GRE NOVEMBER 2025

PROJECT ID: 9180-35-71

WITH: N/A

COUNTY: OCONTO

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 = 484



2026

N

DESIGN DESIGNATION

A.A.D.T.	2026	=	5,500
A.A.D.T.	2046	=	5,900
D.H.V.		=	645
D.D.		=	60/40
T.		=	10.1%
DESIGN SPEED		=	35 MPH
ESALS		=	2,000,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C. GILLETT, MAIN & MCKENZIE STRTS

S CPL - N CPL

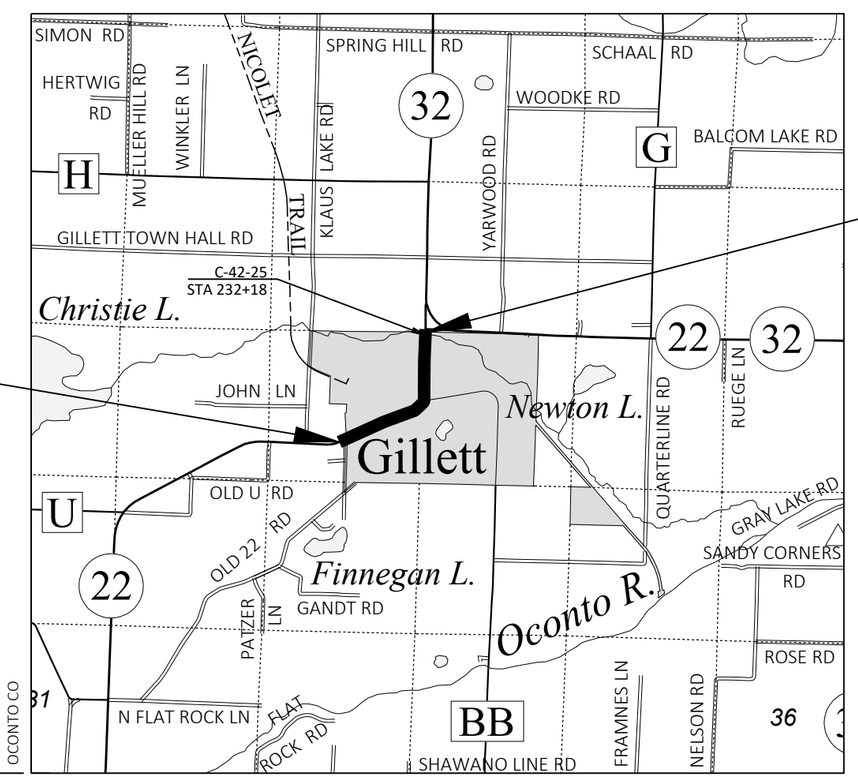
STH 22

OCONTO COUNTY

STATE PROJECT NUMBER
9180-35-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9180-35-71	WISC2026041	1

R-18-E



T-28-N

BEGIN PROJECT
STA 175+00.00
Y = 178,572.437
X = 493,626.998

END PROJECT
STA 232+56.21
Y = 182,446.080
X = 496,605.573

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 1.090 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), OCONTO COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
rasmith.com

WISCONSIN
BRAD E. SEVERSON
E-37958
APPLETON
WI
PROFESSIONAL ENGINEER

07/08/2025 (Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT / raSmith
Designer	raSmith
Project Manager	KURT VOGEL
Regional Examiner	NE REGION
Regional Supervisor	KIMBERLY SLEZAK

APPROVED FOR THE DEPARTMENT

DATE: 7/8/2025 (Signature)

E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\010101-TI.DWG PLOT DATE : 7/8/2025 10:33 AM PLOT BY : NIKOLAI, ADAM PLOT NAME :

UTILITIES CONTACTS

CENTURYLINK/LUMEN - COMMUNICATION LINE
KYLE SCHLAMPP
20 S WILSON AVE
RICE LAKE, WI 54868
(715) 475-2029
KYLE.SCHLAMPP@LUMEN.COM

CITY OF GILLETT UTILITIES - SEWER
MATT WICKMAN
150 N MCKENZIE AVE
GILLETT, WI 54124
OFFICE: (920) 855-2255
MOBILE: (920) 598-1230
MATT.WICKMAN@CI.GILLETT.WI.US

CITY OF GILLETT UTILITIES - WATER
MATT WICKMAN
150 N MCKENZIE AVE
GILLETT, WI 54124
OFFICE: (920) 855-2255
MOBILE: (920) 598-1230
MATT.WICKMAN@CI.GILLETT.WI.US

SPECTRUM - COMMUNICATION LINE
MARK.PETRAS
3545 PLANK RD
APPLETON, WI 54915
(920) 378-0379
MARK.PETRAS@CHARTER.COM

WE ENERGIES - ELECTRICITY
AUSTIN MENKE
119 EAST UNION AVE
CEDAR GROVE, WI 53013
(618) 301-2315
AUSTIN.MENKE@WE-ENERGIES.COM

WE ENERGIES - GAS
EDDIE HEDLUND
800 S LYNNDALE DR
APPLETON, WI 54912
(920) 380-3240
EDDIE.HEDLUND@WE-ENERGIES.COM

WISCONSIN DNR LIAISON

JIM DOPERALSKI JR.
2984 SHAWANO AVE.
GREEN BAY, WI 54313
(920) 412-0165
JAMES.DOPERALSKI@WISCONSIN.GOV

CITY OF GILLETT UTILITY OPERATOR

MATT WICKMAN
150 N MCKENZIE AVE
GILLETT, WI 54124
(920) 855-2255
MATT.WICKMAN@CI.GILLETT.WI.US

DESIGN PROJECT MANAGER

KURT VOGEL, P.E.
NORTHEAST REGION
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 362-1732
KURT.VOGEL@DOT.WI.GOV

DESIGN PROJECT LEADER

BRAD SEVERSON, P.E.
RASMITH
100 WEST LAWRENCE ST, STE 412
APPLETON, WI 54911-5754
(920) 843-5738
BRAD.SEVERSON@RASMITH.COM

OCONTO COUNTY HIGHWAY COMMISSIONER

BRANDON HYTINEN
202 VAN DYKE STREET
OCONTO, WI 54153
(920) 834-6886
BRANDON.HYTINEN@CO.OCONTO.WI.US

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL DETAILS
PAVING DETAILS
CURB RAMP DETAILS
EROSION CONTROL
STORM SEWER PLAN
PERMANENT SIGNING
LIGHTING PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
TEMPORARY PEDESTRIAN ACCOMODATIONS
DETOURS
ALIGNMENT PLAN

GENERAL NOTES

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

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

DO NOT APPLY FERTILIZER WITHIN 20' OF A WATER BODY OR WETLAND.

2

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 14.74 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 11.57 ACRES

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

2

TOWN OF GILLETT

CITY OF GILLETT

CHRISTIE BROOK

TOWN OF GILLETT

N

BEGIN PROJECT
STA 175+00.00
Y=178,572.437
X=493,626.998

170 175 180 185 190 195 200 205 210 215 220 225 230 235 240 245

STH 32

RESHOULDERING AND SURFACE DRAIN WORK

C-42-25
STA 232+18
EXTEND EXISTING
BOX CULVERT

END CONSTRUCTION
STA 238+42.63

END PROJECT
STA 232+56.21
Y = 182,446.080
X = 496,605.573

WETLANDS

ONE-WAY STOP CONTROL

W. CEDAR ST

STH 22 / STH 32

TOWN OF GILLETT

ONE-WAY STOP CONTROL

PINE ST

ONE-WAY STOP CONTROL

ONE-WAY STOP CONTROL

E. CEDAR ST

WETLANDS

CHRISTIE BROOK

CITY OF GILLETT

ONE-WAY STOP CONTROL

TOWN OF GILLETT

STOP CONTROL ON SIDEROAD

N. HARDING AVE

N. ELM AVE

W. PARK ST

ONE-WAY STOP CONTROL

STH 22 / N MCKENZIE ST

E. WASHINGTON ST

ONE-WAY STOP CONTROL

FINNEGAN LAKE RD

FINNEGAN LAKE RD R/L

ONE-WAY STOP CONTROL

GILLETT HIGH SCHOOL

TWO-WAY STOP CONTROL

STH 22 / W MAIN ST

STH 22 R/L

E. PARK ST

ONE-WAY STOP CONTROL

ONE-WAY STOP CONTROL

S. ELM AVE

OAK AVE

ONE-WAY STOP CONTROL

E. RAILROAD ST

ONE-WAY STOP CONTROL

BIRCH AVE

ONE-WAY STOP CONTROL

STOP CONTROL ON SIDEROAD AND SB STH 22 LEFT TURN

ONE-WAY STOP CONTROL

S. GARDEN ST

ONE-WAY STOP CONTROL

S. MCKENZIE ST

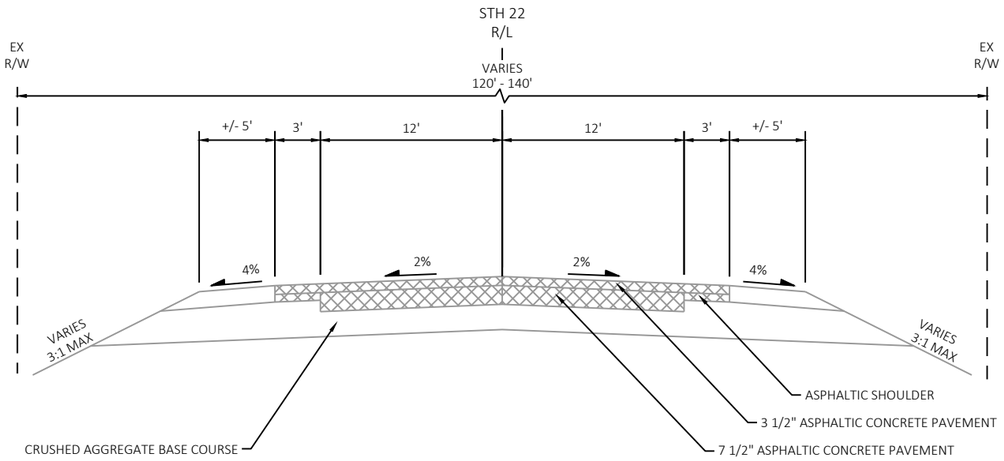
E. 1ST ST

E. MAIN ST / CTH BB

CITY OF GILLETT

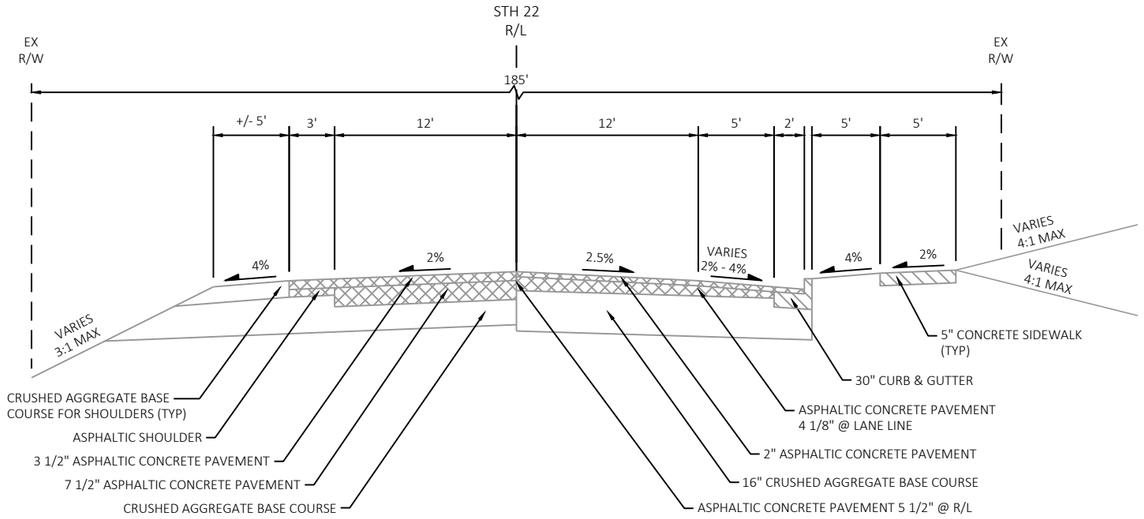
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\020201-PO.DWG
LAYOUT NAME - 020201-po
PLOT DATE : 7/31/2025 1:16 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42



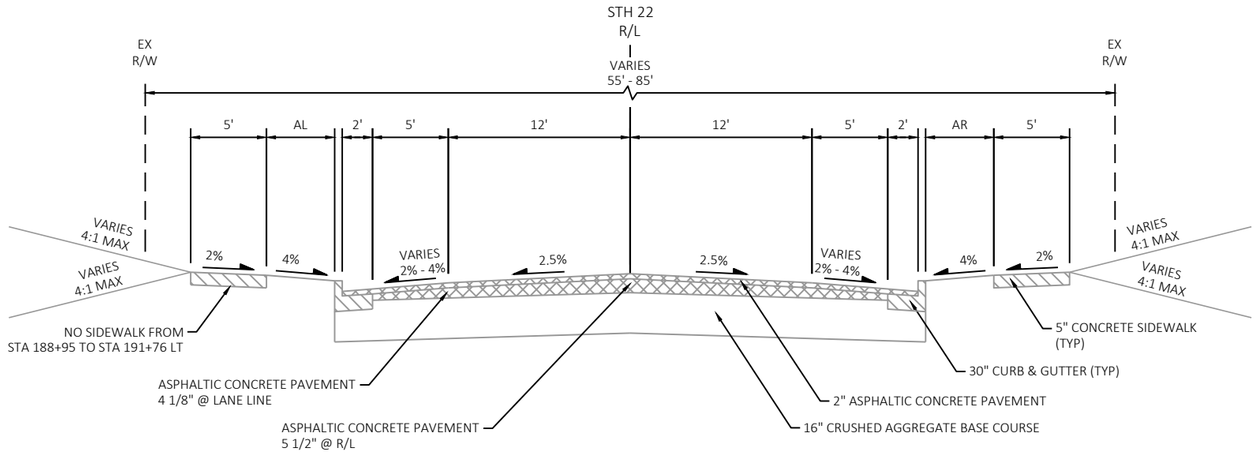
EXISTING TYPICAL SECTION STH 22

STA 175+00 TO STA 185+25



EXISTING TYPICAL SECTION STH 22

STA 185+25 TO STA 188+00



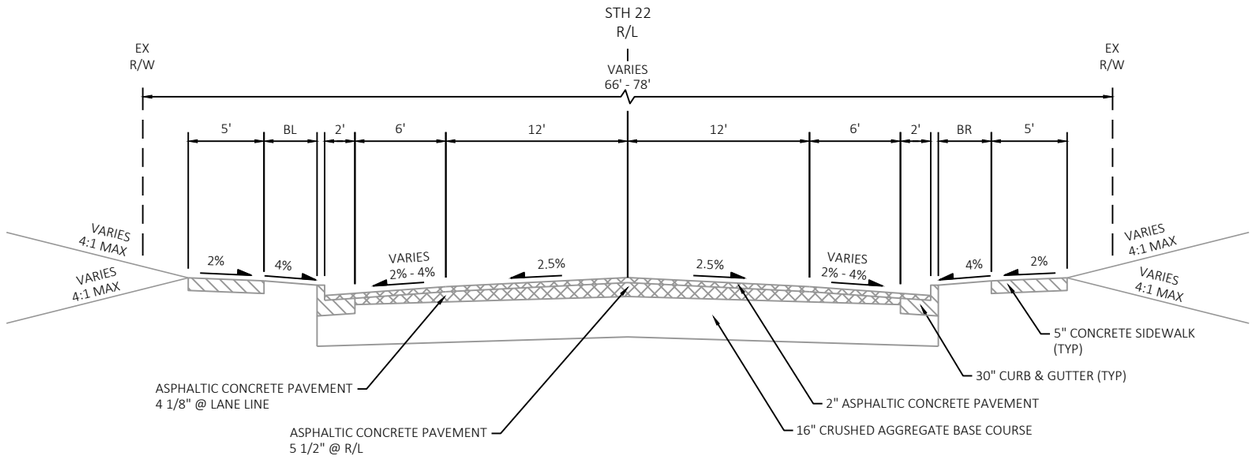
AL = 2.6' - 4.4'
AR = 1.4' - 4.7'

EXISTING TYPICAL SECTION STH 22

STA 188+00 TO STA 207+62

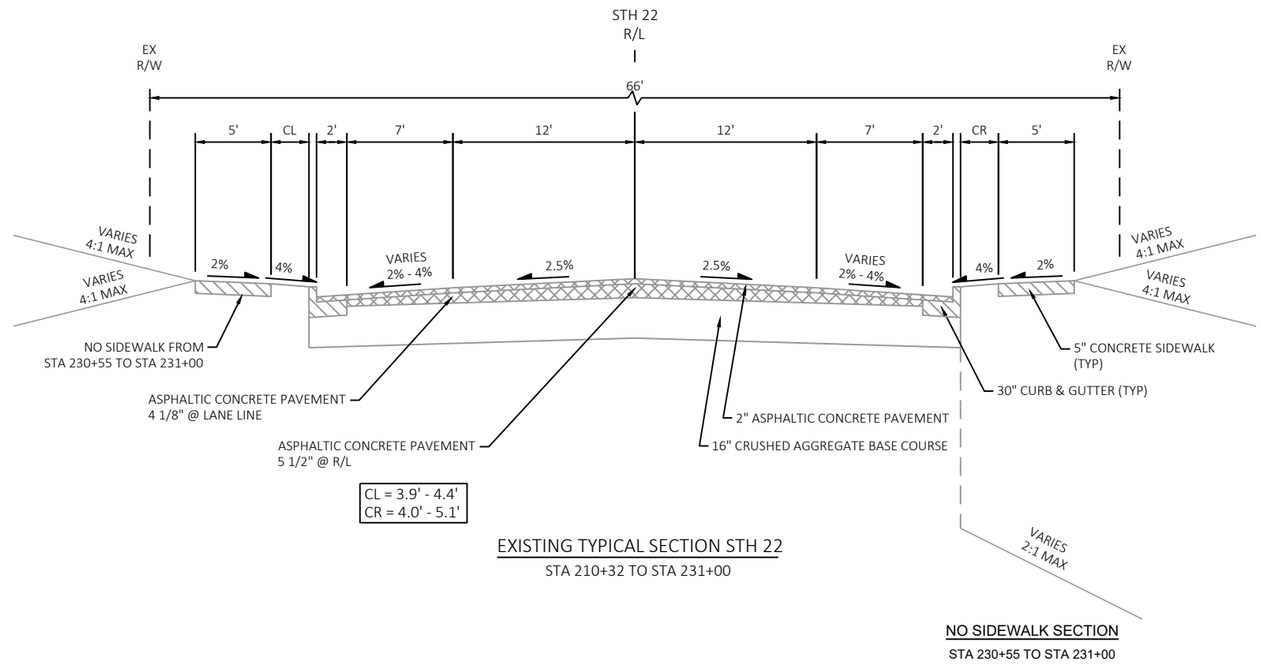
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TYPICAL SECTIONS	SHEET 4	E

2



EXISTING TYPICAL SECTION STH 22

STA 207+62 TO STA 210+32



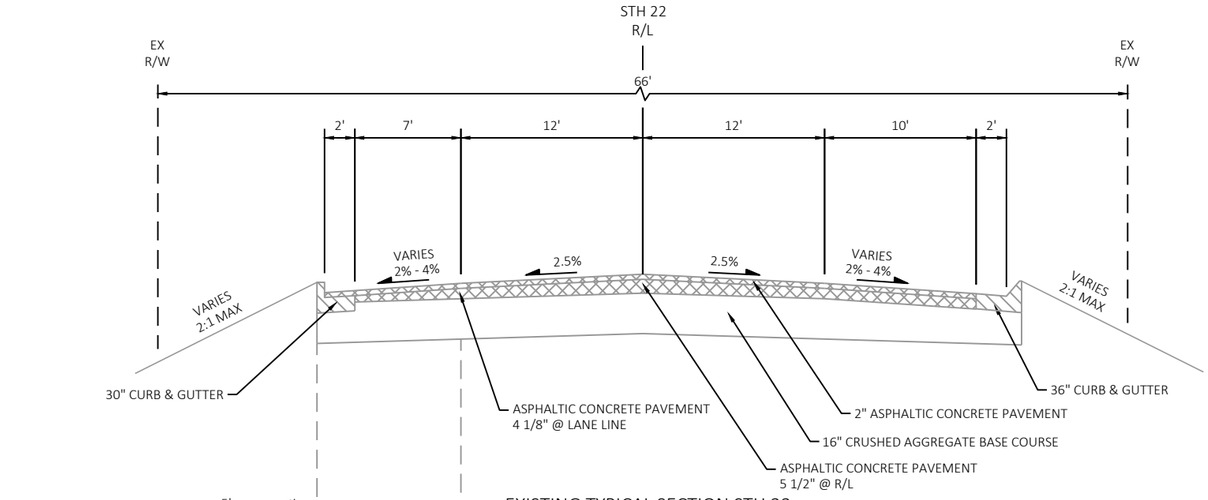
EXISTING TYPICAL SECTION STH 22

STA 210+32 TO STA 231+00

NO SIDEWALK SECTION

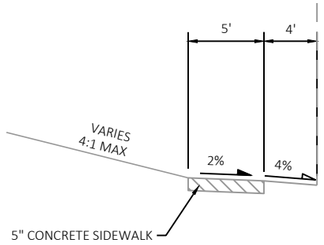
STA 230+55 TO STA 231+00

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TYPICAL SECTIONS	SHEET 5	E



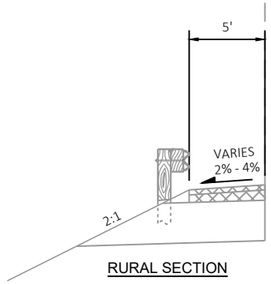
EXISTING TYPICAL SECTION STH 22

STA 231+00 TO STA 232+56



SIDEWALK SECTION

STA 231+00 TO STA 231+16

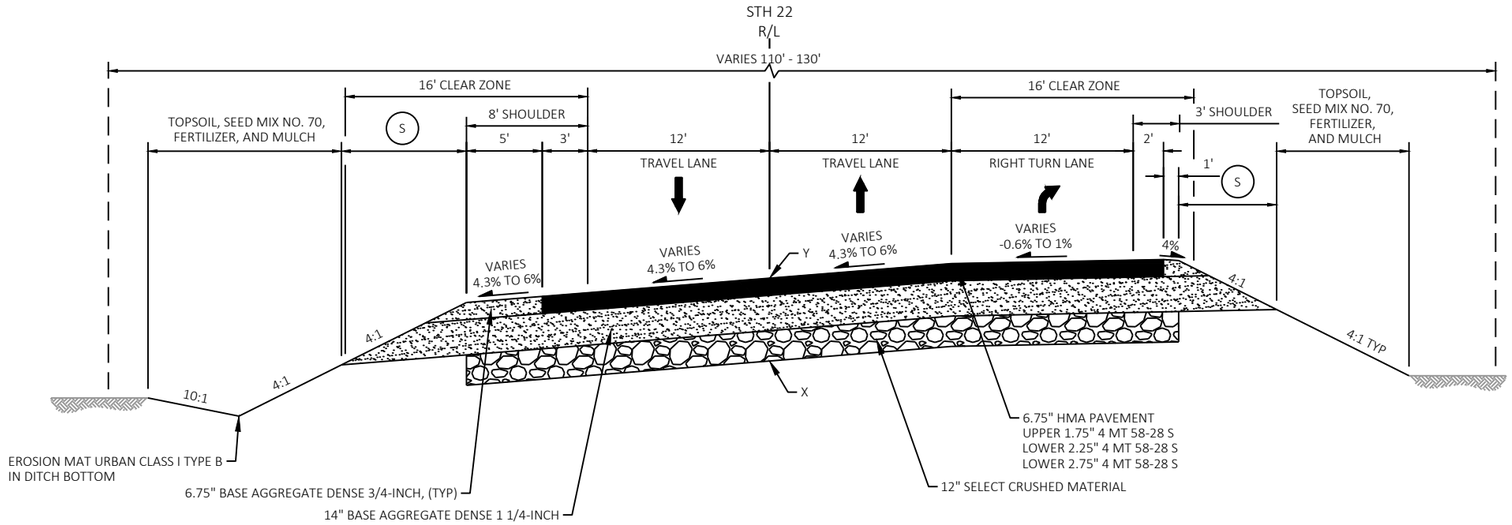


RURAL SECTION

STA 231+73 TO STA 232+56

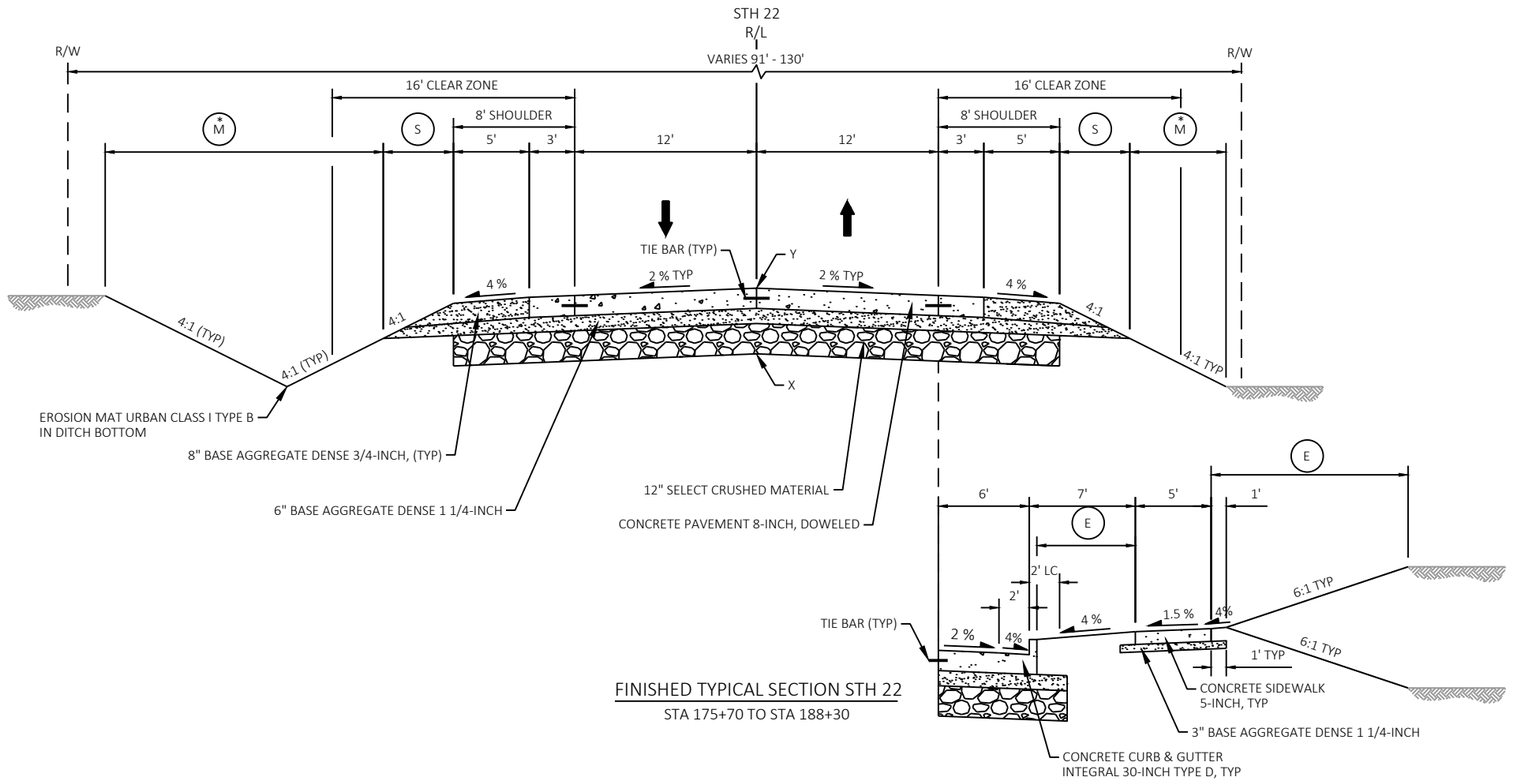
2

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TYPICAL SECTIONS	SHEET 6	E



FINISHED TYPICAL SECTION STH 22

STA 175+00 TO STA 175+70



FINISHED TYPICAL SECTION STH 22

STA 175+70 TO STA 188+30

URBAN SECTION

STA 185+56 TO STA 188+30

* TOPSOIL, SEED MIX NO. 70, FERTILIZER, AND MULCH AT FOLLOWING LOCATIONS:
STA 175+70 TO STA 178+30, LT
STA 175+70 TO STA 176+27, RT

LC = LATERAL CLEARANCE
X = POINT REFERRED TO ON CROSS-SECTIONS
Y = POINT REFERRED TO ON PROFILE

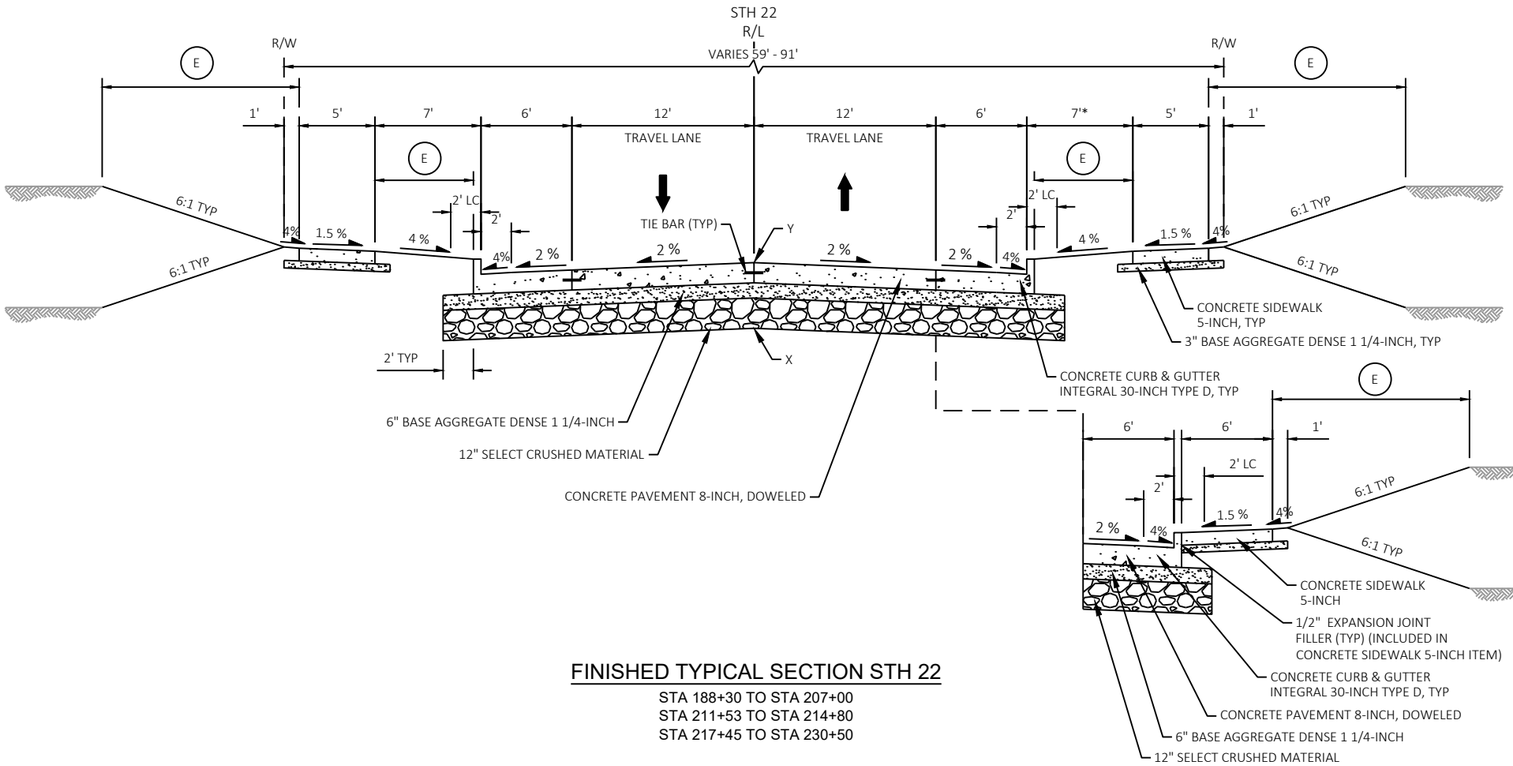
(E) = TOPSOIL, SEED MIX NO. 40, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE A

(M) = TOPSOIL, SEED MIX NO. 40, FERTILIZER, AND MULCH

(S) = SEED AND FERTILIZER

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TYPICAL SECTIONS	SHEET 7	E

2



FINISHED TYPICAL SECTION STH 22

STA 188+30 TO STA 207+00
STA 211+53 TO STA 214+80
STA 217+45 TO STA 230+50

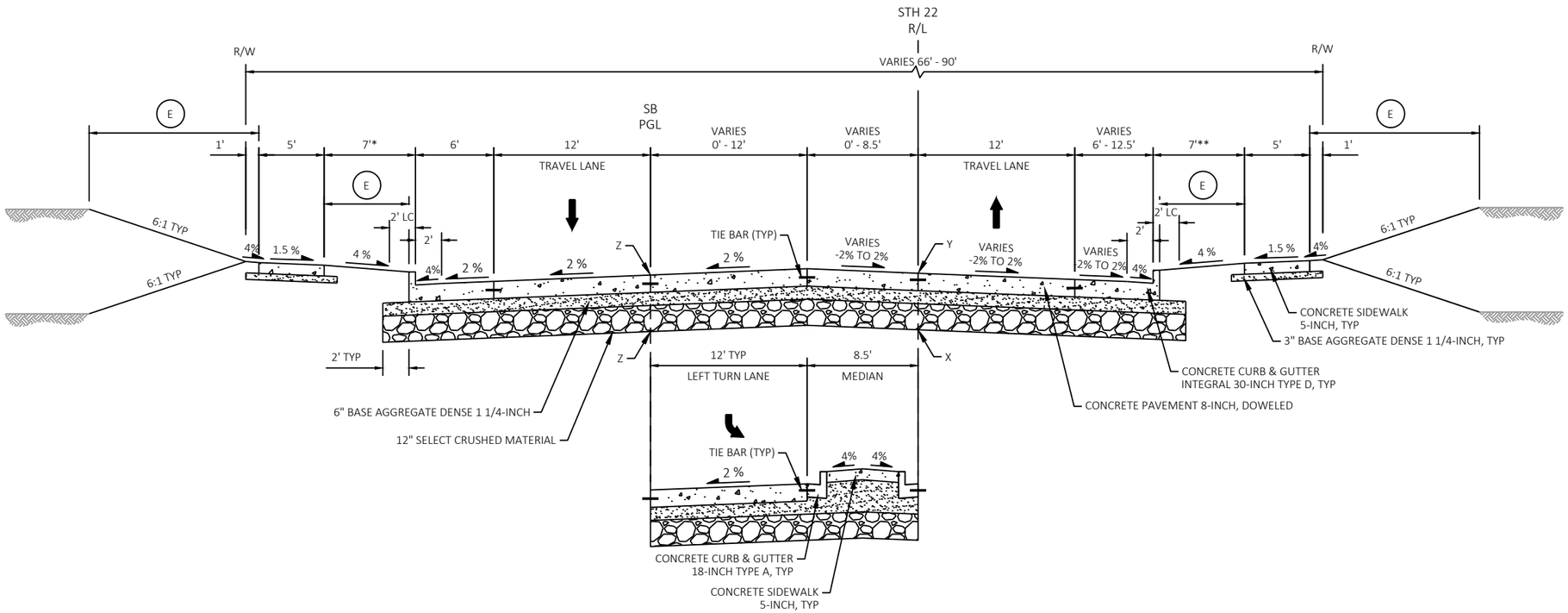
COMMERICIAL SIDEWALK

STA 204+12 TO STA 206+38

* 4' FROM STA 192+54 TO STA 194+27

LC = LATERAL CLEARANCE
X = POINT REFERRED TO ON CROSS-SECTIONS
Y = POINT REFERRED TO ON PROFILE

(E) = TOPSOIL, SEED MIX NO. 40, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE A



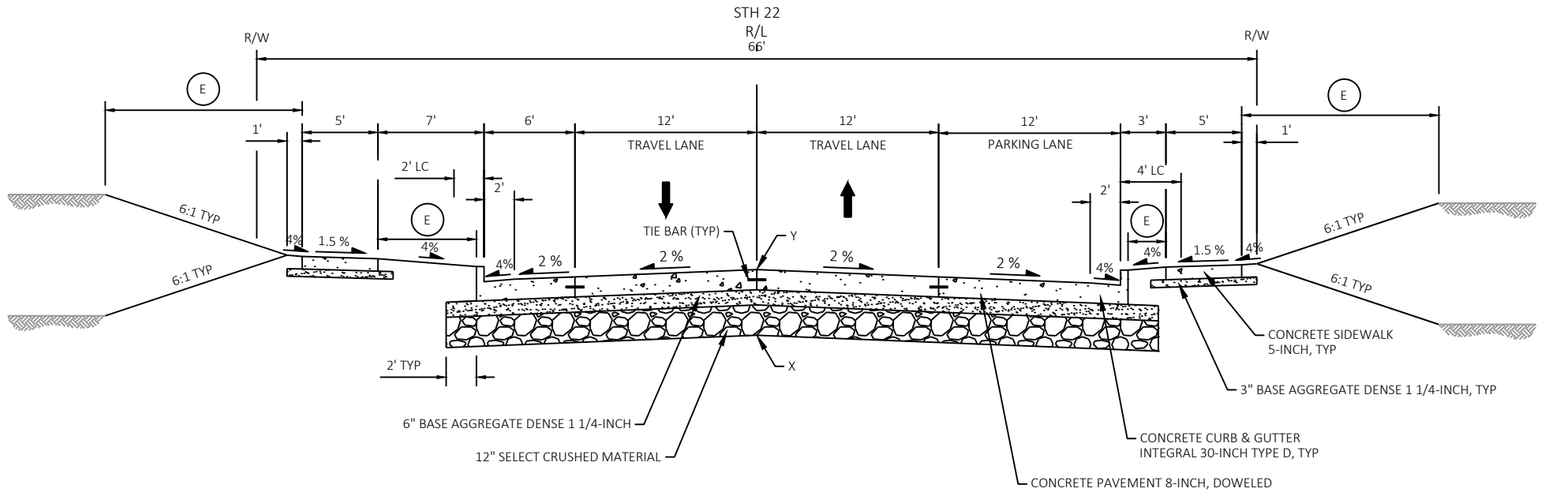
CONCRETE MEDIAN
STA 208+42 TO STA 210+02

* 3' FROM STA 207+04 TO STA 207+76
** 4' FROM STA 208+50 TO STA 210+96

LC = LATERAL CLEARANCE
X = POINT REFERRED TO ON CROSS-SECTIONS
Y = POINT REFERRED TO ON STH 22 PROFILE
Z = POINT REFERRED TO ON SB PROFILE

(E) = TOPSOIL, SEED MIX NO. 40, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE A

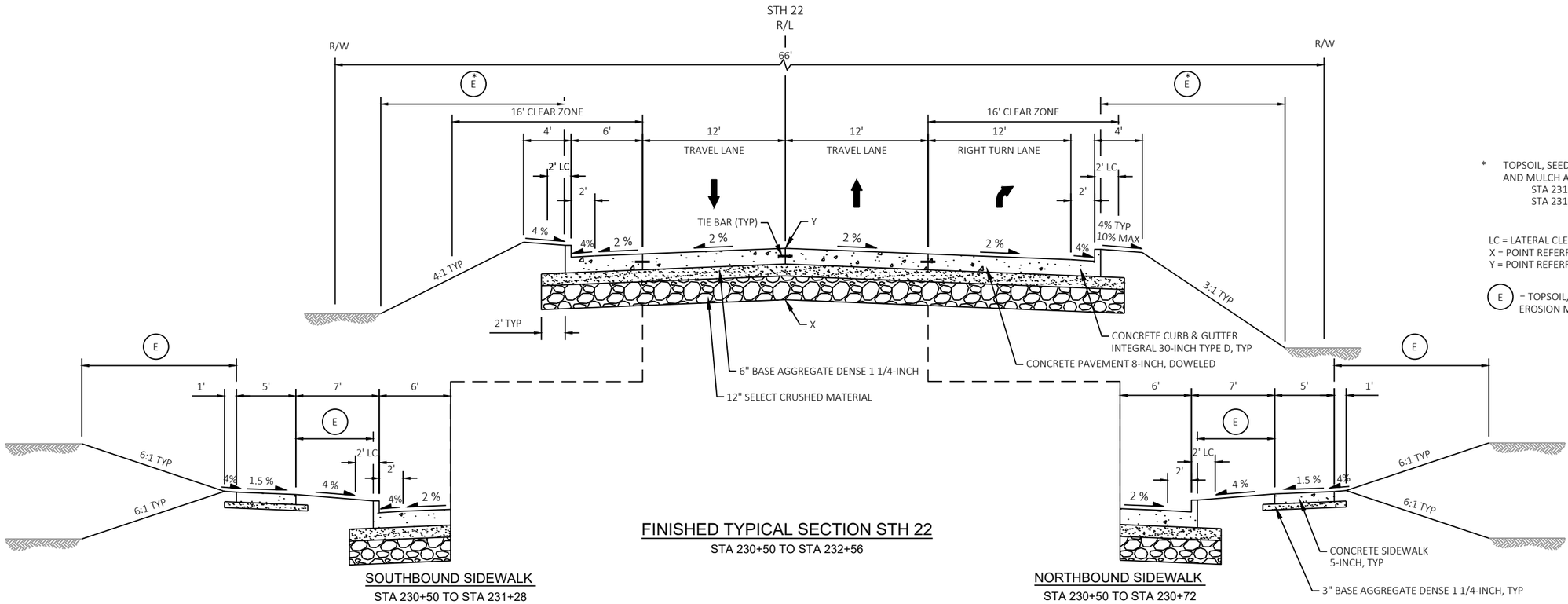
FINISHED TYPICAL SECTION STH 22
STA 207+00 TO STA 211+53



FINISHED TYPICAL SECTION STH 22
STA 214+80 TO STA 217+45

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TYPICAL SECTIONS	SHEET 9	E

2



* TOPSOIL, SEED MIX NO. 70, FERTILIZER, AND MULCH AT FOLLOWING LOCATIONS:
STA 231+50 TO STA 233+36, LT
STA 231+50 TO STA 232+57, RT

LC = LATERAL CLEARANCE
X = POINT REFERRED TO ON CROSS-SECTIONS
Y = POINT REFERRED TO ON STH 22 PROFILE

(E) = TOPSOIL, SEED MIX NO. 40, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE A

FINISHED TYPICAL SECTION STH 22

STA 230+50 TO STA 232+56

SOUTHBOUND SIDEWALK

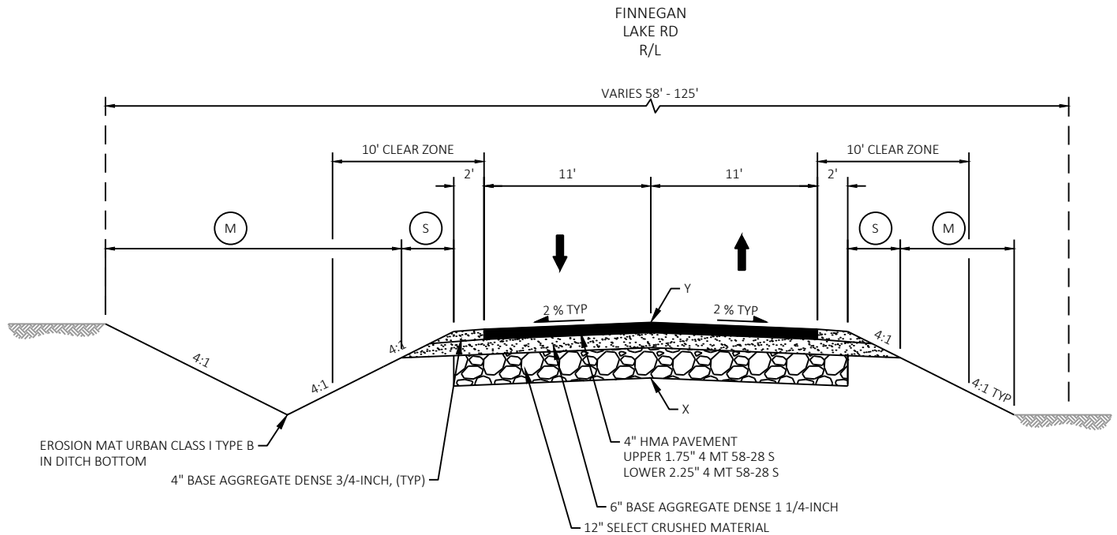
STA 230+50 TO STA 231+28

NORTHBOUND SIDEWALK

STA 230+50 TO STA 230+72

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TYPICAL SECTIONS	SHEET 10	E

2



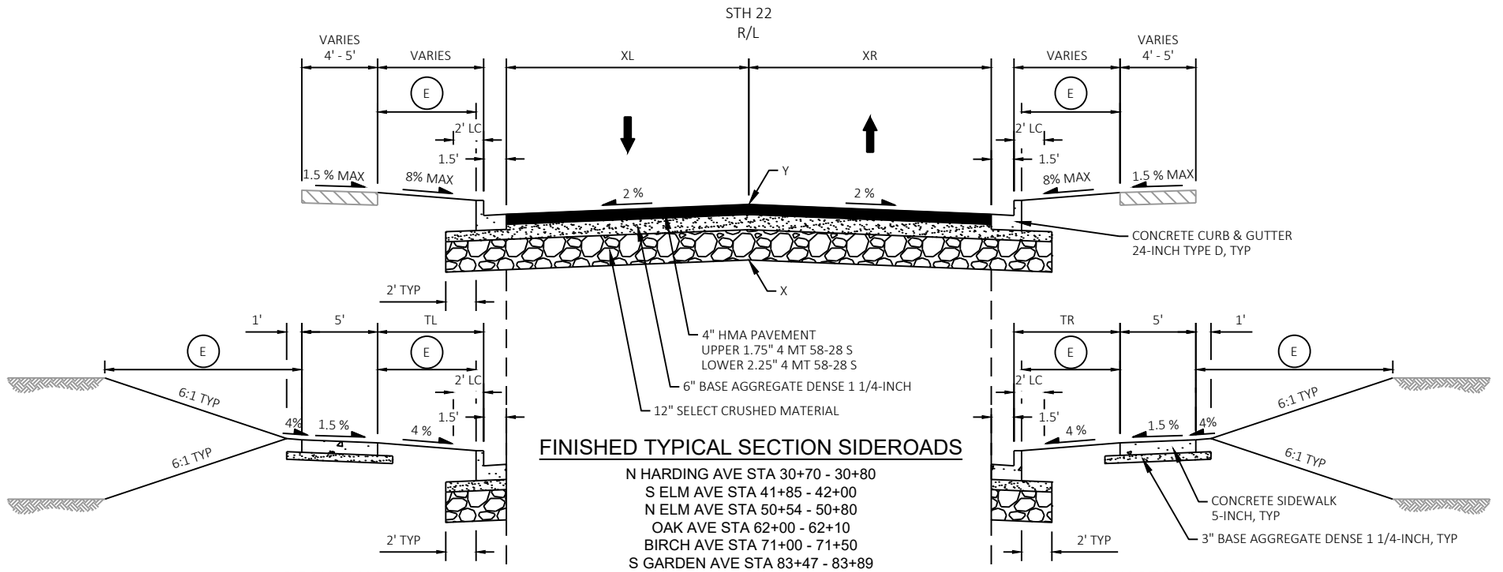
FINISHED TYPICAL SECTION FINNEGAN LAKE RD

STA 11+50 TO STA 12+85.15

X = POINT REFERRED TO ON CROSS-SECTIONS
Y = POINT REFERRED TO ON PROFILE

(M) = TOPSOIL, SEED MIX NO. 40, FERTILIZER, AND MULCH

(S) = SEED AND FERTILIZER



FINISHED TYPICAL SECTION SIDEROADS

N HARDING AVE STA 30+70 - 30+80
S ELM AVE STA 41+85 - 42+00
N ELM AVE STA 50+54 - 50+80
OAK AVE STA 62+00 - 62+10
BIRCH AVE STA 71+00 - 71+50
S GARDEN AVE STA 83+47 - 83+89
W 1ST ST STA 91+07 - 91+17
S MCKENZIE ST STA 0+84 - 0+48
E RAILROAD ST STA 0+59 - 0+69
E PARK ST STA 0+44 - 0+65
W PARK ST STA 2+75 - 3+08
E WASHINGTON ST STA 0+48 - 0+68
PINE ST STA 2+50 - 2+93
E CEDAR ST STA 0+43 - 0+75
W CEDAR ST STA 1+34 - 2+01

SIDEWALK SECTION

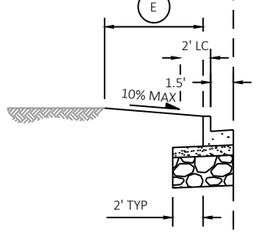
BIRCH AVE STA 71+00 71+50
PINE ST STA 2+50 - 2+94
W CEDAR ST STA 1+70 - 2+01

SIDEWALK SECTION

BIRCH AVE STA 71+22 -71+50
S GARDEN ST STA 83+82 - 83+89
E 1ST ST STA 91+07 - 91+17
PINE ST STA 2+50 - 2+94
W CEDAR ST STA 1+70 - 2+01

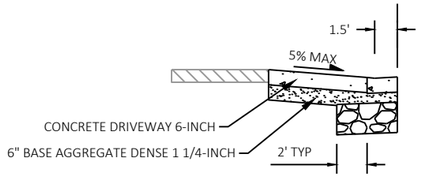
XL & XR VALUES		
SIDEROAD	XL (FT)	XR (FT)
N HARDING AVE	13.8	13.8
S ELM AVE	16.4	16.4
N ELM AVE	18.6	18.6
OAK AVE	13.8	13.8
BIRCH AVE	14.8	14.8
S GARDEN AVE	16.3	16.3
W 1ST ST	13.8	13.8
S MCKENZIE ST	16.5	16.5
E RAILROAD ST	23.9	14.3
E PARK ST	14.2	14.2
W PARK ST	18.7	18.7
E WASHINGTON ST	14.1	14.1
PINE ST	14.3	14.3
E CEDAR ST	18.4	18.4
W CEDAR ST	16.2	16.2

TL & TR VALUES		
SIDEROAD	TL (FT)	TR (FT)
BIRCH AVE	2.1	5.1
S GARDEN AVE		4.1
E 1ST ST		2.8
PINE ST	7.6	7.9
W CEDAR ST	5.3	6.2



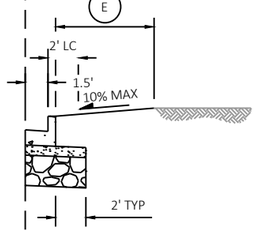
NO SIDEWALK SECTION

N HARDING AVE 30+70 -30+80
S ELM AVE STA 41+85 - 42+00
OAK AVE STA 62+00 - 62+10
E RAILROAD ST STA 0+59 - 0+69
E CEDAR ST STA 0+41 - 0+75
W CEDAR ST STA 1+34 - 1+70



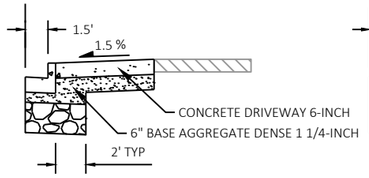
DRIVEWAY SECTION

W PARK ST STA 2+75 - 3+07
E WASHINGTON ST STA 0+48 - 0+68



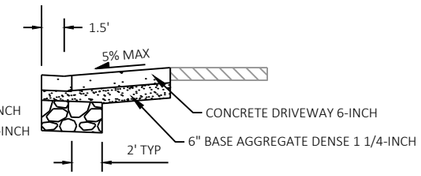
NO SIDEWALK SECTION

N HARDING AVE 30+70 - 30+80
S ELM ST STA 41+85 42+00
N ELM ST STA 50+54 - 50+70
OAK AVE STA 62+00 - 62+10
W PARK ST STA 2+75 - 2+94
E CEDAR ST STA 0+41 - 0+75
W CEDAR ST STA 1+34 - 1+70



PARKING LOT SECTION

E WASHINGTON ST STA 0+48 - 0+68



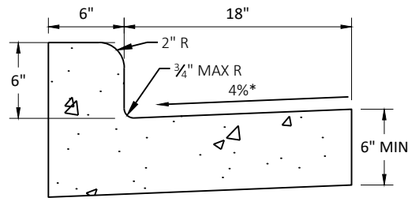
DRIVEWAY SECTION

E RAILROAD ST STA 0+59 - 0+69
W PARK ST 2+94 - 3+07
S MCKENZIE ST 0+43 - 0+48

LC = LATERAL CLEARANCE
X = POINT REFERRED TO ON CROSS-SECTIONS
Y = POINT REFERRED TO ON STH 22 PROFILE
Z = POINT REFERRED TO ON SB PROFILE

(E) = TOPSOIL, SEED MIX NO 40, FERTILIZER, AND EROSION MAT URBAN CLASS I TYPE A

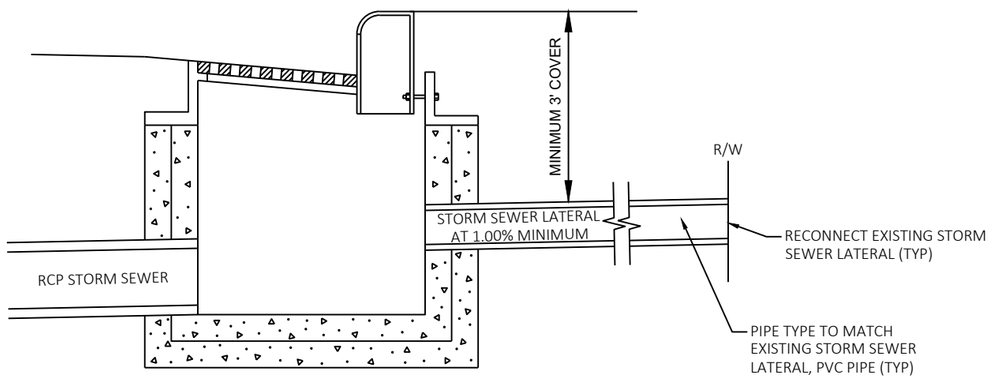
2



* 4% GUTTER UNLESS
OTHERWISE NOTED IN PLANS

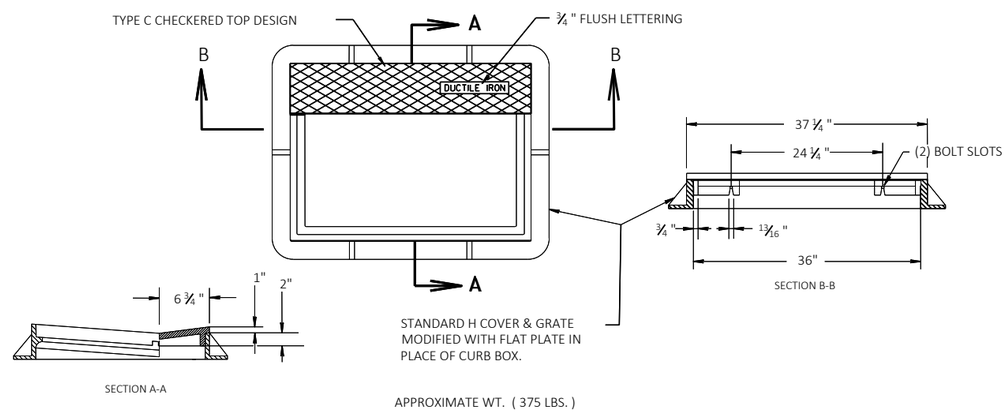
CONCRETE CURB & GUTTER 24-INCH TYPE A & D

TIE BARS ARE REQUIRED FOR CURB & GUTTER TYPE A
REFER TO SDD CONCRETE CURB, TIES AND CURB AND GUTTER
APPLICATIONS FOR TIE BAR SIZE AND LOCATION



NOTE:
ALL LABOR AND MATERIALS NECESSARY FOR CONNECTION TO STORM SEWER SHALL BE INCIDENTAL TO THE BID ITEM OF RECONNECT STORM SEWER LATERALS.

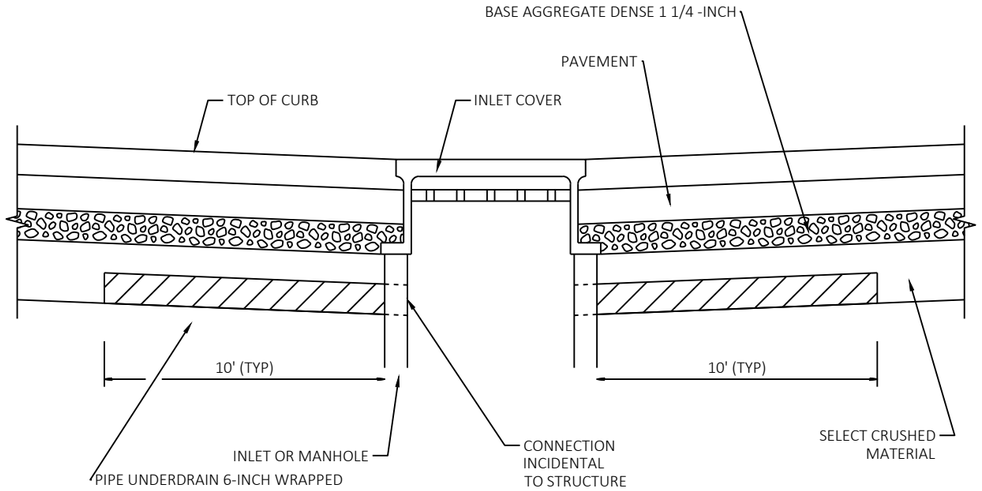
RECONNECT STORM SEWER LATERAL DETAIL



APPROXIMATE WT. (375 LBS.)

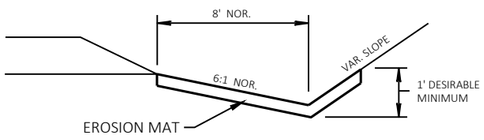
INLET COVER TYPE H-D

(WITH MOUNTABLE CURB PLATE)

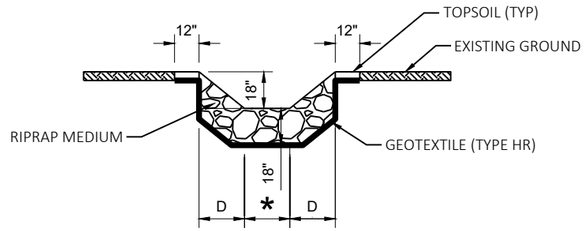


PIPE UNDERDRAIN AT STRUCTURES DETAIL

TO BE PLACED AT INLETS IN
ROADWAY LOW POINTS AND EBS LOCATIONS

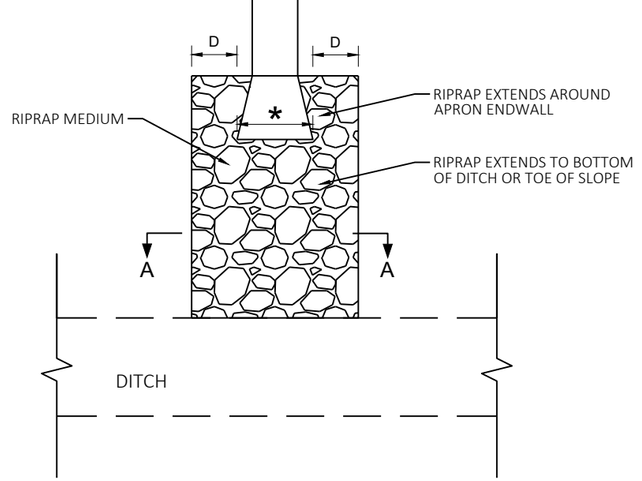


EROSION MAT DETAIL FOR DITCHES



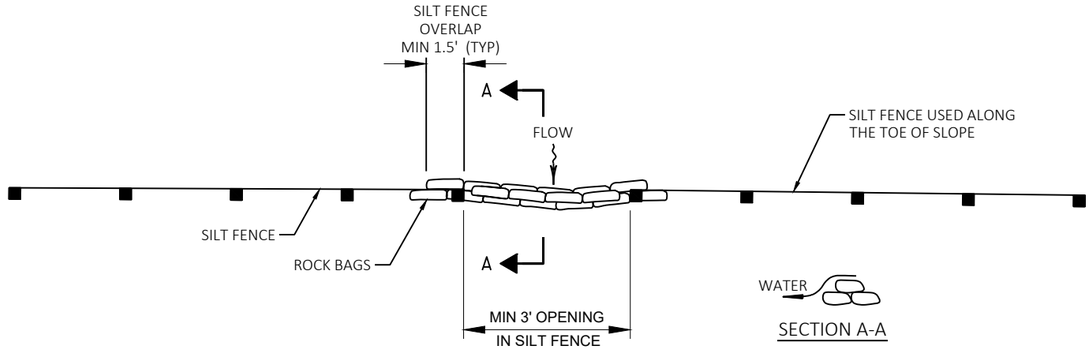
SECTION A-A

* APRON ENDWALL WIDTH
D = PIPE DIAMETER



PLAN VIEW

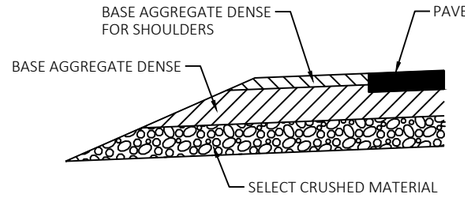
RIPRAP TREATMENT AT APRON ENDWALL OUTFALLS



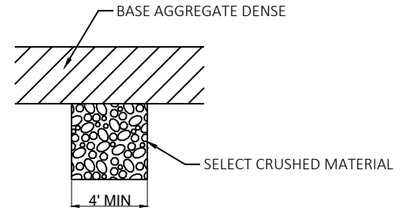
SECTION A-A

TOP VIEW

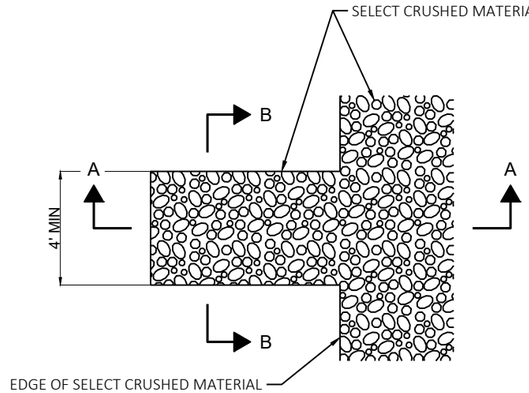
ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL



SECTION A-A



SECTION B-B



DETAIL FOR FRENCH DRAINS

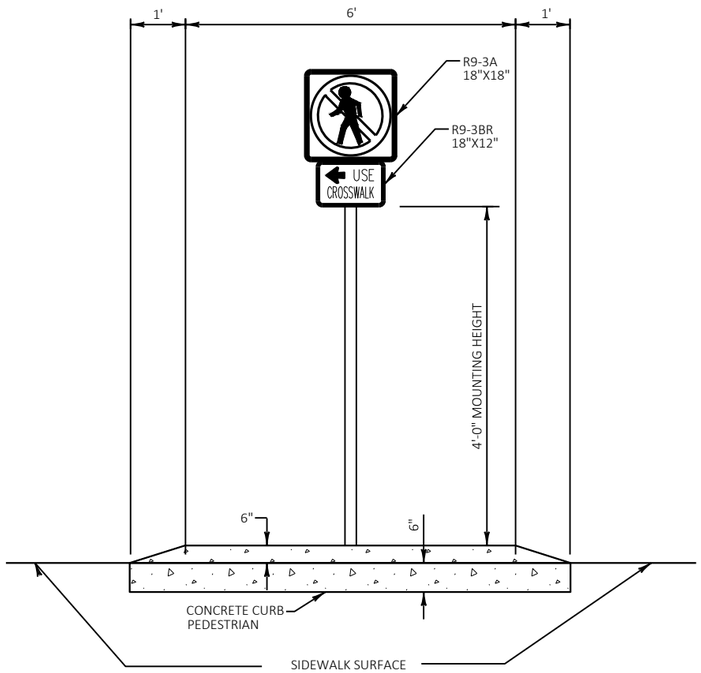
STH 22
STA 173+51 TO 184+42, RT
STA 175+00 TO STA 187+05, LT
FINNEGAN LAKE RD
STA 11+50 TO STA 12+85, LT
STA 11+50 TO STA 13+06, RT

DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
AND AT EACH SAG VERTICAL CURVE IN THE PROFILE IN THE AREAS
NOTED ABOVE.

EXACT LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

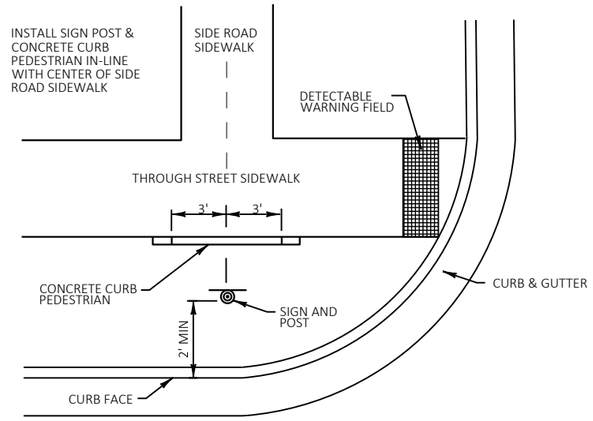
EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL
BE CONSIDERED INCIDENTAL TO THE ITEM SELECT CRUSHED MATERIAL.

2



CONCRETE CURB PEDESTRIAN DETAIL

CURB ELEVATION VIEW



CURB AND SIGN LOCATION DETAIL

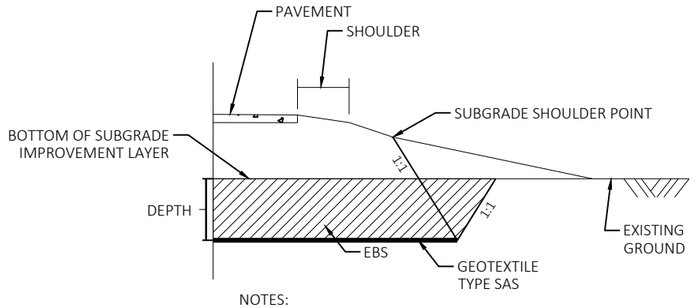
PEDESTRIAN BARRIER DETAIL

NOT TO SCALE

STH 22

STA 185+43, RT
STA 197+85, RT
STA 207+21, RT
STA 222+72, LT
STA 225+82, LT

NOTE: STATION LOCATIONS ARE APPROXIMATE, EXACT LOCATION OF SIGN TO BE DETERMINED BY THE ENGINEER

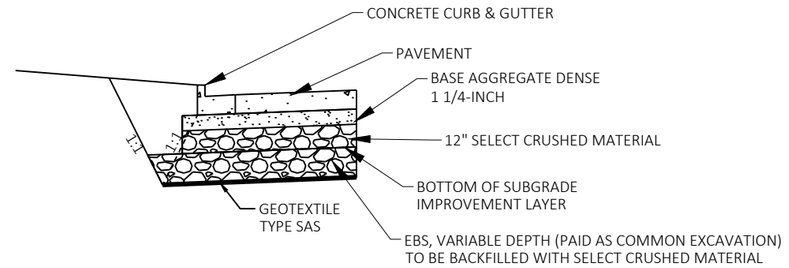


NOTES:

1. EBS SHALL BE PAID FOR AS EXCAVATION COMMON.
2. LIMITS AS DIRECTED BY THE ENGINEER.
3. FILL VOID WITH SELECT CRUSHED MATERIAL.
4. LONGITUDINALLY TAPER FROM LIMIT OF UNDERCUT TO BOTTOM OF SUBGRADE IMPROVEMENT LAYER AT 20:1.

EXCAVATION BELOW SUBGRADE (EBS) - RURAL

FINAL LOCATIONS TO BE DETERMINED BY THE ENGINEER

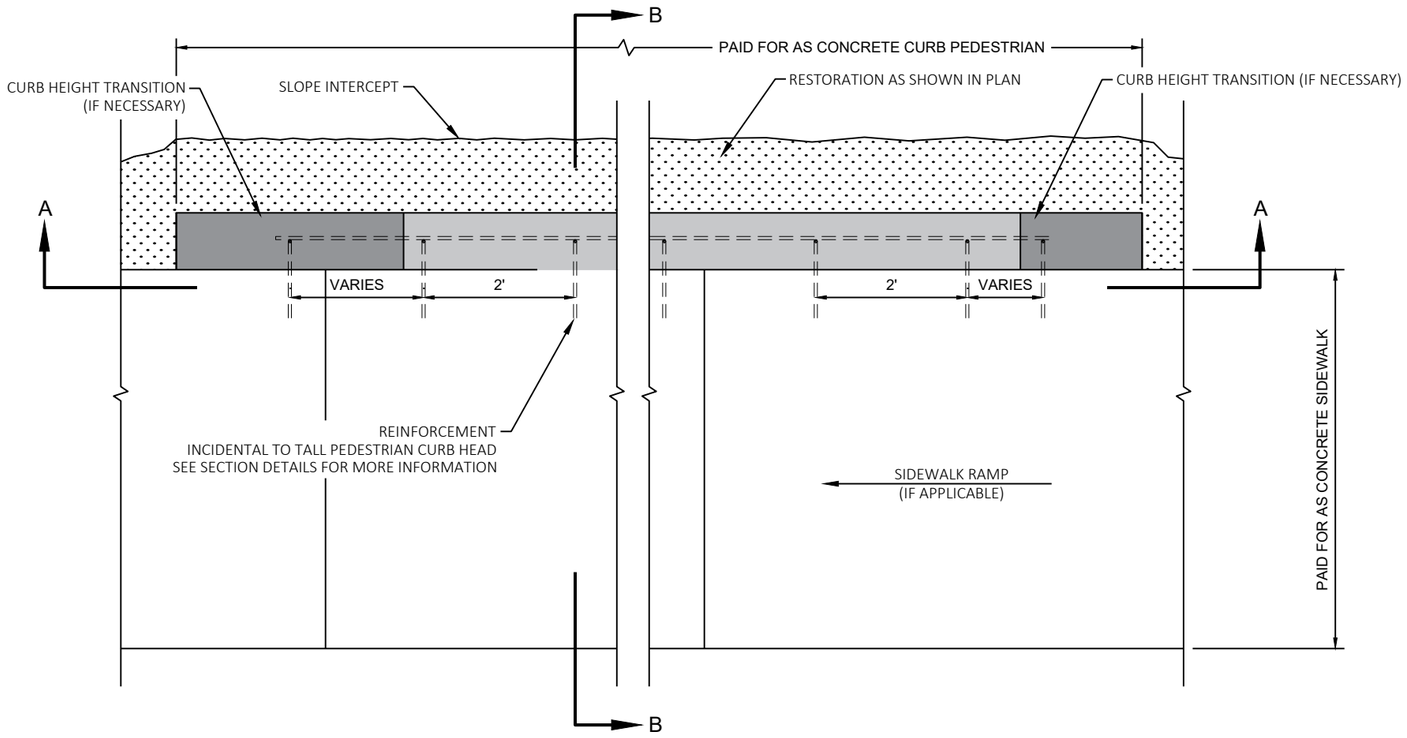


EXCAVATION BELOW SUBGRADE (EBS) - URBAN

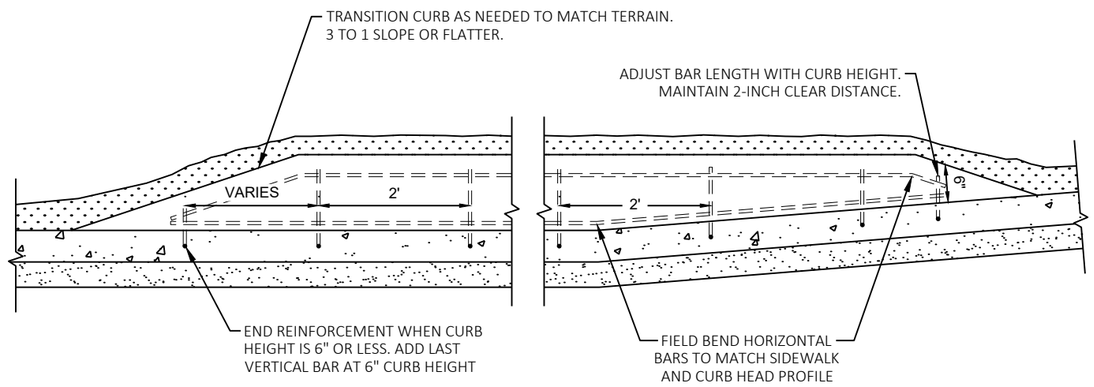
FINAL LOCATIONS AND DEPTHS TO BE DETERMINED BY THE ENGINEER.

CONSTRUCTION NOTES

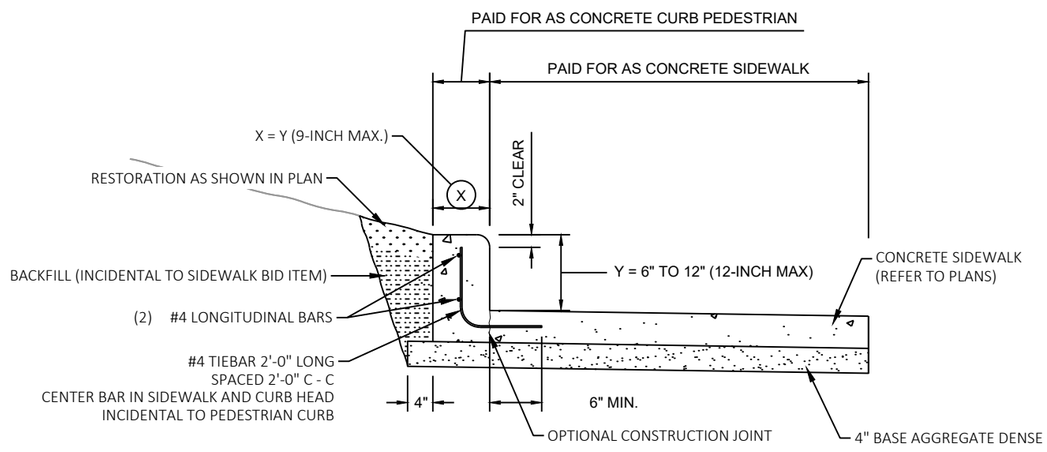
1. CONSTRUCTION FOR TALL PEDESTRIAN CURB SHALL CONFORM TO STANDARD SPEC 601.
2. PEDESTRIAN CURB IS INTENDED TO BE FORMED AND POURED INTEGRAL WITH ADJACENT SIDEWALK. NO ADDITIONAL PAYMENT WILL BE MADE FOR DRILLING TIEBARS IF CONTRACTOR CHOOSES TO POUR CURB AND SIDEWALK SEPARATELY.



PLAN VIEW



SECTION A - A



SECTION B - B

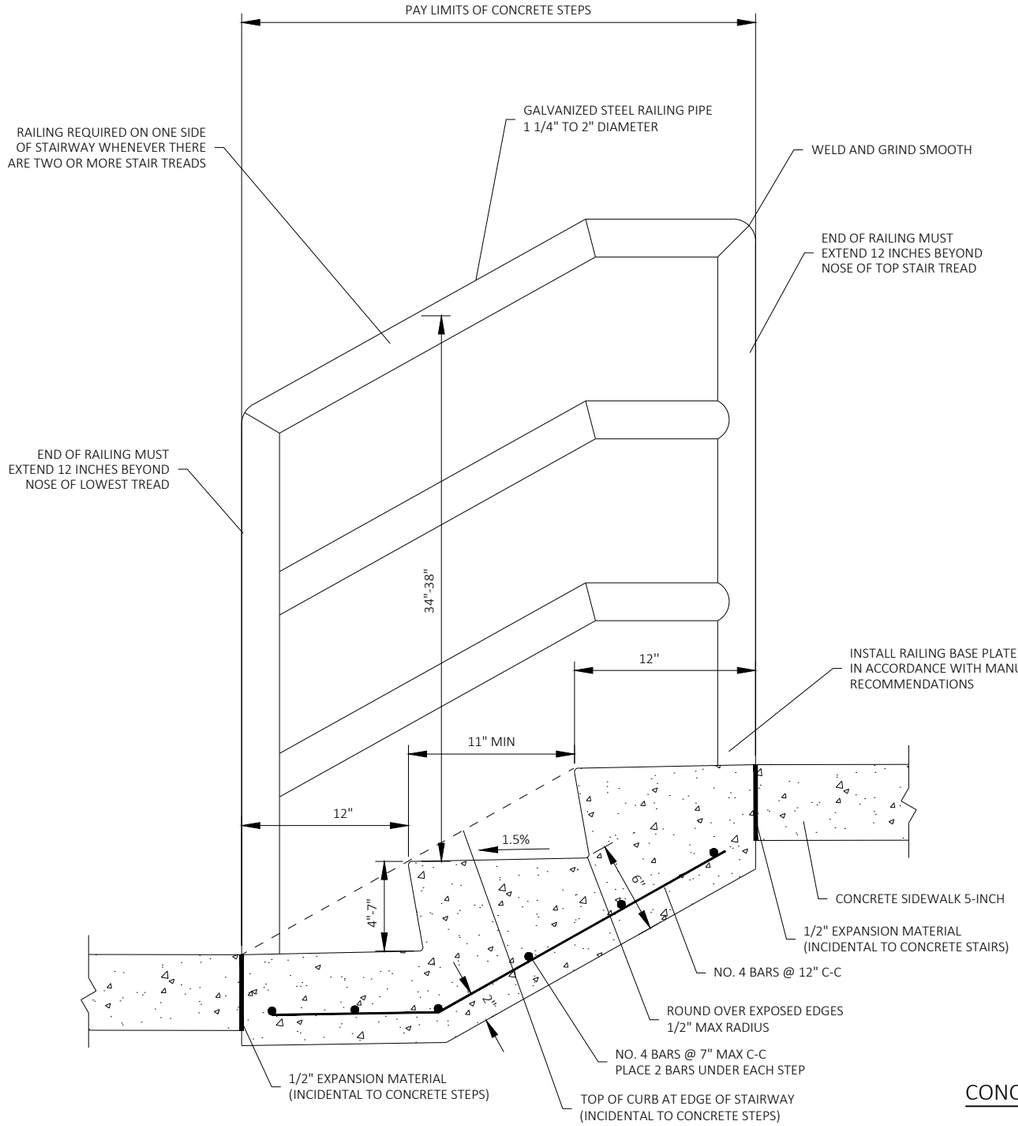
TALL PEDESTRIAN CURB

FOR PEDESTRIAN CURB GREATER THAN 6-INCHES IN HEIGHT.
REFER TO PAVING DETAILS FOR LOCATION AND CURB HEIGHT.

2

NOTES:

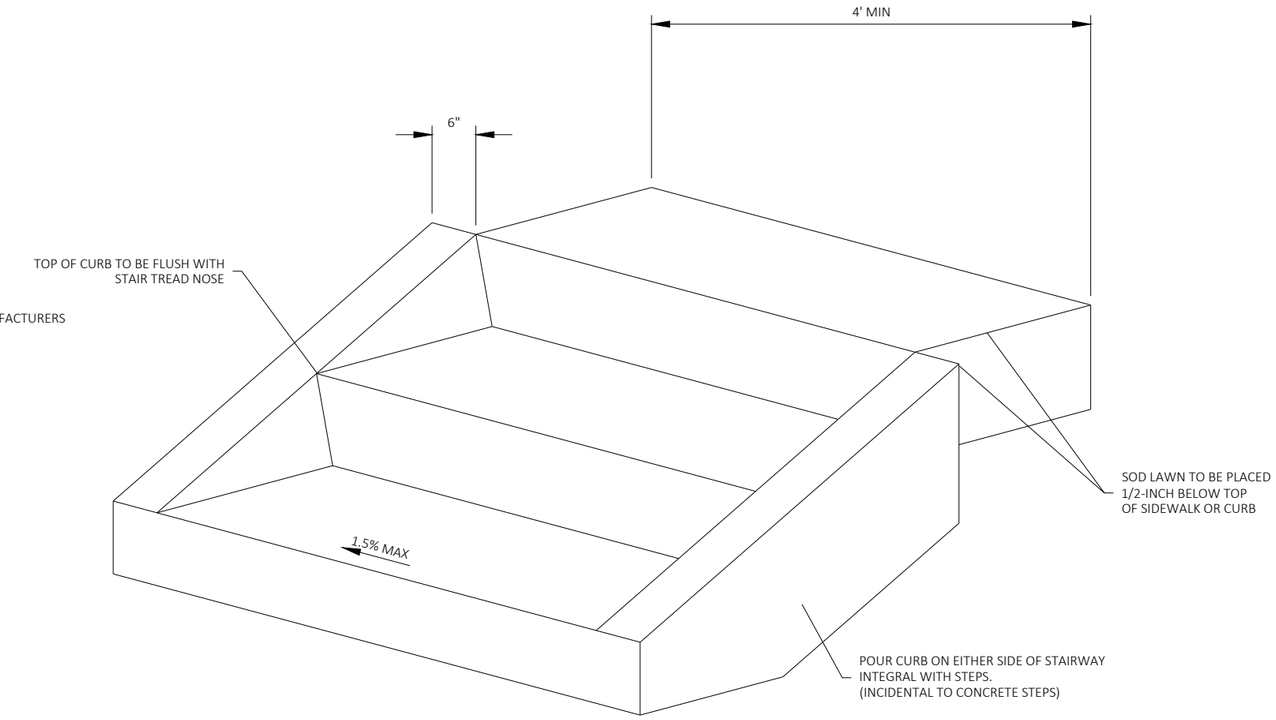
1. ALL STAIRWAY AND RAILING CONSTRUCTION SHALL MEET AMERICANS WITH DISABILITIES ACT REQUIREMENTS AND ALL LOCAL BUILDING CODES.
2. SEE CURB RAMP DETAILS FOR DIMENSIONS AT EACH STAIRWAY LOCATION.
3. PROVIDE SHOP DRAWINGS FOR ALL RAILING COMPONENTS TO THE ENGINEER FOR REVIEW AND APPROVAL PRIOR TO ORDERING OR FABRICATING RAILING COMPONENTS.
4. ALL RAILINGS SHALL BE GALVANIZED STEEL.
5. RAILINGS SHALL BE MOUNTED TO THE STAIR TREAD AND NOT THE CURB ADJACENT TO THE STAIRWAY.
6. A RAILING IS REQUIRED ON BOTH SIDES OF OF A STAIRWAY.
7. RAILING HEIGHT SHALL BE MEASURED FROM THE NOSE OF EACH STAIR TREAD. THE HEIGHT SHALL BE CONSISTENT AT EACH STAIR TREAD.
8. THE HEIGHT OF STAIR RISERS FOR A STAIRWAY SHALL BE THE SAME HEIGHT FOR ALL RISER
9. A 1/2"EXPANSION JOINT IS REQUIRED BETWEEN ALL COLD JOINTS. EXPANSION MATERIAL IS INCIDENTAL TO CONCRETE STEPS.
10. ALL STEEL REINFORCEMENT IS INCIDENTAL TO CONCRETE STEPS.
11. RAILINGS SHALL BE MOUNTED TO STAIRWAY USING ANCHOR BOLTS AND A BASE PLATE. VERTICAL MEMBER OF RAILING SHALL NOT BE EMBEDDED DIRECTLY INTO CONCRETE STEPS.
12. PLACE ANCHOR BOLTS FOR RAILING INTO CONCRETE IN ACCORDANCE WITH SECTION 513. PLACE ANCHOR BOLTS DURING CONCRETE PLACEMENT UNLESS OTHERWISE APPROVED BY THE ENGINEER.
13. GRIND AND SMOOTH ALL CONNECTIONS OF SECTIONS OF PIPE.
14. A MINIMUM OF A 1/8" RADIUS IS REQUIRED AT ALL ANGLES OR CORNERS IN THE PIPE. THE ACTUAL RADIUS USED SHALL BE DETERMINED BY THE MANUFACTURER.



PROFILE VIEW

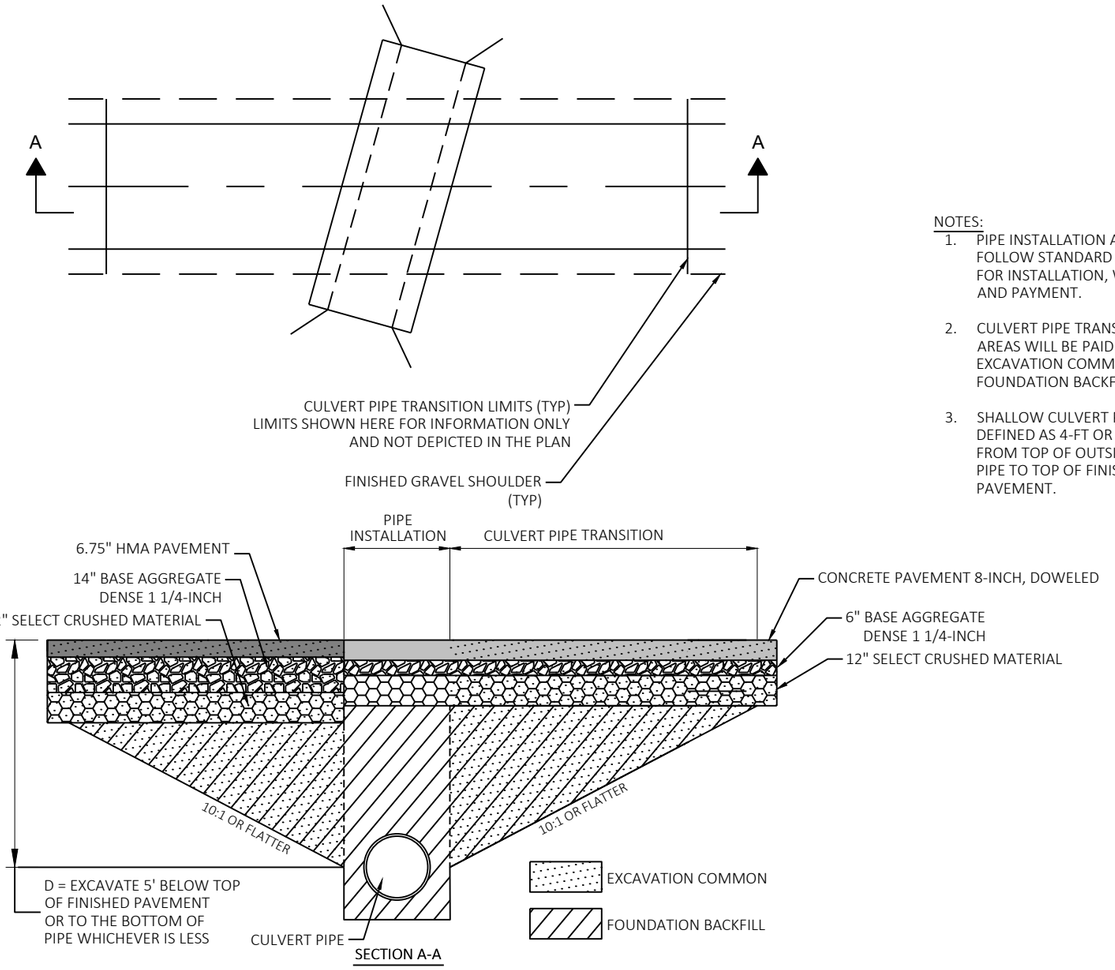
CONCRETE STEPS DETAIL

STA 193+84, RT
STA 199+95, LT
STA 200+83, LT
STA 231+01, LT
STA 100+58'BB', RT



STAIRWAY CURB DETAIL

2



NOTES:

1. PIPE INSTALLATION AREA WILL FOLLOW STANDARD SPEC 520 FOR INSTALLATION, WIDTHS AND PAYMENT.
2. CULVERT PIPE TRANSITION AREAS WILL BE PAID BY EXCAVATION COMMON AND FOUNDATION BACKFILL.
3. SHALLOW CULVERT PIPE DEFINED AS 4-FT OR LESS FROM TOP OF OUTSIDE OF PIPE TO TOP OF FINISHED PAVEMENT.

SHALLOW CULVERT PIPE TRANSITION DETAIL

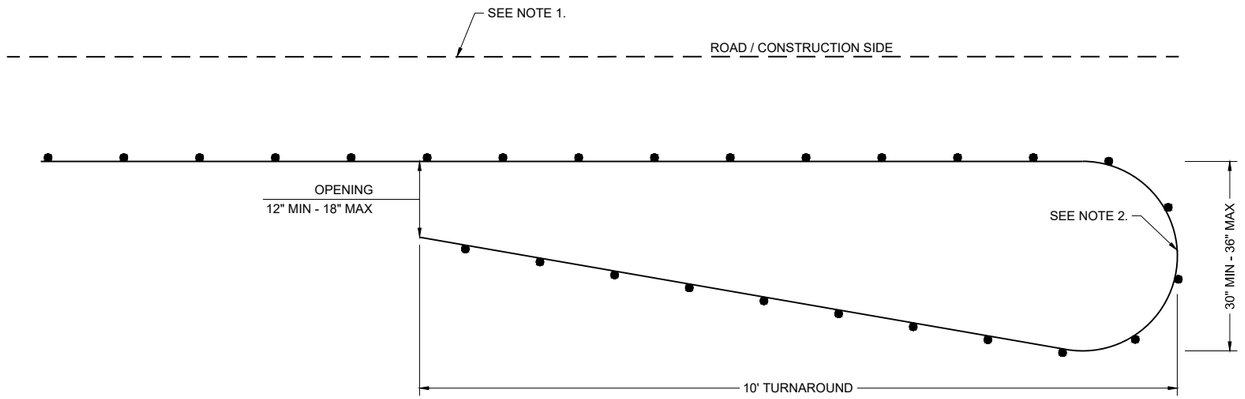
STA 175+74
STA 232+44

2

GENERAL NOTES:

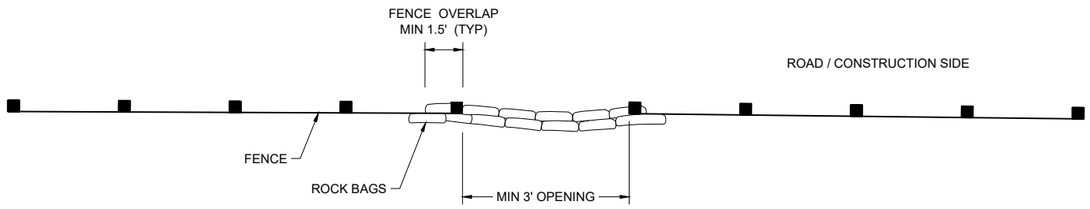
1. WHERE SILT FENCE IS REQUIRED, IT SHALL BE PLACED ON THE CONSTRUCTION SIDE OF THE EXCLUSION FENCING, OR COMBINED WITH THE EXCLUSION FENCING AS ALLOWED IN THE SPECIFICATIONS. STAKES ON THIS DETAIL ARE OPPOSITE OF STANDARD SILT FENCE FOR SEDIMENT CONTROL.
2. PLACE TURNAROUNDS AT ALL TERMINI ENDS OF THE EXCLUSION FENCING.
3. IF TEMPORARY ACCESS POINTS ARE NEEDED DURING CONSTRUCTION THAT REQUIRE OPENINGS IN THE EXCLUSION FENCING, ACCESS OPENINGS SHOULD BE TIGHTLY SECURED WITH BALES OF HAY OR STRAW WHENEVER CONSTRUCTION RELATED ACTIVITIES ARE NOT OCCURRING. REINSTALL EXCLUSION FENCING WHEN THE WORK REQUIRING THE TEMPORARY ACCESS OPENING IS COMPLETED.
4. THE FENCE CAP MAY BE A 6" UNDER DRAIN PIPE, SLIT DOWN THE CENTER AND PLACED OVER THE FENCE. COMMERCIALLY AVAILABLE SAFETY CAPS WITH A LIP MAY BE USED. OTHER DNR APPROVED METHODS TO PREVENT TURTLES FROM PASSING OVER THE TOP OF THE FENCE MAY BE USED.

   SECURELY FASTEN THE CAP TO PREVENT IT FROM BEING DISLODGED.

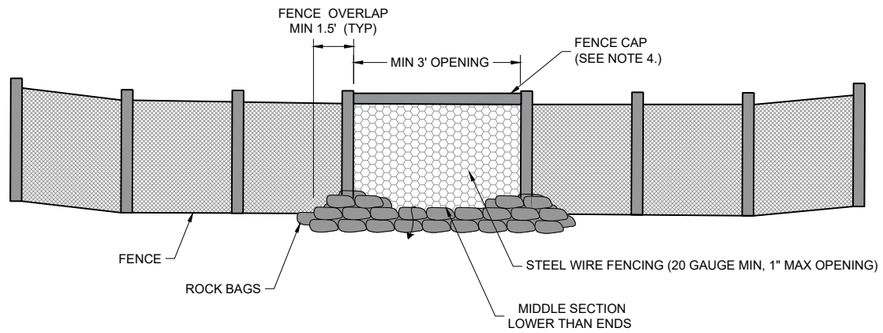


PLAN VIEW

CLIMBING TURTLE EXCLUSION FENCE DETAIL



PLAN VIEW



FRONT VIEW

CLIMBING TURTLE FENCE RELIEF DETAIL

2

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- REMOVING GUARDRAIL
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT
- R/W
- TLE
- PLE

N

172 173 174 175 176 177

STH 22 R/L

STH 22 / W MAIN ST

MATCH LINE 178+00

+51.2
12.0' RT

GRAVEL
18" CMP

SIGN

13'F'

FINNEGAN LAKE RD R/L

FINNEGAN LAKE RD

12'F'

CONC

SEPV

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	REMOVAL PLAN	SHEET 22	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021101-RM.DWG
LAYOUT NAME - 01

PLOT DATE : 7/31/2025 1:25 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

+29.2
-64.6' LT

+36.6
-59.2' LT

+56.1
-58.3' LT

+68.5
-58.2' LT

FLAG

N

ASPHALT

ASPHALT

STH 22 R/L

MATCH LINE 178+00

178

179

180

181

182

183

184

STH 22 / W MAIN ST

MATCH LINE 184+00

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- REMOVING GUARDRAIL
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT
- R/W
- TLE
- PLE

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	REMOVAL PLAN	SHEET 23	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021101-RM.DWG
LAYOUT NAME - 02

PLOT DATE : 7/31/2025 1:25 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- REMOVING GUARDRAIL
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT
- R/W
- TLE
- PLE

N HARDING AVE

N HARDING AVE R/L

STH 22 R/L

STH 22 / W MAIN ST

+66 80.1' LT

+93.9 80.1' LT

+15.2 -40.5' LT

+24.5 -40.5' LT

311H'

CONC

MATCH LINE 184+00

MATCH LINE 190+00

184 185 186 187 188 189 19

SAVE TREE

SAVE TREE

SAVE TREE

SAVE TREE

REMOVING ENDWALL AND 3' OF THIS PIPE TO PROPOSED STRUCTURE

SIGN

SIGN

ASPHALT

GRAVEL

GILLETT HIGH SCHOOL

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	REMOVAL PLAN	SHEET 24	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021101-RM.DWG
LAYOUT NAME - 03

PLOT DATE : 7/31/2025 1:25 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- REMOVING GUARDRAIL
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT
- R/W
- TLE
- PLE

N

MATCH LINE 190+00

MATCH LINE 196+00

N ELM AVE

N ELM AVE R/L

52'NE

51'NE

S ELM AVE

S ELM AVE R/L

42'SE'

41'SE'

OAK AVE

OAK AVE R/L

610'

STH 22 / W MAIN ST

STH 22 R/L

SIGN

REMOVING RETAINING WALL

SAVE TREE

7361
821.485
FEN

+56.1
-39.8' LT

+45.9
-40.0' LT

+21.2
-35.0' LT

+36.3
-35.0' LT

+36.3
-40.0' LT

+55.9
-40.0' LT

+08.2
-39.7' LT

+21.5
-39.7' LT

+46.1
-37.7' LT

+61.6
-37.7' LT

+46.5
37.0' RT

+48.4
41.5' RT

+19.3
41.1' RT

+61.9
41.9' RT

+68.6
42.1' RT

191 192 193 194 195

CONCRETE GRAVEL ASPHALT FLARE

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	REMOVAL PLAN	SHEET 25	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021101-RM.DWG
LAYOUT NAME - 04

PLOT DATE : 7/31/2025 1:25 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- REMOVING GUARDRAIL
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT
- R/W
- TLE
- PLE

N

MATCH LINE 196+00

MATCH LINE 202+00

+20.2 -43.4' LT

+36.1 -43.4' LT

+09.1 -42.4' LT

+95.4 -42.4' LT

+82.6 -39.5' LT

+92 -39.5' LT

+87.8 -44.5' LT

+00.8 42.9' LT

+68.6 -52.8' LT

+78.6 51.1' LT

SAVE TREE

RETAINING WALL REMOVAL

196 197 198 199 200 201 202

STH 22 R/L

STH 22 / W MAIN ST

BIRCH AVE R/L

BIRCH AVE

+43.4 47.5' RT

+57.1 47.5' RT

+79.7 74.5' RT

+80.5 39.1' RT

+91.6 39.1' RT

+48.3 36.5' RT

+59.7 36.5' RT

+65.9 36.0' RT

+77.1 36.0' RT

+39.1 39.0' RT

+50.9 39.0' RT

SIGN

FLAG

ASPHALT

CONCRETE

GRAVEL

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	REMOVAL PLAN	SHEET 26	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021101-RM.DWG
LAYOUT NAME - 05

PLOT DATE : 7/31/2025 1:25 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- REMOVING GUARDRAIL
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT
- R/W
- TLE
- PLE

MATCH LINE 202+00

SAVE TREE

+14.7 -37.8' LT

+97.6 -37.8' LT

+65.8 -42.8' LT

+79.4 -39.1' LT

+53.5 -35.6' LT

SAVE TREE

+51 -49.6' LT

+42.4 -51.0' LT

+88.1 -39.0' LT

+09 -39.0' LT

+51.9 -38.0' LT

+42.1 -38.0' LT

ASPHALT

CONCRETE

FLAG

GRAVEL

STH 22 R/L

STH 22 / W MAIN ST

203

204

205

206

207

MATCH LINE 207+50

+19.6 39.1' RT

+30.6 39.1' RT

+17 52.6' RT

84'G'

S GARDEN AVE R/L

E 1ST ST R/L

91'F'

E 1ST ST

+59.8 78.3' RT

+86.5 77.6' RT

92'F'

S GARDEN AVE

83'G'

ASPHALT

CONCRETE

1'MK'

+65 40.6' RT

S MCKENZIE ST R/L

S MCKENZIE ST

CONCRETE

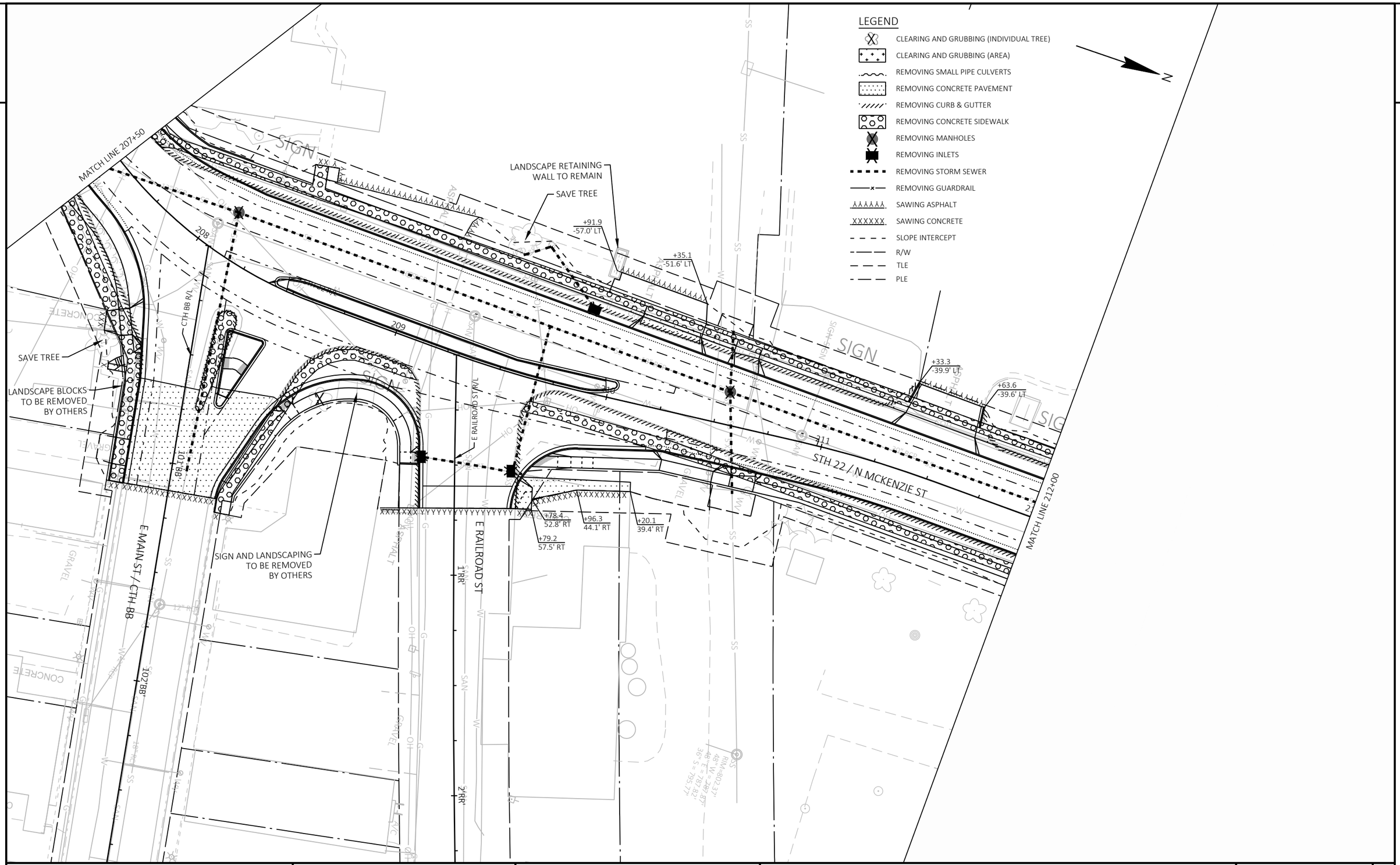
+89.7 85.4' RT

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	REMOVAL PLAN	SHEET 27	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021101-RM.DWG
LAYOUT NAME - 06

PLOT DATE : 7/31/2025 1:26 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	REMOVAL PLAN	SHEET 28	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021101-RM.DWG
LAYOUT NAME - 07

PLOT DATE : 7/31/2025 5:12 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- REMOVING GUARDRAIL
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT
- R/W
- TLE
- PLE

SAVE TREE

SAVE TREE

SAVE TREE

W PARK ST

W PARK ST R/L

+74.8
-67.1' LT

+87.4
-39.5' LT

+60.1
-44.0' LT

+69.7
-44.0' LT

+72
-44.0' LT

+89.1
-44.0' LT

+64.9
-40.0' LT

+40.7
-40.0' LT

+89
37.5' RT

STH 22 R/L

STH 22 / N MCKENZIE ST

E PARK ST R/L

E PARK ST

MATCH LINE 212+00

MATCH LINE 218+00

212 213 214 215 216 217

N

Z

SIGN

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	REMOVAL PLAN	SHEET 29	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021101-RM.DWG
LAYOUT NAME - 08

PLOT DATE : 7/31/2025 1:26 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- REMOVING GUARDRAIL
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT
- R/W
- TLE
- PLE

MATCH LINE 218+00

MATCH LINE 224+00

N

W PINE ST

W PINE ST R/L

NEW

E WASHINGTON ST

E WASHINGTON ST R/L

STH 22 R/L

STH 22 / N MCKENZIE ST

SAVE TREE

SAVE TREE

SAVE TREE

SAVE TREE

SAVE TREE

EXISTING SIGN TO REMAIN

SIGN

+37.5 -36.9' LT

+52.2 -36.9' LT

+26.9 -40.5' LT

+37 -40.5' LT

+97.8 -39.8' LT

+09.1 -39.8' LT

+08.3 41.0' RT

+88.2 41.0' RT

+97.6 41.0' RT

+68.2 38.5' RT

+77.1 38.5' RT

+71.2 40.0' RT

+82 40.0' RT

+69 40.0' RT

+79.9 40.0' RT

218 219 220 221 222 223 224

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	REMOVAL PLAN	SHEET 30	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021101-RM.DWG
LAYOUT NAME - 09

PLOT DATE : 7/31/2025 1:26 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- REMOVING GUARDRAIL
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT
- R/W
- TLE
- PLE

MATCH LINE 224+00

MATCH LINE 230+00

W CEDAR ST

W CEDAR ST R/L

E CEDAR ST

E CEDAR ST R/L

STH 22 / N MCKENZIE ST

STH 22 R/L

SAVE TREE

PILLAR TO STAY
WORK AROUND PILLAR

SIGN

ASPHALT

CONCRETE

GRAVEL

+01.9 -44.2' LT

+15.2 -44.2' LT

+84.8 -74.7' LT

+44.5 -74.8' LT

+43.9 -50.1' LT

+54.6 -50.1' LT

+94.9 -39.0' LT

+03.9 -39.0' LT

+68.6 -35.5' LT

+82.1 -35.5' LT

+91.2 -48.5' LT

+98.5 -48.5' LT

+79.4 -48.5' LT

+39.2 41.0' RT

+48.9 41.0' RT

+51.6 39.0' RT

+62.1 39.0' RT

+91.4 35.0' RT

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	REMOVAL PLAN	SHEET 31	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021101-RM.DWG
LAYOUT NAME - 10

PLOT DATE : 7/31/2025 1:26 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- CLEARING AND GRUBBING (INDIVIDUAL TREE)
- CLEARING AND GRUBBING (AREA)
- REMOVING SMALL PIPE CULVERTS
- REMOVING CONCRETE PAVEMENT
- REMOVING CURB & GUTTER
- REMOVING CONCRETE SIDEWALK
- REMOVING MANHOLES
- REMOVING INLETS
- REMOVING STORM SEWER
- REMOVING GUARDRAIL
- SAWING ASPHALT
- SAWING CONCRETE
- SLOPE INTERCEPT
- R/W
- TLE
- PLE

N

CLEARING AND GRUBBING STA 231+50 TO STA 232+45

REMOVE SURFACE DRAINS

REMOVE EXISTING WINGWALLS, HEADWALL, AND APRON. PAID UNDER ITEM REMOVING STRUCTURE(C-42-25). SEE STRUCTURE PLANS

+09.4 -48.5' LT

+16.5 -34.3' LT

+28.3 -34.3' LT

+82 -45.9' LT

+12.6 -45.4' LT

CLEARING AND GRUBBING STA 233+15 TO STA 233+31

SIGN

STH 32

231 232 233 234 235

MATCH LINE 230+00

STH 22 / N MCKENZIE ST

STH 22 R/L

+04.4 35.0' RT

+58.1 46.2' RT

+69.6 46.2' RT

SAVE TREE

SAVE TREE

RAMP TO STAY

CLEARING AND GRUBBING STA 231+45 TO STA 231+75

REMOVE SURFACE DRAINS

STH 22 / STH 32

24" CMP

MATCH LINE 236+00

ASPHALT

GRAVEL

OH

G

W

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	REMOVAL PLAN	SHEET 32	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021101-RM.DWG
LAYOUT NAME - 11

PLOT DATE : 7/31/2025 5:15 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

REMOVE SURFACE DRAIN ITEM AT DWY

GRAVEL

CONCRETE

OH

HO

MATCH LINE 236+00

236

237

238

STH 32

239

240

241

STH 22 R/L

GRAVEL

CONCRETE

OH

HO

GUY

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	REMOVAL PLAN	SHEET 33	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021101-RM.DWG
LAYOUT NAME - 12

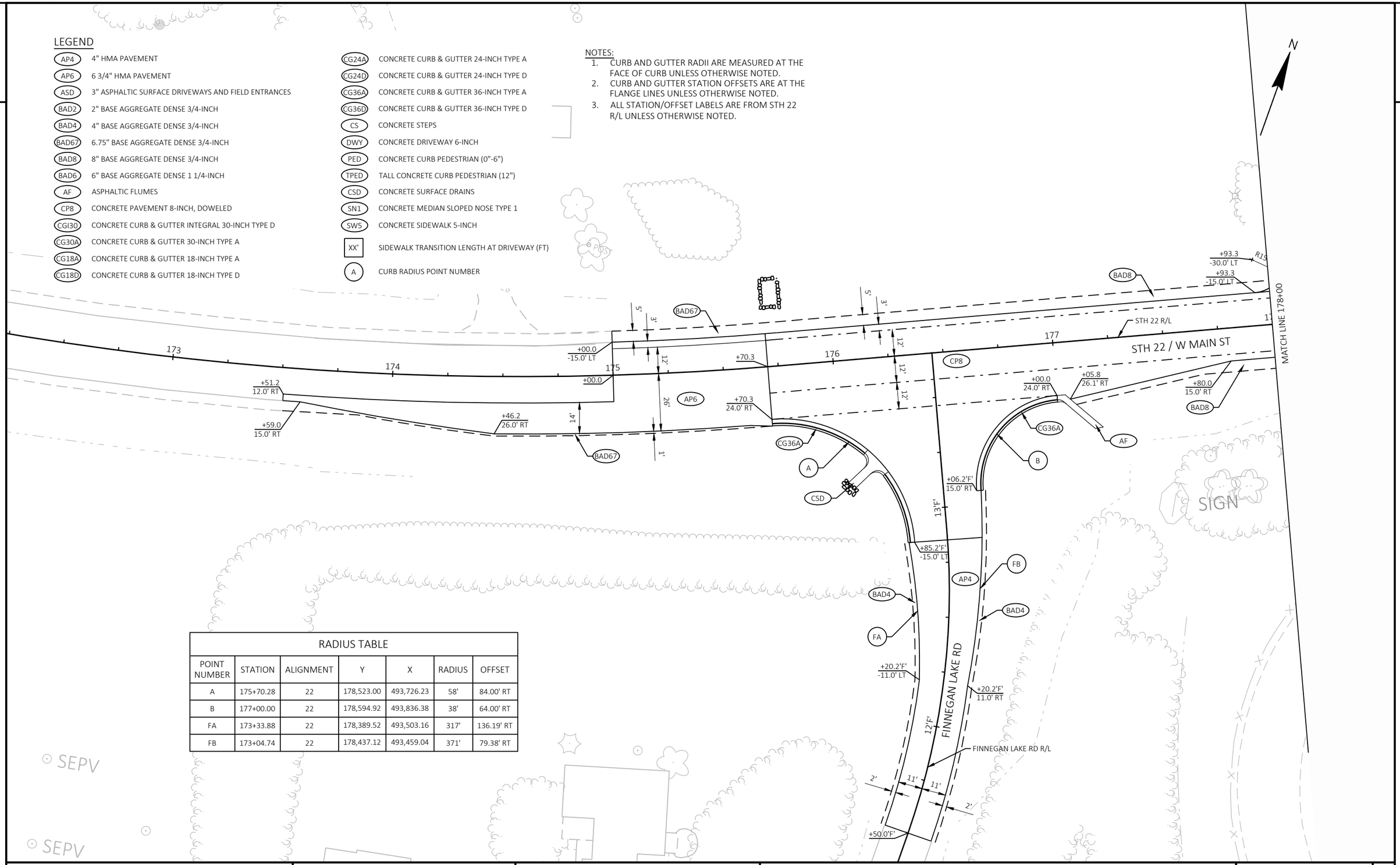
PLOT DATE : 7/31/2025 1:27 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

AP4	4" HMA PAVEMENT
AP6	6 3/4" HMA PAVEMENT
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD2	2" BASE AGGREGATE DENSE 3/4-INCH
BAD4	4" BASE AGGREGATE DENSE 3/4-INCH
BAD67	6.75" BASE AGGREGATE DENSE 3/4-INCH
BAD8	8" BASE AGGREGATE DENSE 3/4-INCH
BAD6	6" BASE AGGREGATE DENSE 1 1/4-INCH
AF	ASPHALTIC FLUMES
CP8	CONCRETE PAVEMENT 8-INCH, DOWELED
CGI30	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 36-INCH TYPE A
CG36D	CONCRETE CURB & GUTTER 36-INCH TYPE D
CS	CONCRETE STEPS
DWY	CONCRETE DRIVEWAY 6-INCH
PED	CONCRETE CURB PEDESTRIAN (0"-6")
TPED	TALL CONCRETE CURB PEDESTRIAN (12")
CSD	CONCRETE SURFACE DRAINS
SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SW5	CONCRETE SIDEWALK 5-INCH
XX'	SIDEWALK TRANSITION LENGTH AT DRIVEWAY (FT)
A	CURB RADIUS POINT NUMBER

NOTES:
1. CURB AND GUTTER RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER STATION OFFSETS ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. ALL STATION/OFFSET LABELS ARE FROM STH 22 R/L UNLESS OTHERWISE NOTED.



RADIUS TABLE

POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
A	175+70.28	22	178,523.00	493,726.23	58'	84.00' RT
B	177+00.00	22	178,594.92	493,836.38	38'	64.00' RT
FA	173+33.88	22	178,389.52	493,503.16	317'	136.19' RT
FB	173+04.74	22	178,437.12	493,459.04	371'	79.38' RT

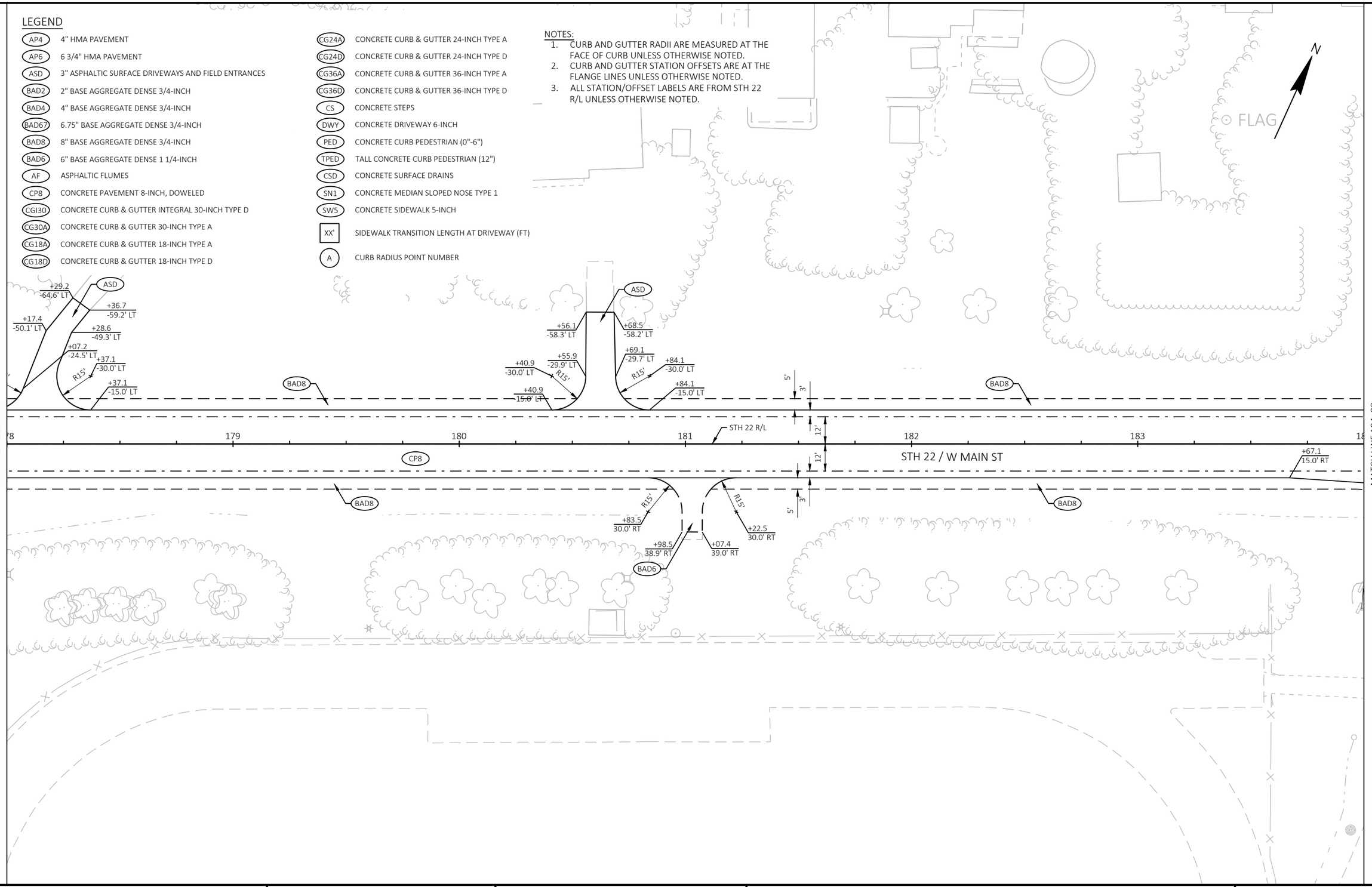
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING DETAILS	SHEET 34	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021201-PD.DWG
LAYOUT NAME - 01
PLOT DATE : 9/26/2025 2:55 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

AP4	4" HMA PAVEMENT
AP6	6 3/4" HMA PAVEMENT
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD2	2" BASE AGGREGATE DENSE 3/4-INCH
BAD4	4" BASE AGGREGATE DENSE 3/4-INCH
BAD67	6.75" BASE AGGREGATE DENSE 3/4-INCH
BAD8	8" BASE AGGREGATE DENSE 3/4-INCH
BAD6	6" BASE AGGREGATE DENSE 1 1/4-INCH
AF	ASPHALTIC FLUMES
CP8	CONCRETE PAVEMENT 8-INCH, DOWELED
CGI30	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 36-INCH TYPE A
CG36D	CONCRETE CURB & GUTTER 36-INCH TYPE D
CS	CONCRETE STEPS
DWY	CONCRETE DRIVEWAY 6-INCH
PED	CONCRETE CURB PEDESTRIAN (0"-6")
TPED	TALL CONCRETE CURB PEDESTRIAN (12")
CSD	CONCRETE SURFACE DRAINS
SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SW5	CONCRETE SIDEWALK 5-INCH
XX'	SIDEWALK TRANSITION LENGTH AT DRIVEWAY (FT)
A	CURB RADIUS POINT NUMBER

NOTES:
1. CURB AND GUTTER RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER STATION OFFSETS ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. ALL STATION/OFFSET LABELS ARE FROM STH 22 R/L UNLESS OTHERWISE NOTED.



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING DETAILS	SHEET 35 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021201-PD.DWG
LAYOUT NAME - 02
PLOT DATE : 7/31/2025 1:31 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

AP4	4" HMA PAVEMENT
AP6	6 3/4" HMA PAVEMENT
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD2	2" BASE AGGREGATE DENSE 3/4-INCH
BAD4	4" BASE AGGREGATE DENSE 3/4-INCH
BAD67	6.75" BASE AGGREGATE DENSE 3/4-INCH
BAD8	8" BASE AGGREGATE DENSE 3/4-INCH
BAD6	6" BASE AGGREGATE DENSE 1 1/4-INCH
AF	ASPHALTIC FLUMES
CP8	CONCRETE PAVEMENT 8-INCH, DOWELED
CGI30	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 36-INCH TYPE A
CG36D	CONCRETE CURB & GUTTER 36-INCH TYPE D
CS	CONCRETE STEPS
DWY	CONCRETE DRIVEWAY 6-INCH
PED	CONCRETE CURB PEDESTRIAN (0"-6")
TPED	TALL CONCRETE CURB PEDESTRIAN (12")
CSD	CONCRETE SURFACE DRAINS
SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SW5	CONCRETE SIDEWALK 5-INCH
XX'	SIDEWALK TRANSITION LENGTH AT DRIVEWAY (FT)
A	CURB RADIUS POINT NUMBER

NOTES:
1. CURB AND GUTTER RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER STATION OFFSETS ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. ALL STATION/OFFSET LABELS ARE FROM STH 22 R/L UNLESS OTHERWISE NOTED.

MATCH LINE 184+00

MATCH LINE 190+00

N HARDING AVE

N HARDING AVE R/L

STH 22 R/L

STH 22 / W MAIN ST

GILLETT HIGH SCHOOL

GILLETT HIGH SCHOOL R/L

SIGN

SIGN

CONCRETE

PROP

184 185 186 187 188 189 19

+80.1'H' -13.7' LT
+80.1'H'
+80.1'H' 13.9' RT
+70.1'H'
+52.9'H' 13.9' RT
+49.4 -15.0' LT
+04.5 -18.5' LT
+19.8 -18.0' LT
+30.2 -16.0' LT
+09.4
+30.4
+15.2 -40.5' LT
+24.5 -40.5' LT
+13.9 -30.0' LT
+25.9 -30.0' LT
+32.1 19.3' RT
+42.1 20.0' RT
+45.3 18.0' RT
+55.7 16.0' RT
+31.0'S 23.3' RT
+10.1'S
+00.2'S -17.1' LT
+00.0'S
+00.0'S 15.0' RT
+57.7
+80.2
+62.2 30.0' RT
+62.2 41.6' RT
+75.7 30.0' RT
+72.5 41.6' RT

31'H' 5' 3' 12' 12' 4" 12' 12' 4" 7' 5' 6'

AP4 CG24D CG24A CG24D CG24A BAD8 CP8 E F SW5 SW5 SW5 DWY DWY DWY PED CP8 PED CG24A CG24A CG24D CG24D AP4 C D SW5 SW5 6' 6' BAD6

RADIUS TABLE

POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
C	184+42.08	22	178,909.72	494,508.44	34'	55.00' RT
D	185+55.70	22	178,958.49	494,611.08	35'	53.00' RT
E	187+04.53	22	179,141.10	494,691.66	60'	-80.00' LT
F	188+30.18	22	179,168.43	494,817.24	35'	-53.00' LT

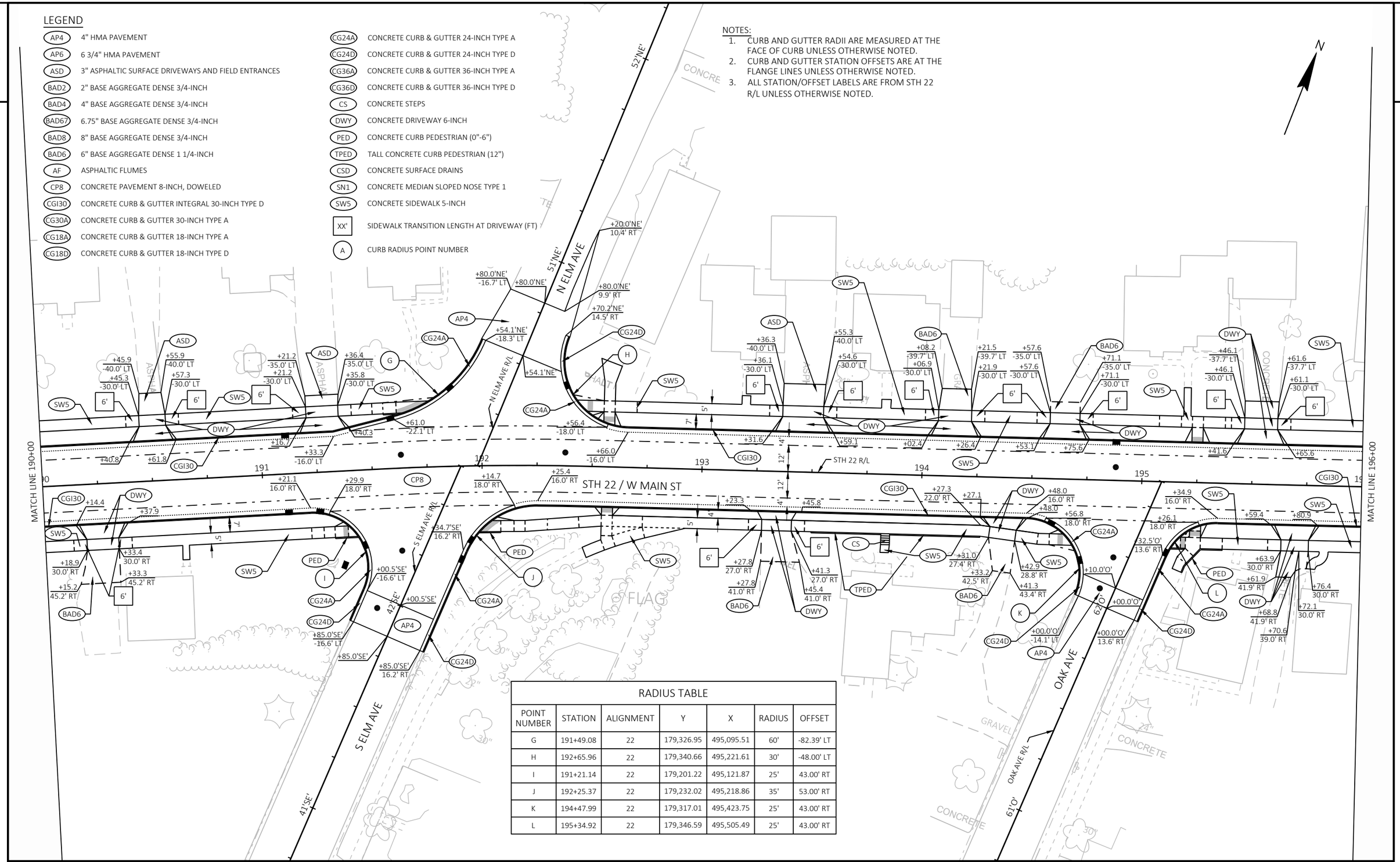
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING DETAILS	SHEET 36 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021201-PD.DWG
LAYOUT NAME - 03
PLOT DATE : 7/31/2025 1:32 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

LEGEND

AP4	4" HMA PAVEMENT
AP6	6 3/4" HMA PAVEMENT
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD2	2" BASE AGGREGATE DENSE 3/4-INCH
BAD4	4" BASE AGGREGATE DENSE 3/4-INCH
BAD67	6.75" BASE AGGREGATE DENSE 3/4-INCH
BAD8	8" BASE AGGREGATE DENSE 3/4-INCH
BAD6	6" BASE AGGREGATE DENSE 1 1/4-INCH
AF	ASPHALTIC FLUMES
CP8	CONCRETE PAVEMENT 8-INCH, DOWELED
CGI30	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 36-INCH TYPE A
CG36D	CONCRETE CURB & GUTTER 36-INCH TYPE D
CS	CONCRETE STEPS
DWY	CONCRETE DRIVEWAY 6-INCH
PED	CONCRETE CURB PEDESTRIAN (0"-6")
TPED	TALL CONCRETE CURB PEDESTRIAN (12")
CSD	CONCRETE SURFACE DRAINS
SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SW5	CONCRETE SIDEWALK 5-INCH
XX'	SIDEWALK TRANSITION LENGTH AT DRIVEWAY (FT)
A	CURB RADIUS POINT NUMBER

NOTES:
1. CURB AND GUTTER RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER STATION OFFSETS ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. ALL STATION/OFFSET LABELS ARE FROM STH 22 R/L UNLESS OTHERWISE NOTED.



RADIUS TABLE

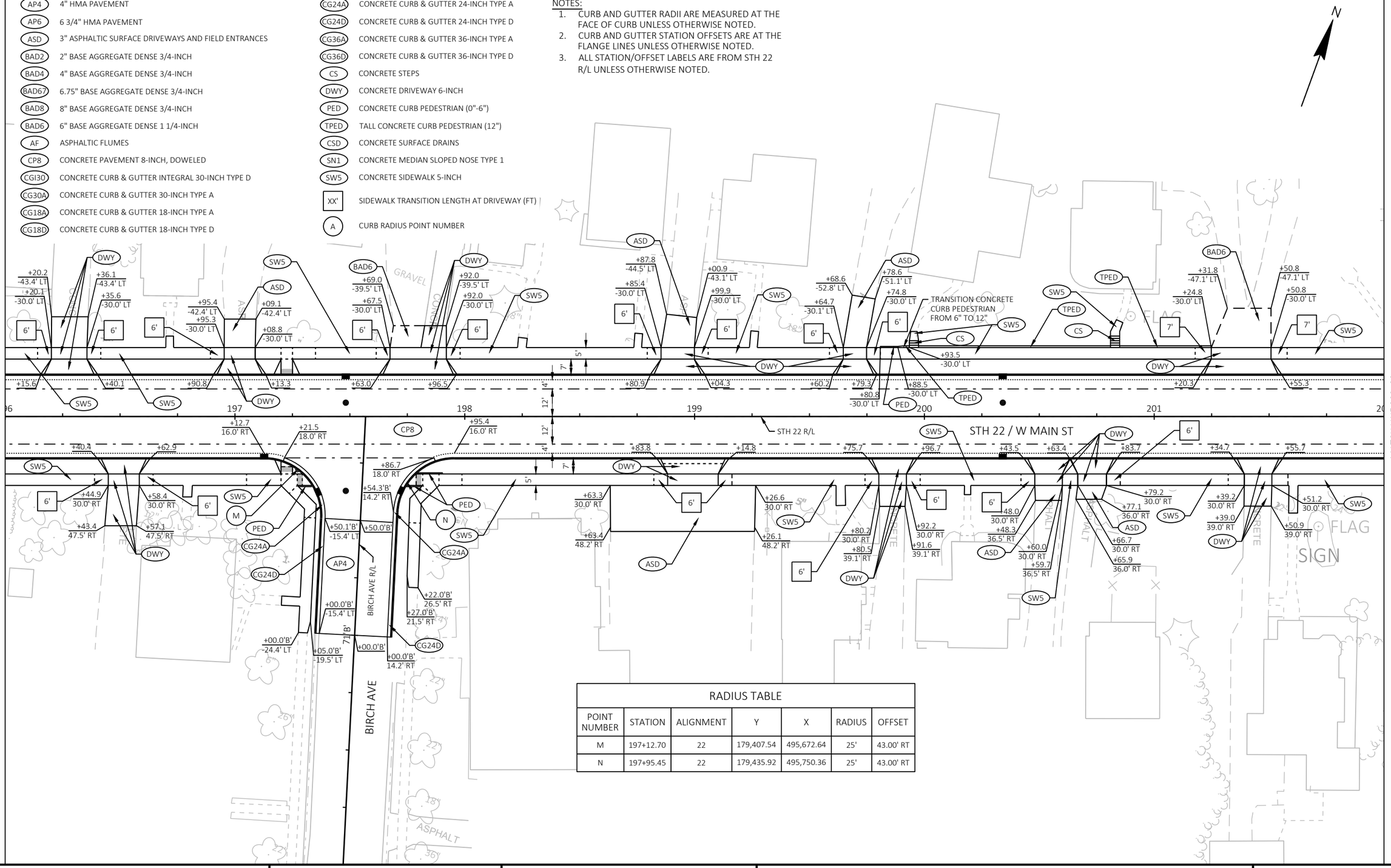
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
G	191+49.08	22	179,326.95	495,095.51	60'	-82.39' LT
H	192+65.96	22	179,340.66	495,221.61	30'	-48.00' LT
I	191+21.14	22	179,201.22	495,121.87	25'	43.00' RT
J	192+25.37	22	179,232.02	495,218.86	35'	53.00' RT
K	194+47.99	22	179,317.01	495,423.75	25'	43.00' RT
L	195+34.92	22	179,346.59	495,505.49	25'	43.00' RT

2

LEGEND

AP4	4" HMA PAVEMENT
AP6	6 3/4" HMA PAVEMENT
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD2	2" BASE AGGREGATE DENSE 3/4-INCH
BAD4	4" BASE AGGREGATE DENSE 3/4-INCH
BAD67	6.75" BASE AGGREGATE DENSE 3/4-INCH
BAD8	8" BASE AGGREGATE DENSE 3/4-INCH
BAD6	6" BASE AGGREGATE DENSE 1 1/4-INCH
AF	ASPHALTIC FLUMES
CP8	CONCRETE PAVEMENT 8-INCH, DOWELED
CGI30	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 36-INCH TYPE A
CG36D	CONCRETE CURB & GUTTER 36-INCH TYPE D
CS	CONCRETE STEPS
DWY	CONCRETE DRIVEWAY 6-INCH
PED	CONCRETE CURB PEDESTRIAN (0"-6")
TPED	TALL CONCRETE CURB PEDESTRIAN (12")
CSD	CONCRETE SURFACE DRAINS
SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SW5	CONCRETE SIDEWALK 5-INCH
XX'	SIDEWALK TRANSITION LENGTH AT DRIVEWAY (FT)
A	CURB RADIUS POINT NUMBER

NOTES:
1. CURB AND GUTTER RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER STATION OFFSETS ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. ALL STATION/OFFSET LABELS ARE FROM STH 22 R/L UNLESS OTHERWISE NOTED.



RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
M	197+12.70	22	179,407.54	495,672.64	25'	43.00' RT
N	197+95.45	22	179,435.92	495,750.36	25'	43.00' RT

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING DETAILS	SHEET 38	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021201-PD.DWG
LAYOUT NAME - 05
PLOT DATE : 7/31/2025 1:34 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

LEGEND

AP4	4" HMA PAVEMENT
AP6	6 3/4" HMA PAVEMENT
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD2	2" BASE AGGREGATE DENSE 3/4-INCH
BAD4	4" BASE AGGREGATE DENSE 3/4-INCH
BAD67	6.75" BASE AGGREGATE DENSE 3/4-INCH
BAD8	8" BASE AGGREGATE DENSE 3/4-INCH
BAD6	6" BASE AGGREGATE DENSE 1 1/4-INCH
AF	ASPHALTIC FLUMES
CP8	CONCRETE PAVEMENT 8-INCH, DOWELED
CGI30	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 36-INCH TYPE A
CG36D	CONCRETE CURB & GUTTER 36-INCH TYPE D
CS	CONCRETE STEPS
DWY	CONCRETE DRIVEWAY 6-INCH
PED	CONCRETE CURB PEDESTRIAN (0"-6")
TPED	TALL CONCRETE CURB PEDESTRIAN (12")
CSD	CONCRETE SURFACE DRAINS
SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SW5	CONCRETE SIDEWALK 5-INCH
XX'	SIDEWALK TRANSITION LENGTH AT DRIVEWAY (FT)
A	CURB RADIUS POINT NUMBER

NOTES:

1. CURB AND GUTTER RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER STATION OFFSETS ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. ALL STATION/OFFSET LABELS ARE FROM STH 22 R/L UNLESS OTHERWISE NOTED.

N

MATCH LINE 202+00

MATCH LINE 207+50

STH 22 / W MAIN ST

STH 22 R/L

E 1ST ST

E 1ST ST R/L

S GARDEN AVE

S GARDEN AVE R/L

S MCKENZIE ST

S MCKENZIE ST R/L

ASPHALT

CONCRETE

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
O	203+04.64	22	179,617.77	496,232.23	25'	43.00' RT
P	203+67.56	22	179,630.12	496,306.84	15'	71.76' RT
Q	204+13.89	22	179,692.03	496,323.41	15'	33.00' RT
R	206+43.15	22	179,840.77	496,499.44	23'	41.00' RT
S	207+27.92	22	179,902.27	496,566.33	25'	43.00' RT
T	206+41.17	22	179,847.97	496,490.21	68'	29.47' RT

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING DETAILS	SHEET 39 E

2

LEGEND

AP4	4" HMA PAVEMENT
AP6	6 3/4" HMA PAVEMENT
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD2	2" BASE AGGREGATE DENSE 3/4-INCH
BAD4	4" BASE AGGREGATE DENSE 3/4-INCH
BAD67	6.75" BASE AGGREGATE DENSE 3/4-INCH
BAD8	8" BASE AGGREGATE DENSE 3/4-INCH
BAD6	6" BASE AGGREGATE DENSE 1 1/4-INCH
AF	ASPHALTIC FLUMES
CP8	CONCRETE PAVEMENT 8-INCH, DOWELED
CGI30	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 36-INCH TYPE A
CG36D	CONCRETE CURB & GUTTER 36-INCH TYPE D
CS	CONCRETE STEPS
DWY	CONCRETE DRIVEWAY 6-INCH
PED	CONCRETE CURB PEDESTRIAN (0"-6")
TPED	TALL CONCRETE CURB PEDESTRIAN (12")
CSD	CONCRETE SURFACE DRAINS
SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SW5	CONCRETE SIDEWALK 5-INCH
XX'	SIDEWALK TRANSITION LENGTH AT DRIVEWAY (FT)
A	CURB RADIUS POINT NUMBER

NOTES:
1. CURB AND GUTTER RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER STATION OFFSETS ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. ALL STATION/OFFSET LABELS ARE FROM STH 22 R/L UNLESS OTHERWISE NOTED.

MATCH LINE 207+50

MATCH LINE 212+00

STH 22 / N MCKENZIE ST

E MAIN ST / CTH BB

CTH BB R/L

E RAILROAD ST

E RAILROAD ST R/L

208

209

210

211

101'BB'

102'BB'

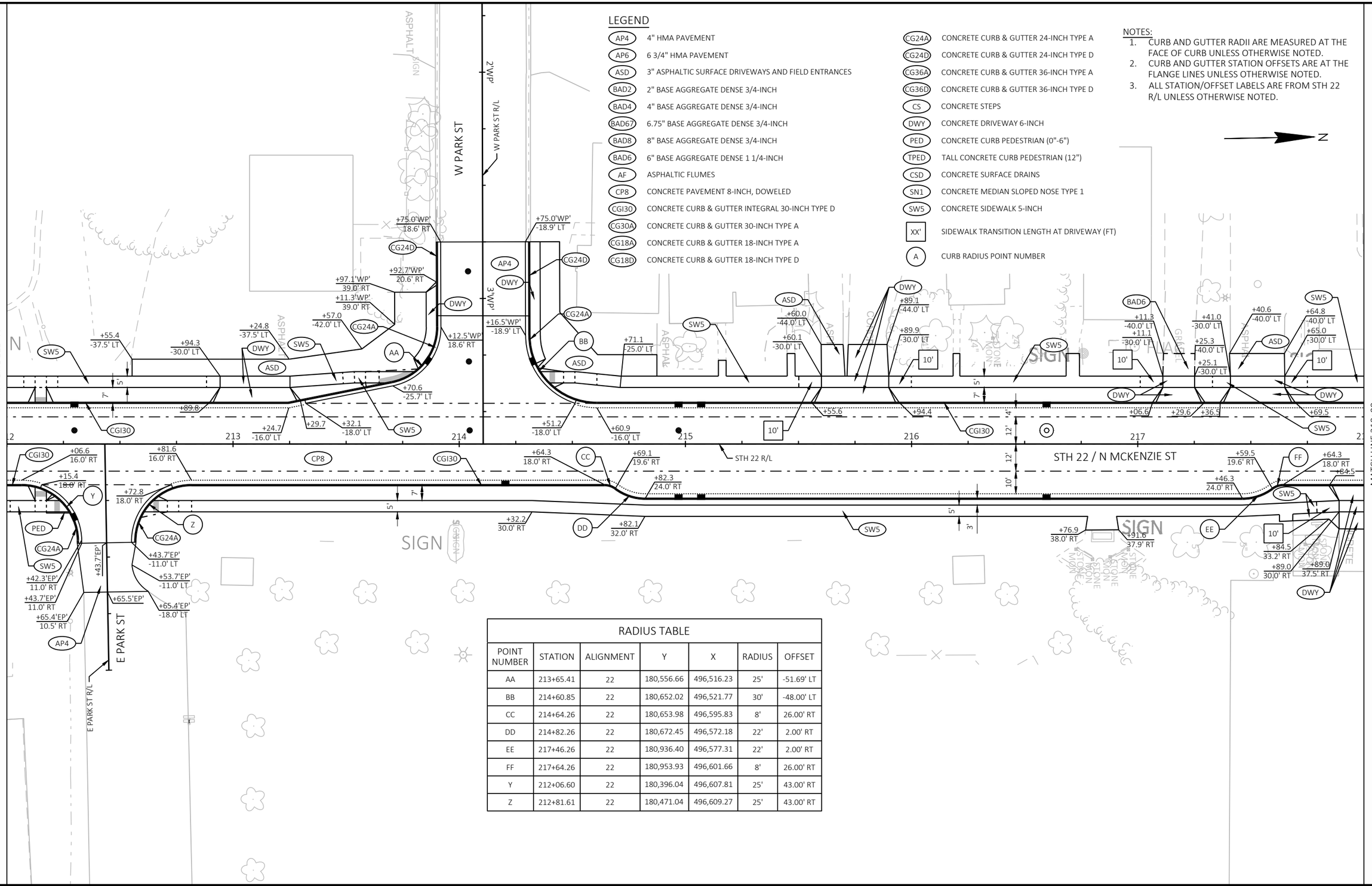
1'RR'

2'RR'

RADIUS TABLE

POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
IA	208+41.61	22	180,025.68	496,635.61	1.5'	58.80' RT
IB	208+33.70	22	180,020.36	496,604.27	1.5'	28.50' RT
IC	208+45.87	22	180,034.35	496,604.07	1.5'	26.50' RT
MA	208+42.75	22	180,034.14	496,574.89	1.5'	-2.50' LT
MB	208+57.80	22	180,047.55	496,612.04	41'	33.54' RT
MC	209+87.77	22	180,175.28	496,544.36	32'	-33.00' LT
MD	210+01.98	22	180,192.22	496,569.73	1.5'	-6.00' LT
U	207+61.40	22	179,913.31	496,628.46	70'	88.00' RT
V	209+04.28	22	180,093.89	496,653.45	50'	74.00' RT
W	208+99.49	22	180,089.48	496,633.94	30'	54.58' RT
X	209+98.43	22	180,195.07	496,630.68	30'	54.92' RT
ZZ	208+73.36	22	180,062.59	496,673.03	25'	94.18' RT

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING DETAILS	SHEET 40	E

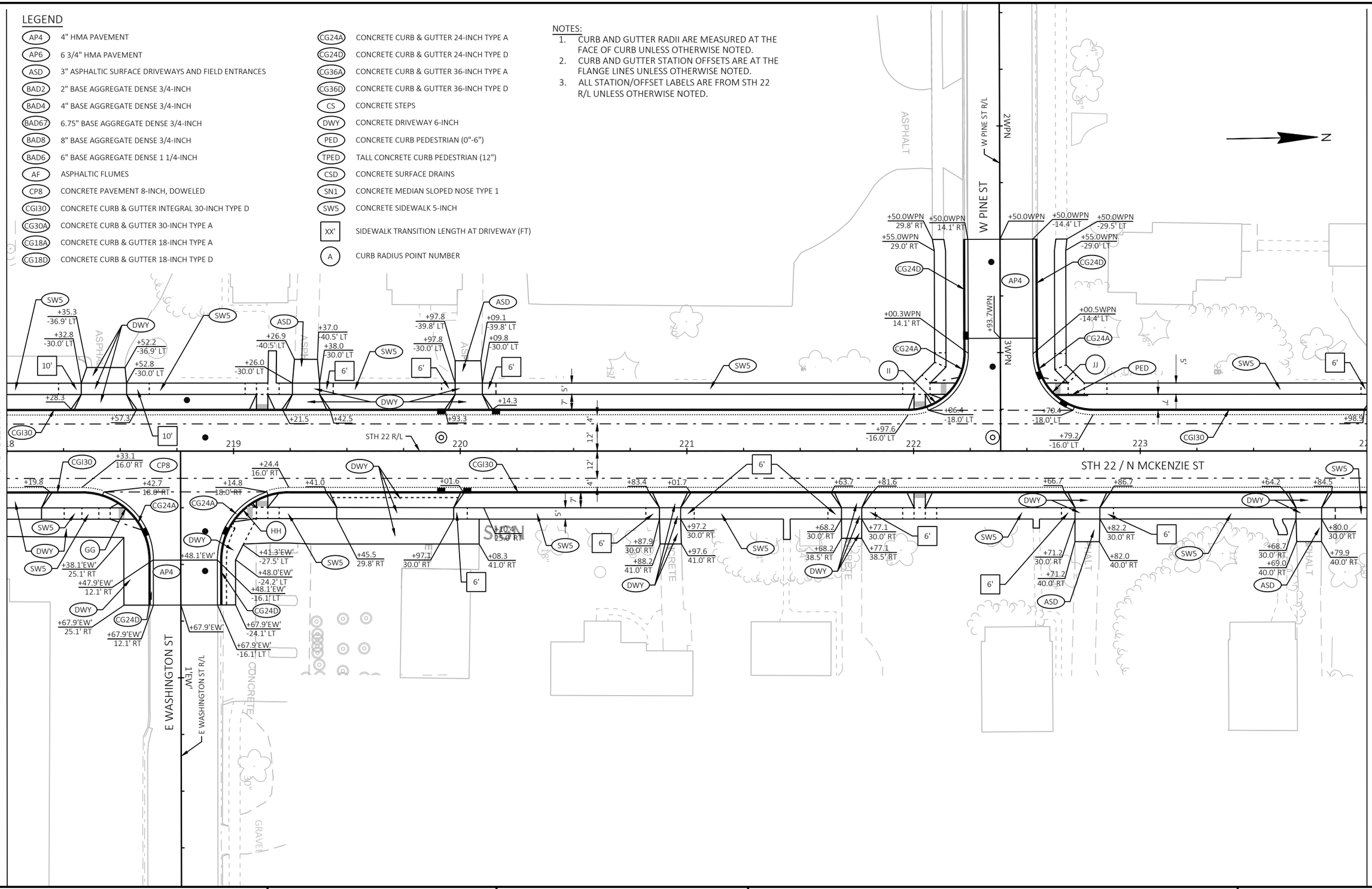


RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
AA	213+65.41	22	180,556.66	496,516.23	25'	-51.69' LT
BB	214+60.85	22	180,652.02	496,521.77	30'	-48.00' LT
CC	214+64.26	22	180,653.98	496,595.83	8'	26.00' RT
DD	214+82.26	22	180,672.45	496,572.18	22'	2.00' RT
EE	217+46.26	22	180,936.40	496,577.31	22'	2.00' RT
FF	217+64.26	22	180,953.93	496,601.66	8'	26.00' RT
Y	212+06.60	22	180,396.04	496,607.81	25'	43.00' RT
Z	212+81.61	22	180,471.04	496,609.27	25'	43.00' RT

LEGEND

AP4	4" HMA PAVEMENT
AP6	6 3/4" HMA PAVEMENT
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD2	2" BASE AGGREGATE DENSE 3/4-INCH
BAD4	4" BASE AGGREGATE DENSE 3/4-INCH
BAD67	6.75" BASE AGGREGATE DENSE 3/4-INCH
BAD8	8" BASE AGGREGATE DENSE 3/4-INCH
BAD6	6" BASE AGGREGATE DENSE 1 1/4-INCH
AF	ASPHALTIC FLUMES
CP8	CONCRETE PAVEMENT 8-INCH, DOWELED
CGI30	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 36-INCH TYPE A
CG36D	CONCRETE CURB & GUTTER 36-INCH TYPE D
CS	CONCRETE STEPS
DWY	CONCRETE DRIVEWAY 6-INCH
PED	CONCRETE CURB PEDESTRIAN (0"-6")
TPED	TALL CONCRETE CURB PEDESTRIAN (12")
CSD	CONCRETE SURFACE DRAINS
SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SW5	CONCRETE SIDEWALK 5-INCH
XX'	SIDEWALK TRANSITION LENGTH AT DRIVEWAY (FT)
A	CURB RADIUS POINT NUMBER

NOTES:
1. CURB AND GUTTER RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER STATION OFFSETS ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. ALL STATION/OFFSET LABELS ARE FROM STH 22 R/L UNLESS OTHERWISE NOTED.



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING DETAILS	SHEET 42 E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\021201-PD.DWG
LAYOUT NAME - 09

PLOT DATE : 7/31/2025 1:39 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

AP4	4" HMA PAVEMENT
AP6	6 3/4" HMA PAVEMENT
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD2	2" BASE AGGREGATE DENSE 3/4-INCH
BAD4	4" BASE AGGREGATE DENSE 3/4-INCH
BAD67	6.75" BASE AGGREGATE DENSE 3/4-INCH
BAD8	8" BASE AGGREGATE DENSE 3/4-INCH
BAD6	6" BASE AGGREGATE DENSE 1 1/4-INCH
AF	ASPHALTIC FLUMES
CP8	CONCRETE PAVEMENT 8-INCH, DOWELED
CGI30	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 36-INCH TYPE A
CG36D	CONCRETE CURB & GUTTER 36-INCH TYPE D
CS	CONCRETE STEPS
DWY	CONCRETE DRIVEWAY 6-INCH
PED	CONCRETE CURB PEDESTRIAN (0"-6")
TPED	TALL CONCRETE CURB PEDESTRIAN (12")
CSD	CONCRETE SURFACE DRAINS
SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SW5	CONCRETE SIDEWALK 5-INCH
XX'	SIDEWALK TRANSITION LENGTH AT DRIVEWAY (FT)
A	CURB RADIUS POINT NUMBER

NOTES:
1. CURB AND GUTTER RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER STATION OFFSETS ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. ALL STATION/OFFSET LABELS ARE FROM STH 22 R/L UNLESS OTHERWISE NOTED.

N

MATCH LINE 224+00

MATCH LINE 230+00

W CEDAR ST

W CEDAR ST R/L

E CEDAR ST

E CEDAR ST R/L

STH 22 R/L

STH 22 / N MCKENZIE ST

SIGN

ASPHALT

CONCRETE

GRAVEL

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
KK	225+13.97	22	181,703.13	496,633.66	25'	43.00' RT
LL	226+03.78	22	181,792.92	496,635.46	25'	43.00' RT
MM	225+71.95	22	181,762.83	496,548.84	25'	-43.00' LT
NN	226+57.40	22	181,848.26	496,550.56	25'	-43.00' LT

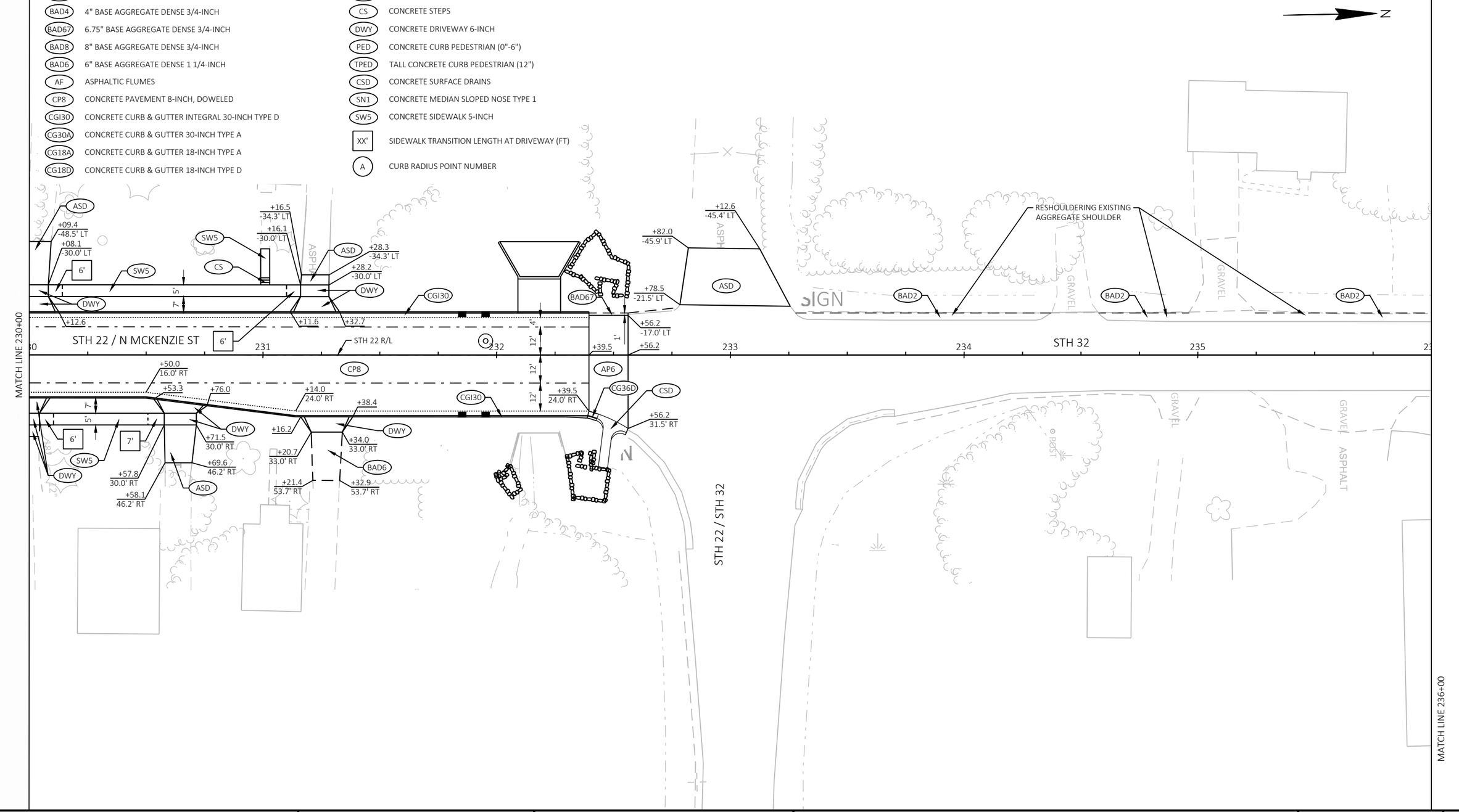
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING DETAILS	SHEET 43 E

2

LEGEND

AP4	4" HMA PAVEMENT
AP6	6 3/4" HMA PAVEMENT
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD2	2" BASE AGGREGATE DENSE 3/4-INCH
BAD4	4" BASE AGGREGATE DENSE 3/4-INCH
BAD67	6.75" BASE AGGREGATE DENSE 3/4-INCH
BAD8	8" BASE AGGREGATE DENSE 3/4-INCH
BAD6	6" BASE AGGREGATE DENSE 1 1/4-INCH
AF	ASPHALTIC FLUMES
CP8	CONCRETE PAVEMENT 8-INCH, DOWELED
CGI30	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 36-INCH TYPE A
CG36D	CONCRETE CURB & GUTTER 36-INCH TYPE D
CS	CONCRETE STEPS
DWY	CONCRETE DRIVEWAY 6-INCH
PED	CONCRETE CURB PEDESTRIAN (0"-6")
TPED	TALL CONCRETE CURB PEDESTRIAN (12")
CSD	CONCRETE SURFACE DRAINS
SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SW5	CONCRETE SIDEWALK 5-INCH
XX'	SIDEWALK TRANSITION LENGTH AT DRIVEWAY (FT)
A	CURB RADIUS POINT NUMBER

NOTES:
1. CURB AND GUTTER RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER STATION OFFSETS ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. ALL STATION/OFFSET LABELS ARE FROM STH 22 R/L UNLESS OTHERWISE NOTED.



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING DETAILS	SHEET 44 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021201-PD.DWG
LAYOUT NAME - 11
PLOT DATE : 7/31/2025 5:25 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

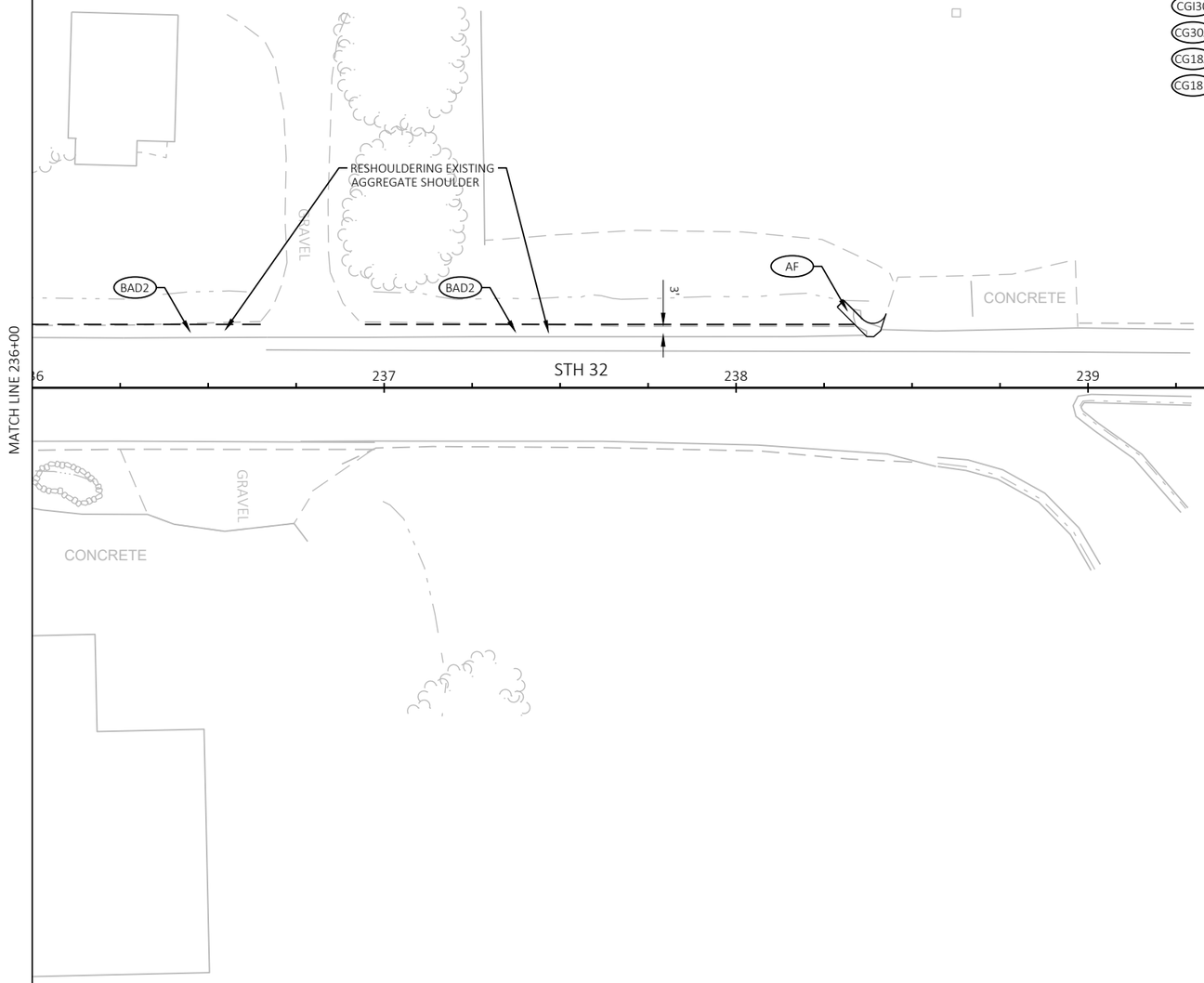
N

LEGEND

AP4	4" HMA PAVEMENT
AP6	6 3/4" HMA PAVEMENT
ASD	3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BAD2	2" BASE AGGREGATE DENSE 3/4-INCH
BAD4	4" BASE AGGREGATE DENSE 3/4-INCH
BAD67	6.75" BASE AGGREGATE DENSE 3/4-INCH
BAD8	8" BASE AGGREGATE DENSE 3/4-INCH
BAD6	6" BASE AGGREGATE DENSE 1 1/4-INCH
AF	ASPHALTIC FLUMES
CP8	CONCRETE PAVEMENT 8-INCH, DOWELED
CGI30	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
CG18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
CG24A	CONCRETE CURB & GUTTER 24-INCH TYPE A
CG24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CG36A	CONCRETE CURB & GUTTER 36-INCH TYPE A
CG36D	CONCRETE CURB & GUTTER 36-INCH TYPE D
CS	CONCRETE STEPS
DWY	CONCRETE DRIVEWAY 6-INCH
PED	CONCRETE CURB PEDESTRIAN (0"-6")
TPED	TALL CONCRETE CURB PEDESTRIAN (12")
CSD	CONCRETE SURFACE DRAINS
SN1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
SW5	CONCRETE SIDEWALK 5-INCH
XX'	SIDEWALK TRANSITION LENGTH AT DRIVEWAY (FT)
A	CURB RADIUS POINT NUMBER

NOTES:

1. CURB AND GUTTER RADII ARE MEASURED AT THE FACE OF CURB UNLESS OTHERWISE NOTED.
2. CURB AND GUTTER STATION OFFSETS ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. ALL STATION/OFFSET LABELS ARE FROM STH 22 R/L UNLESS OTHERWISE NOTED.



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING DETAILS	SHEET 45 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021201-PD.DWG
LAYOUT NAME - 12

PLOT DATE : 7/31/2025 1:42 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES.
2. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.
4. FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED

LEGEND

XXX.XX	PROPOSED ELEVATION
XXX.XX (E)	EXISTING ELEVATION
XXX.XX (LP)	LOW POINT ELEVATION
XXX.XX (HP)	HIGH POINT ELEVATION

STH 22 CURVE 1			
STA	EVENT	LT	RT
173+51.16	BEGIN FULL SUPER	-6%	6%
175+36.79	END FULL SUPER	-6%	6%
176+13.79	REVERSE CROWN	-2%	2%
176+52.79	LEVEL CROWN	-2%	0%
176+91.79	BEGIN NORMAL CROWN	-2%	-2%

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING GRADES	SHEET 46	E

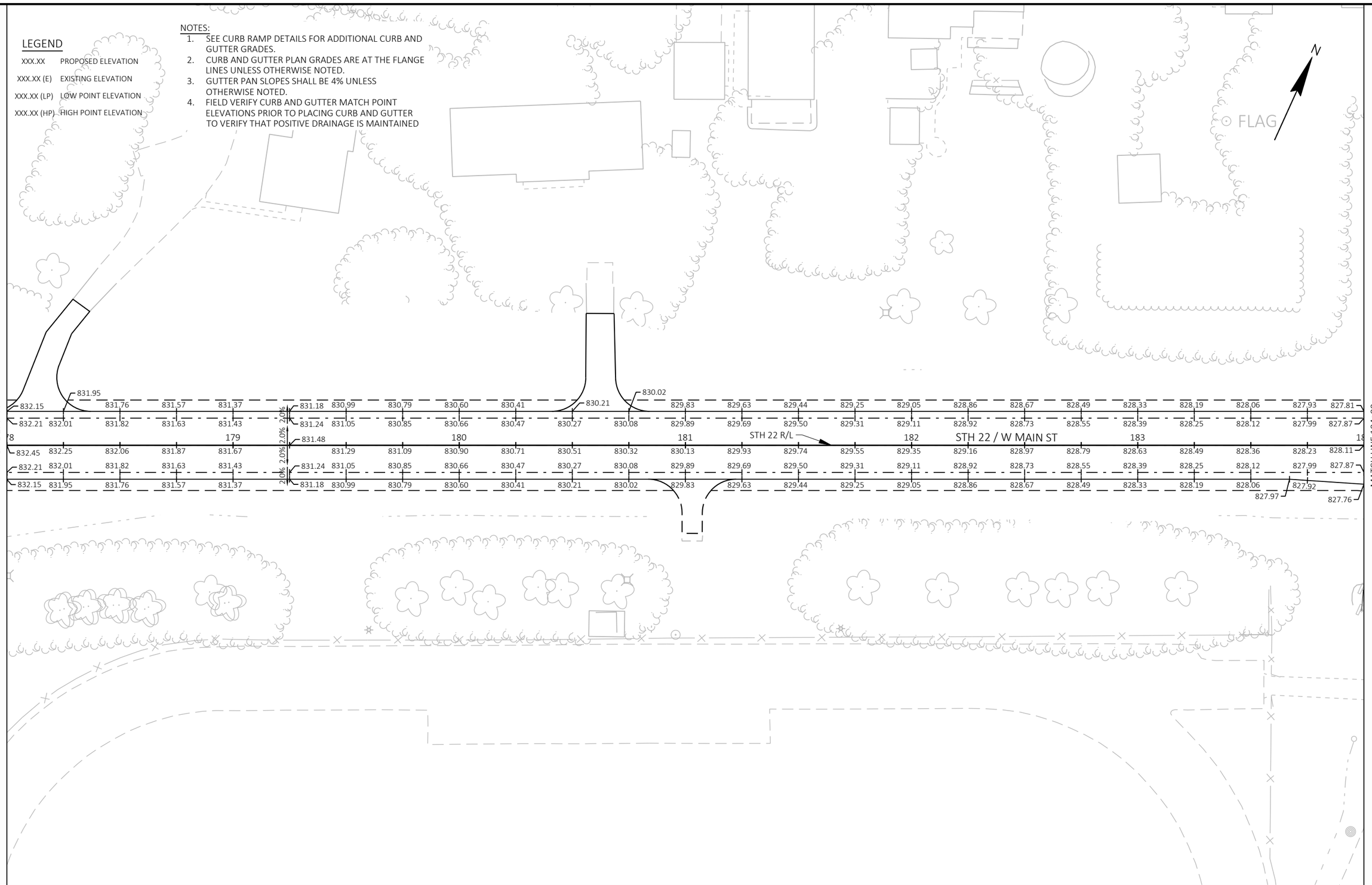
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021203-PG.DWG
LAYOUT NAME - 01
PLOT DATE : 7/31/2025 1:45 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

LEGEND

XXX.XX	PROPOSED ELEVATION
XXX.XX (E)	EXISTING ELEVATION
XXX.XX (LP)	LOW POINT ELEVATION
XXX.XX (HP)	HIGH POINT ELEVATION

NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES.
2. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.
4. FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING GRADES	SHEET 47 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021203-PG.DWG
LAYOUT NAME - 02

PLOT DATE : 7/31/2025 1:46 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXX.XX	PROPOSED ELEVATION
XXX.XX (E)	EXISTING ELEVATION
XXX.XX (LP)	LOW POINT ELEVATION
XXX.XX (HP)	HIGH POINT ELEVATION

NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES.
2. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.
4. FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED

N

N HARDING AVE R/L

N HARDING AVE

31'H'

824.53(E) 824.69(E) 824.54(E) 824.41 824.64 824.48 824.37 824.62 824.33(LP) 824.73 824.76 824.52 823.22 824.33 824.09(LP) 825.33 825.18 825.32 825.86 825.59 824.96 824.79 824.63 824.42 824.28 824.11 823.91 823.69 823.46 823.30 824.50 824.36 824.19 823.99 823.77 823.54 824.74 824.60 824.43 824.23 824.01 823.78 823.54 824.70 824.76 824.62 824.54 824.68 824.83 824.91 825.01 825.20 825.41 825.63 825.84 826.05 826.26 826.48 826.64 826.69 826.84 827.06 827.25 827.39(LP) 827.42 827.46 827.48 827.40 827.71 827.78 827.75 827.90(E) 827.96(E) 828.09(E) 827.87 827.73 827.57 827.39 827.19 826.98 826.77 826.56 826.34 826.13 825.92 825.71 825.49 825.28 825.09 824.91 827.81 827.67 827.51 827.33 827.13 826.92 826.71 826.50 826.28 826.07 828.11 827.97 827.81 827.63 827.43 827.22 827.01 826.80 826.58 826.37 826.16 825.95 825.73 825.52 825.33 825.15 825.00 824.86 827.76 827.59 1.1% 1.1% 1.7% 2.4% 1.2% 1.0% 0.5% 2.0% 2.0% 2.0% 0.8% 0.5% 1.3% 1.3% 0.3% 2.4% 0.9% 0.5% 0.5%

185 186 187 188 189

STH 22 R/L

STH 22 / W MAIN ST

MATCH LINE 184+00

MATCH LINE 190+00

GILLETT HIGH SCHOOL R/L

GILLETT HIGH SCHOOL

SIGN

SIGN

PROP

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING GRADES	SHEET 48 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021203-PG.DWG
LAYOUT NAME - 03

PLOT DATE : 7/31/2025 1:47 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

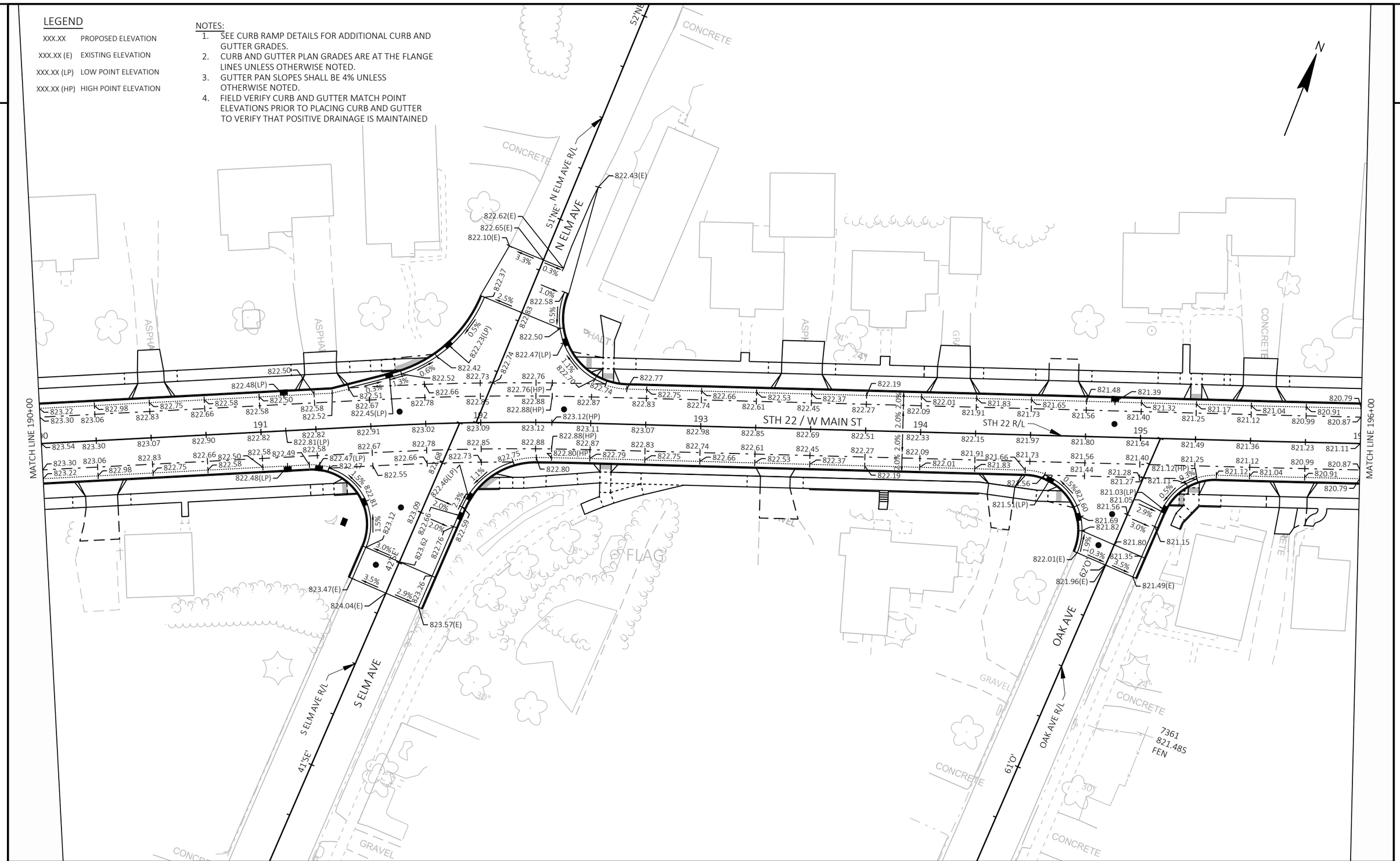
2

LEGEND

XXX.XX	PROPOSED ELEVATION
XXX.XX (E)	EXISTING ELEVATION
XXX.XX (LP)	LOW POINT ELEVATION
XXX.XX (HP)	HIGH POINT ELEVATION

NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES.
2. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.
4. FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING GRADES	SHEET 49	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021203-PG.DWG
LAYOUT NAME - 04

PLOT DATE : 7/31/2025 1:48 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

XXX.XX	PROPOSED ELEVATION
XXX.XX (E)	EXISTING ELEVATION
XXX.XX (LP)	LOW POINT ELEVATION
XXX.XX (HP)	HIGH POINT ELEVATION

NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES.
2. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.
4. FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED

N

MATCH LINE 196+00

MATCH LINE 202+00

STH 22 R/L

STH 22 / W MAIN ST

BIRCH AVE R/L

BIRCH AVE

FLAG

SIGN

GRAVEL

ASPHALT

CONCRETE

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING GRADES	SHEET 50	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021203-PG.DWG
LAYOUT NAME - 05

PLOT DATE : 7/31/2025 1:49 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

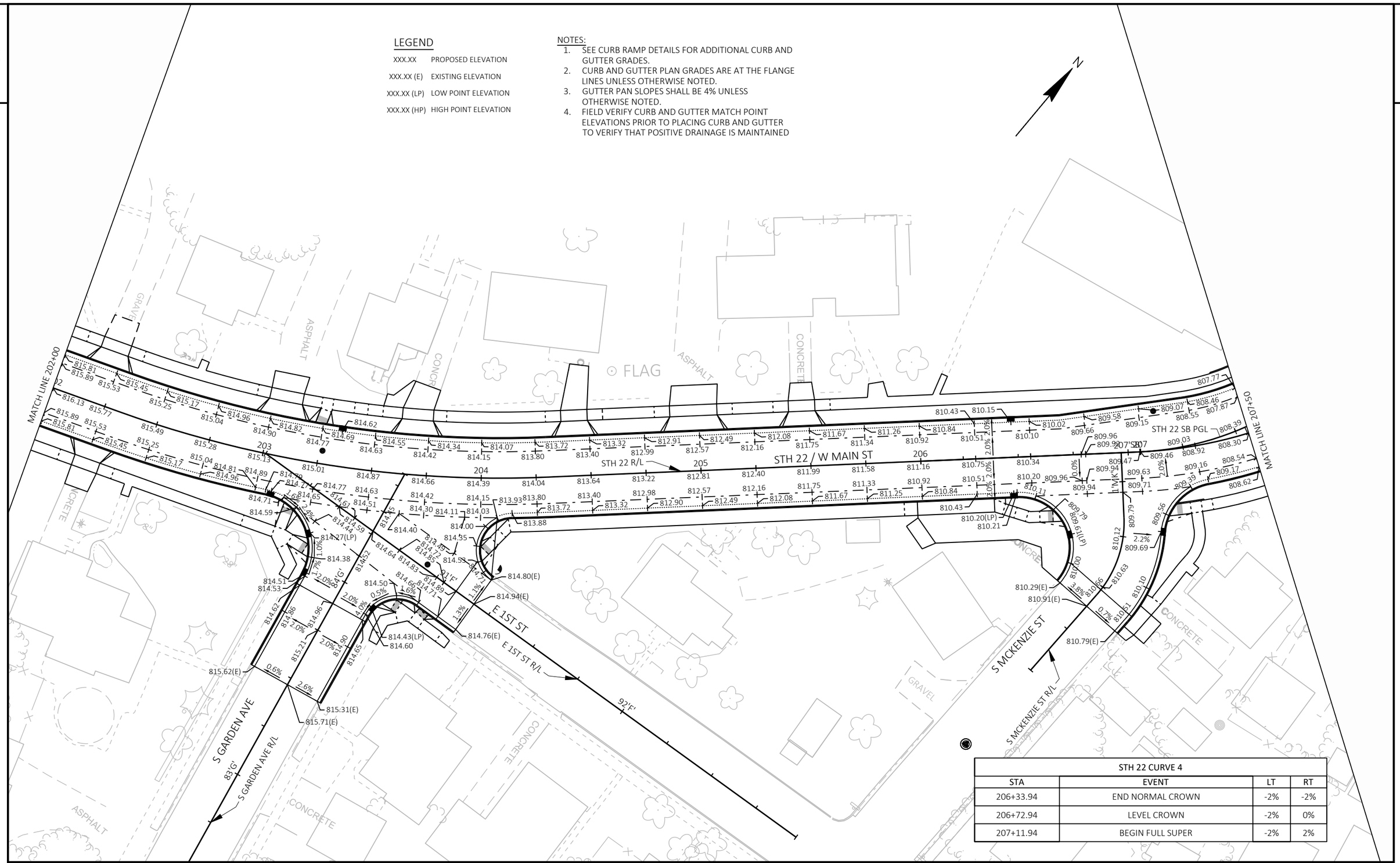
2

LEGEND

XXX.XX	PROPOSED ELEVATION
XXX.XX (E)	EXISTING ELEVATION
XXX.XX (LP)	LOW POINT ELEVATION
XXX.XX (HP)	HIGH POINT ELEVATION

NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES.
2. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.
4. FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED



STH 22 CURVE 4			
STA	EVENT	LT	RT
206+33.94	END NORMAL CROWN	-2%	-2%
206+72.94	LEVEL CROWN	-2%	0%
207+11.94	BEGIN FULL SUPER	-2%	2%

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING GRADES	SHEET 51	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021203-PG.DWG
LAYOUT NAME - 06

PLOT DATE : 7/31/2025 1:51 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

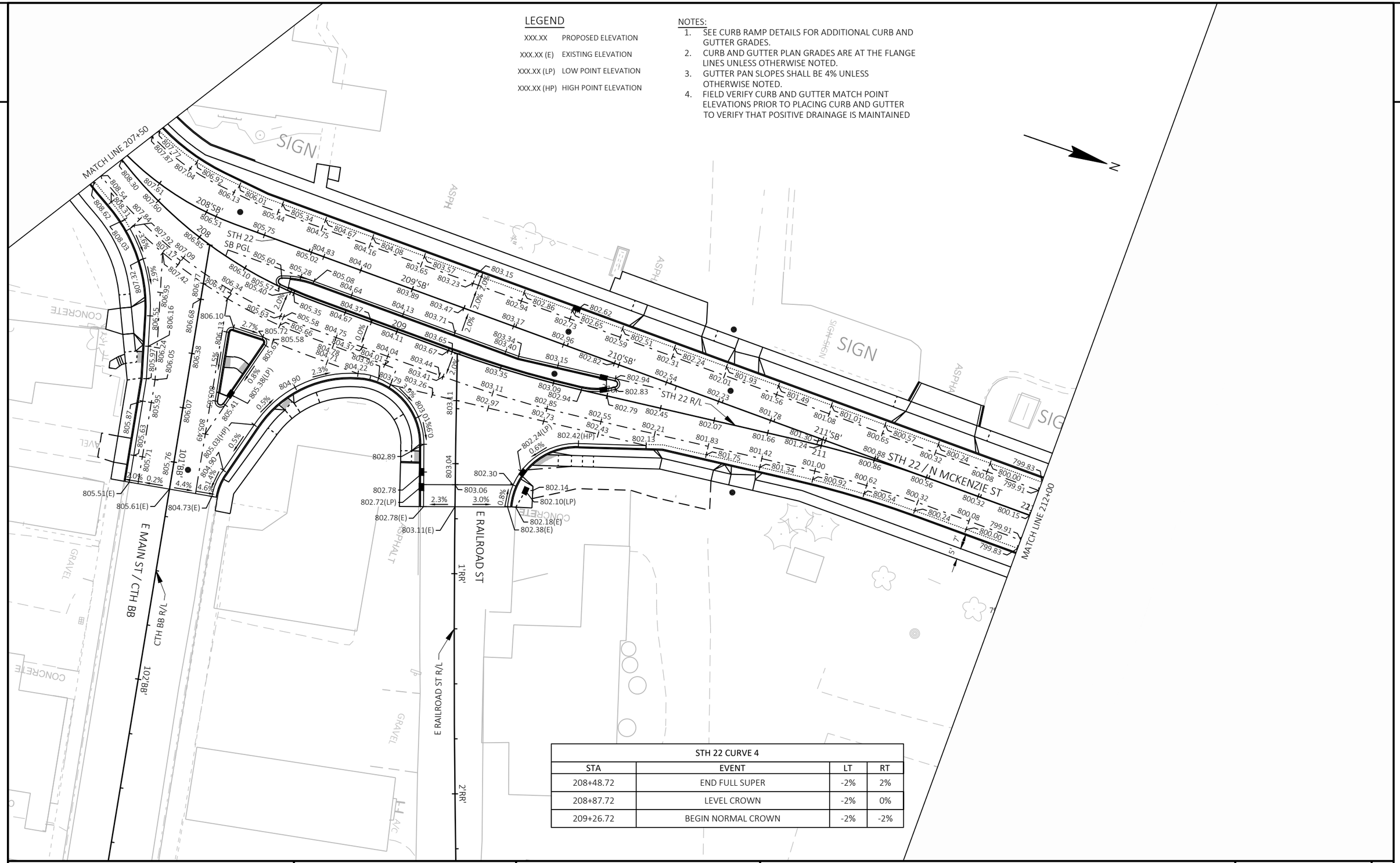
2

LEGEND

XXX.XX	PROPOSED ELEVATION
XXX.XX (E)	EXISTING ELEVATION
XXX.XX (LP)	LOW POINT ELEVATION
XXX.XX (HP)	HIGH POINT ELEVATION

NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES.
2. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.
4. FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED



STH 22 CURVE 4			
STA	EVENT	LT	RT
208+48.72	END FULL SUPER	-2%	2%
208+87.72	LEVEL CROWN	-2%	0%
209+26.72	BEGIN NORMAL CROWN	-2%	-2%

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING GRADES	SHEET 52	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\021203-PG.DWG
LAYOUT NAME - 07
PLOT DATE : 7/31/2025 5:32 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

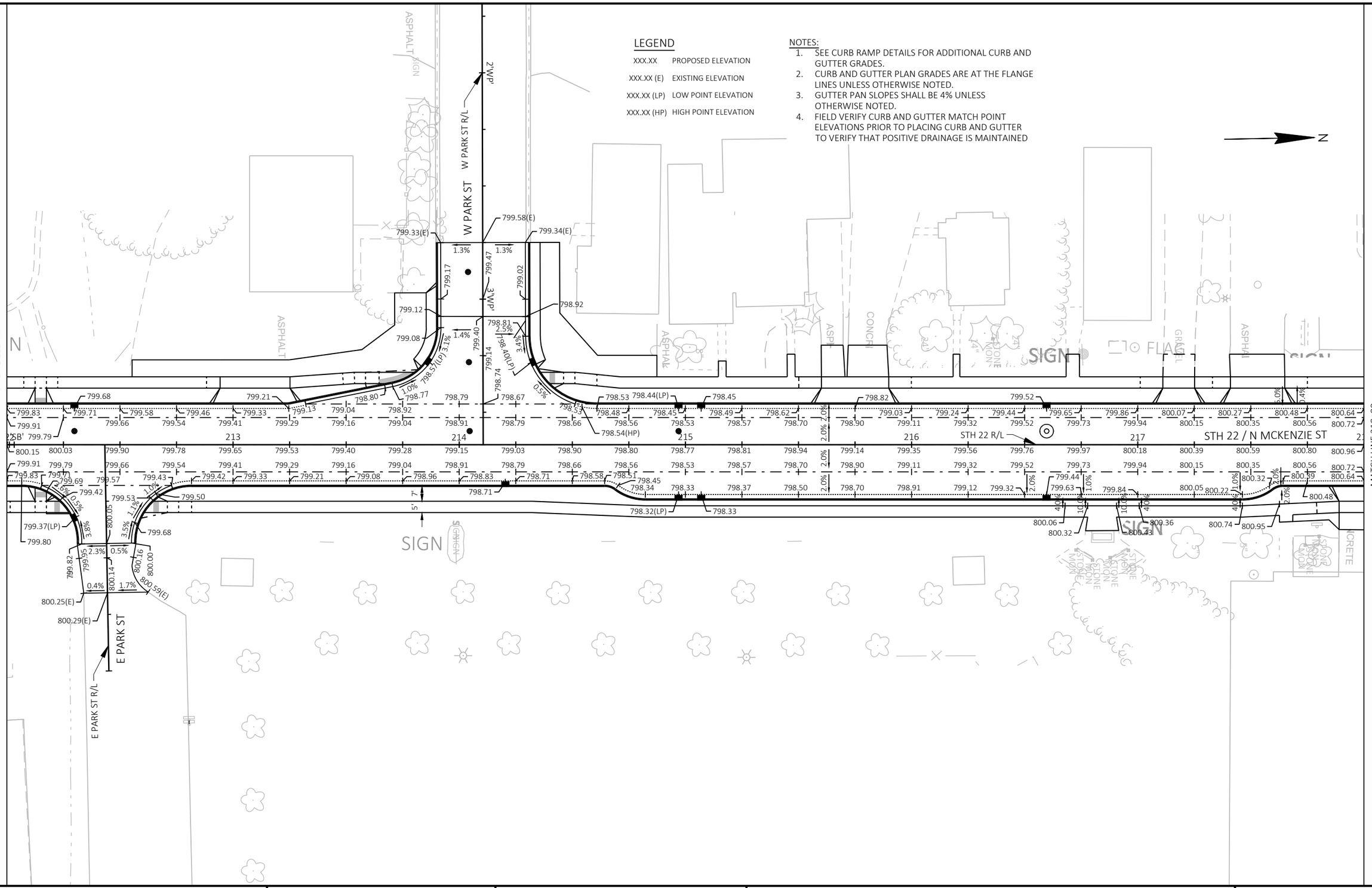
2

LEGEND

XXX.XX	PROPOSED ELEVATION
XXX.XX (E)	EXISTING ELEVATION
XXX.XX (LP)	LOW POINT ELEVATION
XXX.XX (HP)	HIGH POINT ELEVATION

NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES.
2. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.
4. FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING GRADES	SHEET 53 E

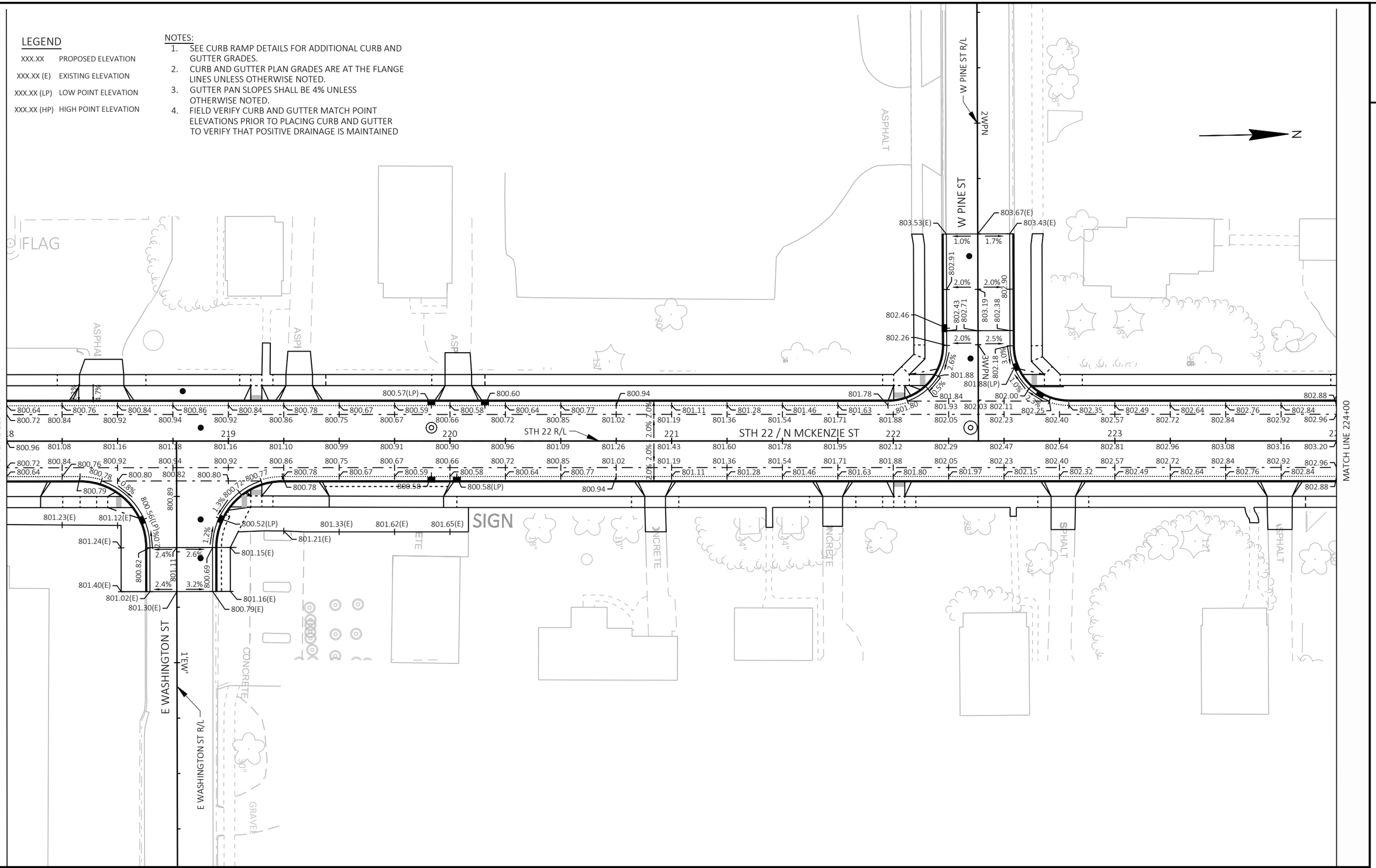
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021203-PG.DWG
LAYOUT NAME - 08

PLOT DATE : 7/31/2025 1:53 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

XXX.XX	PROPOSED ELEVATION
XXX.XX (E)	EXISTING ELEVATION
XXX.XX (LP)	LOW POINT ELEVATION
XXX.XX (HP)	HIGH POINT ELEVATION

NOTES:
1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES.
2. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.
4. FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING GRADES	SHEET 54 E

2

2

LEGEND

XXX.XX	PROPOSED ELEVATION
XXX.XX (E)	EXISTING ELEVATION
XXX.XX (LP)	LOW POINT ELEVATION
XXX.XX (HP)	HIGH POINT ELEVATION

NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES.
2. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.
4. FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED

N

W CEDAR ST

W CEDAR ST R/L

1WC

2WC

804.18(E)

803.76(E)

803.98(E)

2.7%

1.2%

803.46

803.94

803.59

803.00

803.31

802.98

2.0%

2.0%

802.12

802.10

3.0%

3.0%

802.59

802.08

2.4%

3.1%

801.88(LP)

801.78(LP)

802.32

802.13

802.24

1.0%

0.5%

801.90

801.81(LP)

801.82

801.93

801.72

802.88 802.89 802.86 802.79 802.68 802.56 802.43 802.39 802.26 802.14 802.07 802.02 801.90 801.84 801.89 801.92 801.84 802.01 802.14 802.06 802.18 802.28 802.32 802.30 802.23 802.10 801.98 801.85

802.96 802.97 802.94 802.87 802.76 802.64 802.51 802.39 802.26 802.14 802.01 801.92 801.89 801.92 802.01 802.14 802.26 802.36 802.40 802.38 802.31 802.18 802.06 801.93 801.80

224 225 226 227 228 229 230

STH 22 R/L

STH 22 / N MCKENZIE ST

MATCH LINE 224+00

MATCH LINE 230+00

803.20 803.21 803.18 803.11 803.00 802.88 802.75 802.63 802.50 802.38 802.25 802.16 802.13 802.16 802.25 802.38 802.50 802.60 802.64 802.62 802.55 802.42 802.30 802.17 802.04

2.0% 2.0%

802.96 802.97 802.94 802.87 802.76 802.64 802.51 802.39 802.26 802.14 802.01 801.92 801.89 801.92 801.01 802.14 802.26 802.36 802.40 802.38 802.31 802.18 802.06 801.93 801.80

802.88 802.89 802.86 802.79 802.53 802.39 802.27 802.17 802.16 802.06 801.93 801.84 801.84 802.06 802.18 802.28 802.32 802.30 802.23 802.10 801.98 801.85

802.68 802.61 802.35 801.81(LP) 801.82 801.93 801.72

2.7% 0.5% 2.4%

802.30 15% 8%

802.19(HP)

802.12(LP)

802.05(LP)

2.5% 2.5%

802.29 802.30 802.76 802.30

2.3% 2.4%

802.63(E) 802.61(E)

803.06(E)

SIGN

E CEDAR ST

E CEDAR ST R/L

1EC

ASPHALT

CONCRETE

GRAVEL

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING GRADES	SHEET 55	E

2

2

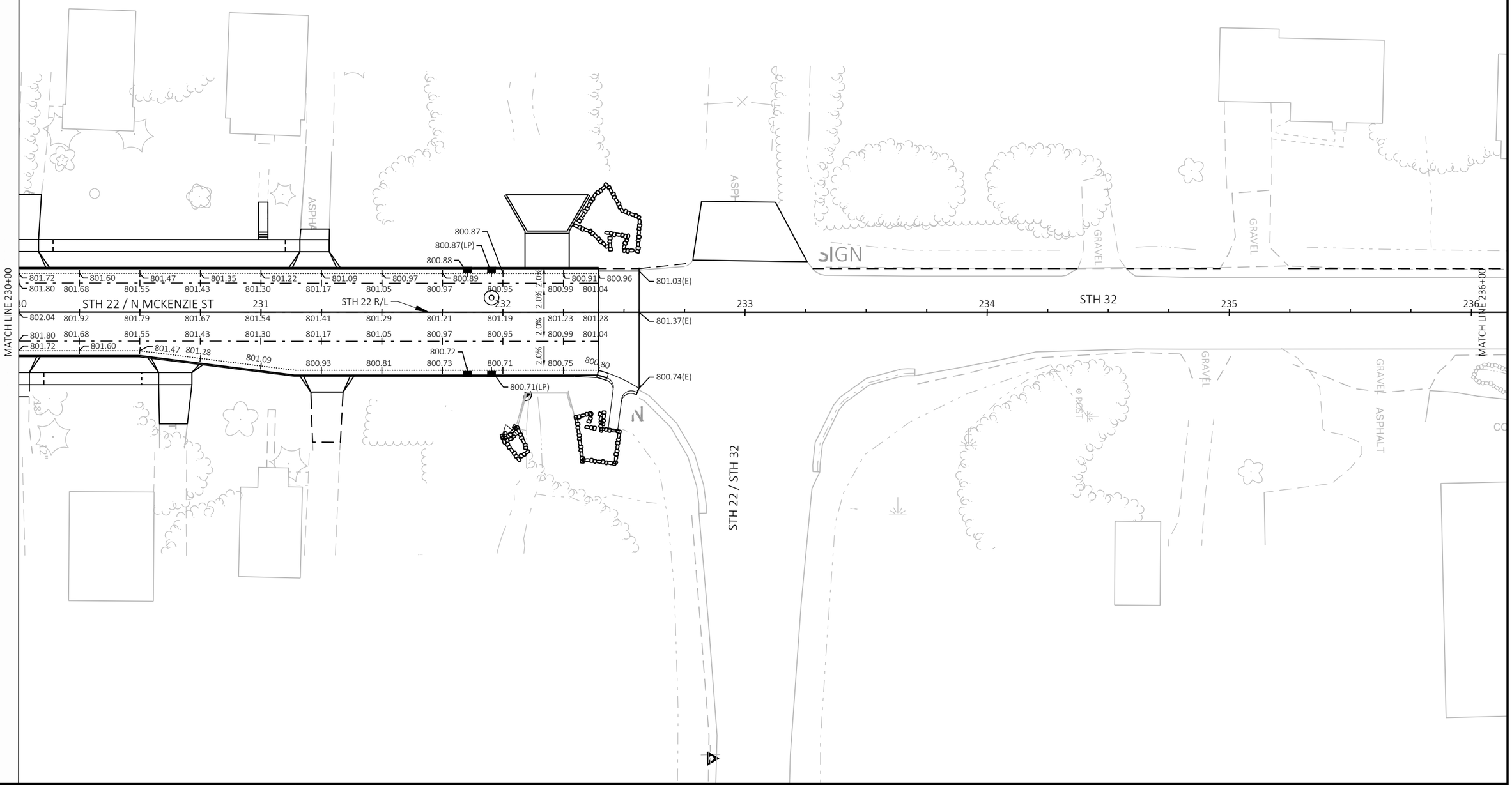
LEGEND

XXX.XX	PROPOSED ELEVATION
XXX.XX (E)	EXISTING ELEVATION
XXX.XX (LP)	LOW POINT ELEVATION
XXX.XX (HP)	HIGH POINT ELEVATION

NOTES:

1. SEE CURB RAMP DETAILS FOR ADDITIONAL CURB AND GUTTER GRADES.
2. CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINES UNLESS OTHERWISE NOTED.
3. GUTTER PAN SLOPES SHALL BE 4% UNLESS OTHERWISE NOTED.
4. FIELD VERIFY CURB AND GUTTER MATCH POINT ELEVATIONS PRIOR TO PLACING CURB AND GUTTER TO VERIFY THAT POSITIVE DRAINAGE IS MAINTAINED

N

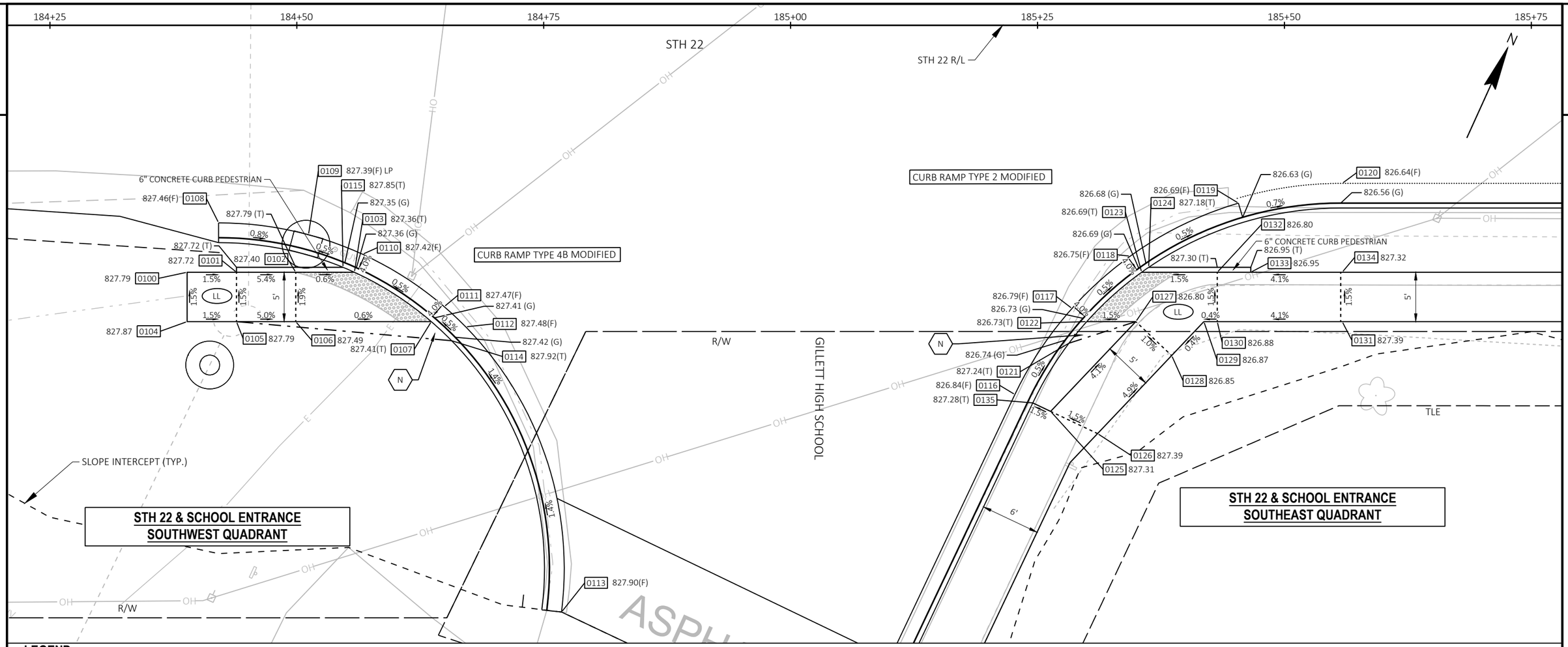


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVING GRADES	SHEET 56 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021203-PG.DWG
LAYOUT NAME - 11

PLOT DATE : 7/31/2025 5:34 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

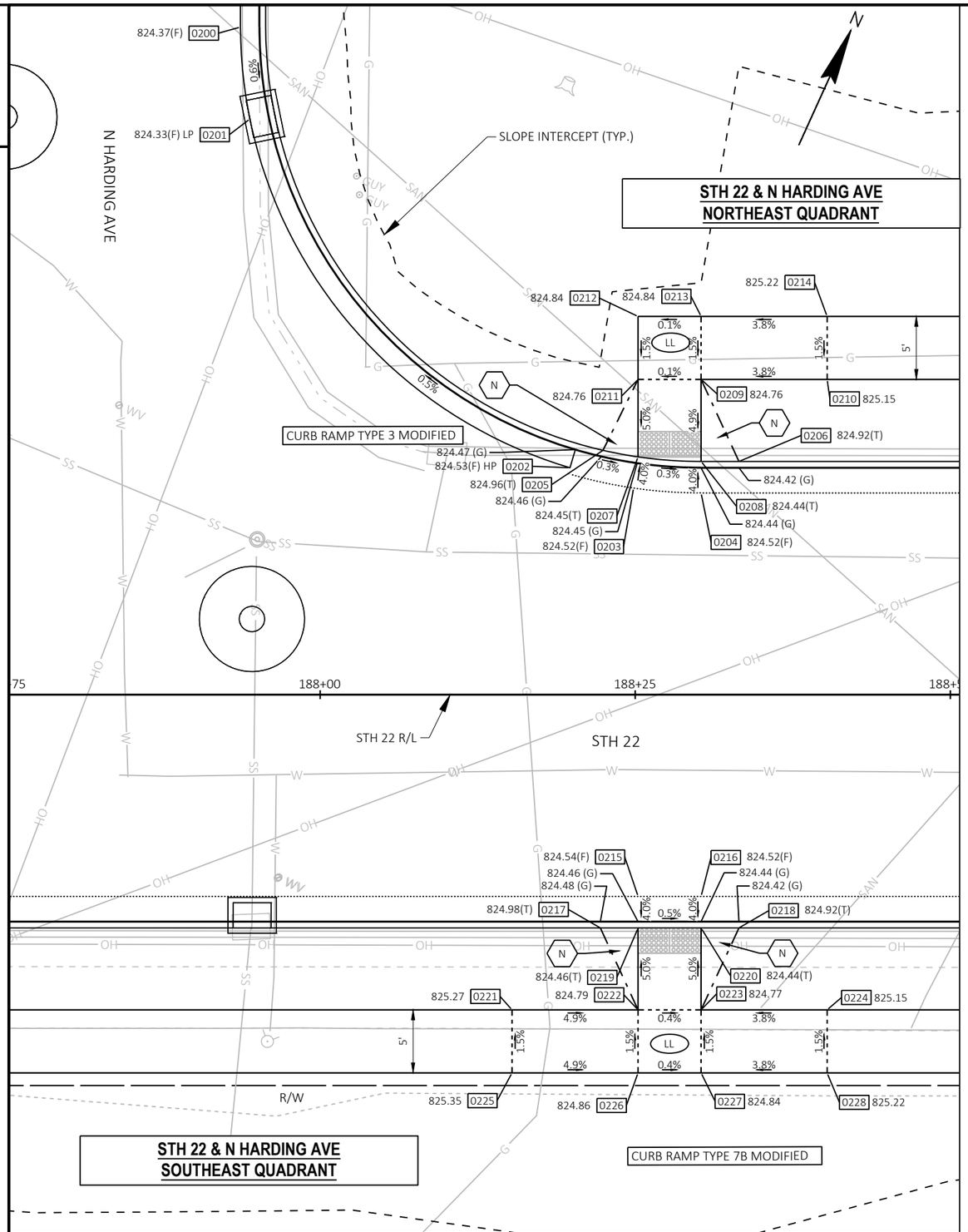
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 57	E

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0100	184+38.89	25.00' RT	827.79	178,935.72	494,493.14
0101	184+43.89	25.00' RT	827.72	178,937.79	494,497.69
0102	184+49.89	25.00' RT	827.40	178,940.27	494,503.15
0103	184+55.83	25.00' RT	827.36	178,942.72	494,508.56
0104	184+38.89	30.00' RT	827.87	178,931.17	494,495.20
0105	184+43.89	30.00' RT	827.79	178,933.24	494,499.76
0106	184+49.89	30.00' RT	827.49	178,935.72	494,505.22
0107	184+63.62	30.00' RT	827.41	178,941.39	494,517.72
0108	184+42.08	20.00' RT	827.46	178,941.60	494,493.98
0109	184+51.18	21.20' RT	827.39	178,944.26	494,502.76
0110	184+56.66	23.18' RT	827.42	178,944.72	494,508.57
0111	184+64.92	28.48' RT	827.47	178,943.31	494,518.29
0112	184+67.11	30.54' RT	827.48	178,942.34	494,521.12
0113	184+76.80	59.41' RT	827.90	178,920.05	494,541.88
0114	184+65.68	31.93' RT	827.92	178,940.48	494,520.40
0115	184+54.68	24.50' RT	827.85	178,942.70	494,507.31

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	33.00'	13.73'	20.59 SF	9.26'
SOUTHEAST	34.50'	13.21'	15.36 SF	7.48'

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0116	185+22.71	37.38' RT	826.84	178,959.08	494,574.59
0117	185+28.49	28.67' RT	826.79	178,969.41	494,576.25
0118	185+34.38	23.38' RT	826.75	178,976.65	494,579.42
0119	185+45.34	18.00' RT	826.69	178,986.08	494,587.19
0120	185+55.85	16.00' RT	826.64	178,992.25	494,595.93
0121	185+28.19	32.19' RT	827.24	178,966.08	494,577.43
0122	185+29.99	30.00' RT	826.73	178,968.81	494,578.16
0123	185+35.54	25.00' RT	826.69	178,975.66	494,581.16
0124	185+36.26	24.50' RT	827.18	178,976.41	494,581.60
0125	185+26.33	39.09' RT	827.31	178,959.02	494,578.59
0126	185+31.08	41.34' RT	827.39	178,958.93	494,583.85
0127	185+34.95	30.00' RT	826.80	178,970.86	494,582.69
0128	185+38.58	33.44' RT	826.85	178,969.23	494,587.41
0129	185+41.85	30.00' RT	826.87	178,973.71	494,588.96
0130	185+43.20	30.00' RT	826.88	178,974.27	494,590.19
0131	185+55.85	30.00' RT	827.39	178,979.50	494,601.72
0132	185+43.20	25.00' RT	826.80	178,978.82	494,588.13
0133	185+46.59	25.00' RT	826.95	178,980.22	494,591.22
0134	185+55.85	25.00' RT	827.32	178,984.05	494,599.65
0135	185+24.52	38.24' RT	827.28	178,959.05	494,576.59



LEGEND

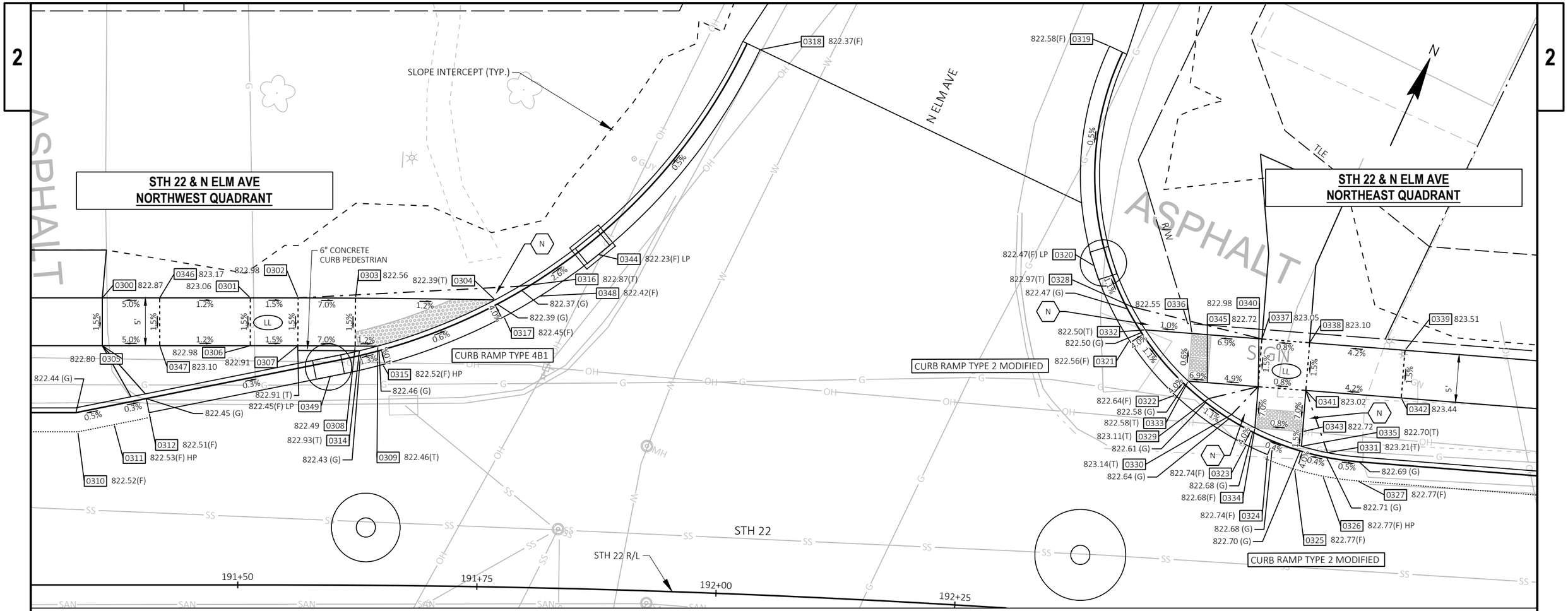
XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0200	187+93.68	52.96' LT	824.37	179,153.30	494,784.02
0201	187+94.43	45.66' LT	824.33	179,146.97	494,787.72
0202	188+19.83	18.00' LT	824.53	179,132.27	494,822.27
0203	188+24.87	16.38' LT	824.52	179,132.89	494,827.53
0204	188+30.23	16.00' LT	824.52	179,134.75	494,832.57
0205	188+22.44	19.38' LT	824.96	179,134.61	494,824.08
0206	188+33.23	18.50' LT	824.92	179,138.27	494,834.27
0207	188+25.23	18.86' LT	824.45	179,135.29	494,826.84
0208	188+30.23	18.50' LT	824.44	179,137.03	494,831.54
0209	188+30.23	25.00' LT	824.76	179,142.95	494,828.85
0210	188+40.23	25.00' LT	825.15	179,147.08	494,837.96
0211	188+25.23	25.00' LT	824.76	179,140.88	494,824.30
0212	188+25.23	30.00' LT	824.84	179,145.43	494,822.23
0213	188+30.23	30.00' LT	824.84	179,147.50	494,826.79
0214	188+40.23	30.00' LT	825.22	179,151.63	494,835.89

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0215	188+25.23	16.00' RT	824.54	179,103.54	494,841.24
0216	188+30.23	16.00' RT	824.52	179,105.61	494,845.79
0217	188+22.23	18.50' RT	824.98	179,100.03	494,839.54
0218	188+33.23	18.50' RT	824.92	179,104.57	494,849.56
0219	188+25.23	18.50' RT	824.46	179,101.27	494,842.27
0220	188+30.23	18.50' RT	824.44	179,103.33	494,846.83
0221	188+15.23	25.00' RT	825.27	179,091.22	494,835.85
0222	188+25.23	25.00' RT	824.79	179,095.35	494,844.96
0223	188+30.23	25.00' RT	824.77	179,097.41	494,849.51
0224	188+40.23	25.00' RT	825.15	179,101.55	494,858.62
0225	188+15.23	30.00' RT	825.35	179,086.66	494,837.92
0226	188+25.23	30.00' RT	824.86	179,090.79	494,847.02
0227	188+30.23	30.00' RT	824.84	179,092.86	494,851.58
0228	188+40.23	30.00' RT	825.22	179,096.99	494,860.68

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 60	E

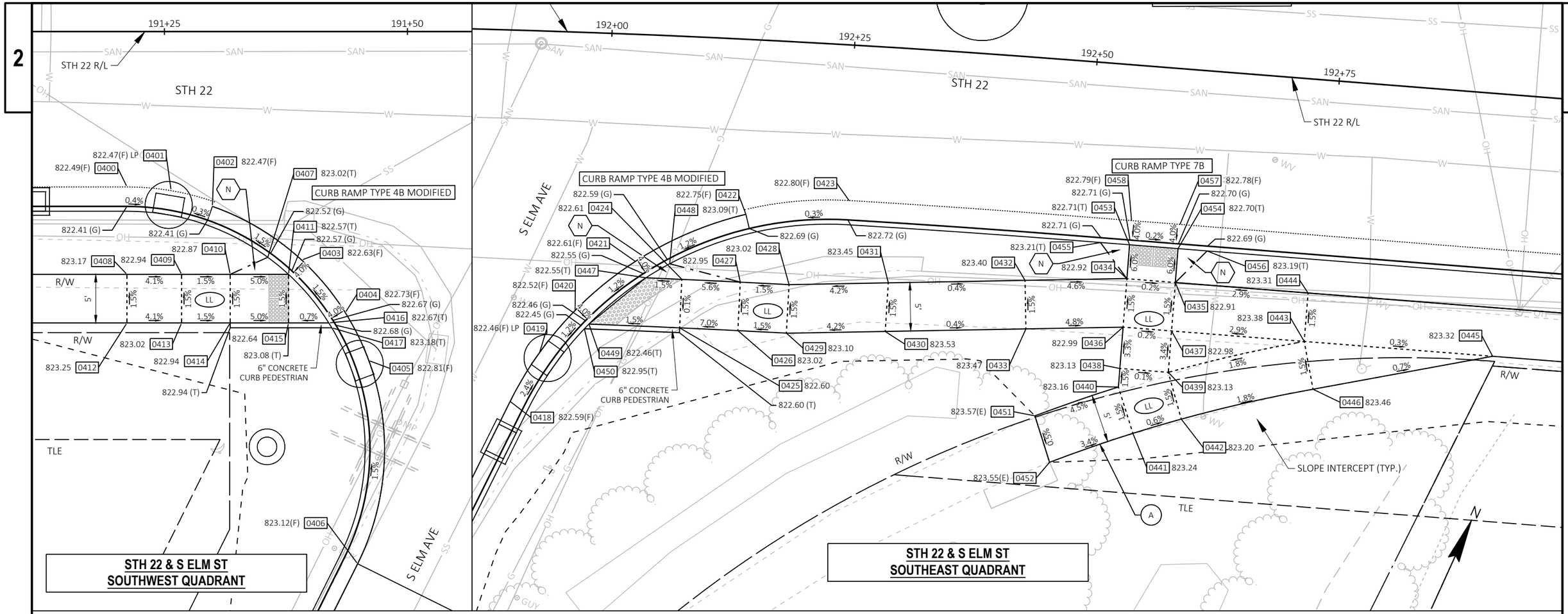
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021301-CR.DWG
LAYOUT NAME - 021301-03-cr
PLOT DATE : 7/31/2025 1:59 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0300	191+35.84	30.00' LT	822.87	179,273.77	495,105.09
0301	191+51.31	30.00' LT	823.06	179,280.16	495,119.18
0302	191+56.26	30.00' LT	822.98	179,282.22	495,123.74
0303	191+62.11	30.00' LT	822.56	179,284.68	495,129.21
0304	191+76.34	30.00' LT	822.39	179,290.54	495,142.57
0305	191+35.84	25.00' LT	822.80	179,269.22	495,107.16
0306	191+51.31	25.00' LT	822.98	179,275.61	495,121.25
0307	191+56.23	25.00' LT	822.91	179,277.66	495,125.77
0308	191+62.11	25.00' LT	822.49	179,280.11	495,131.25
0309	191+64.42	25.00' LT	822.46	179,281.07	495,133.40
0310	191+33.28	16.00' LT	822.52	179,259.96	495,108.55
0311	191+37.08	16.76' LT	822.53	179,262.22	495,111.69
0312	191+40.73	18.00' LT	822.51	179,264.86	495,114.51
0314	191+62.54	24.50' LT	822.93	179,279.84	495,131.85
0315	191+64.95	23.08' LT	822.52	179,279.53	495,134.67
0316	191+78.78	31.47' LT	822.87	179,292.88	495,144.29
0317	191+77.29	28.25' LT	822.45	179,289.31	495,144.15
0318	192+02.34	56.96' LT	822.37	179,325.81	495,157.00
0319	192+37.11	59.32' LT	822.58	179,341.24	495,190.12
0320	192+37.09	36.29' LT	822.47	179,319.65	495,198.14
0321	192+41.19	28.79' LT	822.56	179,314.08	495,204.70
0322	192+46.28	23.44' LT	822.64	179,310.85	495,211.42
0323	192+54.07	18.83' LT	822.74	179,309.18	495,220.36
0324	192+56.35	18.00' LT	822.74	179,309.18	495,222.79
0325	192+59.30	16.70' LT	822.77	179,308.96	495,226.00

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0326	192+62.31	16.21' LT	822.77	179,309.52	495,229.00
0327	192+65.96	16.00' LT	822.77	179,310.57	495,232.50
0328	192+41.19	32.31' LT	822.97	179,317.39	495,203.48
0329	192+49.76	23.34' LT	823.11	179,311.96	495,214.77
0330	192+52.28	21.86' LT	823.14	179,311.43	495,217.64
0331	192+62.59	18.69' LT	823.21	179,311.95	495,228.42
0332	192+42.75	30.00' LT	822.50	179,315.77	495,205.78
0333	192+47.51	25.00' LT	822.58	179,312.74	495,212.07
0334	192+54.82	20.68' LT	822.68	179,311.18	495,220.44
0335	192+59.82	19.15' LT	822.70	179,311.44	495,225.66
0336	192+47.52	30.00' LT	822.55	179,317.45	495,210.37
0337	192+54.82	30.00' LT	823.05	179,319.94	495,217.27
0338	192+59.82	30.00' LT	823.10	179,321.64	495,221.97
0339	192+69.82	30.00' LT	823.51	179,325.05	495,231.37
0340	192+54.82	25.00' LT	822.98	179,315.24	495,218.97
0341	192+59.82	25.00' LT	823.02	179,316.94	495,223.67
0342	192+69.82	25.00' LT	823.44	179,320.34	495,233.07
0343	192+59.82	20.68' LT	822.72	179,312.88	495,225.14
0344	191+86.77	34.99' LT	822.23	179,299.33	495,150.46
0345	192+49.49	25.00' LT	822.72	179,313.43	495,213.95
0346	191+41.84	30.00' LT	823.17	179,276.25	495,110.56
0347	191+41.84	25.00' LT	823.10	179,271.69	495,112.62
0348	191+80.93	30.50' LT	822.42	179,292.86	495,146.70
0349	191+59.58	21.80' LT	822.45	179,276.14	495,130.19

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
NORTHWEST	59.50'	14.59'	25.52 SF	13.19'



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 62	E

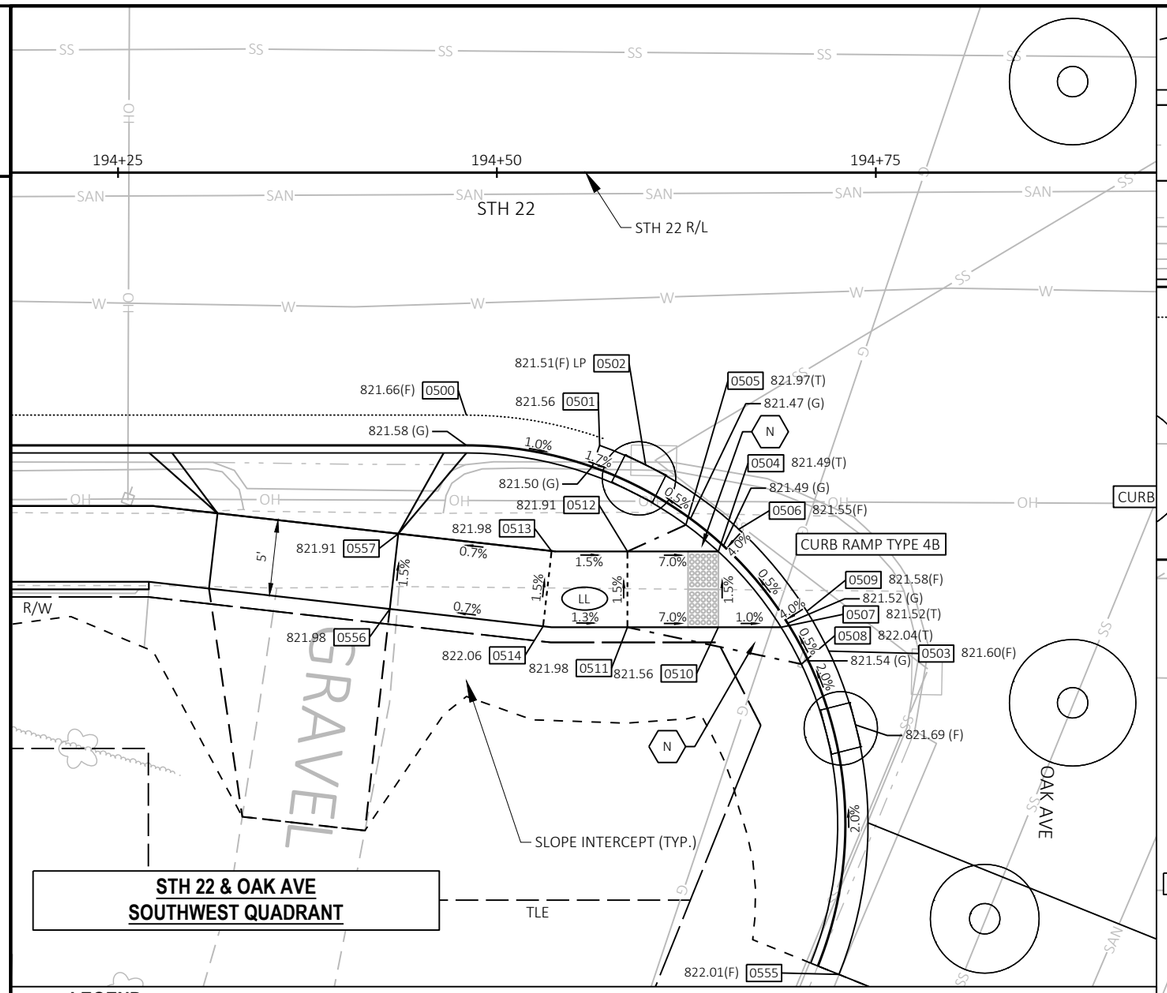
POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0400	191+21.14	16.00' RT	822.49	179,225.81	495,110.72
0401	191+25.69	16.36' RT	822.47	179,227.35	495,115.00
0402	191+29.93	18.00' RT	822.47	179,227.62	495,119.55
0403	191+39.12	23.53' RT	822.63	179,226.38	495,130.20
0404	191+43.60	28.94' RT	822.73	179,223.30	495,136.52
0405	191+46.02	33.87' RT	822.81	179,219.81	495,140.75
0406	191+44.87	54.80' RT	823.12	179,200.28	495,148.35
0407	191+35.63	23.24' RT	823.02	179,225.20	495,126.90
0408	191+21.14	25.00' RT	823.17	179,217.61	495,114.43
0409	191+26.76	25.00' RT	822.94	179,219.93	495,119.55
0410	191+31.76	25.00' RT	822.87	179,222.00	495,124.11
0411	191+37.76	25.00' RT	822.57	179,224.48	495,129.57
0412	191+21.14	30.00' RT	823.25	179,213.06	495,116.50
0413	191+26.76	30.00' RT	823.02	179,215.38	495,121.62
0414	191+31.76	30.00' RT	822.94	179,217.45	495,126.17
0415	191+37.76	30.00' RT	822.64	179,219.92	495,131.64
0416	191+41.91	30.00' RT	822.67	179,221.64	495,135.41
0417	191+42.21	30.50' RT	823.18	179,221.31	495,135.90

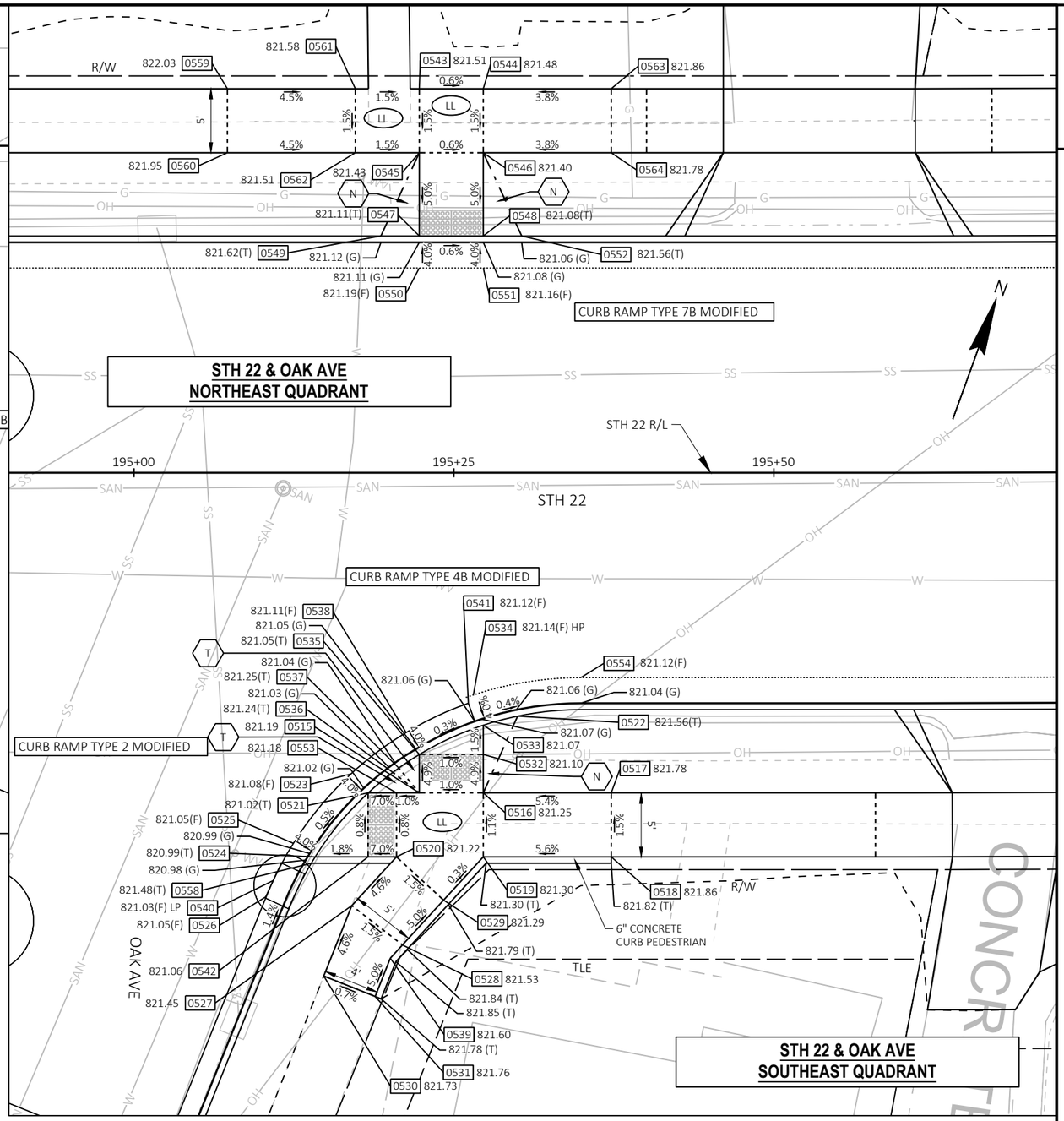
RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHEAST	34.50'	9.33'	15.80 SF	7.56'

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0418	191+90.67	38.23' RT	822.59	179,233.31	495,182.38
0419	191+93.64	33.10' RT	822.46	179,239.16	495,183.06
0420	191+97.22	28.65' RT	822.52	179,244.61	495,184.59
0421	192+03.36	23.37' RT	822.61	179,251.77	495,188.16
0422	192+14.70	18.00' RT	822.75	179,260.88	495,196.51
0423	192+25.37	16.00' RT	822.80	179,266.56	495,205.59
0424	192+08.32	25.00' RT	822.61	179,252.07	495,193.27
0425	192+08.32	30.00' RT	822.60	179,247.42	495,195.13
0426	192+14.47	30.00' RT	823.02	179,249.64	495,200.71
0427	192+14.47	25.00' RT	822.95	179,254.29	495,198.87
0428	192+19.60	25.00' RT	823.02	179,256.12	495,203.55
0429	192+19.60	30.00' RT	823.10	179,251.46	495,205.36
0430	192+30.00	29.23' RT	823.53	179,255.82	495,214.55
0431	192+30.00	24.21' RT	823.45	179,260.51	495,212.77
0432	192+44.30	22.98' RT	823.40	179,266.56	495,225.48
0433	192+44.78	27.96' RT	823.47	179,262.04	495,227.63
0434	192+54.82	22.00' RT	822.92	179,271.04	495,234.96
0435	192+59.82	22.00' RT	822.91	179,272.75	495,239.66
0436	192+54.82	27.00' RT	822.99	179,266.34	495,236.66
0437	192+59.82	27.00' RT	822.98	179,268.04	495,241.36
0438	192+54.82	31.27' RT	823.13	179,262.33	495,238.11
0439	192+59.82	31.27' RT	823.13	179,264.03	495,242.81
0440	192+54.82	33.18' RT	823.16	179,260.53	495,238.76
0441	192+56.69	37.82' RT	823.24	179,256.80	495,242.10
0442	192+61.53	35.97' RT	823.20	179,260.19	495,246.02

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0443	192+73.52	27.00' RT	823.38	179,272.70	495,254.24
0444	192+73.52	22.00' RT	823.31	179,277.41	495,252.54
0445	192+92.97	27.00' RT	823.32	179,279.32	495,272.53
0446	192+74.81	31.83' RT	823.46	179,268.60	495,257.10
0447	192+04.54	25.00' RT	822.55	179,250.68	495,189.84
0448	192+06.97	23.46' RT	823.09	179,253.01	495,191.47
0449	191+98.74	30.00' RT	822.46	179,243.92	495,186.47
0450	191+98.28	30.50' RT	822.95	179,243.28	495,186.25
0451	192+46.43	36.82' RT	823.57	179,254.27	495,232.17
0452	192+48.36	41.47' RT	823.55	179,250.54	495,235.51
0453	192+54.82	18.50' RT	822.71	179,274.34	495,233.77
0454	192+59.82	18.50' RT	822.70	179,276.04	495,238.47
0455	192+51.82	18.50' RT	823.21	179,273.31	495,230.94
0456	192+62.82	18.50' RT	823.19	179,277.06	495,241.29
0457	192+59.82	16.00' RT	822.78	179,278.39	495,237.62
0458	192+54.82	16.00' RT	822.79	179,276.69	495,232.92

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
A	193+12.72	22	179,145.02	495,342.12	150'	176.96' RT





LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 64	E

2

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0500	194+47.98	16.00' RT	821.66	179,342.40	495,414.55
0501	194+56.78	18.00' RT	821.56	179,343.51	495,423.51
0502	194+59.82	19.29' RT	821.51	179,343.34	495,426.80
0503	194+71.90	31.57' RT	821.60	179,335.89	495,442.34
0504	194+64.61	25.00' RT	821.49	179,339.59	495,433.25
0505	194+62.47	23.24' RT	821.97	179,340.52	495,430.64
0506	194+65.97	23.53' RT	821.55	179,341.44	495,434.03
0507	194+68.76	30.00' RT	821.52	179,336.30	495,438.85
0508	194+70.09	32.43' RT	822.04	179,334.47	495,440.93
0509	194+70.45	28.94' RT	821.58	179,337.88	495,440.08
0510	194+64.61	30.00' RT	821.56	179,334.89	495,434.95
0511	194+58.61	30.00' RT	821.98	179,332.85	495,429.31
0512	194+58.61	25.00' RT	821.91	179,337.55	495,427.61
0513	194+53.61	24.97' RT	821.98	179,335.88	495,422.90
0514	194+53.05	29.94' RT	822.06	179,331.02	495,424.06
0515	195+22.30	25.00' RT	821.19	179,359.22	495,487.50
0516	195+27.30	25.00' RT	821.25	179,360.92	495,492.20
0517	195+37.30	25.00' RT	821.78	179,364.32	495,501.60
0518	195+37.30	30.00' RT	821.86	179,359.62	495,503.30
0519	195+27.30	30.00' RT	821.30	179,356.22	495,493.90
0520	195+20.51	30.00' RT	821.22	179,353.91	495,487.52
0521	195+18.30	25.00' RT	821.02	179,357.86	495,483.74
0522	195+29.98	19.00' RT	821.56	179,367.47	495,492.68
0523	195+16.94	23.53' RT	821.08	179,358.78	495,481.96
0524	195+14.15	30.00' RT	820.99	179,351.75	495,481.54
0525	195+12.46	28.94' RT	821.05	179,352.17	495,479.59
0526	195+10.34	33.09' RT	821.05	179,347.54	495,479.01
0527	195+17.02	33.81' RT	821.45	179,349.14	495,485.53
0528	195+20.98	36.88' RT	821.53	179,347.60	495,490.30
0529	195+24.20	33.38' RT	821.29	179,351.98	495,492.14
0530	195+14.83	39.31' RT	821.73	179,343.22	495,485.35
0531	195+18.85	40.90' RT	821.76	179,343.09	495,489.67
0532	195+27.30	22.00' RT	821.10	179,363.74	495,491.18

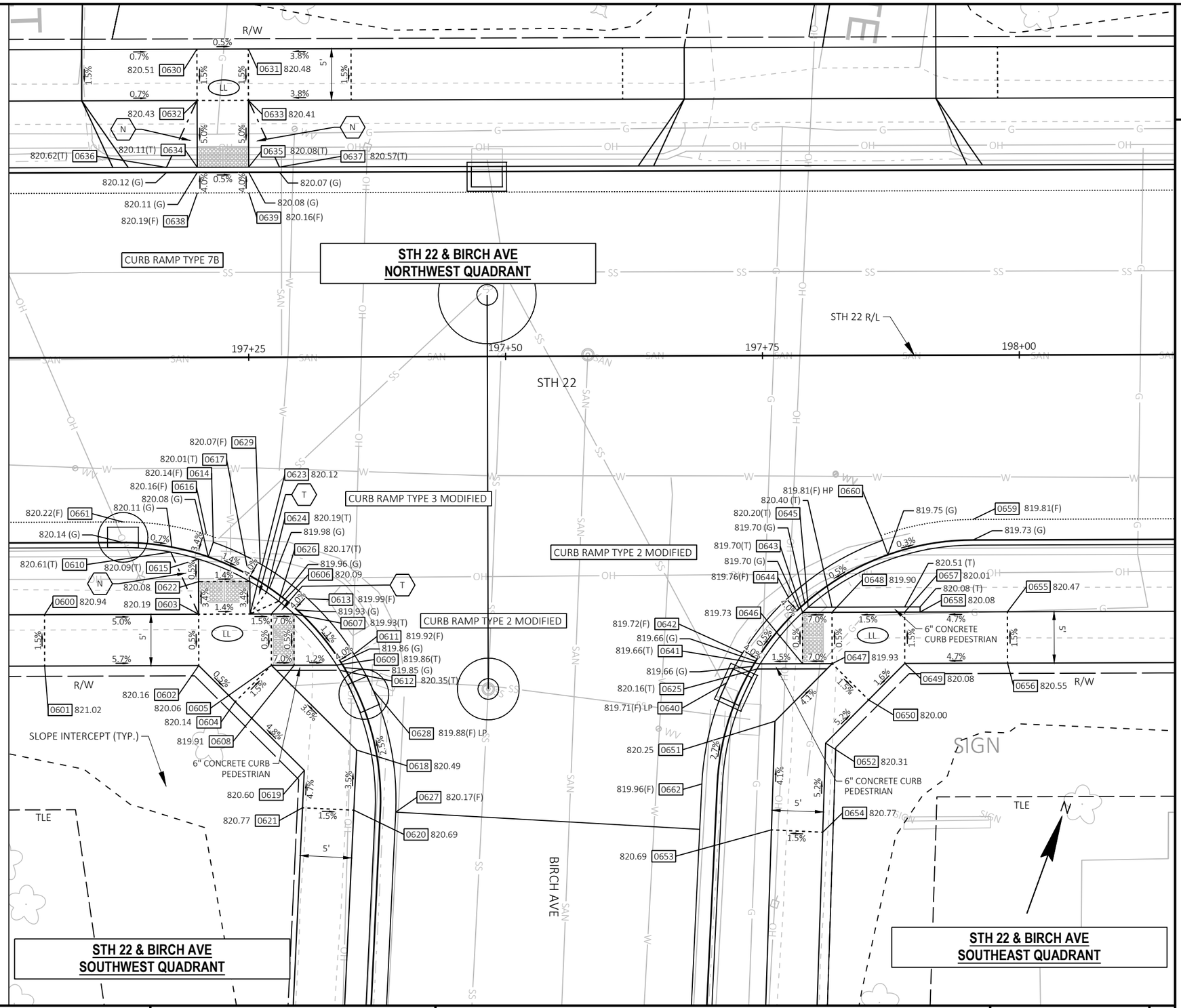
POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0533	195+27.30	19.72' RT	821.07	179,365.89	495,490.40
0534	195+26.52	17.34' RT	821.14	179,367.86	495,488.86
0535	195+22.30	22.00' RT	821.05	179,362.04	495,486.48
0536	195+20.22	23.40' RT	821.24	179,360.02	495,485.00
0537	195+20.69	23.06' RT	821.25	179,360.50	495,485.32
0538	195+21.27	20.29' RT	821.11	179,363.30	495,484.93
0539	195+20.03	37.92' RT	821.60	179,346.30	495,489.76
0540	195+10.88	31.84' RT	821.03	179,348.90	495,479.09
0541	195+26.13	18.00' RT	821.12	179,367.10	495,488.72
0542	195+18.30	30.00' RT	821.06	179,353.16	495,485.44
0543	195+22.30	30.00' LT	821.51	179,410.94	495,468.79
0544	195+27.30	30.00' LT	821.48	179,412.64	495,473.49
0545	195+22.30	25.00' LT	821.43	179,406.24	495,470.49
0546	195+27.30	25.00' LT	821.40	179,407.94	495,475.19
0547	195+22.30	18.50' LT	821.11	179,400.12	495,472.70
0548	195+27.30	18.50' LT	821.08	179,401.82	495,477.40
0549	195+19.30	18.50' LT	821.62	179,399.10	495,469.88
0550	195+22.30	16.00' LT	821.19	179,397.77	495,473.55
0551	195+27.30	16.00' LT	821.16	179,399.47	495,478.25
0552	195+30.30	18.50' LT	821.56	179,402.85	495,480.23
0553	195+20.51	25.00' RT	821.18	179,358.61	495,485.82
0554	195+34.92	16.00' RT	821.12	179,371.98	495,496.31
0555	194+72.57	52.91' RT	822.01	179,316.06	495,450.23
0556	194+42.93	28.79' RT	821.98	179,328.65	495,414.15
0557	194+43.49	23.83' RT	821.91	179,333.51	495,412.99
0558	195+13.85	30.50' RT	821.48	179,351.17	495,481.42
0559	195+07.30	30.00' LT	822.03	179,405.83	495,454.68
0560	195+07.30	25.00' LT	821.95	179,401.13	495,456.38
0561	195+17.30	30.00' LT	821.58	179,409.24	495,464.09
0562	195+17.30	25.00' LT	821.51	179,404.53	495,465.79
0563	195+37.30	30.00' LT	821.86	179,416.04	495,482.89
0564	195+37.30	25.00' LT	821.78	179,411.34	495,484.59

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

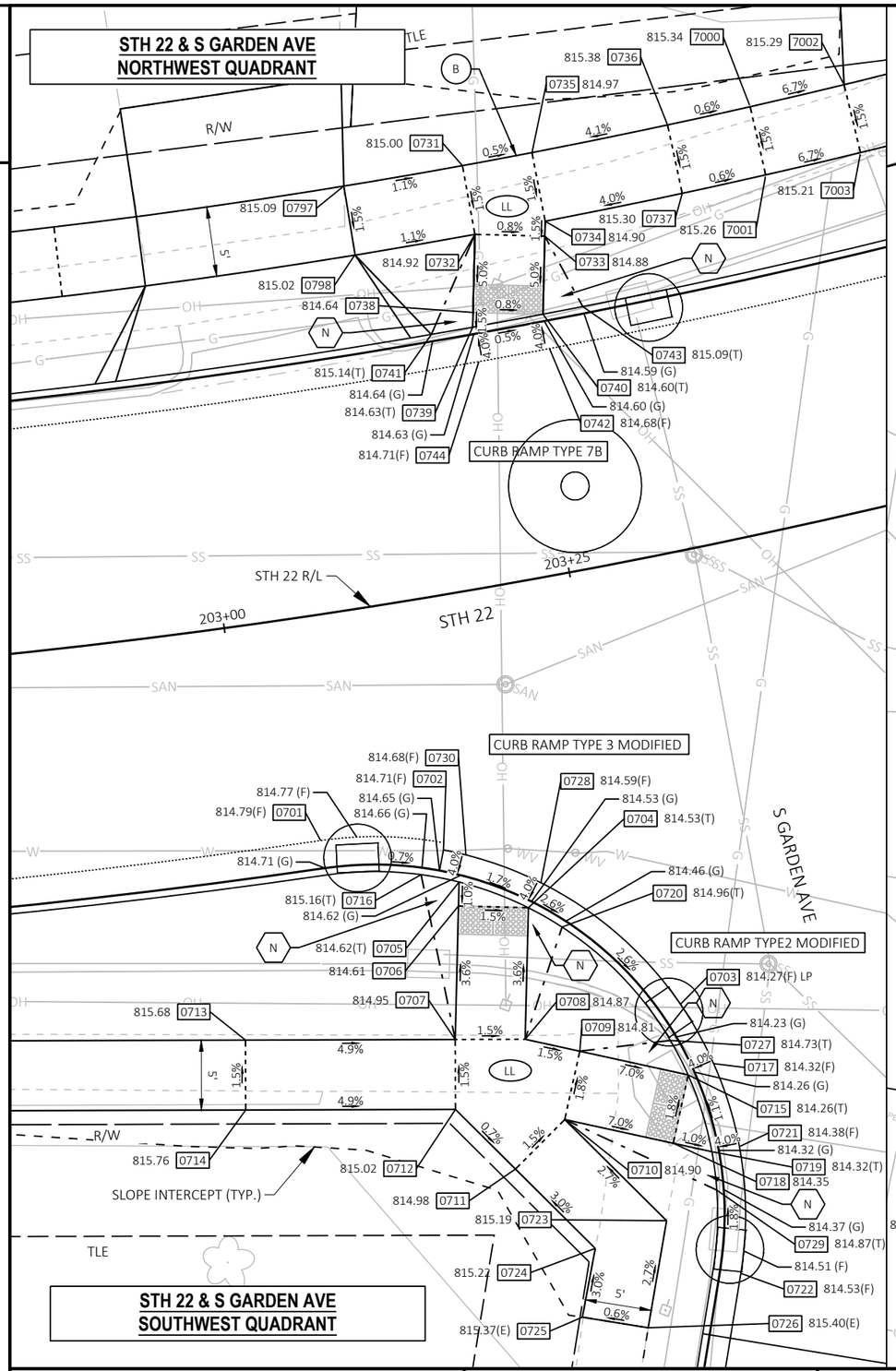


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 66	E

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0630	197+20.04	30.00' LT	820.51	179,478.63	495,654.49
0631	197+25.04	30.00' LT	820.48	179,480.34	495,659.19
0632	197+20.04	25.00' LT	820.43	179,473.93	495,656.21
0633	197+25.04	25.00' LT	820.41	179,475.65	495,660.90
0634	197+20.04	18.50' LT	820.11	179,467.83	495,658.44
0635	197+25.04	18.50' LT	820.08	179,469.54	495,663.13
0636	197+17.04	18.50' LT	820.62	179,466.80	495,655.62
0637	197+28.04	18.50' LT	820.57	179,470.57	495,665.95
0638	197+20.04	16.00' LT	820.19	179,465.48	495,659.29
0639	197+25.04	16.00' LT	820.16	179,467.19	495,663.99

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0600	197+05.04	25.00' RT	820.94	179,421.82	495,659.27
0601	197+05.04	30.00' RT	821.02	179,417.12	495,660.98
0602	197+20.04	30.00' RT	820.16	179,422.27	495,675.07
0603	197+20.04	25.00' RT	820.19	179,426.97	495,673.36
0604	197+23.58	33.54' RT	820.14	179,420.16	495,679.61
0605	197+27.12	30.00' RT	820.06	179,424.69	495,681.72
0606	197+27.12	25.00' RT	820.09	179,429.39	495,680.00
0607	197+29.32	25.00' RT	819.93	179,430.15	495,682.07
0608	197+29.32	30.00' RT	819.91	179,425.45	495,683.79
0609	197+33.47	30.00' RT	819.86	179,426.87	495,687.68
0610	197+17.36	18.95' RT	820.61	179,431.73	495,668.76
0611	197+35.16	28.94' RT	819.92	179,428.45	495,688.91
0612	197+33.77	30.50' RT	820.35	179,426.51	495,688.14
0613	197+30.68	23.53' RT	819.99	179,431.99	495,682.84
0614	197+21.49	18.00' RT	820.14	179,434.04	495,672.32
0615	197+20.04	19.63' RT	820.09	179,432.01	495,671.51
0616	197+20.82	17.16' RT	820.16	179,434.60	495,671.40
0617	197+25.04	21.84' RT	820.01	179,431.65	495,676.97
0618	197+35.39	38.27' RT	820.49	179,419.76	495,692.32
0619	197+30.28	40.24' RT	820.60	179,416.16	495,688.20
0620	197+35.10	44.12' RT	820.69	179,414.17	495,694.05
0621	197+30.10	43.87' RT	820.77	179,412.69	495,689.28
0622	197+20.04	21.84' RT	820.08	179,429.94	495,672.27
0623	197+25.04	25.00' RT	820.12	179,428.68	495,678.05
0624	197+26.67	22.87' RT	820.19	179,431.24	495,678.85
0625	197+74.37	30.50' RT	820.16	179,440.43	495,726.28
0626	197+27.86	23.75' RT	820.17	179,430.82	495,680.27
0627	197+39.17	44.32' RT	820.17	179,415.37	495,697.95
0628	197+37.01	32.45' RT	819.88	179,425.78	495,691.85
0629	197+26.05	20.11' RT	820.07	179,433.62	495,677.32

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0640	197+71.41	31.84' RT	819.71	179,438.16	495,723.95
0641	197+74.68	30.00' RT	819.66	179,441.01	495,726.39
0642	197+72.98	28.94' RT	819.72	179,441.42	495,724.44
0643	197+78.82	25.00' RT	819.70	179,447.13	495,728.57
0644	197+77.47	23.53' RT	819.76	179,448.04	495,726.79
0645	197+79.38	24.50' RT	820.20	179,447.79	495,728.93
0646	197+78.82	30.00' RT	819.73	179,442.43	495,730.29
0647	197+81.70	30.00' RT	819.93	179,443.42	495,732.98
0648	197+81.70	25.00' RT	819.90	179,448.11	495,731.27
0649	197+88.77	30.00' RT	820.08	179,445.84	495,739.63
0650	197+85.23	33.54' RT	820.00	179,441.31	495,737.52
0651	197+76.11	35.58' RT	820.25	179,436.25	495,729.65
0652	197+81.04	37.73' RT	820.31	179,435.93	495,735.02
0653	197+75.74	46.16' RT	820.69	179,426.20	495,732.93
0654	197+80.73	46.41' RT	820.77	179,427.67	495,737.71
0655	197+98.77	25.00' RT	820.47	179,453.97	495,747.31
0656	197+98.77	30.00' RT	820.55	179,449.27	495,749.02
0657	197+88.77	25.00' RT	820.01	179,450.54	495,737.91
0658	197+90.27	25.00' RT	820.08	179,451.05	495,739.32
0659	197+95.45	16.00' RT	819.81	179,461.28	495,741.10
0660	197+86.66	18.00' RT	819.81	179,456.39	495,733.53
0661	197+12.70	16.00' RT	820.22	179,432.90	495,663.37
0662	197+68.98	41.67' RT	819.96	179,428.09	495,725.04



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 68	E

2

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0700	204+02.28	21.93' RT	814.00	179,692.71	496,306.93
0701	203+04.64	16.00' RT	814.79	179,641.58	496,219.48
0702	203+12.93	18.00' RT	814.71	179,643.93	496,227.97
0703	203+27.02	31.82' RT	814.27	179,639.32	496,247.66
0704	203+18.04	23.08' RT	814.53	179,642.11	496,235.09
0705	203+13.64	20.44' RT	814.62	179,642.15	496,229.80
0706	203+13.34	22.14' RT	814.61	179,640.52	496,230.35
0707	203+11.67	31.52' RT	814.95	179,631.47	496,233.37
0708	203+16.32	32.32' RT	814.87	179,633.18	496,238.07
0709	203+19.79	33.82' RT	814.81	179,633.71	496,242.03
0710	203+18.03	38.45' RT	814.90	179,628.75	496,242.69
0711	203+14.26	41.36' RT	814.98	179,624.22	496,240.58
0712	203+10.95	36.46' RT	815.02	179,626.77	496,235.09
0713	202+97.66	29.40' RT	815.68	179,626.32	496,219.28
0714	202+97.06	34.36' RT	815.76	179,621.62	496,221.00
0715	203+26.64	36.89' RT	814.26	179,634.75	496,249.90
0716	203+11.14	19.49' RT	815.16	179,641.72	496,227.07
0717	203+28.46	36.43' RT	814.32	179,636.13	496,251.34
0718	203+24.83	41.49' RT	814.35	179,629.79	496,250.56
0719	203+27.24	42.60' RT	814.32	179,630.17	496,253.37
0720	203+20.08	24.86' RT	814.96	179,641.63	496,237.82
0721	203+29.08	42.61' RT	814.38	179,631.18	496,255.09
0722	203+27.60	51.53' RT	814.53	179,622.68	496,258.27
0723	203+23.47	46.85' RT	815.19	179,624.42	496,251.99
0724	203+18.56	47.91' RT	815.22	179,620.82	496,247.88
0725	203+16.97	52.59' RT	815.37	179,615.89	496,248.68
0726	203+21.05	54.15' RT	815.40	179,616.77	496,253.37
0727	203+25.90	34.23' RT	814.73	179,636.64	496,247.87
0728	203+19.18	21.47' RT	814.59	179,644.09	496,235.32
0729	203+27.08	45.36' RT	814.87	179,627.70	496,254.63
0730	203+14.41	18.61' RT	814.68	179,644.14	496,229.60
0731	203+22.68	30.00' LT	815.00	179,690.41	496,212.60
0732	203+22.68	25.00' LT	814.92	179,686.09	496,215.11
0733	203+27.82	23.96' LT	814.88	179,687.67	496,219.85

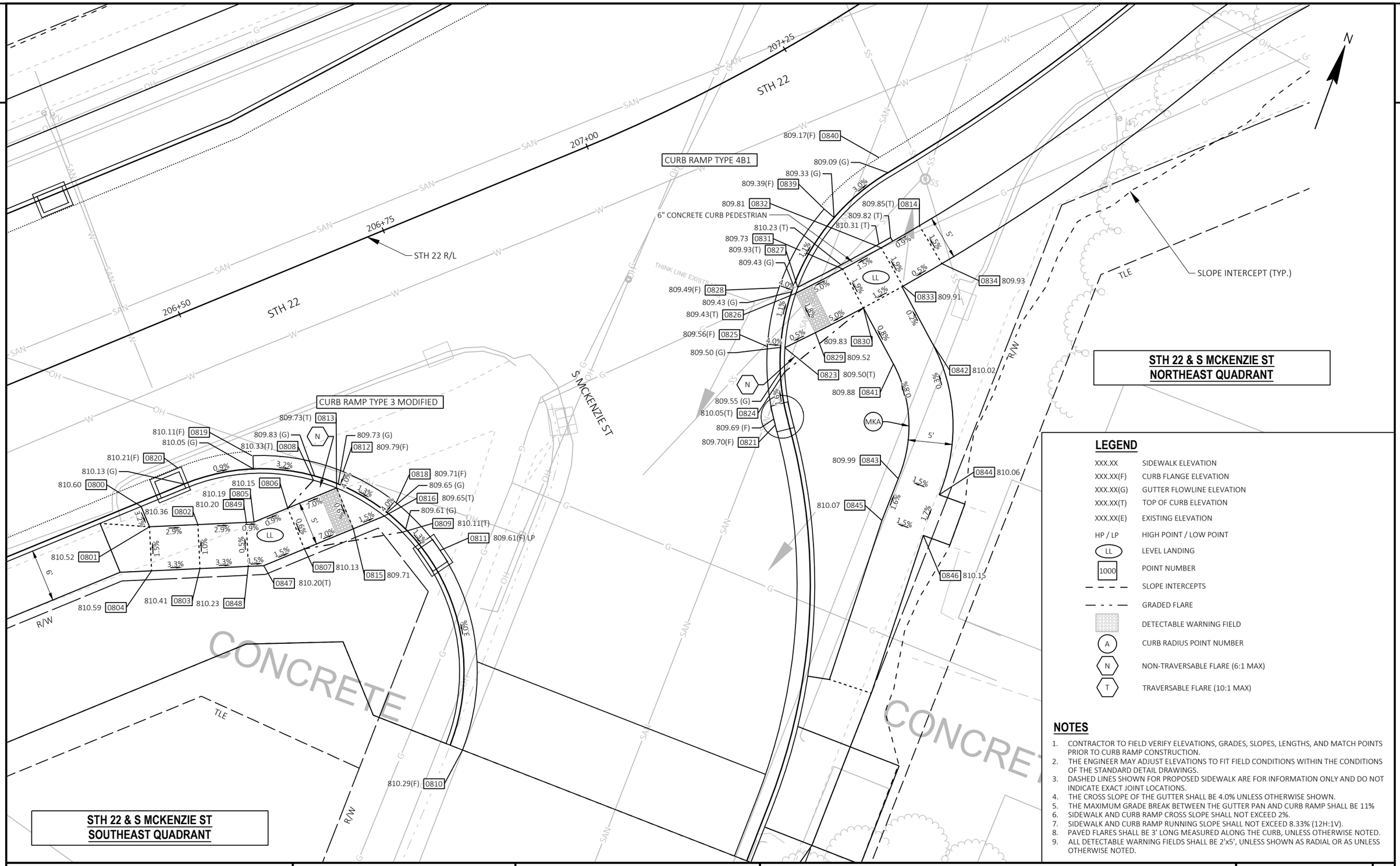
POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0734	203+28.06	25.00' LT	814.90	179,688.68	496,219.52
0735	203+28.06	30.00' LT	814.97	179,692.98	496,216.96
0736	203+38.57	30.00' LT	815.38	179,698.13	496,225.40
0737	203+38.57	25.00' LT	815.30	179,693.89	496,228.05
0738	203+21.50	19.53' LT	814.64	179,680.79	496,216.88
0739	203+21.28	18.50' LT	814.63	179,679.79	496,217.22
0740	203+26.59	18.50' LT	814.60	179,682.37	496,221.62
0741	203+18.17	18.50' LT	815.14	179,678.30	496,214.61
0742	203+26.59	16.00' LT	814.68	179,680.22	496,222.90
0743	203+29.59	18.50' LT	815.09	179,683.86	496,224.11
0744	203+21.28	16.00' LT	814.71	179,677.63	496,218.47
0745	203+56.64	76.67' RT	815.53	179,618.97	496,299.33
0746	203+59.81	78.30' RT	815.57	179,619.67	496,303.27
0747	203+57.59	71.71' RT	815.20	179,623.70	496,297.46
0748	203+61.59	73.74' RT	815.28	179,624.59	496,302.38
0749	203+60.18	65.09' RT	814.92	179,630.82	496,296.16
0750	203+63.41	69.16' RT	814.99	179,629.54	496,301.47
0751	203+67.46	67.71' RT	814.71	179,633.37	496,304.41
0752	203+66.14	62.94' RT	814.64	179,636.41	496,300.44
0753	203+68.21	58.51' RT	814.61	179,641.36	496,299.78
0754	203+74.09	62.53' RT	814.73	179,641.93	496,307.47
0755	203+71.74	66.77' RT	814.79	179,636.94	496,307.81
0756	203+75.53	69.45' RT	814.83	179,637.29	496,312.86
0757	203+77.89	65.23' RT	814.75	179,642.27	496,312.52
0758	203+75.73	60.42' RT	814.61	179,644.71	496,307.71
0759	203+79.06	63.74' RT	814.65	179,644.26	496,312.69
0760	203+79.54	63.13' RT	814.64	179,645.06	496,312.76
0761	203+58.66	61.34' RT	814.85	179,632.95	496,292.64
0762	203+80.50	61.45' RT	814.70	179,647.06	496,312.62
0763	203+68.60	57.33' RT	814.97	179,642.58	496,299.46
0764	203+76.68	58.73' RT	814.67	179,646.71	496,307.57
0765	203+75.26	57.73' RT	814.66	179,646.58	496,305.70
0766	203+56.12	61.51' RT	814.43	179,631.21	496,290.37
0767	203+54.25	65.10' RT	814.60	179,627.06	496,290.62

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0768	203+85.29	70.76' RT	815.29	179,642.87	496,322.55
0769	203+82.87	74.92' RT	815.36	179,637.88	496,322.84
0770	203+88.50	74.28' RT	815.58	179,642.30	496,327.59
0771	203+86.48	77.70' RT	815.63	179,638.17	496,327.84
0772	203+71.21	66.40' RT	814.78	179,636.89	496,307.11
0773	203+66.24	57.34' RT	814.44	179,641.05	496,297.31
0774	203+73.53	58.94' RT	815.07	179,644.46	496,304.86
0775	203+66.05	55.35' RT	814.50	179,642.56	496,296.00
0776	203+64.18	61.80' RT	814.47	179,636.08	496,297.98
0777	203+60.48	59.66' RT	814.40	179,635.48	496,293.36
0778	203+81.78	64.76' RT	815.15	179,645.27	496,315.75
0779	203+59.47	58.01' RT	814.46	179,636.22	496,291.50
0780	204+01.04	37.61' RT	814.47	179,679.70	496,315.79
0781	204+00.36	31.16' RT	814.29	179,684.27	496,311.17
0782	204+00.87	28.58' RT	814.68	179,686.61	496,309.97
0783	203+98.49	30.93' RT	814.35	179,683.19	496,309.48
0784	204+02.05	40.01' RT	815.07	179,678.52	496,318.15
0785	203+99.28	38.28' RT	814.53	179,678.00	496,314.74
0786	204+01.60	42.89' RT	814.71	179,675.98	496,319.59
0787	204+04.89	46.35' RT	814.80	179,675.57	496,324.55
0788	204+04.31	26.85' RT	814.44	179,690.24	496,311.69
0789	204+07.69	30.36' RT	814.54	179,689.81	496,316.67
0790	204+03.73	34.64' RT	814.39	179,683.83	496,316.15
0791	204+11.03	26.82' RT	814.46	179,694.79	496,317.11
0792	204+07.66	23.29' RT	814.39	179,695.22	496,312.13
0793	204+12.14	18.62' RT	814.32	179,701.80	496,312.70
0794	204+13.26	24.50' RT	814.41	179,698.07	496,317.39
0795	204+07.35	18.00' RT	813.93	179,699.08	496,308.50
0796	204+13.89	16.00' RT	813.88	179,704.97	496,312.39
0797	203+13.54	30.00' LT	815.09	179,686.15	496,205.12
0798	203+13.50	25.00' LT	815.02	179,681.76	496,207.53
0799	203+74.54	61.94' RT	814.72	179,642.70	496,307.54
7000	203+45.00	30.00' LT	815.34	179,701.37	496,230.51
7001	203+45.00	25.00' LT	815.26	179,697.16	496,233.22

RADIUS TABLE

POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
B	202+32.45	22	180,105.27	495,971.16	480'	-510.00' LT

2



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

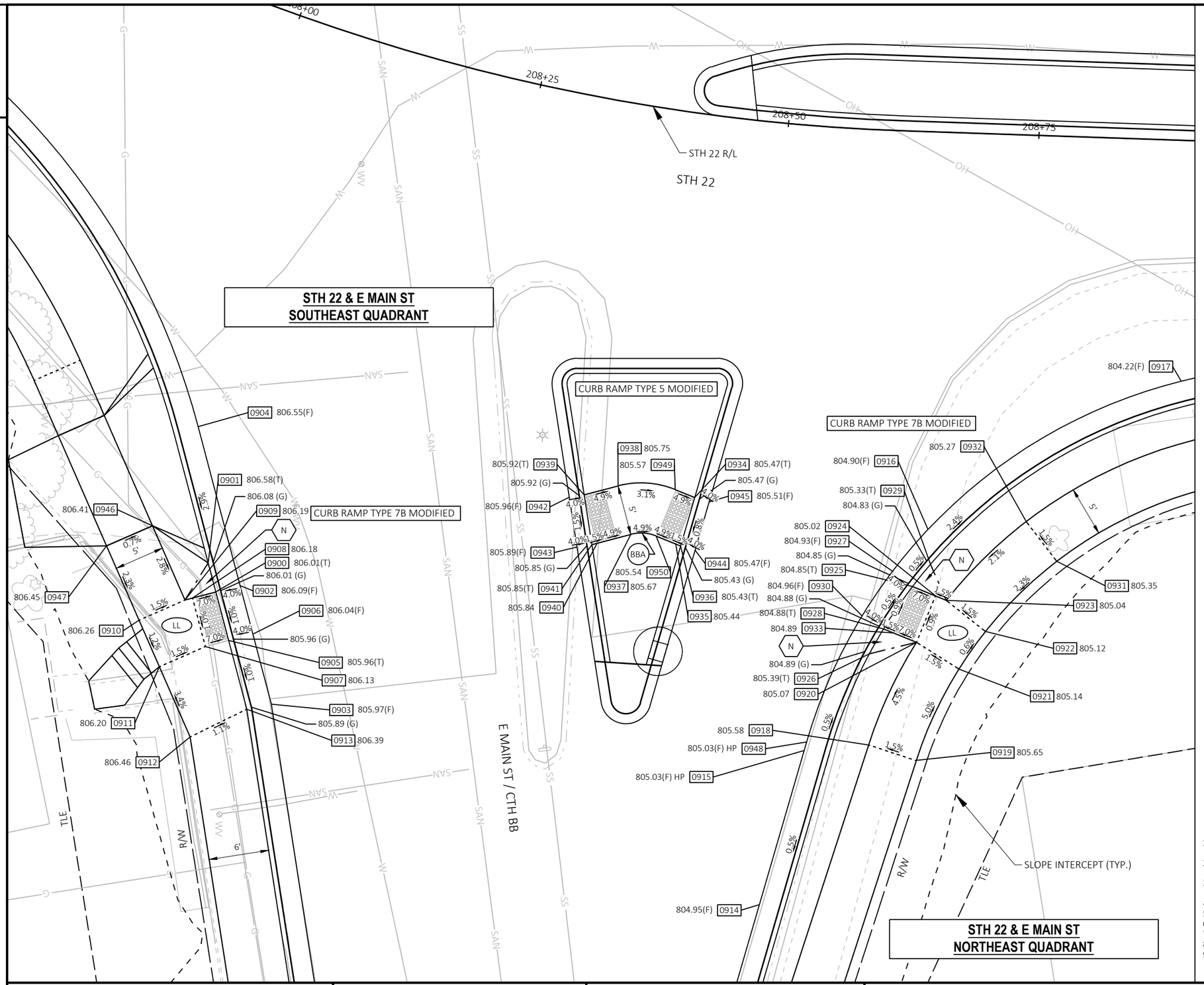
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 70	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\021301-CR.DWG
LAYOUT NAME - 021301-08-cr
PLOT DATE : 8/1/2025 8:06 AM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0800	206+37.68	18.50' RT	810.60	179,853.74	496,480.26
0801	206+37.68	21.00' RT	810.52	179,851.89	496,481.94
0802	206+42.85	22.85' RT	810.36	179,854.00	496,487.01
0803	206+41.17	27.56' RT	810.41	179,849.38	496,488.93
0804	206+36.00	25.71' RT	810.59	179,847.27	496,483.86
0805	206+48.84	25.00' RT	810.19	179,856.44	496,492.89
0806	206+52.97	25.00' RT	810.15	179,859.21	496,495.95
0807	206+52.97	30.00' RT	810.13	179,855.51	496,499.31
0808	206+56.90	23.18' RT	810.33	179,863.20	496,497.63
0809	206+63.98	32.48' RT	810.11	179,861.08	496,509.12
0810	206+60.87	57.92' RT	810.29	179,840.16	496,523.93
0811	206+67.14	36.02' RT	809.61	179,860.59	496,513.84
0812	206+60.38	23.58' RT	809.79	179,865.25	496,500.47
0813	206+58.97	25.00' RT	809.73	179,863.25	496,500.39
0814	207+27.92	25.00' RT	809.85	179,913.71	496,552.43
0815	206+58.97	30.00' RT	809.71	179,859.55	496,503.75
0816	206+62.78	30.00' RT	809.65	179,862.11	496,506.57
0818	206+64.58	29.12' RT	809.71	179,863.97	496,507.30
0819	206+51.51	17.97' RT	810.11	179,863.43	496,490.13
0820	206+43.15	16.00' RT	810.21	179,859.27	496,482.63
0821	207+06.32	37.50' RT	809.70	179,886.88	496,544.75
0823	207+10.34	30.00' RT	809.50	179,895.51	496,542.78
0824	207+09.29	32.49' RT	810.05	179,892.90	496,543.69
0825	207+08.82	29.02' RT	809.56	179,894.96	496,540.86
0826	207+13.70	25.00' RT	809.43	179,901.73	496,541.83

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0827	207+14.16	24.50' RT	809.93	179,902.45	496,541.83
0828	207+12.44	23.59' RT	809.49	179,901.68	496,539.83
0829	207+13.70	30.00' RT	809.52	179,898.29	496,545.46
0830	207+19.03	30.00' RT	809.83	179,902.79	496,549.62
0831	207+19.03	25.00' RT	809.73	179,906.13	496,545.91
0832	207+23.47	25.00' RT	809.81	179,909.89	496,549.21
0833	207+23.47	30.00' RT	809.91	179,906.63	496,553.00
0834	207+27.92	30.00' RT	809.93	179,910.53	496,556.29
0839	207+20.28	18.00' RT	809.39	179,911.83	496,541.61
0840	207+27.92	16.00' RT	809.17	179,919.43	496,545.48
0841	207+19.03	37.21' RT	809.88	179,897.97	496,554.98
0842	207+23.24	37.26' RT	810.02	179,901.68	496,558.33
0843	207+14.49	49.02' RT	809.99	179,885.90	496,559.93
0844	207+17.13	52.77' RT	810.06	179,885.78	496,564.93
0845	207+11.49	52.44' RT	810.07	179,880.83	496,559.80
0846	207+14.22	56.04' RT	810.15	179,880.84	496,564.80
0847	206+47.97	30.00' RT	810.20	179,852.15	496,495.61
0848	206+46.34	29.41' RT	810.23	179,851.49	496,494.00
0849	206+48.02	24.71' RT	810.20	179,856.10	496,492.09

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
MKA	207+06.40	22	179,886.82	496,544.95	15'	37.68' RT



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

2

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0900	208+08.85	57.17' RT	806.01	179,984.66	496,625.56
0901	208+07.60	54.63' RT	806.58	179,983.85	496,622.67
0902	208+10.51	55.87' RT	806.09	179,987.06	496,624.89
0903	208+15.28	66.38' RT	805.97	179,990.34	496,636.66
0904	208+03.46	42.04' RT	806.55	179,982.66	496,609.12
0905	208+10.87	61.43' RT	805.96	179,986.01	496,630.37
0906	208+12.51	60.15' RT	806.04	179,988.40	496,629.71
0907	208+09.30	62.69' RT	806.13	179,983.68	496,631.02
0908	208+07.27	58.45' RT	806.18	179,982.34	496,626.21
0909	208+06.76	58.87' RT	806.19	179,981.59	496,626.42
0910	208+03.89	62.19' RT	806.26	179,977.04	496,628.49
0911	208+06.45	65.97' RT	806.20	179,979.14	496,633.10
0912	208+10.17	71.74' RT	806.46	179,982.30	496,640.05
0913	208+13.62	67.52' RT	806.39	179,987.90	496,637.21
0914	208+53.08	77.82' RT	804.95	180,039.28	496,655.95
0915	208+55.58	62.17' RT	805.03	180,043.52	496,640.52
0916	208+65.26	39.63' RT	804.90	180,055.55	496,618.33

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0917	208+90.00	24.00' RT	804.22	180,080.59	496,603.18
0918	208+60.46	61.29' RT	805.58	180,049.94	496,639.88
0919	208+64.88	62.66' RT	805.65	180,054.72	496,641.35
0920	208+64.50	50.91' RT	805.07	180,054.57	496,629.59
0921	208+68.82	53.42' RT	805.14	180,058.84	496,632.18
0922	208+71.34	49.59' RT	805.12	180,061.43	496,628.41
0923	208+67.32	46.62' RT	805.04	180,057.47	496,625.35
0924	208+66.23	46.21' RT	805.02	180,056.39	496,624.93
0925	208+63.91	45.36' RT	804.85	180,054.09	496,624.03
0926	208+60.23	52.21' RT	805.39	180,049.88	496,630.79
0927	208+61.87	43.91' RT	804.93	180,052.08	496,622.54
0928	208+61.28	49.68' RT	804.88	180,051.26	496,628.29
0929	208+65.63	43.07' RT	805.33	180,055.85	496,621.78
0930	208+59.53	48.46' RT	804.96	180,049.11	496,627.02
0931	208+78.21	42.36' RT	805.35	180,068.44	496,621.31
0932	208+75.03	38.50' RT	805.27	180,065.33	496,617.39
0933	208+62.18	50.05' RT	804.89	180,052.26	496,628.68

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
0934	208+45.06	38.06' RT	805.47	180,032.25	496,615.48
0935	208+43.96	42.88' RT	805.44	180,030.43	496,620.13
0936	208+44.38	43.02' RT	805.43	180,030.92	496,620.33
0937	208+40.20	42.52' RT	805.67	180,025.94	496,619.24
0938	208+38.57	37.92' RT	805.75	180,024.59	496,614.42
0939	208+35.89	39.32' RT	805.92	180,021.23	496,615.36
0940	208+37.56	43.90' RT	805.84	180,022.57	496,620.18
0941	208+37.17	44.10' RT	805.85	180,022.07	496,620.32
0942	208+34.70	39.79' RT	805.96	180,019.75	496,615.61
0943	208+36.00	44.57' RT	805.89	180,020.59	496,620.57
0944	208+45.60	43.26' RT	805.47	180,032.37	496,620.72
0945	208+46.30	38.31' RT	805.51	180,033.70	496,615.87
0946	208+02.54	52.85' RT	806.41	179,978.24	496,619.06
0947	207+99.66	56.26' RT	806.45	179,973.69	496,621.13
0948	208+55.72	61.32' RT	805.03	180,043.75	496,639.67
0949	208+43.36	37.50' RT	805.57	180,030.29	496,614.71
0950	208+42.29	42.34' RT	805.54	180,028.47	496,619.37

RADIUS TABLE						
POINT NUMBER	STATION	ALIGNMENT	Y	X	RADIUS	OFFSET
BBA	208+41.03	22	180,026.72	496,621.21	4'	44.37' RT

2

STH 22

STH 22 R/L

209+00 209+25 209+50 209+75 210+00 210+25

CURB RAMP TYPE 4B1

CURB RAMP TYPE 3 MODIFIED

1000 804.06(F)
1001 803.79(F)
1005 803.77
1008 803.01(F)
803.85 1006
1003 803.33(T)
802.83 (G)
1009 803.05
1016 802.86(F)
802.80 (G)
1013 802.80(T)
803.12 1010
1011
803.08
803.58 (T)
803.20
803.01 1012
803.51 (T)
803.01
6" CONCRETE CURB PEDESTRIAN
802.76(T) 1014
1017 802.82(F)
802.76 (G)
802.75 (G)
1015 802.78(T)
802.78 (F)
802.72 (G)
1002 802.71(F) LP
802.65 (G)
1004 802.78(F)
??? (G)
??? (T)
SLOPE INTERCEPT (TYP.)
SIGN
R/W
LL

802.33(F) 1026
802.27 (G)
802.27(T) 1025
802.27(F) 1024
802.21 (G)
802.21(T) 1023
802.19 (G)
802.24(F) LP 1019
802.38(F) 1018
802.36 (G)
802.35 (T)
802.64 1030
802.34 1028
802.29 (G)
802.79(T) 1036
802.42(F) HP 1020
802.72 1032
802.93 1034
802.06(F) 1022
802.13(F) 1021
1033 803.01
1031 802.76
1029 802.69
1027 802.39
1035 802.69(T)
802.42
802.22
802.14
802.10 LP
802.14
E RAILROAD ST
TLE
CONCRETE

STH 22 & E RAILROAD ST SOUTHEAST QUADRANT

STH 22 & E RAILROAD ST NORTHEAST QUADRANT

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

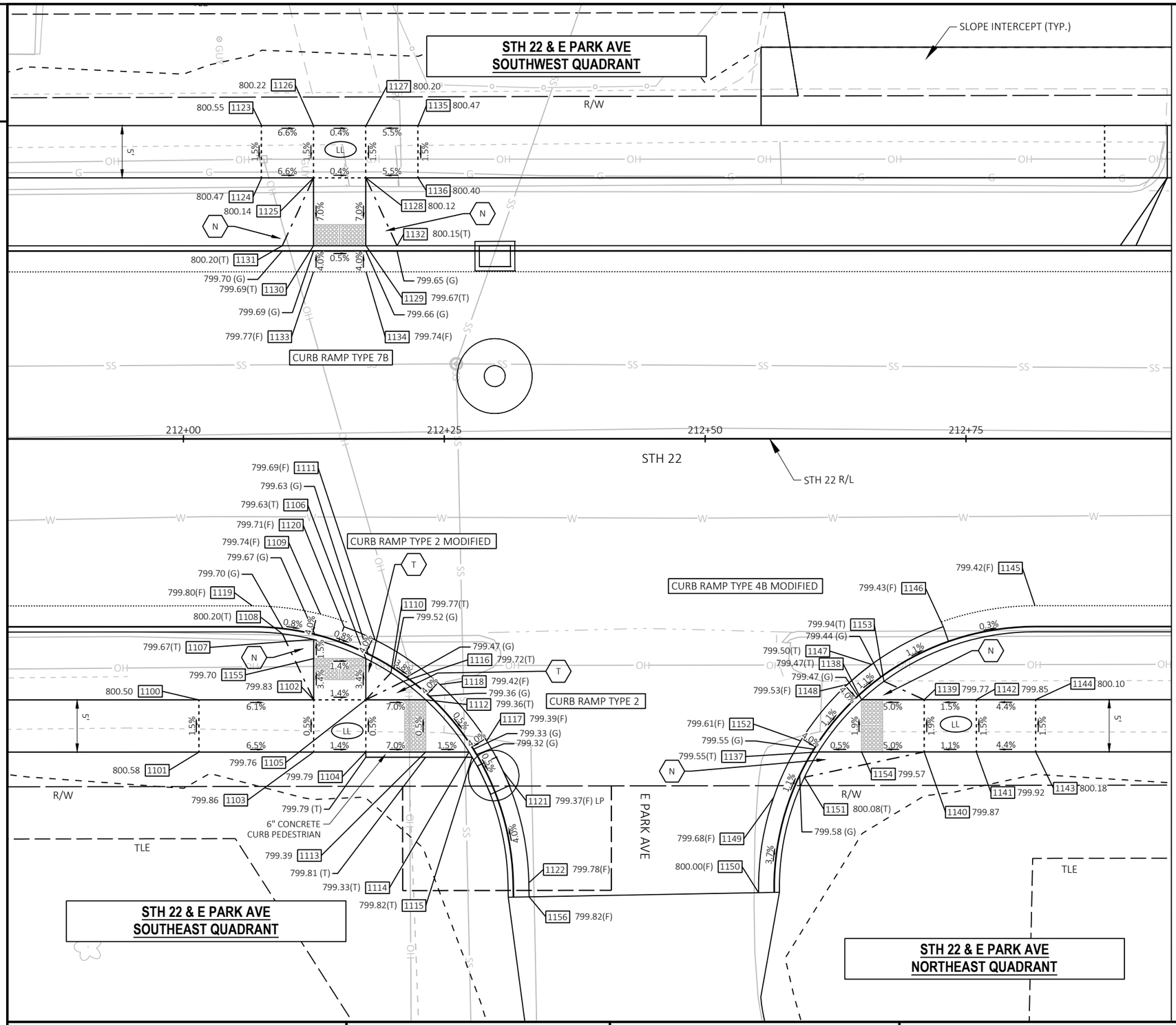
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 74	E

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1000	208+95.81	22.82' RT	804.06	180,086.41	496,602.11
1001	209+05.60	23.68' RT	803.79	180,096.19	496,603.17
1002	209+34.51	62.23' RT	802.71	180,125.55	496,642.19
1003	209+27.05	44.62' RT	803.33	180,117.43	496,624.52
1004	209+37.02	70.65' RT	802.78	180,128.41	496,650.60
1005	209+15.67	34.23' RT	803.77	180,106.05	496,613.90
1006	209+12.56	38.14' RT	803.85	180,102.86	496,617.76
1008	209+22.47	33.03' RT	803.01	180,112.87	496,612.84
1009	209+24.93	48.54' RT	803.05	180,115.06	496,628.40
1010	209+20.25	50.24' RT	803.12	180,110.32	496,630.01
1011	209+21.91	54.83' RT	803.08	180,111.89	496,634.62
1012	209+26.36	53.29' RT	803.01	180,116.55	496,633.17
1013	209+27.97	47.45' RT	802.80	180,118.40	496,627.36
1014	209+29.48	52.16' RT	802.76	180,120.01	496,632.09
1015	209+29.63	52.64' RT	802.78	180,120.17	496,632.57
1016	209+29.69	46.78' RT	802.86	180,120.29	496,626.71
1017	209+31.20	51.50' RT	802.82	180,121.90	496,631.45
1018	209+69.39	59.56' RT	802.38	180,164.48	496,638.19

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1019	209+71.01	42.55' RT	802.24	180,165.07	496,621.09
1020	209+92.25	24.03' RT	802.42	180,185.69	496,600.61
1021	210+22.40	18.00' RT	802.13	180,215.04	496,591.45
1022	210+29.85	16.00' RT	802.06	180,222.24	496,588.69
1023	209+74.98	38.57' RT	802.21	180,169.04	496,616.80
1024	209+73.41	37.49' RT	802.27	180,167.28	496,615.86
1025	209+80.16	32.22' RT	802.27	180,174.03	496,610.01
1026	209+78.94	30.70' RT	802.33	180,172.60	496,608.61
1027	209+85.69	36.09' RT	802.39	180,180.27	496,613.30
1028	209+84.75	31.19' RT	802.34	180,178.78	496,608.53
1029	209+91.41	34.91' RT	802.69	180,185.99	496,611.51
1030	209+90.43	30.00' RT	802.64	180,184.51	496,606.74
1031	209+96.31	33.93' RT	802.76	180,190.77	496,610.02
1032	209+95.33	29.02' RT	802.72	180,189.28	496,605.25
1033	210+01.22	32.94' RT	803.01	180,195.54	496,608.54
1034	210+00.24	28.04' RT	802.93	180,194.05	496,603.76
1035	209+73.69	41.01' RT	802.69	180,167.84	496,619.34
1036	209+82.26	30.51' RT	802.79	180,176.09	496,608.10

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
NORTHEAST	29.50'	11.76'	18.38 SF	8.43'



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

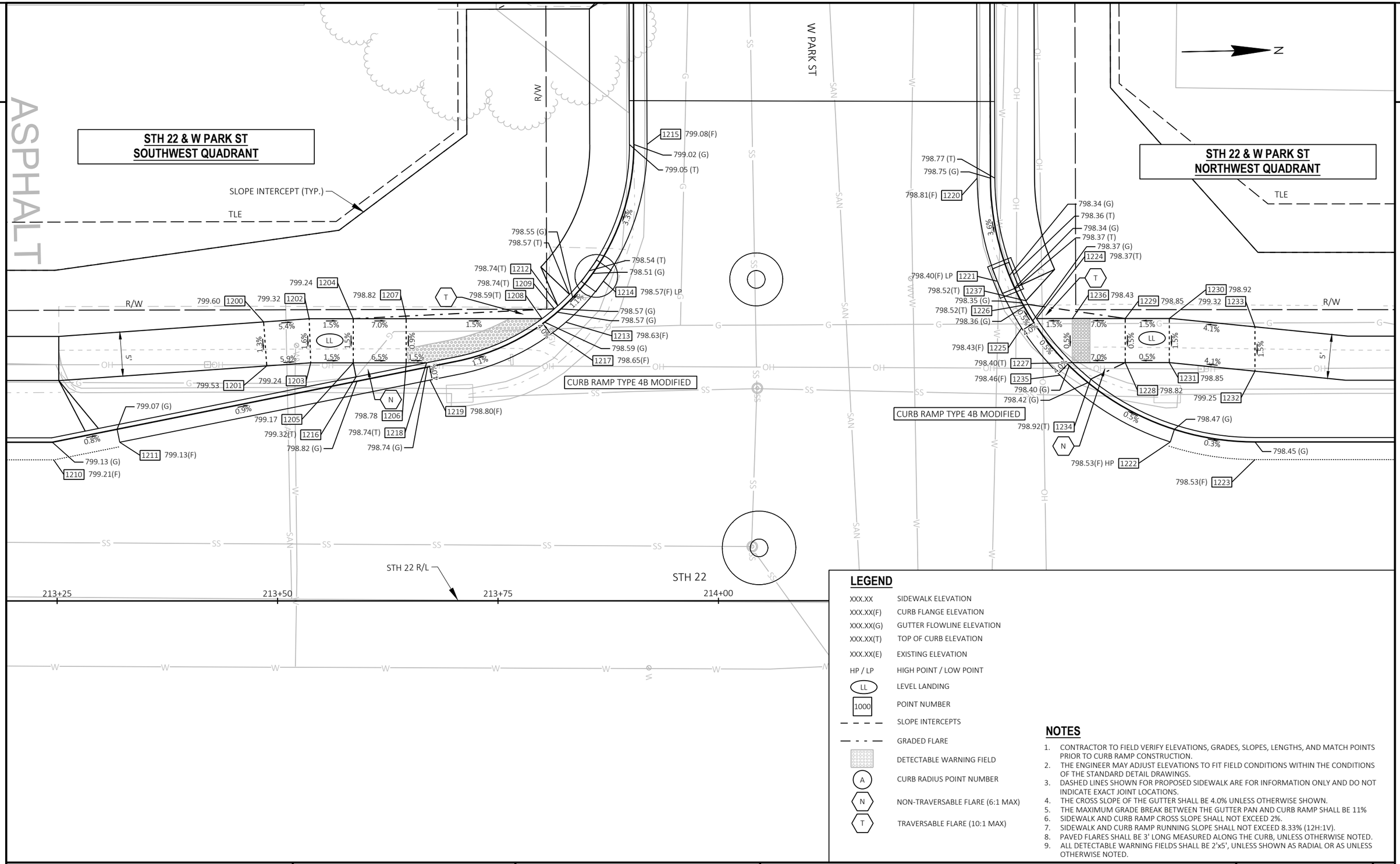
NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1100	212+01.47	25.00' RT	800.50	180,391.27	496,589.72
1101	212+01.47	30.00' RT	800.58	180,391.17	496,594.72
1102	212+12.47	25.00' RT	799.83	180,402.26	496,589.93
1103	212+12.47	30.00' RT	799.86	180,402.17	496,594.93
1104	212+17.47	30.00' RT	799.79	180,407.17	496,595.03
1105	212+17.47	25.00' RT	799.76	180,407.26	496,590.03
1106	212+17.47	21.05' RT	799.63	180,407.34	496,586.08
1107	212+12.47	19.22' RT	799.67	180,402.38	496,584.15
1108	212+09.47	18.67' RT	800.20	180,399.39	496,583.54
1109	212+13.14	16.80' RT	799.74	180,403.09	496,581.75
1110	212+19.88	22.42' RT	799.77	180,409.72	496,587.49
1111	212+18.36	19.26' RT	799.69	180,408.26	496,584.30
1112	212+23.22	25.00' RT	799.36	180,413.00	496,590.14
1113	212+23.21	30.00' RT	799.39	180,412.90	496,595.14
1114	212+27.36	30.00' RT	799.33	180,417.05	496,595.22
1115	212+27.67	30.50' RT	799.82	180,417.35	496,595.73
1116	212+21.07	23.23' RT	799.72	180,410.89	496,588.33
1117	212+29.06	28.94' RT	799.39	180,418.77	496,594.19
1118	212+24.57	23.53' RT	799.42	180,414.39	496,588.70
1119	212+06.60	16.00' RT	799.80	180,396.56	496,580.82

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1120	212+15.38	18.00' RT	799.71	180,405.31	496,582.99
1121	212+30.63	31.84' RT	799.37	180,420.29	496,597.13
1122	212+33.09	42.52' RT	799.78	180,422.54	496,607.85
1123	212+07.50	30.00' LT	800.55	180,398.36	496,534.85
1124	212+07.50	25.00' LT	800.47	180,398.26	496,539.84
1125	212+12.47	25.00' LT	800.14	180,403.23	496,539.94
1126	212+12.47	30.00' LT	800.22	180,403.33	496,534.94
1127	212+17.50	30.00' LT	800.20	180,408.36	496,535.04
1128	212+17.50	25.00' LT	800.12	180,408.26	496,540.04
1129	212+17.50	18.50' LT	799.67	180,408.14	496,546.54
1130	212+12.47	18.50' LT	799.69	180,403.11	496,546.44
1131	212+09.47	18.50' LT	800.20	180,400.11	496,546.38
1132	212+20.47	18.50' LT	800.15	180,411.11	496,546.60
1133	212+12.47	16.00' LT	799.77	180,403.06	496,548.94
1134	212+17.50	16.00' LT	799.74	180,408.09	496,549.04
1135	212+22.50	30.00' LT	800.47	180,413.36	496,535.14
1136	212+22.50	25.00' LT	800.40	180,413.26	496,540.14
1137	212+60.84	30.00' RT	799.55	180,450.53	496,595.87
1138	212+64.99	25.00' RT	799.47	180,454.77	496,590.95
1139	212+70.99	25.00' RT	799.77	180,460.77	496,591.07

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1140	212+70.99	30.00' RT	799.87	180,460.67	496,596.07
1141	212+75.99	30.00' RT	799.92	180,465.67	496,596.17
1142	212+75.99	25.00' RT	799.85	180,465.77	496,591.17
1143	212+81.67	30.00' RT	800.18	180,471.35	496,596.28
1144	212+81.67	25.00' RT	800.10	180,471.45	496,591.28
1145	212+81.61	16.00' RT	799.42	180,471.56	496,582.28
1146	212+72.82	18.00' RT	799.43	180,462.73	496,584.11
1147	212+65.95	21.62' RT	799.50	180,455.79	496,587.59
1148	212+63.63	23.53' RT	799.53	180,453.44	496,589.46
1149	212+56.55	34.37' RT	799.68	180,446.15	496,600.16
1150	212+55.11	43.48' RT	800.00	180,444.54	496,609.23
1151	212+59.51	32.43' RT	800.08	180,449.14	496,598.27
1152	212+59.15	28.94' RT	799.61	180,448.85	496,594.78
1153	212+67.13	23.24' RT	799.94	180,456.94	496,589.23
1154	212+64.99	30.00' RT	799.57	180,454.67	496,595.95
1155	212+12.47	21.05' RT	799.70	180,402.34	496,585.98
1156	212+33.12	43.87' RT	799.82	180,422.54	496,609.20



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

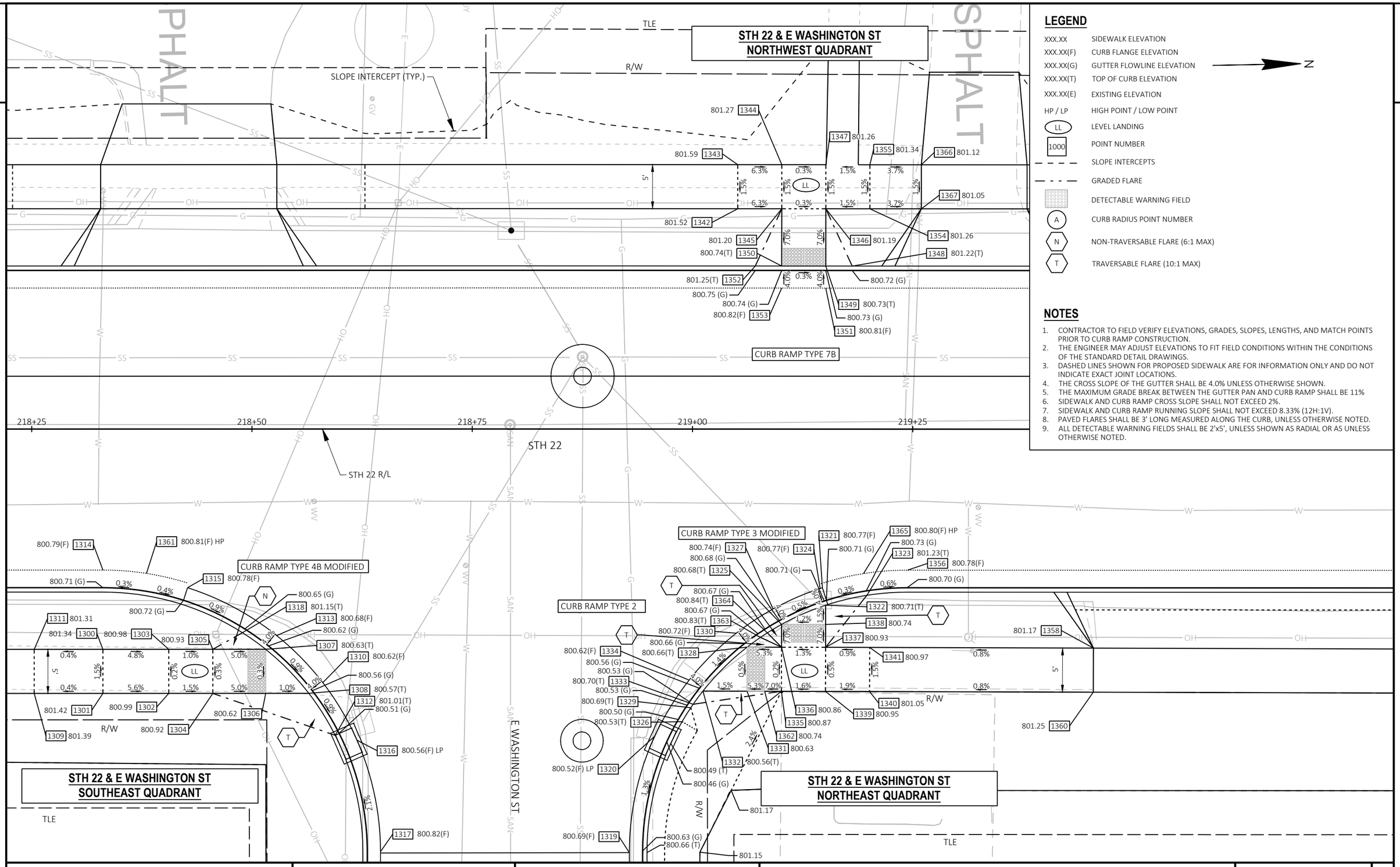
1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 78	E

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1200	213+48.42	31.64' LT	799.60	180,539.29	496,535.95
1201	213+48.78	26.65' LT	799.53	180,539.55	496,540.94
1202	213+53.59	32.00' LT	799.32	180,544.46	496,535.69
1203	213+53.76	27.00' LT	799.24	180,544.54	496,540.69
1204	213+58.59	32.00' LT	799.24	180,549.46	496,535.78
1205	213+58.59	27.00' LT	799.17	180,549.36	496,540.78
1206	213+64.59	27.00' LT	798.78	180,555.36	496,540.90
1207	213+64.59	32.00' LT	798.82	180,555.46	496,535.90
1208	213+80.00	32.00' LT	798.59	180,570.86	496,536.20
1209	213+81.39	33.11' LT	798.74	180,572.28	496,535.11
1210	213+24.60	16.00' LT	799.21	180,515.17	496,551.12
1211	213+32.10	18.00' LT	799.13	180,522.71	496,549.27
1212	213+81.78	33.46' LT	798.74	180,572.68	496,534.77
1213	213+82.70	31.60' LT	798.63	180,573.55	496,536.65
1214	213+86.96	36.26' LT	798.57	180,577.91	496,532.07
1215	213+91.91	51.76' LT	799.08	180,583.16	496,516.68
1216	213+58.91	25.40' LT	799.32	180,549.65	496,542.39
1217	213+81.19	30.39' LT	798.65	180,572.02	496,537.83
1218	213+66.90	27.00' LT	798.74	180,557.68	496,540.94

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1219	213+67.30	25.04' LT	798.80	180,558.03	496,542.91
1220	214+29.35	47.92' LT	798.81	180,620.52	496,521.24
1221	214+31.63	36.23' LT	798.40	180,622.57	496,532.97
1222	214+51.25	18.00' LT	798.53	180,641.83	496,551.58
1223	214+60.85	16.00' LT	798.53	180,651.39	496,553.77
1224	214+36.07	32.00' LT	798.37	180,626.93	496,537.29
1225	214+34.39	30.92' LT	798.43	180,625.22	496,538.34
1226	214+35.10	33.60' LT	798.52	180,625.99	496,535.67
1227	214+40.13	27.00' LT	798.40	180,630.89	496,542.37
1228	214+46.13	27.00' LT	798.82	180,636.89	496,542.48
1229	214+46.13	32.00' LT	798.85	180,636.99	496,537.48
1230	214+51.13	32.00' LT	798.92	180,641.99	496,537.58
1231	214+51.13	27.00' LT	798.85	180,641.89	496,542.58
1232	214+60.85	26.03' LT	799.25	180,651.59	496,543.74
1233	214+60.85	31.05' LT	799.32	180,651.69	496,538.72
1234	214+42.22	25.13' LT	798.92	180,632.95	496,544.28
1235	214+38.73	25.58' LT	798.46	180,629.46	496,543.76
1236	214+40.13	32.00' LT	798.43	180,630.99	496,537.37
1237	214+34.88	34.01' LT	798.52	180,625.78	496,535.25

RADIAL WARNING FIELD PANEL LAYOUT TABLE				
QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR'	RADIAL WARNING FIELD AREA (SF)	RADIAL LONG CHORD (FT)
SOUTHWEST	24.50'	15.41'	28.12 SF	14.01'



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 80	E

2

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1300	218+33.08	25.00' RT	801.34	181,022.75	496,601.99
1301	218+33.08	30.00' RT	801.42	181,022.65	496,606.99
1302	218+40.55	30.00' RT	800.99	181,030.13	496,607.14
1303	218+40.55	25.00' RT	800.98	181,030.22	496,602.14
1304	218+45.55	30.00' RT	800.92	181,035.12	496,607.24
1305	218+45.55	25.00' RT	800.93	181,035.22	496,602.24
1306	218+51.55	30.00' RT	800.62	181,041.12	496,607.35
1307	218+51.55	25.00' RT	800.63	181,041.22	496,602.35
1308	218+56.45	30.00' RT	800.57	181,046.02	496,607.45
1309	218+25.27	30.00' RT	801.39	181,014.85	496,606.84
1310	218+58.03	28.78' RT	800.62	181,047.63	496,606.26
1311	218+25.27	25.00' RT	801.31	181,014.95	496,601.84
1312	218+59.44	34.75' RT	801.01	181,048.91	496,612.26
1313	218+52.80	23.44' RT	800.68	181,042.50	496,600.82
1314	218+33.08	16.00' RT	800.79	181,022.93	496,593.00
1315	218+42.68	18.00' RT	800.78	181,032.49	496,595.18
1316	218+61.91	35.30' RT	800.56	181,051.37	496,612.86
1317	218+64.58	47.96' RT	800.82	181,053.80	496,625.56
1318	218+48.91	23.11' RT	801.15	181,038.62	496,600.41
1319	218+92.86	48.06' RT	800.69	181,082.04	496,626.23
1320	218+95.73	34.85' RT	800.52	181,085.18	496,613.07
1321	219+14.75	18.00' RT	800.77	181,104.53	496,596.61

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1322	219+15.12	19.98' RT	800.71	181,104.86	496,598.60
1323	219+19.80	18.85' RT	801.23	181,109.57	496,597.56
1324	219+14.49	18.08' RT	800.77	181,104.27	496,596.69
1325	219+10.12	22.16' RT	800.68	181,099.82	496,600.68
1326	218+98.83	33.21' RT	800.53	181,088.31	496,611.50
1327	219+09.16	20.41' RT	800.74	181,098.89	496,598.91
1328	219+06.21	24.74' RT	800.66	181,095.86	496,603.18
1329	218+99.82	31.62' RT	800.69	181,089.33	496,609.93
1330	219+04.98	23.16' RT	800.72	181,094.66	496,601.57
1331	219+06.20	29.74' RT	800.63	181,095.75	496,608.17
1332	219+01.20	29.73' RT	800.56	181,090.75	496,608.06
1333	219+00.08	31.23' RT	800.70	181,089.60	496,609.54
1334	218+99.63	28.49' RT	800.62	181,089.20	496,606.79
1335	219+10.11	29.75' RT	800.87	181,099.65	496,608.26
1336	219+10.12	24.75' RT	800.86	181,099.77	496,603.26
1337	219+15.12	24.76' RT	800.93	181,104.77	496,603.38
1338	219+15.12	22.16' RT	800.74	181,104.82	496,600.78
1339	219+15.11	29.76' RT	800.95	181,104.65	496,608.38
1340	219+20.11	29.77' RT	801.05	181,109.65	496,608.49
1341	219+20.12	24.77' RT	800.97	181,109.77	496,603.49
1342	219+05.12	25.00' LT	801.52	181,095.77	496,553.42
1343	219+05.12	30.00' LT	801.59	181,095.87	496,548.43

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1344	219+10.12	30.00' LT	801.27	181,100.87	496,548.53
1345	219+10.12	25.00' LT	801.20	181,100.77	496,553.52
1346	219+15.12	25.00' LT	801.19	181,105.77	496,553.63
1347	219+15.12	30.00' LT	801.26	181,105.87	496,548.63
1348	219+18.12	18.50' LT	801.22	181,108.64	496,560.18
1349	219+15.12	18.50' LT	800.73	181,105.64	496,560.12
1350	219+10.12	18.50' LT	800.74	181,100.64	496,560.02
1351	219+15.12	16.00' LT	800.81	181,105.59	496,562.62
1352	219+07.12	18.50' LT	801.25	181,097.64	496,559.96
1353	219+10.12	16.00' LT	800.82	181,100.59	496,562.52
1354	219+20.12	25.00' LT	801.26	181,110.77	496,553.73
1355	219+20.12	30.00' LT	801.34	181,110.87	496,548.73
1356	219+24.42	16.00' RT	800.78	181,114.24	496,594.80
1358	219+45.52	24.84' RT	801.17	181,135.16	496,604.06
1360	219+45.51	29.84' RT	801.25	181,135.04	496,609.06
1361	218+38.02	16.38' RT	800.81	181,027.86	496,593.48
1362	219+08.20	29.74' RT	800.74	181,097.75	496,608.22
1363	219+07.72	23.64' RT	800.83	181,097.39	496,602.10
1364	219+08.51	23.12' RT	800.84	181,098.19	496,601.60
1365	219+19.42	16.38' RT	800.80	181,109.23	496,595.09
1366	219+25.97	30.00' LT	801.12	181,116.71	496,548.84
1367	219+25.97	25.00' LT	801.05	181,116.61	496,553.84

STH 22 & PINE ST
SOUTHWEST QUADRANT

STH 22 & PINE ST
NORTHWEST QUADRANT

PINE ST

STH 22

STH 22 R/L

222+00 222+25 222+50 222+75

CURB RAMP TYPE 2 MODIFIED

CURB RAMP TYPE 2 MODIFIED

CURB RAMP TYPE 2 MODIFIED

TYPE 7B CURB RAMP

STH 22 & PINE ST
SOUTHEAST QUADRANT

6" CONCRETE CURB PEDESTRIAN

LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

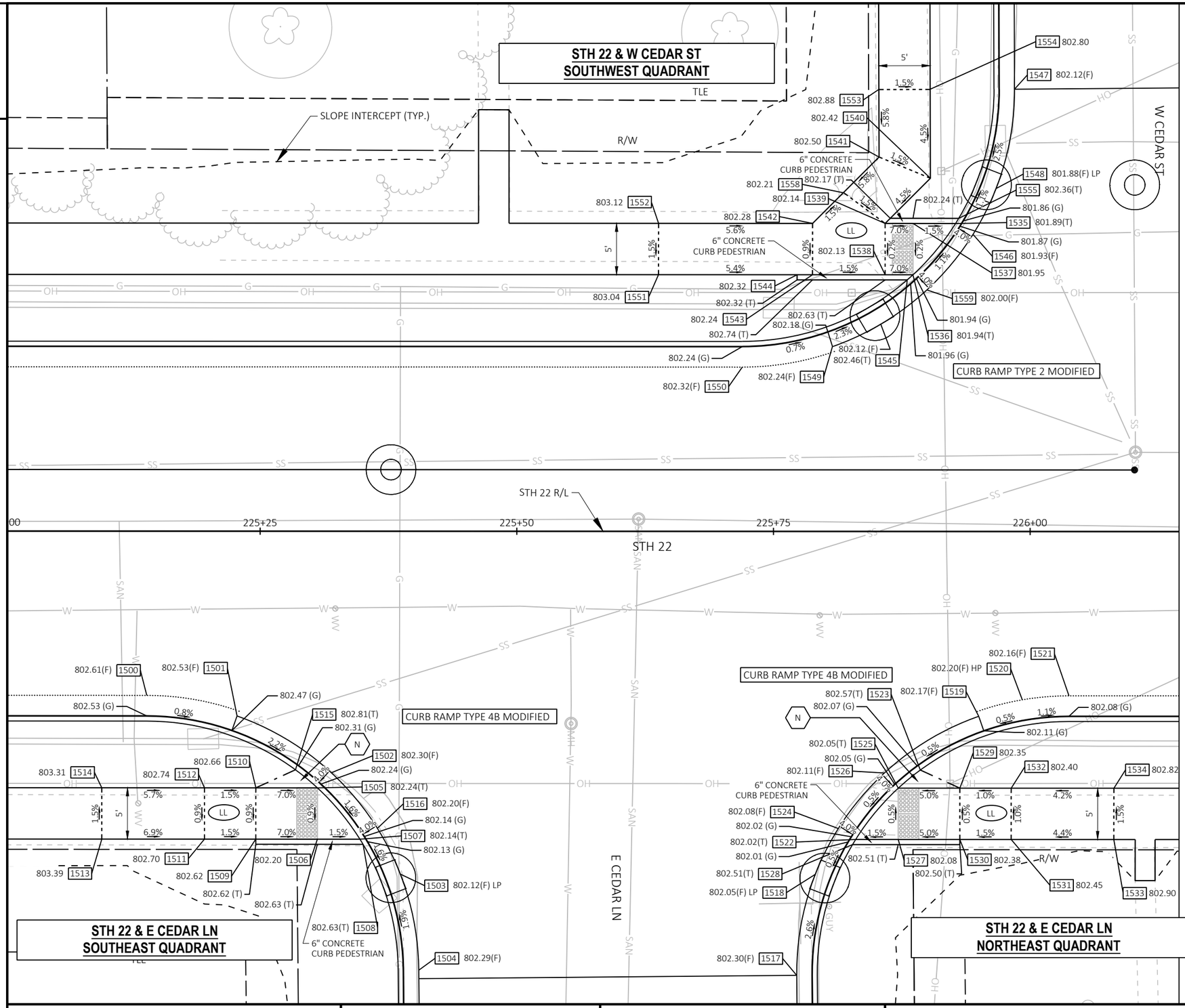
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 82	E

2

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1400	221+95.19	30.00' RT	802.52	181,384.68	496,614.25
1401	221+95.19	25.00' RT	802.45	181,384.78	496,609.25
1402	222+00.19	30.00' RT	802.25	181,389.67	496,614.35
1403	222+00.19	25.00' RT	802.18	181,389.77	496,609.35
1404	222+05.19	30.00' RT	802.29	181,394.67	496,614.45
1405	222+05.19	25.00' RT	802.21	181,394.77	496,609.45
1406	222+10.19	30.00' RT	802.63	181,399.67	496,614.55
1407	222+10.19	25.00' RT	802.55	181,399.77	496,609.55
1408	222+05.19	18.50' RT	801.76	181,394.90	496,602.95
1409	221+97.19	18.50' RT	802.20	181,386.91	496,602.79
1410	222+05.19	16.00' RT	801.84	181,394.95	496,600.45
1411	222+00.19	18.50' RT	801.72	181,389.91	496,602.85
1412	222+08.19	18.50' RT	802.28	181,397.90	496,603.01
1413	222+00.19	16.00' RT	801.80	181,389.96	496,600.35
1414	221+95.19	25.00' LT	802.45	181,385.78	496,559.26
1415	221+95.19	30.00' LT	802.52	181,385.88	496,554.26
1416	222+00.19	25.00' LT	802.10	181,390.78	496,559.36
1417	222+00.19	30.00' LT	802.18	181,390.88	496,554.36
1418	222+05.19	25.00' LT	802.11	181,395.78	496,559.46
1419	222+07.26	25.00' LT	802.12	181,397.85	496,559.50
1420	222+07.26	30.00' LT	802.19	181,397.95	496,554.50
1421	222+03.73	33.54' LT	802.25	181,394.49	496,550.90

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1422	222+05.19	19.69' LT	801.74	181,395.67	496,564.77
1423	222+07.77	20.69' LT	802.25	181,398.27	496,563.82
1424	222+05.81	17.79' LT	801.80	181,396.25	496,566.68
1425	222+00.19	19.69' LT	801.73	181,390.67	496,564.66
1426	222+00.19	18.63' LT	801.72	181,390.65	496,565.72
1427	222+12.12	23.24' LT	802.27	181,402.67	496,561.36
1428	222+00.45	16.15' LT	801.79	181,390.86	496,568.22
1429	222+14.30	37.04' LT	802.72	181,405.13	496,547.61
1430	222+09.30	39.10' LT	802.81	181,400.17	496,545.44
1431	222+09.28	43.32' LT	803.10	181,400.24	496,541.23
1432	222+14.28	43.33' LT	803.03	181,405.24	496,541.31
1433	222+14.26	30.00' LT	801.85	181,404.94	496,554.64
1434	222+14.26	25.00' LT	801.78	181,404.84	496,559.64
1435	222+18.40	30.00' LT	801.81	181,409.09	496,554.73
1436	222+19.74	32.43' LT	802.39	181,410.47	496,552.33
1437	222+20.10	28.94' LT	801.87	181,410.76	496,555.82
1438	222+57.10	32.43' LT	802.34	181,447.83	496,553.08
1439	222+15.61	23.53' LT	801.84	181,406.17	496,561.14
1440	222+24.14	43.09' LT	802.26	181,415.08	496,541.76
1441	222+22.97	35.22' LT	802.05	181,413.76	496,549.60
1442	222+06.43	18.00' LT	801.80	181,396.87	496,566.48
1443	221+97.64	16.00' LT	801.78	181,388.05	496,568.31

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1444	222+62.28	42.96' LT	802.92	181,453.22	496,542.65
1445	222+67.28	42.98' LT	803.00	181,458.22	496,542.73
1446	222+67.30	37.98' LT	802.73	181,458.14	496,547.73
1447	222+62.31	35.90' LT	802.65	181,453.10	496,549.71
1448	222+62.58	30.00' LT	801.92	181,453.26	496,555.62
1449	222+68.21	30.00' LT	802.31	181,458.88	496,555.73
1450	222+71.74	33.54' LT	802.39	181,462.49	496,552.26
1451	222+75.28	30.00' LT	802.46	181,465.95	496,555.87
1452	222+75.28	25.00' LT	802.44	181,465.85	496,560.87
1453	222+76.78	25.00' LT	802.54	181,467.35	496,560.90
1455	222+68.21	25.00' LT	802.34	181,458.78	496,560.73
1456	222+62.58	25.00' LT	801.94	181,453.16	496,560.61
1457	222+63.14	24.50' LT	802.46	181,453.70	496,561.13
1458	222+58.43	30.00' LT	801.87	181,449.11	496,555.53
1459	222+85.28	30.00' LT	803.14	181,475.95	496,556.07
1460	222+85.28	25.00' LT	803.07	181,475.85	496,561.07
1461	222+56.74	28.94' LT	801.93	181,447.40	496,556.56
1462	222+61.22	23.53' LT	802.00	181,451.77	496,562.06
1463	222+79.20	16.00' LT	802.35	181,469.59	496,569.95
1464	222+70.41	18.00' LT	802.25	181,460.84	496,567.77
1465	222+54.64	33.05' LT	801.88	181,445.38	496,552.41
1466	222+52.70	42.91' LT	802.18	181,443.64	496,542.51



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

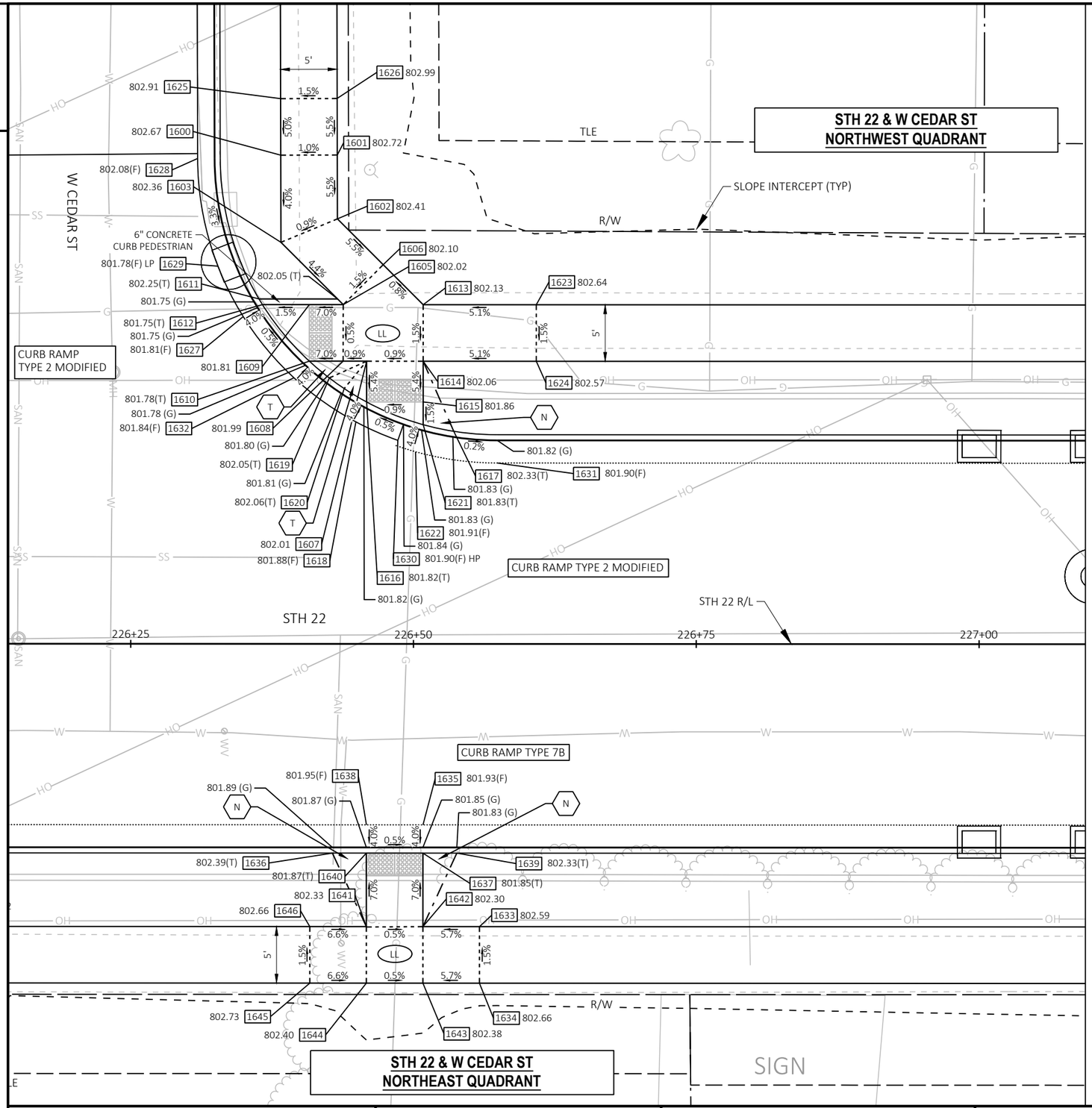
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 84	E

2

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1500	225+13.97	16.00' RT	802.61	181,703.67	496,606.66
1501	225+22.76	18.00' RT	802.53	181,712.42	496,608.84
1502	225+31.95	23.53' RT	802.30	181,721.50	496,614.55
1503	225+38.67	33.40' RT	802.12	181,728.02	496,624.55
1504	225+40.47	42.76' RT	802.29	181,729.63	496,633.95
1505	225+30.59	25.00' RT	802.24	181,720.11	496,616.00
1506	225+30.59	30.00' RT	802.20	181,720.01	496,620.99
1507	225+34.74	30.00' RT	802.14	181,724.16	496,621.08
1508	225+35.05	30.50' RT	802.63	181,724.45	496,621.58
1509	225+24.59	30.00' RT	802.62	181,714.01	496,620.87
1510	225+24.59	25.00' RT	802.66	181,714.11	496,615.87
1511	225+19.59	30.00' RT	802.70	181,709.01	496,620.77
1512	225+19.59	25.00' RT	802.74	181,709.11	496,615.77
1513	225+09.59	30.00' RT	803.39	181,699.01	496,620.57
1514	225+09.59	25.00' RT	803.31	181,699.11	496,615.57
1515	225+28.46	23.24' RT	802.81	181,718.01	496,614.19
1516	225+36.44	28.94' RT	802.20	181,725.87	496,620.05

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1517	225+77.29	43.25' RT	802.30	181,766.43	496,635.18
1518	225+79.08	33.40' RT	802.05	181,768.42	496,625.37
1519	225+95.00	18.00' RT	802.17	181,784.64	496,610.29
1520	225+99.24	16.38' RT	802.20	181,788.92	496,608.76
1521	226+03.78	16.00' RT	802.16	181,793.47	496,608.47
1522	225+83.02	30.00' RT	802.02	181,772.42	496,622.05
1523	225+89.31	23.24' RT	802.57	181,778.85	496,615.41
1524	225+81.32	28.94' RT	802.08	181,770.75	496,620.95
1525	225+87.16	25.00' RT	802.05	181,776.67	496,617.13
1526	225+85.81	23.53' RT	802.11	181,775.34	496,615.64
1527	225+87.16	30.00' RT	802.08	181,776.57	496,622.13
1528	225+82.71	30.50' RT	802.51	181,772.11	496,622.54
1529	225+93.16	25.00' RT	802.35	181,782.67	496,617.25
1530	225+93.16	30.00' RT	802.38	181,782.57	496,622.25
1531	225+98.16	30.00' RT	802.45	181,787.57	496,622.35
1532	225+98.16	25.00' RT	802.40	181,787.67	496,617.35
1533	226+08.16	30.00' RT	802.90	181,797.56	496,622.55
1534	226+08.16	25.00' RT	802.82	181,797.66	496,617.56

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1535	225+92.73	29.99' LT	801.89	181,783.34	496,562.26
1536	225+88.57	25.00' LT	801.94	181,779.08	496,567.17
1537	225+88.57	30.00' LT	801.95	181,779.19	496,562.17
1538	225+85.86	25.00' LT	802.13	181,776.37	496,567.12
1539	225+85.86	30.00' LT	802.14	181,776.47	496,562.12
1540	225+90.27	34.41' LT	802.42	181,780.97	496,557.80
1541	225+85.26	36.47' LT	802.50	181,776.00	496,555.64
1542	225+78.79	30.00' LT	802.28	181,769.40	496,561.98
1543	225+78.79	25.00' LT	802.24	181,769.30	496,566.98
1544	225+77.29	25.00' LT	802.32	181,767.80	496,566.94
1545	225+88.02	24.50' LT	802.46	181,778.52	496,567.66
1546	225+94.42	28.94' LT	801.93	181,785.00	496,563.35
1547	225+98.45	43.08' LT	802.12	181,789.33	496,549.30
1548	225+96.65	33.40' LT	801.88	181,787.33	496,558.94
1549	225+80.73	18.00' LT	802.24	181,771.10	496,574.02
1550	225+71.95	16.00' LT	802.32	181,762.29	496,575.84
1551	225+63.79	25.00' LT	803.04	181,754.31	496,566.67
1552	225+63.79	30.00' LT	803.12	181,754.41	496,561.67
1553	225+85.24	43.06' LT	802.88	181,776.12	496,549.05
1554	225+90.24	43.07' LT	802.80	181,781.12	496,549.13
1555	225+93.02	30.50' LT	802.36	181,783.64	496,561.76
1558	225+81.85	32.98' LT	802.21	181,772.52	496,559.06
1559	225+89.93	23.53' LT	802.00	181,780.41	496,568.67



LEGEND

XXX.XX	SIDEWALK ELEVATION
XXX.XX(F)	CURB FLANGE ELEVATION
XXX.XX(G)	GUTTER FLOWLINE ELEVATION
XXX.XX(T)	TOP OF CURB ELEVATION
XXX.XX(E)	EXISTING ELEVATION
HP / LP	HIGH POINT / LOW POINT
LL	LEVEL LANDING
1000	POINT NUMBER
	SLOPE INTERCEPTS
	GRADED FLARE
	DETECTABLE WARNING FIELD
A	CURB RADIUS POINT NUMBER
N	NON-TRAVERSABLE FLARE (6:1 MAX)
T	TRAVERSABLE FLARE (10:1 MAX)

NOTES

1. CONTRACTOR TO FIELD VERIFY ELEVATIONS, GRADES, SLOPES, LENGTHS, AND MATCH POINTS PRIOR TO CURB RAMP CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONDITIONS WITHIN THE CONDITIONS OF THE STANDARD DETAIL DRAWINGS.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE EXACT JOINT LOCATIONS.
4. THE CROSS SLOPE OF THE GUTTER SHALL BE 4.0% UNLESS OTHERWISE SHOWN.
5. THE MAXIMUM GRADE BREAK BETWEEN THE GUTTER PAN AND CURB RAMP SHALL BE 11%
6. SIDEWALK AND CURB RAMP CROSS SLOPE SHALL NOT EXCEED 2%.
7. SIDEWALK AND CURB RAMP RUNNING SLOPE SHALL NOT EXCEED 8.33% (12H:1V).
8. PAVED FLARES SHALL BE 3' LONG MEASURED ALONG THE CURB, UNLESS OTHERWISE NOTED.
9. ALL DETECTABLE WARNING FIELDS SHALL BE 2'x5', UNLESS SHOWN AS RADIAL OR AS UNLESS OTHERWISE NOTED.

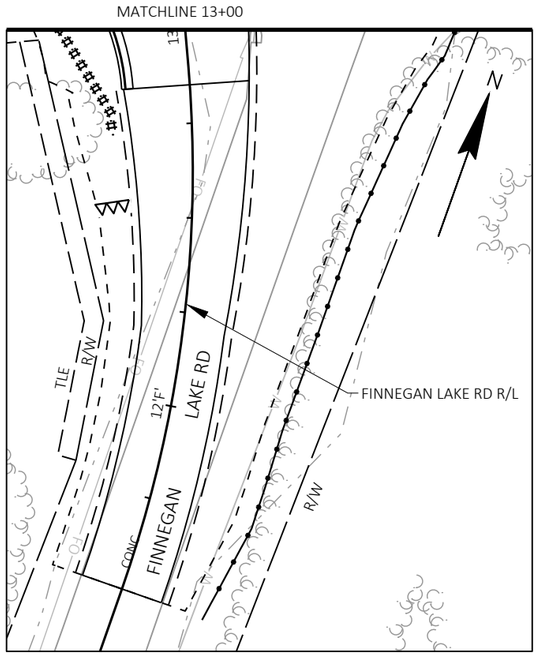
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CURB RAMP DETAILS	SHEET 86	E

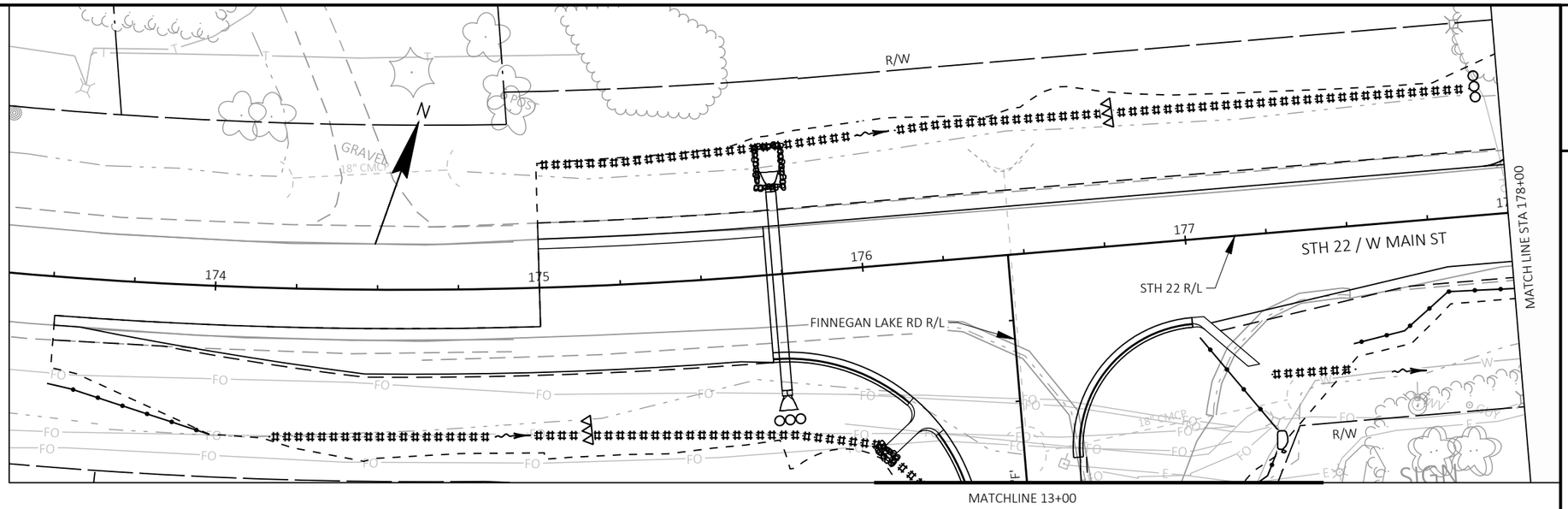
2

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1600	226+38.24	43.22' LT	802.67	181,829.11	496,549.96
1601	226+43.24	43.23' LT	802.72	181,834.11	496,550.04
1602	226+43.26	37.58' LT	802.41	181,834.01	496,555.69
1603	226+38.27	35.51' LT	802.36	181,828.98	496,557.67
1605	226+43.77	30.00' LT	802.02	181,834.37	496,563.28
1606	226+47.31	33.54' LT	802.10	181,837.98	496,559.82
1607	226+45.84	25.00' LT	802.01	181,836.34	496,568.32
1608	226+43.77	25.00' LT	801.99	181,834.27	496,568.28
1609	226+40.78	30.00' LT	801.81	181,831.38	496,563.22
1610	226+40.78	25.00' LT	801.78	181,831.28	496,568.22
1611	226+36.33	30.50' LT	802.25	181,826.94	496,562.63
1612	226+36.63	30.00' LT	801.75	181,827.23	496,563.14
1613	226+50.84	30.00' LT	802.13	181,841.44	496,563.43
1614	226+50.84	25.00' LT	802.06	181,841.34	496,568.42
1615	226+50.84	21.40' LT	801.86	181,841.27	496,572.03
1616	226+45.84	21.40' LT	801.82	181,836.27	496,571.93
1617	226+53.55	18.80' LT	802.33	181,843.92	496,574.67
1618	226+44.90	19.63' LT	801.88	181,835.29	496,573.67

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1619	226+42.55	23.52' LT	802.05	181,833.01	496,569.74
1620	226+43.86	22.58' LT	802.06	181,834.31	496,570.71
1621	226+50.84	19.39' LT	801.83	181,841.23	496,574.03
1622	226+50.18	16.98' LT	801.91	181,840.51	496,576.43
1623	226+60.84	30.00' LT	802.64	181,851.44	496,563.63
1624	226+60.84	25.00' LT	802.57	181,851.34	496,568.63
1625	226+38.23	48.22' LT	802.91	181,829.20	496,544.96
1626	226+43.23	48.23' LT	802.99	181,834.19	496,545.04
1627	226+34.94	28.94' LT	801.81	181,825.52	496,564.17
1628	226+30.90	42.92' LT	802.08	181,821.76	496,550.11
1629	226+32.70	33.40' LT	801.78	181,823.37	496,559.66
1630	226+48.61	18.00' LT	801.90	181,838.97	496,575.38
1631	226+57.40	16.00' LT	801.90	181,847.71	496,577.55
1632	226+39.42	23.53' LT	801.84	181,829.89	496,569.66
1633	226+55.84	25.00' RT	802.59	181,845.33	496,618.51
1634	226+55.84	30.00' RT	802.66	181,845.23	496,623.51
1635	226+50.84	16.00' RT	801.93	181,840.52	496,609.42
1636	226+42.84	18.50' RT	802.39	181,832.46	496,611.75

POINT TABLES					
POINT NUMBER	STATION	OFFSET	ELEVATION	Y	X
1637	226+50.84	18.50' RT	801.85	181,840.47	496,611.92
1638	226+45.84	16.00' RT	801.95	181,835.52	496,609.32
1639	226+53.84	18.50' RT	802.33	181,843.46	496,611.98
1640	226+45.84	18.50' RT	801.87	181,835.47	496,611.82
1641	226+45.84	25.00' RT	802.33	181,835.34	496,618.31
1642	226+50.84	25.00' RT	802.30	181,840.34	496,618.41
1643	226+50.84	30.00' RT	802.38	181,840.24	496,623.41
1644	226+45.84	30.00' RT	802.40	181,835.24	496,623.31
1645	226+40.84	30.00' RT	802.73	181,830.24	496,623.21
1646	226+40.84	25.00' RT	802.66	181,830.34	496,618.21



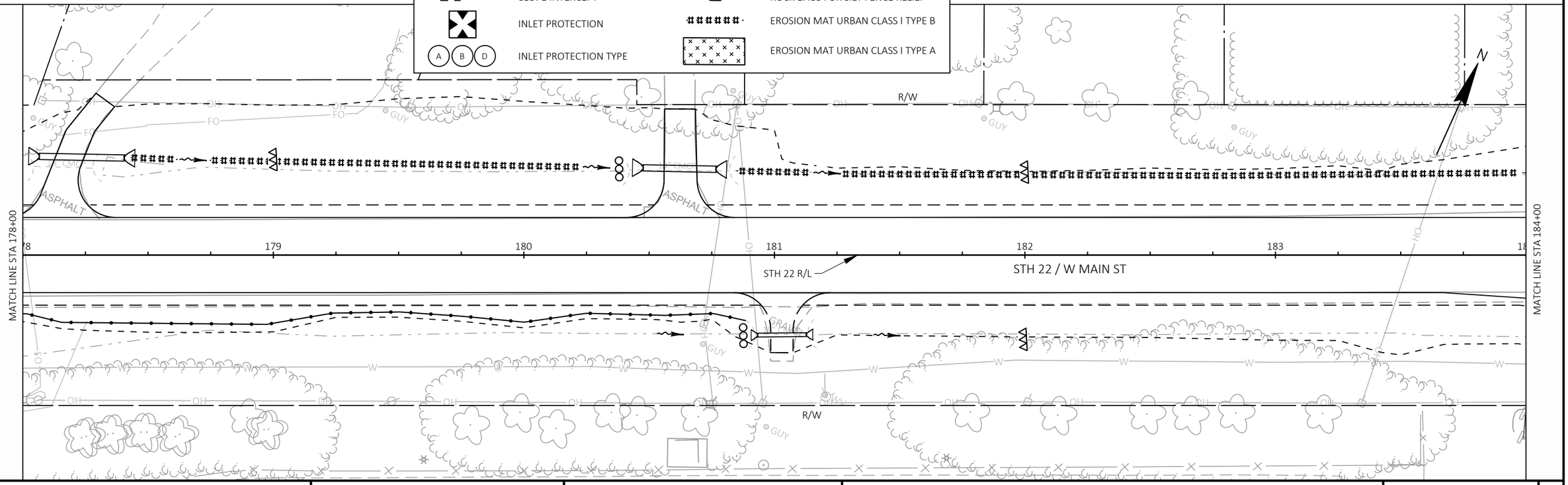


LEGEND

SILT FENCE		TEMPORARY DITCH CHECK	
CLIMBING TURTLE EXCLUSION FENCE		CULVERT PIPE CHECK	
RIPRAP MEDIUM		SURFACE WATER FLOW	
SLOPE INTERCEPT		ROCK BAGS FOR SILT FENCE RELIEF	
INLET PROTECTION		EROSION MAT URBAN CLASS I TYPE B	
INLET PROTECTION TYPE	A B D	EROSION MAT URBAN CLASS I TYPE A	

NOTES:
PLACE INLET PROTECTION AS FOLLOWS:
TYPE A PRIOR TO PAVING. TYPE D AFTER PAVING.

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	EROSION CONTROL PLAN	SHEET 88 E

2

MATCH LINE STA 184+00

MATCH LINE STA 190+00

N HARDING AVE

STH 22 / W MAIN ST

STH 22 R/L

CONCRETE

ASPHALT

GILLETT HIGH SCHOOL

NOTES:
PLACE INLET PROTECTION AS FOLLOWS:
TYPE A PRIOR TO PAVING. TYPE D AFTER PAVING.

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

LEGEND

- SILT FENCE
- CLIMBING TURTLE EXCLUSION FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION
- A B D — INLET PROTECTION TYPE
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK BAGS FOR SILT FENCE RELIEF
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE A

MATCH LINE STA 190+00

MATCH LINE STA 196+00

N ELM AVE

S ELM AVE

OAK AVE

STH 22 R/L

STH 22 / W MAIN ST

SLOPE INTERCEPT (TYP.)

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	EROSION CONTROL PLAN	SHEET 89	E

2

MATCH LINE STA 196+00

MATCH LINE STA 202+00

STH 22 / W MAIN ST

STH 22 R/L

BIRCH AVE

E 1ST ST

S GARDEN ST

S MCKENZIE ST

MATCH LINE STA 202+00

MATCH LINE STA 207+50

STH 22 / W MAIN ST

STH 22 R/L

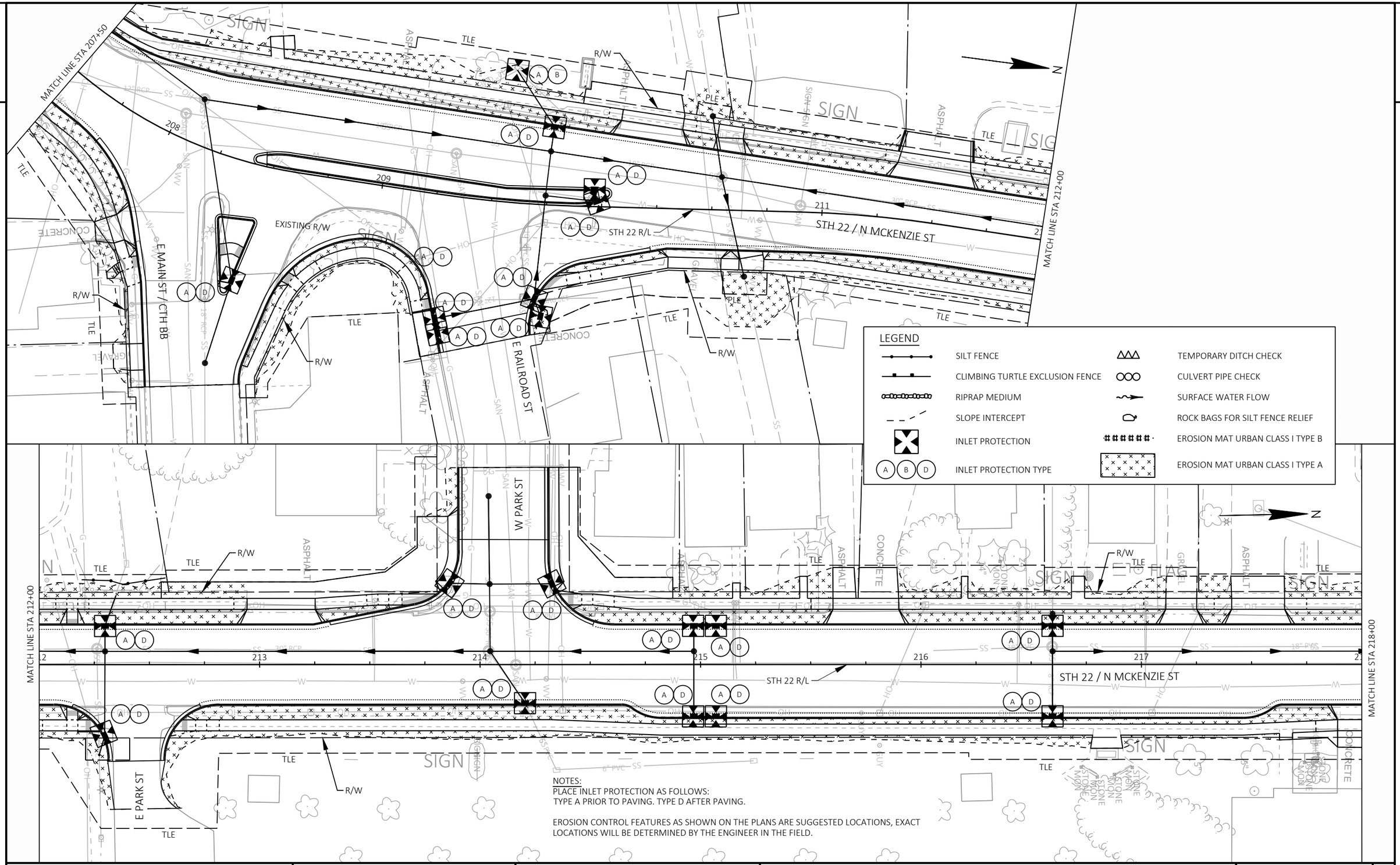
NOTES:
PLACE INLET PROTECTION AS FOLLOWS:
TYPE A PRIOR TO PAVING. TYPE D AFTER PAVING.

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

LEGEND

SILT FENCE	TEMPORARY DITCH CHECK
CLIMBING TURTLE EXCLUSION FENCE	CULVERT PIPE CHECK
RIPRAP MEDIUM	SURFACE WATER FLOW
SLOPE INTERCEPT	ROCK BAGS FOR SILT FENCE RELIEF
INLET PROTECTION	EROSION MAT URBAN CLASS I TYPE B
INLET PROTECTION TYPE (A B D)	EROSION MAT URBAN CLASS I TYPE A

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	EROSION CONTROL PLAN	SHEET 90	E



NOTES:
PLACE INLET PROTECTION AS FOLLOWS:
TYPE A PRIOR TO PAVING. TYPE D AFTER PAVING.

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	EROSION CONTROL PLAN	SHEET 91	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022001-EC.DWG
LAYOUT NAME - 04-ec
PLOT DATE : 7/31/2025 5:38 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : ##########

2

2

MATCH LINE STA 218+00

MATCH LINE STA 224+00

MATCH LINE STA 224+00

MATCH LINE STA 230+00

STH 22 / N MCKENZIE ST

STH 22 R/L

PINE ST

W CEDAR ST

E CEDAR ST

WASHINGTON ST

FLAG

SIGN

N

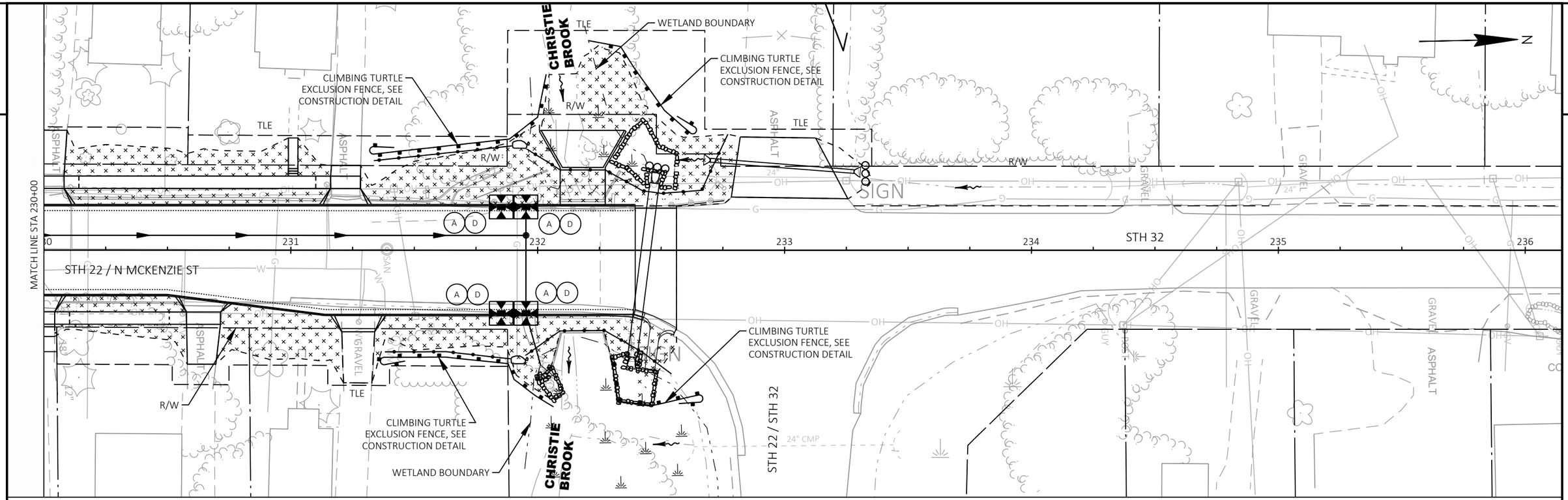
NOTES:
PLACE INLET PROTECTION AS FOLLOWS:
TYPE A PRIOR TO PAVING. TYPE D AFTER PAVING.

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

LEGEND

- SILT FENCE
- CLIMBING TURTLE EXCLUSION FENCE
- RIPRAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION
- INLET PROTECTION TYPE (A B D)
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- ROCK BAGS FOR SILT FENCE RELIEF
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT URBAN CLASS I TYPE A

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	EROSION CONTROL PLAN	SHEET 92	E



LEGEND

	SILT FENCE		TEMPORARY DITCH CHECK
	CLIMBING TURTLE EXCLUSION FENCE		CULVERT PIPE CHECK
	RIPRAP MEDIUM		SURFACE WATER FLOW
	SLOPE INTERCEPT		ROCK BAGS FOR SILT FENCE RELIEF
	INLET PROTECTION		EROSION MAT URBAN CLASS I TYPE B
A B D	INLET PROTECTION TYPE		EROSION MAT URBAN CLASS I TYPE A

NOTES:
PLACE INLET PROTECTION AS FOLLOWS:
TYPE A PRIOR TO PAVING. TYPE D AFTER PAVING.

EROSION CONTROL FEATURES AS SHOWN ON THE PLANS ARE SUGGESTED LOCATIONS, EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	EROSION CONTROL PLAN	SHEET 93	E

2

SLOPE INTERCEPT (TYP.)

16AEW STA 184+51, 26.4' LT
APRON ENDWALLS FOR CPRC 24-INCH

16 STA 184+51, 22.2' RT
INLETS 4-H

15 STA 184+41, 34.4' RT
MANHOLES 4-L

15AEW STA 184+35, 34.5' RT
APRON ENDWALLS FOR CPRC 18-INCH

GILLETT HIGH SCHOOL R/L

GILLETT HIGH SCHOOL

SIGN

R/W

TLE

CONCRETE

RECONNECT STORM SEWER LATERAL

SLOPE INTERCEPT (TYP.)

STH 22 R/L

STA 187+75, 45.8' LT
MANHOLES 7-J-S 1

STA 187+37, 46.4' LT
APRON ENDWALLS FOR CPRC 30-INCH 1AEW

STA 187+54, 45.8' LT
MANHOLES 5-H 1A

HARDING AVE R/L

N HARDING AVE

1B STA 187+95, 45.9' LT
INLETS 2x3-H

2 STA 187+95, 6.0' LT
MANHOLES 7-J-S

2A STA 187+95, 17.5' RT
INLETS 2x3-H

3 STA 188+96, 6.0' LT
MANHOLES 5-J-S

3A STA 188+96, 34.4' RT
INLETS MEDIAN 1G-MS-A

STH 22

CONCRETE

MATCH LINE 190+00

184 185 186 187 188 189

18" 24" 30" 12" 15" 36"

EXISTING GROUND

FINISHED GROUND

1 824.57

2 824.91

3 824.34

EXISTING 18-INCH
STORM SEWER @ 0.27%

819.56 819.06 818.79 818.79 818.08 818.08

SSPRC CLASS IV 36-INCH
44.4' @ 0.61%

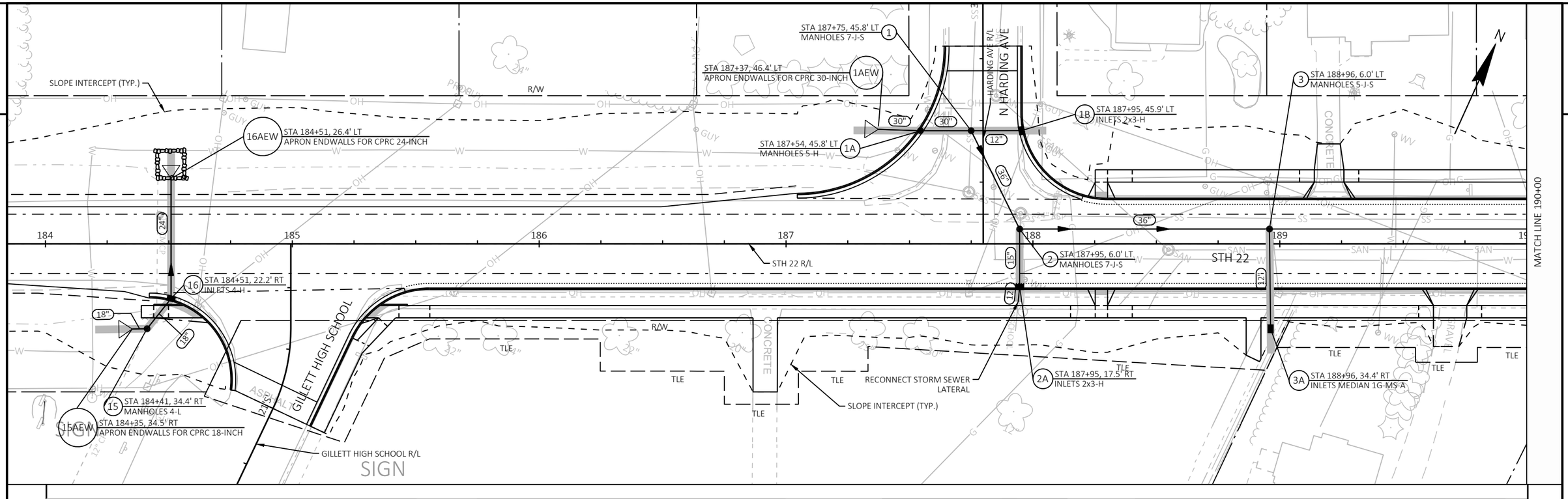
SSPRC CLASS IV 36-INCH
101.2' @ 0.70%

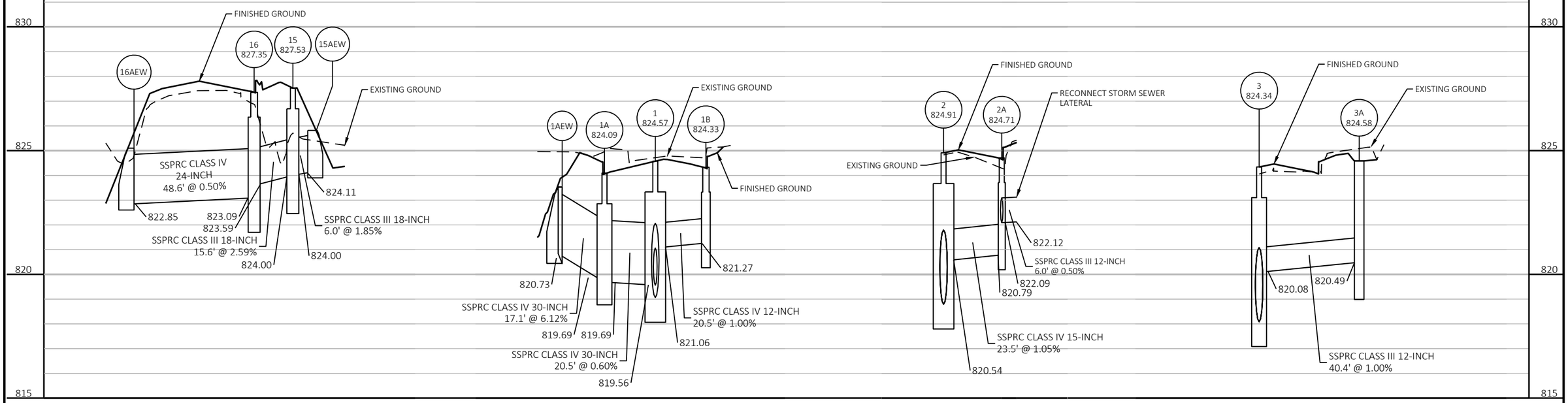
SSPRC CLASS IV 36-INCH
267.6' @ 0.70%

825 820 815 810

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 94	E

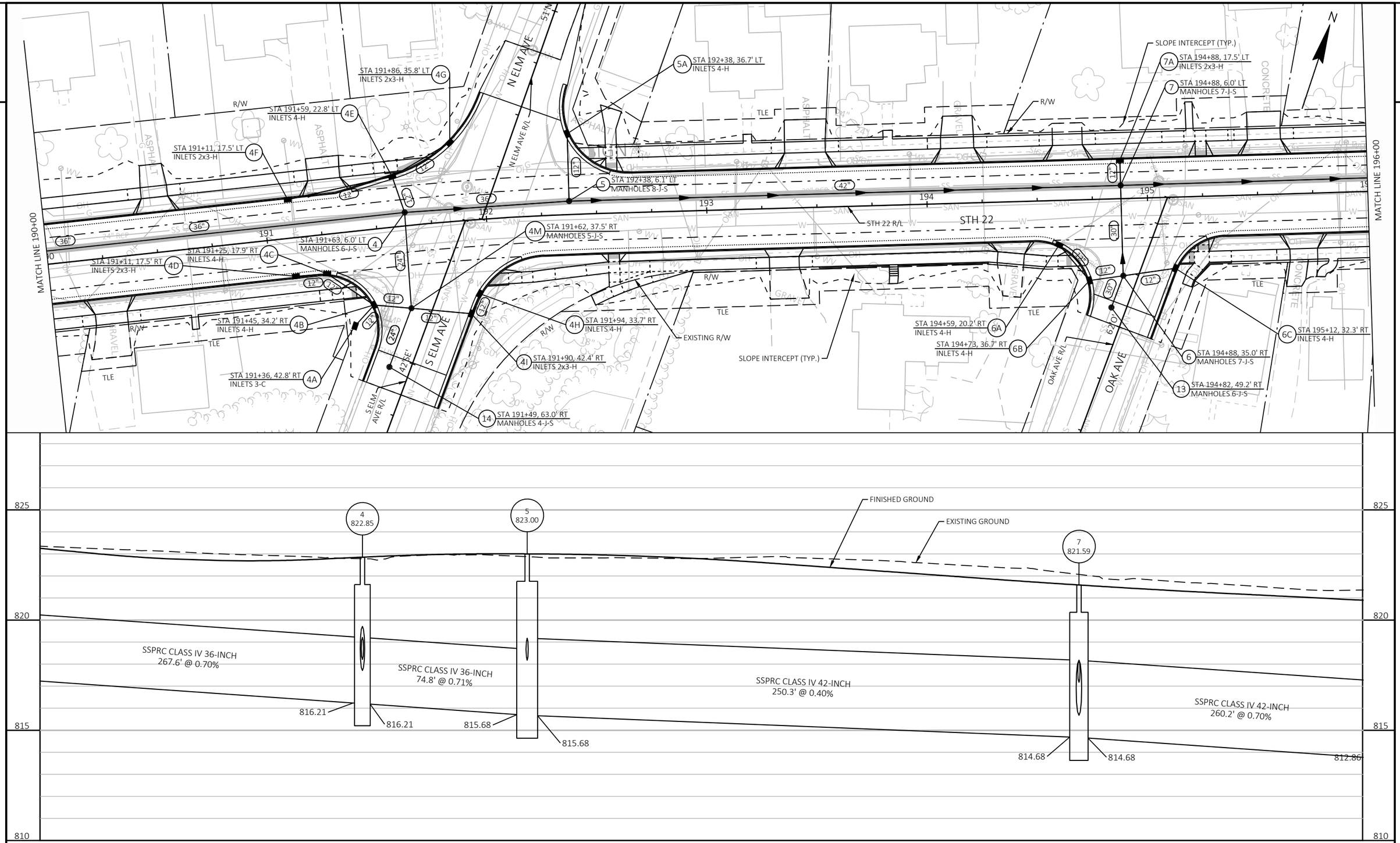
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022501-SS.DWG
LAYOUT NAME - 03
PLOT DATE : 7/31/2025 2:12 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



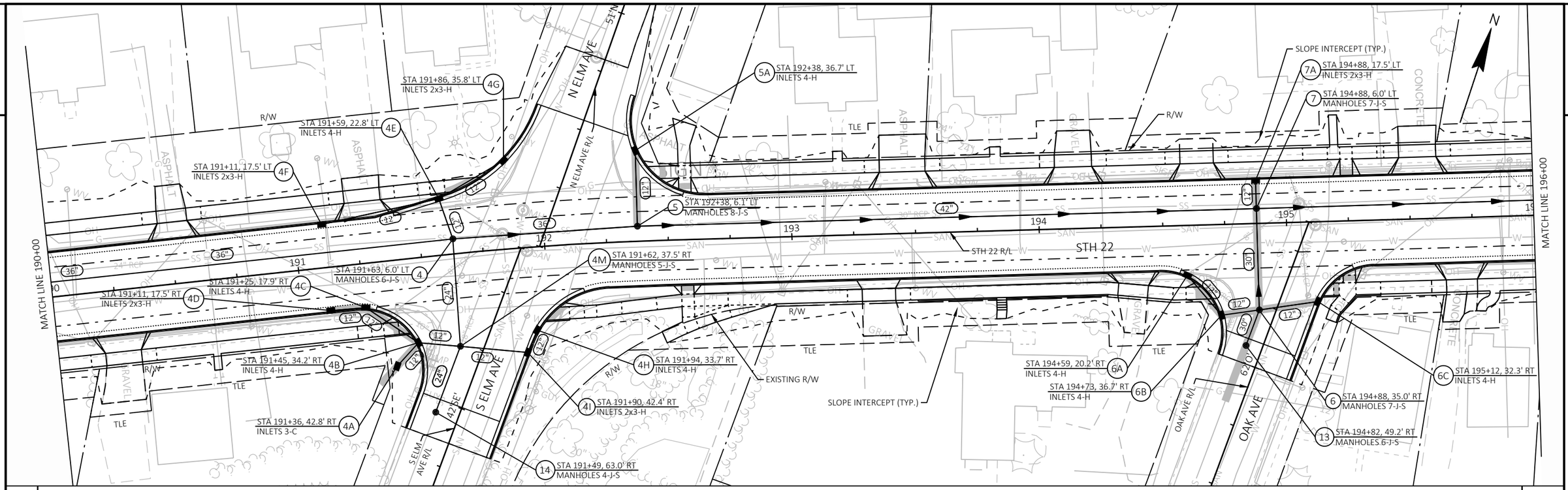


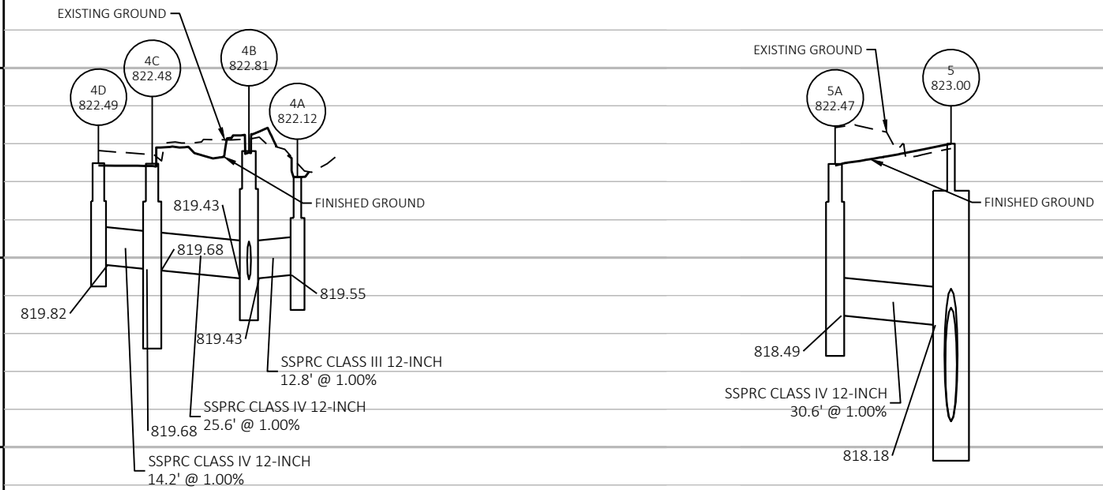
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 95	E

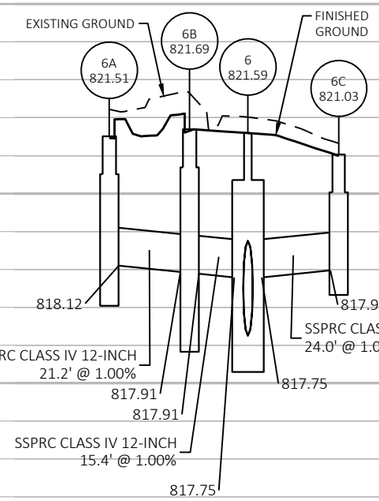
2

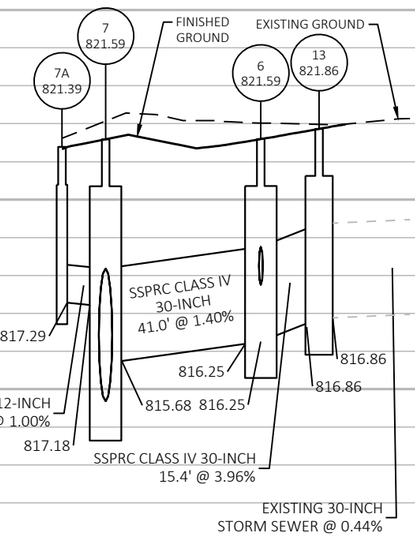


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 96	E





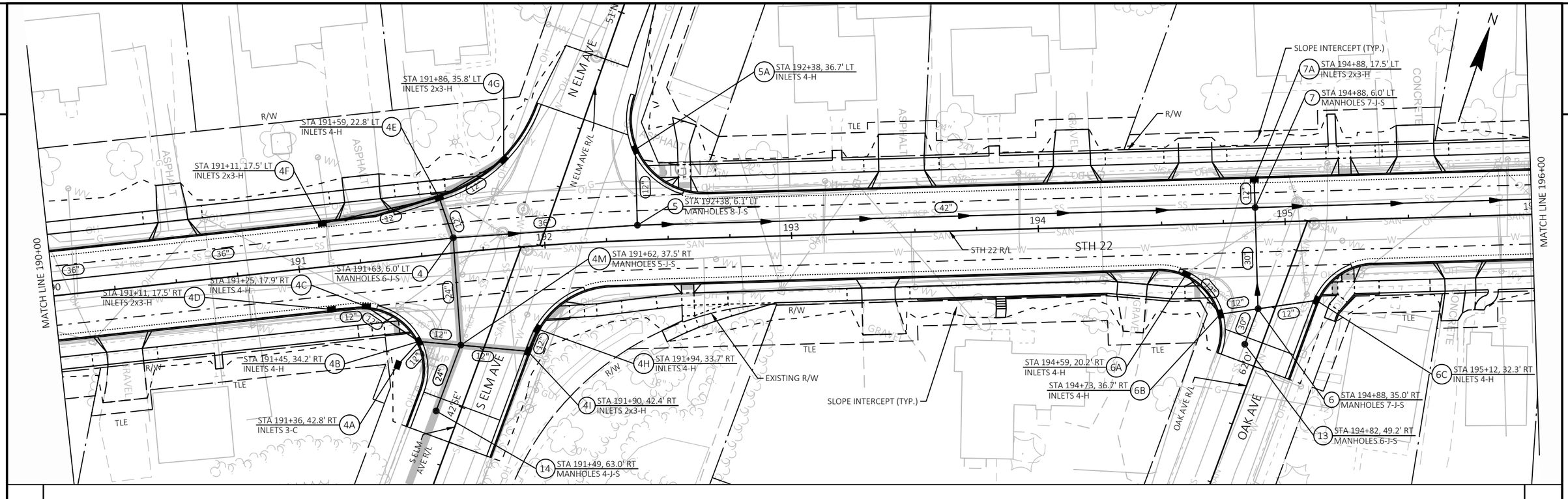


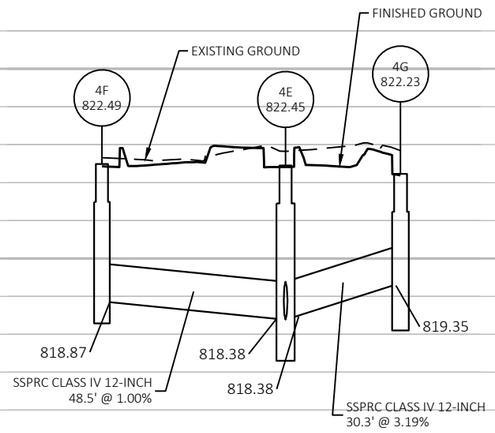


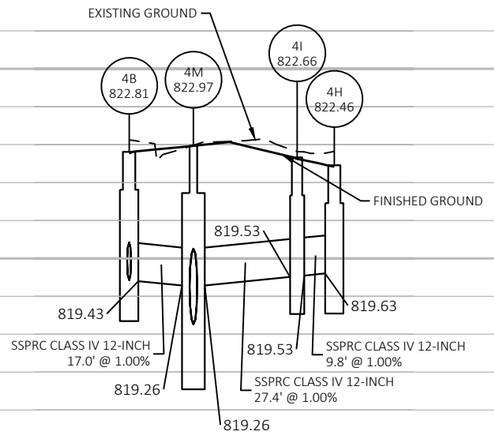
825 820 815 810

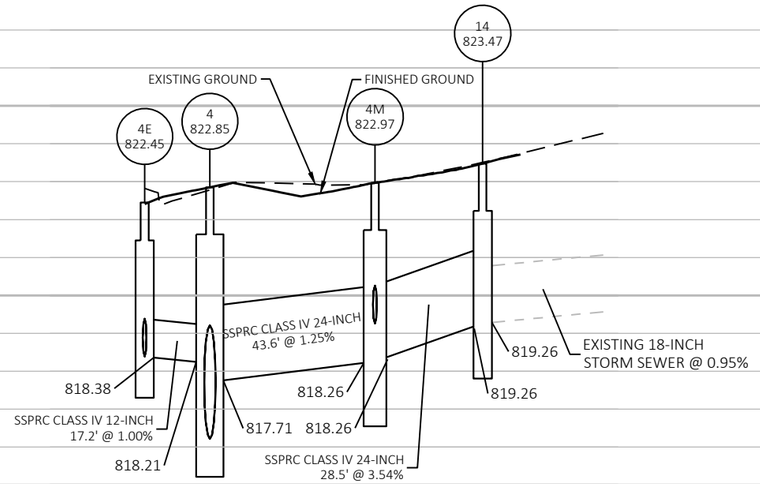
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 97	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022501-SS.DWG
LAYOUT NAME - 04a
PLOT DATE : 9/26/2025 2:07 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT



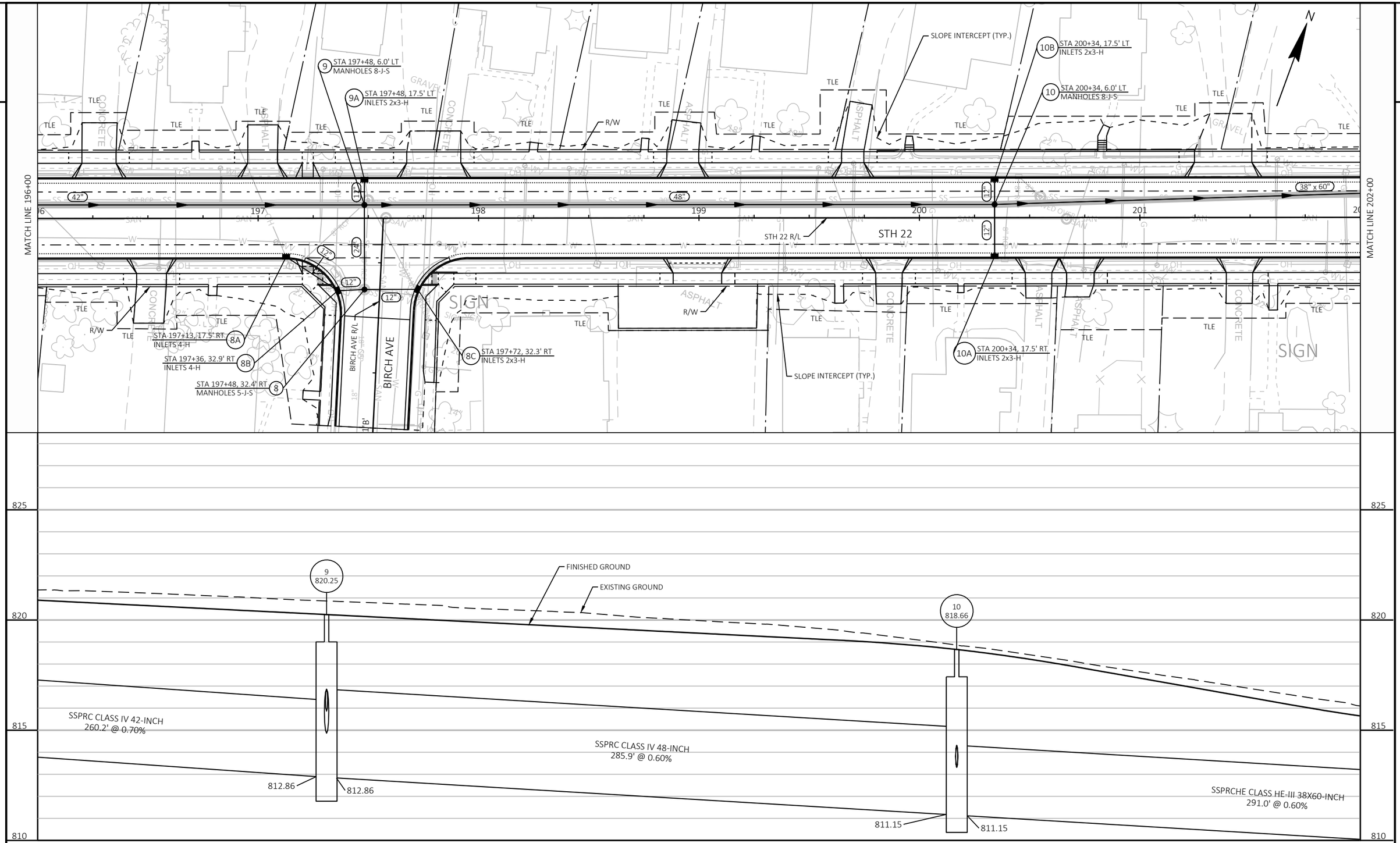






825
820
815
810

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 98	E



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 99	E

MATCH LINE 196+00

MATCH LINE 202+00

2

N

9 STA 197+48, 6.0' LT
MANHOLES 8-J-S

9A STA 197+48, 17.5' LT
INLETS 2x3-H

10B STA 200+34, 17.5' LT
INLETS 2x3-H

10 STA 200+34, 6.0' LT
MANHOLES 8-J-S

SLOPE INTERCEPT (TYP.)

STH 22

STH 22 R/L

R/W

BIRCH AVE

BIRCH AVE R/L

SIGN

STA 197+13, 17.5' RT
INLETS 4-H
8A

STA 197+36, 32.9' RT
INLETS 4-H
8B

STA 197+48, 32.4' RT
MANHOLES 5-J-S
8

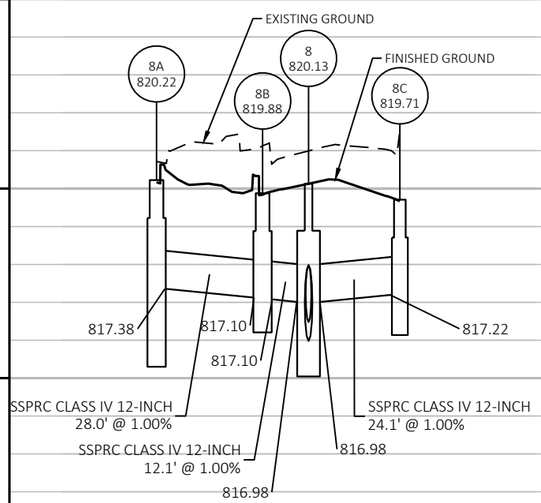
STA 197+72, 32.3' RT
INLETS 2x3-H
8C

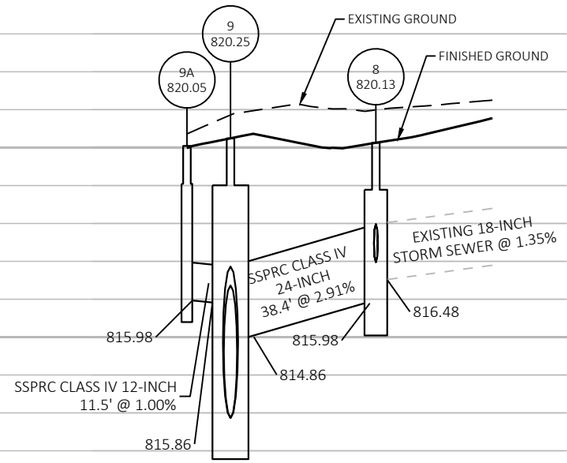
STA 200+34, 17.5' RT
INLETS 2x3-H
10A

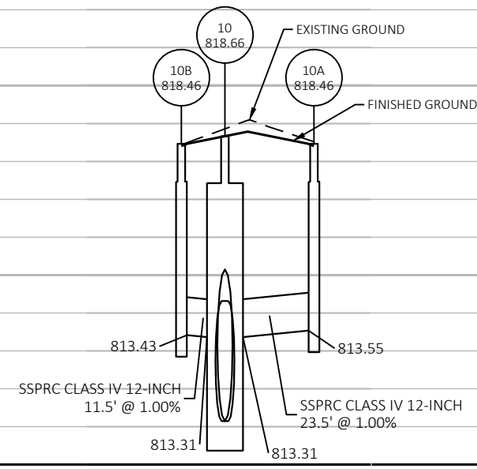
42" 48" 38" x 60" 12" 24" 18" 12" 12" 12" 12"

TLE CONCRETE ASPHALT GRAVEL SAN SS 30" RCP OHL G W

196 197 198 199 200 201 202



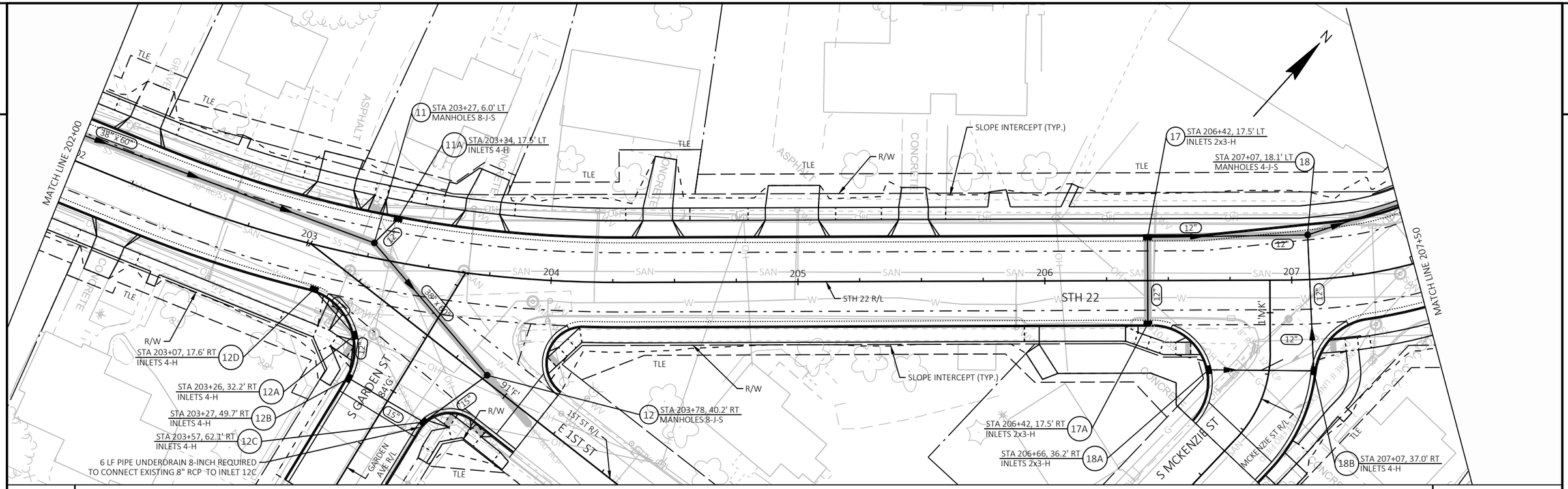


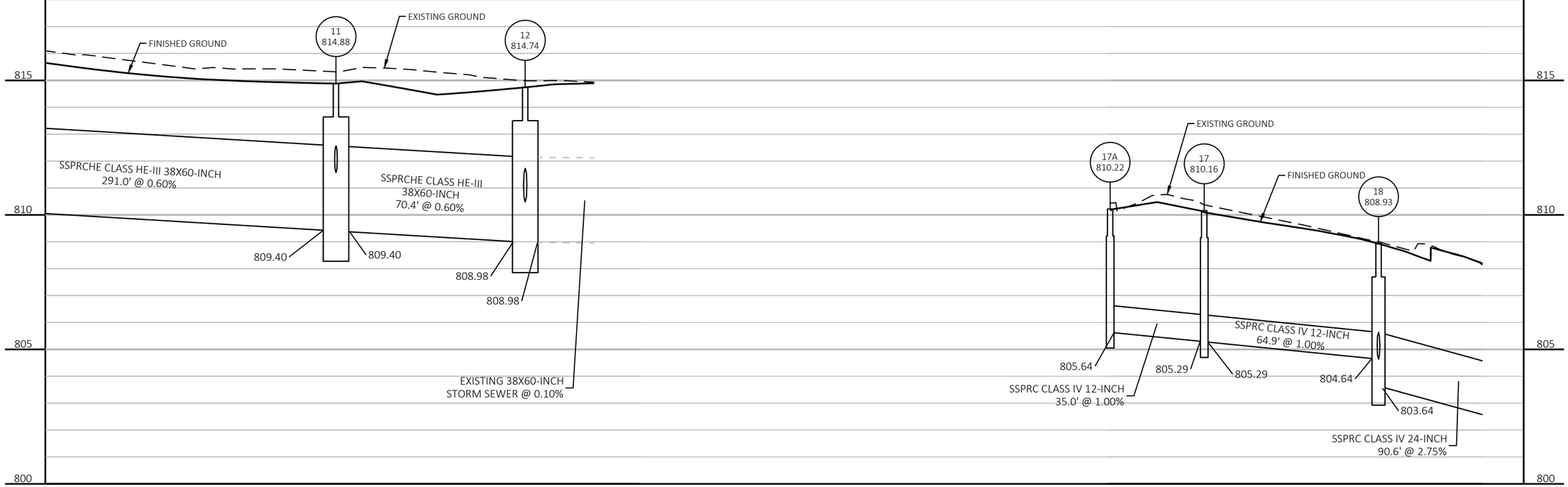


825 820 815 810

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 100	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022501-SS.DWG
LAYOUT NAME - 05a
PLOT DATE : 7/31/2025 2:15 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41





PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 101	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022501-SS.DWG
LAYOUT NAME - 06

PLOT DATE : 7/31/2025 2:15 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCH LINE 202+00

MATCH LINE 207+50

11 STA 203+27, 6.0' LT MANHOLES 8-J-S

11A STA 203+34, 17.5' LT INLETS 4-H

17 STA 206+42, 17.5' LT INLETS 2x3-H

18 STA 207+07, 18.1' LT MANHOLES 4-J-S

SLOPE INTERCEPT (TYP.)

R/W

TLE

STH 22

STH 22 R/L

12D R/W STA 203+07, 17.6' RT INLETS 4-H

12A STA 203+26, 32.2' RT INLETS 4-H

12B STA 203+27, 49.7' RT INLETS 4-H

12C STA 203+57, 62.1' RT INLETS 4-H

6 LF PIPE UNDERDRAIN 8-INCH REQUIRED TO CONNECT EXISTING 8" RCP TO INLET 12C

12 STA 203+78, 40.2' RT MANHOLES 8-J-S

17A STA 206+42, 17.5' RT INLETS 2x3-H

18A STA 206+66, 36.2' RT INLETS 4-H

18B STA 207+07, 37.0' RT INLETS 4-H

S GARDEN ST

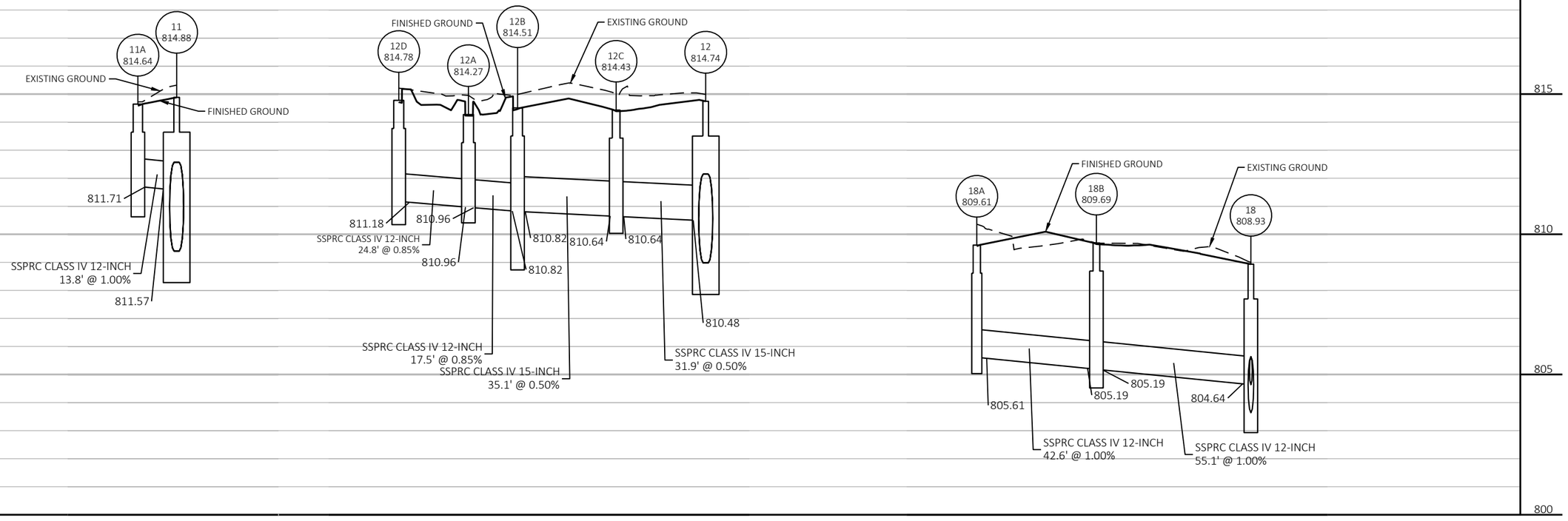
E 1ST ST

S MCKENZIE ST

GARDEN AVE R/L

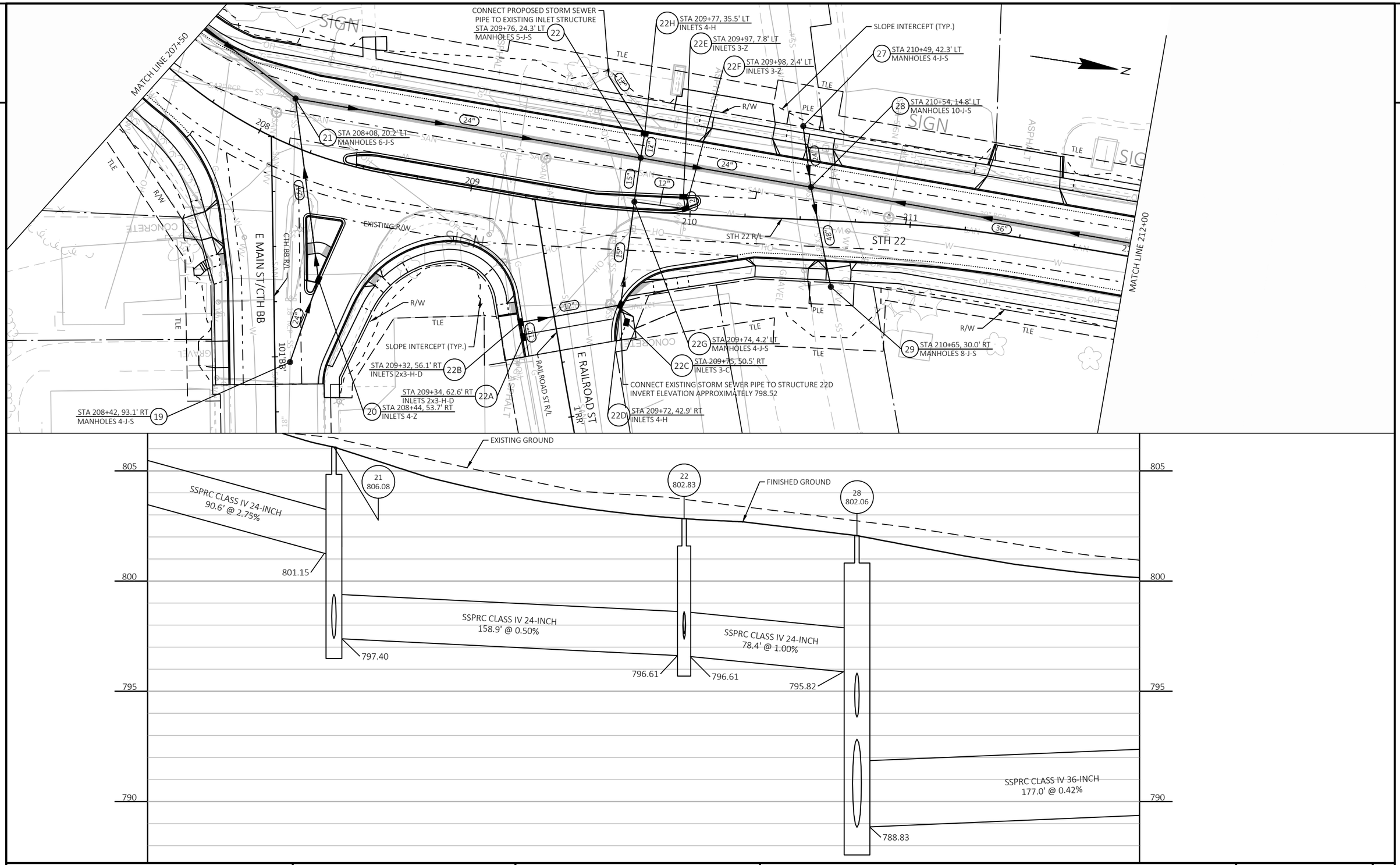
1ST R/L

MCKENZIE ST R/L



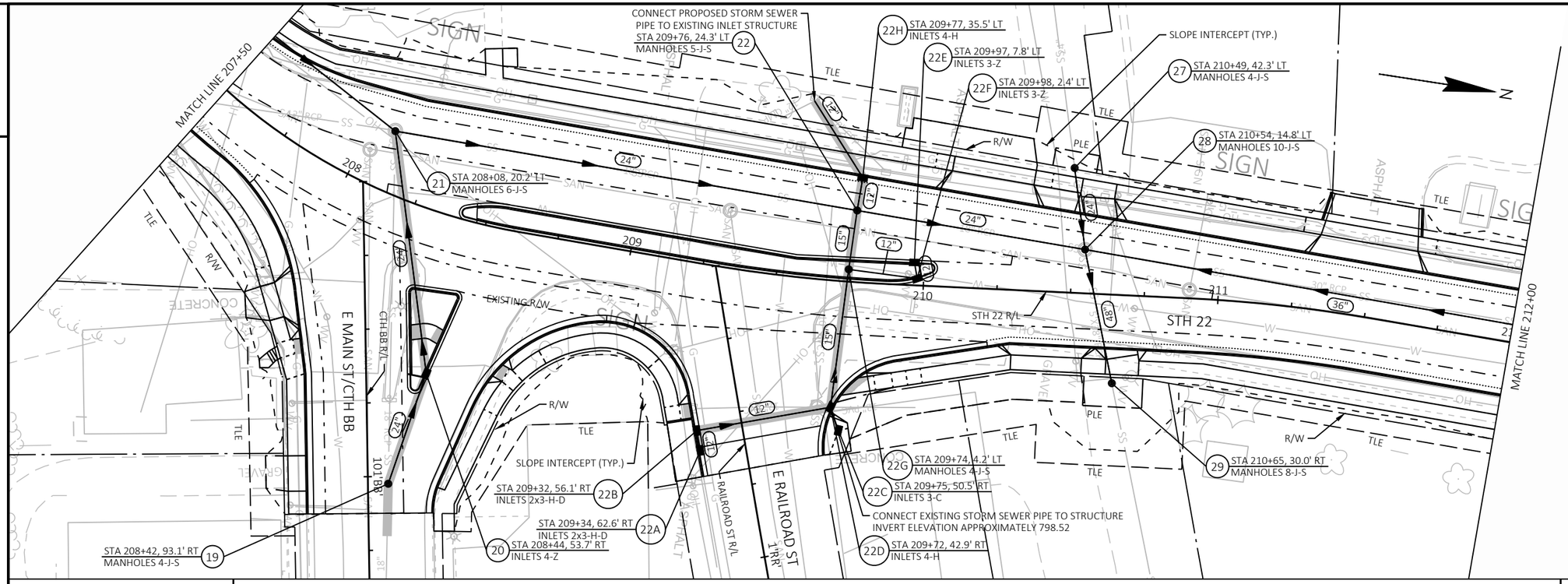
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 102	E

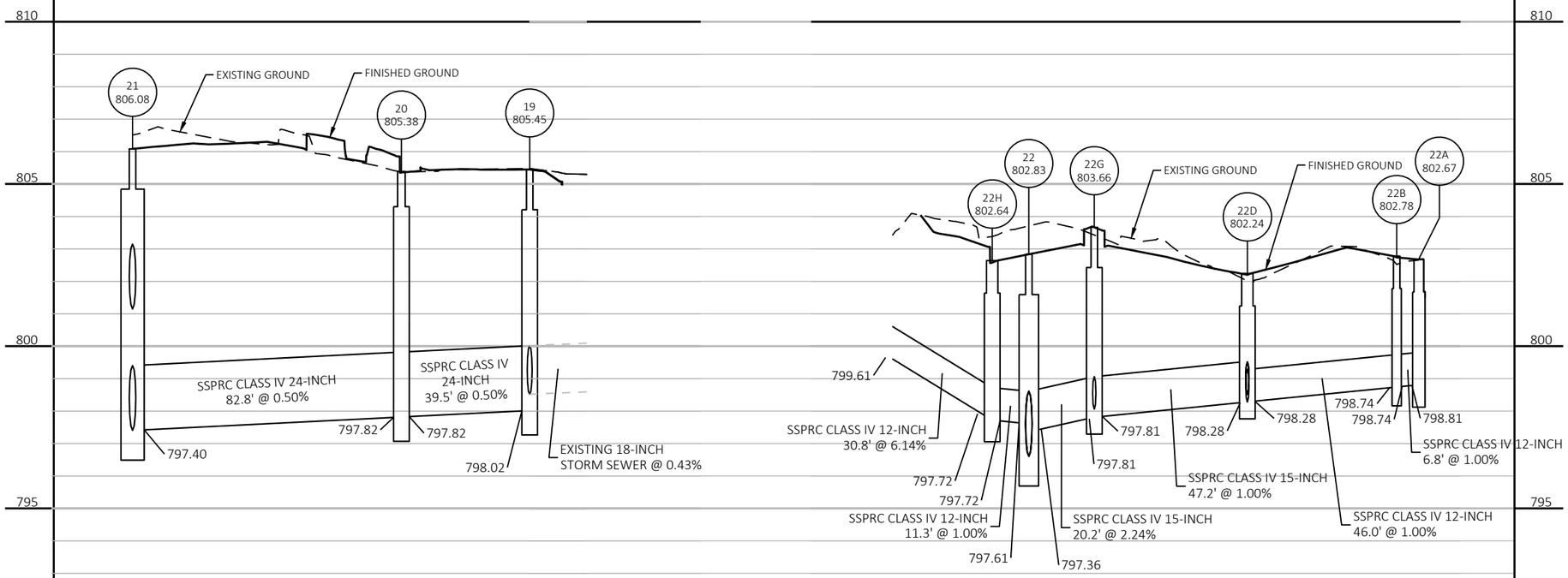
2



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 103	E

2

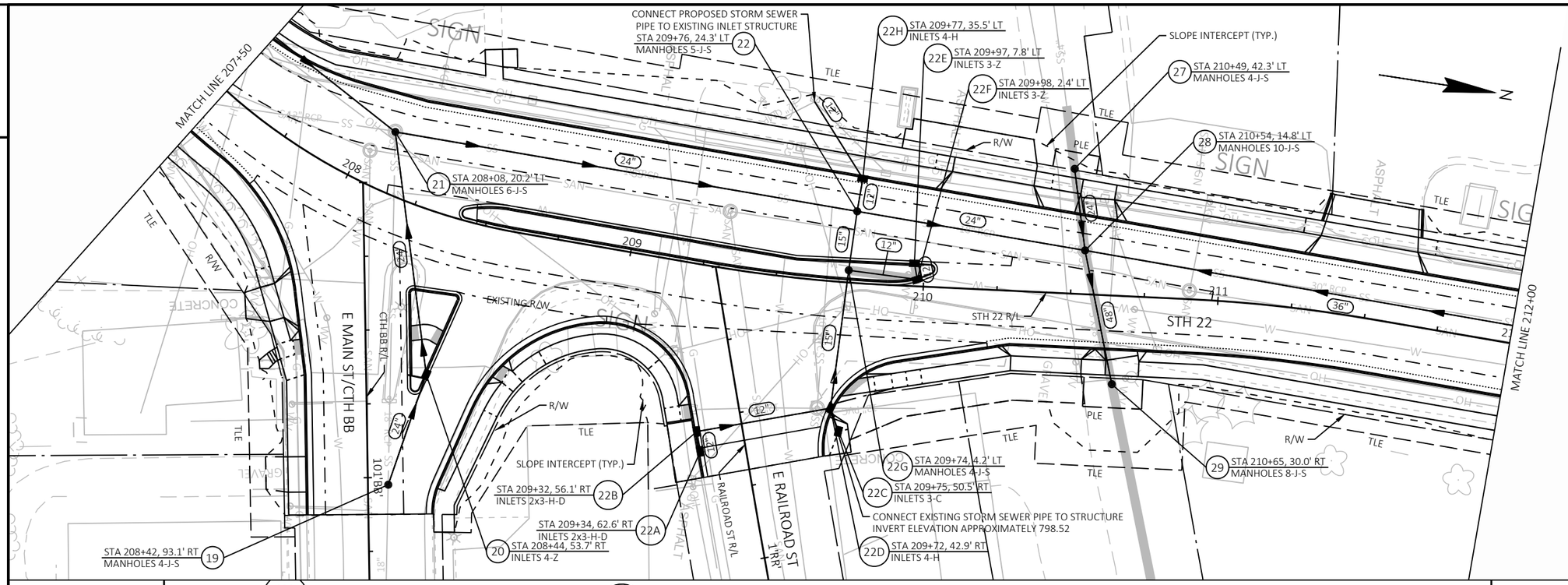


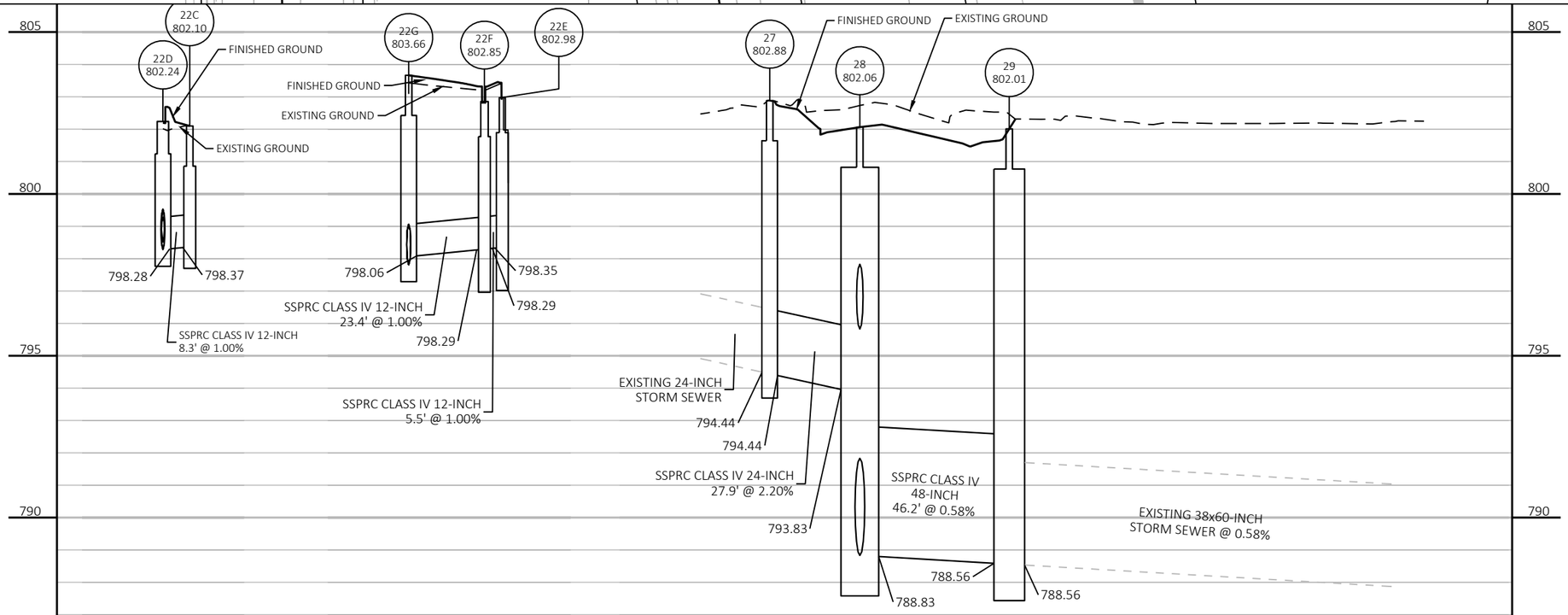


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 104	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022501-SS.DWG
LAYOUT NAME - 07a
PLOT DATE : 7/31/2025 2:17 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

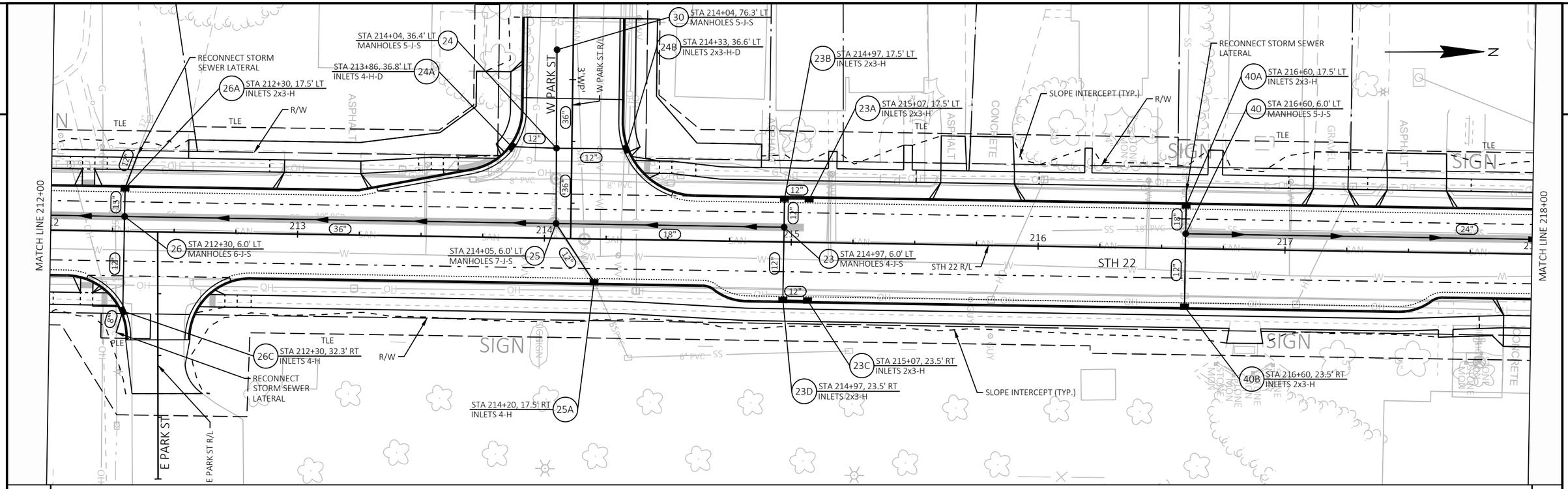
2

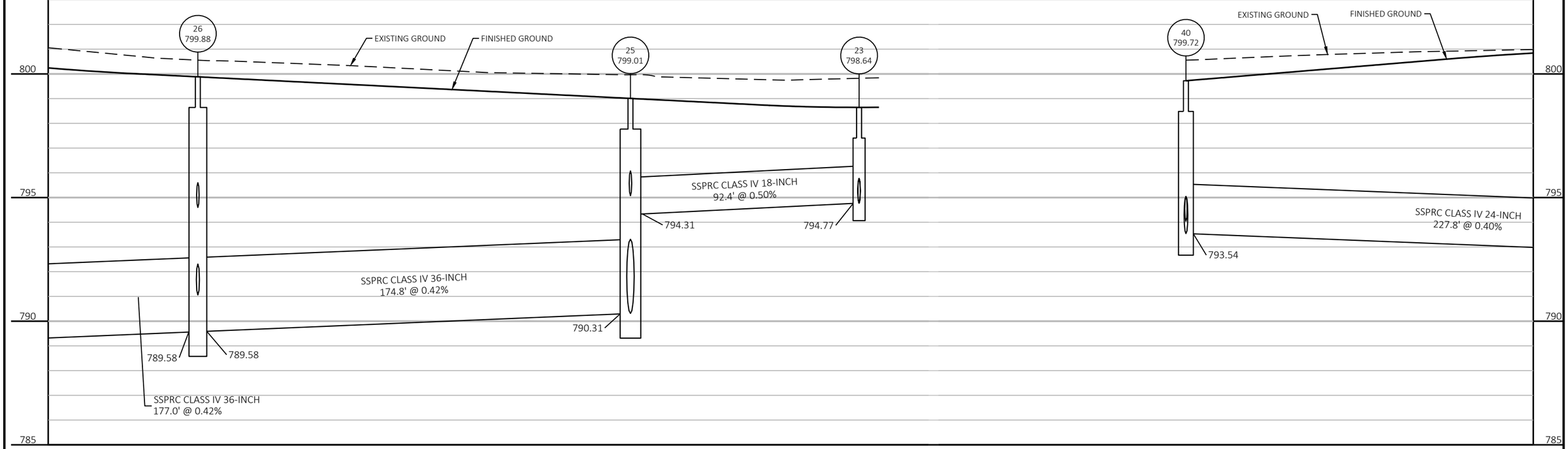




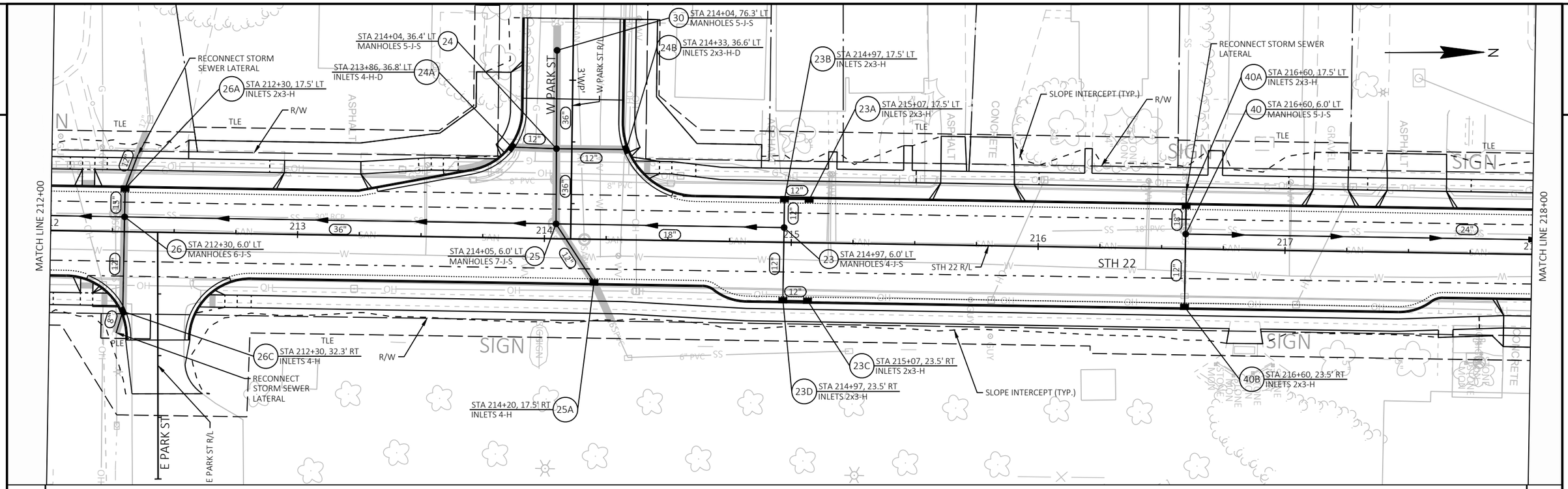
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 105	E

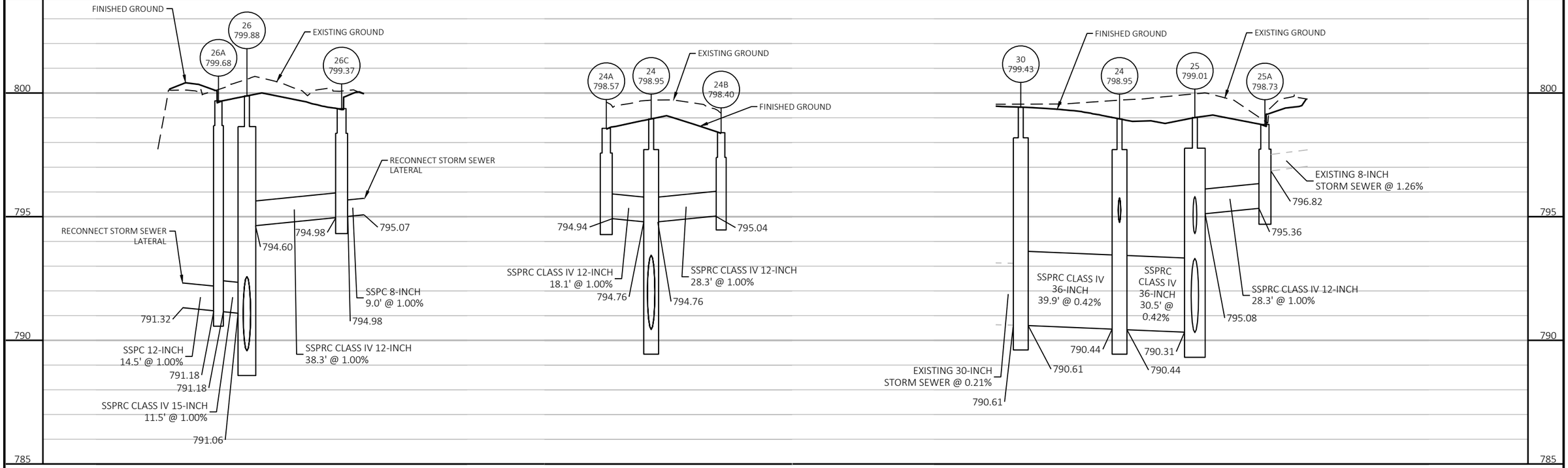
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022501-SS.DWG
LAYOUT NAME - 07b
PLOT DATE : 7/31/2025 2:17 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41



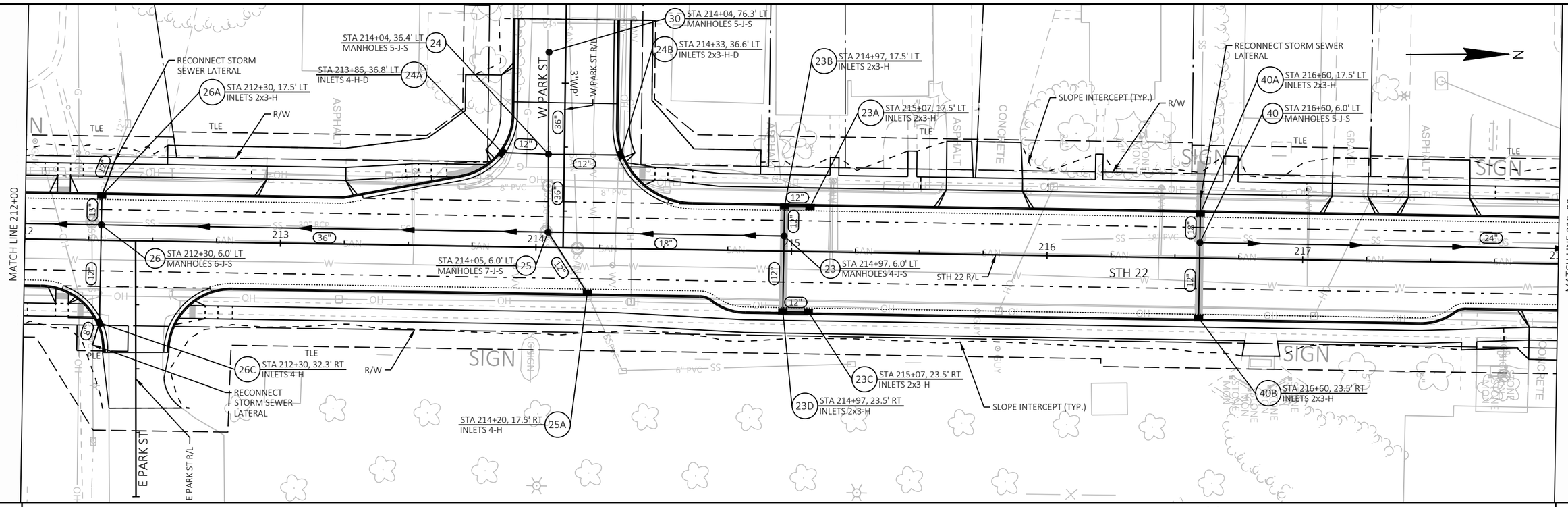


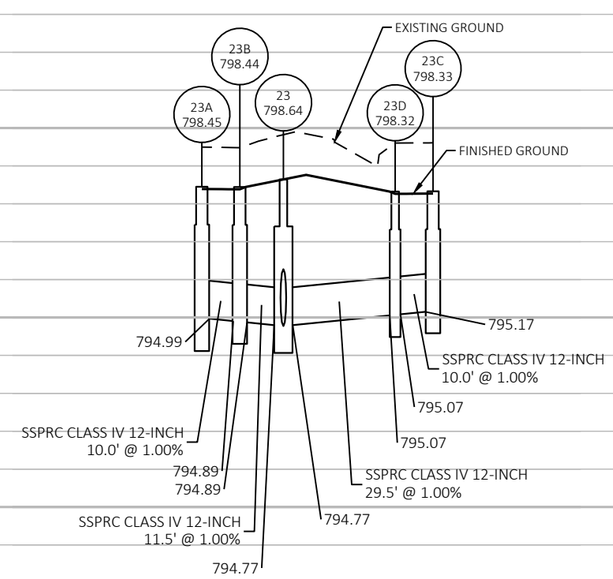
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 106	E

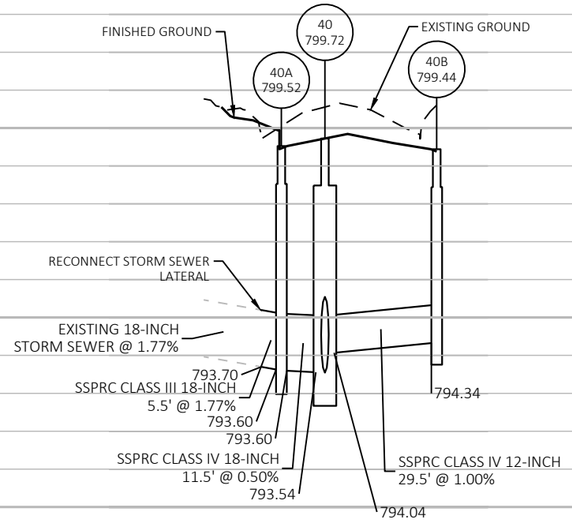




PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 107	E







800 795 790 785

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 108	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022501-SS.DWG
LAYOUT NAME - 08b
PLOT DATE : 7/31/2025 2:19 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

2

MATCH LINE 218+00

MATCH LINE 224+00

STA 218+79, 22.5' LT
MANHOLES 5-J-S
47A

STA 218+88, 6.0' LT
MANHOLES 6-J-S
47

STA 219+92, 17.5' LT
INLETS 2x3-H
46B

STA 219+92, 6.0' LT
MANHOLES 4-J-S
46

STA 220+16, 17.5' LT
INLETS 2x3-H
46A

STA 222+34, 83.4' LT
MANHOLES 4-J-S
50

STA 222+23, 50.9' LT
INLETS 4-H
44A

STA 222+35, 37.2' LT
MANHOLES 8-J-S
44

STA 222+56, 33.4' LT
INLETS 4-H
44B

STA 222+66, 21.0' LT
INLETS 4-H
44C

STA 222+35, 6.0' LT
MANHOLES 5-J-S
45

STA 218+61, 35.7' RT
INLETS 2x3-H
48A

STA 218+97, 35.3' RT
INLETS 2x3-H-D
48B

STA 218+87, 35.4' RT
MANHOLES 4-J-S
48

STA 218+87, 52.9' RT
MANHOLES 4-J-S
49

STA 219+92, 17.5' RT
INLETS 2x3-H-D
46D

STA 220+03, 17.5' RT
INLETS 2x3-H
46C

SLOPE INTERCEPT (TYP.)

SLOPE INTERCEPT (TYP.)

PINE ST

PINE ST R/L

E WASHINGTON ST

E WASHINGTON ST R/L

STH 22

STH 22 R/L

R/W

TLE

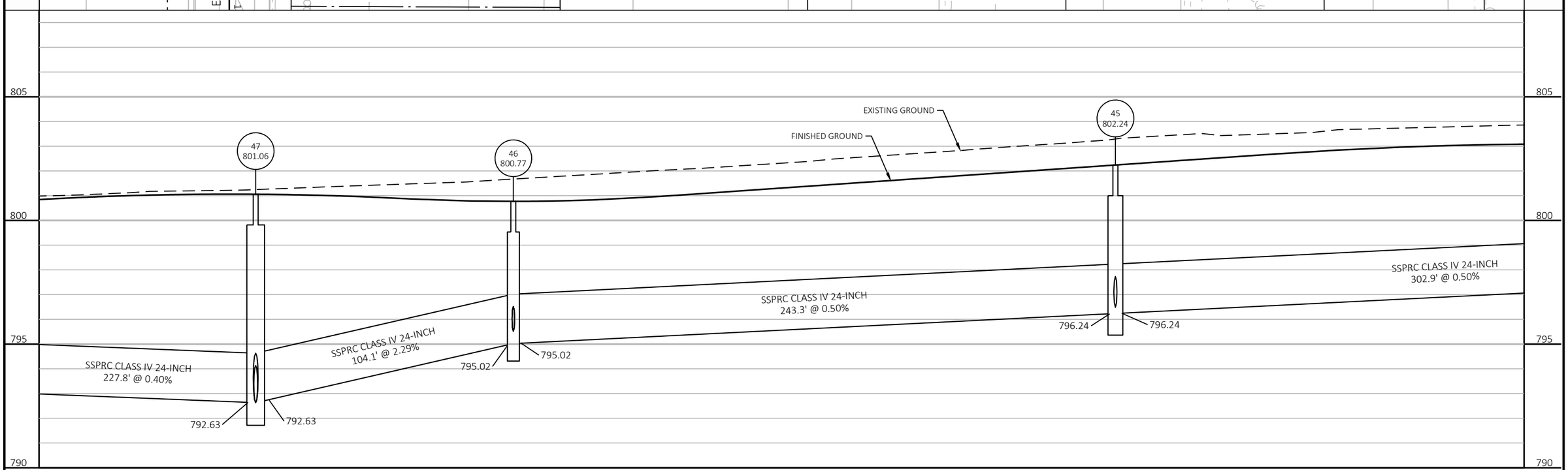
ASPHALT

CONCRETE

SIGN

N

219 220 221 222 223



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 109	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022501-SS.DWG
LAYOUT NAME - 09

PLOT DATE : 7/31/2025 2:19 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 41

2

MATCH LINE 218+00

MATCH LINE 224+00

STA 218+79, 22.5' LT
MANHOLES 5-J-S
47A

STA 218+88, 6.0' LT
MANHOLES 6-J-S
47

STA 219+92, 6.0' LT
MANHOLES 4-J-S
46

STA 219+92, 17.5' LT
INLETS 2x3-H
46B

STA 220+16, 17.5' LT
INLETS 2x3-H
46A

SLOPE INTERCEPT (TYP.)

STA 222+34, 83.4' LT
MANHOLES 4-J-S
50

STA 222+23, 50.9' LT
INLETS 4-H
44A

STA 222+35, 37.2' LT
MANHOLES 8-J-S
44

PINE ST
PINE ST R/L

STA 222+56, 33.4' LT
INLETS 4-H
44B

STA 222+66, 21.0' LT
INLETS 4-H
44C

N

STH 22

STH 22 R/L

E WASHINGTON ST
E WASHINGTON ST R/L

STA 218+61, 35.7' RT
INLETS 2x3-H
48A

STA 218+97, 35.3' RT
INLETS 2x3-H-D
48B

STA 218+87, 35.4' RT
MANHOLES 4-J-S
48

STA 218+87, 52.9' RT
MANHOLES 4-J-S
49

STA 219+92, 17.5' RT
INLETS 2x3-H-D
46D

STA 220+03, 17.5' RT
INLETS 2x3-H
46C

STA 222+35, 6.0' LT
MANHOLES 5-J-S
45

SLOPE INTERCEPT (TYP.)

R/W

TLE

ASPHALT

CONCRETE

SIGN

EXISTING GROUND

FINISHED GROUND

46A 800.60
46B 800.57
46 800.77
46D 800.57
46C 800.58

795.64
795.88
795.64
795.52
795.52
795.76
795.76
795.87

SSPRC CLASS IV 12-INCH
24.2' @ 1.00%

SSPRC CLASS IV 12-INCH
11.5' @ 1.00%

SSPRC CLASS IV 12-INCH
11.5' @ 1.00%

SSPRC CLASS IV 12-INCH
23.5' @ 1.00%

48A 800.56
48B 800.52
48 800.72

796.21
795.95
796.04

SSPRC CLASS IV 12-INCH
26.5' @ 1.00%

SSPRC CLASS III 12-INCH
9.2' @ 1.00%

47A 801.44
47 801.06
48 800.72
49 800.87

793.24
792.63
792.63
792.46
792.46
792.39
792.39

SSPRC CLASS III 18-INCH
18.4' @ 3.30%

SSPRC CLASS IV 24-INCH
41.4' @ 0.42%

SSPRC CLASS IV 24-INCH
17.5' @ 0.42%

EXISTING 24-INCH
STORM SEWER @ 0.24%

800
795
790
785

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 110	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022501-SS.DWG
LAYOUT NAME - 09a
PLOT DATE : 7/31/2025 2:20 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

MATCH LINE 218+00

MATCH LINE 224+00

STA 218+79, 22.5' LT
MANHOLES 5-J-S
47A

STA 218+88, 6.0' LT
MANHOLES 6-J-S
47

STA 219+92, 17.5' LT
INLETS 2x3-H
46B

STA 219+92, 6.0' LT
MANHOLES 4-J-S
46

STA 220+16, 17.5' LT
INLETS 2x3-H
46A

SLOPE INTERCEPT (TYP.)

STA 222+34, 83.4' LT
MANHOLES 4-J-S
50

STA 222+23, 50.9' LT
INLETS 4-H
44A

STA 222+35, 37.2' LT
MANHOLES 8-J-S
44

PINE ST
PINE ST R/L

STA 222+56, 33.4' LT
INLETS 4-H
44B

STA 222+66, 21.0' LT
INLETS 4-H
44C

N

STH 22

STH 22 R/L

E WASHINGTON ST

E WASHINGTON ST R/L

STA 218+61, 35.7' RT
INLETS 2x3-H
48A

STA 218+97, 35.3' RT
INLETS 2x3-H-D
48B

STA 218+87, 35.4' RT
MANHOLES 4-J-S
48

STA 218+87, 52.9' RT
MANHOLES 4-J-S
49

STA 219+92, 17.5' RT
INLETS 2x3-H-D
46D

STA 220+03, 17.5' RT
INLETS 2x3-H
46C

SLOPE INTERCEPT (TYP.)

STA 222+35, 6.0' LT
MANHOLES 5-J-S
45

R/W

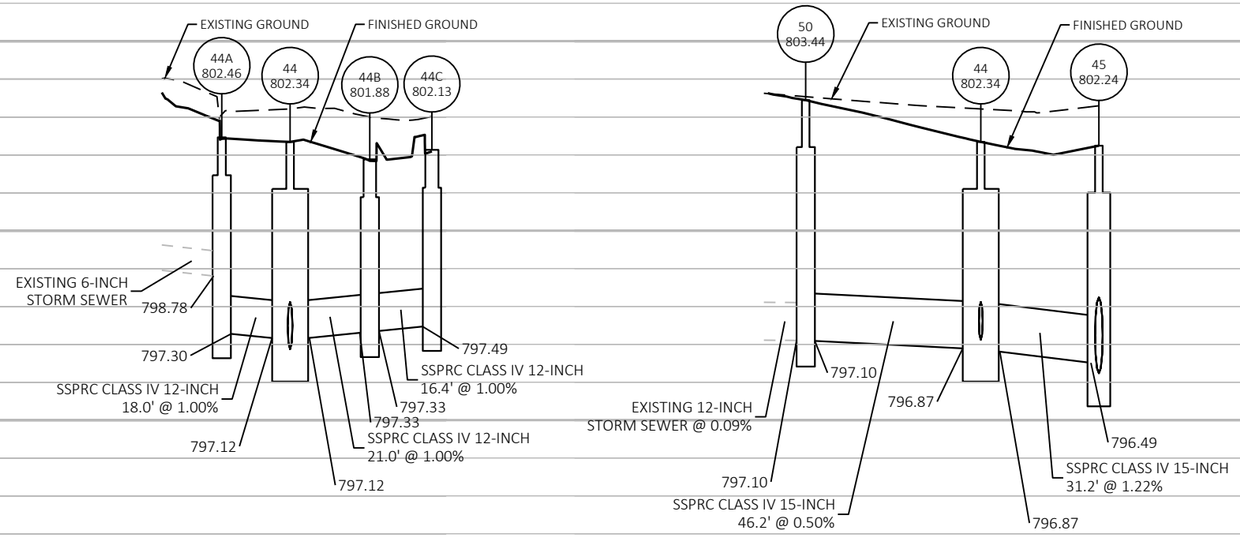
TLE

ASPHALT

CONCRETE

SIGN

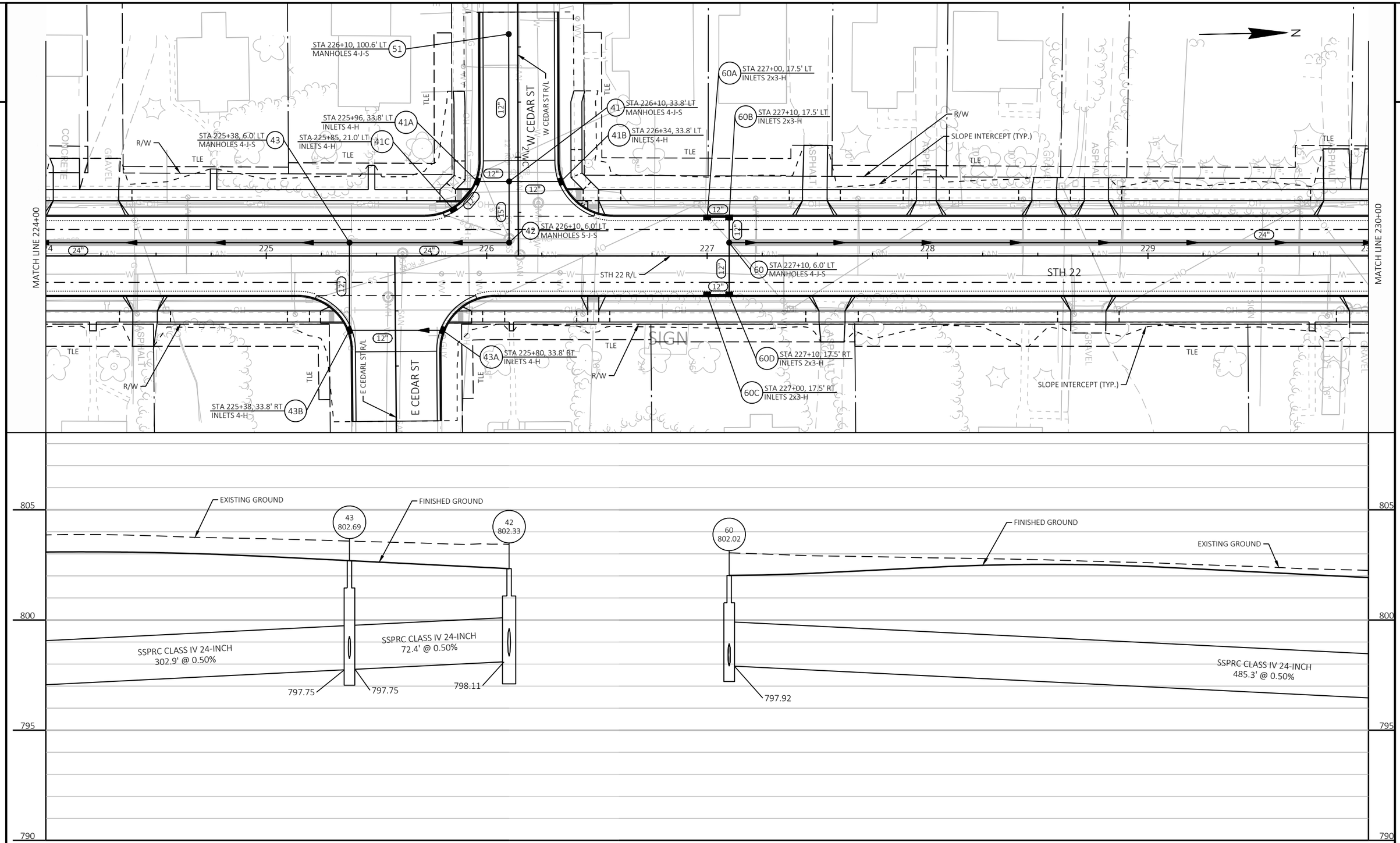
3WPN



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 111	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022501-SS.DWG
LAYOUT NAME - 09b
PLOT DATE : 7/31/2025 2:20 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

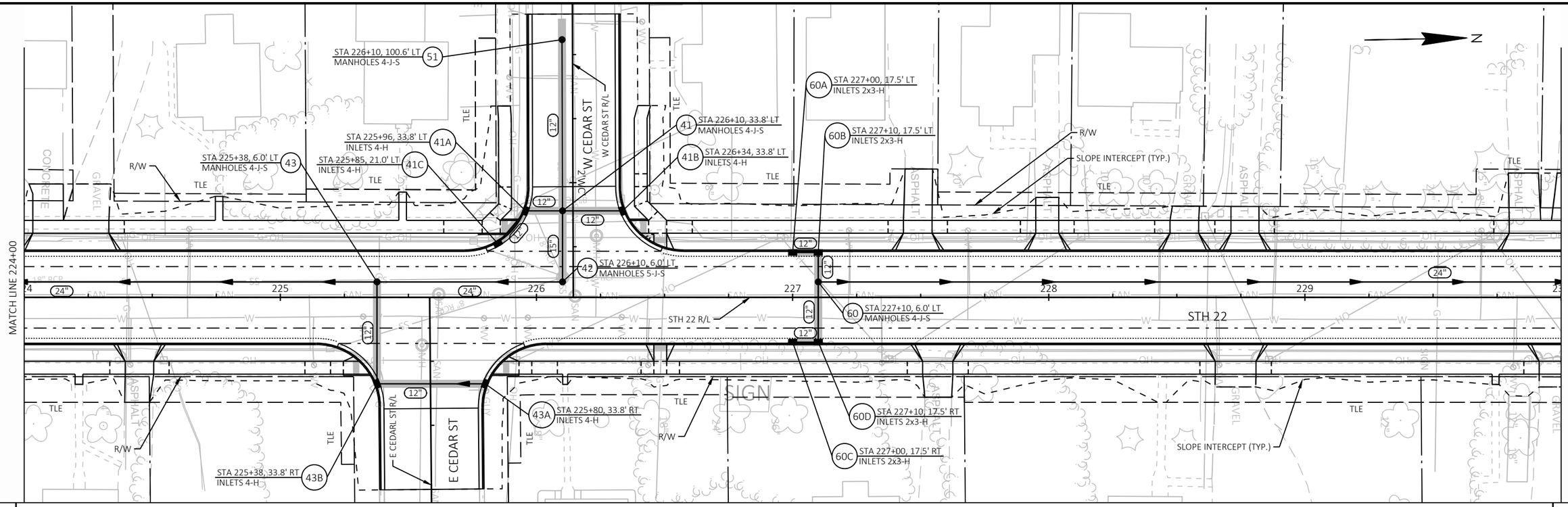


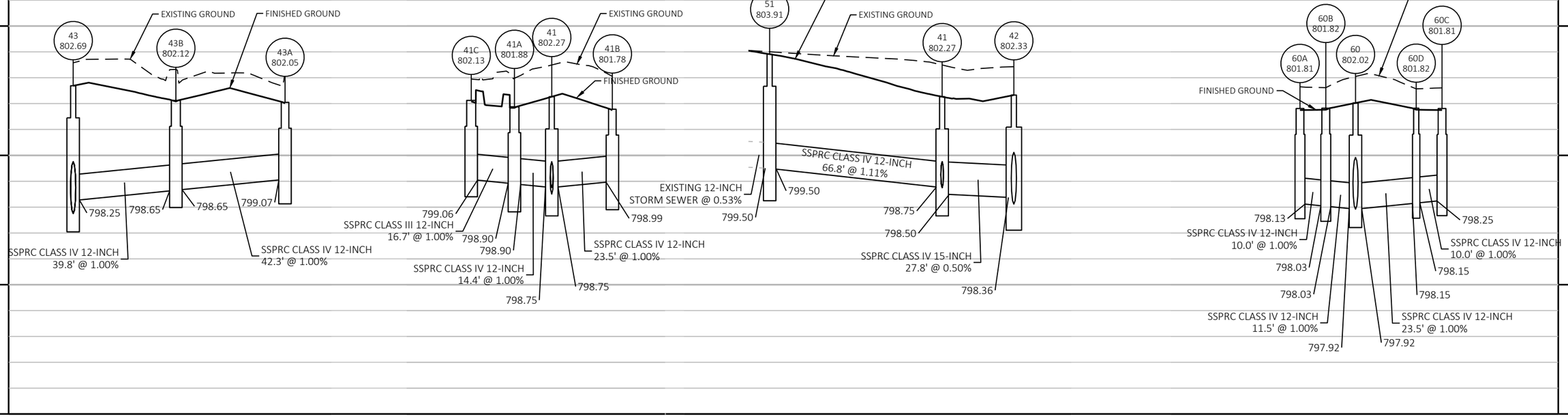
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 112	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022501-SS.DWG
LAYOUT NAME - 10

PLOT DATE : 7/31/2025 2:21 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

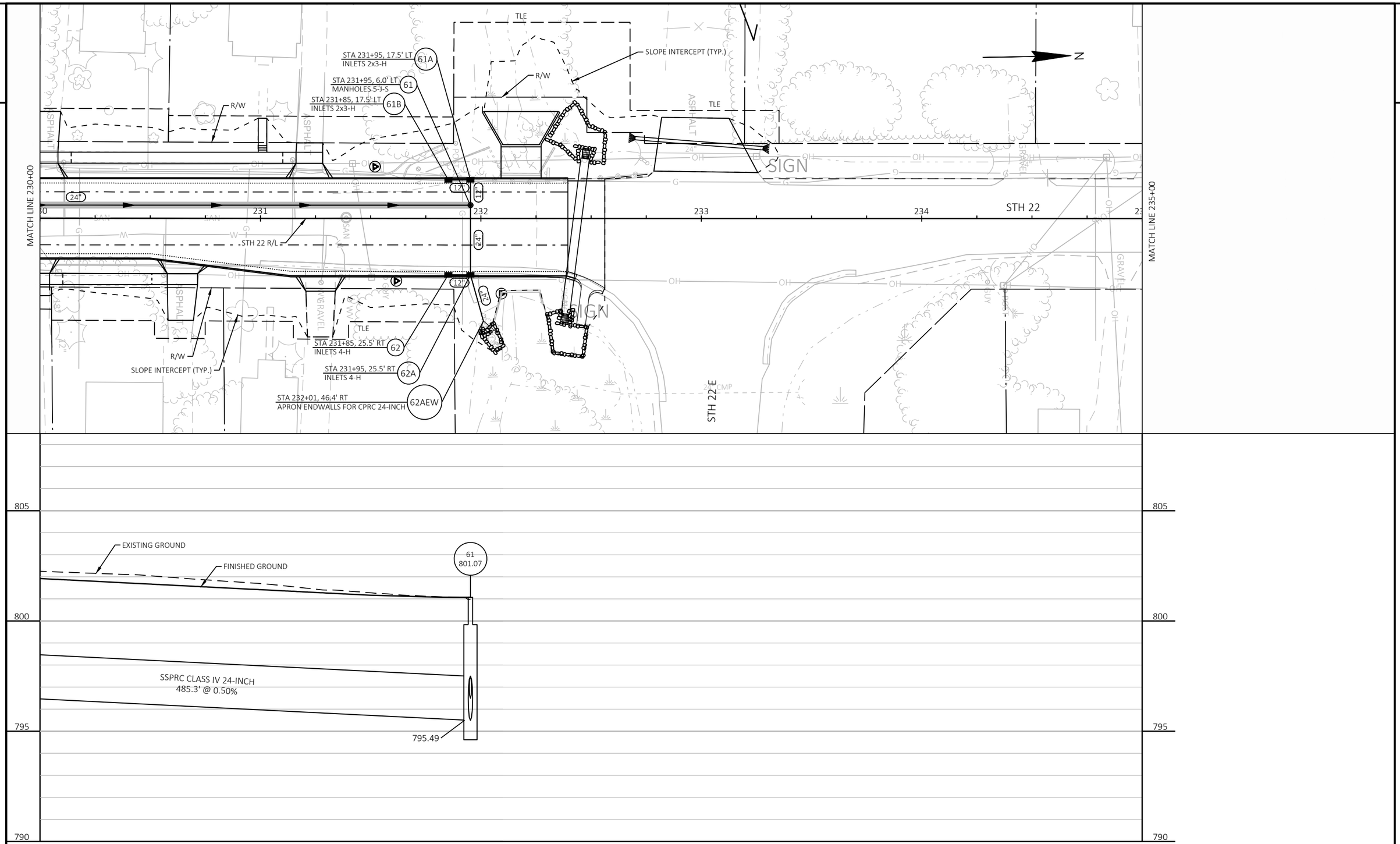
2



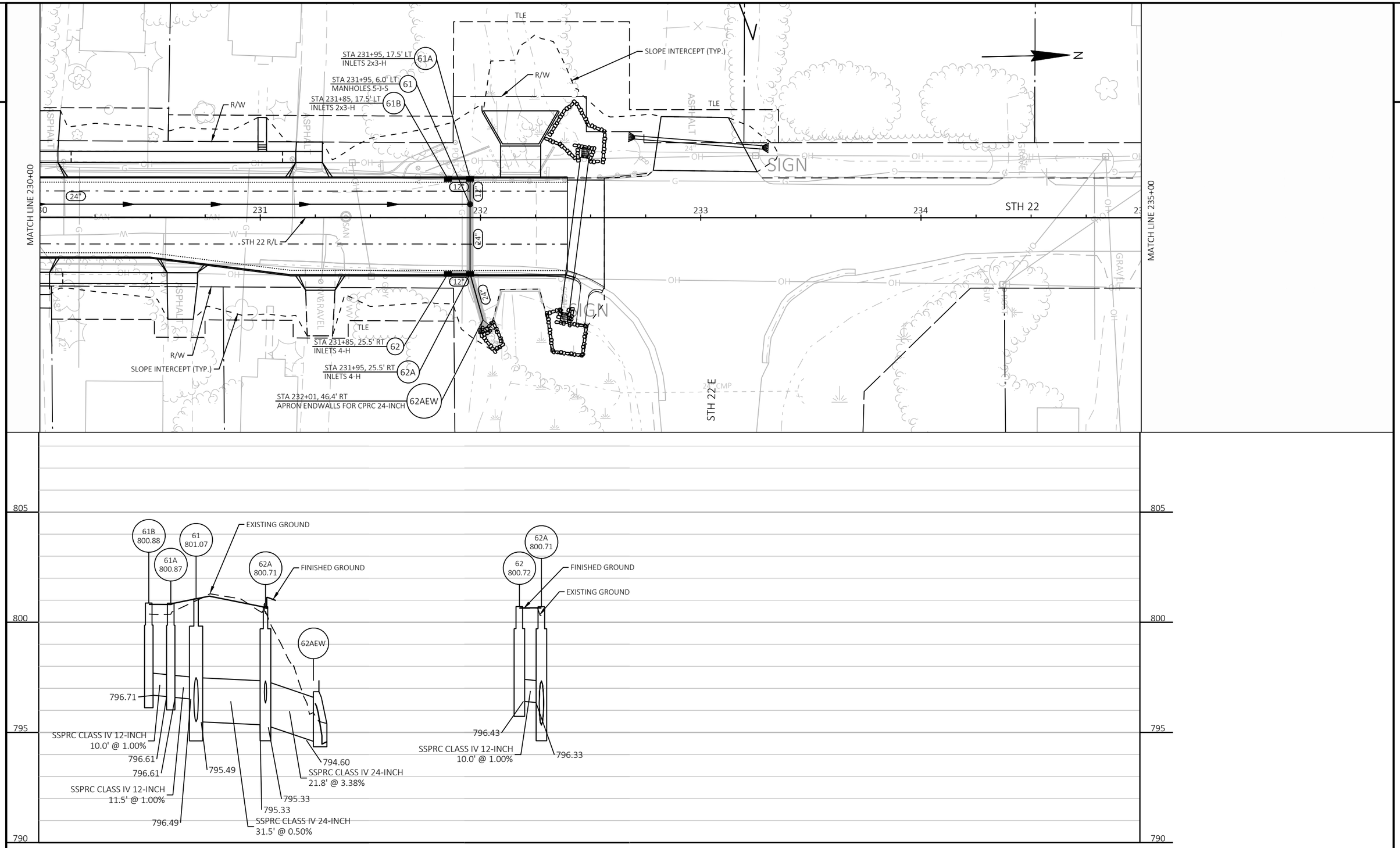


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 113	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\022501-SS.DWG
LAYOUT NAME - 10a
PLOT DATE : 7/31/2025 2:21 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 41



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 114	E



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	STORM SEWER	SHEET 115	E

2

X NEW INSTALL

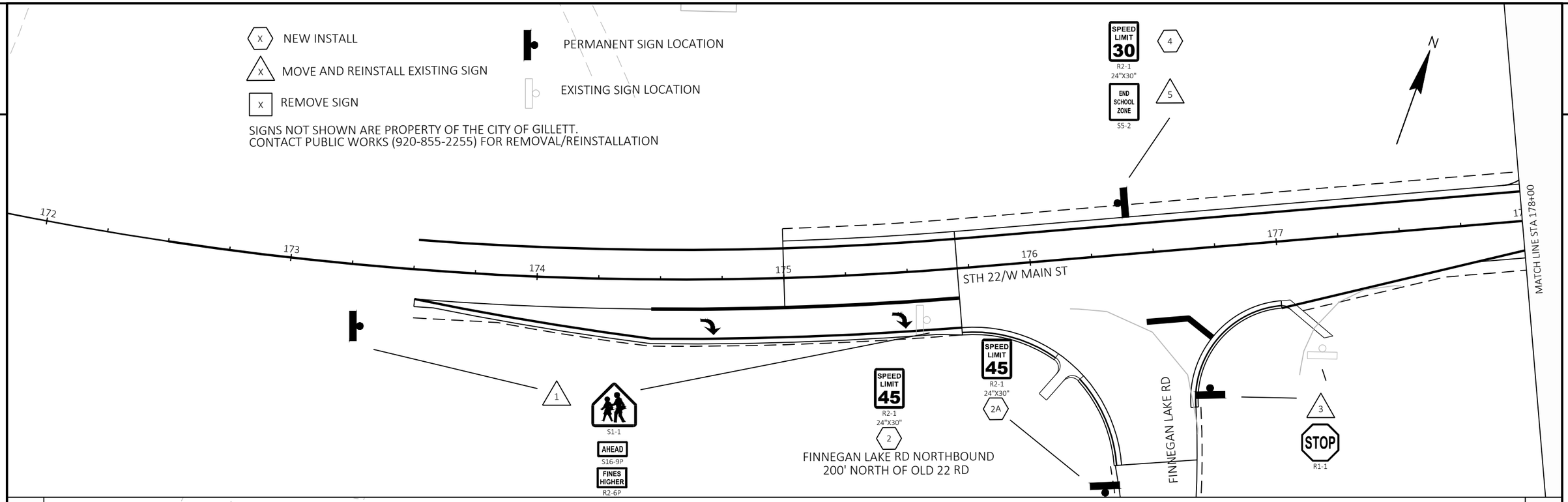
X MOVE AND REINSTALL EXISTING SIGN

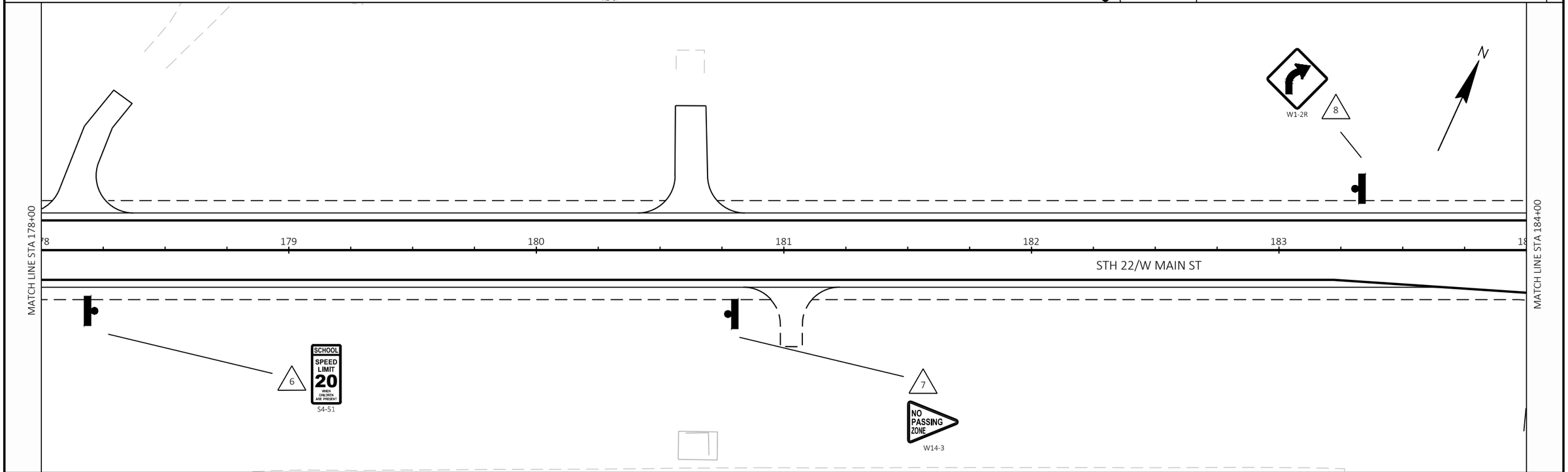
X REMOVE SIGN

PERMANENT SIGN LOCATION

EXISTING SIGN LOCATION

SIGNS NOT SHOWN ARE PROPERTY OF THE CITY OF GILLETT.
CONTACT PUBLIC WORKS (920-855-2255) FOR REMOVAL/REINSTALLATION





PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	SIGNING	SHEET 116	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\NER-PROJECTS-STATE\DESIGN\91803500\DESIGN\CADD FILES\CAD FILES FOR SIGNING 230629\91803571_SIGNPLANS.DWG
LAYOUT NAME - 01-pm

PLOT DATE : 7/29/2025 11:18 AM PLOT BY : SIKORSKI, ERIC T PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

X NEW INSTALL

X MOVE AND REINSTALL EXISTING SIGN

X REMOVE SIGN

PERMANENT SIGN LOCATION

EXISTING SIGN LOCATION

SIGNS NOT SHOWN ARE PROPERTY OF THE CITY OF GILLETT.
CONTACT PUBLIC WORKS (920-855-2255) FOR REMOVAL/REINSTALLATION

MATCH LINE STA 184+00

184 185 186 187 188 189 19

STH 22 R/L

STH 22/W MAIN ST

N HARDING AVE

GILLETT HIGH SCHOOL

9 STOP R1-1

9A R9-3A 24"X24"

10 S1-1 36"X36"

11 S16-7L 30"X18"

12 S1-1 36"X36"

13 S16-7L 30"X18"

MATCH LINE STA 190+00

2

MATCH LINE STA 190+00

190 191 192 193 194 195 19

STH 22 R/L

STH 22/W MAIN ST

N ELM AVE

S ELM AVE

14 STOP R1-1

15 STOP R1-1

16 S1-1 S16-7L

17 S1-1 S16-7L

18 SPEED LIMIT 30 R2-1 END SCHOOL ZONE S5-2

19 SCHOOL SPEED LIMIT 20 WHEN CHILDREN ARE PRESENT S4-51

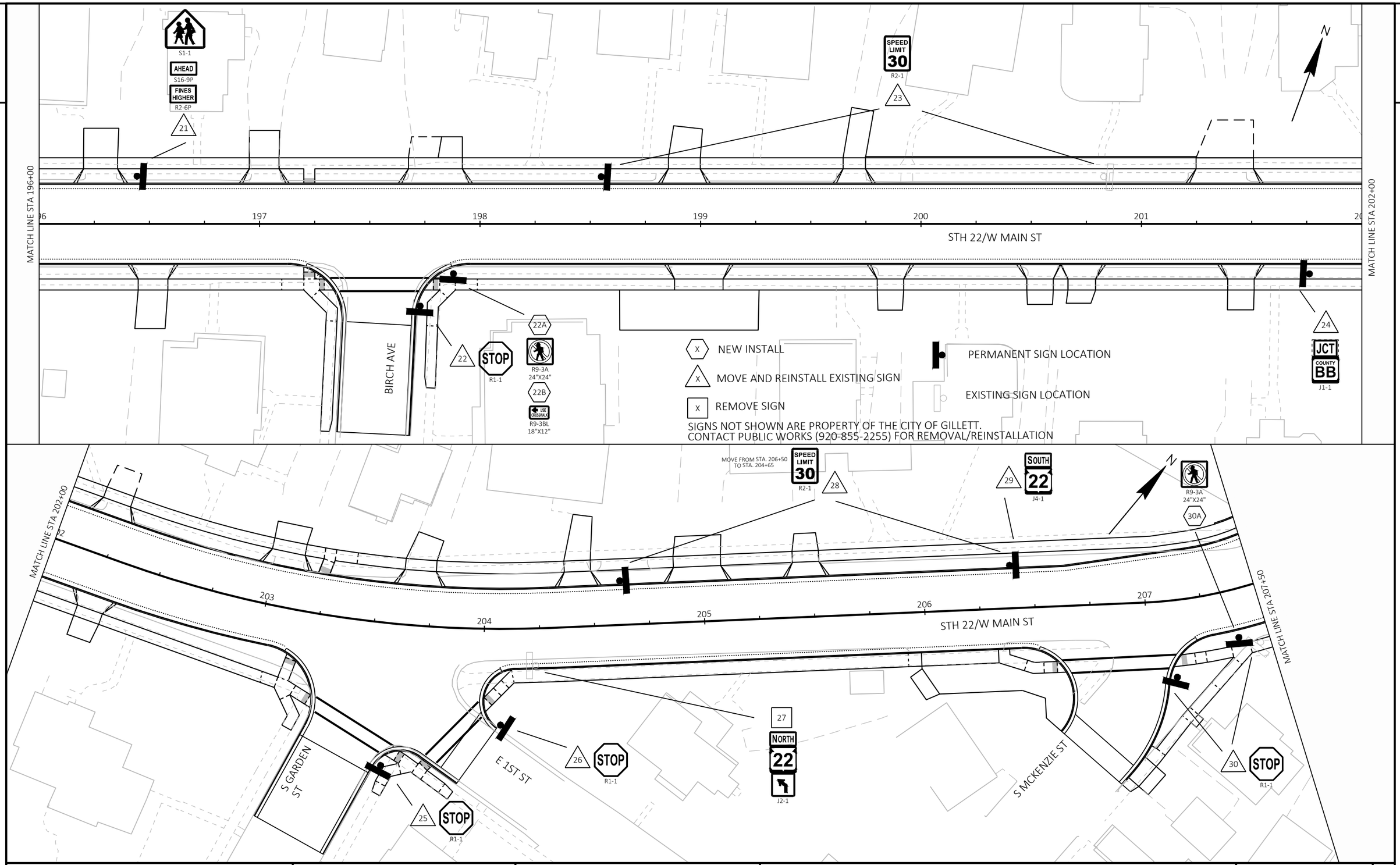
20 STOP R1-1

OAK AVE

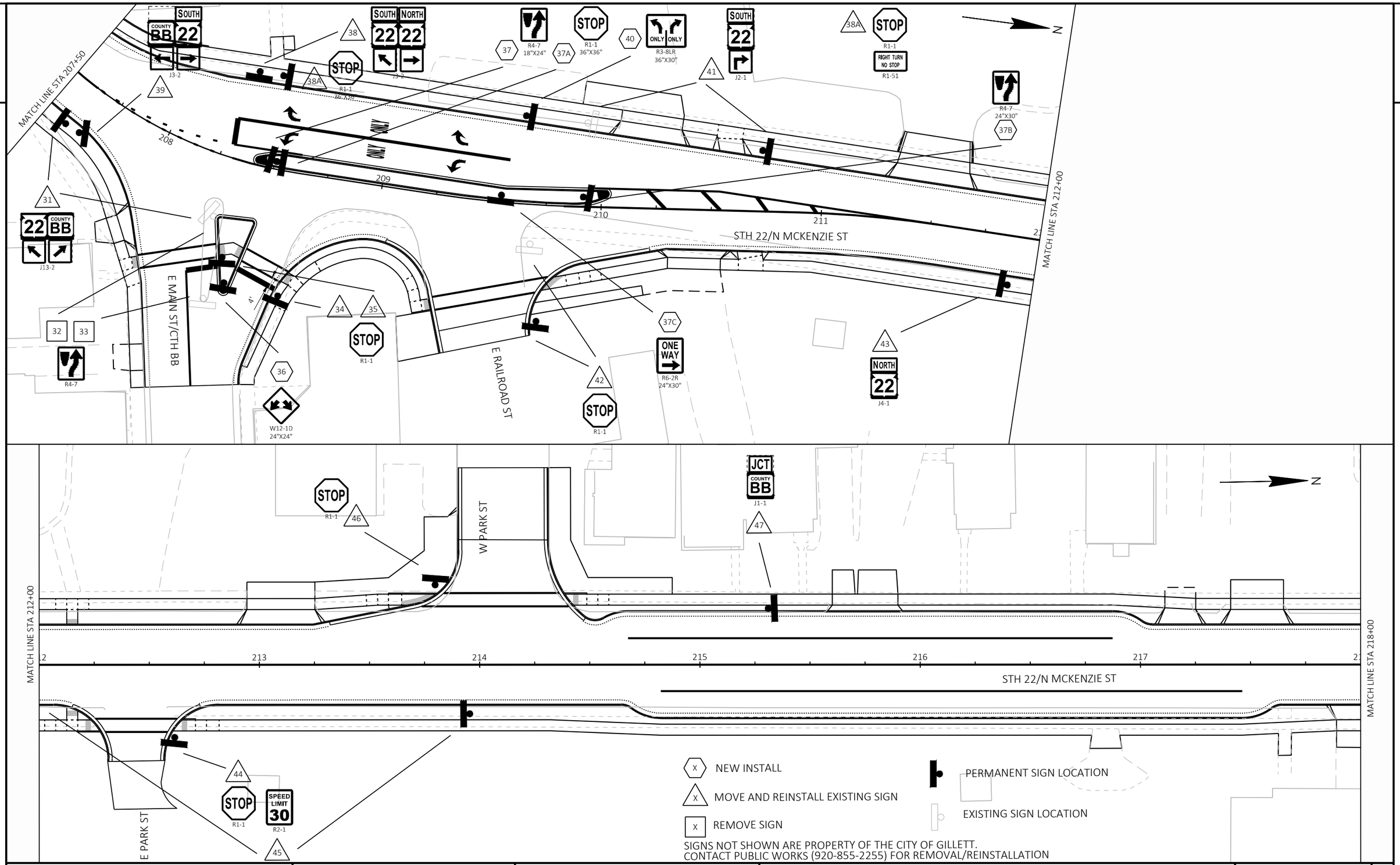
MATCH LINE STA 196+00

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	SIGNING	SHEET 117	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\NER-PROJECTS-STATE\DESIGN\91803500\DESIGN\CADD FILES\CAD FILES FOR SIGNING 230629\91803571_SIGNPLANS.DWG
LAYOUT NAME - 02-pm
PLOT DATE : 5/23/2025 3:01 PM PLOT BY : SIKORSKI, ERIC T PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	SIGNING	SHEET 118	E



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	SIGNING	SHEET 119 E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\NER-PROJECTS-STATE\DESIGN\91803500\DESIGN\CADD FILES\CAD FILES FOR SIGNING 230629\91803571_SIGNPLANS.DWG
LAYOUT NAME - 04-pm
PLOT DATE : 5/23/2025 3:01 PM
PLOT BY : SIKORSKI, ERIC T
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

MATCH LINE STA 218+00

SPEED LIMIT 30 R2-1 — 49

STOP R1-1 — 50

PINE ST

R9-3A 24"X24" — 50A

USE CROSSWALK R9-3BR 18"X12" — 50B

N

218 219 220 221 222 223

STH 22/N MCKENZIE ST

E WASHINGTON ST

48 STOP R1-1

JCT 32 J1-1 — 51

R9-3A 24"X24" — 54A

USE CROSSWALK R9-3BL 18"X12" — 54B

STOP R1-1 — 54

W CEDAR ST

NO PASSING ZONE W14-3 — 55

X NEW INSTALL

X MOVE AND REINSTALL EXISTING SIGN

X REMOVE SIGN

PERMANENT SIGN LOCATION

EXISTING SIGN LOCATION

SIGNS NOT SHOWN ARE PROPERTY OF THE CITY OF GILLETT.
CONTACT PUBLIC WORKS (920-855-2255) FOR REMOVAL/REINSTALLATION

N

MATCH LINE STA 224+00

224 225 226 227 228 229 230

STH 22/N MCKENZIE ST

MATCH LINE STA 230+00

52 SPEED LIMIT 30 R2-1

E CEDAR ST

53 STOP R1-1

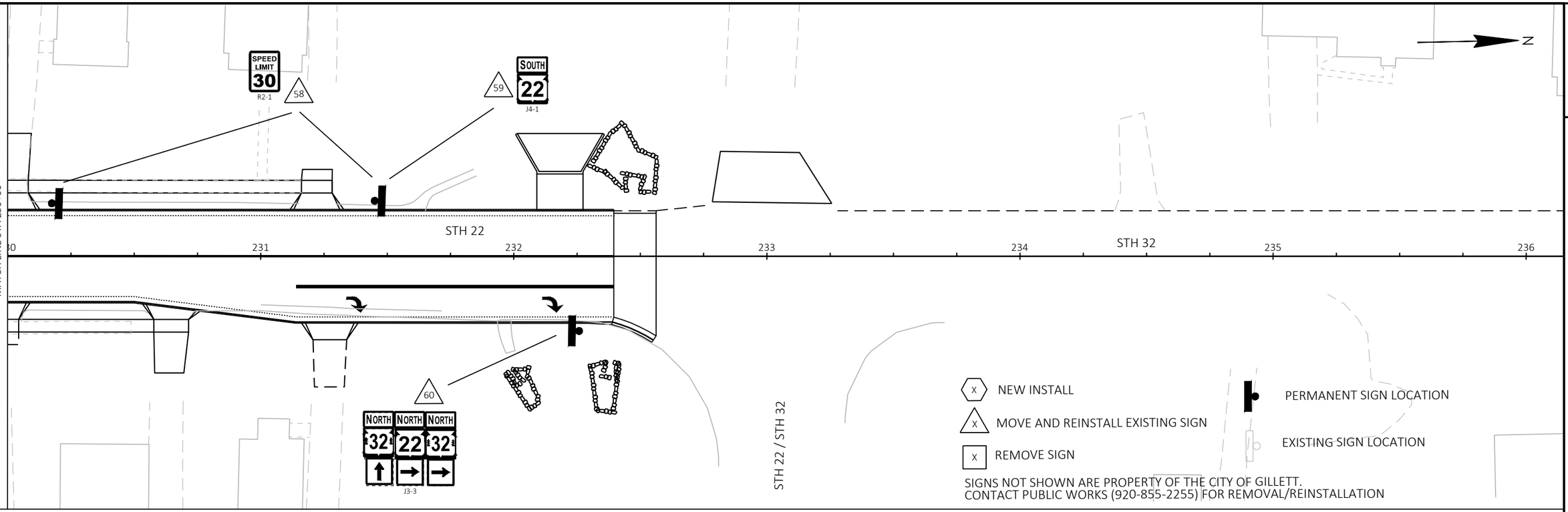
NORTH 32 | NORTH 22 | SOUTH 32 J2-3 — 56

57 SURING OCONTO FALLS PULASKI D1-3

2

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	SIGNING	SHEET 120	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\NER-PROJECTS-STATE\DESIGN\91803500\DESIGN\CADD FILES\CAD FILES FOR SIGNING 230629\91803571_SIGNPLANS.DWG
LAYOUT NAME - 05-pm
PLOT DATE : 5/23/2025 3:01 PM
PLOT BY : SIKORSKI, ERIC T
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



SIGNS NOT SHOWN ARE PROPERTY OF THE CITY OF GILLETT.
CONTACT PUBLIC WORKS (920-855-2255) FOR REMOVAL/REINSTALLATION

2

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	SIGNING	SHEET 121	E

FILE NAME : C:\BOXDRV\BOX\DTSD-PROJECTS-PUBLIC\NER-PROJECTS-STATE\DESIGN\91803500\DESIGN\CADD FILES\CAD FILES FOR SIGNING 230629\91803571_SIGNPLANS.DWG
LAYOUT NAME - 06-pm
PLOT DATE : 5/23/2025 3:01 PM
PLOT BY : SIKORSKI, ERIC T
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

2

LEGEND

CONCRETE BASE TYPE 5, TRANSFORMER BASE, PROPOSED LIGHT POLE, ARM MOUNTED LUMINAIRE

EXISTING STREET LIGHTING

CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH

N

S MCKENZIE ST

STH 22 / W MAIN ST

206

207

208

209

210

211

212

TLE

R/W

PLE

SIGN

ASPHALT

CONCRETE

GRAVEL

REMOVE EXISTING LIGHT POLE & CONCRETE BASE

EX-LP1

LP1

CONTRACTOR TO REMOVE EXISTING UNDERGROUND LIGHTING CABLE BETWEEN EX-LP1 AND EX-LP2 WHEN DISCONNECTED FROM EX-LP2 (BY OTHERS)

E MAIN ST / CTH BB

CONTRACTOR TO SAWCUT AND REMOVE EXISTING CONDUIT WITHIN PROJECT LIMITS AND CONNECT PROPOSED CONDUIT TO REMAINING EXISTING CONDUIT

EX-LP2

CONNECT PROPOSED UNDERGROUND LIGHTING CABLE TO EX-LP2 (BY OTHERS)

STH 22 R/L

STH 22 / N MCKENZIE ST

E RAILROAD ST

RIM=802.37'
48" W = 787.87'
48" E = 787.82'
36" S = 795.77'

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	LIGHTING PLAN	SHEET 122	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\023601-LP.DWG
LAYOUT NAME - 04-lp

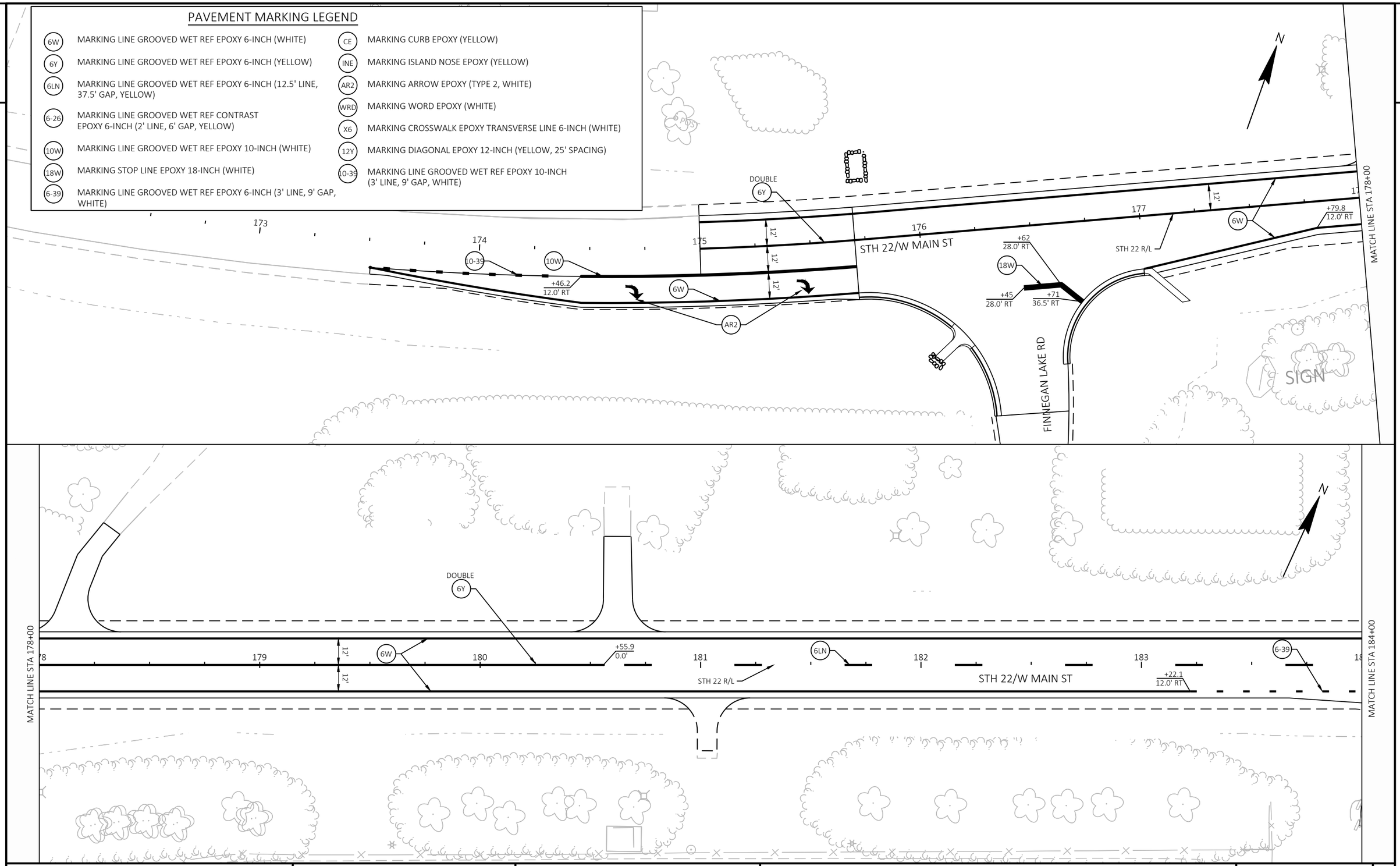
PLOT DATE : 7/31/2025 2:24 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
6LN	MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, YELLOW)
6-26	MARKING LINE GROOVED WET REF CONTRAST EPOXY 6-INCH (2' LINE, 6' GAP, YELLOW)
10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
6-39	MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' LINE, 9' GAP, WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW, 25' SPACING)
10-39	MARKING LINE GROOVED WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)

2

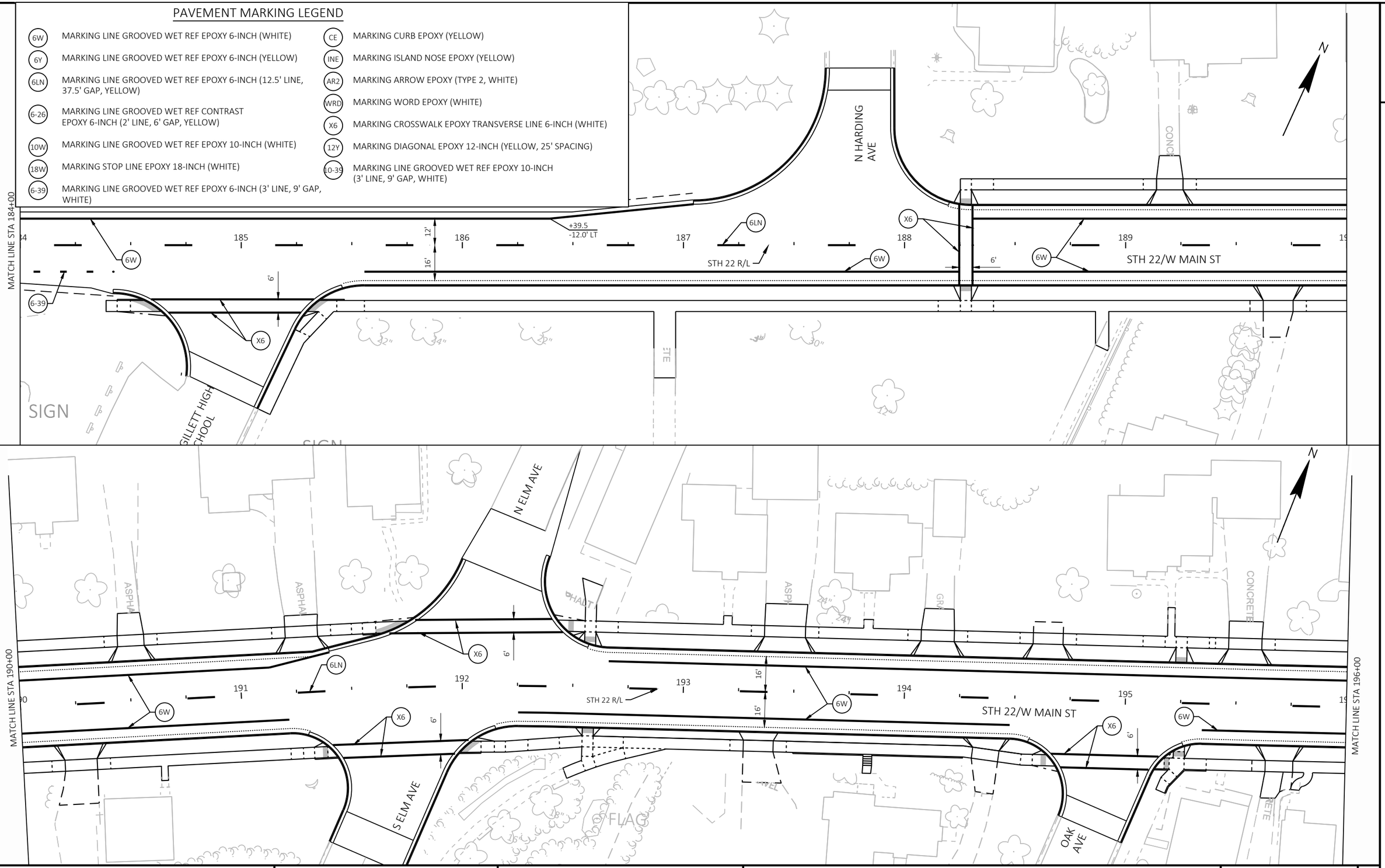


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVEMENT MARKING	SHEET 123	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\024501-PM.DWG
LAYOUT NAME - 01-pm
PLOT DATE : 7/31/2025 2:34 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

- 6W — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- 6Y — MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- 6LN — MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, YELLOW)
- 6-26 — MARKING LINE GROOVED WET REF CONTRAST EPOXY 6-INCH (2' LINE, 6' GAP, YELLOW)
- 10W — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- 18W — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 6-39 — MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' LINE, 9' GAP, WHITE)
- CE — MARKING CURB EPOXY (YELLOW)
- INE — MARKING ISLAND NOSE EPOXY (YELLOW)
- AR2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- WRD — MARKING WORD EPOXY (WHITE)
- X6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 12Y — MARKING DIAGONAL EPOXY 12-INCH (YELLOW, 25' SPACING)
- 10-39 — MARKING LINE GROOVED WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVEMENT MARKING	SHEET 124	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\024501-PM.DWG
LAYOUT NAME - 02-pm

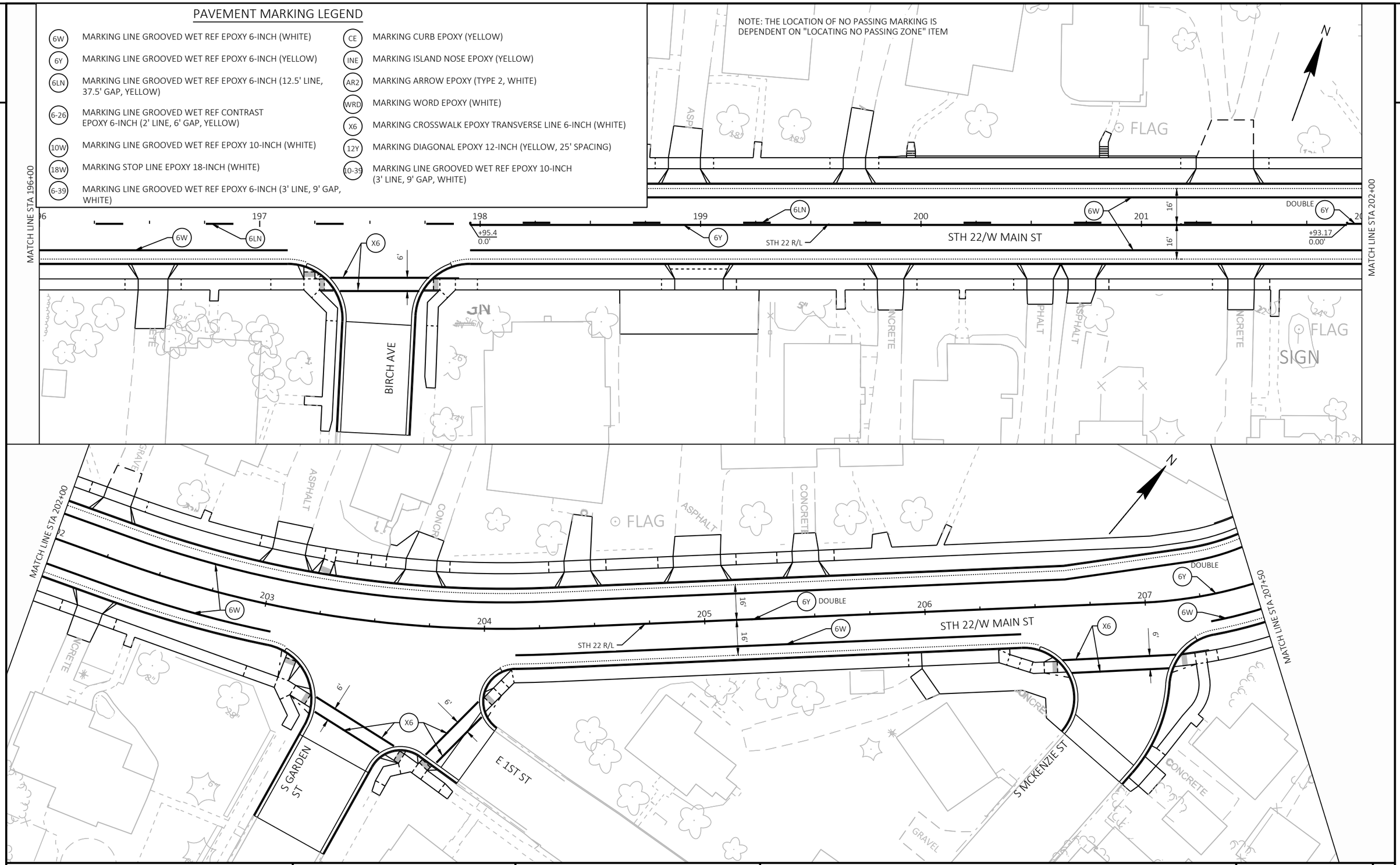
PLOT DATE : 7/31/2025 2:37 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

- 6W — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- 6Y — MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- 6LN — MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, YELLOW)
- 6-26 — MARKING LINE GROOVED WET REF CONTRAST EPOXY 6-INCH (2' LINE, 6' GAP, YELLOW)
- 10W — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- 18W — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 6-39 — MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' LINE, 9' GAP, WHITE)
- CE — MARKING CURB EPOXY (YELLOW)
- INE — MARKING ISLAND NOSE EPOXY (YELLOW)
- AR2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- WRD — MARKING WORD EPOXY (WHITE)
- X6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 12Y — MARKING DIAGONAL EPOXY 12-INCH (YELLOW, 25' SPACING)
- 10-39 — MARKING LINE GROOVED WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)

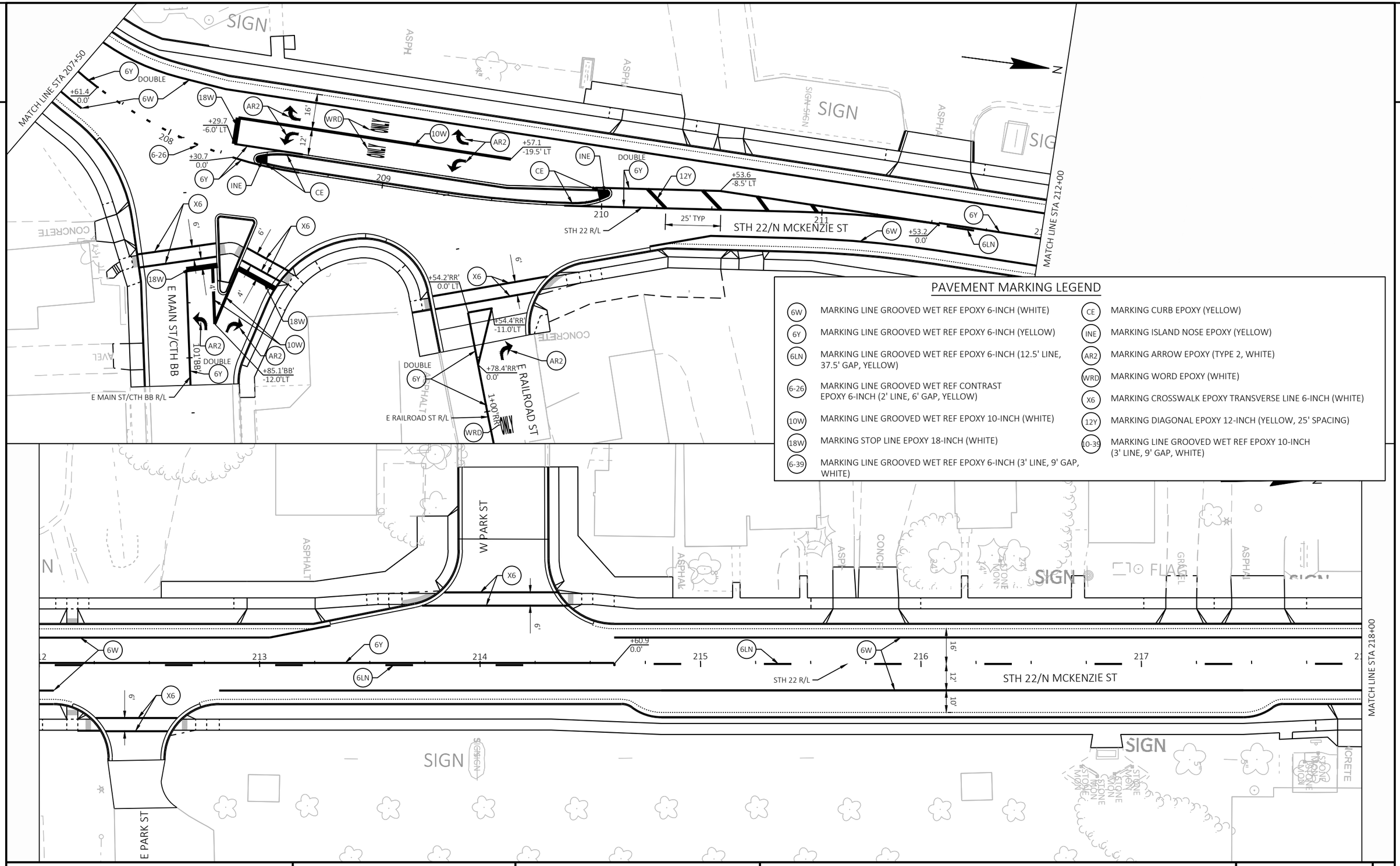
NOTE: THE LOCATION OF NO PASSING MARKING IS DEPENDENT ON "LOCATING NO PASSING ZONE" ITEM



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVEMENT MARKING	SHEET 125	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\024501-PM.DWG
LAYOUT NAME - 03-pm
PLOT DATE : 7/31/2025 2:41 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : ##########

2



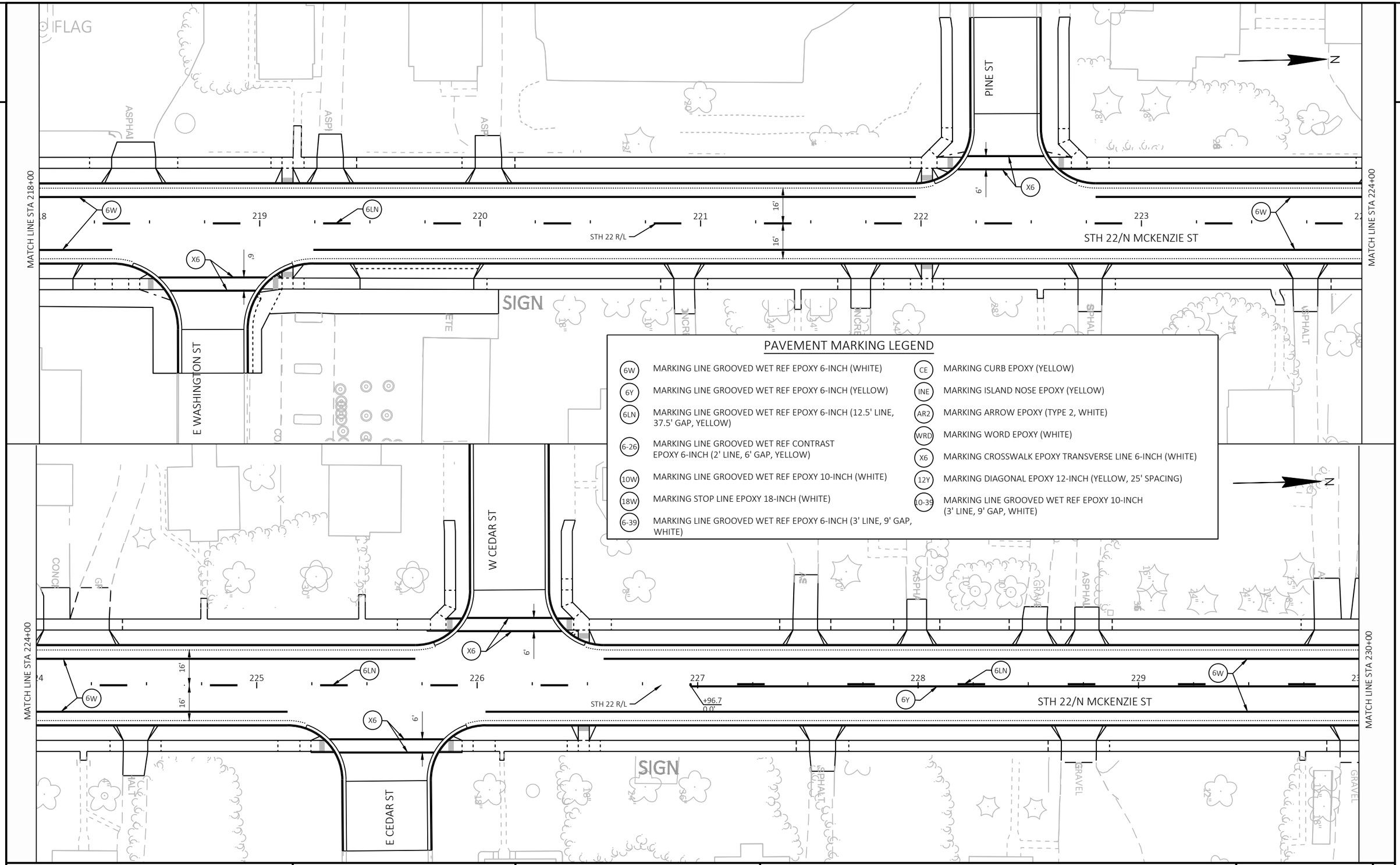
PAVEMENT MARKING LEGEND

- (6W) MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- (6Y) MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- (6LN) MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, YELLOW)
- (6-26) MARKING LINE GROOVED WET REF CONTRAST EPOXY 6-INCH (2' LINE, 6' GAP, YELLOW)
- (10W) MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- (18W) MARKING STOP LINE EPOXY 18-INCH (WHITE)
- (6-39) MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' LINE, 9' GAP, WHITE)
- (CE) MARKING CURB EPOXY (YELLOW)
- (INE) MARKING ISLAND NOSE EPOXY (YELLOW)
- (AR2) MARKING ARROW EPOXY (TYPE 2, WHITE)
- (WRD) MARKING WORD EPOXY (WHITE)
- (X6) MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (12Y) MARKING DIAGONAL EPOXY 12-INCH (YELLOW, 25' SPACING)
- (10-39) MARKING LINE GROOVED WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVEMENT MARKING	SHEET 126	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\024501-PM.DWG
LAYOUT NAME - 04-pm
PLOT DATE : 7/31/2025 5:56 PM
PLOT BY : NIKOLAI, ADAM
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

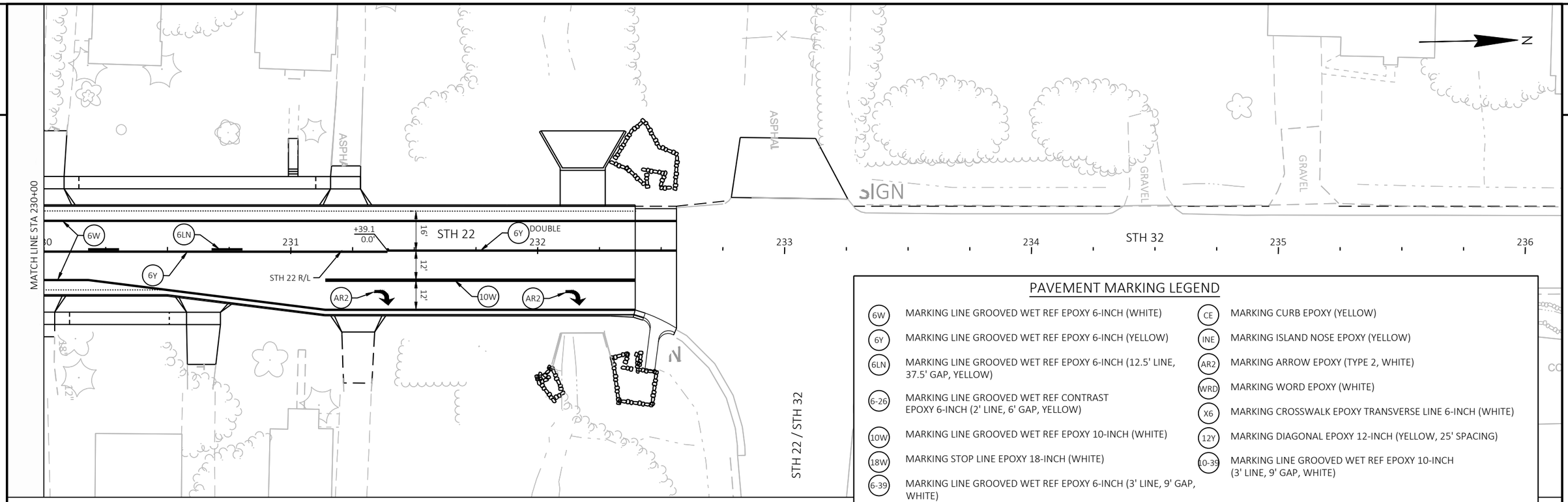
- 6W — MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
- 6Y — MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
- 6LN — MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, YELLOW)
- 6-26 — MARKING LINE GROOVED WET REF CONTRAST EPOXY 6-INCH (2' LINE, 6' GAP, YELLOW)
- 10W — MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
- 18W — MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 6-39 — MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' LINE, 9' GAP, WHITE)
- CE — MARKING CURB EPOXY (YELLOW)
- INE — MARKING ISLAND NOSE EPOXY (YELLOW)
- AR2 — MARKING ARROW EPOXY (TYPE 2, WHITE)
- WRD — MARKING WORD EPOXY (WHITE)
- X6 — MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 12Y — MARKING DIAGONAL EPOXY 12-INCH (YELLOW, 25' SPACING)
- 10-39 — MARKING LINE GROOVED WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PAVEMENT MARKING	SHEET 127	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\024501-PM.DWG
LAYOUT NAME - 05-pm

PLOT DATE : 7/31/2025 2:49 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42



PAVEMENT MARKING LEGEND

6W	MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
6Y	MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
6LN	MARKING LINE GROOVED WET REF EPOXY 6-INCH (12.5' LINE, 37.5' GAP, YELLOW)
6-26	MARKING LINE GROOVED WET REF CONTRAST EPOXY 6-INCH (2' LINE, 6' GAP, YELLOW)
10W	MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE)
18W	MARKING STOP LINE EPOXY 18-INCH (WHITE)
6-39	MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' LINE, 9' GAP, WHITE)
CE	MARKING CURB EPOXY (YELLOW)
INE	MARKING ISLAND NOSE EPOXY (YELLOW)
AR2	MARKING ARROW EPOXY (TYPE 2, WHITE)
WRD	MARKING WORD EPOXY (WHITE)
X6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW, 25' SPACING)
10-39	MARKING LINE GROOVED WET REF EPOXY 10-INCH (3' LINE, 9' GAP, WHITE)

2

2

LEGEND

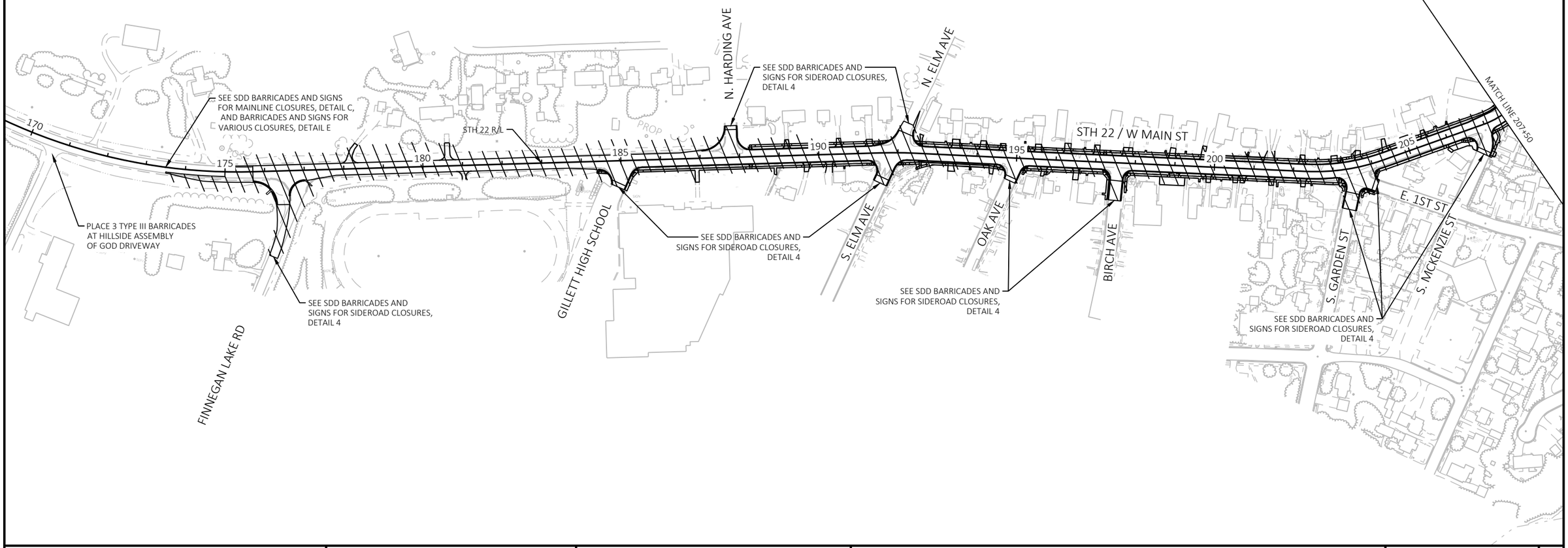
TYPE III BARRICADE

TYPE III BARRICADE WTH ATTACHED SIGN

WORK AREA

NOTES:

- STH 22 CLOSED TO THROUGH TRAFFIC BETWEEN FINNEGAN LAKE RD AND STH 32. MAINTAIN EMERGENCY AND LOCAL TRAFFIC AT ALL TIMES. THE ACCESS ROAD SHALL HAVE A MINIMUM WIDTH OF 16' AND SHALL BE ON EXISTING PAVEMENT, COMPACTED BASED AGGREGATE/GRAVEL, FINAL PAVEMENT, OR ANY COMBINATION OF THOSE ITEMS.
- ALL TYPE III BARRICADES SHALL HAVE TWO TYPE A WARNING LIGHTS.



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TRAFFIC CONTROL	SHEET 129	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\025100-TC.DWG
LAYOUT NAME - 025100-tc

PLOT DATE : 7/31/2025 2:51 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:250 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

TYPE III BARRICADE

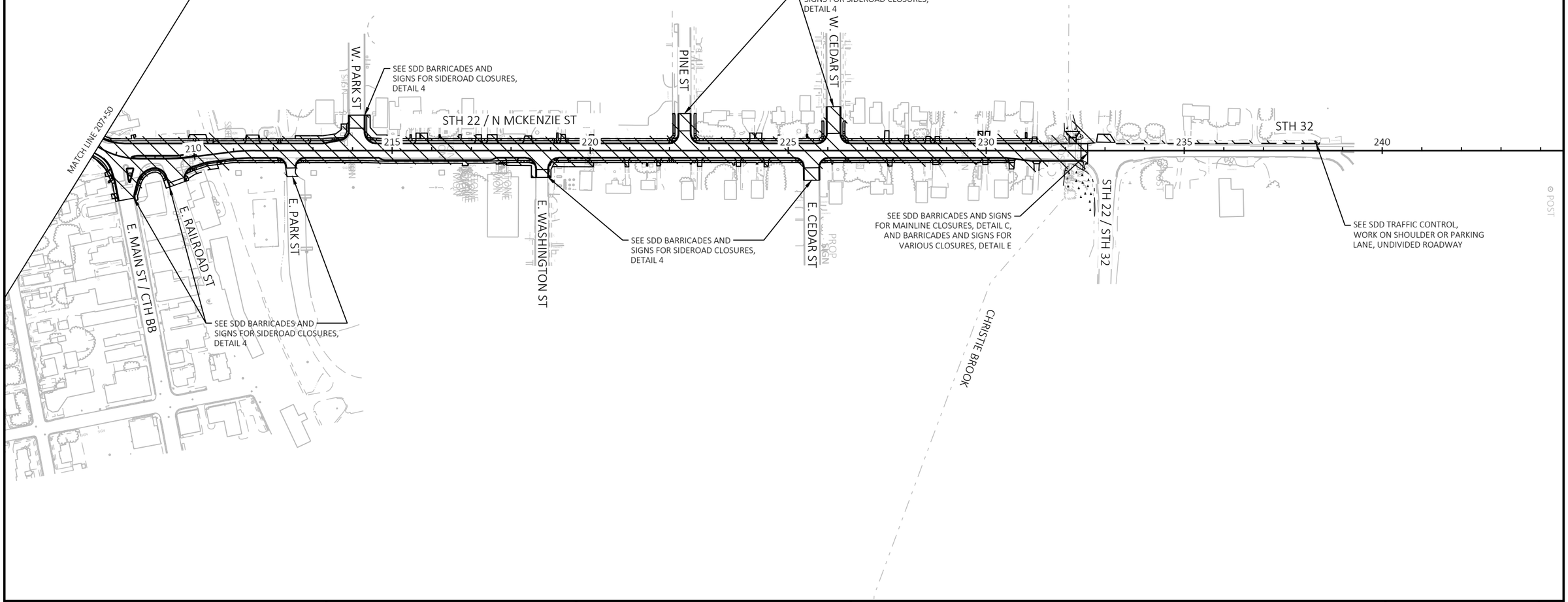
TYPE III BARRICADE WTH ATTACHED SIGN

WORK AREA

N

NOTES:

- STH 22 CLOSED TO THROUGH TRAFFIC BETWEEN FINNEGAN LAKE RD AND STH 32. MAINTAIN EMERGENCY AND LOCAL TRAFFIC AT ALL TIMES. THE ACCESS ROAD SHALL HAVE A MINIMUM WIDTH OF 16' AND SHALL BE ON EXISTING PAVEMENT, COMPACTED BASED AGGREGATE/GRAVEL, FINAL PAVEMENT, OR ANY COMBINATION OF THOSE ITEMS.
- ALL TYPE III BARRICADES SHALL HAVE TWO TYPE A WARNING LIGHTS.



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TRAFFIC CONTROL	SHEET 130	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\025100-TC.DWG
LAYOUT NAME - 025101-tc
PLOT DATE : 7/31/2025 2:51 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:250 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- R/W
- TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

STAGE 1 NOTES

1. CLOSE STH 22 TO THROUGH TRAFFIC.
2. BEGIN CONSTRUCTION ON STH 22 AND SIDE ROADS.
3. MAINTAIN PEDESTRIAN ACCESS TO EXISTING SIDEWALK ON THE RIGHT SIDE OF STH 22.
4. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE LEFT SIDE OF STH 22.
5. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE BOTH SIDES OF STH 22 AS SHOWN IN THE PLANS.
6. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND AS DIRECTED BY THE ENGINEER.

STAGE 1 TEMPORARY AUDIBLE MESSAGE EXAMPLES

- REPLACE DIRECTION AND ROAD NAME IN THE MESSAGES BELOW BASED ON LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICE.
- ATTENTION SOUTHBOUND NORTH ELM AVENUE PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF NORTH ELM AVENUE AND WEST MAIN STREET. TEMPORARY PATH IN STREET IS OPEN. CROSS WEST MAIN STREET FOR ACCESS TO WEST MAIN STREET AND SOUTH ELM AVENUE.
- ATTENTION WEST MAIN STREET PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF SOUTH ELM AVENUE AND WEST MAIN STREET. CROSS WEST MAIN STREET FOR ACCESS TO NORTH ELM AVENUE.

N HARDING AVE

184+00 185+00 186+00 187+00 188+00 189+00

STH 22 / W MAIN ST

MATCH LINE 189+25

GILLETT HIGH SCHOOL

TEMPORARY CLOSURE REQUIRED FOR STORM SEWER INSTALLATION

CONCRETE

N ELM AVE

MATCH LINE 189+25

190+00 191+00 192+00 193+00 194

STH 22 / W MAIN ST

PROVIDE 20' GAP IN BARRICADES FOR LOCAL ACCESS ROUTE

TEMPORARY CLOSURE REQUIRED FOR STORM SEWER INSTALLATION

USE EXISTING PEDESTRIAN CROSSING FOR TEMPORARY PEDESTRIAN ACCESS ROUTE

TEMPORARY CLOSURE REQUIRED FOR STORM SEWER INSTALLATION

S ELM AVE

WO1-7
48"X24"

MATCH LINE 194+00

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 1A	SHEET 131	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S1A.DWG
LAYOUT NAME - 01
PLOT DATE : 9/25/2025 12:19 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

MATCH LINE 194+00

MATCH LINE 199+75

STH 22 / W MAIN ST

195+00

196+00

197+00

198+00

199+00

TEMPORARY CLOSURE REQUIRED FOR STORM SEWER INSTALLATION

USE EXISTING PEDESTRIAN CROSSING TEMPORARY PEDESTRIAN ACCESS ROUTE

PROVIDE 20' GAP IN BARRICADES FOR LOCAL ACCESS ROUTE

OAK AVE

BIRCH AVE

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- R/W
- TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

N

MATCH LINE 199+75

200+00

201+00

202+00

203+00

204+00

205+00

MATCH LINE 205+00

STH 22 / W MAIN ST

PROVIDE 20' GAP IN BARRICADES FOR LOCAL ACCESS ROUTE

TEMPORARY CLOSURE REQUIRED FOR STORM SEWER INSTALLATION

USE EXISTING PEDESTRIAN CROSSING TEMPORARY PEDESTRIAN ACCESS ROUTE

S GARDEN ST

E 1ST ST

STAGE 1 NOTES

1. CLOSE STH 22 TO THROUGH TRAFFIC.
2. BEGIN CONSTRUCTION ON STH 22 AND SIDE ROADS.
3. MAINTAIN PEDESTRIAN ACCESS TO EXISTING SIDEWALK ON THE RIGHT SIDE OF STH 22.
4. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE LEFT SIDE OF STH 22.
5. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE BOTH SIDES OF STH 22 AS SHOWN IN THE PLANS.
6. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND AS DIRECTED BY THE ENGINEER.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 1A/1B	SHEET 132	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S1A.DWG
LAYOUT NAME - 02

PLOT DATE : 9/25/2025 12:19 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

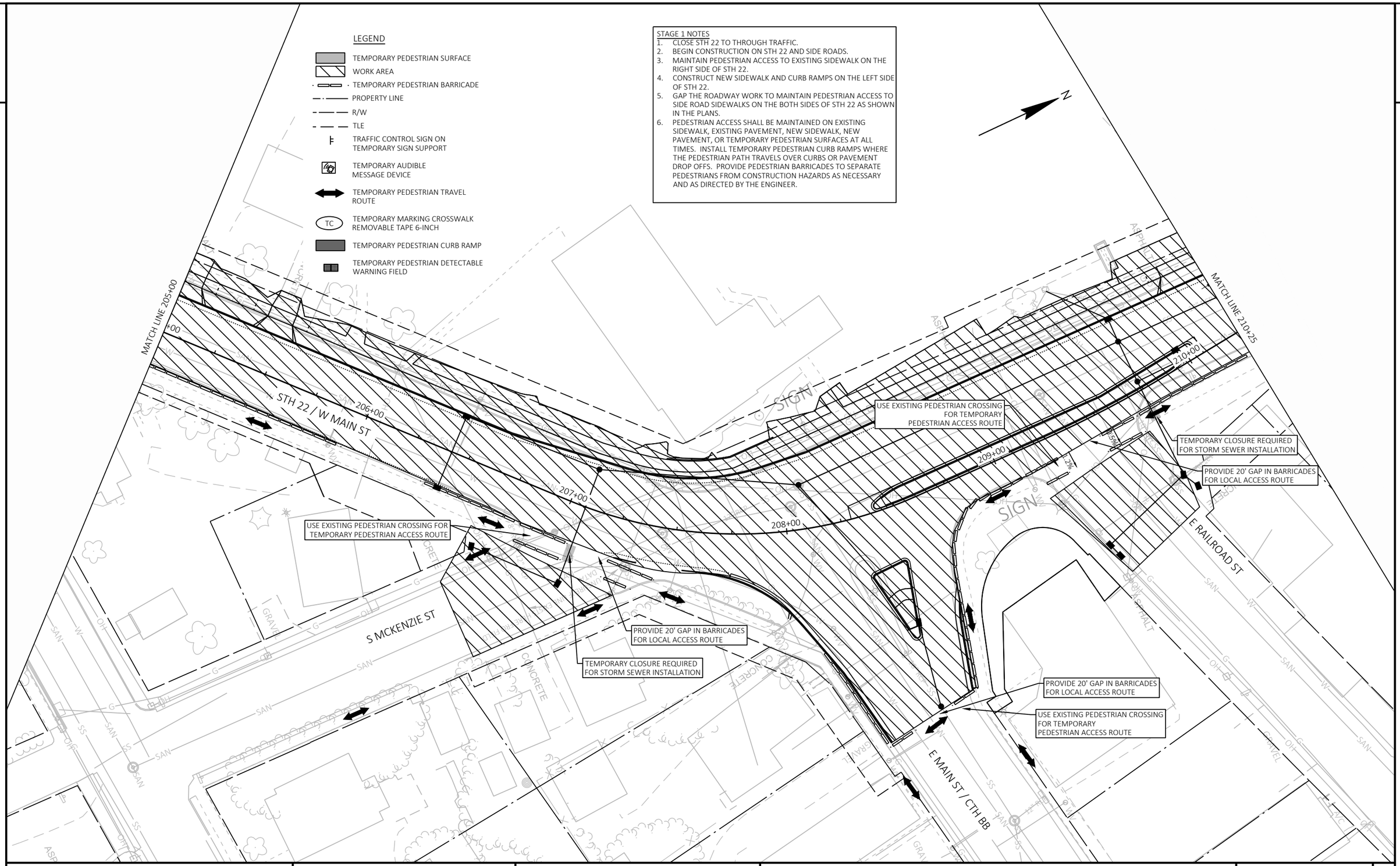
2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- R/W
- TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

STAGE 1 NOTES

1. CLOSE STH 22 TO THROUGH TRAFFIC.
2. BEGIN CONSTRUCTION ON STH 22 AND SIDE ROADS.
3. MAINTAIN PEDESTRIAN ACCESS TO EXISTING SIDEWALK ON THE RIGHT SIDE OF STH 22.
4. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE LEFT SIDE OF STH 22.
5. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE BOTH SIDES OF STH 22 AS SHOWN IN THE PLANS.
6. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND AS DIRECTED BY THE ENGINEER.



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 1A	SHEET 133	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S1A.DWG
LAYOUT NAME - 03
PLOT DATE : 9/25/2025 12:20 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

STAGE 1 TEMPORARY AUDIBLE MESSAGE EXAMPLES

- REPLACE DIRECTION AND ROAD NAME IN THE MESSAGES BELOW BASED ON LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICE.
- ATTENTION NORTH MCKENZIE STREET PEDESTRIANS. YOU ARE ON THE EAST SIDE OF NORTH MCKENZIE STREET AT PAT'S MARKET. CROSS NORTH MCKENZIE STREET FOR ACCESS TO PAT'S MARKET.

WO11-2 48"X48"
WO16-7L 48"X24"

MATCH LINE 210+25

TEMPORARY CLOSURE REQUIRED FOR STORM SEWER INSTALLATION

211+00 212+00 213+00 214+00 215+00

STH 22 / N MCKENZIE ST

W PARK ST

MATCH LINE 215+50

PROVIDE 20' GAP IN BARRICADES FOR LOCAL ACCESS ROUTE

TEMPORARY CLOSURE REQUIRED FOR STORM SEWER INSTALLATION

USE EXISTING PEDESTRIAN CROSSING TEMPORARY PEDESTRIAN ACCESS ROUTE

TEMPORARY CLOSURE REQUIRED FOR STORM SEWER INSTALLATION

E PARK ST

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- R/W
- TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

STAGE 1 NOTES

1. CLOSE STH 22 TO THROUGH TRAFFIC.
2. BEGIN CONSTRUCTION ON STH 22 AND SIDE ROADS.
3. MAINTAIN PEDESTRIAN ACCESS TO EXISTING SIDEWALK ON THE RIGHT SIDE OF STH 22.
4. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE LEFT SIDE OF STH 22.
5. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE BOTH SIDES OF STH 22 AS SHOWN IN THE PLANS.
6. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND AS DIRECTED BY THE ENGINEER.

MATCH LINE 215+50

216+00 217+00 218+00 219+00 220+00 221

STH 22 / N MCKENZIE ST

MATCH LINE 221+00

USE EXISTING PEDESTRIAN CROSSING TEMPORARY PEDESTRIAN ACCESS ROUTE

PROVIDE 20' GAP IN BARRICADES FOR LOCAL ACCESS ROUTE

TEMPORARY CLOSURE REQUIRED FOR STORM SEWER INSTALLATION

E WASHINGTON ST

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 1A	SHEET 134	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S1A.DWG
LAYOUT NAME - 04

PLOT DATE : 9/25/2025 12:20 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

STAGE 1 TEMPORARY AUDIBLE MESSAGE EXAMPLES

- REPLACE DIRECTION AND ROAD NAME IN THE MESSAGES BELOW BASED ON LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICE.
- ATTENTION EASTBOUND PINE STREET PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF PINE STREET AND NORTH MCKENZIE STREET. SIDEWALK CLOSED AHEAD. CROSS PINE STREET FOR ACCESS TO NORTH MCKENZIE STREET.
- ATTENTION EASTBOUND PINE STREET PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF PINE STREET AND NORTH MCKENZIE STREET. CONSTRUCTION AHEAD; SIDEWALK IS OPEN.

WO11-2 48"X48"
WO16-7L 48"X24"
SIDEWALK CLOSED R9-9 24"X12"
DETOUR M4-9BL 30"X24"
DETOUR M4-9BR 30"X24"
SIDEWALK CLOSED R9-9 24"X12"
DETOUR M4-9BL 30"X24"
WO11-2 48"X48"
WO16-7L 48"X24"
SIDEWALK CLOSED R9-9 24"X12"
SIDEWALK CLOSED R9-9 24"X12"
DETOUR M4-9BR 30"X24"

PINE ST
W CEDAR ST
E CEDAR ST
STH 22 / N MCKENZIE ST

TC
6"

MATCH LINE 221+00
MATCH LINE 226+75
MATCH LINE 231+25

+00 222+00 223+00 224+00 225+00 226+00
227+00 228+00 229+00 230+00 231+00

TEMPORARY CLOSURE REQUIRED FOR STORM SEWER INSTALLATION
TEMPORARY CLOSURE REQUIRED FOR STORM SEWER INSTALLATION

1.6%
0.7%

USE EXISTING PEDESTRIAN CROSSING TEMPORARY PEDESTRIAN ACCESS ROUTE
PROVIDE 20' GAP IN BARRICADES FOR LOCAL ACCESS ROUTE

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- R/W
- TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

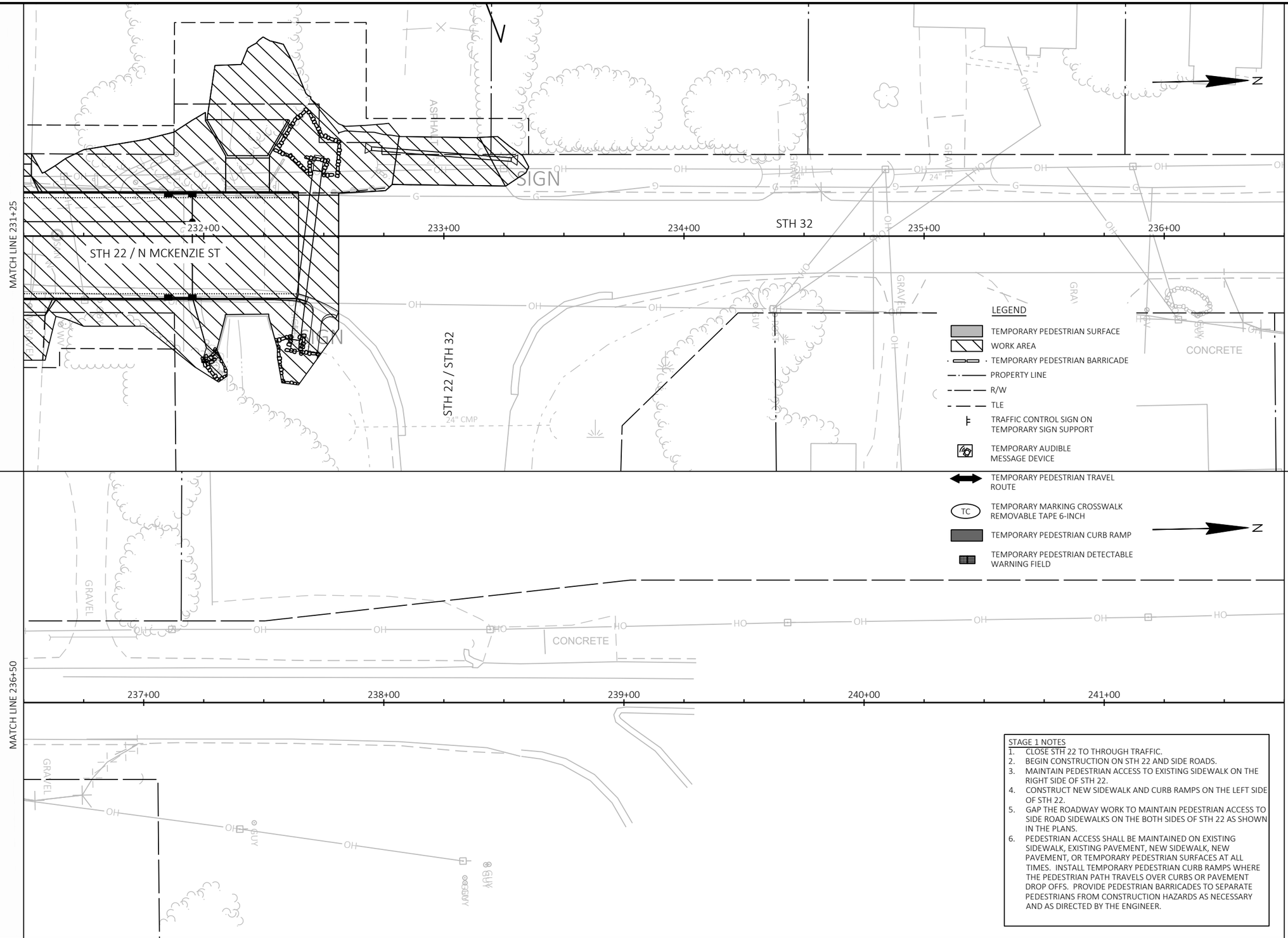
STAGE 1 NOTES

1. CLOSE STH 22 TO THROUGH TRAFFIC.
2. BEGIN CONSTRUCTION ON STH 22 AND SIDE ROADS.
3. MAINTAIN PEDESTRIAN ACCESS TO EXISTING SIDEWALK ON THE RIGHT SIDE OF STH 22.
4. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE LEFT SIDE OF STH 22.
5. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE BOTH SIDES OF STH 22 AS SHOWN IN THE PLANS.
6. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND AS DIRECTED BY THE ENGINEER.

WO11-2 48"X48"
WO16-7L 48"X24"

N

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 1A	SHEET 135	E



STAGE 1 NOTES

1. CLOSE STH 22 TO THROUGH TRAFFIC.
2. BEGIN CONSTRUCTION ON STH 22 AND SIDE ROADS.
3. MAINTAIN PEDESTRIAN ACCESS TO EXISTING SIDEWALK ON THE RIGHT SIDE OF STH 22.
4. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE LEFT SIDE OF STH 22.
5. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE BOTH SIDES OF STH 22 AS SHOWN IN THE PLANS.
6. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND AS DIRECTED BY THE ENGINEER.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 1A/1B	SHEET 136	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S1A.DWG
LAYOUT NAME - 06
PLOT DATE : 9/25/2025 12:20 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

SEE STAGE 1A

LEGEND

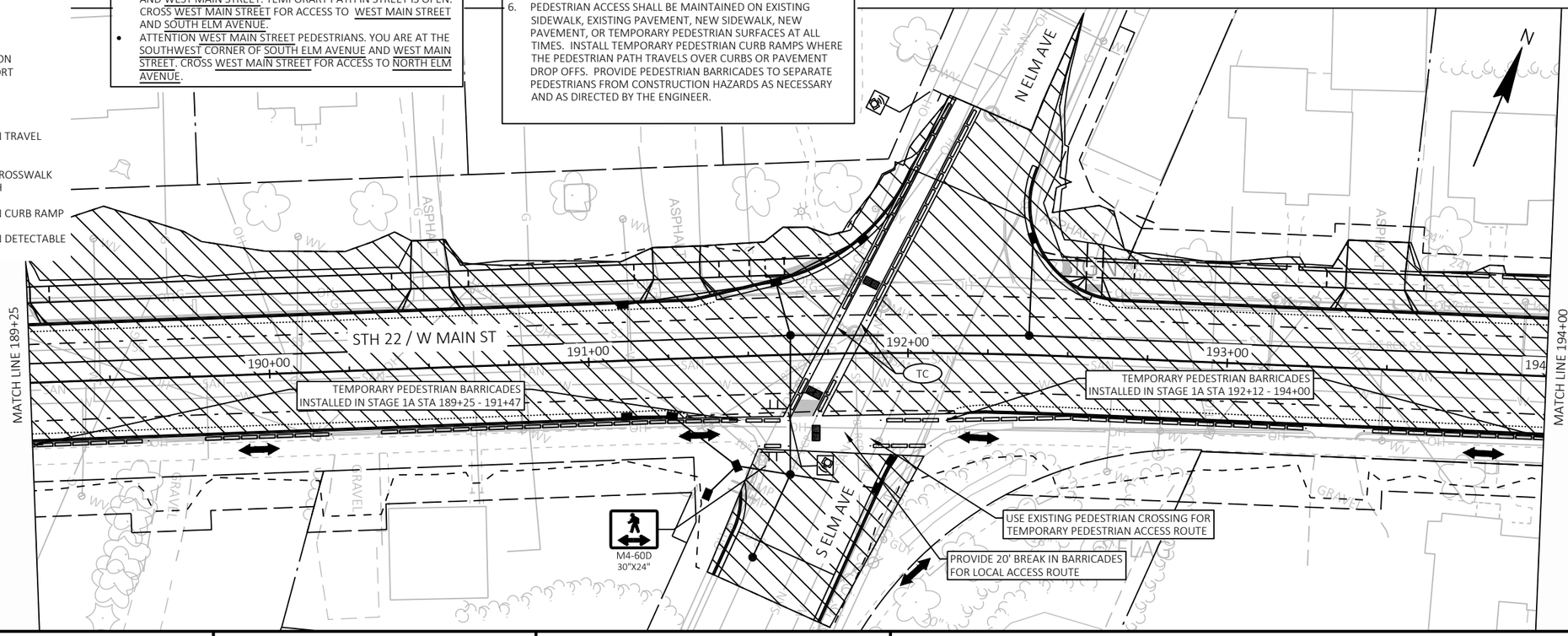
- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- EXISTING R/W
- PROPOSED R/W
- PROPOSED TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

STAGE 1 TEMPORARY AUDIBLE MESSAGE EXAMPLES

- REPLACE DIRECTION AND ROAD NAME IN THE MESSAGES BELOW BASED ON LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICE.
- ATTENTION SOUTHBOUND NORTH ELM AVENUE PEDESTRIANS. YOU ARE AT THE NORTHWEST CORNER OF NORTH ELM AVENUE AND WEST MAIN STREET. TEMPORARY PATH IN STREET IS OPEN. CROSS WEST MAIN STREET FOR ACCESS TO WEST MAIN STREET AND SOUTH ELM AVENUE.
- ATTENTION WEST MAIN STREET PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF SOUTH ELM AVENUE AND WEST MAIN STREET. CROSS WEST MAIN STREET FOR ACCESS TO NORTH ELM AVENUE.

STAGE 1 NOTES

1. CLOSE STH 22 TO THROUGH TRAFFIC.
2. CONTINUE CONSTRUCTING STH 22 AND SIDE ROADS.
3. MAINTAIN PEDESTRIAN ACCESS TO EXISTING SIDEWALK ON THE RIGHT SIDE OF STH 22.
4. CONSTRUCT NEW SIDEWALK AND CURB RAMPS AT N ELM AVE, W PINE ST, AND W CEDAR ST ACROSS STH 22.
5. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE BOTH SIDES OF STH 22 AS SHOWN IN THE PLANS.
6. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND AS DIRECTED BY THE ENGINEER.



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 1B	SHEET 137	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S1B.DWG
LAYOUT NAME - 01

PLOT DATE : 9/25/2025 12:22 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- EXISTING R/W
- PROPOSED R/W
- PROPOSED TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

STAGE 1 NOTES

1. CLOSE STH 22 TO THROUGH TRAFFIC.
2. CONTINUE CONSTRUCTING STH 22 AND SIDE ROADS.
3. MAINTAIN PEDESTRIAN ACCESS TO EXISTING SIDEWALK ON THE RIGHT SIDE OF STH 22.
4. CONSTRUCT NEW SIDEWALK AND CURB RAMPS AT N ELM AVE, W PINE ST, AND W CEDAR ST ACROSS STH 22.
5. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE BOTH SIDES OF STH 22 AS SHOWN IN THE PLANS.
6. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND AS DIRECTED BY THE ENGINEER.

N

MATCH LINE 205+00

MATCH LINE 210+25

STH 22 / W MAIN ST

205+00

206+00

207+00

208+00

209+00

210+00

TEMPORARY PEDESTRIAN BARRICADES INSTALLED IN STAGE 1A STA 205+00 - 210+06

TEMPORARY PEDESTRIAN BARRICADES INSTALLED IN STAGE 1A STA 209+17 - 209+67

PROVIDE 20' BREAK IN BARRICADES FOR LOCAL ACCESS ROUTE

USE EXISTING PEDESTRIAN CROSSING FOR TEMPORARY PEDESTRIAN ACCESS ROUTE

USE EXISTING PEDESTRIAN CROSSING FOR TEMPORARY PEDESTRIAN ACCESS ROUTE

PROVIDE 20' BREAK IN BARRICADES FOR LOCAL ACCESS ROUTE

S MCKENZIE ST

E RAILROAD ST

PROVIDE 20' BREAK IN BARRICADES FOR LOCAL ACCESS ROUTE

E MAIN ST / CTH BB

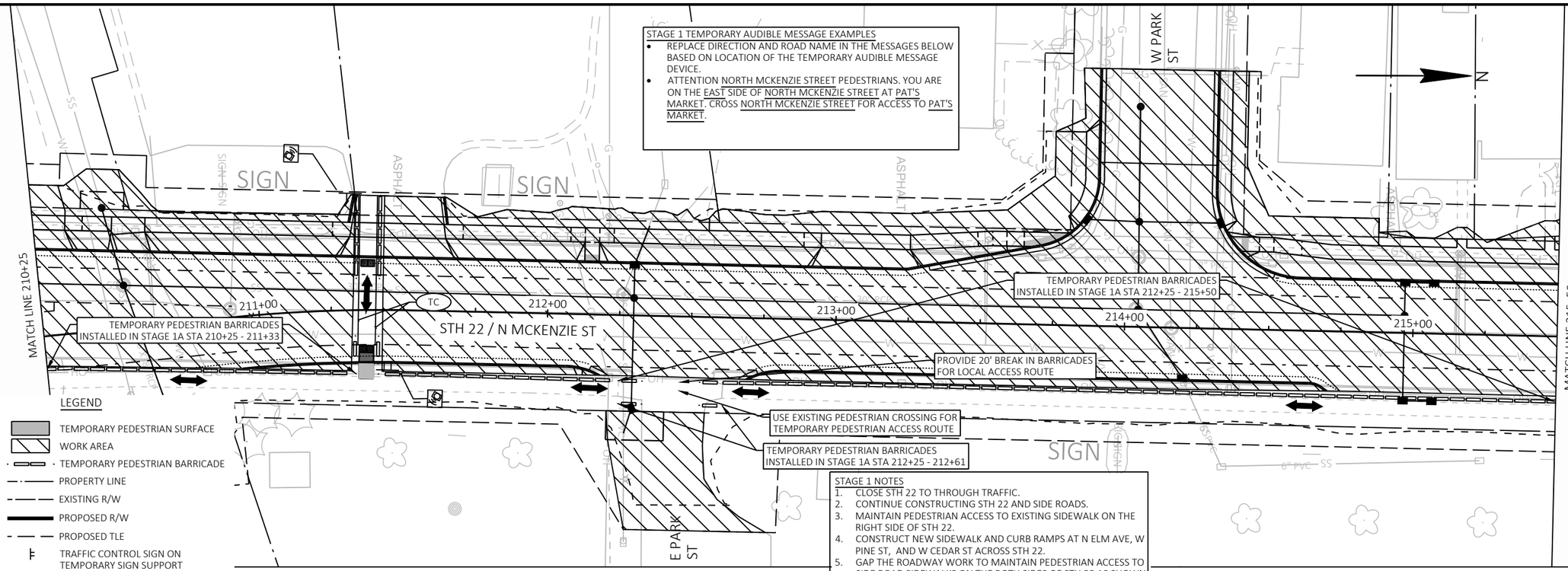
USE EXISTING PEDESTRIAN CROSSING FOR TEMPORARY PEDESTRIAN ACCESS ROUTE

STAGE 1 TEMPORARY AUDIBLE MESSAGE EXAMPLES

- REPLACE DIRECTION AND ROAD NAME IN THE MESSAGES BELOW BASED ON LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICE.
- ATTENTION NORTH MCKENZIE STREET PEDESTRIANS. YOU ARE ON THE EAST SIDE OF NORTH MCKENZIE STREET AT SAINT JOHN'S CHURCH. CROSS NORTH MCKENZIE STREET FOR ACCESS TO SAINT JOHN'S CHURCH.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 1B	SHEET 138	E

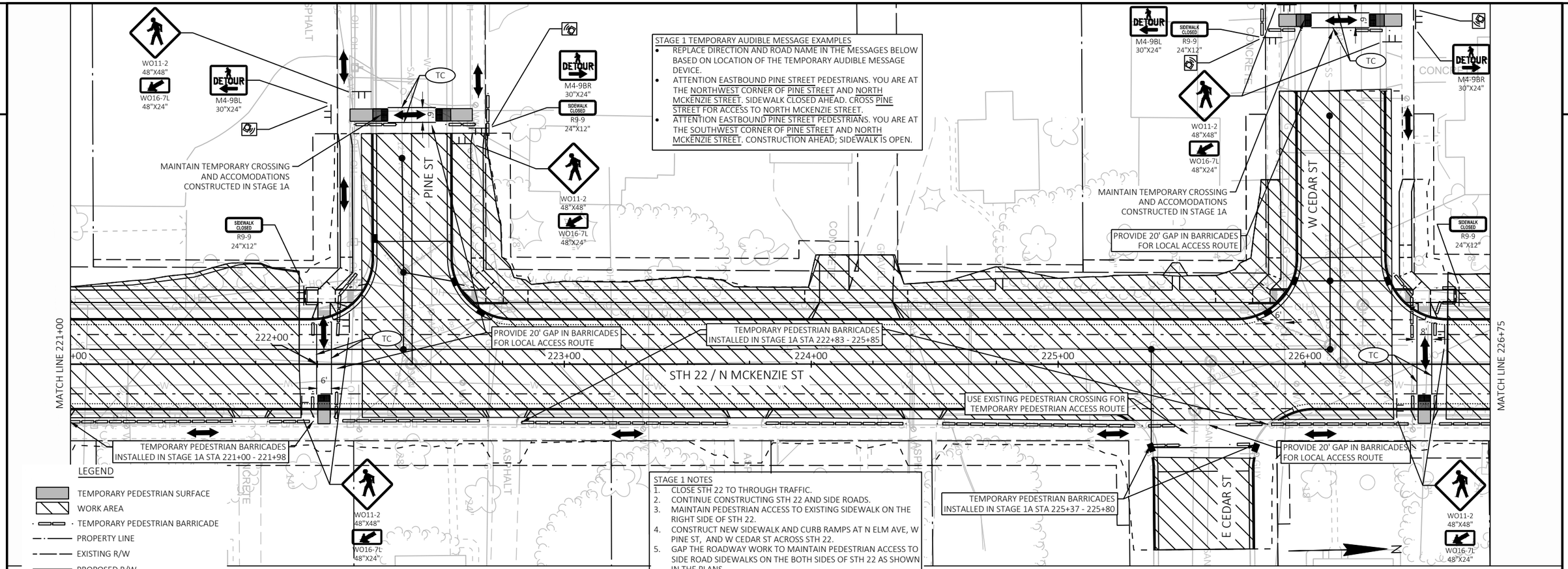
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S1B.DWG
LAYOUT NAME - 03
PLOT DATE : 9/25/2025 12:22 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



STAGE 1 NOTES

1. CLOSE STH 22 TO THROUGH TRAFFIC.
2. CONTINUE CONSTRUCTING STH 22 AND SIDE ROADS.
3. MAINTAIN PEDESTRIAN ACCESS TO EXISTING SIDEWALK ON THE RIGHT SIDE OF STH 22.
4. CONSTRUCT NEW SIDEWALK AND CURB RAMPS AT N ELM AVE, W PINE ST, AND W CEDAR ST ACROSS STH 22.
5. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE BOTH SIDES OF STH 22 AS SHOWN IN THE PLANS.
6. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND AS DIRECTED BY THE ENGINEER.

SEE STAGE 1A

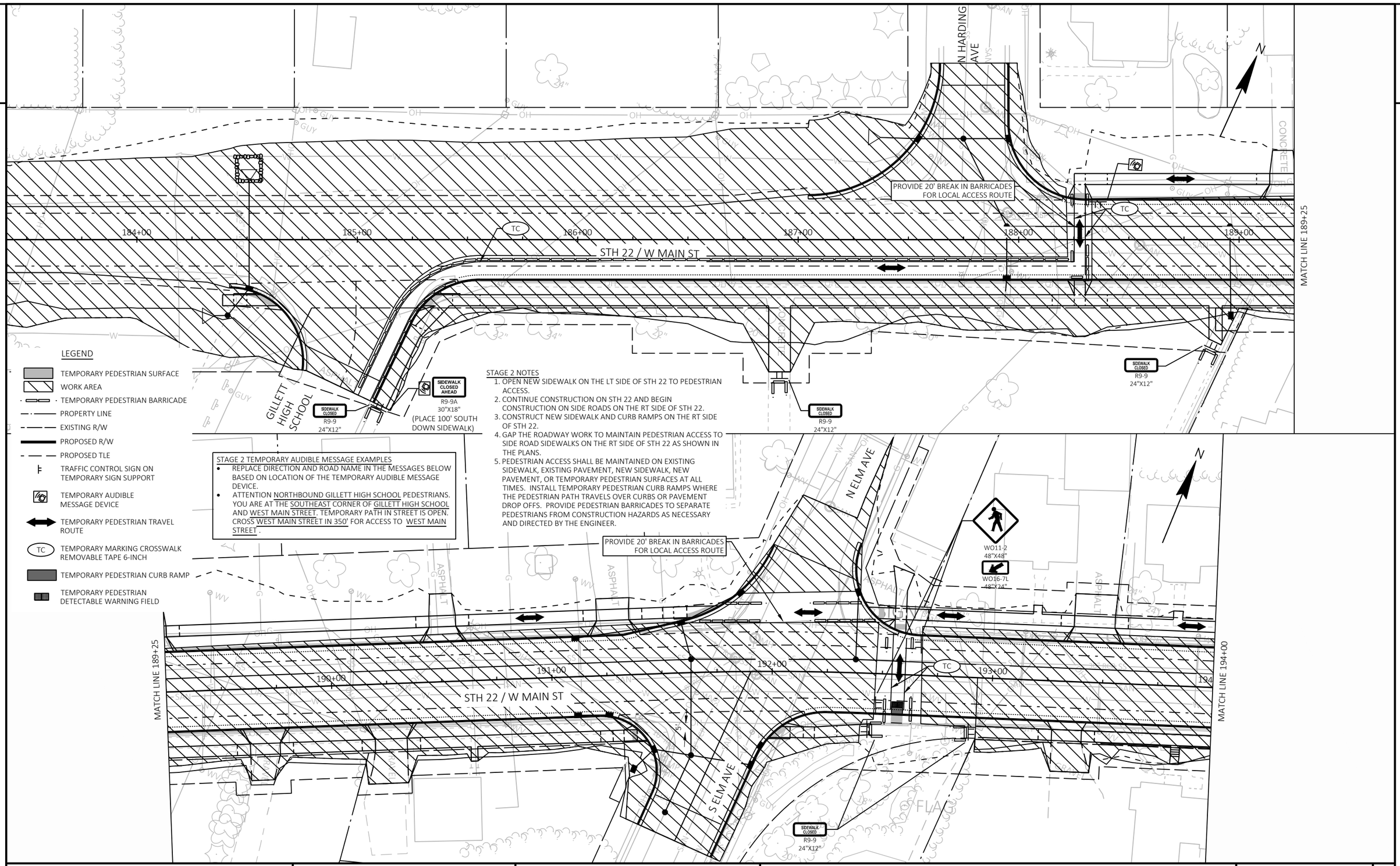


SEE STAGE 1A

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 1B	SHEET 140	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S1B.DWG
LAYOUT NAME - 05
PLOT DATE : 9/25/2025 12:23 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- EXISTING R/W
- PROPOSED R/W
- PROPOSED TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

STAGE 2 TEMPORARY AUDIBLE MESSAGE EXAMPLES

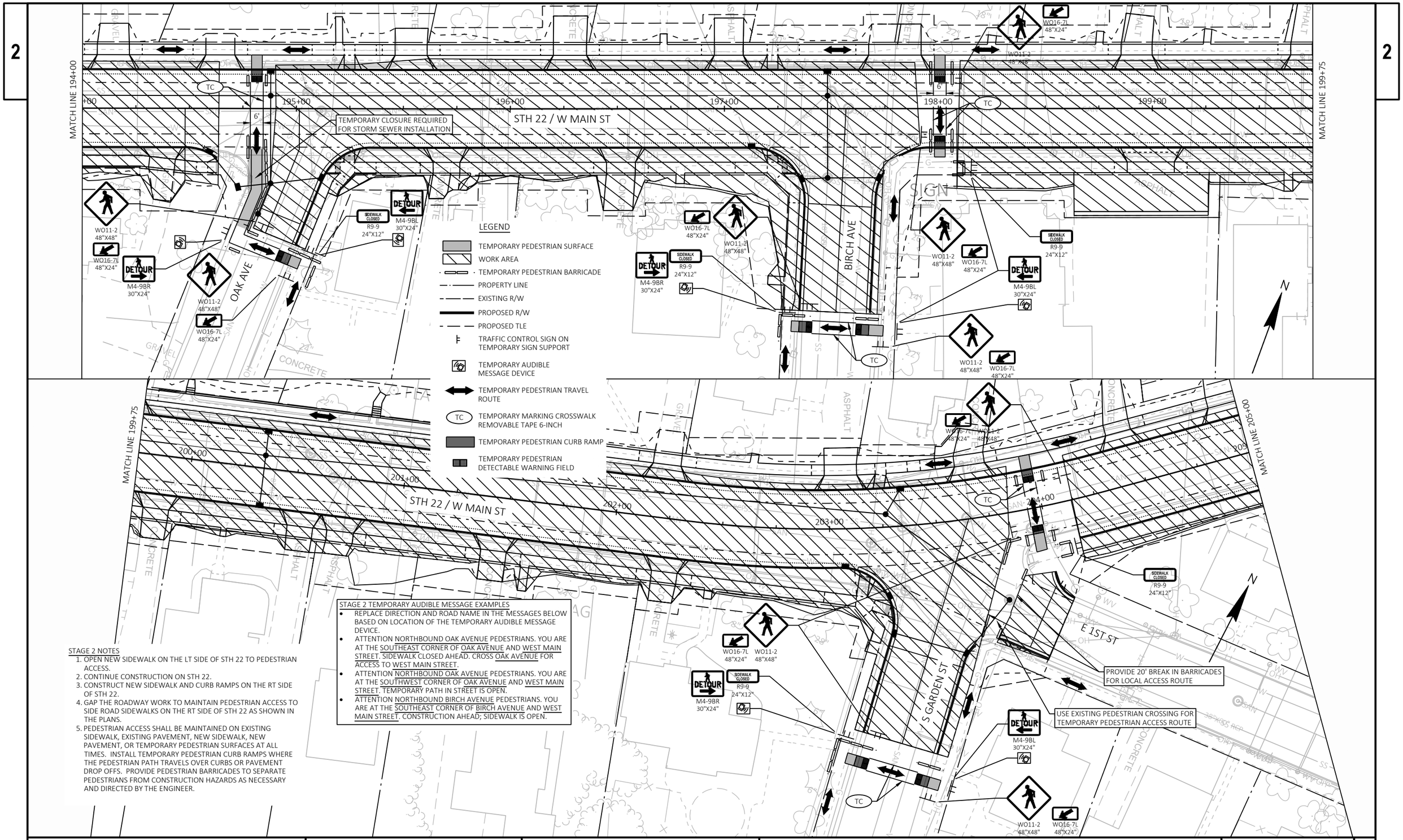
- REPLACE DIRECTION AND ROAD NAME IN THE MESSAGES BELOW BASED ON LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICE.
- ATTENTION NORTHBOUND GILLETT HIGH SCHOOL PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF GILLETT HIGH SCHOOL AND WEST MAIN STREET. TEMPORARY PATH IN STREET IS OPEN. CROSS WEST MAIN STREET IN 350' FOR ACCESS TO WEST MAIN STREET .

STAGE 2 NOTES

1. OPEN NEW SIDEWALK ON THE LT SIDE OF STH 22 TO PEDESTRIAN ACCESS.
2. CONTINUE CONSTRUCTION ON STH 22 AND BEGIN CONSTRUCTION ON SIDE ROADS ON THE RT SIDE OF STH 22.
3. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE RT SIDE OF STH 22.
4. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE RT SIDE OF STH 22 AS SHOWN IN THE PLANS.
5. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND DIRECTED BY THE ENGINEER.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 2A	SHEET 141	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S2A.DWG
LAYOUT NAME - 01
PLOT DATE : 9/25/2025 12:25 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



STAGE 2 NOTES

1. OPEN NEW SIDEWALK ON THE LT SIDE OF STH 22 TO PEDESTRIAN ACCESS.
2. CONTINUE CONSTRUCTION ON STH 22.
3. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE RT SIDE OF STH 22.
4. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE RT SIDE OF STH 22 AS SHOWN IN THE PLANS.
5. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND DIRECTED BY THE ENGINEER.

STAGE 2 TEMPORARY AUDIBLE MESSAGE EXAMPLES

- REPLACE DIRECTION AND ROAD NAME IN THE MESSAGES BELOW BASED ON LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICE.
- ATTENTION NORTHBOUND OAK AVENUE PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF OAK AVENUE AND WEST MAIN STREET. SIDEWALK CLOSED AHEAD. CROSS OAK AVENUE FOR ACCESS TO WEST MAIN STREET.
- ATTENTION NORTHBOUND OAK AVENUE PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF OAK AVENUE AND WEST MAIN STREET. TEMPORARY PATH IN STREET IS OPEN.
- ATTENTION NORTHBOUND BIRCH AVENUE PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF BIRCH AVENUE AND WEST MAIN STREET. CONSTRUCTION AHEAD; SIDEWALK IS OPEN.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 2A	SHEET 142	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S2A.DWG
LAYOUT NAME - 02
PLOT DATE : 9/25/2025 12:25 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- EXISTING R/W
- PROPOSED R/W
- PROPOSED TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

STAGE 2 NOTES

1. OPEN NEW SIDEWALK ON THE LT SIDE OF STH 22 TO PEDESTRIAN ACCESS.
2. CONTINUE CONSTRUCTION ON STH 22 AND BEGIN CONSTRUCTION ON SIDE ROADS ON THE RT SIDE OF STH 22.
3. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE RT SIDE OF STH 22.
4. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE RT SIDE OF STH 22 AS SHOWN IN THE PLANS.
5. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND DIRECTED BY THE ENGINEER.

N

MATCH LINE 205+00

MATCH LINE 210+25

STH 22 / W MAIN ST

S MCKENZIE ST

E MAIN ST / CTH BB

E RAILROAD ST

205+00

206+00

207+00

208+00

209+00

210+00

SIGN

TC

6"

STAGE 2 TEMPORARY AUDIBLE MESSAGE EXAMPLES

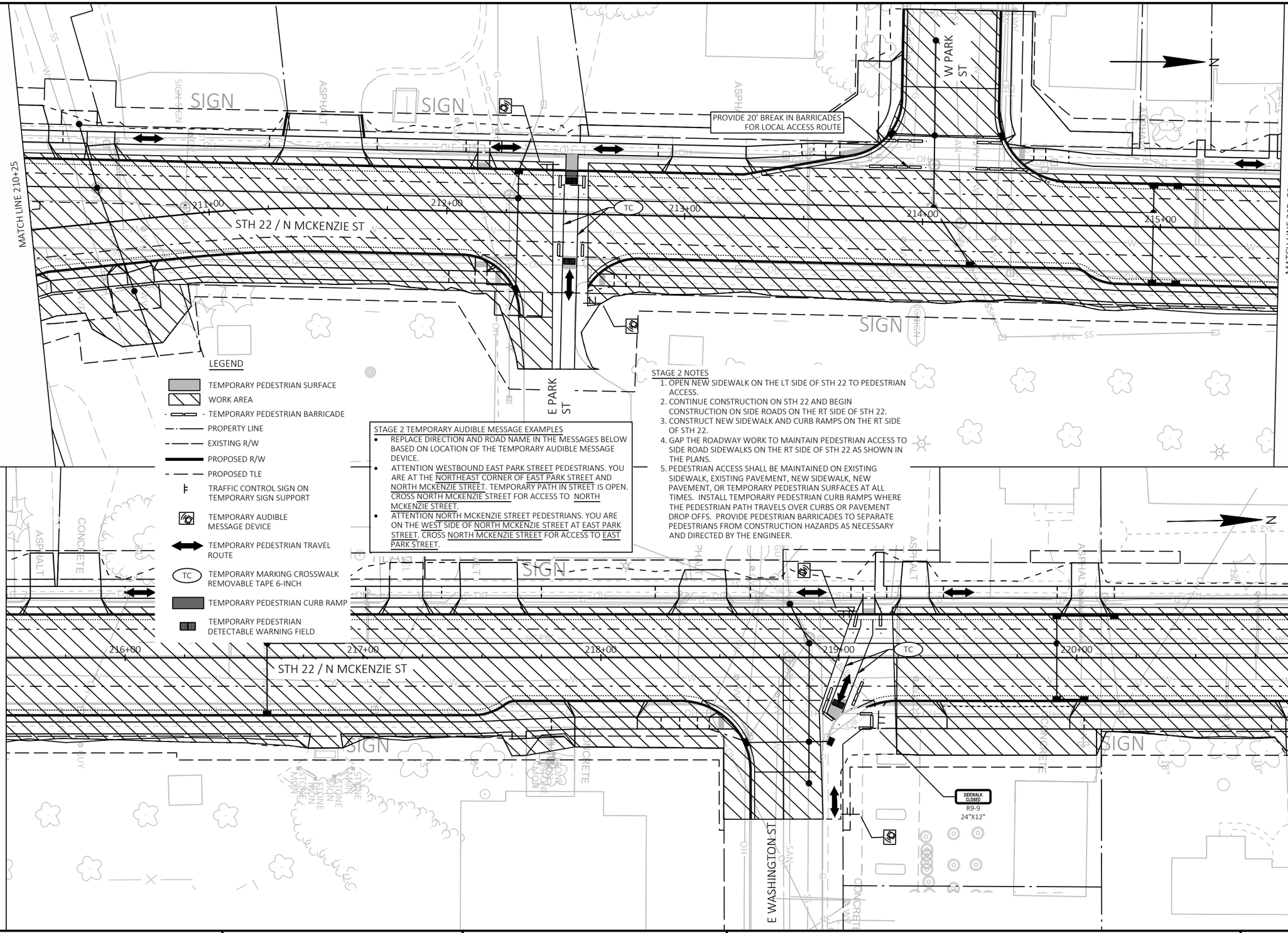
- REPLACE DIRECTION AND ROAD NAME IN THE MESSAGES BELOW BASED ON LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICE.
- ATTENTION WEST MAIN STREET PEDESTRIANS. YOU ARE ON THE WEST SIDE OF WEST MAIN STREET AT SOUTH MCKENZIE STREET. CROSS WEST MAIN STREET FOR ACCESS TO SOUTH MCKENZIE STREET AND EAST MAIN STREET

DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 2A	SHEET 143	E

2



LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- EXISTING R/W
- PROPOSED R/W
- PROPOSED TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

STAGE 2 TEMPORARY AUDIBLE MESSAGE EXAMPLES

- REPLACE DIRECTION AND ROAD NAME IN THE MESSAGES BELOW BASED ON LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICE.
- ATTENTION WESTBOUND EAST PARK STREET PEDESTRIANS. YOU ARE AT THE NORTHEAST CORNER OF EAST PARK STREET AND NORTH MCKENZIE STREET. TEMPORARY PATH IN STREET IS OPEN. CROSS NORTH MCKENZIE STREET FOR ACCESS TO NORTH MCKENZIE STREET.
- ATTENTION NORTH MCKENZIE STREET PEDESTRIANS. YOU ARE ON THE WEST SIDE OF NORTH MCKENZIE STREET AT EAST PARK STREET. CROSS NORTH MCKENZIE STREET FOR ACCESS TO EAST PARK STREET.

STAGE 2 NOTES

1. OPEN NEW SIDEWALK ON THE LT SIDE OF STH 22 TO PEDESTRIAN ACCESS.
2. CONTINUE CONSTRUCTION ON STH 22 AND BEGIN CONSTRUCTION ON SIDE ROADS ON THE RT SIDE OF STH 22.
3. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE RT SIDE OF STH 22.
4. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE RT SIDE OF STH 22 AS SHOWN IN THE PLANS.
5. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND DIRECTED BY THE ENGINEER.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 2A	SHEET 144	E

2

2

PROVIDE 20' BREAK IN BARRICADES FOR LOCAL ACCESS ROUTE

PROVIDE 20' BREAK IN BARRICADES FOR LOCAL ACCESS ROUTE

PINE ST

W CEDAR ST

E CEDAR ST

STH 22 / N MCKENZIE ST

MATCH LINE 221+00

MATCH LINE 226+75

MATCH LINE 226+75

MATCH LINE 231+25

221+00 222+00 223+00 224+00 225+00 226+80

227+00 228+00 229+00 230+00 231+00

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- EXISTING R/W
- PROPOSED R/W
- PROPOSED TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

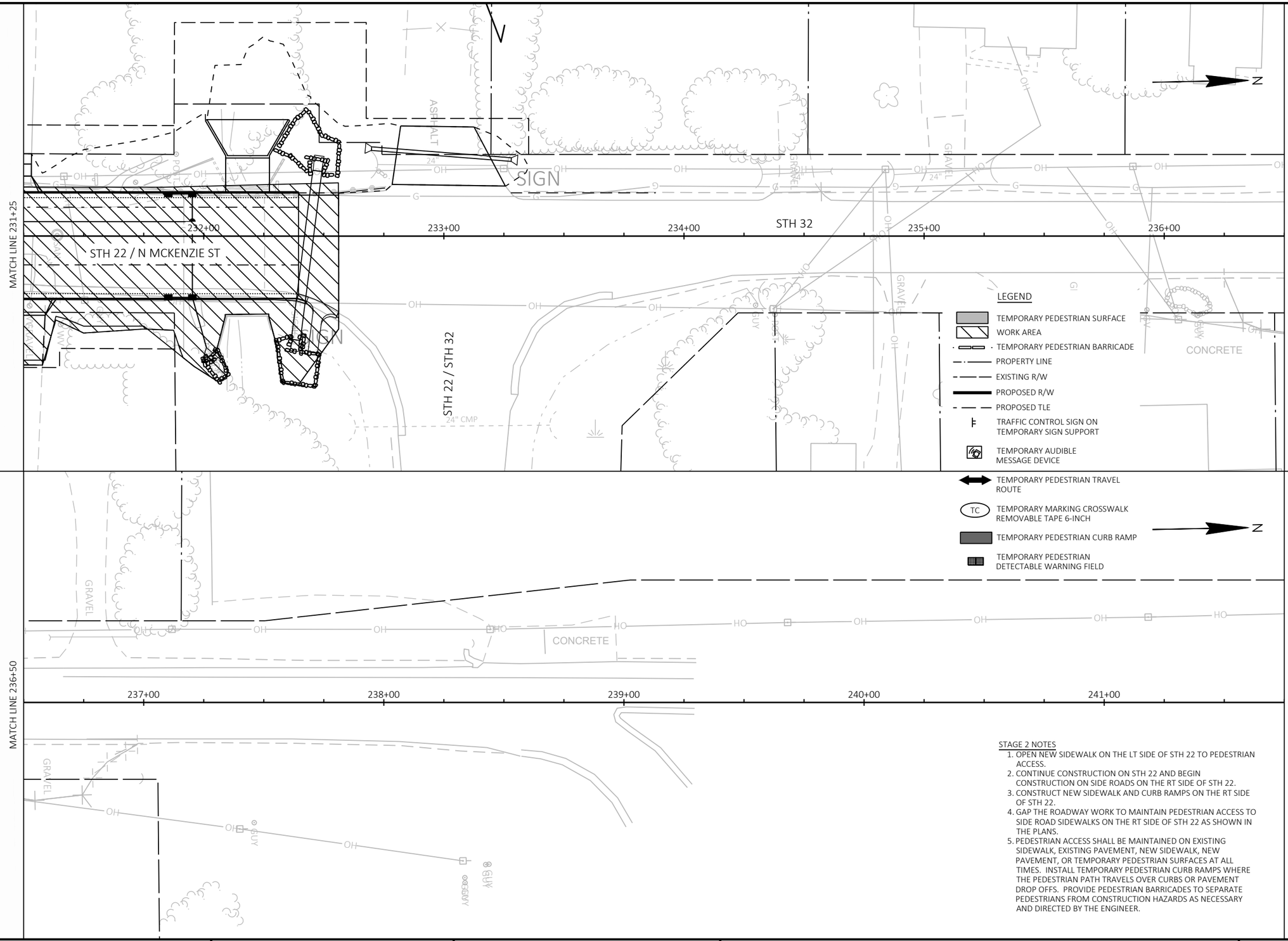
STAGE 2 NOTES

1. OPEN NEW SIDEWALK ON THE LT SIDE OF STH 22 TO PEDESTRIAN ACCESS.
2. CONTINUE CONSTRUCTION ON STH 22 AND BEGIN CONSTRUCTION ON SIDE ROADS ON THE RT SIDE OF STH 22.
3. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE RT SIDE OF STH 22.
4. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE RT SIDE OF STH 22 AS SHOWN IN THE PLANS.
5. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND DIRECTED BY THE ENGINEER.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 2A	SHEET 145	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S2A.DWG
LAYOUT NAME - 05

PLOT DATE : 9/25/2025 12:26 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT



LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- EXISTING R/W
- PROPOSED R/W
- PROPOSED TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

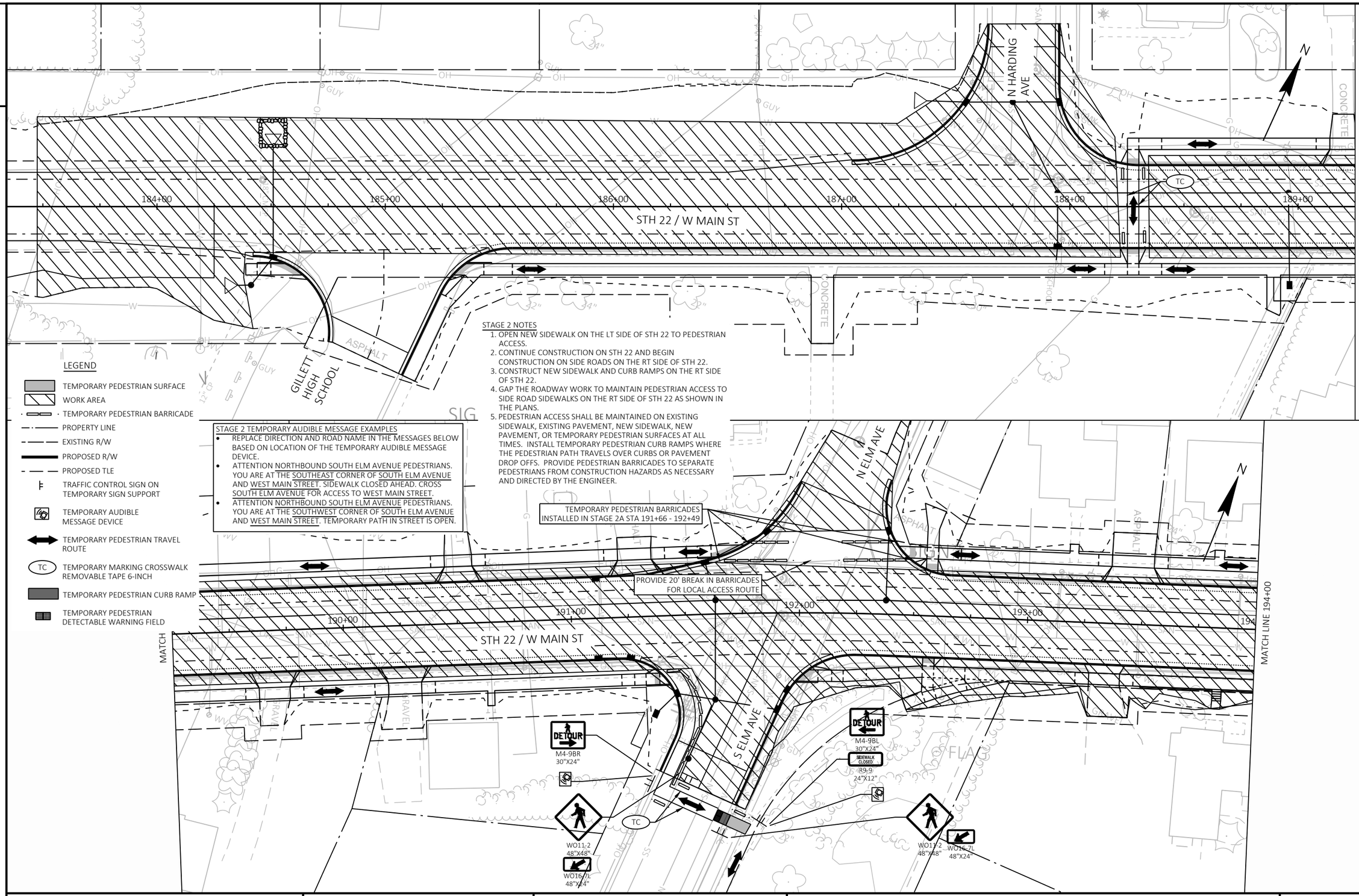
STAGE 2 NOTES

1. OPEN NEW SIDEWALK ON THE LT SIDE OF STH 22 TO PEDESTRIAN ACCESS.
2. CONTINUE CONSTRUCTION ON STH 22 AND BEGIN CONSTRUCTION ON SIDE ROADS ON THE RT SIDE OF STH 22.
3. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE RT SIDE OF STH 22.
4. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE RT SIDE OF STH 22 AS SHOWN IN THE PLANS.
5. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND DIRECTED BY THE ENGINEER.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 2A/2B/2C	SHEET 146	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S2A.DWG
LAYOUT NAME - 06
PLOT DATE : 9/25/2025 12:26 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- EXISTING R/W
- PROPOSED R/W
- PROPOSED TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

STAGE 2 NOTES

1. OPEN NEW SIDEWALK ON THE LT SIDE OF STH 22 TO PEDESTRIAN ACCESS.
2. CONTINUE CONSTRUCTION ON STH 22 AND BEGIN CONSTRUCTION ON SIDE ROADS ON THE RT SIDE OF STH 22.
3. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE RT SIDE OF STH 22.
4. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE RT SIDE OF STH 22 AS SHOWN IN THE PLANS.
5. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND DIRECTED BY THE ENGINEER.

STAGE 2 TEMPORARY AUDIBLE MESSAGE EXAMPLES

- REPLACE DIRECTION AND ROAD NAME IN THE MESSAGES BELOW BASED ON LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICE.
- ATTENTION NORTHBOUND SOUTH ELM AVENUE PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF SOUTH ELM AVENUE AND WEST MAIN STREET. SIDEWALK CLOSED AHEAD. CROSS SOUTH ELM AVENUE FOR ACCESS TO WEST MAIN STREET.
- ATTENTION NORTHBOUND SOUTH ELM AVENUE PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF SOUTH ELM AVENUE AND WEST MAIN STREET. TEMPORARY PATH IN STREET IS OPEN.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 2B/2C	SHEET 147	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S2B.DWG
LAYOUT NAME - 01

PLOT DATE : 9/25/2025 12:28 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCH LINE 194+00

+00

195+00

196+00

197+00

198+00

199+00

STH 22 / W MAIN ST

TC

SIDEWALK CLOSED
R9-9
24"X12"

OAK AVE

BIRCH AVE

SIGN

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

WO11-2
48"X48"

WO16-7L
48"X24"

MAINTAIN TEMPORARY CROSSING
AND ACCOMODATIONS
CONSTRUCTED IN STAGE 2A

N

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- EXISTING R/W
- PROPOSED R/W
- PROPOSED TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

MATCH LINE 199+75

200+00

201+00

202+00

STH 22 / W MAIN ST

FLAG

SIGN

TEMPORARY PEDESTRIAN BARRICADES
INSTALLED IN STAGE 2A STA 203+90 - 204+10

MAINTAIN TEMPORARY CROSSING
AND ACCOMODATIONS
CONSTRUCTED IN STAGE 2A

MAINTAIN TEMPORARY CROSSING
AND ACCOMODATIONS
CONSTRUCTED IN STAGE 2A

203+00

204+00

205+00

MATCH LINE 205+00

E 1ST ST

S GARDEN ST

STAGE 2 NOTES

1. OPEN NEW SIDEWALK ON THE LT SIDE OF STH 22 TO PEDESTRIAN ACCESS.
2. CONTINUE CONSTRUCTION ON STH 22 AND BEGIN CONSTRUCTION ON SIDE ROADS ON THE RT SIDE OF STH 22.
3. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE RT SIDE OF STH 22.
4. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE RT SIDE OF STH 22 AS SHOWN IN THE PLANS.
5. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND DIRECTED BY THE ENGINEER.

STAGE 2 TEMPORARY AUDIBLE MESSAGE EXAMPLES

- REPLACE DIRECTION AND ROAD NAME IN THE MESSAGES BELOW BASED ON LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICE.
- ATTENTION NORTHBOUND BIRCH AVENUE PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF BIRCH AVENUE AND WEST MAIN STREET. SIDEWALK CLOSED AHEAD. CROSS BIRCH AVENUE FOR ACCESS TO WEST MAIN STREET.
- ATTENTION NORTHBOUND BIRCH AVENUE PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF BIRCH AVENUE AND WEST MAIN STREET. CONSTRUCTION AHEAD, SIDEWALK IS OPEN.
- ATTENTION WESTBOUND EAST 1ST STREET PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF EAST 1ST STREET AND WEST MAIN STREET. TEMPORARY PATH IN STREET IS OPEN.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 2B	SHEET 148 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S2B.DWG
LAYOUT NAME - 02

PLOT DATE : 9/25/2025 12:28 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- EXISTING R/W
- PROPOSED R/W
- PROPOSED TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD

STAGE 2 NOTES

1. OPEN NEW SIDEWALK ON THE LT SIDE OF STH 22 TO PEDESTRIAN ACCESS.
2. CONTINUE CONSTRUCTION ON STH 22 AND BEGIN CONSTRUCTION ON SIDE ROADS ON THE RT SIDE OF STH 22.
3. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE RT SIDE OF STH 22.
4. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE RT SIDE OF STH 22 AS SHOWN IN THE PLANS.
5. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND DIRECTED BY THE ENGINEER.

STAGE 2 TEMPORARY AUDIBLE MESSAGE EXAMPLES

- REPLACE DIRECTION AND ROAD NAME IN THE MESSAGES BELOW BASED ON LOCATION OF THE TEMPORARY AUDIBLE MESSAGE DEVICE.
- ATTENTION NORTHBOUND SOUTH MCKENZIE STREET PEDESTRIANS. YOU ARE AT THE SOUTHEAST CORNER OF SOUTH MCKENZIE STREET AND WEST MAIN STREET. SIDEWALK CLOSED AHEAD. CROSS SOUTH MCKENZIE STREET FOR ACCESS TO WEST MAIN STREET.
- ATTENTION NORTHBOUND SOUTH MCKENZIE STREET PEDESTRIANS. YOU ARE AT THE SOUTHWEST CORNER OF SOUTH MCKENZIE STREET AND WEST MAIN STREET. TEMPORARY PATH IN STREET IS OPEN.

N

MATCH LINE 205+00

MATCH LINE 210+25

STH 22 / W MAIN ST

S MCKENZIE ST

E MAIN ST / CTH BB

E RAILROAD ST

205+00

206+00

207+00

208+00

209+00

210+00

TC

WO16-7L
48"X24"

WO11-2
48"X48"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BL
30"X24"

WO11-2
48"X48"

WO16-7L
48"X24"

SIDEWALK CLOSED
R9-9
24"X12"

DETOUR
M4-9BL
30"X24"

MAINTAIN TEMPORARY CROSSING AND ACCOMMODATIONS CONSTRUCTED IN STAGE 2A

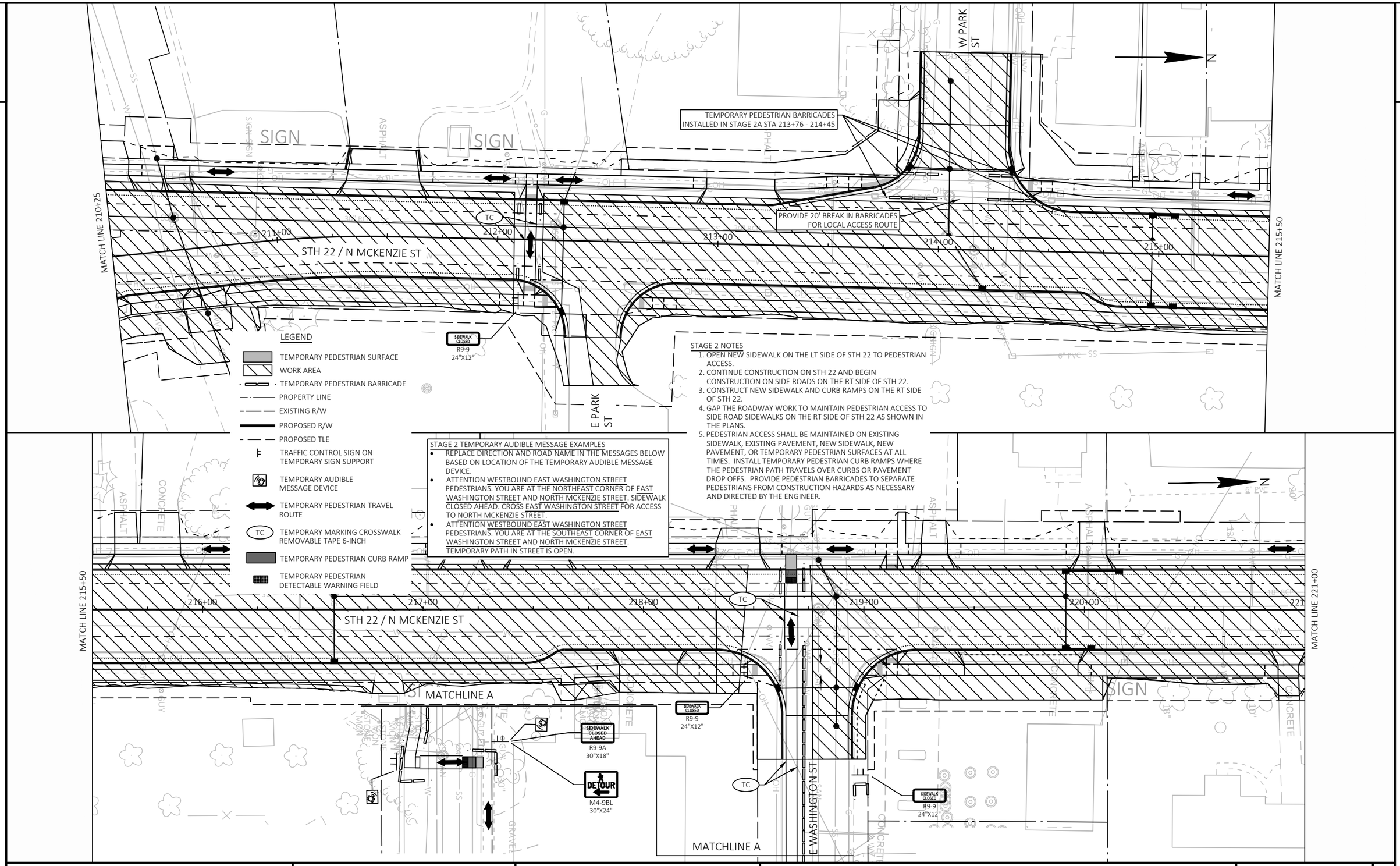
TEMPORARY PEDESTRIAN BARRICADES INSTALLED IN STAGE 2A STA 208+24 - 208+54

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 2B/2C	SHEET 149	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S2B.DWG
LAYOUT NAME - 03

PLOT DATE : 9/25/2025 12:28 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

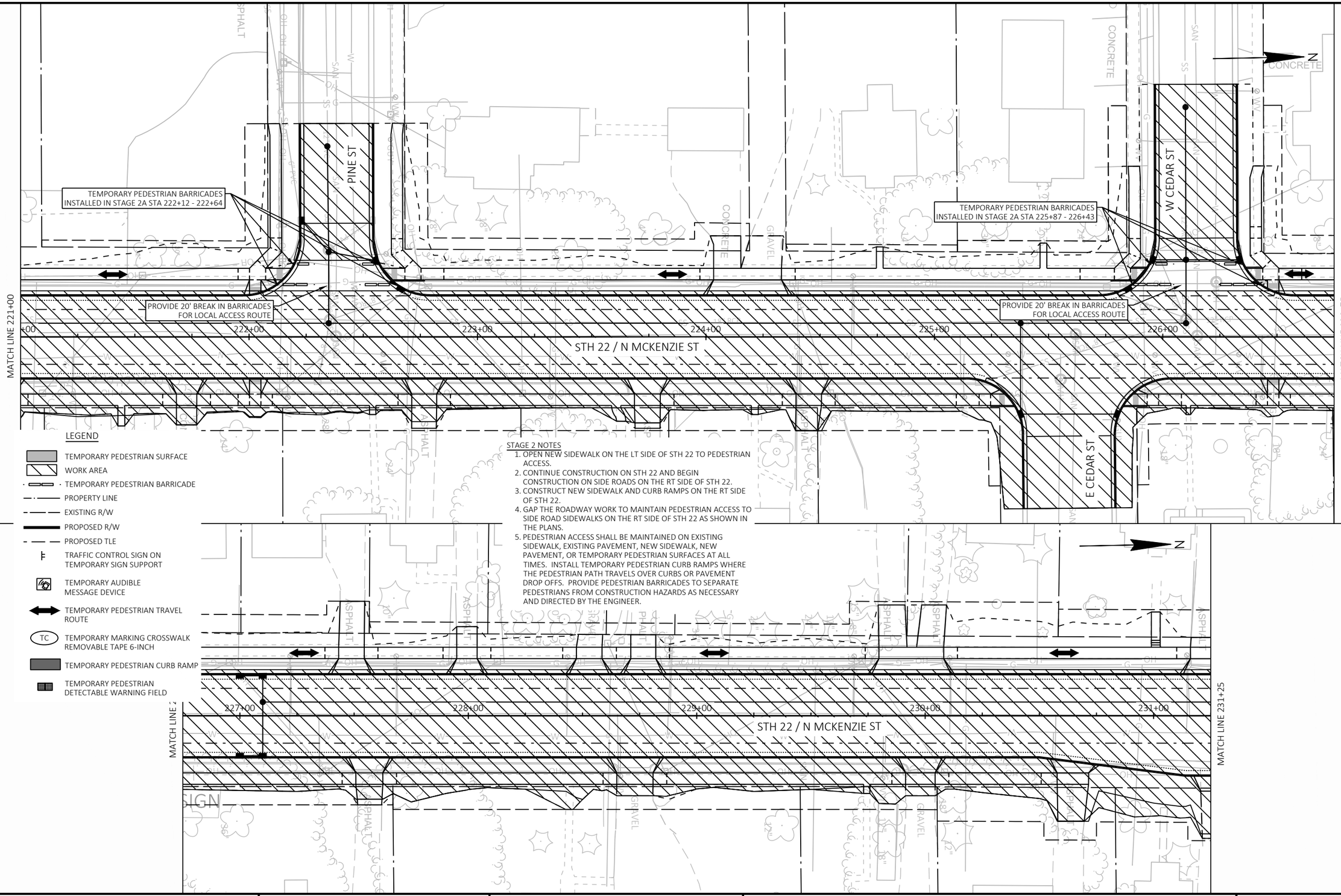
2



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 2B/2C	SHEET 150	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S2B.DWG
LAYOUT NAME - 04
PLOT DATE : 9/25/2025 12:28 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



STAGE 2 NOTES

1. OPEN NEW SIDEWALK ON THE LT SIDE OF STH 22 TO PEDESTRIAN ACCESS.
2. CONTINUE CONSTRUCTION ON STH 22 AND BEGIN CONSTRUCTION ON SIDE ROADS ON THE RT SIDE OF STH 22.
3. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE RT SIDE OF STH 22.
4. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE RT SIDE OF STH 22 AS SHOWN IN THE PLANS.
5. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND DIRECTED BY THE ENGINEER.

2

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 2B/2C	SHEET 151	E

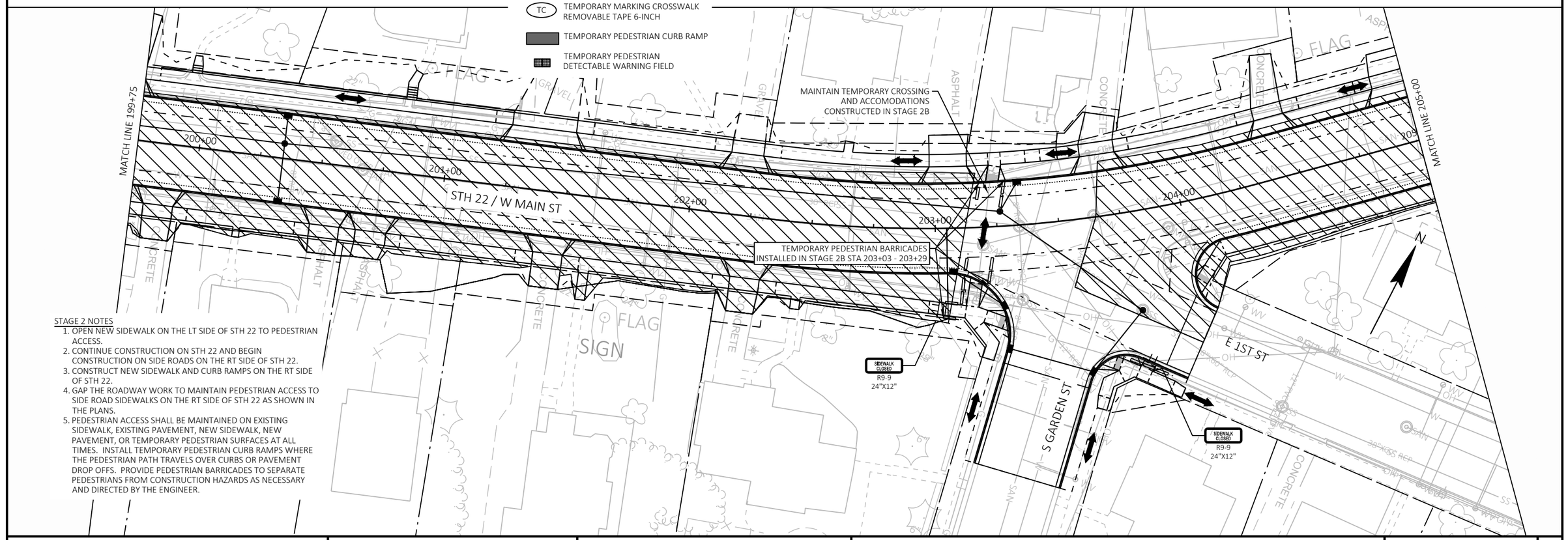
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S2B.DWG
LAYOUT NAME - 05
PLOT DATE : 9/25/2025 12:29 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

SEE STAGE 2B

LEGEND

- TEMPORARY PEDESTRIAN SURFACE
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- PROPERTY LINE
- EXISTING R/W
- PROPOSED R/W
- PROPOSED TLE
- TRAFFIC CONTROL SIGN ON TEMPORARY SIGN SUPPORT
- TEMPORARY AUDIBLE MESSAGE DEVICE
- TEMPORARY PEDESTRIAN TRAVEL ROUTE
- TC — TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH
- TEMPORARY PEDESTRIAN CURB RAMP
- TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD



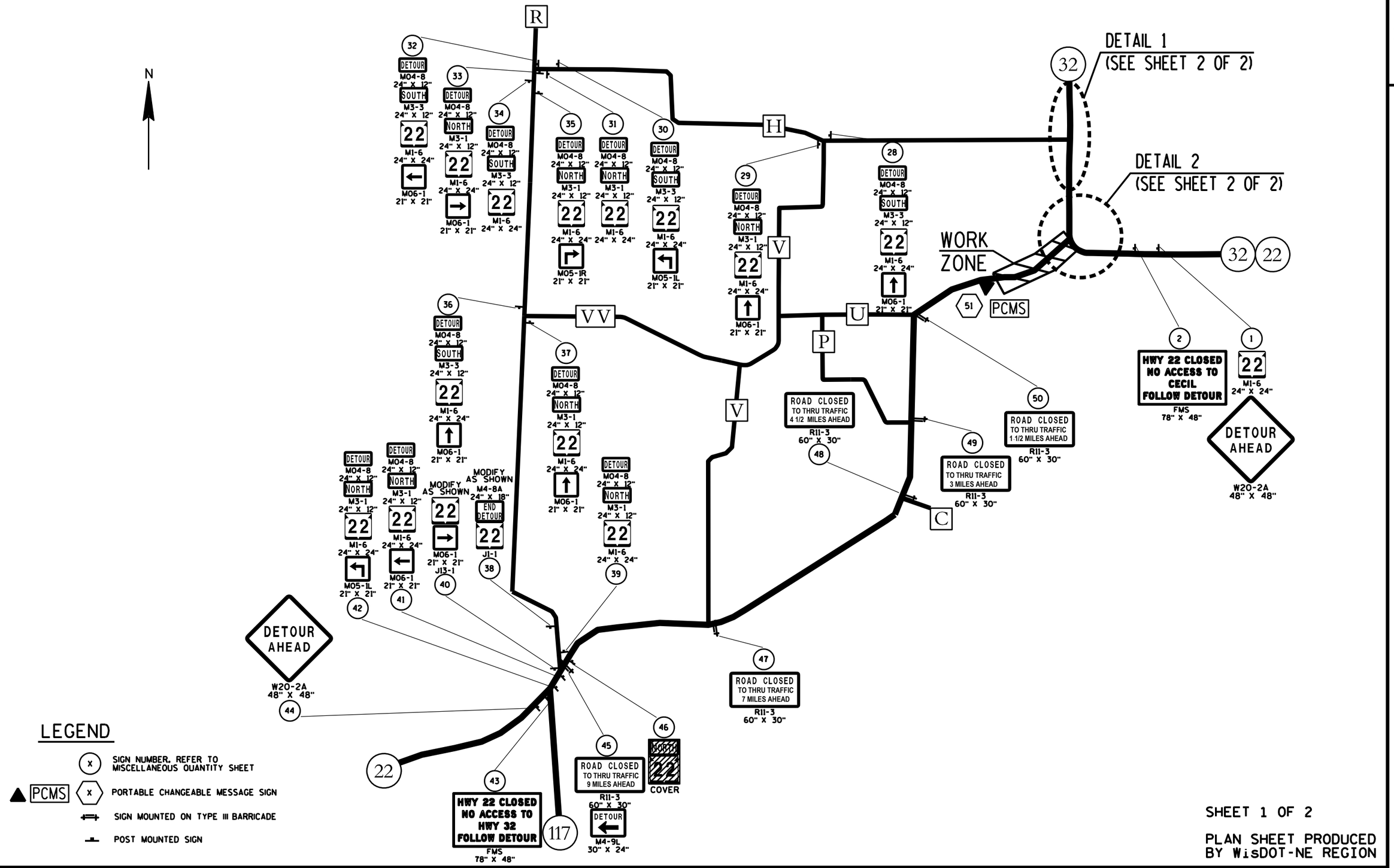
STAGE 2 NOTES

1. OPEN NEW SIDEWALK ON THE LT SIDE OF STH 22 TO PEDESTRIAN ACCESS.
2. CONTINUE CONSTRUCTION ON STH 22 AND BEGIN CONSTRUCTION ON SIDE ROADS ON THE RT SIDE OF STH 22.
3. CONSTRUCT NEW SIDEWALK AND CURB RAMPS ON THE RT SIDE OF STH 22.
4. GAP THE ROADWAY WORK TO MAINTAIN PEDESTRIAN ACCESS TO SIDE ROAD SIDEWALKS ON THE RT SIDE OF STH 22 AS SHOWN IN THE PLANS.
5. PEDESTRIAN ACCESS SHALL BE MAINTAINED ON EXISTING SIDEWALK, EXISTING PAVEMENT, NEW SIDEWALK, NEW PAVEMENT, OR TEMPORARY PEDESTRIAN SURFACES AT ALL TIMES. INSTALL TEMPORARY PEDESTRIAN CURB RAMPS WHERE THE PEDESTRIAN PATH TRAVELS OVER CURBS OR PAVEMENT DROP OFFS. PROVIDE PEDESTRIAN BARRICADES TO SEPARATE PEDESTRIANS FROM CONSTRUCTION HAZARDS AS NECESSARY AND DIRECTED BY THE ENGINEER.

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY PEDESTRIAN ACCOMODATIONS - STAGE 2C	SHEET 152	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\026001-S2C.DWG
LAYOUT NAME - 02

PLOT DATE : 9/25/2025 12:30 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT



LEGEND

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

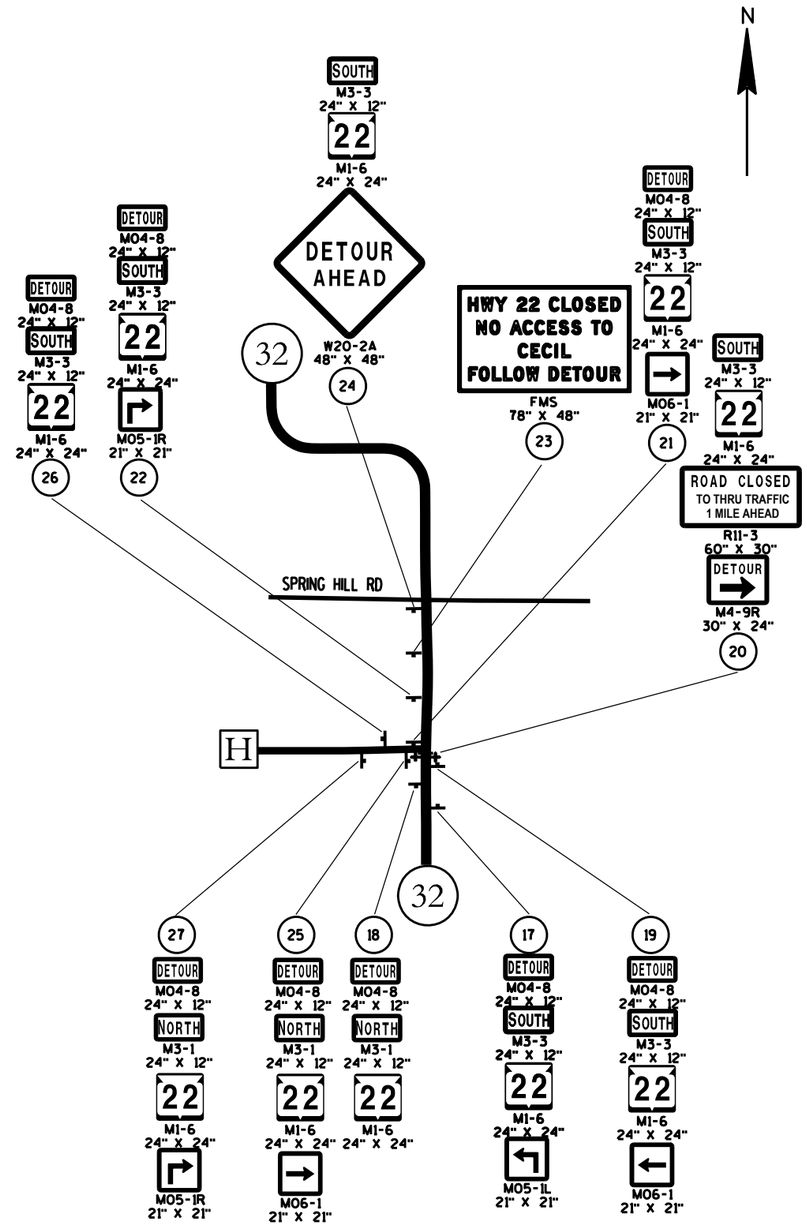
SHEET 1 OF 2

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	DETOUR SIGNING DETAIL	SHEET	E

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

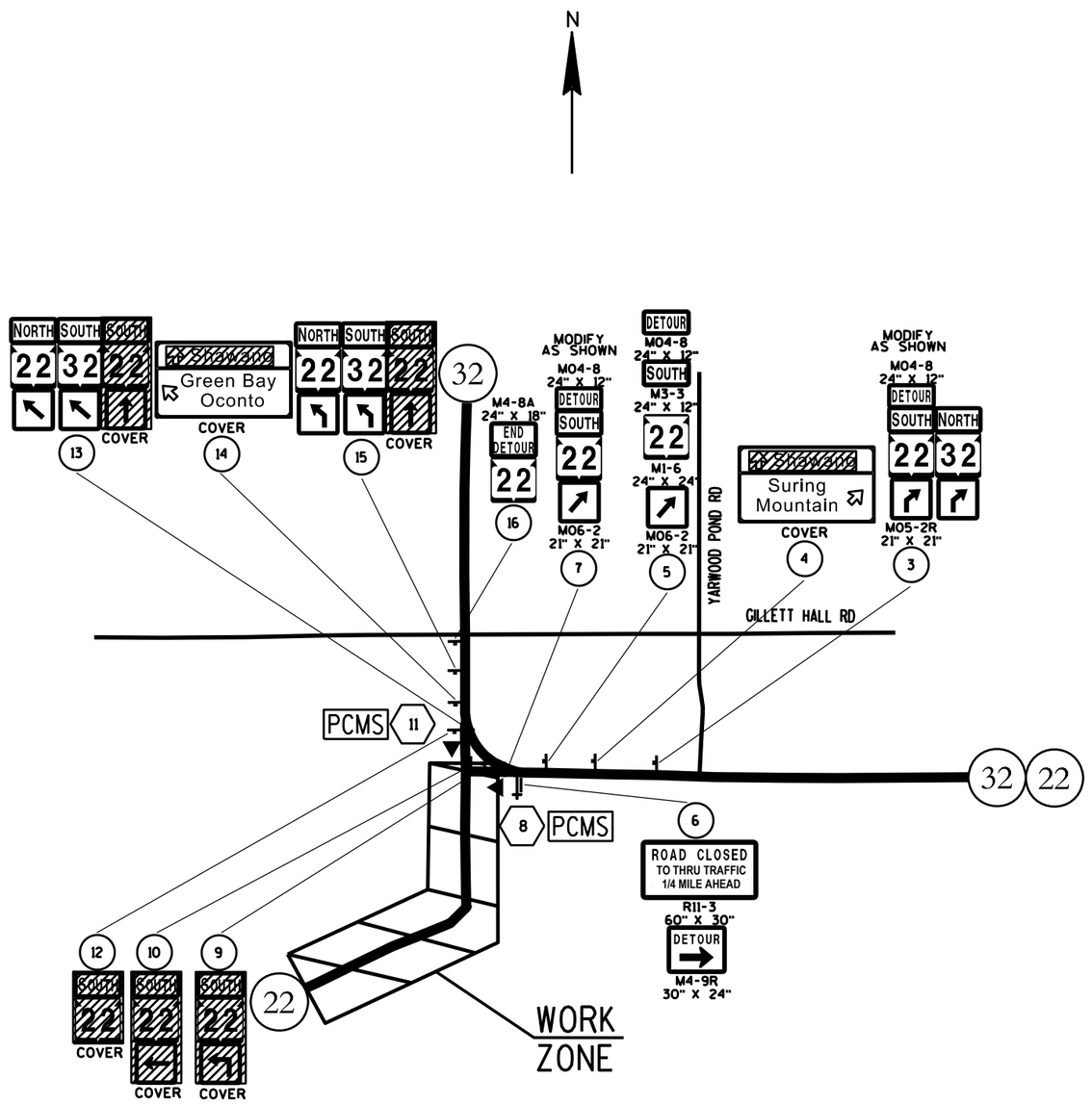
WISDOT/CADDS SHEET 42



LEGEND

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

DETAIL 1



DETAIL 2

SHEET 2 OF 2

PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	DETOUR SIGNING DETAIL	SHEET	E

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

WISDOT/CADDS SHEET 42

2

2

N

T 28 N
21
R 18 E

ALUMINUM
ALIGNMENT
Y = 179787.27
X = 493872.60

STA 184+99.41 R/L STH 22
STA 21+67.77 R/L GILLETT HIGH SCHOOL
Y=178983.4961
X=494537.9219

PT: 175+75.46

STH 22 R/L

EP: 21+67.77

C = 1

175

L2

180

STH 22 / W MAIN ST

185

L18

PT: 21+33.17

PC: 21+00.00

C = 8

EP: 13+70.24

STA 176+45.00 R/L STH 22
STA 13+70.24 R/L FINNEGAN LAKE RD
Y=178630.4803
X=493759.8500

L16

FINNEGAN LAKE RD

PT: 12+90.04

C = 7

GILLETT HIGH SCHOOL R/L

L17

BP: 20+00.00

GILLETT HIGH SCHOOL

MATCH LINE 187+00

PC: 11+50.00

FINNEGAN LAKE RD R/L

L15

BP: 10+06.26

T 28 N
21
28
R 18 E

ALUMINUM
MONUMENT
Y = 177155.59
X = 493794.55

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	ALIGNMENT PLAN	SHEET 155	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\027201-AD.DWG
LAYOUT NAME - 027201-01-ad

PLOT DATE : 7/31/2025 3:04 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 187+00

EP: 32+80.09

N HARDING AVE R/L

N HARDING AVE

L38

BP: 30+00.00

STA 187+79.85 R/L STH 22
STA 30+00.00 R/L N HARDING AVE
Y=179099.3650
X=494793.3052

EP: 52+50.00

N ELM AVE R/L

STA 191+97.90 R/L STH 22
STA 50+00.00 R/L N ELM AVE
Y=179271.3596
X=495174.3235

N ELM AVE

L20

PC: 191+54.15

PT: 192+48.71

BP: 50+00.00

190

L3

C = 2

STH 22 / W MAIN ST

L4

195

EP: 62+62.72

PI: 195+60.98

EP: 71+95.30

L5

200

STH 22 R/L

EP: 42+69.34

S ELM AVE

L19

S ELM AVE R/L

BP: 40+00.00

STA 191+90.42 R/L STH 22
STA 42+69.34 R/L S ELM AVE
Y=179268.4986
X=495167.4143

STA 195+09.07 R/L STH 22
STA 62+62.72 R/L OAK AVE
Y=179378.2264
X=495466.5537

OAK AVE R/L

L21

OAK AVE

BP: 59+99.95

STA 197+56.83 R/L STH 22
STA 71+95.30 R/L BIRCH AVE
Y=179463.0667
X=495699.3374

BIRCH AVE R/L

L22

BIRCH AVE

BP: 70+00.00

MATCH LINE 202+00

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	ALIGNMENT PLAN	SHEET 156	E

2

2

MATCH LINE 202+00

PC: 202+32.45

EP: 84+56.21

STA 203+65.23 R/L STH 22
STA 84+56.21 R/L S GARDEN AVE
Y=179687.3905
X=496263.5260

C = 3

STA 203+01.24 R/L STH 22
STA 90+00.00 R/L E 1ST ST
Y=179654.0878
X=496208.9324

BP: 90+00.00

S GARDEN AVE

L23

S GARDEN AVE R/L

E 1ST ST

L24

E 1ST ST R/L

EP: 92+97.52

PI: 204+30.00

STH 22 R/L

STH 22 / W MAIN ST

205

L6

EP: 1+83.19

L34

L7

BP: 206+05.66

PC: 0+45.60

BP: 0+00.00

PT: 0+83.72

L26

L25

C = 9

S MCKENZIE ST

S MCKENZIE ST R/L

STA 206+91.17 R/L STH 22
STA 1+13.19 R/L S MCKENZIE ST
Y=179903.4029
X=496507.4064

PC: 207+04.60

PC: 207+05.35

PC: 206+98.94

PT: 208+13.91

L35

C = 11

C = 4

PT: 208+61.72

L36

PC: 209+24.62

L8

PT: 209+88.04

L37

210

211

C = 5

C = 6

L9

BP: 0+00.00

STH 22 SB PGL R/L

PC: 210+89.82

PT: 211+53.24

EP: 212+02.12

L10

BP: 0+00.00

L11

STA 212+43.33 R/L STH 22
STA 0+00.00 R/L E PARK ST
Y=180433.5979
X=496565.5366

E PARK ST

L28

EP: 1+00.00

E PARK ST R/L

STA 209+29.24 R/L STH 22
STA 0+00.00 R/L E RAILROAD ST
Y=180120.2815
X=496579.9286

BP: 100+00.00

E RAILROAD ST

C = 10

E RAILROAD ST R/L

STA 208+05.83 R/L STH 22
STA 100+00.00 R/L E MAIN ST/CTH BB
Y=179997.7759
X=496569.8093

E MAIN ST / CTH BB R/L

E MAIN ST / CTH BB

L27

MATCH LINE 217+00

215

EP: 3+64.34

STA 214+10.61 R/L STH 22
STA 3+64.34 R/L W PARK ST
Y=180600.8534
X=496568.7881

BP: 0+00.00

W PARK ST

L29

W PARK ST R/L

N

T 28 N
R 18 E
21
22

ALUMINUM MONUMENT
Y = 179756.44
X = 496537.95

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	ALIGNMENT PLAN	SHEET 157	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\027201-AD.DWG
LAYOUT NAME - 027201-03-ad

PLOT DATE : 7/31/2025 3:04 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 217+00

PI: 218+76.63

STH 22 R/L

W PINE ST R/L

L31

W PINE ST

BP: 0+00.00

STH 22 / N MCKENZIE ST

220

BP: 0+00.00

L12

225

EP: 3+43.41

L13

W CEDAR ST

BP: 0+00.00

W CEDAR ST R/L

L33

STA 226+14.37 R/L STH 22
STA 2+44.75 R/L W CEDAR ST
Y=181804.3728
X=496592.6857

230

EP: 2+44.75

MATCH LINE 231+00

STA 218+76.63 R/L STH 22
STA 0+00.00 R/L E WASHINGTON ST
Y=181066.7788
X=496577.8458

STA 222+38.42 R/L STH 22
STA 3+43.41 R/L W PINE ST
Y=181428.5009
X=496585.1234

BP: 0+00.00

E CEDAR ST

STA 225+58.32 R/L STH 22
STA 0+00.00 R/L E CEDAR ST
Y=181748.3336
X=496591.5582

E WASHINGTON ST

L30

L32

E CEDAR ST R/L

E WASHINGTON ST R/L

EP: 3+08.97

EP: 2+44.44

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	ALIGNMENT PLAN	SHEET 158	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\027201-AD.DWG
LAYOUT NAME - 027201-04-ad

PLOT DATE : 7/31/2025 3:04 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

MATCH LINE 231+00

PI: 231+87.47

STH 22 R/L

L14

235

STH 32

240

STH 22 / STH 32

T 28 N
R 18 E
16
21

ALUMINUM MONUMENT
Y = 182440.96
X = 493950.30

T 28 N
R 18 E
16
21
15
22

ALUMINUM MONUMENT
Y = 182377.38
X = 496603.21

T 28 N
R 18 E
16
21

ALUMINUM MONUMENT
Y = 184996.30
X = 496655.02

T 28 N
R 18 E
15
22

ALUMINUM MONUMENT
Y = 182350.08
X = 499241.81

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	ALIGNMENT PLAN	SHEET 159	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\027201-AD.DWG
LAYOUT NAME - 027201-05-ad

PLOT DATE : 7/31/2025 3:04 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

STH 22																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L1	150+14.02	169+07.24	178575.72 491155.48	178478.51 493046.20						1893.22'						S87°03'24.8"E
C = 1	169+07.24	175+75.46	169+07.24	175+75.46	172+47.84	178461.02 493386.35	27°20'50"	4°05'33"	340.60'	668.22'	40.84'	1400.00'	169+07.24	175+75.46	S87°03'24.8"E	N65°35'45.3"E
L3	175+75.46	191+54.15	178601.75 493696.52	179254.01 495134.16						1578.69'						N65°35'45.3"E
L2	175+75.46	191+54.15	178601.75 493696.52	179254.01 495134.16						1578.69'						N65°35'45.3"E
C = 2	191+54.15	192+48.71	191+54.15	192+48.71	192+01.46	179273.56 495177.24	4°30'54"	4°46'29"	47.31'	94.56'	0.93'	1200.00'	191+54.15	192+48.71	N65°35'45.3"E	N70°06'39.3"E
L4	192+48.71	195+60.98	179289.65 495221.73	179395.89 495515.37						312.27'						N70°06'39.3"E
L5	195+60.98	202+32.45	179395.89 495515.37	179626.21 496146.10						671.47'						N69°56'21.3"E
C = 3	202+32.45	204+30.00	202+32.45	204+30.00	203+32.48	179660.52 496240.06	22°11'38"	11°14'04"	100.03'	197.55'	9.72'	510.00'	202+32.45	204+30.00	N69°56'21.3"E	N47°44'43.3"E
L6	204+30.00	206+98.94	179727.79 496314.10	179908.63 496513.16						268.94'						N47°44'43.3"E
C = 4	206+98.94	208+61.72	206+98.94	208+61.72	207+85.14	179966.59 496576.96	46°37'54"	28°38'52"	86.20'	162.78'	17.78'	200.00'	206+98.94	208+61.72	N47°44'43.3"E	N1°06'49.3"E
L8	208+61.72	209+24.62	180052.78 496578.64	180115.67 496579.86						62.90'						N1°06'49.3"E
C = 5	209+24.62	209+88.04	209+24.62	209+88.04	209+56.37	180147.41 496580.48	7°07'30"	11°14'04"	31.75'	63.42'	0.99'	510.00'	209+24.62	209+88.04	N1°06'49.3"E	N6°00'40.7"W
L9	209+88.04	210+89.82	180178.99 496577.15	180280.20 496566.49						101.77'						N6°00'40.7"W
C = 6	210+89.82	211+53.24	210+89.82	211+53.24	211+21.57	180311.78 496563.17	7°07'30"	11°14'04"	31.75'	63.42'	0.99'	510.00'	210+89.82	211+53.24	N6°00'40.7"W	N1°06'49.3"E
L11	211+53.24	218+76.63	180343.53 496563.79	181066.78 496577.85						723.39'						N1°06'49.3"E
L10	211+53.24	218+76.63	180343.53 496563.79	181066.78 496577.85						723.39'						N1°06'49.3"E
L13	218+76.63	231+87.47	181066.78 496577.85	182377.36 496604.21						1310.84'						N1°09'09.3"E
L12	218+76.63	231+87.47	181066.78 496577.85	182377.36 496604.21						1310.84'						N1°09'09.3"E
L14	231+87.47	258+06.91	182377.36 496604.21	184996.28 496656.02						2619.43'						N1°07'59.4"E

FINNEGAN LAKE RD																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L15	10+06.26	11+50.00	178277.92 493823.51	178421.65 493822.73						143.74'						N0°18'31.2"W
C = 7	11+50.00	12+90.04	11+50.00	12+90.04	12+21.07	178492.72 493822.35	24°05'43"	17°12'21"	71.07'	140.04'	7.50'	333.00'	11+50.00	12+90.04	N0°18'31.2"W	N24°24'14.7"W
L16	12+90.04	13+70.24	178557.44 493792.99	178630.48 493759.85						80.20'						N24°24'14.7"W

GILLETT HIGH SCHOOL																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L17	20+00.00	21+00.00	178819.79 494557.28	178919.77 494558.91						100.00'						N0°56'04.1"E
C = 8	21+00.00	21+33.17	21+00.00	21+33.17	21+16.86	178936.63 494559.18	25°20'19"	76°23'40"	16.86'	33.17'	1.87'	75.00'	21+00.00	21+33.17	N0°56'04.1"E	N24°24'14.7"W
L18	21+33.17	21+67.77	178951.99 494552.22	178983.50 494537.92						34.60'						N24°24'14.7"W

2

N HARDING AVE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L38	30+00.00	32+80.09	179099.36 494793.31	179354.29 494677.27						280.09'						N24°28'25.7"W

S ELM AVE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L19	40+00.00	42+69.34	178999.33 495157.88	179268.50 495167.41						269.34'						N2°01'45.3"E

N ELM AVE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L20	50+00.00	52+50.00	179271.36 495174.32	179521.32 495178.95						250.00'						N1°03'40.3"E

OAK AVE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L21	59+99.95	62+62.72	179115.63 495457.09	179378.23 495466.55						262.76'						N2°03'52.3"E

BIRCH AVE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L22	70+00.00	71+95.30	179276.49 495757.06	179463.07 495699.34						195.30'						N17°11'31.7"W

2

E 1ST ST																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L24	90+00.00	92+97.52	179654.09 496208.93	179674.55 496505.75						297.52'						N86°03'20.3"E

S GARDEN AVE																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L23	80+00.00	84+56.21	179239.08 496348.07	179687.39 496263.53						456.21'						N10°40'46.7"W

S MCKENZIE ST																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L25	0+00.00	0+45.60	179801.14 496539.06	179846.73 496540.20						45.60'						N1°25'35.3"E
C = 9	0+45.60	0+83.72	0+45.60	0+83.72	0+65.64	179866.76 496540.70	43°40'52"	114°35'30"	20.04'	38.12'	3.87'	50.00'	0+45.60	0+83.72	N1°25'35.3"E	N42°15'16.7"W
L26	0+83.72	1+13.19	179881.59 496527.22	179903.40 496507.41						29.47'						N42°15'16.7"W

E MAIN ST - CTH BB																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L27	100+00.00	106+63.74	179997.78 496569.81	180108.87 497224.19						663.74'						N80°21'53.4"E

E RAILROAD ST																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
C = 10	0+00.00	5+89.65	0+00.00	5+89.65	2+95.02	180210.56 496860.80	5°08'41"	0°52'21"	295.02'	589.65'	6.62'	6566.67'	0+00.00	5+89.65	N72°10'52.6"E	N67°02'11.2"E

E PARK ST																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L28	0+00.00	1+00.00	180433.60 496565.54	180433.45 496665.54						100.00'						S89°55'04.3"E

W PARK ST																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L29	0+00.00	3+64.34	180606.99 496204.50	180600.85 496568.79						364.34'						S89°02'05.7"E

2

E WASHINGTON ST																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L30	0+00.00	3+08.97	181066.78 496577.85	181061.20 496886.77						308.97'						S88°57'55.7"E

W PINE ST																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L31	0+00.00	3+43.41	181434.30 496241.76	181428.50 496585.12						343.41'						S89°01'58.7"E

E CEDAR ST																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L32	0+00.00	2+44.44	181748.33 496591.56	181745.65 496835.98						244.44'						S89°22'16.7"E

W CEDAR ST																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L33	0+00.00	2+44.75	181808.57 496347.97	181804.37 496592.69						244.75'						S89°01'01.4"E

STH 22-SB-PGL																
NUMBER	BEGIN LINE (STA)	END LINE (STA)	BEGIN LINE (Y,X)	END LINE (Y,X)	PI (STA)	PI (Y,X)	DELTA	DEGREE	TANGENT	LENGTH	EXTERNAL	RADIUS	PC (STA)	PT (STA)	BEARING BACK	BEARING AHEAD
L35	206+05.66	207+04.60	179842.10 496439.93	179908.63 496513.16						98.94'						N47°44'43.3"E
L7	206+05.66	207+04.60	179842.10 496439.93	179908.63 496513.16						98.94'						N47°44'43.3"E
L34	206+05.66	207+04.60	179842.10 496439.93	179908.63 496513.16						98.94'						N47°44'43.3"E
C = 11	207+05.35	208+13.91	207+05.35	208+13.91	207+62.81	179947.93 496556.10	46°25'04"	42°45'29"	57.46'	108.56'	11.80'	134.00'	207+05.35	208+13.91	N47°31'53.6"E	N1°06'49.3"E
L37	208+13.91	212+02.12	180005.37 496557.21	180393.51 496564.76						388.21'						N1°06'49.3"E
L36	208+13.91	212+02.12	180005.37 496557.21	180393.51 496564.76						388.21'						N1°06'49.3"E

Estimate Of Quantities

9180-35-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	15.000	15.000
0004	201.0120	Clearing	ID	15.000	15.000
0006	201.0205	Grubbing	STA	15.000	15.000
0008	201.0220	Grubbing	ID	15.000	15.000
0010	203.0100	Removing Small Pipe Culverts	EACH	8.000	8.000
0012	203.0220	Removing Structure (structure) 01. C-42-25	EACH	1.000	1.000
0014	204.0100	Removing Concrete Pavement	SY	1,369.000	1,369.000
0016	204.0150	Removing Curb & Gutter	LF	10,284.000	10,284.000
0018	204.0155	Removing Concrete Sidewalk	SY	4,817.000	4,817.000
0020	204.0165	Removing Guardrail	LF	105.000	105.000
0022	204.0190	Removing Surface Drains	EACH	3.000	3.000
0024	204.0195	Removing Concrete Bases	EACH	1.000	1.000
0026	204.0210	Removing Manholes	EACH	21.000	21.000
0028	204.0220	Removing Inlets	EACH	45.000	45.000
0030	204.0245	Removing Storm Sewer (size) 01. 8-Inch	LF	1,104.000	1,104.000
0032	204.0245	Removing Storm Sewer (size) 02. 10-Inch	LF	89.000	89.000
0034	204.0245	Removing Storm Sewer (size) 03. 12-Inch	LF	727.000	727.000
0036	204.0245	Removing Storm Sewer (size) 04. 18-Inch	LF	1,584.000	1,584.000
0038	204.0245	Removing Storm Sewer (size) 05. 24-Inch	LF	516.000	516.000
0040	204.0245	Removing Storm Sewer (size) 06. 30-Inch	LF	1,636.000	1,636.000
0042	204.0245	Removing Storm Sewer (size) 07. 36-Inch	LF	61.000	61.000
0044	204.0245	Removing Storm Sewer (size) 08. 38-Inch x 60-Inch	LF	47.000	47.000
0046	204.9090.S	Removing (item description) 01. Removing Retaining Walls	LF	251.000	251.000
0048	205.0100	Excavation Common	CY	34,992.000	34,992.000
0050	205.0501.S	Excavation, Hauling, and Disposal of Petroleum Contaminated Soil	TON	80.000	80.000
0052	206.2001	Excavation for Structures Culverts (structure) 01. C-42-25	EACH	1.000	1.000
0054	210.2500	Backfill Structure Type B	TON	558.000	558.000
0056	213.0100	Finishing Roadway (project) 01. 9180-35-71	EACH	1.000	1.000
0058	305.0110	Base Aggregate Dense 3/4-Inch	TON	651.000	651.000
0060	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	16,127.000	16,127.000
0062	312.0110	Select Crushed Material	TON	28,447.000	28,447.000
0064	415.0080	Concrete Pavement 8-Inch	SY	25,240.000	25,240.000
0066	415.0210	Concrete Pavement Gaps	EACH	21.000	21.000
0068	415.4100	Concrete Pavement Joint Filling	SY	27,760.000	27,760.000
0070	416.0610	Drilled Tie Bars	EACH	62.000	62.000
0072	416.0620	Drilled Dowel Bars	EACH	39.000	39.000
0074	450.4000	HMA Cold Weather Paving	TON	668.000	668.000
0076	450.6224	HMA Pavement 4 MT 58-28 S	TON	668.000	668.000
0078	455.0605	Tack Coat	GAL	204.000	204.000
0080	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	206.000	206.000
0082	465.0315	Asphaltic Flumes	SY	13.000	13.000
0084	502.4205	Adhesive Anchors No. 5 Bar	EACH	64.000	64.000
0086	504.0100	Concrete Masonry Culverts	CY	44.000	44.000
0088	505.0400	Bar Steel Reinforcement HS Structures	LB	4,770.000	4,770.000
0090	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	790.000	790.000
0092	511.1200	Temporary Shoring (structure) 01. C-42-25	SF	375.000	375.000
0094	513.2001	Railing Pipe	LF	6.000	6.000
0096	516.0500	Rubberized Membrane Waterproofing	SY	18.000	18.000
0098	521.0535	Apron Endwalls for Pipe Arch Sloped Cross Drains Steel 35x24-Inch 4 to 1	EACH	2.000	2.000

9180-35-71

Line	Item	Item Description	Unit	Total	Qty
0100	521.1018	Apron Endwalls for Culvert Pipe Steel 18-Inch	EACH	4.000	4.000
0102	521.1030	Apron Endwalls for Culvert Pipe Steel 30-Inch	EACH	4.000	4.000
0104	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	76.000	76.000
0106	521.3130	Culvert Pipe Corrugated Steel 30-Inch	LF	63.000	63.000
0108	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	61.000	61.000
0110	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0112	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0114	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	3.000	3.000
0116	522.2424	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	71.000	71.000
0118	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	420.000	420.000
0120	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	20.000	20.000
0122	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	221.000	221.000
0124	601.0452	Concrete Curb & Gutter Integral 30-Inch Type D	LF	7,895.000	7,895.000
0126	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	140.000	140.000
0128	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	20.000	20.000
0130	601.0600	Concrete Curb Pedestrian	LF	451.000	451.000
0132	602.0410	Concrete Sidewalk 5-Inch	SF	41,947.000	41,947.000
0134	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	460.000	460.000
0136	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	123.000	123.000
0138	602.0810	Concrete Driveway 6-Inch	SY	2,190.000	2,190.000
0140	602.1500	Concrete Steps	SF	79.000	79.000
0142	602.3010	Concrete Surface Drains	CY	3.000	3.000
0144	606.0200	Riprap Medium	CY	63.000	63.000
0146	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	87.000	87.000
0148	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	46.000	46.000
0150	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	1,433.000	1,433.000
0152	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	283.000	283.000
0154	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	104.000	104.000
0156	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	2,187.000	2,187.000
0158	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	94.000	94.000
0160	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	911.000	911.000
0162	608.0442	Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch	LF	511.000	511.000
0164	608.0448	Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	LF	333.000	333.000
0166	608.6008	Storm Sewer Pipe Composite 8-Inch	LF	9.000	9.000
0168	608.6012	Storm Sewer Pipe Composite 12-Inch	LF	15.000	15.000
0170	611.0535	Manhole Covers Type J-Special	EACH	43.000	43.000
0172	611.0545	Manhole Covers Type L	EACH	1.000	1.000
0174	611.0612	Inlet Covers Type C	EACH	2.000	2.000
0176	611.0624	Inlet Covers Type H	EACH	63.000	63.000
0178	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0180	611.0666	Inlet Covers Type Z	EACH	3.000	3.000
0182	611.2004	Manholes 4-FT Diameter	EACH	16.000	16.000
0184	611.2005	Manholes 5-FT Diameter	EACH	10.000	10.000
0186	611.2006	Manholes 6-FT Diameter	EACH	5.000	5.000
0188	611.2007	Manholes 7-FT Diameter	EACH	5.000	5.000
0190	611.2008	Manholes 8-FT Diameter	EACH	7.000	7.000
0192	611.2010	Manholes 10-FT Diameter	EACH	1.000	1.000
0194	611.3003	Inlets 3-FT Diameter	EACH	4.000	4.000
0196	611.3004	Inlets 4-FT Diameter	EACH	33.000	33.000

Estimate Of Quantities

9180-35-71

Line	Item	Item Description	Unit	Total	Qty
0198	611.3230	Inlets 2x3-FT	EACH	37.000	37.000
0200	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
0202	612.0204	Pipe Underdrain Unperforated 4-Inch	LF	50.000	50.000
0204	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	880.000	880.000
0206	612.0700	Drain Tile Exploration	LF	50.000	50.000
0208	619.1000	Mobilization	EACH	1.000	1.000
0210	620.0300	Concrete Median Sloped Nose	SF	95.000	95.000
0212	624.0100	Water	MGAL	330.000	330.000
0214	625.0100	Topsoil	SY	15,970.000	15,970.000
0216	627.0200	Mulching	SY	25,632.000	25,632.000
0218	628.1104	Erosion Bales	EACH	50.000	50.000
0220	628.1504	Silt Fence	LF	1,280.000	1,280.000
0222	628.1520	Silt Fence Maintenance	LF	650.000	650.000
0224	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0226	628.1910	Mobilizations Emergency Erosion Control	EACH	8.000	8.000
0228	628.2006	Erosion Mat Urban Class I Type A	SY	12,240.000	12,240.000
0230	628.2008	Erosion Mat Urban Class I Type B	SY	780.000	780.000
0232	628.7005	Inlet Protection Type A	EACH	87.000	87.000
0234	628.7010	Inlet Protection Type B	EACH	2.000	2.000
0236	628.7020	Inlet Protection Type D	EACH	88.000	88.000
0238	628.7504	Temporary Ditch Checks	LF	102.000	102.000
0240	628.7555	Culvert Pipe Checks	EACH	42.000	42.000
0242	628.7560	Tracking Pads	EACH	5.000	5.000
0244	628.7570	Rock Bags	EACH	45.000	45.000
0246	629.0210	Fertilizer Type B	CWT	26.600	26.600
0248	630.0140	Seeding Mixture No. 40	LB	781.000	781.000
0250	630.0170	Seeding Mixture No. 70	LB	13.000	13.000
0252	630.0200	Seeding Temporary	LB	274.000	274.000
0254	630.0300	Seeding Borrow Pit	LB	450.000	450.000
0256	630.0500	Seed Water	MGAL	744.000	744.000
0258	633.5200	Markers Culvert End	EACH	9.000	9.000
0260	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	43.000	43.000
0262	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	21.000	21.000
0264	637.2210	Signs Type II Reflective H	SF	69.960	69.960
0266	637.2230	Signs Type II Reflective F	SF	17.500	17.500
0268	638.2102	Moving Signs Type II	EACH	49.000	49.000
0270	638.2602	Removing Signs Type II	EACH	3.000	3.000
0272	638.3000	Removing Small Sign Supports	EACH	50.000	50.000
0274	642.5201	Field Office Type C	EACH	1.000	1.000
0276	643.0300	Traffic Control Drums	DAY	10,000.000	10,000.000
0278	643.0420	Traffic Control Barricades Type III	DAY	12,330.000	12,330.000
0280	643.0705	Traffic Control Warning Lights Type A	DAY	24,660.000	24,660.000
0282	643.0900	Traffic Control Signs	DAY	44,560.000	44,560.000
0284	643.0920	Traffic Control Covering Signs Type II	EACH	8.000	8.000
0286	643.1000	Traffic Control Signs Fixed Message	SF	78.000	78.000
0288	643.1050	Traffic Control Signs PCMS	DAY	21.000	21.000
0290	643.3350	Temporary Marking Crosswalk Removable Tape 6-inch	LF	4,120.000	4,120.000
0292	643.5000	Traffic Control	EACH	1.000	1.000
0294	644.1410	Temporary Pedestrian Surface Asphalt	SF	3,365.000	3,365.000

9180-35-71

Line	Item	Item Description	Unit	Total	Qty
0296	644.1601	Temporary Pedestrian Curb Ramp	DAY	1,995.000	1,995.000
0298	644.1605	Temporary Pedestrian Detectable Warning Field	SF	550.000	550.000
0300	644.1810	Temporary Pedestrian Barricade	LF	9,200.000	9,200.000
0302	644.1900.S	Temporary Audible Message Devices	DAY	2,330.000	2,330.000
0304	645.0105	Geotextile Type C	SY	107.000	107.000
0306	645.0120	Geotextile Type HR	SY	269.000	269.000
0308	645.0130	Geotextile Type R	SY	27.000	27.000
0310	645.0140	Geotextile Type SAS	SY	4,740.000	4,740.000
0312	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	15,650.000	15,650.000
0314	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	430.000	430.000
0316	646.5020	Marking Arrow Epoxy	EACH	11.000	11.000
0318	646.5120	Marking Word Epoxy	EACH	3.000	3.000
0320	646.6120	Marking Stop Line Epoxy 18-Inch	LF	113.000	113.000
0322	646.7120	Marking Diagonal Epoxy 12-Inch	LF	37.000	37.000
0324	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,611.000	1,611.000
0326	646.8120	Marking Curb Epoxy	LF	59.000	59.000
0328	646.8220	Marking Island Nose Epoxy	EACH	2.000	2.000
0330	648.0100	Locating No-Passing Zones	MI	1.380	1.380
0332	650.4000	Construction Staking Storm Sewer	EACH	123.000	123.000
0334	650.4500	Construction Staking Subgrade	LF	7,185.000	7,185.000
0336	650.5000	Construction Staking Base	LF	823.000	823.000
0338	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	906.000	906.000
0340	650.6000	Construction Staking Pipe Culverts	EACH	2.000	2.000
0342	650.6501	Construction Staking Structure Layout (structure) 01. C-42-25	EACH	1.000	1.000
0344	650.7000	Construction Staking Concrete Pavement	LF	5,764.000	5,764.000
0346	650.9000	Construction Staking Curb Ramps	EACH	42.000	42.000
0348	650.9500	Construction Staking Sidewalk (project) 01. 9180-35-71	EACH	1.000	1.000
0350	650.9911	Construction Staking Supplemental Control (project) 01. 9180-35-71	EACH	1.000	1.000
0352	650.9920	Construction Staking Slope Stakes	LF	7,424.000	7,424.000
0354	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	67.000	67.000
0356	652.0700.S	Install Conduit into Existing Item	EACH	1.000	1.000
0358	654.0105	Concrete Bases Type 5	EACH	1.000	1.000
0360	655.0610	Electrical Wire Lighting 12 AWG	LF	246.000	246.000
0362	655.0615	Electrical Wire Lighting 10 AWG	LF	67.000	67.000
0364	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000	1.000
0366	657.0322	Poles Type 5-Aluminum	EACH	1.000	1.000
0368	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	2.000	2.000
0370	659.1125	Luminaires Utility LED C	EACH	2.000	2.000
0372	674.0300	Remove Cable	LF	72.000	72.000
0374	690.0150	Sawing Asphalt	LF	1,590.000	1,590.000
0376	690.0250	Sawing Concrete	LF	956.000	956.000
0378	706.0020	Incentive Compressive Strength Concrete Pavement	DOL	7,520.000	7,520.000
0380	706.0025	Incentive Strength Concrete Structures	DOL	500.000	500.000
0382	729.0440	Incentive IRI Ride	DOL	8,720.000	8,720.000
0384	999.1001.S	Seismograph (project) 01. 9180-35-71	EACH	1.000	1.000
0386	999.1501.S	Crack and Damage Survey	EACH	1.000	1.000
0388	999.2100.S	Installing and Maintaining Turtle Exclusion Fence	LF	330.000	330.000
0390	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,100.000	2,100.000
0392	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,400.000	2,400.000

Estimate Of Quantities

9180-35-71

Line	Item	Item Description	Unit	Total	Qty
0394	SPV.0035	Special 01. Foundation Backfill	CY	374.000	374.000
0396	SPV.0060	Special 01. Inlet Covers Type H-D	EACH	6.000	6.000
0398	SPV.0060	Special 02. Cleaning Box Culvert C-42-25	EACH	1.000	1.000
0400	SPV.0060	Special 03. Removing Light Pole Assembly	EACH	1.000	1.000
0402	SPV.0060	Special 04. Reconnect Storm Sewer Lateral	EACH	4.000	4.000
0404	SPV.0060	Special 05. Adjusting Sanitary Manhole Covers	EACH	20.000	20.000
0406	SPV.0060	Special 06. Sanitary Sewer Manhole Seals	EACH	20.000	20.000
0408	SPV.0090	Special 01. Concrete Curb & Gutter 24- Inch Type A	LF	1,420.000	1,420.000
0410	SPV.0090	Special 02. Concrete Curb & Gutter 24- Inch Type D	LF	810.000	810.000
0412	SPV.0090	Special 03. Storm Sewer Pipe Reinforced Conc Horiz Elliptical Class HE-IV 38x60-Inch	LF	362.000	362.000

3

CLEARING & GRUBBING (STA)

	STATION	TO	STATION	SIDE	201.0105 CLEARING STA	201.0205 GRUBBING STA
STH 22						
	178+00	-	180+00	LT	2	2
	186+00	-	188+00	RT	2	2
	192+00	-	193+00	RT	1	1
	192+00	-	193+00	LT	1	1
	197+00	-	198+00	RT	1	1
	200+00	-	201+00	LT	1	1
	201+00	-	202+00	RT	1	1
	208+00	-	209+00	RT	1	1
	221+00	-	222+00	LT	1	1
	227+00	-	228+00	RT	1	1
	231+00	-	232+00	LT/RT	2	2
FINNEGAN LAKE RD						
	12+00	-	13+00	LT	1	1
				TOTAL 0010	15	15

CLEARING & GRUBBING (ID)

	STATION	SIDE	201.0120 CLEARING ID	201.0220 GRUBBING ID
STH 22				
	189+58	RT	4	4
	193+75	RT	6	6
	199+51	RT	5	5
		TOTAL 0010	15	15

REMOVING CULVERTS

STATION (MIDPOINT OF PIPE)	LOCATION (LT/RT)	203.0100 REMOVING SMALL PIPE CULVERTS EACH	SIZE/LENGTH*
STH 22			
176+46	RT	1	24" RCCP/80 LF
176+89	RT	1	18" CMCP/77 LF
178+16	LT	1	18" CMCP/24 LF
180+62	LT	1	18" CMCP/41 LF
181+03	RT	1	18" CMCP/22 LF
184+19	RT	1	12" PCP/109 LF
184+45	RT	1	18" CMCP/55 LF
184+45	RT	1	12" CP/4 LF
	TOTAL 0010	8	

*FOR INFORMATION ONLY

REMOVING CONCRETE ITEMS

	STATION	TO	STATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0165 REMOVING GUARDRAIL LF	204.0190 REMOVING SURFACE DRAINS EACH
STH 22								
	175+00	-	178+00	---	147	---	---	---
	178+00	-	184+00	---	---	---	---	---
	184+00	-	190+00	22	888	343	---	---
	190+00	-	196+00	32	1,237	505	---	---
	196+00	-	202+00	136	1,199	607	---	---
	202+00	-	207+50	204	1,177	617	---	---
	207+50	-	212+00	352	971	582	---	---
	212+00	-	218+00	48	1,189	671	---	---
	218+00	-	224+00	377	1,188	632	---	---
	224+00	-	230+00	86	1,157	628	---	---
	230+00	-	234+00	112	419	96	105	3
HARDING AVE								
	30+70	-	30+80	---	20	---	---	---
S ELM AVE								
	41+85	-	42.00	---	31	---	---	---
OAK AVE								
	62+00	-	62+10	---	21	---	---	---
BIRCH AVE								
	71+00	-	71+50	---	101	38	---	---
S GARDEN AVE								
	83+46	-	83+89	---	85	3	---	---
E 1ST ST								
	91+07	-	91+17	---	21	5	---	---
S MCKENZIE ST								
	0+39	-	0+49	---	20	6	---	---
E RAILROAD ST								
	0+60	-	0+70	---	20	---	---	---
W PARK ST								
	2+75	-	3+08	---	66	---	---	---
E WASHINGTON ST								
	0+48	-	0+68	---	40	---	---	---
W PINE ST								
	2+50	-	2+94	---	88	49	---	---
E CEDAR ST								
	0+43	-	0+75	---	64	---	---	---
W CEDAR ST								
	1+34	-	2+02	---	135	35	---	---
			TOTAL 0010	1,369	10,284	4,817	105	3

3

REMOVING RETAINING WALL

STATION	TO	STATION	LOCATION (LT/RT)	204.9090.S.01 REMOVING (01. REMOVING RETAINING WALLS) LF
STH 22				
199+75	-	201+25	LT	170
193+50	-	194+25	RT	81
			TOTAL 0010	251

REMOVING STORM SEWER STRUCTURES

STATION	LOCATION (LT/RT)	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
STH 22			
187+65	LT	---	1
187+74	LT	1	---
187+95	LT	1	---
187+95	RT	---	1
188+10	LT	---	1
191+39	RT	---	1
191+53	RT	---	1
191+67	LT	---	1
191+83	LT	1	---
191+84	RT	---	1
194+60	RT	---	1
194+78	RT	---	1
195+02	LT	---	1
195+05	LT	1	---
195+08	RT	---	1
197+21	RT	---	1
197+38	RT	---	1
197+48	LT	---	1
197+48	RT	1	---
197+49	LT	1	---
197+74	RT	---	1
200+39	RT	---	1
200+45	LT	---	1
200+55	LT	1	---
203+11	RT	---	1
203+27	RT	---	1
203+33	LT	---	1
203+34	RT	1	---
203+35	RT	1	---
203+57	RT	---	1
203+78	RT	1	---
206+76	RT	---	1
206+85	RT	---	1
207+28	RT	---	1
207+31	RT	1	---
207+36	LT	---	1
208+08	LT	1	---
209+30	RT	---	1
209+66	RT	---	1
209+85	LT	---	1
210+54	LT	1	---
212+26	LT	1	---
213+71	LT	---	1
214+04	LT	1	---
214+04	LT	1	---
	SUBTOTAL	16	29

REMOVING STORM SEWER STRUCTURES (CONTINUED)

STATION	LOCATION (LT/RT)	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH
STH 22			
214+21	RT	---	1
214+51	LT	---	1
216+59	LT	1	---
216+60	LT	---	1
216+60	RT	---	1
218+63	RT	---	1
218+79	LT	---	1
218+88	LT	1	---
218+95	RT	---	1
219+15	RT	---	1
222+22	LT	---	1
222+30	RT	---	1
222+35	LT	1	---
222+35	LT	1	---
222+54	LT	---	1
222+78	LT	---	1
225+19	RT	---	1
225+75	LT	---	1
225+97	LT	---	1
226+10	LT	1	---
226+33	LT	---	1
	SUBTOTAL	5	16
	TOTAL 0010	21	45

3

REMOVING STORM SEWER PIPES

	STATION	TO	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER (01. 8-INCH) LF	204.0245.02 REMOVING STORM SEWER (02. 10-INCH) LF	204.0245.03 REMOVING STORM SEWER (03. 12-INCH) LF	204.0245.04 REMOVING STORM SEWER (04. 18-INCH) LF	204.0245.05 REMOVING STORM SEWER (05. 24-INCH) LF	204.0245.06 REMOVING STORM SEWER (06. 30-INCH) LF	204.0245.07 REMOVING STORM SEWER (07. 36-INCH) LF	204.0245.08 REMOVING STORM SEWER (08. 38-INCH X 60-INCH) LF	PIPE TYPE
STH 22													
	187+32	-	187+74	LT	---	---	---	44	---	---	---	---	CMP
	187+64	-	187+75	LT	---	---	11	---	---	---	---	---	PVC
	187+76	-	187+74	LT	---	---	---	34	---	---	---	---	CONC
	187+74	-	187+95	LT	---	---	---	---	23	---	---	---	CONC
	187+95	-	187+95	LT/RT	---	---	31	---	---	---	---	---	RCP
	187+95	-	187+93	RT	---	---	5	---	---	---	---	---	RCP
	187+95	-	188+08	LT	---	---	---	---	14	---	---	---	RCP
	188+08	-	188+10	LT	---	---	8	---	---	---	---	---	RCP
	188+08	-	191+83	LT	---	---	---	---	375	---	---	---	RCP
	191+67	-	191+83	LT	---	---	20	---	---	---	---	---	RCP
	191+39	-	191+83	RT/LT	52	---	---	---	---	---	---	---	RCP
	191+39	-	191+53	RT	---	20	---	---	---	---	---	---	RCP
	191+45	-	191+83	RT/LT	---	---	---	77	---	---	---	---	RCP
	191+83	-	191+84	LT/RT	61	---	---	---	---	---	---	---	RCP
	191+83	-	195+05	LT	---	---	---	---	---	323	---	---	RCP
	194+60	-	195+05	RT/LT	51	---	---	---	---	---	---	---	RCP
	194+60	-	194+78	RT	23	---	---	---	---	---	---	---	RCP
	194+70	-	194+78	RT	20	---	---	---	---	---	---	---	RCP
	195+02	-	195+05	LT	13	---	---	---	---	---	---	---	RCP
	194+80	-	195+05	RT/LT	---	---	---	---	---	61	---	---	RCP
	195+05	-	195+08	LT/RT	51	---	---	---	---	---	---	---	RCP
	195+05	-	197+50	LT	---	---	---	---	---	245	---	---	RCP
	197+22	-	197+50	RT/LT	39	---	---	---	---	---	---	---	RCP
	197+29	-	197+48	RT	20	---	---	---	---	---	---	---	RCP
	197+48		197+50	LT	12	---	---	---	---	---	---	---	RCP
	197+48	-	197+50	RT/LT	---	---	---	41	---	---	---	---	RCP
	197+48	-	197+74	RT	---	---	26	---	---	---	---	---	RCP
	197+50	-	197+72	LT/RT	49	---	---	---	---	---	---	---	RCP
	197+50	-	200+55	LT	---	---	---	---	---	305	---	---	RCP
	200+39	-	200+40	RT/LT	29	---	---	---	---	---	---	---	RCP
	200+45	-	200+45	LT	9	---	---	---	---	---	---	---	RCP
	200+45	-	200+55	LT	14	---	---	---	---	---	---	---	RCP
	200+55	-	203+34	LT/RT	---	---	---	---	---	279	---	---	RCP
	203+12	-	203+33	RT	24	---	---	---	---	---	---	---	RCP
	203+33	-	203+34	LT/RT	18	---	---	---	---	---	---	---	RCP
	203+34	-	203+33	RT	---	---	30	---	---	---	---	---	RCP
	203+28	-	203+33	RT	19	---	---	---	---	---	---	---	RCP
	203+33	-	203+56	RT	---	---	42	---	---	---	---	---	RCP
	203+47	-	203+56	RT	27	---	---	---	---	---	---	---	RCP
	203+34	-	203+78	RT	---	---	---	---	---	---	61	---	RCP
	206+84	-	206+92	RT	---	---	12	---	---	---	---	---	RCP
	206+76	-	206+84	RT	16	---	---	---	---	---	---	---	RCP
	206+92	-	207+31	RT	---	---	47	---	---	---	---	---	RCP
	207+28	-	207+31	RT	15	---	---	---	---	---	---	---	RCP
	207+31	-	207+36	RT/LT	---	---	40	---	---	---	---	---	RCP
				SUBTOTAL	562	20	272	196	412	1,213	61	0	

					204.0245.01	204.0245.02	204.0245.03	204.0245.04	204.0245.05	204.0245.06	204.0245.07	204.0245.08	
	STATION	TO	STATION	LOCATION	REMOVING STORM SEWER (01. 8-INCH) LF	REMOVING STORM SEWER (02. 10-INCH) LF	REMOVING STORM SEWER (03. 12-INCH) LF	REMOVING STORM SEWER (04. 18-INCH) LF	REMOVING STORM SEWER (05. 24-INCH) LF	REMOVING STORM SEWER (06. 30-INCH) LF	REMOVING STORM SEWER (07. 36-INCH) LF	REMOVING STORM SEWER (08. 38-INCH X 60-INCH) LF	PIPE TYPE
STH 22													
	207+31	-	208+08	RT/LT	---	---	88	---	---	---	---	---	RCP
	208+08	-	208+43	LT/RT	---	---	---	120	---	---	---	---	RCP
	208+08	-	210+54	LT	---	---	---	238	---	---	---	---	RCP
	209+44	-	209+47	LT	---	---	13	---	---	---	---	---	CMP
	209+66	-	209+85	LT	33	---	---	---	---	---	---	---	CPP
	209+67	-	209+68	LT/RT	---	69	---	---	---	---	---	---	PVC
	209+30	-	209+68	RT	---	---	42	---	---	---	---	---	PVC
	209+68	-	209+72	RT	---	---	5	---	---	---	---	---	PVC
	210+47	-	210+54	LT	---	---	---	---	28	---	---	---	RCP
	210+54	-	210+61	LT/RT	---	---	---	---	---	---	---	47	RCP
	210+54	-	212+26	LT	---	---	---	---	---	174	---	---	RCP
	212+26	-	212+27	LT/RT	49	---	---	---	---	---	---	---	PVC
	212+26	-	212+36	LT	---	---	26	---	---	---	---	---	PVC
	212+26	-	214+04	LT	---	---	---	---	---	178	---	---	RCP
	213+72	-	214+04	LT	33	---	---	---	---	---	---	---	PVC
	214+03	-	214+04	LT	---	---	---	---	---	53	---	---	RCP
	214+04	-	214+04	LT	---	---	---	---	---	18	---	---	RCP
	214+04	-	214+20	LT/RT	29	---	---	---	---	---	---	---	RCP
	214+04	-	214+50	LT	46	---	---	---	---	---	---	---	PVC
	216+06	-	216+58	LT	---	---	---	53	---	---	---	---	PVC
	216+60	-	216+60	LT	---	---	---	14	---	---	---	---	PVC
	216+59	-	216+59	LT/RT	24	---	---	---	---	---	---	---	RCP
	216+58	-	218+86	LT	---	---	---	229	---	---	---	---	PVC
	218+80	-	218+87	LT	---	---	---	17	---	---	---	---	PVC
	218+76	-	218+88	RT/LT	---	---	49	---	---	---	---	---	PVC
	218+87	-	218+94	RT	38	---	---	---	---	---	---	---	RCP
	218+88	-	218+87	LT/RT	---	---	---	---	76	---	---	---	RCP
	218+87	-	219+13	RT	25	---	---	---	---	---	---	---	RCP
	218+90	-	222+33	LT	---	---	---	345	---	---	---	---	RCP
	222+24	-	222+33	LT	---	---	15	---	---	---	---	---	PVC
	222+30	-	222+35	RT/LT	25	---	---	---	---	---	---	---	RCP
	222+36	-	222+52	LT	---	---	20	---	---	---	---	---	PVC
	222+34	-	222+35	LT	---	---	44	---	---	---	---	---	PVC
	222+35	-	222+35	LT	---	---	28	---	---	---	---	---	PVC
	222+35	-	222+78	LT	46	---	---	---	---	---	---	---	RCP
	222+37	-	226+09	LT	---	---	---	372	---	---	---	---	RCP
	225+19	-	226+10	RT/LT	95	---	---	---	---	---	---	---	RCP
	225+77	-	226+09	LT	35	---	---	---	---	---	---	---	RCP
	225+98	-	226+10	LT	31	---	---	---	---	---	---	---	RCP
	225+99	-	226+31	LT	33	---	---	---	---	---	---	---	RCP
	226+10	-	226+10	LT	---	---	93	---	---	---	---	---	RCP
	226+10	-	226+42	LT	---	---	32	---	---	---	---	---	RCP
				SUBTOTAL	542	69	455	1,388	104	423	0	47	
				TOTAL 0010	1,104	89	727	1,584	516	1,636	61	47	

EARTHWORK SUMMARY

DIVISION	ROADWAY	FROM/TO STATION	205.0100 COMMON EXCAVATION (CY) (1) CUT (CY) (2)	205.0100 COMMON EXCAVATION (CY) (1) EBS (CY) (3)	* SALVAGED/UNUSABLE PAVEMENT MATERIAL (CY) (2)(4)	* AVAILABLE MATERIAL (CY) (5)	* EXPANDED EBS BACKFILL (CY) (6) EXPANSION FACTOR 1.15	** EBS BACKFILL 312.0110 SELECT CRUSHED MATERIAL (TON) (7) CONVERSION FACTOR (TON/CY) 1.9	SPV.0035.01 FOUNDATION BACKFILL (CY) (8) EXPANSION FACTOR 1.15	* UNEXPANDED FILL (CY)	* EXPANDED FILL (CY) (9) EXPANSION FACTOR 1.43	* MASS ORDINATE +/- (CY) (10)(11)	* WASTE (CY) (12)
ROADWAY	STH 22	173+51.16/233+35.35	28,722	2,873	6,883	21,839	3,304	6,278	0	855	1,223	20,616	23,489
	FINNEGAN LAKE RD	11+50/13+00	406	41	47	359	47	90	0	11	16	343	384
	GILLETT HIGH SCHOOL	21+00/21+20	77	8	13	64	9	17	0	11	16	48	56
	HARDING AVE	30+50/30+80.09	149	15	14	135	17	33	0	0	0	135	150
	S ELM AVE	41+85/42+10	89	9	13	76	10	20	0	0	0	76	85
	N ELM AVE	50+50/51+20	128	13	6	122	15	28	0	0	0	122	135
	OAK AVE	62+00/62+10	34	4	5	29	5	9	0	0	0	29	33
	BIRCH AVE	71+00/71+50	214	22	29	185	25	48	0	0	0	185	207
	GARDEN AVE	83+46.66/83+90	160	16	22	138	18	35	0	0	0	138	154
	E 1ST ST	91+16.82/91+50	59	6	9	50	7	13	0	0	0	50	56
	S MCKENZIE ST	0+38.63/0+75	145	15	22	123	17	33	0	2	3	120	135
	E MAIN ST / CTH BB	100+65/101+12.45	207	21	39	168	24	46	0	5	7	161	182
	E RAILROAD ST	0+50/0+69.53	84	9	10	74	10	20	0	1	1	73	82
	E PARK ST	0+40/0+65.45	65	7	8	57	8	15	0	0	0	57	64
	W PARK ST	02+75/03+20	201	21	26	175	24	46	0	0	0	175	196
	E WASHINGTON ST	0+45/0+67.91	74	8	10	64	9	17	0	1	1	63	71
	W PINE ST	02+50/03+00	216	22	31	185	25	48	0	0	0	185	207
	E CEDAR ST	0+35/0+75	172	18	28	144	21	39	0	1	1	143	161
	W CEDAR ST	01+34.18/02+00	306	31	34	272	36	68	0	0	0	272	303
	SHALLOW CULVERT TRANSITIONS		325	0	0	325	0	0	374	0	0	325	325
SUBTOTAL			31,833	3,159	7,249	24,584	3,633	6,903	374	887	1,269	23,316	26,475
TOTAL 0010			34,992		7,249	24,584	3,633	6,903	374	887	1,269	23,316	26,475

NOTES:

* NOT A BID ITEM, FOR INFORMATION ONLY

** ADDITIONAL QUANTITIES SHOWN ELSEWHERE, SEE BASE AGGREGATE ITEMS TABLE

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND UNDISTRIBUTED EBS COLUMNS. ITEM NUMBER 205.0100

(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.

(3) EBS EXCAVATION IS UNDISTRIBUTED AND TO BE USED AT THE DISCRETION OF THE ENGINEER. ALL EBS MATERIAL TO BE WASTED OFFSITE AND BACKFILLED WITH SELECT CRUSHED MATERIAL, ITEM NUMBER 312.0110

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS QUANTIFIED TO THE BOTTOM OF EXISTING PAVEMENT. THIS ASSUMES THE EXISTING PAVEMENT STRUCTURE IS SALVAGED OR WASTED. THE EXISTING PAVEMENT STRUCTURE IS NOT SHOWN IN CROSS SECTIONS.

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

(6) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL, ITEM NUMBER 312.0110. EBS BACKFILL EXPANSION FACTOR = 1.15.

EXPANDED EBS BACKFILL = EBS * EBS BACKFILL EXPANSION FACTOR

(7) SELECT CRUSHED MATERIAL USED FOR BACKFILL OF EBS AREAS. SELECT CRUSHED MATERIAL CONVERSION FACTOR = 1.9 TON/CY)

SELECT CRUSHED MATERIAL = EXPANDED EBS BACKFILL * SELECT CRUSHED MATERIAL CONVERSION FACTOR

(8) CULVERT TRANSITION EXCAVATIONS BELOW THE PAVEMENT SECTION PER THE DETAIL ARE BACKFILLED WITH FOUNDATION BACKFILL, ITEM NUMBER SPV.0035.01 . FOUNDATION BACKFILL IN PIPE TRENCH IS INCIDENTAL TO PIPE ITEMS.

FOUNDATION BACKFILL = COMMON EXCAVATION FOR SHALLOW CULVERT TRANSITIONS * FOUNDATION BACKFILL EXPANSION FACTOR

(9) EXPANDED FILL FACTOR = 1.15

EXPANDED FILL = UNEXPANDED FILL * FILL EXPANSION FACTOR

(10) MASS ORDINATE = AVAILABLE MATERIAL - EXPANDED FILL

(11) 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.

(12) WASTE = MASS ORDINATE (IF POSITIVE) + EBS

HAZMAT ITEMS

STATION	TO	STATION	LOCATION (LT/RT)	205.0501.S EXCAVATION, HAULING, AND DISPOSAL OF PETROLEUM CONTAMINATED SOIL TON
STH 22				
213+15	-	213+55	LT	45
219+50	-	219+80	RT	35
			TOTAL 0010	80

BASE AGGREGATE ITEMS

	STATION	TO	STATION	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
STH 22						
	175+00	-	178+00	145	1,280	1,330
	178+00	-	184+00	370	1,190	1,690
	184+00	-	190+00	105	1,420	2,120
	190+00	-	196+00	---	1,420	2,140
	196+00	-	202+00	---	1,260	1,820
	202+00	-	207+50	---	1,350	2,000
	207+50	-	212+00	---	1,490	2,260
	212+00	-	218+00	---	1,330	1,960
	218+00	-	224+00	---	1,290	1,920
	224+00	-	230+00	---	1,300	1,900
	230+00	-	232+56	3	615	840
RESHOULDERING	232+56	-	238+34	19	---	---
FINNEGAN LAKE RD						
	12+85	-	11+50	9	---	235
HARDING AVE						
	30+70	-	30+80	---	16	26
S ELM AVE						
	41+85	-	42.00	---	27	45
N ELM AVE						
	50+54	-	51+20	---	49	76
OAK AVE						
	62+00	-	62+10	---	16	26
BIRCH AVE						
	71+00	-	71+50	---	81	135
S GARDEN AVE						
	83+46	-	83+89	---	74	125
E 1ST ST						
	91+07	-	91+17	---	16	26
S MCKENZIE ST						
	0+39	-	0+49	---	18	30
E RAILROAD ST						
	0+60	-	0+70	---	20	33
E PARK ST						
	0+44	-	0+65	---	23	38
			SUBTOTAL 0010	651	14,285	20,775

BASE AGGREGATE ITEMS (CONTINUED)

	STATION	TO	STATION	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
W PARK ST						
	2+75	-	3+08	---	64	105
E WASHINGTON ST						
	0+48	-	0+68	---	31	51
W PINE ST						
	2+50	-	2+94	---	69	115
E CEDAR ST						
	0+43	-	0+75	---	61	100
W CEDAR ST						
	1+34	-	2+02	---	120	195
TEMPORARY SIDE ROAD ACCESS				---	400	---
TEMPORARY PROPERTY ACCESS				---	800	---
			SUBTOTAL 0010	0	1,545	566
			TOTAL 0010	651	15,830	21,341

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE, SEE EARTHWORK SUMMARY TABLE AND STRUCTURES

3

BASE AGGREGATE ITEMS (CONTINUED)

	STATION	TO	STATION	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
STH 22						
	212+00	-	218+00	---	75	125
			TOTAL 0020	0	75	125

BASE AGGREGATE ITEMS (CONTINUED)

	STATION	TO	STATION	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
STH 22						
	184+00	-	190+00	---	39	---
	190+00	-	196+00	---	51	---
	196+00	-	202+00	---	17	---
	202+00	-	207+50	---	27	---
	207+50	-	212+00	---	17	---
	212+00	-	218+00	---	18	---
	218+00	-	224+00	---	27	---
	224+00	-	230+00	---	23	---
S GARDEN AVE						
	83+46	-	83+89	---	1	---
E 1ST ST						
	91+07	-	91+17	---	2	---
			TOTAL 0040	0	222	0
			PROJECT TOTAL	651	16,127	28,447

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE, SEE EARTHWORK SUMMARY TABLE AND STRUCTURES

ALL ITEMS CATEGORY 0010 UNLESS NOTED

CONCRETE ITEMS

				415.0080	415.4100	601.0405	601.0407	601.0409	601.0452	601.0555	601.0557	602.0810	620.0300	SPV.0090.01	SPV.0090.02
	STATION	TO	STATION	CONCRETE PAVEMENT 8-INCH SY	CONCRETE PAVEMENT JOINT FILLING SY	CONCRETE CURB & GUTTER 18-INCH TYPE A LF	CONCRETE CURB & GUTTER 18-INCH TYPE D LF	CONCRETE CURB & GUTTER 30-INCH TYPE A LF	CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	CONCRETE DRIVEWAY 6-INCH SY	CONCRETE MEDIAN SLOPED NOSE TYPE 1 SF	SPECIAL (01. CONCRETE CURB & GUTTER 24-INCH TYPE A) LF	SPECIAL (02. CONCRETE CURB & GUTTER 24-INCH TYPE D) LF
STH 22															
	175+00	-	178+00	1,280	1,330	---	---	---	---	140	---	---	---	---	---
	178+00	-	184+00	2,005	2,005	---	---	---	---	---	---	---	---	---	---
	184+00	-	190+00	2,700	2,935	---	---	---	635	---	---	55	---	255	25
	190+00	-	196+00	2,780	3,105	---	---	---	930	---	---	230	---	295	---
	196+00	-	202+00	2,270	2,605	---	---	---	1,135	---	---	365	---	70	---
	202+00	-	207+50	2,595	2,900	---	---	---	930	---	---	310	---	210	---
	207+50	-	212+00	3,085	3,420	420	20	221	635	---	---	145	95	120	---
	212+00	-	218+00	2,495	2,825	---	---	---	1,025	---	---	190	---	190	---
	218+00	-	224+00	2,430	2,765	---	---	---	1,065	---	---	500	---	155	---
	224+00	-	230+00	2,415	2,740	---	---	---	1,060	---	---	235	---	125	---
	230+00	-	234+00	995	1,130	---	---	---	480	---	20	160	---	---	---
HARDING AVE															
	30+70	-	30+80	---	---	---	---	---	---	---	---	---	---	---	20
S ELM AVE															
	41+85	-	42.00	---	---	---	---	---	---	---	---	---	---	---	50
OAK AVE															
	62+00	-	62+10	---	---	---	---	---	---	---	---	---	---	---	20
BIRCH AVE															
	71+00	-	71+50	---	---	---	---	---	---	---	---	---	---	---	105
S GARDEN AVE															
	83+46	-	83+89	---	---	---	---	---	---	---	---	---	---	---	85
E 1ST ST															
	91+07	-	91+17	---	---	---	---	---	---	---	---	---	---	---	20
S MCKENZIE ST															
	0+39	-	0+49	---	---	---	---	---	---	---	---	---	---	---	20
E RAILROAD ST															
	0+60	-	0+70	---	---	---	---	---	---	---	---	---	---	---	20
W PARK ST															
	2+75	-	3+08	---	---	---	---	---	---	---	---	---	---	---	90
E WASHINGTON ST															
	0+48	-	0+68	---	---	---	---	---	---	---	---	---	---	---	65
W PINE ST															
	2+50	-	2+94	---	---	---	---	---	---	---	---	---	---	---	90
E CEDAR ST															
	0+43	-	0+75	---	---	---	---	---	---	---	---	---	---	---	65
W CEDAR ST															
	1+34	-	2+02	---	---	---	---	---	---	---	---	---	---	---	135
			TOTAL 0010	25,050	27,760	420	20	221	7,895	140	20	2,190	95	1,420	810

CONCRETE ITEMS (CONTINUED)

	STATION	TO	STATION	415.0080 CONCRETE PAVEMENT 8-INCH SY	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0452 CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	602.0810 CONCRETE DRIVEWAY 6-INCH SY	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	SPV.0090.01 SPECIAL (01. CONCRETE CURB & GUTTER 24-INCH TYPE A) LF	SPV.0090.02 SPECIAL (02. CONCRETE CURB & GUTTER 24-INCH TYPE D) LF
STH 22														
	212+00	-	218+00	190	---	---	---	---	---	---	---	---	---	---
			TOTAL 0020	190	0	0	0	0	0	0	0	0	0	0
			PROJECT TOTAL	25,240	420	20	221	7,895	140	20	2,190	95	1,420	810

CONCRETE PAVEMENT GAPS

LOCATION	415.0210 CONCRETE PAVEMENT GAPS EACH	NOTES
STH 22		
FINNEGAN LAKE RD	1	
GILLETT HIGH SCHOOL	1	
N HARDING AVE	1	
S ELM AVE	1	
N ELM AVE	1	
OAK AVE	1	
BIRCH AVE	1	
S GARDEN AVE	1	
E 1ST ST	1	
S MCKENZIE ST	1	
E MAIN ST/CTH BB	1	
STA 210+20 LT	1	COMMERCIAL DRIVEWAY
E RAILROAD ST	1	
STA 211+50 LT	1	COMMERICAL DRIVEWAY
E PARK ST	1	
W PARK ST	1	
STA 217+10 TO STA 217+65 LT	1	2 COMMERICAL DRIVEWAYS
E WASHINGTON ST	1	
W PINE ST	1	
E CEDAR ST	1	
W CEDAR ST	1	
TOTAL 0010	21	

DRILLED BAR ITEMS

LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
STH 22		
GILLETT HIGH SCHOOL	4	---
HARDING AVE	4	---
S ELM AVE	4	---
OAK AVE	4	---
BIRCH AVE	4	---
S GARDEN AVE	4	---
E 1ST ST	4	---
S MACKENZIE ST	4	---
CTH BB/MAIN ST	4	39
E RAILROAD ST	4	---
W PARK ST	4	---
E WASHINGTON ST	4	---
W PINE ST	4	---
E CEDAR ST	4	---
W CEDAR ST	4	---
STA 232+50 RT	2	---
TOTAL 0010	62	39

HMA ITEMS

	STATION	TO	STATION	450.4000 HMA COLD WEATHER PAVING TON	450.6224 HMA PAVEMENT 4 MT 58-28 S TON	455.0605 TACK COAT GAL	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
STH 22							
	175+00	-	178+00	200	200	70	1
	178+00	-	184+00	---	---	---	33
	184+00	-	190+00	---	---	---	7
	190+00	-	196+00	---	---	---	8
	196+00	-	202+00	---	---	---	37
	202+00	-	207+50	---	---	---	9
	207+50	-	212+00	---	---	---	15
	212+00	-	218+00	---	---	---	60
	218+00	-	224+00	---	---	---	9
	224+00	-	230+00	---	---	---	18
	230+00	-	234+00	35	35	---	9
FINNEGAN LAKE RD							
	12+85	-	11+50	88	88	26	---
HARDING AVE							
	30+70	-	30+80	8	8	3	---
S ELM AVE							
	41+85	-	42.00	14	14	4	---
N ELM AVE							
	50+54	-	51+20	27	27	8	---
OAK AVE							
	62+00	-	62+10	8	8	3	---
BIRCH AVE							
	71+00	-	71+50	39	39	12	---
S GARDEN AVE							
	83+46	-	83+89	37	37	11	---
E 1ST ST							
	91+07	-	91+17	8	8	3	---
S MCKENZIE ST							
	0+39	-	0+49	9	9	3	---
E RAILROAD ST							
	0+60	-	0+70	11	11	4	---
E PARK ST							
	0+44	-	0+65	14	14	5	---
			SUBTOTAL	498	498	152	206

HMA ITEMS (CONTINUED)

	STATION	TO	STATION	450.4000 HMA COLD WEATHER PAVING TON	450.6224 HMA PAVEMENT 4 MT 58-28 S TON	455.0605 TACK COAT GAL	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
W PARK ST							
	2+75	-	3+08	33	33	10	---
E WASHINGTON ST							
	0+48	-	0+68	15	15	5	---
W PINE ST							
	2+50	-	2+94	33	33	10	---
E CEDAR ST							
	0+43	-	0+75	31	31	10	---
W CEDAR ST							
	1+34	-	2+02	58	58	17	---
			SUBTOTAL	170	170	52	0
			TOTAL 0010	668	668	204	206

ASPHALTIC FLUMES

TO	STATION	LOCATION (LT/RT)	465.0315 ASPHALTIC FLUMES SY
STH 22			
	177+09	RT	8
	238+37	LT	5
		TOTAL 0010	13

3

HMA MIXTURE ACCEPTANCE TABLE

DESCRIPTION	ROADWAY	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS (INCHES)	QUALITY MANAGEMENT PROGRAM TO USE	
								MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12-FOOT DRIVING LANE, 12-FOOT TURN LANE, 2 TO 3-FOOT SHOULDER	STH 22	173+51.2 TO 175+70.3 232+39.5 TO 232+56.2	UPPER LAYER	4 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	60	1.75	DEPARTMENT ACCEPTANCE	DEPARTMENT ACCEPTANCE CORES*
12-FOOT DRIVING LANE, 12-FOOT TURN LANE, 2 TO 3-FOOT SHOULDER	STH 22	173+51.2 TO 175+70.3 232+39.5 TO 232+56.2	LOWER LAYER	4 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	80	2.25	DEPARTMENT ACCEPTANCE	DEPARTMENT ACCEPTANCE CORES*
12-FOOT DRIVING LANE, 12-FOOT TURN LANE, 2 TO 3-FOOT SHOULDER	STH 22	173+51.2 TO 175+70.3 232+39.5 TO 232+56.2	LOWER LAYER	BASE AGGREGATE DENSE	HMA PAVEMENT 4 MT 58-28 S	95	2.75	DEPARTMENT ACCEPTANCE	DEPARTMENT ACCEPTANCE CORES*
SIDE ROADS	ALL SIDE ROADS	---	UPPER LAYER	4 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 S	189	1.75	DEPARTMENT ACCEPTANCE	DEPARTMENT ACCEPTANCE CORES*
SIDE ROADS	ALL SIDE ROADS	---	LOWER LAYER	BASE AGGREGATE DENSE	HMA PAVEMENT 4 MT 58-28 S	244	2.25	DEPARTMENT ACCEPTANCE	DEPARTMENT ACCEPTANCE CORES*

* DEPARTMENT ACCEPTANCE CORES ARE CUT AND TESTED BY THE CONTRACTOR UNDER THE SUPERVISION OF THE ENGINEER. THE DEPARTMENT WILL REMAIN IN CUSTODY OF THE CORES.

DRIVEWAY CULVERTS

LOCATION	521.1018 APRON ENDWALLS FOR CULVERT PIPE STEEL 18-INCH EACH	521.1030 APRON ENDWALLS FOR CULVERT PIPE STEEL 30-INCH EACH	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH LF	521.3130 CULVERT PIPE CORRUGATED STEEL 30-INCH LF	STEEL THICKNESS (INCHES)
STH 22					
178+19.30' LT	---	2	---	34	0.064
180+62.13' LT	---	2	---	29	0.064
181+03.01' RT	2	---	19	---	0.064
232+97.84' LT	2	---	57	---	0.064
TOTAL 0010	4	4	76	63	

CROSS CULVERTS

	INLET			DISCHARGE			SLOPE	522.0430 CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH	* 522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	522.2424 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH	521.0535 APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS STEEL 35X24-INCH 4 TO 1	* 633.5200 MARKERS CULVERT END	650.6000 STAKING PIPE CULVERTS
	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV	FT/FT	LF	EACH	LF	EACH	EACH	EACH
STH 22													
	175+74	35.9' RT	830.74	175+74	25.6' LT	829.39	0.0220	61	2	---	---	2	1
	232+47	27.2' LT	796.34	232+38	43.2' RT	795.15	0.0168	---	---	71	2	2	1
							TOTAL 0010	61	2	71	2	4	2
				C-42-25				---	---	---	---	2	---
							TOTAL 0030	0	0	0	0	2	0
							TOTAL	61	2	71	2	6	2

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE, SEE STORM SEWER ENDWALLS QUANTITY TABLE

STORM SEWER ENDWALLS

STRUCTURE	STATION	OFFSET	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-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 EACH	* 633.5200 MARKERS CULVERT END EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
1AEW	187+37.3	46.4' LT	---	---	1	---	1
15AEW	184+35.2	34.5' RT	1	---	---	1	1
16AEW	184+50.9	26.4' LT	---	1	---	1	1
62AEW	232+01.2	46.4' RT	---	1	---	1	1
		TOTAL 0010	1	2	1	3	4

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE, SEE CROSS CULVERTS QUANTITY TABLE

						STORM SEWER PIPES															
						SPV.0060.04	608.0312	608.0318		608.0412	608.0415	608.0418	608.0424	608.0430	608.0436	608.0442	608.0448		SPV.0090.03		608.6008	608.6012
						*	STORM SEWER PIPE REINFORCED CONCRETE												STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL		STORM SEWER PIPE COMPOSITE	
						RECONNECT STORM SEWER	CLASS III			CLASS IV									CLASS HE-IV			
FROM	-	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	LATERAL EACH	12-INCH LF	18-INCH LF		12-INCH LF	15-INCH LF	18-INCH LF	24-INCH LF	30-INCH LF	36-INCH LF	42-INCH LF	48-INCH LF		38X60-INCH LF		8-INCH LF	12-INCH LF
1AEW	-	1A	820.73	819.69	0.0612	---	---	---	---	---	---	---	---	17.1	---	---	---	---	---	---	---	---
1A	-	1	819.69	819.56	0.0060	---	---	---	---	---	---	---	---	20.5	---	---	---	---	---	---	---	---
1	-	2	819.06	818.79	0.0061	---	---	---	---	---	---	---	---	---	44.4	---	---	---	---	---	---	---
1B	-	1	821.27	821.06	0.0100	---	---	---	---	20.5	---	---	---	---	---	---	---	---	---	---	---	---
2	-	3	818.79	818.08	0.0070	---	---	---	---	---	---	---	---	---	101.2	---	---	---	---	---	---	---
EXIST	-	2A	822.12	822.09	0.0050	1	6.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
2A	-	2	820.79	820.54	0.0105	---	---	---	---	---	23.5	---	---	---	---	---	---	---	---	---	---	---
3	-	4	818.08	816.21	0.0070	---	---	---	---	---	---	---	---	---	267.6	---	---	---	---	---	---	---
3A	-	3	820.49	820.08	0.0100	---	40.4	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
4	-	5	816.21	815.68	0.0071	---	---	---	---	---	---	---	---	---	74.8	---	---	---	---	---	---	---
14	-	4M	819.26	818.26	0.0354	---	---	---	---	---	---	---	28.5	---	---	---	---	---	---	---	---	---
4A	-	4B	819.55	819.43	0.0100	---	12.8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
4B	-	4M	819.43	819.26	0.0100	---	---	---	---	17.0	---	---	---	---	---	---	---	---	---	---	---	---
4C	-	4B	819.68	819.43	0.0100	---	---	---	---	25.6	---	---	---	---	---	---	---	---	---	---	---	---
4D	-	4C	819.82	819.68	0.0100	---	---	---	---	14.2	---	---	---	---	---	---	---	---	---	---	---	---
4E	-	4	818.38	818.21	0.0100	---	---	---	---	17.2	---	---	---	---	---	---	---	---	---	---	---	---
4F	-	4E	818.87	818.38	0.0100	---	---	---	---	48.5	---	---	---	---	---	---	---	---	---	---	---	---
4G	-	4E	819.35	818.38	0.0100	---	---	---	---	30.3	---	---	---	---	---	---	---	---	---	---	---	---
4H	-	4I	819.63	819.53	0.0100	---	---	---	---	9.8	---	---	---	---	---	---	---	---	---	---	---	---
4I	-	4M	819.53	819.26	0.0100	---	---	---	---	27.4	---	---	---	---	---	---	---	---	---	---	---	---
4M	-	4	818.26	817.71	0.0125	---	---	---	---	---	---	---	43.6	---	---	---	---	---	---	---	---	---
5	-	7	815.68	814.68	0.0040	---	---	---	---	---	---	---	---	---	---	250.3	---	---	---	---	---	---
5A	-	5	818.49	818.18	0.0100	---	---	---	---	30.6	---	---	---	---	---	---	---	---	---	---	---	---
13	-	6	816.86	816.25	0.0396	---	---	---	---	---	---	---	---	15.4	---	---	---	---	---	---	---	---
6	-	7	816.25	815.68	0.0140	---	---	---	---	---	---	---	---	41.0	---	---	---	---	---	---	---	---
6A	-	6B	818.12	817.91	0.0100	---	---	---	---	21.2	---	---	---	---	---	---	---	---	---	---	---	---
6B	-	6	817.91	817.75	0.0100	---	---	---	---	15.4	---	---	---	---	---	---	---	---	---	---	---	---
6C	-	6	817.99	817.75	0.0100	---	---	---	---	24.0	---	---	---	---	---	---	---	---	---	---	---	---
7	-	9	814.68	812.86	0.0070	---	---	---	---	---	---	---	---	---	---	260.2	---	---	---	---	---	---
7A	-	7	817.29	817.18	0.0100	---	---	---	---	11.5	---	---	---	---	---	---	---	---	---	---	---	---
8	-	9	815.98	814.86	0.0291	---	---	---	---	---	---	---	38.4	---	---	---	---	---	---	---	---	---
8A	-	8B	817.38	817.10	0.0100	---	---	---	---	28.0	---	---	---	---	---	---	---	---	---	---	---	---
8B	-	8	817.10	816.98	0.0100	---	---	---	---	12.1	---	---	---	---	---	---	---	---	---	---	---	---
8C	-	8	817.22	816.98	0.0100	---	---	---	---	24.1	---	---	---	---	---	---	---	---	---	---	---	---
9	-	10	812.86	811.15	0.0060	---	---	---	---	---	---	---	---	---	---	---	285.9		---	---	---	---
9A	-	9	815.98	815.86	0.0100	---	---	---	---	11.5	---	---	---	---	---	---	---	---	---	---	---	---
10	-	11	811.15	809.40	0.0060	---	---	---	---	---	---	---	---	---	---	---	---	---	291.0	---	---	---
10A	-	10	813.55	813.31	0.0100	---	---	---	---	23.5	---	---	---	---	---	---	---	---	---	---	---	---
10B	-	10	813.43	813.31	0.0100	---	---	---	---	11.5	---	---	---	---	---	---	---	---	---	---	---	---
11	-	12	809.40	808.98	0.0060	---	---	---	---	---	---	---	---	---	---	---	---	---	70.4	---	---	---
11A	-	11	811.71	811.57	0.0100	---	---	---	---	13.8	---	---	---	---	---	---	---	---	---	---	---	---
12D	-	12A	811.18	810.96	0.0085	---	---	---	---	24.8	---	---	---	---	---	---	---	---	---	---	---	---
12A	-	12B	810.96	810.82	0.0085	---	---	---	---	17.5	---	---	---	---	---	---	---	---	---	---	---	---
12B	-	12C	810.82	810.64	0.0050	---	---	---	---	---	35.1	---	---	---	---	---	---	---	---	---	---	---
12C	-	12	810.64	810.48	0.0050	---	---	---	---	---	31.9	---	---	---	---	---	---	---	---	---	---	---
15	-	16	824.00	823.59	0.0259	---	---	15.6	---	---	---	---	---	---	---	---	---	---	---	---	---	---
15AEW	-	15	824.11	824.00	0.0185	---	---	6.0	---	---	---	---	---	---	---	---	---	---	---	---	---	---
16	-	16AEW	823.09	822.85	0.0050	---	---	---	---	---	---	---	48.6	---	---	---	---	---	---	---	---	---
17A	-	17	805.64	805.29	0.0100	---	---	---	---	35.0	---	---	---	---	---	---	---	---	---	---	---	---
17	-	18	805.29	804.64	0.0100	---	---	---	---	64.9	---	---	---	---	---	---	---	---	---	---	---	---
					SUBTOTAL	1	60	22		580	91	0	160	94	488	511	286		362		0	0

STORM SEWER PIPES (CONTINUED)

FROM	-	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	SPV.0060.04 * RECONNECT STORM SEWER LATERAL EACH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	608.0436 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	608.0442 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 42-INCH LF	608.0448 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 48-INCH LF	SPV.0090.03 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 38X60-INCH LF	608.6008 STORM SEWER PIPE COMPOSITE 8-INCH LF	608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF
18A	-	18B	805.61	805.19	0.0100	---	---	---	42.6	---	---	---	---	---	---	---	---	---	---
18B	-	18	805.19	804.64	0.0100	---	---	---	55.1	---	---	---	---	---	---	---	---	---	---
18	-	21	803.64	801.15	0.0275	---	---	---	---	---	---	90.6	---	---	---	---	---	---	---
19	-	20	798.02	797.82	0.0050	---	---	---	---	---	---	39.5	---	---	---	---	---	---	---
20	-	21	797.82	797.40	0.0050	---	---	---	---	---	---	82.8	---	---	---	---	---	---	---
21	-	22	797.40	796.61	0.0050	---	---	---	---	---	---	158.9	---	---	---	---	---	---	---
22	-	28	796.61	795.82	0.0100	---	---	---	---	---	---	78.4	---	---	---	---	---	---	---
22A	-	22B	798.81	798.74	0.0100	---	---	---	---	6.8	---	---	---	---	---	---	---	---	---
22B	-	22D	798.74	798.28	0.0100	---	---	---	46.0	---	---	---	---	---	---	---	---	---	---
22C	-	22D	798.37	798.28	0.0100	---	---	---	8.3	---	---	---	---	---	---	---	---	---	---
22D	-	22G	798.28	797.81	0.0100	---	---	---	---	47.2	---	---	---	---	---	---	---	---	---
22E	-	22F	798.35	798.29	0.0100	---	---	---	5.5	---	---	---	---	---	---	---	---	---	---
22F	-	22G	798.29	798.06	0.0100	---	---	---	23.4	---	---	---	---	---	---	---	---	---	---
22G	-	22	797.81	797.36	0.0224	---	---	---	---	20.2	---	---	---	---	---	---	---	---	---
22H	-	22	797.72	797.61	0.0100	---	---	---	11.3	---	---	---	---	---	---	---	---	---	---
EXIST	-	22H	799.61	797.72	0.0614	---	---	---	30.8	---	---	---	---	---	---	---	---	---	---
23A	-	23B	794.99	794.89	0.0100	---	---	---	10	---	---	---	---	---	---	---	---	---	---
23B	-	23	794.89	794.77	0.0100	---	---	---	11.5	---	---	---	---	---	---	---	---	---	---
23C	-	23D	795.17	795.07	0.0100	---	---	---	10	---	---	---	---	---	---	---	---	---	---
23D	-	23	795.07	794.77	0.0100	---	---	---	29.5	---	---	---	---	---	---	---	---	---	---
23	-	25	794.77	794.31	0.0050	---	---	---	---	---	92.4	---	---	---	---	---	---	---	---
24A	-	24	794.94	794.76	0.0100	---	---	---	18.1	---	---	---	---	---	---	---	---	---	---
24B	-	24	795.04	794.76	0.0100	---	---	---	28.3	---	---	---	---	---	---	---	---	---	---
24	-	25	790.44	790.31	0.0042	---	---	---	---	---	---	---	---	30.5	---	---	---	---	---
25	-	26	790.31	789.58	0.0042	---	---	---	---	---	---	---	---	174.8	---	---	---	---	---
25A	-	25	795.36	795.08	0.0100	---	---	---	28.3	---	---	---	---	---	---	---	---	---	---
26	-	28	789.58	788.83	0.0042	---	---	---	---	---	---	---	---	177	---	---	---	---	---
EXIST	-	26A	791.32	791.18	0.0100	1	---	---	---	---	---	---	---	---	---	---	---	---	14.5
26A	-	26	791.18	791.06	0.0100	---	---	---	---	11.5	---	---	---	---	---	---	---	---	---
EXIST	-	26C	795.07	794.98	0.0100	1	---	---	---	---	---	---	---	---	---	---	---	9	---
26C	-	26	794.98	794.60	0.0100	---	---	---	38.3	---	---	---	---	---	---	---	---	---	---
27	-	28	794.44	793.83	0.0220	---	---	---	---	---	---	27.9	---	---	---	---	---	---	---
28	-	29	788.83	788.56	0.0058	---	---	---	---	---	---	---	---	---	---	46.2	---	---	---
30	-	24	790.61	790.44	0.0042	---	---	---	---	---	---	---	---	39.9	---	---	---	---	---
40	-	47	793.54	792.63	0.0040	---	---	---	---	---	---	227.8	---	---	---	---	---	---	---
40A	-	40	793.60	793.54	0.0050	---	---	---	---	---	11.5	---	---	---	---	---	---	---	---
40B	-	40	794.34	794.04	0.0100	---	---	---	29.5	---	---	---	---	---	---	---	---	---	---
41	-	42	798.50	798.36	0.0050	---	---	---	---	27.8	---	---	---	---	---	---	---	---	---
41A	-	41	798.90	798.75	0.0100	---	---	---	14.4	---	---	---	---	---	---	---	---	---	---
41B	-	41	798.99	798.75	0.0100	---	---	---	23.5	---	---	---	---	---	---	---	---	---	---
41C	-	41A	799.06	798.90	0.0100	---	16.7	---	---	---	---	---	---	---	---	---	---	---	---
42	-	43	798.11	797.75	0.0050	---	---	---	---	---	---	72.4	---	---	---	---	---	---	---
43	-	45	797.75	796.24	0.0050	---	---	---	---	---	---	302.9	---	---	---	---	---	---	---
43A	-	43B	799.07	798.65	0.0100	---	---	---	42.3	---	---	---	---	---	---	---	---	---	---
43B	-	43	798.65	798.25	0.0100	---	---	---	39.8	---	---	---	---	---	---	---	---	---	---
44	-	45	796.87	796.49	0.0122	---	---	---	---	31.2	---	---	---	---	---	---	---	---	---
44A	-	44	797.30	797.12	0.0100	---	---	---	18.0	---	---	---	---	---	---	---	---	---	---
44B	-	44	797.33	797.12	0.0100	---	---	---	21	---	---	---	---	---	---	---	---	---	---
44C	-	44B	797.49	797.33	0.0100	---	---	---	16.4	---	---	---	---	---	---	---	---	---	---
45	-	46	796.24	795.02	0.0050	---	---	---	---	---	---	243.3	---	---	---	---	---	---	---
					SUBTOTAL	2	17	0	602	145	104	1325	0	423	0	47	0	9	15

3

STORM SEWER PIPES (CONTINUED)

FROM	-	TO	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT	SPV.0060.04 * RECONNECT STORM SEWER LATERAL EACH	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0430 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	608.0436 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	608.0442 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 42-INCH LF	608.0448 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 48-INCH LF	SPV.0090.03 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 38X60-INCH LF	608.6008 STORM SEWER PIPE COMPOSITE 8-INCH LF	608.6012 STORM SEWER PIPE COMPOSITE 12-INCH LF
46	-	47	795.02	792.63	0.0229	---	---	---	---	---	---	104.1	---	---	---	---	---	---	---
46A	-	46B	795.88	795.64	0.0100	---	---	---	24.2	---	---	---	---	---	---	---	---	---	---
46B	-	46	795.64	795.52	0.0100	---	---	---	11.5	---	---	---	---	---	---	---	---	---	---
46C	-	46D	795.87	795.76	0.0100	---	---	---	11.5	---	---	---	---	---	---	---	---	---	---
46D	-	46	795.76	795.52	0.0098	---	---	---	23.5	---	---	---	---	---	---	---	---	---	---
47	-	48	792.63	792.46	0.0042	---	---	---	---	---	---	41.4	---	---	---	---	---	---	---
47A	-	47	793.24	792.63	0.0330	---	---	18.4	---	---	---	---	---	---	---	---	---	---	---
48	-	49	792.46	792.39	0.0042	---	---	---	---	---	---	17.5	---	---	---	---	---	---	---
48A	-	48	796.21	795.95	0.0100	---	---	---	26.5	---	---	---	---	---	---	---	---	---	---
48B	-	48	796.04	795.95	0.0100	---	9.2	---	---	---	---	---	---	---	---	---	---	---	---
50	-	44	797.10	796.87	0.0050	---	---	---	---	46.2	---	---	---	---	---	---	---	---	---
51	-	41	799.50	798.75	0.0111	---	---	---	66.8	---	---	---	---	---	---	---	---	---	---
60A	-	60B	798.13	798.03	0.0100	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---
60B	-	60	798.03	797.92	0.0100	---	---	---	11.5	---	---	---	---	---	---	---	---	---	---
60C	-	60D	798.25	798.15	0.0100	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---
60D	-	60	798.15	797.92	0.0100	---	---	---	23.5	---	---	---	---	---	---	---	---	---	---
60	-	61	797.92	795.49	0.0050	---	---	---	---	---	---	485.3	---	---	---	---	---	---	---
61	-	62A	795.49	795.33	0.0050	---	---	---	---	---	---	31.5	---	---	---	---	---	---	---
61B	-	61A	796.71	796.61	0.0100	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---
61A	-	61	796.61	796.49	0.0100	---	---	---	11.5	---	---	---	---	---	---	---	---	---	---
62	-	62AEW	795.33	794.60	0.0338	---	---	---	---	---	---	21.8	---	---	---	---	---	---	---
62A	-	62	796.43	796.33	0.0100	---	---	---	10.0	---	---	---	---	---	---	---	---	---	---
EXIST	-	40A	793.70	793.60	0.0177	1	---	5.5	---	---	---	---	---	---	---	---	---	---	---
					SUBTOTAL	1	10	24	251	47	0	702	0	0	0	0	0	0	0
					TOTAL 0010	4	87	46	1433	283	104	2187	94	911	511	333	362	9	15

*QUANTITY SHOWN ELSEWHERE, SEE UNDERDRAIN ITEMS QUANTITY TABLE

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET*	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	SPV.0060.01 INLET COVERS TYPE H-D EACH	611.0642 INLET COVERS TYPE MS EACH	611.0666 INLET COVERS TYPE Z EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.2010 MANHOLES 10-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	REMARKS
1	187+74.96	45.83' LT	824.57	819.06	4.60	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	
1A	187+54.44	45.81' LT	824.09	819.69	3.69	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	4" ADJUSTMENT ONLY
1B	187+95.41	45.86' LT	824.33	821.27	2.23	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
2	187+94.58	6.00' LT	824.91	818.79	5.21	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	
2A	187+94.61	17.50' RT	824.71	820.79	3.11	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
3	188+95.80	6.00' LT	824.34	818.08	5.35	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
3A	188+96.26	34.42' RT	824.58	820.49	4.26	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	1	NO SLOPE MEDIAN GRATE
4	191+63.33	6.04' LT	822.85	816.21	5.73	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	
4A	191+35.55	42.76' RT	822.12	819.55	1.83	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	2" ADJUSTMENT ONLY
4B	191+45.08	34.21' RT	822.81	819.43	2.55	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
4C	191+25.43	17.86' RT	822.48	819.68	1.97	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
4D	191+11.27	17.50' RT	822.49	819.82	1.84	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	1	
4E	191+59.38	22.78' LT	822.45	818.38	3.24	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
4F	191+11.27	17.50' LT	822.49	818.87	2.79	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
4G	191+86.14	35.75' LT	822.23	819.35	2.05	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
4H	191+94.49	33.65' RT	822.46	819.63	2.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
4I	191+89.84	42.38' RT	822.66	819.53	2.30	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
4M	191+61.98	37.51' RT	822.97	818.26	3.72	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
5	192+37.72	6.05' LT	823.00	815.68	6.46	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	
5A	192+37.99	36.66' LT	822.47	818.49	3.15	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
6	194+87.99	34.99' RT	821.59	816.25	4.39	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	
6A	194+59.37	20.18' RT	821.51	818.12	2.56	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
6B	194+72.69	36.67' RT	821.69	817.91	2.95	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
6C	195+11.79	32.27' RT	821.03	817.99	2.21	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
7	194+87.99	6.00' LT	821.59	814.68	6.05	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	
7A	194+87.99	17.50' LT	821.39	817.29	3.27	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
8	197+48.22	32.37' RT	820.13	815.98	3.16	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
8A	197+12.70	17.50' RT	820.22	817.38	2.01	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
8B	197+36.10	32.85' RT	819.88	817.10	2.11	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
8C	197+72.32	32.26' RT	819.71	817.22	1.66	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
9	197+48.22	6.00' LT	820.25	812.86	6.57	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	
9A	197+48.22	17.50' LT	820.05	815.98	3.24	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
10	200+34.09	6.00' LT	818.66	811.15	6.73	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	
10A	200+34.09	17.50' RT	818.46	813.55	4.08	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
10B	200+34.09	17.50' LT	818.46	813.43	4.20	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
11	203+26.55	6.00' LT	814.88	809.40	4.87	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	4" ADJUSTMENT ONLY
11A	203+34.37	17.50' LT	814.64	811.71	2.10	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
12	203+77.97	40.25' RT	814.74	808.98	4.98	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	
12A	203+26.16	32.22' RT	814.27	810.96	2.48	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
12B	203+27.19	49.72' RT	814.51	810.82	2.88	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
12C	203+56.83	62.12' RT	814.43	810.64	2.98	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
12D	203+06.99	17.62' RT	814.78	811.18	2.79	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
13	194+82.19	49.24' RT	821.86	816.86	4.05	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	
14	191+48.98	62.97' RT	823.47	819.26	3.22	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
15	184+41.18	34.40' RT	827.53	824.00	2.91	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
16	184+50.92	22.17' RT	827.35	823.09	3.68	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
17	206+41.65	17.50' LT	810.16	805.29	4.04	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
17A	206+41.65	17.50' RT	810.22	805.64	3.75	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
18	207+07.25	18.10' LT	808.93	803.64	4.54	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
18A	206+66.16	36.22' RT	809.61	805.61	3.17	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
					SUBTOTAL	16	1	1	31	0	1	0	3	3	2	4	5	0	1	17	14	1	50	

*ALL STATIONS AND OFFSETS ARE FROM STH 22 R/L AND ARE TO CENTER OF STRUCTURE

**RIM ELEVATIONS ARE AT THE INLET COVER FLANGE LOCATION AT CURB WITHIN CURB LINES. RIM ELEVATIONS ARE GIVEN AT CENTER OF STRUCTURE FOR ALL OTHER STRUCTURES.

***FOR STRUCTURES THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE

****DEPTH = RIM ELEV - INVERT ELEV - COVER HEIGHT - ADJUSTMENT RING HEIGHT + LOWEST PIPE THICKNESS (6" ADJUSTMENT UNLESS OTHERWISE NOTED)

*****COVER HEIGHTS ARE AS FOLLOWS: MANHOLE COVERS: J-SPECIAL = 9 INCHES, L = 4 INCHES INLET COVERS: TYPE C = 9 INCHES, TYPE H = 6 INCHES, TYPE H-D = 6 INCHES, TYPE MS = 0 INCHES, TYPE Z = 7 INCHES

STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE	STATION	OFFSET*	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	SPV.0060.01 INLET COVERS TYPE H-D EACH	611.0642 INLET COVERS TYPE MS EACH	611.0666 INLET COVERS TYPE Z EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.2010 MANHOLES 10-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	REMARKS
18B	207+07.25	36.98' RT	809.69	804.69	4.17	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
19	208+41.70	93.14' RT	805.45	798.02	6.44	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
20	208+43.60	53.71' RT	805.38	797.82	6.73	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	1	
21	208+08.47	20.16' LT	806.08	797.40	7.69	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
22	209+75.82	24.29' LT	802.83	796.61	5.23	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
22A	209+33.67	62.57' RT	802.67	798.81	3.03	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
22B	209+31.68	56.11' RT	802.78	798.74	3.21	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
22C	209+74.87	50.54' RT	802.10	798.37	2.66	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	
22D	209+71.87	42.92' RT	802.24	798.28	3.15	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	
22E	209+96.63	7.75' LT	802.98	798.35	4.38	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1	
22F	209+97.83	2.35' LT	802.85	798.29	3.64	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1	
22G	209+74.37	4.16' LT	803.66	797.81	4.80	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
22H	209+77.03	35.50' LT	802.64	797.72	4.09	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
23	214+96.97	6.00' LT	798.64	794.77	2.84	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
23A	215+06.97	17.50' LT	798.45	794.99	2.63	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
23B	214+96.97	17.50' LT	798.44	794.89	2.72	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
23C	215+06.97	23.50' RT	798.33	795.17	2.33	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
23D	214+96.97	23.50' RT	798.32	795.07	2.42	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
24	214+04.29	36.45' LT	798.95	790.44	7.60	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
24A	213+86.15	36.84' LT	798.57	794.94	2.80	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
24B	214+32.56	36.61' LT	798.40	795.04	2.53	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
25	214+04.60	6.00' LT	799.01	790.31	7.79	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	
25A	214+20.38	17.50' RT	798.73	795.36	2.54	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
26	212+29.83	6.00' LT	799.88	789.58	9.39	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
26A	212+29.86	17.50' LT	799.68	791.18	7.69	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
26C	212+29.72	32.26' RT	799.37	794.98	3.56	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
27	210+49.38	42.28' LT	802.88	794.44	7.45	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
28	210+54.20	14.82' LT	802.06	788.83	12.41	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	
29	210+65.39	30.00' RT	802.01	788.56	12.67	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	
30	214+03.87	76.33' LT	799.43	790.61	7.91	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
40	216+59.68	6.00' LT	799.72	793.54	5.19	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
40A	216+59.68	17.50' LT	799.52	793.60	5.13	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
40B	216+59.68	23.50' RT	799.44	794.34	4.27	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
41	226+10.16	33.76' LT	802.27	798.50	2.72	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
41A	225+95.72	33.76' LT	801.88	798.90	2.15	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
41B	226+33.63	33.76' LT	801.78	798.40	2.55	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
41C	225+84.87	21.02' LT	802.13	799.06	2.24	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
42	226+10.16	6.00' LT	802.33	798.11	3.23	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
43	225+37.74	6.00' LT	802.69	797.75	3.95	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
43A	225+80.02	33.76' RT	802.05	799.07	2.15	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
43B	225+37.74	33.76' RT	802.12	798.65	2.64	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
44	222+34.86	37.19' LT	802.34	796.87	4.42	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	
44A	222+23.11	50.87' LT	802.46	797.30	4.33	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
44B	222+55.57	33.42' LT	801.88	797.33	3.72	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
44C	222+66.28	21.02' LT	802.13	797.49	3.81	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
45	222+34.86	6.00' LT	802.24	796.24	5.01	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
46	219+91.60	6.00' LT	800.77	795.02	4.76	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	
46A	220+15.79	17.50' LT	800.60	795.88	3.89	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
46B	219+91.60	17.50' LT	800.57	795.64	4.10	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
46C	220+03.10	17.50' RT	800.58	795.87	3.88	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
					SUBTOTAL	19	0	1	23	4	0	3	7	6	2	1	2	1	3	15	13	0	50	

*ALL STATIONS AND OFFSETS ARE FROM STH 22 R/L AND ARE TO CENTER OF STRUCTURE

**RIM ELEVATIONS ARE AT THE INLET COVER FLANGE LOCATION AT CURB WITHIN CURB LINES. RIM ELEVATIONS ARE GIVEN AT CENTER OF STRUCTURE FOR ALL OTHER STRUCTURES.

***FOR STRUCTURES THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE

****DEPTH = RIM ELEV - INVERT ELEV - COVER HEIGHT - ADJUSTMENT RING HEIGHT + LOWEST PIPE THICKNESS

*****COVER HEIGHTS ARE AS FOLLOWS: MANHOLE COVERS: J-SPECIAL = 9 INCHES, L = 4 INCHES INLET COVERS: TYPE C = 9 INCHES, TYPE H = 6 INCHES, TYPE H-D = 6 INCHES, TYPE MS = 0 INCHES, TYPE Z = 7 INCHES

3

STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE	STATION	OFFSET*	RIM** ELEVATION	INVERT*** ELEVATION	DEPTH**** FT	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	SPV.0060.01 INLET COVERS TYPE H-D EACH	611.0642 INLET COVERS TYPE MS EACH	611.0666 INLET COVERS TYPE Z EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.2010 MANHOLES 10-FT DIAMETER EACH	611.3003 INLETS 3-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	REMARKS
46D	219+91.60	17.50' RT	800.57	795.76	3.98	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	1	
47	218+87.52	6.00' LT	801.06	792.63	7.44	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	
47A	218+79.41	22.51' LT	801.44	793.24	7.17	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	
48	218+87.47	35.38' RT	800.72	792.46	7.27	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
48A	218+60.99	35.71' RT	800.56	796.21	3.52	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
48B	218+96.64	35.27' RT	800.52	796.04	3.65	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	1	
49	218+87.44	52.89' RT	800.87	792.39	7.49	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
50	222+34.27	83.40' LT	803.44	797.10	5.29	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
51	226+09.95	100.56' LT	803.91	799.50	3.34	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
60	227+10.00	6.00' LT	802.02	797.92	3.11	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
60A	227+00.00	17.50' LT	801.81	798.13	2.85	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
60B	227+10.00	17.50' LT	801.82	798.03	2.96	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
60C	227+00.00	17.50' RT	801.81	798.25	2.73	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
60D	227+10.00	17.50' RT	801.82	798.15	2.84	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
61	231+85.26	6.00' LT	801.07	795.49	4.59	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	
61A	231+95.26	17.50' LT	800.87	796.61	3.43	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
61B	231+85.25	17.50' LT	800.88	796.71	3.26	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
62	231+85.27	25.50' RT	800.72	796.43	3.46	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1	
62A	231+95.26	25.50' RT	800.71	795.33	4.63	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
					SUBTOTAL	8	0	0	9	2	0	0	6	1	1	0	0	0	0	1	10	0	19	
					TOTAL 0010	43	1	2	63	6	1	3	16	10	5	5	7	1	4	33	37	1	119	

*ALL STATIONS AND OFFSETS ARE FROM STH 22 R/L AND ARE TO CENTER OF STRUCTURE

**RIM ELEVATIONS ARE AT THE INLET COVER FLANGE LOCATION AT CURB WITHIN CURB LINES. RIM ELEVATIONS ARE GIVEN AT CENTER OF STRUCTURE FOR ALL OTHER STRUCTURES.

***FOR STRUCTURES THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE

****DEPTH = RIM ELEV - INVERT ELEV - COVER HEIGHT - ADJUSTMENT RING HEIGHT + LOWEST PIPE THICKNESS

*****COVER HEIGHTS ARE AS FOLLOWS: MANHOLE COVERS: J-SPECIAL = 9 INCHES, L = 4 INCHES INLET COVERS: TYPE C = 9 INCHES, TYPE H = 6 INCHES, TYPE H-D = 6 INCHES, TYPE MS = 0 INCHES, TYPE Z = 7 INCHES

SIDEWALK ITEMS (CATEGORY 0010)

	STATION	TO	STATION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
STH 22							
	184+00	-	190+00	---	2,670	---	---
	190+00	-	196+00	77	3,250	---	---
	196+00	-	202+00	145	4,680	---	---
	202+00	-	207+50	21	4,510	---	---
	207+50	-	212+00	41	3,900	---	---
	212+00	-	218+00	---	4,710	---	---
	218+00	-	224+00	---	4,330	---	---
	224+00	-	230+00	---	4,340	---	---
	230+00	-	234+00	---	810	---	---
BIRCH AVE							
	71+00	-	71+50	---	420	---	---
S GARDEN AVE							
	83+46	-	83+89	---	---	---	---
E 1ST ST							
	91+07	-	91+17	---	---	---	---
S MCKENZIE ST							
	0+39	-	0+49	---	55	---	---
W PINE ST							
	2+50	-	2+94	---	440	---	---
W CEDAR ST							
	1+34	-	2+02	---	320	---	---
			TOTAL 0010	284	34,435	0	0

SIDEWALK ITEMS (CATEGORY 0040)

	STATION	TO	STATION	601.0600 CONCRETE CURB PEDESTRIAN LF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
STH 22							
	184+00	-	190+00	15	1,300	20	36
	190+00	-	196+00	50	1,750	80	41
	196+00	-	202+00	24	590	40	---
	202+00	-	207+50	---	935	80	---
	207+50	-	212+00	9	580	50	18
	212+00	-	218+00	10	590	50	28
	218+00	-	224+00	14	915	80	---
	224+00	-	230+00	45	770	60	---
	83+46	-	83+89	---	30	---	---
E 1ST ST							
	91+07	-	91+17	---	52	---	---
			TOTAL 0040	167	7,512	460	123
			PROJECT TOTAL	451	41,947	460	123

CONCRETE STEPS ITEMS

	STATION	LOCATION (LT/RT)	513.2001 RAILING PIPE LF	602.1500 CONCRETE STEPS SF	* NUMBER OF RISERS
STH 22					
	193+84	RT	3	20	4
	199+95	LT	---	12	2
	200+83	LT	3	20	4
	208+05	RT	---	15	2
	231+01	LT	---	12	2
		TOTAL 0010	6	79	

* ESTIMATED FOR INFORMATION ONLY, EXACT NUMBER TO BE DETERMINED BY THE ENGINEER.

CONCRETE SURFACE DRAIN ITEMS

	STATION	LOCATION (LT/RT)	602.3010 CONCRETE SURFACE DRAINS CY	645.0130 GEOTEXTILE TYPE R SY
STH 22				
	176+15	RT	1.4	12
	232+50	RT	1.6	15
		TOTAL 0010	3.0	27

UNDERDRAIN ITEMS

	STATION	SIDE	612.0204 PIPE UNDERDRAIN UNPERFORATED 4-INCH LF	612.0406 PIPE UNDERDRAIN WRAPPED 6-INCH LF	612.0700 DRAIN TILE EXPLORARATION LF	* SPV.0060.04 SPECIAL (04. RECONNECT STORM SEWER LATERAL) EACH
STH 22						
	187+37	LT	---	20	---	---
	187+95	LT	---	20	---	---
	191+11	LT	---	20	---	---
	191+11	RT	---	20	---	---
	191+25	RT	---	20	---	---
	191+59	LT	---	20	---	---
	191+86	LT	---	20	---	---
	191+94	RT	---	20	---	---
	192+88	LT	---	20	---	---
	194+59	RT	---	20	---	---
	195+12	RT	---	20	---	---
	197+36	RT	---	20	---	---
	197+72	RT	---	20	---	---
	203+26	RT	---	20	---	---
	203+57	RT	---	20	---	---
	206+42	RT	---	20	---	---
	206+66	RT	---	20	---	---
	208+44	RT	---	20	---	---
	209+34	RT	---	20	---	---
	209+72	RT	---	20	---	---
	212+30	RT	---	20	---	---
	213+86	LT	---	20	---	---
	241+33	LT	---	20	---	---
	214+97	LT	---	20	---	---
	214+97	RT	---	20	---	---
	218+61	RT	---	20	---	---
	218+97	RT	---	20	---	---
	219+92	LT	---	20	---	---
	220+03	RT	---	20	---	---
	222+56	LT	---	20	---	---
	225+38	RT	---	20	---	---
	225+80	RT	---	20	---	---
	225+96	LT	---	20	---	---
	226+34	LT	---	20	---	---
	227+00	LT	---	20	---	---
	227+00	RT	---	20	---	---
	231+95	LT	---	20	---	---
	231+95	RT	---	20	---	---
UNDISTRIBUTED**			50	120	50	4
TOTAL 0010			50	880	50	4

* QUANTITIES SHOWN ELSEWHERE, SEE STORM SEWER PIPES QUANTITY TABLE

**UNDISTRIBUTED ITEMS TO BE USED FOR CONNECTIONS TO SUMP PIPES ENCOUNTERED DURING CONSTRUCTION

WATER

	USE	624.0100 WATER MGAL
STH 22		
	EXCAVATION/DUST CONTROL	77
	BASE AGGREGATE COMPACTION	253
	TOTAL 0010	330

3

3

EROSION CONTROL ITEMS

	STATION	TO	STATION	606.0200 RIPRAP MEDIUM CY	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	628.7560 TRACKING PADS EACH	628.7570 ROCK BAGS EACH	645.0120 GEOTEXTILE TYPE HR SY	999.2100.S INSTALLING AND MAINTAINING CLIMBING TURTLE EXLUSION FENCE LF
STH 22																				
	175+00	-	178+00	6	---	180	90	---	---	---	250	---	---	---	18	10	1	12	33	---
	178+00	-	184+00	---	---	290	150	---	---	---	230	---	---	---	27	7	---	---	---	---
	184+00	-	190+00	5	---	60	30	---	---	1,290	140	5	---	4	18	7	---	---	22	---
	190+00	-	196+00	---	---	---	---	---	---	1,070	---	11	---	11	---	---	---	---	---	---
	196+00	-	202+00	---	---	---	---	---	---	1,240	---	6	---	6	---	---	---	---	---	---
	202+00	-	207+50	---	---	---	---	---	---	860	---	8	---	8	---	---	---	---	---	---
	207+50	-	212+00	---	---	---	---	---	---	860	---	7	1	9	---	---	1	---	---	---
	212+00	-	218+00	---	---	40	20	---	---	980	---	12	---	11	---	---	---	---	---	---
	218+00	-	224+00	---	---	---	---	---	---	1,160	---	8	---	9	---	---	---	---	---	---
	224+00	-	230+00	---	---	---	---	---	---	1,340	---	8	---	8	---	---	---	---	---	---
	230+00	-	234+00	39	---	290	150	---	---	990	---	4	---	4	---	9	1	24	160	330
FINNEGAN LAKE RD											---									
	12+85	-	11+50	---	---	160	80	---	---	---	---	---	---	---	18	---	1	---	---	---
			SUBTOTAL	50		1,020	520			9,790	620	69	1	70	81	33	4	36	215	330
UNDISTRIBUTED																				
				13	50	260	130	10	8	2,450	160	18	1	18	21	9	1	9	54	---
			TOTAL 0010	63	50	1,280	650	10	8	12,240	780	87	2	88	102	42	5	45	269	330

RESTORATION ITEMS

	STATION	TO	STATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL
STH 22											
	175+00	-	178+00	1,620	1,670	1.3	22	6	27	---	57
	178+00	-	184+00	1,840	1,840	1.6	110	1	33	---	29
	184+00	-	190+00	2,370	990	1.7	120	---	35	---	29
	190+00	-	196+00	1,050	---	0.7	48	---	15	---	12
	196+00	-	202+00	1,260	---	0.8	57	---	17	---	15
	202+00	-	207+50	830	---	0.6	38	---	12	---	10
	207+50	-	212+00	760	---	0.5	34	---	11	---	9
	212+00	-	218+00	980	---	0.7	45	---	14	---	12
	218+00	-	224+00	1,130	---	0.8	51	---	16	---	13
	224+00	-	230+00	1,310	---	0.9	59	---	18	---	15
	230+00	-	234+00	1,070	---	0.7	19	3	15	---	28
FINNEGAN LAKE RD											
	12+85	-	11+50	290	205	0.3	18	---	6	---	5
WASTE SITE											
				---	15,800	10.0	---	---	---	360	360
			SUBTOTAL	14,510	20,505	20.6	621	10	219	360	594
UNDISTRIBUTED											
				1,460	5,127	6	160	3	55	90	150
			TOTAL 0010	15,970	25,632	26.6	781	13	274	450	744

* DO NOT PLACE FERTILIZER WITHIN 20 FEET OF A WATER BODY OR WETLAND

FIELD OFFICE

LOCATION	642.5201 FIELD OFFICE TYPE C EACH
9180-35-71	1
TOTAL 0010	1

TRAFFIC CONTROL ITEMS

	STATION	TO	STATION	* ESTIMATED DURATION (CALENDAR DAYS)	* 643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	* 643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	** 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	* 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	** 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	* 643.0900 TRAFFIC CONTROL SIGNS EACH	** 643.0900 TRAFFIC CONTROL SIGNS DAY
STH 22				210								
	170+00	-	207+50		---	---	27	5,670	54	11,340	36	7,560
	207+50	-	240+00		---	---	20	4,200	40	8,400	33	6,930
UNDISTRIBUTED***												
					---	10,000	---	990	---	1,980	---	1,450
			TOTAL 0010			10,000		10,860		21,720		15,940

*FOR INFORMATION ONLY

**SEE ADDITIONAL QUANTITIES IN THE TEMPORARY PEDESTRIAN ACCOMMODATIONS TABLE AND/OR THE DETOUR TABLE.

*** TO BE UTILIZED THROUGHOUT WORK AREA FOR PROTECTION OF HAZARDS/DROPOFFS AND MODIFICATIONS TO CONSTRUCTION SEQUENCING

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1	STH 22, W. OF FINNEGAN LAKE RD	S1-1	---	---	---	---	1	1	---	1	INCLUDES S16-9P, R2-6P
2	FINNEGAN LAKE RD	R2-1	24" X 30"	5.00	---	1	---	---	---	---	
2A	"	R2-1	24" X 30"	5.00	---	1	---	---	---	---	
3	"	R1-1	---	---	---	1	---	1	---	1	
4	STH 22, W. OF FINNEGAN LAKE RD	R2-1	24" X 30"	5.00	---	---	1	---	---	---	
5	"	S5-2	---	---	---	---	---	1	---	---	MOUNT BELOW SIGN 4
6	STH 22, E. OF FINNEGAN LAKE RD	S4-51	---	---	---	---	1	1	---	1	
7	"	W14-3	---	---	---	1	---	1	---	1	
8	"	W1-2R	---	---	---	1	---	1	---	1	
9A	HIGHSCHOOL DRIVEWAY	R9-3A	24" X 24"	4.00	---	---	1	---	---	---	
9	HARDING AVE	R1-1	---	---	---	1	---	1	---	1	
10	STH 22, E. OF HARDING AVE	S1-1	36" X 36"	---	6.75	---	1	---	---	---	
11	"	S16-7L	30" X 18"	3.75	---	---	---	---	---	---	MOUNT BELOW SIGN 10
12	"	S1-1	36" X 36"	---	6.75	---	1	---	---	---	
13	"	S16-7L	30" X 18"	3.75	---	---	---	---	---	---	MOUNT BELOW SIGN 12
14	ELM AVE	R1-1	---	---	---	1	---	1	---	1	
15	"	R1-1	---	---	---	1	---	1	---	1	
16	STH 22, E. OF ELM AVE	S1-1	---	---	---	---	1	1	---	1	INCLUDES S16-7L
17	"	S1-1	---	---	---	---	1	1	---	1	INCLUDES S16-7L
18	"	R2-1	---	---	---	---	1	1	---	1	INCLUDES S5-2
19	"	S4-51	---	---	---	---	1	1	---	1	
20	OAK AVE	R1-1	---	---	---	1	---	1	---	---	
21	STH 22, W. OF BIRCH AVE	S1-1	---	---	---	---	1	1	---	1	INCLUDES S16-9P, R2-6P
22	BIRCH AVE	R1-1	---	---	---	1	---	1	---	1	
22A	"	R9-3A	24" X 24"	4.00	---	---	1	---	---	---	
22B	"	R9-3BL	18" X 12"	1.50	---	---	---	---	---	---	MOUNT BELOW SIGN 22A
23	STH 22, E. OF BIRCH AVE	R2-1	---	---	---	1	---	1	---	1	
24	"	J1-1	---	---	---	1	---	1	---	1	
25	GARDEN ST	R1-1	---	---	---	1	---	1	---	1	
26	1ST ST	R1-1	---	---	---	1	---	1	---	1	
27	STH 22, W. OF MCKENZIE ST	J2-1	---	---	---	---	---	---	1	1	
28	"	R2-1	---	---	---	1	---	1	---	1	
29	"	J4-1	---	---	---	1	---	1	---	---	
30	MCKENZIE ST	R1-1	---	---	---	1	---	1	---	1	
30A	"	R9-3A	24" X 24"	4.00	---	---	1	---	---	---	
31	STH 22/CTH BBINTERSECTION	J13-2	---	---	---	1	---	1	---	---	
32	"	R4-7	---	---	---	---	---	---	1	1	
33	"	R4-7	---	---	---	---	---	---	1	1	
34	"	R1-1	---	---	---	1	---	1	---	1	
35	"	R1-1	---	---	---	1	---	1	---	1	
	PAGE SUBTOTALS			36.00	13.50	20	13	26	3	25	

ALL ITEMS CATEGORY 0010 UNLESS NOTED

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE TYPE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
36	STH 22/CTH BBINTERSECTION	W12-1D	24" X 24"	---	4.00	1	---	---	---	---	
37	"	R4-7	18" X 24"	3.00	---	---	---	---	---	---	MOUNT TO BACK OF SIGN 37A
37A	"	R1-1	36" X 36"	7.46	---	1	---	---	---	---	
37B		R4-7	24" X 30"	5.00	---	1	---	---	---	---	
38	"	J3-2	---	---	---	1	---	1	---	1	
38A	"	R1-1	---	---	---	---	1	1	---	1	INCLUDES R1-51
39	"	J3-2	---	---	---	1	---	1	---	1	
40	"	R3-8LR	36" X 30"	7.50	---	1	---	---	---	---	
41	"	J2-1	---	---	---	1	---	1	---	1	
42	RAILROAD ST	R1-1	---	---	---	1	---	1	---	1	
43	STH 22, N. OF RAILROAD ST	J4-1	---	---	---	1	---	1	---	1	
44	PARK ST	R1-1	---	---	---	1	---	1	---	1	
45	STH 22, N. OF PARK ST	R2-1	---	---	---	1	---	1	---	1	
46	PARK ST	J1-1	---	---	---	1	---	1	---	1	
47	STH 22, N. OF PARK ST	J1-1	---	---	---	1	---	1	---	1	
48	WASHINGTON ST	R1-1	---	---	---	1	---	1	---	1	
49	STH 22, N. OF WASHINGTON ST	R2-1	---	---	---	1	---	1	---	1	
50	PINE ST	R1-1	---	---	---	1	---	1	---	1	
50A	"	R9-3A	24" X 24"	4.00	---	---	1	---	---	---	
50B	"	R9-3BR	18" X 12"	1.50	---	---	---	---	---	---	MOUNT BELOW SIGN 50A
51	STH 22, N. OF PINE ST	J1-1	---	---	---	1	---	1	---	1	
52	"	R1-1	---	---	---	1	---	1	---	1	
53	CEDAR ST	R1-1	---	---	---	1	---	1	---	1	
54	"	R1-1	---	---	---	1	---	1	---	1	
54A	"	R9-3A	24" X 24"	4.00	---	---	1	---	---	---	
54B	"	R9-3BL	18" X 12"	1.50	---	---	---	---	---	---	MOUNT BELOW SIGN 54A
55	STH 22, N. OF CEDAR ST	W14-3	---	---	---	1	---	1	---	1	
56	"	J2-3	---	---	---	---	2	1	---	2	
57	"	D1-3	---	---	---	---	2	1	---	2	
58	STH 22, S. OF STH 22/STH 32 INTERSECTION	R2-1	---	---	---	1	---	1	---	1	
59	"	J4-1	---	---	---	1	---	1	---	1	
60	"	J3-2	---	---	---	---	1	1	---	1	
	PAGE SUBTOTALS			33.96	4.00	23	8	23	0	25	
	PROJECT TOTALS			**69.96**	**17.50**	**43**	**21**	**49**	**3**	**50**	

ALL ITEMS CATEGORY 0010 UNLESS NOTED

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD **210** DAYS	643.0900 * SIGNS DAYS	643.0420 * BARRICADES TYPE III DAYS	643.0705 * WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 PORTABLE CHANGEABLE MESSAGE SIGN EACH	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 22/32, E. OF STH 22/STH 32 SPLIT, PLACE 1500' E. OF STH 22/STH 32 INTERSECTION	M 1-6	24"X24"	1	210	210							22
	"	W 20-2A	48"X48"	1	210	210							
2	STH 22/32, E. OF STH 22/STH 32 SPLIT, PLACE 1000' E. OF STH 22/STH 32 INTERSECTION	FMS	78"X48"	1					26				SEE SIGN DETAIL SHEET
3	STH 22/32, E. OF STH 22/STH 32 SPLIT, MODIFY EXISTING J2-2 SIGN AS SHOWN	MO 4-8	24"X12"	1	210	210							
	"	MO 5-2R	21"X21"	1	210	210							
4	STH 22/32, E. OF STH 22/STH 32 SPLIT, COVER EXISTING D1-3 SIGN AS SHOWN										1	1	COVER "AHEAD SHAWANO"
5	STH 22/32, E. OF STH 22/STH 32, SPLIT, PLACE 250' E. OF STH 22/STH 32 INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 6-2	21"X21"	1	210	210							TILT RIGHT
6	STH 22, AT STH 22/STH 32 SPLIT, PLACE IN GORE AREA	R 11-3	60"X30"	1	210	210	210	420					1/4 MILES AHEAD
	"	M 4-9R	30"X24"	1	210	210							
7	STH 22, AT STH 22/STH 32 SPLIT, MODIFY EXISTING J3-1 SIGN AS SHOWN	MO 4-8	24"X12"	1	210	210							
	"	MO 6-2	21"X21"	1	210	210							TILT RIGHT
8	STH 22, AT STH 22/STH 32 SPLIT, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
9	STH 22, W. OF STH 32, COVER EXISTING J2-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
10	STH 22, W. OF STH 32, COVER EXISTING J3-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
11	STH 22, S. OF STH 32, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
12	STH 22, S. OF STH 32, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
13	STH 22, AT STH 32, COVER EXISTING J3-3 SIGN AS SHOWN										1	1	COVER "SOUTH 22 AHEAD"
14	STH 32, N. OF STH 22, COVER EXISTING D1-3 SIGN AS SHOWN										1	1	COVER "AHEAD SHAWANO"
15	STH 32, N. OF STH 22, COVER EXISTING J2-3 SIGN AS SHOWN										1	1	COVER "SOUTH 22 AHEAD"
16	STH 32, N. OF STH 22, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	210	210							
17	STH 32, S. OF CTH H, PLACE 500' S. OF CTH H INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 5-1L	21"X21"	1	210	210							
18	STH 32, S. OF CTH H, PLACE 250' S. OF CTH H INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-1	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
19	STH 32, AT CTH H, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH H INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 6-1	21"X21"	1	210	210							LEFT
20	STH 32, AT CTH H, PLACE IN SW QUADRANT OF CTH H INTERSECTION ON RIGHT SHOULDER	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	R 11-3	60"X30"	1	210	210	210	420					1 MILE AHEAD
	"	M 4-9R	30"X24"	1	210	210							
21	STH 32, AT CTH H, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH H INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 6-1	21"X21"	1	210	210							RIGHT
	PAGE SUBTOTALS			35		6,720	420	840	26	14		7	

*SEE TEMPORARY PEDESTRIAN ACCOMMODATIONS TABLE AND/OR TRAFFIC CONTROL ITEMS TABLE FOR ADDITIONAL QUANTITIES.

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

ALL ITEMS CATEGORY 0010 UNLESS NOTED

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD **210** DAYS	643.0900 * SIGNS DAYS	643.0420 * BARRICADES TYPE III DAYS	643.0705 * WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 PORTABLE CHANGEABLE MESSAGE SIGN EACH	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
22	STH 32, N. OF CTH H, PLACE 500' N. OF CTH H INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 5-1R	21"X21"	1	210	210							
23	STH 32, N. OF CTH H, PLACE 1000' N. OF CTH H INTERSECTION	FMS	78"X48"	1					26				SEE SIGN DETAIL SHEET
24	STH 32, N. OF CTH H, PLACE 1500' N. OF CTH H INTERSECTION	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	W 20-2A	48"X48"	1	210	210							
25	CTH H, AT STH 32, PLACE RIGHT OF EXISTING J13-1 SIGN AT STH 32 INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 6-1	21"X21"	1	210	210							RIGHT
26	CTH H, W. OF STH 32, PLACE 250' W. OF STH 32 INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
27	CTH H, W. OF STH 32, PLACE 500' W. OF STH 32 INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-1	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 5-1R	21"X21"	1	210	210							
28	CTH H, E. OF CTH V, PLACE 150' E. OF CTH V INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 6-1	21"X21"	1	210	210							AHEAD
29	CTH H, W. OF CTH V, PLACE 150' W. OF CTH V INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-1	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 6-1	21"X21"	1	210	210							AHEAD
30	CTH H, E. OF CTH R, PLACE 500' E. OF CTH R INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 5-1L	21"X21"	1	210	210							
31	CTH H, E. OF CTH R, PLACE 250' E. OF CTH R INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-1	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
32	CTH H, AT CTH R, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH R INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 6-1	21"X21"	1	210	210							LEFT
	PAGE SUBTOTALS			38		7,770	0	0	26	0		0	

*SEE TEMPORARY PEDESTRIAN ACCOMMODATIONS TABLE AND/OR TRAFFIC CONTROL ITEMS TABLE FOR ADDITIONAL QUANTITIES.

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

ALL ITEMS CATEGORY 0010 UNLESS NOTED

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD **210** DAYS	643.0900 * SIGNS DAYS	643.0420 * BARRICADES TYPE III DAYS	643.0705 * WARNING LIGHTS TYPE A DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 PORTABLE CHANGEABLE MESSAGE SIGN EACH	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
33	CTH R, AT CTH H, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH H INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-1	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 6-1	21"X21"	1	210	210							RIGHT
34	CTH R, S. OF CTH H, PLACE 250' S. OF CTH H INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
35	CTH R, S. OF CTH H, PLACE 500' S. OF CTH H INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-1	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 5-1R	21"X21"	1	210	210							
36	CTH R, N. OF CTH VV, PLACE 150' N. OF CTH VV INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-3	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 6-1	21"X21"	1	210	210							AHEAD
37	CTH R, S. OF CTH VV, PLACE 150' S. OF CTH VV INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-1	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 6-1	21"X21"	1	210	210							AHEAD
38	CTH R, N. OF STH 22, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	210	210							
39	CTH R, N. OF STH 22, PLACE 250' N. OF STH 22 INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-1	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							AHEAD
40	CTH R, AT STH 22, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	210	210							RIGHT
41	STH 22, AT CTH R, PLACE RIGHT OF EXISTING J13-2 SIGN AT CTH R INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-1	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 6-1	21"X21"	1	210	210							LEFT
42	STH 22, S. OF CTH R, PLACE 500' S. OF CTH R INTERSECTION	MO 4-8	24"X12"	1	210	210							
	"	M 3-1	24"X12"	1	210	210							
	"	M 1-6	24"X24"	1	210	210							22
	"	MO 5-1L	21"X21"	1	210	210							
43	STH 22, S. OF CTH R, PLACE 1000' S. OF CTH R INTERSECTION	FMS	78"X48"	1					26				SEE SIGN DETAIL SHEET
44	STH 22, S. OF CTH R, PLACE 1500' S. OF CTH R INTERSECTION	W 20-2A	48"X48"	1	210	210							
45	STH 22, AT CTH R, PLACE IN SE QUADRANT OF INTERSECTION ON RIGHT SHOULDER	R 11-3	60"X30"	1	210	210	210	420					9 MILES AHEAD
	"	M 4-9L	30"X24"	1	210	210							
46	STH 22, N. OF CTH R, COVER EXISTING J4-1 SIGN AS SHOWN										1	1	COVER ENTIRE SIGN
47	STH 22, AT CTH V, PLACE IN SE QUADRANT OF INTERSECTION ON RIGHT SHOULDER	R 11-3	60"X30"	1	210	210	210	420					7 MILES AHEAD
48	STH 22, AT CTH C, PLACE IN SE QUADRANT OF INTERSECTION ON RIGHT SHOULDER	R 11-3	60"X30"	1	210	210	210	420					4 1/2 MILES AHEAD
49	STH 22, AT CTH P, PLACE IN SE QUADRANT OF INTERSECTION ON RIGHT SHOULDER	R 11-3	60"X30"	1	210	210	210	420					3 MILES AHEAD
50	STH 22, AT CTH U, PLACE IN SE QUADRANT OF INTERSECTION ON RIGHT SHOULDER	R 11-3	60"X30"	1	210	210	210	420					1 1/2 MILES AHEAD
51	STH 22, S. OF PROJECT LIMITS, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1						7			PLACE IN ADVANCE OF CLOSURE
	PAGE SUBTOTALS			41		8,190	1,050	2,100	26	7		1	
	DETOUR TOTALS			**114**		**22,680**	**1,470**	**2,940**	**78**	**21**		**8**	

*SEE TEMPORARY PEDESTRIAN ACCOMMODATIONS TABLE AND/OR TRAFFIC CONTROL ITEMS TABLE FOR ADDITIONAL QUANTITIES.

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

ALL ITEMS CATEGORY 0010 UNLESS NOTED

TEMPORARY PEDESTRIAN ITEMS

				*	*	**			*				*	
					643.0900		643.3350	644.1410	644.1601		644.1605	644.1810	644.1900.S	
STATION	TO	STATION		ESTIMATED DURATION (CALENDAR DAYS)	TRAFFIC CONTROL SIGNS EACH	DAY	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	TEMPORARY PEDESTRIAN CURB RAMP EACH	DAY	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	TEMPORARY PEDESTRIAN BARRICADE LF	TEMPORARY AUDIBLE MESSAGE DEVICE EACH	DAY
STAGE 1A				140										
184+00	-	189+25			---	---	---	25	---	---	---	370	---	---
189+25	-	194+00			1	140	---	210	---	---	30	595	2	280
194+00	-	199+75			---	---	---	325	---	---	---	510	---	---
199+75	-	205+00			---	---	---	320	---	---	---	485	---	---
205+00	-	210+25			---	---	---	55	---	---	---	550	---	---
210+25	-	215+50			4	560	180	420	2	280	40	640	4	560
215+50	-	221+00			---	---	---	150	---	---	---	455	---	---
221+00	-	226+75			18	2,520	245	450	6	840	80	900	4	560
226+75	-	231+25			---	---	---	---	---	---	---	335	---	---
231+25	-	236+50			---	---	---	---	---	---	---	---	---	---
		SUBTOTAL				3,220	425	1,955		1,120	150	4,840		1,400
STAGE 1B				25										
184+00	-	189+25			---	---	---	---	---	---	---	---	---	---
189+25	-	194+00			1	25	225	35	---	---	30	250	2	50
194+00	-	199+75			---	---	---	---	---	---	---	---	---	---
199+75	-	205+00			---	---	---	---	---	---	---	---	---	---
205+00	-	210+25			---	---	80	30	1	25	20	60	---	---
210+25	-	215+50			---	---	105	30	1	25	20	160	4	100
215+50	-	221+00			---	---	---	---	---	---	---	---	---	---
221+00	-	226+75			24	600	205	215	6	150	20	400	4	100
226+75	-	231+25			---	---	---	---	---	---	---	---	---	---
231+25	-	236+50			---	---	---	---	---	---	---	---	---	---
		SUBTOTAL				625	615	310		200	90	870		250
STAGE 2A				25										
184+00	-	189+25			4	100	420	---	---	---	---	455	2	50
189+25	-	194+00			6	150	70	20	1	25	10	190	---	---
194+00	-	199+75			20	500	285	165	6	150	60	235	4	100
199+75	-	205+00			12	300	90	125	4	100	40	160	2	50
205+00	-	210+25			2	50	145	100	1	25	20	105	2	50
210+25	-	215+50			---	---	155	65	1	25	20	120	2	50
215+50	-	221+00			1	25	85	45	---	---	10	110	2	50
221+00	-	226+75			---	---	---	---	---	---	---	105	---	---
226+75	-	231+25			---	---	---	---	---	---	---	---	---	---
231+25	-	236+50			---	---	---	---	---	---	---	---	---	---
		SUBTOTAL				1,125	1,250	520		325	160	1,480		350

TEMPORARY PEDESTRIAN ITEMS (CONTINUED)

				*	*	**			*				*	
					643.0900		643.3350	644.1410	644.1601		644.1605	644.1810	644.1900.S	
STATION	TO	STATION		ESTIMATED DURATION (CALENDAR DAYS)	TRAFFIC CONTROL SIGNS EACH	DAY	TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	TEMPORARY PEDESTRIAN CURB RAMP EACH	DAY	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	TEMPORARY PEDESTRIAN BARRICADE LF	TEMPORARY AUDIBLE MESSAGE DEVICE EACH	DAY
STAGE 2B				10										
184+00	-	189+25			---	---	75	---	---	---	---	85	---	---
189+25	-	194+00			7	70	165	50	1	10	10	35	---	---
194+00	-	199+75			9	90	160	---	2	20	---	170	4	40
199+75	-	205+00			12	120	220	25	5	50	10	265	2	20
205+00	-	210+25			9	90	375	140	6	60	60	330	---	---
210+25	-	215+50			1	10	80	---	---	---	---	40	---	---
215+50	-	221+00			4	40	375	55	2	20	20	245	---	---
221+00	-	226+75			---	---	---	---	---	---	---	---	---	---
226+75	-	231+25			---	---	---	---	---	---	---	---	---	---
231+25	-	236+50			---	---	---	---	---	---	---	---	---	---
		SUBTOTAL				420	1,450	270		160	100	1,170		60
STAGE 2C				5										
184+00	-	189+25			---	---	---	---	---	---	---	---	---	---
189+25	-	194+00			---	---	---	---	---	---	---	---	2	10
194+00	-	199+75			---	---	---	---	---	---	---	---	2	10
199+75	-	205+00			2	10	---	---	---	---	---	---	4	20
205+00	-	210+25			---	---	---	---	---	---	---	---	2	10
210+25	-	215+50			---	---	---	---	---	---	---	---	---	---
215+50	-	221+00			---	---	---	---	---	---	---	---	---	---
221+00	-	226+75			---	---	---	---	---	---	---	---	---	---
226+75	-	231+25			---	---	---	---	---	---	---	---	---	---
231+25	-	236+50			---	---	---	---	---	---	---	---	---	---
		SUBTOTAL				10	---	---		---	---	---		50
UNDISTRIBUTED***					---	540	380	310		190	50	840		220
		TOTAL 0010				5,940	4,120	3,365		1,995	550	9,200		2,330

*FOR INFORMATION ONLY

**SEE ADDITIONAL QUANTITIES IN THE TRAFFIC CONTROL TABLE AND DETOUR ITEMS TABLE

***TO BE USED AS NEEDED FOR PEDESTRIAN PROTECTION IN THE EVENT OF MODIFICATIONS TO CONSTRUCTION SEQUENCING

GEOTEXTILE TYPE SAS

LOCATION			645.0140 GEOTEXTILE TYPE SAS SY
STH 22			
	EBS LOCATIONS		4,740
	TOTAL 0010		4,740

PAVEMENT MARKING ITEMS

				646.2040		646.4040	646.5020	646.5120	646.6120	646.7120	646.7420	646.8120	646.8220	648.0100
				MARKING LINE GROOVED WET REF EPOXY 6-INCH		MARKING LINE GROOVED WET REF EPOXY 10-INCH	MARKING ARROW EPOXY	MARKING WORD EPOXY	MARKING STOP LINE EPOXY 18-INCH	MARKING DIAGONAL EPOXY 12-INCH	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	MARKING CURB EPOXY	MARKING ISLAND NOSE EPOXY	LOCATING NO-PASSING ZONES
				(WHITE)	(YELLOW)	(WHITE)	(WHITE)	(WHITE)	(WHITE)	(YELLOW)	(WHITE)	(YELLOW)	(YELLOW)	
STATION	TO	STATION		LF	LF	LF	EACH	EACH	LF	LF	LF	LF	EACH	MI
STH 22														
175+00	-	178+00		625	600	125	2	---	30	---	---	---	---	0.16
178+00	-	184+00		1,145	600	---	---	---	---	---	---	---	---	0.12
184+00	-	190+00		925	150	---	---	---	36	---	206	---	---	0.12
190+00	-	196+00		885	150	---	---	---	---	---	341	---	---	0.12
196+00	-	202+00		1,120	565	---	---	---	---	---	81	---	---	0.12
202+00	-	207+50		905	1,100	---	---	---	---	---	236	---	---	0.11
207+50	-	212+00		625	1,440	179	7	3	47	37	213	59	2	0.09
212+00	-	218+00		1,000	415	---	---	---	---	---	185	---	---	0.12
218+00	-	224+00		1,030	150	---	---	---	---	---	167	---	---	0.12
224+00	-	230+00		1,025	455	---	---	---	---	---	182	---	---	0.12
230+00	-	234+00		500	240	126	2	---	---	---	---	---	---	0.18
		SUBTOTAL		9,785	5,865	430	11	3	113	37	1,611	59	2	1.38
		TOTAL 0010		15,650		430	11	3	113	37	1,611	59	2	1.38

3

STAKING ITEMS (PROJECT)

PROJECT	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (01. 9180-35-71) EACH
9180-35-71	
	1
TOTAL 0010	1

STAKING STRUCTURE

STRUCTURE	650.6501.01 CONSTRUCTION STAKING STRUCTURE LAYOUT (01. C-42-25) EACH
C-42-25	
	1
TOTAL 0030	1

STAKING ITEMS (PROJECT)

PROJECT	650.9500.01 CONSTRUCTION STAKING SIDEWALK (01. 9180-35-71) EACH
9180-35-71	
	0.8
TOTAL 0010	0.8
9180-35-71	
	0.2
TOTAL 0040	0.2
PROJECT TOTAL	1

CONST STAKING CURBRAMPS

	STATION	TO	STATION	STATION	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
STH 22					
	184+00	-	190+00	190+00	4
	190+00	-	196+00	196+00	8
	196+00	-	202+00	202+00	3
	202+00	-	207+50	207+50	6
	207+50	-	212+00	212+00	5
	212+00	-	218+00	218+00	5
	218+00	-	224+00	224+00	6
	224+00	-	230+00	230+00	5
				TOTAL 0040	42

3

CONSTRUCTION STAKING

	STATION	TO	STATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
STH 22								
	175+00	-	178+00	449	219	140	230	449
	178+00	-	184+00	600	---	---	600	600
	184+00	-	190+00	600	---	---	600	600
	190+00	-	196+00	600	---	---	600	600
	196+00	-	202+00	600	---	---	600	600
	202+00	-	207+50	550	---	---	550	600
	207+50	-	212+00	450	---	---	450	600
	212+00	-	218+00	600	---	---	600	600
	218+00	-	224+00	600	---	---	600	600
	224+00	-	230+00	600	---	---	600	600
	230+00	-	234+00	240	16	16	240	279
FINNEGAN LAKE RD								
	12+85	-	11+50	196	135	---	---	196
GILLETT HIGH SCHOOL								
	21+00	-	21+49	49	10	20	---	49
HARDING AVE								
	30+70	-	30+80	62	10	20	---	62
S ELM AVE								
	41+85	-	42.00	65	15	30	---	65
N ELM AVE								
	50+54	-	51+20	60	66	20	---	60
OAK AVE								
	62+00	-	62+10	43	10	20	---	43
BIRCH AVE								
	71+00	-	71+50	77	50	100	---	77
S GARDEN AVE								
	83+46	-	83+89	67	43	86	---	67
			SUBTOTAL	6,508	574	452	5,670	6,747

CONSTRUCTION STAKING (CONTINUED)

	STATION	TO	STATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
E 1ST ST								
	91+07	-	91+17	76	10	20	---	76
S MCKENZIE ST								
	0+39	-	0+49	70	10	20	---	70
E MAIN ST/CTH BB								
	100+18	-	101+12	94	---	---	94	94
E RAILROAD ST								
	0+60	-	0+70	49	10	20	---	49
E PARK ST								
	0+44	-	0+65	47	22	---	---	47
W PARK ST								
	2+75	-	3+08	71	33	66	---	71
E WASHINGTON ST								
	0+48	-	0+68	50	20	40	---	50
W PINE ST								
	2+50	-	2+94	70	44	88	---	70
E CEDAR ST								
	0+43	-	0+75	57	32	64	---	57
W CEDAR ST								
	1+34	-	2+02	93	68	136	---	93
			SUBTOTAL	677	249	454	94	677
			TOTAL 0010	7,185	823	906	5,764	7,424

3

REMOVING CONCRETE BASES

CATEGORY	LIGHTING BASE NO.		204.0195 REMOVING CONCRETE BASES EACH
0010	EX-LP1		1
		TOTAL 0010	1

LIGHTING - CONDUIT AND WIRE

CATEGORY	SYSTEM	CIRCUIT	LOCATION FROM	LOCATION TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	652.0700.S INSTALL CONDUIT INTO EXISTING ITEM EACH
0010	1	A/B	EX-LP2	LP1	67	67	1
				TOTAL 0010	67	67	1

LIGHTING - REMOVING CABLE

CATEGORY	LOCATION FROM	LOCATION TO	674.0300 REMOVE CABLE LF
0010	EX-LP2	EX-LP1	72
		TOTAL 0010	72

3

REMOVING LIGHT POLE ASSEMBLY

CATEGORY	LIGHTING BASE NO.		SPV.0060.03 REMOVING LIGHT POLE ASSEMBLY EACH
0010	EX-LP1		1
		TOTAL 0010	1

LIGHTING - LUMINAIRE ARMS AND POLES

CATEGORY	SYSTEM	LIGHTING UNIT	LOCATION STATION	LOCATION 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	657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH	COMMENTS
0010	1	LP1	208+40.6	34.6' RT	1	246	1	1	2	2	
				TOTAL 0010	1	246	1	1	2	2	

SAWING ITEMS

	STATION	TO	STATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
STH 22					
	175+00	-	178+00	180	---
	178+00	-	184+00	21	---
	184+00	-	190+00	32	30
	190+00	-	196+00	38	68
	196+00	-	202+00	122	108
	202+00	-	207+50	37	202
	207+50	-	212+00	165	103
	212+00	-	218+00	304	64
	218+00	-	224+00	43	285
	224+00	-	230+00	65	43
	230+00	-	234+00	84	53
FINNEGAN LAKE RD					
	12+85	-	11+50	22	---
HARDING AVE					
	30+70	-	30+80	28	---
S ELM AVE					
	41+85	-	42+00	33	---
N ELM AVE					
	50+54	-	51+20	27	---
OAK AVE					
	62+00	-	62+10	28	---
BIRCH AVE					
	71+00	-	71+50	30	---
S GARDEN AVE					
	83+46	-	83+89	33	---
			SUBTOTAL	1,292	956

SAWING ITEMS (CONTINUED)

	STATION	TO	STATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
E 1ST ST					
	91+07	-	9+17	28	---
S MCKENZIE ST					
	0+39	-	0+49	33	---
E RAILROAD ST					
	0+60	-	0+70	43	---
E PARK ST					
	0+44	-	0+65	28	---
W PARK ST					
	2+75	-	3+08	38	---
E WASHINGTON ST					
	0+48	-	0+68	30	---
W PINE ST					
	2+50	-	2+94	29	---
E CEDAR ST					
	0+43	-	0+75	37	---
W CEDAR ST					
	1+34	-	2+02	32	---
			SUBTOTAL	298	0
			TOTAL 0010	1,590	956

SEISMOGRAPH & CRACK AND DAMAGE SURVEYS

STATION	SIDE	LOCATION	999.1001.S SEISMOGRAPH EACH	999.1501.S CRACK AND DAMAGE SURVEY EACH
STH 22				
207+50	LT	101 W MAIN ST	1	1
		TOTAL 0010	1	1

CLEANING BOX CULVERT

LOCATION	SPV.0060.02 SPECIAL (02. CLEANING BOX CULVERT C-42-25) EACH
C-42-25	1
TOTAL 0030	1

CITY OF GILLETT UTILITY ITEMS

STATION	SPV.0060.05 SPECIAL (05. ADJUSTING SANITARY MANHOLE COVERS) EACH	SPV.0060.06 SPECIAL (06. SANITARY SEWER MANHOLE SEALS) EACH
STH 22		
186+00	1	1
188+55	1	1
191+93	1	1
195+11	1	1
197+58	1	1
200+67	1	1
203+26	1	1
203+62	1	1
207+26	1	1
208+03	1	1
209+31	1	1
210+90	1	1
214+20	1	1
216+34	1	1
218+79	1	1
222+44	1	1
225+62	1	1
226+18	1	1
228+77	1	1
231+39	1	1
TOTAL 0020	20	20

CONVENTIONAL SYMBOLS

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

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

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	●	○
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	◆	◇

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

PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

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

300 PROPOSED R/W POINTS
T200 PROPOSED TEMPORARY LIMITED EASEMENT POINT
78 PROPOSED PERMANENT LIMITED EASEMENT POINT

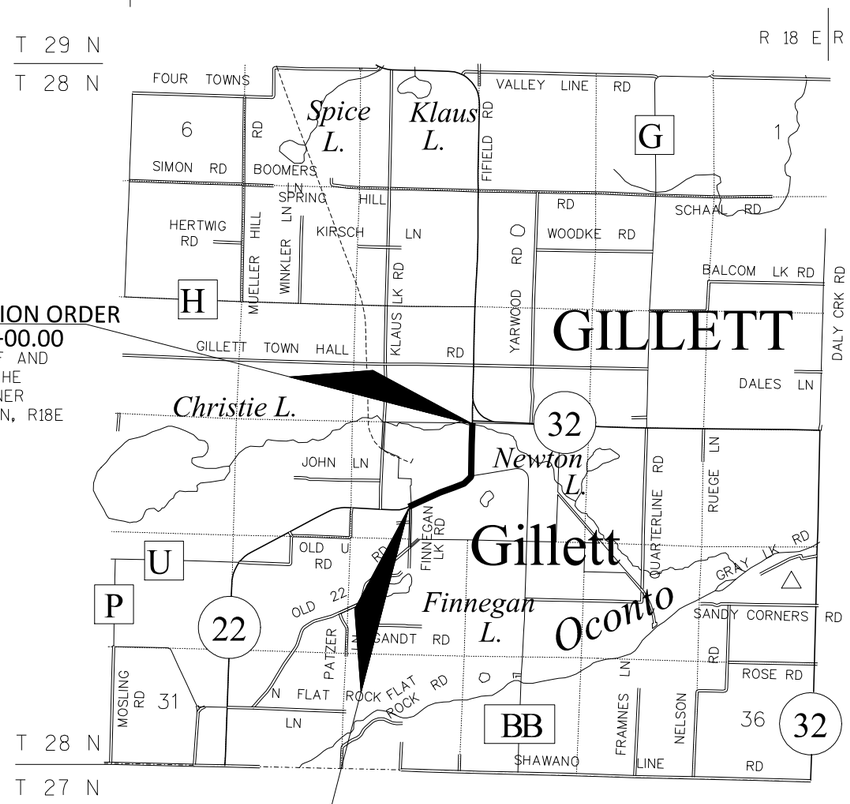
CONVENTIONAL ABBREVIATIONS

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

END RELOCATION ORDER
STATION 234+00.00
212.45' NORTH OF AND 5.20' EAST OF THE NORTHWEST CORNER SECTION 22, T28N, R18E
Y=182589.831
X=49608.417



BEGIN RELOCATION ORDER
STATION 176+00.00
1456.30 NORTH OF AND 75.68 EAST OF THE SOUTH 1/4 CORNER SECTION 21, T28N, R18E
Y=178,611.888
X=493718.871

LAYOUT
SCALE 0 1/2 MI 1 MI

TOTAL NET LENGTH OF CENTERLINE = 1.098 MI

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
9180-35-21		
FEDERAL PROJECT NUMBER / PROJECT ID	4.01	14

PLAT OF RIGHT OF WAY REQUIRED FOR

C. GILLETT, MAIN & McKENZIE STREETS
S CPL - N CPL

STH 22	OCONTO COUNTY

CONSTRUCTION PROJECT NUMBER
9180-35-71

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OCONTO 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 ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

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

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.

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.

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

N

ORIGINAL PLAT PREPARED BY

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com

WISCONSIN
DAVID A. YURK
S-2648
OSHKOSH WI
LAND SURVEYOR

DATE: 9-11-2023
David A. Yurk
LAND SURVEYOR

REVISION DATE
1-22-2024

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT
DATE: 1-22-2024
Mark Krowas
(Signatur

FILE NAME : S:\5168768\DWG\9180-35-71\PLAT\TPP100_REVISION 1.DWG
PLOT DATE : 1/19/2024 11:19 AM
PLOT BY : SCHULZ, ANNA
PLOT NAME :

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	FEE R/W REQUIRED SQ. FT.			T.L.E. TEMP. SQ. FT.	P.L.E. PERM. SQ. FT	PARCEL NUMBER
				NEW	EXISTING	TOTAL			
1	4.06	JOHN W. HICKS & DENISE M. HICKS	FEE, TLE	2478	0	2478	562	-	1
3	4.07	JOINT SCHOOL DISTRICT NO.3, CITY & TOWN OF GILLETT, TOWN OF GREEN VALLEY, UNDERHILL, HOW, MAPLE VALLEY, SPRUCE, OCONTO FALLS, AND MORGAN	FEE, TLE, PLE	2548	0	2548	8396	126	3
7	4.07	CAROL NASS & LAURIE REED	FEE, TLE	667	0	667	1389	-	7
8	4.07 & 4.08	MICHAEL J. CARLSON	FEE, TLE	861	0	861	1544	-	8
9	4.08	VILLAGE OF GILLETT, INC	TLE	0	0	0	617	-	9
11	4.08	SARAH LAMBRECHT	FEE, TLE	224	0	224	797	-	11
12	4.08	SHARON K. WHITNEY	FEE, TLE	306	0	306	948	-	12
13	4.08	JONATHAN KINTOP & ANN MARIE KINTOP	FEE, TLE	281	0	281	800	-	13
14	4.08	STEVEN J. BAHR & KATHRYN K. BAHR	FEE, TLE	193	0	193	2425	-	14
16	4.08	CALLEO PROPERTIES LLC	FEE, TLE	442	0	442	1128	-	16
17	4.08	BRENDA KOSKE	FEE, TLE	143	0	143	429	-	17
18	4.08	JENNIFER A. BRICKNER	FEE, TLE	137	0	137	405	-	18
19	4.08	KARLI A. WOODKE	FEE, TLE	263	0	263	768	-	19
21	4.08	KATHRYN K. RENEL	FEE, TLE	445	0	445	2391	-	21
22	4.08	SANDRA M. RANK	FEE, TLE	263	0	263	778	-	22
23	4.08	CHERYL A. KASTEN	FEE, TLE	237	0	237	623	-	23
24	4.08	BRUCE K. MACARTHUR	FEE, TLE	200	0	200	540	-	24
26	4.08 & 4.09	THE TRUSTEES OF THE METHODIST EPOSCOPAL CHURCH	FEE, TLE	411	0	411	2708	-	26
27	4.08	JAFFETT L. HERMAN & KATHLEEN M. HERMAN	FEE, TLE	175	0	175	486	-	27
28	4.08 & 4.09	THE CHARLES F. MOHR & NANETTE L. MOHR JOINT REVOCABLE TRUST	FEE, TLE	263	0	263	920	-	28
29	4.09	KEVIN A. RUDIE & DEBORAH K. RUDIE	FEE, TLE	150	0	150	704	-	29
31	4.09	LAURA F. BEYER A/K/A LAURA A. MILLER	FEE, TLE	263	0	263	910	-	31
32	4.09	SHERRI L. LUNGE	FEE, TLE	152	0	152	544	-	32
33	4.09	MICHAEL J. BAUMGARDT JR & BONNIE HUGES	FEE, TLE	102	0	102	954	-	33
34	4.09	SARA DREW & JACOB STRAIT	FEE, TLE	350	0	350	1598	-	34
36	4.09	SCOTT J. KRUEGER	FEE, TLE	323	0	323	1112	-	36
37	4.09	CITY OF GILLETT COMMUNITY DEVELOPMENT AUTHORITY	FEE, TLE	204	0	204	1204	-	37
38	4.09	KENNETH J. BUKOWSKI & BONNIE M. BUKOWSKI	FEE, TLE	254	0	254	1049	-	38
39	4.09	WILLIAM M. BOHN & AMANDA BOHN	FEE, TLE	489	0	489	647	-	39
40	4.09	CONNIE MILLER	FEE, TLE	20	0	20	215	-	40
41	4.09	KACI L. HOVERSON-BOEHMER & BRIAN T. BOEHMER	FEE, TLE	129	0	129	414	-	41
42	4.09	DEBRA L. KENNEDY	TLE	0	0	0	797	-	42
43	4.09 & 4.10	ANNA NIETZER	FEE, TLE	67	0	67	926	-	43
44	4.09 & 4.10	APRIL V. CALDWELL	FEE, TLE	241	0	241	1171	-	44
46	4.09 & 4.10	ST. JOHN'S EVANGELICAL LUTHERAN CHURCH	FEE, TLE, PLE	24	0	24	6200	90	46
47	4.10	CORY GRAHAM & CORINA GRAHAM	TLE	0	0	0	1109	-	47
48	4.10	FAITH DANIELS	FEE, TLE	130	0	130	611	-	48
49	4.10	DEWITT INVESTMENTS LLC	FEE, TLE	86	0	86	332	-	49
51	4.10	LORENZO DIAZ IBARRA	FEE, TLE	2457	0	2457	1520	-	51
52	4.10	STEPHEN VANDERMAUSE & DEANNA VANDERMAUSE	FEE, TLE	1281	0	1281	698	-	52
53	4.10	CITY OF GILLETT, WISCONSIN A MUNICIPAL CORPORATION	FEE, TLE, PLE	286	0	286	1882	200	53
54	4.10	FD GILLETT WISCONSIN 109 NORTH MCKENZIE STREET LLC	TLE	0	0	0	741	-	54
56	4.10	DAYTON P. BORNEHAM & PAMELA S. BORNEMAN	TLE	0	0	0	1005	-	56
57	4.10 & 4.11	BRIAN R. BERGMANN	TLE	0	0	0	1808	-	57
58	4.10 & 4.11	CITY OF GILLETT	TLE, PLE	0	0	0	8085	200	58
59	4.11	SPENCER J. HENKEL	TLE	0	0	0	937	-	59
61	4.11	BRUCE K. MCCARTHUR	TLE	0	0	0	359	-	61
62	4.11	KENNETH W. DEQUAINE & BARBARA A. DEQUINE	TLE	0	0	0	618	-	62
63	4.11	KENNETH W. FRUZEN & KARI J. FRUZEN	TLE	0	0	0	1010	-	63
64	4.11	BERNARD J. PLASKIWSKI & KRISTINE A. PLASKOWSKI	TLE	0	0	0	769	-	64
66	4.11	PESHTIGO FIRST NATIONAL BANK	TLE	0	0	0	1205	-	66
67	4.11	ERIC R. SCHANAU	TLE	0	0	0	329	-	67
68	4.11	SCF RC FUNDING IV LLC	FEE, TLE	436	0	436	1805	-	68
69	4.11	LOUIS DANIELSON & BRENDA DANIELSON	TLE	0	0	0	149	-	69

4

4

REVISION DATE 1-22-24

DATE 9-11-2023

GRID FACTOR

SCALE, FEET 0

HWY: STH 22

COUNTY: OCONTO

STATE R/W PROJECT NUMBER 9180-35-21

CONSTRUCTION PROJECT NUMBER 9180-35-71

PLAT SHEET 4.02

PS&E SHEET 202

E

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	FEE R/W REQUIRED SQ. FT.			T.L.E. TEMP. SQ. FT.	P.L.E. PERM. SQ. FT.	PARCEL NUMBER
				NEW	EXISTING	TOTAL			
71	4.11 & 4.12	MICHAEL J. CARLSON	TLE	0	0	0	977	-	71
72	4.12	COHL BERENDT & SONNY BERENDT	FEE, TLE	438	0	438	1000	-	72
73	4.11 & 4.12	CATHY A. RUNG A/K/A CATHY M. WOCKING	FEE, TLE	407	0	407	1043	-	73
74	4.12	JONATHON R. GILDEMEISTER	FEE, TLE	356	0	356	1043	-	74
76	4.12	ALAN INVESTMENTS III, LLC	TLE	0	0	0	1427	-	76
77	4.12	JOHN A. LANGE & CAROLINE M. LANGE	FEE, TLE	194	0	194	647	-	77
78	4.12	LISA BURBEY	FEE, TLE	174	0	174	651	-	78
79	4.12	NICOLAS BARRETT	TLE	0	0	0	225	-	79
81	4.12	GARY HOUGAS & LINDA HOUGAS	FEE, TLE	186	0	186	920	-	81
82	4.12	RYAN J. SEVERSON	TLE	0	0	0	844	-	82
83	4.12	JEFF R. KELLOW & CHARLOTTE G. KELLOW	FEE, TLE	142	0	142	734	-	83
84	4.12	HANS GROVER	TLE	0	0	0	900	-	84
86	4.12	BETH A. LYNESS	FEE, TLE	114	0	114	740	-	86
87	4.12	SCOTT E. LONGSINE & RHONDA SUE PIERCE	TLE	0	0	0	561	-	87
88	4.12	SANDRA M. RANK	TLE	0	0	0	262	-	88
89	4.12 & 4.13	TOD A. ANDERSON & LISA A. ANDERSON	FEE, TLE	104	0	104	1783	-	89
91	4.12	CHAD M. HANSEN	TLE	0	0	0	262	-	91
92	4.12	BRUCE K. MCCARTHUR	TLE	0	0	0	151	-	92
93	4.12 & 4.13	BRIAN & NOELL DEBAUCH	TLE	0	0	0	762	-	93
94	4.13	TIMOTHY CHRISTENSEN & BETH CHRISTENSEN	FEE, TLE	3	0	3	601	-	94
96	4.13	BRIAN D. DEBAUCH & NOELL LC DEBAUCH	TLE	0	0	0	991	-	96
97	4.13	ALBERT CZECHAN	TLE	0	0	0	1354	-	97
98	4.13	CHRIS A. VANDERSTEEN SPECIAL NEEDS TRUST	TLE	0	0	0	1769	-	98
99	4.13	JOSHUA M. SAMZ & TARA L. SAMZ	TLE	0	0	0	1552	-	99
101	4.13	VERRETTE MATERIALS, INC	FEE, TLE	1402	0	1402	4008	-	101

4

4

REVISION DATE 1-22-24 NC

DATE 9-11-2023

GRID FACTOR

SCALE, FEET 0

HWY: STH 22

COUNTY: OCONTO

STATE R/W PROJECT NUMBER 9180-35-21

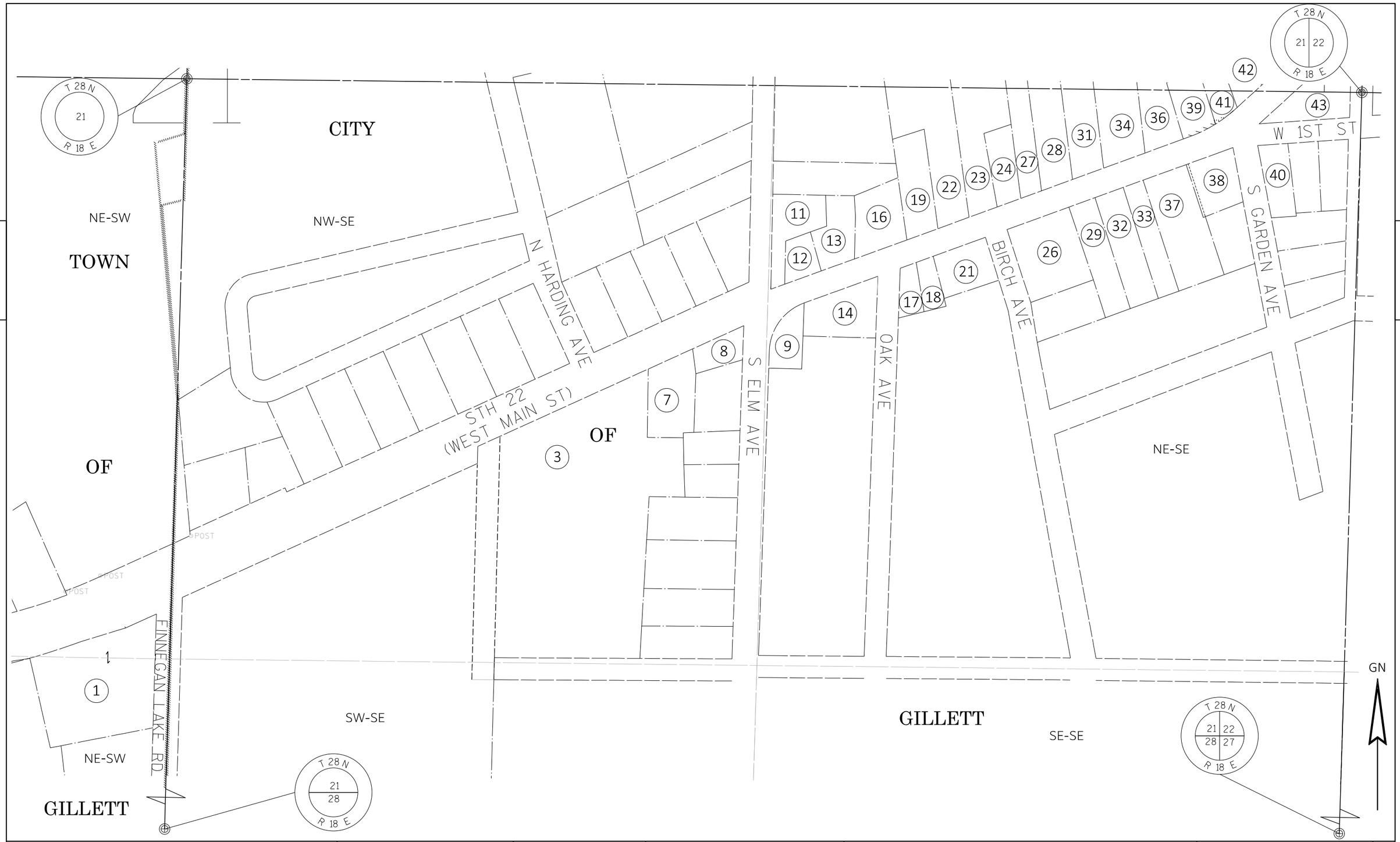
CONSTRUCTION PROJECT NUMBER 9180-35-71

PLAT SHEET 4.03

PS&E SHEET 203 E

FILE NAME : TPP100_REVISION 1.DWG
LAYOUT NAME - 4.03

PLOT DATE : 1/19/2024 11:19 AM PLOT BY : SCHULZ, ANNA PLOT NAME : PLOT SCALE :



4

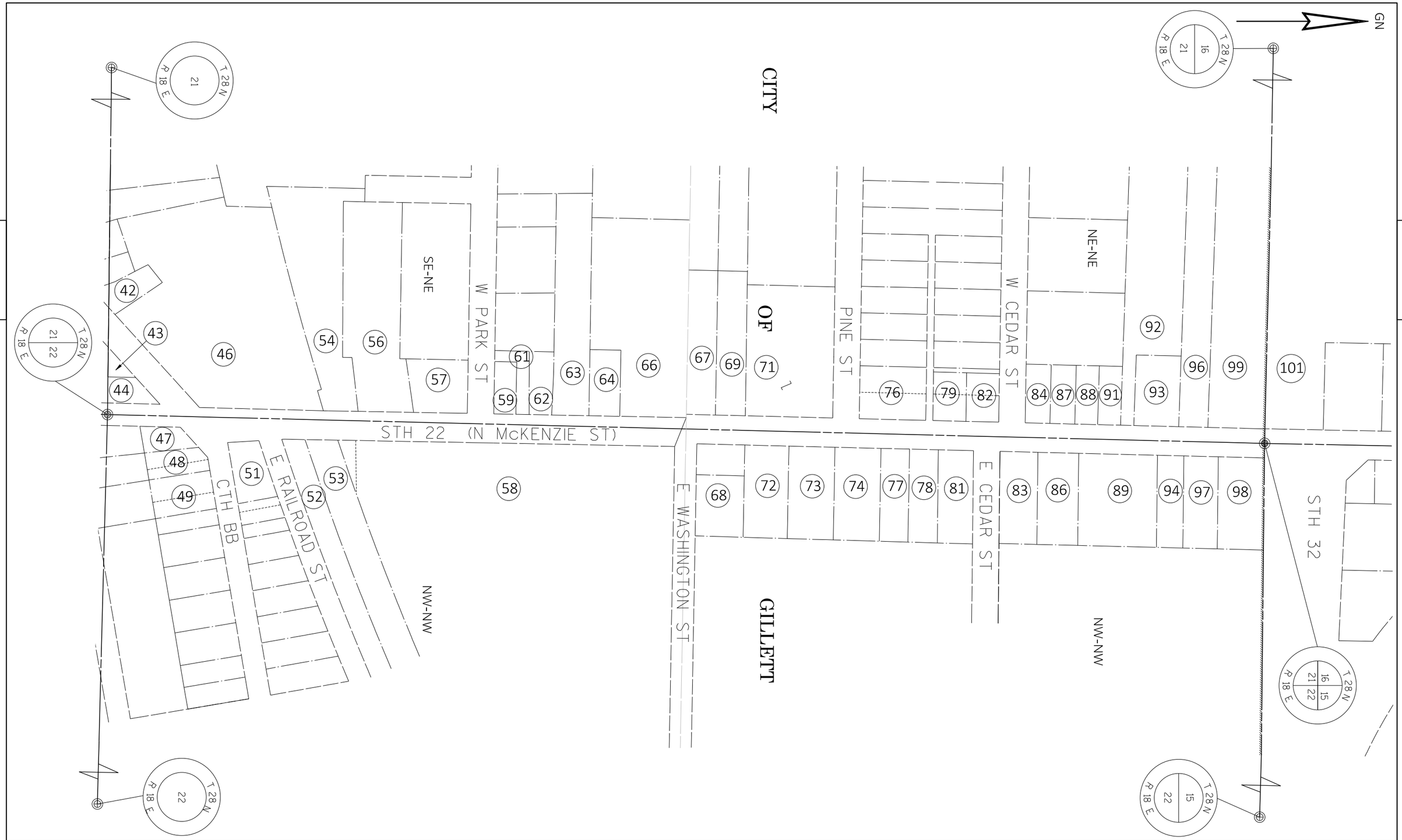
4

REVISION DATE 1-22-24 NC	DATE 9-11-2023	SCALE, FEET 0 100' 200'	HWY: STH 22	STATE R/W PROJECT NUMBER 9180-35-21	PLAT SHEET 4.04
	GRID FACTOR		COUNTY: OCONTO	CONSTRUCTION PROJECT NUMBER 9180-35-71	PS&E SHEET 204 E

FILE NAME : TPP100_REVISION 1.DWG
LAYOUT NAME - 4.04

PLOT DATE : 1/19/2024 11:19 AM PLOT BY : SCHULZ, ANNA PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75



4

4

REVISION DATE 1-22-24 NC	DATE 9-11-2023	SCALE, FEET 0 100' 200'	HWY: STH 22	STATE R/W PROJECT NUMBER 9180-35-21	PLAT SHEET 4.05
	GRID FACTOR		COUNTY: OCONTO	CONSTRUCTION PROJECT NUMBER 9180-35-71	PS&E SHEET 205 E

FILE NAME : TPP100_REVISION 1.DWG
LAYOUT NAME - 4.05

PLOT DATE : 1/19/2024 11:19 AM PLOT BY : SCHULZ, ANNA PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

NOTE: TLE'S ARE FOR SLOPING AND GRADING

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 22	WISDOT R/W PLAT DIVISION JOB NO. 3897	110', 120' & 130'	1948
STH 22	CITY OF GILLETT ASSESSOR'S PLAT NO. 1	120' & 130'	1997
FINNEGAN LAKE RD	OCONTO CSM NO. 3886	66'	2005

ALUMINUM MONUMENT
Y=179,787.267
X=493,872.598

T 28 N
21
R 18 E

GN

4

4

TOWN OF GILLETT
SECTION 21
NE-SW

1/4 LINE=N01°41'55"E 2632.84'
1121.20'

CITY OF GILLETT ASSESSORS PLAT NO. 1

LOT 51
LOT 52
LOT 53
PL
MATCH LINE
182+50
1" IP
120'
130'
180+00
749.85'
STH 22
(WEST MAIN ST)
R/L=N65°35'45"E 1554.15'
N65°35'45"E
POST

BEGIN RELOCATION ORDER
STATION 176+00.00
1456.30 NORTH OF AND
75.68 EAST OF THE
SOUTH 1/4 CORNER
SECTION 21, T28N, R18E
Y=178,611.888
X=493718.871

STA: 177+32.31

132.31'
175+00
110'
1" IP

300
301
302
303
T700
T702
T703
L2
L1
FINNEGAN LAKE RD
N01°41'55"E 1511.64'
33'
25'
1

1/16 LINE
SE-SW
1/16 LINE
SW-SE

LOT 16
CITY OF GILLETT ASSESSORS PLAT NO. 1

CITY OF GILLETT
SECTION 21
NW-SE

ALUMINUM MONUMENT
Y=177,155.586
X=493,794.551

T 28 N
21
28
R 18 E

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

TLE COURSE TABLE - 4.06		
PARCEL 1		
POINT	BEARING	DISTANCE
303-T703	S86°38'53"W	4.98'
T703-T702	N08°29'19"W	36.08'
T702-T700	N32°37'17"W	75.60'
T700-301	N65°35'45"E	5.05'
301-302	S32°37'17"E	75.95'
302-303	S08°25'27"E	37.59'

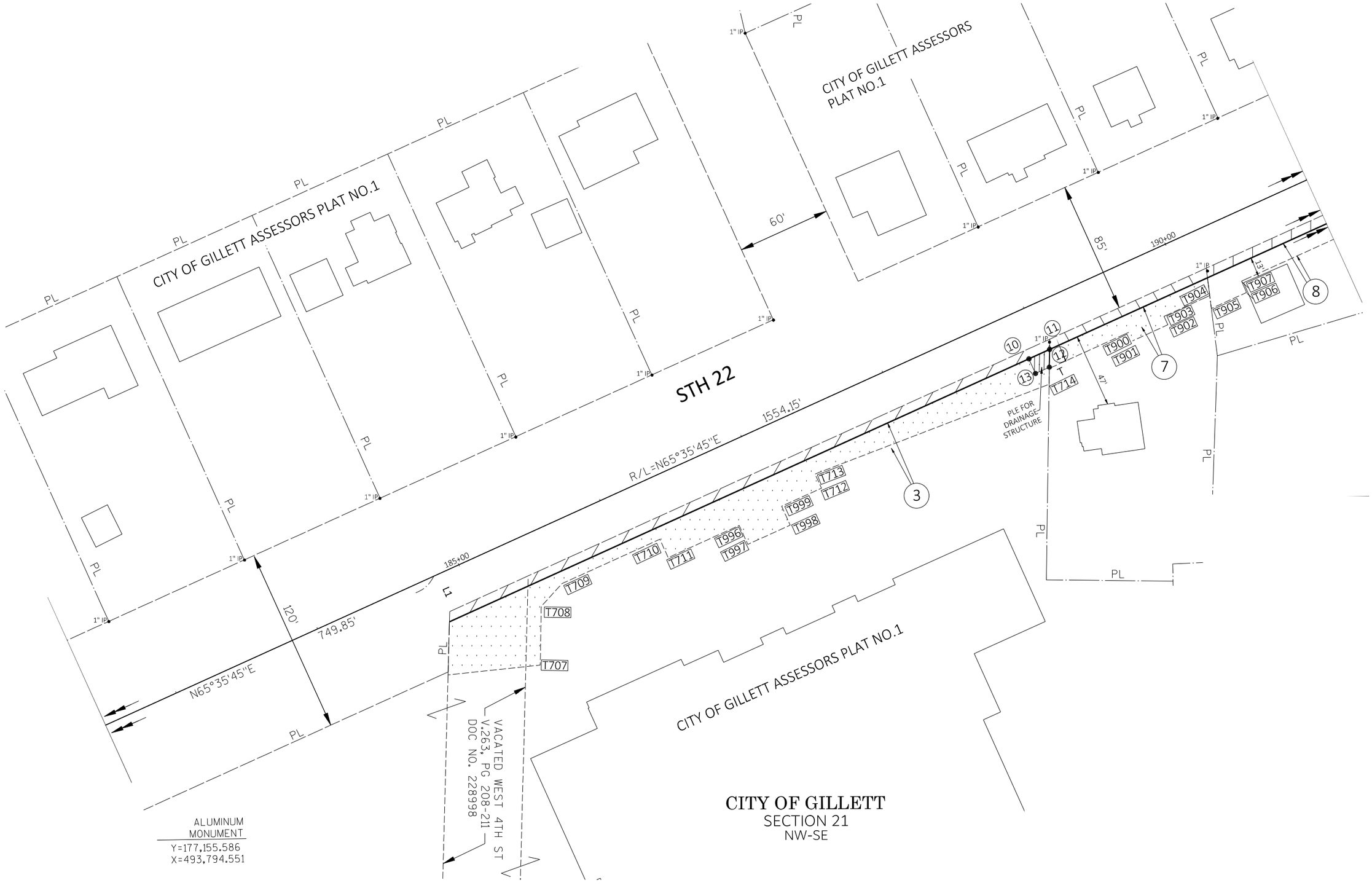
RW COURSE TABLE		
PARCEL 1		
POINT	BEARING	DISTANCE
303-302	N08°25'27"W	37.59'
302-301	N32°37'17"W	75.95'
301-300	N65°35'45"E	55.04'
300-303	S01°41'55"W	123.95'

L1	N01°41'55"E	1293.56
L2	N88°18'05"W	33.00

REVISION DATE 1-22-24 NC	DATE 9-11-2023	SCALE, FEET 0 30' 60'	HWY: STH 22	STATE R/W PROJECT NUMBER 9180-35-21
	GRID FACTOR		COUNTY: OCONTO	CONSTRUCTION PROJECT NUMBER 9180-35-71

PLAT SHEET 4.06
PS&E SHEET 206 E

FILE NAME : TPP100_REVISION 1.DWG
LAYOUT NAME - 4.06
PLOT DATE : 1/19/2024 11:19 AM
PLOT BY : SCHULZ, ANNA
PLOT NAME :
PLOT SCALE :


CITY OF GILLETT ASSESSORS PLAT NO.1
CITY OF GILLETT ASSESSORS PLAT NO.1
STH 22
CITY OF GILLETT ASSESSORS PLAT NO.1
PL
1" IP
60'
85'
190+00
185+00
1554.15'
R/L=N65°35'45"E
749.85'
120'
N65°35'45"E
T700
T701
T702
T703
T704
T705
T706
T707
T708
T709
T710
T711
T712
T713
T714
T900
T901
T902
T903
T904
T905
T906
T907
T996
T997
T998
T999
PLE FOR DRAINAGE STRUCTURE
VACATED WEST 4TH ST
V.263, PG 208-211
DOC NO. 228998
ALUMINUM MONUMENT
Y=177,155.586
X=493,794.551
CITY OF GILLETT
SECTION 21
NW-SE

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 22 W MAIN ST	CITY OF GILLETT ASSESSOR'S PLAT NO.2	55' & VARIED WIDTHS	1997
N ELM AVE	CITY OF GILLETT ASSESSOR'S PLAT NO.2	50'	1997
S ELM AVE	CITY OF GILLETT ASSESSOR'S PLAT NO.2	60'	1997
OAK AVE	CITY OF GILLETT ASSESSOR'S PLAT NO.2	50'	1997
BIRCH AVE	CITY OF GILLETT ASSESSOR'S PLAT NO.2	52' PLATTED R/W WIDTH VARIES PER MONUMENT	1997

NOTE: TLE'S ARE FOR SLOPING AND GRADING

UTILITY INTEREST REQUIRED		
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
200	WE ENERGIES GAS	RELEASE OF RIGHTS
201	CITY OF GILLETT WATER	RELEASE OF RIGHTS

CURVE TABLE				
CURVE	RADIUS	LENGTH	LCB	LCH
315-317	314.01'	105.11'	S60°20'58"W	104.62'
T734-318	119.70'	63.67'	N54°54'28"E	62.92'

LINE TABLE		
L1	N65°35'45"E	1554.15'
L2	N70°06'39"E	44.51'
L3	S19°53'21"E	27.50'
L4	S20°03'39"E	28.26'

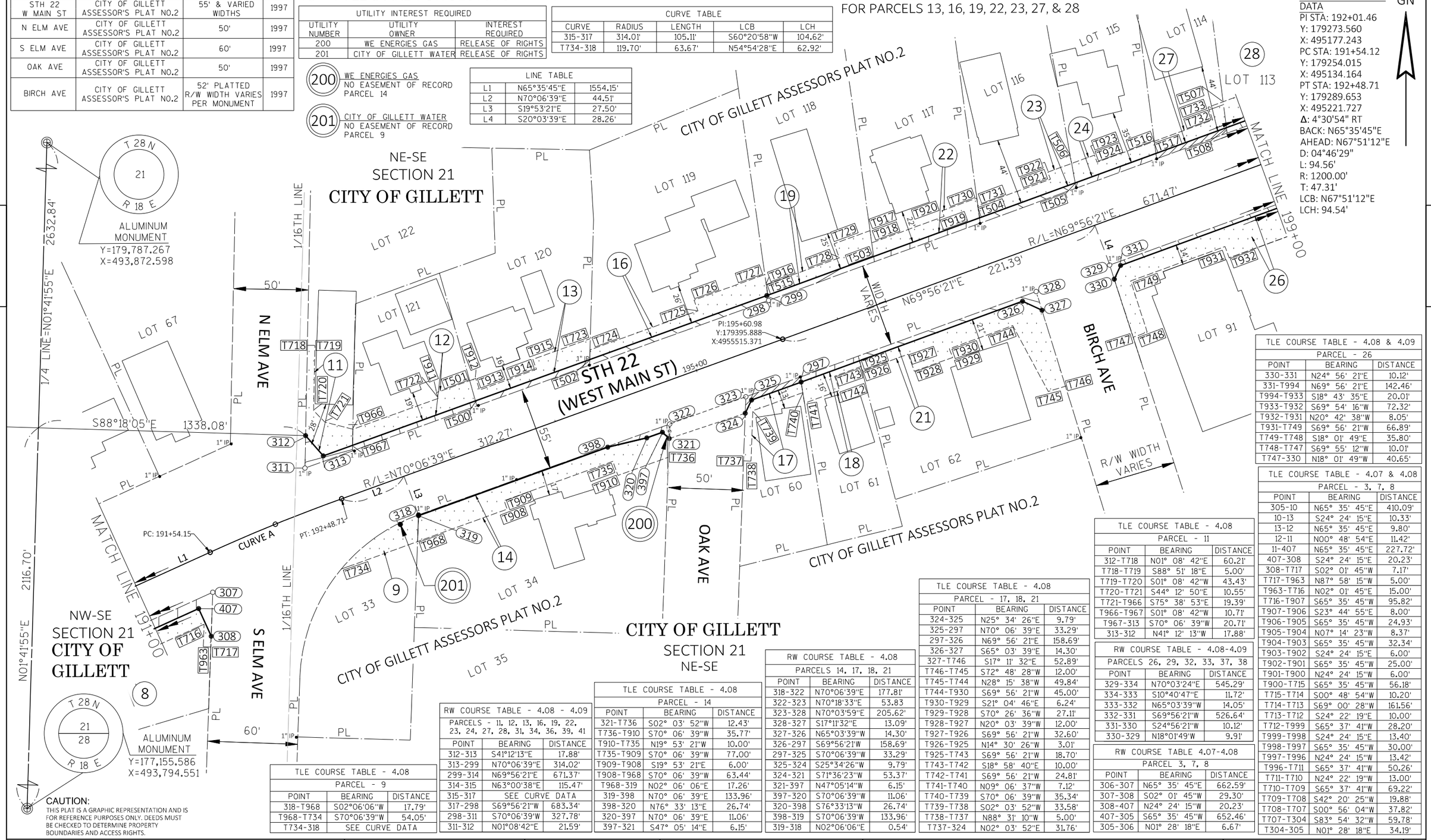
200 WE ENERGIES GAS
NO EASEMENT OF RECORD
PARCEL 14

201 CITY OF GILLETT WATER
NO EASEMENT OF RECORD
PARCEL 9

* SEE SHEET 4.14 FOR TLE COURSE TABLES FOR PARCELS 13, 16, 19, 22, 23, 27, & 28

R/L STH 22 CURVE A DATA
PI STA: 192+01.46
Y: 179273.560
X: 495177.243
PC STA: 191+54.12
Y: 179254.015
X: 495134.164
PT STA: 192+48.71
Y: 179289.653
X: 495221.727
Δ: 4°30'54" RT
BACK: N65°35'45"E
AHEAD: N67°51'12"E
D: 04°46'29"
L: 94.56'
R: 1200.00'
T: 47.31'
LCB: N67°51'12"E
LCH: 94.54'

GN



TLE COURSE TABLE - 4.08 & 4.09		
PARCEL - 26		
POINT	BEARING	DISTANCE
330-331	N24° 56' 21"E	10.12'
331-T994	N69° 56' 21"E	142.46'
T994-T933	S18° 43' 35"E	20.01'
T933-T932	S69° 54' 16"W	72.32'
T932-T931	N20° 42' 38"W	8.05'
T931-T749	S69° 56' 21"W	66.89'
T749-T748	S18° 01' 49"E	35.80'
T748-T747	S69° 55' 12"W	10.01'
T747-330	N18° 01' 49"W	40.65'

TLE COURSE TABLE - 4.07 & 4.08		
PARCEL - 3, 7, 8		
POINT	BEARING	DISTANCE
305-10	N65° 35' 45"E	410.09'
10-13	S24° 24' 15"E	10.33'
13-12	N65° 35' 45"E	9.80'
12-11	N00° 48' 54"E	11.42'
11-407	N65° 35' 45"E	227.72'
407-308	S24° 24' 15"E	20.23'
308-T717	S02° 01' 45"W	7.17'
T717-T963	N87° 58' 15"W	5.00'
T963-T716	N02° 01' 45"E	15.00'
T716-T907	S65° 35' 45"W	95.82'
T907-T906	S23° 44' 55"E	8.00'
T906-T905	S65° 35' 45"W	24.93'
T905-T904	N07° 14' 23"W	8.37'
T904-T903	S65° 35' 45"W	32.34'
T903-T902	S24° 24' 15"E	6.00'
T902-T901	S65° 35' 45"W	25.00'
T901-T900	N24° 24' 15"W	6.00'
T900-T715	S65° 35' 45"W	56.18'
T715-T714	S00° 48' 54"W	10.20'
T714-T713	S69° 00' 28"W	161.56'
T713-T712	S24° 22' 19"E	10.00'
T712-T999	S65° 37' 41"W	28.20'
T999-T998	S24° 24' 15"E	13.40'
T998-T997	S65° 35' 45"W	30.00'
T997-T996	N24° 24' 15"W	13.42'
T996-T711	S65° 37' 41"W	50.26'
T711-T710	N24° 22' 19"W	13.00'
T710-T709	S65° 37' 41"W	69.22'
T709-T708	S42° 20' 25"W	19.88'
T708-T707	S00° 56' 04"W	37.82'
T707-T304	S83° 54' 32"W	59.78'
T304-305	N01° 28' 18"E	34.19'

TLE COURSE TABLE - 4.08		
PARCEL - 11		
POINT	BEARING	DISTANCE
312-T718	N01° 08' 42"E	60.21'
T718-T719	S88° 51' 18"E	5.00'
T719-T720	S01° 08' 42"W	43.43'
T720-T721	S44° 12' 50"E	10.55'
T721-T966	S75° 38' 53"E	19.39'
T966-T967	S01° 08' 42"W	10.71'
T967-313	S70° 06' 39"W	20.71'
313-312	N41° 12' 13"W	17.88'

RW COURSE TABLE - 4.08-4.09		
PARCELS 26, 29, 32, 33, 37, 38		
POINT	BEARING	DISTANCE
329-334	N70°03'24"E	545.29'
334-333	S10°40'47"E	11.72'
333-332	N65°03'39"W	14.05'
332-331	S69°56'21"W	526.64'
331-330	S24°56'21"W	10.12'
330-329	N18°01'49"W	9.91'

RW COURSE TABLE - 4.07-4.08		
PARCEL 3, 7, 8		
POINT	BEARING	DISTANCE
306-307	N65° 35' 45"E	662.59'
307-308	S02° 01' 45"W	29.30'
308-407	N24° 24' 15"W	20.23'
407-305	S65° 35' 45"W	652.46'
305-306	N01° 28' 18"E	6.67'

TLE COURSE TABLE - 4.08		
PARCEL - 17, 18, 21		
POINT	BEARING	DISTANCE
324-325	N25° 34' 26"E	9.79'
325-297	N70° 06' 39"E	33.29'
297-326	N69° 56' 21"E	158.69'
326-327	S65° 03' 39"E	14.30'
327-T746	S17° 11' 32"E	52.89'
T746-T745	S72° 48' 28"W	12.00'
T745-T744	N28° 15' 38"W	49.84'
T744-T930	S69° 56' 21"W	45.00'
T930-T929	S21° 04' 46"E	6.24'
T929-T928	S70° 26' 36"W	27.11'
T928-T927	N20° 03' 39"W	12.00'
T927-T926	S69° 56' 21"W	32.60'
T926-T925	N14° 30' 26"W	3.01'
T925-T743	S69° 56' 21"W	18.70'
T743-T742	S18° 58' 40"E	10.00'
T742-T741	S69° 56' 21"W	24.81'
T741-T740	N09° 06' 37"W	7.12'
T740-T739	S70° 06' 39"W	35.34'
T739-T738	S02° 03' 52"W	33.58'
T738-T737	N88° 31' 10"W	5.00'
T737-324	N02° 03' 52"E	31.76'

RW COURSE TABLE - 4.08		
PARCELS 14, 17, 18, 21		
POINT	BEARING	DISTANCE
318-322	N70°06'39"E	177.81'
322-323	N70°18'33"E	53.83
323-328	N70°03'59"E	205.62'
328-327	S17°11'32"E	13.09'
327-326	N65°03'39"W	14.30'
326-297	S69°56'21"W	158.69'
297-325	S70°06'39"W	33.29'
325-324	S25°34'26"W	9.79'
324-321	S71°36'23"W	53.37'
321-397	N47°05'14"W	6.15'
397-320	S70°06'39"W	11.06'
320-398	S76°33'13"W	26.74'
398-319	S70°06'39"W	133.96'
319-318	N02°06'06"E	0.54'

TLE COURSE TABLE - 4.08		
PARCEL - 14		
POINT	BEARING	DISTANCE
321-T736	S02° 03' 52"W	12.43'
T736-T910	S70° 06' 39"W	35.77'
T910-T735	N19° 53' 21"W	10.00'
T735-T909	S70° 06' 39"W	77.00'
T909-T908	S19° 53' 21"E	6.00'
T908-T968	S70° 06' 39"W	63.44'
T968-319	N02° 06' 06"E	17.26'
319-398	N70° 06' 39"E	133.96'
398-320	N76° 33' 13"E	26.74'
320-397	N70° 06' 39"E	11.06'
397-321	S47° 05' 14"E	6.15'

RW COURSE TABLE - 4.08 - 4.09		
PARCELS - 11, 12, 13, 16, 19, 22, 23, 24, 27, 28, 31, 34, 36, 39, 41		
POINT	BEARING	DISTANCE
312-313	S41°12'13"E	17.88'
313-299	N70°06'39"E	314.02'
299-314	N69°56'21"E	671.37'
314-315	N63°00'38"E	115.47'
315-317	SEE CURVE DATA	
317-298	S69°56'21"W	683.34'
298-311	S70°06'39"W	327.78'
311-312	N01°08'42"E	21.59'

TLE COURSE TABLE - 4.08		
PARCEL - 9		
POINT	BEARING	DISTANCE
318-T968	S02°06'06"W	17.79'
T968-T734	S70°06'39"W	54.05'
T734-318	SEE CURVE DATA	

REVISION DATE	1-22-24		
DATE	9-11-2023		
GRID FACTOR			

SCALE, FEET: 0 30 60

HWY: STH 22	STATE R/W PROJECT NUMBER 9180-35-21	PLAT SHEET 4.08	
COUNTY: OCONTO	CONSTRUCTION PROJECT NUMBER 9180-35-71	PS&E SHEET 208	E

FILE NAME : TPP100_REVISION 1.DWG
LAYOUT NAME - 4.08

PLOT DATE : 1/19/2024 11:19 AM PLOT BY : SCHULZ, ANNA PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

NOTE: TLE'S ARE FOR SLOPING AND GRADING

TLE COURSE TABLE - 4.09 & 4.10		
PARCEL 46		
POINT	BEARING	DISTANCE
348-T984	S47° 44' 43"W	276.04'
T984-T773	N33° 53' 01"W	8.09'
T773-T789	N47° 44' 43"E	277.46'
T789-T946	N01° 30' 32"E	131.48'
T946-T947	N88° 45' 55"W	5.00'
T947-T948	N01° 30' 32"E	122.98'
T948-T949	N88° 29' 28"W	4.00'
T949-T985	N01° 30' 32"E	18.53'
T985-T986	N73° 43' 25"E	19.95'
T986-75	S01° 30' 32"W	2.13'
75-74	N88° 29' 28"W	6.00'
74-73	S01° 30' 32"W	15.00'
73-72	S88° 29' 28"E	6.00'
72-349	S01° 30' 32"W	255.96'
349-348	S26° 35' 12"W	14.95'

TLE COURSE TABLE - 4.09 & 4.10		
PARCEL 43 & 44		
POINT	BEARING	DISTANCE
404-T788	S01° 25' 35"W	21.51'
T788-T787	N85° 23' 59"W	19.68'
T787-T945	S47° 44' 43"W	40.06'
T945-T944	N87° 57' 59"W	16.50'
T944-T943	S47° 43' 30"W	146.32'
T943-T786	S26° 34' 52"W	27.18'
T786-399	S86° 03' 20"W	10.12'
399-400	N04° 59' 44"E	11.18'
400-401	N47° 44' 43"E	219.92'
401-402	N67° 28' 00"E	16.30'
402-403	N47° 44' 43"E	13.82'
403-404	S58° 04' 56"E	9.17'

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 22 W MAIN ST	CITY OF GILLETT ASSESSOR'S PLAT NO.2	WIDTH VARIES	1997
S GARDEN AVE	CITY OF GILLETT ASSESSOR'S PLAT NO.2	56'	1997
W 1ST ST	CITY OF GILLETT ASSESSOR'S PLAT NO.2	50'	1997

CURVE TABLE - CURVE A				
CURVE	RADIUS	LENGTH	LCB	LCH
316-315	314.01'	16.52'	S49°15'09"W	16.52'
315-317	314.01'	105.11	S60°20'58"W	104.62

UTILITY INTEREST REQUIRED		
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
201	CITY OF GILLETT WATER	RELEASE OF RIGHTS

201 CITY OF GILLETT WATER
NO EASEMENT OF RECORD
PARCEL 33

* SEE SHEET 4.14 FOR TLE COURSE TABLES FOR PARCELS 28, 31, 34, & 36

GN

CITY OF GILLETT
SECTION 21
SE-NE

CITY OF GILLETT ASSESSORS PLAT NO.2

LOT 2 CSM 3734 V.26-P.77

MATCH LINE 206+00

ALUMINUM MONUMENT
Y=179,787.267
X=493,872.598
T 28 N, 21, R 18 E

1/4 LINE=N89°20'14"W 2665.52'
2475.62'

SECTION 21
NE-SE

SEC LINE=N01°25'35"E 2621.75'

SECTION 21
SW-NW

ALUMINUM MONUMENT
Y=182,377.380
X=496,603.214
T 28 N, 16, 15, 21, 22, R 18 E

ALUMINUM MONUMENT
Y=179,756.440
X=496,537.948
T 28 N, 21, 22, R 18 E

N47°44'43"E 268.94'
STA 204+75.88
PT: 204+30.00
PC: 202+32.45

LOT 105
LOT 104
LOT 107
LOT 108
LOT 109
LOT 110
LOT 111
LOT 112
LOT 113
LOT 96
LOT 95
LOT 94
LOT 93
LOT 92
LOT 101
LOT 102
LOT 103

189.90'
219.44'
227.27'
26.25'
24.75'
55.34'

S86°03'20"W

W 1ST ST

S McKENZIE ST

SECTION 21
NW-SW

SEC LINE=N01°44'43"E 2525.35'
2629.75'

ALUMINUM MONUMENT
Y=177,127.908
X=496,457.852
T 28 N, 21, 22, 28, 27, R 18 E

STH 22
(WEST MAIN ST)
WIDTH VARIES

CURVE B

671.47'
R/L=N69°56'21"E 200+00
MATCH LINE 199+00

S GARDEN AVE

CITY OF GILLETT ASSESSORS PLAT NO.2

CITY OF GILLETT ASSESSORS PLAT NO.2

CITY OF GILLETT
SECTION 21
NE-SE

R/L STH 22 CURVE B DATA
PI STA: 203+32.48
Y: 179660.523
X: 495240.060
PC STA: 202+32.45
Y: 179626.211
X: 496146.099
PT STA: 204+30.00
Y: 179727.786
X: 496314.099
Δ: 22°11'38"
BACK: N69°56'21"E
AHEAD: N47°44'33"E
D: 11°14'04"
L: 197.55'
R: 510.00'
T: 100.03'
LCB: N58°50'32"E
LCH: 196.32'

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

RW COURSE TABLE - 4.08-4.09		
PARCELS 26, 29, 32, 33, 37, 38,		
POINT	BEARING	DISTANCE
329-334	N70°03'24"E	545.29'
334-333	S10°40'47"E	11.72'
333-332	N65°03'39"W	14.05'
332-331	S69°56'21"W	526.64'
331-330	S24°56'21"W	10.12'
330-329	N18°01'49"W	9.91'

RW COURSE TABLE - 4.09		
PARCEL 40		
POINT	BEARING	DISTANCE
337-336	S36°54'33"W	8.53'
336-335	N10°40'47"W	6.50'
335-337	N86°03'20"E	6.34'

RW COURSE TABLE - 4.09		
PARCEL 43		
POINT	BEARING	DISTANCE
399-338	S86°03'20"W	12.24'
338-400	N47°44'43"E	17.82'
400-338	S04°59'44"W	11.18'

TLE COURSE TABLE - 4.09		
PARCELS - 41		
POINT	BEARING	DISTANCE
T976-T765	N17°10'42"W	5.04'
T765-T766	N63°00'38"E	37.54'
T766-T767	N13°21'05"E	13.91'
T767-T768	N70°34'55"E	13.60'
T768-T970	S19°19'37"E	8.50'
T970-316	S47°44'43"W	5.51'
316-315	SEE CURVE DATA	
315-T976	S63°00'38"W	38.40'

TLE COURSE TABLE - 4.09		
PARCEL - 38		
POINT	BEARING	DISTANCE
333-T783	S10° 40' 47"E	13.33'
T783-T938	S69° 56' 21"W	7.10'
T938-T782	N10° 40' 47"W	15.30'
T782-T937	S69° 56' 21"W	84.56'
T937-T936	S18° 45' 46"E	5.00'
T936-T935	S69° 56' 21"W	20.19'
T935-T995	N17° 57' 08"W	13.01'
T995-332	N69° 56' 21"E	101.22'
332-333	S65° 03' 39"E	14.05'

TLE COURSE TABLE - 4.08 & 4.09		
PARCEL - 26		
POINT	BEARING	DISTANCE
330-331	N24° 56' 21"E	10.12'
331-T994	N69° 56' 21"E	142.46'
T994-T933	S18° 38' 52"E	20.01'
T933-T932	S69° 54' 16"W	72.31'
T932-T931	N20° 42' 38"W	8.04'
T931-T749	S69° 56' 21"W	66.89'
T749-T748	S18° 01' 49"E	35.80'
T748-T747	S69° 55' 12"W	10.01'
T747-330	N18° 01' 49"W	40.65'

TLE COURSE TABLE - 4.09		
PARCEL 40		
POINT	BEARING	DISTANCE
337-T785	N86° 03' 20"E	21.62'
T785-T784	S53° 03' 42"W	30.96'
T784-336	N10° 40' 47"W	10.48'
336-337	N36° 54' 33"E	8.53'

RW COURSE TABLE - 4.08-4.09		
PARCELS 11, 12, 13, 16, 19, 22, 23, 24, 27, 28, 31, 34, 36, 39, 41		
POINT	BEARING	DISTANCE
312-313	S41°12'13"E	17.88'
313-299	N70°06'39"E	314.02'
299-314	N69°56'21"E	671.37
314-315	N63°00'38"E	115.47'
315-317	SEE CURVE DATA	
317-298	S69°56'21"W	683.34'
298-311	S70°06'39"W	327.78'
311-312	N01°08'42"E	21.59'

RW COURSE TABLE - 4.08-4.09		
PARCELS 26, 29, 32, 33, 37, 38,		
POINT	BEARING	DISTANCE
329-334	N70°03'24"E	545.29'
334-333	S10°40'47"E	11.72'
333-332	N65°03'39"W	14.05'
332-331	S69°56'21"W	526.64'
331-330	S24°56'21"W	10.12'
330-329	N18°01'49"W	9.91'

REVISION DATE	1-22-24		

DATE 9-11-2023	SCALE, FEET 0 30 60	HWY: STH 22	STATE R/W PROJECT NUMBER 9180-35-21	PLAT SHEET 4.09	
GRID FACTOR		COUNTY: OCONTO	CONSTRUCTION PROJECT NUMBER 9180-35-71	PS&E SHEET 209	E

FILE NAME : TPP100_REVISION 1.DWG
LAYOUT NAME - 4.09

PLOT DATE : 1/19/2024 11:19 AM PLOT BY : SCHULZ, ANNA PLOT NAME :

WISDOT/CADDS SHEET 75

(201) CITY OF GILLETT WATER
20' WATER MAIN EASEMENT
DOC NO. 708529
40' WATER MAIN EASEMENT
DOC NO. 368525
PARCEL 46
20' PLE FOR WATER MAIN EASEMENT
NO RECORD OF EASEMENT
PARCEL 47
20' PLE FOR WATER MAIN EASEMENT
DOC NO. 666498
PARCEL 54

UTILITY INTEREST REQUIRED		
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
201	CITY OF GILLETT WATER	RELEASE OF RIGHTS
202	CITY OF GILLETT SANITARY	RELEASE OF RIGHTS

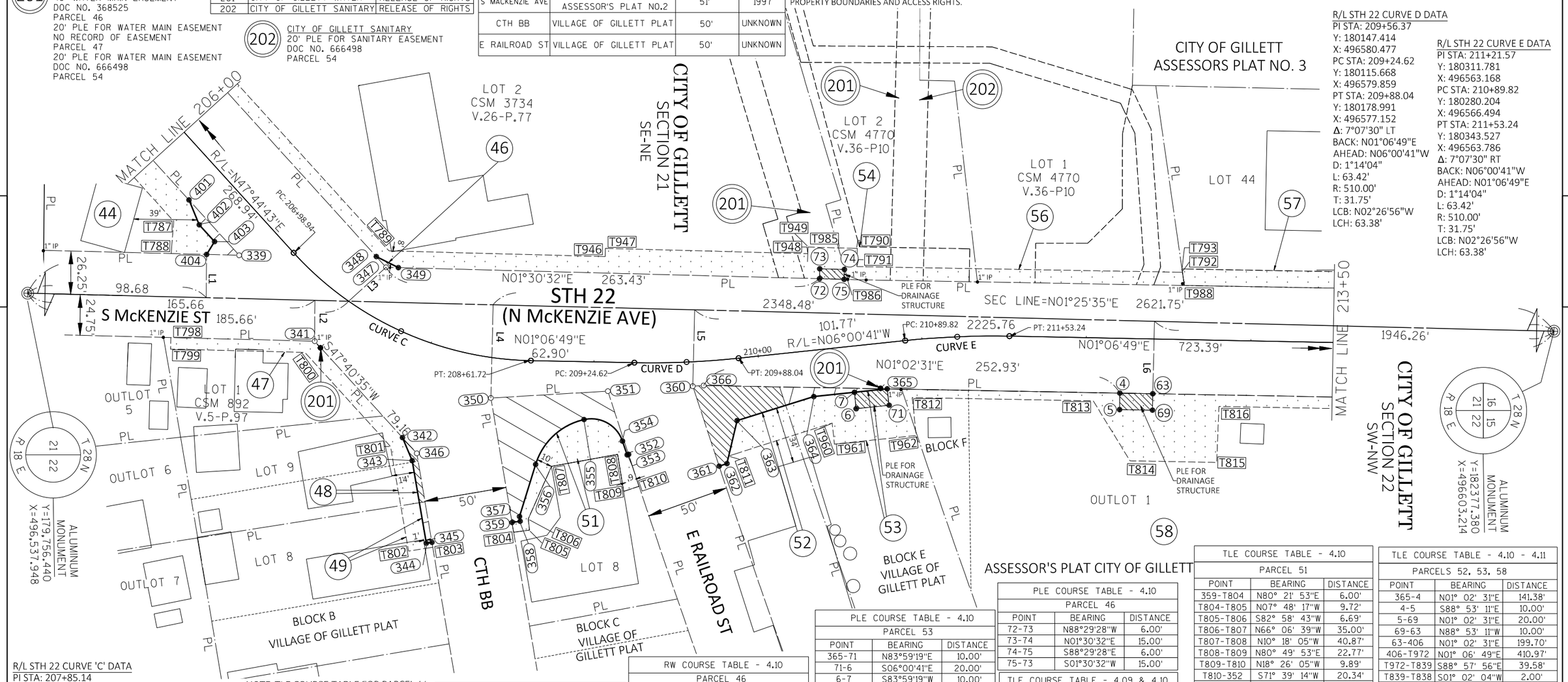
(202) CITY OF GILLETT SANITARY
20' PLE FOR SANITARY EASEMENT
DOC NO. 666498
PARCEL 54

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 22 N MACKENZIE AVE	CITY OF GILLETT ASSESSOR'S PLAT NO.2	WIDTH VARIES	1997
S MACKENZIE AVE	CITY OF GILLETT ASSESSOR'S PLAT NO.2	51'	1997
CTH BB	VILLAGE OF GILLETT PLAT	50'	UNKNOWN
E RAILROAD ST	VILLAGE OF GILLETT PLAT	50'	UNKNOWN

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

NOTE: TLE'S ARE FOR SLOPING AND GRADING

GN



R/L STH 22 CURVE D DATA
PI STA: 209+56.37
Y: 180147.414
X: 496580.477
PC STA: 209+24.62
Y: 180115.668
X: 496579.859
PT STA: 209+88.04
Y: 180178.991
X: 496577.152
Δ: 7°07'30" LT
BACK: N01°06'49"E
AHEAD: N06°00'41"W
D: 1°14'04"
L: 63.42'
R: 510.00'
T: 31.75'
LCB: N02°26'56"W
LCH: 63.38'

R/L STH 22 CURVE E DATA
PI STA: 211+21.57
Y: 180311.781
X: 496563.168
PC STA: 210+89.82
Y: 180280.204
X: 496566.494
PT STA: 211+53.24
Y: 180343.527
X: 496563.786
Δ: 7°07'30" RT
BACK: N06°00'41"W
AHEAD: N01°06'49"E
D: 1°14'04"
L: 63.42'
R: 510.00'
T: 31.75'
LCB: N02°26'56"W
LCH: 63.38'

R/L STH 22 CURVE 'C' DATA
PI STA: 207+85.14
Y: 179966.593
X: 496576.962
PC STA: 206+98.94
Y:179908.630
X: 496513.160
PT STA: 208+61.72
Y: 180052.776
X: 496578.637
Δ: 46°37'54" LT
BACK: N47°44'43"E
AHEAD: N01°06'49"E
D: 28°38'52"
L: 162.78'
R: 200.00'
T: 86.20'
LCB: N24°25'46"E
LCH: 158.32'

NOTE: TLE COURSE TABLE FOR PARCEL 44 ON PAGE 4.09

RW COURSE TABLE - 4.10 PARCEL 44		
POINT	BEARING	DISTANCE
404-403	N58°04'56"W	9.17'
403-402	S47°44'43"W	13.82'
402-401	S67°28'00"W	16.30'
401-339	N47°44'43"E	45.34'
339-404	S01°25'35"W	19.80'

RW COURSE TABLE - 4.10 PARCEL 52 & 53		
POINT	BEARING	DISTANCE
360-366	N03°21'05"W	6.59'
366-365	N01°02'31"E	111.56'
365-364	S06°00'41"E	44.83'
364-363	S17°19'16"E	48.86'
363-362	S76°48'52"E	26.82'
362-361	S18°27'54"E	5.00'
361-360	SEE CURVE DATA	

RW COURSE TABLE - 4.10 PARCEL 46		
POINT	BEARING	DISTANCE
347-348	S47°44'43"W	8.78'
348-349	N26°35'12"E	14.95'
349-347	S01°30'32"W	7.47'

RW COURSE TABLE - 4.10 PARCELS 51		
POINT	BEARING	DISTANCE
350-351	N03°21'05"W	71.21'
351-352	SEE CURVE TABLE	
352-353	S18°15'28"E	0.90'
353-354	S71°14'01"W	8.85'
354-355	SEE CURVE TABLE	
355-356	SEE CURVE TABLE	
356-357	S72°50'11"E	33.10'
357-358	N82°58'43"E	2.90'
358-359	S08°37'06"E	4.99'
359-350	S80°21'53"W	76.67'

LINE TABLE		
L1	N88°34'25"W	26.25'
L2	S88°34'25"E	24.75'
L3	N42°10'07"W	30.70'
L4	S88°34'25"E	56.62'
L5	S88°34'25"E	46.36'
L6	S88°34'25"E	43.98'

CURVE TABLE - CURVE A				
CURVE	RADIUS	LENGTH	LCB	LCH
351-352	6591.67'	40.43'	N71°55'05"E	40.43
354-355	20.00	29.31'	S29°15'08"W	26.76'
355-356	40.00	41.98'	S42°48'20"E	40.08'
361-360	6541.67	51.15'	S71°45'21"W	51.15'
T810-352	6591.67'	20.34'	S71°39'14"W	20.34'

PLE COURSE TABLE - 4.10 PARCEL 53		
POINT	BEARING	DISTANCE
365-71	N83°59'19"E	10.00'
71-6	S06°00'41"E	20.00'
6-7	S83°59'19"W	10.00'
7-365	N06°00'41"W	20.00'

PLE COURSE TABLE - 4.10 PARCEL 58		
POINT	BEARING	DISTANCE
63-69	S88°53'11"E	10.00'
69-5	S01°02'31"W	20.00'
5-4	N88°53'11"W	10.00'
4-63	N01°02'31"E	20.00'

RW COURSE TABLE - 4.10 PARCEL 48 & 49		
POINT	BEARING	DISTANCE
342-346	N47°40'35"E	12.98'
346-345	N80°21'53"E	54.84'
345-344	S09°00'12"E	3.39'
344-343	S80°13'08"W	50.93'
343-342	S67°06'22"W	15.20'

PLE COURSE TABLE - 4.10 PARCEL 46		
POINT	BEARING	DISTANCE
72-73	N88°29'28"W	6.00'
73-74	N01°30'32"E	15.00'
74-75	S88°29'28"E	6.00'
75-73	S01°30'32"W	15.00'

TLE COURSE TABLE - 4.09 & 4.10 PARCEL 46		
POINT	BEARING	DISTANCE
348-T984	S47° 44' 43"W	276.04'
T984-T773	N33° 53' 01"W	8.09'
T773-T789	N47° 44' 43"E	277.46'
T789-T946	N01° 30' 32"E	131.48'
T946-T947	N88° 45' 55"W	5.00'
T947-T948	N01° 30' 32"E	122.98'
T948-T949	N88° 29' 28"W	4.00'
T949-T985	N01° 30' 32"E	18.53'
T985-T986	N73° 43' 25"E	19.95'
T986-75	S01° 30' 32"W	2.13'
75-74	N88° 29' 28"W	6.00'
74-73	S01° 30' 32"W	15.00'
73-72	S88° 29' 28"E	6.00'
72-349	S01° 30' 32"W	255.96'
349-348	S26° 35' 12"W	14.95'

TLE COURSE TABLE - 4.10 PARCEL 51		
POINT	BEARING	DISTANCE
359-T804	N80° 21' 53"E	6.00'
T804-T805	N07° 48' 17"W	9.72'
T805-T806	S82° 58' 43"W	6.69'
T806-T807	N66° 06' 39"W	35.00'
T807-T808	N10° 18' 05"W	40.87'
T808-T809	N80° 49' 53"E	22.77'
T809-T810	N18° 26' 05"W	9.89'
T810-352	S71° 39' 14"W	20.34'
352-353	S18° 15' 28"E	0.90'
353-354	S71° 14' 01"W	8.85'
354-355	SEE CURVE DATA	
355-356	SEE CURVE DATA	
356-357	S72° 50' 11"E	33.10'
357-358	N82° 58' 43"E	2.90'
358-359	S08° 37' 06"E	4.99'

TLE COURSE TABLE - 4.10 & 4.11 PARCEL 57		
POINT	BEARING	DISTANCE
T987-T988	S00° 59' 56"W	121.60'
T988-T793	S81° 50' 33"W	10.13'
T793-T794	N01° 00' 00"E	99.35'
T794-T795	N35° 47' 31"W	17.29'
T795-T796	N89° 02' 06"W	40.78'
T796-T797	N00° 57' 54"E	10.00'
T797-T987	S89° 02' 06"E	61.14'

TLE COURSE TABLE - 4.10 - 4.11 PARCELS 52, 53, 58		
POINT	BEARING	DISTANCE
365-4	N01° 02' 31"E	141.38'
4-5	S88° 53' 11"E	10.00'
5-69	N01° 02' 31"E	20.00'
69-63	N88° 53' 11"W	10.00'
63-406	N01° 02' 31"E	199.70'
406-T972	N01° 06' 49"E	410.97'
T972-T839	S88° 57' 56"E	39.58'
T839-T838	S01° 02' 04"W	2.00'
T838-T837	N88° 57' 56"W	29.59'
T837-T836	S01° 06' 49"W	227.99'
T836-T835	N88° 53' 11"W	3.00'
T835-T816	S01° 04' 47"W	340.31'
T816-T815	S87° 39' 34"E	34.01'
T815-T814	S01° 02' 31"W	52.69'
T814-T813	S58° 31' 51"W	42.69'
T813-T812	S01° 02' 31"W	110.03'
T812-T962	N83° 59' 19"E	23.16'
T962-T961	S06° 00' 41"E	50.00'
T961-T960	S83° 59' 19"W	12.87'
T960-T811	S17° 38' 00"E	65.94'
T811-363	N76° 48' 52"W	22.05'
363-364	N17° 19' 16"W	48.86'
364-7	N06° 00' 41"W	24.83'
7-6	N83° 59' 19"E	10.00'
6-71	N06° 00' 41"W	20.00'
71-365	S83° 59' 19"W	10.00'

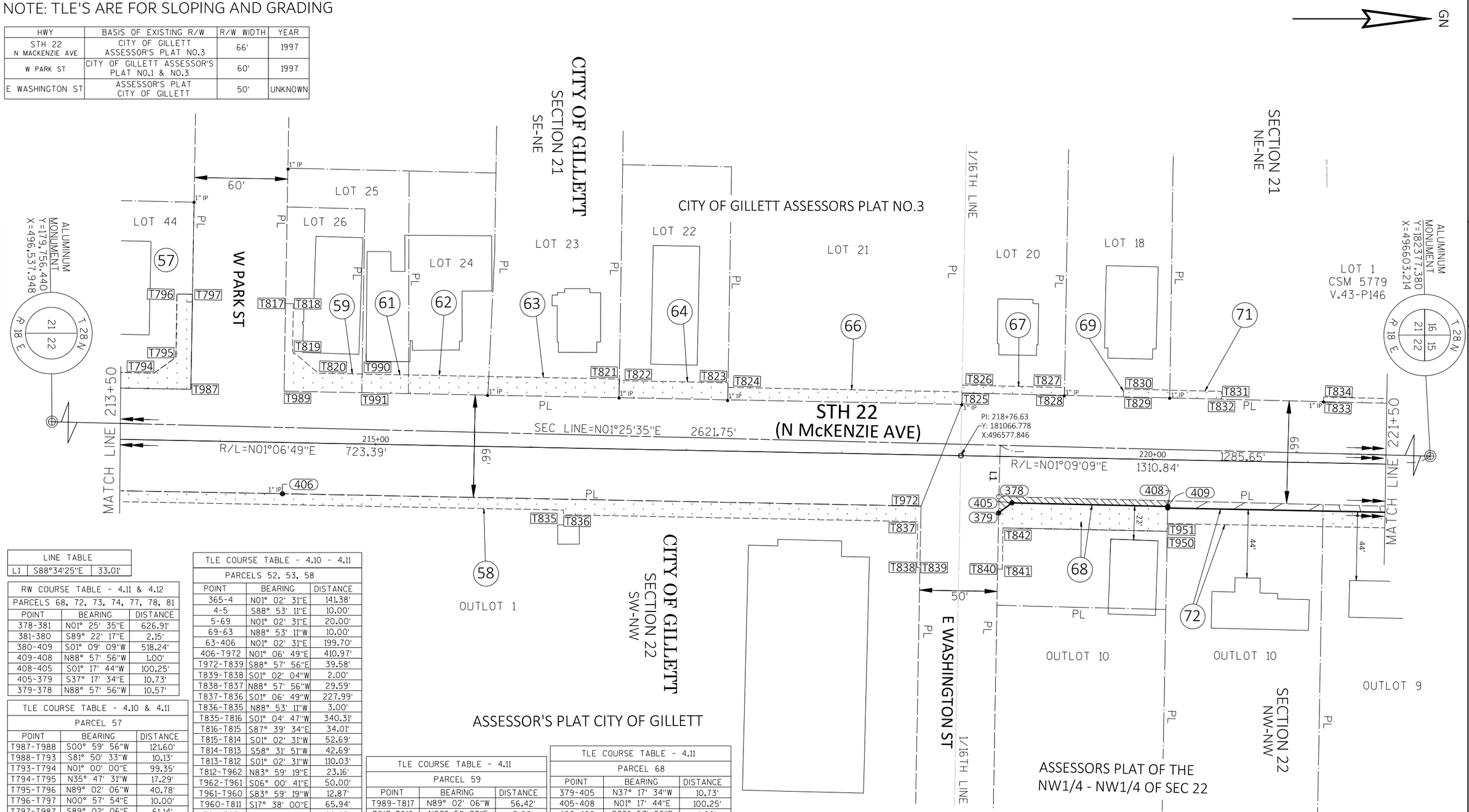
ASSESSOR'S PLAT CITY OF GILLETT

REVISION DATE	1-22-24 NC
DATE	9-11-2023
GRID FACTOR	
SCALE, FEET	0 30 60
HWY:	STH 22
COUNTY:	OCONTO
STATE R/W PROJECT NUMBER	9180-35-21
CONSTRUCTION PROJECT NUMBER	9180-35-71
PLAT SHEET	4.10
PS&E SHEET	210
	E

FILE NAME : TPP100_REVISION 1.DWG
LAYOUT NAME - 4.10
PLOT DATE : 1/19/2024 11:19 AM
PLOT BY : SCHULZ, ANNA
PLOT NAME :
PLOT SCALE :

NOTE: TLE'S ARE FOR SLOPING AND GRADING

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 22 N MACKENZIE AVE	CITY OF GILLETT ASSESSOR'S PLAT NO.3	66'	1997
W PARK ST	CITY OF GILLETT ASSESSOR'S PLAT NO.1 & NO.3	60'	1997
E WASHINGTON ST	ASSESSOR'S PLAT CITY OF GILLETT	50'	UNKNOWN



LINE TABLE		
L1	S88°34'25"E	33.01'

RW COURSE TABLE - 4.11 & 4.12		
PARCELS 68, 72, 73, 74, 77, 78, 81		
POINT	BEARING	DISTANCE
378-381	N01° 25' 35"E	626.91'
381-380	S89° 22' 17"E	2.15'
380-409	S01° 09' 09"W	518.24'
409-408	N88° 57' 56"W	1.00'
408-405	S01° 17' 44"W	100.25'
405-379	S37° 17' 34"E	10.73'
379-378	N88° 57' 56"W	10.57'

TLE COURSE TABLE - 4.10 & 4.11		
PARCEL 57		
POINT	BEARING	DISTANCE
T987-T988	S00° 59' 56"W	121.60'
T988-T793	S81° 50' 33"W	10.13'
T793-T794	N01° 00' 00"E	99.35'
T794-T795	N35° 47' 31"W	17.29'
T795-T796	N89° 02' 06"W	40.78'
T796-T797	N00° 57' 54"E	10.00'
T797-T987	S89° 02' 06"E	61.14'

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

TLE COURSE TABLE - 4.10 - 4.11		
PARCELS 52, 53, 58		
POINT	BEARING	DISTANCE
365-4	N01° 02' 31"E	141.38'
4-5	S88° 53' 11"E	10.00'
5-69	N01° 02' 31"E	20.00'
69-63	N88° 53' 11"W	10.00'
63-406	N01° 02' 31"E	199.70'
406-T972	N01° 06' 49"E	410.97'
T972-T839	S88° 57' 56"E	39.58'
T839-T838	S01° 02' 04"W	2.00'
T838-T837	N88° 57' 56"W	29.59'
T837-T836	S01° 06' 49"W	227.99'
T836-T835	N88° 53' 11"W	3.00'
T835-T816	S01° 04' 47"W	340.31'
T816-T815	S87° 39' 34"E	34.01'
T815-T814	S01° 02' 31"W	52.69'
T814-T813	S58° 31' 51"W	42.69'
T813-T812	S01° 02' 31"W	110.03'
T812-T962	N83° 59' 19"E	23.16'
T962-T961	S06° 00' 41"E	50.00'
T961-T960	S83° 59' 19"W	12.87'
T960-T811	S17° 38' 00"E	65.94'
T811-363	N76° 48' 52"W	22.05'
363-364	N17° 19' 16"W	48.86'
364-7	N06° 00' 41"W	24.83'
7-6	N83° 59' 19"E	10.00'
6-71	N06° 00' 41"W	20.00'
71-365	S83° 59' 19"W	10.00'

TLE COURSE TABLE - 4.11		
PARCEL 59		
POINT	BEARING	DISTANCE
T989-T817	N89° 02' 06"W	56.42'
T817-T818	N00° 51' 28"E	5.00'
T818-T819	S89° 02' 06"E	30.77'
T819-T820	N40° 06' 14"E	21.71'
T820-T990	N01° 06' 49"E	28.16'
T990-T991	S89° 02' 06"E	12.00'
T991-T989	S01° 06' 49"W	50.00'

TLE COURSE TABLE - 4.11		
PARCEL 68		
POINT	BEARING	DISTANCE
379-405	N37° 17' 34"W	10.73'
405-408	N01° 17' 44"E	100.25'
408-409	S88° 57' 56"E	1.00'
409-T950	S88° 57' 56"E	15.00'
T950-T842	S01° 09' 09"W	105.67'
T842-T841	S88° 57' 56"E	26.54'
T841-T840	S01° 02' 04"W	3.00'
T840-379	N88° 57' 56"W	36.12'

REVISION DATE 1-22-24	DATE 9-11-2023	HWY: STH 22	PLAT SHEET 4.11
	GRID FACTOR	COUNTY: OCONTO	PS&E SHEET 211 E
	SCALE, FEET 0 30 60	STATE R/W PROJECT NUMBER 9180-35-21	
		CONSTRUCTION PROJECT NUMBER 9180-35-71	

FILE NAME : TPP100_REVISION 1.DWG
LAYOUT NAME - 4.11
PLOT DATE : 1/22/2024 2:11 PM
PLOT BY : YURK, DAVID
PLOT NAME :
PLOT SCALE :

NOTE: TLE'S ARE FOR SLOPING AND GRADING

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 22 N MACKENZIE AVE	ASSESSOR'S PLAT OF NW 1/4 OF NW 1/4 AND NE 1/4 OF NE 1/4 SEC 21 & 22	66'	UNKNOWN
PINE ST	CITY OF GILLETT ASSESSOR'S PLAT NO.3	60'	1997
W CEDAR ST	ASSESSOR'S PLAT OF NE 1/4 OF NE 1/4 SEC 22	60'	1997
E CEDAR ST	ASSESSOR'S PLAT OF NW 1/4 OF NW 1/4 SEC 22	60'	1997

UTILITY INTEREST REQUIRED		
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
201	CITY OF GILLETT WATER	RELEASE OF RIGHTS

201 CITY OF GILLETT WATER
FIRE HYDRANT EASEMENT
DOC NO. 519445
PARCEL 84

RW COURSE TABLE - 4.11 & 4.12		
PARCELS 68, 72, 73, 74, 77, 78, 81		
POINT	BEARING	DISTANCE
378-381	N01° 25' 35"E	626.91'
381-380	S89° 22' 17"E	2.15'
380-409	S01° 09' 09"W	518.24'
409-408	N88° 57' 56"W	1.00'
408-405	S01° 17' 44"W	100.25'
405-379	S37° 17' 34"E	10.73'
379-378	N88° 57' 56"W	10.57'

RW COURSE TABLE - 4.12 - 4.13		
PARCELS 83, 86, 89, 94		
POINT	BEARING	DISTANCE
389-388	S01°09'09"W	389.59
388-387	N89°22'17"W	1.86'
387-389	N01°25'35"E	389.61'

GN

CITY OF GILLETT
SECTION 21
NE-NE

LOT 1
CSM 5779
V.43-P146

LOT 3
HERMAN KASTENS ADDITION

LOT 2

LOT 18
HERMAN KASTENS ADDITION

ALLEY
16'

LOT 19

LOT 20

ASSESSORS PLAT OF THE NE1/4 - NE1/4 OF SEC 21

OUTLOT 5

OUTLOT 4

LOT 1
CSM 2186
V.13 P.76

LOT 2
CSM 1978
V.12 P.71

LOT 1
CSM 1978
V.12 P.71

60'

PINE ST.

W CEDAR ST

STH 22
(N McKENZIE AVE)

66'

MATCH LINE 221+50

MATCH LINE 229+00

225+00

SEC LINE=N01°25'35"E 2621.75'

R/L=N01°09'09"E 1310.84'

PL

1" IP

T843 T844 T845 T846 T847 T848 T849 T850 T851 T852 T853 T854 T855 T856 T857 T858 T859 T860 T861 T862 T863 T864 T865 T867 T868 T869 T870 T871 T980 T981 T982 T983 T984

71 73 74 76 77 78 79 81 82 83 84 86 87 88 89 91 92 93

381 380 387 388

201

44' 47' 45' 44' 48' 41' 47'

OUTLOT 9 OUTLOT 8 OUTLOT 7 OUTLOT 6 OUTLOT 5 OUTLOT 4 OUTLOT 3

60'

CITY OF GILLETT
SECTION 22
NW-NW

E CEDAR ST

ASSESSORS PLAT OF THE NW1/4 - NW1/4 OF SEC 22

ASSESSORS PLAT OF THE NW1/4 - NW1/4 OF SEC 22

T 28 N
R 18 E
21 22

ALUMINUM MONUMENT
Y=179,756.440
X=496,537.948

T 28 N
R 18 E
16 15
21 22

ALUMINUM MONUMENT
Y=182377.380
X=496603.214

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

REVISION DATE 1-22-24	DATE 9-11-2023	SCALE, FEET 0 30 60	HWY: STH 22
	GRID FACTOR		COUNTY: OCONTO

STATE R/W PROJECT NUMBER	9180-35-21
CONSTRUCTION PROJECT NUMBER	9180-35-71

PLAT SHEET	4.12
PS&E SHEET	212

E

FILE NAME : TPP100_REVISION 1.DWG
LAYOUT NAME - 4.12

PLOT DATE : 1/19/2024 11:20 AM PLOT BY : SCHULZ, ANNA PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

4

4

NOTE: TLE'S ARE FOR SLOPING AND GRADING

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
STH 22 N MACKENZIE AVE	ASSESSOR'S PLAT OF NW 1/4 OF NW 1/4 AND NE 1/4 OF NE 1/4 SEC 21 & 22	66'	UNKNOWN
STH 32	ASSESSOR'S PLAT OF THE NW1/4 - NW1/4 OF SEC 22	WIDTH VARIES	1997

UTILITY INTEREST REQUIRED		
UTILITY NUMBER	UTILITY OWNER	INTEREST REQUIRED
201	CITY OF GILLETT WATER	RELEASE OF RIGHTS
204	TELEPHONE USA OF WISCONSIN, LLC	RELEASE OF RIGHTS

201 CITY OF GILLETT WATER
PERMANENT LIMITED EASEMENT
DOC 670769
PARCEL 98

204 TELEPHONE USA OF WISCONSIN, LLC.
10' X 20' EASEMENT
DOC 494618
PARCEL 101

RW COURSE TABLE - 4.12-4.13		
PARCELS 83, 86, 89, 94		
POINT	BEARING	DISTANCE
389-388	S01°09'09"W	389.59'
388-387	N89°22'17"W	1.86'
387-389	N01°25'35"E	389.61'

RW COURSE TABLE - 4.13		
PARCEL - 101		
POINT	BEARING	DISTANCE
391-392	N88°37'38"W	21.00'
392-393	N01°07'59"E	60.38'
393-394	S88°52'01"E	16.00'
394-395	N01°07'59"E	26.12'
395-396	S88°52'01"E	5.00'
396-391	S01°07'59"W	86.59'

LINE TABLE		
L1	S89°24'26"E	33.00'
L2	N88°37'38"W	33.00'

TLE COURSE TABLE - 4.13		
PARCEL - 101		
POINT	BEARING	DISTANCE
392-T877	N88° 37' 38"W	33.95'
T877-T878	N01° 07' 59"E	79.85'
T878-T879	S88° 52' 01"E	39.95'
T879-T880	N01° 07' 59"E	67.62'
T880-T881	S88° 52' 01"E	15.00'
T881-396	S01° 07' 59"W	61.11'
396-395	N88° 52' 01"W	5.00'
395-394	S01° 07' 59"W	26.12'
394-393	N88° 52' 01"W	16.00'
393-392	S01° 07' 59"W	60.38'

GN

ASSESSOR'S PLAT OF THE NE1/4 - NE1/4 OF SEC 22

CITY OF GILLETT
SECTION 21
NE-NE

TOWN OF GILLETT
SECTION 16
SE-SE

TOWN OF GILLETT ASSESSOR'S PLAT NO. 1

LOT 1
CSM 1978
V.12 P.71

OUTLOT 2

OUTLOT 1

LOT 12

LOT 16

LOT 15

N88°37'38"W 2653.67
SEC LINE - PL

ALUMINUM MONUMENT
Y=182440.959
X=493950.305

93 96 99 101 204

T872 T873 T874 T875 T876 T877 T878 T879 T880 T881

392 391 393 394 395 396

PL

END RELOCATION ORDER
STATION 234+00.00
212.45' NORTH OF AND
5.20' EAST OF THE
NORTHWEST CORNER
SECTION 22, T28N, R18E
Y=182589.831
X=49608.417

STH 22
(N McKENZIE AVE)

SEC LINE=N01°25'35"E 2621.75'

230+00

R/L=N01°09'09"E 1310.84'

PI: 231+87.47
Y: 182377.358
X: 496604.214

SEC LINE=N01°07'59"E 2619.43'

R/L=N01°07'59"E 212.53'

235+00

66'

MATCH LINE 224+00

389 201

L1

T882 T883 T884 T952 T953 T955 T954 T956 T957 T959 T958 T886 T885

S01°25'35"W 209.61'

94 97 98 89

OUTLOT 2

OUTLOT 1

ASSESSOR'S PLAT OF THE NW1/4 - NW1/4 OF SEC 22

CITY OF GILLETT
SECTION 22
NW-NW

R/W LINE STH 32

SEC LINE - PL

S89°24'26"E 2638.74'

ALUMINUM MONUMENT
Y=179756.440
X=496537.948

ALUMINUM MONUMENT
Y=182377.380
X=496603.214

ALUMINUM MONUMENT
Y=182350.077
X=499241.814

ALUMINUM MONUMENT
Y=184996.299
X=496655.017

STH 32
(R/W WIDTH VARIES)

TOWN OF GILLETT
SECTION 15
SW-SW

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

REVISION DATE 1-22-24 NC	DATE 9-11-2023	SCALE, FEET 0 30 60	HWY: STH 22	STATE R/W PROJECT NUMBER 9180-35-21	PLAT SHEET 4.13
	GRID FACTOR		COUNTY: OCONTO	CONSTRUCTION PROJECT NUMBER 9180-35-71	PS&E SHEET 213 E

FILE NAME : TPP100_REVISION 1.DWG
LAYOUT NAME - 4.13

PLOT DATE : 1/19/2024 11:20 AM PLOT BY : SCHULZ, ANNA PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 75

4

4

4

RW STATION OFFSET - 4.06		
POINT	STATION	OFFSET
300	176+61.27	70.00'
301	176+06.22	70.00'
302	176+17.08	145.17'
303	176+06.73	181.31'

TLE STATION OFFSET - 4.06		
POINT	STATION	OFFSET
T700	176+01.17	70.00'
T702	176+11.98	144.83'
T703	176+02.09	179.53'

PLE STATION OFFSET - 4.07		
POINT	STATION	OFFSET
10	188+89.34	31.00'
11	189+04.00	31.02'
12	188+99.14	41.33'
13	188+89.34	41.33'

TLE STATION OFFSET 4.07		
POINT	STATION	OFFSET
T304	184+64.33	61.76'
T707	185+21.08	80.54'
T708	185+37.27	46.36'
T709	185+55.53	38.51'
T710	186+24.75	38.55'
T711	186+24.74	51.55'
T712	187+33.20	51.61'
T713	187+33.20	46.61'
T714	188+96.61	46.71'
T715	188+98.82	42.00'
T900	189+55.01	42.00'
T901	189+55.01	48.00'
T902	189+80.01	48.00'
T903	189+80.01	42.00'
T904	190+12.36	42.00'
T905	190+09.89	50.00'
T906	190+34.82	50.00'
T907	190+34.82	42.00'
T965	189+04.00	31.02'
T996	186+75.00	51.58'
T997	186+75.00	65.00'
T998	187+05.00	65.00'
T999	187+05.00	51.60'

RW STATION OFFSET 4.07-4.08		
POINT	STATION	OFFSET
305	184+79.25	31.00'
306	184+82.16	25.00'
307	191+44.76	25.00
308	191+41.77	31.00'

RW STATION OFFSET - 4.08		
POINT	STATION	OFFSET
297	195+62.71	31.00'
298	195+61.02	-27.50'
299	195+61.08	-31.00'
307	191+44.76	25.00'
308	191+41.77	31.00'
311	192+33.07	-27.60'
312	192+40.78	-47.68'
313	192+47.00	-31.00'
318	192+93.22	27.50'
319	192+93.02	28.00'
320	194+53.54	31.00'
321	194+67.41	36.47'
322	194+71.03	27.50'
323	195+24.86	27.69'
324	195+20.76	37.87'
325	195+27.74	31.00'
326	197+19.63	31.00'
327	197+29.74	41.11'
328	197+30.39	28.03'
329	197+82.38	28.26'
330	197+82.02	38.16'
331	197+89.18	31.00'
397	194+64.60	31.00'
398	194+26.98	28.00'
407	191+31.71	31.00'

TLE STATION OFFSET - 4.08		
POINT	STATION	OFFSET
T500	193+54.64	-31.00'
T501	193+55.66	-45.00'
T502	194+35.61	-31.00'
T503	196+36.78	-31.00'
T504	197+11.79	-31.00'
T505	197+79.61	-31.00'
T506	197+81.87	-44.00'
T507	198+90.66	-48.00'
T508	198+86.81	-31.00'
T515	195+61.76	-31.00'
T516	198+38.61	-39.00'
T517	198+36.82	-31.00'

TLE STATION OFFSET - 4.08		
POINT	STATION	OFFSET
T716	191+30.72	42.00'
T717	191+28.52	57.66'
T718	192+62.07	-103.85'
T719	192+66.74	-102.05'
T720	192+51.15	-61.52'
T721	192+59.16	-41.00'
T722	193+32.00	-41.00'
T723	194+40.71	-44.00'
T724	194+37.96	-37.00'
T725	195+42.00	-37.00'
T726	195+42.00	-42.00'
T727	195+64.09	-42.01'
T728	196+15.00	-38.00'
T729	196+15.00	-48.00'
T730	197+14.62	-44.00'
T731	197+13.53	-39.00'
T732	198+80.00	-39.00'
T733	198+80.00	-48.00'
T734	192+31.89	43.89'
T735	194+27.00	38.00'
T736	194+62.77	48.00'
T737	195+08.91	67.33'
T738	195+13.54	69.15'
T739	195+26.10	38.00'
T740	195+61.36	38.00'
T741	195+60.14	45.00'
T742	195+84.81	45.00'
T743	195+85.00	35.00'
T744	197+08.00	44.00'
T745	197+15.11	93.33'
T746	197+27.09	93.92'
T747	197+80.58	78.78'
T748	197+90.59	78.78'
T749	197+91.86	43.00'
T751	199+07.00	-48.00'
T752	199+08.00	-38.00'
T908	193+50.00	44.00'
T909	193+50.00	38.00'
T910	194+27.00	48.00'
T911	193+32.00	-45.00'
T912	193+60.00	-45.00'
T913	193+59.75	-36.88'
T914	194+00.00	-37.00'
T915	194+00.00	-44.00'
T916	195+63.25	-38.00'
T917	196+40.43	-48.00'
T918	196+38.71	-40.00'
T919	196+90.00	-40.00'
T920	196+90.00	-44.00'
T921	197+65.00	-39.00'
T922	197+65.00	-44.00'
T923	197+98.00	-44.00'
T924	197+98.00	-39.00'
T925	196+03.70	35.00'
T926	196+03.40	38.00'
T927	196+36.00	38.00'
T928	196+36.00	50.00'
T929	196+63.11	50.24'
T930	196+63.00	44.00'
T931	198+58.75	43.00'
T932	198+58.84	51.04'
T933	199+31.15	51.00'
T963	191+24.04	55.43'
T966	192+71.52	-41.00'
T967	192+67.68	-31.00'
T968	192+86.56	44.00'

RW STATION OFFSET - 4.09		
POINT	STATION	OFFSET
314	202+32.45	-31.00'
315	203+55.70	-31.00'
316	203+67.38	-32.09'
317	202+44.56	-27.36'
332	203+10.43	37.39'
333	203+18.01	48.78'
334	203+21.56	37.71'
335	203+66.86	63.98'
336	203+64.49	69.90'
337	203+71.65	67.30'
338	203+96.45	26.66'
399	204+05.91	33.70'
400	204+13.37	25.78'

TLE STATION OFFSET - 4.09		
POINT	STATION	OFFSET
T733	198+80.00	-48.00'
T750	199+31.39	41.42'
T751	199+07.00	-48.00'
T752	199+08.00	-38.00'
T753	199+55.00	-38.00'
T754	199+55.00	-58.00'
T755	199+85.00	-58.00'
T756	199+85.00	-38.00'
T757	200+38.48	-38.00'
T758	200+40.35	-46.00'
T759	201+56.00	-52.00'
T760	201+57.00	-38.00'
T761	202+05.00	-48.00'
T762	202+29.78	-48.00'
T764	203+16.65	-42.00'
T765	203+15.94	-39.00'
T766	203+56.34	-35.96'
T767	203+67.57	-45.28'
T768	203+81.81	-41.39'
T769	203+80.81	-38.46'
T770	204+27.54	-40.65'
T771	204+27.47	-53.65'
T772	204+61.05	-53.65'
T773	204+59.57	-43.66'
T774	199+94.10	43.00'
T775	199+94.27	39.00'
T776	200+62.26	39.00'
T777	200+61.75	50.87'
T778	201+09.83	50.87'
T779	201+10.02	45.59'
T780	201+57.47	45.68'
T781	201+57.48	39.00'
T782	203+12.18	45.78'
T783	203+14.20	61.42'
T784	203+75.95	77.97'
T785	203+78.96	72.52'
T786	204+13.55	39.65'
T787	206+33.45	38.50'
T788	206+49.26	55.38'
T934	202+14.30	39.00'
T935	202+14.11	44.00'
T936	202+34.16	44.00'
T937	202+34.28	39.00'
T938	203+07.87	60.32'
T939	201+25.00	-46.00'
T940	201+25.00	-52.00'
T941	202+05.00	-38.00'
T943	204+37.62	29.55'
T944	205+83.94	29.50'
T945	205+83.51	38.50'
T969	203+14.08	-31.00'
T970	203+79.07	-33.28'
T975	202+29.23	-38.75'
T976	203+14.80	-34.11'
T984	204+58.40	-35.65'
T993	205+95.85	25.50'
T994	199+31.65	31.000'
T995	202+14.59	31.000'

RW STATION OFFSET - 4.10		
POINT	STATION	OFFSET
339	206+77.80	25.50'
341	207+40.96	31.70'
342	208+01.47	59.92'
343	208+08.86	71.53'
344	208+22.93	118.07'
345	208+24.92	116.86'
346	208+09.97	66.51'
347	207+51.57	-29.79'
348	207+41.49	-31.86'
349	207+59.26	-33.54'
350	208+40.43	24.44'
351	209+08.87	17.63'
352	209+22.16	55.81'
353	209+21.31	56.11'
354	209+18.30	47.78'
355	208+94.71	35.16'
356	208+65.83	62.97'
357	208+58.30	94.82'
358	208+58.61	97.68'
359	208+55.33	98.64'
360	209+59.40	14.82'
361	209+71.51	64.29'
362	209+75.82	63.07'
363	209+83.46	37.61'
364	210+31.04	28.00'
365	210+75.87	28.00'
366	209+65.80	14.80'
401	206+32.46	25.50'
402	206+47.80	31.00'
403	206+61.62	31.00'
404	206+64.12	39.82'

PLE STATION OFFSET - 4.10		
POINT	STATION	OFFSET
4	212+21.00	33.28'
5	212+21.00	43.28'
6	210+55.87	38.00'
7	210+55.87	28.00'
63	212+41.00	33.26'
69	212+41.00	43.25'
71	210+76.00	38.00'
72	210+41.97	-42.85'
73	210+42.75	-48.80'
74	210+57.62	-46.83'
75	210+56.84	-40.88'

TLE STATION OFFSET - 4.09		
POINT	STATION	OFFSET
T509	199+68.03	-58.00'
T510	199+61.83	-31.00'
T511	200+36.84	-31.00'
T512	201+41.88	-52.00'
T513	201+36.86	-31.00'
T514	202+28.77	-31.00'

TLE STATION OFFSET - 4.10		
POINT	STATION	OFFSET
405	214+40.70	33.00'
T787	206+33.45	38.50'
T788	206+49.26	55.38'
T789	207+46.74	-39.08'
T790	210+66.76	-58.74'
T791	210+65.31	-47.78'
T792	212+57.62	-40.83'
T793	212+57.29	-42.83'
T798	206+86.93	89.78'
T799	206+91.99	94.61'
T800	207+40.29	40.72'
T801	207+97.60	67.39'
T802	208+17.02	125.16'
T803	208+25.61	119.66'
T804	208+56.18	104.50'
T805	208+62.89	102.88'
T806	208+61.95	96.26'
T807	208+74.27	62.91'
T808	209+14.60	53.51'
T809	209+22.71	77.20'
T810	209+28.38	75.00'
T811	209+77.13	58.54'
T812	210+90.51	34.84'
T813	212+04.97	38.30'
T814	212+27.96	74.27'
T815	212+80.65	74.20'
T816	212+81.38	40.20'
T946	209+05.69	-64.04'
T947	209+05.70	-69.04'
T948	210+36.50	-58.70'
T949	210+37.02	-62.67'
T960	210+40.46	45.13'
T961	210+40.46	58.00'
T962	210+90.54	58.00'
T985	210+55.39	-60.24'
T986	210+58.95	-40.61'
T988	212+58.93	-60.24'

RW STATION OFFSET - 4.11		
POINT	STATION	OFFSET
378	219+01.68	25.85'
379	219+01.70	36.42'
405	219+10.11	29.75'
408	220+10.36	30.00'
409	220+10.36	31.00'

TLE STATION OFFSET - 4.11		
POINT	STATION	OFFSET
T794	213+56.65	-43.03'
T795	213+70.48	-53.41'
T796	213+70.37	-94.19'
T797	213+80.37	-94.22'
T817	214+40.38	-89.42'
T818	214+45.38	-89.43'
T819	214+45.46	-58.66'
T820	214+62.34	-45.00'
T821	216+56.02	-45.00'
T822	216+56.03	-44.00'
T823	217+25.98	-44.00'
T824	217+25.99	-41.00'
T825	218+76.56	-41.00'
T826	218+76.55	-45.43'
T827	219+42.47	-45.13'
T828	219+42.49	-40.13'
T829	219+80.49	-39.96'
T830	219+80.52	-44.96'
T831	220+43.46	-44.68'
T832	220+43.44	-39.68'
T833	221+09.27	-39.39'
T834	221+09.27	-42.39'
T835	216+21.69	40.00'
T836	216+21.69	43.00'
T837	218+49.69	43.00'
T838	218+49.73	72.58'
T839	218+51.73	72.58'
T840	219+01.78	72.54'
T841	219+04.78	72.54'
T842	219+04.71	46.00'
T950	220+10.38	46.00'
T951	220+10.38	41.00'
T972	218+51.67	33.00'
T987	213+80.53	-33.07
T989	214+40.53	-33.00'
T990	214+90.50	-45.00'
T991	214+90.53	-33.00'

RW STATION OFFSET - 4.12		
POINT	STATION	OFFSET
380	225+28.60	31.00'
381	225+28.58	28.85'
387	225+88.59	29.14'
388	225+88.60	31.00'

TLE STATION OFFSET - 4.12		
POINT	STATION	OFFSET
T843	221+98.29	-41.99'
T844	221+98.12	-93.28'
T845	222+08.12	-93.32'
T846	222+68.12	-93.51'
T847	222+78.12	-93.54'
T848	222+78.28	-43.35'
T849	224+19.07	-49.67'
T850	224+35.08	-40.60'
T851	225+10.09	-40.24'
T852	225+10.08	-42.24'
T853	225+76.25	-41.92'
T854	225+76.07	-101.16'
T855	225+84.07	-101.18'
T856	226+44.07	-101.35'
T857	226+52.07	-101.37'
T858	226+52.24	-44.52'
T859	227+56.67	-50.06'
T860	227+56.65	-41.12'
T861	225+23.60	41.00'
T862	225+23.92	65.23'
T863	225+28.91	65.16'
T864	225+88.91	64.72'
T865	225+93.91	64.68'
T866	225+93.70	38.16'
T867	226+01.72	38.00'
T868	226+74.51	38.00'
T869	226+74.52	39.00'
T870	227+67.03	39.00'
T871	227+67.05	41.00'
T980	223+95.00	-50.00'
T981	223+95.00	-42.79'
T982	227+38.00	-50.14'
T983	227+38.00	-44.14'

RW STATION OFFSET - 4.13		
POINT	STATION	OFFSET
389	229+78.19	31.00'
391	231+87.56	-34.00'
392	231+87.70	-55.00'
393	232+48.08	-55.00'
394	232+48.08	-39.00'
395	232+74.20	-39.00'
396	232+74.20	-34.00'

TLE STATION OFFSET - 4.13		
POINT	STATION	OFFSET
T872	229+66.83	-40.07'
T873	229+66.88	-50.07'
T874	230+58.45	-49.62'
T875	230+58.40	-46.62'
T876	231+87.66	-46.00'
T877	231+87.84	-88.95'
T878	232+67.69	-88.95'
T879	232+67.69	-49.00'
T880	233+35.31	-49.00'
T881	233+35.31	-34.00'
T882	229+78.17	41.00'
T883	230+05.26	41.13'
T884	230+05.31	46.13'
T885	231+87.93	47.00'
T886	231+87.79	32.00'
T952	230+52.00	46.35'
T953	230+52.00	54.35'
T954	230+75.00	54.46'
T955	230+75.00	46.46'
T956	231+15.00	46.65'
T957	231+15.00	54.65'
T958	231+40.00	54.77'
T959	231+40.00	46.77'

TLE COURSE TABLE - 4.08		
PARCEL - 13		
POINT	BEARING	DISTANCE
T500-T501	N15° 41' 52"W	14.04'
T501-T912	N70° 06' 39"E	4.33'
T912-T913	S18° 06' 57"E	8.12'
T913-T914	N69° 56' 36"E	40.25'
T914-T915	N19° 53' 21"W	7.00'
T915-T723	N70° 06' 39"E	40.71'
T723-T502	S01° 33' 09"W	13.97'
T502-T500	S70° 06' 39"W	80.97'

TLE COURSE TABLE - 4.08		
PARCEL - 16		
POINT	BEARING	DISTANCE
T502-T724	N01° 33' 09"E	6.45'
T724-T725	N70° 06' 39"E	76.38'
T725-T726	N19° 53' 20"W	7.58'
T726-T727	N70° 06' 39"E	50.16'
T727-T515	S08° 06' 35"E	13.87'
T515-T502	S70° 06'39"W	126.07'

TLE COURSE TABLE - 4.08		
PARCEL - 19		
POINT	BEARING	DISTANCE
T515-T916	N08° 06' 35"W	7.16'
T916-T728	N69° 56' 21"E	51.75'
T728-T729	N20° 03' 39"W	10.00'
T729-T917	N69° 56' 21"E	25.43'
T917-T503	S07° 56' 04"E	17.39'
T503-T515	S69° 56' 21"W	75.01'

TLE COURSE TABLE - 4.08		
PARCEL - 27		
POINT	BEARING	DISTANCE
T517-T516	N07° 27' 16"W	8.20'
T516-T732	N69° 56' 21"E	41.39'
T732-T733	N20° 03' 39"W	9.00'
T733-T507	N69° 56' 21"E	10.66'
T507-T508	S07° 19' 22"E	17.43'
T508-T517	S69° 56' 21"W	50.00'

TLE COURSE TABLE - 4.08		
PARCEL - 24		
POINT	BEARING	DISTANCE
T505-T506	N10° 12' 12"W	13.20'
T506-T923	N69° 56' 21"E	13.13'
T923-T924	S20° 03' 39"E	5.00'
T924-T516	N69° 56' 21"E	40.61'
T516-T517	S07° 27' 16"E	8.20'
T517-T505	S69° 45' 49"W	57.21'

TLE COURSE TABLE - 4.08		
PARCEL - 23		
POINT	BEARING	DISTANCE
T504-T731	N07° 45' 46"W	8.19'
T731-T921	N69° 56' 21"E	51.47'
T921-T922	N20° 03' 39"W	5.00'
T922-T506	N69° 56' 21"E	16.87'
T506-T505	S10° 12' 12"E	13.20'
T505-T504	S69° 45' 49"W	67.87'

TLE COURSE TABLE - 4.08		
PARCEL - 22		
POINT	BEARING	DISTANCE
T503-T918	N07° 56' 04"W	9.21'
T918-T919	N69° 56' 21"E	51.29'
T919-T920	N20° 03' 39"W	4.00'
T920-T730	N69° 56' 21"E	24.62'
T730-T504	S07° 45' 49"E	13.31'
T504-T503	S69° 45' 49"W	75.01'

TLE COURSE TABLE - 4.08 & 4.09		
PARCEL - 28		
POINT	BEARING	DISTANCE
T508-T507	N07° 19' 22"W	17.43'
T507-T751	N69° 56' 21"E	16.34'
T751-T752	S25° 46' 17"E	10.05'
T752-T753	N69° 56' 21"E	47.00'
T753-T754	N20° 03' 39"W	20.00'
T754-T509	N69° 56' 21"E	13.03'
T509-T510	S07° 07' 12"E	27.70'
T510-T508	S69° 56' 21"W	75.01'

TLE COURSE TABLE - 4.09		
PARCEL - 31		
POINT	BEARING	DISTANCE
T510-T509	N07° 07' 12"W	27.70'
T509-T755	N69° 56' 21"E	16.97'
T755-T756	S20° 03' 39"E	20.00'
T756-T757	N69° 56' 21"E	53.47'
T757-T511	S06° 54' 31"E	7.19'
T511-T510	S69° 56' 21"W	75.01'

TLE COURSE TABLE - 4.09		
PARCEL - 34		
POINT	BEARING	DISTANCE
T511-T758	N06° 54' 31"W	15.40'
T758-T939	N69° 56' 21"E	84.65'
T939-T940	N20° 03' 39"W	6.00'
T940-T512	N69° 56' 21"E	16.88'
T512-T513	S06° 36' 41"E	21.59'
T513-T511	S69° 56' 21"W	100.01'

TLE COURSE TABLE - 4.09		
PARCEL - 36		
POINT	BEARING	DISTANCE
T513-T512	N06° 36' 41"W	21.59'
T512-T759	N69° 56' 21"E	14.12'
T759-T760	S24° 08' 47"E	14.04'
T760-T941	N69° 56' 21"E	48.00'
T941-T761	N20° 03' 39"W	10.00'
T761-T762	N69° 56' 21"E	24.78'
T762-T514	S16° 39' 16"E	17.03'
T514-T513	S69° 56' 21"W	91.91'

4

REVISION DATE 1-22-24

DATE 9-11-2023

GRID FACTOR

SCALE, FEET 0 30 60

HWY: STH 22

COUNTY: OCONTO

STATE R/W PROJECT NUMBER 9180-35-21

CONSTRUCTION PROJECT NUMBER 9180-35-71

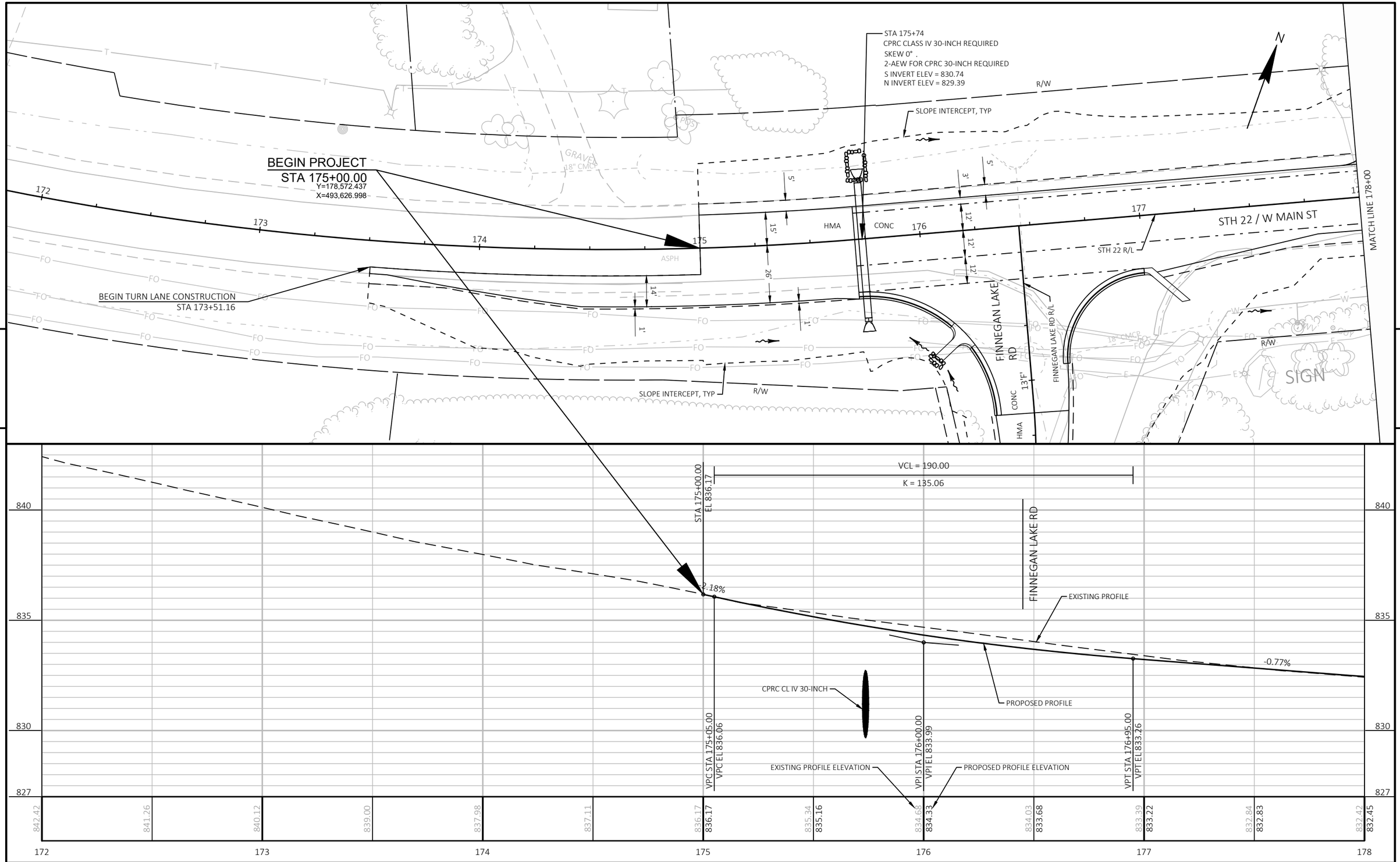
PLAT SHEET 4.14

PS&E SHEET 214 E

FILE NAME : TPP100_REVISION 1.DWG
LAYOUT NAME - 4.14

PLOT DATE : 1/19/2024 11:20 AM PLOT BY : SCHULZ, ANNA PLOT NAME : PLOT SCALE :

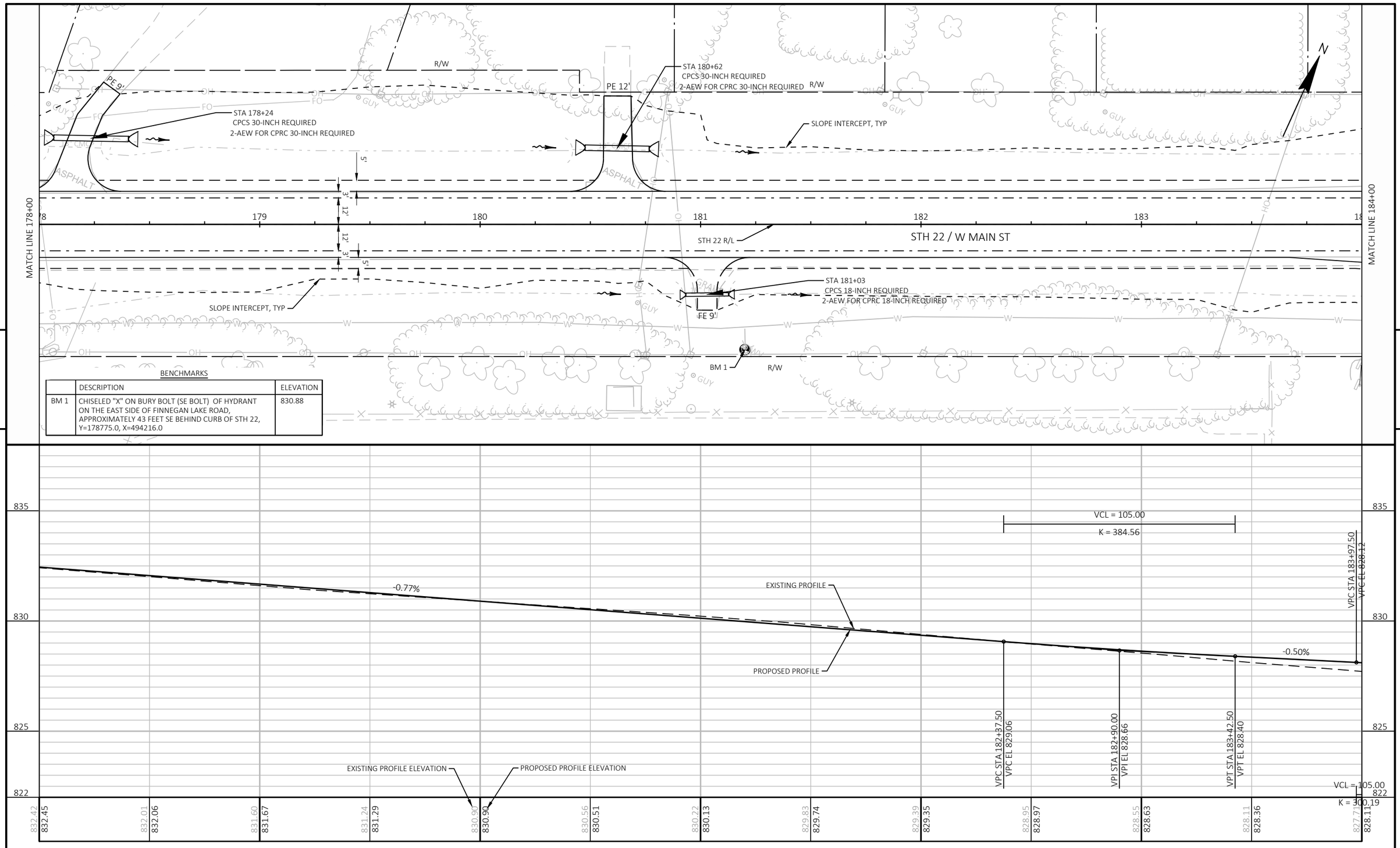
WISDOT/CADDS SHEET 75



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: STH 22	SHEET 215	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050101-PP.DWG
LAYOUT NAME - 050101-pp

PLOT DATE : 7/31/2025 3:11 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: STH 22	SHEET 216 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050101-PP.DWG
LAYOUT NAME - 050102-pp

PLOT DATE : 7/31/2025 3:11 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

MATCH LINE 184+00

MATCH LINE 190+00

5

5

R/W

SLOPE INTERCEPT, TYP

N HARDING AVE

HARDING AVE R/L

STH 22 R/L

STH 22 / W MAIN ST

CONC

HMA

ASPHALT

CONCRETE

SIDEWALK

SAVE TREE

TLE

SIGN

GILLETT HIGH SCHOOL

GILLETT HIGH SCHOOL R/L

BM 2

CAUTION

PE 12'

PE 14'

BENCHMARKS

	DESCRIPTION	ELEVATION
BM 2	SOUTHWEST CORNER OF THE CONCRETE LEDGE OF THE SCHOOL SIGN, APPROXIMATELY 86 FEET SE BEHIND CURB OF STH 22, Y=178903.6, X=494612.6	831.52

VPI STA 184+50.00
VPI EL 827.86

GILLETT HIGH SCHOOL

VCL = 105.00
K = 300.00

N HARDING AVE

VPC STA 188+47.50
VPC EL 824.75

VPI STA 189+00.00
VPI EL 824.49

VPT STA 189+52.50
VPT EL 823.99

PROPOSED PROFILE

-0.85%

-0.50%

-0.95%

EXISTING PROFILE

VCL = 105.00
K = 300.19

VPT STA 185+02.50
VPT EL 827.41

VPC STA 187+17.50
VPC EL 825.58

VPI STA 187+70.00
VPI EL 825.14

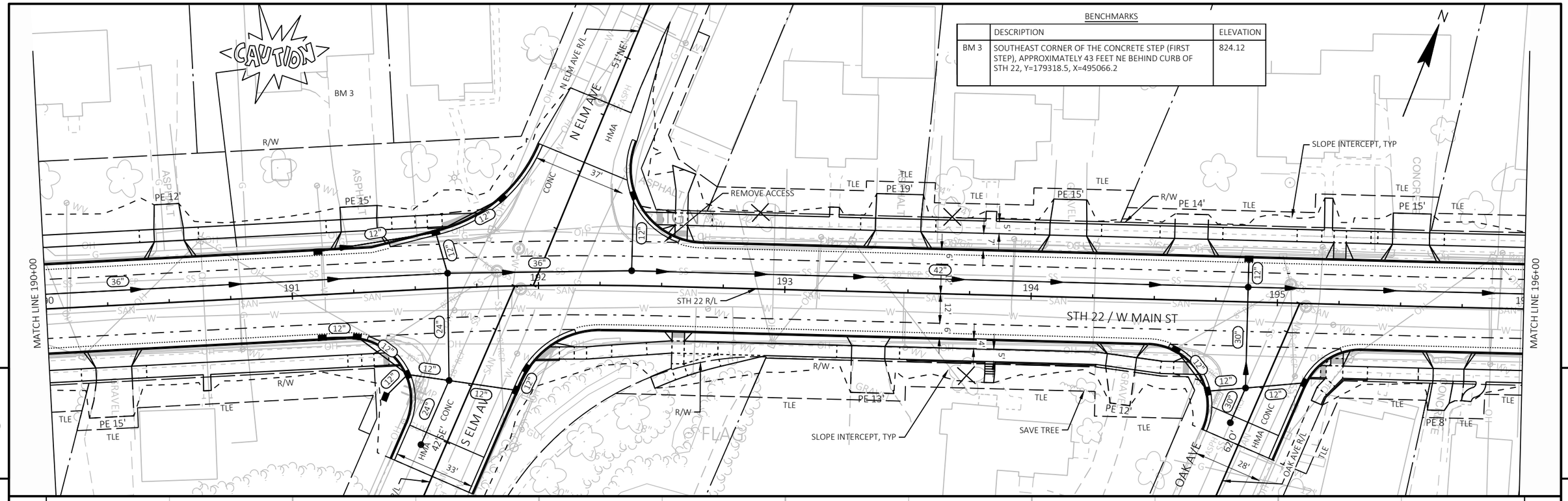
VPT STA 188+22.50
VPT EL 824.88

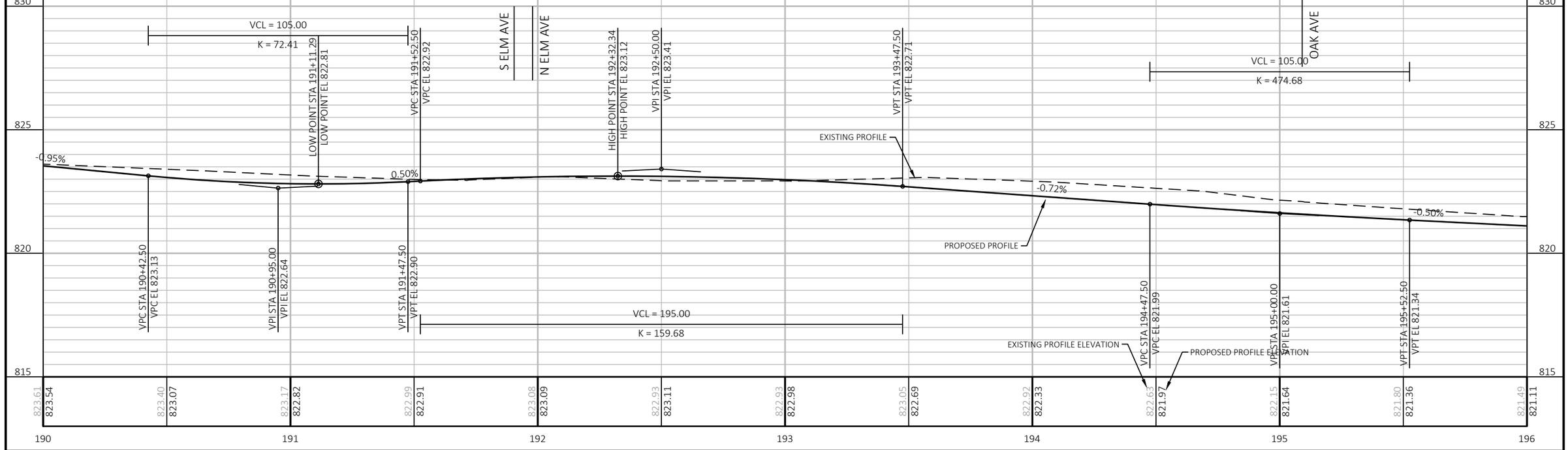
VCL = 105.00
K = 233.33

EXISTING PROFILE ELEVATION

PROPOSED PROFILE ELEVATION

| | | |





BENCHMARKS

	DESCRIPTION	ELEVATION
BM 3	SOUTHEAST CORNER OF THE CONCRETE STEP (FIRST STEP), APPROXIMATELY 43 FEET NE BEHIND CURB OF STH 22, Y=179318.5, X=495066.2	824.12

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: STH 22	SHEET 218 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050101-PP.DWG
LAYOUT NAME - 050104-pp

PLOT DATE : 7/31/2025 3:12 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

MATCH LINE 196+00

MATCH LINE 202+00

5

5

CAUTION

SAVE TREE

R/W

SLOPE INTERCEPT, TYP

PE 16'

PE 14'

PE 13'

PE 11'

PE 15'

PE 10'

PE 26'

PE 12'

FLAG

42"

48"

38" x 60"

12"

24"

197

198

199

200

201

STH 22 / W MAIN ST

STH 22 R/L

BM 4

BM 5

SIGN

CE 22' R/W

BIRCH AVE

BIRCH AVE R/L

HMA

CONC

30'

71'8"

BENCHMARKS

	DESCRIPTION	ELEVATION
BM 4	CHISELED "X" ON NW BOLT OF HYDRANT ON THE WEST SIDE OF BIRCH AVE, APPROXIMATELY 4 FEET WEST BEHIND THE CURB. Y=179427.0, X=495682.0	823.50
BM 5	NORTHWEST CORNER OF CAP STONE FOR CHURCH SIGN, APPROXIMATELY 27 FEET BEHIND THE CURB OF STH 22. Y=179431.8, X=495744.6	823.47

BIRCH AVE

EXISTING PROFILE

PROPOSED PROFILE

-0.50%

-1.71%

VPC STA 199+82.50
VPC EL 819.20

VPI STA 200+35.00
VPI EL 818.93

VPT STA 200+87.50
VPT EL 818.04

VPC STA 201+87.50
VPC EL 816.33

VCL = 105.00
K = 87.06

VCL = 105.00
K = 87.06

EXISTING PROFILE ELEVATION

PROPOSED PROFILE ELEVATION

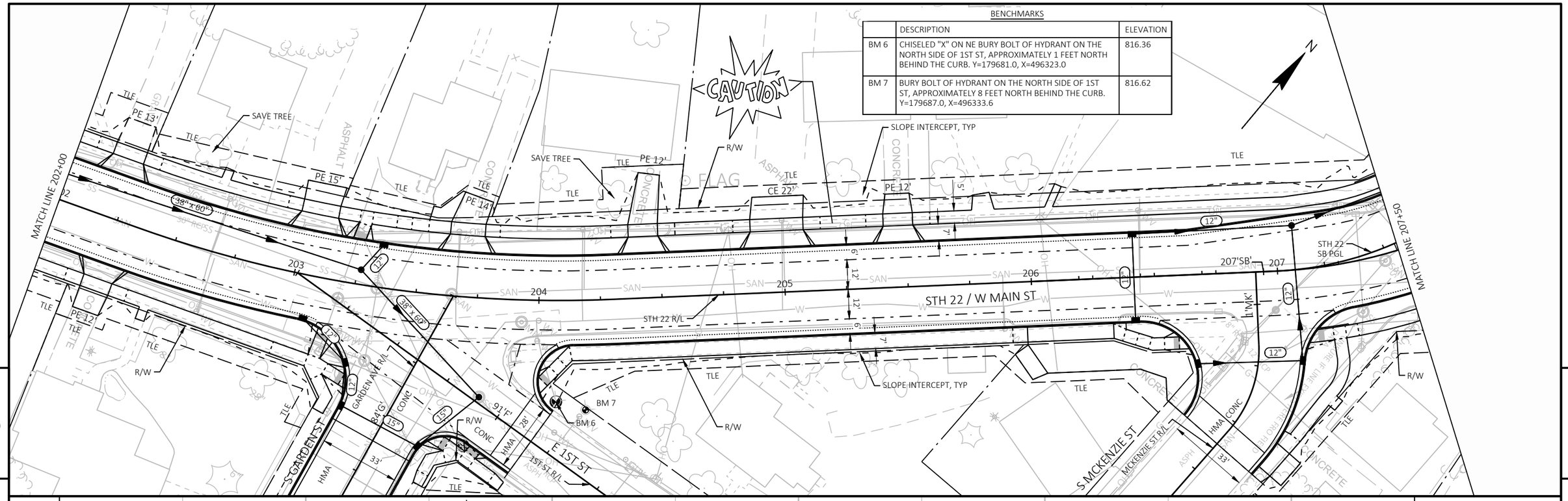
825
820
815
810

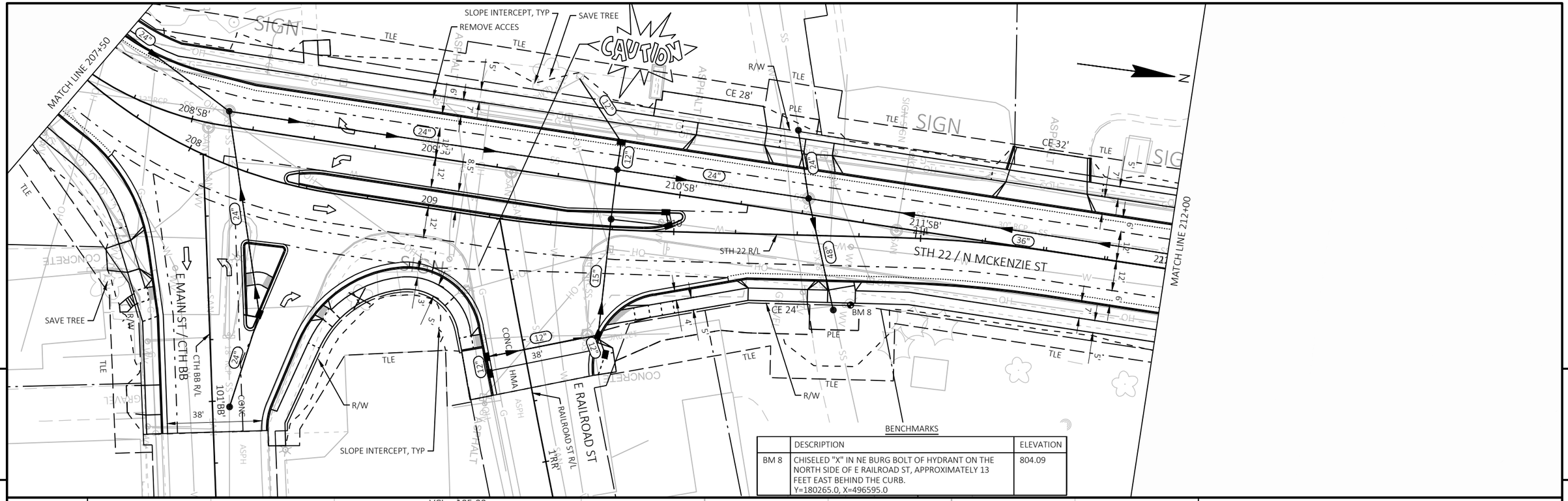
196	197	198	199	200	201	202
821.49	821.43	821.26	820.96	820.84	820.65	820.29
821.11	820.86	820.61	820.36	820.11	819.86	819.61
					819.52	819.98
					819.09	819.36
					818.86	818.16
					818.60	817.82
						817.45
						816.72
						816.97
						816.13

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: STH 22	SHEET 219	E

BENCHMARKS

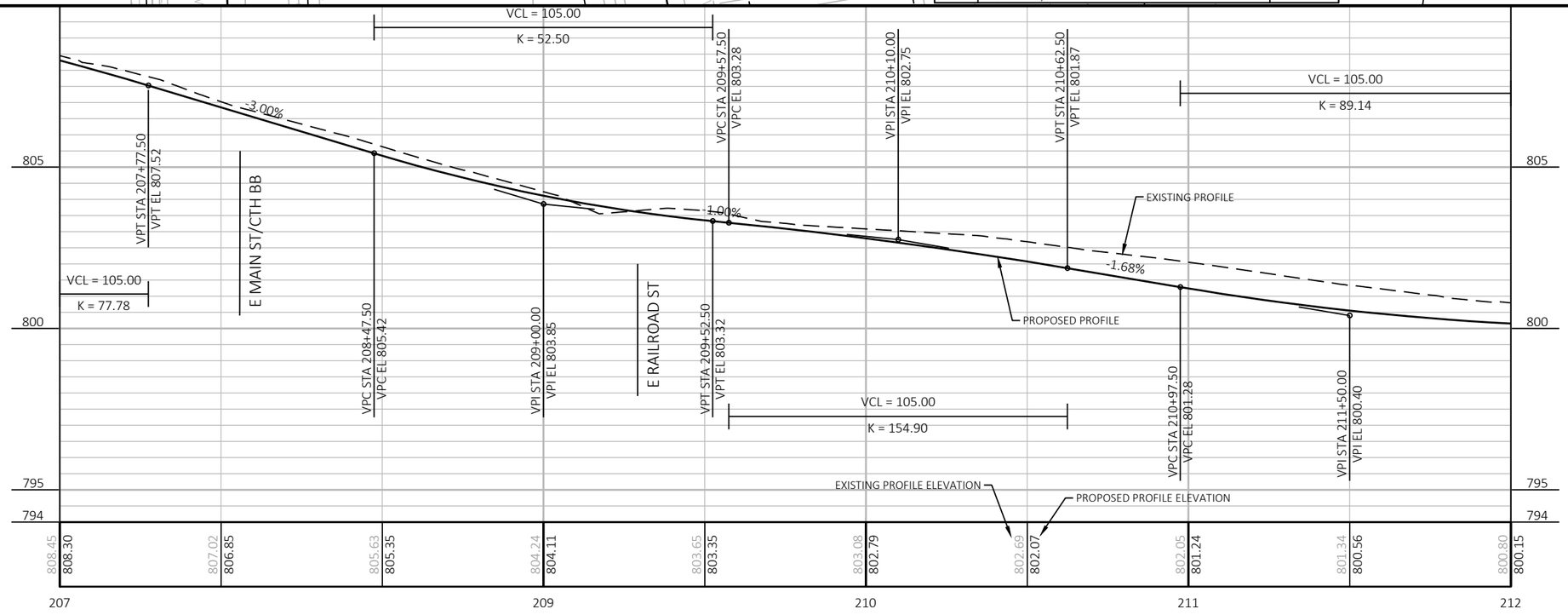
	DESCRIPTION	ELEVATION
BM 6	CHISELED "X" ON NE BURY BOLT OF HYDRANT ON THE NORTH SIDE OF 1ST ST, APPROXIMATELY 1 FEET NORTH BEHIND THE CURB. Y=179681.0, X=496323.0	816.36
BM 7	BURY BOLT OF HYDRANT ON THE NORTH SIDE OF 1ST ST, APPROXIMATELY 8 FEET NORTH BEHIND THE CURB. Y=179687.0, X=496333.6	816.62


MATCH LINE 202+00
MATCH LINE 207+50
CAUTION
SAVE TREE
SAVE TREE
SAVE TREE
PE 13'
PE 15'
PE 14'
PE 12'
PE 12'
PE 12'
CE 22'
TLE
R/W
SLOPE INTERCEPT, TYP
SLOPE INTERCEPT, TYP
38" x 60"
38" x 60"
12"
12"
12"
12"
12"
12"
12"
12"
12"
12"
203
204
205
206
207
207'SB'
STH 22 / W MAIN ST
STH 22 R/L
STH 22 SB PGL
BM 6
BM 7
91'F'
84'G'
GARDEN AVE R/L
S GARDEN ST
E 1ST ST
1ST ST R/L
MCKENZIE ST R/L
S MCKENZIE ST
HMA
CONC
33'
28'
15"
15"
6'
7'
12'
12'
12'
1'MK'
FLAG
R/W
R/W
R/W
R/W
R/W
TLE
TLE
TLE

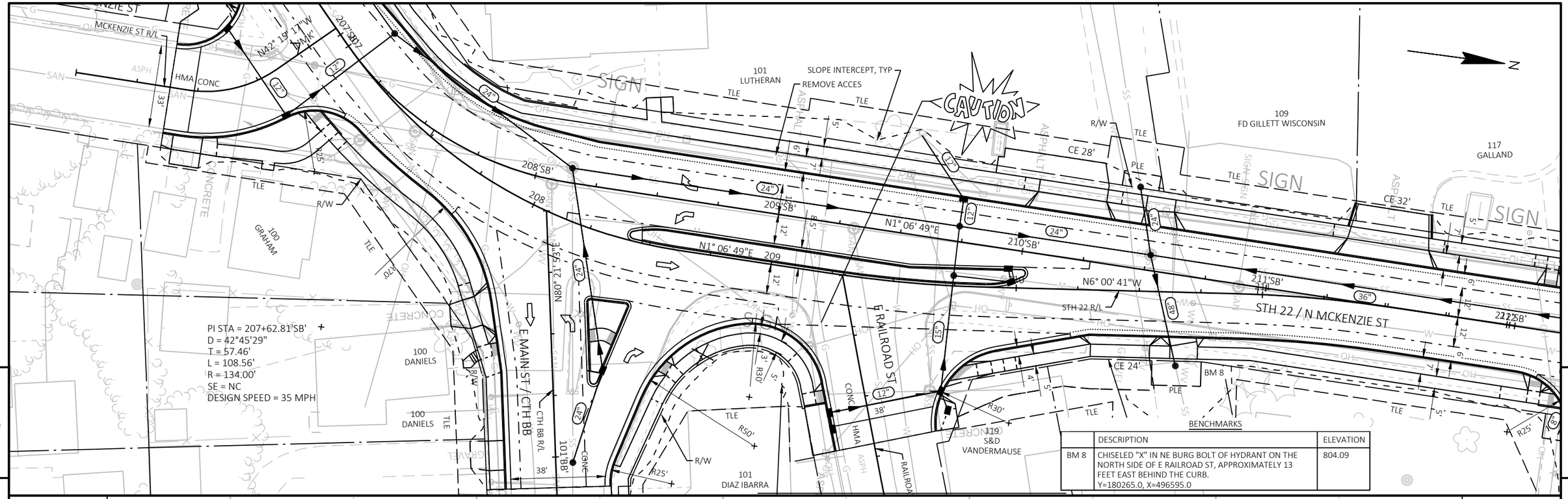


	DESCRIPTION	ELEVATION
BM 8	CHISELED "X" IN NE BURG BOLT OF HYDRANT ON THE NORTH SIDE OF E RAILROAD ST, APPROXIMATELY 13 FEET EAST BEHIND THE CURB. Y=180265.0, X=496595.0	804.09

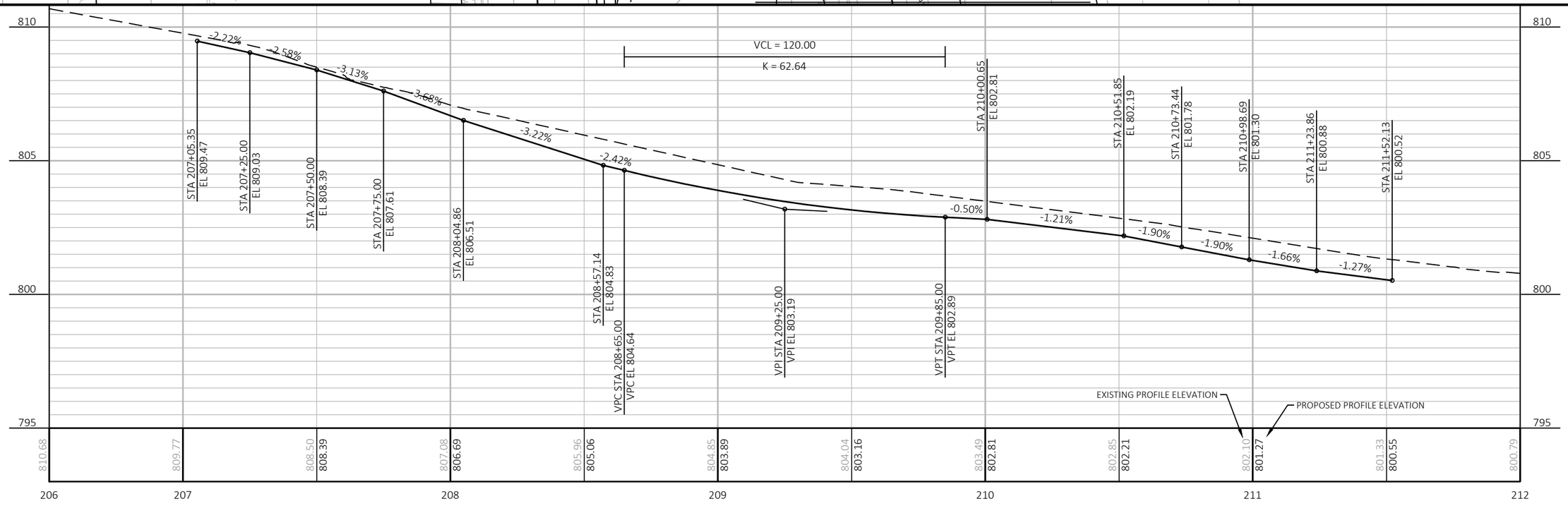
BENCHMARKS



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: STH 22	SHEET 221	E



	DESCRIPTION	ELEVATION
BM 8	CHISELED "X" IN NE BURG BOLT OF HYDRANT ON THE NORTH SIDE OF E RAILROAD ST, APPROXIMATELY 13 FEET EAST BEHIND THE CURB. Y=180265.0, X=496595.0	804.09



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: STH 22 SB PGL	SHEET 222	E

MATCH LINE 212+00

MATCH LINE 218+00

SAVE TREE

PETROLEUM AND LEAD CONTAMINATED SOIL APPROXIMATELY 2 FEET BELOW EXISTING GROUND 2 FEET FROM STA 213+15 TO STA 213+55

W PARK ST

W PINE ST R/L

SAVE TREE

CAUTION

SLOPE INTERCEPT, TYP

N

R/W

TLE

CE 31'

PE 10'

PE 18'

CE 14'

CE 24'

SIGN

STH 22 / N MCKENZIE ST

STH 22 R/L

E PARK ST R/L

E PARK ST

PLE

HMA

CONC

SLOPE INTERCEPT, TYP

213 214 215 216 217

E PARK ST

W PARK ST

VCL = 105.00

K = 78.95

LOW POINT STA 214+96.97

LOW POINT EL 798.76

VPC STA 217+65.00

VPC EL 800.72

VCL = 105.00

K = 89.14

EXISTING PROFILE

-0.50%

0.83%

PROPOSED PROFILE

VPT STA 212+02.50

VPT EL 800.14

VPC STA 214+57.50

VPC EL 798.86

VPI STA 215+10.00

VPI EL 798.60

VPT STA 215+62.50

VPT EL 799.04

VCL = 180.00

K = 135.34

EXISTING PROFILE ELEVATION

PROPOSED PROFILE ELEVATION

805 800 795 791

800.80	800.53	800.34	800.09	799.97	799.82	799.86	800.04	800.31	800.57	800.77	800.95	801.06
800.15	799.90	799.65	799.40	799.15	798.90	798.77	798.94	799.35	799.76	800.18	800.59	800.96

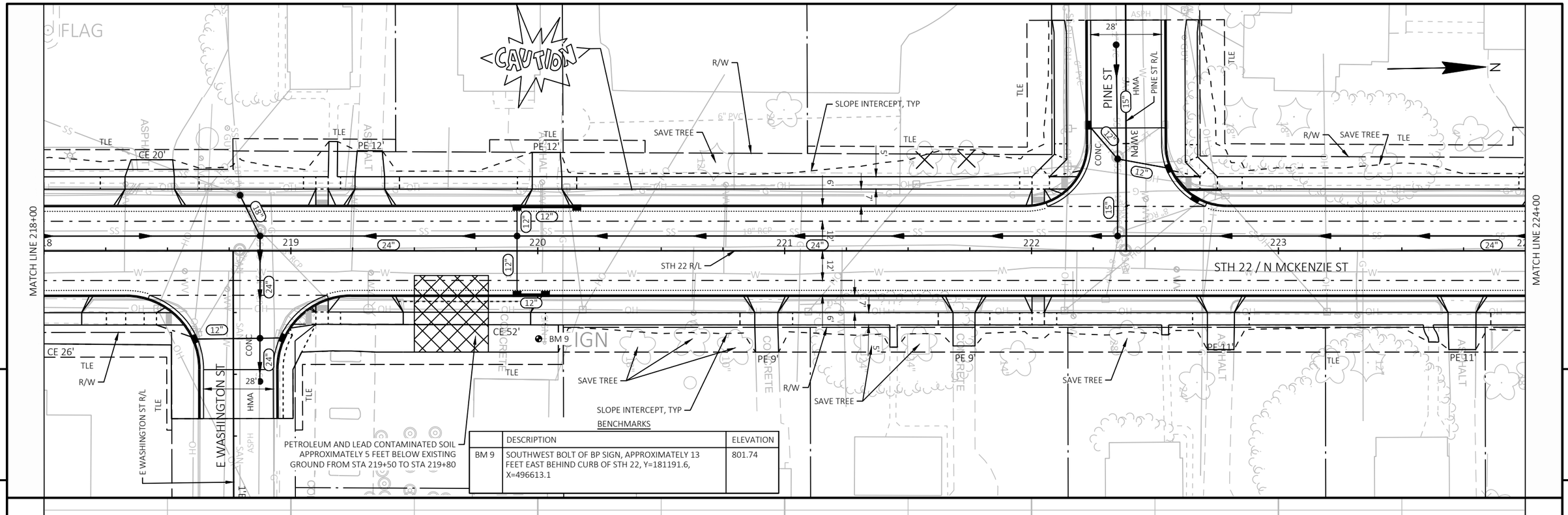
212 213 214 215 216 217 218

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: STH 22	SHEET 223	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050101-PP.DWG
LAYOUT NAME - 050108-pp

PLOT DATE : 7/31/2025 3:17 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

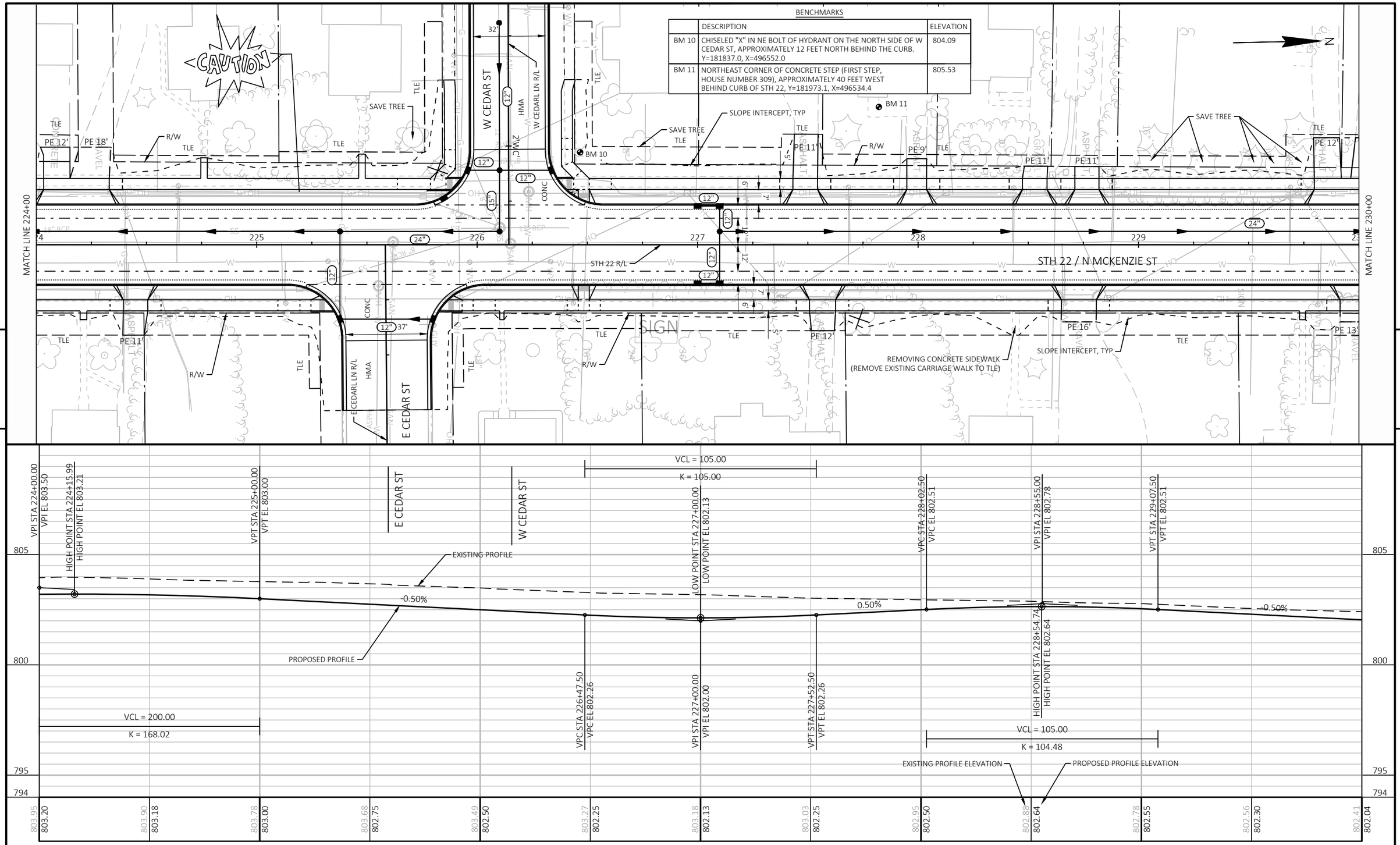
WISDOT/CADDS SHEET 44



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: STH 22	SHEET 224	E

BENCHMARKS

	DESCRIPTION	ELEVATION
BM 10	CHISELED "X" IN NE BOLT OF HYDRANT ON THE NORTH SIDE OF W CEDAR ST, APPROXIMATELY 12 FEET NORTH BEHIND THE CURB. Y=181837.0, X=496552.0	804.09
BM 11	NORTHEAST CORNER OF CONCRETE STEP (FIRST STEP, HOUSE NUMBER 309), APPROXIMATELY 40 FEET WEST BEHIND CURB OF STH 22, Y=181973.1, X=496534.4	805.53

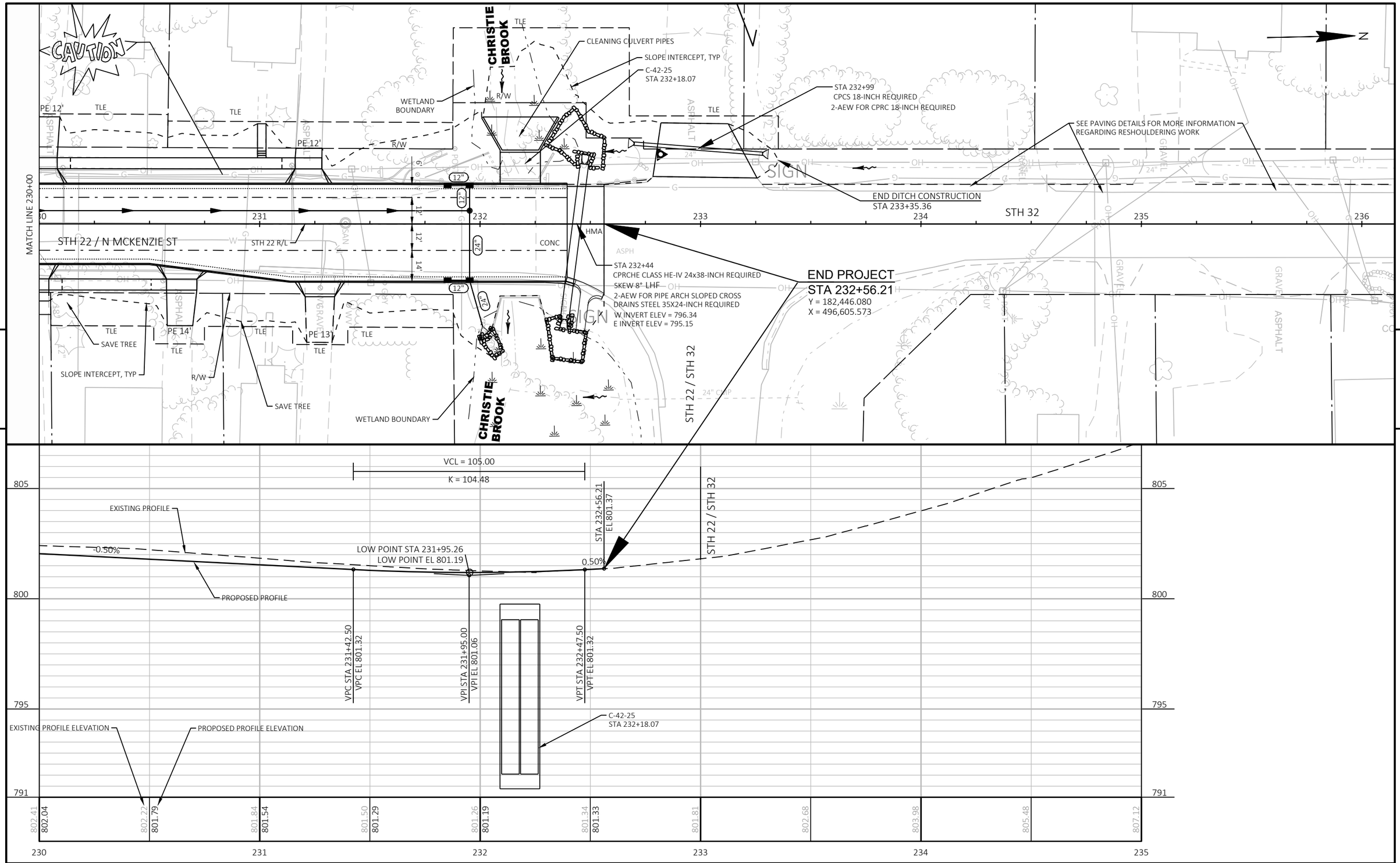


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: STH 22	SHEET 225 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050101-PP.DWG
LAYOUT NAME - 050110-pp

PLOT DATE : 7/31/2025 3:18 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

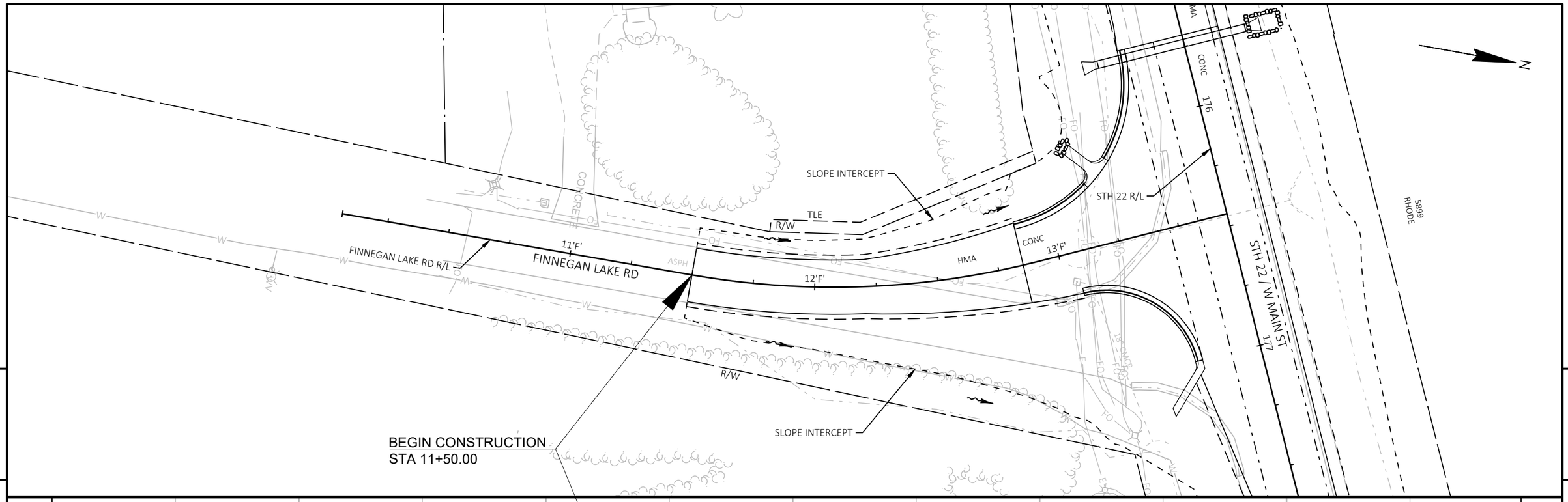


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: STH 22	SHEET 226	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050101-PP.DWG
LAYOUT NAME - 050111-pp

PLOT DATE : 7/31/2025 6:00 PM PLOT BY : NIKOLAI, ADAM PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

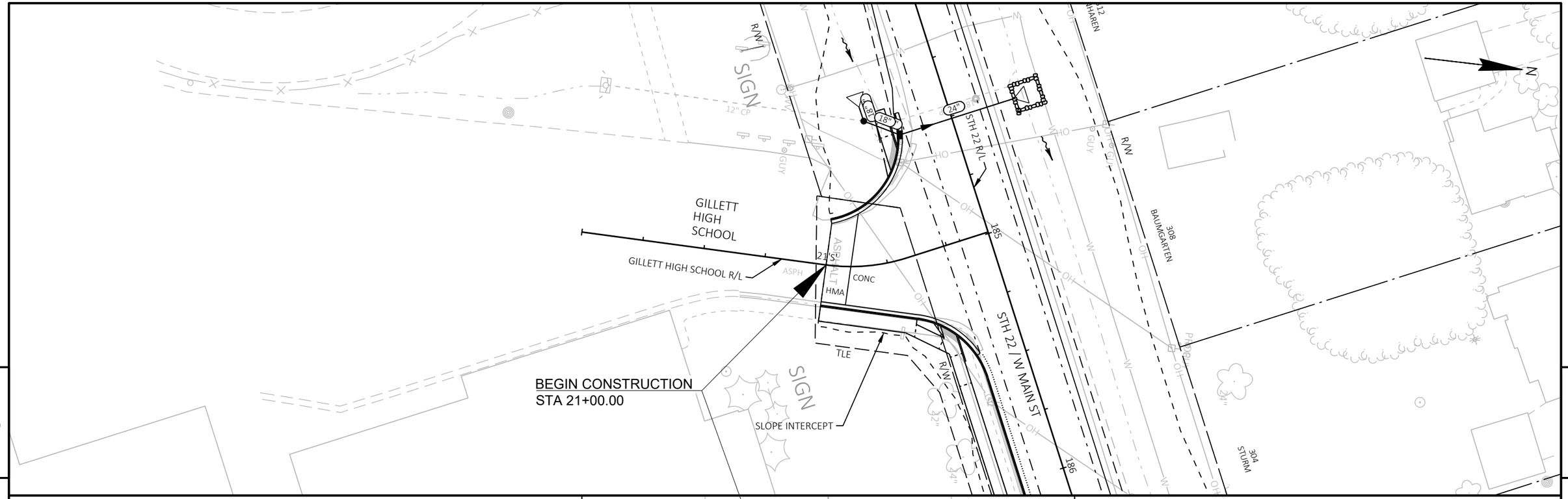


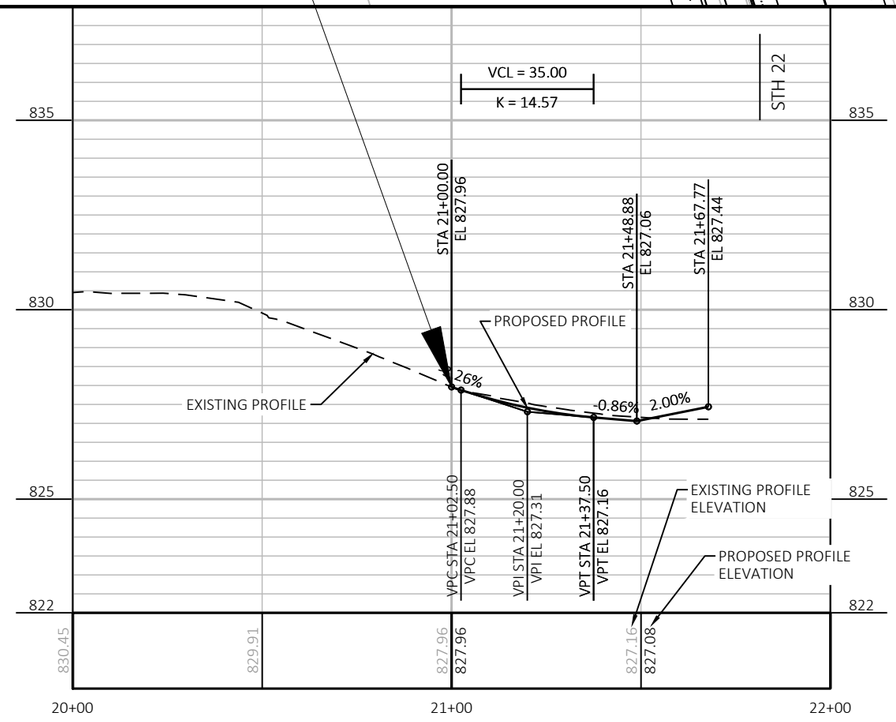
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: FINNEGAN LAKE RD	SHEET 227	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 01

PLOT DATE : 7/31/2025 3:20 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



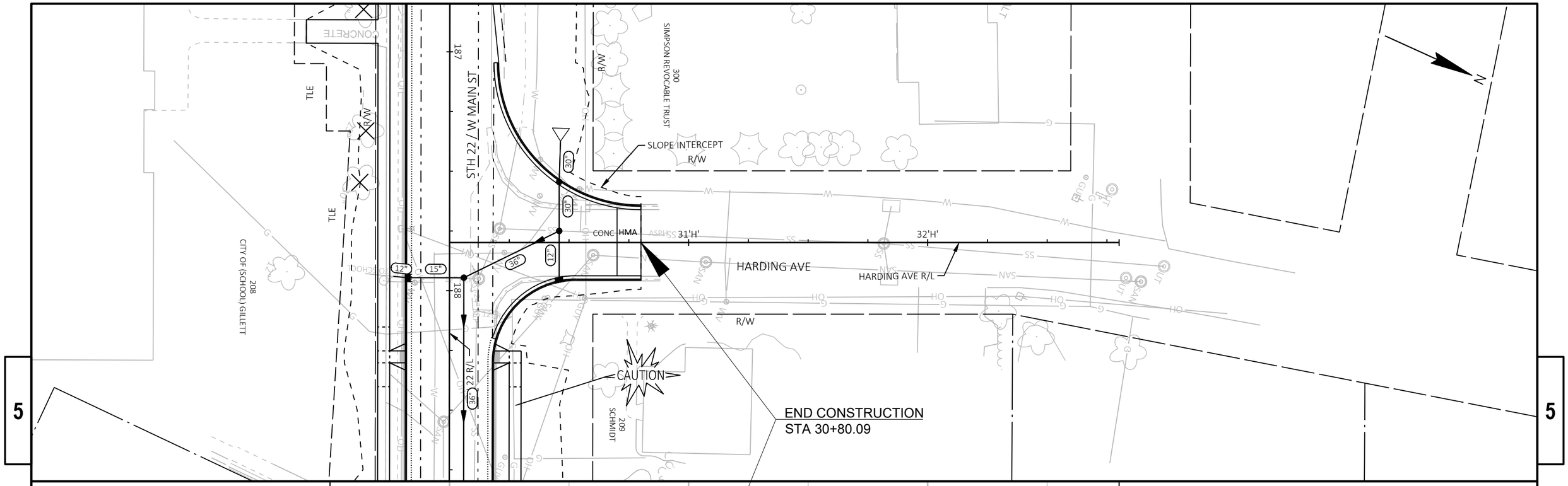


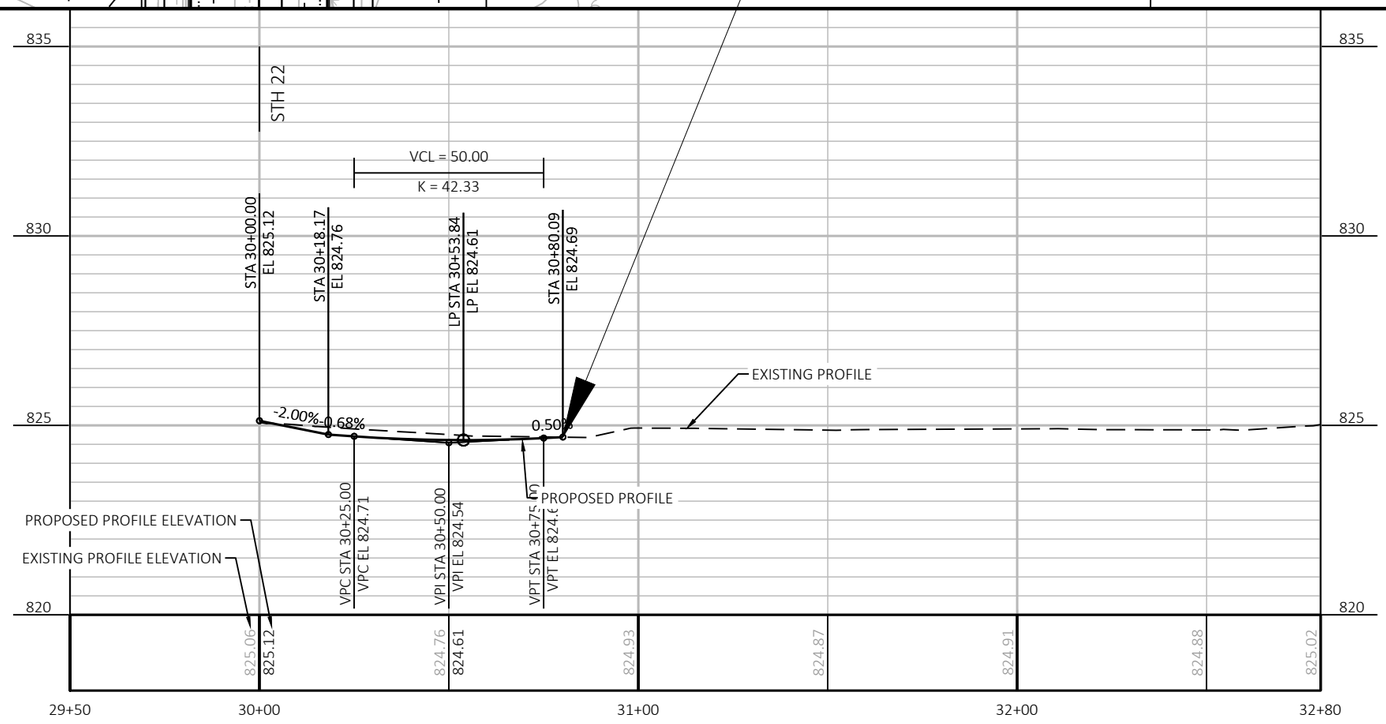
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: GILLETT HIGH SCHOOL	SHEET 228	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 02

PLOT DATE : 7/31/2025 3:21 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



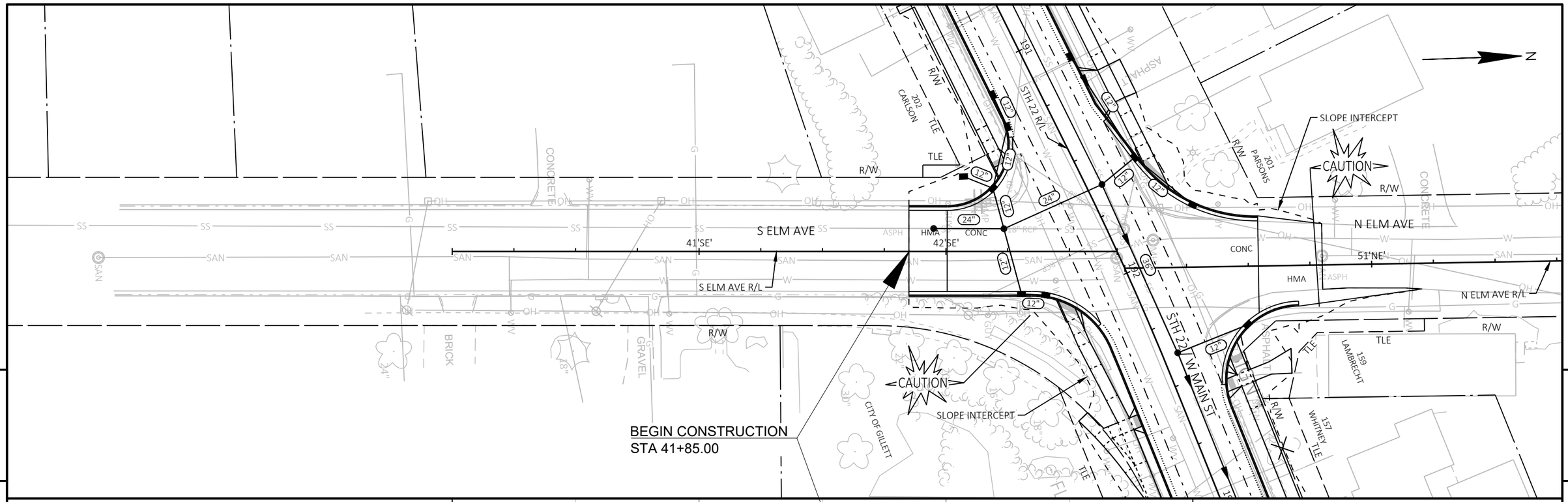


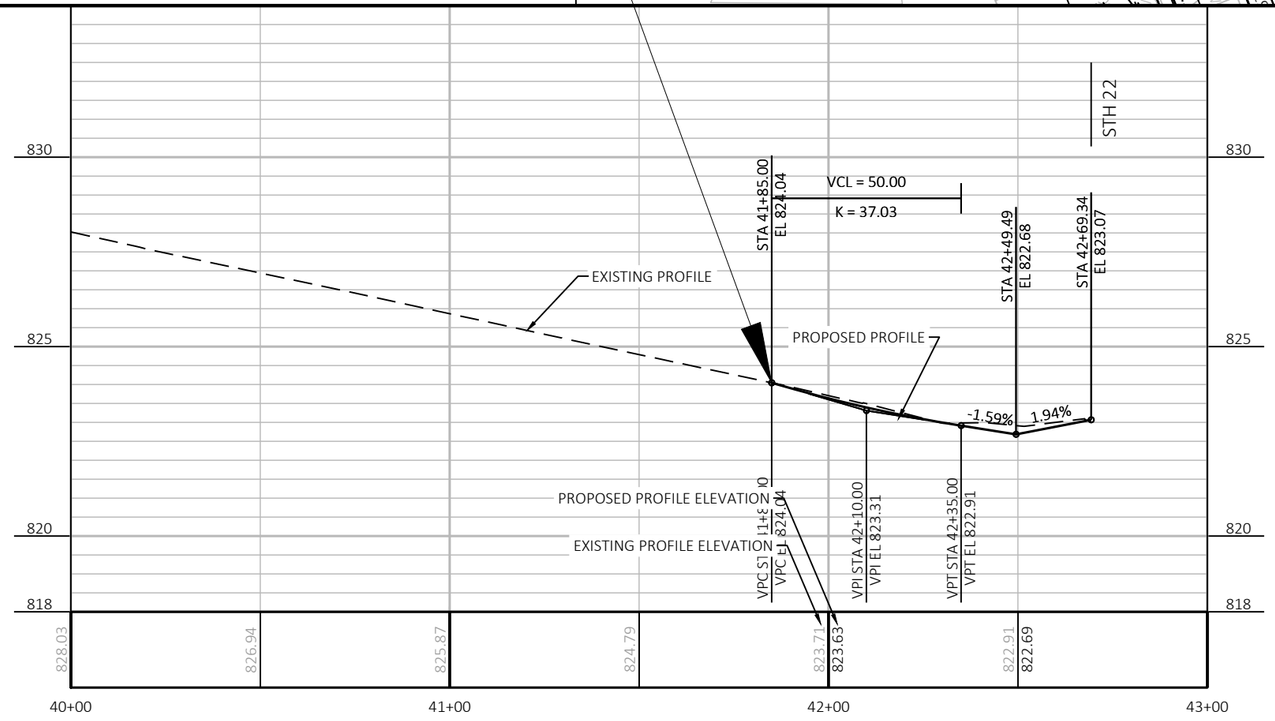
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: HARDING AVE	SHEET 229	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 03

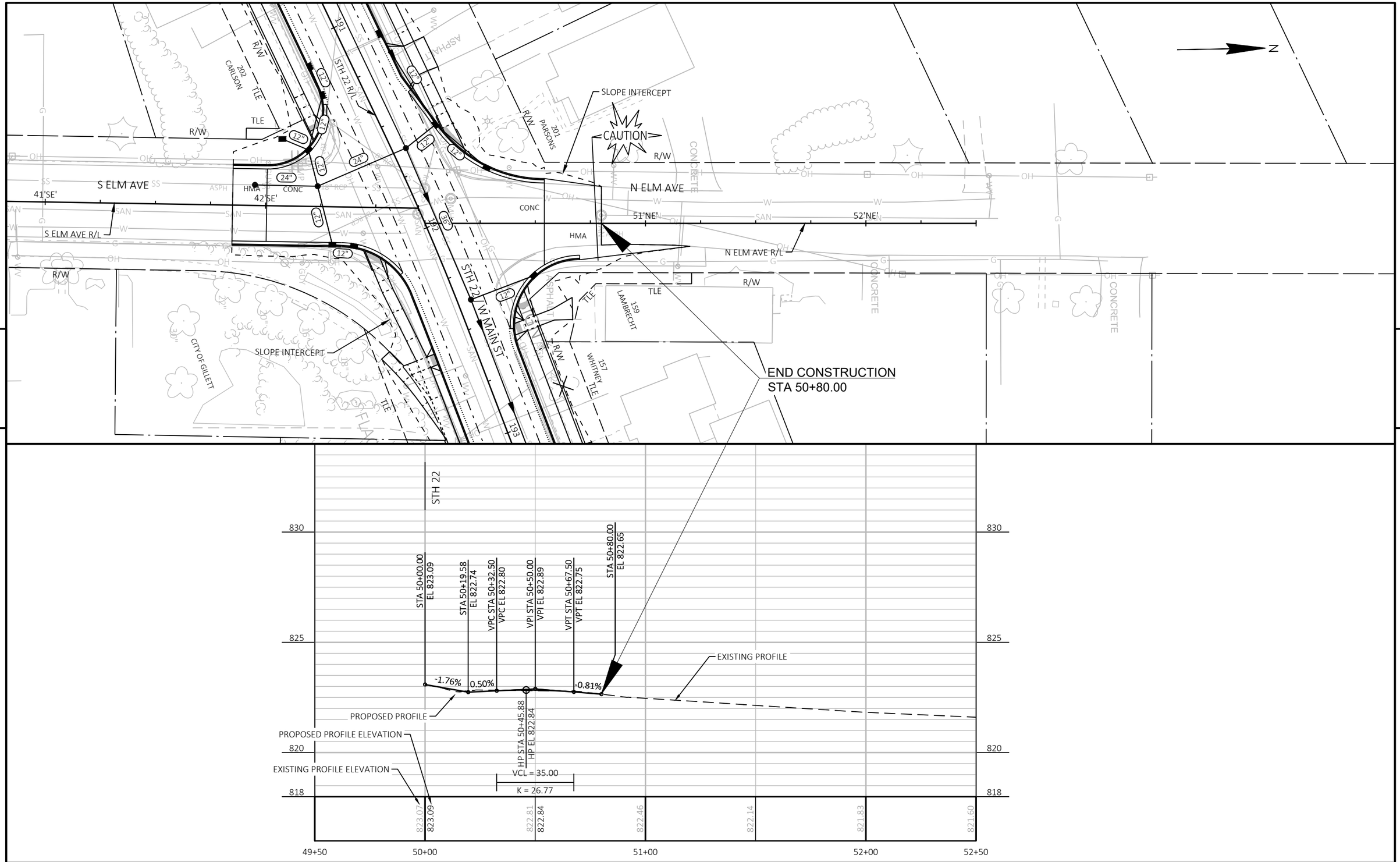
PLOT DATE : 7/31/2025 3:21 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: S ELM AVE	SHEET 230	E

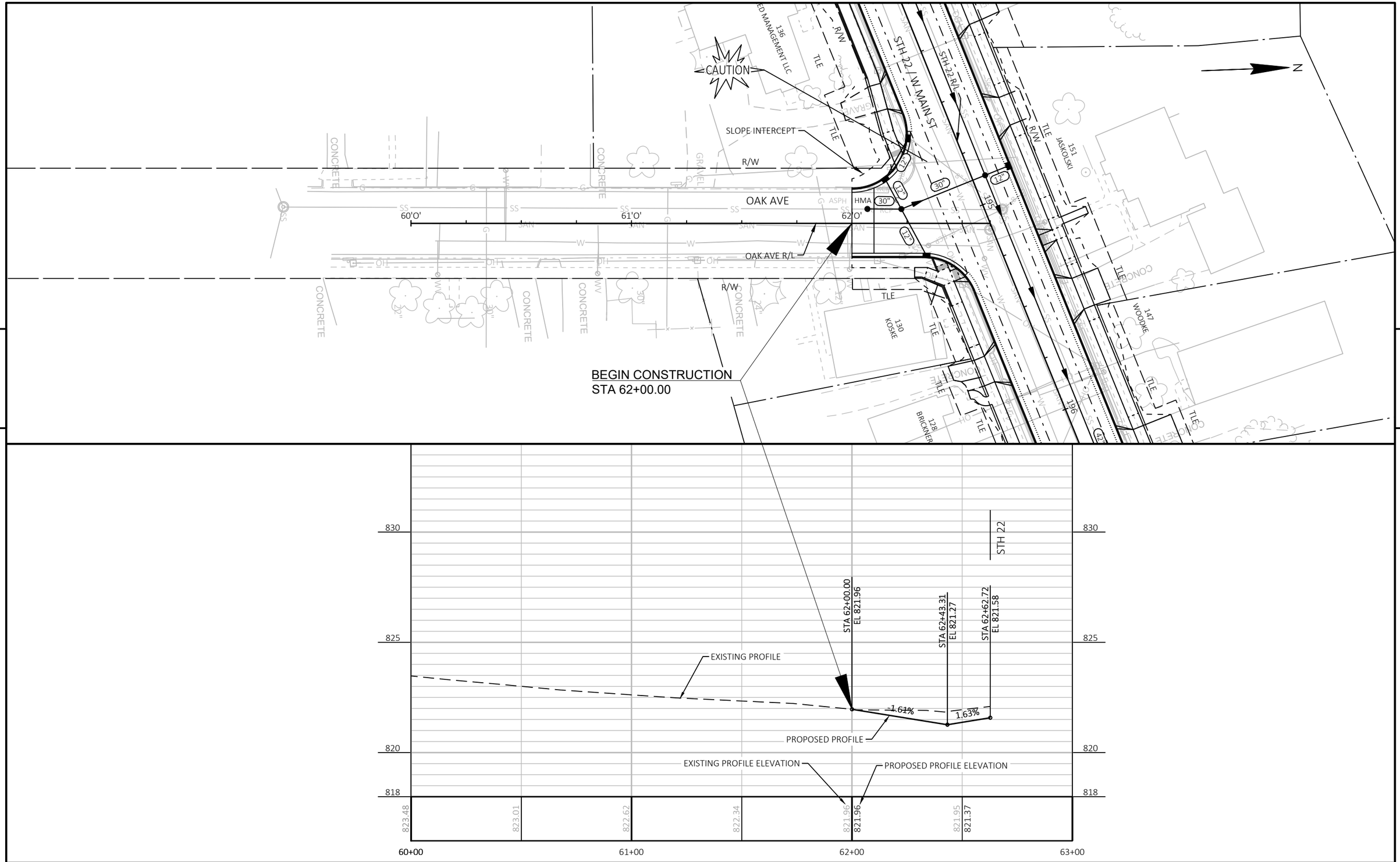


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: N ELM AVE	SHEET 231	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 05

PLOT DATE : 7/31/2025 3:22 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

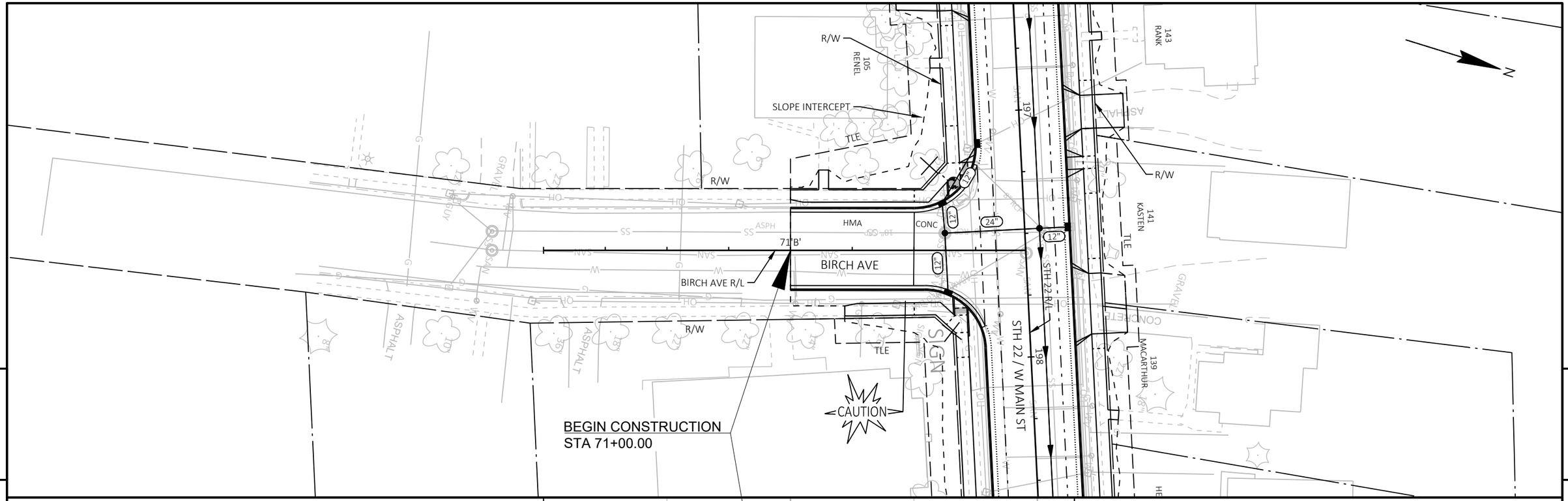
WISDOT/CADDS SHEET 44

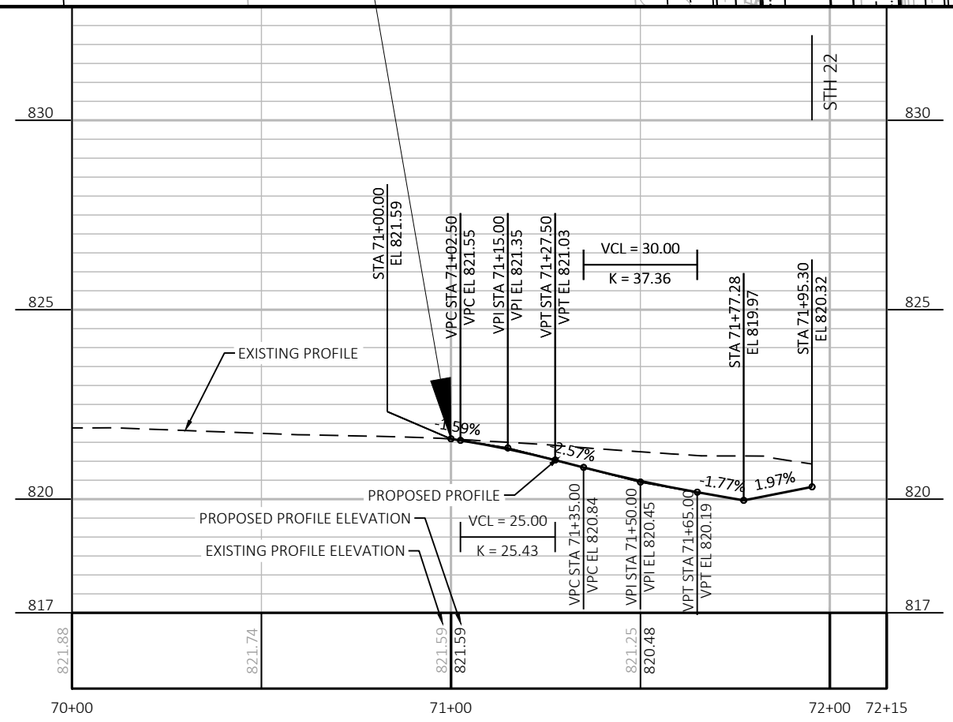


5

5

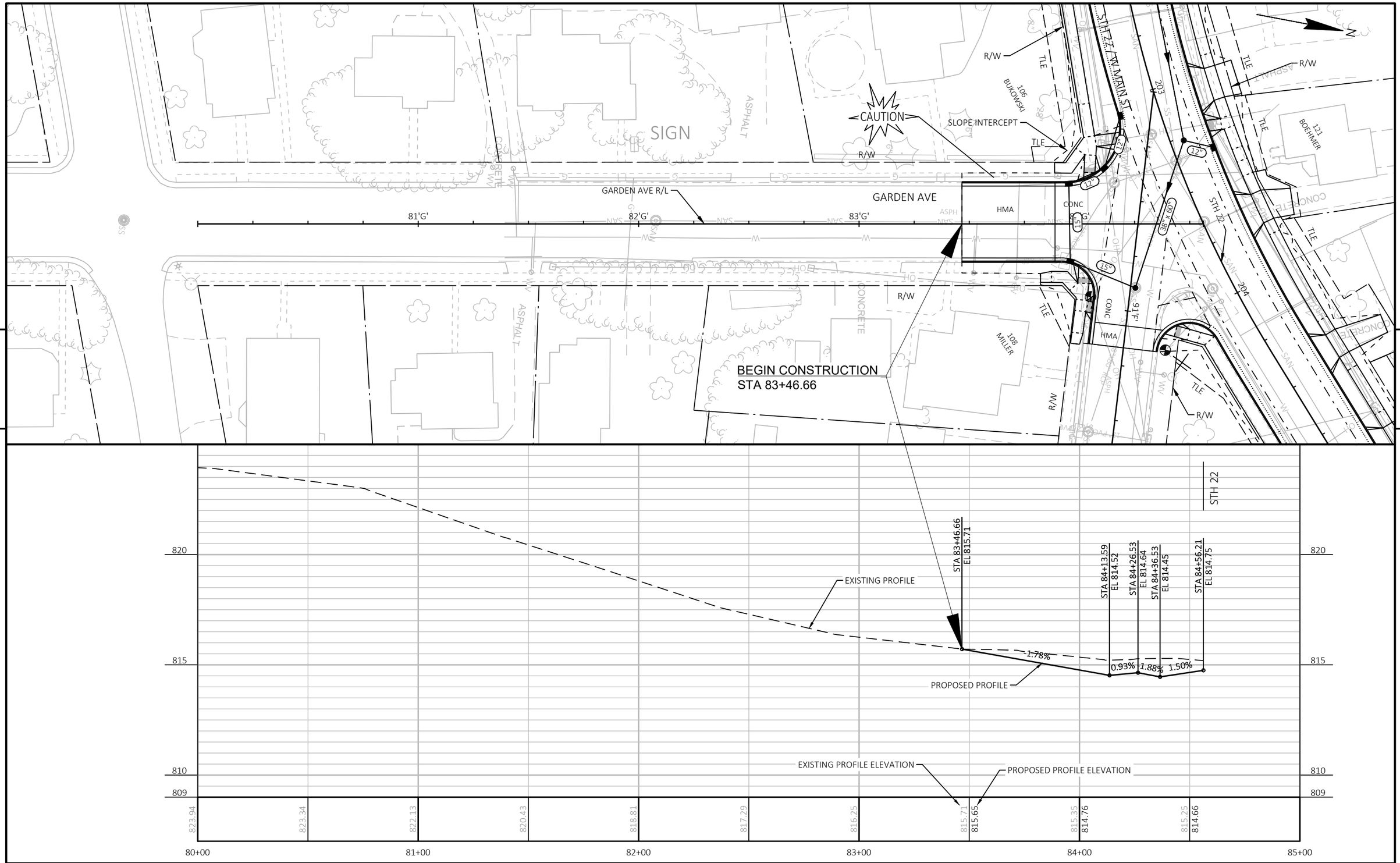
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: OAK AVE	SHEET 232	E





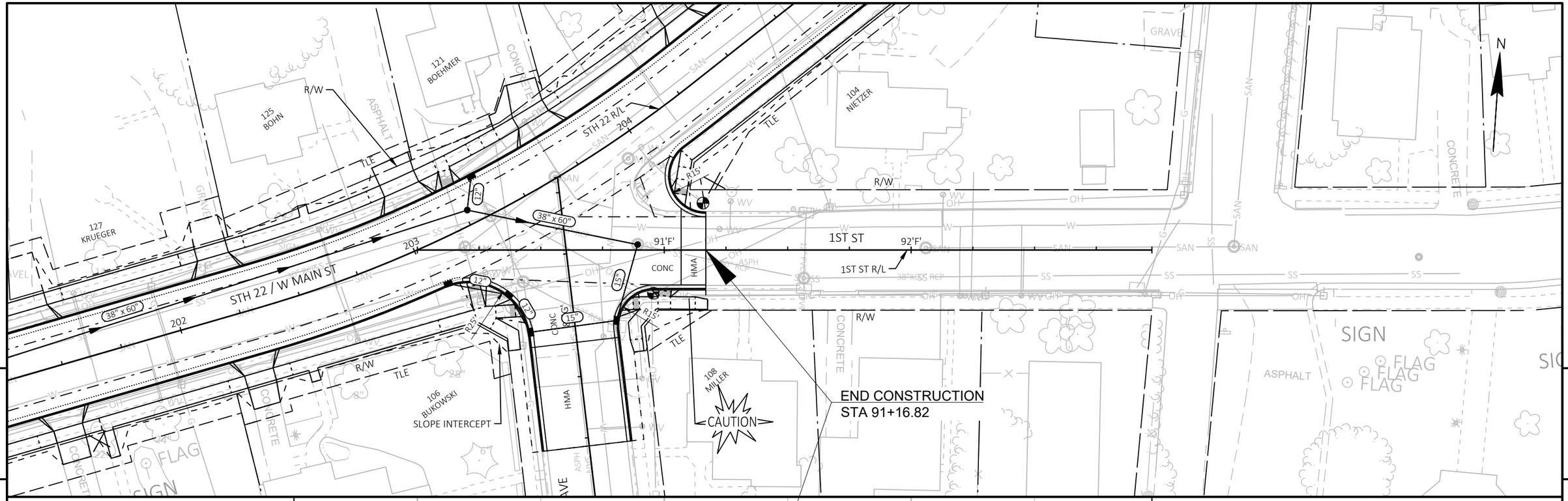
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: BIRCH AVE	SHEET 233	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 07
PLOT DATE : 7/31/2025 3:22 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: GARDEN AVE	SHEET 234	E

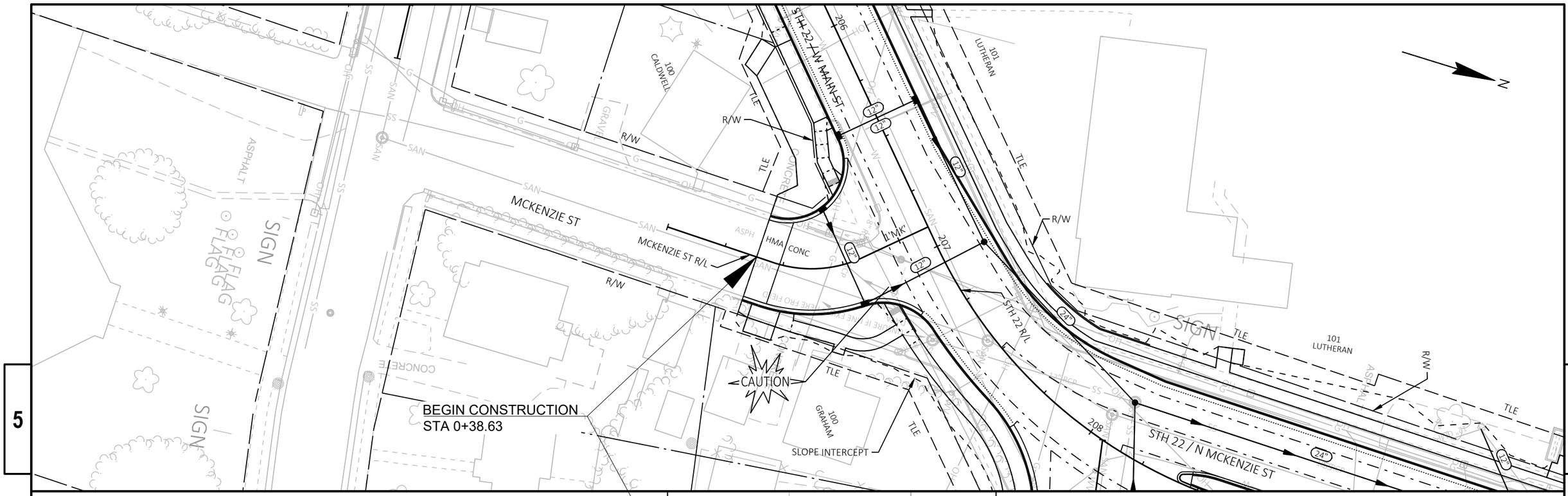
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 08
PLOT DATE : 7/31/2025 3:23 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

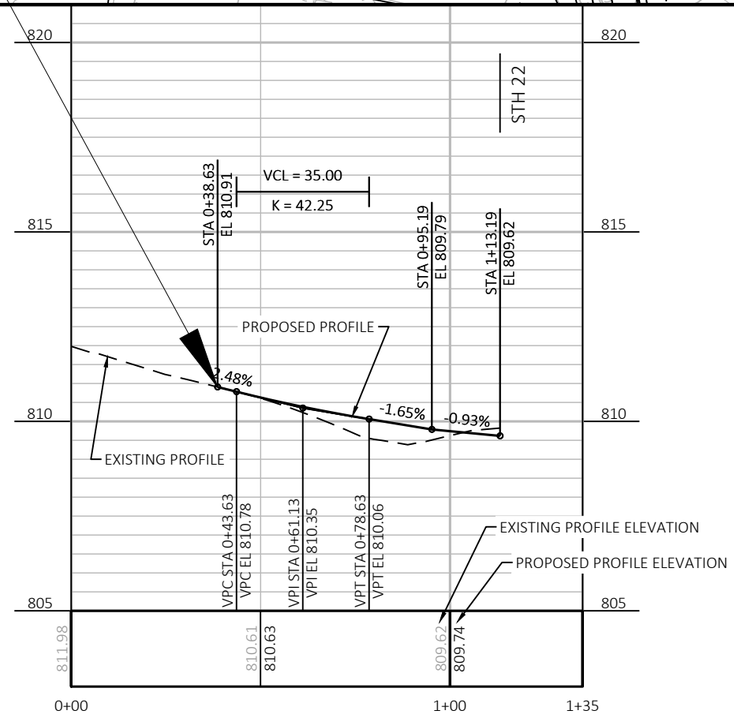


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: 1ST ST	SHEET 235 E

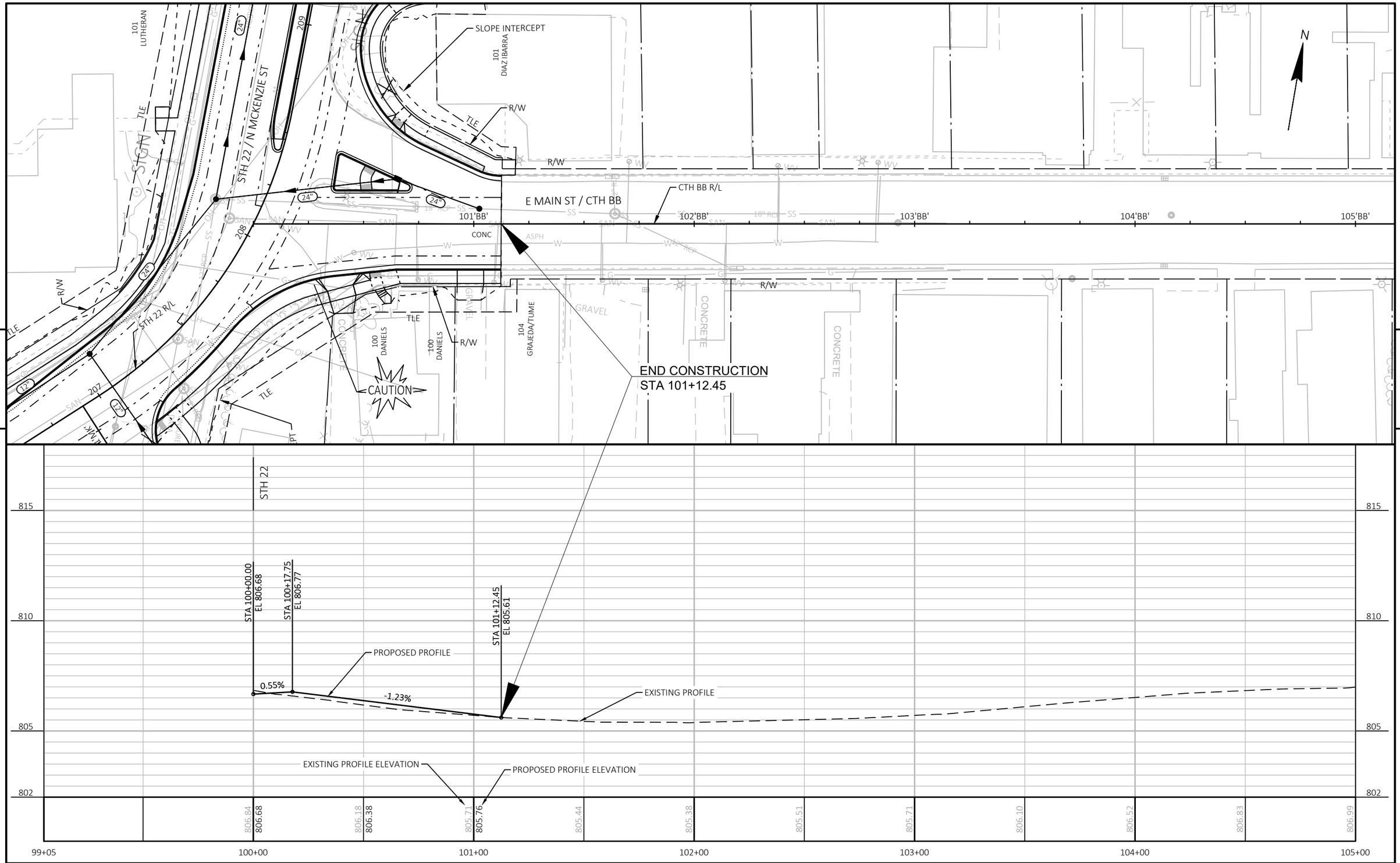
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 09

PLOT DATE : 7/31/2025 3:23 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT





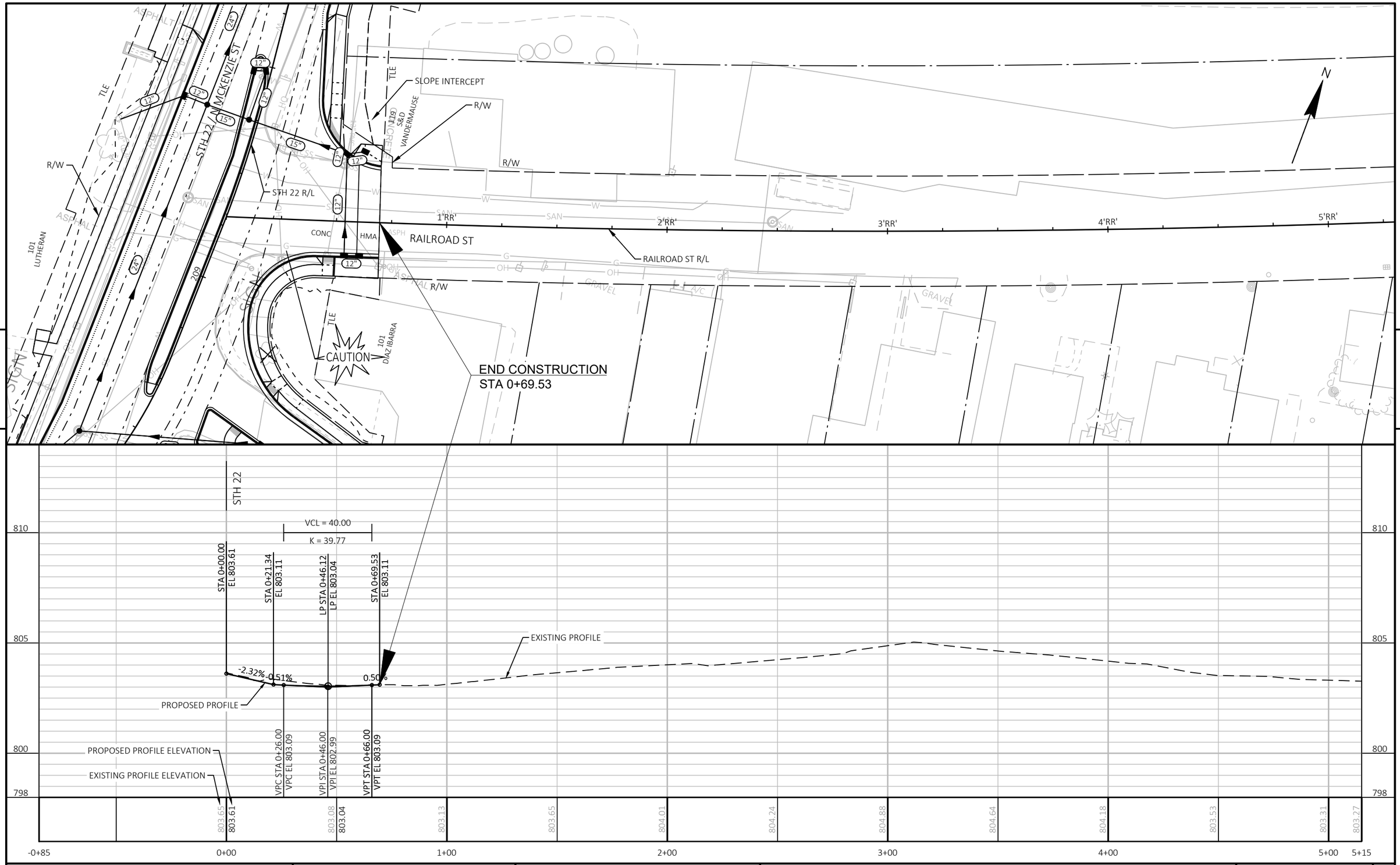
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: MCKENZIE ST	SHEET 236	E



5 5

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: E MAIN ST (CTH BB)	SHEET 237	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 11
PLOT DATE : 7/31/2025 3:24 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: RAILROAD ST	SHEET 238 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 12

PLOT DATE : 7/31/2025 3:24 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

PETROLEUM AND LEAD CONTAMINATED SOIL APPROXIMATELY 2 FEET BELOW EXISTING GROUND 2 FEET FROM STA 213+15 TO STA 213+55

CAUTION

121 BERGMANN

117 GALLAND

CAUTION

SIGN

STH 22 / N MCKENZIE ST

213

212

36"

30" RCP

12"

15"

12"

8"

R/W

TLE

PLE

OH

SS

W

ASPHALT

CONC

HMA

ASPH

SLOPE INTERCEPT

E PARK ST R/L

E PARK ST

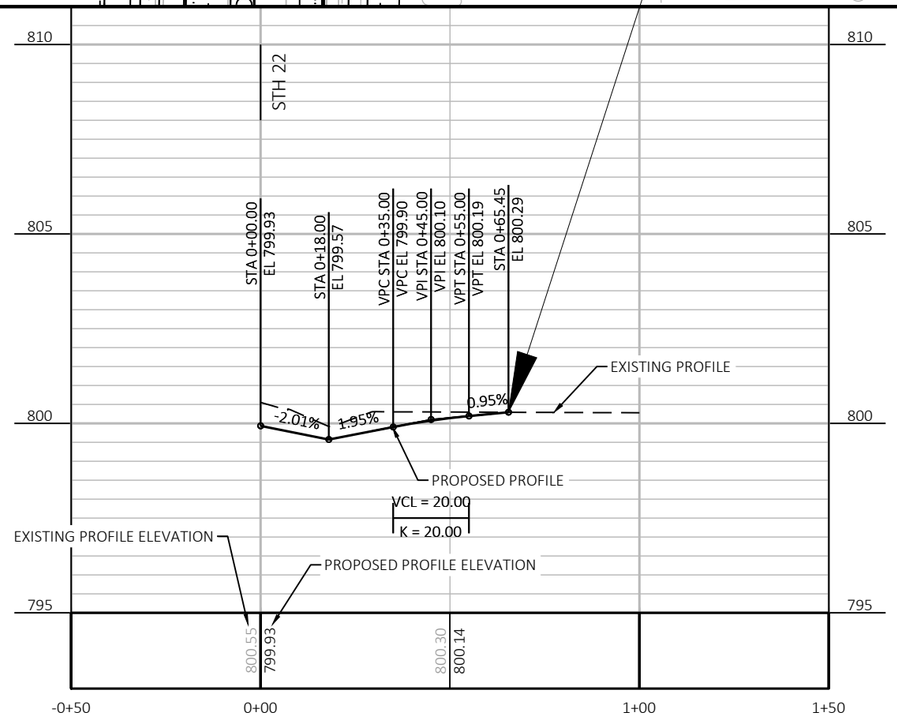
GUY

END CONSTRUCTION
STA 0+65.45

N

5

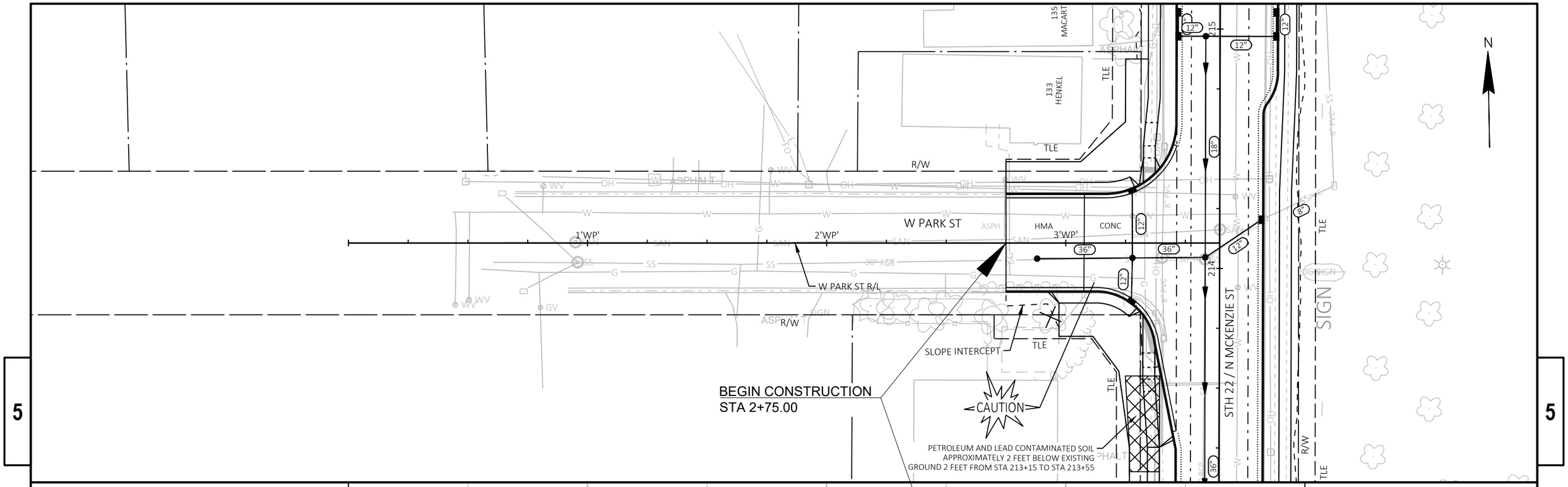
5

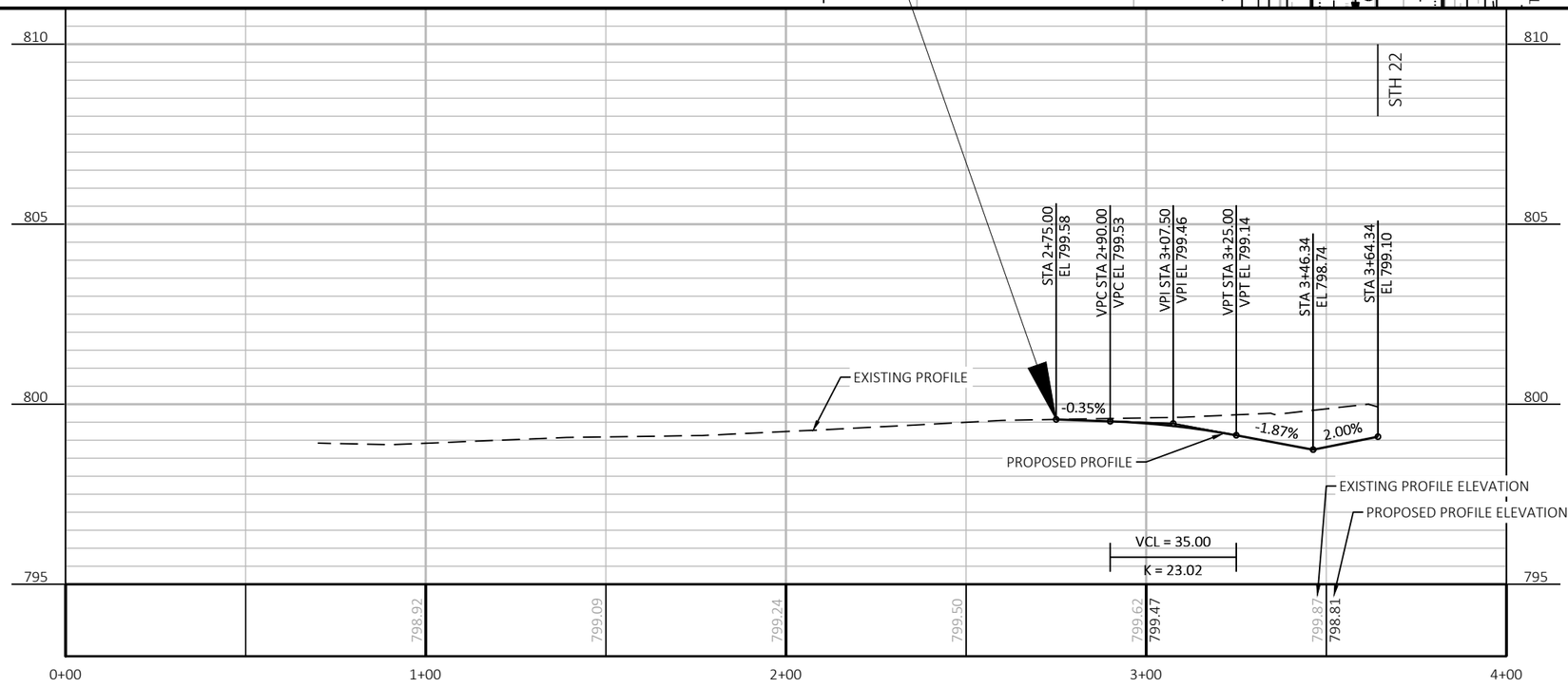


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: E PARK ST	SHEET 239	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 13

PLOT DATE : 7/31/2025 3:24 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT



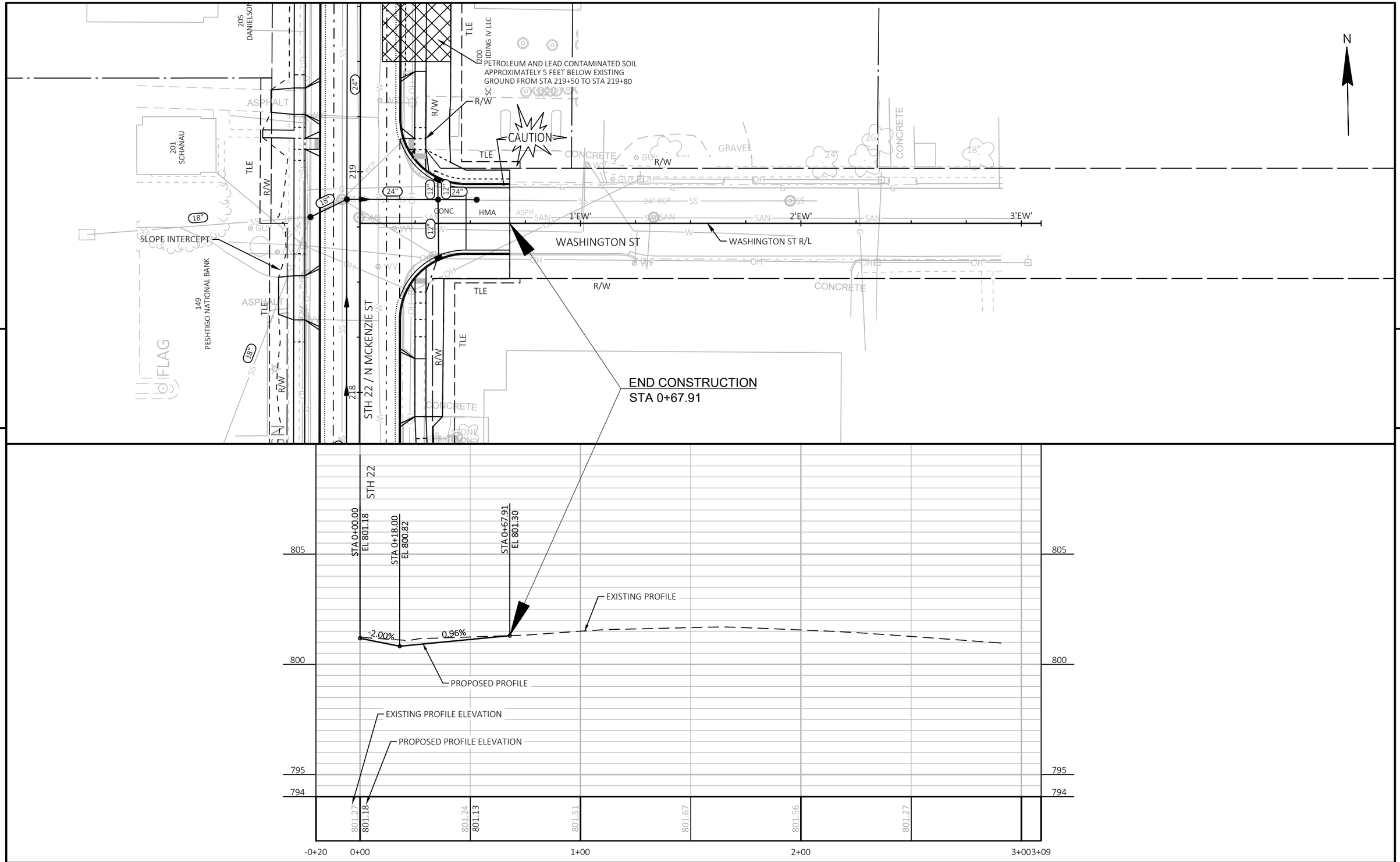


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: W PARK ST	SHEET 240	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 14

PLOT DATE : 7/31/2025 3:24 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

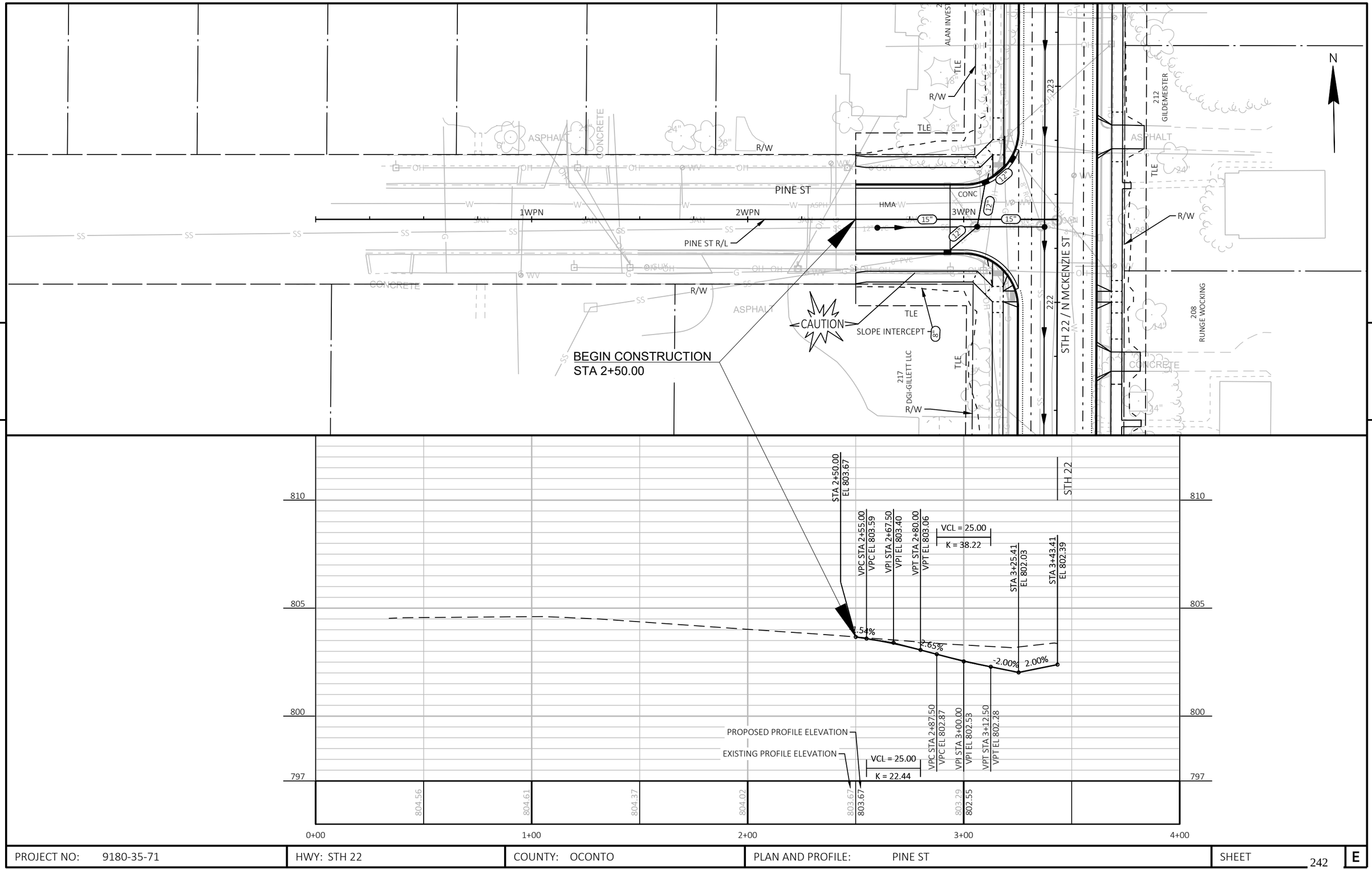
WISDOT/CADDS SHEET 44



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: WASHINGTON ST	SHEET 241	E

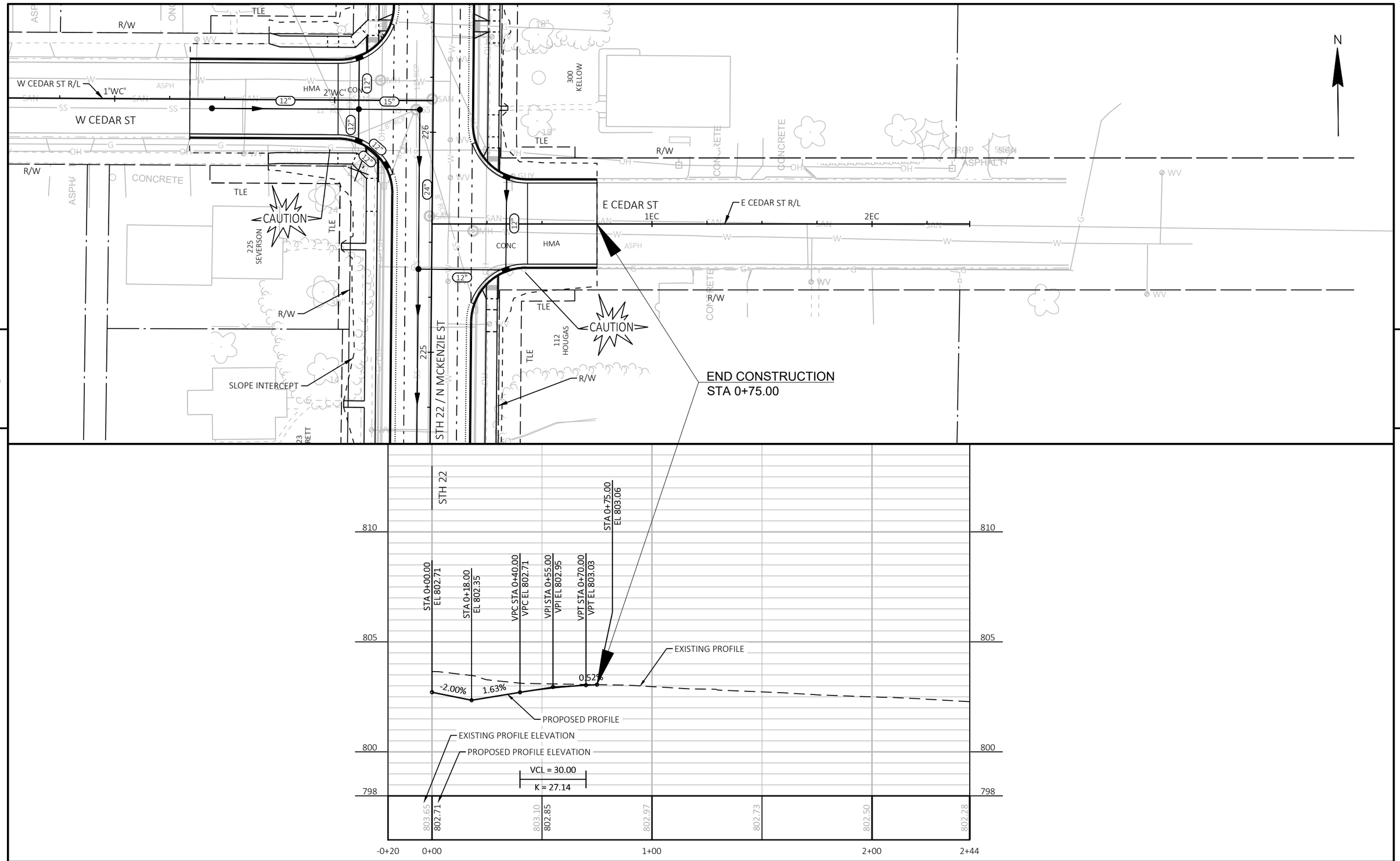
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 15

PLOT DATE : 7/31/2025 3:25 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: PINE ST	SHEET 242	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 16
PLOT DATE : 7/31/2025 3:25 PM
PLOT BY : SMITH, CODY
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

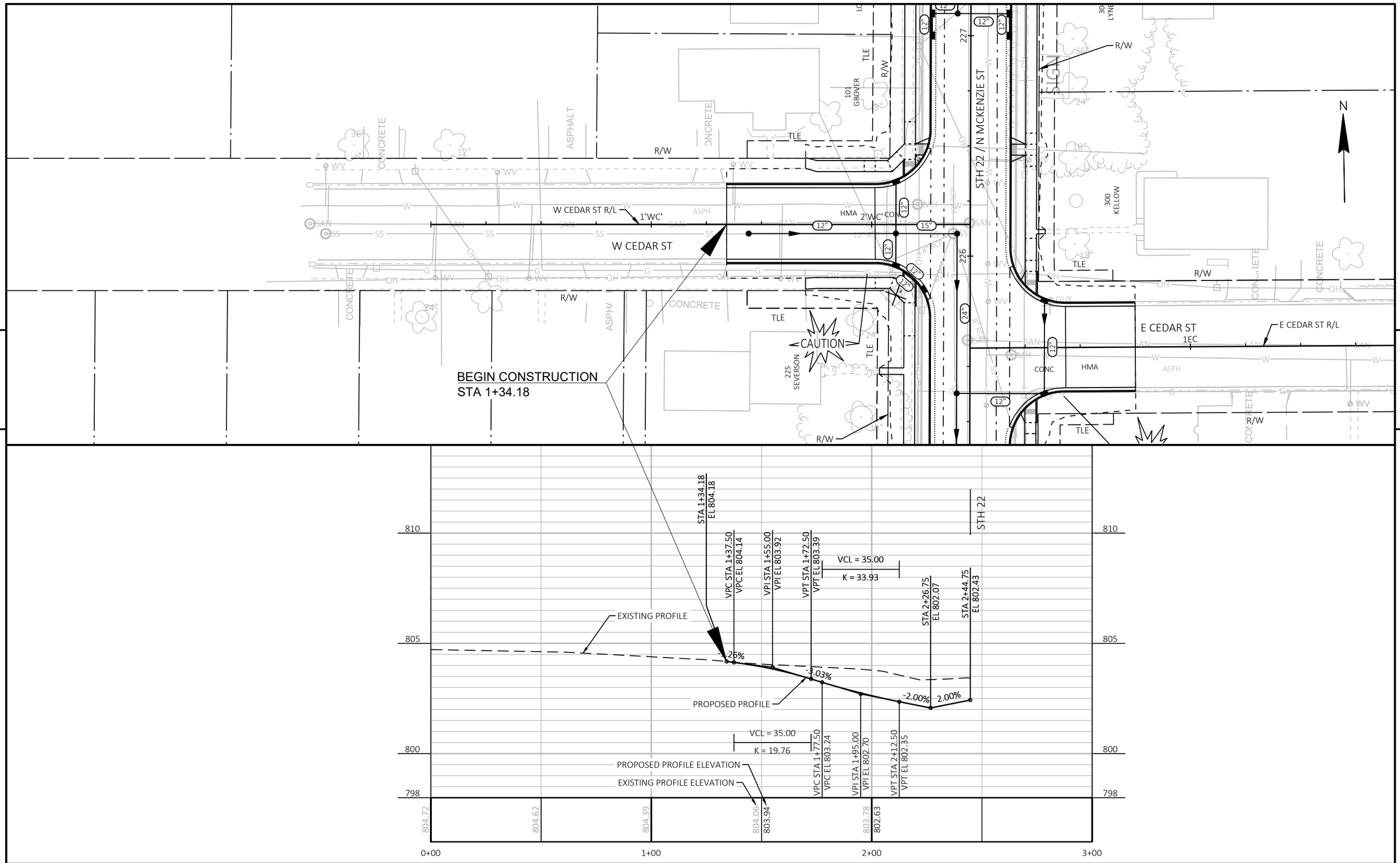


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: E CEDAR ST	SHEET 243	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 17

PLOT DATE : 7/31/2025 3:26 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	PLAN AND PROFILE: W CEDAR ST	SHEET 244	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\050102-PP.DWG
LAYOUT NAME - 18

PLOT DATE : 7/31/2025 3:26 PM PLOT BY : SMITH, CODY PLOT NAME : PLOT SCALE : 1 IN:40 FT

Standard Detail Drawing List

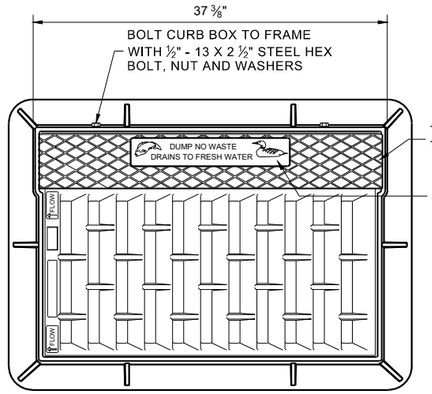
08A05-22A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08A05-22E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-04	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT, 10-FT DIAMETER
08C06-03	INLETS 3-FT AND 4-FT DIAMETER
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
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 TYPE 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
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F08-02	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS
09A01-14A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09B02-10	CONDUIT
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
13A03-07	CONCRETE PAVEMENT SHOULDERS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-14A	RURAL DOWELED CONCRETE PAVEMENT
13C11-14B	RURAL DOWELED CONCRETE PAVEMENT
13C13-11	URBAN DOWELED CONCRETE PAVEMENT
13C16-02A	DETAIL FOR RIGHT TURN LANE/TEE INTERSECTION BYPASS LANE ON A CONRETE ROADWAY
13C16-02B	DETAIL FOR RIGHT TURN LANE/TEE INTERSECTION BYPASS LANE ON A CONRETE ROADWAY
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
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
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS

6

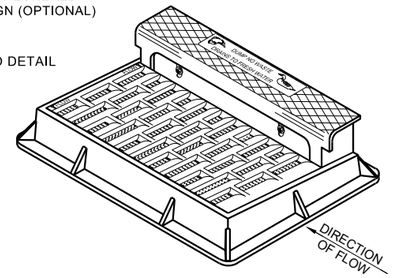
Standard Detail Drawing List

15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C18-09C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-10A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D29-06	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	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

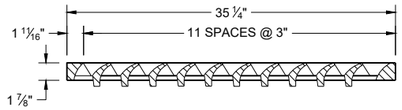
6

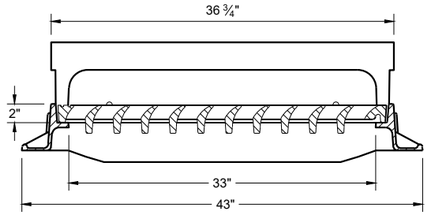


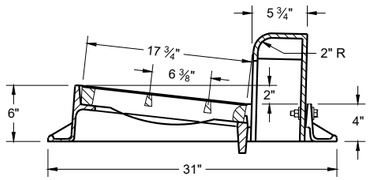
NOTE: EITHER CASTING IS ACCEPTABLE

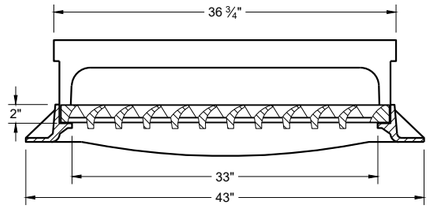


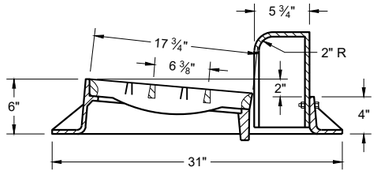
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"







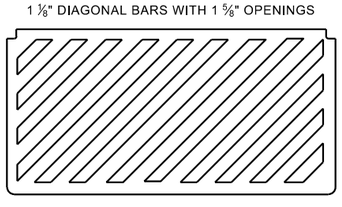




TYPE "H"

NOTE: EITHER CASTING IS ACCEPTABLE

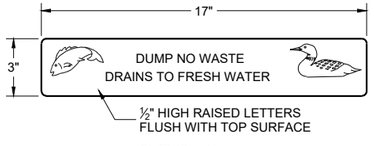
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



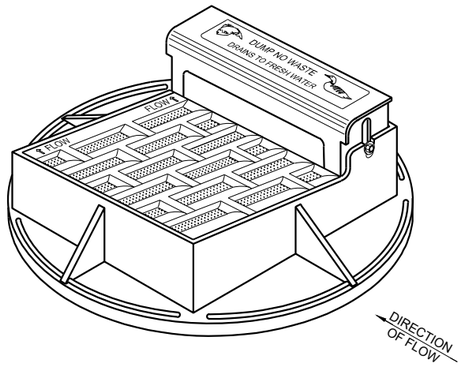
LOGO DETAIL

GENERAL NOTES

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

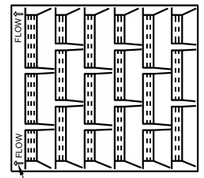
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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

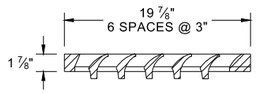


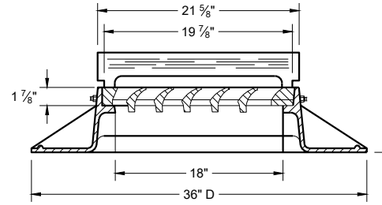
NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

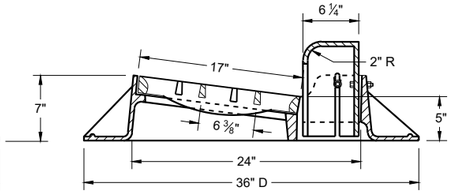
NOTE: EITHER CASTING IS ACCEPTABLE



DIRECTION OF FLOW ARROWS

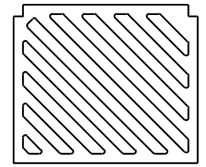






TYPE "A"

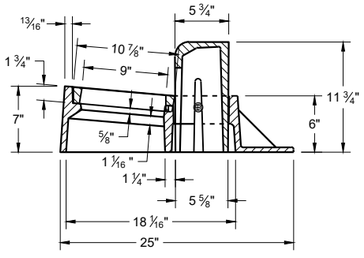
1" DIAGONAL BARS
WITH 1 ½" OPENINGS



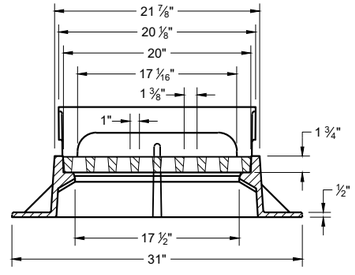
SPECIAL GRATE FOR TYPE "A" COVER

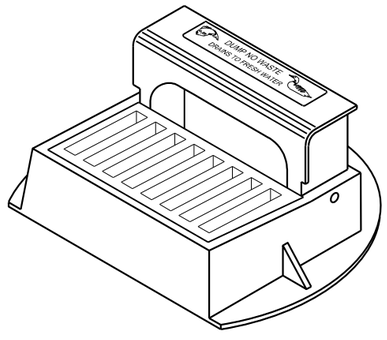
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "Z"





INLET COVERS
TYPES A, H, A-S, H-S AND Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

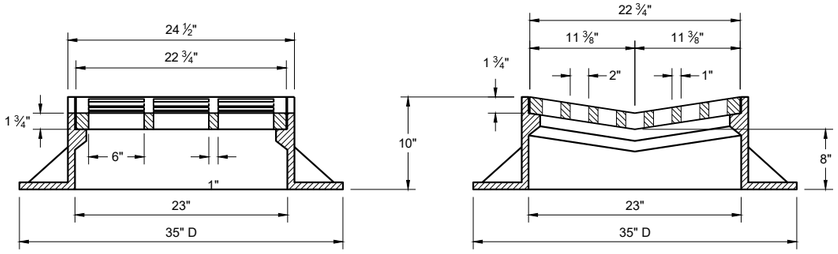
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

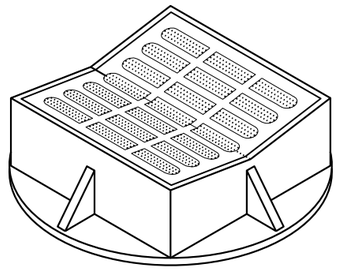
FHWA

6

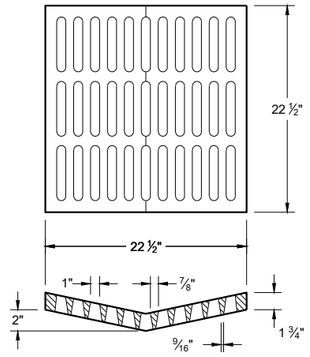
SDD 08A05-22a

SDD 08A05-22a





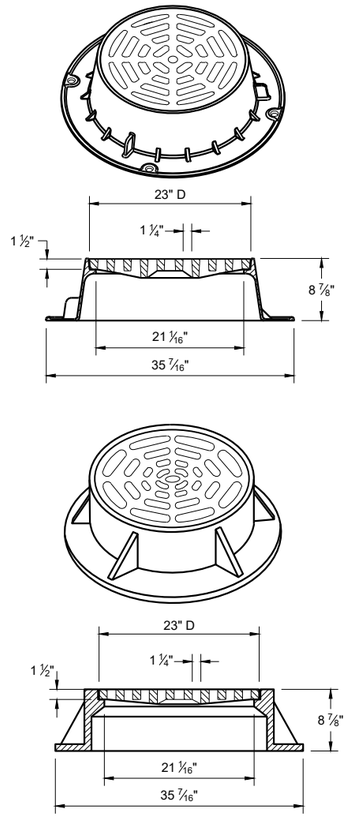
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

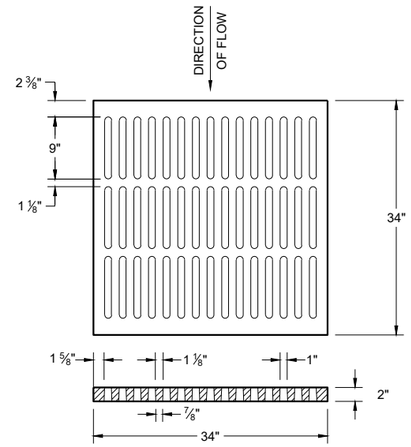
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

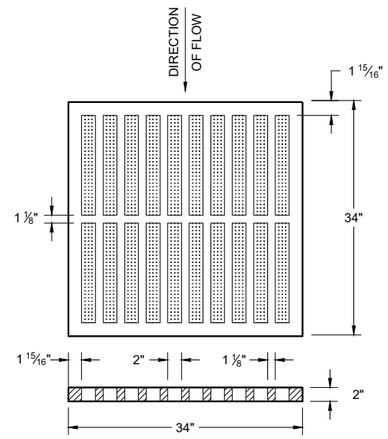
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

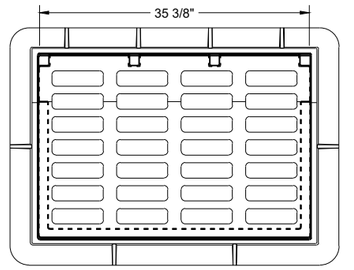
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

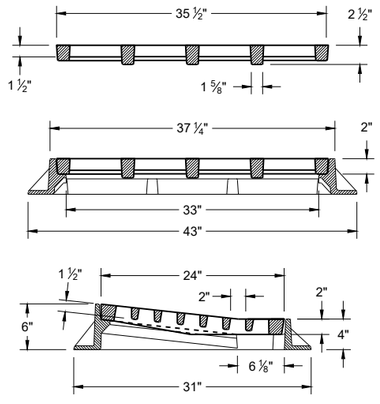


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS

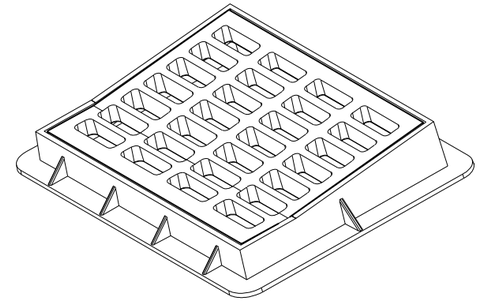
NOTED AS TYPE MS ON THE DRAINAGE TABLE

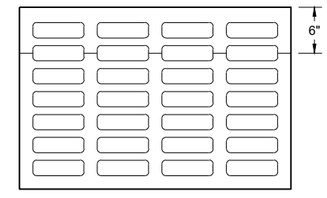


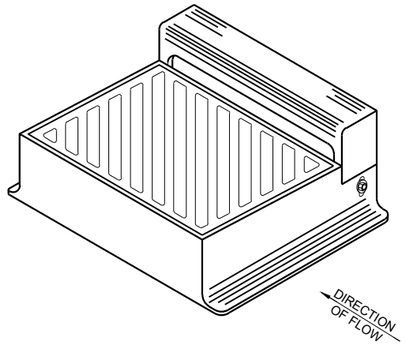


TYPE "DW"

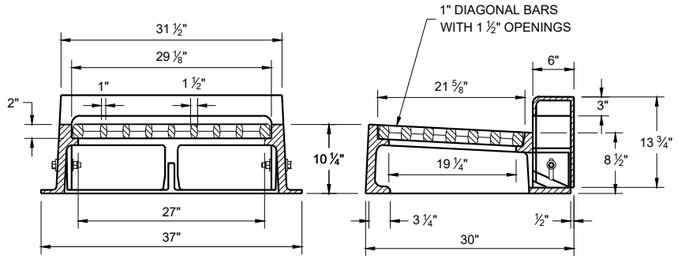
NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.







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



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

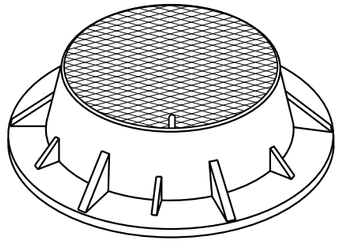
FHWA

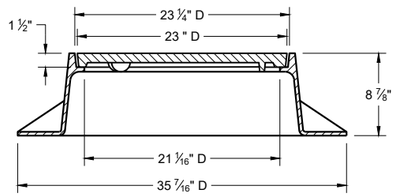
GENERAL NOTES

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

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

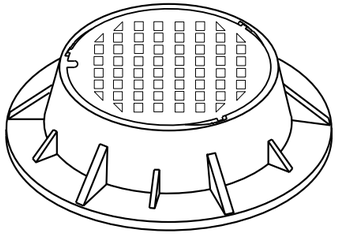
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

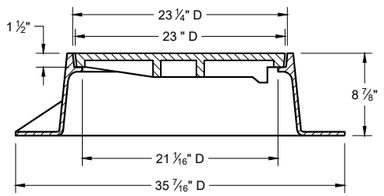




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

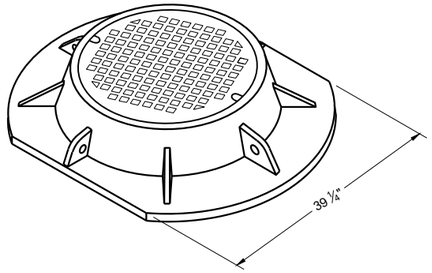


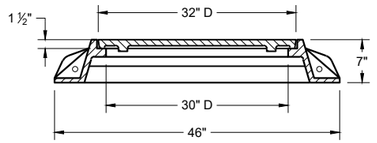


TYPE "J" SPECIAL

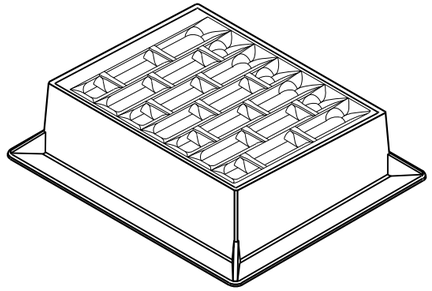
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

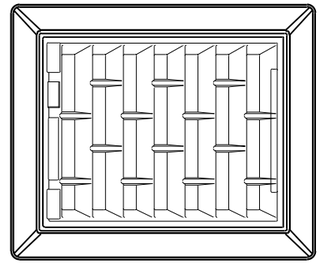
NOTE: EITHER CASTING IS ACCEPTABLE

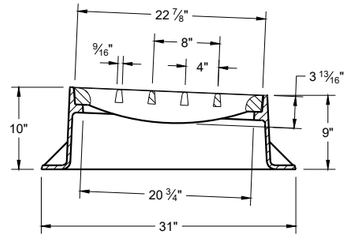


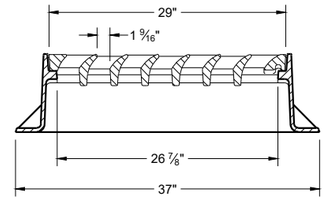


TYPE "K"

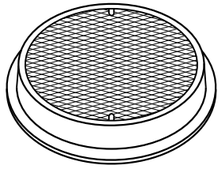


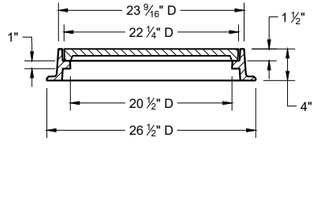




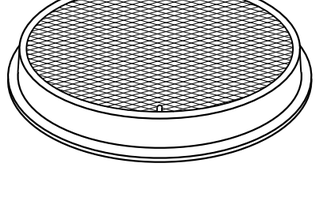


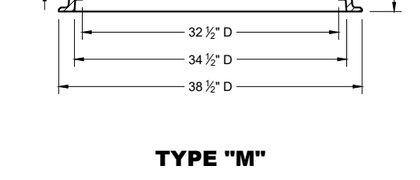
INLET COVER TYPE "BW"





TYPE "L"





TYPE "M"

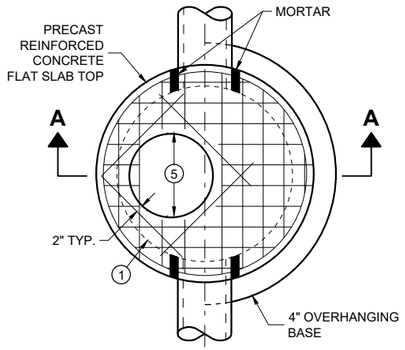
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

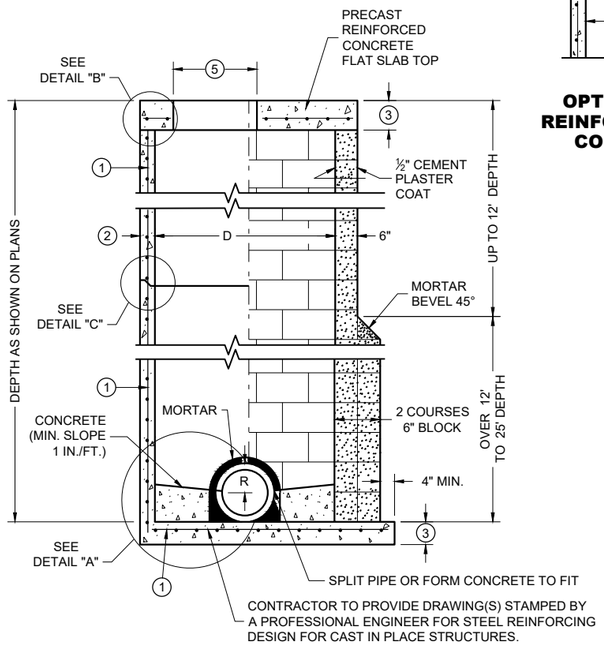
FHWA

6
SDD 08A05-22e



PLAN VIEW

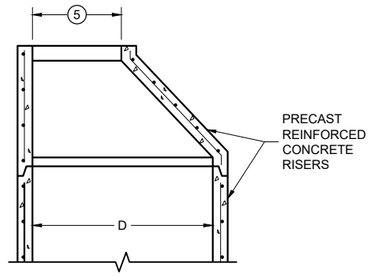
CIRCULAR OPENING



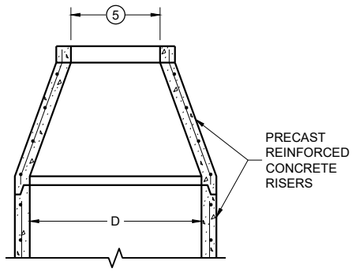
SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

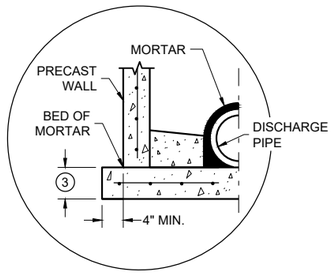
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)



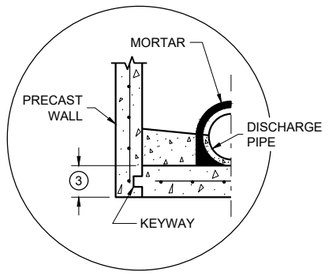
OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP



OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

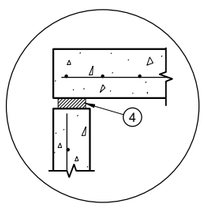


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

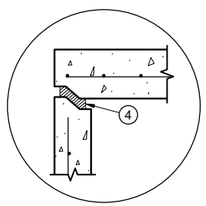


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

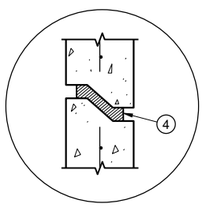
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

DETAIL "C"

MANHOLE COVER OPENING MATRIX

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

PIPE MATRIX

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

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

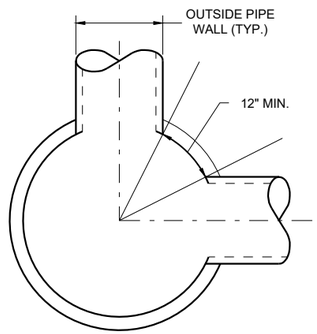
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

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

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

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

(5) SEE MANHOLE COVER OPENING MATRIX.



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

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

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

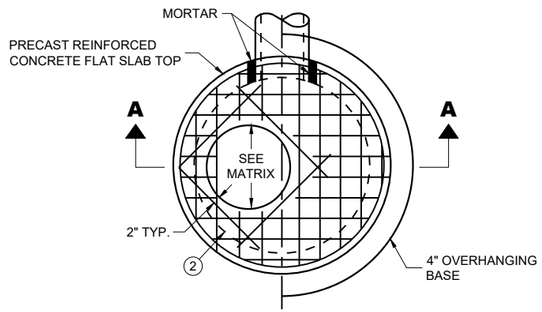
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

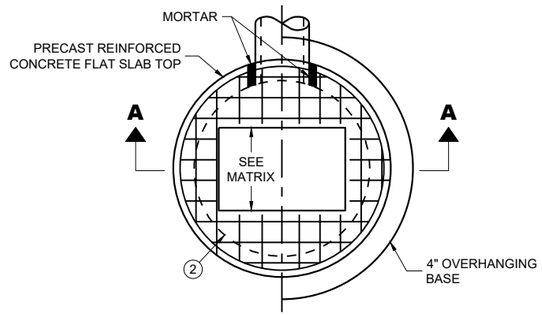
FHWA

SDD 08B09-04

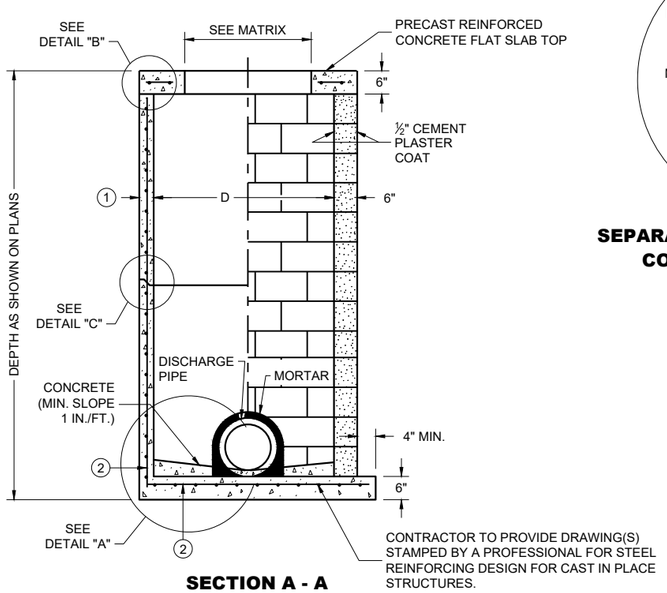
6



PLAN VIEW CIRCULAR OPENING



PLAN VIEW RECTANGULAR OPENING



SECTION A - A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (2)

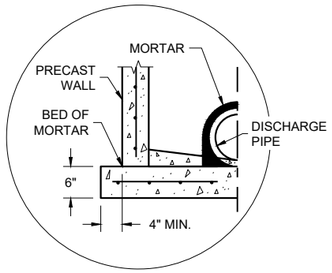
CIRCULAR INLETS WITH FLAT TOP

CATCH BASIN COVER OPENING MATRIX

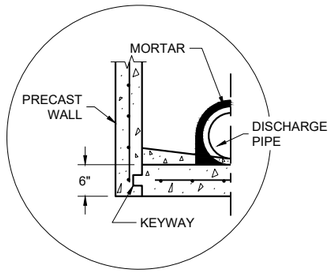
INLET SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT.)											
3-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
4-FT	2 DIA.				X							X
	2 X 2	X	X					X		X		
	2 X 2.5			X				X	X	X	X	
	2 X 3						X					
	2.5 X 3					X						

PIPE MATRIX

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

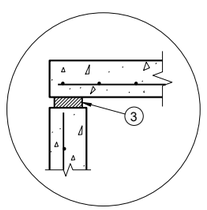


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

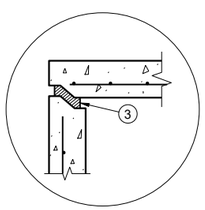


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

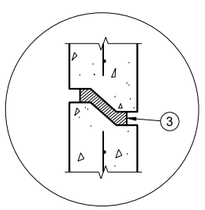
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

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

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

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

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

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

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

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

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

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

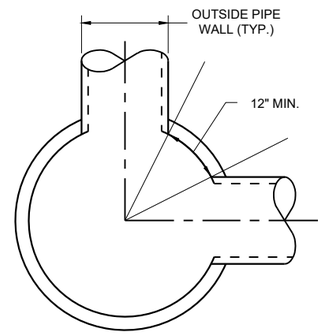
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

(1) MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT DIAMETER AND 5 INCHES FOR 4-FT DIAMTER PRECAST INLETS.

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

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



MINIMUM HORIZONTAL PIPE SEPARATION

DETAIL "D"

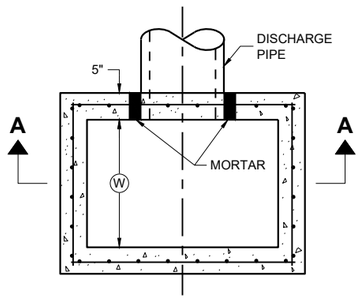
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

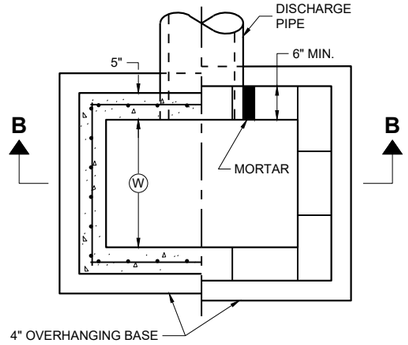
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

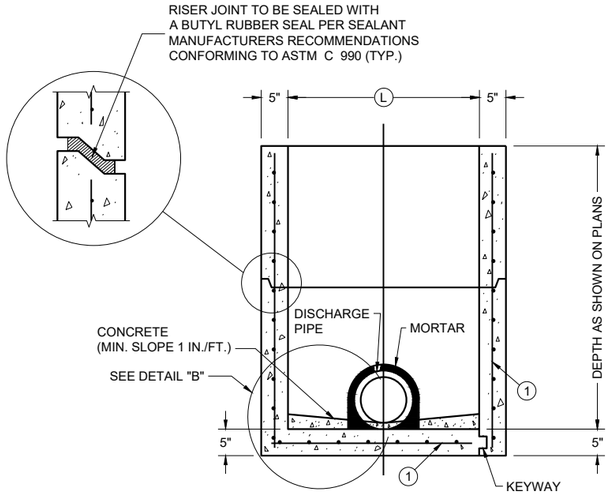
6
SDD 08C06-03



PLAN VIEW



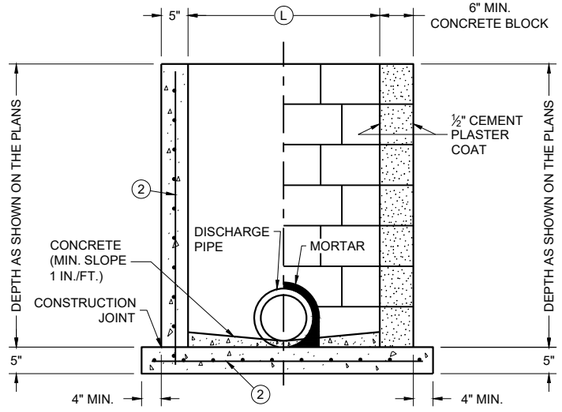
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

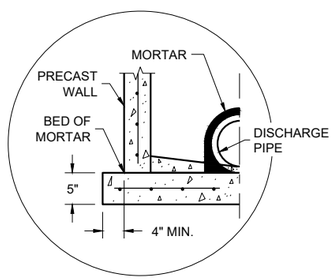
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

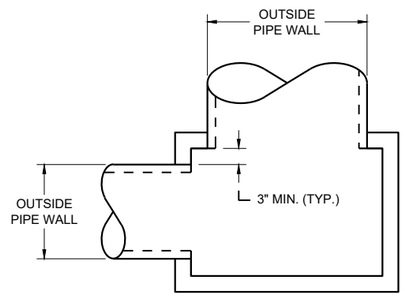
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS 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 DESIGN FOR CAST-IN-PLACE STRUCTURES.

CATCH BASIN COVER MATRIX

INLET SIZE	WIDTH (W) (FT.)	LENGTH (L) (FT.)	INLET COVER TYPE									
			ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM	V V-B
2 X 2-FT	2	2	X	X				X				
2 X 2.5-FT	2	2.5			X			X	X	X	X	
2 X 3-FT	2	3					X					
2.5 X 3-FT	2.5	3				X						
2 X 3.5-FT	2	3.5										X

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2 X 2-FT	12	12
2 X 2.5-FT	12	18
2 X 3-FT	12	24
2.5 X 3-FT	18	24
2 X 3.5-FT	12	30

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2X3.5-FT

INLETS 2 X 2-FT, 2 X 2.5-FT, 2 X 3-FT, 2.5 X 3-FT AND 2 X 3.5-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

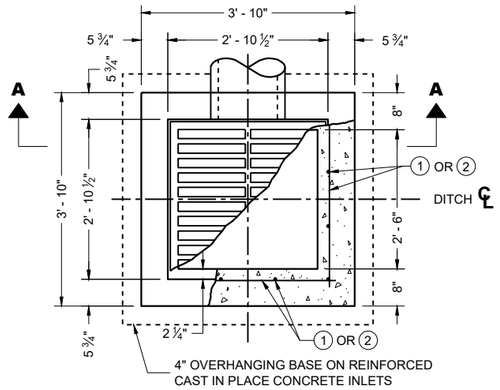
FHWA

6

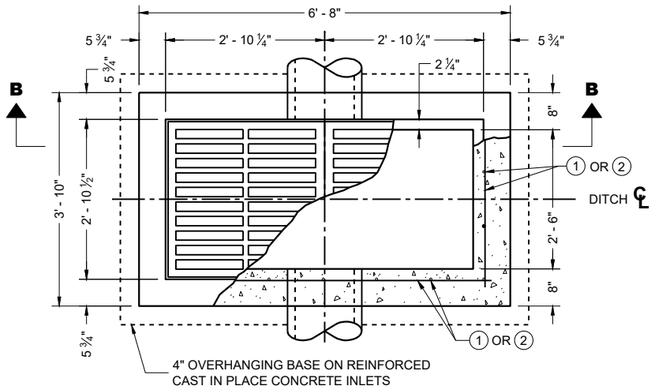
SDD 08C07-03

6

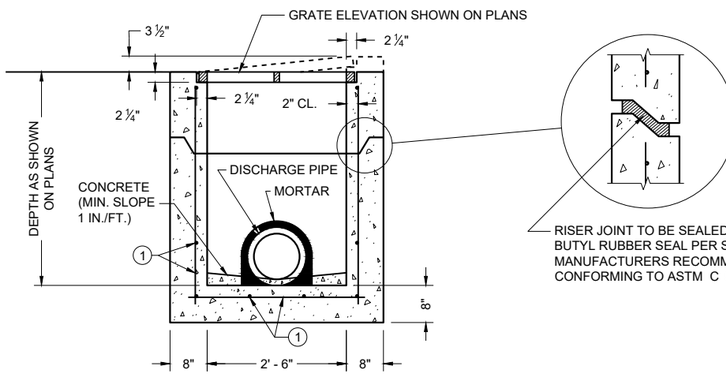
SDD 08C07-03



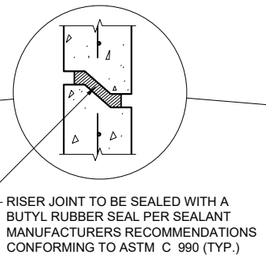
PLAN VIEW

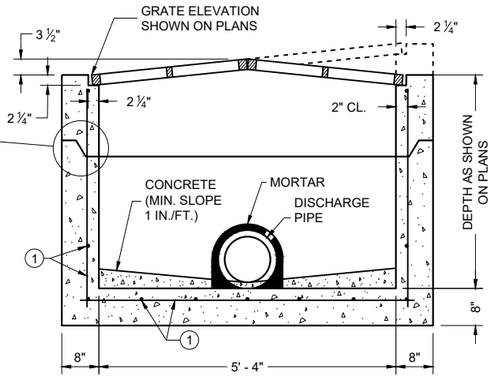


PLAN VIEW

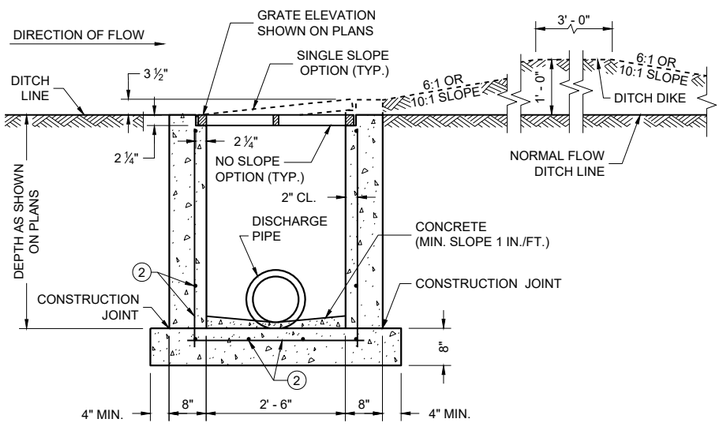


PRECAST REINFORCED CONCRETE SECTION A - A



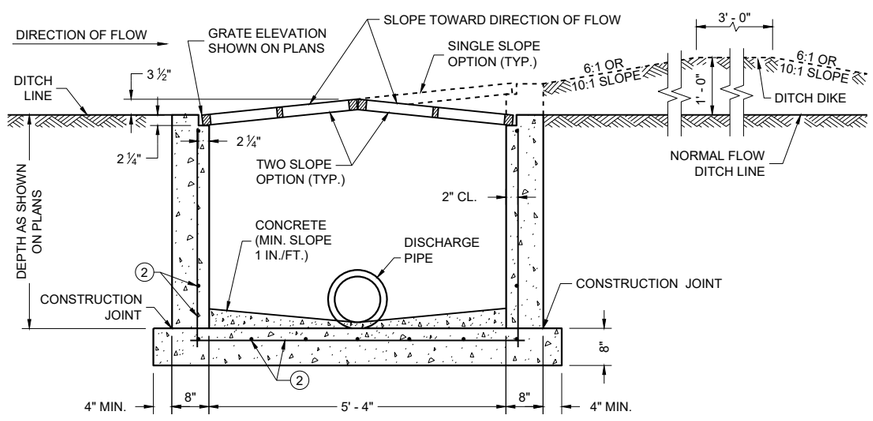


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

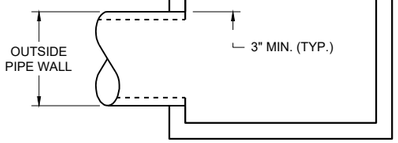
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST INLETS 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 DESIGN FOR CAST-IN-PLACE STRUCTURES.



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

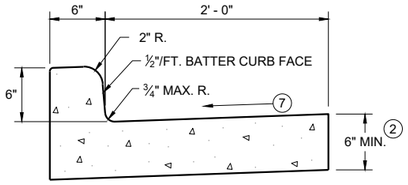
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

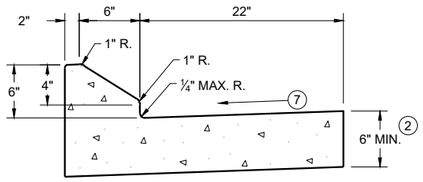
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

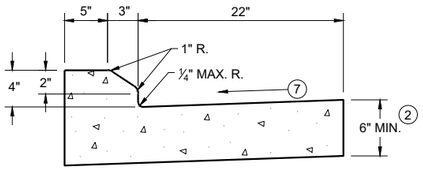
6
SDD 08C08-03



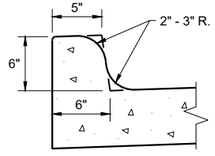
TYPES A (1) & D



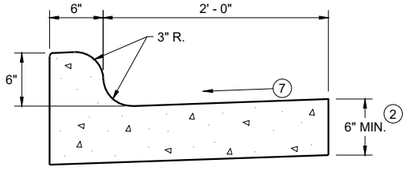
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

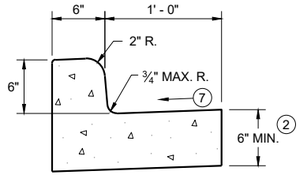


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



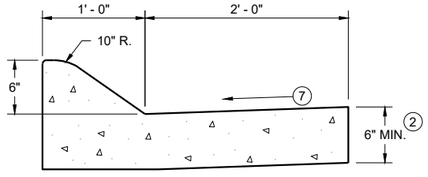
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

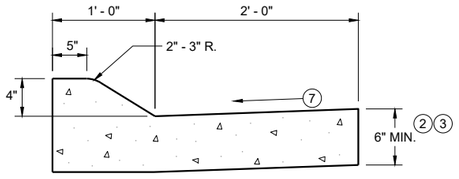


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

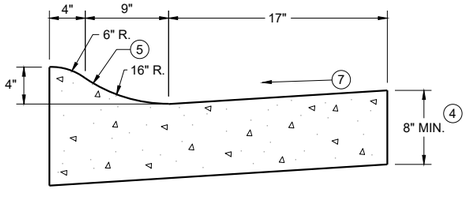


6" SLOPED CURB TYPES A (1) & D



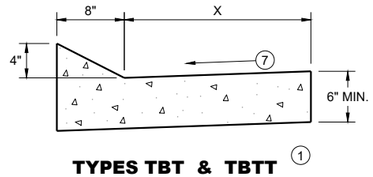
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

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

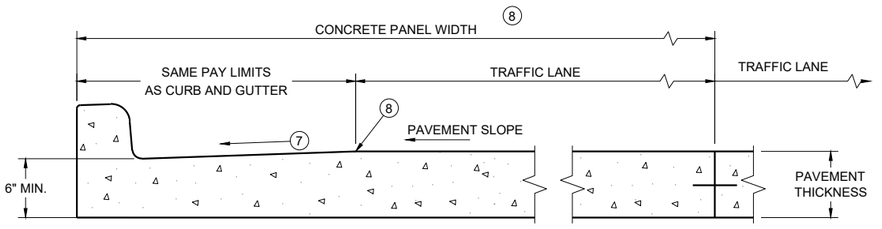


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

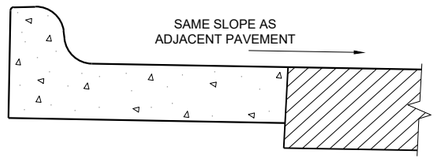
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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.

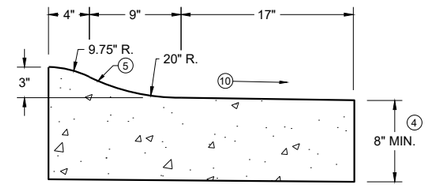
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

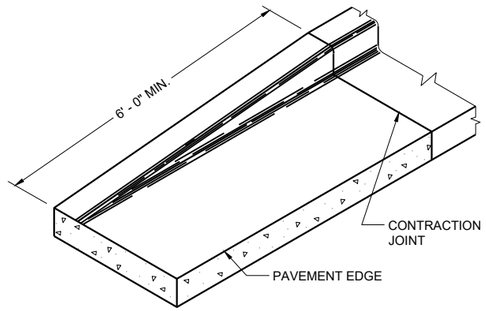
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



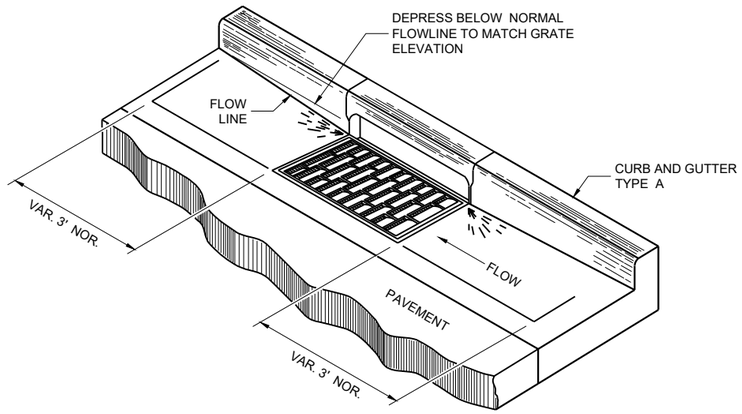
3" SLOPED CURB TYPES R (1) & T

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.

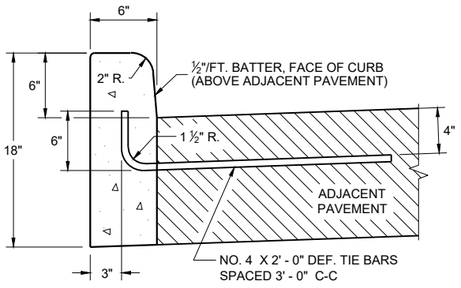
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

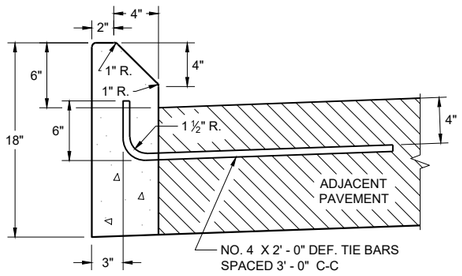
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

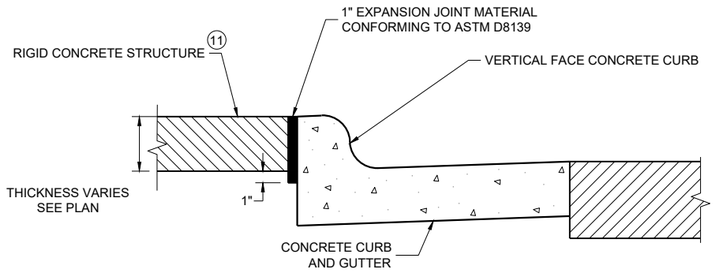


TYPES A (1) & D

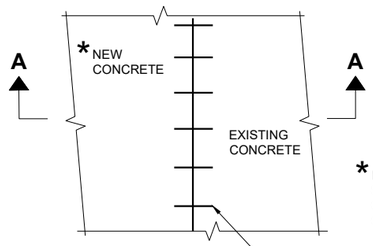


TYPES G (1) & J

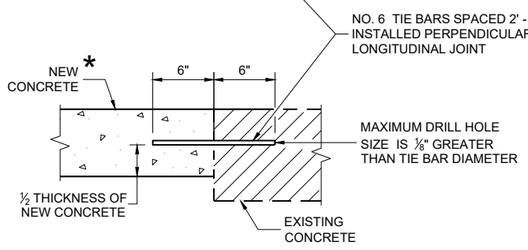
CONCRETE CURB



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

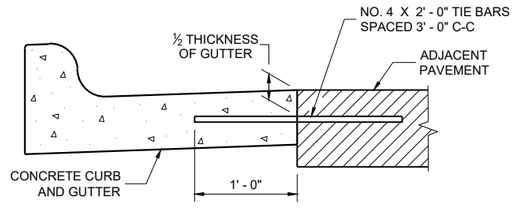


PLAN VIEW

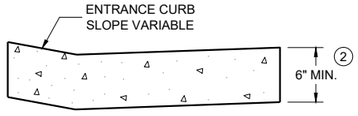


SECTION A - A

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

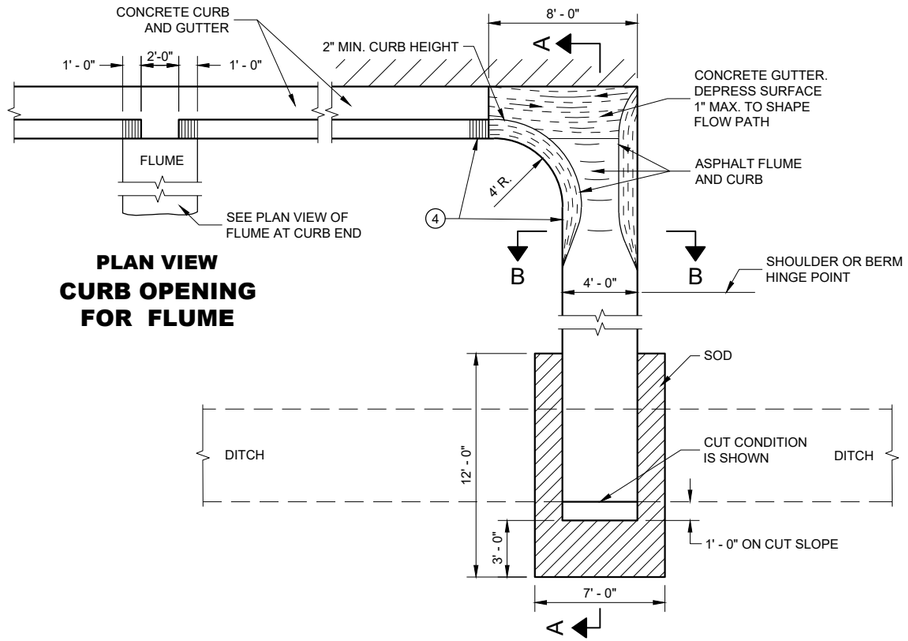
APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6
SDD 08D01-24b

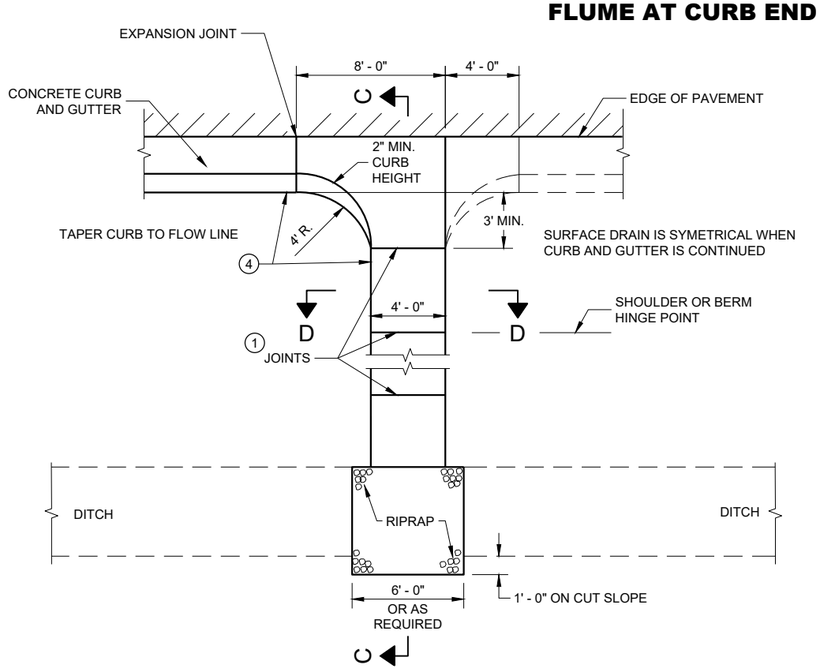
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



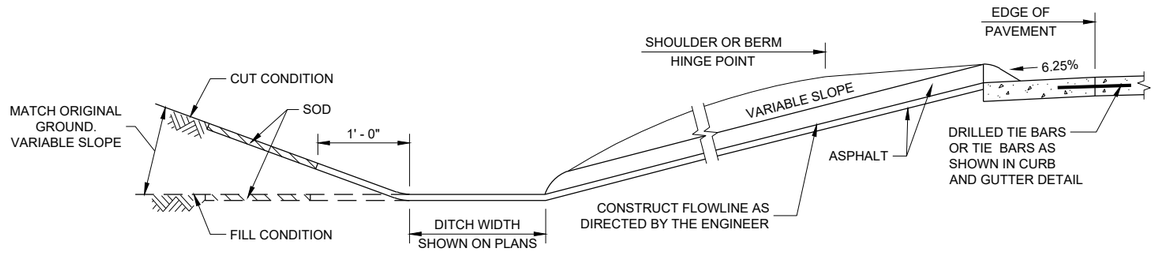
PLAN VIEW
CONCRETE SURFACE DRAIN

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.

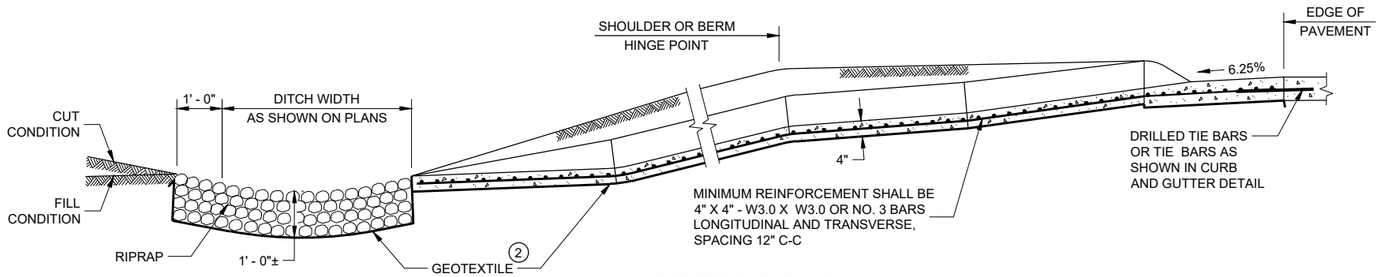
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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.

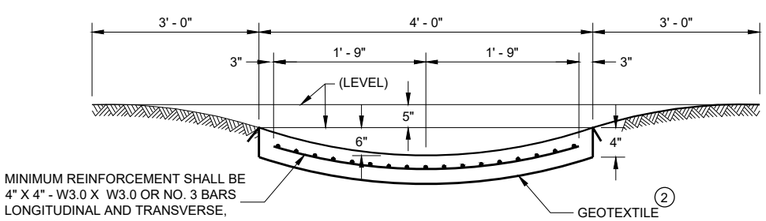


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

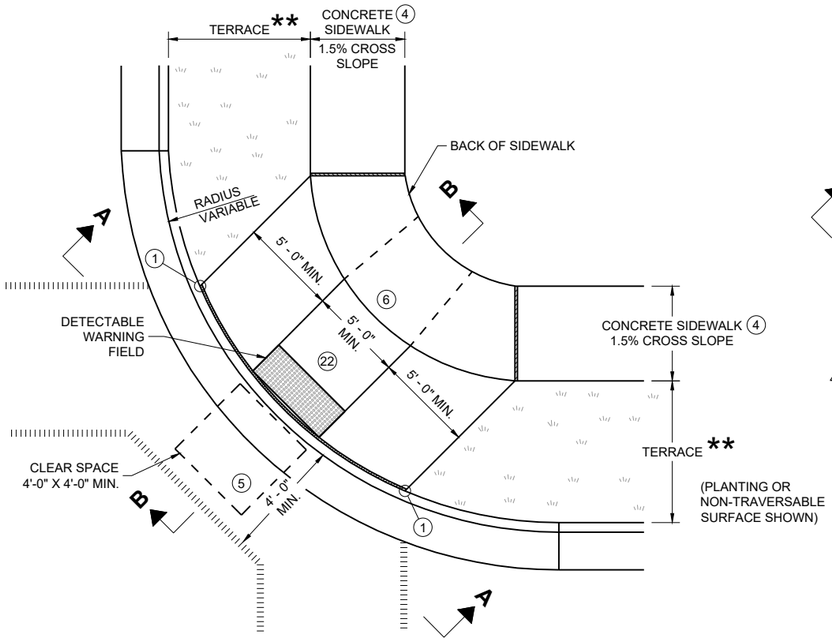
APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

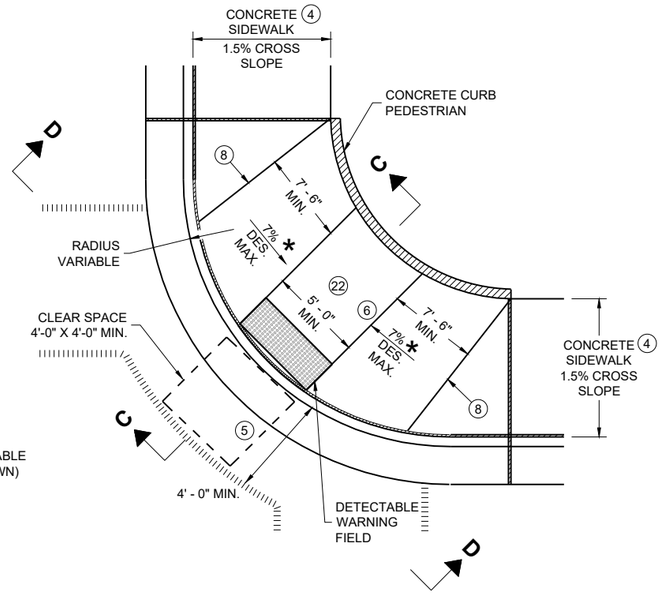
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

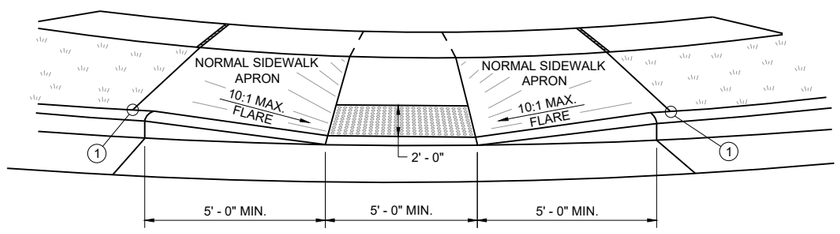
(CENTER OF CORNER RADIUS)



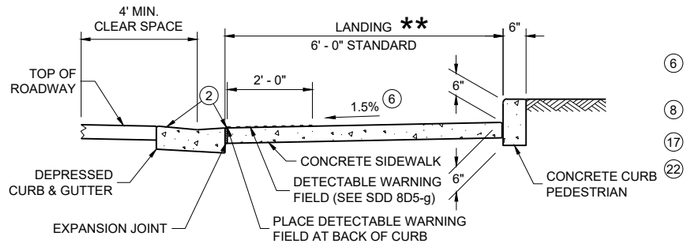
PLAN VIEW

CURB RAMP TYPE 1 - A

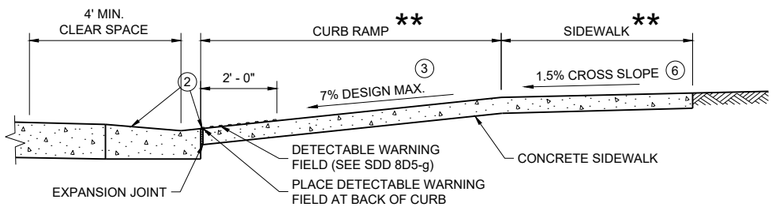
(NO TERRACE)



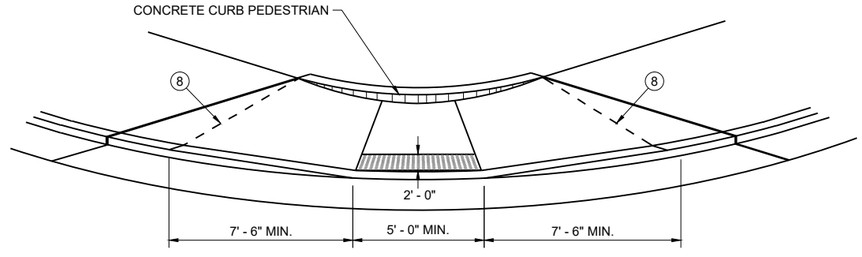
VIEW A - A FOR TYPE 1



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.

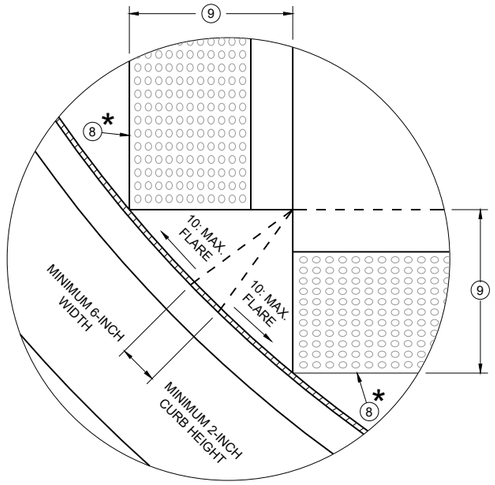
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

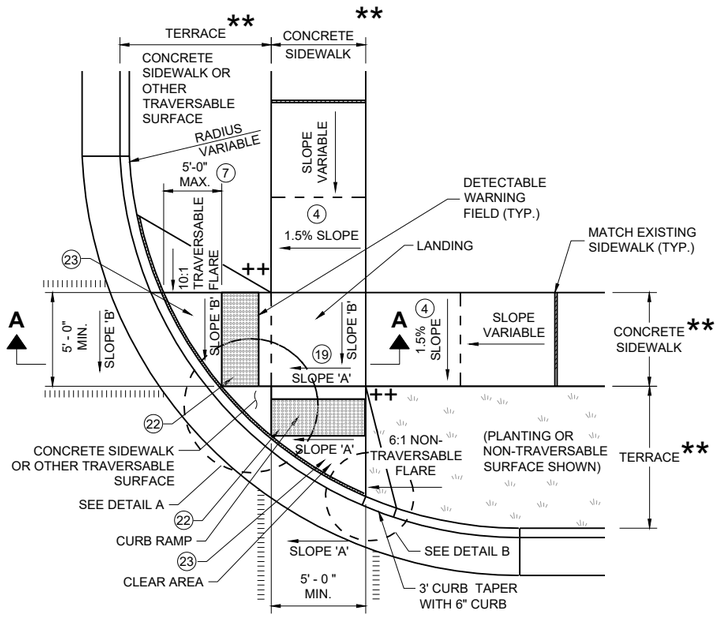
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



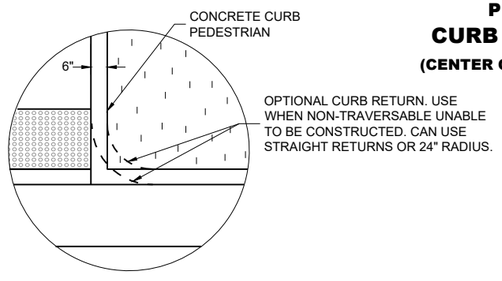
DETAIL A



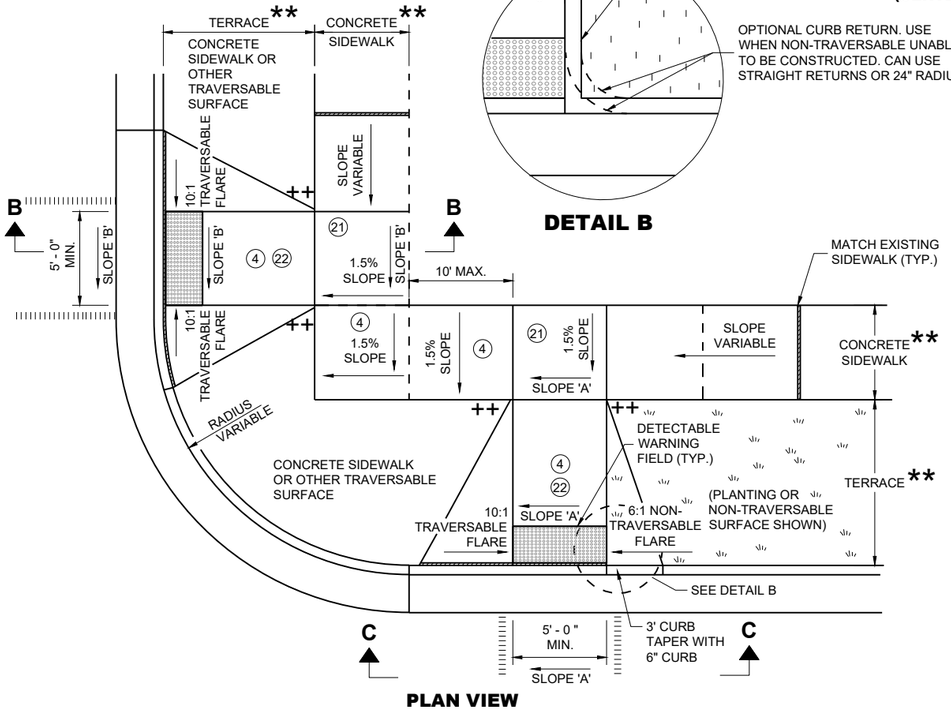
PLAN VIEW

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.

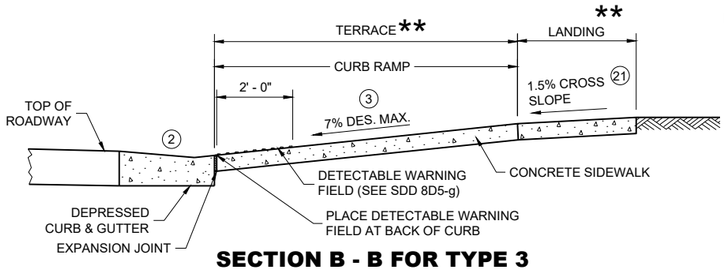
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(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.

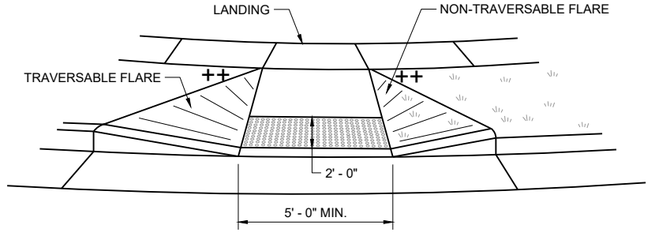
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(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.

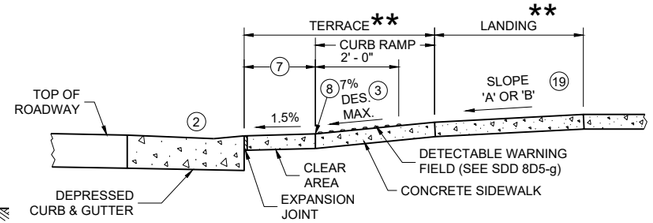
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3



SECTION A - A FOR TYPE 2

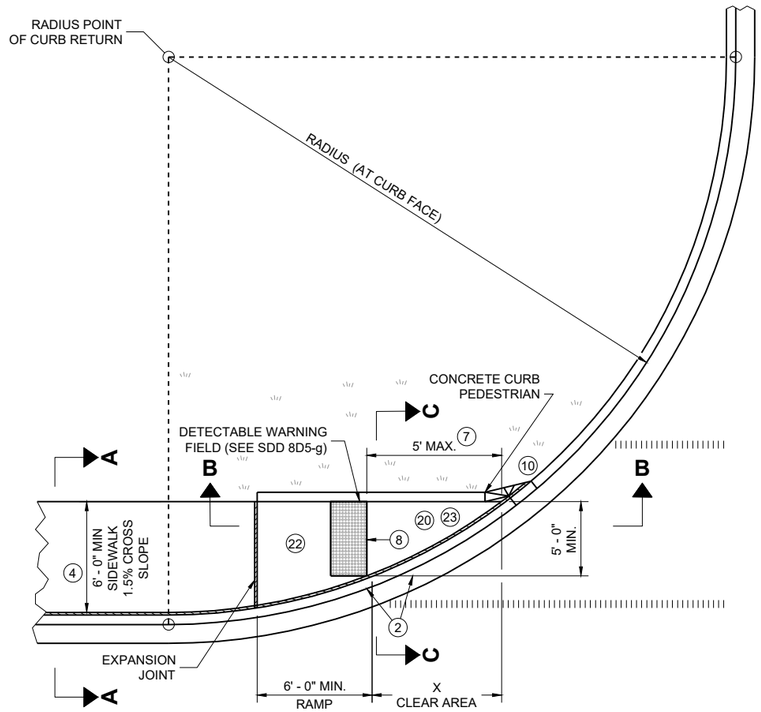
LEGEND

▨	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

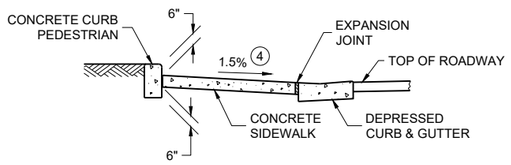
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D05-22b

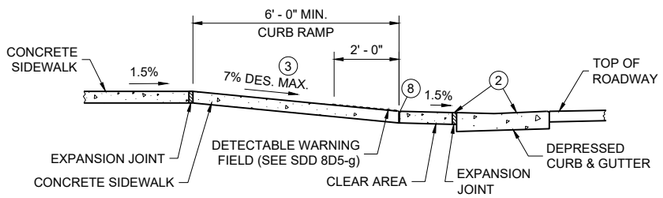


PLAN VIEW

CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



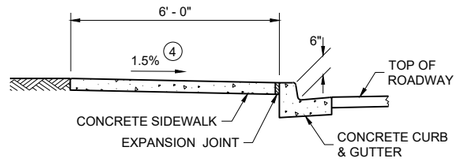
SECTION B - B FOR TYPE 4A AND TYPE 4A1

LEGEND

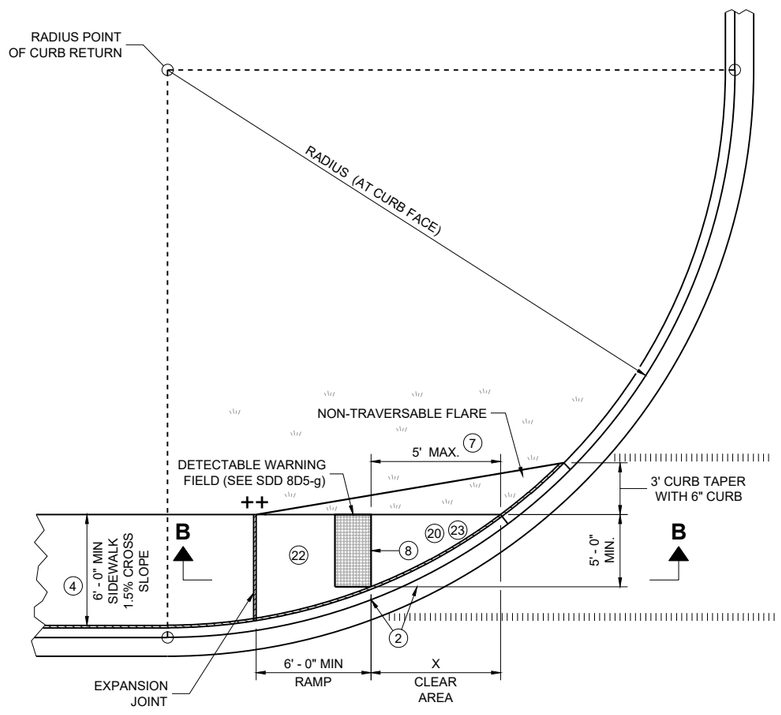
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW

CURB RAMP TYPE 4A1

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.

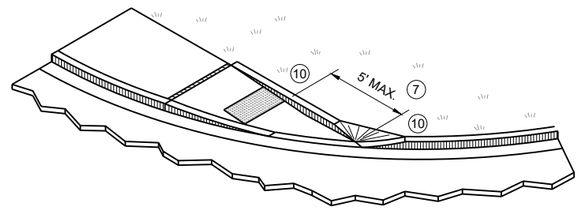
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

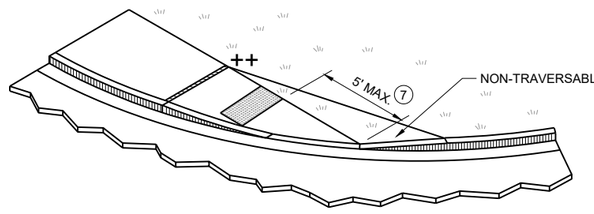
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(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.



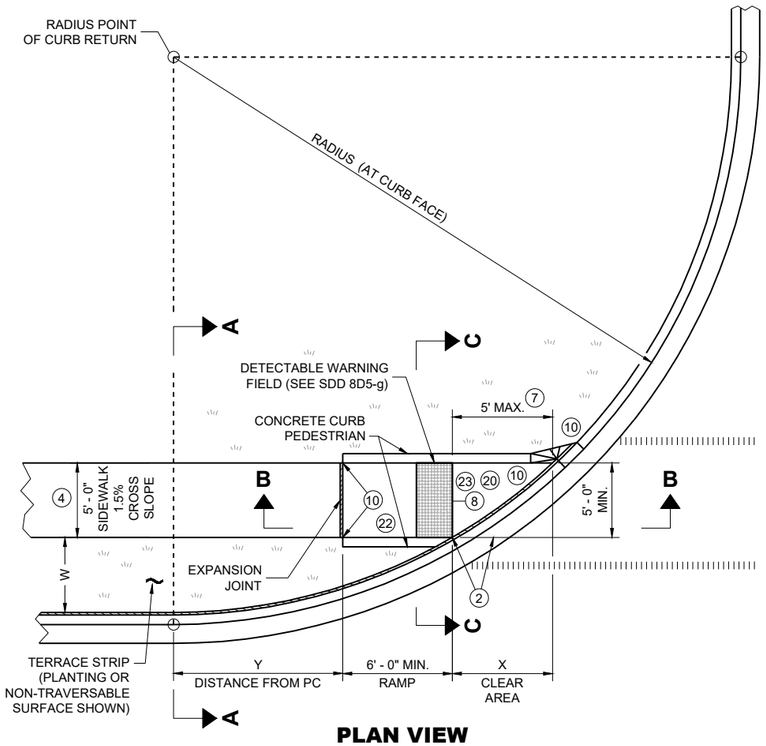
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

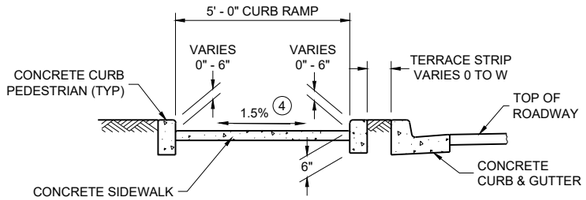
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

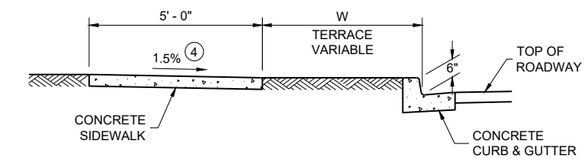
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

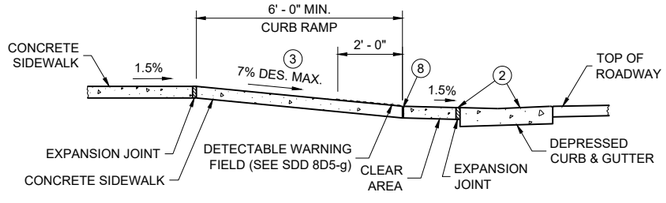
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(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.

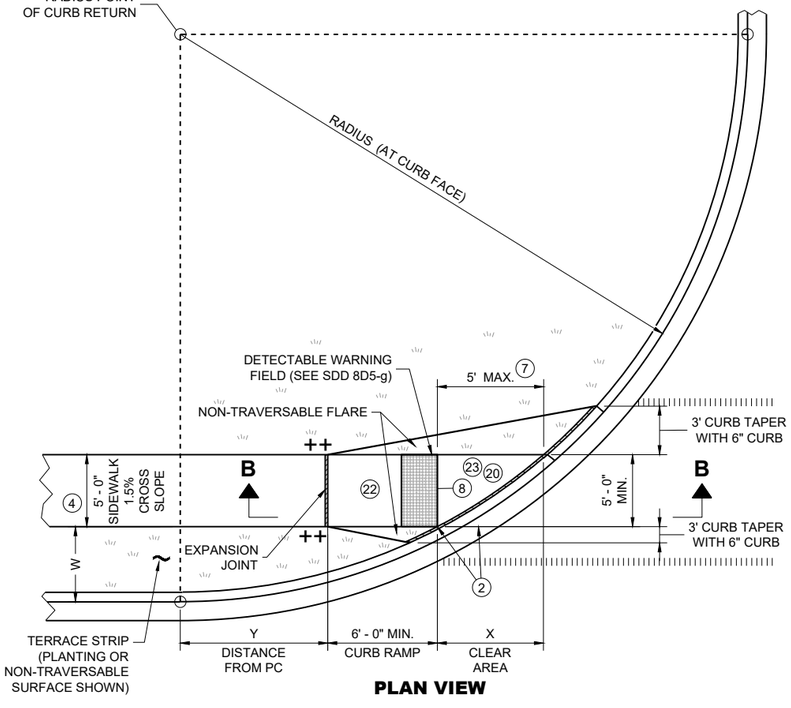
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



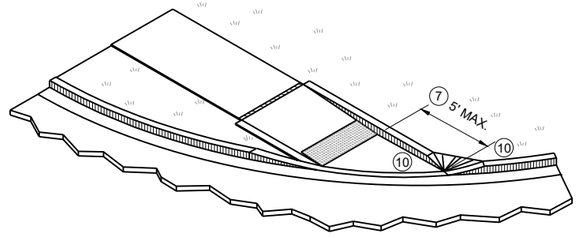
SECTION A - A FOR TYPE 4B



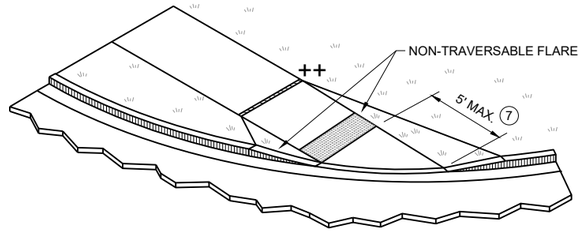
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



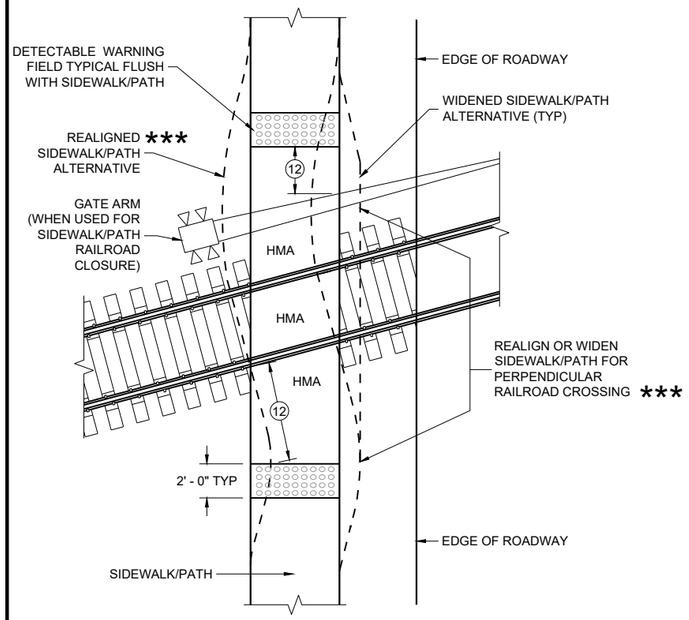
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

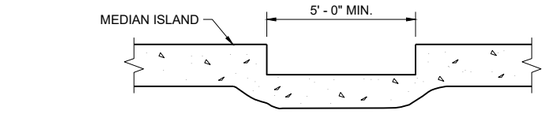
6

SDD 08D05-22d

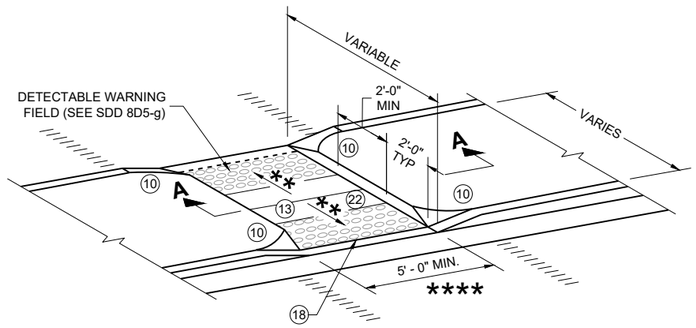


CURB RAMP TYPE 8

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.

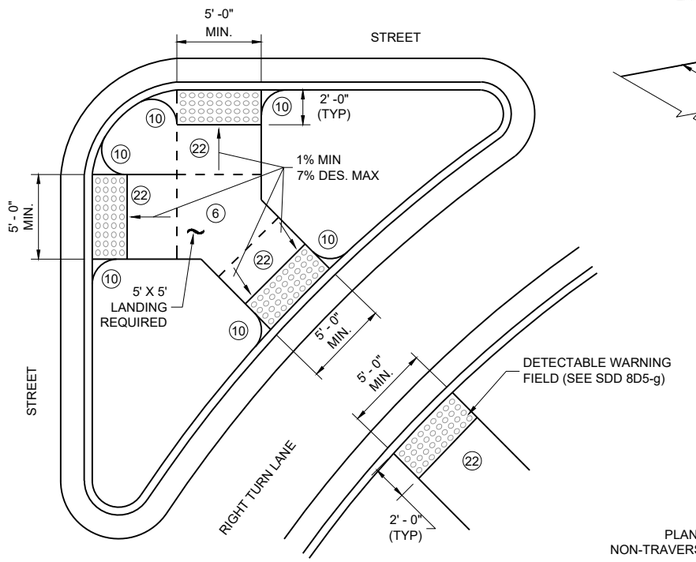
(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH, WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM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

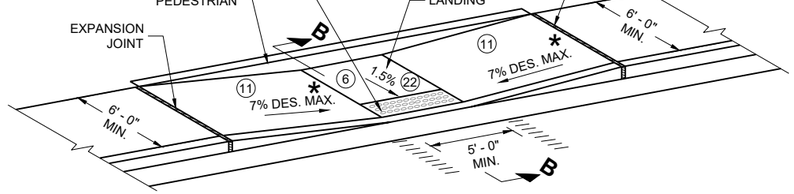
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.



CURB RAMP TYPE 6

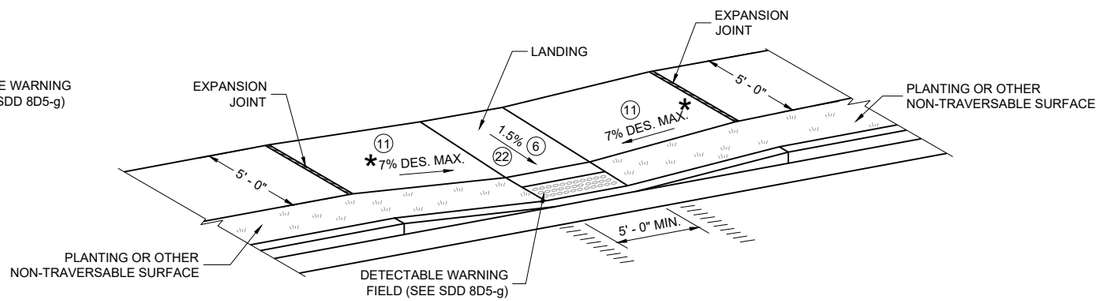
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

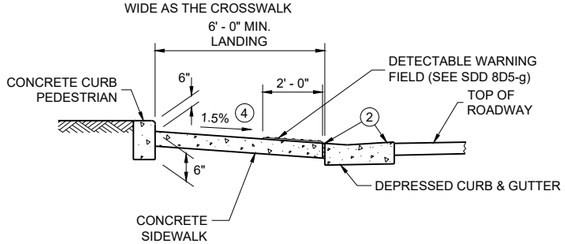


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
ıı ıı ıı ıı	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

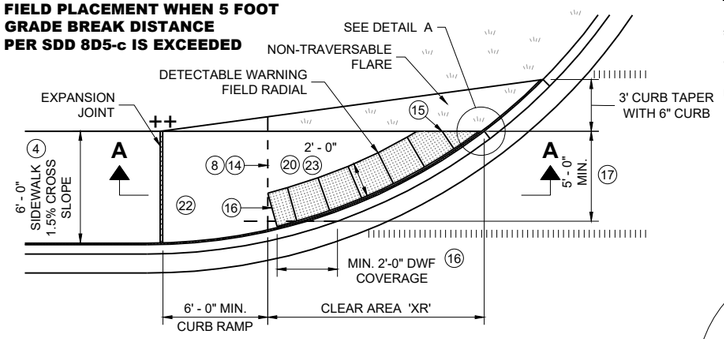


SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

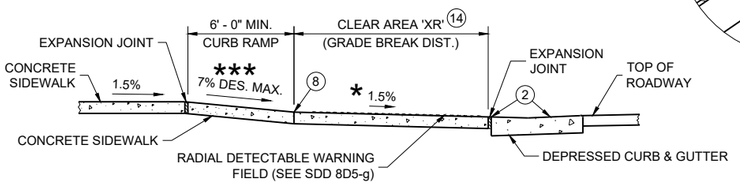
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

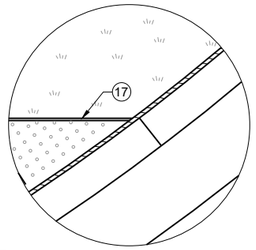
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

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

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.

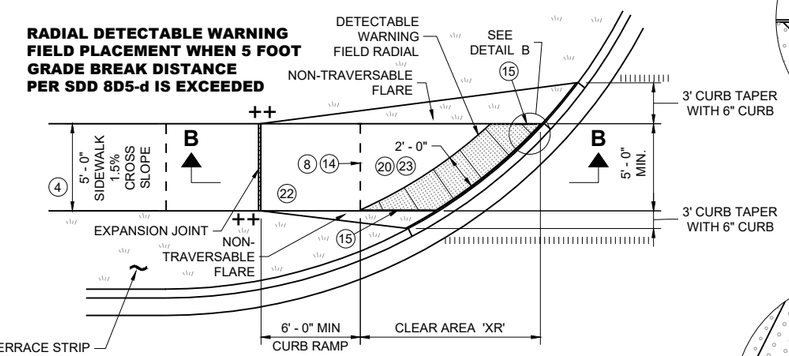
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(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.

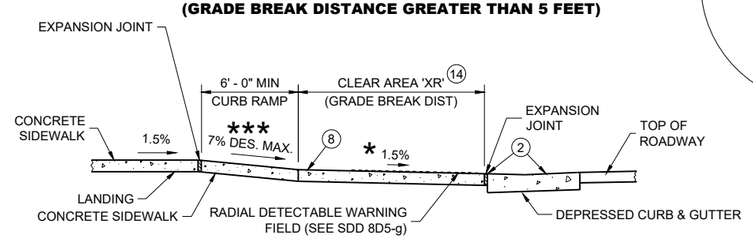
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



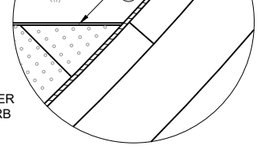
PLAN VIEW

CURB RAMP TYPE 4B1

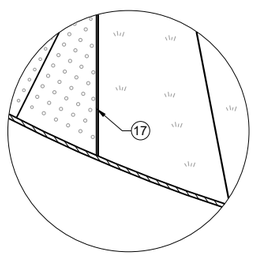
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

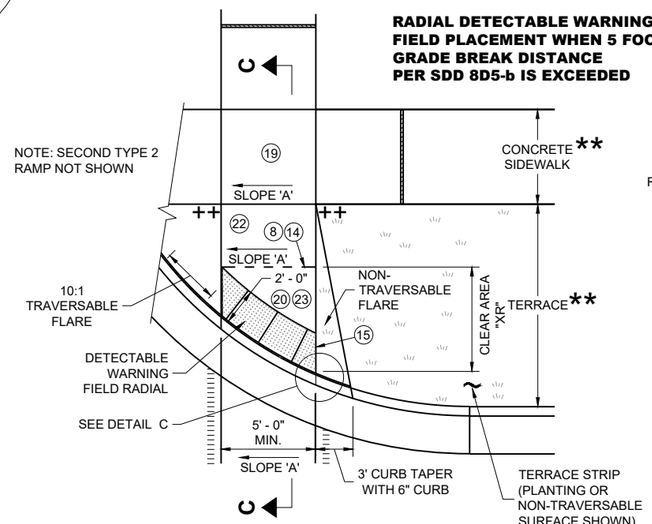


DETAIL B



DETAIL C

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

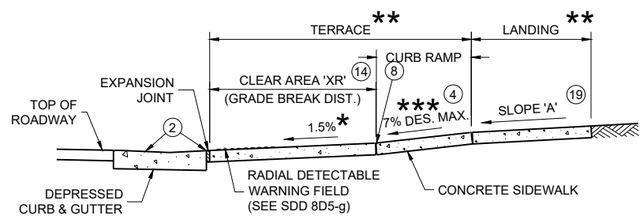


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



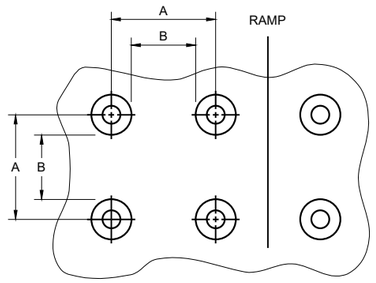
SECTION C - C FOR TYPE 2

CURB RAMPS
RADIAL DETECTABLE WARNING

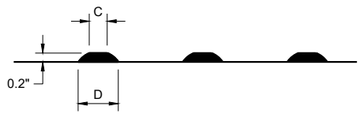
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

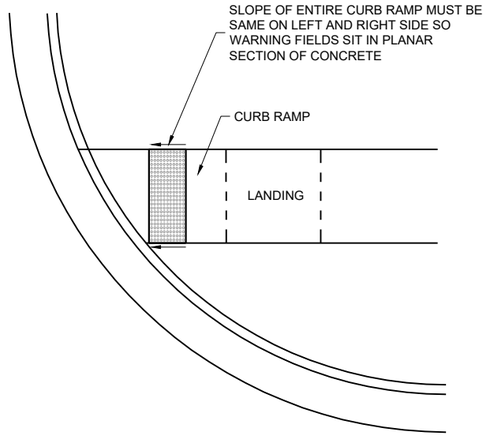
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



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.

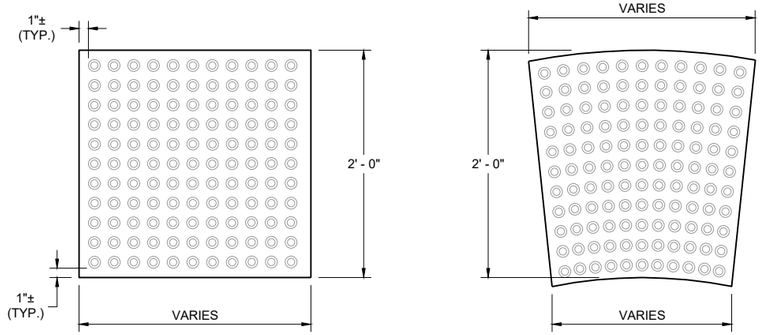
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

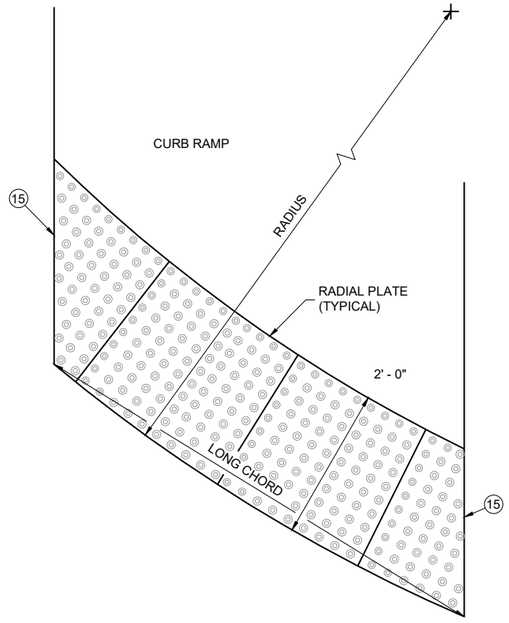
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



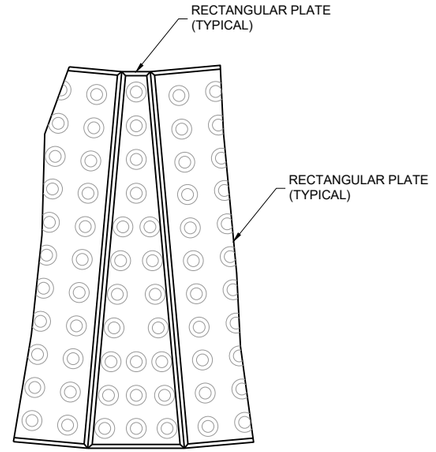
RECTANGULAR PLATES

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>

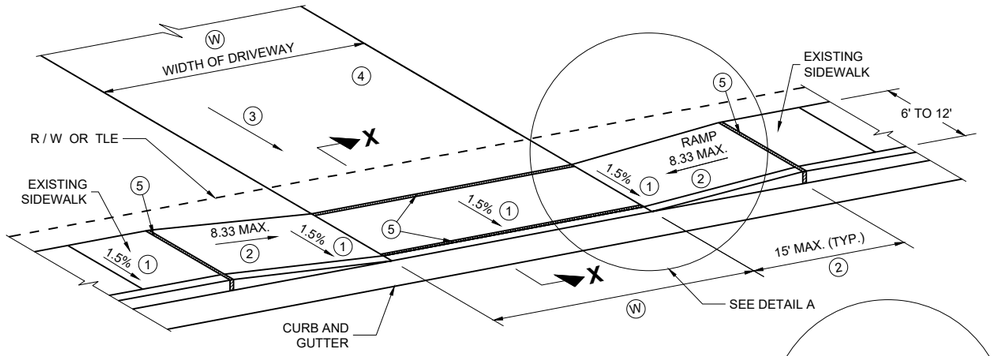
FHWA

6

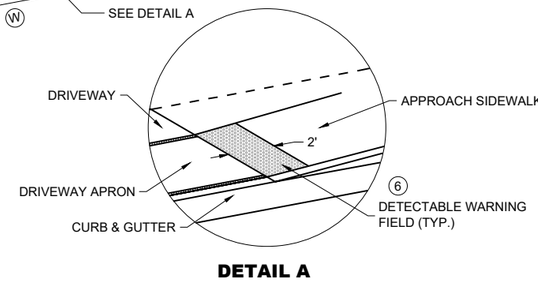
SDD 08D05-22g

6

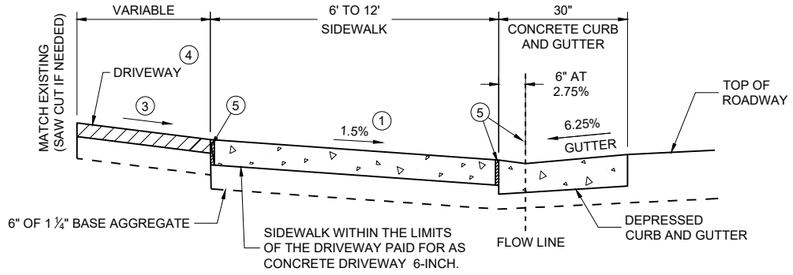
SDD 08D05-22g



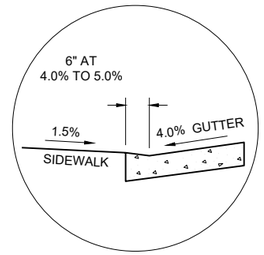
TYPE X
SIDEWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



DETAIL A



SECTION X - X



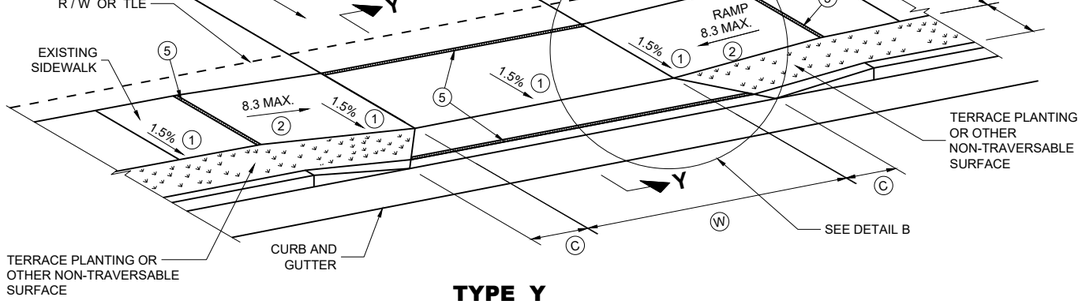
SECTION X - X
4% GUTTER SLOPE

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

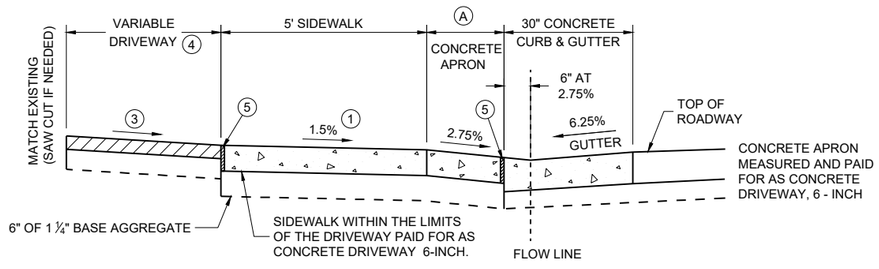
TABLE Y

Ⓐ FEET	Ⓒ FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

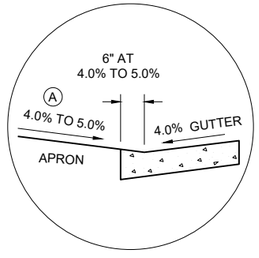


TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

Ⓐ: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%.

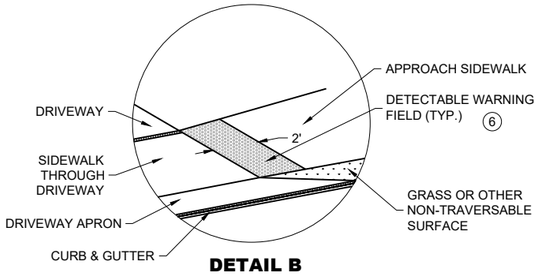
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL 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.



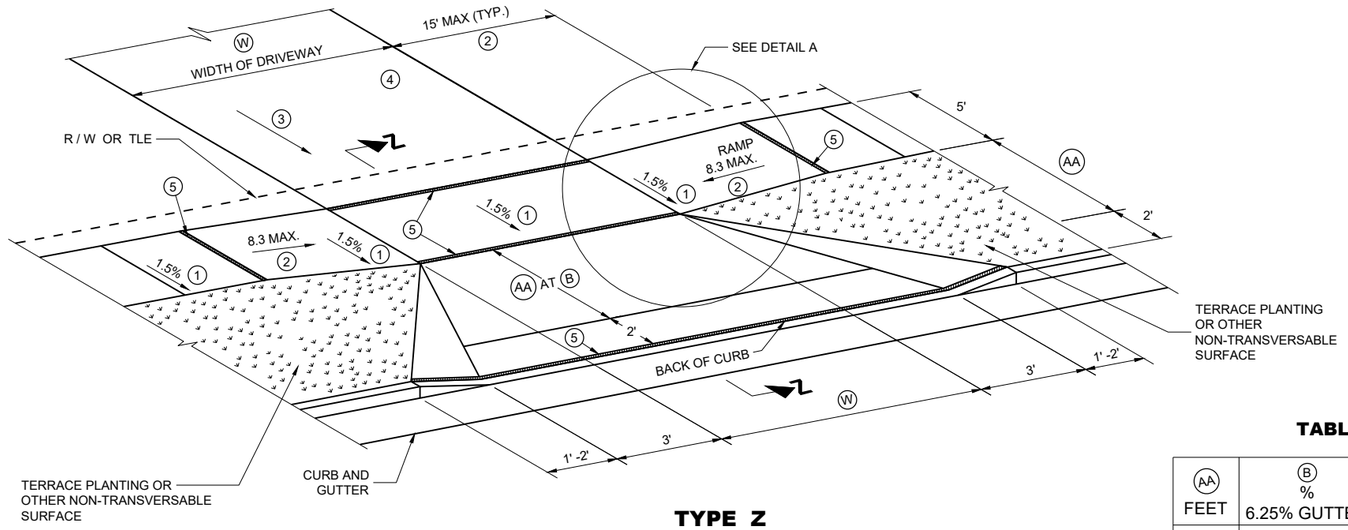
DETAIL B

DRIVEWAY AND SIDEWALK RAMPS TYPES X AND Y

STATE OF WISCONSIN
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.

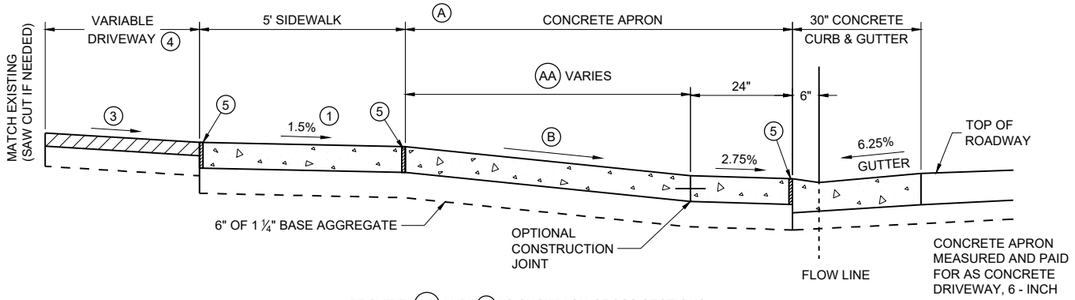
(6) DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

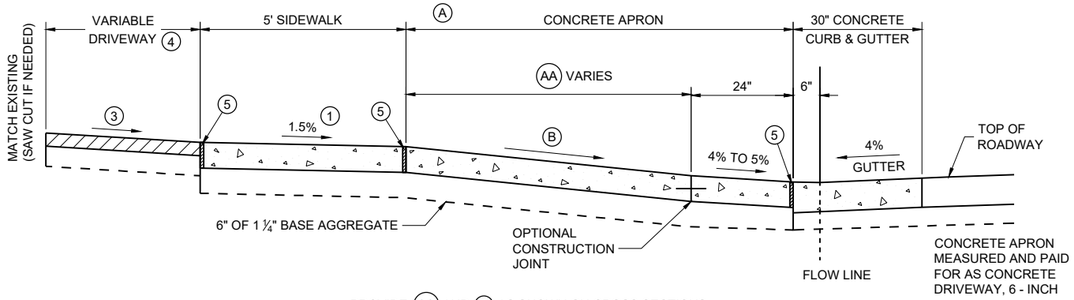
TABLE Z

(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%



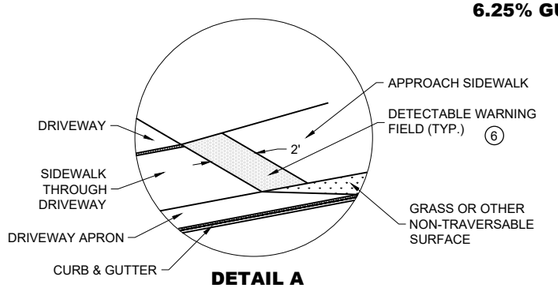
PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

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

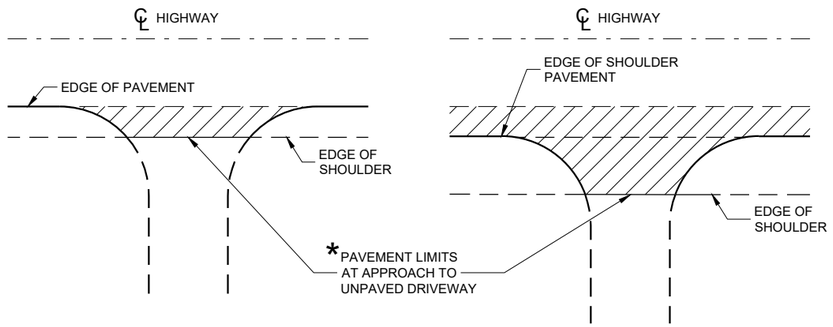
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

6

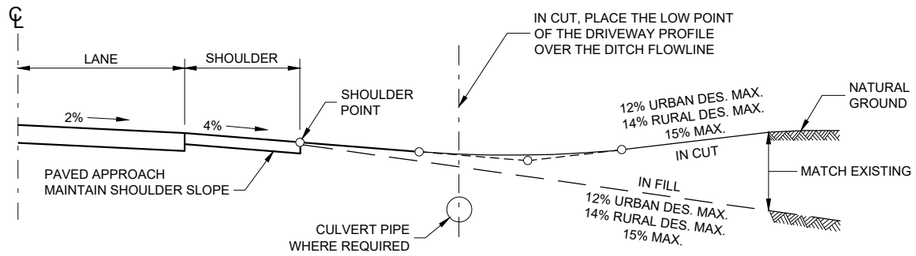
SDD 08D19-05



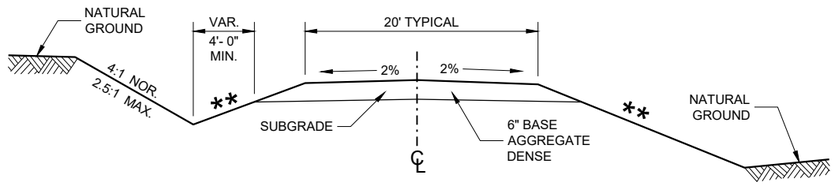
PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL
(NO CURB AND GUTTER OR SIDEWALK)



TYPICAL DRIVEWAY PROFILES

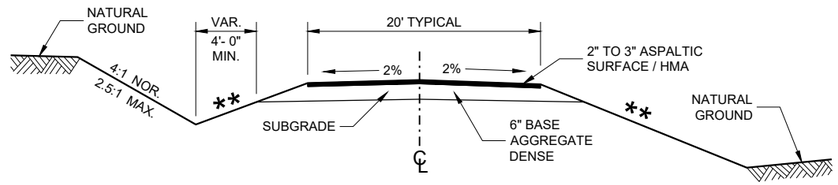


IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE AGGREGATE SURFACE

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



IN CUT **IN FILL**

TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE ASPHALTIC SURFACE

DRIVEWAYS WITHOUT CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

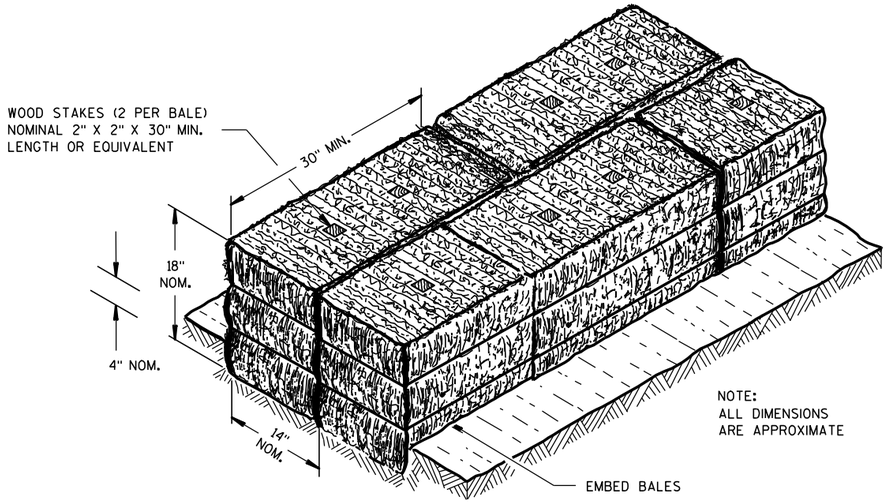
FHWA

6

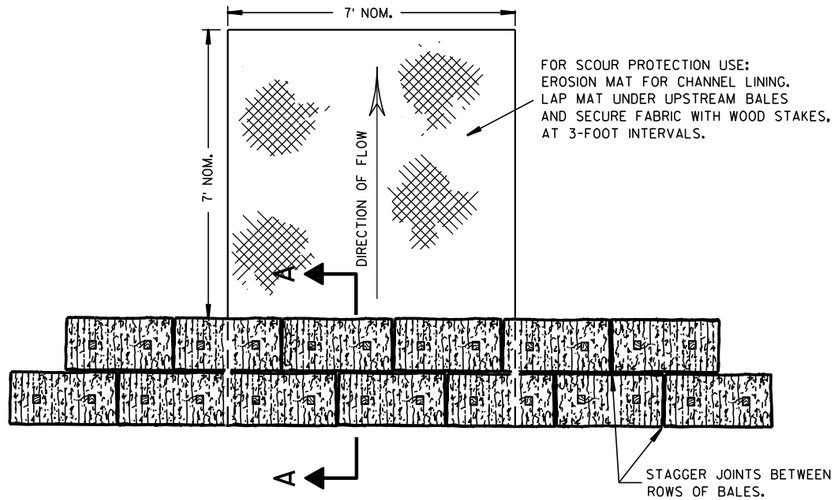
SDD 08D21 - 01

6

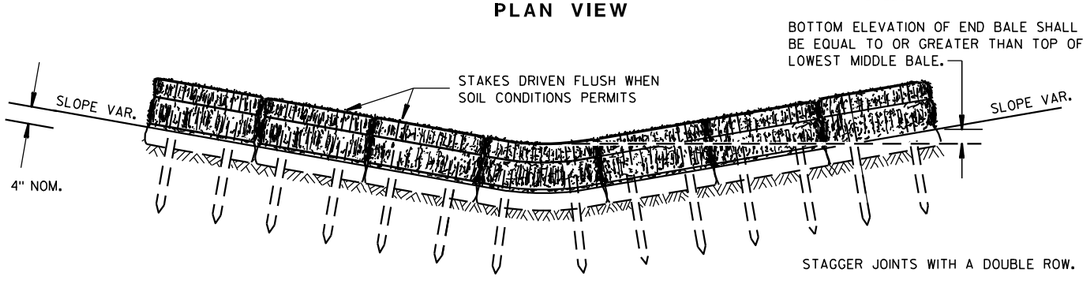
SDD 08D21 - 01



SECTION A-A



PLAN VIEW



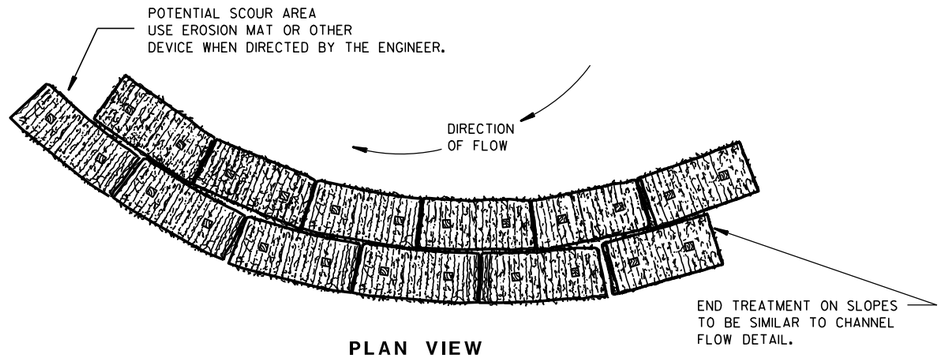
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

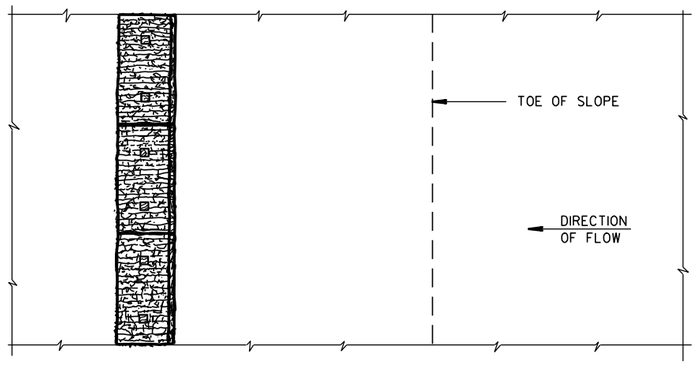
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

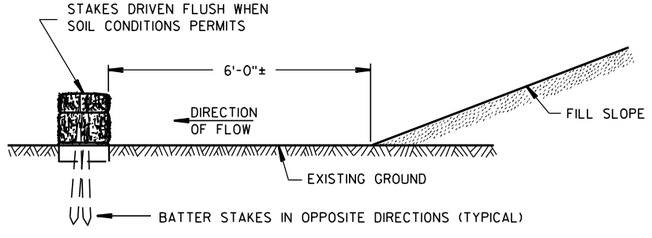


PLAN VIEW

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

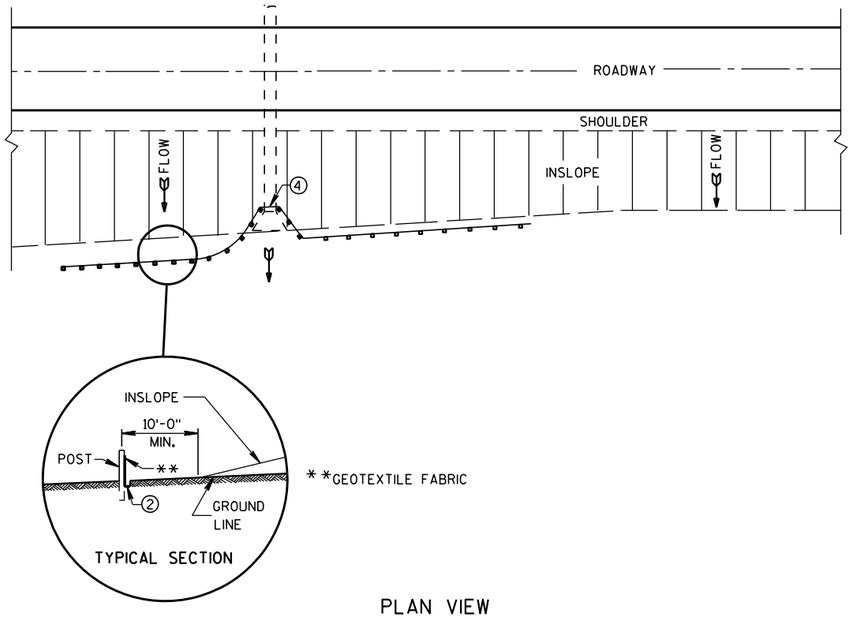
6/04/02 — DATE

/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

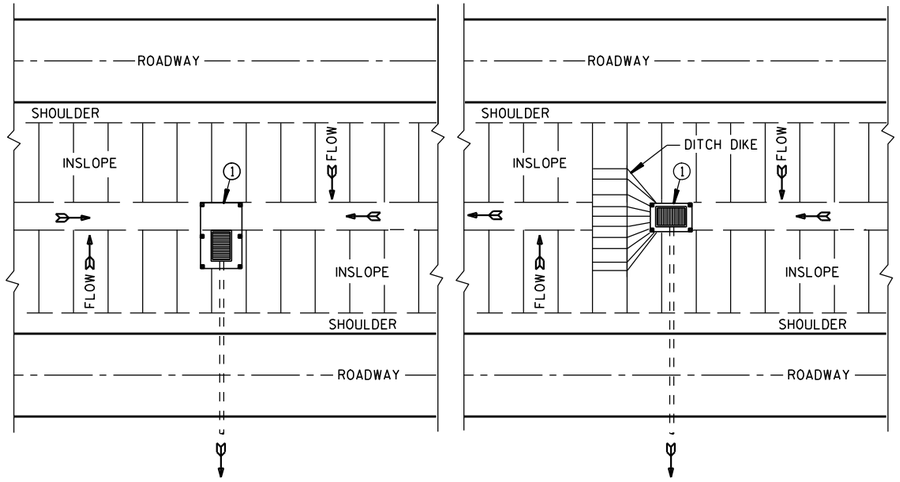
6

S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



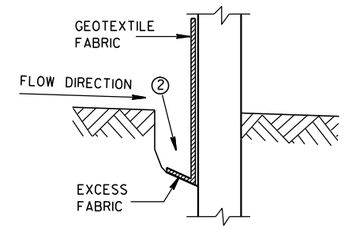
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

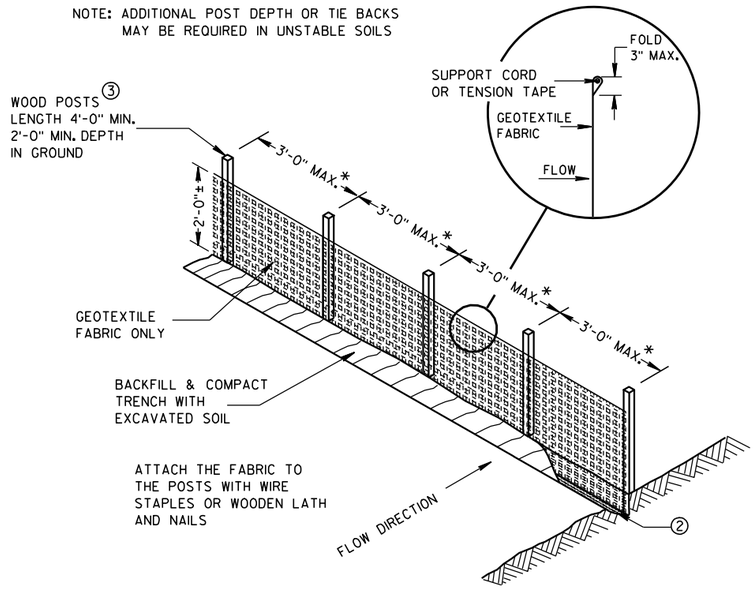
GENERAL NOTES

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

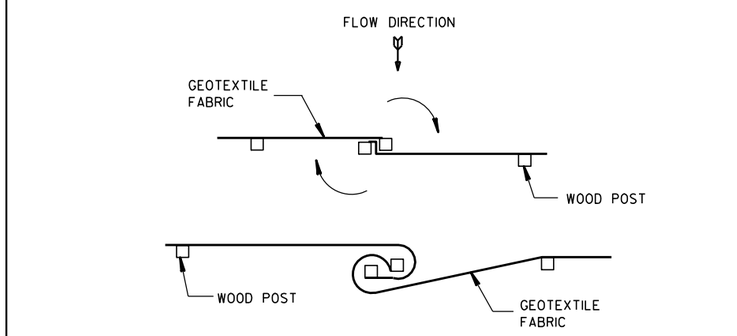
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL 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.



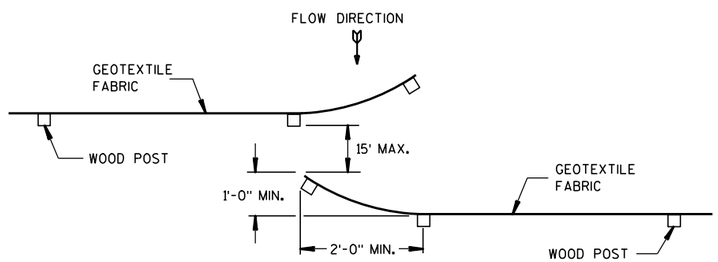
TRENCH DETAIL



SILT FENCE

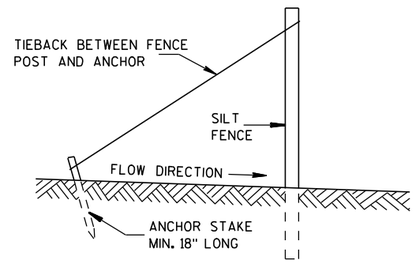


TWIST METHOD



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

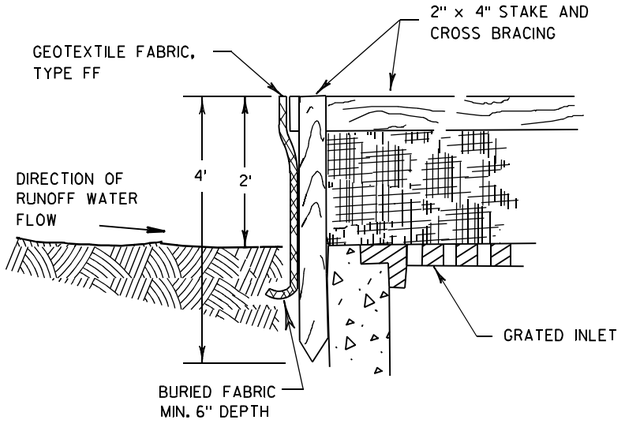
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

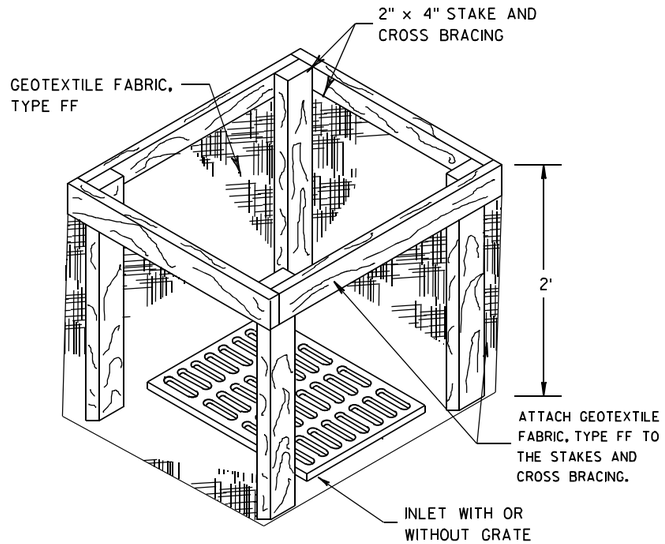
6

S.D.D. 8 E 9-6

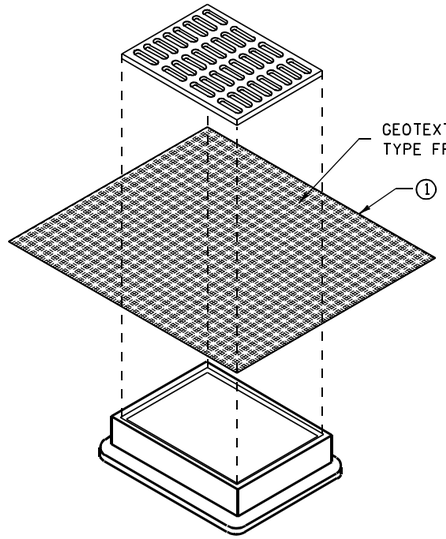
6

S.D.D. 8 E 9-6



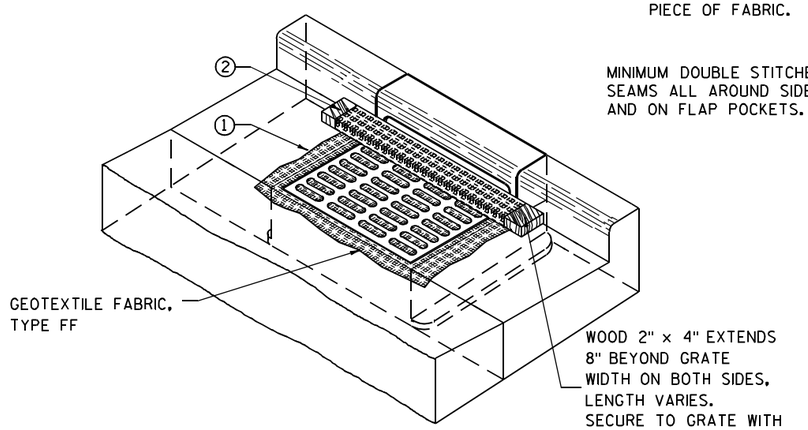


INLET PROTECTION, TYPE A

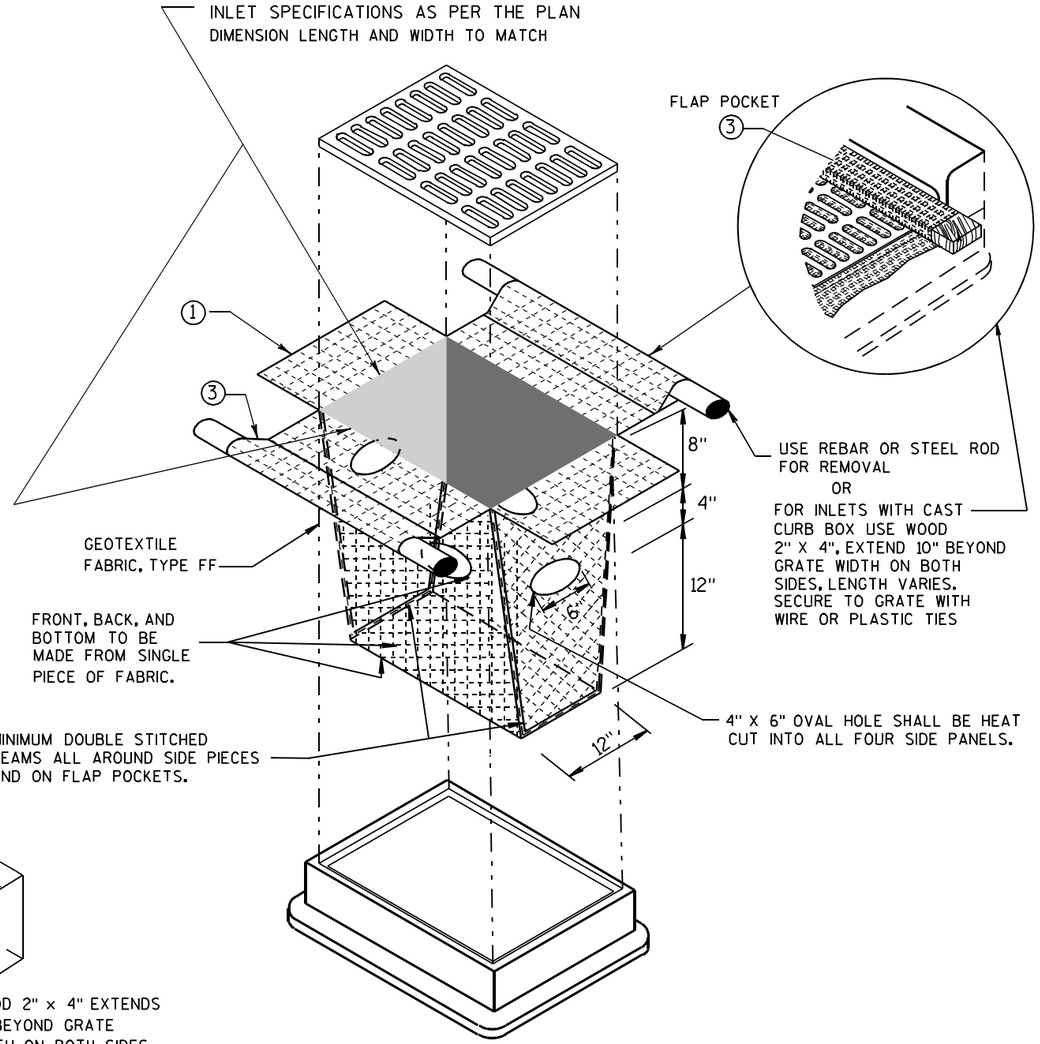


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

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

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

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

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

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

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

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

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

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

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

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

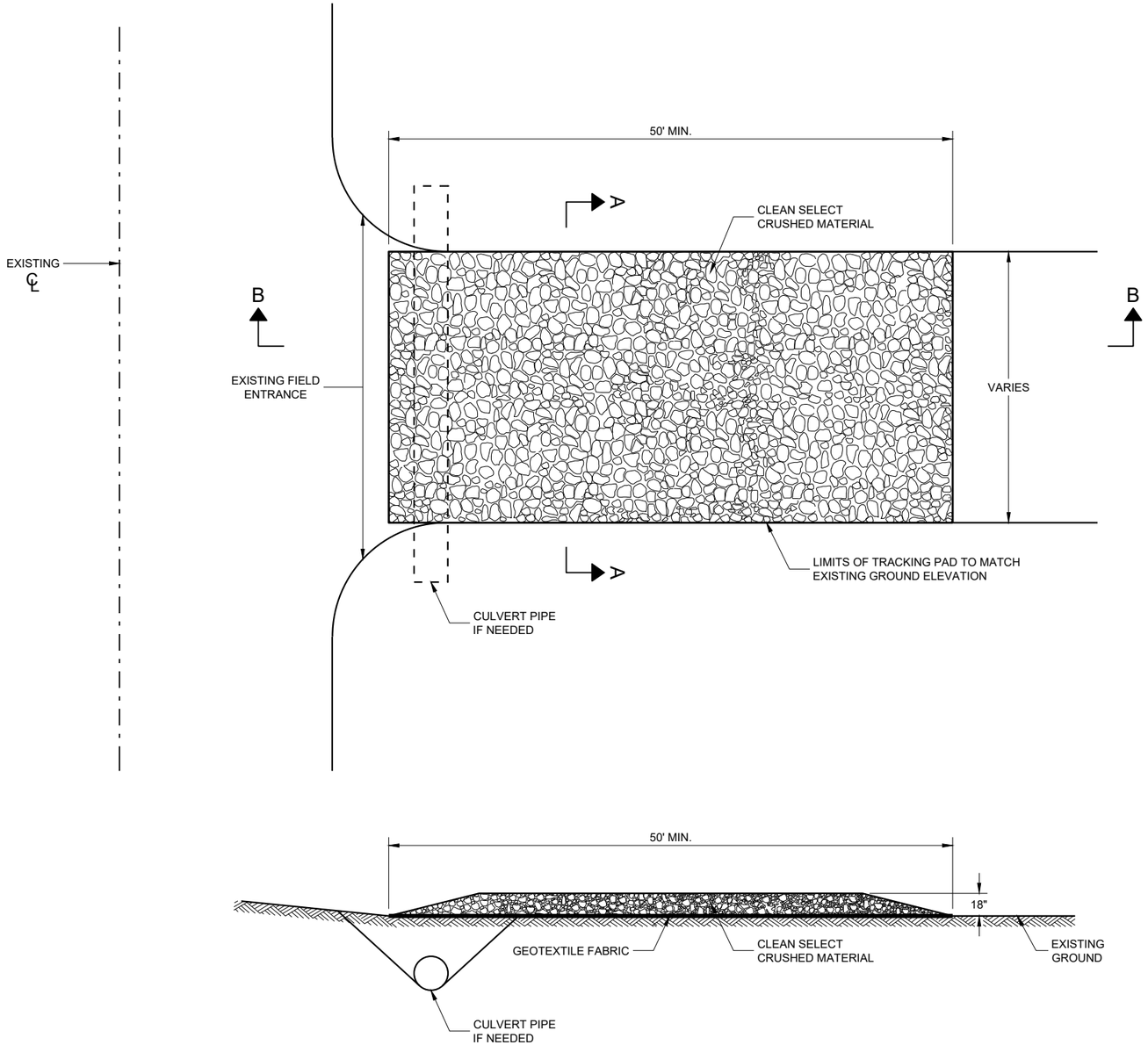
10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 E 10-2



SECTION B - B

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.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

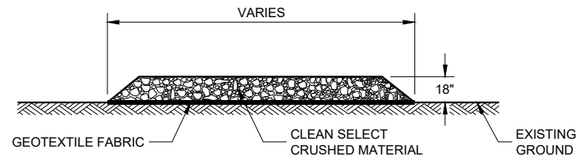
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

6

SDD 08E14 - 01

TRACKING PAD

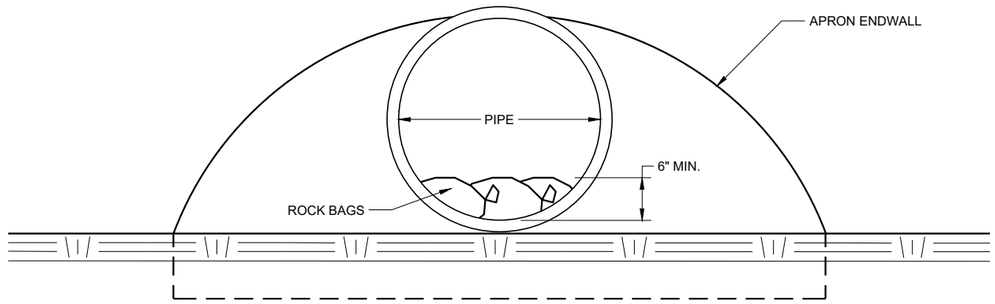
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVE ENGINEER

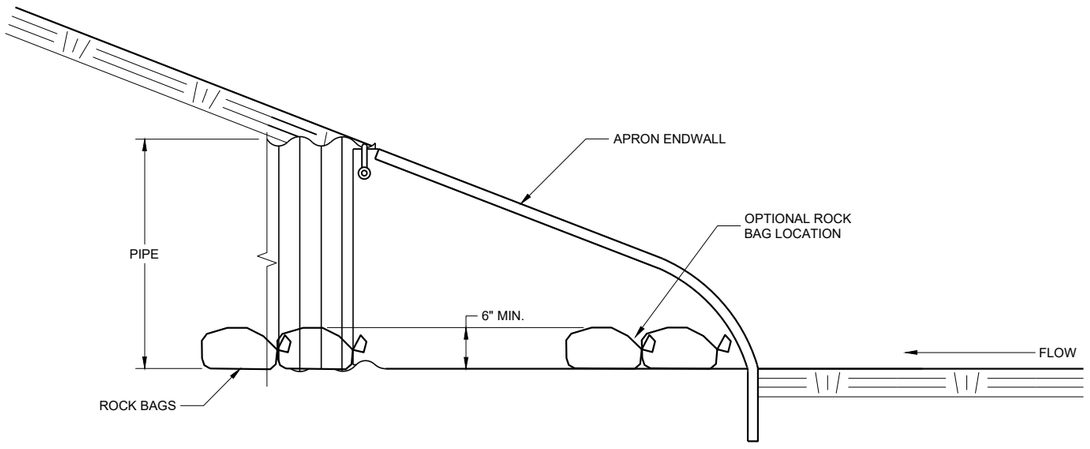
FHWA

6

SDD 08E14 - 01



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

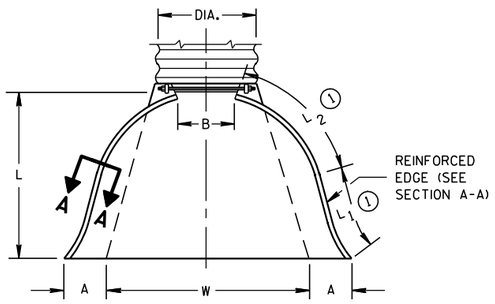
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4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

× EXCEPT CENTER PANEL SEE GENERAL NOTES

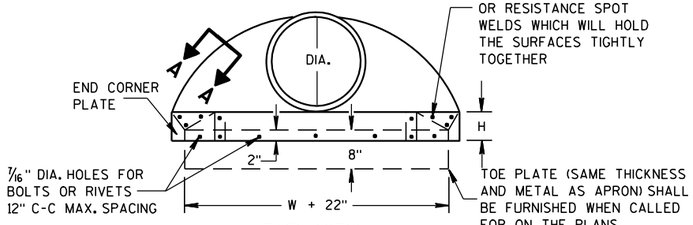
REINFORCED CONCRETE APRON ENDWALLS

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

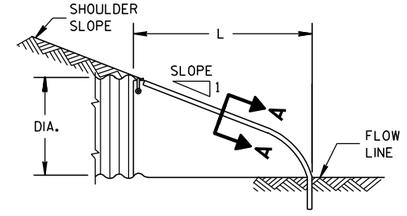
*MINIMUM
**MAXIMUM



PLAN VIEW

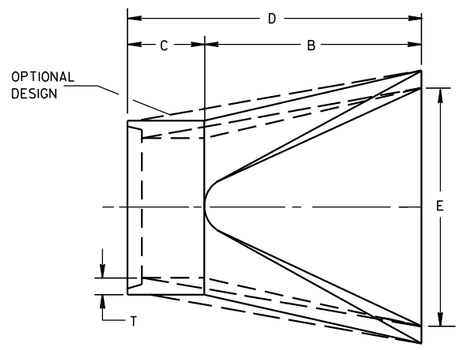


END VIEW

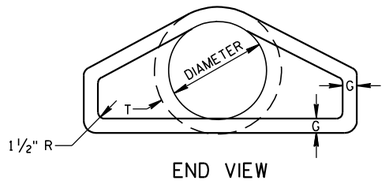


SIDE ELEVATION

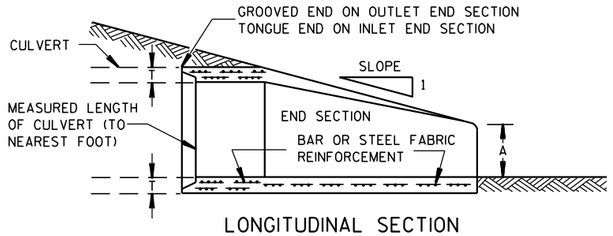
METAL ENDWALLS



PLAN

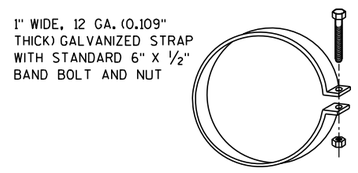


END VIEW



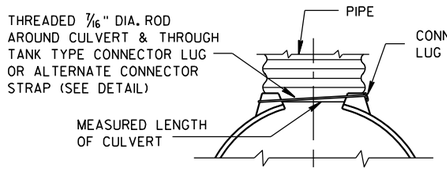
LONGITUDINAL SECTION

CONCRETE ENDWALLS

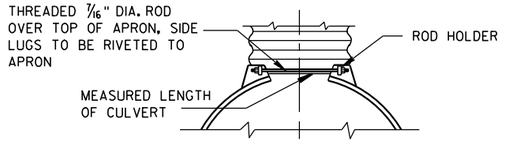


ALTERNATE FOR TYPE 1 CONNECTION

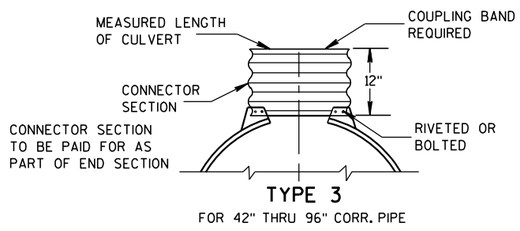
END SECTION CONNECTOR STRAP



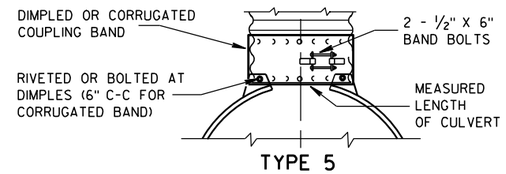
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

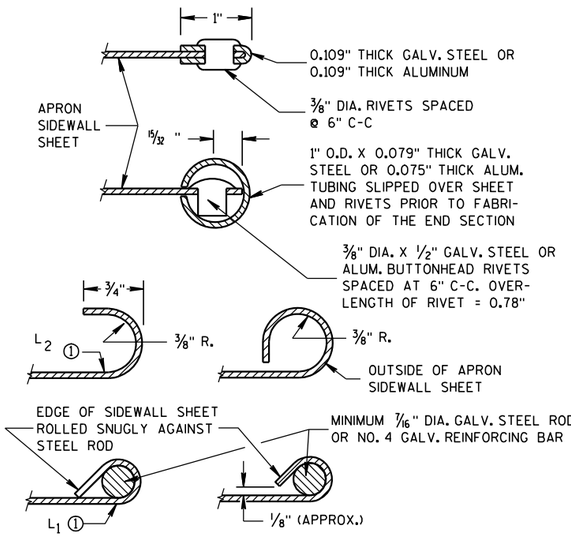
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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

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

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

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

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

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

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

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

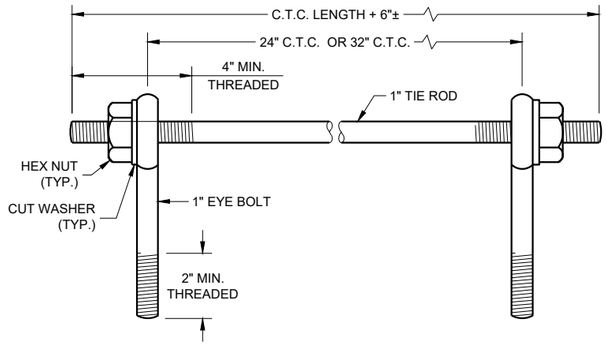
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

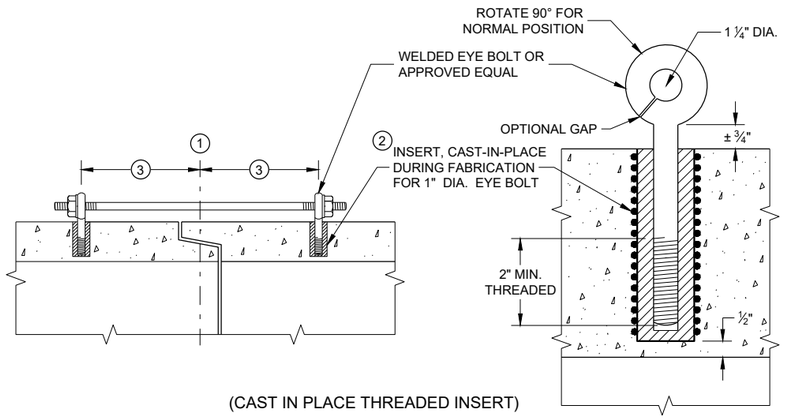
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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



EYE BOLTS AND TIE ROD



(CAST IN PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

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

GENERAL NOTES

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

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

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

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

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

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

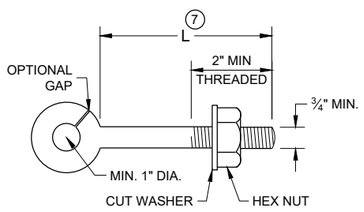
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

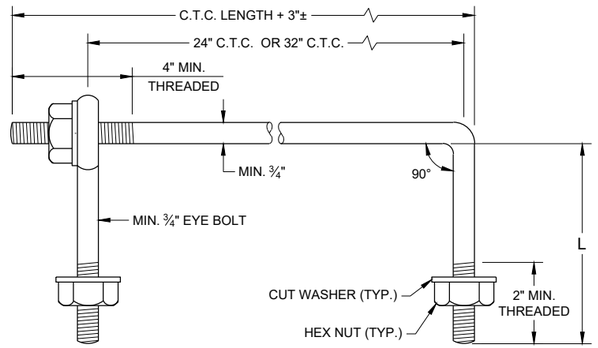
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

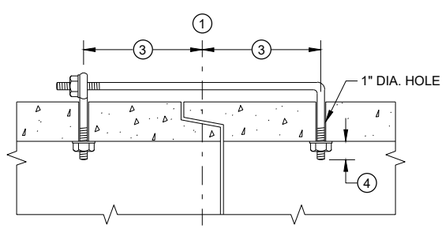


EYE BOLT (7)

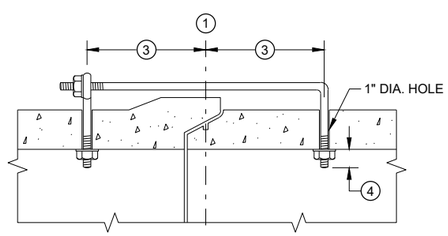
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD



(TONGUE AND GROOVE PIPE)



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

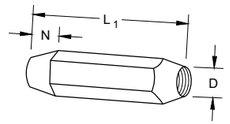
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

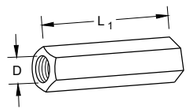
ADJUSTABLE TIE ROD TABLE

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

DIMENSIONS SHOWN ARE IN INCHES



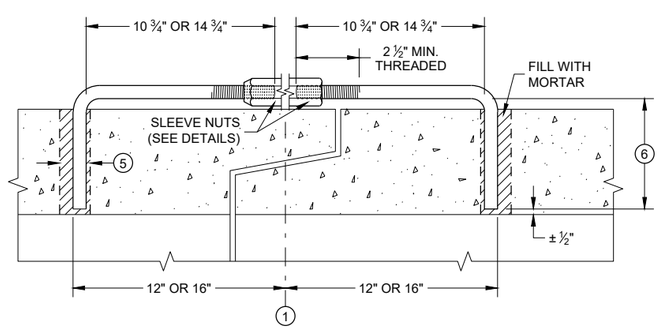
TAPERED



PLAIN

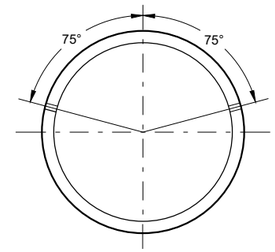
RIGHT AND LEFT THREADS

SLEEVE NUTS



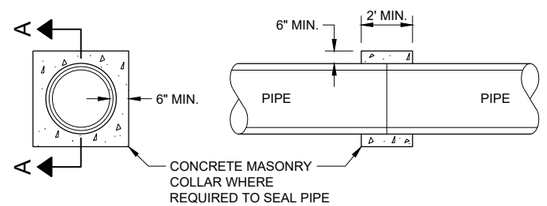
LONGITUDINAL SECTION

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION



SECTION A - A

CONCRETE COLLAR DETAIL

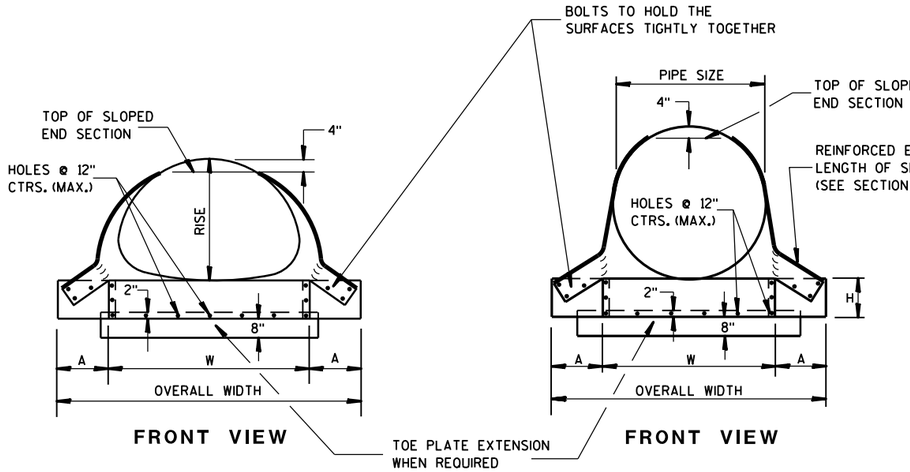
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

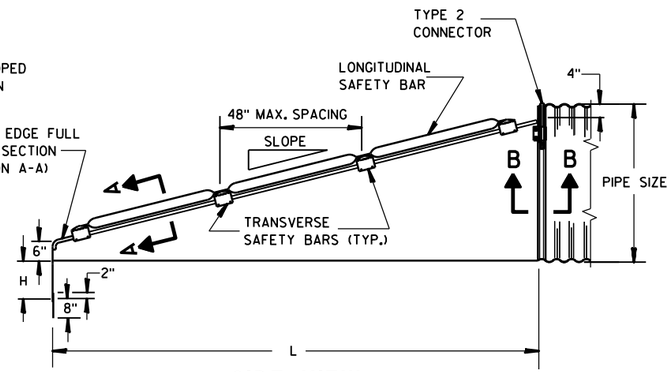
SDD 08F04 - 08

SDD 08F04 - 08



FRONT VIEW

FRONT VIEW



SIDE VIEW
(48" SIZE ILLUSTRATED)

GENERAL NOTES

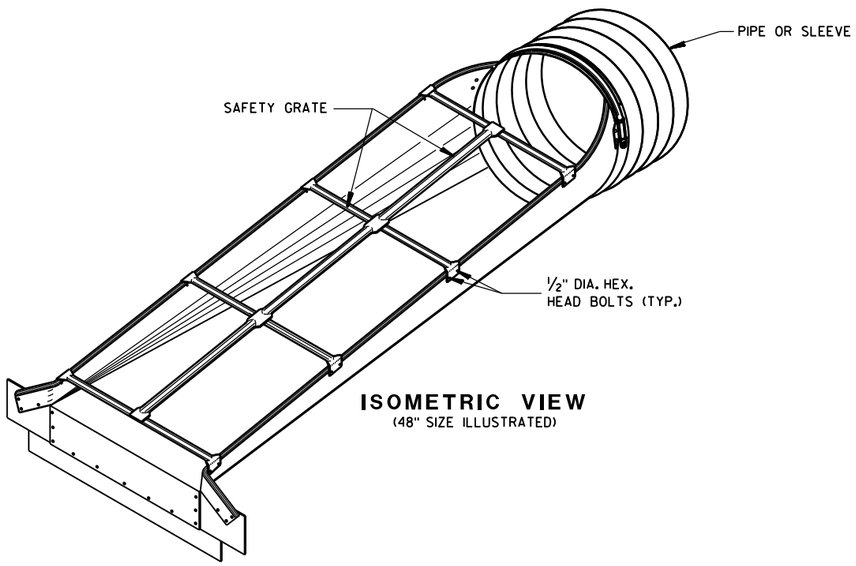
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

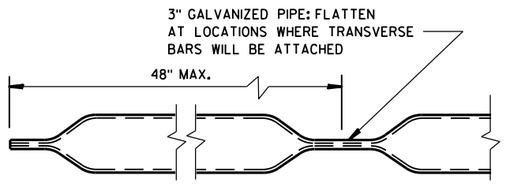
SLOPED STEEL ENDWALLS LOCATED AT THE ENDS OF CONCRETE CULVERT PIPE SHALL BE FURNISHED WITH STEEL ADAPTER SLEEVES.

STEEL APRON ENDWALLS FOR CULVERT PIPE CROSS DRAINS

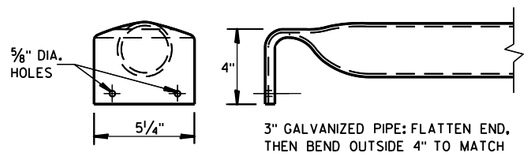
PIPE DIA. (IN.)	MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
36	.109	12	12	9	42	66	4:1	104	6:1	156
42	.109	12	16	12	48	80	4:1	128	6:1	192
48	.109	12	16	12	54	86	4:1	152	6:1	228
54	.109	12	16	12	60	92	4:1	176	6:1	264
60	.109	12	16	12	66	98	4:1	200	6:1	300



ISOMETRIC VIEW
(48" SIZE ILLUSTRATED)



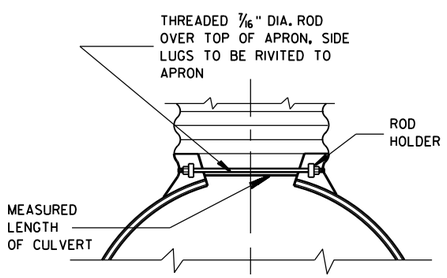
LONGITUDINAL SAFETY BAR



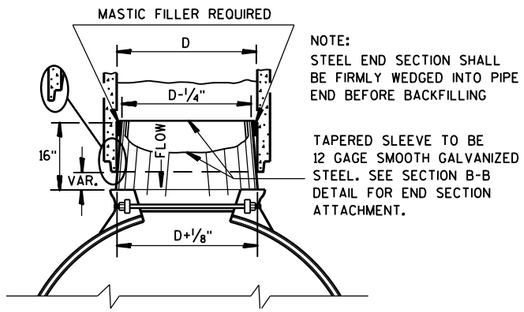
TRANSVERSE SAFETY BAR

STEEL APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS

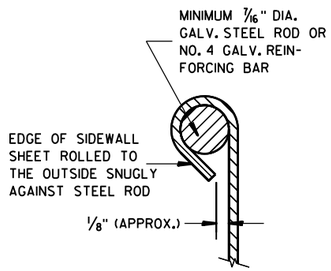
EQUIV. DIA. (IN.)	INCHES		MIN. THICK.		DIMENSIONS (Inches)				L DIMENSIONS			
	SPAN	RISE	IN.	GAGE	A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
30	35	24	.079	14	12	9	41	65	4:1	56	6:1	84
36	42	29	.109	12	12	9	48	72	4:1	76	6:1	114
42	49	33	.109	12	16	12	55	87	4:1	92	6:1	138
48	57	38	.109	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



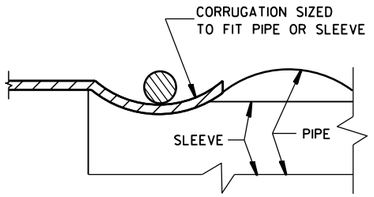
TYPE 2 CONNECTOR DETAIL



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



SECTION A-A



SECTION B-B

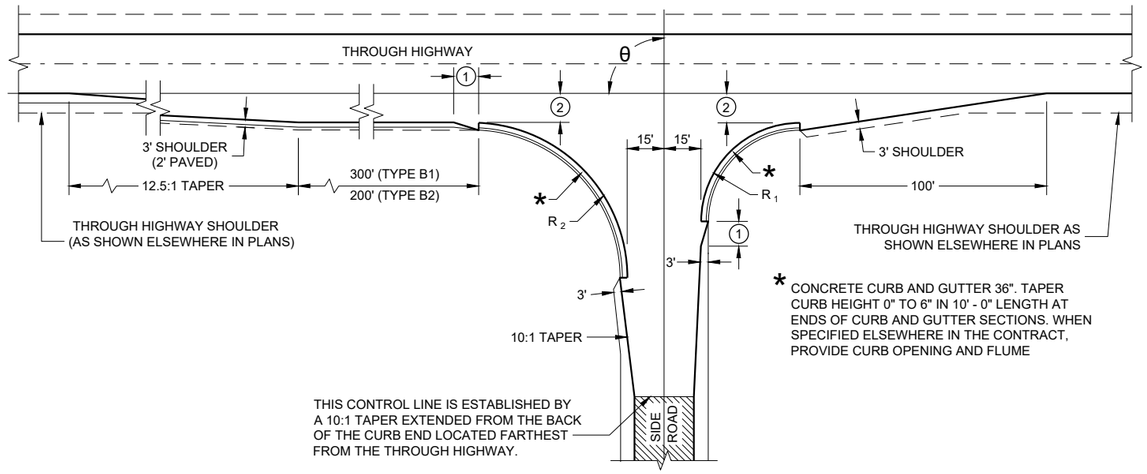
STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED CROSS DRAINS

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



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

TYPE "B1" AND "B2"

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

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

GENERAL NOTES

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

SIDE ROAD SURFACING NOTE

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

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

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

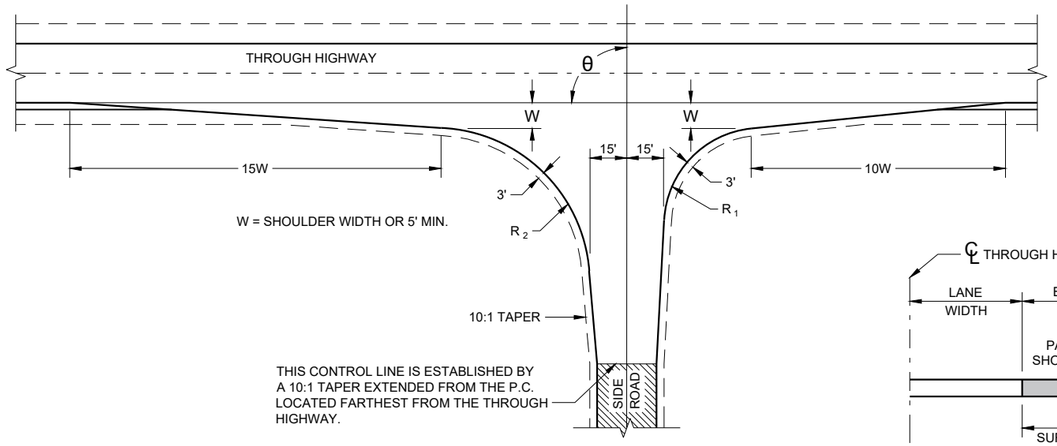
(1) 10-FT TYPICAL.

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

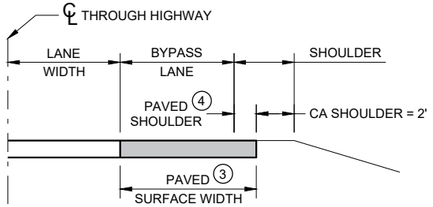
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

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

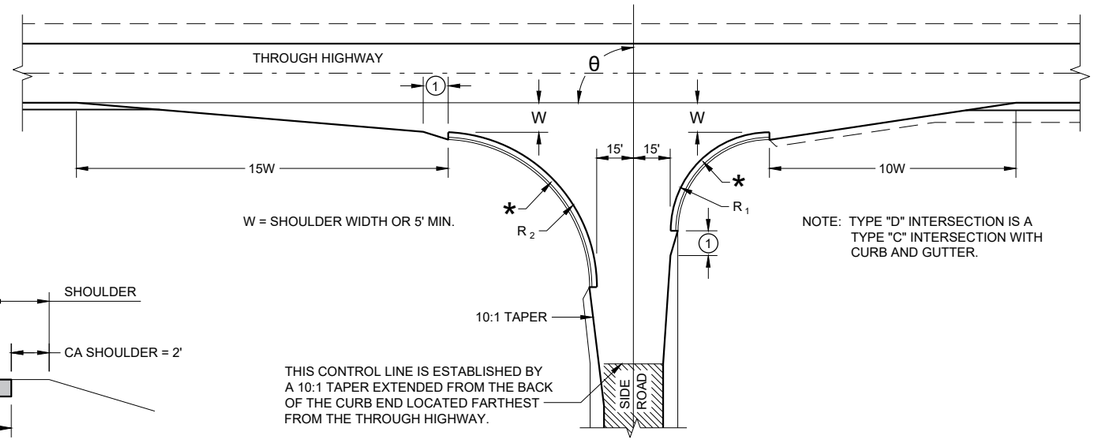


TYPE "C"



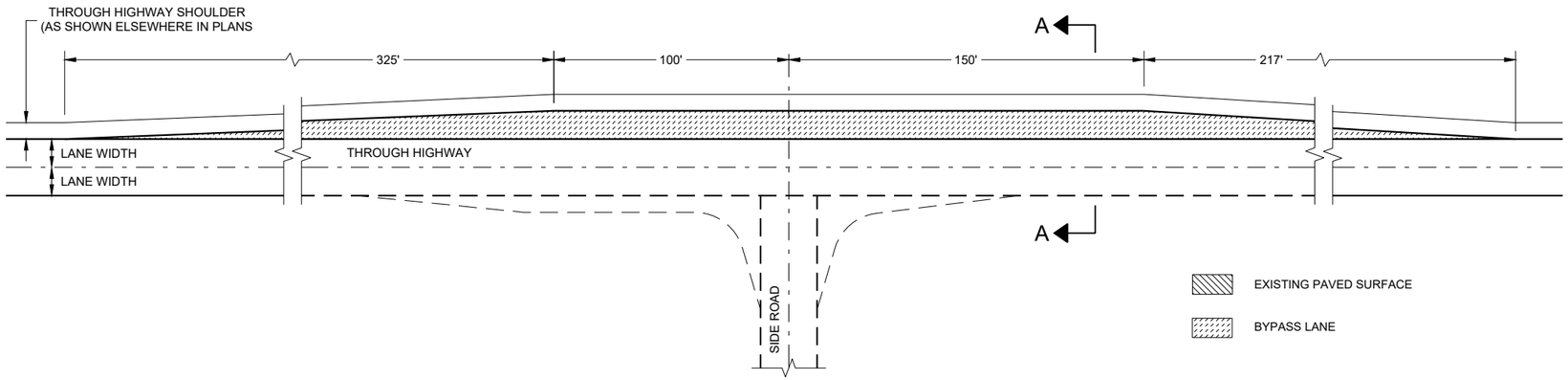
SECTION A - A

(SHOWING BYPASS LANE AND SHOULDER)



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

TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

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

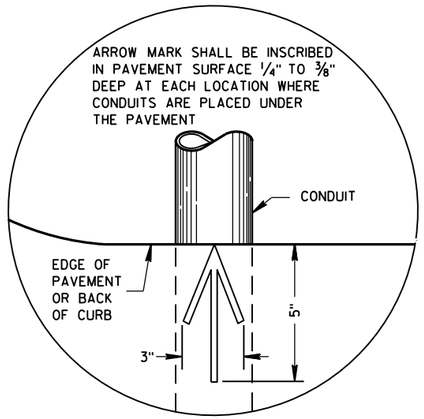
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 09A01 - 14a

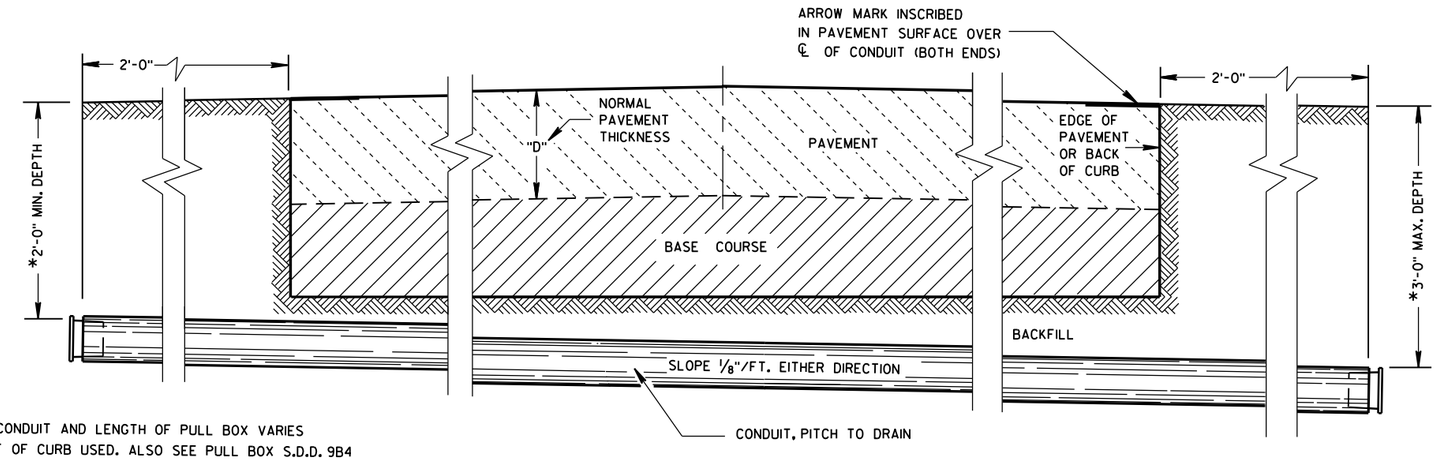
6

SDD 09A01 - 14a



PLAN VIEW

ARROW MARK



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

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

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

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

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

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

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

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

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

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

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

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

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

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

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

CONDUIT

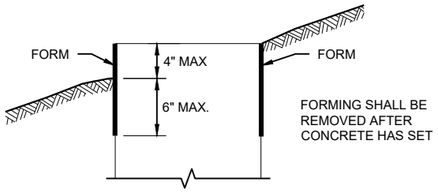
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

S.D.D. 9 B 2-10

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



FORMING DETAIL

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

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

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

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

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

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

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

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

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

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

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

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

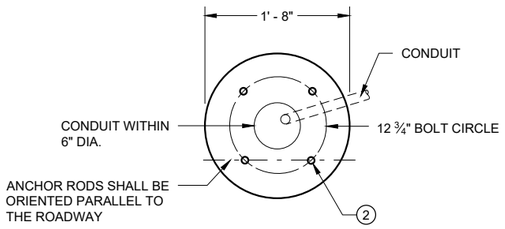
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

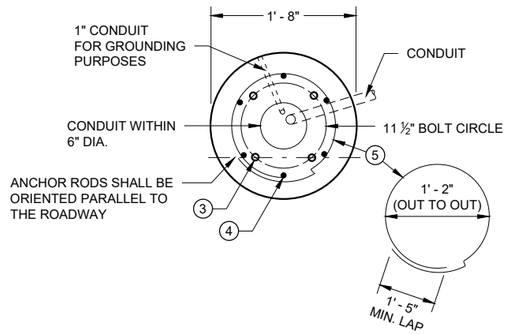
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

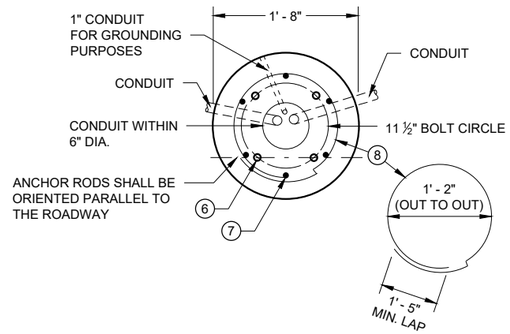
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

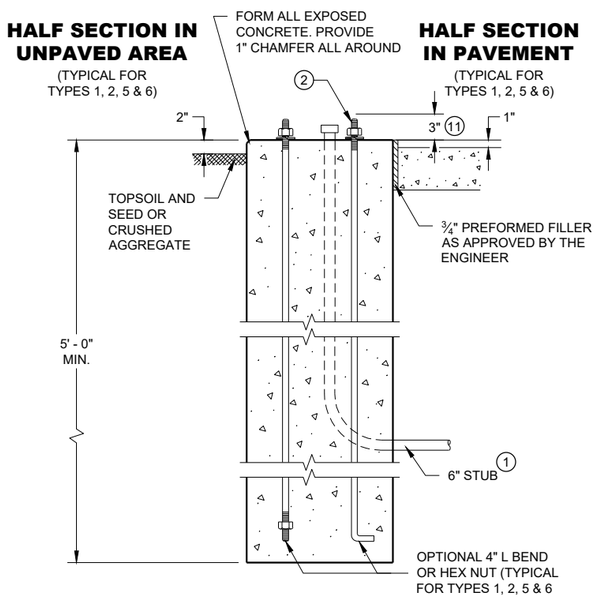
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

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

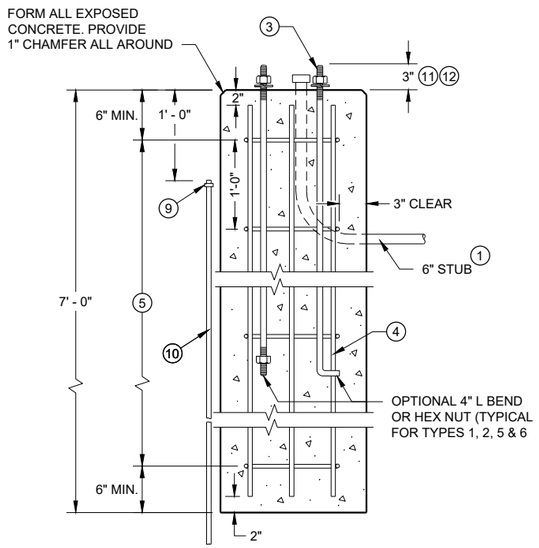




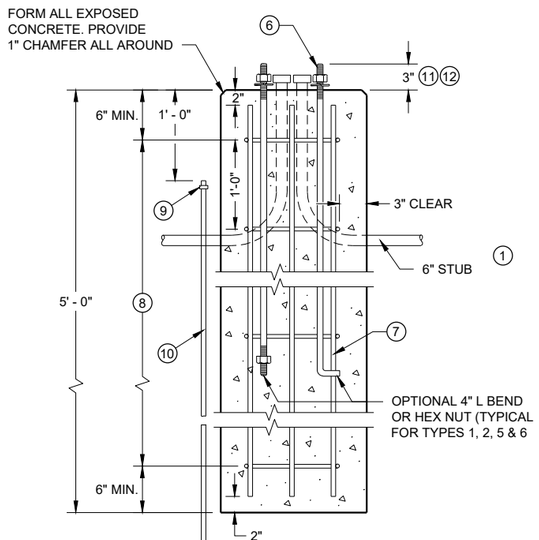




TYPE 1



TYPE 2



TYPE 5 & 6

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

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

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

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

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

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

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

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

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

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

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

12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 277
FHWA

6
SDD 09C02 - 09

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

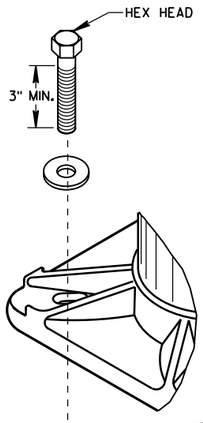
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

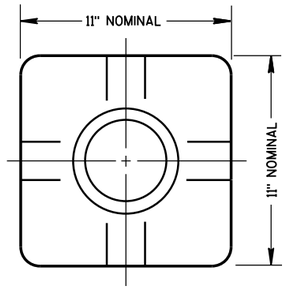
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

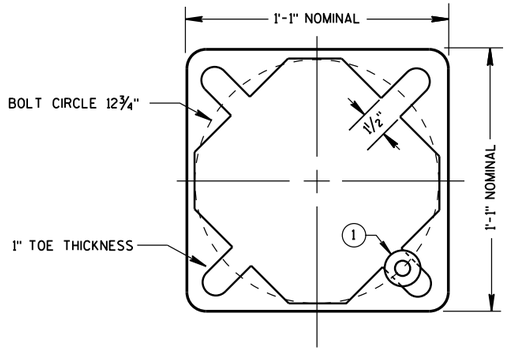
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

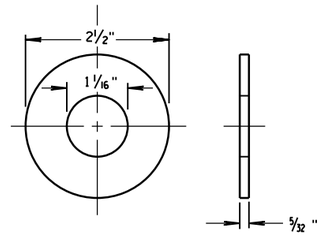




TOP VIEW
(PEDESTAL BASE)

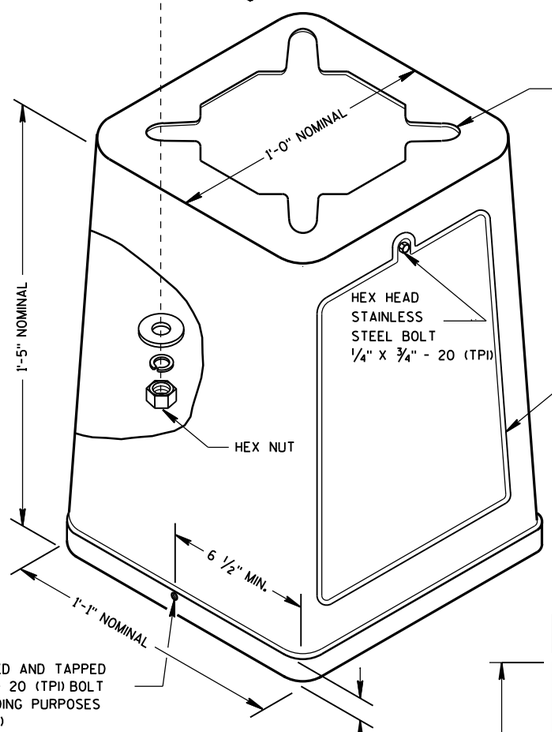


BOTTOM VIEW
(PEDESTAL BASE)

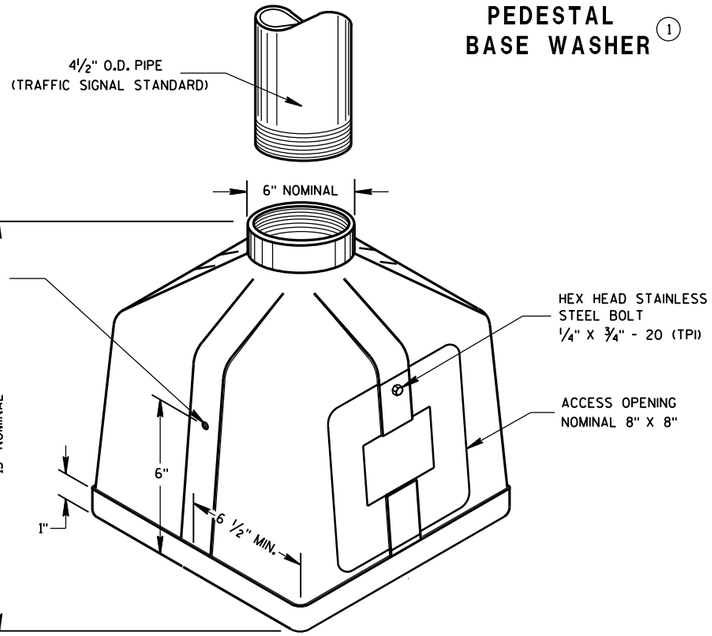


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

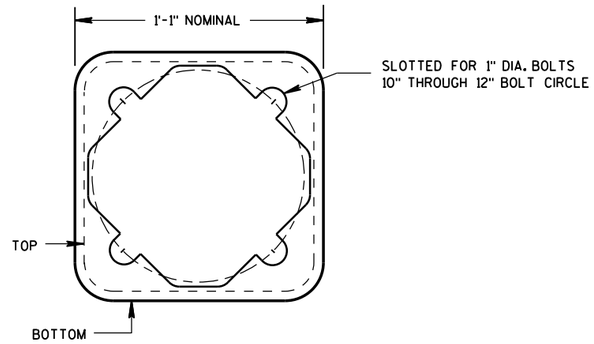


ISOMETRIC VIEW

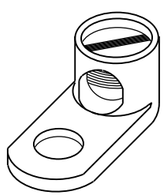


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

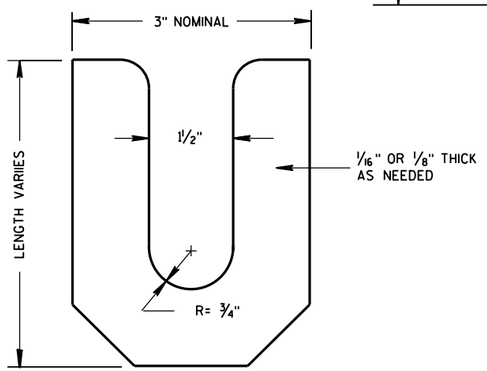


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

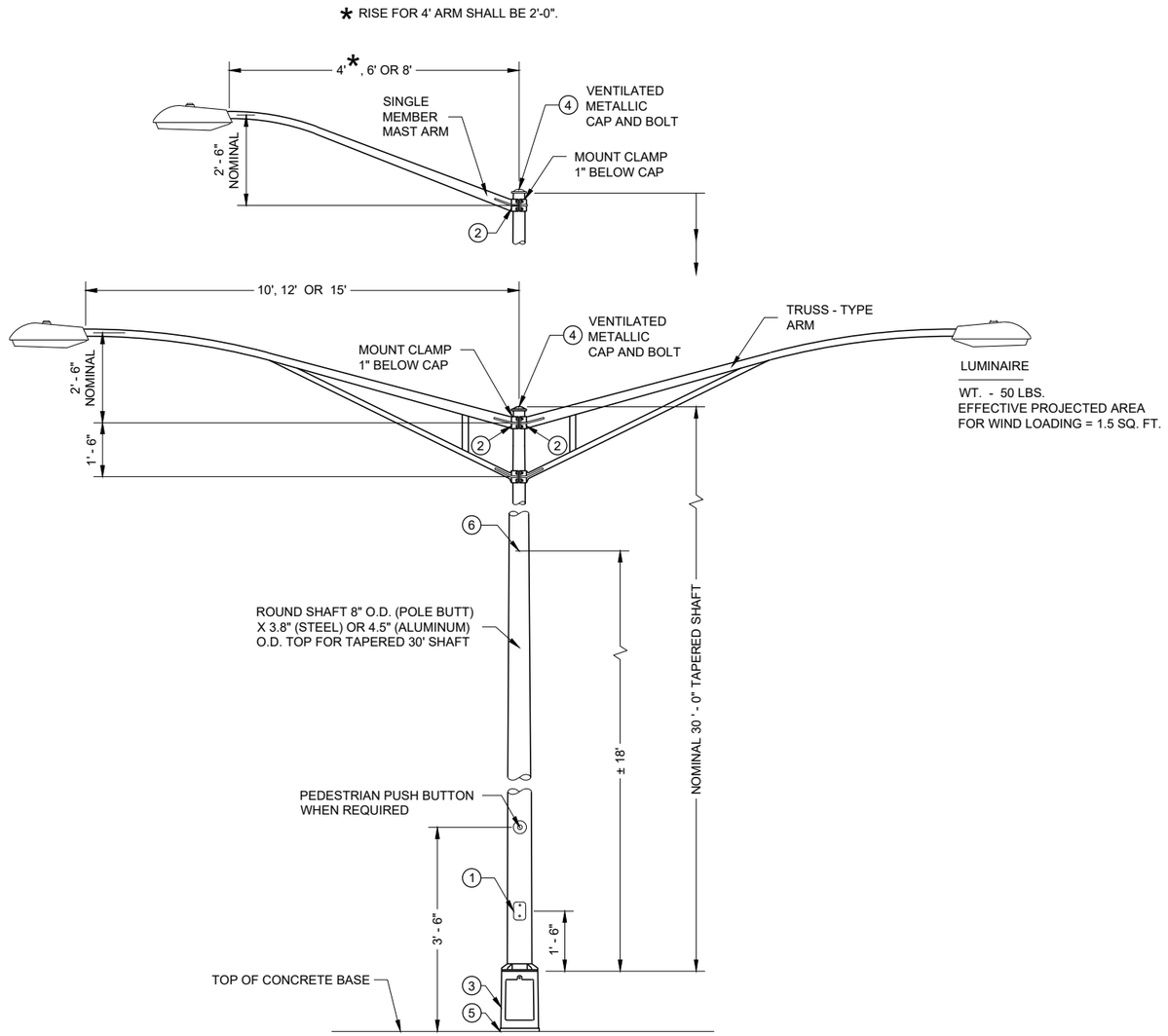
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 C 3-4



TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

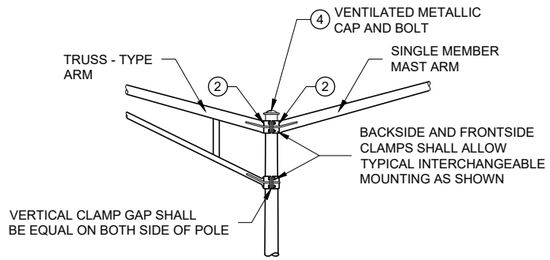
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

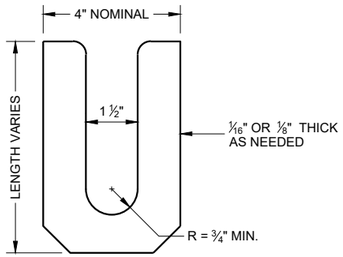
(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.

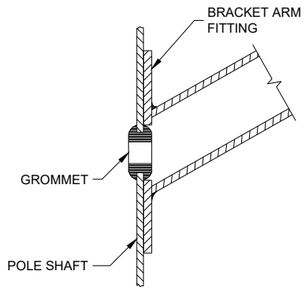


INTERCHANGEABLE MOUNTING DETAIL

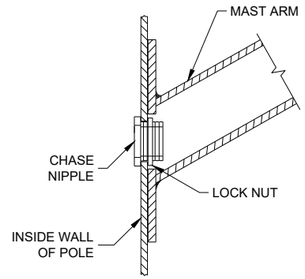
POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

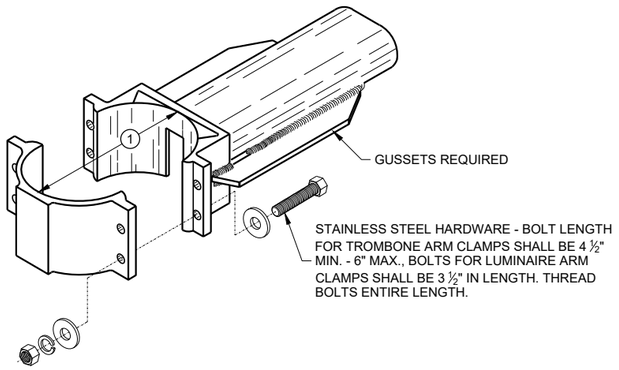
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

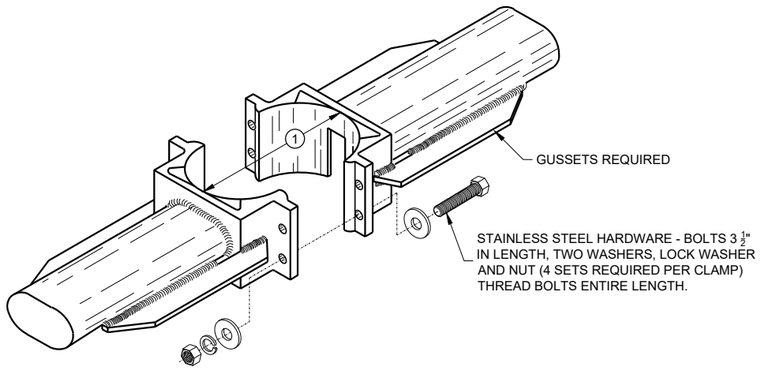
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

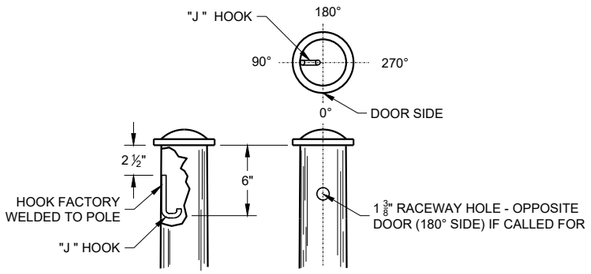
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



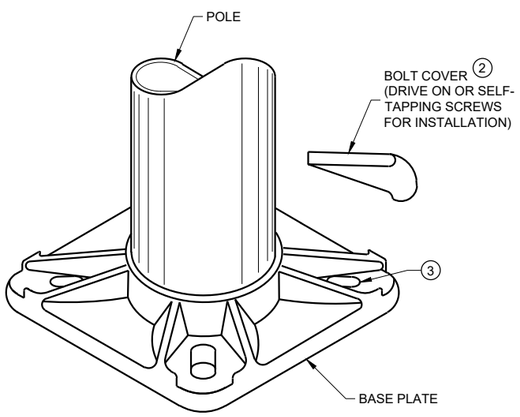
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



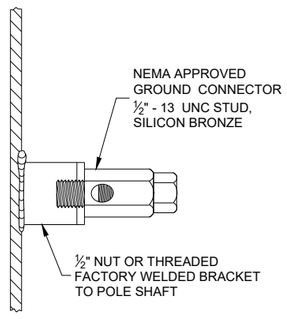
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

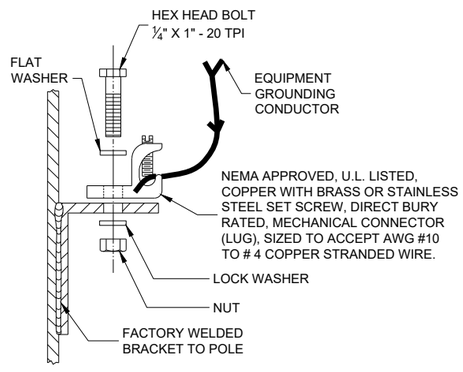


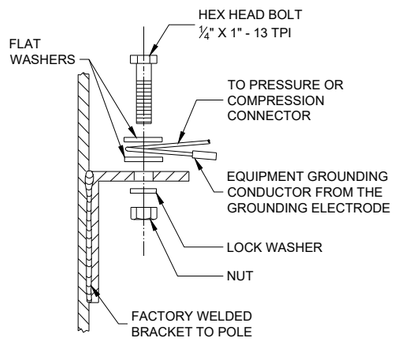
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 280

FHWA

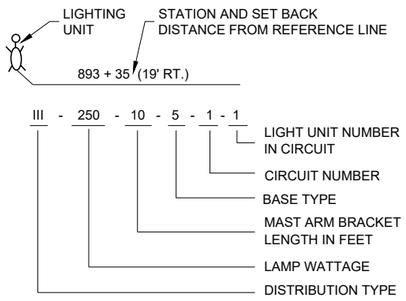
6
SDD 09E01 - 15g

GENERAL NOTES

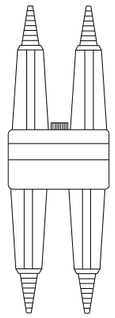
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

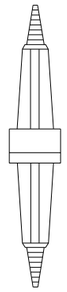
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



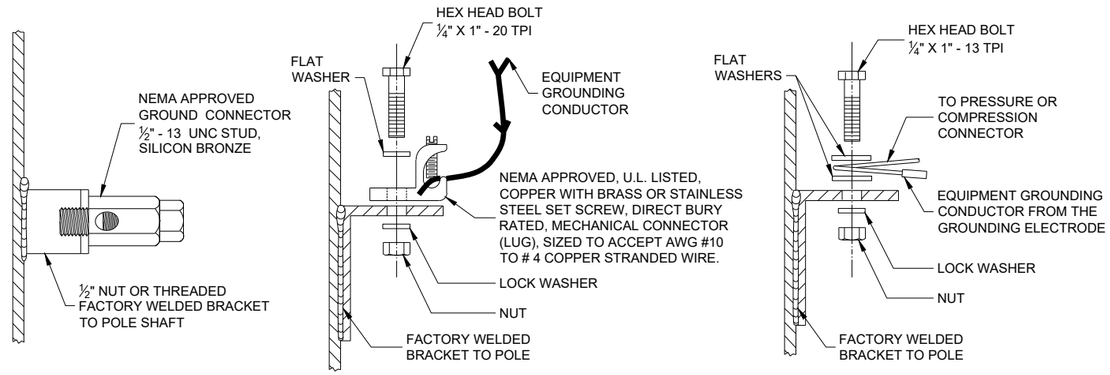
LIGHTING UNIT CODE
(TYPICAL)



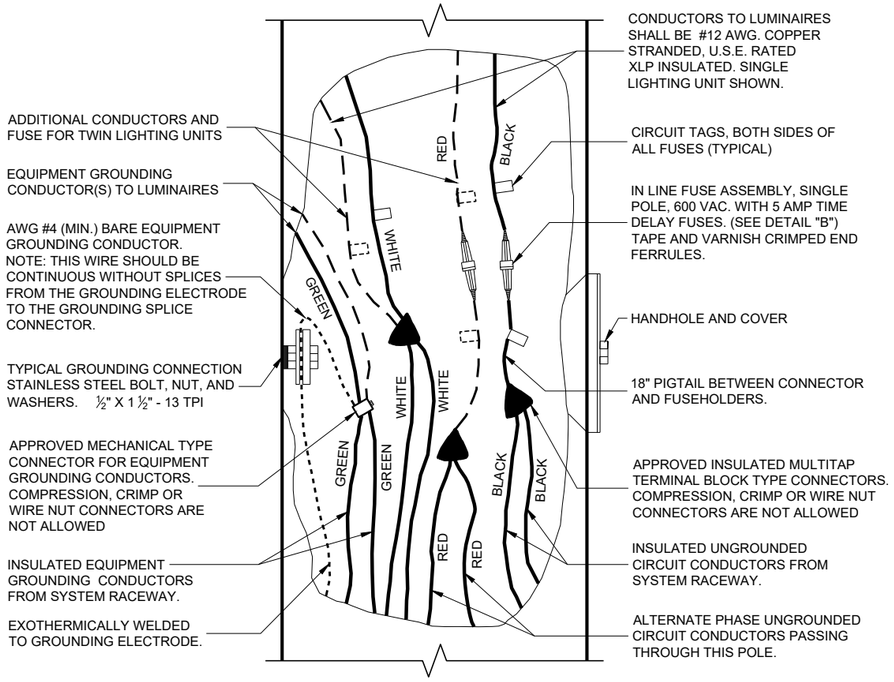
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



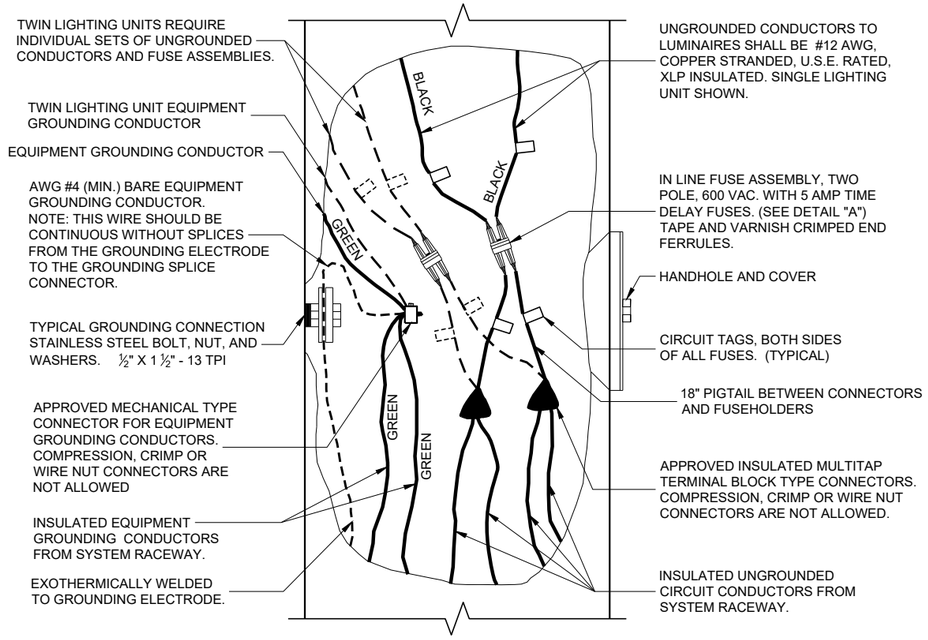
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

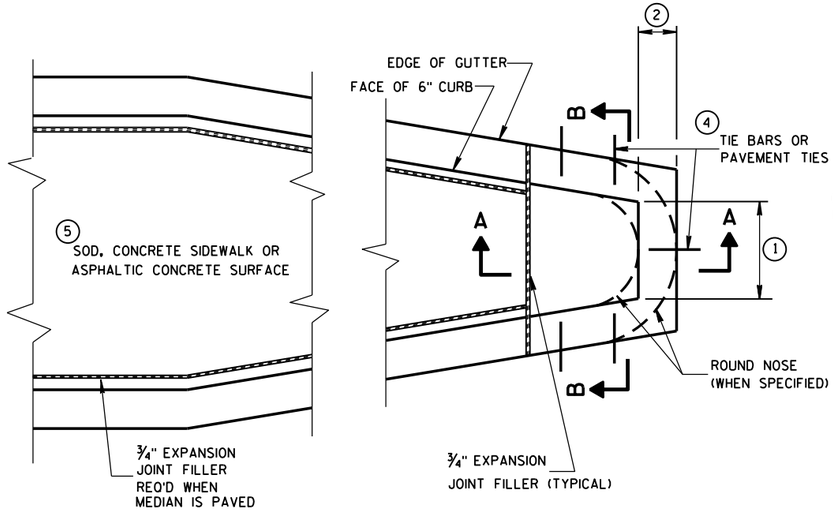
NON - FREEWAY LIGHTING UNIT POLE WIRING

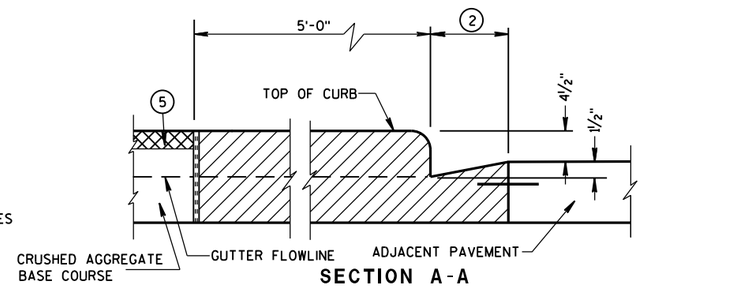
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

6
SDD 09E03 - 06





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

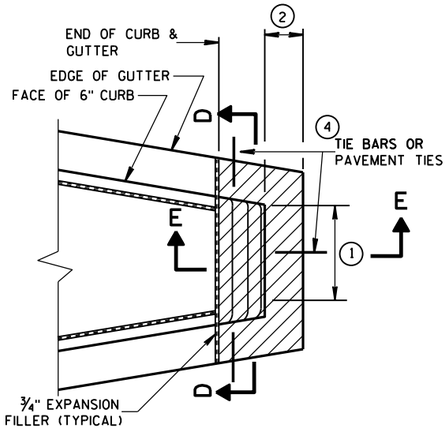
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

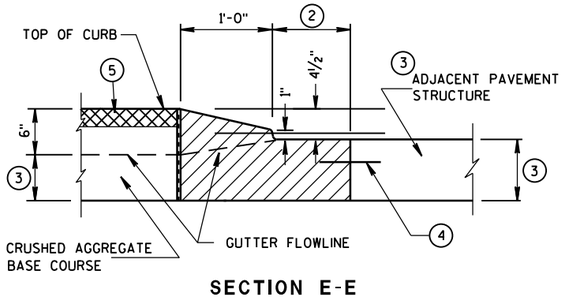
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

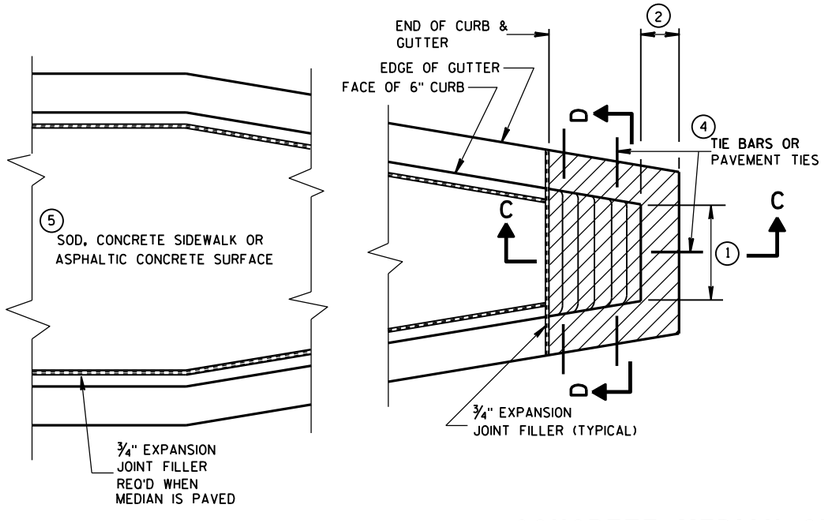
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

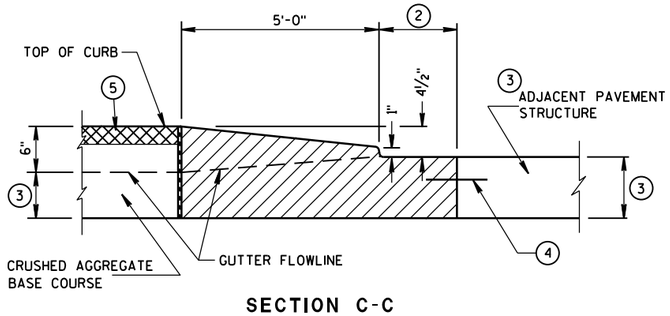
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



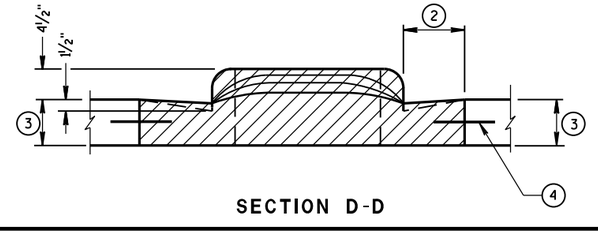


CONCRETE MEDIAN SLOPED NOSE TYPE 2





CONCRETE MEDIAN SLOPED NOSE TYPE 1



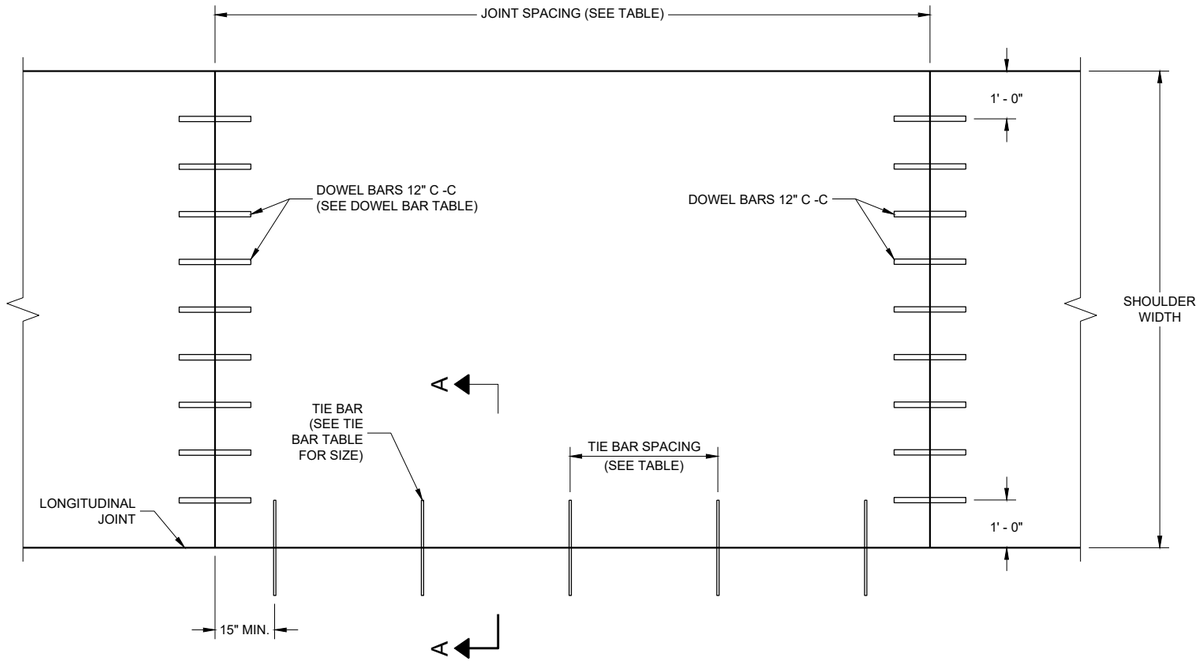
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER

6

S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
<10 ½"	NO. 4	30"	36"
>10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BATS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES.

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER ***	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12"
7", 7 ½"	1"	14"
8" & ABOVE	1 ¼"	15"

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FRO THE AVERAGE THICKNESS OF THE CROSS SECTION.

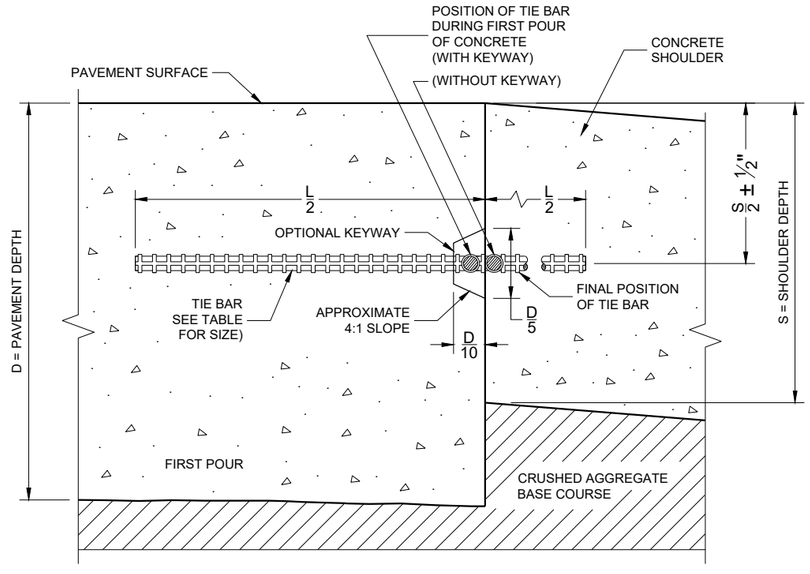
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A - A

LONGITUDINAL CONSTRUCTION JOINT

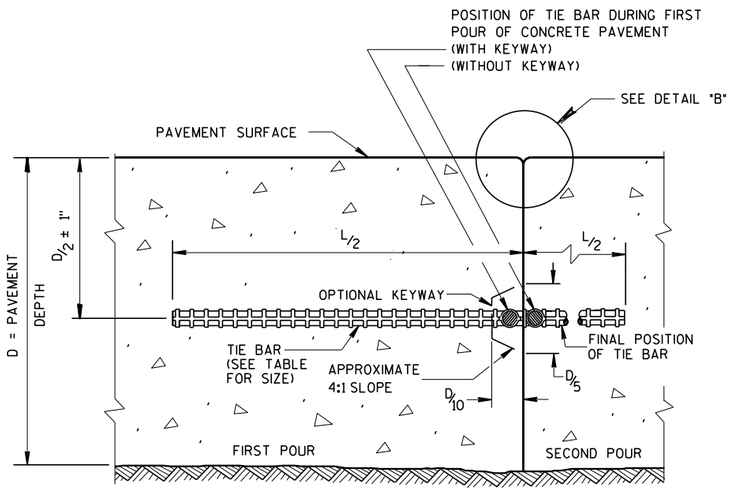
CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

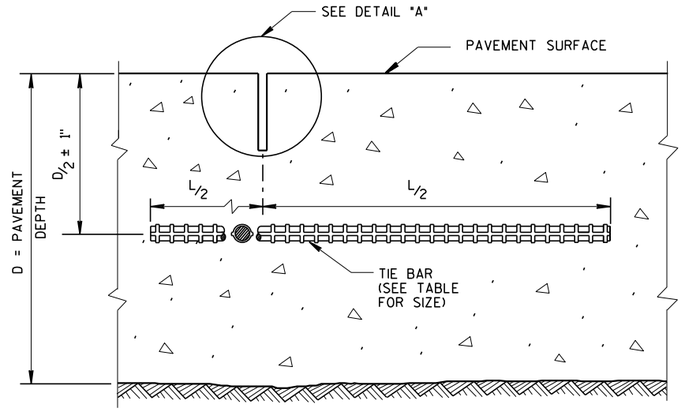
APPROVED
November 2022 — DATE
/S/ Peter Kemp — PAVEMENT SUPERVISOR
FHWA

SDD 13A03 - 07

SDD 13A03 - 07



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

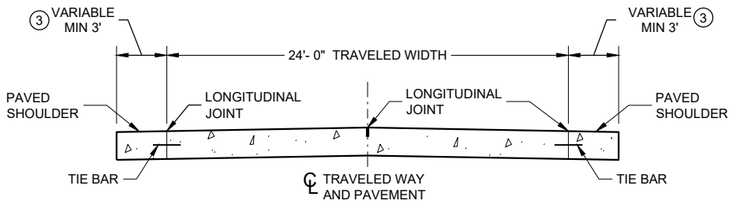
APPROVED
March 2018
DATE
/S/ Peter Kemp PE
PAVEMENT SUPE
FHWA

6

S.D.D. 13 C 1-19

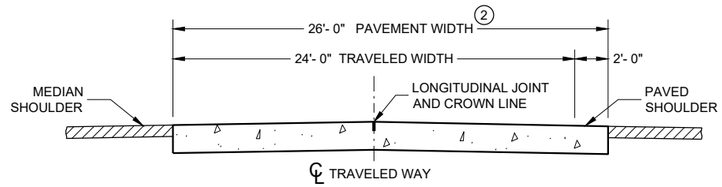
6

S.D.D. 13 C 1-19

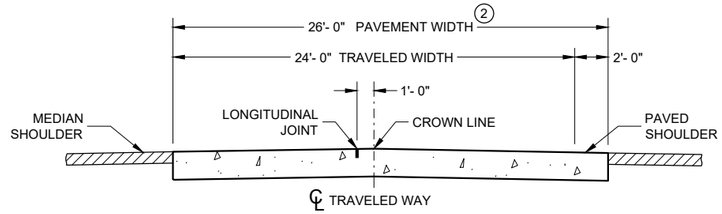


SECTION A - A

TWO-LANE TWO-WAY HIGHWAY (1)



SECTION B - B



ALTERNATIVE SECTION B - B

DIVIDED HIGHWAY (1)

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

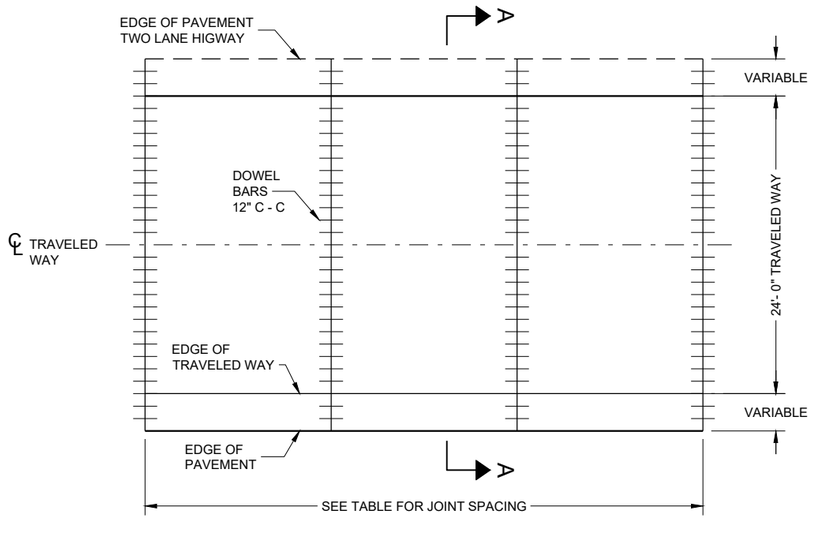
(1) REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

(2) MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED "PAVED SHOULDER" AS CONCRETE PAVEMENT.

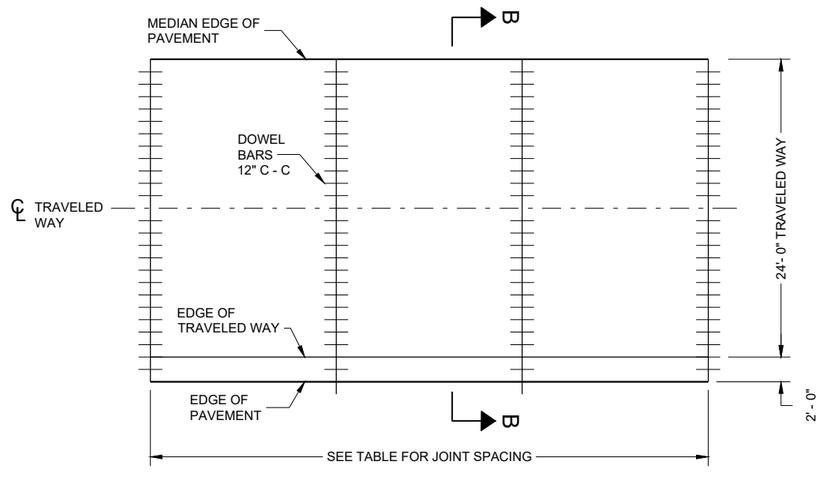
(3) SHOULDER WIDTHS LESS THAN 3 FEET SHALL BE PAVED INTEGRAL TO THE MAINLINE CONCRETE PAVEMENT, SEE SECTION B-B.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY



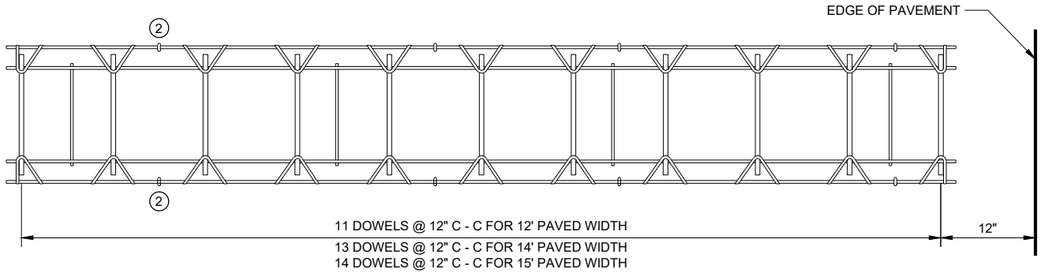
CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 13C11 - 14a

SDD13C11 - 14a



PLAN VIEW



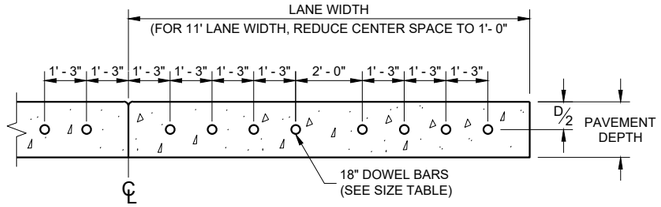
SIDE VIEW

(NORMAL TO CENTERLINE)

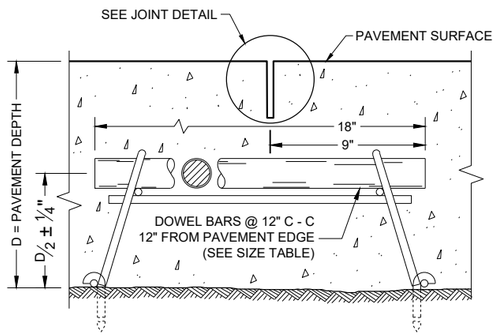
CONTRACTION JOINT DOWEL ASSEMBLY (1)

GENERAL NOTES

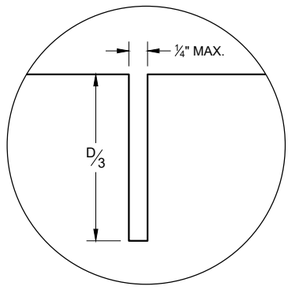
1. OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.
2. SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.
3. FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.
4. PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.
5. INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.
6. APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.
7. ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



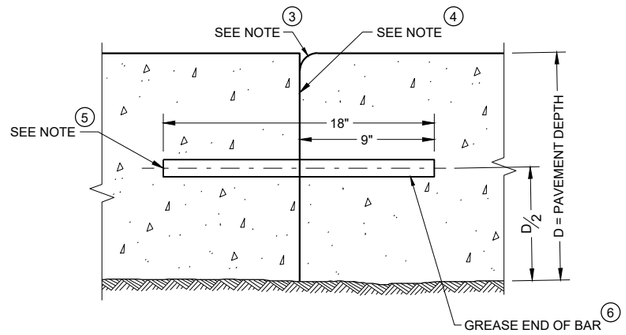
DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



DOWELED CONTRACTION JOINT



JOINT DETAIL



TRANSVERSE CONSTRUCTION JOINT

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

FHWA

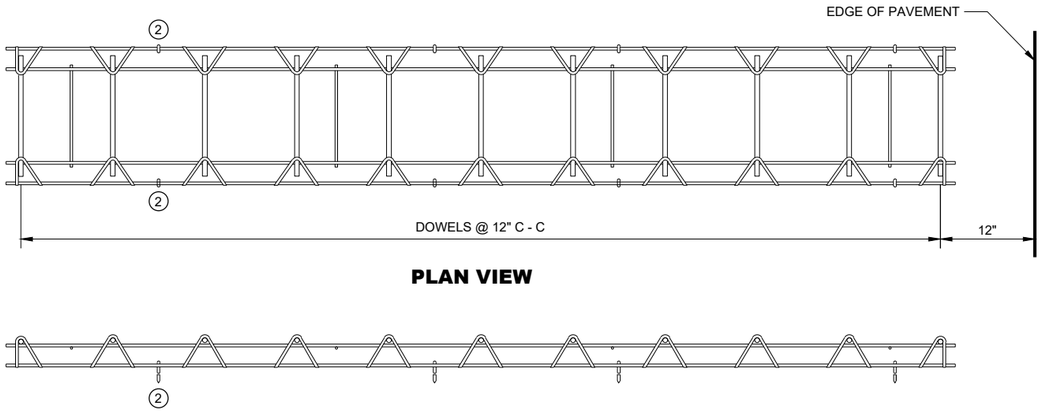
286

6

SDD 13C11 - 14b

6

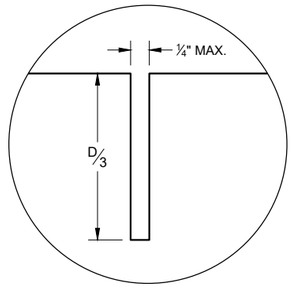
SDD 13C11 - 14b



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

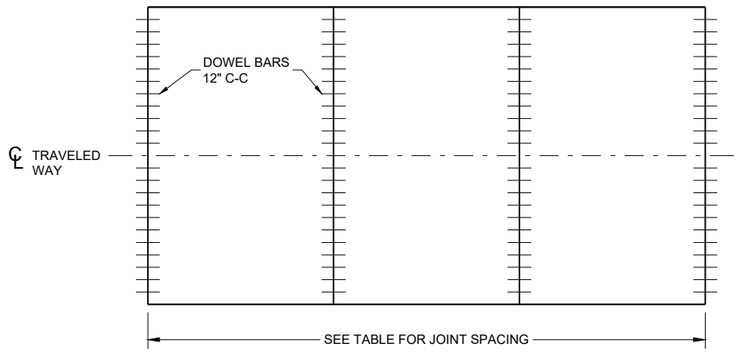
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

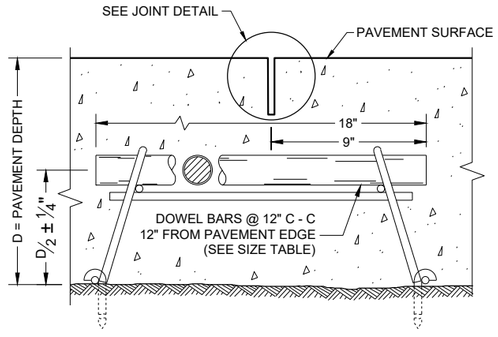
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



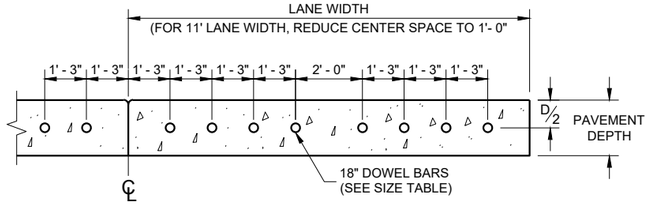
CONTRACTION JOINT LOCATIONS



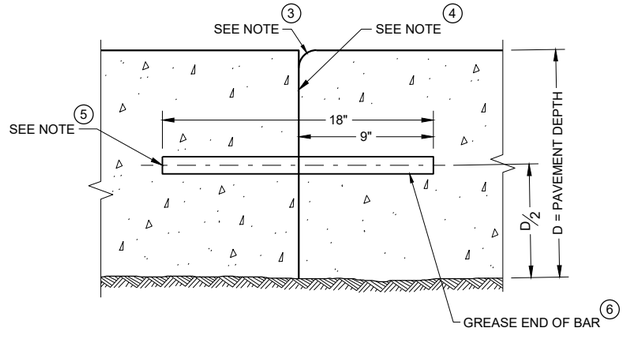
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

6

SDD 13C13 - 11

GENERAL NOTES

PCCP = PORTLAND CEMENT CONCRETE PAVEMENT.

SHLDR = SHOULDER.

CONTINUE SAW CUT CONTRACTION JOINT ACROSS TURN LANE, EXIT TAPER AND PASSING LANE.

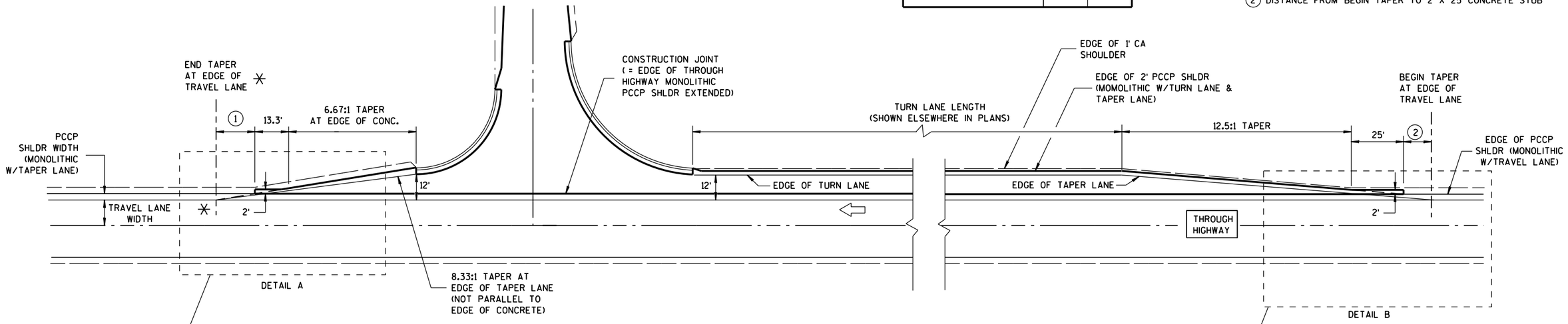
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

THROUGH HIGHWAY LANE WIDTH AND PCCP SHOULDER WIDTH ARE SHOWN ELSEWHERE IN PLANS

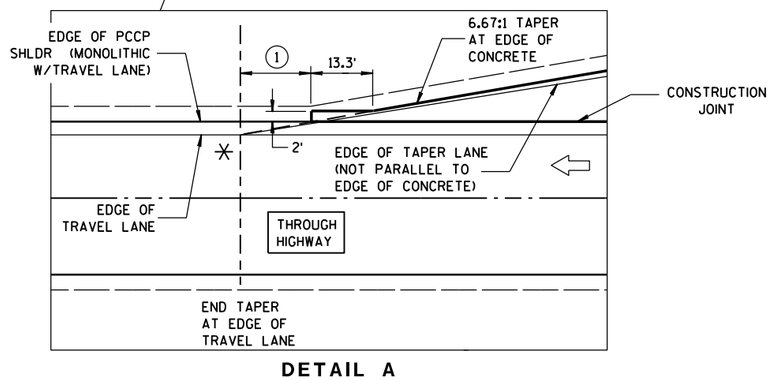
(1) DISTANCE FROM END TAPER TO 2' X 13.3' CONCRETE STUB

(2) DISTANCE FROM BEGIN TAPER TO 2' X 25' CONCRETE STUB

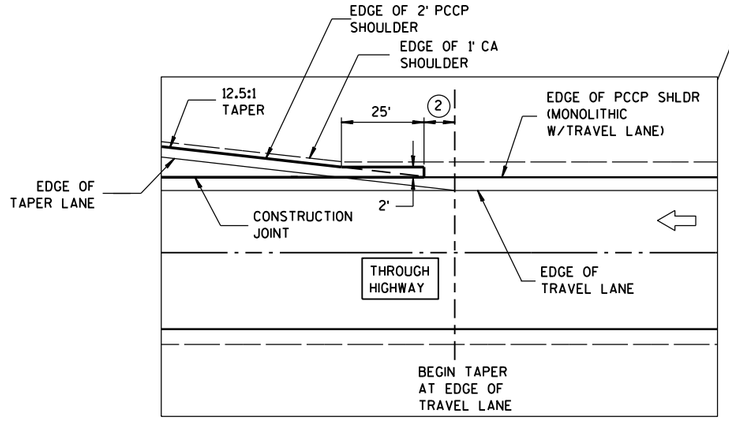
THROUGH HIGHWAY MONOLITHIC PCCP SHOULDER WIDTH (FEET)	DISTANCE (FEET) (1)	DISTANCE (FEET) (2)
2	13.3	0.0
3	20.0	12.5
TAPER RATE : 1	6.67	12.5



✳ NOTE: EDGE OF CONCRETE TAPER (EXTENDED) & EDGE OF TAPER LANE CONVERGE



DETAIL A



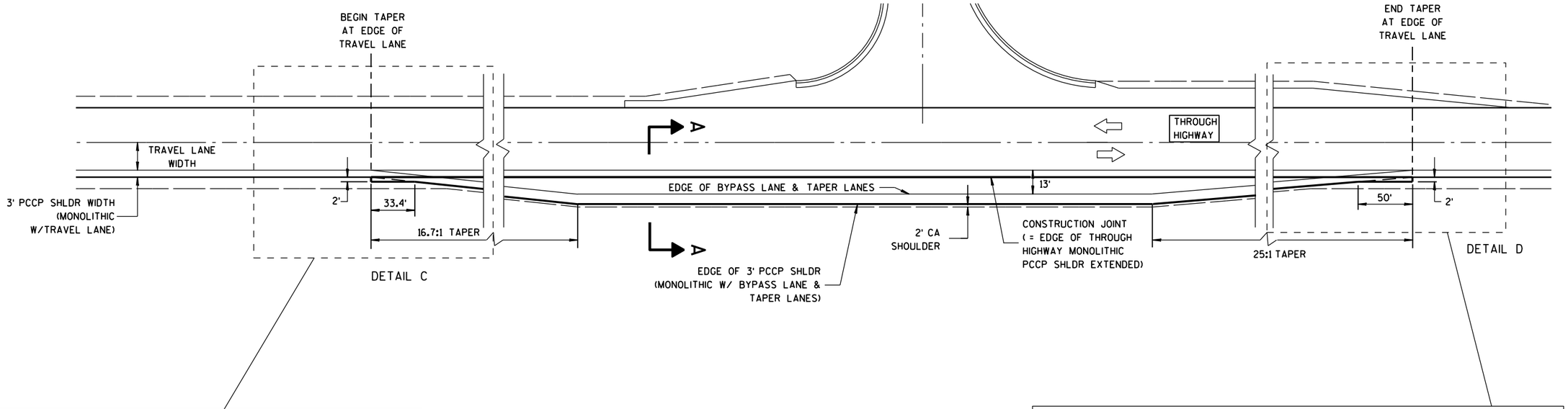
DETAIL B

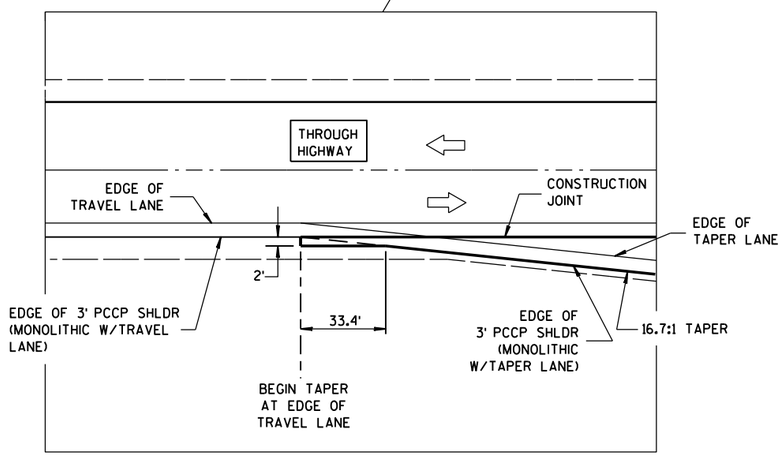
RIGHT TURN LANE AND EXIT TAPER

DETAIL FOR RIGHT TURN LANE/ TEE INTERSECTION BYPASS LANE ON A CONCRETE ROADWAY

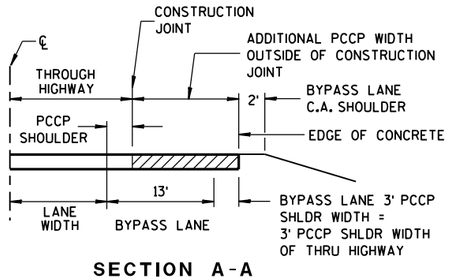
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 13 C 16-2a



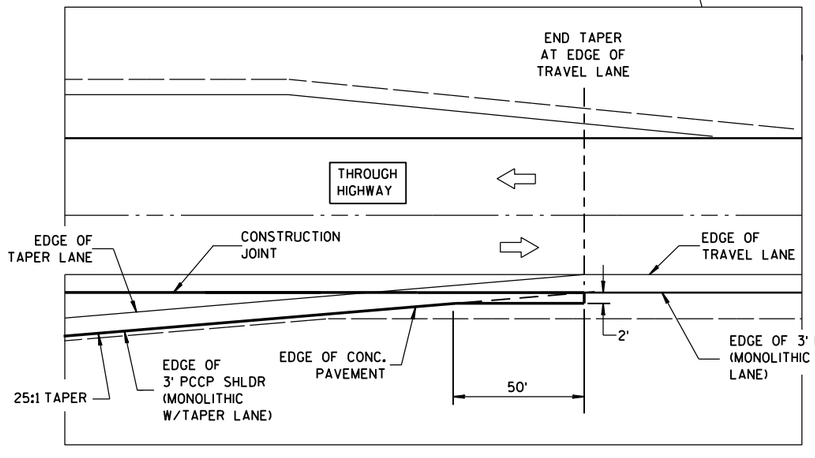


DETAIL C



SECTION A-A

(SHOWING BYPASS LANE AND SHOULDER)



DETAIL D

TWO LANE UNDIVIDED HIGHWAY TEE INTERSECTION BYPASS LANE

DETAIL FOR RIGHT TURN LANE/
TEE INTERSECTION BYPASS LANE
ON A CONCRETE ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/18/12
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

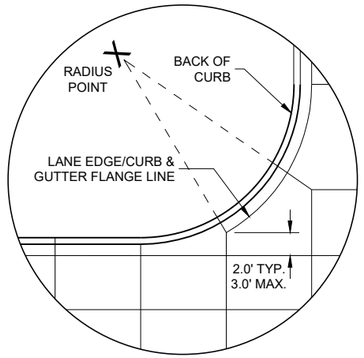
FHWA

6

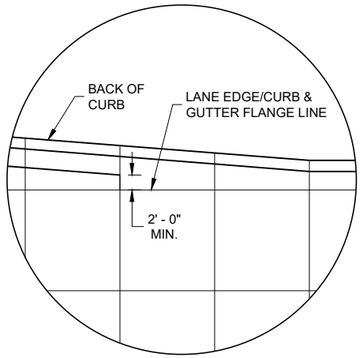
S.D.D. 13 C 16-2b

6

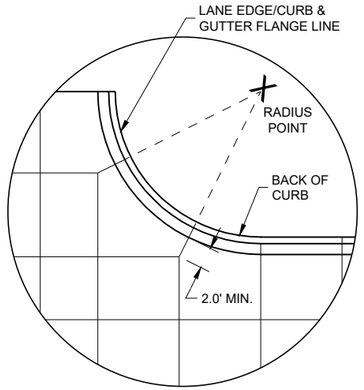
S.D.D. 13 C 16-2b



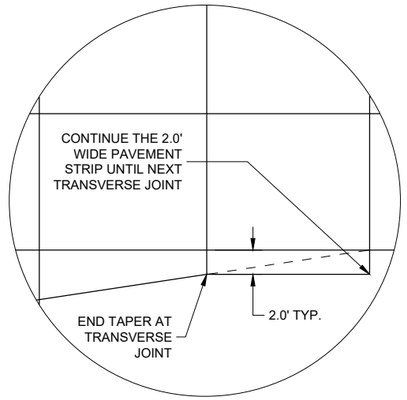
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

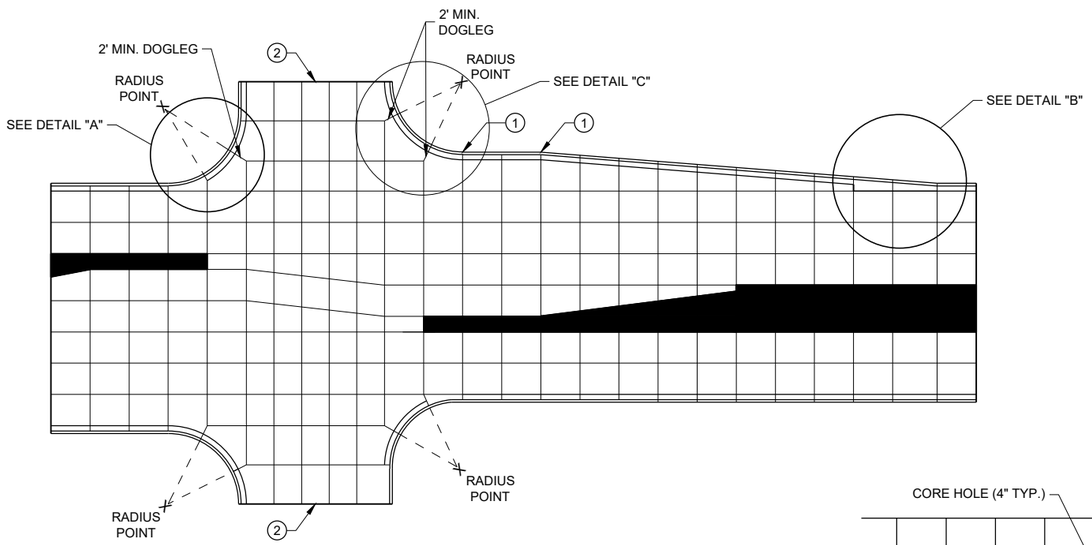
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

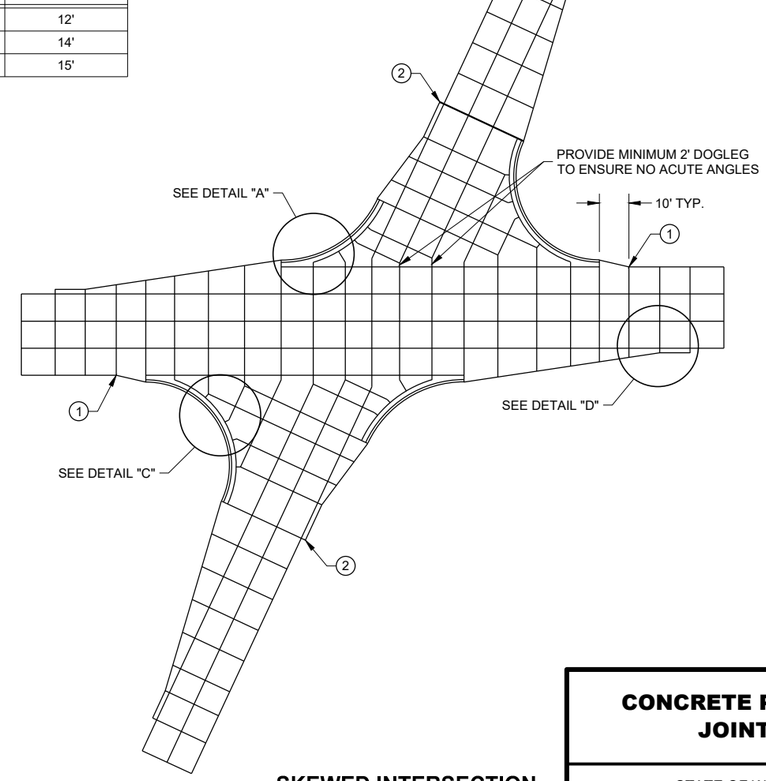
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



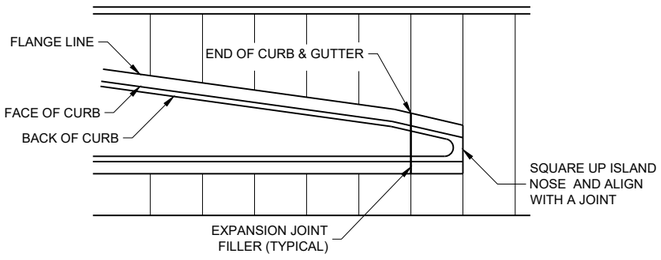
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

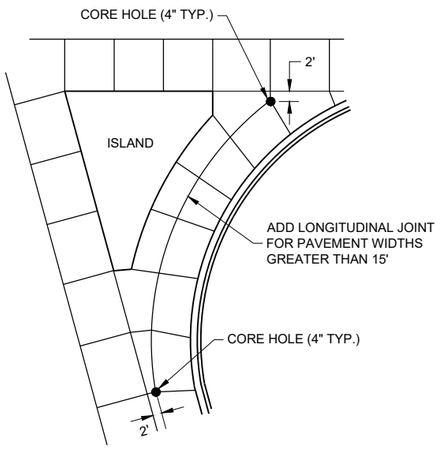
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 08a

6

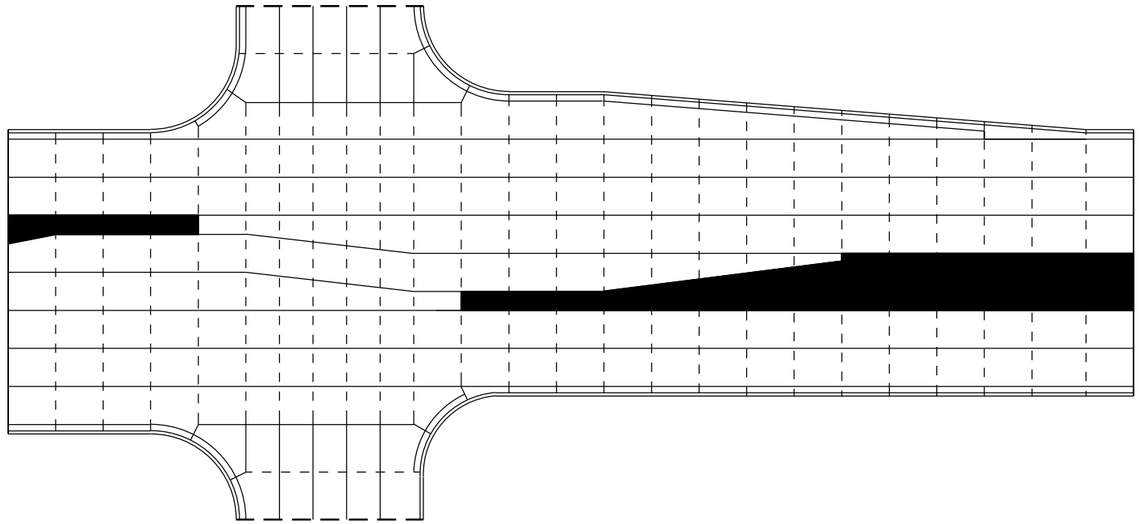
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

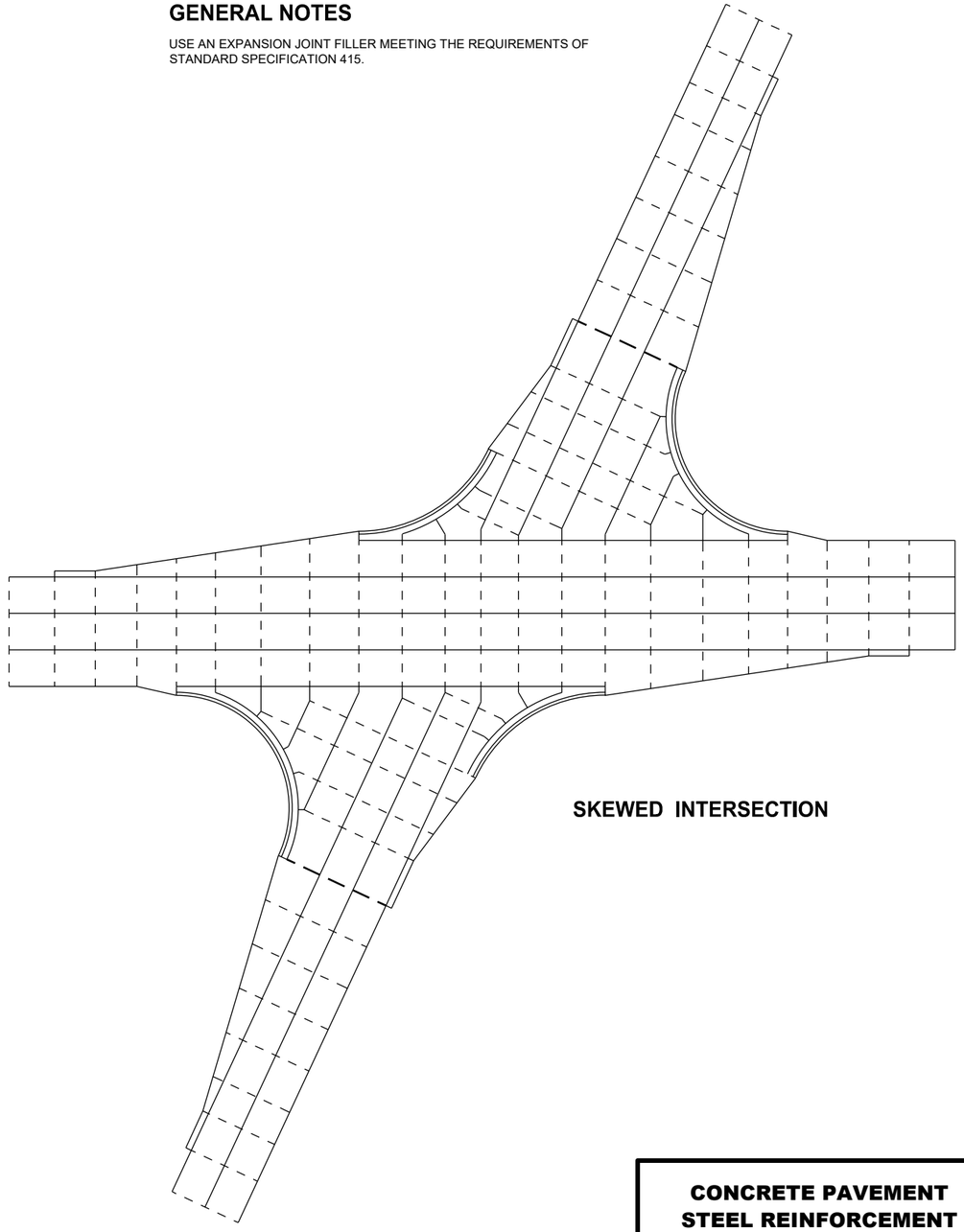
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

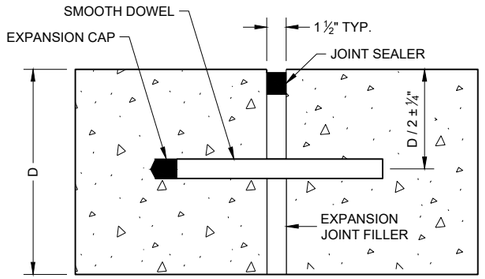
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

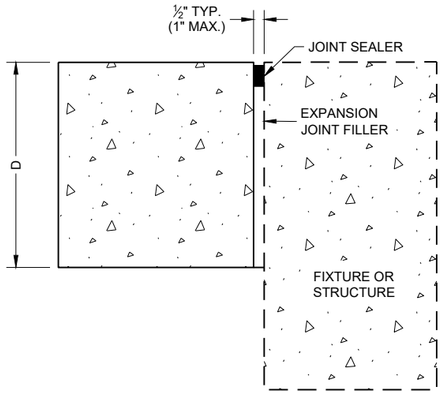
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

SDD 13C18 - 08b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

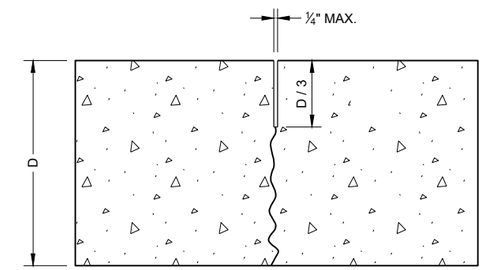
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

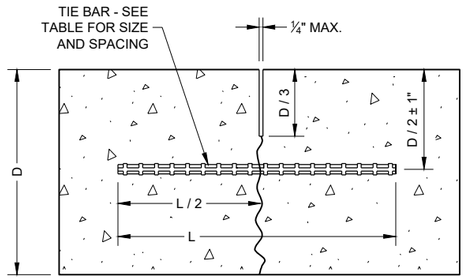
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

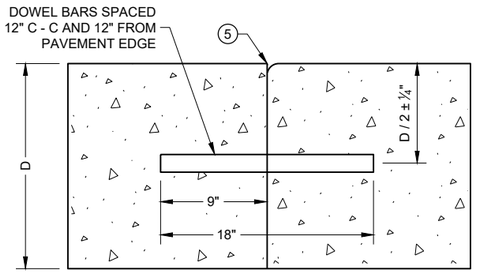
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



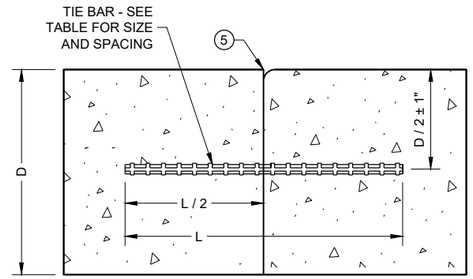
UNDOWELED TRANSVERSE



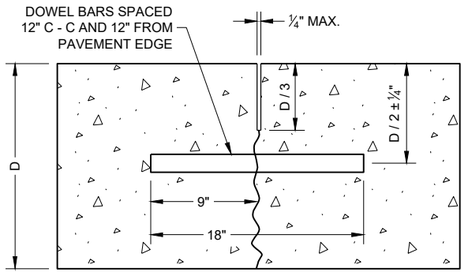
TIED LONGITUDINAL



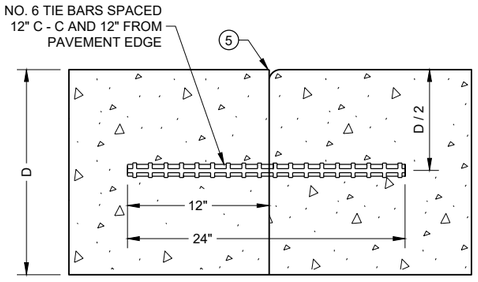
DOWELED TRANSVERSE (3)



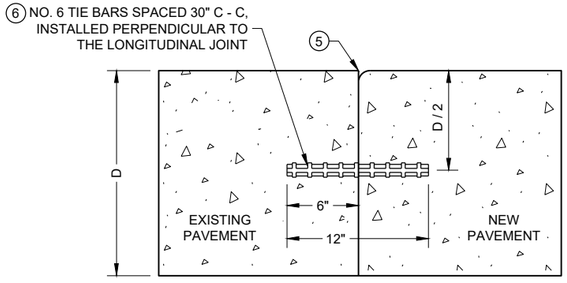
TIED LONGITUDINAL



DOWELED TRANSVERSE



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)

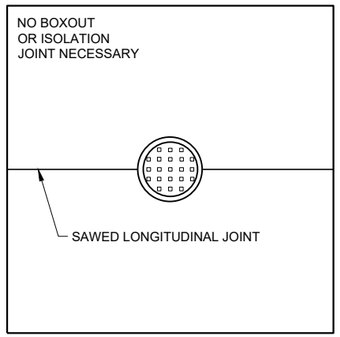


TIED LONGITUDINAL TO EXISTING

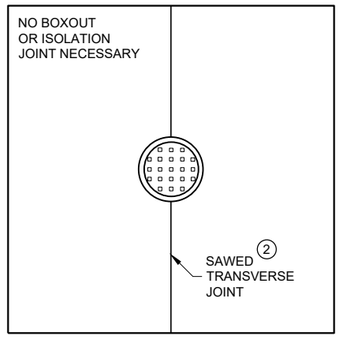
CONTRACTION JOINTS (2)

CONSTRUCTION JOINTS (4)

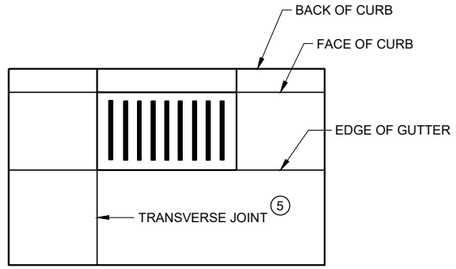
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



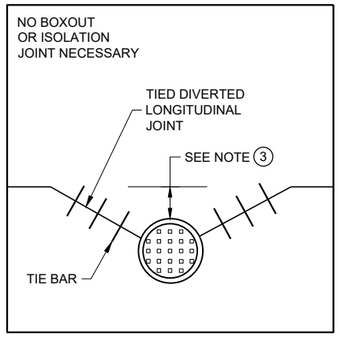
MANHOLE WITH TRANSVERSE JOINT



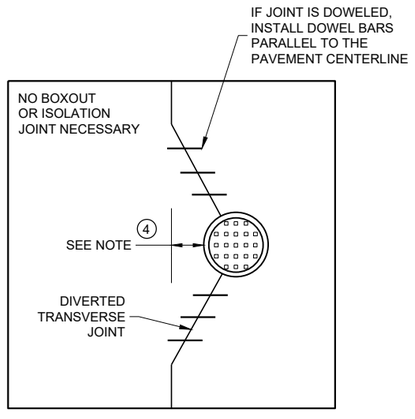
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

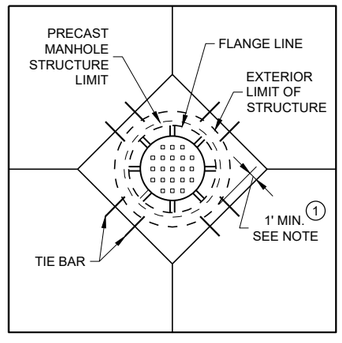
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

FHWA

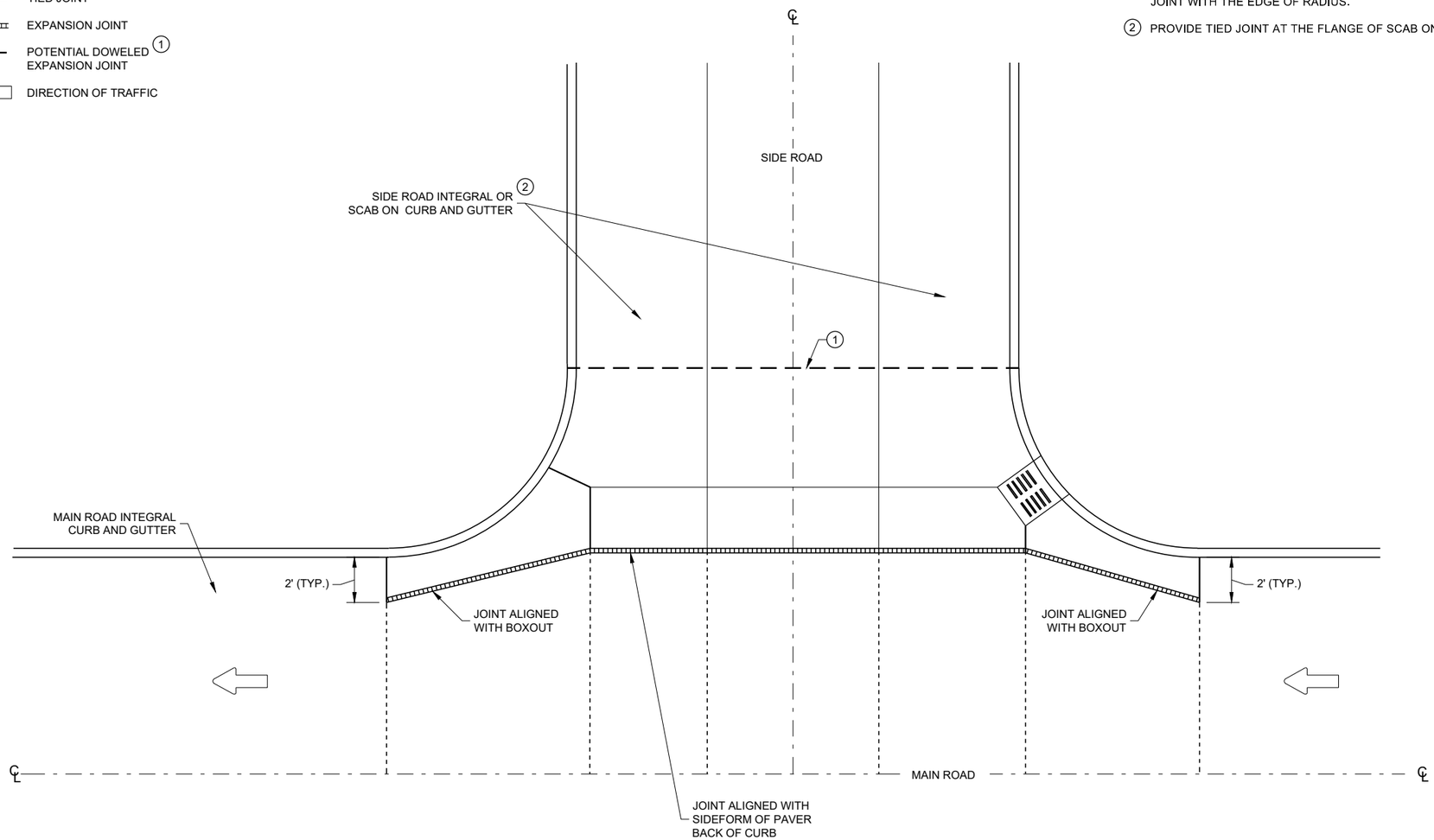
6

SDD13C18 - 08d

SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

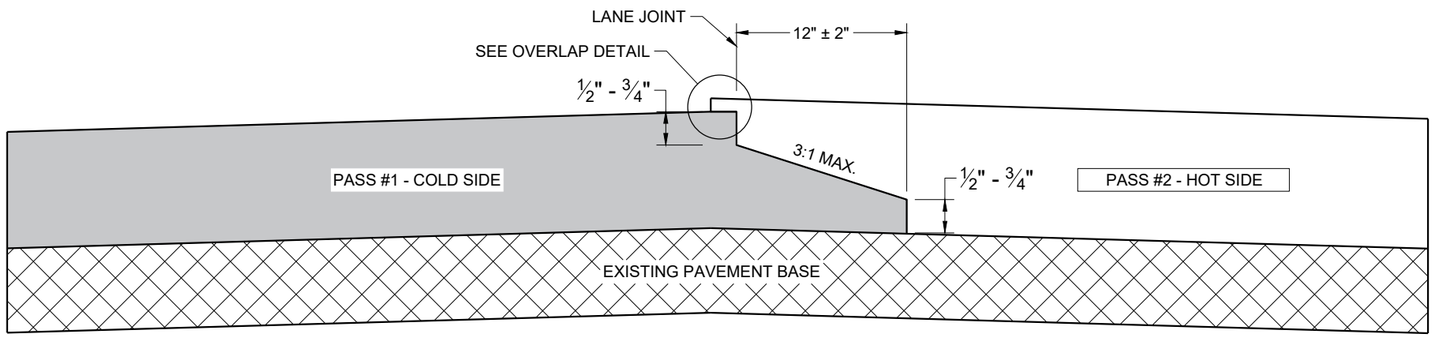
FHWA

6

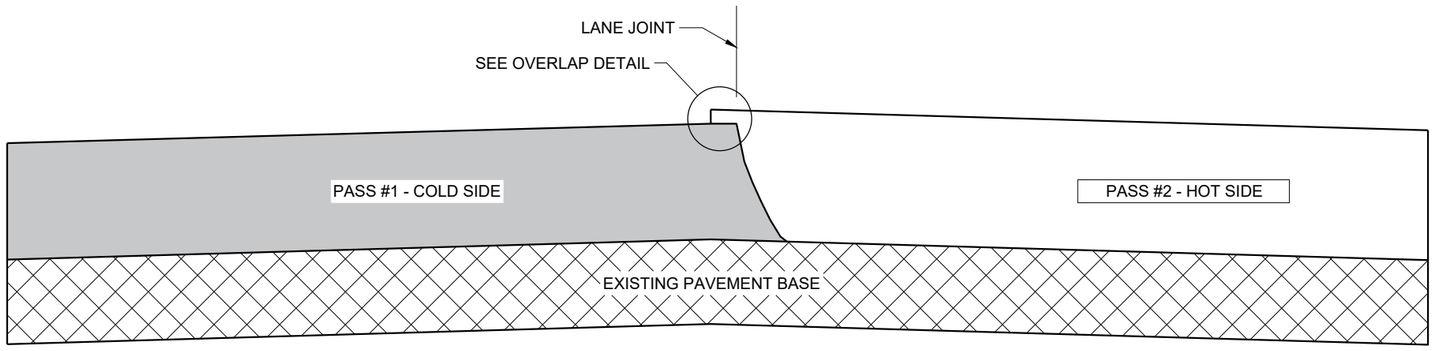
SDD 13C18 - 08f

6

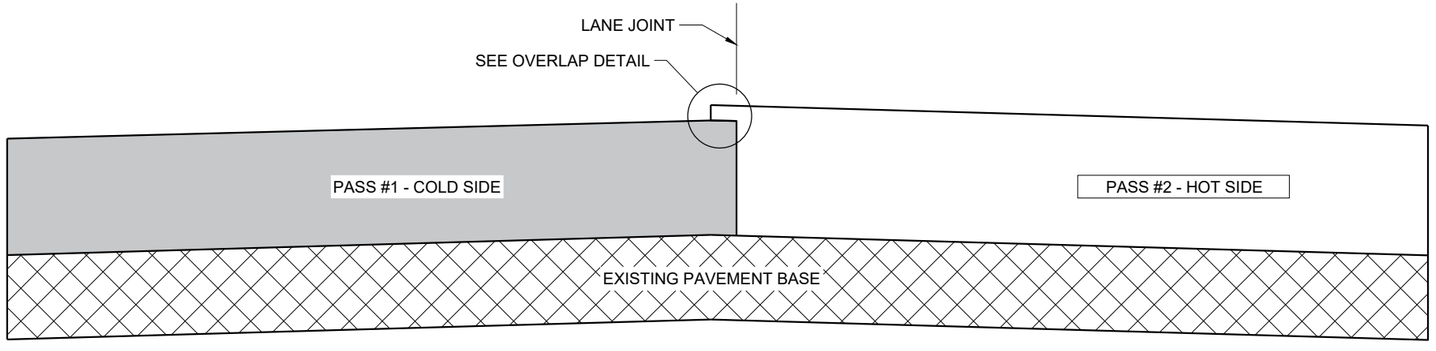
SDD 13C18 - 08f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

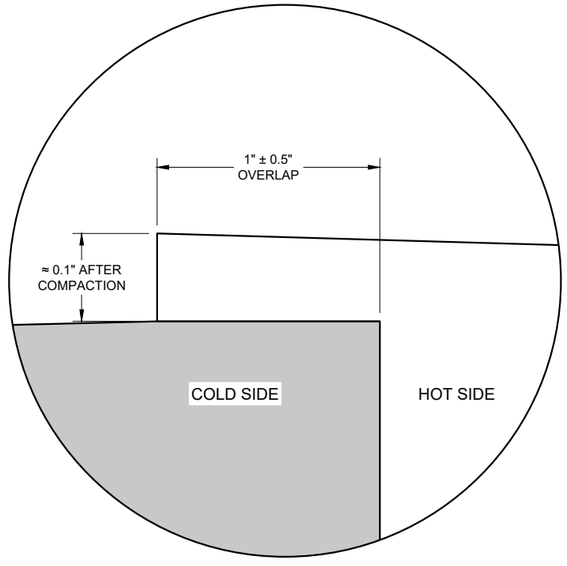
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

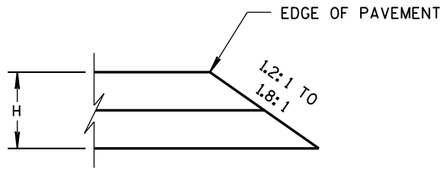
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

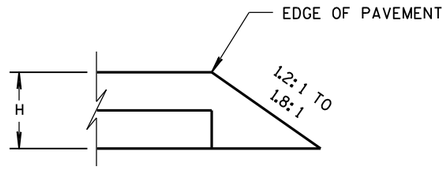
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



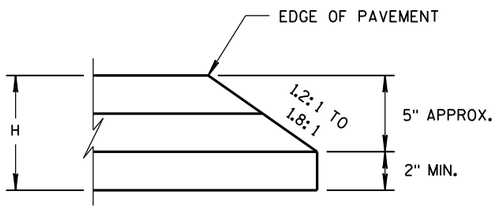
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



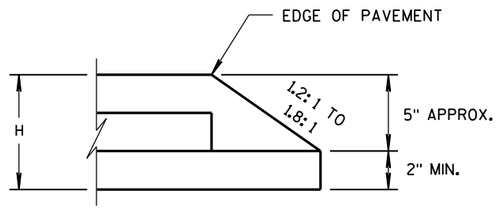
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

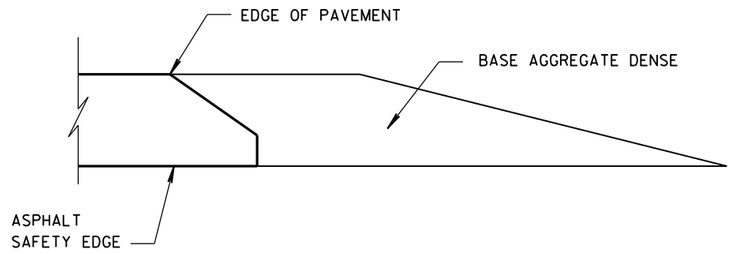
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

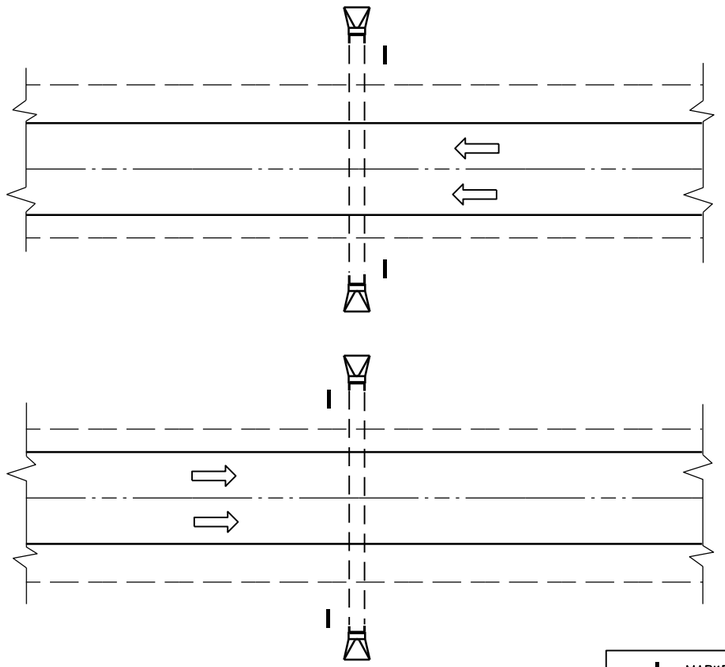
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

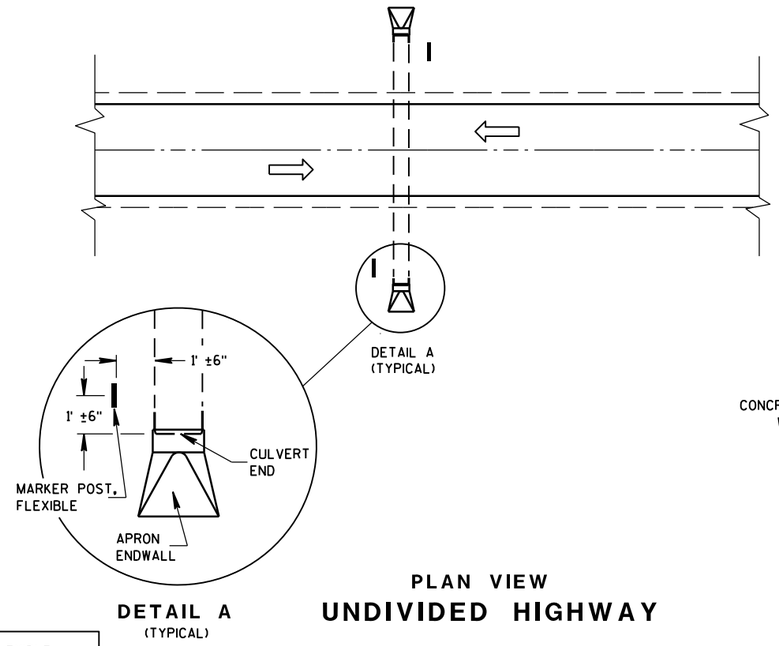
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

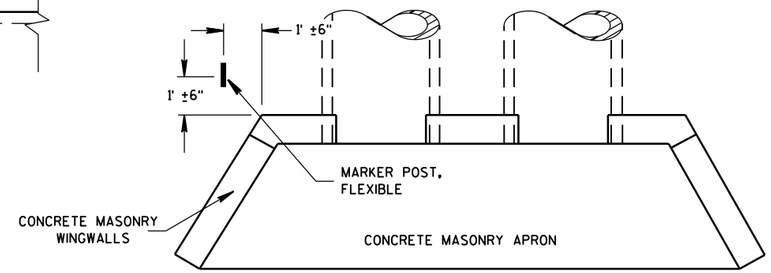
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

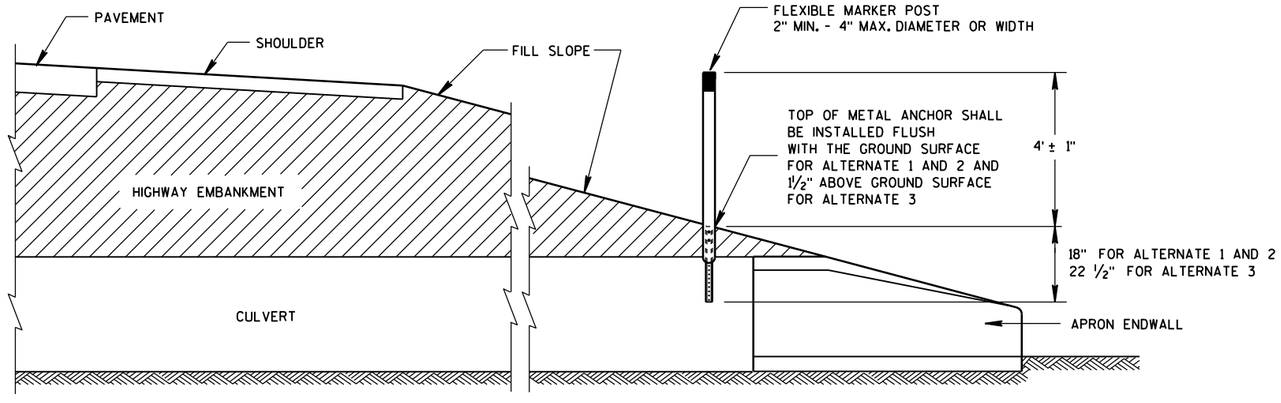
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

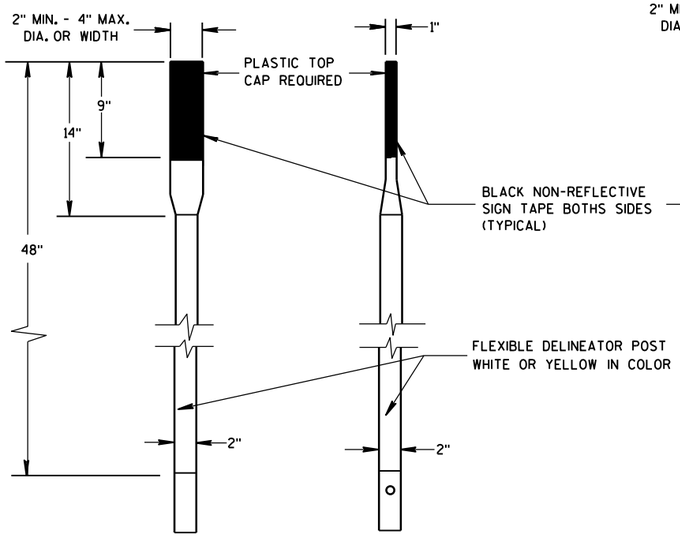
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

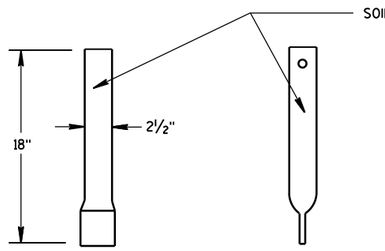
6

S.D.D. 15 A 3-2a

6

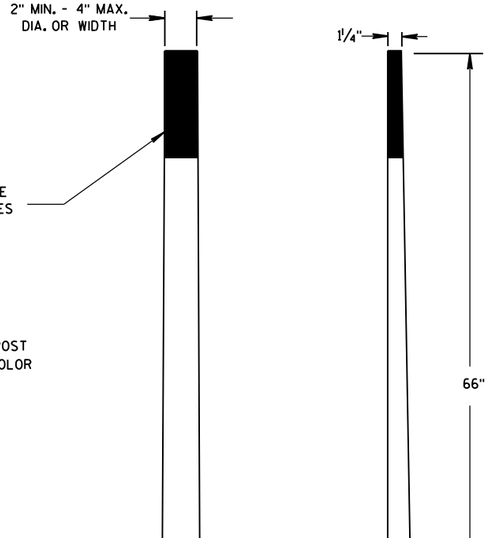
S.D.D. 15 A 3-2a





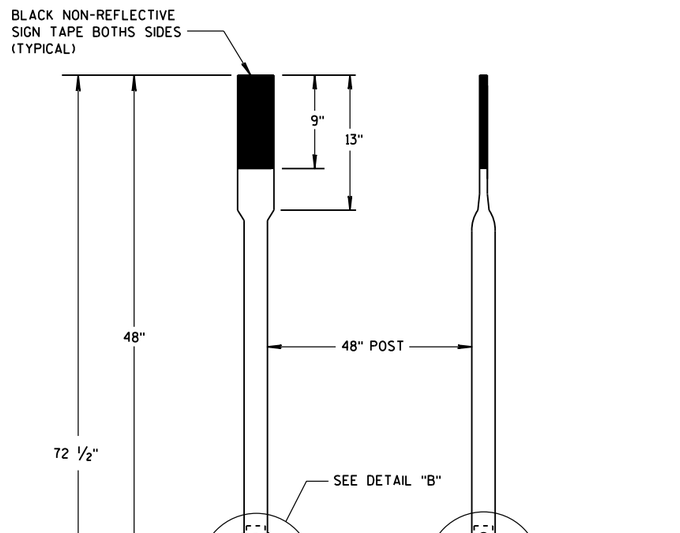
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

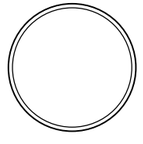
ALTERNATE 2



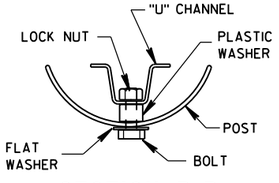
FRONT VIEW SIDE VIEW

ALTERNATE 3

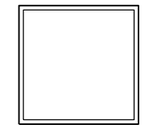
FLEXIBLE MARKER POSTS



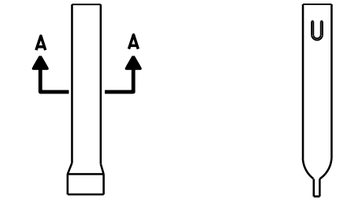
SECTION A-A



SECTION B-B

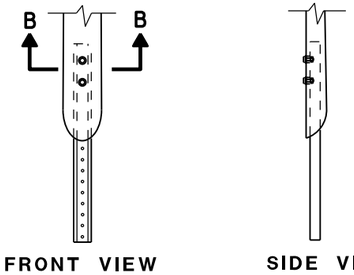


SECTION C-C



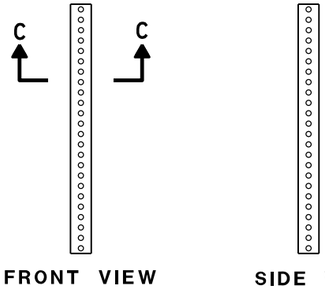
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

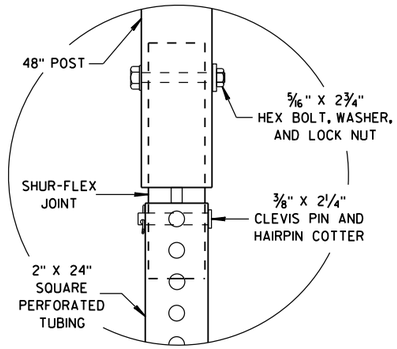
ALTERNATE 2



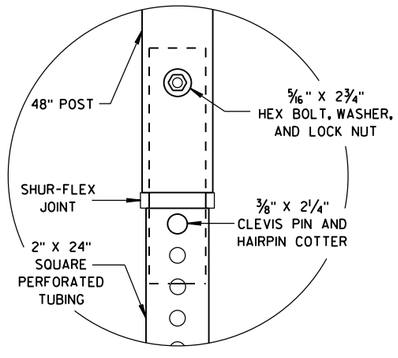
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

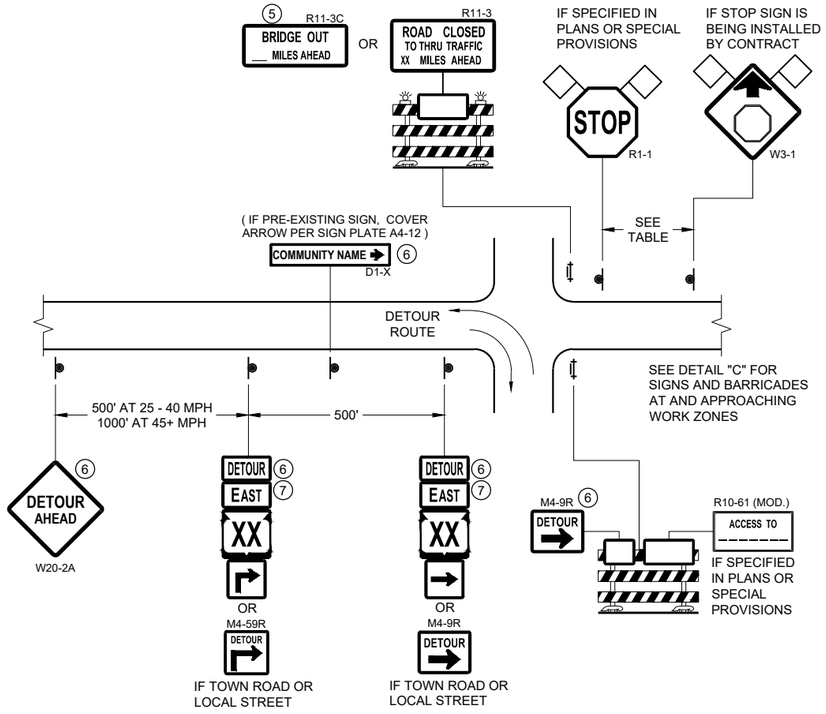
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

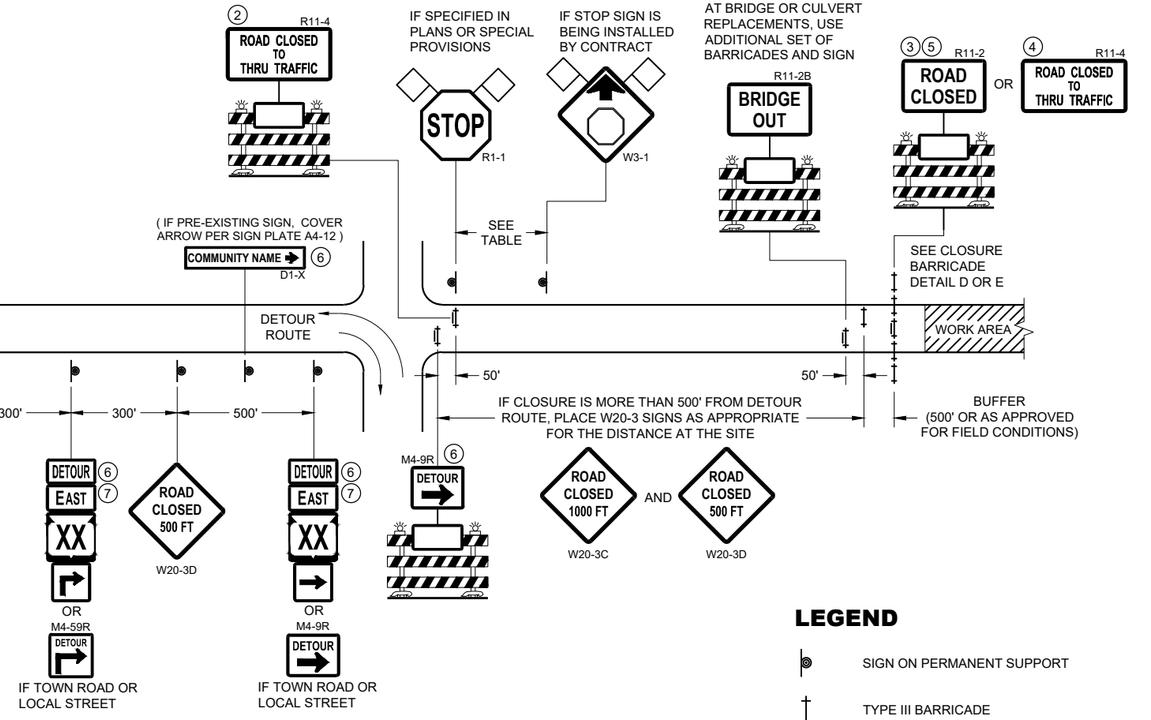
6

S.D.D. 15 A 3-2b



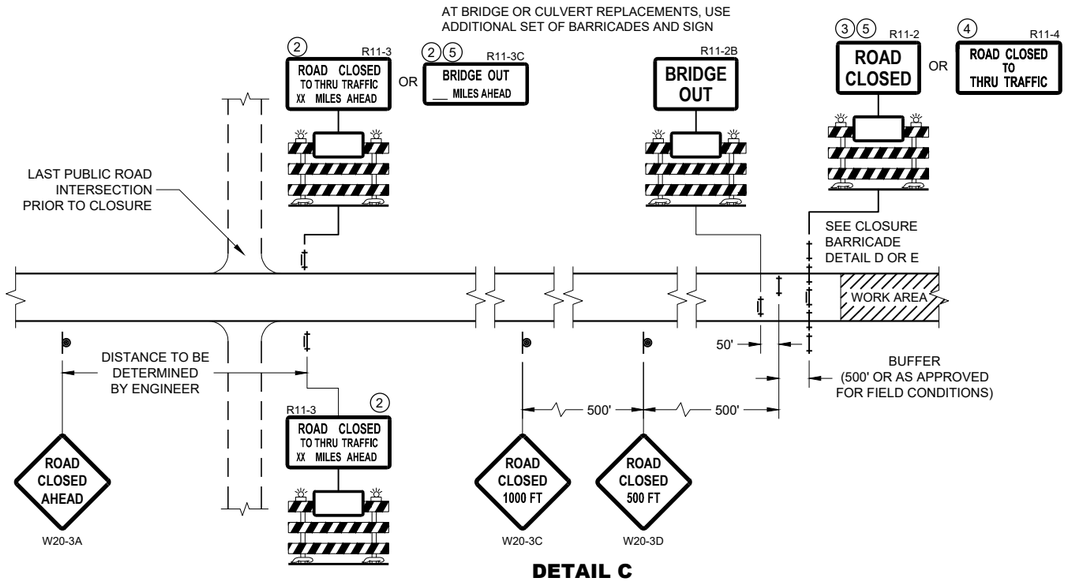
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

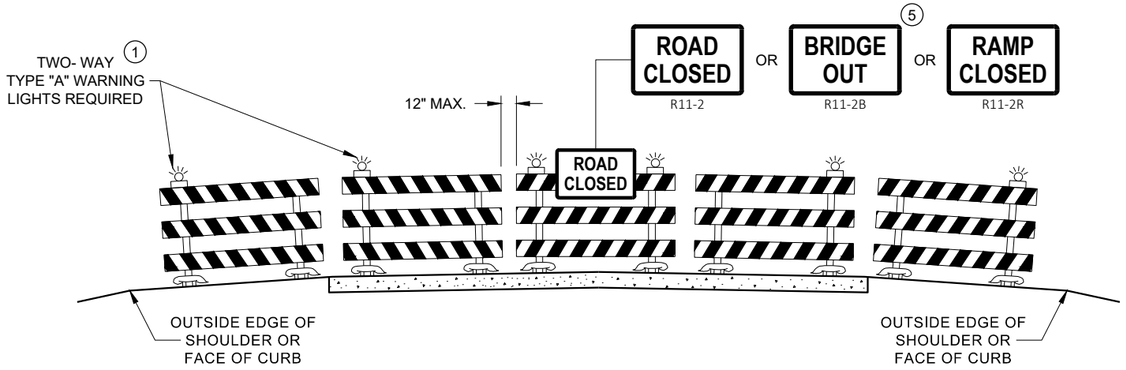
APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

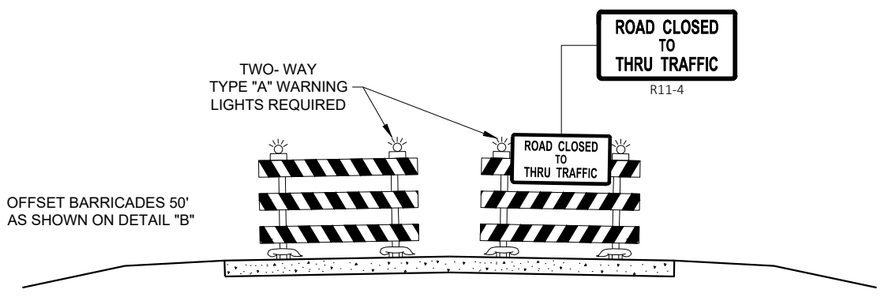
6

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 300
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.

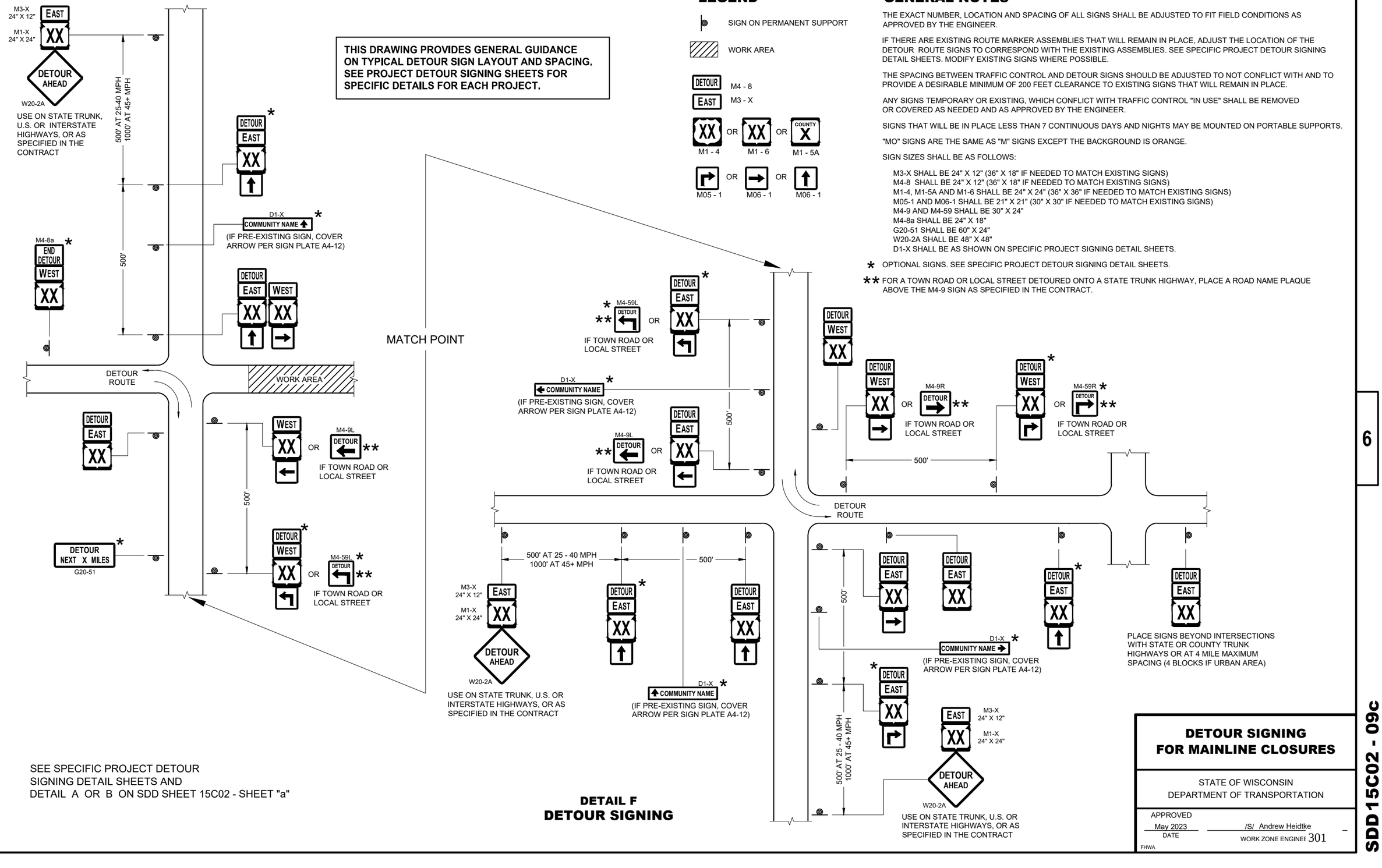
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

301

FHWA

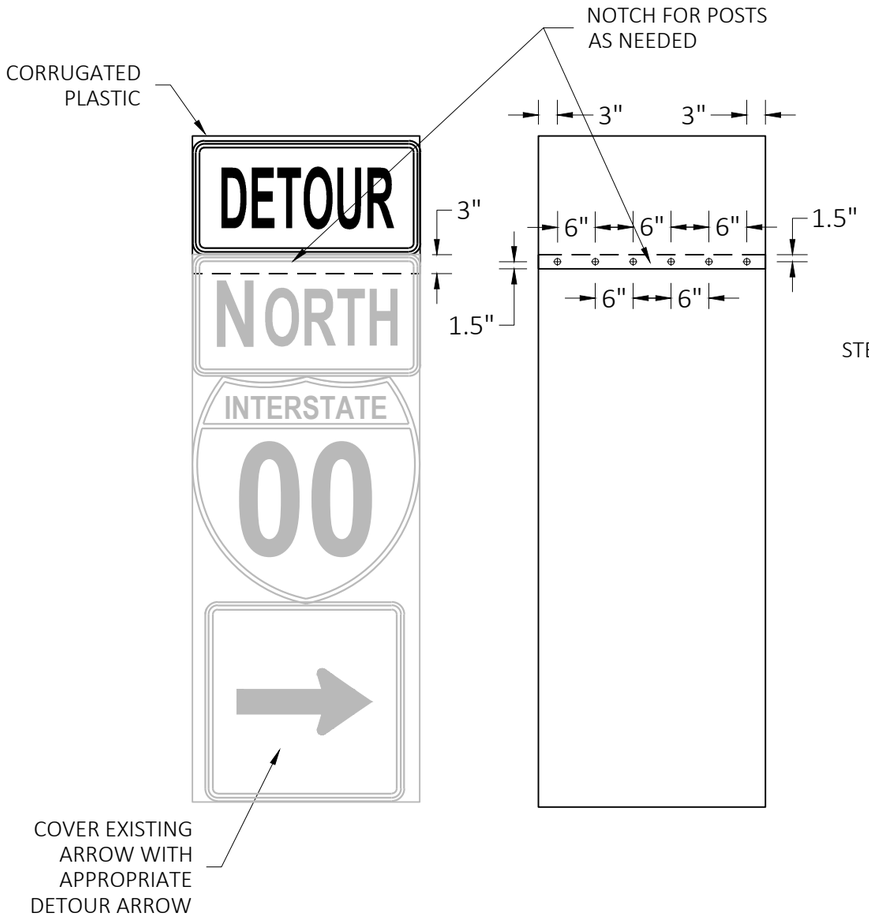
6

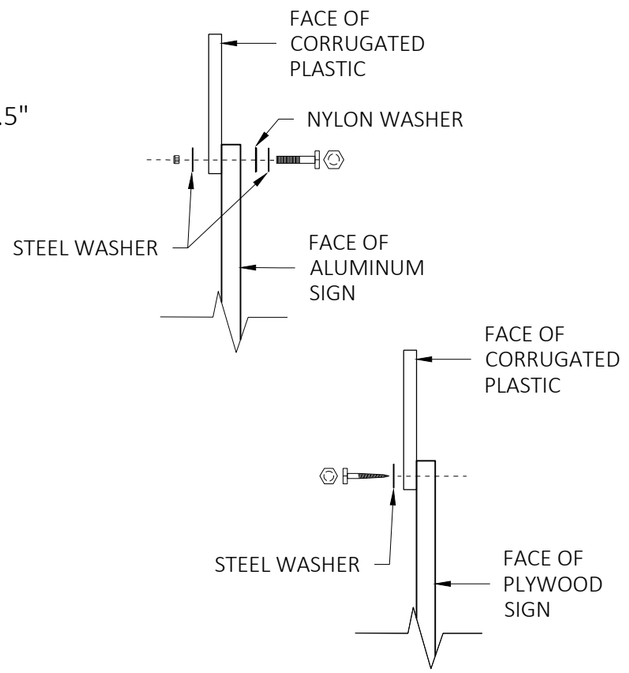
SDD 15C02 - 09c

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

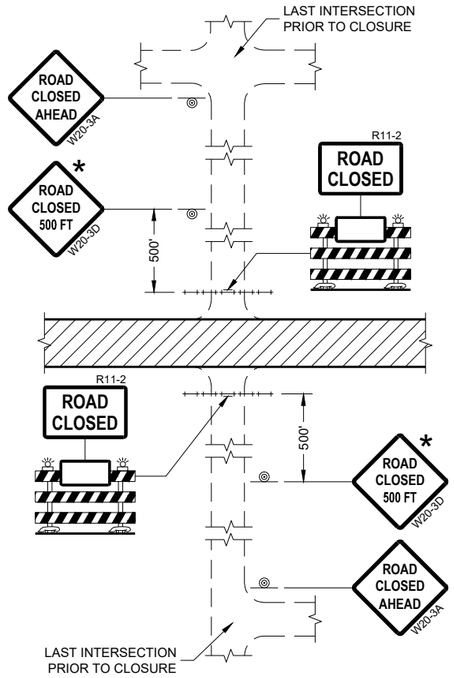
MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

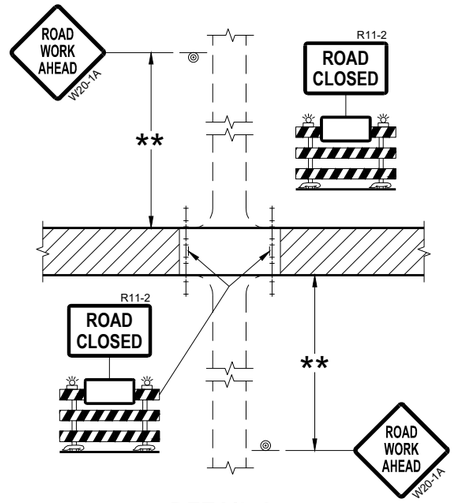
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA

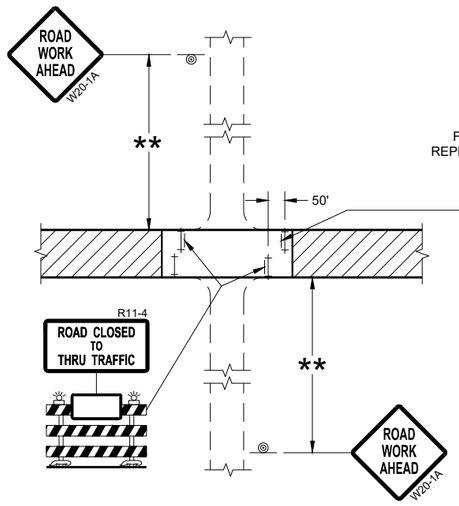
6
SDD 15C02-09h



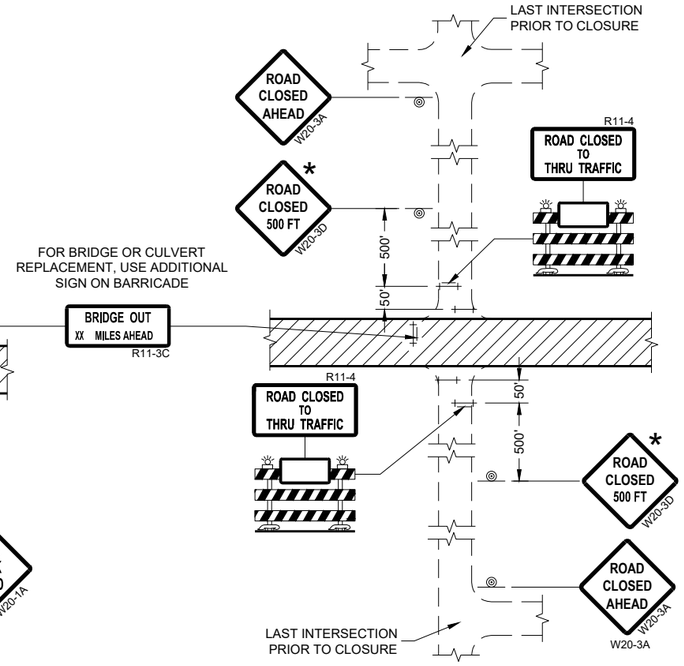
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT 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.

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 ENGINEE

FHWA

6

SDD 15C03 - 05

6

SDD 15C03 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

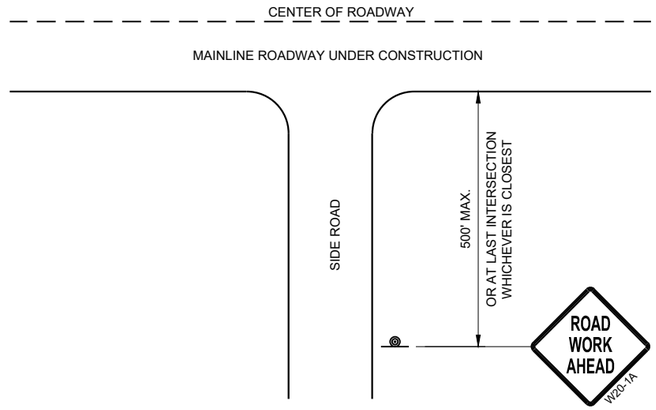
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



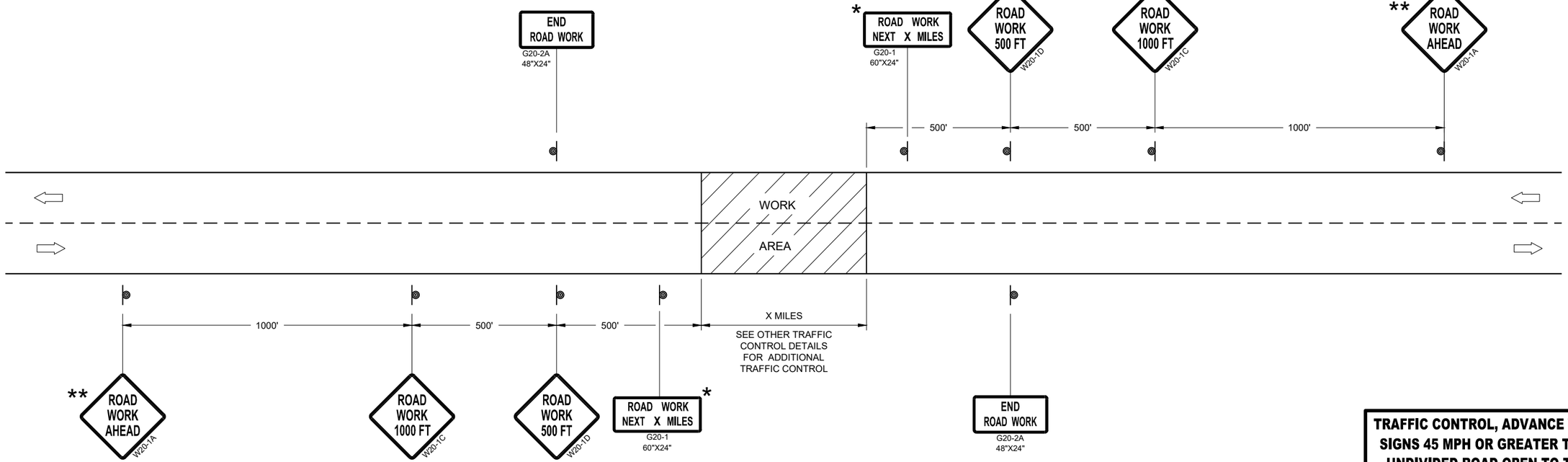
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C04 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

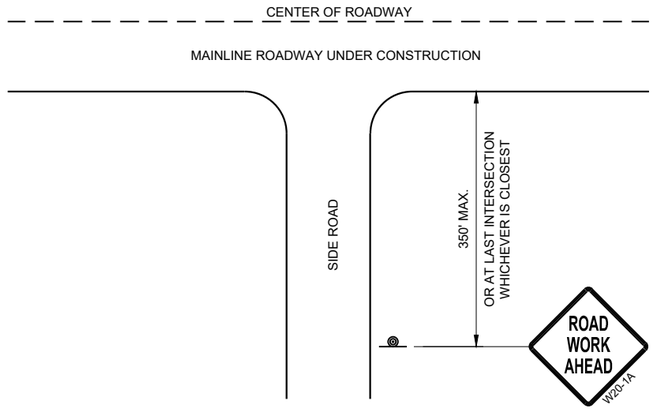
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



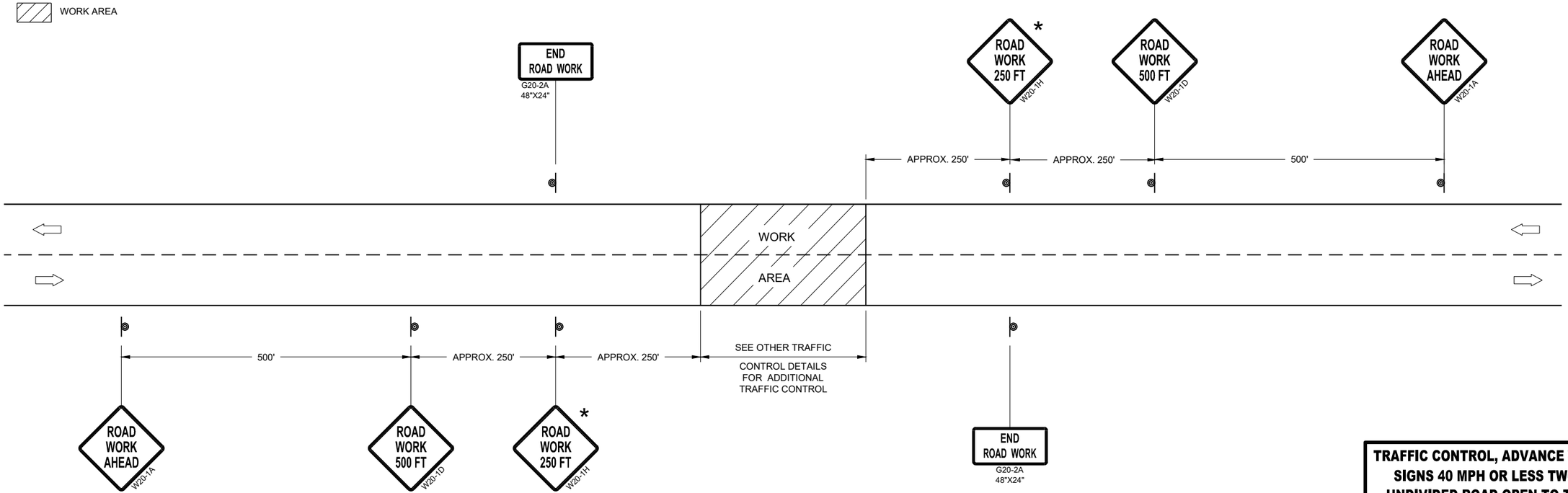
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

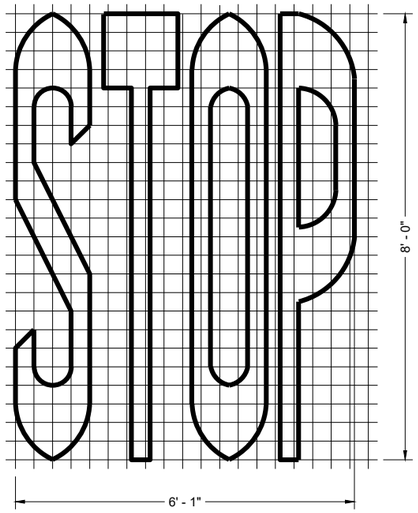
APPROVED
July 2018
DATE

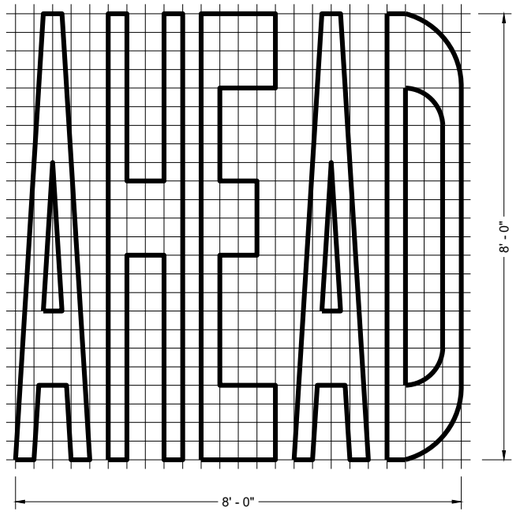
/S/ Andrew Heidtke
WORK ZONE ENGINEE

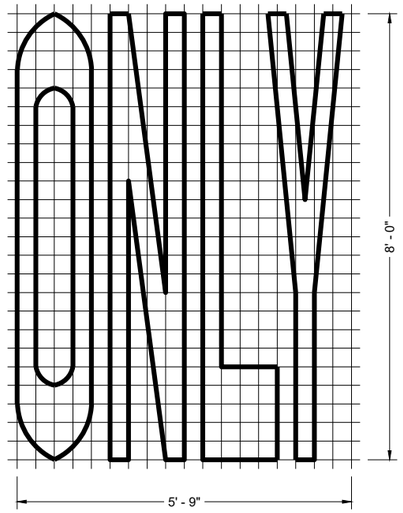
FHWA

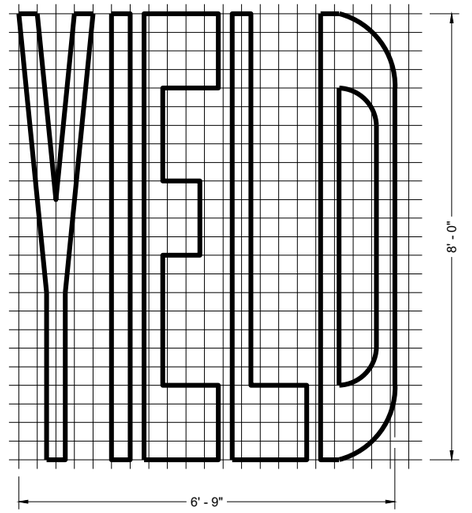
6

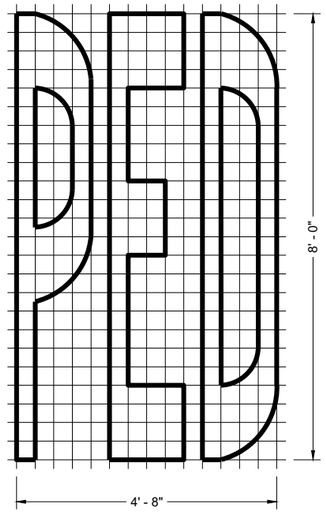
SDD 15C05 - 05

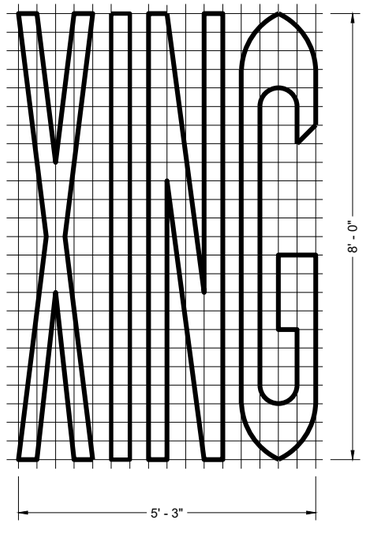


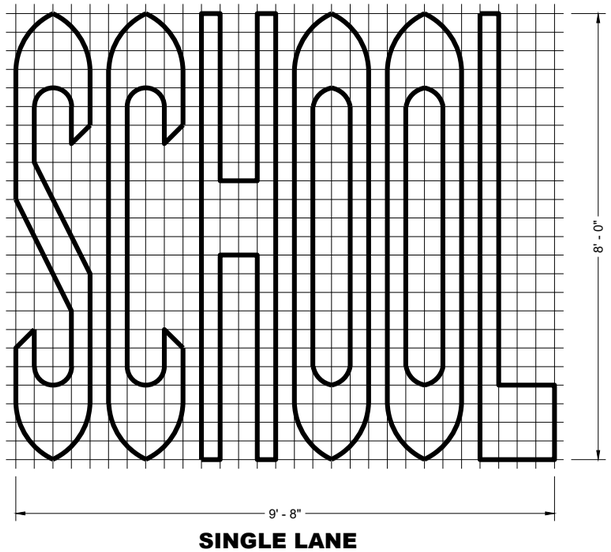




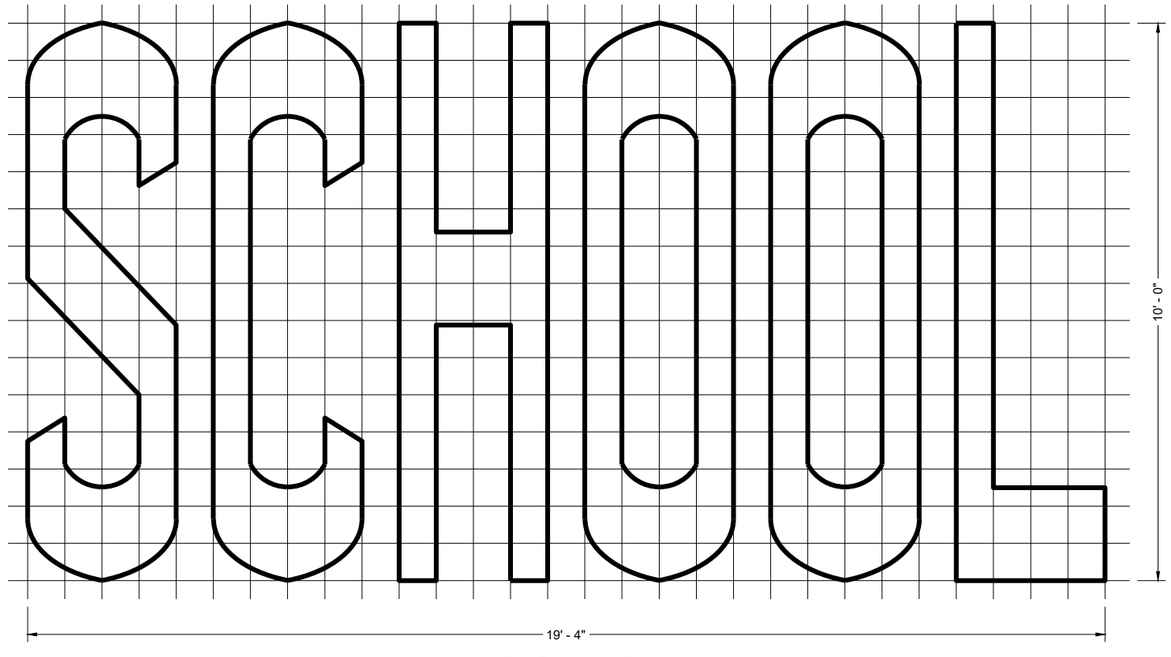








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

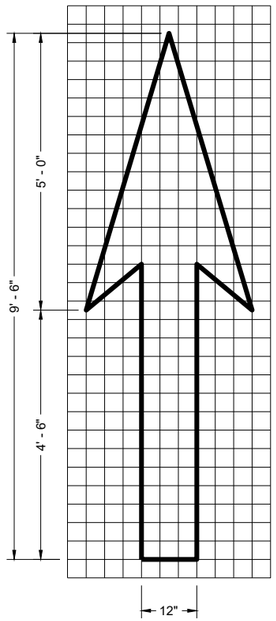
SDD 15C07-16b

6

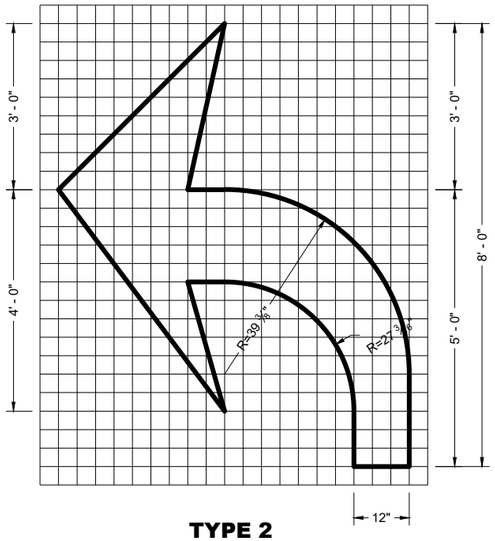
SDD 15C07-16b

GENERAL NOTES

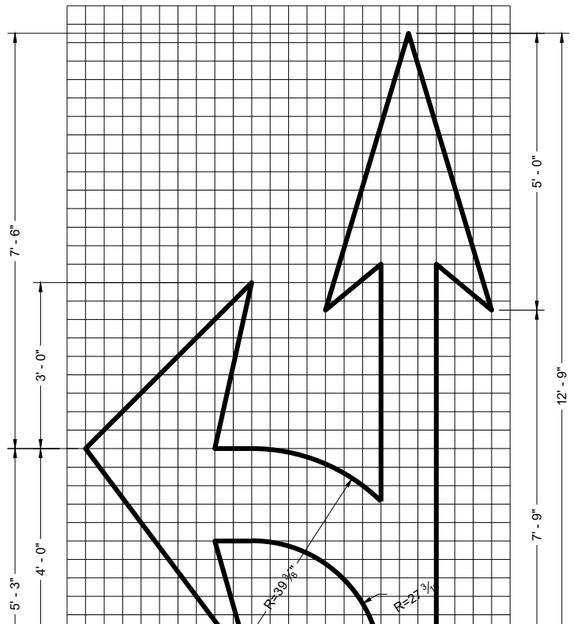
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



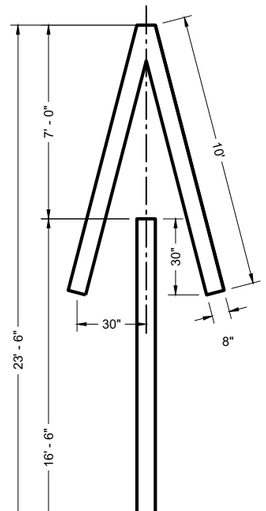
TYPE 1



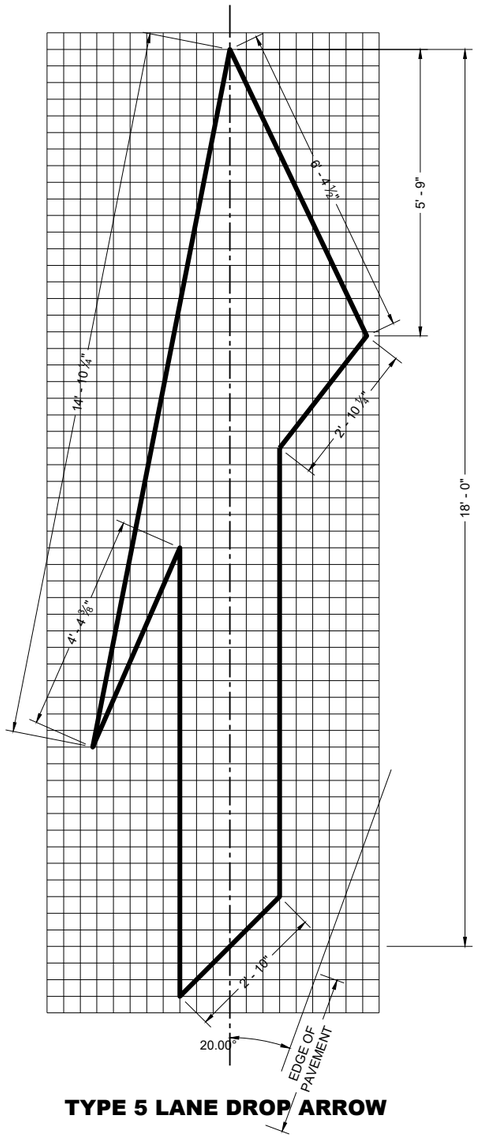
TYPE 2



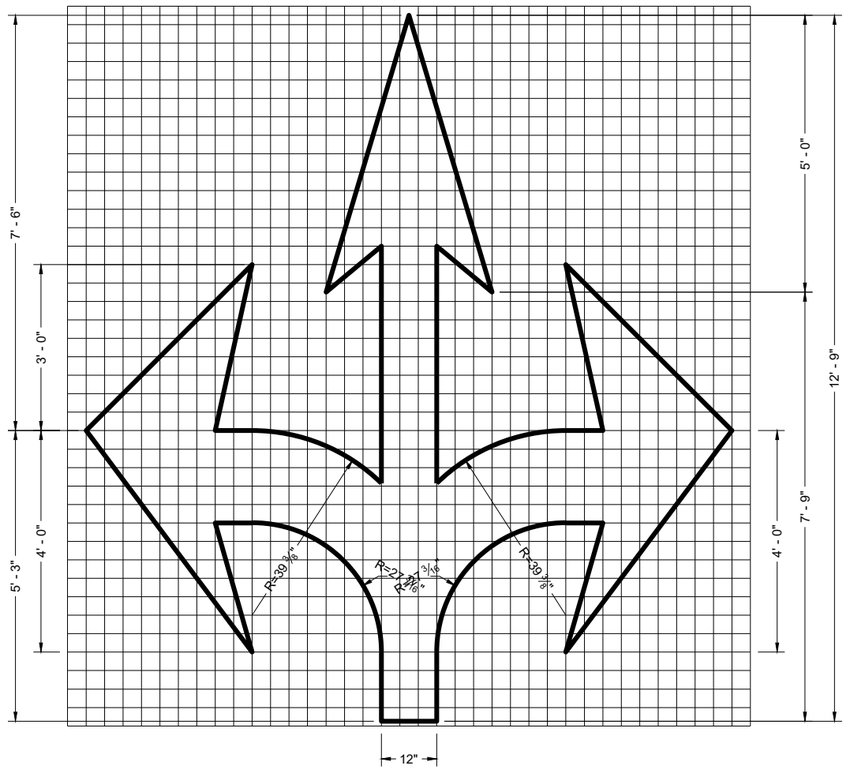
TYPE 3



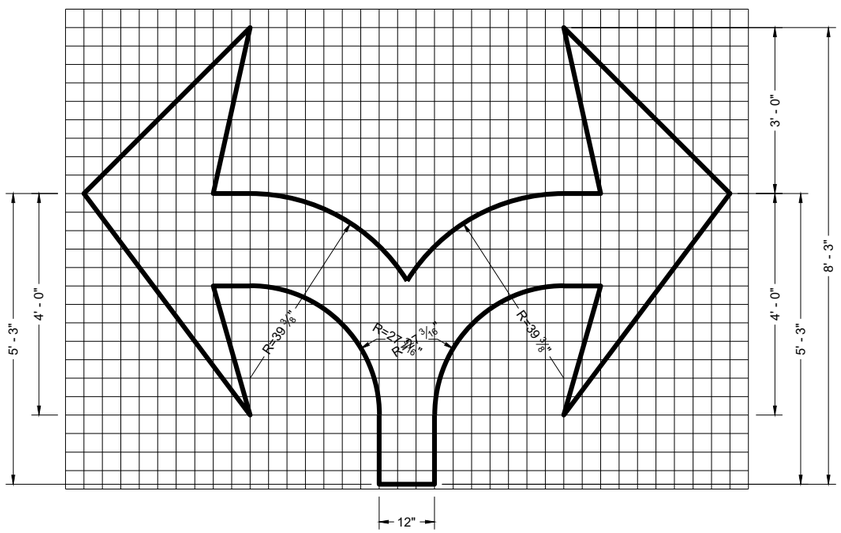
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

6

SDD 15C07-16c

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C07-16c

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.

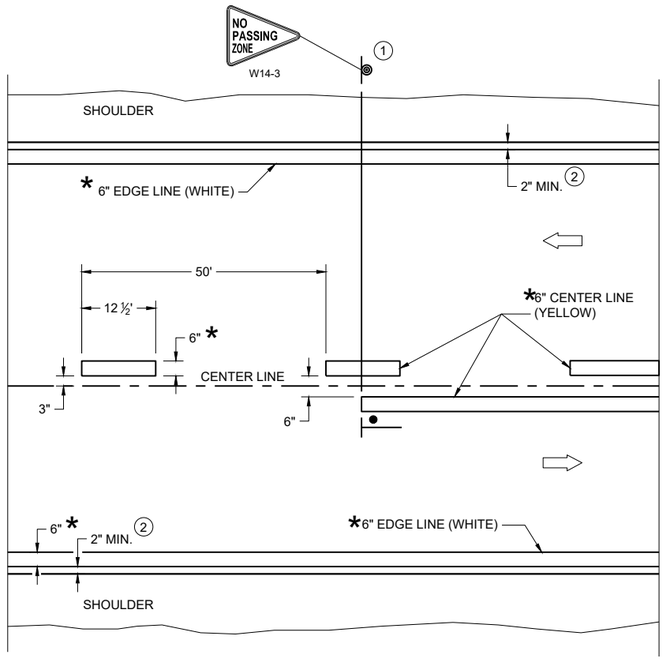
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

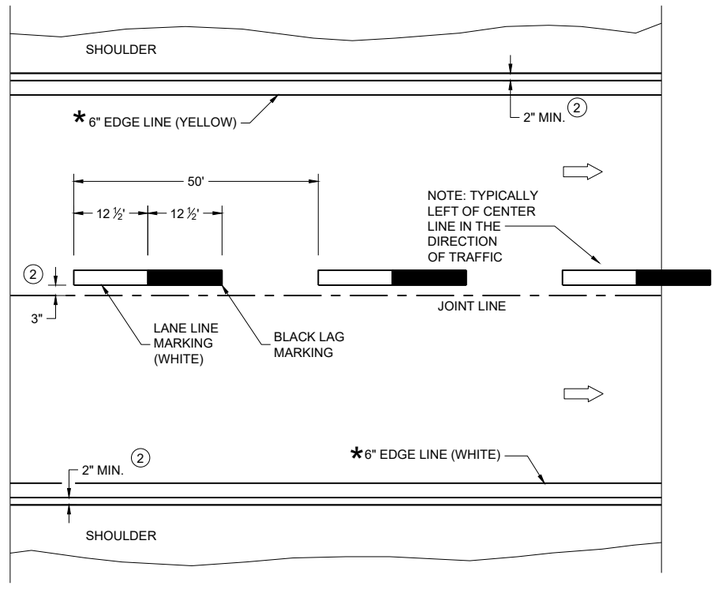
"T" MARKING

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

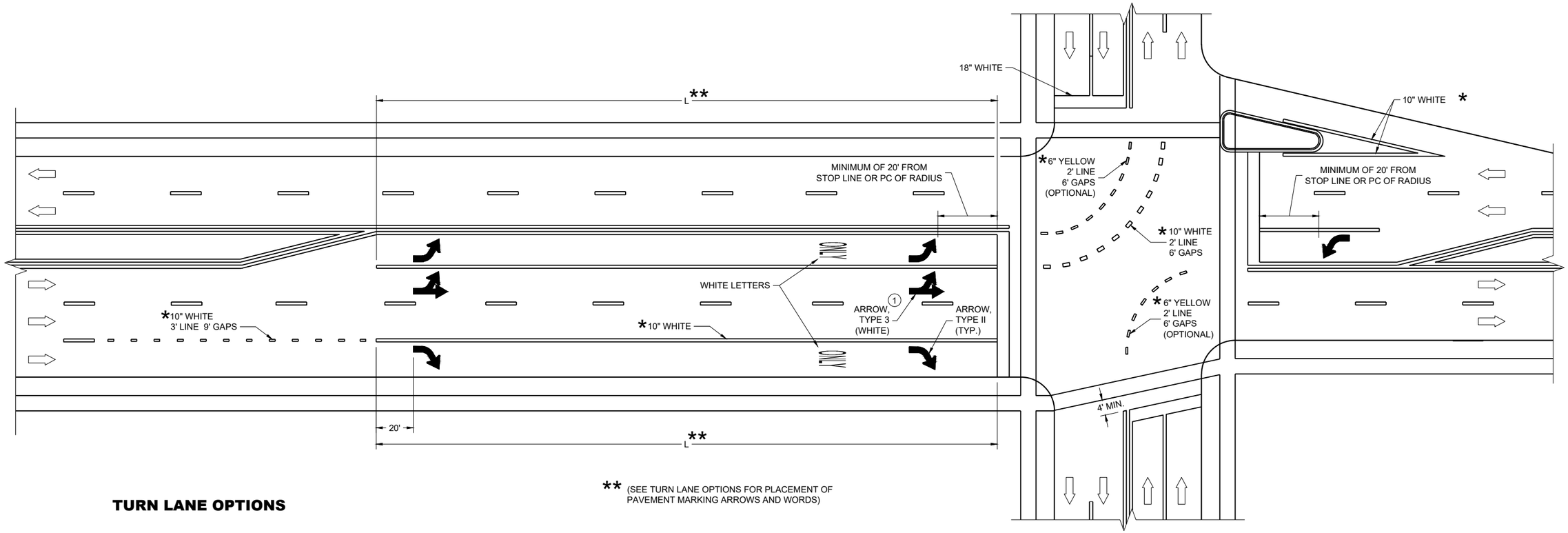
FHWA

6

SDD 15C08-24a

6

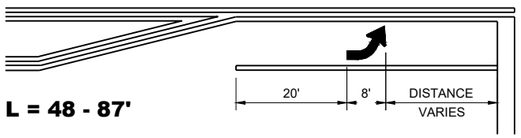
SDD 15C08-24a



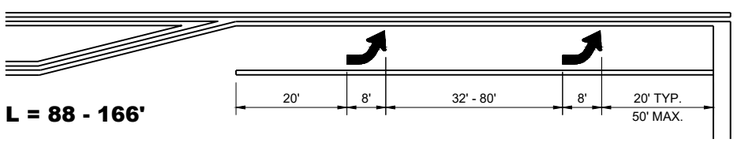
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

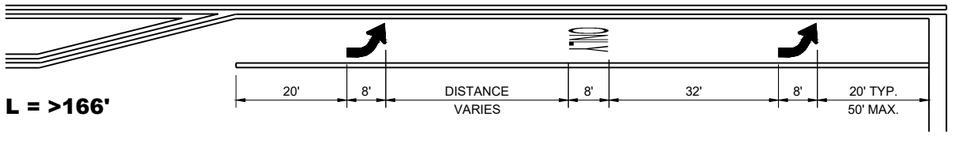
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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

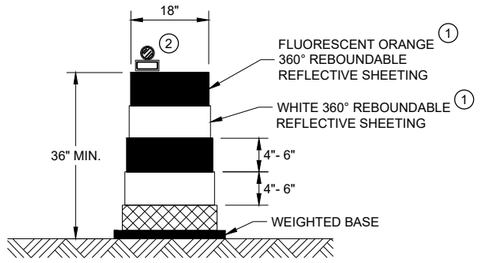
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

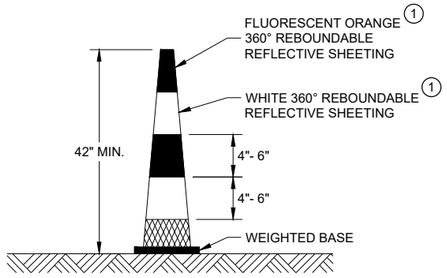
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

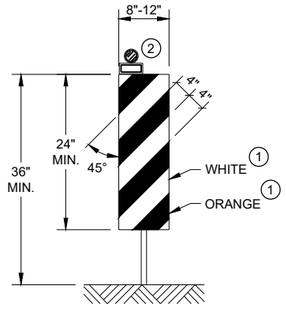
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

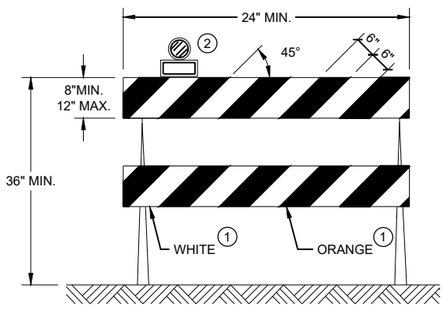
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



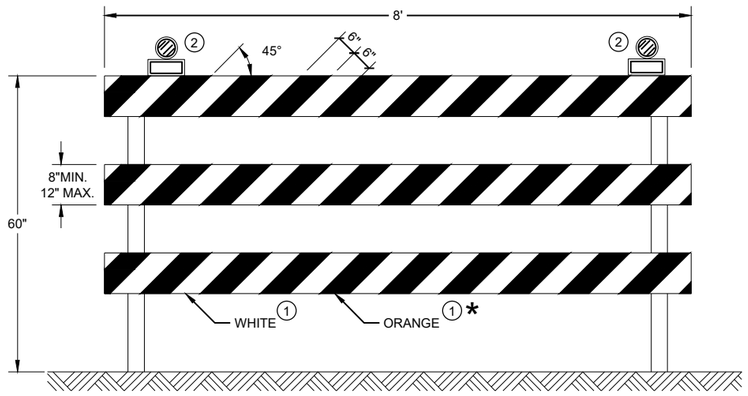
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 10b
SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND LOCATION OF ALL FLAGGERS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

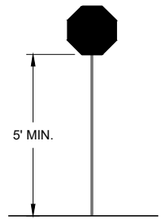
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

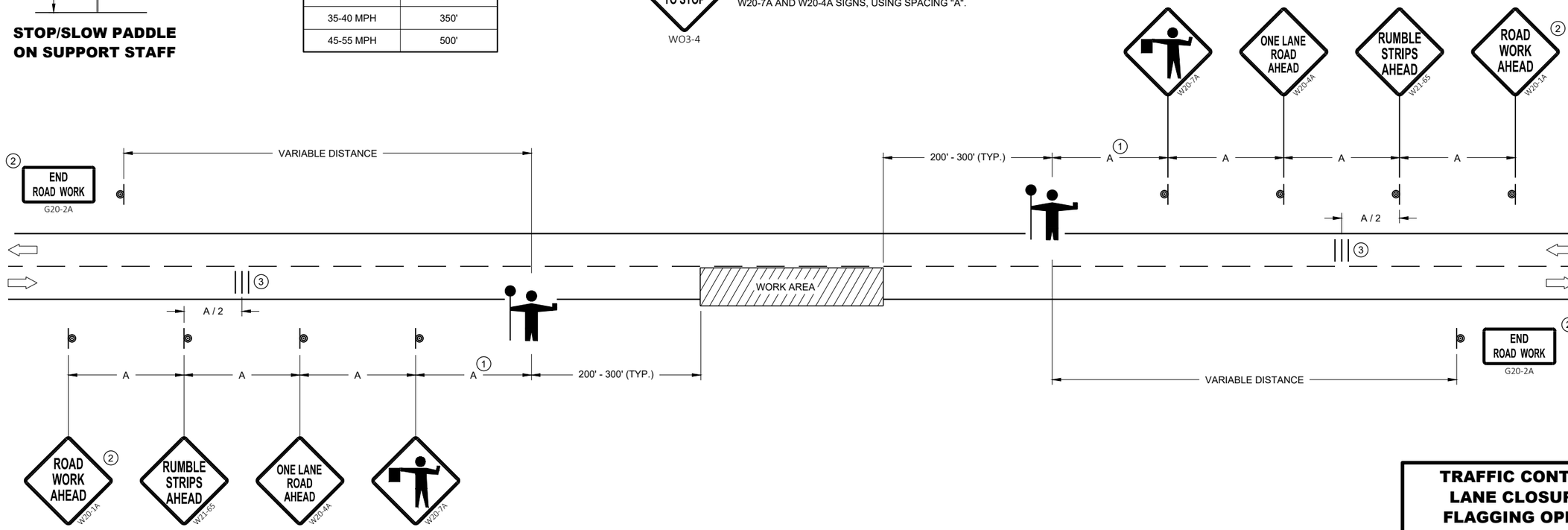
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

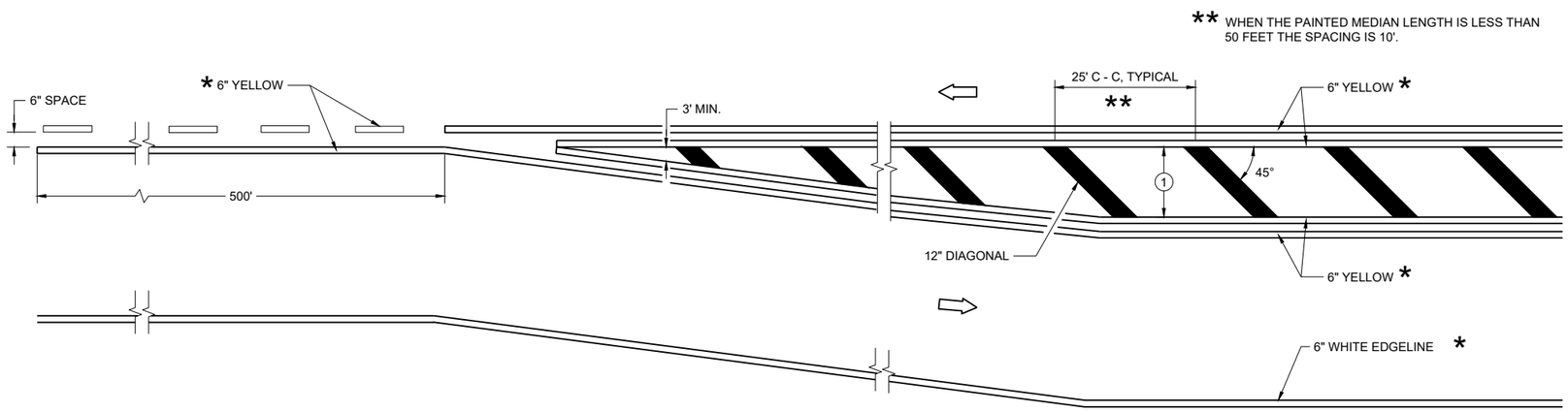
FHWA

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a



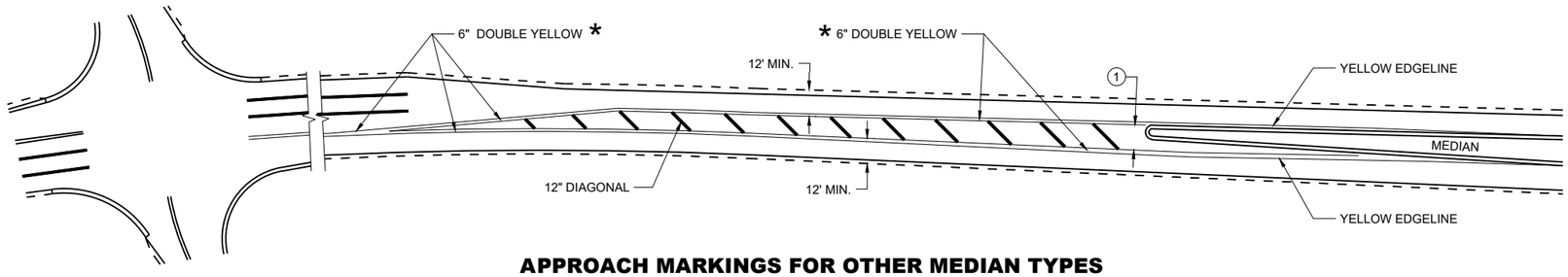
MEDIAN ISLAND DETAIL

GENERAL NOTES

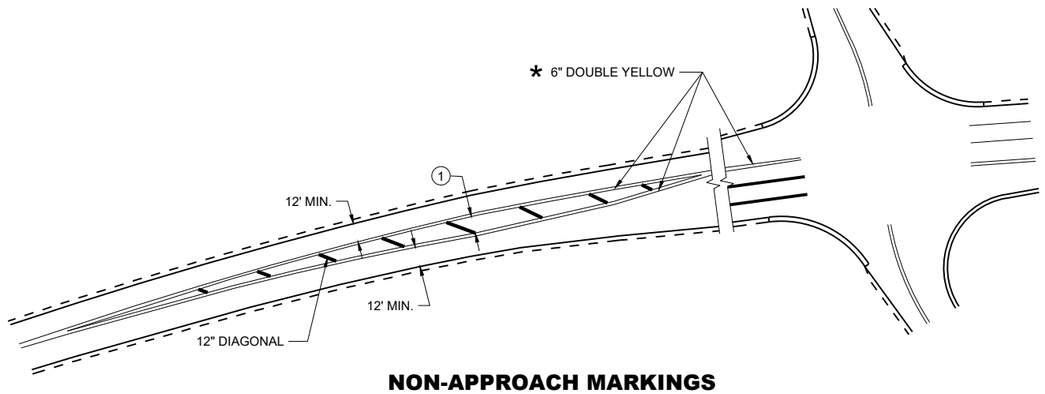
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

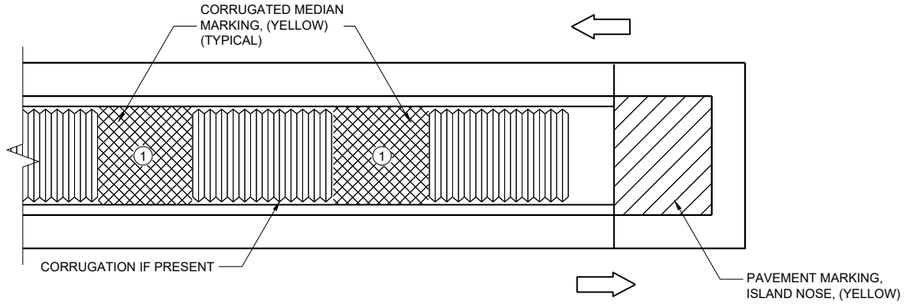
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

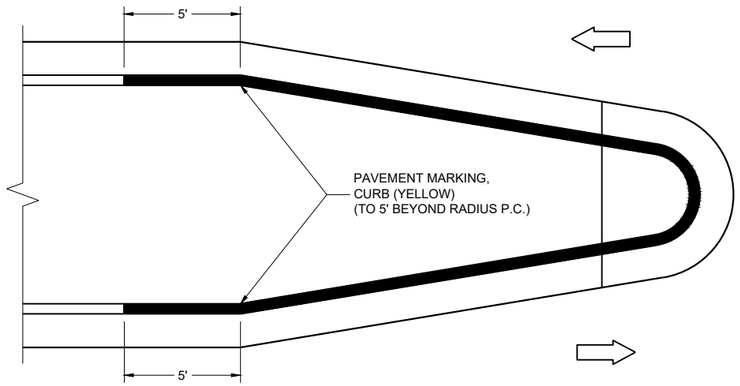
6

SDD 15C18-09a

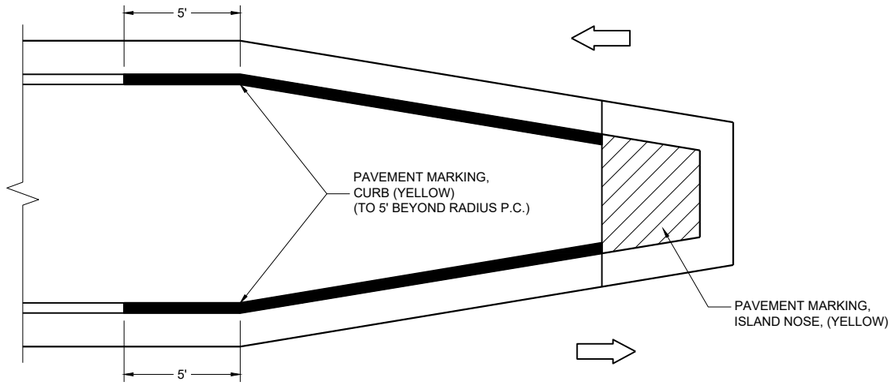
SDD 15C18-09a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

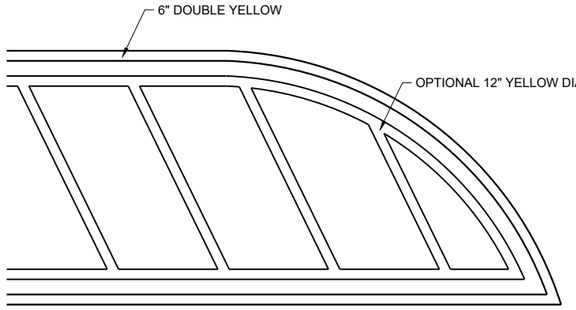
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C18-09b

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED

GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

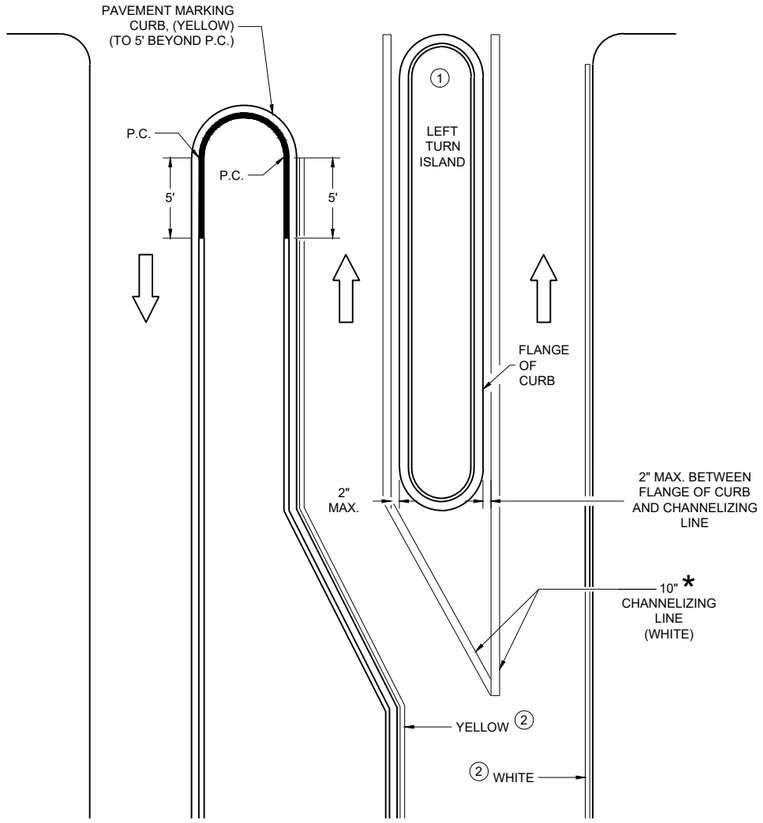
(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

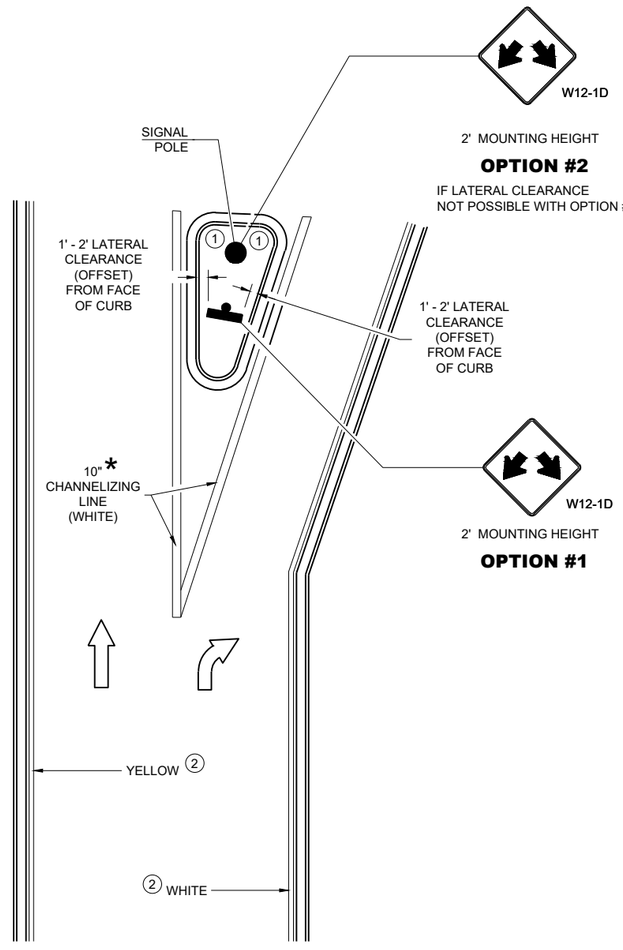
(3) CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

DIRECTION OF TRAVEL

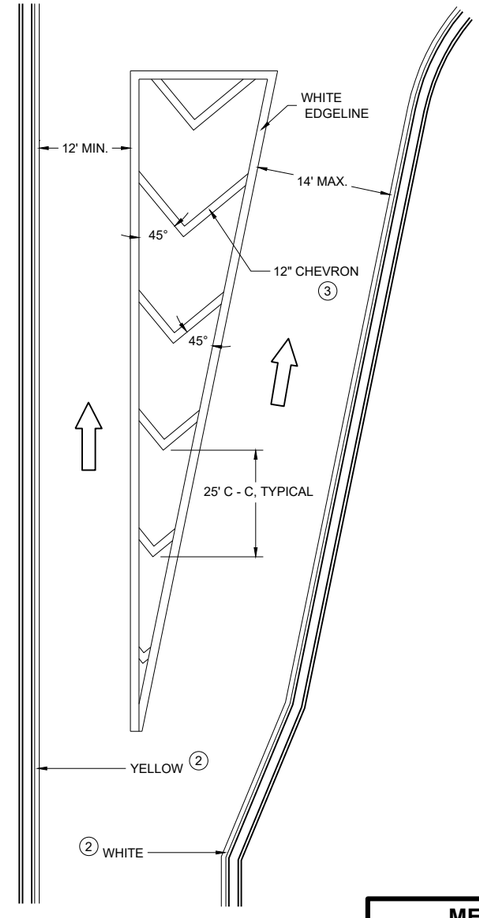
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



TURN LANE DETAIL

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15C18-09c

6

SDD 15C18-09c

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

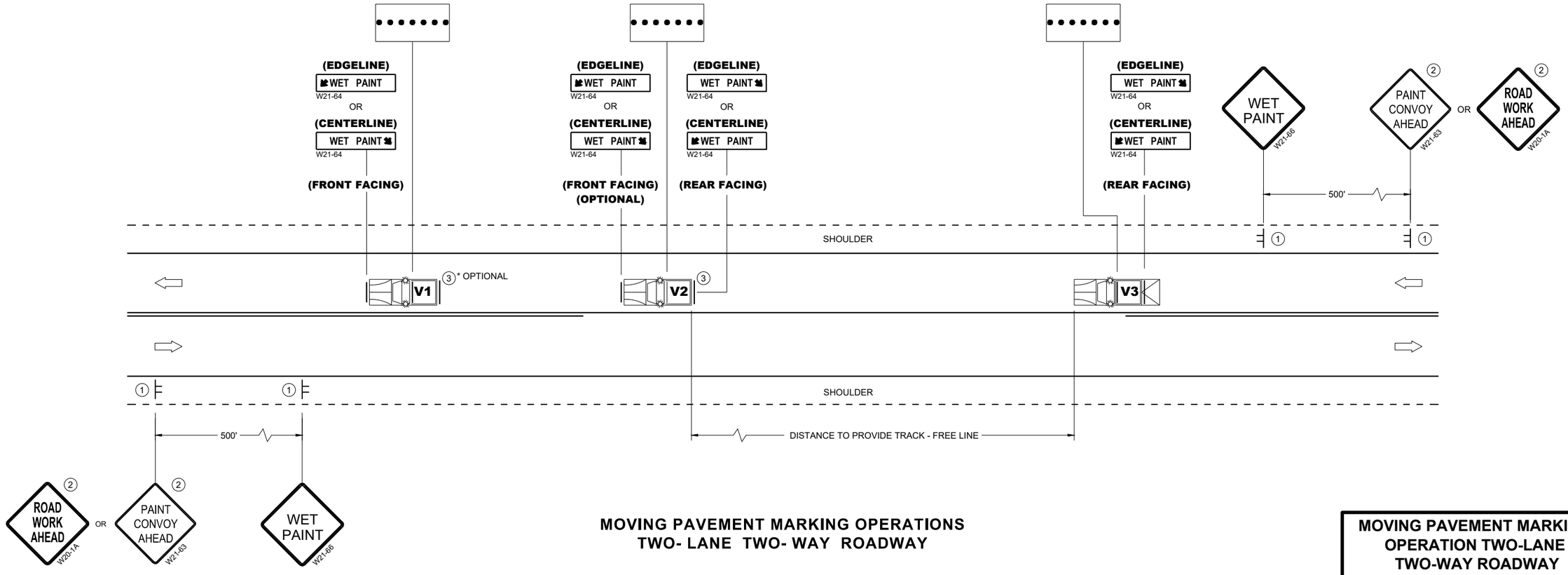
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEBRUARY 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

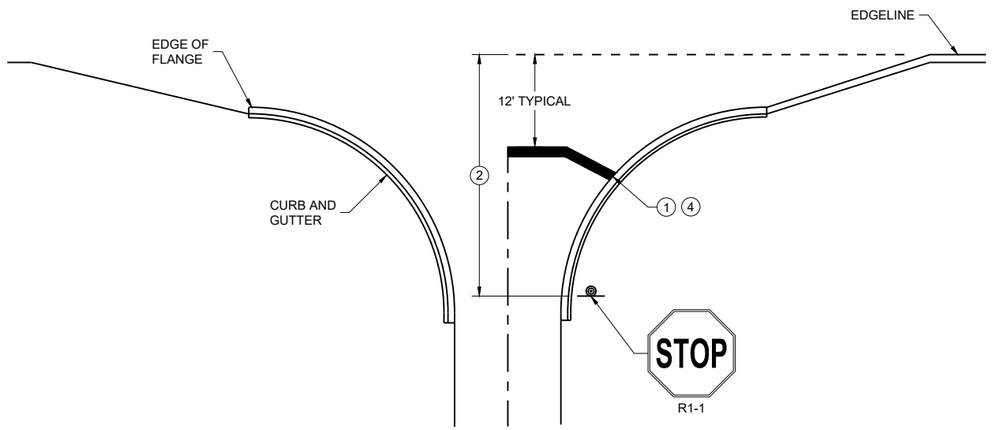
6

SDD 15C19-10a

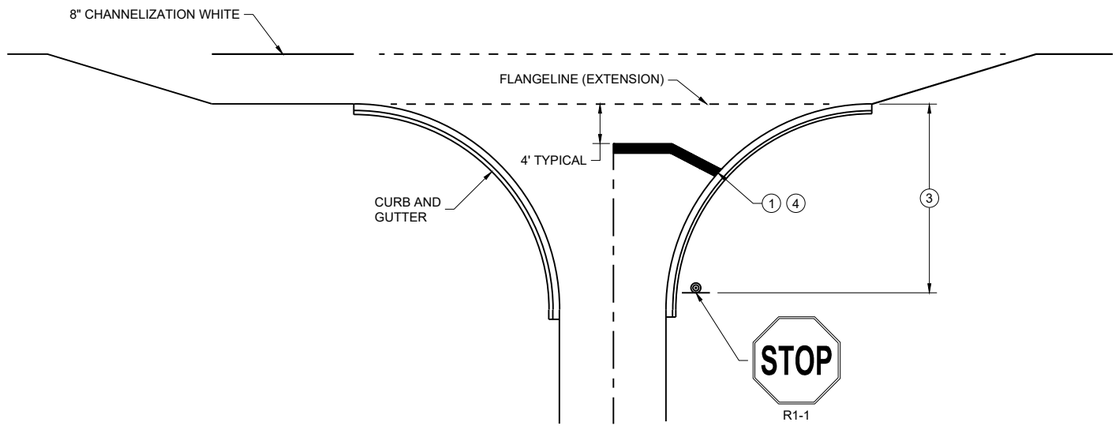
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

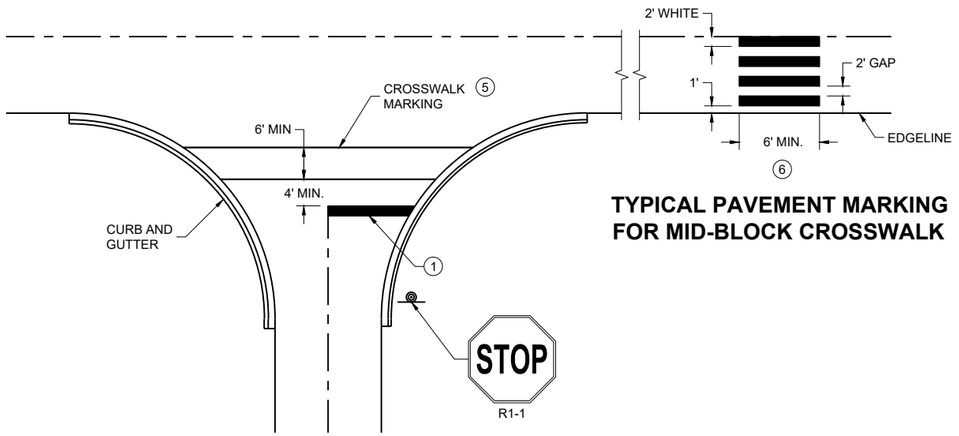
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
6. POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

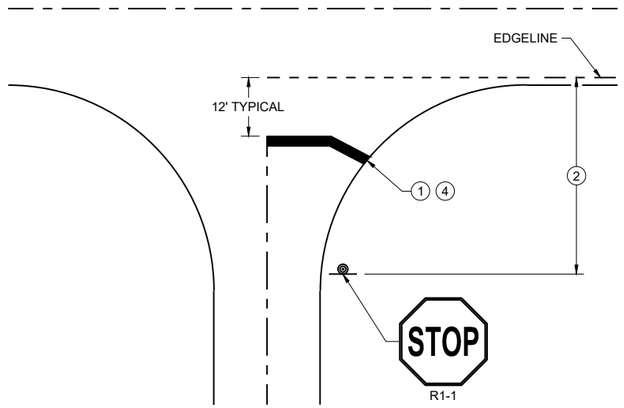


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK (5)

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

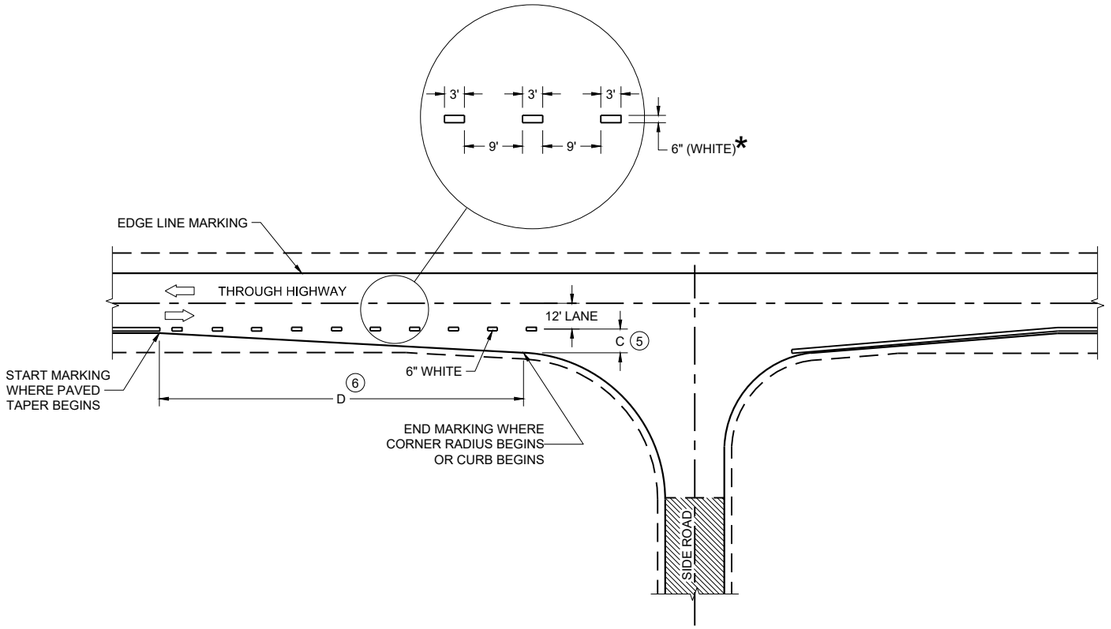
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

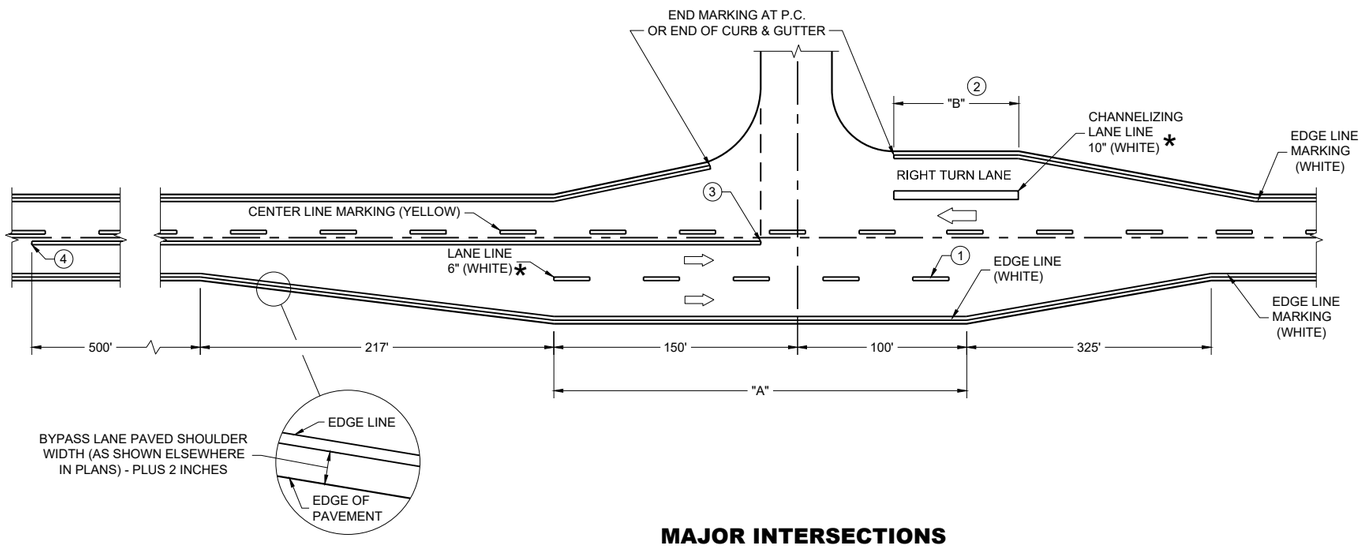
FHWA

6

SDD 15C33-05



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

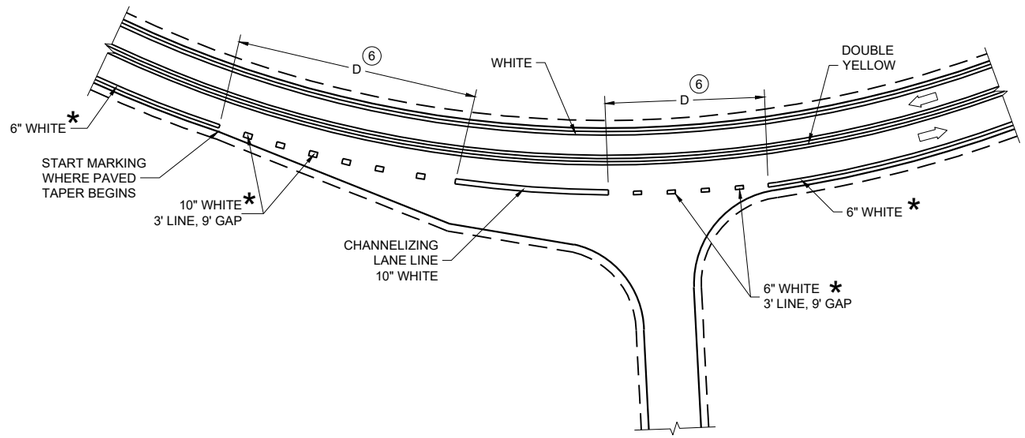
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

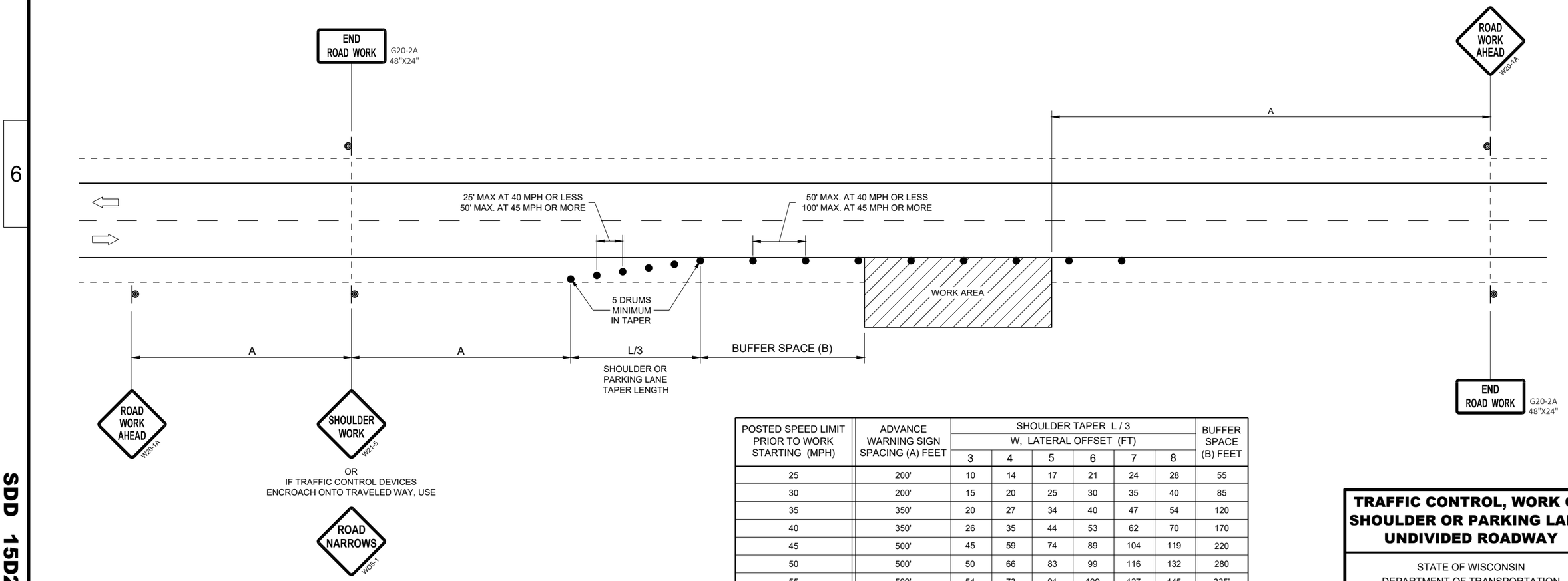
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

SDD 15D28 - 04

SDD 15D28 - 04

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET
0-30	200'
35-40	350'
45-55	500'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

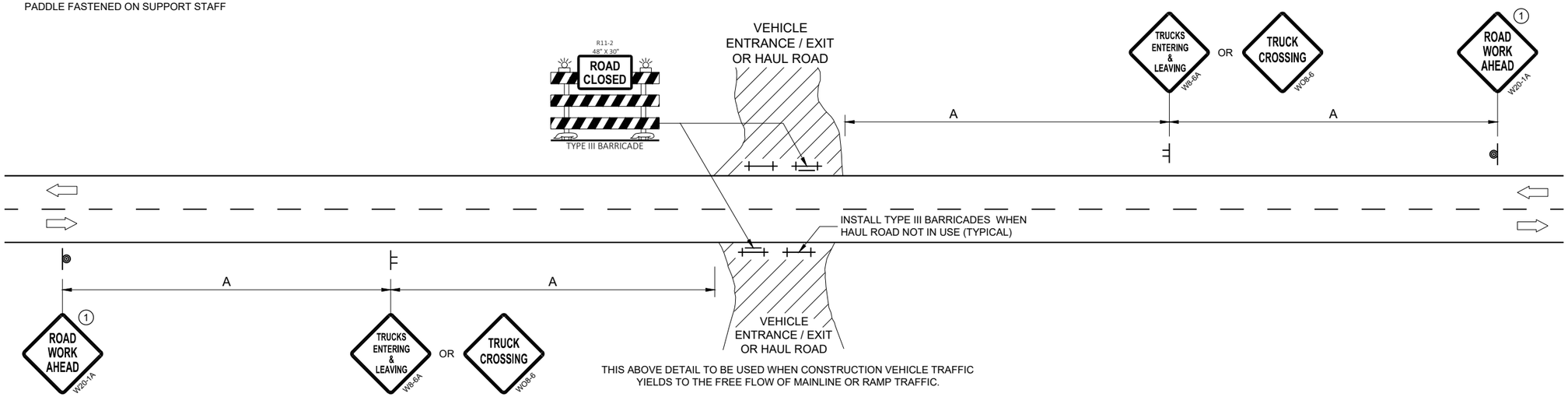
WARNING SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

WHEN ACTIVITY REFLECTED BY THE SIGN IS NOT CURRENTLY TAKING PLACE, THE HIGHWAY SHALL BE RESTORED TO NORMAL CONDITION AND THE SIGNS SHALL BE REMOVED, COVERED OR TURNED AWAY FROM TRAFFIC.

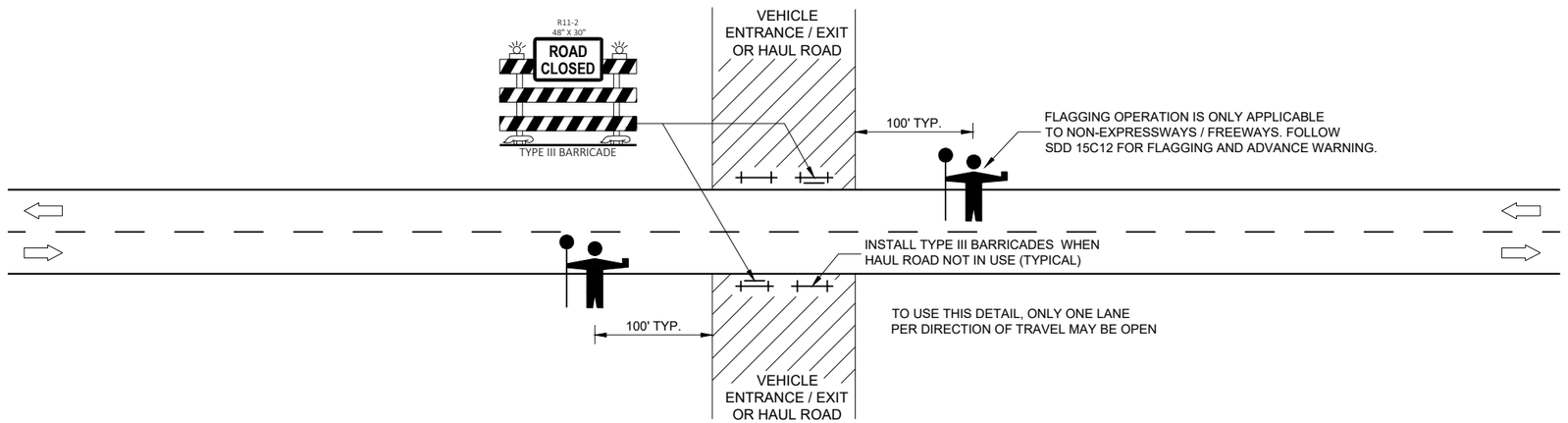
WHEN A SIDE ROAD OR RAMP INTERSECTS WITHIN THE ADVANCE SIGNING AREA, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

PLACE SIGNS ON BOTH SIDES IF USED ON DIVIDED HIGHWAY.

(1) THESE SIGNS ARE TO BE USED ONLY WHEN VEHICLE ENTRANCE / EXIT CONDITIONS ARE SEPARATED BY MORE THAN TWO MILES FROM PREVIOUS WORK AREA OR SIGNING OR AS DIRECTED BY THE ENGINEER.



THIS ABOVE DETAIL TO BE USED WHEN CONSTRUCTION VEHICLE TRAFFIC YIELDS TO THE FREE FLOW OF MAINLINE OR RAMP TRAFFIC.



TO USE THIS DETAIL, ONLY ONE LANE PER DIRECTION OF TRAVEL MAY BE OPEN

THIS DETAIL TO BE USED WHEN CONSTRUCTION WORK INCLUDING TRUCKING ACTIVITY REQUIRES MAINLINE TRAFFIC TO BE TEMPORARILY STOPPED IN ONE OR BOTH DIRECTIONS. DELAY TO HIGHWAY TRAFFIC SHALL BE MINIMIZED.

TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

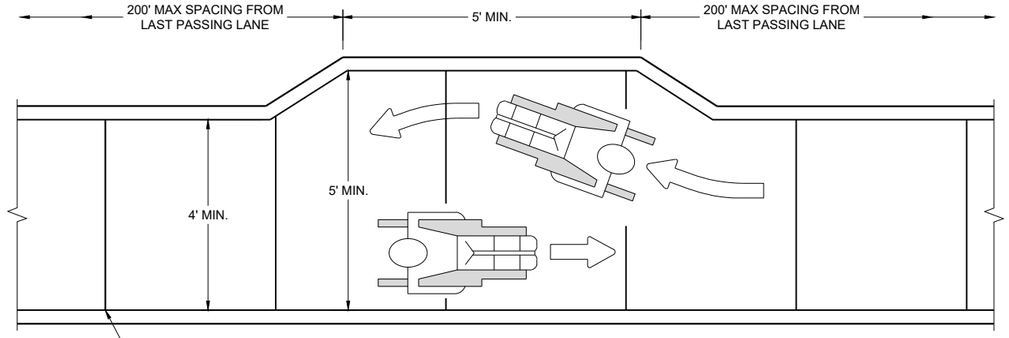
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

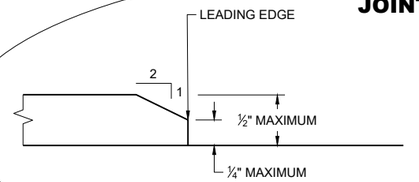
6

SDD 15D29 - 06

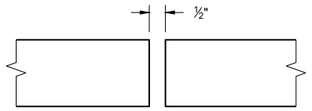


NARROW SIDEWALK PASSING DETAIL

JOINT ALLOWANCES



MAXIMUM VERTICAL GAP



MAXIMUM HORIZONTAL GAP

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

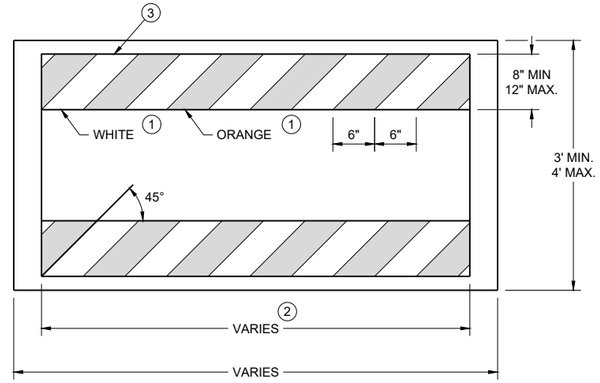
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

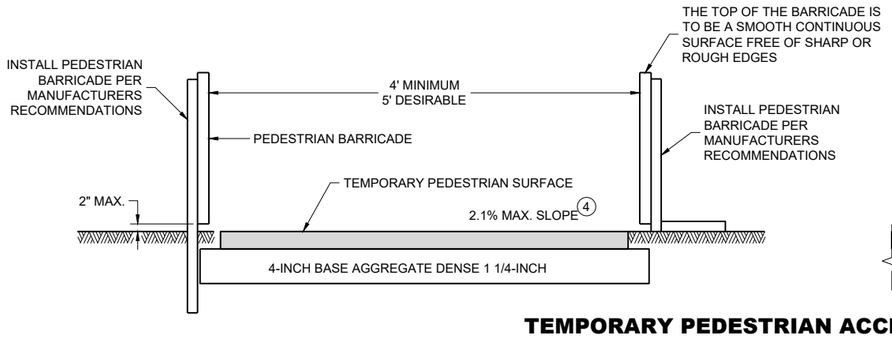
(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

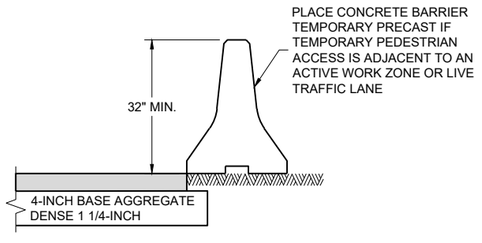
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

(4) WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



TEMPORARY PEDESTRIAN BARRICADE *



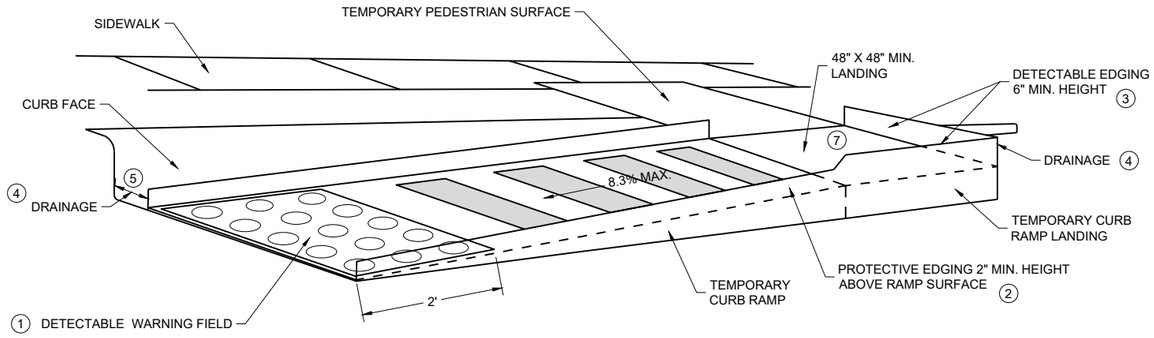


TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-11a



PERSPECTIVE VIEW

GENERAL NOTES

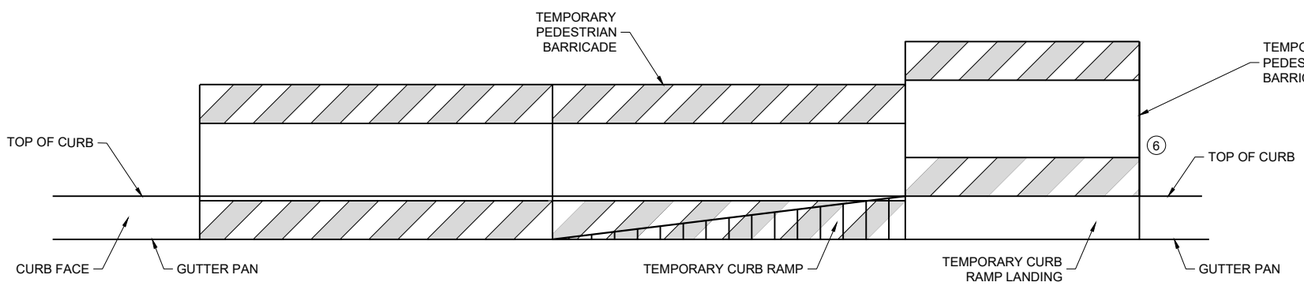
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

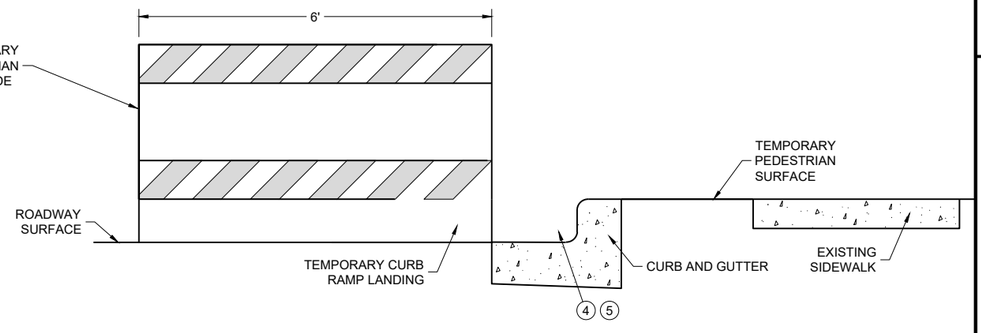
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

6

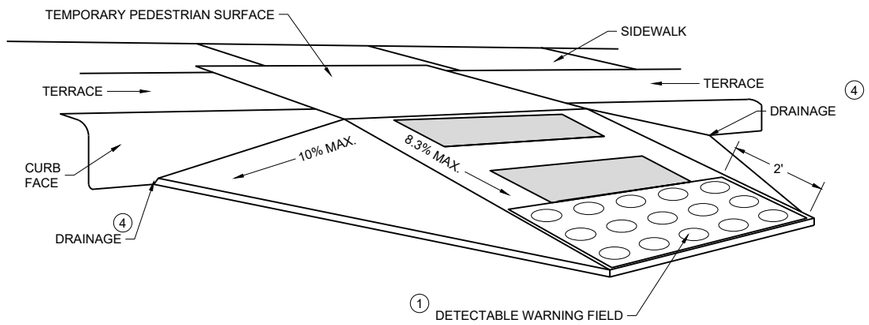
SDD 15D30-11b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

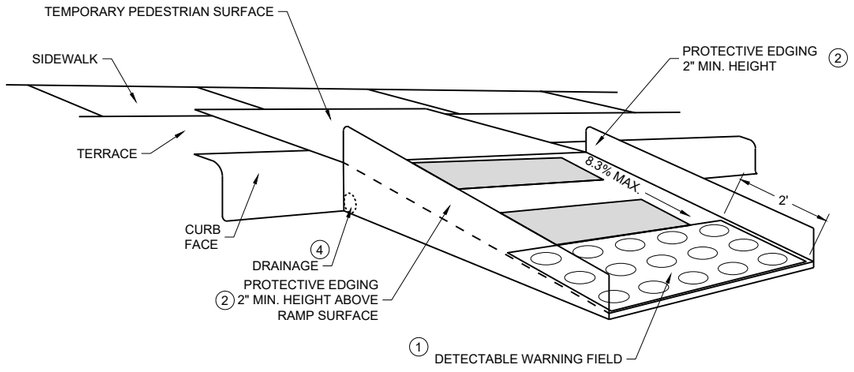
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-11b



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

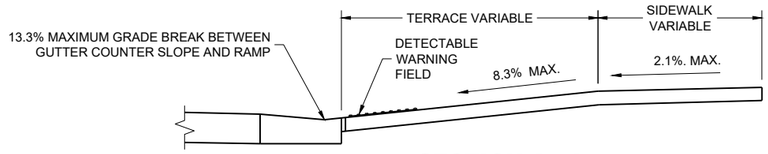
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

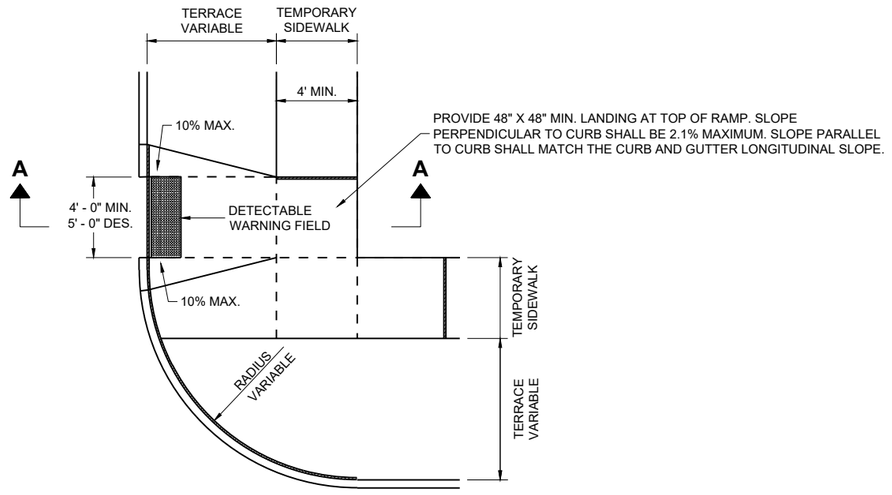
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



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

6

SDD 15D30-11d

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

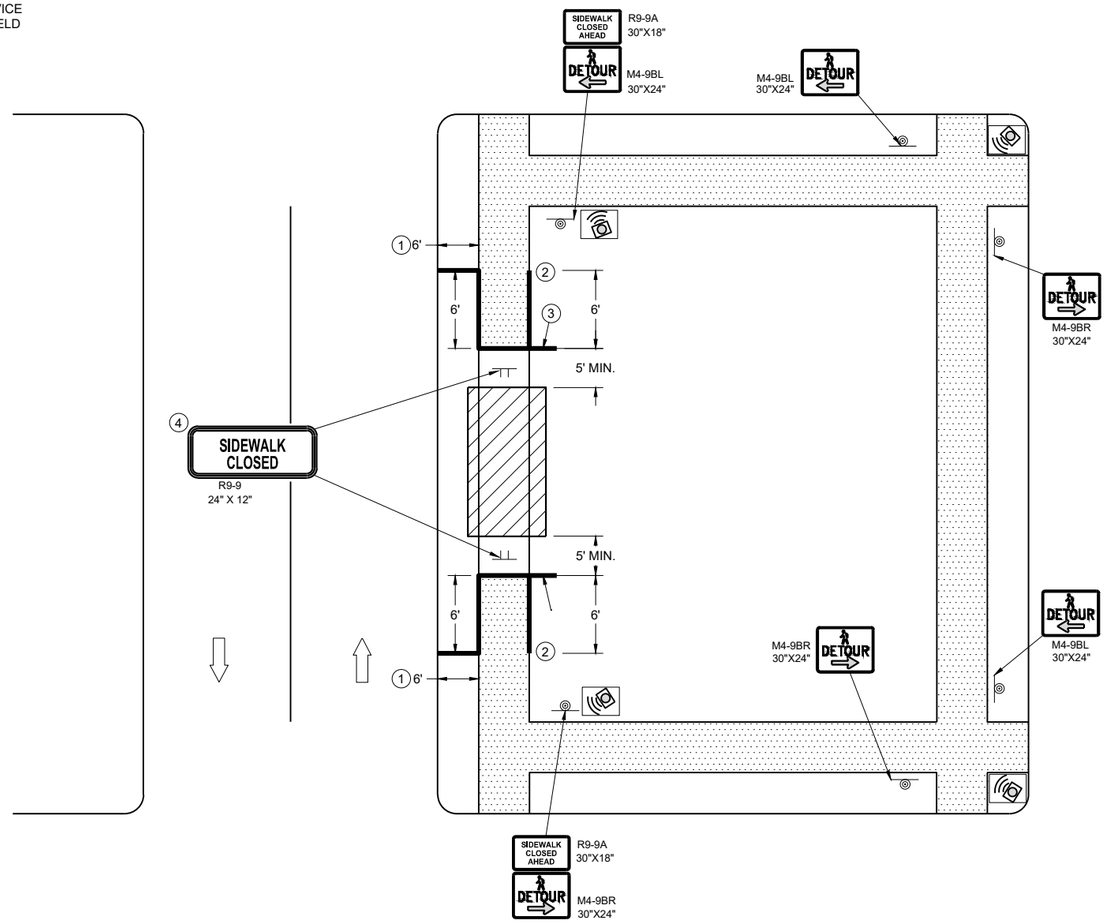
APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D30-11d

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

6

SDD 15D30-11f

LEGEND

SIGN ON TEMPORARY SUPPORT

WORK AREA

UNDER PEDESTRIAN TRAFFIC

TEMPORARY PEDESTRIAN SURFACE

TEMPORARY PEDESTRIAN BARRICADE

OPTIONAL TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

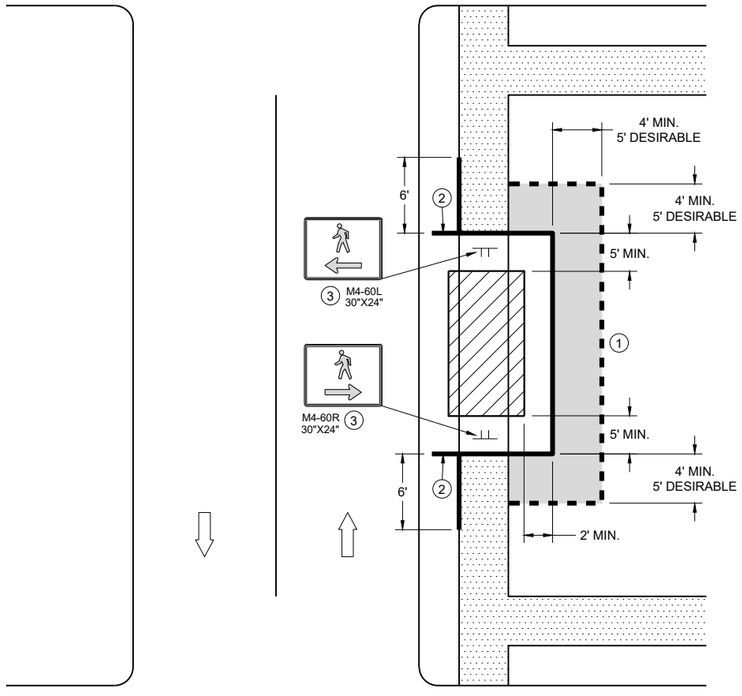
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK BYPASS
SINGLE SIDE

6

SDD 15D30-11g

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

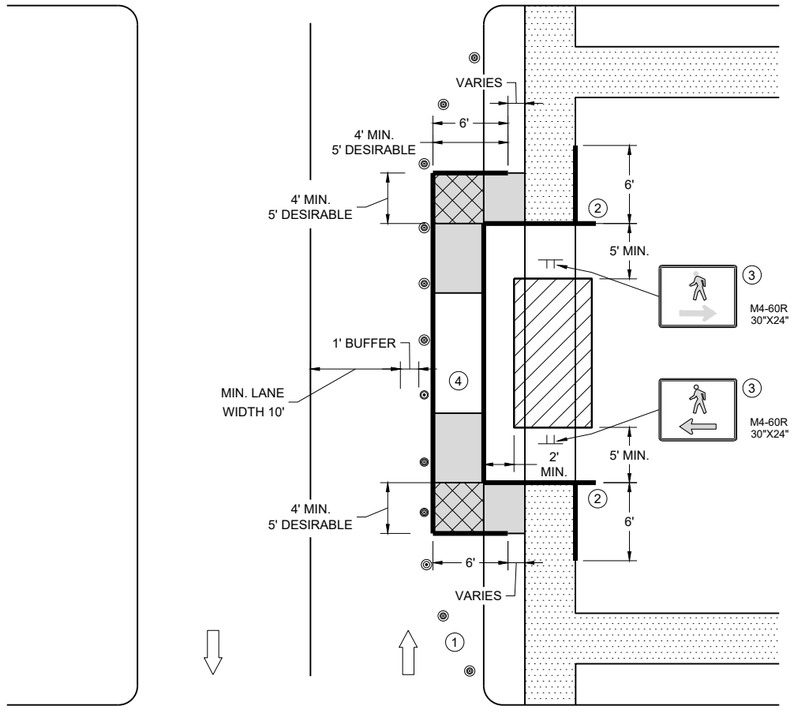
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.

(2) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

(4) USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE

6

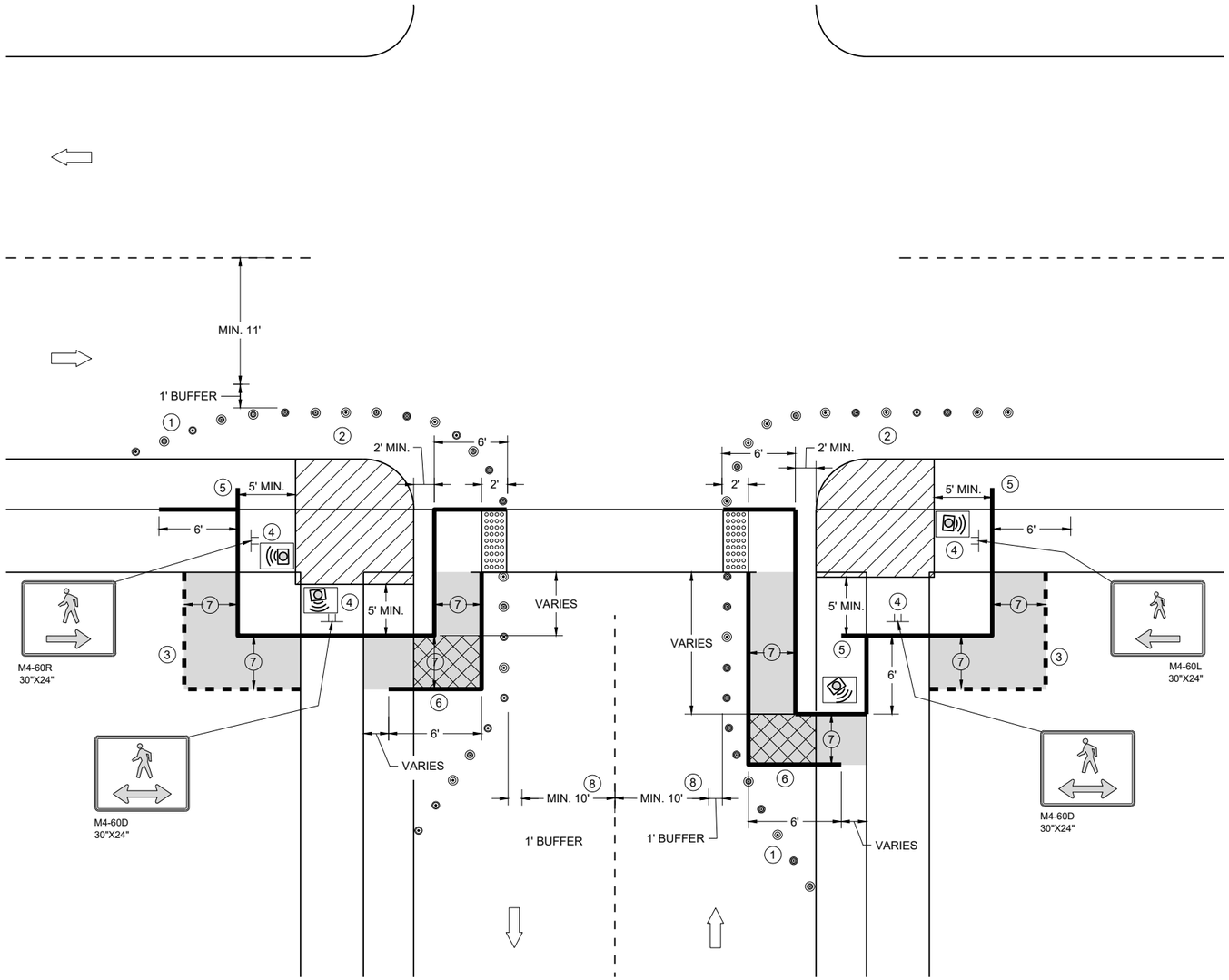
SDD 15D30-11h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30-11h



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

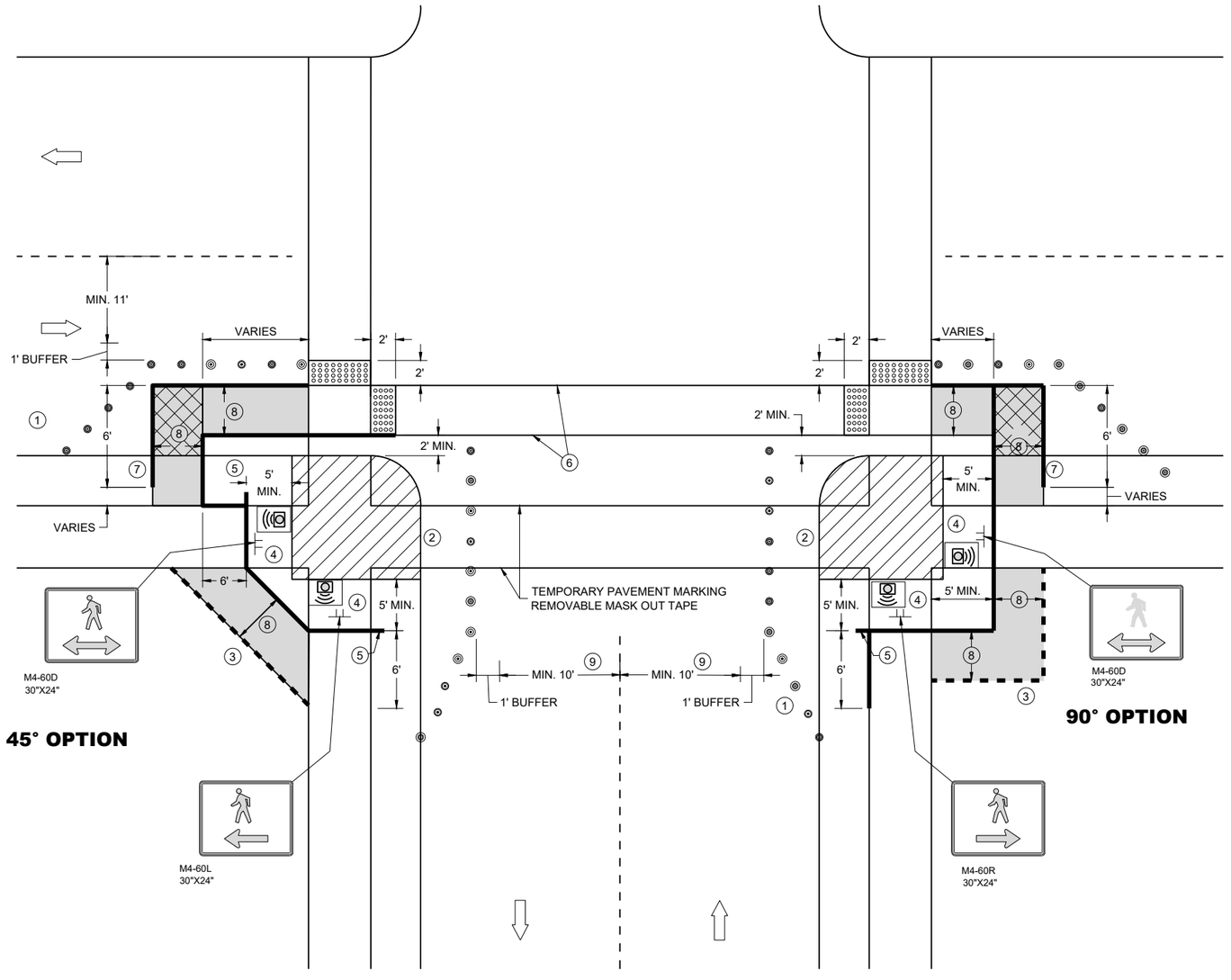
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-11i



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

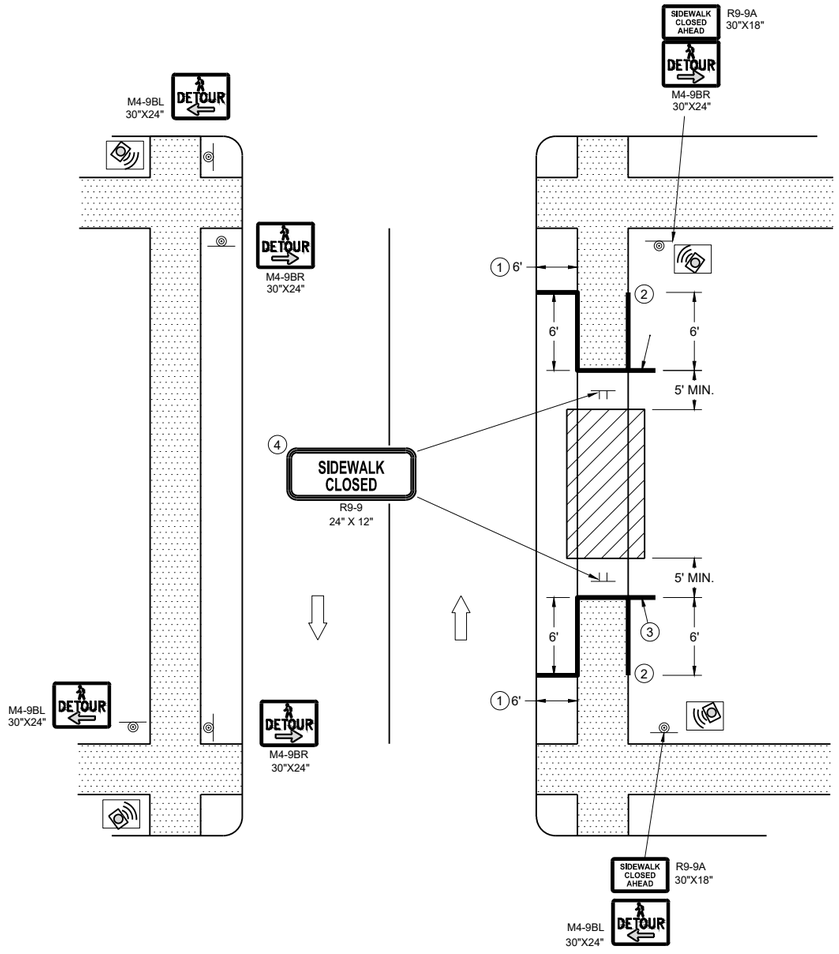
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15D30-11j

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.

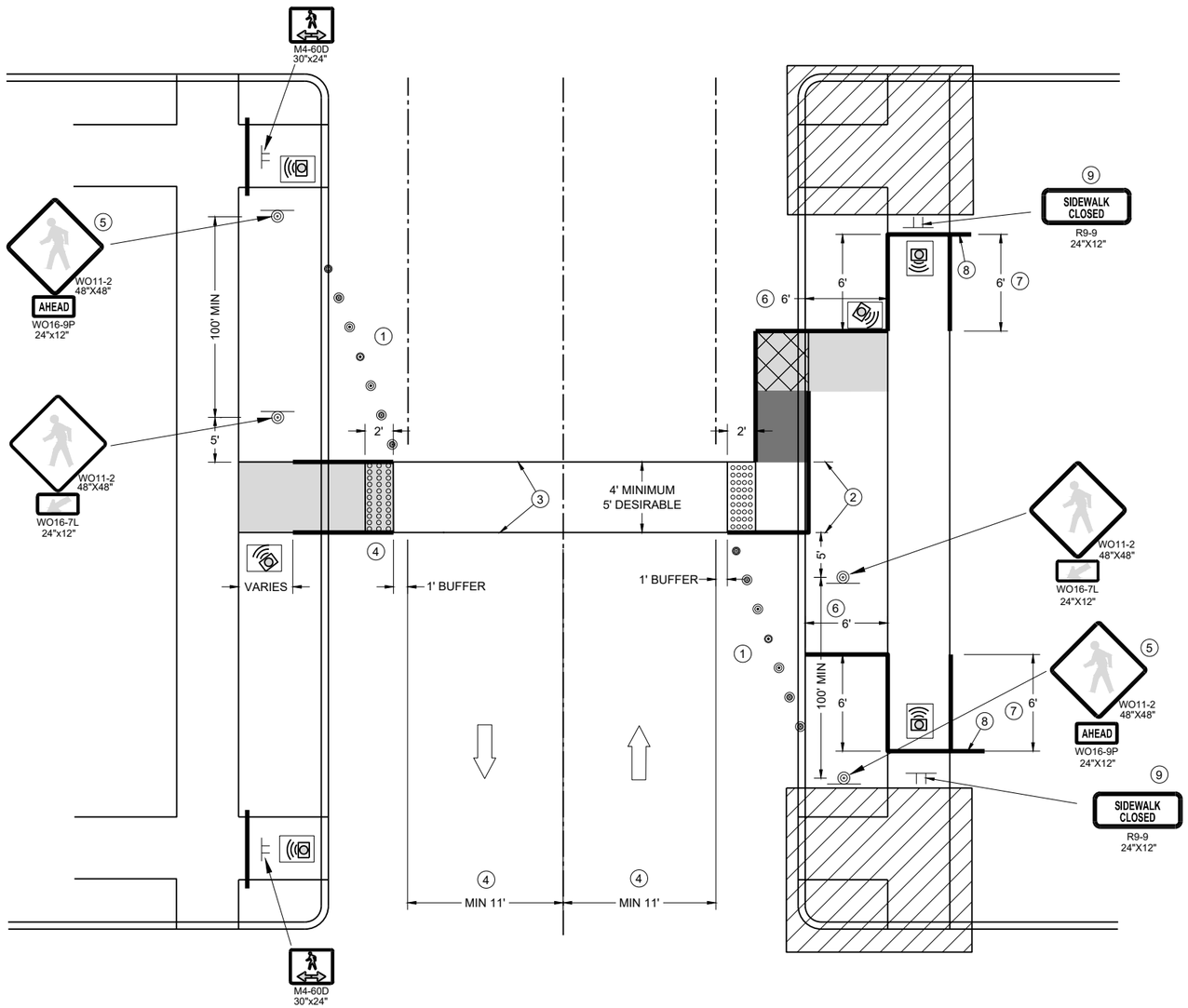
PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

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 15D30-11k



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.

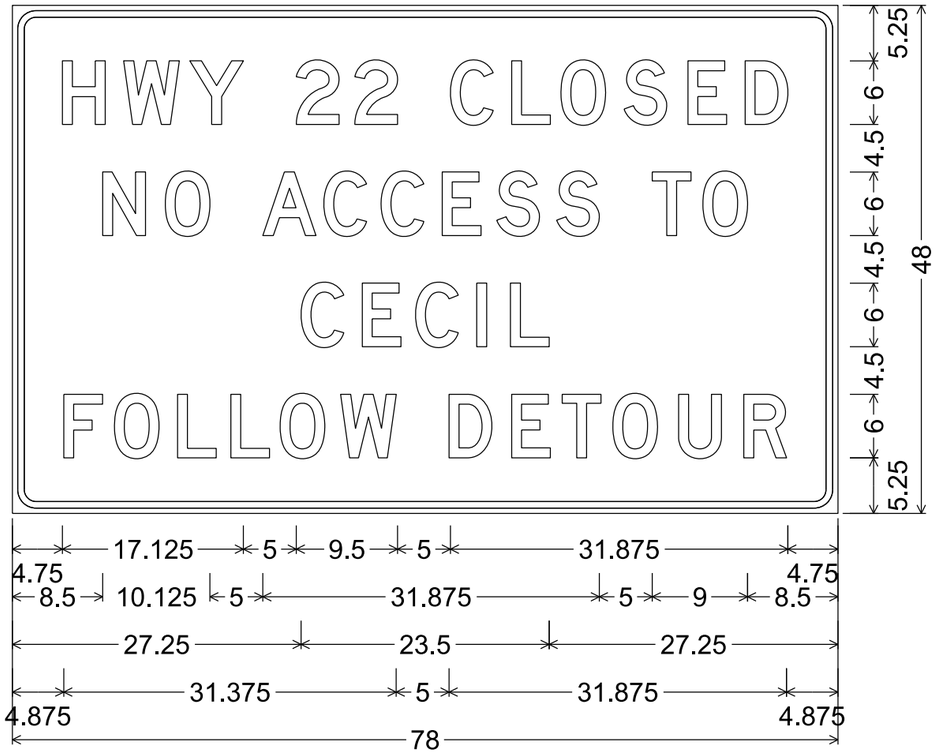
1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING 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

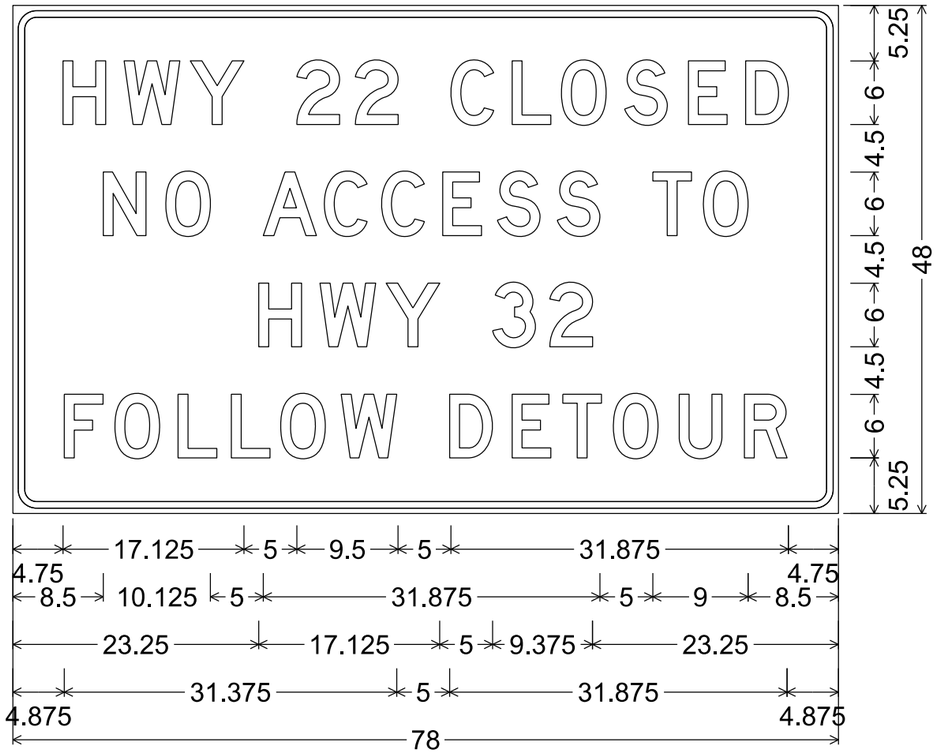
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



2.250" Radius, 0.625" Border, 0.500" Indent

NOTES

1. Fixed Message Type II Signs - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Base Material .040" aluminum



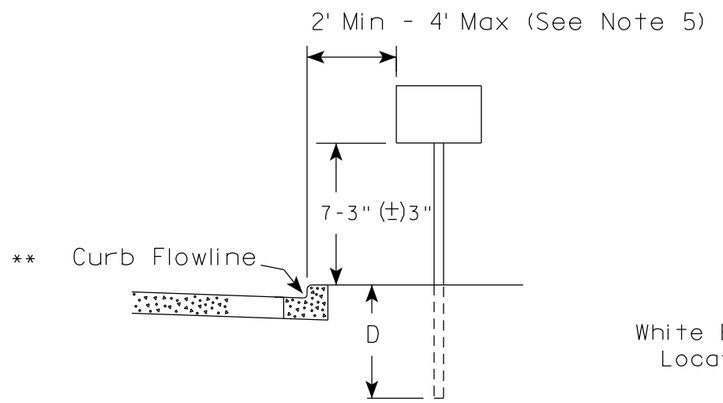
2.250" Radius, 0.625" Border, 0.500" Indent

7

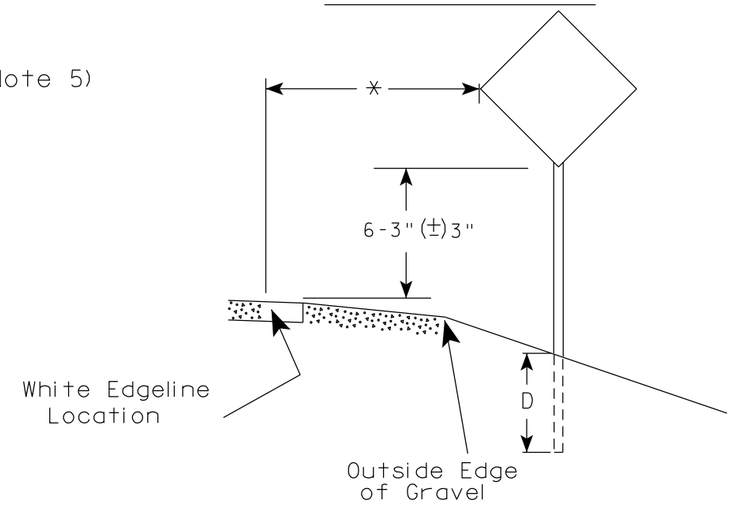
7

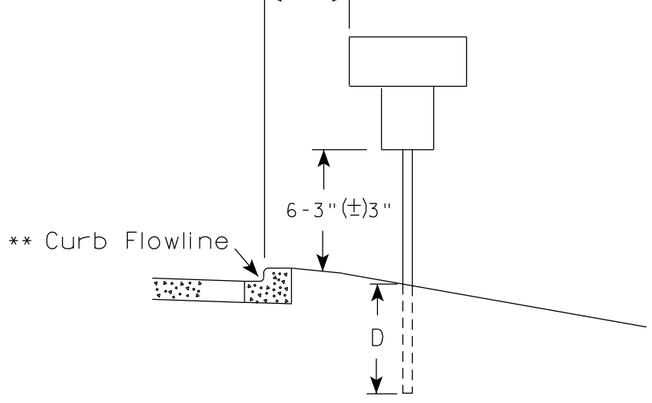
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	TEMPORARY SIGNING	SHEET NO: 331	E

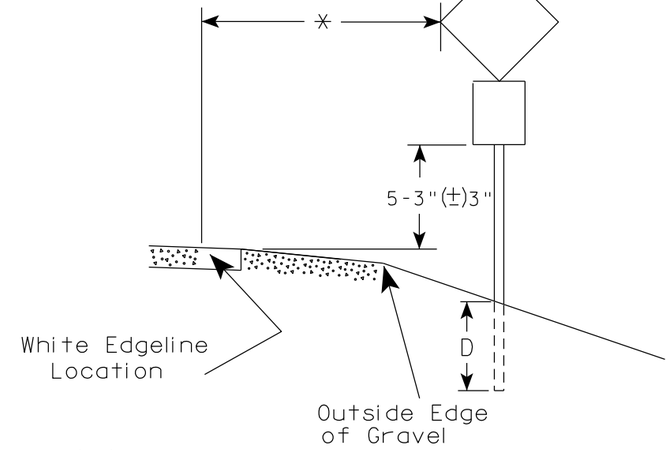
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

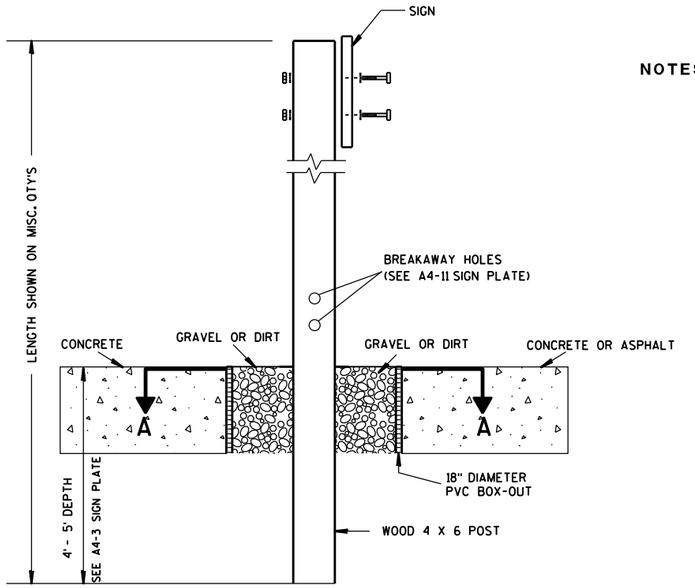
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

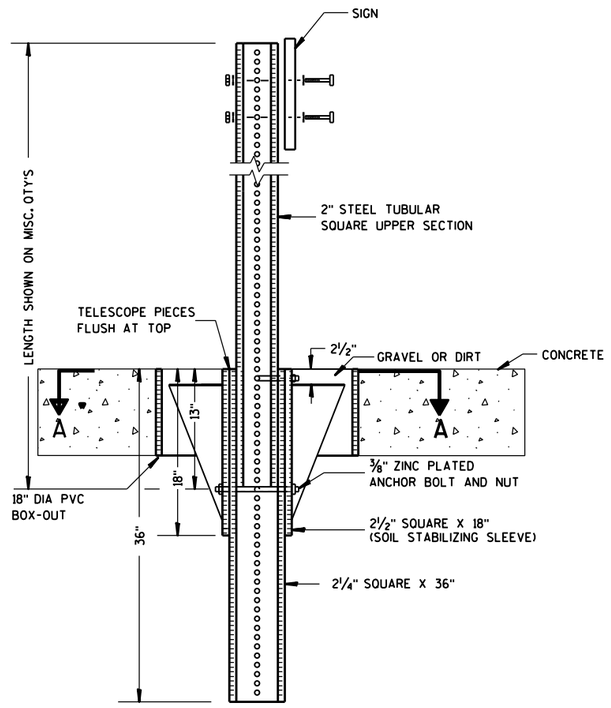
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 332	E



ELEVATION VIEW

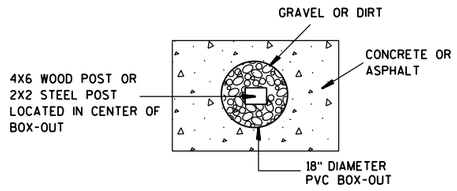
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

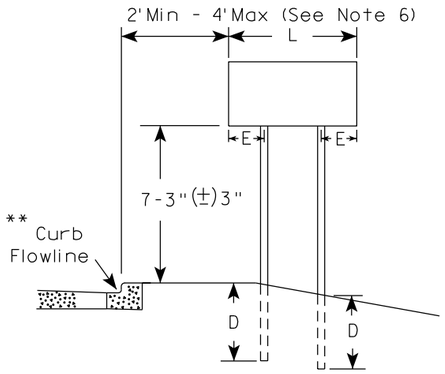
APPROVED Matthew R Rauch
for State Traffic Engineer

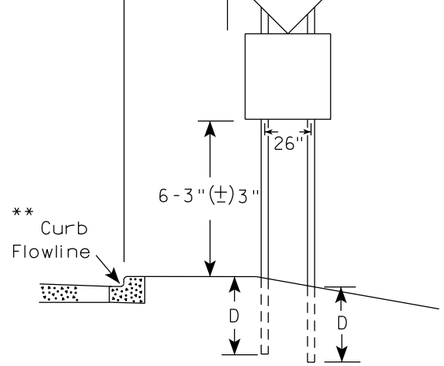
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

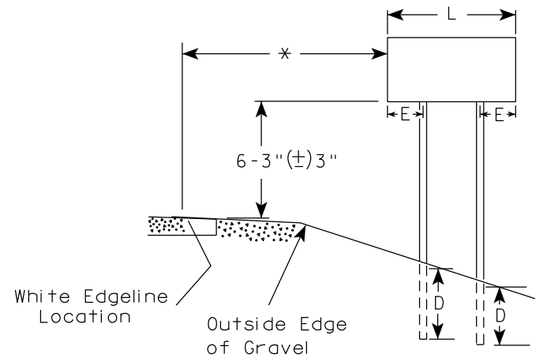
URBAN AREA

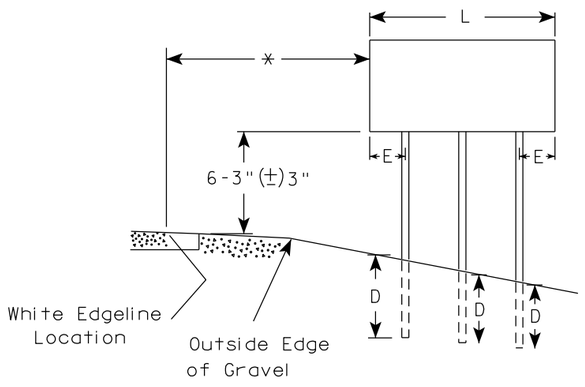


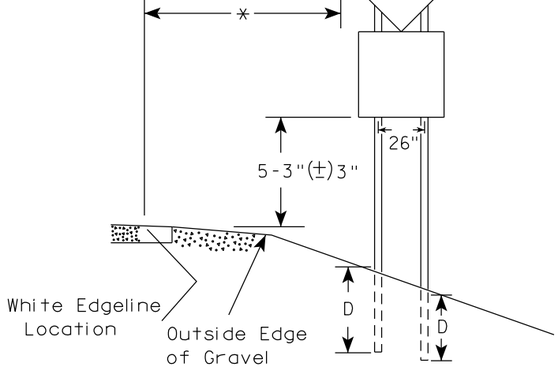


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

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.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

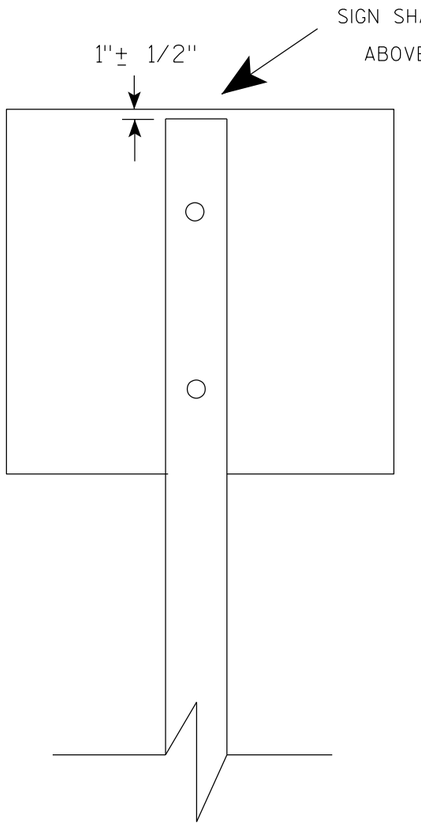
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

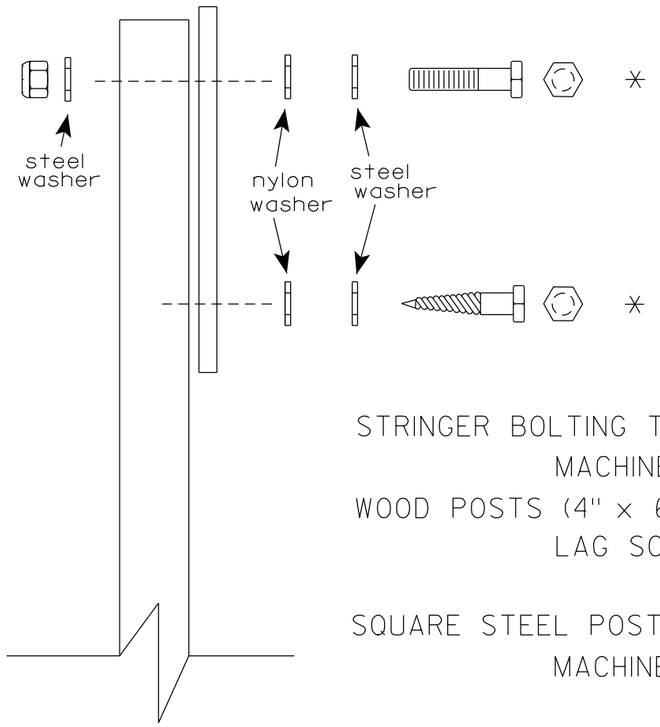
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 334	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: 335 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

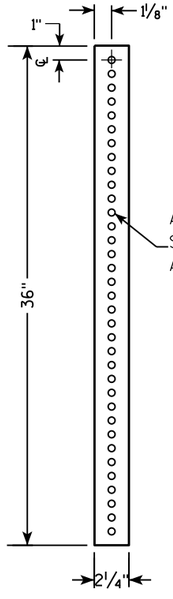
WISDOT/CADDS SHEET 42

7

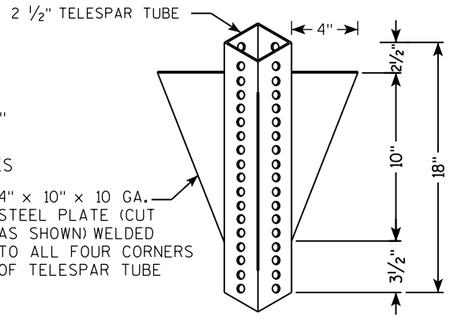
7

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

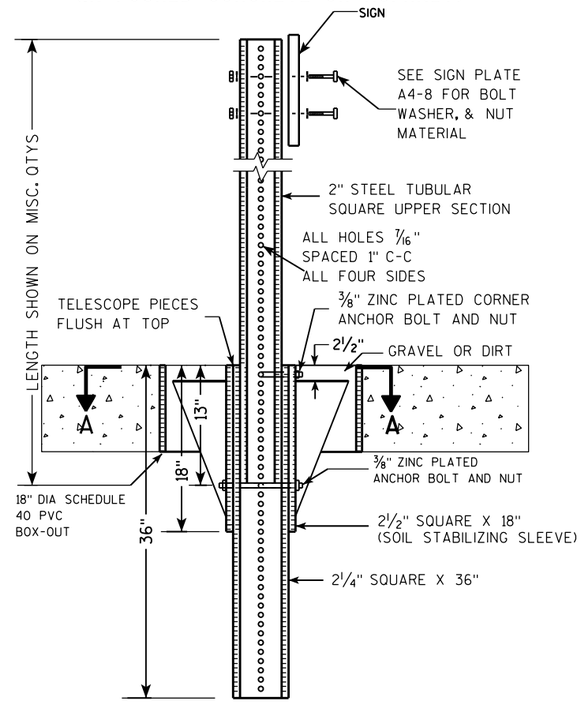
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



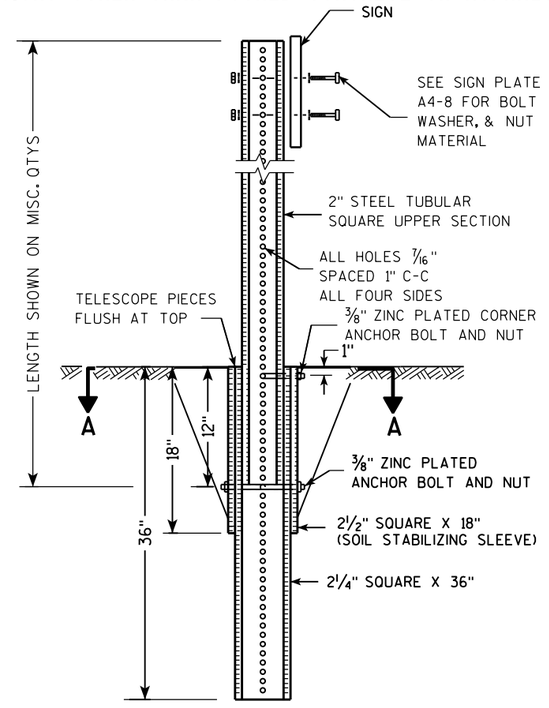
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

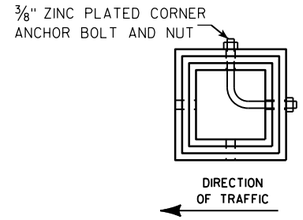


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

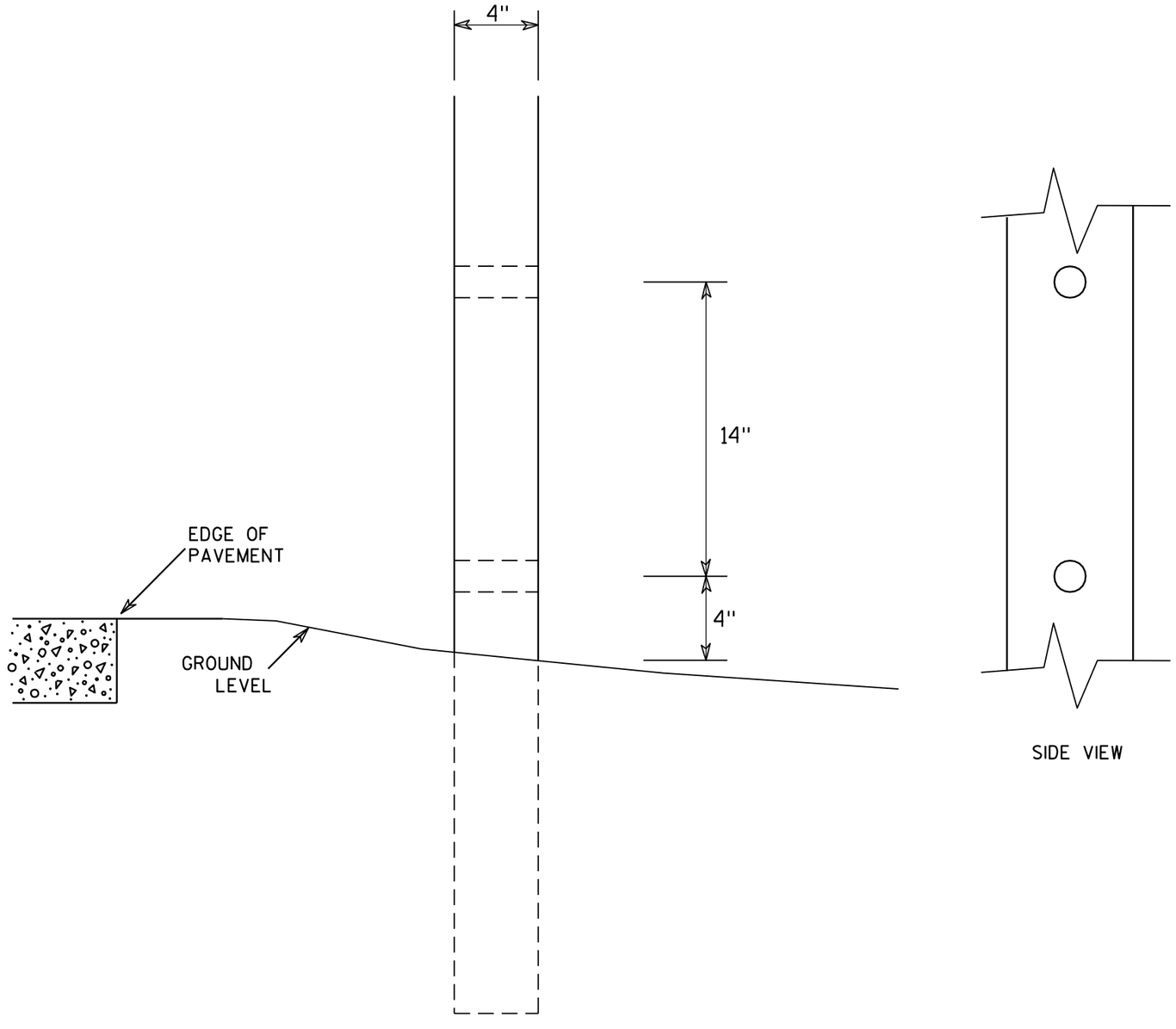
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 336 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

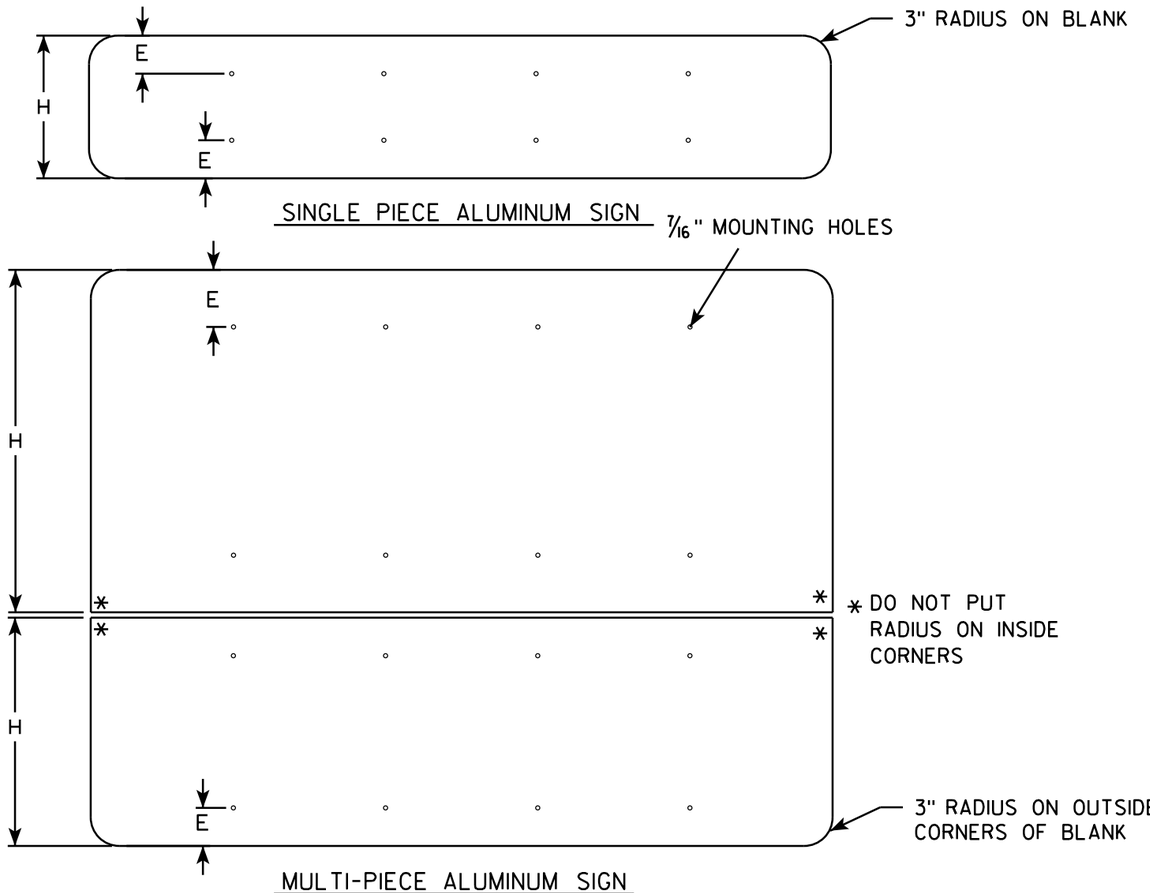
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

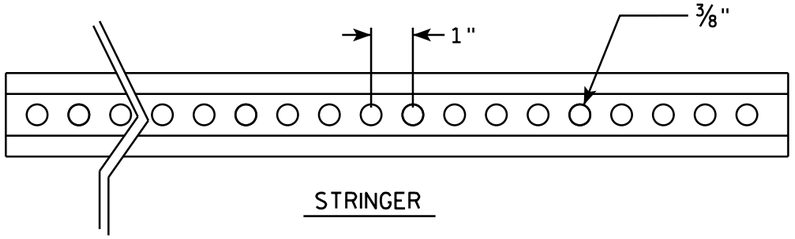
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 337	E



GENERAL NOTES

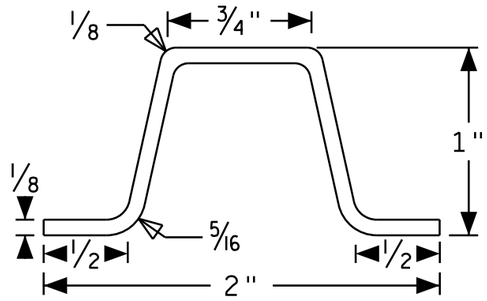
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

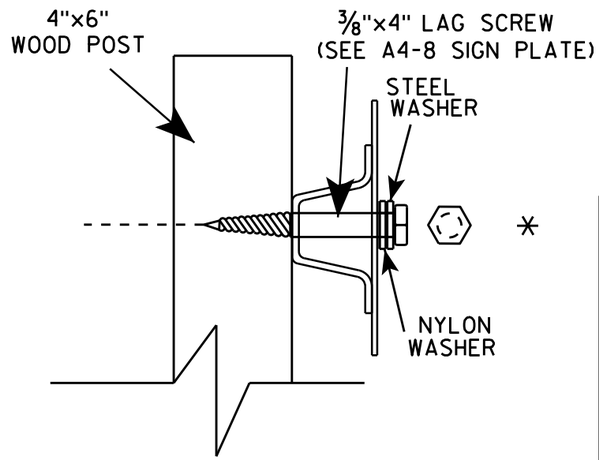


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

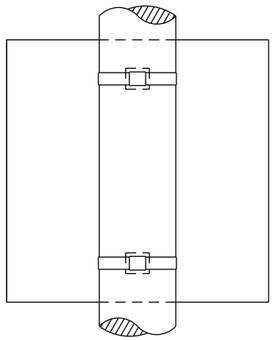
DATE 4/26/16 PLATE NO A4-18.1

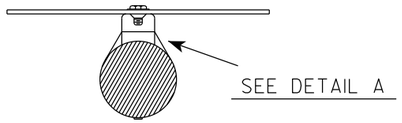
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

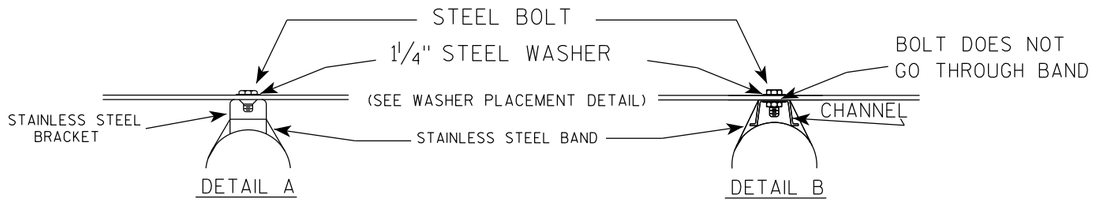
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

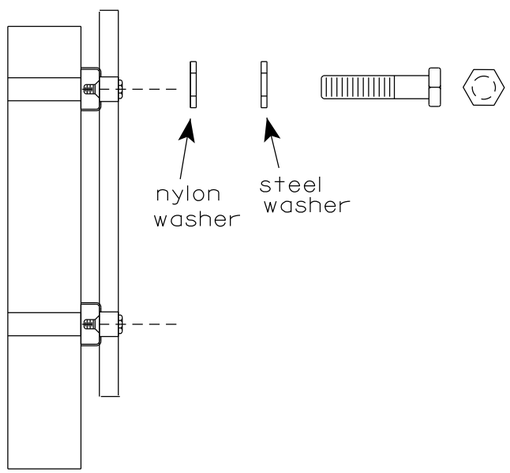
SINGLE SIGN







WASHER PLACEMENT

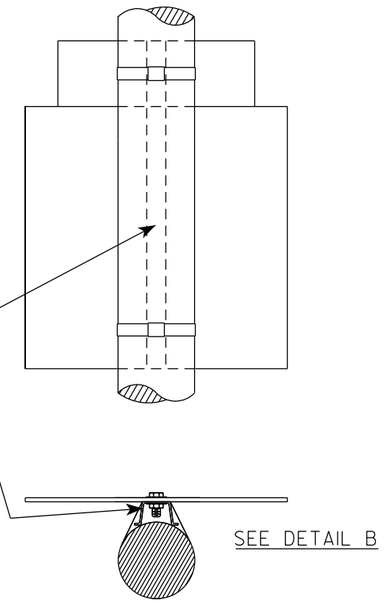


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

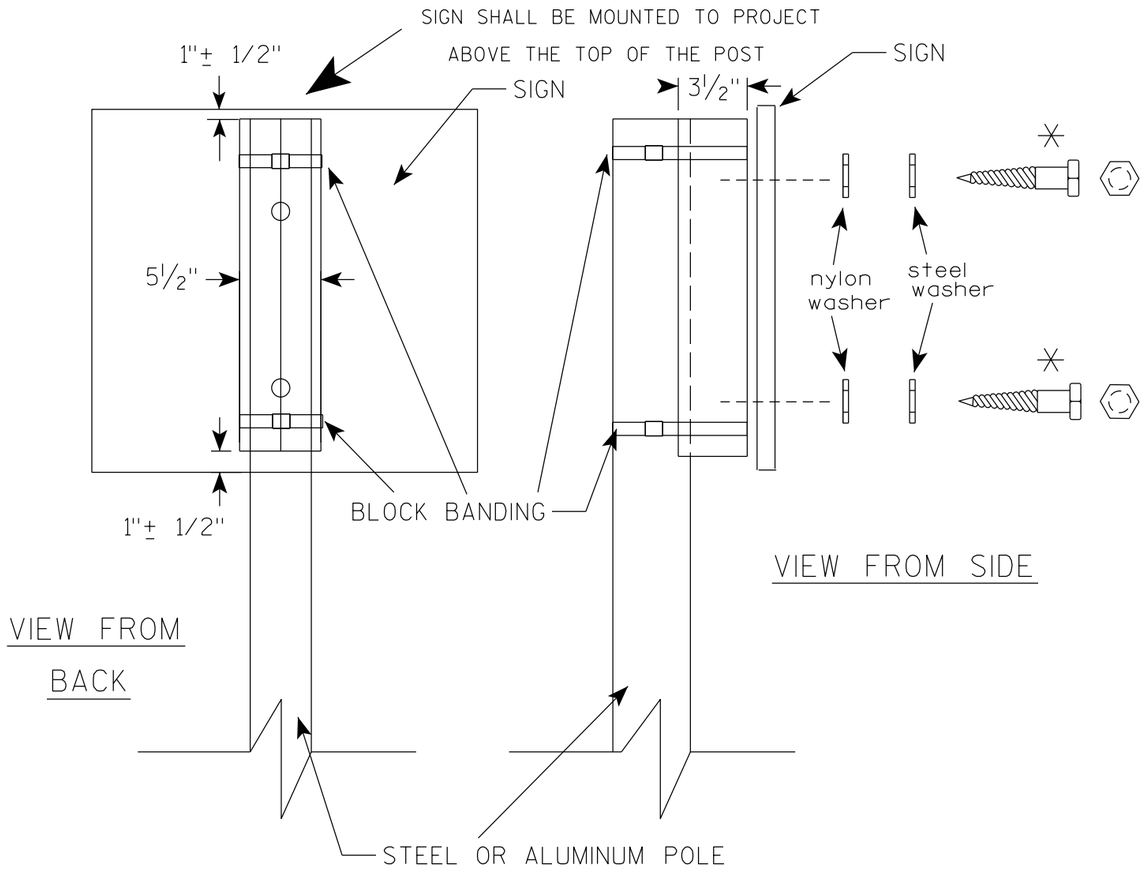
DATE 6/10/19 PLATE NO. A5-9.4

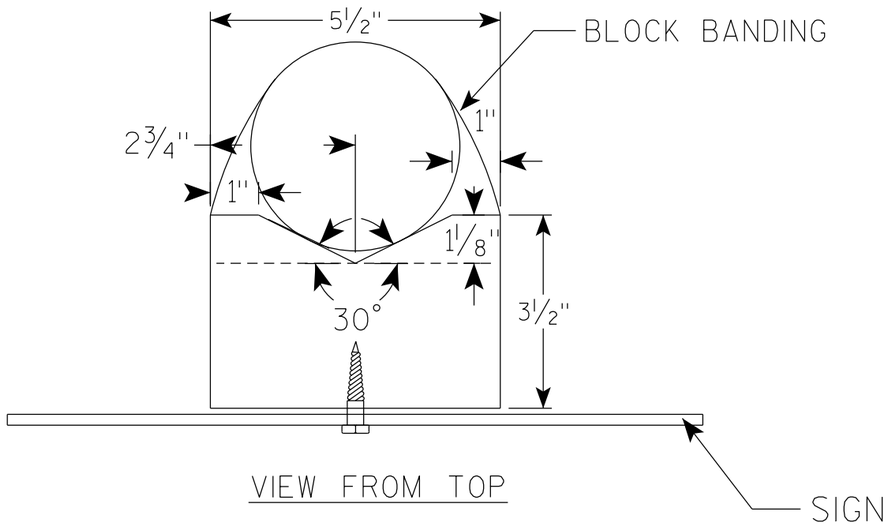
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 339	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

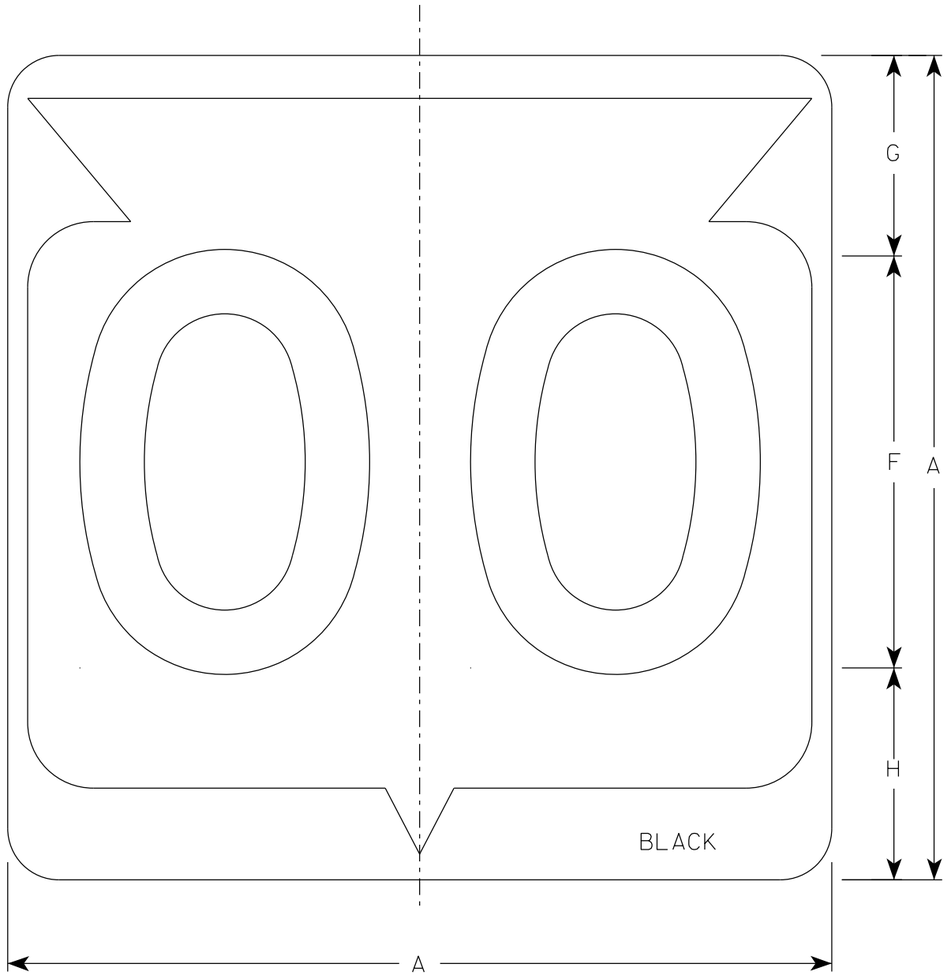
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

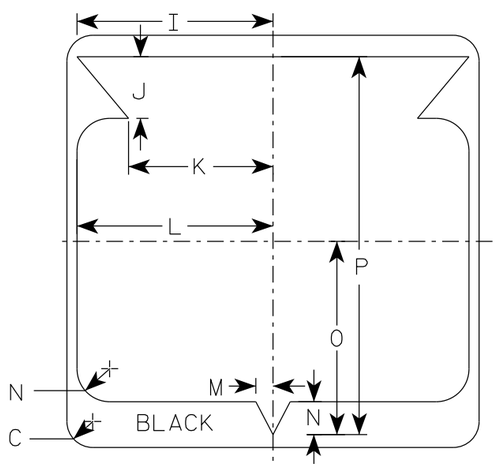
SHEET NO: 340 E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

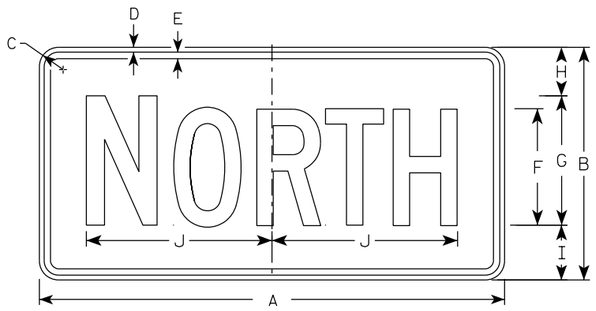
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

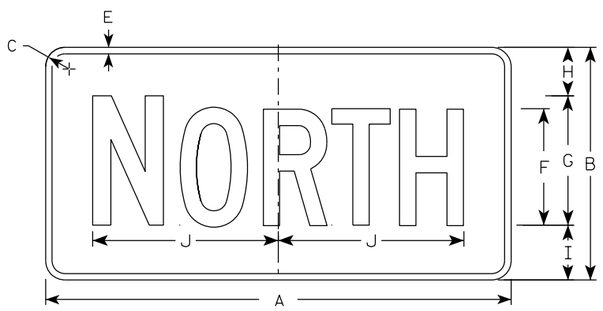
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

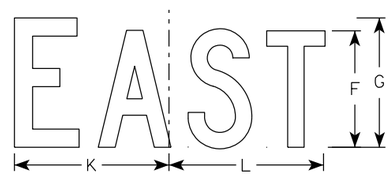
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 341	E



M3-1
MM3-1
MP3-1



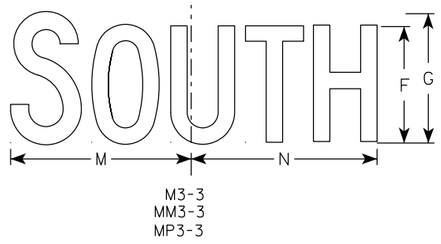
MB3-1
MK3-1
MN3-1



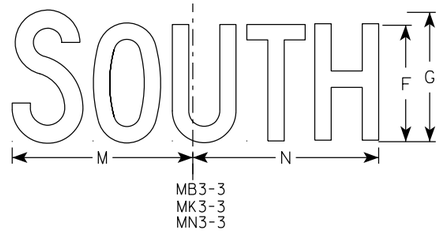
M3-2
MM3-2
MP3-2



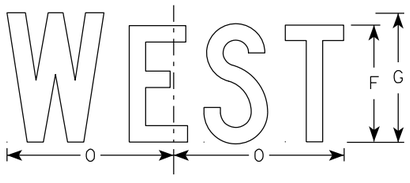
MB3-2
MK3-2
MN3-2



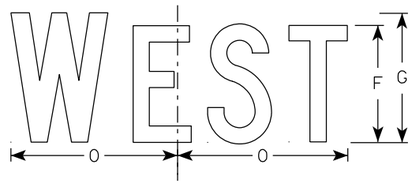
M3-3
MM3-3
MP3-3



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

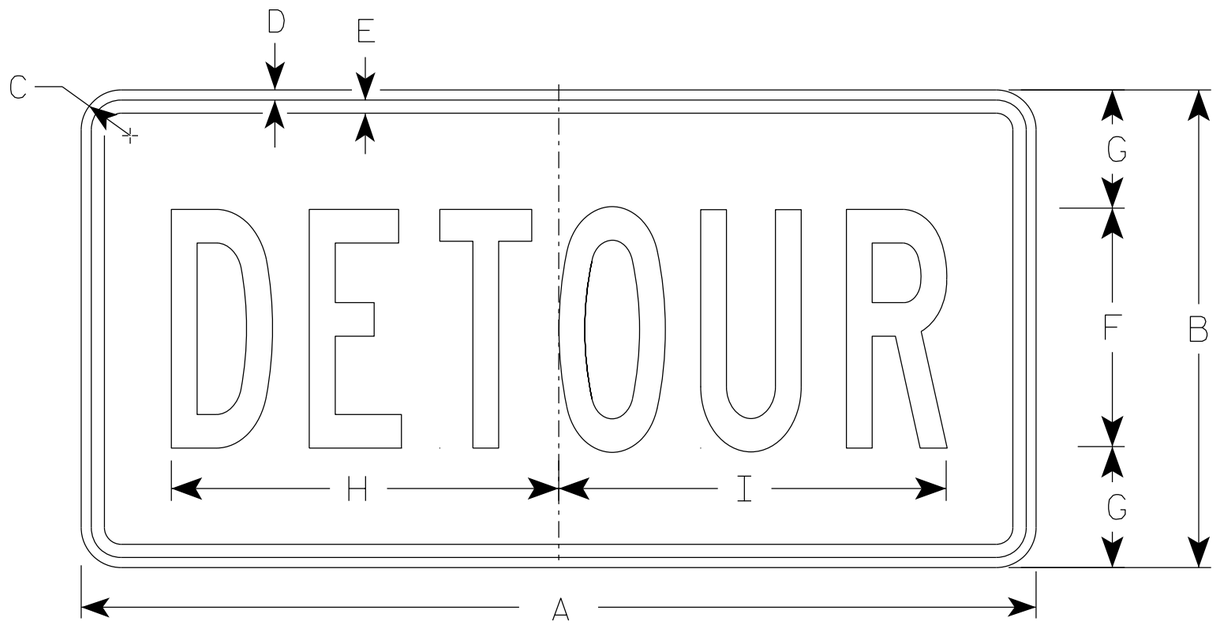
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

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: 342 | E



M4-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

STANDARD SIGN
M4-8

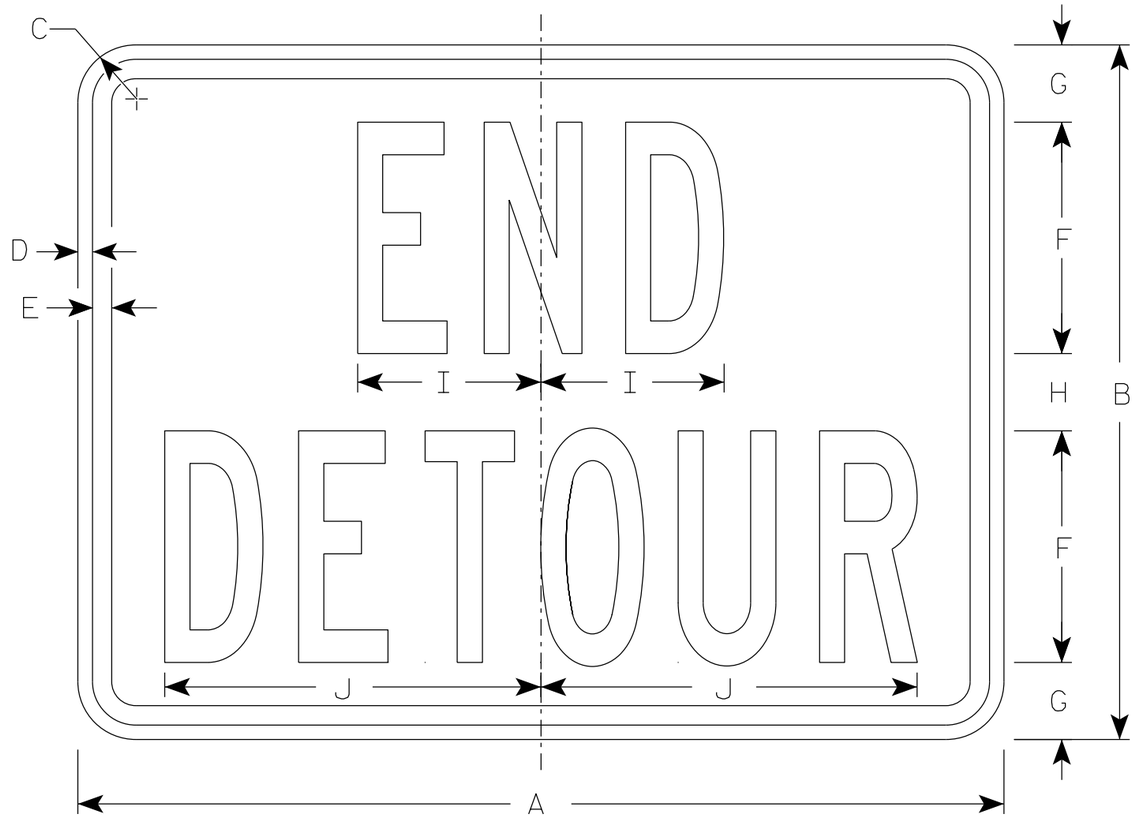
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 343	E

7



M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
2M	24	18	1 ½	⅜	½	6	2	2	4 ¾	9 ¾																	3.0
3	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
4	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0
5	30	24	1 ½	⅜	½	8	2 ½	3	6 ¾	13																	5.0

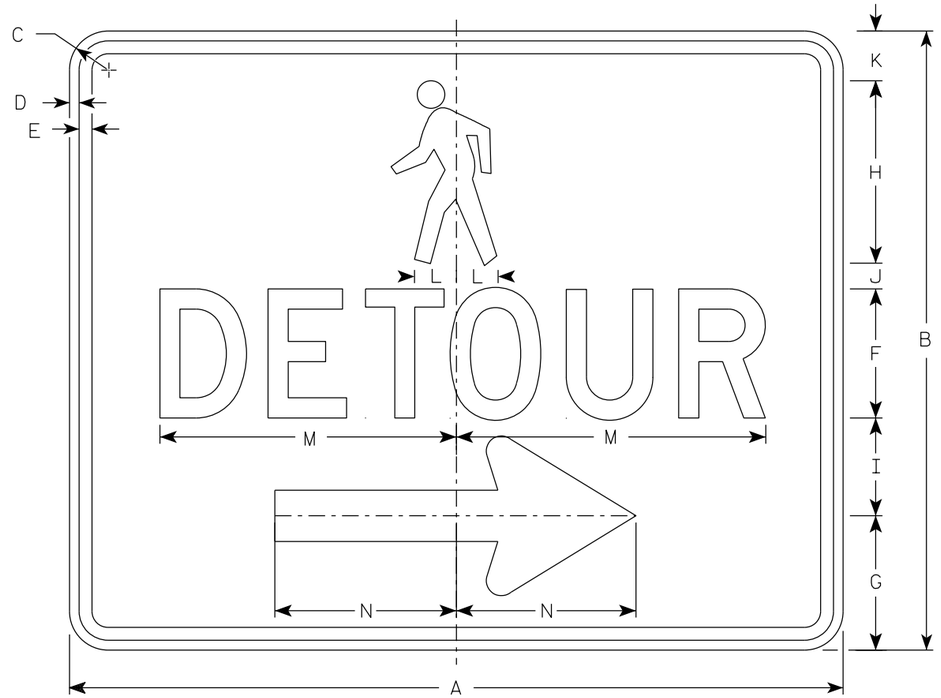
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

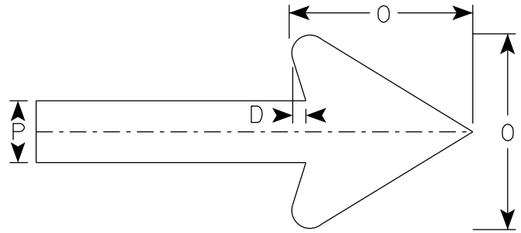
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 344 | E



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																											

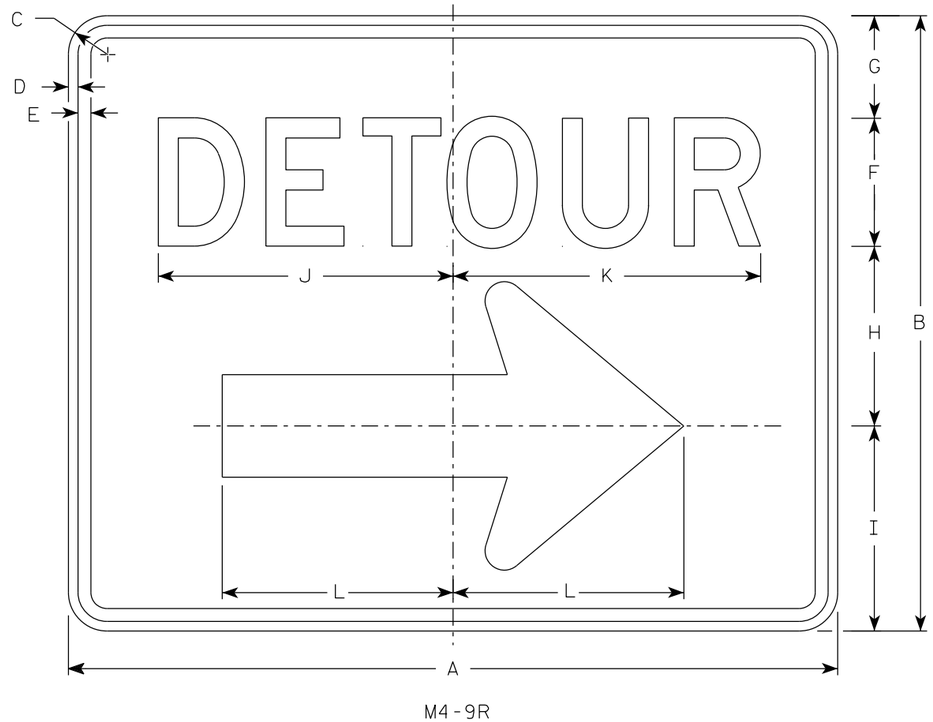
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

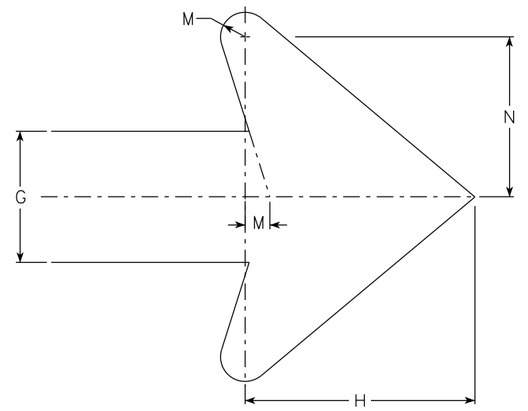
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 345 | E



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

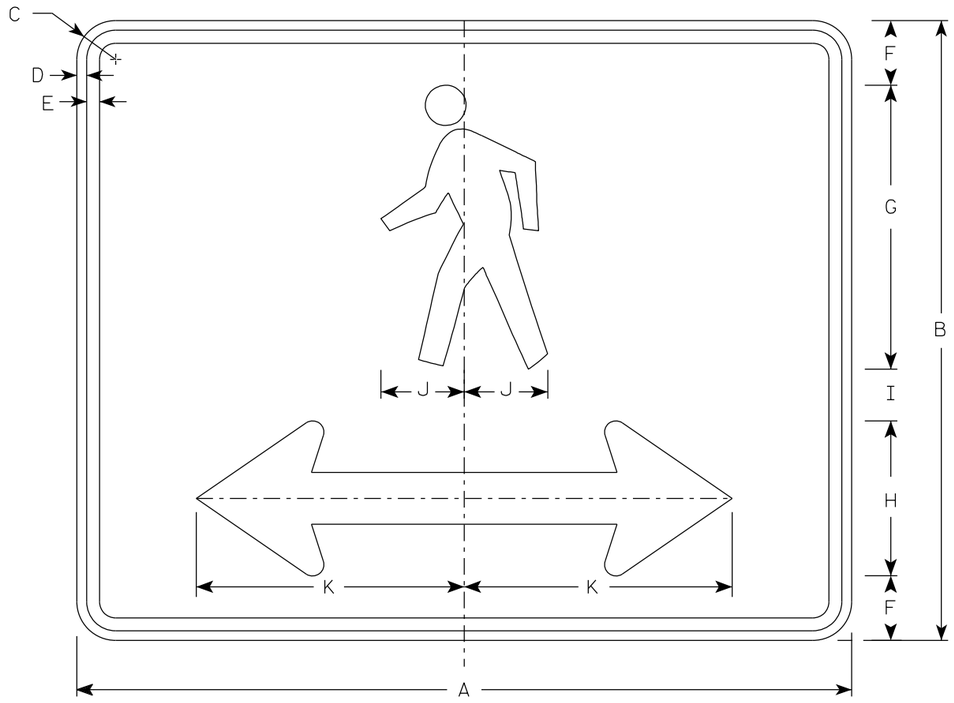
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9R.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

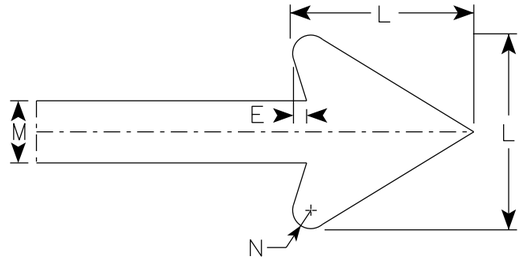
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49R.dgn PLOT DATE : 21-MARCH 2023 1:40 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



M4-60D

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
2M	30	24	1 1/2	3/8	1/2	2 1/2	11	6	2	3 1/4	10 3/8	6	2	3/8													5.00
3																											
4																											
5																											

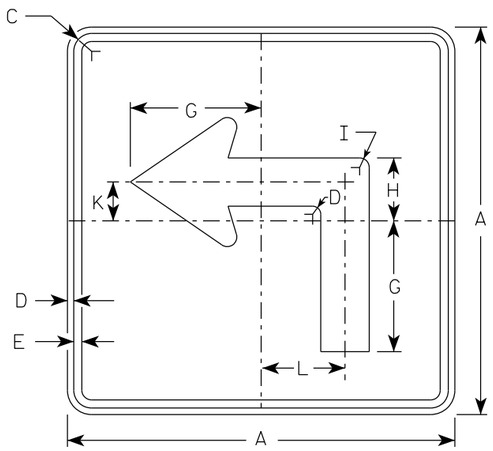
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

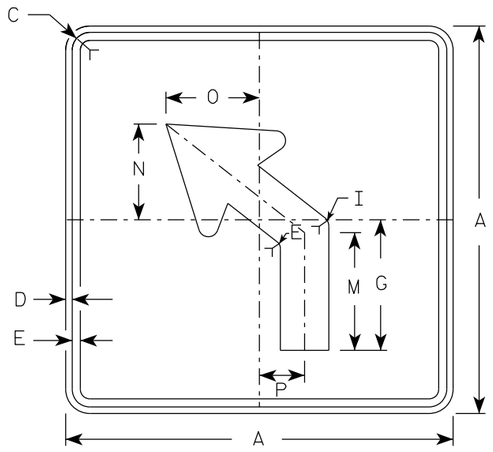
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

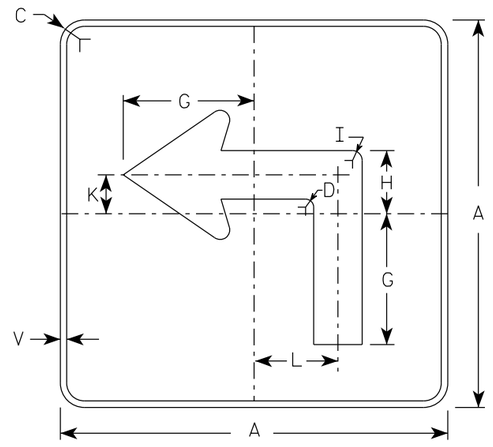
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 347 | E



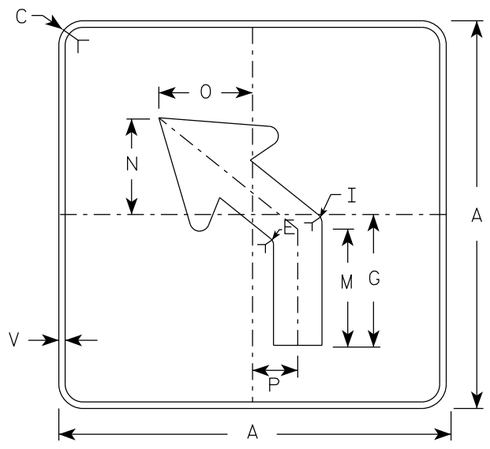
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

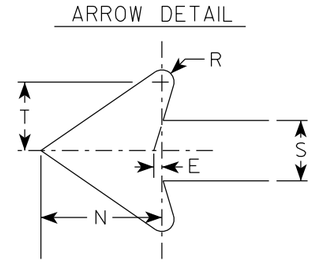


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

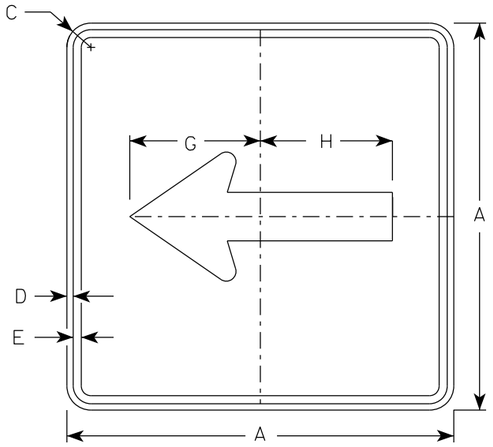
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

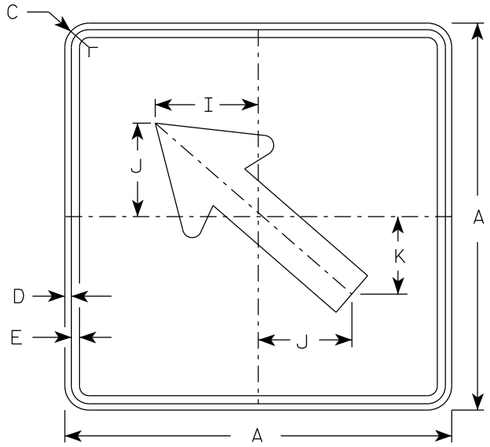
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

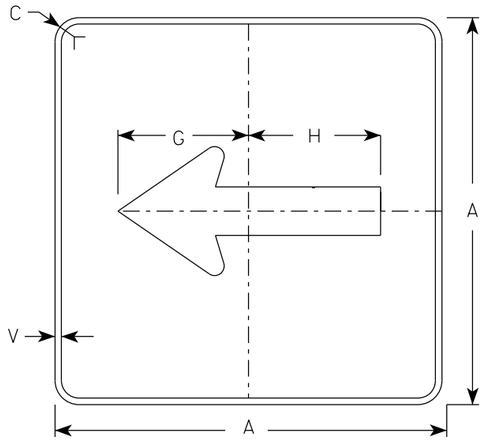
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 348 | E



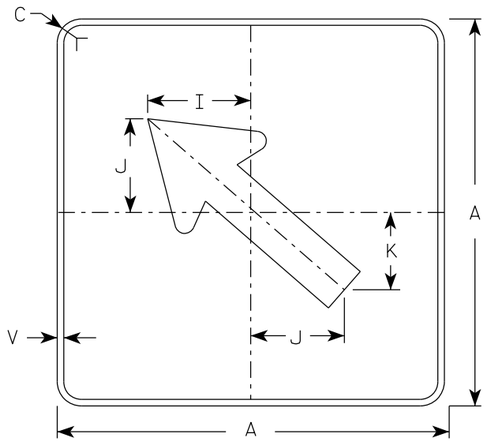
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

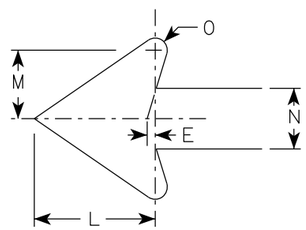


MB6-2
MK6-2
MN6-2
MR6-2

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

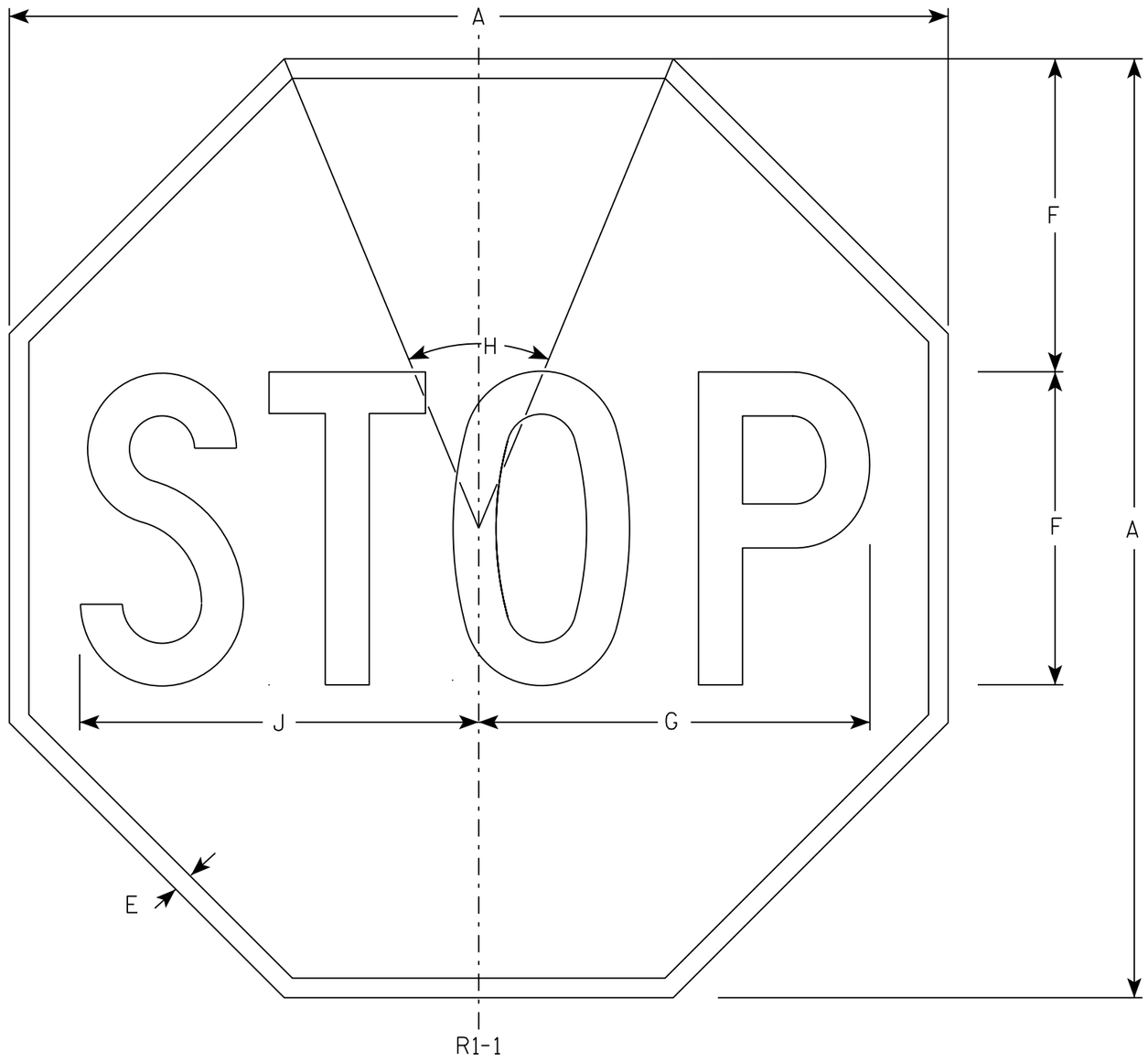
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 349 | E

7

7



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN

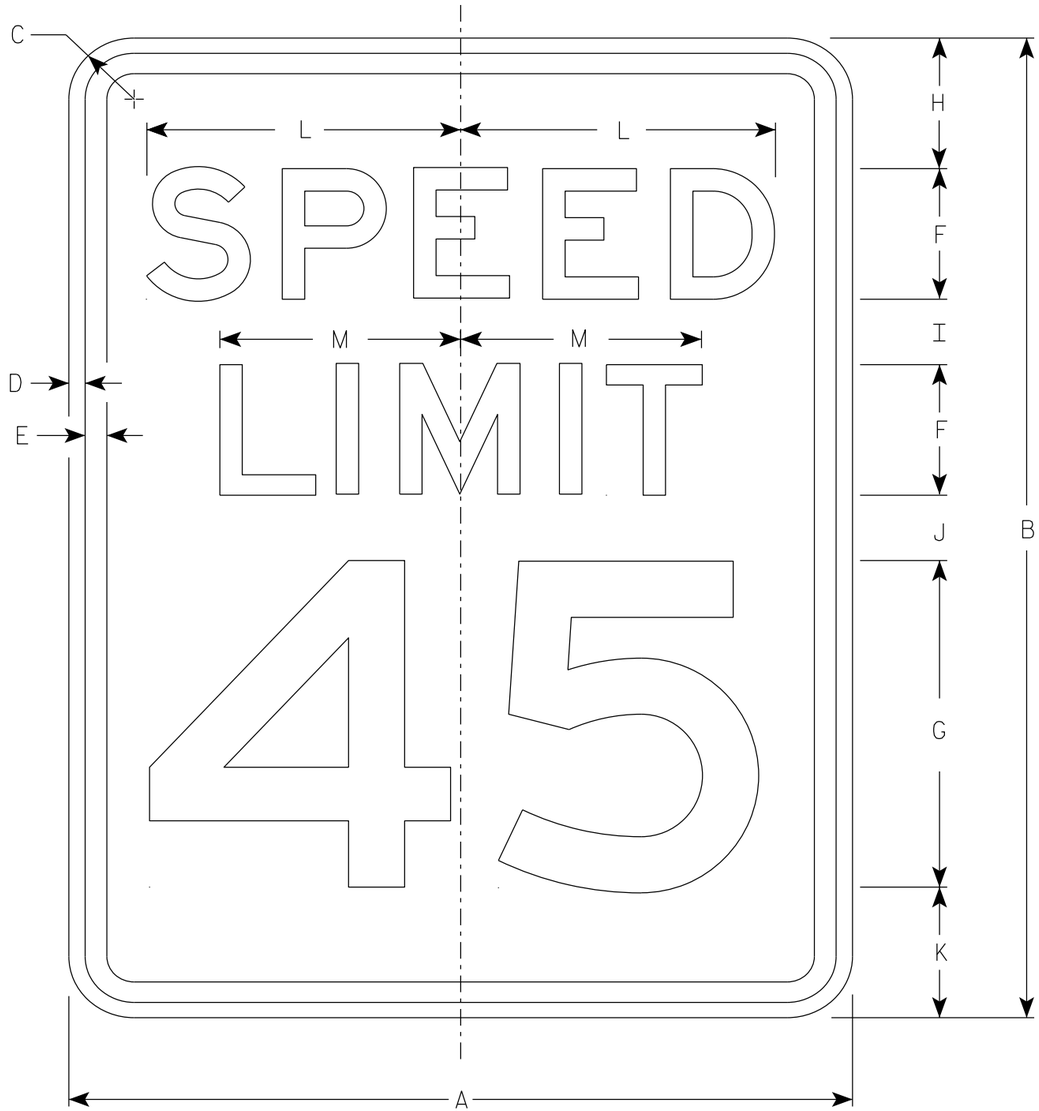
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 350	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

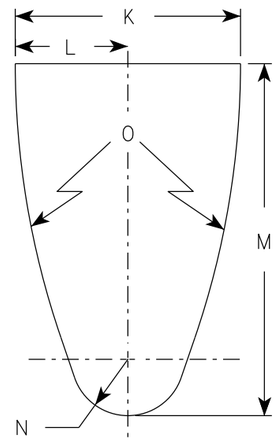
WISCONSIN DEPT OF TRANSPORTATION

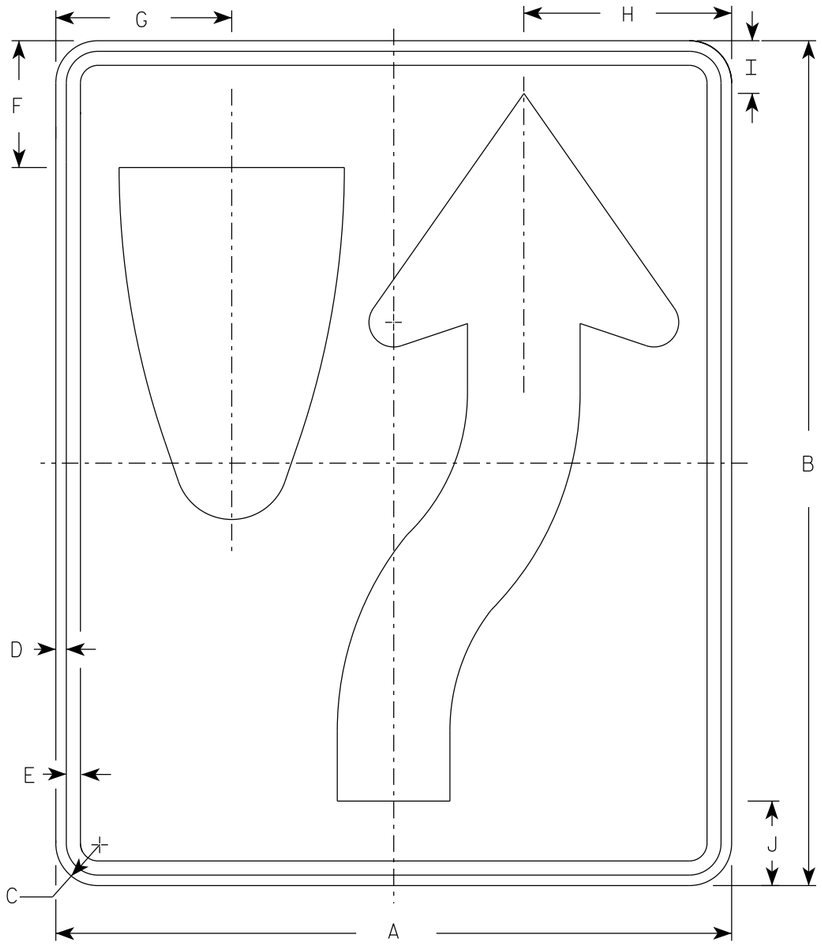
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 351 | E

DIVIDER DETAIL



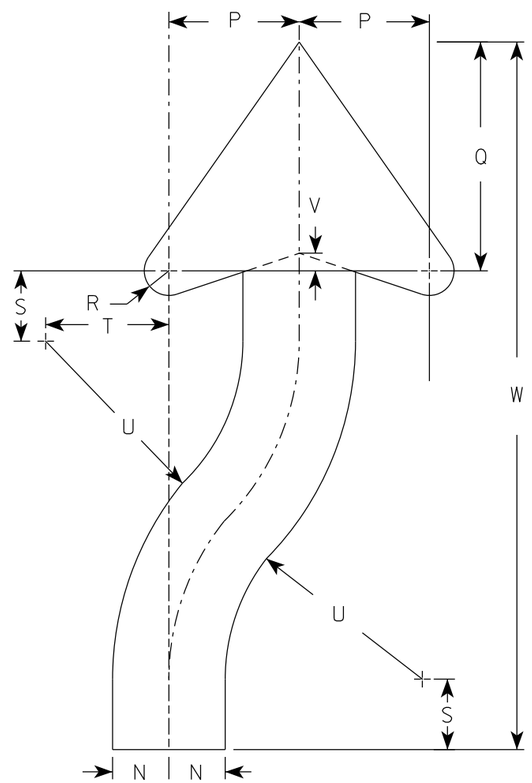


R4-7

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.

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

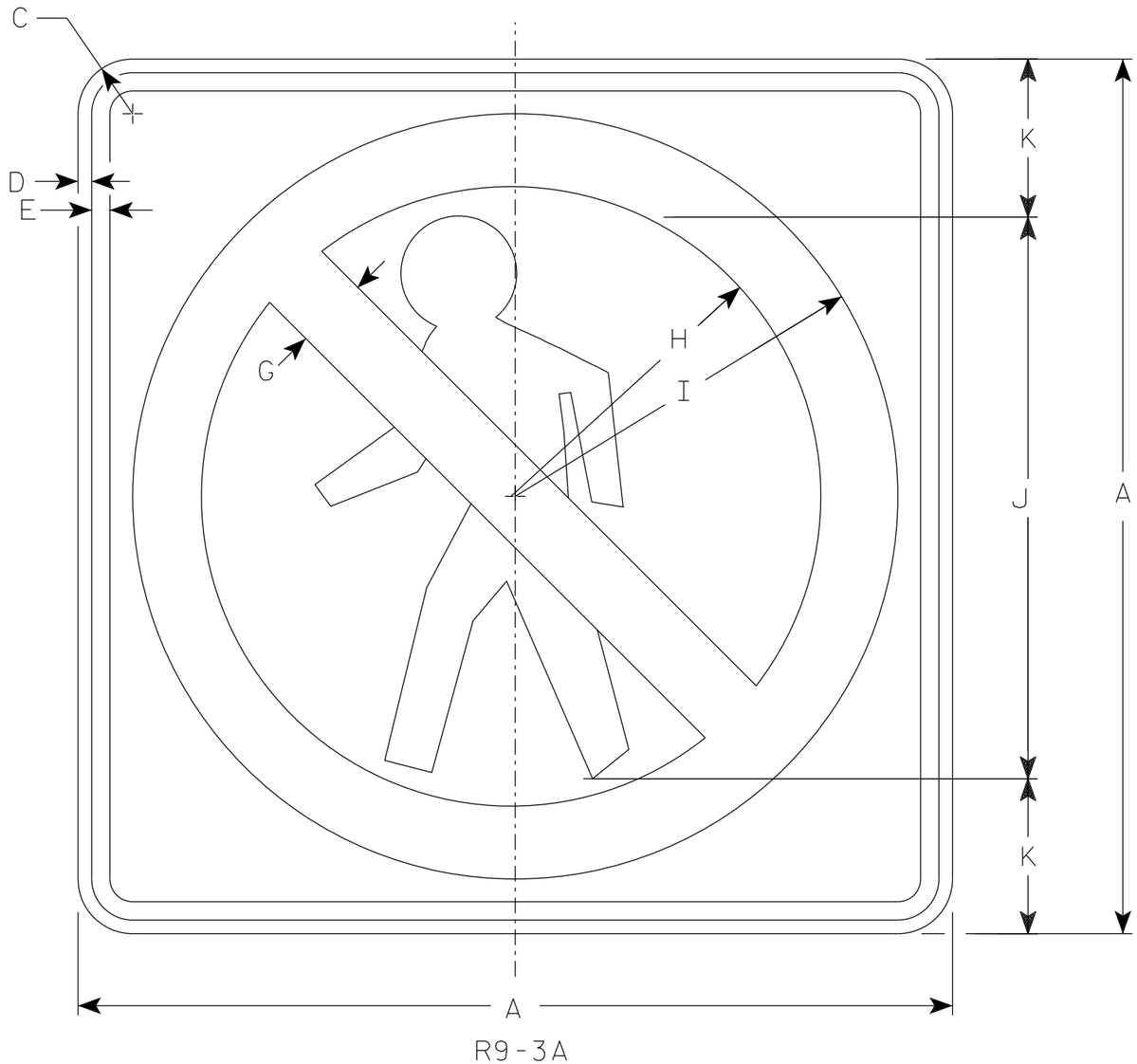
STANDARD SIGN
R4-7 & R4-8

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: 352	E



R9-3A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Pedestrian are non-reflective black. Circle with diagonal bar is reflective 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	18		1 1/2	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2S	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
3																											
4																											
5																											

STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

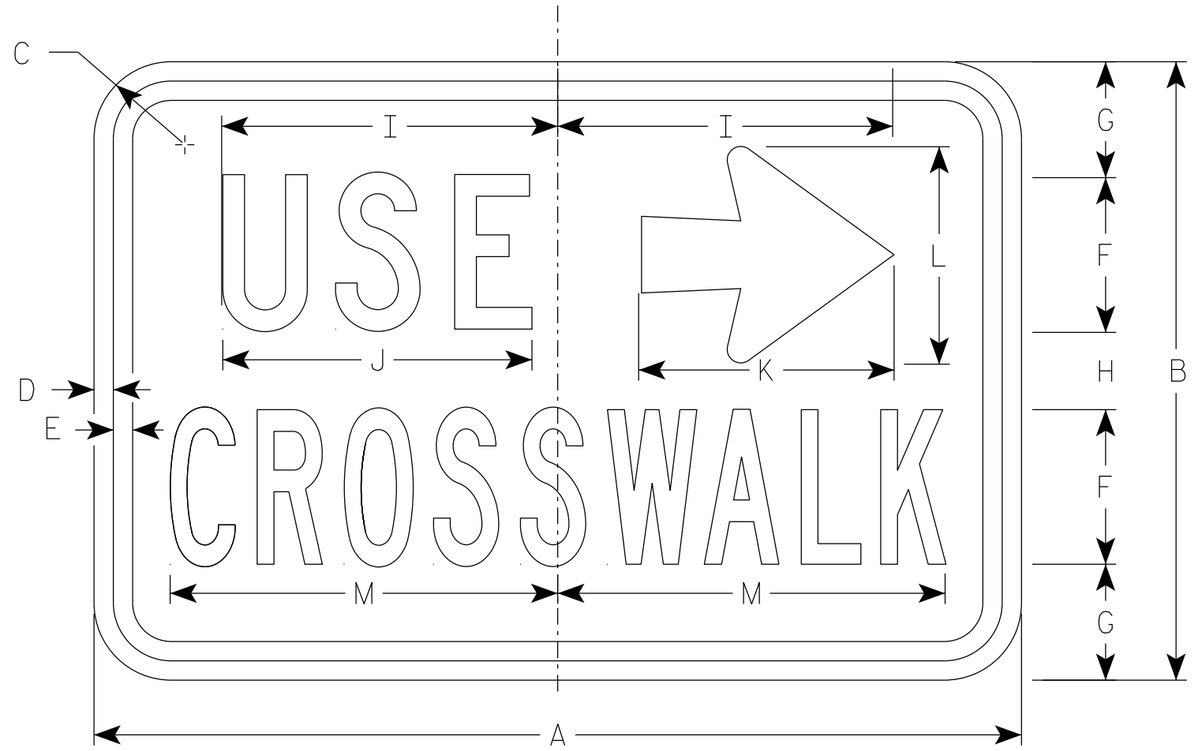
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 353 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3B

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	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

STANDARD SIGN
R9-3B

WISCONSIN DEPT OF TRANSPORTATION

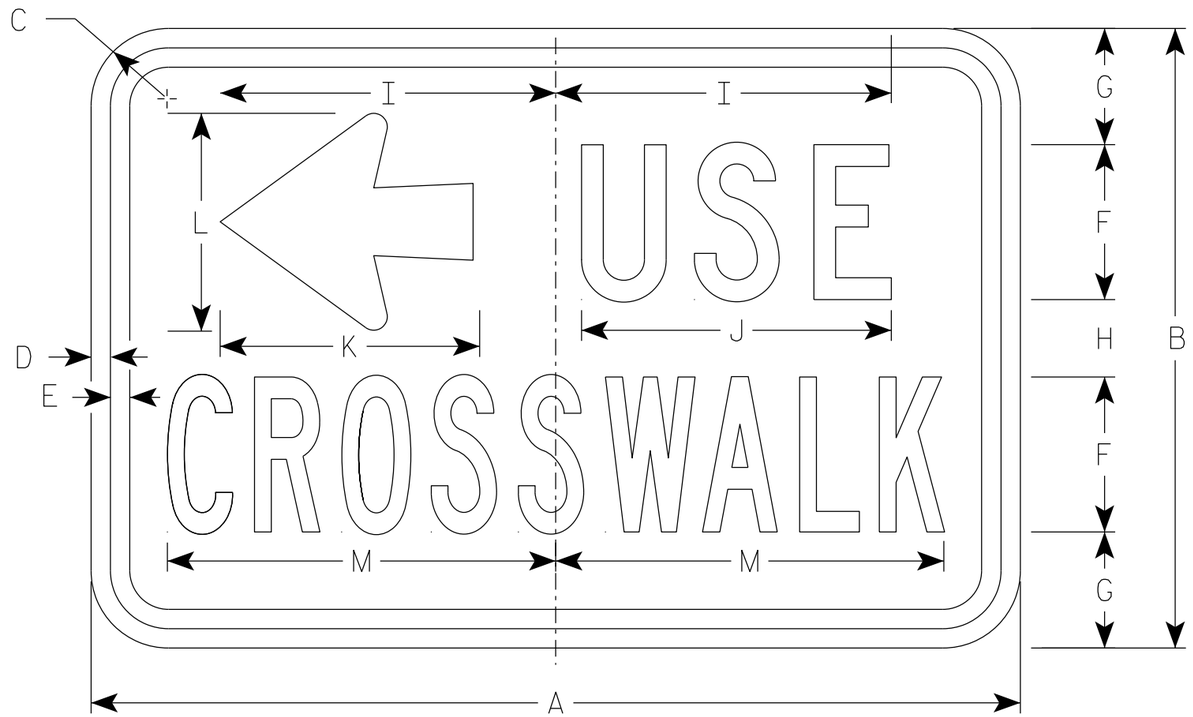
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3B.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 354 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3BL

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	18	12	1 ½	⅜	⅜	3	2 ¼	1 ½	6 ½	6	5	4 ¼	7 ½														1.5
2M	18	12	1 ½	⅜	⅜	3	2 ¼	1 ½	6 ½	6	5	4 ¼	7 ½														1.5
3																											
4																											
5																											

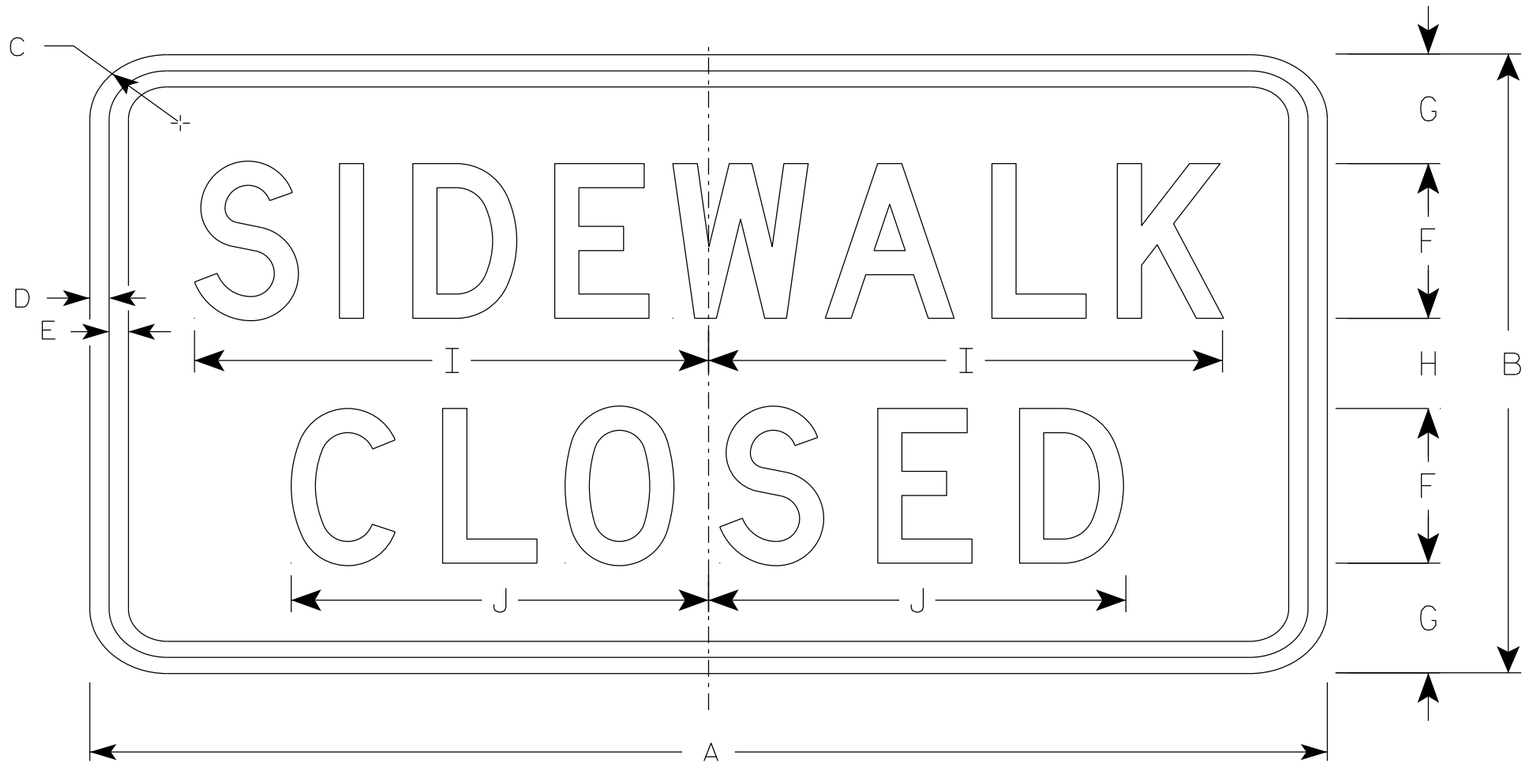
STANDARD SIGN
R9-3BL

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3BL.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 355	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

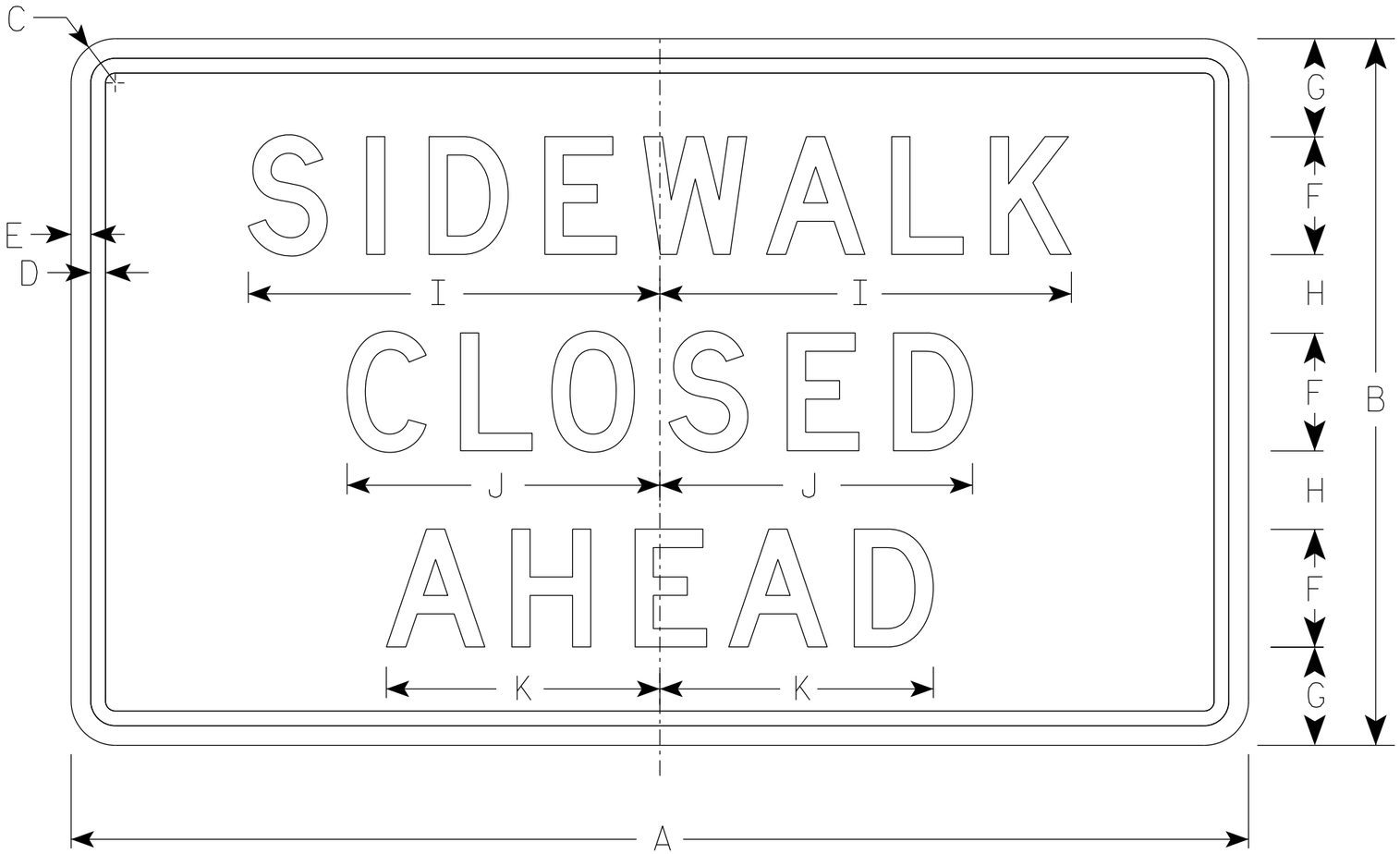
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 356 | 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																											

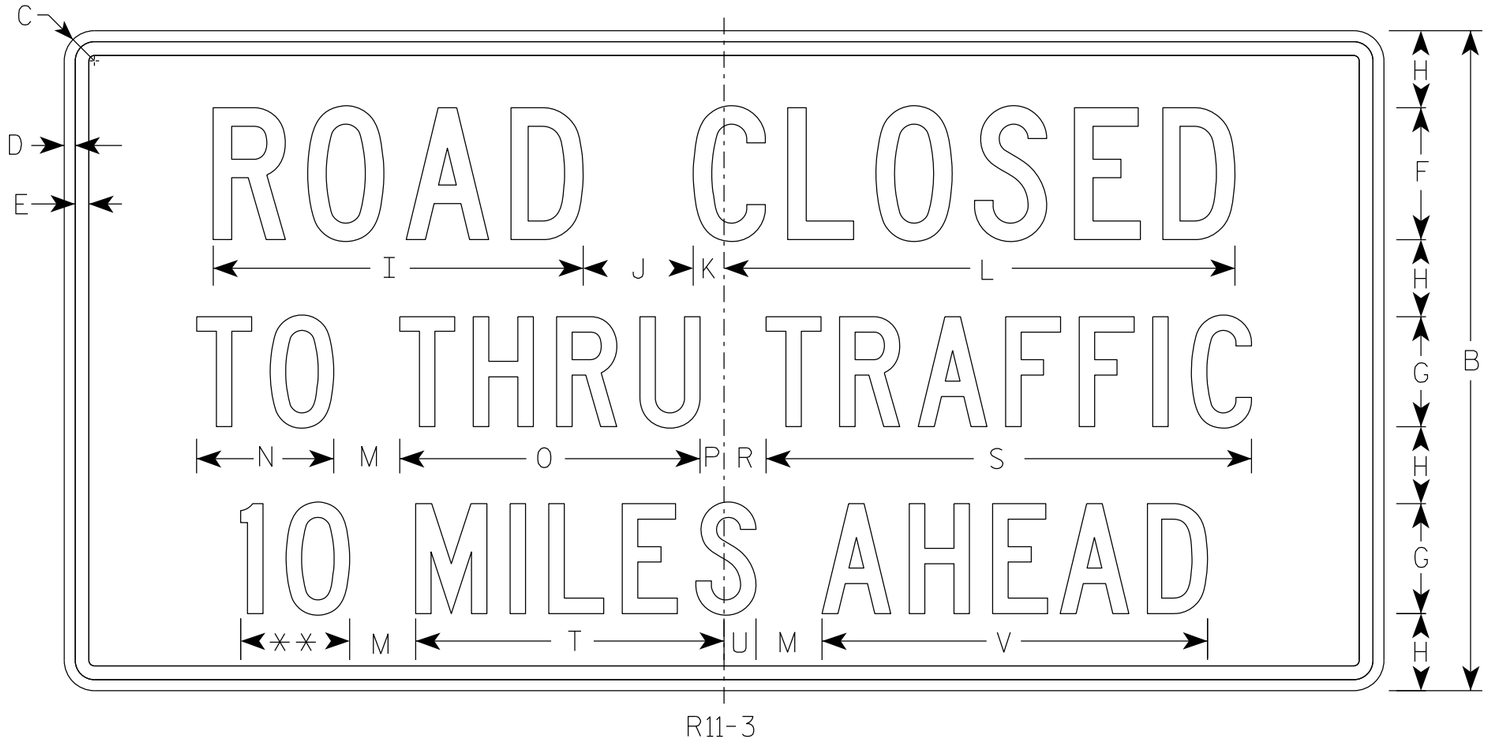
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

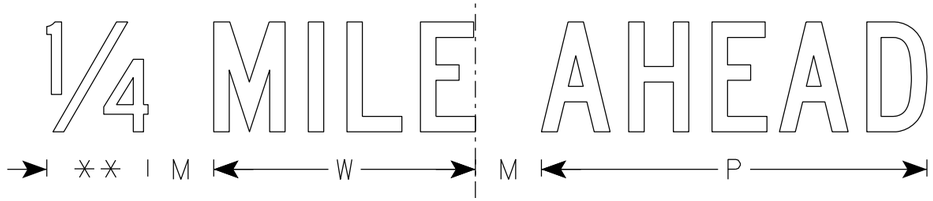
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 357 | E



** See Note 5



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	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

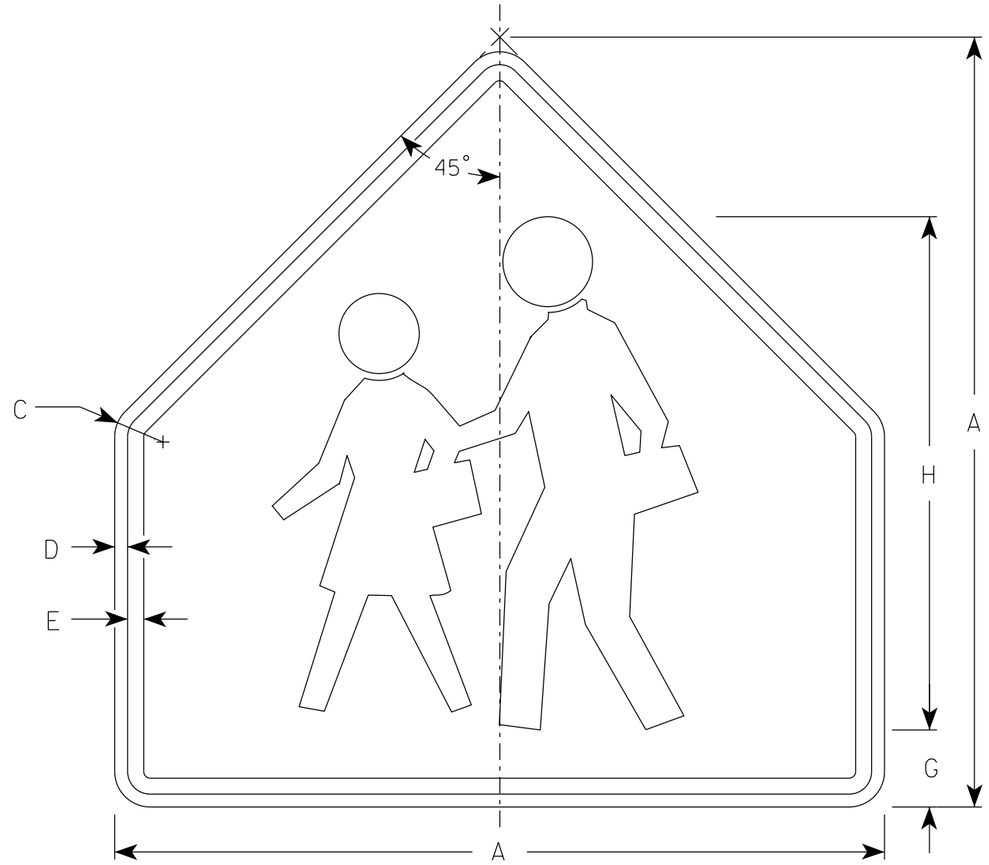
DATE 2/5/24 PLATE NO. R11-3.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 358 | E

7

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black



S1-1

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		1 3/8	1/2	5/8		3	20																			4.69
2S	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
2M	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		1 7/8	3/4	1		4 3/4	32																			12
5																											

STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

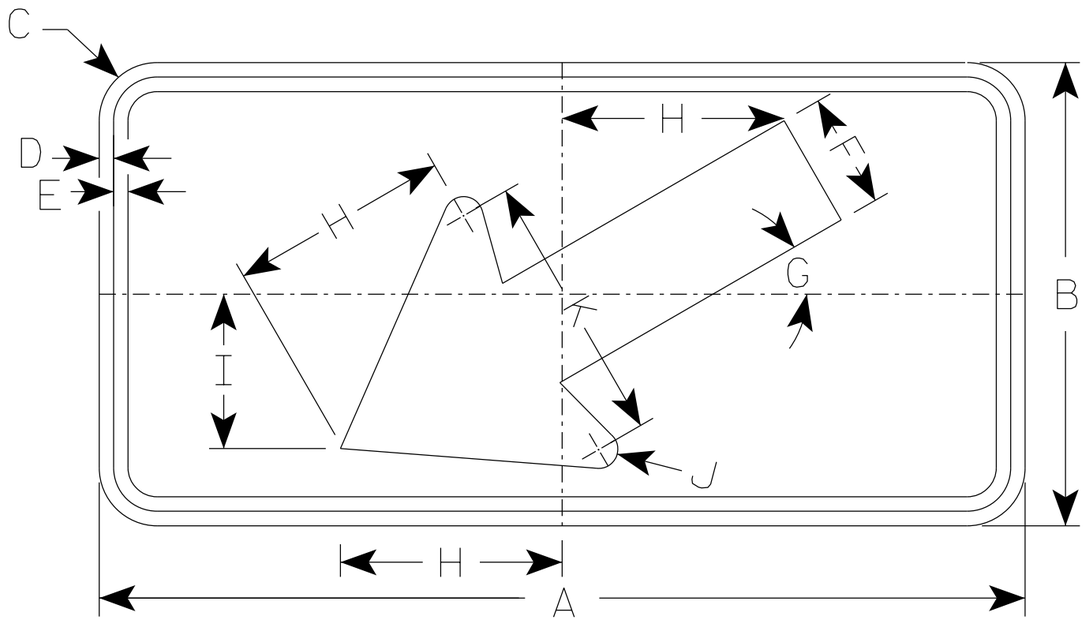
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/16/2023 PLATE NO. S1-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 359 E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. S16-7R is the same as S16-7L except the arrow is reversed along the vertical centerline.



S16-7L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 ½	⅜	⅜	3	30°	5 ¾	4	½	7																2.0
2S	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
2M	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
3	30	18	1 ½	⅜	½	4 ½	30°	8 ½	6	⅝	10 ¼																3.75
4	48	24	1 ⅞	½	⅝	6	30°	11 ½	8	1	14																8.0
5																											

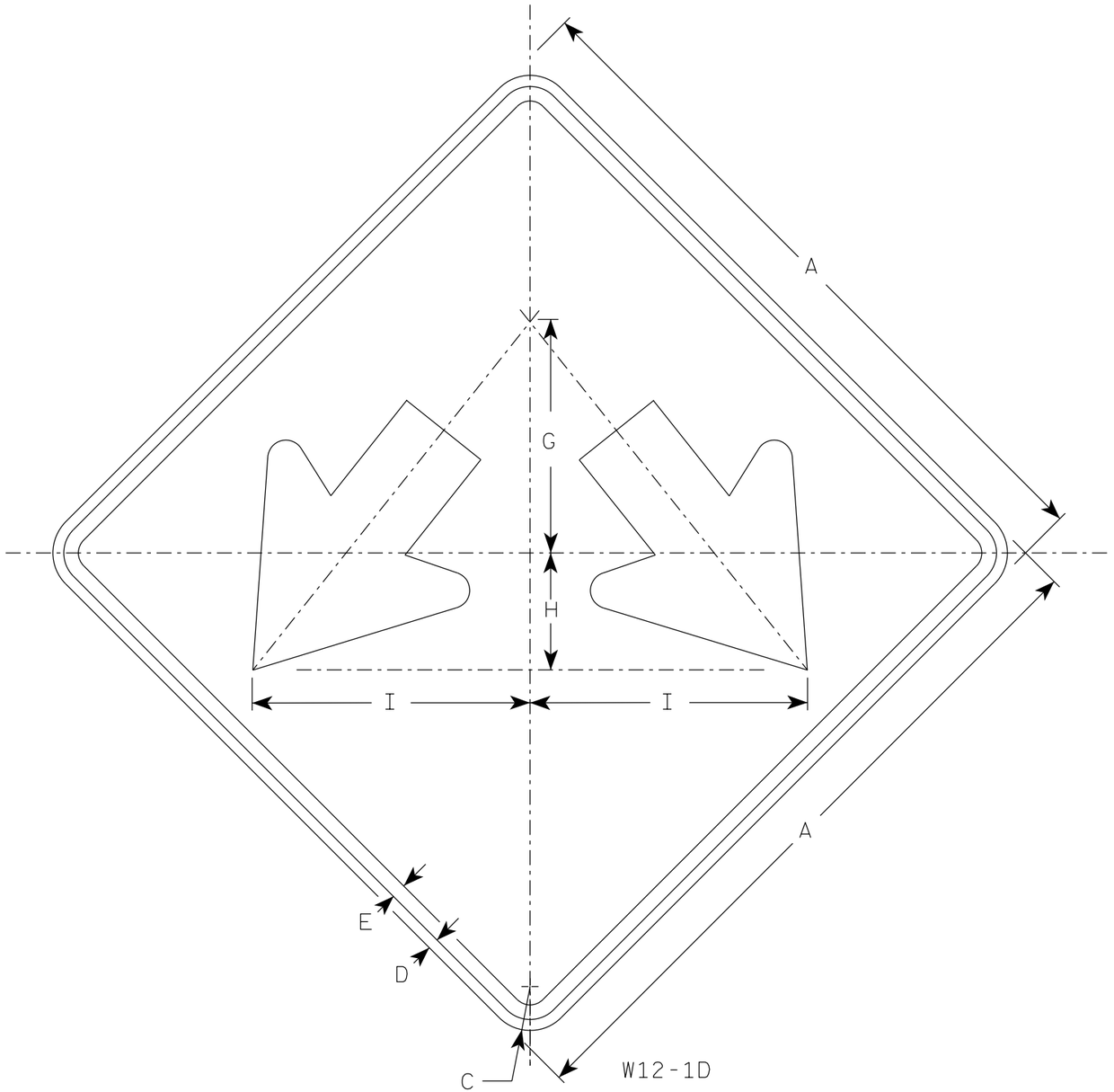
STANDARD SIGN
S16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

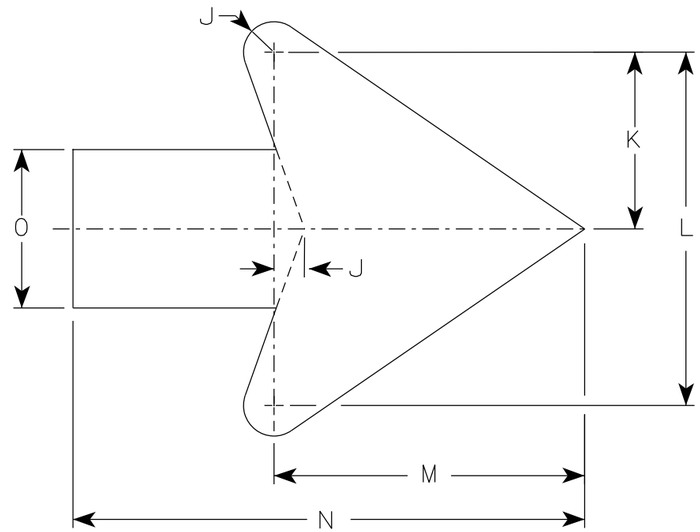
DATE 2/23/2023 PLATE NO. S16-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 360 | E



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	Y	Z	Areq. sq. ft.
1																											
2S	24		1 ½	½	⅜		8	4	9 ½	⅜	3 ⅜	7 ¼	6 ⅜	10 ⅜	3 ¼												4.0
2M	24		1 ½	½	⅜		8	4	9 ½	⅜	3 ⅜	7 ¼	6 ⅜	10 ⅜	3 ¼												4.0
3	30		1 ⅞	½	⅝		10	5	11 ⅞	¾	4 ½	9	7 ⅞	13	4												6.25
4	36		2 ¼	½	⅝		12	6	14 ¼	1	5 ½	10 ⅞	9 ⅝	15 ¾	4 ¾												9.0
5	48		3	¾	1		16	8	19	1 ¼	7 ¼	14 ½	12 ¾	21	6 ¼												16.0

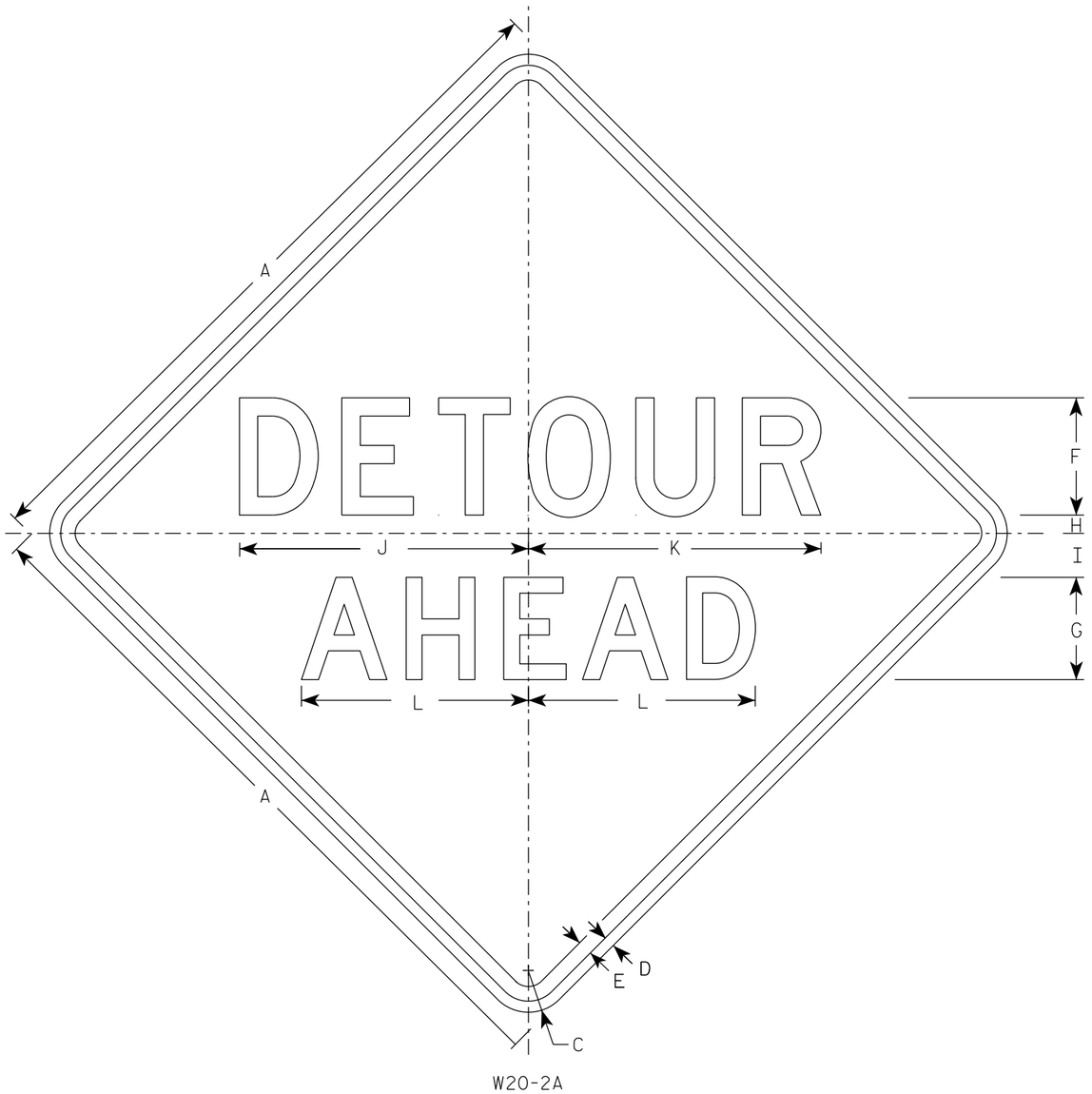
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

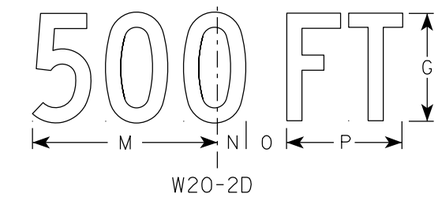
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/30/2023 PLATE NO. W12-1D.16

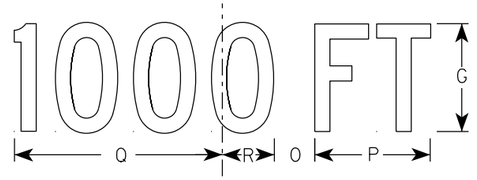
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 361	E



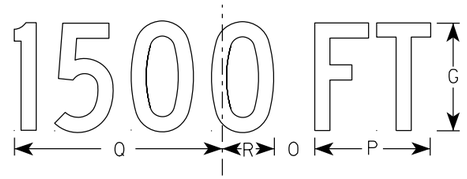
W20-2A



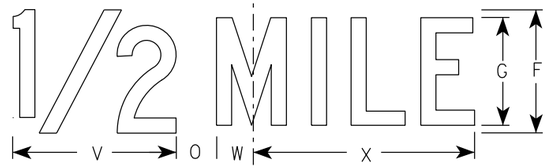
W20-2D



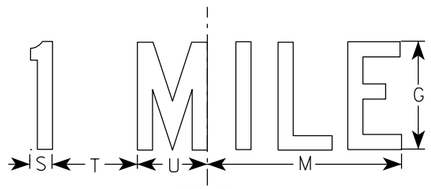
W20-2C



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

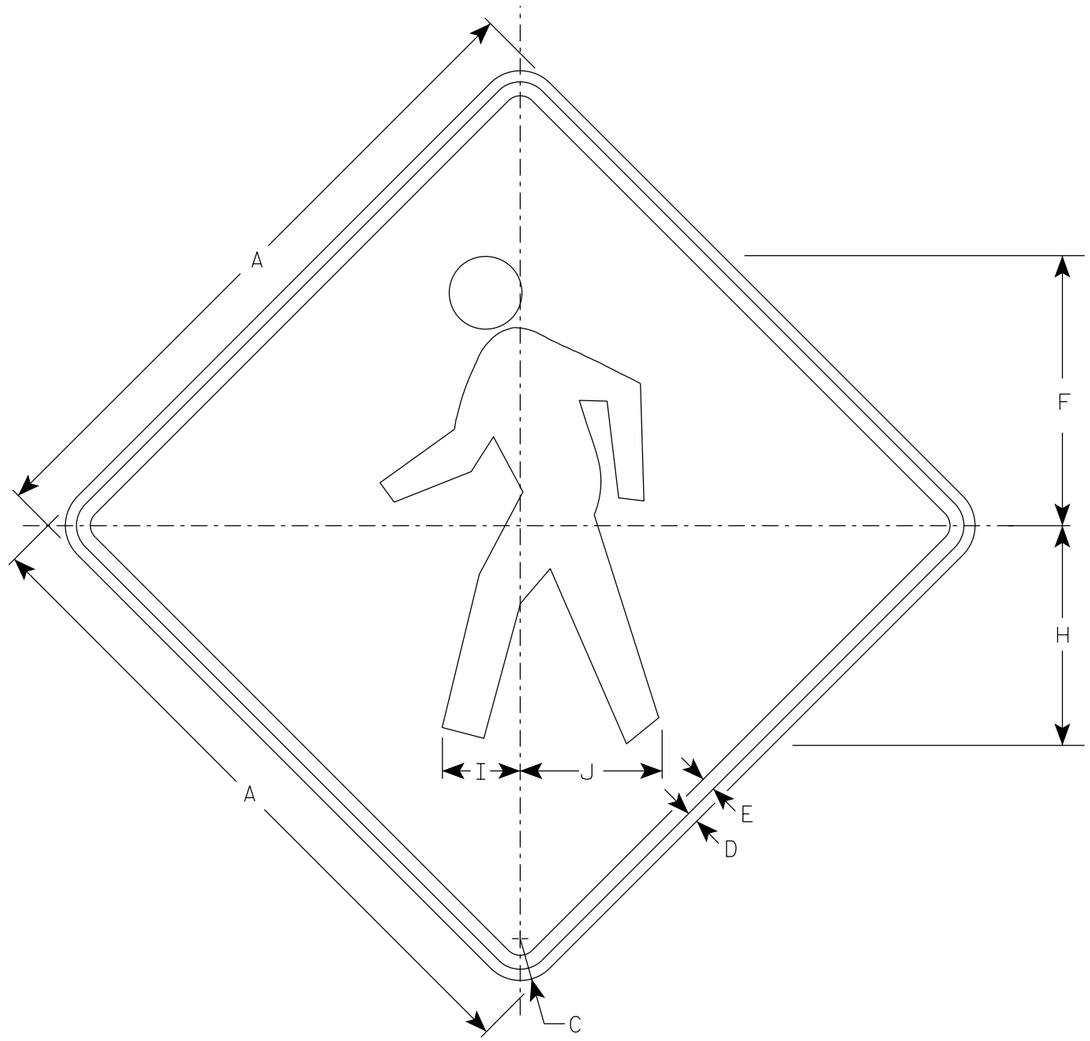
WISCONSIN DEPT OF TRANSPORTATION

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



WO11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

WO11-2

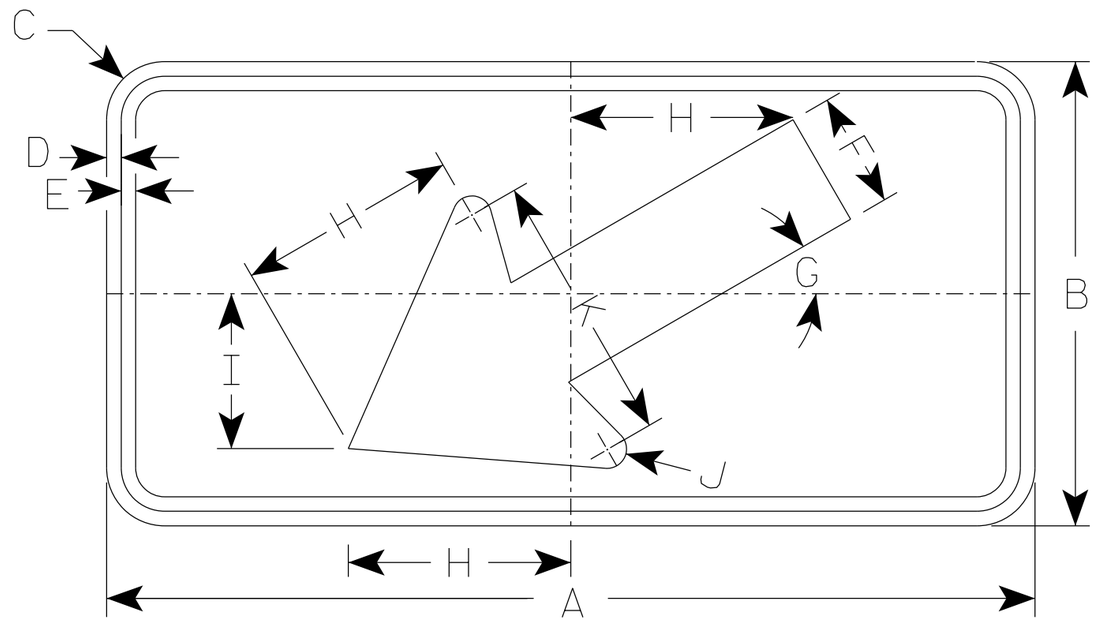
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 363 E



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
2S	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
2M	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
3	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
4	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0
5	48	24	1 7/8	1/2	5/8	6	30°	11 1/2	8	1	14																8.0

STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

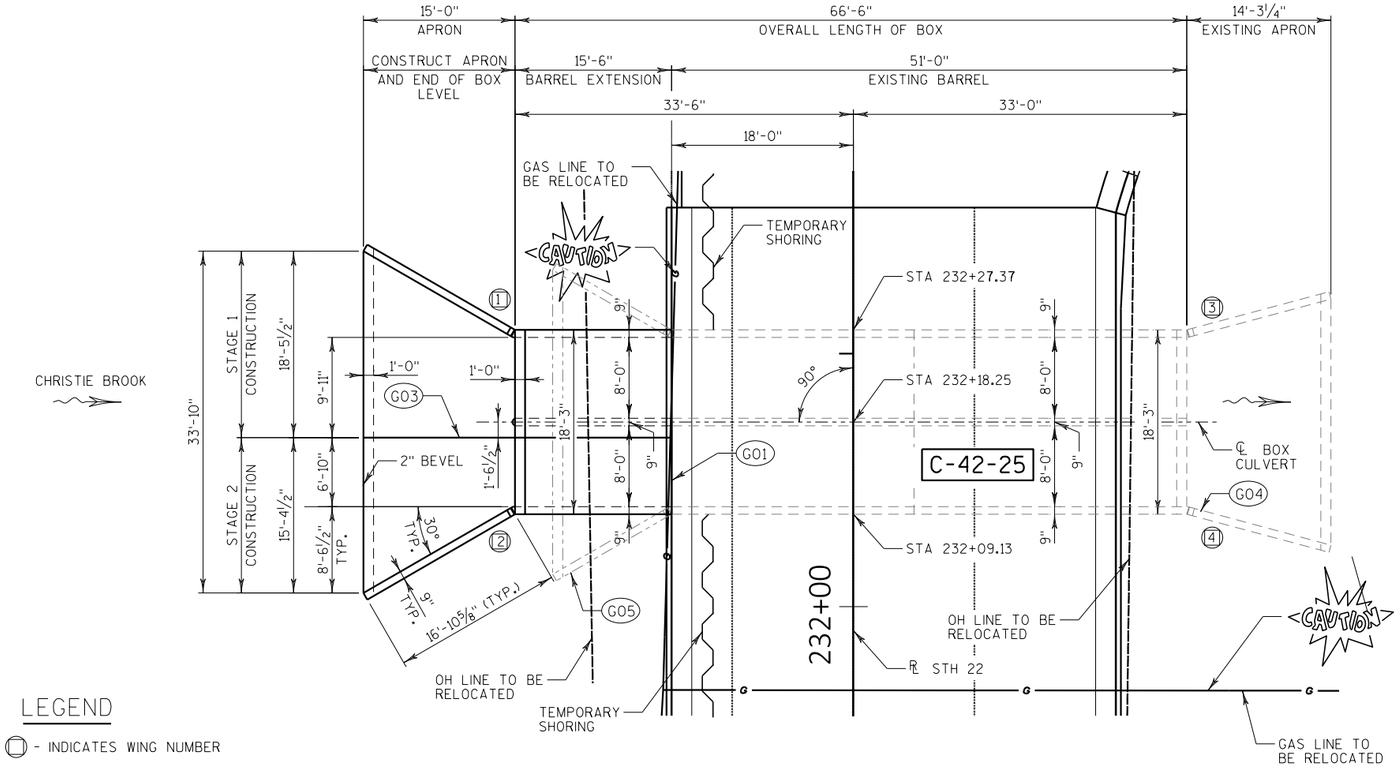
DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 364 | E

7

STATE PROJECT NUMBER

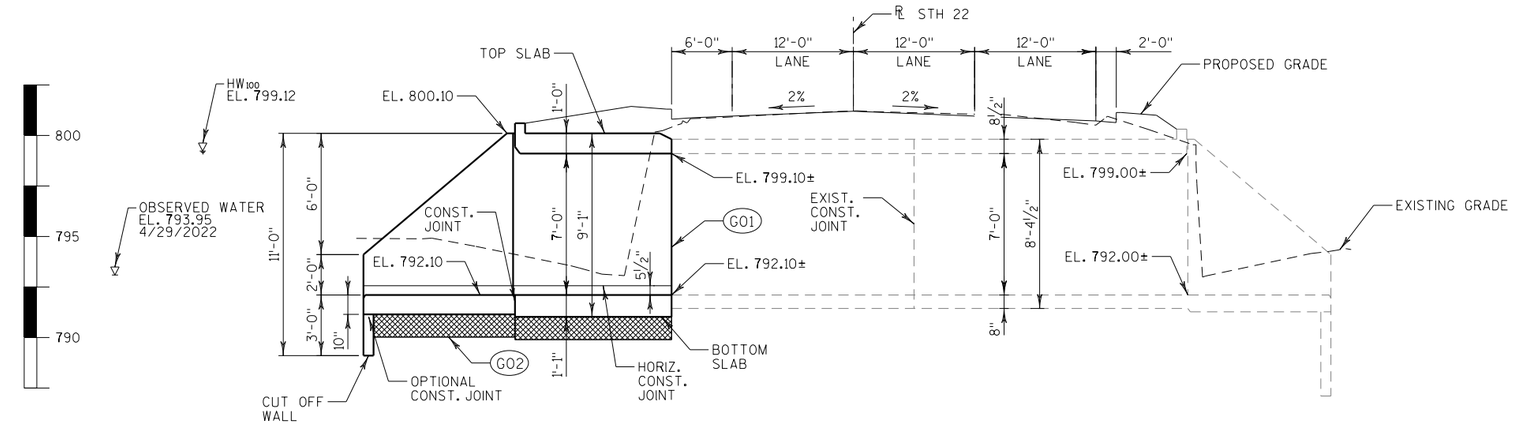
9180-35-71



PLAN

LEGEND

⬡ - INDICATES WING NUMBER



PLAN

(TWO CELL CONCRETE BOX CULVERT - BARREL EXTENSION)

INLET

ELEVATION

(LOOKING NORTH)

OUTLET

KEY NOTES

G01 VERTICAL CONSTRUCTION JOINT WITH 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS AND ACROSS TOP SLAB. EXTEND 6" MIN. BELOW TOP OF BOTTOM SLAB.

G02 UNDER CUT 1'-0". EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "SELECT CRUSHED MATERIAL". EXTEND 3'-0" BEYOND THE FOOTPRINT OF THE CULVERT.

G03 LONGITUDINAL CONSTRUCTION JOINT FOR CONSTRUCTION STAGING. JOINT TO BE LOCATED IN THE APRON SLAB AND BARREL BOTTOM SLAB. REFER TO 'STAGING & REMOVAL' SHEET FOR ADDITIONAL REMOVAL AND STAGING DETAILS.

G04 EXISTING NAME PLATE

G05 REMOVE EXISTING WINGWALL AND APRON. SEE SHEET 3 FOR STAGING.

BENCH MARK

NO.	COORDINATES	DESCRIPTION	ELEVATION
BM 5	X = 181837.0 Y = 496552.0	CHISELED 'X' IN NE BOLT OF HYDRANT ON THE NORTH SIDE OF W CEDAR ST. APPROXIMATELY 12 FEET NORTH BEHIND CURB.	804.09

HYDRAULIC DATA

100 YEAR FREQUENCY
Q_{100} = 435 C.F.S.
VELOCITY = 4.85 F.P.S
HW_{100} = EL. 799.12
WATERWAY AREA = 228 SQ. FT.
DRAINAGE AREA = 7.14 SQ. MI.
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY
Q_2 = 135 C.F.S.
VELOCITY = 2.0 F.P.S.
HW_2 = EL. 797.34

TRAFFIC VOLUME

STH 22

A.D.T. = 5,500 (2026)
A.D.T. = 5,900 (2046)
R.D.S. = 35 M.P.H.

DESIGN DATA

LIVE LOAD: (BARREL EXTENSION)

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF= 1.78
OPERATING RATING FACTOR: RF= 2.19
WISCONSIN STANDARD PERMIT
VEHICLE (WIS-SPV) = 250 KIPS
EARTH LOAD: DESIGNED FOR FILL HEIGHT OF 1.0 TO 1.5 FEET

MATERIAL PROPERTIES:

CONCRETE MASONRY ——— f'c = 3,500 P.S.I

BAR STEEL REINFORCEMENT ——— fy = 60,000 P.S.I.

FOUNDATIONS:

FACTORED BEARING RESISTANCE ——— Qr = 6,000 P.S.F

FOUNDATION DATA

BOX CULVERT BARREL EXTENSION, APRON SLAB, AND WINGWALLS TO BE SUPPORTED ON SOIL WITH A REQUIRED FACTORED BEARING RESISTANCE OF 6,000 PSF***. A GEOTECHNICAL ENGINEER, WITH THREE DAYS NOTICE, WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF BARREL BOTTOM SLAB, APRON SLAB, AND WINGWALL FOOTINGS.

*** THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

LIST OF DRAWINGS

1. GENERAL PLAN
2. SECTION, DETAILS & QUANTITIES
3. STAGING & REMOVALS
4. BOX DETAILS
5. APRON AND WINGWALLS

STRUCTURE DESIGN CONTACTS:
AARON BONK (WISDOT) (608) 261-0261
NICK DECENT (R.A. SMITH) (262)-317-3362

NO.	DATE	REVISION	BY

raSmith
CREATIVITY BEYOND ENGINEERING
16745 W. Bluemound Road
Brookfield, WI 53005-5938
(262) 781-1000
rasmith.com

WISCONSIN
Nicholas Decent
45114
Pewaukee
Wisconsin
PROFESSIONAL ENGINEER
8/19/25

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ 08/22/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE C-42-25

STH 22 OVER CHRISTIE BROOK

COUNTY	TOWN/CITY/~~VILLAGE~~
OCONTO	GILLETT

DESIGN SPEC. REHABILITATION N/A

DESIGNED BY	NLD	DESIGN CK'D.	PRF	DRAWN BY	NLD	PLANS CK'D.	PRF

GENERAL PLAN

SHEET 1 OF 5
365

8

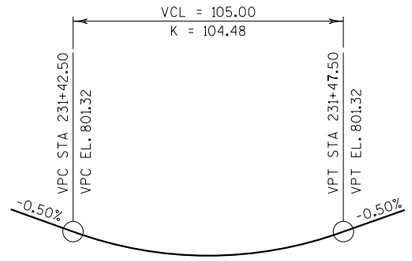
8

STATE PROJECT NUMBER

9180-35-71

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0220	REMOVING STRUCTURE C-42-25	EACH	1
206.2001	EXCAVATION FOR STRUCTURES CULVERTS C-42-25	EACH	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	558
312.0110	SELECT CRUSHED MATERIAL	TON	78
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	64
504.0100	CONCRETE MASONRY CULVERTS	CY	44
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	4,770
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	790
511.1200	TEMPORARY SHORING C-42-25	SF	375
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	18
645.0105	GEOTEXTILE TYPE C	SY	107
	NON-BID ITEMS		
	PREFORMED JOINT FILLER	SIZE	½" & ¾"
	NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER	SIZE	1"



STH 22 PROFILE

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.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-42-25" SHALL BE THE EXISTING GROUNDLINE.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE B" REQUIRED ON THE BOX CULVERT SIDES AND BEHIND APRON WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

IN LIEU OF USING SELECT CRUSHED MATERIAL FOR THE BOX CONSTRUCTION PLATFORM, THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE OR OTHER GRANULAR MATERIAL AS APPROVED BY THE ENGINEER. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL. THE REGION GEOTECHNICAL ENGINEER MAY BE CONTACTED TO DETERMINE IF "OTHER GRANULAR MATERIAL" IS ACCEPTABLE.

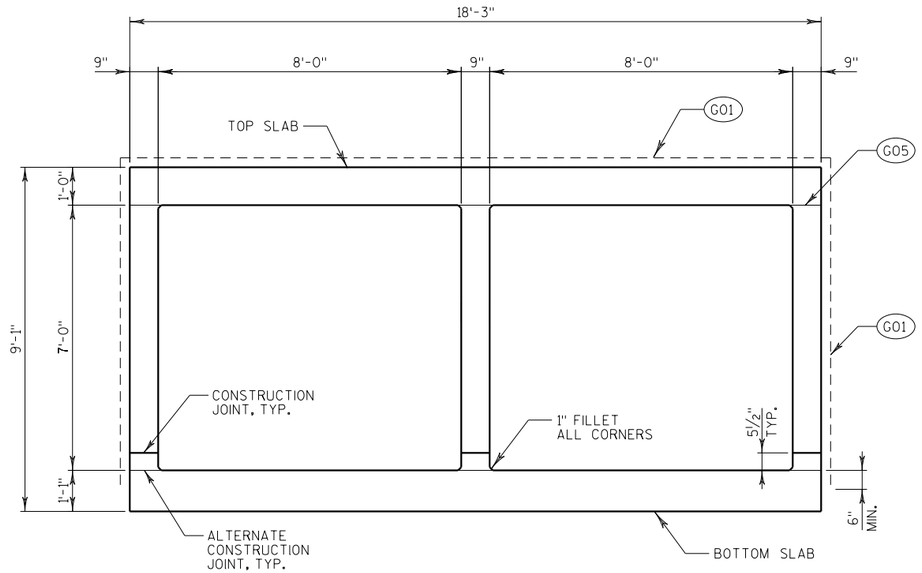
WITHIN THE LENGTH OF THE BOX ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL TO THE ELEVATION AND SECTION EXISTING PRIOR TO EXCAVATION WITHIN THE LENGTH OF THE CULVERT.

THE CONCRETE IN THE CUT OFF WALL MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

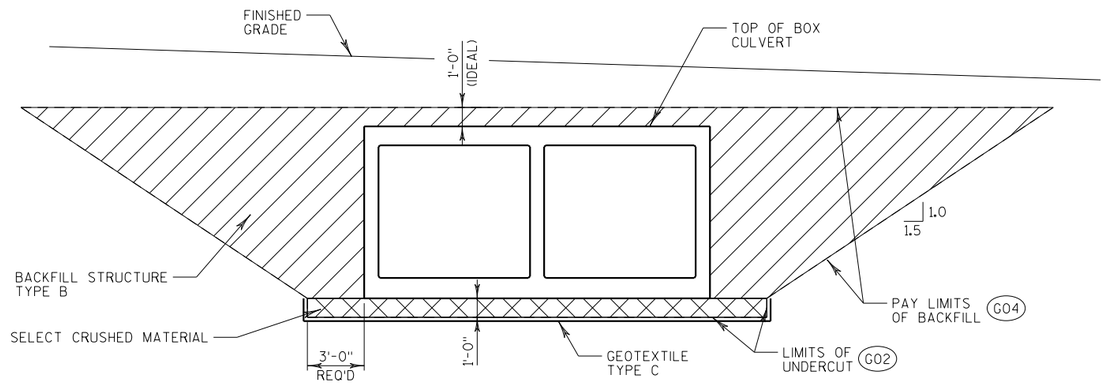
THE ALTERNATE CUT OFF WALL MAY BE USED IN LIEU OF THE CAST-IN-PLACE CONCRETE CUT OFF WALLS. PAYMENT SHALL BE BASED ON CONCRETE CUT OFF WALLS.

THE CONTRACTOR MAY FURNISH PRECAST CONCRETE BOX CULVERT BARREL SECTIONS, WINGWALLS, HEADERS, AND CUT OFF WALLS IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES MAINTENANCE SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS IN CHAPTER 36 STANDARDS OF THE CURRENT WISCONSIN DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

ALL PRECAST BOX SECTIONS SHALL BE PLACED ON A BEDDING OF "BACKFILL STRUCTURE TYPE B" OR 6" MINIMUM DEPTH.



TYPICAL SECTION THRU BARREL EXTENSION



BACKFILL PAY LIMITS

NOTES

G01 VERTICAL CONSTRUCTION JOINT WITH 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS AND ACROSS TOP SLAB. EXTEND 6" MIN. BELOW TOP OF BOTTOM SLAB.

G02 UNDER CUT 1'-0". EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "SELECT CRUSHED MATERIAL". EXTEND 3'-0" BEYOND THE FOOTPRINT OF THE CULVERT.

G04 BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

G05 OPTIONAL CONSTRUCTION JOINT. OMIT 1" FILLET IF OPTIONAL CONSTRUCTION JOINT IS USED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-42-25

DRAWN BY NLD | PLANS CK'D. PRF

SECTION, DETAILS & QUANTITIES

SHEET 2 OF 5
366

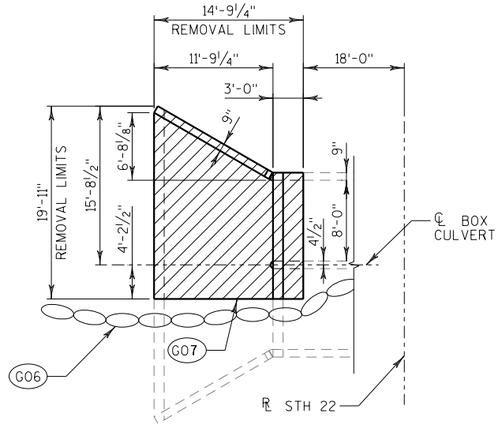
8

8

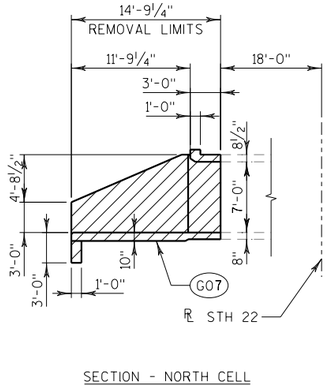
STATE PROJECT NUMBER

9180-35-71



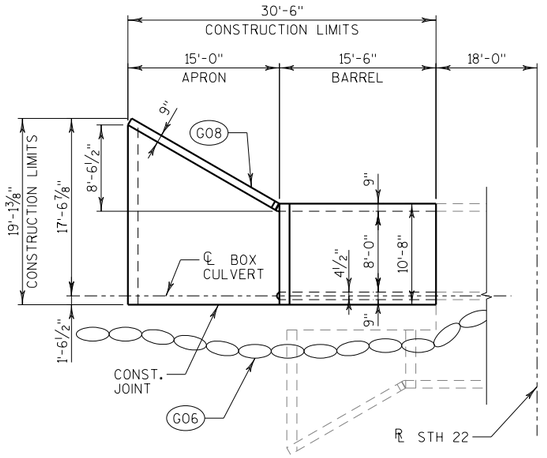


PLAN - INLET

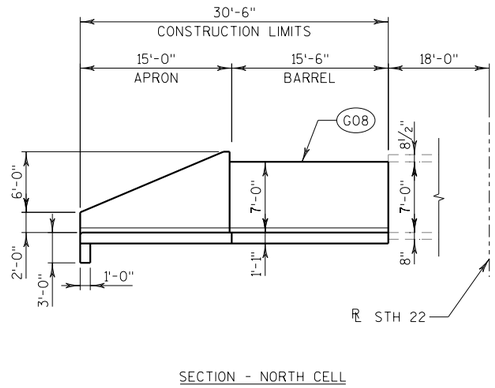


SECTION - NORTH CELL

STAGE 1 - REMOVALS

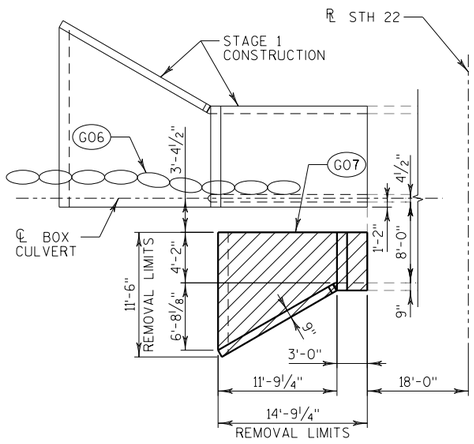


PLAN - INLET

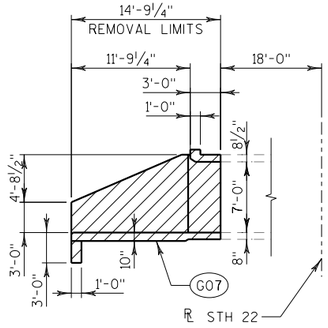


SECTION - NORTH CELL

STAGE 1 - CONSTRUCTION

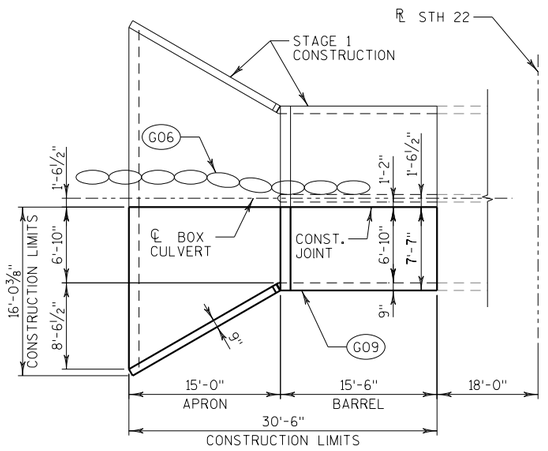


PLAN - INLET



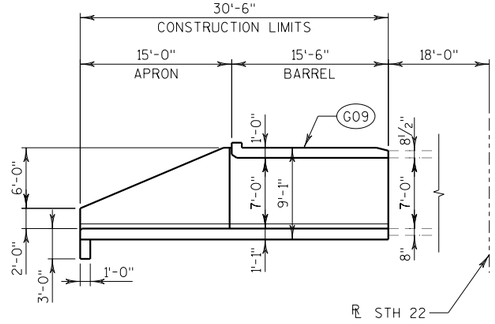
SECTION - SOUTH CELL

STAGE 2 - REMOVALS



PLAN - INLET

(BOTTOM SLAB SHOWN - TOP SLAB SIMILAR)



SECTION - SOUTH CELL

STAGE 2 - CONSTRUCTION

8

8

REMOVAL NOTES

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A 1 INCH DEEP SAW CUT.

KEY NOTES

(G06) REFER TO ROADWAY PLANS AND SPECIAL PROVISIONS FOR TEMPORARY DIVERSION AND DEWATERING.

(G07) REMOVE EXISTING CULVERT APRON SLAB, WINGWALLS, CUT OFF WALL, HEADER AND BARREL SECTION TO LIMITS SHOWN.

(G08) CONSTRUCT CULVERT APRON SLAB, WINGWALLS, CUT OFF WALL, AND BARREL BOTTOM SLAB TO LIMITS SHOWN.

(G09) CONSTRUCT CULVERT APRON SLAB, WINGWALLS, CUT OFF WALL, HEADER AND BARREL TOP AND BOTTOM SLAB TO LIMITS SHOWN.

NO.	DATE	REVISION	BY

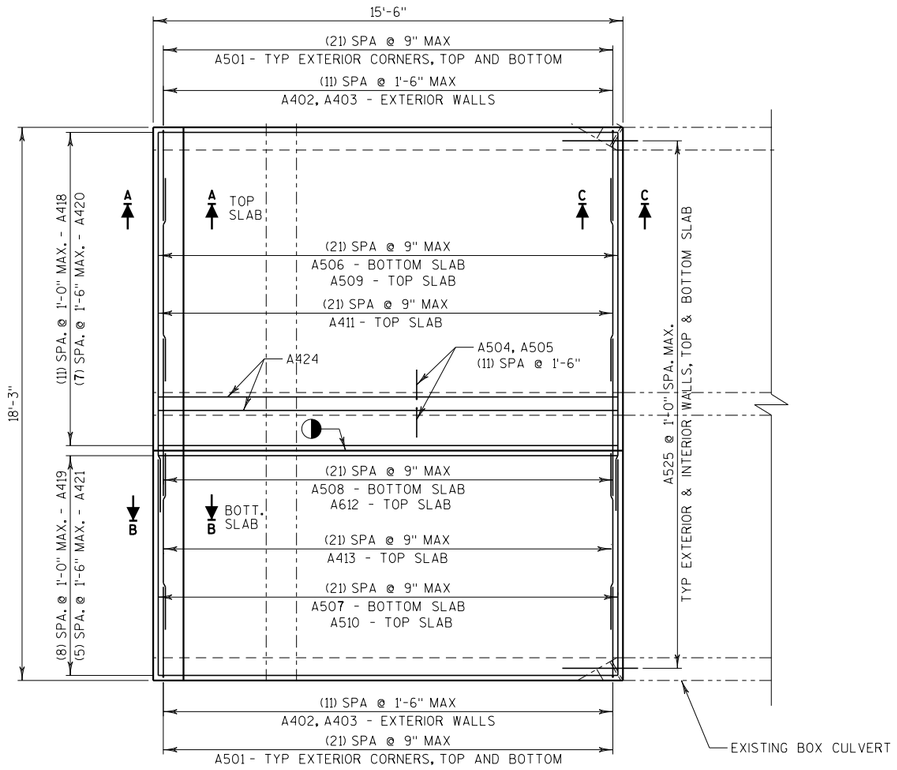
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-42-25

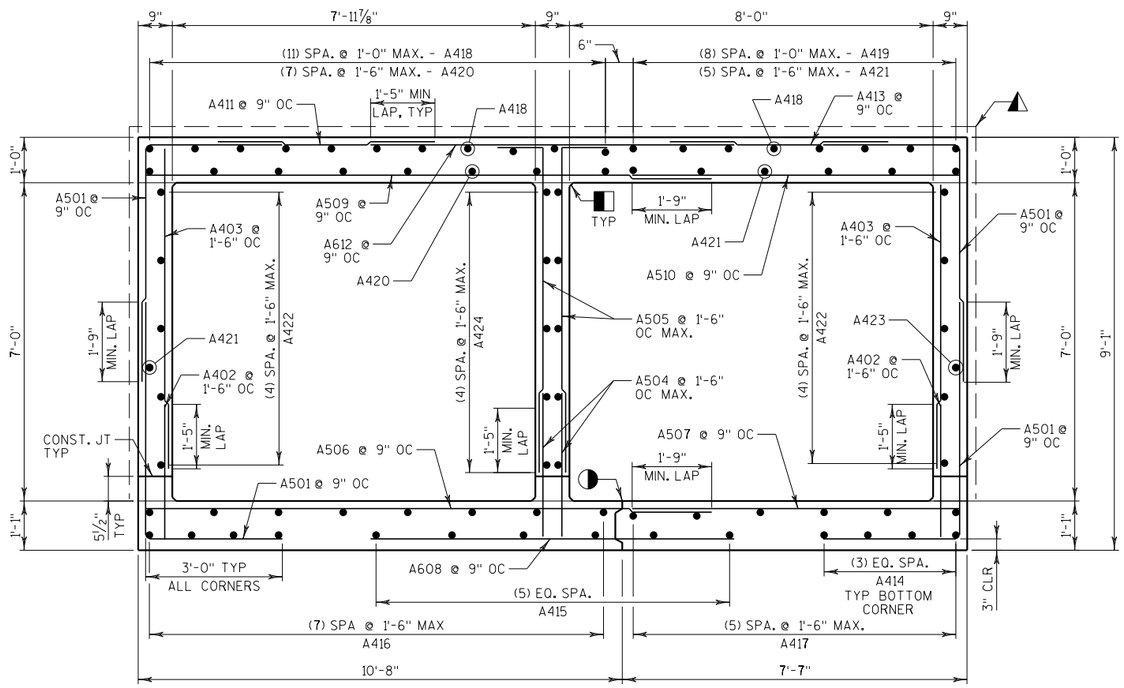
DRAWN BY NLD | PLANS CK'D. PRF

STAGING & REMOVALS

SHEET 3 OF 5
367



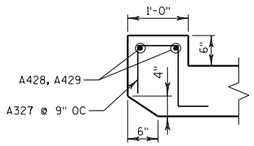
PLAN VIEW OF BARREL EXTENSION



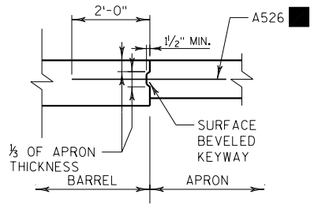
TYPICAL SECTION THROUGH BOX

LEGEND

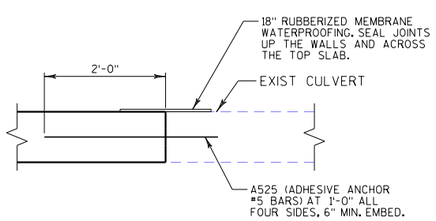
- 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING. PLACE ALONG LONGIT. CONST. JOINT IN TOP SLAB FULL LENGTH OF BOX.
- LONGIT. CONST. JOINT (TYP.) FORMED BY SURFACED BEVELED KEYWAY ⅓ OF SLAB THICKNESS, BOTTOM SLAB ONLY.
- OPTIONAL CONSTRUCTION JOINT. OMIT 1" CHAMFER IF OPTIONAL JOINT IS USED, TYP.
- 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING UP WALLS AND ACROSS TOP SLAB AT VERT. CONST. JOINTS. EXTEND 6" MIN. BELOW TOP OF BOTTOM SLAB.
- A524 @ 1'-0". CONTRACTOR MAY UTILIZE ADHESIVE ANCHORS NO. 5 BAR. EMBED 6" IN CONCRETE. NO. 5 BAR AND ADHESIVE INCIDENTAL TO "BAR STEEL REINFORCEMENT HS STRUCTURES."



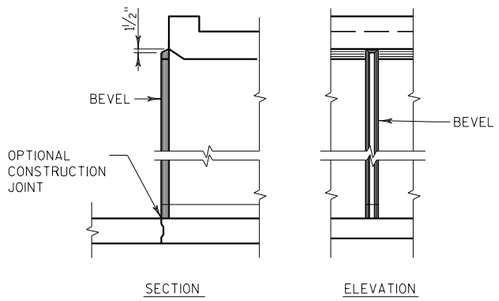
A-A: INLET HEADER DETAIL



B-B: APRON-TO-SLAB CONNECTION



C-C: VERTICAL CONSTRUCTION JOINT



INLET NOSE DETAIL

STATE PROJECT NUMBER

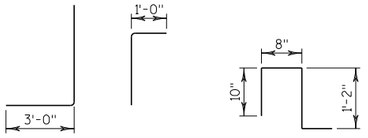
9180-35-71

BILL OF BARS - BARREL

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		88	8'-4"	X		BOX VERTICAL - CORNER - TOP & BOTTOM
A402		24	2'-10"			BOX VERTICAL - EXTERIOR WALL
A403		24	7'-4"			BOX VERTICAL - EXTERIOR WALL
A504		24	3'-3"			BOX VERTICAL - INTERIOR WALL
A505		24	8'-1"	X		BOX VERTICAL - INTERIOR WALL
A506		22	12'-6"			BOX HORIZONTAL - BOTTOM SLAB - TOP
A507		22	7'-3"			BOX HORIZONTAL - BOTTOM SLAB - TOP
A608		22	8'-0"			BOX HORIZONTAL - BOTTOM SLAB - BOTTOM
A509		22	12'-6"			BOX HORIZONTAL - TOP SLAB - BOTTOM
A510		22	7'-3"			BOX HORIZONTAL - TOP SLAB - BOTTOM
A411		22	4'-10"			BOX HORIZONTAL - TOP SLAB - TOP
A612		22	8'-0"			BOX HORIZONTAL - TOP SLAB - TOP
A413		22	4'-10"			BOX HORIZONTAL - TOP SLAB - TOP
A414		8	15'-2"			BOX LONGITUDINAL - BOTTOM SLAB - BOTTOM
A415		6	15'-2"			BOX LONGITUDINAL - BOTTOM SLAB - BOTTOM
A416		8	15'-2"			BOX LONGITUDINAL - BOTTOM SLAB - TOP
A417		6	15'-2"			BOX LONGITUDINAL - BOTTOM SLAB - TOP
A418		12	15'-2"			BOX LONGITUDINAL - TOP SLAB - TOP
A419		9	15'-2"			BOX LONGITUDINAL - TOP SLAB - TOP
A420		8	15'-2"			BOX LONGITUDINAL - TOP SLAB - BOTTOM
A421		6	15'-2"			BOX LONGITUDINAL - TOP SLAB - BOTTOM
A422		10	15'-2"			BOX LONGITUDINAL - EXTERIOR WALL
A423		2	15'-2"			BOX LONGITUDINAL - EXTERIOR WALL
A424		10	15'-2"			BOX LONGITUDINAL - EXTERIOR WALL
A525		64	2'-6"			DOWEL AT EXISTING BOX (ADHESIVE ANCHOR #5 BARS)
A526		20	4'-0"			DOWEL - APRON-TO-BOX
A327		25	3'-1"	X		INLET HEADER STIRRUPS
A428		2	12'-6"			INLET HEADER HORIZONTAL
A429		2	7'-3"			INLET HEADER HORIZONTAL

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.



A501 A505 A327

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-42-25

DRAWN BY NLD | PLANS CK'D. PRF

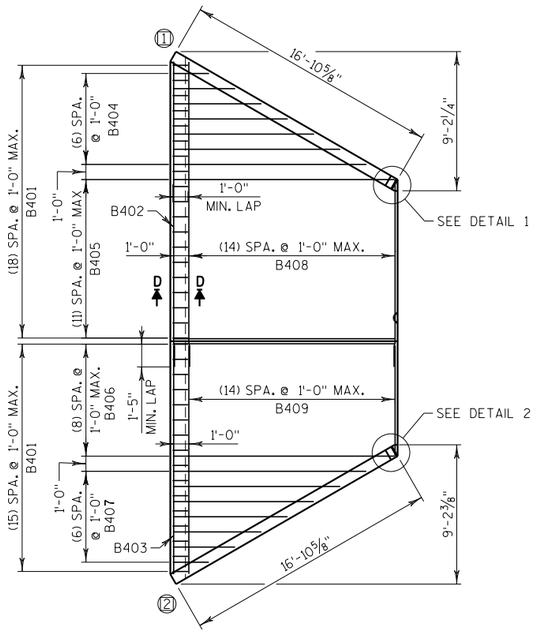
BOX DETAILS

SHEET 4 OF 5
368

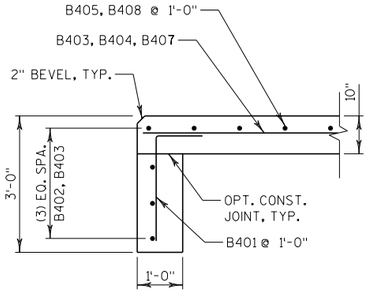
8

STATE PROJECT NUMBER

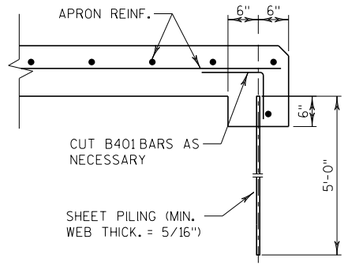
9180-35-71



INLET APRON PLAN



D-D: INLET CUTOFF WALL



ALTERNATE CUTOFF WALL

BILL OF BARS - WING AND APRON

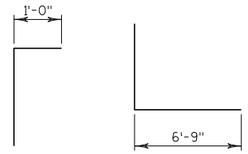
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B401		35	3'-6"	X		INLET CUTOFF WALL - VERTICAL
B402		4	20'-2"			INLET CUTOFF WALL - HORIZONTAL
B403		4	15'-1"			INLET CUTOFF WALL - HORIZONTAL
B404		7	7'-7"		X	APRON HORIZONTAL - TOP
B405		12	14'-8"			APRON HORIZONTAL - TOP
B406		9	14'-8"			APRON HORIZONTAL - TOP
B407		7	7'-7"		X	APRON HORIZONTAL - TOP
B408		15	16'-4"		X	APRON HORIZONTAL - TOP
B409		15	11'-3"		X	APRON HORIZONTAL - TOP
B410		6	16'-6"			APRON HORIZONTAL - BOTTOM
B411	X	20	9'-7"	X		APRON/WINGWALL CORNER DOWEL
B412	X	32	11'-3"	X	X	APRON/WINGWALL CORNER DOWEL
B413	X	20	6'-6"		X	WINGWALL VERTICAL
B414	X	12	2'-11"			WINGWALL VERTICAL DOWEL
B415	X	12	3'-11"		X	WINGWALL VERTICAL DOWEL
B416	X	12	5'-11"		X	WINGWALL - VERTICAL
B517	X	4	17'-4"			WINGWALL - HORIZONTAL
B418	X	4	16'-6"			WINGWALL - HORIZONTAL
B419	X	16	9'-10"		X	WINGWALL - HORIZONTAL

THE FIRST DIGIT OF A BAR MARK SIGNIFIES THE BAR SIZE.

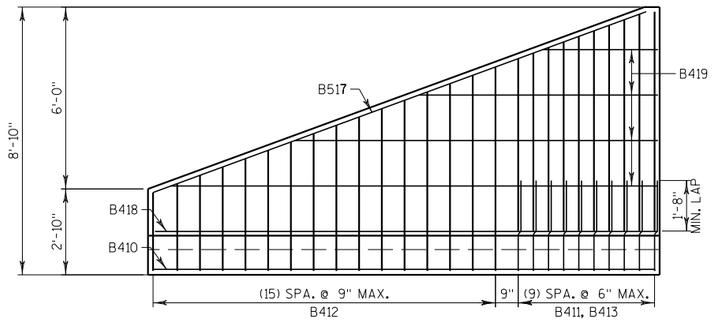
ALL BAR BEND DIMENSIONS ARE OUT TO OUT OF BAR.

BAR SERIES TABLE

BAR MARK	NO REQ'D.	LENGTH
B404	1 SERIES OF 7	2'-5" TO 12'-9"
B407	1 SERIES OF 7	2'-5" TO 12'-9"
B408	1 SERIES OF 15	12'-5" TO 20'-2"
B409	1 SERIES OF 15	7'-4" TO 15'-1"
B412	2 SERIES OF 16	9'-2" TO 13'-4"
B413	2 SERIES OF 10	5'-8" TO 7'-3"
B415	2 SERIES OF 6	2'-6" TO 5'-3"
B416	2 SERIES OF 6	4'-7" TO 7'-2"
B419	4 SERIES OF 4	3'-8" TO 15'-11"

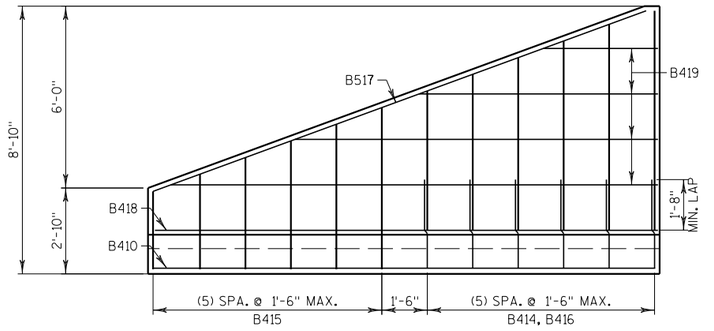


B401 B411, B412



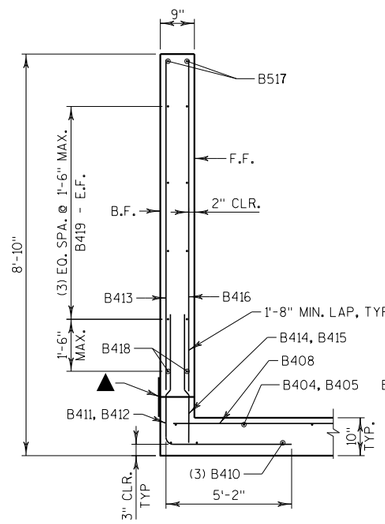
WINGS 1 & 2

SHOWING B.F. REINFORCEMENT

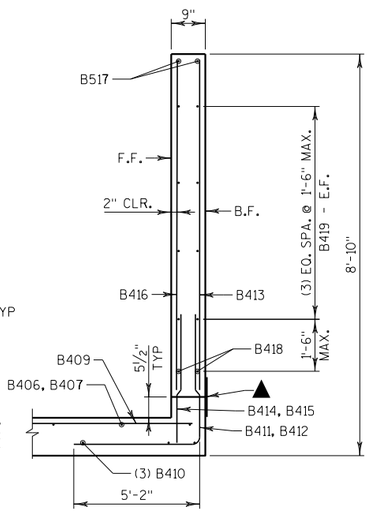


WINGS 1 & 2

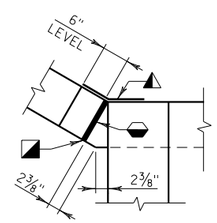
SHOWING F.F. REINFORCEMENT



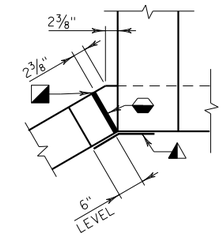
WING 1 SECTION



WING 2 SECTION



DETAIL 1: WINGWALL 1



DETAIL 2: WINGWALL 2

CORNER DETAILS

LEGEND

- ▲ HORIZONTAL CONSTRUCTION JOINT. PROVIDE 18" MIN. WIDTH RUBBERIZED MEMBRANE WATERPROOFING ALONG HORIZONTAL CONSTRUCTION JOINT IN WING.
- ¾" FILLER, TYP. EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WING.
- 1" BEVEL, TYP.
- △ 18" RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE C-42-25

DRAWN BY NLD | PLANS CK'D. PRF

APRON AND WINGWALLS

SHEET 5 OF 5

369

8

8

ROADWAY DIVISION - STH 22

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
173+51.16	0.00	24.43	0.00	0	0	0	0	0
174+00	48.84	29.30	0.82	49	1	49	1	48
174+50	50.00	41.86	0.90	66	2	115	4	111
175+00	50.00	126.29	8.36	156	9	271	17	254
175+50	50.00	132.99	24.88	240	31	511	61	450
176+00	50.00	119.62	37.13	234	57	745	143	602
176+45	45.00	170.02	42.74	241	67	986	239	747
176+50	5.00	189.89	31.16	33	7	1,019	249	770
177+00	50.00	238.79	18.14	397	46	1,416	315	1,101
177+50	50.00	97.09	12.03	311	28	1,727	355	1,372
178+00	50.00	90.74	1.53	174	13	1,901	373	1,528
178+15.17	15.17	91.21	17.53	51	5	1,952	380	1,572
178+50	34.83	122.60	3.87	138	14	2,090	400	1,690
179+00	50.00	122.24	0.89	227	4	2,317	406	1,911
179+50	50.00	121.91	2.77	226	3	2,543	410	2,133
180+00	50.00	117.72	3.36	222	6	2,765	419	2,346
180+50	50.00	139.63	0.00	238	3	3,003	423	2,580
181+00	50.00	103.71	1.64	225	2	3,228	426	2,802
181+50	50.00	92.85	5.32	182	6	3,410	435	2,975
182+00	50.00	89.25	8.29	169	13	3,579	453	3,126
182+50	50.00	88.34	8.56	164	16	3,743	476	3,267
183+00	50.00	85.86	7.21	161	15	3,904	498	3,406
183+50	50.00	85.03	1.73	158	8	4,062	509	3,553
184+00	50.00	82.54	5.93	155	7	4,217	519	3,698
184+50	50.00	114.92	20.54	183	25	4,400	555	3,845
184+99.41	49.41	177.44	0.31	268	19	4,668	582	4,086
185+00	0.59	177.65	0.32	4	0	4,672	582	4,090
185+50	50.00	111.65	1.09	268	1	4,940	583	4,357
186+00	50.00	109.70	2.14	205	3	5,145	588	4,557
186+50	50.00	126.23	1.25	218	3	5,363	592	4,771
187+00	50.00	136.11	0.85	243	2	5,606	595	5,011
187+50	50.00	166.65	0.11	280	1	5,886	596	5,290
187+79.83	29.83	167.87	0.05	185	0	6,071	596	5,475
188+00	20.17	156.40	0.03	121	0	6,192	596	5,596
188+50	50.00	93.64	5.31	232	5	6,424	603	5,821
189+00	50.00	88.65	5.77	169	10	6,593	618	5,975
189+50	50.00	94.09	8.93	169	14	6,762	638	6,124
190+00	50.00	103.96	1.55	183	10	6,945	652	6,293
190+50	50.00	118.66	0.04	206	1	7,151	654	6,497
191+00	50.00	115.27	0.17	217	0	7,368	654	6,714
191+50	50.00	161.26	0.45	256	1	7,624	655	6,969
191+82	32.00	228.17	0.00	231	0	7,855	655	7,200
192+00	18.00	198.41	0.64	142	0	7,997	655	7,342
192+05.55	5.55	189.63	0.00	40	0	8,037	655	7,382
192+50	44.45	115.24	0.54	251	0	8,288	655	7,633
193+00	50.00	98.14	1.95	198	2	8,486	658	7,828
193+50	50.00	117.17	0.01	199	2	8,685	661	8,024
194+00	50.00	119.15	0.07	219	0	8,904	661	8,243
194+50	50.00	125.84	0.04	227	0	9,131	661	8,470
195+00	50.00	190.84	0.96	293	1	9,424	662	8,762
195+01.81	1.81	191.63	0.90	13	0	9,437	662	8,775
195+50	48.19	112.21	0.63	271	1	9,708	664	9,044
196+00	50.00	111.08	0.15	207	1	9,915	665	9,250
196+50	50.00	123.60	0.28	217	0	10,132	665	9,467
197+00	50.00	133.23	0.00	238	0	10,370	665	9,705

NOTE: EBS EXCAVATION IS NOT INCLUDED IN THESE CALCULATIONS. EBS QUANTITIES SHOWN IN THE EARTHWORK SUMMARY TABLE ARE UNDISTRIBUTED AND TO BE USED AT THE DISCRETION OF THE ENGINEER.

9

9

ROADWAY DIVISION - STH 22 (CONTINUED)

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.15	MASS ORDINATE
197+50	50.00	199.39	0.00	308	0	10,678	665	10,013
197+55.93	5.93	202.00	0.00	44	0	10,722	665	10,057
198+00	44.07	133.89	0.00	274	0	10,996	665	10,331
198+50	0.00	137.53	0.00	0	0	10,996	665	10,331
199+00	50.00	143.50	0.00	260	0	11,256	665	10,591
199+50	50.00	127.88	0.04	251	0	11,507	665	10,842
200+00	50.00	115.15	0.28	225	0	11,732	665	11,067
200+50	50.00	119.21	0.39	217	1	11,949	666	11,283
201+00	50.00	119.76	1.41	221	2	12,170	669	11,501
201+50	50.00	121.23	0.39	223	2	12,393	672	11,721
202+00	50.00	122.77	0.00	226	0	12,619	672	11,947
202+50	50.00	121.04	0.00	226	0	12,845	672	12,173
203+00	50.00	117.51	3.29	221	3	13,066	676	12,390
203+37.67	37.67	223.36	0.27	238	2	13,304	679	12,625
203+50	12.33	239.18	0.40	106	0	13,410	679	12,731
203+57.41	7.41	244.86	0.48	66	0	13,476	679	12,797
204+00	42.59	122.85	1.31	290	1	13,766	681	13,085
204+50	50.00	121.52	0.86	226	2	13,992	684	13,308
205+00	50.00	115.12	0.02	219	1	14,211	685	13,526
205+50	50.00	112.40	0.01	211	0	14,422	685	13,737
206+00	50.00	107.20	1.91	203	2	14,625	688	13,937
206+50	50.00	109.09	2.63	200	4	14,825	694	14,131
206+91.17	41.17	130.74	0.92	183	3	15,008	698	14,310
207+00	8.83	133.37	0.20	43	0	15,051	698	14,353
207+50	50.00	100.94	12.79	217	12	15,268	715	14,553
208+00	50.00	196.49	1.12	275	13	15,543	734	14,809
208+13.24	13.24	234.02	0.01	106	0	15,649	734	14,915
208+50	36.76	225.33	0.00	313	0	15,962	734	15,228
209+00	50.00	177.99	0.62	373	1	16,335	735	15,600
209+35.75	35.75	237.08	0.00	275	0	16,610	735	15,875
209+50	14.25	232.83	0.00	124	0	16,734	735	15,999
210+00	50.00	184.32	2.83	386	3	17,120	739	16,381
210+50	50.00	162.28	0.00	321	3	17,441	744	16,697
211+00	50.00	144.95	0.00	284	0	17,725	744	16,981
211+50	50.00	130.95	0.45	255	0	17,980	744	17,236
212+00	0.00	120.60	1.24	0	0	17,980	744	17,236
212+43.65	43.65	165.23	1.30	231	2	18,211	746	17,465
212+50	6.35	167.63	0.93	39	0	18,250	746	17,504
213+00	50.00	132.47	0.00	278	1	18,528	748	17,780
213+50	50.00	145.56	0.00	257	0	18,785	748	18,037
214+00	50.00	203.16	0.00	323	0	19,108	748	18,360
214+10.56	10.56	201.08	0.00	79	0	19,187	748	18,439
214+50	39.44	157.31	0.00	262	0	19,449	748	18,701
215+00	50.00	159.83	0.00	294	0	19,743	748	18,995
215+50	50.00	160.22	0.00	296	0	20,039	748	19,291
216+00	50.00	150.73	0.00	288	0	20,327	748	19,579
216+50	50.00	146.27	0.57	275	1	20,602	749	19,853
217+00	50.00	131.06	1.32	257	2	20,859	752	20,107
217+50	50.00	119.36	0.72	232	2	21,091	755	20,336
218+00	50.00	99.97	3.42	203	4	21,294	761	20,533

NOTE: EBS EXCAVATION IS NOT INCLUDED IN THESE CALCULATIONS. EBS QUANTITIES SHOWN IN THE EARTHWORK SUMMARY TABLE ARE UNDISTRIBUTED AND TO BE USED AT THE DISCRETION OF THE ENGINEER.

ROADWAY DIVISION - STH 22 (CONTINUED)

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.15	MASS ORDINATE
218+50	50.00	110.48	3.49	195	6	21,489	769	20,720
218+76.66	26.66	151.31	5.40	129	4	21,618	775	20,843
219+00	23.34	137.38	3.37	125	4	21,743	781	20,962
219+50	50.00	117.43	1.36	236	4	21,979	786	21,193
220+00	50.00	142.03	0.00	240	1	22,219	788	21,431
220+25.15	25.15	136.34	0.20	130	0	22,349	788	21,561
220+50	24.85	139.59	0.12	127	0	22,476	788	21,688
221+00	50.00	139.84	0.12	259	0	22,735	788	21,947
221+50	50.00	145.36	0.02	264	0	22,999	788	22,211
222+00	50.00	161.06	0.00	284	0	23,283	788	22,495
222+38.36	38.36	208.42	0.00	262	0	23,545	788	22,757
222+50	11.64	211.18	0.00	90	0	23,635	788	22,847
223+00	50.00	133.00	0.16	319	0	23,954	788	23,166
223+50	50.00	129.07	0.24	243	0	24,197	788	23,409
224+00	50.00	132.53	0.01	242	0	24,439	788	23,651
224+50	50.00	134.93	0.27	248	0	24,687	788	23,899
225+00	50.00	134.72	0.21	250	0	24,937	788	24,149
225+50	50.00	185.38	0.11	296	0	25,233	788	24,445
225+58.49	8.48	181.60	0.10	58	0	25,291	788	24,503
226+00	41.52	223.48	0.00	311	0	25,602	788	24,814
226+14.32	14.32	218.77	0.00	117	0	25,719	788	24,931
226+50	35.68	165.66	0.00	254	0	25,973	788	25,185
227+00	50.00	145.53	0.00	288	0	26,261	788	25,473
227+50	50.00	134.42	1.82	259	2	26,520	791	25,729
228+00	50.00	110.95	2.38	227	4	26,747	797	25,950
228+50	50.00	98.76	4.35	194	6	26,941	805	26,136
229+00	50.00	97.61	4.33	182	8	27,123	817	26,306
229+50	50.00	107.28	2.98	190	7	27,313	827	26,486
230+00	50.00	108.52	2.25	200	5	27,513	834	26,679
230+50	50.00	111.53	6.81	204	8	27,717	845	26,872
231+00	50.00	115.75	17.02	210	22	27,927	877	27,050
231+50	50.00	104.41	29.76	204	43	28,131	938	27,193
232+00	50.00	104.61	76.07	194	98	28,325	1,078	27,247
232+50	50.00	149.39	15.43	235	85	28,560	1,200	27,360
232+56.21	6.21	156.16	13.77	35	3	28,595	1,204	27,391
233+00	43.79	0.00	0.80	127	12	28,722	1,221	27,501
233+35.35	35.35	0.00	0.00	0	1	28,722	1,223	27,499
			TOTAL	28,722	855			

NOTE: EBS EXCAVATION IS NOT INCLUDED IN THESE CALCULATIONS. EBS QUANTITIES SHOWN IN THE EARTHWORK SUMMARY TABLE ARE UNDISTRIBUTED AND TO BE USED AT THE DISCRETION OF THE ENGINEER.

9

9

ROADWAY DIVISION - FINNEGAN LAKE RD

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
11+50	0.00	48.98	0.72	0	0	0	0	0
12+00	50.00	53.02	2.70	94	3	94	4	90
12+50	50.00	73.42	0.00	117	3	211	9	202
13+00	50.00	136.68	5.49	195	5	406	16	390
			TOTAL	406	11			

ROADWAY DIVISION - NORTH ELM AVE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
50+50	0.00	128.22	0.30	0	0	0	0	0
51+00	50.00	7.25	0.00	125	0	125	0	125
51+20	20.00	0.08	0.00	3	0	128	0	128
			TOTAL	128	0			

ROADWAY DIVISION - GILLETT HIGH SCHOOL

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
21+00	0.00	93.23	7.80	0	0	0	0	0
21+20	20.00	114.40	22.04	77	11	77	16	61
			TOTAL	77	11			

ROADWAY DIVISION - OAK AVE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
62+00	0.00	84.69	0.00	0	0	0	0	0
62+10	10.00	99.84	0.00	34	0	34	0	34
			TOTAL	34	0			

ROADWAY DIVISION - HARDING AVE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
30+50	0.00	183.48	0.00	0	0	0	0	0
30+80.09	30.09	83.33	0.01	149	0	149	0	149
			TOTAL	149	0			

ROADWAY DIVISION - BIRCH AVE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
71+00	0.00	93.65	0.01	0	0	0	0	0
71+50	50.00	137.91	0.00	214	0	214	0	214
			TOTAL	214	0			

ROADWAY DIVISION - SOUTH ELM AVE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
41+85	0.00	94.42	0.36	0	0	0	0	0
42+00	15.00	95.14	0.82	53	0	53	0	53
42+10	10.00	100.42	0.29	36	0	89	0	89
			TOTAL	89	0			

ROADWAY DIVISION - GARDEN AVE

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
83+46.66	0.00	91.59	0.00	0	0	0	0	0
83+50	3.34	94.10	0.00	11	0	11	0	11
83+90	40.00	106.89	0.04	149	0	160	0	160
			TOTAL	160	0			

NOTE: EBS EXCAVATION IS NOT INCLUDED IN THESE CALCULATIONS. EBS QUANTITIES SHOWN IN THE EARTHWORK SUMMARY TABLE ARE UNDISTRIBUTED AND TO BE USED AT THE DISCRETION OF THE ENGINEER.

9

9

PROJECT NO: 9180-35-71 | HWY: STH 22 | COUNTY: OCONTO | EARTHWORK DATA | SHEET NO: 373 | E

ROADWAY DIVISION - E 1ST ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
91+00	0.00	118.94	0.00	0	0	0	0	0
91+16.82	16.82	70.29	0.00	59	0	59	0	59
			TOTAL	59	0			

ROADWAY DIVISION - E PARK ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
00+40	0.00	92.51	0.00	0	0	0	0	0
00+50	10.00	62.83	0.00	29	0	29	0	29
00+65.45	15.45	63.32	0.00	36	0	65	0	65
			TOTAL	65	0			

ROADWAY DIVISION - S MCKENZIE ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
00+38.63	0.00	89.89	0.00	0	0	0	0	0
00+50	11.37	98.16	0.13	40	0	40	0	40
00+75	25.00	127.57	3.11	105	2	145	3	142
			TOTAL	145	2			

ROADWAY DIVISION - W PARK ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
02+75	0.00	105.08	0.05	0	0	0	0	0
03+00	25.00	114.83	0.00	102	0	102	0	102
03+20	20.00	152.49	0.00	99	0	201	0	201
			TOTAL	201	0			

ROADWAY DIVISION - E MAIN ST / CTH BB

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPAND FILL 1.43	MASS ORDINATE
100+65	0.00	144.25	2.11	0	0	0	0	0
101+00	35.00	103.88	4.43	161	4	161	6	155
101+12.34	12.34	99.49	0.91	46	1	207	7	200
			TOTAL	207	5			

ROADWAY DIVISION - E WASHINGTON ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
00+45	0.00	97.44	0.00	0	0	0	0	0
00+50	5.00	87.32	0.74	17	0	17	0	17
00+67.91	17.91	85.49	1.09	57	1	74	1	73
			TOTAL	74	1			

ROADWAY DIVISION - E RAILROAD ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
00+50	0.00	132.88	2.13	0	0	0	0	0
00+69.53	19.53	100.00	0.06	84	1	84	1	83
			TOTAL	84	1			

ROADWAY DIVISION - W PINE ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
02+50	0.00	94.16	0.16	0	0	0	0	0
03+00	50.00	139.46	0.00	216	0	216	0	216
			TOTAL	216	0			

NOTE: EBS EXCAVATION IS NOT INCLUDED IN THESE CALCULATIONS. EBS QUANTITIES SHOWN IN THE EARTHWORK SUMMARY TABLE ARE UNDISTRIBUTED AND TO BE USED AT THE DISCRETION OF THE ENGINEER.

9

9

ROADWAY DIVISION - E CEDAR ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
00+35	0.00	173.93	0.00	0	0	0	0	0
00+50	15.00	108.83	0.00	79	0	79	0	79
00+75	25.00	91.00	2.34	93	1	172	1	171
			TOTAL	172	1			

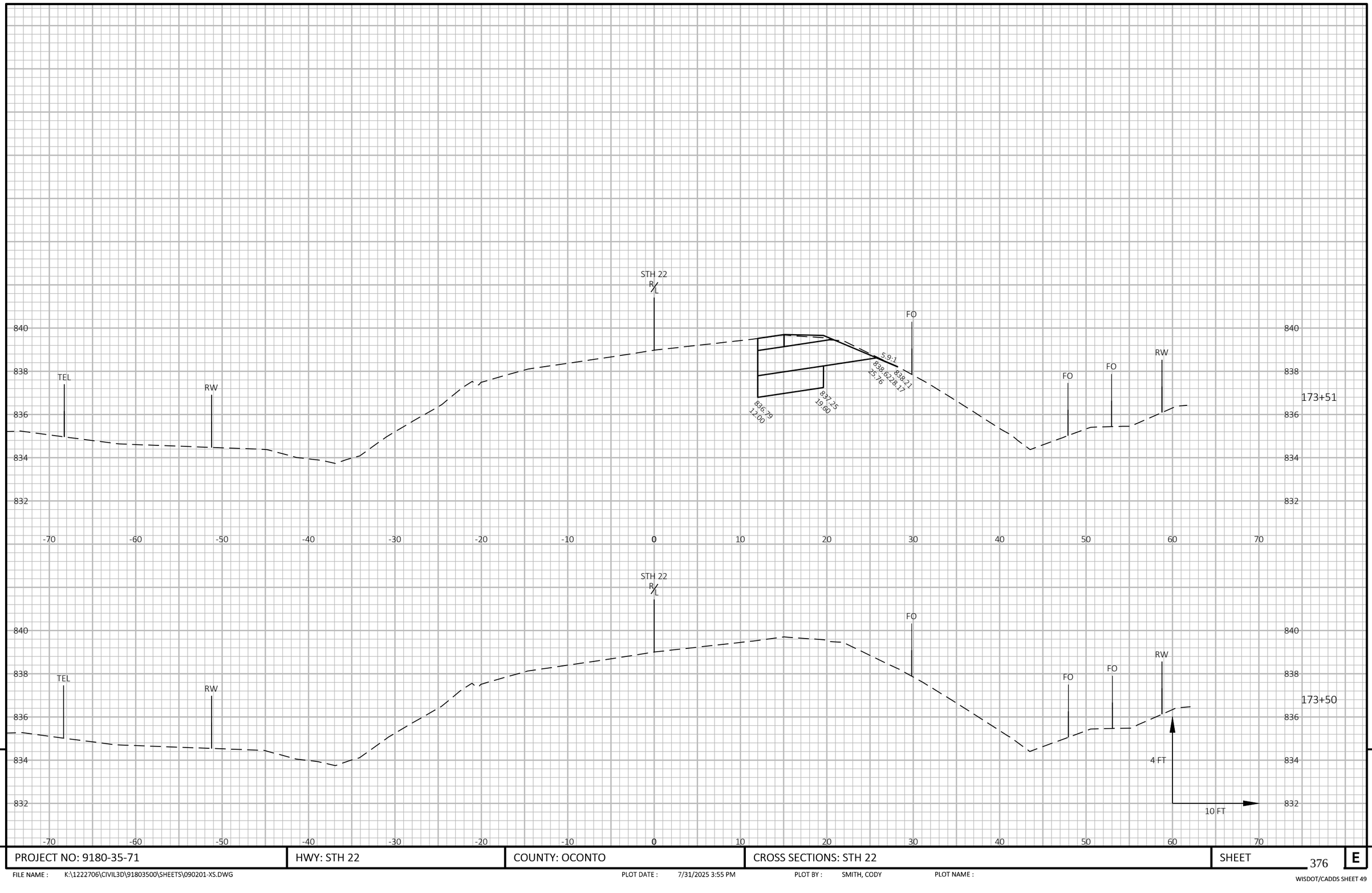
ROADWAY DIVISION - W CEDAR ST

STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
		CUT	FILL	CUT	FILL	CUT 1.00	EXPANDED FILL 1.43	MASS ORDINATE
1+34.18	0.00	95.46	0.00	0	0	0	0	0
01+50	15.82	102.83	0.00	58	0	58	0	58
02+00	50.00	165.28	0.00	248	0	306	0	306
			TOTAL	306	0			

NOTE: EBS EXCAVATION IS NOT INCLUDED IN THESE CALCULATIONS. EBS QUANTITIES SHOWN IN THE EARTHWORK SUMMARY TABLE ARE UNDISTRIBUTED AND TO BE USED AT THE DISCRETION OF THE ENGINEER.

9

9

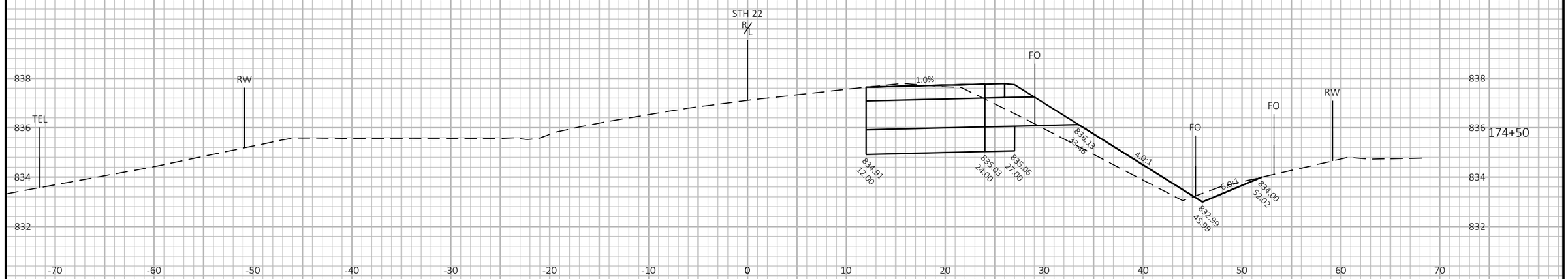


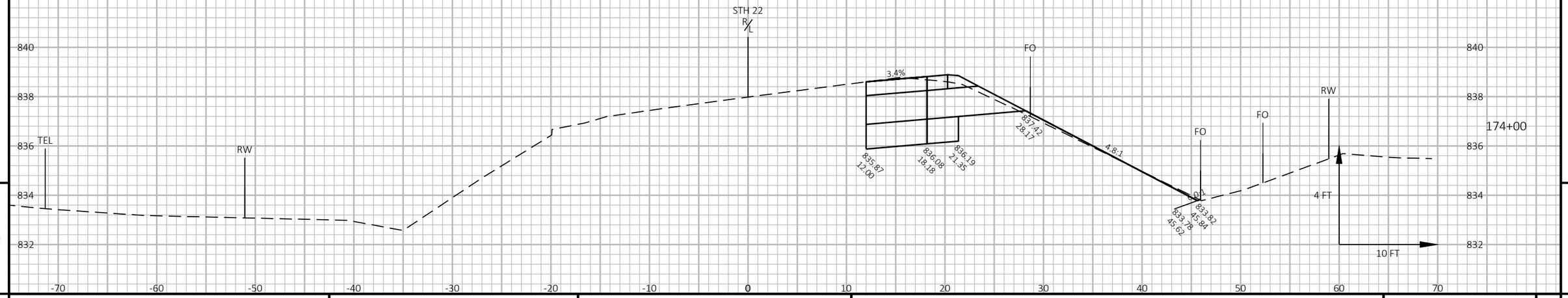
9	PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 376 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:55 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49







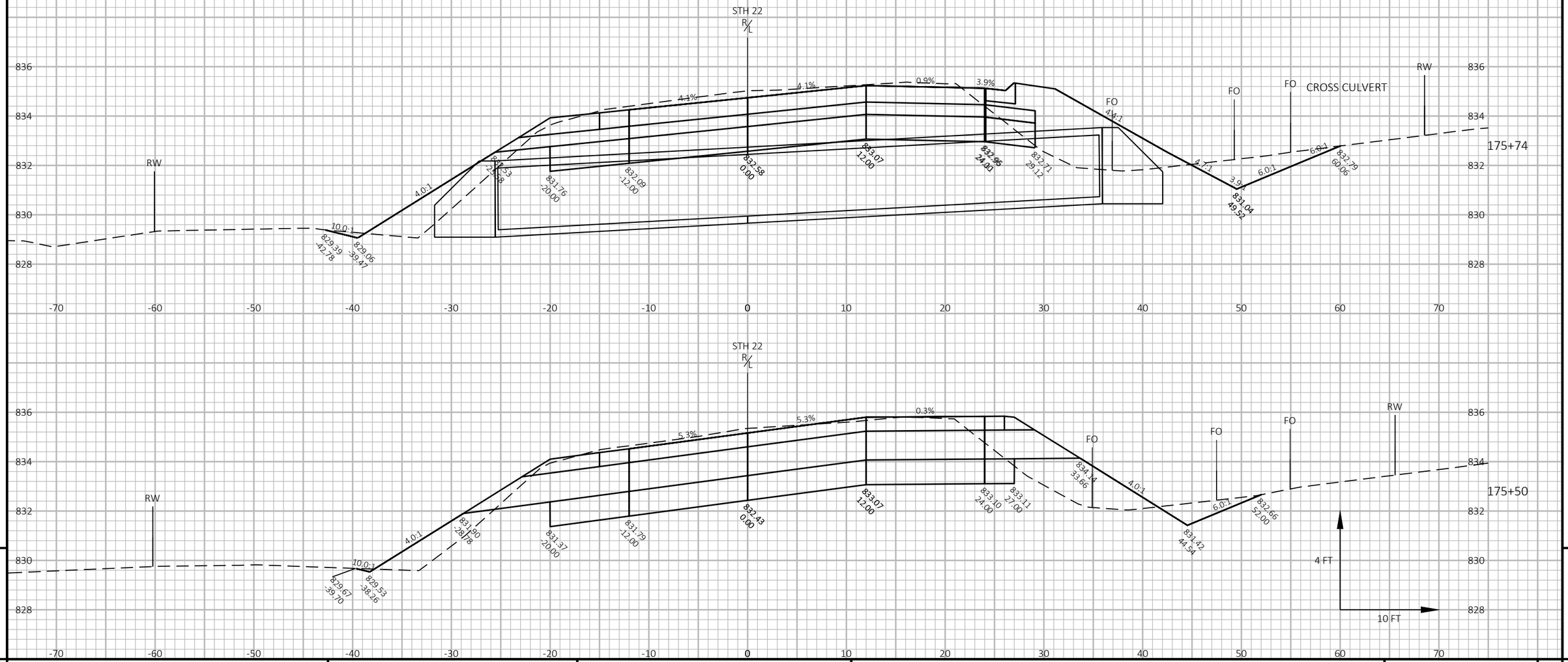
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 377	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:56 PM PLOT BY : SMITH, CODY PLOT NAME :

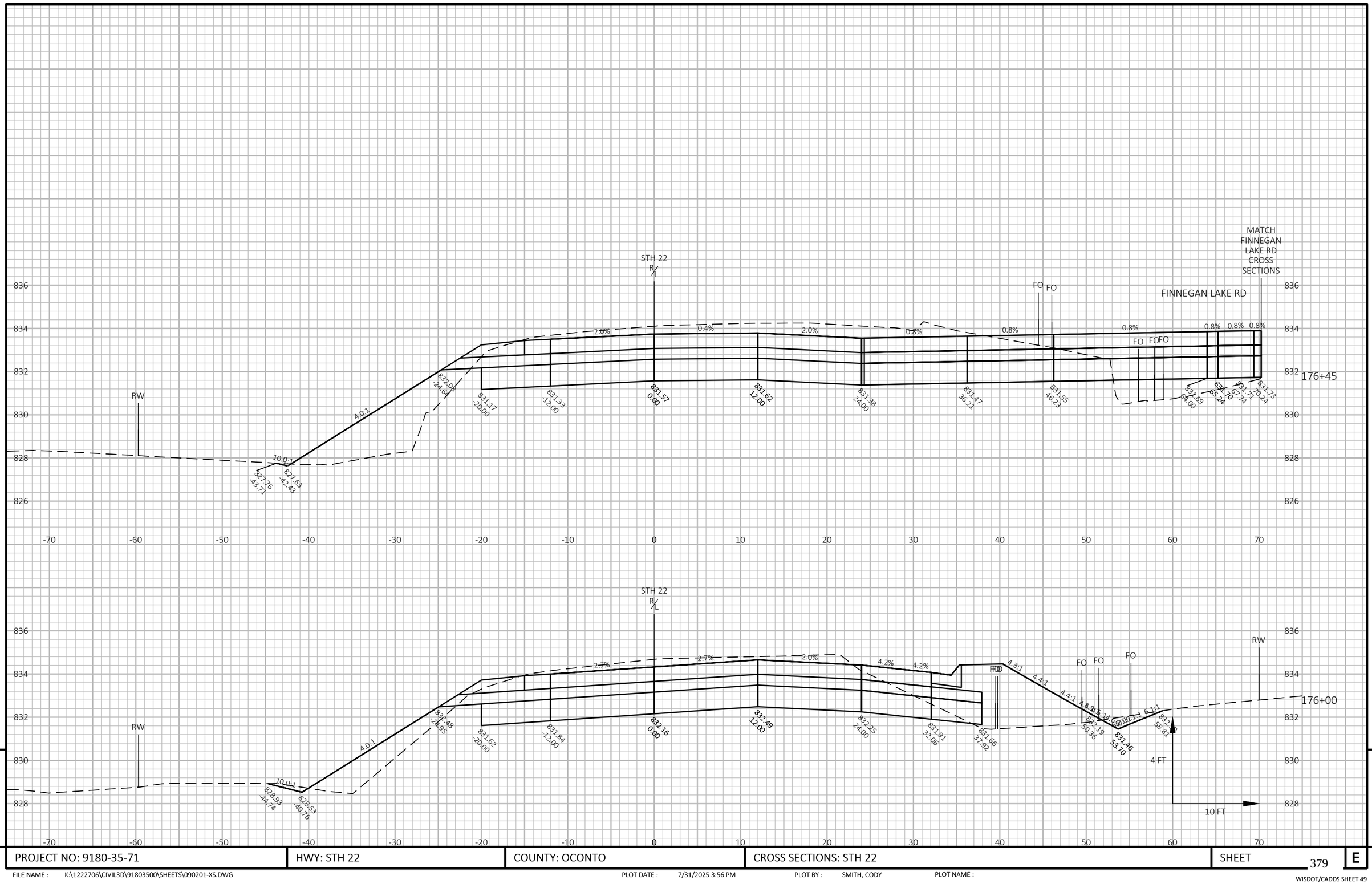
WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 378	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:56 PM PLOT BY : SMITH, CODY PLOT NAME :

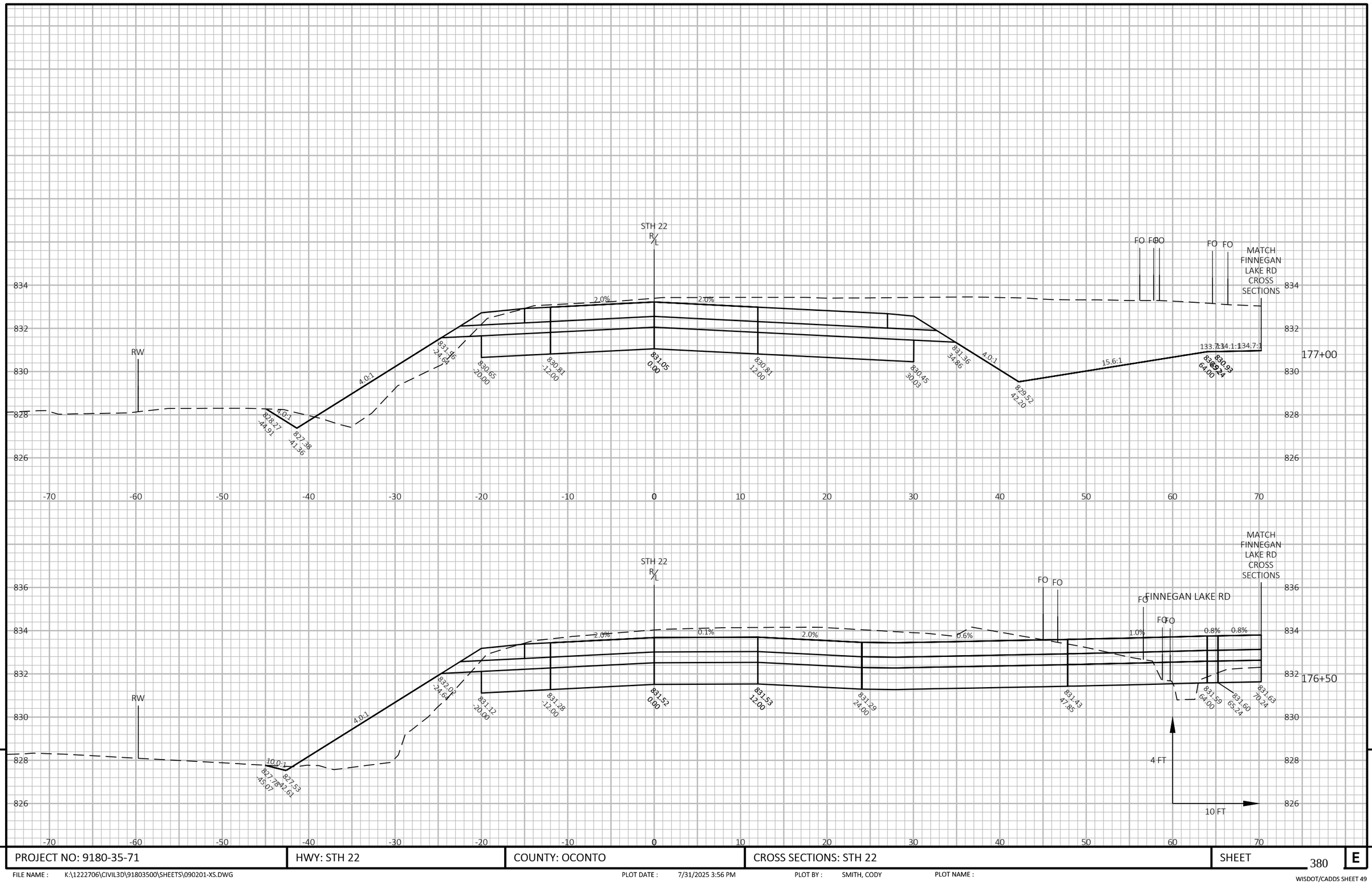
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 379	E



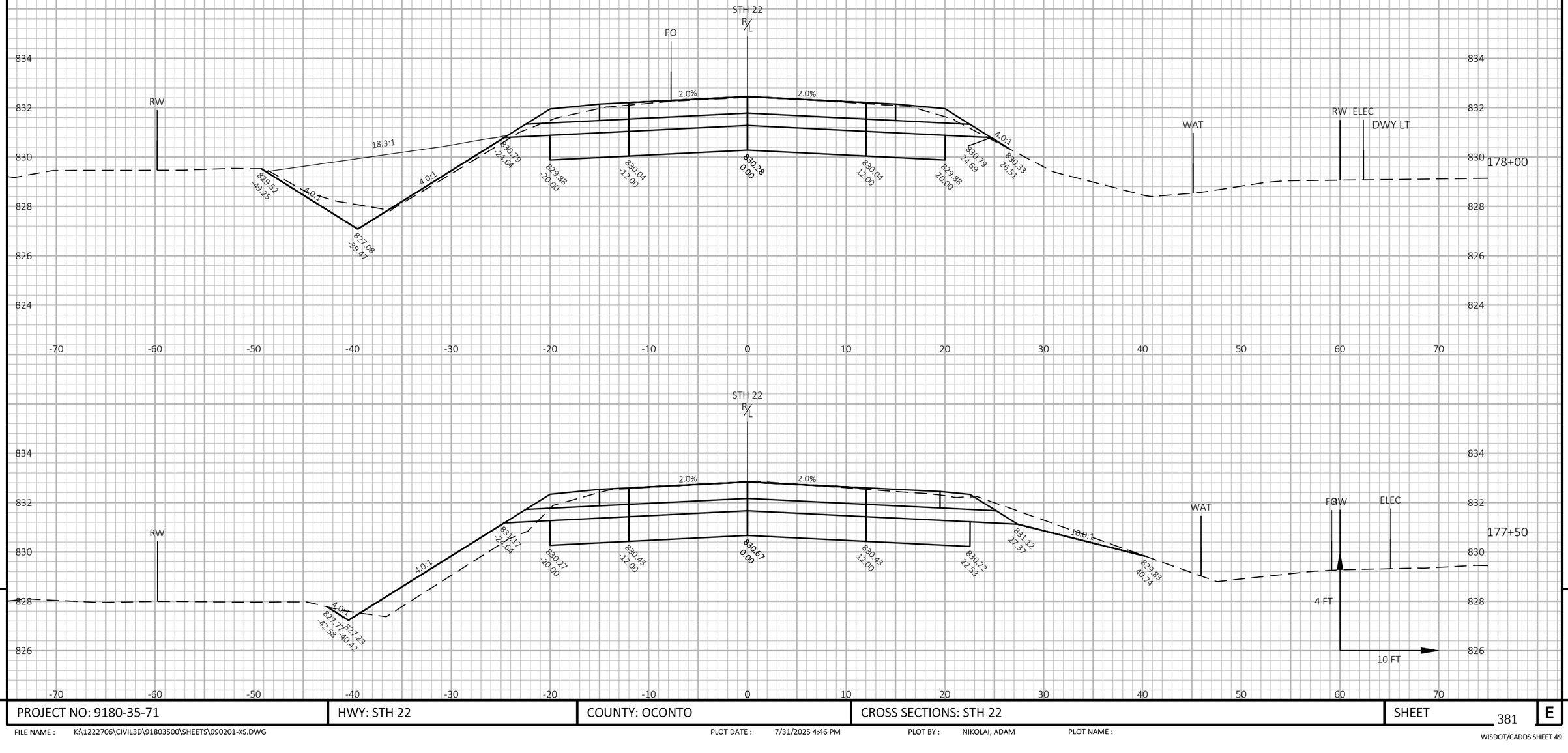
9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 380	E

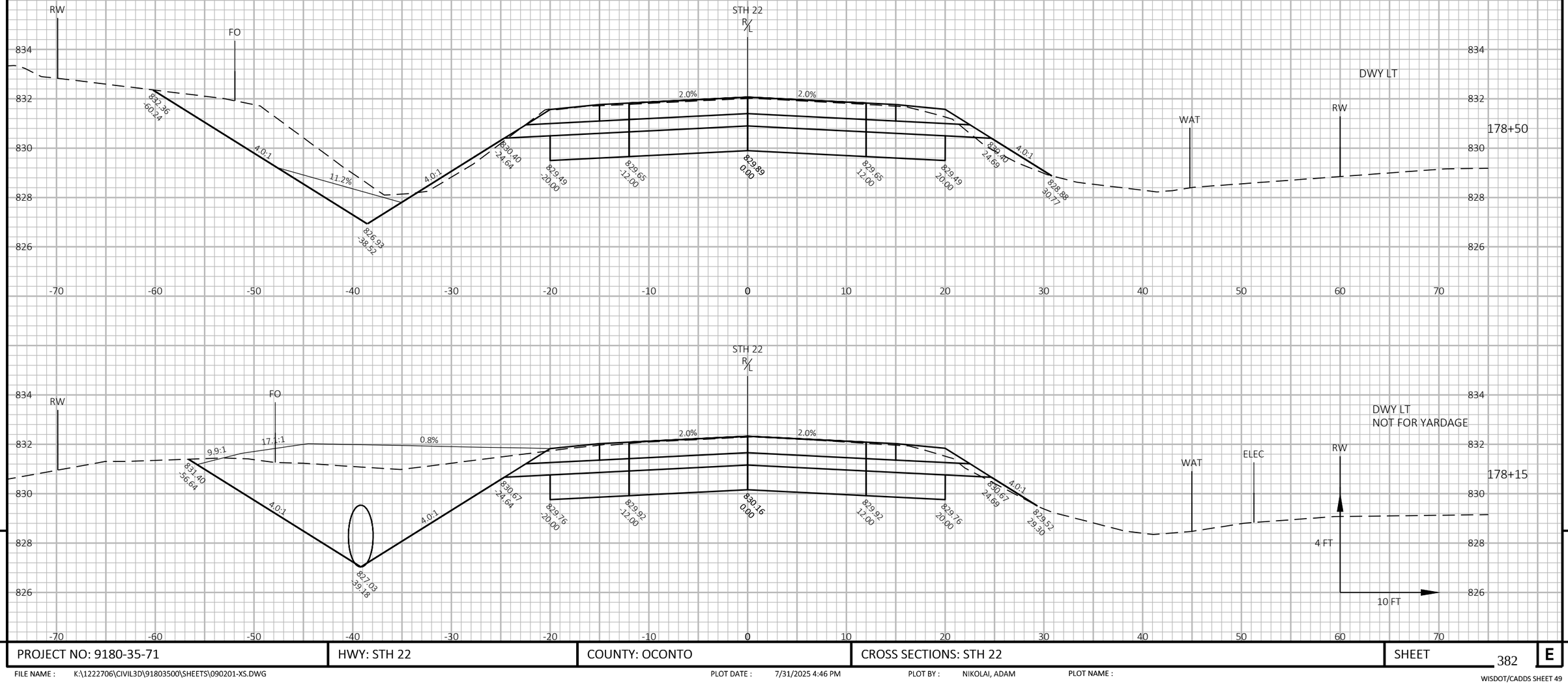
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:56 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

9



9	PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 381 E



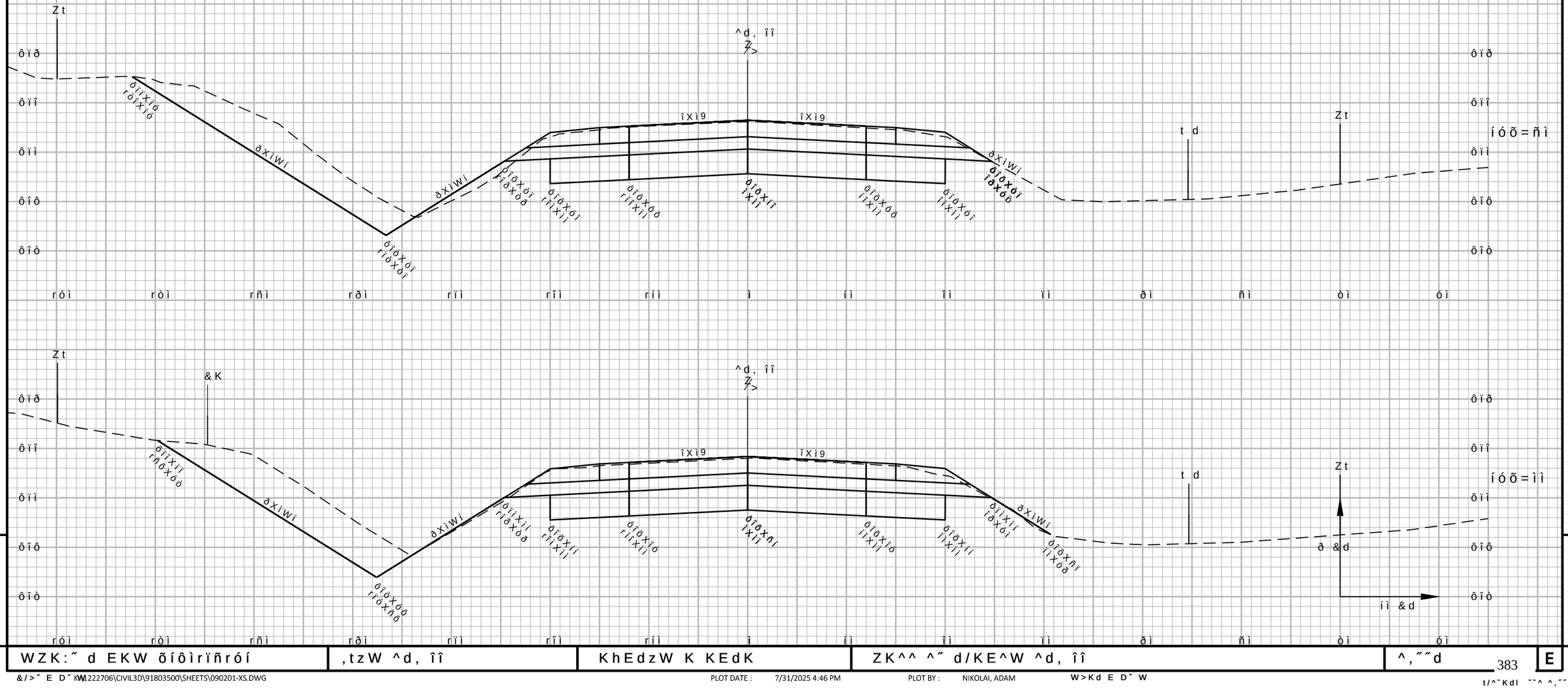
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 382	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:46 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49



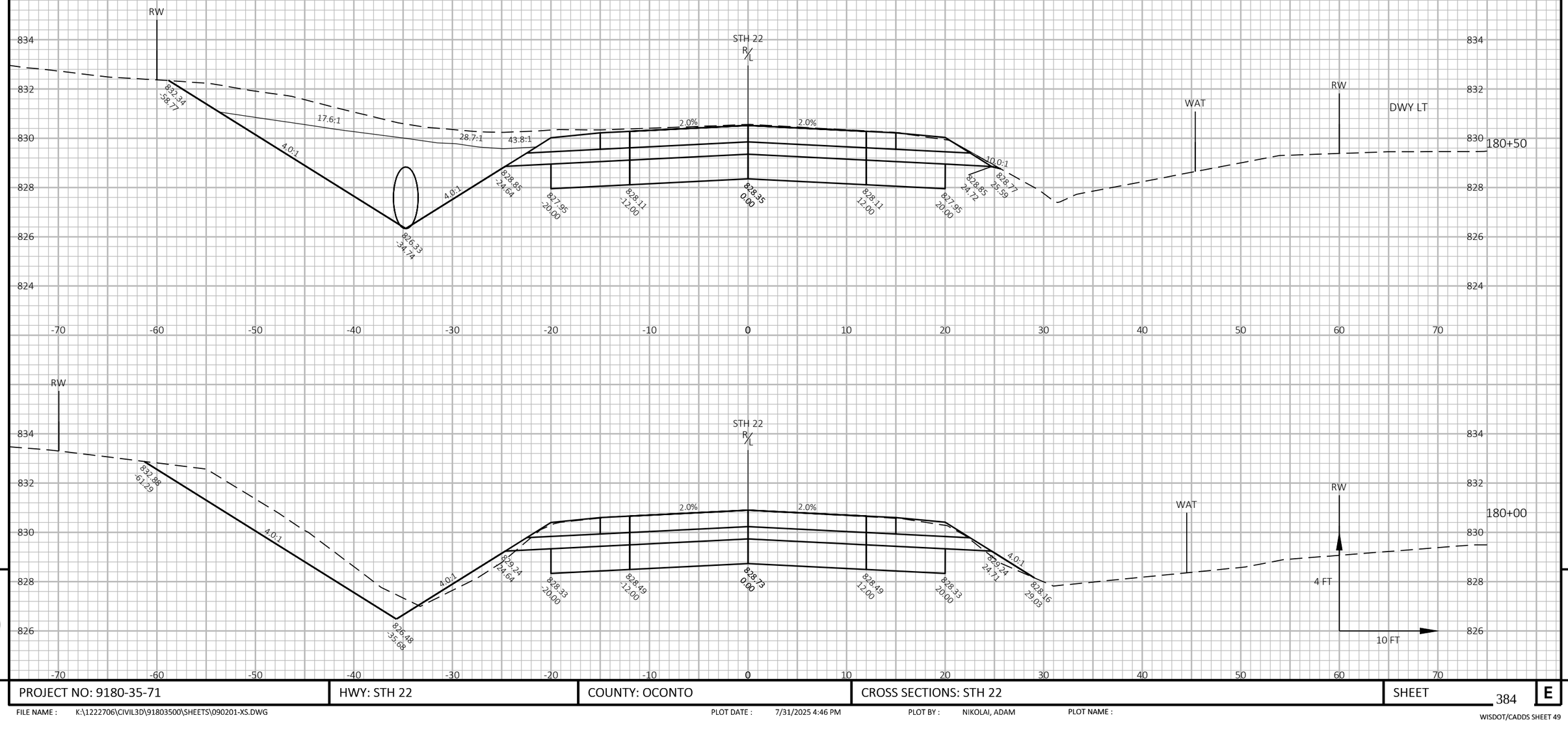
9

WZK:˝ d EKW õíôìrïñróí	,tzW ^d, îî	KhEdzW K KEdK	ZK^^ ^˝ d/KE^W ^d, îî	^,˝˝d

E

&/>˝ E D˝ KW \\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:46 PM PLOT BY : NIKOLAI, ADAM W>Kd E D˝ W

t/^˜Kdl ˜˜^ ^,˝˝d ðõ

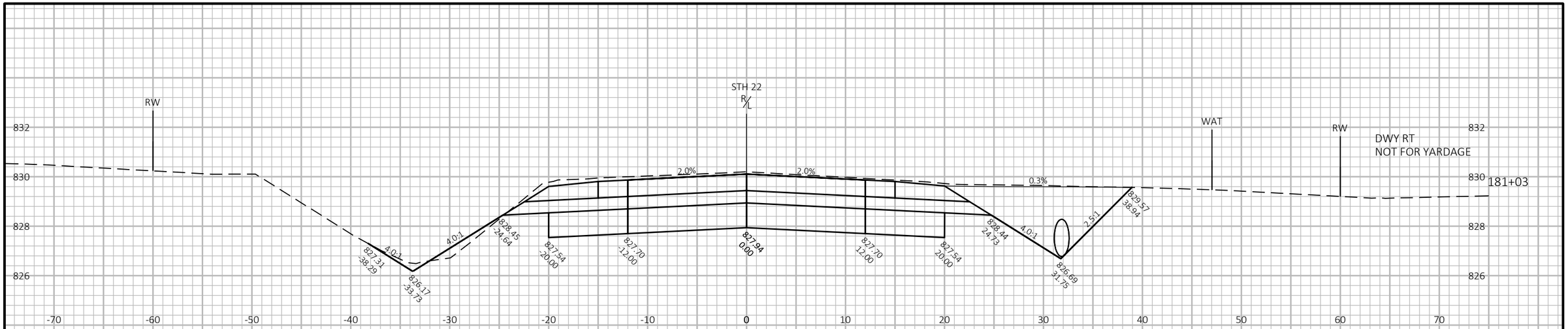


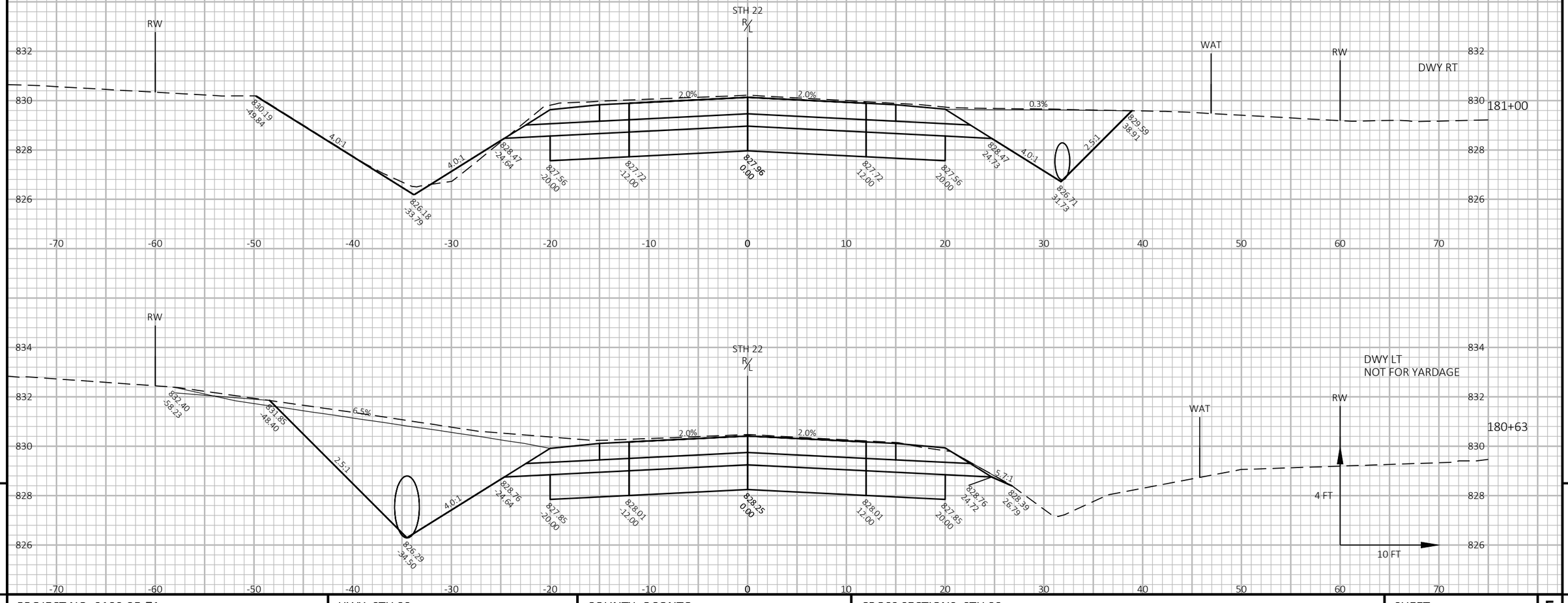
9 9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 384	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:46 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49





9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 385	E

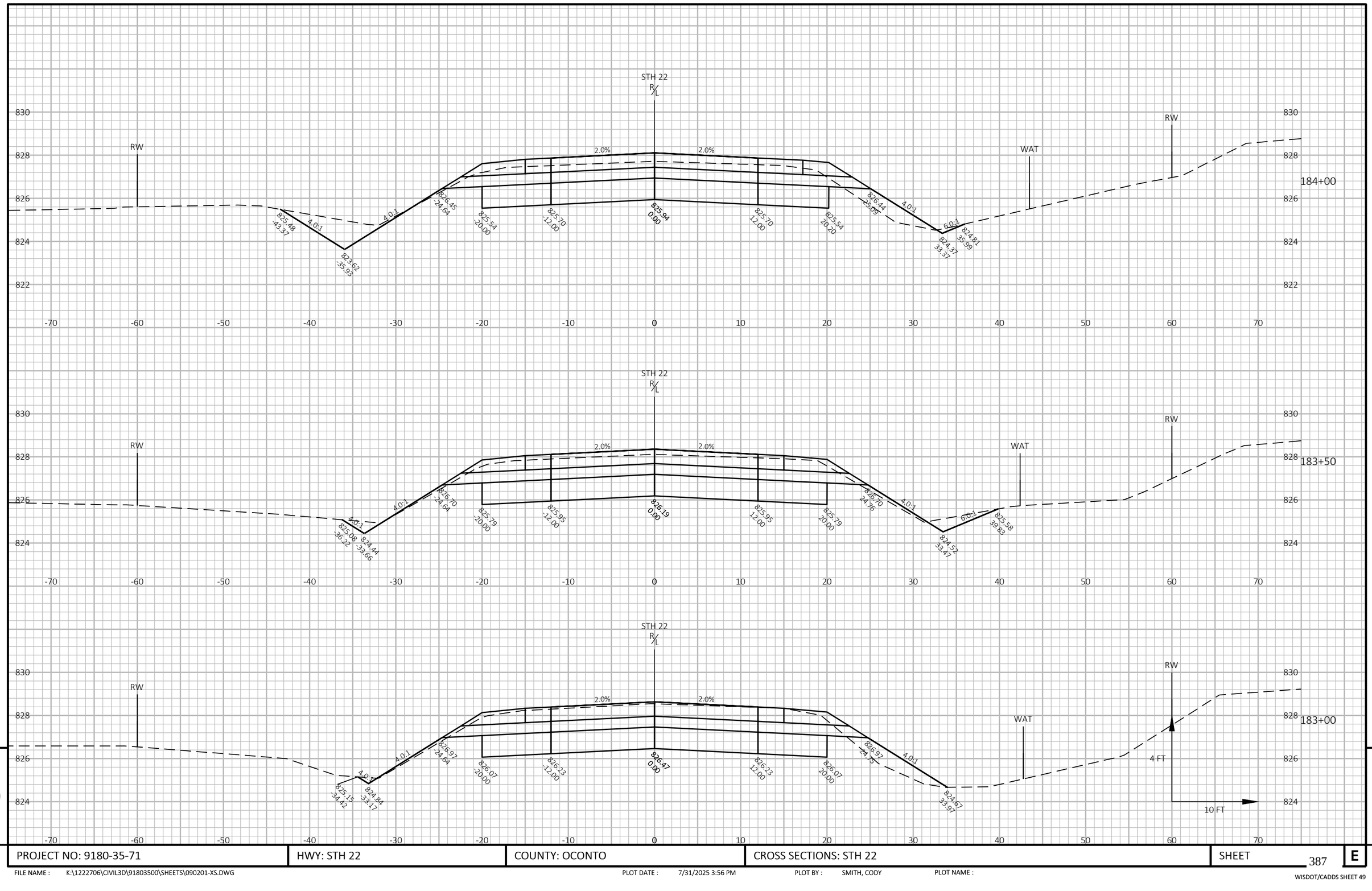
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:46 PM PLOT BY : NIKOLAI, ADAM PLOT NAME :

WISDOT/CADDS SHEET 49

9	PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 386 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:56 PM PLOT BY : SMITH, CODY PLOT NAME :

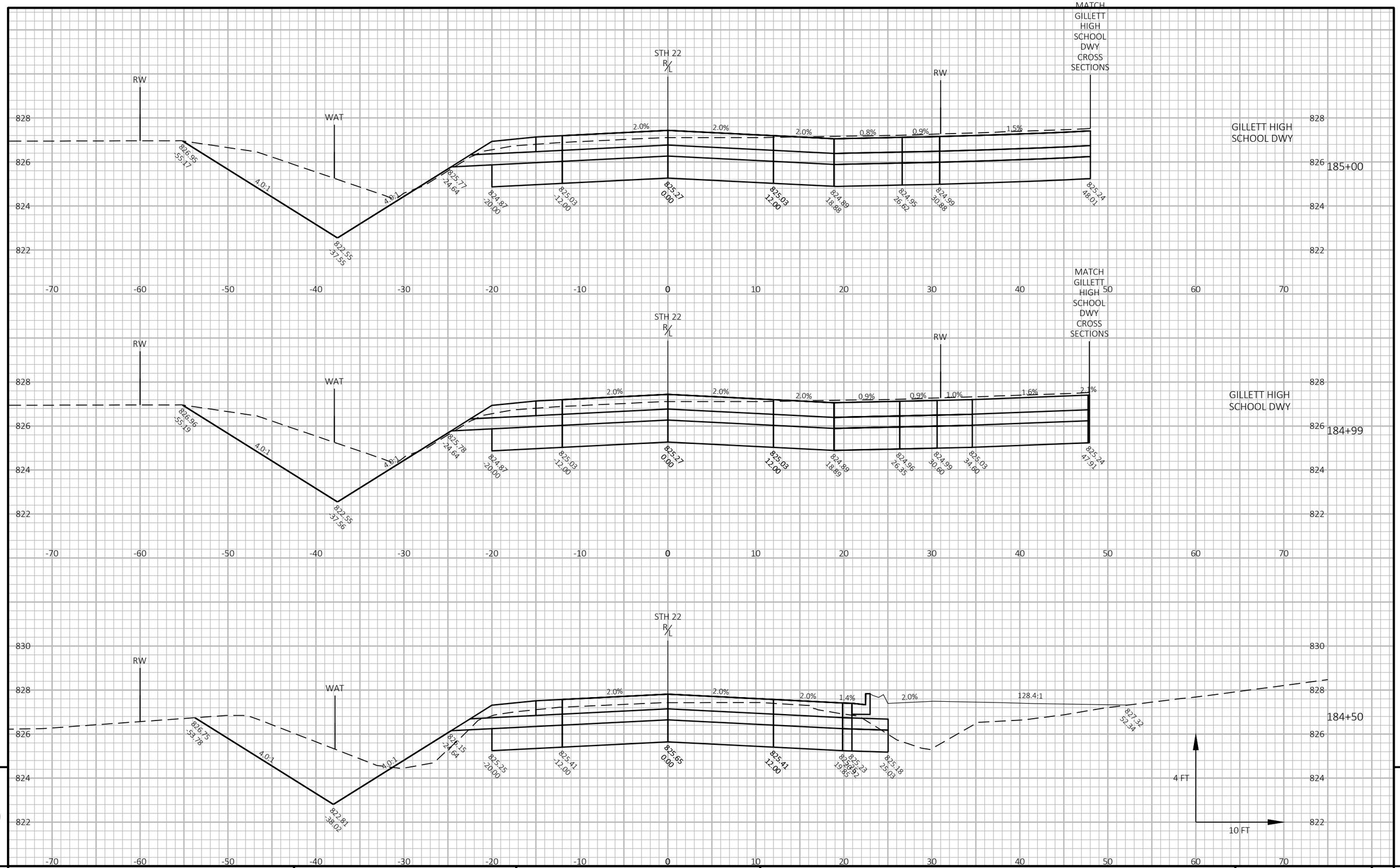
WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 387	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:56 PM PLOT BY : SMITH, CODY PLOT NAME :

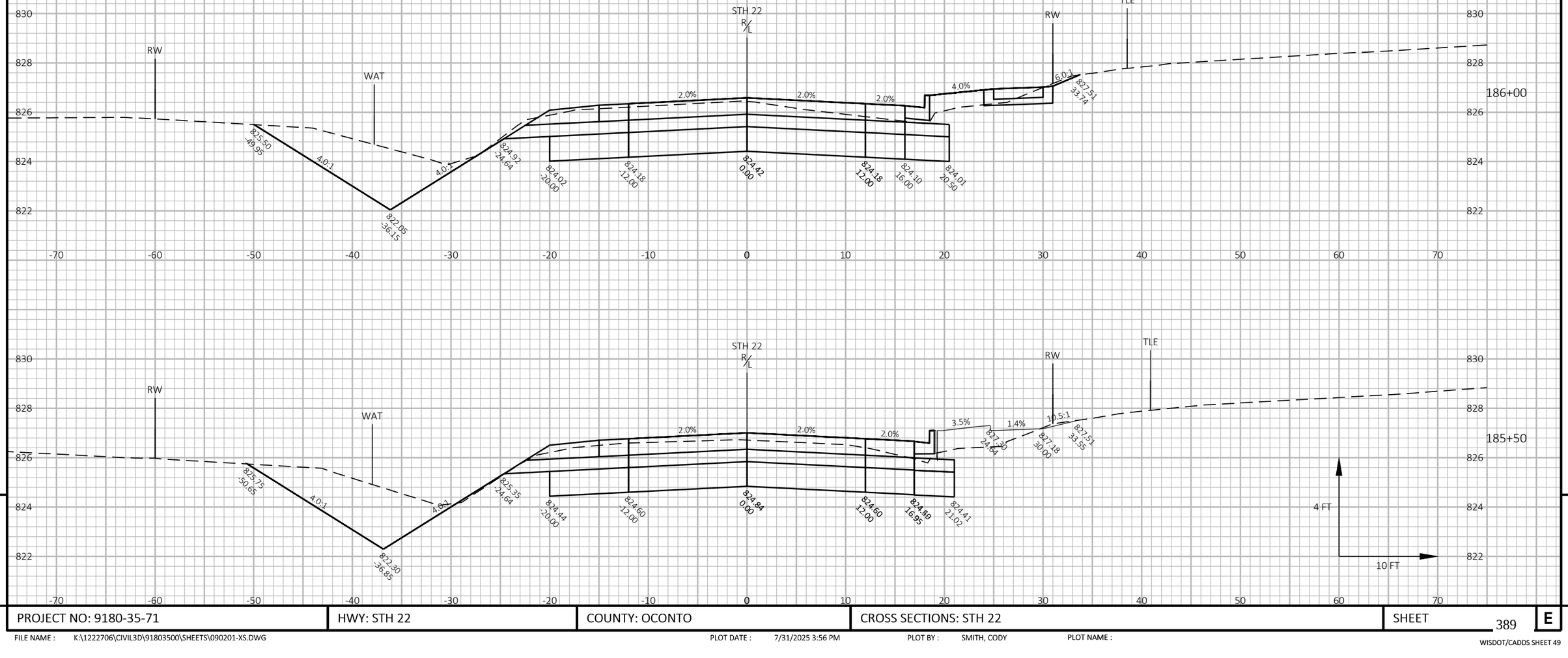
WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 388	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:56 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

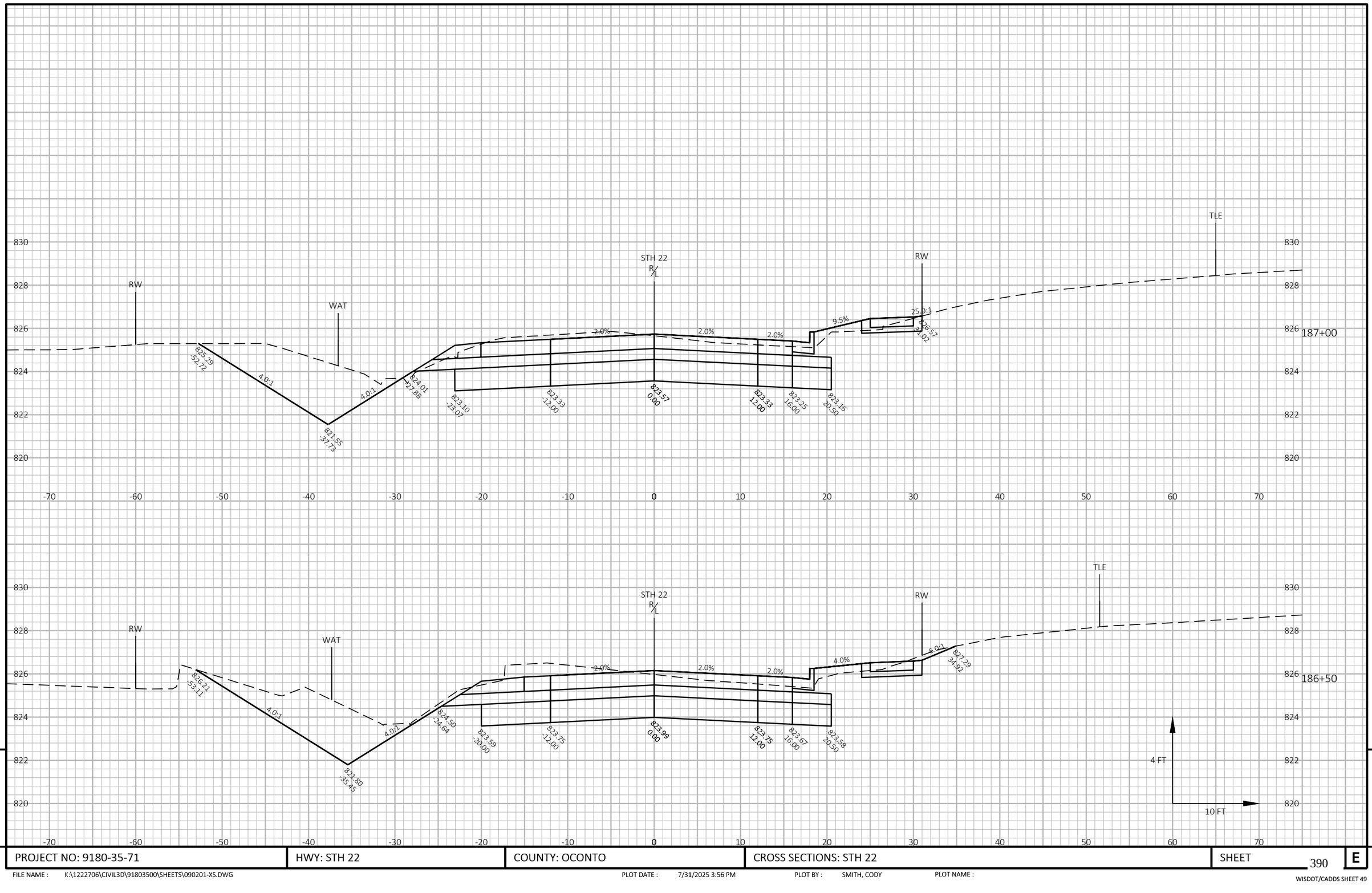


9 9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 389	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:56 PM PLOT BY : SMITH, CODY PLOT NAME :

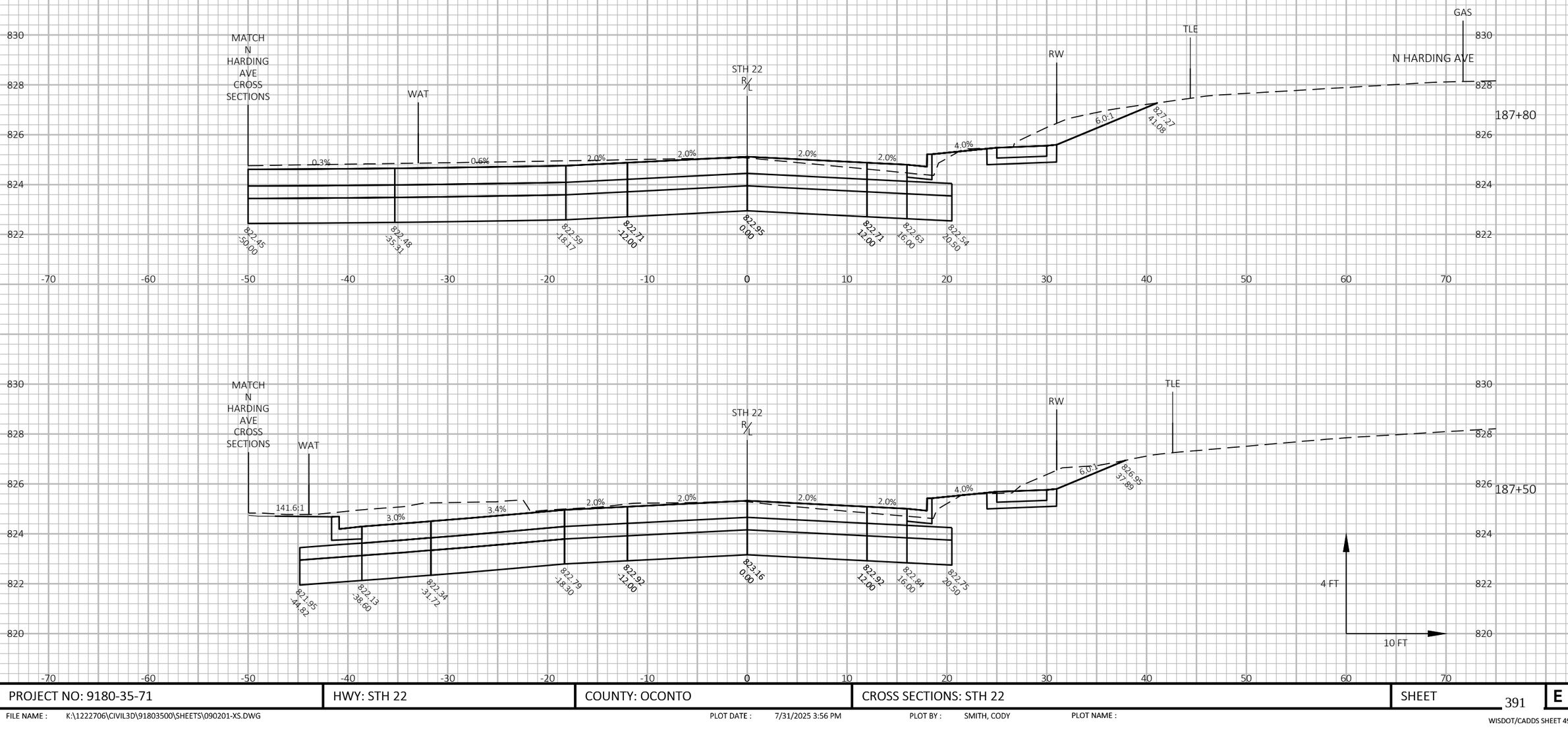
WISDOT/CADDS SHEET 49



9	PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 390 E

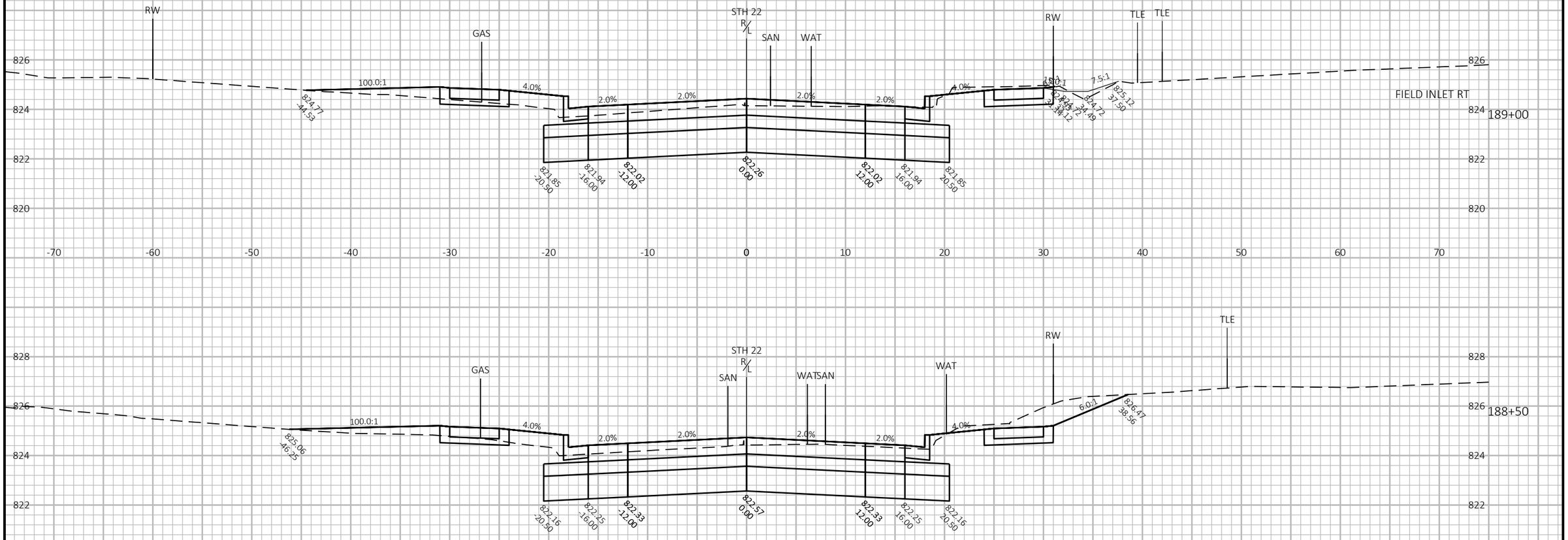
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:56 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 391	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:56 PM PLOT BY : SMITH, CODY PLOT NAME :



9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 392	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:56 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

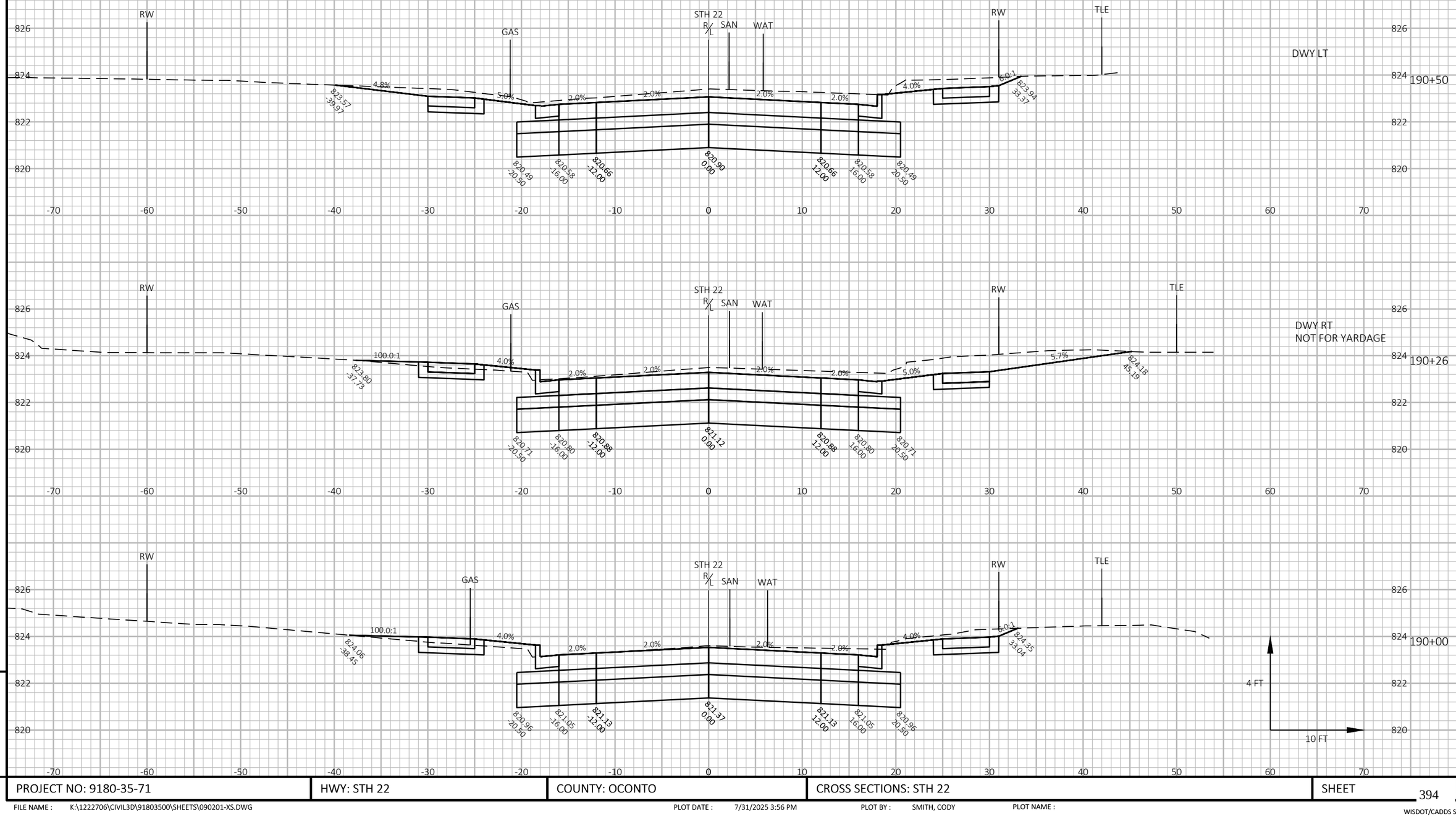
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 393	E

FILE NAME : K:\1222706\CIVIL3D\918035000\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:56 PM PLOT BY : SMITH, CODY PLOT NAME :

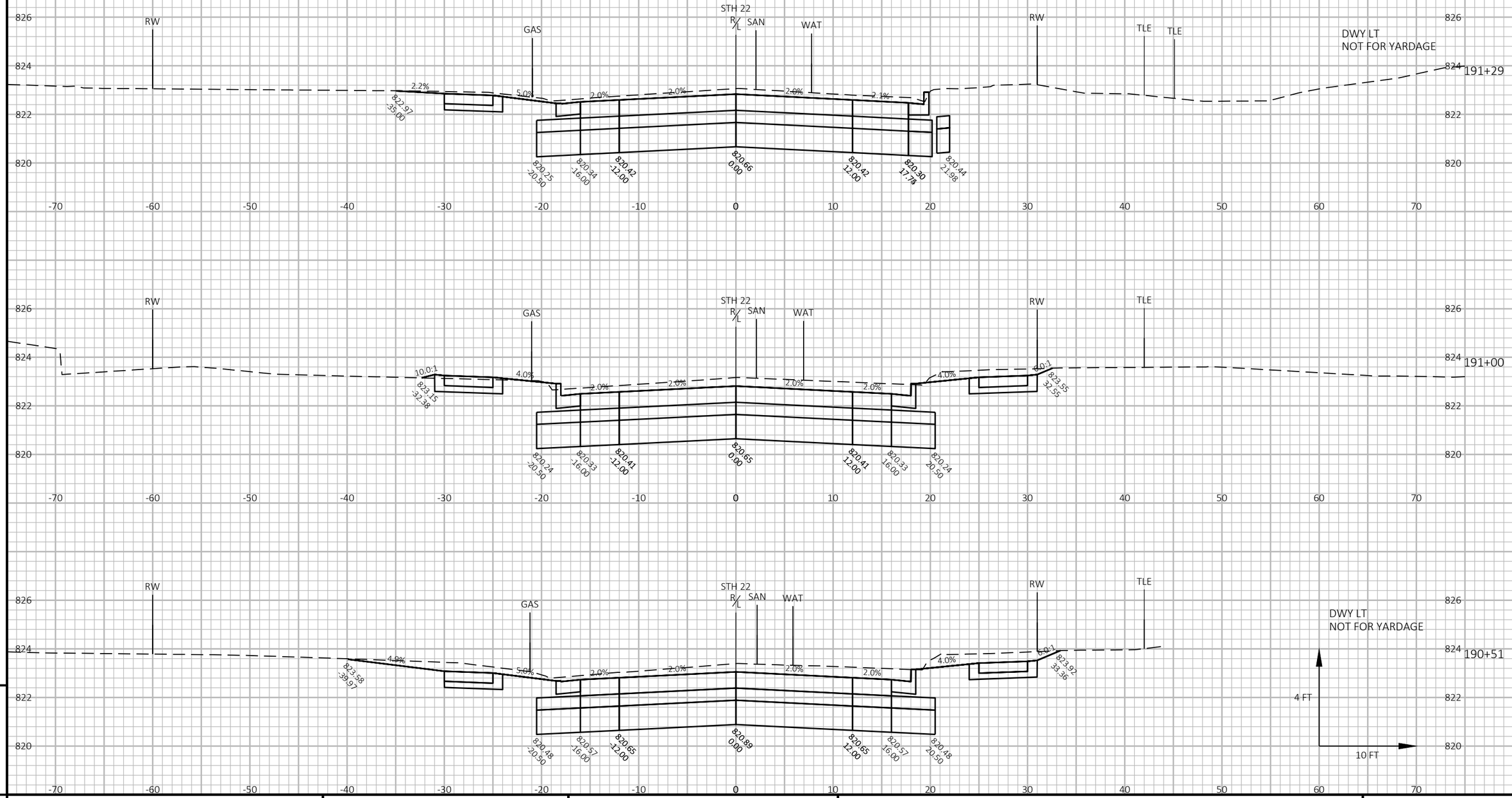
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 394	E



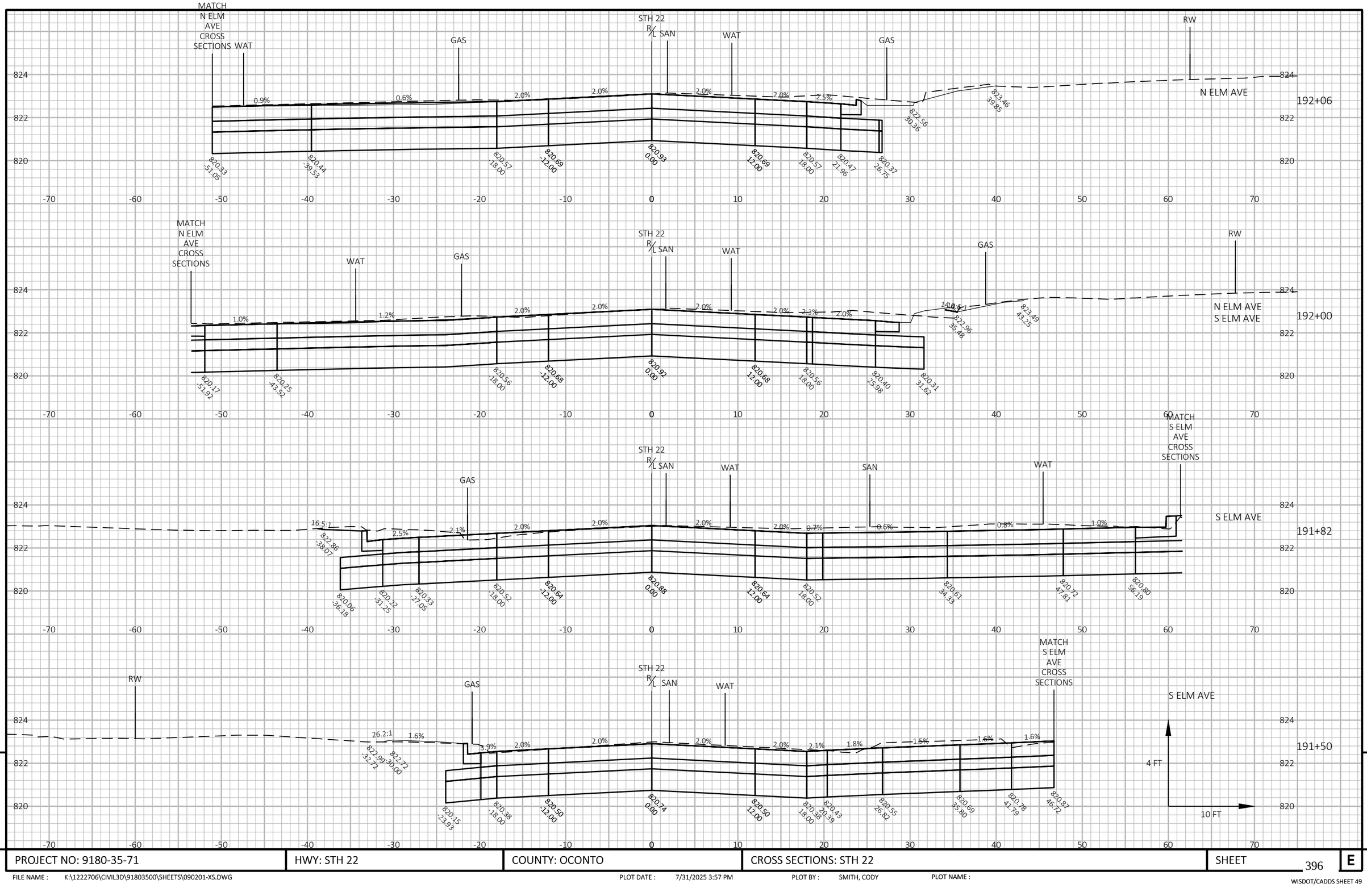
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 395	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:58 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



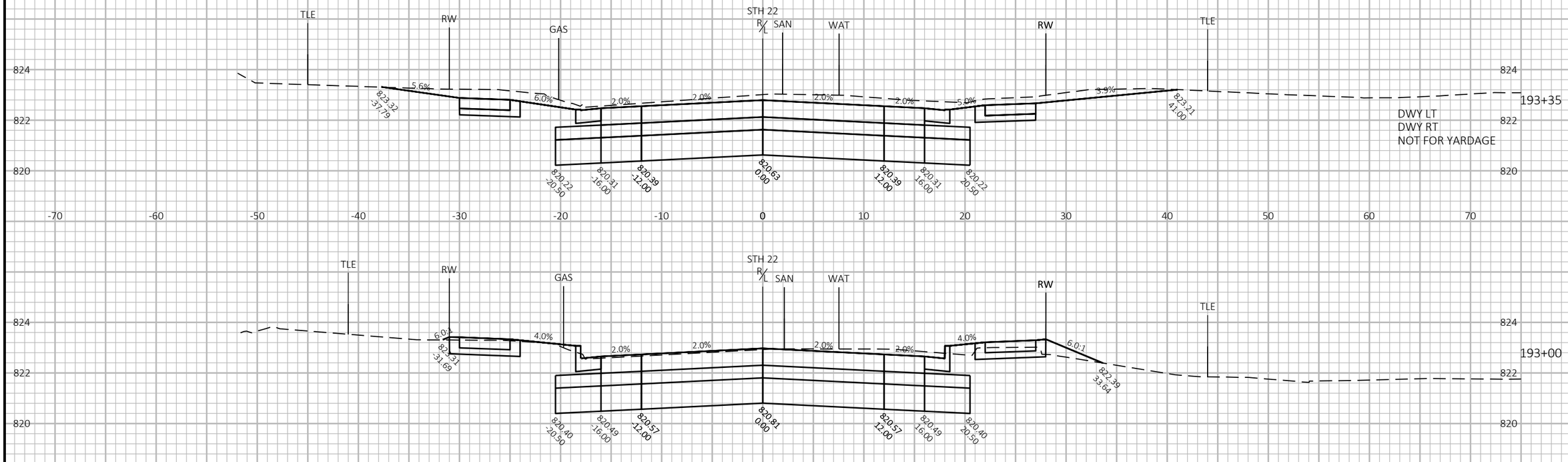
9

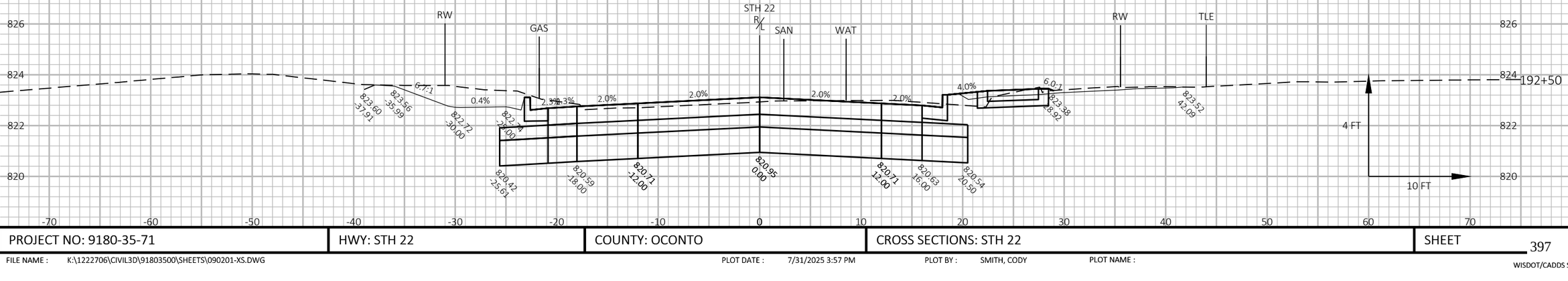
9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 396	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:57 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49





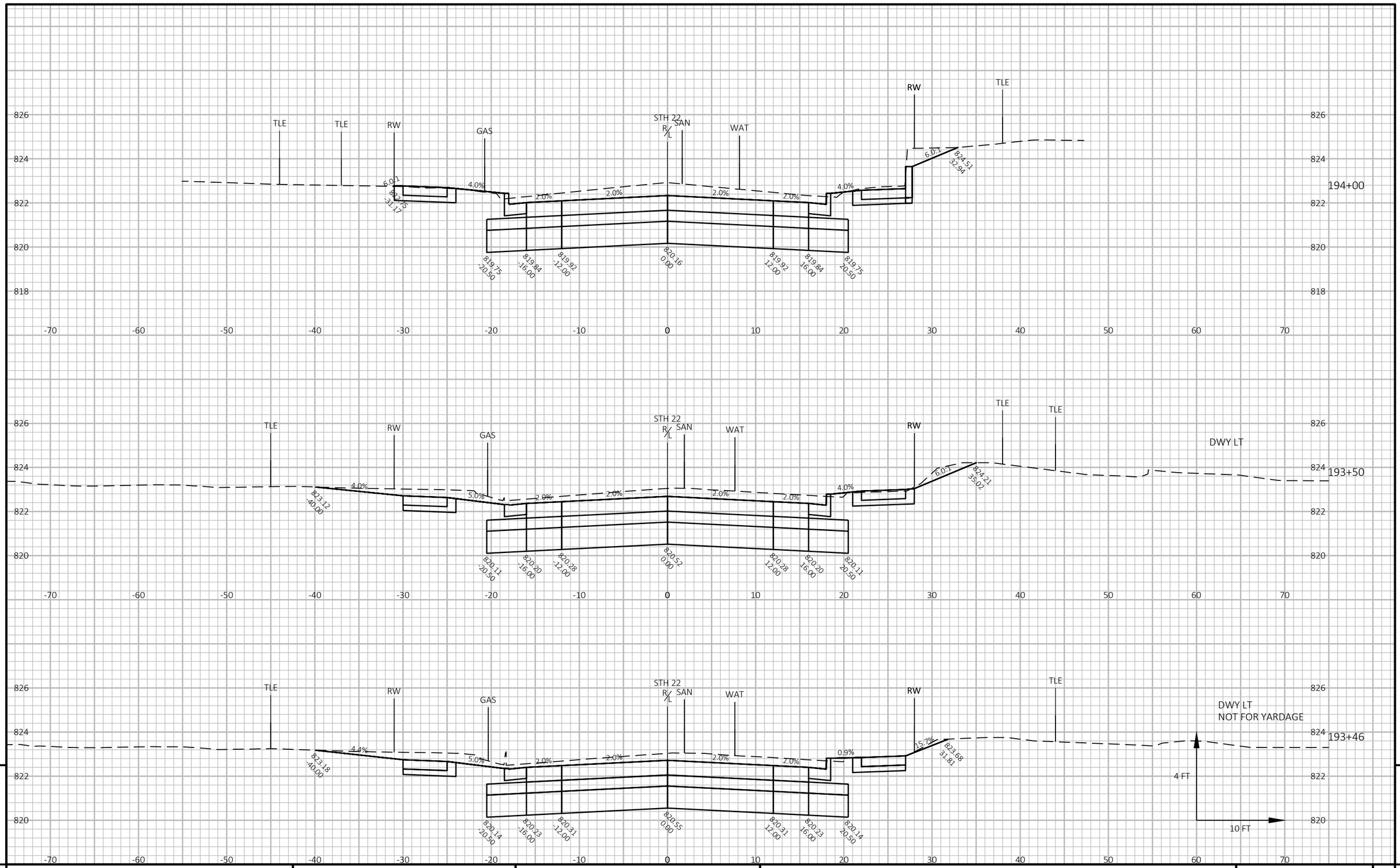
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 397	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:57 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



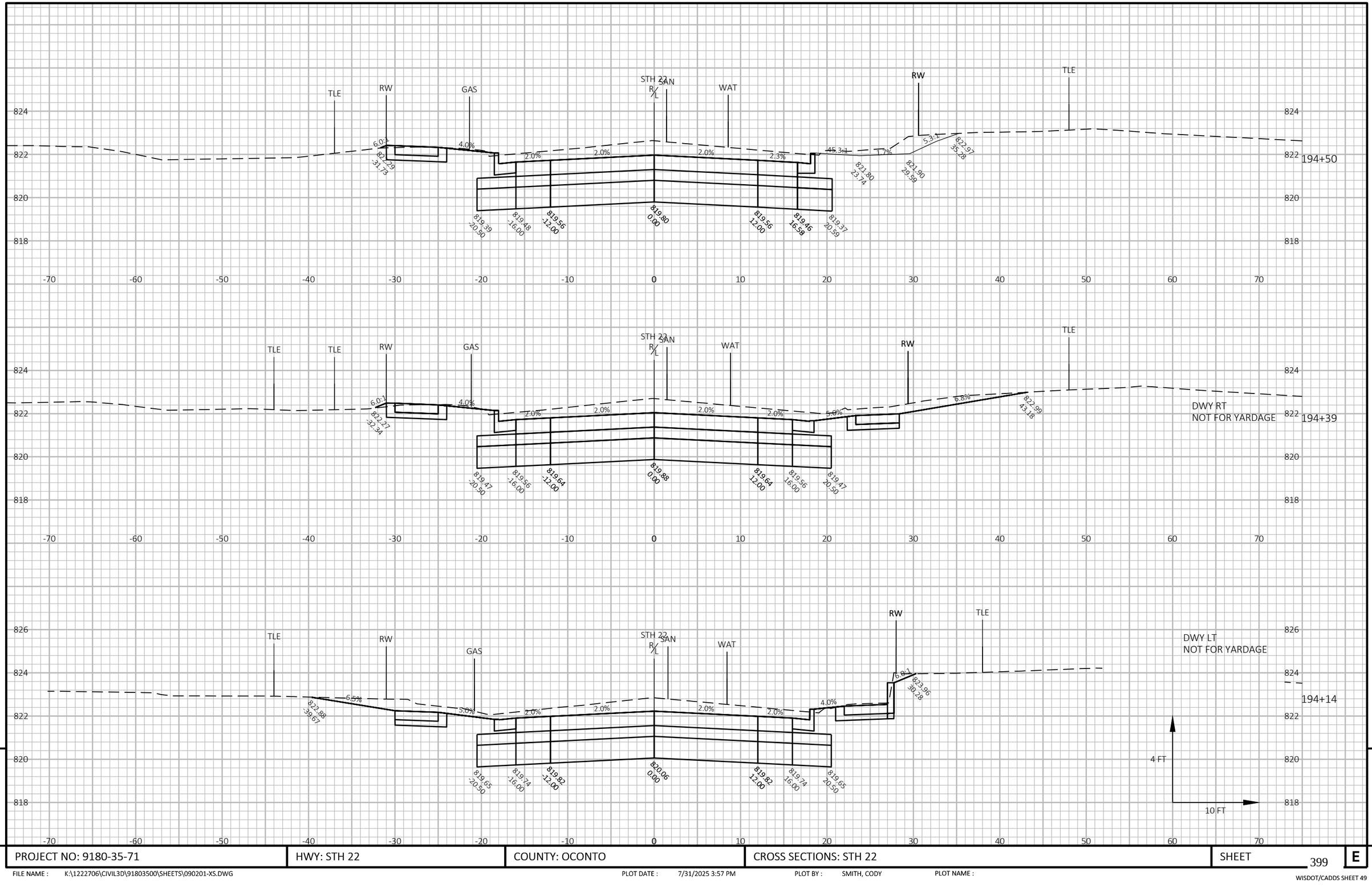
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 398	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:57 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

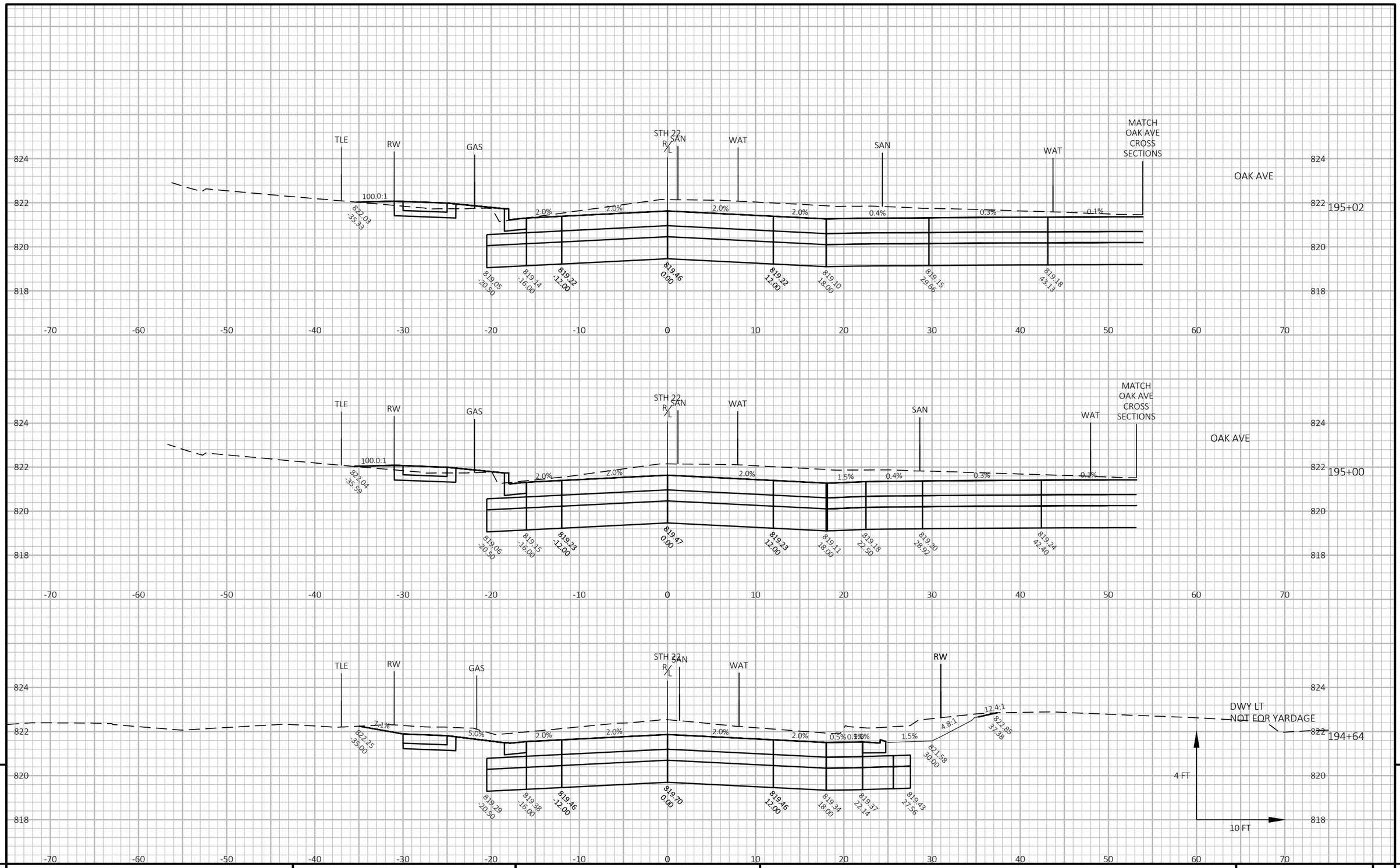


9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 399	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:57 PM PLOT BY : SMITH, CODY PLOT NAME :



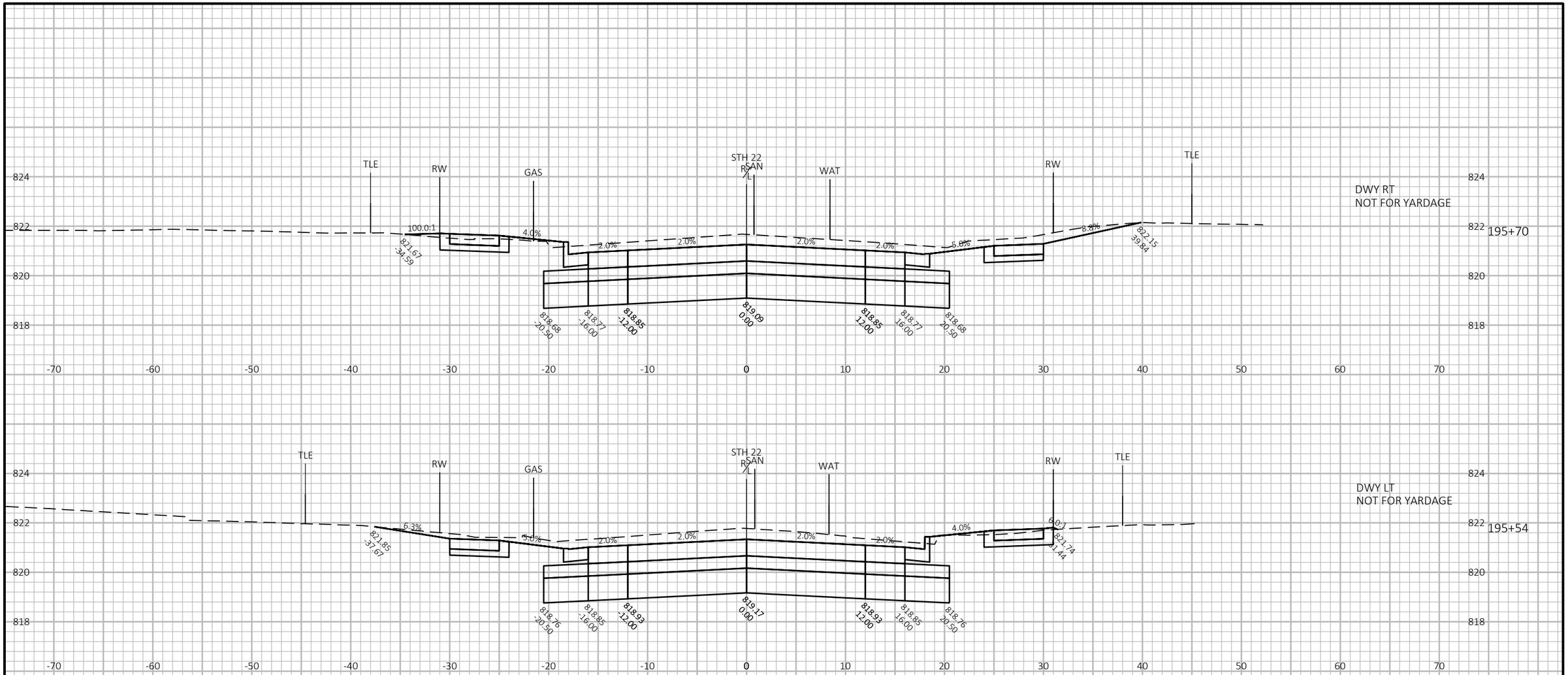
9

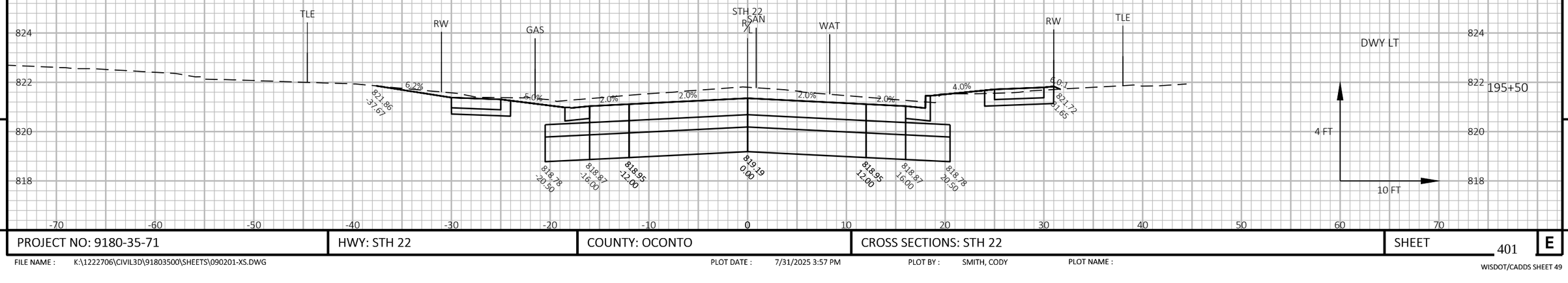
9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 400	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:57 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49





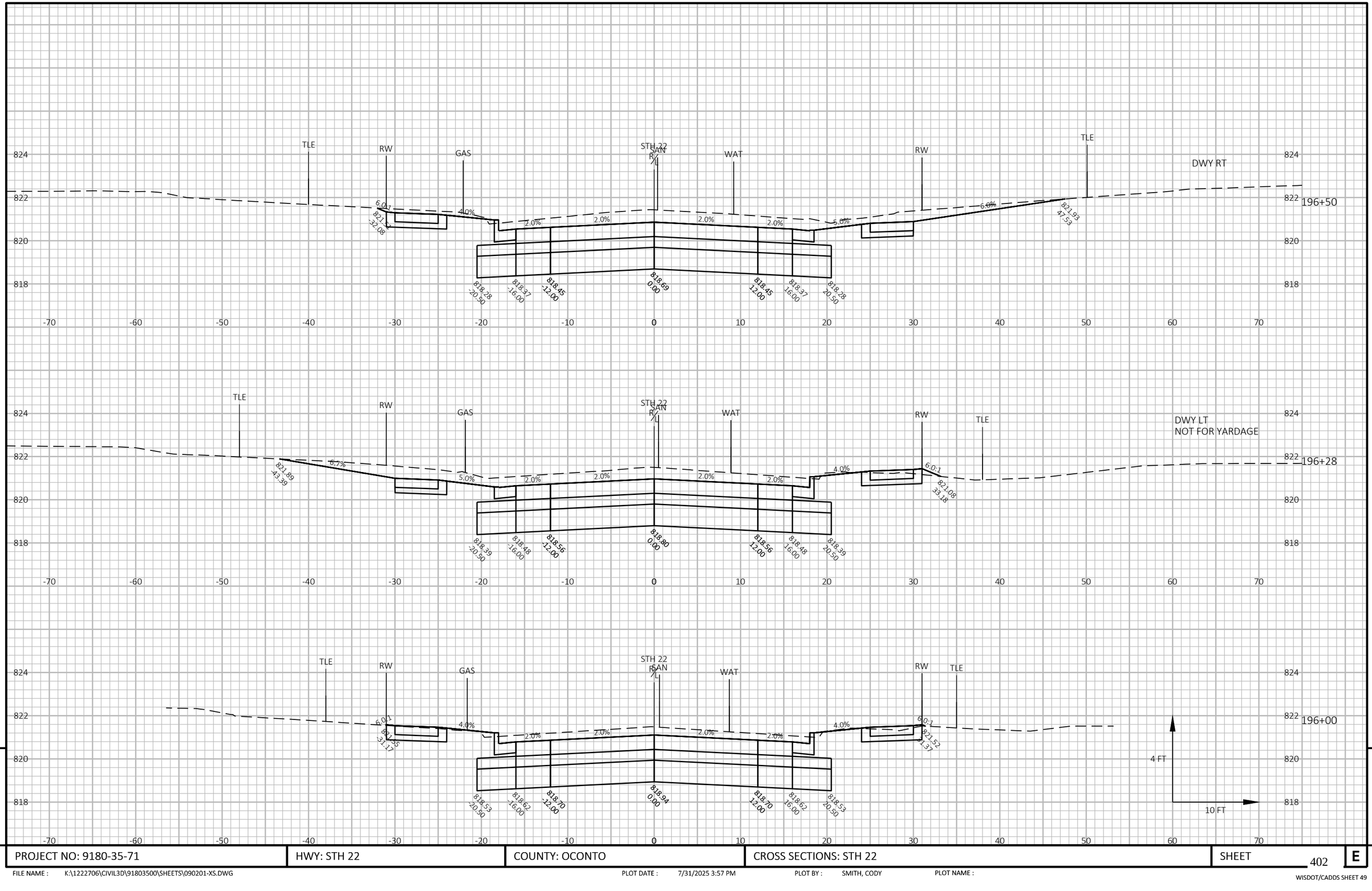
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 401	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:57 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 402	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:57 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

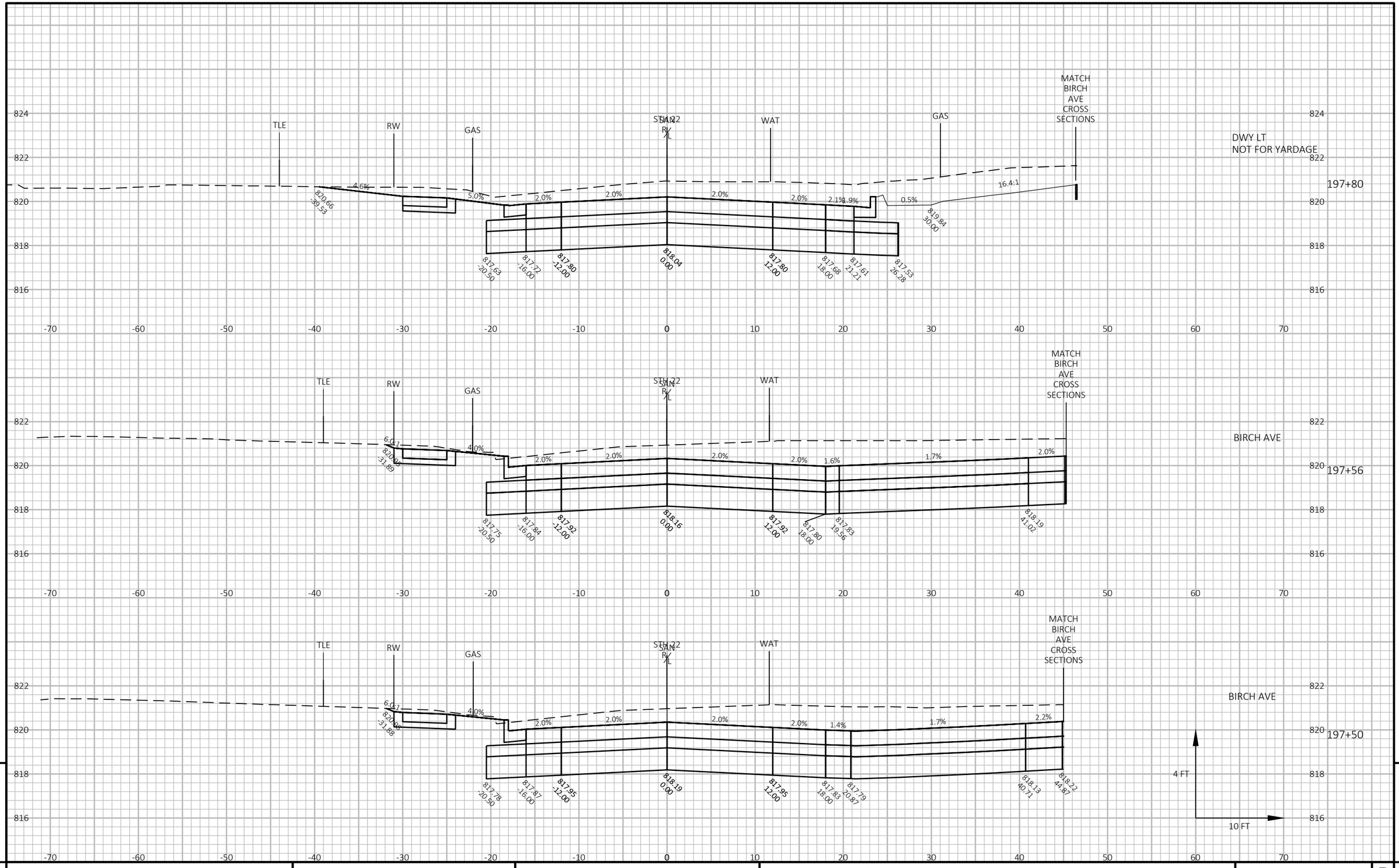
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 403	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:57 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



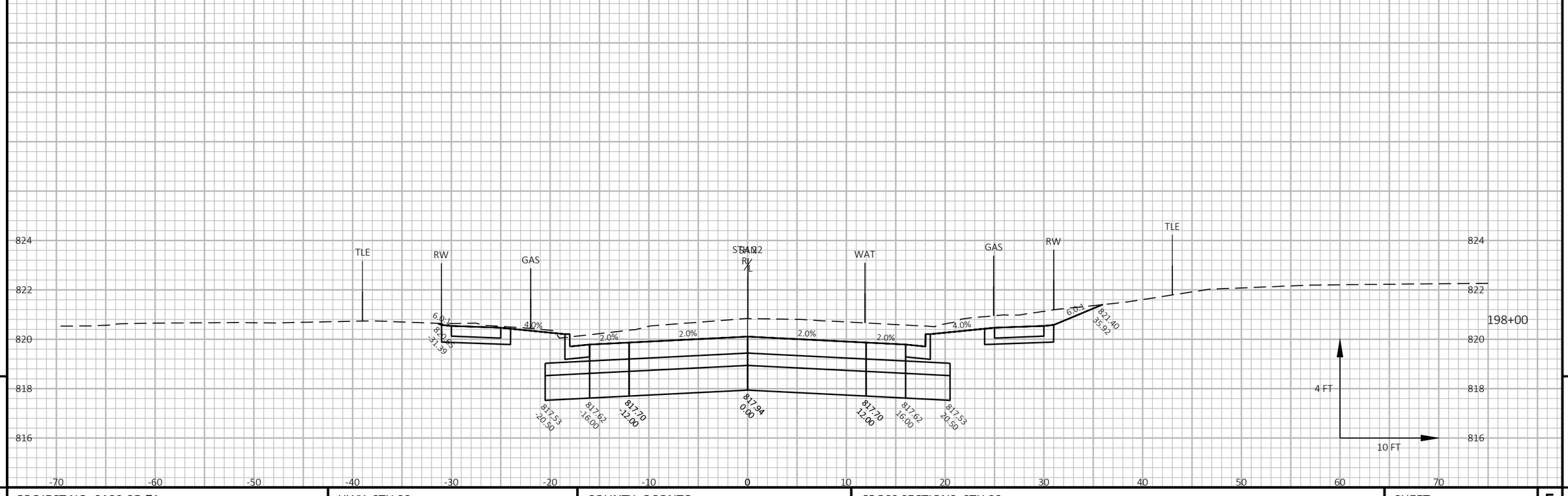
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 404	E

FILE NAME : K:\1222706\CIVIL3D\918035000\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:57 PM PLOT BY : SMITH, CODY PLOT NAME :

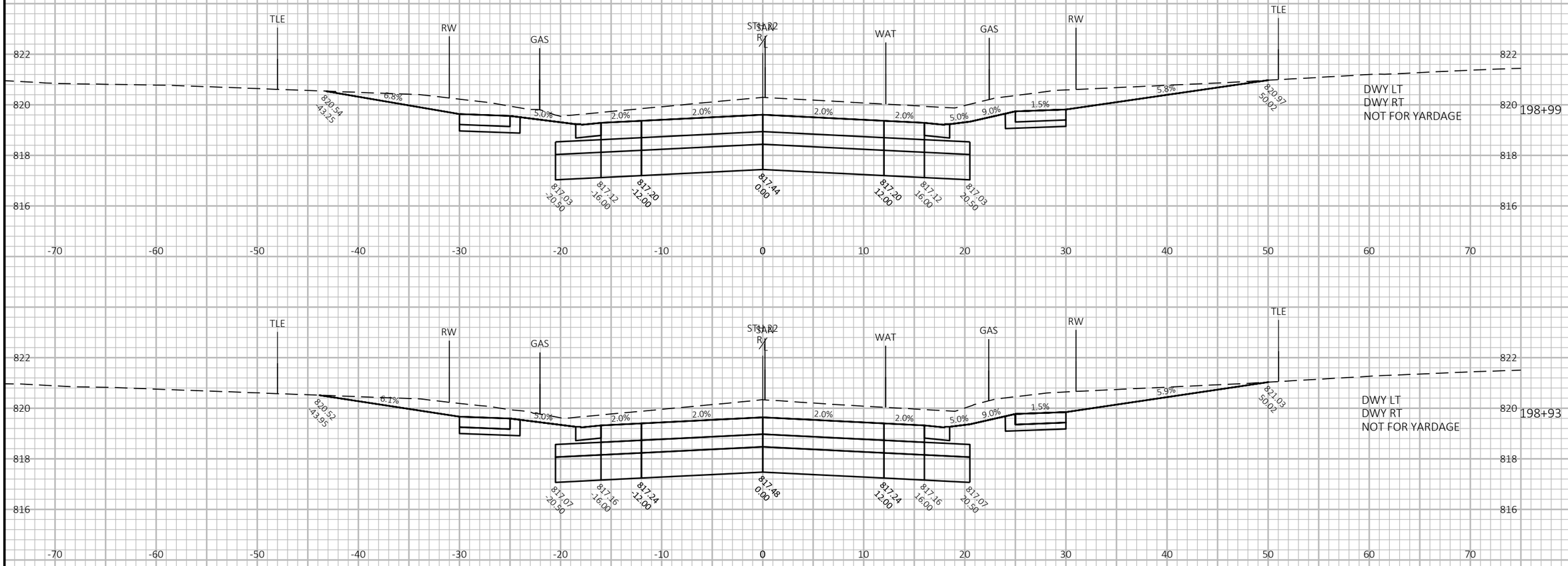
WISDOT/CADDS SHEET 49

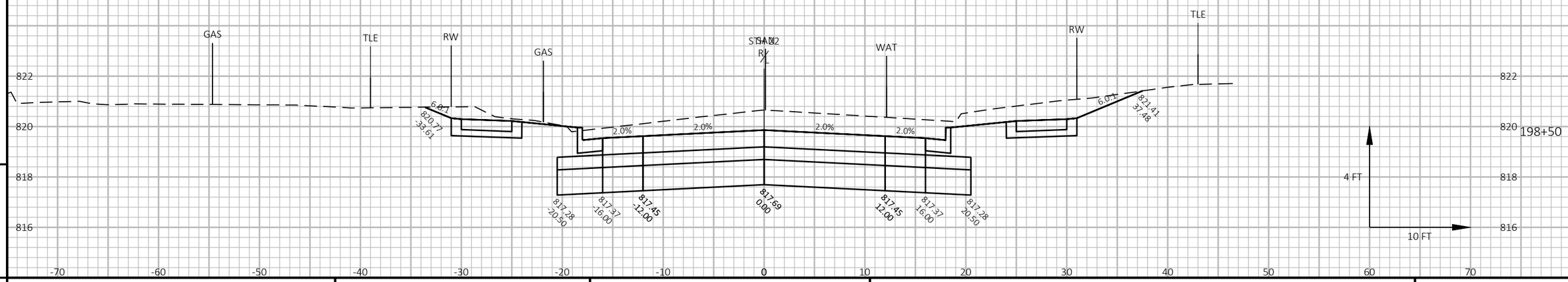


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 405	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 3:57 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49





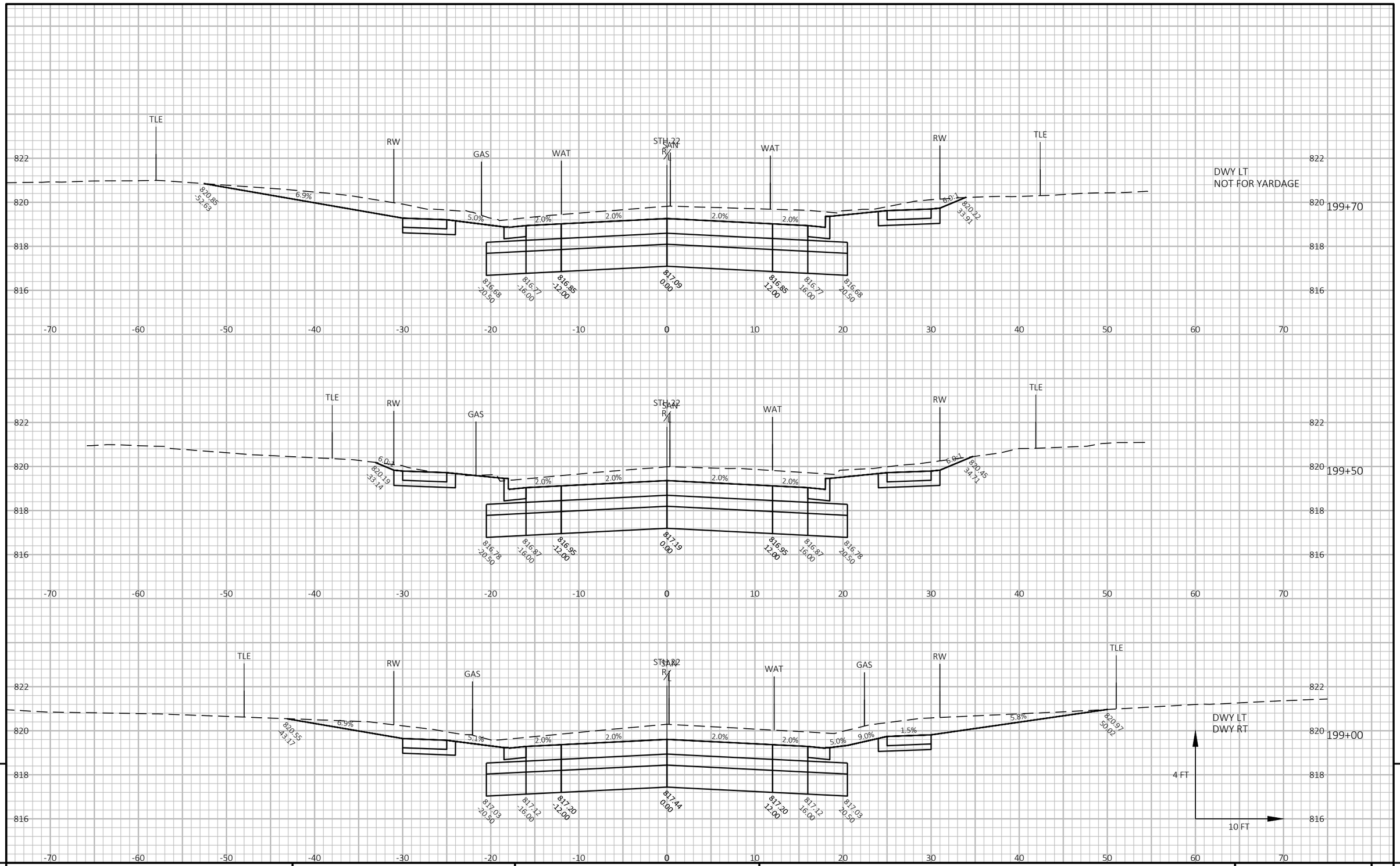
9

9

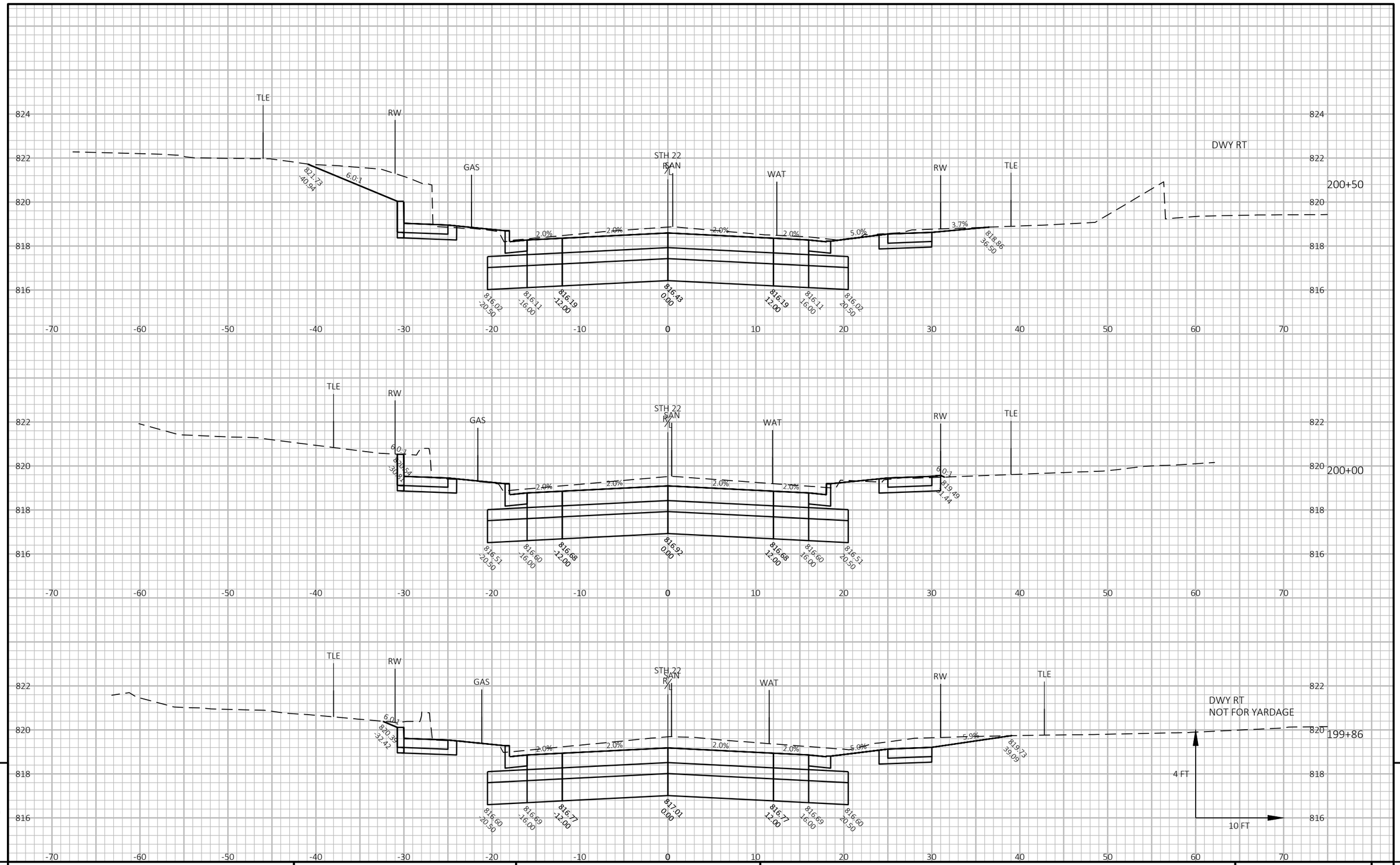
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 406	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:14 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 407	E



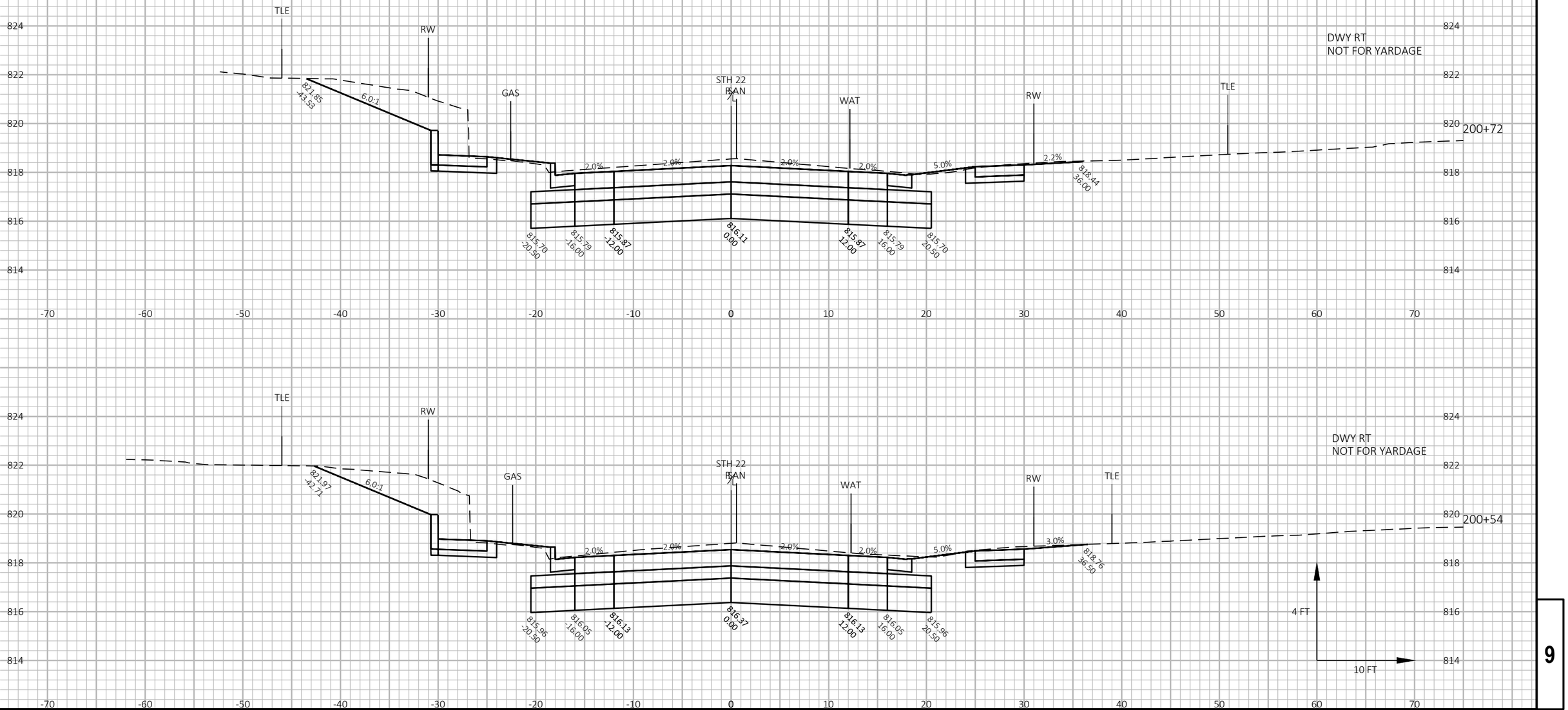
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 408	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:14 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



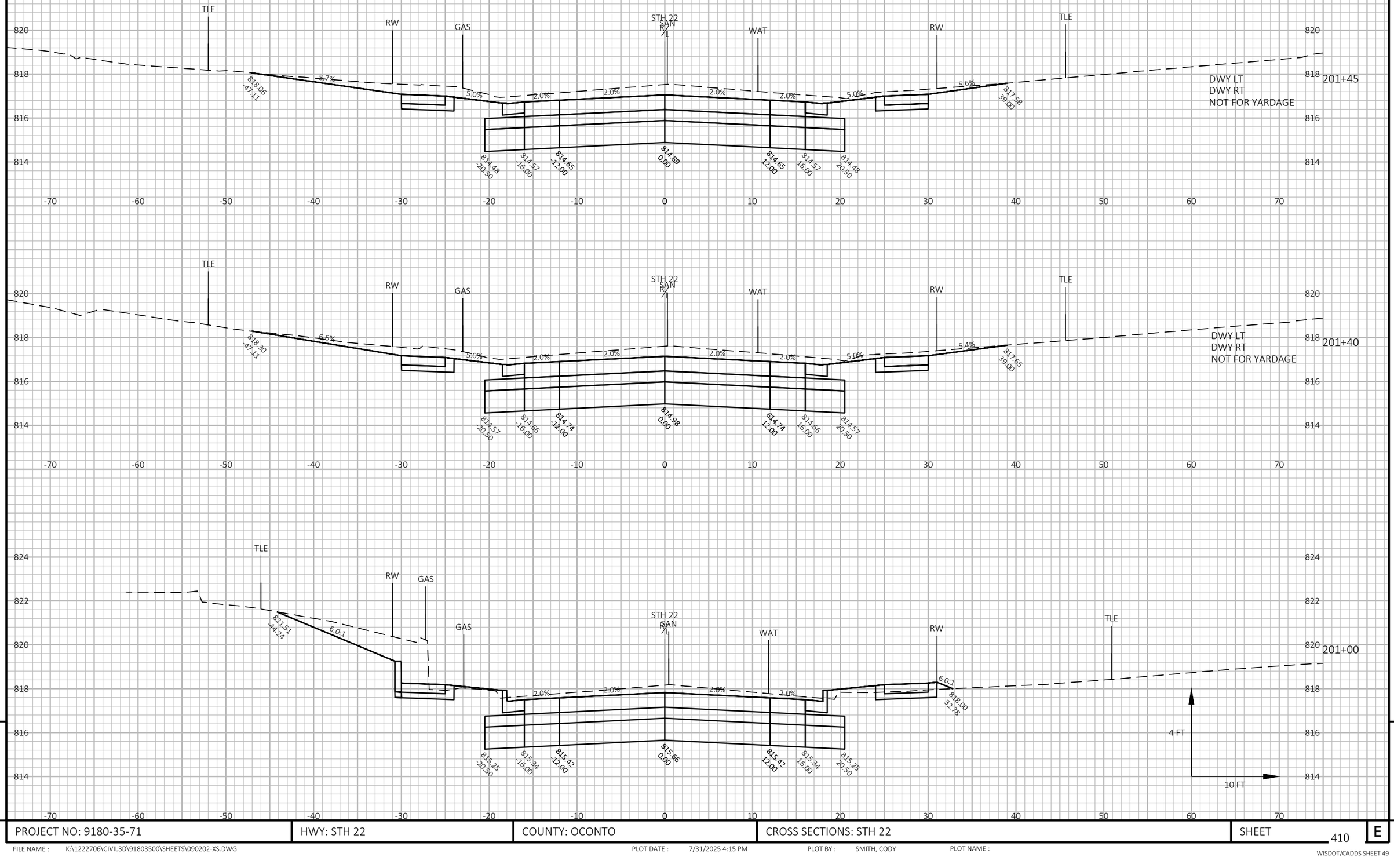
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 409	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



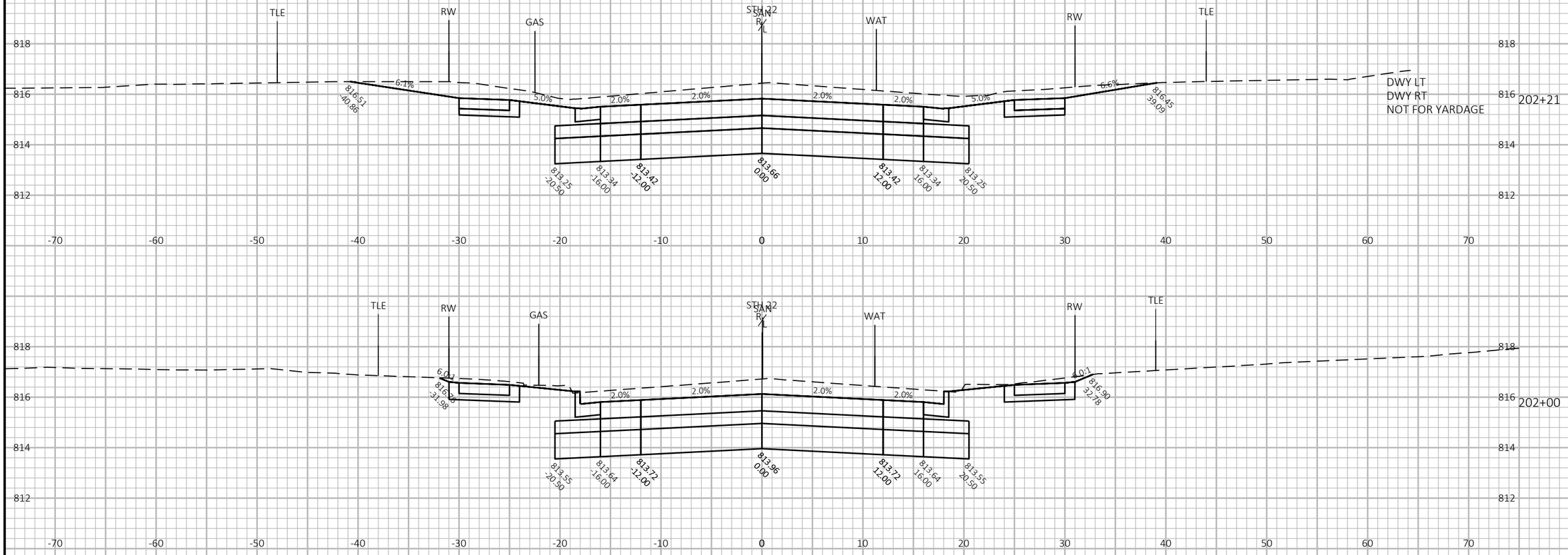
9

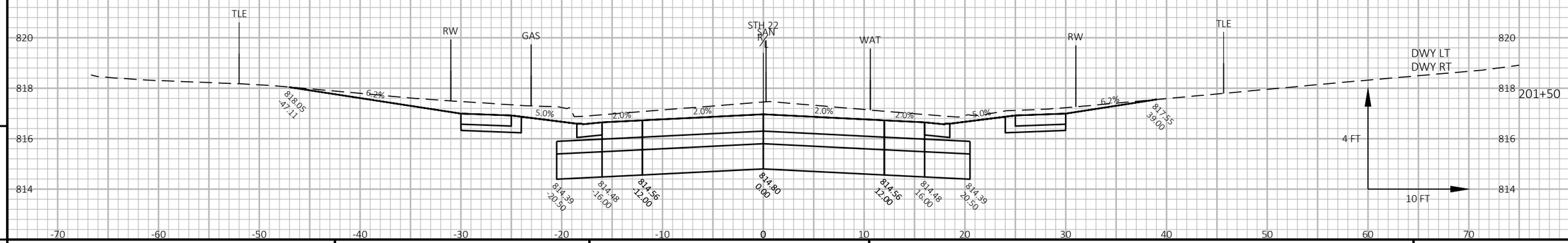
9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 410	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49





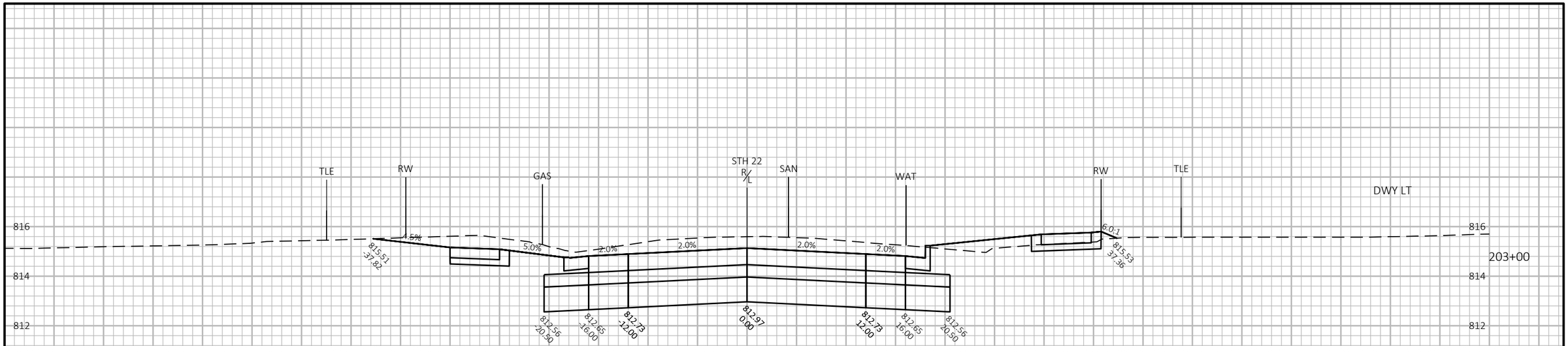
9

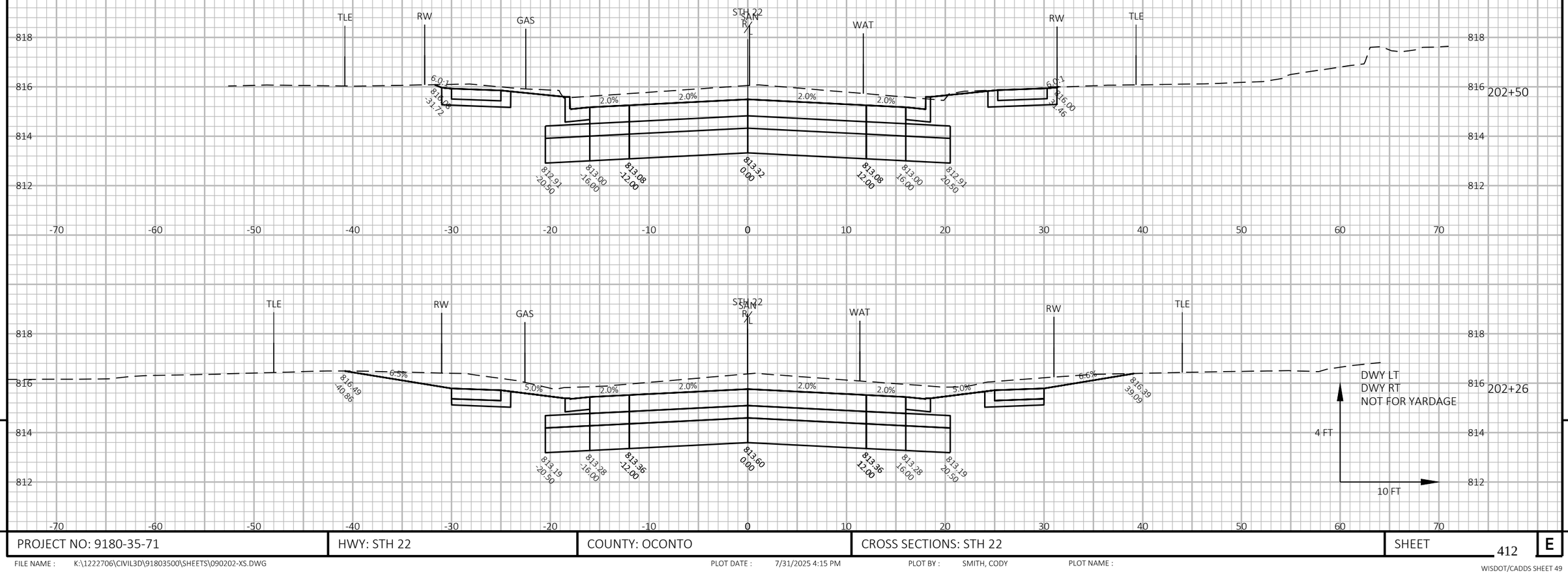
9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 411	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49





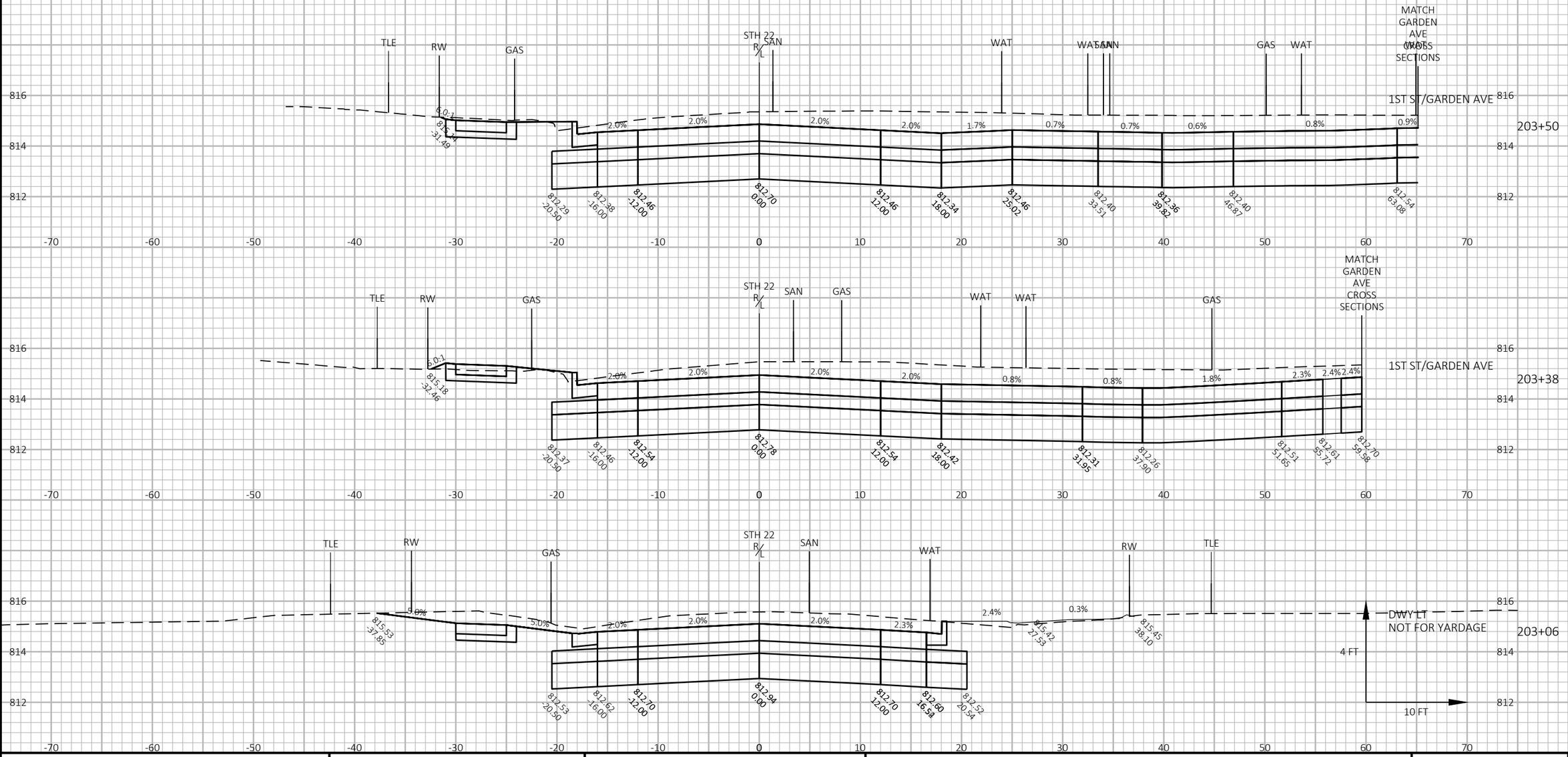
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 412	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



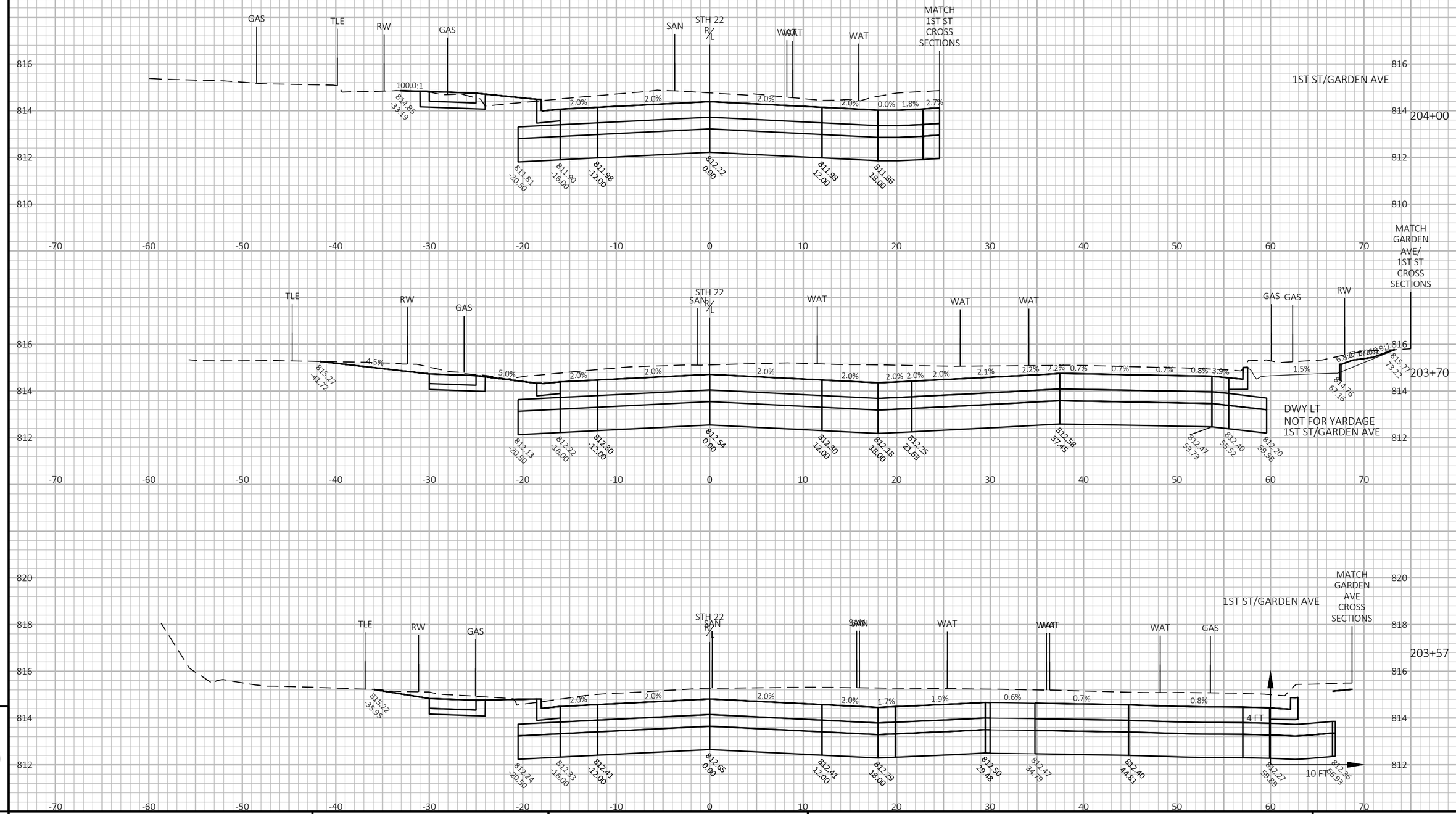
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 413	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



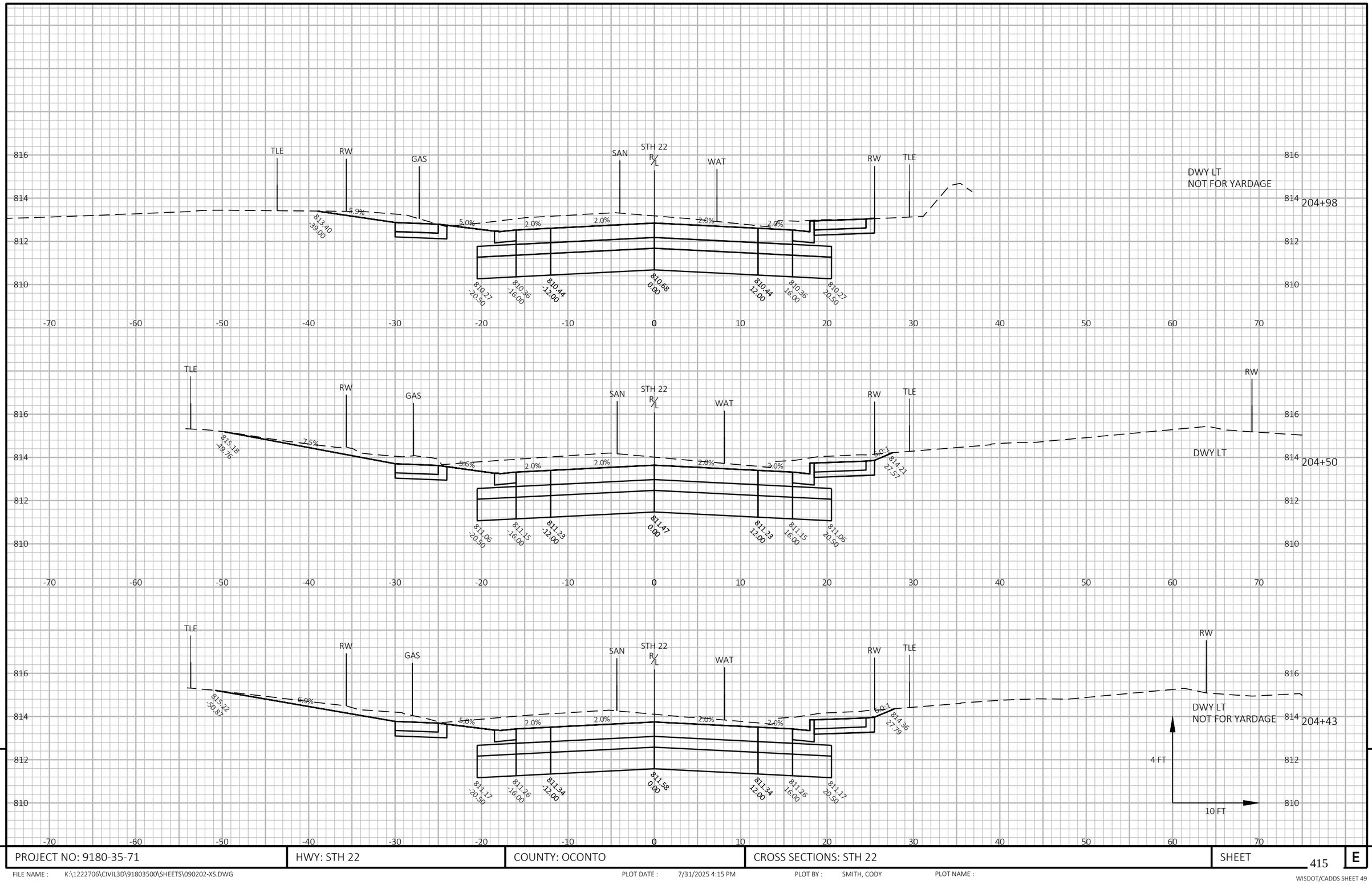
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 414	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



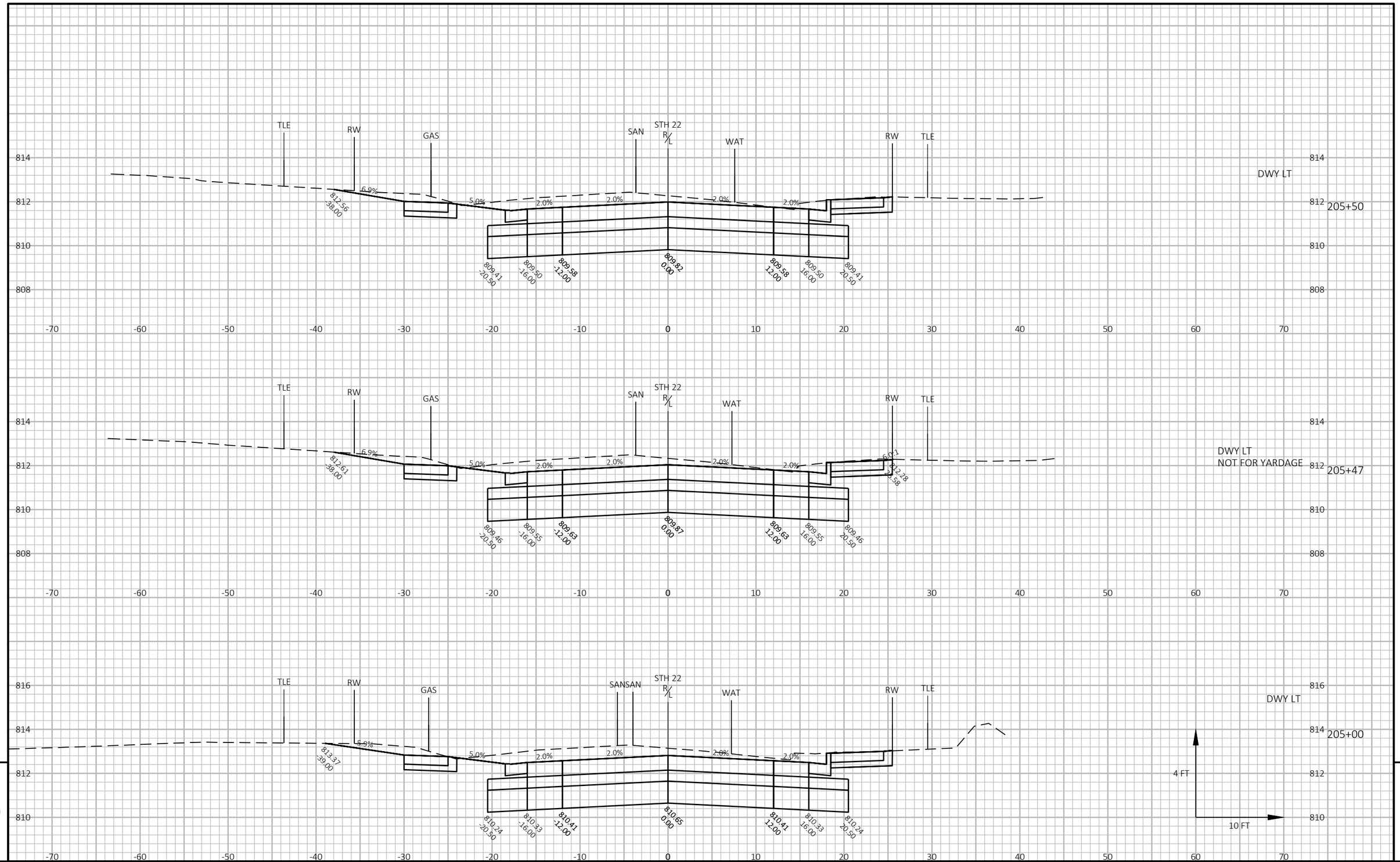
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 415	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



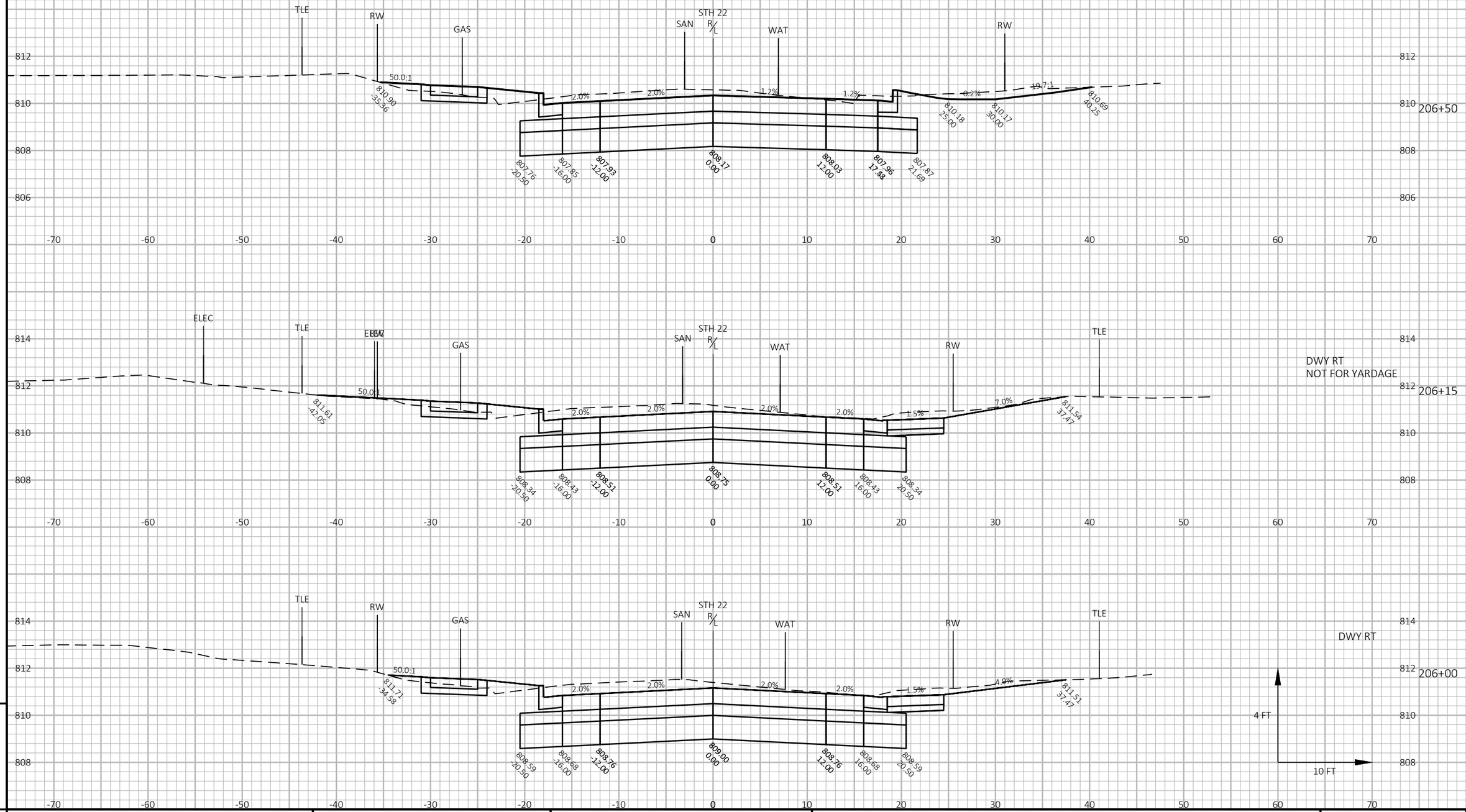
9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 416	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

9



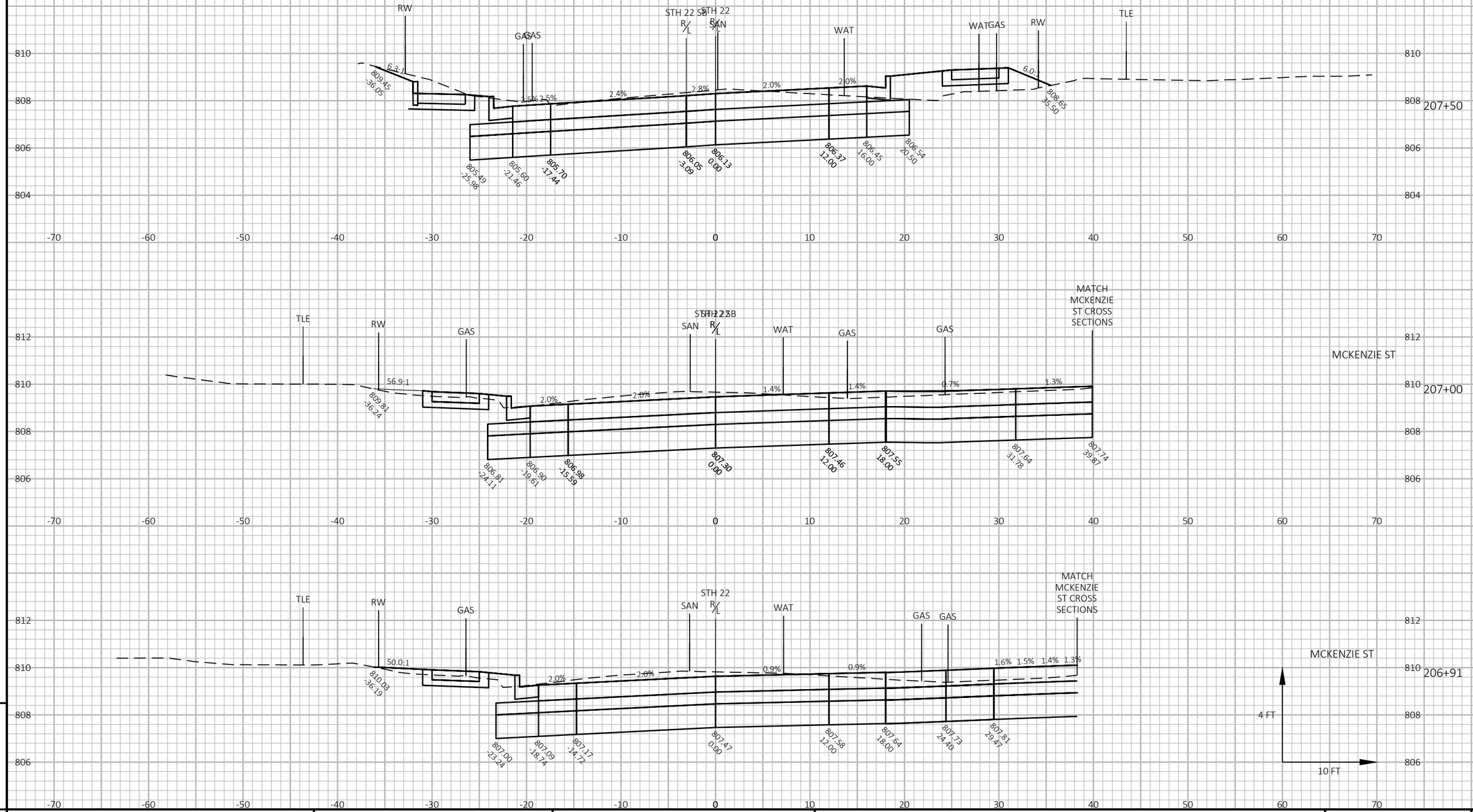
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 417	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

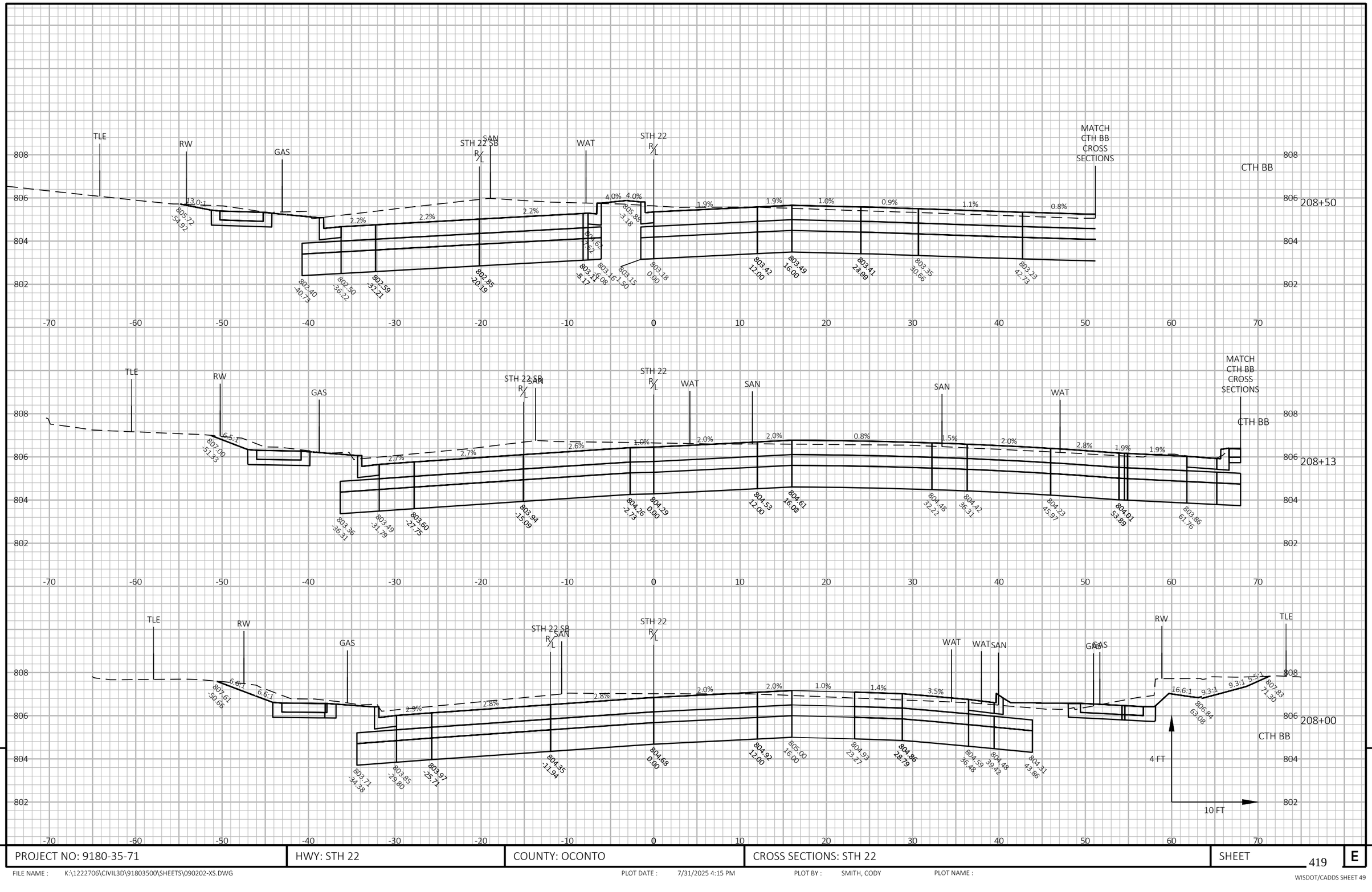


9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 418	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



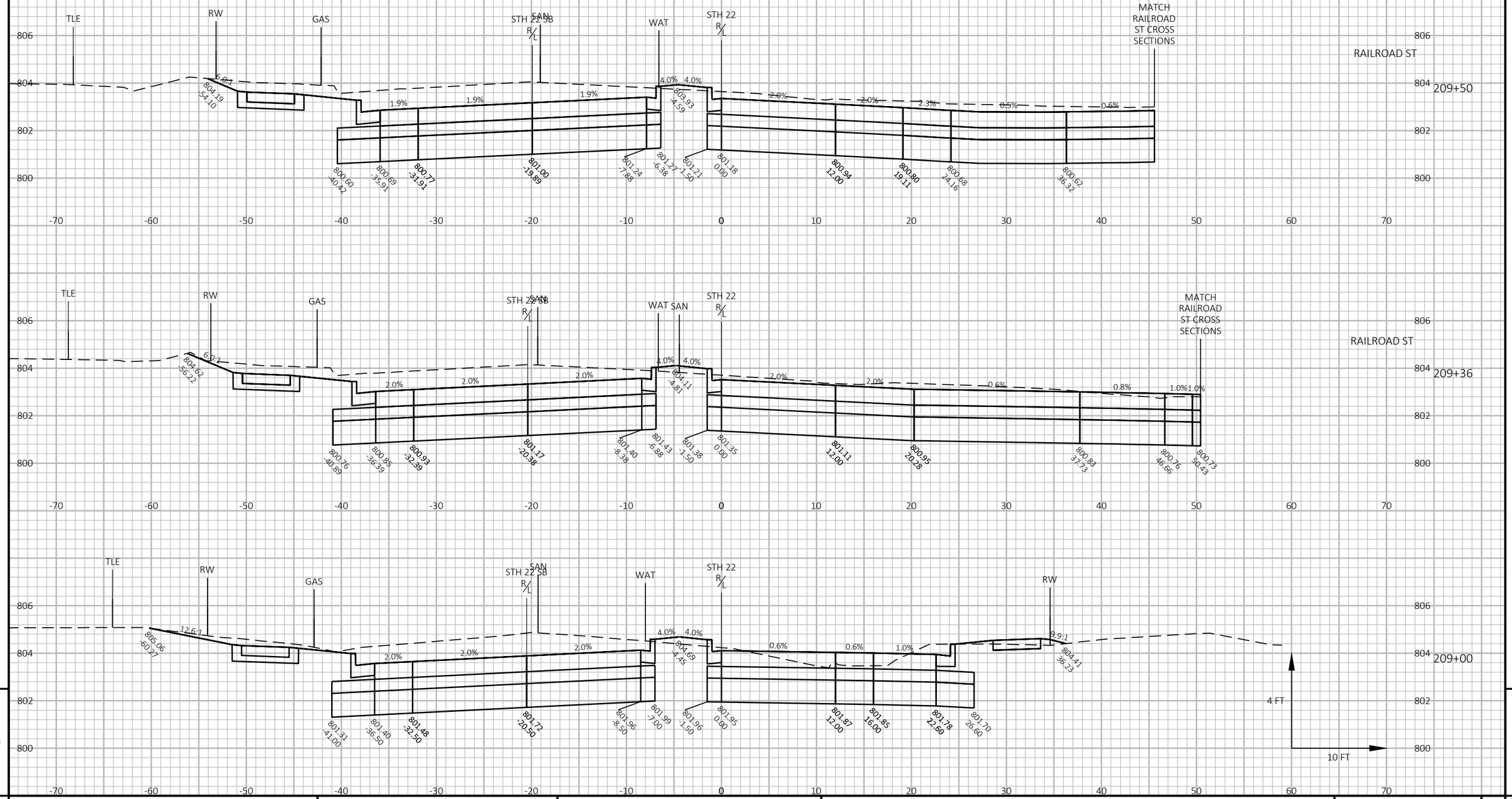
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 419	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

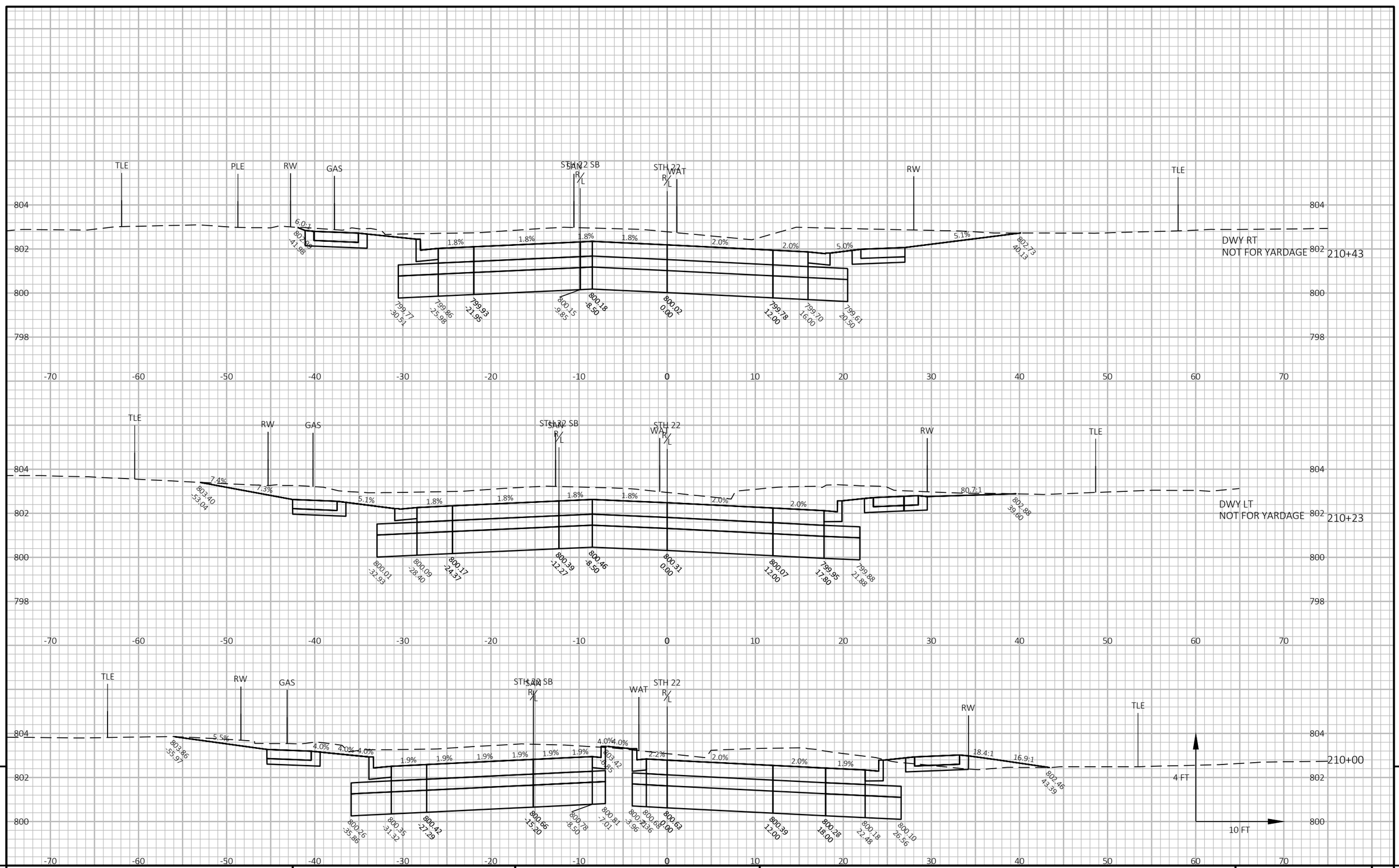


9 9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 420	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



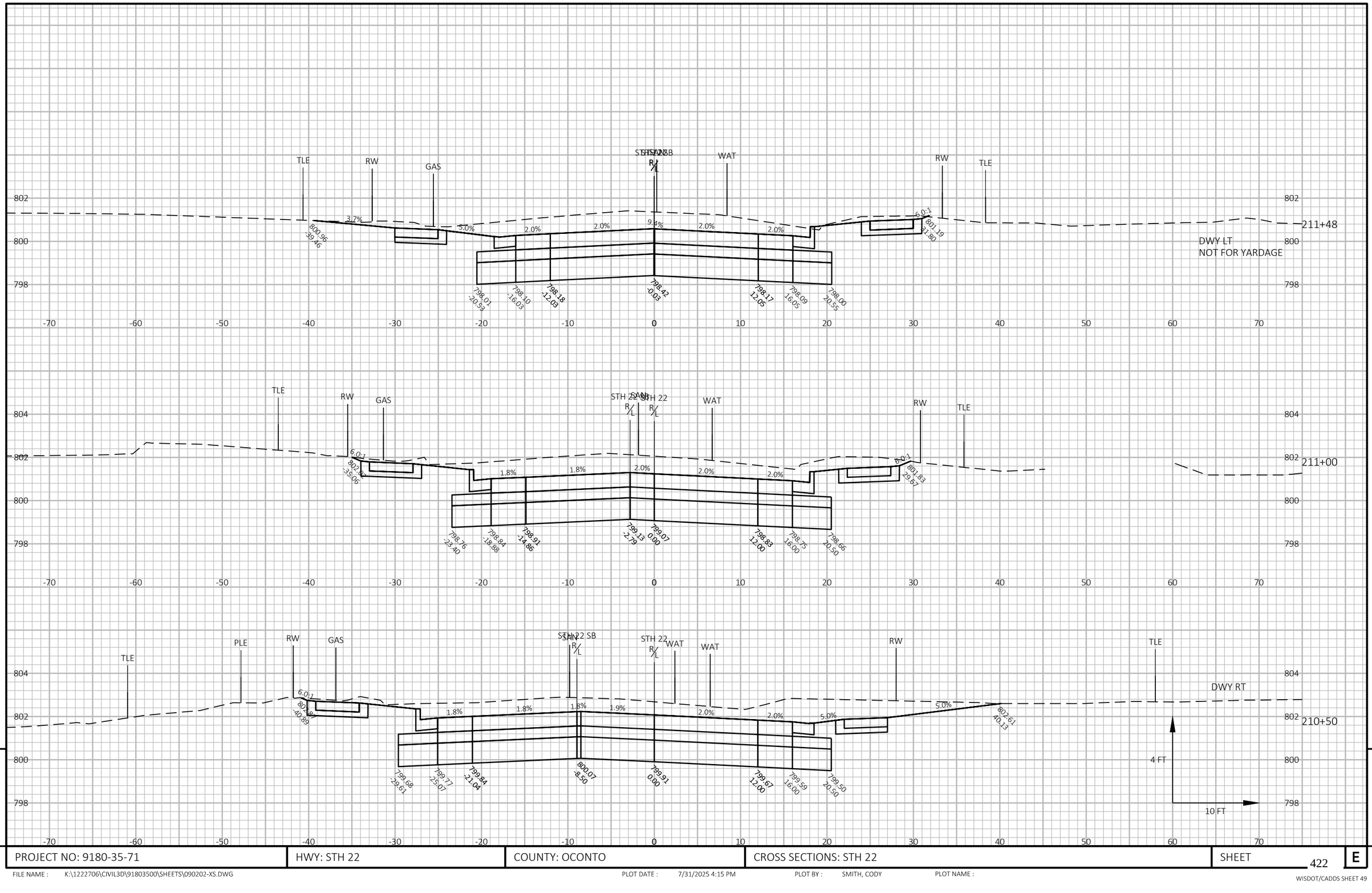
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 421	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



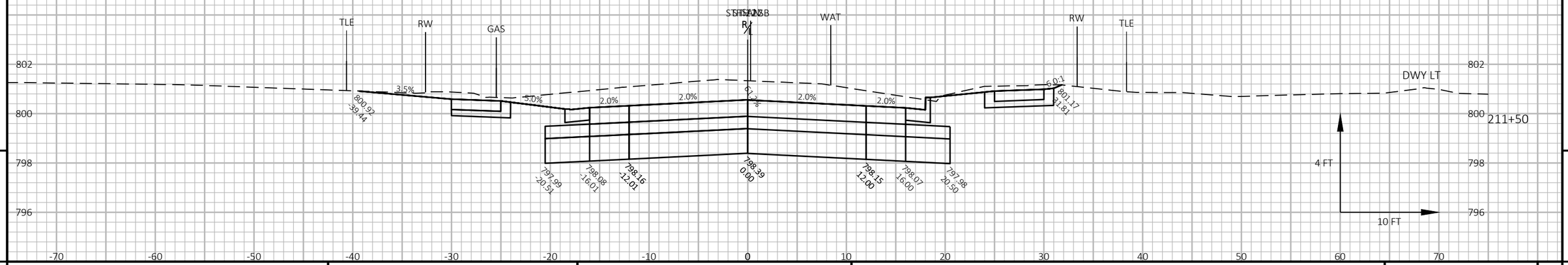
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 422	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

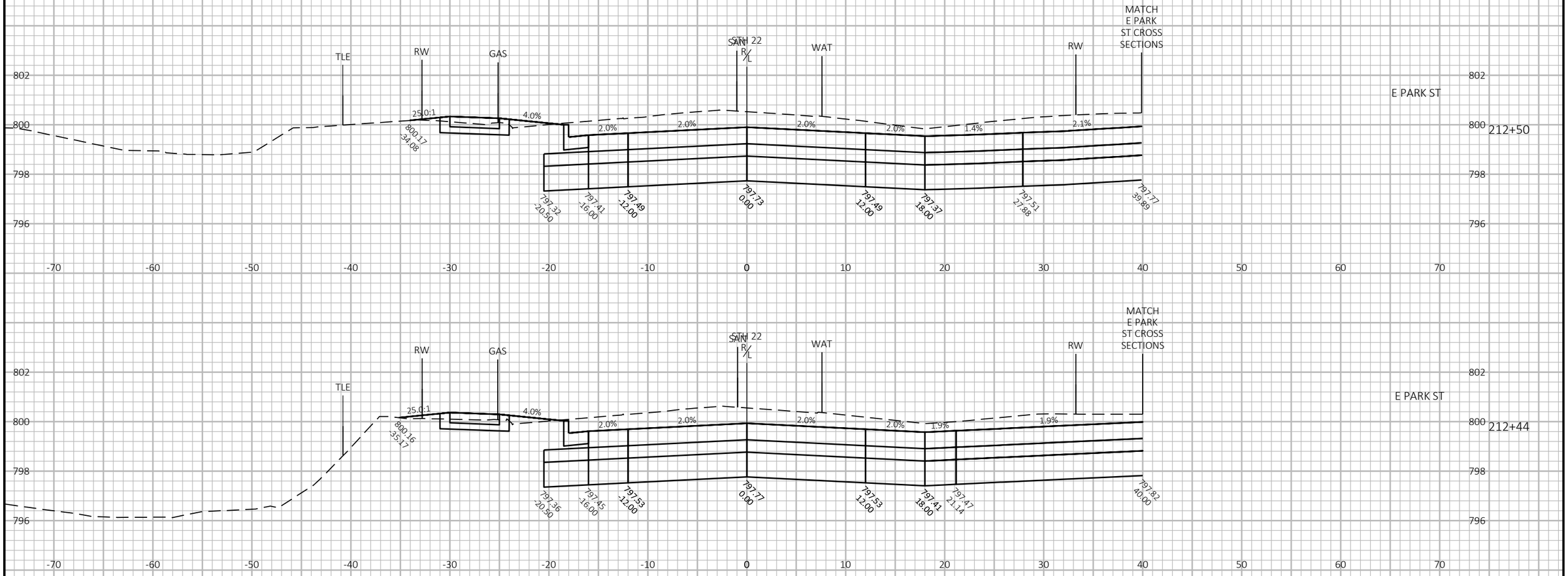
WISDOT/CADDS SHEET 49

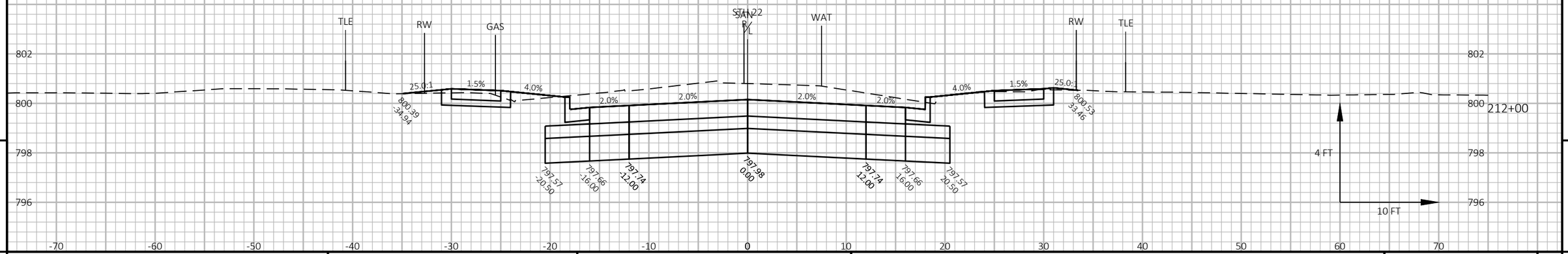


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 423 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:15 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49





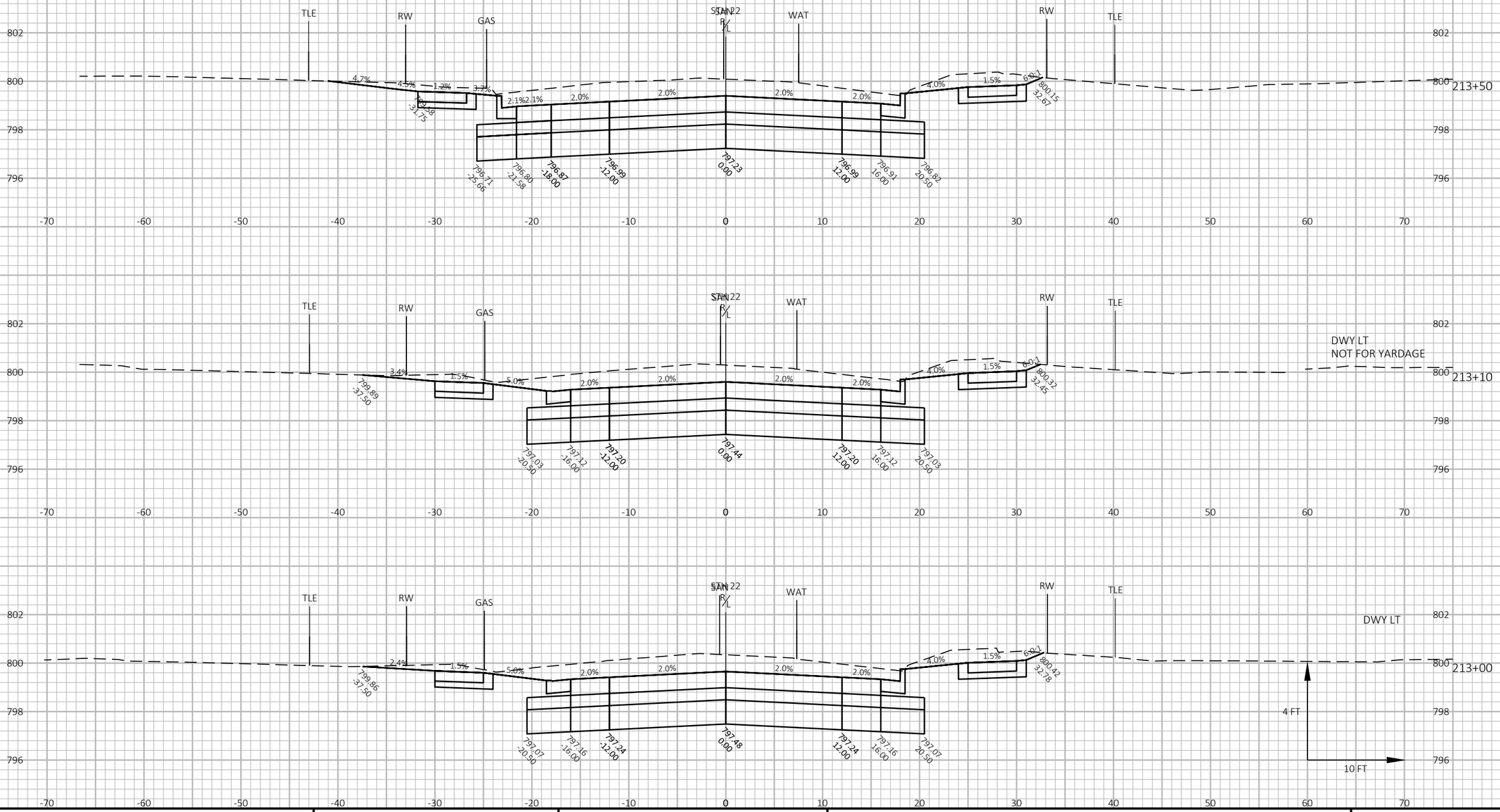
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 424	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:27 PM PLOT BY : SMITH, CODY PLOT NAME :

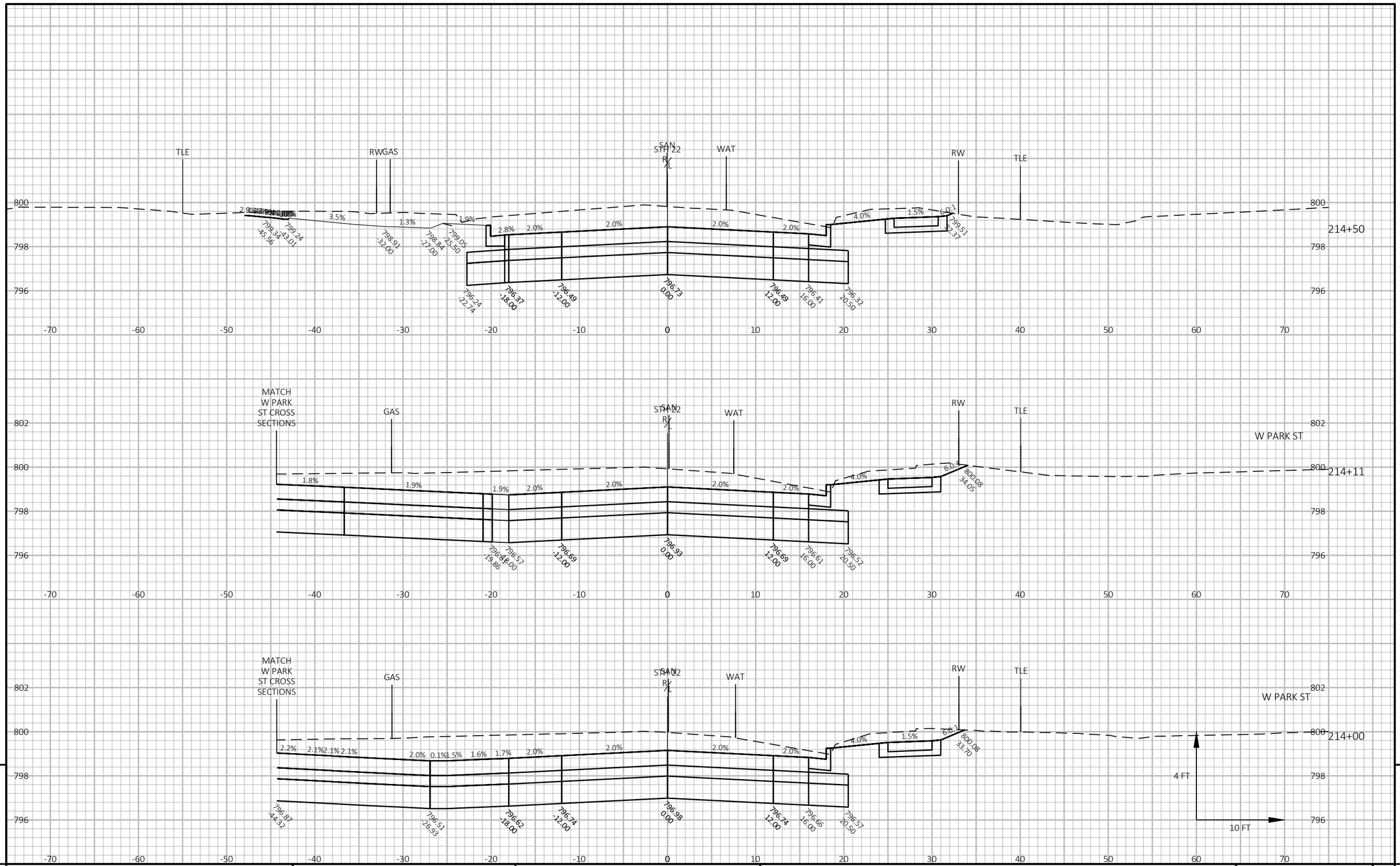
WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 425	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:27 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



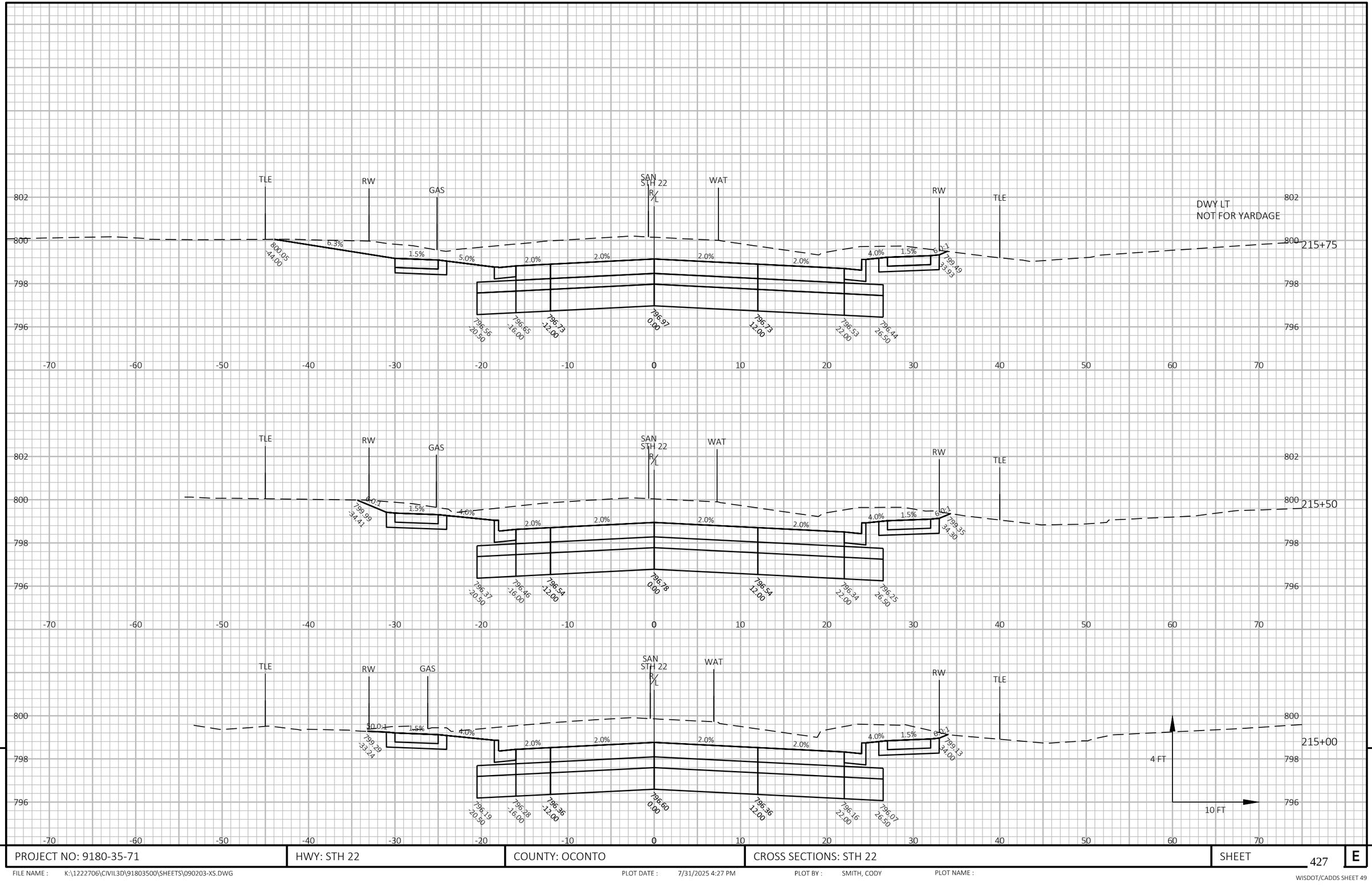
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 426	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:27 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



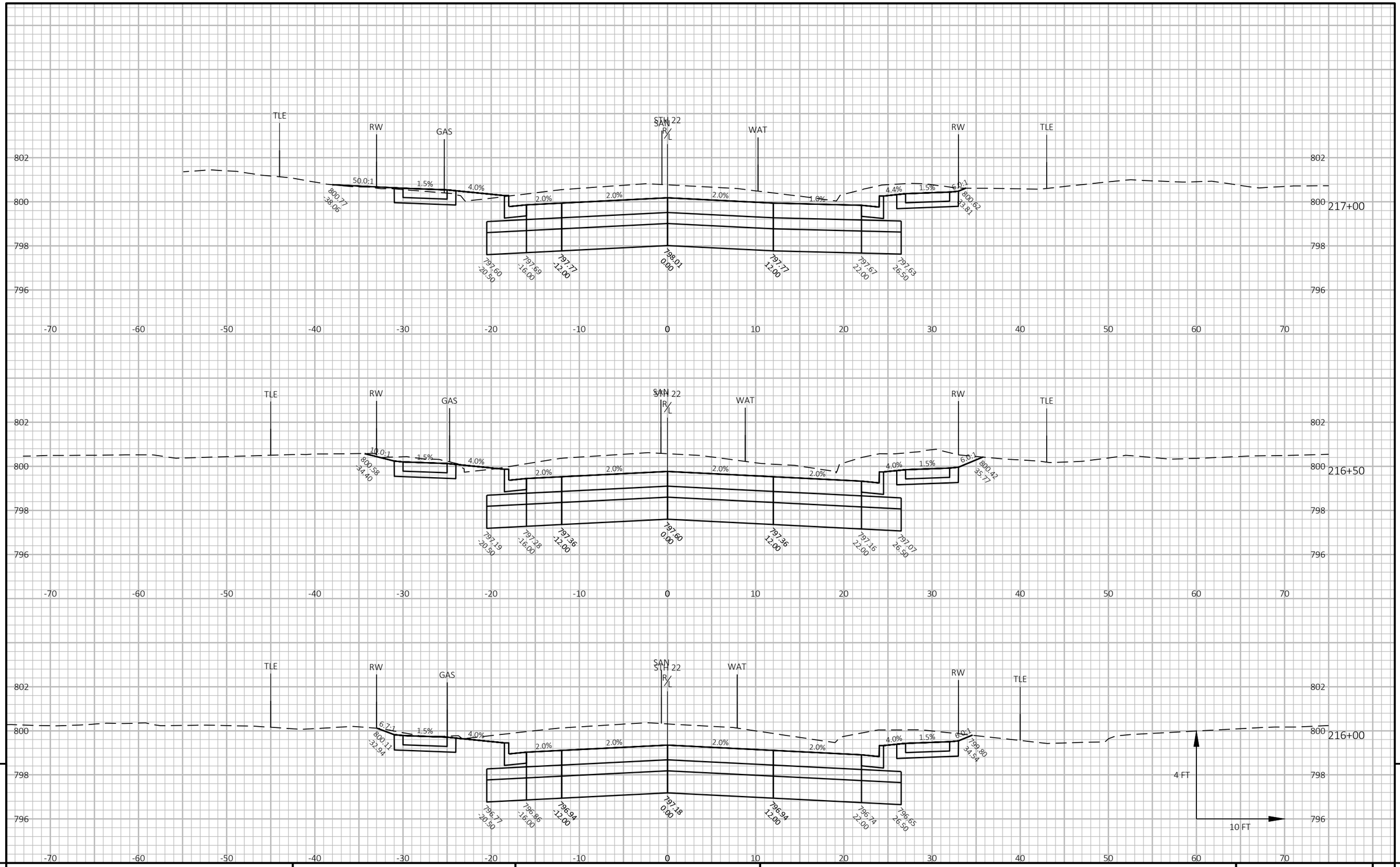
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 427	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:27 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



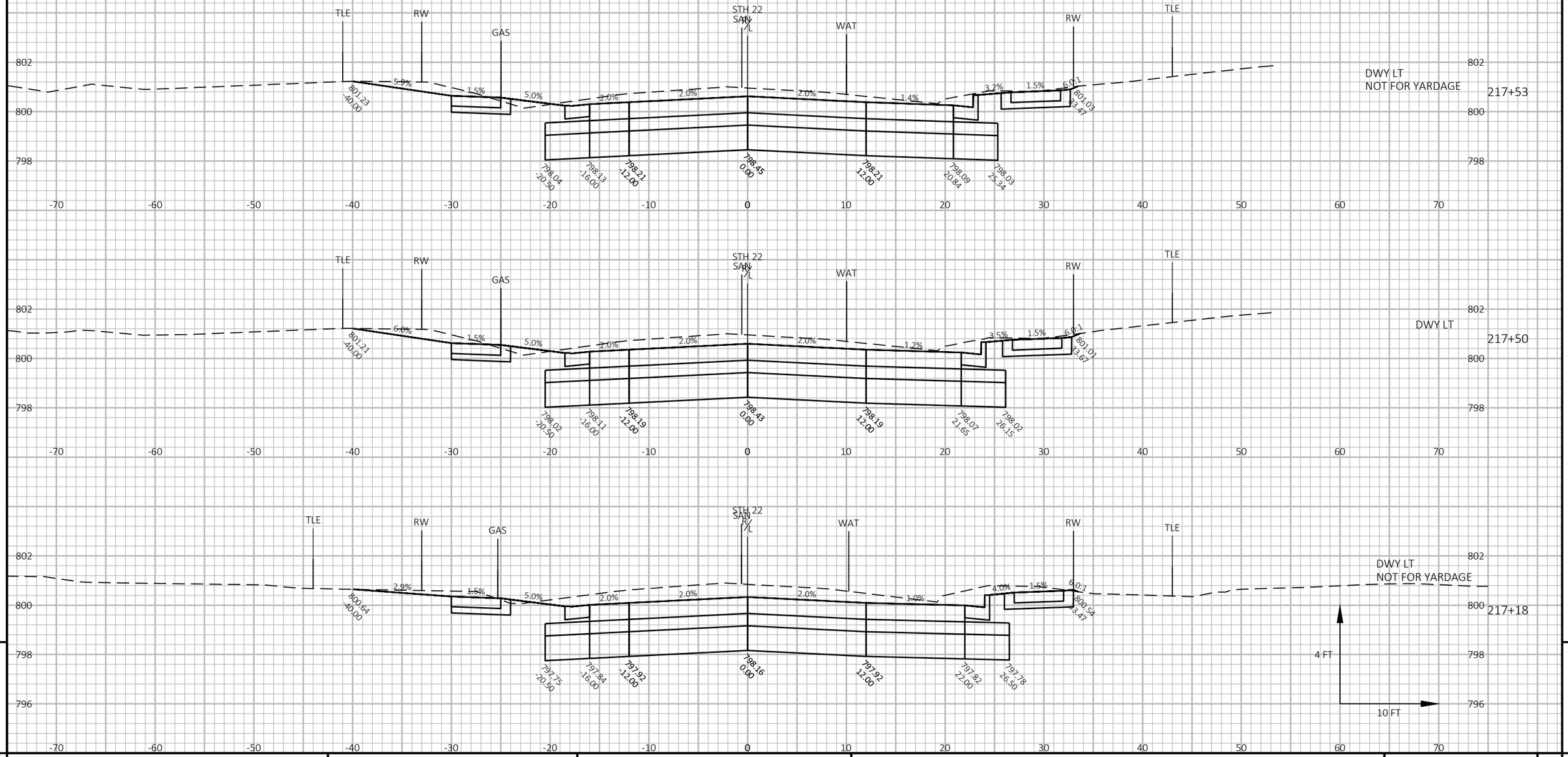
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 428	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



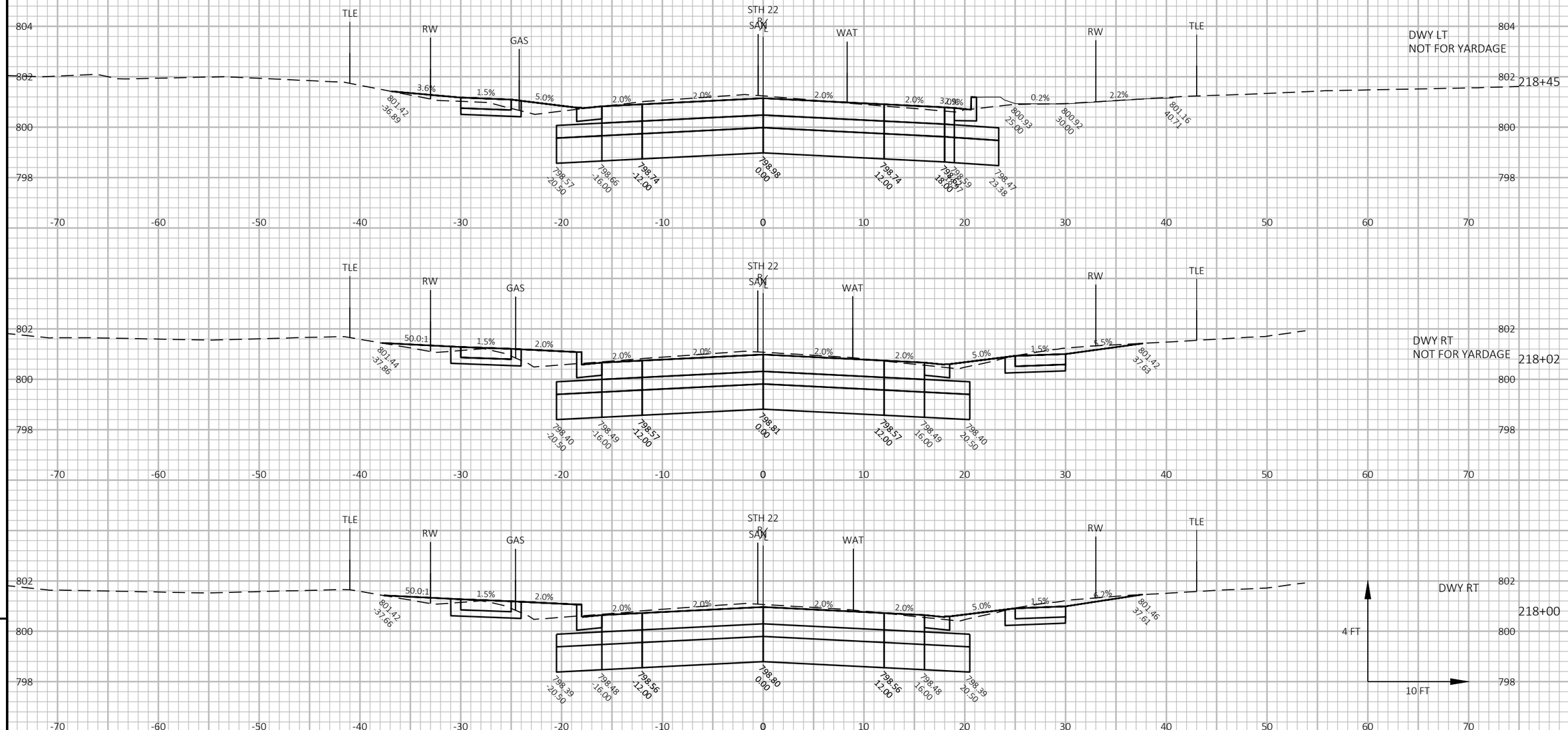
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 429	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



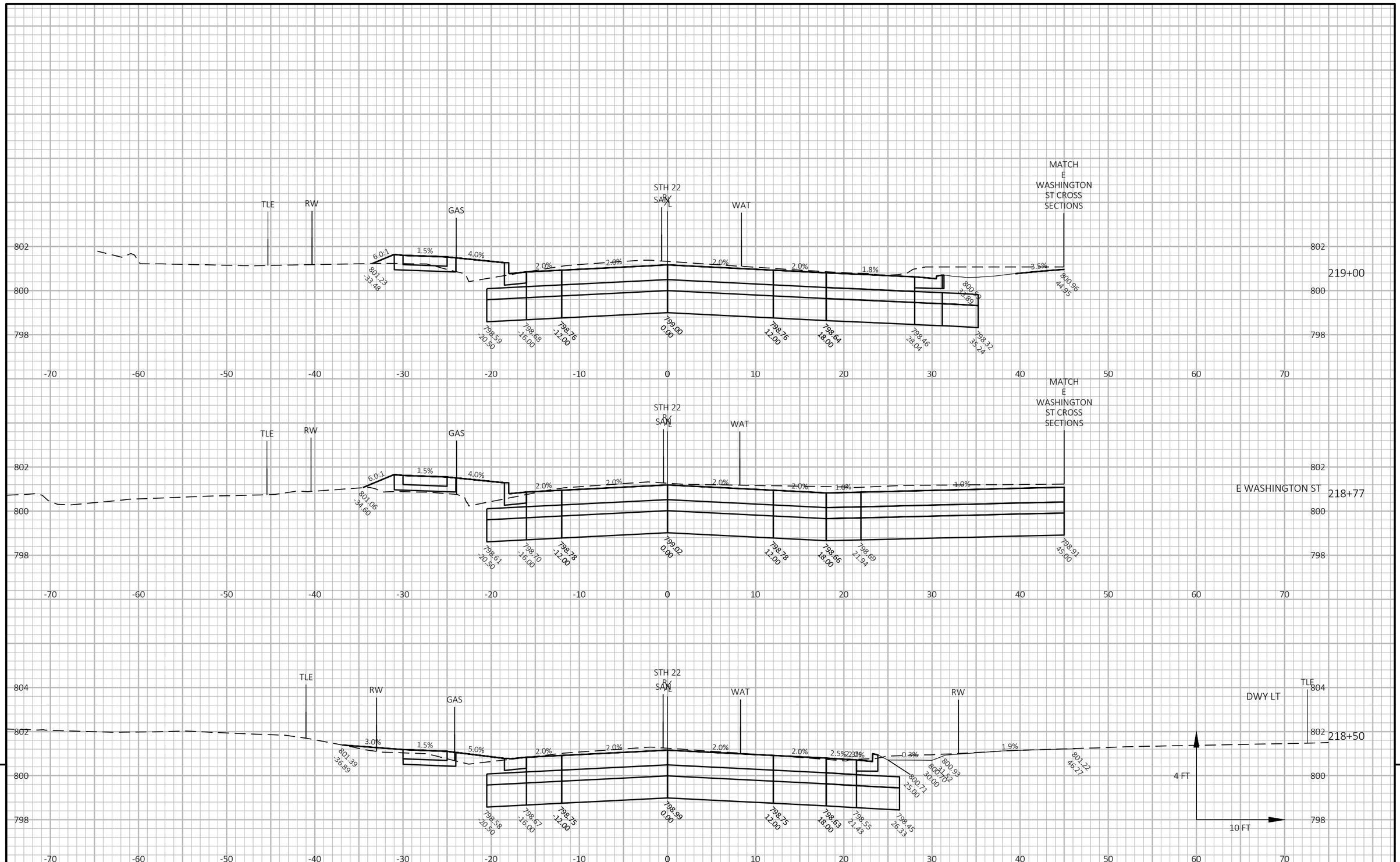
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 430	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



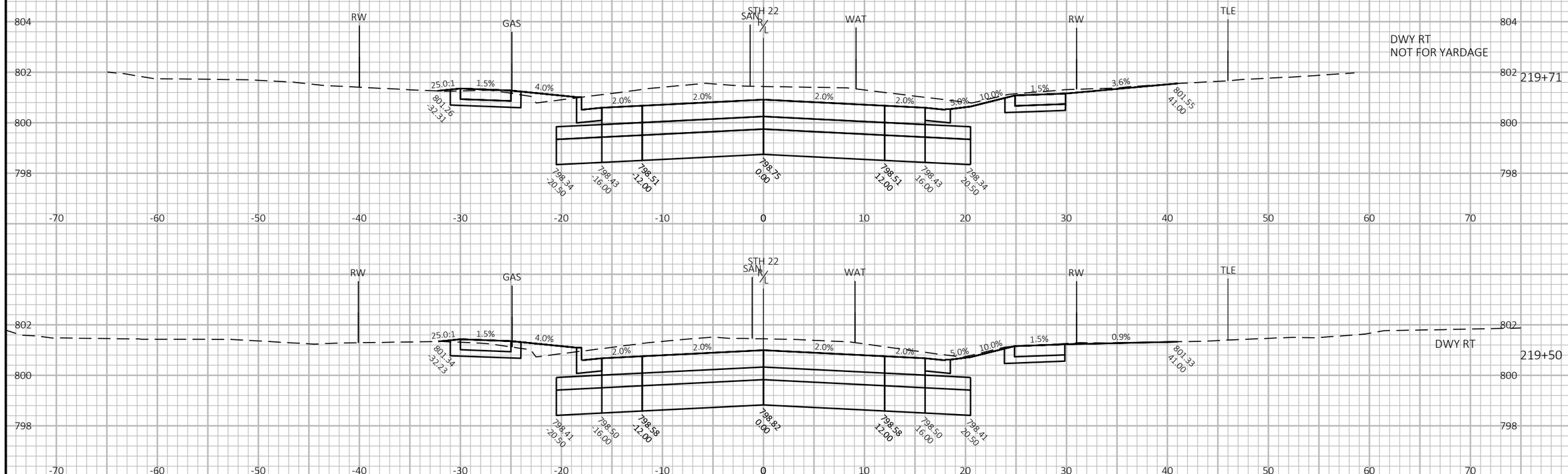
9

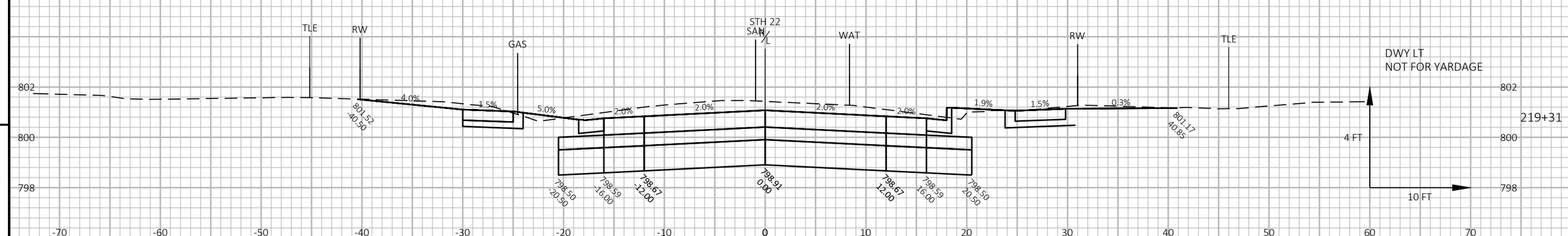
9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 431	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49





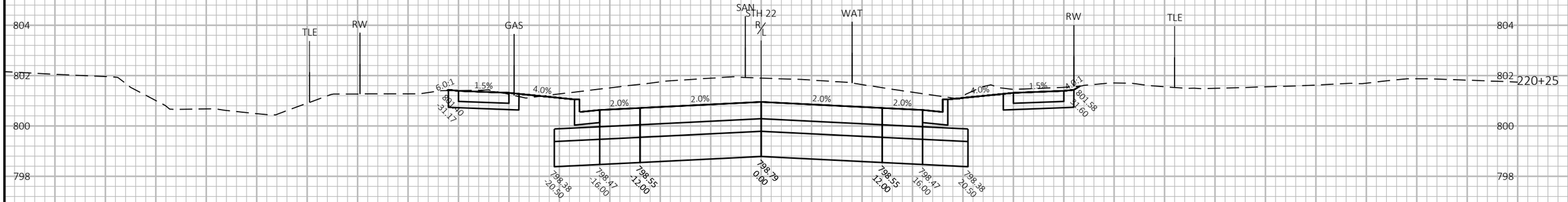
9

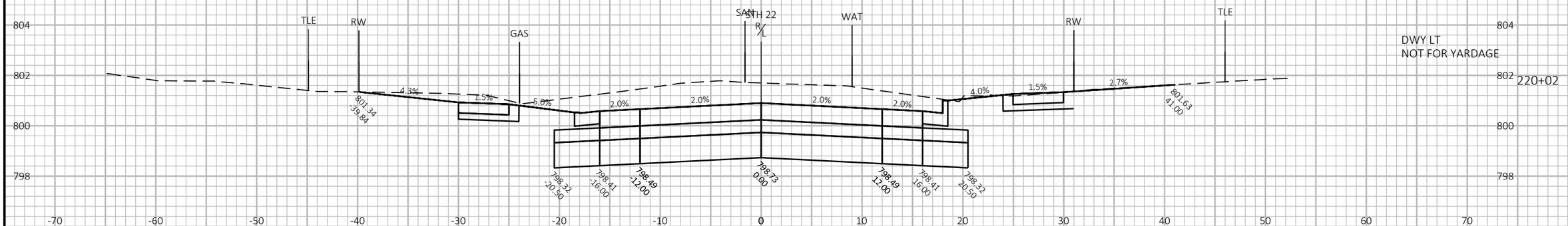
9

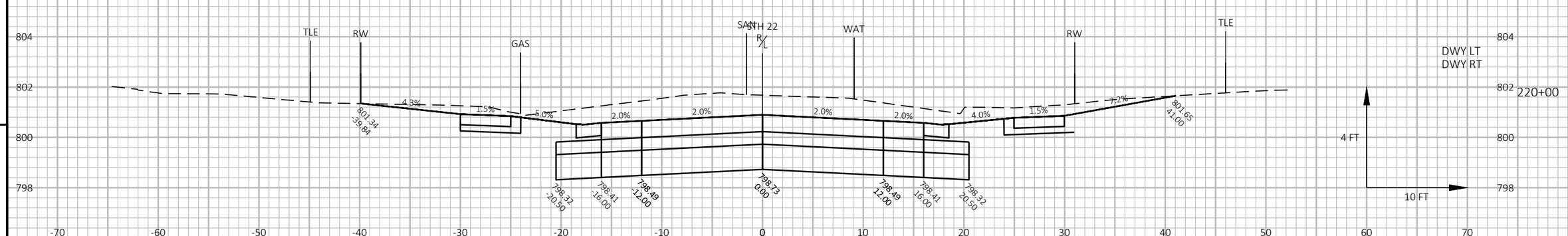
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 432	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49







9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 433	E

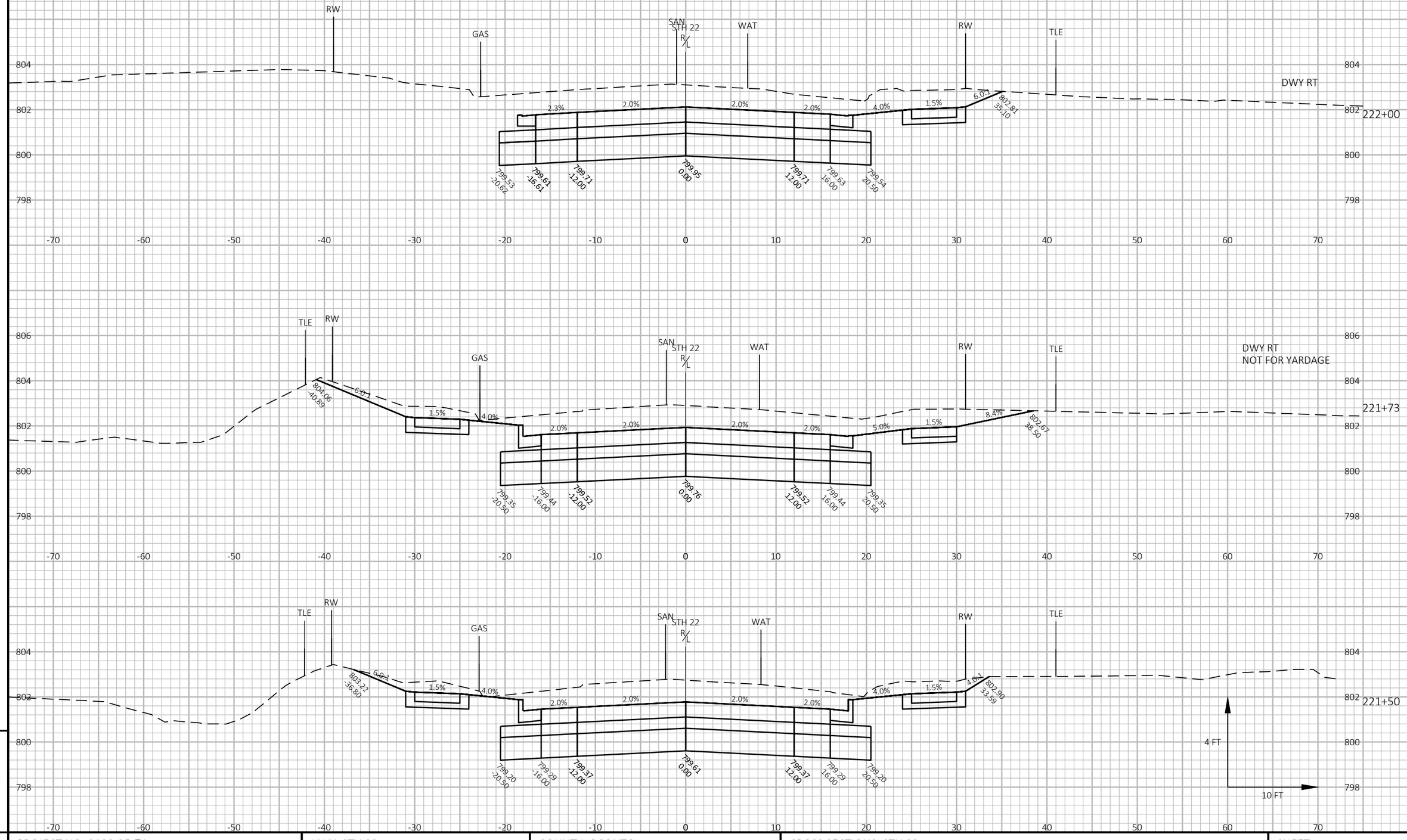
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 434	E



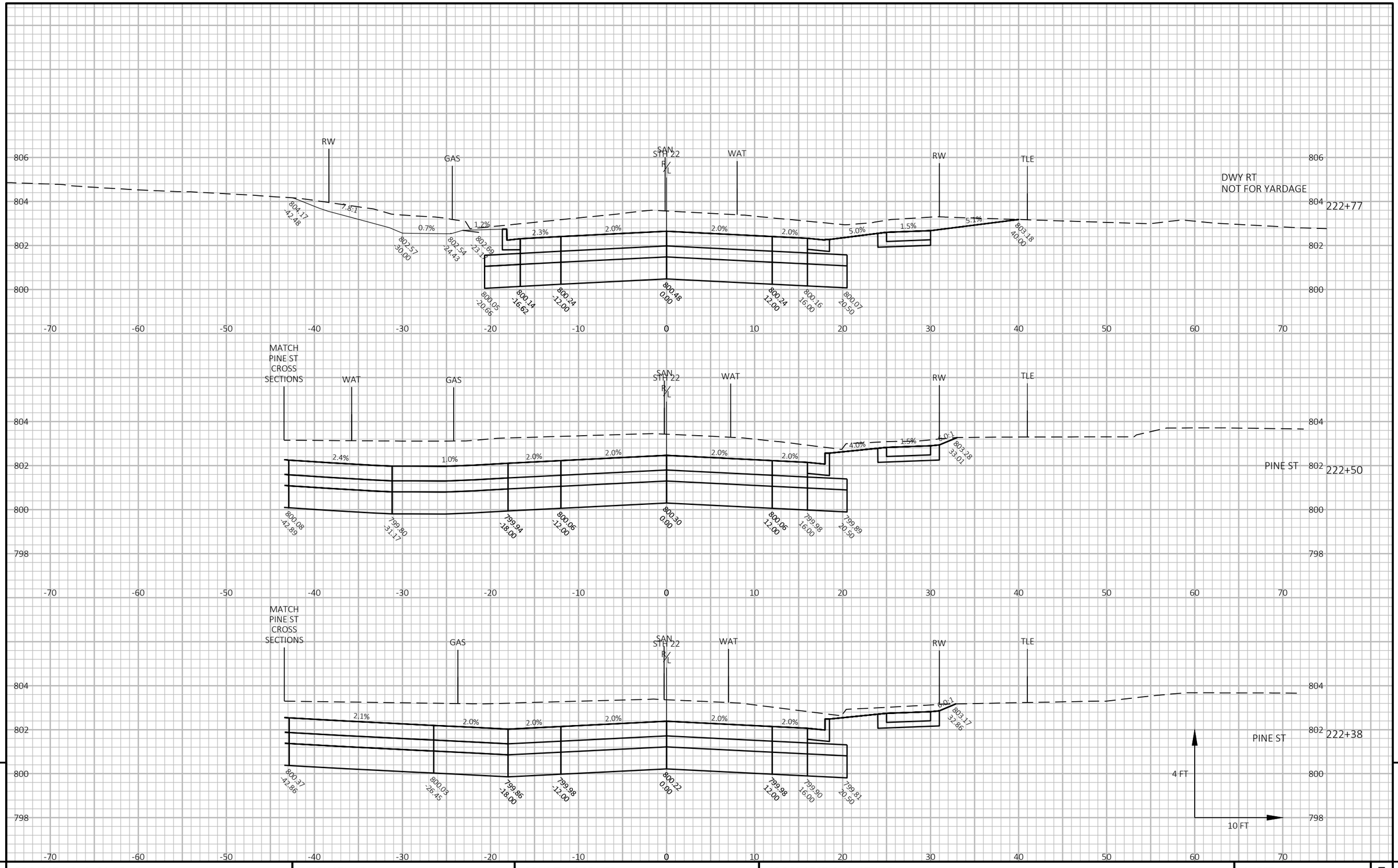
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 435	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



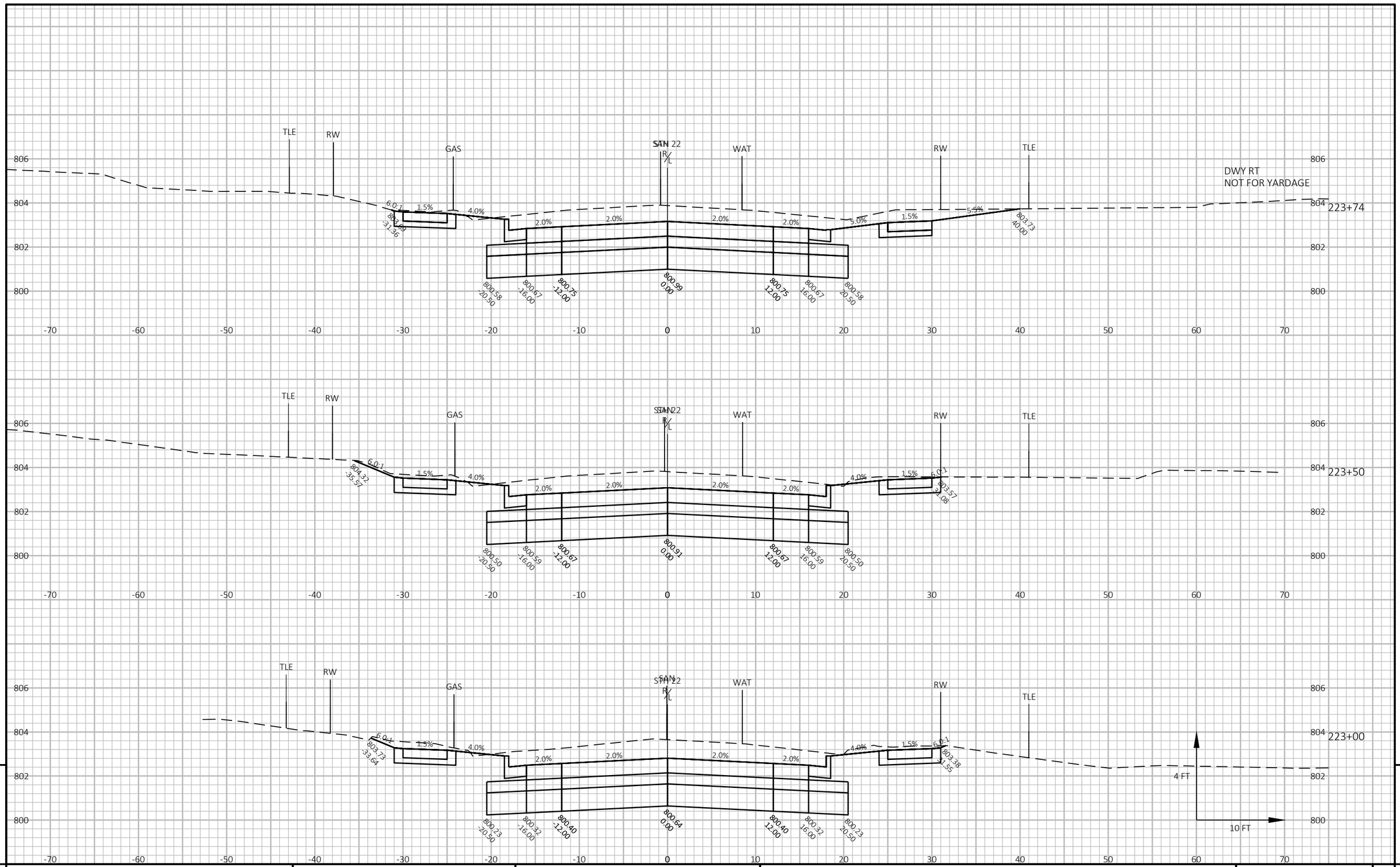
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 436	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

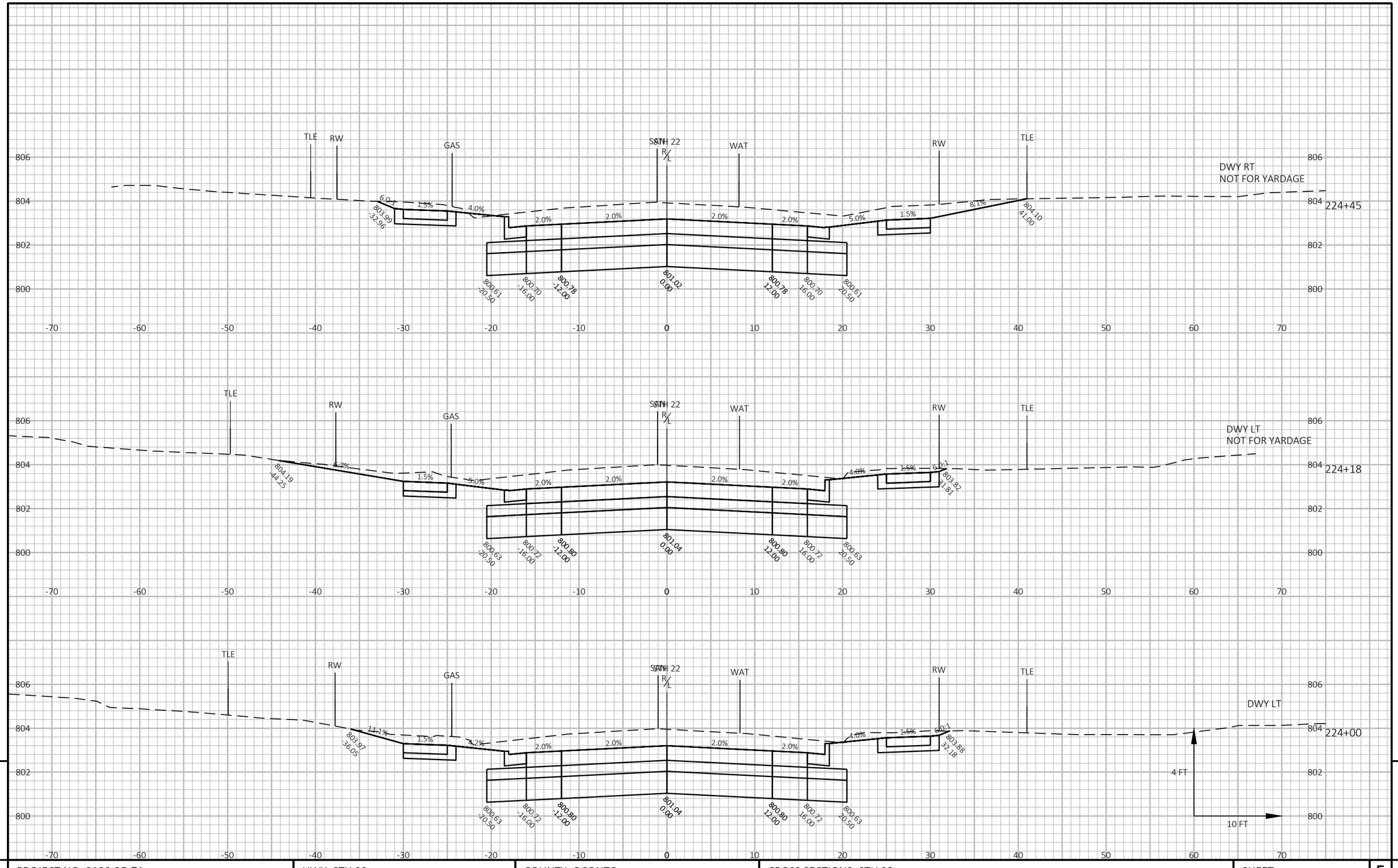
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 437	E



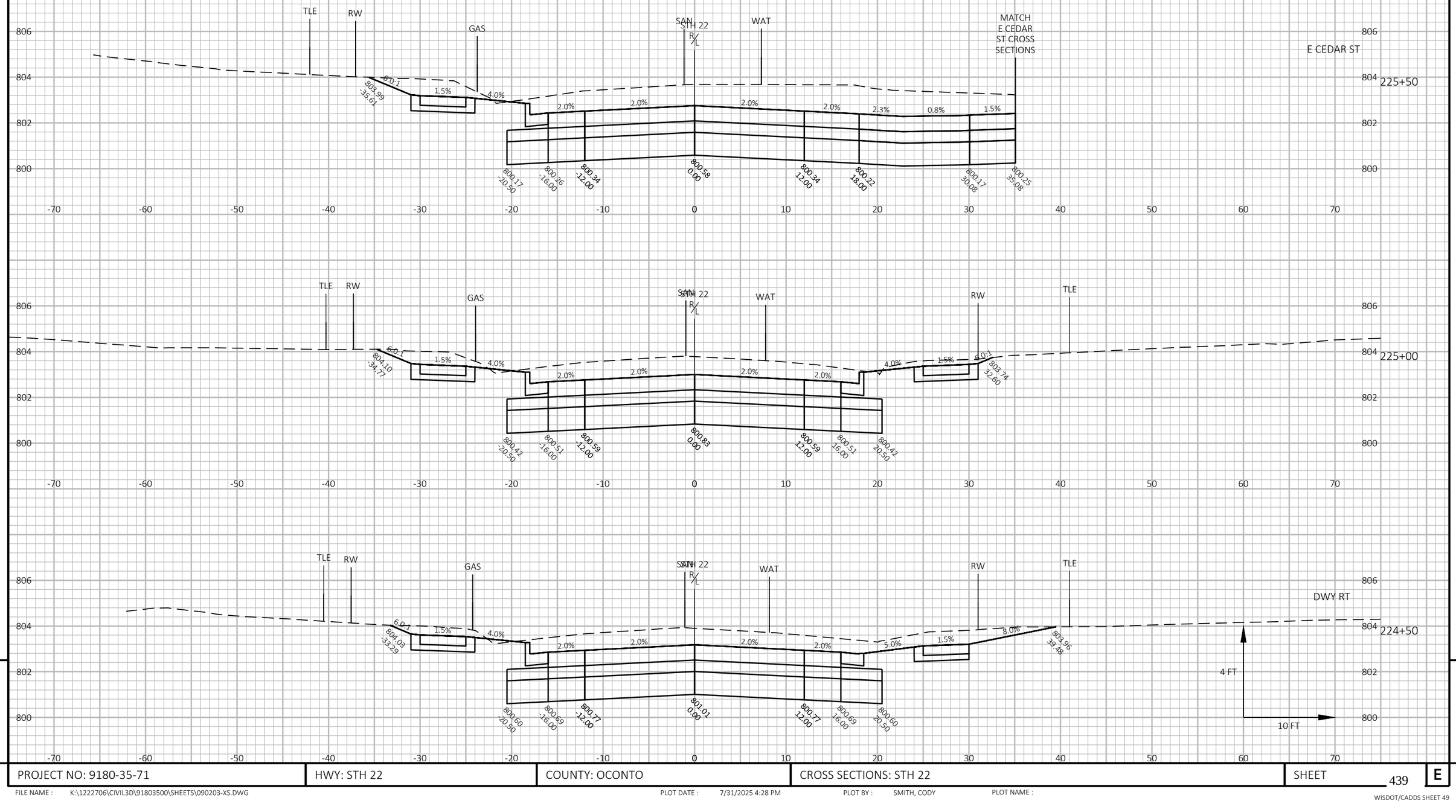
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 438	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



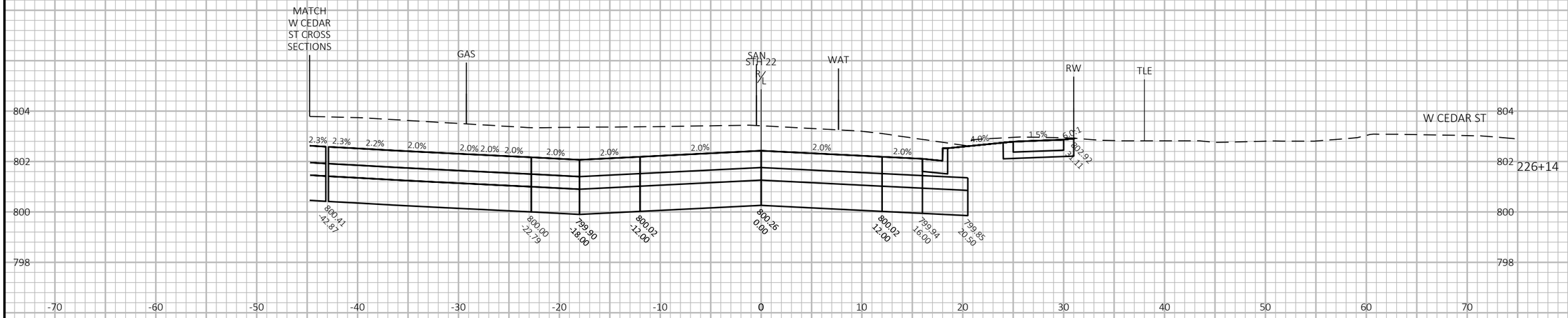
9

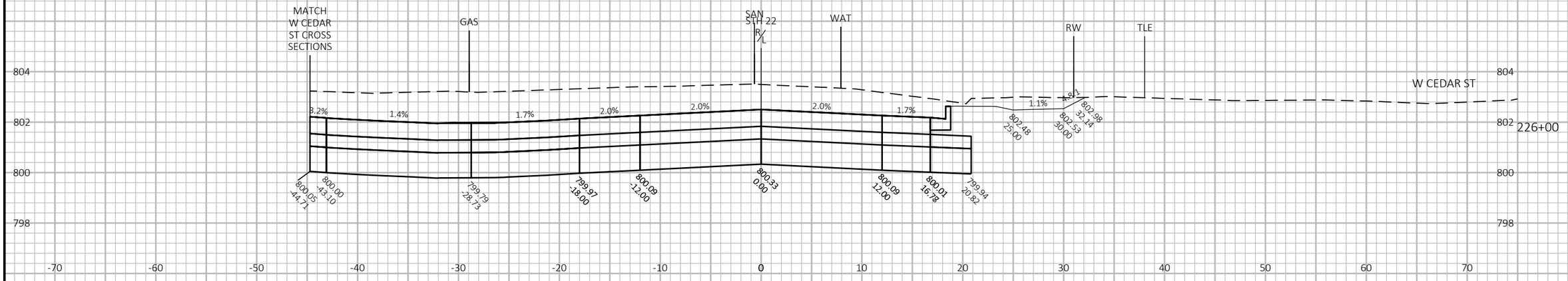
9

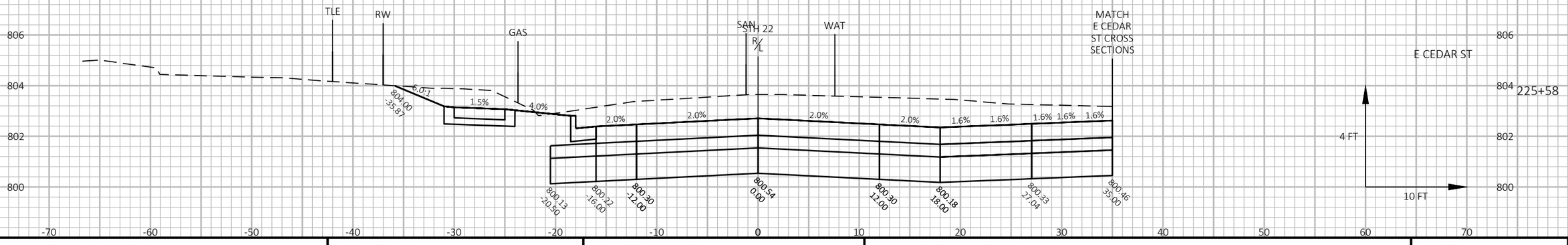
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 439	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49







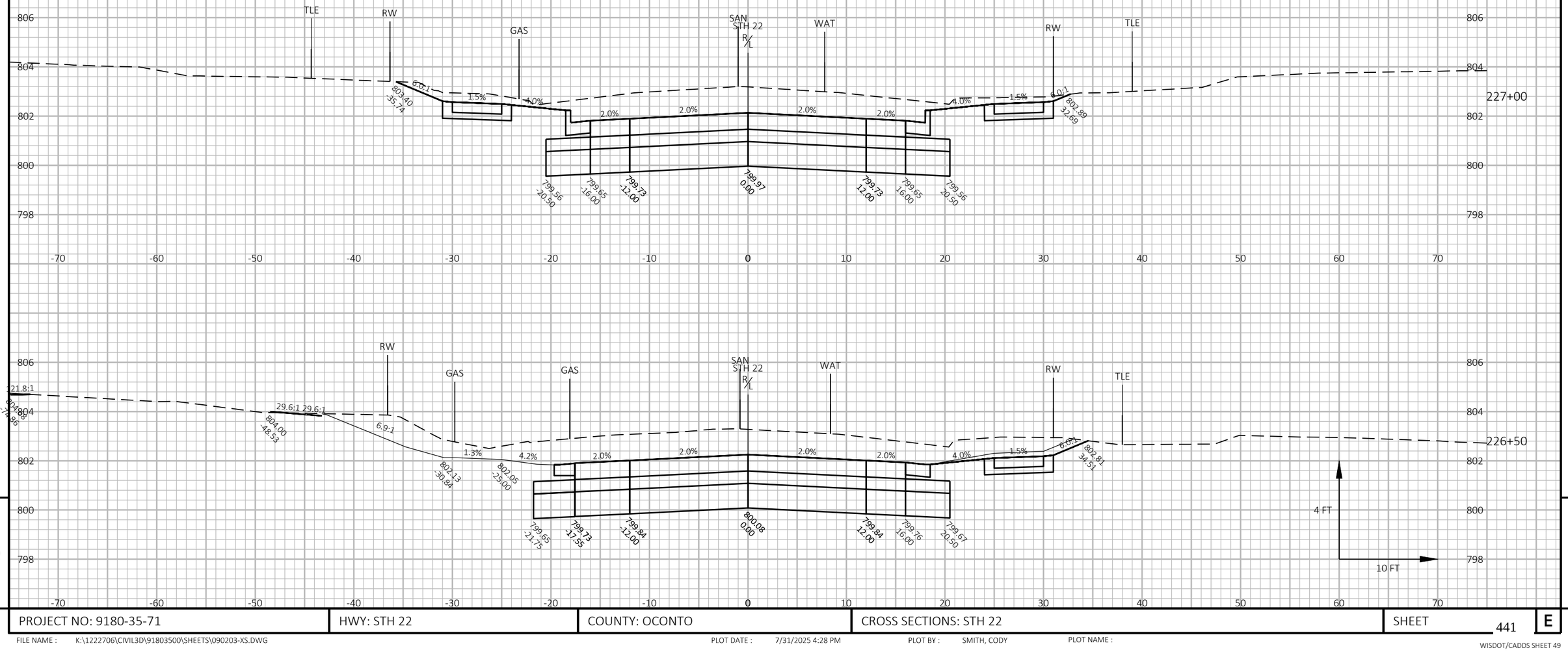
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 440	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



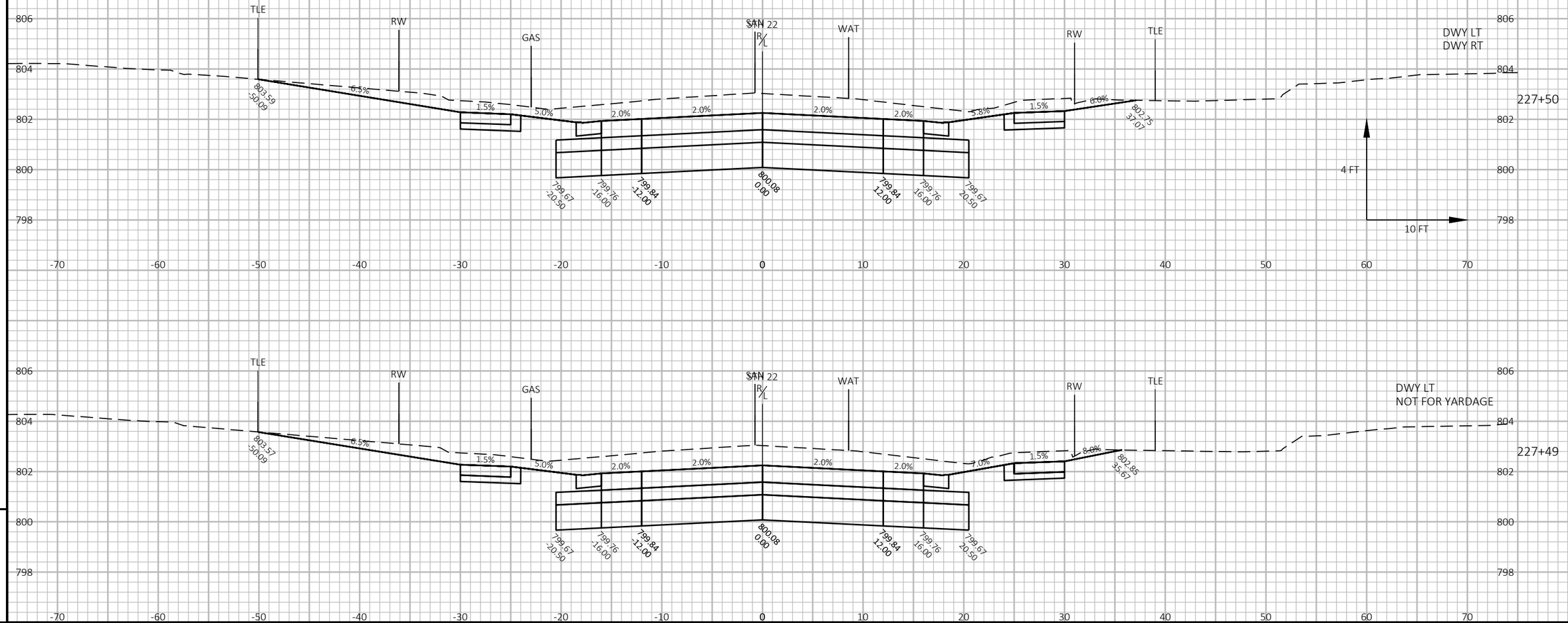
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 441	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

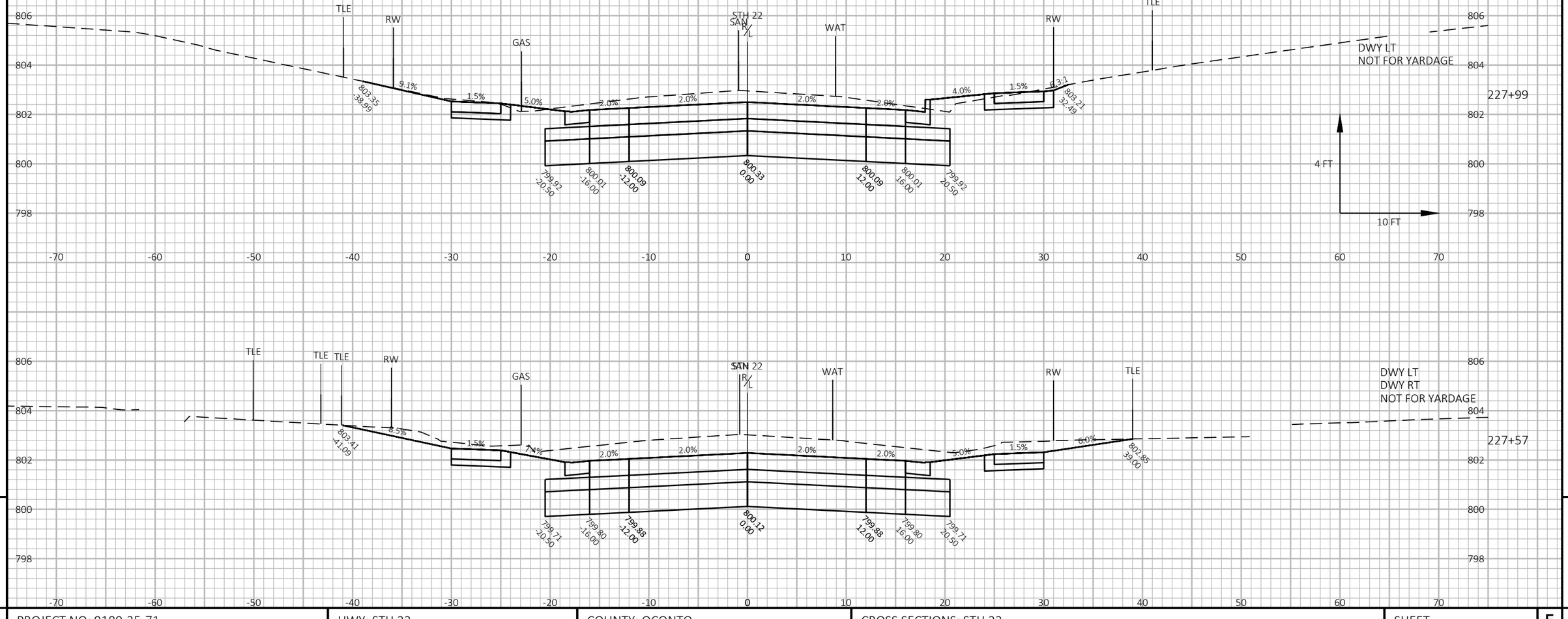


9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 442	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :



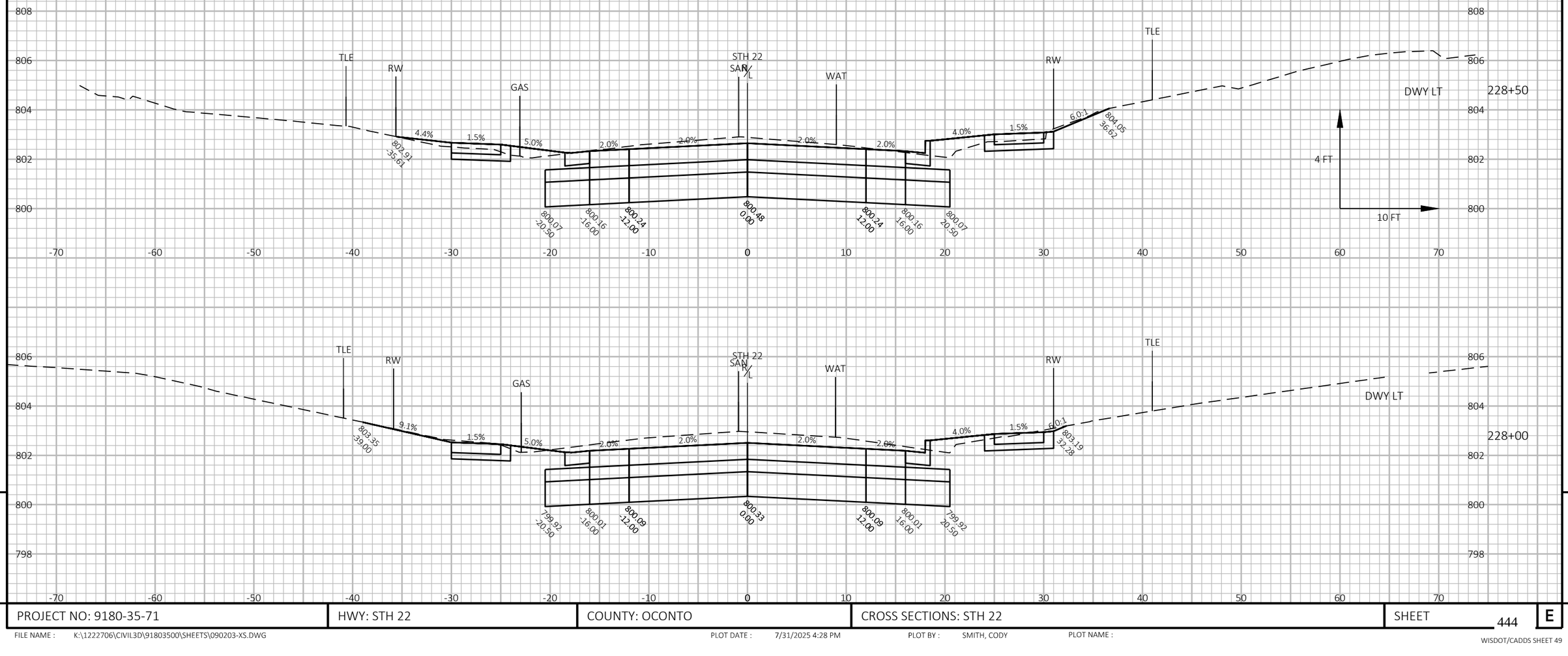
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 443	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



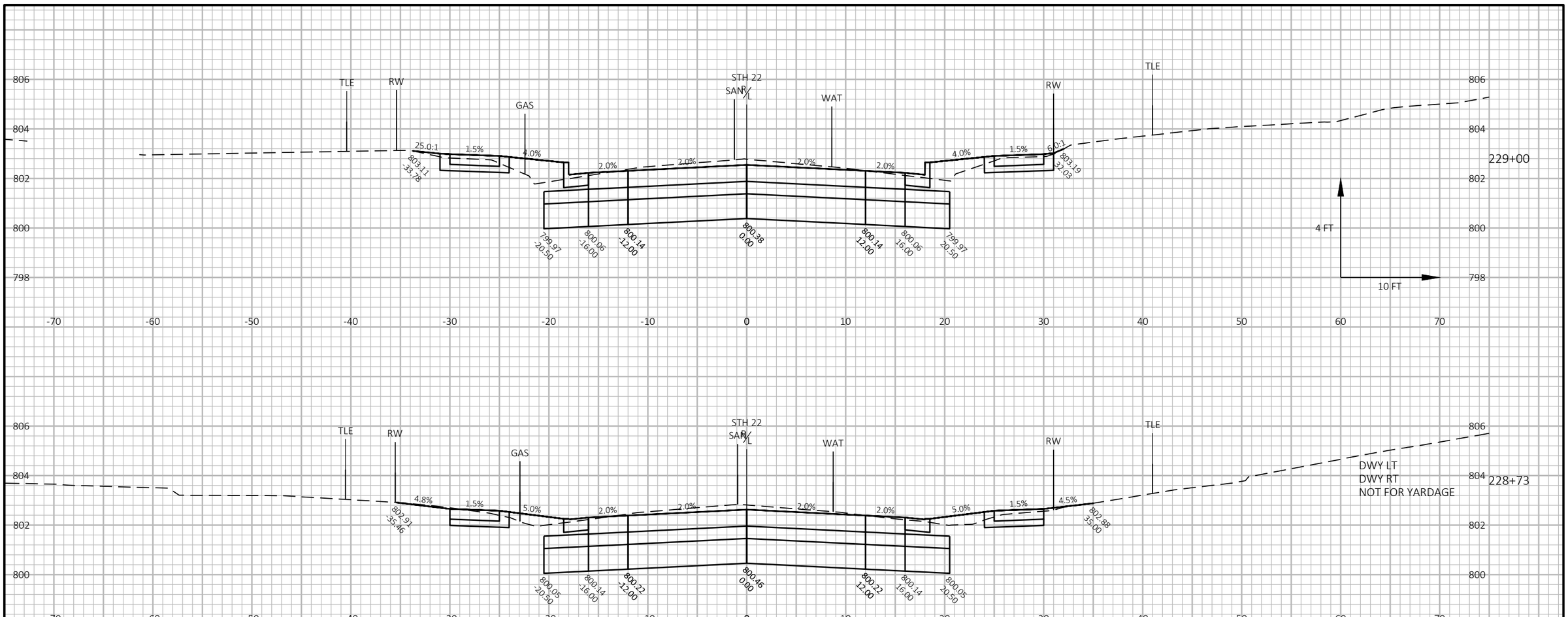
9

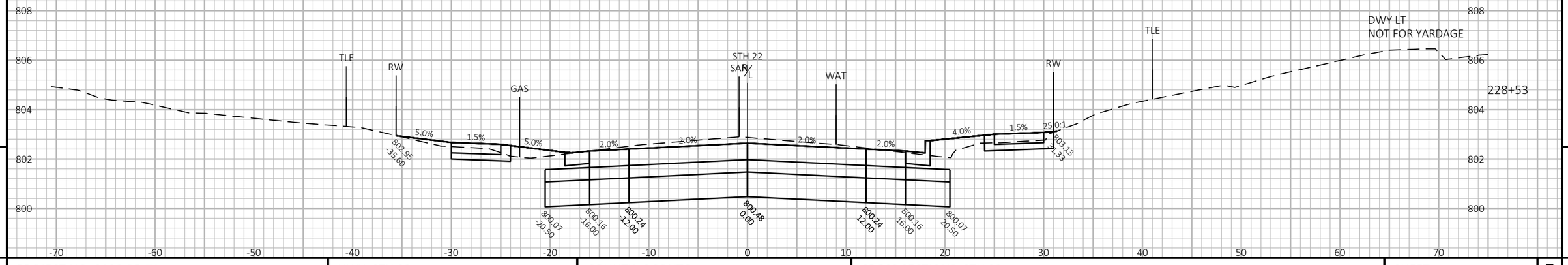
9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 444	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49





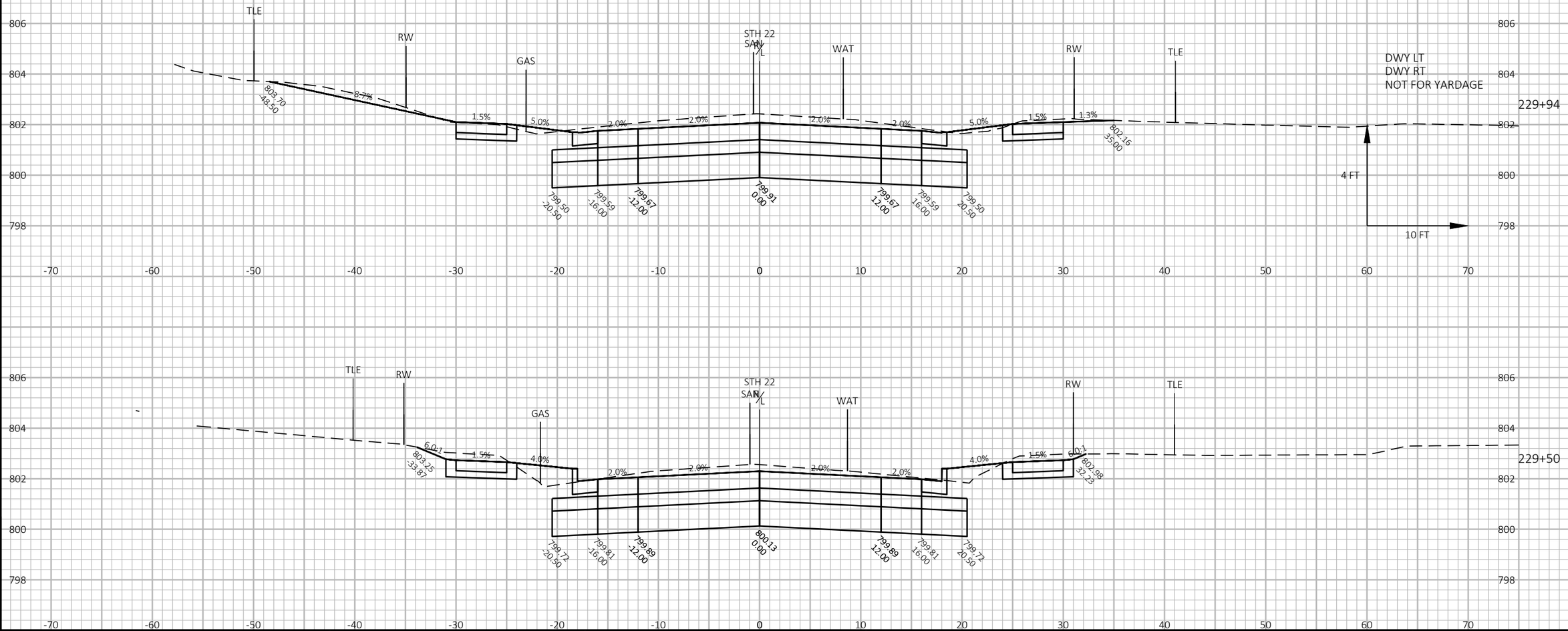
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 445	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



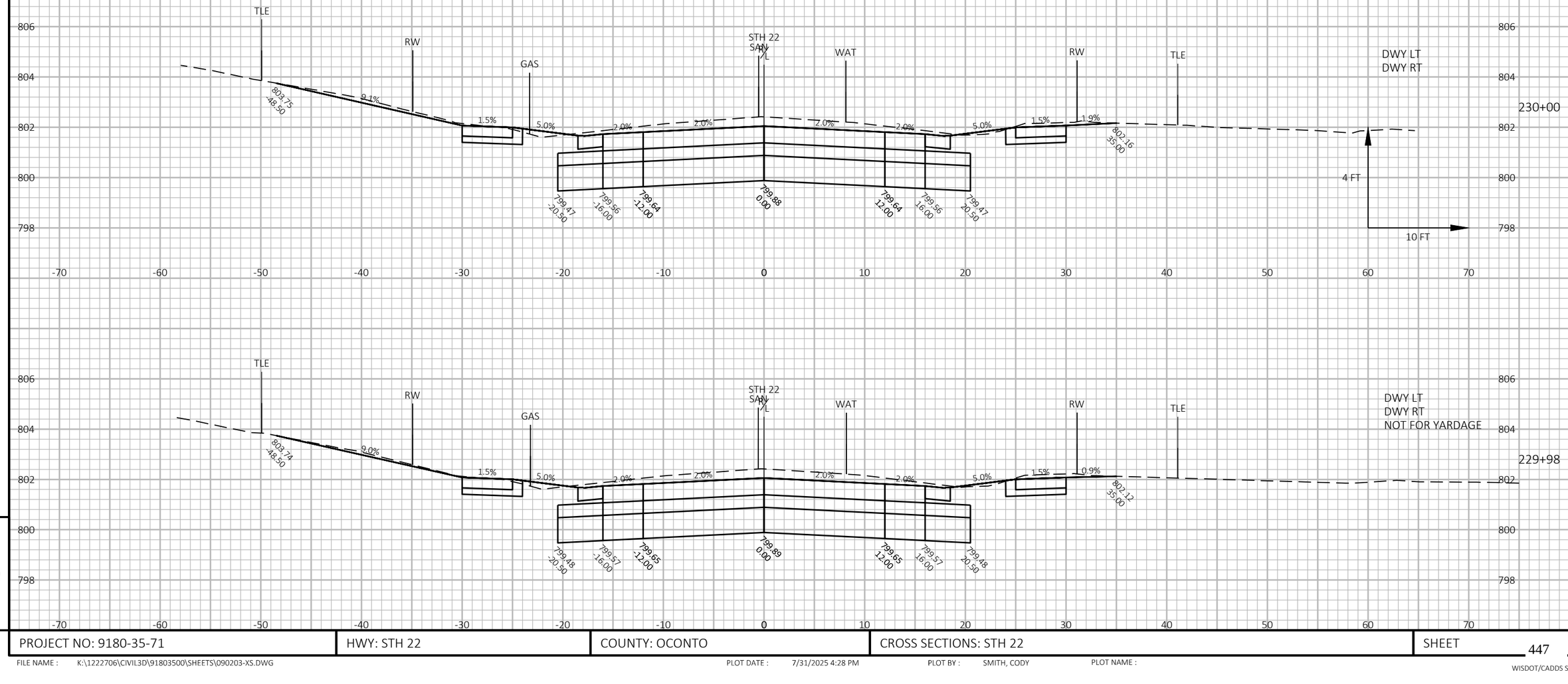
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 446	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



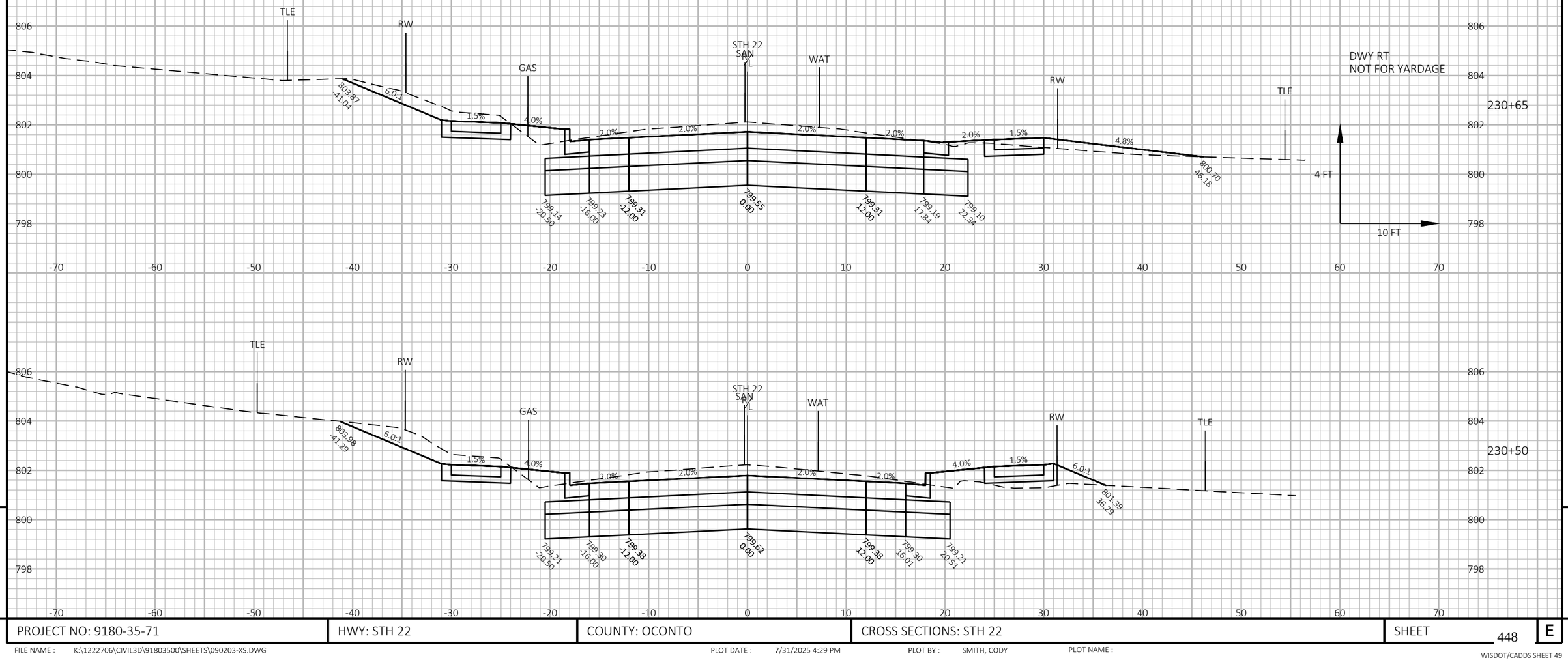
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 447	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:28 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 448	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:29 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

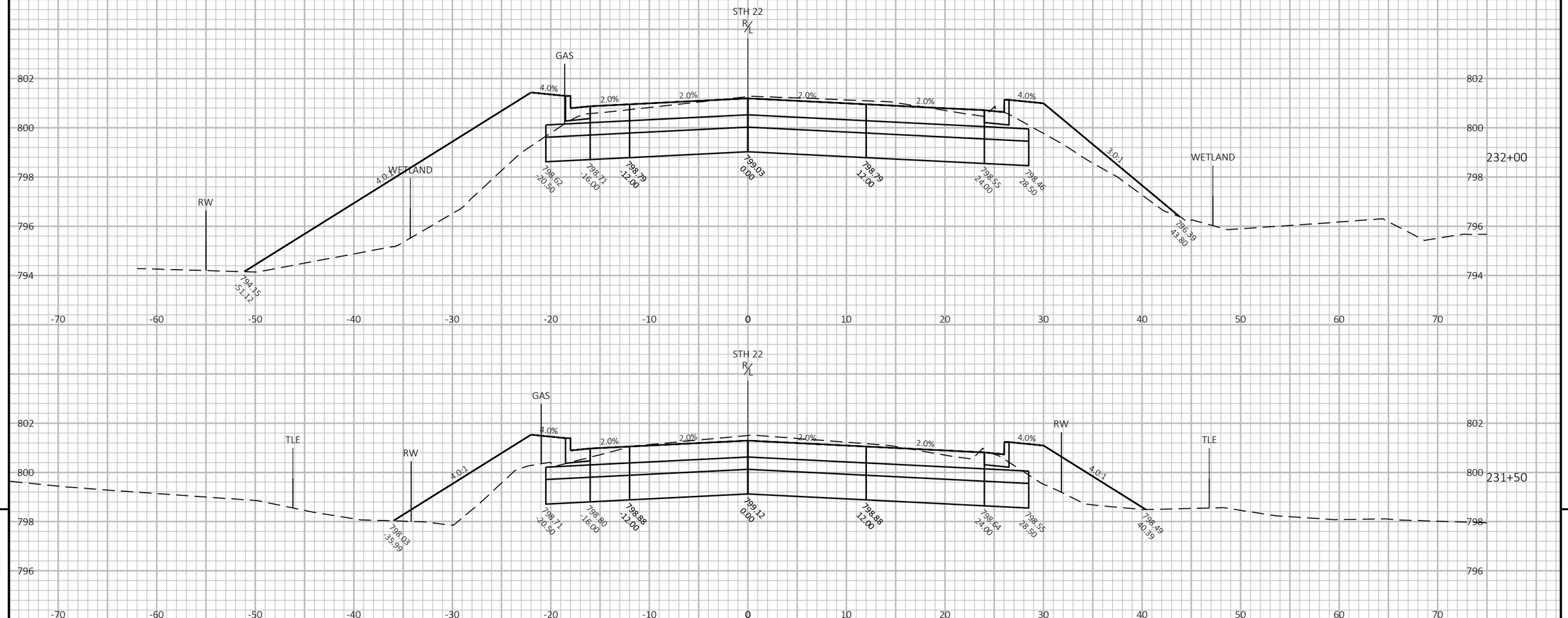
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 449	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:29 PM PLOT BY : SMITH, CODY PLOT NAME :

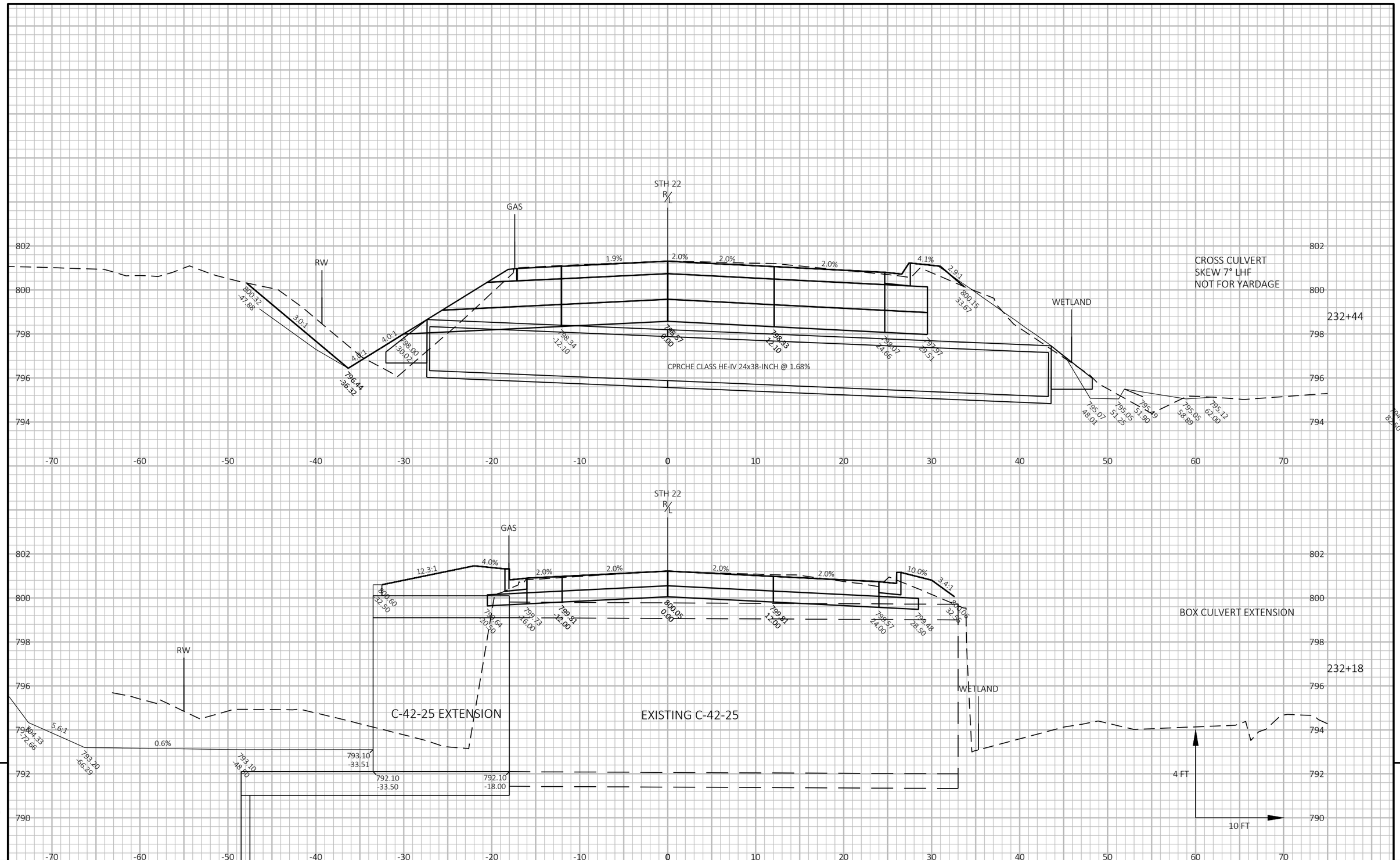
WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 450 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:29 PM PLOT BY : SMITH, CODY PLOT NAME :

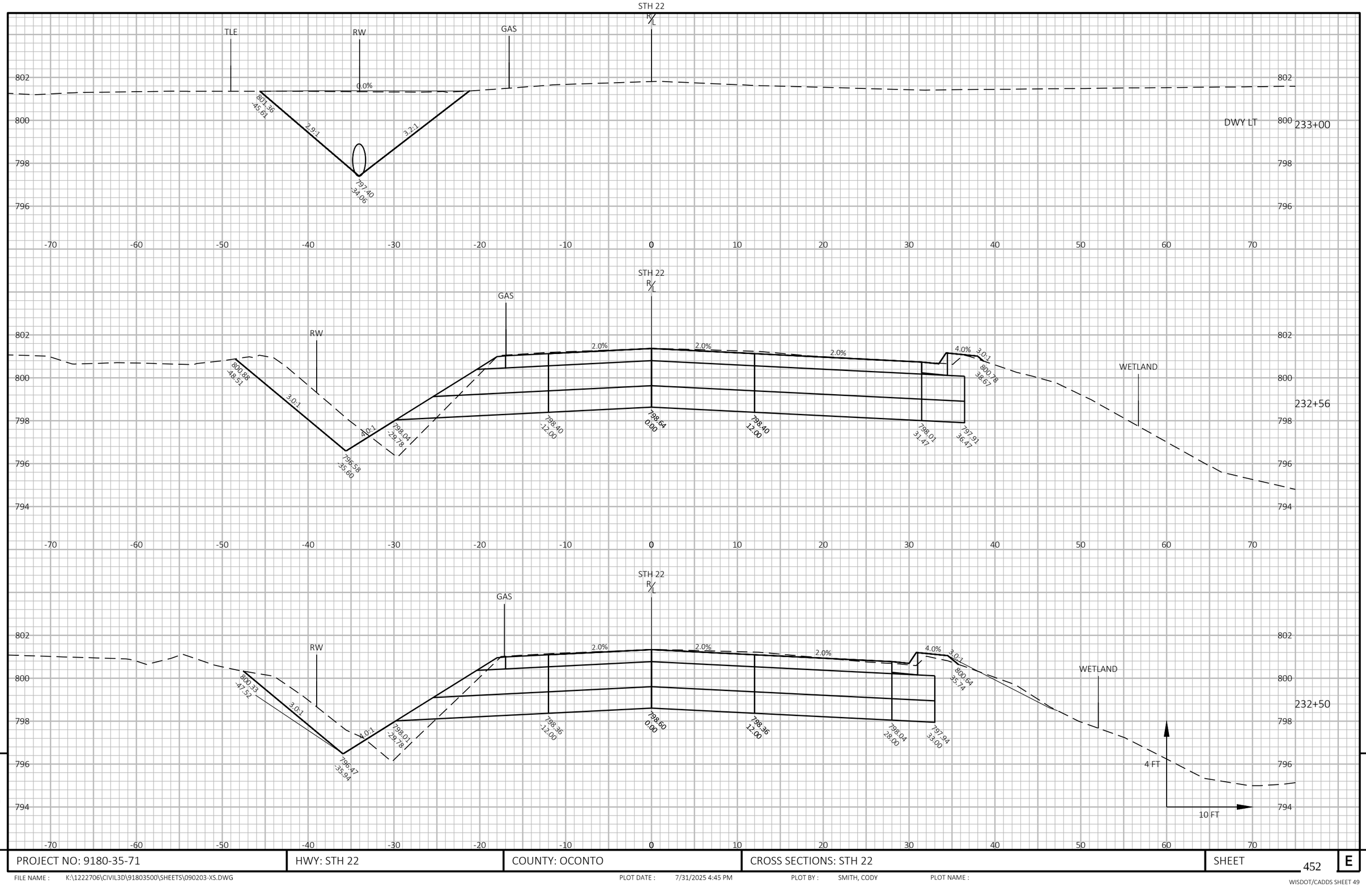
WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 451	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:29 PM PLOT BY : SMITH, CODY PLOT NAME :

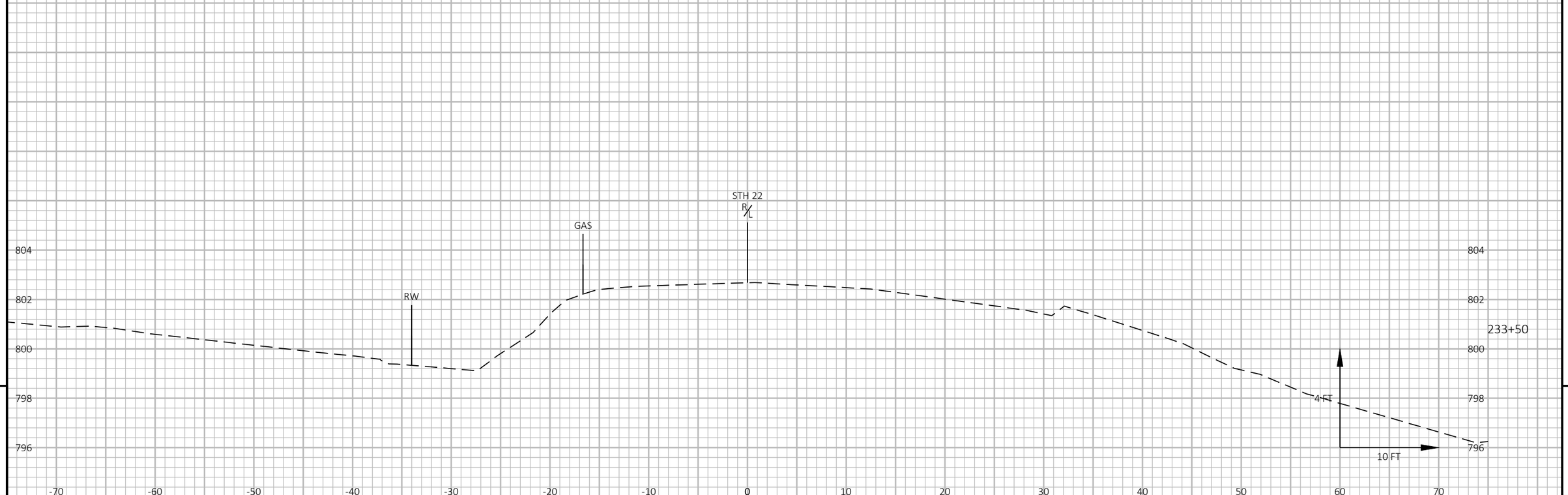
WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 452	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:45 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



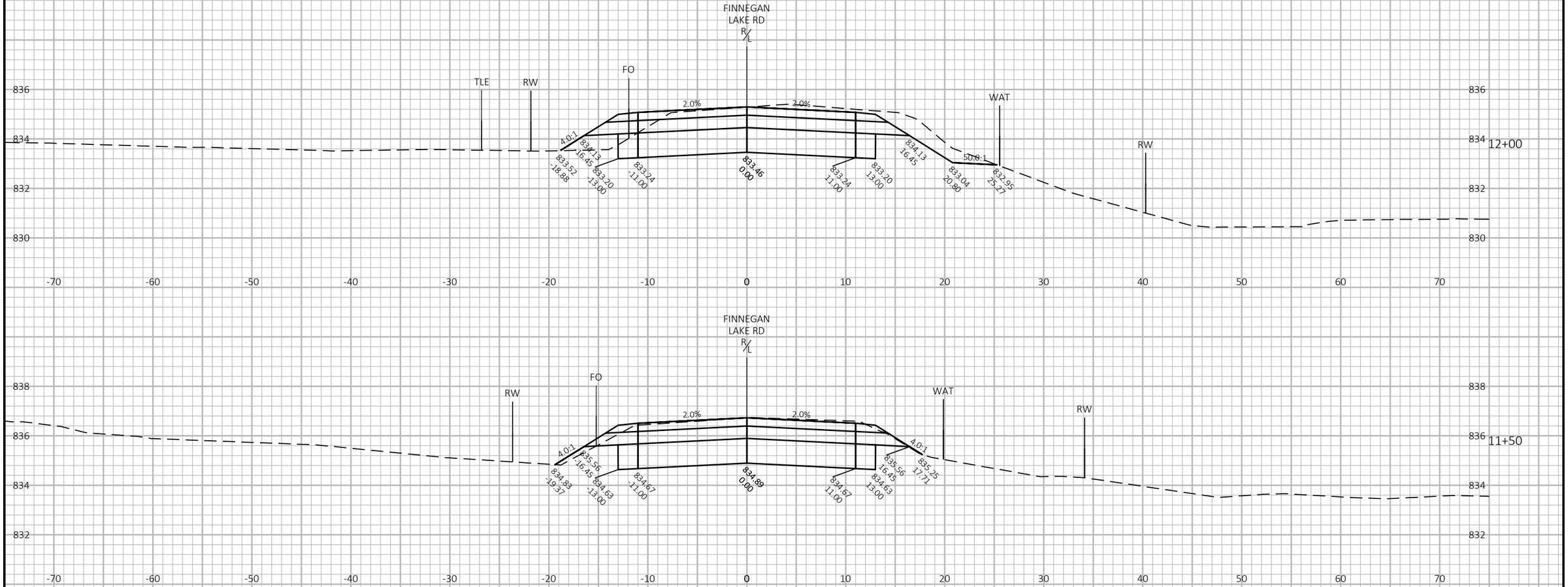
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: STH 22	SHEET 453	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:29 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

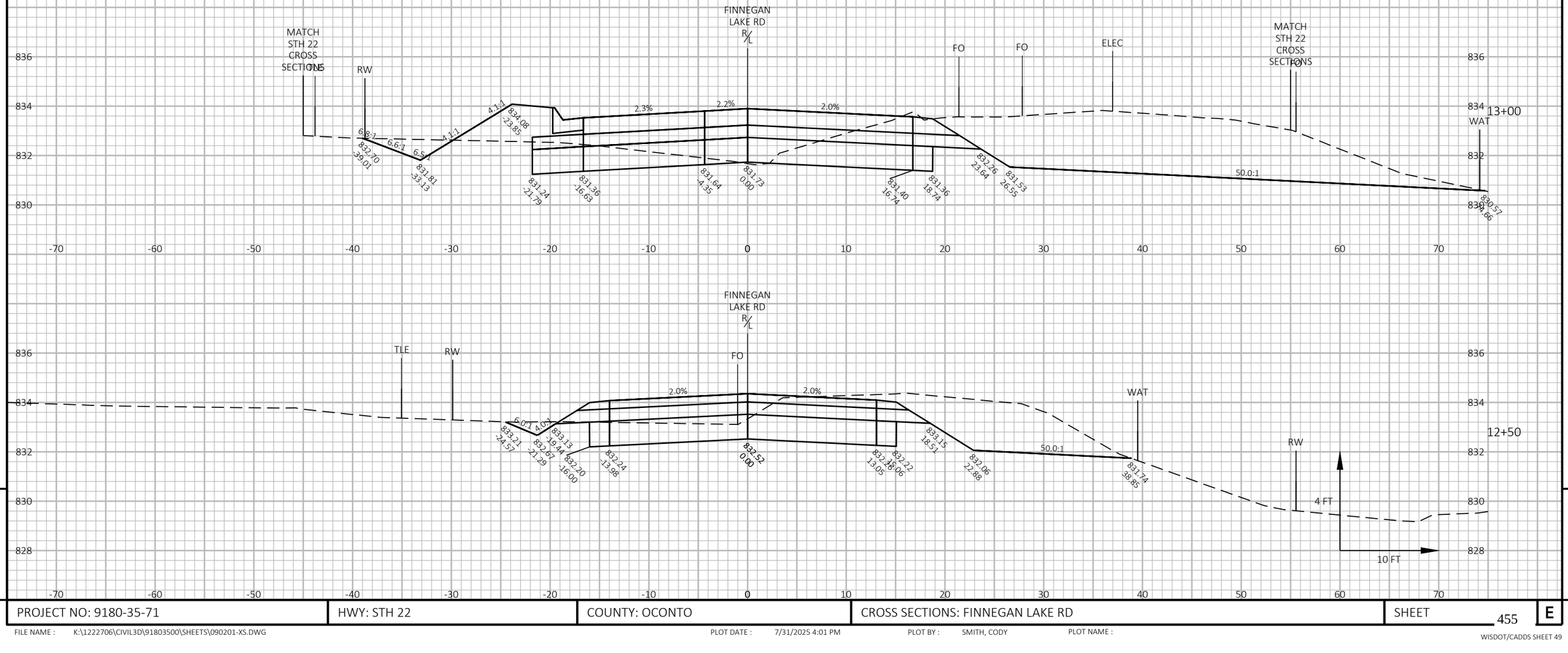


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: FINNEGAN LAKE RD	SHEET 454 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:01 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

MATCH STH 22 CROSS SECTIONS

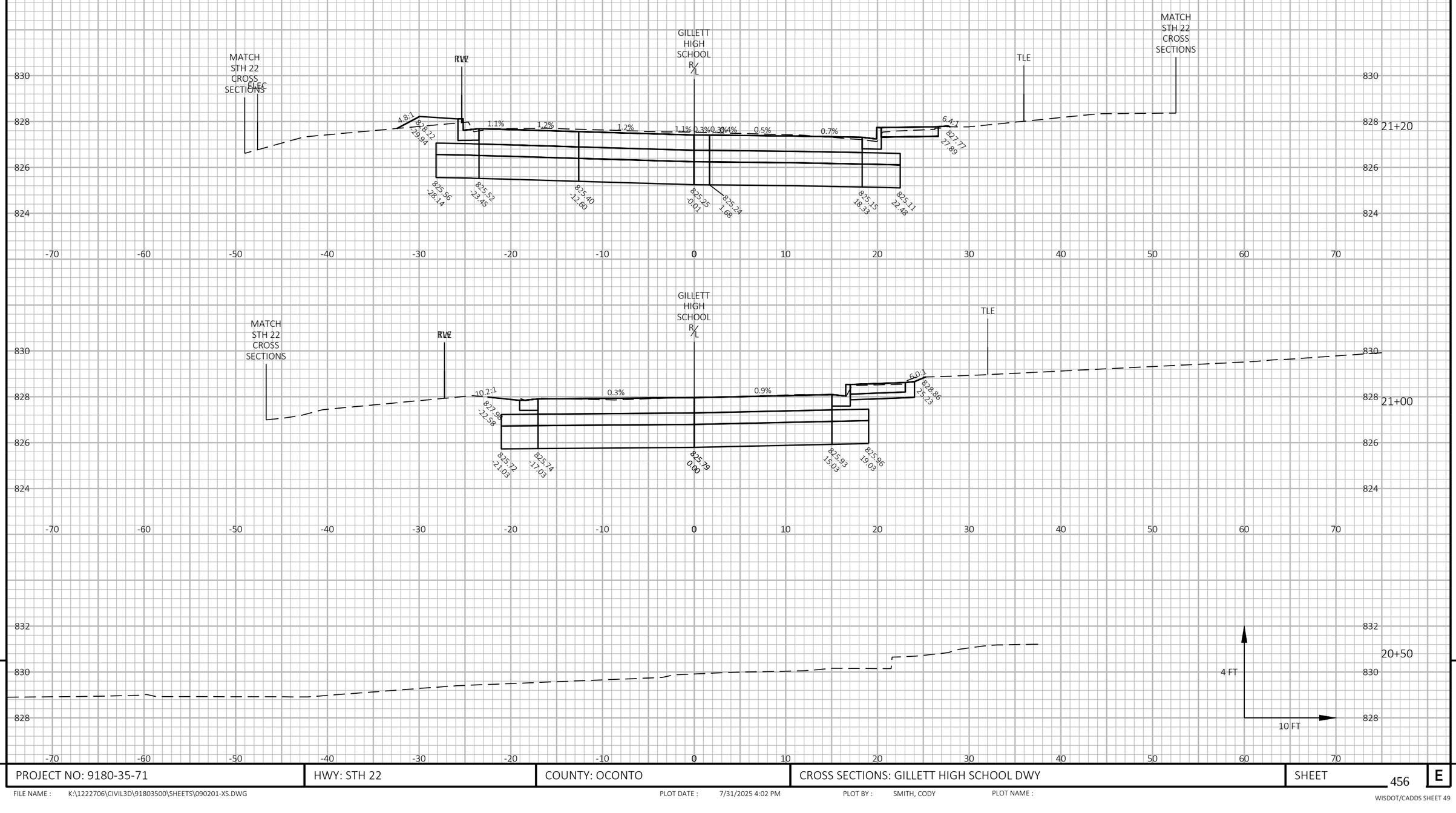


PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: FINNEGAN LAKE RD	SHEET 455	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:01 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

MATCH STH 22 CROSS SECTIONS

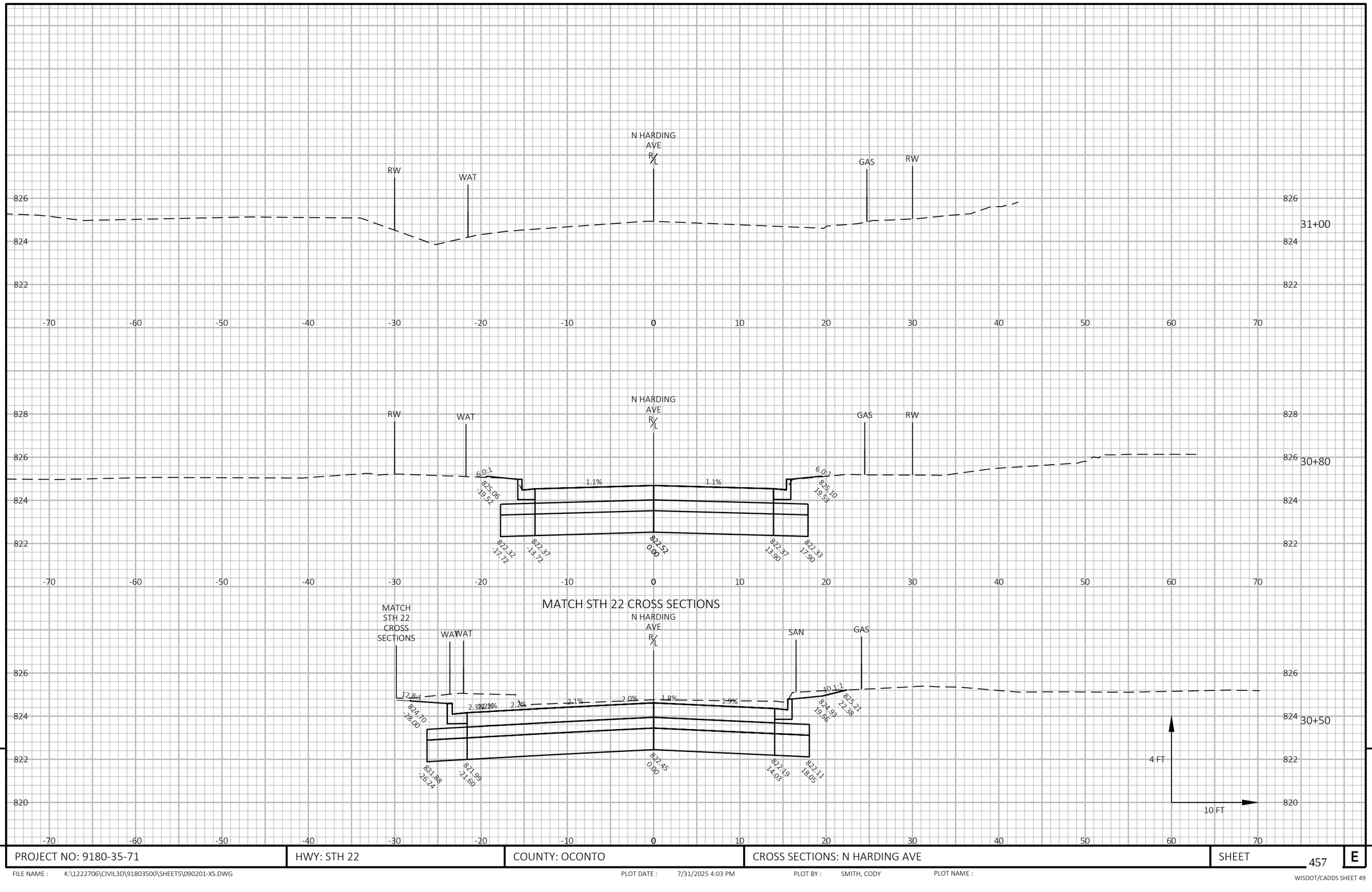


9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: GILLETT HIGH SCHOOL DWY	SHEET 456	E

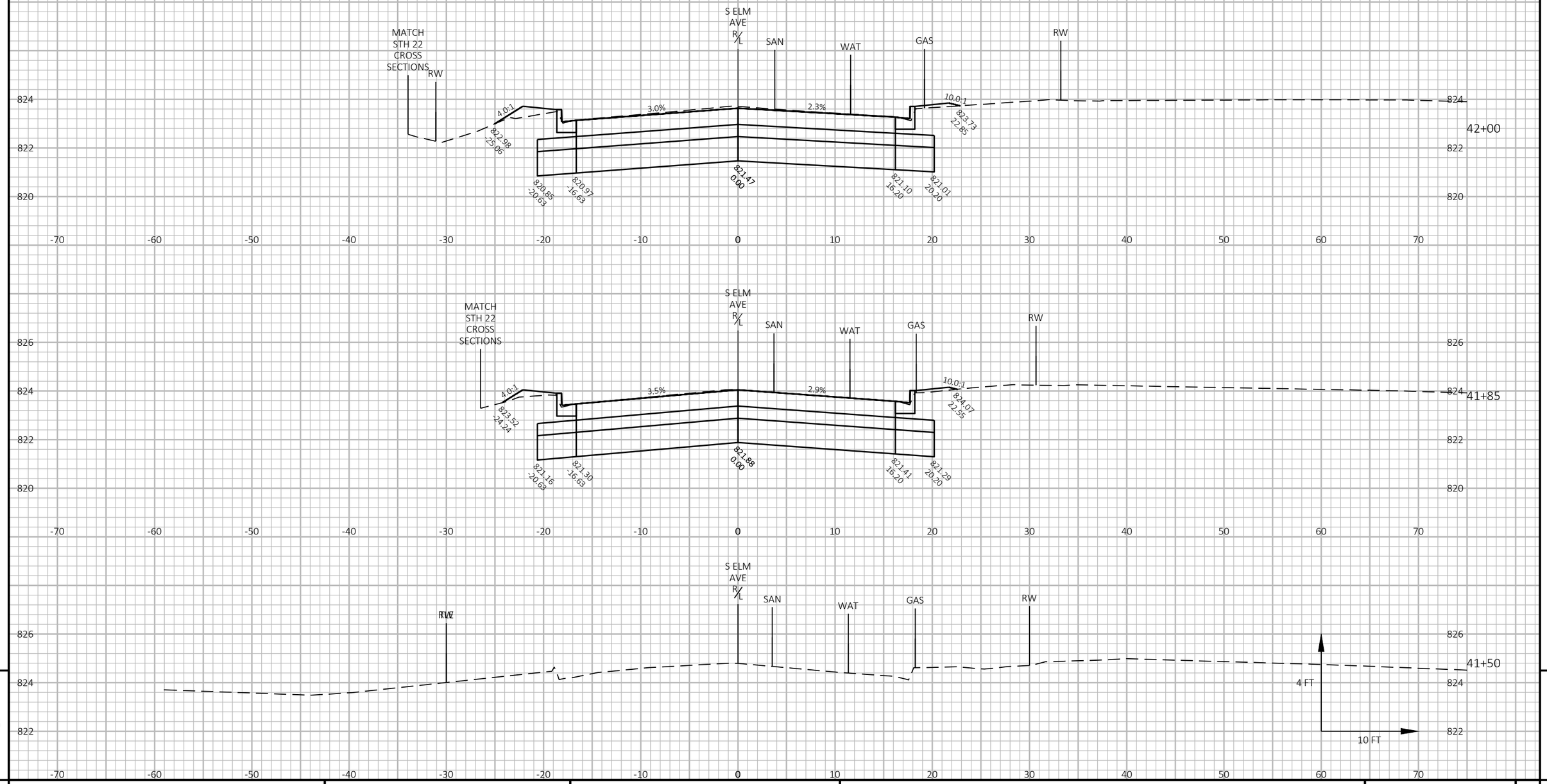
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:02 PM PLOT BY : SMITH, CODY PLOT NAME :



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: N HARDING AVE	SHEET 457	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:03 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



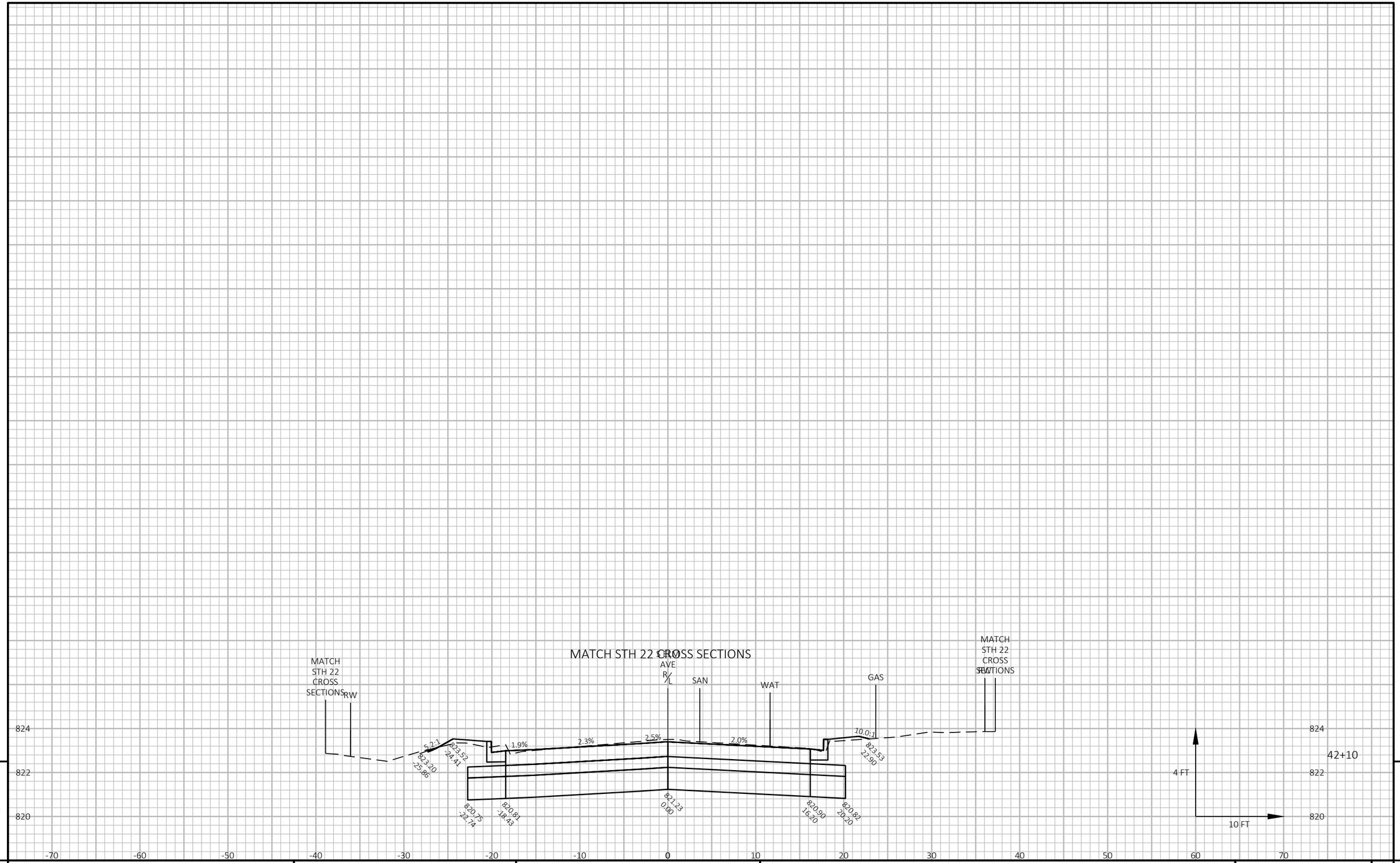
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: S ELM AVE	SHEET 458	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:05 PM PLOT BY : SMITH, CODY PLOT NAME :

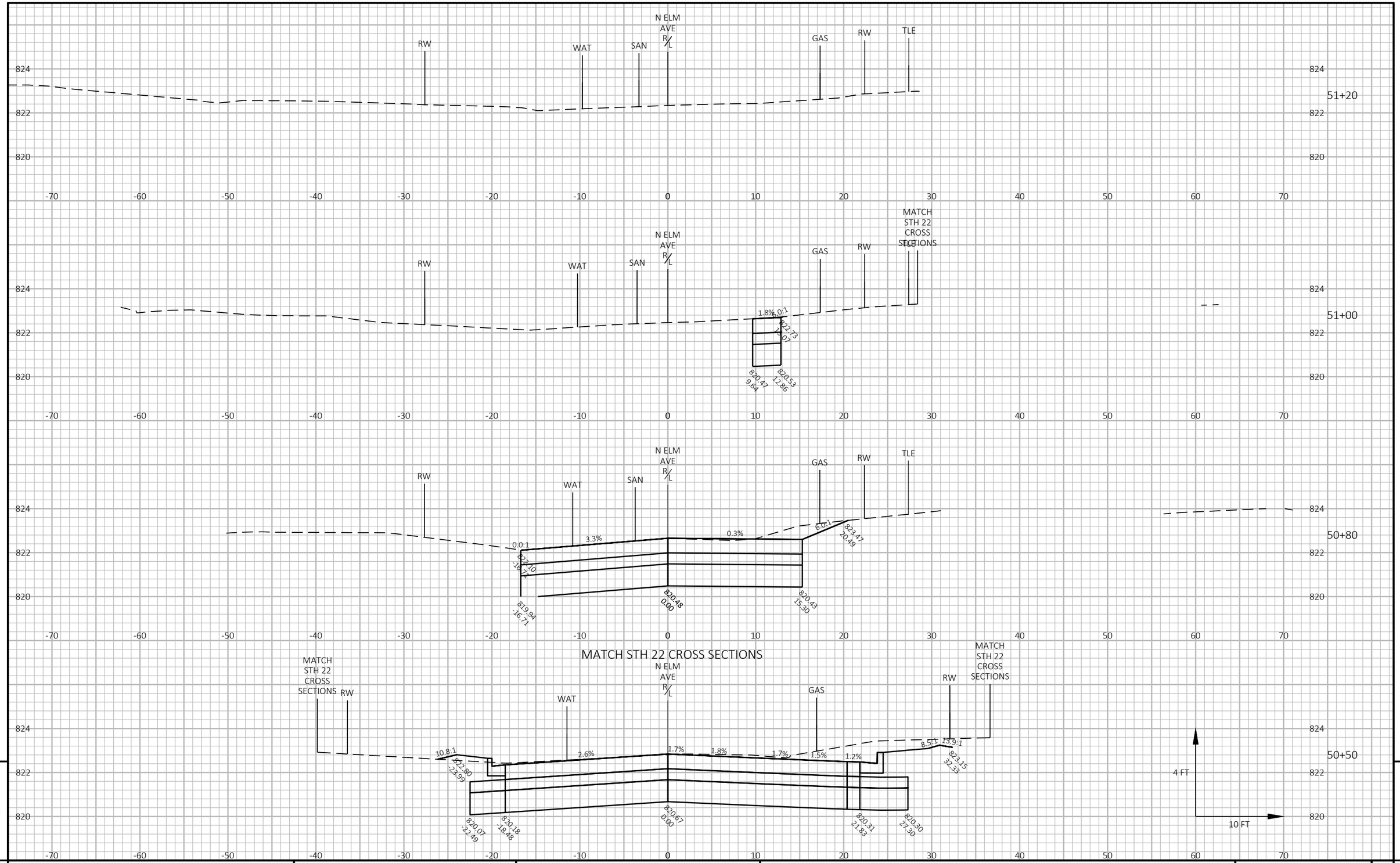
WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: S ELM AVE	SHEET 459	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:05 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



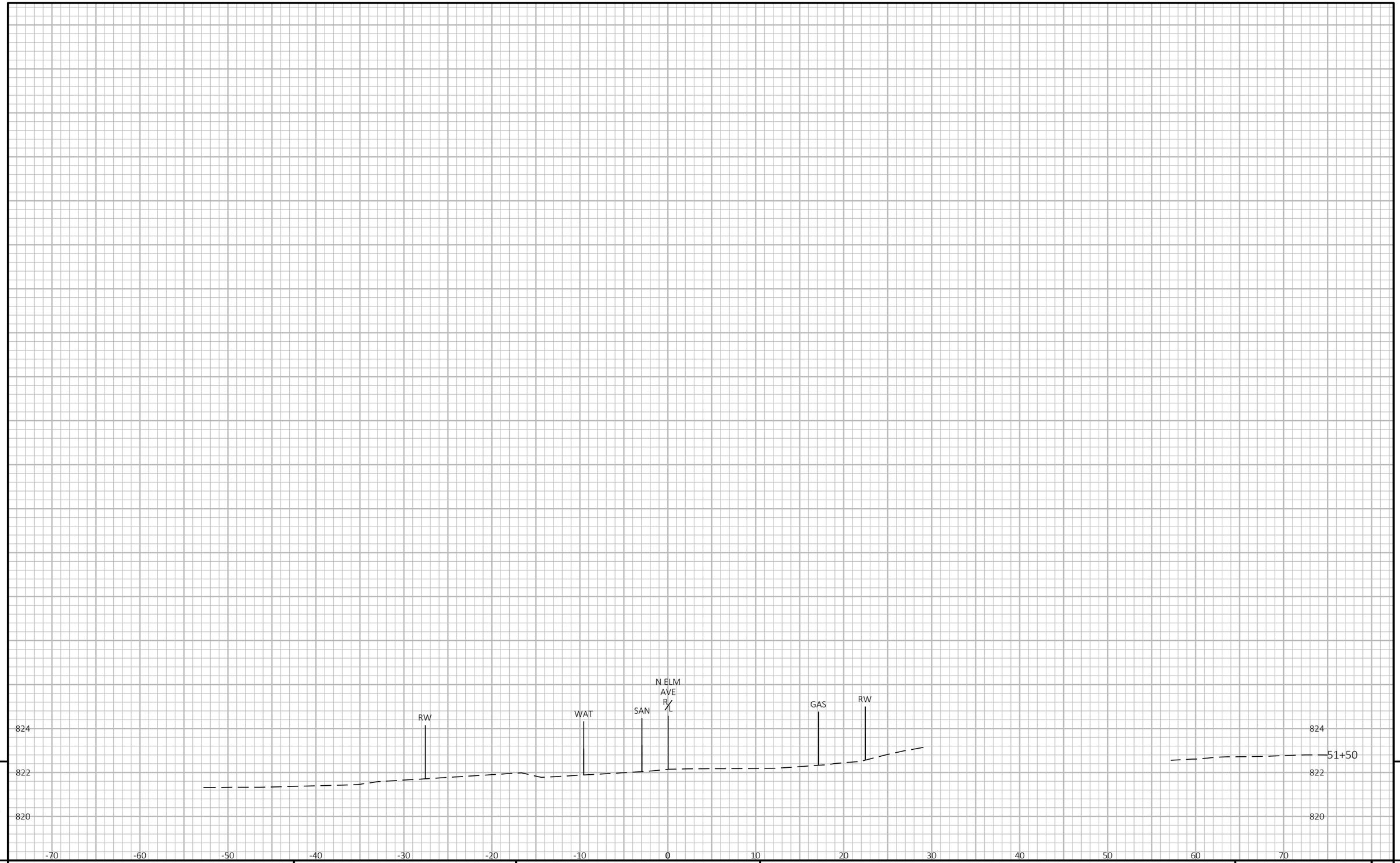
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: N ELM AVE	SHEET 460	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:07 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



9

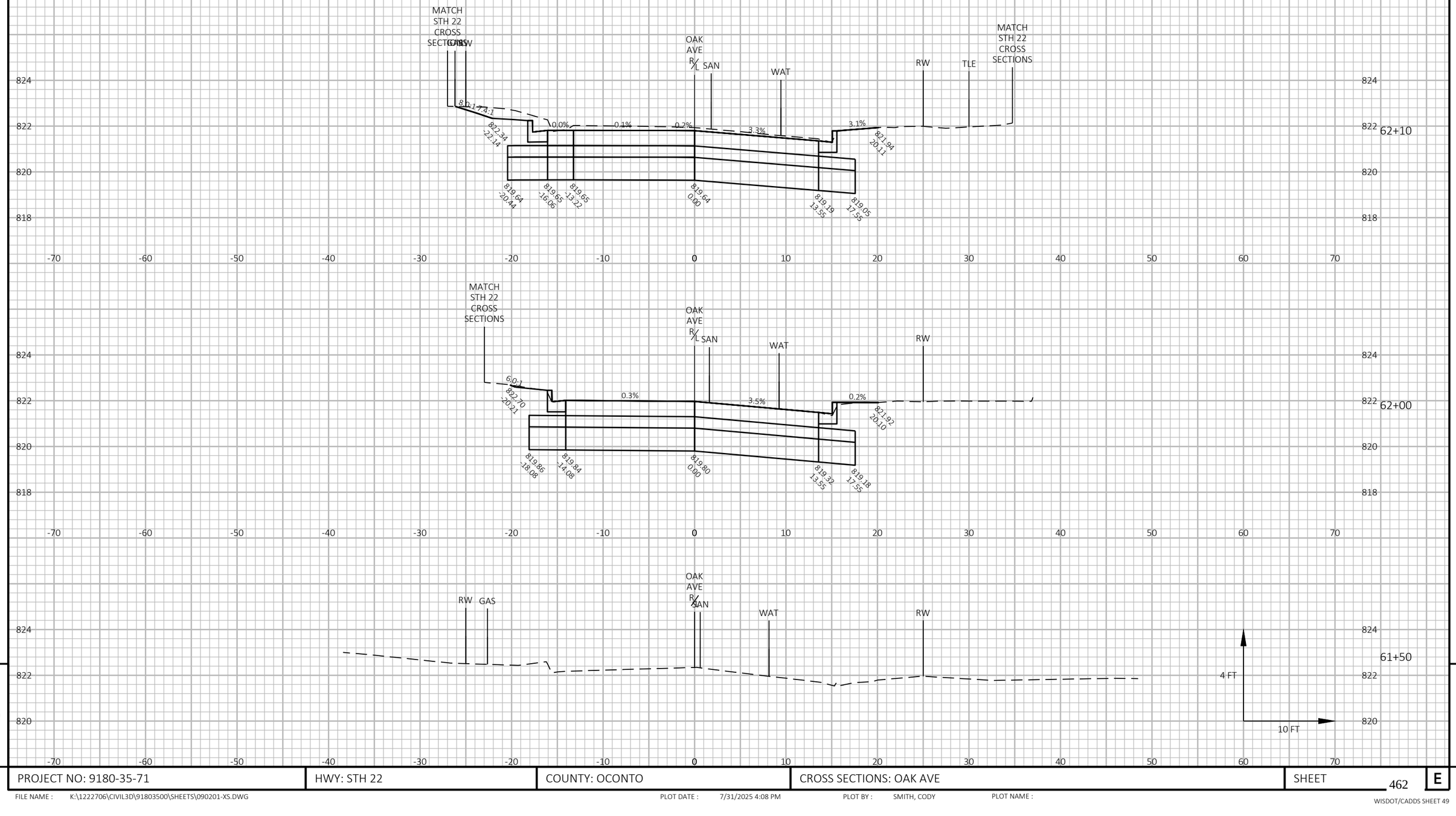
9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: N ELM AVE	SHEET 461	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:07 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

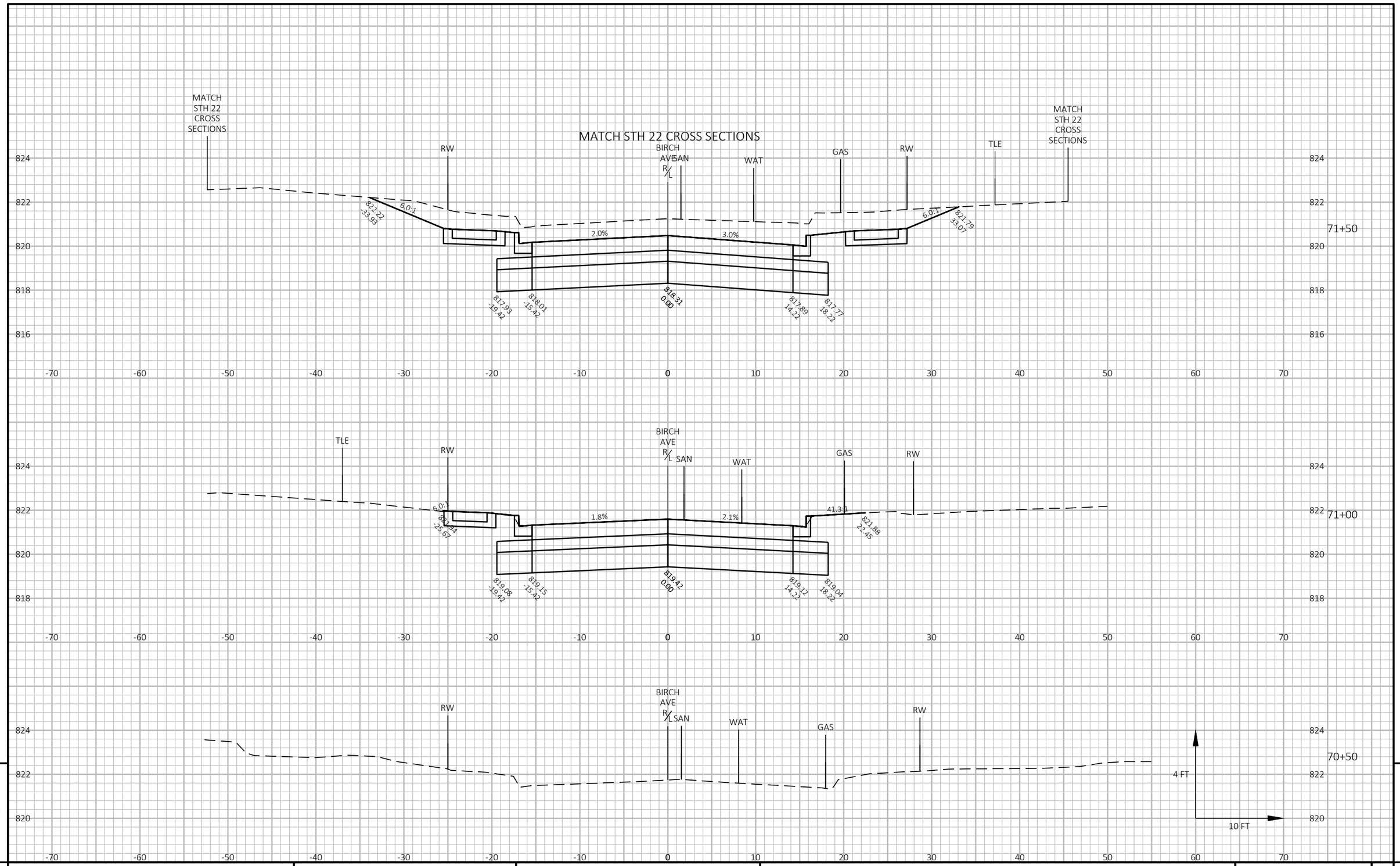
MATCH STH 22 CROSS SECTIONS



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: OAK AVE	SHEET 462 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:08 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: BIRCH AVE	SHEET 463	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090201-XS.DWG PLOT DATE : 7/31/2025 4:09 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

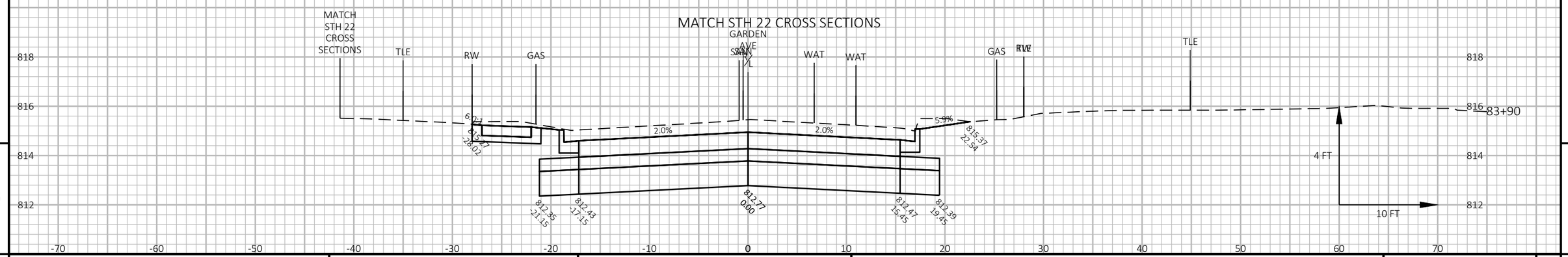
9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: GARDEN AVE	SHEET 464	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:18 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

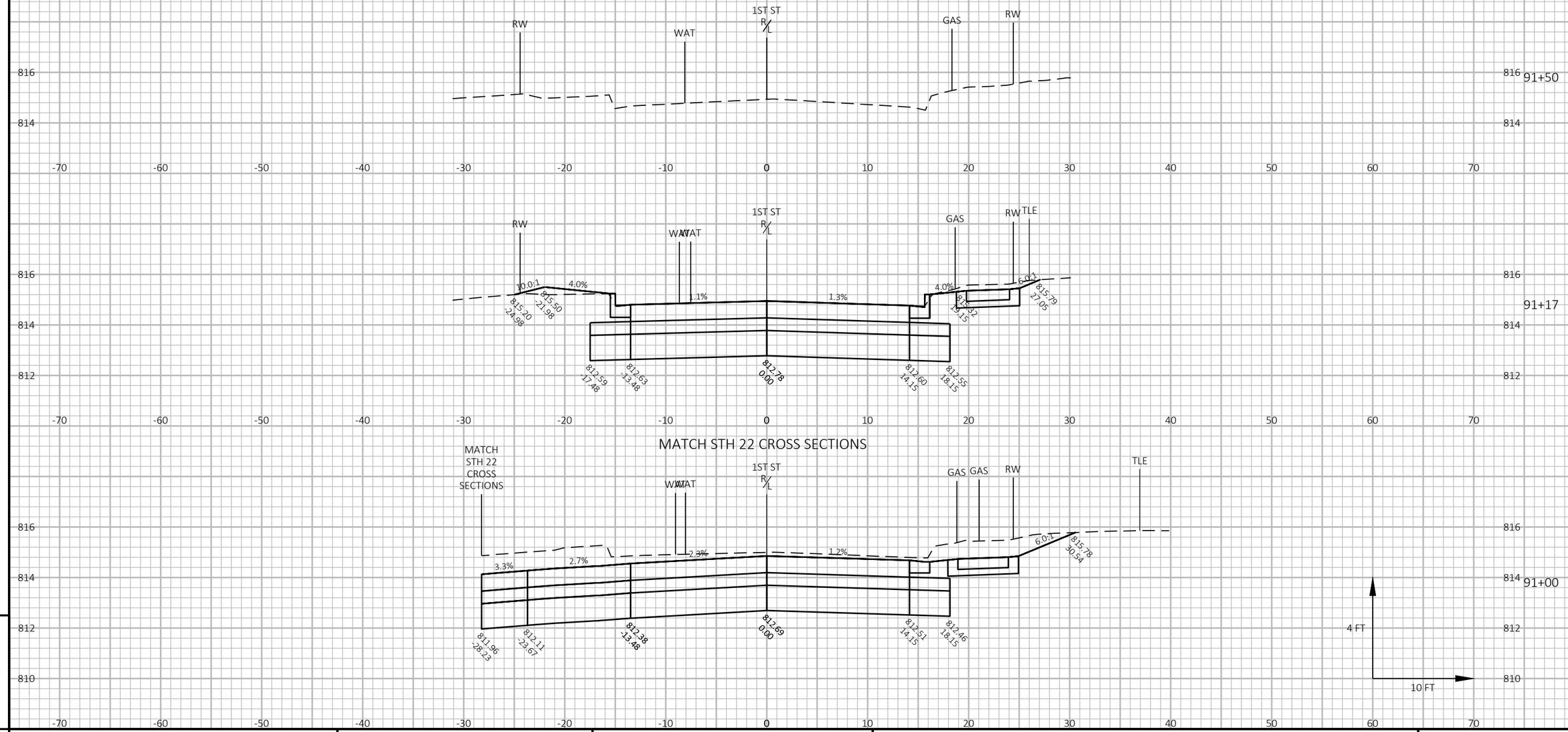
9



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: GARDEN AVE	SHEET 465 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:18 PM PLOT BY : SMITH, CODY PLOT NAME :

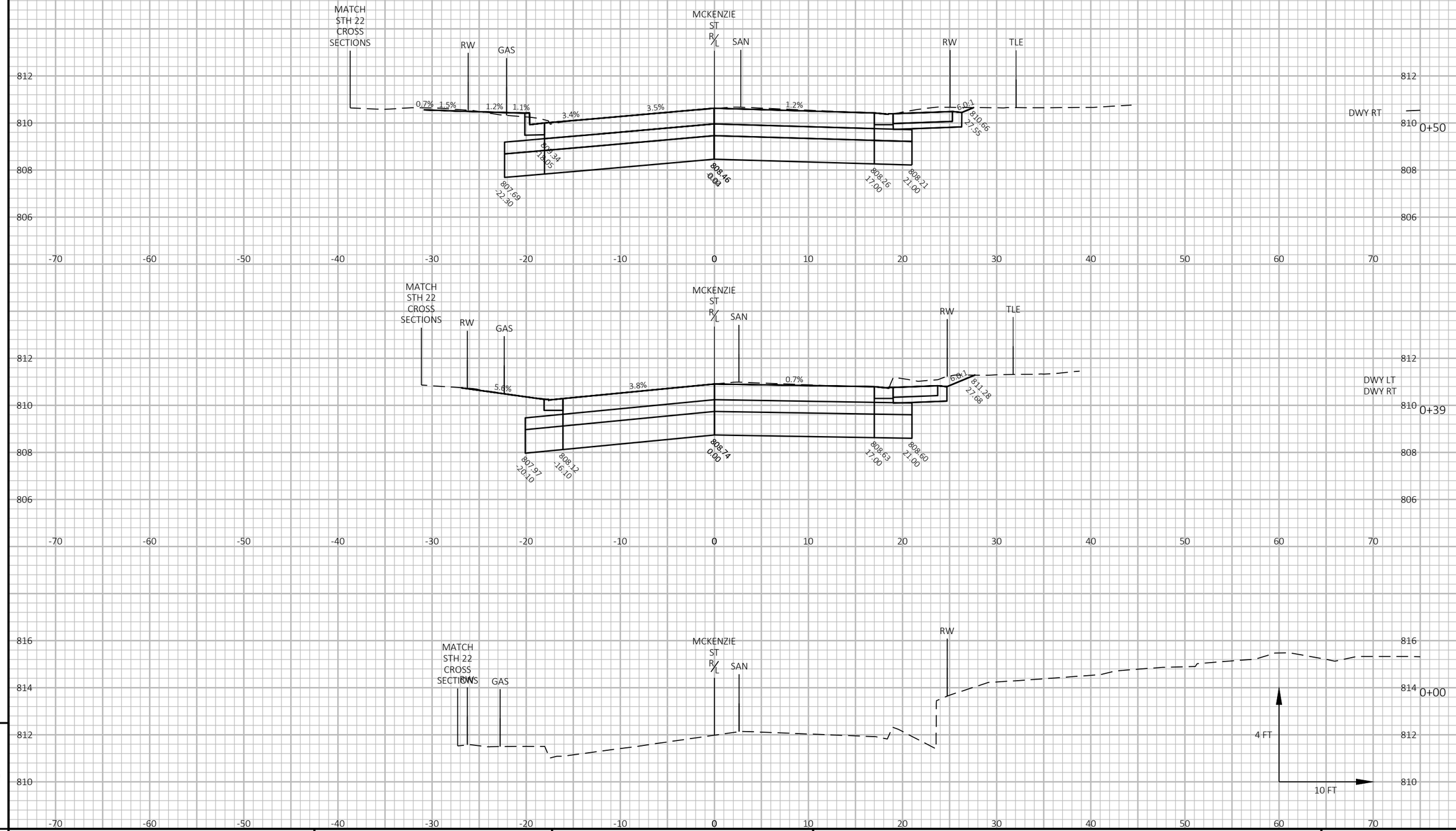
WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: 1ST ST	SHEET 466	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:19 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



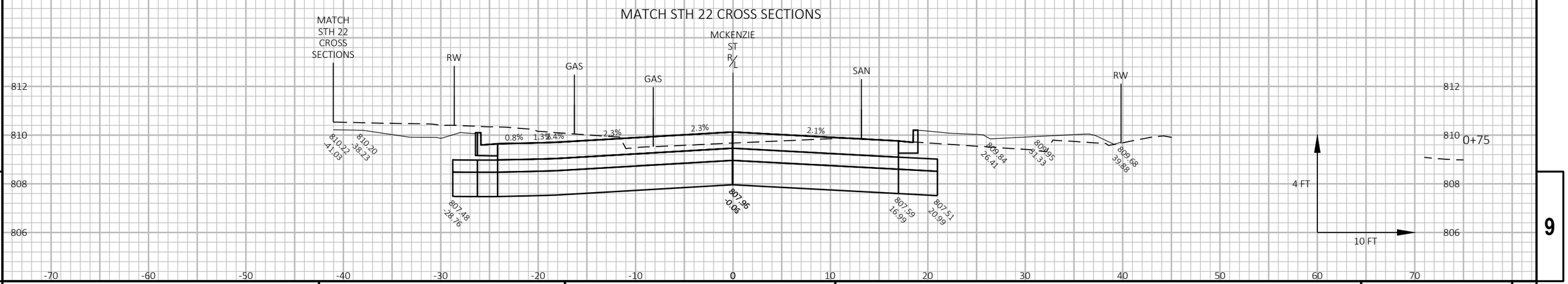
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: MCKENZIE ST	SHEET 467	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:20 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

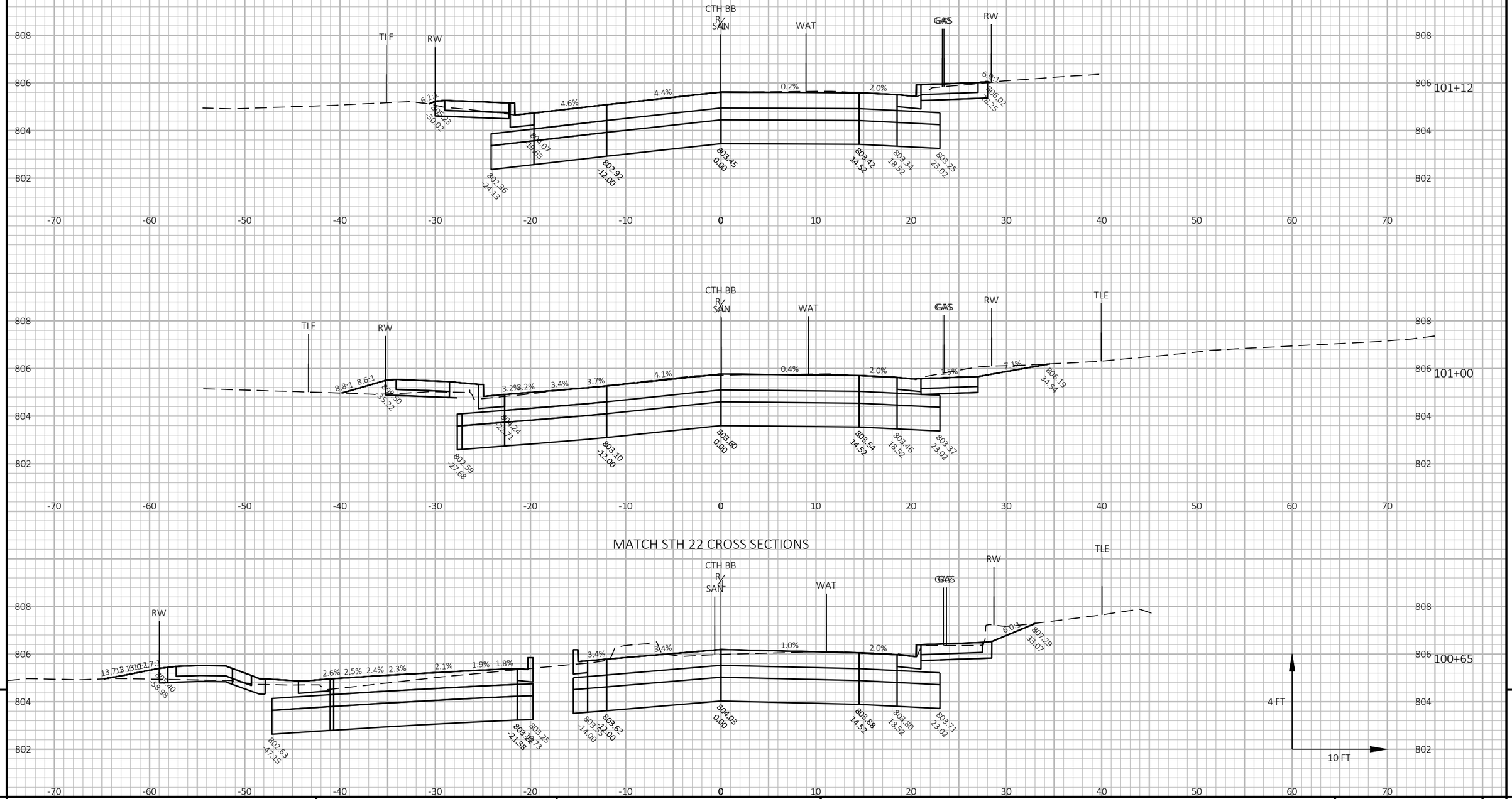


9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: MCKENZIE ST	SHEET 468	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:20 PM PLOT BY : SMITH, CODY PLOT NAME :



MATCH STH 22 CROSS SECTIONS

9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: CTH BB	SHEET 469	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:22 PM PLOT BY : SMITH, CODY PLOT NAME :

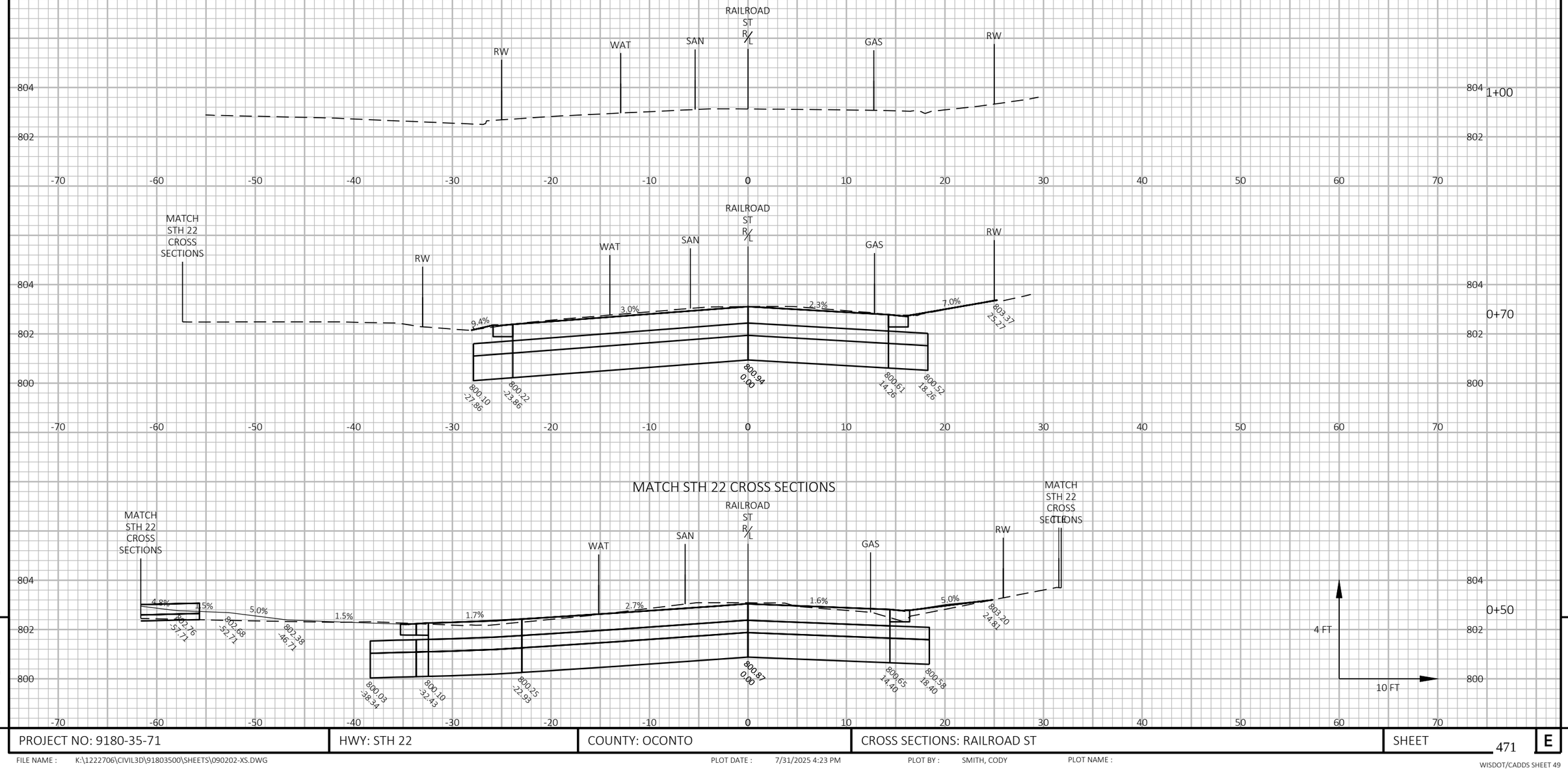
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: CTH BB	SHEET 470	E



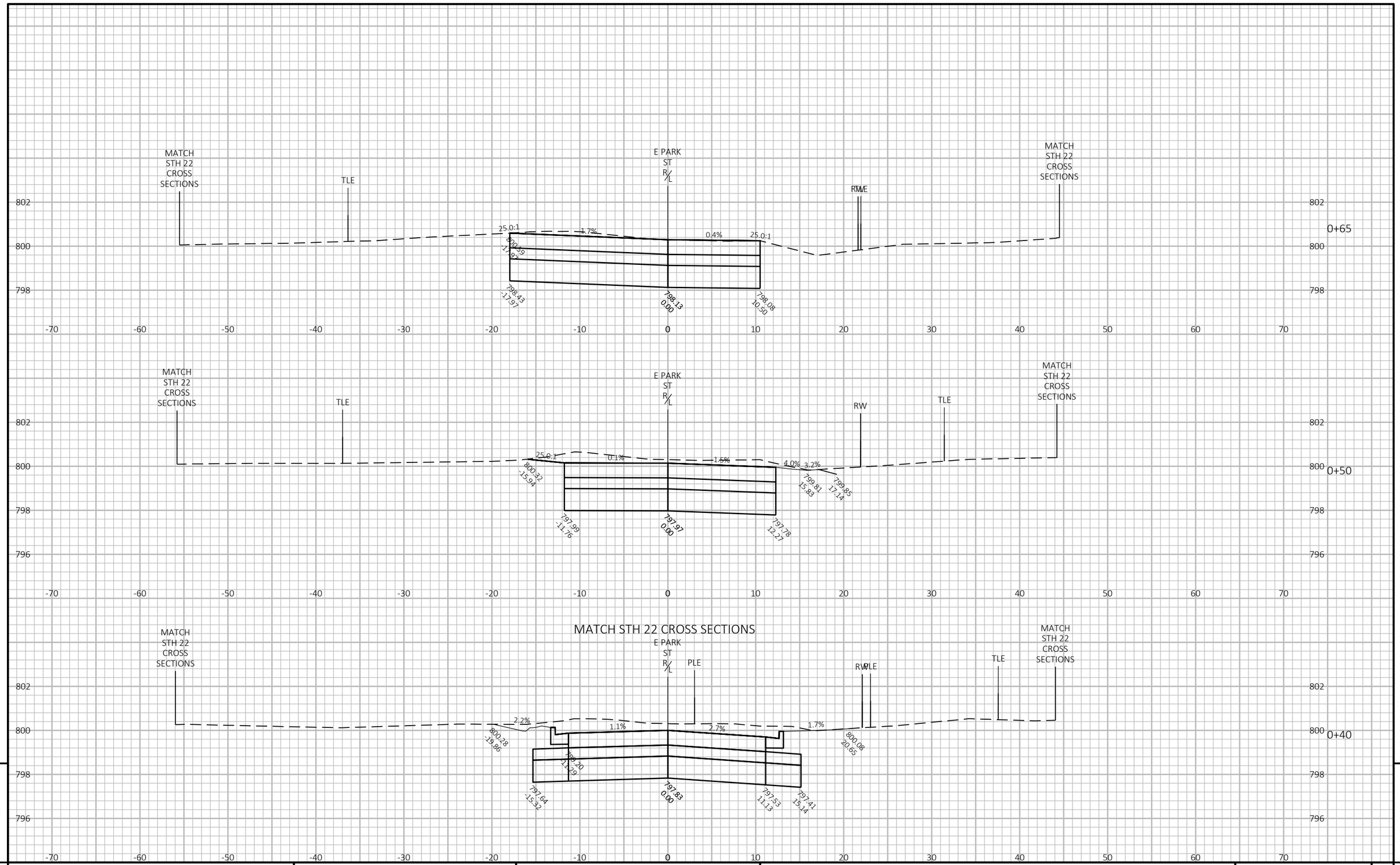
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: RAILROAD ST	SHEET 471	E

FILE NAME : K:\1222706\CIVIL3D\918035OO\SHEETS\090202-XS.DWG PLOT DATE : 7/31/2025 4:23 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



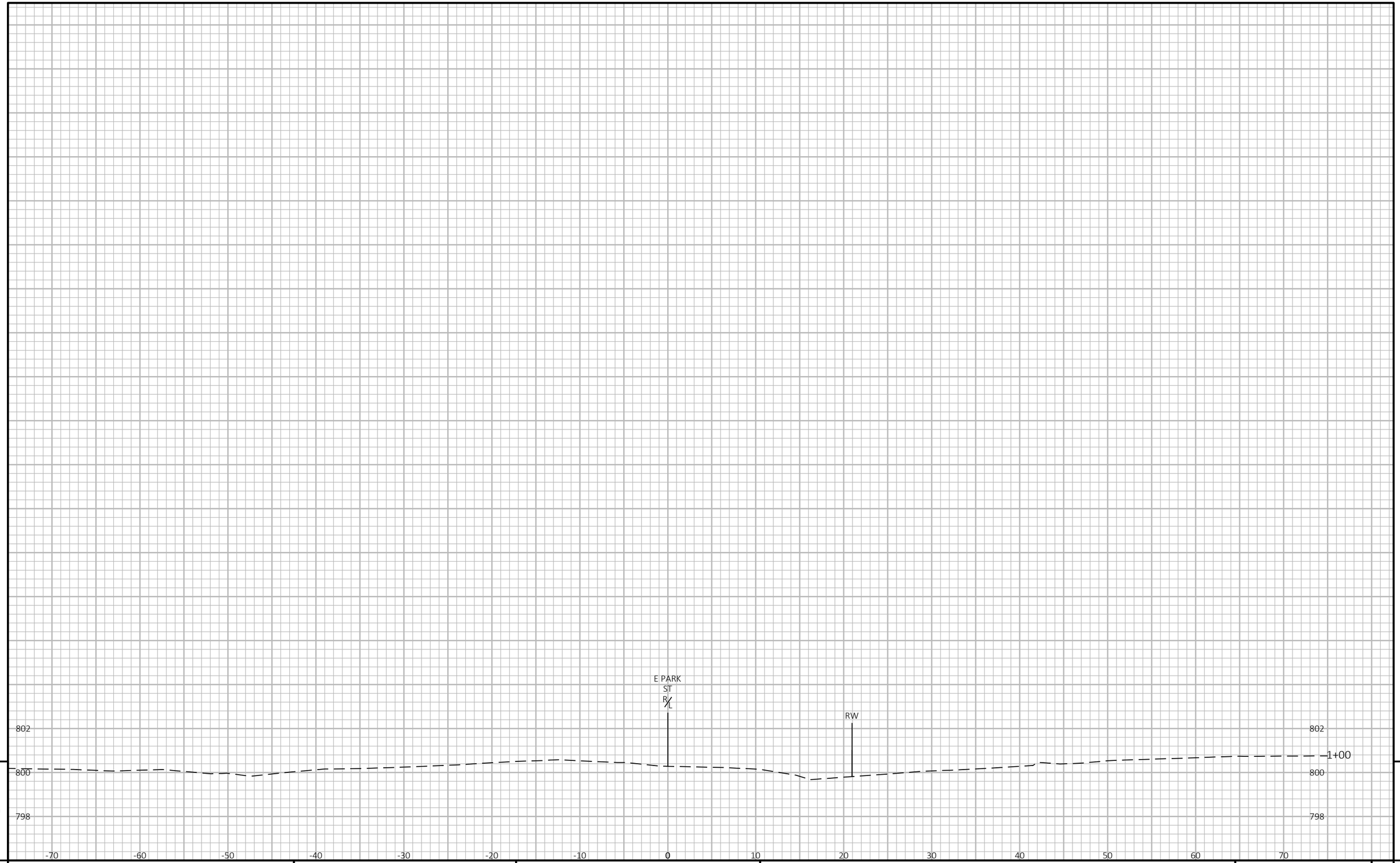
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: E PARK ST	SHEET 472	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:32 PM PLOT BY : SMITH, CODY PLOT NAME :

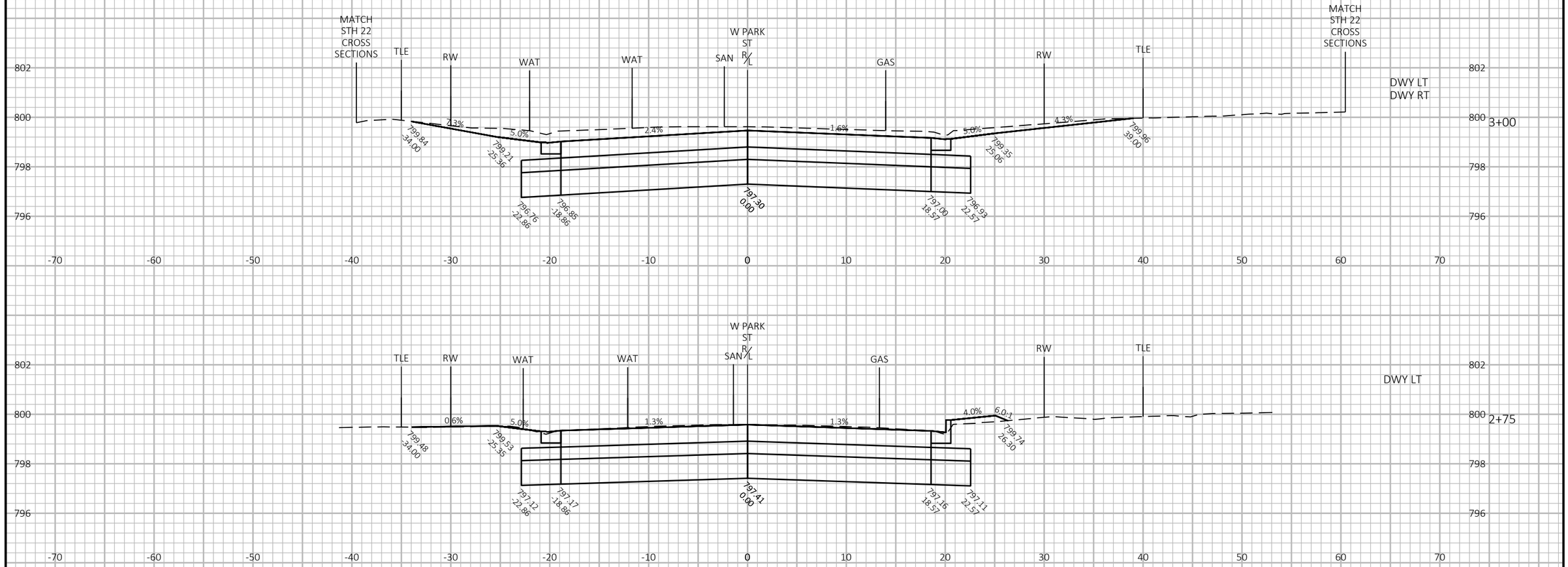
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: E PARK ST	SHEET 473	E

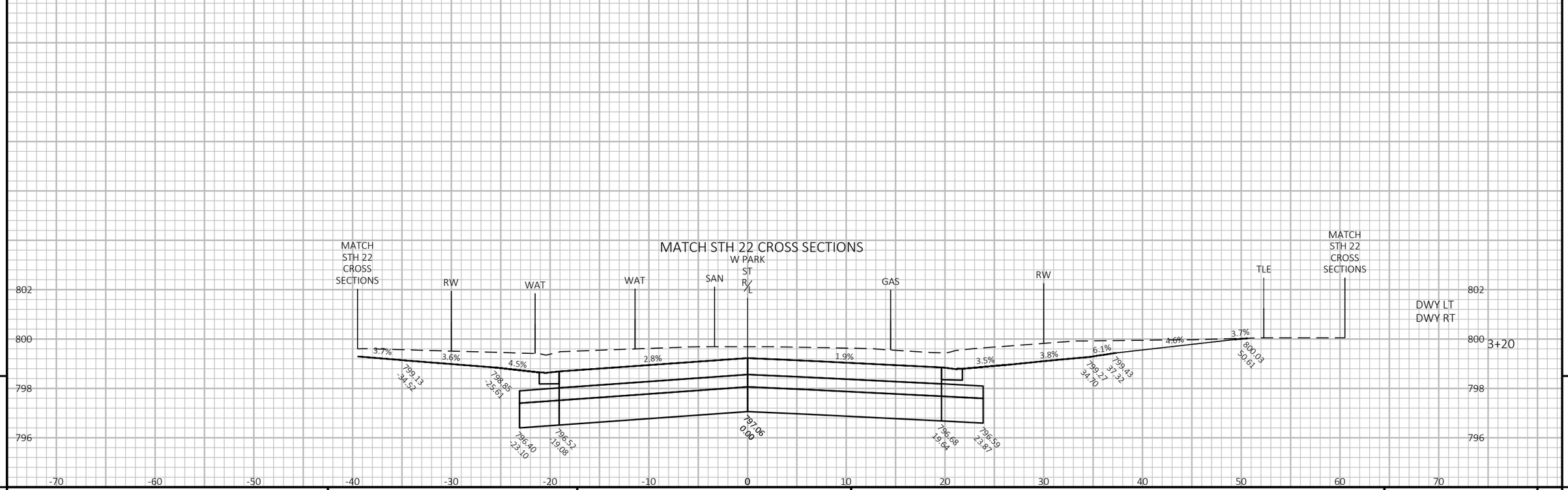


9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: W PARK ST	SHEET 474	E

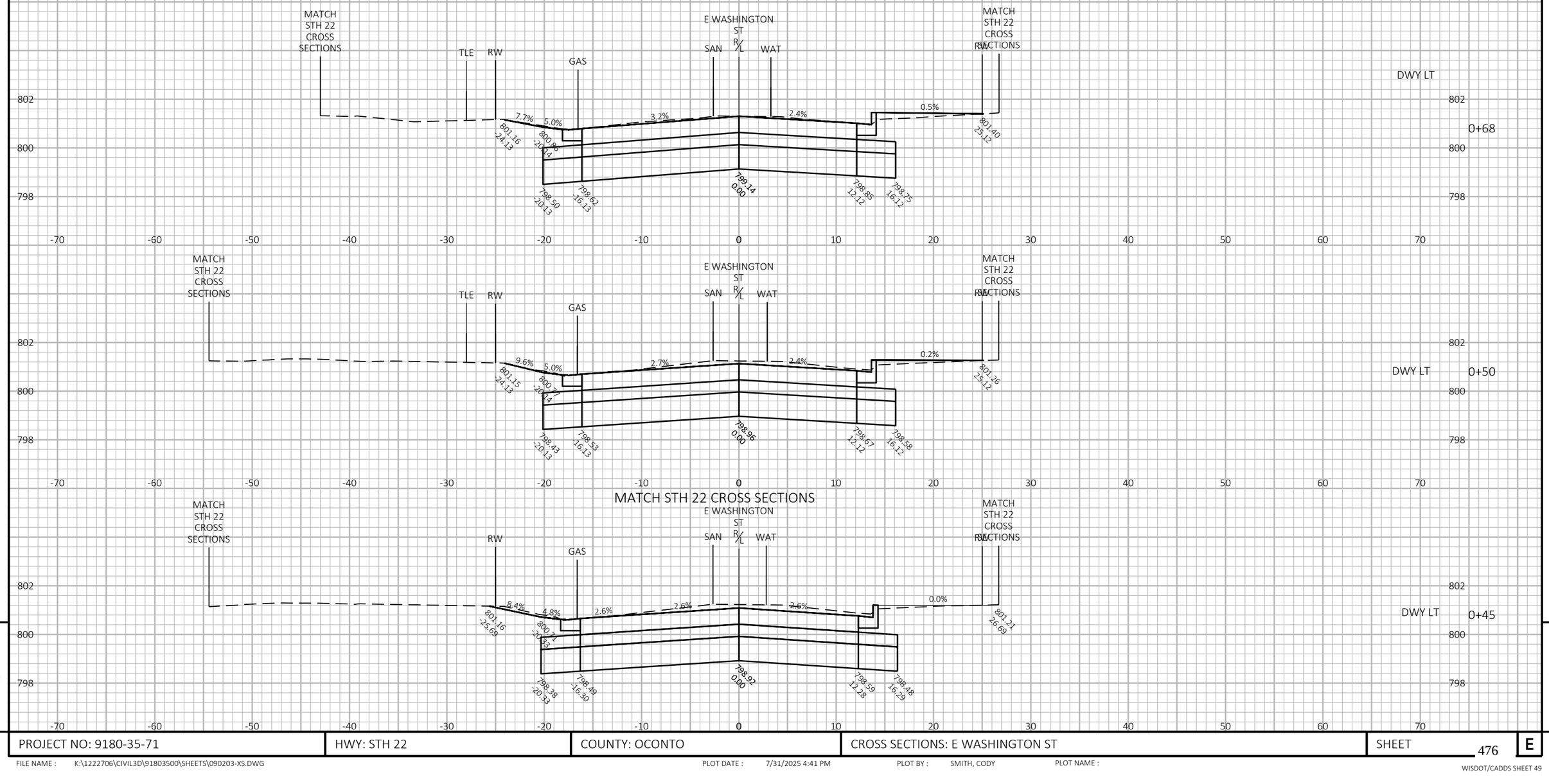
FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:33 PM PLOT BY : SMITH, CODY PLOT NAME :



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: W PARK ST	SHEET 475	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:33 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



MATCH STH 22 CROSS SECTIONS

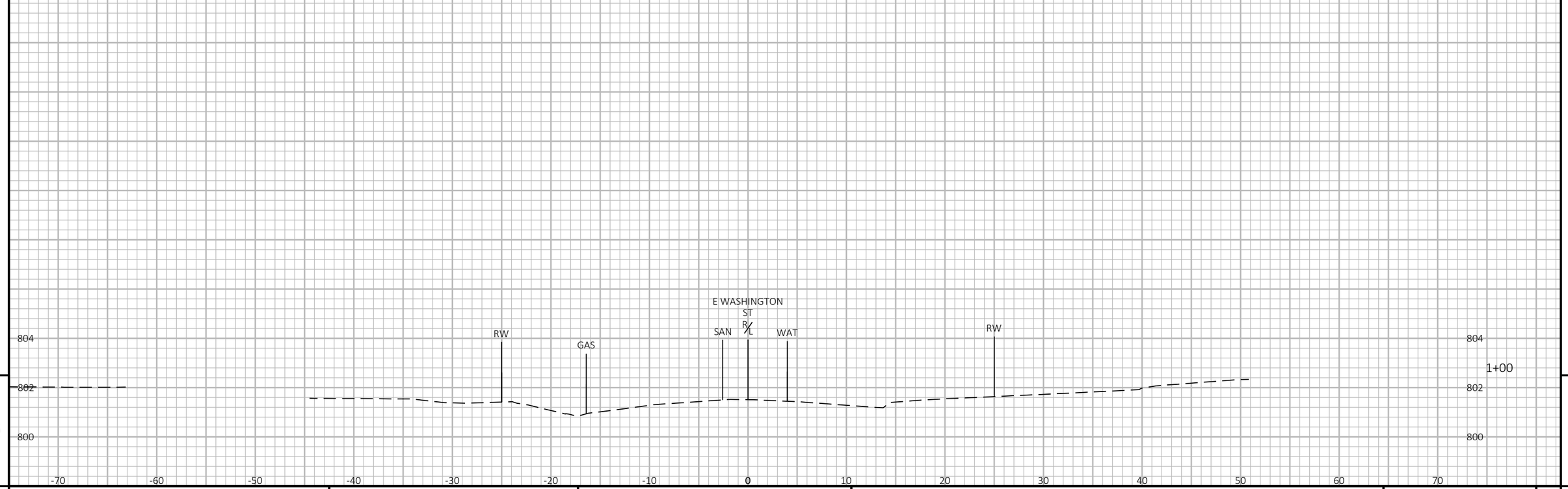
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: E WASHINGTON ST	SHEET 476	E

FILE NAME : K:\1222706\CIVIL3D\918035000\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:41 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



9

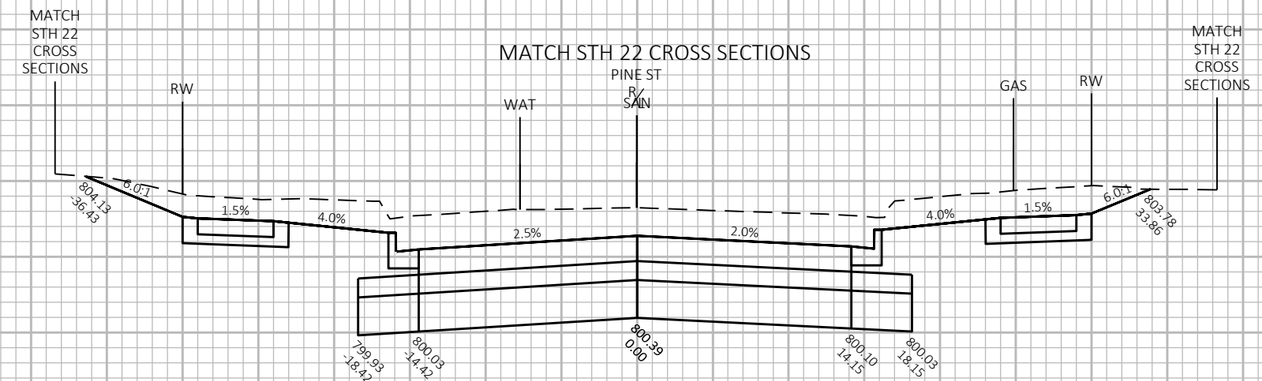
9

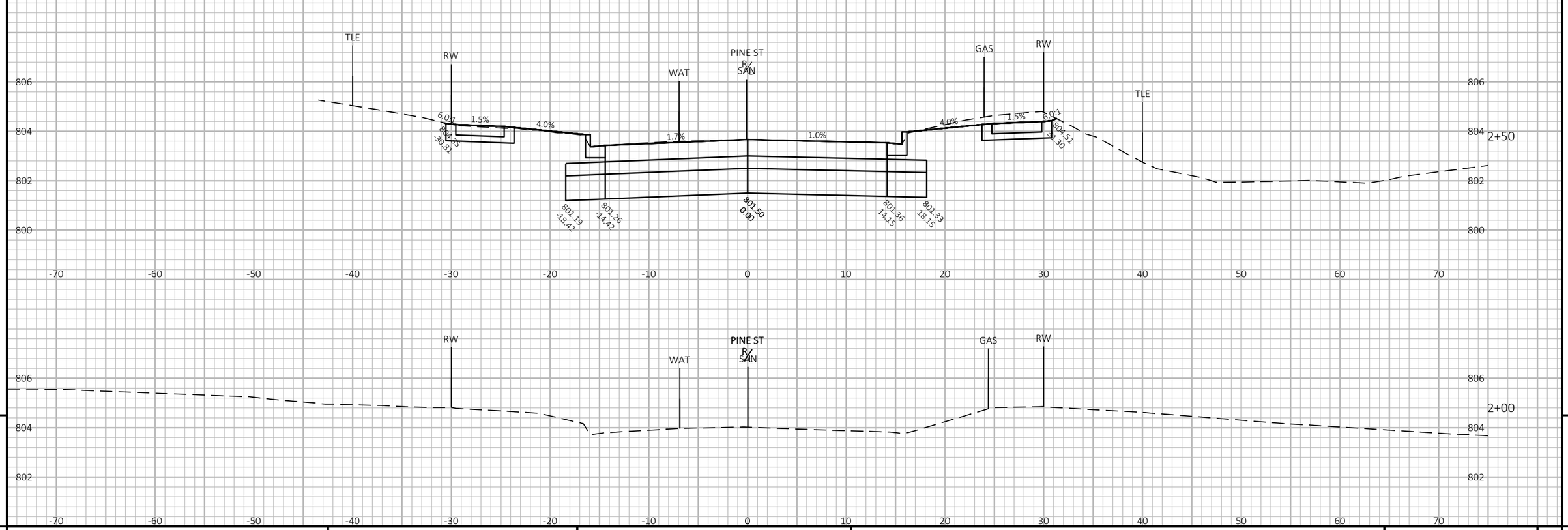
PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: E WASHINGTON ST	SHEET 477	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:41 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

MATCH STH 22 CROSS SECTIONS

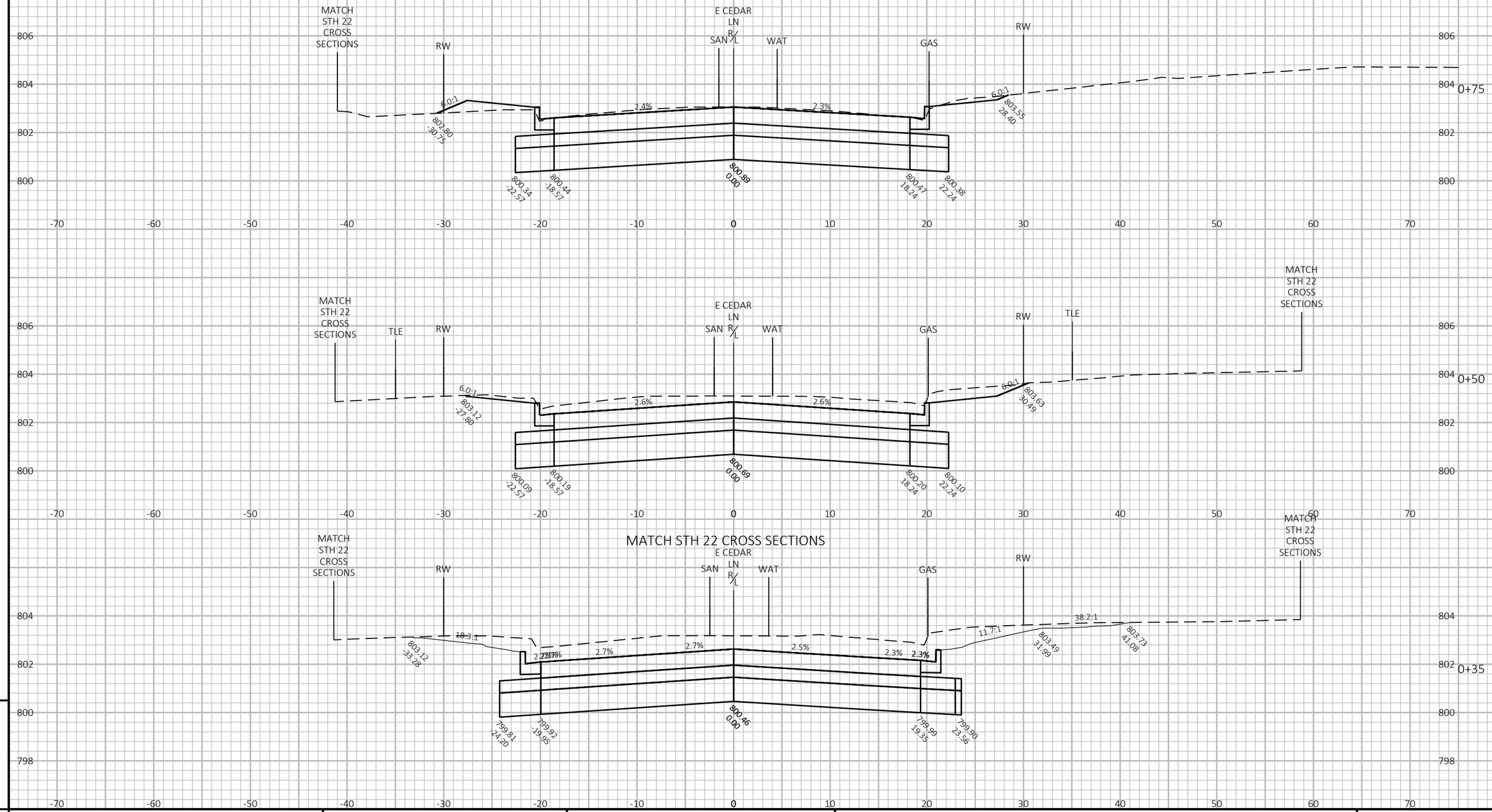




PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: PINE ST	SHEET 478	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:41 PM PLOT BY : SMITH, CODY PLOT NAME :

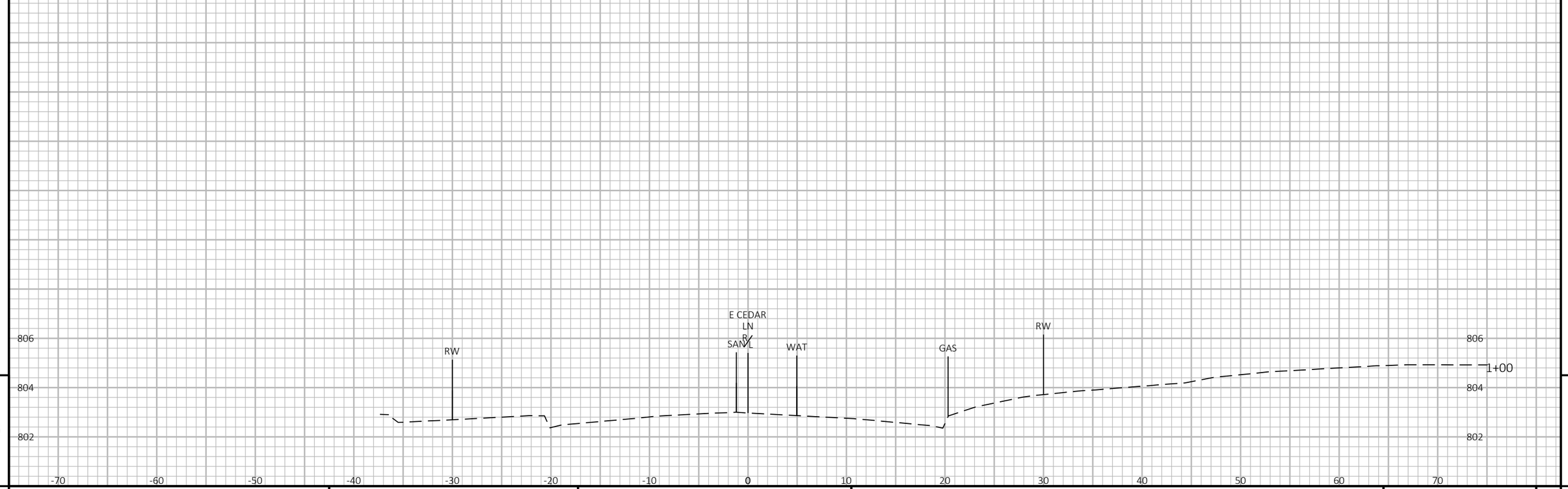
WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: E CEDAR ST	SHEET 479	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:42 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: E CEDAR ST	SHEET 480	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:42 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

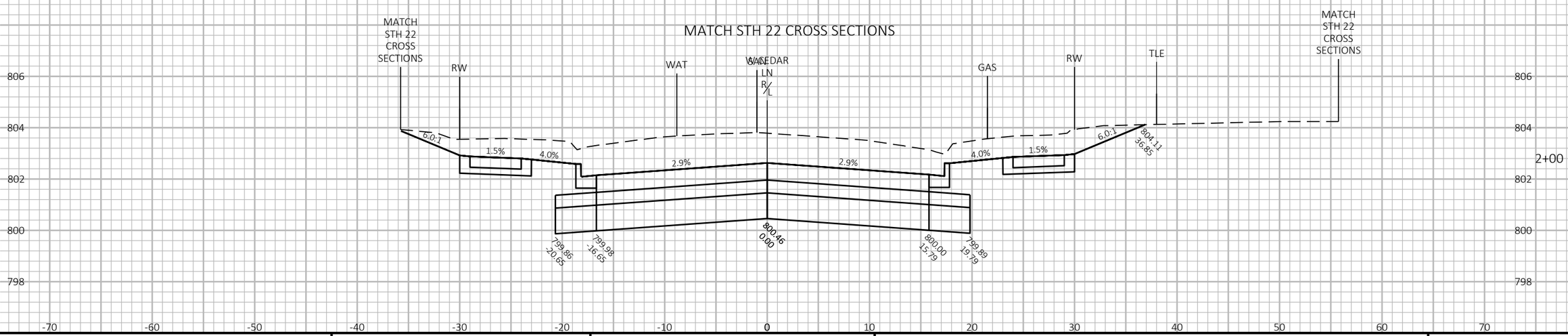
9

9

PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: W CEDAR ST	SHEET 481	E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:43 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49



PROJECT NO: 9180-35-71	HWY: STH 22	COUNTY: OCONTO	CROSS SECTIONS: W CEDAR ST	SHEET 482 E

FILE NAME : K:\1222706\CIVIL3D\91803500\SHEETS\090203-XS.DWG PLOT DATE : 7/31/2025 4:43 PM PLOT BY : SMITH, CODY PLOT NAME :

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov