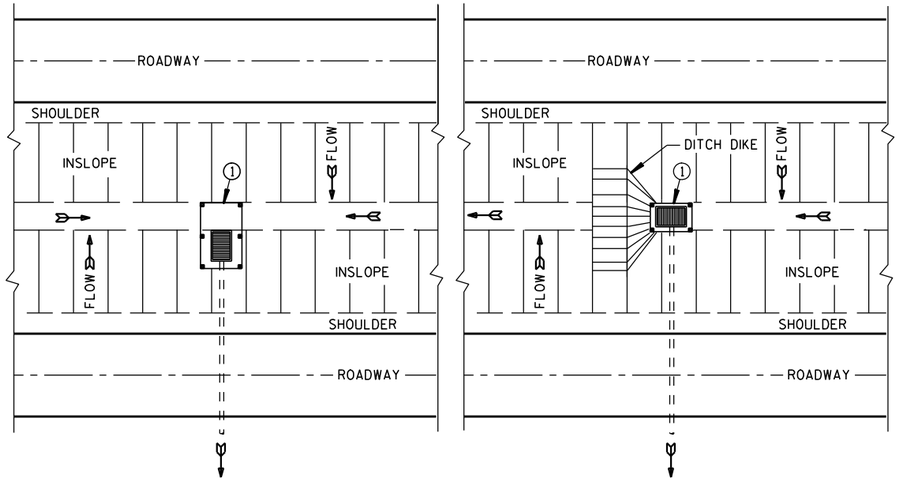
6

S.D.D. 8 E 8-3




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE



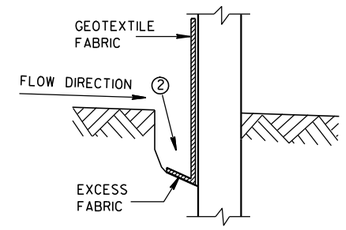

PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

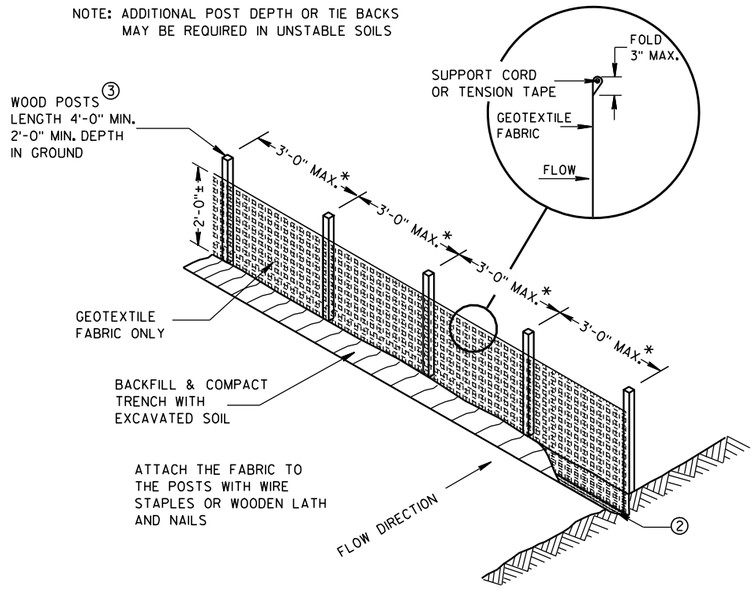
## GENERAL NOTES

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

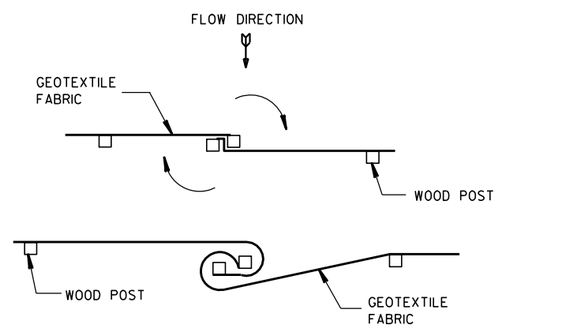
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



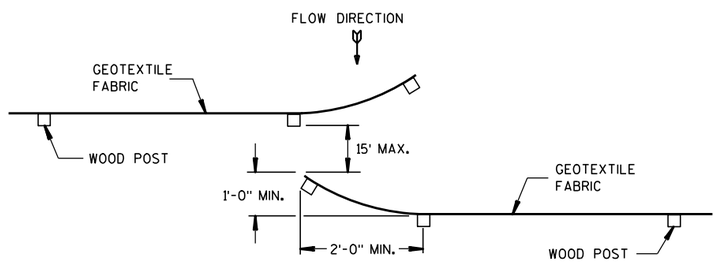

## TRENCH DETAIL




## SILT FENCE

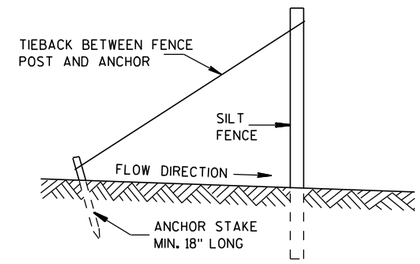



TWIST METHOD




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

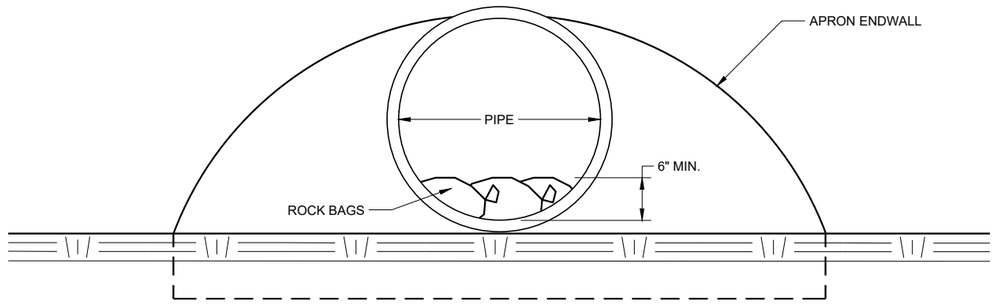


6

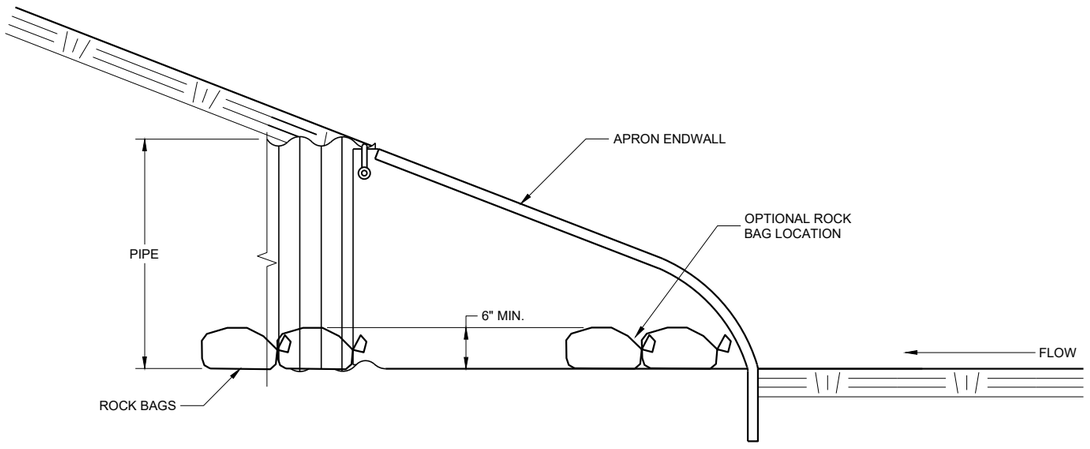
S.D.D. 8 E 9-6

6

S.D.D. 8 E 9-6




**END VIEW**




**SIDE VIEW**

## CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

**CULVERT PIPE CHECK**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA



6

SDD 08E15 - 01

6

SDD 08E15 - 01

## METAL APRON ENDWALLS

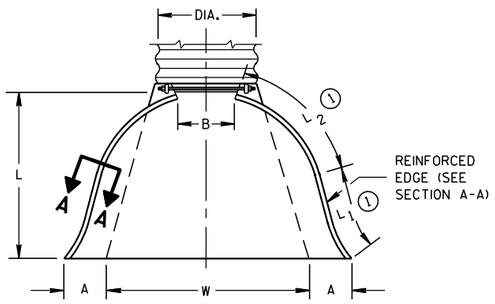
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

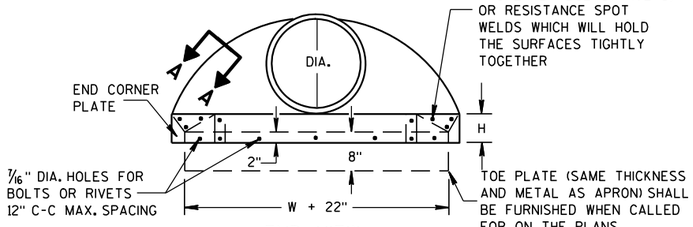
## REINFORCED CONCRETE APRON ENDWALLS

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

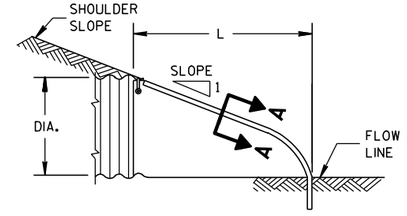
*MINIMUM
**MAXIMUM




PLAN VIEW

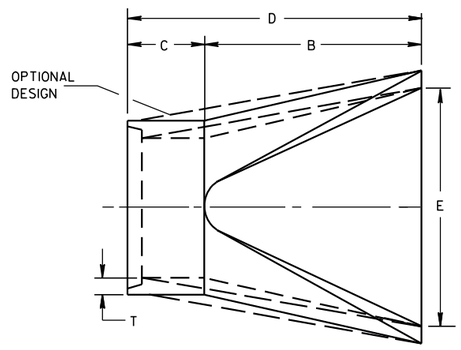



END VIEW

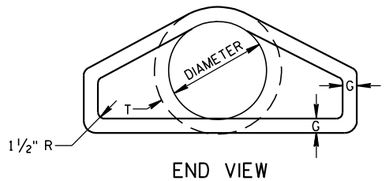



SIDE ELEVATION

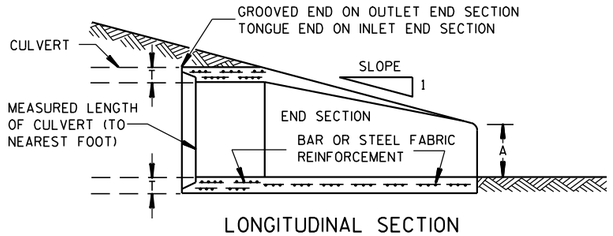
## METAL ENDWALLS




PLAN

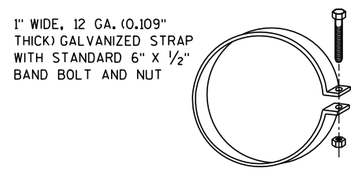



END VIEW



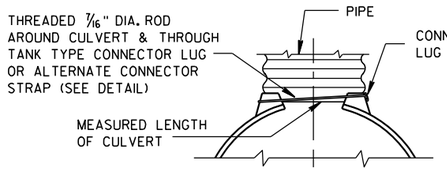

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

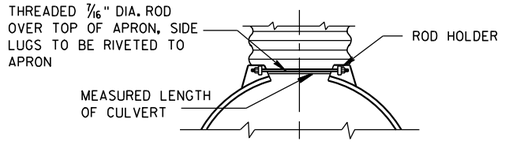



ALTERNATE FOR TYPE 1 CONNECTION

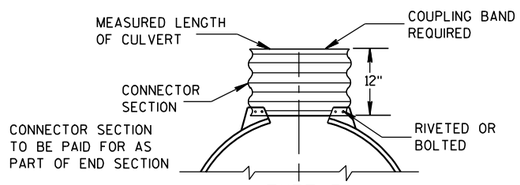
## END SECTION CONNECTOR STRAP



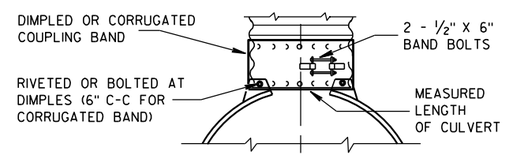

TYPE 1
FOR 12" THRU 24" CORR. PIPE




TYPE 2
FOR 30" THRU 96" CORR. PIPE




TYPE 3
FOR 42" THRU 96" CORR. PIPE




TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

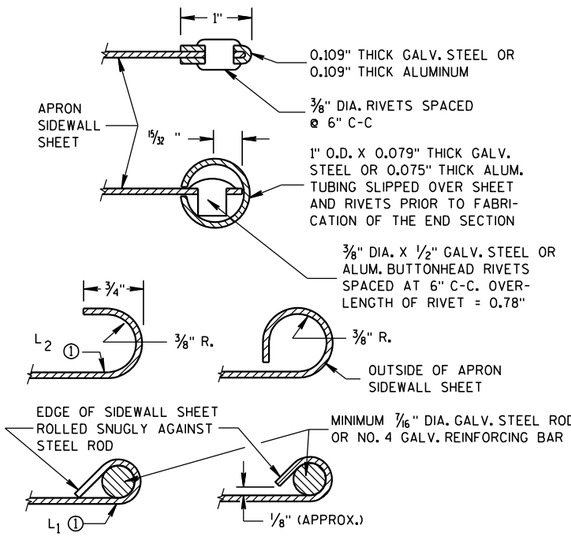
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

## CONNECTION DETAILS




## SECTION A-A

## GENERAL NOTES

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

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

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

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

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

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

# APRON ENDWALLS FOR CULVERT PIPE

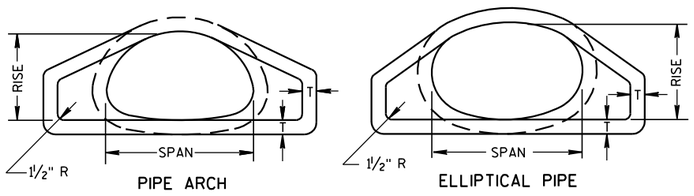
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

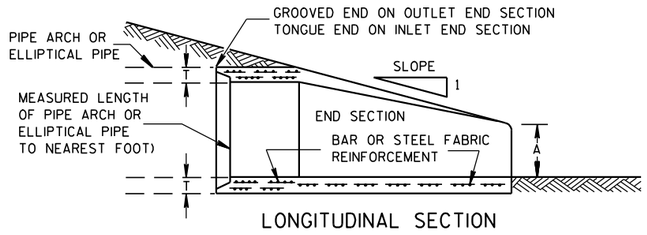


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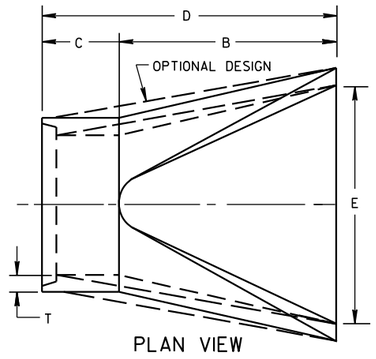
S.D.D. 8 F 1-11




END VIEW

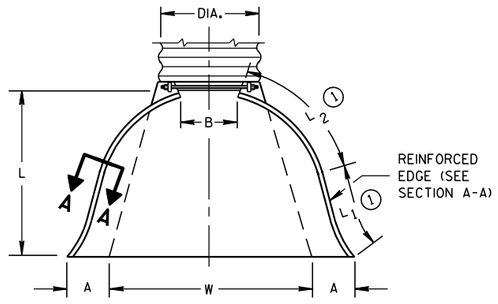



LONGITUDINAL SECTION

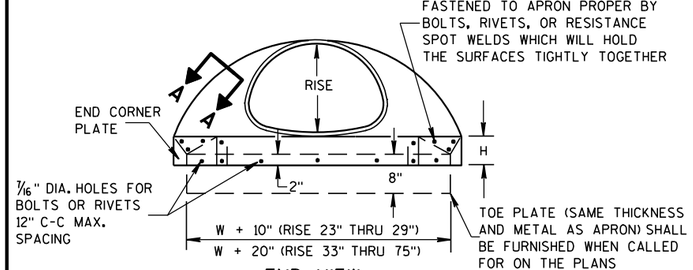



PLAN VIEW

# CONCRETE ENDWALLS

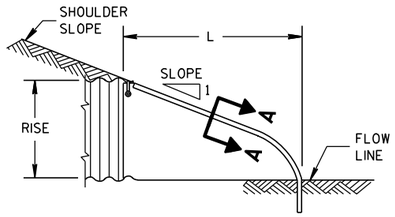



PLAN VIEW



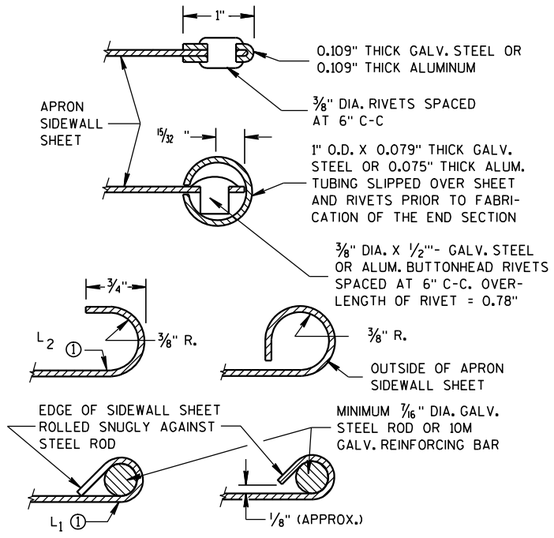

END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

END VIEW




SIDE ELEVATION

# METAL ENDWALLS




# SECTION A-A

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

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

## 3" X 1" CORRUGATIONS

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

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

## REINFORCED CONCRETE PIPE ARCH

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

## REINFORCED CONCRETE ELLIPTICAL PIPE

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

**NOMINAL SIZE

# GENERAL NOTES

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

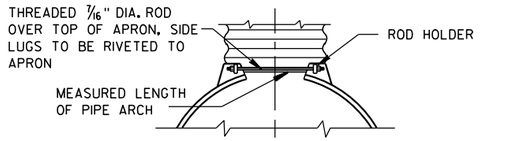
CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

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

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

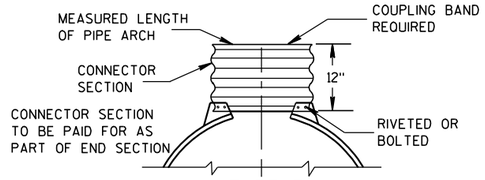
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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



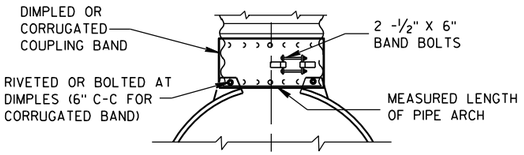

TYPE 2

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




TYPE 3

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




TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

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

# CONNECTION DETAILS

**APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

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

FHWA

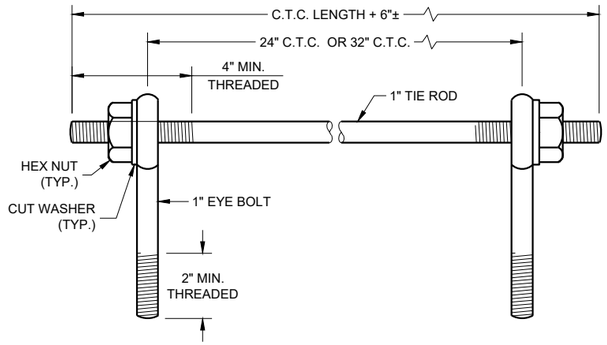


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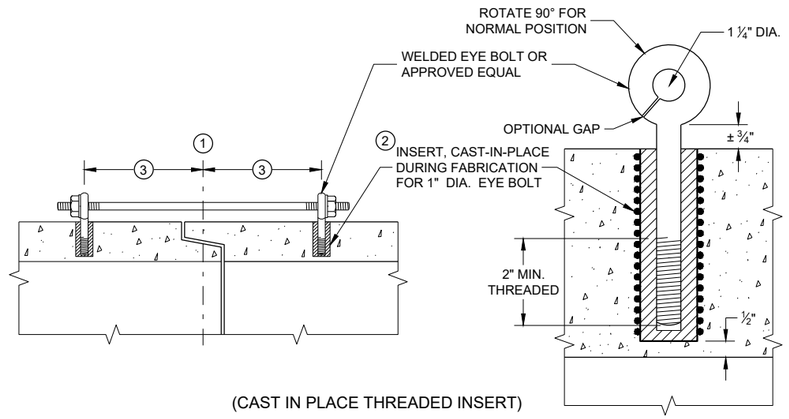
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1




**EYE BOLTS AND TIE ROD**




(CAST IN PLACE THREADED INSERT)

**LONGITUDINAL SECTIONS**

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

## GENERAL NOTES

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

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

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

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

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

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

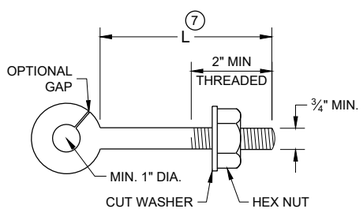
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

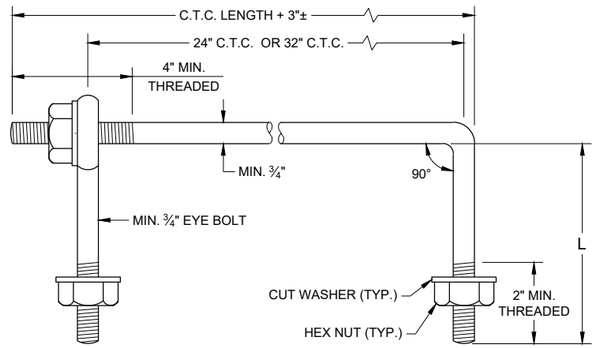
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

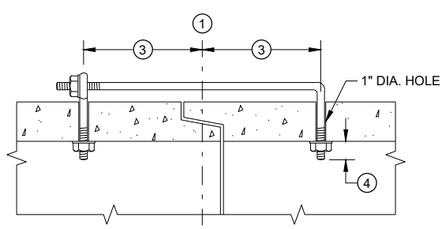



**EYE BOLT** (7)

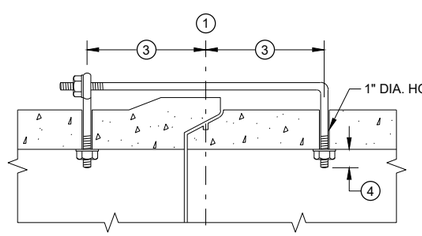
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




**EYE BOLT AND TIE ROD**




(TONGUE AND GROOVE PIPE)




(MODIFIED BELL PIPE)

**LONGITUDINAL SECTION**

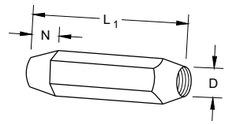
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

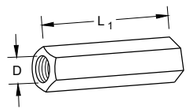
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



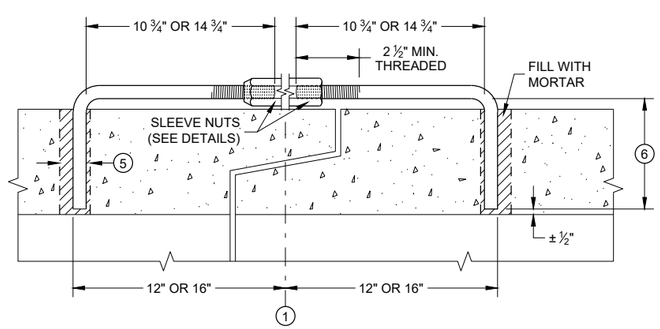

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PLAIN

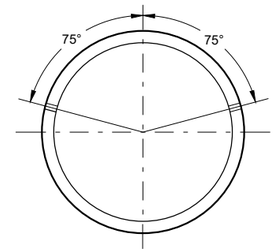
RIGHT AND LEFT THREADS

**SLEEVE NUTS**



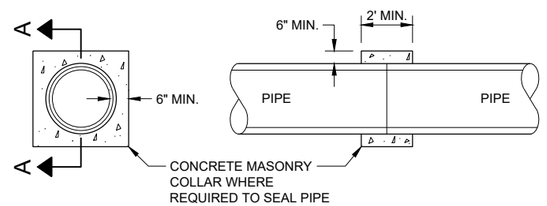

**LONGITUDINAL SECTION**

## ADJUSTABLE TIE ROD (ALTERNATE NO. 3)




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

**TRANSVERSE SECTION**




**SECTION A - A**

## CONCRETE COLLAR DETAIL

**JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

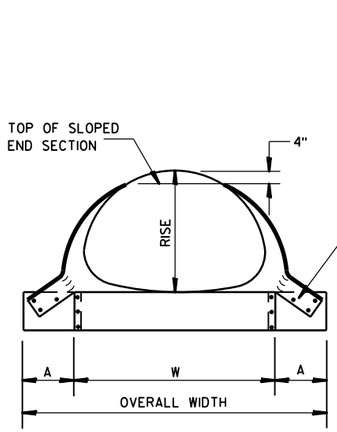
APPROVED
November 2021 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

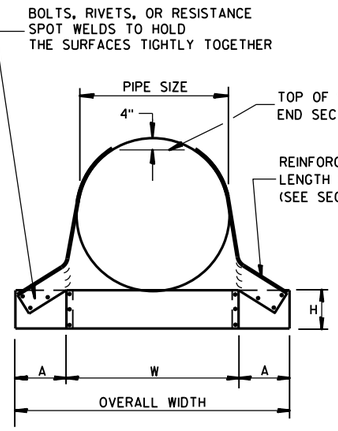


SDD 08F04 - 08

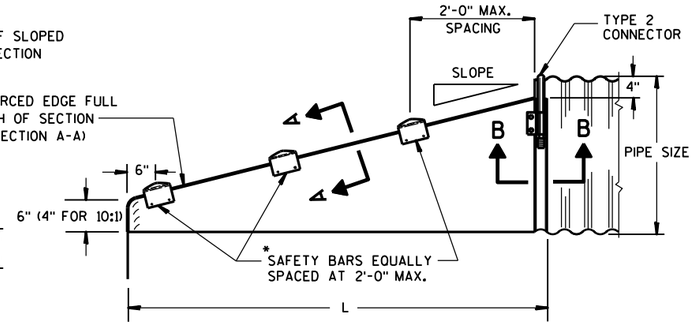
SDD 08F04 - 08




FRONT VIEW




FRONT VIEW




SIDE VIEW

## GENERAL NOTES

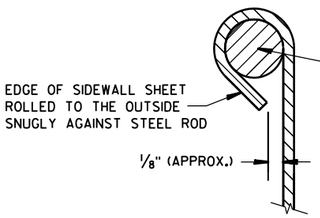
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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

**STEEL APRON ENDWALLS FOR CULVERT PIPE**
**SLOPED SIDE DRAINS**

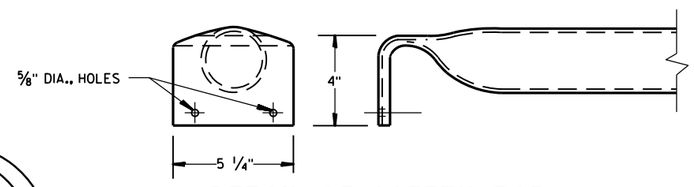
| PIPE DIA. (IN.) | MIN. THICK. (Inches) | DIMENSIONS (Inches) | | | | L DIMENSIONS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | A | H | W | OVERALL WIDTH | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES |
| 15 | .064 | 8 | 6 | 21 | 37 | 4:1 | 20 | 6:1 |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




SECTION A-A

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

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

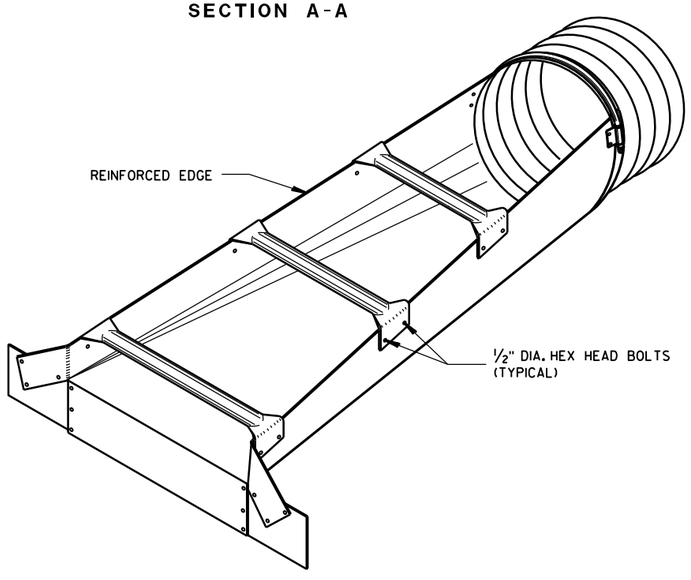



DETAIL OF SAFETY BAR

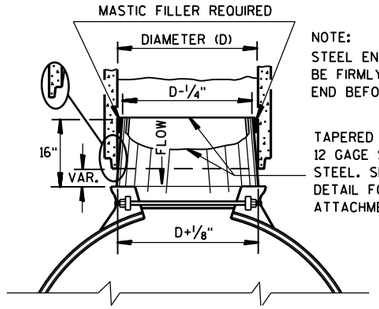
**STEEL APRON ENDWALLS FOR PIPE ARCH**
**SLOPED SIDE DRAINS**

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

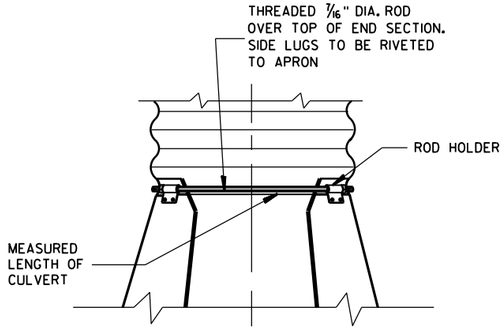
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



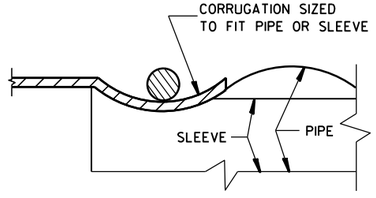

ISOMETRIC VIEW




STEEL ADAPTER SLEEVE FOR CONCRETE PIPE




TYPE 2
CONNECTION DETAIL




SECTION B-B

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

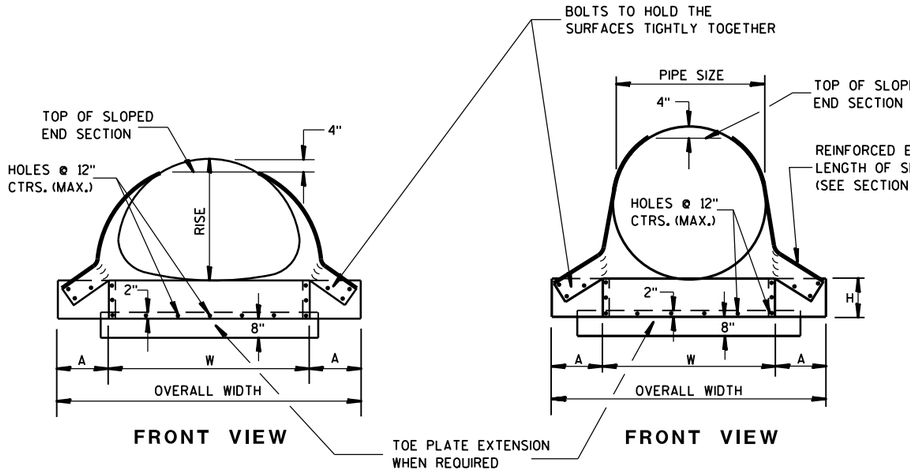


6

S.D.D. 8 F 7-5

6

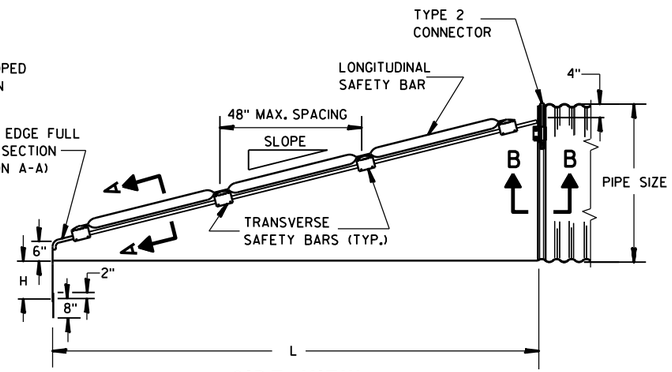
S.D.D. 8 F 7-5




FRONT VIEW




FRONT VIEW




SIDE VIEW
(48" SIZE ILLUSTRATED)

## GENERAL NOTES

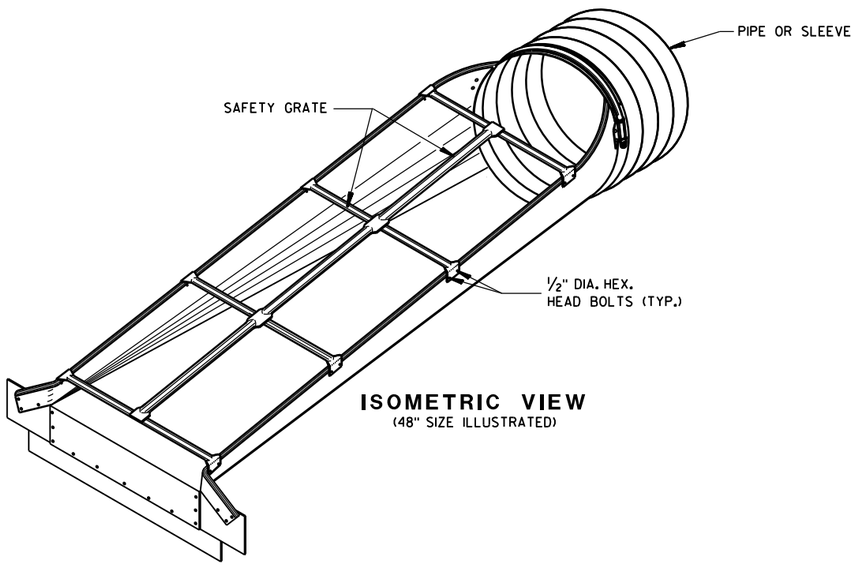
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SAFETY GRATES SHALL BE FABRICATED FROM 3-INCH DIAMETER GALVANIZED PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL. THE LONGITUDINAL BAR SHALL BE WELDED TO THE TRANSVERSE BARS WHERE THE BARS CROSS. THE NUMBER OF TRANSVERSE BARS REQUIRED WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

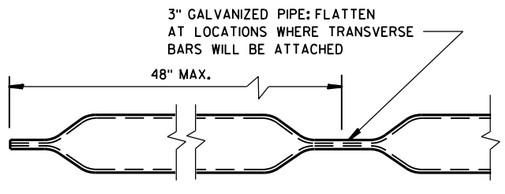
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

**STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS**

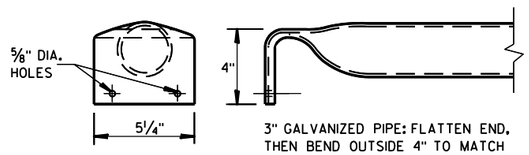
| PIPE DIA. (IN.) | MIN. THICK. | | DIMENSIONS (Inches) | | | | L DIMENSIONS | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | IN. | GAGE | A | H | W | OVERALL WIDTH | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES |
| 36 | .109 | 12 | 12 | 9 | 42 | 66 | 4:1 | 104 | 6:1 | 156 |
| 42 | .109 | 12 | 16 | 12 | 48 | 80 | 4:1 | 128 | 6:1 | 192 |
| 48 | .109 | 12 | 16 | 12 | 54 | 86 | 4:1 | 152 | 6:1 | 228 |
| 54 | .109 | 12 | 16 | 12 | 60 | 92 | 4:1 | 176 | 6:1 | 264 |
| 60 | .109 | 12 | 16 | 12 | 66 | 98 | 4:1 | 200 | 6:1 | 300 |




ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



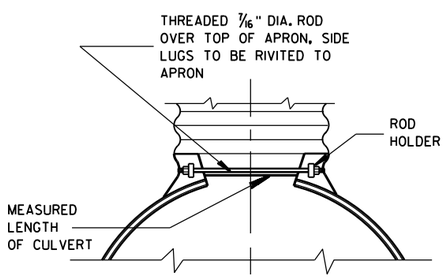

LONGITUDINAL SAFETY BAR



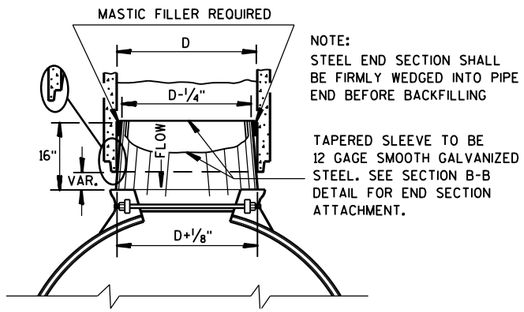

TRANSVERSE SAFETY BAR

**STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS**

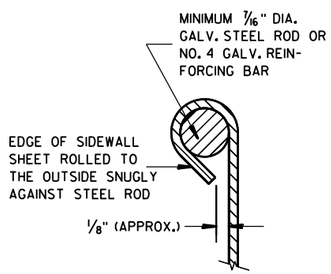
| EQUIV. DIA. (IN.) | INCHES | | MIN. THICK. | | DIMENSIONS (Inches) | | | | L DIMENSIONS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | SPAN | RISE | IN. | GAGE | A | H | W | OVERALL WIDTH | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES |
| 30 | 35 | 24 | .079 | 14 | 12 | 9 | 41 | 65 | 4:1 | 56 | 6:1 | 84 |
| 36 | 42 | 29 | .109 | 12 | 12 | 9 | 48 | 72 | 4:1 | 76 | 6:1 | 114 |
| 42 | 49 | 33 | .109 | 12 | 16 | 12 | 55 | 87 | 4:1 | 92 | 6:1 | 138 |
| 48 | 57 | 38 | .109 | 12 | 16 | 12 | 63 | 95 | 4:1 | 112 | 6:1 | 168 |
| 54 | 64 | 43 | .109 | 12 | 16 | 12 | 70 | 102 | 4:1 | 132 | 6:1 | 198 |
| 60 | 71 | 47 | .109 | 12 | 16 | 12 | 77 | 109 | 4:1 | 148 | 6:1 | 222 |



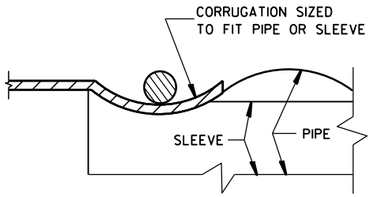

TYPE 2 CONNECTOR DETAIL




STEEL ADAPTER SLEEVE FOR CONCRETE PIPE




SECTION A-A




SECTION B-B

**STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA



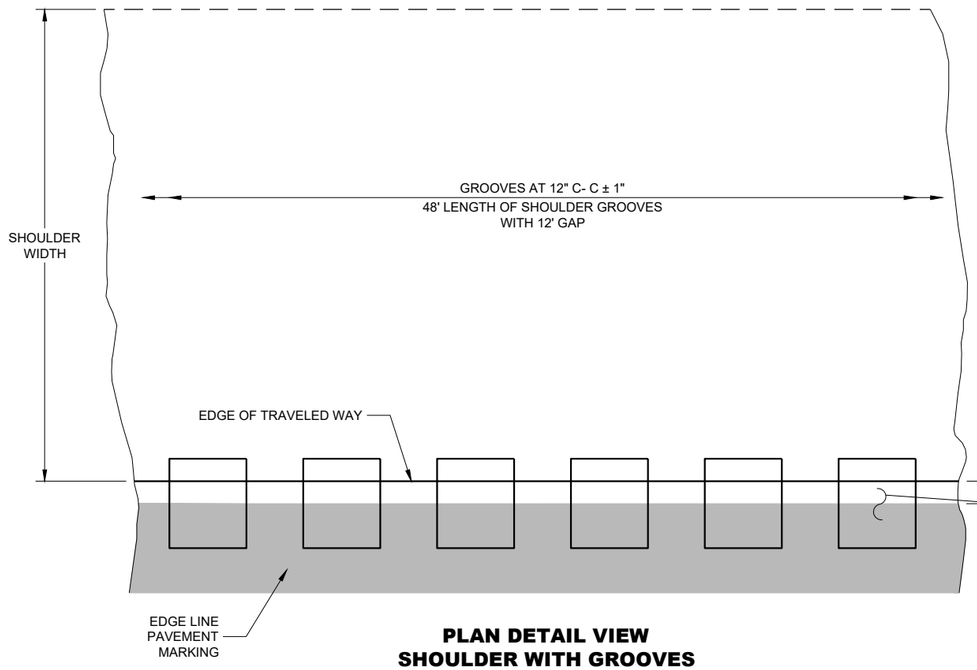

6

S.D.D. 8 F 8-2

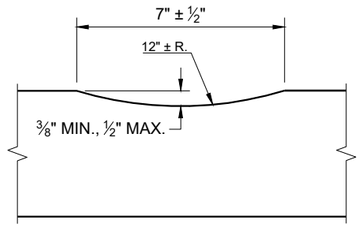
## GENERAL NOTES

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

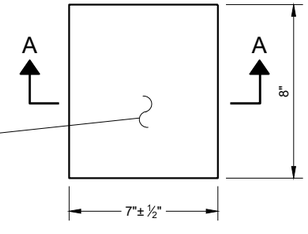
SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



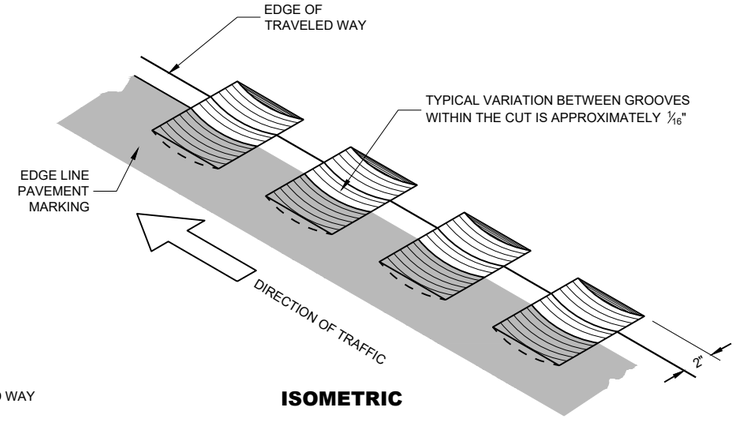

**PLAN DETAIL VIEW**
**SHOULDER WITH GROOVES**



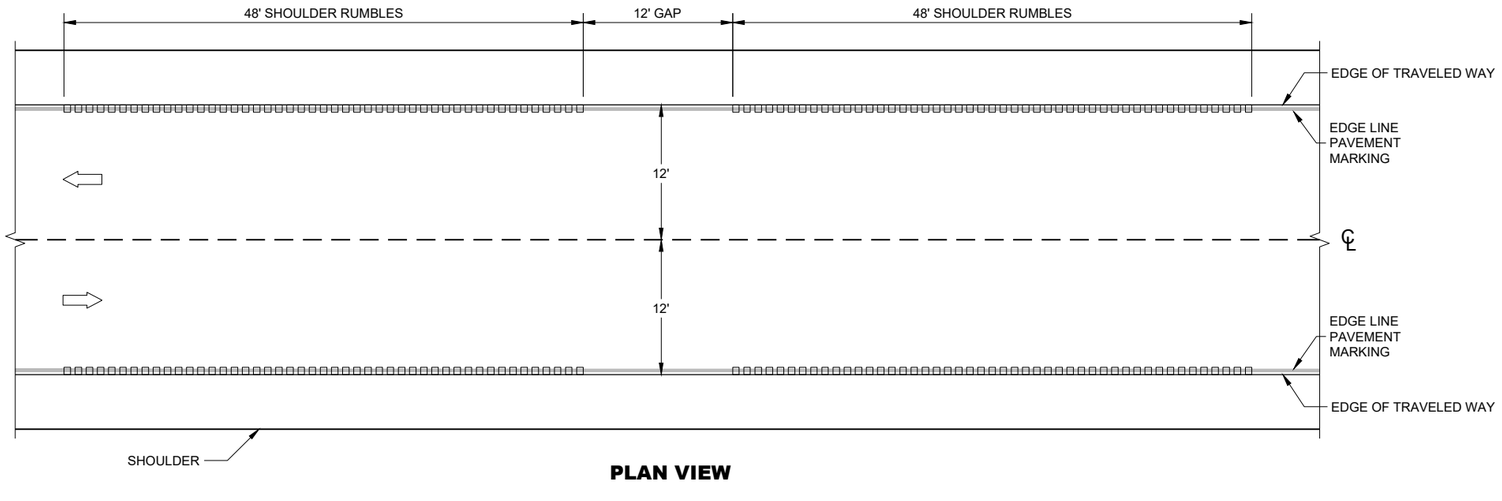

**SECTION A - A**




**PLAN VIEW**
**(SINGLE GROOVE)**




**ISOMETRIC**




**PLAN VIEW**

# EDGE LINE RUMBLE STRIPS - ASPHALT

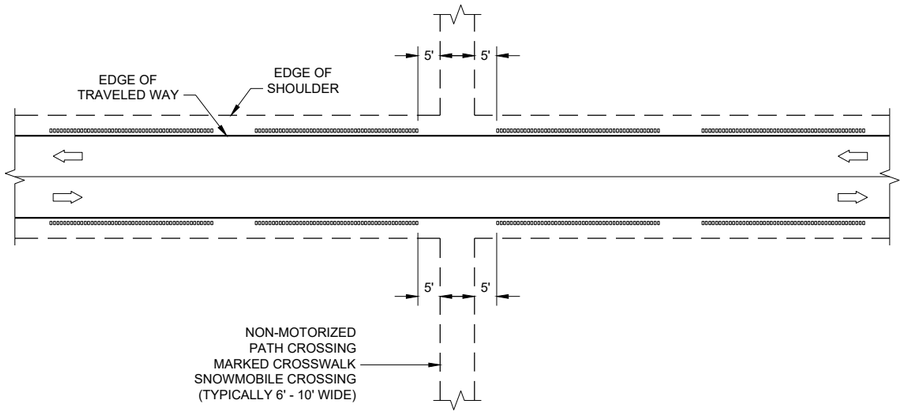
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SDD 13A10 - 03e

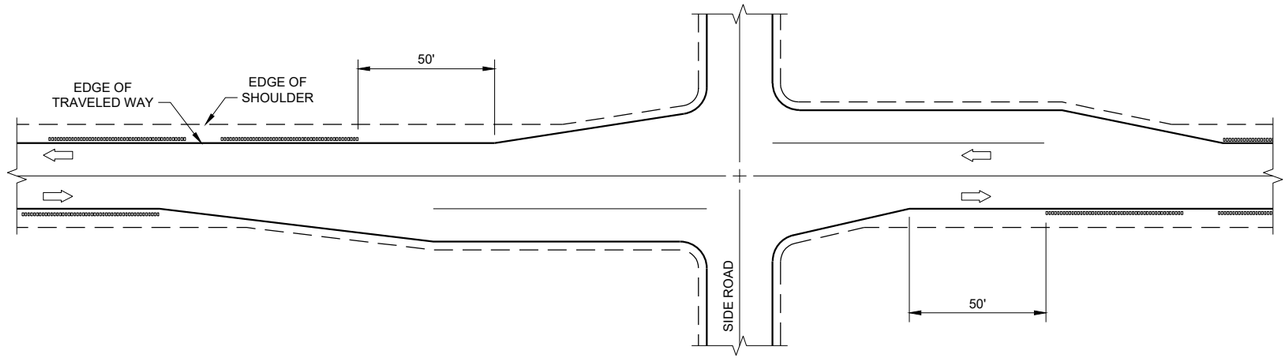
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SDD13A10 - 03e

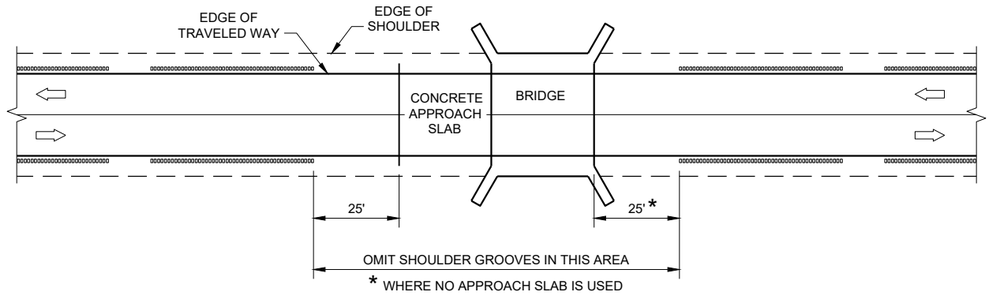
**EDGE LINE RUMBLE STRIPS - ASPHALT**



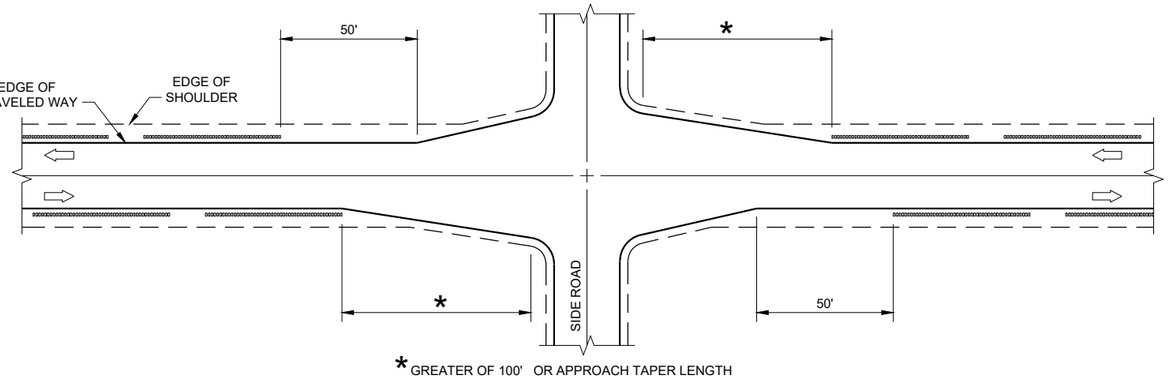

## GROOVES AT MISCELLANEOUS CROSSINGS



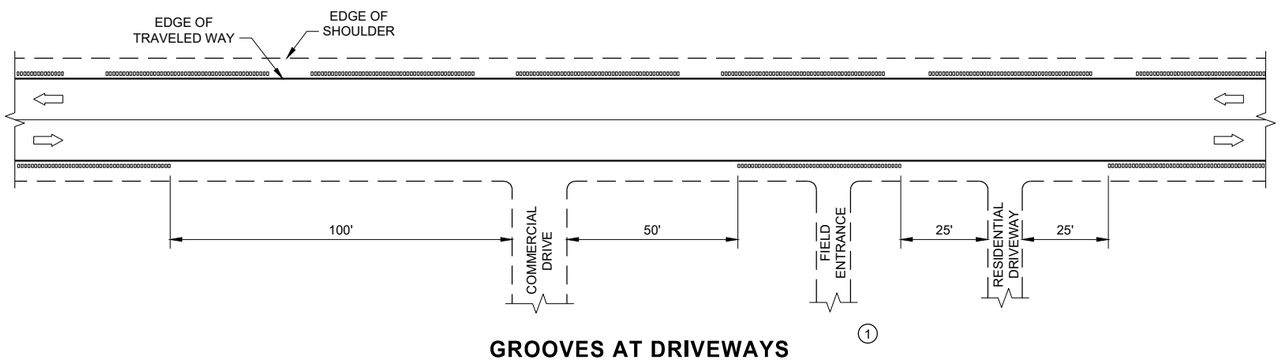

## GROOVES AT RIGHT TURN LANE




## GROOVES AT BRIDGES




## GROOVES AT INTERSECTIONS WITH APPROACH TAPER




## GROOVES AT DRIVEWAYS ①

### GENERAL NOTES

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



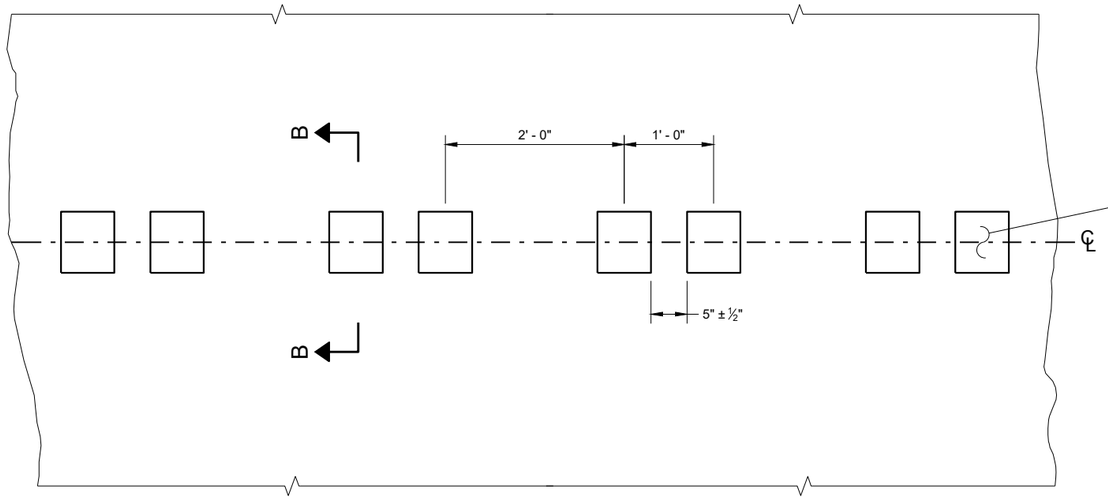

6

SDD 13A10 - 03g

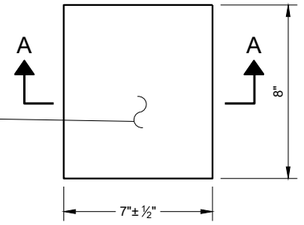
## GENERAL NOTES

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

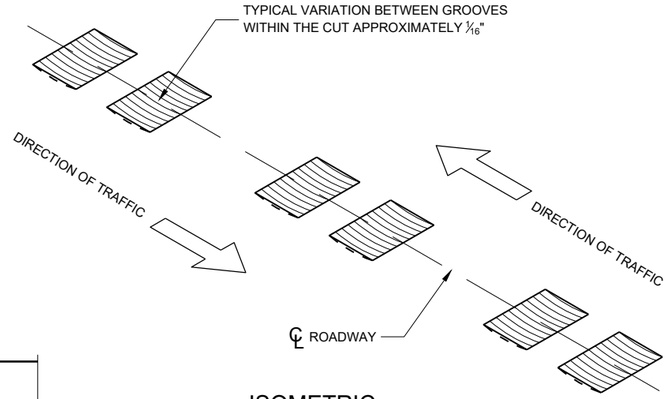
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



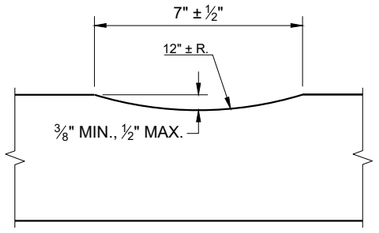

**PLAN DETAIL VIEW**



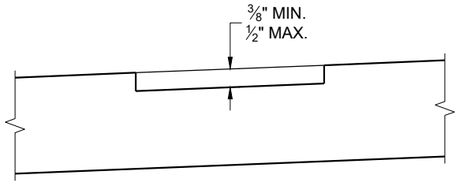

**PLAN VIEW**
**(SINGLE GROOVE)**



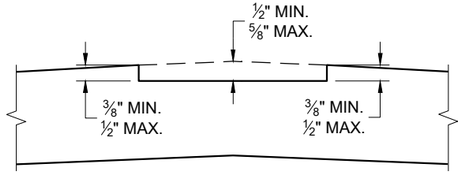

ISOMETRIC



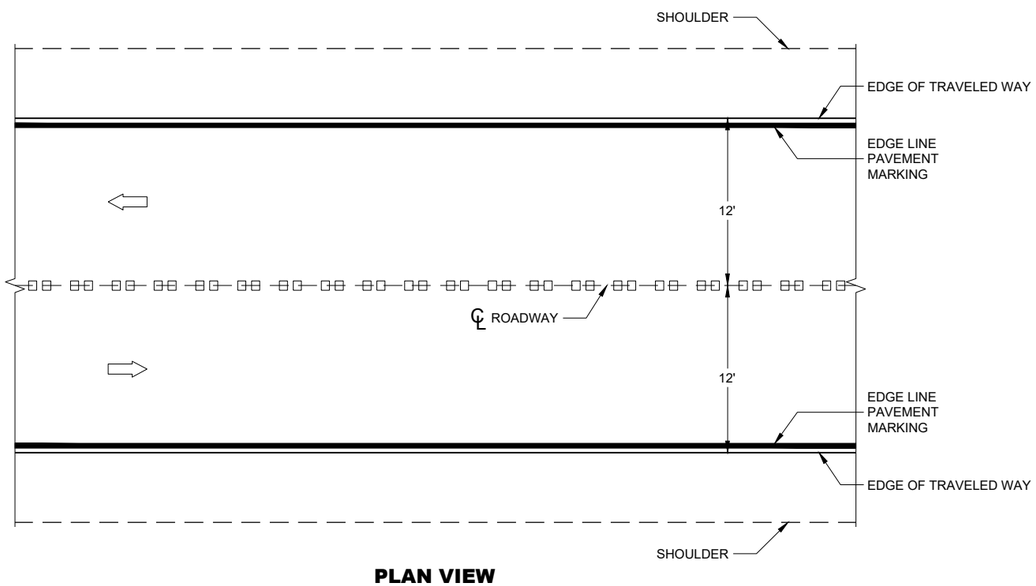

**SECTION A - A**




**SECTION B - B**
**SUPERELEVATED ROADWAY**




**SECTION B - B**
**CROWNED ROADWAY**



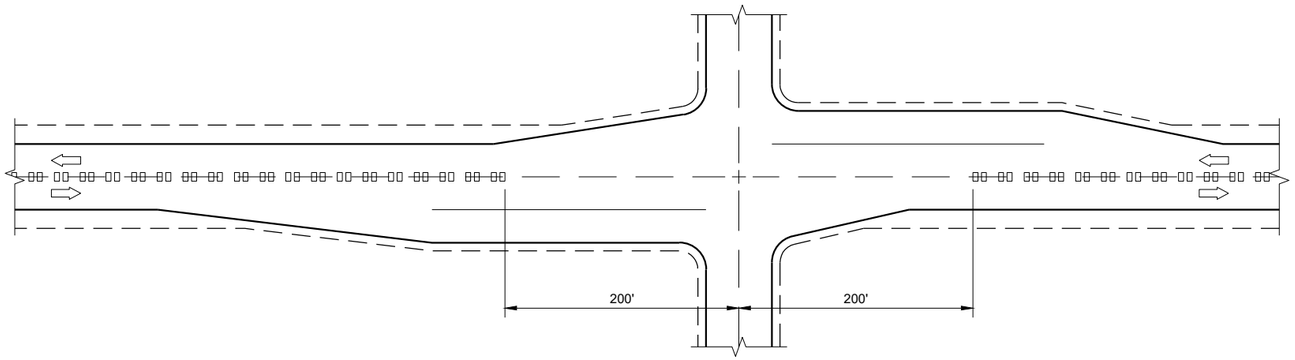

**PLAN VIEW**

**CENTERLINE RUMBLE STRIPS - ASPHALT**

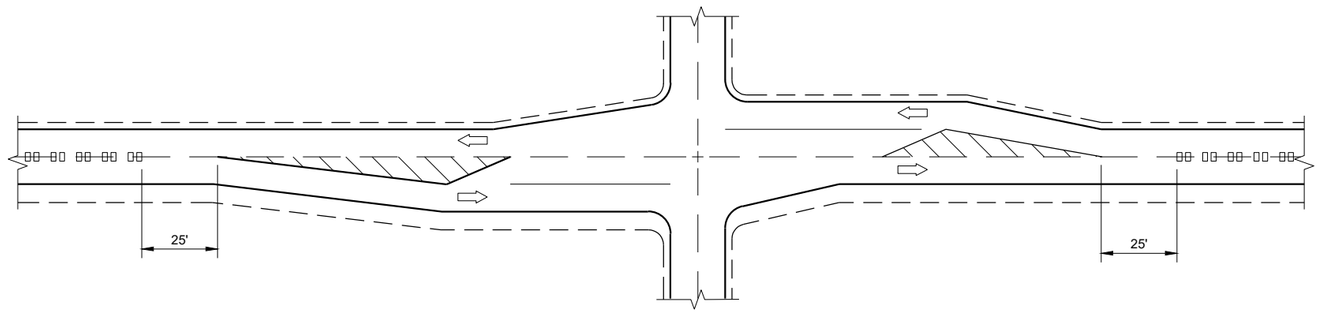
**CENTERLINE RUMBLE STRIPS - ASPHALT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 191

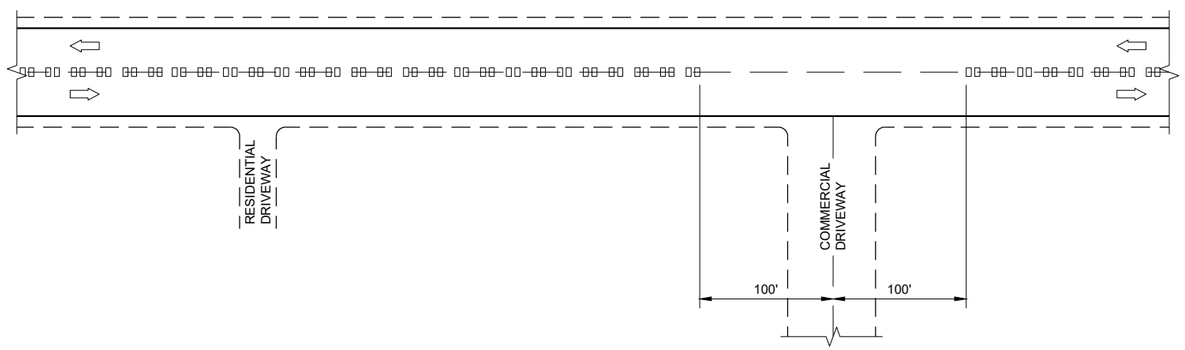

6
SDD13A11 - 04a




## CENTERLINE GROOVES AT INTERSECTIONS



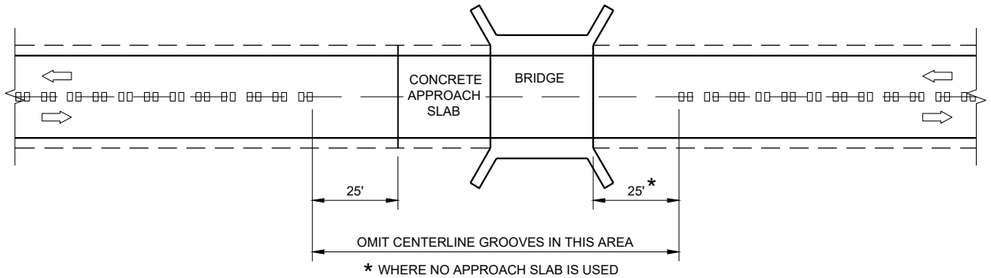

## CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



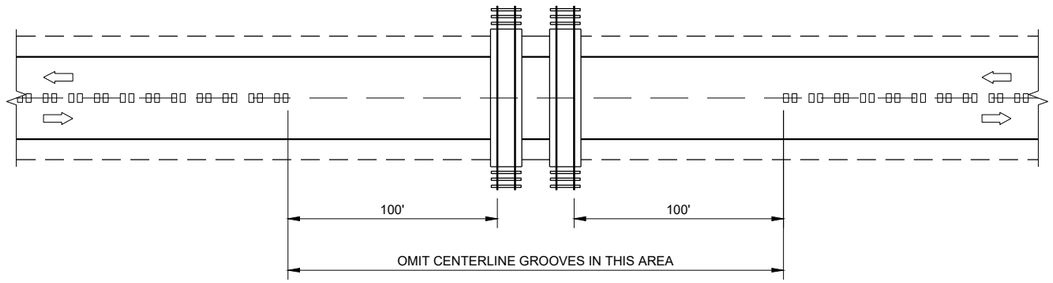

## CENTERLINE GROOVES AT DRIVEWAYS (1)

## 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



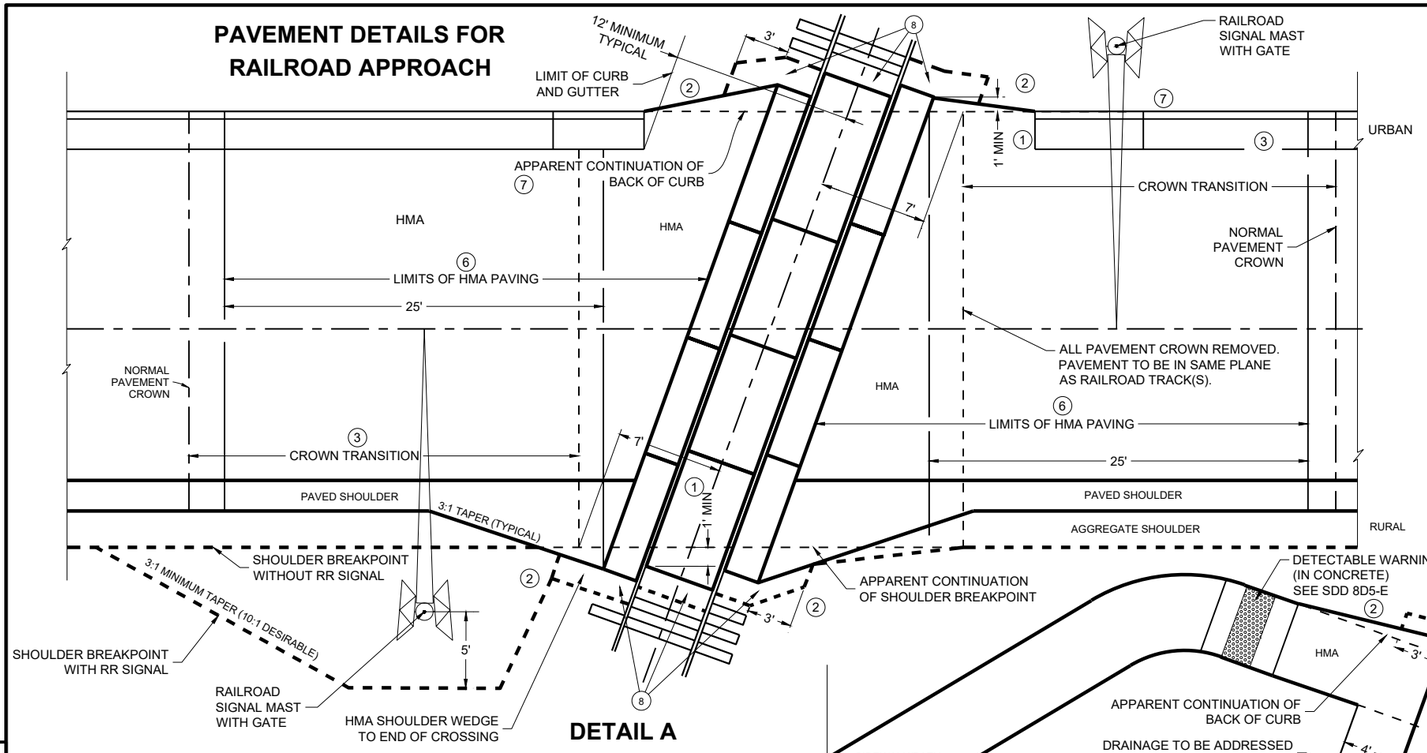
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SDD 13A11 - 04d

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SDD 13A11 - 04d

## PAVEMENT DETAILS FOR RAILROAD APPROACH




### DETAIL A
### RAILROAD APPROACH

### GENERAL NOTES CONTINUED

(1) 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.

(2) HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.

(3) CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.

(4) NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.

(5) TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.

(6) 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.

(7) REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

(8) IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.

### GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGEWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

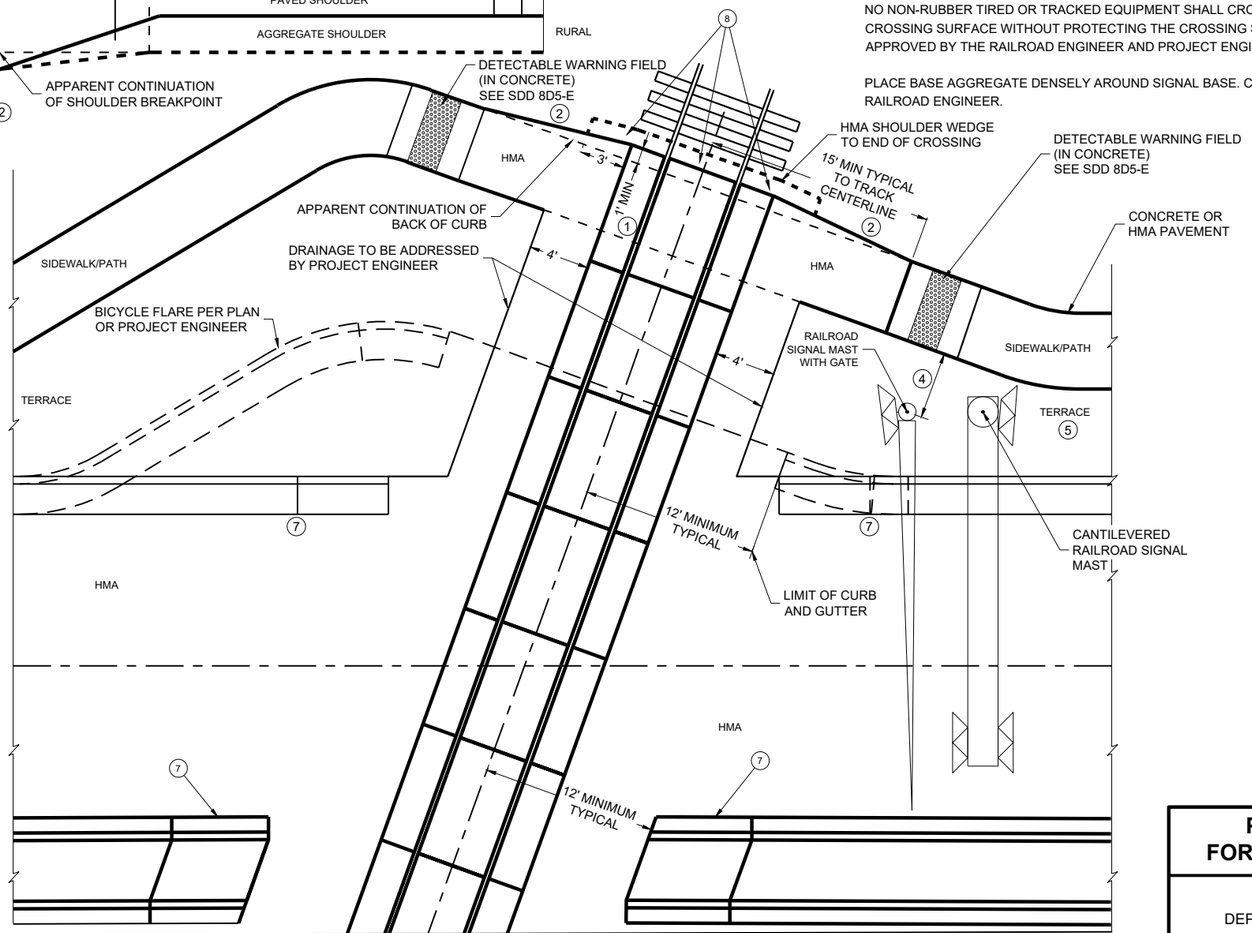
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

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

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

PLACE BASE AGGREGATE DENSELY AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.




### DETAIL B
### MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH

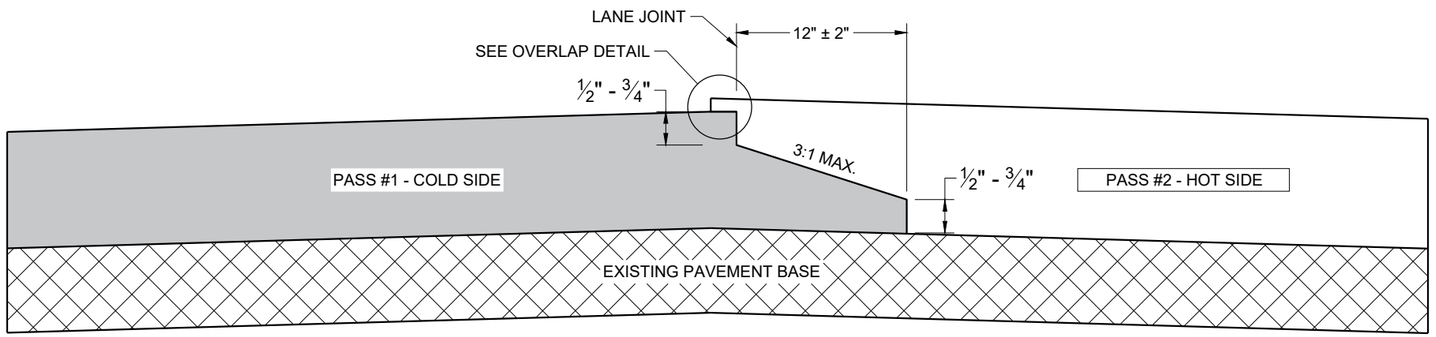
**PAVEMENT DETAILS FOR RAILROAD APPROACH**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

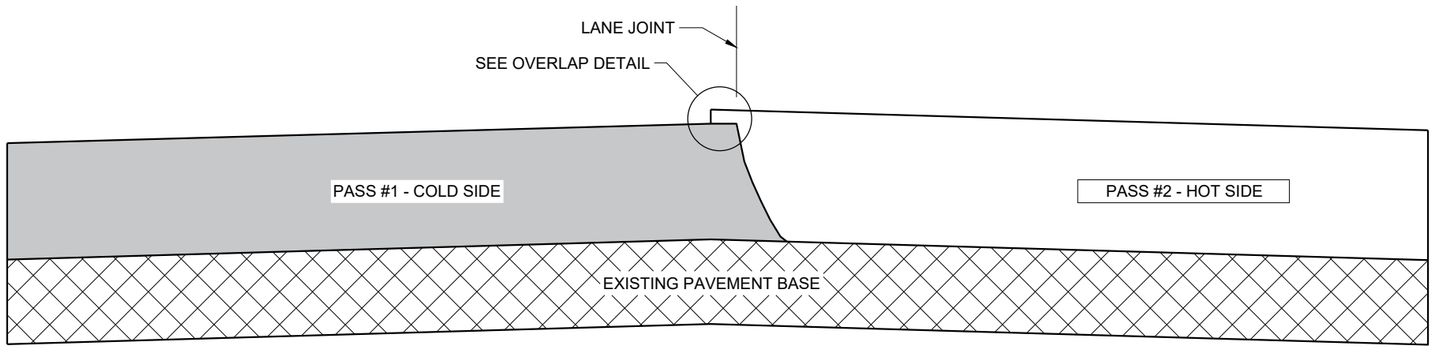
APPROVED
May 2023
DATE

/S/ Kristen Sommers
STATE RAILROAD ENGINEERING AND SAFETY SUPERVISOR

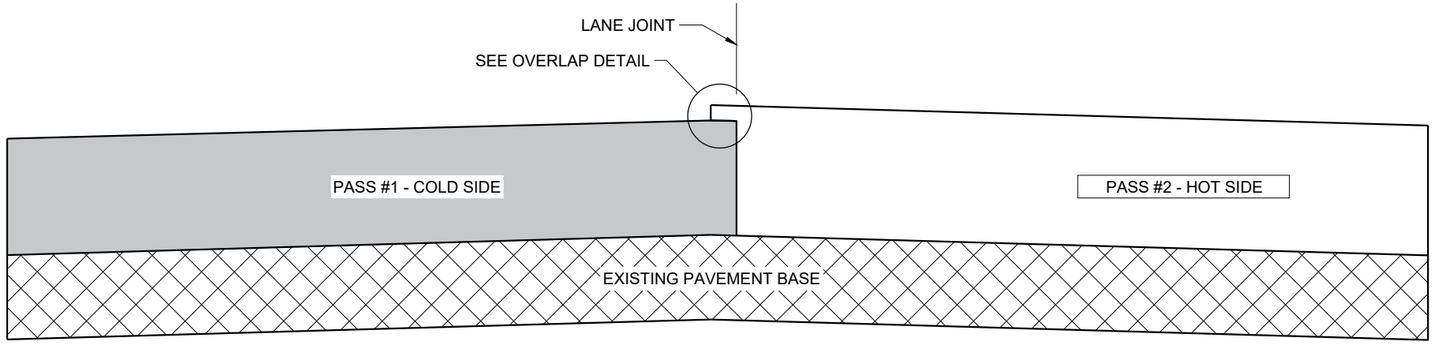
FHWA




**TYPICAL PAVEMENT CROSS SECTION**
**NOTCHED WEDGE JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT (MILLED)**

## GENERAL NOTES

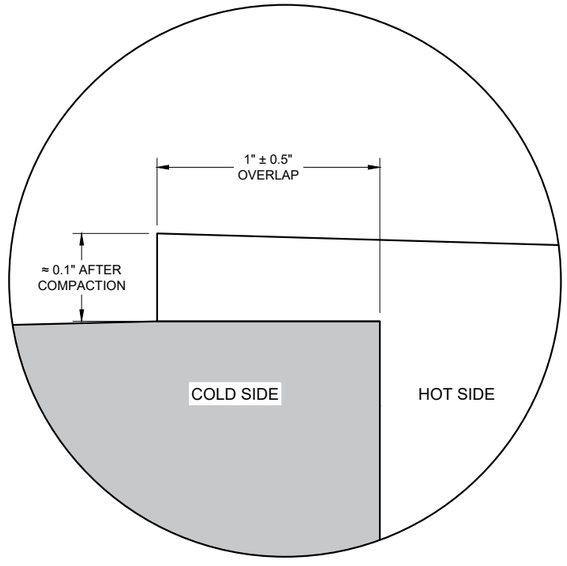
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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




**OVERLAP DETAIL (TYPICAL)**

6

6

SDD 13C19 - 03

SDD 13C19 - 03

**HMA LONGITUDINAL JOINTS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

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

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

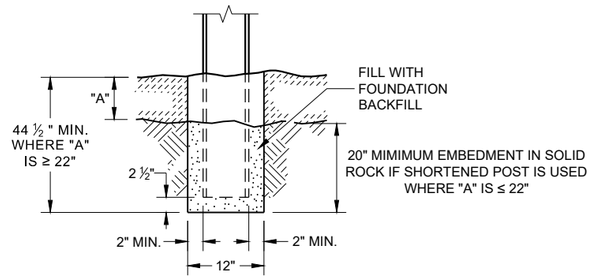
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL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

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

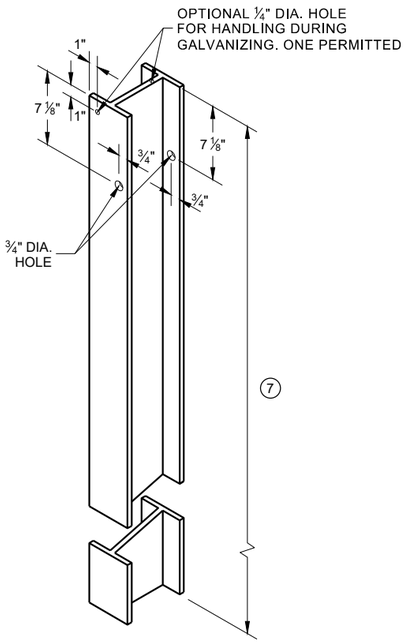
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

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

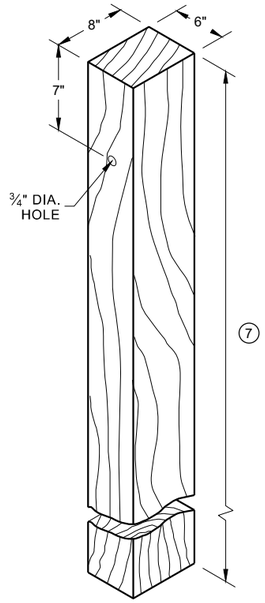
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



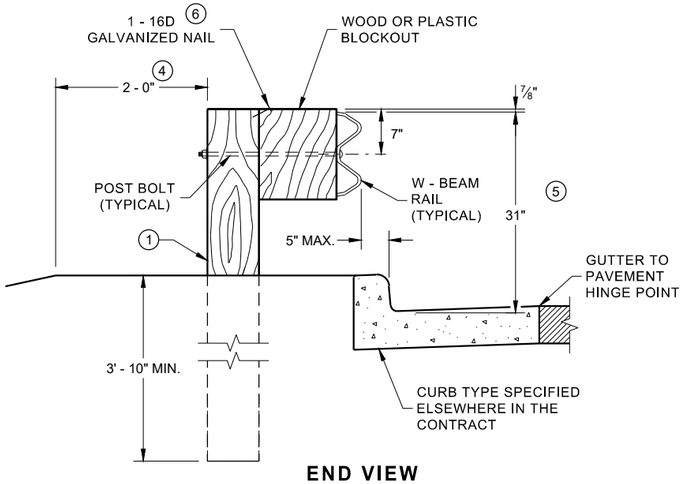

END VIEW
**SETTING STEEL OR WOOD POST IN ROCK** (3)



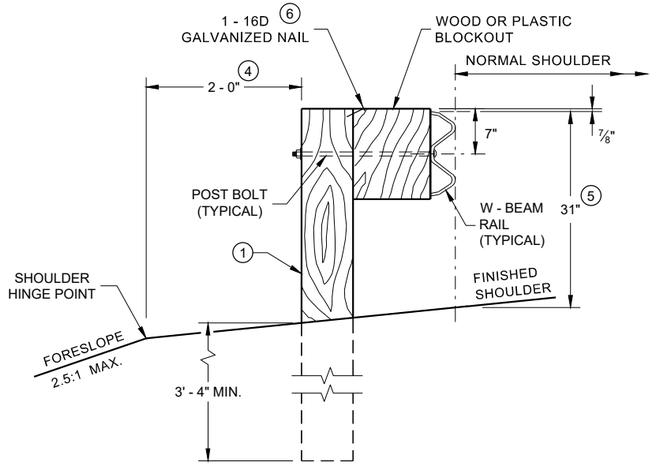

**STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9)** (1)



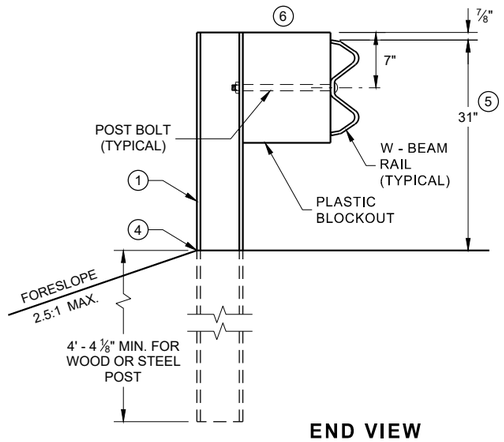

**WOOD POST (6" X 8") NOMINAL** (1)



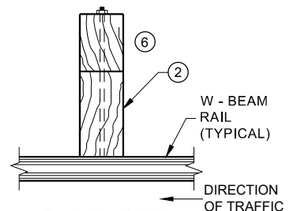

END VIEW
**LOCATED ALONG A CURBED ROADWAY**



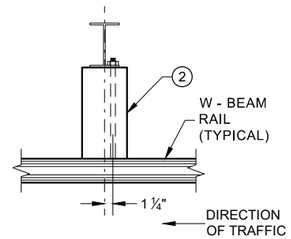

END VIEW
**LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION**



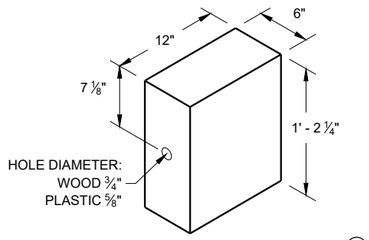

END VIEW
**MGS LONGER POST AT HALFPOST SPACING W BEAM (K)**




PLAN VIEW
**WOOD POST, BLOCKOUT & BEAM**




PLAN VIEW
**STEEL POST, PLASTIC BLOCKOUT & BEAM**




**WOOD OR PLASTIC BLOCKOUT** (2)

**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

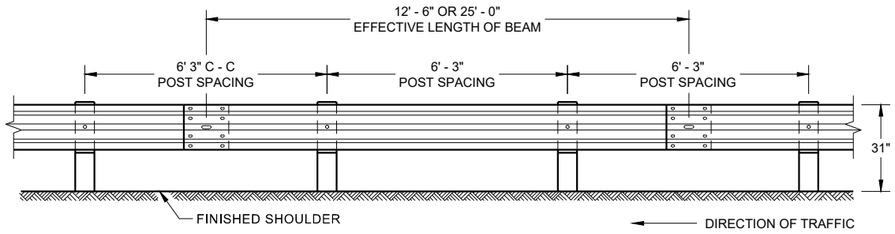
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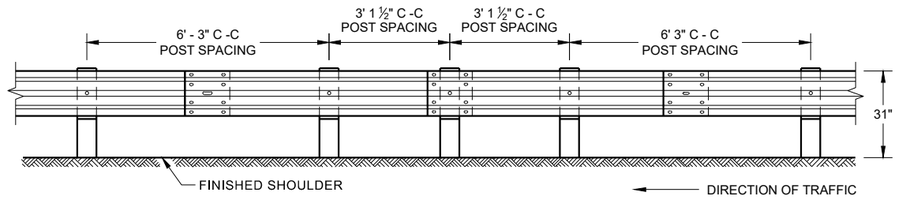
SDD 14B42 - 07a

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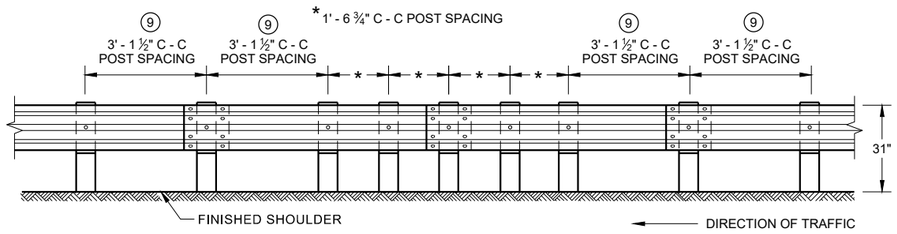
SDD 14B42 - 07a



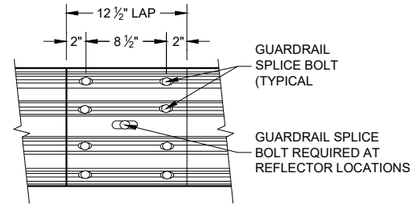

**FRONT VIEW**
**POST SPACING STANDARD INSTALLATION**




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




**FRONT VIEW**
**QUARTER POST SPACING (QS)**




**FRONT VIEW**
**MID-SPAN BEAM SPLICE**

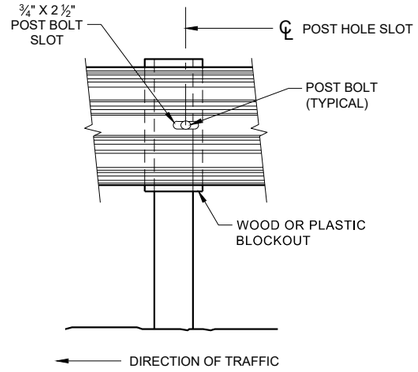
## GENERAL NOTES

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

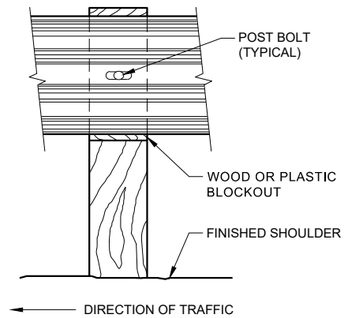
⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

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

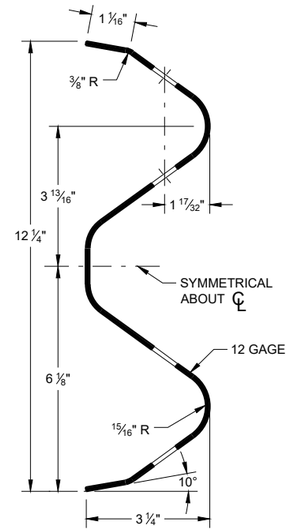
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



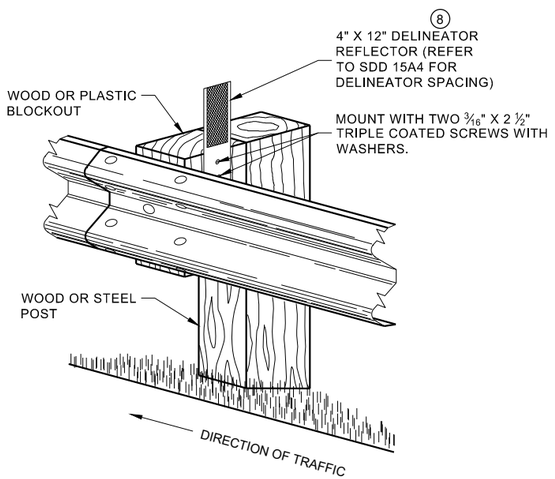

**FRONT VIEW AT STEEL POST**




**FRONT VIEW AT WOOD POST**




**SECTION THRU W-BEAM RAIL**




**ONE SIDED REFLECTOR DETAIL**
**AND TYPICAL INSTALLATION**

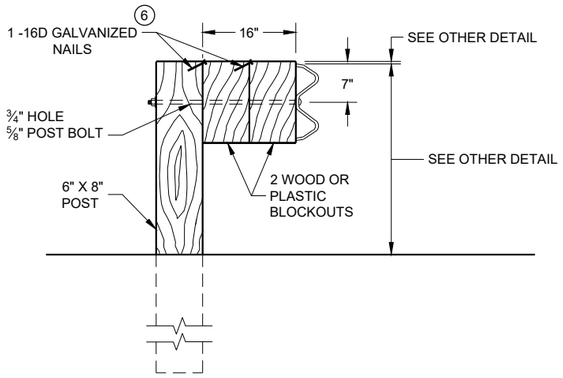
**MIDWEST GUARDRAIL SYSTEM**
**(MGS) GUARDRAIL**

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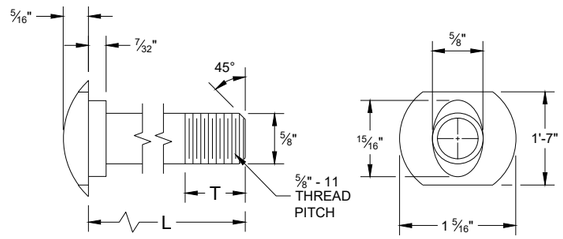



## DETAIL FOR 16" BLOCKOUT DEPTH

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

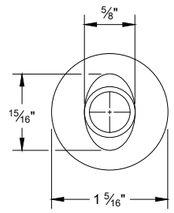
NOTE:

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

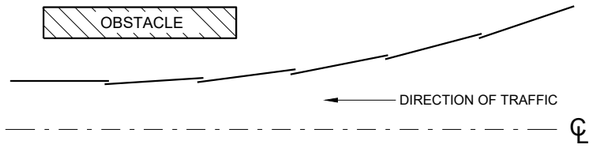



## POST BOLT TABLE

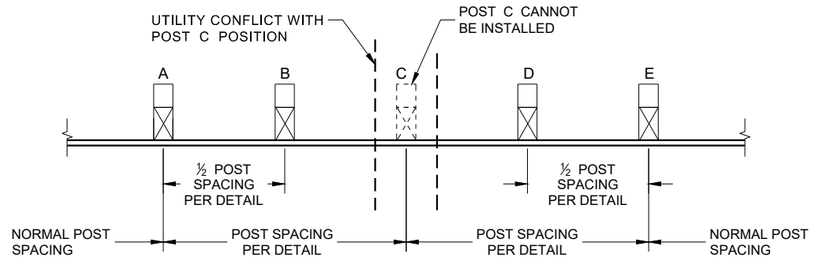
| L | T (MIN.) |
|---|---|
| 1 ¼" | 1 ⅛" |
| 2" | 1 ¾" |
| 10" | 4" |
| 14" | 4 1⁄16" |
| 18" | 4" |
| 21" | 4 1⁄16" |
| 25" | 4" |



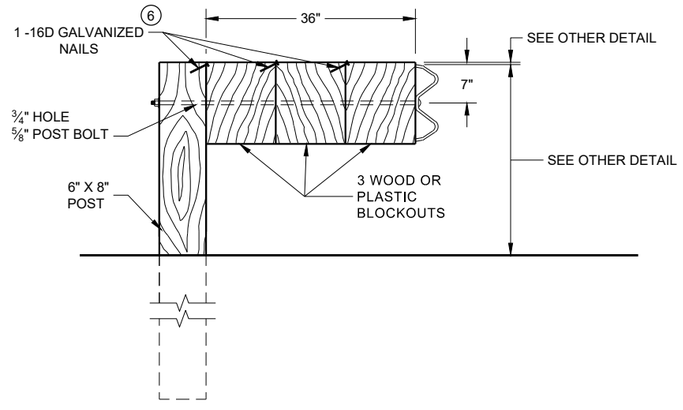

## ALTERNATE BOLT HEAD



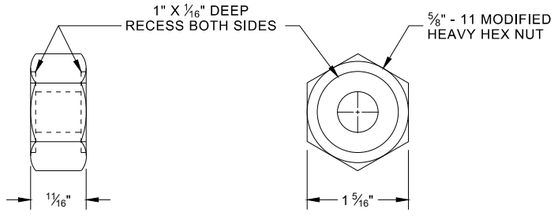

## PLAN VIEW
## BEAM LAPPING DETAIL



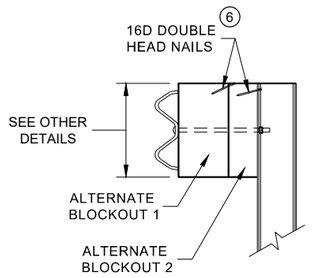

## POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



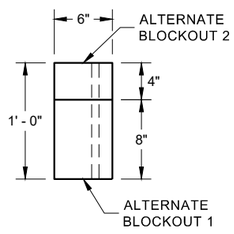

## DETAIL FOR 36" BLOCKOUT DEPTH




## POST BOLT, SPLICE BOLT AND RECESS NUT




SIDE VIEW




PLAN VIEW

## ALTERNATE WOOD BLOCKOUT DETAIL

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

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

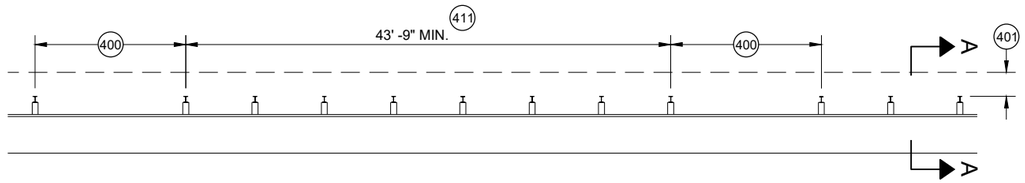
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

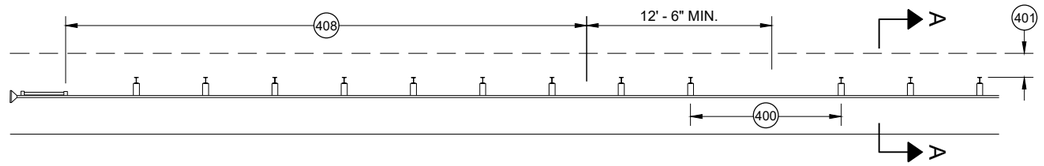


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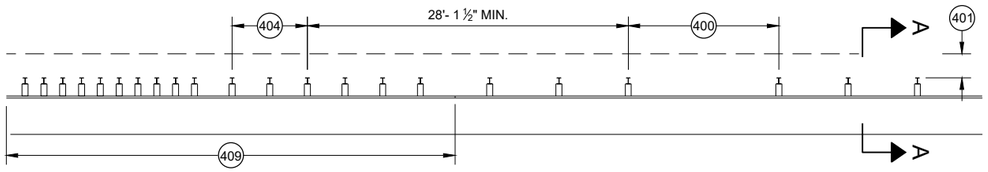
SDD 14B42 - 07c



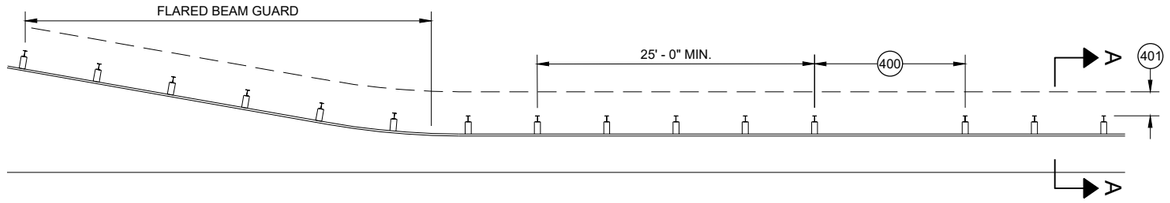

**MISSING POST IN MGS GUARDRAIL**



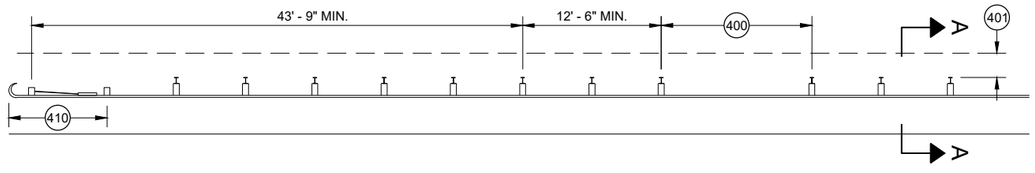

**MISSING POST IN MGS GUARDRAIL NEAR EAT**



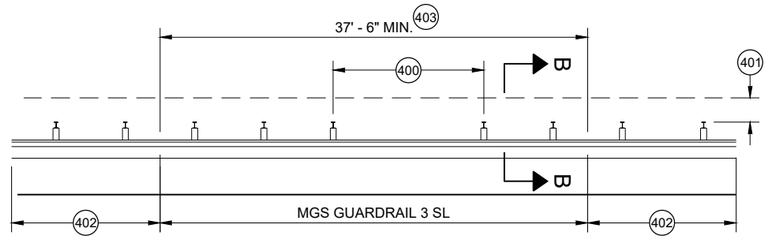

**MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION**




**MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD**

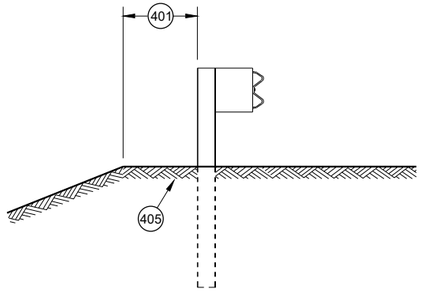



**MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL**

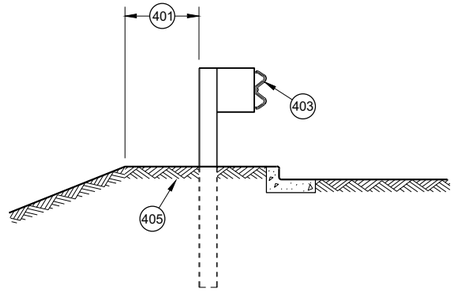



**MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL)** 407

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




**SECTION A - A** 406




**SECTION B - B** 406

**MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA




6


SDD 14B42 - 07d

## GENERAL NOTES

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

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

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

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

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

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

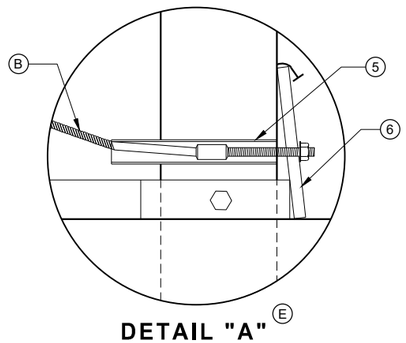
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

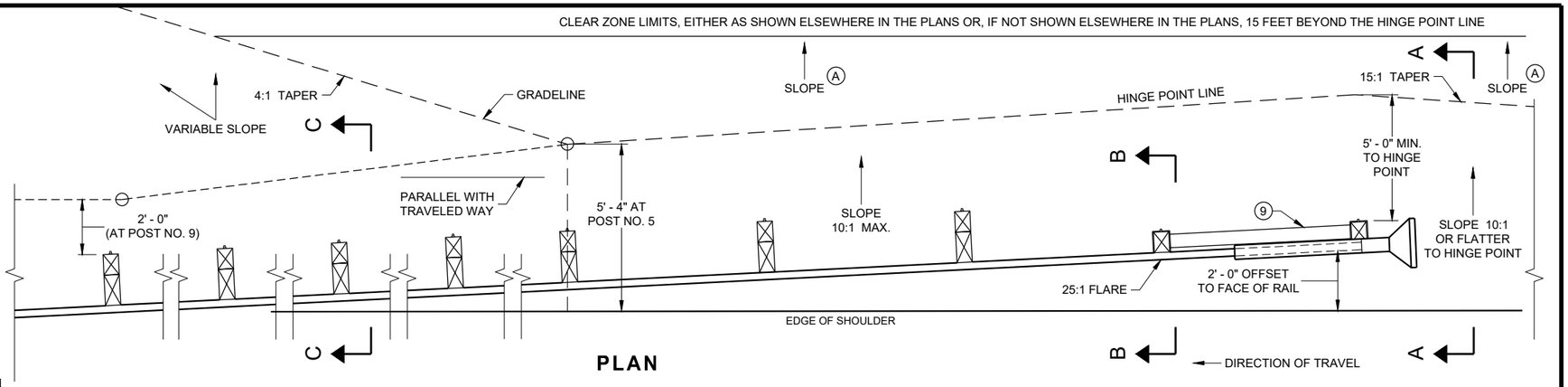
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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

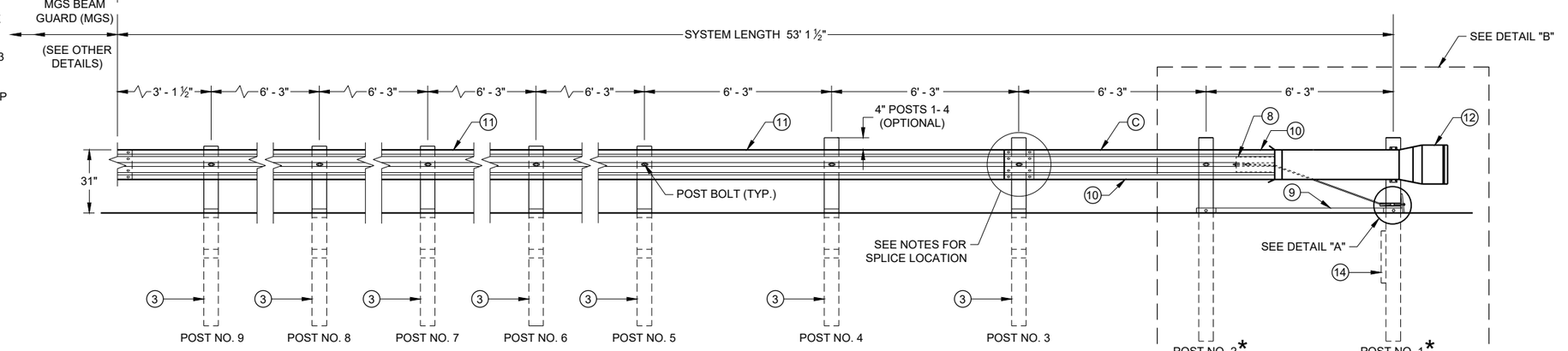
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



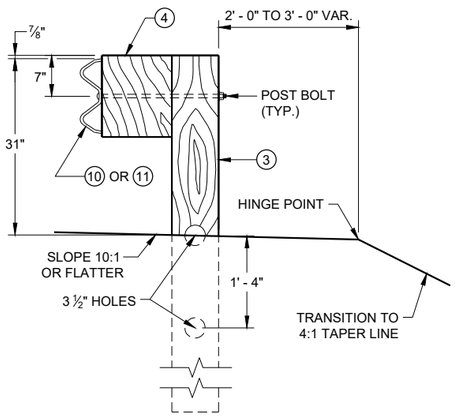

DETAIL "A" (E)



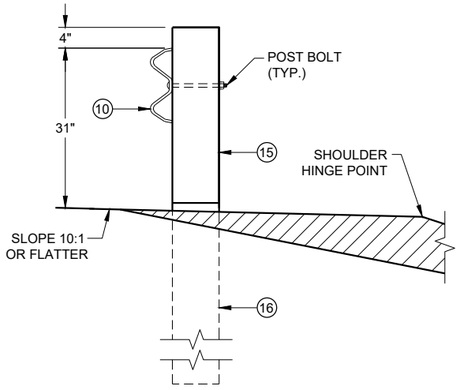

PLAN



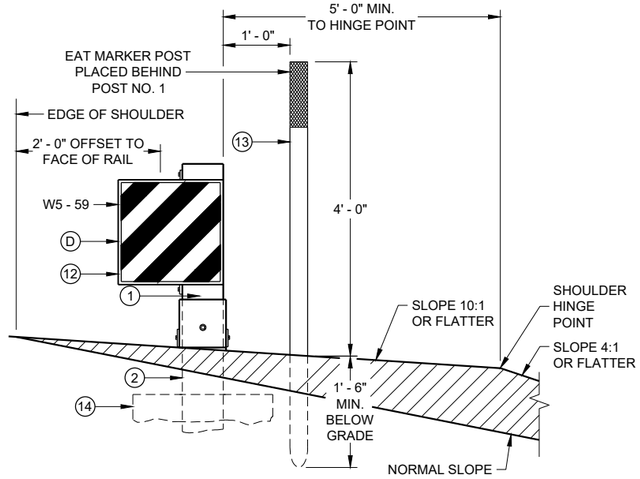

ELEVATION



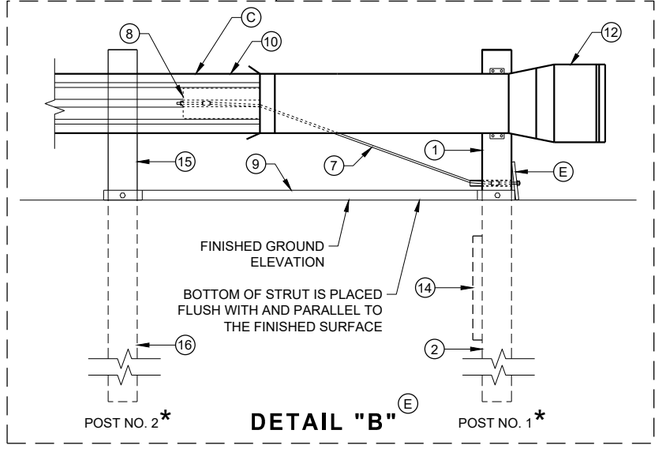

SECTION C - C
TYPICAL AT POST NOS. 3 - 9




SECTION B - B
TYPICAL AT POST NO. 2*




SECTION A - A
TYPICAL AT POST NO. 1*




DETAIL "B" (E)

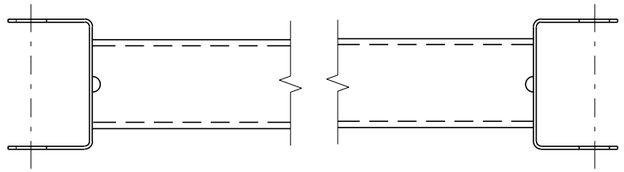
**MIDWEST GUARDRAIL SYSTEM**
**ENERGY ABSORBING TERMINAL (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



SDD 14B44 - 04a

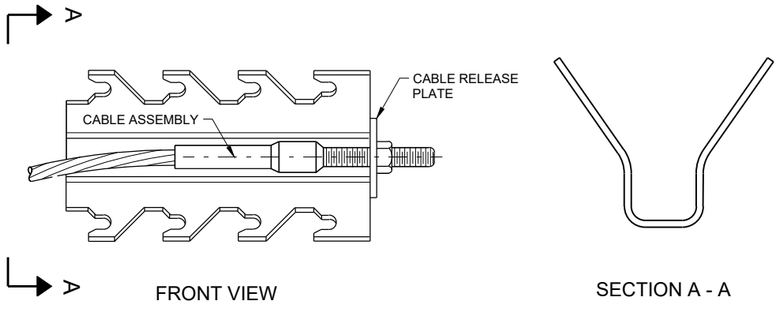
SDD 14B44 - 04a



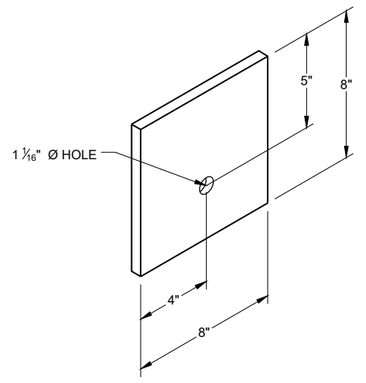
## GENERIC GROUND STRUT ⑨ Ⓔ

## BILL OF MATERIALS

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




## GENERIC ANCHOR CABLE BOX ⑨ Ⓔ




## BEARING PLATE ⑥ Ⓔ

6

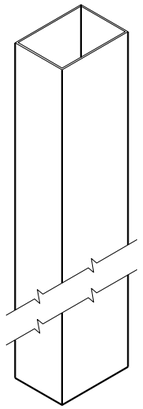
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SDD 14B44 - 04b

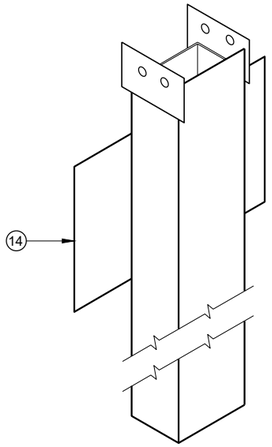
SDD 14B44 - 04b

**MIDWEST GUARDRAIL SYSTEM**
**ENERGY ABSORBING TERMINAL**
**(MGS)**

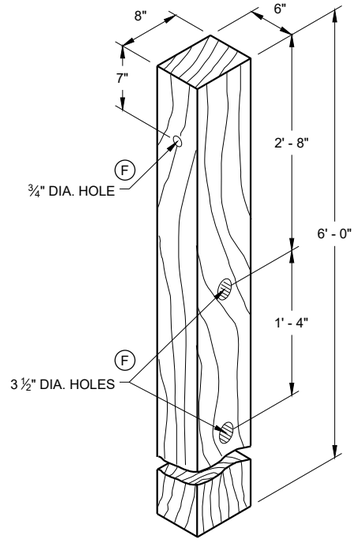
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



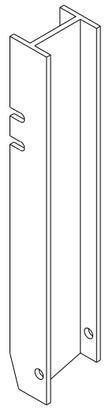
**UPPER POST NO. 1** (1) (E)



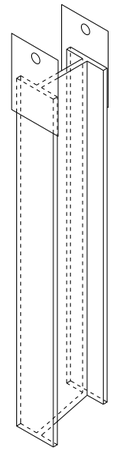

**LOWER POST NO. 1** (2) (E)



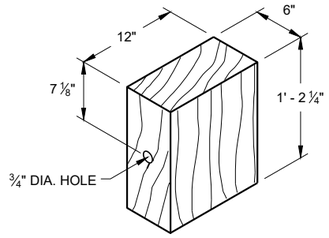

**WOOD CRT POST** (3) (E)
POSTS NUMBER 3-9



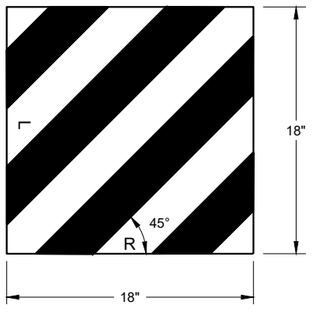
**UPPER POST NO. 2** (15) (E)



**LOWER POST NO. 2** (16) (E)

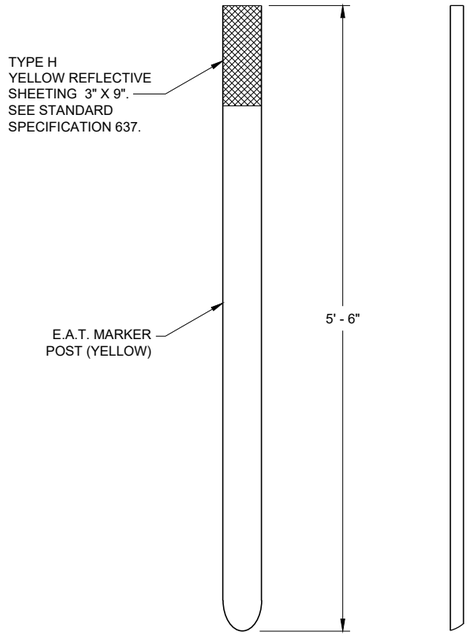



**WOOD BLOCKOUT** (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



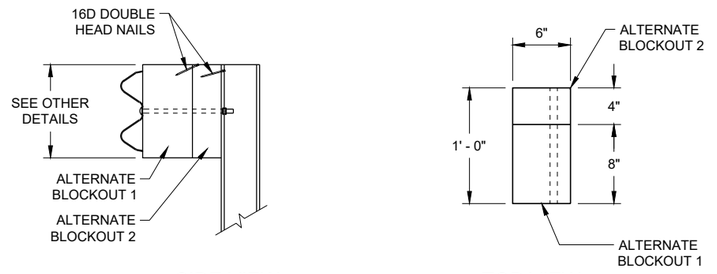

W5 - 59

**REFLECTIVE SHEETING DETAIL** (E)




FRONT VIEW SIDE VIEW

**E.A.T. MARKER POST** (13)




SIDE VIEW TOP VIEW

**ALTERNATE WOOD BLOCKOUT DETAIL**

**MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

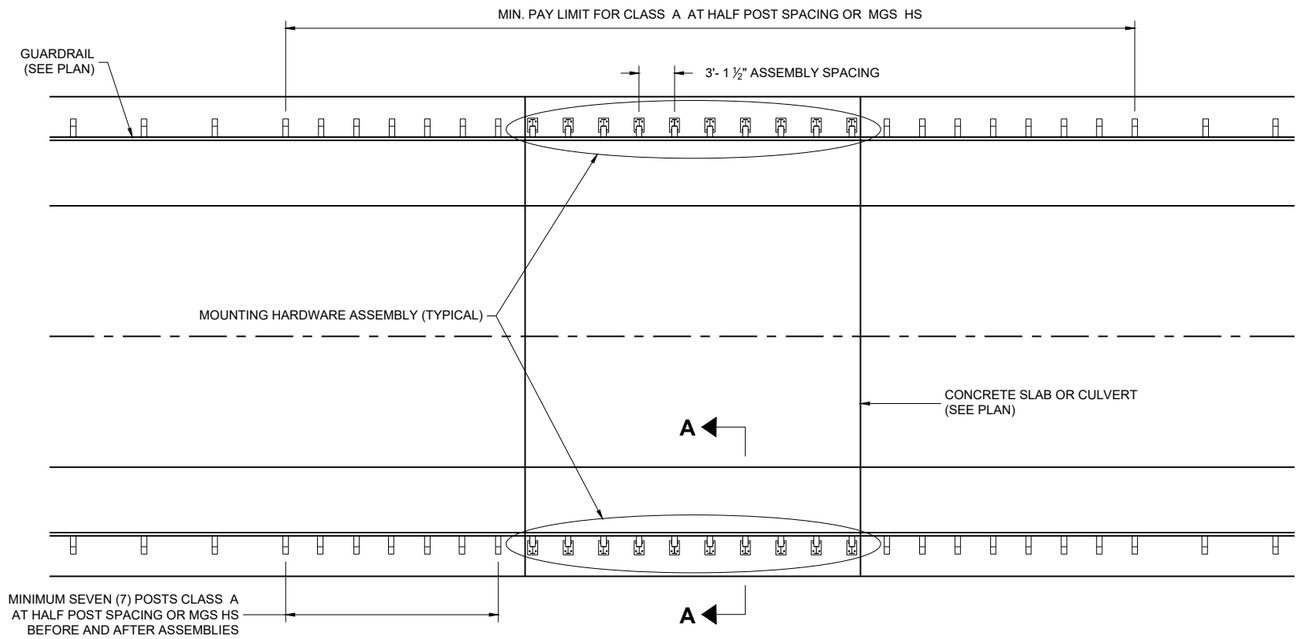
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA




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SDD 14B44 - 04c




**PLAN VIEW**

## GENERAL NOTES

HOLES DRILLED INTO CONCRETE SLAB OR CULVERT ARE 1 ⅛" DIAMETER.

POST BASE PLATE (AND BOTTOM PLATES IF USED) SHALL BE FLAT WITH ALL SURFACES SMOOTH, AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS. CUT BOTTOM OF POST SO THAT POST WILL BE VERTICAL WHEN POST ASSEMBLY IS PLACED ON TOP OF CONCRETE. HEX BOLTS AND THREADED RODS ARE TO BE PLACED PERPENDICULAR TO THE BASE PLATE.

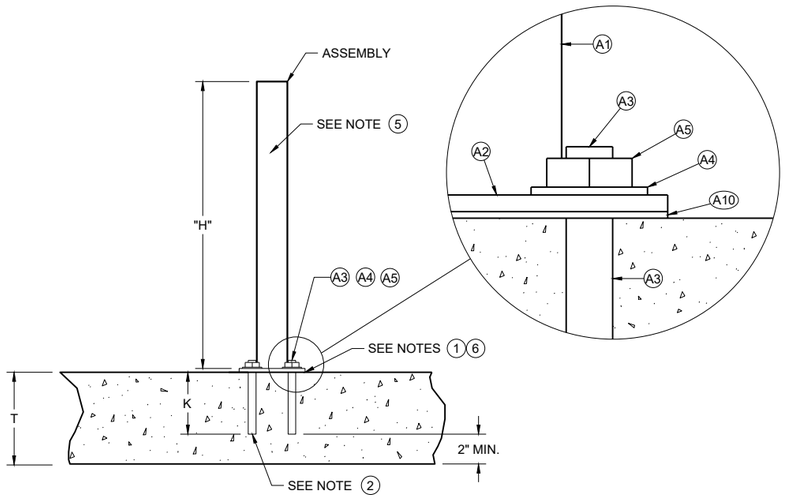
"H" DIMENSION WILL VARY. SEE PLAN FOR "H" DIMENSION. CONTRACTOR HAS OPTION OF INSTALLING POSTS THAT ARE TALLER THAN "H" DIMENSION AND CUT POSTS TO PROPER "H" DIMENSION IN THE FIELD. IF ELECTING TO FIELD CUT POSTS, DRILL HOLES AT APPROPRIATE LOCATIONS AND APPLY GALVANIZATION.

GALVANIZE STEEL COMPONENTS AFTER FABRICATION PER SECTION 614 OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.

INSTALL 1 NUT AND 1 WASHER WHERE APPLICABLE. PROVIDE SUFFICIENT LENGTH OF BOLT OR THREADED ROD TO ALLOW FOR ¼" TO ½" OF THREAD TO BEYOND THE NUT.

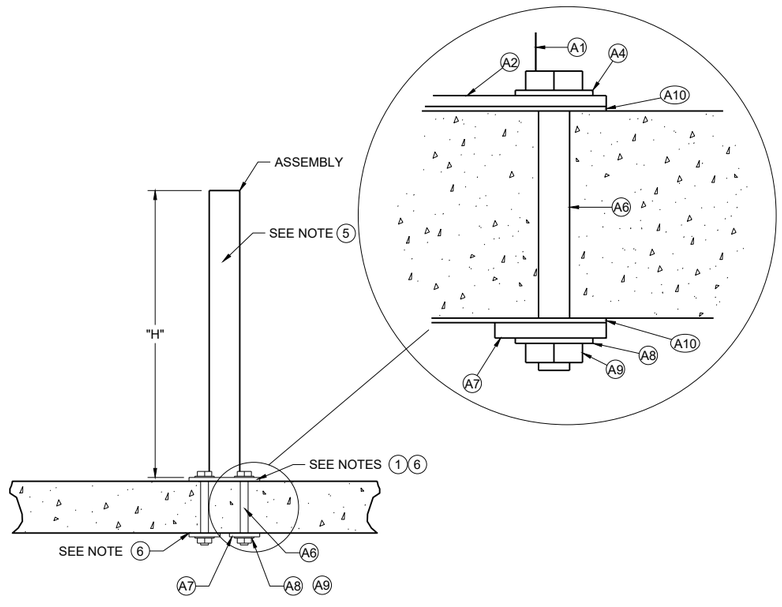
1. FILL BOLT SLOT OPENINGS IN POST SHIMS AND PLATE A2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. CAULK AROUND PERIMETER OF A2 WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.
2. BOND STRENGTH OF ADHESIVE IS 1,305 PSI OR GREATER WITH A MINIMUM EMBEDMENT DEPTH OF 8-INCHES. IF MINIMUM EMBEDMENT CANNOT BE ACHIEVED, BOLT THROUGH STRUCTURE.
3. USE GAS-METAL ARC WELDING (GMAW) PROCESS WITH ER70S-3 WELDING WIRE AND ARGON-OXYGEN OR $CO_2$ COVER GAS.
4. OTHER COMPONENT OF BARRIER SYSTEM NOT SHOWN. SEE SDD 14B15 OR SDD 14B42 FOR MORE DETAILS.
5. HOLES TO MOUNT BEAM GUARD AND BLOCK NOT SHOWN ON DRAWINGS. SEE SDD 14B15 OR SDD 14B42 FOR MORE DETAILS.
6. ADD AND ADJUST SHIM PLATES AS NECESSARY TO INSTALL POST PLUMB. SEE (A10) FOR DETAIL.

| Concrete Strength (f'c) PSI | "T" Inch | Min. "K" Inch |
|---|---|---|
| 3,500 | 11 ≤ | 9 |
| 4,000 | 10 ≤ | 8 |



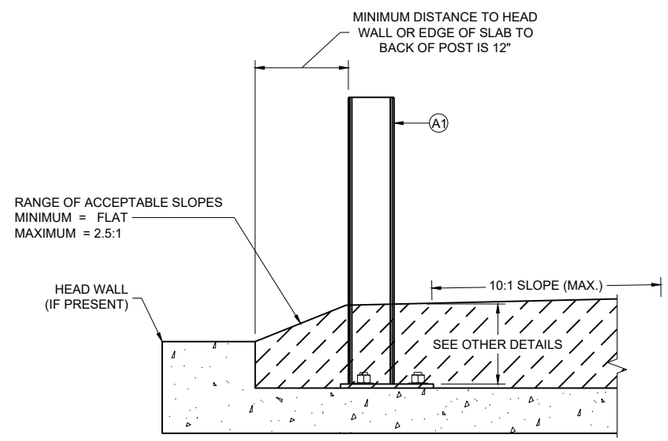

**ADHESIVE ANCHOR DETAIL**

SEE NOTE 4




**BOLT THROUGH DETAIL**

SEE NOTE 4




**SECTION A - A**

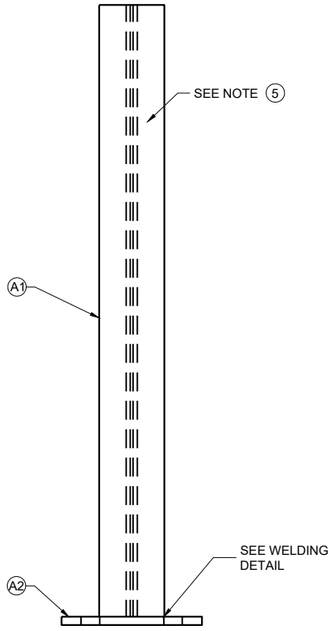
SEE NOTE 4

**ANCHOR POST ASSEMBLY TOP MOUNTED**

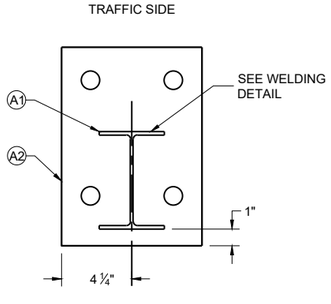
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

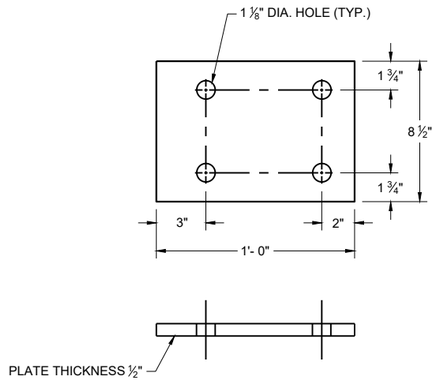
SDD 14B51-05a



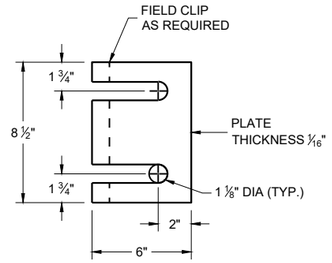

**PROFILE VIEW**
**POST ASSEMBLY**



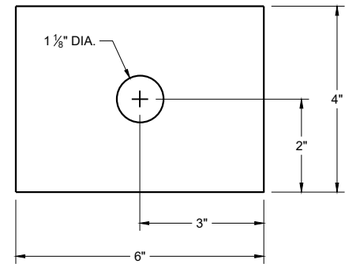

**PLAN VIEW**
**POST ASSEMBLY**



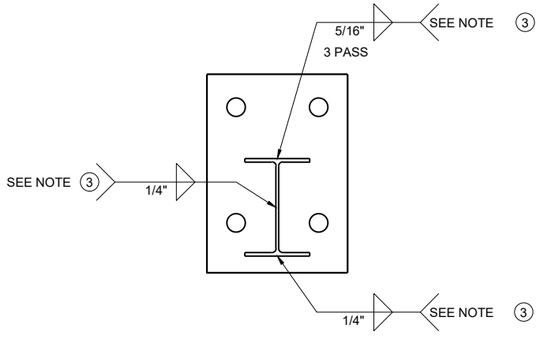

**(A2) STEEL BASE PLATE**



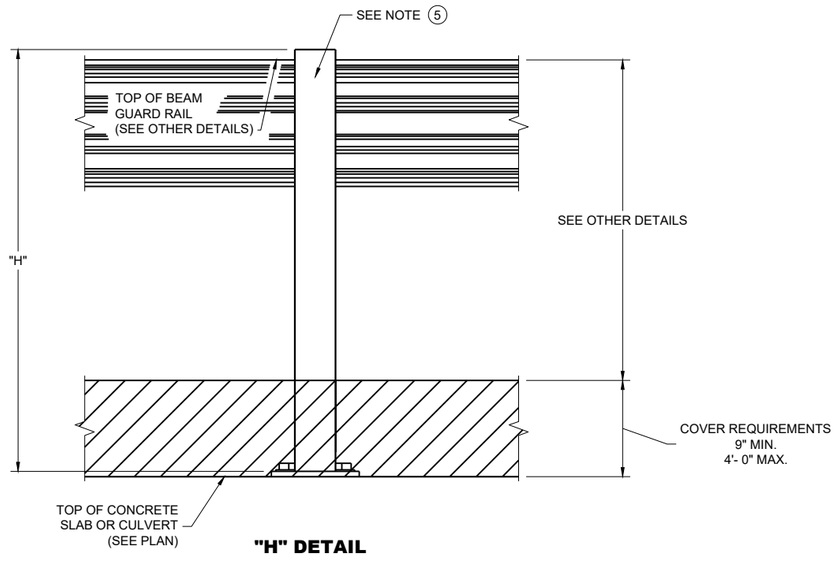

**(A10) SHIM PLATE**




**(A7) PLATE WASHER**




**POST ASSEMBLY**
**WELDING DETAIL**

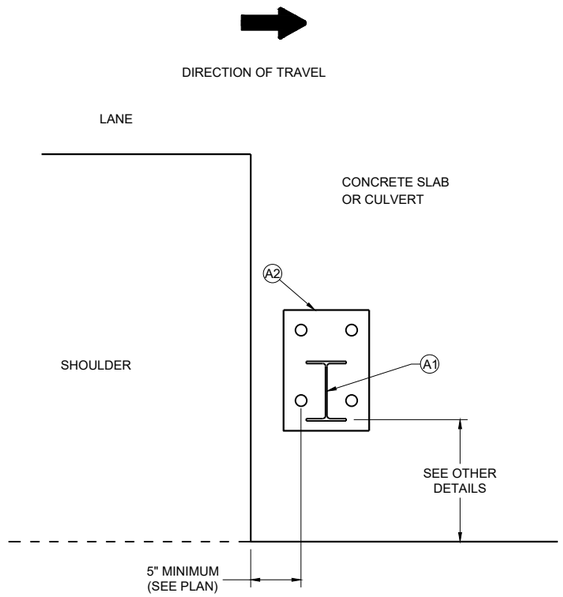



**"H" DETAIL**

SEE NOTE (4)

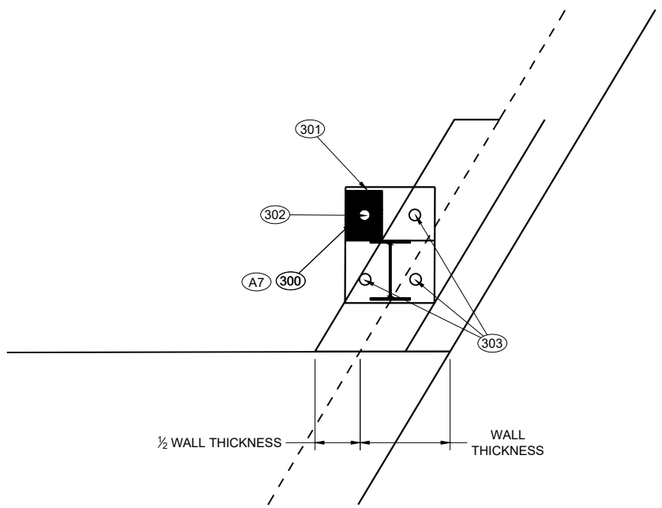
**ANCHOR POST ASSEMBLY**
**TOP MOUNTED**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**EDGE PLACEMENT**

SEE NOTE (4)




**TOP MOUNT OPTION NEAR EDGE OF SLAB**

## BILL OF MATERIALS LIST

| ITEM | DESCRIPTION | MATERIAL SPECIFICATIONS | NOTES |
|---|---|---|---|
| (A1) | W6x9 or W6x8.5 | ASTM A992 50 KSI MIN.,<br>ASTM A709 GRADE 50,<br>OR ASTM A36 | SEE SDD 14B15 OR 14B42<br>LENGTH WILL VARY |
| (A2) | STEEL BASE PLATE | ASTM A992 50 KSI MIN.,<br>ASTM A529 GRADE 50,<br>ASTM A572 GRADE 50,<br>OR ASTM A36 | |
| (A3) | 1" DIA. THREADED ROD | SAE J429 GRADE 2,<br>OR ASTM F1554 GRADE 55 | LENGTH WILL VARY |
| (A4) | 1" DIA. FLAT WASHER | ASTM F844 | |
| (A5) | 1" HEX NUT | ASTM A563A | |
| (A6) | 1" DIA. HEX BOLT | ASTM A307 | LENGTH WILL VARY |
| (A7) | PLATE WASHER | ASTM A992 50 KSI MIN.,<br>ASTM A529 GRADE 50,<br>ASTM A572 GRADE 50,<br>OR ASTM A36 | ¼" THICKNESS |
| (A8) | 1" DIA. FLAT WASHER | ASTM F844 | |
| (A9) | 1" DIA. HEX NUT | ASTM A563A | |
| (A10) | SHIM PLATE | SEE (A2) | 4 MAX PER POST |

NOTES

(300) Plate washer installed on underside of slab or culvert

(301) Top plate assembly on top of slab or culvert

(302) Bolt through option allowed

(303) Adhesive Anchors

**ANCHOR POST ASSEMBLY TOP MOUNTED**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2025
DATE

/S/ Rodney Taylor
WORK ZONE ENGINFFR

FHWA

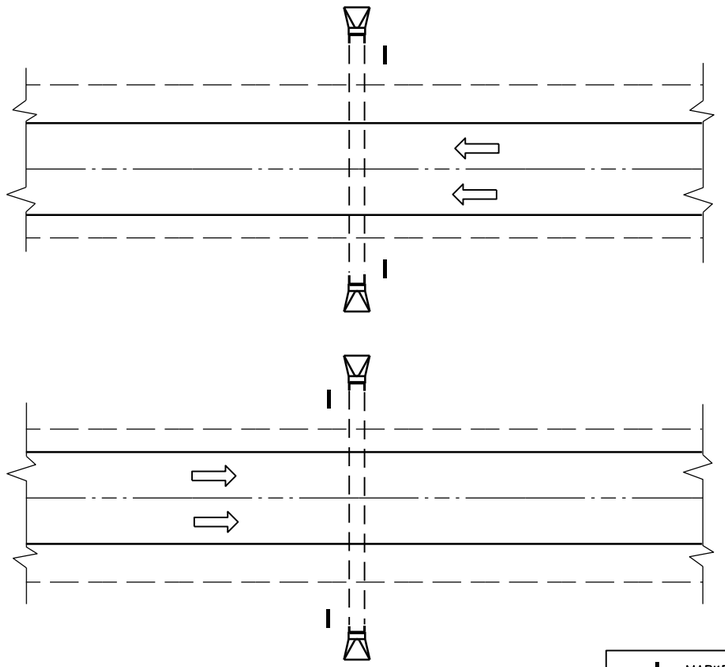


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SDD 14B51-05c

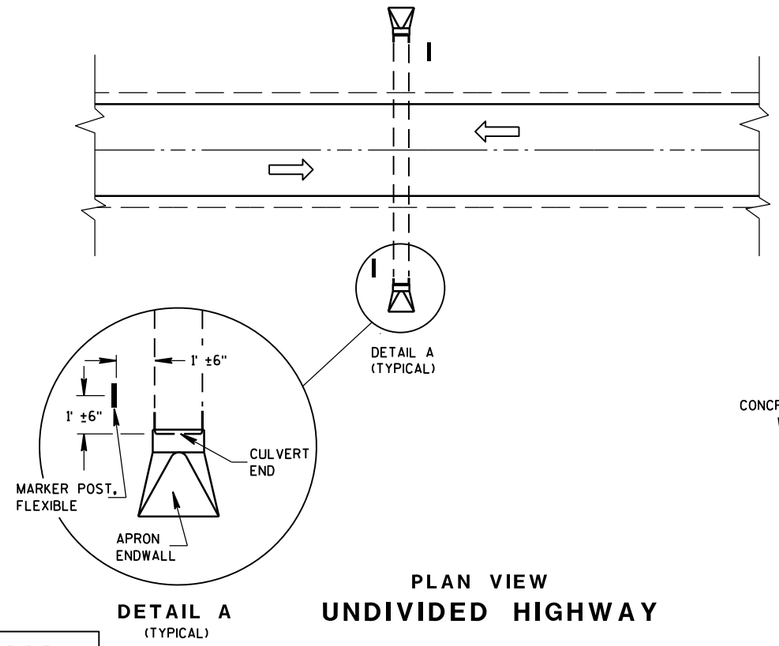
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SDD 14B51-05c



PLAN VIEW

## DIVIDED HIGHWAY




DETAIL A
(TYPICAL)

PLAN VIEW

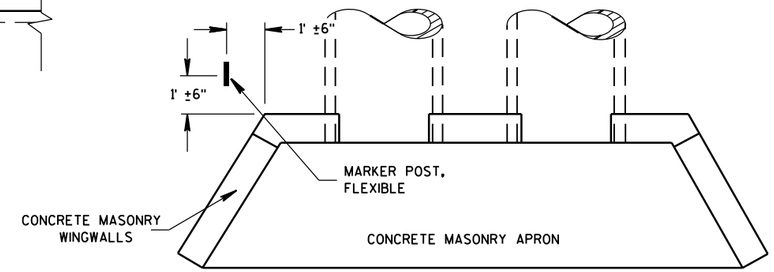
## UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

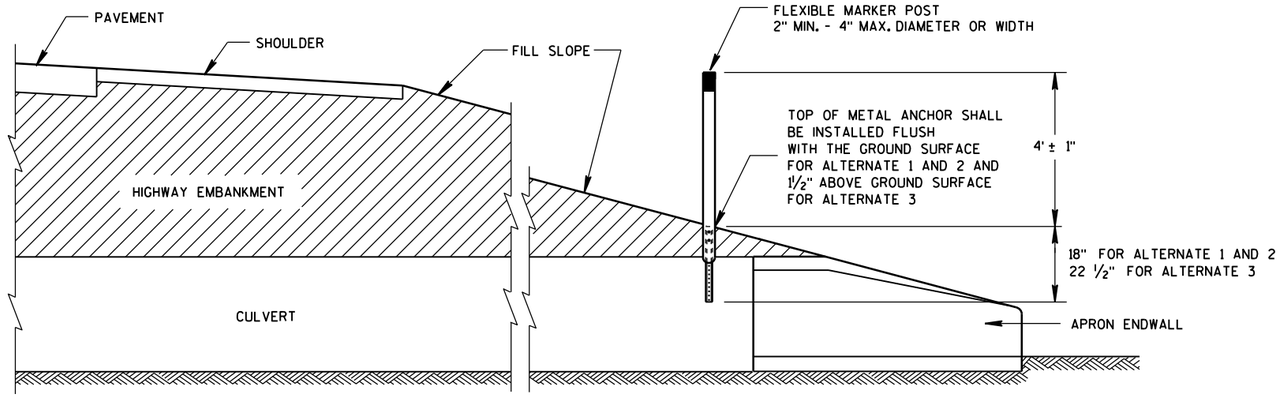
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




PLAN VIEW

## CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

## FLEXIBLE MARKER POST LOCATION




CROSS SECTION

## FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

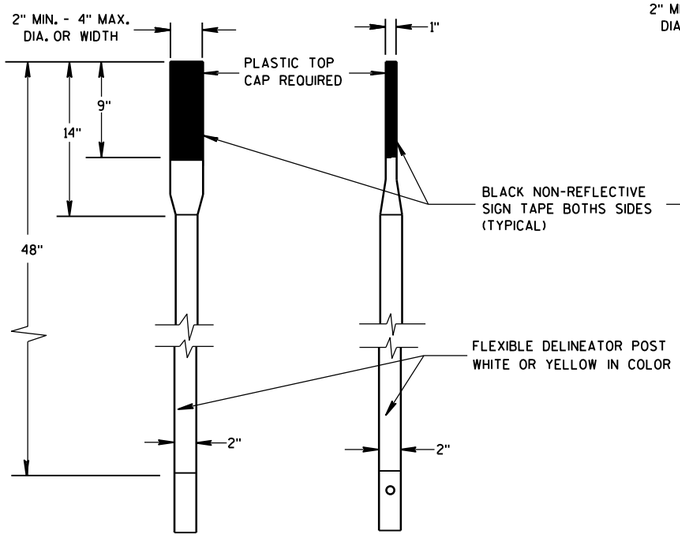


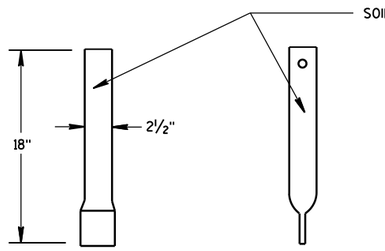
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S.D.D. 15 A 3-2a

6

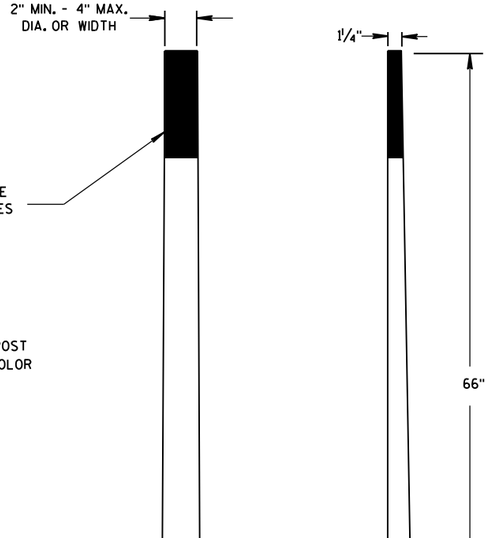
S.D.D. 15 A 3-2a



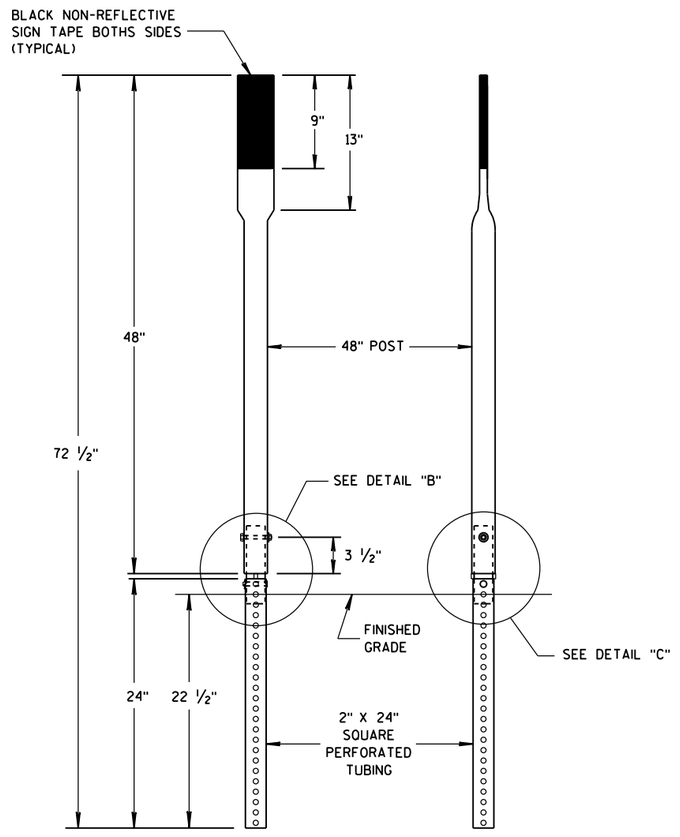

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

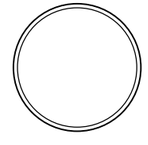
ALTERNATE 2



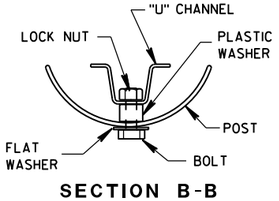

FRONT VIEW SIDE VIEW

ALTERNATE 3

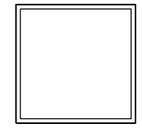
## FLEXIBLE MARKER POSTS



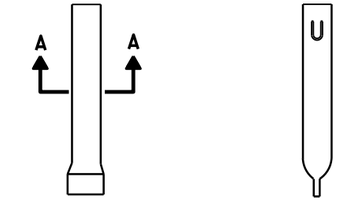
SECTION A-A




SECTION B-B

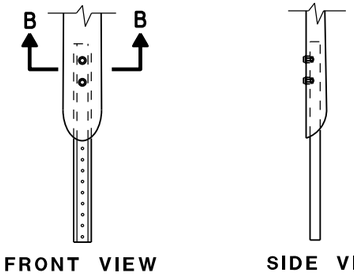


SECTION C-C



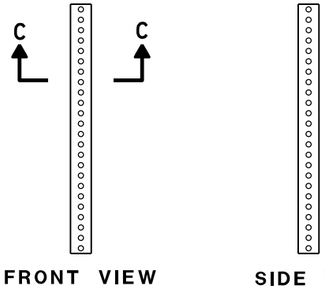

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

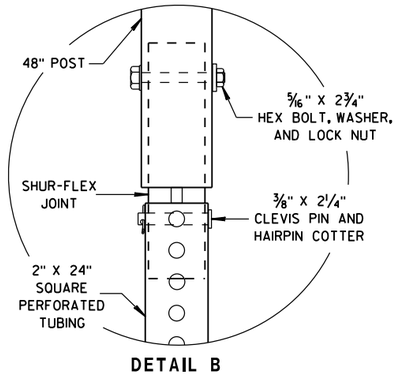
ALTERNATE 2



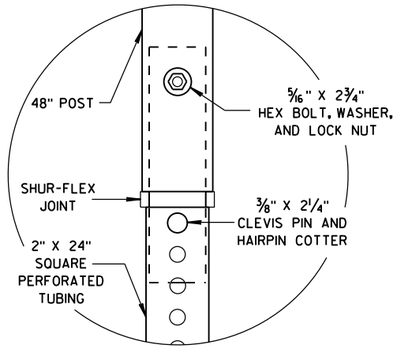

FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POST ANCHORS




DETAIL B




DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

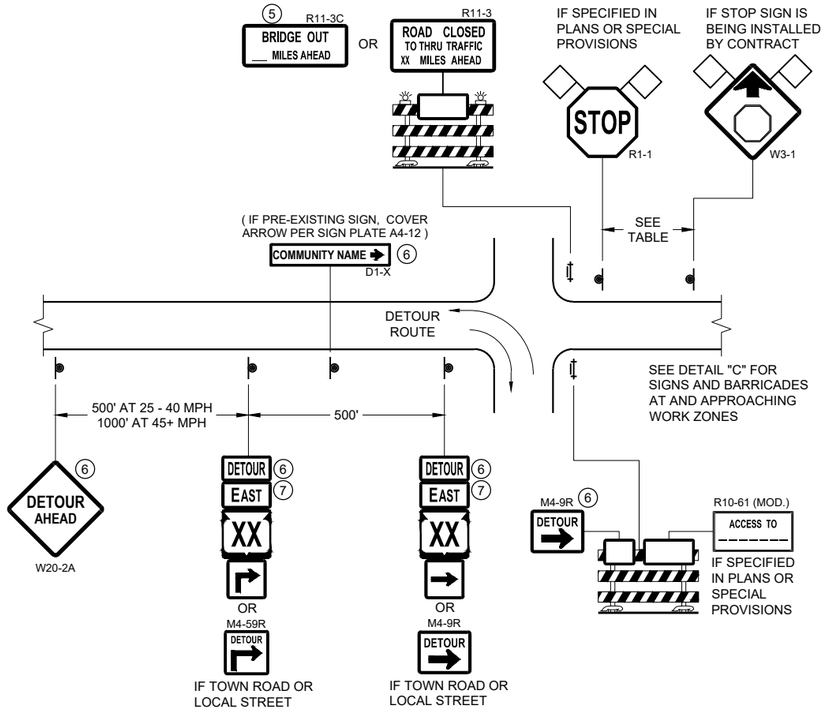


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S.D.D. 15 A 3-2b

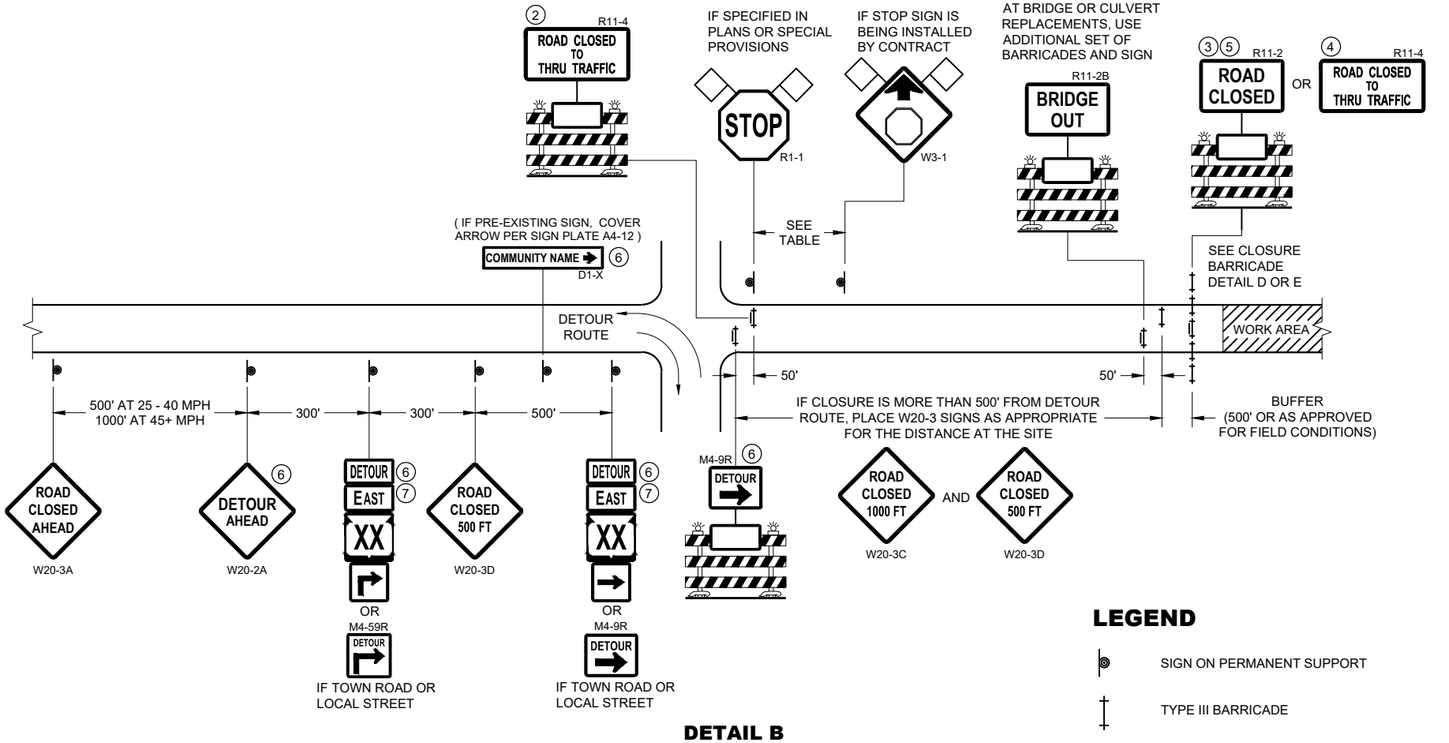
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S.D.D. 15 A 3-2b



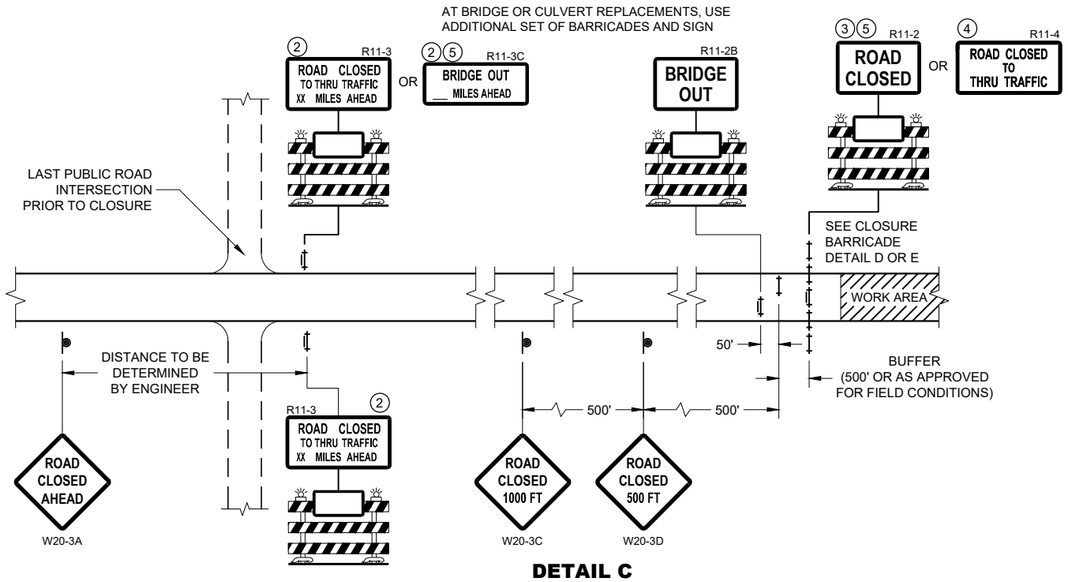

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL C
## MAINLINE CLOSURE, NO POSTED DETOUR

| SPEED LIMIT (MPH) | "STOP AHEAD" ADVANCE WARNING DISTANCE (FT) |
|---|---|
| 25 | 200 |
| 30 | 200 |
| 35 | 350 |
| 40 | 350 |
| 45 | 500 |
| 50 | 550 |
| 55 | 750 |

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

## BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

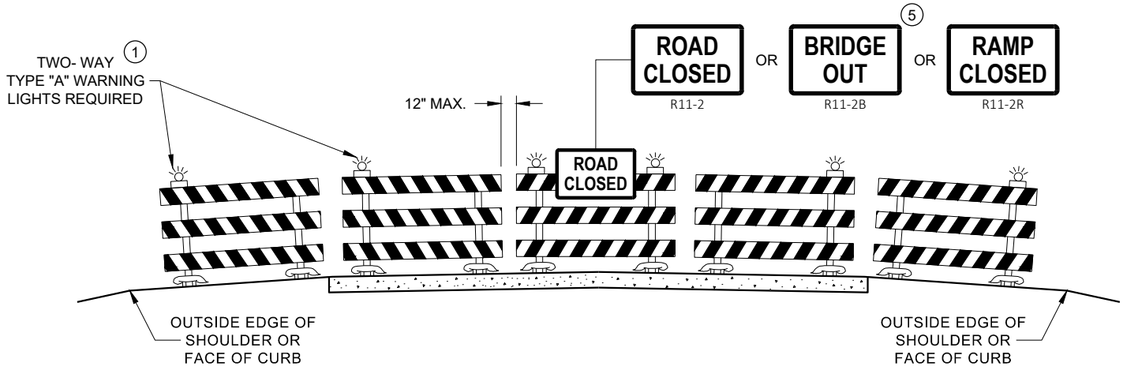
FHWA



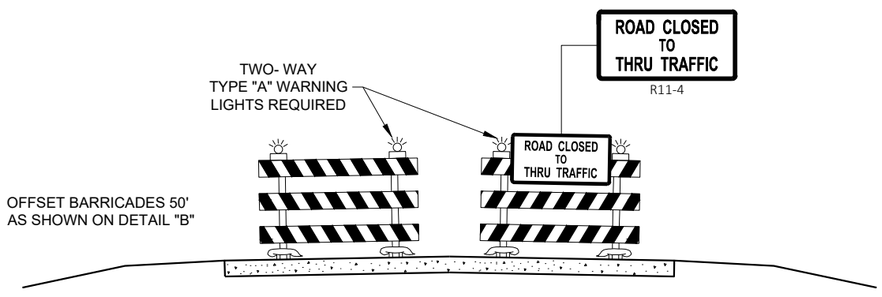
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SDD 15C02 - 09a

SDD 15C02 - 09a




**DETAIL D**
**ROAD CLOSURE BARRICADE DETAIL**
**APPROACH VIEW**




**DETAIL E**
**LANE CLOSURE BARRICADE DETAIL**
**APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

## GENERAL NOTES

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

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS FOR VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA



6

SDD 15C02 - 09b

6

SDD 15C02 - 09b

**THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.**

## LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- M05 - 1
- OR M06 - 1
- OR M06 - 1

## GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

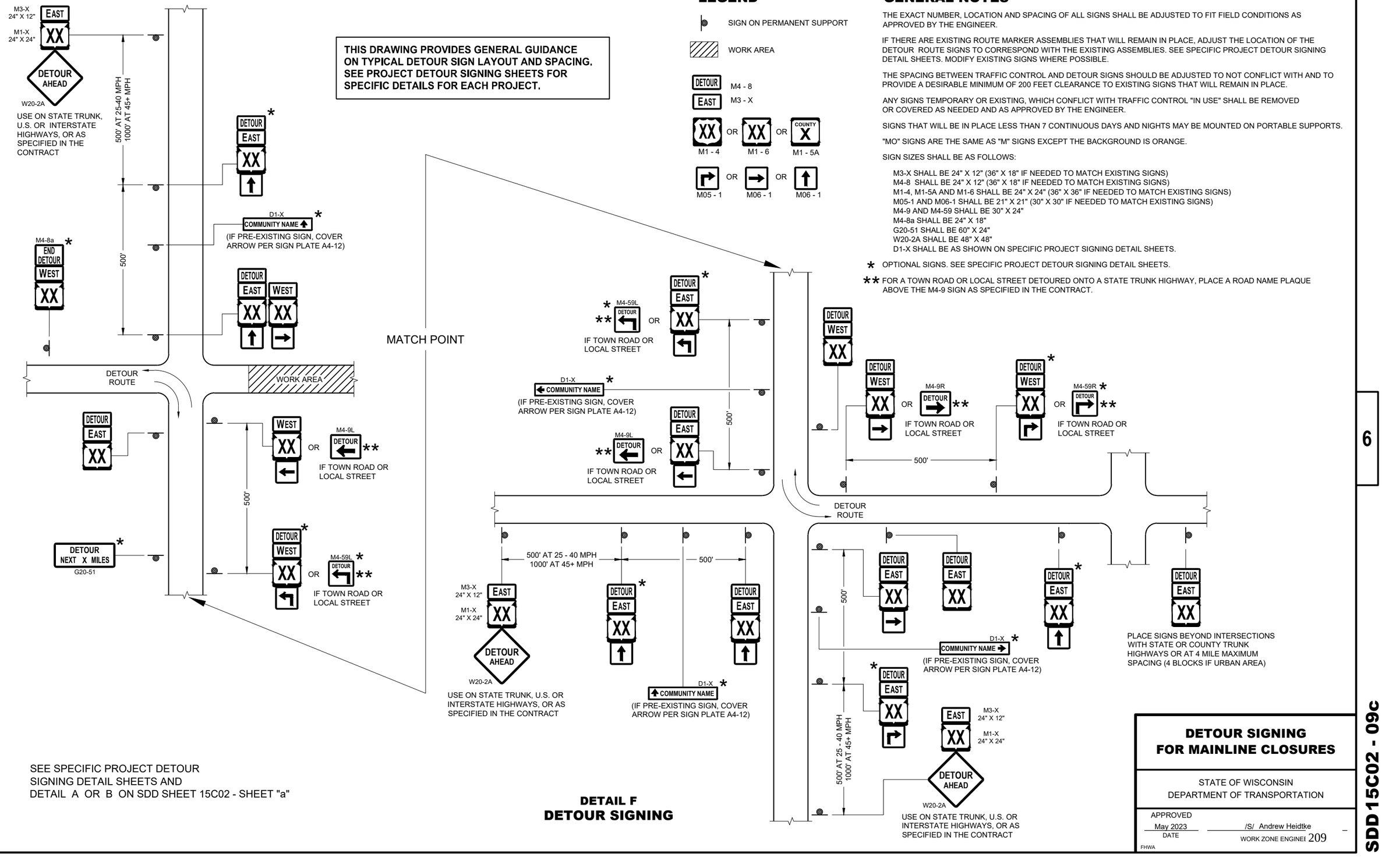
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.




SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

**DETAIL F**
**DETOUR SIGNING**

## DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA





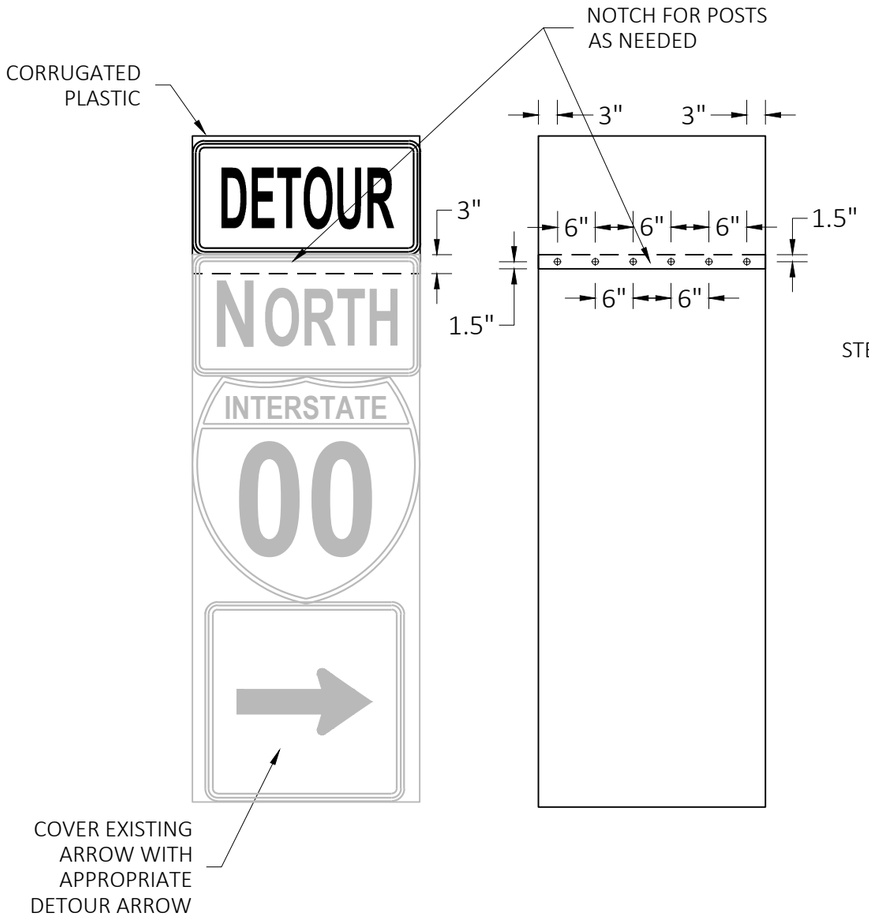
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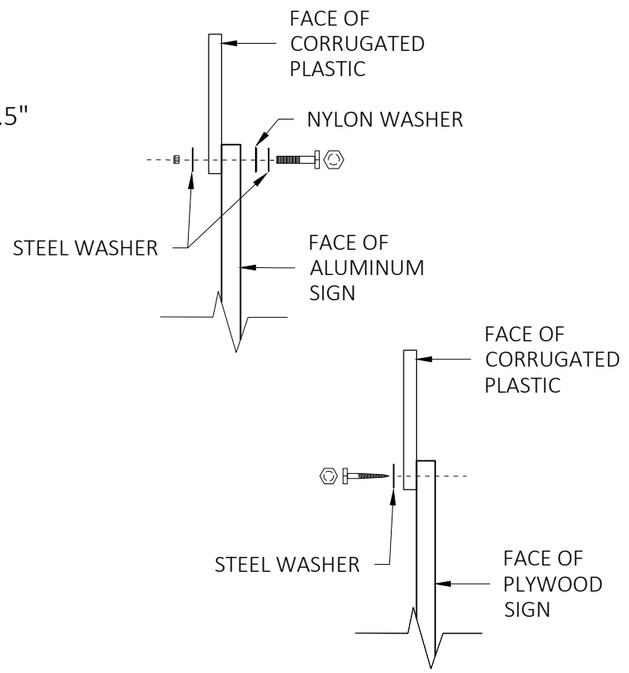
SDD 15C02 - 09c

FRONT SIDE

BACK SIDE

SIDE VIEW




## GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS 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, SC3

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.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
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

# MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

**MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING**

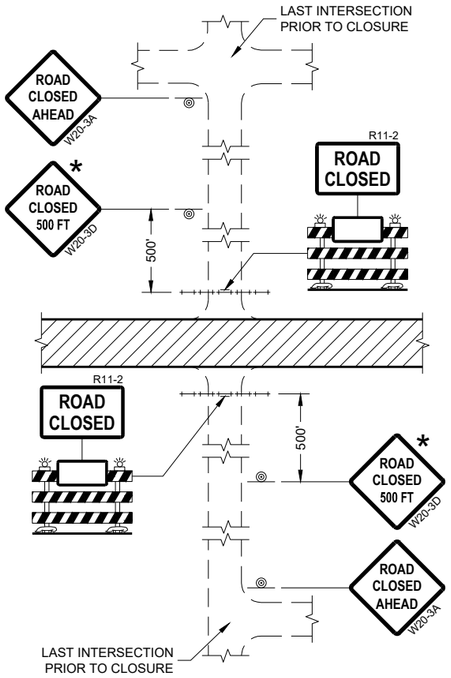
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA

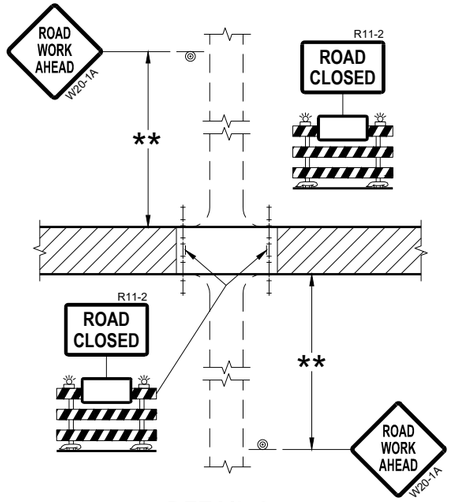




6
SDD 15C02-09h




**DETAIL 1**
(NO ACCESS TO PROJECT)




**DETAIL 2**
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

## GENERAL NOTES

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

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

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

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

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

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

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

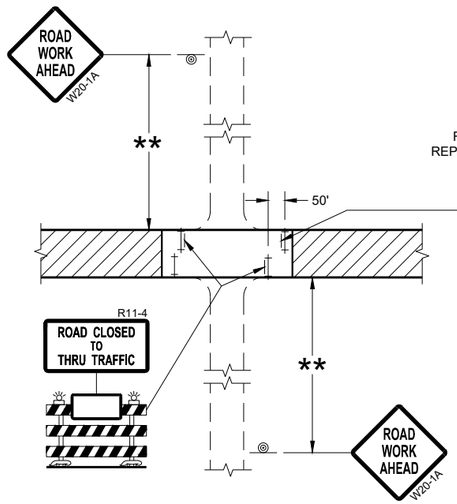
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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

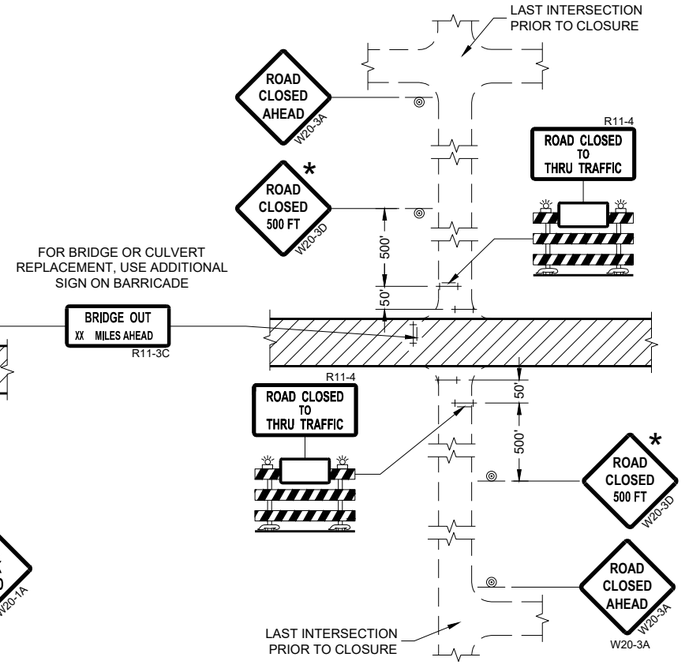
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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




**DETAIL 3**
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)




**DETAIL 4**
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

## LEGEND

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

**BARRICADES AND SIGNS FOR SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA





6

SDD 15C03 - 05

## GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

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

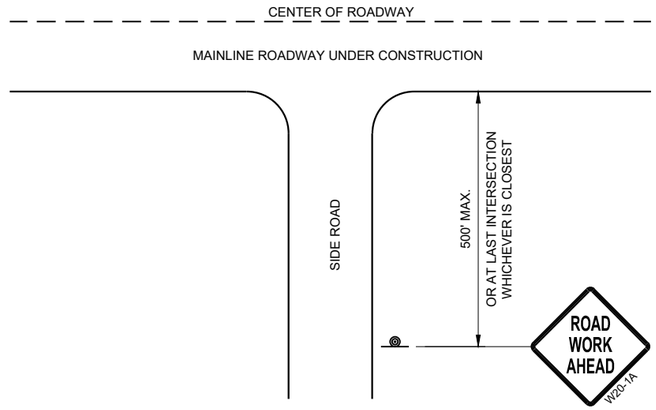
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



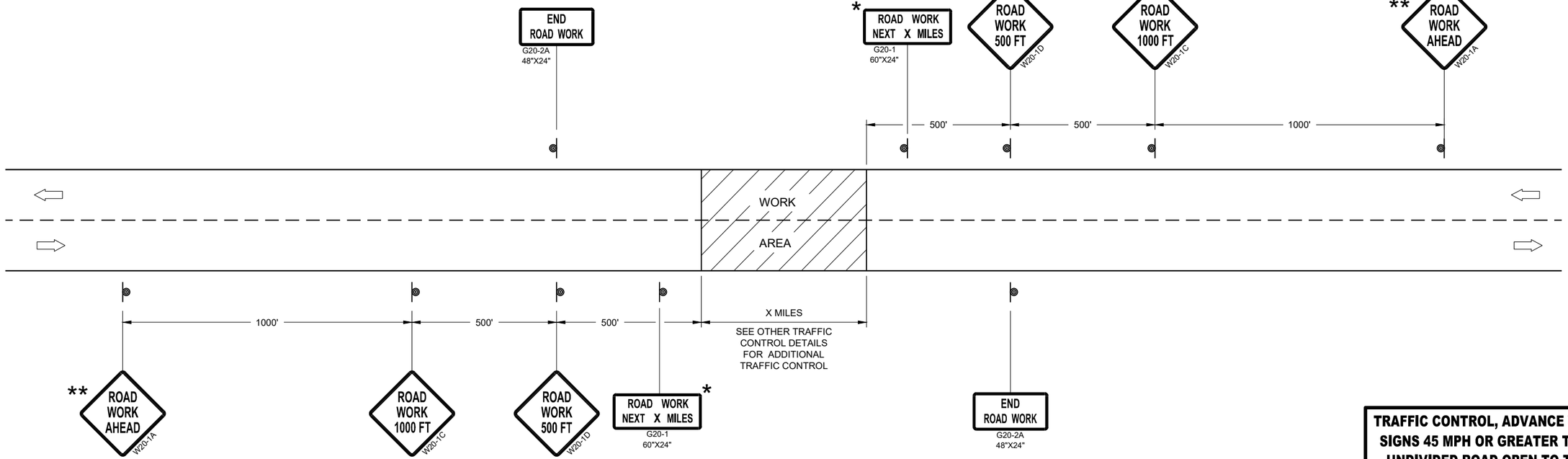

**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**

## LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA




**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER**

**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA




6


SDD 15C04 - 05

## GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

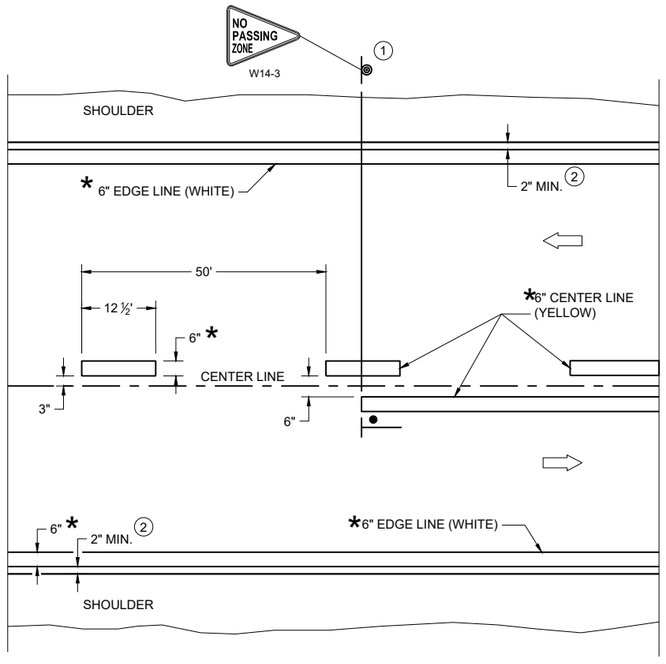
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

## LEGEND

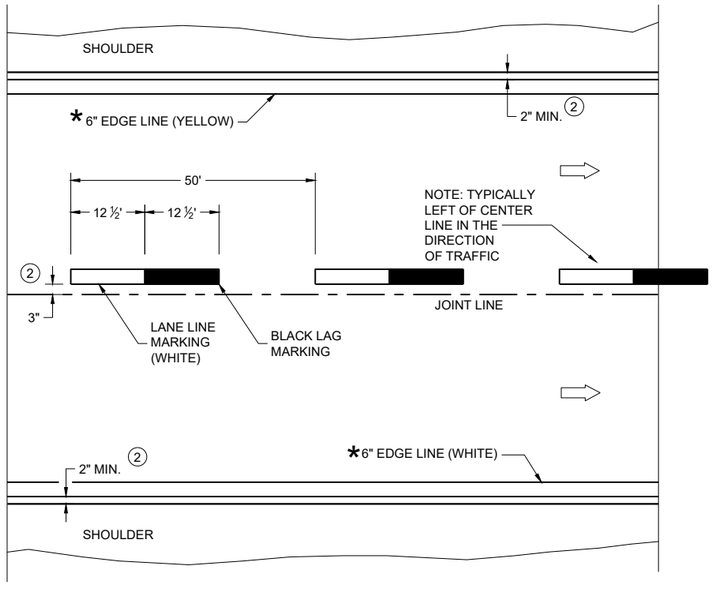
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC




TWO WAY TRAFFIC




ONE WAY TRAFFIC

**PERMANENT PAVEMENT MARKING**

**PERMANENT LONGITUDINAL PAVEMENT MARKINGS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA



6



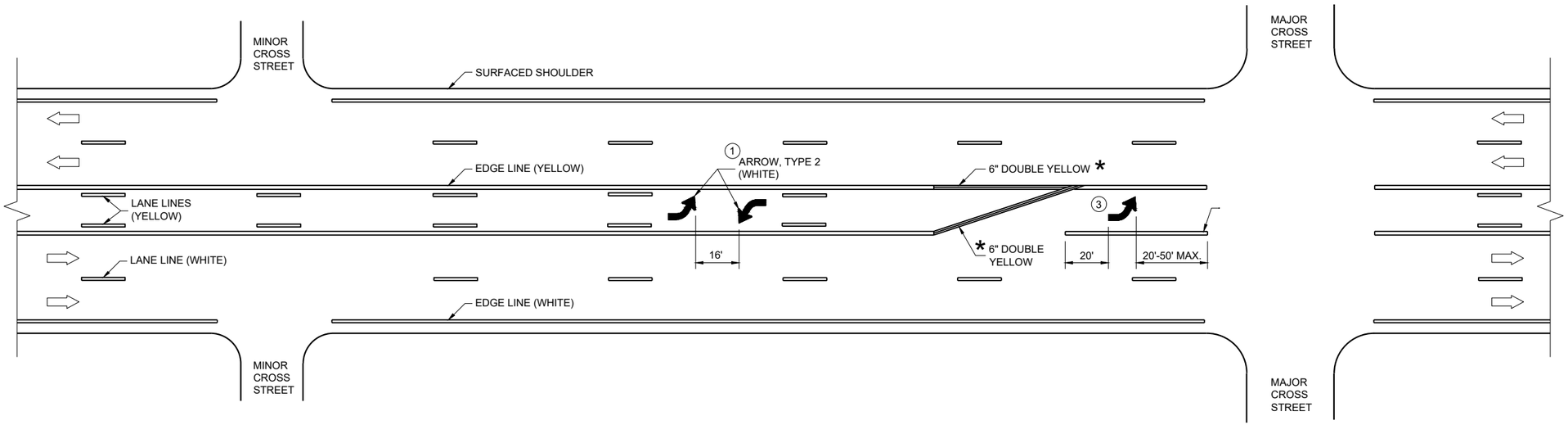
SDD 15C08-24a

## 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

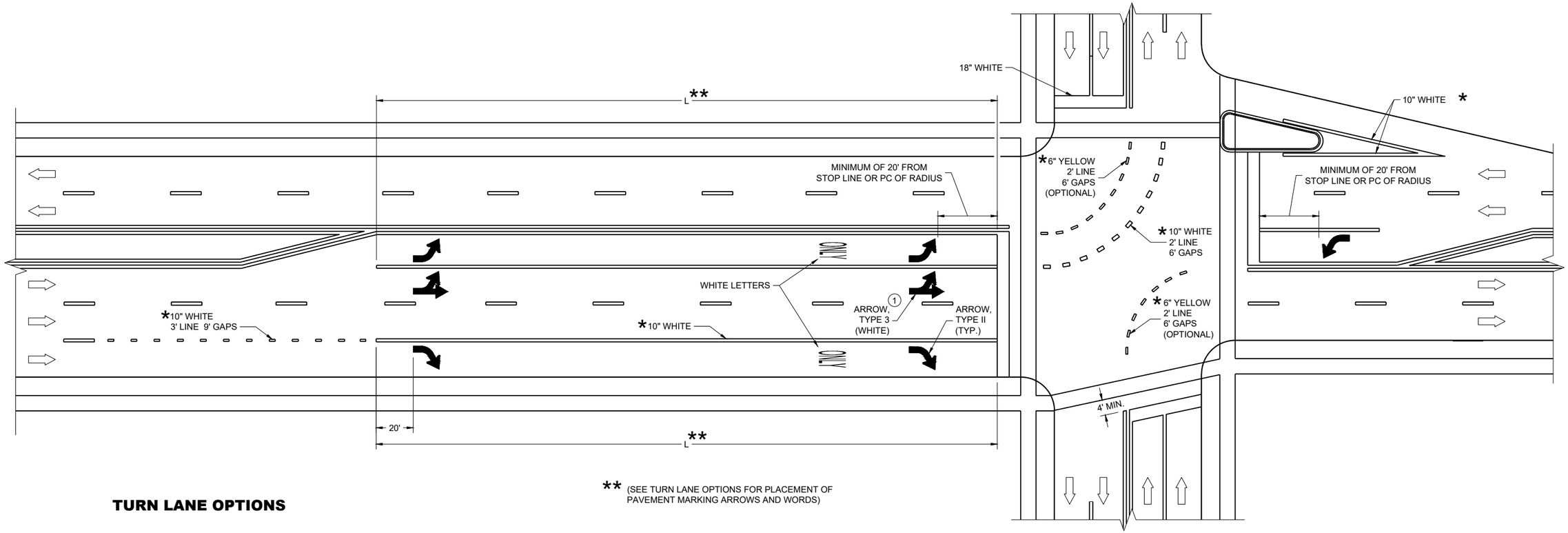


**PAVEMENT MARKING (TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



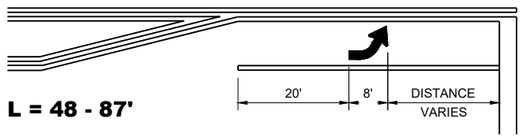
SDD 15C08-24c



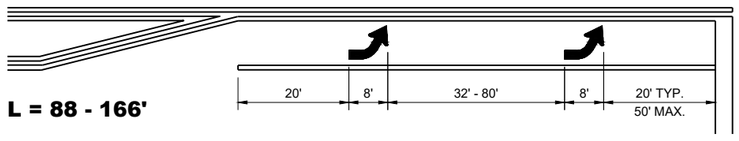

** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

## TURN LANE OPTIONS

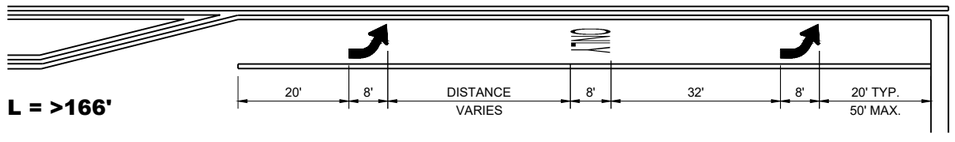
LENGTH OF TURN BAY ( **L** ) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS




**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.

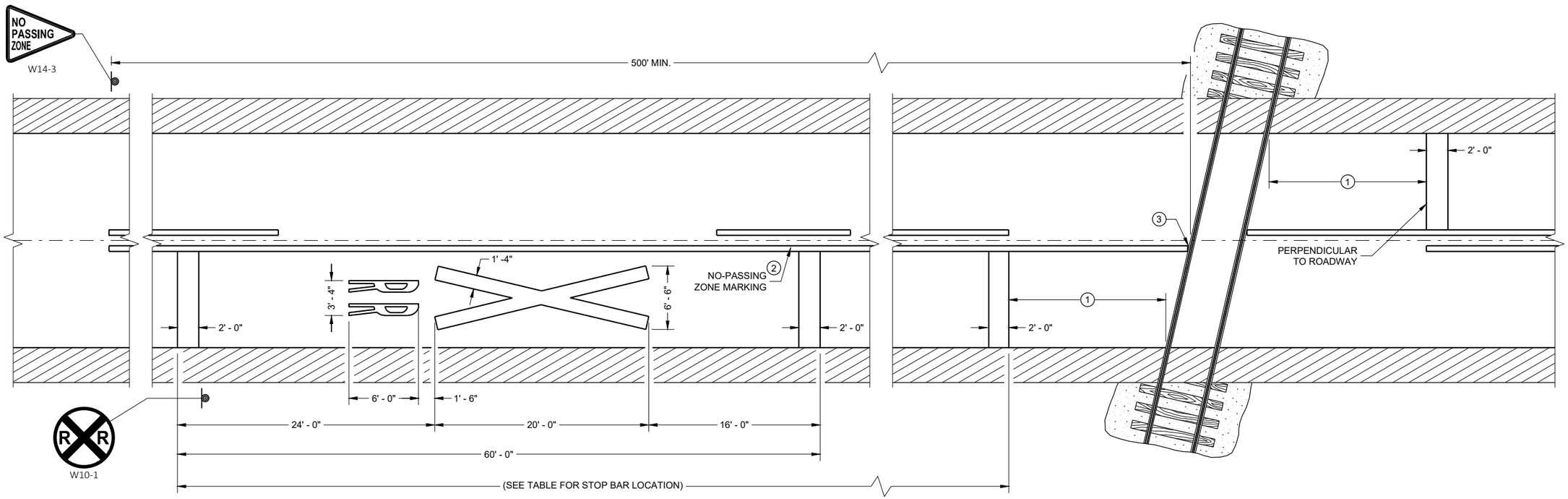
DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

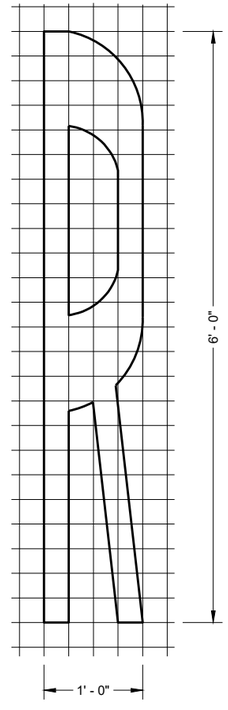
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**PAVEMENT MARKING (TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




## PAVEMENT MARKING




## LEGEND

SIGN ON PERMANENT SUPPORT

## 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.

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

(1) PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.

(2) 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.

(3) FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

## DISTANCE TABLE

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

| POSTED SPEED (M.P.H.) | DIMENSION RANGE (FEET) |
|---|---|
| 25 | 150* - 250' |
| 30 | 200* - 300' |
| 35 | 250* - 450' |
| 40 | 300* - 500' |
| 45 | 400* - 650' |
| 50 | 550* - 800' |
| 55 | 750* - 1000' |
| 60 | 1000* - 1250' |
| 65 | 1000* - 1250' |

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

# SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR ENGINEER

FHWA



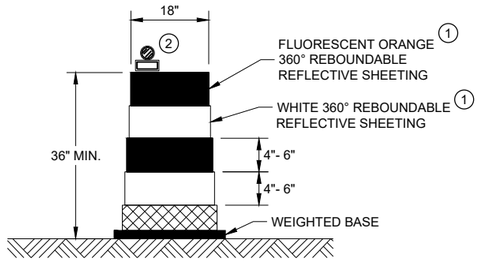
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SDD 15C09-13a

SDD 15C09-13a

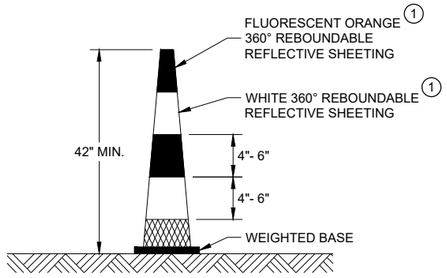
## GENERAL NOTES

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

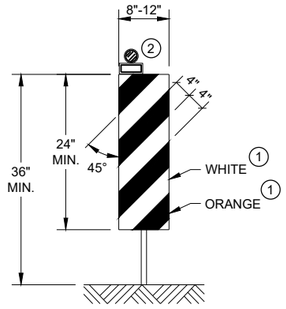
BALLAST WIDTHS
RANGE FROM 24"-36"




### 42" CONE

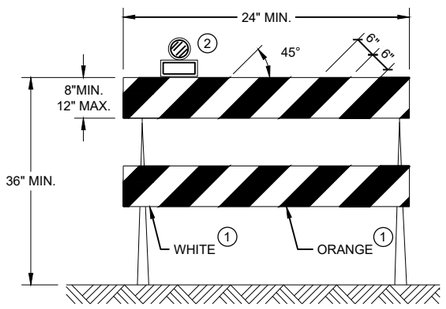
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



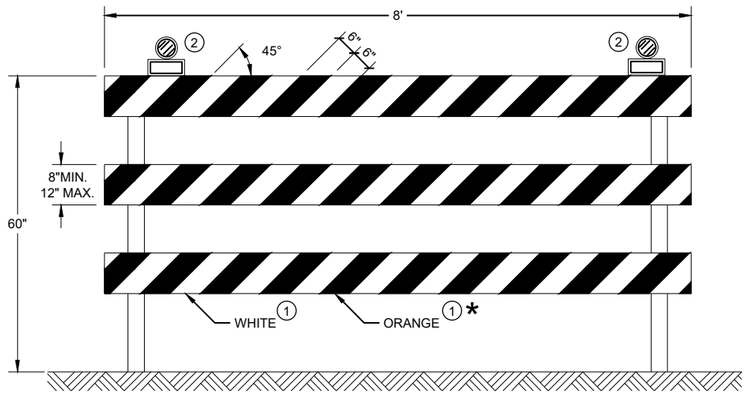

### VERTICAL PANEL

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

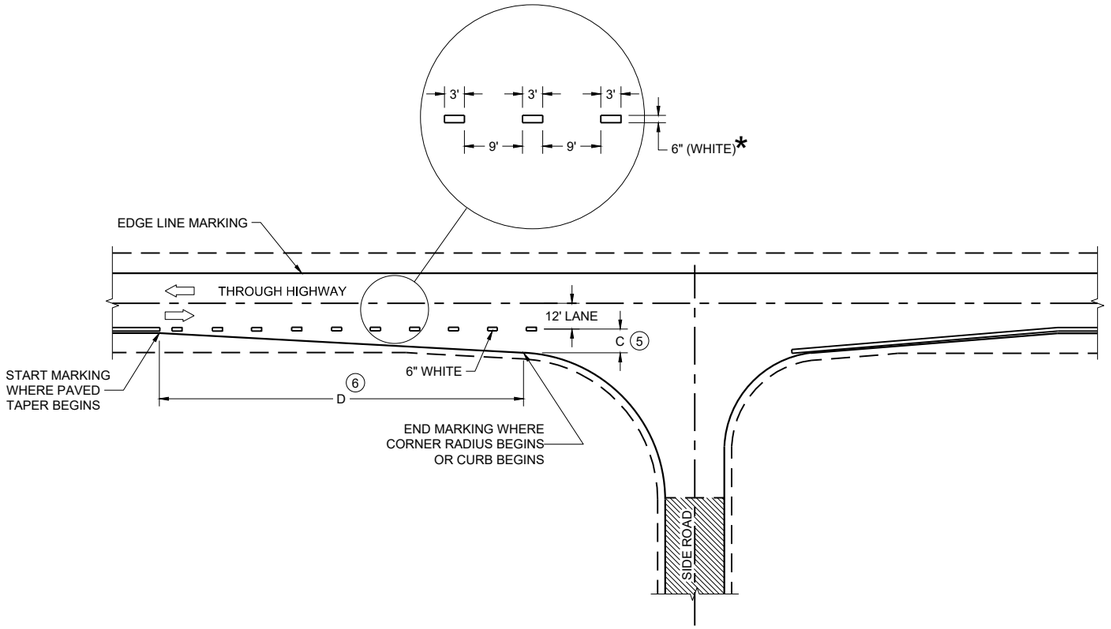


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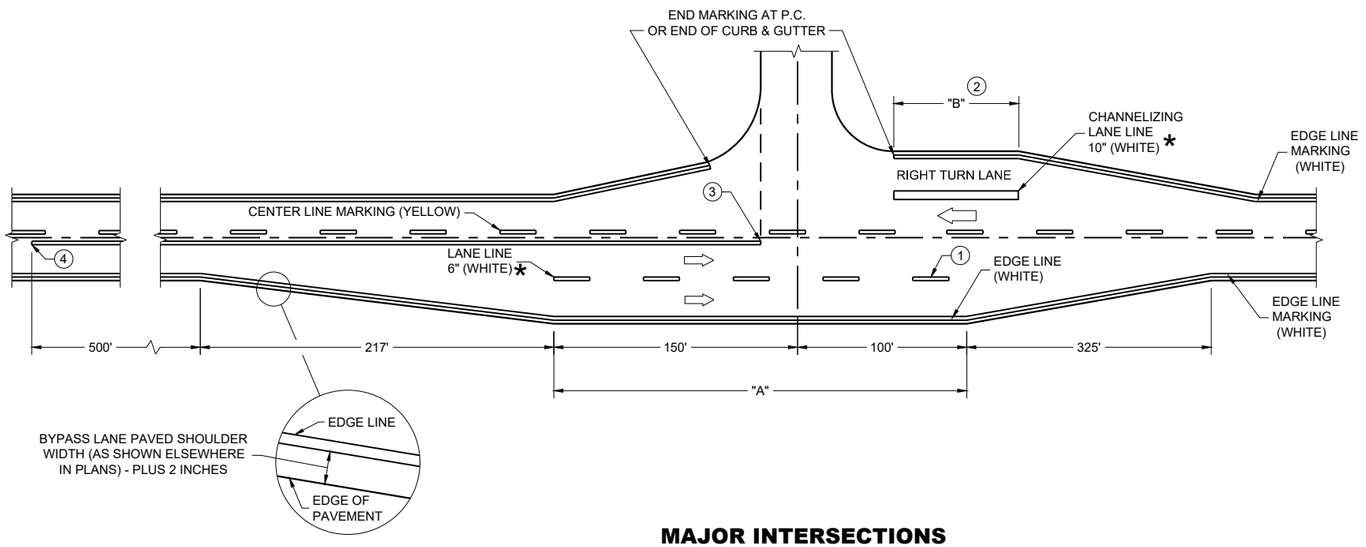
SDD 15C11 - 10b

6

SDD 15C11 - 10b




**MINOR INTERSECTION**




**MAJOR INTERSECTIONS**

**(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

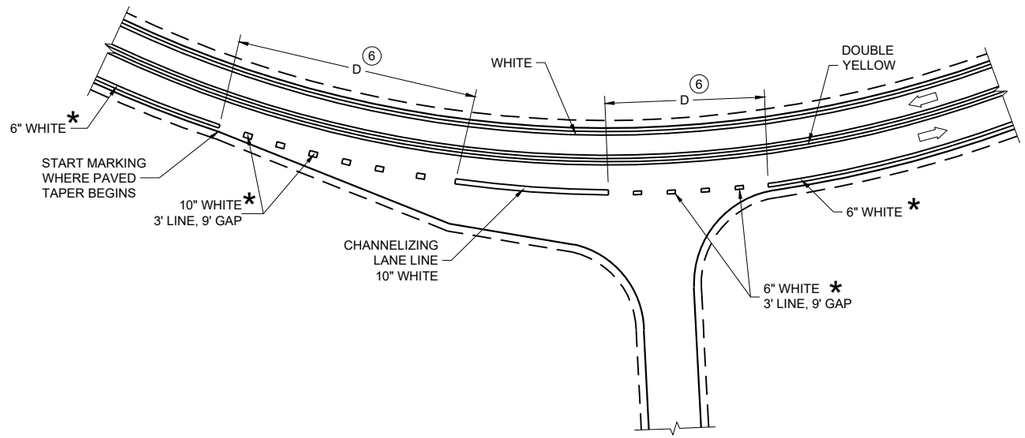
## GENERAL NOTES

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

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

## LEGEND

DIRECTION OF TRAVEL




**INTERSECTION ON OUTSIDE OF CURVE**

**PAVEMENT MARKING (INTERSECTIONS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

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.

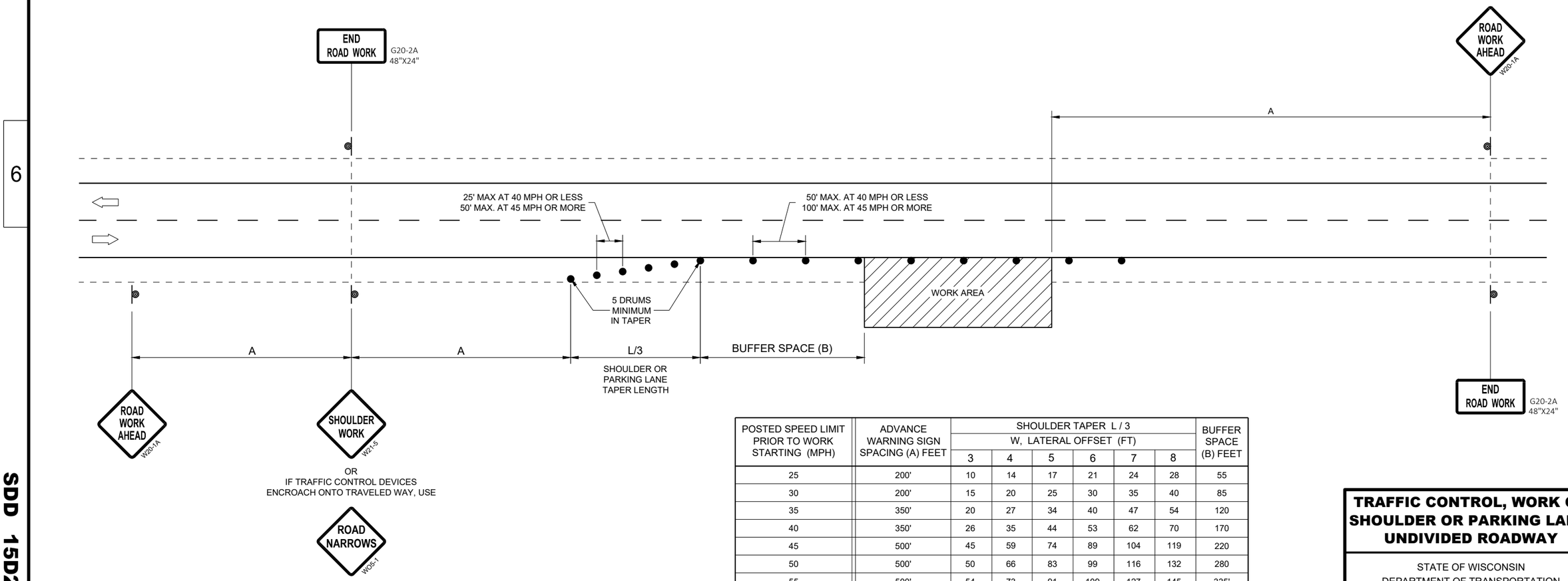
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

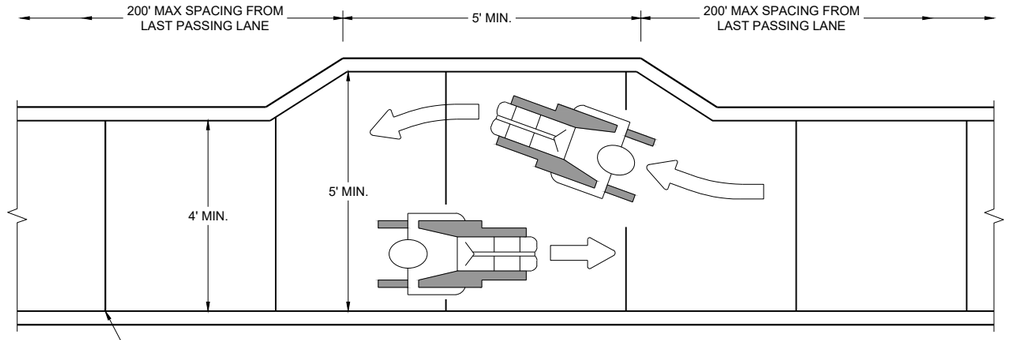
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

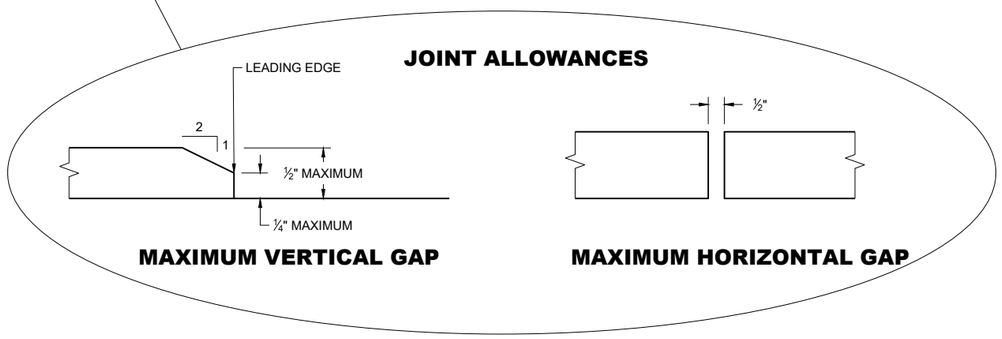


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**NARROW SIDEWALK PASSING DETAIL**



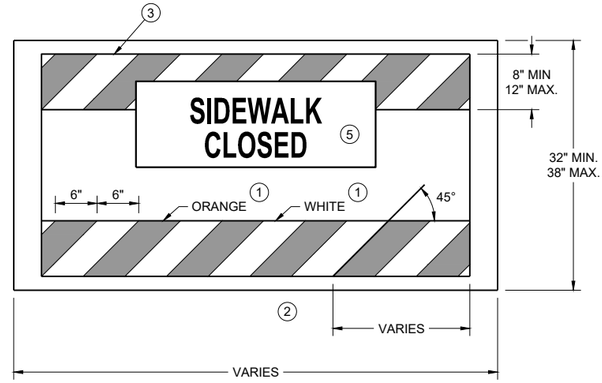

**MAXIMUM VERTICAL GAP**

**MAXIMUM HORIZONTAL GAP**

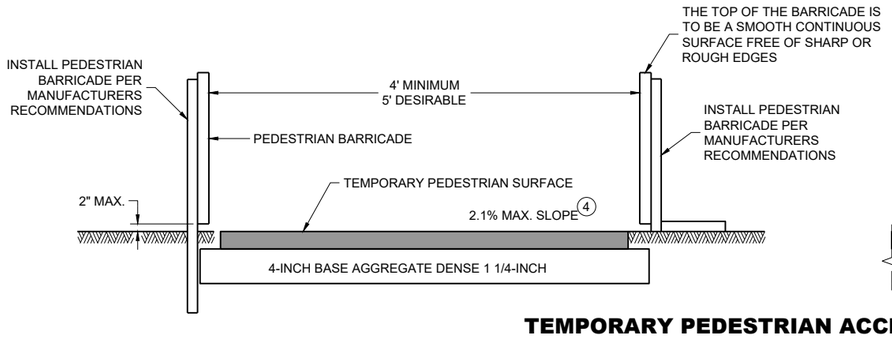
## GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

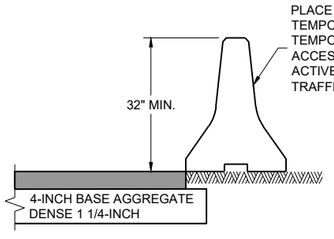
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

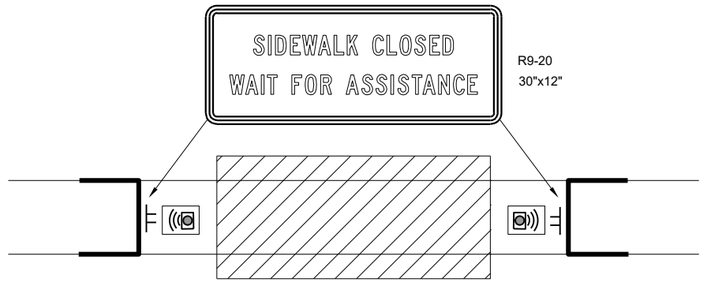



**TEMPORARY PEDESTRIAN BARRICADE ***




**TEMPORARY PEDESTRIAN ACCESS**



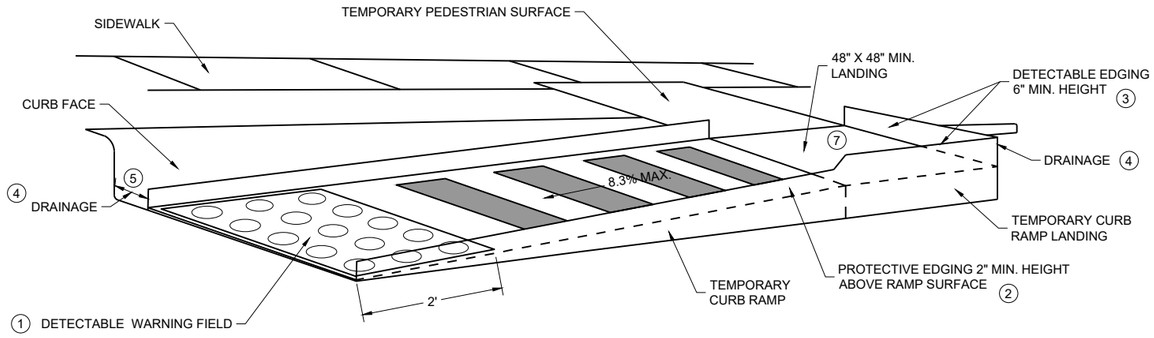

**TEMPORARY PEDESTRIAN FLAGGING**

**LEGEND**

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**PERSPECTIVE VIEW**

## GENERAL NOTES

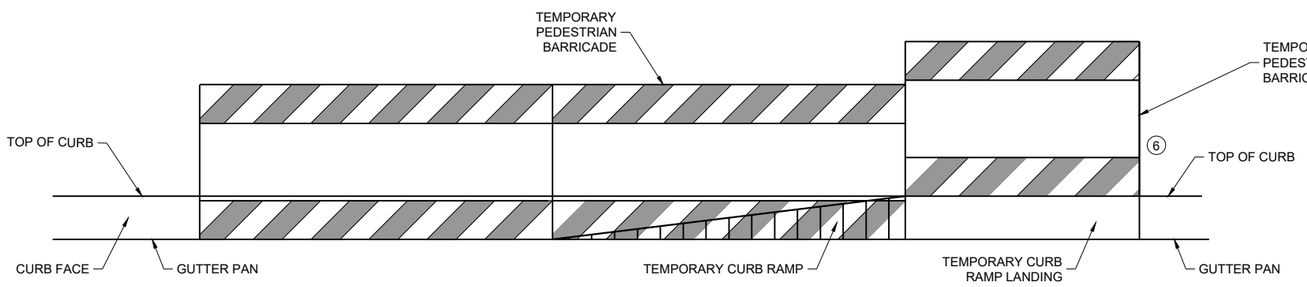
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

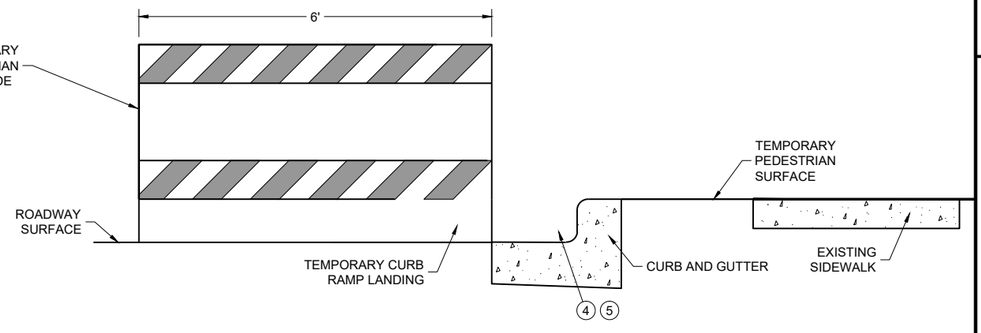
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.




**FRONT VIEW**




**SIDE VIEW**

**TEMPORARY CURB RAMP PARALLEL TO CURB**

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

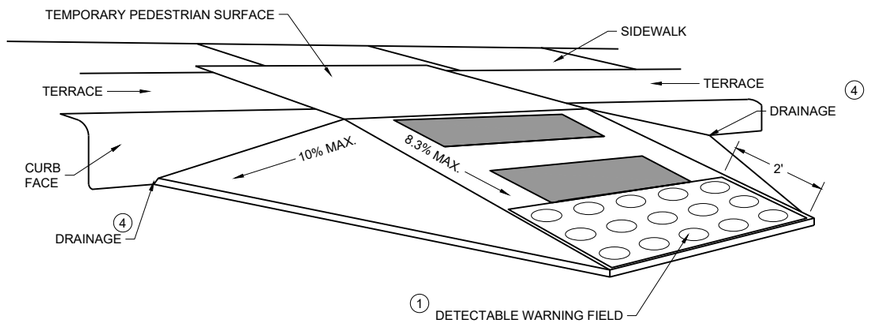


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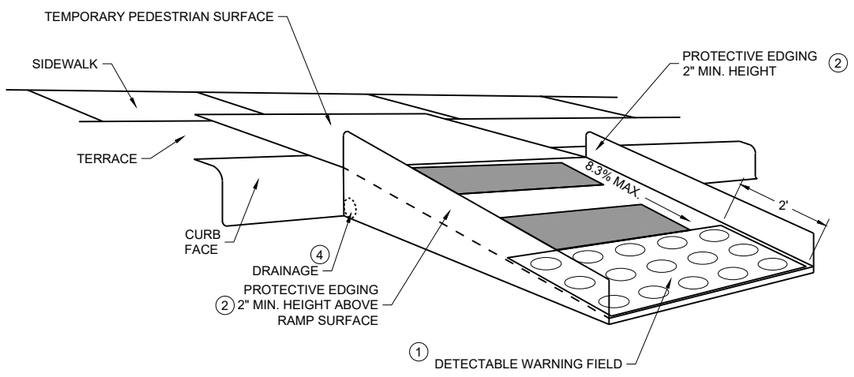
SDD 15D30-12b

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SDD 15D30-12b




**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 1:48 (2.1%) 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.

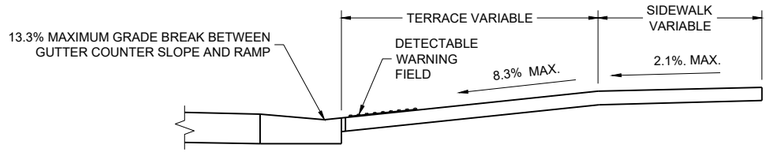

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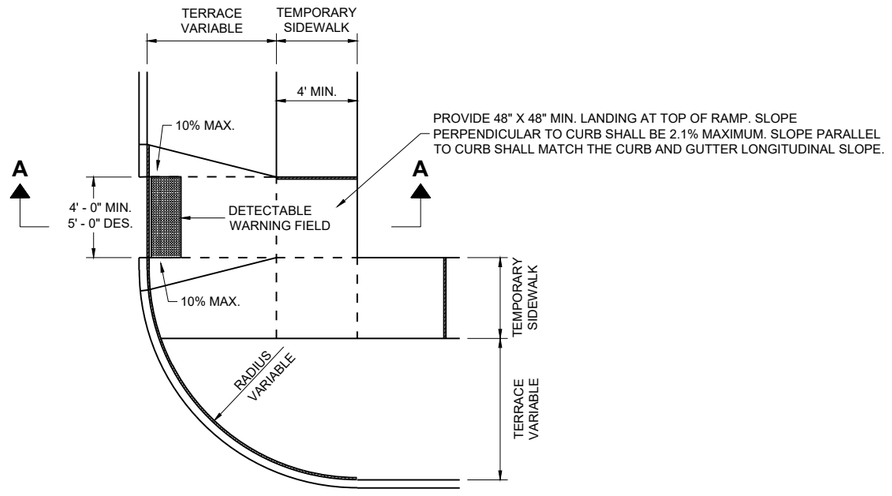
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## GENERAL NOTES




**SECTION A - A**




**PLAN VIEW**
**TEMPORARY TYPE 3 RAMP**
(OUTSIDE OF CROSSWALK AREA)

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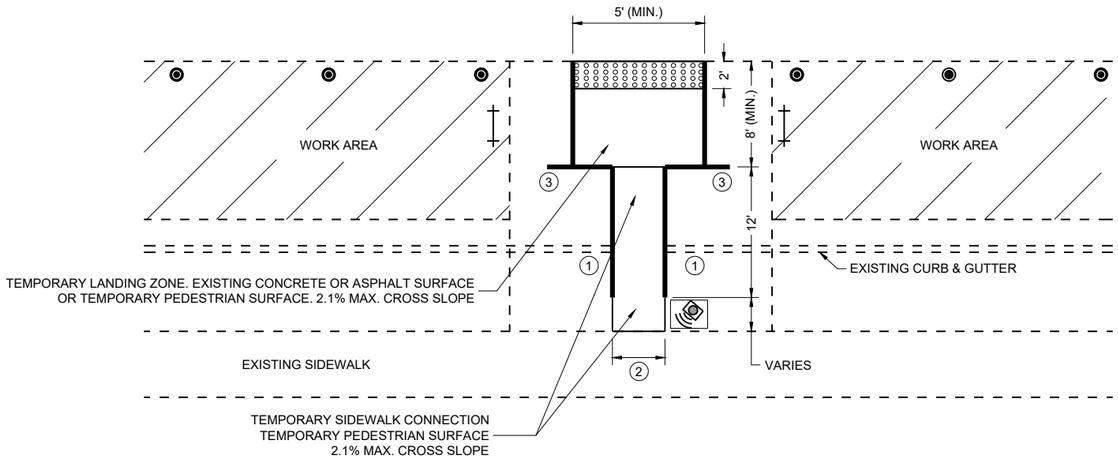
**TRAFFIC CONTROL,**
**PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

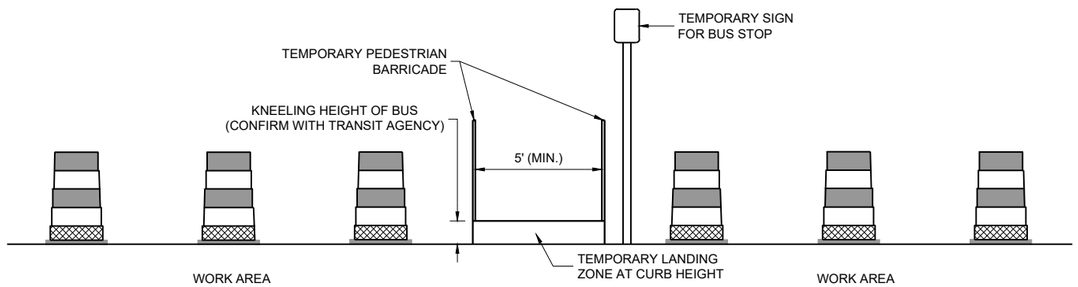


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SDD 15D30-12d




**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 1:48 (2.1%) 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)

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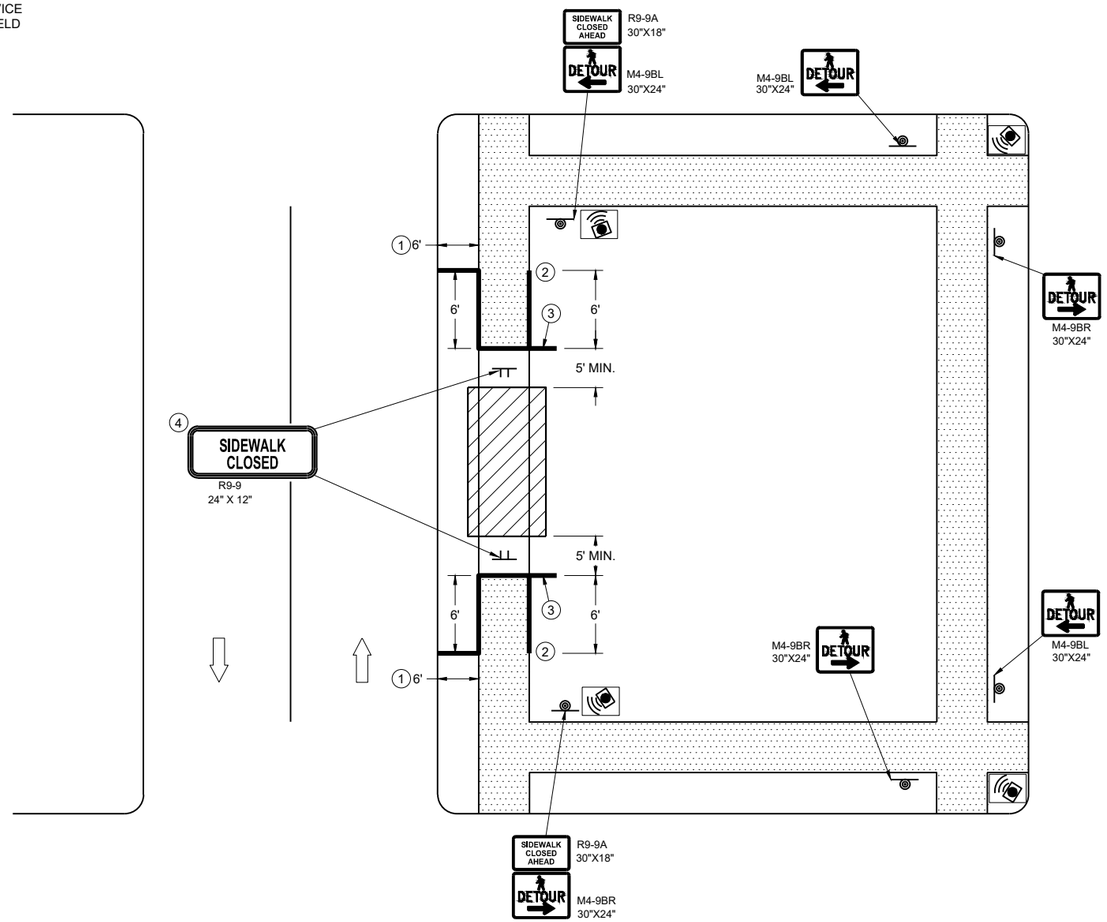
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**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

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)




**SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE**

## 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.





**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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SDD 15D30-12f

## 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.

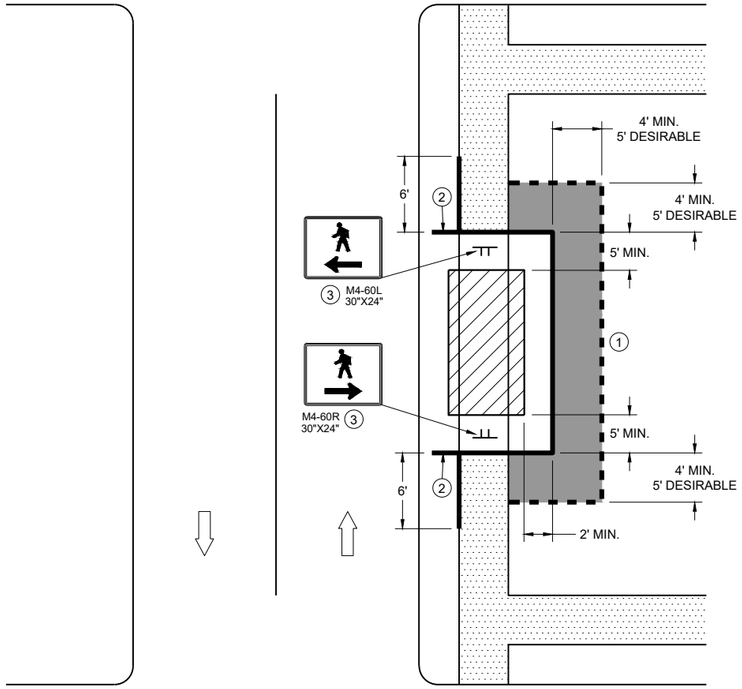
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

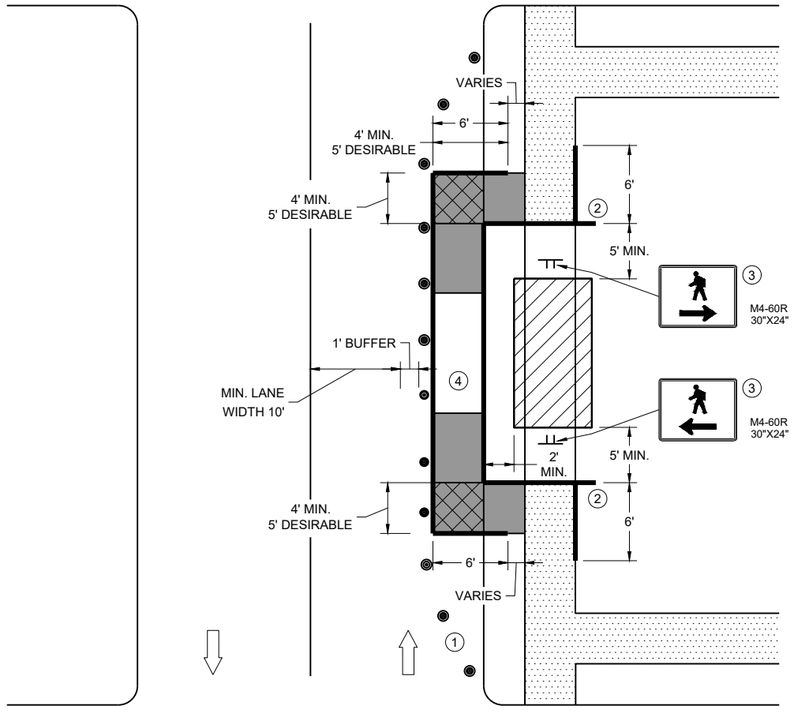
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**TRAFFIC CONTROL,**
**PEDESTRIAN ACCOMMODATION**

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




**SIDEWALK BYPASS, SINGLE SIDE**

## 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.

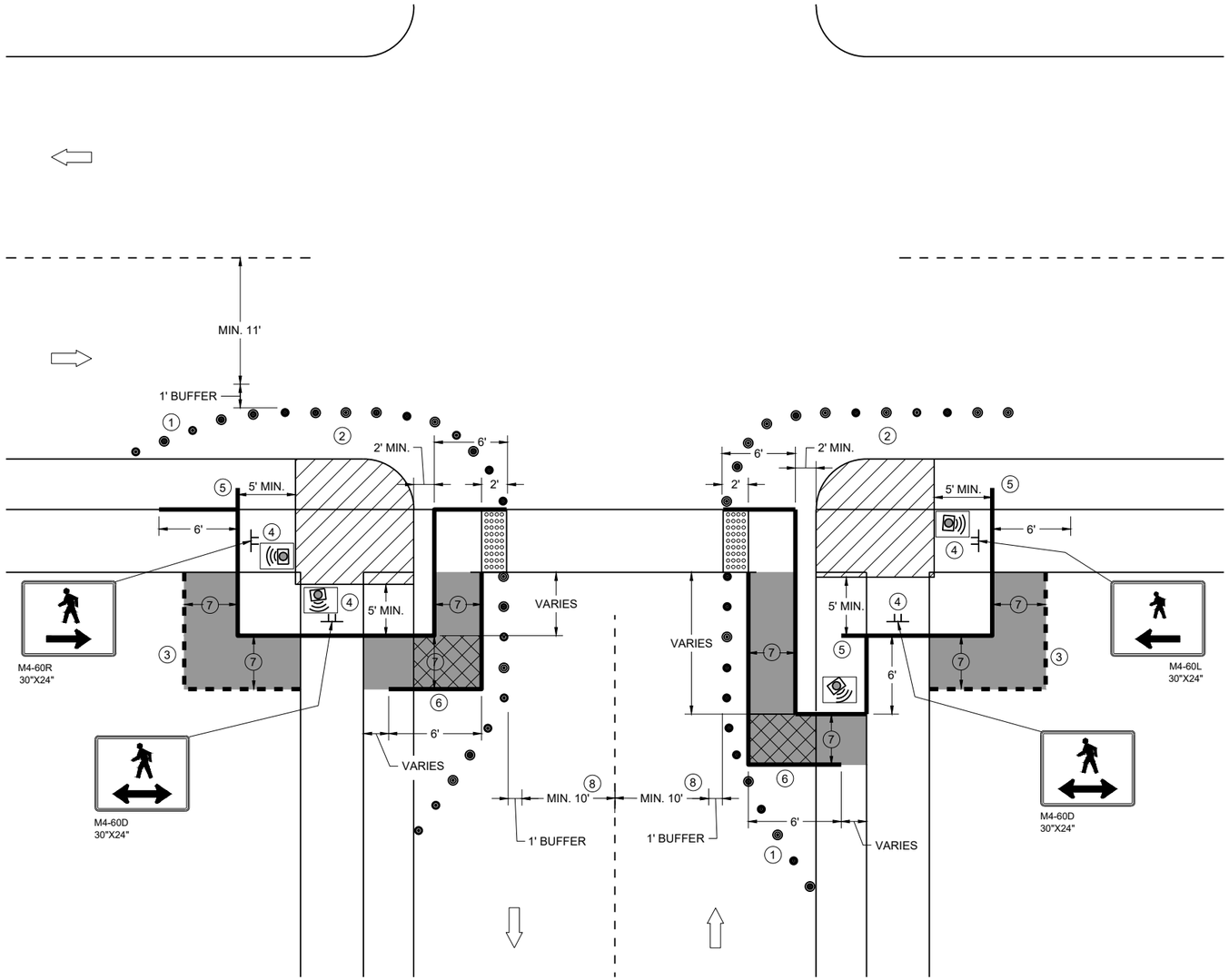
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT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


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SDD 15D30-12h

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**CURB RAMP PEDESTRIAN TRAFFIC CONTROL**
**SIDEWALK ON SINGLE SIDE**

## GENERAL NOTES

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

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

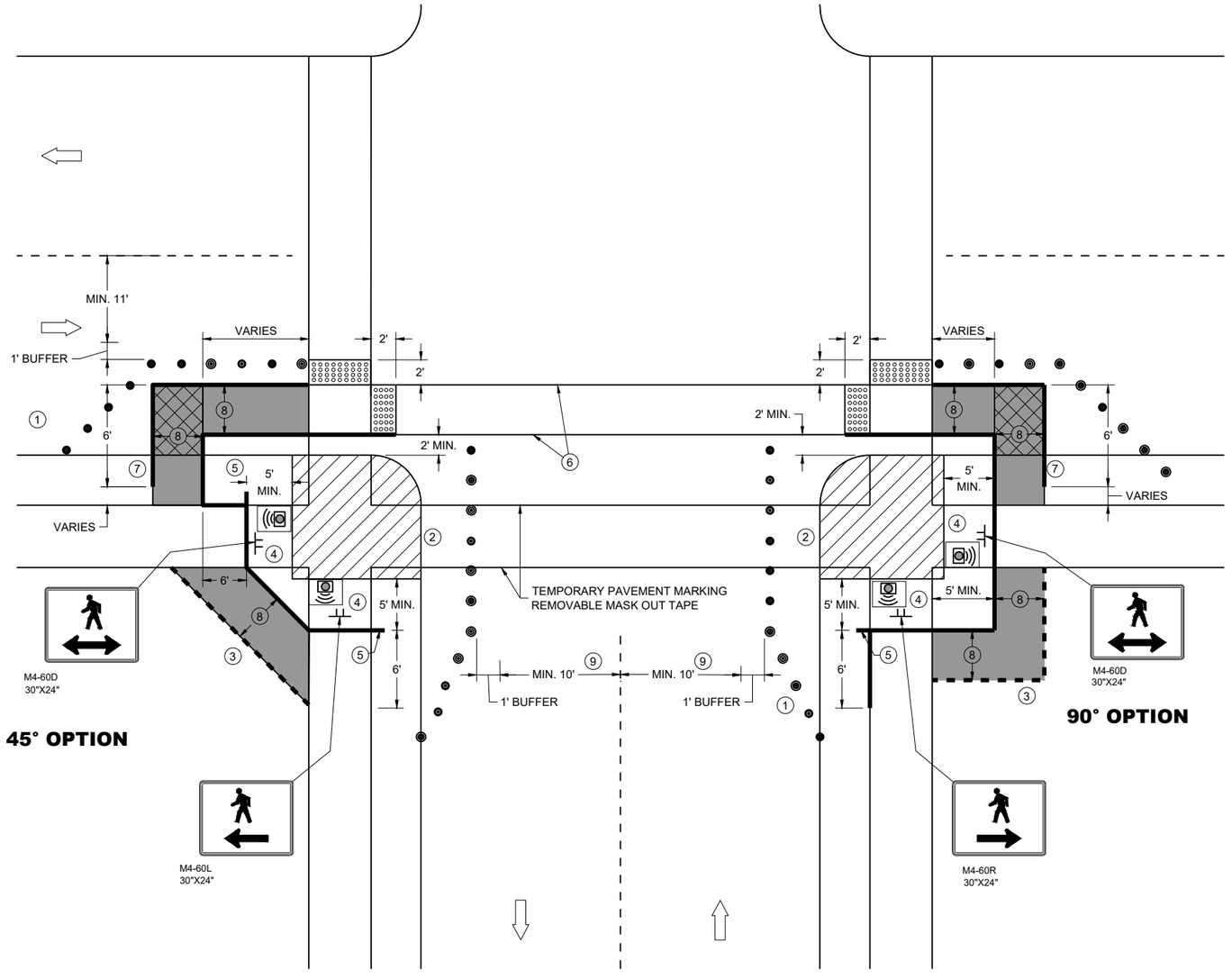
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




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SDD 15D30-12i




**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


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SDD 15D30-12j

## LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

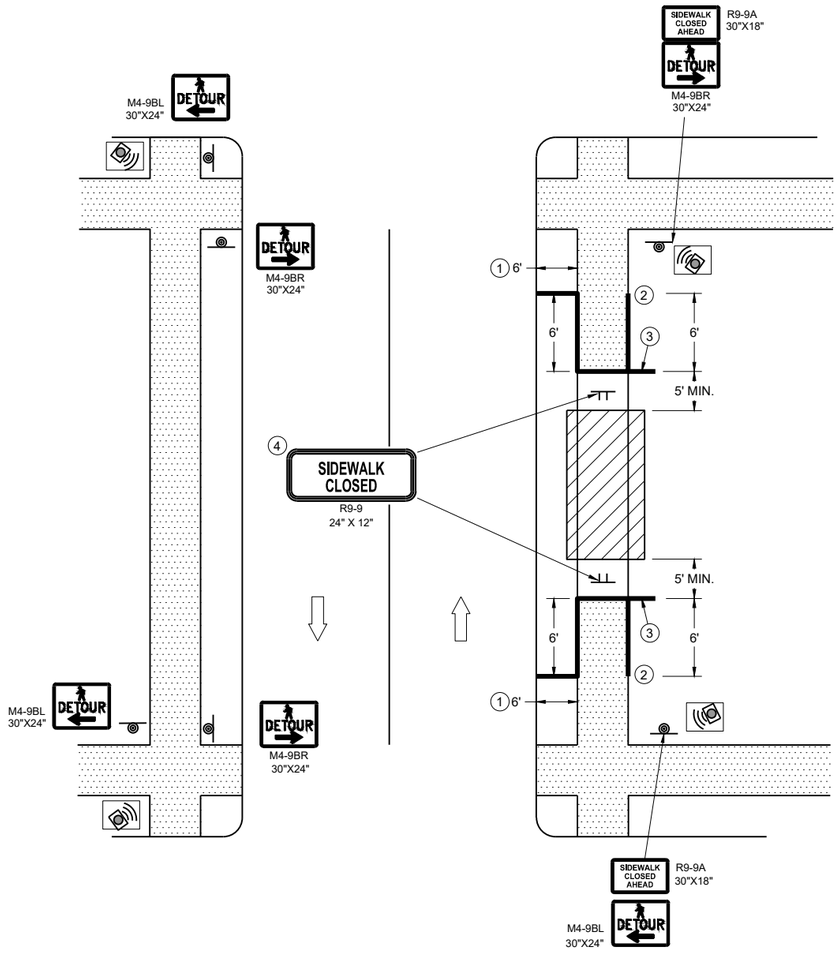
UNDER PEDESTRIAN TRAFFIC

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.





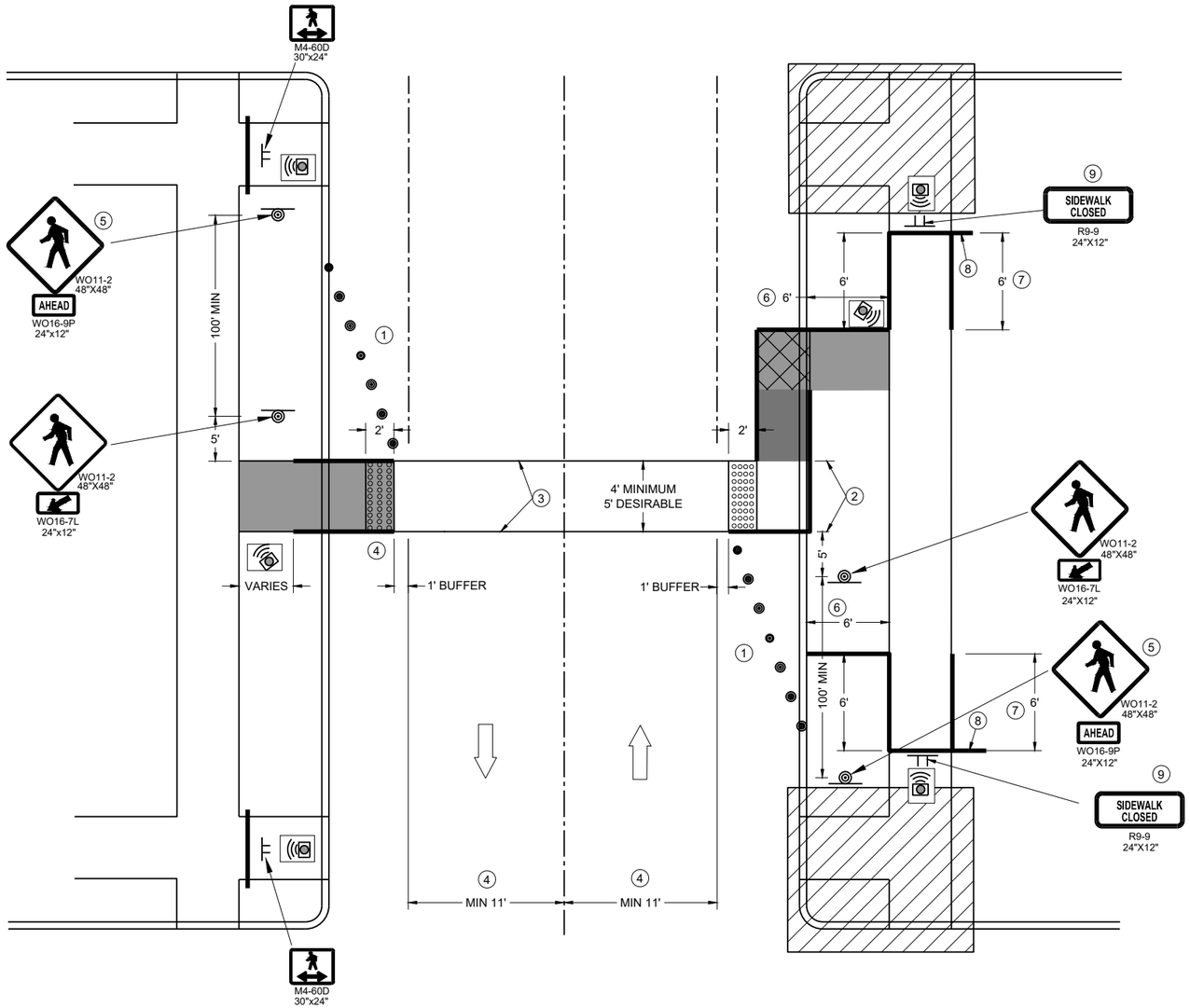
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

SDD 15D30-12k




**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

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA





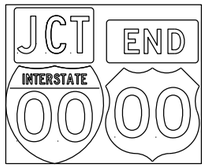
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SDD 15D30-12I

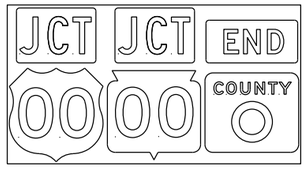
# TYPICAL ASSEMBLIES



J1-1



J1-2



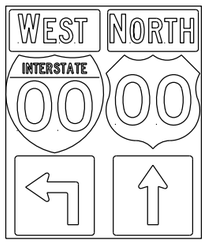
J1-3



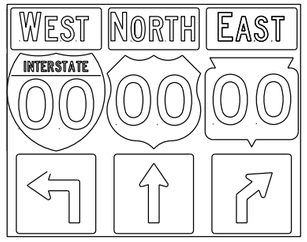
JR1-1



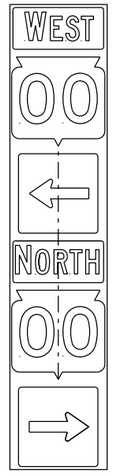
J2-1



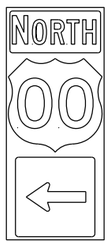
J2-2



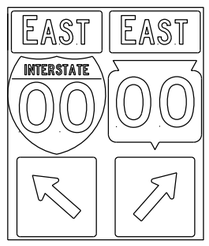
J2-3



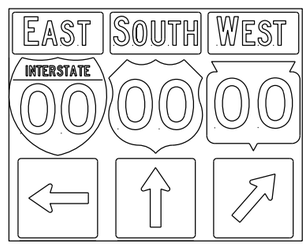
JV
( Typical Vertical J-Assembly
See Note 10 and 11 )



J3-1



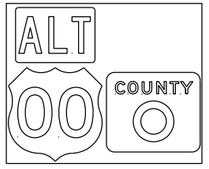
J3-2



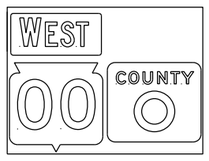
J3-3



J4-1



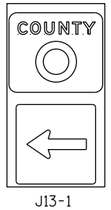
J4-2



J4-2



J12-1



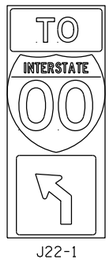
J13-1



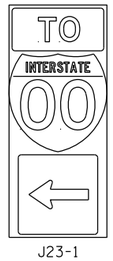
J32-1



J33-1



J22-1



J23-1



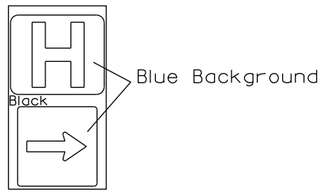
JR13-1



JR23-1



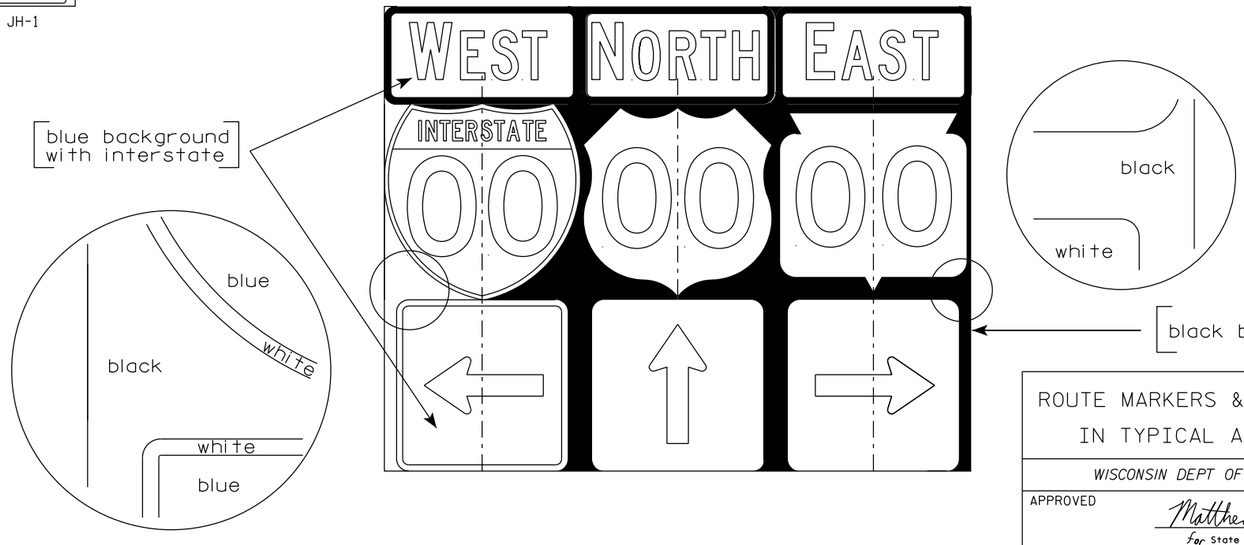
JR99-1



JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.




ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

PROJECT NO:

SHEET NO: 232 E

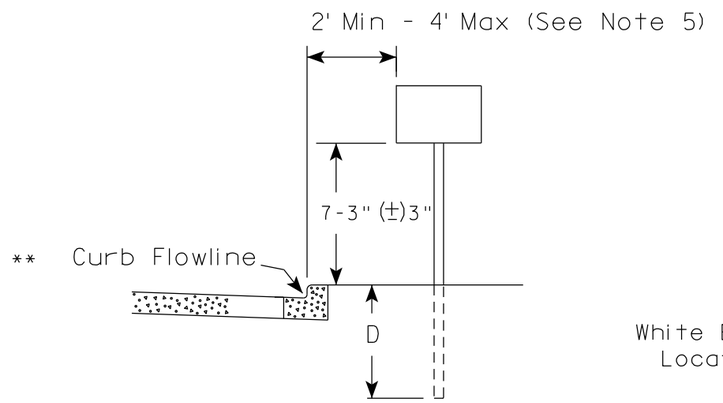
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WISDOT/CADDS SHEET 42

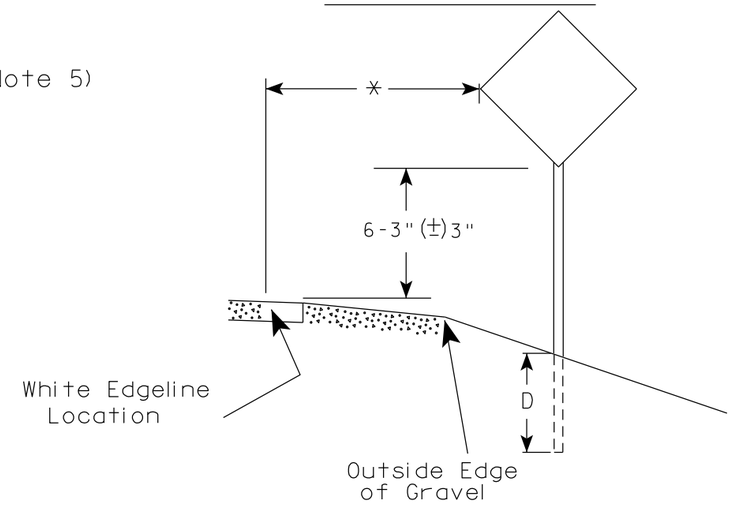
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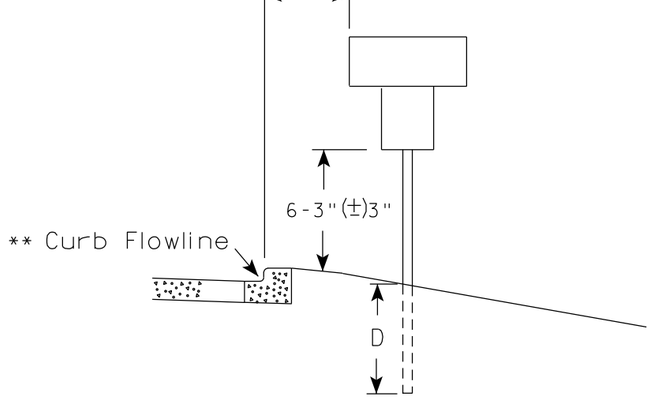
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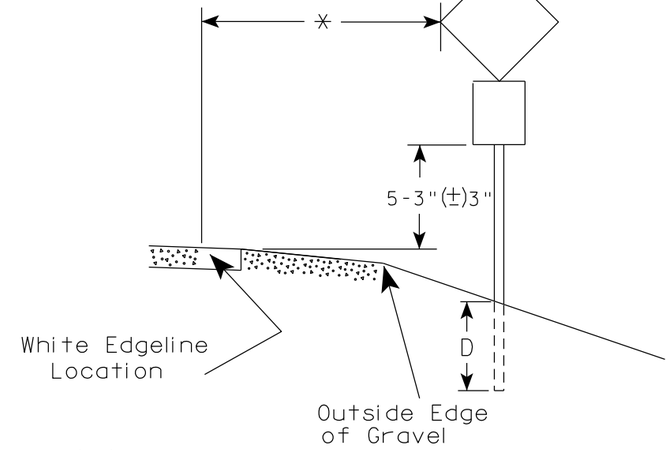
## URBAN AREA




## 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.

### 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.

### POST EMBEDMENT DEPTH

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

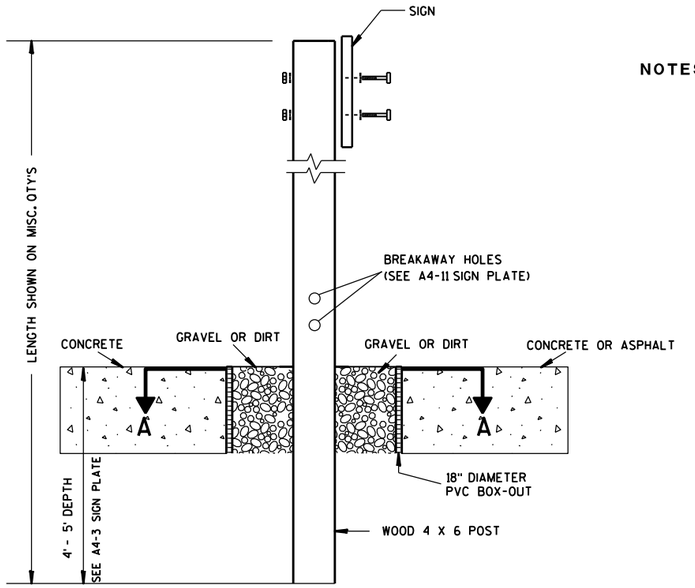
**TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS**

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

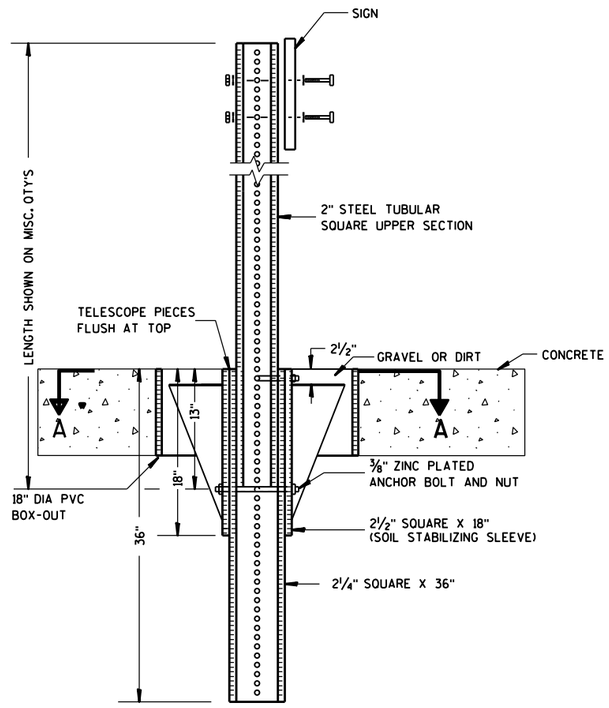
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 233 | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

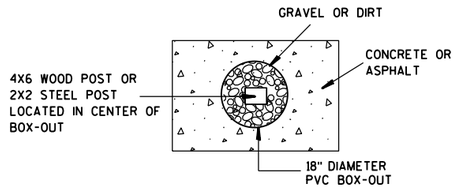
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.




**ELEVATION VIEW**

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




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

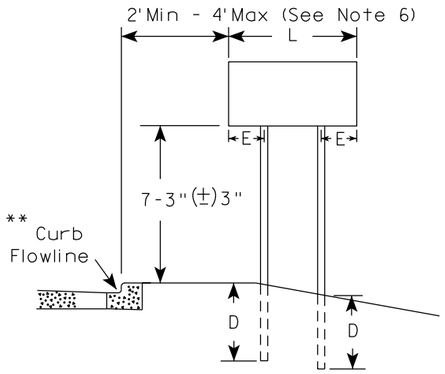
DATE 1/27/14 PLATE NO. A4-3B.1



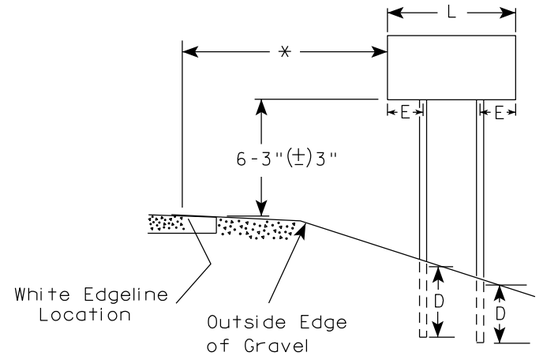
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

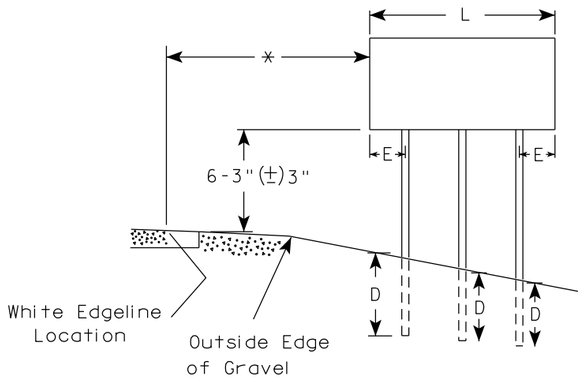
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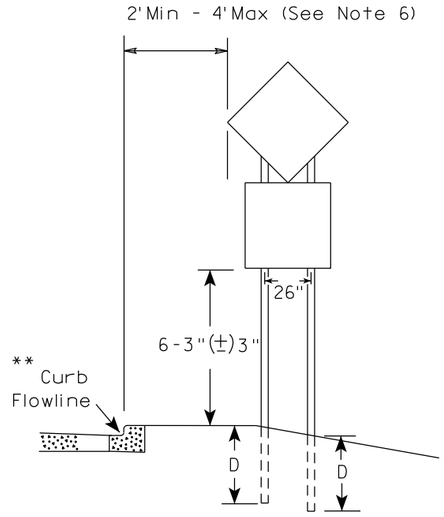
## URBAN AREA



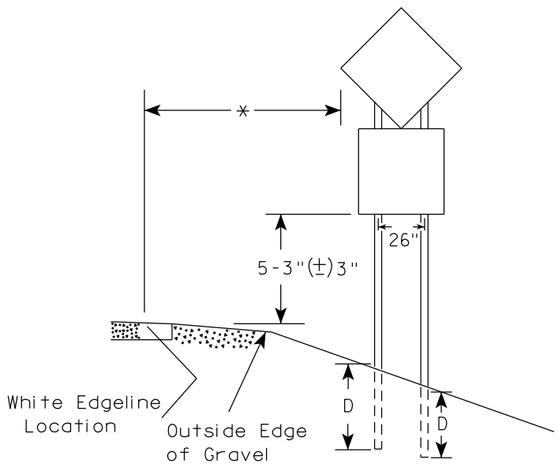

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




48" DIAMOND WARNING SIGN

| *** | SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | |
|---|---|---|
| | L | E |
| | Greater than 48" Less than 60" | 12" |
| | 60" to 108" | L/5 |

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 108" to 144" | 12" |

### GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

### POST EMBEDMENT DEPTH

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

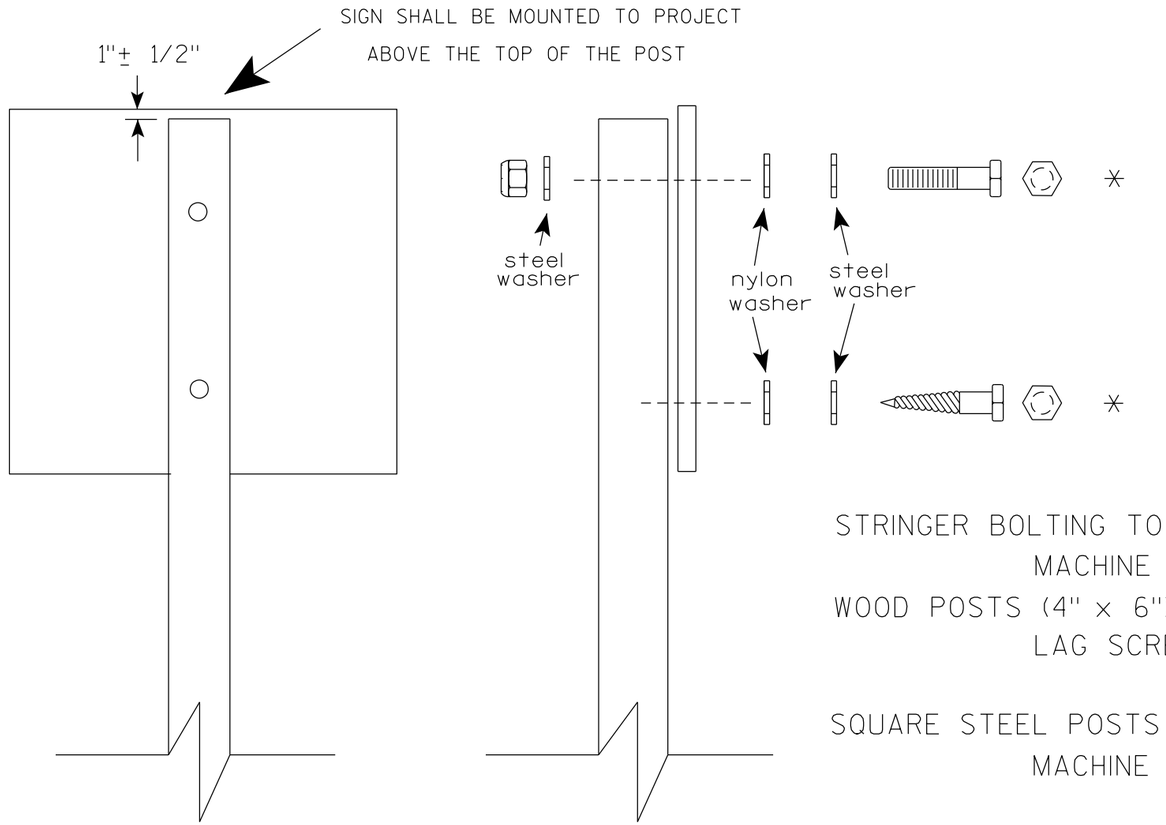
**TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS**

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 235 | 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: 236 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

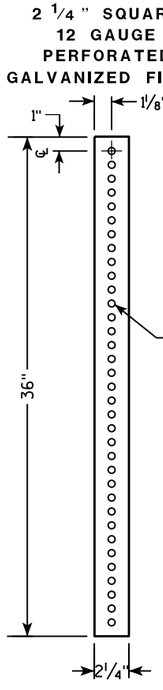
WISDOT/CADDS SHEET 42

7

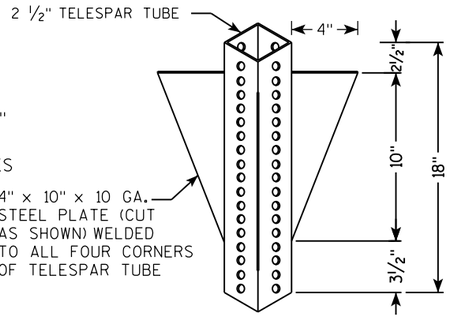
7

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

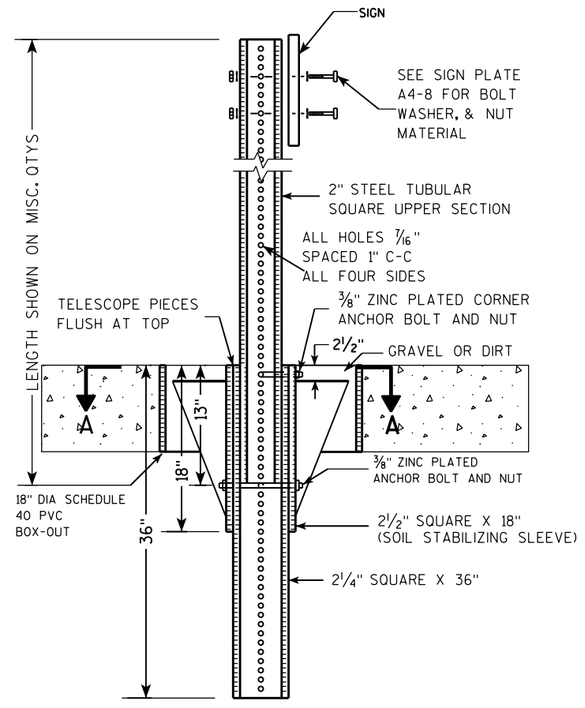
**2 1/4 " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



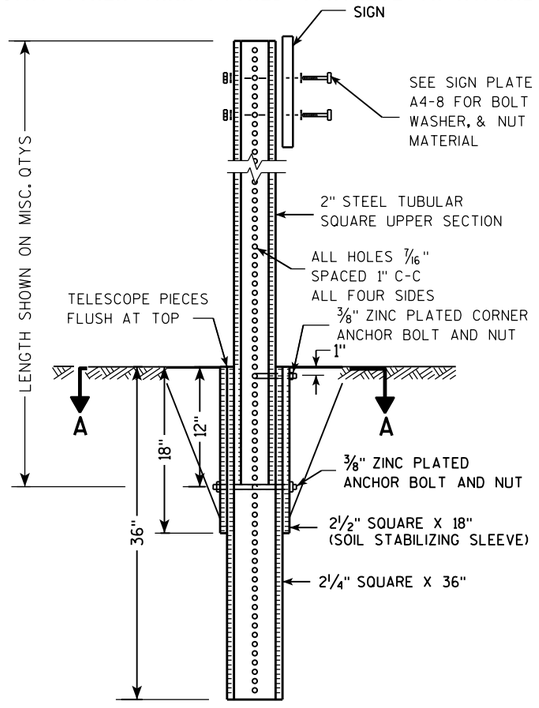

**2 1/2 " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

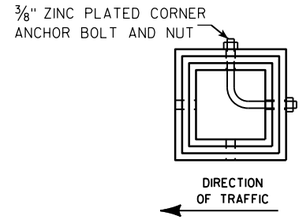



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## 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).**

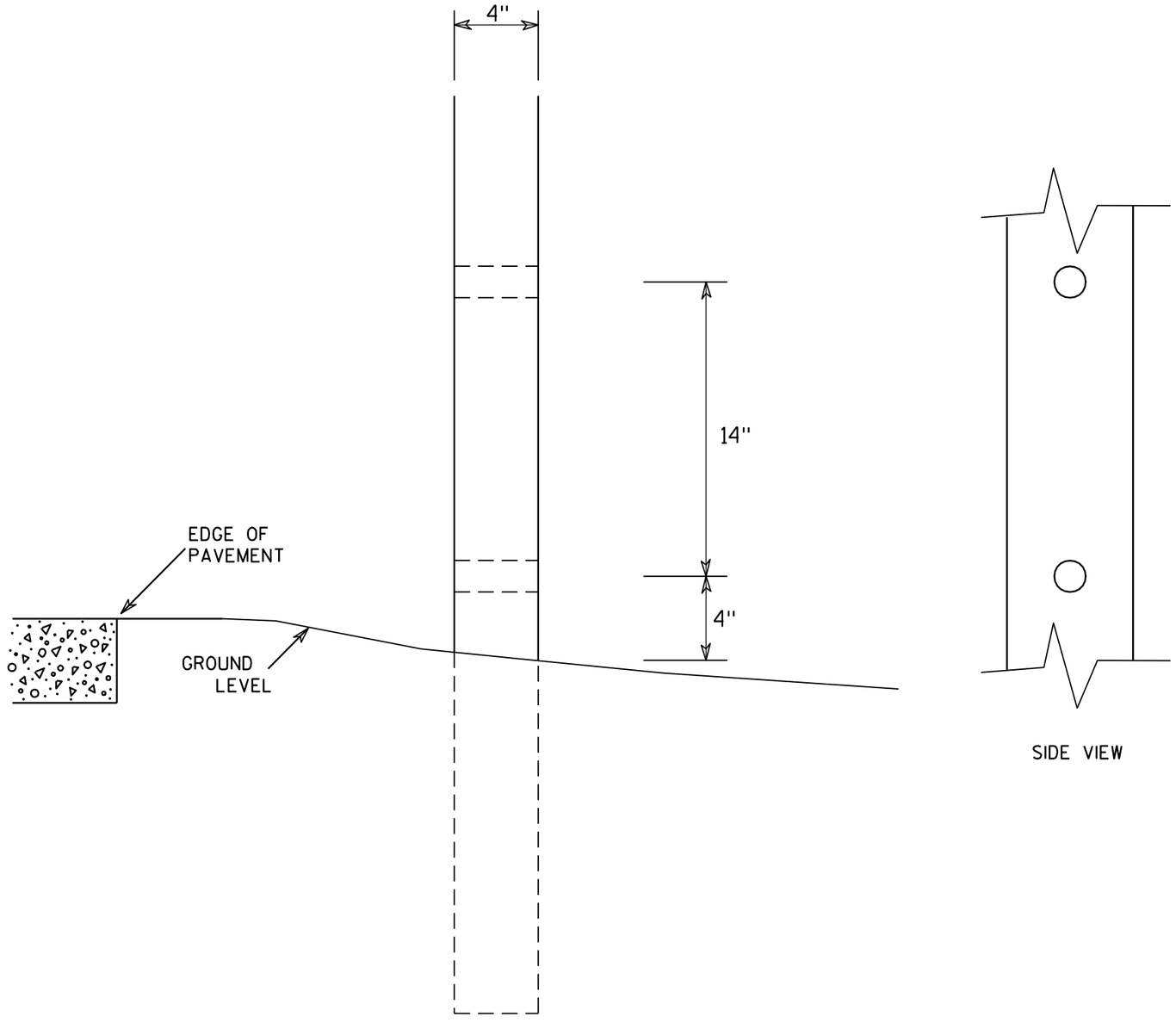
TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE 237 A4-9.9

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






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

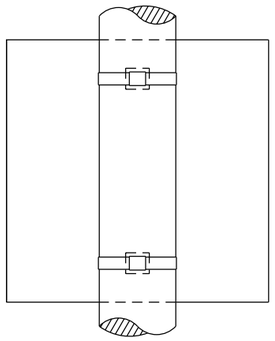
APPROVED Chester J Spang for State Traffic Engineer

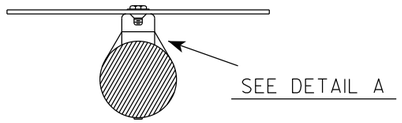
DATE 3/27/97 PLATE NO. A4-11.2

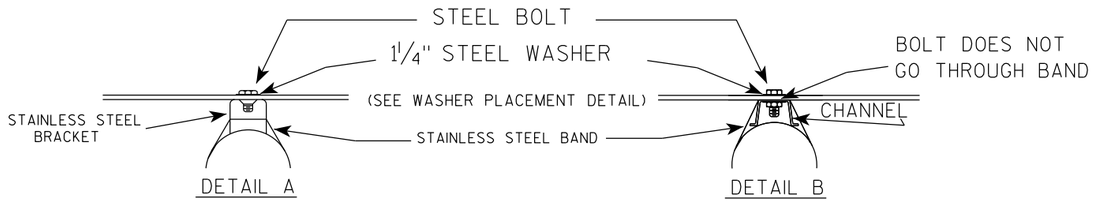
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 238 | E |
|---|---|---|---|---|---|

# BANDING

SINGLE SIGN



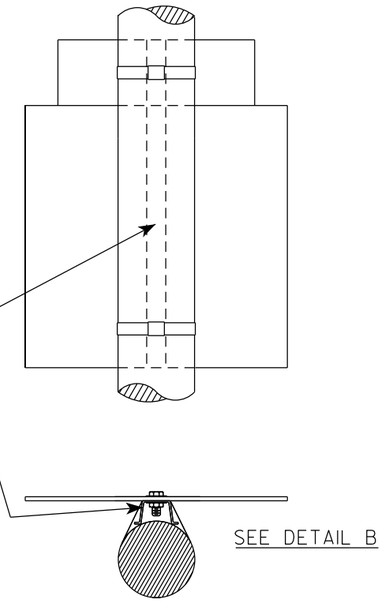


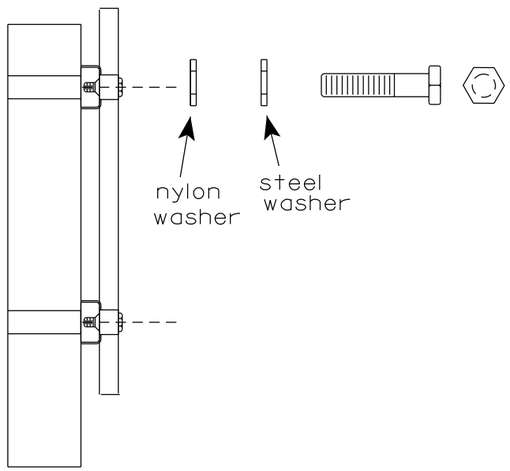

## GENERAL NOTES

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

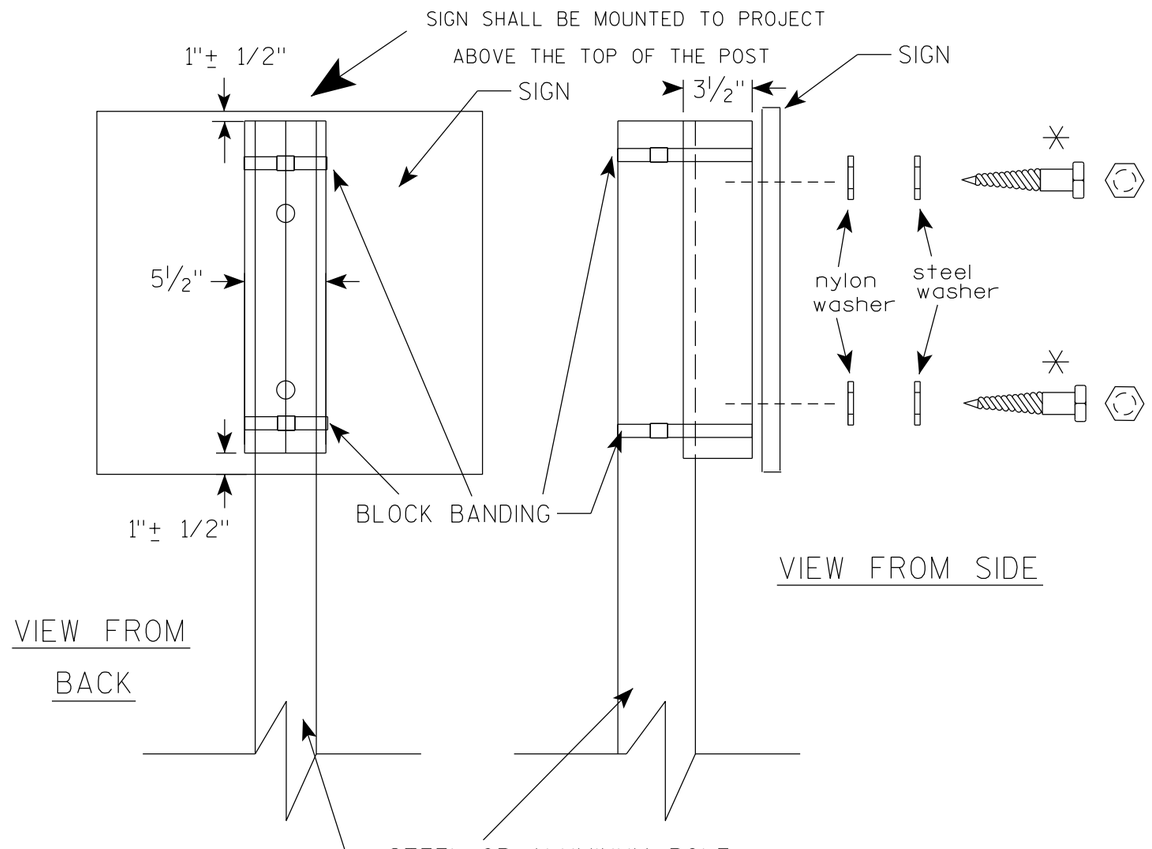
*WISCONSIN DEPT OF TRANSPORTATION*

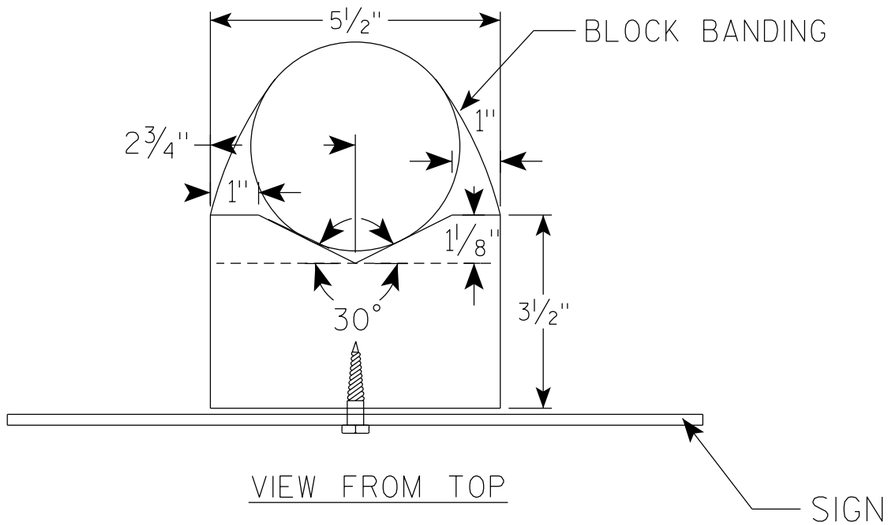
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 239 | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$




## 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 )

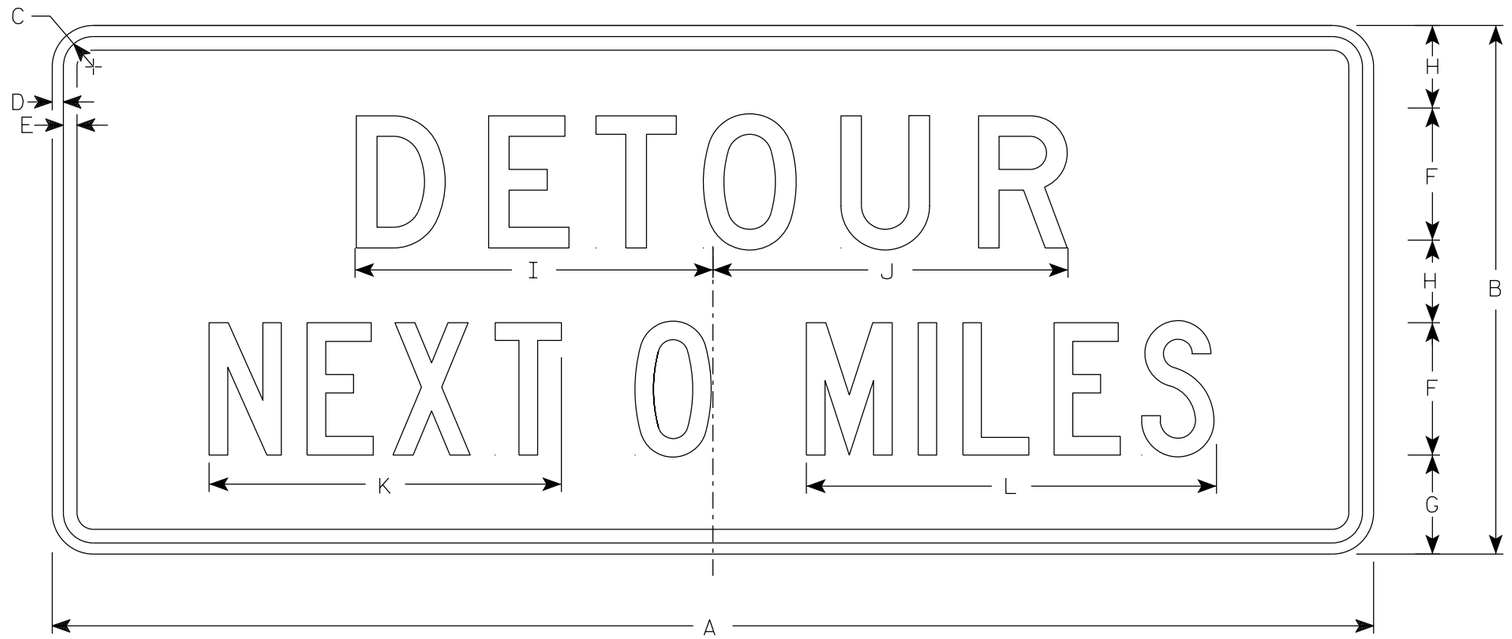
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 240 E




G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 60 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 16 1/4 | 16 1/8 | 16 | 18 5/8 | | | | | | | | | | | | | | | 10.0 |
| 2M | 60 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 16 1/4 | 16 1/8 | 16 | 18 5/8 | | | | | | | | | | | | | | | 10.0 |
| 3 | 60 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 16 1/4 | 16 1/8 | 16 | 18 5/8 | | | | | | | | | | | | | | | 10.0 |
| 4 | 60 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 16 1/4 | 16 1/8 | 16 | 18 5/8 | | | | | | | | | | | | | | | 10.0 |
| 5 | 60 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 16 1/4 | 16 1/8 | 16 | 18 5/8 | | | | | | | | | | | | | | | 10.0 |

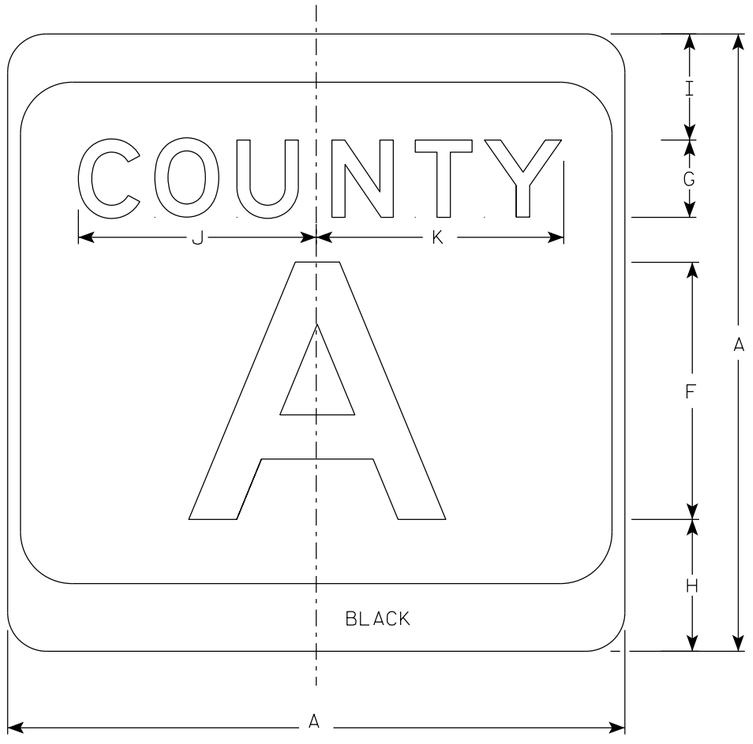
STANDARD SIGN
G20-51

*WISCONSIN DEPT OF TRANSPORTATION*

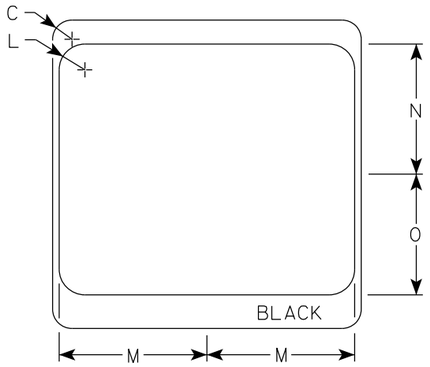
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-51.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 241 | E |
|---|---|---|---|---|---|

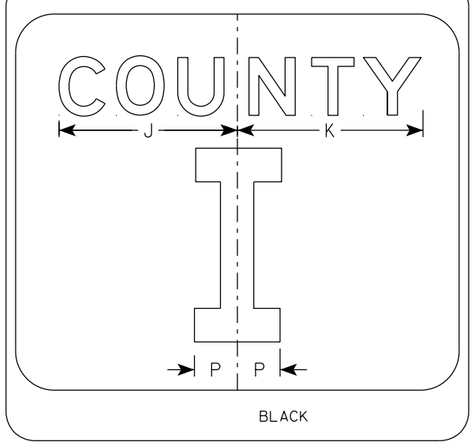


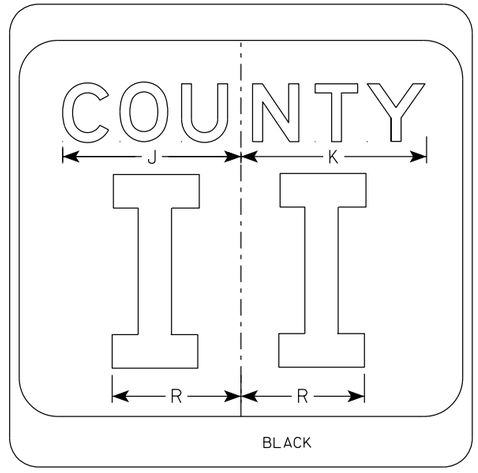

M1-5A




NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
5. Substitute appropriate letters & optically center to achieve proper balance.




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 10 | 3 | 5 1/8 | 4 1/8 | 9 1/4 | 9 5/8 | 2 | 11 1/2 | 10 1/8 | 9 3/8 | 2 1/4 | | 6 5/8 | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/2 | | | 10 | 3 | 5 1/8 | 4 1/8 | 9 1/4 | 9 5/8 | 2 | 11 1/2 | 10 1/8 | 9 3/8 | 2 1/4 | | 6 5/8 | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |

CTH MARKER
M1-5A FOR ASSEMBLIES

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

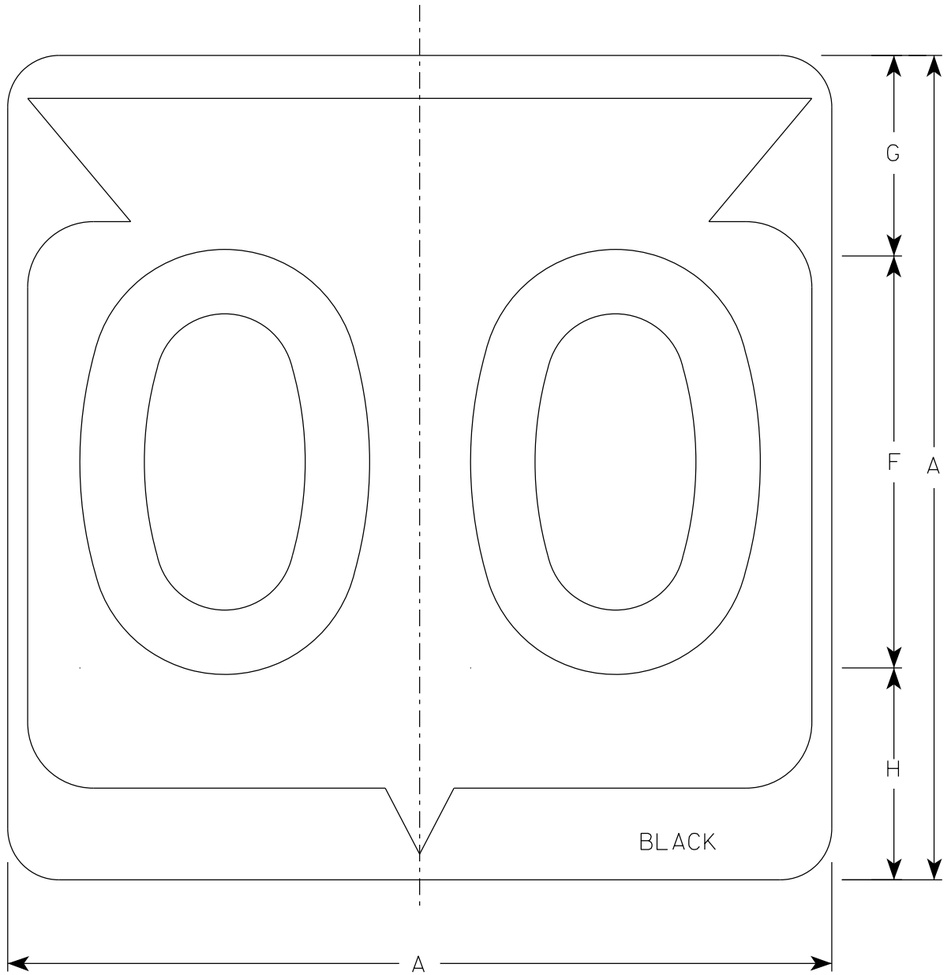
DATE 11/8/2022 PLATE NO. M1-5A.9

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



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M15A.dgn PLOT DATE : 8-NOV 2022 8:26 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

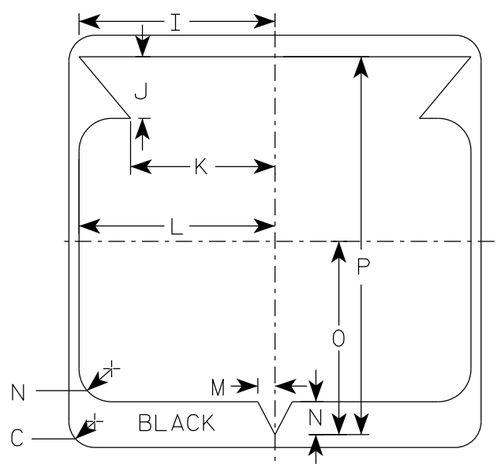

7




M1-6

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |

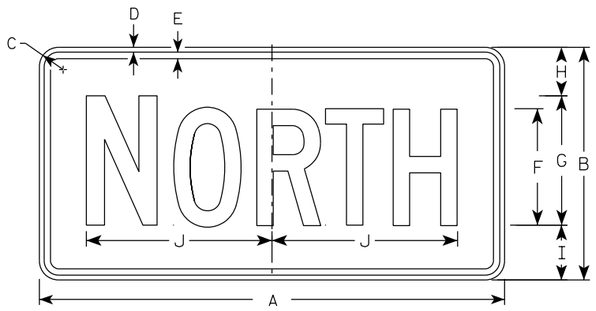
# STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

*WISCONSIN DEPT OF TRANSPORTATION*

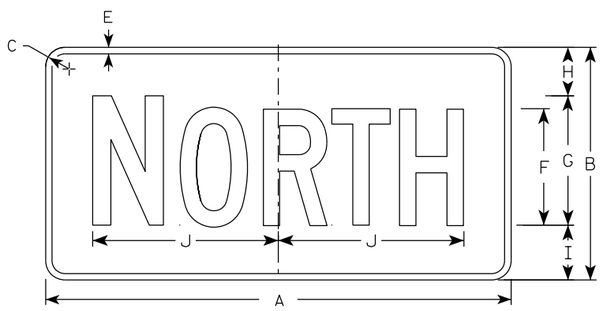
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

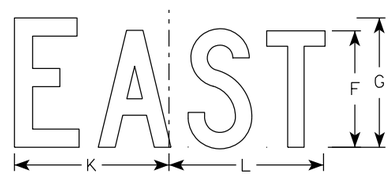
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 243 | E |
|---|---|---|---|---|---|




M3-1
MM3-1
MP3-1



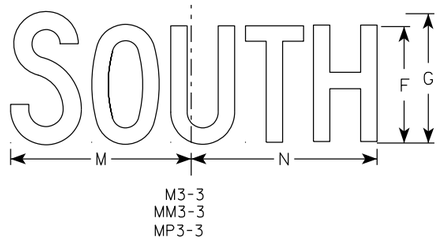

MB3-1
MK3-1
MN3-1



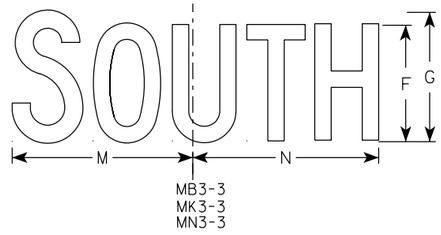

M3-2
MM3-2
MP3-2



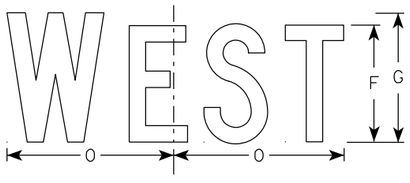

MB3-2
MK3-2
MN3-2



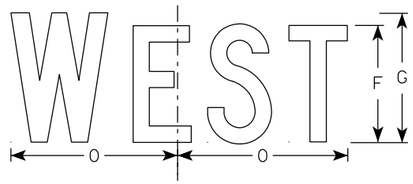

M3-3
MM3-3
MP3-3




MB3-3
MK3-3
MN3-3




M3-4
MM3-4
MP3-4




MB3-4
MK3-4
MN3-4

## NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 6 | 7 | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8 | 10 1/4 | 9 3/4 | 8 3/4 | | | | | | | | | | | | 2.00 |
| 2M | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 6 | 7 | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8 | 10 1/4 | 9 3/4 | 8 3/4 | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | | | | | | | | | | 4.5 |

STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

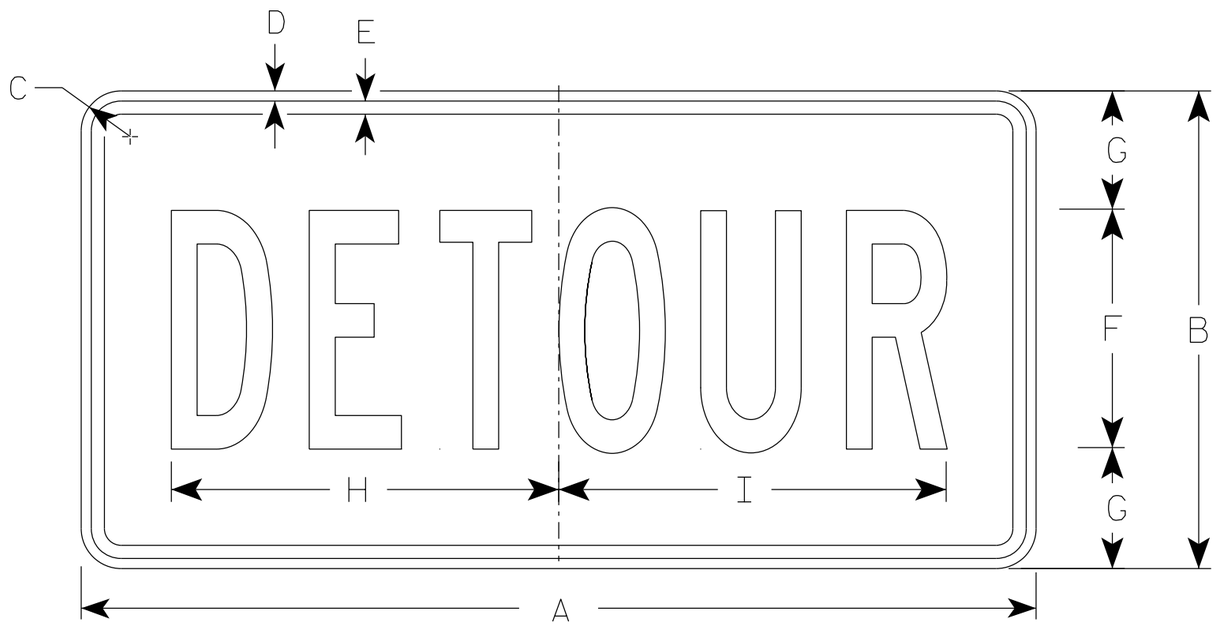
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 244 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




M4-8

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 6 | 3 | 10 | 10 1/4 | | | | | | | | | | | | | | | | | | 2.0 |
| 2M | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 6 | 3 | 10 | 10 1/4 | | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 4 1/2 | 14 5/8 | 14 1/2 | | | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 4 1/2 | 14 5/8 | 14 1/2 | | | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 4 1/2 | 14 5/8 | 14 1/2 | | | | | | | | | | | | | | | | | | 4.5 |

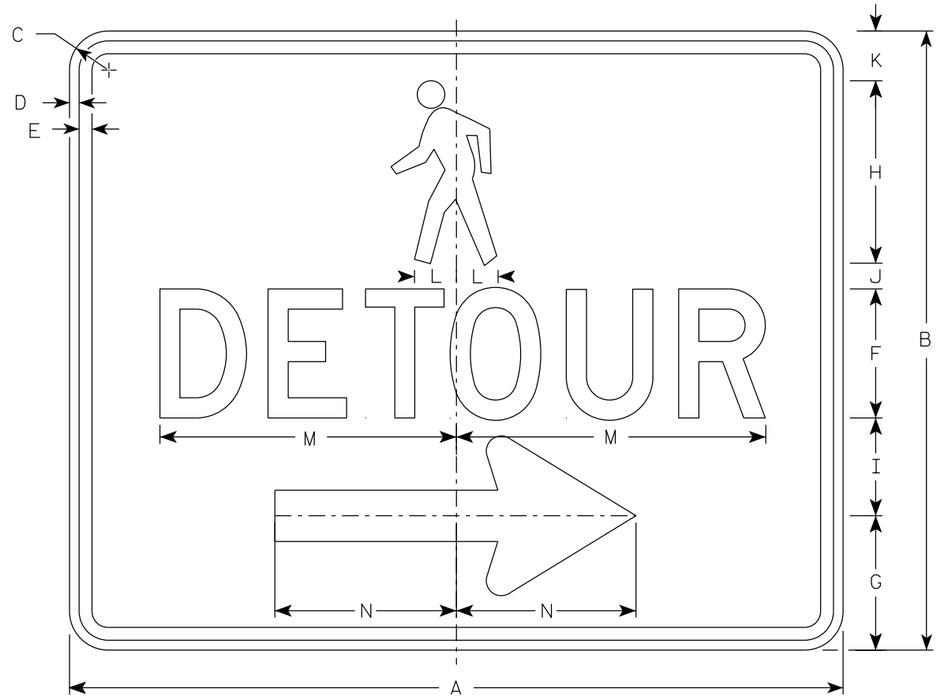
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

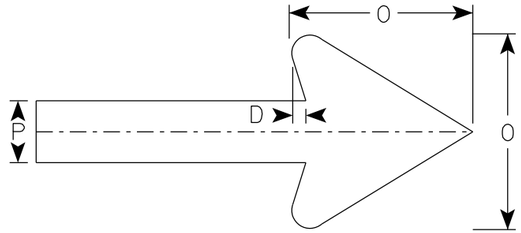
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 245 | E |
|---|---|---|---|---|---|




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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

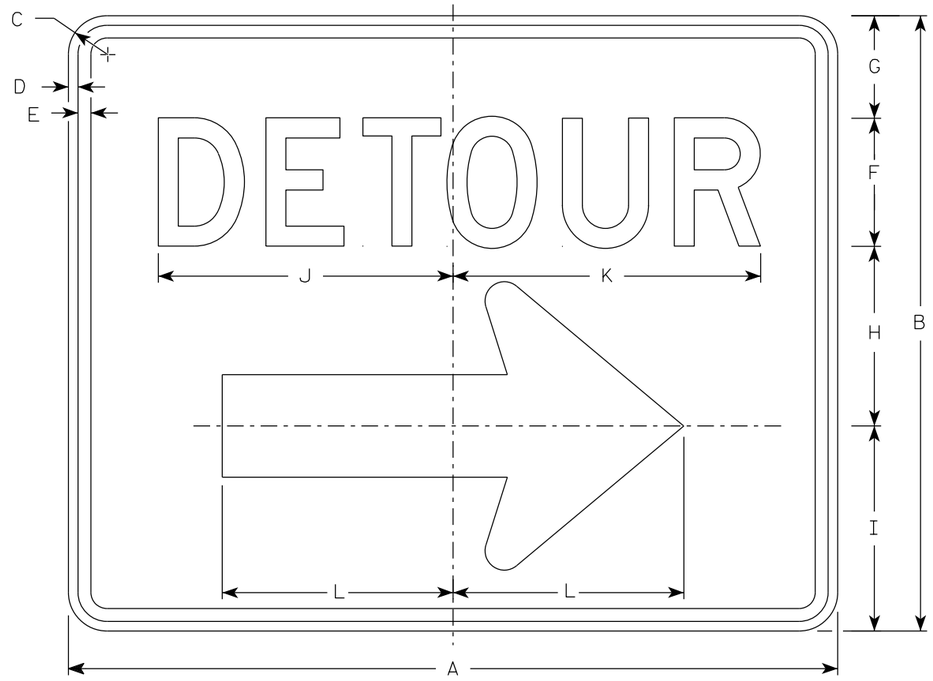
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

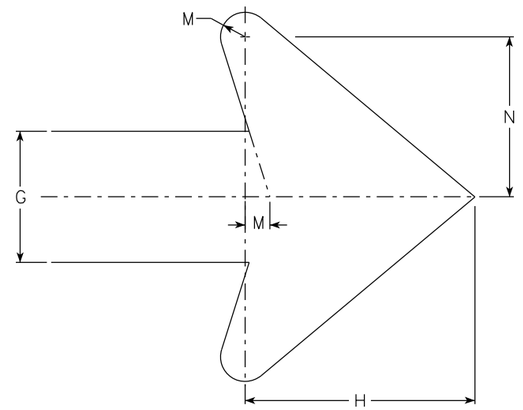
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 246 | E




M4-9R

NOTES

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




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 2M | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 3 | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 4 | 48 | 36 | 1 7/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 36 | 1 7/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |

STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9R.6

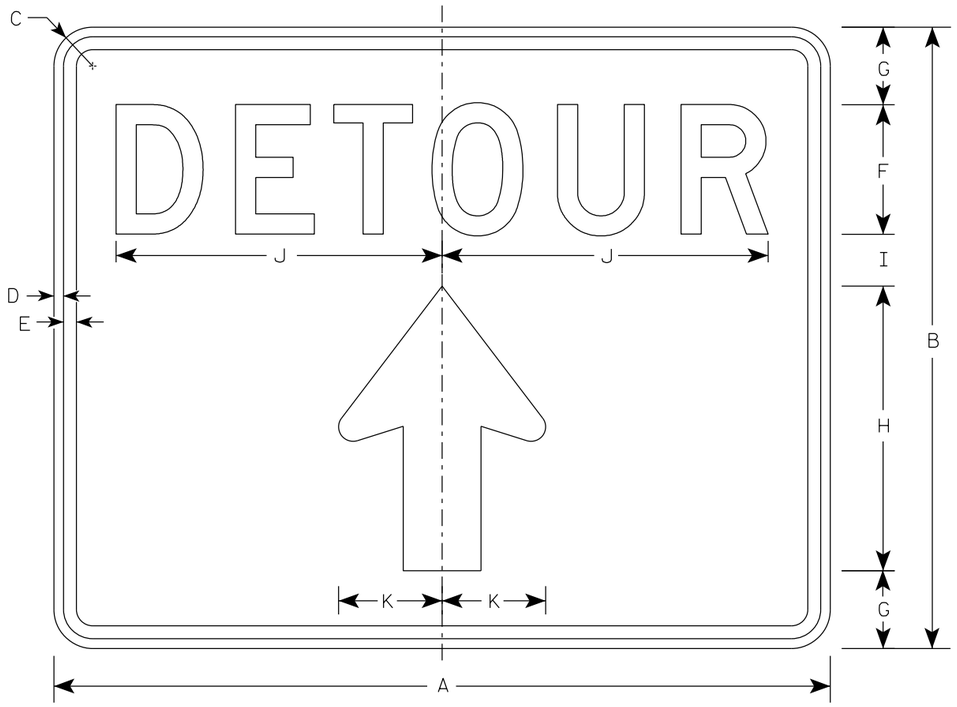
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



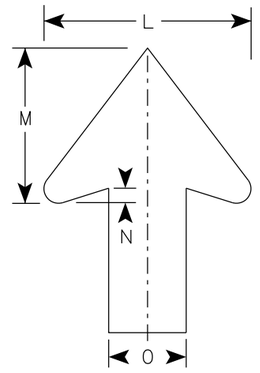
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D




M4-9RA




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 | 3 | 11 | 2 | 12 5/8 | 4 | 8 | 6 | 1/2 | 3 | | | | | | | | | | | | 5.00 |
| 2M | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 5 | 3 | 11 | 2 | 12 5/8 | 4 | 8 | 6 | 1/2 | 3 | | | | | | | | | | | | 5.00 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

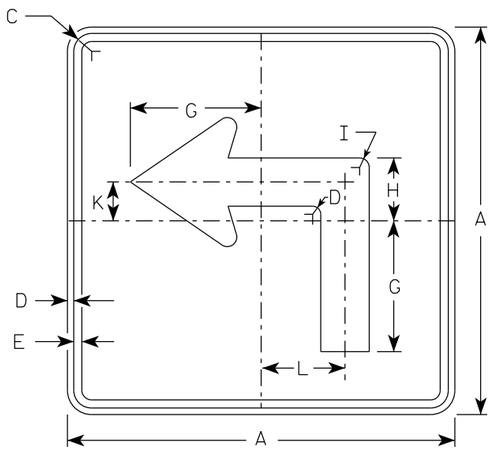
STANDARD SIGN
M4-9RA

WISCONSIN DEPT OF TRANSPORTATION

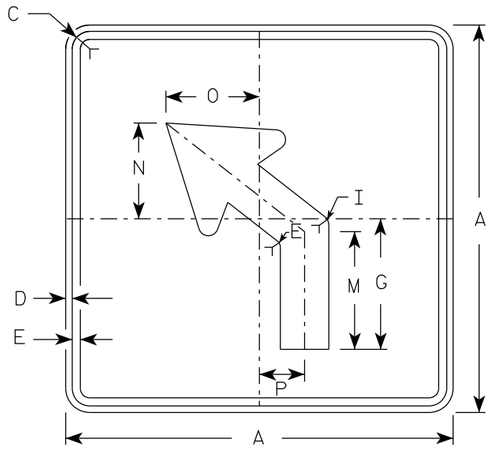
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9RA.3

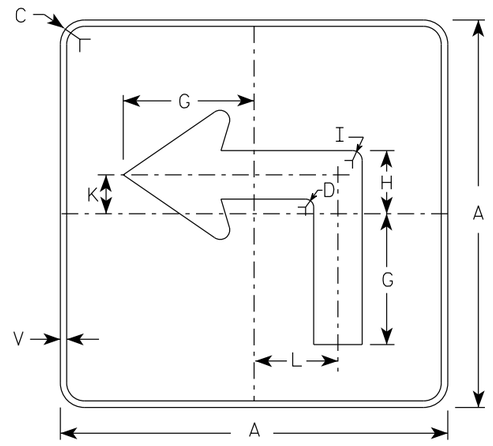
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 248 | E |
|---|---|---|---|---|---|



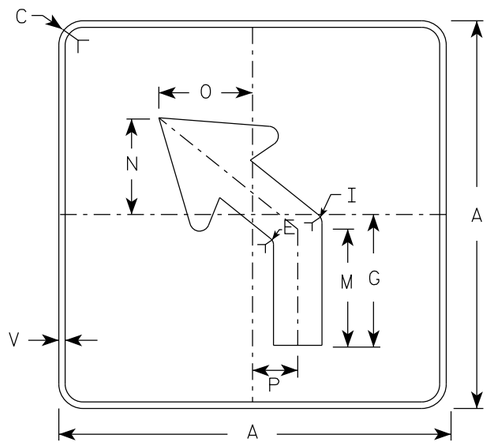

M5-1L
MM5-1L
MO5-1L
MP5-1L




M5-2L
MM5-2L
MO5-2L
MP5-2L




MB5-1L
MK5-1L
MN5-1L
MR5-1L

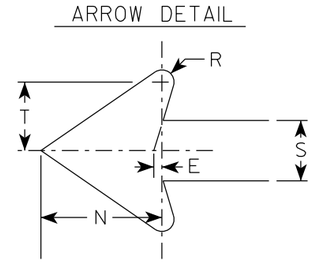



MB5-2L
MK5-2L
MN5-2L
MR5-2L

## NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 21 | | 1 1/2 | 3/8 | 3/8 | | 7 | 3 3/8 | 5/8 | | 2 1/8 | 4 1/2 | 6 3/8 | 5 1/4 | 5 | 2 1/2 | | 1/2 | 2 5/8 | 3 | | 1/2 | | | | | 3.06 |
| 2M | 21 | | 1 1/2 | 3/8 | 3/8 | | 7 | 3 3/8 | 5/8 | | 2 1/8 | 4 1/2 | 6 3/8 | 5 1/4 | 5 | 2 1/2 | | 1/2 | 2 5/8 | 3 | | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | | 1/2 | | | | | 6.25 |

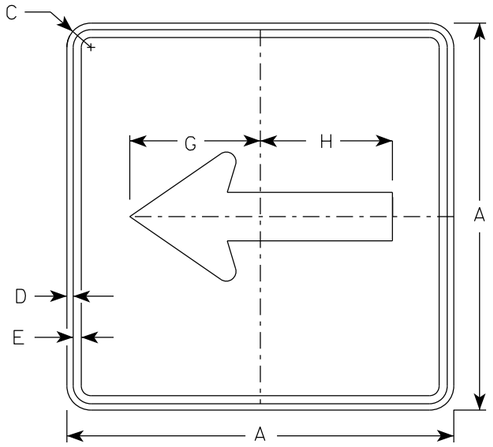
# STANDARD SIGN
# M5-1 & M5-2

*WISCONSIN DEPT OF TRANSPORTATION*

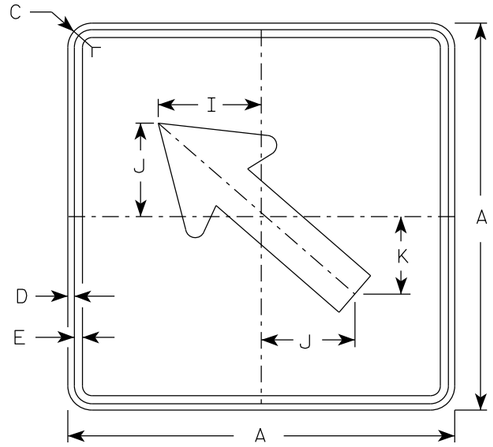
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

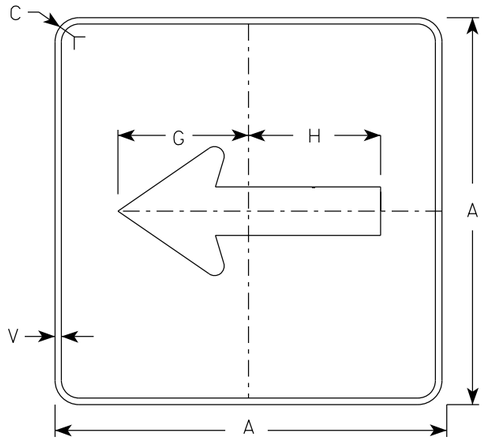
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 249 | E



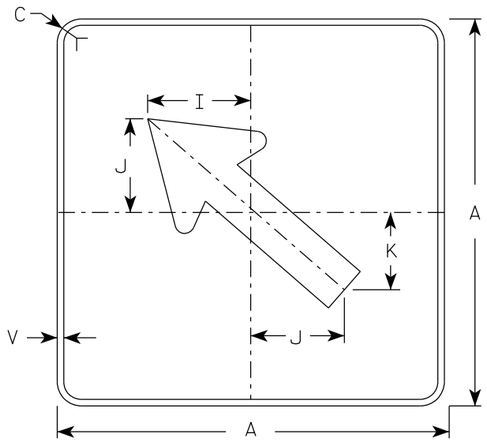

M6-1
MM6-1
MO6-1
MP6-1




M6-2
MM6-2
MO6-2
MP6-2




MB6-1
MK6-1
MN6-1
MR6-1

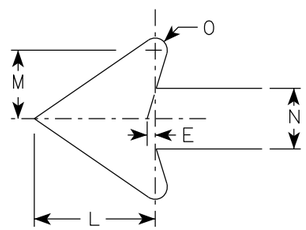



MB6-2
MK6-2
MN6-2
MR6-2

NOTES

1. Signs are Type II - Type H Reflective except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow

ARROW DETAIL




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 21 | | 1 1/2 | 3/8 | 3/8 | | 7 1/2 | 7 1/8 | 5 5/8 | 5 | 4 1/4 | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | | 1/2 | | | | | 3.06 |
| 2M | 21 | | 1 1/2 | 3/8 | 3/8 | | 7 1/2 | 7 1/8 | 5 5/8 | 5 | 4 1/4 | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | | 1/2 | | | | | 6.25 |

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

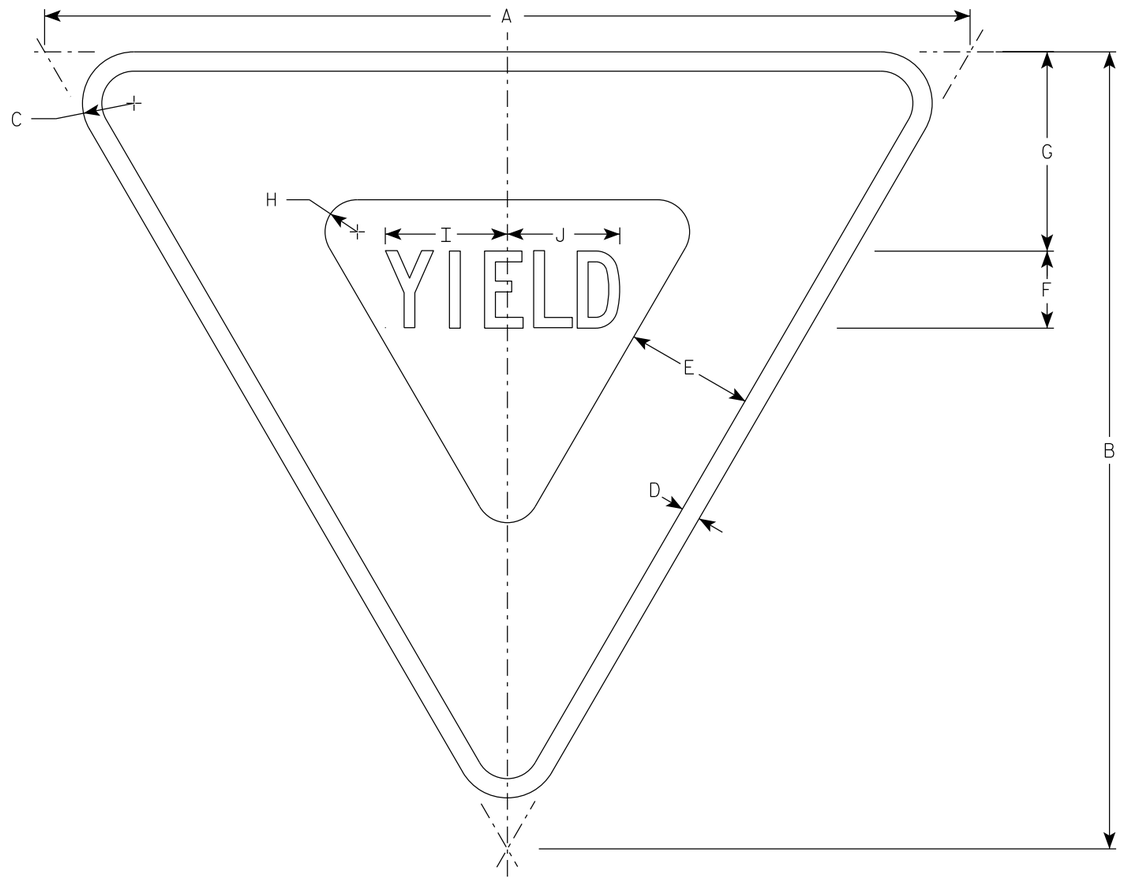
DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 250 | E



7

7




R1-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 4
3. Message Series - C
4. The border strip and word message are reflectorized red.

| 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 | 26 | 2 | 5/8 | 4 | 2 1/2 | 6 3/8 | 7/8 | 4 | 3 5/8 | | | | | | | | | | | | | | | | | 2.71 |
| 2S | 36 | 31 | 2 | 3/4 | 5 | 3 | 7 3/4 | 1 1/4 | 4 3/4 | 4 3/8 | | | | | | | | | | | | | | | | | 3.88 |
| 2M | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 3 | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 4 | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 5 | 60 | 52 | 3 | 1 1/2 | 8 | 5 | 13 | 2 1/2 | 7 7/8 | 7 1/4 | | | | | | | | | | | | | | | | | 10.83 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 18 | 15 1/2 | 1 | 3/8 | 2 1/2 | 1 1/2 | 3 7/8 | 5/8 | 2 3/8 | 2 1/4 | | | | | | | | | | | | | | | | | 0.97 |

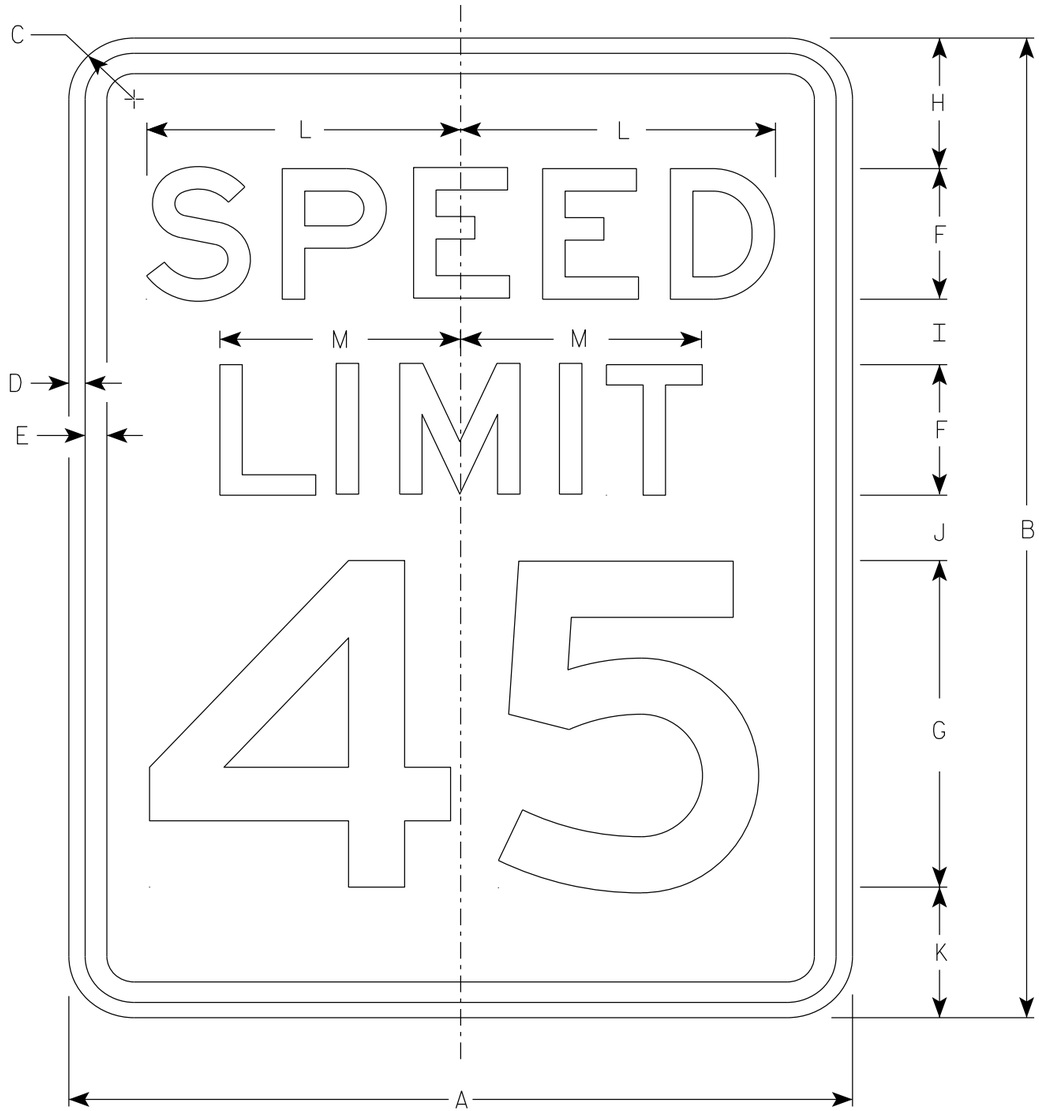
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/10/2024 PLATE NO. R1-2.13

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 251 | E |
|---|---|---|---|---|---|




R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/2 | 3/8 | 1/2 | 3 | 8 | 3 | 2 | 2 | 3 | 7 1/4 | 5 1/2 | | | | | | | | | | | | | | 3.0 |
| 2S | 24 | 30 | 1 1/2 | 3/8 | 1/2 | 4 | 10 | 3 | 2 1/4 | 3 3/8 | 3 3/8 | 9 5/8 | 7 3/8 | | | | | | | | | | | | | | 5.0 |
| 2M | 30 | 36 | 1 7/8 | 1/2 | 5/8 | 5 | 12 | 5 | 2 1/2 | 2 1/2 | 4 | 12 | 9 1/4 | | | | | | | | | | | | | | 7.5 |
| 3 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 4 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 60 | 3 | 3/4 | 1 | 8 | 20 | 6 | 4 1/2 | 6 3/4 | 6 3/4 | 19 1/4 | 14 5/8 | | | | | | | | | | | | | | 20.0 |

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

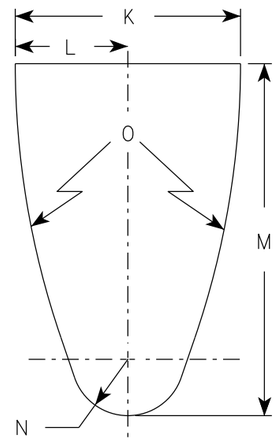
DATE 2/1/23 PLATE NO. R2-1.14

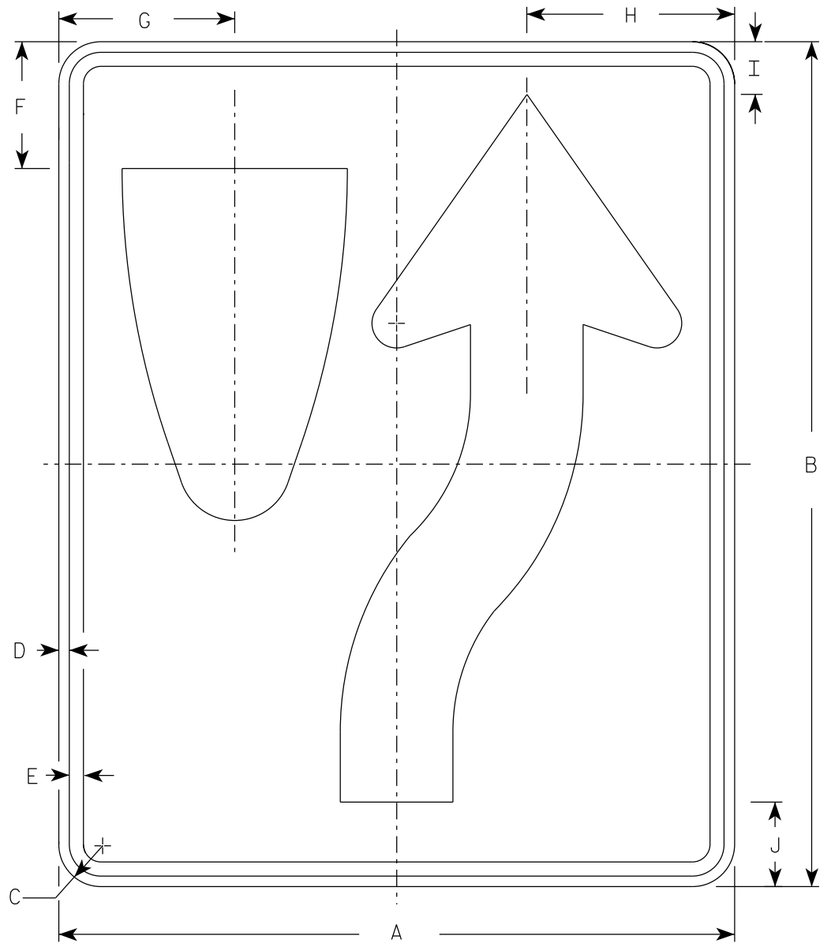
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 252 | E

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

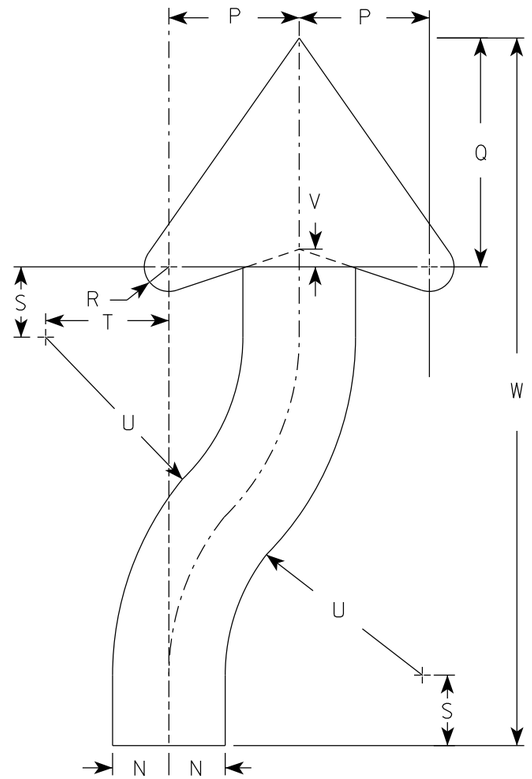
## DIVIDER DETAIL




R4-7

## 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 | 18 | 24 | 1 1/2 | 3/8 | 1/2 | 3 3/8 | 4 3/4 | 5 1/2 | 1 3/8 | 2 1/4 | 6 | 3 | 9 3/8 | 1 1/2 | 22 1/2 | 3 1/2 | 6 1/8 | 5/8 | 1 7/8 | 3 1/4 | 6 3/4 | 1/2 | 20 3/8 | | | | 3.0 |
| 2S | 24 | 30 | 1 1/2 | 3/8 | 1/2 | 4 1/2 | 6 1/4 | 7 3/8 | 1 7/8 | 3 | 8 | 4 | 12 1/2 | 2 | 30 | 4 5/8 | 8 1/8 | 7/8 | 2 1/2 | 4 3/8 | 9 | 5/8 | 25 1/8 | | | | 5.0 |
| 2M | 24 | 30 | 1 1/2 | 3/8 | 1/2 | 4 1/2 | 6 1/4 | 7 3/8 | 1 7/8 | 3 | 8 | 4 | 12 1/2 | 2 | 30 | 4 5/8 | 8 1/8 | 7/8 | 2 1/2 | 4 3/8 | 9 | 5/8 | 25 1/8 | | | | 5.0 |
| 3 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 6 3/4 | 9 3/8 | 11 1/8 | 2 7/8 | 4 1/2 | 12 | 6 | 18 3/4 | 3 | 45 | 6 7/8 | 12 1/4 | 1 1/4 | 3 3/4 | 6 5/8 | 13 1/2 | 1 | 40 3/4 | | | | 12.0 |
| 4 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 6 3/4 | 9 3/8 | 11 1/8 | 2 7/8 | 4 1/2 | 12 | 6 | 18 3/4 | 3 | 45 | 6 7/8 | 12 1/4 | 1 1/4 | 3 3/4 | 6 5/8 | 13 1/2 | 1 | 40 3/4 | | | | 12.0 |
| 5 | 48 | 60 | 3 | 3/4 | 1 | 9 | 12 1/2 | 14 3/4 | 3 3/4 | 6 | 16 | 8 | 25 | 4 | 60 | 9 1/4 | 16 1/4 | 1 5/8 | 5 | 8 3/4 | 18 | 1 1/4 | 50 1/4 | | | | 20.0 |

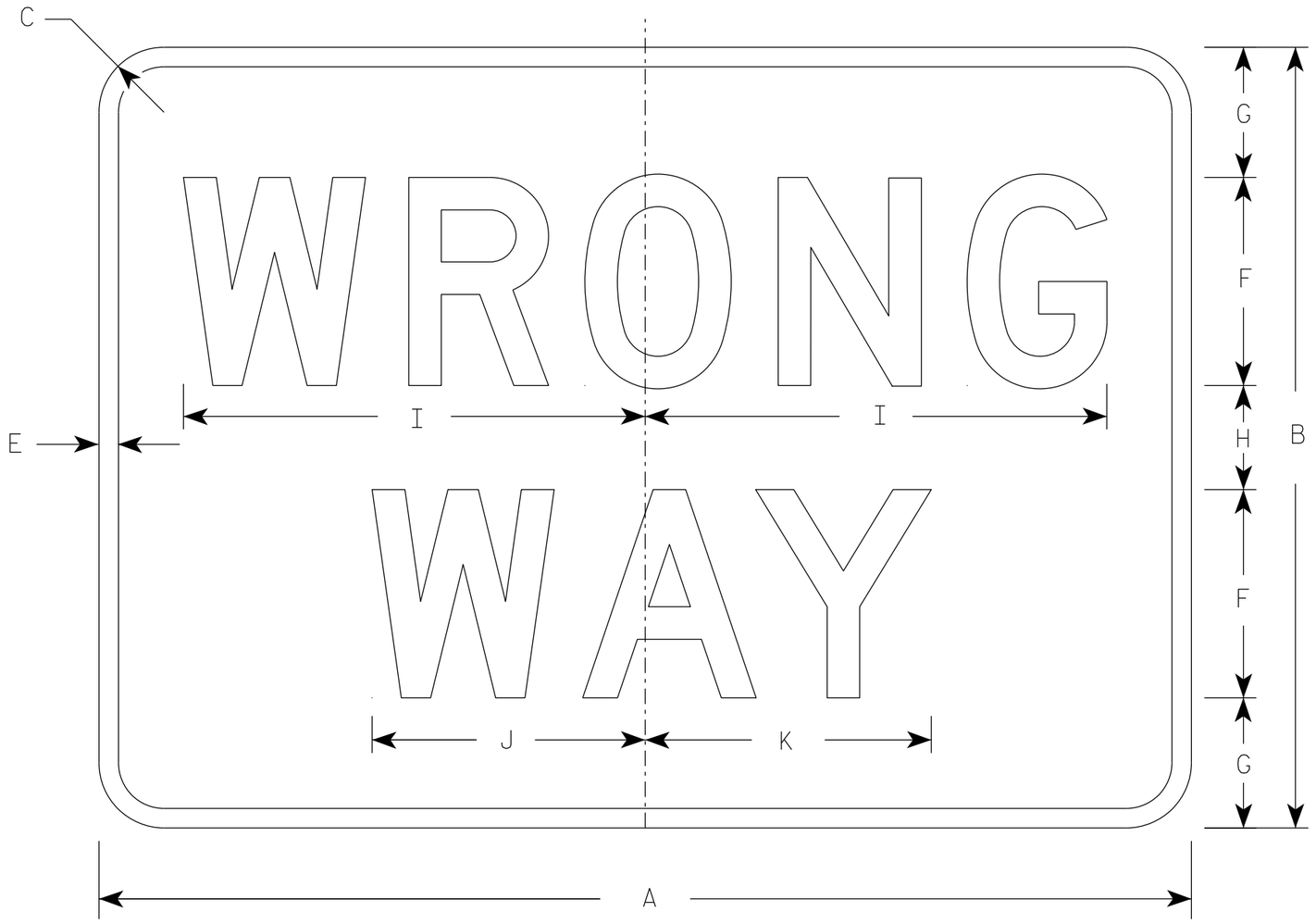
# STANDARD SIGN
# R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 253 | E |
|---|---|---|---|---|---|




R5-1A

NOTES

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

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 18 | 1 1/2 | | 1/2 | 5 | 3 | 2 | 11 | 6 1/2 | 6 7/8 | | | | | | | | | | | | | | | | 3.75 |
| 2S | 36 | 24 | 1 1/2 | | 5/8 | 6 | 4 1/2 | 3 | 13 1/4 | 7 7/8 | 8 1/4 | | | | | | | | | | | | | | | | 6.00 |
| 2M | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 3 | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 4 | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 5 | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |

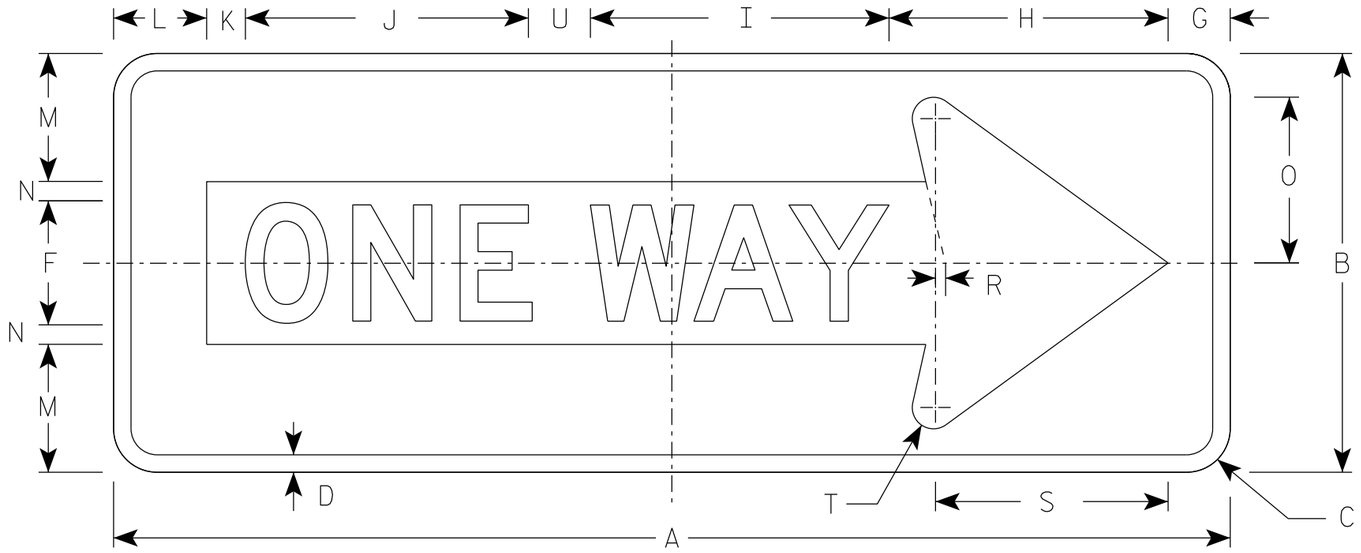
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

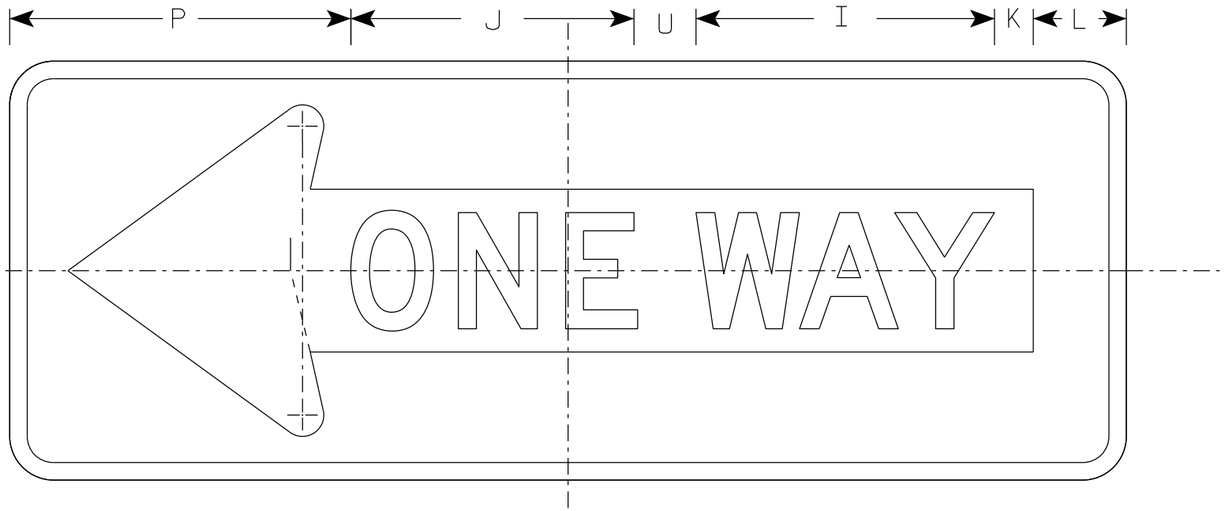
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 | E




R6-1R




R6-1L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Black
   Message - Black Legend & White Arrow & Border
3. Message Series - D

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 36 | 12 | 1 1/2 | 1/2 | | 4 | 2 | 7 1/2 | 9 5/8 | 9 1/8 | 1 1/4 | 3 | 3 3/8 | 5/8 | 4 3/8 | 11 | | 3/8 | 7 1/2 | 3/4 | 2 | | | | | | 3.0 |
| 2M | 48 | 18 | 1 7/8 | 3/4 | | 5 | 2 1/2 | 11 | 13 | 12 1/4 | 2 3/4 | 3 1/2 | 5 1/2 | 1 | 7 1/8 | 13 1/2 | | 1/2 | 10 1/8 | 7/8 | 3 | | | | | | 6.0 |
| 3 | 48 | 18 | 1 7/8 | 3/4 | | 5 | 2 1/2 | 11 | 13 | 12 1/4 | 2 3/4 | 3 1/2 | 5 1/2 | 1 | 7 1/8 | 13 1/2 | | 1/2 | 10 1/8 | 7/8 | 3 | | | | | | 6.0 |
| 4 | 48 | 18 | 1 7/8 | 3/4 | | 5 | 2 1/2 | 11 | 13 | 12 1/4 | 2 3/4 | 3 1/2 | 5 1/2 | 1 | 7 1/8 | 13 1/2 | | 1/2 | 10 1/8 | 7/8 | 3 | | | | | | 6.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-1 L&R

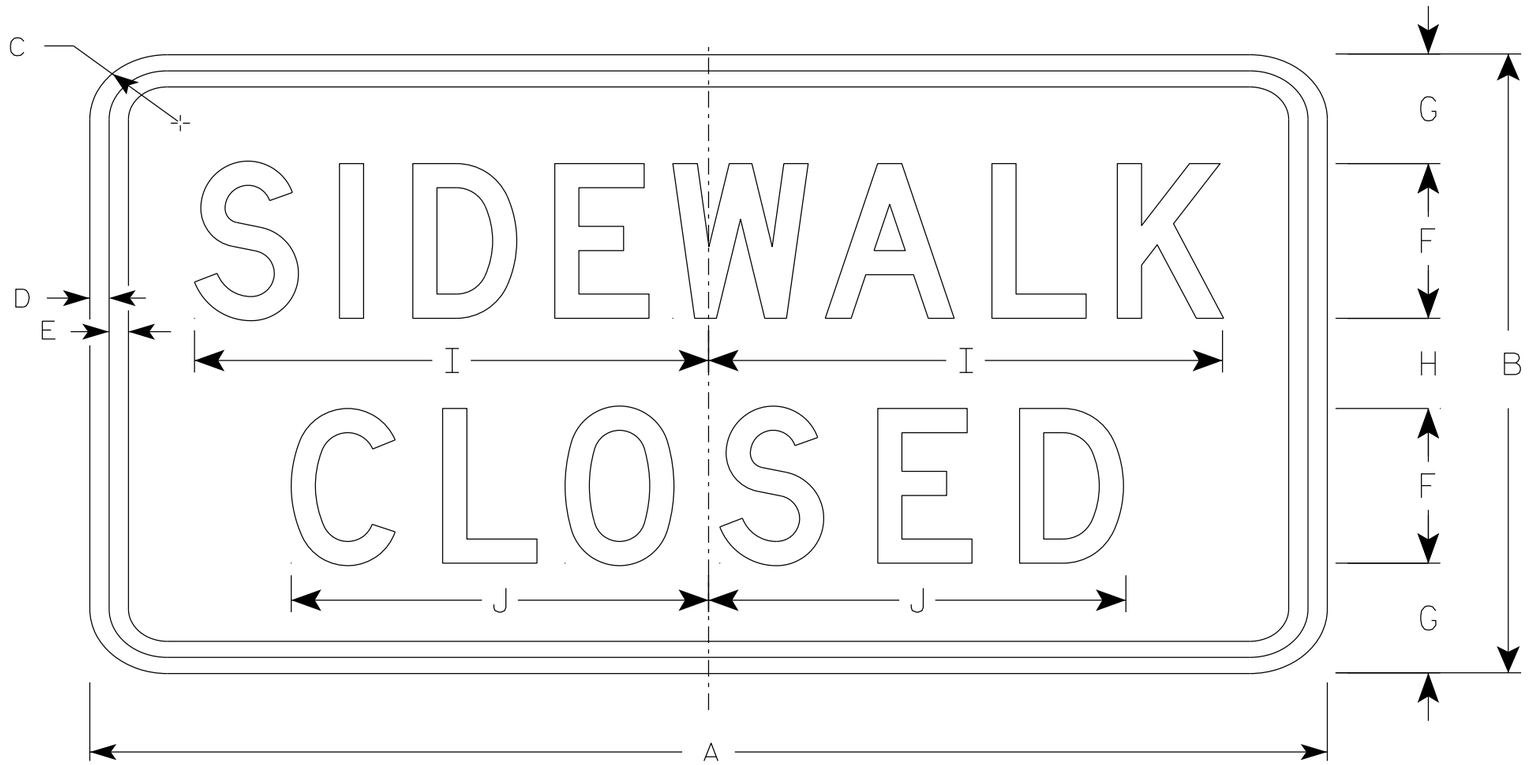
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2025 PLATE NO. R6-1.5

PROJECT NO:

SHEET NO: 255 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

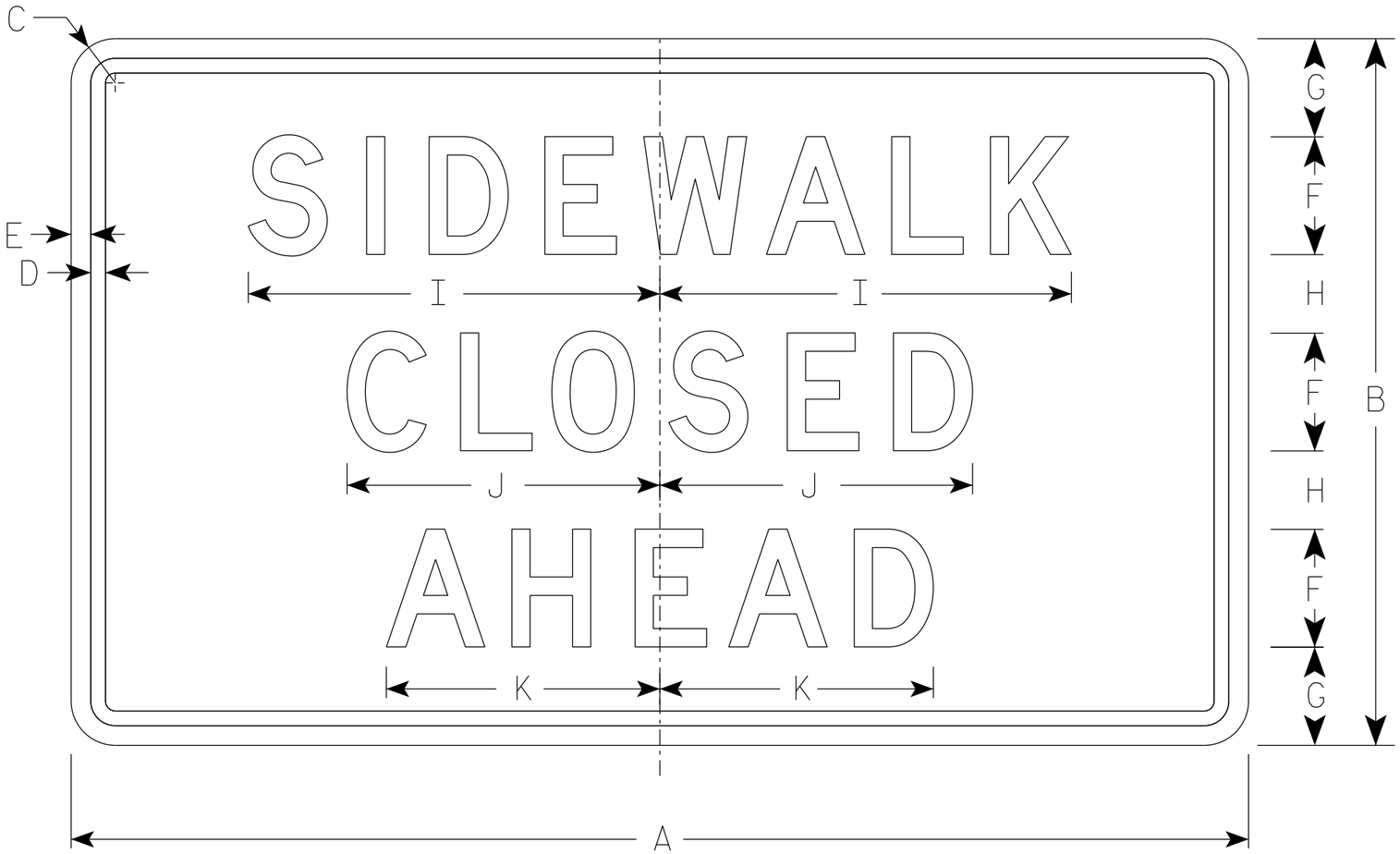
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 256 | 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*

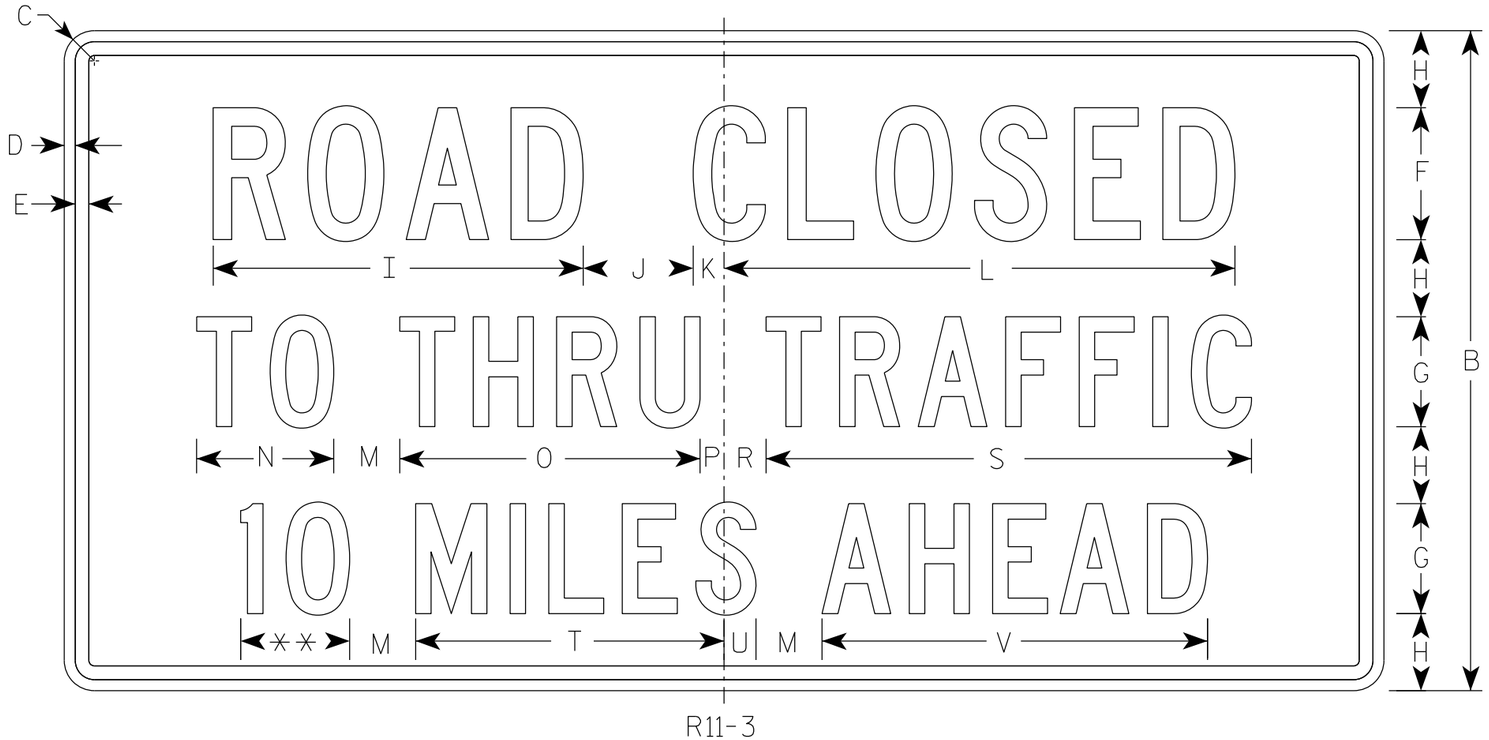
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 257 | E

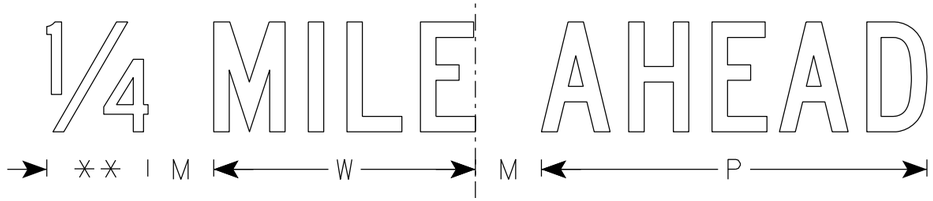
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.




R11-3

** See Note 5




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/2 | 3/8 | 3/8 | 4 | 3 | 2 | 11 1/4 | 3 | 1 1/8 | 15 3/8 | 2 | 3 3/4 | 8 1/4 | 5/8 | | 1 3/8 | 13 1/4 | 8 3/8 | 7/8 | 10 1/2 | 7 1/8 | | | | 4.5 |
| 2S | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 6 | 5 | 3 1/2 | 16 7/8 | 5 | 1 3/8 | 23 1/4 | 3 | 6 1/4 | 13 5/8 | 1 1/8 | | 1 7/8 | 22 1/8 | 14 | 1 1/2 | 17 1/2 | 11 7/8 | | | | 12.5 |
| 2M | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 6 | 5 | 3 1/2 | 16 7/8 | 5 | 1 3/8 | 23 1/4 | 3 | 6 1/4 | 13 5/8 | 1 1/8 | | 1 7/8 | 22 1/8 | 14 | 1 1/2 | 17 1/2 | 11 7/8 | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

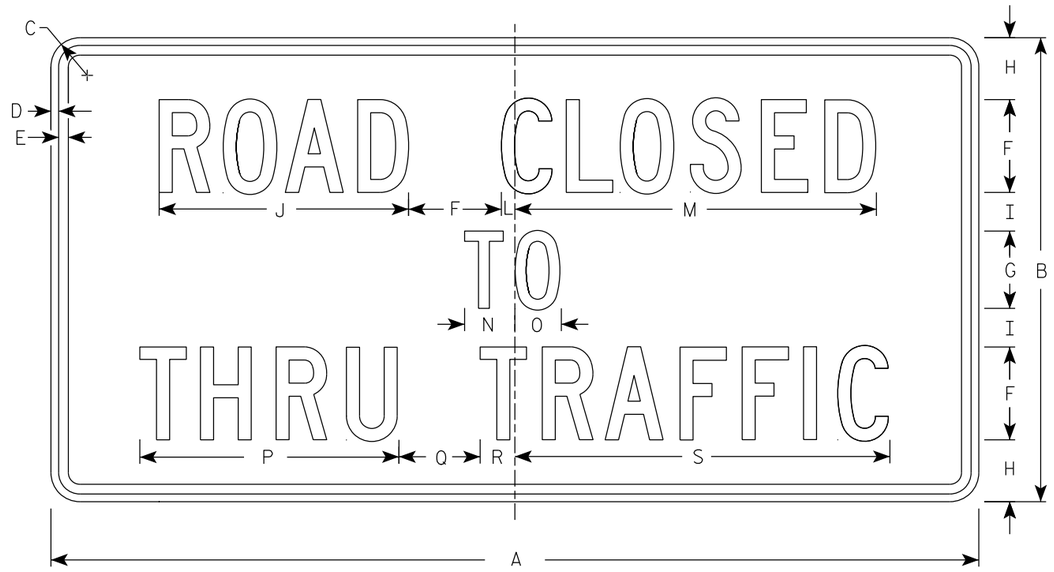
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 258 | E




R11-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 2M | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

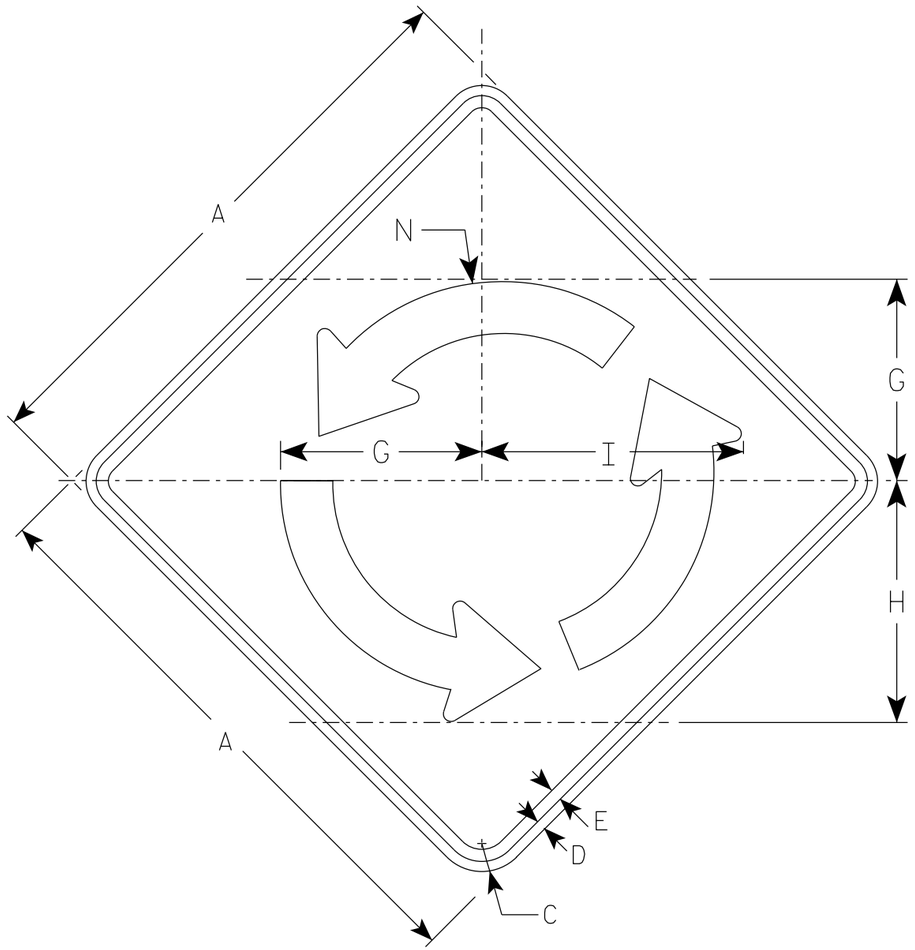
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 259 | E

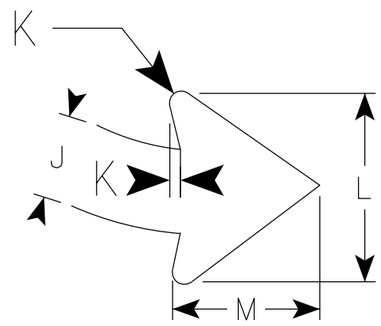



W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

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 | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 3/8 | 12 1/2 | 13 1/2 | 2 3/4 | 3/8 | 6 | 4 3/4 | 11 1/8 | | | | | | | | | | | 6.25 |
| 2M | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 3/8 | 12 1/2 | 13 1/2 | 2 3/4 | 3/8 | 6 | 4 3/4 | 11 1/8 | | | | | | | | | | | 6.25 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | | 12 1/2 | 15 | 16 1/4 | 3 1/4 | 1/2 | 7 3/8 | 5 3/4 | 13 3/8 | | | | | | | | | | | 9.00 |
| 4 | 48 | | 3 | 3/4 | 1 | | 16 5/8 | 20 | 16 1/4 | 4 3/8 | 5/8 | 9 3/4 | 7 5/8 | 17 7/8 | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W2-6

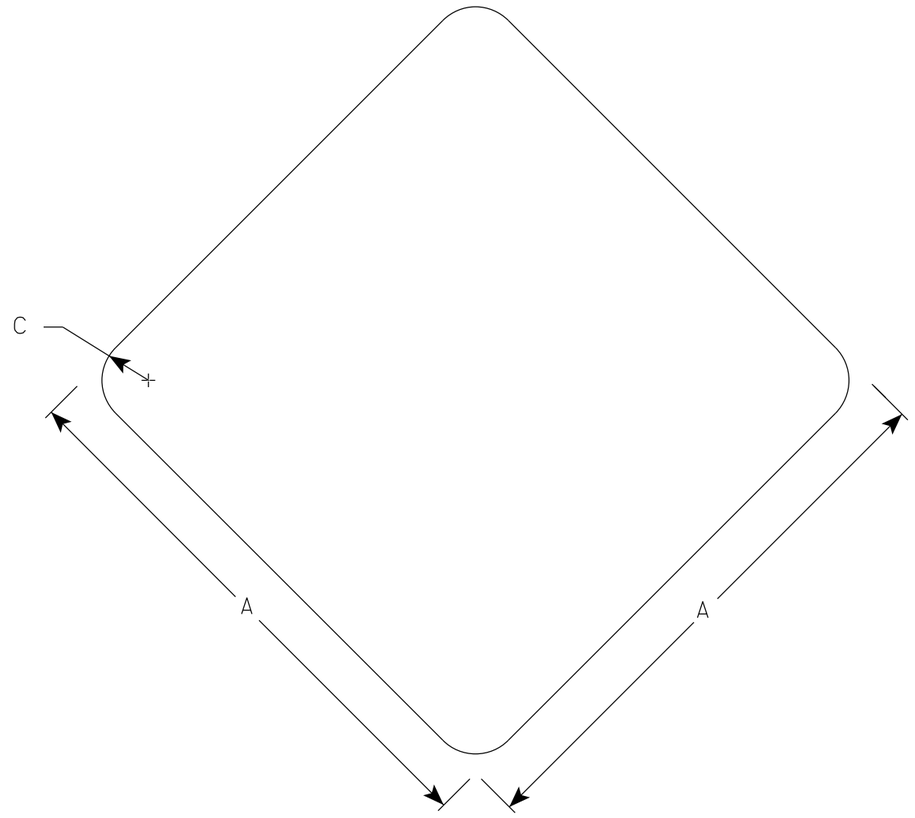
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2023 PLATE NO. W2-6.8

PROJECT NO:

SHEET NO: 260 E




W5-54

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow

| 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 | 12 | | 1 ½ | | | | | | | | | | | | | | | | | | | | | | | | 1.0 |
| 2S | 18 | | 1 ½ | | | | | | | | | | | | | | | | | | | | | | | | 2.25 |
| 2M | 18 | | 1 ½ | | | | | | | | | | | | | | | | | | | | | | | | 2.25 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W5-54

*WISCONSIN DEPT OF TRANSPORTATION*

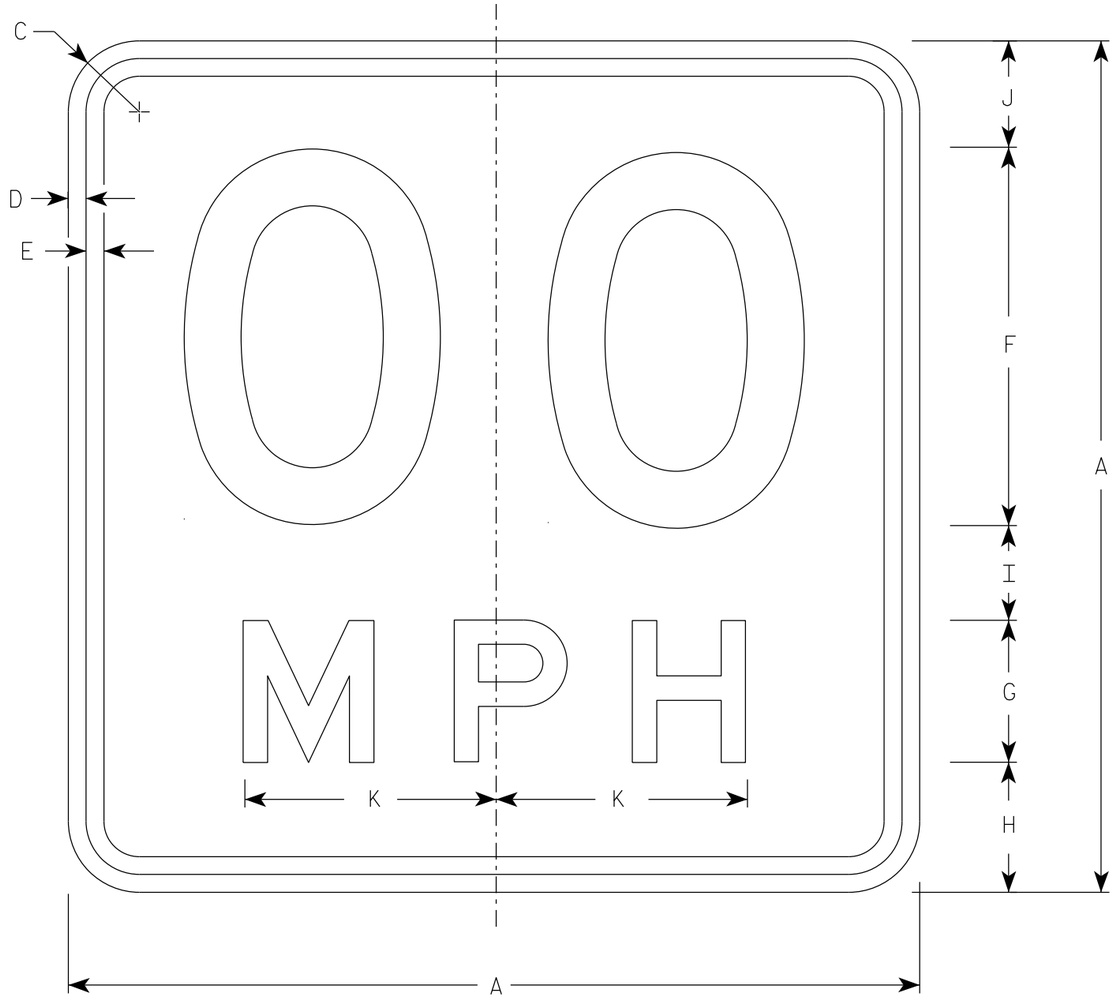
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/2024 PLATE NO. W5-54.9

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



FILE NAME : C:\CAEfiles\Projects\tr_stdplate_W554.dgn PLOT DATE : 5-MARCH 2024 11:55 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




W13-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
   Line 2 is Series E

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 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 | 18 | | 1 1/2 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * 2S | 18 | | 1 1/2 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * 2M | 18 | | 1 1/2 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| 3 | 24 | | 1 1/2 | 3/8 | 1/2 | 10 | 4 | 4 | 2 3/4 | 3 1/4 | 6 5/8 | | | | | | | | | | | | | | | | 4.00 |
| 4 | 36 | | 2 1/4 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |
| 5 | 36 | | 2 1/4 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/8/2024 PLATE NO. W13-1.17

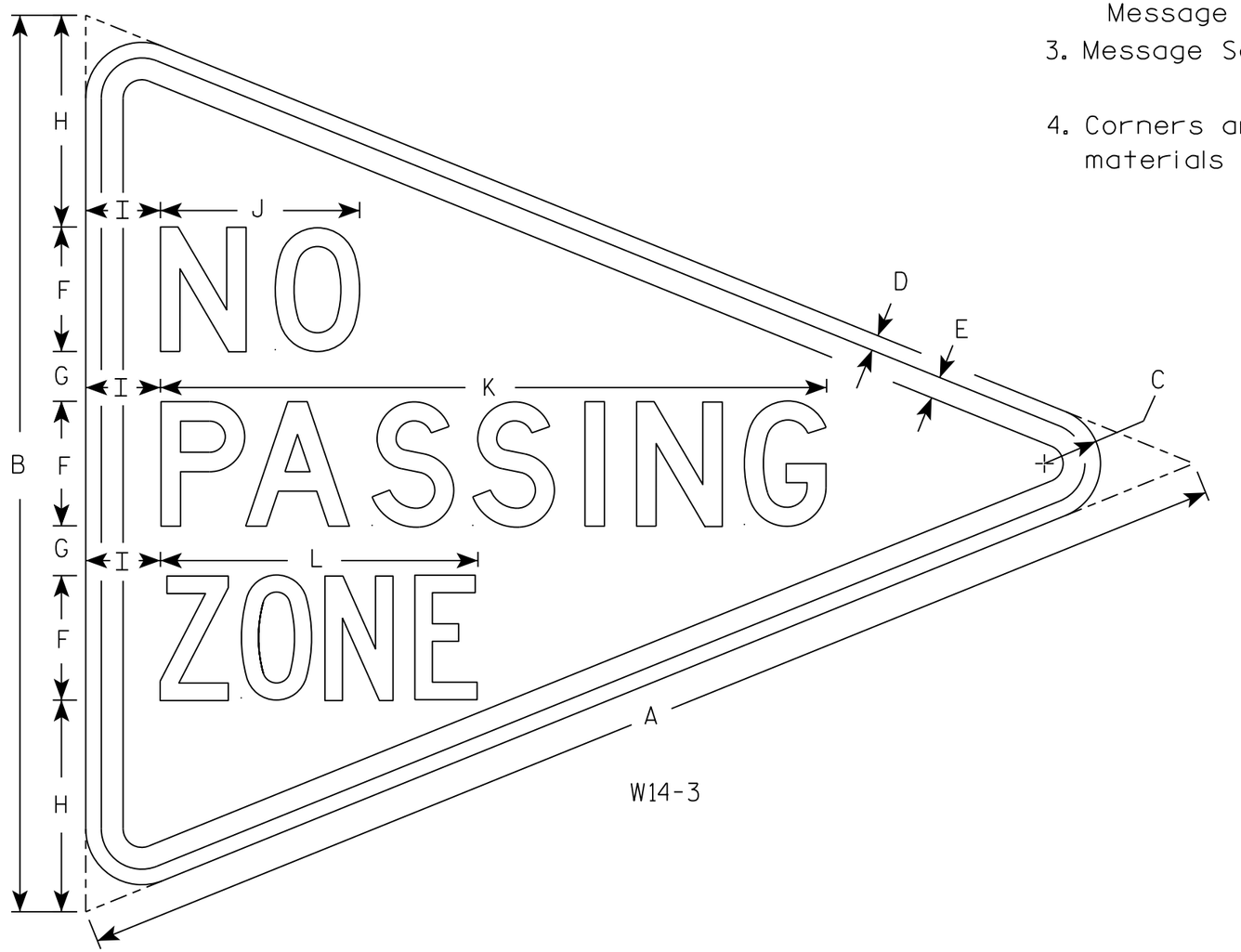
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W131.dgn PLOT DATE : 8-Jan 2024 11:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.




W14-3

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 36 | 2 1/4 | 5/8 | 7/8 | 5 | 2 | 8 1/2 | 3 | 8 | 26 3/4 | 12 3/4 | | | | | | | | | | | | | | | 5.56 |
| 2M | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

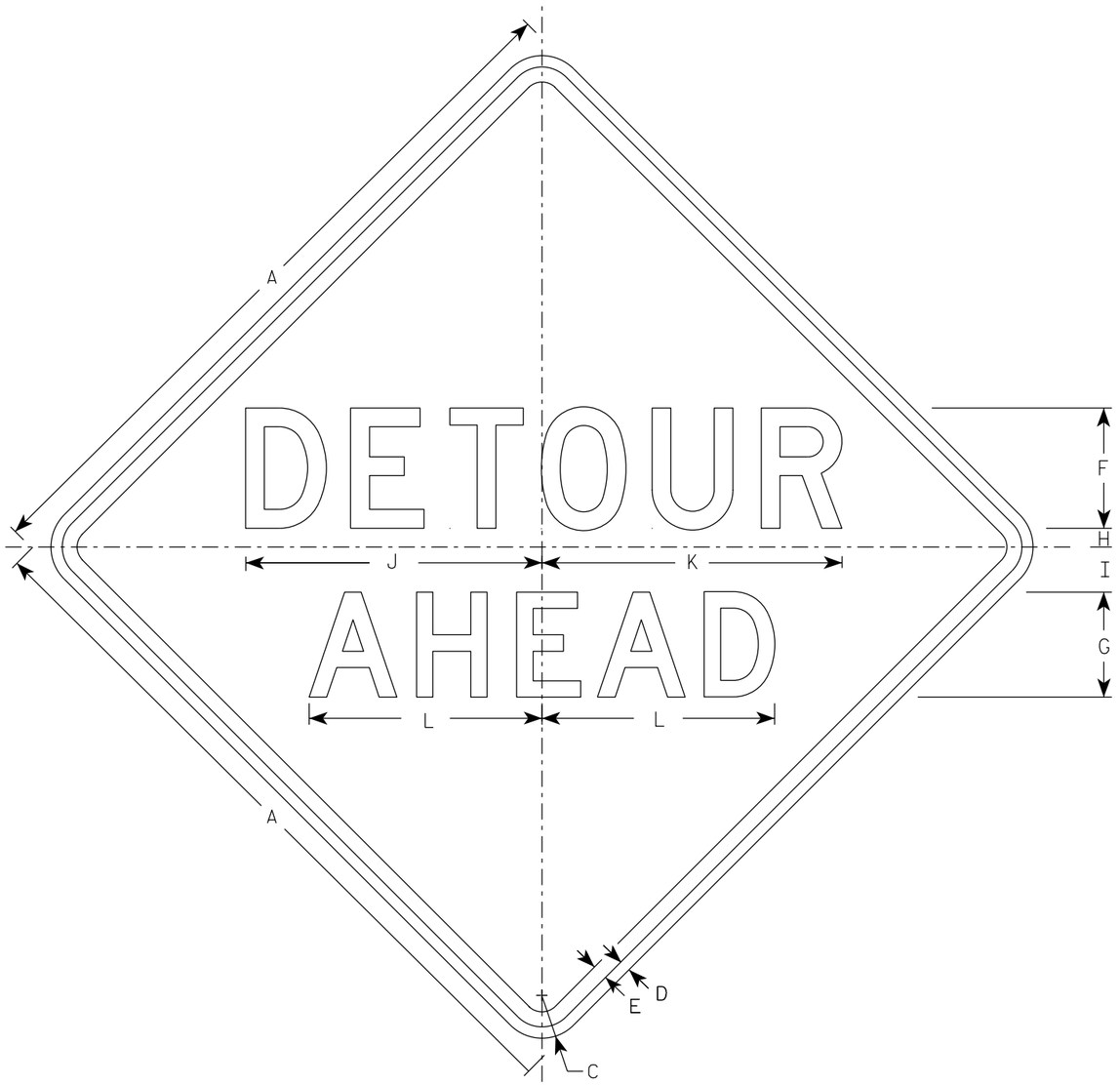
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

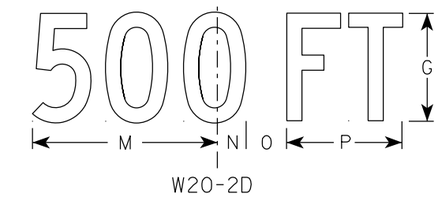
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

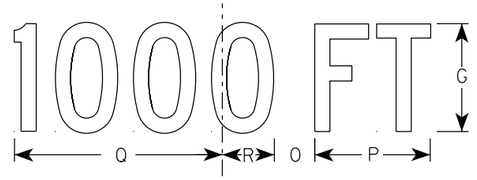
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 263 | E



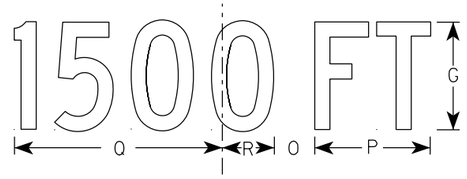

W20-2A



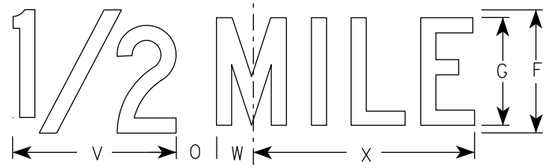

W20-2D



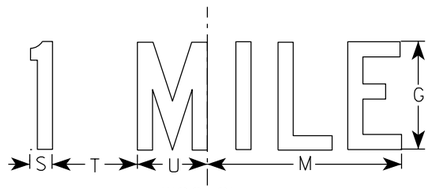

W20-2C




W20-2B




W20-2G




W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 6 | 5 | 1 | 2 1/4 | 14 3/4 | 15 | 11 5/8 | 9 | 1 3/8 | 1 7/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 1/8 | 4 1/2 | 3 1/2 | 8 | 1 3/4 | 10 3/4 | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

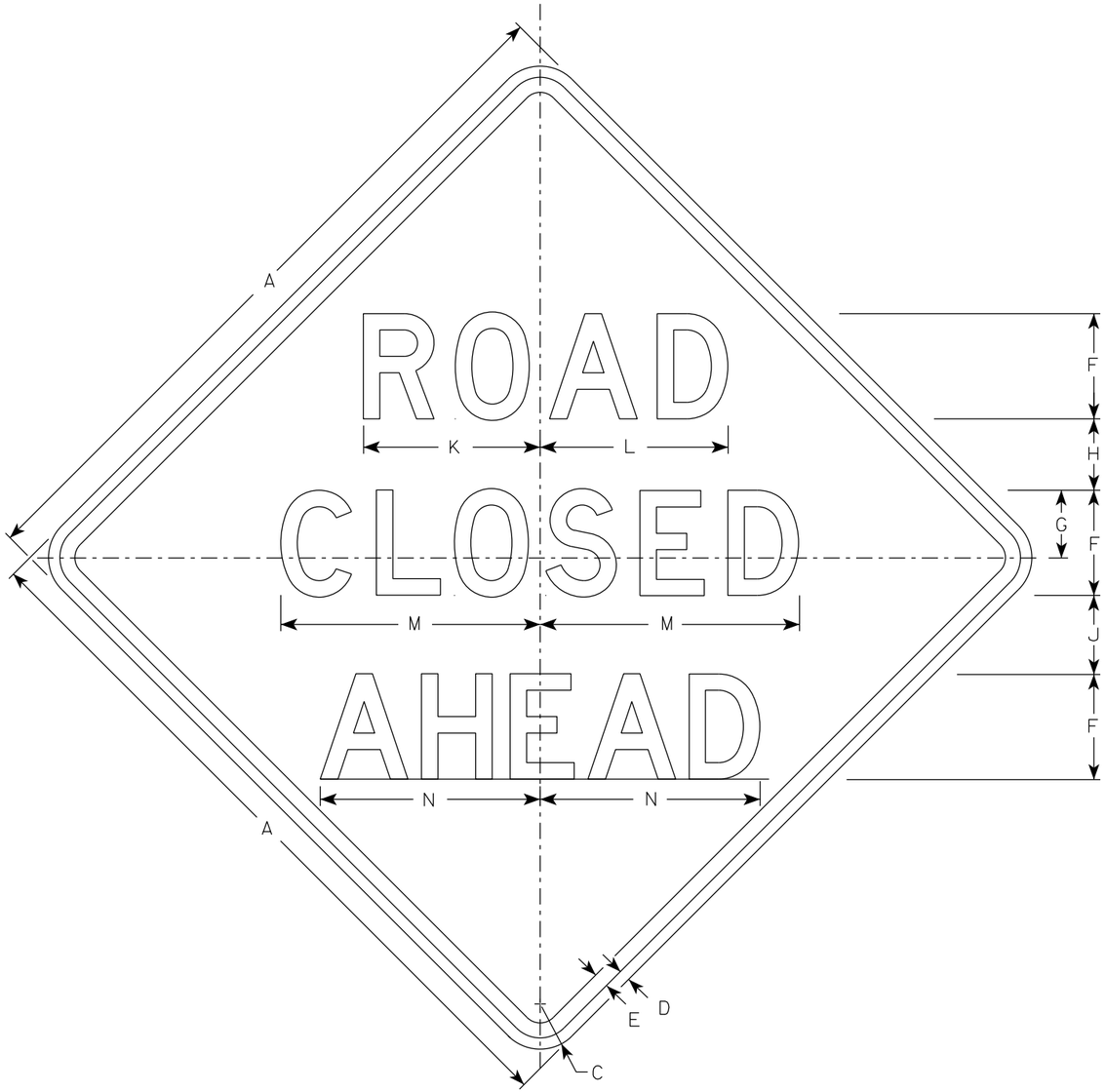
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-2.7

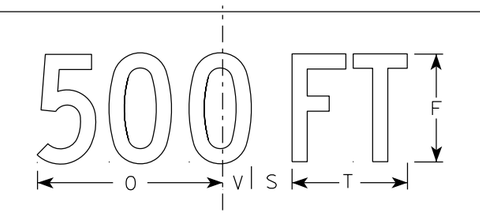
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



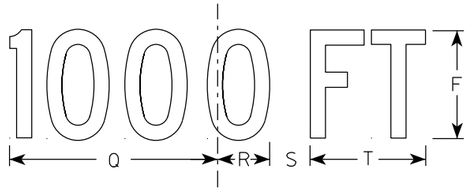
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



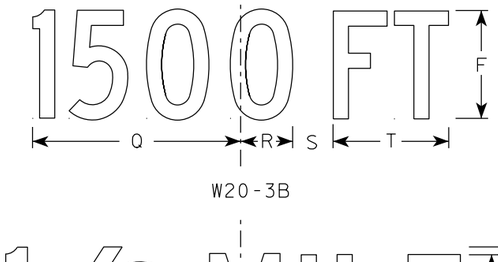

W20-3A



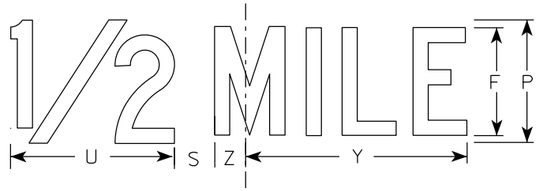

W20-3D



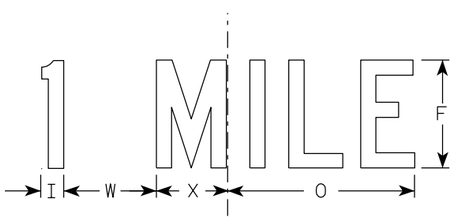

W20-3C




W20-3B




W20-3G




W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 5 | 3 3/8 | 3 1/2 | 1 1/8 | 4 | 8 3/8 | 8 7/8 | 12 1/2 | 11 | 9 | 6 | 10 1/8 | 2 1/2 | 1 7/8 | 5 5/8 | 8 | 1 3/8 | 4 1/2 | 3 1/2 | 10 3/4 | 1 3/4 | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

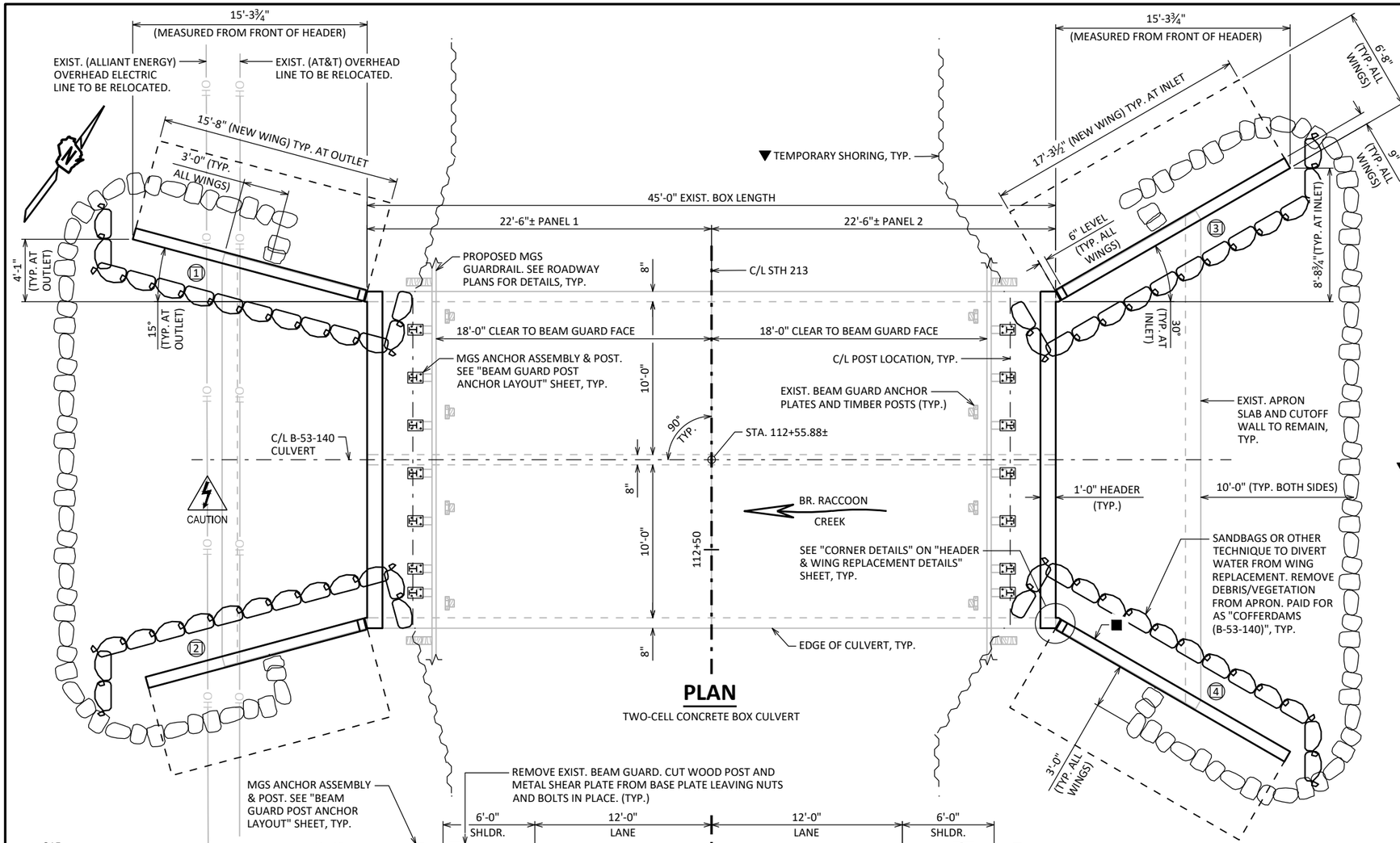
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-3.8

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

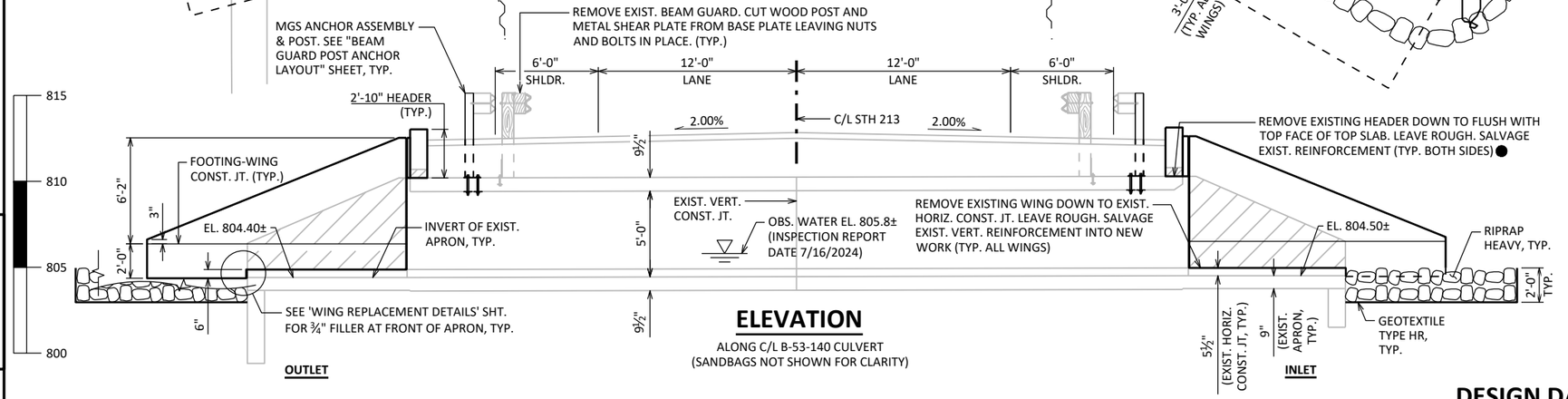


FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




## PLAN

TWO-CELL CONCRETE BOX CULVERT




## ELEVATION

ALONG C/L B-53-140 CULVERT
(SANDBAGS NOT SHOWN FOR CLARITY)

## LEGEND

- INDICATES WING NUMBER
- ■ NAME PLATE LOCATION (SEE 'HEADER REPLACEMENT DETAILS' SHT.)
- INDICATES REMOVAL LIMITS
- ● ADHESIVE ANCHORS NO. 4 USED AS DOWELS. SEE 'HEADER REPLACEMENT DETAILS' SHT. FOR PLACEMENT

## SCOPE OF WORK

1. REPLACING WINGS
2. REPLACING HEADERS
3. REPLACING ANCHORED GUARDRAIL POSTS

## LIST OF DRAWINGS

1. GENERAL PLAN
2. WING REPLACEMENT DETAILS
3. HEADER REPLACEMENT DETAILS
4. BEAM GUARD POST ANCHOR LAYOUT

## GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1" DEEP SAWCUT.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS B-53-140" SHALL BE THE EXISTING GROUNDLINE.

AT THE BACK FACE OF WALL ALL VOLUME WHICH CANNOT BE PLACED BEFORE WALL CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

PLACE 18" (MIN.) WIDE SHEET OF "RUBBERIZED MEMBRANE WATERPROOFING" AS SHOWN IN PLAN.

THE CONTRACTOR SHALL SUPPLY A NEW NAMEPLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR 1984. WORK SHALL BE INCLUDED IN THE BID ITEM "CONCRETE MASONRY CULVERTS".

DETAILS SHOWN FOR POSTS, PLATES, ANCHORAGE SYSTEM AND INSTALLATION, BLOCKS, AND GUARDRAIL ARE NOT PART OF THE STRUCTURE CONTRACT, BUT ARE BID PER THE ROADWAY DESIGN PLANS.

▼ IN DETERMINING THE SEQUENCE OF WORK, THE CONTRACTOR MUST TAKE SPECIAL CARE TO AVOID CONFLICT BETWEEN HEADER AND WING REPLACEMENT EXCAVATION AND PROPOSED GUARDRAIL PLACEMENT.

THE FOUNDATION DESIGN REQUIRES AN ALLOWABLE BEARING PRESSURE OF 1,500 PSF AND THE REGION SOILS ENGINEER SHALL BE PRESENT TO FIELD VERIFY THE CONDITION OF THE SOILS AT TIME OF UNDERCUT EXCAVATION.

## TOTAL ESTIMATED QUANTITIES

| BID ITEM NUMBER | BID ITEMS | UNIT | TOTALS |
|---|---|---|---|
| 203.0220 | REMOVING STRUCTURE (B-53-140) | EACH | 1 |
| 206.2001 | EXCAVATION FOR STRUCTURES CULVERTS (B-53-140) | EACH | 1 |
| 206.5001 | COFFERDAMS (B-53-140) | EACH | 1 |
| 210.2500 | BACKFILL STRUCTURE TYPE B | TON | 271 |
| 311.0115 | BREAKER RUN | CY | 48 |
| ● 502.4204 | ADHESIVE ANCHORS NO. 4 BAR | EACH | 98 |
| 504.0100 | CONCRETE MASONRY CULVERTS | CY | 43 |
| 505.0600 | BAR STEEL REINFORCEMENT HS COATED STRUCTURES | LB | 5470 |
| 511.1200 | TEMPORARY SHORING (B-53-140) | SF | 475 |
| 516.0500 | RUBBERIZED MEMBRANE WATERPROOFING | SY | 27 |
| 606.0300 | RIPRAP HEAVY | CY | 63 |
| 645.0105 | GEOTEXTILE TYPE C | SY | 85 |
| 645.0120 | GEOTEXTILE TYPE HR | SY | 132 |
| | NON-BID ITEMS | | |
| | FILLER | SIZE | ¾" |

## DESIGN DATA

**LIVE LOADS:**

INVENTORY RATING: HS20
OPERATING RATING: HS33
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 190 (KIPS)

RATINGS TAKEN FROM HSI, 05/29/2025

**MATERIAL PROPERTIES:**

CONCRETE MASONRY——— $f'_c$ = 3,500 PSI
BAR STEEL REINFORCEMENT—— $f_y$ = 60,000 PSI

## TRAFFIC DATA

**STH 213**
ADT = 2,400 (2026)
R.D.S. = 55 MPH

STATE PROJECT NUMBER
**5571-00-72**


**STRUCTURE DESIGN CONTACTS:**
RYAN HARRIS 608-266-2963
KYLE BUSCH 608-267-0465


| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

BUREAU OF STRUCTURES

ACCEPTED KHB 10/16/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

**STRUCTURE B-53-140**

STH 213 OVER BR. RACCOON CREEK

| COUNTY | TOWN |
|---|---|
| ROCK | BELOIT |

DESIGN SPEC.
REHABILITATION N/A

| DESIGNED BY | DESIGN CK'D | DRAWN BY | PLANS CK'D |
|---|---|---|---|
| RRH | VS | RRH | VS |

**GENERAL PLAN**

SHEET 1 OF 4
266

I.D. 5571-00-02A DATE: MAY 2025

STATE PROJECT NUMBER

**5571-00-72**

## LEGEND

◐ ¾" FILLER (TYP.) EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WING AT BOX-WING INTERFACE AND EXTEND FROM FRONT OF APRON ENDWALL TO BOT. OF FOOTING.

◆ HORIZ. CONST. JOINT W/ KEYWAY. FORM KEYWAY USING BEVELED 2"X4".

☒ SALVAGE EXIST. VERT. REINFORCEMENT 1'-0" MIN. INTO NEW WORK

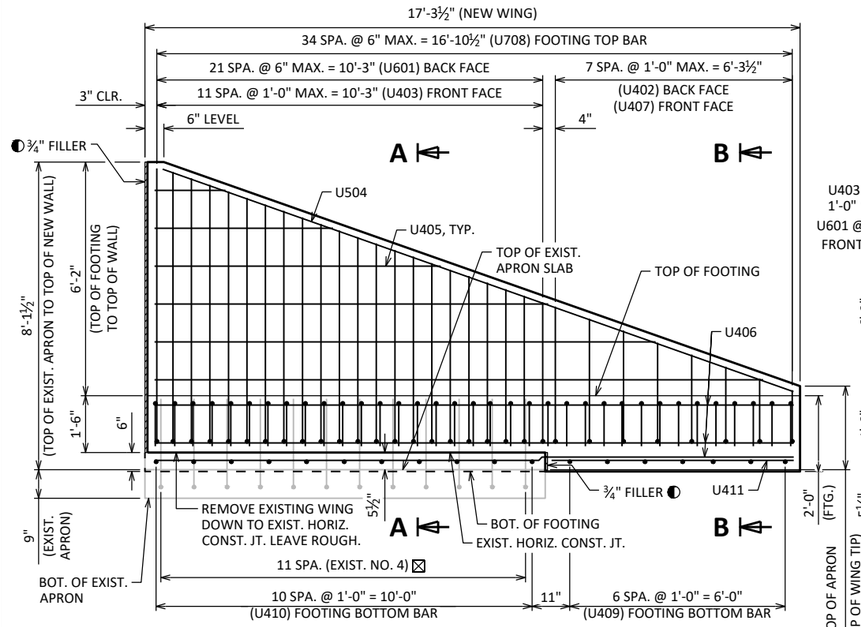
◘ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. PLACE ALONG FULL LENGTH OF CONST. JOINT.

## BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

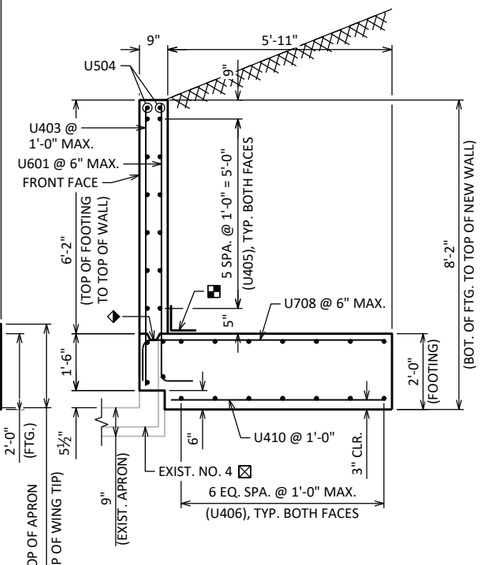
| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| U601 | X | 44 | 6'-4" | X | ⚠ | WING 3 & 4 - VERTICAL - BACK FACE - SECTION A-A |
| U402 | X | 16 | 3'-0" | X | ⚠ | WING 3 & 4 - VERTICAL - BACK FACE - SECTION B-B |
| U403 | X | 24 | 5'-7" | | ⚠ | WING 3 & 4 - VERTICAL - FRONT FACE - SECTION A-A |
| U504 | X | 4 | 17'-7" | | | WING 3 & 4 - HORIZONTAL - BOTH FACES - TOP |
| U405 | X | 24 | 9'-0" | | ⚠ | WING 3 & 4 - HORIZONTAL - BOTH FACES |
| U406 | X | 36 | 16'-10" | | | WING 3 & 4 - LONGIT. - FOOTING |
| U407 | X | 16 | 3'-0" | | ⚠ | WING 3 & 4 - VERTICAL - FRONT FACE - SECTION B-B |
| U708 | X | 70 | 7'-4" | X | | WING 3 & 4- TOP OF FOOTING |
| U409 | X | 14 | 6'-4" | | | WING 3 & 4 - BOT. OF FOOTING - SECTION B-B |
| U410 | X | 22 | 5'-8" | | | WING 3 & 4 - BOT. OF FOOTING - SECTION A-A |
| U411 | X | 2 | 6'-4" | | | WING 3 & 4 - LONGIT. - BOT. OF FOOTING - SECTION B-B |
| D601 | X | 40 | 6'-4" | X | ⚠ | WING 1 & 2 - VERTICAL - BACK FACE - SECTION C-C |
| D402 | X | 14 | 3'-0" | X | ⚠ | WING 1 & 2 - VERTICAL - BACK FACE - SECTION D-D |
| D403 | X | 22 | 5'-7" | | ⚠ | WING 1 & 2 - VERTICAL - FRONT FACE - SECTION C-C |
| D504 | X | 4 | 16'-1" | | | WING 1 & 2 - HORIZONTAL - BOTH FACES - TOP |
| D405 | X | 24 | 7'-6" | | ⚠ | WING 1 & 2 - HORIZONTAL - BOTH FACES |
| D406 | X | 36 | 15'-3" | | | WING 1 & 2 - LONGIT. - FOOTING |
| D407 | X | 14 | 2'-11" | | ⚠ | WING 1 & 2 - VERTICAL - FRONT FACE - SECTION D-D |
| D708 | X | 64 | 7'-4" | X | | WING 1 & 2 - TOP OF FOOTING |
| D409 | X | 14 | 6'-4" | | | WING 1 & 2 - BOT. OF FOOTING - SECTION D-D |
| D410 | X | 20 | 5'-8" | | | WING 1 & 2 - BOT. OF FOOTING - SECTION C-C |
| D411 | X | 2 | 5'-8" | | | WING 1 & 2 - LONGIT. - BOT. OF FOOTING - SECTION D-D |

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



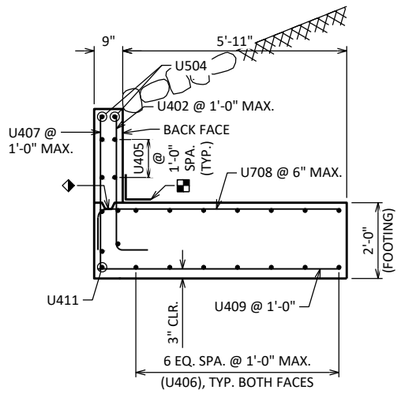

## WINGS 3 & 4 ELEVATION

(SHOWING WING 4 B.F. REINFORCEMENT. WING 3 SIMILAR)



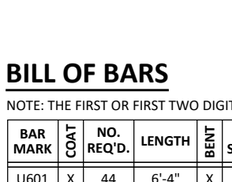

## SECTION A-A

ALL LONGITUDINAL BARS NOT LABELED ARE U406 AS SHOWN




## SECTION B-B

ALL LONGITUDINAL BARS NOT LABELED ARE U406 AS SHOWN

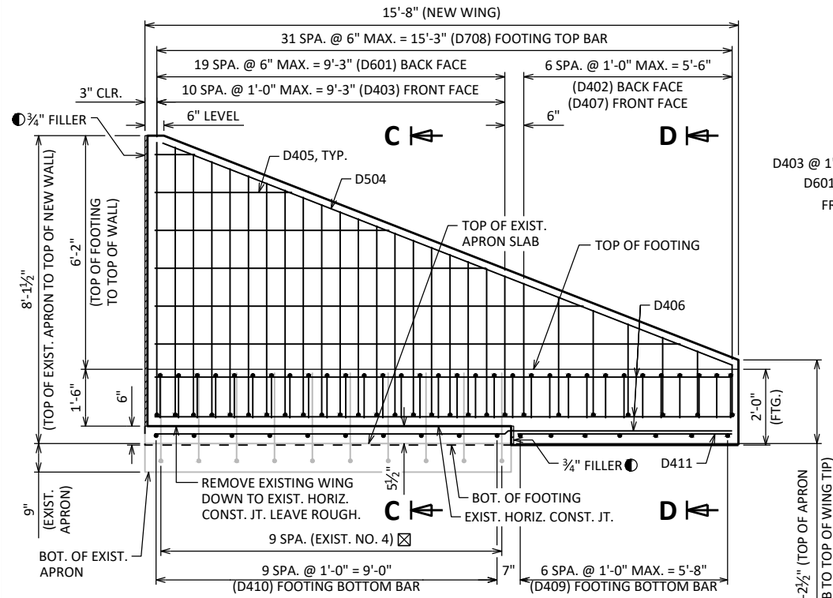



## U601, U402, U708, D601, D402, D708

## BAR SERIES TABLE

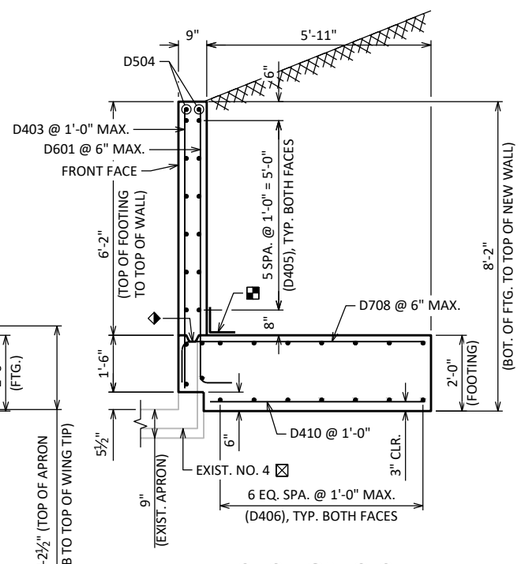
BUNDLE AND TAG EACH SERIES SEPARATELY.

| BAR MARK | NO. REQ'D. | | LENGTH | | |
|---|---|---|---|---|---|
| U601 | 2 | SERIES OF 22 | 4'-6" | TO | 8'-1" |
| U402 | 2 | SERIES OF 8 | 1'-11" | TO | 4'-1" |
| U403 | 2 | SERIES OF 12 | 3'-9" | TO | 7'-4" |
| U405 | 4 | SERIES OF 6 | 1'-10" | TO | 16'-1" |
| U407 | 2 | SERIES OF 8 | 1'-10" | TO | 4'-1" |
| D601 | 2 | SERIES OF 20 | 4'-6" | TO | 8'-1" |
| D402 | 2 | SERIES OF 7 | 1'-11" | TO | 4'-1" |
| D403 | 2 | SERIES OF 11 | 3'-9" | TO | 7'-4" |
| D405 | 4 | SERIES OF 6 | 1'-1" | TO | 13'-11" |
| D407 | 2 | SERIES OF 7 | 1'-10" | TO | 4'-0" |



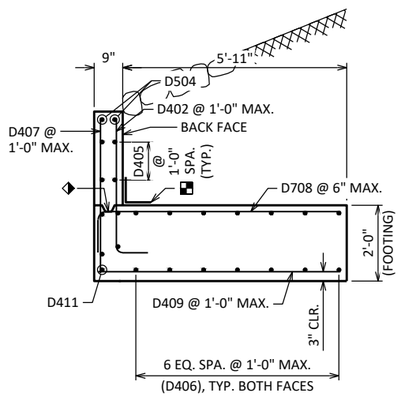

## WINGS 1 & 2 ELEVATION

(SHOWING WING 2 B.F. REINFORCEMENT. WING 1 SIMILAR)




## SECTION C-C

ALL LONGITUDINAL BARS NOT LABELED ARE D406 AS SHOWN




## SECTION D-D

ALL LONGITUDINAL BARS NOT LABELED ARE D406 AS SHOWN

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

**STRUCTURE B-53-140**

DRAWN BY RRH | PLANS CK'D VS

**WING REPLACEMENT DETAILS**

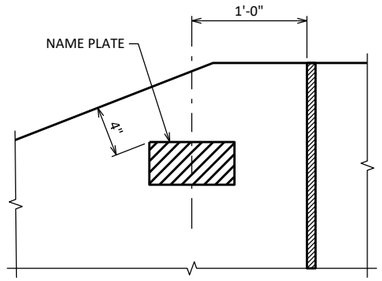
SHEET 2
267

8

8

STATE PROJECT NUMBER

**5571-00-72**




## NAME PLATE DETAIL

WING 4

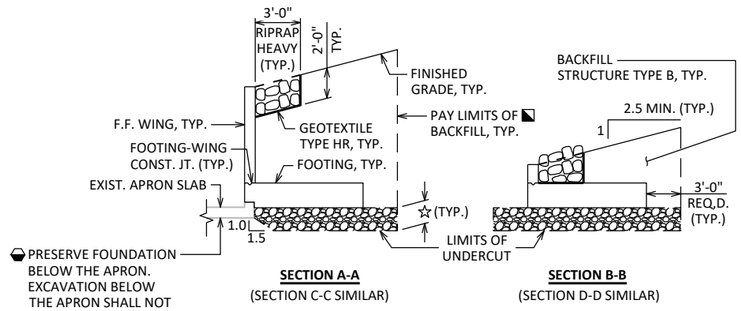
## LEGEND

- ◐ ¾" FILLER (TYP.) EXTEND FROM HORIZ. CONST. JOINT TO TOP OF WING.
- ◧ 1" BEVEL (TYP.)
- ⚠ REMOVE EXISTING HEADER TO BE FLUSH WITH TOP FACE OF EXIST. TOP SLAB AND LEAVE ROUGH. INCLUDED IN ITEM "REMOVING STRUCTURE B-53-140".
- ◩ 2 LAYERS OF 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. PLACE ALONG FULL LENGTH OF CONST. JOINT.
- ● ADHESIVE ANCHOR NO. 4 BAR. 5" EMBEDMENT
- ◪ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.
- ☆ UNDER CUT 2'-0". EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES CULVERTS. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "BREAKER RUN".
- INDICATES BREAKER RUN
- ◔ 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. PLACE ALONG FULL LENGTH OF CONST. JOINT.
- ◒ SLOPE EXISTING SOIL AWAY FROM APRON WING FACE AND ENDWALL FACE. (TYP.)

## BILL OF BARS

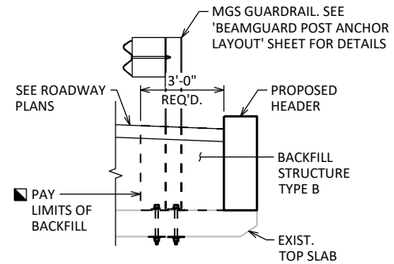
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

| BAR MARK | COAT | NO. REQ'D. | LENGTH | BENT | BAR SERIES | LOCATION |
|---|---|---|---|---|---|---|
| ● H401 | X | 98 | 1'-11" | | | HEADERS - VERTICAL - ANCHORS |
| H402 | X | 84 | 4'-0" | X | | HEADERS - VERTICAL |
| H403 | X | 40 | 12'-4" | | | HEADERS - HORIZONTAL |
| H504 | X | 8 | 12'-8" | | | HEADERS - HORIZONTAL - TOP |
| H405 | X | 24 | 2'-7" | X | | HEADERS - HORIZONTAL - ENDS |
| H406 | X | 24 | 4'-8" | X | | HEADERS - HORIZONTAL - ENDS |



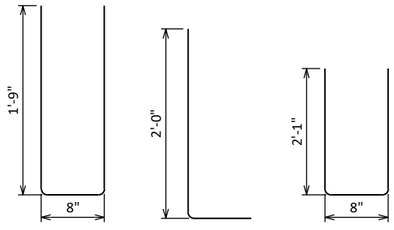

## TYPICAL SECTION THRU WINGWALL

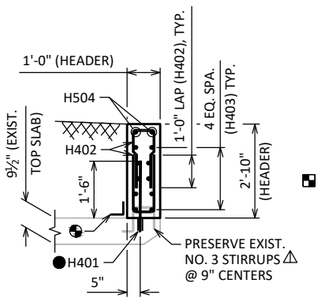
(SEE 'WING REPLACEMENT DETAILS' SHEET FOR SECTIONS A-A THRU D-D)




## TYPICAL SECTION THRU HEADER

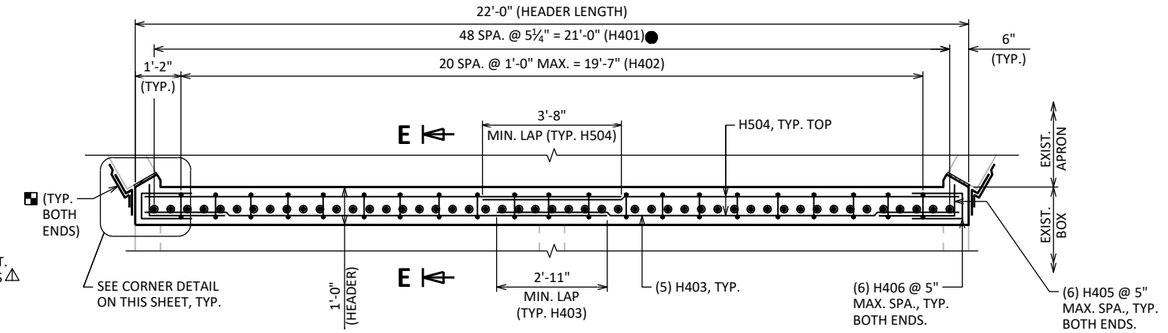
(INLET SHOWN. OUTLET SIMILAR)



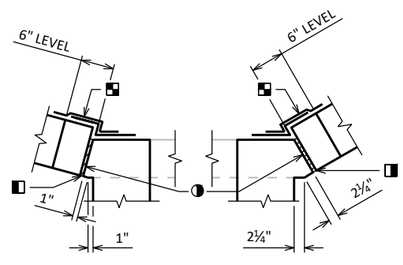

## SECTION E-E

(UNDERSIDE SLOPED AT INLET ONLY)




## TYPICAL HEADER PLAN

(TYP. AT INLET AND OUTLET)




**WINGS 1 & 2**
(CORNER 2 SHOWN. CORNER 1 SIMILAR)

**WINGS 3 & 4**
(CORNER 3 SHOWN. CORNER 4 SIMILAR)

## CORNER DETAILS

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

**STRUCTURE B-53-140**

DRAWN BY RRH | PLANS CK'D VS

**HEADER REPLACEMENT DETAILS**

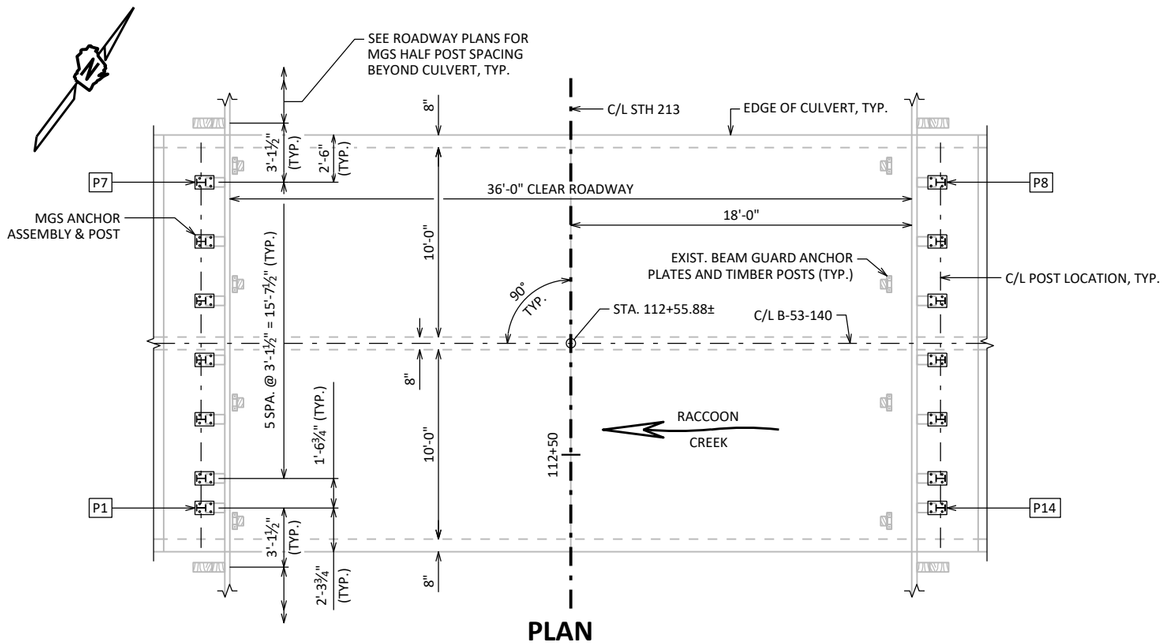
SHEET 3
268

8

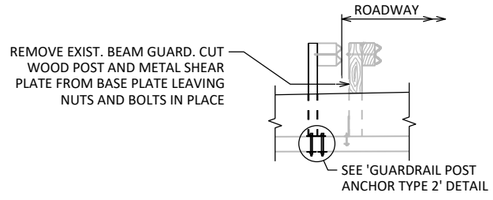
8

STATE PROJECT NUMBER

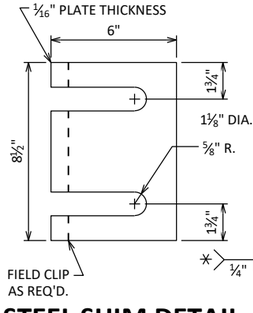
**5571-00-72**




## PLAN

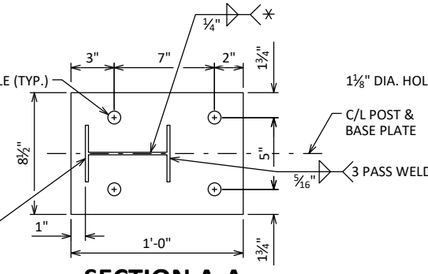



## SECTION THRU BEAMGUARD



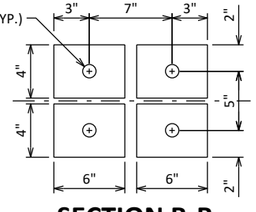

## STEEL SHIM DETAIL

4 PER POST



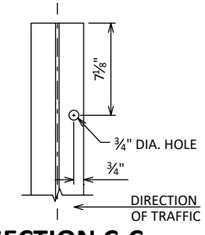

## SECTION A-A

POST & BASE PLATE




## SECTION B-B

(4)-BOTTOM PLATES




## SECTION C-C

HOLE IN POST FLANGE ON APPROACHING TRAFFIC SIDE

## NOTES

POST BASE PLATES AND BOTTOM PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

CUT BOTTOM OF POST SO THAT POST WILL BE VERTICAL WHEN POST ASSEMBLY IS PLACED ON TOP OF THE CULVERT. ALONG THE ROADWAY THE POST WILL BE NORMAL TO GRADE LINE. HEX BOLTS AND THREADED RODS ARE TO BE PLACED PERPENDICULAR TO THE BASE PLATE AND BOTTOM PLATE.

POST, BASE PLATE, BOTTOM PLATE, AND SHIMS SHALL BE GALVANIZED AFTER FABRICATION.

PRIOR TO GALVANIZING, ALL STEEL POSTS AND PLATES SHALL BE GIVEN A NO. 6 COMMERCIAL BLAST CLEANING BY SSPC SPECS.

ALL MATERIAL USED IN POSTS AND PLATES SHALL BE MADE FROM MATERIAL CONFORMING TO ASTM DESIGNATION A709 GRADE 50 OR 50S.

HEX BOLTS, THREADED RODS, HEX NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM F1554 GRADE 36, AND SHALL BE GALVANIZED. RODS ARE TO BE FULLY THREADED AND BOLTS TO BE THREADED 3". CHAMFER TOP OF BOLTS AND RODS BEFORE THREADING.

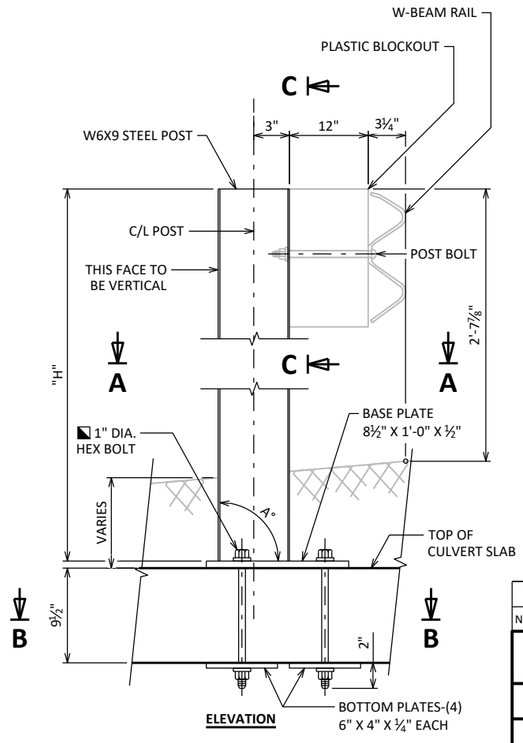
◪ THRU-BOLTS (1-INCH DIA. HEX BOLT).

ALL HOLES FOR POST INSTALLATION TO CONCRETE TOP SLAB SHALL BE CORE DRILLED.

STEEL SHIMS MAY BE USED BETWEEN PLATES AND SLAB WHERE REQUIRED FOR ALIGNMENT.

⚹ WELDING IS TO BE COMPLETED USING THE GAS-METAL ARC WELDING (GMAW) PROCESS WITH ER70S-3 WELDING WIRE AND ARGON-OXYGEN OR $CO_2$ COVER GAS.

◔ WITH APPROVAL FROM THE FIELD ENGINEER, CONTRACTOR IS ABLE TO ADJUST POST HEIGHT LENGTH "H" AND ANGLE "A°", DUE TO DIFFERENCES BETWEEN ORIGINAL PLANS AND EXISTING FIELD CONDITIONS.




**ELEVATION**

## GUARDRAIL POST ANCHOR TYPE 2

## POST GEOMETRY TABLE

| ◔ POST NO. | "H" | A° |
|---|---|---|
| P1 | 4'-11⅛" | 89°52' |
| P2 | 4'-11¼" | 89°52' |
| P3 | 4'-11½" | 89°52' |
| P4 | 4'-11¾" | 89°52' |
| P5 | 5'-0" | 89°52' |
| P6 | 5'-¼" | 89°52' |
| P7 | 5'-½" | 89°52' |
| P8 | 4'-11½" | 90°8' |
| P9 | 4'-11¼" | 90°8' |
| P10 | 4'-11" | 90°8' |
| P11 | 4'-10⅞" | 90°8' |
| P12 | 4'-10¾" | 90°8' |
| P13 | 4'-10⅛" | 90°8' |
| P14 | 4'-10" | 90°8' |

| NO. | DATE | REVISION | BY |
|---|---|---|---|
| | | | |

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

**STRUCTURE B-53-140**

DRAWN BY RRH | PLANS CK'D VS

**BEAM GUARD POST ANCHOR LAYOUT**

SHEET 4
269

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 109+50.00 | 10950.00 | 0.00 | 0.00 | 0.00 | 5.75 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110+00.00 | 11000.00 | 50 | 5.44 | 0.00 | 13.50 | 5 | 0 | 18 | 5 | 23 | -18 |
| 110+50.00 | 11050.00 | 50 | 1.17 | 0.00 | 28.09 | 6 | 0 | 39 | 11 | 71 | -60 |
| 110+98.76 | 11098.76 | 48.76 | 0.00 | 0.00 | 44.22 | 1 | 0 | 65 | 12 | 153 | -141 |
| 111+00.00 | 11100.00 | 1.24 | 0.00 | 0.00 | 44.52 | 0 | 0 | 2 | 12 | 155 | -143 |
| 111+23.75 | 11123.75 | 23.75 | 0.00 | 0.00 | 49.04 | 0 | 0 | 41 | 12 | 206 | -194 |
| 111+48.73 | 11148.73 | 24.98 | 0.00 | 0.00 | 52.00 | 0 | 0 | 47 | 12 | 265 | -253 |
| 111+48.80 | 11148.80 | 0.07 | 0.00 | 0.00 | 51.99 | 0 | 0 | 0 | 12 | 265 | -253 |
| 111+73.75 | 11173.75 | 24.95 | 0.00 | 0.00 | 48.27 | 0 | 0 | 46 | 12 | 323 | -311 |
| 111+98.73 | 11198.73 | 24.98 | 0.00 | 0.00 | 33.08 | 0 | 0 | 38 | 12 | 370 | -358 |
| 112+36.00 | 11236.00 | 37.27 | 0.00 | 0.00 | 28.20 | 0 | 0 | 42 | 12 | 423 | -411 |
| 112+40.86 | 11240.86 | 4.86 | 0.00 | 0.00 | 42.07 | 0 | 0 | 6 | 12 | 430 | -418 |
| 112+44.91 | 11244.91 | 4.05 | 0.00 | 0.00 | 14.39 | 0 | 0 | 4 | 12 | 435 | -423 |
| 112+66.86 | 11266.86 | 21.95 | 0.00 | 0.00 | 15.25 | 0 | 0 | 12 | 12 | 450 | -438 |
| 112+71.07 | 11271.07 | 4.21 | 0.01 | 0.00 | 43.51 | 0 | 0 | 5 | 12 | 456 | -444 |
| 112+75.70 | 11275.70 | 4.63 | 29.28 | 0.00 | 27.19 | 3 | 0 | 6 | 15 | 464 | -449 |
| 112+89.39 | 11289.39 | 13.69 | 18.72 | 0.00 | 30.08 | 12 | 0 | 15 | 27 | 483 | -456 |
| 113+00.00 | 11300.00 | 10.61 | 16.29 | 0.00 | 29.68 | 7 | 0 | 12 | 34 | 498 | -464 |
| 113+17.38 | 11317.38 | 17.38 | 15.07 | 0.00 | 29.58 | 10 | 0 | 19 | 44 | 521 | -477 |
| 113+29.97 | 11329.97 | 12.59 | 14.07 | 0.00 | 40.45 | 7 | 0 | 16 | 51 | 541 | -490 |
| 113+42.48 | 11342.48 | 12.51 | 16.36 | 0.00 | 31.04 | 7 | 0 | 17 | 58 | 563 | -505 |
| 113+54.96 | 11354.96 | 12.48 | 2.55 | 0.00 | 32.17 | 4 | 0 | 15 | 62 | 581 | -519 |
| 113+79.94 | 11379.94 | 24.98 | 5.26 | 0.00 | 41.03 | 4 | 0 | 34 | 66 | 624 | -558 |
| 113+94.22 | 11394.22 | 14.28 | 9.48 | 0.00 | 39.72 | 4 | 0 | 21 | 70 | 650 | -580 |
| 114+00.00 | 11400.00 | 5.78 | 9.13 | 0.00 | 38.03 | 2 | 0 | 8 | 72 | 660 | -588 |
| 114+50.00 | 11450.00 | 50 | 7.04 | 0.00 | 24.30 | 15 | 0 | 58 | 87 | 733 | -646 |
| 115+28.14 | 11528.14 | 78.14 | 0.00 | 0.00 | 14.46 | 10 | 0 | 56 | 97 | 803 | -706 |

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 564+60.00 | 56460.00 | 0.00 | 2.52 | 0.00 | 11.74 | 0 | 0 | 0 | 0 | 0 | 0 |
| 564+80.00 | 56480.00 | 20.00 | 7.78 | 0.00 | 39.81 | 4 | 0 | 19 | 4 | 24 | -20 |
| 565+20.00 | 56520.00 | 40.00 | 21.94 | 0.00 | 98.05 | 22 | 0 | 102 | 26 | 151 | -125 |
| 565+50.00 | 56550.00 | 30.00 | 34.70 | 0.00 | 140.69 | 31 | 0 | 133 | 57 | 318 | -261 |
| 565+75.59 | 56575.59 | 25.59 | 49.67 | 0.00 | 184.58 | 40 | 0 | 154 | 97 | 510 | -413 |
| 565+78.03 | 56578.03 | 2.44 | 45.55 | 0.00 | 186.28 | 4 | 0 | 17 | 101 | 531 | -430 |
| 566+00.00 | 56600.00 | 21.97 | 25.60 | 0.00 | 142.46 | 29 | 0 | 134 | 130 | 699 | -569 |
| 566+30.00 | 56630.00 | 30.00 | 11.53 | 0.00 | 117.18 | 21 | 0 | 144 | 151 | 879 | -728 |
| 566+80.00 | 56680.00 | 50.00 | 0.00 | 0.00 | 54.29 | 11 | 0 | 159 | 162 | 1078 | -916 |
| 567+29.97 | 56729.97 | 49.97 | 0.00 | 0.00 | 5.78 | 0 | 0 | 56 | 162 | 1148 | -986 |

| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 4 - EXPANDED MARSH BACKFILL | WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW) |
| 5 - EXPANDED EBS | WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW) |
| 6 - REDUCED MARSH IN FILL | REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL |
| 7 - REDUCED EBS IN FILL | REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL |
| 8 - MASS ORDINATE | IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)] |

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 607+30.00 | 60730.00 | 0.00 | 0.00 | 0.00 | 10.18 | 0 | 0 | 0 | 0 | 0 | 0 |
| 607+50.00 | 60750.00 | 20 | 0.00 | 0.00 | 8.65 | 0 | 0 | 7 | 0 | 9 | -9 |
| 608+00.00 | 60800.00 | 50 | 0.00 | 0.00 | 10.26 | 0 | 0 | 18 | 0 | 31 | -31 |
| 608+50.00 | 60850.00 | 50 | 0.00 | 0.00 | 13.89 | 0 | 0 | 22 | 0 | 59 | -59 |
| 608+59.00 | 60859.00 | 9 | 0.00 | 0.00 | 14.03 | 0 | 0 | 5 | 0 | 65 | -65 |
| 608+60.00 | 60860.00 | 1 | 127.00 | 8.00 | 12.11 | 2 | 0 | 0 | 2 | 65 | -63 |
| 608+83.19 | 60883.19 | 23.19 | 134.77 | 8.00 | 61.76 | 112 | 7 | 32 | 114 | 105 | 2 |
| 609+00.00 | 60900.00 | 16.81 | 119.61 | 8.00 | 13.52 | 79 | 5 | 23 | 193 | 134 | 47 |
| 609+10.00 | 60910.00 | 10 | 124.41 | 8.00 | 11.49 | 45 | 3 | 5 | 238 | 140 | 83 |
| 609+11.00 | 60911.00 | 1 | 0.00 | 0.00 | 11.58 | 2 | 0 | 0 | 240 | 140 | 85 |
| 609+50.00 | 60950.00 | 39 | 0.00 | 0.00 | 16.68 | 0 | 0 | 20 | 240 | 165 | 60 |
| 610+00.00 | 61000.00 | 50 | 0.00 | 0.00 | 10.81 | 0 | 0 | 25 | 240 | 196 | 29 |
| 610+29.00 | 61029.00 | 29 | 0.00 | 0.00 | 8.99 | 0 | 0 | 11 | 240 | 210 | 15 |

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT 1.00 | EXPANDED FILL 1.25 | MASS ORDINATE |
| | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 614+50.00 | 61450.00 | 0.00 | 0.00 | 0.00 | 18.20 | 0 | 0 | 0 | 0 | 0 | 0 |
| 615+00.00 | 61500.00 | 50.00 | 0.00 | 0.00 | 49.94 | 0 | 0 | 63 | 0 | 79 | -79 |
| 615+50.00 | 61550.00 | 50.00 | 0.00 | 0.00 | 97.47 | 0 | 0 | 136 | 0 | 249 | -249 |
| 615+59.00 | 61559.00 | 9.00 | 0.00 | 0.00 | 109.26 | 0 | 0 | 34 | 0 | 291 | -291 |
| 615+60.00 | 61560.00 | 1.00 | 98.15 | 8.00 | 111.08 | 2 | 0 | 4 | 2 | 296 | -294 |
| 616+00.00 | 61600.00 | 40.00 | 96.24 | 8.00 | 182.09 | 144 | 12 | 217 | 146 | 568 | -434 |
| 616+15.13 | 61615.13 | 15.13 | 93.28 | 8.00 | 341.37 | 53 | 4 | 147 | 199 | 751 | -568 |
| 616+50.00 | 61650.00 | 34.87 | 96.66 | 8.00 | 144.24 | 123 | 10 | 314 | 322 | 1144 | -848 |
| 616+70.00 | 61670.00 | 20.00 | 97.27 | 8.00 | 94.07 | 72 | 6 | 88 | 394 | 1254 | -892 |
| 616+71.00 | 61671.00 | 1.00 | 0.00 | 0.00 | 91.44 | 2 | 0 | 3 | 396 | 1258 | -894 |
| 617+00.00 | 61700.00 | 29.00 | 0.00 | 0.00 | 39.59 | 0 | 0 | 70 | 396 | 1345 | -981 |
| 617+20.00 | 61720.00 | 20.00 | 0.00 | 0.00 | 25.80 | 0 | 0 | 24 | 396 | 1375 | -1011 |

| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 4 - EXPANDED MARSH BACKFILL | WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW) |
| 5 - EXPANDED EBS | WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW) |
| 6 - REDUCED MARSH IN FILL | REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL |
| 7 - REDUCED EBS IN FILL | REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL |
| 8 - MASS ORDINATE | IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)] |

| DIVISION | FROM/TO STATION | 205.0100 EXCAVATION COMMON (1) CUT (2) | 205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) | SALVAGED/UNUSABLE PAVEMENT MATERIAL (4) | AVAILABLE MATERIAL (5) | UNEXPANDED FILL | EXPANDED FILL (6) FACTOR 1.25 | MASS ORDINATE +/- (7) | WASTE | 208.0100 BORROW | COMMENT |
|---|---|---|---|---|---|---|---|---|---|---|---|
| DIVISION 1 | | | | | | | | | | | |
| 109-115 | 109+50.00/115+28.14 | 100 | 0 | 0 | 100 | 642 | 803 | -706 | | 710 | |
| 564-567 | 564+60.00/567+29.97 | 160 | 0 | 0 | 160 | 918 | 1,148 | -986 | | 990 | |
| 607-610 | 607+30.00/610+29.00 | 240 | 0 | 15 | 225 | 168 | 210 | 15 | | 0 | |
| 614-617 | 614+50.00/617+20.00 | 400 | 0 | 32 | 368 | 1,100 | 1,375 | -1,011 | | 1,010 | |
| DIVISION 1 SUBTOTAL | | 900 | 0 | 47 | 853 | 2,828 | 3,535 | -2,687 | 0 | 2,710 | |
| 5571-00-72 GRAND TOTAL | | 900 | 0 | 47 | 853 | 2,828 | 3,535 | -2,687 | 0 | 2,710 | |
| TOTAL COMMON EXC | | 900 | | | | | | | | | |

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
DEPENDING ON SELECT **EXPANDED FILL = (UNEXPANDED FILL) * FILL FACTOR**
(7) 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.

STH213 NB

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | ROCK EXC | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | ROCK EXC | CUT 1.00 | EXPANDED FILL 1.25 | EXPANDED ROCK 1.10 | MASS ORDINATE |
| | | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | | NOTE 1 | | | NOTE 8 |
| 200+00.00 | 20000.00 | 0.00 | 103.15 | 9.43 | 11.69 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 200+50.00 | 20050.00 | 50.00 | 106.86 | 9.43 | 16.32 | 0.00 | 194 | 17 | 26 | 0 | 194 | 33 | 0 | 145 |
| 201+00.00 | 20100.00 | 50.00 | 108.07 | 9.43 | 20.49 | 0.00 | 199 | 17 | 34 | 0 | 393 | 75 | 0 | 284 |
| 201+50.00 | 20150.00 | 50.00 | 104.42 | 9.43 | 26.40 | 0.00 | 197 | 17 | 43 | 0 | 590 | 129 | 0 | 410 |
| 202+00.00 | 20200.00 | 50.00 | 100.98 | 9.43 | 32.66 | 0.00 | 190 | 17 | 55 | 0 | 780 | 198 | 0 | 515 |
| 202+50.00 | 20250.00 | 50.00 | 90.87 | 9.43 | 37.18 | 0.00 | 178 | 17 | 65 | 0 | 958 | 279 | 0 | 594 |
| 203+00.00 | 20300.00 | 50.00 | 77.44 | 9.43 | 46.21 | 0.00 | 156 | 17 | 77 | 0 | 1114 | 375 | 0 | 637 |
| 203+50.00 | 20350.00 | 50.00 | 47.91 | 9.43 | 60.90 | 0.00 | 116 | 17 | 99 | 0 | 1230 | 499 | 0 | 612 |
| 204+00.00 | 20400.00 | 50.00 | 36.68 | 9.43 | 58.79 | 0.00 | 78 | 17 | 111 | 0 | 1308 | 638 | 0 | 535 |
| 204+50.00 | 20450.00 | 50.00 | 62.47 | 9.43 | 46.49 | 0.00 | 92 | 17 | 97 | 0 | 1400 | 759 | 0 | 488 |
| 205+00.00 | 20500.00 | 50.00 | 109.02 | 9.43 | 25.14 | 0.00 | 159 | 17 | 66 | 0 | 1559 | 841 | 0 | 548 |
| 205+50.00 | 20550.00 | 50.00 | 251.09 | 9.43 | 29.23 | 0.00 | 333 | 17 | 50 | 0 | 1892 | 904 | 0 | 801 |
| 205+59.58 | 20559.58 | 9.58 | 326.85 | 9.43 | 12.64 | 0.00 | 103 | 3 | 7 | 0 | 1995 | 913 | 0 | 893 |
| 206+00.00 | 20600.00 | 40.42 | 362.90 | 9.43 | 0.00 | 0.00 | 516 | 14 | 9 | 0 | 2511 | 924 | 0 | 1383 |
| 206+50.00 | 20650.00 | 50.00 | 389.15 | 9.43 | 466.46 | 0.00 | 696 | 17 | 432 | 0 | 3207 | 1464 | 0 | 1522 |
| 207+00.00 | 20700.00 | 50.00 | 237.96 | 9.43 | 192.48 | 0.00 | 581 | 17 | 610 | 0 | 3788 | 2226 | 0 | 1324 |
| 207+56.38 | 20756.38 | 56.38 | 110.33 | 9.43 | 24.96 | 0.00 | 364 | 20 | 227 | 0 | 4152 | 2510 | 0 | 1384 |
| 208+00.00 | 20800.00 | 43.62 | 186.98 | 9.43 | 21.94 | 0.00 | 240 | 15 | 38 | 0 | 4392 | 2558 | 0 | 1562 |
| 208+10.88 | 20810.88 | 10.88 | 167.17 | 9.43 | 23.86 | 0.00 | 71 | 4 | 9 | 0 | 4463 | 2569 | 0 | 1617 |
| 208+50.00 | 20850.00 | 39.12 | 193.69 | 9.43 | 13.55 | 0.00 | 261 | 14 | 27 | 0 | 4724 | 2603 | 0 | 1831 |
| 209+00.00 | 20900.00 | 50.00 | 211.19 | 9.43 | 11.22 | 0.00 | 375 | 17 | 23 | 0 | 5099 | 2631 | 0 | 2160 |
| 209+50.00 | 20950.00 | 50.00 | 240.21 | 9.43 | 1.16 | 0.00 | 418 | 17 | 11 | 0 | 5517 | 2645 | 0 | 2547 |
| 210+00.00 | 21000.00 | 50.00 | 283.55 | 9.43 | 0.00 | 0.00 | 485 | 17 | 1 | 0 | 6002 | 2646 | 0 | 3014 |
| 210+50.00 | 21050.00 | 50.00 | 281.01 | 9.43 | 0.00 | 0.00 | 523 | 17 | 0 | 0 | 6525 | 2646 | 0 | 3520 |
| 210+90.00 | 21090.00 | 40.00 | 263.76 | 9.43 | 0.59 | 0.00 | 404 | 14 | 0 | 0 | 6929 | 2646 | 0 | 3910 |
| 211+00.00 | 21100.00 | 10.00 | 292.73 | 9.43 | 1.04 | 0.00 | 103 | 3 | 0 | 0 | 7032 | 2646 | 0 | 4010 |
| 211+40.00 | 21140.00 | 40.00 | 302.49 | 9.43 | 19.21 | 0.00 | 441 | 14 | 15 | 0 | 7473 | 2665 | 0 | 4418 |
| 211+50.00 | 21150.00 | 10.00 | 285.48 | 9.43 | 6.78 | 0.00 | 109 | 3 | 5 | 0 | 7582 | 2671 | 0 | 4518 |
| 212+00.00 | 21200.00 | 50.00 | 170.02 | 9.43 | 18.66 | 0.00 | 422 | 17 | 24 | 0 | 8004 | 2701 | 0 | 4893 |
| 212+50.00 | 21250.00 | 50.00 | 105.51 | 9.43 | 29.18 | 0.00 | 255 | 17 | 44 | 0 | 8259 | 2756 | 0 | 5076 |
| 213+00.00 | 21300.00 | 50.00 | 98.14 | 9.43 | 36.18 | 0.00 | 189 | 17 | 61 | 0 | 8448 | 2833 | 0 | 5172 |
| 213+28.97 | 21328.97 | 28.97 | 99.43 | 9.43 | 1.53 | 0.00 | 106 | 10 | 20 | 0 | 8554 | 2858 | 0 | 5243 |

CTHQ EB - WEST LEG

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | MARSH EXC | ROCK EXC | EBS | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | ROCK EXC | CUT 1.00 | EXPANDED FILL 1.25 | EXPANDED ROCK 1.10 | MASS ORDINATE |
| | | | | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | | NOTE 1 | | | NOTE 8 |
| 201+75.46 | 20175.46 | 0.00 | 76.08 | 17.89 | 0.29 | 0.00 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 202+00.00 | 20200.00 | 24.54 | 186.85 | 17.89 | 0.45 | 0.00 | 0.00 | 0.00 | 119 | 16 | 0 | 0 | 119 | 0 | 0 | 103 |
| 202+44.00 | 20244.00 | 44.00 | 367.52 | 17.89 | 0.00 | 0.00 | 0.00 | 0.00 | 452 | 29 | 0 | 0 | 571 | 0 | 0 | 526 |
| 202+50.00 | 20250.00 | 6.00 | 382.52 | 17.89 | 0.00 | 0.00 | 42.72 | 0.00 | 83 | 4 | 0 | 5 | 654 | -7 | 6 | 612 |
| 203+00.00 | 20300.00 | 50.00 | 501.64 | 17.89 | 0.00 | 0.00 | 42.72 | 0.00 | 819 | 33 | 0 | 79 | 1473 | -116 | 92 | 1507 |
| 203+50.00 | 20350.00 | 50.00 | 545.79 | 17.89 | 0.00 | 0.00 | 42.72 | 0.00 | 970 | 33 | 0 | 79 | 2443 | -224 | 179 | 2552 |
| 204+00.00 | 20400.00 | 50.00 | 543.66 | 17.89 | 0.00 | 0.00 | 42.72 | 0.00 | 1009 | 33 | 0 | 79 | 3452 | -333 | 266 | 3637 |
| 204+50.00 | 20450.00 | 50.00 | 543.26 | 17.89 | 0.14 | 0.00 | 42.72 | 0.00 | 1006 | 33 | 0 | 79 | 4458 | -441 | 353 | 4718 |
| 204+70.08 | 20470.08 | 20.08 | 474.75 | 17.89 | 4.31 | 0.00 | 0.00 | 0.00 | 379 | 13 | 2 | 16 | 4837 | -461 | 371 | 5104 |

| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 4 - EXPANDED MARSH BACKFILL | WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW) |
| 5 - EXPANDED EBS | WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW) |
| 6 - REDUCED MARSH IN FILL | REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL |
| 7 - REDUCED EBS IN FILL | REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL |
| 8 - MASS ORDINATE | IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * |

CTHQ EB - EAST LEG

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | ROCK EXC | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | ROCK EXC | CUT 1.00 | EXPANDED FILL 1.25 | EXPANDED ROCK 1.10 | MASS ORDINATE |
| | | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | | NOTE 1 | | | NOTE 8 |
| 206+49.67 | 20649.67 | 0.00 | 124.93 | 5.40 | 49.05 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 207+00.00 | 20700.00 | 50.33 | 65.02 | 5.40 | 79.56 | 0.00 | 177 | 10 | 120 | 0 | 177 | 150 | 0 | 17 |
| 207+50.00 | 20750.00 | 50 | 38.51 | 5.40 | 153.54 | 0.00 | 96 | 10 | 216 | 0 | 273 | 420 | 0 | -167 |
| 207+88.98 | 20788.98 | 38.98 | 21.99 | 5.40 | 170.89 | 0.00 | 44 | 8 | 234 | 0 | 317 | 713 | 0 | -424 |
| 208+00.00 | 20800.00 | 11.02 | 10.31 | 5.40 | 100.17 | 0.00 | 7 | 2 | 55 | 0 | 324 | 781 | 0 | -487 |
| 208+50.00 | 20850.00 | 50 | 16.80 | 5.40 | 25.54 | 0.00 | 25 | 10 | 116 | 0 | 349 | 926 | 0 | -617 |
| 209+00.00 | 20900.00 | 50 | 43.97 | 5.40 | 18.47 | 0.00 | 56 | 10 | 41 | 0 | 405 | 978 | 0 | -623 |
| 209+50.00 | 20950.00 | 50 | 83.89 | 5.40 | 28.25 | 0.00 | 118 | 10 | 43 | 0 | 523 | 1031 | 0 | -568 |
| 210+00.00 | 21000.00 | 50 | 104.07 | 5.40 | 15.64 | 0.00 | 174 | 10 | 41 | 0 | 697 | 1083 | 0 | -456 |
| 210+50.00 | 21050.00 | 50 | 121.79 | 5.40 | 8.92 | 0.00 | 209 | 10 | 23 | 0 | 906 | 1111 | 0 | -285 |
| 211+00.00 | 21100.00 | 50 | 107.43 | 5.40 | 2.18 | 0.00 | 212 | 10 | 10 | 0 | 1118 | 1124 | 0 | -96 |
| 211+50.00 | 21150.00 | 50 | 102.44 | 5.40 | 1.92 | 0.00 | 194 | 10 | 4 | 0 | 1312 | 1129 | 0 | 83 |
| 211+85.41 | 21185.41 | 35.41 | 103.33 | 5.40 | 0.31 | 0.00 | 135 | 7 | 1 | 0 | 1447 | 1130 | 0 | 210 |

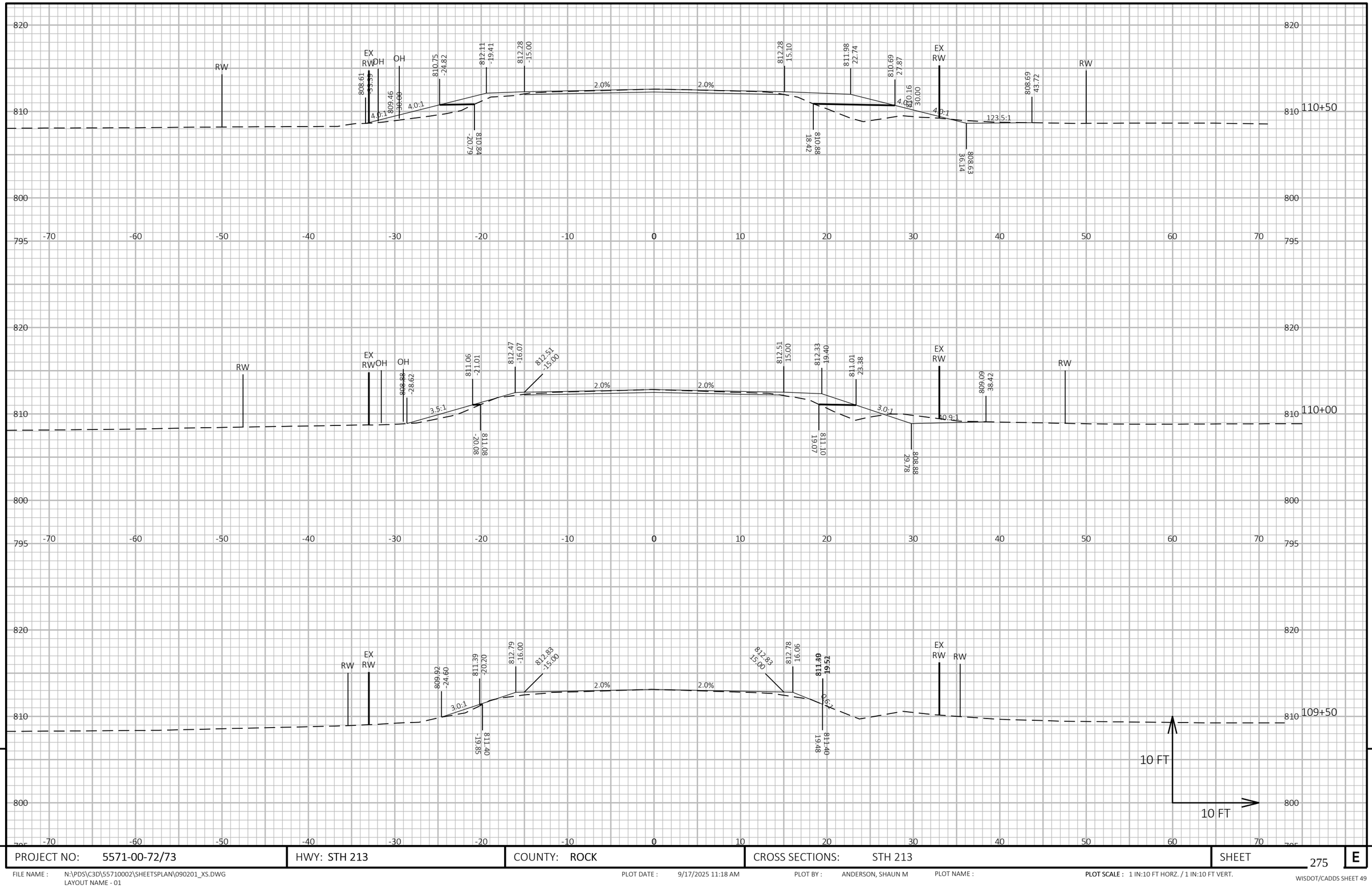
VICTORY LN

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | ROCK EXC | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | ROCK EXC | CUT 1.00 | EXPANDED FILL 1.25 | EXPANDED ROCK 1.10 | MASS ORDINATE |
| | | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | | NOTE 1 | | | NOTE 8 |
| 1+06.01 | 106.01 | 0.00 | 9.11 | 9.05 | 140.28 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1+50.00 | 150.00 | 43.99 | 26.51 | 9.05 | 67.30 | 0.00 | 29 | 15 | 169 | 0 | 29 | 211 | 0 | -197 |
| 1+71.44 | 171.44 | 21.44 | 17.53 | 9.05 | 37.86 | 0.00 | 17 | 7 | 42 | 0 | 46 | 264 | 0 | -240 |
| 2+00.00 | 200.00 | 28.56 | 2.97 | 9.05 | 0.00 | 0.00 | 11 | 10 | 20 | 0 | 57 | 289 | 0 | -264 |
| 2+39.62 | 239.62 | 39.62 | 0.00 | 9.05 | 0.00 | 0.00 | 2 | 13 | 0 | 0 | 59 | 289 | 0 | -275 |

BRISTLE LN

| STATION | REAL STATION | DISTANCE | AREA (SF) | | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | | CUMULATIVE VOL (CY) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | ROCK EXC | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | ROCK EXC | CUT 1.00 | EXPANDED FILL 1.25 | EXPANDED ROCK 1.10 | MASS ORDINATE |
| | | | | | | | NOTE 1 | NOTE 2 | NOTE 3 | | NOTE 1 | | | NOTE 8 |
| 0+00.00 | 0.00 | 0.00 | 6.06 | 10.25 | 30.49 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0+25.59 | 25.59 | 25.59 | 7.14 | 10.25 | 9.07 | 0.00 | 6 | 10 | 19 | 0 | 6 | 24 | 0 | -28 |
| 0+50.00 | 50.00 | 24.41 | 21.61 | 10.25 | 0.00 | 0.00 | 13 | 9 | 4 | 0 | 19 | 29 | 0 | -29 |
| 1+00.00 | 100.00 | 50.00 | 21.29 | 10.25 | 0.00 | 0.00 | 40 | 19 | 0 | 0 | 59 | 29 | 0 | -8 |
| 1+18.00 | 118.00 | 18.00 | 21.71 | 10.25 | 0.00 | 0.00 | 14 | 7 | 0 | 0 | 73 | 29 | 0 | -1 |

| NOTES: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 4 - EXPANDED MARSH BACKFILL | WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW) |
| 5 - EXPANDED EBS | WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW) |
| 6 - REDUCED MARSH IN FILL | REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL |
| 7 - REDUCED EBS IN FILL | REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL |
| 8 - MASS ORDINATE | IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * |




9

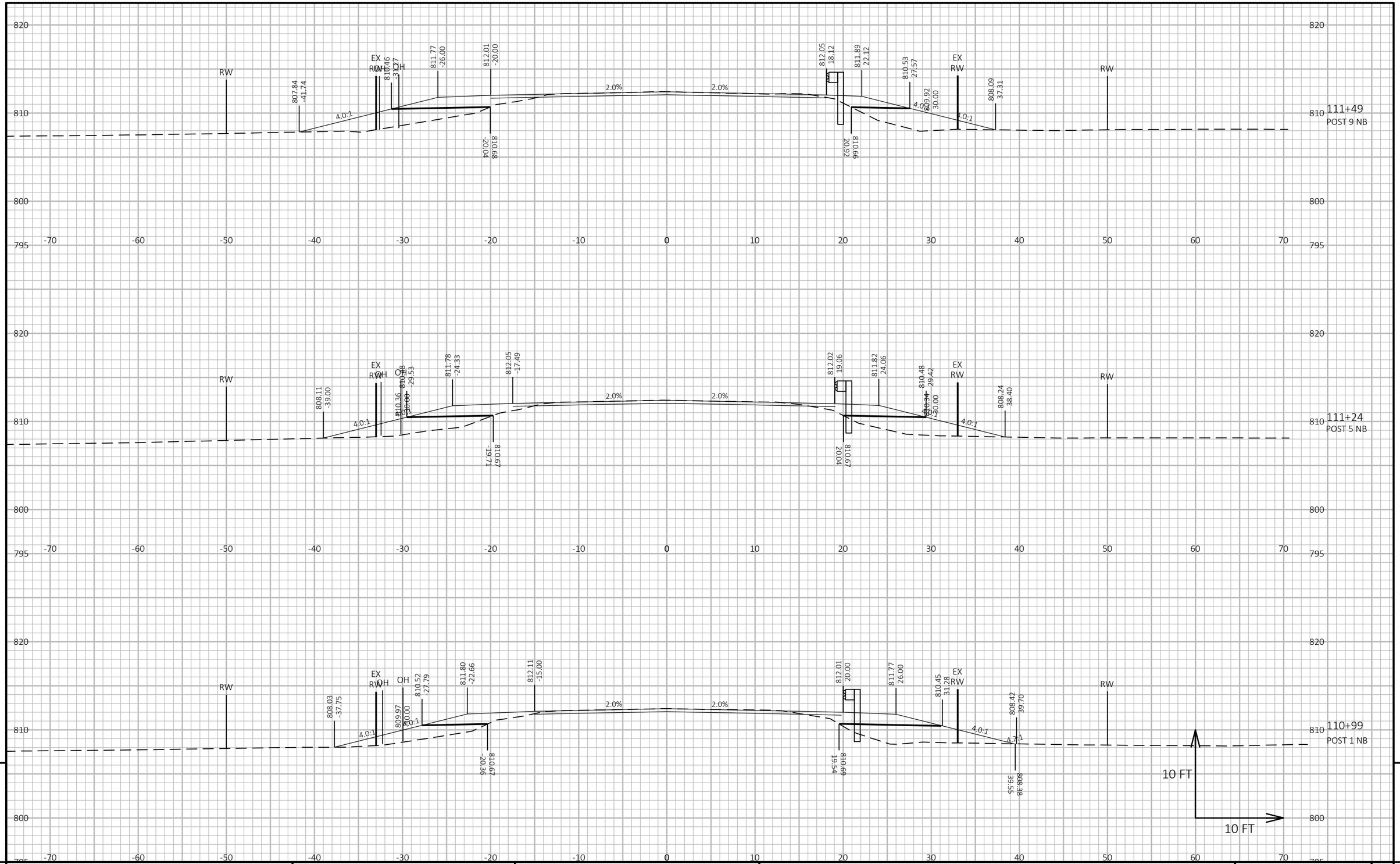
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 275 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 01

PLOT DATE : 9/17/2025 11:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

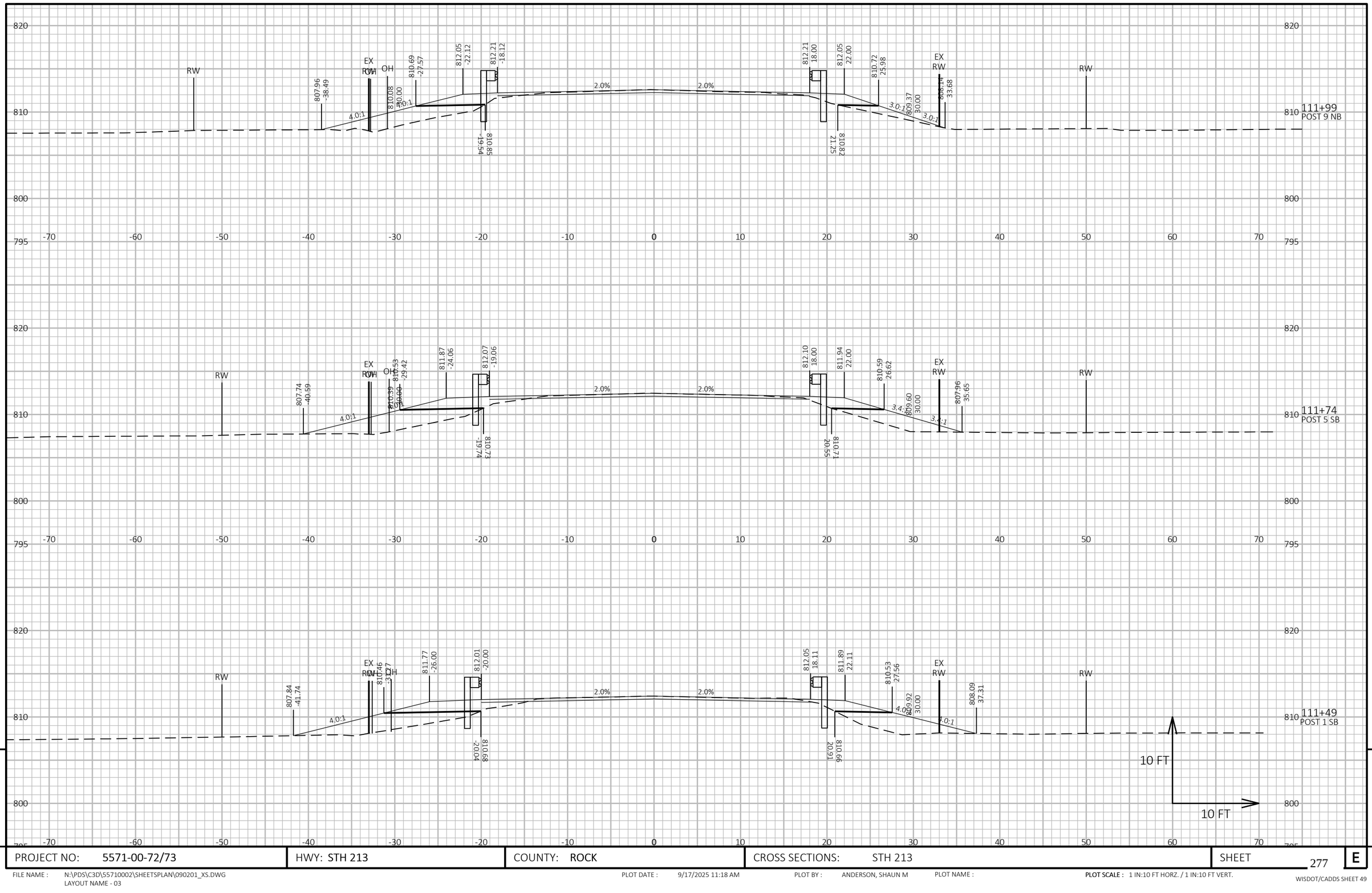



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 276 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 02

PLOT DATE : 9/17/2025 11:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

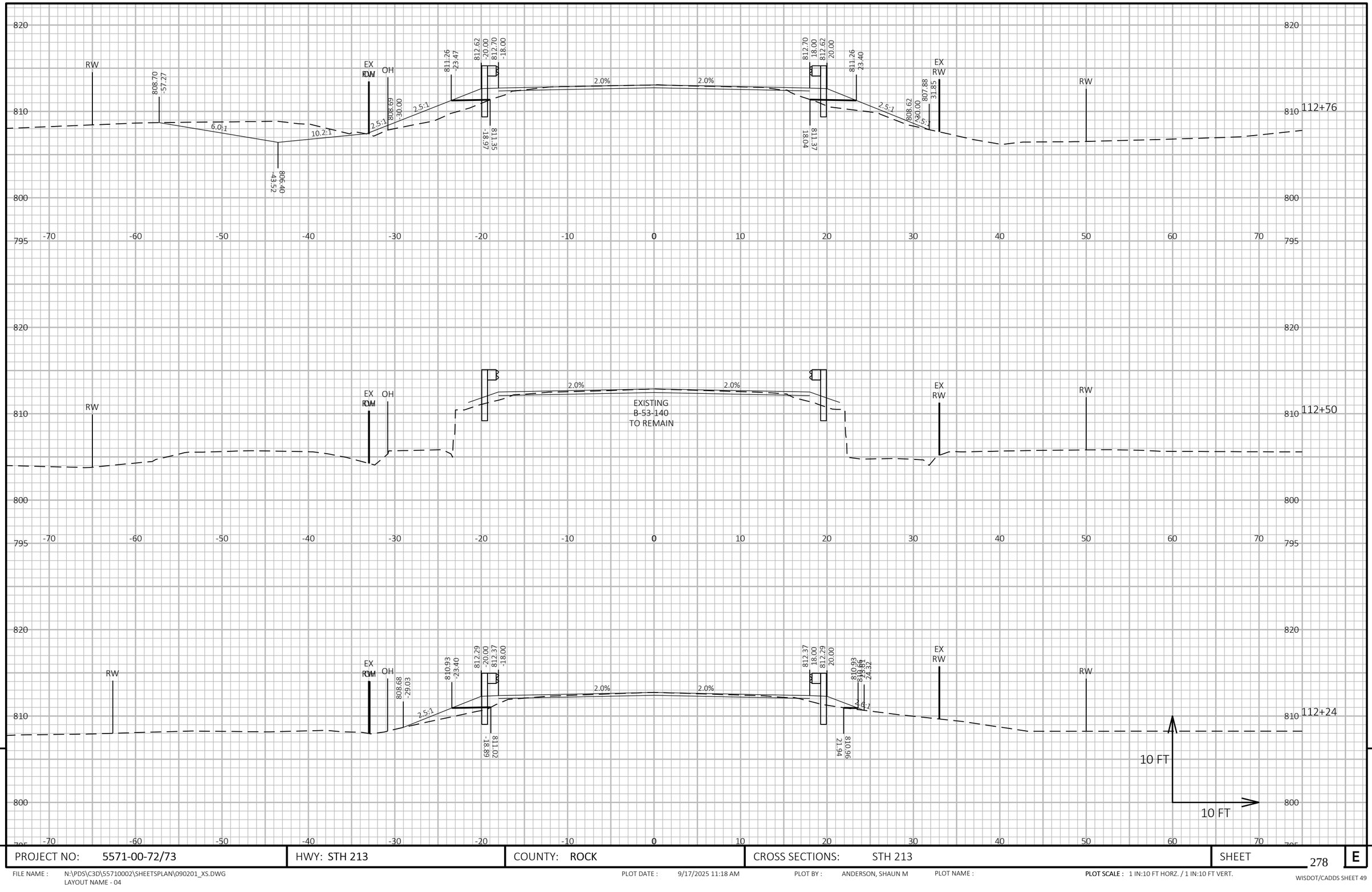
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 277 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 03

PLOT DATE : 9/17/2025 11:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



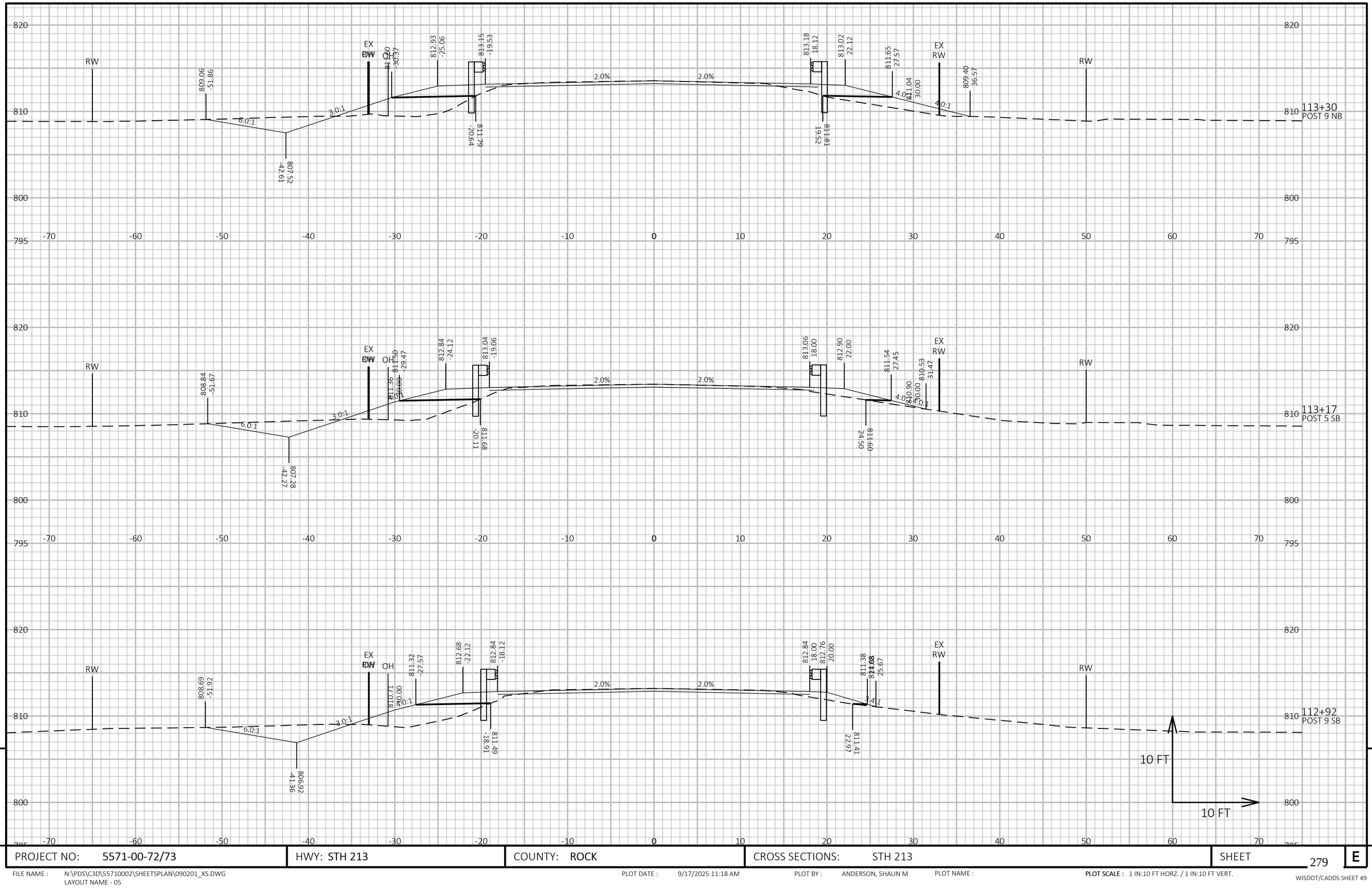

9

9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 278 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 04

PLOT DATE : 9/17/2025 11:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

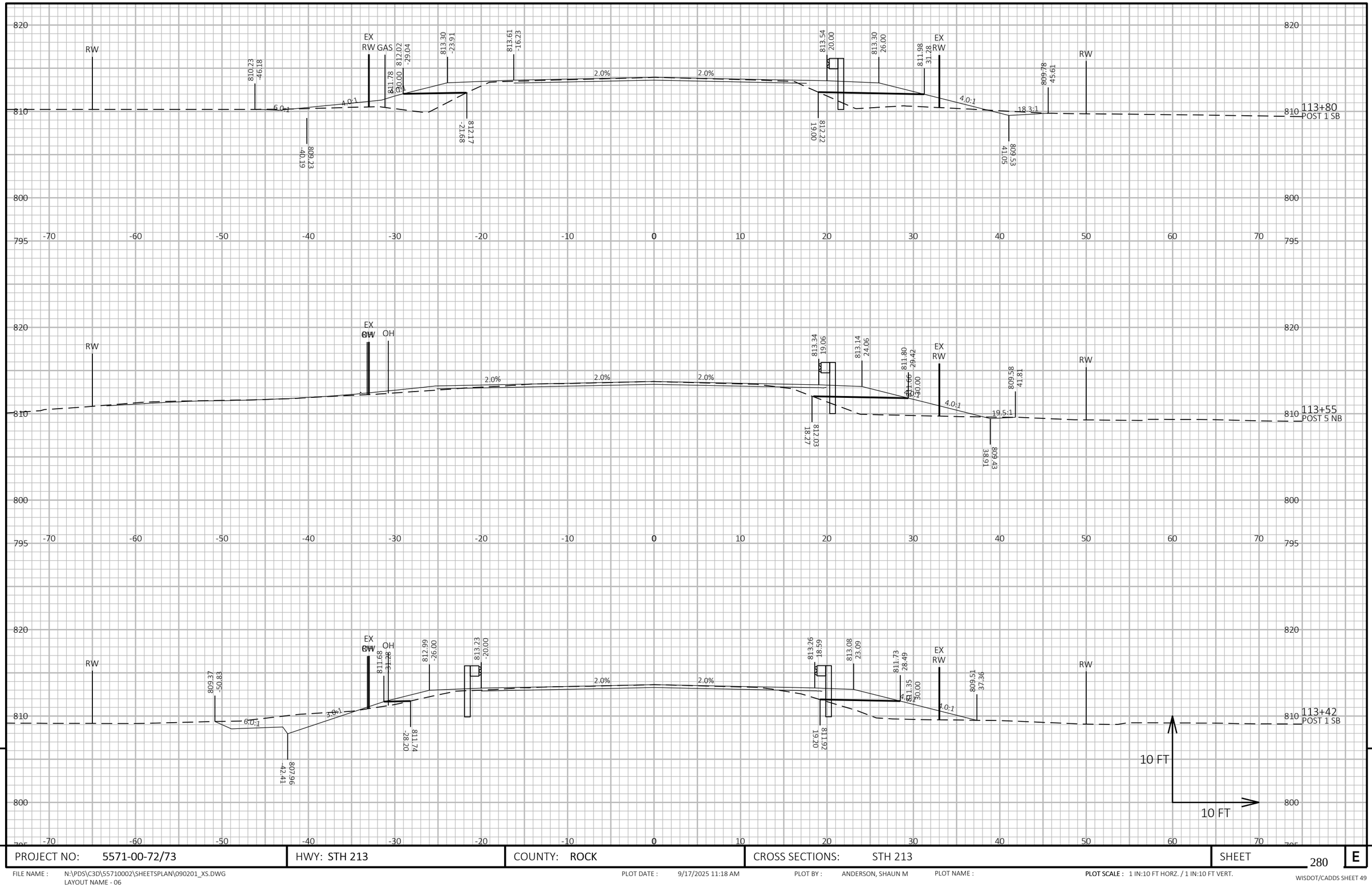
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 279 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 05

PLOT DATE : 9/17/2025 11:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

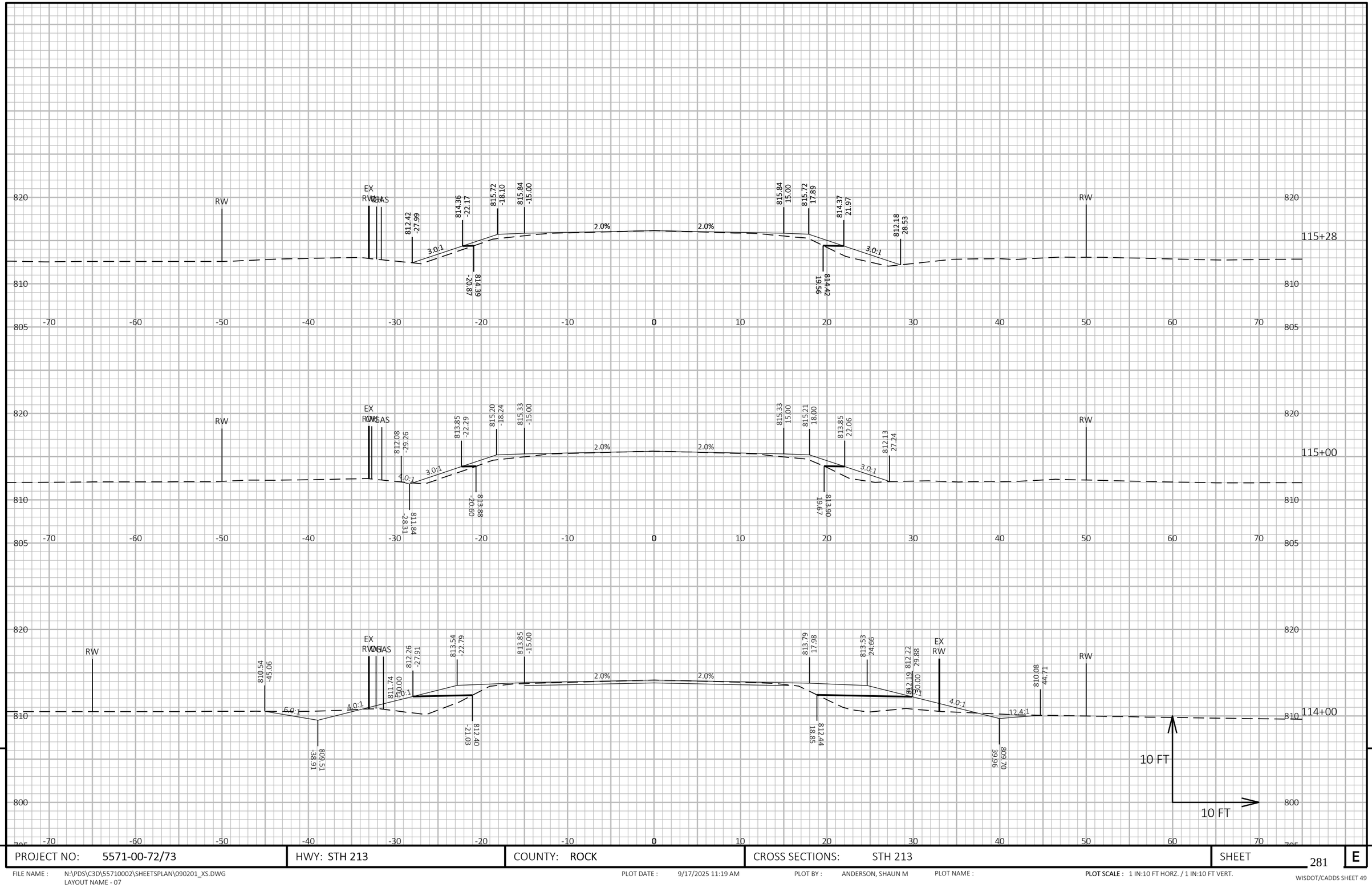



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 280 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 06

PLOT DATE : 9/17/2025 11:18 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



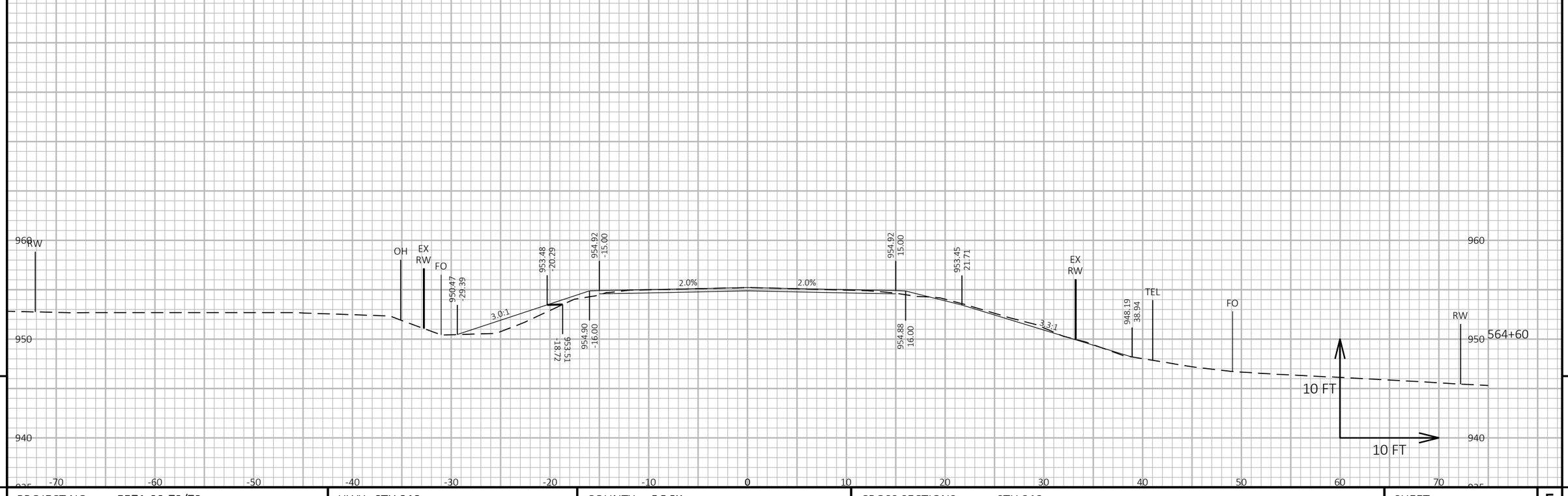

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 281 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 07

PLOT DATE : 9/17/2025 11:19 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 282 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 11

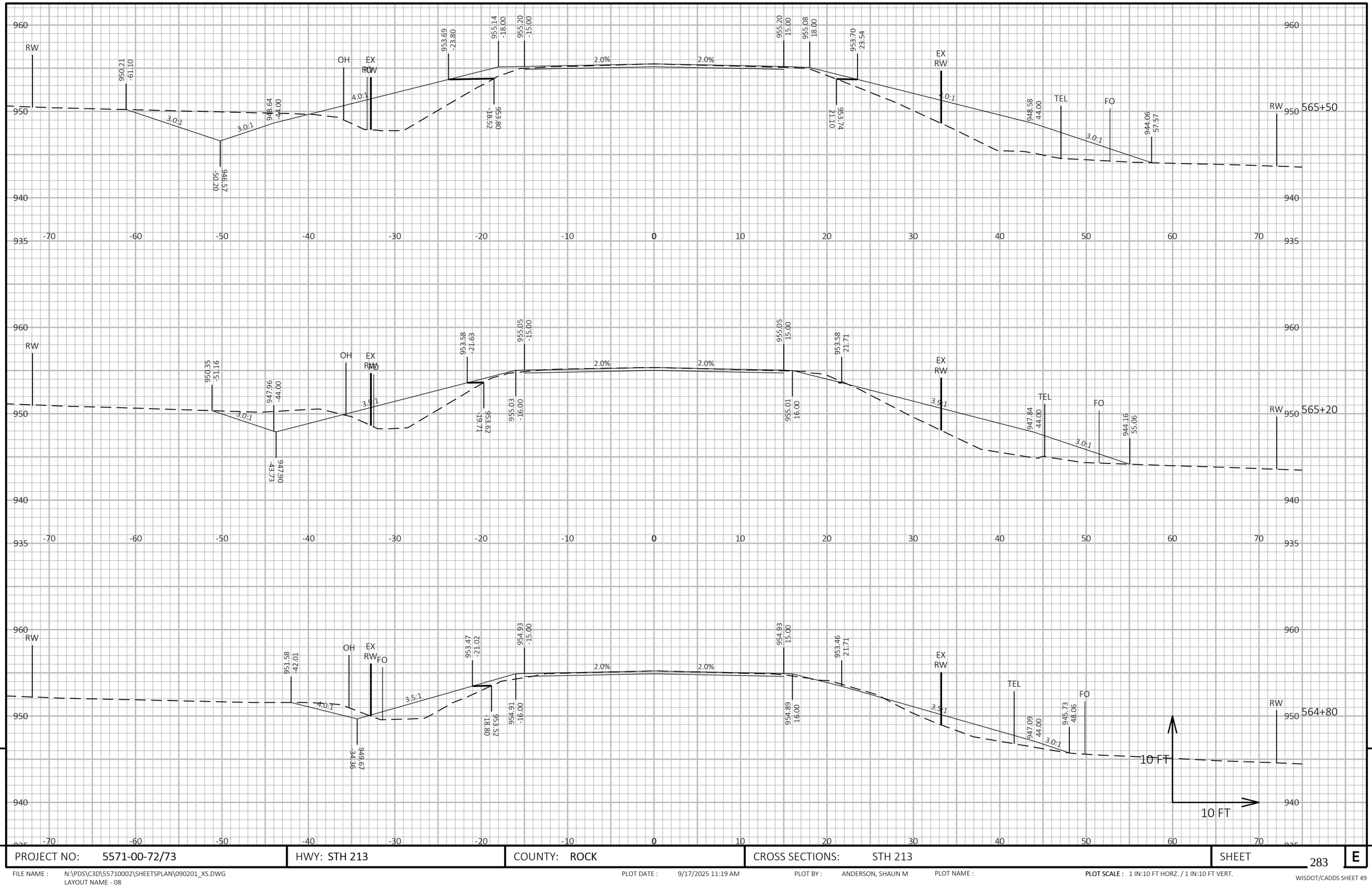
PLOT DATE : 9/17/2025 11:19 AM

PLOT BY : ANDERSON, SHAUN M

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 283 E |

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 08

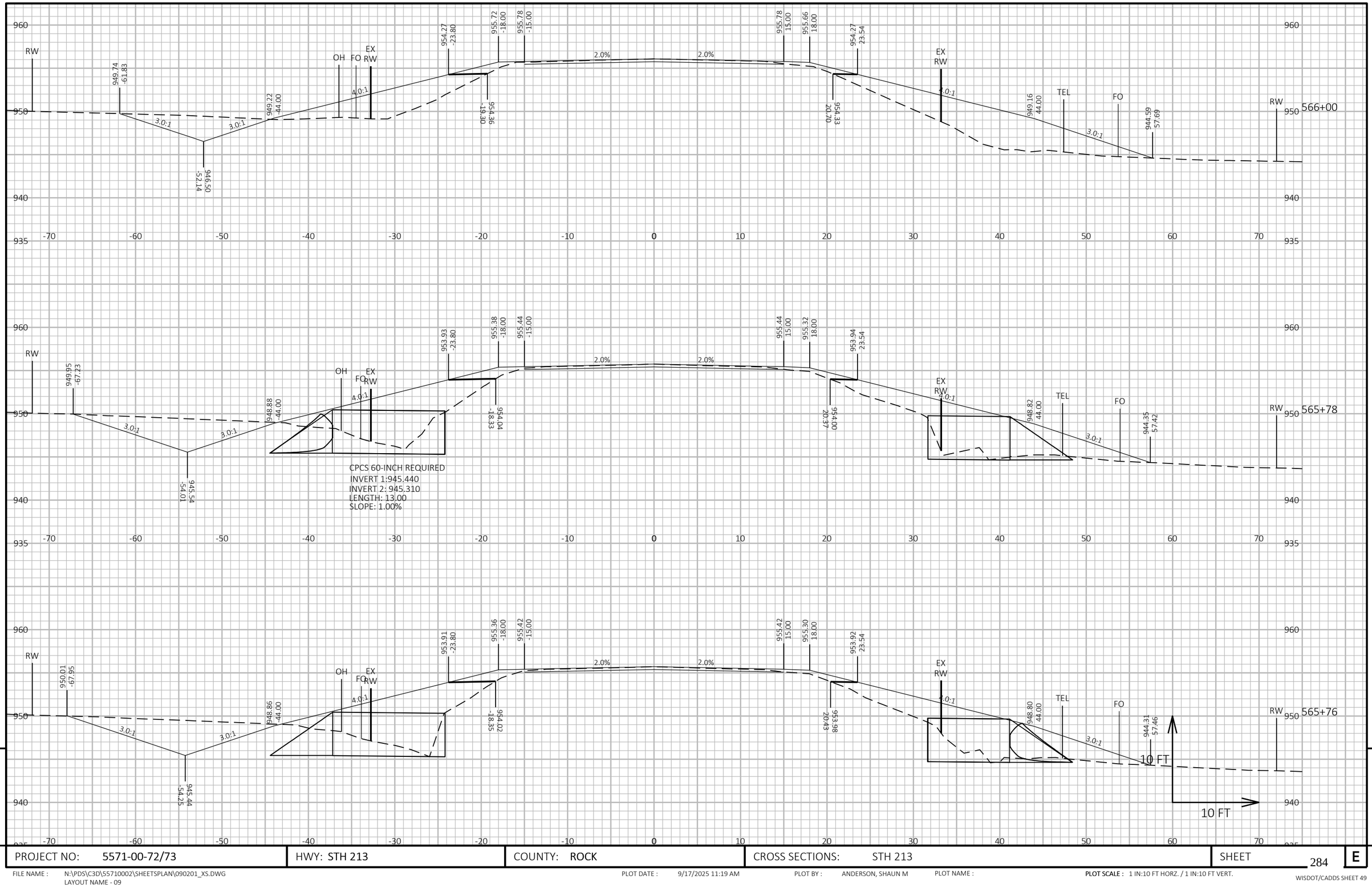
PLOT DATE : 9/17/2025 11:19 AM

PLOT BY : ANDERSON, SHAUN M

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 284 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 09

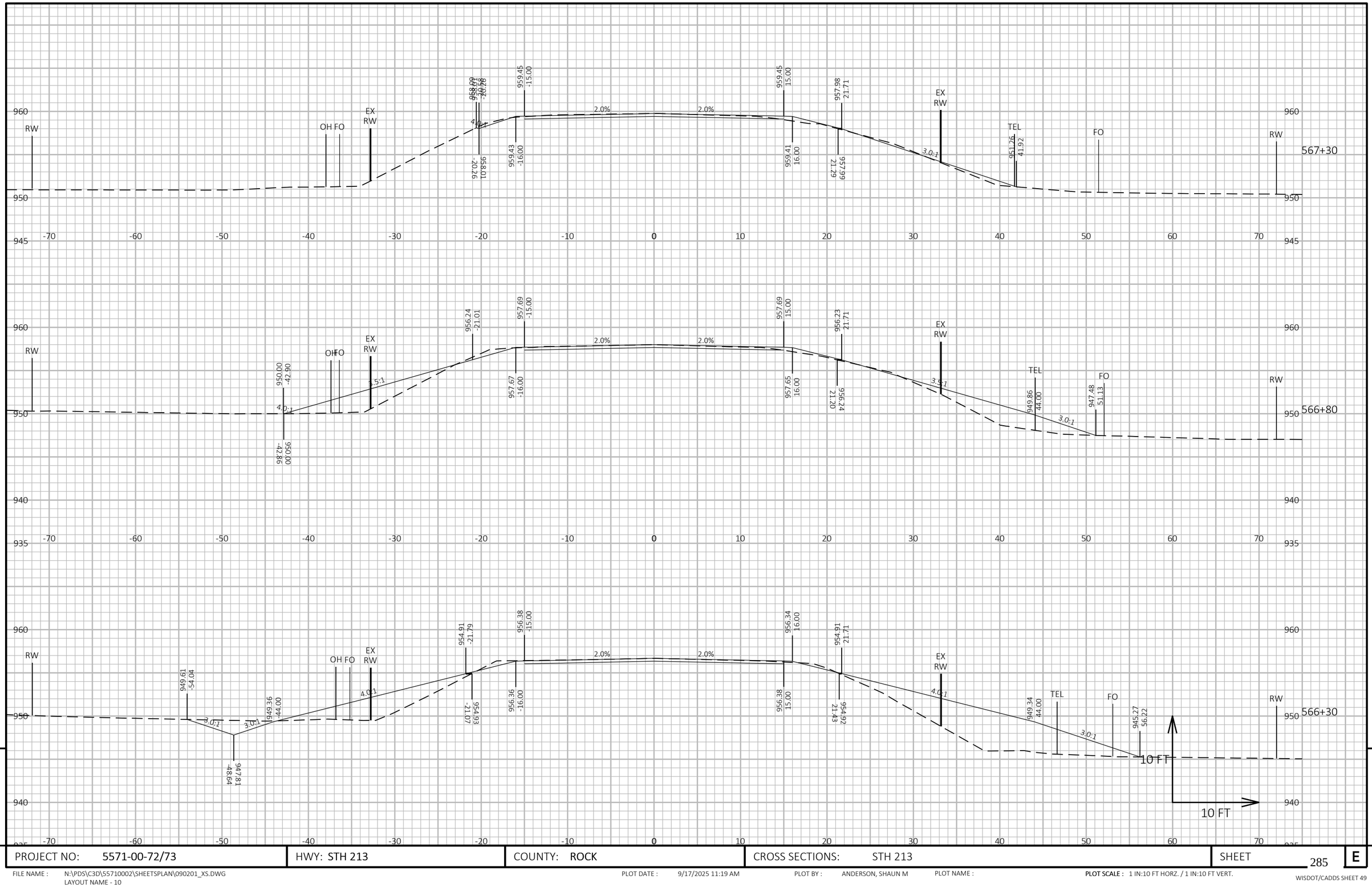
PLOT DATE : 9/17/2025 11:19 AM

PLOT BY : ANDERSON, SHAUN M

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



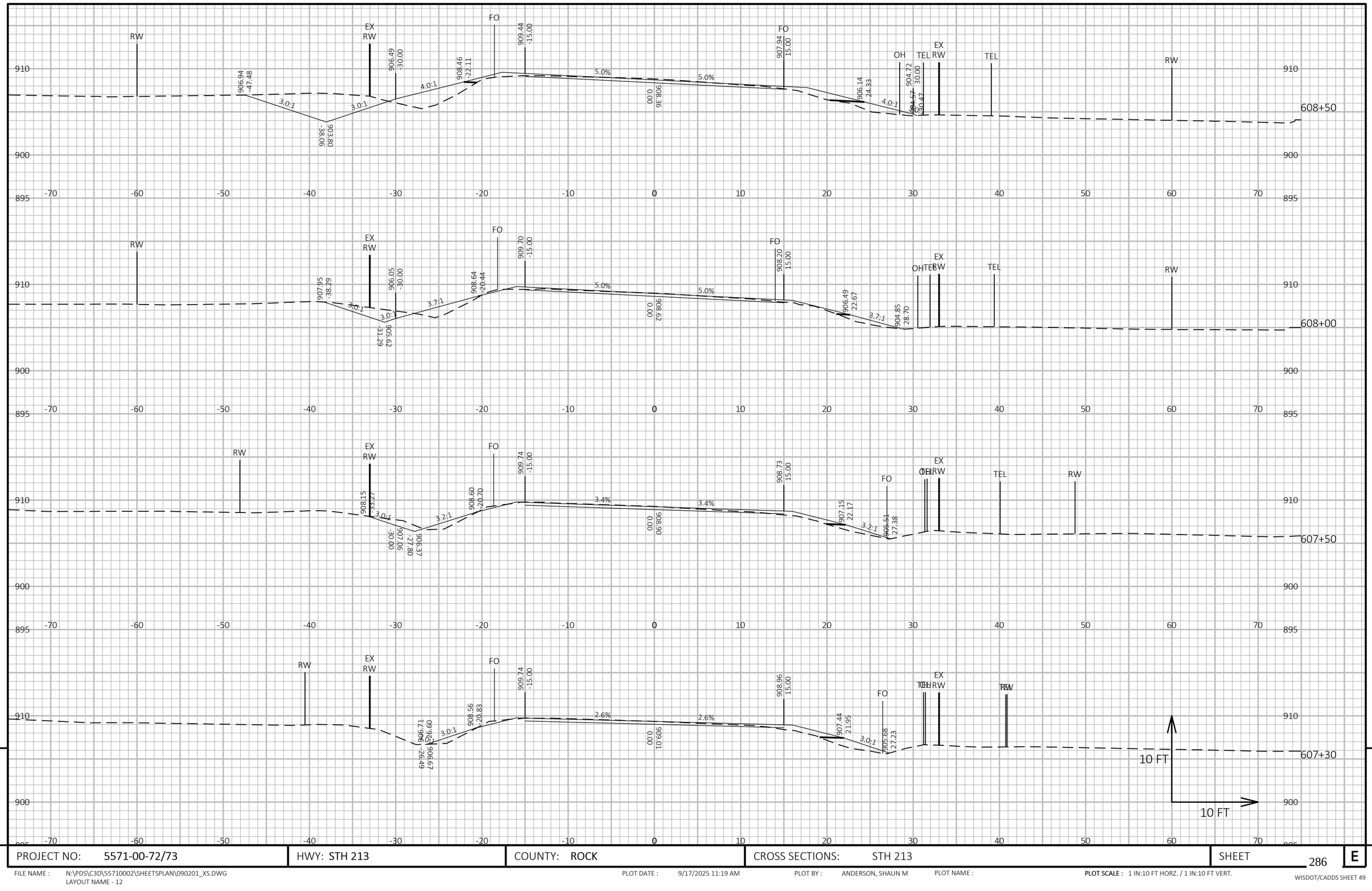

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 285 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 10

PLOT DATE : 9/17/2025 11:19 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 286 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 12

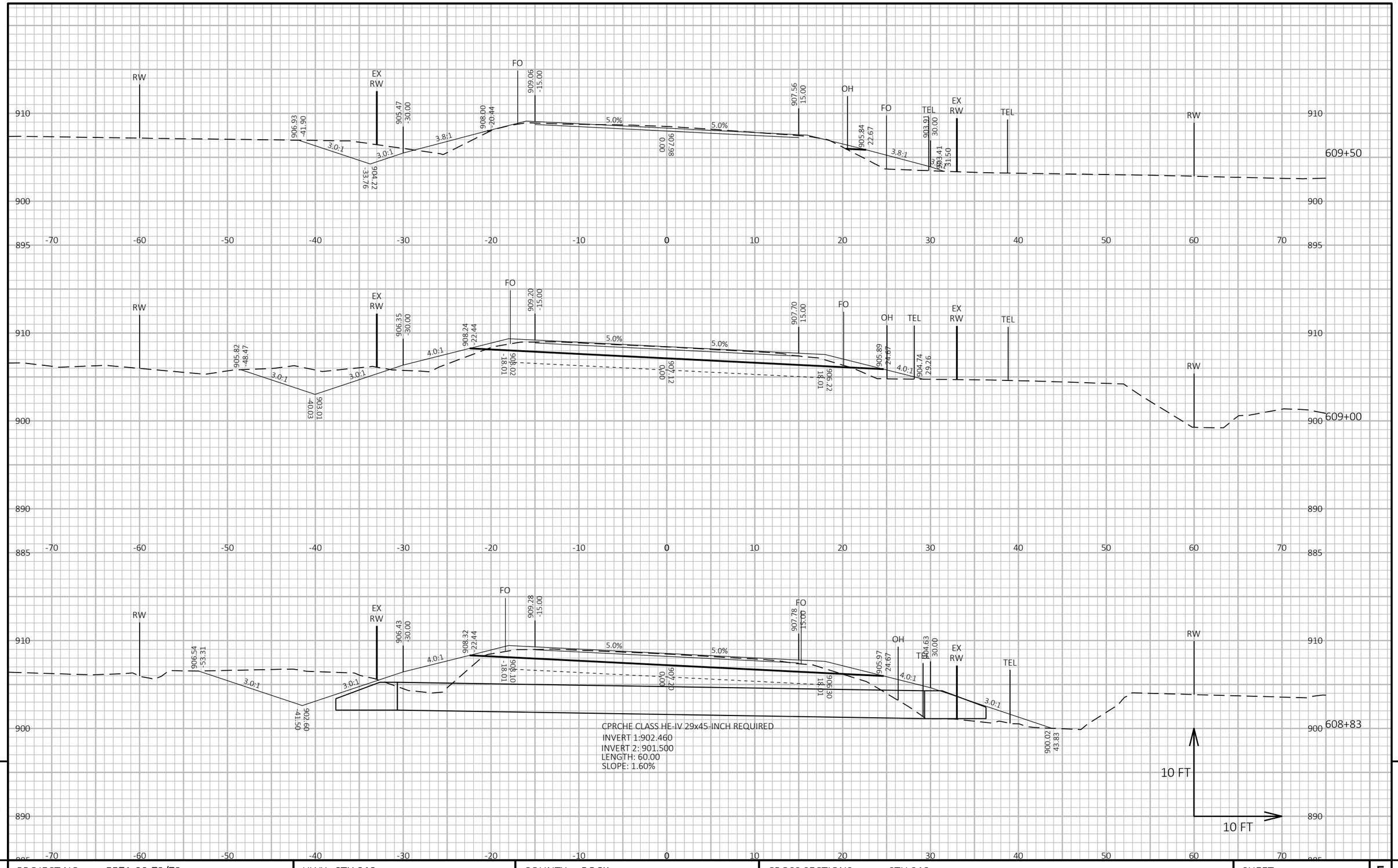
PLOT DATE : 9/17/2025 11:19 AM

PLOT BY : ANDERSON, SHAUN M

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

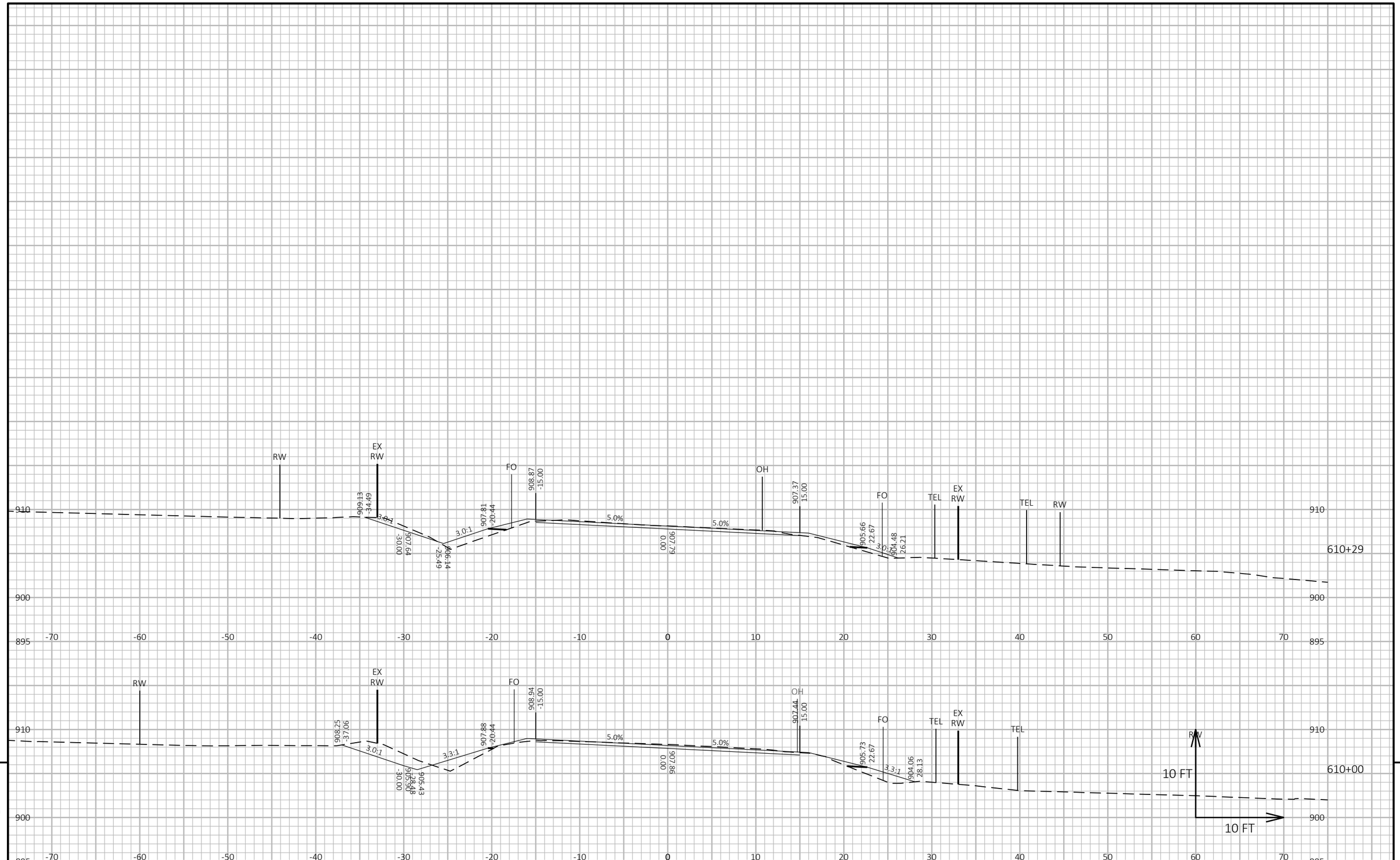



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 287 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 13

PLOT DATE : 9/17/2025 11:19 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

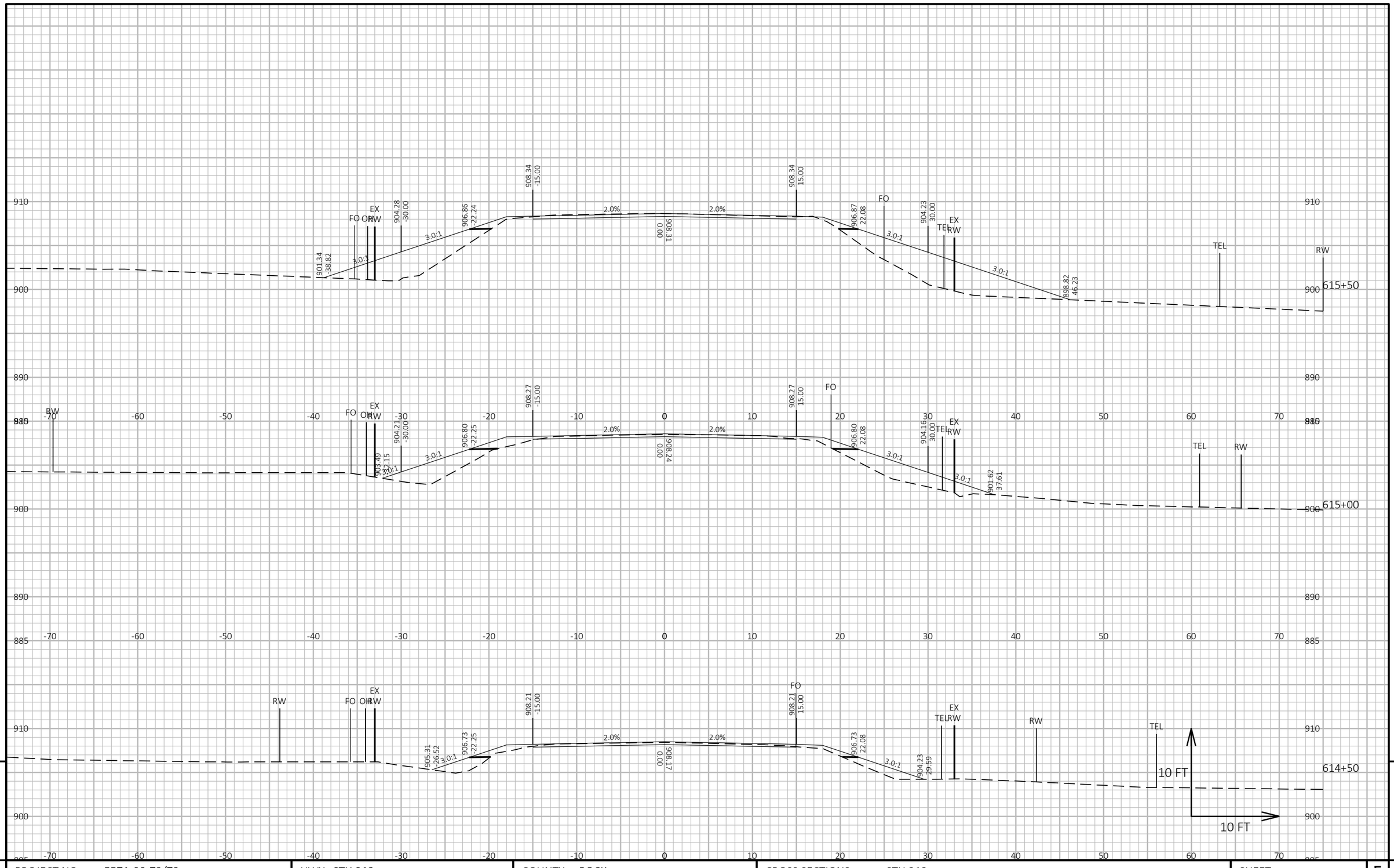
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 288 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 14

PLOT DATE : 9/17/2025 11:19 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

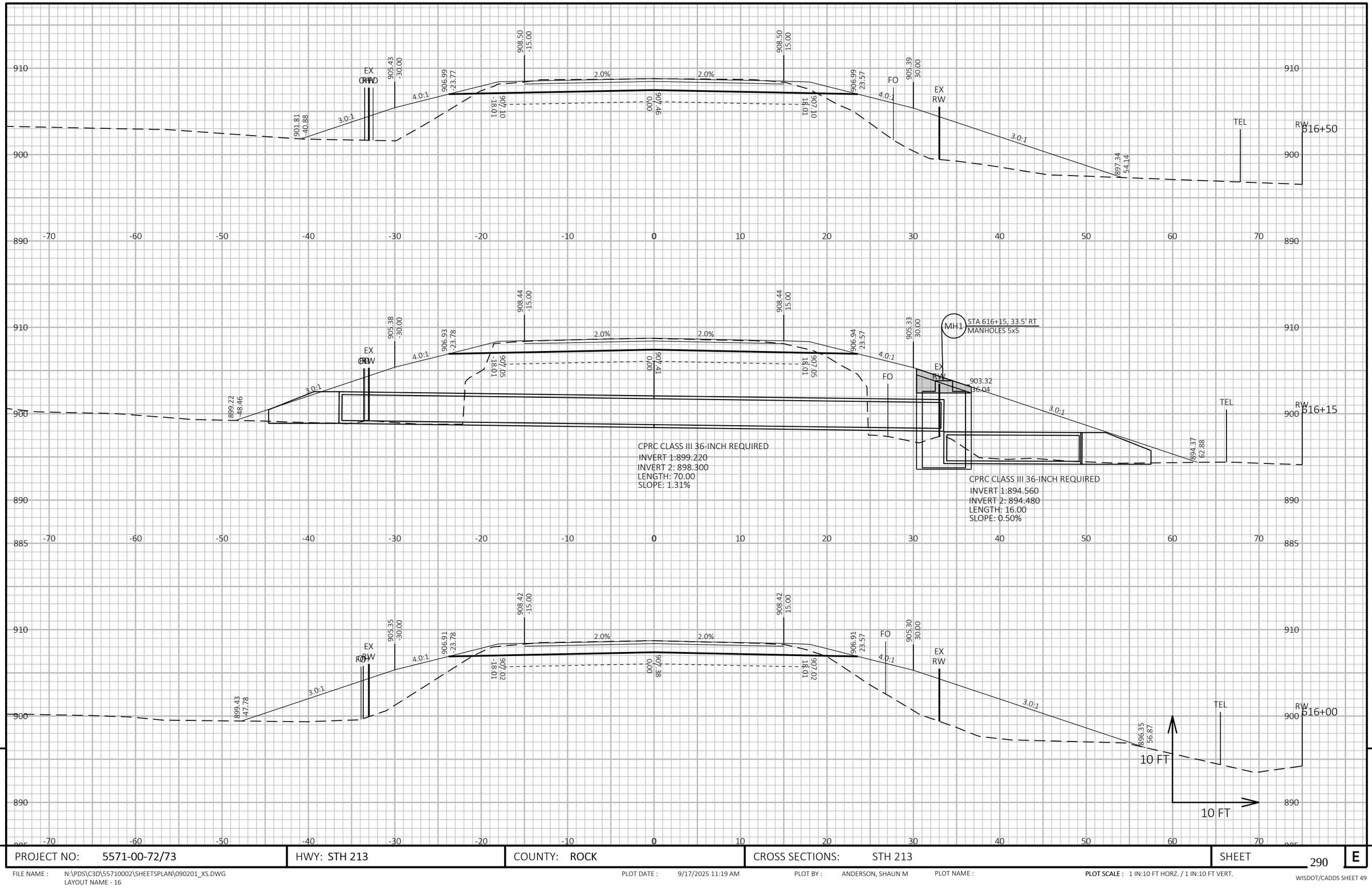
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 289 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 15

PLOT DATE : 9/17/2025 11:19 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

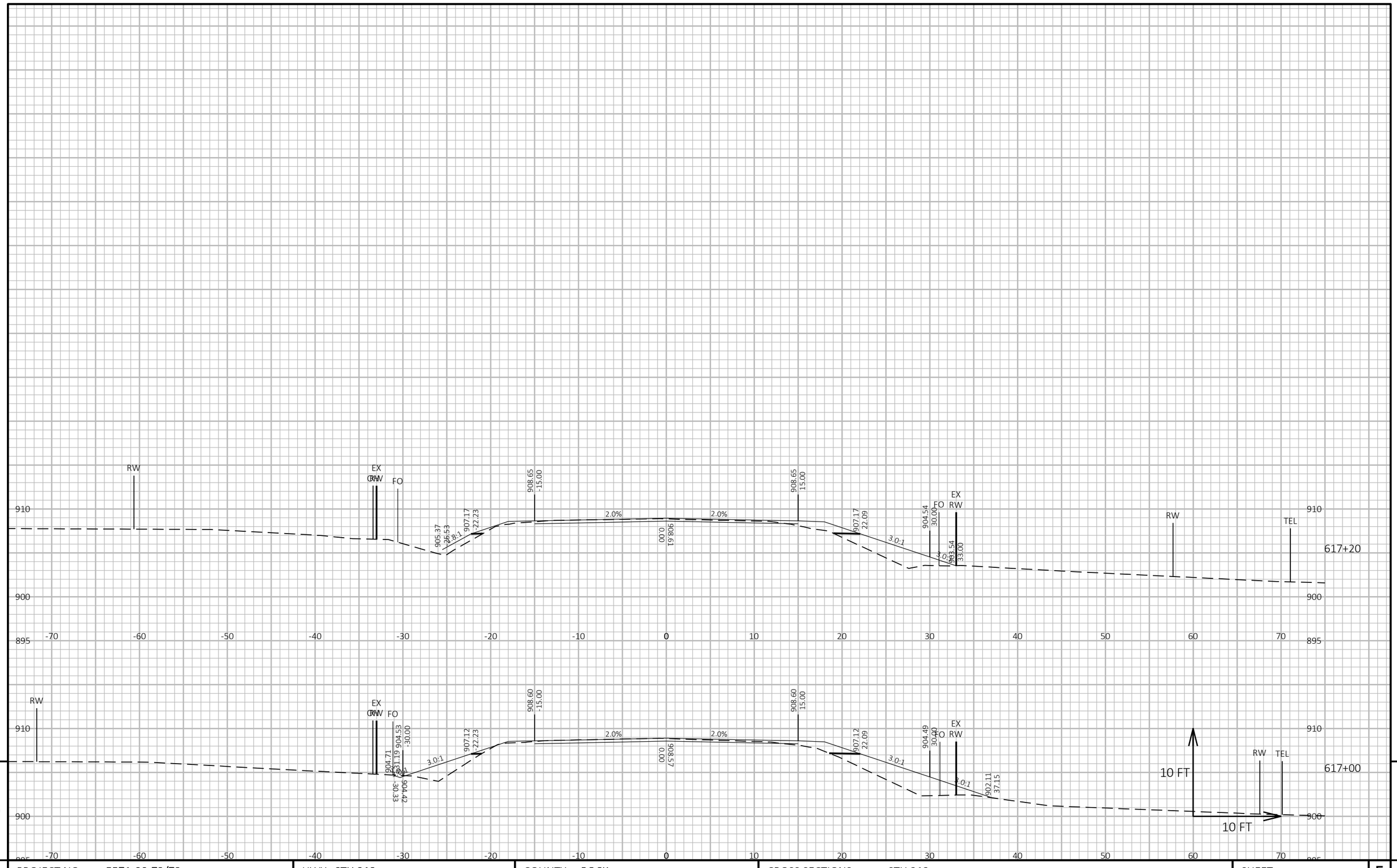
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 290 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 16

PLOT DATE : 9/17/2025 11:19 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

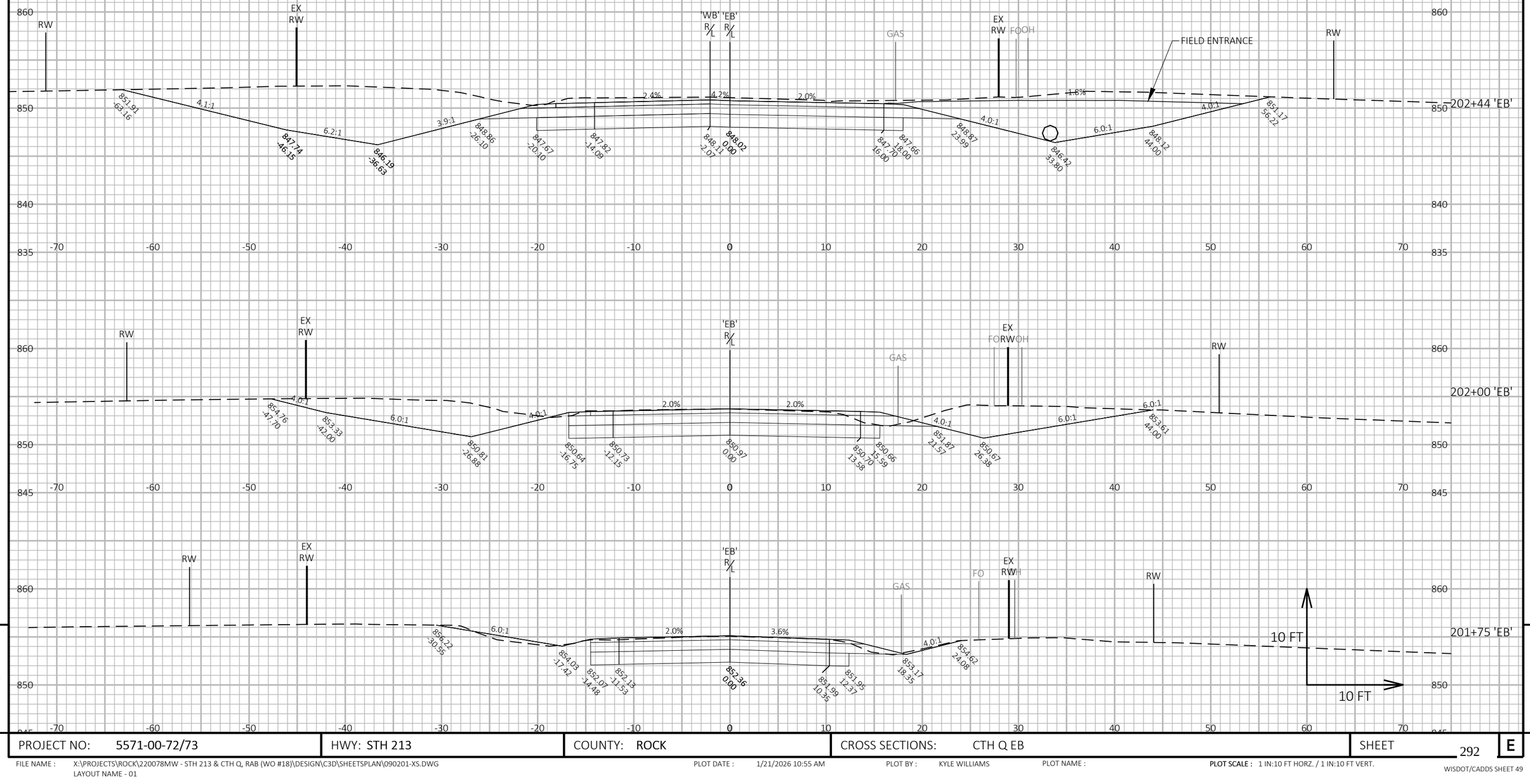
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 | SHEET 291 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\55710002\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 17

PLOT DATE : 9/17/2025 11:19 AM PLOT BY : ANDERSON, SHAUN M PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: CTH Q EB | SHEET 292 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

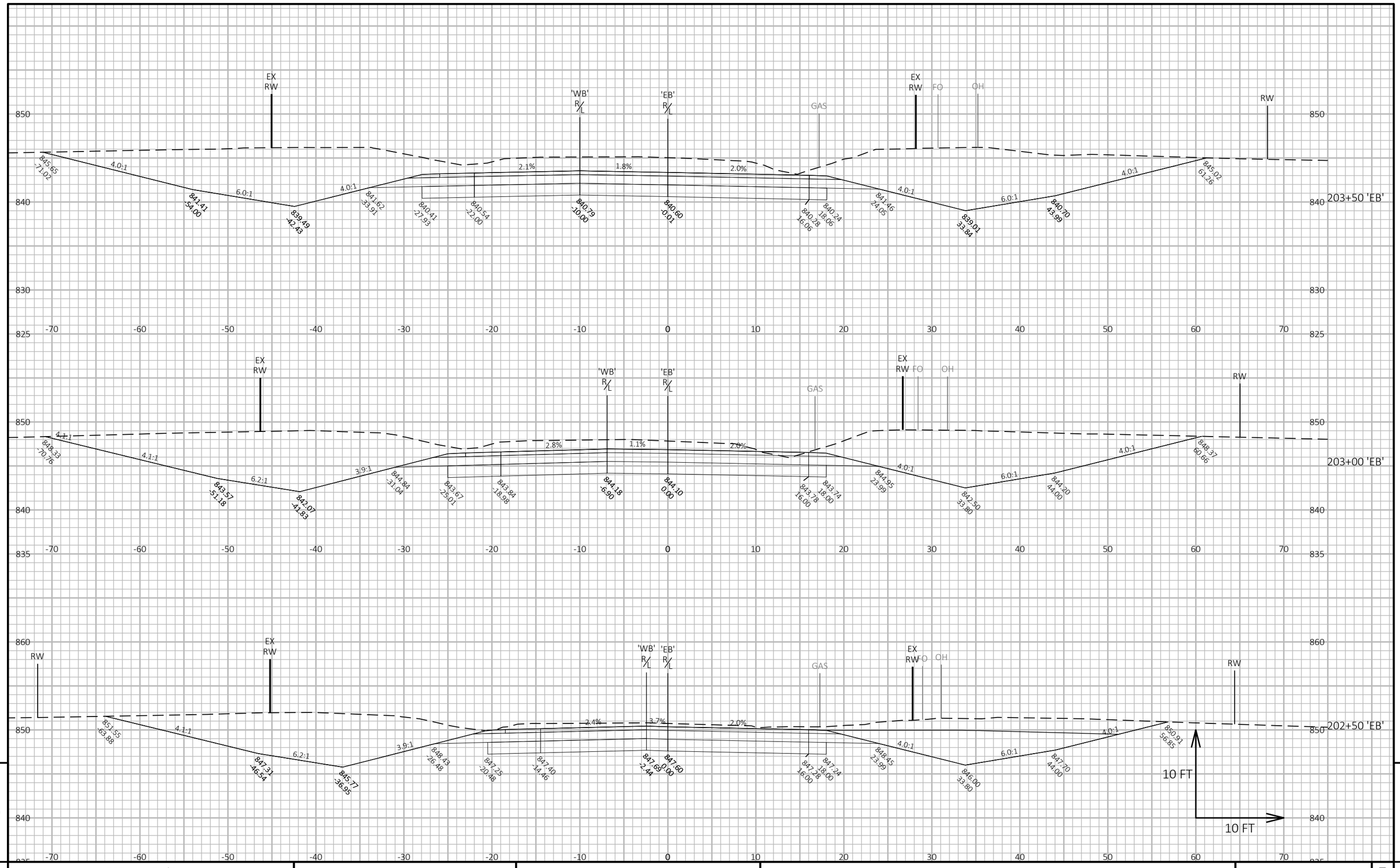
PLOT DATE : 1/21/2026 10:55 AM

PLOT BY : KYLE WILLIAMS

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

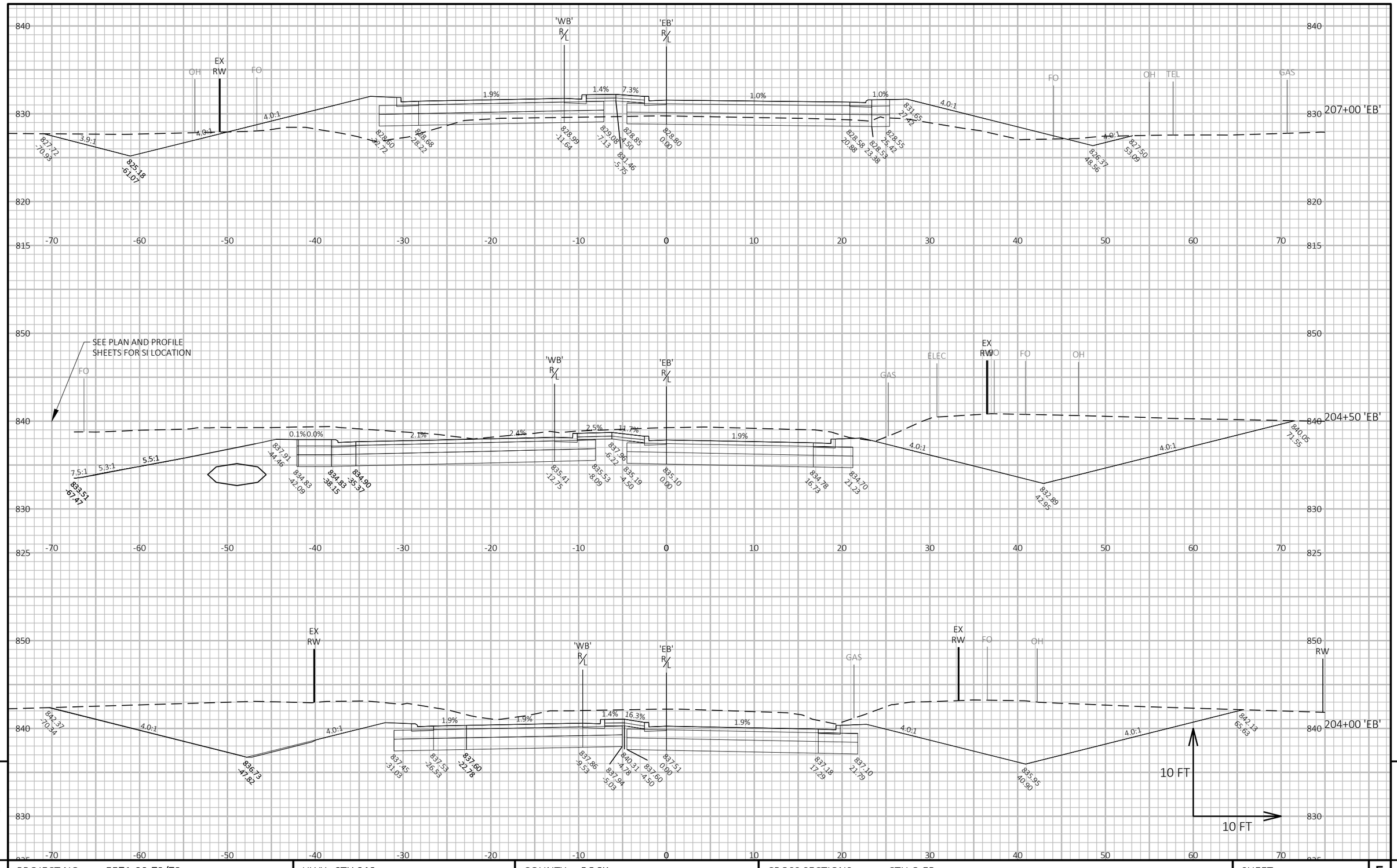
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: CTH Q EB | SHEET 293 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 1/21/2026 10:55 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: CTH Q EB | SHEET 294 E |

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 1/21/2026 10:55 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

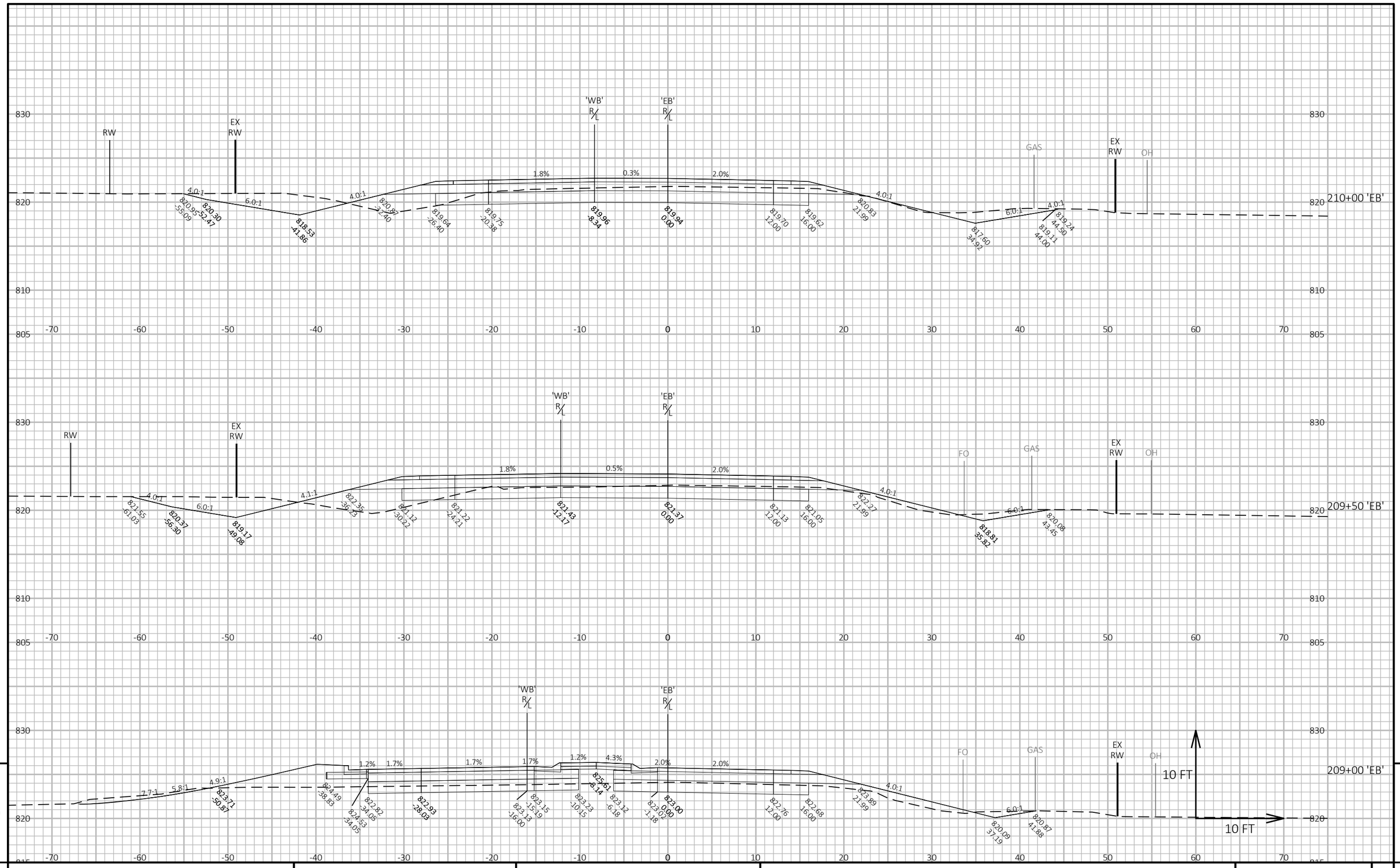
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: CTH Q EB | SHEET 295 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 1/21/2026 10:55 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

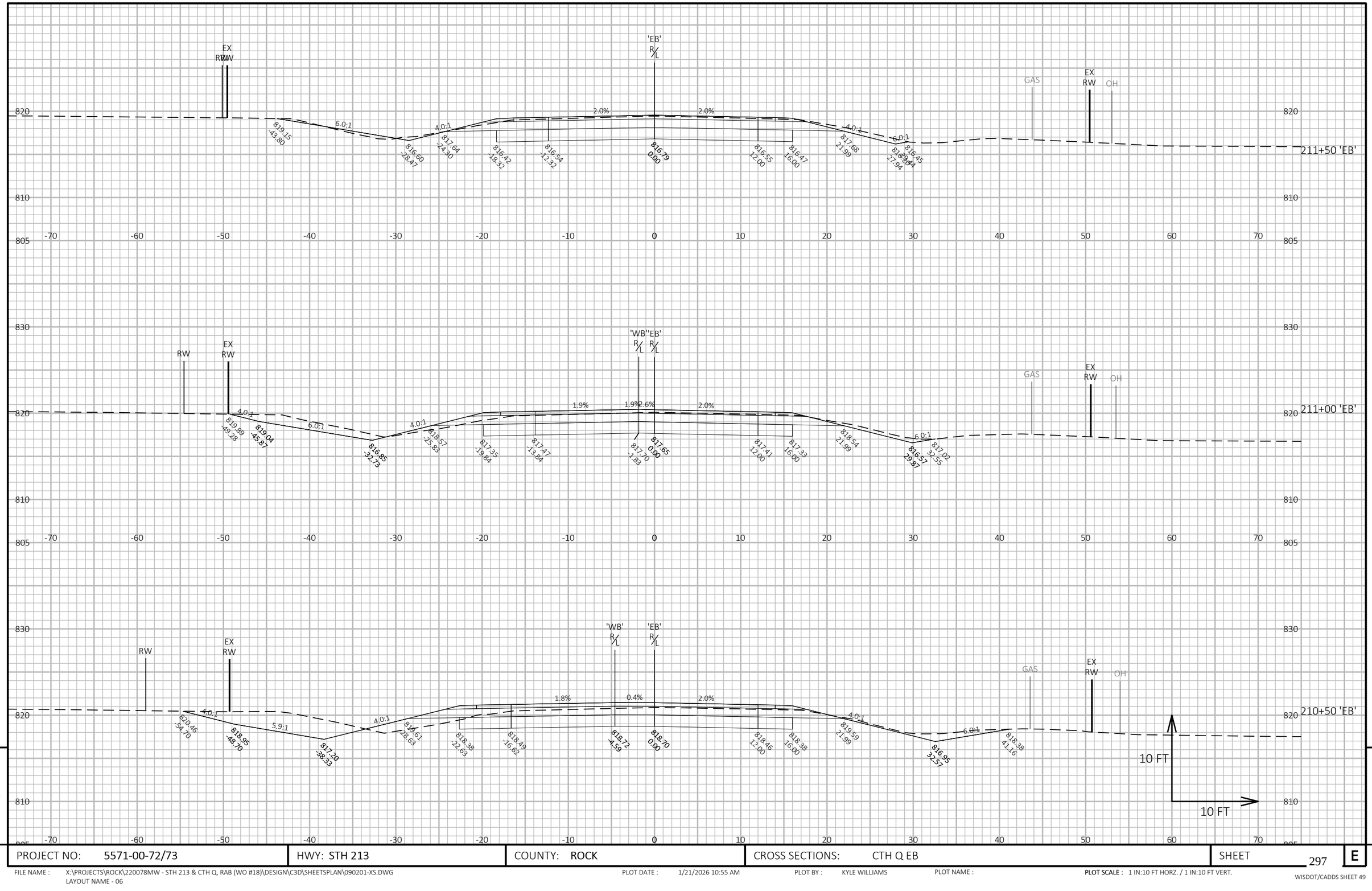
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: CTH Q EB | SHEET 296 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 1/21/2026 10:55 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

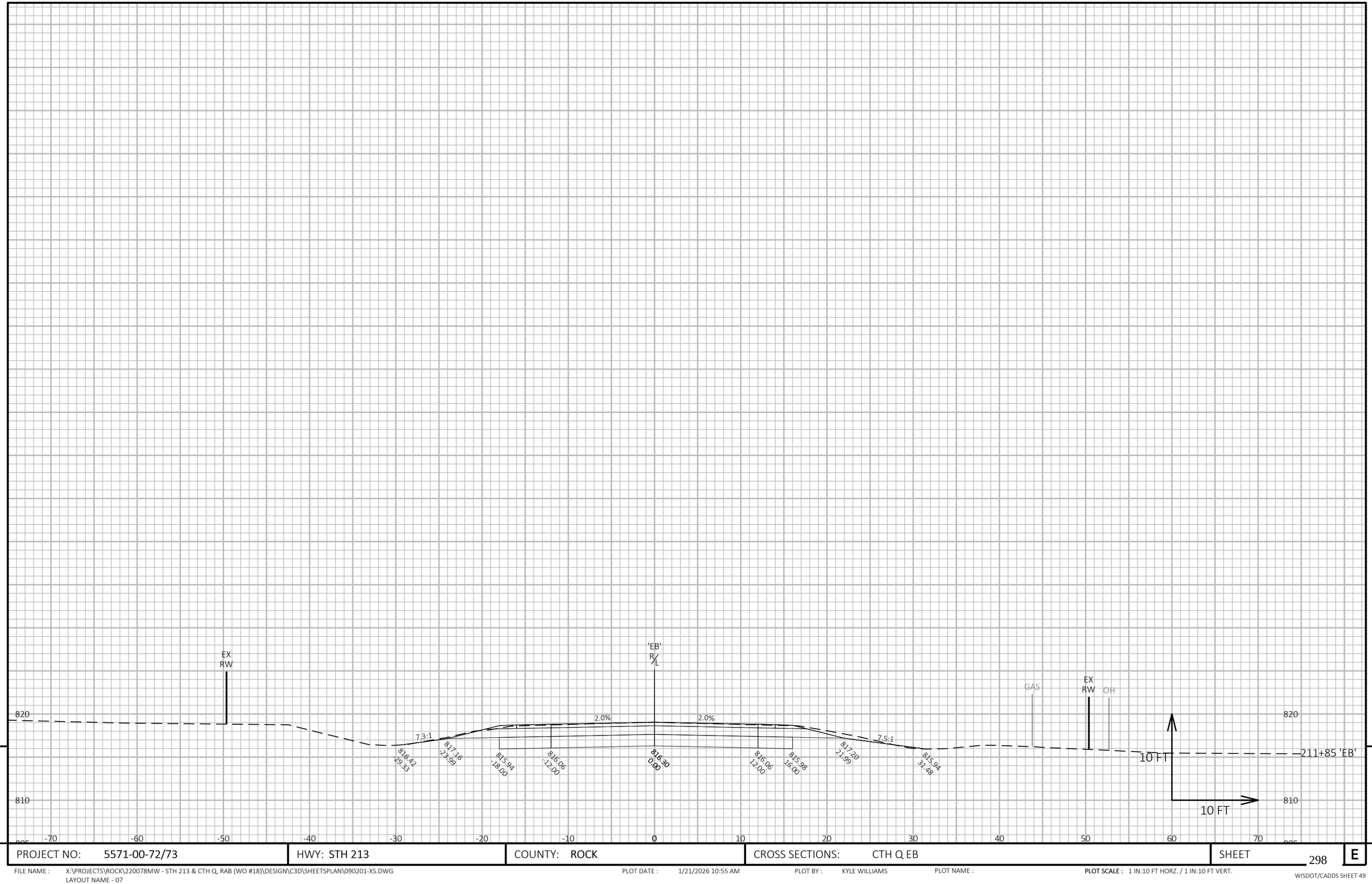
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: CTH Q EB | SHEET 297 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 1/21/2026 10:55 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

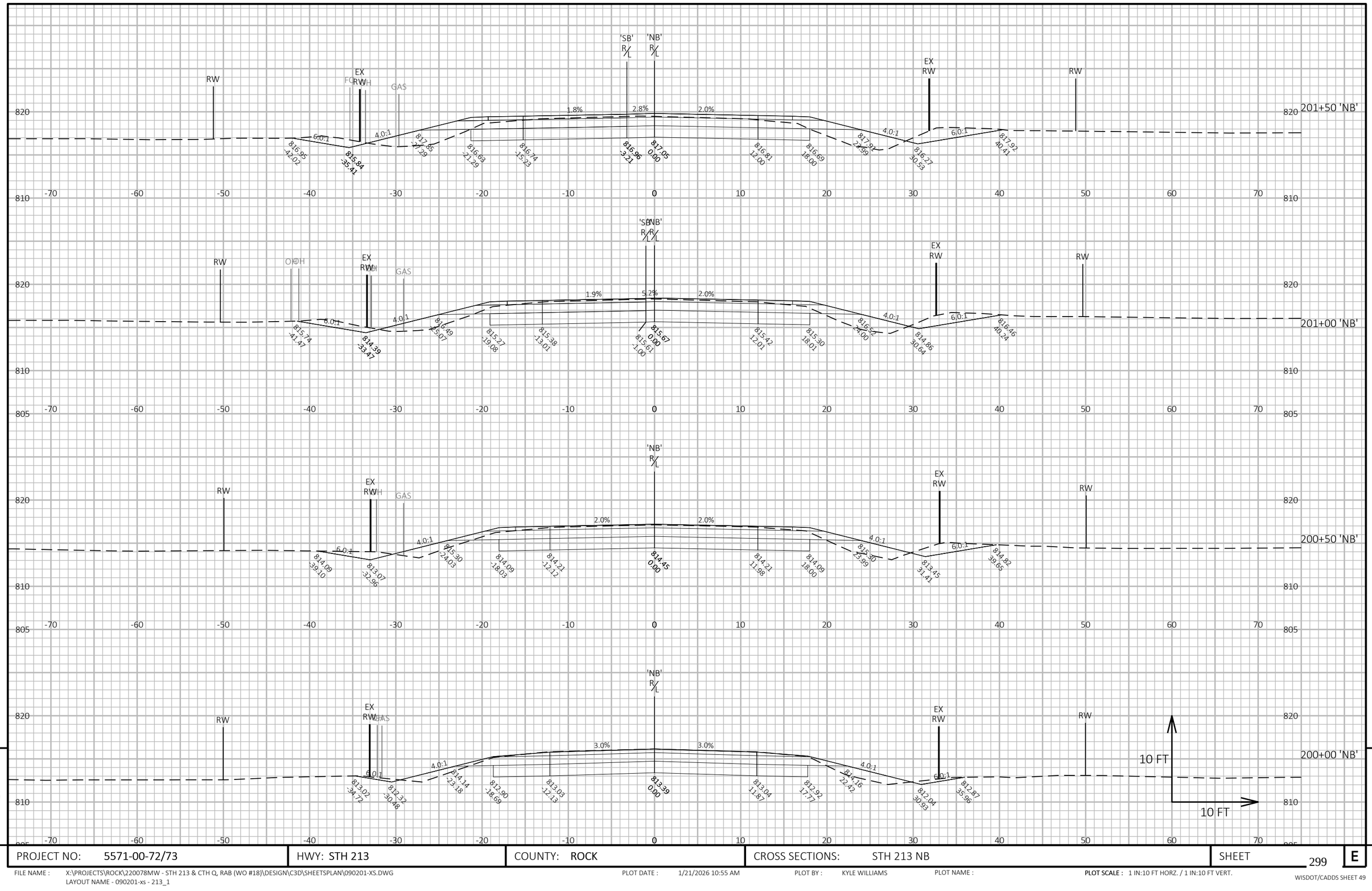
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: CTH Q EB | SHEET 298 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 1/21/2026 10:55 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



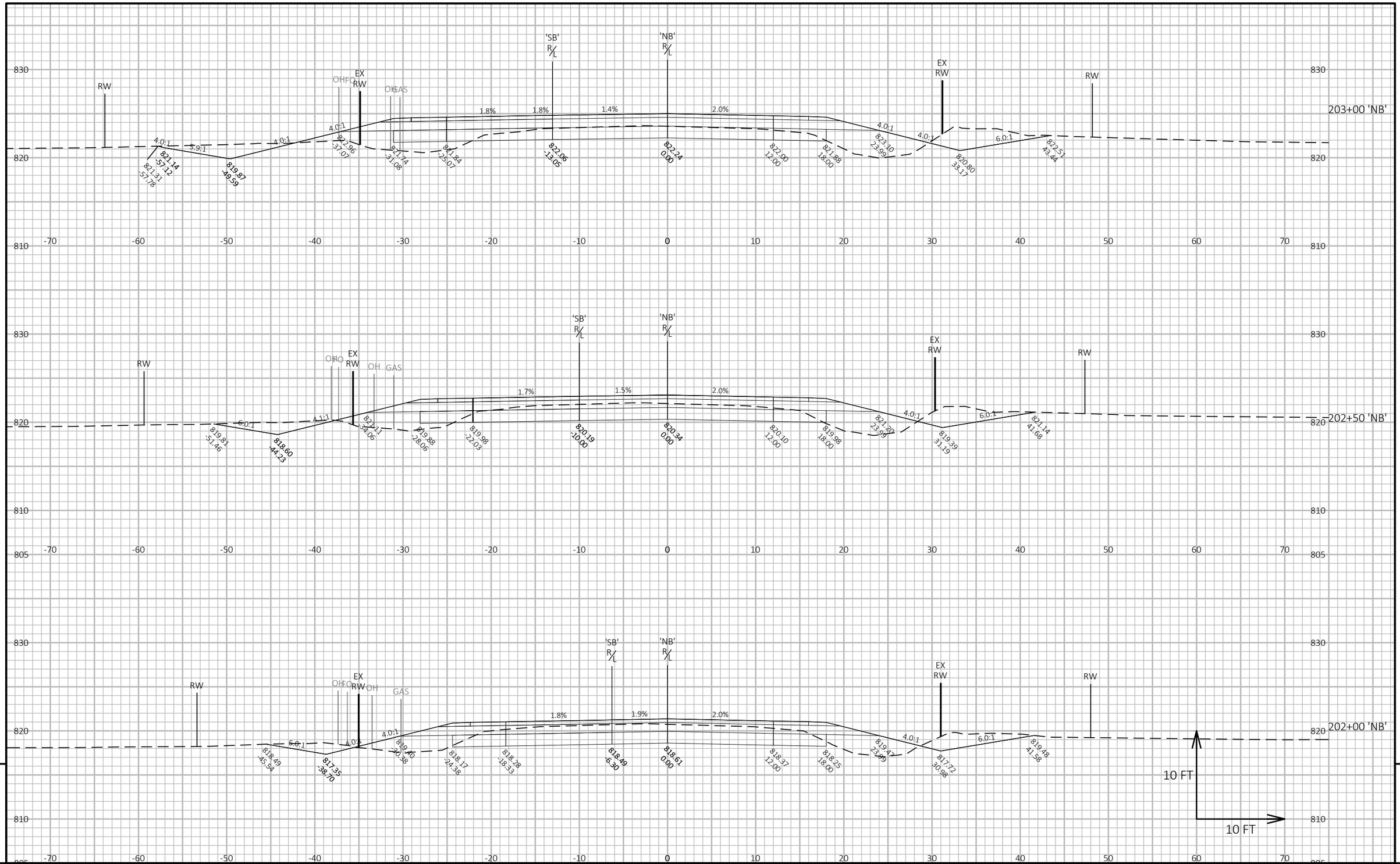

9

9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 NB | SHEET 299 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs - 213_1

PLOT DATE : 1/21/2026 10:55 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

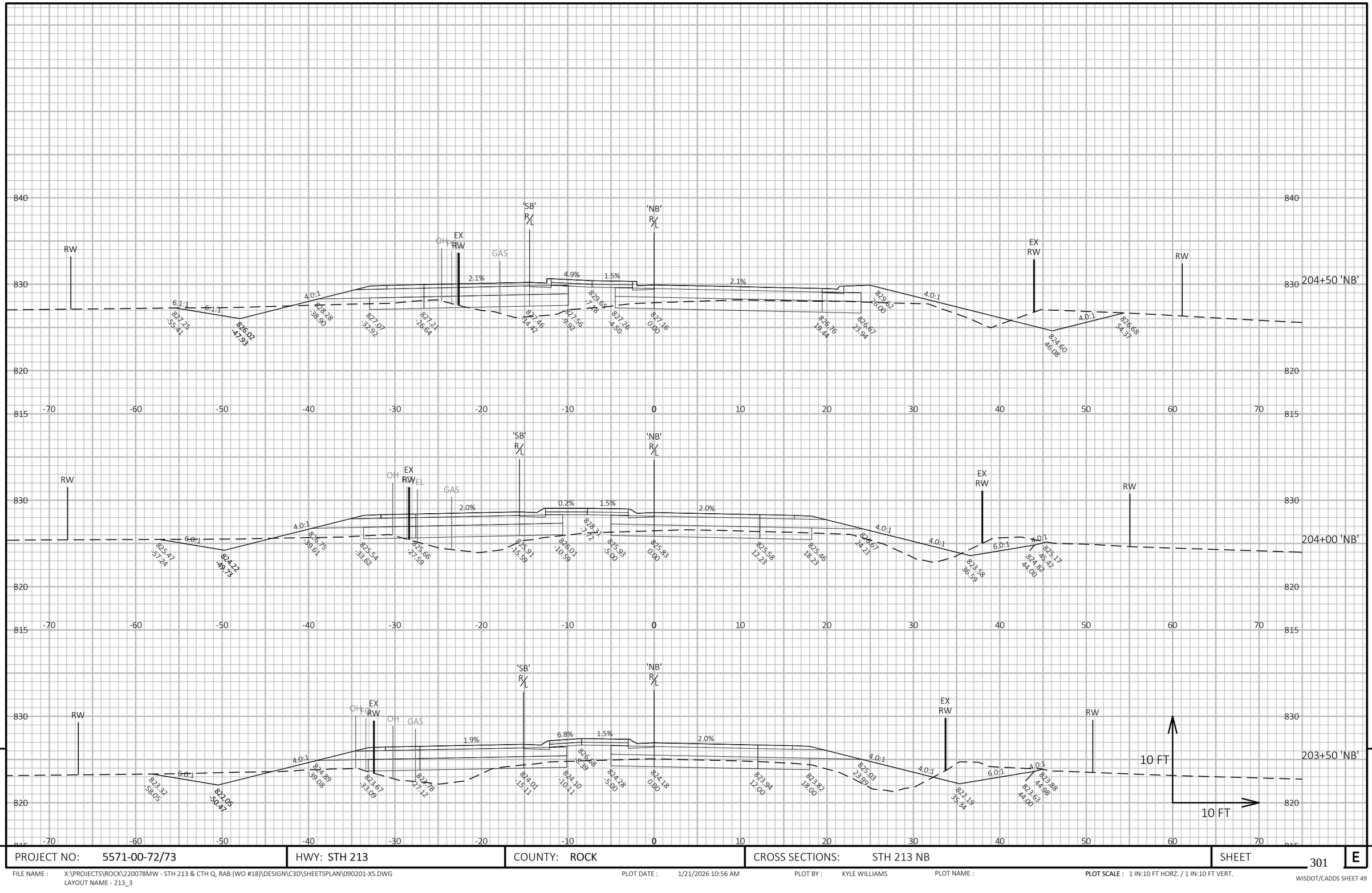



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 NB | SHEET 300 E |

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 213_2

PLOT DATE : 1/21/2026 10:55 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



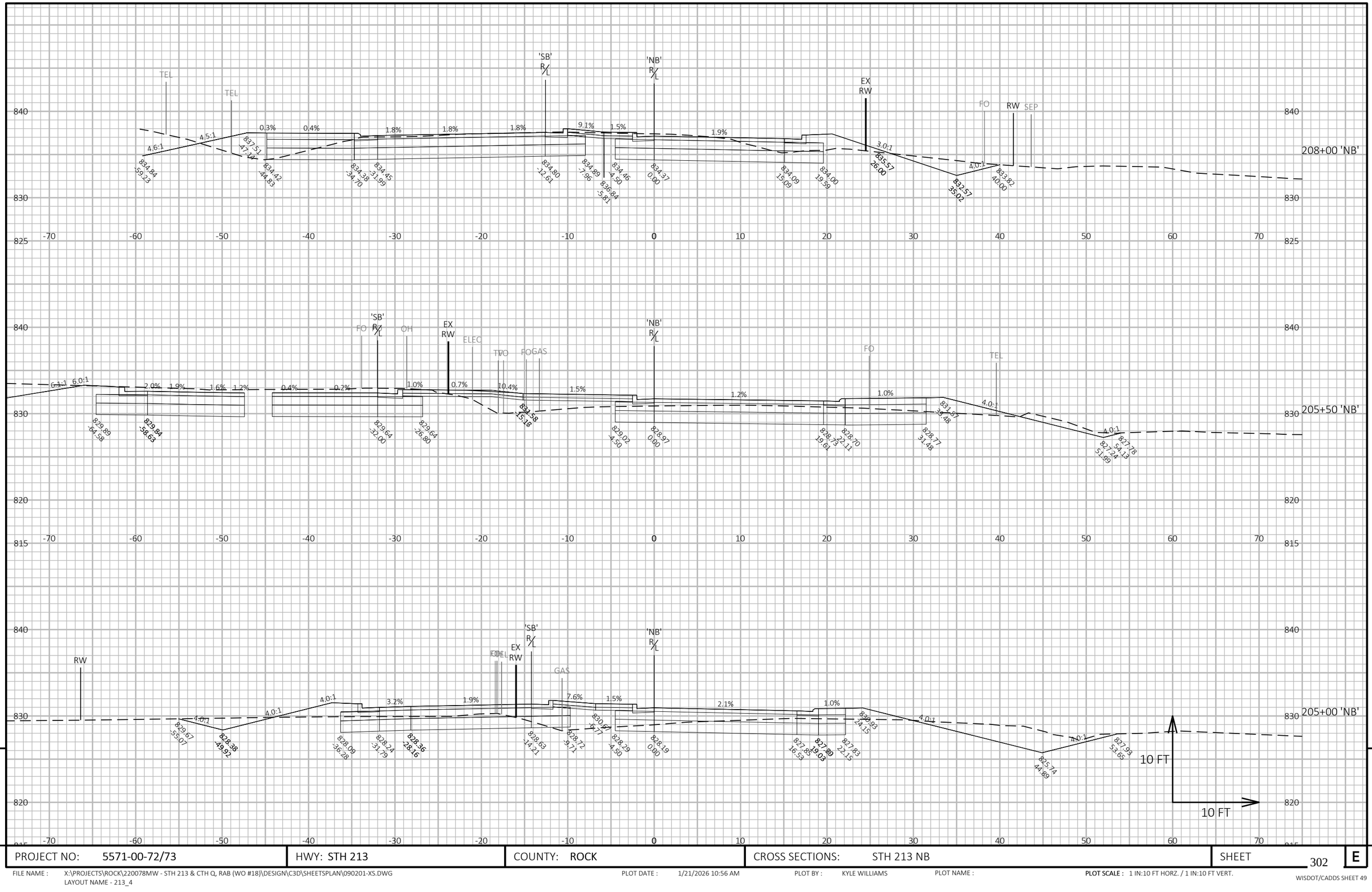

9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 NB | SHEET 301 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 213_3

PLOT DATE : 1/21/2026 10:56 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

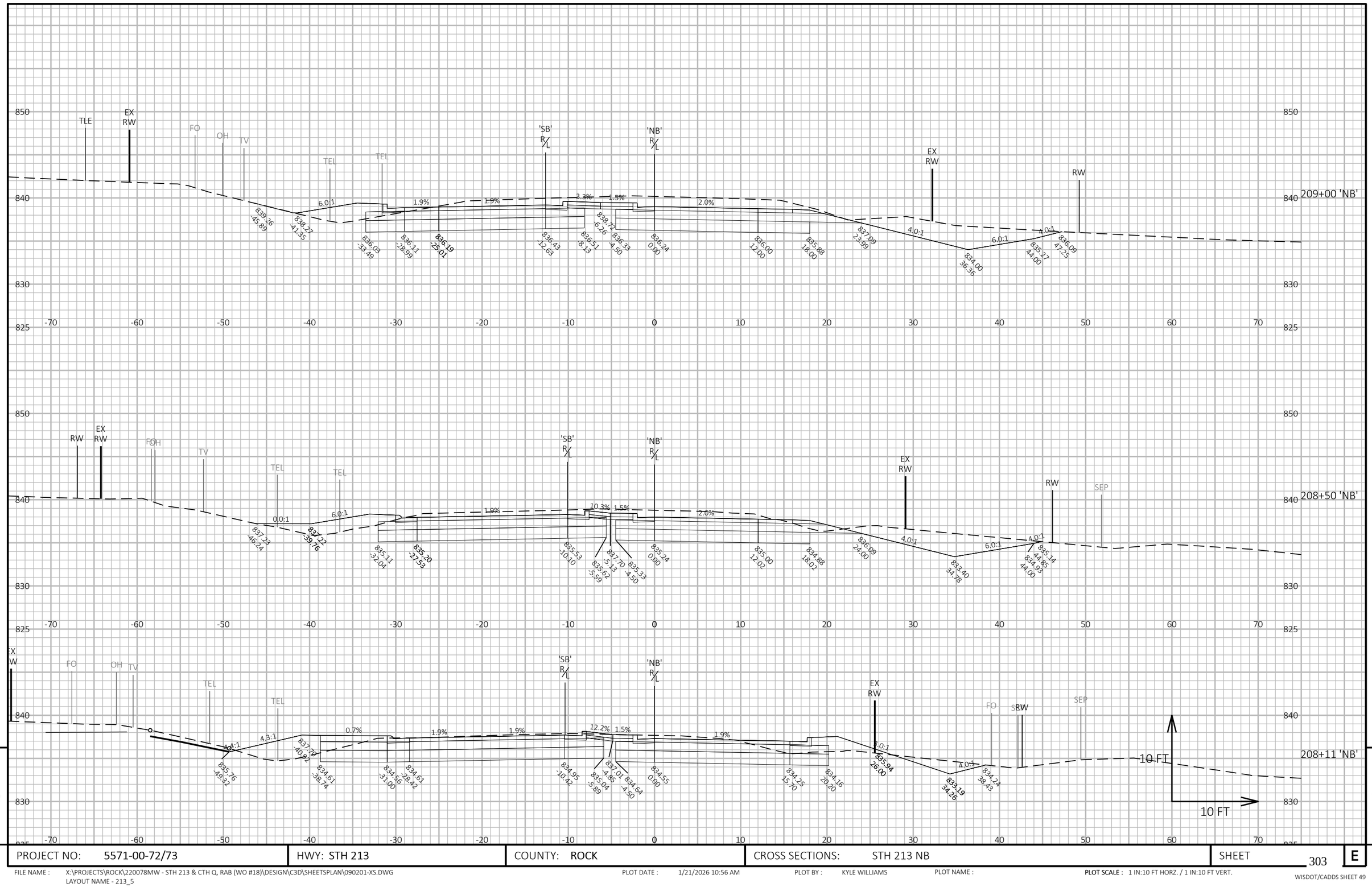



| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 NB | SHEET 302 E |

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 213_4

PLOT DATE : 1/21/2026 10:56 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 NB | SHEET 303 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 213_5

PLOT DATE : 1/21/2026 10:56 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

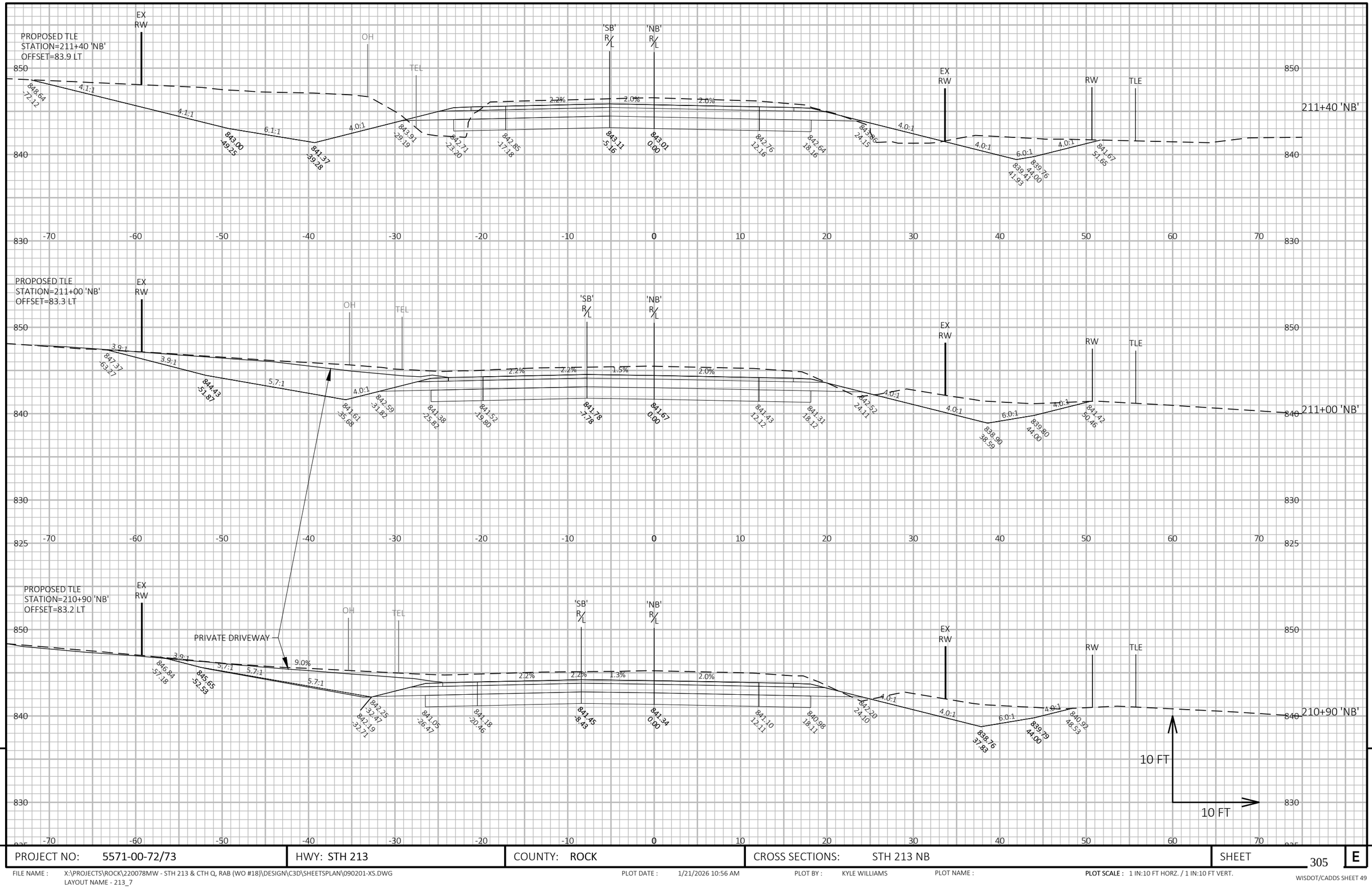
WISDOT/CADDS SHEET 49

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 NB | SHEET 304 E |

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 213_6

PLOT DATE : 1/21/2026 10:56 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 NB | SHEET 305 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 213_7

PLOT DATE : 1/21/2026 10:56 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

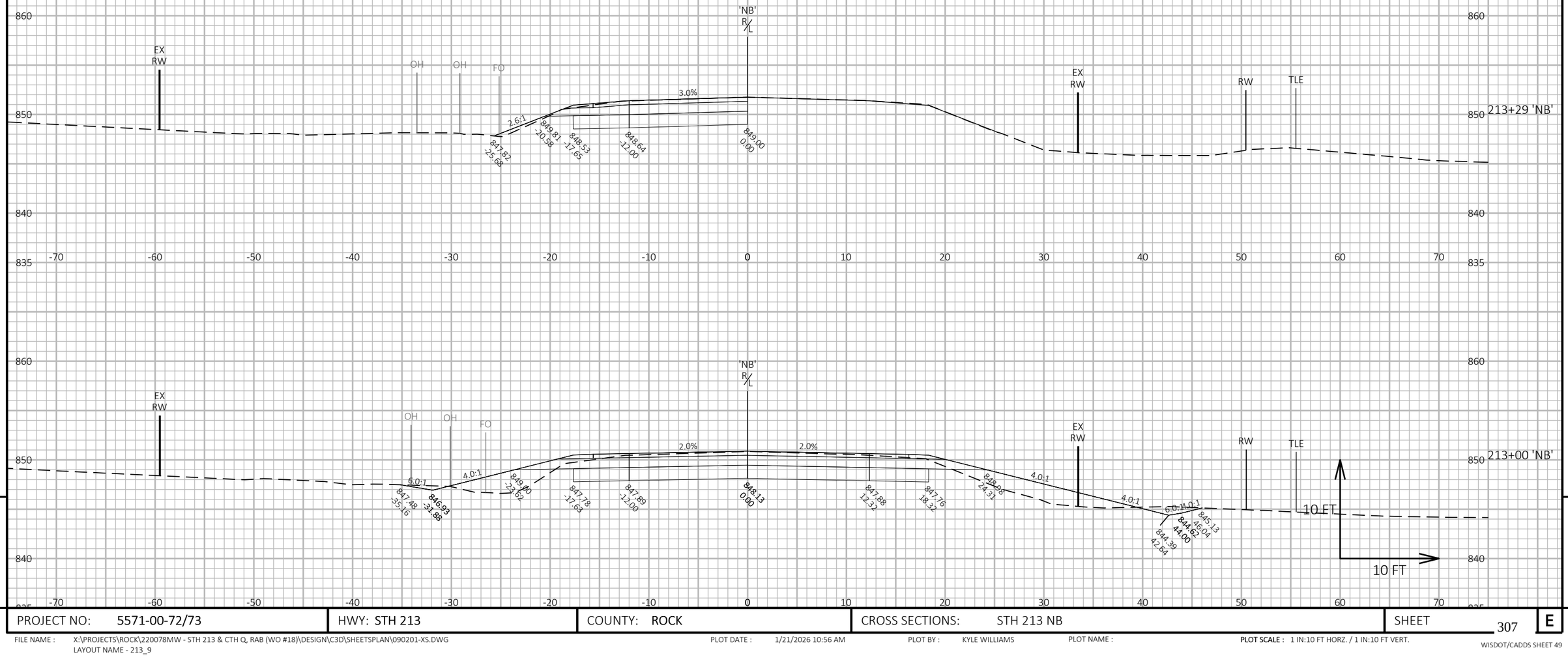
WISDOT/CADDS SHEET 49

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 NB | SHEET 306 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 213_8

PLOT DATE : 1/21/2026 10:56 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

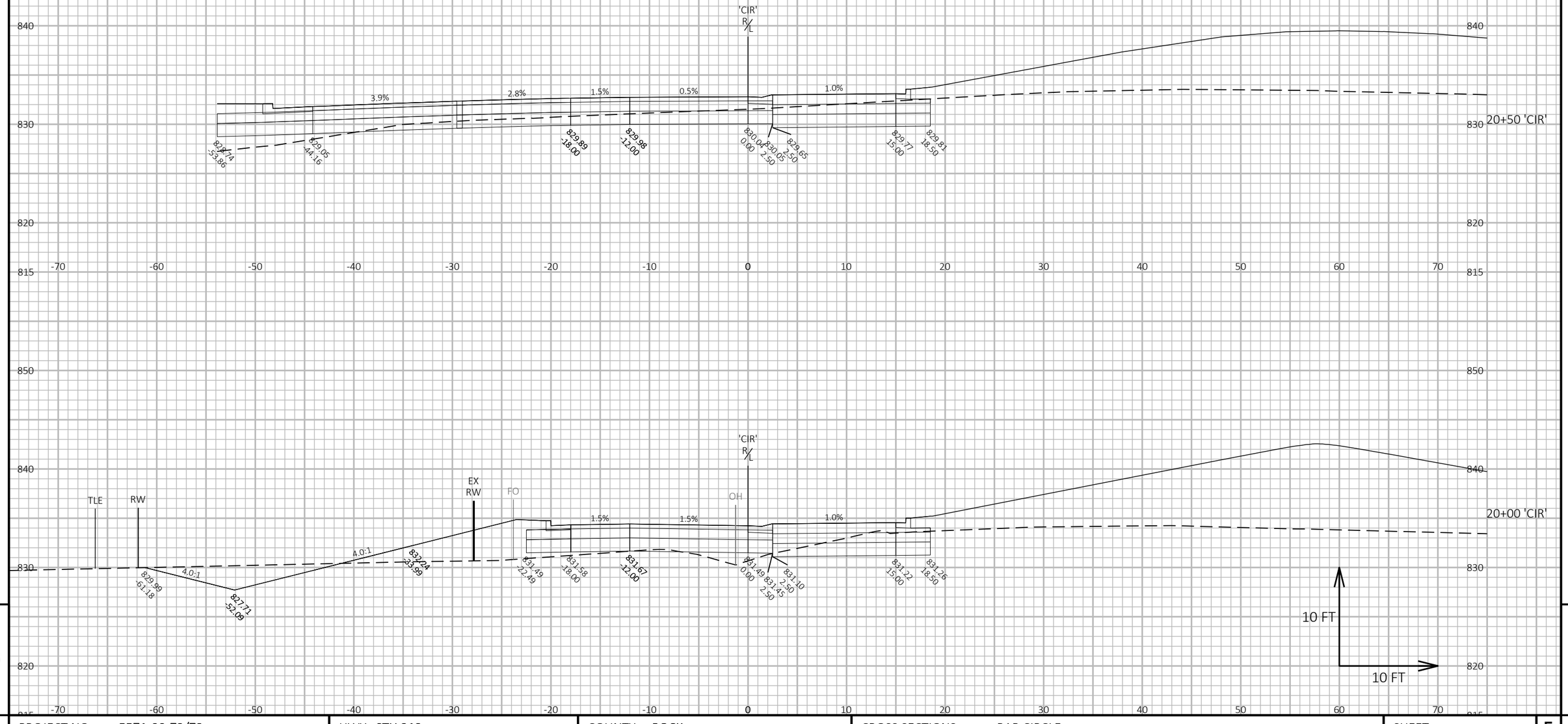



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: STH 213 NB | SHEET 307 E |
|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 213_9

PLOT DATE : 1/21/2026 10:56 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

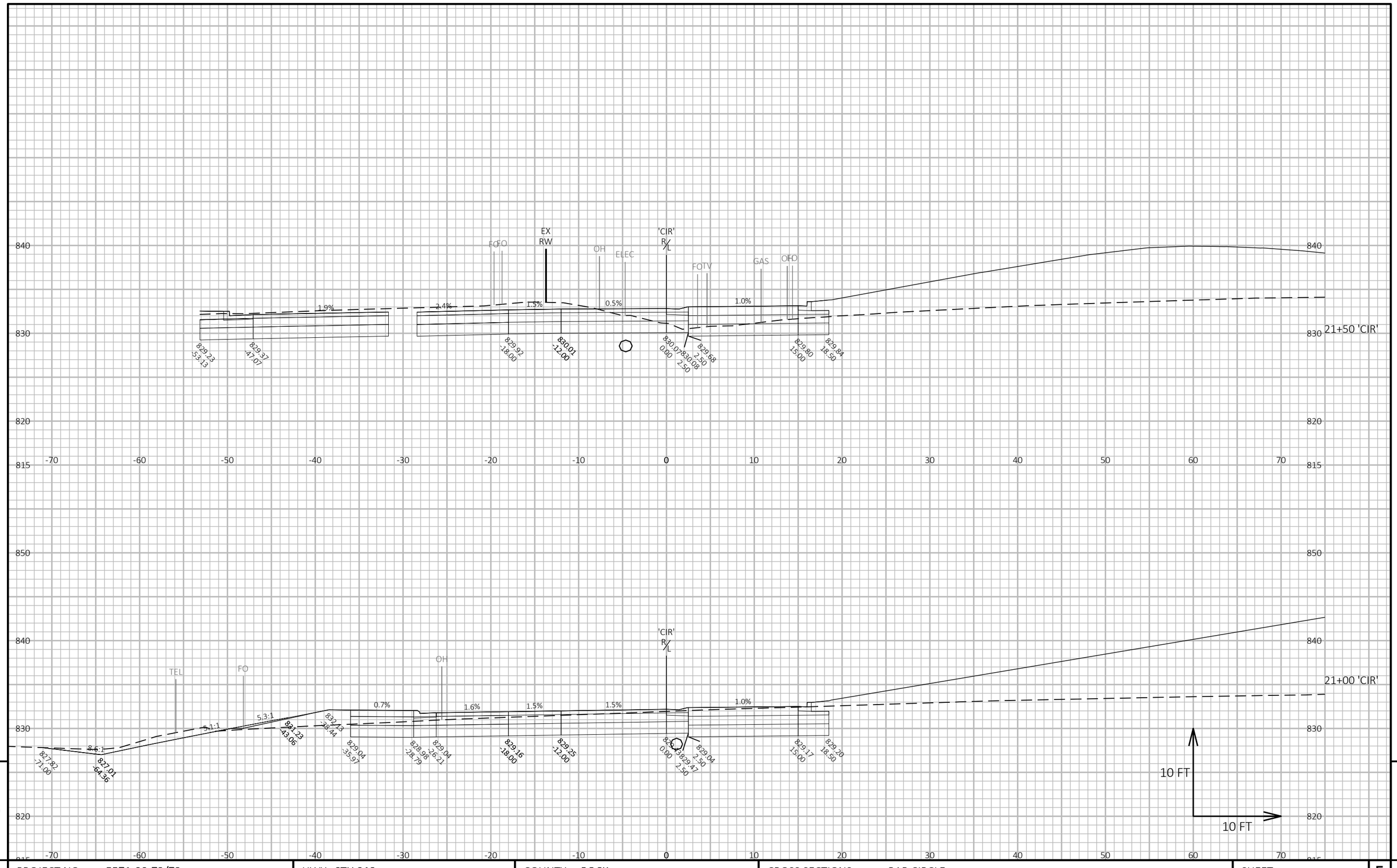



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: RAB CIRCLE | SHEET 308 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - RAB CIR_1

PLOT DATE : 1/21/2026 10:56 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

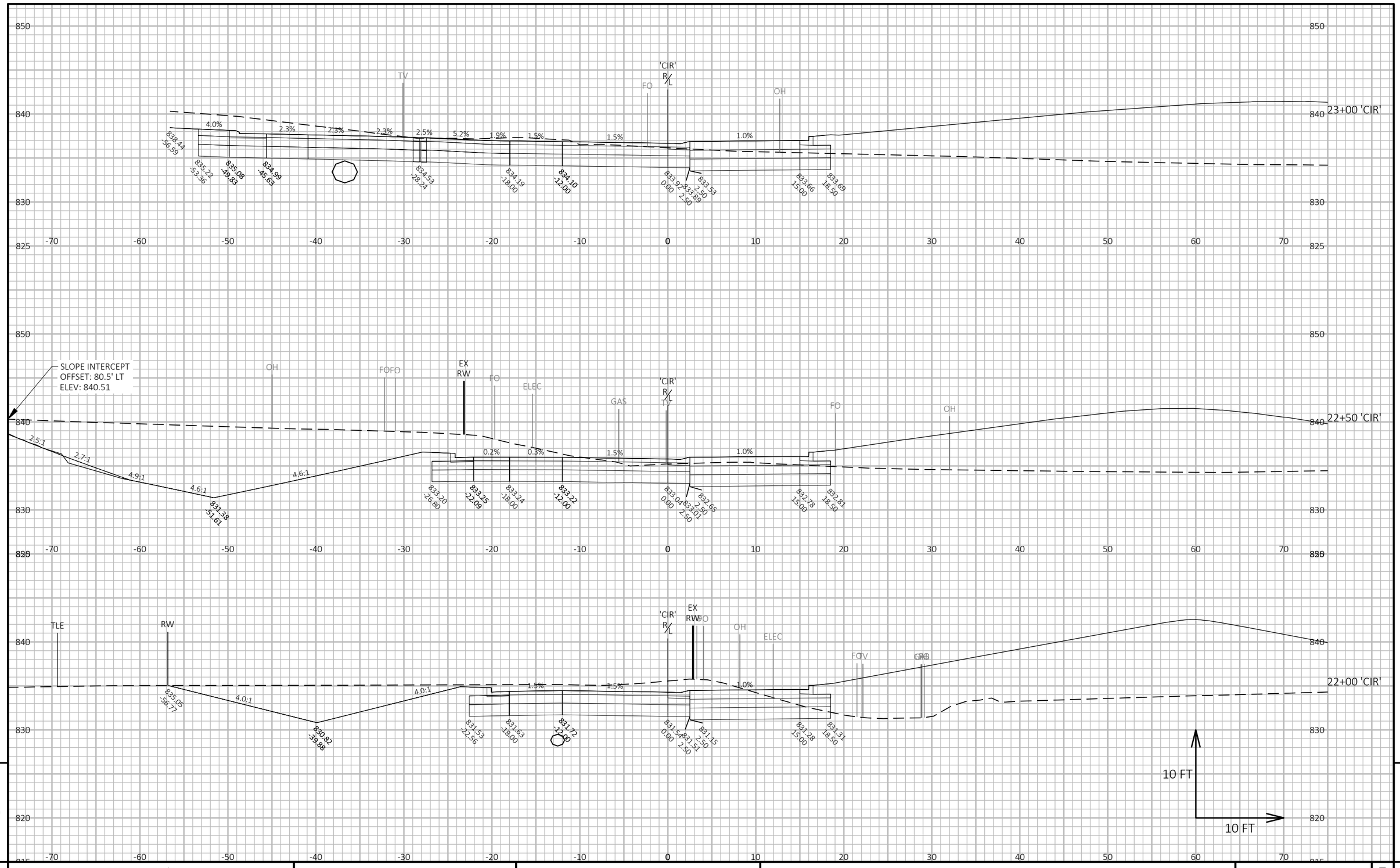
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: RAB CIRCLE | SHEET 309 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - RAB CIR_2

PLOT DATE : 1/21/2026 10:56 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

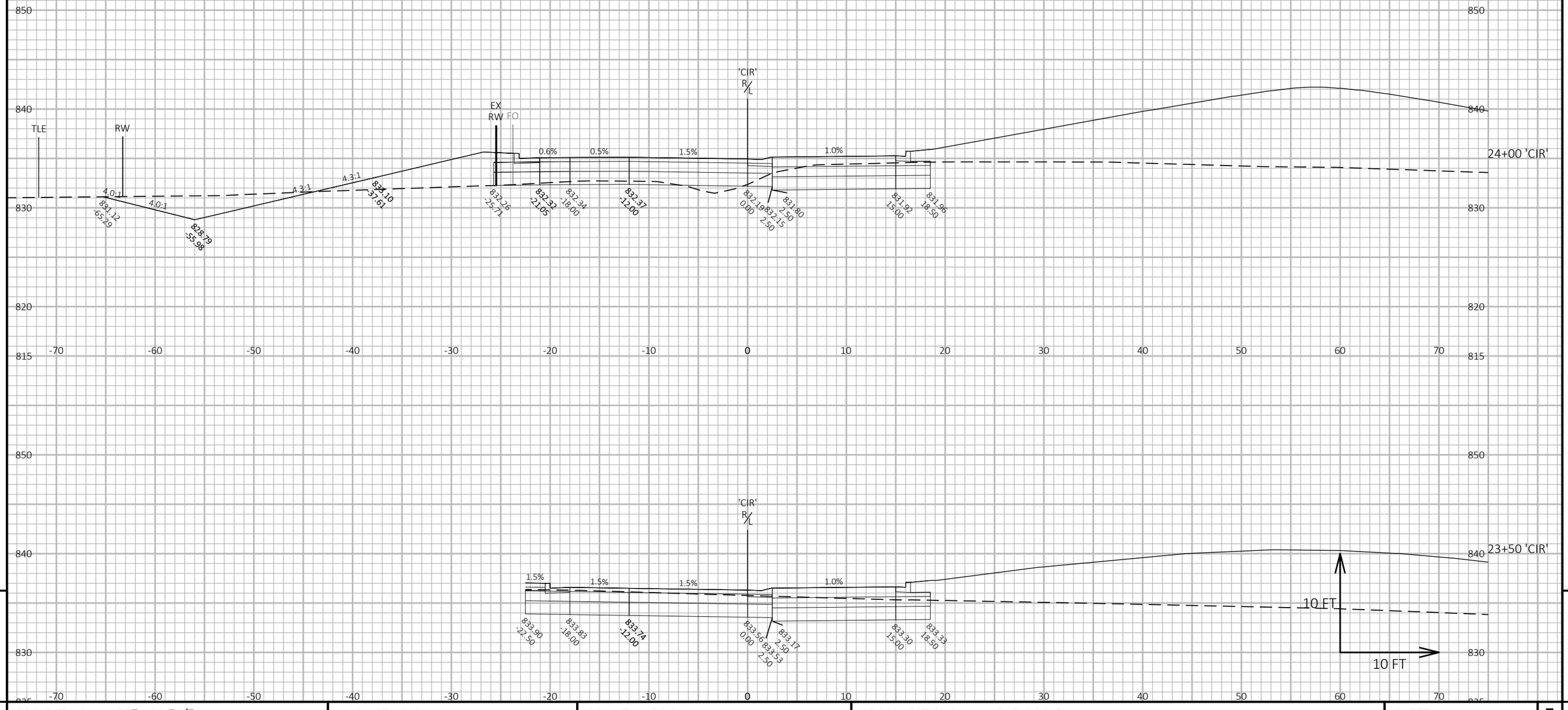
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| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: RAB CIRCLE | SHEET 310 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - RAB CIR_3

PLOT DATE : 1/21/2026 10:56 AM PLOT BY : KYLE WILLIAMS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

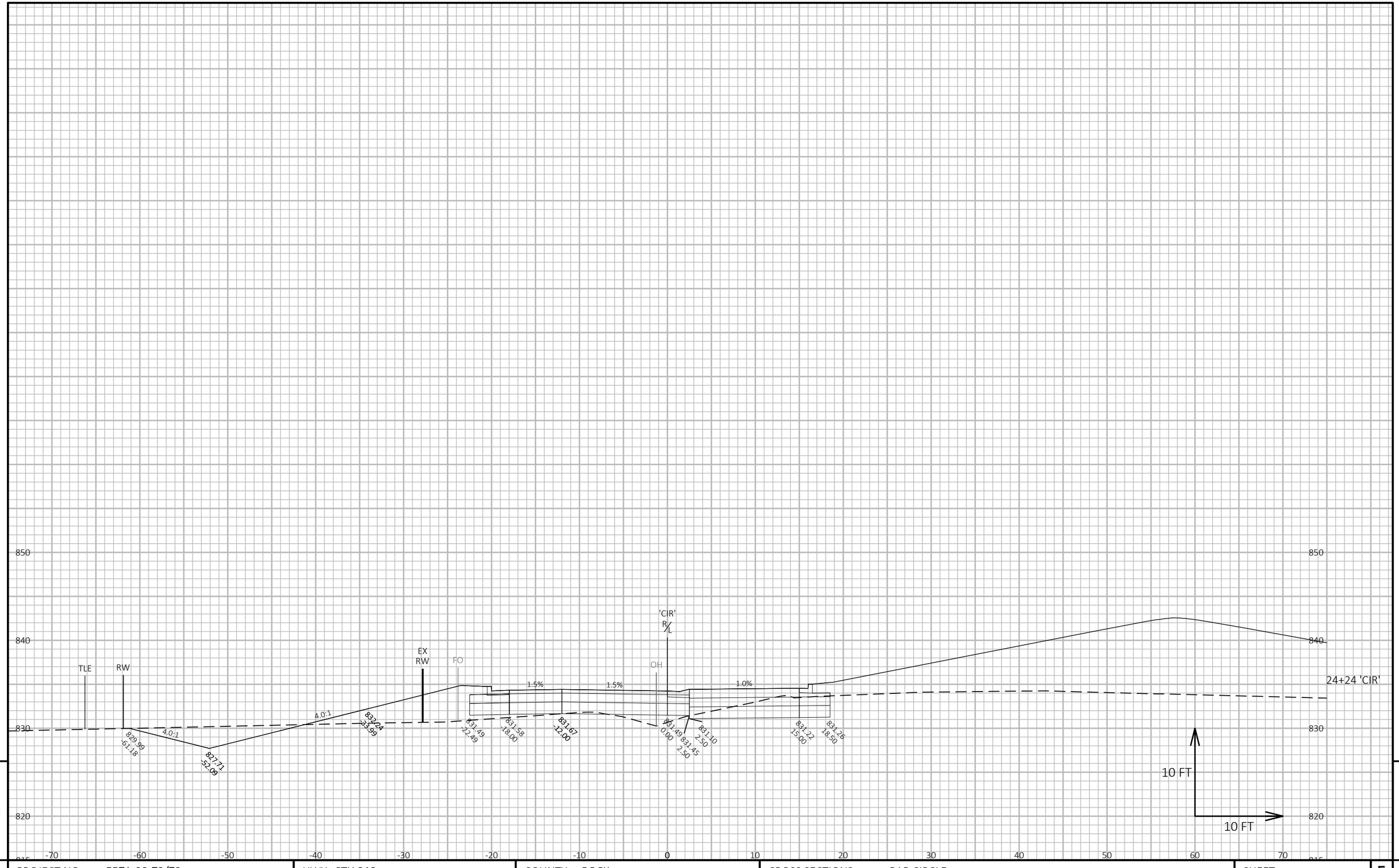



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: RAB CIRCLE | SHEET 311 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - RAB CIR_4

PLOT DATE : 1/21/2026 10:57 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

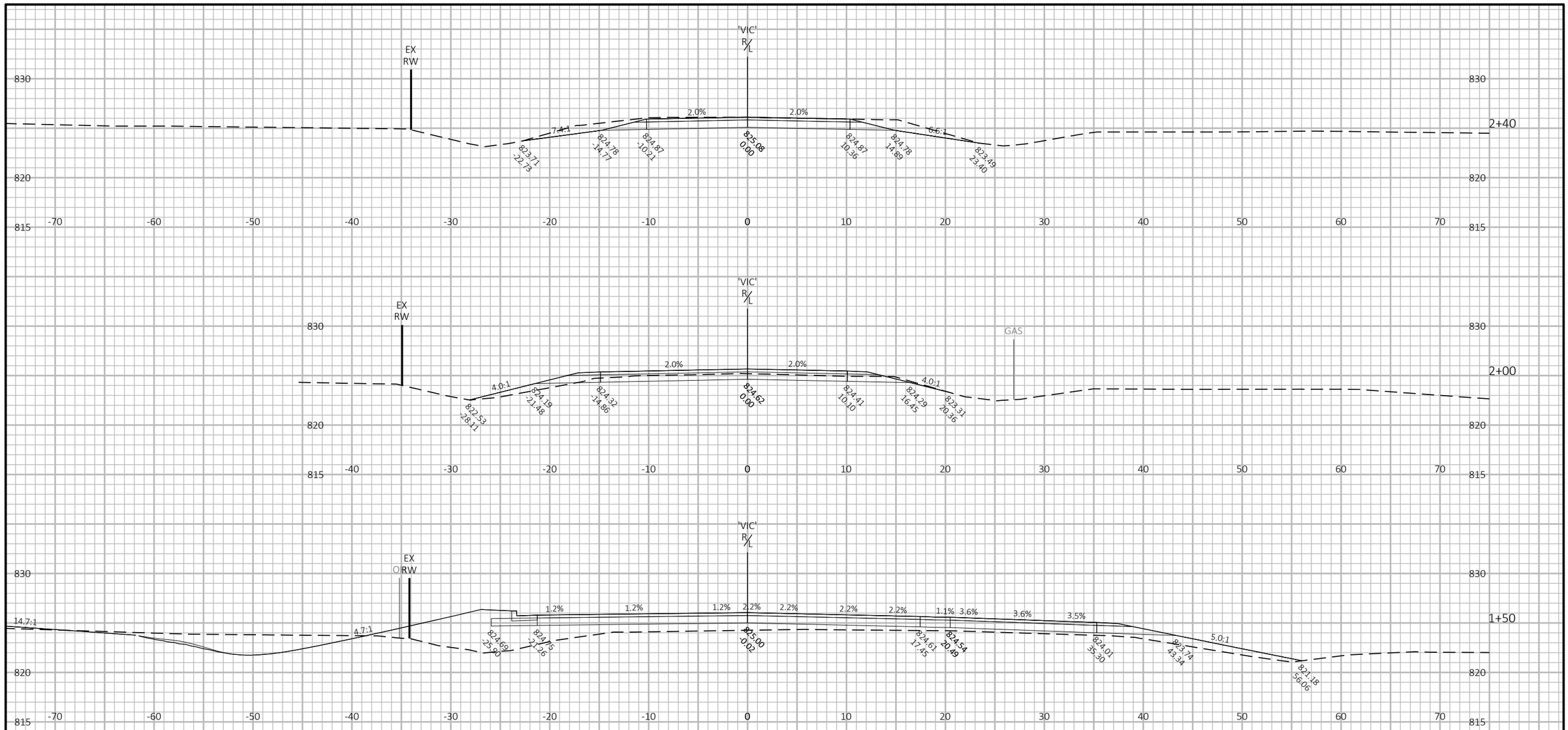



| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: RAB CIRCLE | SHEET 312 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - RAB CIR_5

PLOT DATE : 1/21/2026 10:57 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

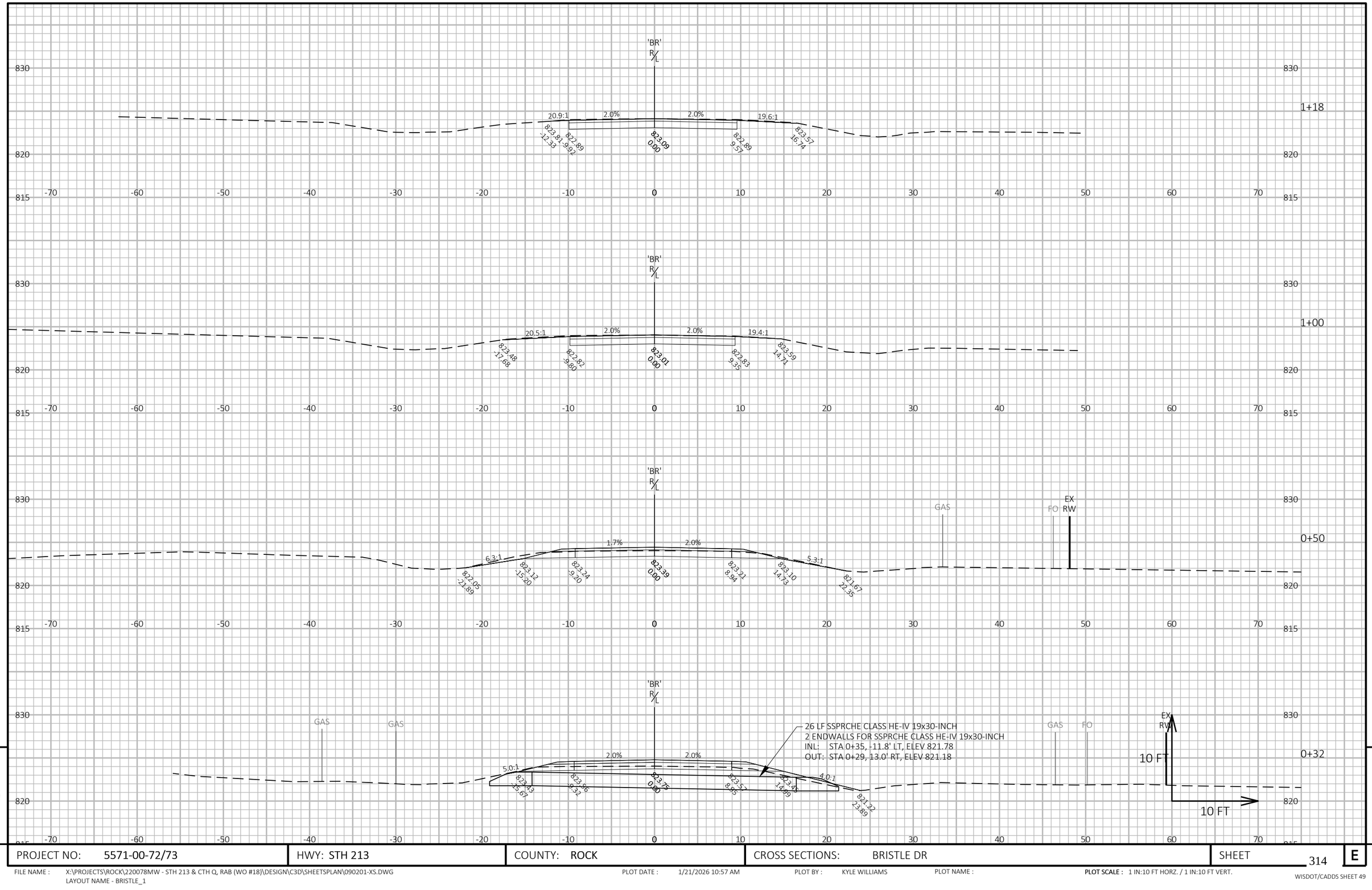
9

| PROJECT NO: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: VICTORY DR | SHEET 313 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - VICTORY_1

PLOT DATE : 1/21/2026 10:57 AM PLOT BY : KYLE WILLIAMS 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: 5571-00-72/73 | HWY: STH 213 | COUNTY: ROCK | CROSS SECTIONS: BRISTLE DR | SHEET 314 | E |
|---|---|---|---|---|---|

FILE NAME : X:\PROJECTS\ROCK\220078MW - STH 213 & CTH Q, RAB (WO #18)\DESIGN\C3D\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - BRISTLE_1

PLOT DATE : 1/21/2026 10:57 AM PLOT BY : KYLE WILLIAMS PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Notes

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

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