WIS

MARCH 2026

ORDER OF SHEETS

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

TOTAL SHEETS = 272

PROJECT ID: 1520-00-74

WITH: 1520-02-77

COUNTY: WOOD

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

# C OF PITTSVILLE

STH 73 AND STH 80 INTERSECTION

## STH 73
## WOOD COUNTY

| STATE PROJECT NUMBER |
|---|
| 1520-00-74 |

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1520-00-74 | WISC 2026232 | 1 |
| | | |
| | | |
| | | |

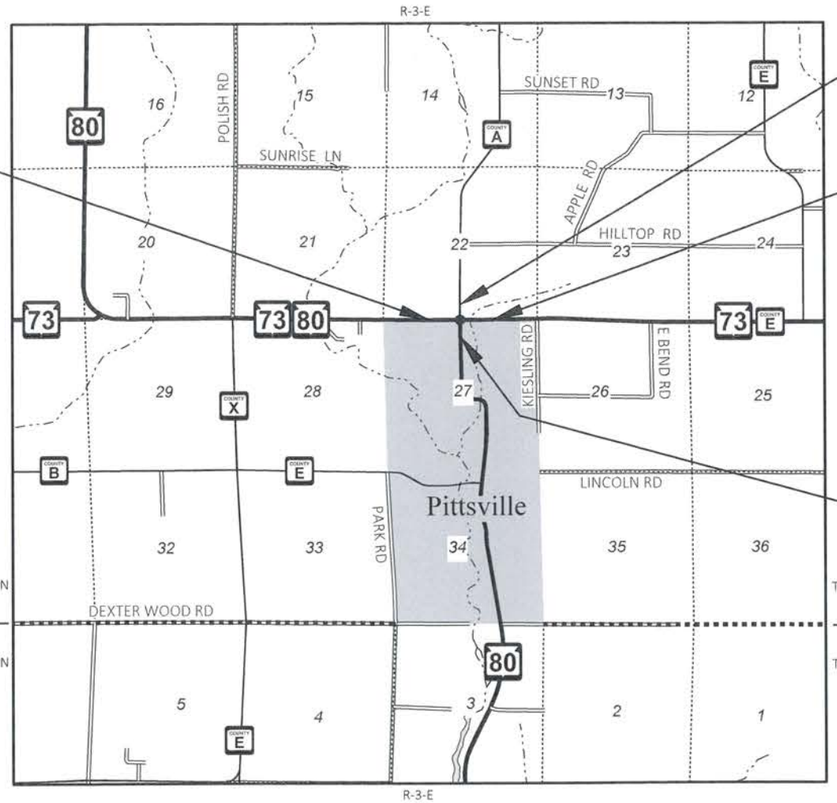


25

N

DESIGN DESIGNATION 1520-00-04

| | | | |
|---|---|---|---|
| A.A.D.T. | 2026 | = | 3,600 |
| A.A.D.T. | 2046 | = | 4,000 |
| D.H.V. | | = | 11.7% |
| D.D. | | = | 60/40 |
| T. | | = | 24.5% |
| DESIGN SPEED | | = | 60 MPH |
| ESALS | | = | 4,800,000 |




TOTAL NET LENGTH OF CENTERLINE = 0.418 MILES

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

## CONVENTIONAL SYMBOLS

| PLAN | | PROFILE | |
|---|---|---|---|
| CORPORATE LIMITS | | GRADE LINE | |
| PROPERTY LINE | | ORIGINAL GROUND | |
| LOT LINE | | MARSH OR ROCK PROFILE (To be noted as such) | ROCK |
| LIMITED HIGHWAY EASEMENT | | SPECIAL DITCH | LABEL |
| EXISTING RIGHT OF WAY | | GRADE ELEVATION | 95.36 |
| PROPOSED OR NEW R/W LINE | | CULVERT (Profile View) | |
| SLOPE INTERCEPT | | **UTILITIES** | |
| REFERENCE LINE | 300'EB' | ELECTRIC | E |
| EXISTING CULVERT | | FIBER OPTIC | FO |
| PROPOSED CULVERT (Box or Pipe) | | GAS | G |
| COMBUSTIBLE FLUIDS | CAUTION | SANITARY SEWER | SAN |
| | | STORM SEWER | SS |
| MARSH AREA | | TELEPHONE | T |
| | | WATER | W |
| | | UTILITY PEDESTAL | |
| WOODED OR SHRUB AREA | | POWER POLE | |
| | | TELEPHONE POLE | |

ORIGINAL PLANS PREPARED BY

AYRES

WISCONSIN
KEVIN M. KUHLOW
E-34276
MADISON
WI
PROFESSIONAL ENGINEER

DATE: 10/23/25 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | QUEST CIVIL ENGINEERS LLC |
| Designer | AYRES ASSOCIATES |
| Project Manager | ELIZABETH MILLER |
| Regional Examiner | FRED SCHUNKE |
| Regional Supervisor | NICHOLE LYSNE |

APPROVED FOR THE DEPARTMENT

DATE: 10/29/25 (Signature)

E

## GENERAL NOTES

1. NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
3. DO NOT USE FERTILIZER WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.
4. PLACE TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. PLACE SEED, EROSION MAT, AND FERTILIZE ALL AREAS 5 DAYS AFTER PLACEMENT OF TOPSOIL.

## STANDARD ABBREVIATIONS

| | |
|---|---|
| A.A.D.T. | ANNUAL AVERAGE DAILY TRAFFIC |
| BM | BENCHMARK |
| C/L | CENTERLINE |
| CP | CONTROL POINT |
| DD | DIRECTIONAL DISTRIBUTION |
| D.H.V. | DESIGN HOURLY VOLUME |
| EB | EASTBOUND |
| ELEC | ELECTRIC |
| ESALS | EQUIVALENT SINGLE AXLE LOADS |
| EXIST | EXISTING |
| CWT | HUNDRED WEIGHT |
| INV | INVERT |
| LF | LINEAR FOOT |
| LT | LEFT |
| MH | MANHOLE |
| NB | NORTHBOUND |
| PC | POINT OF CURVATURE |
| PCC | POINT OF COMPOUND CURVATURE |
| PI | POINT OF INTERSECTION |
| PRC | POINT OF REVERSE CURVATURE |
| PT | POINT OF TANGENCY |
| R/L | REFERENCE LINE |
| REQD | REQUIRED |
| RT | RIGHT |
| SB | SOUTHBOUND |
| SS | STORM SEWER |
| STA | STATION |
| SW | SOUTHWEST |
| SY | SQUARE YARD |
| T. | PERCENT TRUCKS |
| TYP | TYPICAL |
| VAR | VARIABLE |
| WB | WESTBOUND |

## PROJECT CONTACTS

DNR LIASON
BRAD BETTHAUSER
NORTH CENTRAL REGION
BLACK RIVER FALLS DNR SERVICE CENTER
910 HWY 54 E
BLACK RIVER FALLS, WI 54615
715-213-9064
bradley.betthauser@wisconsin.gov

## UTILITY CONTACTS

ELECTRIC
ALLIANT ENERGY
GREG MCTAVISH
2710 JEFFERSON STREET
WISCONSIN RAPIDS, WI 54495
715-459-4359
GREGMCTAVISH@ALLIANTENERGY.COM

GAS/PETROLEUM
WE ENERGIES
TANNER CASE
1921 8TH STREET S
WISCONSIN RAPIDS, WI 54494
715-418-1831
TANNER.CASE@WE-ENERGIES.COM

COMMUNICATIONS
BUG TUSSEL WIRELESS, LLC
GEREMIAH YOUNG
417 PINE ST
GREEN BAY, WI 54301
920-328-3442
GEREMIAH.YOUNG@BTUSSEL.COM

NSIGHT TELSERVICES
RICK VINCENT
450 SECURITY BOULEVARD
GREEN BAY, WI 54313
920-660-6644
RICK.VINCENT@NSIGHT.COM

SPECTRUM
JESSE GRUNY
606 N DIVISION STREET
COLBY, WI 54421
715-651-5605
JESSE.GRUNY@CHARTER.COM

TDS TELECOM
KEVIN SCHEUNEMANN
PO BOX 125
6576 VIRGINIA STREET
VESPER, WI 54489-0125
715-569-4511
KEVIN.SCHEUNEMANN@TDSTELECOM.COM

## HMA PAVEMENTS

| PAVEMENT COMPOSITION | DESIGNATOR (SEE PLAN DETAILS) |
|---|---|
| STH 73 AND STH 80<br>7-INCH = 2.0" UPPER LAYER (4 HT 58-28 V)<br>2.5" MIDDLE LAYER (3 HT 58-28 S)<br>2.5" LOWER LAYER (3 HT 58-28 S) | HMA-7 |
| STH 73 CULVERT REPLACEMENT<br>7-INCH = 2.0" UPPER LAYER (ASHPALTIC SURFACE)<br>2.5" MIDDLE LAYER (ASHPALTIC SURFACE)<br>2.5" LOWER LAYER (ASHPALTIC SURFACE) | AP-7 |

## ORDER OF SECTION 2 SHEETS

GENERAL NOTES AND CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER PLAN
PERMANENT SIGNING AND PAVEMENT MARKING
LIGHTING PLAN
TRAFFIC CONTROL
DETOUR
ALIGNMENT DIAGRAM

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

2

N

CTH A

1655'NB'

END CONSTRUCTION 1520-00-74
STA 1653+70.40'NB'

TOWN OF WOOD

TOWN OF WOOD

STA 636+37.59'EB'
CULVERT REPLACEMENT
(No. 71073008648)

635'EB'

639'EB'

KESLING RD

CITY OF PITTSVILLE

2

BEGIN PROJECT 1520-00-74
STA 602+94.29'EB'

1650'SB'

1650'NB'

END PROJECT 1520-00-74
STA 625+00.00'EB'

STH 73/STH 80

610'WB'

605'EB'

610'EB'

615'WB'

615'EB'

620'WB'

620'EB'

625'EB'

STH 73

EXISTING R/W (TYP)

STRUCTURE B-71-0002
(TO REMAIN)
STA 617+25.50'EB'

4TH AVE

1645'SB'

1645'NB'

EXISTING PROPERTY LINE (TYP)

BEGIN CONSTRUCTION 1520-00-74
STA 1643+89.26'NB'

CITY OF PITTSVILLE

CITY OF PITTSVILLE

STH 80

JONATHAN STREET

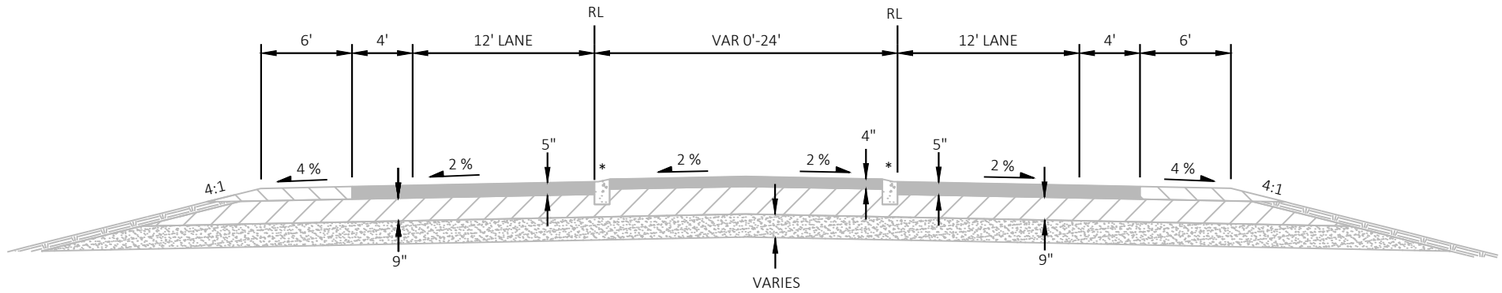
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-020201_PO.DWG
LAYOUT NAME - 01

PLOT DATE : 9/9/2024 4:06 PM PLOT BY : BUTTERIS, BRADLEY PLOT NAME : PLOT SCALE : 1 IN:200 FT

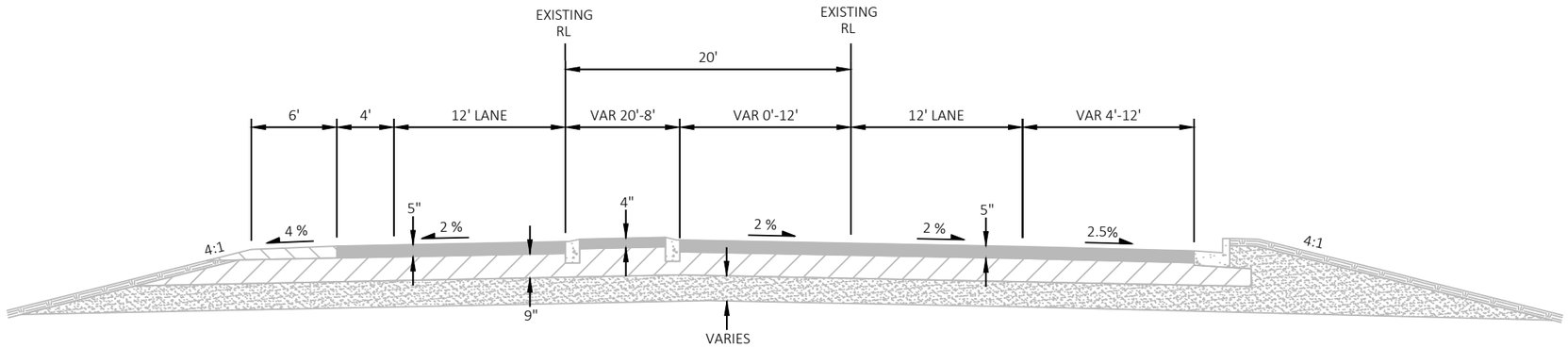
WISDOT/CADDS SHEET 42

2




TYPICAL EXISTING SECTION - STH 73

STA 602+94'EB' - STA 608+48'EB'
*CURB BEGINS AT STA 605+97'EB'




TYPICAL EXISTING SECTION - STH 73

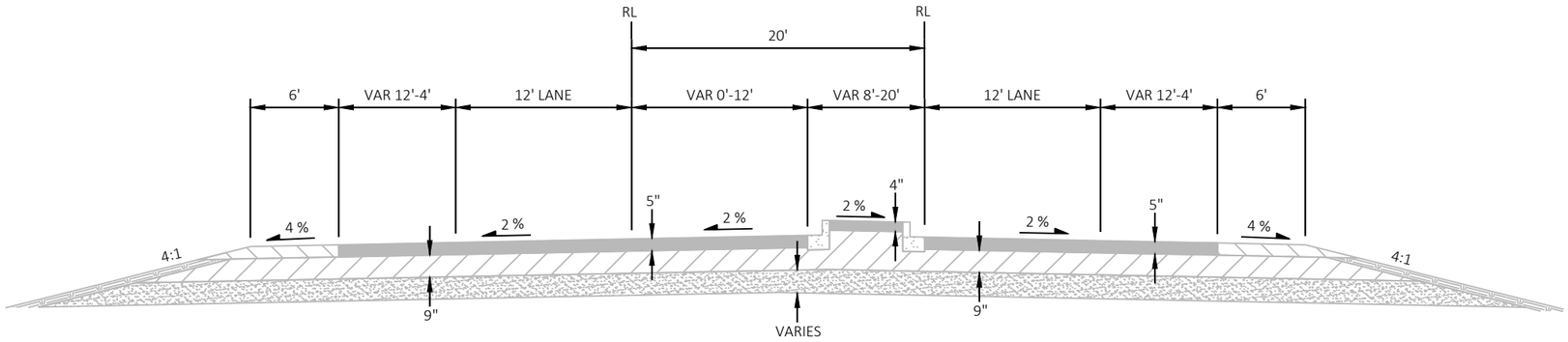
STA 608+48'EB' - STA 613+07'EB'

LEGEND

- ASPHALTIC PAVEMENT
- CRUSHED AGGREGATE BASE COURSE SHOULDER
- CRUSHED AGGREGATE BASE COURSE
- GRANULAR SUBBASE
- CONCRETE
- FILL
- TOPSOIL

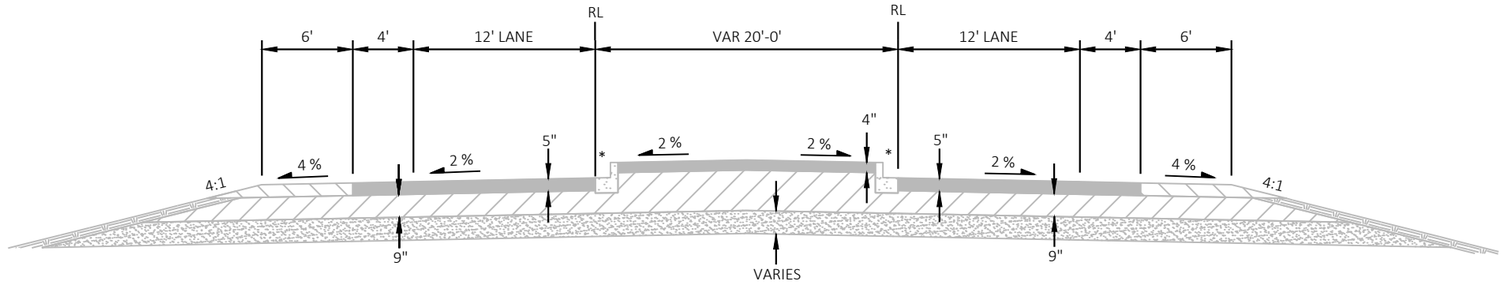
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | TYPICAL SECTIONS | SHEET 4 | E |
|---|---|---|---|---|---|

2




TYPICAL EXISTING SECTION -STH 73

STA 613+85 - STA 618+48




TYPICAL EXISTING SECTION - STH 73

STA 618+48 - STA 625+00

*CURB & GUTTER ENDS AT 621+30

LEGEND

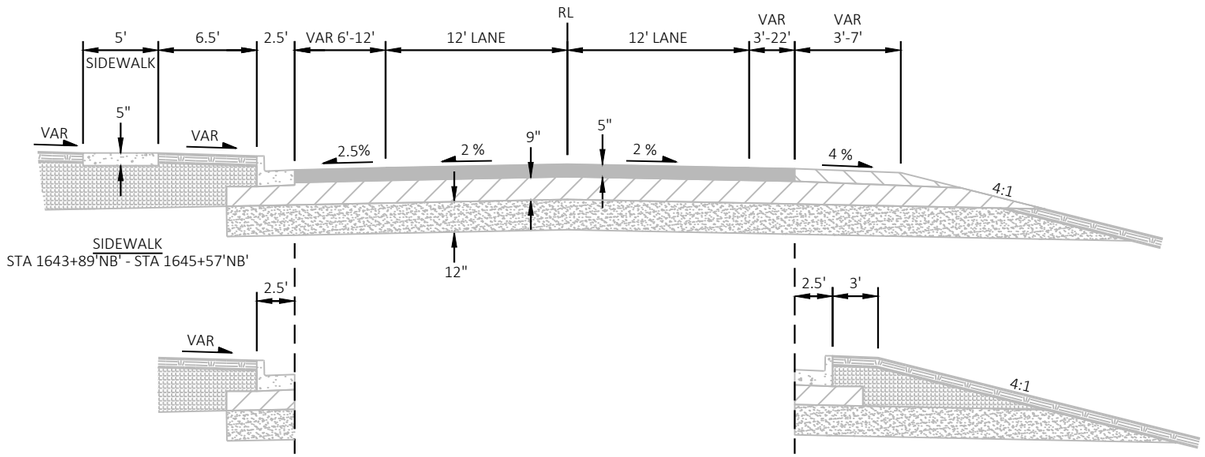
- ASPHALTIC PAVEMENT
- CRUSHED AGGREGATE BASE COURSE SHOULDER
- CRUSHED AGGREGATE BASE COURSE
- GRANULAR SUBBASE
- CONCRETE
- FILL
- TOPSOIL

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-020301_TS.DWG
LAYOUT NAME - E-TS 02

PLOT DATE : 10/30/2025 4:47 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



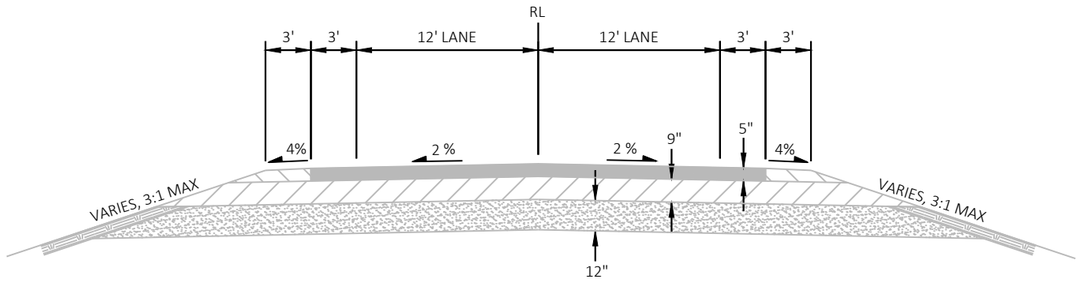

SIDEWALK
STA 1643+89'NB' - STA 1645+57'NB'

NO SIDEWALK
STA 1645+57'NB' - STA 1647+93'NB'

CURB & GUTTER
STA 1643+89'NB' - STA 1644+04'NB'

## TYPICAL EXISTING SECTION -STH 80

STA 1643+89'NB' - STA 1647+93'NB'




## TYPICAL EXISTING SECTION

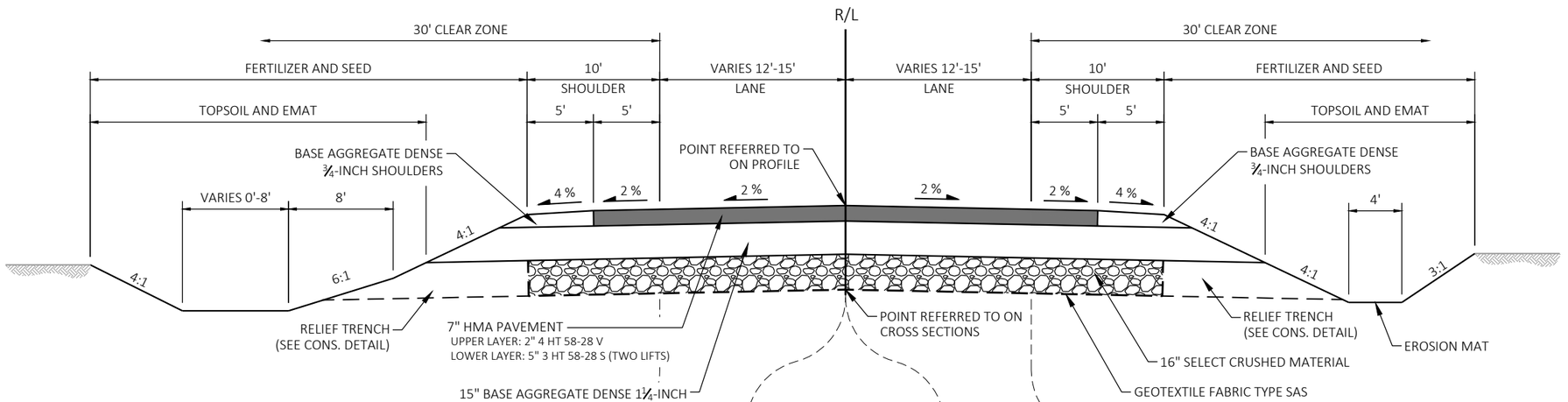
CTH A - STA 1648+48'NB' - STA 1653+70'NB'
STH 73 - STA 635+84'EB' - STA 636+91'EB'

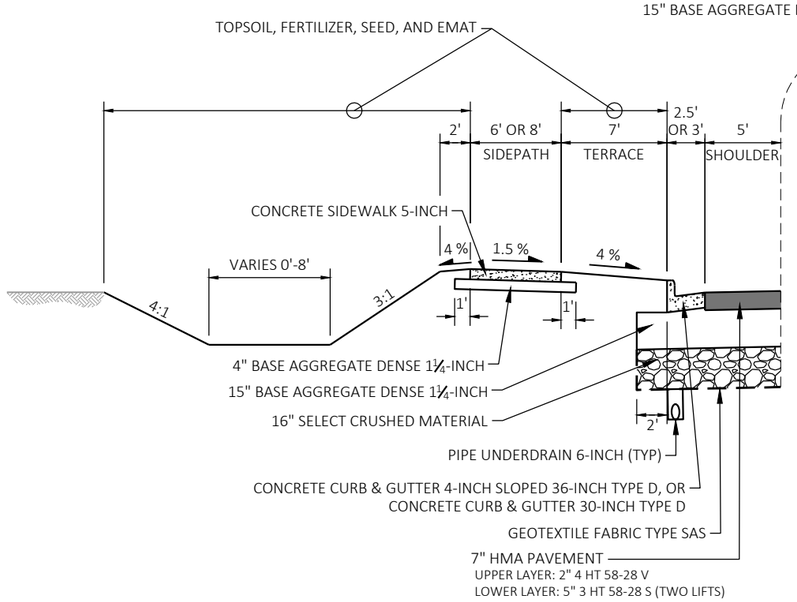
LEGEND

- ASPHALTIC PAVEMENT
- CRUSHED AGGREGATE BASE COURSE SHOULDER
- CRUSHED AGGREGATE BASE COURSE
- GRANULAR SUBBASE
- CONCRETE
- FILL
- TOPSOIL

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|

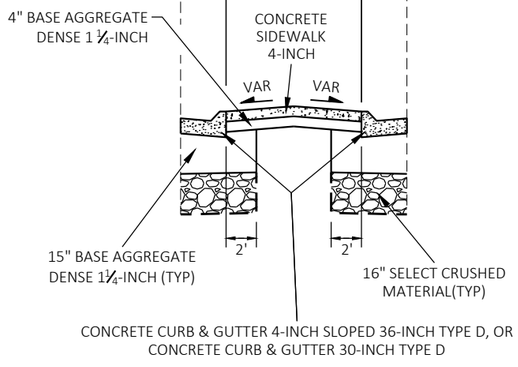
FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-020301_TS.DWG
LAYOUT NAME - E-TS 03
PLOT DATE : 10/30/2025 4:47 PM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 42



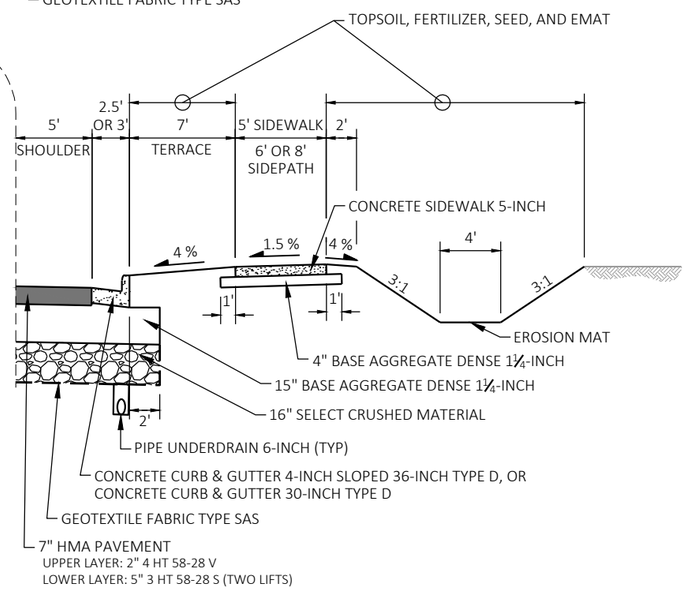

CURB & GUTTER AND, LT

STA 611+50'EB' TO STA 612+90'EB' (36-INCH C&G)
STA 614+54'EB' TO STA 615+89'EB' (36-INCH C&G)
STA 1643+89'NB' TO STA 1646+39'NB' (30-INCH C&G)
STA 1646+39'NB' TO STA 1647+42'NB' (36-INCH C&G)




CURB & GUTTER IN MEDIAN

STA 609+43'EB' TO STA 611+46'EB' (36-INCH C&G)
STA 611+46'EB' TO STA 612+90'EB' (30-INCH C&G)
STA 614+54'EB' TO STA 616+02'EB' (30-INCH C&G)
STA 616+02'EB' TO STA 617+08'EB' (36-INCH C&G)
STA 1646+47'NB' TO STA 1647+42'NB' (30-INCH C&G)

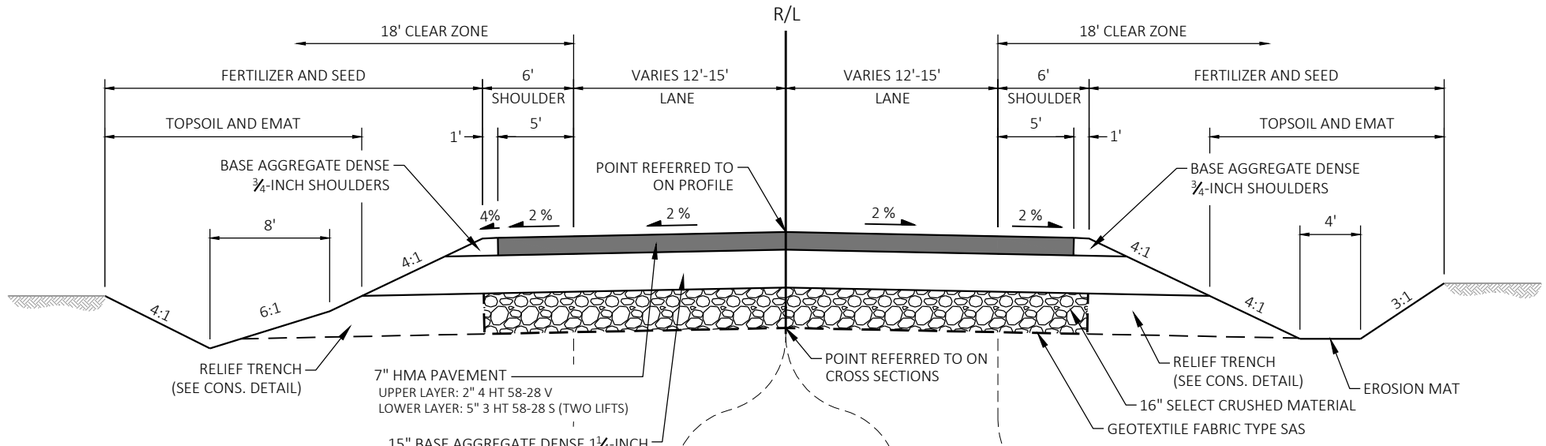


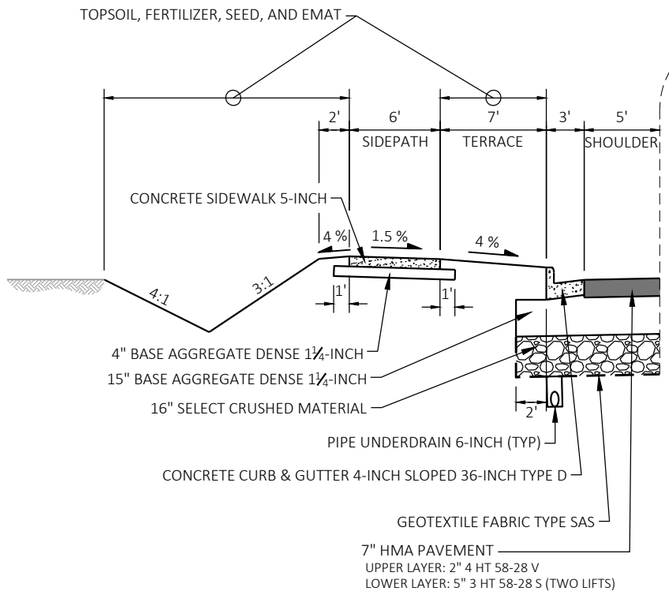

CURB & GUTTER, RT

STA 609+66'EB' TO STA 612+90'EB' (36-INCH C&G)
STA 614+54'EB' TO STA 615+94'EB' (36-INCH C&G)
STA 1643+89'NB' TO STA 1646+43'NB' (30-INCH C&G)
STA 1646+43'NB' TO STA 1647+21'NB' (36-INCH C&G)
STA 1647+21'NB' TO STA 1647+42'NB' (36-INCH C&G)

## TYPICAL FINISHED SECTION - STH 73/STH 80

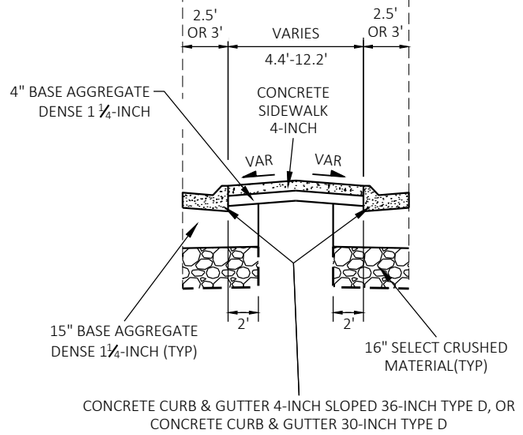
STA 602+94'EB' TO STA 612+90'EB'
STA 614+54'EB' TO STA 625+00'EB'
STA 1643+89'NB' TO STA 1647+42'NB'



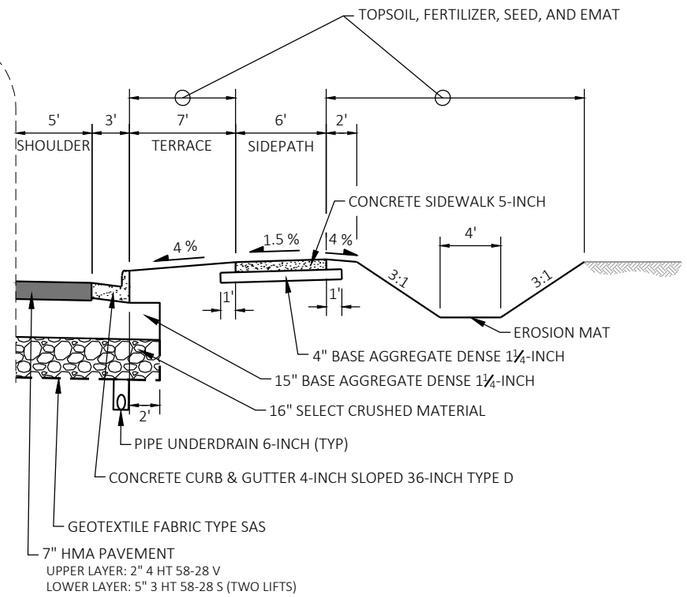

CURB & GUTTER AND, LT

STA 1649+08'NB' TO STA 1650+37'NB'



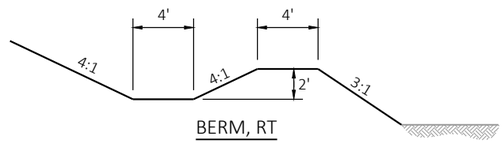

CURB & GUTTER IN MEDIAN

STA 1649+08'NB' TO STA 1650+55'NB' (30-INCH C&G)
STA 1650+55'NB' TO STA 1651+61'NB' (36-INCH C&G)




CURB & GUTTER, RT

STA 1649+08'NB' TO STA 1650+48'NB'



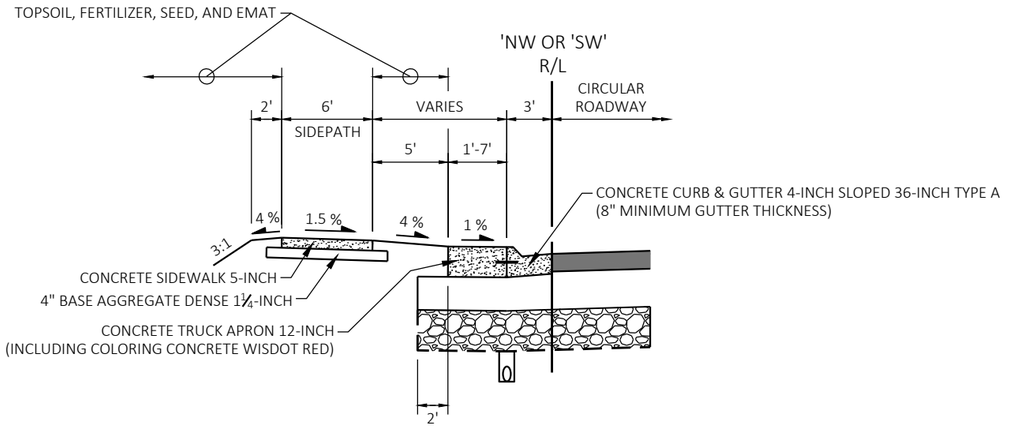

BERM, RT

ROUNDABOUT TO STA 1650+92'NB'

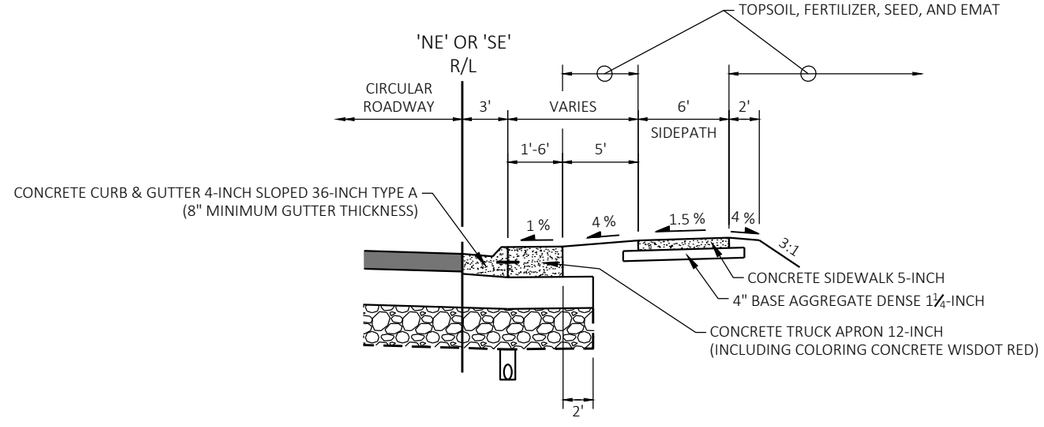
## TYPICAL FINISHED SECTION - CTH A

STA 1649+08'NB' TO STA 1653+70'NB'

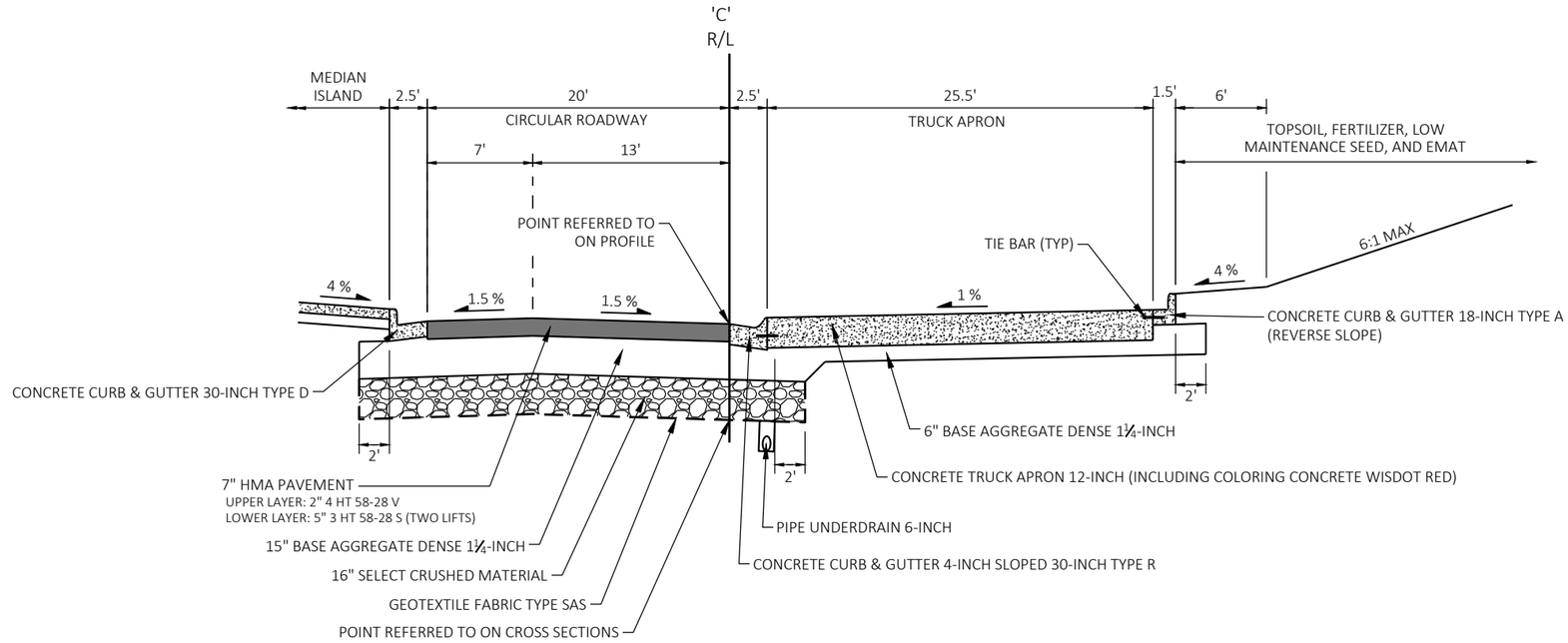
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | TYPICAL SECTIONS | SHEET 8 | E |
|---|---|---|---|---|---|




TYPICAL FINISHED SECTION - TRUCK APRON - WEST SIDE OF INTERSECTION



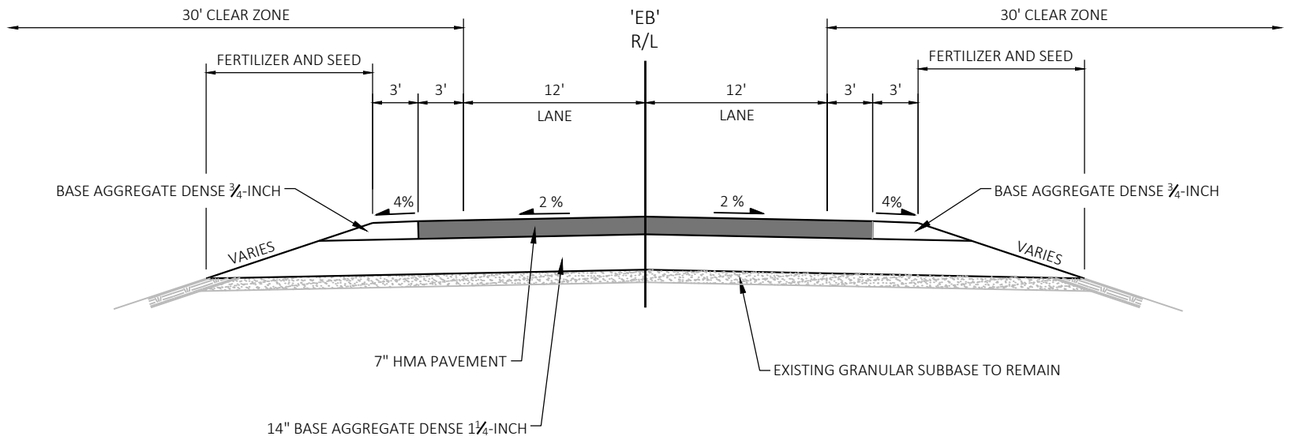

TYPICAL FINISHED SECTION - TRUCK APRON - EAST SIDE OF INTERSECTION




TYPICAL FINISHED HALF-SECTION - ROUNDABOUT
AT MEDIAN ISLANDS

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | TYPICAL SECTIONS | SHEET 9 | E |
|---|---|---|---|---|---|

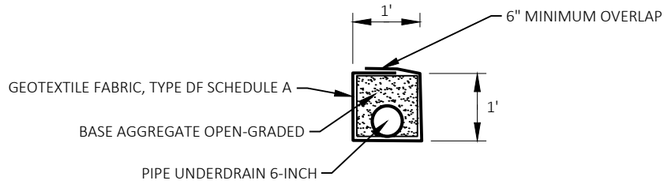
2



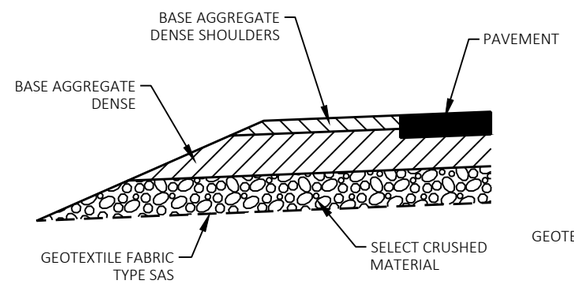

TYPICAL FINISHED SECTION - CULVERT REPLACEMENT

STA 635+84'EB' - STA 636+91'EB'

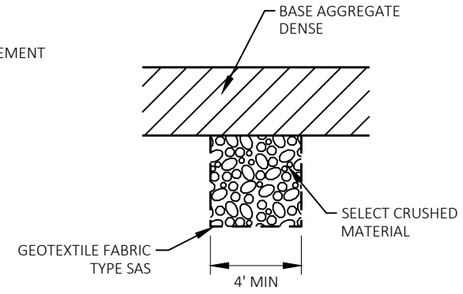
| Runoff Coefficient Table | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Hydrologic Soil Group | | | | | | | | | | | |
| | A | | | B | | | C | | | D | | |
| | Slope Range (Percent) | | | | | | | | | | | |
| **Land Use** | 0 - 2 | 2 - 6 | 6 & Over | 0 - 2 | 2 - 6 | 6 & Over | 0 - 2 | 2 - 6 | 6 & Over | 0 - 2 | 2 - 6 | 6 & Over |
| Row Crops | 0.08 | 0.16 | 0.22 | 0.12 | 0.20 | 0.27 | 0.15 | 0.24 | 0.33 | 0.19 | 0.28 | 0.38 |
| | 0.22 | 0.30 | 0.38 | 0.26 | 0.34 | 0.44 | 0.30 | 0.37 | 0.50 | 0.34 | 0.41 | 0.56 |
| Median Strip-Turf | 0.19 | 0.20 | 0.24 | 0.19 | 0.22 | 0.26 | 0.20 | 0.23 | 0.30 | 0.20 | 0.25 | 0.30 |
| | 0.24 | 0.26 | 0.30 | 0.25 | 0.28 | 0.33 | 0.26 | 0.30 | 0.37 | 0.27 | 0.32 | 0.40 |
| Side Slope Turf | | | 0.25 | | | 0.27 | | | 0.28 | | | 0.30 |
| | | | 0.32 | | | 0.34 | | | 0.36 | | | 0.38 |
| **Pavement** | | | | | | | | | | | | |
| Asphalt | 0.70 - 0.95 | | | | | | | | | | | |
| Concrete | 0.80 - 0.95 | | | | | | | | | | | |
| Brick | 0.70 - 0.80 | | | | | | | | | | | |
| Drives, Sidewalks | 0.75 - 0.85 | | | | | | | | | | | |
| Roofs | 0.75 - 0.95 | | | | | | | | | | | |
| Gravel Roads, Shoulders | 0.40 - 0.60 | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Total Project Area = 12.24 Acres | | | | | | | | | | | | |
| Total Area Expected To Be Disturbed By Construction Activities = 7.24 Acres | | | | | | | | | | | | |



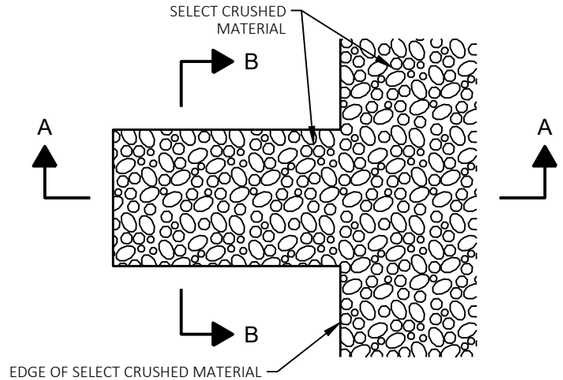

PIPE UNDERDRAIN DETAIL




SECTION A-A



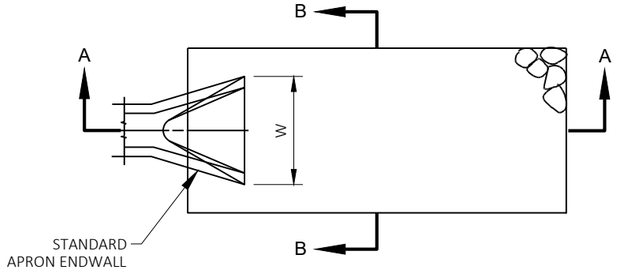

SECTION B-B

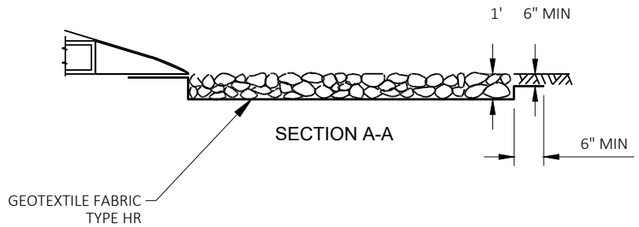


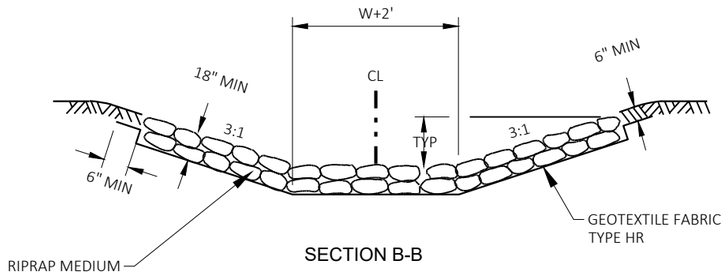

DETAIL FOR RELIEF TRENCHES

TRENCHES ARE TO BE CONSTRUCTED AT LEAST EVERY 250' AND AT EACH SAG VERTICAL CURVE IN THE PROFILE. LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER. EXCAVATION REQUIRED TO CONSTRUCT RELIEF TRENCHES SHALL BE CONSIDERED INCIDENTAL TO THE ITEM "SELECT CRUSHED MATERIAL".

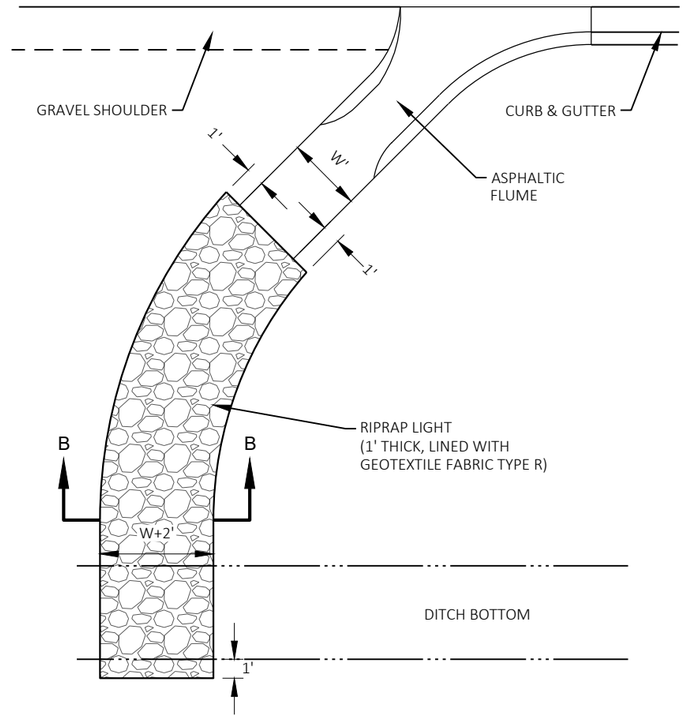
2

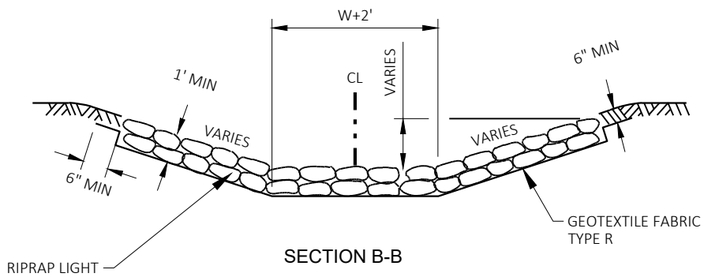


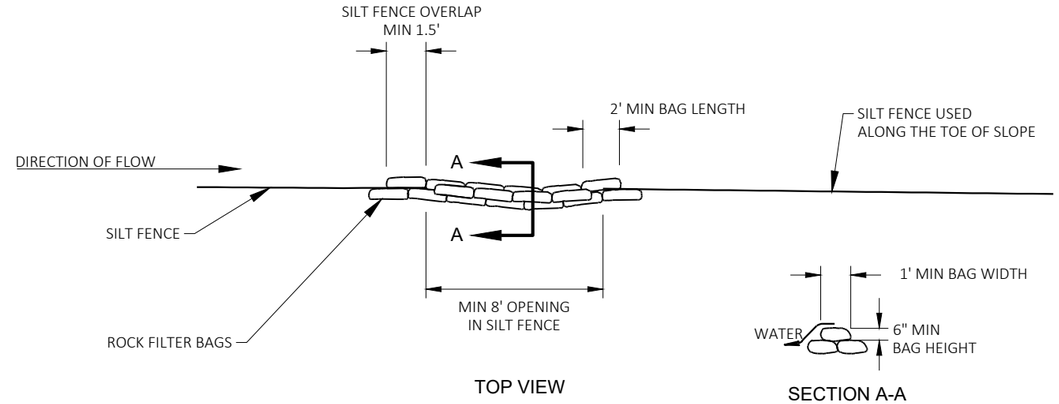

RIP RAP AND GEOTEXTILE



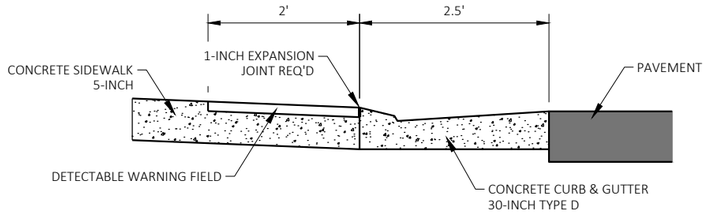

DETAIL FOR RIPRAP LIGHT AT ASPHALTIC FLUMES

30" MIN -
36" MAX

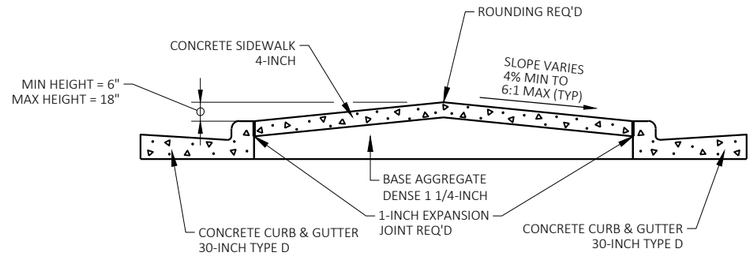



ROCK BAGS USED FOR SILT FENCE RELIEF

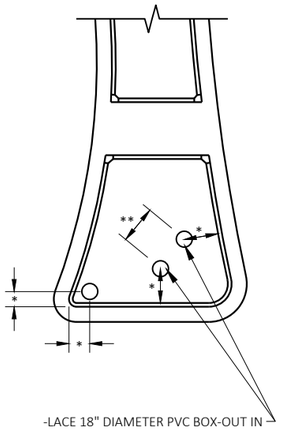
2




SECTION A-A




SECTION C-C

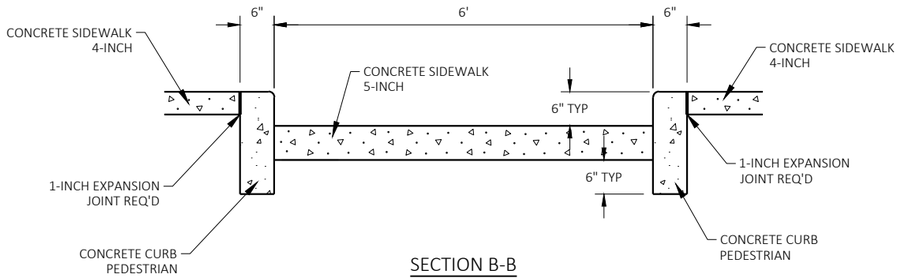



-LACE 18" DIAMETER PVC BOX-OUT IN CONCRETE FOR SIGN POSTS (TYP). THE NUMBER OF BOX-OUTS REQUIRED VARIES BY THE WIDTH OF THE SIGN, AND SHALL BE VERIFIED BEFORE PLACING CONCRETE IN THE ISLAND.

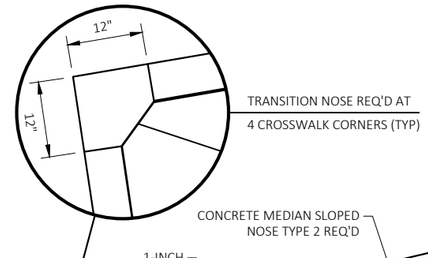
## ISLAND SIGN LOCATION DETAIL (TYP)

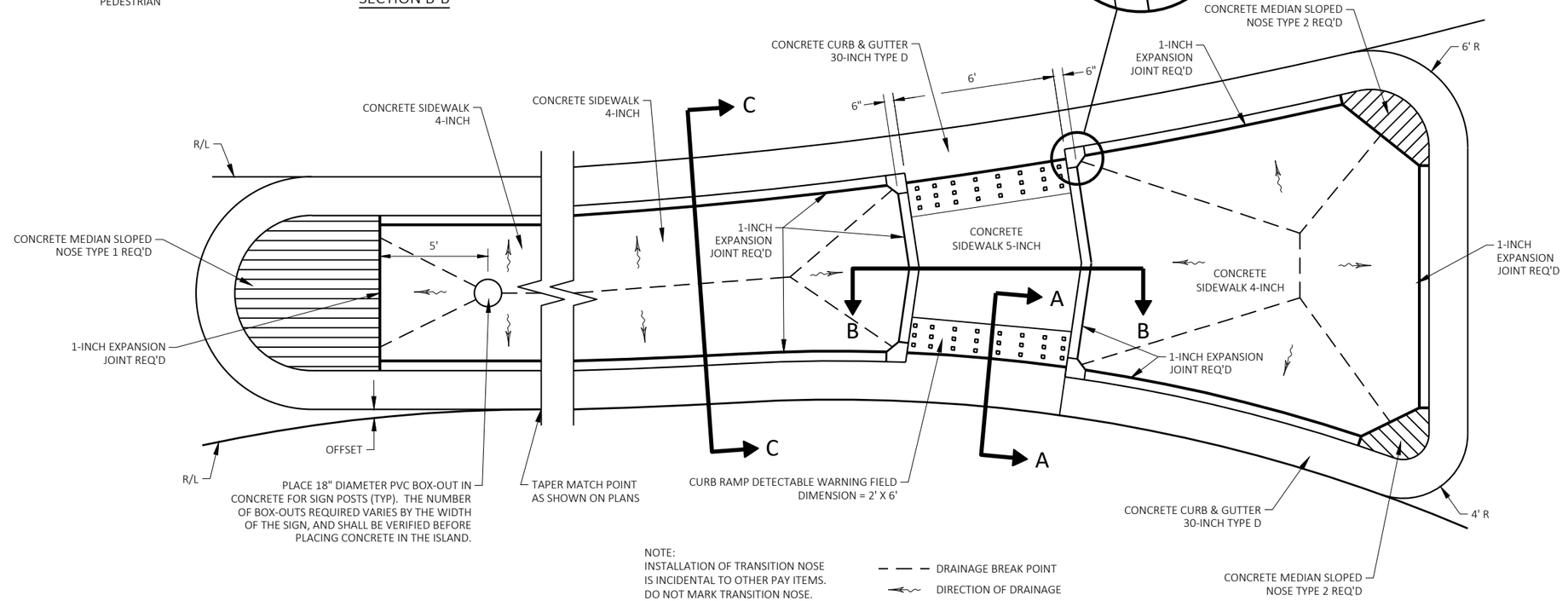
* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

** SEE A4-4 SIGN PLATE FOR POST SPACING REQUIREMENTS.




SECTION B-B




NOTE:
INSTALLATION OF TRANSITION NOSE IS INCIDENTAL TO OTHER PAY ITEMS. DO NOT MARK TRANSITION NOSE.

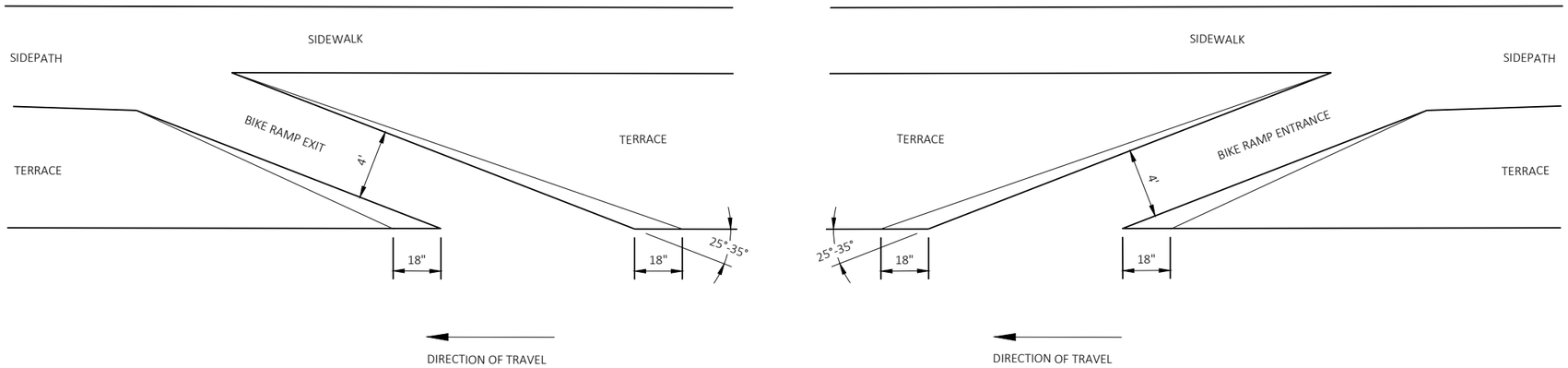
DRAINAGE BREAK POINT

DIRECTION OF DRAINAGE

## SPLITTER ISLAND DETAIL

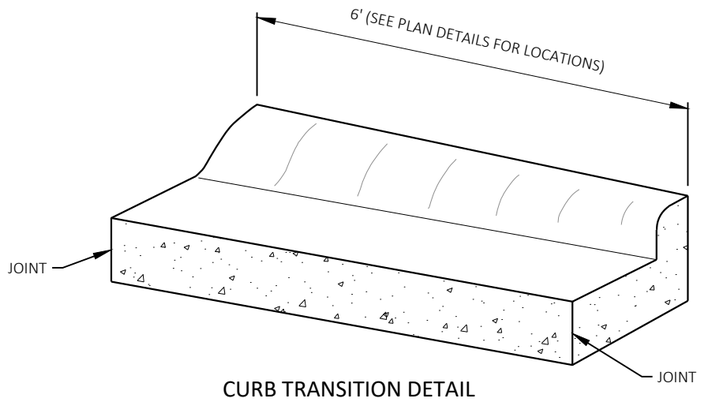
NOT TO SCALE

2




## BIKE RAMP ENTRANCE AND EXIT

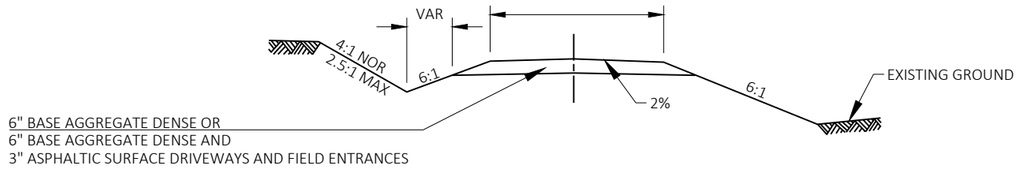
(TO BE MEASURED AND PAID FOR AS
CONCRETE SIDEWALK 5-INCH)



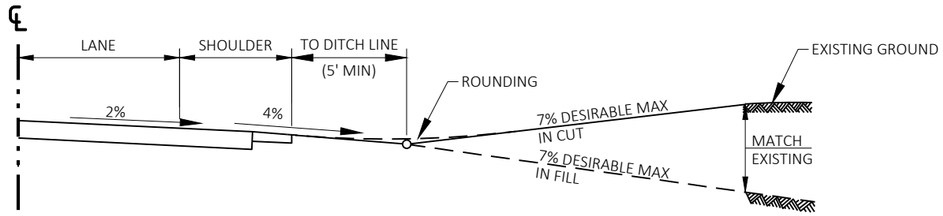

## CURB TRANSITION DETAIL

TO BE MEASURED AND PAID FOR AS CONCRETE CURB & GUTTER 36-INCH

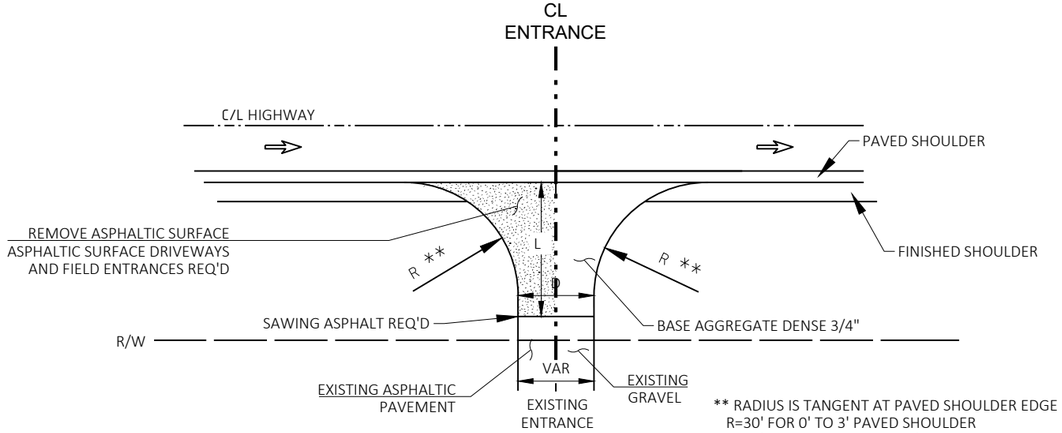
2




TYPICAL CROSS SECTION




TYPICAL PROFILE VIEW

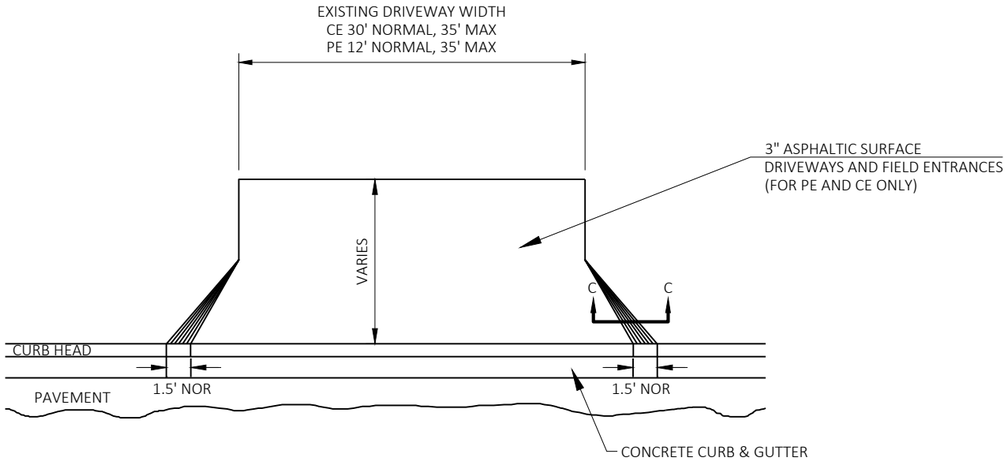



PLAN VIEW

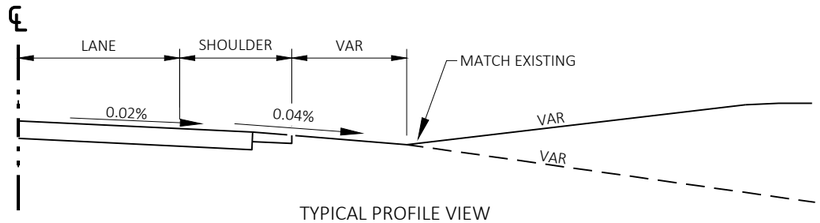
## RURAL DRIVEWAY INTERSECTION (PE, FE & CE)

(FOR NEW CONSTRUCTION)
STA 607+85'EB', RT
STA 622+75'EB', LT
STA 1651+80'SB', LT

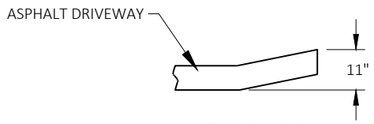
2




PLAN VIEW




TYPICAL PROFILE VIEW

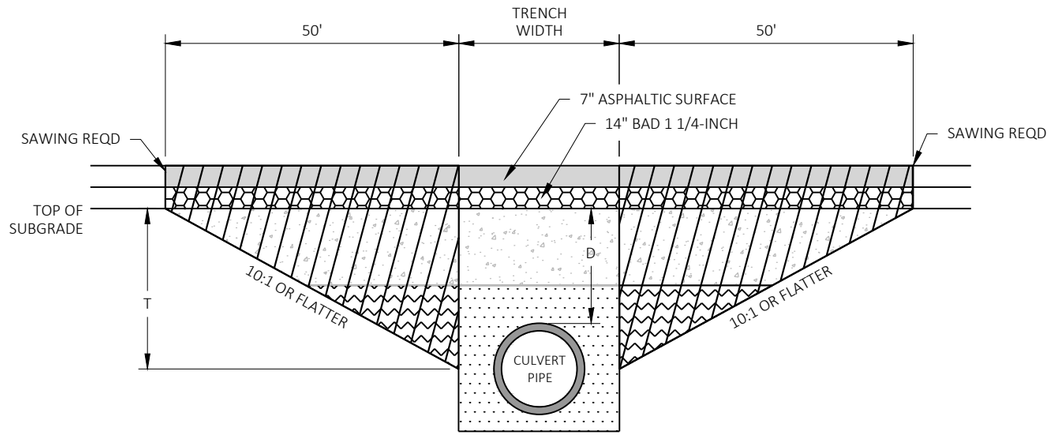



SECTION C-C

## DRIVEWAY ENTRANCE WITH CURB & GUTTER

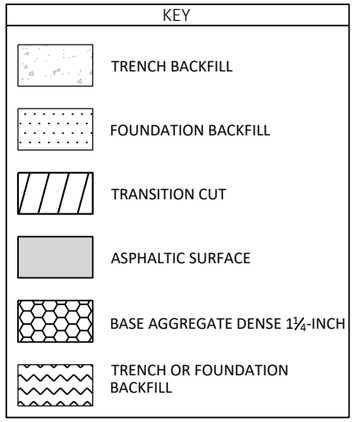
STA 610+00'EB', RT
STA 1645+80'SB', LT

2




DEPTH D < 6 FT

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




NOTES

TRANSITION CUT IS PAID AS EXCAVATION COMMON.
TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.
BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.
ASPHALTIC SURFACE TO BE PLACED IN THREE LIFTS, 2.5" LOWER, 2.5" MIDDLE, 2.0" UPPER.

| ROUTE | STA (CL) | DEPTH D (FT) | PIPE DIA (IN) | REMARKS |
|---|---|---|---|---|
| STH 73 | 636+38'EB' | 2.26 FT | 36-INCH | 71073008648 |

## CULVERT PIPE REPLACEMENT

2

N

COUNTY A

1652'NB'

1650'NB'

1646'NB'

1644'NB'

REMOVING SMALL CULVERT PIPES (1)

REMOVING SMALL CULVERT PIPES (1)

REMOVING ASPHALTIC SURFACE (976 SY)

REMOVING GUTTER (1423 LF)

REMOVING CURB & GUTTER (86 LF)

REMOVING CURB & GUTTER (59 LF)

REMOVING ASPHALTIC SURFACE (17 SY)

REMOVING CURB & GUTTER (80 LF)

606'EB' 608'EB' 610'EB' 612'EB'

73 80

REMOVING ASPHALT SURFACE (135 SY)

REMOVING CURB & GUTTER (154 LF)

REMOVING SMALL CULVERT PIPES (1)

REMOVING ASPHALT SURFACE (135 SY)

REMOVING CURB & GUTTER (707 LF)

REMOVING INLET (1)

REMOVING STORM SEWER (22' OF 24-INCH)

REMOVING CURB & GUTTER (30 LF)

REMOVING ASPHALT SURFACE (236 SY)

REMOVING CURB & GUTTER (62 LF)

REMOVING CONCRETE SIDEWALK (13 SY)

REMOVING CONCRETE PAVEMENT (19 SY)

REMOVING CONCRETE SIDEWALK (2 SY)

80

REMOVING CURB & GUTTER (1479 LF)

616'EB' 618'EB' 620'EB'

73

REMOVING CURB & GUTTER (88 LF)

REMOVING CURB & GUTTER (103 LF)

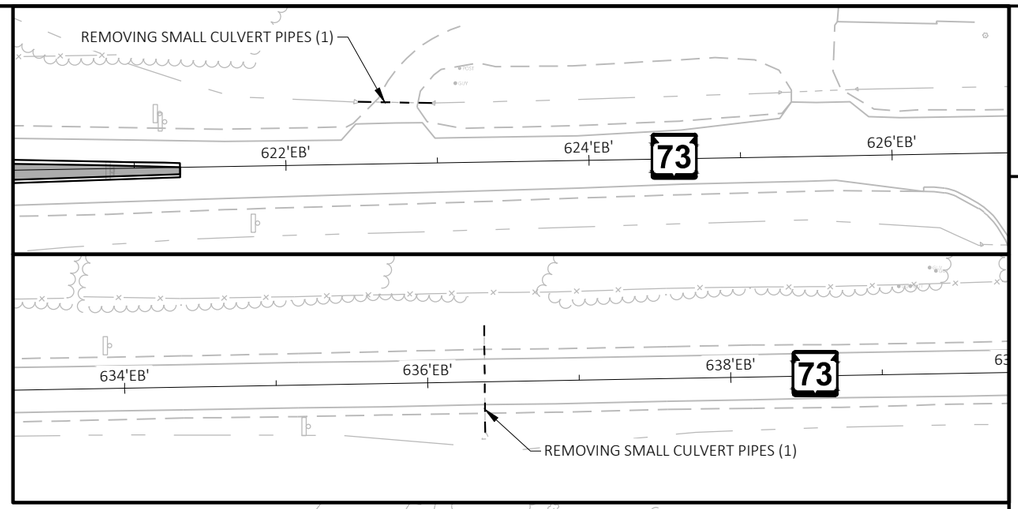
REMOVING ASPHALTIC SURFACE (42 SY)

REMOVING STORM SEWER (92' OF 24-INCH)

REMOVING INLET(1)

REMOVING ASPHALTIC SURFACE (855 SY)

REMOVING CURB & GUTTER (17 LF)




2

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | REMOVAL PLAN | SHEET 19 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-021101_RM.DWG
LAYOUT NAME - 01

PLOT DATE : 10/8/2025 4:12 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

GUY

50'

SHLDR

5'

17'

17'

5'

HMA-7

HMA-7

HMA-7

HMA-7

SHLDR

STH 73/80

602'EB'

603'EB'

604'EB'

605'EB'

606'EB'

607'EB'

STH 73/80

BEGIN PROJECT
STA 602+92.29'EB'

GUY

LEGEND

| | |
|---|---|
| HMA-7 | 7-INCH HMA PAVEMENT |
| AP-7 | 7-INCH ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS) |
| TRUCK | CONCRETE TRUCK APRON 12-INCH (COLORED) |
| BAD-DR | BASE AGGREGATE DENSE 3/4-INCH DRIVEWAY (6-INCH) |
| HMA-DR | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (3-INCH) |
| CONC-DR | CONCRETE DRIVEWAY 6-INCH |
| CG-18AR | CONCRETE CURB & GUTTER 18-INCH TYPE A |
| CG-30D | CONCRETE CURB & GUTTER 30-INCH TYPE D |
| CG-36A | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CG-36D | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D |
| CG-30R | CONCRETE GURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R |
| NOSE-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| NOSE-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| WALK-4 | CONCRETE SIDEWALK 4-INCH |
| WALK-5 | CONCRETE SIDEWALK 5-INCH |
| FLUME | ASPHALTIC FLUME |
| SAW-C | SAWING CONCRETE |
| SHLDR | BASE AGGREGATE DENSE 3/4-INCH |
| ▪▪▪▪▪ | CURB RAMP DETECTABLE WARNING FIELD |
| XXXXX | SAWING ASPHALT |

2

## LEGEND

| | |
|---|---|
| HMA-7 | 7-INCH HMA PAVEMENT |
| AP-7 | 7-INCH ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS) |
| TRUCK | CONCRETE TRUCK APRON 12-INCH (COLORED) |
| BAD-DR | BASE AGGREGATE DENSE 3/4-INCH DRIVEWAY (6-INCH) |
| HMA-DR | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (3-INCH) |
| CONC-DR | CONCRETE DRIVEWAY 6-INCH |
| CG-18AR | CONCRETE CURB & GUTTER 18-INCH TYPE A |
| CG-30D | CONCRETE CURB & GUTTER 30-INCH TYPE D |
| CG-36A | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CG-36D | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D |
| CG-30R | CONCRETE GURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R |
| NOSE-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| NOSE-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| WALK-4 | CONCRETE SIDEWALK 4-INCH |
| WALK-5 | CONCRETE SIDEWALK 5-INCH |
| FLUME | ASPHALTIC FLUME |
| SAW-C | SAWING CONCRETE |
| SHLDR | BASE AGGREGATE DENSE 3/4-INCH |
| ▬▬ | CURB RAMP DETECTABLE WARNING FIELD |
| XXXXX | SAWING ASPHALT |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 214 | 609+48.01'WB' | 5.00 RT | 474679.873 | 649475.253 |
| 215 | 610+00.60'WB' | 182.78 LT | 474868.142 | 649526.044 |
| 216 | 202+71.88'NW' | 3.00 RT | 474717.434 | 649731.116 |
| 218 | 202+54.29'NW' | 15.72 LT | 474699.842 | 649749.831 |
| 221 | 612+85.80'WB' | 6.00 RT | 474703.524 | 649812.441 |
| 222 | 202+66.77'NW' | 5.94 RT | 474720.688 | 649736.032 |
| 225 | 202+57.84'NW' | 9.03 RT | 474724.321 | 649744.754 |
| 235 | 202+26.90'NW' | 15.00 RT | 474735.029 | 649771.526 |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 236 | 201+43.40'NW' | 21.22 RT | 474769.734 | 649838.371 |
| 237 | 200+86.37'NW' | 17.23 RT | 474804.380 | 649861.337 |
| 238 | 200+62.19'NW' | 14.68 RT | 474823.425 | 649862.999 |
| 239 | 200+55.81'NW' | 64.32 RT | 474818.169 | 649813.276 |
| 317 | 201+85.06'NW' | 400.00 RT | 475105.217 | 649665.763 |
| 318 | 202+71.01'NW' | 202.65 RT | 474916.757 | 649719.606 |
| 319 | 200+46.60'NW' | 80.93 RT | 474823.409 | 649795.013 |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| | 0+00.00 | 0.00 | | |
| 200 | 607+33.24'EB' | 17.00 RT | 474666.104 | 649260.148 |
| 201 | 607+66.32'EB' | 40.48 RT | 474641.770 | 649292.061 |
| 202 | 607+06.18'EB' | 87.00 RT | 474596.471 | 649232.287 |
| 203 | 607+46.32'EB' | 56.17 RT | 474626.671 | 649272.137 |
| 204 | 607+72.12'EB' | 55.74 RT | 474626.302 | 649297.134 |
| 205 | 608+01.38'EB' | 53.74 RT | 474626.964 | 649325.569 |
| 206 | 608+15.70'EB' | 48.15 RT | 474631.723 | 649339.794 |
| 207 | 608+05.64'EB' | 36.82 RT | 474643.630 | 649330.671 |
| 208 | 608+72.03'EB' | 112.00 RT | 474564.252 | 649391.492 |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 209 | 608+40.80'EB' | 17.00 RT | 474661.140 | 649366.737 |
| 210 | 608+66.10'EB' | 17.00 RT | 474659.436 | 649391.970 |
| 211 | 609+66.24'EB' | 42.00 RT | 474627.746 | 649490.218 |
| 213 | 609+83.29'EB' | 50.95 RT | 474617.771 | 649507.553 |
| 217 | 302+15.60'SW' | 3.00 RT | 474661.375 | 649725.707 |
| 219 | 302+33.31'SW' | 15.40 LT | 474683.291 | 649738.819 |
| 220 | 612+86.26'EB' | 4.00 LT | 474682.913 | 649812.076 |
| 223 | 302+20.02'SW' | 5.78 RT | 474659.667 | 649730.641 |
| 224 | 302+30.21'SW' | 9.41 RT | 474658.424 | 649741.391 |
| 227 | 302+33.57'SW' | 64.25 RT | 474605.754 | 649757.032 |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 228 | 302+40.49'SW' | 10.65 RT | 474659.467 | 649751.475 |
| 230 | 300+75.78'SW' | 145.94 RT | 474504.449 | 649597.042 |
| 231 | 302+63.94'SW' | 17.34 RT | 474653.827 | 649770.779 |
| 232 | 303+18.61'SW' | 20.84 RT | 474632.851 | 649804.828 |
| 233 | 303+86.32'SW' | 16.34 RT | 474581.386 | 649834.908 |
| 234 | 304+27.95'SW' | 17.22 RT | 474543.179 | 649844.023 |
| 240 | 609+91.10'EB' | 0.00 RT | 474668.310 | 649517.859 |
| 320 | 302+21.94'SW' | 85.24 RT | 474582.679 | 649750.434 |
| 321 | 301+80.31'SW' | 121.19 RT | 474538.609 | 649702.655 |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN DETAILS | SHEET 21 E |

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-021201_PD.DWG
LAYOUT NAME - 02

PLOT DATE : 10/22/2025 1:27 PM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 300 | 202+40.48'NW' | 4.00 RT | 474720.980 | 649761.565 |
| 301 | 202+26.90'NW' | 4.00 RT | 474724.452 | 649774.548 |
| 302 | 201+43.59'NW' | 10.22 RT | 474761.177 | 649845.284 |
| 303 | 200+71.71'NW' | 4.00 RT | 474816.702 | 649874.731 |
| 317 | 201+85.06'NW' | 400.00 RT | 475105.217 | 649665.763 |
| 318 | 202+71.01'NW' | 202.65 RT | 474916.757 | 649719.606 |
| 319 | 200+46.60'NW' | 80.93 RT | 474823.409 | 649795.013 |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 313 | 102+08.32'NE' | 4.00 RT | 474779.632 | 649943.226 |
| 314 | 101+63.19'NE' | 6.42 RT | 474740.889 | 649965.294 |
| 315 | 101+38.18'NE' | 8.93 RT | 474723.214 | 649980.394 |
| 316 | 100+70.90'NE' | 4.00 RT | 474697.358 | 650034.103 |
| 324 | 102+07.88'NE' | 204.00 RT | 474858.630 | 650126.963 |
| 325 | 100+41.95'NE' | 90.03 RT | 474786.777 | 650044.067 |
| 326 | 100+07.00'NE' | 125.86 RT | 474829.195 | 650086.545 |

## LEGEND

| | |
|---|---|
| HMA-7 | 7-INCH HMA PAVEMENT |
| AP-7 | 7-INCH ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS) |
| TRUCK | CONCRETE TRUCK APRON 12-INCH (COLORED) |
| BAD-DR | BASE AGGREGATE DENSE 3/4-INCH DRIVEWAY (6-INCH) |
| HMA-DR | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (3-INCH) |
| CONC-DR | CONCRETE DRIVEWAY 6-INCH |
| CG-18AR | CONCRETE CURB & GUTTER 18-INCH TYPE A |
| CG-30D | CONCRETE CURB & GUTTER 30-INCH TYPE D |
| CG-36A | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CG-36D | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D |
| CG-30R | CONCRETE GURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R |
| NOSE-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| NOSE-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| WALK-4 | CONCRETE SIDEWALK 4-INCH |
| WALK-5 | CONCRETE SIDEWALK 5-INCH |
| FLUME | ASPHALTIC FLUME |
| SAW-C | SAWING CONCRETE |
| SHLDR | BASE AGGREGATE DENSE 3/4-INCH |
| | CURB RAMP DETECTABLE WARNING FIELD |
| XXXXX | SAWING ASPHALT |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 304 | 302+49.88'SW' | 4.00 RT | 474667.256 | 649758.900 |
| 305 | 303+18.50'SW' | 9.84 RT | 474640.309 | 649812.914 |
| 306 | 303+79.62'SW' | 5.33 RT | 474591.125 | 649843.161 |
| 307 | 304+37.15'SW' | 4.71 RT | 474536.591 | 649857.867 |
| 308 | 304+46.83'SW' | 4.00 RT | 474527.691 | 649858.579 |
| 320 | 302+21.94'SW' | 85.24 RT | 474582.679 | 649750.434 |
| 321 | 301+80.31'SW' | 121.19 RT | 474538.609 | 649702.655 |
| 322 | 0+00.00OutOfRange | 0.00 | 474486.093 | 649562.148 |
| 323 | 304+46.82'SW' | 54.00 RT | 474528.175 | 649808.581 |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 309 | 402+99.05'SE' | 4.00 RT | 474549.373 | 649906.997 |
| 310 | 403+65.83'SE' | 8.87 RT | 474600.774 | 649936.415 |
| 311 | 403+96.12'SE' | 6.56 RT | 474617.364 | 649959.632 |
| 312 | 404+42.42'SE' | 4.01 RT | 474635.519 | 650001.238 |
| 327 | 401+94.46'SE' | 151.08 RT | 474444.317 | 650059.905 |
| 328 | 402+34.46'SE' | 126.63 RT | 474487.579 | 650034.837 |
| 329 | 402+69.41'SE' | 89.93 RT | 474532.857 | 649995.468 |

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN DETAILS | SHEET 22 E |

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-021201_PD.DWG
LAYOUT NAME - 03

PLOT DATE : 10/22/2025 1:27 PM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 324 | 102+07.88'NE' | 204.00 RT | 474858.630 | 650126.963 |
| 325 | 100+41.95'NE' | 90.03 RT | 474786.777 | 650044.067 |
| 326 | 100+07.00'NE' | 125.86 RT | 474829.195 | 650086.545 |
| 401 | 614+60.24'WB' | 3.73 RT | 474683.021 | 649979.807 |
| 409 | 100+37.31'NE' | 3.00 RT | 474702.626 | 650066.741 |
| 410 | 100+41.72'NE' | 5.77 RT | 474704.416 | 650061.844 |
| 411 | 100+51.92'NE' | 9.40 RT | 474705.844 | 650051.116 |
| 412 | 100+62.22'NE' | 10.65 RT | 474704.971 | 650040.979 |
| 413 | 100+55.01'NE' | 15.40 LT | 474680.936 | 650053.260 |
| 414 | 100+55.10'NE' | 64.22 RT | 474758.792 | 650036.575 |
| 415 | 101+64.45'NE' | 17.35 RT | 474747.364 | 649974.185 |
| 416 | 101+38.73'NE' | 19.92 RT | 474730.986 | 649988.179 |
| 417 | 100+83.22'NE' | 17.10 RT | 474710.497 | 650023.628 |
| 418 | 616+57.04'WB' | 0.00 RT | 474692.722 | 650175.775 |

N

2

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 327 | 401+94.46'SE' | 151.08 RT | 474444.317 | 650059.905 |
| 400 | 614+59.95'EB' | 6.00 LT | 474660.607 | 649978.975 |
| 402 | 404+95.69'SE' | 3.00 RT | 474645.221 | 650052.604 |
| 403 | 404+90.28'SE' | 6.09 RT | 474641.732 | 650047.440 |
| 404 | 404+81.39'SE' | 9.14 RT | 474638.026 | 650038.796 |
| 405 | 404+77.87'SE' | 15.61 LT | 474662.446 | 650033.443 |
| 406 | 617+02.63'EB' | 5.00 LT | 474684.553 | 650221.076 |
| 407 | 616+55.71'EB' | 184.48 RT | 474492.932 | 650184.928 |
| 408 | 615+88.59'EB' | 513.76 RT | 474160.367 | 650143.502 |
| 617 | 403+96.97'SE' | 17.53 RT | 474607.847 | 649965.147 |
| 618 | 404+44.71'SE' | 15.00 RT | 474625.623 | 650006.528 |

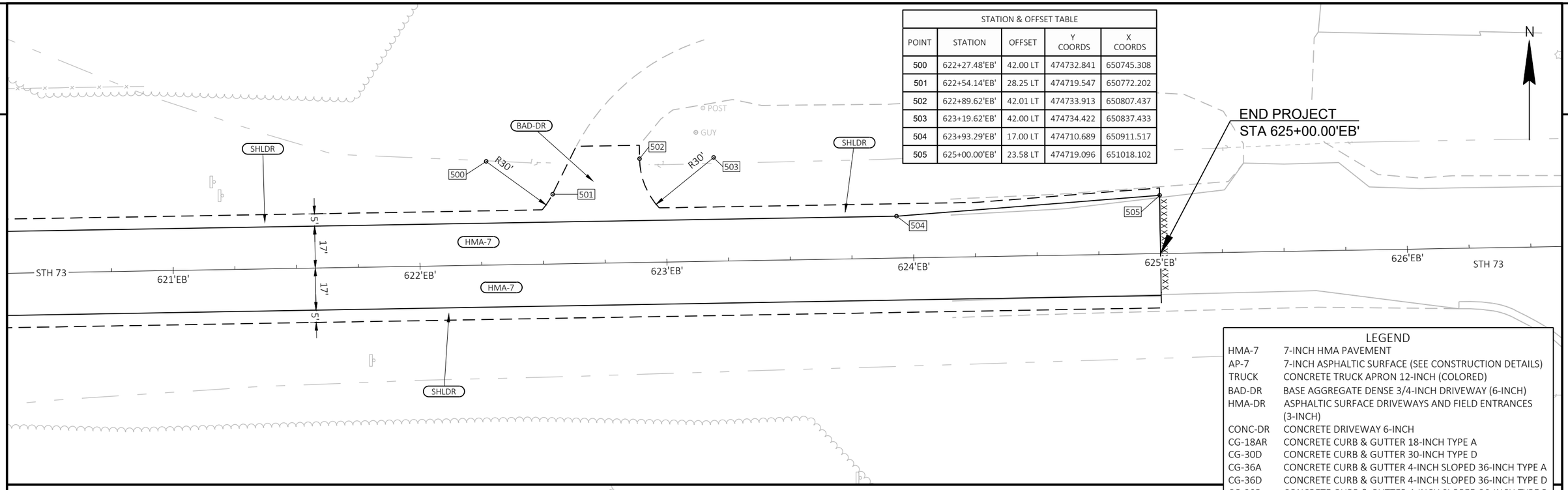
## LEGEND

| | |
|---|---|
| HMA-7 | 7-INCH HMA PAVEMENT |
| AP-7 | 7-INCH ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS) |
| TRUCK | CONCRETE TRUCK APRON 12-INCH (COLORED) |
| BAD-DR | BASE AGGREGATE DENSE 3/4-INCH DRIVEWAY (6-INCH) |
| HMA-DR | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (3-INCH) |
| CONC-DR | CONCRETE DRIVEWAY 6-INCH |
| CG-18AR | CONCRETE CURB & GUTTER 18-INCH TYPE A |
| CG-30D | CONCRETE CURB & GUTTER 30-INCH TYPE D |
| CG-36A | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CG-36D | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D |
| CG-30R | CONCRETE GURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R |
| NOSE-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| NOSE-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| WALK-4 | CONCRETE SIDEWALK 4-INCH |
| WALK-5 | CONCRETE SIDEWALK 5-INCH |
| FLUME | ASPHALTIC FLUME |
| SAW-C | SAWING CONCRETE |
| SHLDR | BASE AGGREGATE DENSE 3/4-INCH |
| | CURB RAMP DETECTABLE WARNING FIELD |
| XXXXX | SAWING ASPHALT |

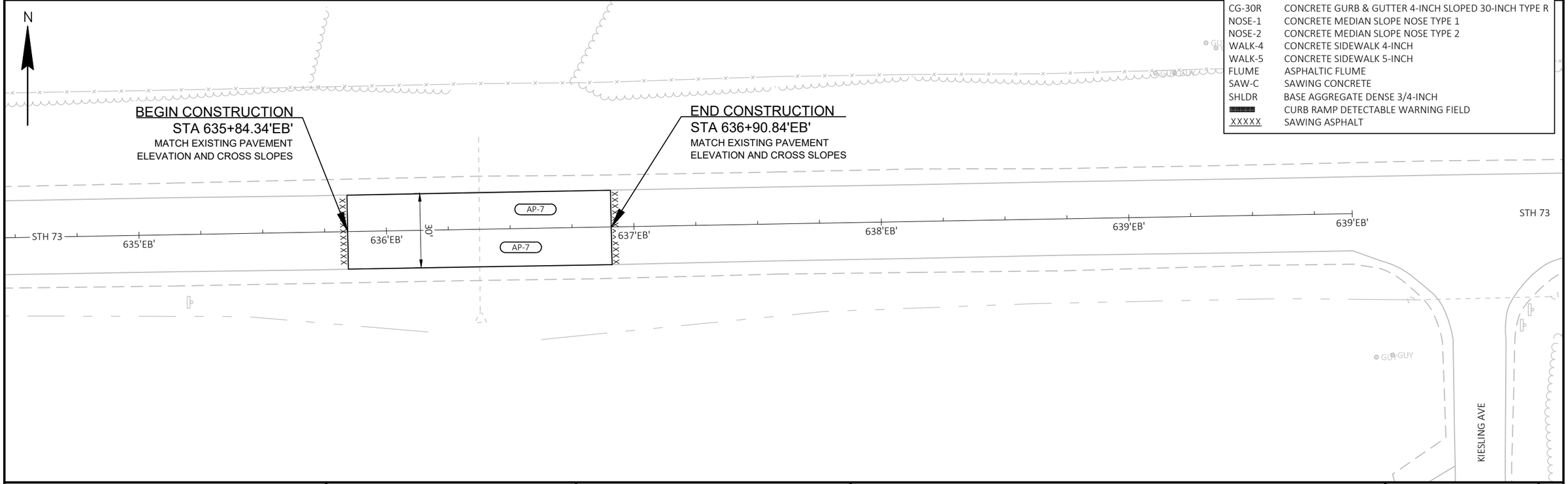
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN DETAILS | SHEET 23 | E |
|---|---|---|---|---|---|

2

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 500 | 622+27.48'EB' | 42.00 LT | 474732.841 | 650745.308 |
| 501 | 622+54.14'EB' | 28.25 LT | 474719.547 | 650772.202 |
| 502 | 622+89.62'EB' | 42.01 LT | 474733.913 | 650807.437 |
| 503 | 623+19.62'EB' | 42.00 LT | 474734.422 | 650837.433 |
| 504 | 623+93.29'EB' | 17.00 LT | 474710.689 | 650911.517 |
| 505 | 625+00.00'EB' | 23.58 LT | 474719.096 | 651018.102 |




| LEGEND | |
|---|---|
| HMA-7 | 7-INCH HMA PAVEMENT |
| AP-7 | 7-INCH ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS) |
| TRUCK | CONCRETE TRUCK APRON 12-INCH (COLORED) |
| BAD-DR | BASE AGGREGATE DENSE 3/4-INCH DRIVEWAY (6-INCH) |
| HMA-DR | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (3-INCH) |
| CONC-DR | CONCRETE DRIVEWAY 6-INCH |
| CG-18AR | CONCRETE CURB & GUTTER 18-INCH TYPE A |
| CG-30D | CONCRETE CURB & GUTTER 30-INCH TYPE D |
| CG-36A | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CG-36D | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D |
| CG-30R | CONCRETE GURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R |
| NOSE-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| NOSE-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| WALK-4 | CONCRETE SIDEWALK 4-INCH |
| WALK-5 | CONCRETE SIDEWALK 5-INCH |
| FLUME | ASPHALTIC FLUME |
| SAW-C | SAWING CONCRETE |
| SHLDR | BASE AGGREGATE DENSE 3/4-INCH |
| | CURB RAMP DETECTABLE WARNING FIELD |
| XXXXX | SAWING ASPHALT |




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN DETAILS | SHEET 24 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-021201_PD.DWG
LAYOUT NAME - 05
PLOT DATE : 10/22/2025 1:27 PM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 229 | 300+15.34'SW' | 325.55 LT | 474452.938 | 649268.556 |
| 230 | 300+75.78'SW' | 145.94 RT | 474504.449 | 649597.042 |
| 232 | 303+18.61'SW' | 20.84 RT | 474632.851 | 649804.828 |
| 233 | 303+86.32'SW' | 16.34 RT | 474581.386 | 649834.908 |
| 234 | 304+27.95'SW' | 17.22 RT | 474543.179 | 649844.023 |
| 321 | 301+80.31'SW' | 121.19 RT | 474538.609 | 649702.655 |
| 600 | 1645+45.14'SB' | 31.00 LT | 474405.725 | 649850.687 |
| 601 | 1645+60.14'SB' | 31.19 LT | 474420.716 | 649850.177 |
| 602 | 1646+22.11'SB' | 33.76 LT | 474482.620 | 649846.296 |
| 603 | 1646+27.14'SB' | 31.43 LT | 474487.698 | 649848.515 |
| 604 | 1646+12.11'SB' | 33.63 LT | 474472.625 | 649846.636 |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 605 | 1646+12.14'SB' | 31.24 LT | 474472.707 | 649849.026 |
| 606 | 1646+22.28'SB' | 43.76 LT | 474482.578 | 649836.296 |
| 607 | 1646+90.20'SB' | 122.09 LT | 474537.886 | 649756.063 |
| 608 | 1646+80.32'SB' | 42.41 LT | 474538.221 | 649836.062 |
| 609 | 1646+49.87'SB' | 4.00 RT | 474511.173 | 649883.460 |
| 610 | 1646+65.85'SB' | 90.78 LT | 474524.401 | 649788.376 |
| 611 | 1647+38.64'SB' | 6.00 RT | 474600.262 | 649874.408 |
| 623 | 304+57.42'SW' | 3.00 RT | 474517.099 | 649859.479 |
| 624 | 304+48.92'SW' | 8.00 RT | 474525.641 | 649854.563 |
| 625 | 304+57.03'SW' | 9.99 RT | 474517.546 | 649852.493 |

BEGIN CONSTRUCTION
STA 1643+89.26'NB'

STH 80

1642'SB' 1642'NB' 1643'SB' 1643'NB' 1644'SB' 1644'NB' 1645'SB' 1645'NB' 1646'SB' 1646'NB' 1647'SB' 1647'NB'

401'SE' 402'SE' 403'SE' 404'SE'

304'SW' 305'SW' 306'SW' 307'SW'

20' 12' 16' 5' 6' 8' 2'

R10' R15' R80' R100' R139' R250' R583' R6' R4' R50' R79' R485' R189'

SAW-C CONC-DR BAD-DR CG-30D WALK-5 HMA-DR HMA-7 AP-7 CG-36D CG-36A WALK-4 NOSE-1 NOSE-2 TRUCK

| LEGEND | |
|---|---|
| HMA-7 | 7-INCH HMA PAVEMENT |
| AP-7 | 7-INCH ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS) |
| TRUCK | CONCRETE TRUCK APRON 12-INCH (COLORED) |
| BAD-DR | BASE AGGREGATE DENSE 3/4-INCH DRIVEWAY (6-INCH) |
| HMA-DR | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (3-INCH) |
| CONC-DR | CONCRETE DRIVEWAY 6-INCH |
| CG-18AR | CONCRETE CURB & GUTTER 18-INCH TYPE A |
| CG-30D | CONCRETE CURB & GUTTER 30-INCH TYPE D |
| CG-36A | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CG-36D | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D |
| CG-30R | CONCRETE GURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R |
| NOSE-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| NOSE-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| WALK-4 | CONCRETE SIDEWALK 4-INCH |
| WALK-5 | CONCRETE SIDEWALK 5-INCH |
| FLUME | ASPHALTIC FLUME |
| SAW-C | SAWING CONCRETE |
| SHLDR | BASE AGGREGATE DENSE 3/4-INCH |
| | CURB RAMP DETECTABLE WARNING FIELD |
| XXXXX | SAWING ASPHALT |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 327 | 401+94.46'SE' | 151.08 RT | 474444.317 | 650059.905 |
| 328 | 402+34.46'SE' | 126.63 RT | 474487.579 | 650034.837 |
| 329 | 402+69.41'SE' | 89.93 RT | 474532.857 | 649995.468 |
| 408 | 615+88.59'EB' | 513.76 RT | 474160.367 | 650143.502 |
| 612 | 1647+38.53'NB' | 4.00 LT | 474599.525 | 649893.589 |
| 613 | 402+72.95'SE' | 3.00 RT | 474523.908 | 649908.931 |
| 614 | 402+94.48'SE' | 16.95 RT | 474545.834 | 649920.054 |
| 615 | 403+27.25'SE' | 18.82 RT | 474569.998 | 649925.747 |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 616 | 403+66.37'SE' | 19.86 RT | 474592.473 | 649943.633 |
| 617 | 403+96.97'SE' | 17.53 RT | 474607.847 | 649965.147 |
| 618 | 404+44.71'SE' | 15.00 RT | 474625.623 | 650006.528 |
| 619 | 402+86.86'SE' | 66.77 RT | 474546.809 | 649970.045 |
| 620 | 1646+71.40'NB' | 0.00 RT | 474532.307 | 649888.063 |
| 621 | 402+80.07'SE' | 7.47 RT | 474531.586 | 649912.330 |
| 622 | 402+72.43'SE' | 9.53 RT | 474524.326 | 649915.472 |

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN DETAILS | SHEET 25 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-021201_PD.DWG
LAYOUT NAME - 06

PLOT DATE : 10/22/2025 1:27 PM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 235 | 202+26.90'NW' | 15.00 RT | 474735.029 | 649771.526 |
| 236 | 201+43.40'NW' | 21.22 RT | 474769.734 | 649838.371 |
| 237 | 200+86.37'NW' | 17.23 RT | 474804.380 | 649861.337 |
| 238 | 200+62.19'NW' | 14.68 RT | 474823.425 | 649862.999 |
| 239 | 200+55.81'NW' | 64.32 RT | 474818.169 | 649813.276 |
| 318 | 202+71.01'NW' | 202.65 RT | 474916.757 | 649719.606 |
| 319 | 200+46.60'NW' | 80.93 RT | 474823.409 | 649795.013 |
| 700 | 200+51.42'NW' | 13.38 RT | 474833.920 | 649861.917 |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 701 | 200+39.59'NW' | 9.16 RT | 474846.390 | 649863.363 |
| 702 | 200+38.01'NW' | 3.16 RT | 474849.289 | 649868.852 |
| 703 | 1649+14.03'SB' | 4.00 RT | 474767.391 | 649892.035 |
| 710 | 1651+46.35'SB' | 42.00 LT | 474998.108 | 649833.264 |
| 711 | 1652+19.41'SB' | 42.00 LT | 475072.353 | 649833.423 |
| 713 | 200+55.02'NW' | 15.40 LT | 474836.893 | 649890.764 |
| 716 | 1651+15.08'SB' | 0.00 RT | 474967.729 | 649876.417 |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 324 | 102+07.88'NE' | 204.00 RT | 474858.630 | 650126.963 |
| 415 | 101+64.45'NE' | 17.35 RT | 474747.364 | 649974.185 |
| 416 | 101+38.73'NE' | 19.92 RT | 474730.986 | 649988.179 |
| 704 | 1649+13.60'NB' | 6.00 LT | 474767.560 | 649914.181 |
| 705 | 102+08.32'NE' | 15.00 RT | 474783.982 | 649953.329 |
| 706 | 102+62.08'NE' | 13.04 RT | 474830.845 | 649936.621 |

| STATION & OFFSET TABLE | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 707 | 102+72.00'NE' | 9.68 RT | 474840.234 | 649931.976 |
| 708 | 102+75.75'NE' | 3.00 RT | 474843.075 | 649924.865 |
| 709 | 1651+46.79'NB' | 5.00 LT | 474999.319 | 649882.249 |
| 712 | 1651+08.13'NB' | 186.13 RT | 474978.450 | 650076.129 |
| 714 | 102+57.87'NE' | 15.65 LT | 474822.891 | 649908.733 |
| 715 | 1650+45.02'NB' | 412.00 RT | 474936.438 | 650306.857 |

END CONSTRUCTION
STA 1653+70.40'NB'

CTH A

## LEGEND

| | |
|---|---|
| HMA-7 | 7-INCH HMA PAVEMENT |
| AP-7 | 7-INCH ASPHALTIC SURFACE (SEE CONSTRUCTION DETAILS) |
| TRUCK | CONCRETE TRUCK APRON 12-INCH (COLORED) |
| BAD-DR | BASE AGGREGATE DENSE 3/4-INCH DRIVEWAY (6-INCH) |
| HMA-DR | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (3-INCH) |
| CONC-DR | CONCRETE DRIVEWAY 6-INCH |
| CG-18AR | CONCRETE CURB & GUTTER 18-INCH TYPE A |
| CG-30D | CONCRETE CURB & GUTTER 30-INCH TYPE D |
| CG-36A | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A |
| CG-36D | CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D |
| CG-30R | CONCRETE GURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R |
| NOSE-1 | CONCRETE MEDIAN SLOPE NOSE TYPE 1 |
| NOSE-2 | CONCRETE MEDIAN SLOPE NOSE TYPE 2 |
| WALK-4 | CONCRETE SIDEWALK 4-INCH |
| WALK-5 | CONCRETE SIDEWALK 5-INCH |
| FLUME | ASPHALTIC FLUME |
| SAW-C | SAWING CONCRETE |
| SHLDR | BASE AGGREGATE DENSE 3/4-INCH |
| | CURB RAMP DETECTABLE WARNING FIELD |
| XXXXX | SAWING ASPHALT |

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN DETAILS | SHEET 26 | E |
|---|---|---|---|---|---|

2

N

GUY

STH 73/80

602'EB'

MATCH EXISTING ELEVATION

603'EB'

604'EB'

605'EB'

606'EB'

607'EB'

STH 73/80

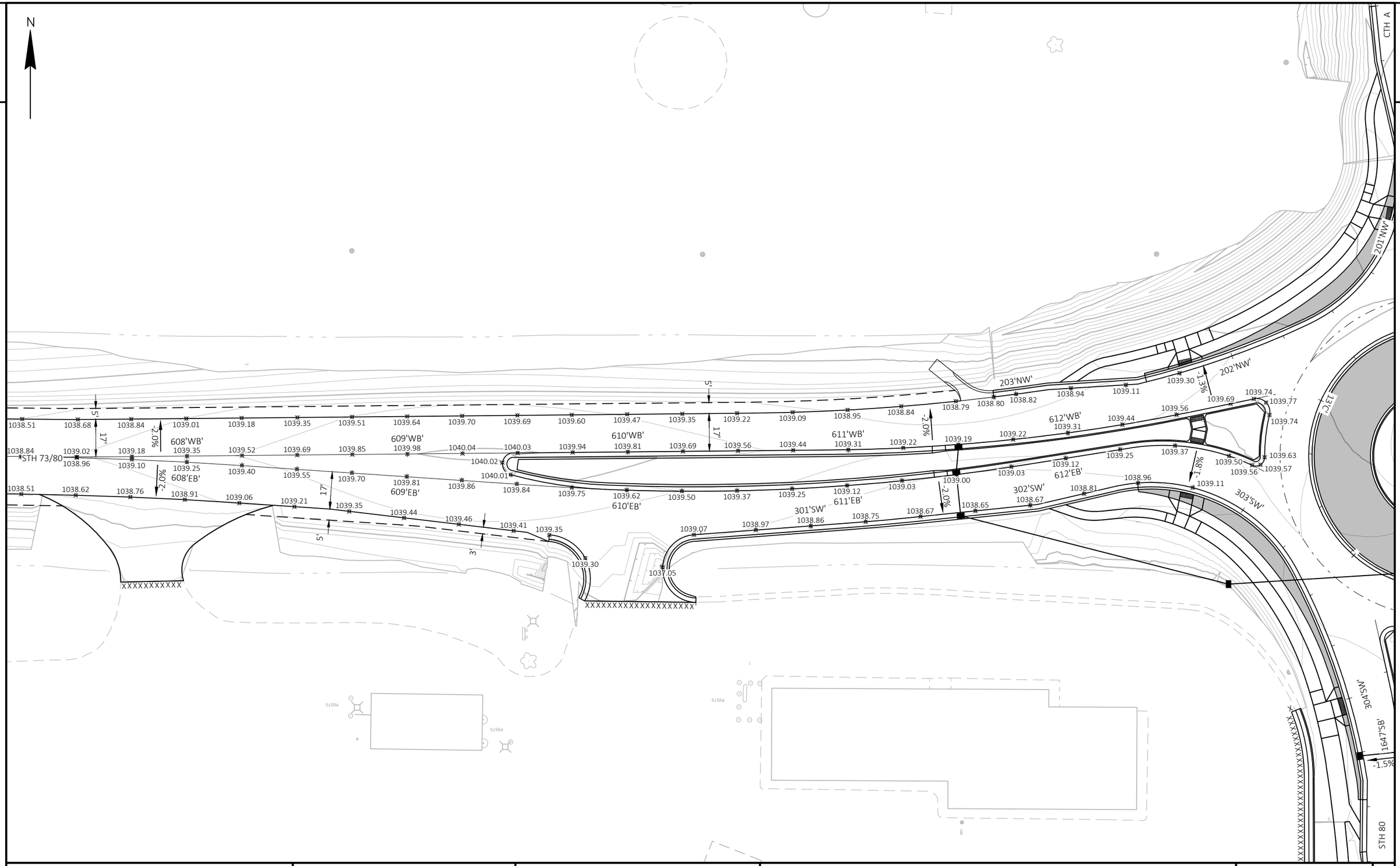
| | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1038.88 | 1038.82 | -2.0% | 1038.77 | 1038.72 | 1038.67 | 1038.63 | 1038.58 | 1038.53 | 1038.49 | 1038.44 | 5' | 1038.39 | 1038.34 | 1038.31 | 1038.30 | 1038.31 | 1038.35 | -2.0% | 1038.42 | 1038.51 | | | |
| 1039.20 | 1039.15 | | 1039.11 | 1039.06 | 1039.01 | 1038.97 | 1038.92 | 1038.87 | 1038.83 | 1038.78 | 17' | 1038.73 | 1038.68 | 1038.65 | 1038.64 | 1038.65 | 1038.69 | | 1038.76 | 1038.84 | | | |
| 1038.85 | 1038.81 | -2.0% | 1038.77 | 1038.72 | 1038.67 | 1038.63 | 1038.58 | 1038.53 | 1038.49 | 1038.44 | 17' | 1038.39 | 1038.34 | 1038.31 | 1038.30 | 1038.31 | 1038.35 | -2.0% | 1038.42 | 1038.51 | | | |
| | | | | | | | | | | | 5' | | | | | | | | | | | | |

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PAVING GRADES | SHEET 27 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-021202_PD - GRADES.DWG
LAYOUT NAME - 01

PLOT DATE : 10/22/2025 1:46 PM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PAVING GRADES | SHEET 28 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-021202_PD - GRADES.DWG
LAYOUT NAME - 02

PLOT DATE : 10/22/2025 1:46 PM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

CTH A

STH 73/80

STH 73

STH 80

615'WB'

615'EB'

202'NW'

101'NE'

303'SW'

404'SE'

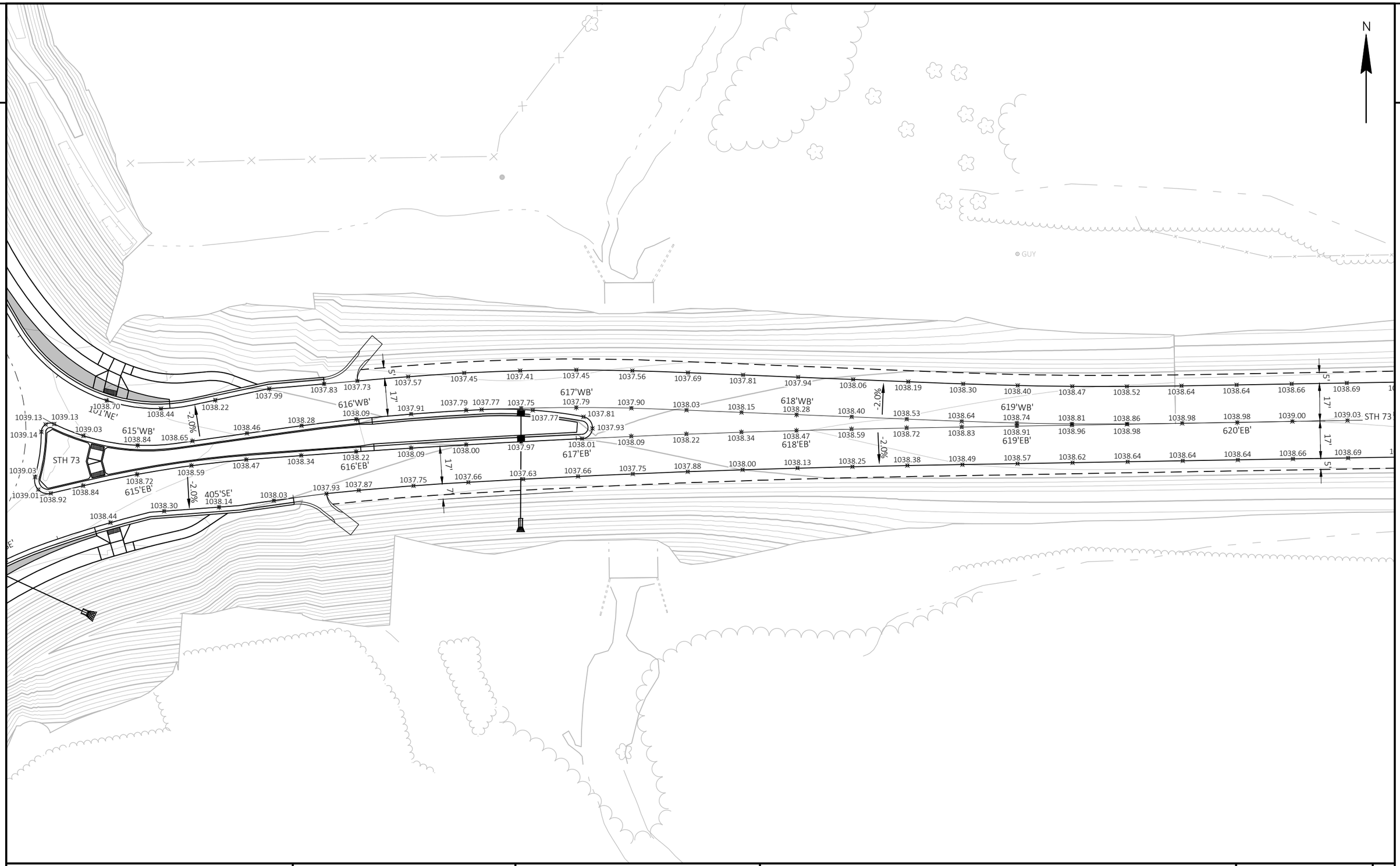
HIGH POINT

LOW POINT

1039.71
1039.71
1039.51
1039.91
1040.03
1039.90
1039.22
1039.72
1039.36
1039.70
1039.84
1040.04
1039.52
1039.85
1039.53
1039.23
1039.34
1039.93
1039.74
1040.21
1040.36
1039.93
1038.96
1039.35
1039.15
1039.64
1039.74
1039.55
1040.06
1038.97
1039.16
1039.30
1039.36
1039.56
1039.68
1039.32
1038.80
1039.28
1039.17
1038.99
1039.37
1038.7-
1038.56
1038.97
1038.80
1038.69
1038.93
1039.12
1039.17
1039.00
1038.78
1038.67
1039.26

20'
-1.5%
-1.0%
-2.8%
-2.3%
-1.7%
13'C'
11'C'
25.5'

2




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PAVING GRADES | SHEET 30 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-021202_PD - GRADES.DWG
LAYOUT NAME - 04

PLOT DATE : 10/22/2025 1:46 PM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

1038.69 1038.73 1038.79 1038.87 1038.96 1039.07 1039.20 1039.34 1039.47 1039.61 1039.74 1039.88 1040.01 1040.15 1040.27 1040.37 1040.44 1040.52

-2.0%

5'

17'

1039.03 1039.07 1039.13 1039.21 1039.30 1039.41 1039.54 1039.68 1039.81 1039.95 1040.08 1040.22 1040.35 1040.49 1040.62 1040.75 1040.85 1040.96

STH 73

621'EB'

622'EB'

623'EB'

624'EB'

625'EB'

626'EB'

MATCH EXISTING ELEVATION

STH 73

-2.0%

17'

1038.69 1038.73 1038.79 1038.87 1038.96 1039.07 1039.20 1039.34 1039.47 1039.61 1039.74 1039.88 1040.01 1040.15 1040.28 1040.41 1040.51 1040.62

-2.0%

5'

POST

GUY

GUY

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PAVING GRADES | SHEET 31 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-021202_PD - GRADES.DWG
LAYOUT NAME - 05

PLOT DATE : 10/22/2025 1:47 PM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

CEMETERY

SIGN

MATCH EXISTING ELEVATION

STH 80

1642'NB'

1643'NB'

1644'SB'

1644'NB'

1645'SB'

1645'NB'

1646'SB'

1646'NB'

1647'SB'

1647'NB'

307'SW'

306'SW'

305'SW'

304'SW'

401'SE'

402'SE'

403'SE'

404'SE'

STH 80

-2.0%

-2.0%

1.6'

1.6'

-1.5%

-1.4%

5%

1040.18 1040.07 1040.15 1040.14 1040.05 1039.88 1039.66 1039.47 1039.43 1039.20 1038.97 1038.73 1038.59 1038.65 1038.80

1040.44 1040.47 1040.43 1040.30 1040.10 1039.87 1039.64 1039.41 1039.18 1038.99 1038.89 1038.88 1038.98 1039.04 1039.17

1040.30 1040.36 1040.36 1040.29 1040.14 1039.94 1039.71 1039.48 1039.25 1039.02 1038.95 1038.86 1038.82 1038.73 1038.72 1038.71 1038.81 1038.87 1039.04

1040.02 1040.05 1040.00 1039.89 1039.70 1039.47 1039.25 1039.02 1038.79 1038.55 1038.41 1038.39 1038.53 1038.94 1039.06

1039.27 1039.14

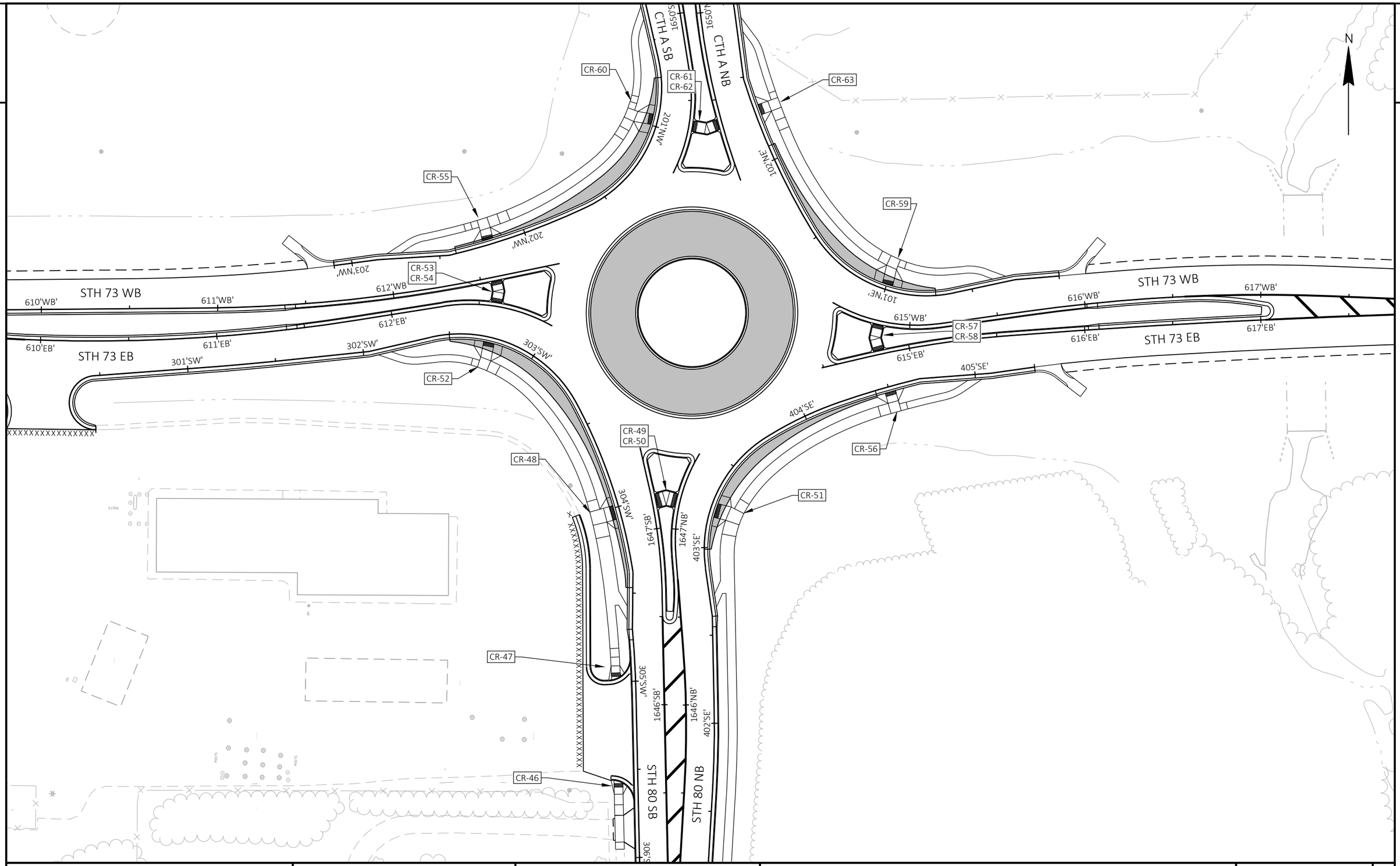
2

N

201'NW'

1039.24 1039.83 1039.86 1039.75 1039.74 1039.52 1039.35 1039.62 1039.79 1039.25 1038.87 1038.97 1038.48 1038.87 1038.76 1038.35 1038.60 1038.50 1038.22 1038.05 1037.94 1037.60 1037.44 1037.24 1037.68 1037.85 1037.53 1037.31 1037.58 1037.80 1038.12 1037.29 1037.19 1036.97 1037.21 1037.30 1037.54 1037.42 1037.67 1037.56 1037.46 1037.45 1037.47 1037.13 1037.12 1037.22 1037.42 1037.72 1038.13 1038.60 1039.06 1039.52 1039.99 1040.46 1040.79 1040.32 1039.86 1039.78 1039.29 1038.80 1038.31 1037.87 1038.06 1037.76 1037.76 1038.47 1038.94 1039.40 1039.86 1039.45 1039.94 1040.44 1038.95 1038.46 1037.97 1037.53 1037.20 1036.98 1036.87 1036.87 1037.21 1037.21 1037.45 1037.46 1037.56 1037.67 1037.42 1037.54 1037.87 1038.06

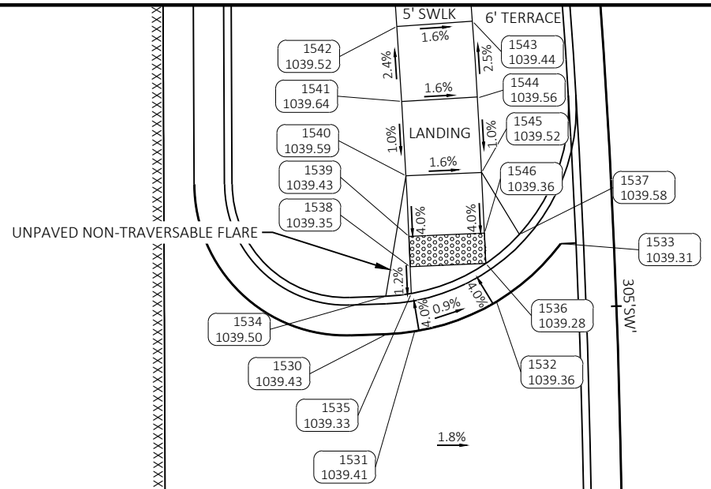
2




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 34 | E |
|---|---|---|---|---|---|

2

**CR-47**
TYPE 4B1 RAMP




UNPAVED NON-TRAVERSABLE FLARE

CENEX DWY

305'SW'

1646'SB'

1646'NB'

402'SE'

STH 80 SB

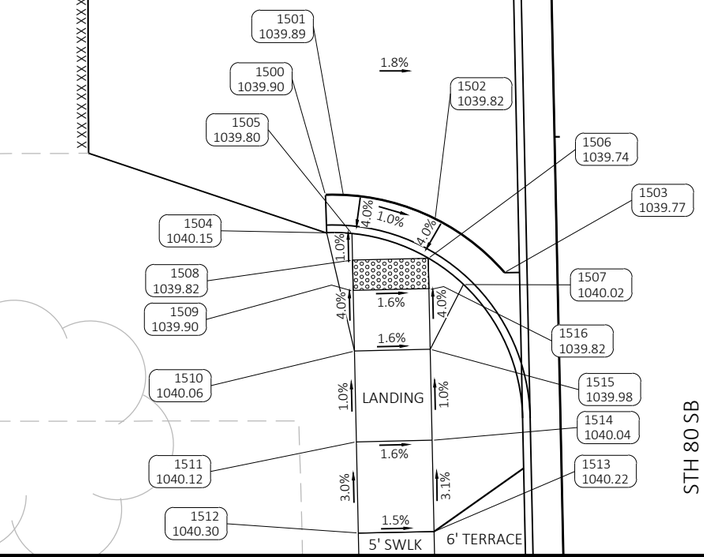
STH 80 NB

| CENEX DRIVEWAY (NORTH) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1530 | 305+01.32 'SW' | 15.19' RT | 1039.43 | 474472.71 | 649849.03 |
| 1531 | 305+01.11 'SW' | 13.34' RT | 1039.41 | 474472.98 | 649850.87 |
| 1532 | 304+99.31 'SW' | 7.93' RT | 1039.36 | 474474.94 | 649856.21 |
| 1533 | 304+95.72 'SW' | 3.50' RT | 1039.31 | 474478.67 | 649860.50 |
| 1534 | 304+98.76 'SW' | 15.19' RT | 1039.50 | 474475.21 | 649848.94 |
| 1535 | 304+98.65 'SW' | 13.50' RT | 1039.33 | 474475.38 | 649850.62 |
| 1536 | 304+96.83 'SW' | 8.50' RT | 1039.28 | 474477.36 | 649855.55 |
| 1537 | 304+94.98 'SW' | 6.21' RT | 1039.58 | 474479.28 | 649857.76 |
| 1538 | 304+96.83 'SW' | 13.50' RT | 1039.35 | 474477.15 | 649850.55 |
| 1539 | 304+94.79 'SW' | 13.50' RT | 1039.43 | 474479.15 | 649850.47 |
| 1540 | 304+90.70 'SW' | 13.48' RT | 1039.59 | 474483.14 | 649850.29 |
| 1541 | 304+85.67 'SW' | 13.50' RT | 1039.64 | 474488.05 | 649850.00 |
| 1542 | 304+80.59 'SW' | 13.50' RT | 1039.52 | 474493.00 | 649849.68 |
| 1543 | 304+80.59 'SW' | 8.50' RT | 1039.44 | 474493.34 | 649854.67 |
| 1544 | 304+85.73 'SW' | 8.50' RT | 1039.56 | 474488.29 | 649854.99 |
| 1545 | 304+90.74 'SW' | 8.50' RT | 1039.52 | 474483.36 | 649855.27 |
| 1546 | 304+94.80 'SW' | 8.50' RT | 1039.36 | 474479.36 | 649855.46 |

N

2

**CR-46**
TYPE 4B1 RAMP




| CENEX DRIVEWAY (SOUTH) | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1500 | 305+53.52 'SW' | 15.19' RT | 1039.90 | 474420.72 | 649850.18 |
| 1501 | 305+53.59 'SW' | 14.00' RT | 1039.89 | 474420.68 | 649851.37 |
| 1502 | 305+55.27 'SW' | 8.00' RT | 1039.82 | 474419.12 | 649857.41 |
| 1503 | 305+58.89 'SW' | 3.50' RT | 1039.77 | 474415.60 | 649861.98 |
| 1504 | 305+56.02 'SW' | 15.16' RT | 1040.15 | 474418.22 | 649850.26 |
| 1505 | 305+56.11 'SW' | 13.50' RT | 1039.80 | 474418.16 | 649851.92 |
| 1506 | 305+57.84 'SW' | 8.50' RT | 1039.74 | 474416.54 | 649856.96 |
| 1507 | 305+59.62 'SW' | 6.22' RT | 1040.02 | 474414.80 | 649859.28 |
| 1508 | 305+57.84 'SW' | 13.50' RT | 1039.82 | 474416.43 | 649851.96 |
| 1509 | 305+59.84 'SW' | 13.50' RT | 1039.90 | 474414.43 | 649852.00 |
| 1510 | 305+63.84 'SW' | 13.50' RT | 1040.06 | 474410.43 | 649852.09 |
| 1511 | 305+69.84 'SW' | 13.50' RT | 1040.12 | 474404.43 | 649852.21 |
| 1512 | 305+75.86 'SW' | 13.50' RT | 1040.30 | 474398.41 | 649852.34 |
| 1513 | 305+75.86 'SW' | 8.50' RT | 1040.22 | 474398.52 | 649857.34 |
| 1514 | 305+69.84 'SW' | 8.50' RT | 1040.04 | 474404.54 | 649857.21 |
| 1515 | 305+63.84 'SW' | 8.50' RT | 1039.98 | 474410.54 | 649857.09 |
| 1516 | 305+59.84 'SW' | 8.50' RT | 1039.82 | 474414.54 | 649857.00 |

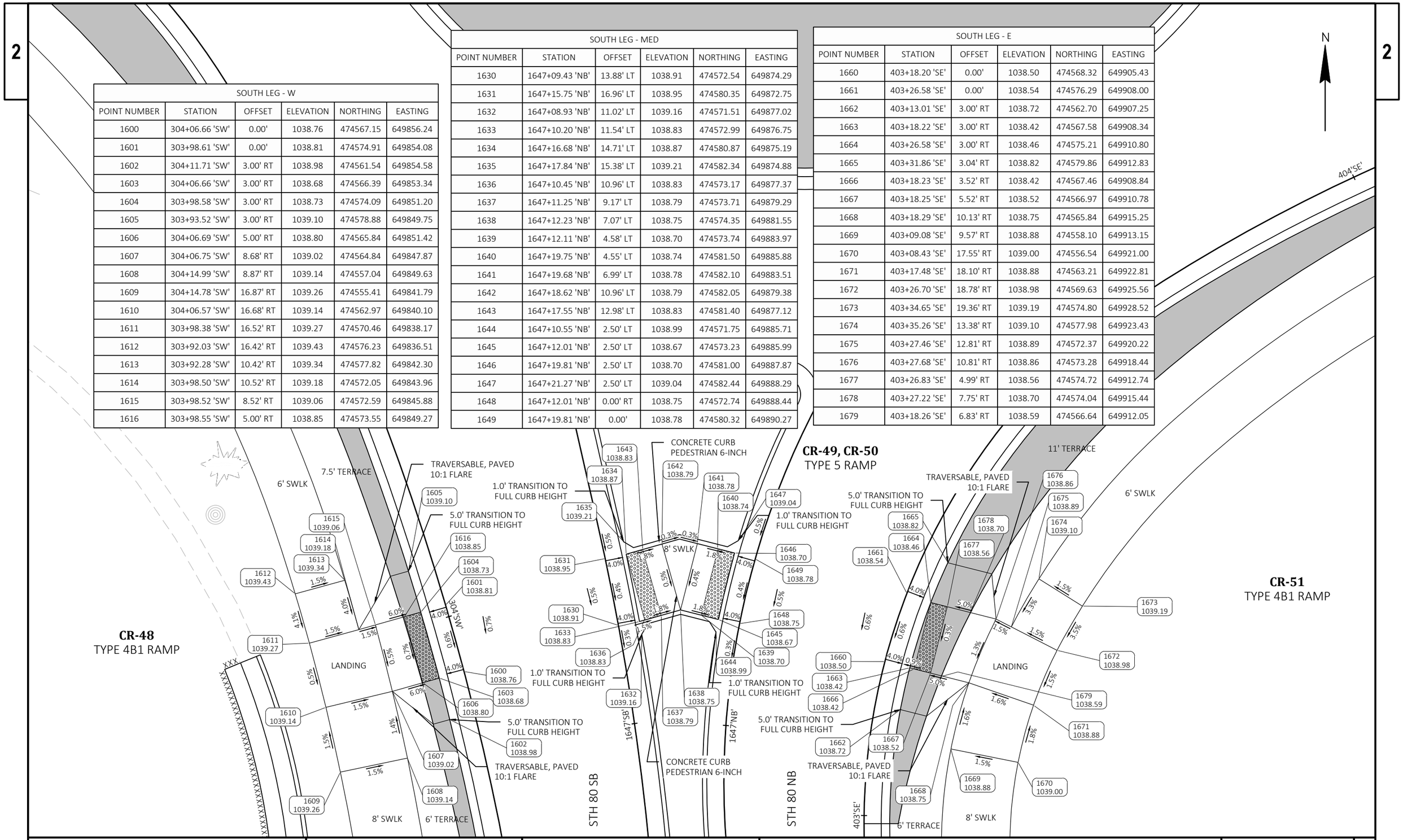
FILLER CAP

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 35 | E |
|---|---|---|---|---|---|

| SOUTH LEG - W | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1600 | 304+06.66 'SW' | 0.00' | 1038.76 | 474567.15 | 649856.24 |
| 1601 | 303+98.61 'SW' | 0.00' | 1038.81 | 474574.91 | 649854.08 |
| 1602 | 304+11.71 'SW' | 3.00' RT | 1038.98 | 474561.54 | 649854.58 |
| 1603 | 304+06.66 'SW' | 3.00' RT | 1038.68 | 474566.39 | 649853.34 |
| 1604 | 303+98.58 'SW' | 3.00' RT | 1038.73 | 474574.09 | 649851.20 |
| 1605 | 303+93.52 'SW' | 3.00' RT | 1039.10 | 474578.88 | 649849.75 |
| 1606 | 304+06.69 'SW' | 5.00' RT | 1038.80 | 474565.84 | 649851.42 |
| 1607 | 304+06.75 'SW' | 8.68' RT | 1039.02 | 474564.84 | 649847.87 |
| 1608 | 304+14.99 'SW' | 8.87' RT | 1039.14 | 474557.04 | 649849.63 |
| 1609 | 304+14.78 'SW' | 16.87' RT | 1039.26 | 474555.41 | 649841.79 |
| 1610 | 304+06.57 'SW' | 16.68' RT | 1039.14 | 474562.97 | 649840.10 |
| 1611 | 303+98.38 'SW' | 16.52' RT | 1039.27 | 474570.46 | 649838.17 |
| 1612 | 303+92.03 'SW' | 16.42' RT | 1039.43 | 474576.23 | 649836.51 |
| 1613 | 303+92.28 'SW' | 10.42' RT | 1039.34 | 474577.82 | 649842.30 |
| 1614 | 303+98.50 'SW' | 10.52' RT | 1039.18 | 474572.05 | 649843.96 |
| 1615 | 303+98.52 'SW' | 8.52' RT | 1039.06 | 474572.59 | 649845.88 |
| 1616 | 303+98.55 'SW' | 5.00' RT | 1038.85 | 474573.55 | 649849.27 |

| SOUTH LEG - MED | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1630 | 1647+09.43 'NB' | 13.88' LT | 1038.91 | 474572.54 | 649874.29 |
| 1631 | 1647+15.75 'NB' | 16.96' LT | 1038.95 | 474580.35 | 649872.75 |
| 1632 | 1647+08.93 'NB' | 11.02' LT | 1039.16 | 474571.51 | 649877.02 |
| 1633 | 1647+10.20 'NB' | 11.54' LT | 1038.83 | 474572.99 | 649876.75 |
| 1634 | 1647+16.68 'NB' | 14.71' LT | 1038.87 | 474580.87 | 649875.19 |
| 1635 | 1647+17.84 'NB' | 15.38' LT | 1039.21 | 474582.34 | 649874.88 |
| 1636 | 1647+10.45 'NB' | 10.96' LT | 1038.83 | 474573.17 | 649877.37 |
| 1637 | 1647+11.25 'NB' | 9.17' LT | 1038.79 | 474573.71 | 649879.29 |
| 1638 | 1647+12.23 'NB' | 7.07' LT | 1038.75 | 474574.35 | 649881.55 |
| 1639 | 1647+12.11 'NB' | 4.58' LT | 1038.70 | 474573.74 | 649883.97 |
| 1640 | 1647+19.75 'NB' | 4.55' LT | 1038.74 | 474581.50 | 649885.88 |
| 1641 | 1647+19.68 'NB' | 6.99' LT | 1038.78 | 474582.10 | 649883.51 |
| 1642 | 1647+18.62 'NB' | 10.96' LT | 1038.79 | 474582.05 | 649879.38 |
| 1643 | 1647+17.55 'NB' | 12.98' LT | 1038.83 | 474581.40 | 649877.12 |
| 1644 | 1647+10.55 'NB' | 2.50' LT | 1038.99 | 474571.75 | 649885.71 |
| 1645 | 1647+12.01 'NB' | 2.50' LT | 1038.67 | 474573.23 | 649885.99 |
| 1646 | 1647+19.81 'NB' | 2.50' LT | 1038.70 | 474581.00 | 649887.87 |
| 1647 | 1647+21.27 'NB' | 2.50' LT | 1039.04 | 474582.44 | 649888.29 |
| 1648 | 1647+12.01 'NB' | 0.00' RT | 1038.75 | 474572.74 | 649888.44 |
| 1649 | 1647+19.81 'NB' | 0.00' | 1038.78 | 474580.32 | 649890.27 |

| SOUTH LEG - E | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1660 | 403+18.20 'SE' | 0.00' | 1038.50 | 474568.32 | 649905.43 |
| 1661 | 403+26.58 'SE' | 0.00' | 1038.54 | 474576.29 | 649908.00 |
| 1662 | 403+13.01 'SE' | 3.00' RT | 1038.72 | 474562.70 | 649907.25 |
| 1663 | 403+18.22 'SE' | 3.00' RT | 1038.42 | 474567.58 | 649908.34 |
| 1664 | 403+26.58 'SE' | 3.00' RT | 1038.46 | 474575.21 | 649910.80 |
| 1665 | 403+31.86 'SE' | 3.04' RT | 1038.82 | 474579.86 | 649912.83 |
| 1666 | 403+18.23 'SE' | 3.52' RT | 1038.42 | 474567.46 | 649908.84 |
| 1667 | 403+18.25 'SE' | 5.52' RT | 1038.52 | 474566.97 | 649910.78 |
| 1668 | 403+18.29 'SE' | 10.13' RT | 1038.75 | 474565.84 | 649915.25 |
| 1669 | 403+09.08 'SE' | 9.57' RT | 1038.88 | 474558.10 | 649913.15 |
| 1670 | 403+08.43 'SE' | 17.55' RT | 1039.00 | 474556.54 | 649921.00 |
| 1671 | 403+17.48 'SE' | 18.10' RT | 1038.88 | 474563.21 | 649922.81 |
| 1672 | 403+26.70 'SE' | 18.78' RT | 1038.98 | 474569.63 | 649925.56 |
| 1673 | 403+34.65 'SE' | 19.36' RT | 1039.19 | 474574.80 | 649928.52 |
| 1674 | 403+35.26 'SE' | 13.38' RT | 1039.10 | 474577.98 | 649923.43 |
| 1675 | 403+27.46 'SE' | 12.81' RT | 1038.89 | 474572.37 | 649920.22 |
| 1676 | 403+27.68 'SE' | 10.81' RT | 1038.86 | 474573.28 | 649918.44 |
| 1677 | 403+26.83 'SE' | 4.99' RT | 1038.56 | 474574.72 | 649912.74 |
| 1678 | 403+27.22 'SE' | 7.75' RT | 1038.70 | 474574.04 | 649915.44 |
| 1679 | 403+18.26 'SE' | 6.83' RT | 1038.59 | 474566.64 | 649912.05 |




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 36 | E |
|---|---|---|---|---|---|


FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-021301-CR.DWG
LAYOUT NAME - 02
PLOT DATE : 10/22/2025 2:36 PM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

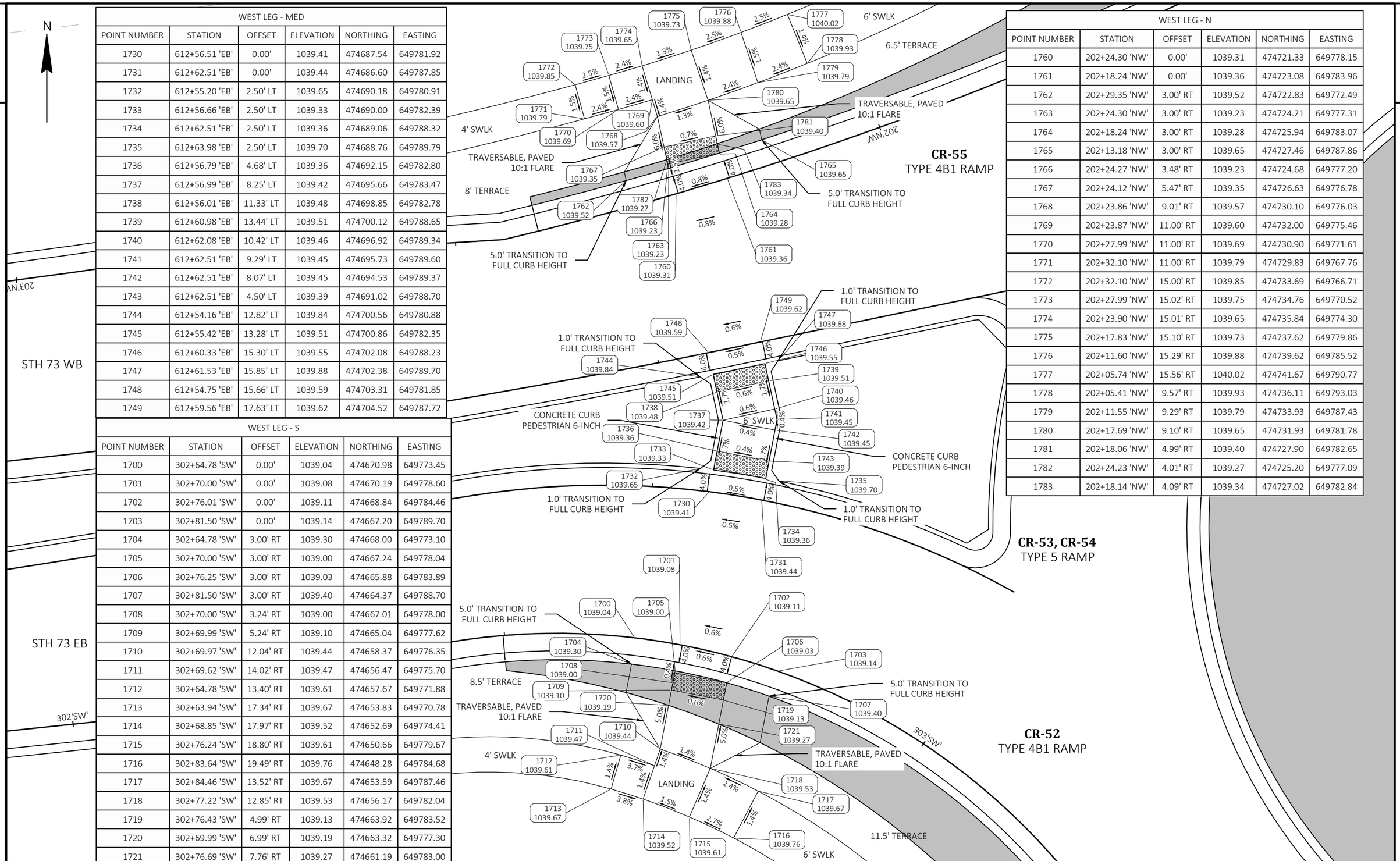
2

N

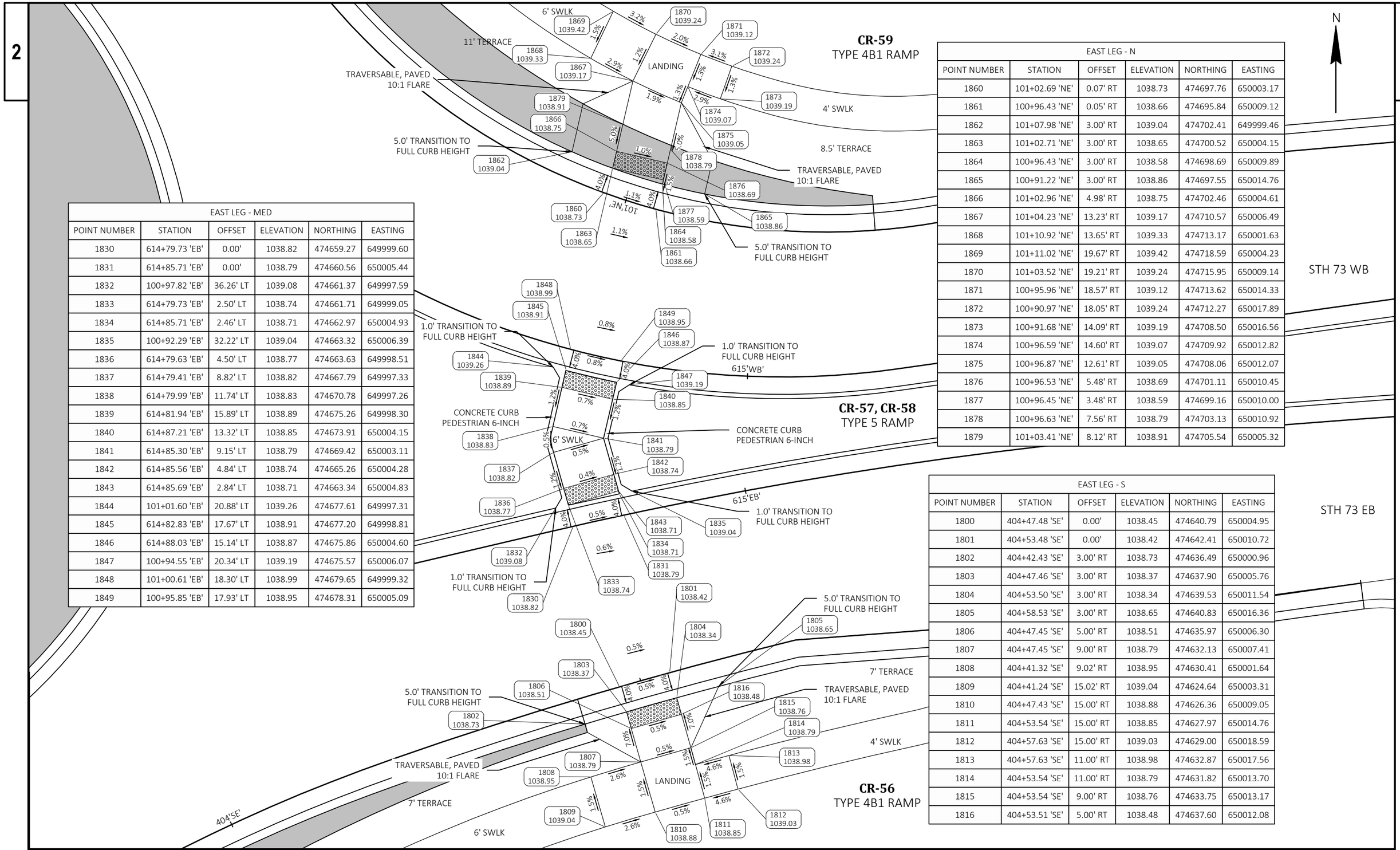
| WEST LEG - MED | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1730 | 612+56.51 'EB' | 0.00' | 1039.41 | 474687.54 | 649781.92 |
| 1731 | 612+62.51 'EB' | 0.00' | 1039.44 | 474686.60 | 649787.85 |
| 1732 | 612+55.20 'EB' | 2.50' LT | 1039.65 | 474690.18 | 649780.91 |
| 1733 | 612+56.66 'EB' | 2.50' LT | 1039.33 | 474690.00 | 649782.39 |
| 1734 | 612+62.51 'EB' | 2.50' LT | 1039.36 | 474689.06 | 649788.32 |
| 1735 | 612+63.98 'EB' | 2.50' LT | 1039.70 | 474688.76 | 649789.79 |
| 1736 | 612+56.79 'EB' | 4.68' LT | 1039.36 | 474692.15 | 649782.80 |
| 1737 | 612+56.99 'EB' | 8.25' LT | 1039.42 | 474695.66 | 649783.47 |
| 1738 | 612+56.01 'EB' | 11.33' LT | 1039.48 | 474698.85 | 649782.78 |
| 1739 | 612+60.98 'EB' | 13.44' LT | 1039.51 | 474700.12 | 649788.65 |
| 1740 | 612+62.08 'EB' | 10.42' LT | 1039.46 | 474696.92 | 649789.34 |
| 1741 | 612+62.51 'EB' | 9.29' LT | 1039.45 | 474695.73 | 649789.60 |
| 1742 | 612+62.51 'EB' | 8.07' LT | 1039.45 | 474694.53 | 649789.37 |
| 1743 | 612+62.51 'EB' | 4.50' LT | 1039.39 | 474691.02 | 649788.70 |
| 1744 | 612+54.16 'EB' | 12.82' LT | 1039.84 | 474700.56 | 649780.88 |
| 1745 | 612+55.42 'EB' | 13.28' LT | 1039.51 | 474700.86 | 649782.35 |
| 1746 | 612+60.33 'EB' | 15.30' LT | 1039.55 | 474702.08 | 649788.23 |
| 1747 | 612+61.53 'EB' | 15.85' LT | 1039.88 | 474702.38 | 649789.70 |
| 1748 | 612+54.75 'EB' | 15.66' LT | 1039.59 | 474703.31 | 649781.85 |
| 1749 | 612+59.56 'EB' | 17.63' LT | 1039.62 | 474704.52 | 649787.72 |

| WEST LEG - S | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1700 | 302+64.78 'SW' | 0.00' | 1039.04 | 474670.98 | 649773.45 |
| 1701 | 302+70.00 'SW' | 0.00' | 1039.08 | 474670.19 | 649778.60 |
| 1702 | 302+76.01 'SW' | 0.00' | 1039.11 | 474668.84 | 649784.46 |
| 1703 | 302+81.50 'SW' | 0.00' | 1039.14 | 474667.20 | 649789.70 |
| 1704 | 302+64.78 'SW' | 3.00' RT | 1039.30 | 474668.00 | 649773.10 |
| 1705 | 302+70.00 'SW' | 3.00' RT | 1039.00 | 474667.24 | 649778.04 |
| 1706 | 302+76.25 'SW' | 3.00' RT | 1039.03 | 474665.88 | 649783.89 |
| 1707 | 302+81.50 'SW' | 3.00' RT | 1039.40 | 474664.37 | 649788.70 |
| 1708 | 302+70.00 'SW' | 3.24' RT | 1039.00 | 474667.01 | 649778.00 |
| 1709 | 302+69.99 'SW' | 5.24' RT | 1039.10 | 474665.04 | 649777.62 |
| 1710 | 302+69.97 'SW' | 12.04' RT | 1039.44 | 474658.37 | 649776.35 |
| 1711 | 302+69.62 'SW' | 14.02' RT | 1039.47 | 474656.47 | 649775.70 |
| 1712 | 302+64.78 'SW' | 13.40' RT | 1039.61 | 474657.67 | 649771.88 |
| 1713 | 302+63.94 'SW' | 17.34' RT | 1039.67 | 474653.83 | 649770.78 |
| 1714 | 302+68.85 'SW' | 17.97' RT | 1039.52 | 474652.69 | 649774.41 |
| 1715 | 302+76.24 'SW' | 18.80' RT | 1039.61 | 474650.66 | 649779.67 |
| 1716 | 302+83.64 'SW' | 19.49' RT | 1039.76 | 474648.28 | 649784.68 |
| 1717 | 302+84.46 'SW' | 13.52' RT | 1039.67 | 474653.59 | 649787.46 |
| 1718 | 302+77.22 'SW' | 12.85' RT | 1039.53 | 474656.17 | 649782.04 |
| 1719 | 302+76.43 'SW' | 4.99' RT | 1039.13 | 474663.92 | 649783.52 |
| 1720 | 302+69.99 'SW' | 6.99' RT | 1039.19 | 474663.32 | 649777.30 |
| 1721 | 302+76.69 'SW' | 7.76' RT | 1039.27 | 474661.19 | 649783.00 |

| WEST LEG - N | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1760 | 202+24.30 'NW' | 0.00' | 1039.31 | 474721.33 | 649778.15 |
| 1761 | 202+18.24 'NW' | 0.00' | 1039.36 | 474723.08 | 649783.96 |
| 1762 | 202+29.35 'NW' | 3.00' RT | 1039.52 | 474722.83 | 649772.49 |
| 1763 | 202+24.30 'NW' | 3.00' RT | 1039.23 | 474724.21 | 649777.31 |
| 1764 | 202+18.24 'NW' | 3.00' RT | 1039.28 | 474725.94 | 649783.07 |
| 1765 | 202+13.18 'NW' | 3.00' RT | 1039.65 | 474727.46 | 649787.86 |
| 1766 | 202+24.27 'NW' | 3.48' RT | 1039.23 | 474724.68 | 649777.20 |
| 1767 | 202+24.12 'NW' | 5.47' RT | 1039.35 | 474726.63 | 649776.78 |
| 1768 | 202+23.86 'NW' | 9.01' RT | 1039.57 | 474730.10 | 649776.03 |
| 1769 | 202+23.87 'NW' | 11.00' RT | 1039.60 | 474732.00 | 649775.46 |
| 1770 | 202+27.99 'NW' | 11.00' RT | 1039.69 | 474730.90 | 649771.61 |
| 1771 | 202+32.10 'NW' | 11.00' RT | 1039.79 | 474729.83 | 649767.76 |
| 1772 | 202+32.10 'NW' | 15.00' RT | 1039.85 | 474733.69 | 649766.71 |
| 1773 | 202+27.99 'NW' | 15.02' RT | 1039.75 | 474734.76 | 649770.52 |
| 1774 | 202+23.90 'NW' | 15.01' RT | 1039.65 | 474735.84 | 649774.30 |
| 1775 | 202+17.83 'NW' | 15.10' RT | 1039.73 | 474737.62 | 649779.86 |
| 1776 | 202+11.60 'NW' | 15.29' RT | 1039.88 | 474739.62 | 649785.52 |
| 1777 | 202+05.74 'NW' | 15.56' RT | 1040.02 | 474741.67 | 649790.77 |
| 1778 | 202+05.41 'NW' | 9.57' RT | 1039.93 | 474736.11 | 649793.03 |
| 1779 | 202+11.55 'NW' | 9.29' RT | 1039.79 | 474733.93 | 649787.43 |
| 1780 | 202+17.69 'NW' | 9.10' RT | 1039.65 | 474731.93 | 649781.78 |
| 1781 | 202+18.06 'NW' | 4.99' RT | 1039.40 | 474727.90 | 649782.65 |
| 1782 | 202+24.23 'NW' | 4.01' RT | 1039.27 | 474725.20 | 649777.09 |
| 1783 | 202+18.14 'NW' | 4.09' RT | 1039.34 | 474727.02 | 649782.84 |




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 37 | E |
|---|---|---|---|---|---|




| EAST LEG - MED | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1830 | 614+79.73 'EB' | 0.00' | 1038.82 | 474659.27 | 649999.60 |
| 1831 | 614+85.71 'EB' | 0.00' | 1038.79 | 474660.56 | 650005.44 |
| 1832 | 100+97.82 'EB' | 36.26' LT | 1039.08 | 474661.37 | 649997.59 |
| 1833 | 614+79.73 'EB' | 2.50' LT | 1038.74 | 474661.71 | 649999.05 |
| 1834 | 614+85.71 'EB' | 2.46' LT | 1038.71 | 474662.97 | 650004.93 |
| 1835 | 100+92.29 'EB' | 32.22' LT | 1039.04 | 474663.32 | 650006.39 |
| 1836 | 614+79.63 'EB' | 4.50' LT | 1038.77 | 474663.63 | 649998.51 |
| 1837 | 614+79.41 'EB' | 8.82' LT | 1038.82 | 474667.79 | 649997.33 |
| 1838 | 614+79.99 'EB' | 11.74' LT | 1038.83 | 474670.78 | 649997.26 |
| 1839 | 614+81.94 'EB' | 15.89' LT | 1038.89 | 474675.26 | 649998.30 |
| 1840 | 614+87.21 'EB' | 13.32' LT | 1038.85 | 474673.91 | 650004.15 |
| 1841 | 614+85.30 'EB' | 9.15' LT | 1038.79 | 474669.42 | 650003.11 |
| 1842 | 614+85.56 'EB' | 4.84' LT | 1038.74 | 474665.26 | 650004.28 |
| 1843 | 614+85.69 'EB' | 2.84' LT | 1038.71 | 474663.34 | 650004.83 |
| 1844 | 101+01.60 'EB' | 20.88' LT | 1039.26 | 474677.61 | 649997.31 |
| 1845 | 614+82.83 'EB' | 17.67' LT | 1038.91 | 474677.20 | 649998.81 |
| 1846 | 614+88.03 'EB' | 15.14' LT | 1038.87 | 474675.86 | 650004.60 |
| 1847 | 100+94.55 'EB' | 20.34' LT | 1039.19 | 474675.57 | 650006.07 |
| 1848 | 101+00.61 'EB' | 18.30' LT | 1038.99 | 474679.65 | 649999.32 |
| 1849 | 100+95.85 'EB' | 17.93' LT | 1038.95 | 474678.31 | 650005.09 |

| EAST LEG - N | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1860 | 101+02.69 'NE' | 0.07' RT | 1038.73 | 474697.76 | 650003.17 |
| 1861 | 100+96.43 'NE' | 0.05' RT | 1038.66 | 474695.84 | 650009.12 |
| 1862 | 101+07.98 'NE' | 3.00' RT | 1039.04 | 474702.41 | 649999.46 |
| 1863 | 101+02.71 'NE' | 3.00' RT | 1038.65 | 474700.52 | 650004.15 |
| 1864 | 100+96.43 'NE' | 3.00' RT | 1038.58 | 474698.69 | 650009.89 |
| 1865 | 100+91.22 'NE' | 3.00' RT | 1038.86 | 474697.55 | 650014.76 |
| 1866 | 101+02.96 'NE' | 4.98' RT | 1038.75 | 474702.46 | 650004.61 |
| 1867 | 101+04.23 'NE' | 13.23' RT | 1039.17 | 474710.57 | 650006.49 |
| 1868 | 101+10.92 'NE' | 13.65' RT | 1039.33 | 474713.17 | 650001.63 |
| 1869 | 101+11.02 'NE' | 19.67' RT | 1039.42 | 474718.59 | 650004.23 |
| 1870 | 101+03.52 'NE' | 19.21' RT | 1039.24 | 474715.95 | 650009.14 |
| 1871 | 100+95.96 'NE' | 18.57' RT | 1039.12 | 474713.62 | 650014.33 |
| 1872 | 100+90.97 'NE' | 18.05' RT | 1039.24 | 474712.27 | 650017.89 |
| 1873 | 100+91.68 'NE' | 14.09' RT | 1039.19 | 474708.50 | 650016.56 |
| 1874 | 100+96.59 'NE' | 14.60' RT | 1039.07 | 474709.92 | 650012.82 |
| 1875 | 100+96.87 'NE' | 12.61' RT | 1039.05 | 474708.06 | 650012.07 |
| 1876 | 100+96.53 'NE' | 5.48' RT | 1038.69 | 474701.11 | 650010.45 |
| 1877 | 100+96.45 'NE' | 3.48' RT | 1038.59 | 474699.16 | 650010.00 |
| 1878 | 100+96.63 'NE' | 7.56' RT | 1038.79 | 474703.13 | 650010.92 |
| 1879 | 101+03.41 'NE' | 8.12' RT | 1038.91 | 474705.54 | 650005.32 |

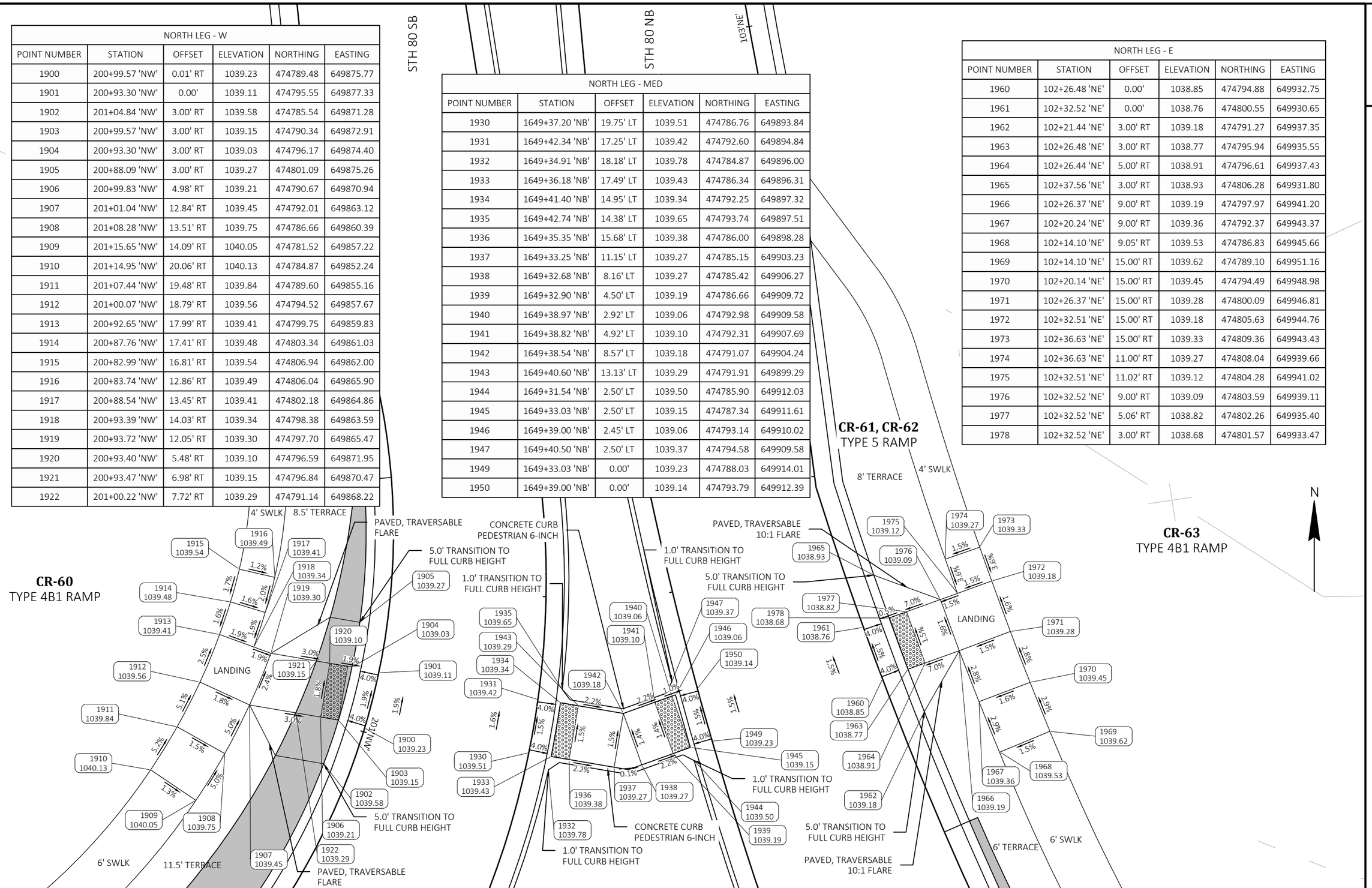
| EAST LEG - S | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1800 | 404+47.48 'SE' | 0.00' | 1038.45 | 474640.79 | 650004.95 |
| 1801 | 404+53.48 'SE' | 0.00' | 1038.42 | 474642.41 | 650010.72 |
| 1802 | 404+42.43 'SE' | 3.00' RT | 1038.73 | 474636.49 | 650000.96 |
| 1803 | 404+47.46 'SE' | 3.00' RT | 1038.37 | 474637.90 | 650005.76 |
| 1804 | 404+53.50 'SE' | 3.00' RT | 1038.34 | 474639.53 | 650011.54 |
| 1805 | 404+58.53 'SE' | 3.00' RT | 1038.65 | 474640.83 | 650016.36 |
| 1806 | 404+47.45 'SE' | 5.00' RT | 1038.51 | 474635.97 | 650006.30 |
| 1807 | 404+47.45 'SE' | 9.00' RT | 1038.79 | 474632.13 | 650007.41 |
| 1808 | 404+41.32 'SE' | 9.02' RT | 1038.95 | 474630.41 | 650001.64 |
| 1809 | 404+41.24 'SE' | 15.02' RT | 1039.04 | 474624.64 | 650003.31 |
| 1810 | 404+47.43 'SE' | 15.00' RT | 1038.88 | 474626.36 | 650009.05 |
| 1811 | 404+53.54 'SE' | 15.00' RT | 1038.85 | 474627.97 | 650014.76 |
| 1812 | 404+57.63 'SE' | 15.00' RT | 1039.03 | 474629.00 | 650018.59 |
| 1813 | 404+57.63 'SE' | 11.00' RT | 1038.98 | 474632.87 | 650017.56 |
| 1814 | 404+53.54 'SE' | 11.00' RT | 1038.79 | 474631.82 | 650013.70 |
| 1815 | 404+53.54 'SE' | 9.00' RT | 1038.76 | 474633.75 | 650013.17 |
| 1816 | 404+53.51 'SE' | 5.00' RT | 1038.48 | 474637.60 | 650012.08 |

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 38 | E |
|---|---|---|---|---|---|

| NORTH LEG - W | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1900 | 200+99.57 'NW' | 0.01' RT | 1039.23 | 474789.48 | 649875.77 |
| 1901 | 200+93.30 'NW' | 0.00' | 1039.11 | 474795.55 | 649877.33 |
| 1902 | 201+04.84 'NW' | 3.00' RT | 1039.58 | 474785.54 | 649871.28 |
| 1903 | 200+99.57 'NW' | 3.00' RT | 1039.15 | 474790.34 | 649872.91 |
| 1904 | 200+93.30 'NW' | 3.00' RT | 1039.03 | 474796.17 | 649874.40 |
| 1905 | 200+88.09 'NW' | 3.00' RT | 1039.27 | 474801.09 | 649875.26 |
| 1906 | 200+99.83 'NW' | 4.98' RT | 1039.21 | 474790.67 | 649870.94 |
| 1907 | 201+01.04 'NW' | 12.84' RT | 1039.45 | 474792.01 | 649863.12 |
| 1908 | 201+08.28 'NW' | 13.51' RT | 1039.75 | 474786.66 | 649860.39 |
| 1909 | 201+15.65 'NW' | 14.09' RT | 1040.05 | 474781.52 | 649857.22 |
| 1910 | 201+14.95 'NW' | 20.06' RT | 1040.13 | 474784.87 | 649852.24 |
| 1911 | 201+07.44 'NW' | 19.48' RT | 1039.84 | 474789.60 | 649855.16 |
| 1912 | 201+00.07 'NW' | 18.79' RT | 1039.56 | 474794.52 | 649857.67 |
| 1913 | 200+92.65 'NW' | 17.99' RT | 1039.41 | 474799.75 | 649859.83 |
| 1914 | 200+87.76 'NW' | 17.41' RT | 1039.48 | 474803.34 | 649861.03 |
| 1915 | 200+82.99 'NW' | 16.81' RT | 1039.54 | 474806.94 | 649862.00 |
| 1916 | 200+83.74 'NW' | 12.86' RT | 1039.49 | 474806.04 | 649865.90 |
| 1917 | 200+88.54 'NW' | 13.45' RT | 1039.41 | 474802.18 | 649864.86 |
| 1918 | 200+93.39 'NW' | 14.03' RT | 1039.34 | 474798.38 | 649863.59 |
| 1919 | 200+93.72 'NW' | 12.05' RT | 1039.30 | 474797.70 | 649865.47 |
| 1920 | 200+93.40 'NW' | 5.48' RT | 1039.10 | 474796.59 | 649871.95 |
| 1921 | 200+93.47 'NW' | 6.98' RT | 1039.15 | 474796.84 | 649870.47 |
| 1922 | 201+00.22 'NW' | 7.72' RT | 1039.29 | 474791.14 | 649868.22 |

| NORTH LEG - MED | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1930 | 1649+37.20 'NB' | 19.75' LT | 1039.51 | 474786.76 | 649893.84 |
| 1931 | 1649+42.34 'NB' | 17.25' LT | 1039.42 | 474792.60 | 649894.84 |
| 1932 | 1649+34.91 'NB' | 18.18' LT | 1039.78 | 474784.87 | 649896.00 |
| 1933 | 1649+36.18 'NB' | 17.49' LT | 1039.43 | 474786.34 | 649896.31 |
| 1934 | 1649+41.40 'NB' | 14.95' LT | 1039.34 | 474792.25 | 649897.32 |
| 1935 | 1649+42.74 'NB' | 14.38' LT | 1039.65 | 474793.74 | 649897.51 |
| 1936 | 1649+35.35 'NB' | 15.68' LT | 1039.38 | 474786.00 | 649898.28 |
| 1937 | 1649+33.25 'NB' | 11.15' LT | 1039.27 | 474785.15 | 649903.23 |
| 1938 | 1649+32.68 'NB' | 8.16' LT | 1039.27 | 474785.42 | 649906.27 |
| 1939 | 1649+32.90 'NB' | 4.50' LT | 1039.19 | 474786.66 | 649909.72 |
| 1940 | 1649+38.97 'NB' | 2.92' LT | 1039.06 | 474792.98 | 649909.58 |
| 1941 | 1649+38.82 'NB' | 4.92' LT | 1039.10 | 474792.31 | 649907.69 |
| 1942 | 1649+38.54 'NB' | 8.57' LT | 1039.18 | 474791.07 | 649904.24 |
| 1943 | 1649+40.60 'NB' | 13.13' LT | 1039.29 | 474791.91 | 649899.29 |
| 1944 | 1649+31.54 'NB' | 2.50' LT | 1039.50 | 474785.90 | 649912.03 |
| 1945 | 1649+33.03 'NB' | 2.50' LT | 1039.15 | 474787.34 | 649911.61 |
| 1946 | 1649+39.00 'NB' | 2.45' LT | 1039.06 | 474793.14 | 649910.02 |
| 1947 | 1649+40.50 'NB' | 2.50' LT | 1039.37 | 474794.58 | 649909.58 |
| 1949 | 1649+33.03 'NB' | 0.00' | 1039.23 | 474788.03 | 649914.01 |
| 1950 | 1649+39.00 'NB' | 0.00' | 1039.14 | 474793.79 | 649912.39 |

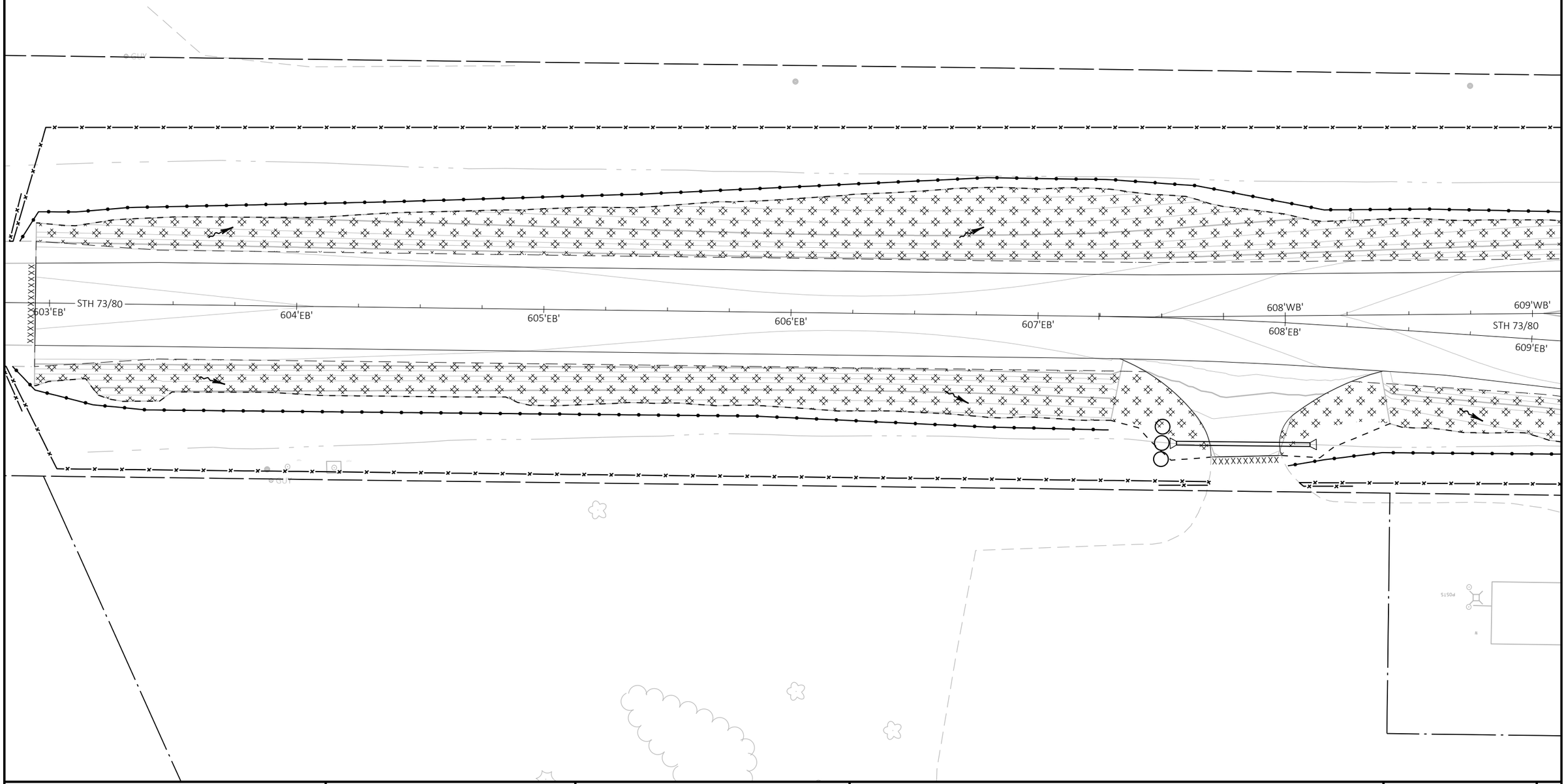
| NORTH LEG - E | | | | | |
|---|---|---|---|---|---|
| POINT NUMBER | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1960 | 102+26.48 'NE' | 0.00' | 1038.85 | 474794.88 | 649932.75 |
| 1961 | 102+32.52 'NE' | 0.00' | 1038.76 | 474800.55 | 649930.65 |
| 1962 | 102+21.44 'NE' | 3.00' RT | 1039.18 | 474791.27 | 649937.35 |
| 1963 | 102+26.48 'NE' | 3.00' RT | 1038.77 | 474795.94 | 649935.55 |
| 1964 | 102+26.44 'NE' | 5.00' RT | 1038.91 | 474796.61 | 649937.43 |
| 1965 | 102+37.56 'NE' | 3.00' RT | 1038.93 | 474806.28 | 649931.80 |
| 1966 | 102+26.37 'NE' | 9.00' RT | 1039.19 | 474797.97 | 649941.20 |
| 1967 | 102+20.24 'NE' | 9.00' RT | 1039.36 | 474792.37 | 649943.37 |
| 1968 | 102+14.10 'NE' | 9.05' RT | 1039.53 | 474786.83 | 649945.66 |
| 1969 | 102+14.10 'NE' | 15.00' RT | 1039.62 | 474789.10 | 649951.16 |
| 1970 | 102+20.14 'NE' | 15.00' RT | 1039.45 | 474794.49 | 649948.98 |
| 1971 | 102+26.37 'NE' | 15.00' RT | 1039.28 | 474800.09 | 649946.81 |
| 1972 | 102+32.51 'NE' | 15.00' RT | 1039.18 | 474805.63 | 649944.76 |
| 1973 | 102+36.63 'NE' | 15.00' RT | 1039.33 | 474809.36 | 649943.43 |
| 1974 | 102+36.63 'NE' | 11.00' RT | 1039.27 | 474808.04 | 649939.66 |
| 1975 | 102+32.51 'NE' | 11.02' RT | 1039.12 | 474804.28 | 649941.02 |
| 1976 | 102+32.52 'NE' | 9.00' RT | 1039.09 | 474803.59 | 649939.11 |
| 1977 | 102+32.52 'NE' | 5.06' RT | 1038.82 | 474802.26 | 649935.40 |
| 1978 | 102+32.52 'NE' | 3.00' RT | 1038.68 | 474801.57 | 649933.47 |



## EROSION CONTROL LEGEND

- SURFACE WATER FLOW
- SILT FENCE
- TURTLE EXCLUSION FENCE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE [A] [B] [D]
- RIPRAP MEDIUM AT CULVERTS
  RIPRAP LIGHT AT FLUMES
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SEEDING NO MOW FESCUE AND EROSION MAT CLASS I TYPE A

N



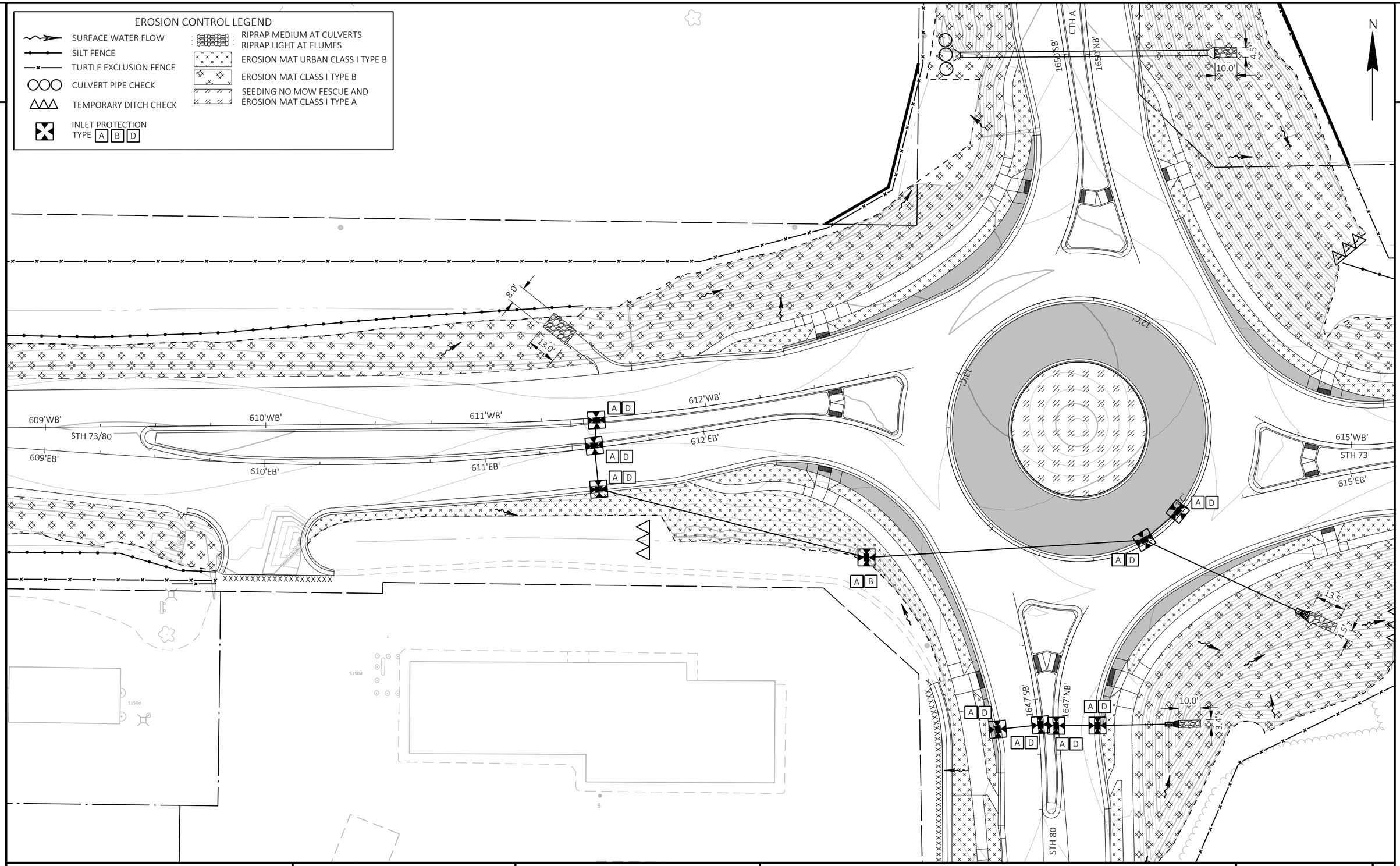

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | EROSION CONTROL | SHEET 40 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-022001-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 1/21/2026 12:25 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT

## EROSION CONTROL LEGEND

- SURFACE WATER FLOW
- SILT FENCE
- TURTLE EXCLUSION FENCE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE [A] [B] [D]
- RIPRAP MEDIUM AT CULVERTS
  RIPRAP LIGHT AT FLUMES
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SEEDING NO MOW FESCUE AND EROSION MAT CLASS I TYPE A




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | EROSION CONTROL | SHEET 41 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 1/21/2026 12:25 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

8.0'

25.0'

A D

616'WB'

615'WB'

STH 73

616'EB'

615'EB'

617'WB'

617'EB'

618'WB'

618'EB'

619'WB'

619'EB'

620'WB'

620'EB'

STH 73

621'EB'

A D

10.0'

3.4'

20.0'

8.0'

13.5'

4.5'

GUY

EROSION CONTROL LEGEND

- SURFACE WATER FLOW
- SILT FENCE
- TURTLE EXCLUSION FENCE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE A B D
- RIPRAP MEDIUM AT CULVERTS / RIPRAP LIGHT AT FLUMES
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SEEDING NO MOW FESCUE AND EROSION MAT CLASS I TYPE A

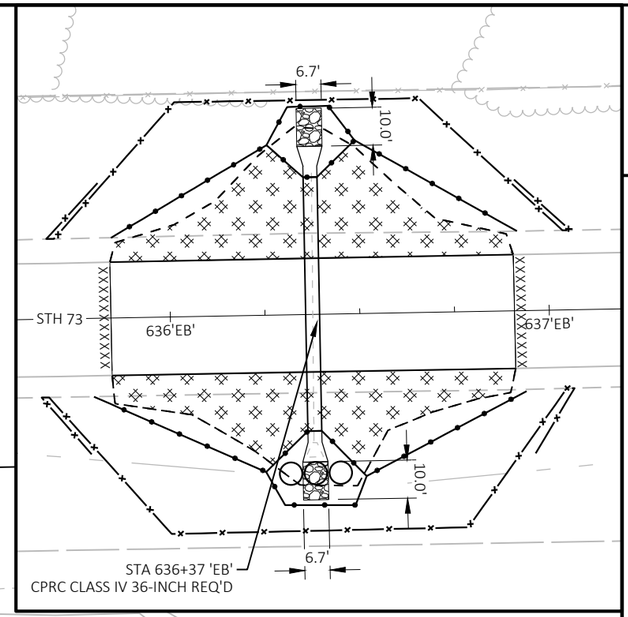
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | EROSION CONTROL | SHEET 42 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 1/21/2026 12:25 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N






EROSION CONTROL LEGEND

- SURFACE WATER FLOW
- SILT FENCE
- TURTLE EXCLUSION FENCE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE A B D
- RIPRAP MEDIUM AT CULVERTS / RIPRAP LIGHT AT FLUMES
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SEEDING NO MOW FESCUE AND EROSION MAT CLASS I TYPE A

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | EROSION CONTROL | SHEET 43 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-022001-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 1/21/2026 12:25 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

CEMETERY

SIGN

STH 80

1642'SB'
1642'NB'
1643'SB'
1643'NB'
1644'SB'
1644'NB'
1645'SB'
1645'NB'
1646'SB'
1646'NB'
1647'SB'
1647'NB'

STH 80

A B
A D
A D
A D
A D
A D
A D
A D
A D

10.0'
3.4'
4.5'
13.5'

615.LD

EROSION CONTROL LEGEND

- SURFACE WATER FLOW
- SILT FENCE
- TURTLE EXCLUSION FENCE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE A B D
- RIPRAP MEDIUM AT CULVERTS
  RIPRAP LIGHT AT FLUMES
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SEEDING NO MOW FESCUE AND EROSION MAT CLASS I TYPE A

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | EROSION CONTROL | SHEET 44 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-022001-EC.DWG
LAYOUT NAME - 05
PLOT DATE : 1/21/2026 12:25 PM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

1651'SB'
1650'SB'
1650'NB'
1651'NB'
1652'SB'
1652'NB'
1653'SB'
1653'NB'
1654'SB'
1654'NB'
1655'
CTH A
A D
12'C'
8.0'
16.0'
3.4'
10.0'
10.0'
25.0'
8.0'
10.0'
4.5'

EROSION CONTROL LEGEND

- SURFACE WATER FLOW
- SILT FENCE
- TURTLE EXCLUSION FENCE
- CULVERT PIPE CHECK
- TEMPORARY DITCH CHECK
- INLET PROTECTION TYPE A B D
- RIPRAP MEDIUM AT CULVERTS
  RIPRAP LIGHT AT FLUMES
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- SEEDING NO MOW FESCUE AND EROSION MAT CLASS I TYPE A

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | EROSION CONTROL | SHEET 45 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-022001-EC.DWG
LAYOUT NAME - 06
PLOT DATE : 1/21/2026 12:25 PM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

PIPE UNDERDRAIN (TYP)

612'WB'

611'WB'

STH 73

612'EB'

611'EB'

SLOPE INTERCEPTS (TYP.)

STA 611+49.45 'EB', 18.7' RT
INLETS 4-HM-GJ-S
100

XXXXXXXXX

N

WE ENERGIES
(GAS)

EXISTING R/W

STA 13+58.55 'C', 52.5' RT
INLETS MEDIAN 1G-MS
110

ALLIANT
(ELEC)

SPECTRUM
(COMM)

13'C'

WE ENERGIES
(GAS)

STA 10+75.29 'C', 1.7' LT
MANHOLES 5-T
120

11'C'

STH 80

1647'SB'

1647'NB'

ALLIANT
(ELEC)

616'WB'

615'WB'

STH 73

616'EB'

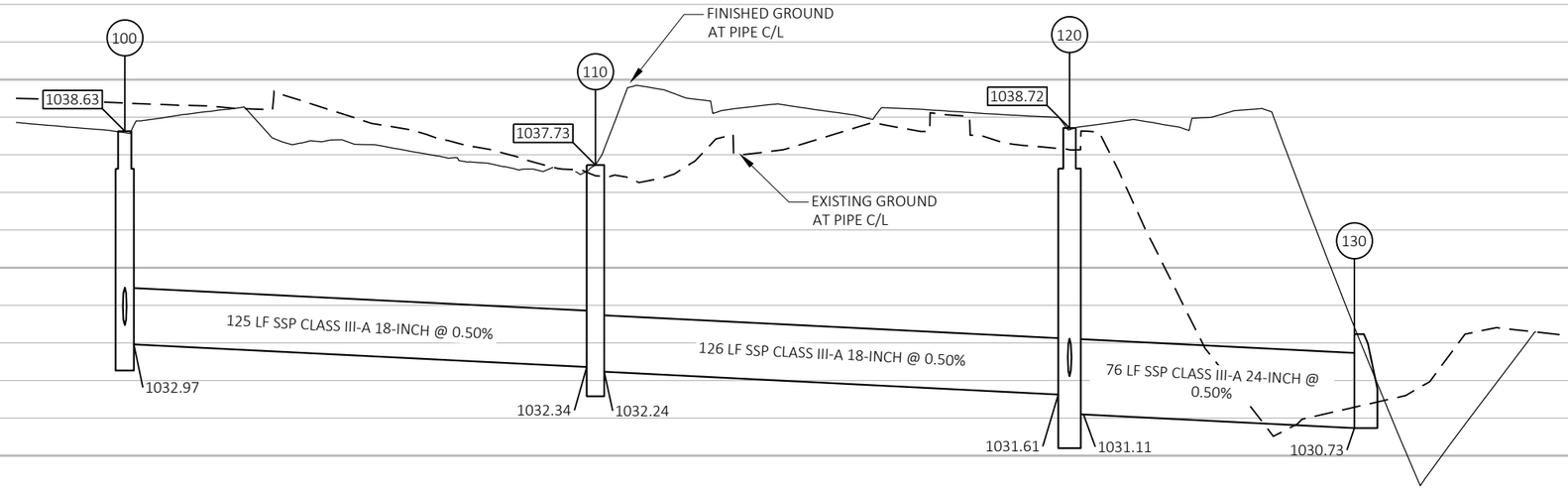
615'EB'

130
STA 10+95.83 'C', 68.20' RT
APRON ENDWALLS FOR CULVERT PIPE 24-INCH

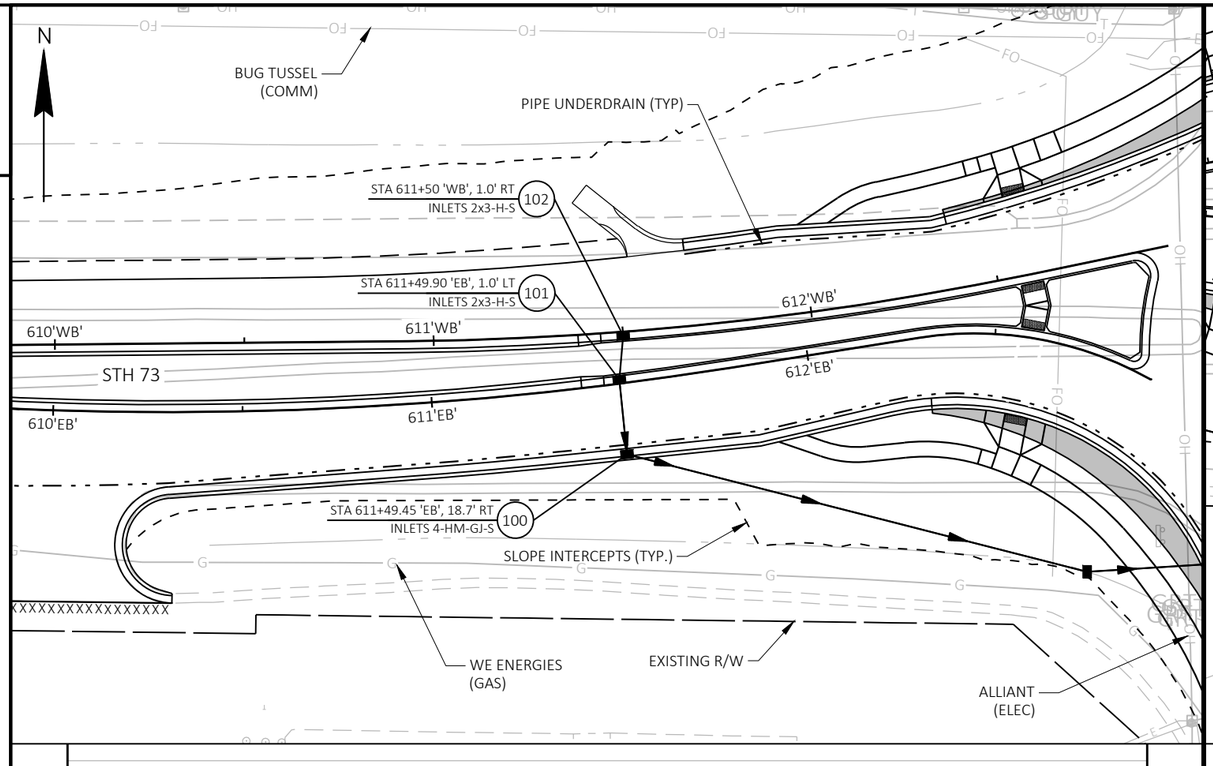
NSIGHT
(COMM)

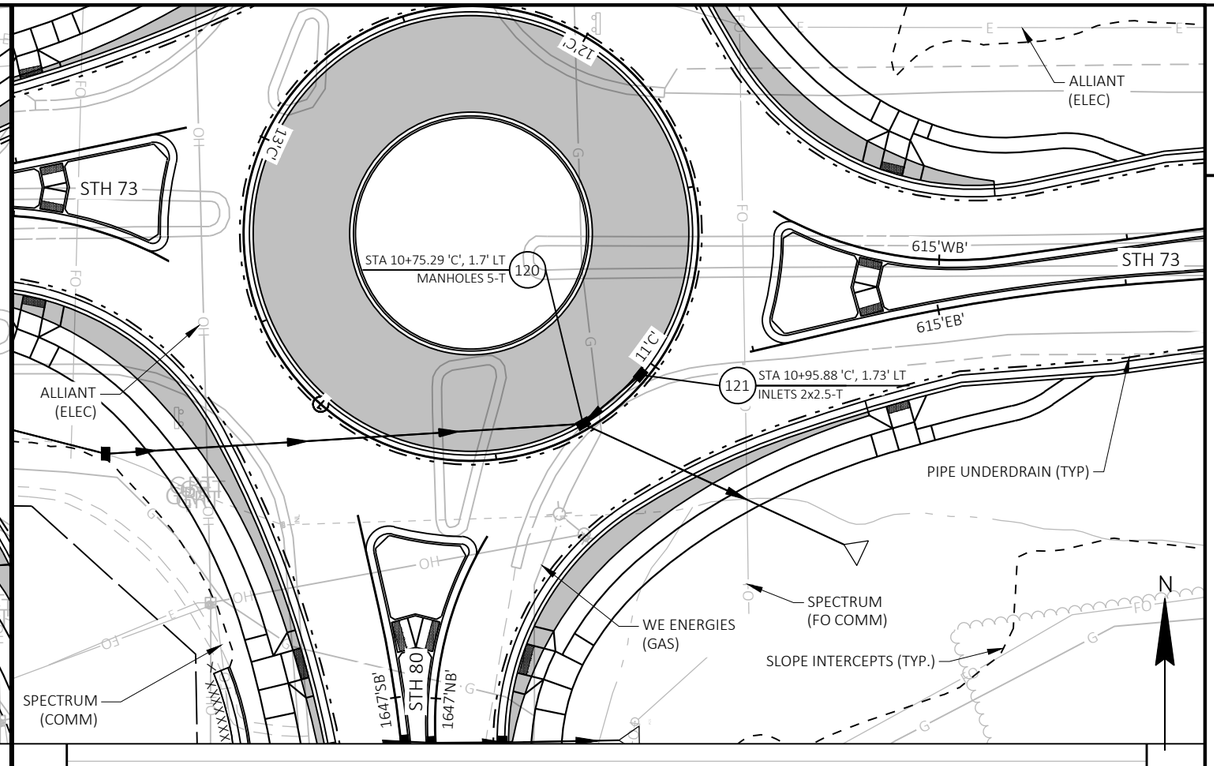
SPECTRUM
(FO COMM)

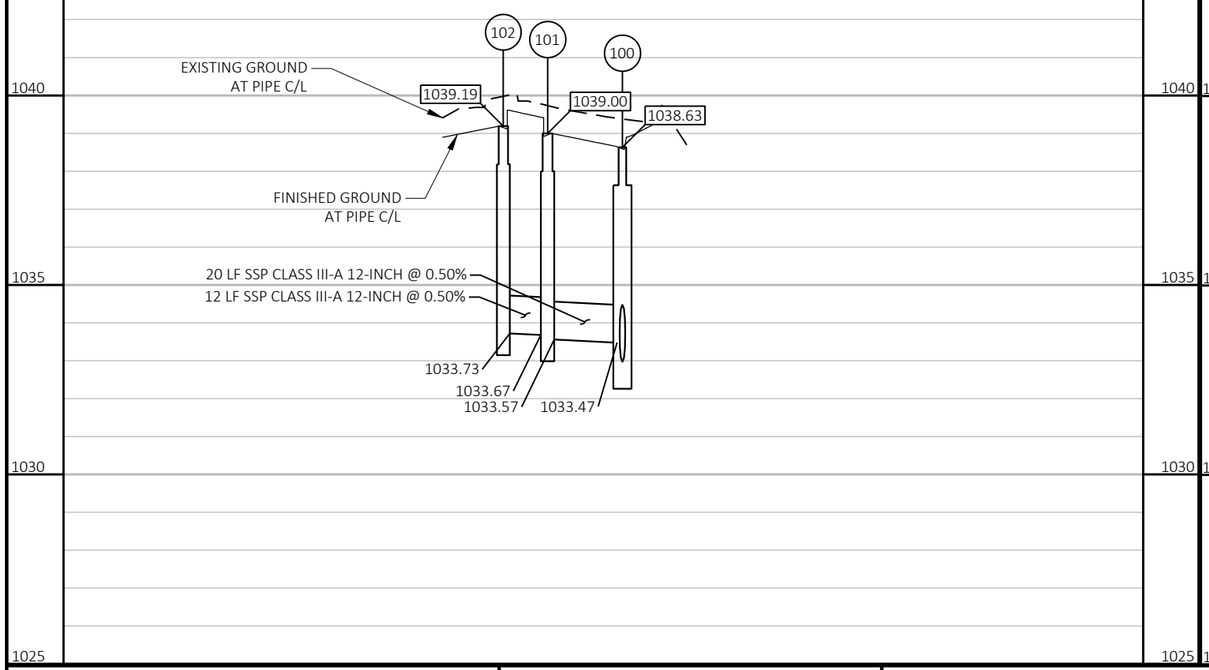
WE ENERGIES
(GAS)

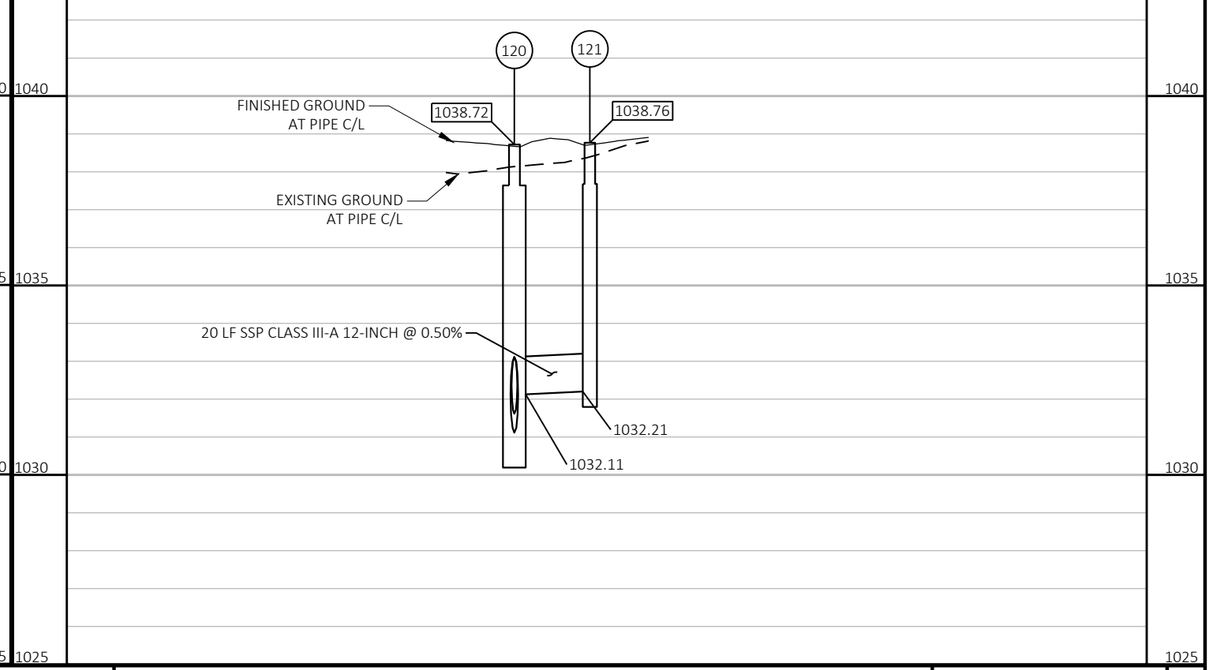



| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | STORM SEWER | SHEET 46 | E |
|---|---|---|---|---|---|

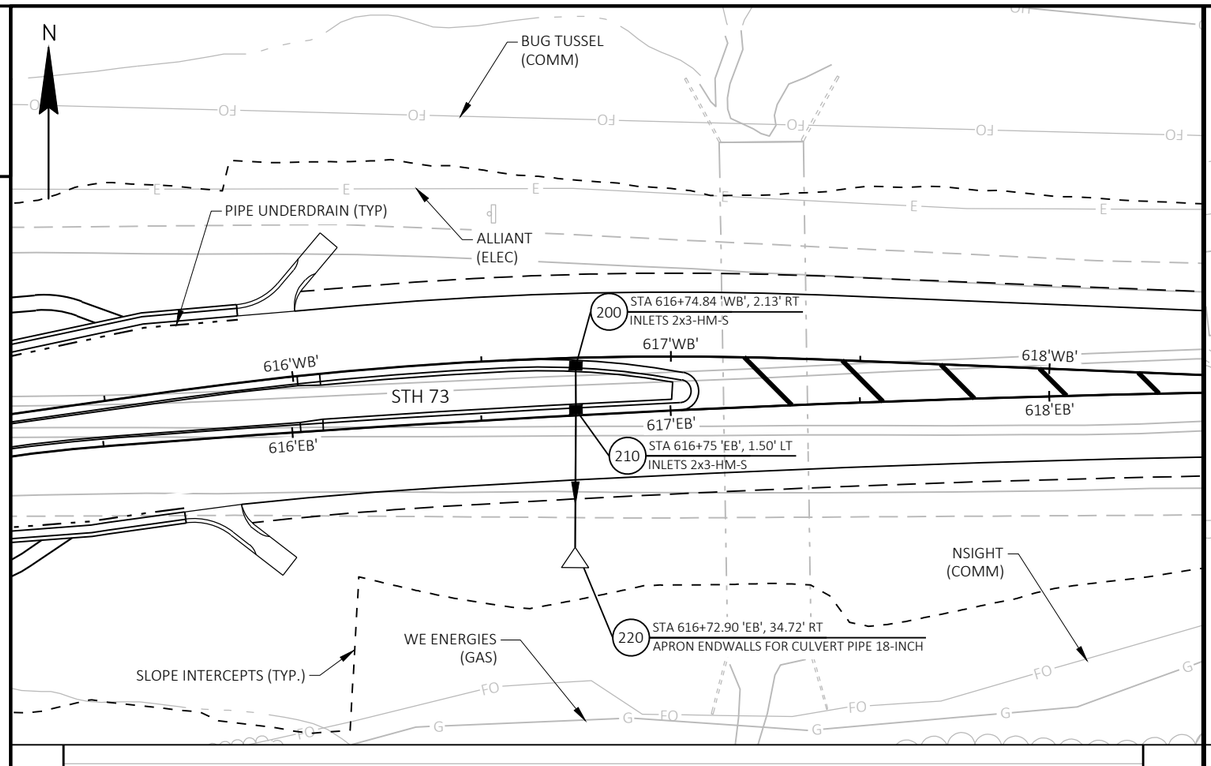


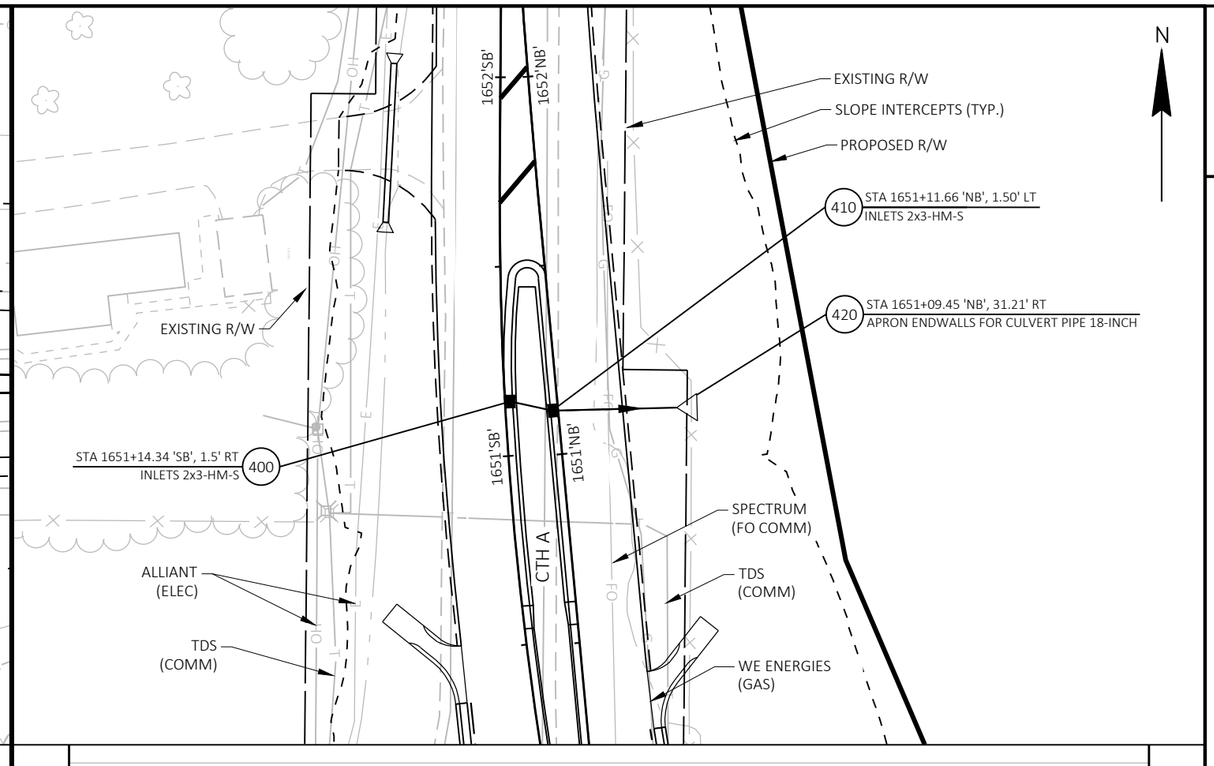



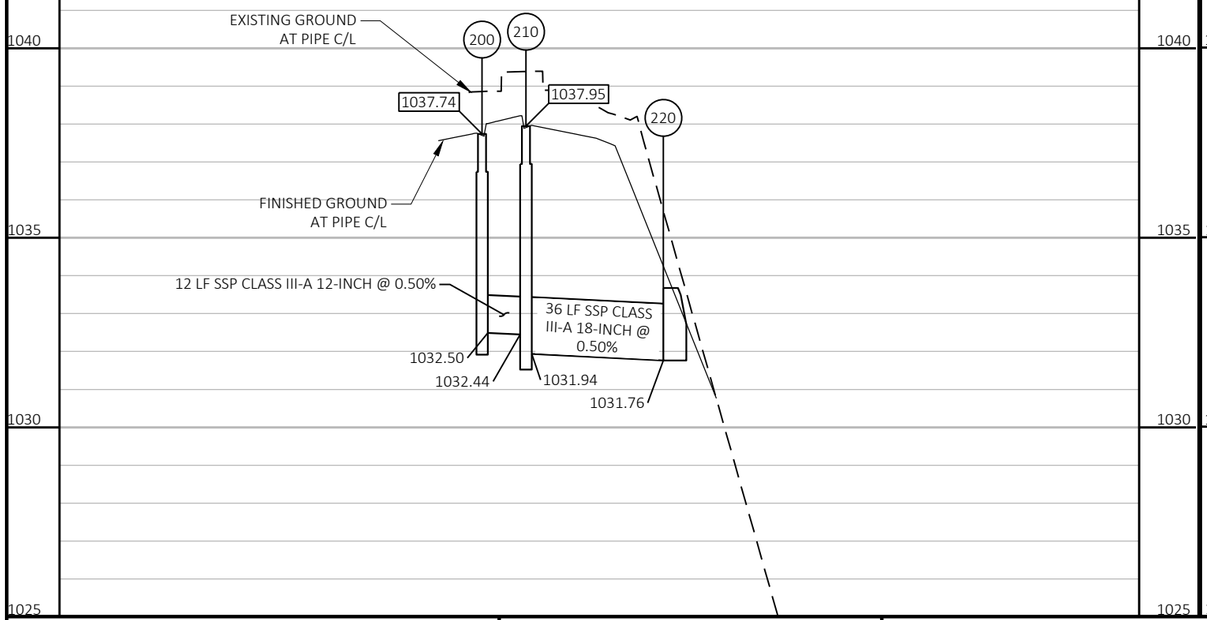



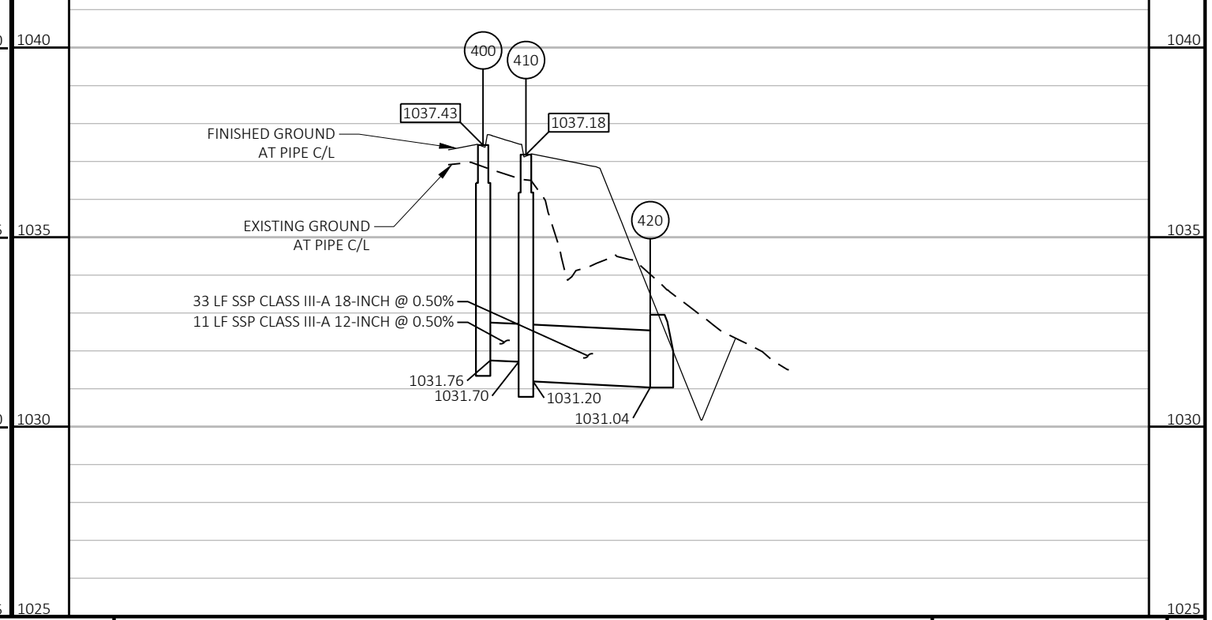




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | STORM SEWER | SHEET 47 | E |
|---|---|---|---|---|---|

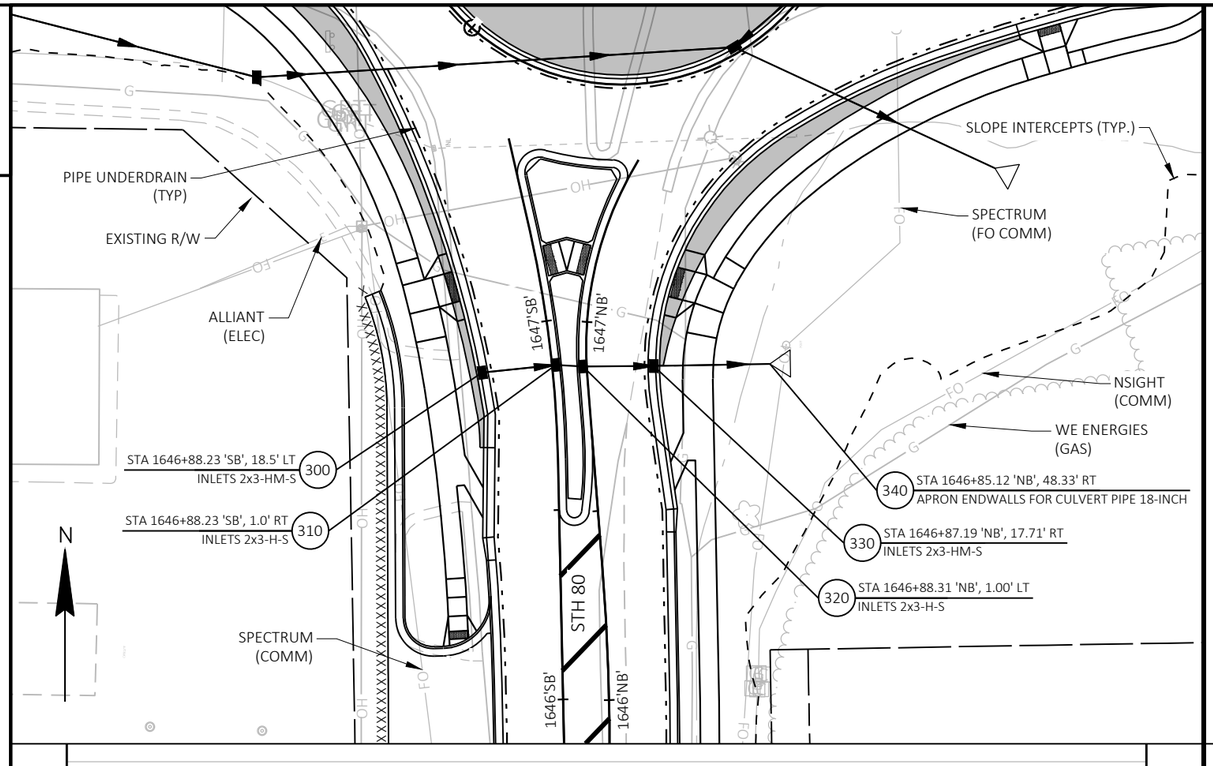


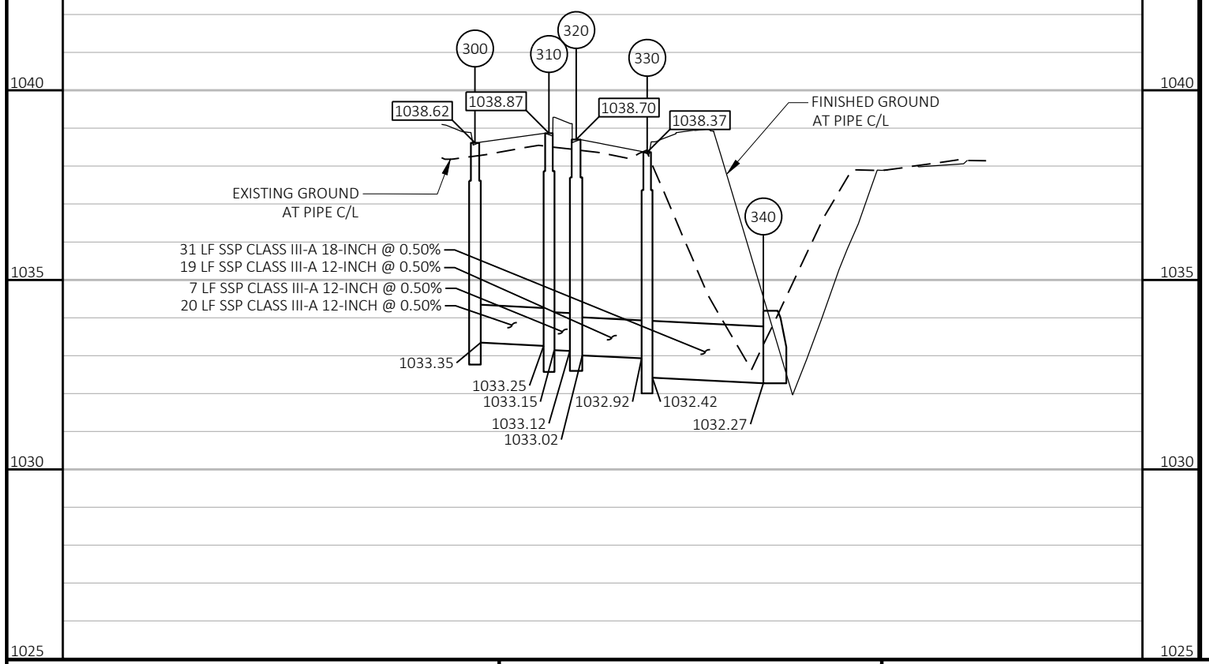



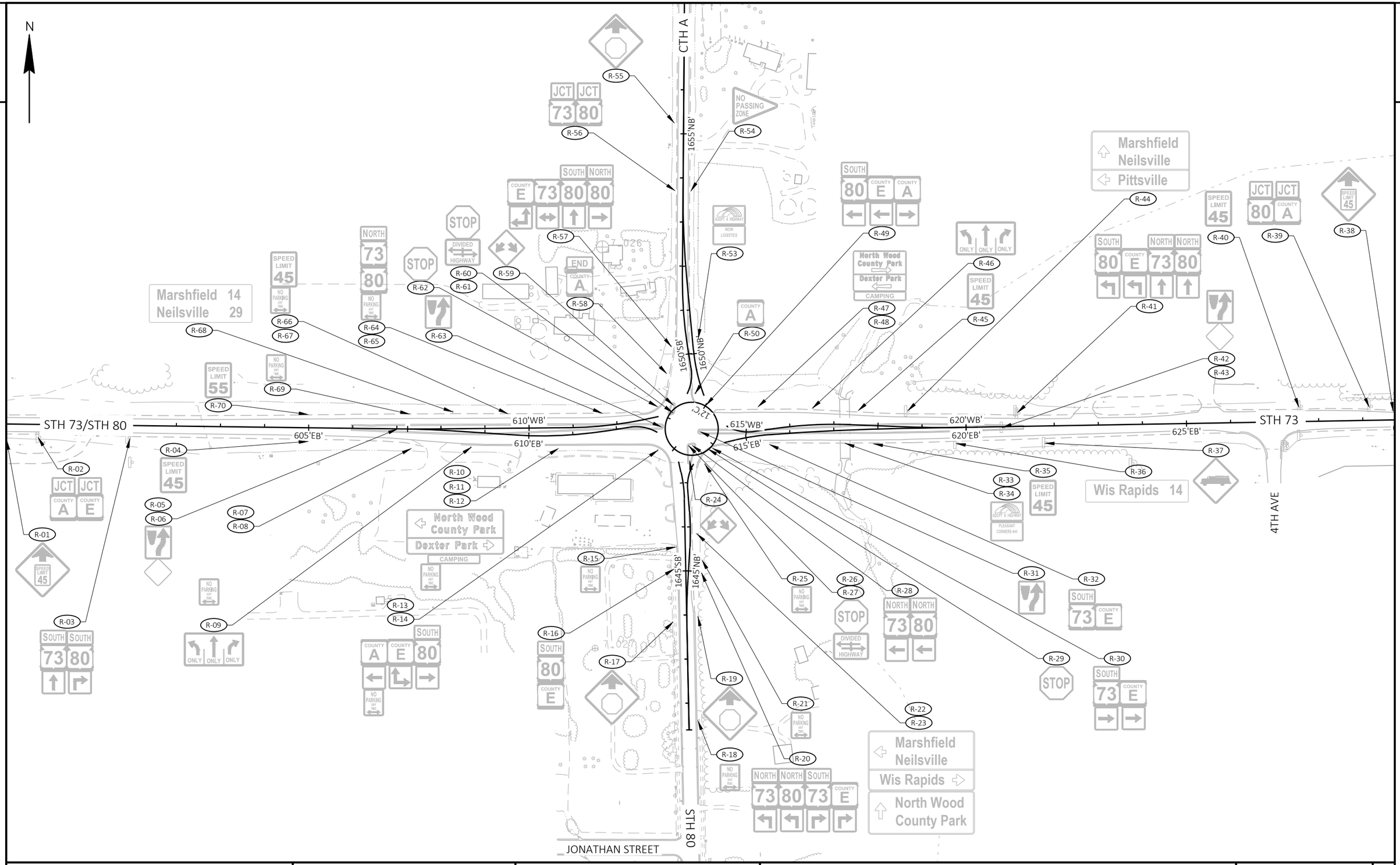




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | STORM SEWER | SHEET 48 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | STORM SEWER | SHEET 49 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | SIGN REMOVAL PLAN | SHEET 50 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-023200-PS (SIGN REMOVAL).DWG
LAYOUT NAME - 01

PLOT DATE : 10/7/2025 1:18 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

## MARKING LEGEND

| | |
|---|---|
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 6Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) |
| 10W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) |
| 6DY | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOUBLE YELLOW) |
| 6-SD-Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW 12.5' DASH, 37.5' SKIP) |
| 3-9-6 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE 3' DASH, 9' SKIP) |
| 6X | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| DIAG | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 18-2-2 | MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE 2' DASH, 2' SKIP) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| I-NS | MARKING ISLAND NOSE EPOXY (YELLOW) |

GUY

6W

STH 73/80

601'EB' 602'EB' 603'EB' 604'EB' 605'EB' 606'EB' 607'EB'

6W

6DY

GUY

W2-6
30"X30"

1-1

W13-1
18"X18"

15
MPH

1-2

NO PARKING

1-3

R7-1D
18"X24"

750' FROM YIELD LINE

## NOTES

WHERE REMOVABLE SIGN POSTS ARE USED FOR OSOW VEHICLES, PLACE THE TOP OF THE 2 ¼" X 2 ¼" ANCHOR LEVEL WITH THE TOP OF THE 18" DIAMTER PVC BOX-OUT (WHICH IS AT GROUND LEVEL).

## SIGNING LEGEND

- PROPOSED SIGN ON SINGLE/DOUBLE WOOD SUPPORT
- PROPOSED SIGN ON SINGLE/DOUBLE TUBULAR STEEL SUPPORT
- (1-XX) DENOTES SIGN NUMBER (CORRESPONDS TO MISCELLANEOUS QUANTITIES)

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PERMANENT SIGNING AND PAVEMENT MARKING | SHEET 51 | E |

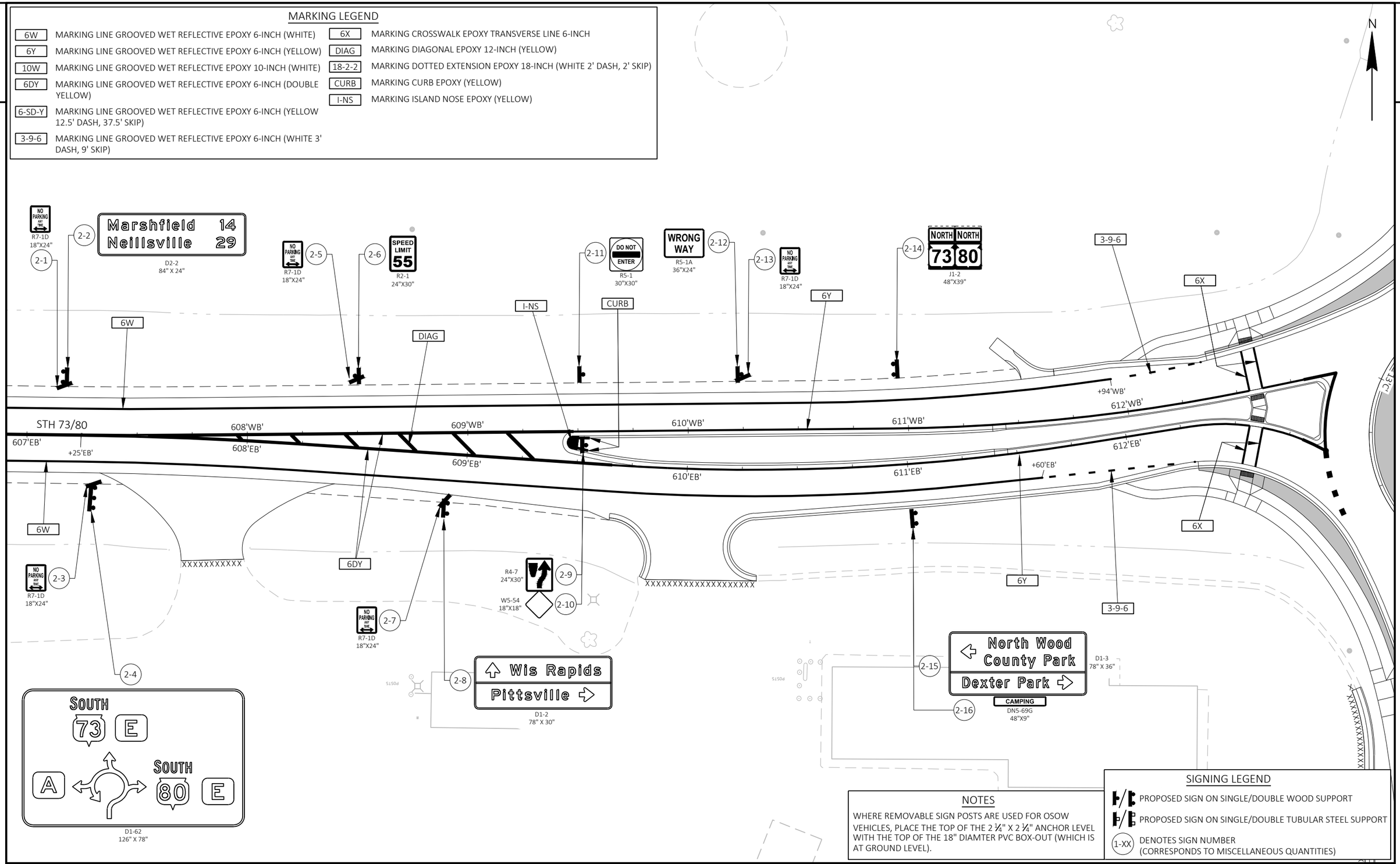
FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-023201-PS-PM.DWG
LAYOUT NAME - 01

PLOT DATE : 10/9/2025 11:09 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

## MARKING LEGEND

| | |
|---|---|
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 6Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) |
| 10W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) |
| 6DY | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOUBLE YELLOW) |
| 6-SD-Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW 12.5' DASH, 37.5' SKIP) |
| 3-9-6 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE 3' DASH, 9' SKIP) |
| 6X | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| DIAG | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 18-2-2 | MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE 2' DASH, 2' SKIP) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| I-NS | MARKING ISLAND NOSE EPOXY (YELLOW) |




## NOTES

WHERE REMOVABLE SIGN POSTS ARE USED FOR OSOW VEHICLES, PLACE THE TOP OF THE 2 ½" X 2 ½" ANCHOR LEVEL WITH THE TOP OF THE 18" DIAMTER PVC BOX-OUT (WHICH IS AT GROUND LEVEL).

## SIGNING LEGEND

- PROPOSED SIGN ON SINGLE/DOUBLE WOOD SUPPORT
- PROPOSED SIGN ON SINGLE/DOUBLE TUBULAR STEEL SUPPORT
- (1-XX) DENOTES SIGN NUMBER (CORRESPONDS TO MISCELLANEOUS QUANTITIES)

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PERMANENT SIGNING AND PAVEMENT MARKING | SHEET 52 | E |
|---|---|---|---|---|---|

N

NOTES

WHERE REMOVABLE SIGN POSTS ARE USED FOR OSOW VEHICLES, PLACE THE TOP OF THE 2 ½" X 2 ¼" ANCHOR LEVEL WITH THE TOP OF THE 18" DIAMTER PVC BOX-OUT (WHICH IS AT GROUND LEVEL).

3-1 NORTH 73 NORTH 80 — D1-68, 72" X 30"

3-2, 3-3, 3-4, 3-5, 3-6, 3-7, 3-8, 3-9, 3-10 — D1-1, 36" X 18"

3-11, 3-12 — R1-2, 36"X31"

3-17, 3-19 — R6-1R, 48"X18" ONE WAY

3-18, 3-20 — W5-54, 18"X18"

3-13, 3-15 — R6-1R, 48"X18" ONE WAY

3-14, 3-16 — W5-54, 18"X18"

3-4, 3-7 — SOUTH 80 E / SOUTH 73 E — D1-68, 60" X 30"

*IN ROAD OBJECT MARKER SIGNS SHALL BE MOUNTED 48" FROM THE BOTTOM OF THE SIGN TO THE SURFACE OF THE TRUCK APRON

12'C, 13'C, 11'C

STH 73/80

CTH A

STH 80/ CTH E

STH 73/CTH E

615'WB'

615'EB'

5'

6Y, 10W, 18-2-2

## MARKING LEGEND

| | |
|---|---|
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 6Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) |
| 10W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) |
| 6DY | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOUBLE YELLOW) |
| 3-9-6 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE 3' DASH, 9' SKIP) |
| 6-SD-Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW 12.5' DASH, 37.5' SKIP) |
| 6X | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| DIAG | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 18-2-2 | MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE 2' DASH, 2' SKIP) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| I-NS | MARKING ISLAND NOSE EPOXY (YELLOW) |

## SIGNING LEGEND

- PROPOSED SIGN ON SINGLE/DOUBLE WOOD SUPPORT
- PROPOSED SIGN ON SINGLE/DOUBLE TUBULAR STEEL SUPPORT
- 1-XX DENOTES SIGN NUMBER (CORRESPONDS TO MISCELLANEOUS QUANTITIES)

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PERMANENT SIGNING AND PAVEMENT MARKING | SHEET 53 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-023201-PS-PM.DWG
LAYOUT NAME - 03
PLOT DATE : 10/9/2025 11:10 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2

N

Dexter Park
North Wood County Park
CAMPING
D1-3
78" X 36"
DN5-69G
48"X9"
4-3
4-4

Marshfield
Neillsville
Pittsville
D1-3
78" X 36"
4-8

NORTH 73 NORTH 80
SOUTH 80 E A
D1-62
126"X78"
4-10
GUY

R4-7
24"X30"
W5-54
18"X18"
4-5
4-6

6X
3-9-6
6Y
I-NS
DIAG
6W

+87'WB'
616'WB'
617'WB'
618'WB'
619'WB'
615'WB'
616'EB'
617'EB'
618'EB'
619'EB'
+72'EB'
620'EB'
615'EB'
+44'EB'
STH 73/CTH E

CURB
6DY
4-7
DO NOT ENTER
R5-1
30"X30"
4-9
SPEED LIMIT 55
R2-1
24"X30"
I55-56
30"X18"
I55-56P
30"X18"
ADOPT A HIGHWAY
PLEASANT CORNERS 4-H
4-11
4-12
4-13
Wis Rapids 14
D2-1
84" X 15"

6X
3-9-6
6Y
4-2
WRONG WAY
R5-1A
36"X24"
SOUTH 73 NORTH COUNTY E
J1-2
48"X39"
4-1

## SIGNING LEGEND

- PROPOSED SIGN ON SINGLE/DOUBLE WOOD SUPPORT
- PROPOSED SIGN ON SINGLE/DOUBLE TUBULAR STEEL SUPPORT
- (1-XX) DENOTES SIGN NUMBER (CORRESPONDS TO MISCELLANEOUS QUANTITIES)

## NOTES

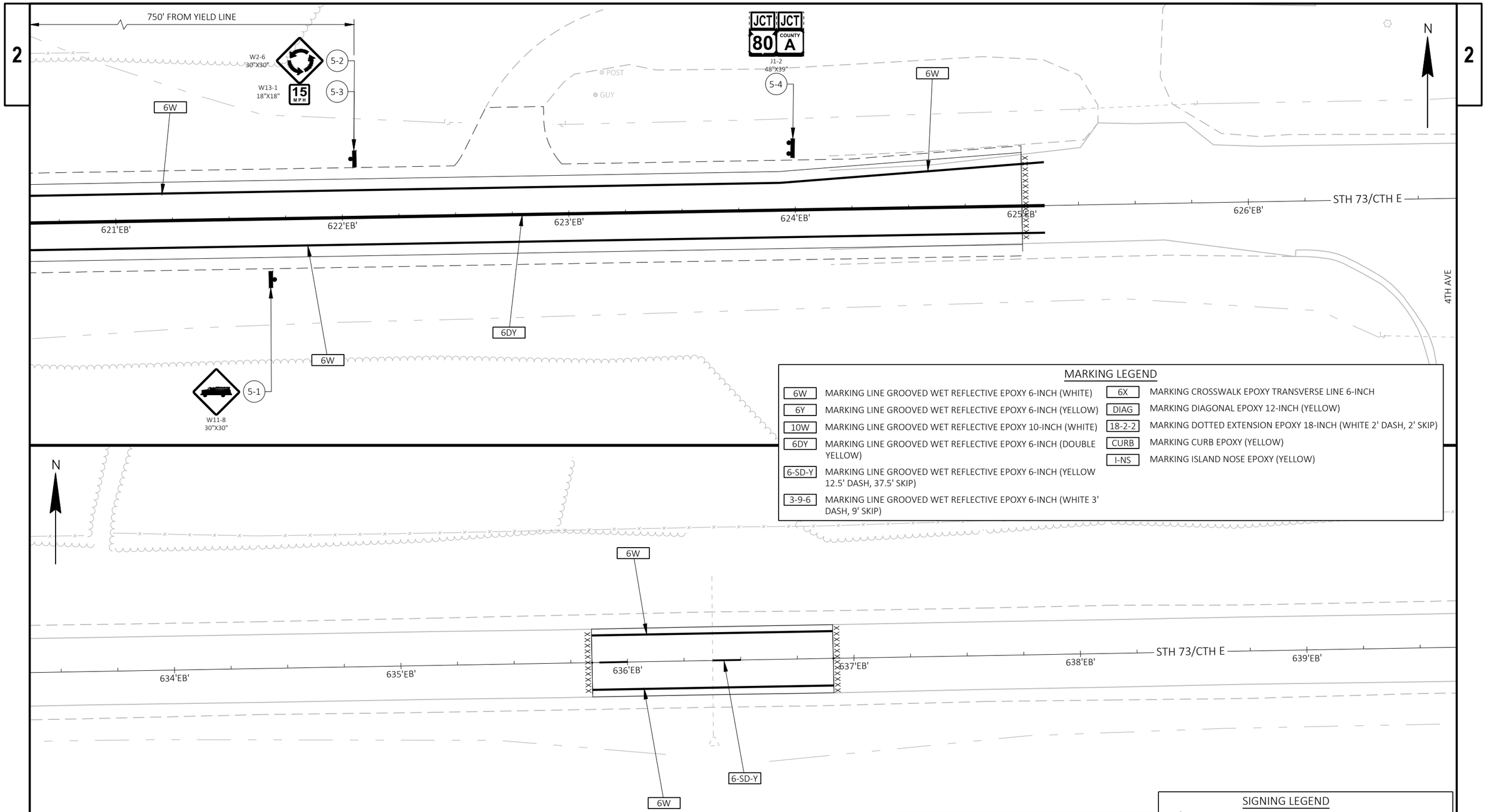
WHERE REMOVABLE SIGN POSTS ARE USED FOR OSOW VEHICLES, PLACE THE TOP OF THE 2 ¼" X 2 ¼" ANCHOR LEVEL WITH THE TOP OF THE 18" DIAMTER PVC BOX-OUT (WHICH IS AT GROUND LEVEL).

## MARKING LEGEND

| | | | |
|---|---|---|---|
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | 6X | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| 6Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | DIAG | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 10W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) | 18-2-2 | MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE 2' DASH, 2' SKIP) |
| 6DY | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOUBLE YELLOW) | CURB | MARKING CURB EPOXY (YELLOW) |
| 6-SD-Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW 12.5' DASH, 37.5' SKIP) | I-NS | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 3-9-6 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE 3' DASH, 9' SKIP) | | |

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PERMANENT SIGNING AND PAVEMENT MARKING | SHEET 54 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-023201-PS-PM.DWG
LAYOUT NAME - 04
PLOT DATE : 10/9/2025 11:10 AM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




## MARKING LEGEND

| | | | |
|---|---|---|---|
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | 6X | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| 6Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | DIAG | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 10W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) | 18-2-2 | MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE 2' DASH, 2' SKIP) |
| 6DY | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOUBLE YELLOW) | CURB | MARKING CURB EPOXY (YELLOW) |
| 6-SD-Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW 12.5' DASH, 37.5' SKIP) | I-NS | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 3-9-6 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE 3' DASH, 9' SKIP) | | |

## NOTES

WHERE REMOVABLE SIGN POSTS ARE USED FOR OSOW VEHICLES, PLACE THE TOP OF THE 2 ¼" X 2 ¼" ANCHOR LEVEL WITH THE TOP OF THE 18" DIAMTER PVC BOX-OUT (WHICH IS AT GROUND LEVEL).

## SIGNING LEGEND

- PROPOSED SIGN ON SINGLE/DOUBLE WOOD SUPPORT
- PROPOSED SIGN ON SINGLE/DOUBLE TUBULAR STEEL SUPPORT
- (1-XX) DENOTES SIGN NUMBER (CORRESPONDS TO MISCELLANEOUS QUANTITIES)

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PERMANENT SIGNING AND PAVEMENT MARKING | SHEET 55 | E |
|---|---|---|---|---|---|


FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-023201-PS-PM.DWG
LAYOUT NAME - 05
PLOT DATE : 10/9/2025 11:10 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

## NOTES

WHERE REMOVABLE SIGN POSTS ARE USED FOR OSOW VEHICLES, PLACE THE TOP OF THE 2 ¼" X 2 ¼" ANCHOR LEVEL WITH THE TOP OF THE 18" DIAMTER PVC BOX-OUT (WHICH IS AT GROUND LEVEL).

## SIGNING LEGEND

- PROPOSED SIGN ON SINGLE/DOUBLE WOOD SUPPORT
- PROPOSED SIGN ON SINGLE/DOUBLE TUBULAR STEEL SUPPORT
- (1-XX) DENOTES SIGN NUMBER (CORRESPONDS TO MISCELLANEOUS QUANTITIES)

N

CEMETERY

SIGN

(EXISTING TO REMAIN)

(EXISTING TO REMAIN)

6W

R7-1L 18"X24"

6-7

DO NOT ENTER
R5-1
30"X30"

6-8

3-9-6

CURB

SOUTH 80 COUNTY E
J1-2
48"X39"

6-11

6X

1642'NB' STH 80/CTH E 1643'NB'

1644'SB' 1644'NB' 6W

1645'SB' 1645'NB' 6DY DIAG

1646'SB' 1646'NB'

+43'SB' +24'NB'

1647'SB' 1647'NB'

I-NS

3-9-6

6X

6Y

JCT JCT 73 COUNTY A
J1-2
48"X39"

6-1

W2-6
30"X30"

W13-1
18"X18"
15 MPH

6-2

6-3

100' 100' 100'

Marshfield Neillsville
Wis Rapids
D1-3
78" X 36"

6-4

6-5

6-6

6-10

R4-7
24"X30"

A
NORTH 73 NORTH 80 SOUTH 73 E
D1-62
144"X66"

NO PARKING ANY TIME
R7-1D
18"X24"

6-9

North Wood County Park
D1-2
78" X 24"

## MARKING LEGEND

| | |
|---|---|
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 6Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) |
| 10W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) |
| 6DY | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOUBLE YELLOW) |
| 6-SD-Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW 12.5' DASH, 37.5' SKIP) |
| 3-9-6 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE 3' DASH, 9' SKIP) |
| 6X | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| DIAG | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 18-2-2 | MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE 2' DASH, 2' SKIP) |
| CURB | MARKING CURB EPOXY (YELLOW) |
| I-NS | MARKING ISLAND NOSE EPOXY (YELLOW) |

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PERMANENT SIGNING AND PAVEMENT MARKING | SHEET 56 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-023201-PS-PM.DWG
LAYOUT NAME - 06

PLOT DATE : 10/9/2025 11:10 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

## SIGNING LEGEND

- PROPOSED SIGN ON SINGLE/DOUBLE WOOD SUPPORT
- PROPOSED SIGN ON SINGLE/DOUBLE TUBULAR STEEL SUPPORT
- 1-XX DENOTES SIGN NUMBER (CORRESPONDS TO MISCELLANEOUS QUANTITIES)

## NOTES

WHERE REMOVABLE SIGN POSTS ARE USED FOR OSOW VEHICLES, PLACE THE TOP OF THE 2 ½" X 2 ½" ANCHOR LEVEL WITH THE TOP OF THE 18" DIAMTER PVC BOX-OUT (WHICH IS AT GROUND LEVEL).

N

2

END COUNTY A — J1-1 24"X39" — 7-2

R4-7 24"X30" — 7-8

W5-54 18"X18" — 7-9

SOUTH 80 E / SOUTH 73 E / NORTH 73 / NORTH 80 — D1-62 144"X78" — 7-11

6Y 6X 3-9-6 CURB DIAG 6W

1650'SB' 1651'SB' +37'SB' 1652'SB' 1653'SB' 1653'NB' 1654'NB' +70'NB' 1655'NB' CTH A

STH 73 1650'NB' +00'NB' 1651'NB' 1652'NB'

I-NS 6Y 6W 6DY 6DY 6W 6DY

SPEED LIMIT 55 — R2-1 24"X30" — 7-10

7-7 DO NOT ENTER — R5-1 30"X30"

7-4 WRONG WAY — R5-1A 36"X24"

7-1 NORTH COUNTY A — J1-1 24"X39"

R5-51 24"X24" NO ATV TRAFFIC — 7-3

I55-56 30"X18" ADOPT A HIGHWAY — 7-5

I55-56P 30"X18" WOW LOGISTICS — 7-6

6X 3-9-6

## MARKING LEGEND

| | | | |
|---|---|---|---|
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | 6X | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| 6Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | DIAG | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 10W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) | 18-2-2 | MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE 2' DASH, 2' SKIP) |
| 6DY | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOUBLE YELLOW) | CURB | MARKING CURB EPOXY (YELLOW) |
| 6-SD-Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW 12.5' DASH, 37.5' SKIP) | I-NS | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 3-9-6 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE 3' DASH, 9' SKIP) | | |

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PERMANENT SIGNING AND PAVEMENT MARKING | SHEET 57 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-023201-PS-PM.DWG
LAYOUT NAME - 07

PLOT DATE : 10/9/2025 11:10 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

2

750' FROM YIELD LINE

8-1 W2-6 30"X30"

8-2 15 MPH W13-1 18"X18"

6W

8-3 JCT JCT JCT 73 80 COUNTY E J1-3 72"X39"

1655'NB' 1656'NB' 1657'NB' 1658'NB' 1659'NB'

CTH A

6W 6DY

SEPV SEPV SEPC SEPV SEPV SEPC

## SIGNING LEGEND

- PROPOSED SIGN ON SINGLE/DOUBLE WOOD SUPPORT
- PROPOSED SIGN ON SINGLE/DOUBLE TUBULAR STEEL SUPPORT
- 1-XX DENOTES SIGN NUMBER (CORRESPONDS TO MISCELLANEOUS QUANTITIES)

## NOTES

WHERE REMOVABLE SIGN POSTS ARE USED FOR OSOW VEHICLES, PLACE THE TOP OF THE 2 ¼" X 2 ¼" ANCHOR LEVEL WITH THE TOP OF THE 18" DIAMTER PVC BOX-OUT (WHICH IS AT GROUND LEVEL).

## MARKING LEGEND

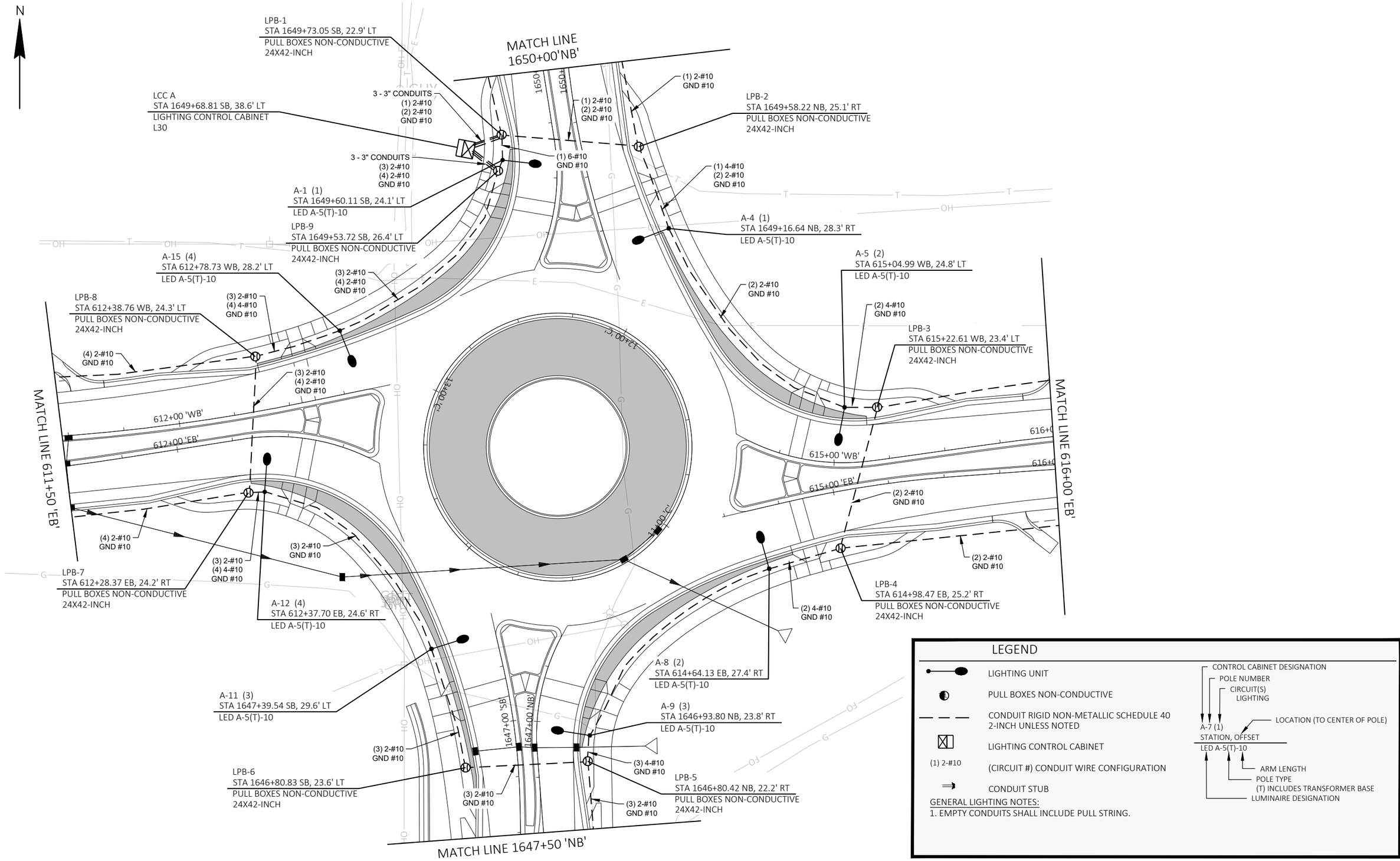
| | | | |
|---|---|---|---|
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) | 6X | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| 6Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) | DIAG | MARKING DIAGONAL EPOXY 12-INCH (YELLOW) |
| 10W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE) | 18-2-2 | MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE 2' DASH, 2' SKIP) |
| 6DY | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOUBLE YELLOW) | CURB | MARKING CURB EPOXY (YELLOW) |
| 6-SD-Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW 12.5' DASH, 37.5' SKIP) | I-NS | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 3-9-6 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE 3' DASH, 9' SKIP) | | |

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PERMANENT SIGNING AND PAVEMENT MARKING | SHEET 58 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-023201-PS-PM.DWG
LAYOUT NAME - 08

PLOT DATE : 10/9/2025 11:10 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42




## LEGEND

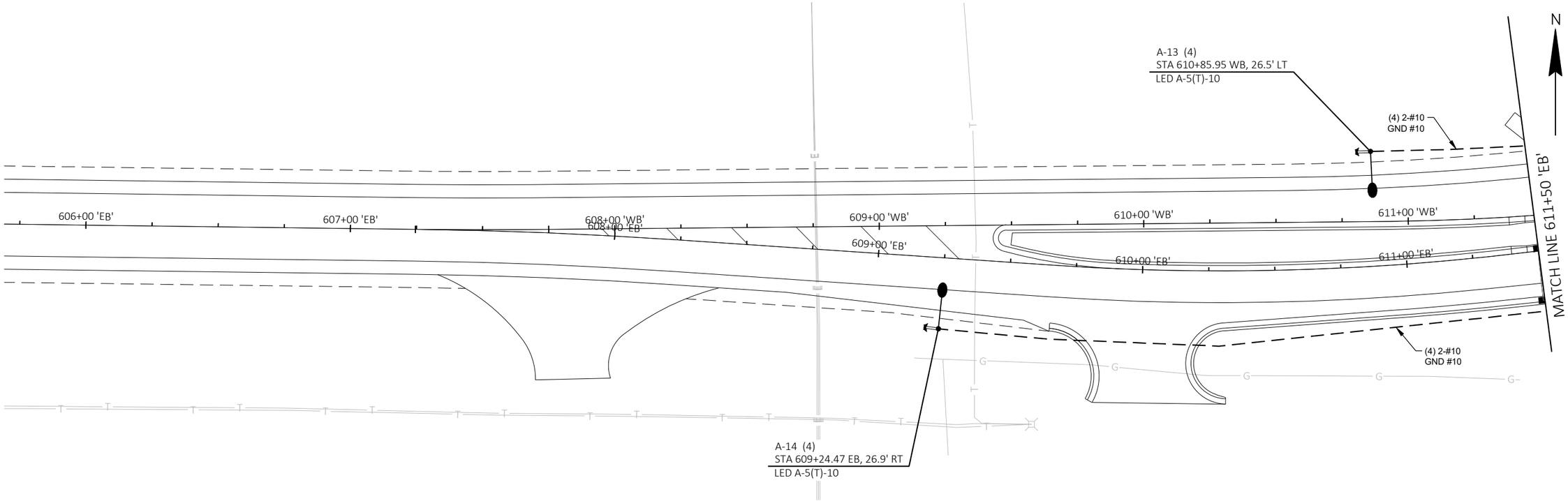
- LIGHTING UNIT
- PULL BOXES NON-CONDUCTIVE
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS NOTED
- LIGHTING CONTROL CABINET
- (1) 2-#10 — (CIRCUIT #) CONDUIT WIRE CONFIGURATION
- CONDUIT STUB

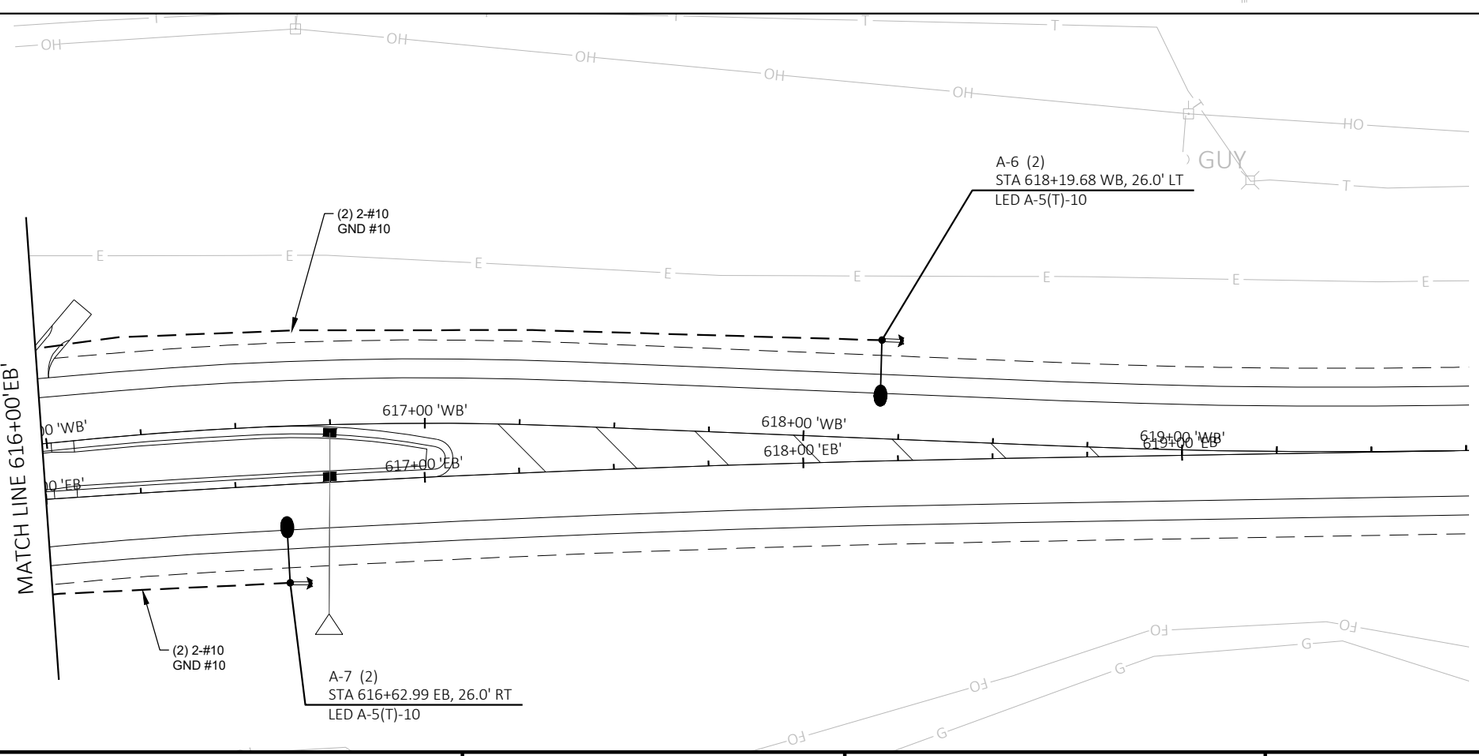
CONTROL CABINET DESIGNATION
POLE NUMBER
CIRCUIT(S) LIGHTING
LOCATION (TO CENTER OF POLE)
A-7 (1)
STATION, OFFSET
LED A-5(T)-10
ARM LENGTH
POLE TYPE
(T) INCLUDES TRANSFORMER BASE
LUMINAIRE DESIGNATION

GENERAL LIGHTING NOTES:
1. EMPTY CONDUITS SHALL INCLUDE PULL STRING.

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | LIGHTING PLAN (L71-2001) | SHEET 59 | E |
|---|---|---|---|---|---|

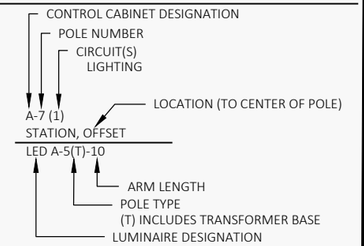
2




## LEGEND

- LIGHTING UNIT
- PULL BOXES NON-CONDUCTIVE
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS NOTED
- LIGHTING CONTROL CABINET
- (1) 2-#10 — (CIRCUIT #) CONDUIT WIRE CONFIGURATION
- CONDUIT STUB




GENERAL LIGHTING NOTES:

1. EMPTY CONDUITS SHALL INCLUDE PULL STRING.

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | LIGHTING PLAN (L71-2001) | SHEET 60 | E |
|---|---|---|---|---|---|

2

N

## LEGEND

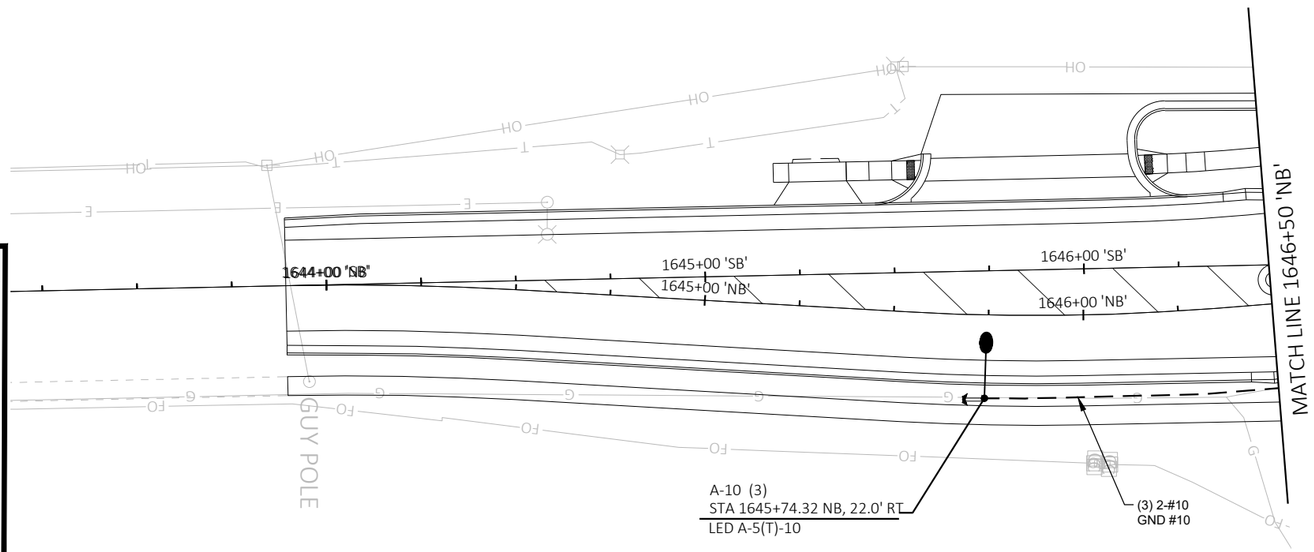
- LIGHTING UNIT
- PULL BOXES NON-CONDUCTIVE
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS NOTED
- LIGHTING CONTROL CABINET
- (1) 2-#10 — (CIRCUIT #) CONDUIT WIRE CONFIGURATION
- CONDUIT STUB

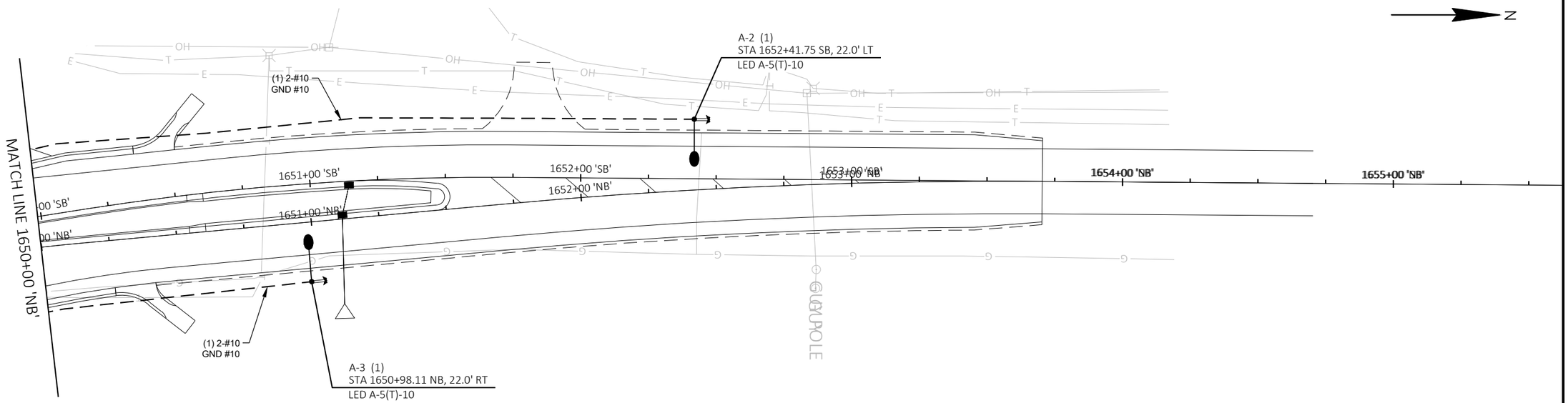
CONTROL CABINET DESIGNATION
POLE NUMBER
CIRCUIT(S) LIGHTING
LOCATION (TO CENTER OF POLE)

A-7 (1)
STATION, OFFSET
LED A-5(T)-10

ARM LENGTH
POLE TYPE
(T) INCLUDES TRANSFORMER BASE
LUMINAIRE DESIGNATION

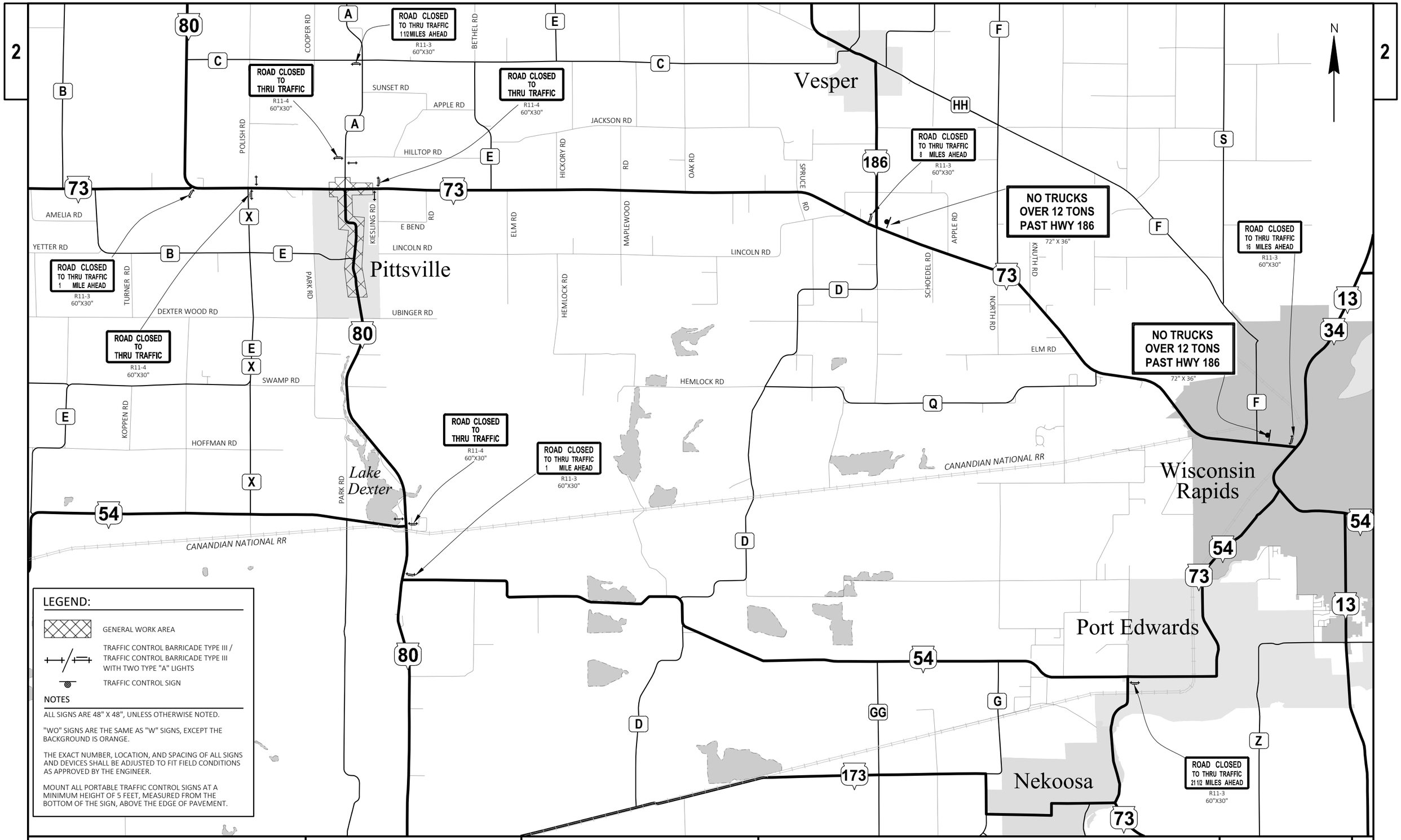
GENERAL LIGHTING NOTES:
1. EMPTY CONDUITS SHALL INCLUDE PULL STRING.



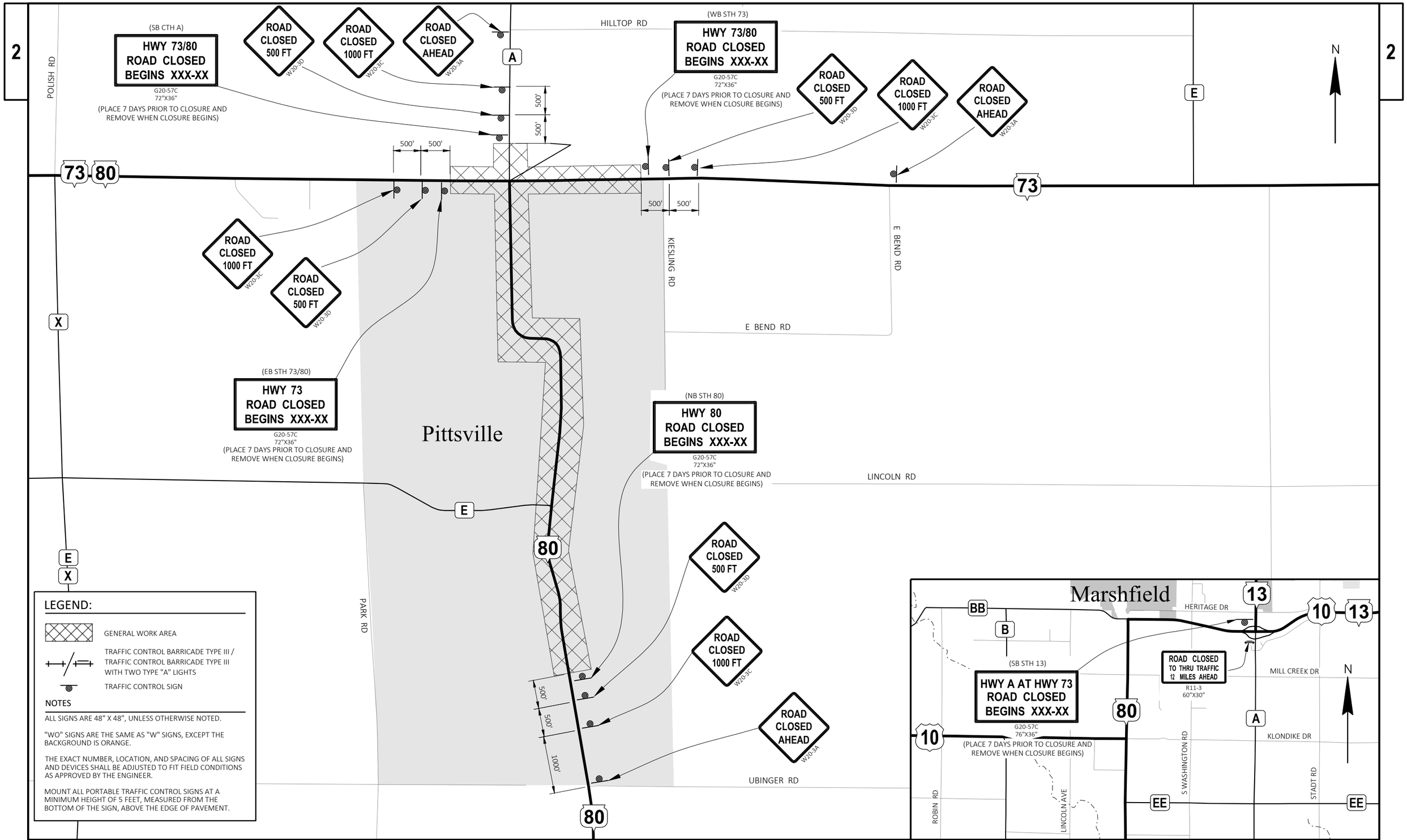

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | LIGHTING PLAN (L71-2001) | SHEET 61 | E |
|---|---|---|---|---|---|

FILE NAME : \\AYRES_ACTIVE\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-023601-LP.DWG
03 023501 lp
PLOT DATE : 10/17/2025 11:07 AM
PLOT BY : AYRES
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | TRAFFIC CONTROL - ADVANCED WARNING SIGNING - OVERVIEW | SHEET 62 E |
|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-025001-TC (AWS).DWG
LAYOUT NAME - - OVERVIEW
PLOT DATE : 10/29/2025 12:14 PM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : 1 IN:7000 FT




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | TRAFFIC CONTROL - ADVANCED WARNING SIGNING - WORK ZONE | SHEET 63 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-025001-TC (AWS).DWG
LAYOUT NAME - - WORK ZONE

PLOT DATE : 7/10/2025 10:47 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:1500 ft

WISDOT/CADDS SHEET 42

2

N

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

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

CTH A

STH 73/80

STH 80

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

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

STH 73

4TH AVE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

## STH 73 CULVERT REPLACEMENT

* INSTALL BARRICADES FOR THE DURATION OF CULVERT REPLACEMENT WORK.

N

STH 73

STH 73

4TH AVE

KIESLING RD

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

### LEGEND:

- GENERAL WORK AREA
- SIGN ON TEMPORARY SUPPORT (MOVEABLE SUPPORT MAY BE USED)
- TRAFFIC CONTROL BARRICADE TYPE III / TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TYPE "A" LIGHTS
- DETOUR ROUTE

### NOTES

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 AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | TRAFFIC CONTROL | PLOT SCALE : 1 IN:200 FT | SHEET 64 | E |
|---|---|---|---|---|---|---|

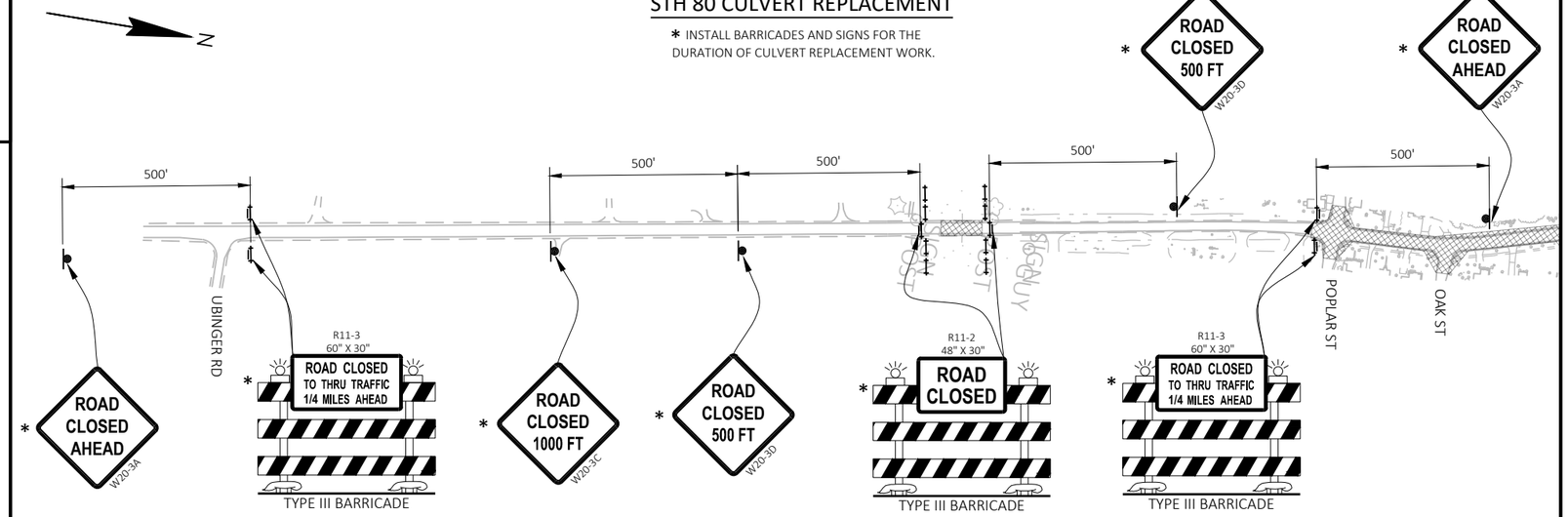
FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-025002-TC.DWG
LAYOUT NAME - 01

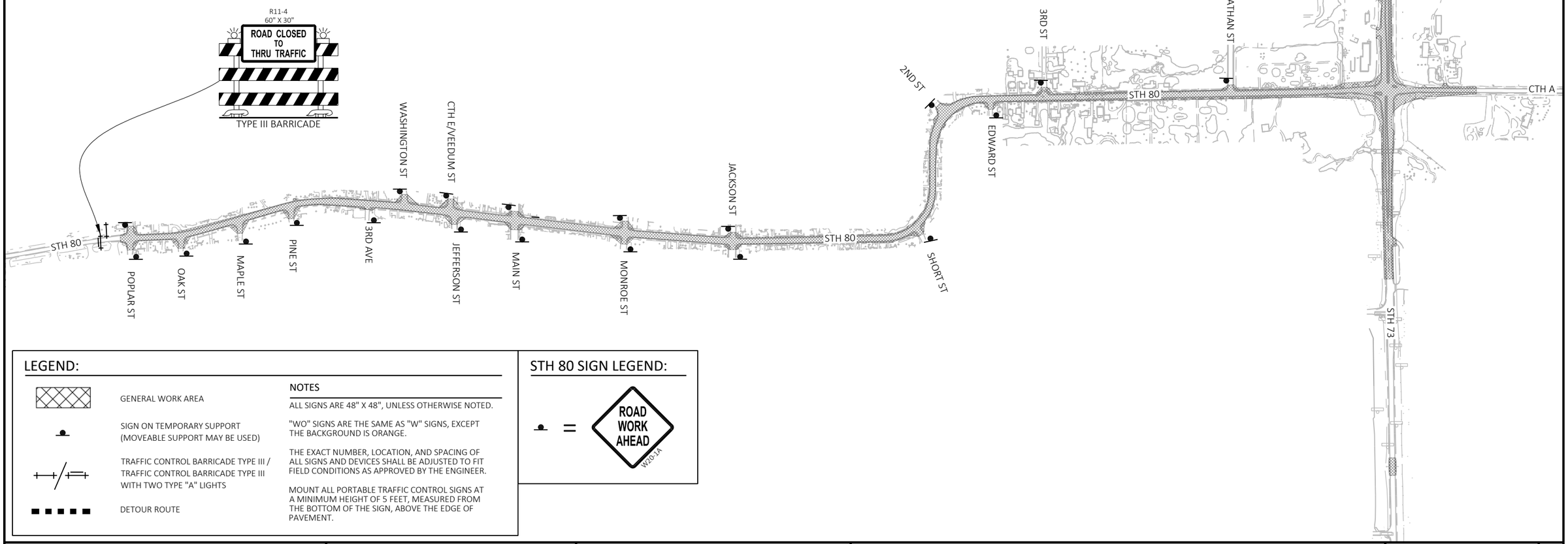
PLOT DATE : 10/30/2025 4:42 PM PLOT BY : KUSCHEL, LEVI PLOT NAME :

2

# STH 80 CULVERT REPLACEMENT

* INSTALL BARRICADES AND SIGNS FOR THE DURATION OF CULVERT REPLACEMENT WORK.




## LEGEND:

- GENERAL WORK AREA
- SIGN ON TEMPORARY SUPPORT (MOVEABLE SUPPORT MAY BE USED)
- TRAFFIC CONTROL BARRICADE TYPE III / TRAFFIC CONTROL BARRICADE TYPE III WITH TWO TYPE "A" LIGHTS
- DETOUR ROUTE

### NOTES

ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.

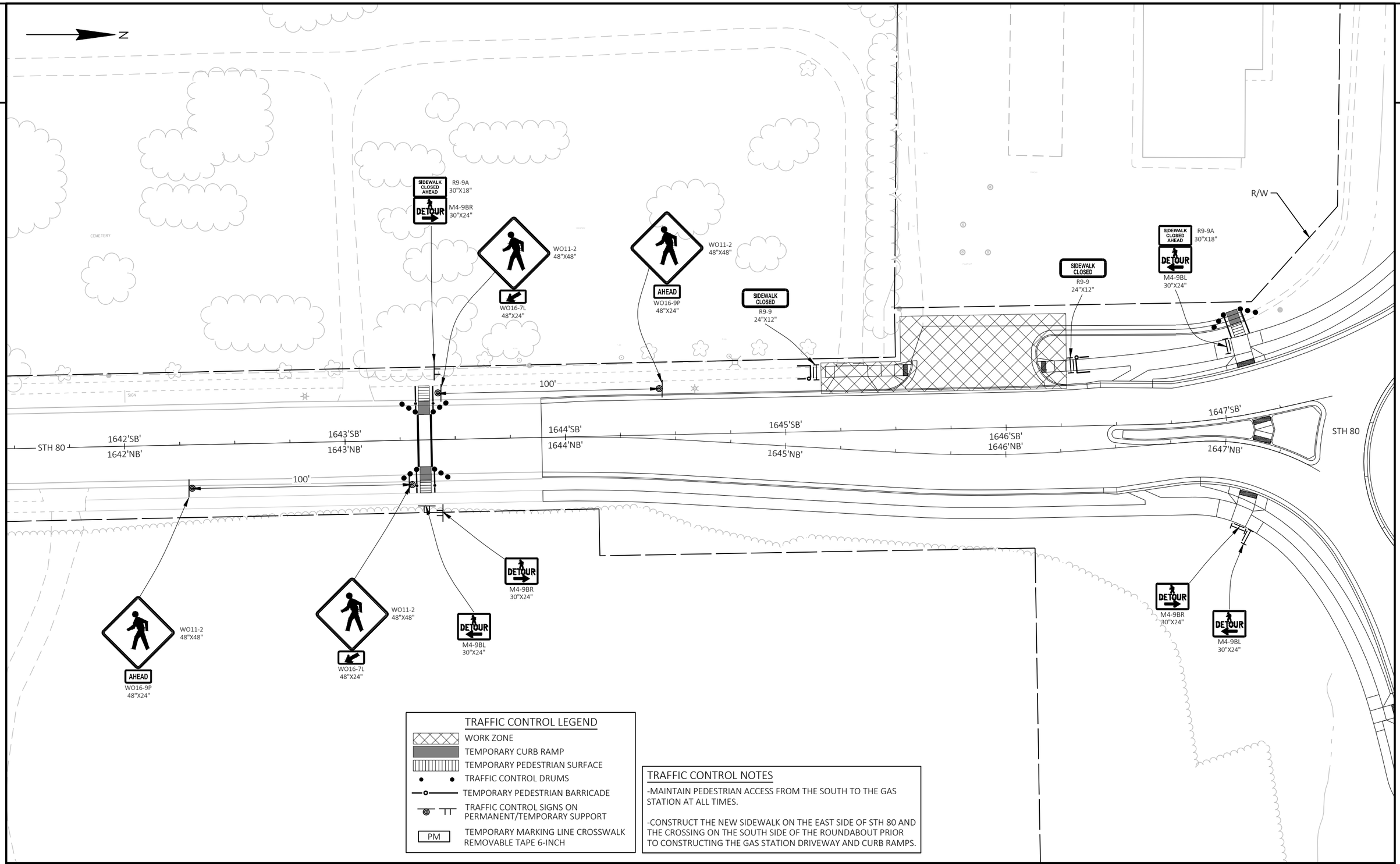
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

## STH 80 SIGN LEGEND:

* = ROAD WORK AHEAD W20-1A

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | TRAFFIC CONTROL | SHEET 65 | E |
|---|---|---|---|---|---|




## TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE
- TRAFFIC CONTROL DRUMS
- TEMPORARY PEDESTRIAN BARRICADE
- TRAFFIC CONTROL SIGNS ON PERMANENT/TEMPORARY SUPPORT
- PM — TEMPORARY MARKING LINE CROSSWALK REMOVABLE TAPE 6-INCH

## TRAFFIC CONTROL NOTES

-MAINTAIN PEDESTRIAN ACCESS FROM THE SOUTH TO THE GAS STATION AT ALL TIMES.

-CONSTRUCT THE NEW SIDEWALK ON THE EAST SIDE OF STH 80 AND THE CROSSING ON THE SOUTH SIDE OF THE ROUNDABOUT PRIOR TO CONSTRUCTING THE GAS STATION DRIVEWAY AND CURB RAMPS.

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | TRAFFIC CONTROL - TEMPORARY PEDESTRIAN ACCOMMODATIONS | SHEET 66 | E |
|---|---|---|---|---|---|

CTH A DETOUR

SHEET 01

SHEET 02

SHEET 02

SHEET 03

SHEET 04

SHEET 05

SHEET 06

SHEET 06

SHEET 07

SHEET 08

STH 73 AND STH 80
CONSTRUCTION

Vesper

Pittsville

Wisconsin Rapids

Dexterville

Port Edwards

Babcock

Nekoosa

Saratoga

DETOUR NORTH 73

DETOUR SOUTH 73

SIGN LEGEND:

| | |
|---|---|
| DETOUR M4-8 24"X12" | NORTH M3-1 24"X12" |
| 73 M1-6 24"X24" | SOUTH M3-3 24"X12" |

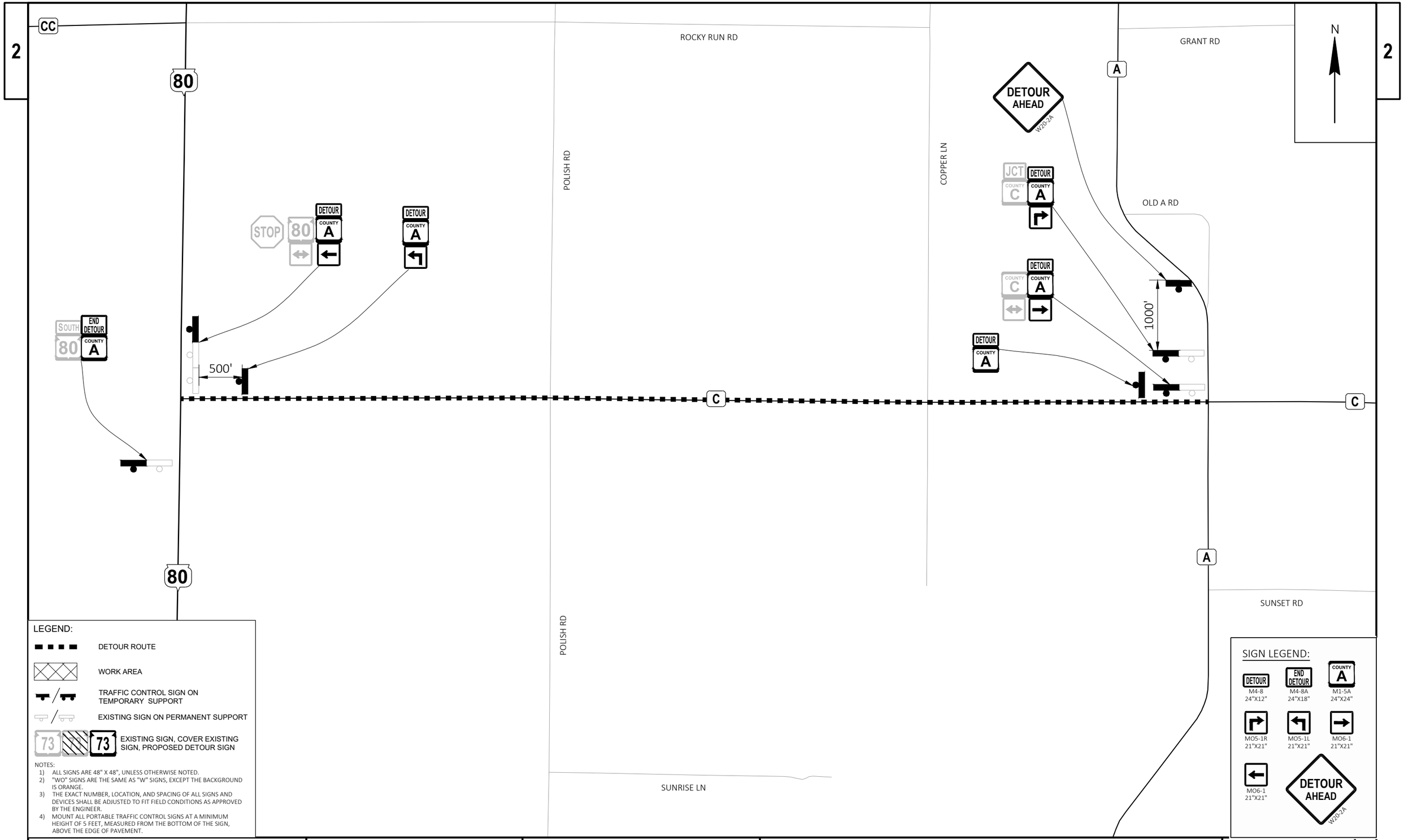
LEGEND:

- DETOUR ROUTE
- WORK AREA
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN ON PERMANENT SUPPORT
- EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN

NOTES:

1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

| PROJECT NO: 1520-00-74/1620-02-77 | HWY: STH 73 & STH 80 | COUNTY: WOOD | DETOUR ROUTE - OVERVIEW | SHEET 67 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1520-00-74/1620-02-77 | HWY: STH 73 & STH 80 | COUNTY: WOOD | DETOUR ROUTE - CTH A | SHEET 68 E |
|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027001_DT.DWG
LAYOUT NAME - CTH-A

PLOT DATE : 6/6/2025 3:20 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:1200 FT

WISDOT/CADDS SHEET 42

2

2

N

80

73

73 80

73 80

WILDERNESS DR

POLISH RD

END DETOUR
NORTH
73
80

1000'

500'

RIVER LOOP LN

WILDERNESS DR

SOUTH
73
80

DETOUR AHEAD
W20-2A

JCT
COUNTY
X

DETOUR
SOUTH
73
80

DETOUR
SOUTH
73
80

COUNTY
X

DETOUR
SOUTH
73
80

COUNTY
X

DETOUR
SOUTH
73
80

DETOUR
NEXT 26 MILES

DETOUR
NORTH
80

STOP

DETOUR
NORTH
73

Marshfield
Neillsville

Wis Rapids

X

Pittsville

LEGEND:

- DETOUR ROUTE
- WORK AREA
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN ON PERMANENT SUPPORT
- 73 (WO) 73 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN

NOTES:

1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

SIGN LEGEND:

| | | | |
|---|---|---|---|
| DETOUR M4-8 24"X12" | END DETOUR M4-8A 24"X18" | NORTH M3-1 24"X12" | SOUTH M3-3 24"X12" |
| MO5-1R 21"X21" | MO6-1 21"X21" | MO6-1 21"X21" | |
| 73 M1-6 24"X24" | 80 M1-6 24"X24" | DETOUR AHEAD W20-2A | |
| DETOUR NEXT 26 MILES G20-51 60"X24" | | | |

| PROJECT NO: 1520-00-74/1620-02-77 | HWY: STH 73 & STH 80 | COUNTY: WOOD | DETOUR ROUTE - SHEET 01 | SHEET 69 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027001_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 6/6/2025 3:20 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

N

X

B

E

VEEDUM LN

SHADY LN

SWAMP RD

SWALLO

SWAMP R

RD

E

DETOUR SOUTH 73 80

DETOUR NORTH 73 80

COUNTY E | COUNTY X | COUNTY B

COUNTY X NO ATV TRAFFIC

COUNTY B | COUNTY X | COUNTY E

LEGEND:

- DETOUR ROUTE
- WORK AREA
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN ON PERMANENT SUPPORT
- 73 / 73 EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN

NOTES:

1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

SIGN LEGEND:

| DETOUR | NORTH | SOUTH | 73 | 80 | |
|---|---|---|---|---|---|
| M4-8 24"X12" | M3-1 24"X12" | M3-3 24"X12" | M1-6 24"X24" | M1-6 24"X24" | MO6-1 21"X21" |

| PROJECT NO: 1520-00-74/1620-02-77 | HWY: STH 73 & STH 80 | COUNTY: WOOD | DETOUR ROUTE - SHEET 02 | SHEET 70 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027001_DT.DWG
LAYOUT NAME - 02
PLOT DATE : 6/6/2025 3:20 PM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

2

HOFFMAN RD

DAIRY RD

X

HOFFMAN RD

N

2

JCT 54

DETOUR SOUTH 73 80

STOP 54 COUNTY X

DETOUR SOUTH 73 80

DETOUR NORTH 73 80

COUNTY X NO ATV TRAFFIC

DETOUR NORTH 73 80

DETOUR NORTH 73 80

COUNTY X

500'

54

54 X

1000'

500'

GOOSE LN

CANADIAN NATIONAL RR

73 80

DETOUR AHEAD W20-2A

JCT COUNTY X

DETOUR NORTH 73 80 DETOUR SOUTH 73 80

DETOUR NORTH 73 80 DETOUR SOUTH 73 80

COUNTY X

DETOUR SOUTH 73 80

EAST 54

LEGEND:

- DETOUR ROUTE
- WORK AREA
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN ON PERMANENT SUPPORT
- 73 / 73 EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN

NOTES:

1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

SIGN LEGEND:

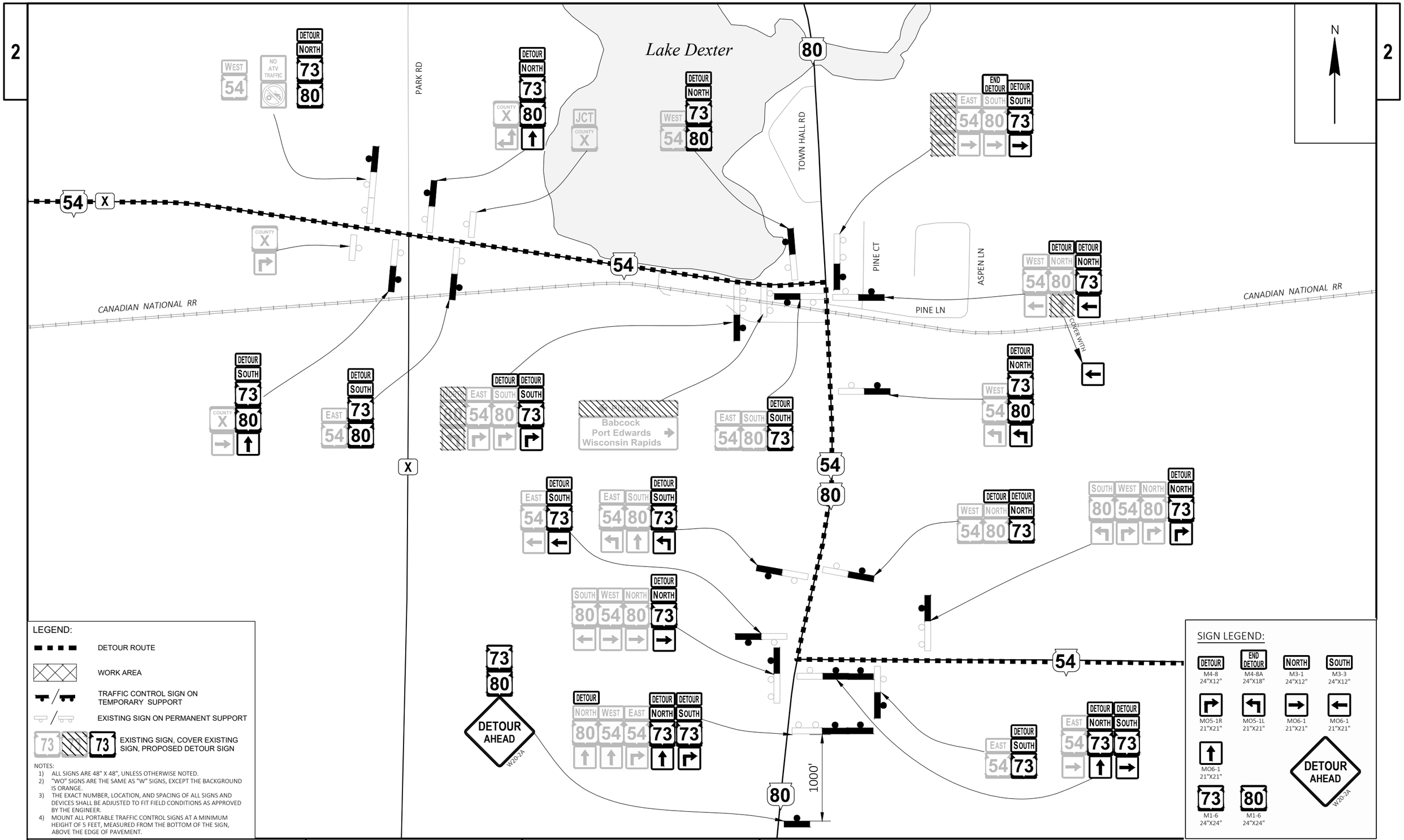
| | | | |
|---|---|---|---|
| DETOUR M4-8 24"X12" | END DETOUR M4-8A 24"X18" | NORTH M3-1 24"X12" | SOUTH M3-3 24"X12" |
| MO5-1R 21"X21" | MO5-1L 21"X21" | MO6-1 21"X21" | MO6-1 21"X21" |
| MO6-1 21"X21" | | | |
| 73 M1-6 24"X24" | 80 M1-6 24"X24" | DETOUR AHEAD W20-2A | |

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1520-00-74/1620-02-77 | HWY: STH 73 & STH 80 | COUNTY: WOOD | DETOUR ROUTE - SHEET 03 | SHEET 71 | E |

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027001_DT.DWG
LAYOUT NAME - 03

PLOT DATE : 6/6/2025 3:20 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42




| PROJECT NO: 1520-00-74/1620-02-77 | HWY: STH 73 & STH 80 | COUNTY: WOOD | DETOUR ROUTE - SHEET 04 | SHEET 72 E |
|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027001_DT.DWG
LAYOUT NAME - 04
PLOT DATE : 6/6/2025 3:20 PM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

2

2

N

HEMLOCK TRAIL

SENECA RD

SCHOOL RD

54

D

DETOUR NORTH 54 73

DETOUR NORTH 54 COUNTY D ADOPT A HIGHWAY 73

DETOUR EAST 54 SOUTH 73

EAST 54 ADOPT A HIGHWAY IN LOVING MEMORY OF GEORGE J KELLNER SR ROUGH ROAD NEXT 4 MILES DETOUR SOUTH 73

LEGEND:

- DETOUR ROUTE
- WORK AREA
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN ON PERMANENT SUPPORT
- 73 73 EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN

NOTES:

1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

SIGN LEGEND:

| | |
|---|---|
| NORTH M3-1 24"X12" | SOUTH M3-3 24"X12" |
| 73 M1-6 24"X24" | DETOUR M4-8 24"X12" |

| PROJECT NO: 1520-00-74/1620-02-77 | HWY: STH 73 & STH 80 | COUNTY: WOOD | DETOUR ROUTE - SHEET 05 | SHEET 73 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027001_DT.DWG
LAYOUT NAME - 05

PLOT DATE : 6/6/2025 3:20 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

2

2

N

DETOUR
WEST
NORTH
54
73

54

54

DETOUR
SOUTH
ADOPT A HIGHWAY
SEGMENT
AVAILABLE
73

GG

N

SWINGUM

SWINGUM LN

SWINGUM LN

LN

SWANSON RD

SWANSON

ADOPT A HIGHWAY
SEGMENT
AVAILABLE
WEST
54
DETOUR
NORTH
73

54

54

DETOUR
EAST
SOUTH
54
73

GREEN GROVE LN

GREENBRIAR CT

SWINGUM LN

GREEN GROVE LN

LN

G

LEGEND:

- DETOUR ROUTE
- WORK AREA
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN ON PERMANENT SUPPORT
- 73 / 73 — EXISTING SIGN, COVER EXISTING SIGN, PROPOSED DETOUR SIGN

NOTES:

1) ALL SIGNS ARE 48" X 48", UNLESS OTHERWISE NOTED.
2) "WO" SIGNS ARE THE SAME AS "W" SIGNS, EXCEPT THE BACKGROUND IS ORANGE.
3) THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
4) MOUNT ALL PORTABLE TRAFFIC CONTROL SIGNS AT A MINIMUM HEIGHT OF 5 FEET, MEASURED FROM THE BOTTOM OF THE SIGN, ABOVE THE EDGE OF PAVEMENT.

SIGN LEGEND:

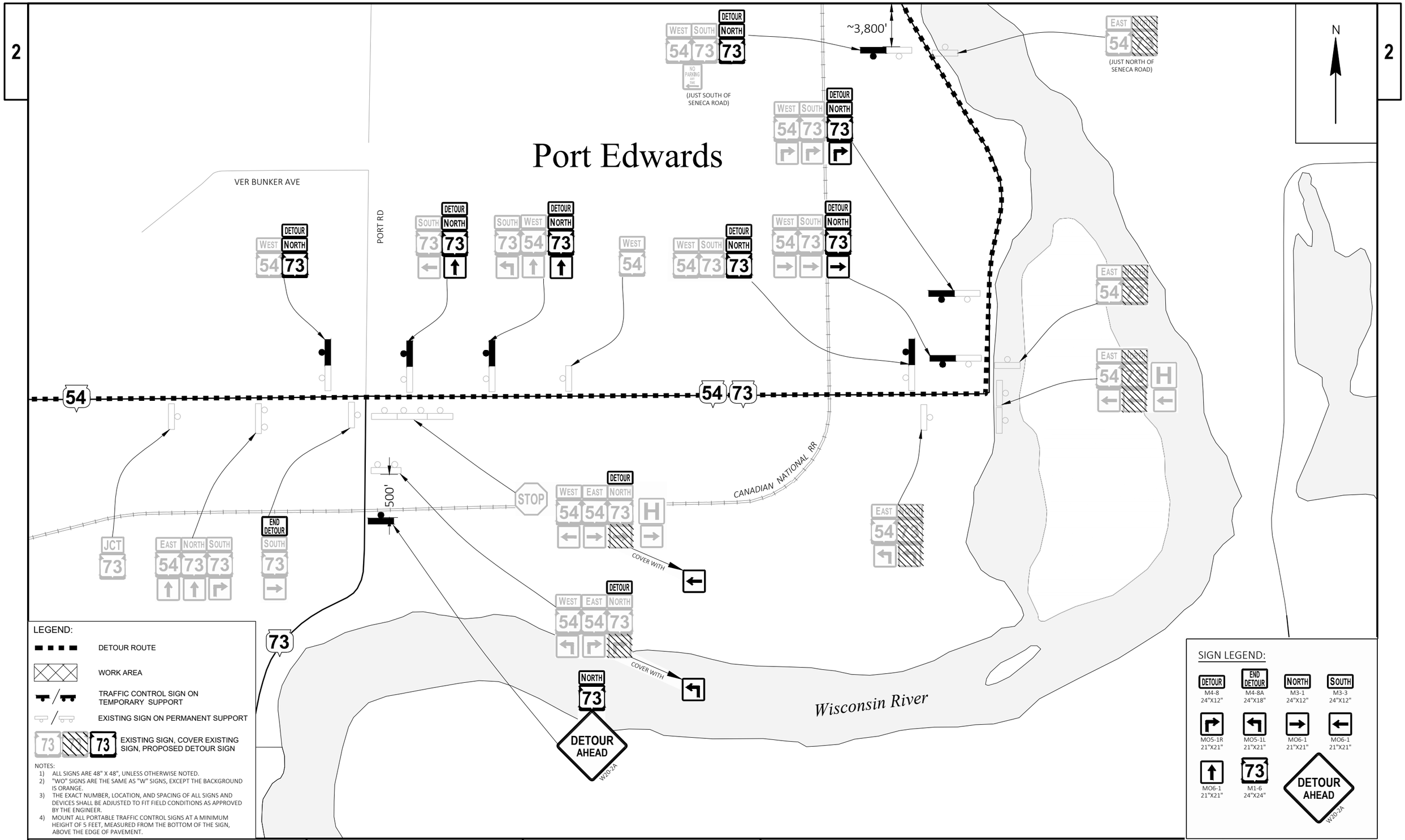
| | |
|---|---|
| NORTH M3-1 24"X12" | SOUTH M3-3 24"X12" |
| 73 M1-6 24"X24" | DETOUR M4-8 24"X12" |

| PROJECT NO: 1520-00-74/1620-02-77 | HWY: STH 73 & STH 80 | COUNTY: WOOD | DETOUR ROUTE - SHEET 06 | SHEET 74 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027001_DT.DWG
LAYOUT NAME - 06

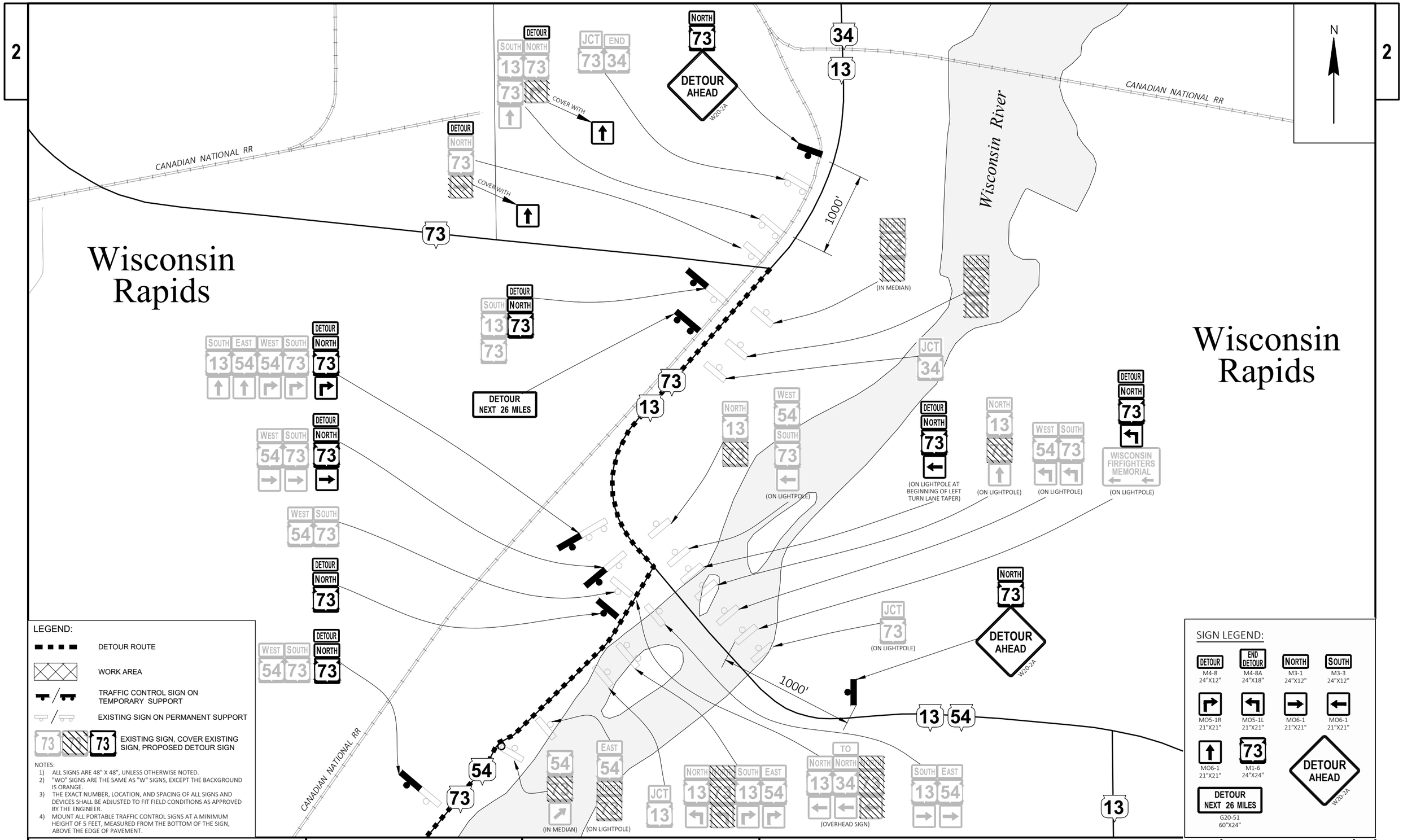
PLOT DATE : 6/6/2025 3:20 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42




| PROJECT NO: 1520-00-74/1620-02-77 | HWY: STH 73 & STH 80 | COUNTY: WOOD | DETOUR ROUTE - SHEET 07 | SHEET 75 E |
|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027001_DT.DWG
LAYOUT NAME - 07
PLOT DATE : 6/6/2025 3:20 PM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT




| PROJECT NO: 1520-00-74/1620-02-77 | HWY: STH 73 & STH 80 | COUNTY: WOOD | DETOUR ROUTE - SHEET 08 | SHEET 76 E |
|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027001_DT.DWG
LAYOUT NAME - 08

PLOT DATE : 6/6/2025 3:20 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

2

N

STH 73/80

599'EB'

S89°17'56"E

600'EB'

601'EB'

602'EB'

603'EB'

S89°16'36"E

604'EB'

605'EB'

STH 73/80

Y = 474694.139
X = 648377.276

PI: 601+94.29 'EB'

GUY

GUY

N

CURVE WB-1
PI STA = 607+46.76 'WB'
Y = 474682.952
X = 649273.961
DELTA = 1°16'13" LT
D = 2°51'53"
T = 22.17'
L = 44.34'
R = 2000.00'
PC STA = 607+24.59 'WB'
Y = 474683.232
X = 649251.793
PT STA = 607+68.93 'WB'
Y = 474683.163
X = 649296.129
DB = S89°16'36"E
DA = N89°27'11"E

CURVE WB-1

BP: 607+24.59 'WB'

PT: 607+68.93 'WB'

CURVE WB-2
PI STA = 611+76.30 'WB'
Y = 474687.052
X = 649703.488
DELTA = 11°10'18" LT
D = 6°44'26"
T = 83.13'
L = 165.73'
R = 850.00'
PC STA = 610+93.17 'WB'
Y = 474686.258
X = 649620.361
PT STA = 612+58.91 'WB'
Y = 474703.936
X = 649784.885
DB = N89°27'11"E
DA = N78°16'54"E

CURVE WB-2

PC: 610+93.17 'WB'

PT: 612+58.91 'WB'

202'NW'

203'NW'

N78°16'54"E

137'

612'WB'

STH 73/80

606'EB'

S89°16'36"E

607'EB'

608'WB'

608'EB'

609'WB'

N89°27'11"E

S86°08'16"E

609'EB'

610'WB'

610'EB'

611'WB'

611'EB'

612'EB'

N80°58'34"E

301'SW'

302'SW'

303'SW'

PC: 607+24.58 'EB'

CURVE EB-1

PT: 608+23.20 'EB'

PC: 609+65.96 'EB'

CURVE EB-2

PT: 611+79.61 'EB'

PC: 612+29.61 'EB'

CURVE EB-3

PT: 612+93.04 'EB'

CURVE EB-1
PI STA = 607+73.90 'EB'
Y = 474682.609
X = 649301.107
DELTA = 3°08'20" RT
D = 3°10'59"
T = 49.32'
L = 98.61'
R = 1800.00'
PC STA = 607+24.58 'EB'
Y = 474683.232
X = 649251.793
PT STA = 608+23.20 'EB'
Y = 474679.287
X = 649350.314
DB = S89°16'36"E
DA = S86°08'16"E

CURVE EB-2
PI STA = 610+73.24 'EB'
Y = 474662.445
X = 649599.786
DELTA = 12°53'10" LT
D = 6°01'52"
T = 107.28'
L = 213.66'
R = 950.00'
PC STA = 609+65.96 'EB'
Y = 474669.671
X = 649492.748
PT STA = 611+79.61 'EB'
Y = 474679.272
X = 649705.740
DB = S86°08'16"E
DA = N80°58'34"E

CURVE EB-3
PI STA = 612+62.56 'EB'
Y = 474692.281
X = 649787.658
DELTA = 38°15'03" RT
D = 60°18'41"
T = 32.94'
L = 63.42'
R = 95.00'
PC STA = 612+29.61 'EB'
Y = 474687.114
X = 649755.121
PT STA = 612+93.04 'EB'
Y = 474676.196
X = 649816.407
DB = N80°58'34"E
DA = S60°46'23"E

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | ALIGNMENT DIAGRAM | SHEET 77 | E |
|---|---|---|---|---|---|

2

**CURVE WB-3**
PI STA = 614+86.82 'WB'
Y = 474672.798
X = 650004.330
DELTA = 38°15'43" LT
D = 60°18'40"
T = 32.95'
L = 63.44'
R = 95.00'
PC STA = 614+53.87 'WB'
Y = 474689.388
X = 649975.857
PT STA = 615+17.31 'WB'
Y = 474677.404
X = 650036.961
DB = S59°46'21"E
DA = N81°57'56"E

**CURVE WB-4**
PI STA = 616+53.52 'WB'
Y = 474696.442
X = 650171.830
DELTA = 10°22'12" RT
D = 6°01'52"
T = 86.21'
L = 171.94'
R = 950.00'
PC STA = 615+67.31 'WB'
Y = 474684.392
X = 650086.470
PT STA = 617+39.25 'WB'
Y = 474692.929
X = 650257.964
DB = N81°57'56"E
DA = S87°39'53"E

**CURVE WB-5**
PI STA = 619+19.88 'WB'
Y = 474685.568
X = 650438.445
DELTA = 3°19'07" LT
D = 3°10'59"
T = 52.14'
L = 104.26'
R = 1800.00'
PC STA = 618+67.74 'WB'
Y = 474687.693
X = 650386.345
PT STA = 619+72.00 'WB'
Y = 474686.463
X = 650490.580
DB = S87°39'53"E
DA = N89°01'01"E

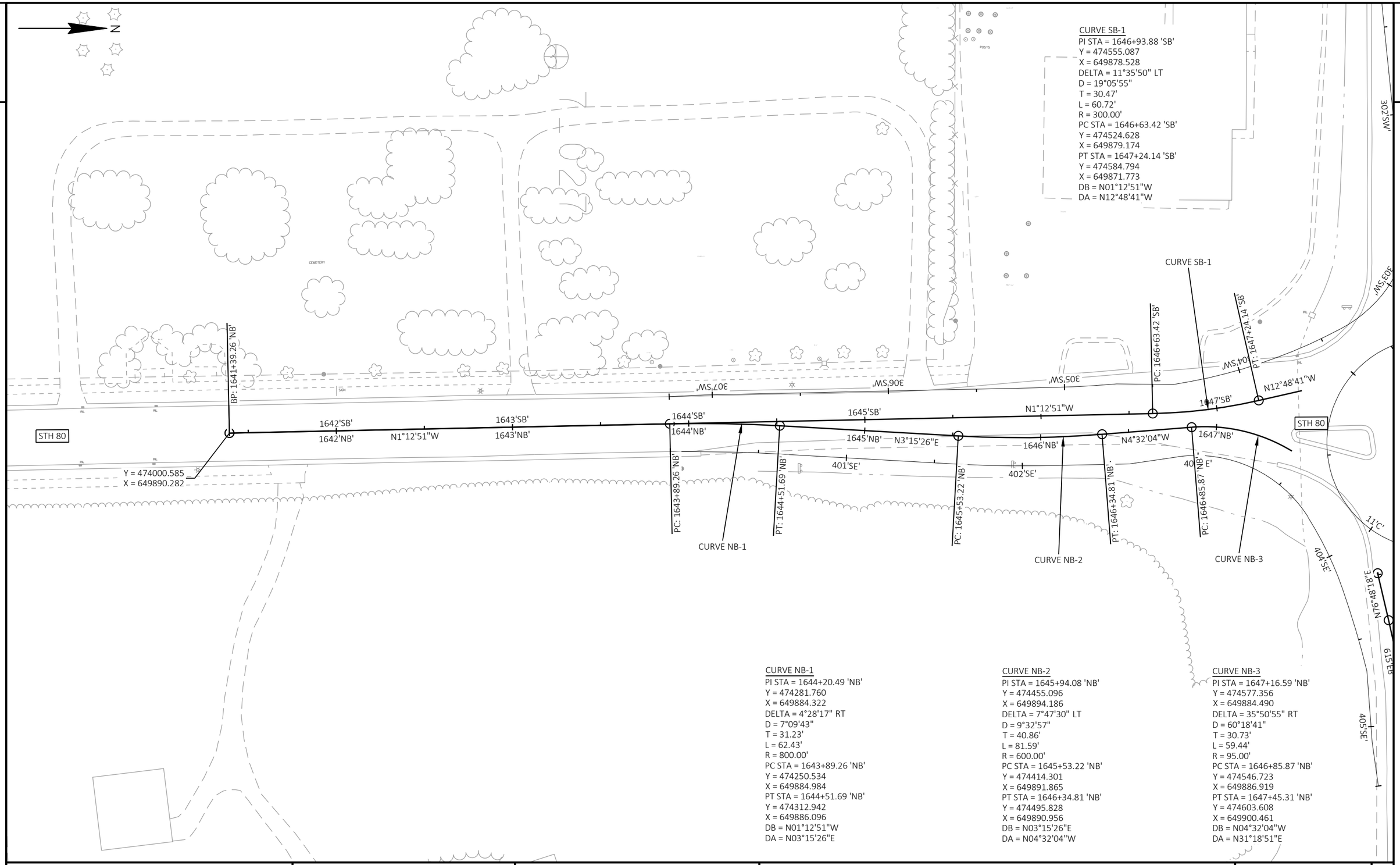
**CURVE EB-4**
PI STA = 615+14.73 'EB'
Y = 474667.269
X = 650033.674
DELTA = 8°45'52" RT
D = 11°27'33"
T = 38.32'
L = 76.48'
R = 500.00'
PC STA = 614+76.41 'EB'
Y = 474658.522
X = 649996.369
PT STA = 615+52.89 'EB'
Y = 474670.228
X = 650071.876
DB = N76°48'18"E
DA = N85°34'10"E

**CURVE EB-5**
PI STA = 617+03.36 'EB'
Y = 474681.852
X = 650221.889
DELTA = 3°26'50" RT
D = 1°08'45"
T = 150.46'
L = 300.83'
R = 5000.00'
PC STA = 615+52.89 'EB'
Y = 474670.228
X = 650071.876
PT STA = 618+53.73 'EB'
Y = 474684.434
X = 650372.329
DB = N85°34'10"E
DA = N89°01'00"E

CULVERT NO. 70173008648
Y = 474717.737
X = 652268.310

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | ALIGNMENT DIAGRAM | SHEET 78 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027201_AD.DWG
LAYOUT NAME - 02
PLOT DATE : 9/20/2024 10:22 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42




CURVE NB-1
PI STA = 1644+20.49 'NB'
Y = 474281.760
X = 649884.322
DELTA = 4°28'17" RT
D = 7°09'43"
T = 31.23'
L = 62.43'
R = 800.00'
PC STA = 1643+89.26 'NB'
Y = 474250.534
X = 649884.984
PT STA = 1644+51.69 'NB'
Y = 474312.942
X = 649886.096
DB = N01°12'51"W
DA = N03°15'26"E

CURVE NB-2
PI STA = 1645+94.08 'NB'
Y = 474455.096
X = 649894.186
DELTA = 7°47'30" LT
D = 9°32'57"
T = 40.86'
L = 81.59'
R = 600.00'
PC STA = 1645+53.22 'NB'
Y = 474414.301
X = 649891.865
PT STA = 1646+34.81 'NB'
Y = 474495.828
X = 649890.956
DB = N03°15'26"E
DA = N04°32'04"W

CURVE NB-3
PI STA = 1647+16.59 'NB'
Y = 474577.356
X = 649884.490
DELTA = 35°50'55" RT
D = 60°18'41"
T = 30.73'
L = 59.44'
R = 95.00'
PC STA = 1646+85.87 'NB'
Y = 474546.723
X = 649886.919
PT STA = 1647+45.31 'NB'
Y = 474603.608
X = 649900.461
DB = N04°32'04"W
DA = N31°18'51"E

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | ALIGNMENT DIAGRAM | SHEET 79 | E |
|---|---|---|---|---|---|

2

N

CURVE SB-2
PI STA = 1649+38.00 'SB'
Y = 474790.212
X = 649899.393
DELTA = 35°51'52" LT
D = 60°18'41"
T = 30.74'
L = 59.47'
R = 95.00'
PC STA = 1649+07.25 'SB'
Y = 474762.786
X = 649885.502
PT STA = 1649+66.72 'SB'
Y = 474820.576
X = 649894.583
DB = N26°51'46"E
DA = N09°00'06"W

CURVE SB-3
PI STA = 1650+95.11 'SB'
Y = 474947.386
X = 649874.494
DELTA = 9°25'41" RT
D = 6°01'52"
T = 78.34'
L = 156.33'
R = 950.00'
PC STA = 1650+16.77 'SB'
Y = 474870.011
X = 649886.752
PT STA = 1651+73.10 'SB'
Y = 475025.723
X = 649875.077
DB = N09°00'06"W
DA = N00°25'35"E

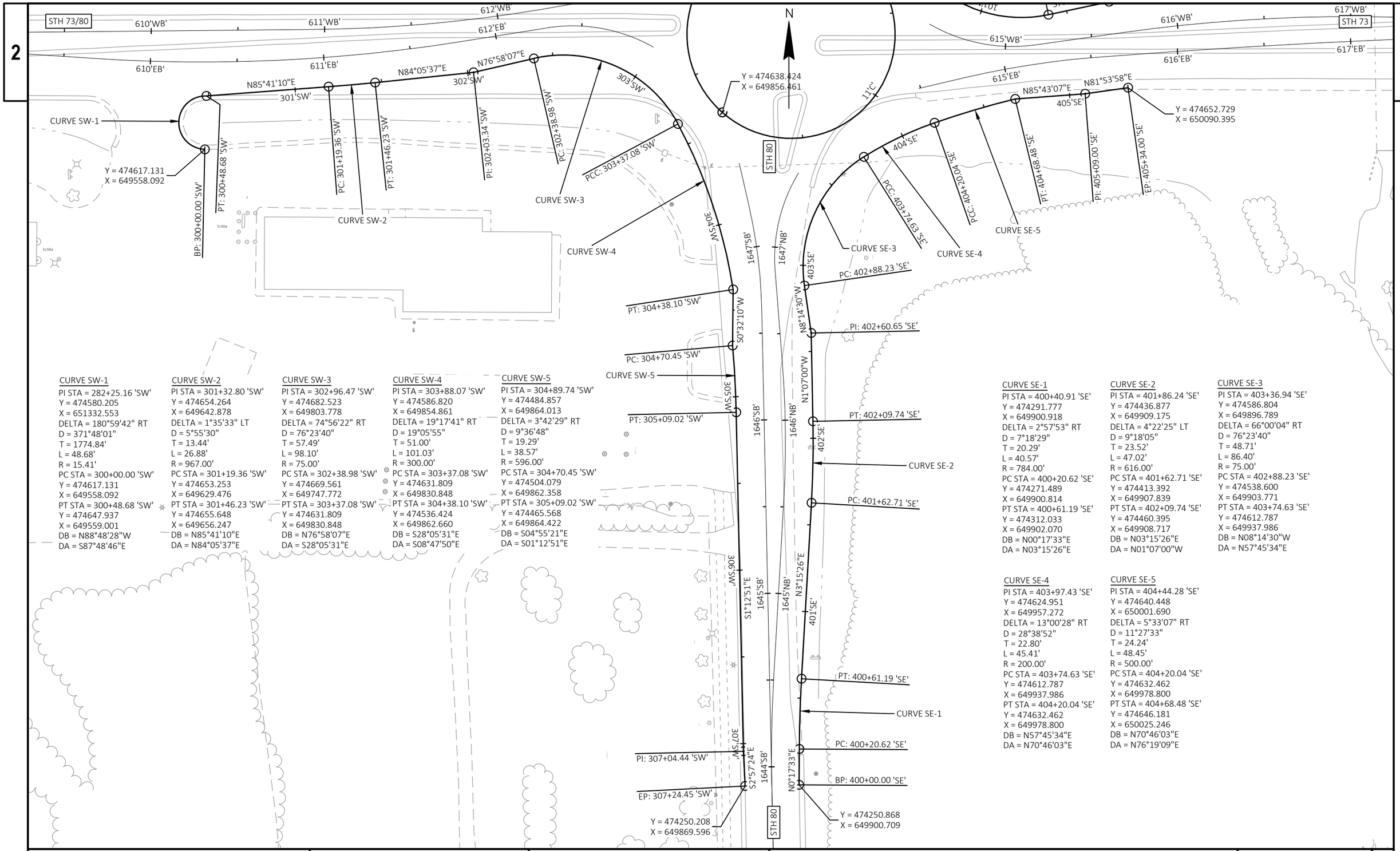
CURVE SB-2
CURVE SB-3
202'NW'
201'NW'
PC: 1649+07.25 'SB'
PT: 1649+66.72 'SB'
PC: 1650+16.77 'SB'
PT: 1651+73.10 'SB'
1651'SB'
1652'SB'
N0°25'35"E
1653'SB'
1654'SB'
1655'SB'
1656'SB'
CTH A
N0°25'35"E
N9°00'06"W SB'
1653'NB'
1654'NB'
1655'NB'
1656'NB'
1652'NB'
CTH A
1650'NB'
N5°17'28"W
1651'NB'
Y = 475502.615
X = 649878.627
12C'
102'NE'
102'NE'
PT: 1650+08.70 'NB'
PC: 1651+70.81 'NB'
PT: 1653+70.40 'NB'
CURVE NB-5
CURVE NB-4

CURVE NB-4
PI STA = 1649+55.64 'NB'
Y = 474808.804
X = 649904.915
DELTA = 15°17'40" RT
D = 14°19'31"
T = 53.70'
L = 106.76'
R = 399.96'
PC STA = 1649+01.94 'NB'
Y = 474758.531
X = 649923.797
PT STA = 1650+08.70 'NB'
Y = 474862.277
X = 649899.963
DB = N20°35'08"W
DA = N05°17'28"W

CURVE NB-5
PI STA = 1652+70.69 'NB'
Y = 475123.147
X = 649875.803
DELTA = 5°43'04" RT
D = 2°51'53"
T = 99.88'
L = 199.59'
R = 2000.00'
PC STA = 1651+70.81 'NB'
Y = 475023.696
X = 649885.013
PT STA = 1653+70.40 'NB'
Y = 475223.020
X = 649876.546
DB = N05°17'28"W
DA = N00°25'35"E

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | ALIGNMENT DIAGRAM | SHEET 80 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027201_AD.DWG
LAYOUT NAME - 04
PLOT DATE : 9/20/2024 10:22 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:50 FT




**CURVE SW-1**
PI STA = 282+25.16 'SW'
Y = 474580.205
X = 651332.553
DELTA = 180°59'42" RT
D = 371°48'01"
T = 1774.84'
L = 48.68'
R = 15.41'
PC STA = 300+00.00 'SW'
Y = 474617.131
X = 649558.092
PT STA = 300+48.68 'SW'
Y = 474647.937
X = 649559.001
DB = N88°48'28"W
DA = S87°48'46"E

**CURVE SW-2**
PI STA = 301+32.80 'SW'
Y = 474654.264
X = 649642.878
DELTA = 1°35'33" LT
D = 5°55'30"
T = 13.44'
L = 26.88'
R = 967.00'
PC STA = 301+19.36 'SW'
Y = 474653.253
X = 649629.476
PT STA = 301+46.23 'SW'
Y = 474655.648
X = 649656.247
DB = N85°41'10"E
DA = N84°05'37"E

**CURVE SW-3**
PI STA = 302+96.47 'SW'
Y = 474682.523
X = 649803.778
DELTA = 74°56'22" RT
D = 76°23'40"
T = 57.49'
L = 98.10'
R = 75.00'
PC STA = 302+38.98 'SW'
Y = 474669.561
X = 649747.772
PT STA = 303+37.08 'SW'
Y = 474631.809
X = 649830.848
DB = N76°58'07"E
DA = S28°05'31"E

**CURVE SW-4**
PI STA = 303+88.07 'SW'
Y = 474586.820
X = 649854.861
DELTA = 19°17'41" RT
D = 19°05'55"
T = 51.00'
L = 101.03'
R = 300.00'
PC STA = 303+37.08 'SW'
Y = 474631.809
X = 649830.848
PT STA = 304+38.10 'SW'
Y = 474536.424
X = 649862.660
DB = S28°05'31"E
DA = S08°47'50"E

**CURVE SW-5**
PI STA = 304+89.74 'SW'
Y = 474484.857
X = 649864.013
DELTA = 3°42'29" RT
D = 9°36'48"
T = 19.29'
L = 38.57'
R = 596.00'
PC STA = 304+70.45 'SW'
Y = 474504.079
X = 649862.358
PT STA = 305+09.02 'SW'
Y = 474465.568
X = 649864.422
DB = S04°55'21"E
DA = S01°12'51"E

**CURVE SE-1**
PI STA = 400+40.91 'SE'
Y = 474291.777
X = 649900.918
DELTA = 2°57'53" RT
D = 7°18'29"
T = 20.29'
L = 40.57'
R = 784.00'
PC STA = 400+20.62 'SE'
Y = 474271.489
X = 649900.814
PT STA = 400+61.19 'SE'
Y = 474312.033
X = 649902.070
DB = N00°17'33"E
DA = N03°15'26"E

**CURVE SE-2**
PI STA = 401+86.24 'SE'
Y = 474436.877
X = 649909.175
DELTA = 4°22'25" LT
D = 9°18'05"
T = 23.52'
L = 47.02'
R = 616.00'
PC STA = 401+62.71 'SE'
Y = 474413.392
X = 649907.839
PT STA = 402+09.74 'SE'
Y = 474460.395
X = 649908.717
DB = N03°15'26"E
DA = N01°07'00"W

**CURVE SE-3**
PI STA = 403+36.94 'SE'
Y = 474586.804
X = 649896.789
DELTA = 66°00'04" RT
D = 76°23'40"
T = 48.71'
L = 86.40'
R = 75.00'
PC STA = 402+88.23 'SE'
Y = 474538.600
X = 649903.771
PT STA = 403+74.63 'SE'
Y = 474612.787
X = 649937.986
DB = N08°14'30"W
DA = N57°45'34"E

**CURVE SE-4**
PI STA = 403+97.43 'SE'
Y = 474624.951
X = 649957.272
DELTA = 13°00'28" RT
D = 28°38'52"
T = 22.80'
L = 45.41'
R = 200.00'
PC STA = 403+74.63 'SE'
Y = 474612.787
X = 649937.986
PT STA = 404+20.04 'SE'
Y = 474632.462
X = 649978.800
DB = N57°45'34"E
DA = N70°46'03"E

**CURVE SE-5**
PI STA = 404+44.28 'SE'
Y = 474640.448
X = 650001.690
DELTA = 5°33'07" RT
D = 11°27'33"
T = 24.24'
L = 48.45'
R = 500.00'
PC STA = 404+20.04 'SE'
Y = 474632.462
X = 649978.800
PT STA = 404+68.48 'SE'
Y = 474646.181
X = 650025.246
DB = N70°46'03"E
DA = N76°19'09"E

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | ALIGNMENT DIAGRAM | SHEET 81 | E |
|---|---|---|---|---|---|


FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027202_AD.DWG
LAYOUT NAME - 05
PLOT DATE : 9/20/2024 10:23 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

N

CURVE NW-1
PI STA = 201+21.21 'NW'
Y = 474768.932
X = 649890.666
DELTA = 77°50'48" RT
D = 76°23'40"
T = 60.57'
L = 101.90'
R = 75.00'
PC STA = 200+60.64 'NW'
Y = 474827.945
X = 649877.030
PT STA = 201+62.54 'NW'
Y = 474743.178
X = 649835.846
DB = S13°00'38"E
DA = S64°50'10"W

CURVE NW-2
PI STA = 202+03.69 'NW'
Y = 474725.683
X = 649798.605
DELTA = 11°44'46" RT
D = 14°19'26"
T = 41.15'
L = 82.00'
R = 400.00'
PC STA = 201+62.54 'NW'
Y = 474743.178
X = 649835.846
PT STA = 202+44.55 'NW'
Y = 474716.135
X = 649758.582
DB = S64°50'10"W
DA = S76°34'56"W

CURVE NW-3
PI STA = 202+97.72 'NW'
Y = 474711.779
X = 649705.625
DELTA = 1°26'23" RT
D = 5°45'30"
T = 12.50'
L = 25.00'
R = 995.00'
PC STA = 202+85.22 'NW'
Y = 474713.613
X = 649717.991
PT STA = 203+10.22 'NW'
Y = 474710.256
X = 649693.217
DB = S81°33'43"W
DA = S83°00'06"W

CURVE NE-1
PI STA = 101+14.08 'NE'
Y = 474683.692
X = 649992.276
DELTA = 70°50'35" RT
D = 76°23'40"
T = 53.34'
L = 92.73'
R = 75.00'
PC STA = 100+60.74 'NE'
Y = 474694.808
X = 650044.447
PT STA = 101+53.47 'NE'
Y = 474729.326
X = 649964.655
DB = S77°58'18"W
DA = N31°11'07"W

CURVE NE-2
PI STA = 102+01.35 'NE'
Y = 474770.283
X = 649939.865
DELTA = 13°39'02" RT
D = 14°19'26"
T = 47.88'
L = 95.30'
R = 400.00'
PC STA = 101+53.47 'NE'
Y = 474729.326
X = 649964.655
PT STA = 102+48.77 'NE'
Y = 474815.935
X = 649925.440
DB = N31°11'07"W
DA = N17°32'05"W

CURVE NE-3
PI STA = 103+01.84 'NE'
Y = 474868.389
X = 649917.562
DELTA = 3°37'37" RT
D = 14°30'19"
T = 12.51'
L = 25.00'
R = 395.00'
PC STA = 102+89.33 'NE'
Y = 474856.144
X = 649920.104
PT STA = 103+14.34 'NE'
Y = 474868.771
X = 649915.800
DB = N11°43'43"W
DA = N08°06'06"W

CURVE C-1
PI STA = 10+00.00 'C'
Y = 474638.424
X = 649856.461
DELTA = 359°59'59" LT
D = 95°29'35"
T = 0.00'
L = 376.99'
R = 60.00'
PC STA = 10+00.00 'C'
Y = 474638.424
X = 649856.461
PT STA = 13+76.99 'C'
Y = 474638.424
X = 649856.461
DB = S48°40'58"E
DA = S48°40'58"E

CTH A
1652'SB'
1652'NB'
1651'SB'
1651'NB'
1650'SB'
1650'NB'
Y = 474887.541
X = 649866.442
BP: 200+00.00 'NW'
PI: 200+25.00 'NW'
S55°53'08"E
S13°00'38"E
PC: 200+60.64 'NW'
CURVE NW-1
201'NW'
PCC: 201+62.54 'NW'
202'NW'
CURVE NW-2
CURVE NW-3
EP: 203+10.22 'NW'
PC: 202+85.22 'NW'
PT: 202+44.55 'NW'
203'NW'
Y = 474710.256
X = 649693.217
S86°26'44"W
612'WB'
611'WB'
610'WB'
612'EB'
611'EB'
610'EB'
STH 73/80
301'SW'
302'SW'
303'SW'
STH 80
13'C'
12'C'
11'C'
CURVE C-1
Y = 474638.424
X = 649856.461
Y = 474880.771
X = 649915.800
EP: 103+14.34 'NE'
CURVE NE-3
PC: 102+89.33 'NE'
103'NE'
N7°33'33"W
PT: 102+48.77 'NE'
CURVE NE-2
102'NE'
CURVE NE-1
PCC: 101+53.47 'NE'
PC: 100+60.74 'NE'
PI: 100+25.00 'NE'
BP: 100+00.00 'NE'
101'NE'
S77°58'18"W
S85°04'50"W
Y = 474704.400
X = 650104.310
615'WB'
616'WB'
617'WB'
616'EB'
617'EB'
615'EB'
405'SE'
404'SE'
STH 73

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | ALIGNMENT DIAGRAM | SHEET 82 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-027202_AD.DWG
LAYOUT NAME - 06
PLOT DATE : 9/20/2024 10:23 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

1520-00-74

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0002 | 203.0100 | Removing Small Pipe Culverts | EACH | 5.000 | 5.000 |
| 0006 | 204.0100 | Removing Concrete Pavement | SY | 19.000 | 19.000 |
| 0008 | 204.0110 | Removing Asphaltic Surface | SY | 2,407.000 | 2,407.000 |
| 0014 | 204.0140 | Removing Gutter | LF | 1,430.000 | 1,430.000 |
| 0016 | 204.0150 | Removing Curb & Gutter | LF | 2,870.000 | 2,870.000 |
| 0018 | 204.0155 | Removing Concrete Sidewalk | SY | 15.000 | 15.000 |
| 0020 | 204.0220 | Removing Inlets | EACH | 2.000 | 2.000 |
| 0022 | 204.0245 | Removing Storm Sewer (size) 01. 24-Inch | LF | 120.000 | 120.000 |
| 0024 | 205.0100 | Excavation Common | CY | 24,654.000 | 24,654.000 |
| 0026 | 209.2500 | Backfill Granular Grade 2 | TON | 211.000 | 211.000 |
| 0028 | 213.0100 | Finishing Roadway (project) 01. 1520-00-74 | EACH | 1.000 | 1.000 |
| 0032 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 516.000 | 516.000 |
| 0034 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 17,335.000 | 17,335.000 |
| 0036 | 310.0110 | Base Aggregate Open-Graded | TON | 123.000 | 123.000 |
| 0038 | 312.0110 | Select Crushed Material | TON | 17,047.000 | 17,047.000 |
| 0040 | 371.2000.S | QMP Base Aggregate Dense 1 1/4-Inch Compaction | EACH | 9.000 | 9.000 |
| 0042 | 405.0100 | Coloring Concrete WisDOT Red | CY | 352.000 | 352.000 |
| 0044 | 415.2010 | Concrete Truck Apron 12-Inch | SY | 1,055.000 | 1,055.000 |
| 0046 | 455.0605 | Tack Coat | GAL | 1,854.000 | 1,854.000 |
| 0048 | 460.2000 | Incentive Density HMA Pavement | DOL | 3,234.000 | 3,234.000 |
| 0054 | 460.7223 | HMA Pavement 3 HT 58-28 S | TON | 3,609.000 | 3,609.000 |
| 0056 | 460.7624 | HMA Pavement 4 HT 58-28 V | TON | 1,442.000 | 1,442.000 |
| 0058 | 465.0105 | Asphaltic Surface | TON | 139.000 | 139.000 |
| 0062 | 465.0120 | Asphaltic Surface Driveways and Field Entrances | TON | 93.000 | 93.000 |
| 0064 | 465.0315 | Asphaltic Flumes | SY | 100.000 | 100.000 |
| 0066 | 465.0560 | Asphaltic Rumble Strips, Centerline | LF | 107.000 | 107.000 |
| 0068 | 520.1018 | Apron Endwalls for Culvert Pipe 18-Inch | EACH | 7.000 | 7.000 |
| 0070 | 520.1021 | Apron Endwalls for Culvert Pipe 21-Inch | EACH | 2.000 | 2.000 |
| 0072 | 520.1024 | Apron Endwalls for Culvert Pipe 24-Inch | EACH | 3.000 | 3.000 |
| 0074 | 520.3318 | Culvert Pipe Class III-A 18-Inch | LF | 96.000 | 96.000 |
| 0076 | 520.3321 | Culvert Pipe Class III-A 21-Inch | LF | 50.000 | 50.000 |
| 0078 | 520.3324 | Culvert Pipe Class III-A 24-Inch | LF | 112.000 | 112.000 |
| 0082 | 522.0436 | Culvert Pipe Reinforced Concrete Class IV 36-Inch | LF | 67.000 | 67.000 |
| 0084 | 522.1036 | Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch | EACH | 2.000 | 2.000 |
| 0086 | 601.0405 | Concrete Curb & Gutter 18-Inch Type A | LF | 195.000 | 195.000 |
| 0088 | 601.0411 | Concrete Curb & Gutter 30-Inch Type D | LF | 1,757.000 | 1,757.000 |
| 0090 | 601.0551 | Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A | LF | 636.000 | 636.000 |
| 0092 | 601.0553 | Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D | LF | 1,543.000 | 1,543.000 |
| 0094 | 601.0581 | Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type R | LF | 368.000 | 368.000 |
| 0096 | 601.0600 | Concrete Curb Pedestrian | LF | 90.000 | 90.000 |
| 0098 | 602.0405 | Concrete Sidewalk 4-Inch | SF | 8,171.000 | 8,171.000 |
| 0100 | 602.0410 | Concrete Sidewalk 5-Inch | SF | 7,732.000 | 7,732.000 |
| 0102 | 602.0415 | Concrete Sidewalk 6-Inch | SF | 76.000 | 76.000 |
| 0104 | 602.0505 | Curb Ramp Detectable Warning Field Yellow | SF | 228.000 | 228.000 |
| 0108 | 602.0810 | Concrete Driveway 6-Inch | SY | 13.000 | 13.000 |
| 0110 | 606.0100 | Riprap Light | CY | 31.000 | 31.000 |
| 0112 | 606.0200 | Riprap Medium | CY | 22.000 | 22.000 |
| 0116 | 608.0312 | Storm Sewer Pipe Reinforced Concrete Class III 12-Inch | LF | 124.000 | 124.000 |
| 0118 | 608.0318 | Storm Sewer Pipe Reinforced Concrete Class III 18-Inch | LF | 352.000 | 352.000 |

1520-00-74

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0120 | 608.0324 | Storm Sewer Pipe Reinforced Concrete Class III 24-Inch | LF | 76.000 | 76.000 |
| 0122 | 611.0633 | Inlet Covers Type HM-GJ-S | EACH | 1.000 | 1.000 |
| 0124 | 611.0636 | Inlet Covers Type HM-S | EACH | 6.000 | 6.000 |
| 0126 | 611.0639 | Inlet Covers Type H-S | EACH | 4.000 | 4.000 |
| 0128 | 611.0642 | Inlet Covers Type MS | EACH | 1.000 | 1.000 |
| 0130 | 611.0652 | Inlet Covers Type T | EACH | 2.000 | 2.000 |
| 0132 | 611.2005 | Manholes 5-FT Diameter | EACH | 1.000 | 1.000 |
| 0134 | 611.3004 | Inlets 4-FT Diameter | EACH | 1.000 | 1.000 |
| 0136 | 611.3225 | Inlets 2x2.5-FT | EACH | 1.000 | 1.000 |
| 0138 | 611.3230 | Inlets 2x3-FT | EACH | 10.000 | 10.000 |
| 0140 | 611.3901 | Inlets Median 1 Grate | EACH | 1.000 | 1.000 |
| 0146 | 612.0106 | Pipe Underdrain 6-Inch | LF | 2,178.000 | 2,178.000 |
| 0150 | 618.0100 | Maintenance and Repair of Haul Roads (project) 01. 1520-00-74 | EACH | 1.000 | 1.000 |
| 0154 | 619.1000 | Mobilization | EACH | 0.750 | 0.750 |
| 0156 | 620.0300 | Concrete Median Sloped Nose | SF | 386.000 | 386.000 |
| 0158 | 624.0100 | Water | MGAL | 178.600 | 178.600 |
| 0160 | 625.0100 | Topsoil | SY | 15,956.000 | 15,956.000 |
| 0162 | 628.1504 | Silt Fence | LF | 3,853.000 | 3,853.000 |
| 0164 | 628.1520 | Silt Fence Maintenance | LF | 3,853.000 | 3,853.000 |
| 0166 | 628.1905 | Mobilizations Erosion Control | EACH | 6.000 | 6.000 |
| 0168 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 6.000 | 6.000 |
| 0170 | 628.2002 | Erosion Mat Class I Type A | SY | 352.000 | 352.000 |
| 0172 | 628.2004 | Erosion Mat Class I Type B | SY | 13,840.000 | 13,840.000 |
| 0176 | 628.2008 | Erosion Mat Urban Class I Type B | SY | 1,757.000 | 1,757.000 |
| 0178 | 628.7005 | Inlet Protection Type A | EACH | 14.000 | 14.000 |
| 0180 | 628.7010 | Inlet Protection Type B | EACH | 1.000 | 1.000 |
| 0184 | 628.7020 | Inlet Protection Type D | EACH | 13.000 | 13.000 |
| 0186 | 628.7504 | Temporary Ditch Checks | LF | 88.000 | 88.000 |
| 0188 | 628.7555 | Culvert Pipe Checks | EACH | 44.000 | 44.000 |
| 0190 | 628.7570 | Rock Bags | EACH | 50.000 | 50.000 |
| 0192 | 629.0210 | Fertilizer Type B | CWT | 11.000 | 11.000 |
| 0194 | 630.0120 | Seeding Mixture No. 20 | LB | 646.000 | 646.000 |
| 0196 | 630.0140 | Seeding Mixture No. 40 | LB | 62.000 | 62.000 |
| 0198 | 630.0500 | Seed Water | MGAL | 363.100 | 363.100 |
| 0200 | 633.5200 | Markers Culvert End | EACH | 8.000 | 8.000 |
| 0202 | 634.0614 | Posts Wood 4x6-Inch X 14-FT | EACH | 7.000 | 7.000 |
| 0204 | 634.0616 | Posts Wood 4x6-Inch X 16-FT | EACH | 31.000 | 31.000 |
| 0206 | 634.0618 | Posts Wood 4x6-Inch X 18-FT | EACH | 11.000 | 11.000 |
| 0208 | 634.0620 | Posts Wood 4x6-Inch X 20-FT | EACH | 6.000 | 6.000 |
| 0210 | 634.0622 | Posts Wood 4x6-Inch X 22-FT | EACH | 6.000 | 6.000 |
| 0212 | 634.0814 | Posts Tubular Steel 2x2-Inch X 14-FT | EACH | 19.000 | 19.000 |
| 0214 | 637.2210 | Signs Type II Reflective H | SF | 734.540 | 734.540 |
| 0216 | 637.2230 | Signs Type II Reflective F | SF | 56.000 | 56.000 |
| 0218 | 638.2602 | Removing Signs Type II | EACH | 68.000 | 68.000 |
| 0220 | 638.3000 | Removing Small Sign Supports | EACH | 74.000 | 74.000 |
| 0222 | 642.5201 | Field Office Type C | EACH | 1.000 | 1.000 |
| 0224 | 643.0300 | Traffic Control Drums | DAY | 1,602.000 | 1,602.000 |
| 0226 | 643.0420 | Traffic Control Barricades Type III | DAY | 3,699.000 | 3,699.000 |
| 0228 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 1,266.000 | 1,266.000 |

1520-00-74

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0230 | 643.0900 | Traffic Control Signs | DAY | 34,364.000 | 34,364.000 |
| 0232 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 41.000 | 41.000 |
| 0234 | 643.1000 | Traffic Control Signs Fixed Message | SF | 90.000 | 90.000 |
| 0236 | 643.3350 | Temporary Marking Crosswalk Removable Tape 6-Inch | LF | 48.000 | 48.000 |
| 0238 | 643.5000 | Traffic Control | EACH | 1.000 | 1.000 |
| 0242 | 644.1440 | Temporary Pedestrian Surface Matting | SF | 93.000 | 93.000 |
| 0244 | 644.1601 | Temporary Pedestrian Curb Ramp | DAY | 267.000 | 267.000 |
| 0246 | 644.1605 | Temporary Pedestrian Detectable Warning Field | SF | 30.000 | 30.000 |
| 0248 | 644.1810 | Temporary Pedestrian Barricade | LF | 105.000 | 105.000 |
| 0250 | 645.0111 | Geotextile Type DF Schedule A | SY | 1,391.000 | 1,391.000 |
| 0252 | 645.0120 | Geotextile Type HR | SY | 75.000 | 75.000 |
| 0254 | 645.0130 | Geotextile Type R | SY | 122.000 | 122.000 |
| 0256 | 645.0140 | Geotextile Type SAS | SY | 17,355.000 | 17,355.000 |
| 0258 | 646.2040 | Marking Line Grooved Wet Ref Epoxy 6-Inch | LF | 14,440.000 | 14,440.000 |
| 0260 | 646.4040 | Marking Line Grooved Wet Ref Epoxy 10-Inch | LF | 260.000 | 260.000 |
| 0264 | 646.6320 | Marking Dotted Extension Epoxy 18-Inch | LF | 72.000 | 72.000 |
| 0266 | 646.7120 | Marking Diagonal Epoxy 12-Inch | LF | 261.000 | 261.000 |
| 0268 | 646.7420 | Marking Crosswalk Epoxy Transverse Line 6-Inch | LF | 300.000 | 300.000 |
| 0270 | 646.8120 | Marking Curb Epoxy | LF | 40.000 | 40.000 |
| 0272 | 646.8220 | Marking Island Nose Epoxy | EACH | 4.000 | 4.000 |
| 0274 | 650.4000 | Construction Staking Storm Sewer | EACH | 18.000 | 18.000 |
| 0276 | 650.4500 | Construction Staking Subgrade | LF | 3,371.000 | 3,371.000 |
| 0278 | 650.5000 | Construction Staking Base | LF | 3,371.000 | 3,371.000 |
| 0280 | 650.5500 | Construction Staking Curb Gutter and Curb & Gutter | LF | 4,572.000 | 4,572.000 |
| 0282 | 650.6000 | Construction Staking Pipe Culverts | EACH | 2.000 | 2.000 |
| 0286 | 650.8501 | Construction Staking Electrical Installations (project) 01. 1520-00-74 | EACH | 1.000 | 1.000 |
| 0288 | 650.9000 | Construction Staking Curb Ramps | EACH | 18.000 | 18.000 |
| 0290 | 650.9500 | Construction Staking Sidewalk (project) 01. 1520-00-74 | EACH | 1.000 | 1.000 |
| 0294 | 650.9911 | Construction Staking Supplemental Control (project) 01. 1520-00-74 | EACH | 1.000 | 1.000 |
| 0298 | 650.9920 | Construction Staking Slope Stakes | LF | 5,988.000 | 5,988.000 |
| 0300 | 652.0225 | Conduit Rigid Nonmetallic Schedule 40 2-Inch | LF | 75.000 | 75.000 |
| 0302 | 652.0235 | Conduit Rigid Nonmetallic Schedule 40 3-Inch | LF | 969.000 | 969.000 |
| 0304 | 653.0164 | Pull Boxes Non-Conductive 24x42-Inch | EACH | 9.000 | 9.000 |
| 0306 | 654.0105 | Concrete Bases Type 5 | EACH | 15.000 | 15.000 |
| 0308 | 654.0224 | Concrete Control Cabinet Bases Type L24 | EACH | 1.000 | 1.000 |
| 0310 | 655.0610 | Electrical Wire Lighting 12 AWG | LF | 2,430.000 | 2,430.000 |
| 0312 | 655.0615 | Electrical Wire Lighting 10 AWG | LF | 10,316.000 | 10,316.000 |
| 0314 | 656.0201 | Electrical Service Meter Breaker Pedestal (location) 01. LCC B | EACH | 1.000 | 1.000 |
| 0316 | 657.0255 | Transformer Bases Breakaway 11 1/2-Inch Bolt Circle | EACH | 15.000 | 15.000 |
| 0318 | 657.0322 | Poles Type 5-Aluminum | EACH | 15.000 | 15.000 |
| 0320 | 657.0615 | Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT | EACH | 15.000 | 15.000 |
| 0322 | 659.1115 | Luminaires Utility LED A | EACH | 15.000 | 15.000 |
| 0324 | 659.2124 | Lighting Control Cabinets 120/240 24-Inch | EACH | 1.000 | 1.000 |
| 0326 | 680.0100 | Public Land Reference Monument Verify and Reset | EACH | 1.000 | 1.000 |
| 0328 | 690.0150 | Sawing Asphalt | LF | 419.000 | 419.000 |
| 0330 | 690.0250 | Sawing Concrete | LF | 25.000 | 25.000 |
| 0332 | 740.0440 | Incentive IRI Ride | DOL | 1,237.000 | 1,237.000 |
| 0334 | 999.2100.S | Installing and Maintaining Climbing Turtle Exclusion Fence | LF | 5,947.000 | 5,947.000 |
| 0336 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 2,000.000 | 2,000.000 |

1520-00-74

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0338 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 1,260.000 | 1,260.000 |
| 0340 | SPV.0060 | Special 01. Temporary Water Diversion - STA 636+37 | EACH | 1.000 | 1.000 |
| 0350 | SPV.0085 | Special 01. Seeding No Mow Fescue | LB | 17.000 | 17.000 |

## REMOVALS

| CATEGORY | STATION | TO | STATION | LOCATION | 203.0100 REMOVING SMALL PIPE CULVERTS EACH | 204.0100 REMOVING CONCRETE PAVEMENT SY | 204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0140 REMOVING GUTTER LF | 204.0150 REMOVING CURB & GUTTER LF | 204.0155 REMOVING CONCRETE SIDEWALK SY | 204.0220 REMOVING INLETS EACH | 204.0245.01 REMOVING STORM SEWER (SIZE) (01. 24-INCH) LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 605+96 'EB' | - | 613+07 'EB' | STH 73/STH 80 | 1 | - | 1,250 | 1,430 | 860 | - | - | - | 18-INCH CPCA |
| | 613+85 'EB' | - | 623+12 'EB' | STH 73 | 1 | - | 860 | - | 1,480 | - | - | - | 18-INCH CPCA |
| | 1643+88 'NB' | - | 1647+92 'NB' | STH 80 | - | 19 | 280 | - | 300 | 15 | 2 | 120 | |
| | 1648+46 'NB' | - | 1652+00 'NB' | CTH A | 2 | - | 17 | - | 230 | - | - | - | 24-INCH CPRC/18-INCH CPCA |
| | | | | **TOTAL 0010** | 4 | 19 | 2,407 | 1,430 | 2,870 | 15 | 2 | 120 | |
| 0020 | 646+37 'EB' | | | STH 73 | 1 | - | - | - | - | - | - | - | 36-INCH CPRC |
| | | | | **TOTAL 0020** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | | | **PROJECT TOTAL** | 5 | 19 | 2407 | 1430 | 2870 | 15 | 2 | 120 | |

## EARTHWORK SUMMARY (PROJECT ID 1520-00-74)

CATEGORY 0010

| FROM/TO STATION | LOCATION | 205.0100 COMMON EXCAVATION (1) CUT (2) | 205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3) | SALVAGED/UNUSABLE PAVEMENT MATERIAL (4) | AVAILABLE MATERIAL (5) | UNEXPANDED FILL | EXPANDED FILL (13) FACTOR 1.25 | MASS ORDINATE +/- (14) | WASTE (15) | COMMENT |
|---|---|---|---|---|---|---|---|---|---|---|
| 602+94 'EB' - 625+00 'EB' | STH 73 'EB' | 11,156 | - | 592 | 10,564 | 1,060 | 1,325 | 9,239 | 7,637 | |
| 607+25 'WB' - 620+00 'WB' | STH 73 'WB' | 4,964 | - | 561 | 4,403 | 658 | 823 | 3,581 | - | |
| 1643+89 'NB' - 1653+70 'NB' | STH 80 & CTH A 'NB' | 2,668 | - | 174 | 2,494 | 5,459 | 6,824 | -4,330 | - | |
| 1643+89 'SB' - 1653+70 'SB' | STH 80 & CTH A 'SB' | 2,085 | - | 168 | 1,917 | 604 | 755 | 1,162 | 1,162 | |
| 10+00 'C' - 13+77 'C' | ROUNDABOUT | 2,111 | - | 332 | 1,779 | 2,134 | 2,668 | -889 | - | SURF-SURF |
| - | UNDISTRIBUTED | - | 1,200 | - | 1,200 | - | - | 1,200 | 1,200 | |
| | CATEGORY 0010 SUBTOTAL | 22,984 | 1,200 | 1,827 | 22,357 | 9,915 | 12,394 | 9,963 | 9,999 | |

CATEGORY 0020

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 635+84 'EB' - 636+91 'EB' | CULVERT PIPE REPLACEMENT | 470 | - | 50 | 420 | - | - | 420 | 420 | |
| | CATEGORY 0020 SUBTOTAL | 470 | 0 | 50 | 420 | 0 | 0 | 420 | 420 | |
| GRAND TOTAL | | 23,454 | 2,400 | 3,704 | 45,134 | 19,830 | 24,788 | 20,347 | 20,418 | |
| TOTAL COMMON EXC | | 25,854 | | | | | | | | |

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT COLUMN. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.25
EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR
(14) 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.
(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

3

## BASE AGGREGATE DENSE

| CATEGORY | STATION | TO | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 312.0110 SELECT CRUSHED MATERIAL TON | 624.0100 WATER MGAL | 645.0140 GEOTEXTILE TYPE SAS SY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 1649+00 'NB' | - | 1653+70 'NB' | CTH A | - | 2,007 | 2,009 | 20.1 | 2,379 | NORTH LEG AND SPLITTER ISLANDS |
| | 1643+89 'NB' | - | 1647+50 'NB' | STH 80 | - | 1,666 | 1,681 | 16.7 | 1,990 | SOUTH LEG AND SPLITTER ISLANDS |
| | 614+50 'EB' | - | 625+00 'EB' | STH 73 | - | 4,724 | 4,758 | 47.2 | 5,634 | EAST LEG AND SPLITTER ISLANDS |
| | 602+94 'EB' | - | 613+00 'EB' | STH 73 | - | 4,657 | 4,671 | 46.6 | 5,532 | WEST LEG AND SPLITTER ISLANDS |
| | 10+00 'C' | - | 13+77 'C' | STH 73/80 | - | 1,569 | 1,322 | 15.7 | 1,566 | RAB CENTER AND CENTER TRUCK APRON |
| | - | - | - | - | - | 96 | 58 | 1.0 | 69 | NORTHWEST QUADRANT SIDEWALK AND TRUCK APRON |
| | - | - | - | - | - | 73 | 45 | 0.7 | 53 | NORTHEAST QUADRANT SIDEWALK AND TRUCK APRON |
| | - | - | - | - | - | 122 | 64 | 1.2 | 76 | SOUTHWEST QUADRANT SIDEWALK AND TRUCK APRON |
| | - | - | - | - | - | 136 | 47 | 1.4 | 56 | SOUTHEAST QUADRANT SIDEWALK AND TRUCK APRON |
| | 1649+00 'NB' | - | 1653+70 'NB' | CTH A | 56 | 230 | - | 2.9 | - | NORTH SHOULDER MATERIAL |
| | 614+50 'EB' | - | 625+00 'EB' | STH 73 | 199 | 814 | - | 10.1 | - | EAST SHOULDER MATERIAL |
| | 602+94 'EB' | - | 613+00 'EB' | STH 73 | 163 | 666 | - | 8.3 | - | WEST SHOULDER MATERIAL |
| | - | - | - | SOUTHWEST QUADRANT | - | 299 | - | 3.0 | - | GAS STATION ENTRANCES AND CEMETARY APRON |
| | - | - | - | NORTH LEG AND EAST LEG | 54 | - | - | 0.5 | - | FIELD ENTRANCES |
| | - | - | - | PROJECT WIDE | - | - | 112 | - | - | RELIEF TRENCHES |
| | - | - | - | PROJECT WIDE | - | - | 2,280 | - | - | UNDISTRIBUTED FOR EBS |
| | | | | **TOTAL 0010** | 472 | 17,059 | 17,047 | 175.4 | 17,355 | |
| 0020 | 635+84 'EB' | - | 636+91 'EB' | - | 44 | 276 | - | 3.2 | - | STH 73 CULVERT PATCH |
| | | | | **TOTAL 0020** | 44 | 276 | 0 | 3.2 | 0 | |
| | | | | **PROJECT TOTAL** | 516 | 17335 | 17047 | 178.6 | 17355 | |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

3

## HMA PAVEMENT

| CATEGORY | STATION | TO | STATION | LOWER LAYER THICKNESS INCHES | MIDDLE LAYER THICKNESS INCHES | UPPER LAYER THICKNESS INCHES | LOCATION | 455.0605 TACK COAT GAL | 460.7223 HMA PAVEMENT 3 HT 58-28 S TON | 460.7624 HMA PAVEMENT 4 HT 58-28 V TON | 465.0105 ASPHALTIC SURFACE TON | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | 465.0315 ASPHALTIC FLUMES SY | 465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 1649+00 'NB' | - | 1653+70 'NB' | 2.5 | 2.5 | 2.0 | MAINLINE AND SHOULDERS | 265 | 530 | 212 | - | - | 40 | - | NORTH LEG |
| | 1643+89 'NB' | - | 1647+50 'NB' | 2.5 | 2.5 | 2.0 | MAINLINE AND SHOULDERS | 212 | 423 | 169 | - | - | - | - | SOUTH LEG |
| | 614+50 'EB' | - | 625+00 'EB' | 2.5 | 2.5 | 2.0 | MAINLINE AND SHOULDERS | 590 | 1,180 | 472 | - | - | 40 | - | EAST LEG |
| | 602+94 'EB' | - | 613+00 'EB' | 2.5 | 2.5 | 2.0 | MAINLINE AND SHOULDERS | 564 | 1,130 | 451 | - | - | 20 | - | WEST LEG |
| | 10+00 'C' | - | 13+77 'C' | 2.5 | 2.5 | 2.0 | MAINLINE AND SHOULDERS | 173 | 346 | 138 | - | - | - | - | RAB CENTER |
| | - | - | - | - | - | 3.0 | SOUTHWEST QUADRANT | - | - | - | - | 93 | - | - | GAS STATION ENTRANCES |
| | | | | | | | **TOTAL 0010** | 1,804 | 3,609 | 1,442 | 0 | 93 | 100 | 0 | |
| 0020 | 635+84 'EB' | - | 636+91 'EB' | 2.5 | 2.5 | 2 | STH 73 CULVERT PATCH | 50 | - | - | 139 | - | - | 107 | |
| | | | | | | | **TOTAL 0020** | 50 | 0 | 0 | 139 | 0 | 0 | 107 | |
| | | | | | | | **PROJECT TOTAL** | 1854 | 3609 | 1442 | 139 | 93 | 100 | 107 | |

## CONCRETE ITEMS

| CATEGORY | STATION | TO | STATION | LOCATION | 405.0100 COLORING CONCRETE WISDOT RED CY | 415.2010 CONCRETE TRUCK APRON 12-INCH SY | 601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF | 601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF | 601.0551 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF | 601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF | 601.0581 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE R LF | 601.0600 CONCRETE CURB PEDESTRIAN LF | 602.0405 CONCRETE SIDEWALK 4-INCH SF | 602.0410 CONCRETE SIDEWALK 5-INCH SF | 602.0415 CONCRETE SIDEWALK 6-INCH SF | 602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF | 602.0810 CONCRETE DRIVEWAY 6-INCH SY | 620.0300 CONCRETE MEDIAN SLOPED NOSE SF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 1649+07 'NB' | - | 1651+52 'NB' | CTH A | - | - | - | 306 | - | 180 | - | 25 | 2,006 | 87 | - | 24 | - | 99 | NORTH SPLITTER ISLAND |
| | 1646+46 'NB' | - | 1647+43 'NB' | STH 80 | - | - | - | 192 | - | - | - | 20 | 660 | 90 | - | 32 | - | 89 | SOUTH SPLITTER ISLAND |
| | 609+42 'EB' | - | 612+91 'EB' | STH 73 | - | - | - | 307 | - | 198 | - | 25 | 2,205 | 88 | - | 24 | - | 99 | EAST SPLITTER ISLAND |
| | 614+53 'EB' | - | 617+08 'EB' | STH 73 | - | - | - | 305 | - | 390 | - | 20 | 3,300 | 73 | - | 24 | - | 99 | WEST SPLITTER ISLAND |
| | 611+52 'WB' | - | 1650+53 'SB' | - | 23 | 70 | - | - | 166 | 141 | - | - | - | 1,305 | - | 24 | - | - | NORTHWEST QUADRANT |
| | 616+04 'WB' | - | 1650+42 'NB' | - | 18 | 54 | - | - | 135 | 176 | - | - | - | 1,347 | - | 24 | - | - | NORTHEAST QUADRANT |
| | 609+64 'EB' | - | 1643+89 'SB' | - | 26 | 77 | - | 248 | 194 | 233 | - | - | - | 1,918 | 76 | 48 | 13 | - | SOUTHWEST QUADRANT AND LEG |
| | 615+87 'EB' | - | 1643+89 'NB' | - | 19 | 57 | - | 255 | 141 | 135 | - | - | - | 2,824 | - | 28 | - | - | SOUTHEAST QUADRANT AND LEG |
| | 10+00 'C' | - | 13+77 'C' | STH 73/STH 80 RAB | 266 | 797 | 195 | - | - | - | 368 | - | - | - | - | - | - | - | RAB CENTER |
| | - | - | - | - | - | - | - | 144 | - | 90 | - | - | - | - | - | - | - | - | GAS STATION ENTRANCES |
| | | | | **TOTAL 0010** | 352 | 1,055 | 195 | 1,757 | 636 | 1,543 | 368 | 90 | 8,171 | 7,732 | 76 | 228 | 13 | 386 | |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

## CULVERT PIPE ITEMS

| CATEGORY | **INLET STATION | **INLET OFFSET | **INLET ELEV. (FT) | **OUTLET STATION | **OUTLET OFFSET | **OUTLET ELEV. (FT) | SLOPE (%) | PIPE THICKNESS (IN) | LOCATION | 209.2500 BACKFILL GRANULAR GRADE 2 TON | * 520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH | 520.1021 APRON ENDWALLS FOR CULVERT PIPE 21-INCH EACH | * 520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH | 520.3318 CULVERT PIPE CLASS III-A 18-INCH LF | 520.3321 CULVERT PIPE CLASS III-A 21-INCH LF | 520.3324 CULVERT PIPE CLASS III-A 24-INCH LF | 522.0436 CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF | 522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 608+13 'EB' | 48.7' RT | 1034.48 | 607+57 'EB' | 50.5' RT | 1034.27 | 0.39 | 0.064 | STH 73 / STH 80 | - | 2 | - | - | 54 | - | - | - | - |
| | 623+00 'EB' | 39.4' LT | 1036.34 | 622+50 'EB' | 41.1' LT | 1036.27 | 0.14 | 0.064 | STH 73 | - | - | 2 | - | - | 50 | - | - | - |
| | 1650+05 'NB' | 58.3' LT | 1029.40 | 1649+94 'NB' | 53.1' RT | 1027.94 | 1.30 | 0.064 | CTH A | - | - | - | 2 | - | - | 112 | - | - |
| | 1652+06 'NB' | 35.0' LT | 1035.18 | 1651+65 'NB' | 40.7' LT | 1034.25 | 2.21 | 0.064 | CTH A | - | 2 | - | - | 42 | - | - | - | - |
| | | | | | | | | | **TOTAL 0010** | 0 | 4 | 2 | 2 | 96 | 50 | 112 | 0 | 0 |
| 0020 | 636+38 'EB' | 30.8' RT | 1037.50 | 636+38 'EB' | 36.2' LT | 1035.50 | 2.99 | 0.079 | STH 73 | 211 | - | - | - | - | - | - | 67 | 2 |
| | | | | | | | | | **TOTAL 0020** | 211 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 2 |
| | | | | | | | | | **PROJECT TOTAL** | 211 | 4 | 2 | 2 | 96 | 50 | 112 | 67 | 2 |

***** ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLANS

****** PIPE INVERT AT END OF PIPE & STATION /OFFSET TO CENTER OF STRUCTURE

## EROSION CONTROL MOBILIZATION

| CATEGORY | LOCATION | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH |
|---|---|---|---|
| 0010 | PROJECT WIDE | 6 | 6 |
| | **TOTAL 0010** | 6 | 6 |

## CULVERT ENDS

| CATEGORY | STATION | LOCATION | 633.5200 MARKERS CULVERT END EACH | REMARKS |
|---|---|---|---|---|
| 0010 | 1646+85 'NB' | STH 80, RT | 1 | STRUCTURE 340 |
| | 1650+00 'NB' | CTH A, LT/RT | 2 | 24-INCH CULVERT PIPE |
| | 1651+09 'NB' | CTH A, RT | 1 | STRUCTURE 420 |
| | 614+62 'EB' | STH 73, RT | 1 | STRUCTURE 130 |
| | 616+73 'EB' | STH 73, RT | 1 | STRUCTURE 220 |
| | | **TOTAL 0010** | 6 | |
| 0020 | 636+38 'EB' | STH 73, LT/RT | 2 | 36-INCH CULVERT PIPE |
| | | **TOTAL 0020** | 2 | |
| | | **PROJECT TOTAL** | 8 | |

## RIPRAP & GEOTEXTILE FABRIC

| CATEGORY | STATION | LOCATION | 606.0100 RIPRAP LIGHT CY | 606.0200 RIPRAP MEDIUM CY | 645.0120 GEOTEXTILE TYPE HR SY | 645.0130 GEOTEXTILE TYPE R SY | REMARKS |
|---|---|---|---|---|---|---|---|
| 0010 | 611+36 'WB' | STH 73/ STH 80, LT | 4 | - | - | 17 | ASPHALTIC FLUME |
| | 614+72 'EB' | STH 73, RT | - | 3 | 14 | - | 24-INCH ENDWALL |
| | 614+05 'EB' | STH 73, RT | 6 | - | - | 25 | ASPHALTIC FLUME |
| | 614+05 'EB' | STH 73, LT | 8 | - | - | 30 | ASPHALTIC FLUME |
| | 616+7 'EB' | STH 73, RT | - | 2 | 10 | - | 18-INCH ENDWALL |
| | 1646+84 'NB' | STH 80, RT | - | 2 | 10 | - | 18-INCH ENDWALL |
| | 1649+92 'NB' | CTH A, RT | - | 3 | 11 | - | 24-INCH CULVERT |
| | 1650+60 'NB' | CTH A, RT | 8 | - | - | 30 | ASPHALTIC FLUME |
| | 1650+60 'NB' | CTH A, LT | 5 | - | - | 20 | ASPHALTIC FLUME |
| | 1651+08 'NB' | CTH A, RT | - | 2 | 10 | - | 18-INCH ENDWALL |
| | 1651+57 'NB' | CTH A, LT | - | 2 | 10 | - | 18-INCH CULVERT |
| | | **TOTAL 0010** | 31 | 14 | 65 | 122 | |
| 0020 | 636+37 'EB' | STH 73 | - | 8 | 10 | - | 36-INCH CULVERT |
| | | **TOTAL 0020** | 0 | 8 | 10 | 0 | |
| | | **PROJECT TOTAL** | 31 | 22 | 75 | 122 | |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

3

## STORM SEWER STRUCTURES

| CATEGORY | ** STRUCTURE | ** STATION | OFFSET | * 520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH | * 520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH | 611.0633 INLET COVERS TYPE HM-GJ-S EACH | 611.0636 INLET COVERS TYPE HM-S EACH | 611.0639 INLET COVERS TYPE H-S EACH | 611.0642 INLET COVERS TYPE MS EACH | 611.0652 INLET COVERS TYPE T EACH | 611.2005 MANHOLES 5-FT DIAMETER EACH | 611.3004 INLETS 4-FT DIAMETER EACH | 611.3225 INLETS 2X2.5-FT EACH | 611.3230 INLETS 2X3-FT EACH | 611.3901 INLETS MEDIAN 1 GRATE EACH | 628.7005 INLET PROTECTION TYPE A EACH | 628.7010 INLET PROTECTION TYPE B EACH | 628.7020 INLET PROTECTION TYPE D EACH | RIM ELEVATION (FT) | INVERT ELEVATION (FT) | *** DEPTH (FT) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 100 | 611+49 'EB" | 18.7' RT | - | - | 1 | - | - | - | - | - | 1 | - | - | - | 1 | - | 1 | 1038.63 | 1032.76 | 4.87 |
| | 110 | 13+59 'C' | 52.5' RT | - | - | - | - | - | 1 | - | - | - | - | - | 1 | 1 | 1 | - | 1037.73 | 1032.24 | 4.49 |
| | 120 | 10+75 'C' | 1.7' LT | - | - | - | - | - | - | 1 | 1 | - | - | - | - | 1 | - | 1 | 1038.72 | 1030.86 | 6.86 |
| | 130 | 10+96 'C' | 68.2' RT | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1030.73 | - |
| | 101 | 611+50 'EB' | 1.0' LT | - | - | - | - | 1 | - | - | - | - | - | 1 | - | 1 | - | 1 | 1039.00 | 1033.40 | 4.60 |
| | 102 | 611+50 'WB' | 1.0' RT | - | - | - | - | 1 | - | - | - | - | - | 1 | - | 1 | - | 1 | 1039.19 | 1033.56 | 4.55 |
| | 121 | 10+96 'C' | 1.7' LT | - | - | - | - | - | - | 1 | - | - | 1 | - | - | 1 | - | 1 | 1038.76 | 1032.21 | 5.47 |
| | 200 | 616+75 'WB' | 2.1' RT | - | - | - | 1 | - | - | - | - | - | - | 1 | - | 1 | - | 1 | 1037.74 | 1032.33 | 4.41 |
| | 210 | 616+75 'EB' | 1.5' LT | - | - | - | 1 | - | - | - | - | - | - | 1 | - | 1 | - | 1 | 1037.95 | 1031.94 | 5.01 |
| | 220 | 616+73 'EB' | 34.7' RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1031.76 | - |
| | 300 | 1646+88 'SB' | 18.5' LT | - | - | - | 1 | - | - | - | - | - | - | 1 | - | 1 | - | 1 | 1038.62 | 1033.18 | 4.44 |
| | 310 | 1646+88 'SB' | 1.0' RT | - | - | - | - | 1 | - | - | - | - | - | 1 | - | 1 | - | 1 | 1038.87 | 1032.99 | 4.88 |
| | 320 | 1646+88 'NB' | 1.0' LT | - | - | - | - | 1 | - | - | - | - | - | 1 | - | 1 | - | 1 | 1038.70 | 1033.02 | 4.68 |
| | 330 | 1646+87 'NB' | 17.7' RT | - | - | - | 1 | - | - | - | - | - | - | 1 | - | 1 | - | 1 | 1038.37 | 1032.42 | 4.95 |
| | 340 | 1646+85 'NB' | 48.3' RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1032.27 | - |
| | 400 | 1651+14 'SB' | 1.5' RT | - | - | - | 1 | - | - | - | - | - | - | 1 | - | 1 | - | 1 | 1037.43 | 1031.76 | 4.67 |
| | 410 | 1651+12 'NB' | 1.5' LT | - | - | - | 1 | - | - | - | - | - | - | 1 | - | 1 | - | 1 | 1037.18 | 1031.20 | 4.98 |
| | 420 | 1651+09 'NB' | 31.2' RT | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1031.04 | - |
| | | TOTAL 0010 | | 3 | 1 | 1 | 6 | 4 | 1 | 2 | 1 | 1 | 1 | 10 | 1 | 14 | 1 | 13 | | | |

***** ADDITIONAL QUANTITIES LISTED ELSEWHERE IN PLANS

****** STATION AND OFFSET ARE TO CENTER OF STRUCTURE

******* DEPTH = RIM ELEVATION - STRUCTURE INVERT - COVER HEIGHT - 6-IN ADJ RING HEIGHT

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

## EROSION CONTROL ITEMS

| CATEGORY | STATION | TO | STATION | LOCATION | 625.0100 TOPSOIL SY | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.2002 EROSION MAT CLASS I TYPE A SY | 628.2004 EROSION MAT CLASS I TYPE B SY | 628.2008 EROSION MAT URBAN CLASS I TYPE B SY | 628.7504 TEMPORARY DITCH CHECKS LF | 628.7555 CULVERT PIPE CHECKS EACH | 628.7570 ROCK BAGS EACH | 629.0210 FERTILIZER TYPE B CWT | 630.0120 SEEDING MIXTURE NO. 20 LB | 630.0140 SEEDING MIXTURE NO. 40 LB | 630.0500 SEED WATER MGAL | SPV.0085.01 SPECIAL (01. SEEDING NO MOW FESCUE) LB | 999.2100.S. INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 602+83 'EB' | - | 612+83 'EB' | STH 73/STH 80 | 3,920 | 1,490 | 1,490 | - | 3,450 | 460 | 30 | 4 | - | 3 | 160 | 21 | 88.0 | - | 1810 | |
| | 614+49 'EB' | - | 625+29 'EB' | STH 73 | 5,130 | 1,680 | 1,680 | - | 5,050 | 81 | 20 | 12 | - | 3 | 230 | 4 | 120.0 | - | 1800 | |
| | 1641+80 'NB' | - | 1647+45 'NB | STH 80 | 1,440 | - | - | - | 910 | 540 | - | 4 | - | 1 | 41 | 24 | 32.0 | - | 560 | |
| | 1649+02 'NB' | - | 1653+86 'NB' | CTH A | 3,330 | - | - | - | 3,170 | 160 | 30 | 12 | - | 2 | 140 | 7 | 75.0 | - | 810 | |
| | 10+00 'C' | - | 13+77 'C' | STH 73/STH 80 RAB | 320 | - | - | 320 | - | - | - | - | - | - | - | - | 7.3 | 15 | - | |
| | | | | UNDISTRIBUTED | 1,420 | 320 | 320 | 32 | 1,260 | 120 | 8 | 4 | 50 | 1 | 57 | 6 | 32.0 | 2 | 500 | ROCK BAGS FOR SILT FENCE RELIEF |
| | | | | **TOTAL 0010** | 15,560 | 3,490 | 3,490 | 352 | 13,840 | 1,361 | 88 | 36 | 50 | 10 | 628 | 62 | 354.3 | 17 | 5,480 | |
| 0020 | 635+65 'EB' | - | 637+07 'EB' | STH 73 | 360 | 330 | 330 | - | 360 | - | - | 6 | - | 1 | 16 | - | 8.0 | - | 425 | STH 73 CULVERT REPLACEMENT |
| 0020 | | | | UNDISTRIBUTED | 36 | 33 | 33 | - | 36 | - | - | 2 | - | - | 2 | - | 0.8 | - | 42 | |
| | | | | **TOTAL 0020** | 396 | 363 | 363 | 0 | 396 | 0 | 0 | 8 | 0 | 1 | 18 | 0 | 8.8 | 0 | 467 | |
| | | | | **PROJECT TOTAL** | 15956 | 3853 | 3853 | 352 | 14236 | 1361 | 88 | 44 | 50 | 11 | 646 | 62 | 363.1 | 17 | 5947 | |

## STORM SEWER PIPES

| CATEGORY | FROM | TO | 608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF | 608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF | 608.0324 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 24-INCH LF | INLET ELEVATION (FT) | DISCHARGE ELEVATION (FT) | SLOPE (FT/FT) |
|---|---|---|---|---|---|---|---|---|
| 0010 | 100 | 110 | - | 126 | - | 1032.97 | 1032.34 | 0.0050 |
| | 110 | 120 | - | 126 | - | 1032.24 | 1031.61 | 0.0050 |
| | 120 | 130 | - | - | 76 | 1031.11 | 1030.73 | 0.0050 |
| | 101 | 100 | 20 | - | - | 1033.57 | 1033.47 | 0.0050 |
| | 102 | 101 | 12 | - | - | 1033.73 | 1033.67 | 0.0050 |
| | 120 | 121 | 20 | - | - | 1032.21 | 1032.11 | 0.0050 |
| | 200 | 210 | 12 | - | - | 1032.50 | 1032.44 | 0.0050 |
| | 210 | 220 | - | 36 | - | 1031.94 | 1031.76 | 0.0050 |
| | 300 | 310 | 20 | - | - | 1033.35 | 1033.25 | 0.0050 |
| | 310 | 320 | 8 | - | - | 1033.15 | 1033.12 | 0.0050 |
| | 320 | 330 | 20 | - | - | 1033.02 | 1032.92 | 0.0050 |
| | 330 | 340 | - | 32 | - | 1032.42 | 1032.27 | 0.0050 |
| | 400 | 410 | 12 | - | - | 1031.76 | 1031.70 | 0.0050 |
| | 410 | 420 | - | 32 | - | 1031.20 | 1031.04 | 0.0050 |
| | **TOTAL 0010** | | 124 | 352 | 76 | | | |

## PIPE UNDERDRAIN

| CATEGORY | BEGIN STATION | BEGIN OFFSET | BEGIN ELEV. | BEGIN STR. NO. | END STATION | END OFFSET | END ELEV. | END STR. NO. | LOCATION | 310.0110 BASE AGGREGATE OPEN-GRADED TON | 612.0106 PIPE UNDERDRAIN 6-INCH LF | 645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 609+66 'EB | 25.0' RT | 1035.10 | END CAP REQ'D | 611+49 'EB' | 19.8' RT | 1034.45 | 100 | SW QUADRANT | 11 | 187 | 94 |
| | 611+49 'EB' | 19.8' RT | 1034.45 | 100 | 612+96 'EB' | 28.3 ' RT | 1035.07 | HIGH POINT | SW QUADRANT | 8 | 146 | 73 |
| | 612+96 'EB' | 28.3' RT | 1035.07 | HIGH POINT | 1646+88 'SB | 20.0' LT | 1034.35 | 300 | SW QUADRANT | 6 | 112 | 56 |
| | 1646+88 'SB | 20.0' LT | 1034.35 | 300 | 1643+89 'SB | 17.9' LT | 1035.73 | END CAP REQ'D | SW QUADRANT | 11 | 198 | 99 |
| | 611+68 'WB' | 23.1' LT | 1034.59 | END CAP REQ'D | 613+18 'WB' | 45.8' LT | 1035.70 | HIGH POINT | NW QUADRANT | 9 | 164 | 82 |
| | 613+18 'WB' | 45.8' LT | 1035.70 | HIGH POINT | 1650+37 'SB' | 20.5' LT | 1033.39 | END CAP REQ'D | NW QUADRANT | 8 | 146 | 73 |
| | 1650+26 'NB' | 20.5' RT | 1033.28 | END CAP REQ'D | 614+26 'WB' | 56.3' LT | 1035.14 | HIGH POINT | NE QUADRANT | 8 | 140 | 70 |
| | 614+26 'WB' | 56.3' LT | 1035.14 | HIGH POINT | 614+88 'WB' | 20.5' LT | 1033.62 | END CAP REQ'D | NE QUADRANT | 10 | 175 | 88 |
| | 1643+89 'NB' | 18.2' RT | 1035.72 | END CAP REQ'D | 1646+87 'NB' | 19.2' RT | 1034.17 | 330 | SE QUADRANT | 17 | 299 | 450 |
| | 1646+87 'NB' | 19.2' RT | 1034.17 | 330 | 614+26 'EB' | 45.1' RT | 1034.56 | HIGH POINT | SE QUADRANT | 4 | 76 | 38 |
| | 614+26 'EB' | 45.1' RT | 1034.56 | HIGH POINT | 615+70 'EB' | 21.8' RT | 1033.78 | END CAP REQ'D | SE QUADRANT | 9 | 158 | 79 |
| | 12+65 'C' | 2.5' LT | 1035.66 | HIGH POINT | 10+75 'C' | 2.5' LT | 1034.54 | 120 | ROUNDABOUT CENTER | 11 | 188 | 94 |
| | 12+65 'C' | 2.5' LT | 1035.66 | HIGH POINT | 10+96 'C' | 2.5' LT | 1034.58 | 121 | ROUNDABOUT CENTER | 10 | 168 | 84 |
| | 10+96 'C' | 2.5' LT | 1034.58 | 121 | 10+75 'C' | 2.5' LT | 1034.54 | 120 | ROUNDABOUT CENTER | 1 | 21 | 11 |
| | | | | | | | | | **TOTAL 0010** | 123 | 2,178 | 1,391 |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

3

3

**PERMANENT SIGNING**

| CATEGORY | STATION | LOCATION | SIGN NO. | SIGN CODE | W X H | DESCRIPTION | 634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | 634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH | 634.0622 POSTS WOOD 4X6-INCH X 22-FT EACH | 634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 605+50 'EB' | RT | 1-1 | W2-6 | 30" X 30" | ROUNDABOUT AHEAD | - | 1 | - | - | - | - | - | 6.25 |
| | 605+50 'EB' | RT | 1-2 | W13-1 | 18" X 18" | 15 MPH | - | - | - | - | - | - | - | 2.25 |
| | 606+50 'EB' | RT | 1-3 | R7-1D | 18" X 24" | NO PARKING ANY TIME WITH DUAL ARROWS | 1 | - | - | - | - | - | 3.00 | - |
| | 607+16 'EB' | LT | 2-1 | R7-1D | 18" X 24" | NO PARKING ANY TIME WITH DUAL ARROWS | - | - | - | - | - | - | 3.00 | - |
| | 607+16 'EB' | LT | 2-2 | D2-2 | 84" X 24" | MARSHFIELD/NEILLSVILLE DISTANCES | - | 1 | 1 | - | - | - | 14.00 | - |
| | 607+31 'EB' | RT | 2-3 | R7-1D | 18" X 24" | NO PARKING ANY TIME WITH DUAL ARROWS | - | - | - | - | - | - | 3.00 | - |
| | 607+31 'EB' | RT | 2-4 | D1-62 | 126" X 78" | RAB LEG INFORMATION SIGN | - | - | - | 1 | 2 | - | 68.25 | - |
| | 608+49 'WB' | LT | 2-5 | R7-1D | 18" X 24" | NO PARKING ANY TIME WITH DUAL ARROWS | - | - | - | - | - | - | 3.00 | - |
| | 608+49 'WB' | LT | 2-6 | R2-1 | 24" X 30" | SPEED LIMIT 55 | - | 1 | - | - | - | - | 5.00 | - |
| | 608+91 'EB' | RT | 2-7 | R7-1D | 18" X 24" | NO PARKING ANY TIME WITH DUAL ARROWS | - | - | - | - | - | - | 3.00 | - |
| | 608+91 'EB' | RT | 2-8 | D1-2 | 78" X 30" | WIS RAPIDS/PITTSVILLE ARROWS | - | 1 | 1 | - | - | - | 16.25 | - |
| | 609+54 'EB' | WEST MEDIAN | 2-9 | R4-7 | 24" X 30" | KEEP RIGHT SYMBOL | 1 | - | - | - | - | - | 5.00 | - |
| | 609+54 'EB' | WEST MEDIAN | 2-10 | W5-54 | 18" X 18" | IN ROAD OBJECT MARKER | - | - | - | - | - | - | - | 2.25 |
| | 609+52 'WB' | LT | 2-11 | R5-1 | 30" X 30" | DO NOT ENTER | - | 1 | - | - | - | - | 6.25 | - |
| | 610+24 'WB' | LT | 2-12 | R5-1A | 36" X 24" | WRONG WAY | - | 1 | - | - | - | - | 6.00 | - |
| | 610+24 'WB' | LT | 2-13 | R7-1D | 18" X 24" | NO PARKING ANY TIME WITH DUAL ARROWS | - | - | - | - | - | - | 3.00 | - |
| | 610+93 'WB' | LT | 2-14 | J1-2 | 48" X 39" | NORTH STH 73/NORTH STH 80 | - | 2 | - | - | - | - | 13.00 | - |
| | 611+02 'EB' | RT | 2-15 | D1-3 | 78" X 36" | NORTH WOOD COUNTY PARK/DEXTER PARK ARROWS | - | 1 | 1 | - | - | - | 19.50 | - |
| | 611+02 'EB' | RT | 2-16 | DN5-69G | 48" X 9" | CAMPING | - | - | - | - | - | - | 3.00 | - |
| | 612+85 'WB' | WEST MEDIAN | 3-1 | D1-68 | 72" X 30" | NORTH STH 73/NORTH STH 80 WITH ARROW | - | - | - | - | - | 2 | 15.00 | - |
| | 612+85 'EB' | WEST MEDIAN | 3-2 | R1-2 | 36" X 31" | YIELD | - | - | - | - | - | 1 | 3.88 | - |
| | 13+50 'RAB' | SW QUAD | 3-3 | R1-2 | 36" X 31" | YIELD | - | - | - | - | - | 1 | 3.88 | - |
| | 10+27 'RAB' | SOUTH MEDIAN | 3-4 | D1-68 | 60" X 30" | SOUTH STH 80/CTH E WITH ARROW | - | - | - | - | - | 2 | 12.50 | - |
| | 10+40 'RAB' | SOUTH MEDIAN | 3-5 | R1-2 | 36" X 31" | YIELD | - | - | - | - | - | 1 | 3.88 | - |
| | 10+65 'RAB' | SE QUAD | 3-6 | R1-2 | 36" X 31" | YIELD | - | - | - | - | - | 1 | 3.88 | - |
| | 11+20 'RAB' | EAST MEDIAN | 3-7 | D1-68 | 60" X 30" | SOUTH STH 73/CTH E WITH ARROW | - | - | - | - | - | 2 | 12.50 | - |
| | 11+36 'RAB' | EAST MEDIAN | 3-8 | R1-2 | 36" X 31" | YIELD | - | - | - | - | - | 1 | 3.88 | - |
| | 11+61 'RAB' | NE QUAD | 3-9 | R1-2 | 36" X 31" | YIELD | - | - | - | - | - | 1 | 3.88 | - |
| | 12+19 'RAB' | NORTH MEDIAN | 3-10 | D1-1 | 36" X 18" | CTH A WITH ARROW | - | - | - | - | - | 1 | 4.50 | - |
| | 12+34 'RAB' | NORTH MEDIAN | 3-11 | R1-2 | 36" X 31" | YIELD | - | - | - | - | - | 1 | 3.88 | - |
| | 12+60 'RAB' | NW QUAD | 3-12 | R1-2 | 36" X 31" | YIELD | - | - | - | - | - | 1 | 3.88 | - |
| | 13+64 'RAB" | INNER RAB CIRCLE | 3-13 | R6-1R | 48" X 18" | ONE WAY FOR ROUNDABOUTS | - | - | - | - | - | 1 | 6.00 | - |
| | 13+64 'RAB" | INNER RAB CIRCLE | 3-14 | W5-54 | 18" X 18" | IN ROAD OBJECT MARKER | - | - | - | - | - | - | - | 2.25 |
| | 10+74 'RAB' | INNER RAB CIRCLE | 3-15 | R6-1R | 48" X 18" | ONE WAY FOR ROUNDABOUTS | - | - | - | - | - | 1 | 6.00 | - |
| | 10+74 'RAB' | INNER RAB CIRCLE | 3-16 | W5-54 | 18" X 18" | IN ROAD OBJECT MARKER | - | - | - | - | - | - | - | 2.25 |
| | 11+63 'RAB' | INNER RAB CIRCLE | 3-17 | R6-1R | 48" X 18" | ONE WAY FOR ROUNDABOUTS | - | - | - | - | - | 1 | 6.00 | - |
| | 11+63 'RAB' | INNER RAB CIRCLE | 3-18 | W5-54 | 18" X 18" | IN ROAD OBJECT MARKER | - | - | - | - | - | - | - | 2.25 |
| | 12+67 'RAB' | INNER RAB CIRCLE | 3-19 | R6-1R | 48" X 18" | ONE WAY FOR ROUNDABOUTS | - | - | - | - | - | 1 | 6.00 | - |
| | 12+67 'RAB' | INNER RAB CIRCLE | 3-20 | W5-54 | 18" X 18" | IN ROAD OBJECT MARKER | - | - | - | - | - | - | - | 2.25 |
| | | | | | | PAGE 1/2 - SUBTOTALS | 2 | 9 | 3 | 1 | 2 | 19 | 273.79 | 19.75 |

**CONTINUED ON NEXT PAGE**

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

**PERMANENT SIGNING (CONTINUED)**

| CATEGORY | STATION | LOCATION | SIGN NO. | SIGN CODE | W X H | DESCRIPTION | 634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH | 634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH | 634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH | 634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH | 634.0622 POSTS WOOD 4X6-INCH X 22-FT EACH | 634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH | 637.2210 SIGNS TYPE II REFLECTIVE H SF | 637.2230 SIGNS TYPE II REFLECTIVE F SF |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 616+07 'EB' | RT | 4-1 | J1-2 | 48" X 39" | SOUTH STH 73/NORTH CTH E | - | 1 | - | - | - | - | 13.00 | - |
| | 616+39 'EB' | RT | 4-2 | R5-1A | 36" X 24" | WRONG WAY | - | 1 | - | - | - | - | 6.00 | - |
| | 616+50 'WB' | LT | 4-3 | D1-3 | 78" X 36" | DEXTER PARK/NORTH WOOD COUNTY PARK ARROWS | - | 1 | 1 | - | - | - | 19.50 | - |
| | 616+50 'WB' | LT | 4-4 | DN5-69G | 48" X 9" | CAMPING | - | - | - | - | - | - | 3.00 | - |
| | 616+97 'EB' | EAST MEDIAN | 4-5 | R4-7 | 24" X 30" | KEEP RIGHT SYMBOL | 1 | - | - | - | - | - | 5.00 | - |
| | 616+97 'EB' | EAST MEDIAN | 4-6 | W5-54 | 18" X 18" | IN ROAD OBJECT MARKER | - | - | - | - | - | - | - | 2.25 |
| | 617+01 'EB' | RT | 4-7 | R5-1 | 30" X 30" | DO NOT ENTER | - | 1 | - | - | - | - | 6.25 | - |
| | 618+00 'WB' | LT | 4-8 | D1-3 | 78" X 36" | MARSHFIELD/NEILLSVILLE/PITTSVILLE DISTANCES | - | 1 | 1 | - | - | - | 19.50 | - |
| | 618+05 'EB' | RT | 4-9 | R2-1 | 24" X 30" | SPEED LIMIT 55 | - | 1 | - | - | - | - | 5.00 | - |
| | 618+97 'WB' | LT | 4-10 | D1-62 | 126" X 78" | RAB LEG INFORMATION SIGN | - | - | - | 1 | 2 | - | 68.25 | - |
| | 619+02 'EB' | RT | 4-11 | I55-56 | 30" X 18" | ADOPT-A-HIGHWAY SPONSOR (PLEASANT CORNERS 4-H) | - | 1 | - | - | - | - | 3.75 | - |
| | 619+02 'EB' | RT | 4-12 | I55-56P | 30" X 18" | ADOPT-A-HIGHWAY SPONSOR (PLEASANT CORNERS 4-H) | - | - | - | - | - | - | 3.75 | - |
| | 619+75 'EB' | RT | 4-13 | D2-1 | 84" X 15" | WIS RAPIDS DISTANCE | - | 1 | 1 | - | - | - | 8.75 | - |
| | 621+70 'EB' | RT | 5-1 | W11-8 | 30" X 30" | FIRE TRUCK CROSSING | - | 1 | - | - | - | - | - | 6.25 |
| | 622+04 'EB' | LT | 5-2 | W2-6 | 30" X 30" | ROUNDABOUT AHEAD | - | 1 | - | - | - | - | - | 6.25 |
| | 622+04 'EB' | LT | 5-3 | W13-1 | 18" X 18" | 15 MPH | - | - | - | - | - | - | - | 2.25 |
| | 623+98 'EB' | LT | 5-4 | J1-2 | 48" X 39" | JCT STH 80/JCT CTH A | - | 2 | - | - | - | - | 13.00 | - |
| | 1642+90 'NB' | RT | 6-1 | J1-2 | 48" X 39" | JCT STH 73/JCT CTH A | - | 1 | - | - | - | - | 13.00 | - |
| | 1643+40 'NB' | RT | 6-2 | W2-6 | 30" X 30" | ROUNDABOUT AHEAD | - | 1 | - | - | - | - | - | 6.25 |
| | 1643+40 'NB' | RT | 6-3 | W13-1 | 18" X 18" | 15 MPH | - | - | - | - | - | - | - | 2.25 |
| | 1644+40 'NB' | RT | 6-4 | D1-3 | 78" X 36" | MARSHFIELD/NEILLSVILLE/WIS RAPIDS ARROWS | - | - | 2 | - | - | - | 19.50 | - |
| | 1645+40 'NB | RT | 6-5 | D1-62 | 144" X 66" | RAB LEG INFORMATION SIGN | - | - | - | 3 | - | - | 66.00 | - |
| | 1645+40 'NB' | RT | 6-6 | R7-1D | 18" X 24" | NO PARKING ANY TIME WITH DUAL ARROWS | - | - | - | - | - | - | 3.00 | - |
| | 1645+43 'NB' | LT | 6-7 | R7-1L | 18" X 24" | NO PARKING ANY TIME WITH SINGLE ARROW | 1 | - | - | - | - | - | 3.00 | - |
| | 1646+36 'NB' | LT | 6-8 | R5-1 | 30" X 30" | DO NOT ENTER | 1 | - | - | - | - | - | 6.25 | - |
| | 1646+40 'NB' | RT | 6-9 | D1-2 | 78" X 24" | NORTH WOOD COUNTY PARK ARROW | - | - | 2 | - | - | - | 13.00 | - |
| | 1646+54 'NB' | SOUTH MEDIAN | 6-10 | R4-7 | 24" X 30" | KEEP RIGHT SYMBOL | 1 | - | - | - | - | - | 5.00 | - |
| | 1646+87 'NB' | LT | 6-11 | J1-2 | 48" X 39" | SOUTH STH 80/CTH E | - | 1 | - | - | - | - | 13.00 | - |
| | 1650+03 'NB' | RT | 7-1 | J1-1 | 24" X 39" | NORTH CTH A | - | 1 | - | - | - | - | 6.50 | - |
| | 1650+33 'SB' | LT | 7-2 | J1-1 | 24" X 39" | END CTH A | - | 1 | - | - | - | - | 6.50 | - |
| | 1650+65 'NB' | RT | 7-3 | R5-51 | 24" X 24" | NO ATV TRAFFIC | - | 1 | - | - | - | - | 4.00 | - |
| | 1650+65 'NB' | RT | 7-4 | R5-1A | 36" X 24" | WRONG WAY | - | - | - | - | - | - | 6.00 | - |
| | 1651+42 'NB' | RT | 7-5 | I55-56 | 30" X 18" | ADOPT-A-HIGHWAY SPONSOR (WOW LOGISTICS) | - | 1 | - | - | - | - | 3.75 | - |
| | 1651+42 'NB' | RT | 7-6 | I55-56P | 30" X 18" | ADOPT-A-HIGHWAY SPONSOR (WOW LOGISTICS) | - | - | - | - | - | - | 3.75 | - |
| | 1651+42 'NB' | RT | 7-7 | R5-1 | 30" X 30" | DO NOT ENTER | - | - | - | - | - | - | 6.25 | - |
| | 1651+40 'NB' | NORTH MEDIAN | 7-8 | R4-7 | 24" X 30" | KEEP RIGHT SYMBOL | 1 | - | - | - | - | - | 5.00 | - |
| | 1651+40 'NB' | NORTH MEDIAN | 7-9 | W5-54 | 18" X 18" | IN ROAD OBJECT MARKER | - | - | - | - | - | - | - | 2.25 |
| | 1653+51 'NB' | RT | 7-10 | R2-1 | 24" X 30" | SPEED LIMIT 55 | - | 1 | - | - | - | - | 5.00 | - |
| | 1654+48 'SB' | LT | 7-11 | D1-62 | 144" X 78" | RAB LEG INFORMATION SIGN | - | - | - | 1 | 2 | - | 78.00 | - |
| | 1656+55 'NB' | LT | 8-1 | W2-6 | 30" X 30" | ROUNDABOUT AHEAD | - | 1 | - | - | - | - | - | 6.25 |
| | 1656+55 'NB' | LT | 8-2 | W13-1 | 18" X 18" | 15 MPH | - | - | - | - | - | - | - | 2.25 |
| | 1658+55 'NB' | LT | 8-3 | J1-3 | 72" X 39" | JCT STH 73/JCT STH 80/JCT CTH E | - | 1 | 1 | - | - | - | 19.50 | - |
| | | | | | | PAGE 2/2 - SUBTOTALS | 5 | 22 | 8 | 5 | 4 | 0 | 460.75 | 36.25 |
| | | | | | | **TOTAL 0010** | 7 | 31 | 11 | 6 | 6 | 19 | 734.54 | 56.00 |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

3

3

## SIGNING REMOVAL

| CATEGORY | SIGN NUMBER | SIGN MESSAGE | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH |
|---|---|---|---|---|
| 0010 | R-01 | SPEED LIMIT 45 AHEAD | 1 | 1 |
| | R-02 | JCT CTH A/JCT CTH E | 1 | 2 |
| | R-03 | SOUTH STH 73 AHEAD/SOUTH STH 80 ADVANCE ARROW RIGHT | 1 | 2 |
| | R-04 | SPEED LIMIT 45 | 1 | 1 |
| | R-05 | KEEP RIGHT | 1 | 1 |
| | R-06 | YELLOW DIAMOND CAUTION PLATE | 1 | - |
| | R-07 | WIS RAPIDS/PITTSVILLE ARROWS | 1 | 2 |
| | R-08 | NO PARKING ANY TIME | 1 | - |
| | R-09 | LEFT ONLY/ STRAIGHT ONLY/RIGHT ONLY ARROWS | 1 | 2 |
| | R-10 | NORTH WOOD COUNTY PARK/DEXTER PARK ARROWS | 1 | 2 |
| | R-11 | CAMPING | 1 | - |
| | R-12 | NO PARKING ANY TIME | 1 | - |
| | R-13 | CTH A ARROW LEFT/CTH E AHEAD AND ARROW RIGHT/SOUTH STH 80 ARROW RIGHT | 1 | 2 |
| | R-14 | NO PARKING ANY TIME | 1 | - |
| | R-15 | NO PARKING ANY TIME | 1 | 1 |
| | R-16 | SOUTH STH 80/CTH E | 1 | 1 |
| | R-17 | STOP AHEAD | 1 | 1 |
| | R-18 | NO PARKING ANY TIME | 1 | 1 |
| | R-19 | STOP AHEAD | 1 | 1 |
| | R-20 | NORTH STH 73 AND STH 80 ADVANCE ARROW LEFT/SOUTH STH 73 AND CTH E ADVANCE ARROW RIGHT | 1 | 2 |
| | R-21 | NO PARKING ANY TIME | 1 | 1 |
| | R-22 | MARSHFIELD/NEILLSVILLE/WIS RAPIDS ARROWS | 1 | 2 |
| | R-23 | NORTH WOOD COUNTY PARK ARROW | 1 | - |
| | R-24 | TILT DOWN RIGHT AND TILT DOWN LEFT | 1 | 1 |
| | R-25 | NO PARKING ANY TIME | 1 | - |
| | R-26 | STOP | 1 | 1 |
| | R-27 | DIVIDED HIGHWAY | 1 | - |
| | R-28 | NORTH STH 73 AND STH 80 LEFT | 1 | 2 |
| | R-29 | STOP | 1 | 1 |
| | R-30 | SOUTH STH 73 AND CTH E RIGHT | 1 | 1 |
| | R-31 | KEEP RIGHT | 1 | 1 |
| | R-32 | SOUTH STH 73 AND CTH E | 1 | 1 |
| | R-33 | ADOPT A HIGHWAY | 1 | 1 |
| | R-34 | PLEASANT CORNERS 4-H | 1 | - |
| | R-35 | SPEED LIMIT 45 | 1 | 1 |
| | | PAGE 1/2 - SUBTOTALS | 35 | 35 |

**CONTINUED ON NEXT PAGE**

## SIGNING REMOVAL (CONTINUED)

| CATEGORY | SIGN NUMBER | SIGN MESSAGE | 638.2602 REMOVING SIGNS TYPE II EACH | 638.3000 REMOVING SMALL SIGN SUPPORTS EACH |
|---|---|---|---|---|
| 0010 | R-36 | WIS RAPIDS DISTANCE | 1 | 2 |
| | R-37 | FIRE TRUCK CROSSING | 1 | 1 |
| | R-38 | SPEED LIMIT 45 AHEAD | 1 | 1 |
| | R-39 | JCT STH 80/JCT CTH A | 1 | 2 |
| | R-40 | SPEED LIMIT 45 | 1 | 1 |
| | R-41 | SOUTH STH 80 AND CTH E ADVANCE ARROW LEFT/NORTH STH 73 AND STH 80 AHEAD | 1 | 2 |
| | R-42 | KEEP RIGHT | 1 | 1 |
| | R-43 | YELLOW DIAMOND CAUTION PLATE | 1 | - |
| | R-44 | MARSHFIELD/NEILLSVILLE/PITTSVILLE ARROWS | 1 | 2 |
| | R-45 | SPEED LIMIT 45 | 1 | 1 |
| | R-46 | LEFT ONLY/STRAIGHT ONLY/RIGHT ONLY ARROWS | 1 | 2 |
| | R-47 | NORTH WOOD COUNTY PARK/DEXTER PARK ARROWS | 1 | 2 |
| | R-48 | CAMPING | 1 | - |
| | R-49 | SOUTH STH 80 AND CTH E ARROW LEFT/CTH A ARROW RIGHT | 1 | 2 |
| | R-50 | CTH A | 1 | 1 |
| | R-53 | ADOPT A HIGHWAY: WOW LOGISTICS | 1 | 2 |
| | R-54 | NO PASSING ZONE | 1 | 1 |
| | R-55 | STOP AHEAD | 1 | 1 |
| | R-56 | JCT STH 73/JCT STH 80 | 1 | 1 |
| | R-57 | CTH E AHEAD AND ARROW LEFT/STH 73 ARROW LEFT & RIGHT/SOUTH STH 80 AHEAD/NORTH STH 80 ARROW RIGHT | 1 | 2 |
| | R-58 | END CTH A | 1 | 1 |
| | R-59 | TILT DOWN RIGHT AND TILT DOWN LEFT | 1 | 1 |
| | R-60 | STOP | 1 | 1 |
| | R-61 | DIVIDED HIGHWAY | 1 | - |
| | R-62 | STOP | 1 | 1 |
| | R-63 | KEEP RIGHT | 1 | 1 |
| | R-64 | NORTH STH 73/STH 80 | 1 | 1 |
| | R-65 | NO PARKING ANY TIME | 1 | - |
| | R-66 | SPEED LIMIT 45 | 1 | 1 |
| | R-67 | NO PARKING ANY TIME | 1 | - |
| | R-68 | MARSHFIELD/NEILLSVILLE DISTANCES | 1 | 2 |
| | R-69 | NO PARKING ANY TIME | 1 | 2 |
| | R-70 | SPEED LIMIT 55 | 1 | 1 |
| | | PAGE 2/2 - SUBTOTALS | 33 | 39 |
| | | **TOTAL 0010** | 68 | 74 |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

## TRAFFIC CONTROL ITEMS

| CATEGORY | LOCATION | APPRX. SERVICE PERIOD DAYS | QTY | 643.0300 TRAFFIC CONTROL DRUMS DAY | QTY | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY | QTY | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY | QTY | 643.0900 TRAFFIC CONTROL SIGNS DAY | 643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH | 643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF | 643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF | 644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF | QTY | 644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY | 644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF | 644.1810 TEMPORARY PEDESTRIAN BARRICADE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | VARIOUS HIGHWAYS | 89 | - | - | - | - | - | - | 317 | 28,213 | 41 | - | - | - | - | - | - | - | DETOUR ROUTE |
| | STH 73/80 INTERSECTION | 89 | - | - | 24 | 2,136 | 12 | 1,068 | 6 | 534 | - | - | - | - | - | - | - | - | ROUNDABOUT FULL CLOSURE |
| | STH 80 & VARIOUS LOCAL STREETS | 89 | - | - | 2 | 178 | 2 | 178 | 21 | 1,869 | - | - | - | - | - | - | - | - | STH 80 AND SIDE ROADS |
| | VARIOUS HIGHWAYS | 7 | - | - | - | - | - | - | - | - | - | 90 | - | - | - | - | - | - | ADVANCED WARNING SIGNING |
| | VARIOUS HIGHWAYS | 89 | - | - | 15 | 1,335 | - | - | 24 | 2,136 | - | - | - | - | - | - | - | - | ADVANCED WARNING SIGNING |
| | STH 73/80 INTERSECTION | 89 | 18 | 1,602 | - | - | - | - | 18 | 1,602 | - | - | 48 | 93 | 3 | 267 | 30 | 105 | TEMP PED ACCOMMODATIONS |
| | **TOTAL 0010** | | | 1,602 | | 3,649 | | 1,246 | | 34,354 | 41 | 90 | 48 | 93 | | 267 | 30 | 105 | |
| 0020 | STH 73 | 5 | - | - | 10 | 50 | 4 | 20 | 2 | 10 | - | - | - | - | - | - | - | - | STH 73 CULVERT REPLACEMENT |
| | **TOTAL 0020** | | | 0 | | 50 | | 20 | | 10 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | |
| | **PROJECT TOTAL** | | | 1602 | | 3699 | | 1266 | | 34364 | 41 | 90 | 48 | 93 | | 267 | 30 | 105 | |

## PERMANENT PAVEMENT MARKINGS

| CATEGORY | STATION | TO | STATION | LOCATION | (SOLID WHITE) | (SOLID YELLOW) | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (SKIP YELLOW) LF | (SKIP WHITE) | 646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH (SOLID WHITE) LF | 646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH (SKIP WHITE) LF | 646.7120 MARKING DIAGONAL EPOXY 12-INCH (SOLID YELLOW) LF | 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (SOLID WHITE) LF | 646.8120 MARKING CURB EPOXY (SOLID YELLOW) LF | 646.8220 MARKING ISLAND NOSE EPOXY (SOLID YELLOW) EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 602+84 'EB' | - | 613+09 'EB' | STH 73/STH 80 | 1785 | 2385 | - | 28 | 63 | 18 | 59 | 74 | 10 | 1 |
| | 614+32 'EB' | - | 625+10 'EB' | STH 73 | 1890 | 2578 | - | 28 | 67 | 18 | 68 | 76 | 10 | 1 |
| | 1643+89 'NB' | - | 1647+60 'NB' | STH 80 | 490 | 1159 | - | 23 | 63 | 18 | 95 | 74 | 10 | 1 |
| | 1648+84 'NB' | - | 1658+26 'NB' | CTH A | 1615 | 2191 | - | 28 | 67 | 18 | 39 | 76 | 10 | 1 |
| | | | | SUBTOTALS | 5780 | 8313 | 0 | 107 | 260 | 72 | 261 | 300 | 40 | 4 |
| | | | | **TOTAL 0010** | | | 14,200 | | 260 | 72 | 261 | 300 | 40 | 4 |
| 0020 | 635+84 'EB' | - | 636+91 'EB' | STH 73 | 213 | - | 27 | - | - | - | - | - | - | - |
| | | | | SUBTOTALS | 213 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | **TOTAL 0020** | | | 240 | | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | **PROJECT TOTAL** | | | 14440 | | 260 | 72 | 261 | 300 | 40 | 4 |

3

3

## STAKING ITEMS

| CATEGORY | STATION | TO | STATION | LOCATION | 650.4000 CONSTRUCTION STAKING STORM SEWER EACH | 650.4500 CONSTRUCTION STAKING SUBGRADE LF | 650.5000 CONSTRUCTION STAKING BASE LF | 650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF | 650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH | 650.9000 CONSTRUCTION STAKING CURB RAMPS EACH | 650.9920 CONSTRUCTION STAKING SLOPE STAKES LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 1649+00 'NB' | - | 1653+70 'NB' | CTH A | 3 | 470 | 470 | 1,129 | 1 | 4 | 940 | NORTH LEG |
| | 1643+89 'NB' | - | 1647+50 'NB' | STH 80 | 5 | 361 | 361 | 1,387 | - | 6 | 722 | SOUTH LEG |
| | 614+50 'EB' | - | 625+00 'EB' | STH 73 | 4 | 1,050 | 1,050 | 529 | - | 4 | 2,100 | EAST LEG & SE QUADRANT |
| | 602+94 'EB' | - | 613+00 'EB' | STH 73/STH 80 | 4 | 1,006 | 1,006 | 965 | - | 4 | 2,012 | WEST LEG & SW QUADRANT |
| | 10+00 'C' | - | 13+77 'C' | STH 73/STH 80 | 2 | 377 | 377 | 562 | - | - | - | ROUNDABOUT CENTER |
| | | | | **TOTAL 0010** | 18 | 3,264 | 3,264 | 4,572 | 1 | 18 | 5,774 | |
| 0020 | 635+84 'EB' | - | 636+91 'EB' | STH 73 | - | 107 | 107 | - | 1 | - | 214 | STH 73 CULVERT PATCH |
| | | | | **TOTAL 0020** | 0 | 107 | 107 | 0 | 1 | 0 | 214 | |
| | | | | **PROJECT TOTAL** | 18 | 3371 | 3371 | 4572 | 2 | 18 | 5988 | |

## SAWING ITEMS

| CATEGORY | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF |
|---|---|---|---|
| 0010 | NORTH LEG | 30 | - |
| | SOUTH LEG | 31 | 5 |
| | EAST LEG | 39 | - |
| | WEST LEG | 33 | - |
| | GAS STATION | 226 | 15 |
| | 1645+20 'SB' LT | - | 5 |
| | **TOTAL 0010** | 359 | 25 |
| 0020 | STH 73 | 60 | - |
| | **TOTAL 0020** | 60 | 0 |
| | **PROJECT TOTAL** | 419 | 25 |

## TEMPORARY WATER DIVERSION

| CATEGORY | STATION | LOCATION | SPV.0060.01 SPECIAL (01. TEMPORARY WATER DIVERSION - STA 636+37) EACH | REMARKS |
|---|---|---|---|---|
| 0020 | 636+37 | STH 73 | 1 | 36-INCH CULVERT PIPE |
| | | **TOTAL 0020** | 1 | |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

3

## ELECTRIC PULL BOXES

| CATEGORY | DESCRIPTION | STATION, OFFSET | 653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH |
|---|---|---|---|
| 0010 | LPB-1 | 1649+73.05SB, 22.9'LT | 1 |
| | LPB-2 | 1649+65.43 SB, 24.1' LT | 1 |
| | LPB-3 | 103+86.47 EB, 21.5' RT | 1 |
| | LPB-4 | 615+24.40 SB, 34.4; LT | 1 |
| | LPB-5 | 614+98.47 EB, 25.2' RT | 1 |
| | LPB-6 | 1646+80.42 NB, 22.2' RT | 1 |
| | LPB-7 | 613+51.20 SB, 128.6' RT | 1 |
| | LPB-8 | 612+28.37 EB, 24.2' RT | 1 |
| | LPB-9 | 612+37.84 WB, 36.1' LT | 1 |
| | **TOTAL 0010** | | 9 |

## ELECTRIC CONDUIT AND WIRING

| CATEGORY | FROM | TO | TO | 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF | 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF | 655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF |
|---|---|---|---|---|---|---|
| 0010 | LCC A | - | LPB-1 | 36 | - | 108 |
| | LCC A | - | LPB-2 | 39 | - | 112 |
| | LPB-1 | - | LPB-3 | - | 42 | 276 |
| | LPB-1 | - | A-1 | - | 71 | 1,124 |
| | LPB-3 | - | A-2 | - | 17 | 608 |
| | LPB-3 | | A-3 | - | 52 | 216 |
| | A-3 | | A-4 | - | 115 | 500 |
| | A-4 | | LPB-4 | - | 43 | 92 |
| | LPB-4 | | A-7 | - | 78 | 1,244 |
| | LPB-4 | | LPB-5 | - | 7 | 320 |
| | LPB-5 | | A-6 | - | 50 | 708 |
| | LPB-5 | | A-5 | - | 51 | 164 |
| | A-5 | | A-8 | - | 76 | 492 |
| | A-8 | | LPB-6 | - | 10 | 100 |
| | LPB-6 | | A-9 | - | 54 | 492 |
| | LPB-6 | | LPB-7 | - | 99 | 256 |
| | LPB-7 | | A-10 | - | 49 | 252 |
| | A-10 | | A-11 | - | 93 | 464 |
| | A-11 | | LPB-8 | - | 6 | 92 |
| | LPB-8 | | A-12 | - | 6 | 1,240 |
| | LPB-8 | | LPB-9 | - | 6 | 244 |
| | LPB-9 | | A-13 | - | 6 | 592 |
| | LPB-9 | | A-14 | - | 6 | 156 |
| | A-14 | | A-15 | - | 6 | 428 |
| | A-15 | | LPB-2 | - | 6 | 36 |
| | CONDUIT STUBS | | - | - | 20 | - |
| | | | **TOTAL 0010** | 75 | 969 | 10,316 |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

3

3

## ELECTRIC LIGHTING CONTROL CABINET AND BASES

| CATEGORY | DESCRIPTION | STATION, OFFSET | 654.0224 CONCRETE CONTROL CABINET BASES TYPE L24 EACH | 656.0201.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) (01. LCC B) EACH | 659.2124 LIGHTING CONTROL CABINETS 120/240 24-INCH EACH | REMARKS |
|---|---|---|---|---|---|---|
| 0010 | LLC A | 1649+68.81 SB, 38.6' LT | 1 | 1 | 1 | SEE LIGHTING PLAN FOR MORE INFO |
| | | **TOTAL 0010** | 1 | 1 | 1 | |

## ELECTRIC LIGHTING UNITS AND WIRING

| CATEGORY | DESCRIPTION | STATION, OFFSET | 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 | 659.1115 LUMINAIRES UTILITY LED A EACH |
|---|---|---|---|---|---|---|---|
| 0010 | A-1 | 612+60.08 SB, 413.1' LT | 162 | 1 | 1 | 1 | 1 |
| | A-2 | 613+45.48 NB, 288.6' LT | 162 | 1 | 1 | 1 | 1 |
| | A-3 | 1649+16.59 NB, 27.7' RT | 162 | 1 | 1 | 1 | 1 |
| | A-4 | 615+11.24 WB, 38.2' LT | 162 | 1 | 1 | 1 | 1 |
| | A-5 | 614+64.06 EB, 26.6' RT | 162 | 1 | 1 | 1 | 1 |
| | A-6 | 616+62.76 EB, 24.3' RT | 162 | 1 | 1 | 1 | 1 |
| | A-7 | 618+21.42 WB, 29.7' LT | 162 | 1 | 1 | 1 | 1 |
| | A-8 | 614+05.70 NB, 107.0' RT | 162 | 1 | 1 | 1 | 1 |
| | A-9 | 614+27.39 NB, 223.4' RT | 162 | 1 | 1 | 1 | 1 |
| | A-10 | 613+28.47 B, 78.5' RT | 162 | 1 | 1 | 1 | 1 |
| | A-11 | 612+37.71 EB, 24.6' RT | 162 | 1 | 1 | 1 | 1 |
| | A-12 | 609+24.49 EB, 28.5' RT | 162 | 1 | 1 | 1 | 1 |
| | A-13 | 610+88.80 WB, 42.1' LT | 162 | 1 | 1 | 1 | 1 |
| | A-14 | 612+63.37 WB, 50.2' LT | 162 | 1 | 1 | 1 | 1 |
| | A-15 | 613+26.37 SB, 139.0' LT | 162 | 1 | 1 | 1 | 1 |
| | | **TOTAL 0010** | 2,430 | 15 | 15 | 15 | 15 |

## ELECTRIC CONCRETE BASES

| CATEGORY | DESCRIPTION | STATION, OFFSET | 654.0105 CONCRETE BASES TYPE 5 EACH |
|---|---|---|---|
| 0010 | A-1 | 612+60.08 SB, 413.1' LT | 1 |
| | A-2 | 613+45.48 NB, 288.6' LT | 1 |
| | A-3 | 1649+16.59 NB, 27.7' RT | 1 |
| | A-4 | 615+11.24 WB, 38.2' LT | 1 |
| | A-5 | 614+64.06 EB, 26.6' RT | 1 |
| | A-6 | 616+62.76 EB, 24.3' RT | 1 |
| | A-7 | 618+21.42 WB, 29.7' LT | 1 |
| | A-8 | 614+05.70 NB, 107.0' RT | 1 |
| | A-9 | 614+27.39 NB, 223.4' RT | 1 |
| | A-10 | 613+28.47 B, 78.5' RT | 1 |
| | A-11 | 612+37.71 EB, 24.6' RT | 1 |
| | A-12 | 609+24.49 EB, 28.5' RT | 1 |
| | A-13 | 610+88.80 WB, 42.1' LT | 1 |
| | A-14 | 612+63.37 WB, 50.2' LT | 1 |
| | A-15 | 613+26.37 SB, 139.0' LT | 1 |
| | **TOTAL 0010** | | 15 |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

# TRANSPORTATION PROJECT PLAT NO: 1520-00-25-4.01

THAT PART OF THE SE-SW AND THE SW-SE, SECTION 22, TOWNSHIP 23 NORTH, RANGE 3 EAST, TOWN OF WOOD, WOOD COUNTY WISCONSIN

RELOCATION ORDER STH 73, CITY OF PITTSVILLE, STH 73 AND STH 80 INTERSECTION, WOOD COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

## NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), WOOD 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.

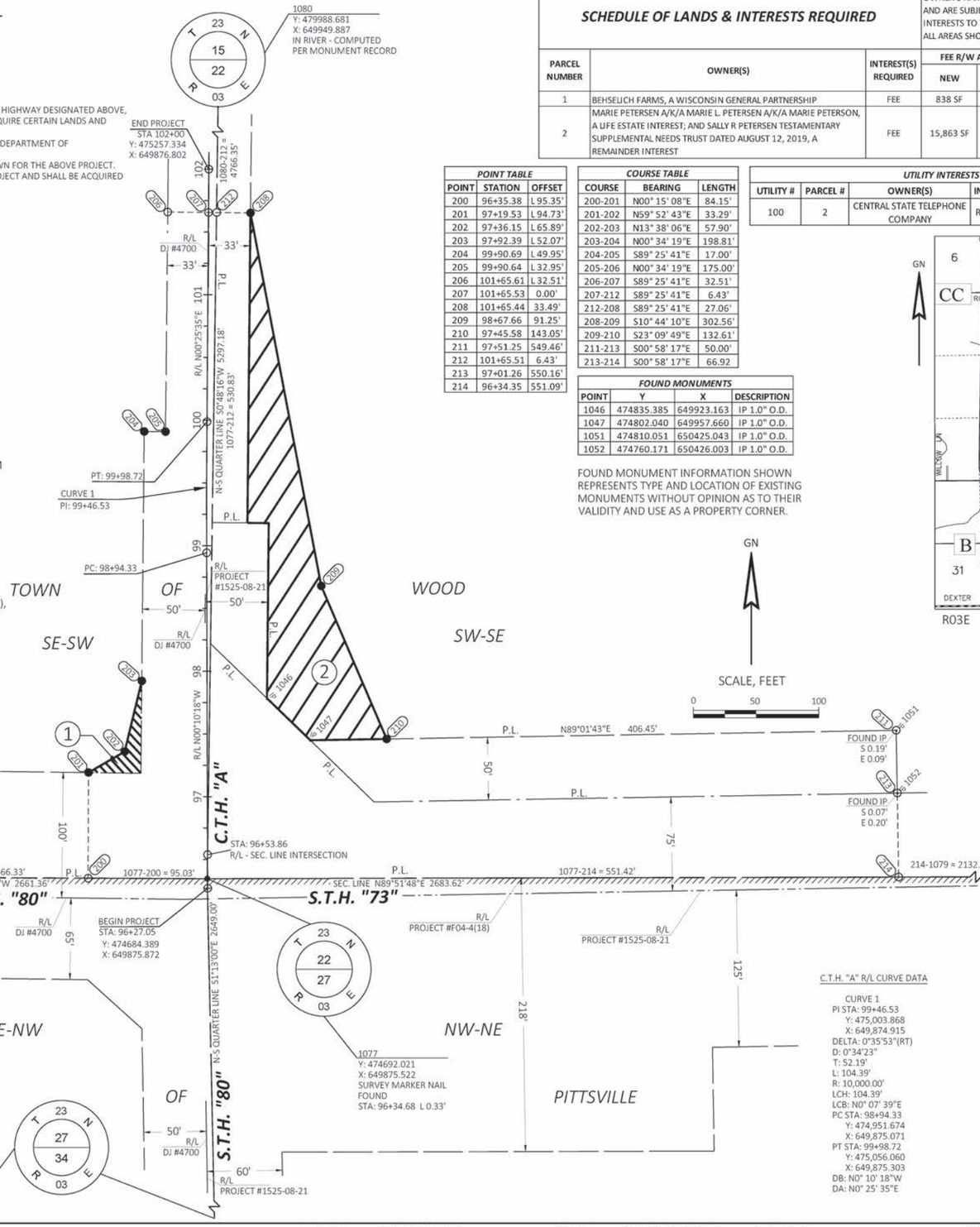
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS.

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

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

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

BASIS FOR EXISTING RIGHT OF WAY:
S.T.H. "80" AND C.T.H. "A": RW PLAT - DJ #4700, DOC. #192611, RW PLAT - PROJECT #1525-08-21
S.T.H. "73" AND C.T.H. "A": RW PLAT - PROJECT #1525-08-21, RW PLAT - PROJECT #F04-4(18), RW PLAT - #CJF 04-4(3), DOC. #380651, DOC. #715001.




## SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.
ALL AREAS SHOWND IN ACRES UNLESS OTHERWISE NOTED.

| PARCEL NUMBER | OWNER(S) | INTEREST(S) REQUIRED | FEE R/W ACRES OR SF REQUIRED | | | TLE ACRES OR SF | PLE ACRES OR SF |
|---|---|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL | | |
| 1 | BEHSELICH FARMS, A WISCONSIN GENERAL PARTNERSHIP | FEE | 838 SF | 29,636 SF | 30,474 SF | - | - |
| 2 | MARIE PETERSEN A/K/A MARIE L. PETERSEN A/K/A MARIE PETERSON, A LIFE ESTATE INTEREST; AND SALLY R PETERSEN TESTAMENTARY SUPPLEMENTAL NEEDS TRUST DATED AUGUST 12, 2019, A REMAINDER INTEREST | FEE | 15,863 SF | 49,926 SF | 65,789 SF | - | - |

**POINT TABLE**

| POINT | STATION | OFFSET |
|---|---|---|
| 200 | 96+35.38 | L 95.35' |
| 201 | 97+19.53 | L 94.73' |
| 202 | 97+36.15 | L 65.89' |
| 203 | 97+92.39 | L 52.07' |
| 204 | 99+90.69 | L 49.95' |
| 205 | 99+90.64 | L 32.95' |
| 206 | 101+65.61 | L 32.51' |
| 207 | 101+65.53 | 0.00' |
| 208 | 101+65.44 | 33.49' |
| 209 | 98+67.66 | 91.25' |
| 210 | 97+45.58 | 143.05' |
| 211 | 97+51.25 | 549.46' |
| 212 | 101+65.51 | 6.43' |
| 213 | 97+01.26 | 550.16' |
| 214 | 96+34.35 | 551.09' |

**COURSE TABLE**

| COURSE | BEARING | LENGTH |
|---|---|---|
| 200-201 | N00° 15' 08"E | 84.15' |
| 201-202 | N59° 52' 43"E | 33.29' |
| 202-203 | N13° 38' 06"E | 57.90' |
| 203-204 | N00° 34' 19"E | 198.81' |
| 204-205 | S89° 25' 41"E | 17.00' |
| 205-206 | N00° 34' 19"E | 175.00' |
| 206-207 | S89° 25' 41"E | 32.51' |
| 207-212 | S89° 25' 41"E | 6.43' |
| 212-208 | S89° 25' 41"E | 27.06' |
| 208-209 | S10° 44' 10"E | 302.56' |
| 209-210 | S23° 09' 49"E | 132.61' |
| 211-213 | S00° 58' 17"E | 50.00' |
| 213-214 | S00° 58' 17"E | 66.92 |

**FOUND MONUMENTS**

| POINT | Y | X | DESCRIPTION |
|---|---|---|---|
| 1046 | 474835.385 | 649923.163 | IP 1.0" O.D. |
| 1047 | 474802.040 | 649957.660 | IP 1.0" O.D. |
| 1051 | 474810.051 | 650425.043 | IP 1.0" O.D. |
| 1052 | 474760.171 | 650426.003 | IP 1.0" O.D. |

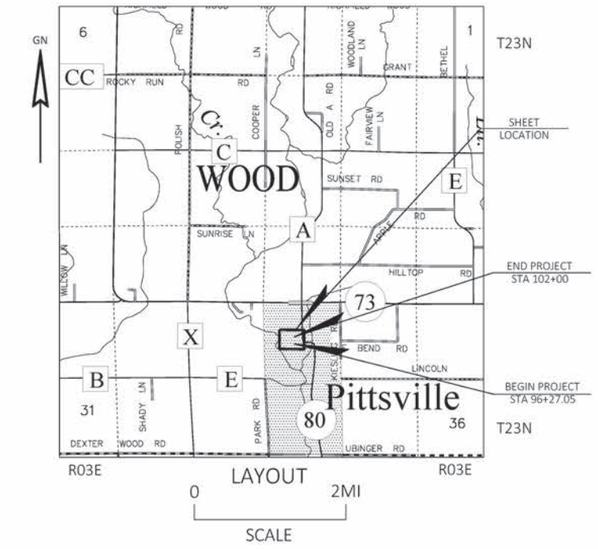
FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

**UTILITY INTERESTS REQUIRED**

| UTILITY # | PARCEL # | OWNER(S) | INTEREST REQUIRED | EASEMENT INFORMATION |
|---|---|---|---|---|
| 100 | 2 | CENTRAL STATE TELEPHONE COMPANY | RELEASE OF RIGHTS | DOC. #557696, 557697 |


2024R09402
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
12/06/2024 08:17 AM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMITTER


RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1520-00-25-4.01
AMENDMENT NO:___




## CONVENTIONAL SYMBOLS AND ABBREVIATIONS

| | | | |
|---|---|---|---|
| STATE, COUNTY, or TOWN LINE | | ACCESS POINT/ DRIVEWAY CONNECTION | AP |
| SECTION LINE | | ACCESS RIGHTS | AR |
| QUARTER LINE | | ACRES | AC |
| SIXTEENTH LINE | | AND OTHERS | ET AL |
| PROPOSED REFERENCE LINE | | CENTERLINE | C/L |
| PROPOSED R/W LINE | | CERTIFIED SURVEY MAP | CSM |
| EXISTING R/W OR HE LINE | | DOCUMENT | DOC |
| PROPERTY LINE | P.L. | HIGHWAY EASEMENT | HE |
| EASEMENT LINE | | LAND CONTRACT | LC |
| CORPORATE LIMITS | | MONUMENT | MON |
| EXISTING CENTERLINE | | PAGE | P |
| LOT & TIE LINES | | PERMANENT LIMITED EASEMENT | PLE |
| UNDERGROUND FACILITY (TELEPHONE,GAS,ELECTRIC,CABLE TV,FIBER OPTIC) | FO (TYPE) | PROPERTY LINE | PL |
| | | RECORDED AS | ( 100' ) |
| ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | | REFERENCE LINE | R/L |
| ACCESS RESTRICTED (BY ACQUISITION) | | REMAINING | REM |
| ACCESS RESTRICTED (BY STATUTORY AUTHORITY) | | RIGHT-OF-WAY | R/W |
| FEE (HATCH VARIES) | | SECTION | SEC |
| TEMPORARY LIMITED EASEMENT | | SQUARE FEET | SF |
| PERMANENT LIMITED EASEMENT | | STATION | STA |
| PARCEL NUMBER | 102 | TEMPORARY LIMITED EASEMENT | TLE |
| UTILITY NUMBER | 93 | VOLUME | V |
| OFF-PREMISE SIGN | #1-25 | | |
| BUILDING | | | |
| FOUND IRON PIPE/PIN | IP (1-INCH UNLESS NOTED) | | |
| R/W MONUMENT | • (SET) | | |
| R/W STANDARD | ▲ (SET) | | |
| SIGN | SIGN | | |
| SECTION CORNER SYMBOL | | | |

| | NON COMPENSABLE | COMPENSABLE |
|---|---|---|
| POWER POLE | ○ | ■ |
| TELEPHONE POLE | ⌀ | ■ |
| TELEPHONE PEDESTAL | ⋈ | ■ |

## CURVE DATA ABBREVIATIONS

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

## CONVENTIONAL UTILITY SYMBOLS

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

## C.T.H. "A" R/L CURVE DATA

CURVE 1
PI STA: 99+46.53
Y: 475,003.868
X: 649,874.915
DELTA: 0°35'53"(RT)
D: 0°34'23"
T: 52.19'
L: 104.39'
R: 10,000.00'
LCH: 104.39'
LCB: N0° 07' 39"E
PC STA: 98+94.33
Y: 474,951.674
X: 649,875.071
PT STA: 99+98.72
Y: 475,056.060
X: 649,875.303
DB: N0° 10' 18"W
DA: N0° 25' 35"E

## STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

I, JEFFREY BROCK, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

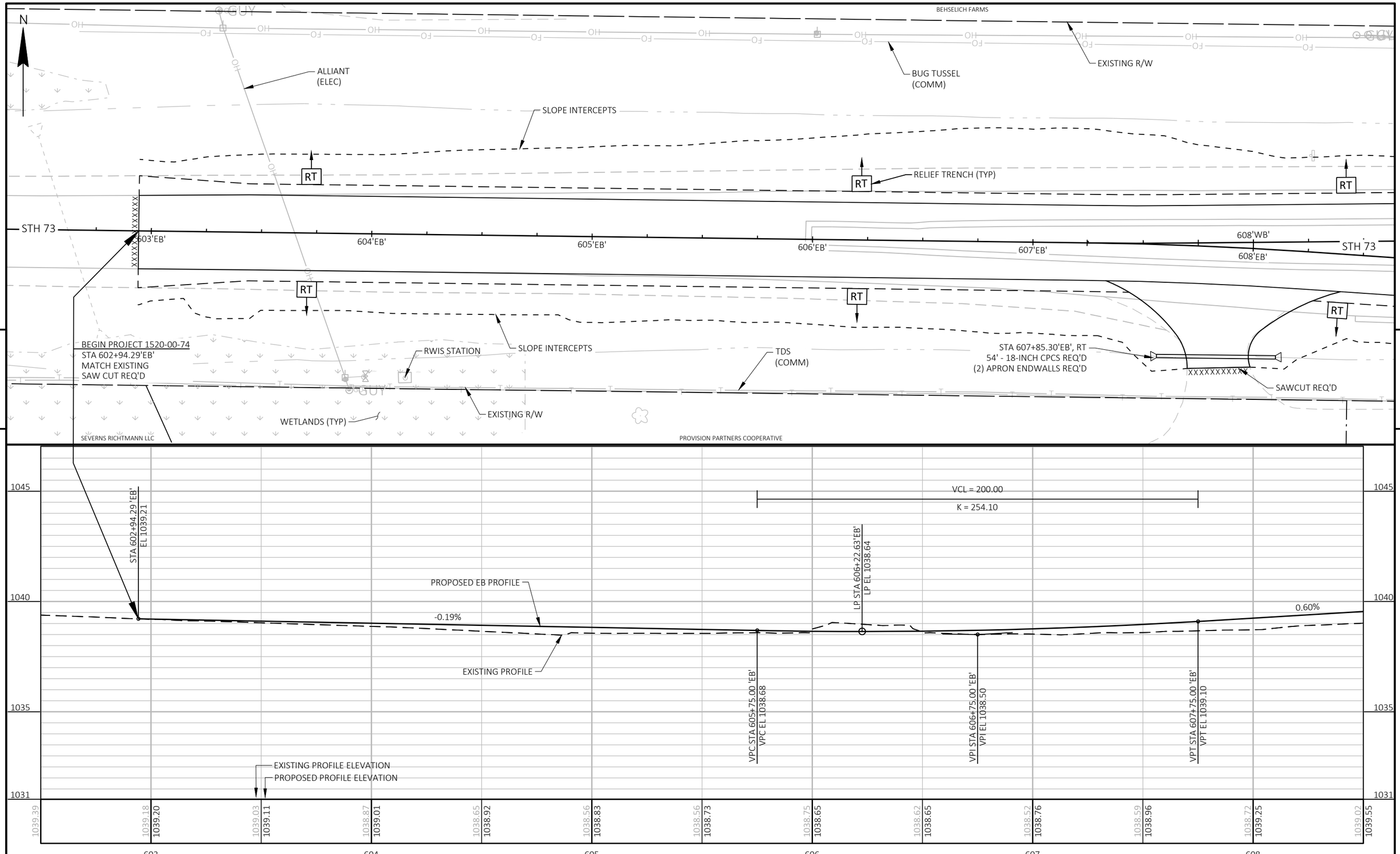
WISCONSIN JEFFREY T. BROCK S-2642 RHINELANDER WISCONSIN PROFESSIONAL LAND SURVEYOR

SIGNATURE: Jeffrey T. Brock DATE: 12/05/2024
PRINT NAME: JEFFREY BROCK
REGISTRATION NUMBER: S-2642
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
NORTH CENTRAL REGION - RHINELANDER OFFICE
SIGNATURE: Brent L Stella DATE: 12/05/2024
PRINT NAME: BRENT STELLA

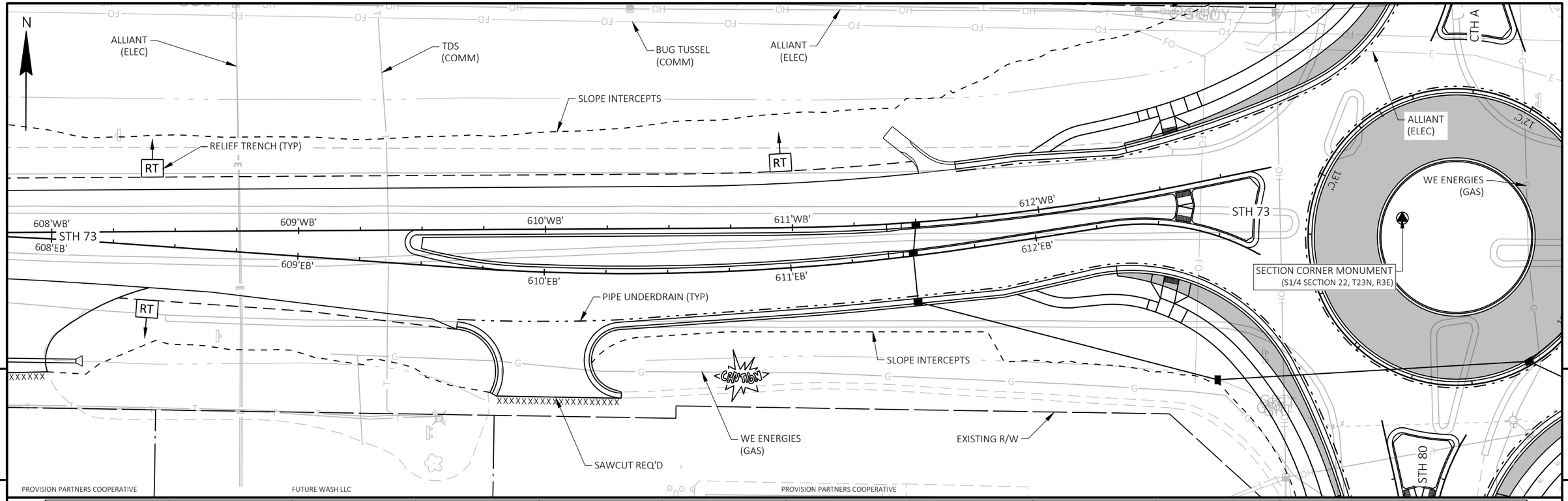


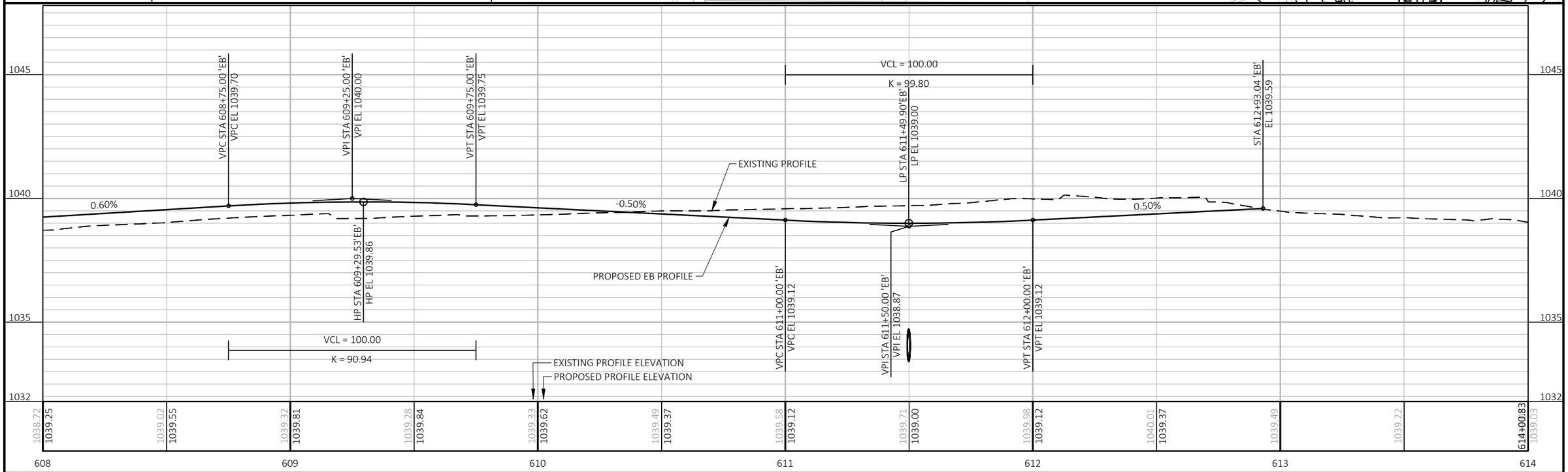
FILE NAME : W:\SURVEY\FIELD DATA\WOOD\73\15200004\RW\DWG\TPP.DWG
APPRAISAL PLAT DATE : 12/05/2024
PLOT DATE : 12/4/2024 3:51 PM
PLOT BY : BESAW, CHAD AUSTIN
PLOT NAME :
PLOT SCALE : 1" = 50'

1520-00-25-4.01



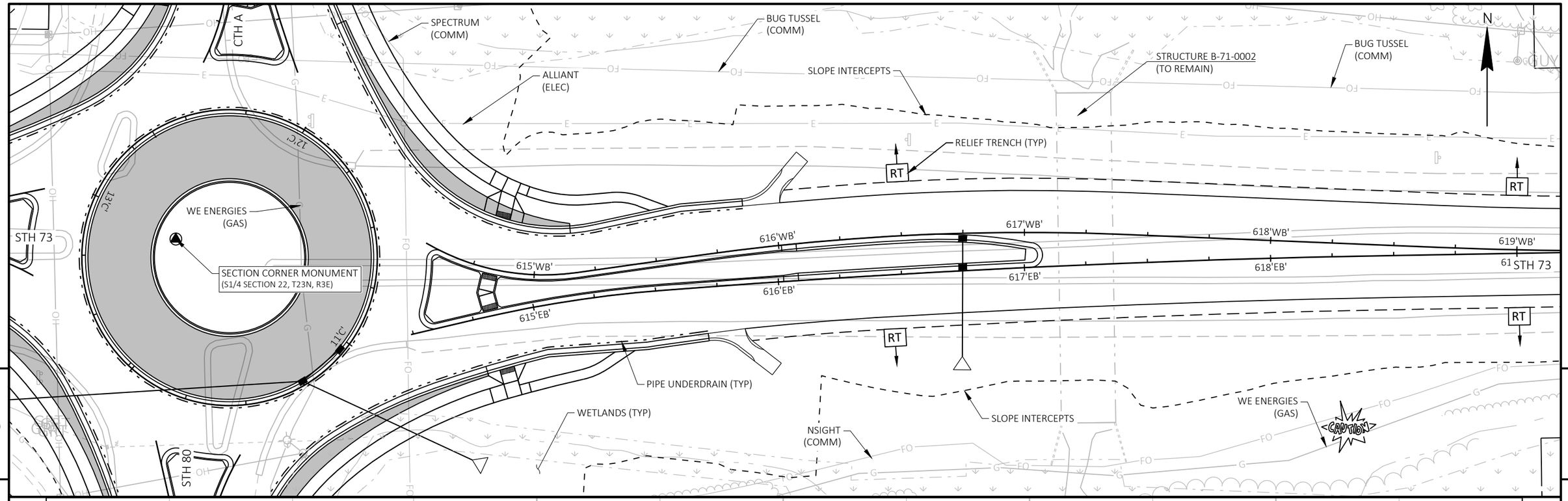

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN AND PROFILE: STH 73 EB - WEST LEG | SHEET 102 | E |
|---|---|---|---|---|---|

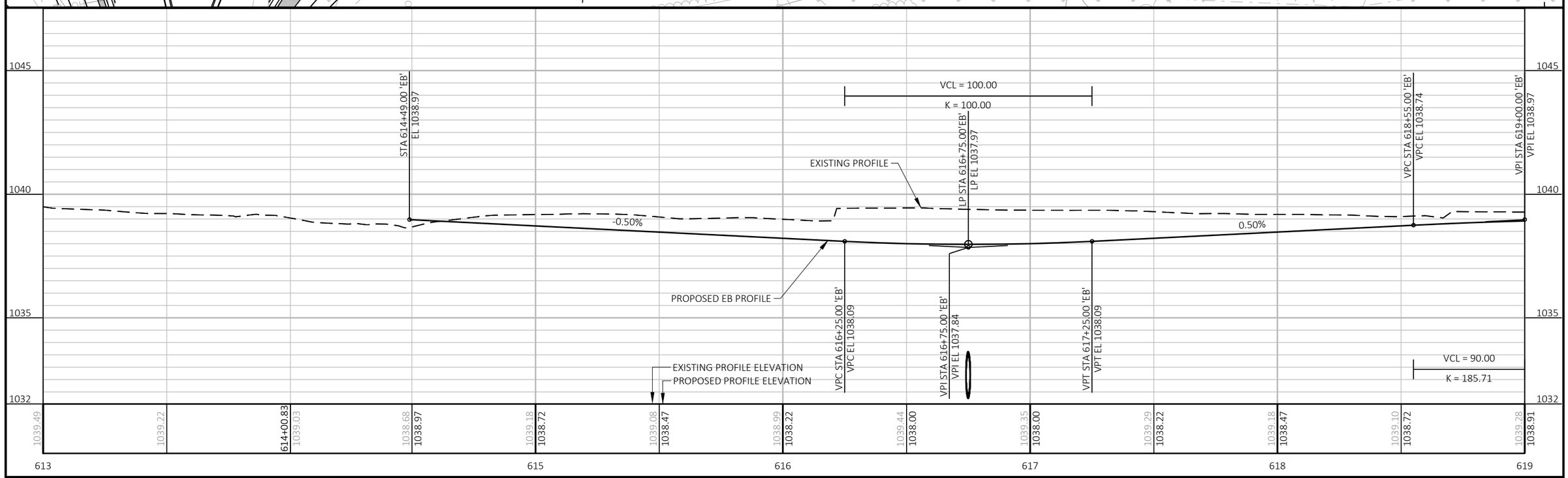



| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN AND PROFILE: STH 73 EB - WEST LEG | SHEET 103 | E |
|---|---|---|---|---|---|


FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-050101-PP.DWG
LAYOUT NAME - 02
PLOT DATE : 10/23/2025 9:57 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



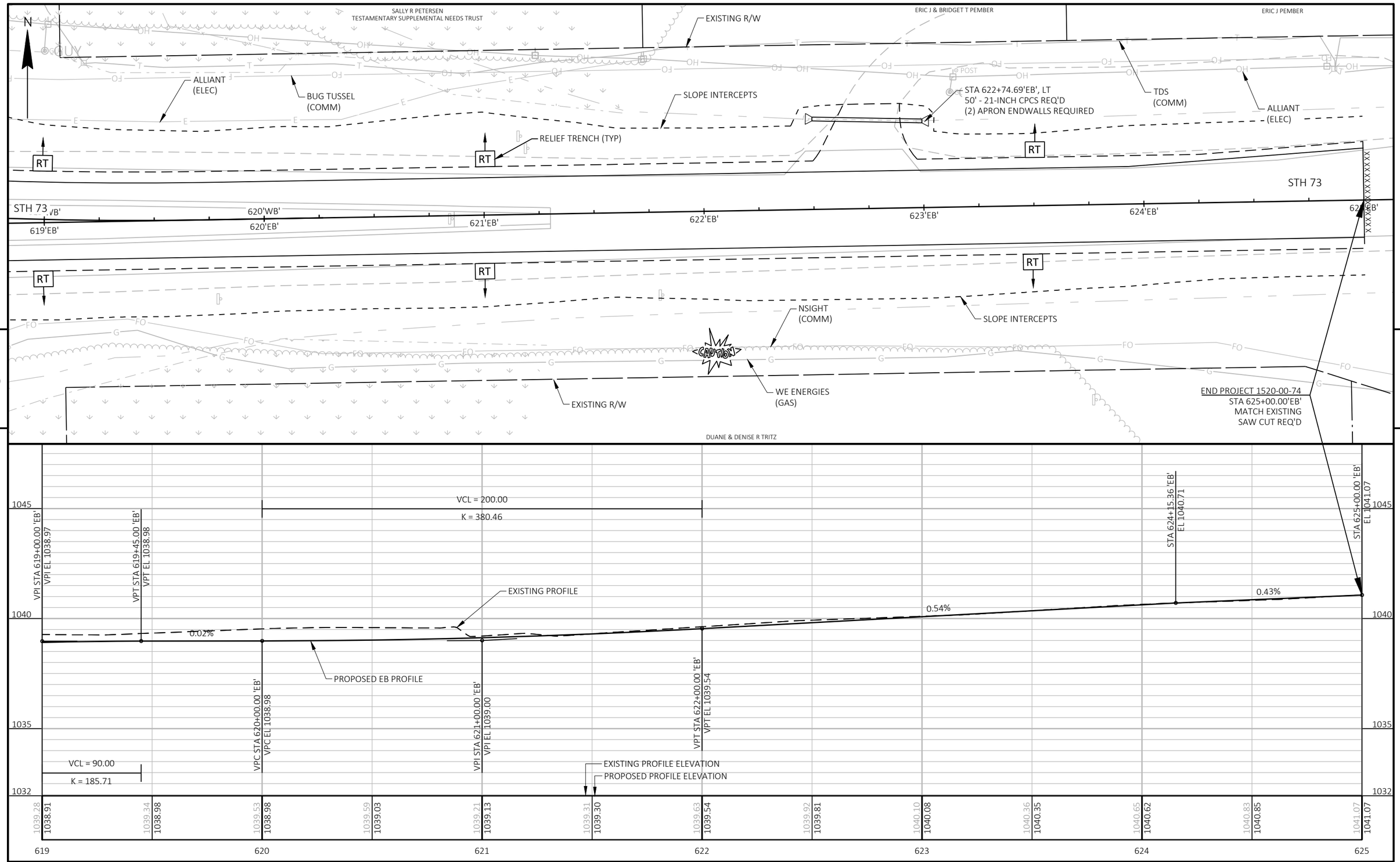




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN AND PROFILE: STH 73 EB - EAST LEG | SHEET 104 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-050101-PP.DWG
LAYOUT NAME - 03

PLOT DATE : 10/23/2025 9:57 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



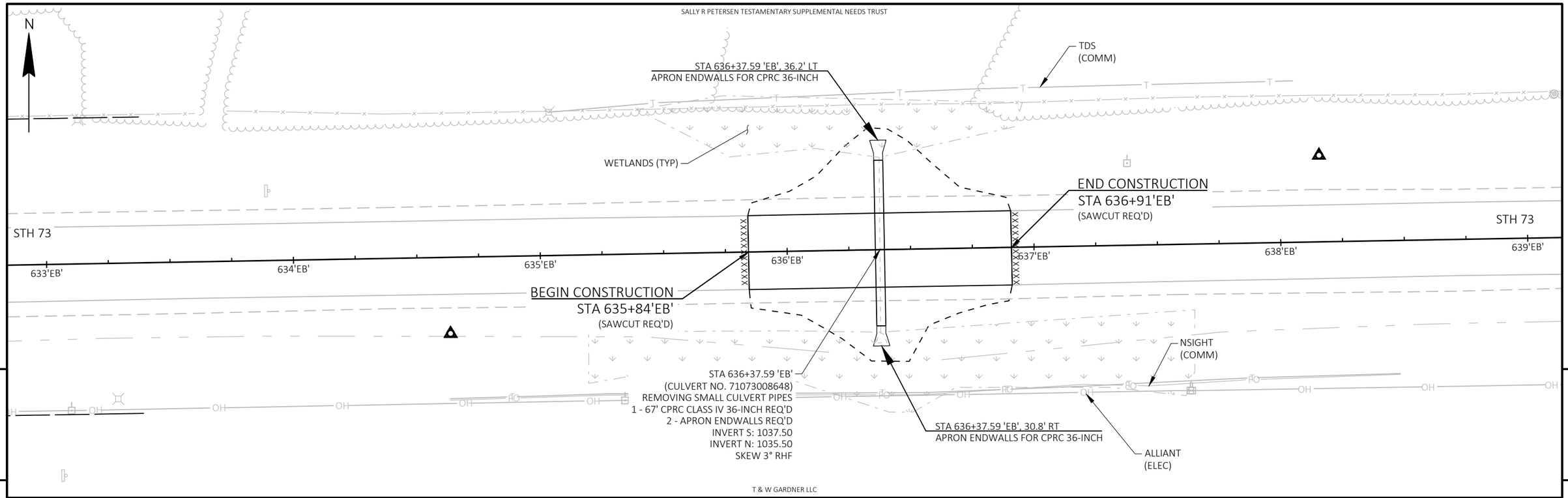

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN AND PROFILE: STH 73 EB - EAST LEG | SHEET 105 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-050101-PP.DWG
LAYOUT NAME - 04

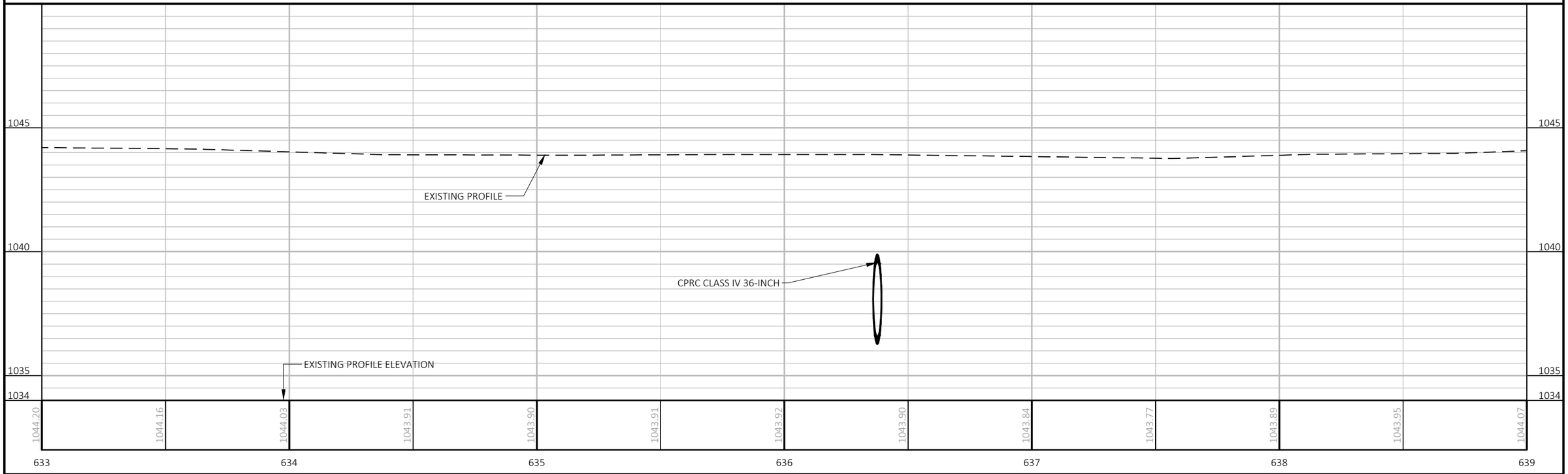
PLOT DATE : 10/23/2025 9:57 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

SALLY R PETERSEN TESTAMENTARY SUPPLEMENTAL NEEDS TRUST




T & W GARDNER LLC




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN AND PROFILE: STH 73 CULVERT | SHEET 106 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-050101-PP.DWG
LAYOUT NAME - CULVERT

PLOT DATE : 10/23/2025 9:57 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

N

BEHSELICH FARMS

TDS (COMM)

BUG TUSSEL (COMM)

ALLIANT (ELEC)

SLOPE INTERCEPTS

RELIEF TRENCH (TYP)

RT

RT

STH 73

607'EB'

608'WB'

608'EB'

609'WB'

609'EB'

610'WB'

610'EB'

611'WB'

611'EB'

612'WB'

612'EB'

STH 73

PIPE UNDERDRAIN (TYP)

RT

SLOPE INTERCEPTS

WE ENERGIES (GAS)

CAUTION

XXXXXXXXXXX

SAWCUT REQ'D

XXXXXXXXXXXXXXXXXX

SAWCUT REQ'D

EXISTING R/W

EXISTING P.L. (TYP)

PROVISION PARTNERS COOPERATIVE

FUTURE WASH LLC

PROVISION PARTNERS COOPERATIVE

5

5

VCL = 100.00

K = 100.00

STA 607+24.59 'WB'
EL 1038.85

VPC STA 608+75.00 'WB'
VPC EL 1039.85

VPI STA 609+25.00 'WB'
VPI EL 1040.19

VPT STA 609+75.00 'WB'
VPT EL 1039.94

LP STA 611+50.00'WB'
LP EL 1039.19

STA 612+95.91 'WB'
EL 1039.79

EXISTING PROFILE

0.67%

-0.50%

0.50%

PROPOSED WB PROFILE

HP STA 609+32.22'WB'
HP EL 1040.04

VPC STA 611+00.00 'WB'
VPC EL 1039.31

VPI STA 611+50.00 'WB'
VPI EL 1039.06

VPT STA 612+00.00 'WB'
VPT EL 1039.31

-2.20%

-2.04%

LT SPECIAL DITCH

VCL = 100.00

K = 85.55

EXISTING PROFILE ELEVATION

PROPOSED PROFILE ELEVATION

1045

1040

1035

1031

| | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1038.59 | 1039.02 | 1038.72 | 1039.35 | 1038.99 | 1039.69 | 1039.24 | 1039.98 | 1039.42 | 1040.03 | 1039.65 | 1039.81 | 1039.77 | 1039.56 | 1039.99 | 1039.31 | 1039.95 | 1039.19 | 1039.76 | 1039.31 | 1039.47 | 1039.56 | 1039.06 | | | |

607 608 609 610 611 612 613

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN AND PROFILE: STH 73 WB - WEST LEG | SHEET 107 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-050101-PP.DWG
LAYOUT NAME - 05

PLOT DATE : 10/23/2025 9:57 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

WETLANDS (TYP)
STRUCTURE B-71-0002 (TO REMAIN)
BUG TUSSEL (COMM)
SALLY R PETERSEN TESTAMENTARY SUPPLEMENTAL NEEDS TRUST
EXISTING R/W
N
ALLIANT (ELEC)
SLOPE INTERCEPTS
RELIEF TRENCH (TYP)
RT
PIPE UNDERDRAIN (TYP)
616'WB'
617'WB'
618'WB'
619'WB'
620'WB'
615'WB'
STH 73
615'EB'
616'EB'
617'EB'
618'EB'
619'EB'
620'EB'
5
SPECTRUM (COMM)
NSIGHT (COMM)
SLOPE INTERCEPTS
WE ENERGIES (GAS)
CAUTION
EXISTING R/W
DUANE & DENISE R TRITZ

STA 614+53.56 'WB'
EL 1039.19
VCL = 100.00
K = 80.00
LP STA 616+75.00'WB'
LP EL 1037.75
PROPOSED WB PROFILE
VPC STA 618+55.00 'WB'
VPC EL 1038.55
VPI STA 619+00.00 'WB'
VPI EL 1038.78
VPT STA 619+45.00 'WB'
VPT EL 1038.86
STA 620+26.83 'WB'
EL 1039.00
-0.75%
0.50%
0.17%
EXISTING PROFILE
VPC STA 616+15.00 'WB'
VPC EL 1037.98
VPI STA 616+65.00 'WB'
VPI EL 1037.60
VPT STA 617+15.00 'WB'
VPT EL 1037.85
EXISTING PROFILE ELEVATION
PROPOSED PROFILE ELEVATION
VCL = 90.00
K = 276.69

1045
1040
1035
1031

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1039.15 | 1039.89 | 1038.84 | 1039.08 | 1038.46 | 1039.03 | 1038.09 | 1038.93 | 1037.79 | 1038.78 | 1037.79 | 1038.73 | 1038.03 | 1039.23 | 1038.28 | 1039.14 | 1038.53 | 1039.24 | 1038.74 | 1039.33 | 1038.86 | 1039.53 | 1038.95 |

615 616 617 618 619 620

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN AND PROFILE: STH 73 WB - EAST LEG | SHEET 108 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-050101-PP.DWG
LAYOUT NAME - 06
PLOT DATE : 10/23/2025 9:57 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

DIOCESE OF LA CROSSE

PROVISION PARTNERS COOPERATIVE

DUANE & DENISE R TRITZ

N

EXISTING P.L.

ALLIANT (ELEC)

TDS (COMM)

SPECTRUM (COMM)

SAWCUT REQ'D

EXISTING R/W

SLOPE INTERCEPTS

STH 73/STH 80

EXISTING R/W

SECTION CORNER MONUMENT
(S1/4 SECTION 22, T23N, R3E)

PIPE UNDERDRAIN (TYP)

1643'NB'

1644'SB'

1644'NB'

1645'SB'

1645'NB'

1646'SB'

1646'NB'

1647'SB'

1647'NB'

STH 80

NSIGHT (COMM)

WE ENERGIES (GAS)

5

BEGIN CONSTRUCTION 1520-00-74
STA 1643+89.26'NB'
MATCH EXISTING
(SAWCUT REQ'D)

SPECTRUM (COMM)

PROPOSED TLE

SLOPE INTERCEPTS

EXISTING R/W

PROPOSED TLE

WE ENERGIES (GAS)

CAUTION

NSIGHT (COMM)

SPECTRUM (COMM)

5

STH 73

VCL = 90.00

K = 63.38

VCL = 120.00

K = 91.23

STA 1643+89.26 'NB'
EL 1040.25
0.40%

VPC STA 1644+00.00 'NB'
VPC EL 1040.30

VPI STA 1644+60.00 'NB'
VPI EL 1040.53

VPT STA 1645+20.00 'NB'
VPT EL 1039.98

HP STA 1644+36.07'NB'
HP EL 1040.37

-0.92%

0.00%

VPC STA 1646+30.00 'NB'
VPC EL 1038.97

-9.20%

VPI STA 1646+75.00 'NB'
VPI EL 1038.56

LP STA 1646+88.31'NB'
LP EL 1038.70

PROPOSED NB PROFILE

VPT STA 1647+20.00 'NB'
VPT EL 1038.78

0.50%

STA 1647+45.31 'NB'
EL 1038.91

EXISTING PROFILE

-1.40%

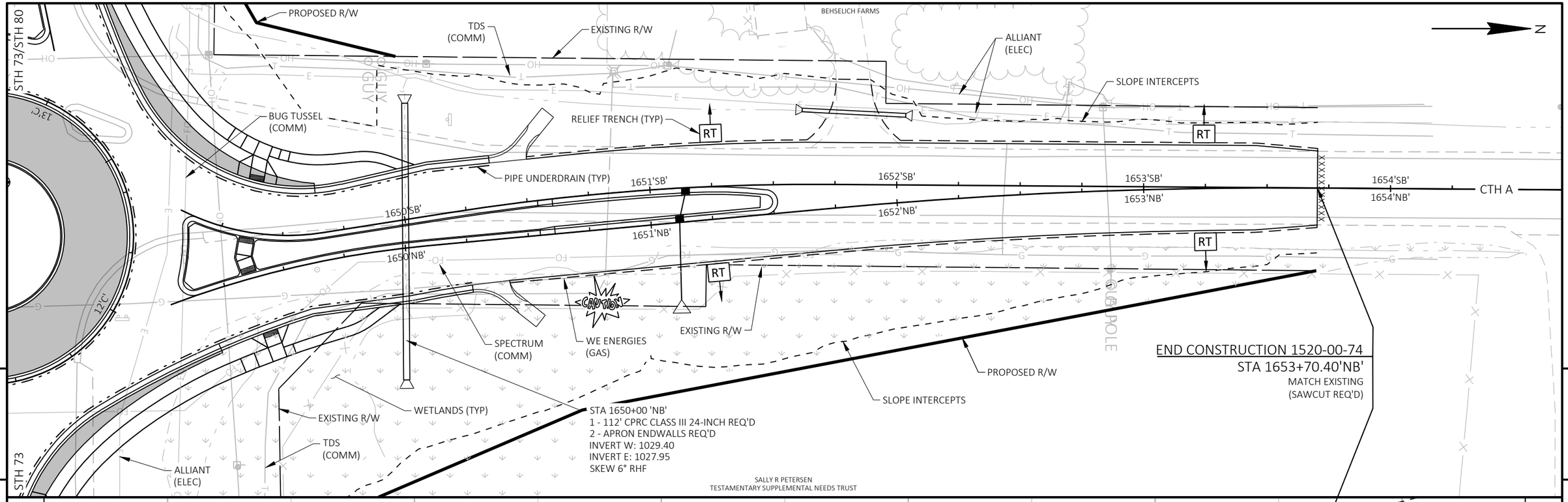
RT SPECIAL DITCH

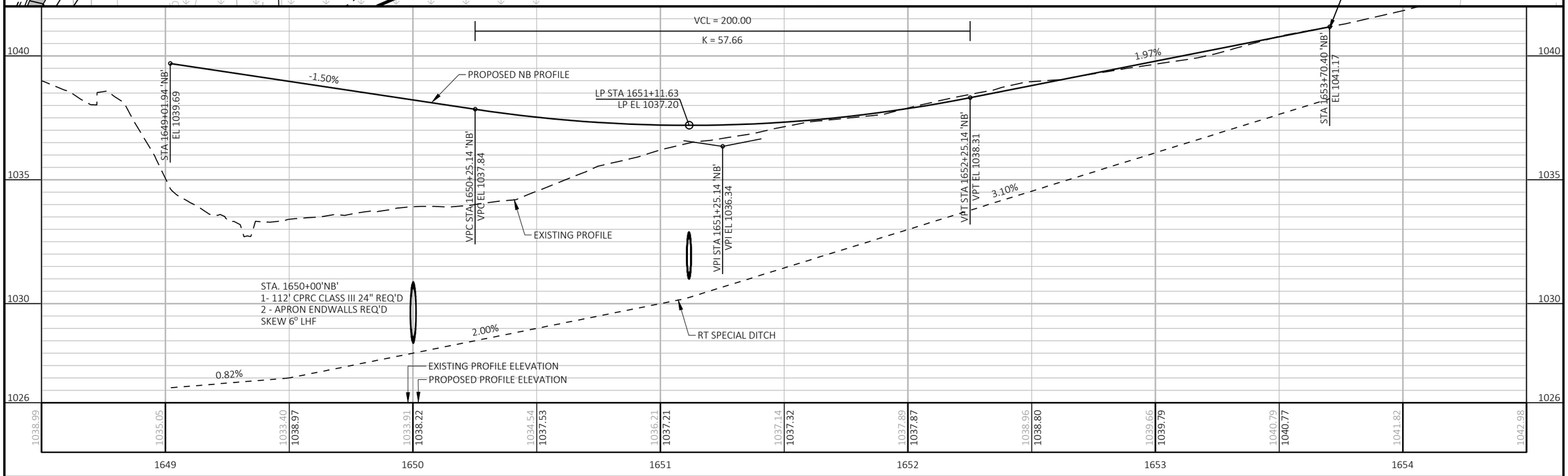
EXISTING PROFILE ELEVATION

PROPOSED PROFILE ELEVATION

1045
1040
1035
1030

| | | |




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN AND PROFILE: STH 80 NB - NORTH LEG | SHEET 110 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-050101-PP.DWG
LAYOUT NAME - 08

PLOT DATE : 10/23/2025 9:58 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

DIOCESE OF LA CROSSE

PROVISION PARTNERS COOPERATIVE

DUANE & DENISE R TRITZ

N

EXISTING P.L.

ALLIANT (ELEC)

TDS (COMM)

SPECTRUM (COMM)

SAWCUT REQ'D

EXISTING R/W

SLOPE INTERCEPTS

STH 73/80

SECTION CORNER MONUMENT
(S1/4 SECTION 22, T23N, R3E)

PIPE UNDERDRAIN (TYP)

WE ENERGIES (GAS)

STH 80

1643'NB'

1644'SB'

1644'NB'

1645'SB'

1645'NB'

1646'SB'

1646'NB'

1647'SB'

1647'NB'

NSIGHT (COMM)

SPECTRUM (COMM)

PROPOSED TLE

PROPOSED TLE

EXISTING R/W

CAUTION

WE ENERGIES (GAS)

NSIGHT (COMM)

SPECTRUM (COMM)

SLOPE INTERCEPTS

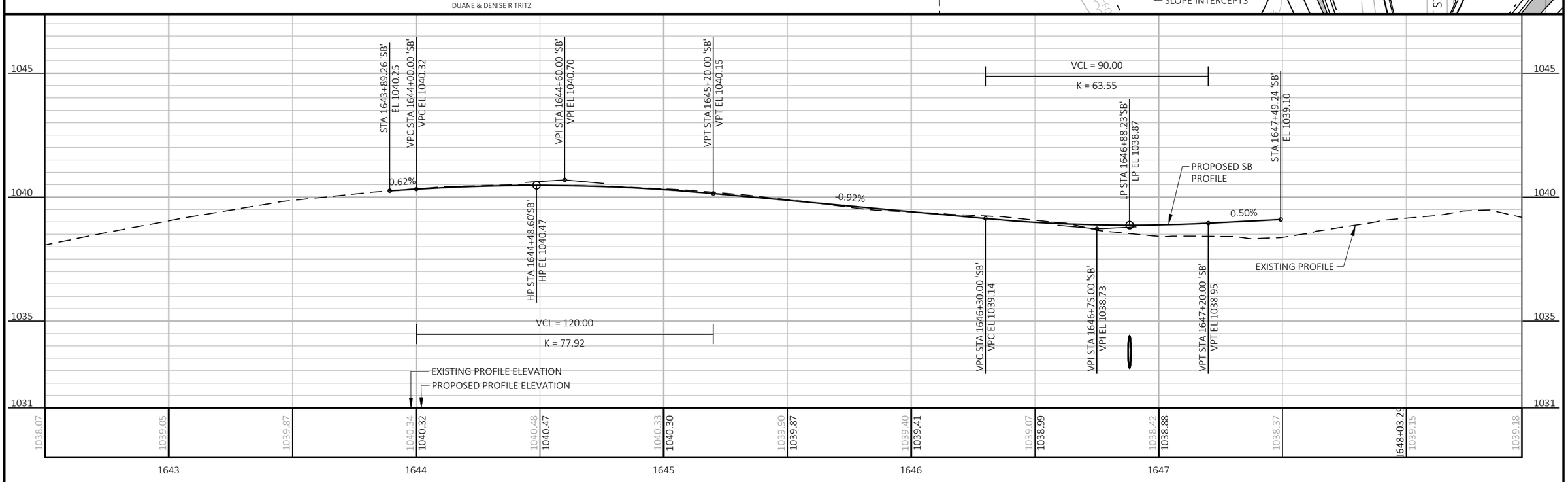
STH 73

13'C'

11'C'

5

5

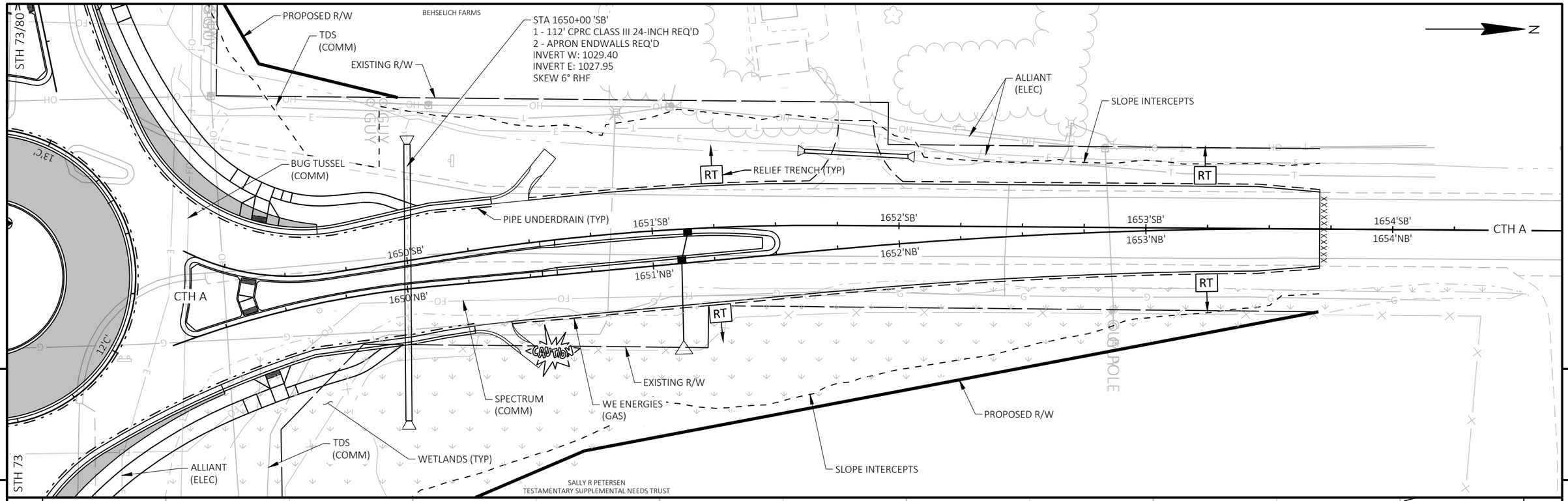


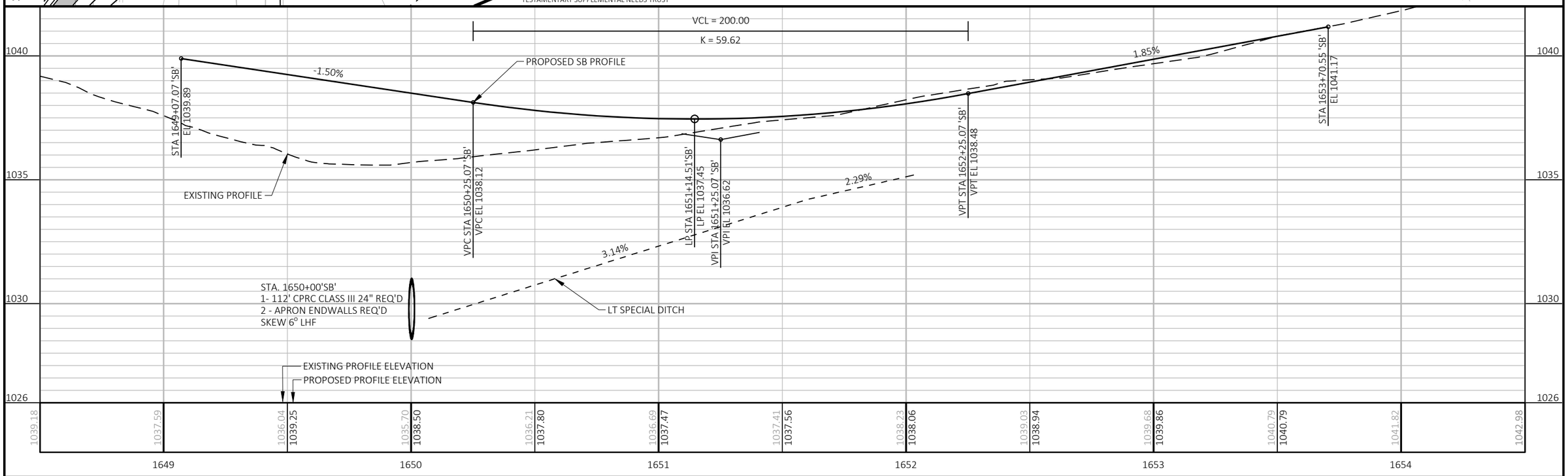

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN AND PROFILE: STH 80 SB - SOUTH LEG | SHEET 111 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-050101-PP.DWG
LAYOUT NAME - 09

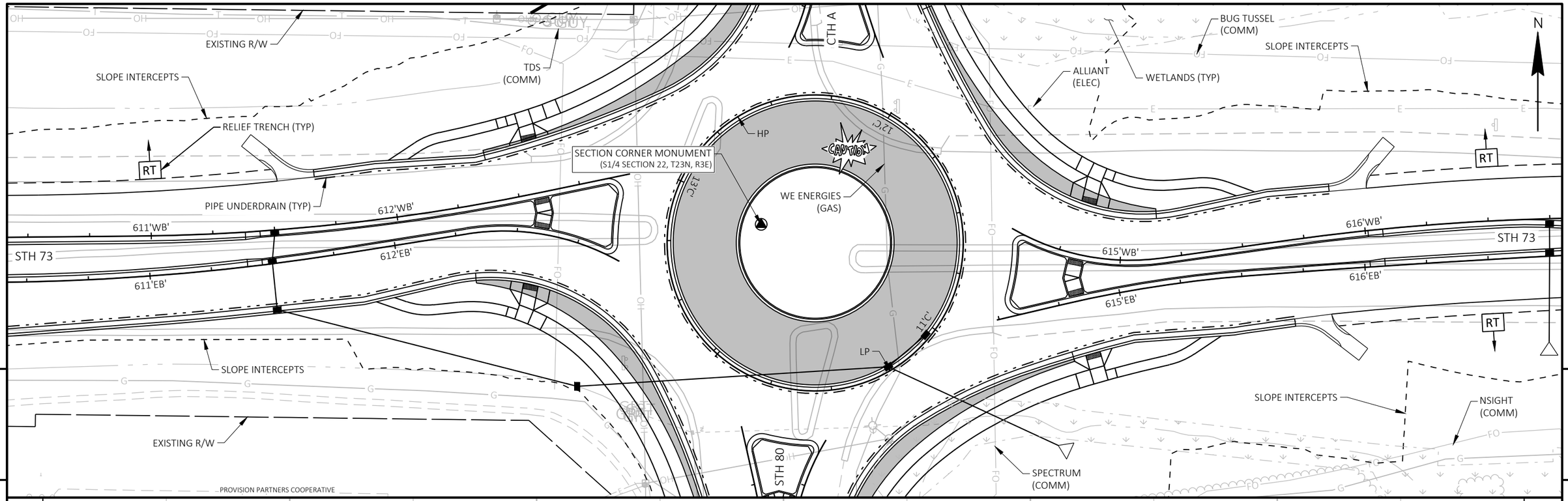
PLOT DATE : 10/23/2025 9:58 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

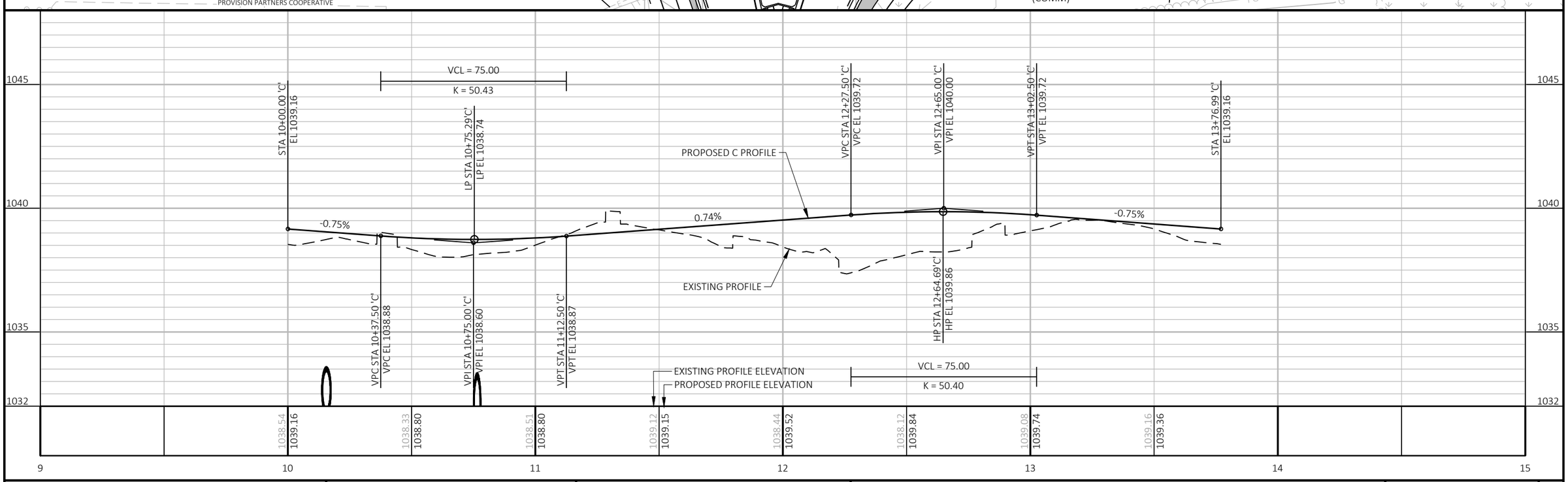
WISDOT/CADDS SHEET 44




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN AND PROFILE: STH 80 SB - NORTH LEG | SHEET 112 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | PLAN AND PROFILE: STH 73 STH 80 - ROUNDABOUT | SHEET 113 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-050101-PP.DWG
LAYOUT NAME - 11

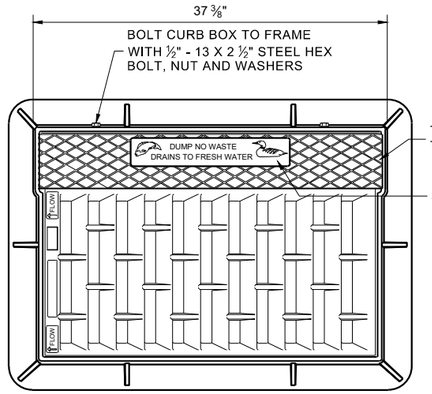
PLOT DATE : 10/23/2025 9:58 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

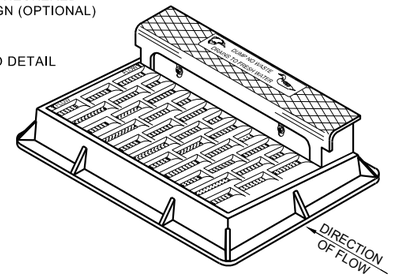
# Standard Detail Drawing List

| | |
|---|---|
| 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 |
| 08A05-22C | INLET COVERS TYPE F, HM, HM-S, S, T, HM-GJ & HM-GJ-S |
| 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 TYPES 4B AND 4B1 |
| 08D05-22E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8 |
| 08D05-22F | CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS |
| 08D05-22G | CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES |
| 08D18-05 | DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y |
| 08D20-02 | DRIVEWAYS WITH CURB  & GUTTER RETURNS |
| 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 |
| 08E15-01 | CULVERT PIPE CHECK |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F04-08 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 09B02-10 | CONDUIT |
| 09B16-03 | PULL BOX  NON-CONDUCTIVE |
| 09C02-09 | CONCRETE BASES, TYPES 1, 2,  5, & 6 |
| 09C03-04 | TRANSFORMER/PEDESTAL BASES |
| 09C14-03 | CONCRETE CONTROL CABINET BASE, TYPE L |
| 09D01-05 | CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL) |
| 09D04-03 | LIGHTING CONTROL CABINET 120/240 VOLT |
| 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 |
| 13A11-04A | CENTERLINE RUMBLE STRIPS - ASPHALT |
| 13A11-04D | CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS |
| 13C01-19 | CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES |
| 13C18-08E | CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS |
| 13C19-03 | HMA LONGITUDINAL JOINTS |
| 14D01-01 | TURTLE EXCLUSION FENCE CLIMBING TURTLE |
| 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 |
| 15C04-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |
| 15C08-24A | PERMANENT LONGITUDINAL PAVEMENT MARKINGS |
| 15C11-10B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15C18-09A | MEDIAN ISLAND PAVEMENT MARKINGS |
| 15C18-09B | PAVEMENT MARKINGS, MEDIAN ISLAND NOSE |
| 15C22-01 | DOTTED EXTENSION FOR ROUNDABOUT |
| 15C33-05 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15D30-11A | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11B | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11C | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11K | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11L | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D51-01 | TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY |

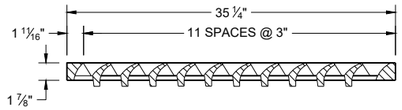

6

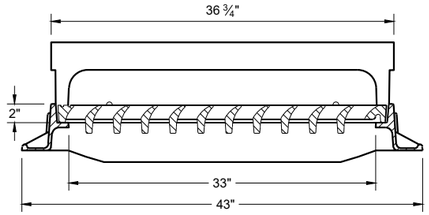


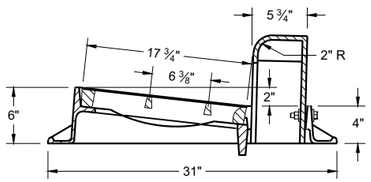

NOTE: EITHER CASTING IS ACCEPTABLE

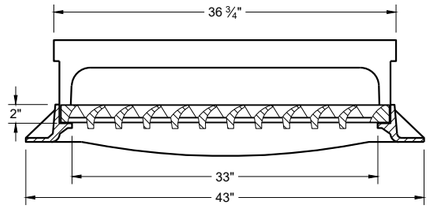


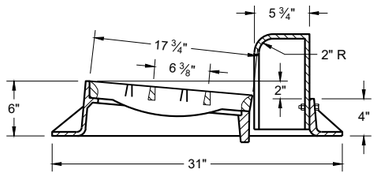

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"



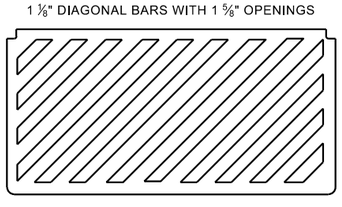




**TYPE "H"**

NOTE: EITHER CASTING IS ACCEPTABLE

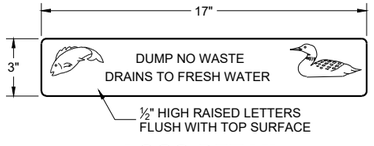
1 ⅛" DIAGONAL BARS WITH 1 ⅝" OPENINGS



**SPECIAL GRATE FOR TYPE "H" COVER**

(MEASURES 35" X 17 ¾" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



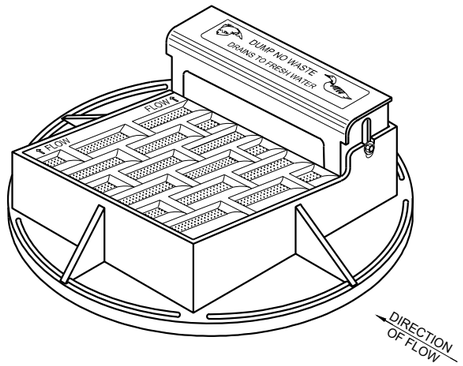

**LOGO DETAIL**

## 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.

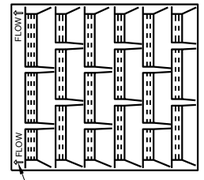
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

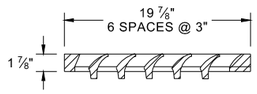
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

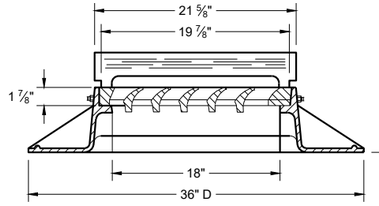


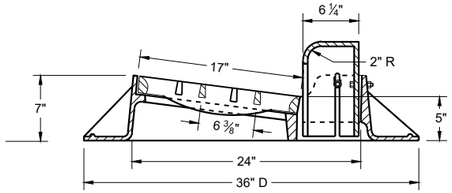

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

NOTE: EITHER CASTING IS ACCEPTABLE



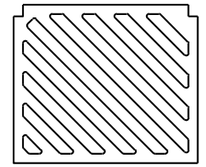




**TYPE "A"**

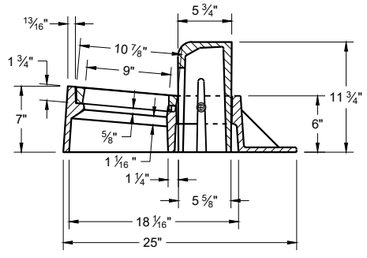
1" DIAGONAL BARS
WITH 1 ½" OPENINGS



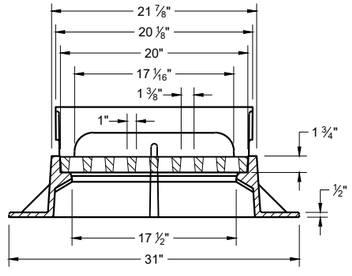
**SPECIAL GRATE FOR TYPE "A" COVER**

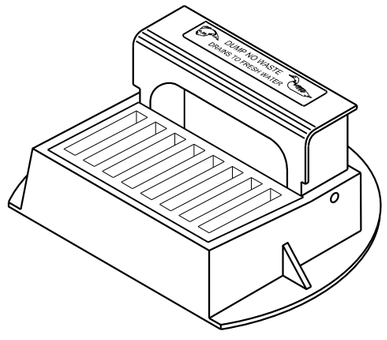
(MEASURES 19 ¾" X 17" X 1 ⅞")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)




**TYPE "Z"**



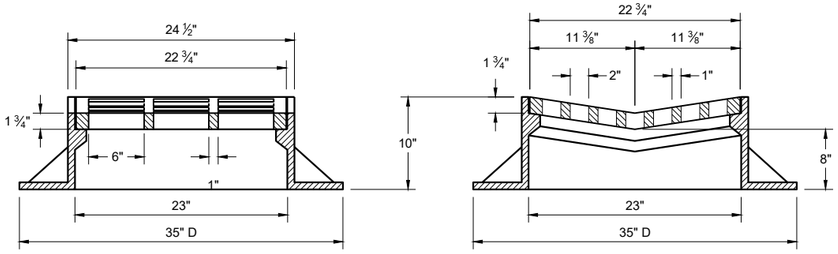

**INLET COVERS**
**TYPES A, H, A-S, H-S AND Z**

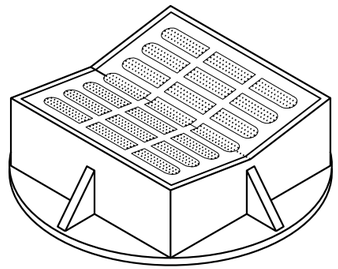
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

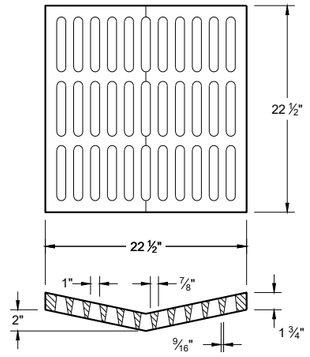
FHWA



**TYPE "B"**

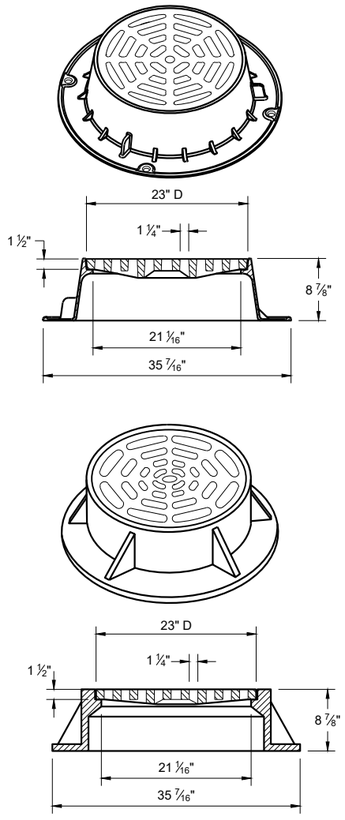



**ALTERNATIVE GRATE FOR TYPE "B" COVER**

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

**NOTED AS TYPE B - A ON THE DRAINAGE TABLE**




**TYPE "C"**

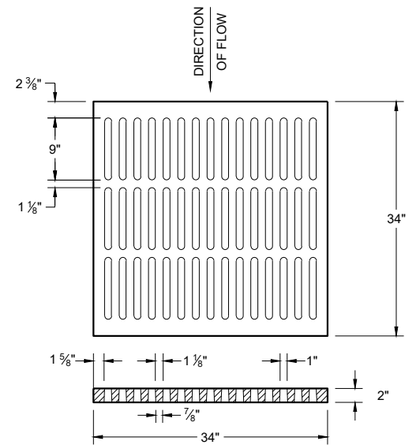
NOTE: EITHER CASTING IS ACCEPTABLE

## GENERAL NOTES

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

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

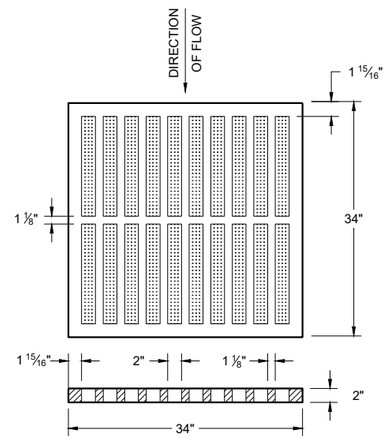
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.




**ALTERNATIVE TYPE "MS"**

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

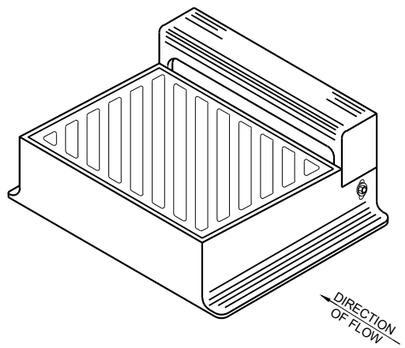
**NOTED AS TYPE MS-A ON THE DRAINAGE TABLE**



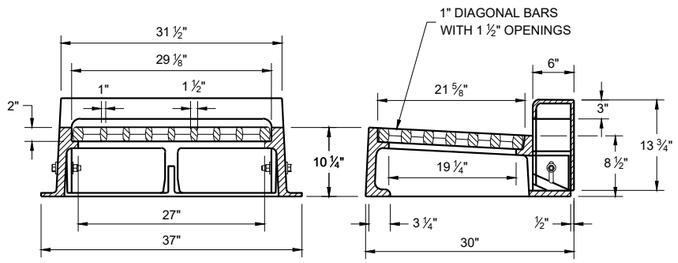

**TYPE "MS"**

USE ON FREEWAYS AND EXPRESSWAYS

**NOTED AS TYPE MS ON THE DRAINAGE TABLE**

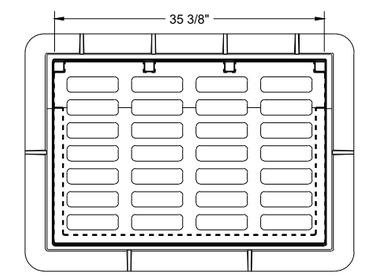


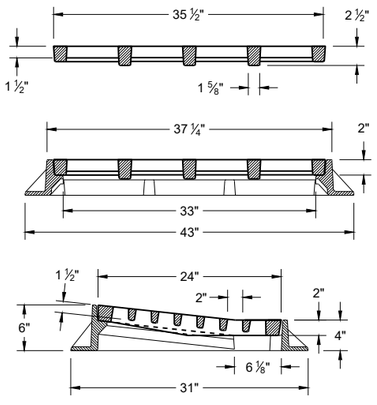

DIAGONAL SLOTS SHALL BE ORIENTEDTO THE DIRECTION OF FLOW AS ILLUSTRATED.
GRATES ARE MANUFACTURED TO BE REVERSIBLE.

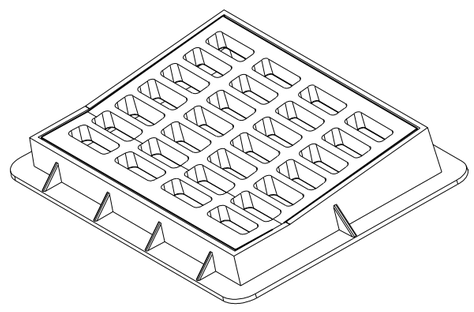


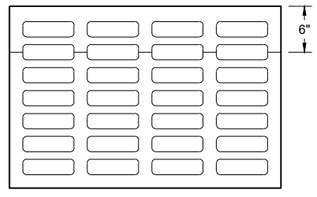

**TYPE "WM"**

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"






**TYPE "DW"**

NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

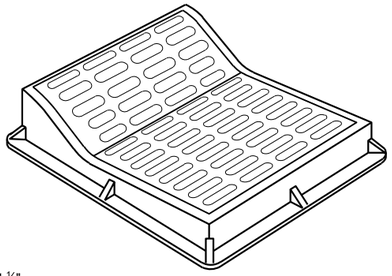
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

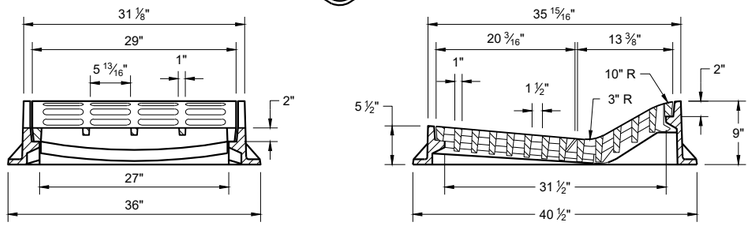
FHWA

## 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.

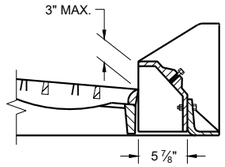
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.






### TYPE "F"

USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"

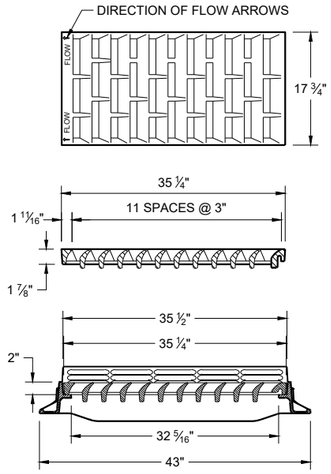



### ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES "G" AND "J" CONCRETE CURB AND GUTTER, 30 INCH
**NOTED AS TYP "HM-GJ" ON DRAINAGE TABLE**

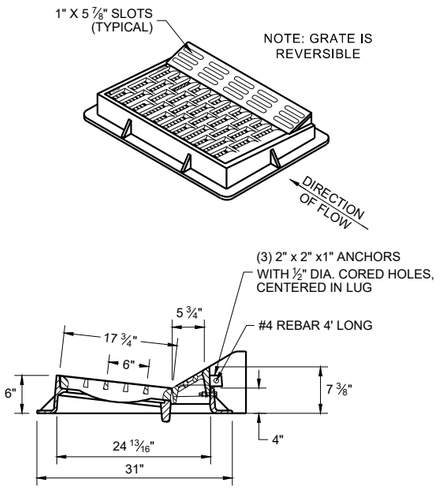
NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

**NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.**



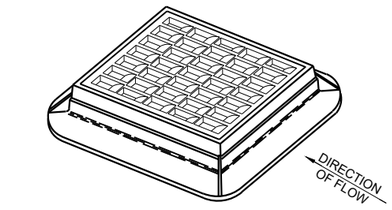

### TYPE "HM"

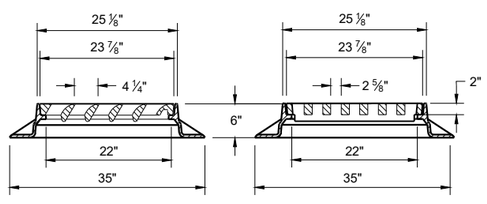
USE WITH TYPES "A" AND "D" CONCRETE CURB AND GUTTER, 36"



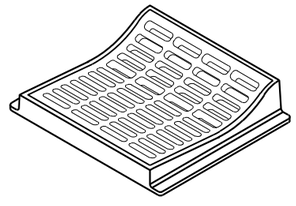

NOTE:
SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER.

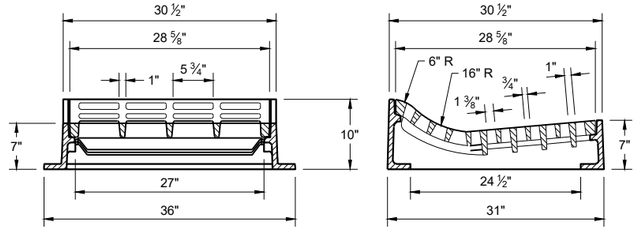
**NOTED AS TYPE HM-GJ-S ON THE DRAINAGE TABLE.**




### TYPE "S"






### TYPE "T"

USE WITH TYPES "R" AND "T" CONCRETE CURB AND GUTTER, 36"

**INLET COVERS**
**TYPES F, HM, HM-S, S, T, HM-GJ AND HM-GJ-S**

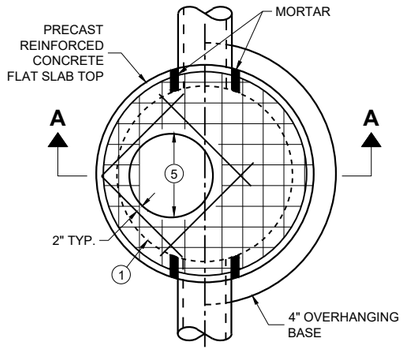
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

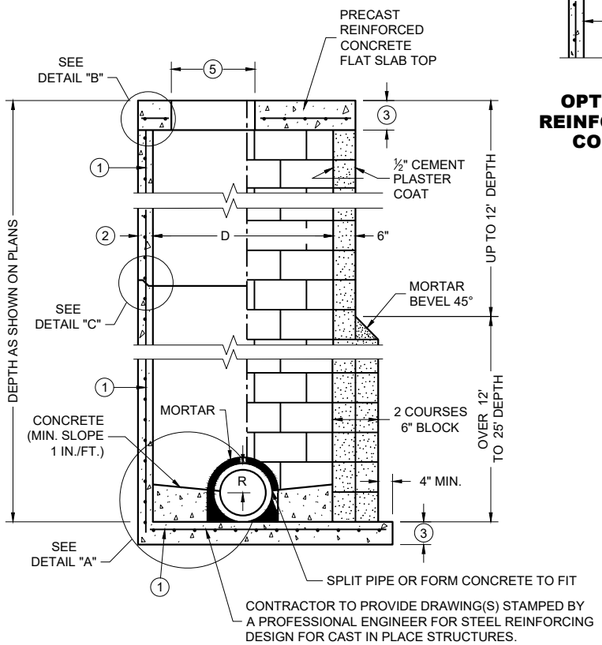


6
SDD 08A05-22c




**PLAN VIEW**

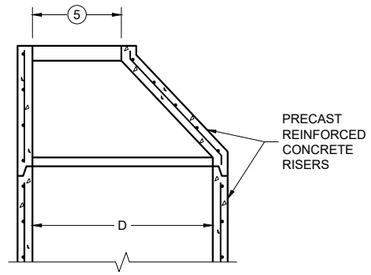
## CIRCULAR OPENING



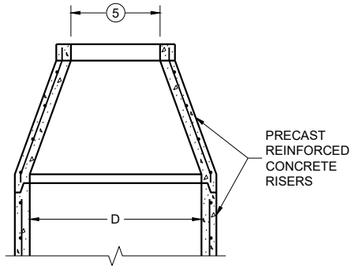

**SECTION A - A**

**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

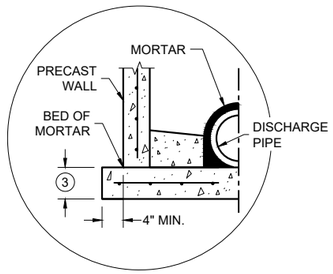
**CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE** (1)



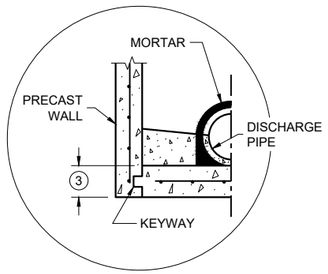

**OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP**




**OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP**

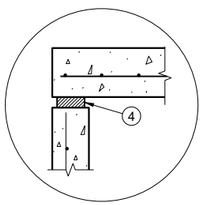



**SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION**

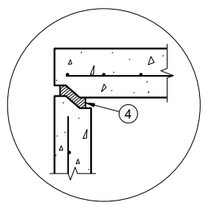



**PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION**

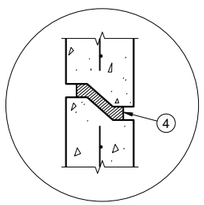
**DETAIL "A"**




**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".

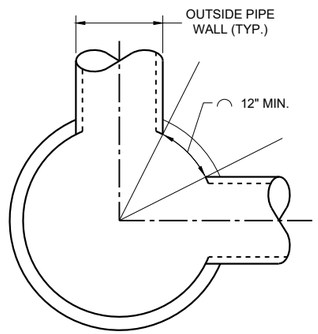
(1) FOR PRECAST MANHOLES AND REINFORCED CONCRETE BASES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

(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"**

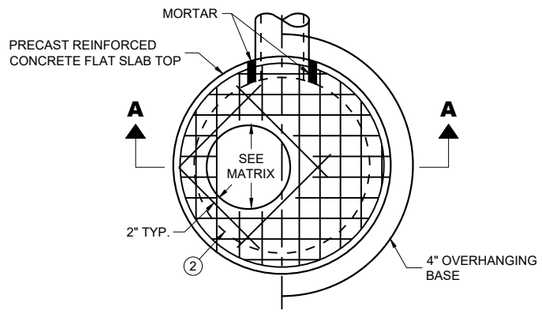
**MANHOLES, 3-FT, 4-FT 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

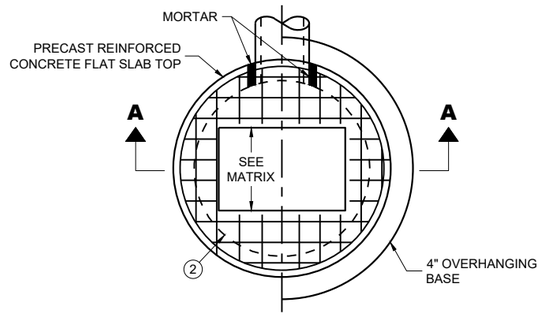
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

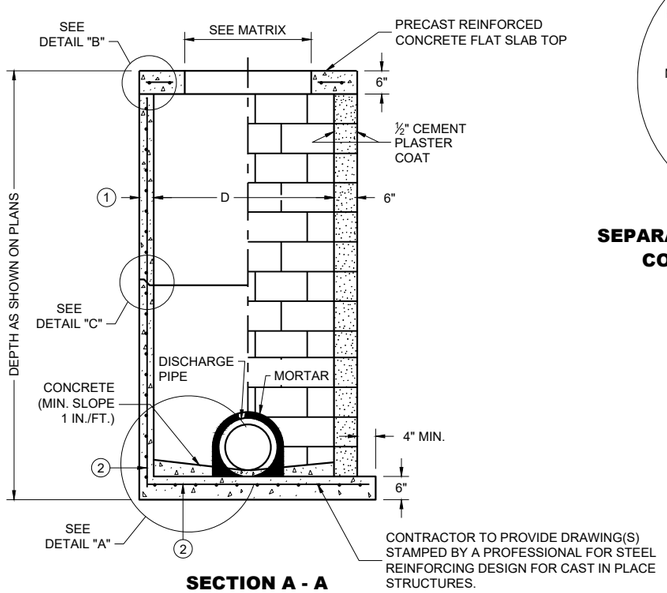
**MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT, 8-FT, 9-FT AND 10-FT DIAMETER**




**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)

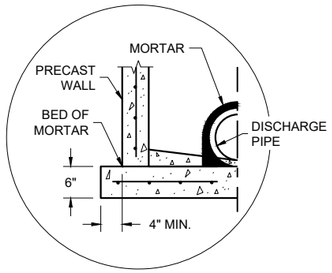
**CIRCULAR INLETS WITH FLAT TOP**

## CATCH BASIN COVER OPENING MATRIX

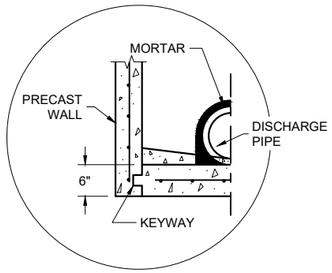
| INLET SIZE | INLET COVER TYPE | ALL A'S | ALL B'S | BW | C | F | ALL H'S | S | T | V V-B | WM | Z |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | OPENING SIZE (FT.) | | | | | | | | | | | |
| 3-FT | 2 DIA. | | | | X | | | | | | | X |
| | 2 X 2 | X | X | | | | | X | | X | | |
| 4-FT | 2 DIA.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

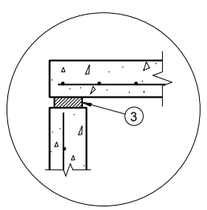



**SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION**

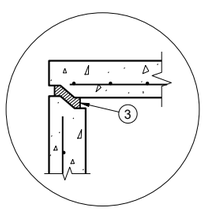



**PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION**

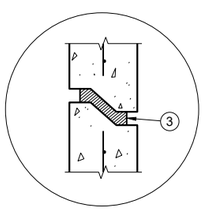
**DETAIL "A"**




**TOP WITH PLAIN END JOINT**




**TOP WITH TONGUE AND GROOVE JOINT**




**RISER WITH TONGUE AND GROOVE JOINT**

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

## 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.

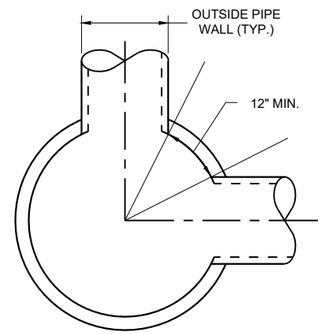
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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**

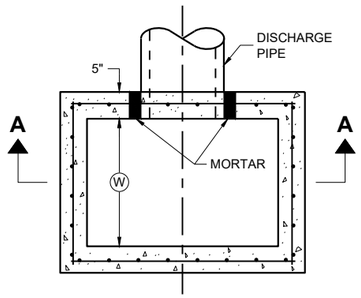
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

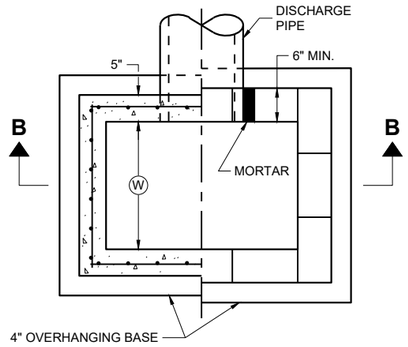
FHWA



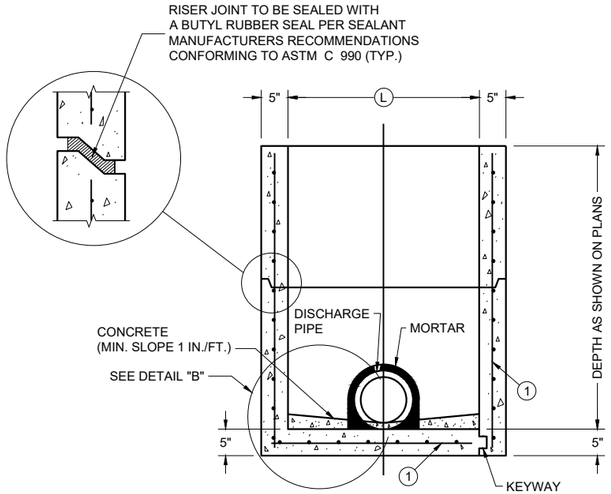
6
SDD 08C06-03




**PLAN VIEW**



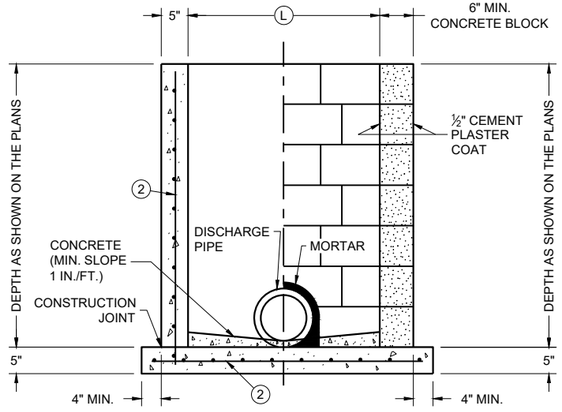

**PLAN VIEW**




**PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE**

**PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE**

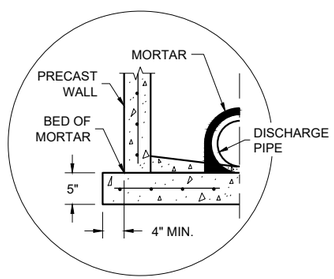
**SECTION A - A**




**CAST IN PLACE REINFORCED CONCRETE**

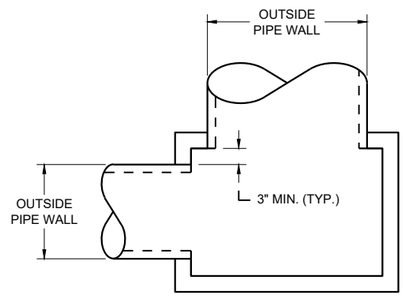
**CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE** (1)

**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

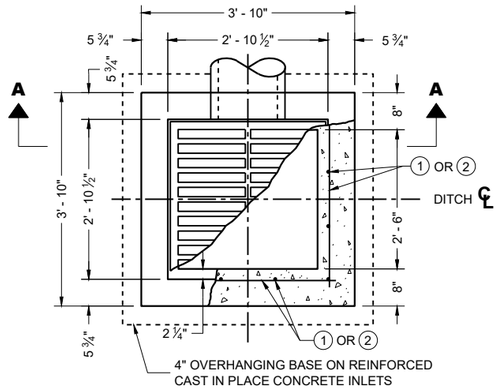
APPROVED
December 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

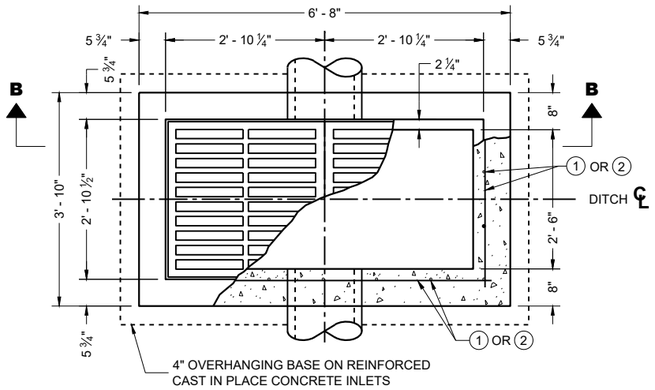
FHWA



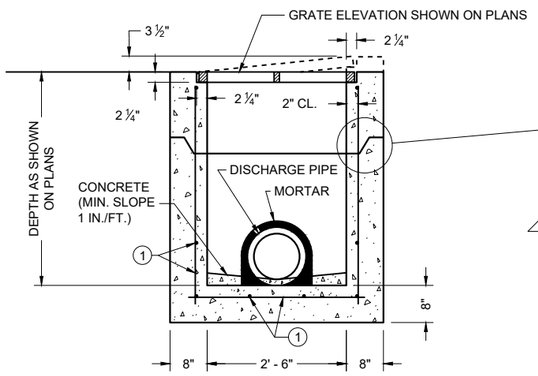
6
SDD 08C07-03



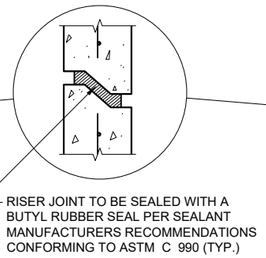

**PLAN VIEW**

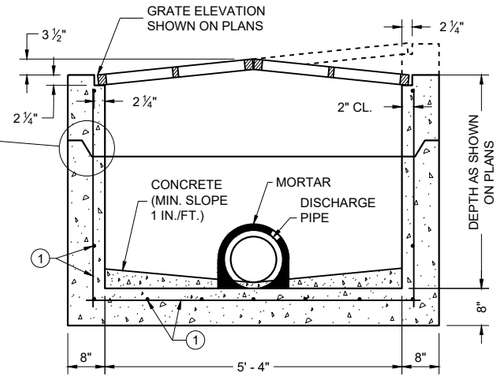



**PLAN VIEW**

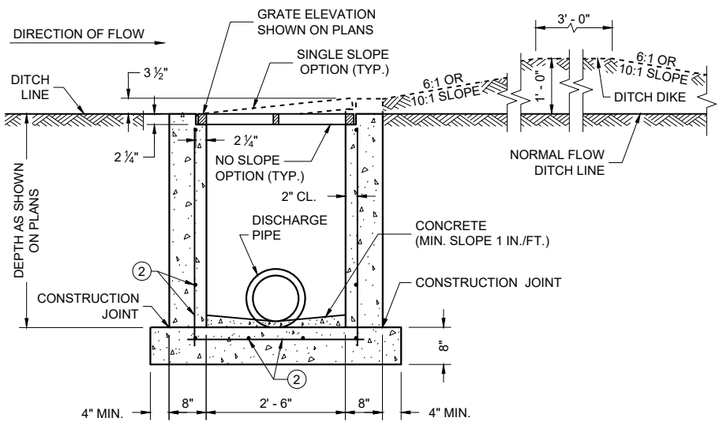



**PRECAST REINFORCED CONCRETE SECTION A - A**



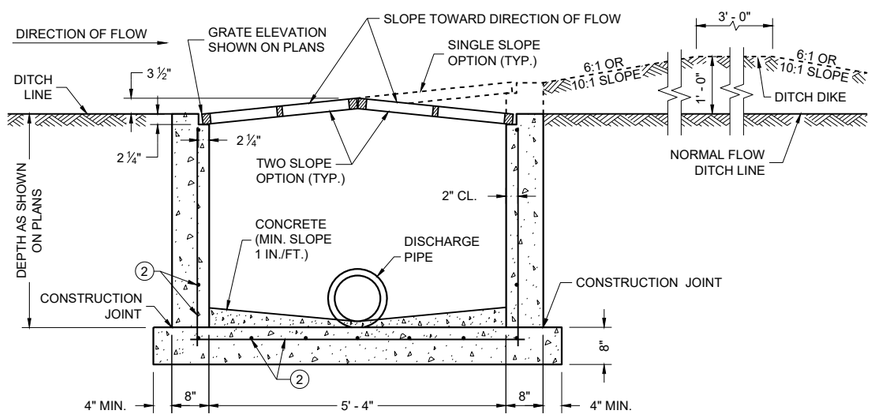




**PRECAST REINFORCED CONCRETE SECTION B - B**




**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.

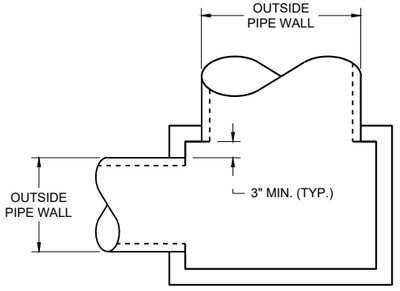
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

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**

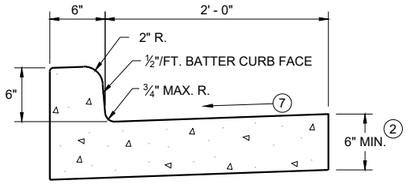
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

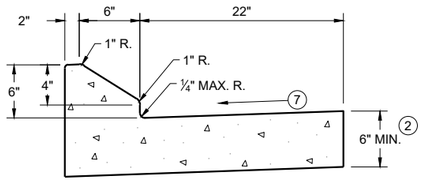
FHWA



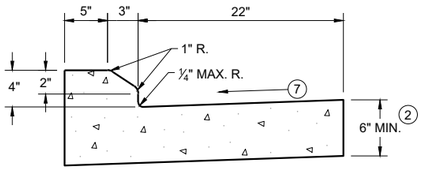
6
SDD 08C08-03



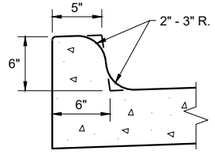

**TYPES A (1) & D**



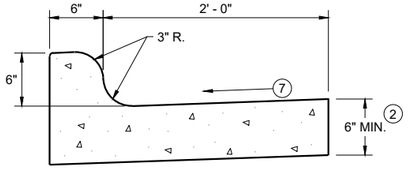

**6" SLOPED CURB TYPES G (1) & J**




**4" SLOPED CURB TYPES G (1) & J**

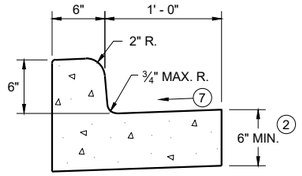



**TYPES K (1) & L**
(OPTIONAL CURB SHAPE)



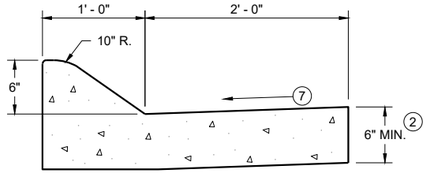

**TYPES K (1) & L**

**CONCRETE CURB AND GUTTER 30"**

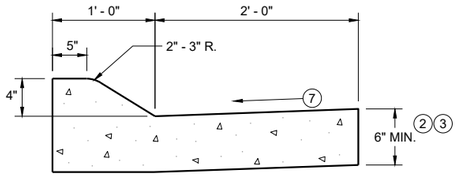



**TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 18"**

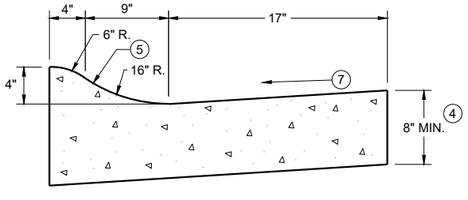



**6" SLOPED CURB TYPES A (1) & D**



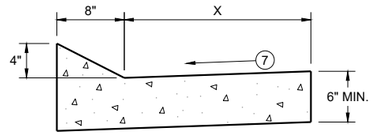

**4" SLOPED CURB TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 36"**




**4" SLOPED CURB TYPES R (1) & T**
**CONCRETE CURB AND GUTTER 30"**

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

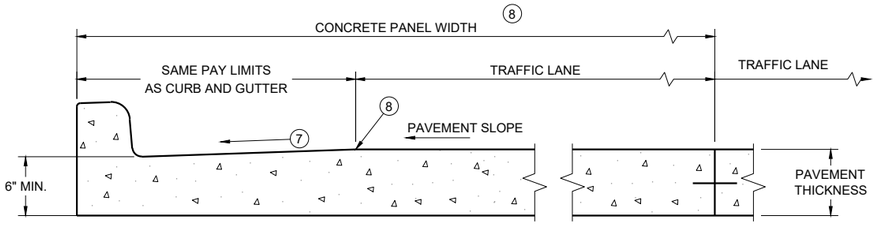



**TYPES TBT & TBTT (1)**

**CONCRETE CURB AND GUTTER**

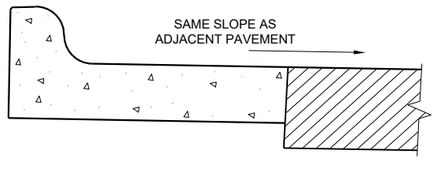
**PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE**

| 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.

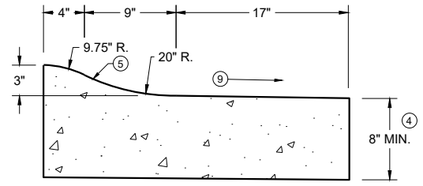
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

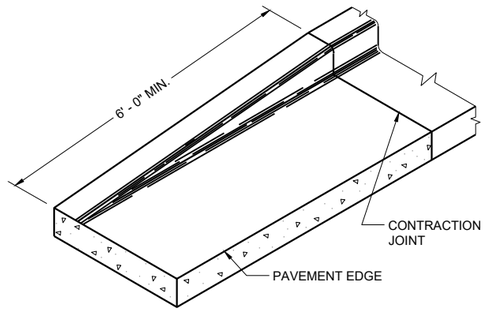
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



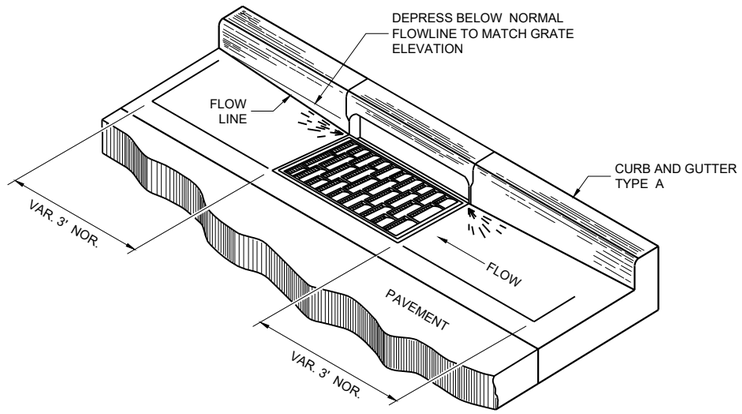

**3" SLOPED CURB TYPES R (1) & T**

**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.

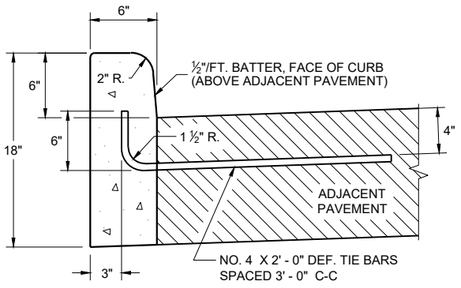
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

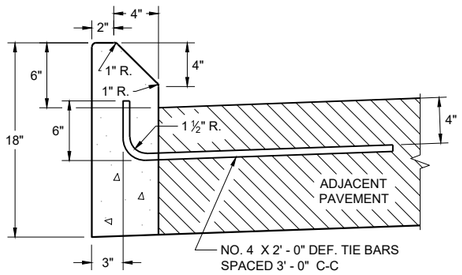
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

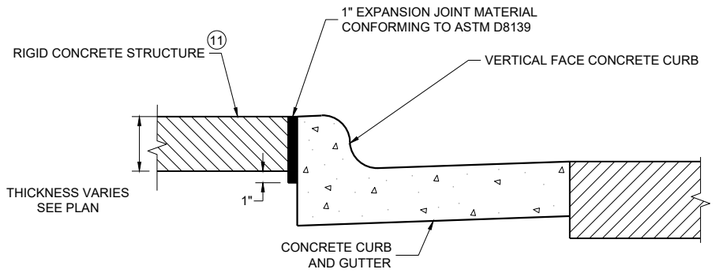



**TYPES A (1) & D**

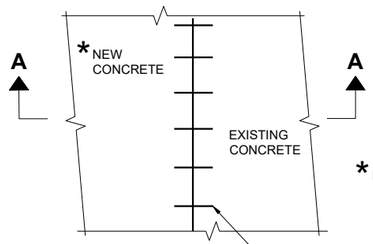



**TYPES G (1) & J**

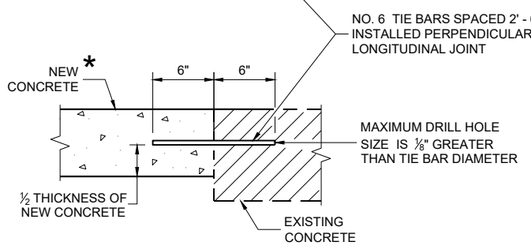
**CONCRETE CURB**




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

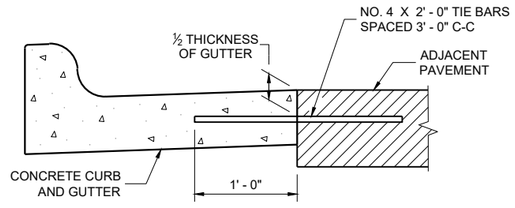



**PLAN VIEW**

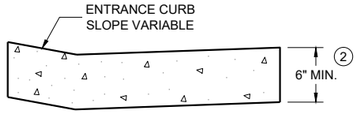



**SECTION A - A**

**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

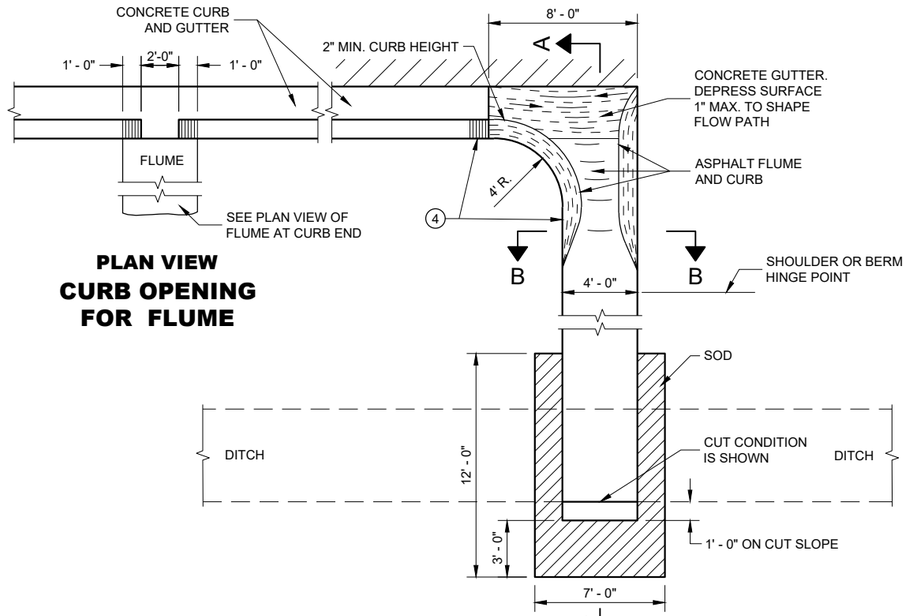
FHWA



6
SDD 08D01-24b

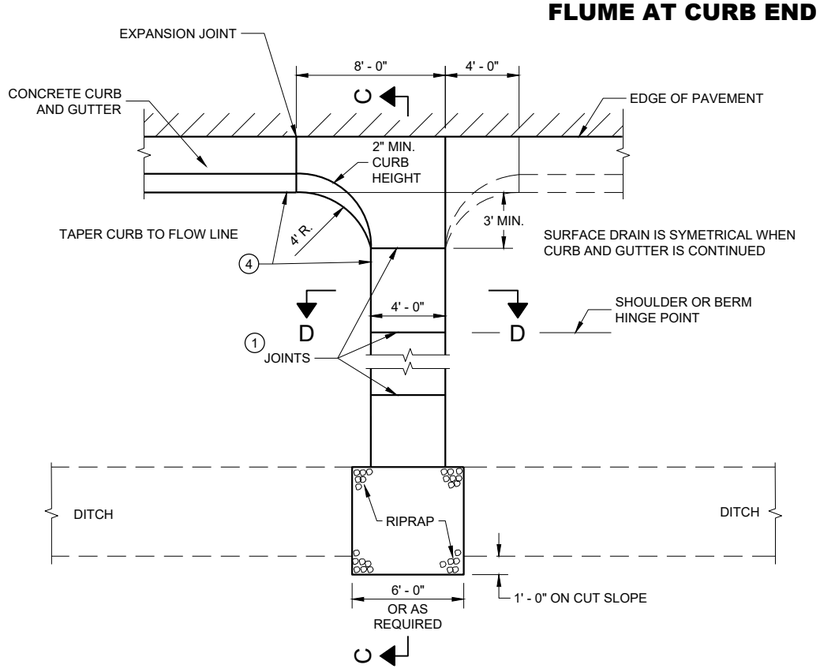
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

## ASPHALTIC FLUME




**PLAN VIEW**
**CURB OPENING FOR FLUME**

**PLAN VIEW**
**FLUME AT CURB END**



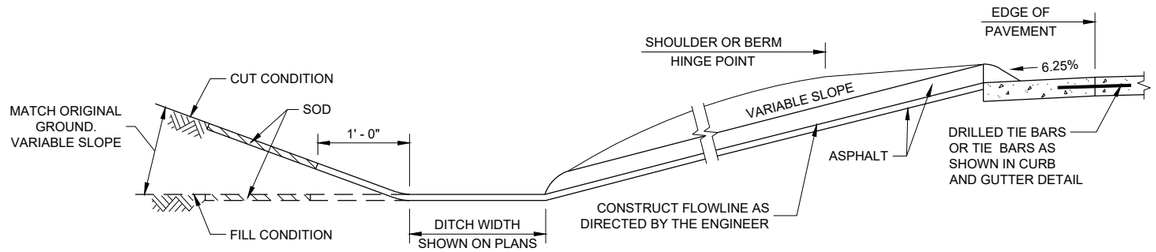

**PLAN VIEW**
**CONCRETE SURFACE DRAIN**

## 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.

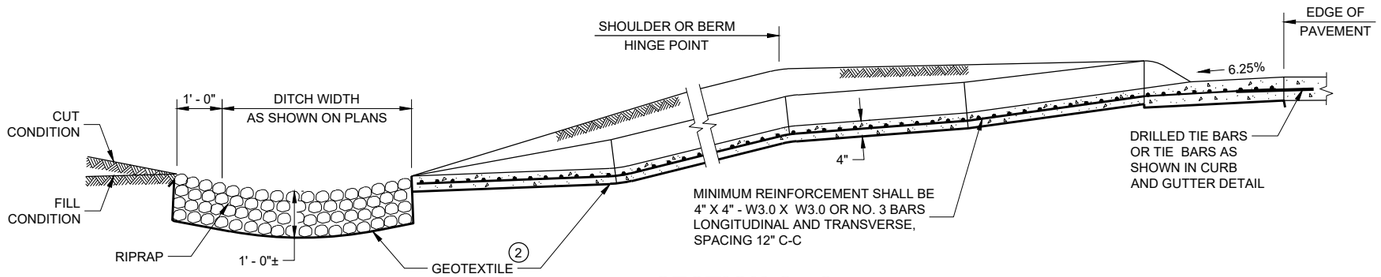
1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. 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.



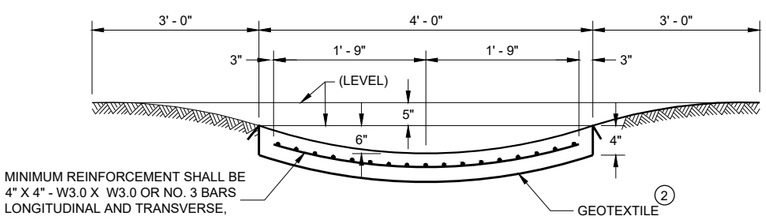

**SECTION A - A**




**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

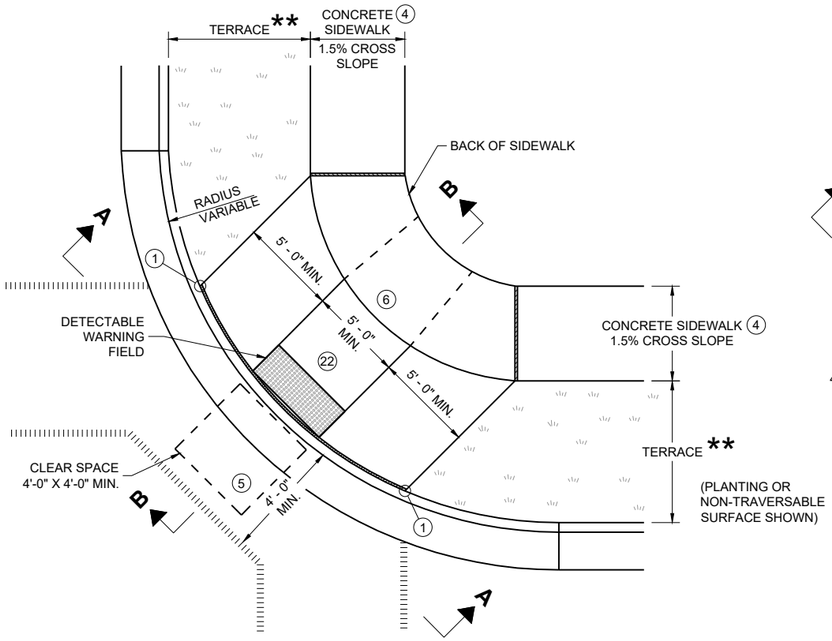


6

SDD 08D04 - 07

6

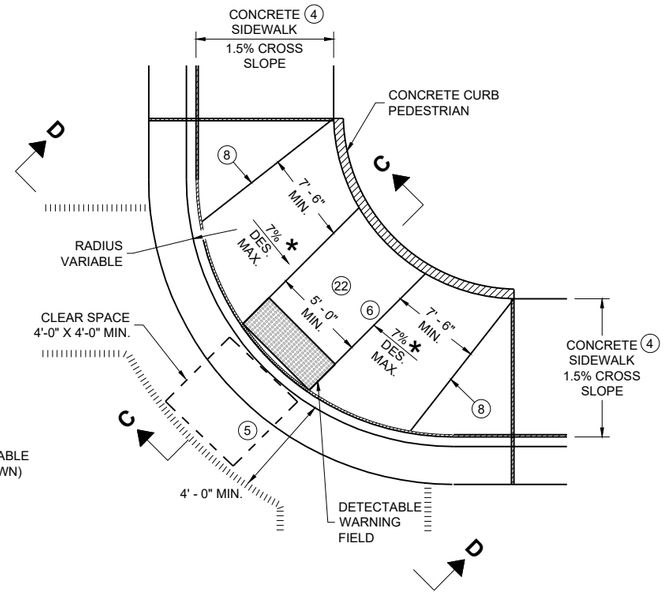
SDD 08D04 - 07




**PLAN VIEW**

## CURB RAMP TYPE 1

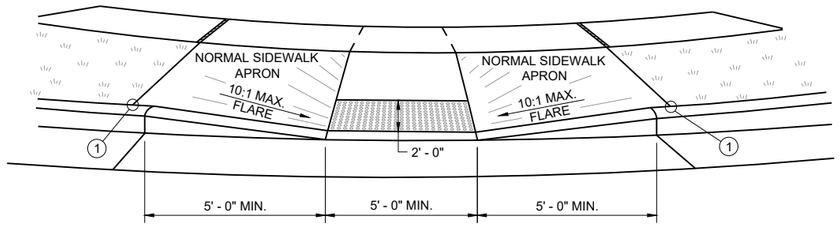
**(CENTER OF CORNER RADIUS)**



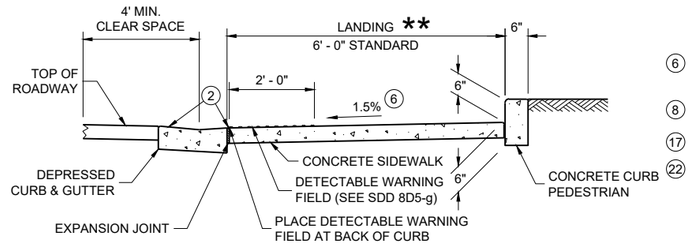

**PLAN VIEW**

## CURB RAMP TYPE 1 - A

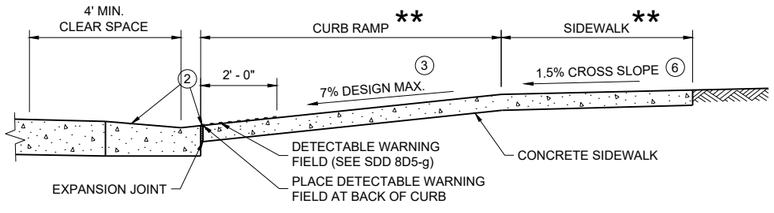
**(NO TERRACE)**



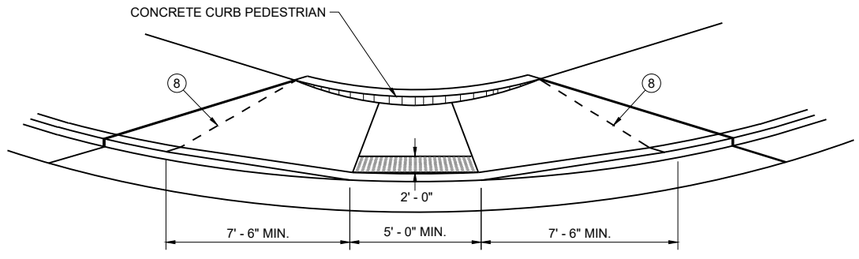

**VIEW A - A FOR TYPE 1**




**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.

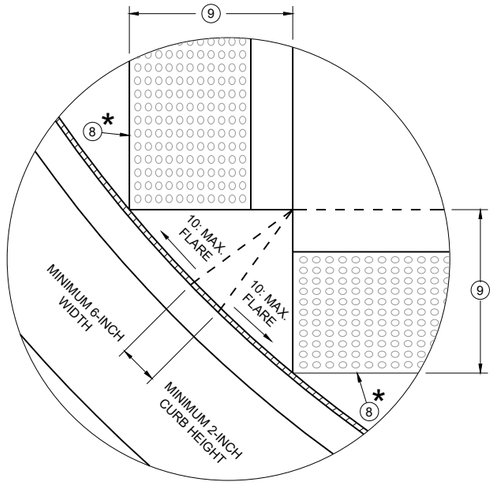
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

## LEGEND

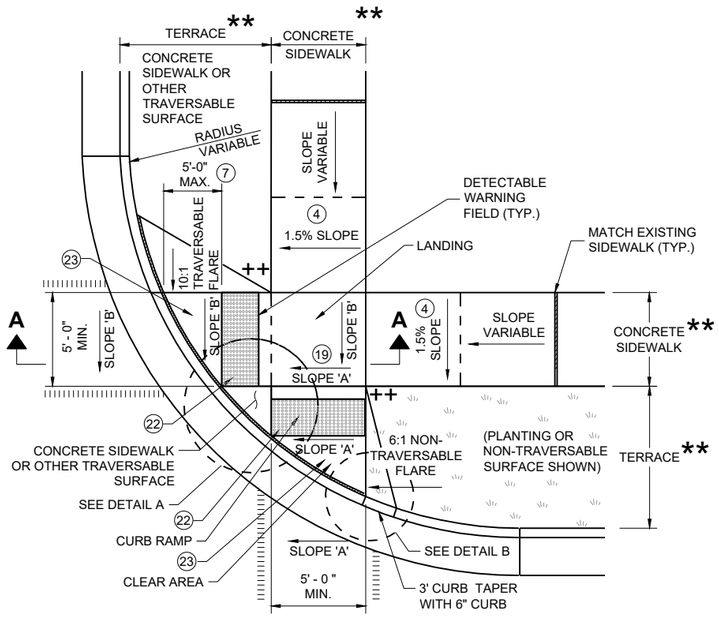
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

**CURB RAMPS TYPE 1 AND 1-A**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



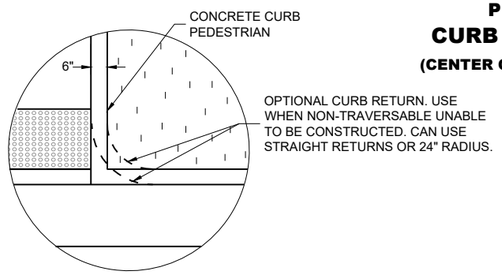

**DETAIL A**



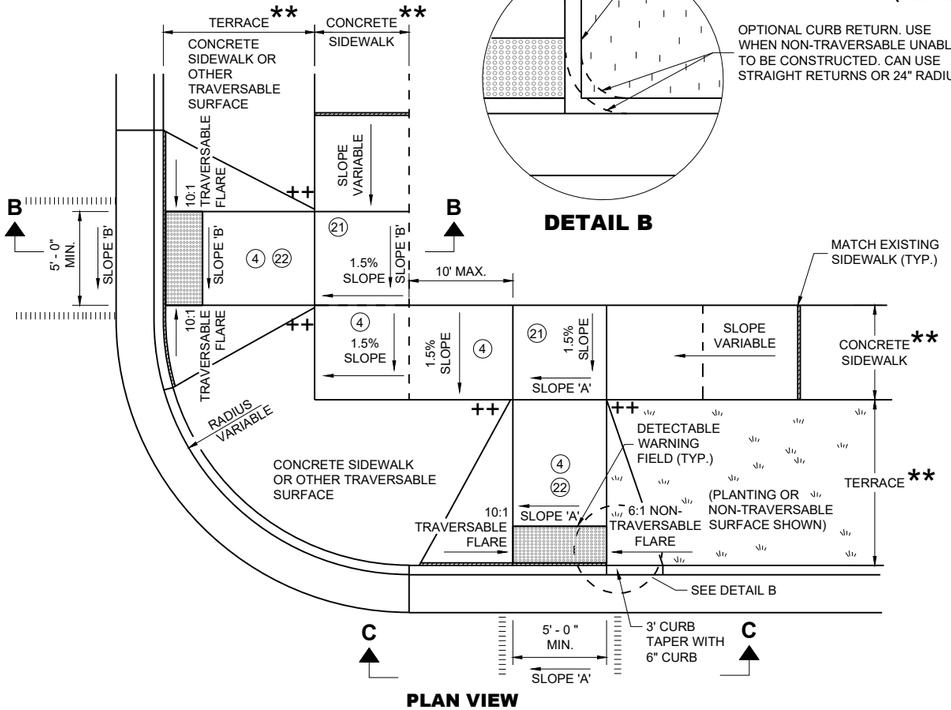

**PLAN VIEW**

## CURB RAMP TYPE 2

**(CENTER OF CORNER RADIUS)**



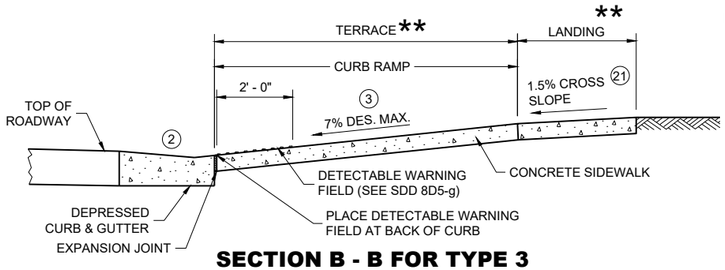

**DETAIL B**



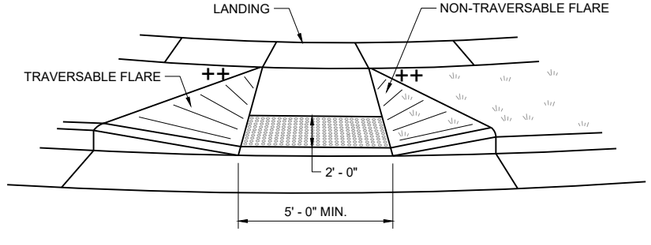

**PLAN VIEW**

## CURB RAMP TYPE 3

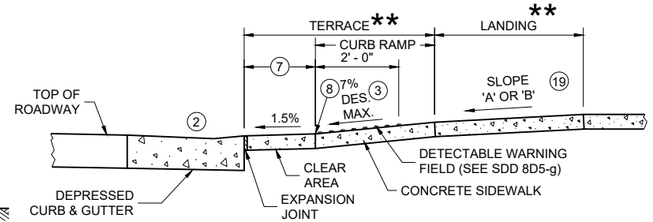
**(OUTSIDE OF CROSSWALK AREA)**




**SECTION B - B FOR TYPE 3**




**VIEW C - C FOR TYPE 3**




**SECTION A - A FOR TYPE 2**

## 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.

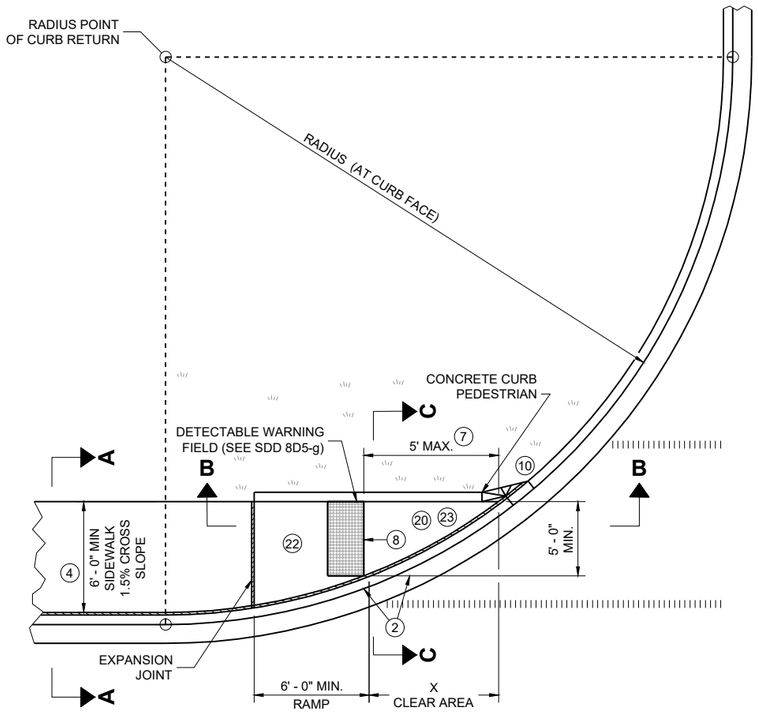
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- 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

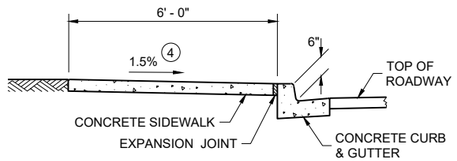
**CURB RAMPS TYPE 2 AND 3**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

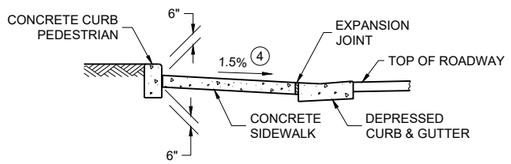



**PLAN VIEW**

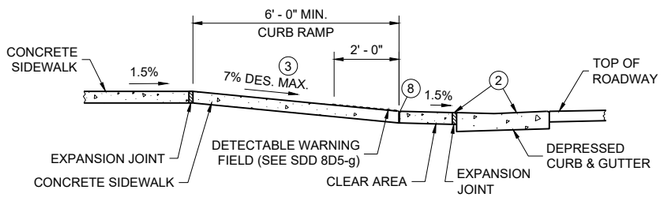
**CURB RAMP TYPE 4A**



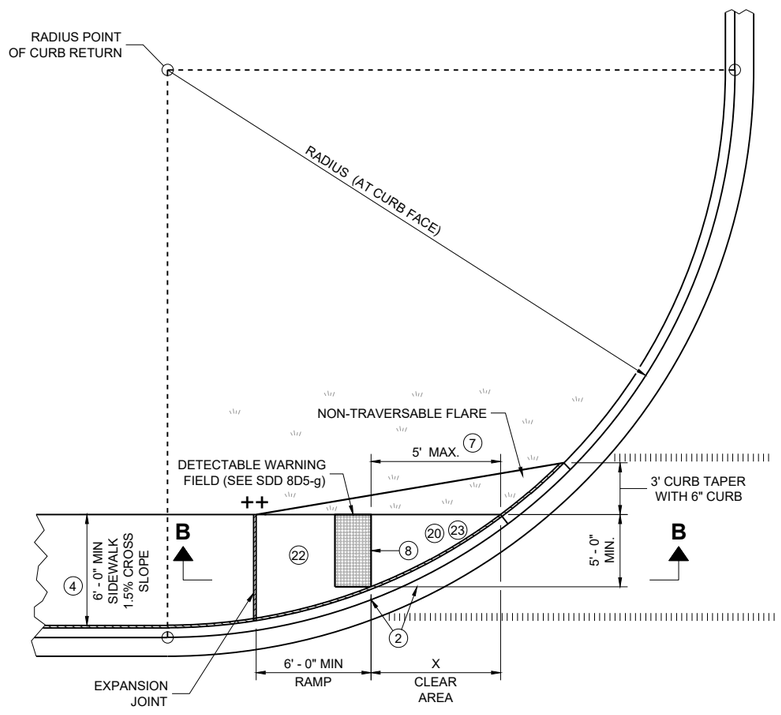

**SECTION A - A FOR TYPE 4A**




**SECTION C - C FOR TYPE 4A**




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




**PLAN VIEW**

**CURB RAMP TYPE 4A1**

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED

## GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

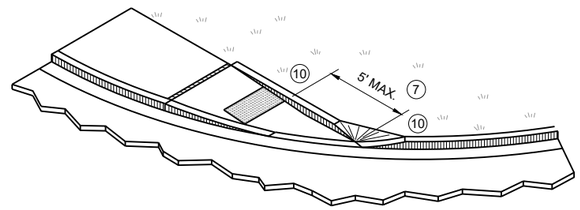
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

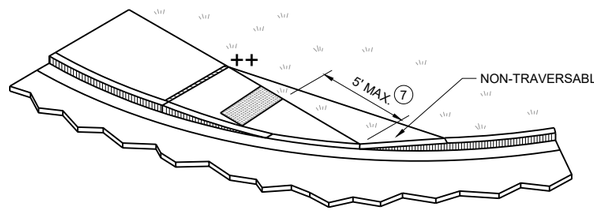
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



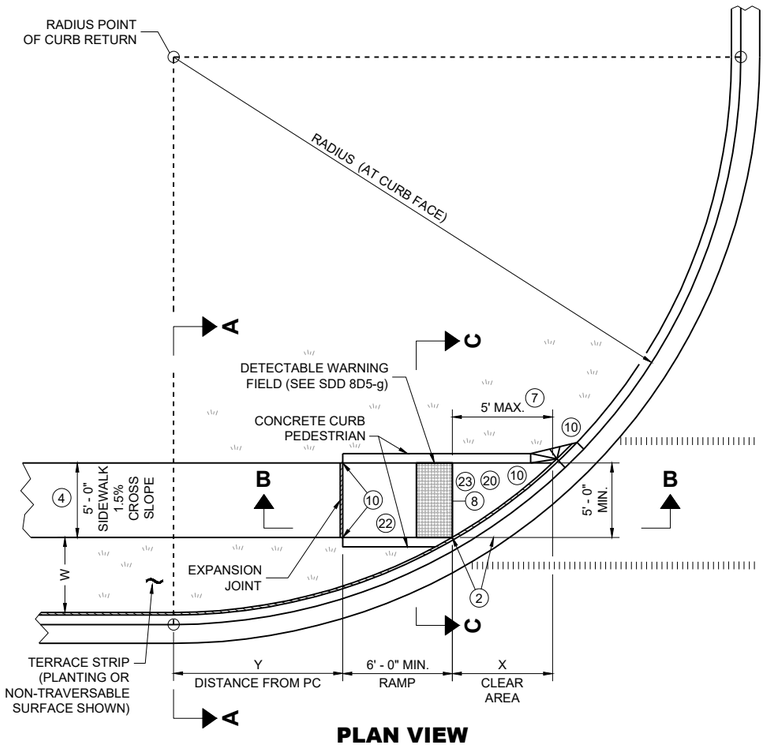

**ISOMETRIC VIEW FOR TYPE 4A**




**ISOMETRIC VIEW FOR TYPE 4A1**

**CURB RAMPS**
**TYPE 4A AND 4A1**

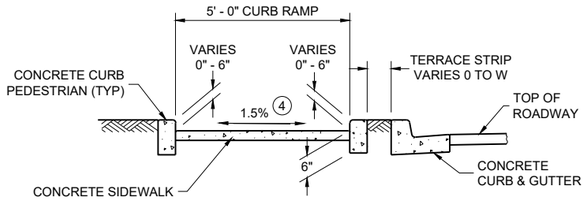
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**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.

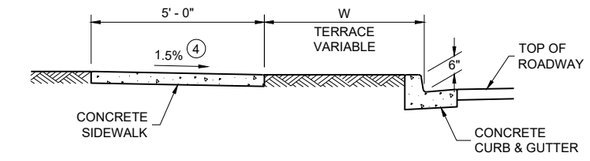
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

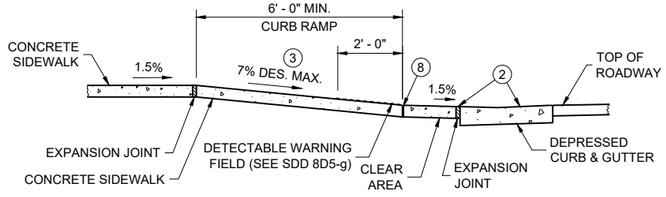
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(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.

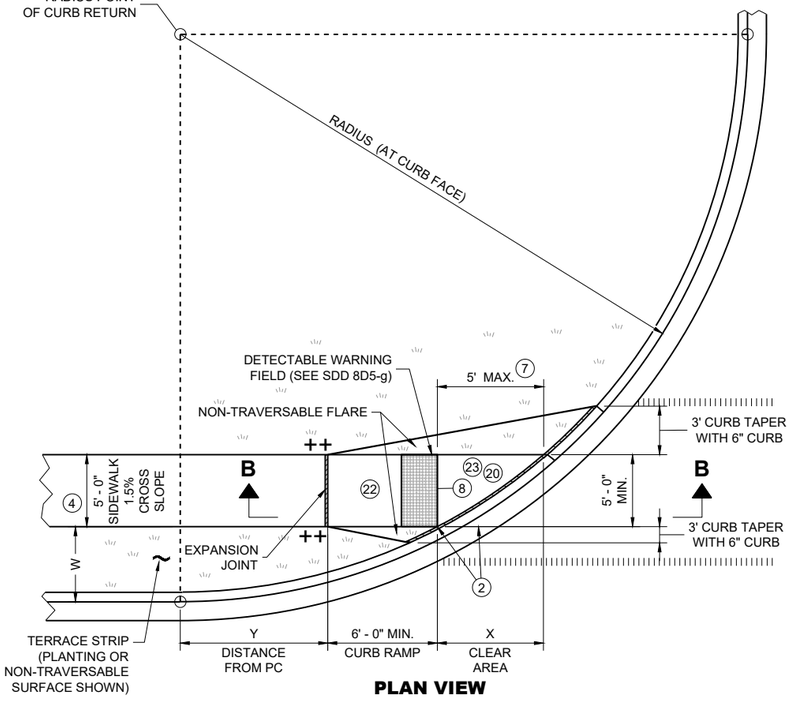
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



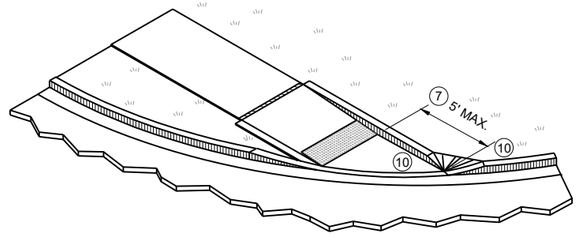

**SECTION A - A FOR TYPE 4B**



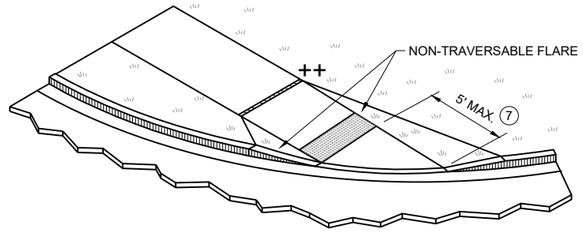

**SECTION B - B FOR TYPE 4B AND TYPE 4B1**




**PLAN VIEW**
**CURB RAMP TYPE 4B1**




**ISOMETRIC VIEW FOR TYPE 4B**



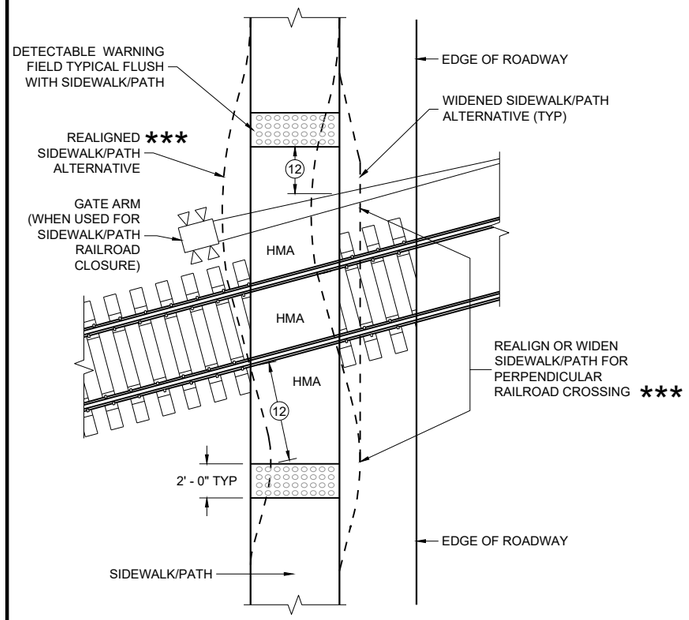

**ISOMETRIC VIEW FOR TYPE 4B1**

**CURB RAMPS**
**TYPE 4B AND 4B1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

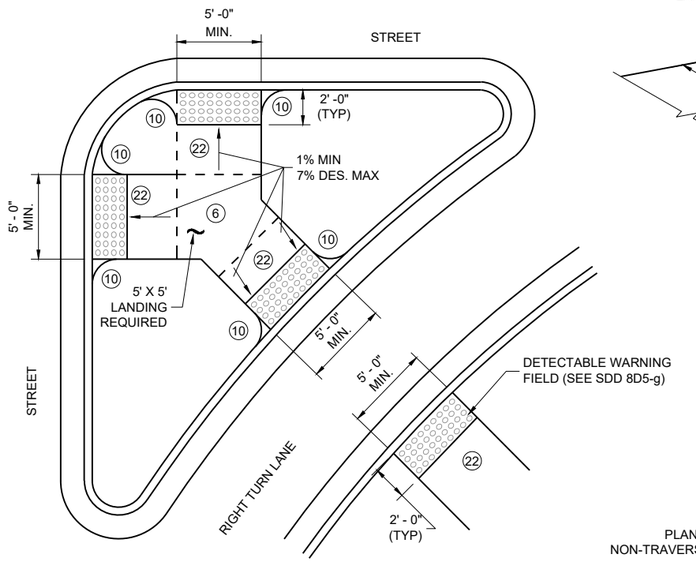
6

SDD 08D05-22d




## CURB RAMP TYPE 8

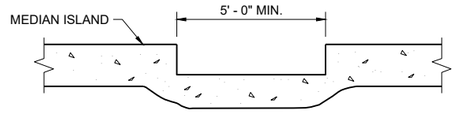
### DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



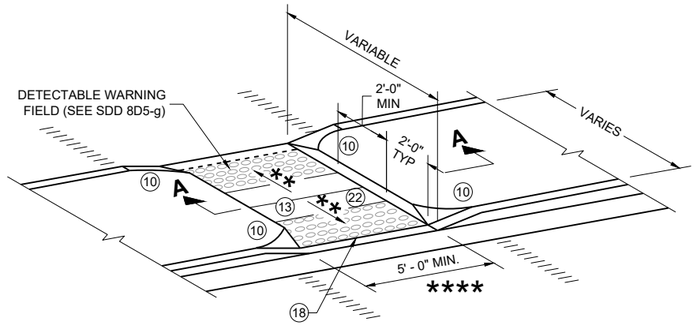

## CURB RAMP TYPE 6

### DETECTABLE WARNING AT ISLANDS

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

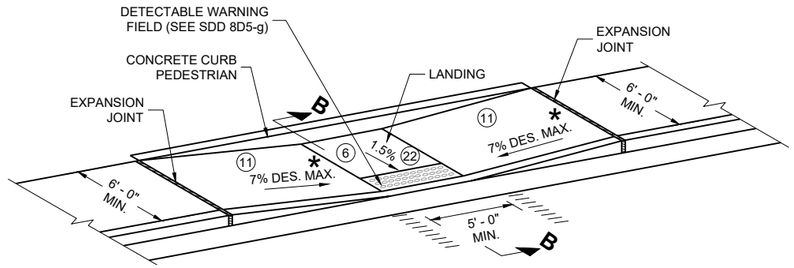



## SECTION A - A FOR TYPE 5



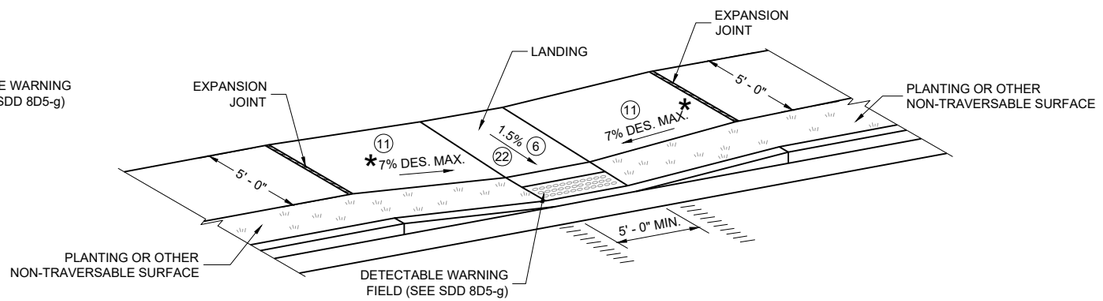

## CURB RAMP TYPE 5

### MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING




## CURB RAMP TYPE 7A

### FOR INTERSECTIONS AND MID BLOCK CROSSINGS




## CURB RAMP TYPE 7B

### FOR INTERSECTIONS AND MID BLOCK CROSSINGS

## 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.

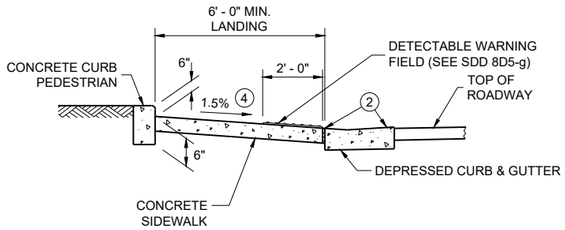
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(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.

## 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 |

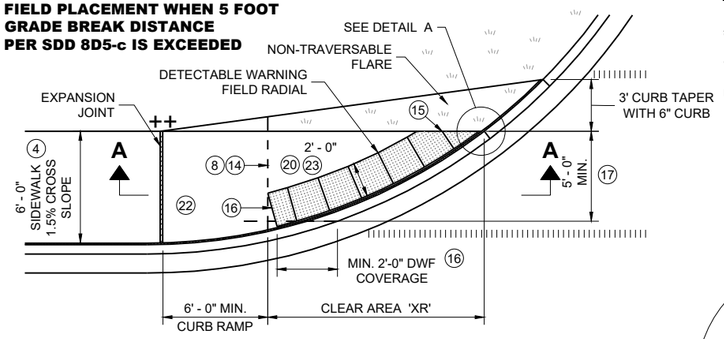



## SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

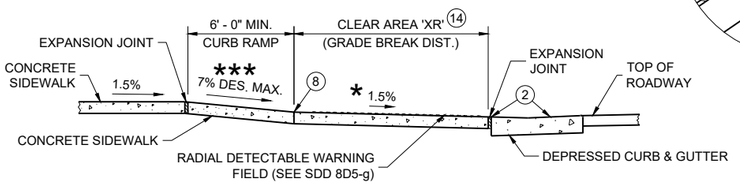
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED**




**PLAN VIEW**

## CURB RAMP TYPE 4A1

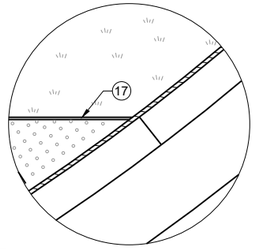
## (GRADE BREAK DISTANCE GREATER THAN 5 FEET)



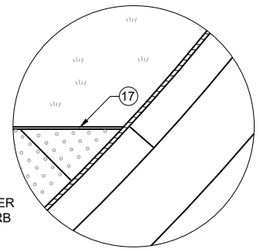

**SECTION A - A FOR TYPE 4A1**

## LEGEND

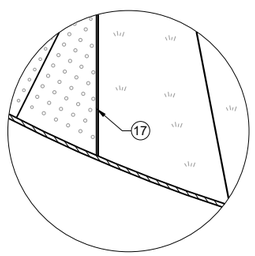
| | |
|---|---|
| ═══ | ½" EXPANSION JOINT SIDEWALK |
| – – – – | CONTRACTION JOINT SIDEWALK |
| ıı ıı ıı ıı | PAVEMENT MARKING CROSSWALK (WHITE) |
| ** | WIDTH SHOWN ELSEWHERE IN THE PLANS |
| *** | MAXIMUM 8.3% |
| ++ | CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE |




**DETAIL A**

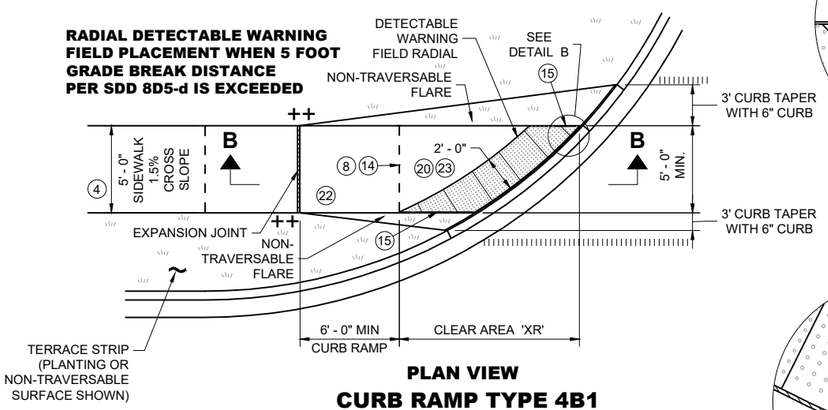



**DETAIL B**




**DETAIL C**

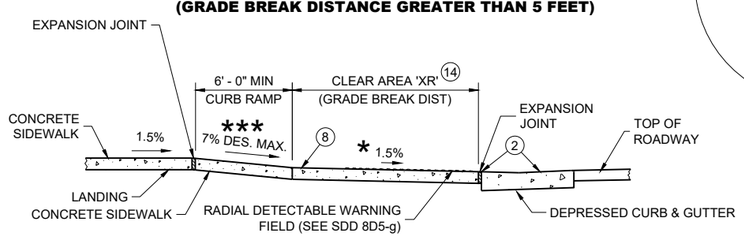
**RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED**




**PLAN VIEW**

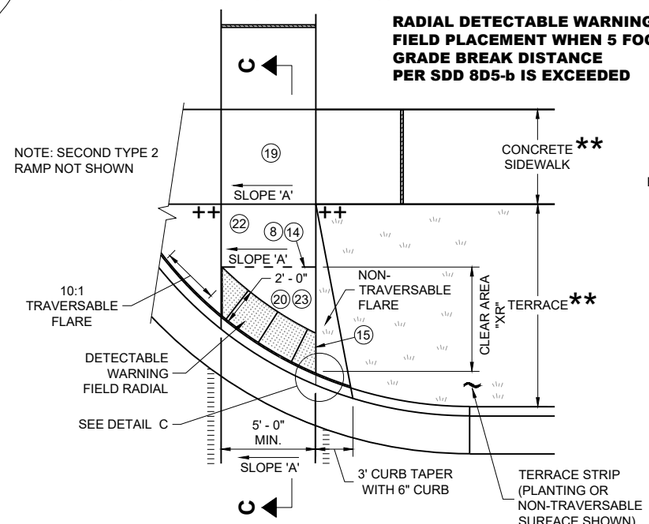
## CURB RAMP TYPE 4B1

**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**




**SECTION B - B FOR TYPE 4B1**

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

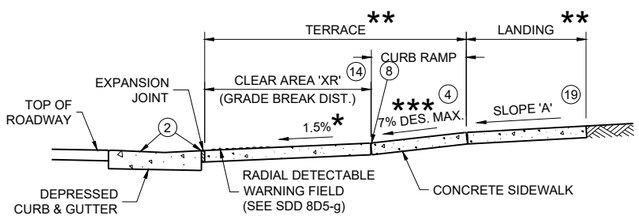



**PLAN VIEW**

## CURB RAMP TYPE 2

**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**

**(ON LINE WITH SIDEWALK)**




**SECTION C - C FOR TYPE 2**

## 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.

**CURB RAMPS**
**RADIAL DETECTABLE WARNING**

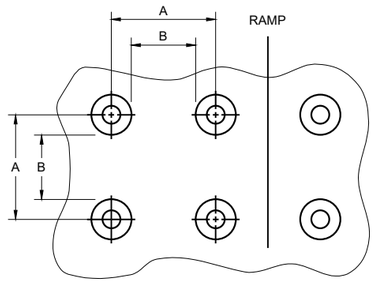
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



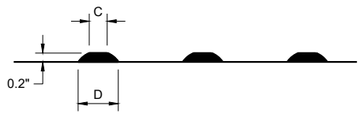
6
SDD 08D05-22f

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

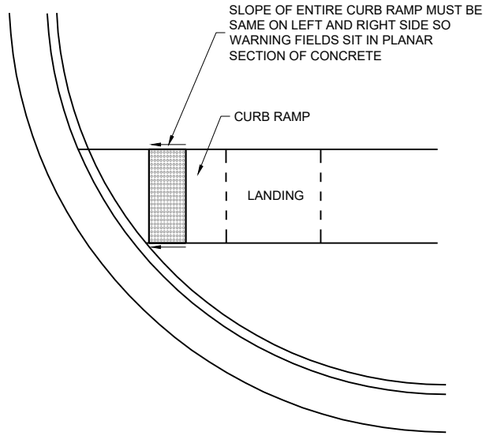
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.




**PLAN VIEW**




**ELEVATION VIEW**




**DETECTABLE WARNING FIELD**
**PLANAR INSTALLATION**

## GENERAL NOTES

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

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

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

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

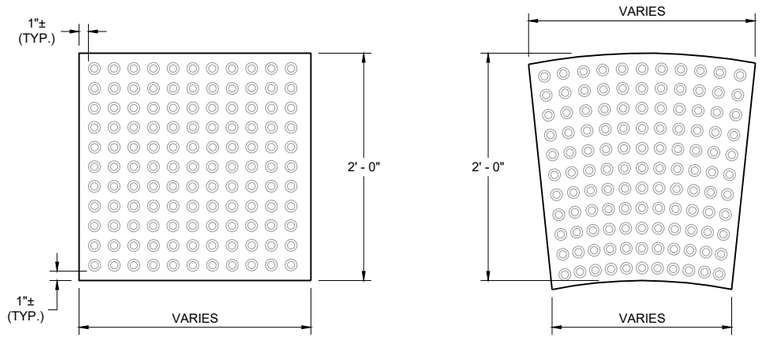
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

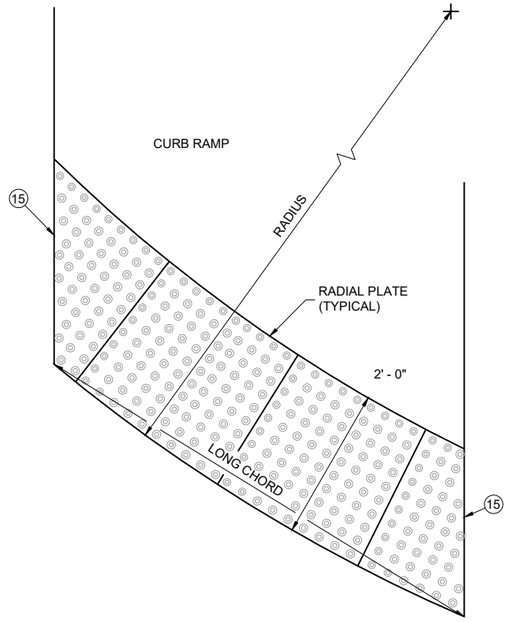
## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL



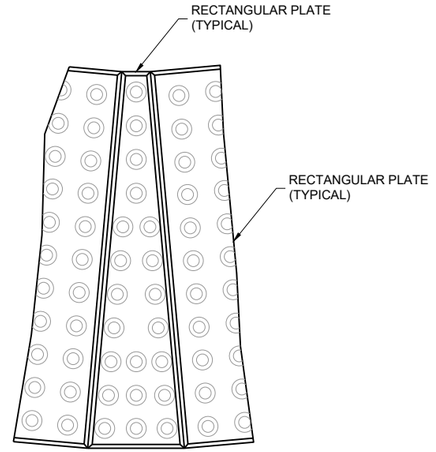

**RECTANGULAR PLATES**

**RADIAL PLATES**

**PLAN VIEW**
**DETECTABLE WARNING FIELDS (TYPICAL)**




**PLAN VIEW**
**RADIAL DETECTABLE WARNING FIELD ATTRIBUTES**




**PLAN VIEW**
**RADIAL WEDGE PLATE CONNECTION DETAIL**

**CURB RAMPS**
**RECTANGULAR AND RADIAL**
**DETECTABLE WARNING PLATES**

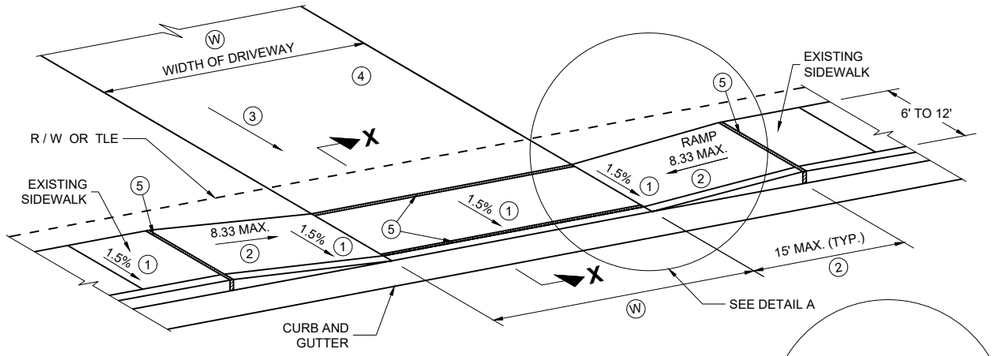
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — <position>

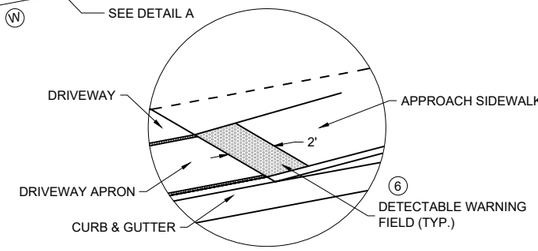
FHWA



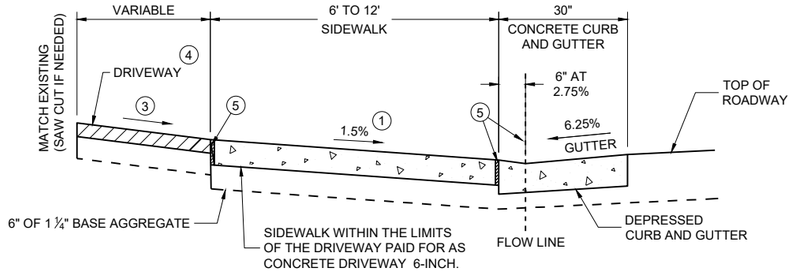
6
SDD 08D05-22g



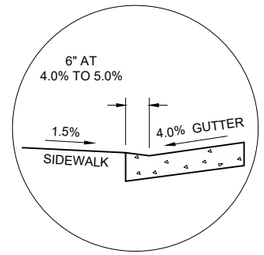

**TYPE X**
**SIDEWALK ABUTS CURB AND GUTTER**
**TERRACE VARIES 0 TO 3 FEET**




**DETAIL A**




**SECTION X - X**



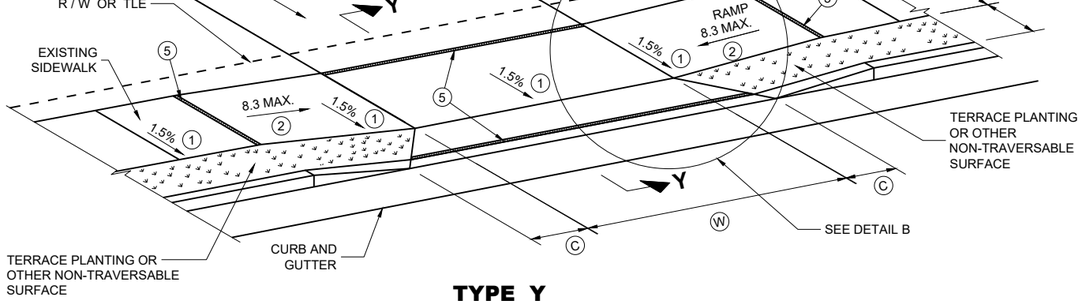

**SECTION X - X**
**4% GUTTER SLOPE**

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

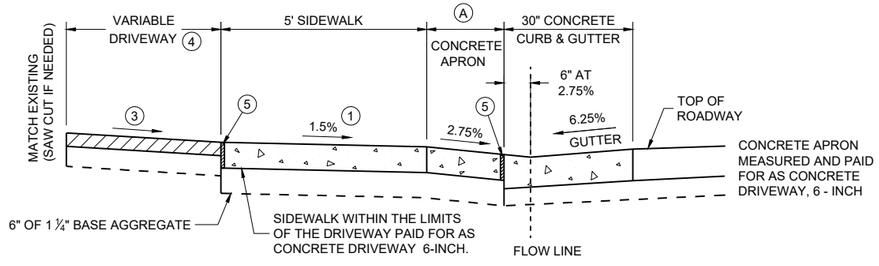
**TABLE Y**

| Ⓐ FEET | Ⓒ FEET |
|---|---|
| 3.5' | 2.0' |
| 4.5' | 3.0' |
| 5.5' | 3.5' |



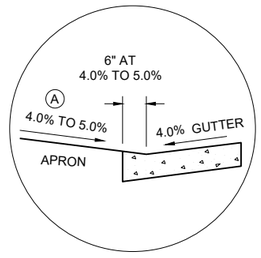

**TYPE Y**
**SIDEWALK WITH NARROWER TERRACE**
**TERRACE VARIES 4 TO 6 FEET**

Ⓐ:MEASURE FROM BACK OF CURB




NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

**SECTION Y - Y**




**SECTION Y - Y**
**4% GUTTER SLOPE**

## 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%.

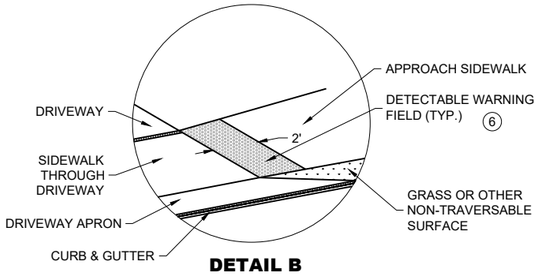
② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL 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**

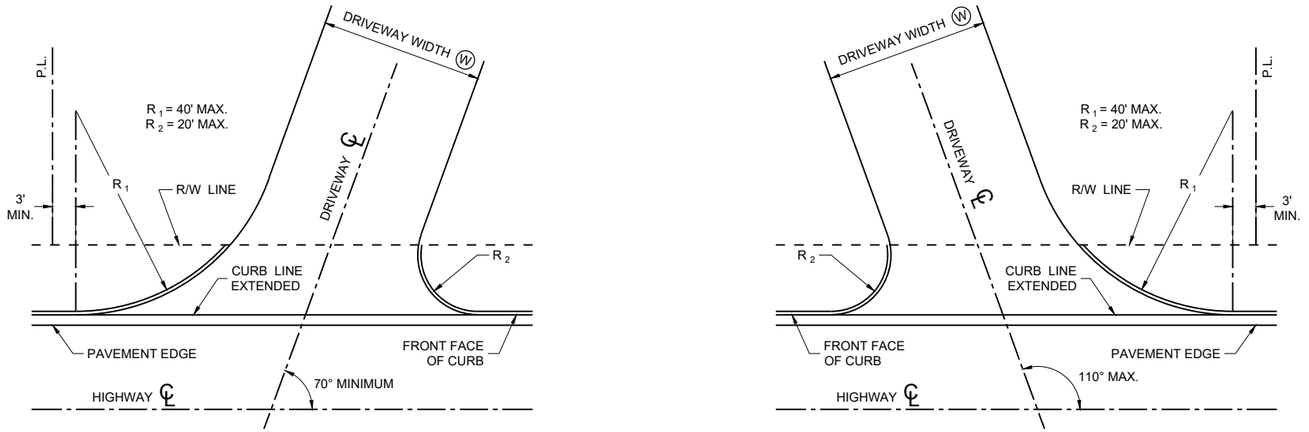
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 (DATE)
/S/ Rodney Taylor

FHWA




6
SDD 08D18-05




## SKEWED DRIVEWAY DETAILS (COMMERCIAL AND NON-COMMERCIAL)

**SIDEWALK NOT SHOWN**

## GENERAL NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

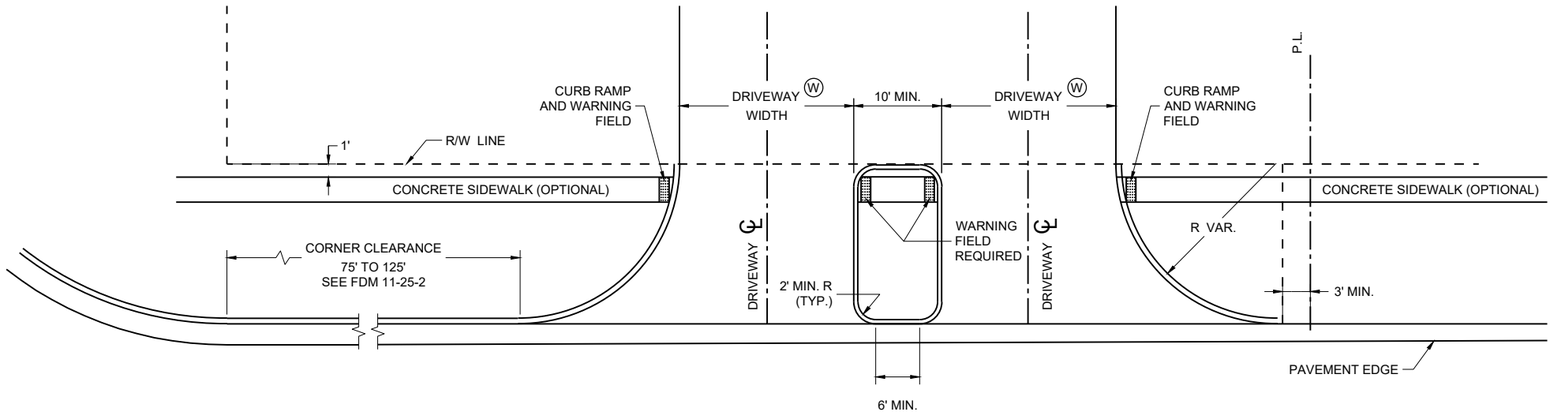
THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)




## DRIVEWAY LOCATION AND SPACING DETAILS

**SIDEWALK SHOWN**

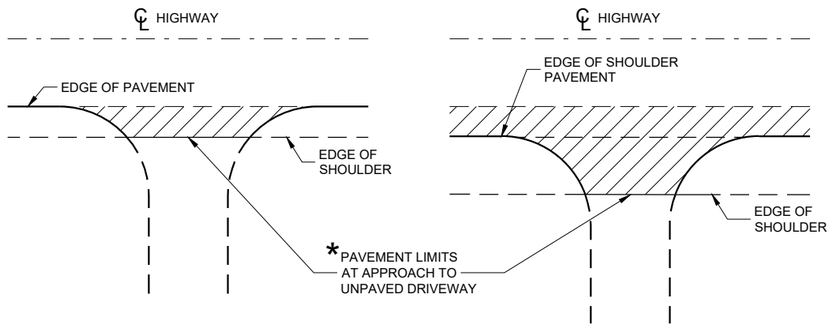
## DRIVEWAYS WITH CURB AND GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

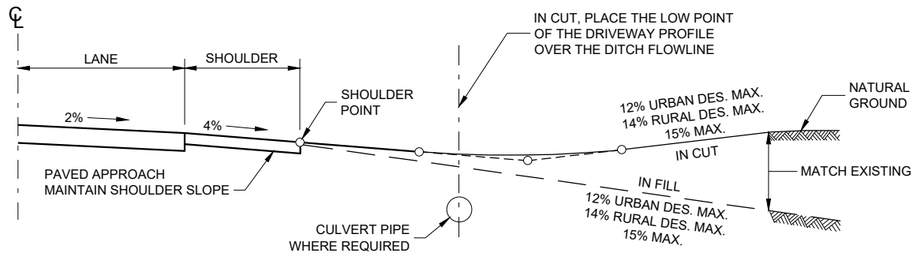

6
SDD 08D20-02



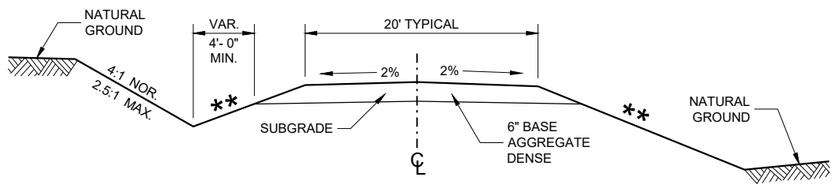

**PLAN VIEW**
(UNPAVED SHOULDER ON HIGHWAY)

**PLAN VIEW**
(PAVED SHOULDER ON HIGHWAY)

## RURAL DRIVEWAY INTERSECTION DETAIL
## (NO CURB AND GUTTER OR SIDEWALK)




## TYPICAL DRIVEWAY PROFILES

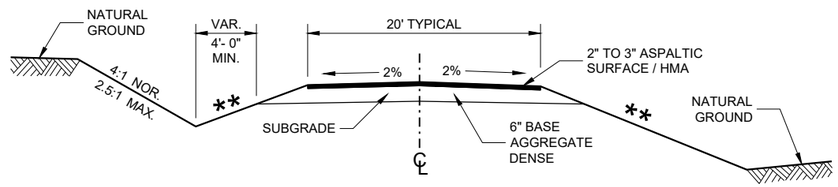



**IN CUT** **IN FILL**

## 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

6

6

SDD 08D21 - 01

SDD 08D21 - 01

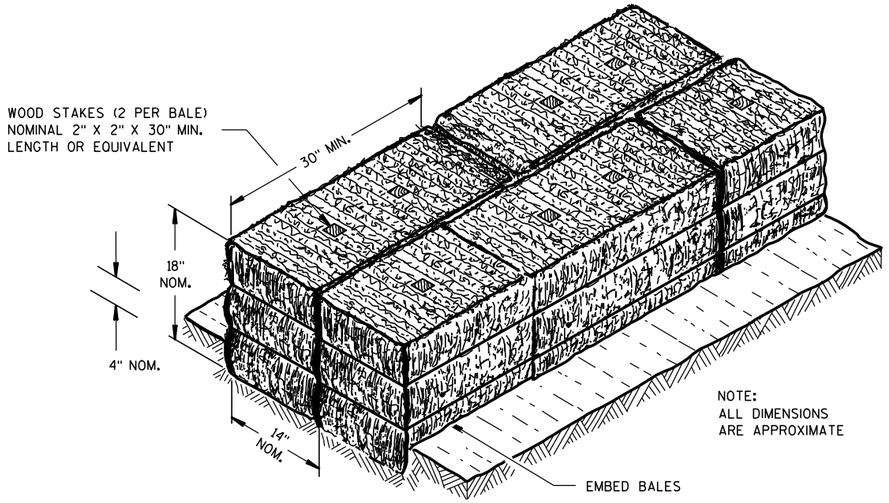
## DRIVEWAYS WITHOUT CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

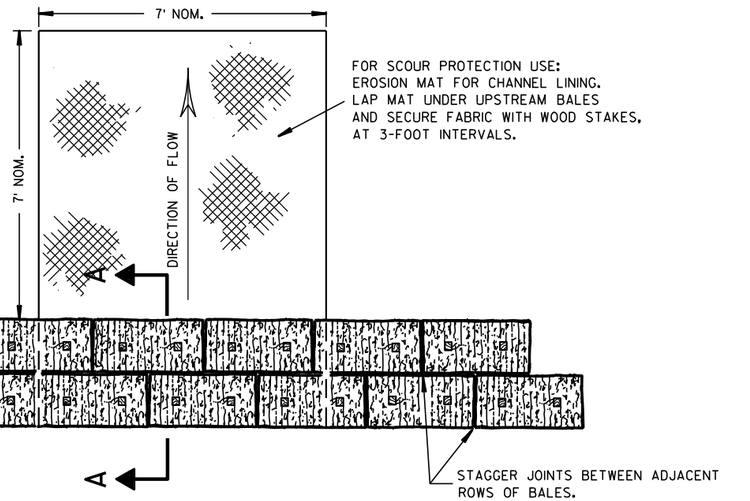
APPROVED
December 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

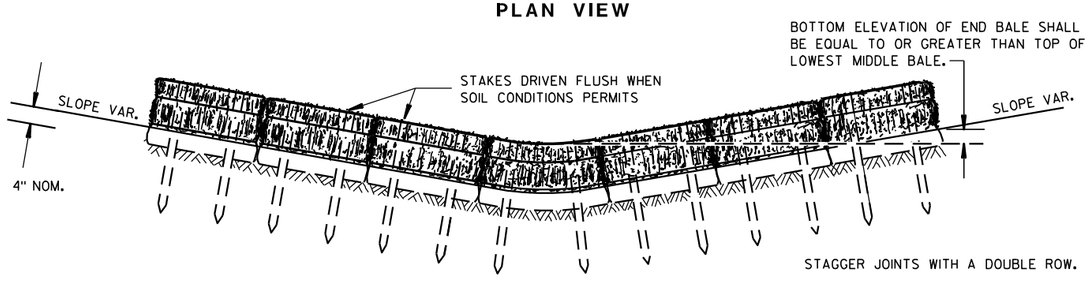
FHWA




**SECTION A-A**




**PLAN VIEW**



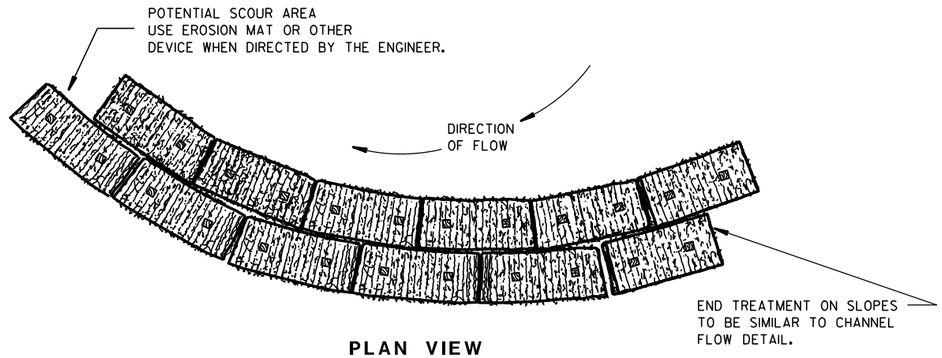

**FRONT ELEVATION**

## TEMPORARY DITCH CHECK USING EROSION BALES ①

## GENERAL NOTES

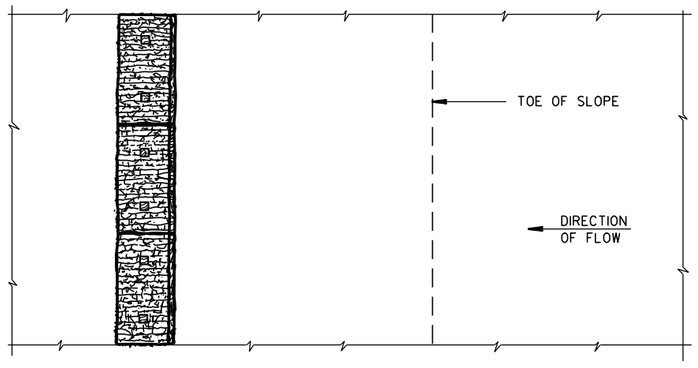
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

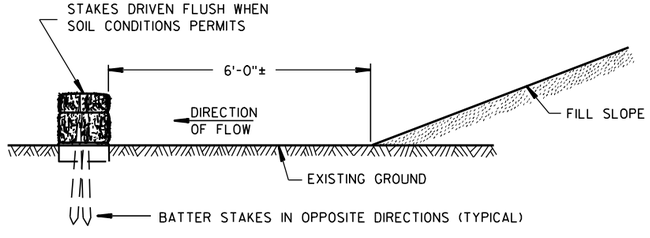



**PLAN VIEW**

WHEN ALTERING THE DIRECTION OF FLOW




**PLAN VIEW**




**FRONT ELEVATION**

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

**TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

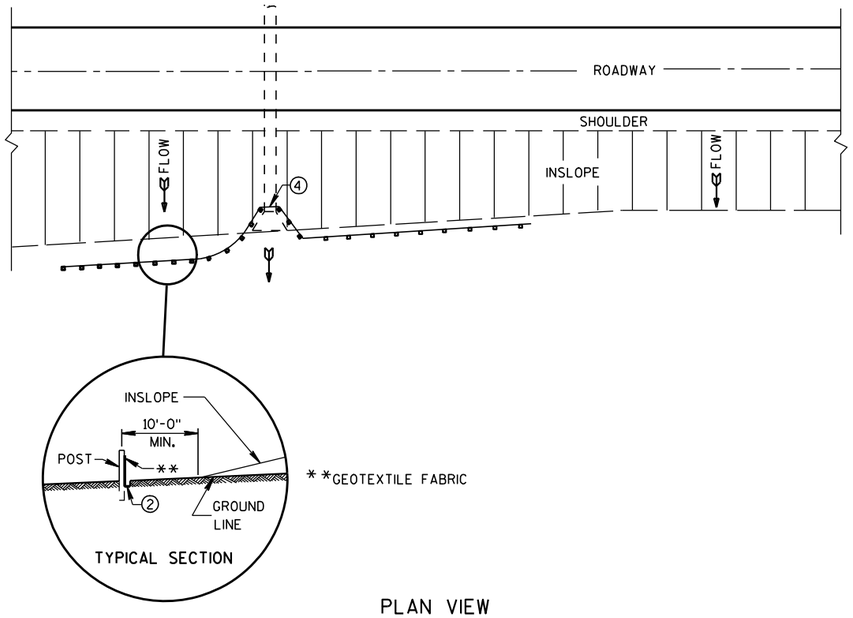


6

S.D.D. 8 E 8-3

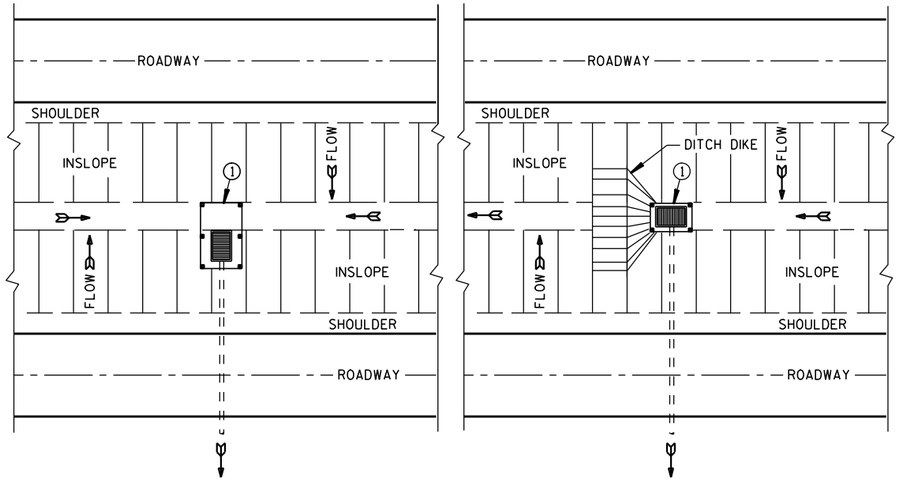
6

S.D.D. 8 E 8-3




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE




PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

## GENERAL NOTES

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

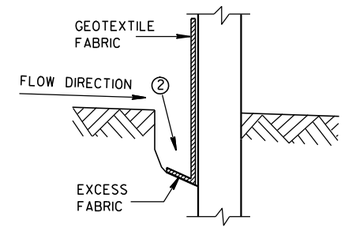
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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

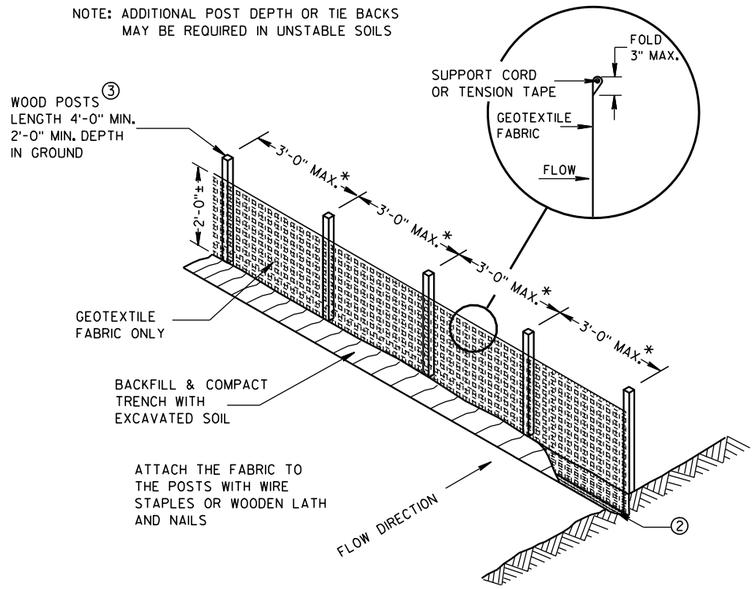
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

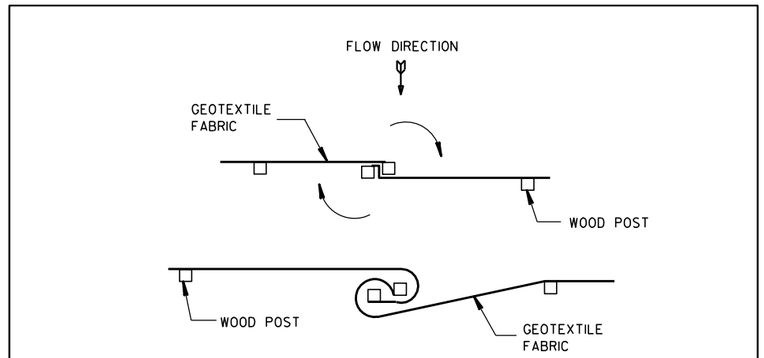
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



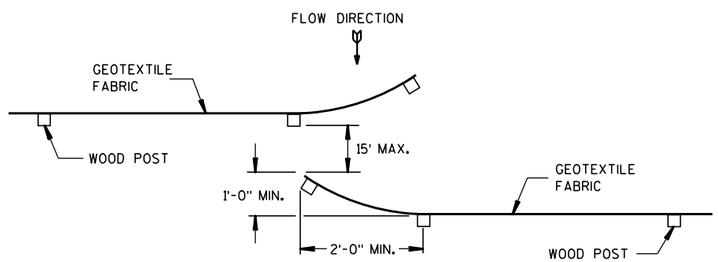

## TRENCH DETAIL




## SILT FENCE

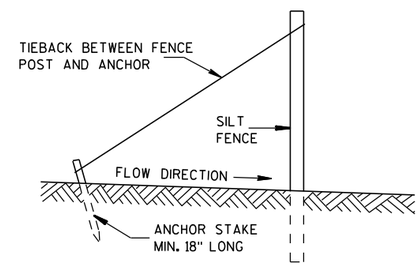



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE ⑤




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

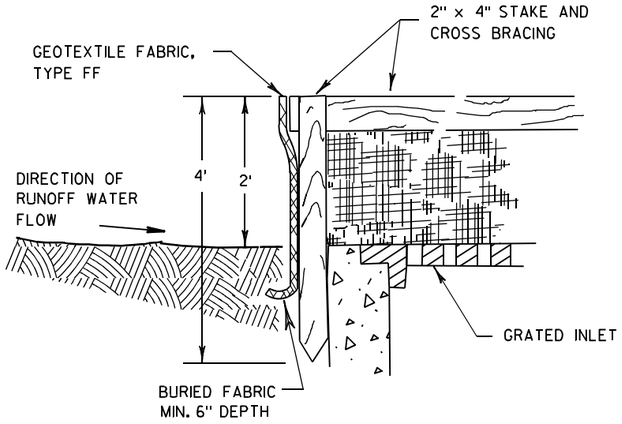


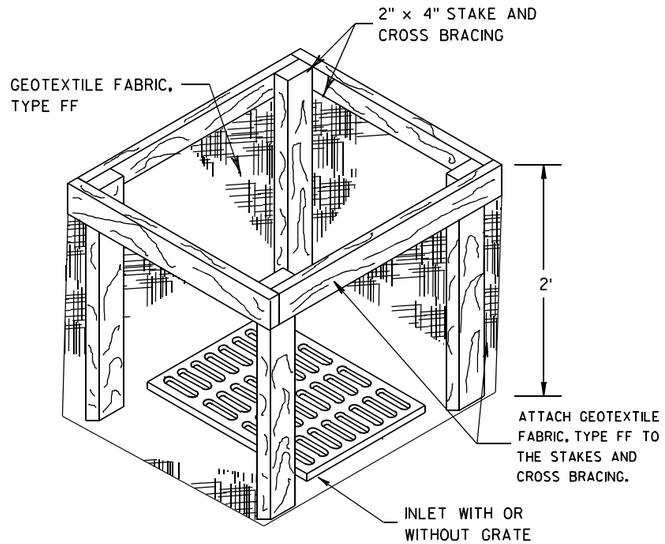
6

S.D.D. 8 E 9-6

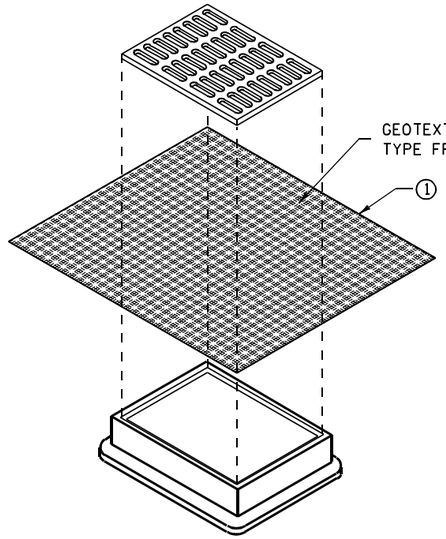
6

S.D.D. 8 E 9-6



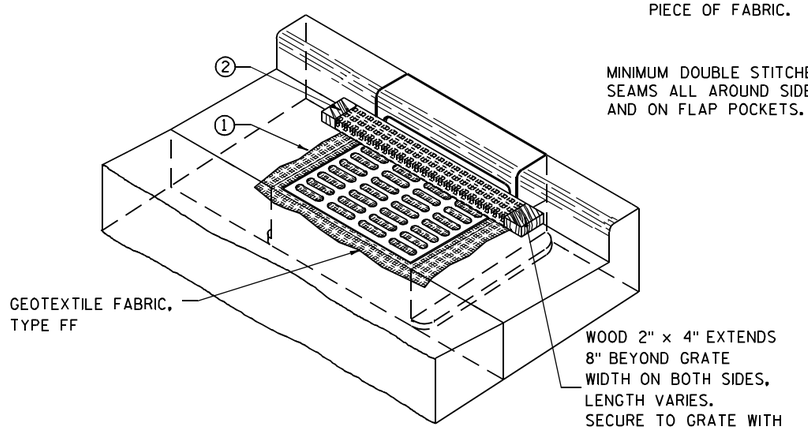




## INLET PROTECTION, TYPE A

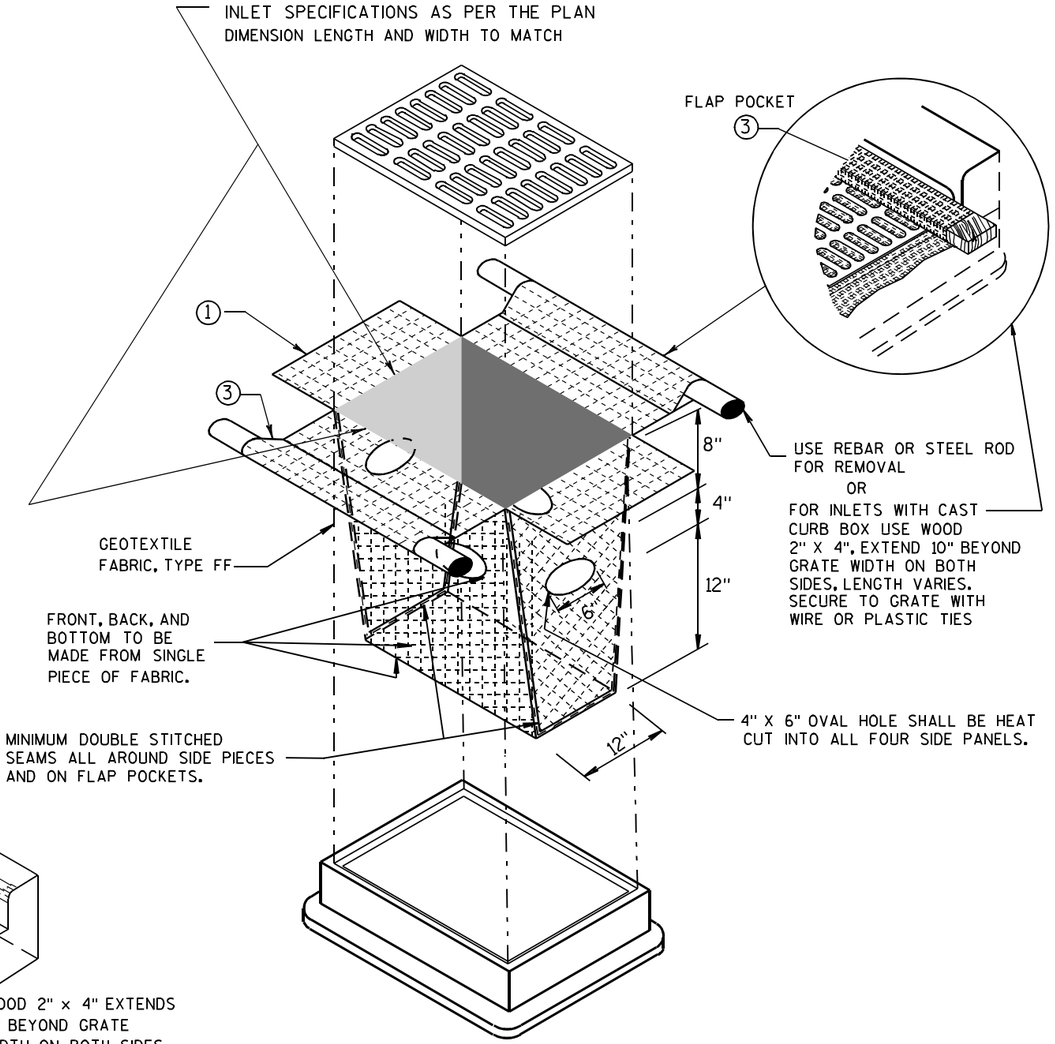



## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

(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.

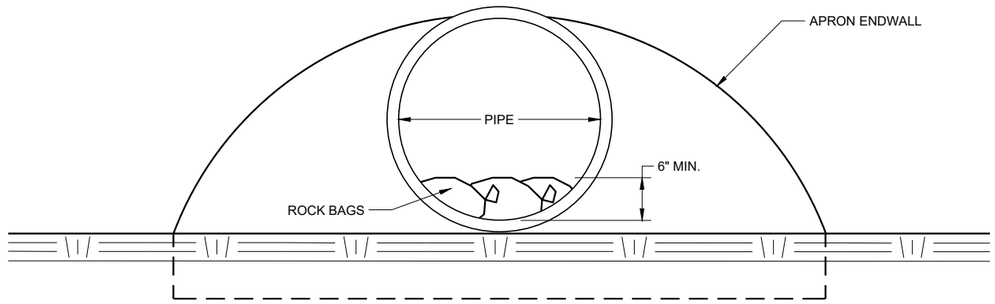
**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

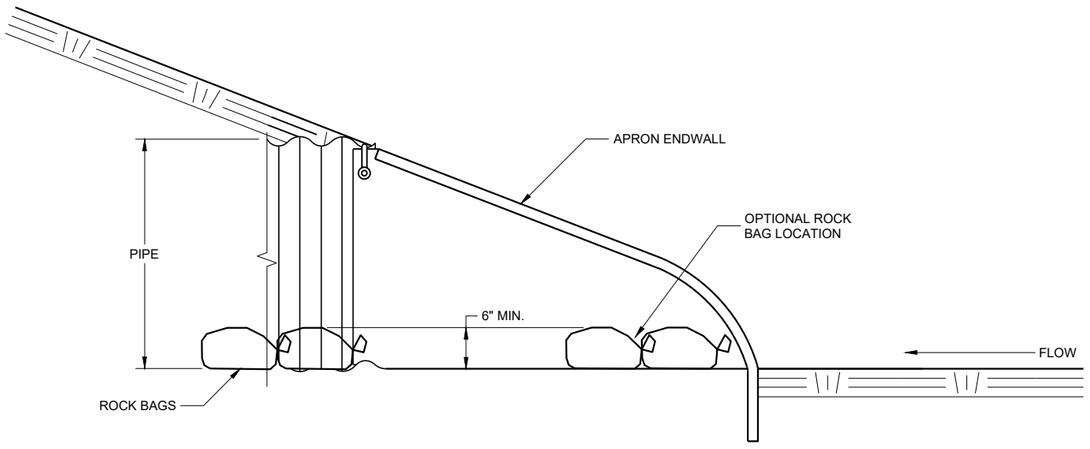
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA




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




**END VIEW**




**SIDE VIEW**

## CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

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




6

SDD 08E15 - 01

## METAL APRON ENDWALLS

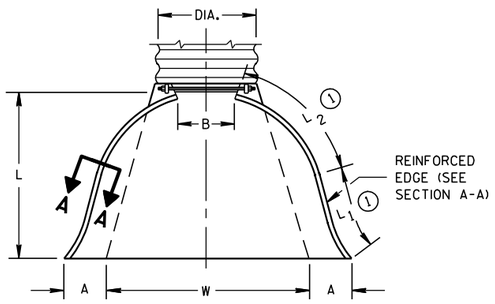
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2 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

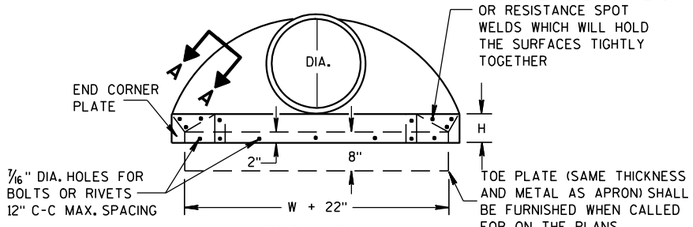
## REINFORCED CONCRETE APRON ENDWALLS

| 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 |

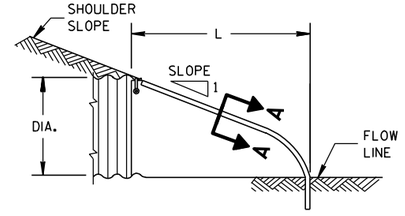
*MINIMUM
**MAXIMUM




PLAN VIEW

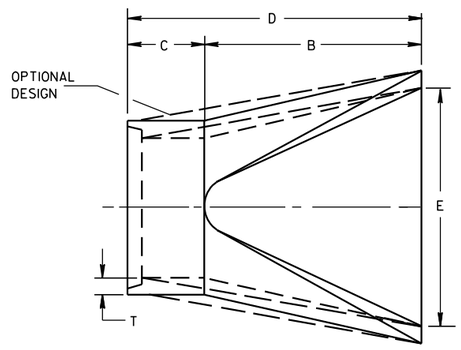



END VIEW

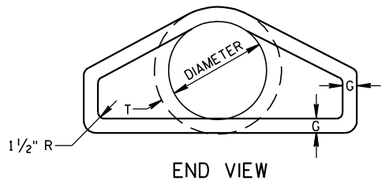



SIDE ELEVATION

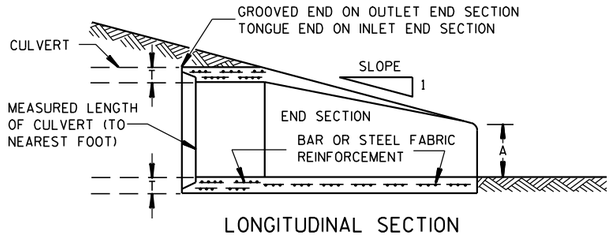
## METAL ENDWALLS




PLAN

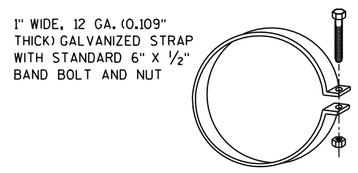



END VIEW



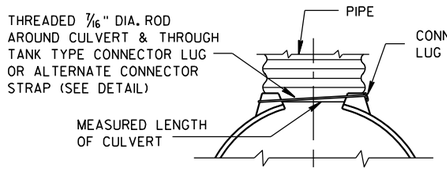

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

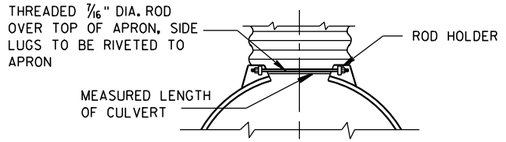



ALTERNATE FOR TYPE 1 CONNECTION

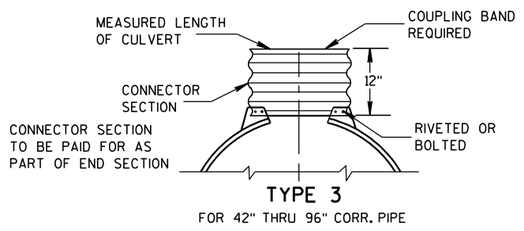
## END SECTION CONNECTOR STRAP



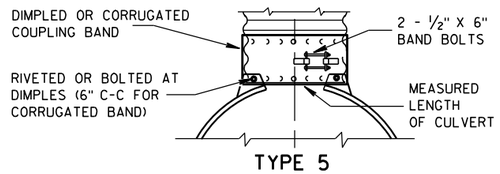

TYPE 1
FOR 12" THRU 24" CORR. PIPE




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

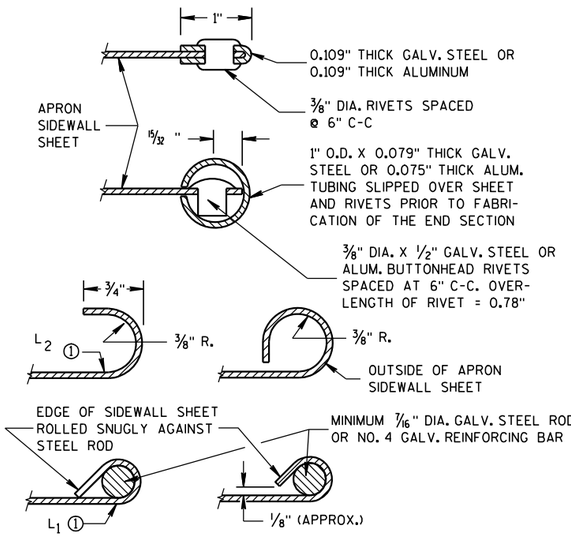
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

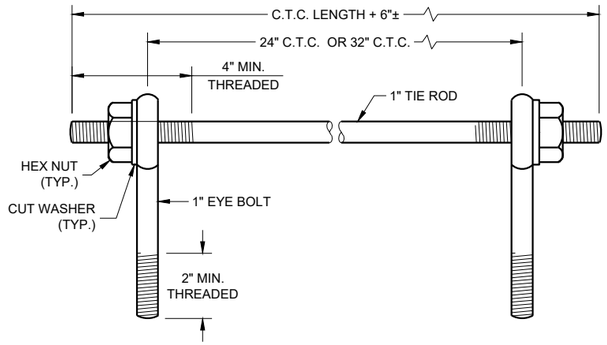
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

# APRON ENDWALLS FOR CULVERT PIPE

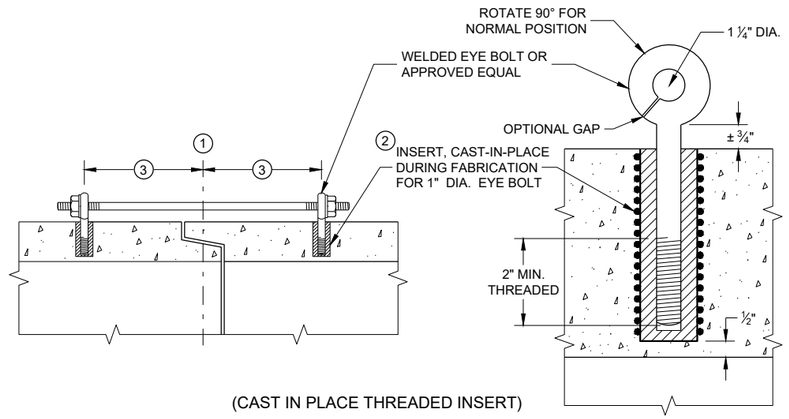
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

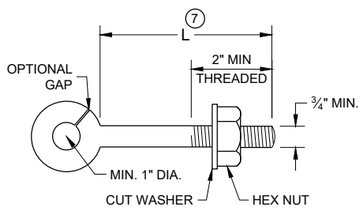
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

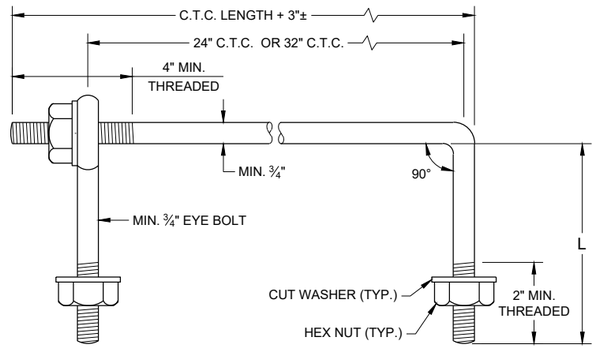
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

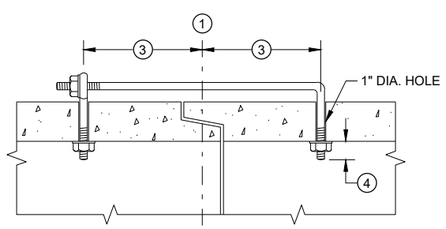



**EYE BOLT** (7)

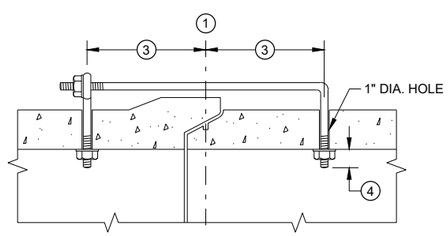
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




**EYE BOLT AND TIE ROD**




(TONGUE AND GROOVE PIPE)




(MODIFIED BELL PIPE)

**LONGITUDINAL SECTION**

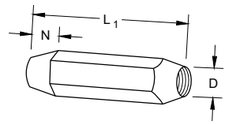
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

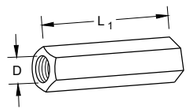
ADJUSTABLE TIE ROD TABLE

| 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



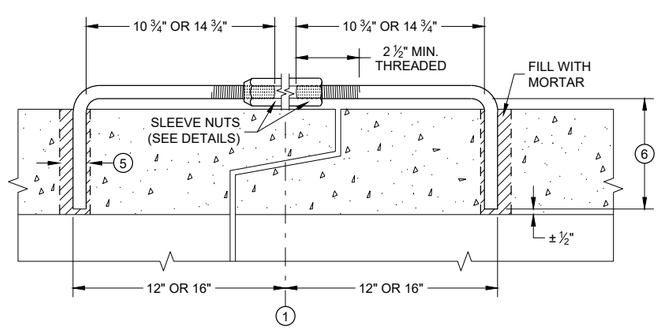

TAPERED




PLAIN

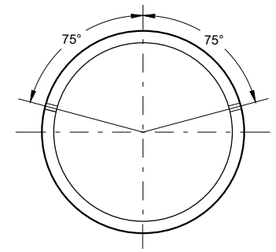
RIGHT AND LEFT THREADS

**SLEEVE NUTS**



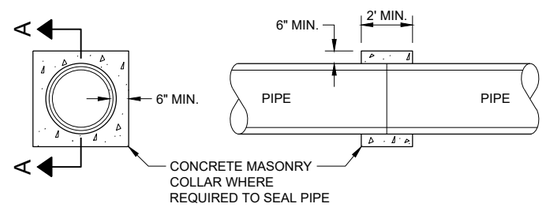

**LONGITUDINAL SECTION**

## 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**

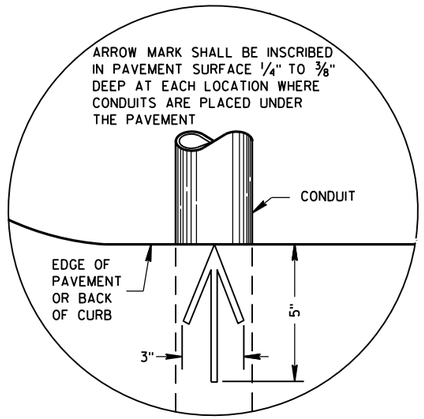
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



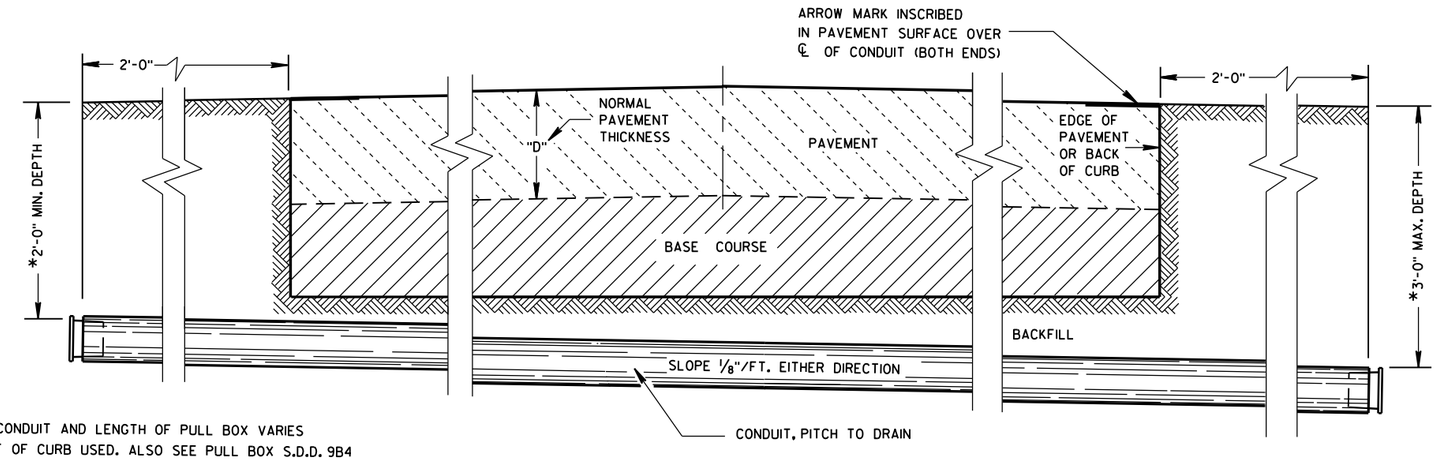
SDD 08F04 - 08

SDD 08F04 - 08




**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

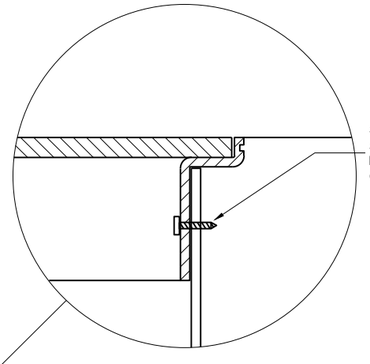
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS
AND WEIGHTS

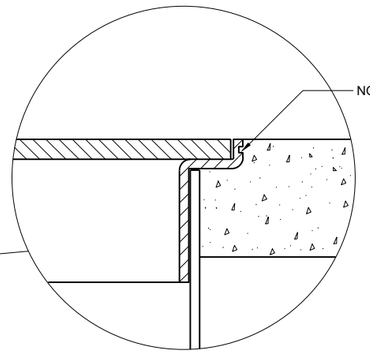
| DIMENSION IN INCHES | | NON- CONDUCTIVE PULL BOX | |
|---|---|---|---|
| BOX DIAMETER ** (INSIDE) | A | 24 | 24 |
| BOX OVERALL OUTSIDE DIAMETER | B | 27 | 27 |
| BOX LENGTH | C | 36 | 42 |
| FRAME OPENING | D | 22 ½ | 22 ½ |
| WEIGHT IN POUNDS * | | | |
| COVER | | 50 | 50 |
| BOX ONLY | | 75 | 85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

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

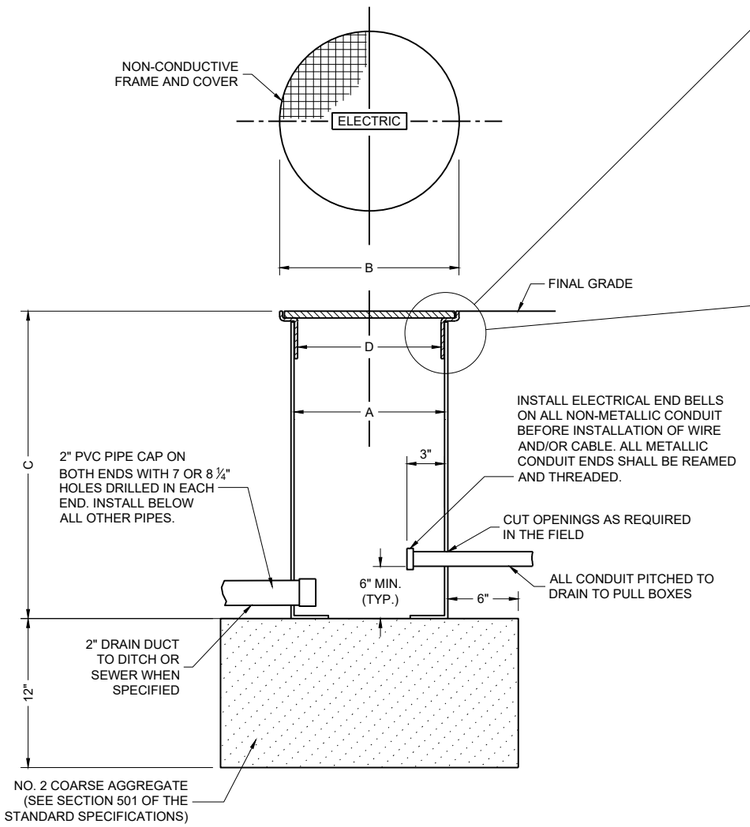
** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE.



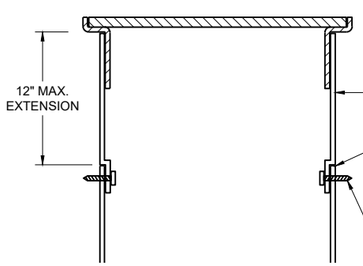

**INSTALLED IN SOD OR CRUSHED AGGREGATE**




**INSTALLED IN SIDEWALK**




**NON-CONDUCTIVE PULL BOX**




**BOX EXTENSION**

## GENERAL NOTES

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

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

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

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

COVER SHALL BE MAGNETICALLY LOCATABLE.

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

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

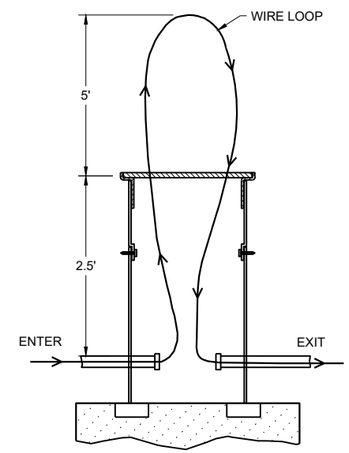
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

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

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

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




**MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX**

**PULL BOXES NON-CONDUCTIVE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

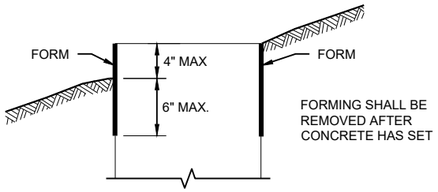
APPROVED
November 2024 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL ENGINEER

FHWA




6
SDD 09B16-03

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




## FORMING DETAIL

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

## GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

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

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

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

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

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

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

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

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

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

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

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

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

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

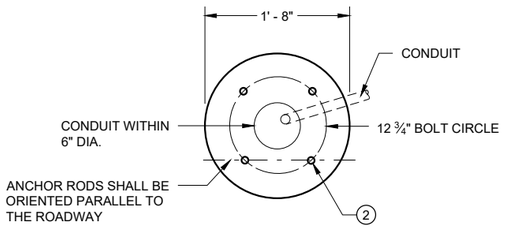
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

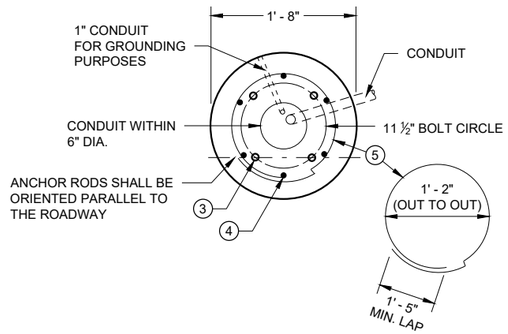
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

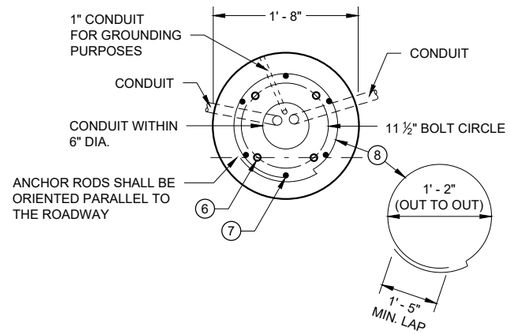
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

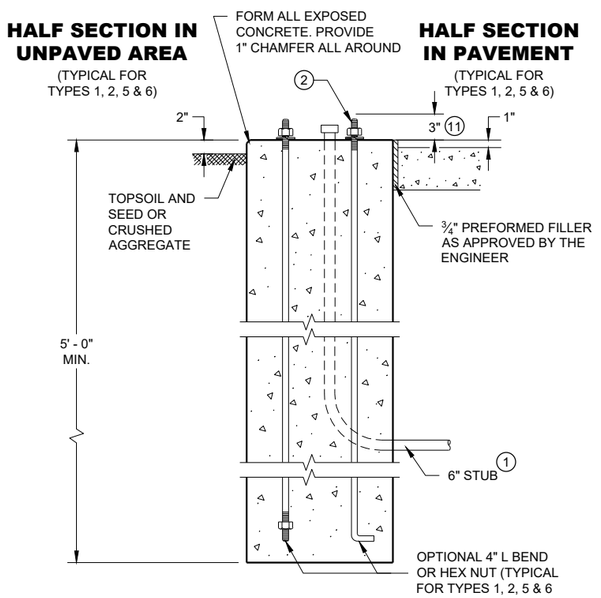
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

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

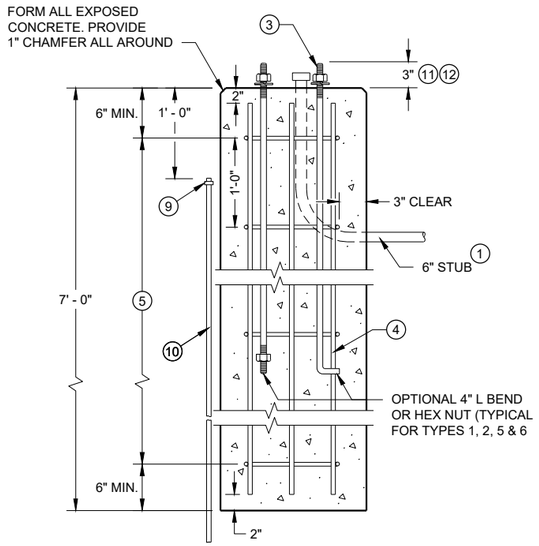


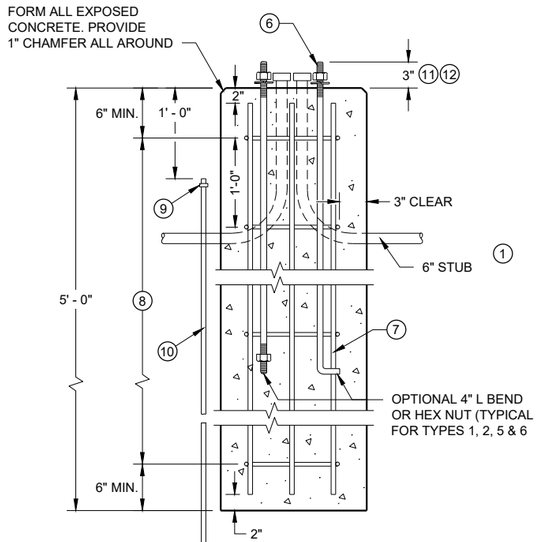




TYPE 1




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

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.

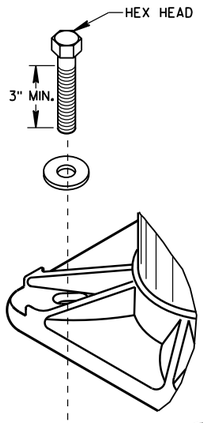
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

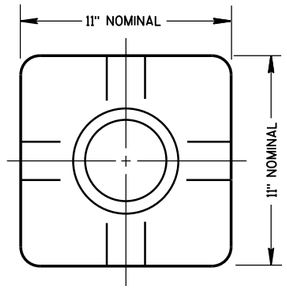
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

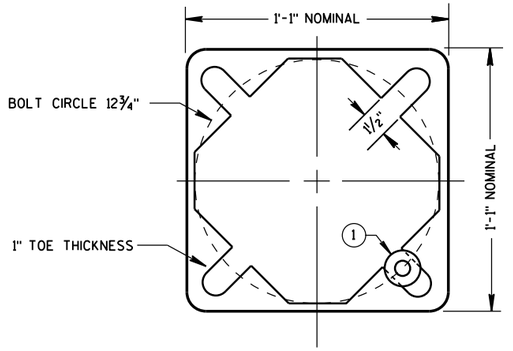
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

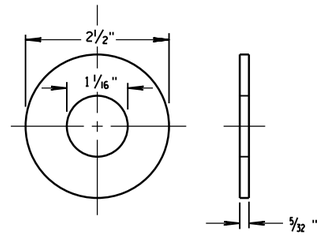



TOP VIEW
(PEDESTAL BASE)

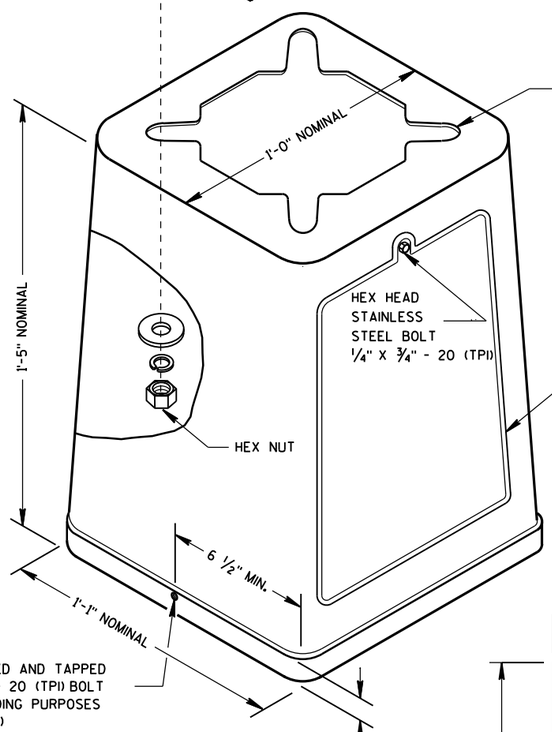



BOTTOM VIEW
(PEDESTAL BASE)

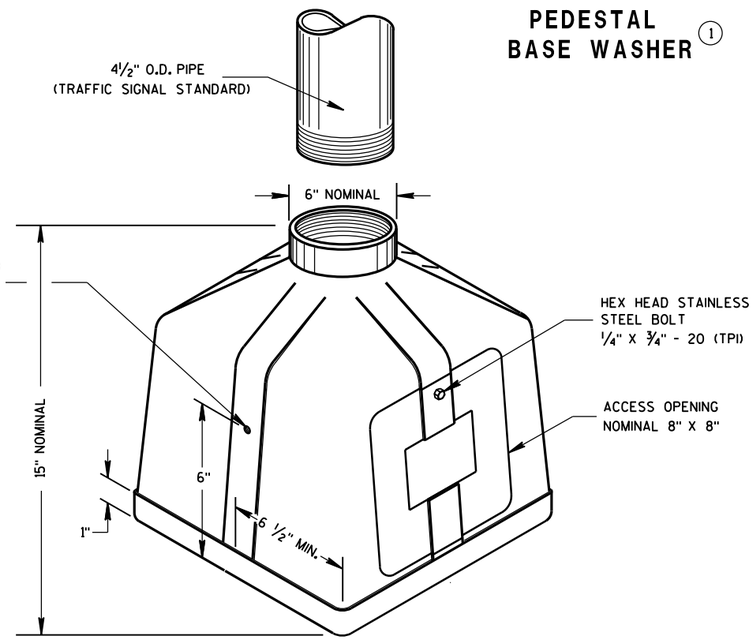



ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

**PEDESTAL BASE WASHER** (1)

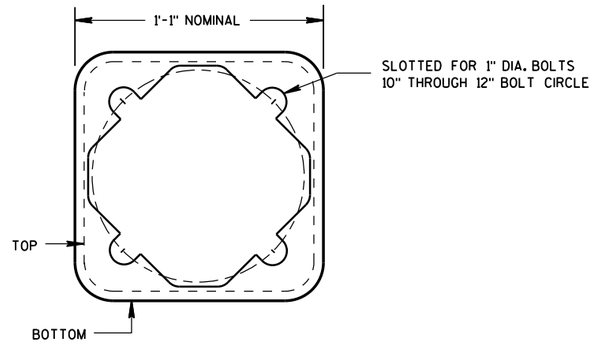



ISOMETRIC VIEW

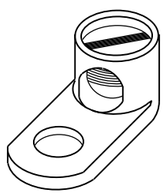



ISOMETRIC VIEW

**PEDESTAL BASE**




BOTTOM VIEW
(TRANSFORMER BASE)

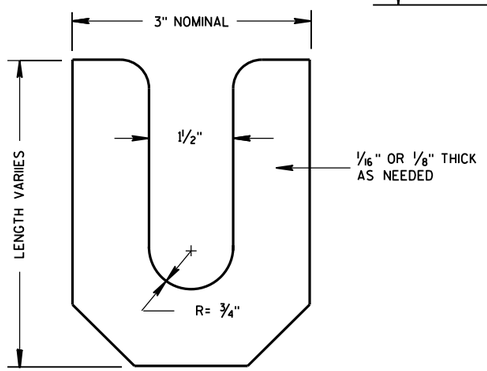


**TYPICAL MECHANICAL CONNECTOR LUG**

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

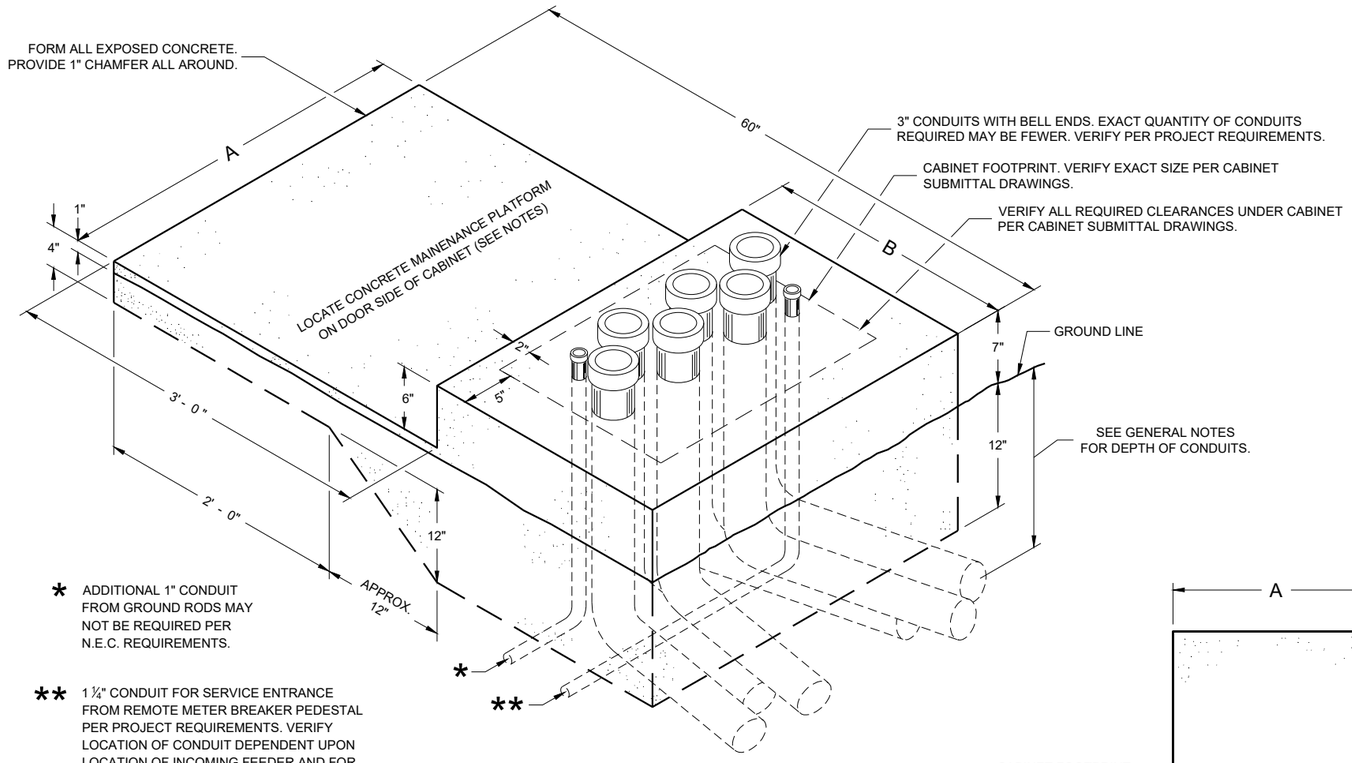


6

S.D.D. 9 C 3-4

6

S.D.D. 9 C 3-4




* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

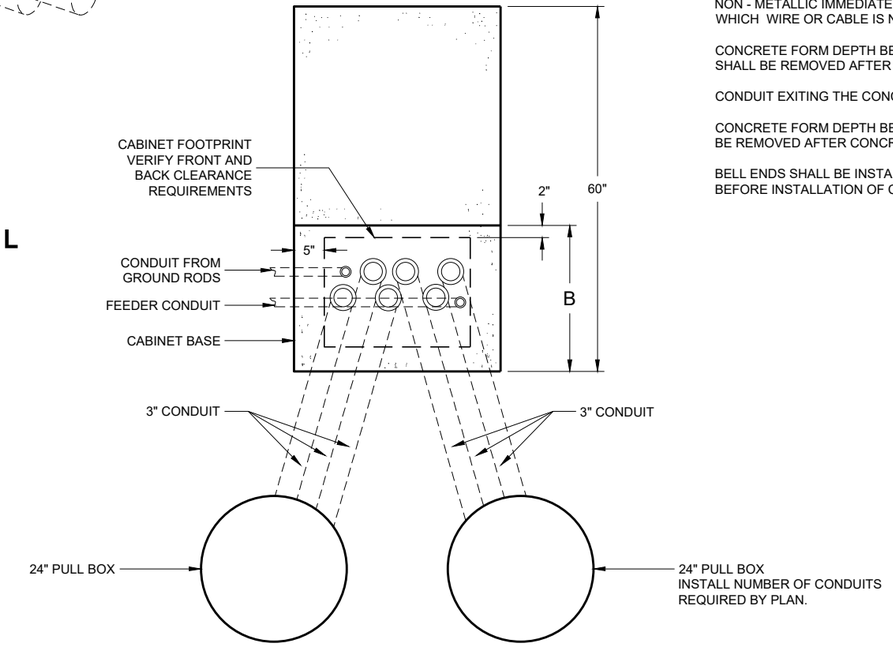
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

**ISOMETRIC VIEW**

## CONCRETE CONTROL CABINET BASE, TYPE L

( C.Y. CONCRETE = APPROX. 0.4 )

| CONCRETE BASE TYPE | CABINET WIDTH | DIMENSIONS | | MAXIMUM 3" CONDUITS |
|---|---|---|---|---|
| | | A | B | |
| L24 | 24" | 34" | 24" | 4 |
| L30 | 30" | 40" | 24" | 6 |




**PLAN VIEW**

## CONCRETE CONTROL CABINET BASE, TYPE L

## GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NON - METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

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 BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCHES MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6 INCH MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

**CONCRETE CONTROL CABINET BASE, TYPE L**

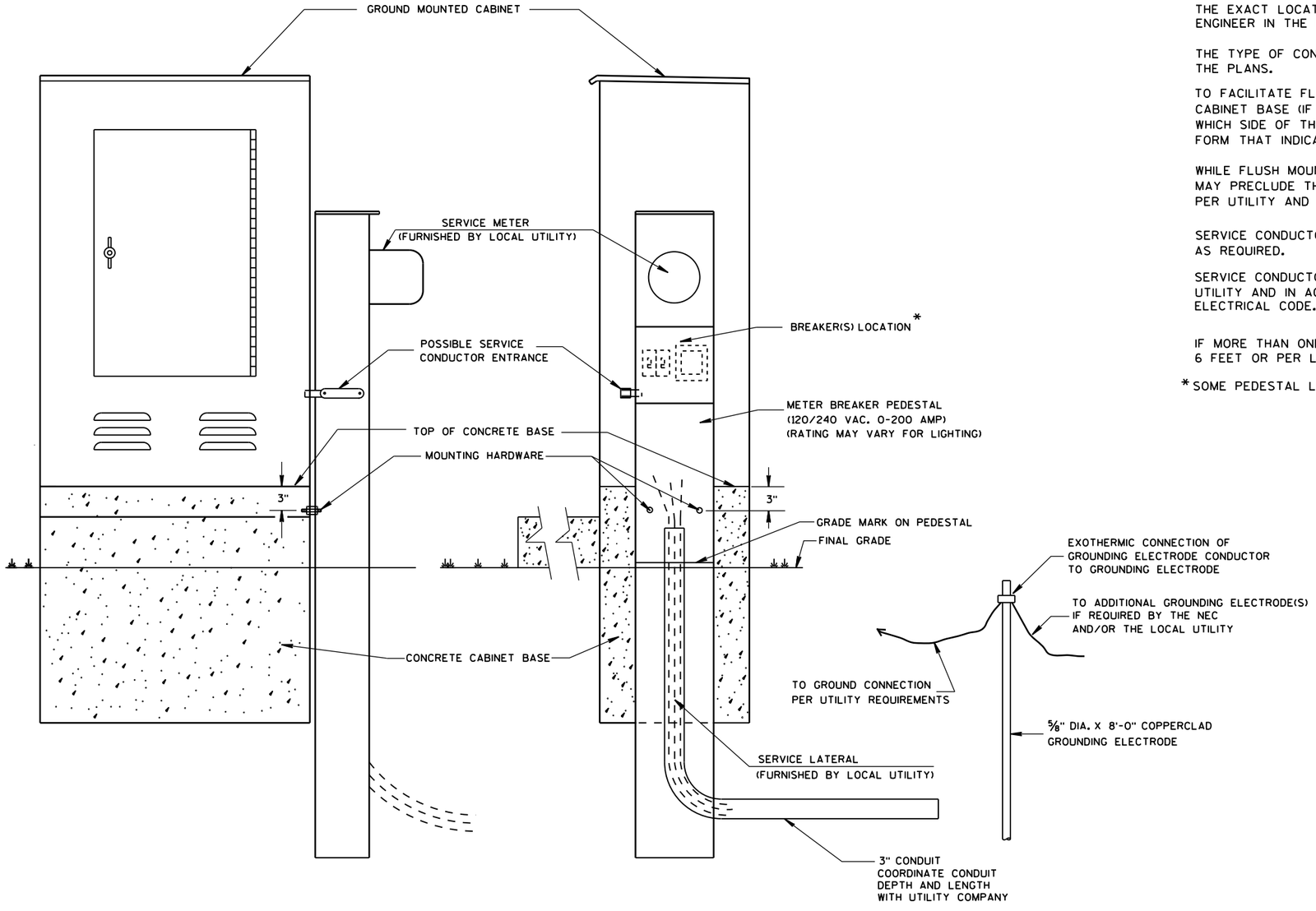
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA


6
SDD 09C14 - 03




**TYPICAL CABINET SERVICE INSTALLATION**

## GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

6

S.D.D. 9 D 1-5

6

S.D.D. 9 D 1-5

**CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)**

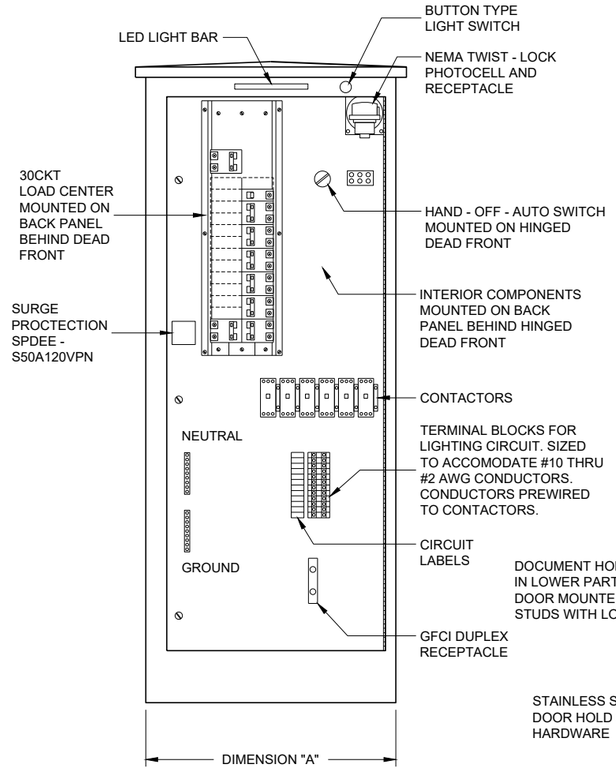
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

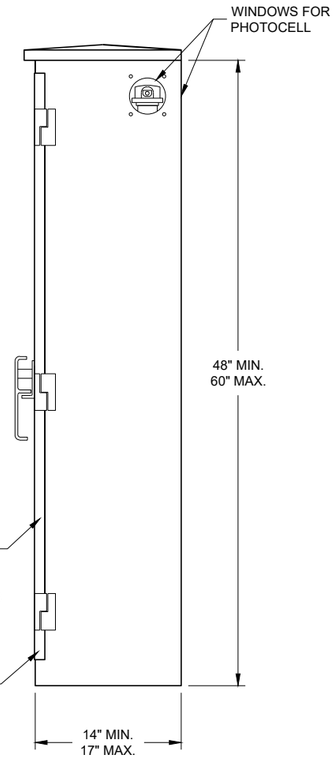
/S/ Ahmet Demirbilek
STATE ELECTRICAL

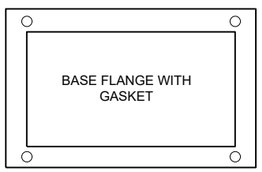
FHWA

## FRONT INTERIOR ELEVATION



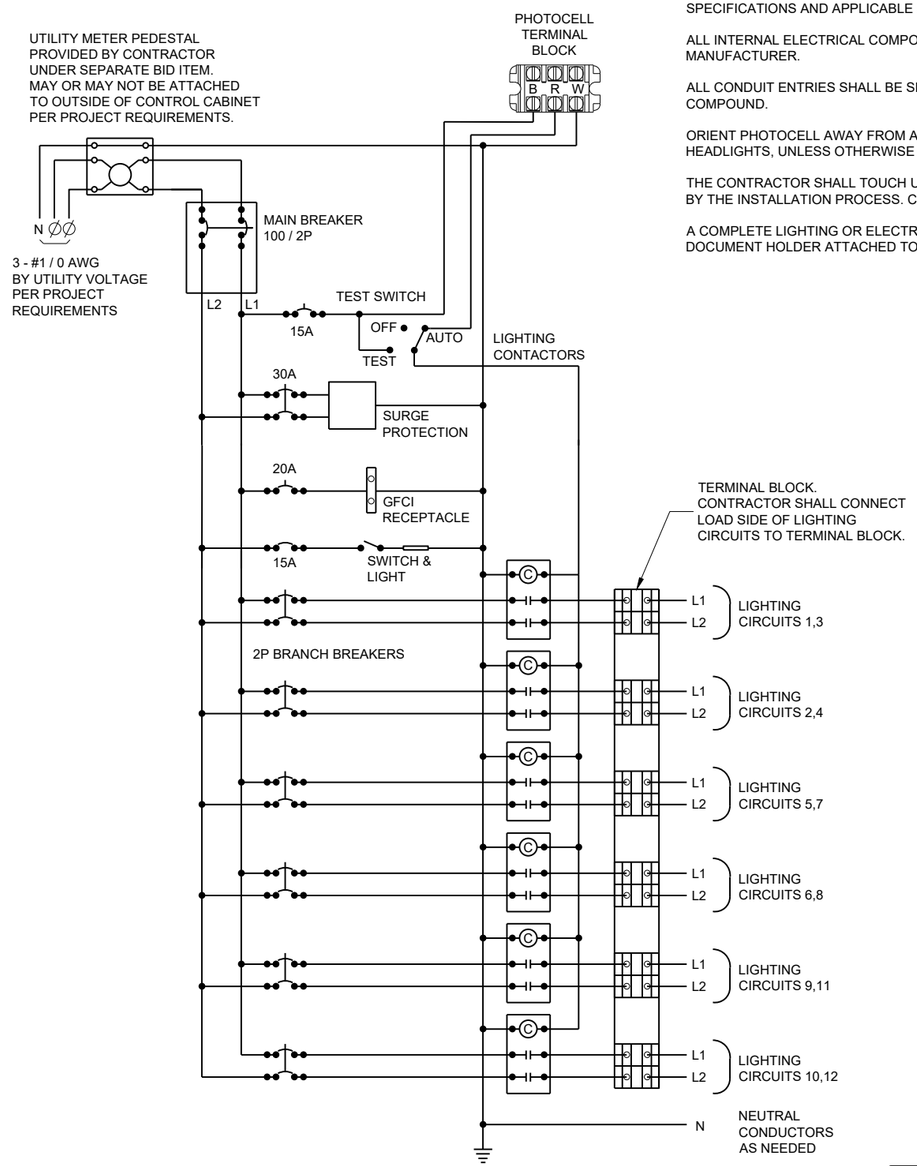

## SIDE VIEW




| TABLE OF DIMENSIONS (INCHES) | | |
|---|---|---|
| CONCRETE BASE TYPE | CABINET WIDTH | DIMENSION "A" |
| L24 | 24" | 24" |
| L30 | 30" | 30" |

## LIGHTING CONTROL CABINET




## CONTROL CABINET SCHEMATIC

## 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.

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

**LIGHTING CONTROL CABINET**
**120 / 240 VOLT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

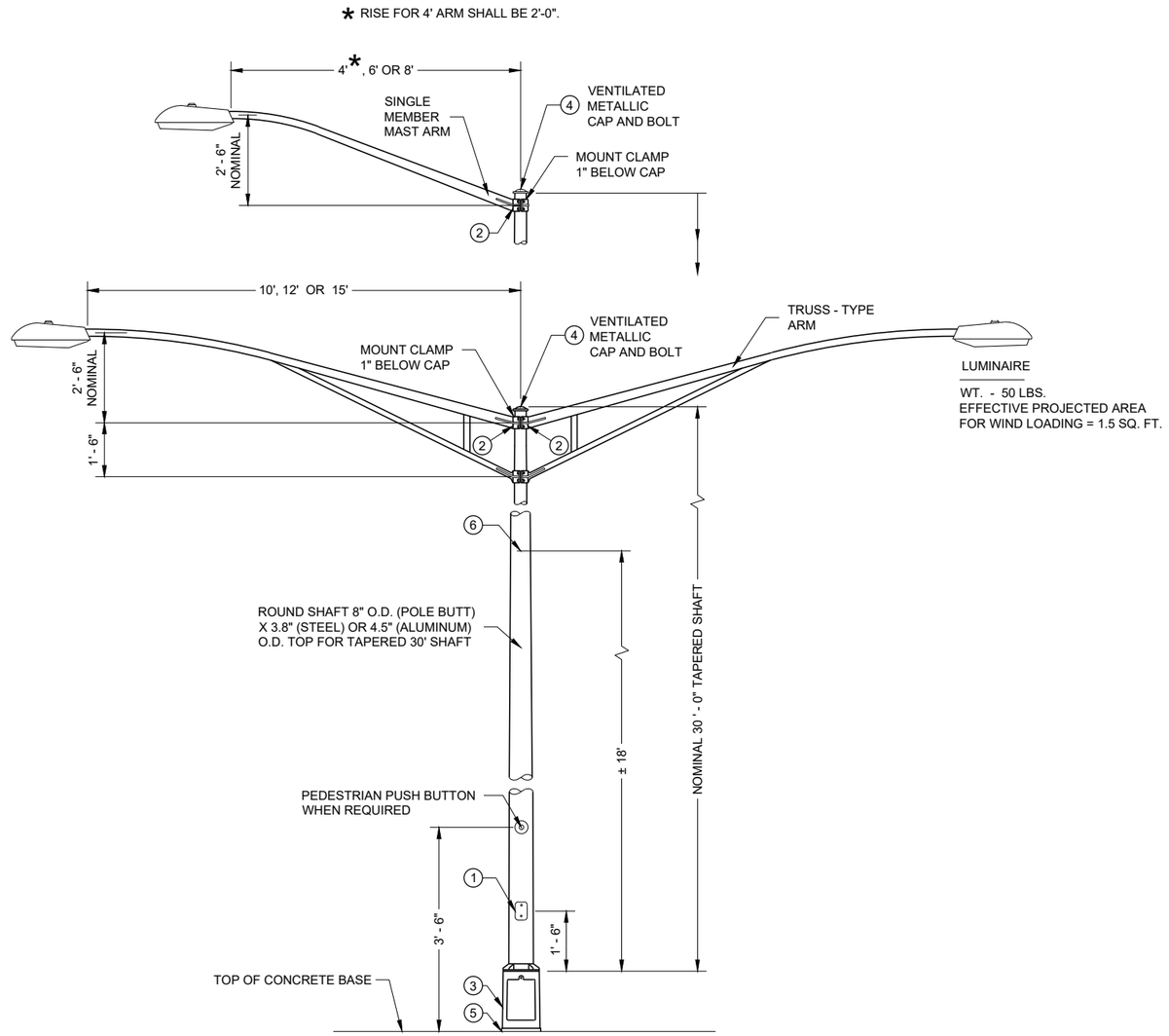
APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA




6
SDD 09D04 - 03




**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.

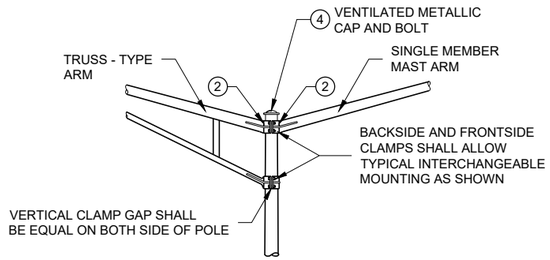
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(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.

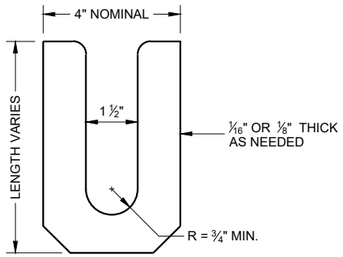
(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.

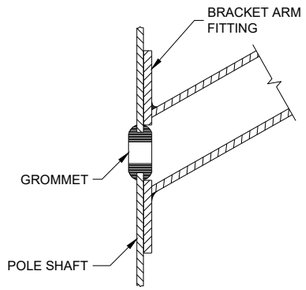



**INTERCHANGEABLE MOUNTING DETAIL**

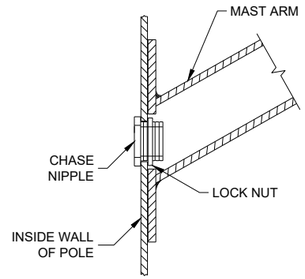
**POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 ( 30 FEET )**




**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.

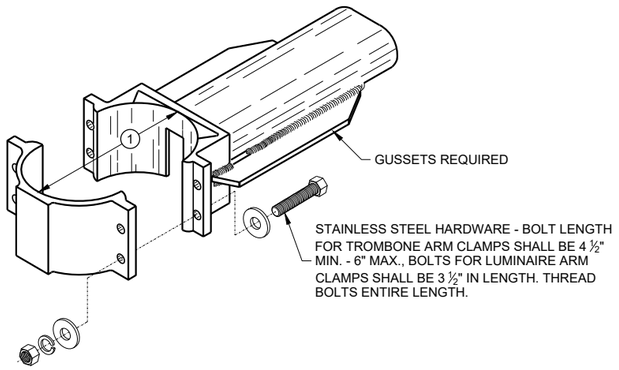
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

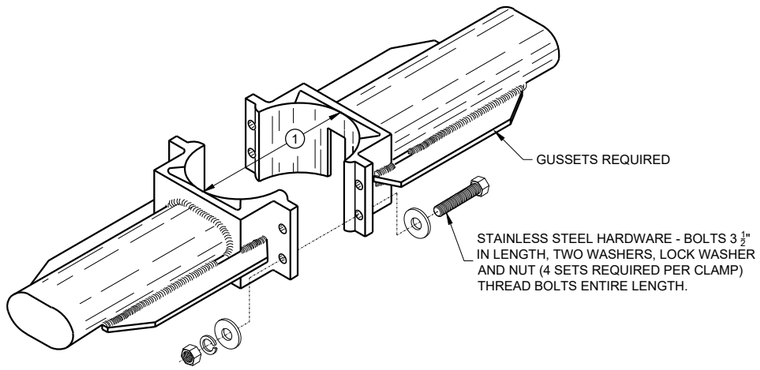
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

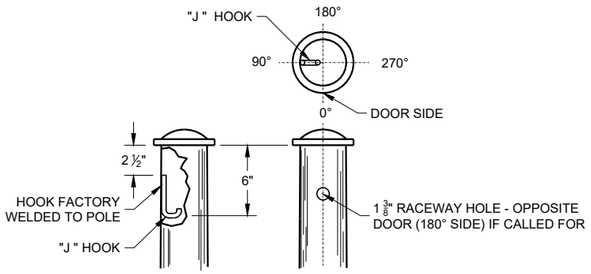
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



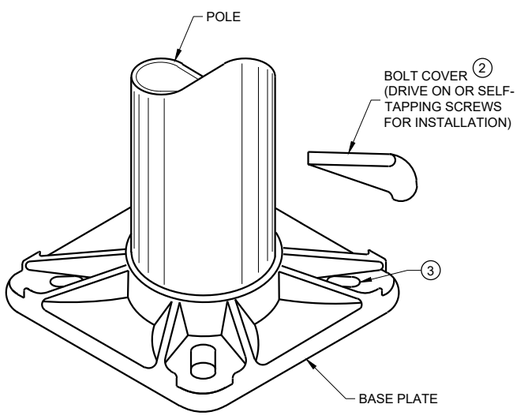

**TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP**



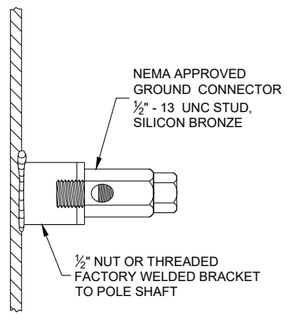

**TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS**

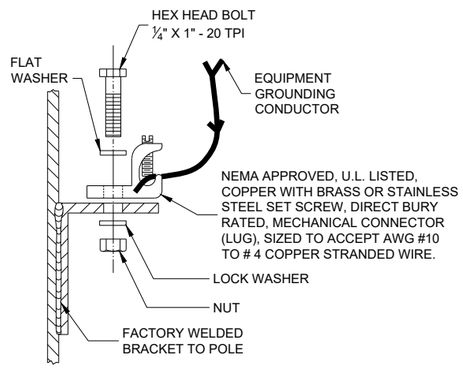


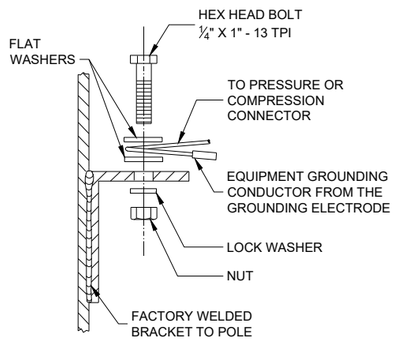

**TYPICAL "J" HOOK LOCATION**




**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

FHWA



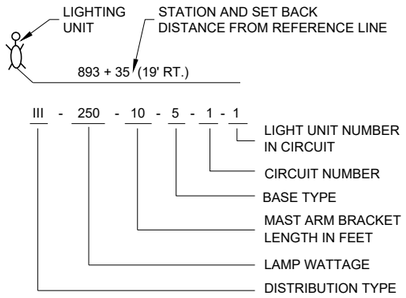

6
SDD09E01 - 15g

## GENERAL NOTES

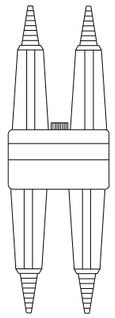
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

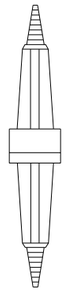
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



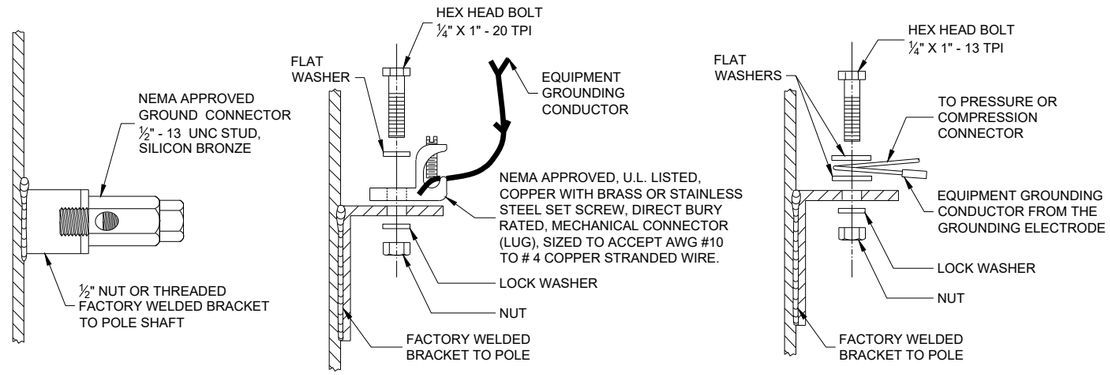

**LIGHTING UNIT CODE**
**(TYPICAL)**



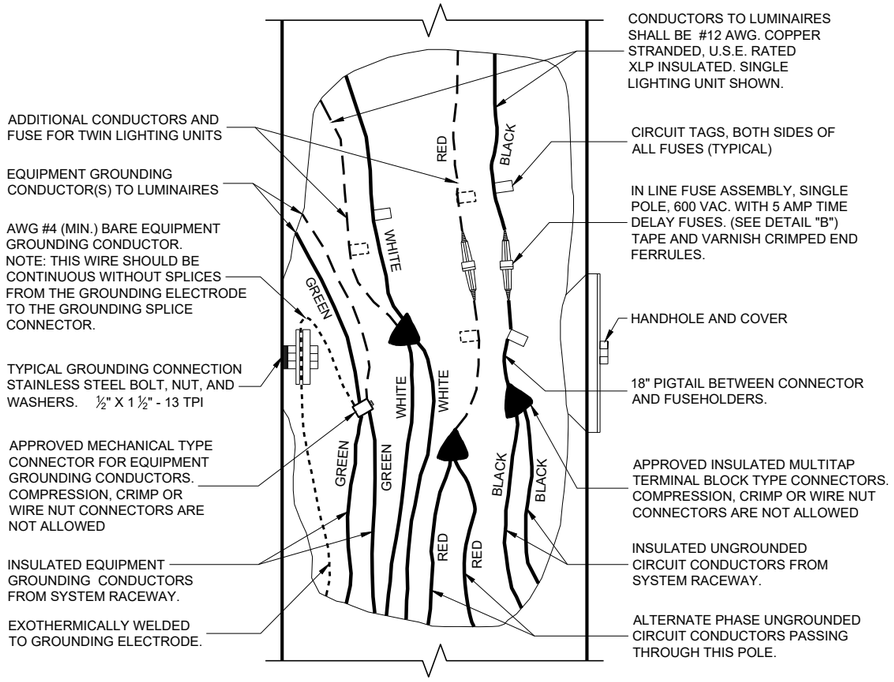
**DETAIL "A"**
**BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT**



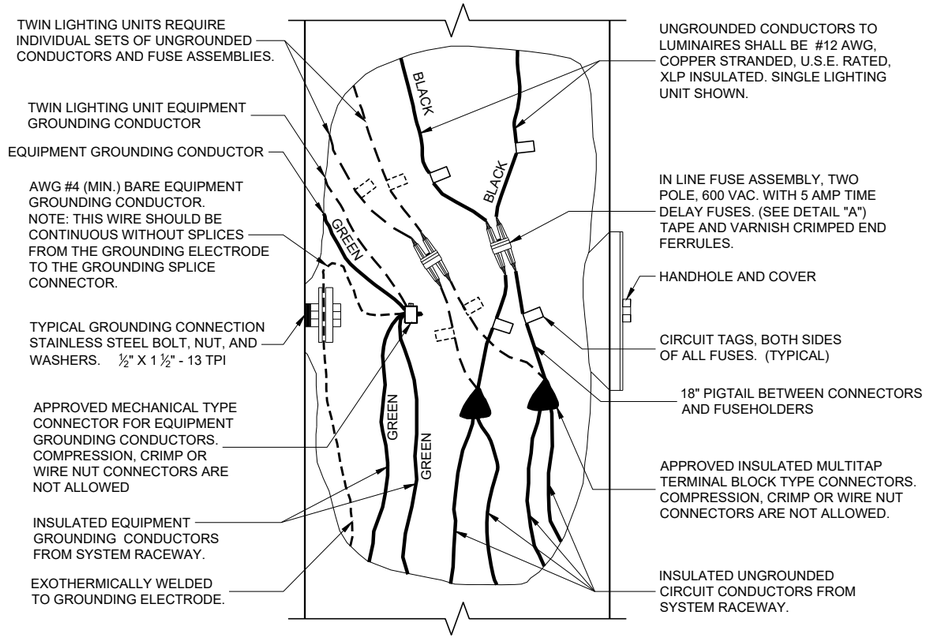
**DETAIL "B"**
**BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT**




**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**

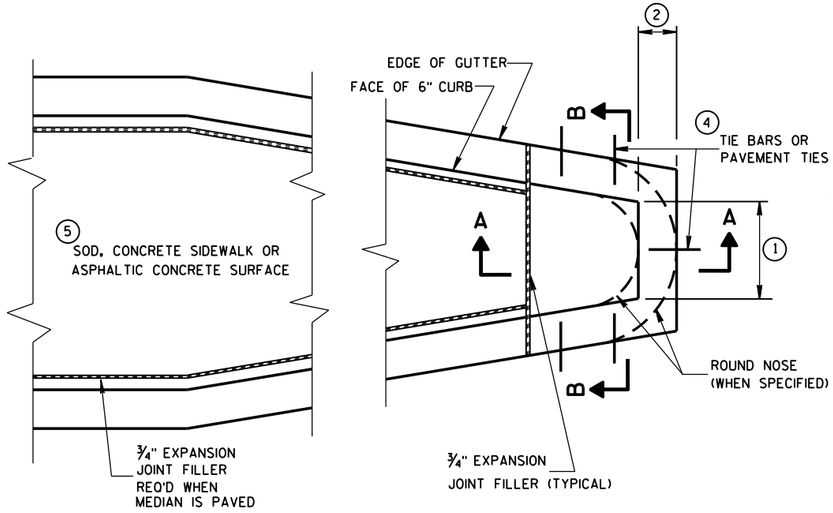
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

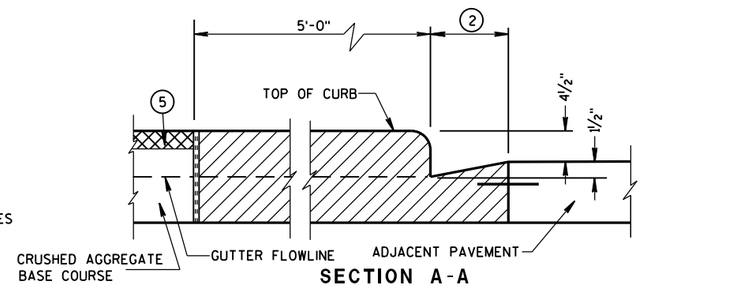
APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

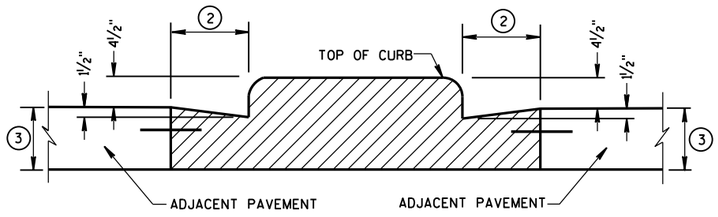
FHWA




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.

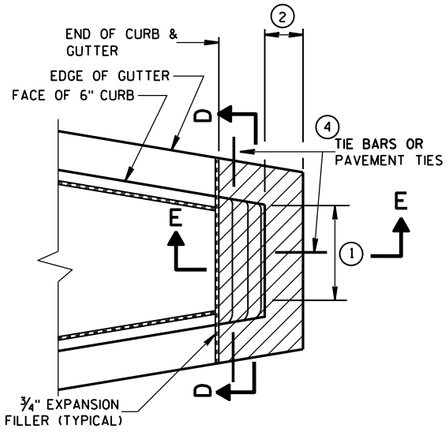
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

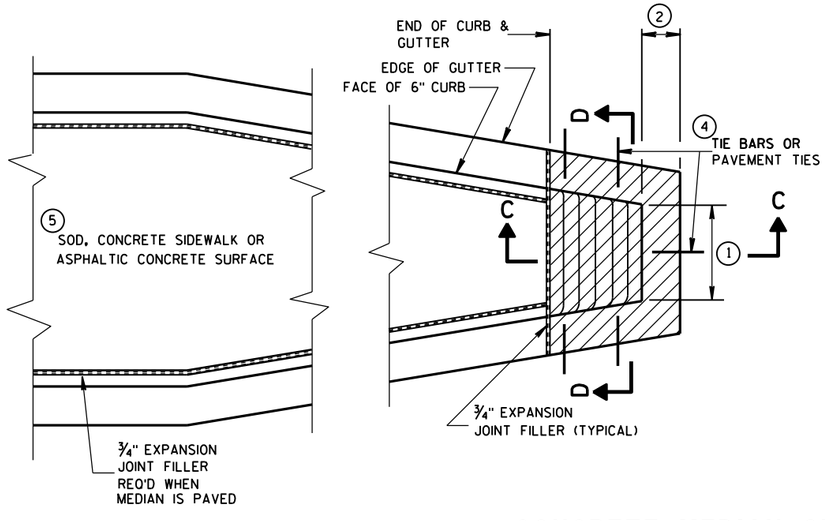
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

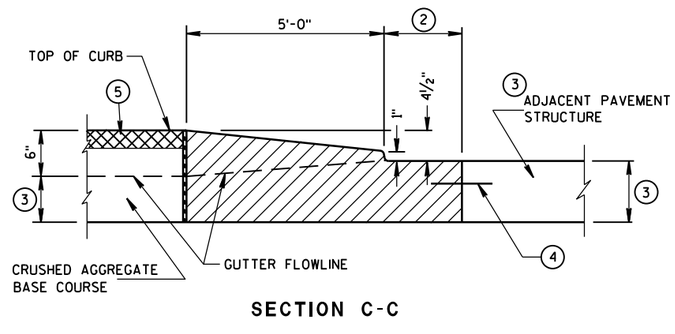
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

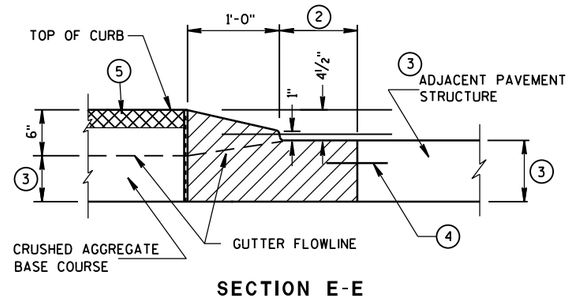
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



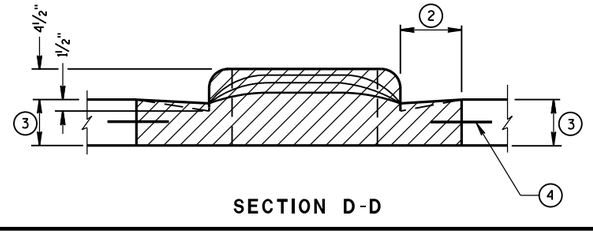




## CONCRETE MEDIAN SLOPED NOSE TYPE 2

## CONCRETE MEDIAN SLOPED NOSE TYPE 1




| | |
|---|---|
| CONCRETE MEDIAN NOSE | |
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | |
| APPROVED<br>6/8/2006<br>DATE<br>FHWA | /S/ Jerry H. Zogg<br>ROADWAY STANDARDS D<br>ENGINEER |



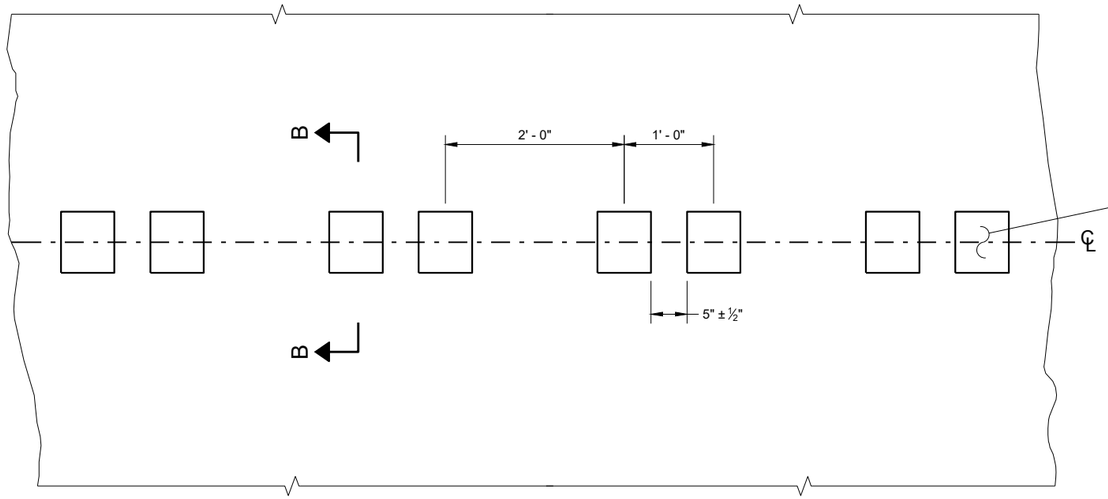

6

S.D.D. 11 B 2-2

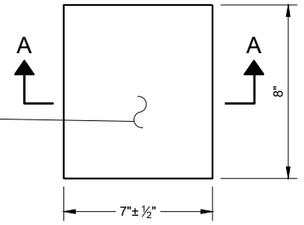
## GENERAL NOTES

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

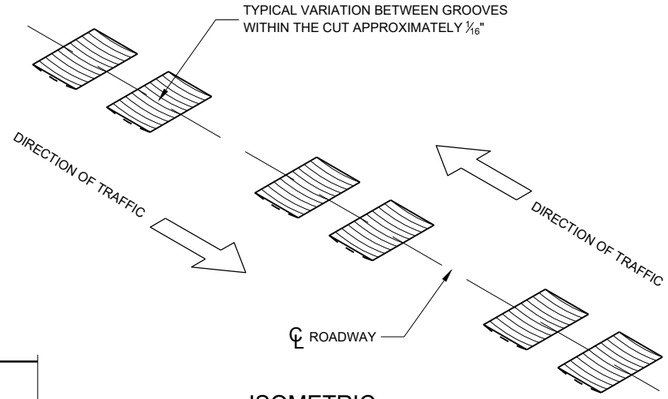
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



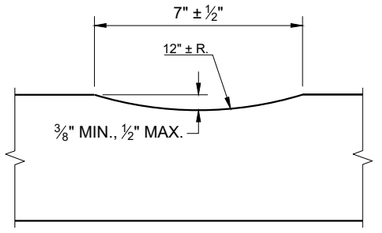

**PLAN DETAIL VIEW**



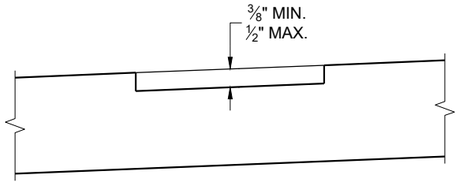

**PLAN VIEW**
**(SINGLE GROOVE)**



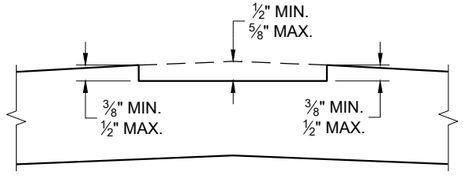

ISOMETRIC



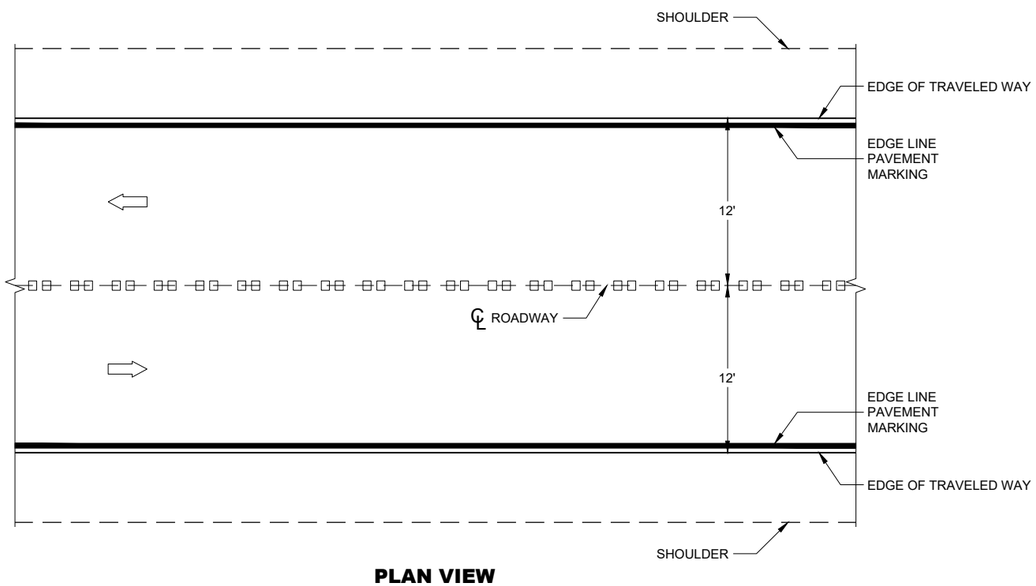

**SECTION A - A**




**SECTION B - B**
**SUPERELEVATED ROADWAY**




**SECTION B - B**
**CROWNED ROADWAY**




**PLAN VIEW**

**CENTERLINE RUMBLE STRIPS - ASPHALT**

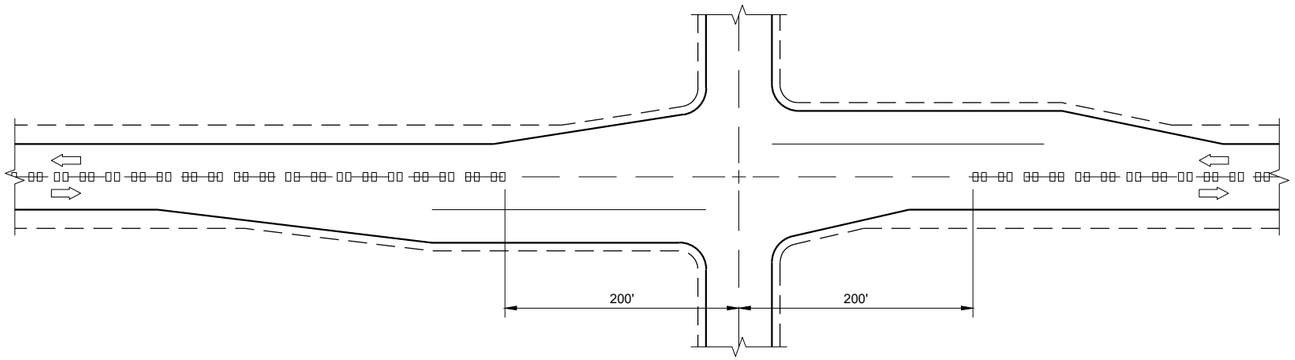
| CENTERLINE RUMBLE STRIPS - ASPHALT | |
|---|---|
| STATE OF WISCONSIN<br>DEPARTMENT OF TRANSPORTATION | 152 |

6

SDD 13A11 - 04a

6

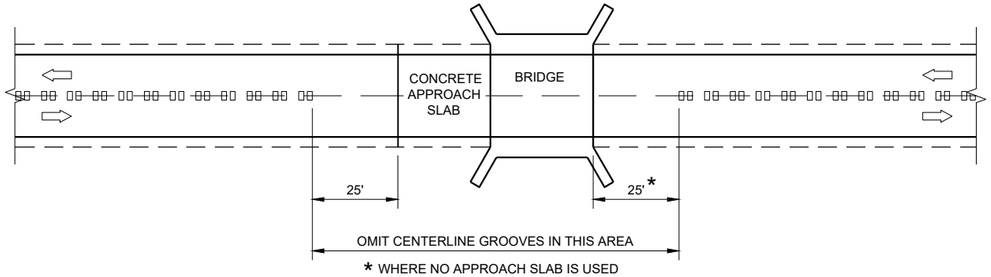
SDD 13A11 - 04a



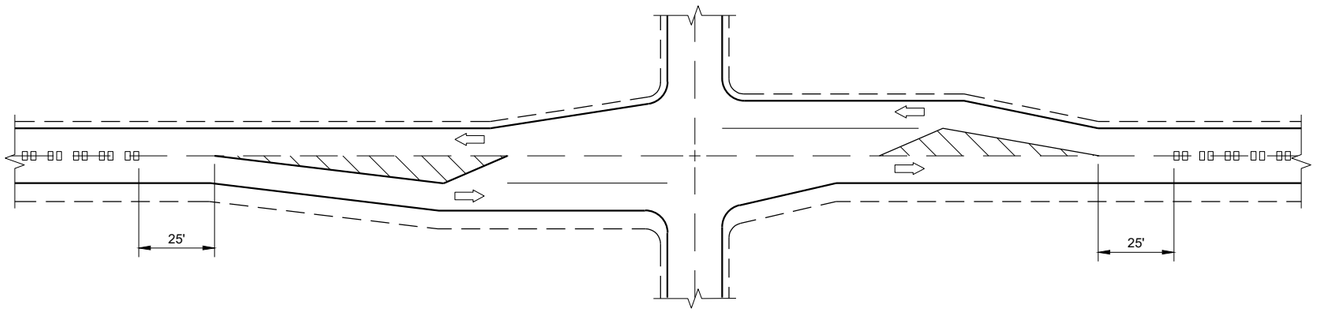

## CENTERLINE GROOVES AT INTERSECTIONS

## GENERAL NOTES

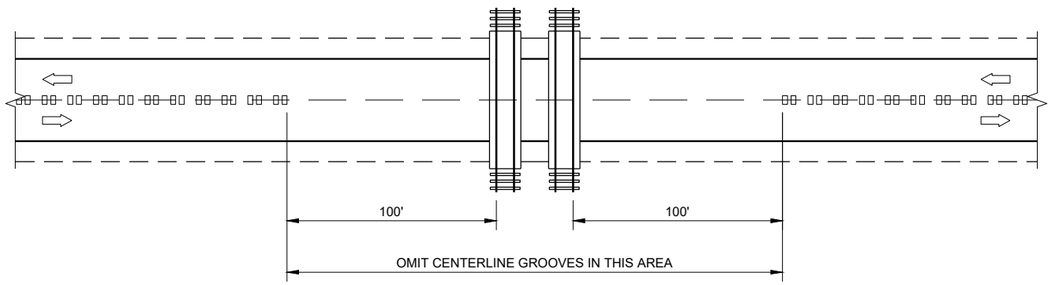
1. CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



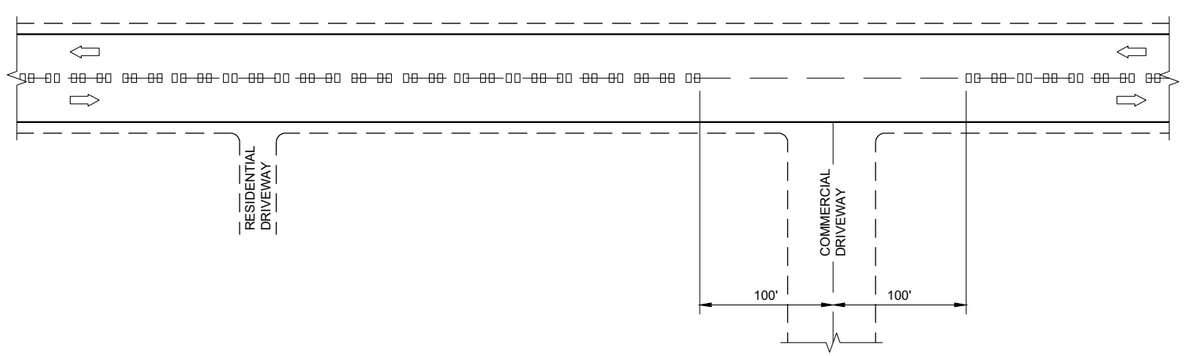

## CENTERLINE GROOVES AT BRIDGES




## CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)




## CENTERLINE GROOVES AT RAILROADS




## CENTERLINE GROOVES AT DRIVEWAYS (1)

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

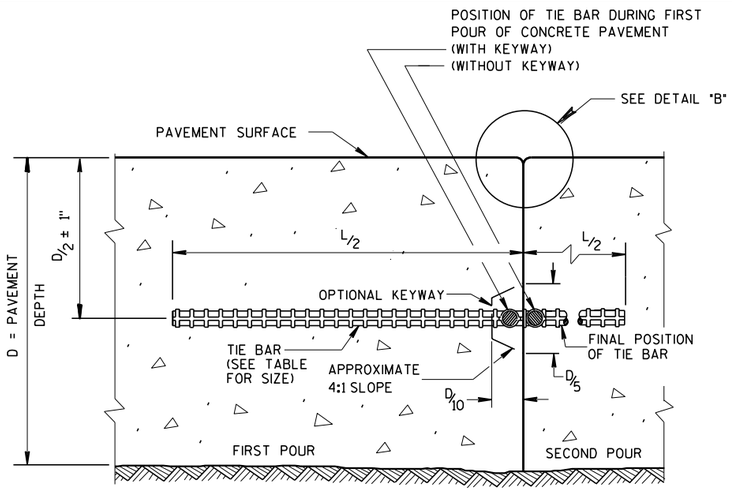
FHWA



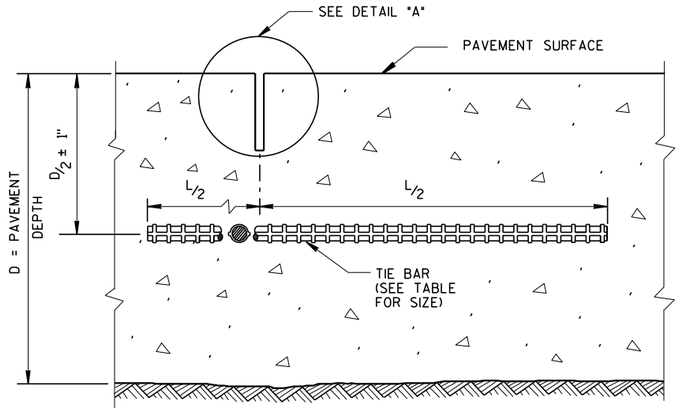


6

SDD 13A11 - 04d




## CONSTRUCTION JOINT




## SAWED JOINT

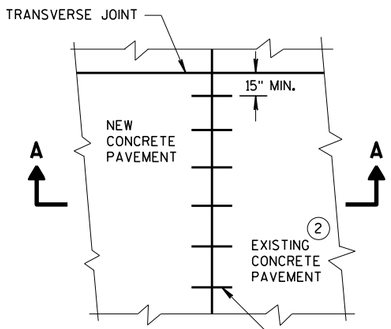
## GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

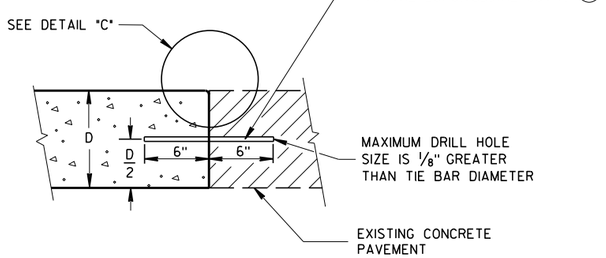
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

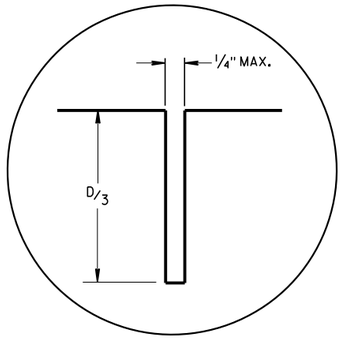



PLAN VIEW

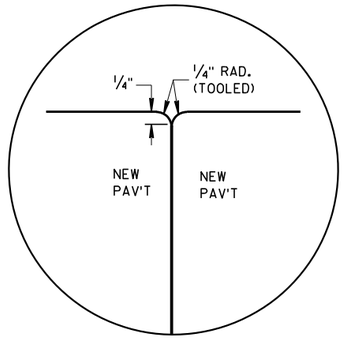



SECTION A-A

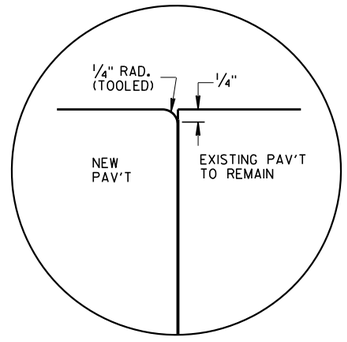
## LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT




## DETAIL "A"




## DETAIL "B"



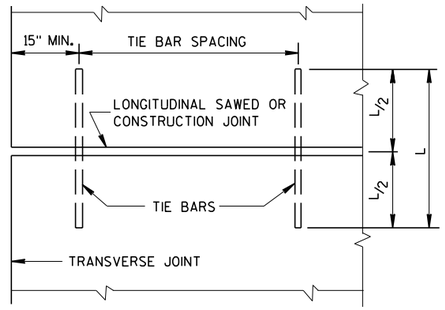

## DETAIL "C"

### 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

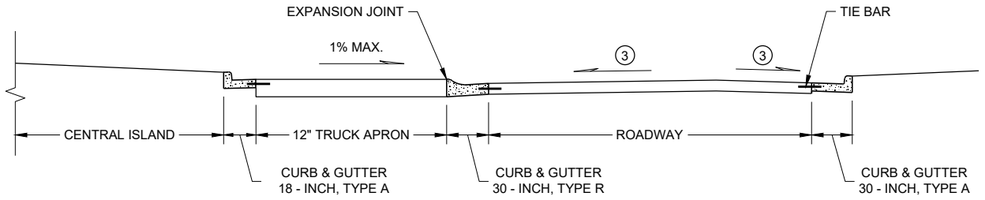


6

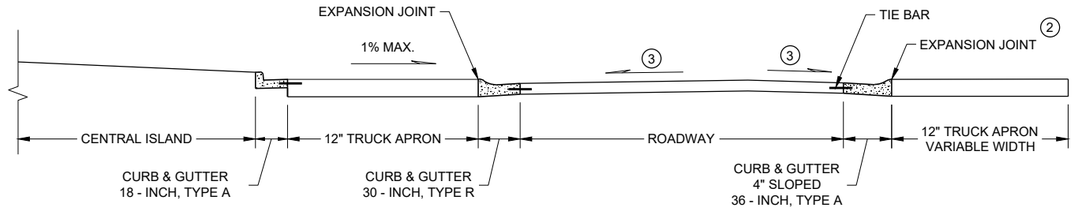
S.D.D. 13 C 1-19

6

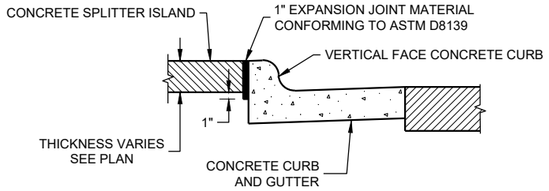
S.D.D. 13 C 1-19



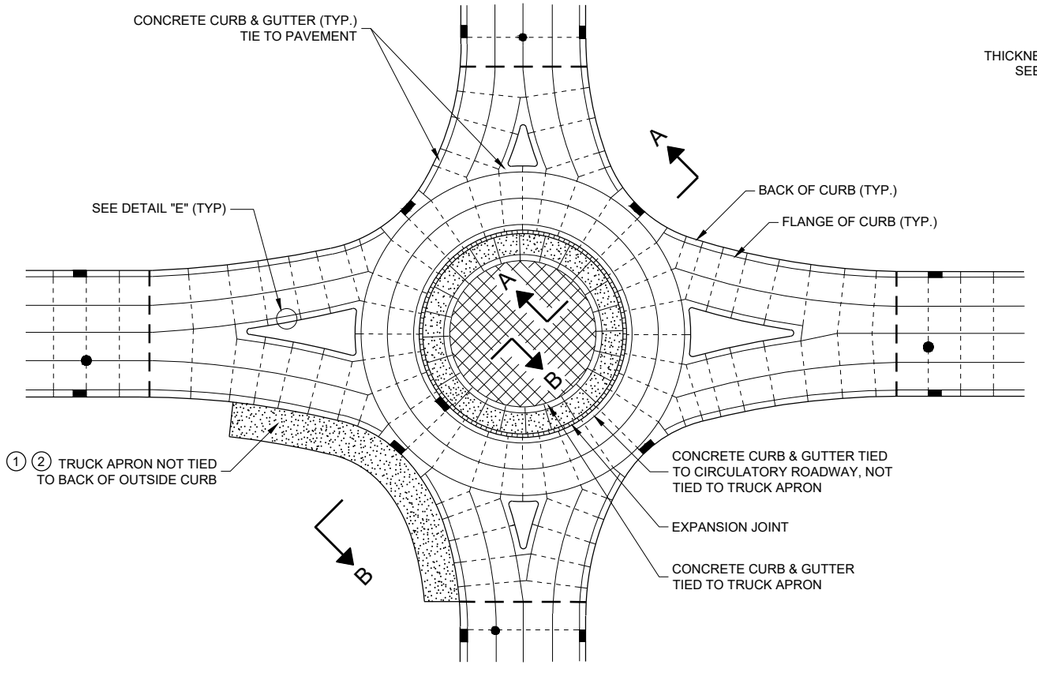

**SECTION A - A**



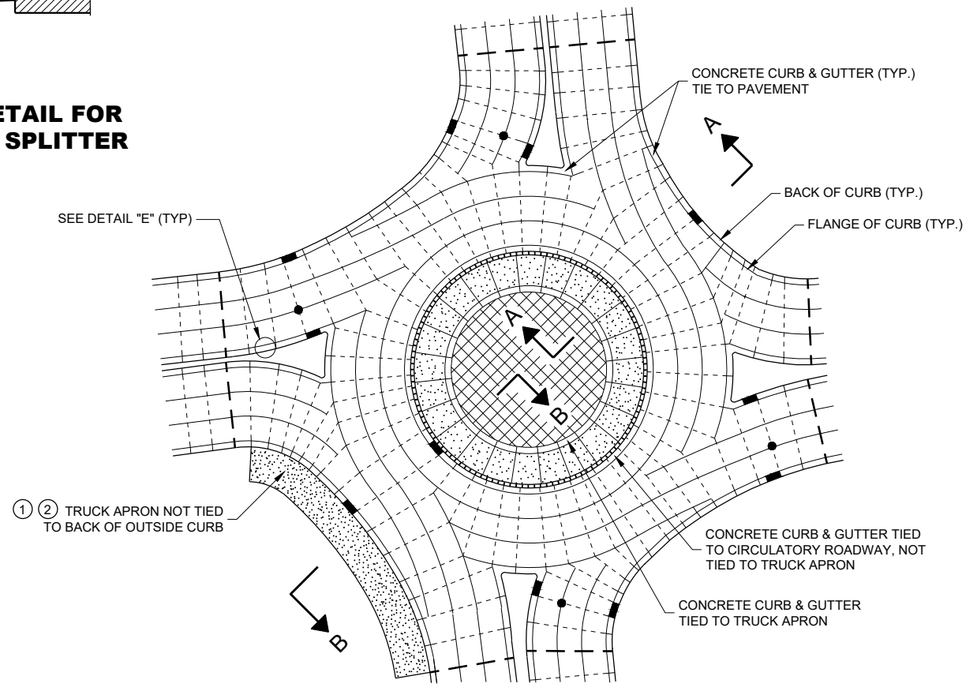

**SECTION B - B**




**DETAIL 'E'**
**EXPANSION JOINT DETAIL FOR VERTICAL CURB AT A SPLITTER ISLAND**




**ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS**




**PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS**

## GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.

(2) TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

## LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

**CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

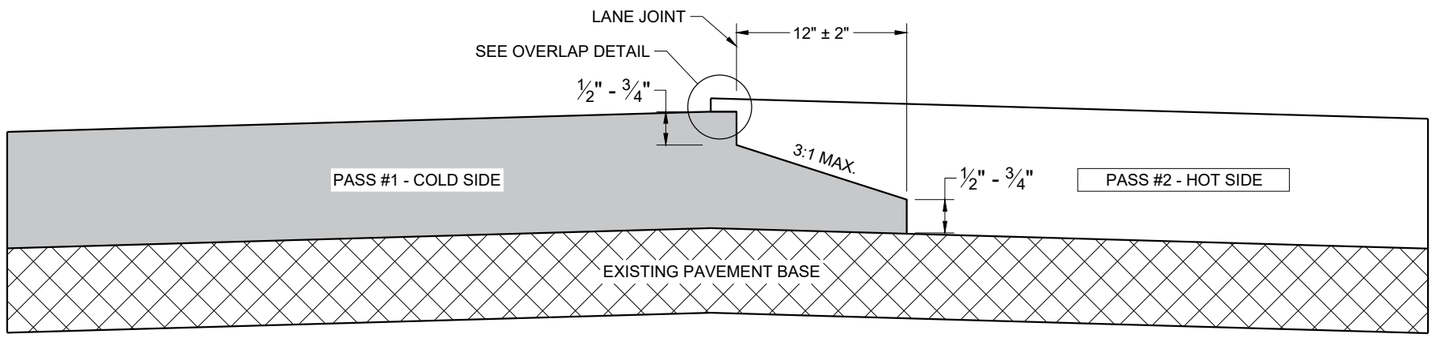


6

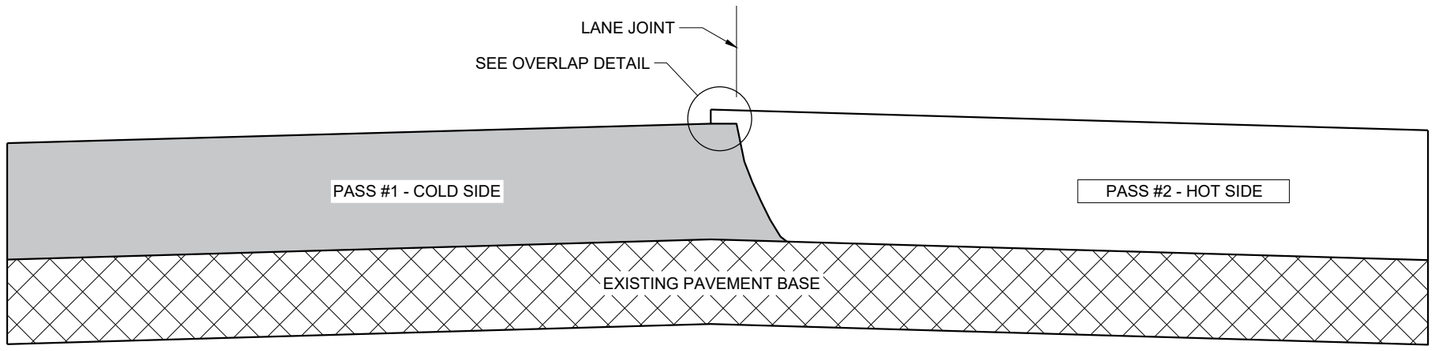
SDD 13C18 - 08e

6

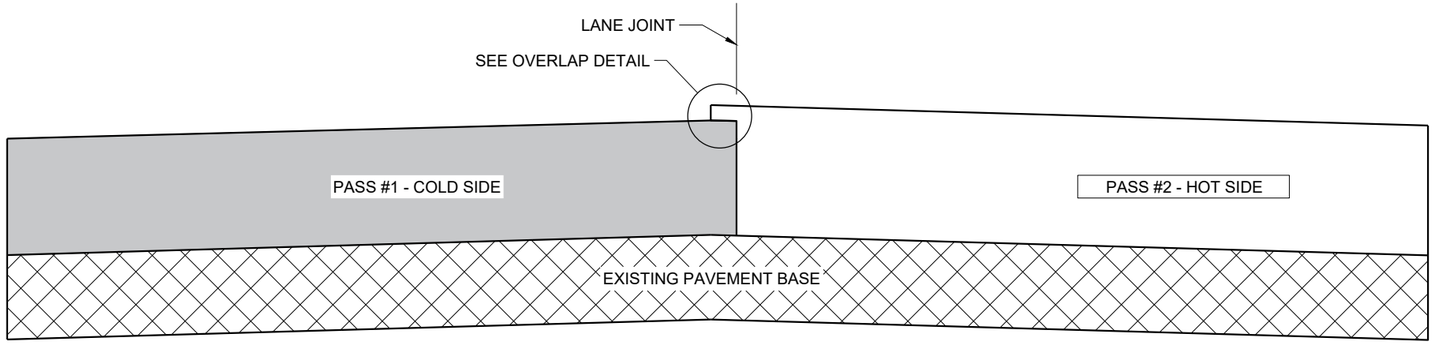
SDD 13C18 - 08e




**TYPICAL PAVEMENT CROSS SECTION**
**NOTCHED WEDGE JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT (MILLED)**

## GENERAL NOTES

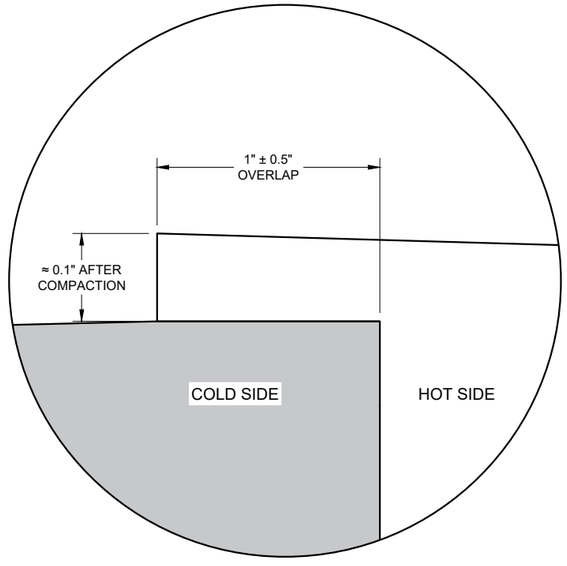
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

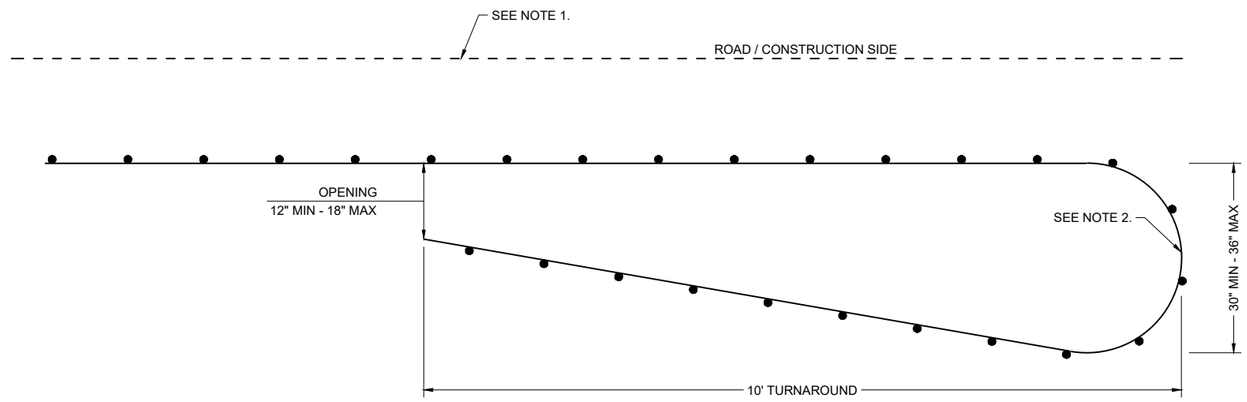
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

## GENERAL NOTES:

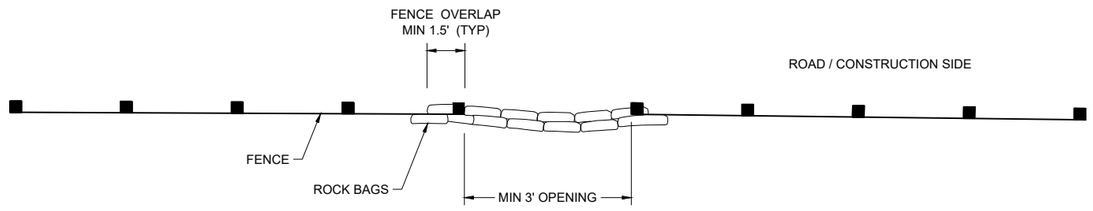
1. WHERE SILT FENCE IS REQUIRED, IT SHALL BE PLACED ON THE CONSTRUCTION SIDE OF THE EXCLUSION FENCING, OR COMBINED WITH THE EXCLUSION FENCING AS ALLOWED IN THE SPECIFICATIONS. STAKES ON THIS DETAIL ARE OPPOSITE OF STANDARD SILT FENCE FOR SEDIMENT CONTROL.
2. PLACE TURNAROUNDS AT ALL TERMINI ENDS OF THE 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.

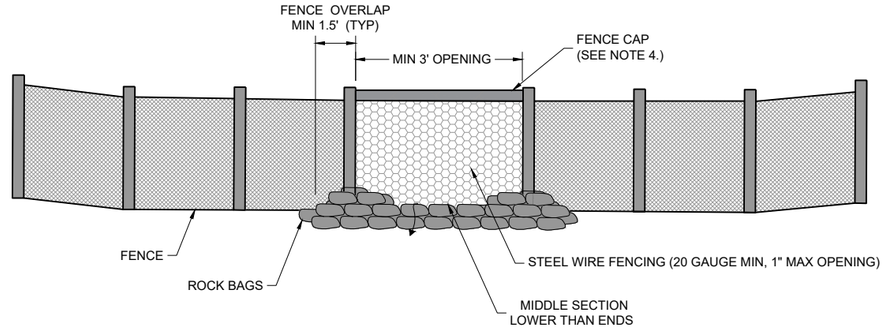



**PLAN VIEW**

## CLIMBING TURTLE EXCLUSION FENCE DETAIL




**PLAN VIEW**




**FRONT VIEW**

## CLIMBING TURTLE FENCE RELIEF DETAIL

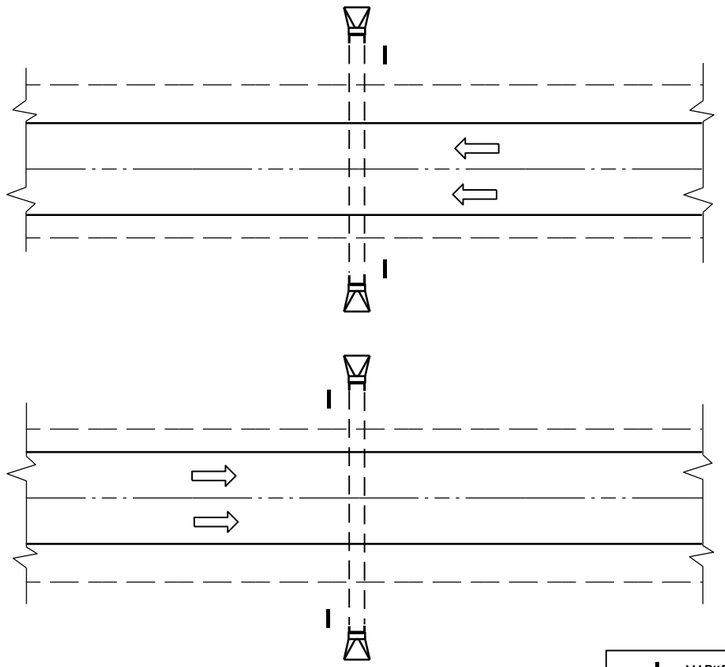
**TURTLE EXCLUSION FENCE**
**CLIMBING TURTLE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
AUGUST 2025
DATE

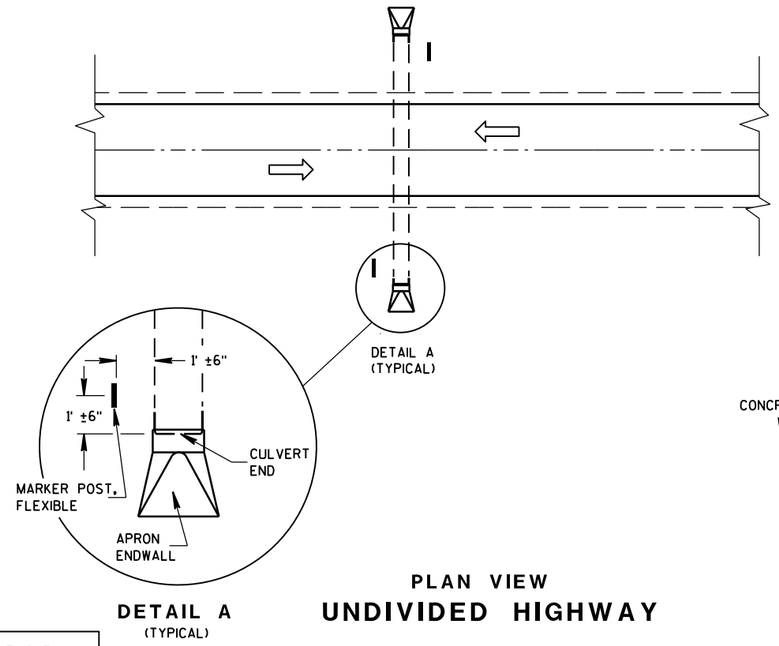
/S/ ALYSSA BARRETTE
CHIEF STATEWIDE ENVIRONMENTAL SERVICES
BUREAU OF TECHNICAL SER

FHWA



PLAN VIEW

## DIVIDED HIGHWAY




DETAIL A
(TYPICAL)

PLAN VIEW

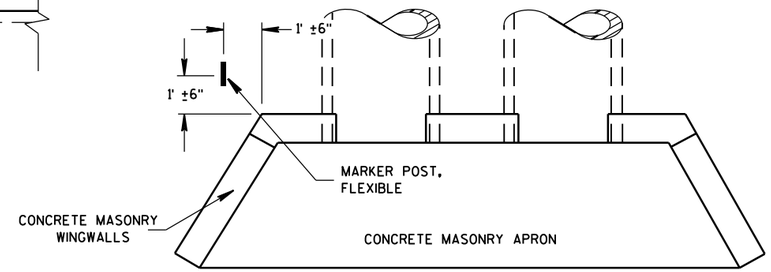
## UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

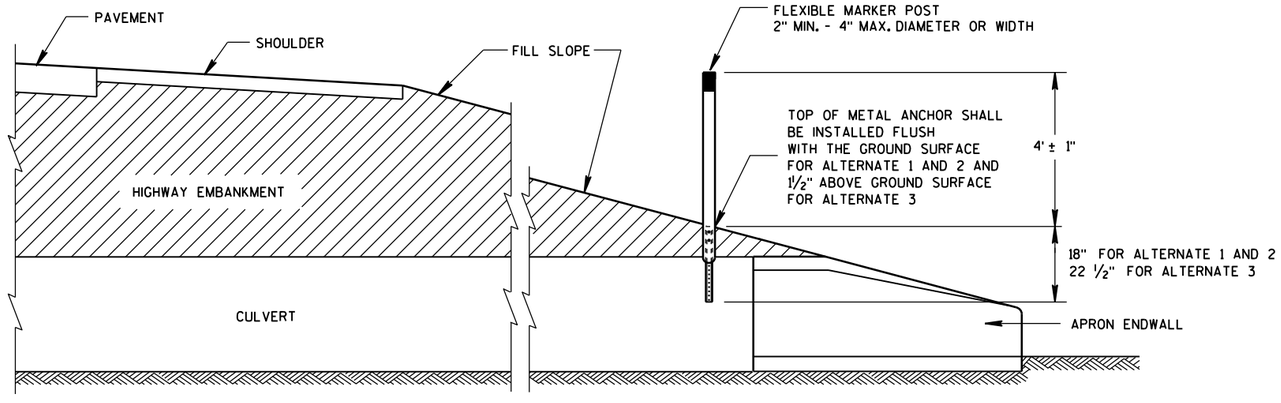
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




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

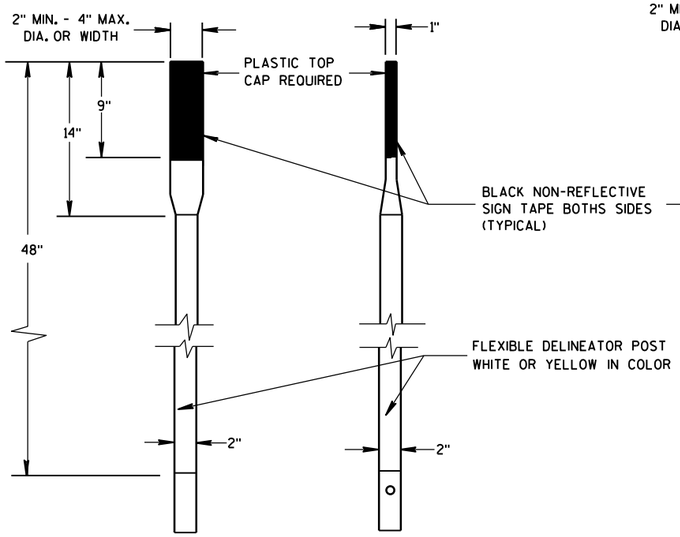


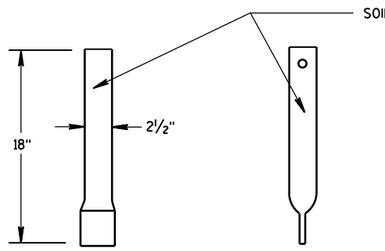
6

S.D.D. 15 A 3-2a

6

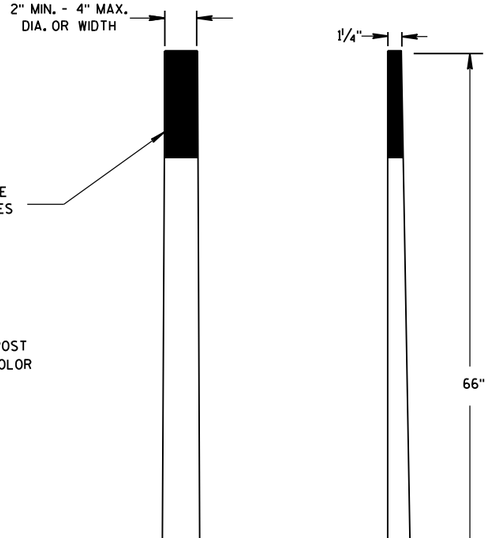
S.D.D. 15 A 3-2a



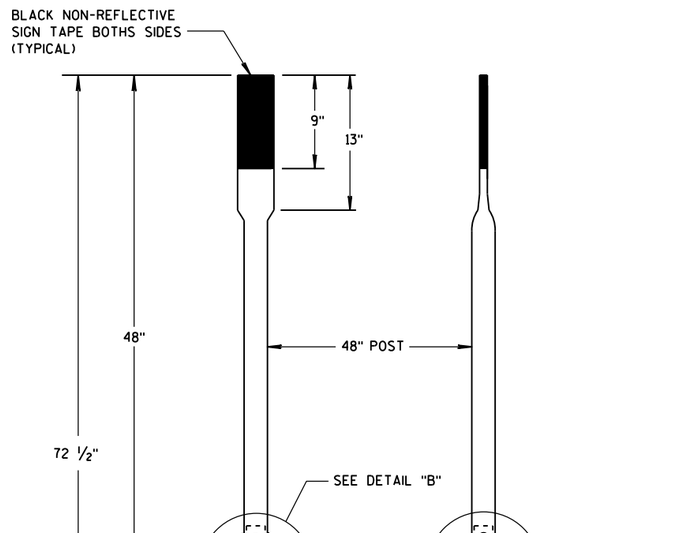

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

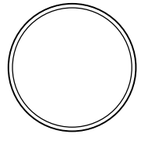
ALTERNATE 2



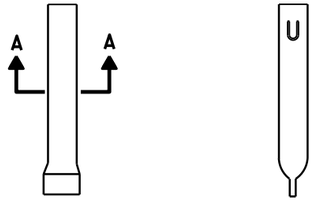

FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POSTS

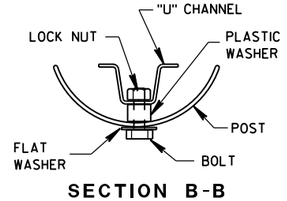


SECTION A-A

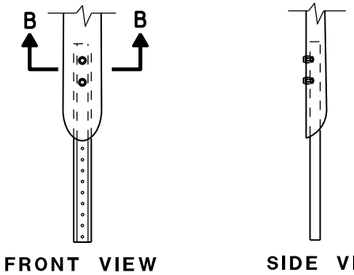



FRONT VIEW SIDE VIEW

ALTERNATE 1

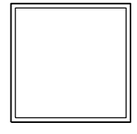



SECTION B-B

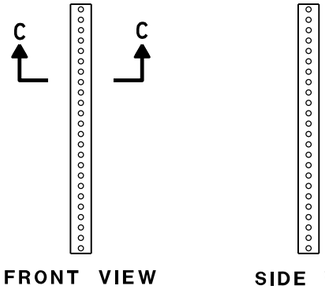



FRONT VIEW SIDE VIEW

ALTERNATE 2



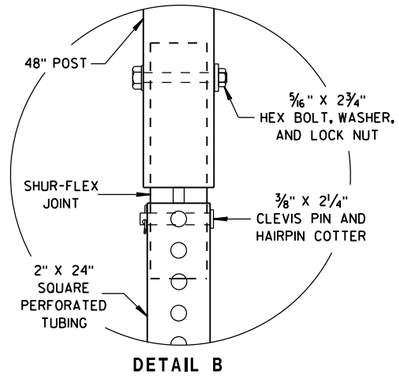
SECTION C-C



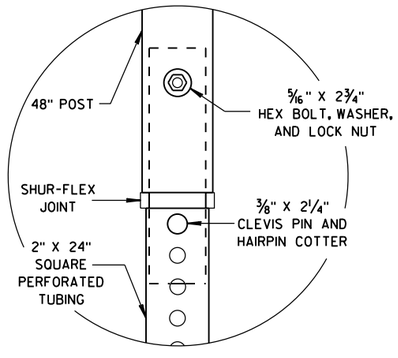

FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POST ANCHORS




DETAIL B




DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

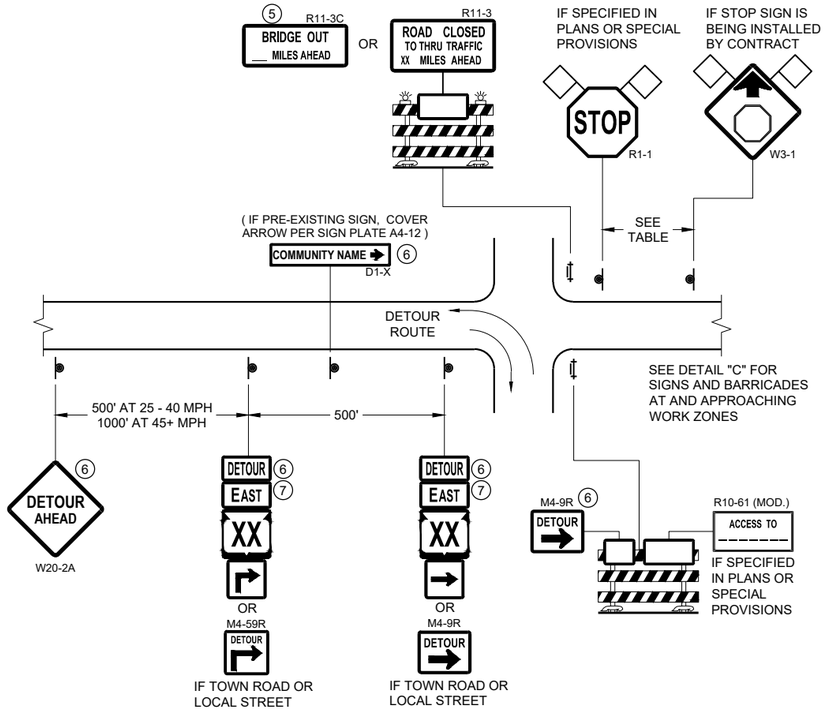


6

S.D.D. 15 A 3-2b

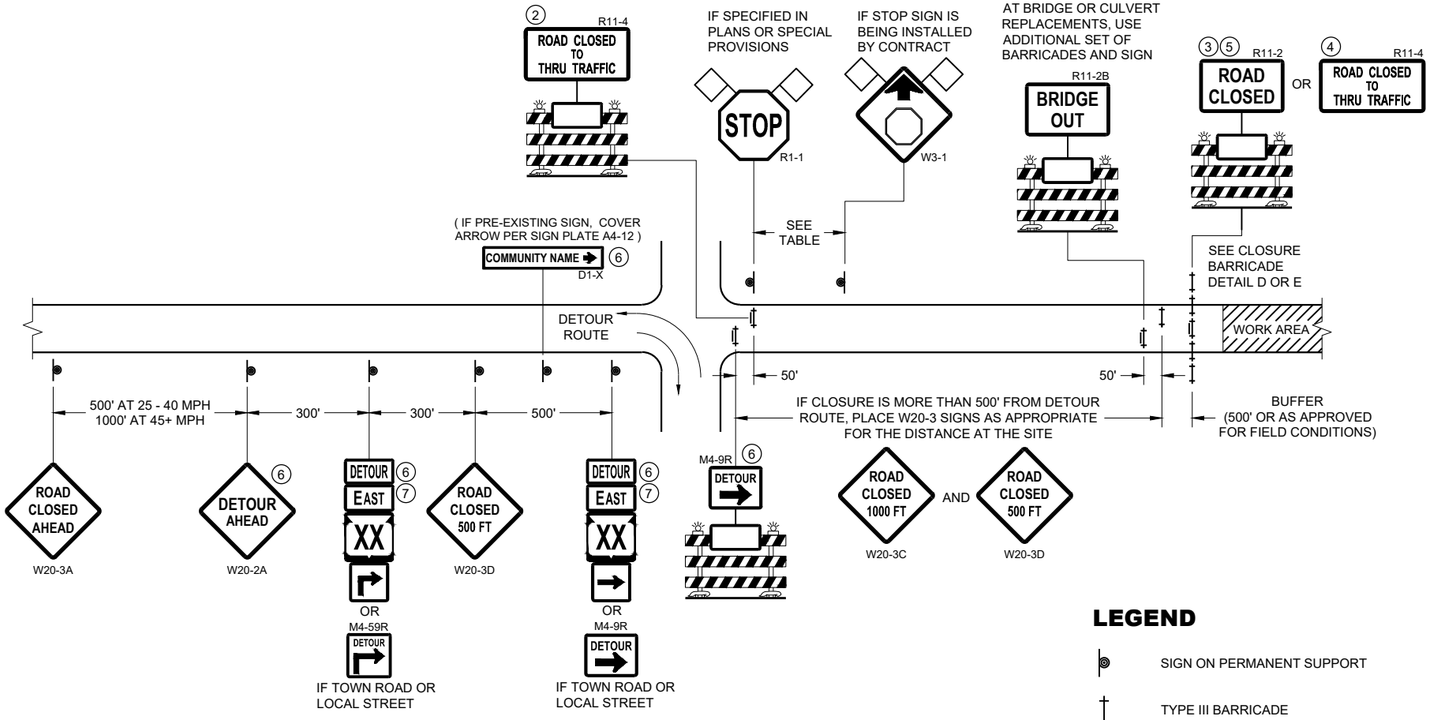
6

S.D.D. 15 A 3-2b



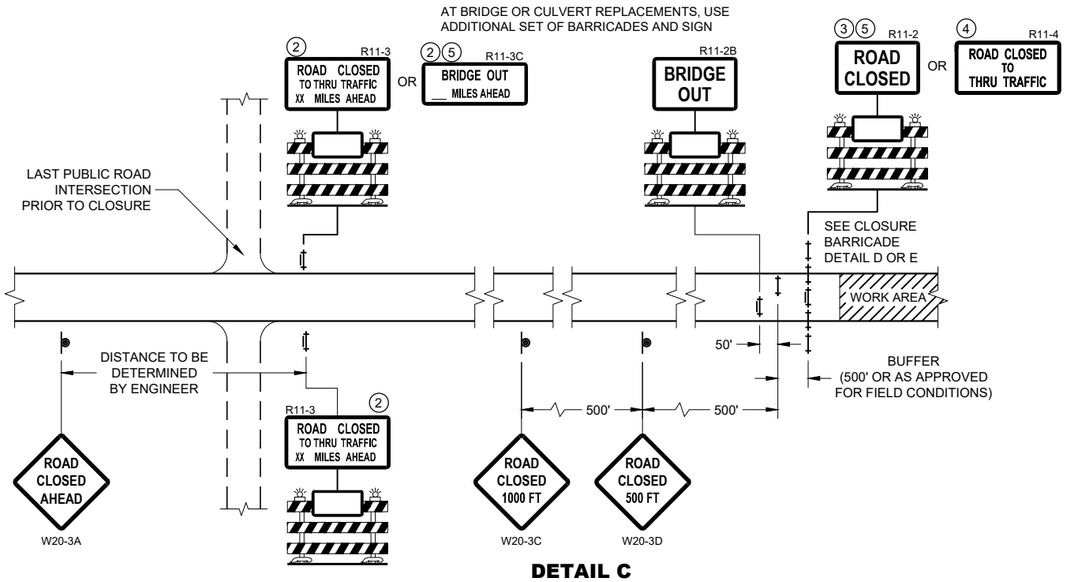

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

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

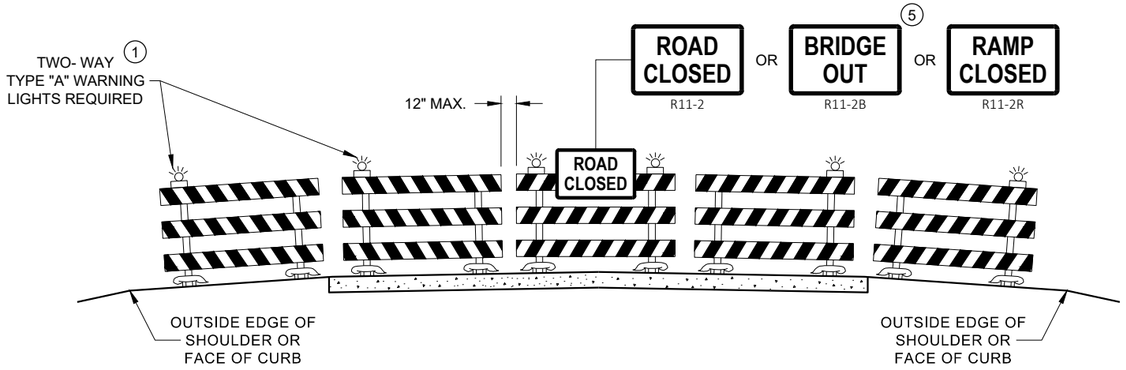
FHWA



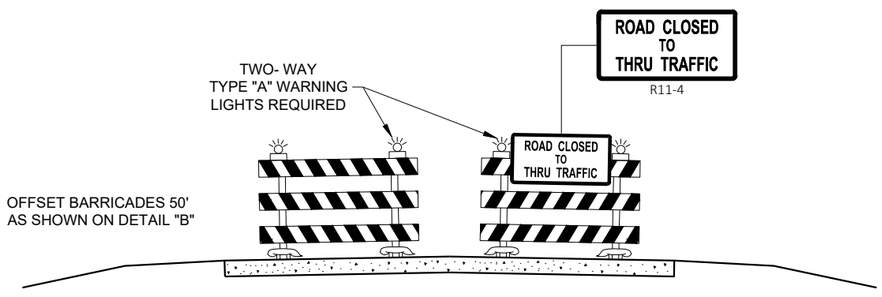
6

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
FHWA



6

SDD 15C02 - 09b

6

SDD 15C02 - 09b

**THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.**

## LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- M05 - 1
- OR M06 - 1
- OR M06 - 1

## GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

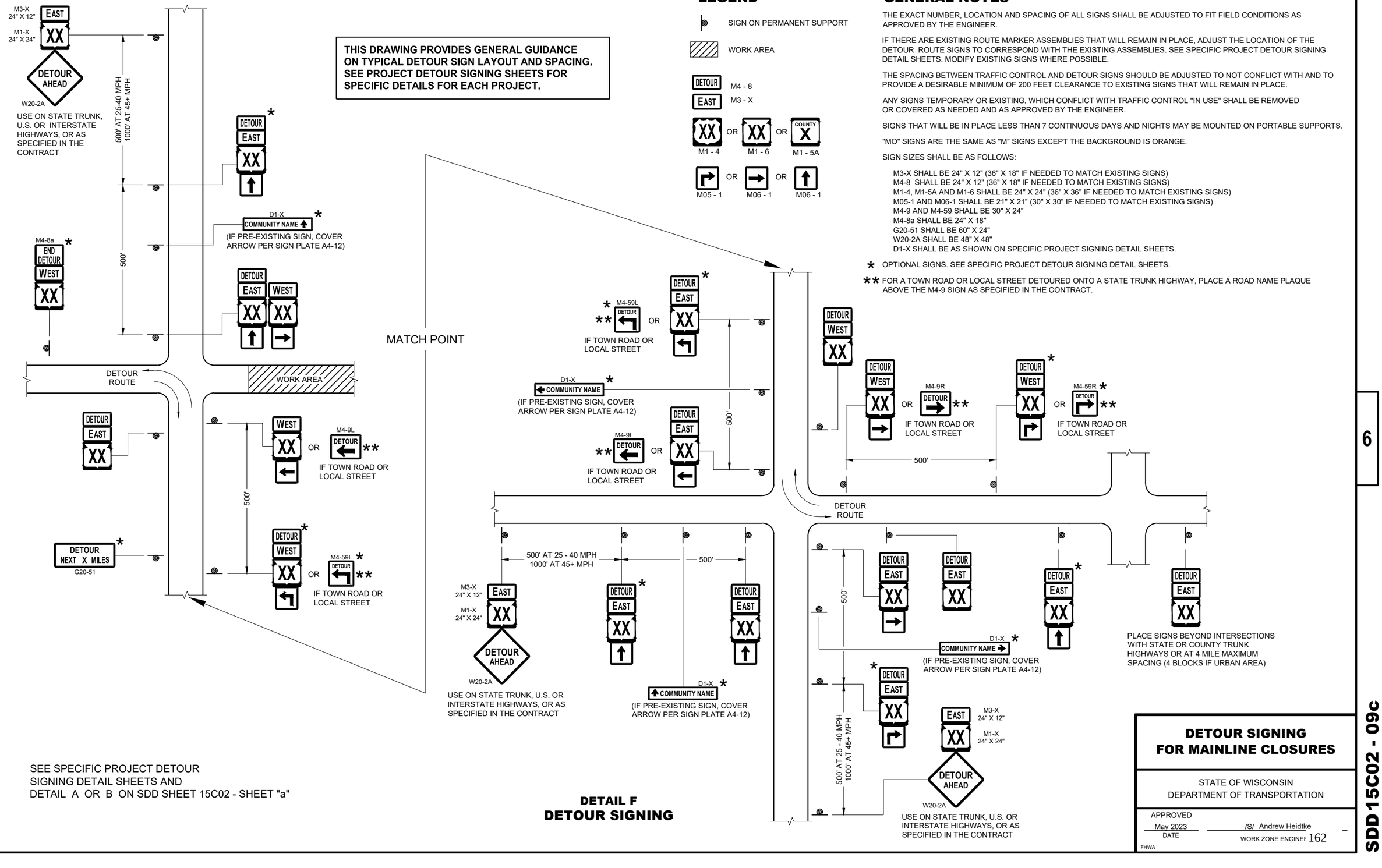
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.




SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

**DETAIL F**
**DETOUR SIGNING**

# DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA





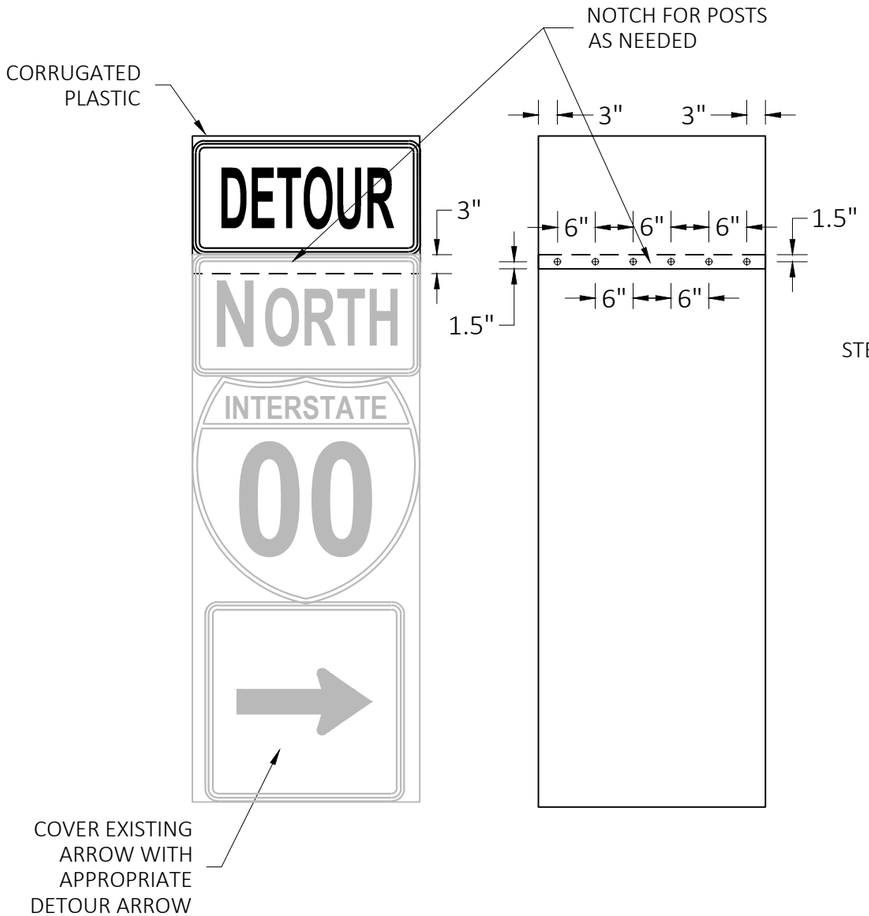
6

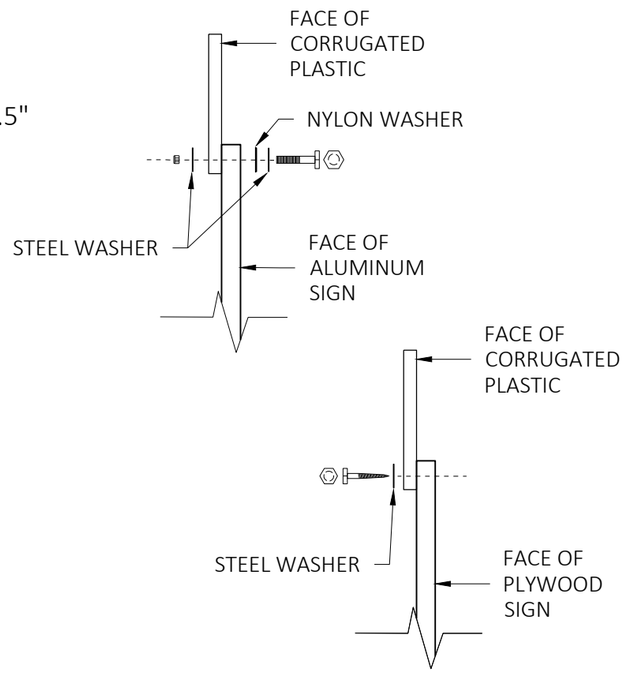
SDD 15C02 - 09c

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 DEVELOPMENT ENGINEER
FHWA





6
SDD 15C02-09h

## GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

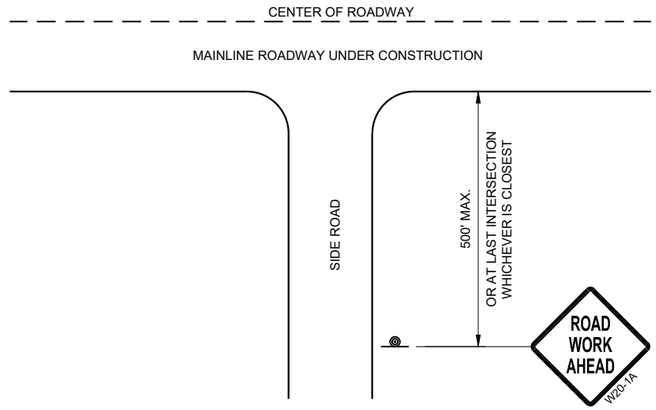
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



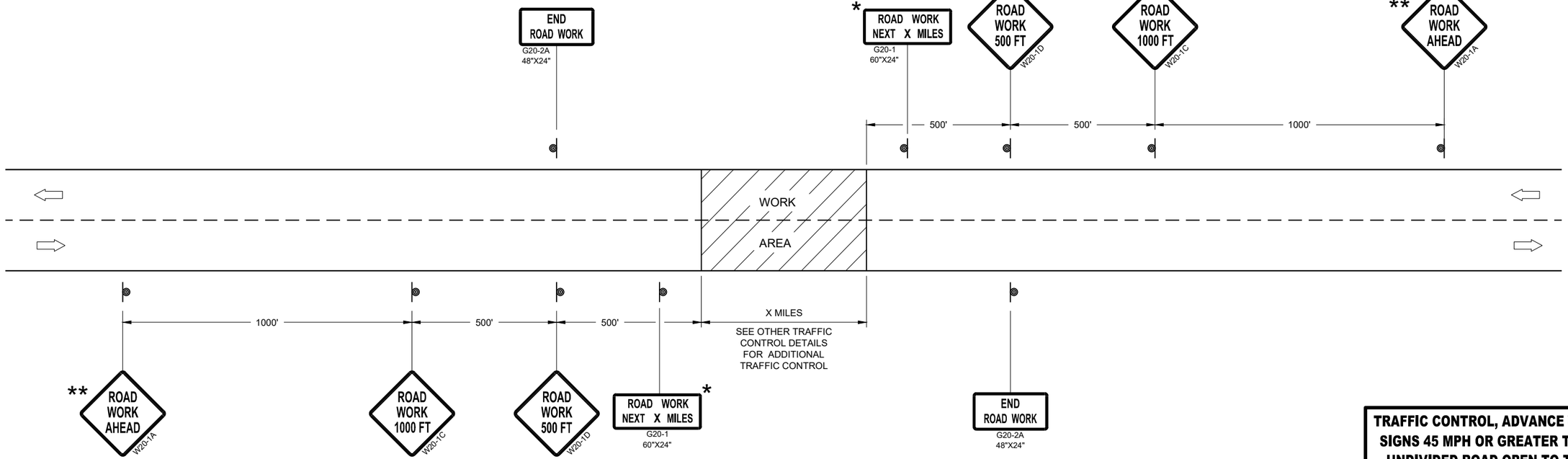

**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**

## LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA




**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER**

**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA




6


SDD 15C04 - 05

## GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

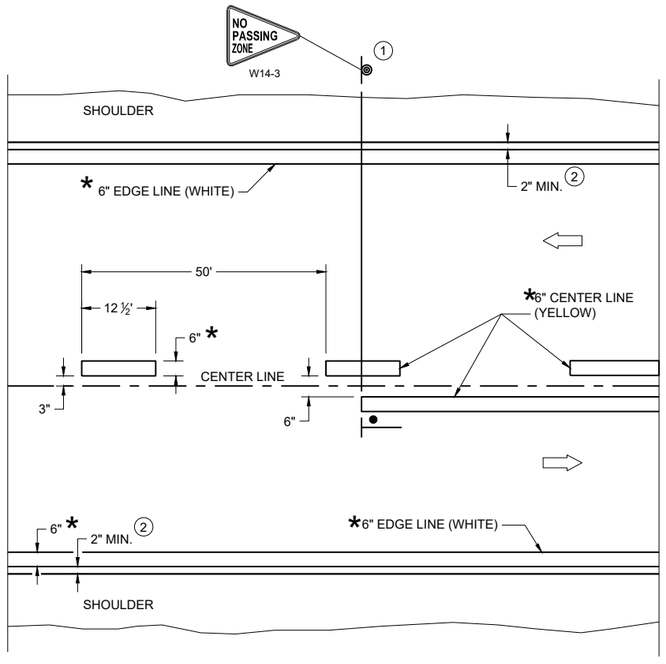
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

## LEGEND

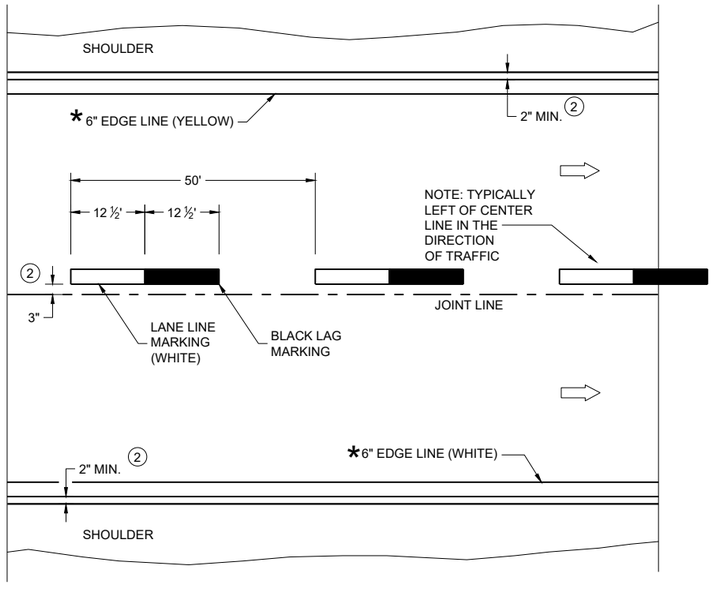
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC




TWO WAY TRAFFIC




ONE WAY TRAFFIC

**PERMANENT PAVEMENT MARKING**

6

**PERMANENT LONGITUDINAL PAVEMENT MARKINGS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

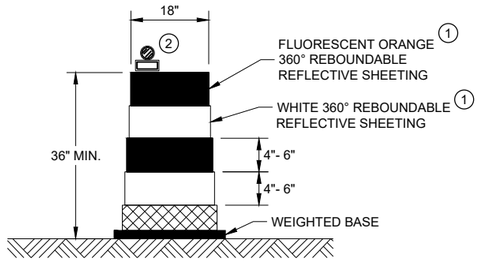




SDD 15C08-24a

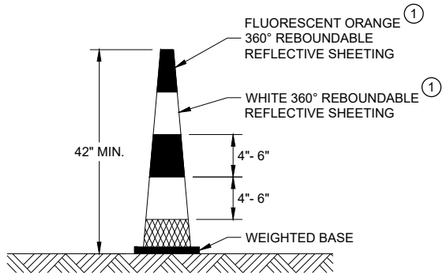
## GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.




### DRUM

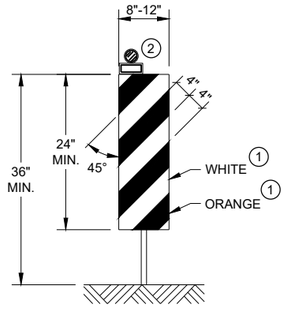
BALLAST WIDTHS
RANGE FROM 24"-36"




### 42" CONE

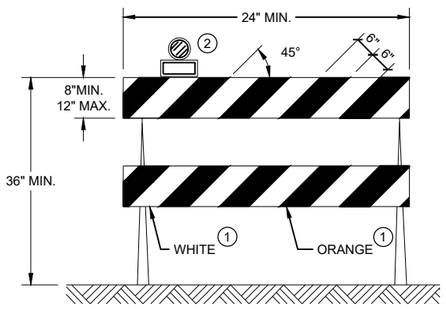
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



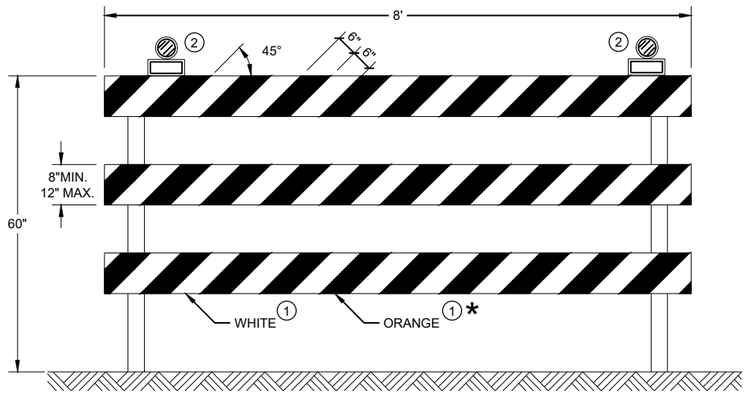

### VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.




### TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.




### TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

**CHANNELIZING DEVICES**
**DRUMS, CONES, BARRICADES**
**AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

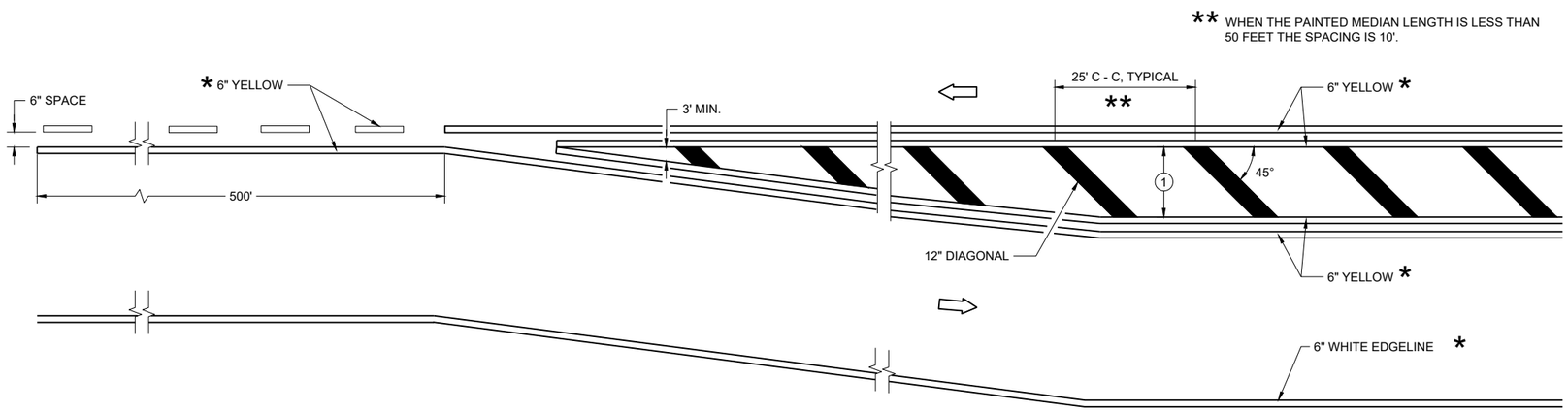


6

SDD 15C11 - 10b

6

SDD 15C11 - 10b



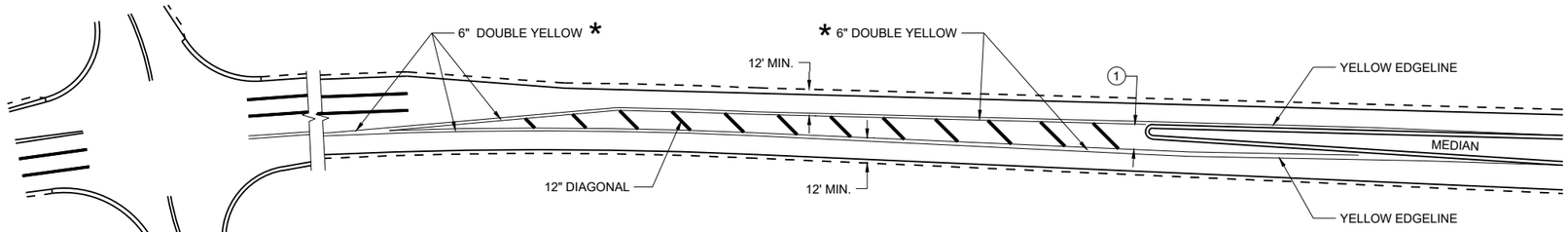

**MEDIAN ISLAND DETAIL**

## GENERAL NOTES

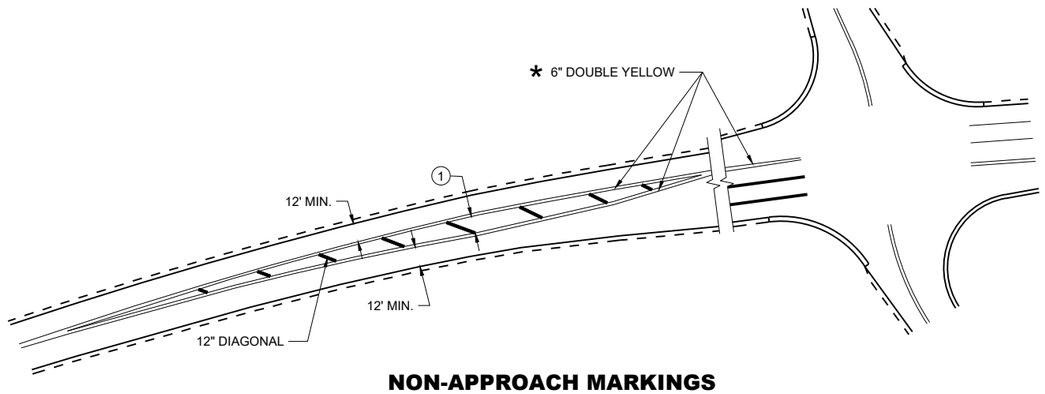
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

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

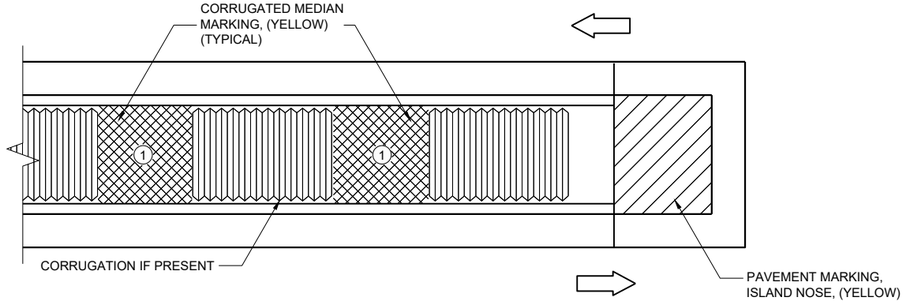
FHWA



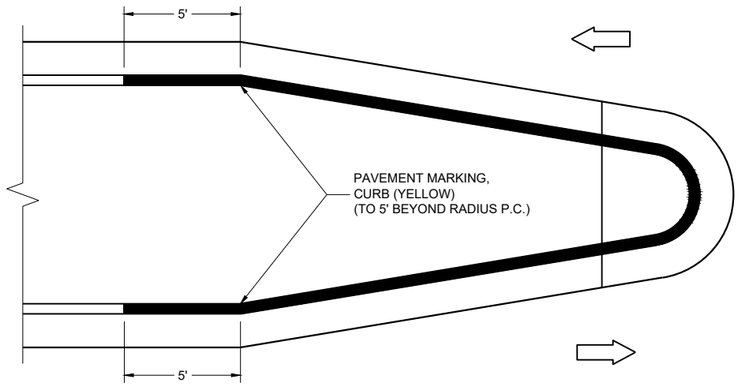


6

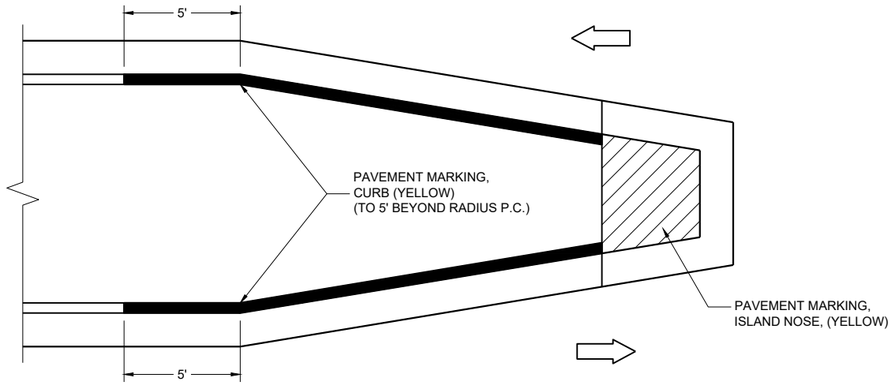
SDD 15C18-09a




**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.

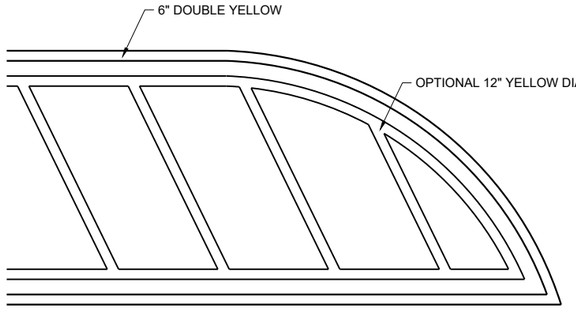
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

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



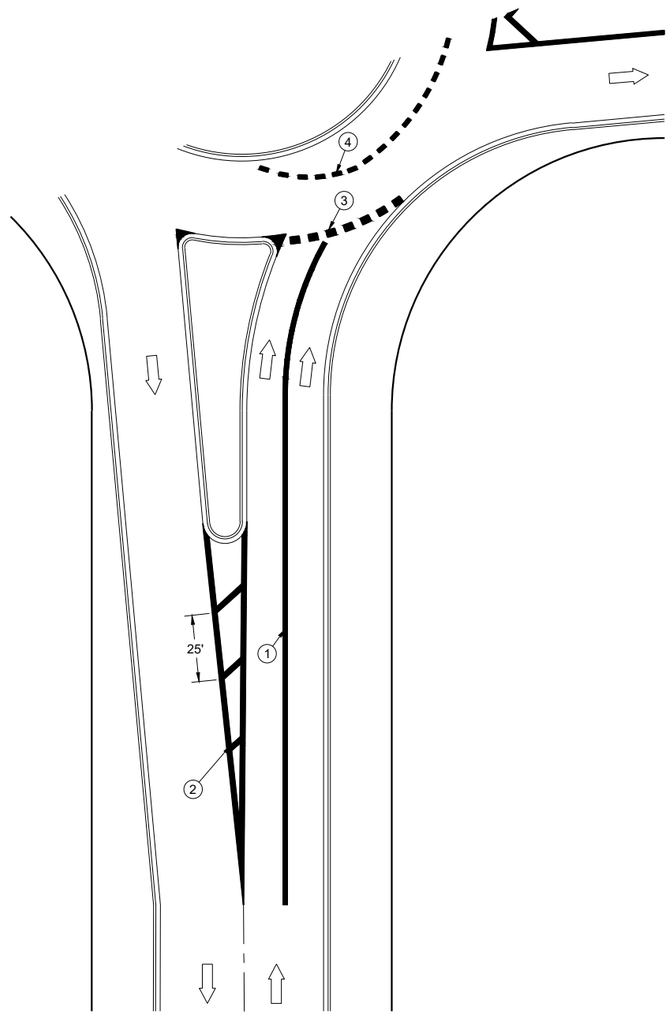


6

SDD 15C18-09b

## LEGEND

| | |
|---|---|
| ① | 10" WHITE |
| ② | 12" DIAGONALS AT 25' SPACING. (CAN BE OMITTED IF LESS THAN 6' ) |
| ③ | 18" WHITE, 2' LINE, 2' GAP |
| ④ | 6" LINE (6 FT LINE, 3'GAP) |
| ⇨ | DIRECTION OF TRAFFIC |
| ═══ | CURB AND GUTTER |
| ——— | RIGHT OF WAY |




6

SDD 15C22-01

# DOTTED EXTENSION FOR ROUNDABOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

August 2024
DATE

/S/ Matthew Rauch
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

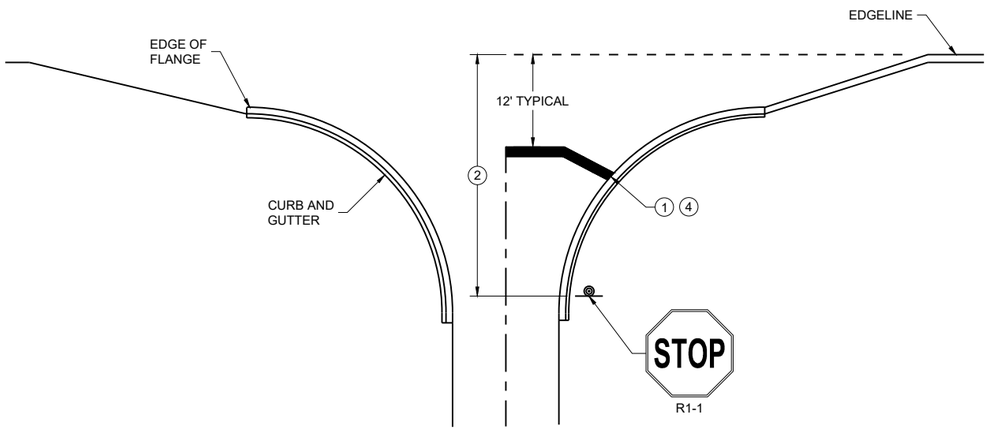
6

SDD 15C22-01

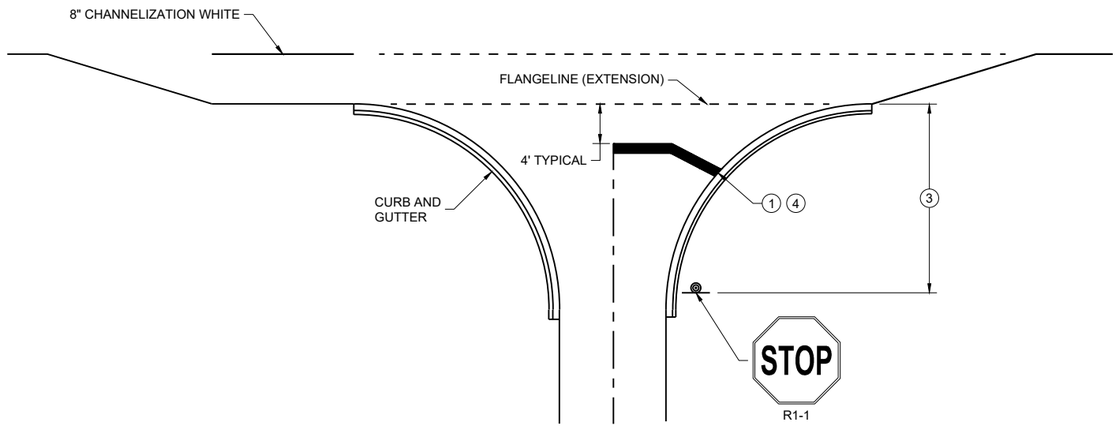
## GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

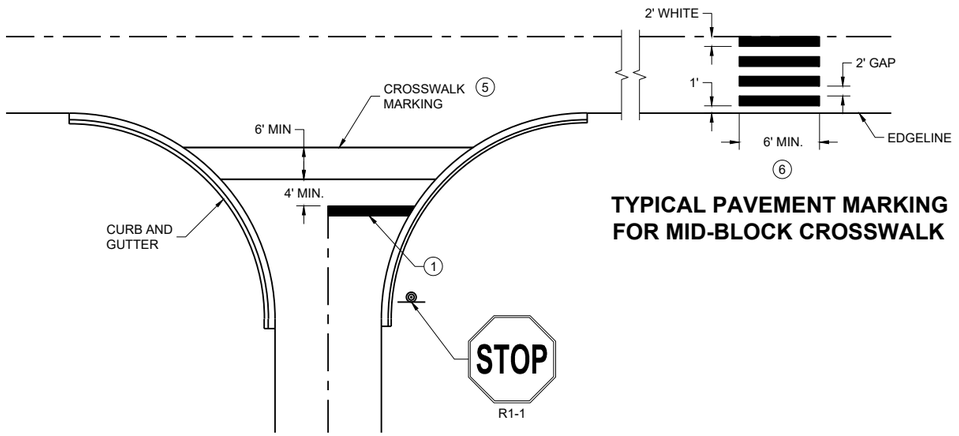
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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**

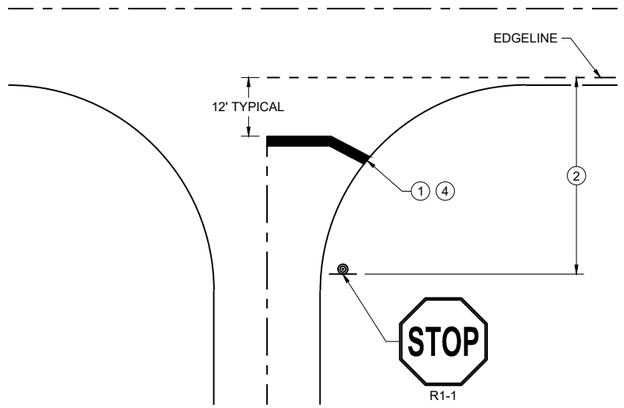



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE**




**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

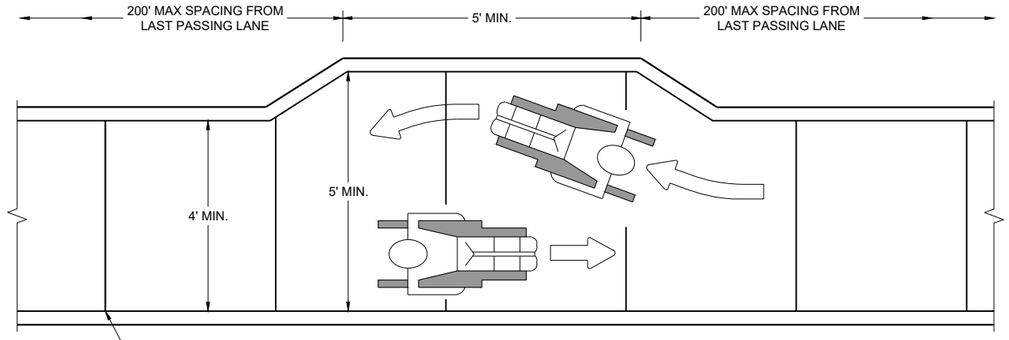
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

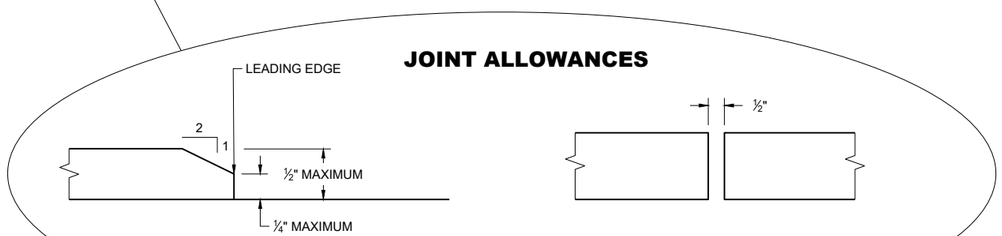
FHWA

6

SDD 15C33-05




**NARROW SIDEWALK PASSING DETAIL**




**MAXIMUM VERTICAL GAP**

**MAXIMUM HORIZONTAL GAP**

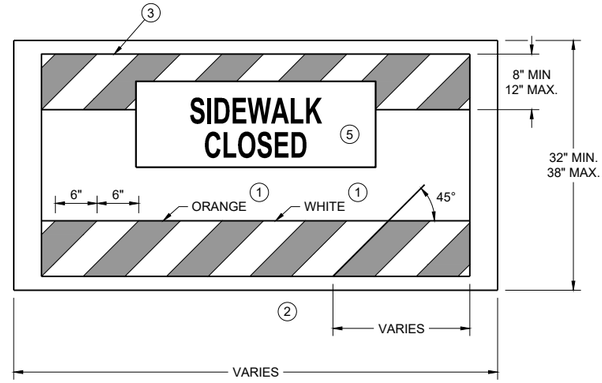
## GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

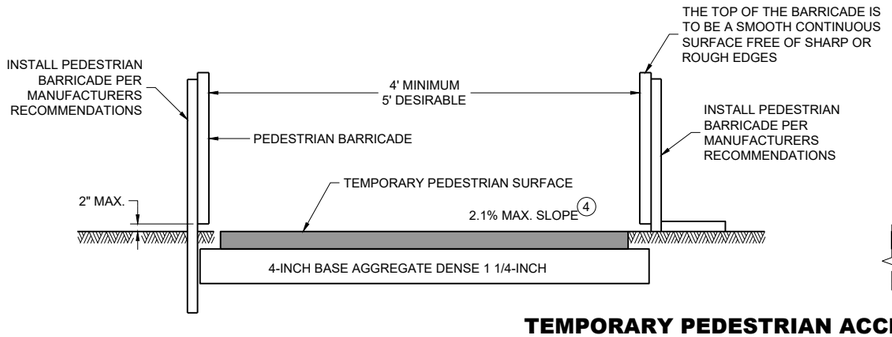
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

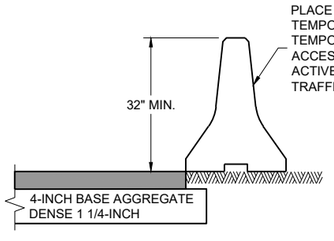
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

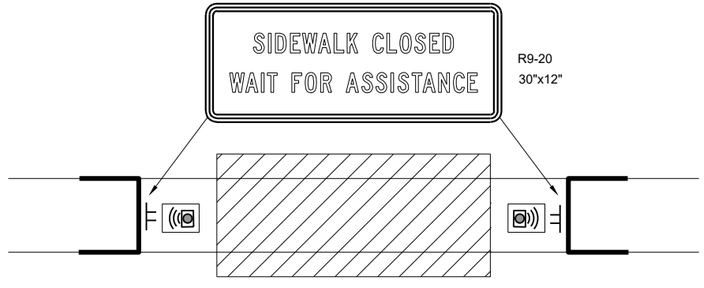



**TEMPORARY PEDESTRIAN BARRICADE ***




**TEMPORARY PEDESTRIAN ACCESS**



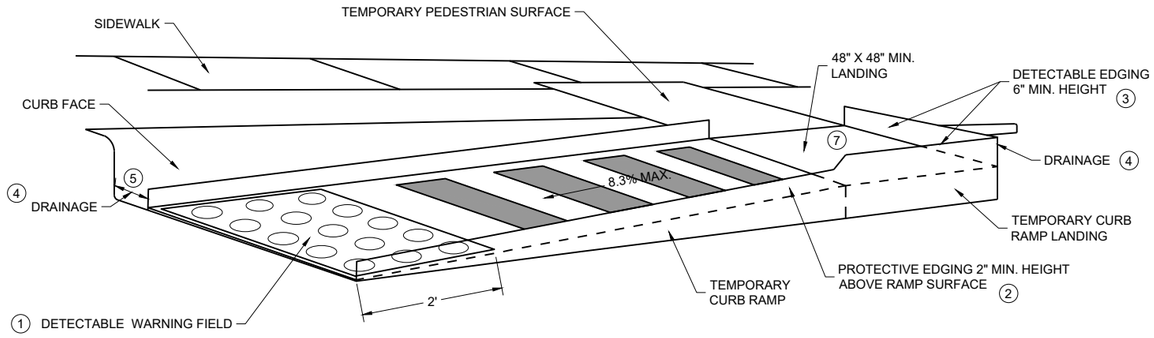

**TEMPORARY PEDESTRIAN FLAGGING**

**LEGEND**

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**PERSPECTIVE VIEW**

## GENERAL NOTES

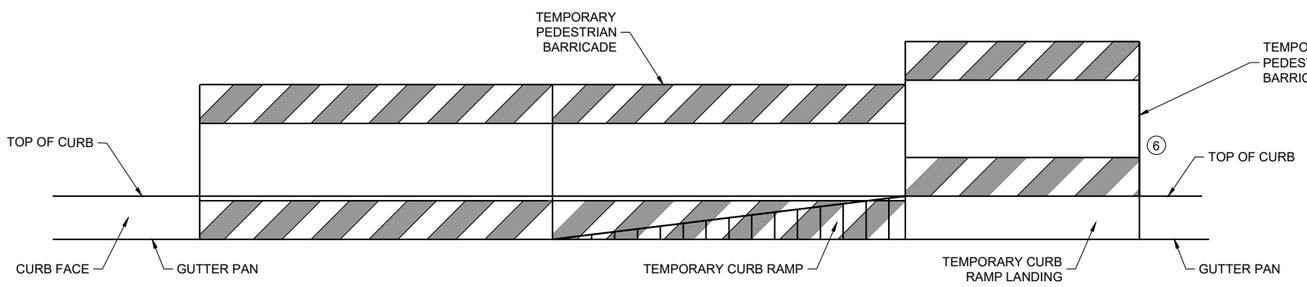
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

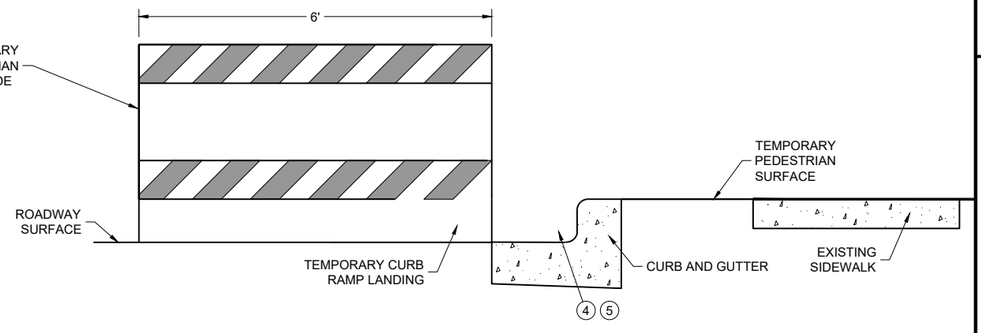
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.




**FRONT VIEW**




**SIDE VIEW**

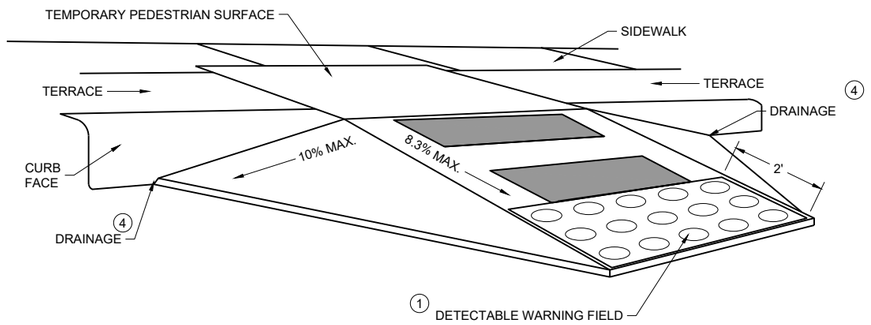
**TEMPORARY CURB RAMP PARALLEL TO CURB**

6

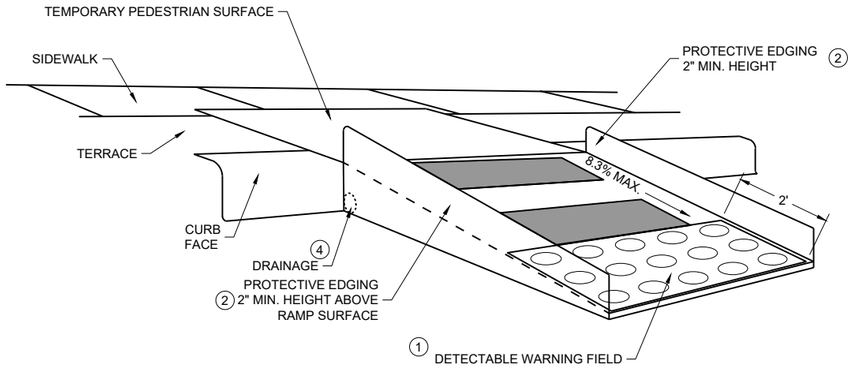
SDD 15D30-12b

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**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.

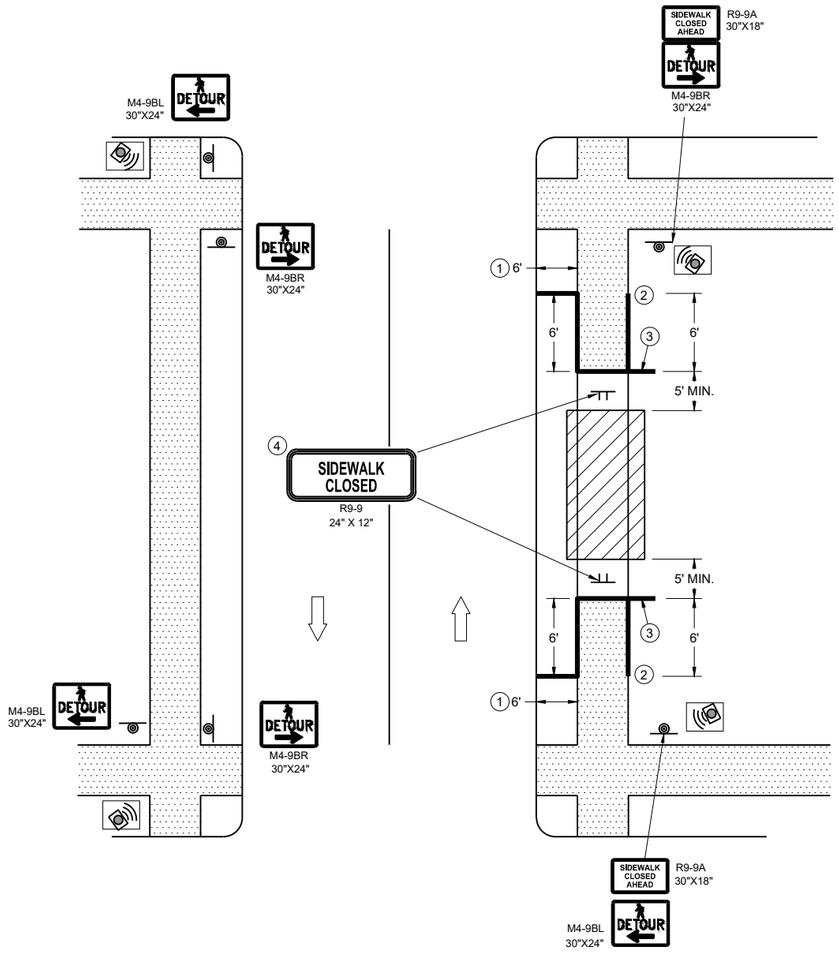
(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

## LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)




**SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES**

## GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

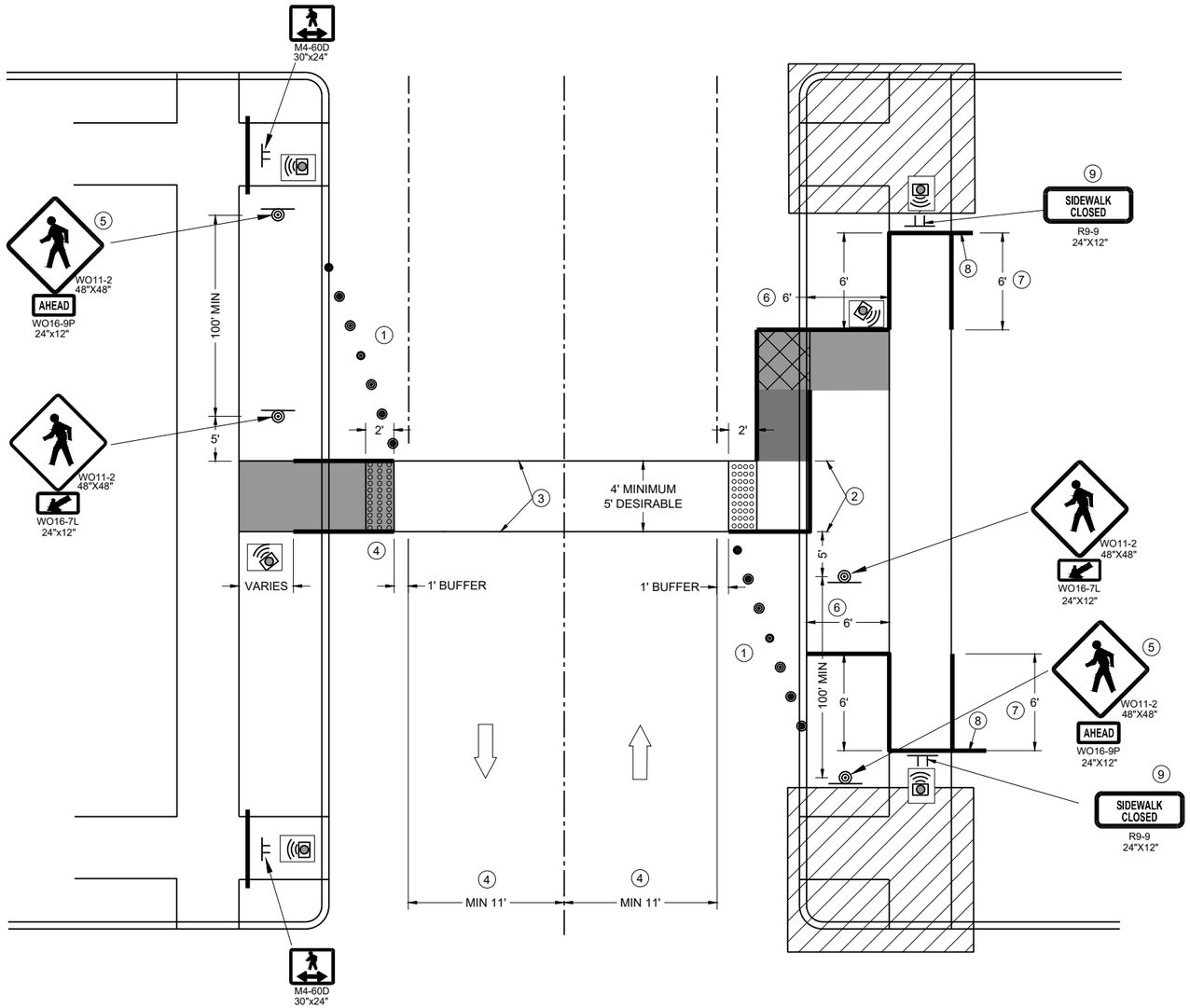
1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.





**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**TEMPORARY PEDESTRIAN CROSSING**

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA





6

SDD 15D30-12I

## LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

| POSTED SPEED PRIOR TO WORK STARTING (MPH) | DECISION SIGHT DISTANCE (D) |
|---|---|
| 0 - 25 | 550' |
| 30 | 550' |
| 35 | 700' |
| 40 | 700' |
| 45 | 900' |
| 50 | 900' |
| 55 | 1200' |

## GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

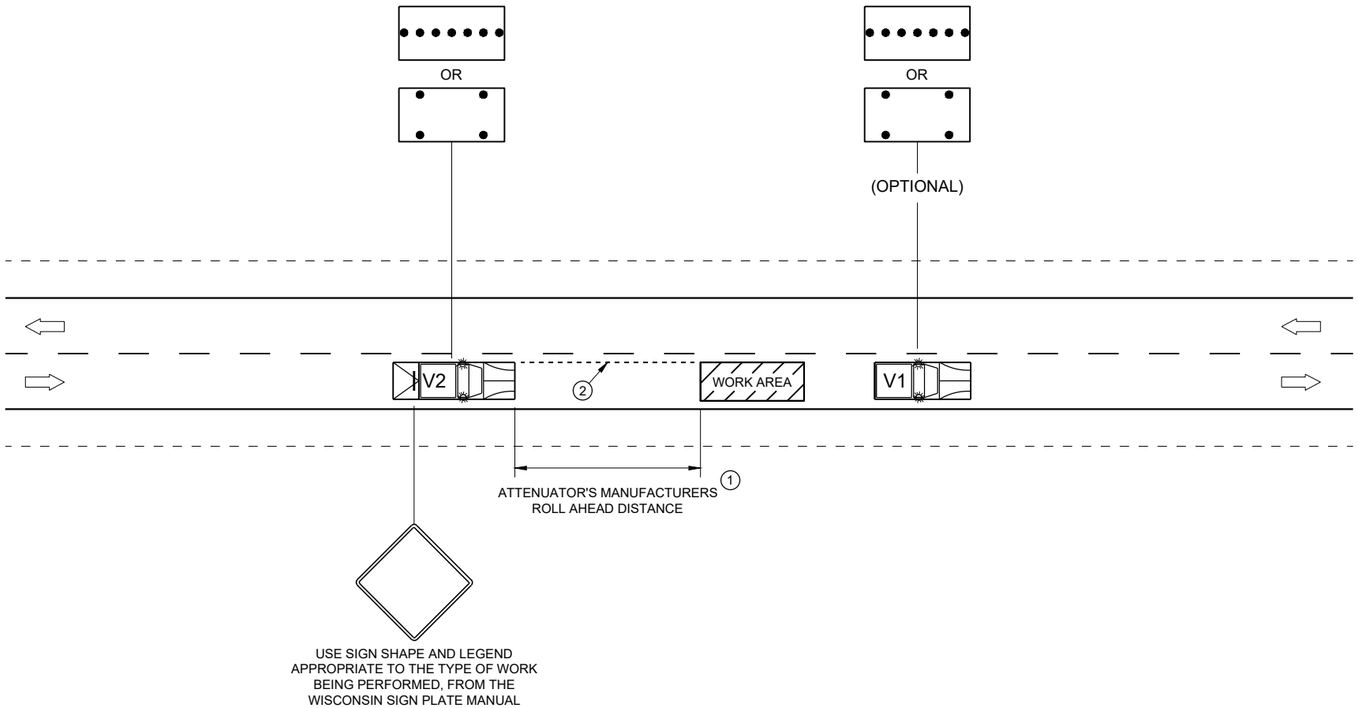
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.




**TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

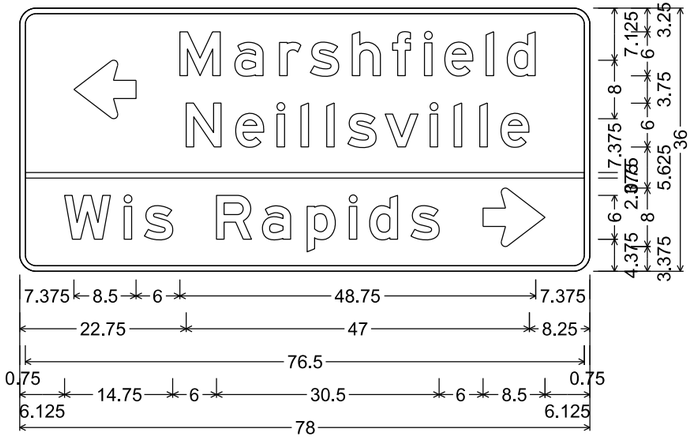
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

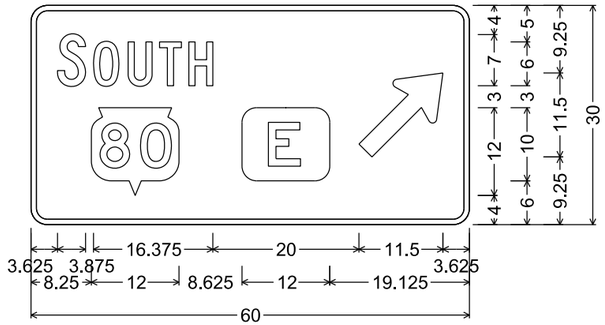



6

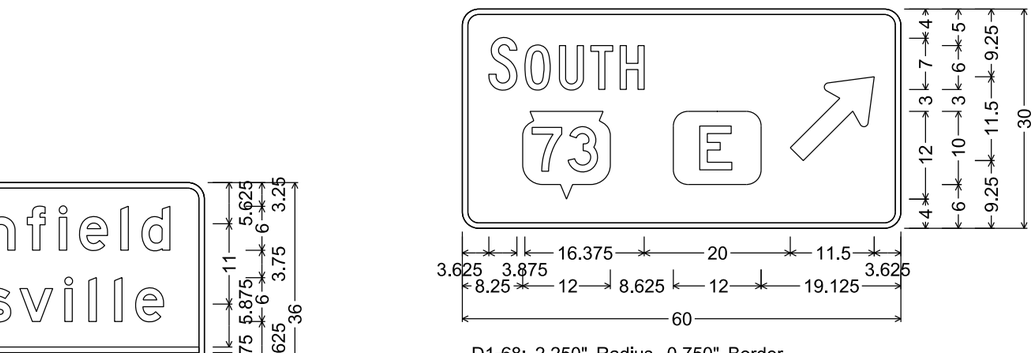

SDD 15D51 - 01



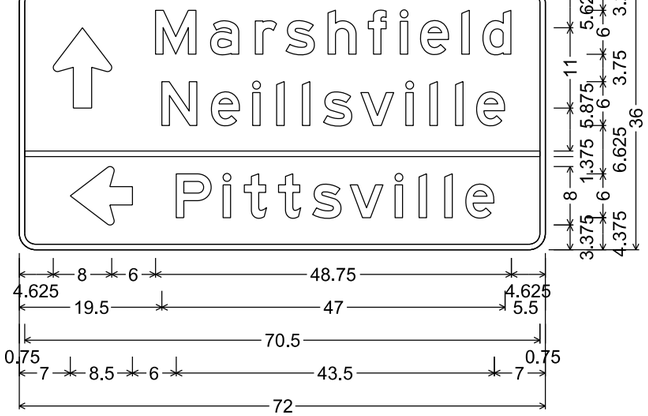

D1-3; 2.250" Radius, 0.750" Border



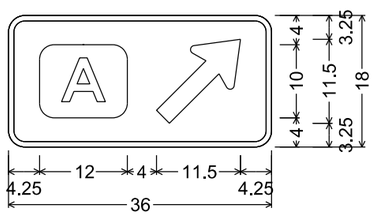

D1-68; 2.250" Radius, 0.750" Border
"SOUTH", C




D1-68; 2.250" Radius, 0.750" Border
"SOUTH", C



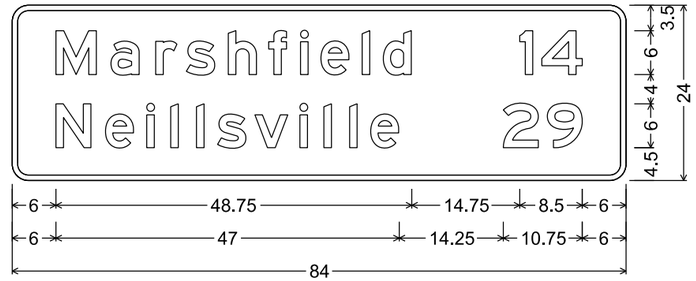

D1-3; 2.250" Radius, 0.750" Border



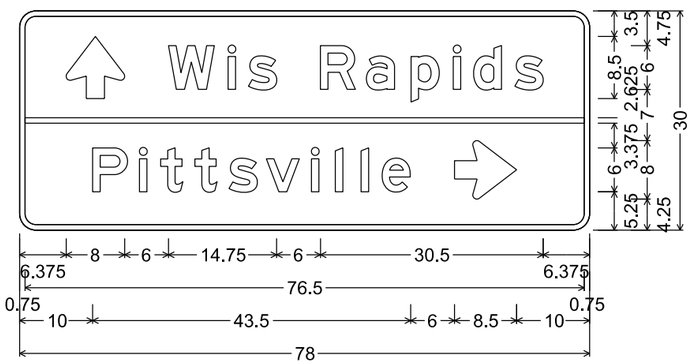

D1-1; 2.250" Radius, 0.750" Border

NOTES

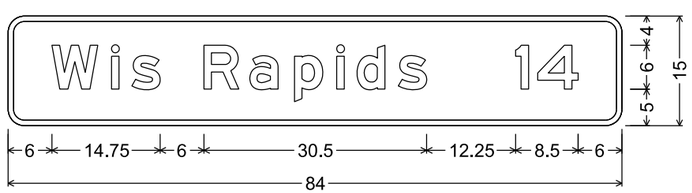
1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E or as noted



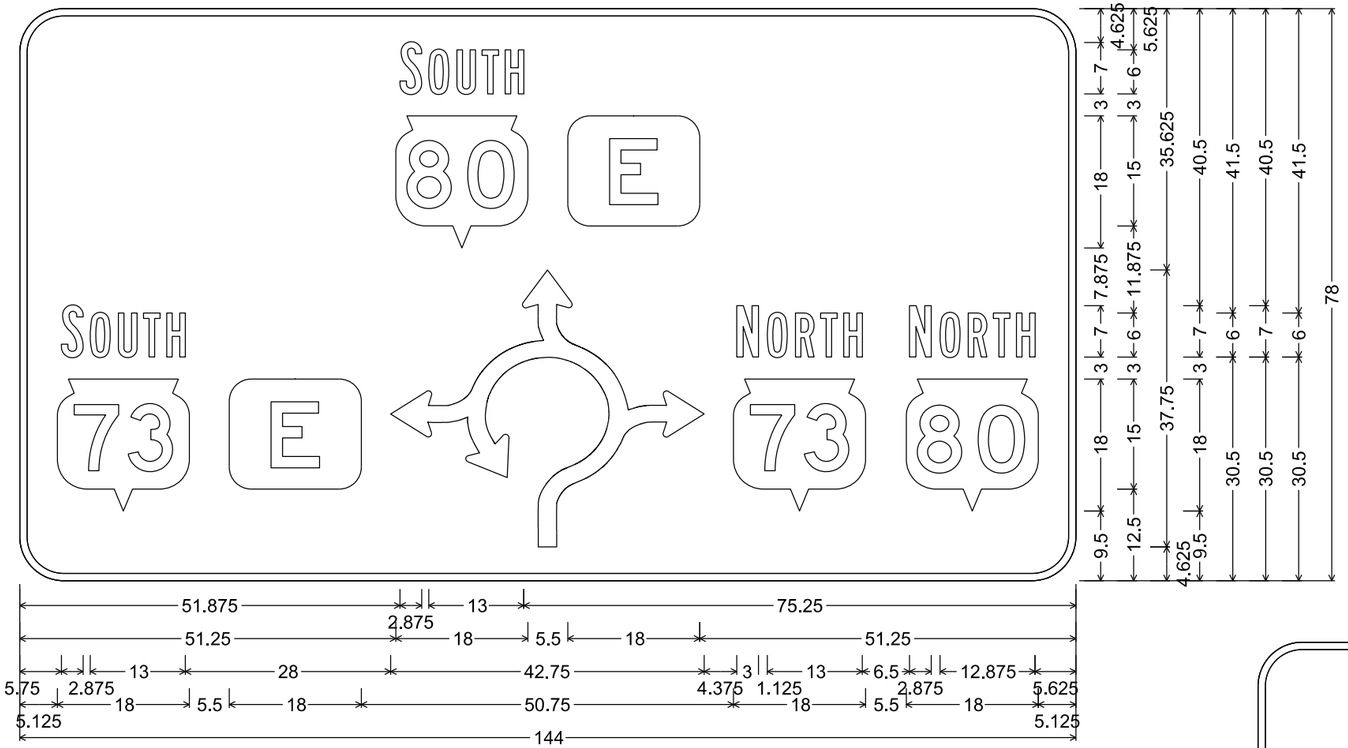

D2-2 ; 2.250" Radius, 0.750" Border




D1-2; 2.250" Radius, 0.750" Border



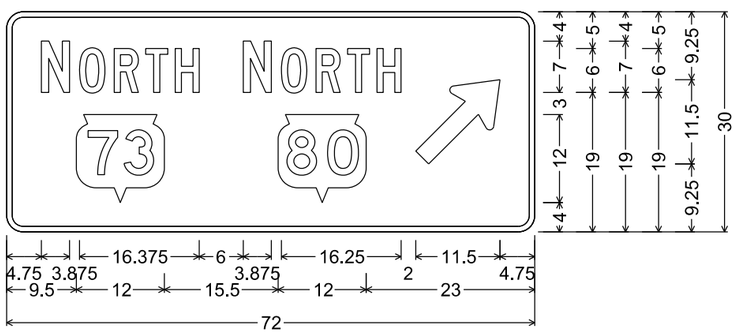

D2-1; 2.250" Radius, 0.750" Border



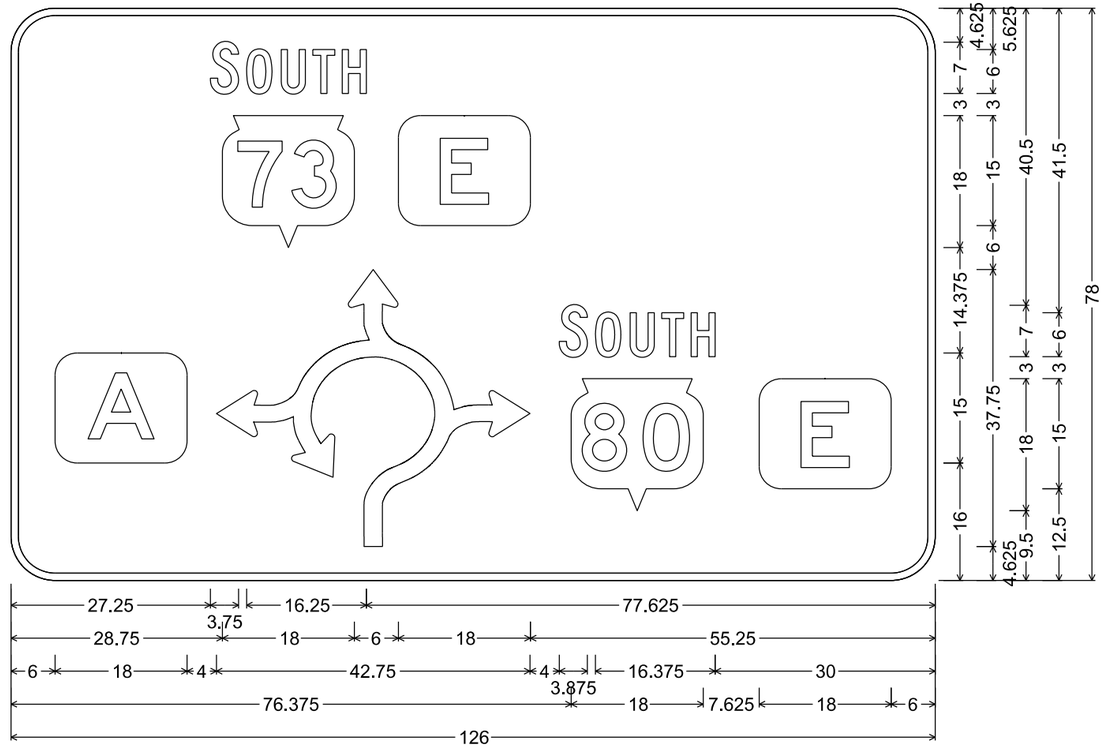

D1-62 ; 6.000" Radius, 1.000" Border
"SOUTH", B; "SOUTH", B; "NORTH", B; "NORTH", B

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C or as noted

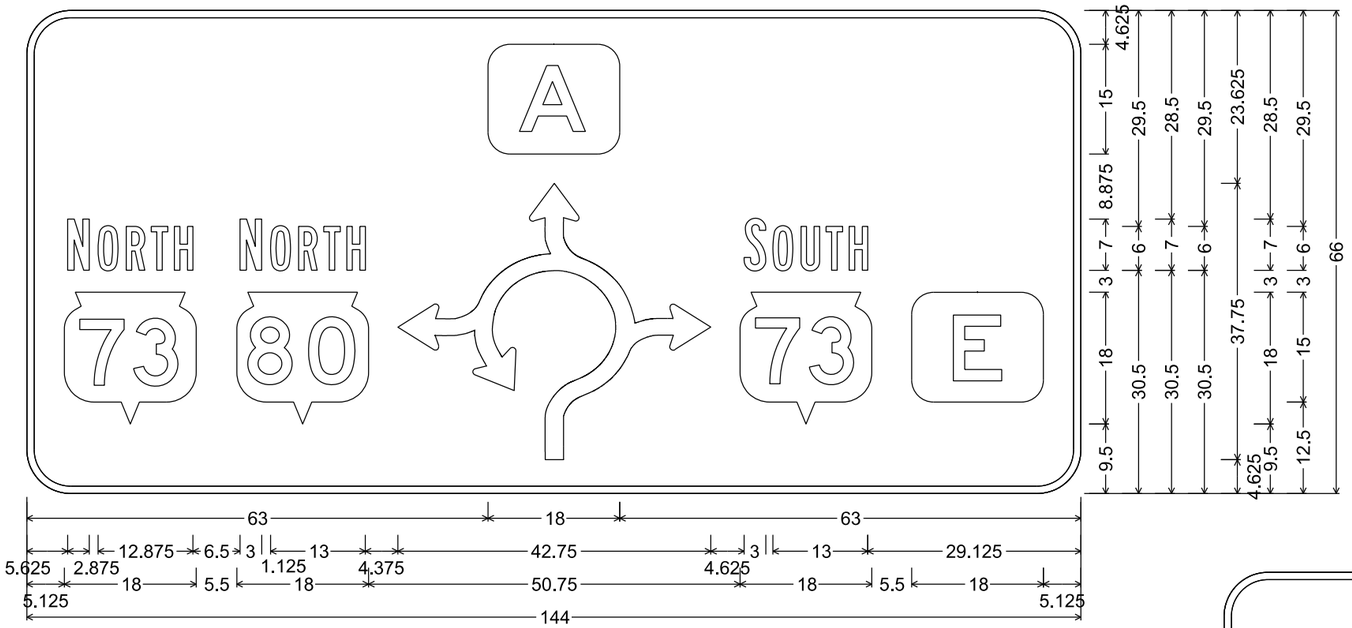



D1-68; 2.250" Radius, 0.750" Border
2.250" Radius, 0.750" Border, White on Green;




D1-62; 6.000" Radius, 1.000" Border

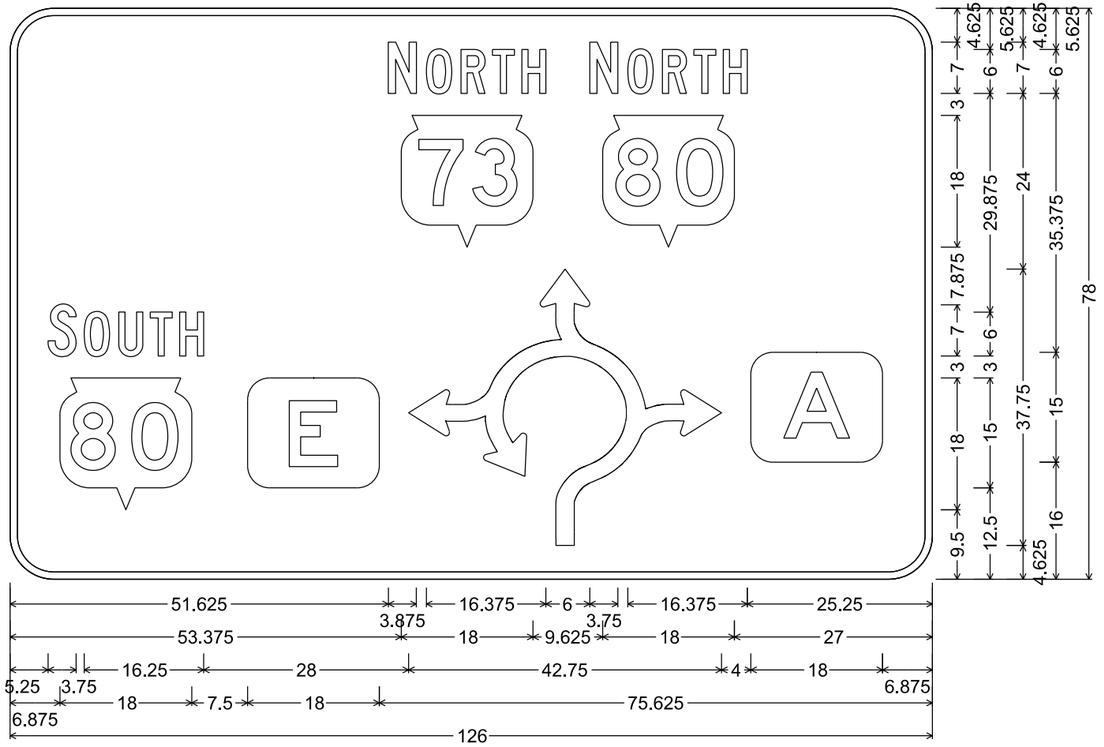
| PROJECT NO:1520-00-74 | HWY: STH 73 | COUNTY:WOOD | PERMANENT SIGNING | SHEET NO: 178 E |
|---|---|---|---|---|




D1-62 ; 6.000" Radius, 1.000" Border
"NORTH", B; "NORTH", B; "SOUTH", B

NOTES

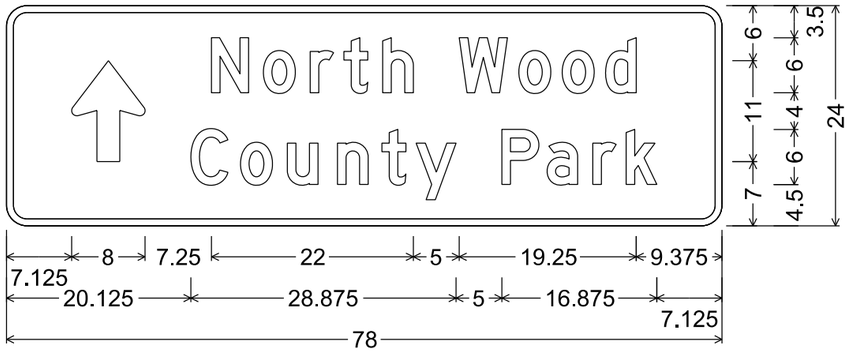
1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C or as noted



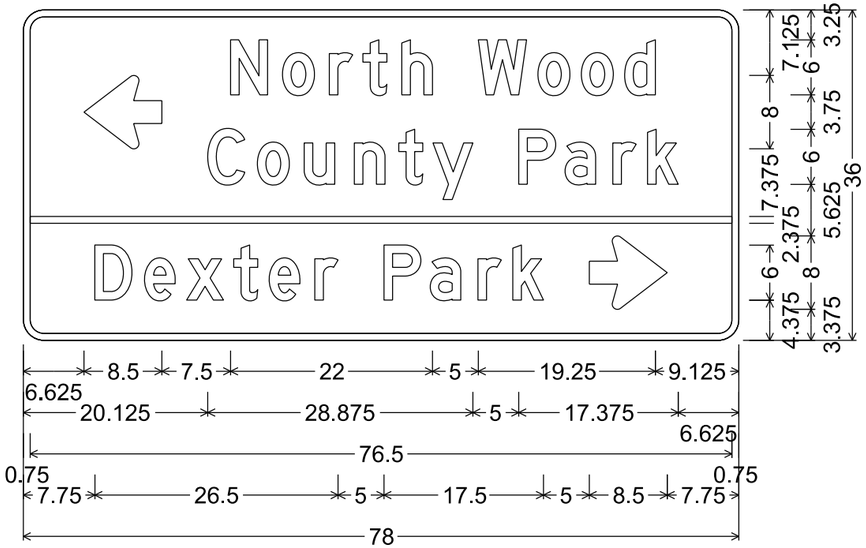

D1-62; 6.000" Radius, 1.000" Border

NOTES

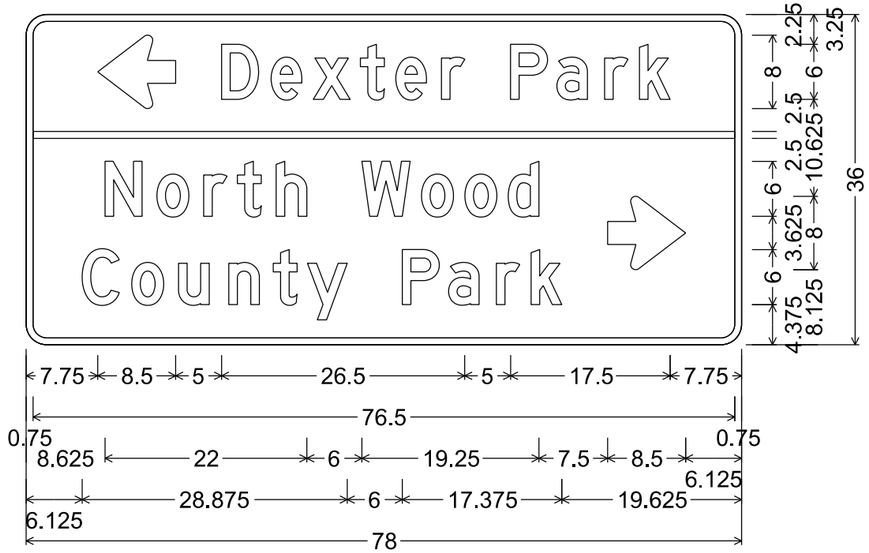
1. Signs are Type II - Type H Reflective
2. Color:
   Background - Brown
   Message - White
3. Message Series - D




D1-2; 2.250" Radius, 0.750" Border




D1-3; 2.250" Radius, 0.750" Border



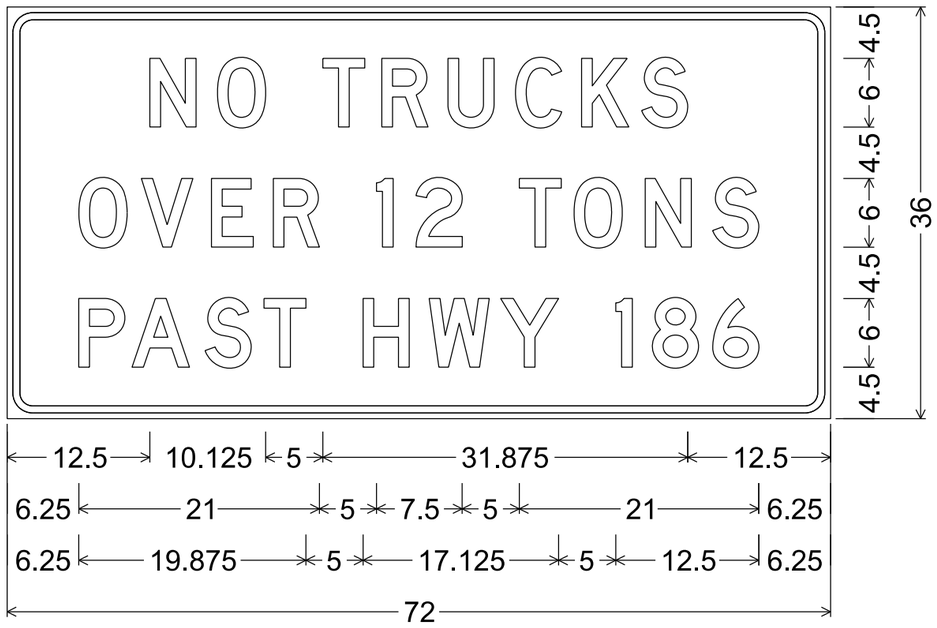

D1-3; 2.250" Radius, 0.750" Border

7

7

NOTES

1. Fixed Message Sign  Type II - Type F Reflective
2. Color:
   Background - Orange
   Message  - Black
3. Message Series - D




2.250" Radius, 0.625" Border, 0.500" Indent

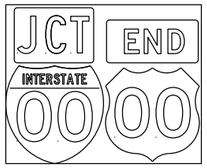
7

7

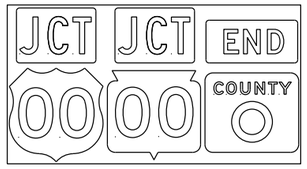
# TYPICAL ASSEMBLIES



J1-1



J1-2



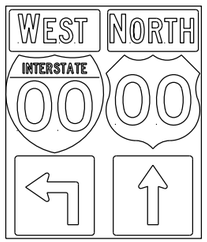
J1-3



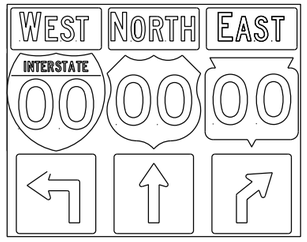
JR1-1



J2-1



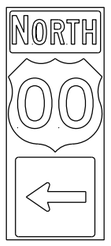
J2-2



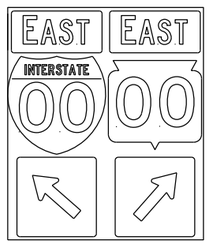
J2-3



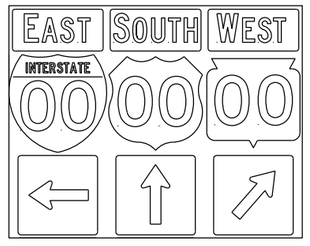
JV
( Typical Vertical J-Assembly
See Note 10 and 11 )



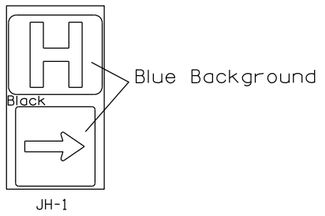
J3-1



J3-2



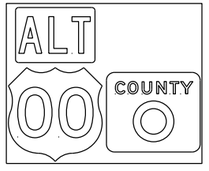
J3-3



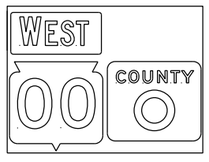
JH-1



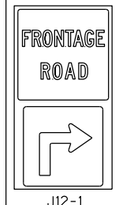
J4-1



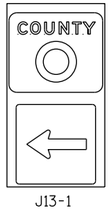
J4-2



J4-2



J12-1



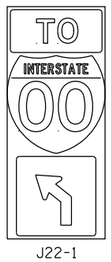
J13-1



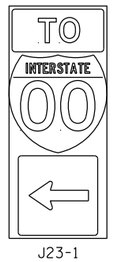
J32-1



J33-1



J22-1



J23-1



JR13-1



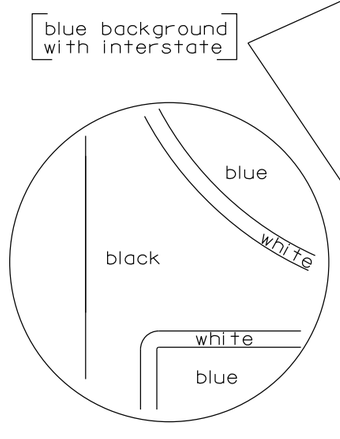
JR23-1

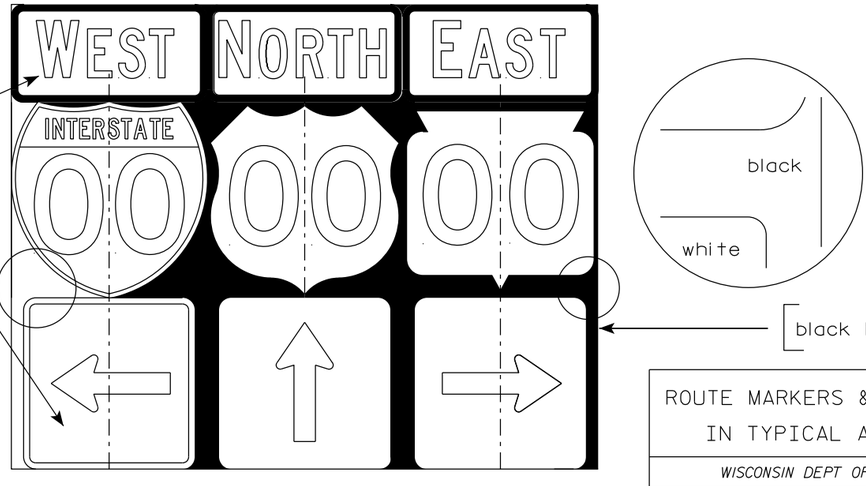


JR99-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.




ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

*WISCONSIN DEPT OF TRANSPORTATION*

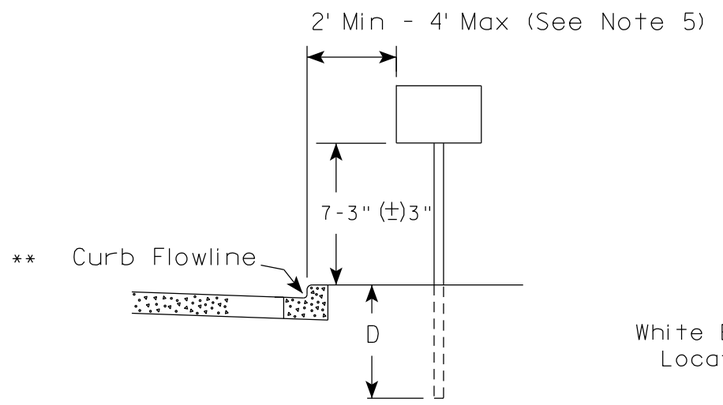
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

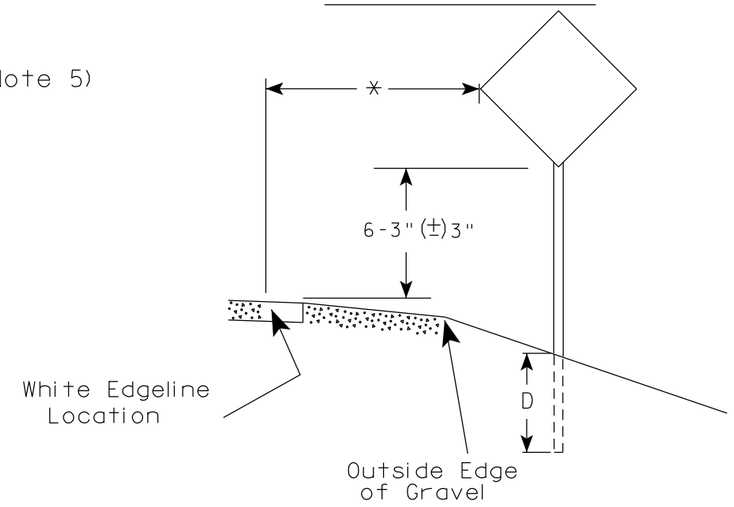
PROJECT NO:

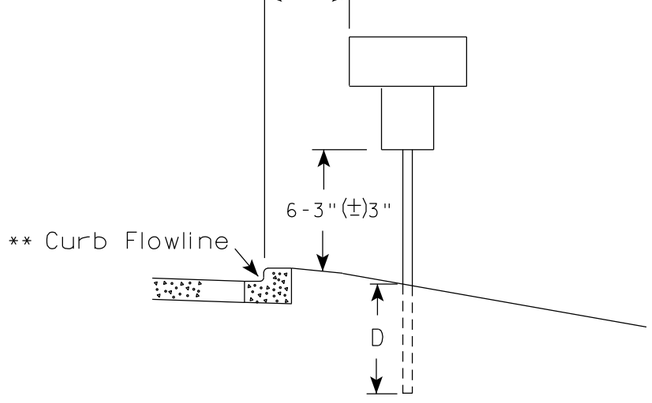
SHEET NO: 182 E

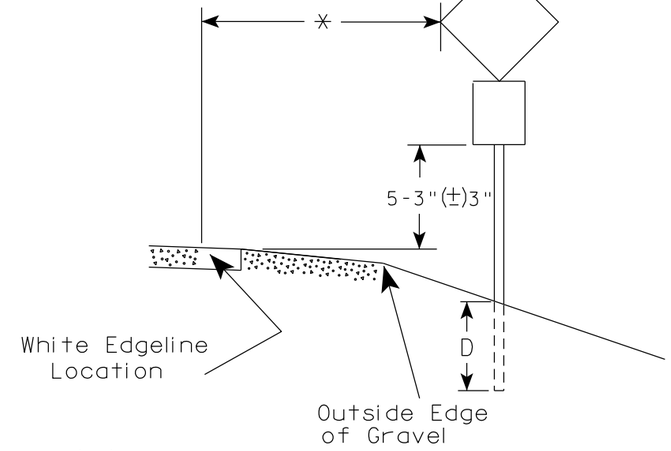
## URBAN AREA




## 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.

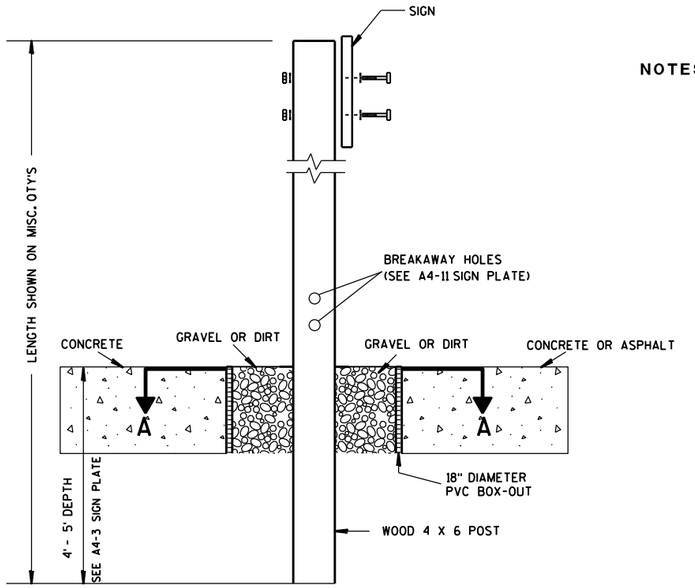
# TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

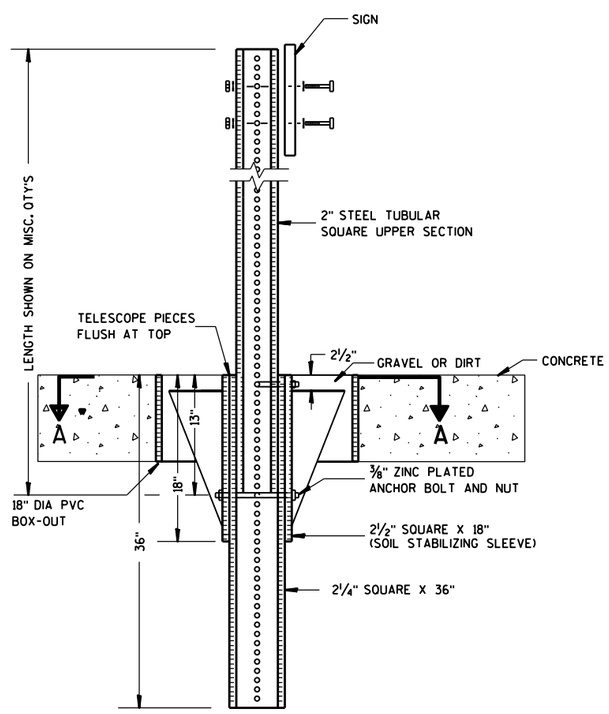
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 183 | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

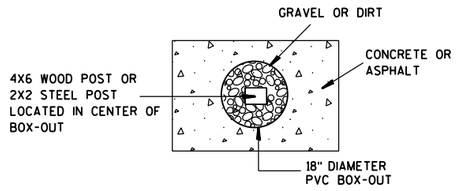
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

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*

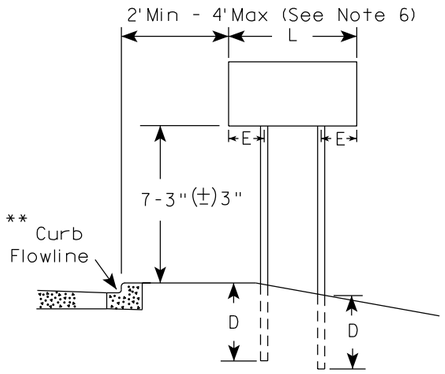
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

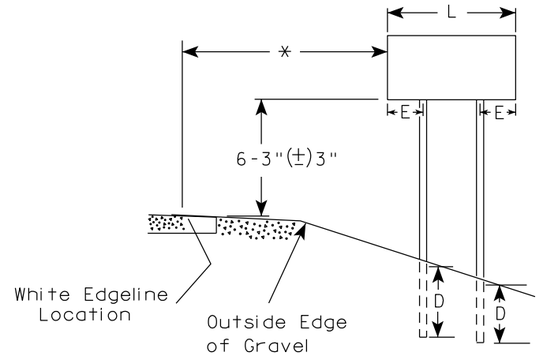


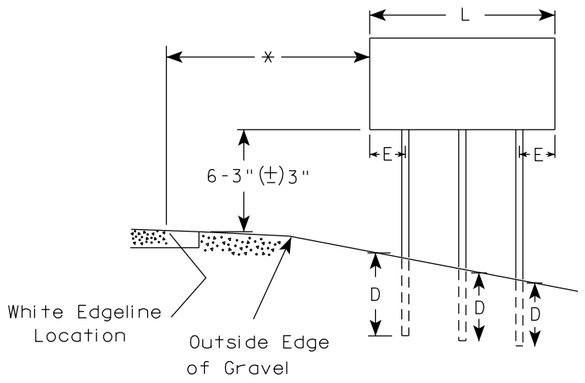
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

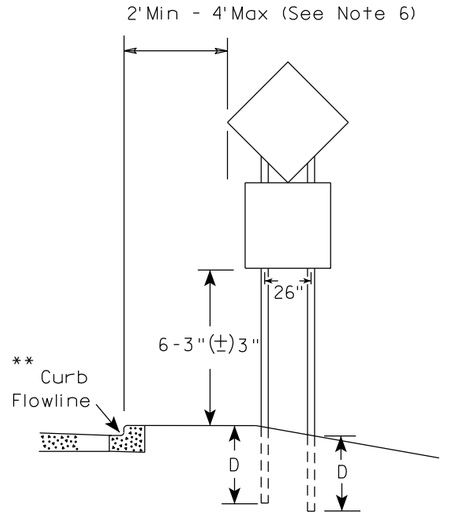
## URBAN AREA



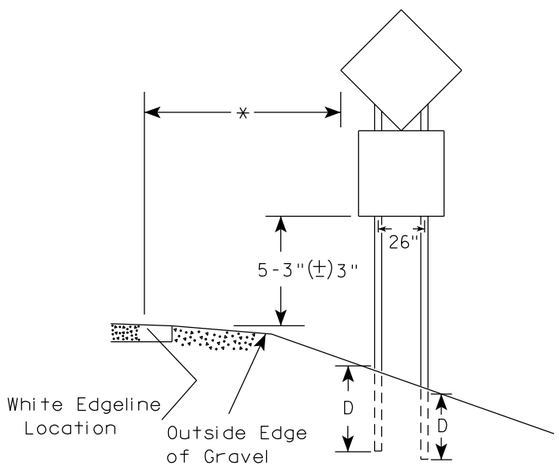

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




48" DIAMOND WARNING SIGN

| SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | | |
|---|---|---|
| | L | E |
| *** | Greater than 48" Less than 60" | 12" |
| | 60" to 108" | L/5 |

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 108" to 144" | 12" |

## GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

## POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

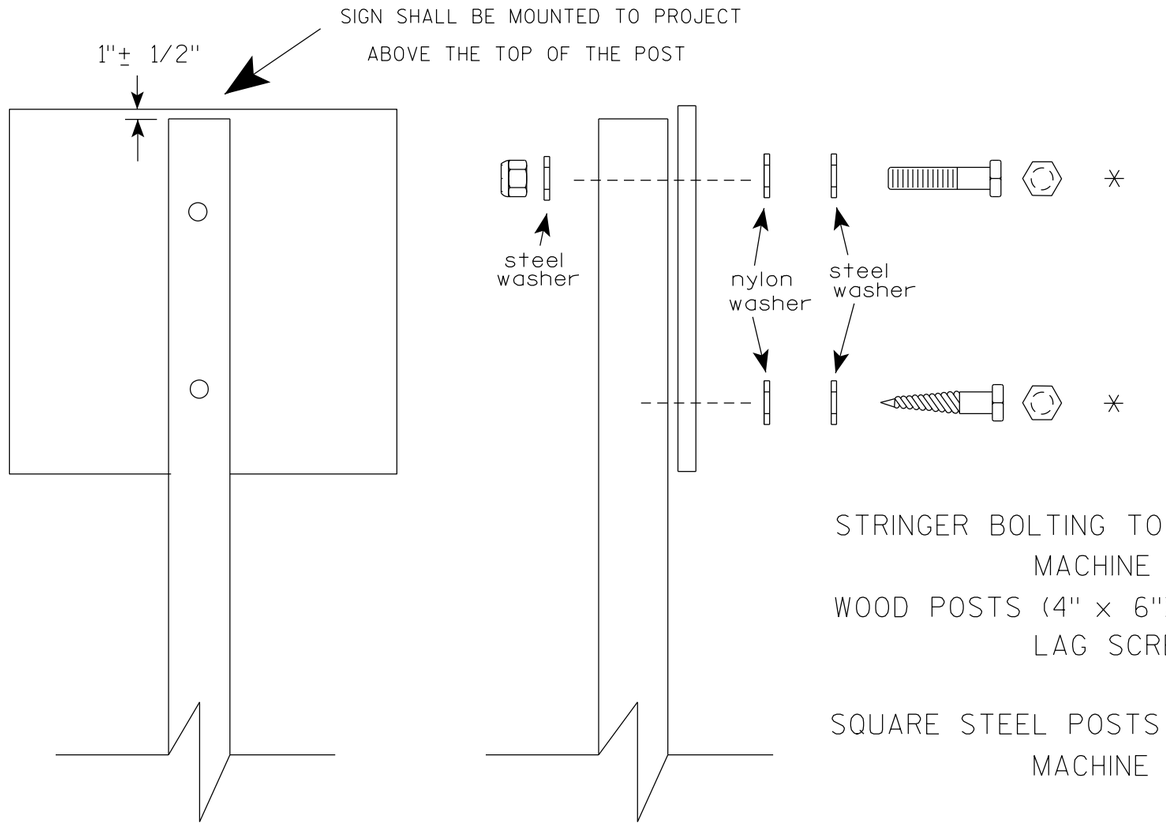
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 185 | E |
|---|---|---|---|---|---|




Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

# ATTACHMENT OF SIGNS TO POSTS

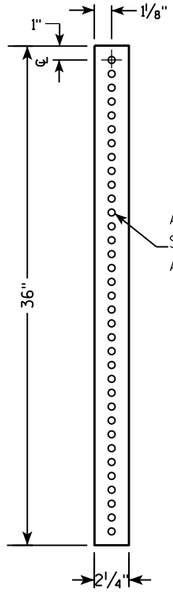
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

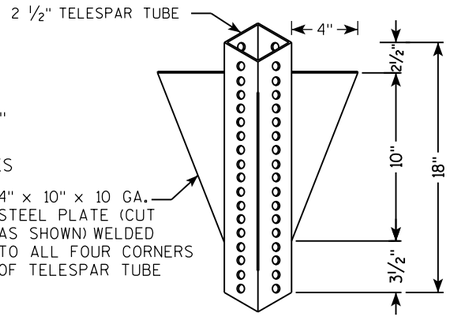
DATE 4/1/2020 PLATE NO. A4-8.9

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

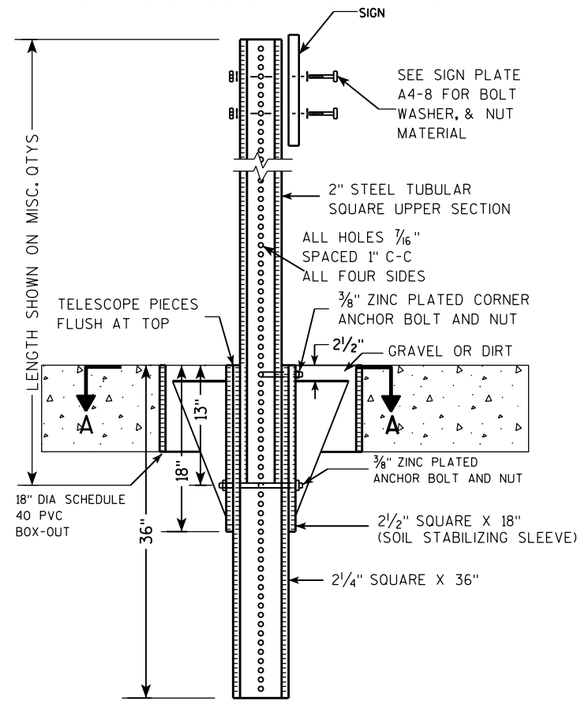
**2 ¼ " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



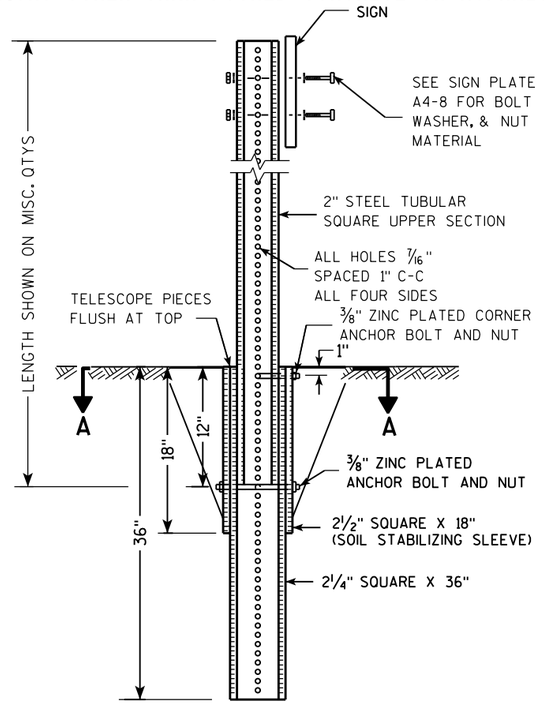

**2 ½ " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

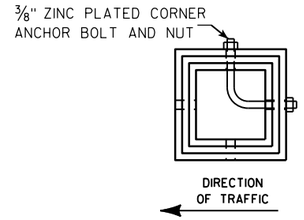



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## DETAIL OF TUBULAR STEEL SIGN POST
**(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)**




**SECTION A-A**

| Area of Sign Installation (Sq. Ft.) | Number of Required Posts |
|---|---|
| 9 or less | 1 |
| Greater than 9 less than or equal to 18 | 2 |
| Greater than 18 less than or equal to 27 | 3 |

**Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).**

TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

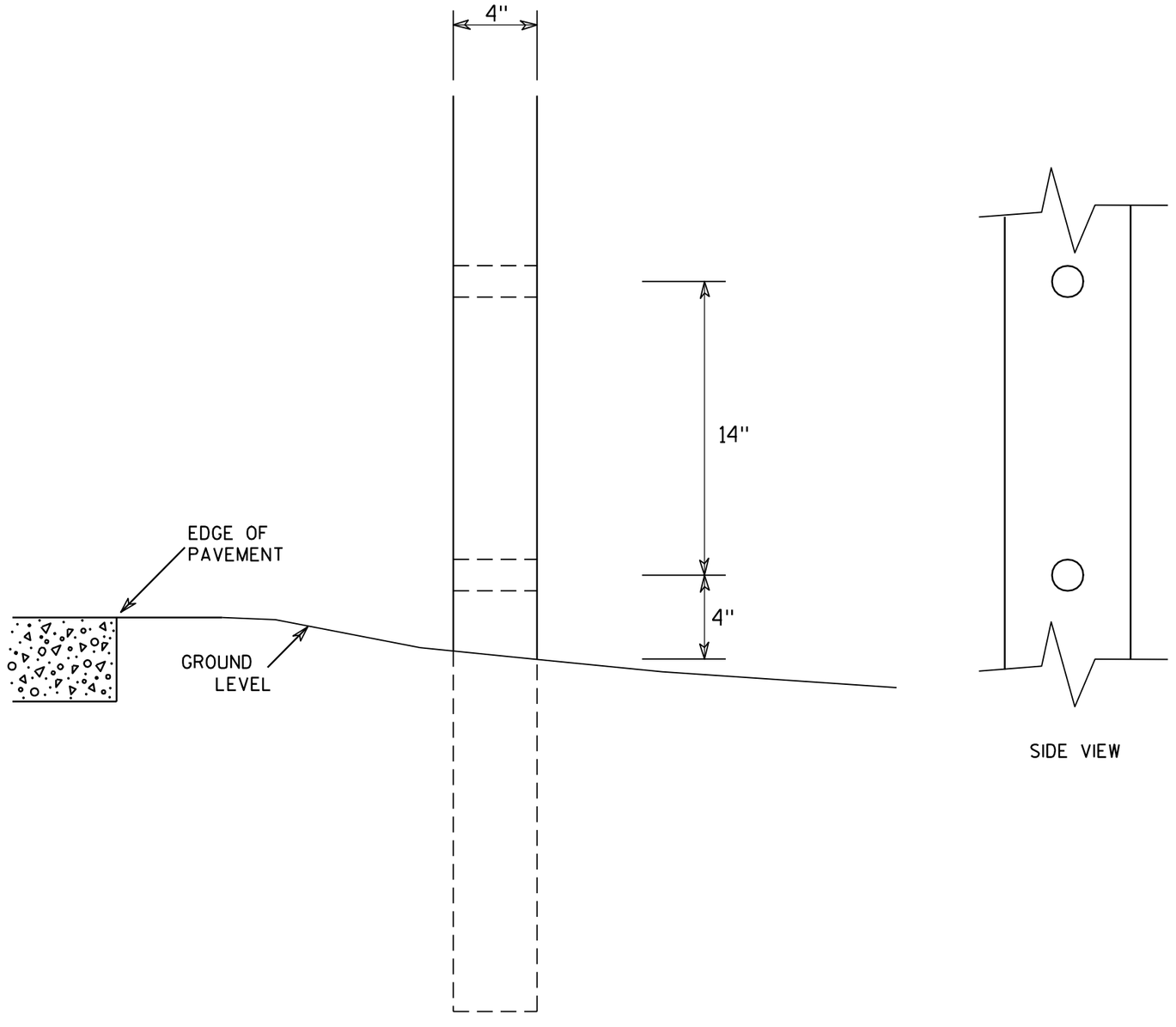
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42






SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

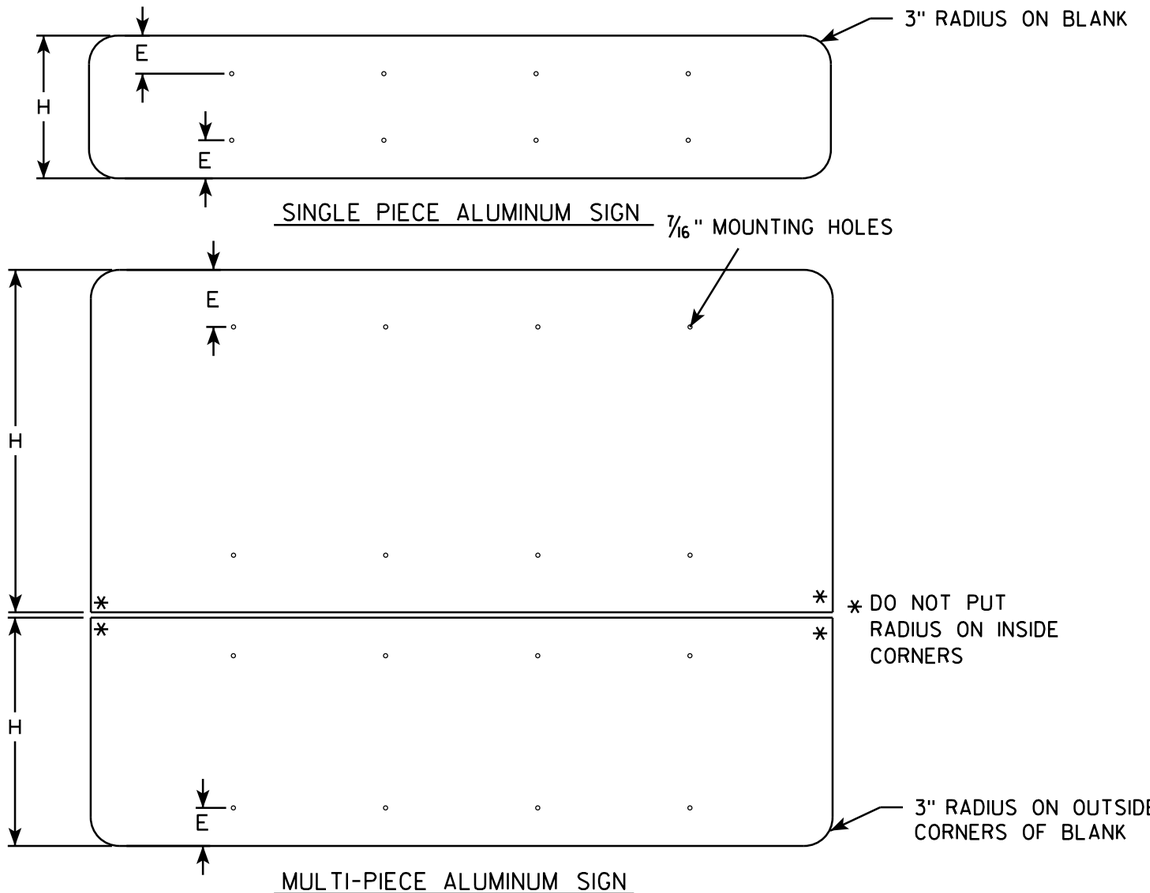
# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

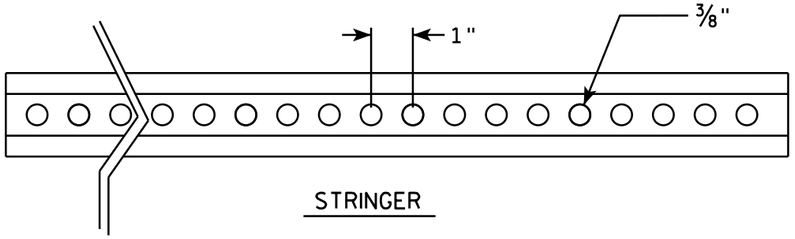
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 188 | E |
|---|---|---|---|---|---|




# GENERAL NOTES

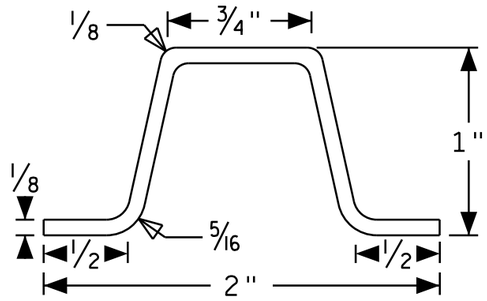
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

| SIGN WIDTH | STRINGER WIDTH | POSTS | HOLE SPACING | MOUNTING HOLES |
|---|---|---|---|---|
| 78" | 72" | 2 | 16" | 15" 31" 47" 63" |
| 84" | 72" | 2 | 17" | 16½" 33½" 50½" 67½" |
| 90" | 72" | 2 | 18" | 18" 36" 54" 72" |
| 96" | 90" | 2 | 19" | 19½" 38½" 57½" 76½" |
| 102" | 90" | 2 | 20" | 21" 41" 61" 81" |
| 108" | 90" | 2 | 21" | 22½" 43½" 64½" 85½" |
| 114" | 108" | 3 | 15" | 12" 27" 42" 57" 72" 87" 102" |
| 120" | 108" | 3 | 16" | 12" 28" 44" 60" 76" 92" 108" |
| 126" | 108" | 3 | 17" | 12" 29" 46" 63" 80" 97" 114" |
| 132" | 126" | 3 | 18" | 12" 30" 48" 66" 84" 102" 120" |
| 138" | 126" | 3 | 19" | 12" 31" 50" 69" 88" 107" 126" |
| 144" | 126" | 3 | 20" | 12" 32" 52" 72" 92" 112" 132" |

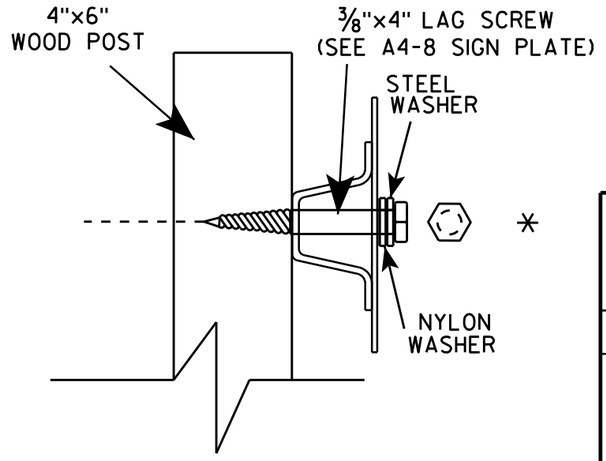



STRINGER

CROSS SECTION VIEW OF CHANNEL




POST MOUNTING




## SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 4/26/16 PLATE NO A4-18.1

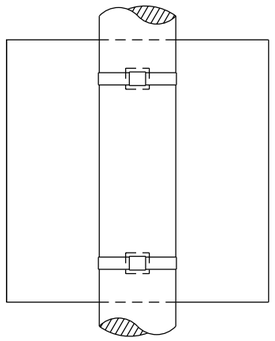
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

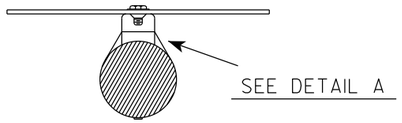


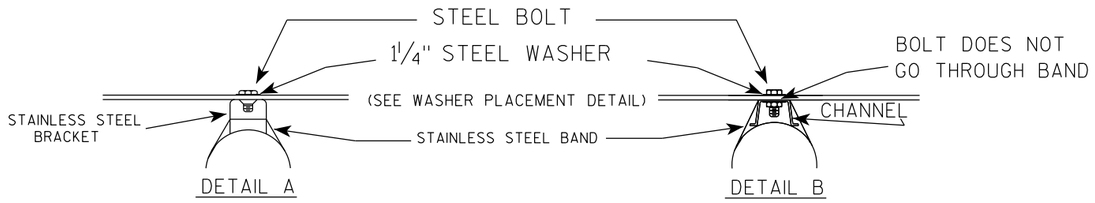
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

# BANDING

SINGLE SIGN



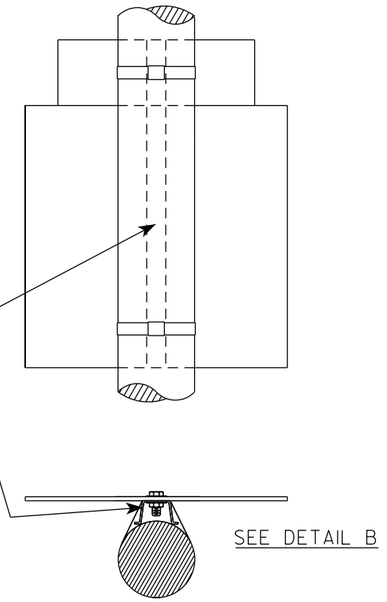


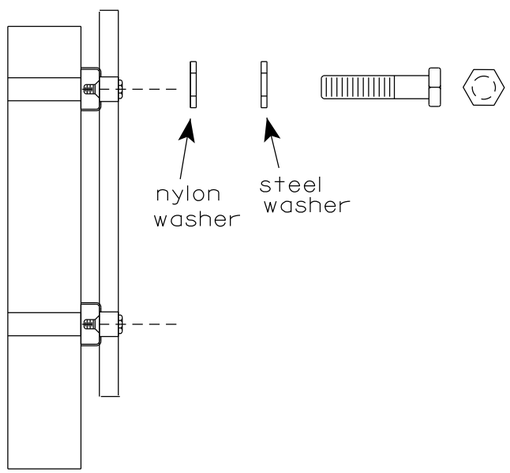

## GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY




WASHER PLACEMENT




WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

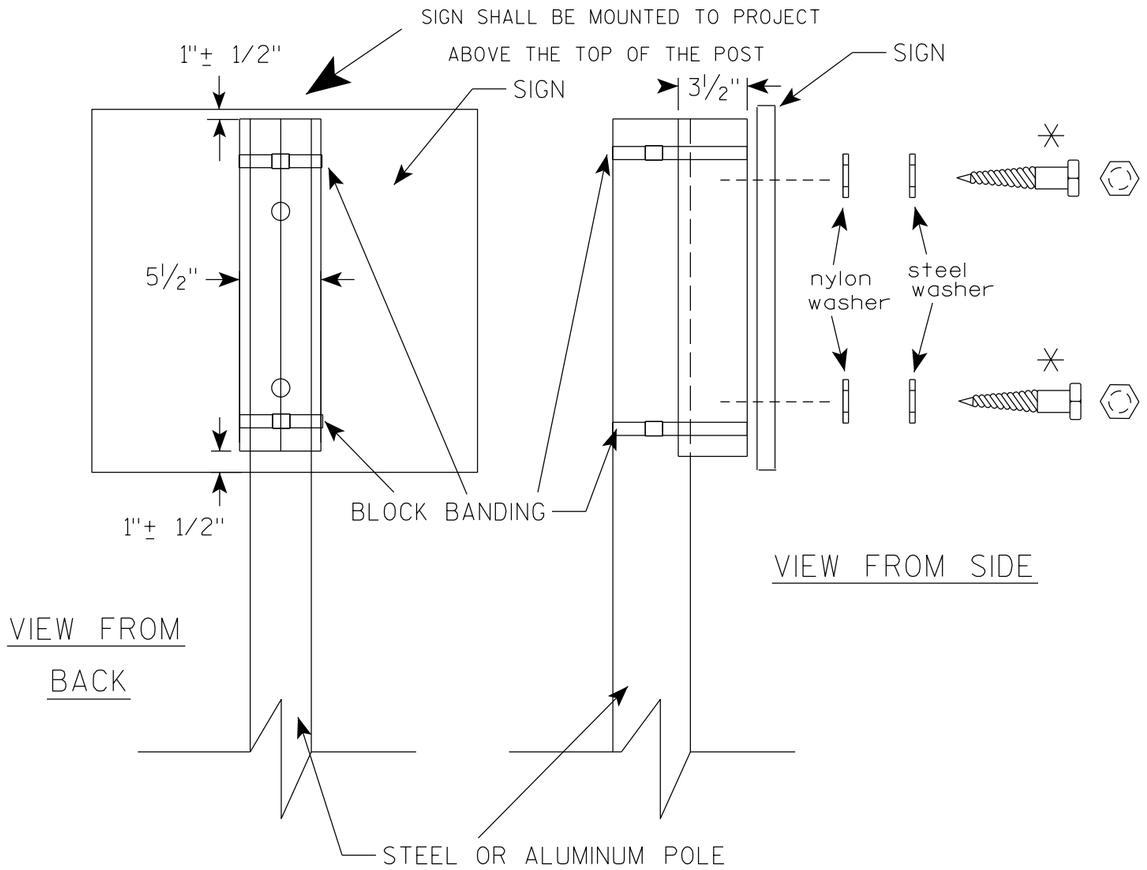
DATE 6/10/19 PLATE NO. A5-9.4

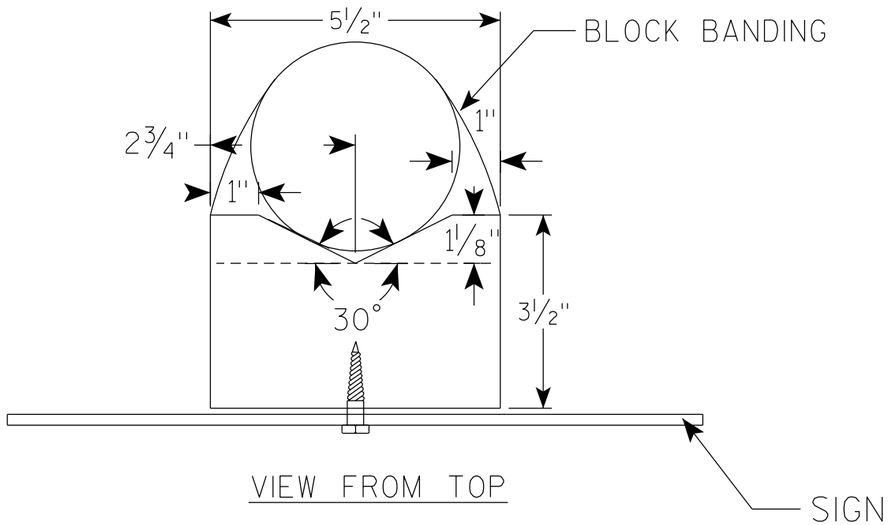
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 190 | E |
|---|---|---|---|---|---|

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 )

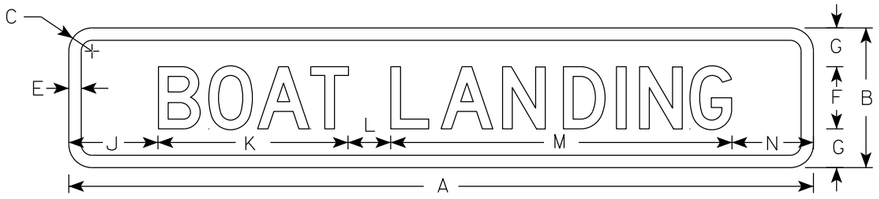
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

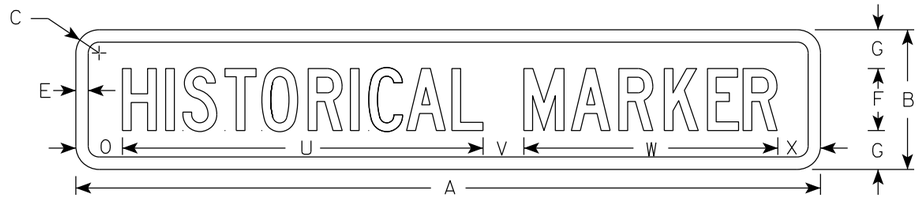
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

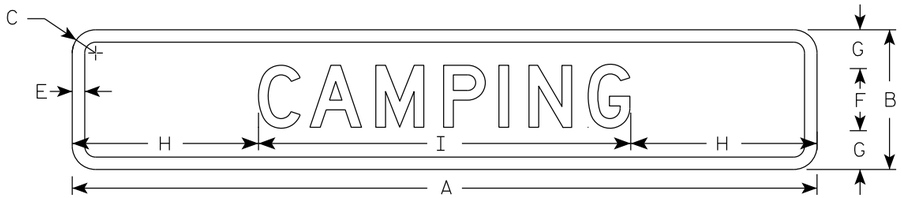
SHEET NO: 191 E



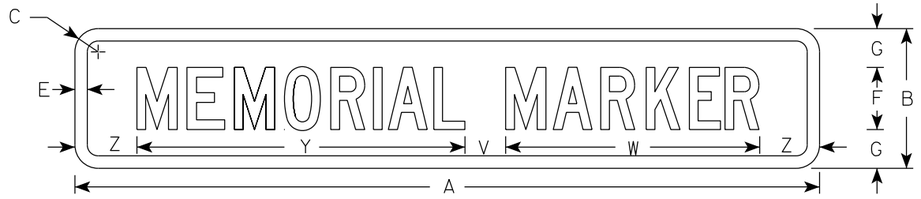

DB5-69B
DG5-69B
DN5-69B




DB5-69E




DB5-69G
DG5-69G
DN5-69G




DB5-69F

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - See Note 4
   Message - White - Type H Reflective
3. DB5-69B, DB5-69E, DB5-69F, DB5-69G — Background BLUE
   DG5-69B, DG5-69G — Background GREEN
   DN5-69B, DN5-69G — Background BROWN
4. Message Series - All signs are Series D except for DB5-69E & DB5-69F which are 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 | 48 | 9 | 1 ½ | | ½ | 4 | 2 ½ | 12 | 24 | 5 ¾ | 12 ¼ | 2 ¾ | 22 | 5 ¼ | 3 | | | 4 ½ | 19 ½ | 4 ¼ | 23 ¼ | 2 ⅝ | 16 ⅜ | 2 ⅞ | 21 | 2 | 3.0 |
| 2S | 48 | 9 | 1 ½ | | ½ | 4 | 2 ½ | 12 | 24 | 5 ¾ | 12 ¼ | 2 ¾ | 22 | 5 ¼ | 3 | | | 4 ½ | 19 ½ | 4 ¼ | 23 ¼ | 2 ⅝ | 16 ⅜ | 2 ⅞ | 21 | 2 | 3.0 |
| 2M | 48 | 9 | 1 ½ | | ½ | 4 | 2 ½ | 12 | 24 | 5 ¾ | 12 ¼ | 2 ¾ | 22 | 5 ¼ | 3 | | | 4 ½ | 19 ½ | 4 ¼ | 23 ¼ | 2 ⅝ | 16 ⅜ | 2 ⅞ | 21 | 2 | 3.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

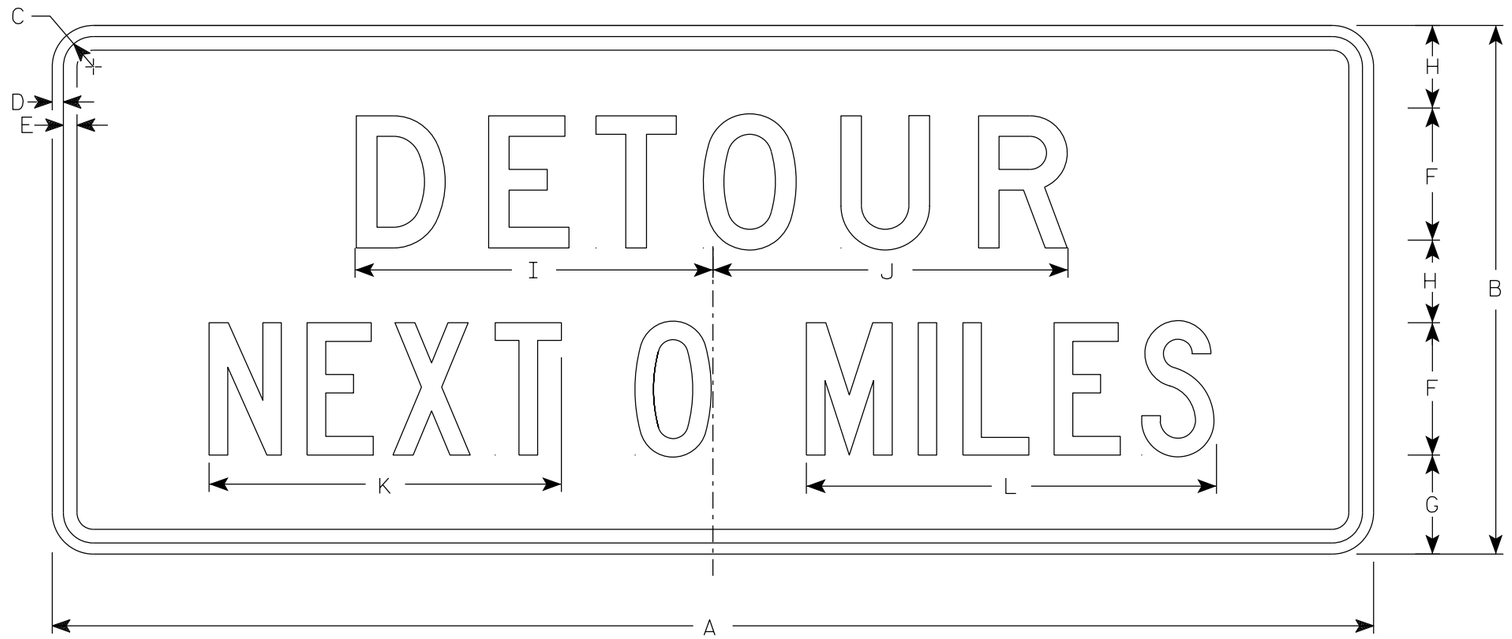
STANDARD SIGN
DB5-69 & DG5-69
& DN5-69 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/2024 PLATE NO. DB5-69.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 192 | E




G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 60 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 16 1/4 | 16 1/8 | 16 | 18 5/8 | | | | | | | | | | | | | | | 10.0 |
| 2M | 60 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 16 1/4 | 16 1/8 | 16 | 18 5/8 | | | | | | | | | | | | | | | 10.0 |
| 3 | 60 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 16 1/4 | 16 1/8 | 16 | 18 5/8 | | | | | | | | | | | | | | | 10.0 |
| 4 | 60 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 16 1/4 | 16 1/8 | 16 | 18 5/8 | | | | | | | | | | | | | | | 10.0 |
| 5 | 60 | 24 | 1 7/8 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 16 1/4 | 16 1/8 | 16 | 18 5/8 | | | | | | | | | | | | | | | 10.0 |

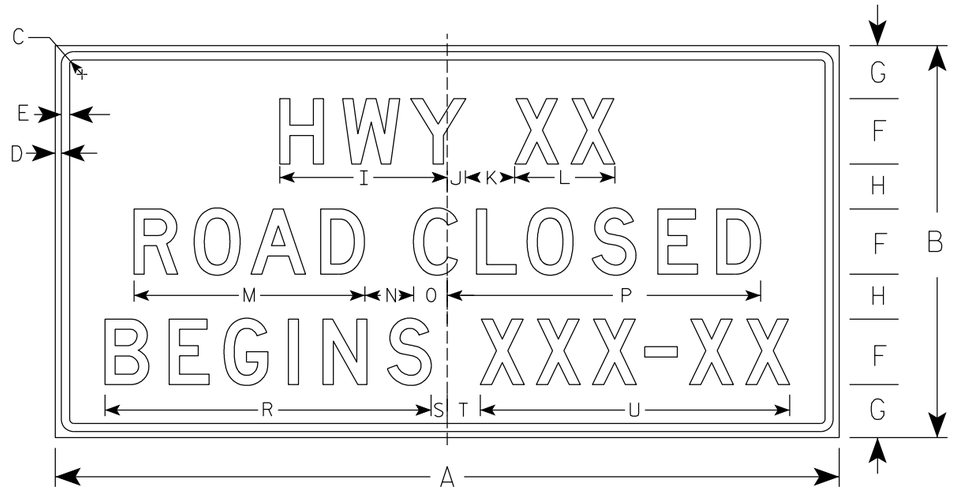
STANDARD SIGN
G20-51

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

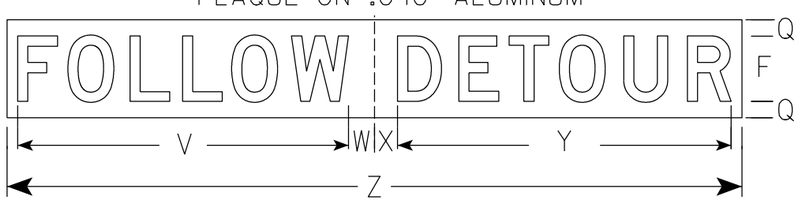
DATE 1/26/2023 PLATE NO. G20-51.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 193 | E |
|---|---|---|---|---|---|




G20-57C

PLAQUE ON .040" ALUMINUM




USE ONLY ONCE WHEN ROAD IS CLOSED

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Substitute appropriate numeral and adjust spacing to achieve proper balance.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 3 | 72 | 36 | 1 1/8 | 1/2 | 5/8 | 6 | 5 | 4 | 15 5/8 | 1 5/8 | 5 | 9 1/4 | 21 1/8 | 5 | 2 7/8 | 29 | 2 | 30 | 1 3/4 | 3 1/4 | 28 3/8 | 40 1/2 | 2 | 2 | 29 3/4 | 66 | 18.0 |
| 4 | 96 | 48 | 2 1/4 | 3/4 | 1 | 8 | 6 1/2 | 5 1/2 | 20 5/8 | 2 1/4 | 6 | 12 1/4 | 28 1/4 | 6 | 4 1/8 | 38 3/8 | 2 | 39 7/8 | 2 | 4 | 37 7/8 | 29 3/4 | 3 1/8 | 2 7/8 | 40 7/8 | 90 | 32.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

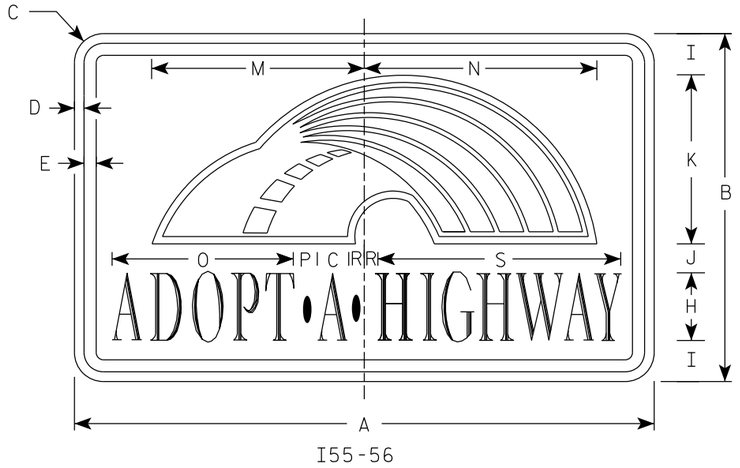
STANDARD SIGN
G20-57C

*WISCONSIN DEPT OF TRANSPORTATION*

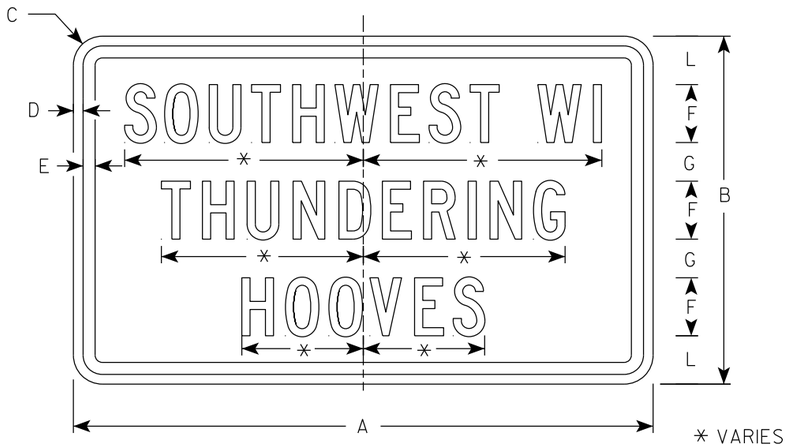
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 9/25/19 PLATE NO. G20-57C.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 194 E




I55-56



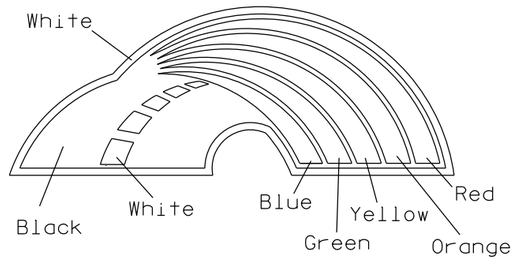

I55-56P

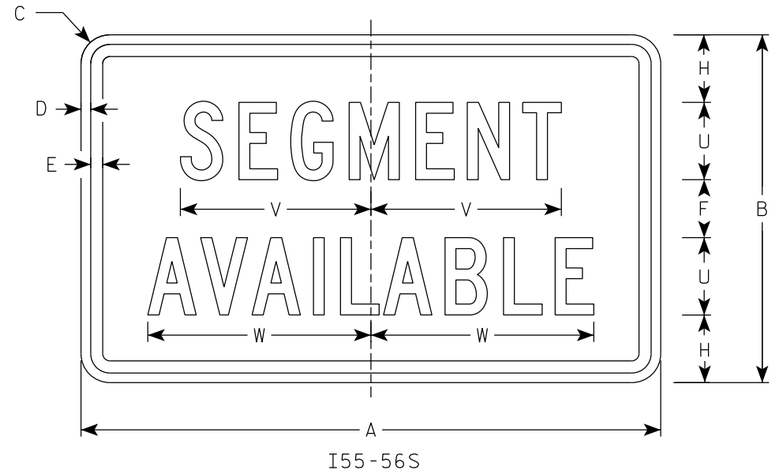
* VARIES

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Blue
   Message - White
   Rainbow detail - See Below
3. Message Series - Adopt a Highway - Dutch 8011L
   All other Text - Series C
4. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*




I55-56S

*1/4" Black Border between each color of rainbow and border of rainbow

*3/8" White Border surrounds the whole image of the rainbow

| 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 | 18 | 1 1/2 | 1/2 | 5/8 | 3 | 2 | 3 1/2 | 2 1/4 | 1 1/2 | 8 1/2 | 2 1/2 | 11 | 12 | 9 3/8 | 1 1/4 | | 3/4 | 12 5/8 | 7 1/2 | 4 | 9 7/8 | 11 1/2 | | | | 3.75 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
I55-56

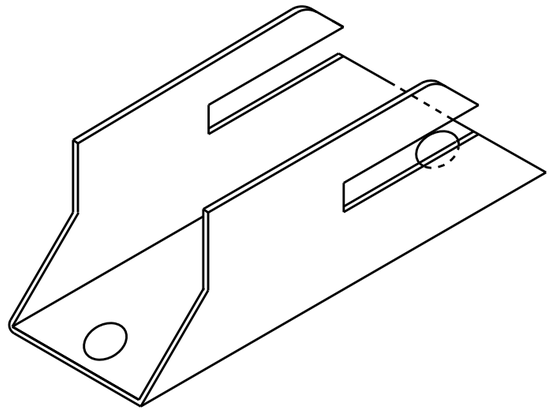
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

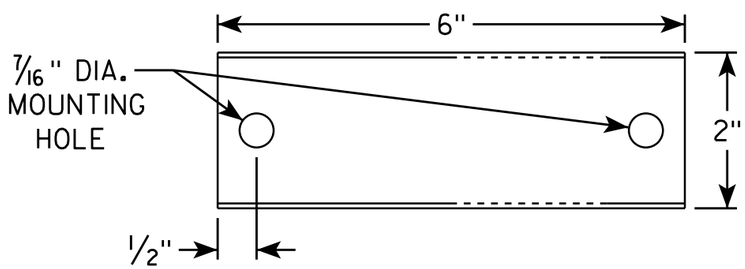
DATE 3/13/2025 PLATE NO. 155-56.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 195 | E

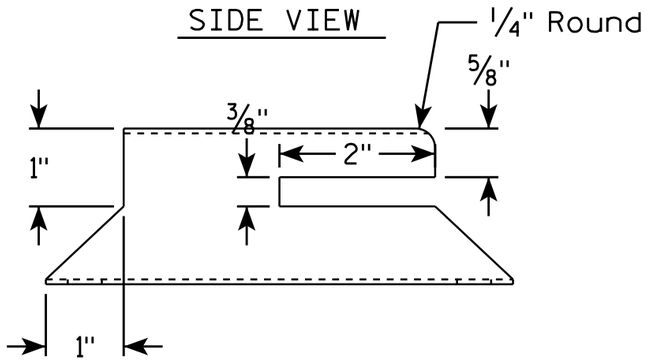
## ISOMETRIC VIEW



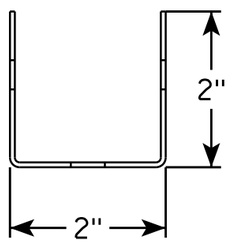
## TOP VIEW




## SIDE VIEW



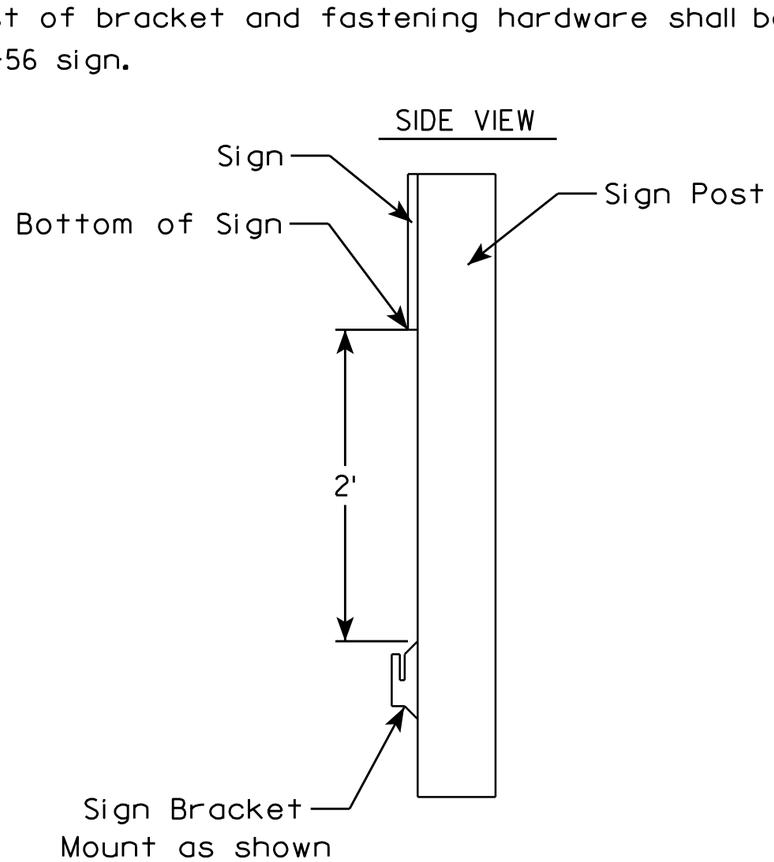

## END VIEW




## NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

## SIDE VIEW




ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

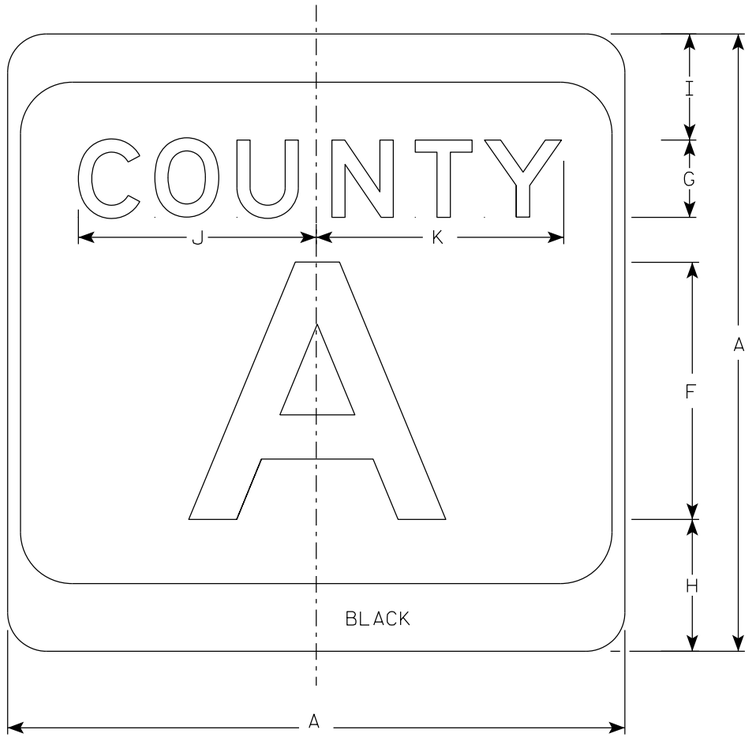
DATE 4/26/16 PLATE I55-56B.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

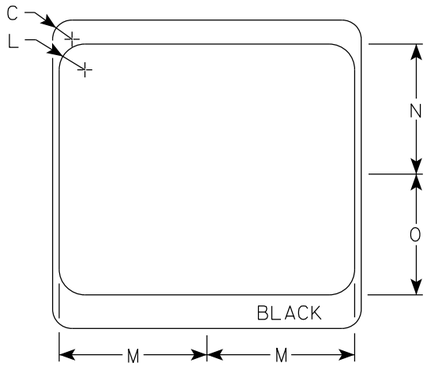


FILE NAME : C:\CAEfiles\Projects\tr_stdplate\I5556B.DGN PLOT DATE : 26-APR-2016 17:29 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.945842:1.000000

WISDOT/CADDS SHEET 42

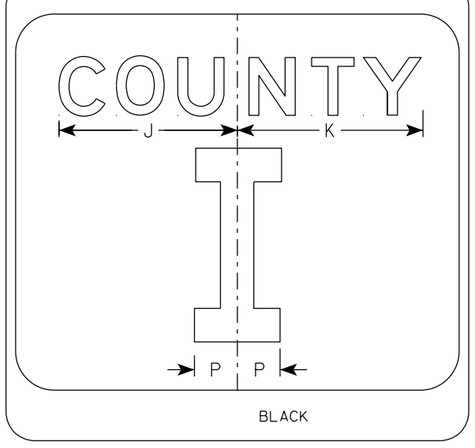


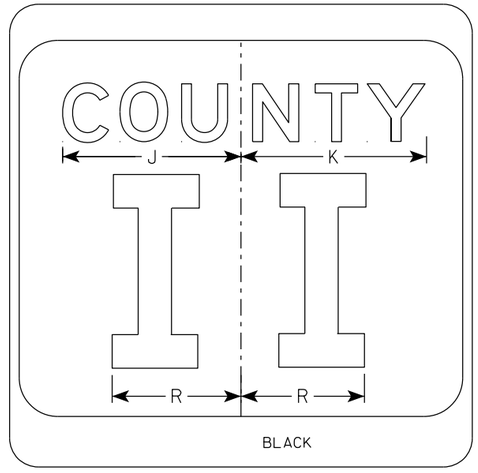

M1-5A




NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White & Black
   Message - Black
3. Message Series - see Note 4
4. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
5. Substitute appropriate letters & optically center to achieve proper balance.




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 10 | 3 | 5 1/8 | 4 1/8 | 9 1/4 | 9 5/8 | 2 | 11 1/2 | 10 1/8 | 9 3/8 | 2 1/4 | | 6 5/8 | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/2 | | | 10 | 3 | 5 1/8 | 4 1/8 | 9 1/4 | 9 5/8 | 2 | 11 1/2 | 10 1/8 | 9 3/8 | 2 1/4 | | 6 5/8 | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 16 | 4 | 7 5/8 | 5 5/8 | 12 1/4 | 12 7/8 | 3 | 17 1/8 | 15 1/4 | 14 | 3 3/8 | | 10 | | | | | | | | | 9.0 |

CTH MARKER
M1-5A FOR ASSEMBLIES

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

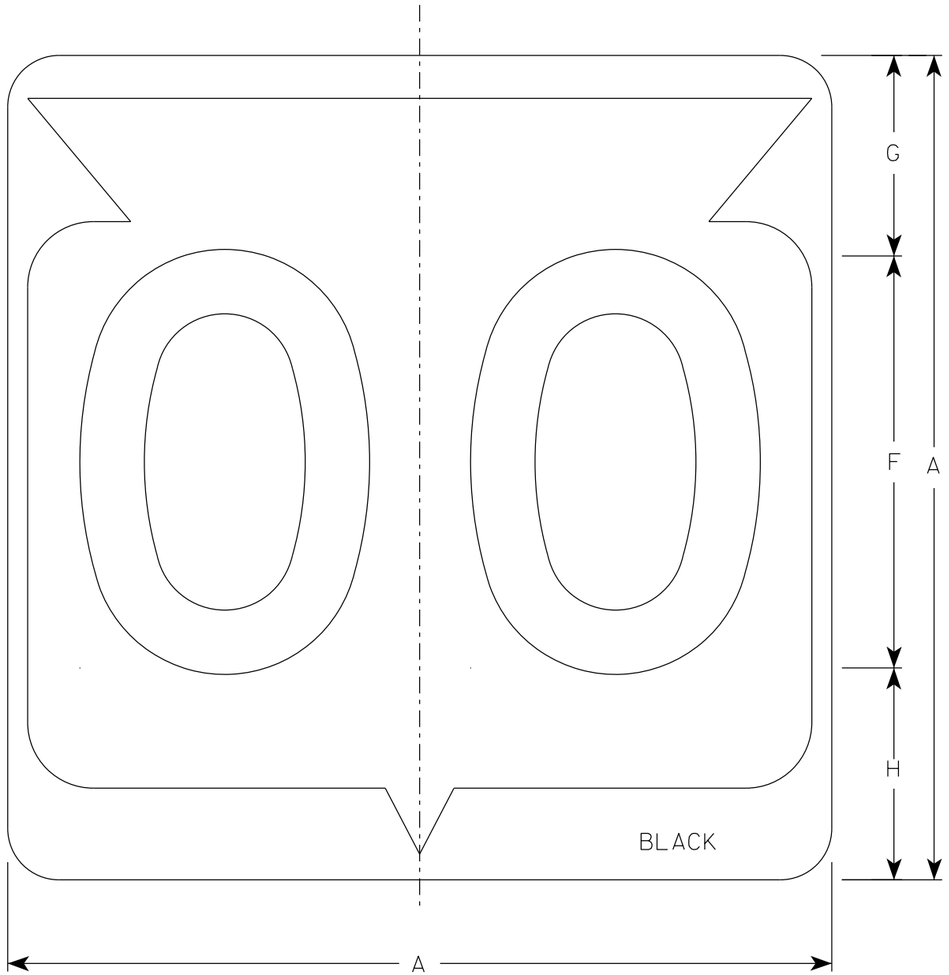
DATE 11/8/2022 PLATE NO. M1-5A.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M15A.dgn PLOT DATE : 8-NOV 2022 8:26 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

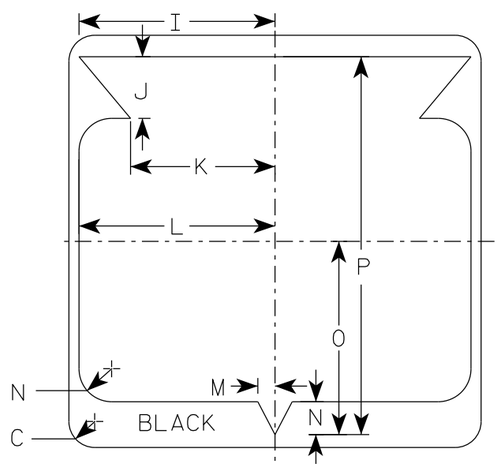

7




M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 |
| 3 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |
| 5 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 |

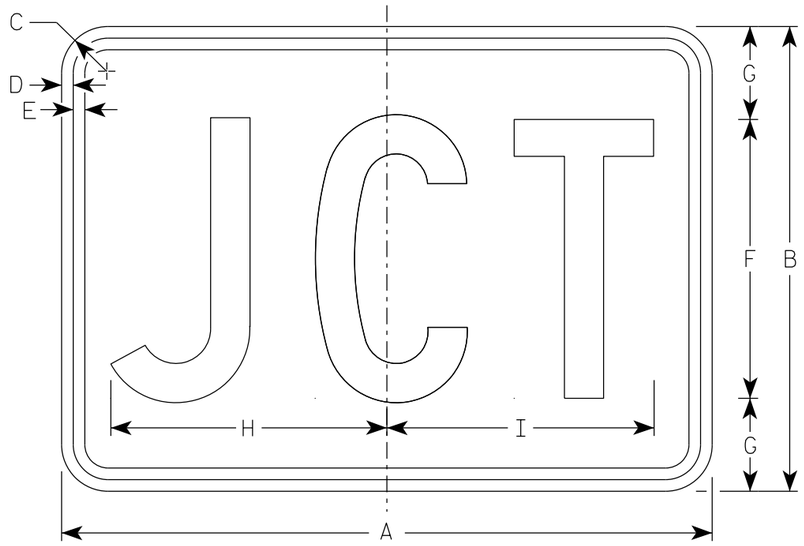
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

*WISCONSIN DEPT OF TRANSPORTATION*

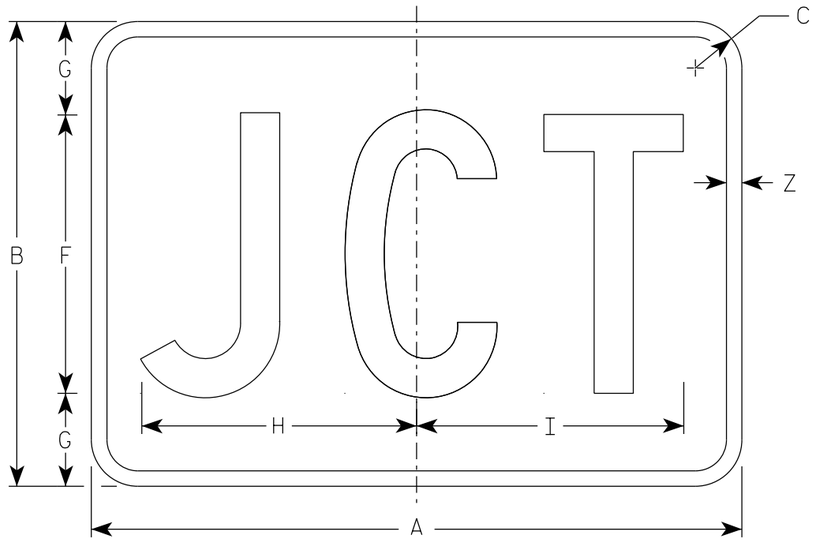
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 198 | E |
|---|---|---|---|---|---|




M2-1
MM2-1
MP2-1




MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 21 | 15 | 1 1/2 | 3/8 | 3/8 | 9 | 3 | 8 7/8 | 8 5/8 | | | | | | | | | | | | | | | | | 1/2 | 2.20 |
| 2M | 21 | 15 | 1 1/2 | 3/8 | 3/8 | 9 | 3 | 8 7/8 | 8 5/8 | | | | | | | | | | | | | | | | | 1/2 | 2.20 |
| 3 | 30 | 21 | 1 1/2 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | | 1/2 | 4.40 |
| 4 | 30 | 21 | 1 1/2 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | | 1/2 | 4.40 |
| 5 | 30 | 21 | 1 1/2 | 3/8 | 3/8 | 13 | 4 | 12 7/8 | 12 3/8 | | | | | | | | | | | | | | | | | 1/2 | 4.40 |

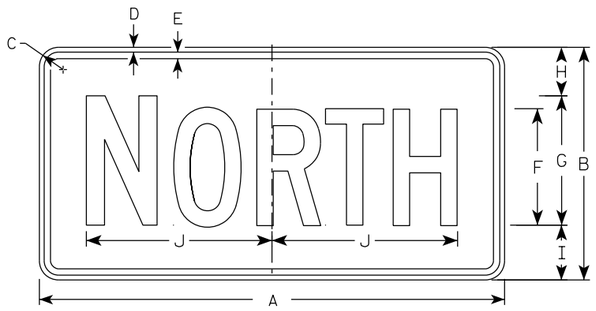
STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

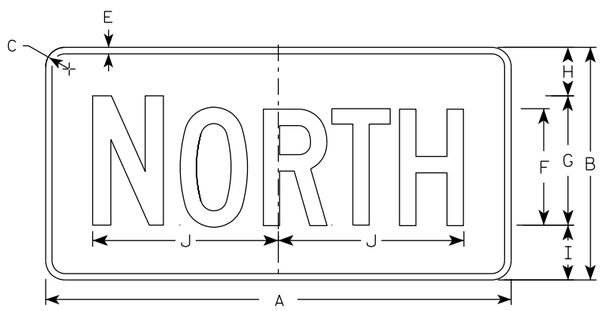
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M2-1.14

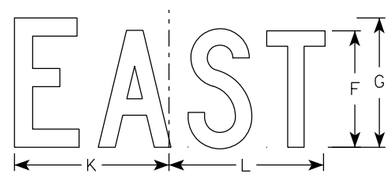
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 199 | E




M3-1
MM3-1
MP3-1



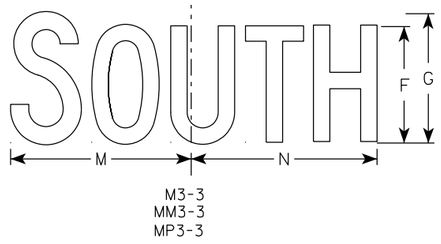

MB3-1
MK3-1
MN3-1



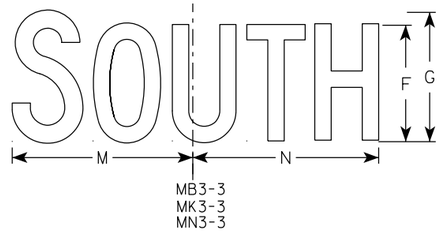

M3-2
MM3-2
MP3-2



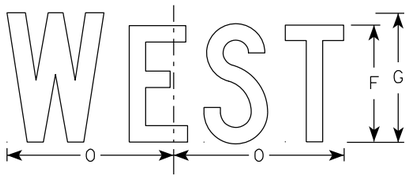

MB3-2
MK3-2
MN3-2



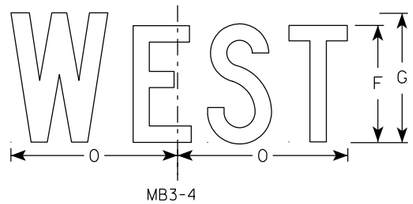

M3-3
MM3-3
MP3-3




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 |

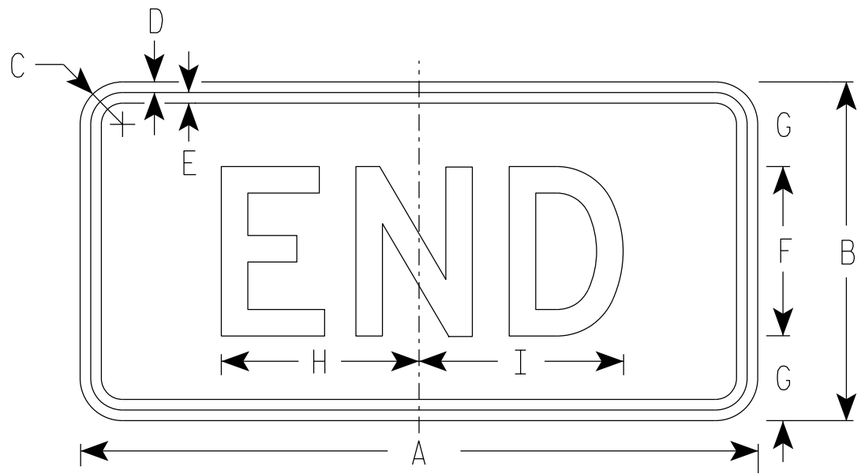
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

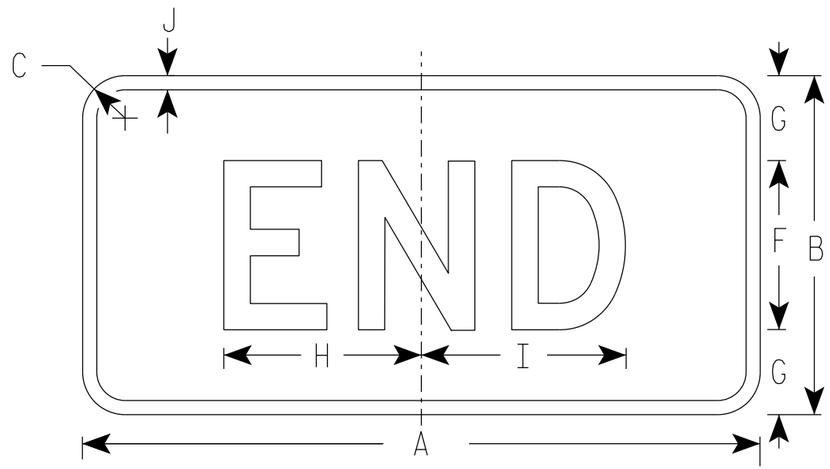
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 200 | E




M4-6
MM4-6
MP4-6




MB4-6
MK4-6
MN4-6
MR4-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. M4-6 Background - White
   Message - Black
   MB4-6 Background - Blue
   Message - White
   MK4-6 Background - Green
   Message - White
   MM4-6 Background - White
   Message - Green
   MN4-6 Background - Brown
   Message - White
   MP4-6 Background - White
   Message - Blue
   MR4-6 Background - Brown
   Message - Yellow

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 1 ½ | ⅜ | ⅜ | 6 | 3 | 7 | 7 ¼ | ½ | | | | | | | | | | | | | | | | | 2.00 |
| 2M | 24 | 12 | 1 ½ | ⅜ | ⅜ | 6 | 3 | 7 | 7 ¼ | ½ | | | | | | | | | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 ½ | ⅜ | ½ | 9 | 4 ½ | 12 | 11 ⅞ | ½ | | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 ½ | ⅜ | ½ | 9 | 4 ½ | 12 | 11 ⅞ | ½ | | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 ½ | ⅜ | ½ | 9 | 4 ½ | 12 | 11 ⅞ | ½ | | | | | | | | | | | | | | | | | 4.5 |

STANDARD SIGN
M4-6

WISCONSIN DEPT OF TRANSPORTATION

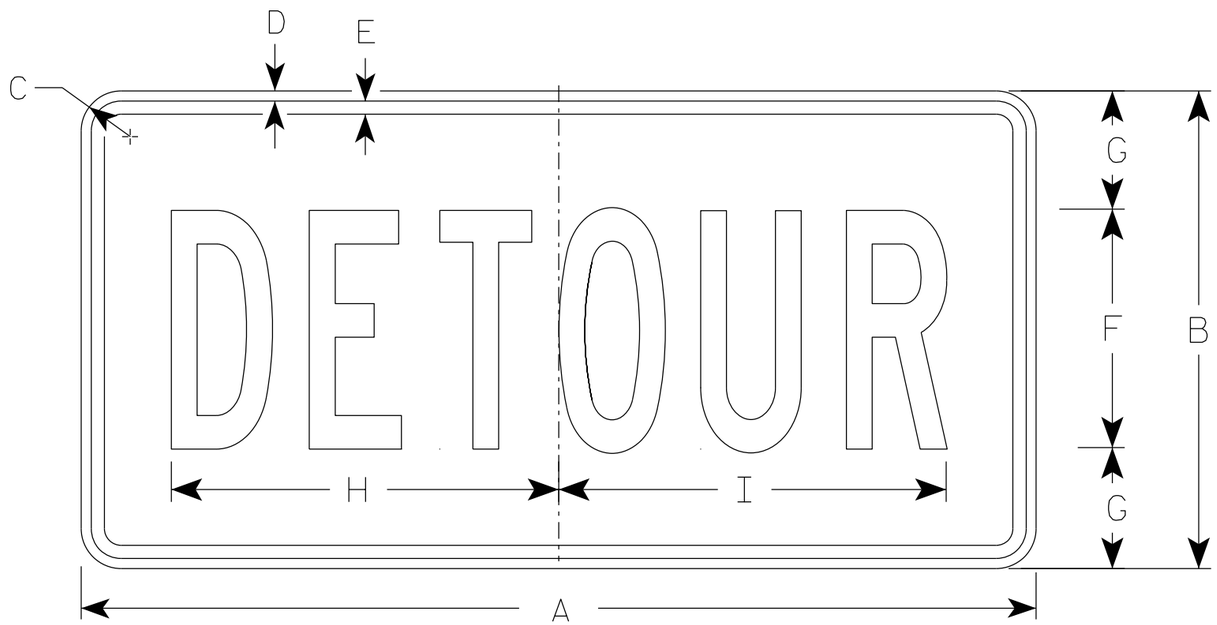
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/8/2023 PLATE NO. M4-7.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 201 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




M4-8

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 6 | 3 | 10 | 10 1/4 | | | | | | | | | | | | | | | | | | 2.0 |
| 2M | 24 | 12 | 1 1/2 | 3/8 | 3/8 | 6 | 3 | 10 | 10 1/4 | | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 4 1/2 | 14 5/8 | 14 1/2 | | | | | | | | | | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 4 1/2 | 14 5/8 | 14 1/2 | | | | | | | | | | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/2 | 3/8 | 1/2 | 9 | 4 1/2 | 14 5/8 | 14 1/2 | | | | | | | | | | | | | | | | | | 4.5 |

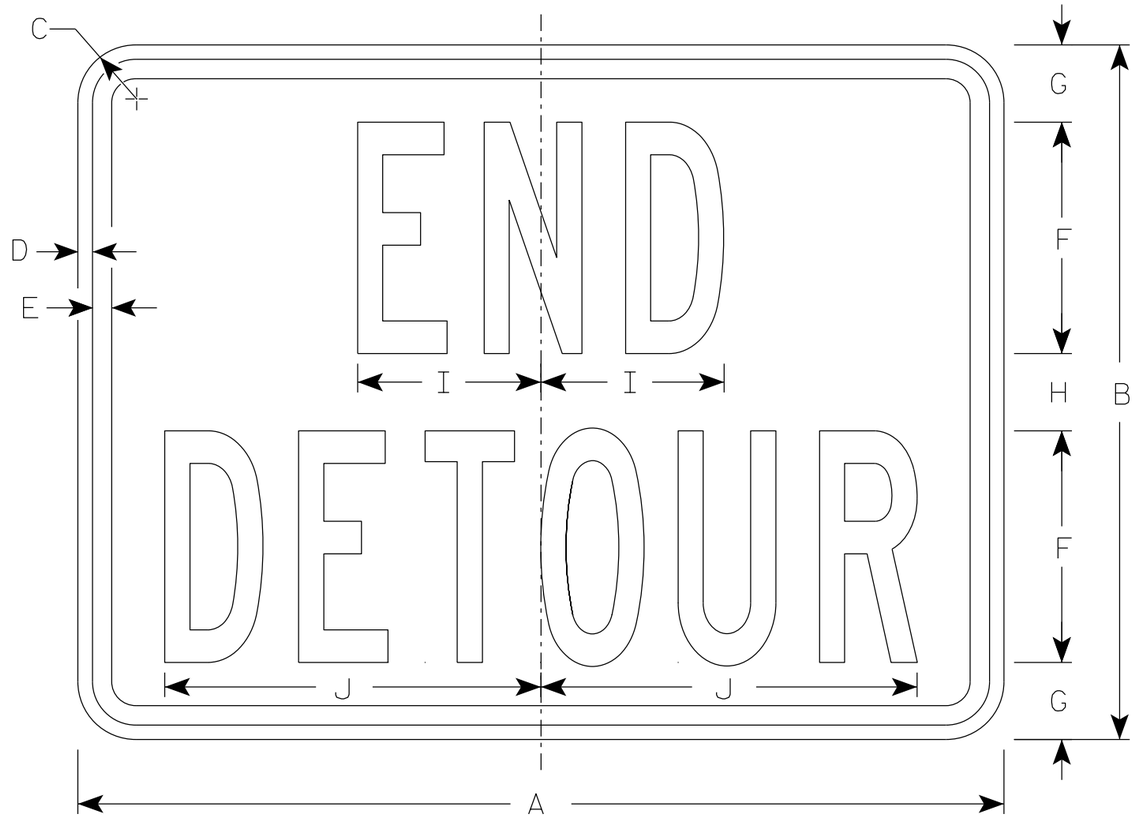
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E |
|---|---|---|---|---|




M4-8A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 18 | 1 ½ | ⅜ | ½ | 6 | 2 | 2 | 4 ¾ | 9 ¾ | | | | | | | | | | | | | | | | | 3.0 |
| 2M | 24 | 18 | 1 ½ | ⅜ | ½ | 6 | 2 | 2 | 4 ¾ | 9 ¾ | | | | | | | | | | | | | | | | | 3.0 |
| 3 | 30 | 24 | 1 ½ | ⅜ | ½ | 8 | 2 ½ | 3 | 6 ¾ | 13 | | | | | | | | | | | | | | | | | 5.0 |
| 4 | 30 | 24 | 1 ½ | ⅜ | ½ | 8 | 2 ½ | 3 | 6 ¾ | 13 | | | | | | | | | | | | | | | | | 5.0 |
| 5 | 30 | 24 | 1 ½ | ⅜ | ½ | 8 | 2 ½ | 3 | 6 ¾ | 13 | | | | | | | | | | | | | | | | | 5.0 |

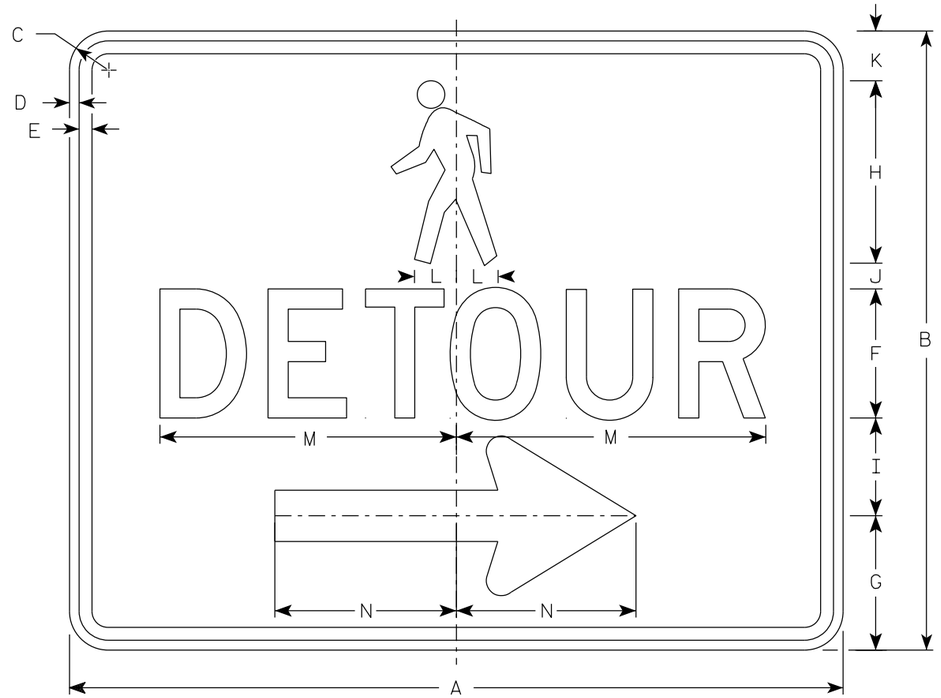
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

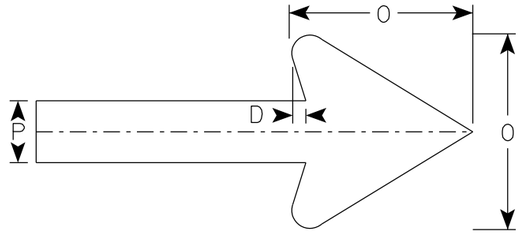
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E




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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

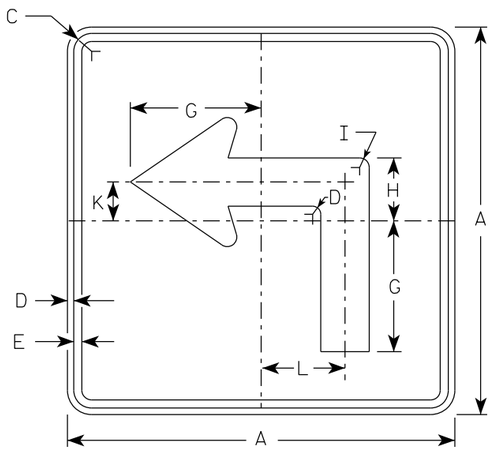
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

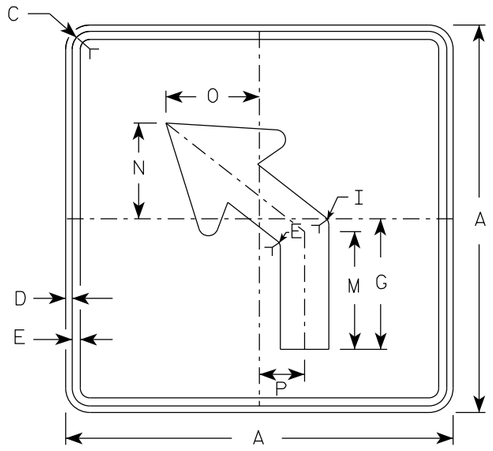
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

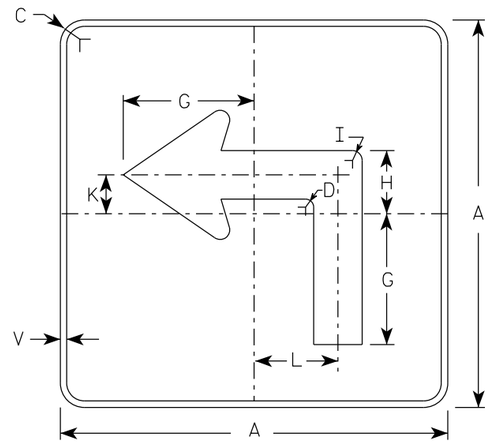
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 204 | E



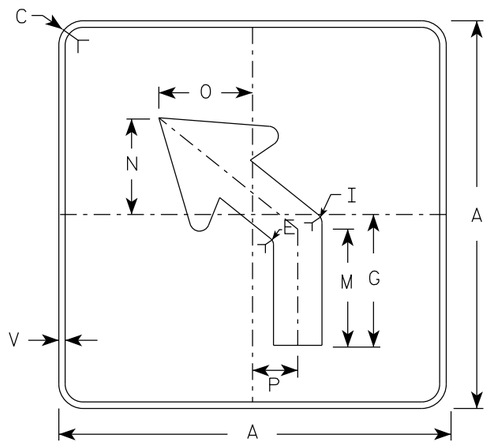

M5-1L
MM5-1L
MO5-1L
MP5-1L




M5-2L
MM5-2L
MO5-2L
MP5-2L




MB5-1L
MK5-1L
MN5-1L
MR5-1L

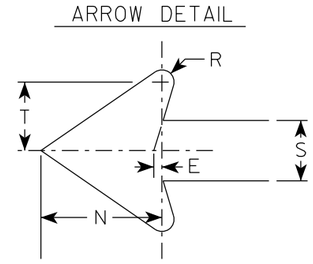



MB5-2L
MK5-2L
MN5-2L
MR5-2L

## 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 |

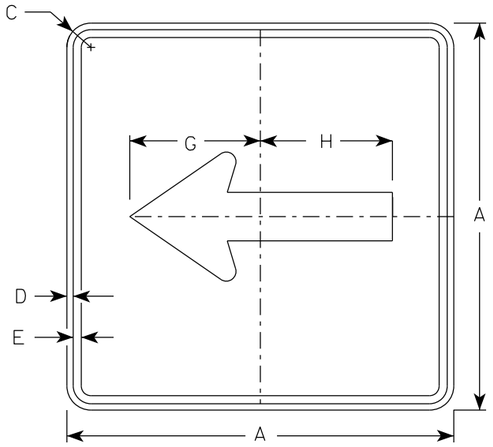
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

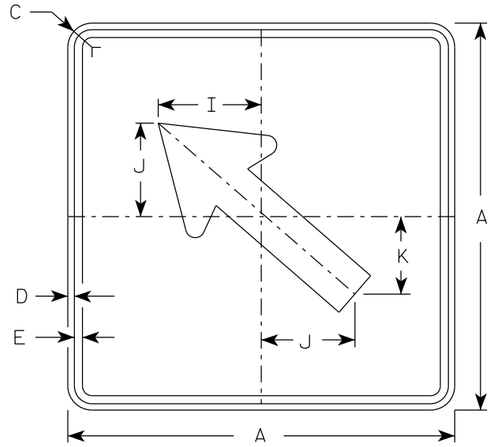
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

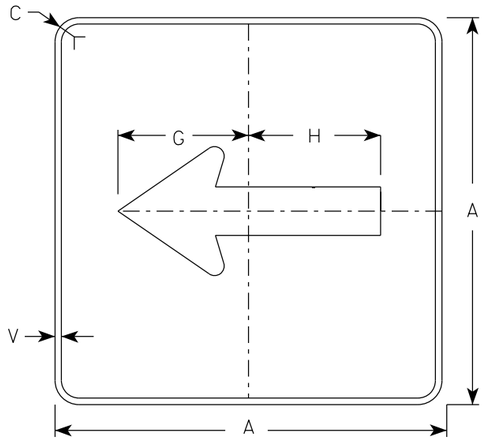
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 205 | E



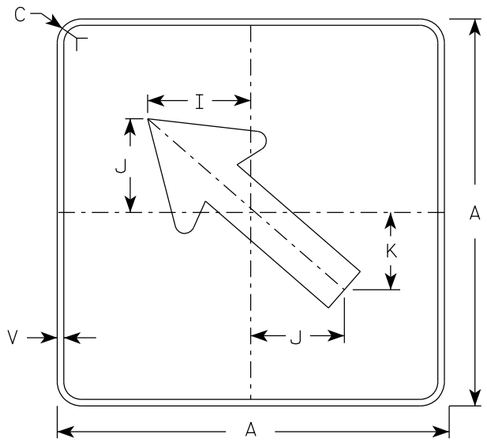

M6-1
MM6-1
MO6-1
MP6-1




M6-2
MM6-2
MO6-2
MP6-2




MB6-1
MK6-1
MN6-1
MR6-1

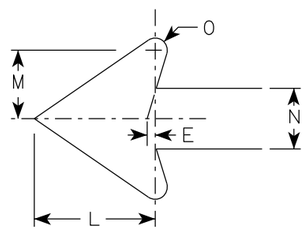



MB6-2
MK6-2
MN6-2
MR6-2

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 |

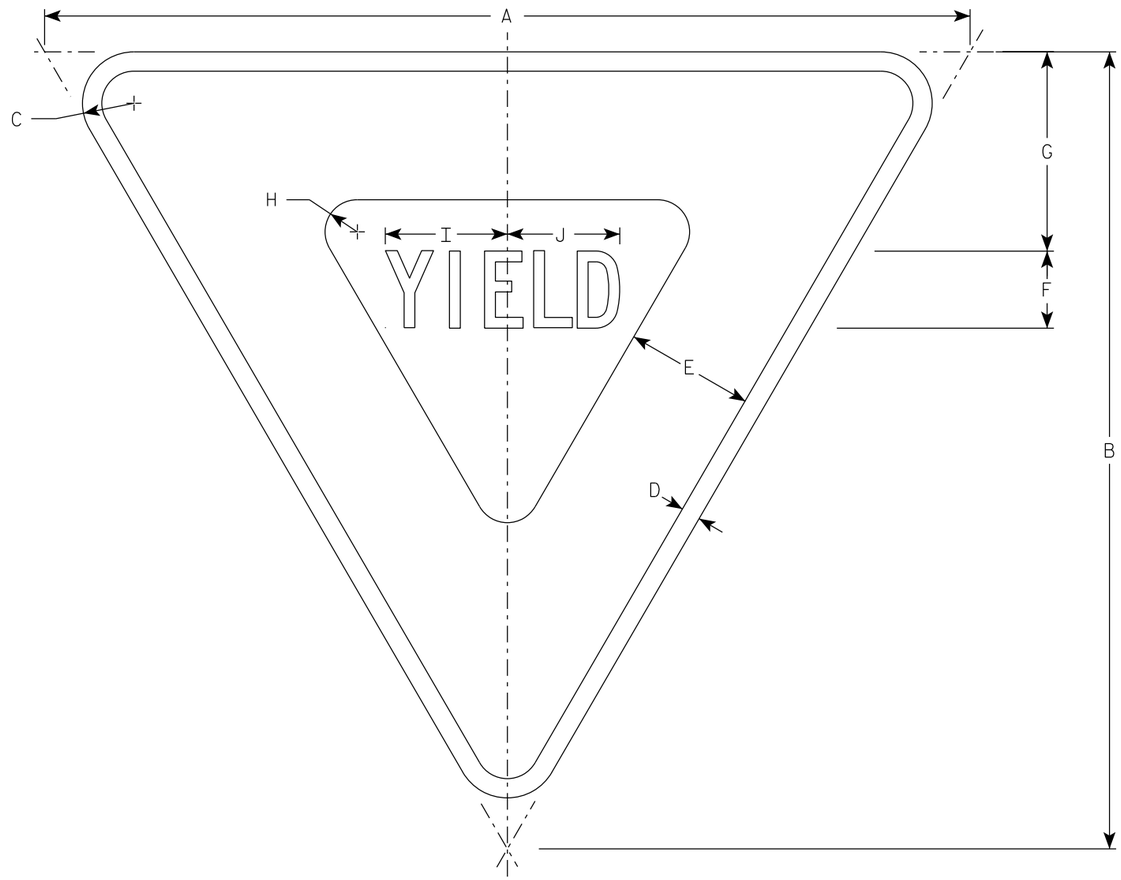
STANDARD SIGN
M6-1 & M6-2
SERIES

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: 206 | E




R1-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 4
3. Message Series - C
4. The border strip and word message are reflectorized red.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 26 | 2 | 5/8 | 4 | 2 1/2 | 6 3/8 | 7/8 | 4 | 3 5/8 | | | | | | | | | | | | | | | | | 2.71 |
| 2S | 36 | 31 | 2 | 3/4 | 5 | 3 | 7 3/4 | 1 1/4 | 4 3/4 | 4 3/8 | | | | | | | | | | | | | | | | | 3.88 |
| 2M | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 3 | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 4 | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 5 | 60 | 52 | 3 | 1 1/2 | 8 | 5 | 13 | 2 1/2 | 7 7/8 | 7 1/4 | | | | | | | | | | | | | | | | | 10.83 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 18 | 15 1/2 | 1 | 3/8 | 2 1/2 | 1 1/2 | 3 7/8 | 5/8 | 2 3/8 | 2 1/4 | | | | | | | | | | | | | | | | | 0.97 |

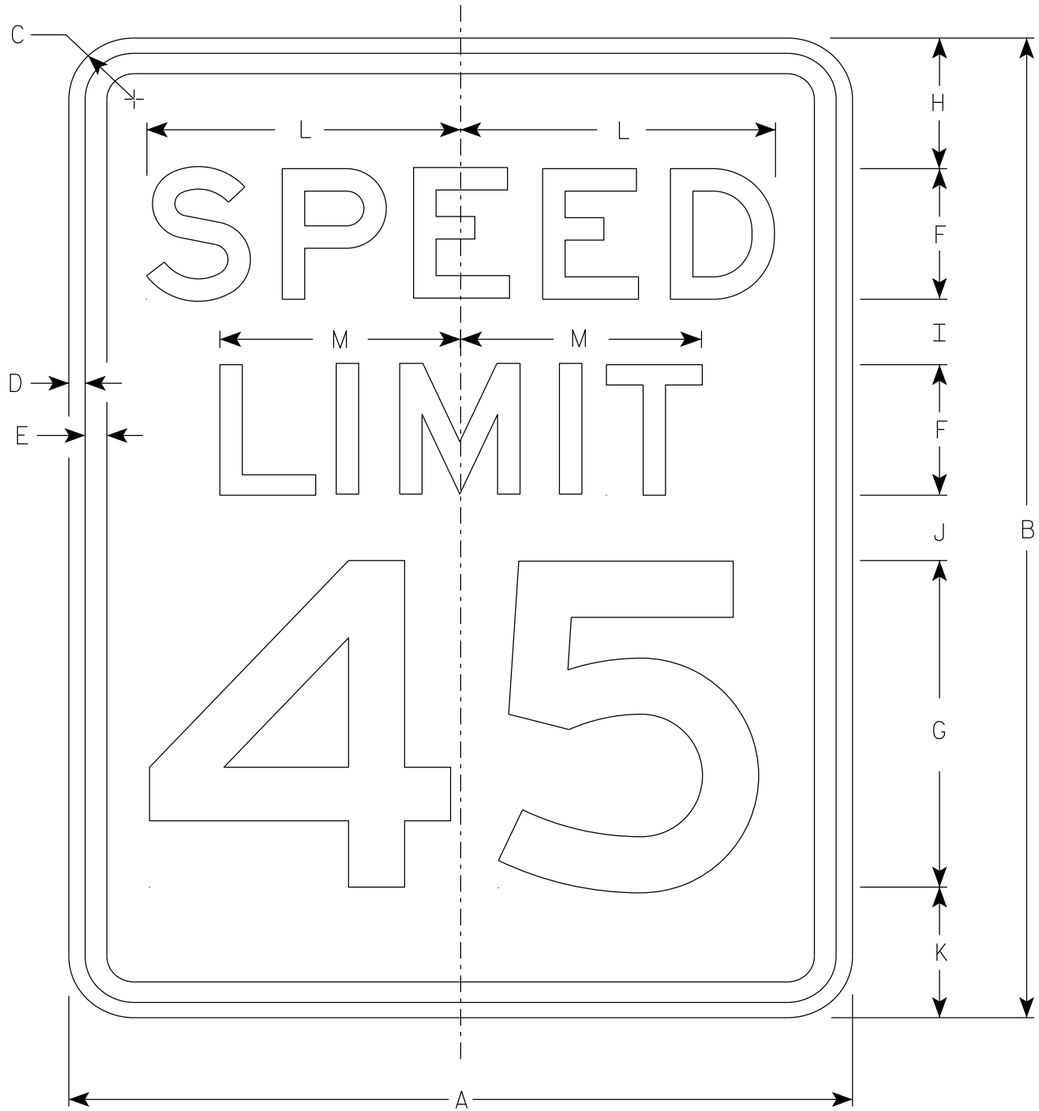
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/10/2024 PLATE NO. R1-2.13

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 207 | 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

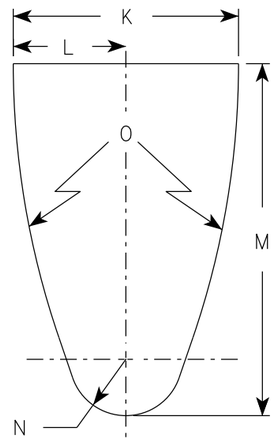
DATE 2/1/23 PLATE NO. R2-1.14

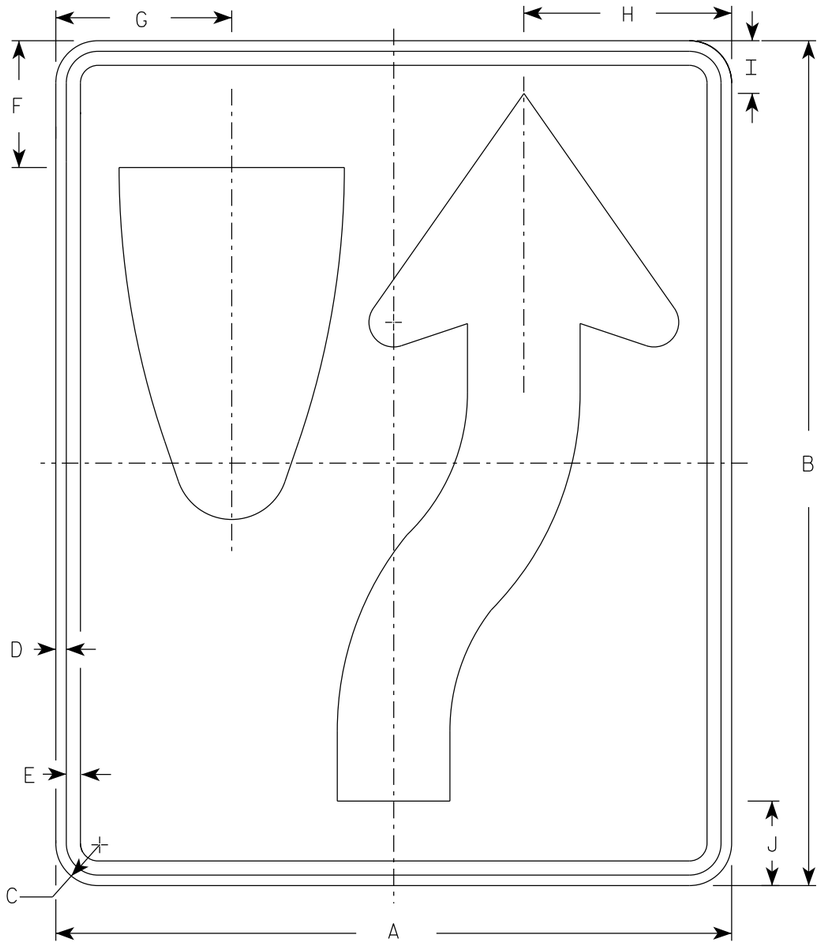
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 208 | E

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

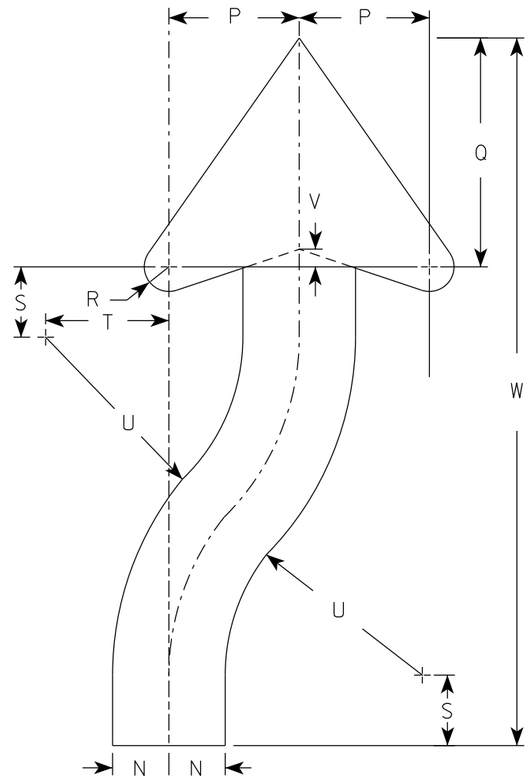
## DIVIDER DETAIL




R4-7

## ARROW DETAIL




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/2 | 3/8 | 1/2 | 3 3/8 | 4 3/4 | 5 1/2 | 1 3/8 | 2 1/4 | 6 | 3 | 9 3/8 | 1 1/2 | 22 1/2 | 3 1/2 | 6 1/8 | 5/8 | 1 7/8 | 3 1/4 | 6 3/4 | 1/2 | 20 3/8 | | | | 3.0 |
| 2S | 24 | 30 | 1 1/2 | 3/8 | 1/2 | 4 1/2 | 6 1/4 | 7 3/8 | 1 7/8 | 3 | 8 | 4 | 12 1/2 | 2 | 30 | 4 5/8 | 8 1/8 | 7/8 | 2 1/2 | 4 3/8 | 9 | 5/8 | 25 1/8 | | | | 5.0 |
| 2M | 24 | 30 | 1 1/2 | 3/8 | 1/2 | 4 1/2 | 6 1/4 | 7 3/8 | 1 7/8 | 3 | 8 | 4 | 12 1/2 | 2 | 30 | 4 5/8 | 8 1/8 | 7/8 | 2 1/2 | 4 3/8 | 9 | 5/8 | 25 1/8 | | | | 5.0 |
| 3 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 6 3/4 | 9 3/8 | 11 1/8 | 2 7/8 | 4 1/2 | 12 | 6 | 18 3/4 | 3 | 45 | 6 7/8 | 12 1/4 | 1 1/4 | 3 3/4 | 6 5/8 | 13 1/2 | 1 | 40 3/4 | | | | 12.0 |
| 4 | 36 | 48 | 1 7/8 | 1/2 | 5/8 | 6 3/4 | 9 3/8 | 11 1/8 | 2 7/8 | 4 1/2 | 12 | 6 | 18 3/4 | 3 | 45 | 6 7/8 | 12 1/4 | 1 1/4 | 3 3/4 | 6 5/8 | 13 1/2 | 1 | 40 3/4 | | | | 12.0 |
| 5 | 48 | 60 | 3 | 3/4 | 1 | 9 | 12 1/2 | 14 3/4 | 3 3/4 | 6 | 16 | 8 | 25 | 4 | 60 | 9 1/4 | 16 1/4 | 1 5/8 | 5 | 8 3/4 | 18 | 1 1/4 | 50 1/4 | | | | 20.0 |

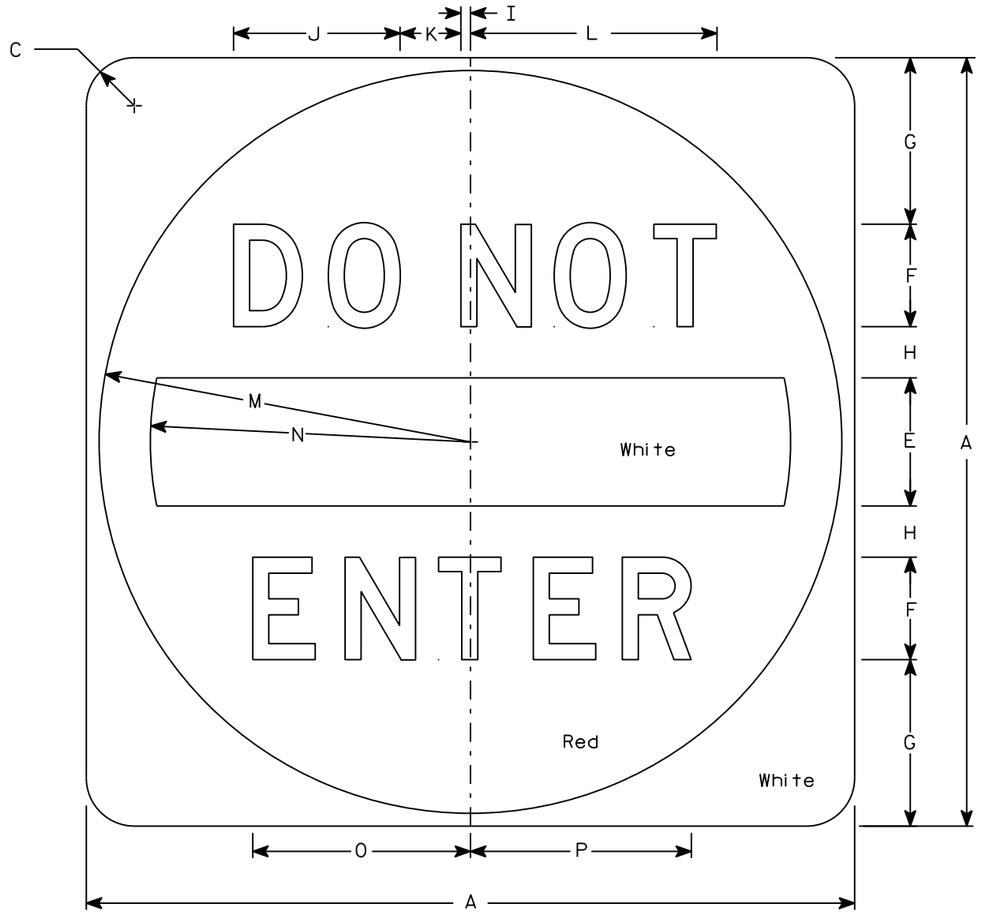
# STANDARD SIGN
# R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 209 | E |
|---|---|---|---|---|---|




R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | 1 7/8 | | 5 | 4 | 6 1/2 | 2 | 3/8 | 6 1/2 | 2 3/8 | 9 5/8 | 14 1/2 | 12 1/2 | 8 1/2 | 8 5/8 | | | | | | | | | | | 6.25 |
| 2M | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 |
| 5 | 48 | | 3 | | 8 | 6 | 11 | 3 | 5/8 | 9 3/4 | 3 5/8 | 14 1/2 | 23 1/2 | 20 | 12 3/4 | 12 7/8 | | | | | | | | | | | 16.0 |

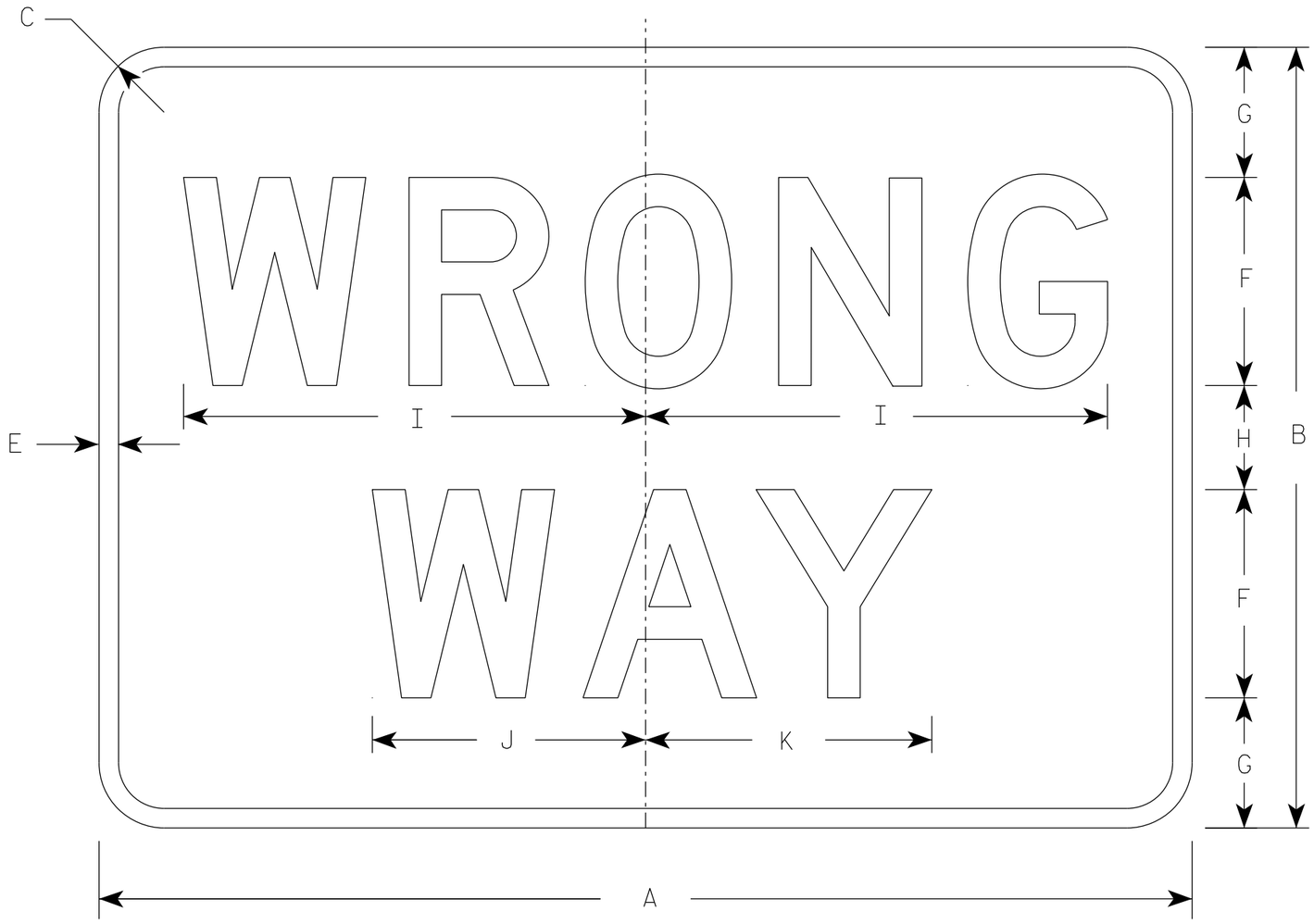
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 210 | E




R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - D

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 18 | 1 1/2 | | 1/2 | 5 | 3 | 2 | 11 | 6 1/2 | 6 7/8 | | | | | | | | | | | | | | | | 3.75 |
| 2S | 36 | 24 | 1 1/2 | | 5/8 | 6 | 4 1/2 | 3 | 13 1/4 | 7 7/8 | 8 1/4 | | | | | | | | | | | | | | | | 6.00 |
| 2M | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 3 | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 4 | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |
| 5 | 42 | 30 | 1 7/8 | | 3/4 | 8 | 5 | 4 | 17 3/4 | 10 1/2 | 11 | | | | | | | | | | | | | | | | 8.75 |

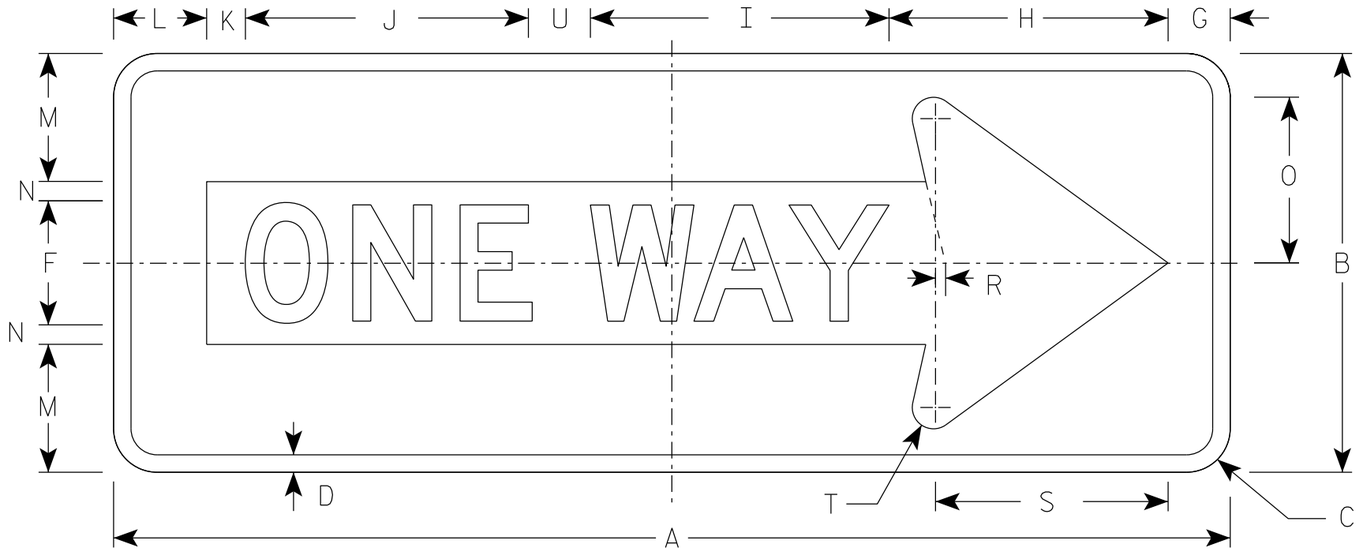
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

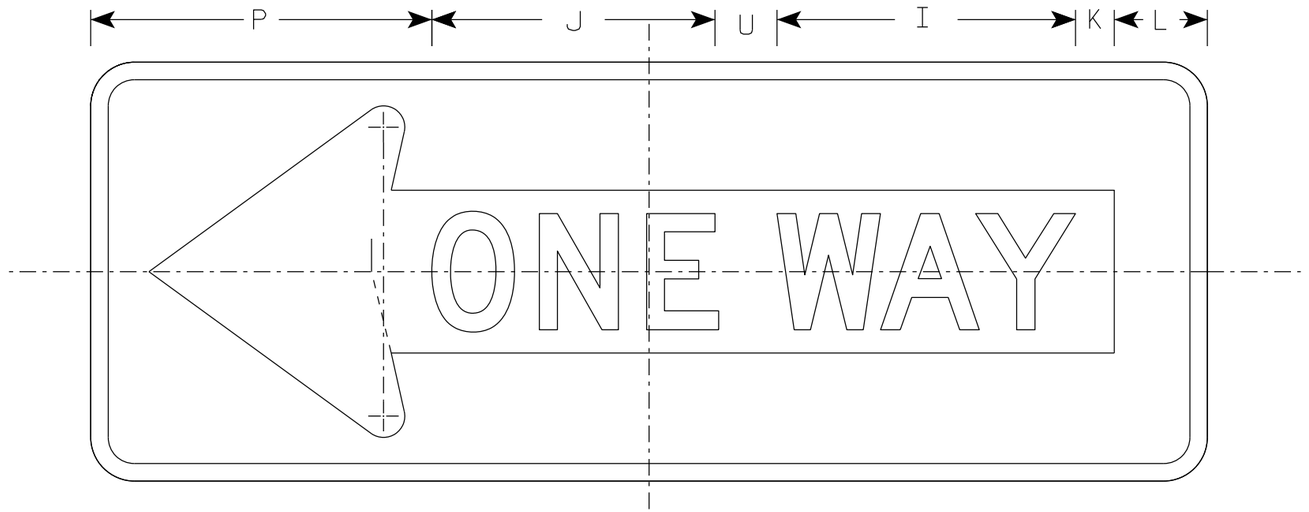
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 211 | E




R6-1R




R6-1L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Black
   Message - Black Legend & White Arrow & Border
3. Message Series - D

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 36 | 12 | 1 ½ | ½ | | 4 | 2 | 7 ½ | 9 ⅝ | 9 ⅛ | 1 ¼ | 3 | 3 ⅜ | ⅝ | 4 ⅜ | 11 | | ⅜ | 7 ½ | ¾ | 2 | | | | | | 3.0 |
| 2M | 48 | 18 | 1 ⅞ | ¾ | | 5 | 2 ½ | 11 | 13 | 12 ¼ | 2 ¾ | 3 ½ | 5 ½ | 1 | 7 ⅛ | 13 ½ | | ½ | 10 ⅛ | ⅞ | 3 | | | | | | 6.0 |
| 3 | 48 | 18 | 1 ⅞ | ¾ | | 5 | 2 ½ | 11 | 13 | 12 ¼ | 2 ¾ | 3 ½ | 5 ½ | 1 | 7 ⅛ | 13 ½ | | ½ | 10 ⅛ | ⅞ | 3 | | | | | | 6.0 |
| 4 | 48 | 18 | 1 ⅞ | ¾ | | 5 | 2 ½ | 11 | 13 | 12 ¼ | 2 ¾ | 3 ½ | 5 ½ | 1 | 7 ⅛ | 13 ½ | | ½ | 10 ⅛ | ⅞ | 3 | | | | | | 6.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R6-1 L&R

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/7/2025 PLATE NO. R6-1.5

PROJECT NO:

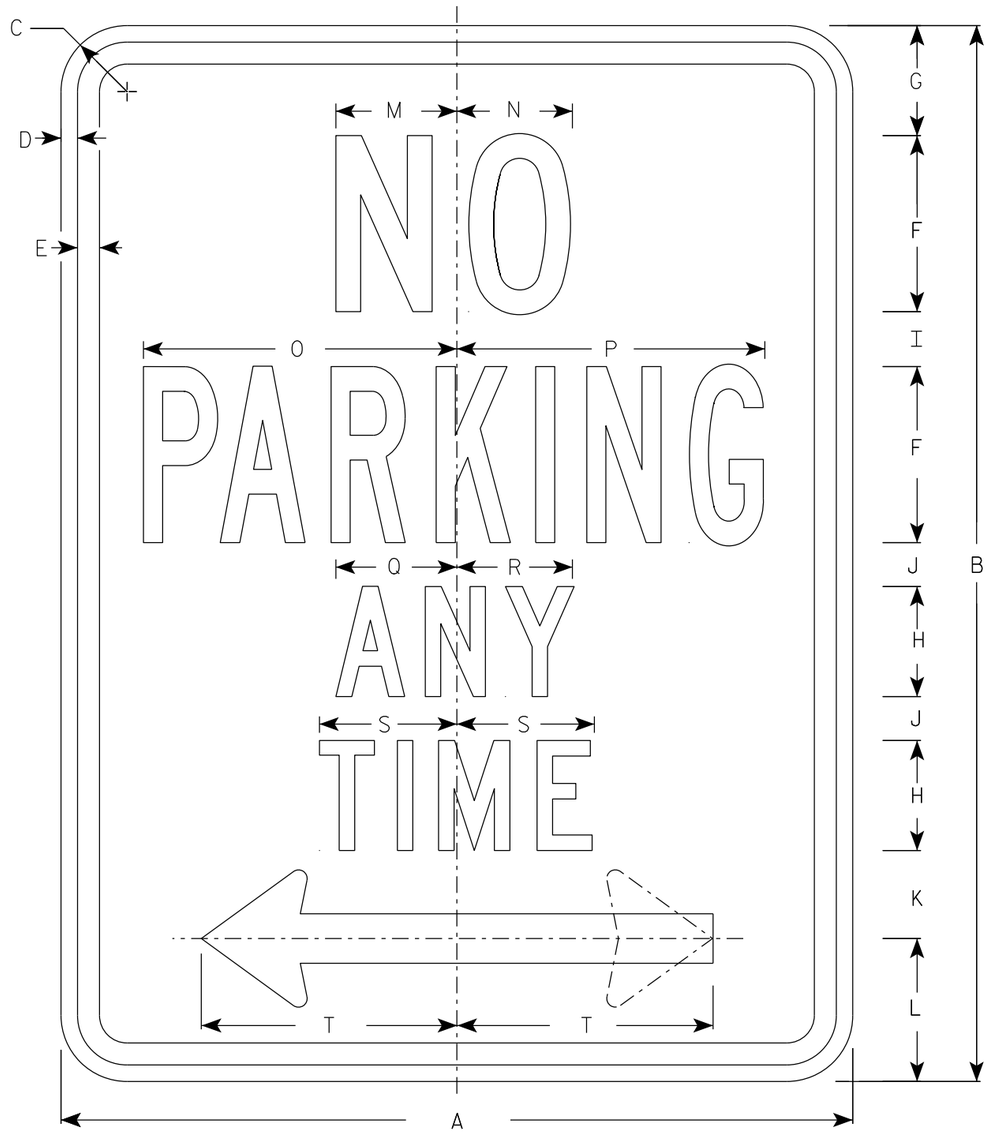
SHEET NO: 212 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R61.dgn PLOT DATE : 7-APR 2025 1:18 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7

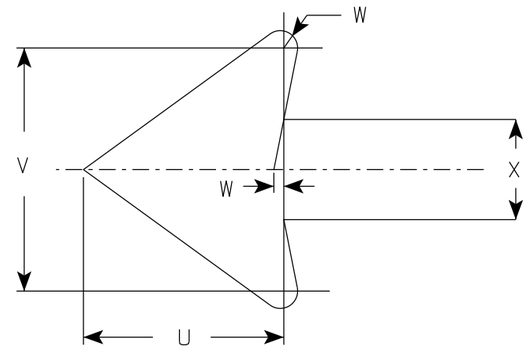



R7-1

## NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

## 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 | 12 | 18 | 1 ½ | ⅜ | ⅜ | 3 | 1 ⅞ | 2 | ⅞ | ⅝ | 1 ½ | 2 ½ | 2 | 2 | 4 ⅞ | 4 ⅞ | 2 ¼ | 2 ⅛ | 2 ½ | 3 ⅞ | 1 ½ | 1 ¾ | ⅛ | ¾ | | | 1.5 |
| 2S | 18 | 24 | 1 ½ | ⅜ | ½ | 4 | 2 ½ | 2 ½ | 1 ¼ | 1 | 2 | 3 ¼ | 2 ¾ | 2 ⅝ | 7 ⅛ | 7 | 2 ¾ | 2 ⅝ | 3 ⅛ | 5 ⅞ | 2 ¼ | 2 ⅝ | ¼ | 1 ⅛ | | | 3.0 |
| 2M | 24 | 30 | 1 ½ | ⅜ | ½ | 5 | 3 | 3 | 2 | 1 ¼ | 2 ½ | 4 | 3 ¼ | 3 ⅜ | 9 ¼ | 9 ¼ | 3 ¼ | 3 ¼ | 3 ¾ | 7 ¾ | 3 | 3 ½ | ¼ | 1 ½ | | | 5.0 |
| 3 | 24 | 30 | 1 ½ | ⅜ | ½ | 5 | 3 | 3 | 2 | 1 ¼ | 2 ½ | 4 | 3 ¼ | 3 ⅜ | 9 ¼ | 9 ¼ | 3 ¼ | 3 ¼ | 3 ¾ | 7 ¾ | 3 | 3 ½ | ¼ | 1 ½ | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

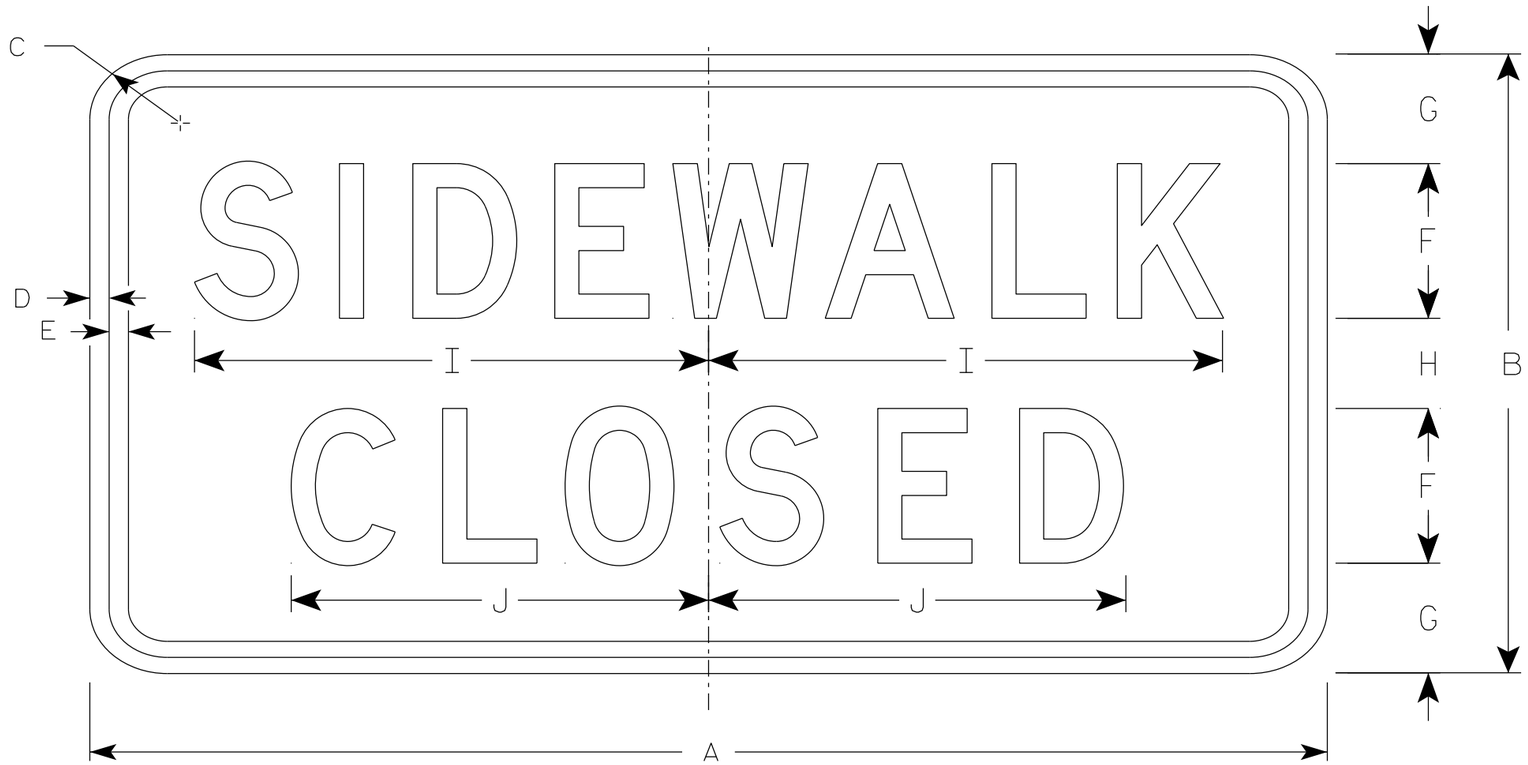
STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 213 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

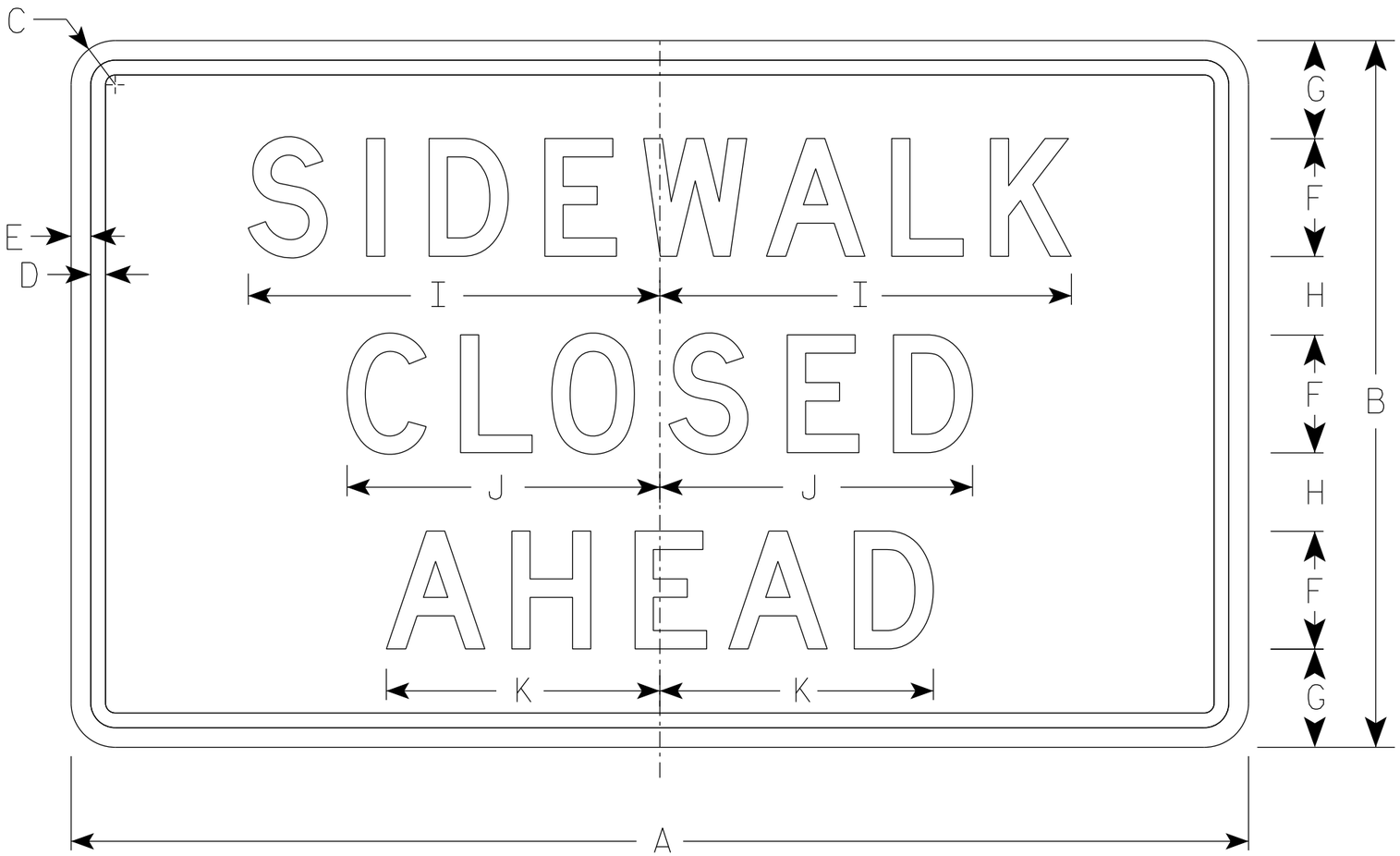
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 214 | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

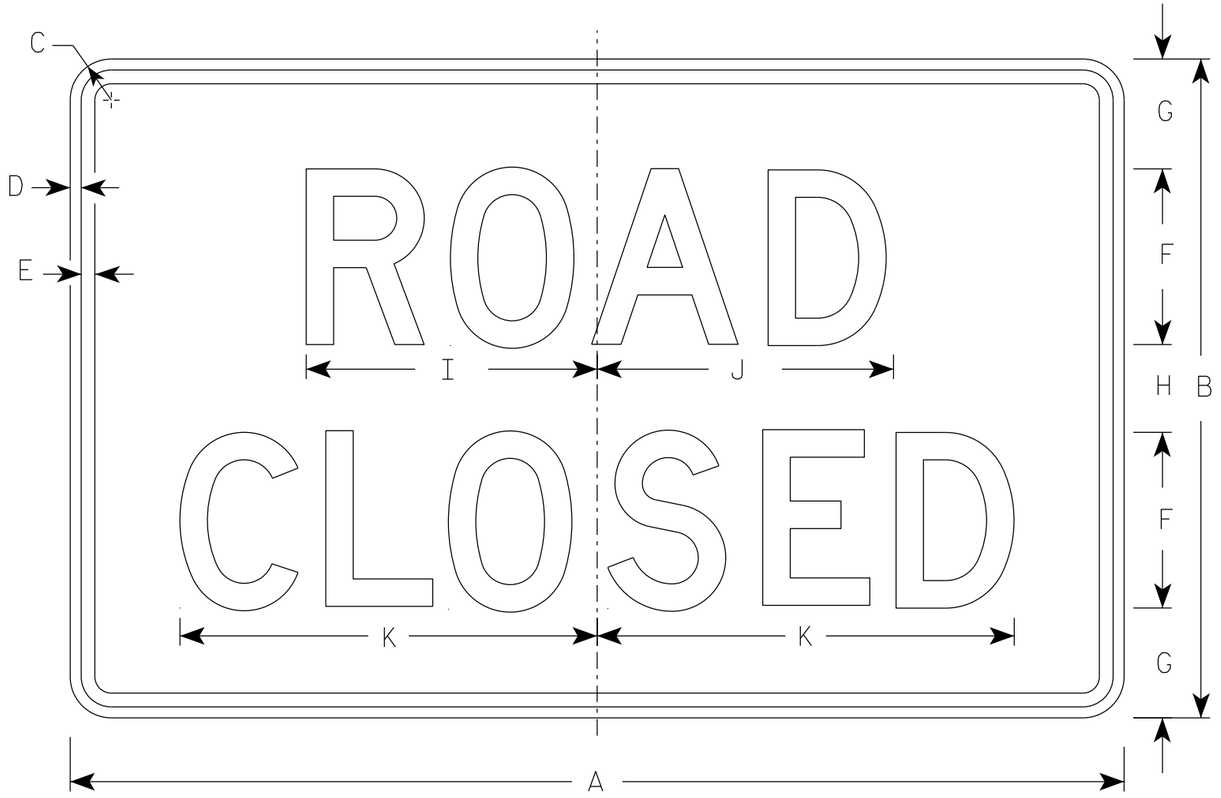
STANDARD SIGN
R9-9A

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

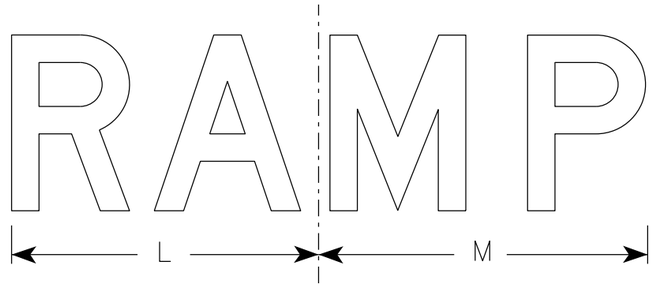
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 215 | E



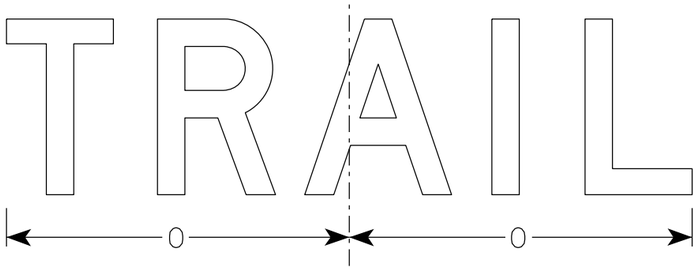

R11-2

NOTES

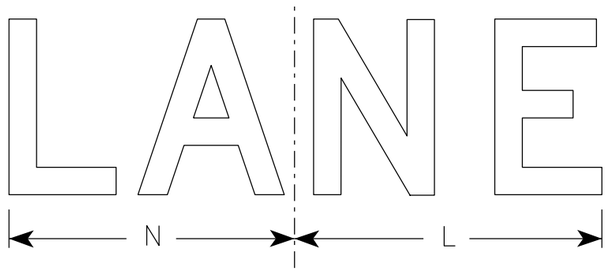
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.




R11-2R




R11-2T




R11-2L

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 3 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 4 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 5 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

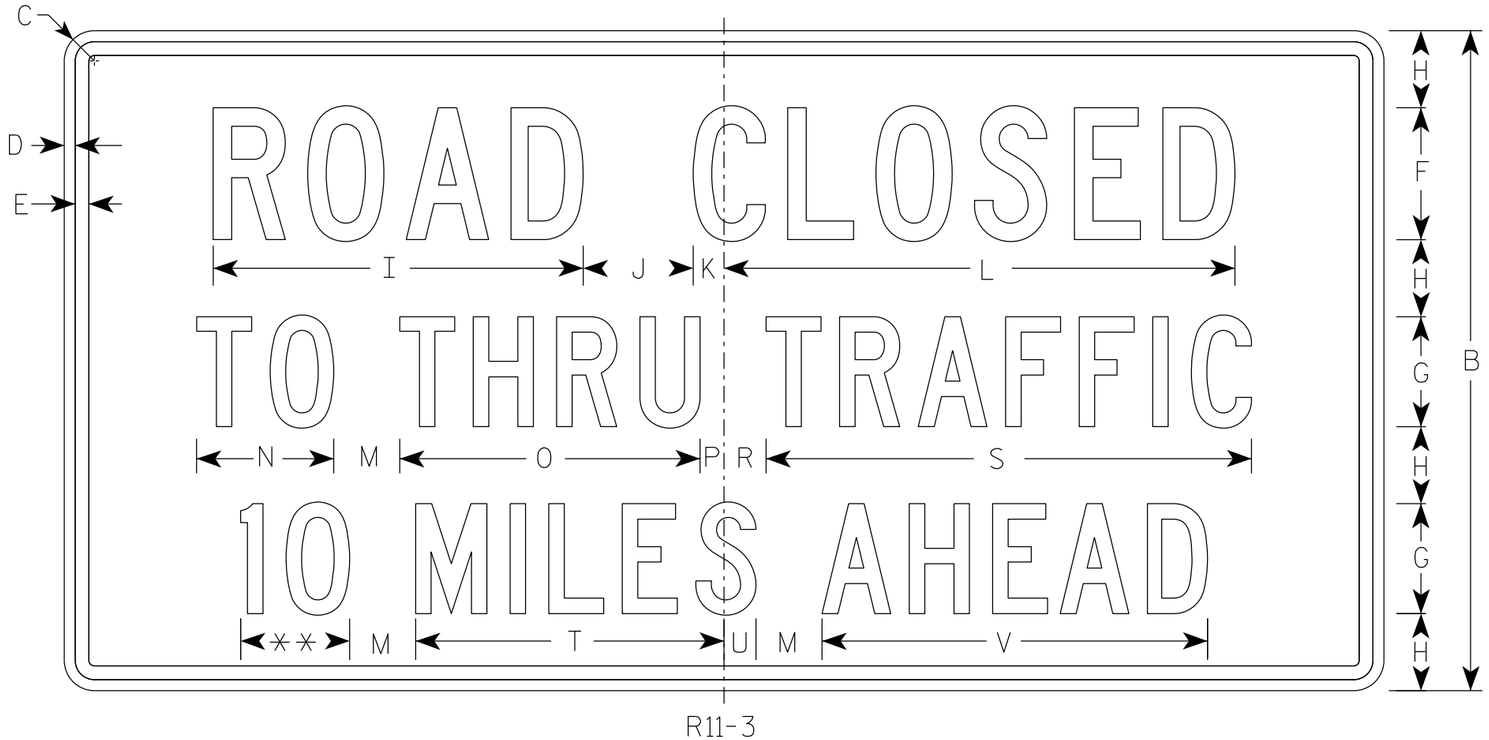


FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42


7

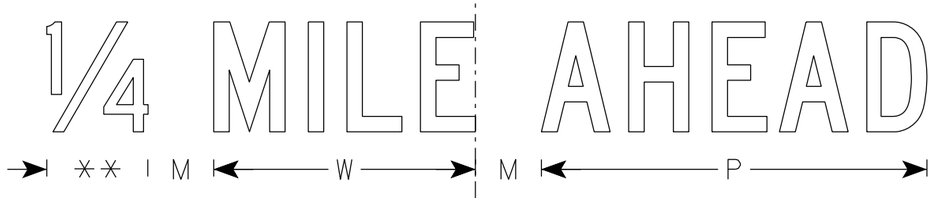
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.




R11-3

** See Note 5




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 1/2 | 3/8 | 3/8 | 4 | 3 | 2 | 11 1/4 | 3 | 1 1/8 | 15 3/8 | 2 | 3 3/4 | 8 1/4 | 5/8 | | 1 3/8 | 13 1/4 | 8 3/8 | 7/8 | 10 1/2 | 7 1/8 | | | | 4.5 |
| 2S | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 6 | 5 | 3 1/2 | 16 7/8 | 5 | 1 3/8 | 23 1/4 | 3 | 6 1/4 | 13 5/8 | 1 1/8 | | 1 7/8 | 22 1/8 | 14 | 1 1/2 | 17 1/2 | 11 7/8 | | | | 12.5 |
| 2M | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 6 | 5 | 3 1/2 | 16 7/8 | 5 | 1 3/8 | 23 1/4 | 3 | 6 1/4 | 13 5/8 | 1 1/8 | | 1 7/8 | 22 1/8 | 14 | 1 1/2 | 17 1/2 | 11 7/8 | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

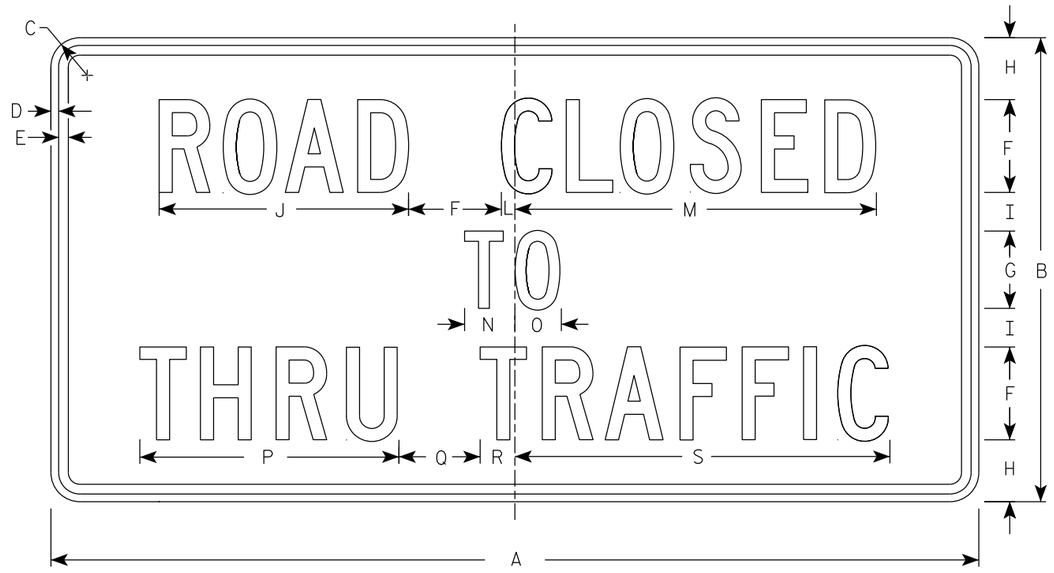
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-3.10

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 217 | E |
|---|---|---|---|---|---|




R11-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 2M | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

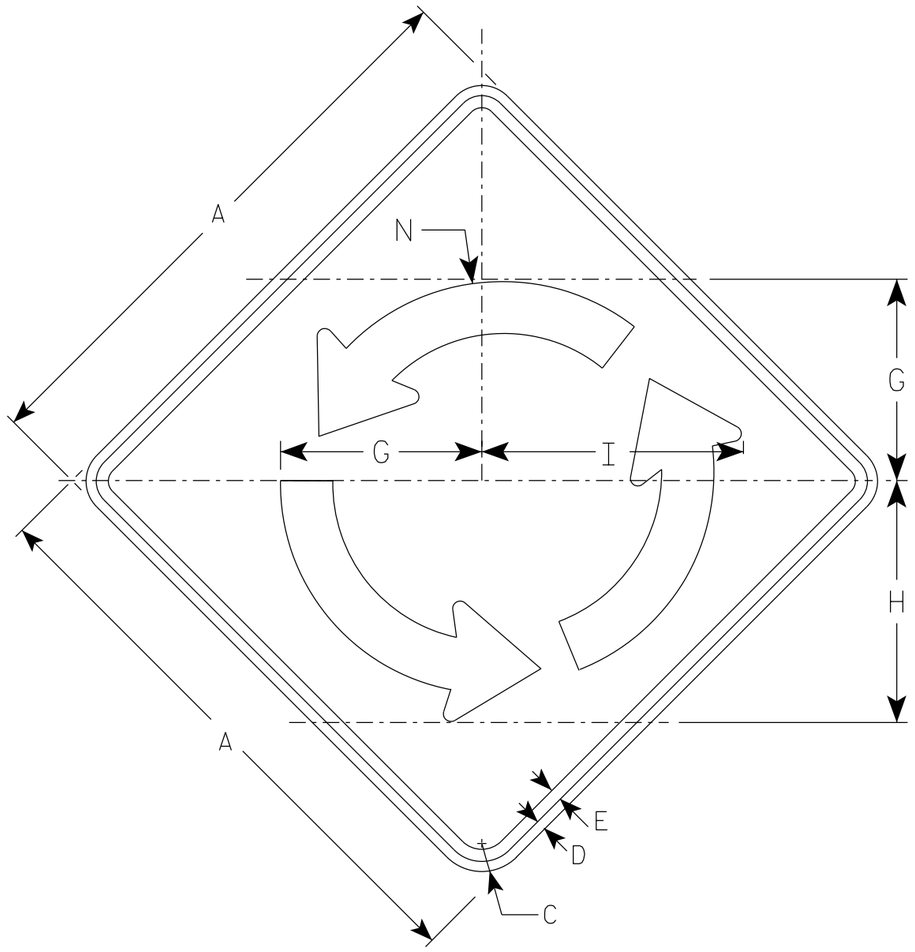
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | E

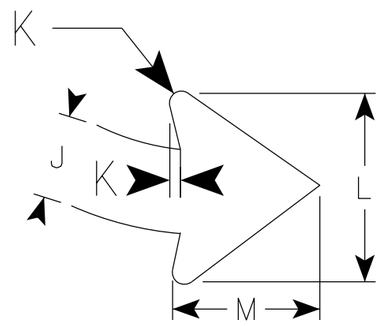



W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

Arrow Detail




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 3/8 | 12 1/2 | 13 1/2 | 2 3/4 | 3/8 | 6 | 4 3/4 | 11 1/8 | | | | | | | | | | | 6.25 |
| 2M | 30 | | 1 7/8 | 1/2 | 5/8 | | 10 3/8 | 12 1/2 | 13 1/2 | 2 3/4 | 3/8 | 6 | 4 3/4 | 11 1/8 | | | | | | | | | | | 6.25 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | | 12 1/2 | 15 | 16 1/4 | 3 1/4 | 1/2 | 7 3/8 | 5 3/4 | 13 3/8 | | | | | | | | | | | 9.00 |
| 4 | 48 | | 3 | 3/4 | 1 | | 16 5/8 | 20 | 16 1/4 | 4 3/8 | 5/8 | 9 3/4 | 7 5/8 | 17 7/8 | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W2-6

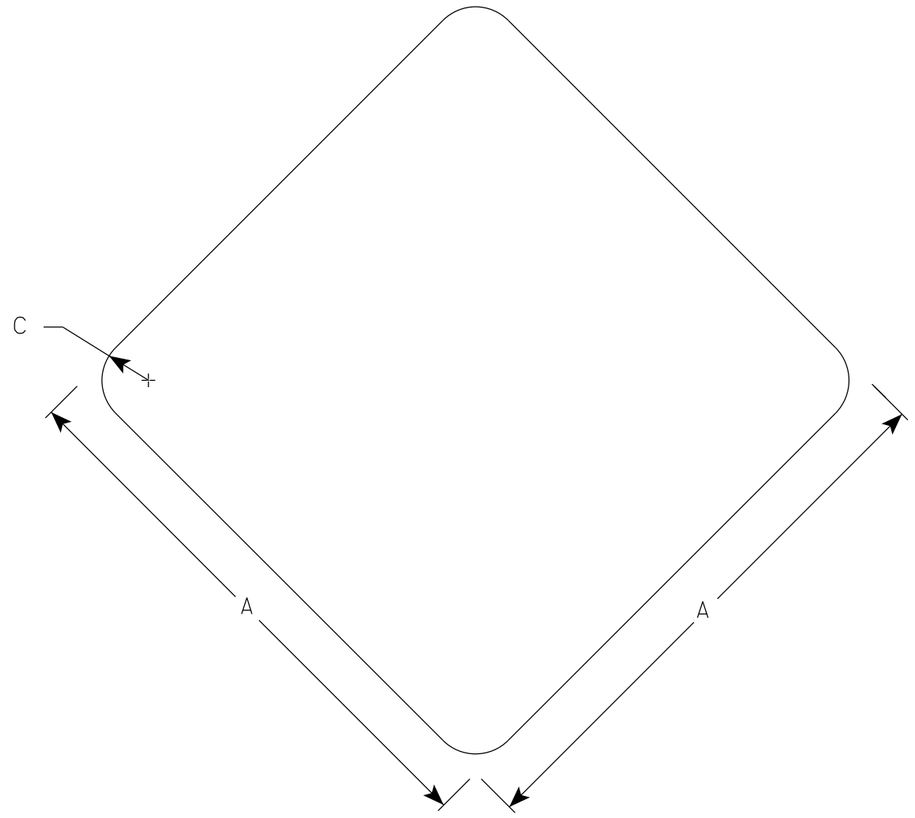
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/2023 PLATE NO. W2-6.8

PROJECT NO:

SHEET NO: 219 E




W5-54

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12 | | 1 ½ | | | | | | | | | | | | | | | | | | | | | | | | 1.0 |
| 2S | 18 | | 1 ½ | | | | | | | | | | | | | | | | | | | | | | | | 2.25 |
| 2M | 18 | | 1 ½ | | | | | | | | | | | | | | | | | | | | | | | | 2.25 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
W5-54

*WISCONSIN DEPT OF TRANSPORTATION*

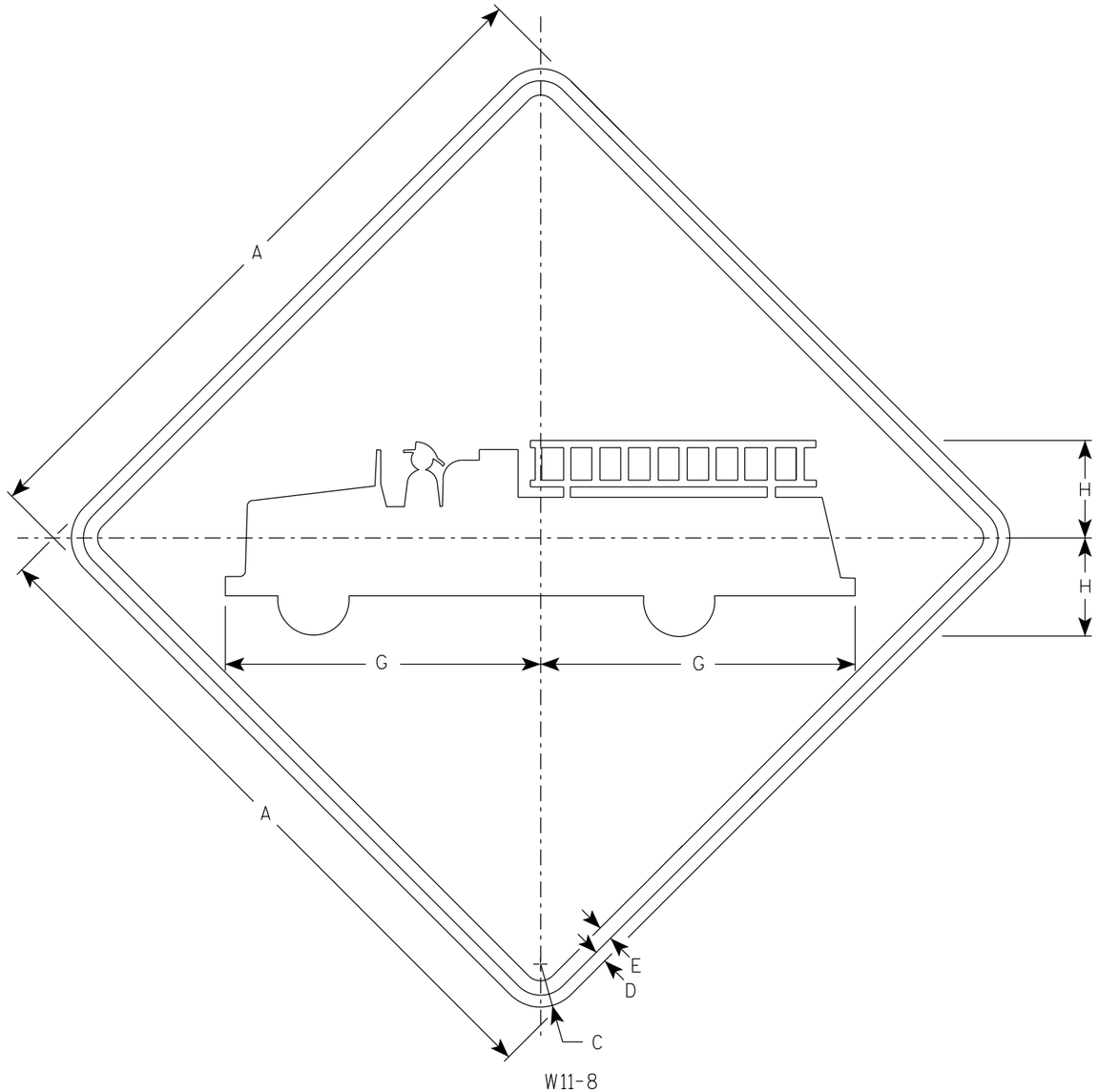
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/2024 PLATE NO. W5-54.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEfiles\Projects\tr_stdplate_W554.dgn PLOT DATE : 5-MARCH 2024 11:55 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




W11-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/2 | 3/8 | 1/2 | | 11 | 3 3/8 | | | | | | | | | | | | | | | | | | | 4.0 |
| 2S | 30 | | 1 7/8 | 1/2 | 5/8 | | 13 3/4 | 4 3/8 | | | | | | | | | | | | | | | | | | | 6.25 |
| 2M | 30 | | 1 7/8 | 1/2 | 5/8 | | 13 3/4 | 4 3/8 | | | | | | | | | | | | | | | | | | | 6.25 |
| 3 | 36 | | 2 1/4 | 5/8 | 3/4 | | 16 1/2 | 5 1/4 | | | | | | | | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 3 | 3/4 | 1 | | 22 | 7 | | | | | | | | | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN

W11-8

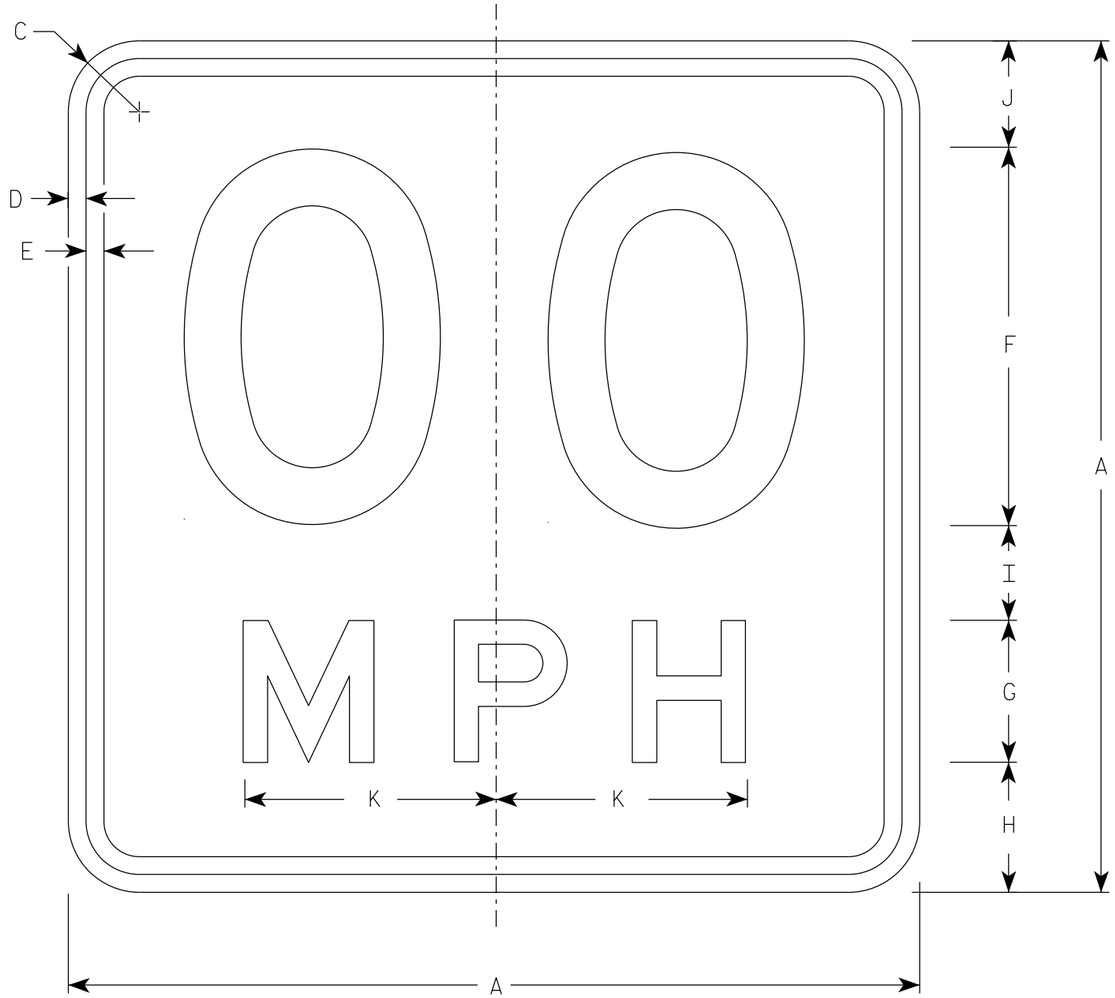
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/20/2023 PLATE NO. W11-8.8

PROJECT NO:

SHEET NO: 221 E




W13-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
   Line 2 is Series E

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | | 1 1/2 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * 2S | 18 | | 1 1/2 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * 2M | 18 | | 1 1/2 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| 3 | 24 | | 1 1/2 | 3/8 | 1/2 | 10 | 4 | 4 | 2 3/4 | 3 1/4 | 6 5/8 | | | | | | | | | | | | | | | | 4.00 |
| 4 | 36 | | 2 1/4 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |
| 5 | 36 | | 2 1/4 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

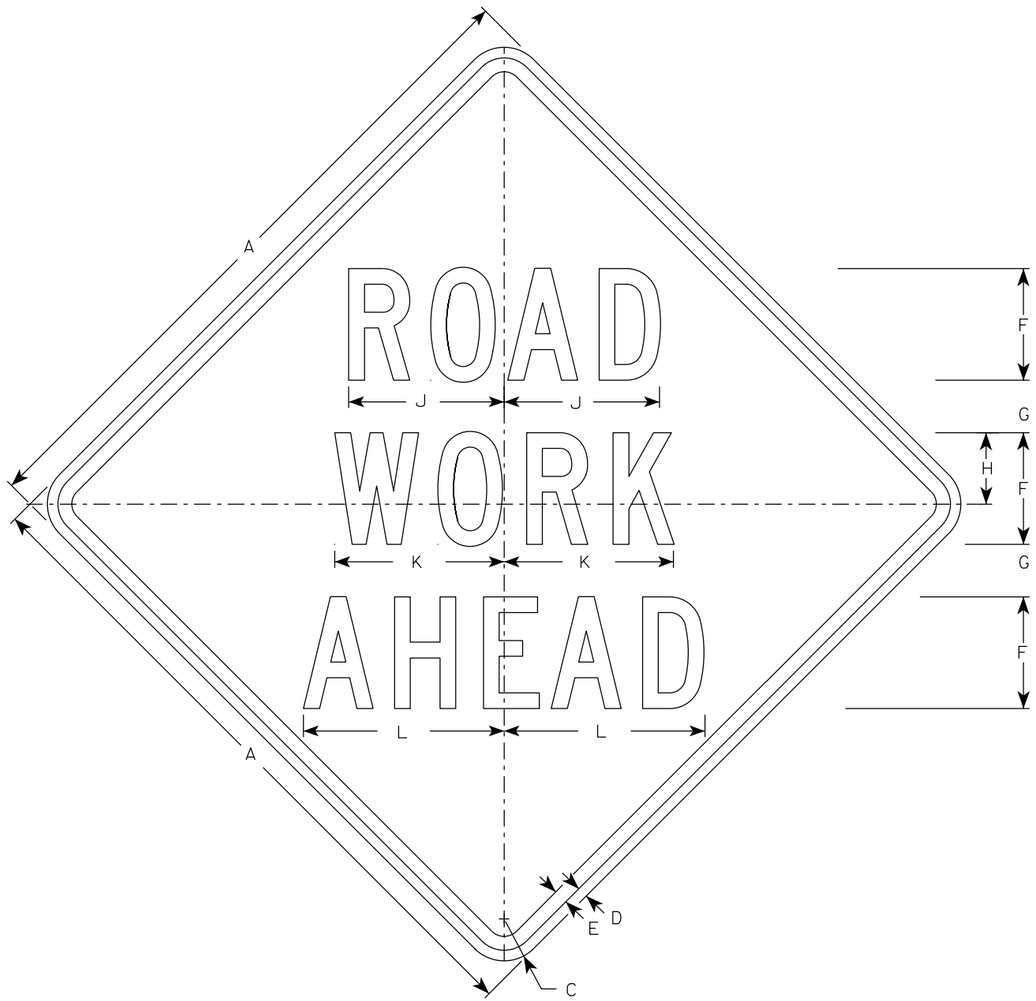
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/8/2024 PLATE NO. W13-1.17

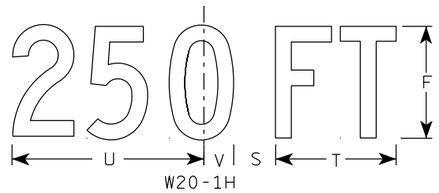
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



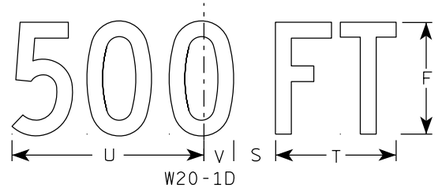
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W131.dgn PLOT DATE : 8-Jan 2024 11:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




W20-1A



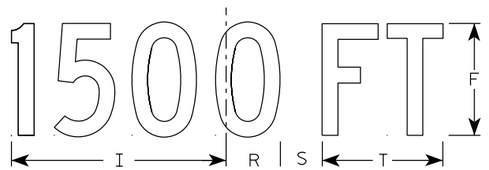

W20-1H




W20-1D



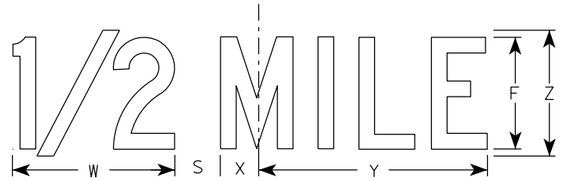

W20-1C



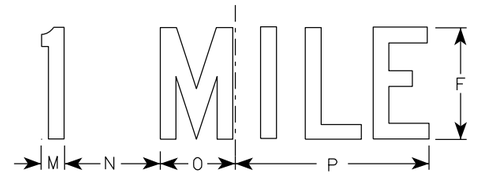

W20-1B

NOTES

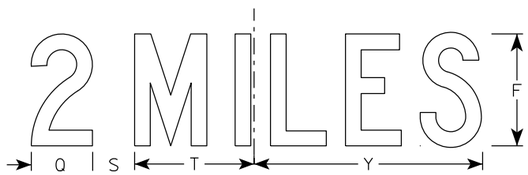
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




W20-1G




W20-1F




W20-1E

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 5 | 2 5/8 | 3 1/4 | 10 1/8 | 7 | 7 5/8 | 8 7/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | 3 1/4 | 2 1/2 | 2 1/4 | 5 5/8 | 9 | 1 3/8 | 8 | 1 3/4 | 10 3/4 | 6 | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

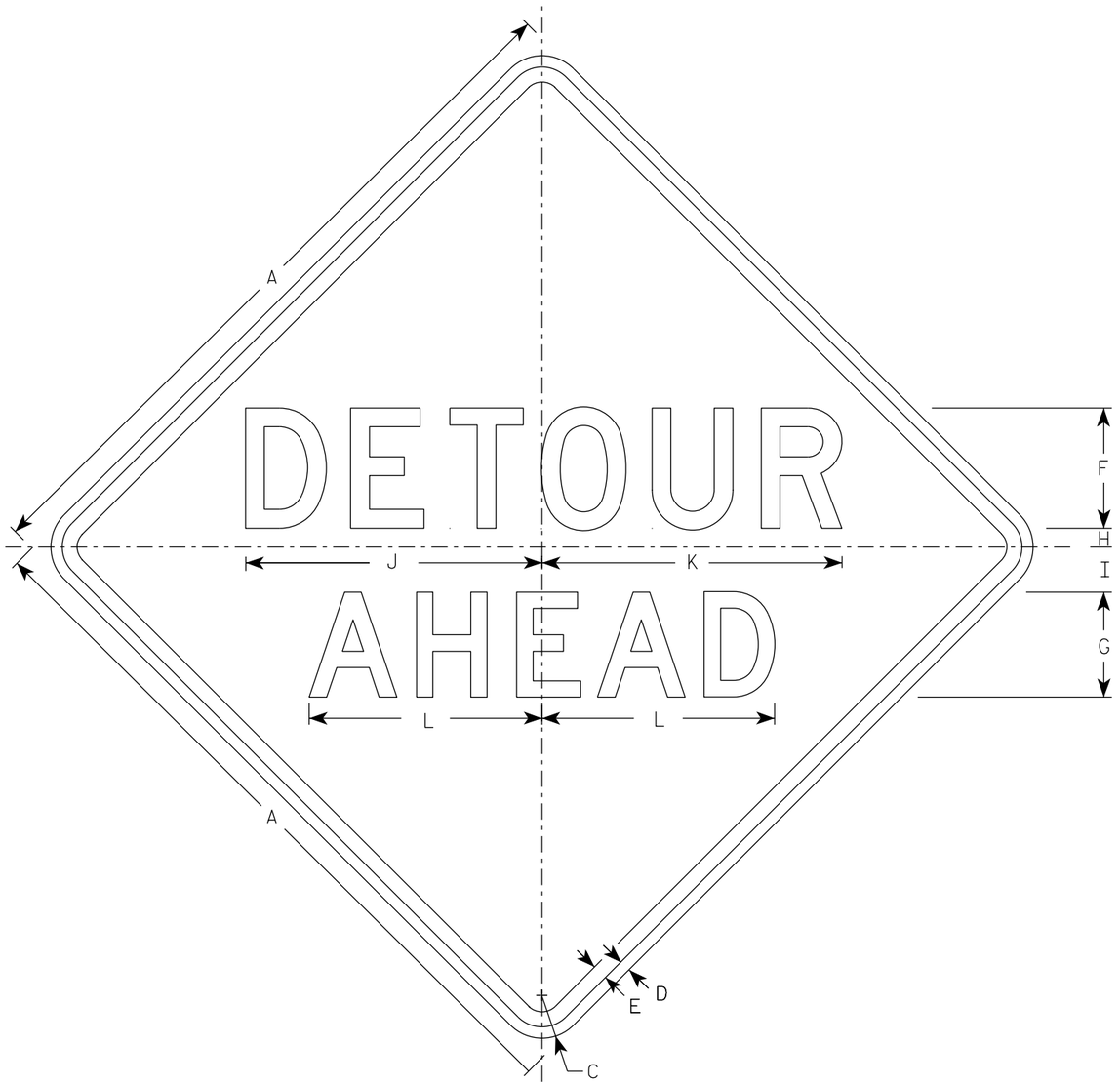
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

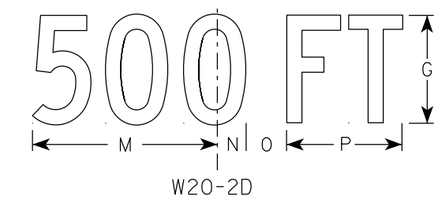
DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

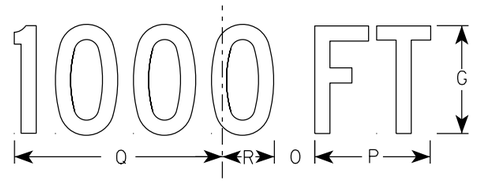
SHEET NO: 223 E



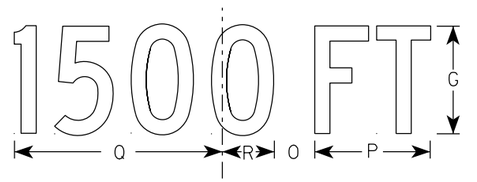

W20-2A



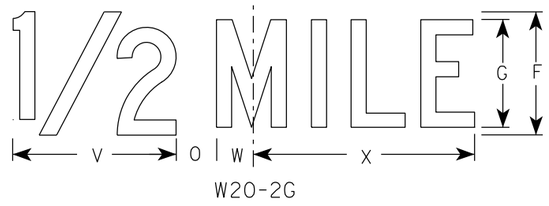

W20-2D



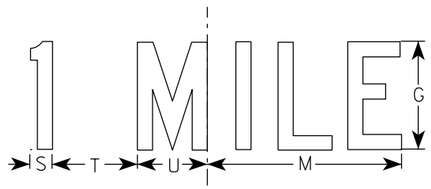

W20-2C




W20-2B




W20-2G




W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 6 | 5 | 1 | 2 1/4 | 14 3/4 | 15 | 11 5/8 | 9 | 1 3/8 | 1 7/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 1/8 | 4 1/2 | 3 1/2 | 8 | 1 3/4 | 10 3/4 | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

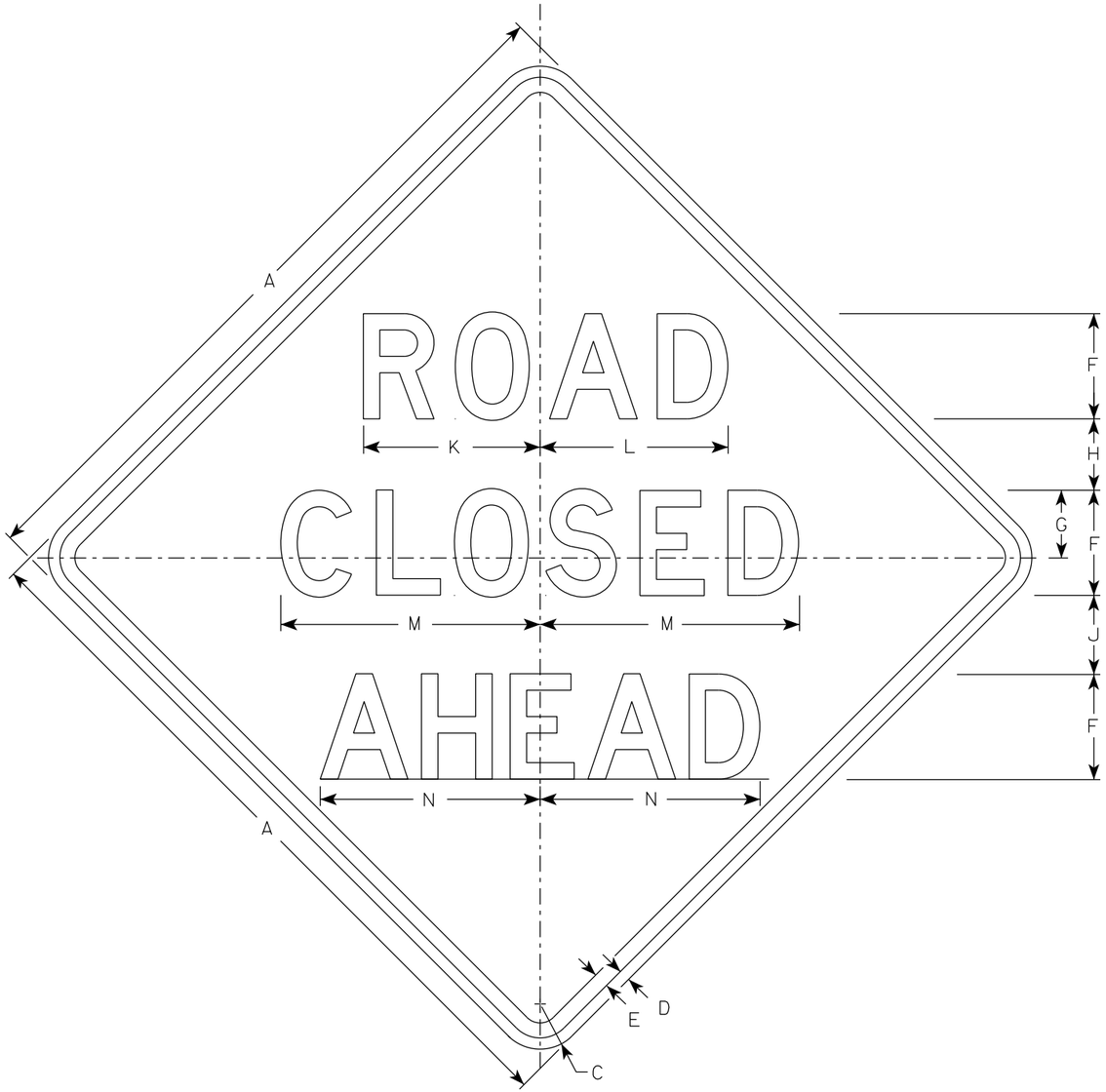
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-2.7

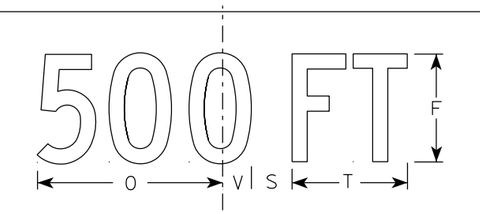
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: E |
|---|---|---|---|---|



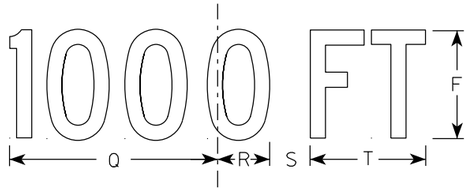
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



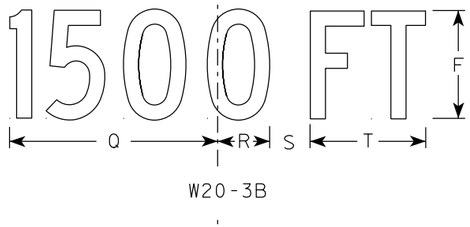

W20-3A



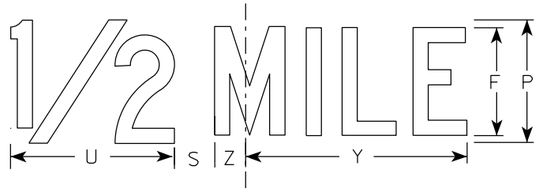

W20-3D



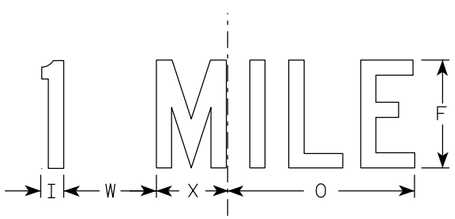

W20-3C




W20-3B




W20-3G




W20-3F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 5 | 3 3/8 | 3 1/2 | 1 1/8 | 4 | 8 3/8 | 8 7/8 | 12 1/2 | 11 | 9 | 6 | 10 1/8 | 2 1/2 | 1 7/8 | 5 5/8 | 8 | 1 3/8 | 4 1/2 | 3 1/2 | 10 3/4 | 1 3/4 | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 7 | 4 1/2 | 4 3/4 | 1 1/2 | 5 1/4 | 11 3/4 | 12 1/2 | 17 1/4 | 14 5/8 | 12 | 8 | 13 1/2 | 3 3/8 | 2 5/8 | 7 1/2 | 10 5/8 | 1 7/8 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

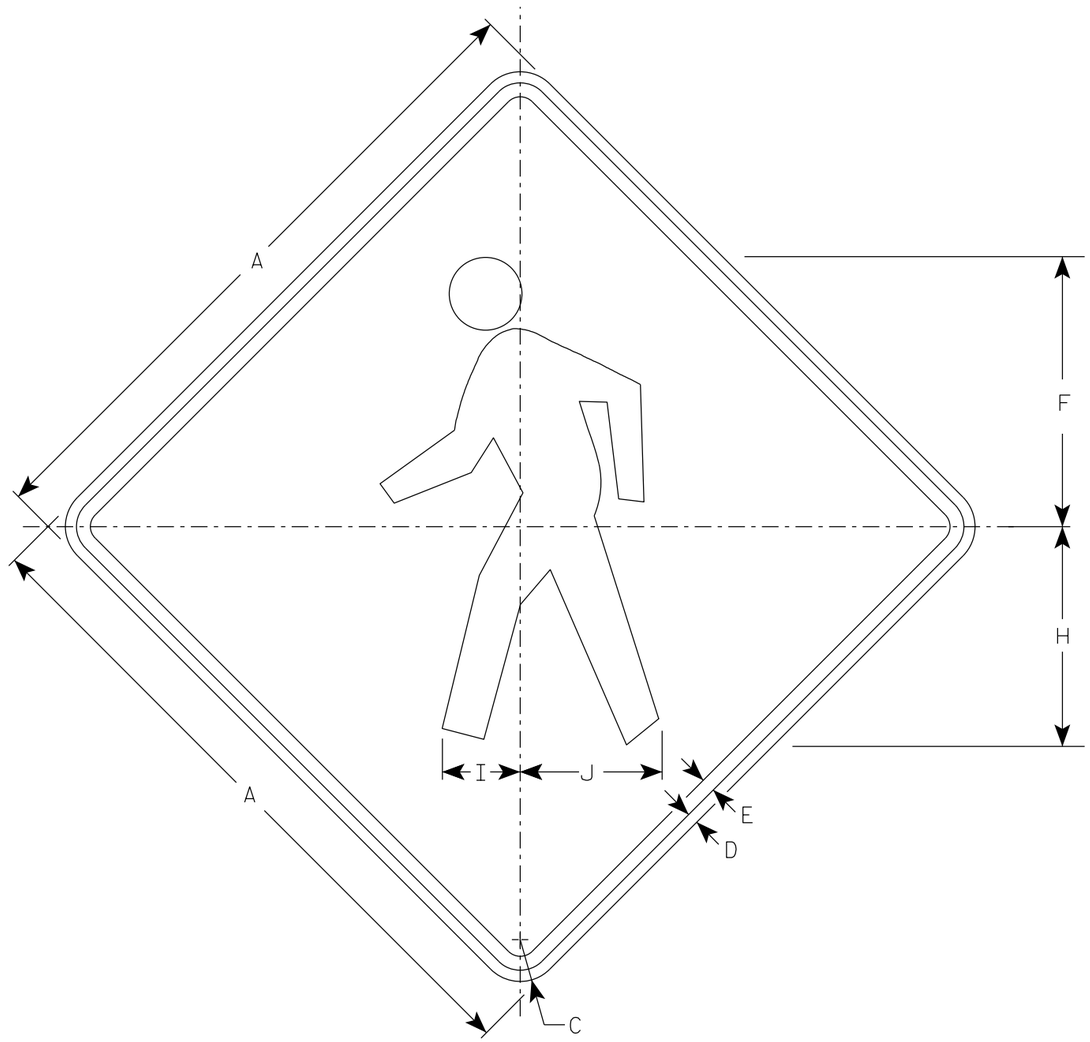
DATE 1/10/2024 PLATE NO. W20-3.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W203.DGN PLOT DATE : 10-JAN 2024 12:02 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42


7




WO11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN

WO11-2

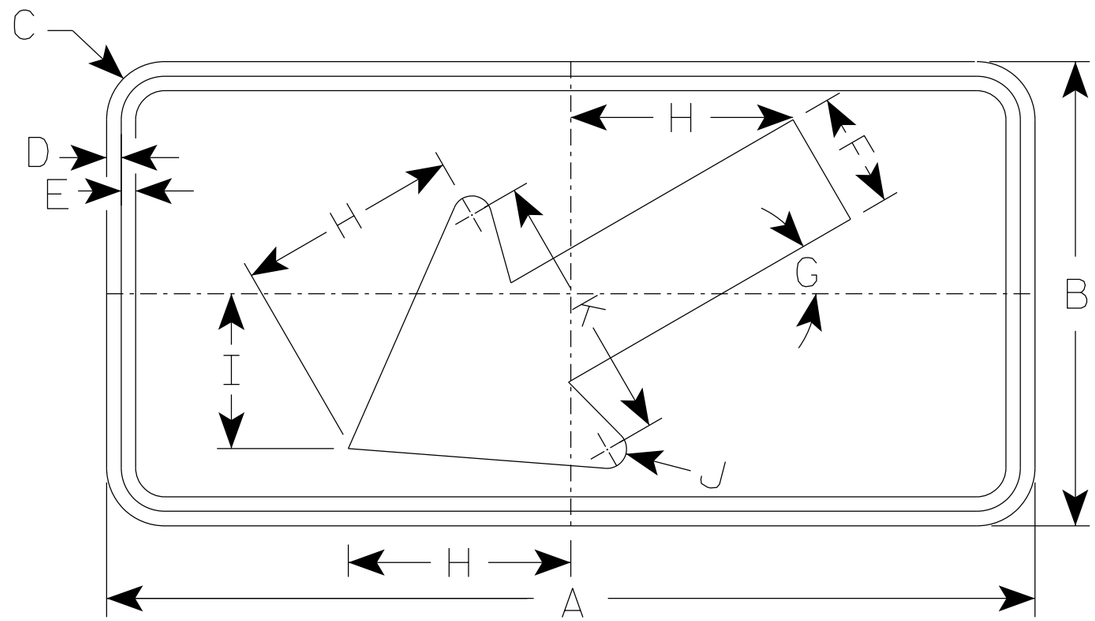
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 226 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: 227 E




7

STH 73 'EB'

| STATION | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | NOTE 1 | NOTE 2 | NOTE 3 | 1.00 NOTE 1 | 1.25 | NOTE 8 |
| 602+94.40 | 159.14 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 603+00.00 | 157.98 | 0.00 | 0.00 | 33 | 0 | 0 | 33 | 0 | 33 |
| 603+50.00 | 158.29 | 0.00 | 0.00 | 293 | 0 | 0 | 326 | 0 | 326 |
| 604+00.00 | 153.70 | 0.00 | 0.00 | 289 | 0 | 0 | 615 | 0 | 615 |
| 604+50.00 | 151.74 | 0.00 | 0.00 | 283 | 0 | 0 | 898 | 0 | 898 |
| 605+00.00 | 160.64 | 0.00 | 0.00 | 289 | 0 | 0 | 1,187 | 0 | 1,187 |
| 605+50.00 | 165.42 | 0.00 | 0.00 | 302 | 0 | 0 | 1,489 | 0 | 1,489 |
| 606+00.00 | 175.56 | 0.00 | 0.00 | 316 | 0 | 0 | 1,805 | 0 | 1,805 |
| 606+50.00 | 176.74 | 0.00 | 0.00 | 326 | 0 | 0 | 2,131 | 0 | 2,131 |
| 607+00.00 | 172.24 | 0.00 | 0.00 | 323 | 0 | 0 | 2,454 | 0 | 2,454 |
| 607+50.00 | 53.27 | 0.00 | 0.00 | 209 | 0 | 0 | 2,663 | 0 | 2,663 |
| 607+80.00 | 72.28 | 0.00 | 0.00 | 70 | 0 | 0 | 2,733 | 0 | 2,733 |
| 608+50.00 | 85.62 | 0.00 | 0.00 | 205 | 0 | 0 | 2,938 | 0 | 2,938 |
| 609+00.00 | 92.89 | 0.00 | 0.00 | 165 | 0 | 0 | 3,103 | 0 | 3,103 |
| 609+50.00 | 111.31 | 0.00 | 0.43 | 189 | 0 | 0 | 3,292 | 0 | 3,292 |
| 610+00.00 | 83.11 | 0.00 | 1.80 | 180 | 0 | 2 | 3,472 | 3 | 3,470 |
| 610+50.00 | 93.40 | 0.00 | 0.50 | 163 | 0 | 2 | 3,635 | 5 | 3,630 |
| 611+00.00 | 101.44 | 0.00 | 0.00 | 180 | 0 | 0 | 3,815 | 5 | 3,810 |
| 611+50.00 | 106.32 | 0.00 | 0.02 | 192 | 0 | 0 | 4,007 | 5 | 4,002 |
| 612+00.00 | 114.47 | 0.00 | 0.00 | 204 | 0 | 0 | 4,211 | 5 | 4,206 |
| 612+50.00 | 113.42 | 0.00 | 2.20 | 211 | 0 | 2 | 4,422 | 8 | 4,415 |
| 612+75.00 | 107.02 | 0.00 | 3.02 | 102 | 0 | 2 | 4,524 | 10 | 4,514 |
| 614+75.00 | 142.93 | 0.00 | 164.56 | 922 | 0 | 618 | 5,446 | 783 | 4,664 |
| 615+00.00 | 100.96 | 0.00 | 150.73 | 113 | 0 | 146 | 5,559 | 965 | 4,594 |
| 615+50.00 | 104.83 | 0.00 | 45.88 | 191 | 0 | 182 | 5,750 | 1,193 | 4,558 |
| 616+00.00 | 122.22 | 0.00 | 34.55 | 210 | 0 | 74 | 5,960 | 1,285 | 4,675 |
| 616+50.00 | 150.02 | 0.00 | 0.00 | 252 | 0 | 32 | 6,212 | 1,325 | 4,887 |
| 616+72.90 | 154.86 | 0.00 | 0.00 | 129 | 0 | 0 | 6,341 | 1,325 | 5,016 |
| 617+00.00 | 187.85 | 0.00 | 0.00 | 172 | 0 | 0 | 6,513 | 1,325 | 5,188 |
| 617+24.70 | 182.91 | 0.00 | 0.00 | 170 | 0 | 0 | 6,683 | 1,325 | 5,358 |
| 617+50.00 | 190.11 | 0.00 | 0.00 | 175 | 0 | 0 | 6,858 | 1,325 | 5,533 |
| 618+00.00 | 152.55 | 0.00 | 0.00 | 317 | 0 | 0 | 7,175 | 1,325 | 5,850 |
| 618+50.00 | 120.50 | 0.00 | 0.00 | 253 | 0 | 0 | 7,428 | 1,325 | 6,103 |
| 619+00.00 | 98.05 | 0.00 | 0.00 | 202 | 0 | 0 | 7,630 | 1,325 | 6,305 |
| 619+50.00 | 91.81 | 0.00 | 0.00 | 176 | 0 | 0 | 7,806 | 1,325 | 6,481 |
| 620+00.00 | 93.81 | 0.00 | 0.00 | 172 | 0 | 0 | 7,978 | 1,325 | 6,653 |
| 620+50.00 | 187.73 | 0.00 | 0.00 | 261 | 0 | 0 | 8,239 | 1,325 | 6,914 |
| 621+00.00 | 190.06 | 0.00 | 0.00 | 350 | 0 | 0 | 8,589 | 1,325 | 7,264 |
| 621+50.00 | 181.07 | 0.00 | 0.00 | 344 | 0 | 0 | 8,933 | 1,325 | 7,608 |
| 622+00.00 | 184.32 | 0.00 | 0.00 | 338 | 0 | 0 | 9,271 | 1,325 | 7,946 |
| 622+50.00 | 157.29 | 0.00 | 0.00 | 316 | 0 | 0 | 9,587 | 1,325 | 8,262 |
| 622+76.00 | 172.82 | 0.00 | 0.00 | 159 | 0 | 0 | 9,746 | 1,325 | 8,421 |
| 623+50.00 | 169.32 | 0.00 | 0.00 | 469 | 0 | 0 | 10,215 | 1,325 | 8,890 |
| 624+00.00 | 167.20 | 0.00 | 0.00 | 312 | 0 | 0 | 10,527 | 1,325 | 9,202 |
| 624+50.00 | 168.75 | 0.00 | 0.00 | 311 | 0 | 0 | 10,838 | 1,325 | 9,513 |
| 625+00.00 | 174.93 | 0.00 | 0.00 | 318 | 0 | 0 | 11,156 | 1,325 | 9,831 |
| SUBTOTALS CATEGORY 0010 | | | | 11,156 | 0 | 1,060 | | | |

| Notes: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 8 - MASS ORDINATE | PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL: [(CUT - SALVAGED PAVT) - (FILL * FILL FACTOR)] |

9

STH 73 'WB'

| STATION | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | NOTE 1 | NOTE 2 | NOTE 3 | 1.00 NOTE 1 | 1.25 | NOTE 8 |
| 607+25.00 | 88.74 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 607+50.00 | 83.45 | 0.00 | 0.00 | 80 | 0 | 0 | 80 | 0 | 80 |
| 607+80.00 | 75.54 | 0.00 | 0.00 | 88 | 0 | 0 | 168 | 0 | 168 |
| 608+50.00 | 65.70 | 0.00 | 0.00 | 183 | 0 | 0 | 351 | 0 | 351 |
| 609+00.00 | 62.05 | 0.00 | 0.00 | 118 | 0 | 0 | 469 | 0 | 469 |
| 609+50.00 | 66.77 | 0.00 | 0.00 | 119 | 0 | 0 | 588 | 0 | 588 |
| 610+00.00 | 96.83 | 0.00 | 1.28 | 151 | 0 | 1 | 739 | 1 | 738 |
| 610+50.00 | 114.28 | 0.00 | 0.36 | 195 | 0 | 2 | 934 | 4 | 930 |
| 611+00.00 | 134.09 | 0.00 | 0.00 | 230 | 0 | 0 | 1,164 | 4 | 1,160 |
| 611+50.00 | 135.53 | 0.00 | 0.00 | 250 | 0 | 0 | 1,414 | 4 | 1,410 |
| 612+00.00 | 109.82 | 0.00 | 17.91 | 227 | 0 | 17 | 1,641 | 25 | 1,616 |
| 612+50.00 | 81.25 | 0.00 | 78.12 | 177 | 0 | 89 | 1,818 | 136 | 1,682 |
| 612+75.00 | 69.53 | 0.00 | 118.58 | 70 | 0 | 91 | 1,888 | 250 | 1,638 |
| 614+75.00 | 103.26 | 0.00 | 4.69 | 635 | 0 | 453 | 2,523 | 816 | 1,707 |
| 615+00.00 | 114.49 | 0.00 | 2.63 | 101 | 0 | 3 | 2,624 | 820 | 1,804 |
| 615+50.00 | 137.82 | 0.00 | 0.00 | 234 | 0 | 2 | 2,858 | 823 | 2,036 |
| 616+00.00 | 191.81 | 0.00 | 0.00 | 305 | 0 | 0 | 3,163 | 823 | 2,341 |
| 616+50.00 | 176.61 | 0.00 | 0.00 | 341 | 0 | 0 | 3,504 | 823 | 2,682 |
| 617+00.00 | 128.98 | 0.00 | 0.00 | 283 | 0 | 0 | 3,787 | 823 | 2,965 |
| 617+22.79 | 120.93 | 0.00 | 0.00 | 105 | 0 | 0 | 3,892 | 823 | 3,070 |
| 617+50.00 | 119.73 | 0.00 | 0.00 | 121 | 0 | 0 | 4,013 | 823 | 3,191 |
| 618+00.00 | 112.11 | 0.00 | 0.00 | 215 | 0 | 0 | 4,228 | 823 | 3,406 |
| 618+50.00 | 107.52 | 0.00 | 0.00 | 203 | 0 | 0 | 4,431 | 823 | 3,609 |
| 619+00.00 | 97.85 | 0.00 | 0.00 | 190 | 0 | 0 | 4,621 | 823 | 3,799 |
| 619+50.00 | 92.41 | 0.00 | 0.00 | 176 | 0 | 0 | 4,797 | 823 | 3,975 |
| 620+00.00 | 87.94 | 0.00 | 0.00 | 167 | 0 | 0 | 4,964 | 823 | 4,142 |
| SUBTOTALS CATEGORY 0010 | | | | 4,964 | 0 | 658 | | | |

| Notes: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 8 - MASS ORDINATE | PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL: [(CUT - SALVAGED PAVT) - (FILL * FILL FACTOR)] |

9

STH 80 'NB'

| STATION | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | 1.00 | 1.25 | |
| | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 1643+89.30 | 63.67 | 0.00 | 4.76 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1644+00.00 | 64.43 | 0.00 | 7.26 | 25 | 0 | 2 | 25 | 3 | 23 |
| 1644+50.00 | 73.58 | 0.00 | 19.74 | 128 | 0 | 25 | 153 | 34 | 119 |
| 1645+00.00 | 83.94 | 0.00 | 32.69 | 146 | 0 | 49 | 299 | 95 | 204 |
| 1645+50.00 | 94.29 | 0.00 | 26.44 | 165 | 0 | 55 | 464 | 164 | 300 |
| 1646+00.00 | 96.28 | 0.00 | 30.15 | 176 | 0 | 52 | 640 | 229 | 411 |
| 1646+50.00 | 119.80 | 0.00 | 47.08 | 200 | 0 | 72 | 840 | 319 | 521 |
| 1646+85.12 | 129.39 | 0.00 | 82.01 | 162 | 0 | 84 | 1,002 | 424 | 578 |
| 1647+25.00 | 146.23 | 0.00 | 122.59 | 204 | 0 | 151 | 1,206 | 613 | 594 |
| 1649+24.96 | 0.00 | 0.00 | 609.62 | 542 | 0 | 2,712 | 1,748 | 4,003 | -2,255 |
| 1649+49.96 | 0.00 | 0.00 | 569.33 | 0 | 0 | 546 | 1,748 | 4,685 | -2,937 |
| 1649+93.61 | 0.00 | 0.00 | 408.11 | 0 | 0 | 790 | 1,748 | 5,673 | -3,925 |
| 1650+49.96 | 3.68 | 0.00 | 216.68 | 4 | 0 | 652 | 1,752 | 6,488 | -4,736 |
| 1651+09.45 | 64.76 | 0.00 | 6.38 | 75 | 0 | 246 | 1,827 | 6,795 | -4,968 |
| 1651+49.96 | 146.42 | 0.00 | 0.00 | 158 | 0 | 5 | 1,985 | 6,801 | -4,816 |
| 1651+84.96 | 113.71 | 0.00 | 0.07 | 169 | 0 | 0 | 2,154 | 6,801 | -4,647 |
| 1652+49.96 | 76.93 | 0.00 | 3.97 | 229 | 0 | 5 | 2,383 | 6,808 | -4,425 |
| 1652+99.96 | 61.64 | 0.00 | 3.63 | 128 | 0 | 7 | 2,511 | 6,816 | -4,305 |
| 1653+49.96 | 59.93 | 0.00 | 2.13 | 113 | 0 | 5 | 2,624 | 6,823 | -4,199 |
| 1653+70.36 | 57.21 | 0.00 | 0.99 | 44 | 0 | 1 | 2,668 | 6,824 | -4,156 |
| SUBTOTALS CATEGORY 0010 | | | | 2,668 | 0 | 5,459 | | | |

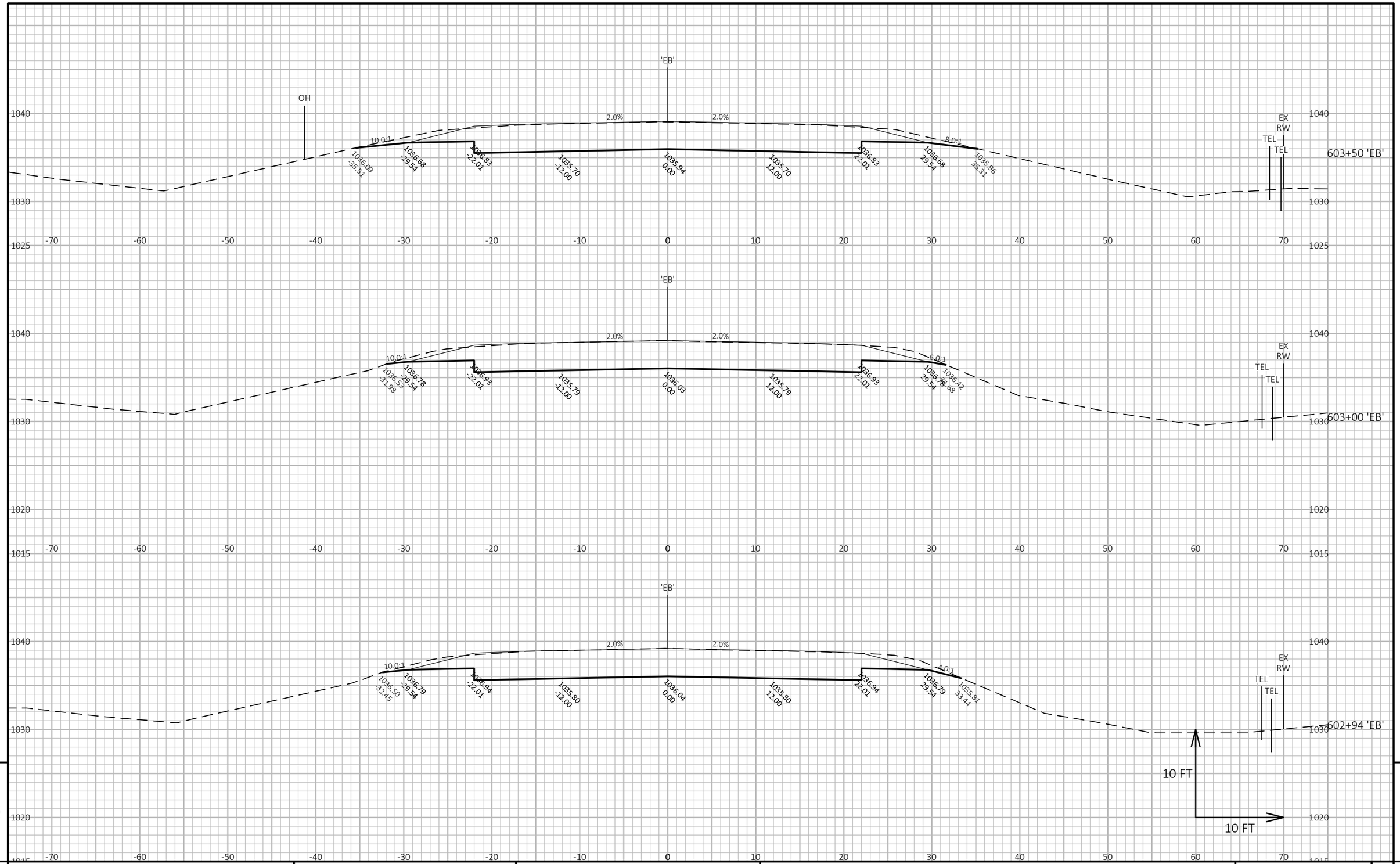
| Notes: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 8 - MASS ORDINATE | PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL: [(CUT - SALVAGED PAVT) - (FILL * FILL FACTOR)] |

9

STH 80 'SB'

| STATION | AREA (SF) | | | INCREMENTAL VOL (CY) (UNADJUSTED) | | | CUMULATIVE VOL (CY) | | |
|---|---|---|---|---|---|---|---|---|---|
| | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | SALVAGED/UNUSABLE PAVEMENT MATERIAL | FILL | CUT | EXPANDED FILL | MASS ORDINATE |
| | | | | | | | 1.00 | 1.25 | |
| | | | | NOTE 1 | NOTE 2 | NOTE 3 | NOTE 1 | | NOTE 8 |
| 1643+89.40 | 66.15 | 0.00 | 0.00 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1644+00.00 | 67.79 | 0.00 | 0.00 | 26 | 0 | 0 | 26 | 0 | 26 |
| 1644+50.00 | 68.23 | 0.00 | 0.00 | 126 | 0 | 0 | 152 | 0 | 152 |
| 1645+00.00 | 71.11 | 0.00 | 0.00 | 129 | 0 | 0 | 281 | 0 | 281 |
| 1645+50.00 | 76.13 | 0.00 | 0.00 | 136 | 0 | 0 | 417 | 0 | 417 |
| 1646+00.00 | 91.34 | 0.00 | 0.00 | 155 | 0 | 0 | 572 | 0 | 572 |
| 1646+50.00 | 67.94 | 0.00 | 3.85 | 147 | 0 | 4 | 719 | 5 | 714 |
| 1647+00.00 | 74.18 | 0.00 | 2.39 | 132 | 0 | 6 | 851 | 13 | 839 |
| 1647+25.00 | 72.91 | 0.00 | 15.59 | 68 | 0 | 8 | 919 | 23 | 897 |
| 1649+25.07 | 16.72 | 0.00 | 85.19 | 327 | 0 | 367 | 1,246 | 481 | 765 |
| 1649+50.07 | 11.57 | 0.00 | 64.17 | 13 | 0 | 69 | 1,259 | 568 | 692 |
| 1650+07.39 | 28.72 | 0.00 | 22.93 | 43 | 0 | 92 | 1,302 | 683 | 620 |
| 1650+50.07 | 49.50 | 0.00 | 13.59 | 62 | 0 | 29 | 1,364 | 719 | 645 |
| 1651+00.07 | 67.33 | 0.00 | 7.09 | 108 | 0 | 19 | 1,472 | 743 | 730 |
| 1651+50.07 | 63.38 | 0.00 | 1.88 | 121 | 0 | 8 | 1,593 | 753 | 841 |
| 1651+80.07 | 71.09 | 0.00 | 0.00 | 75 | 0 | 1 | 1,668 | 754 | 914 |
| 1652+50.07 | 59.23 | 0.00 | 0.40 | 169 | 0 | 1 | 1,837 | 755 | 1,082 |
| 1653+00.07 | 59.54 | 0.00 | 0.07 | 110 | 0 | 0 | 1,947 | 755 | 1,192 |
| 1653+50.07 | 63.50 | 0.00 | 0.08 | 114 | 0 | 0 | 2,061 | 755 | 1,306 |
| 1653+70.47 | 0.00 | 0.00 | 0.00 | 24 | 0 | 0 | 2,085 | 755 | 1,330 |
| SUBTOTALS CATEGORY 0010 | | | | 2,085 | 0 | 604 | | | |

| Notes: | |
|---|---|
| 1 - CUT | CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL |
| 2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL | THIS DOES NOT SHOW UP IN CROSS SECTIONS |
| 3 - FILL | DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME |
| 8 - MASS ORDINATE | PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL. MINUS INDICATES A SHORTAGE OF MATERIAL: [(CUT - SALVAGED PAVT) - (FILL * FILL FACTOR)] |




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 232 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-01

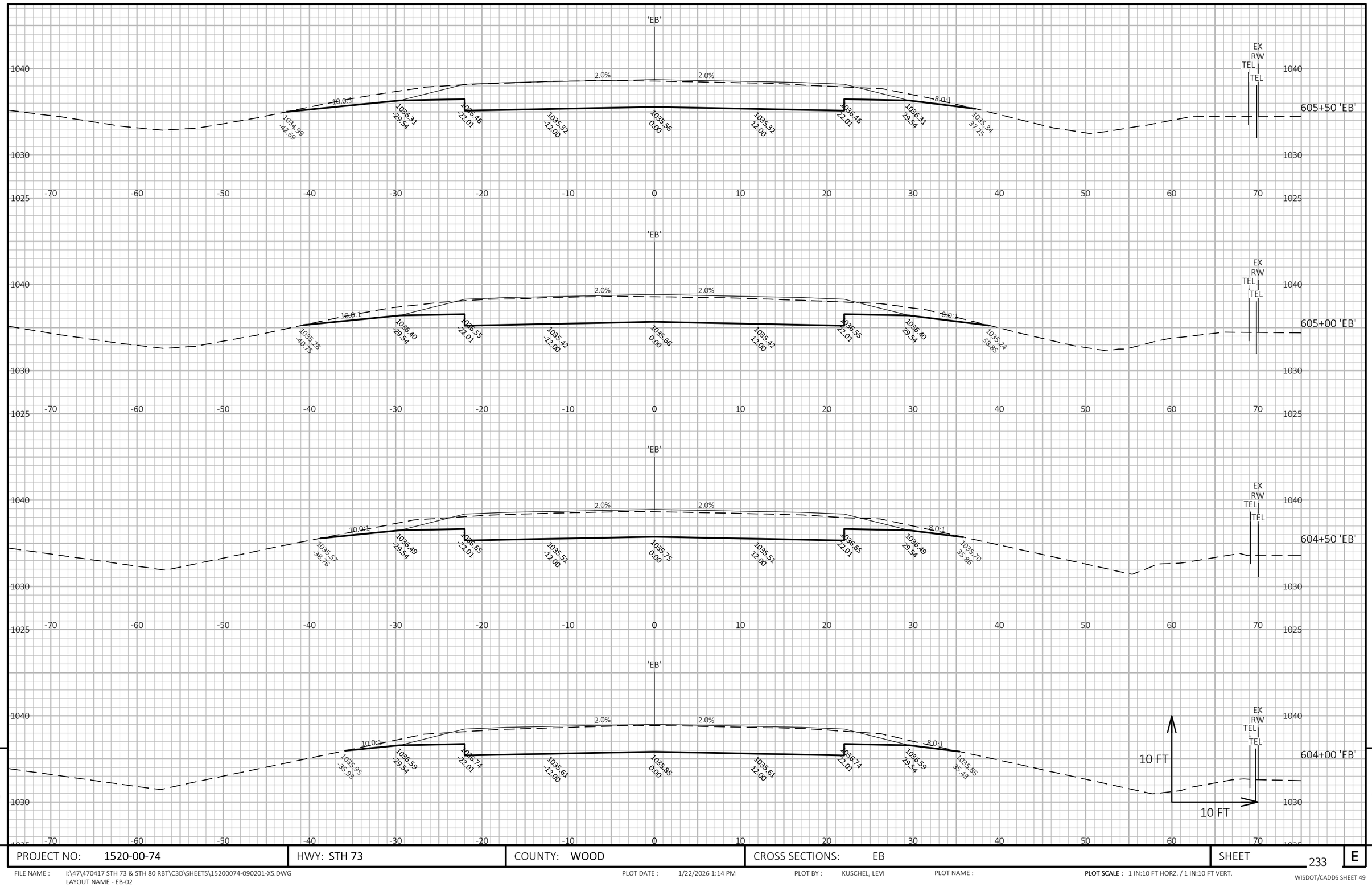
PLOT DATE : 1/22/2026 1:14 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 233 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-02

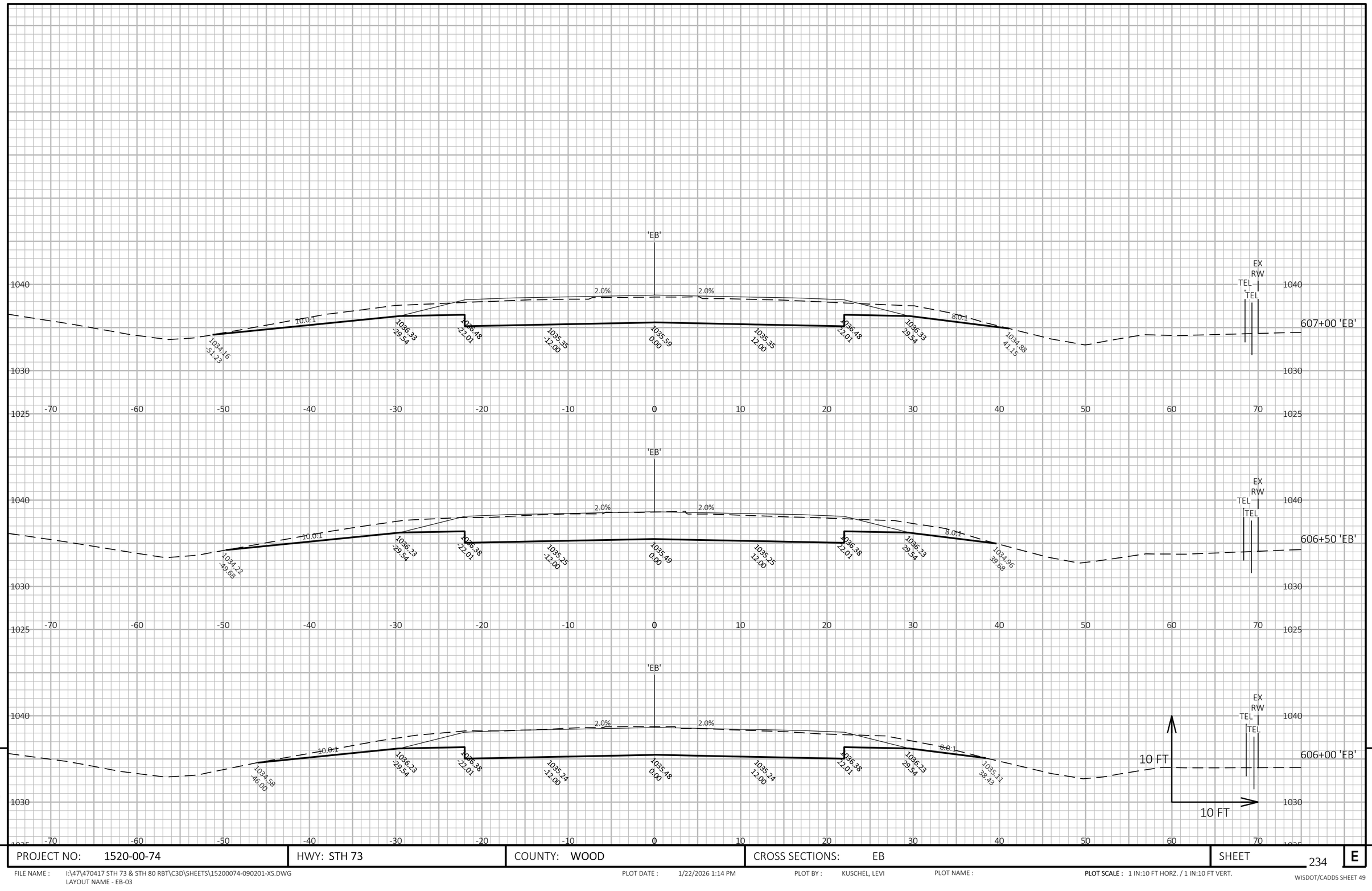
PLOT DATE : 1/22/2026 1:14 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 234 | E |
|---|---|---|---|---|---|

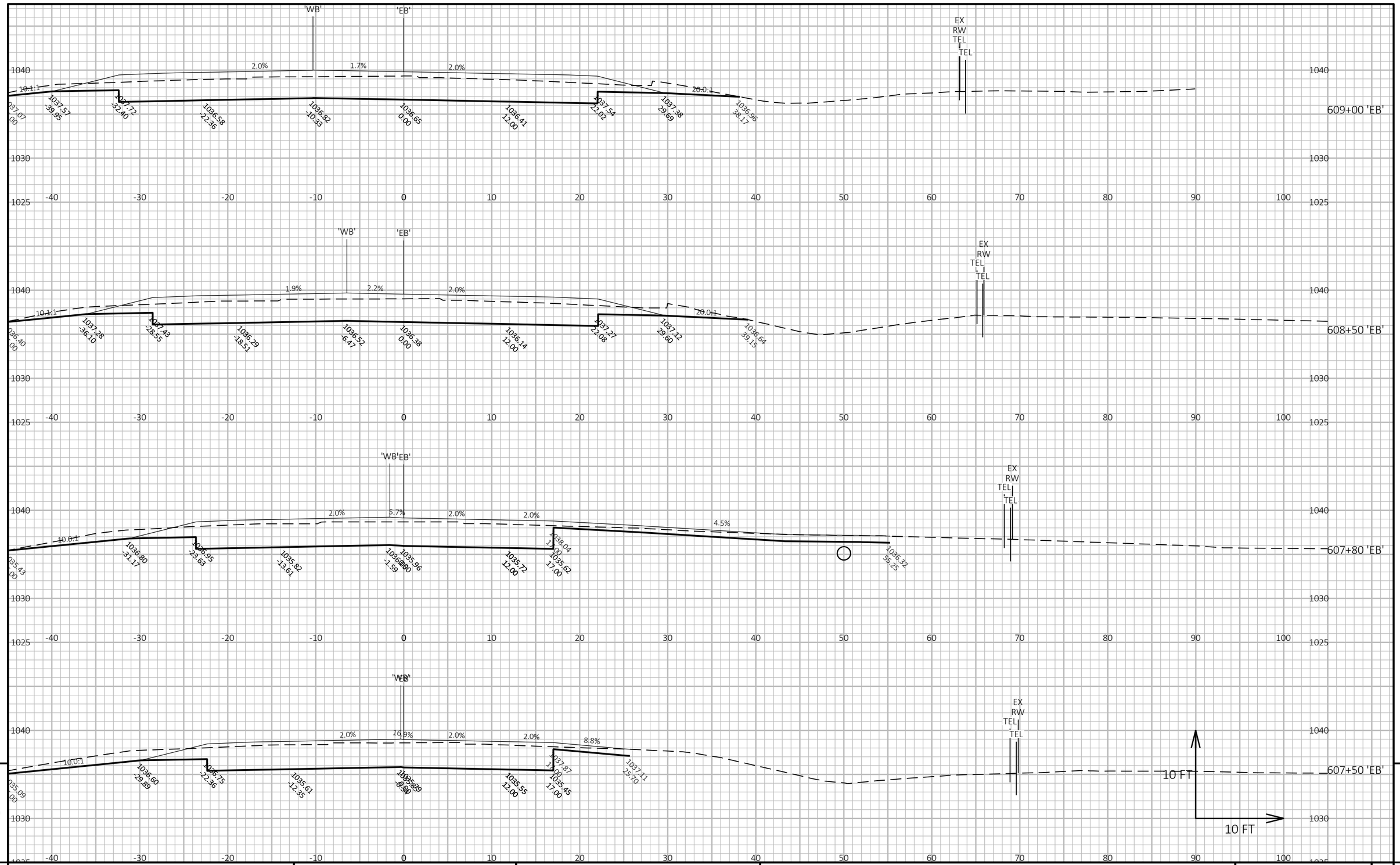
FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-03

PLOT DATE : 1/22/2026 1:14 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 235 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-04

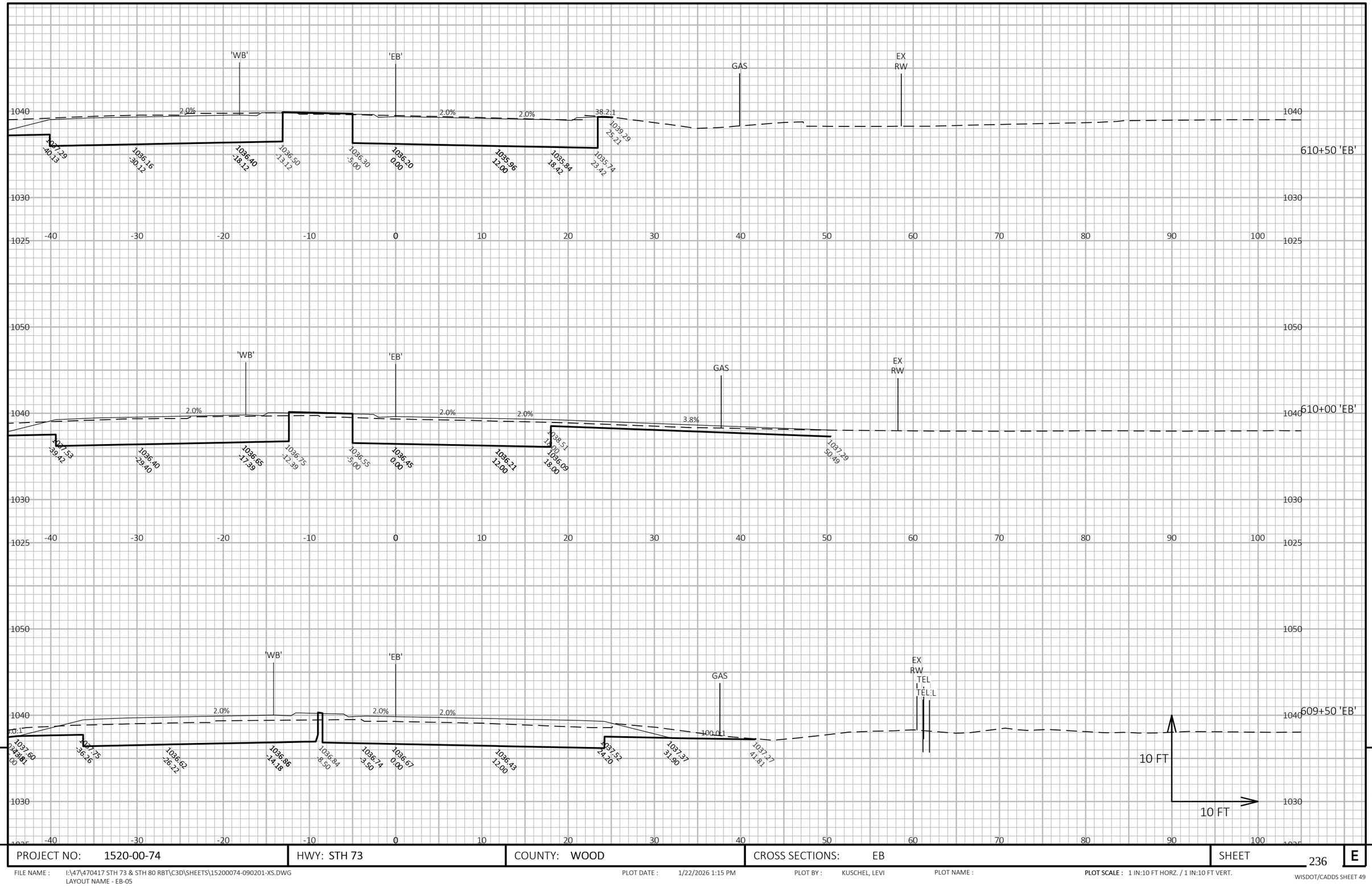
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 236 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-05

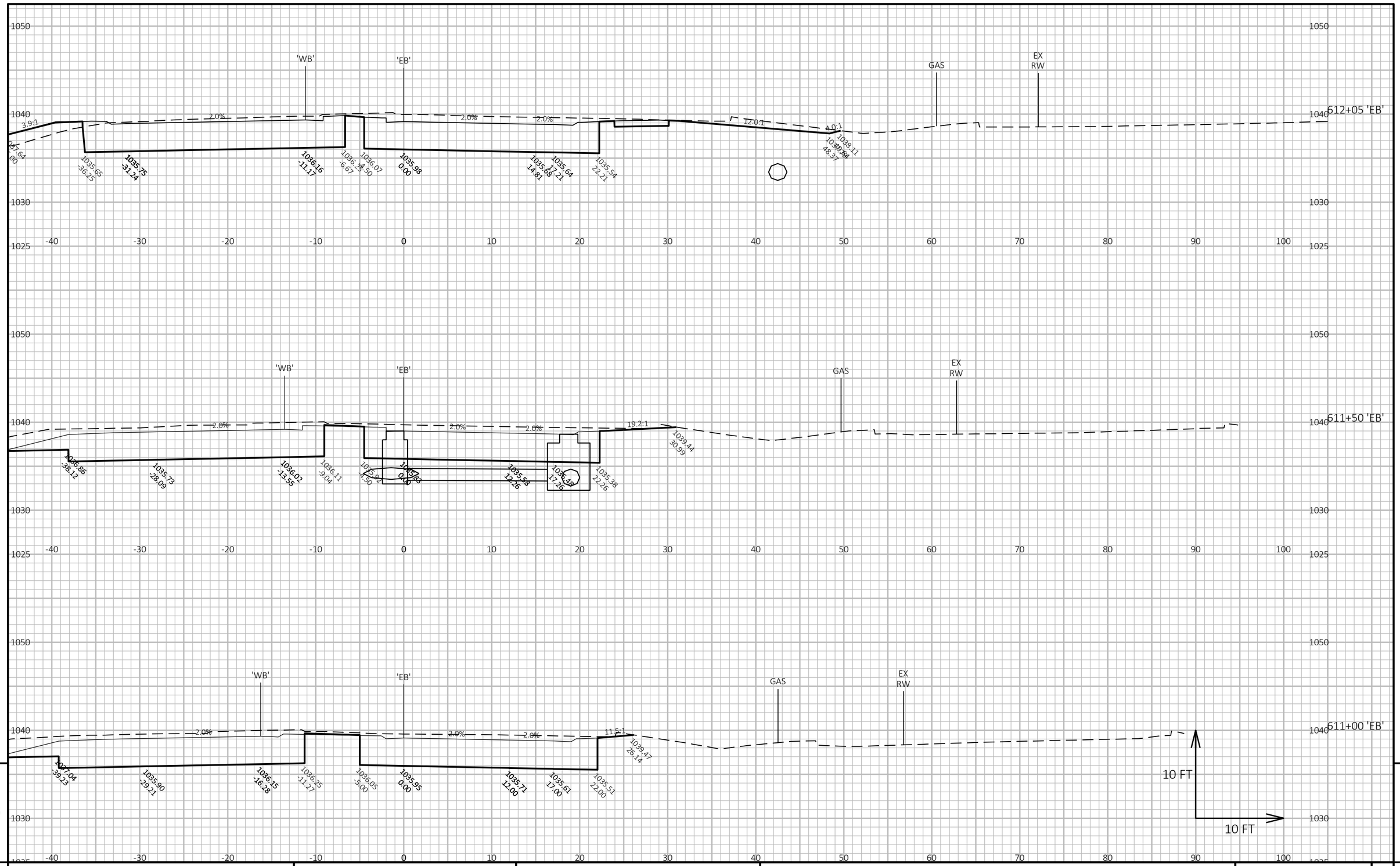
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 237 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-06

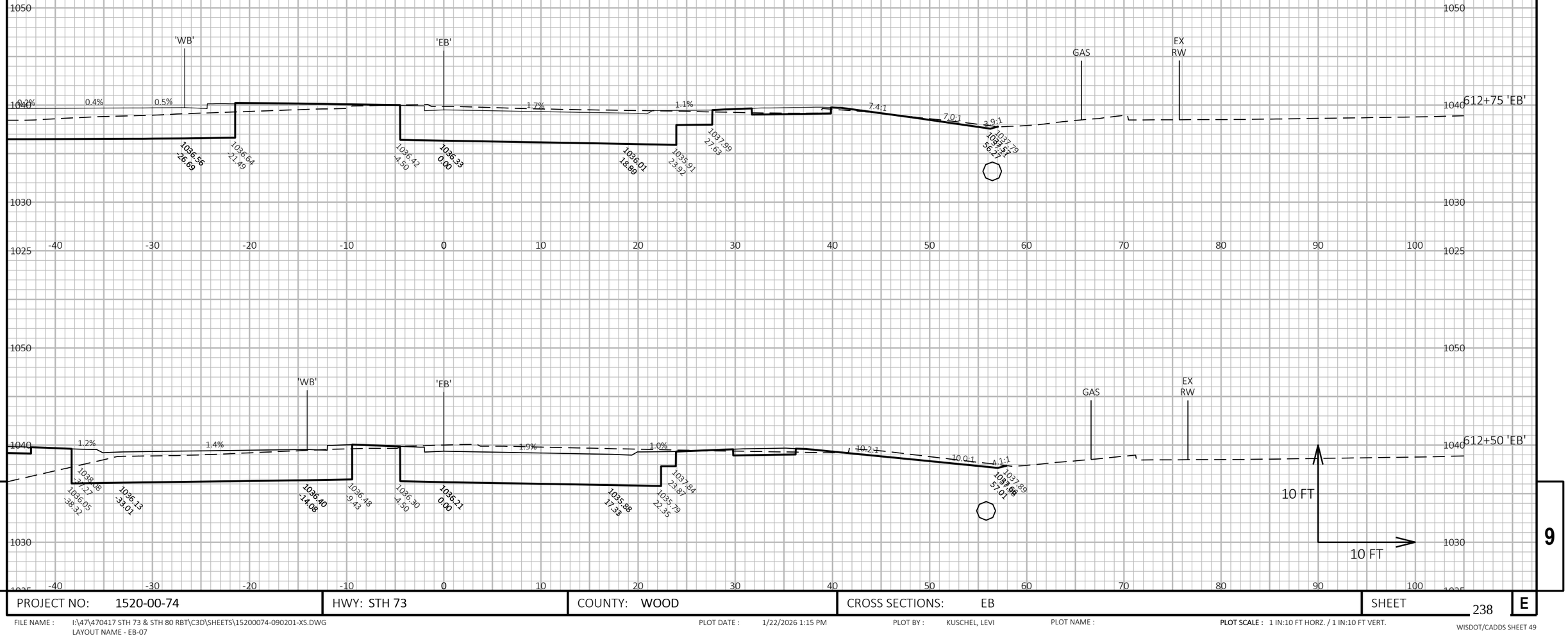
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 238 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-07

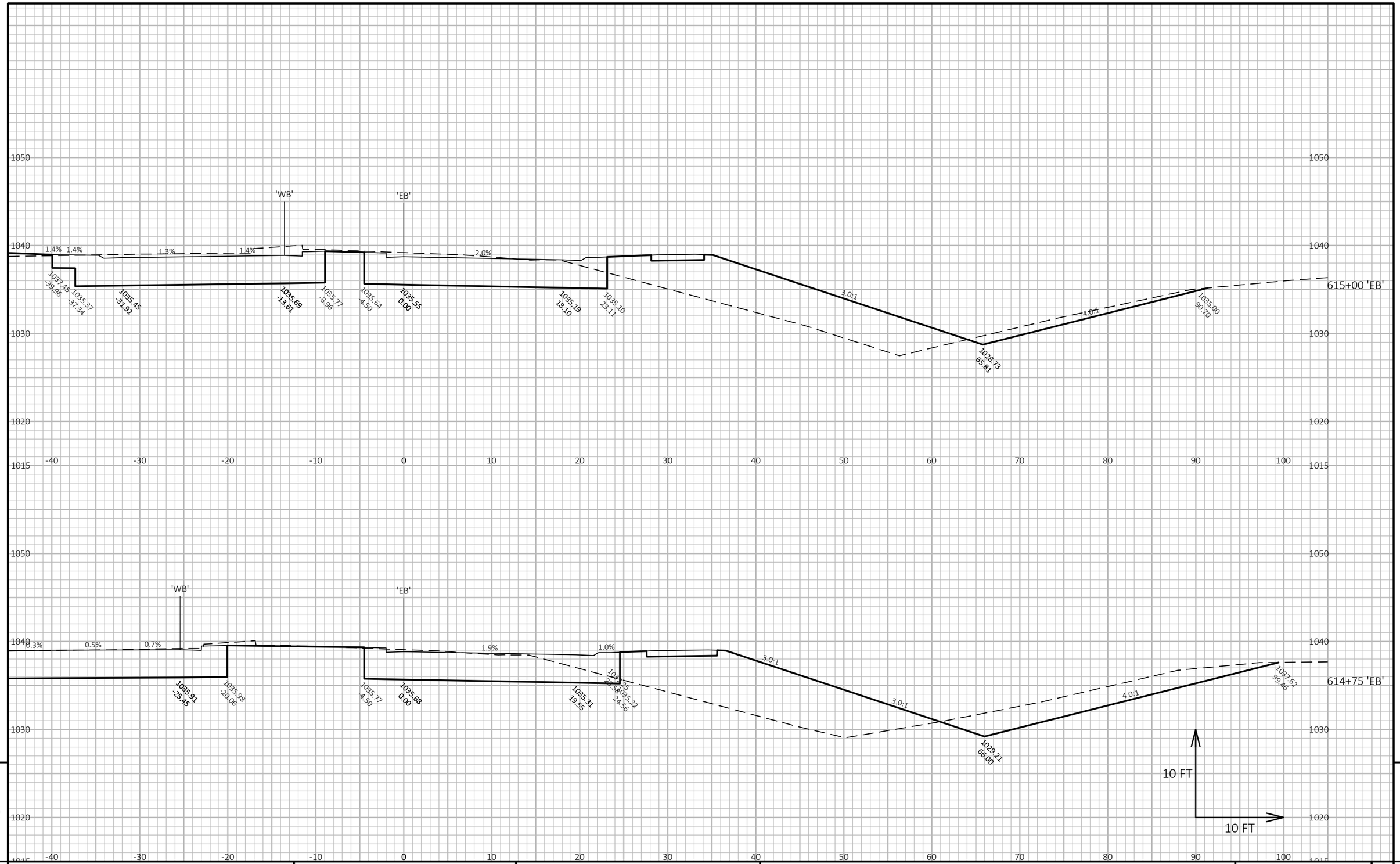
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 239 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-08

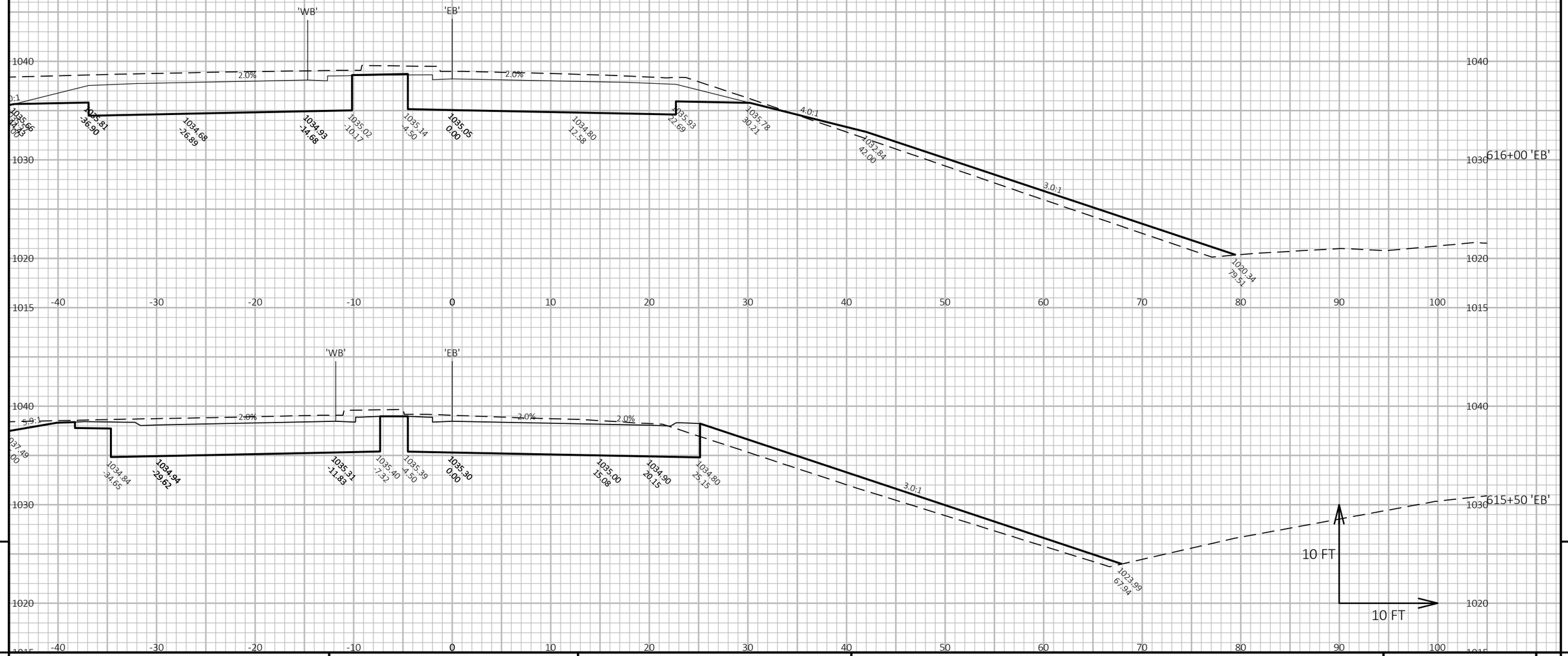
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



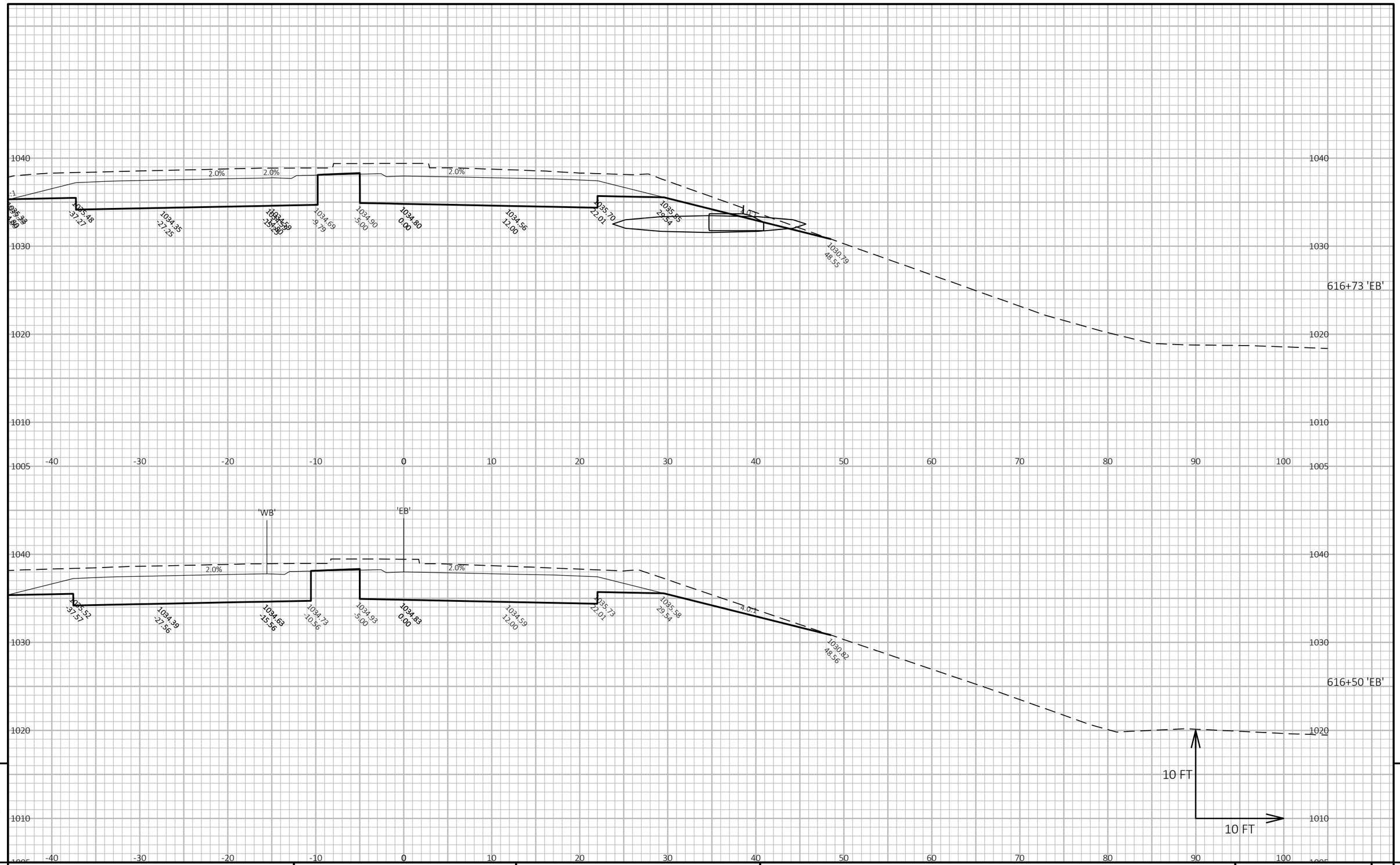

9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 240 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-09

PLOT DATE : 1/22/2026 1:15 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



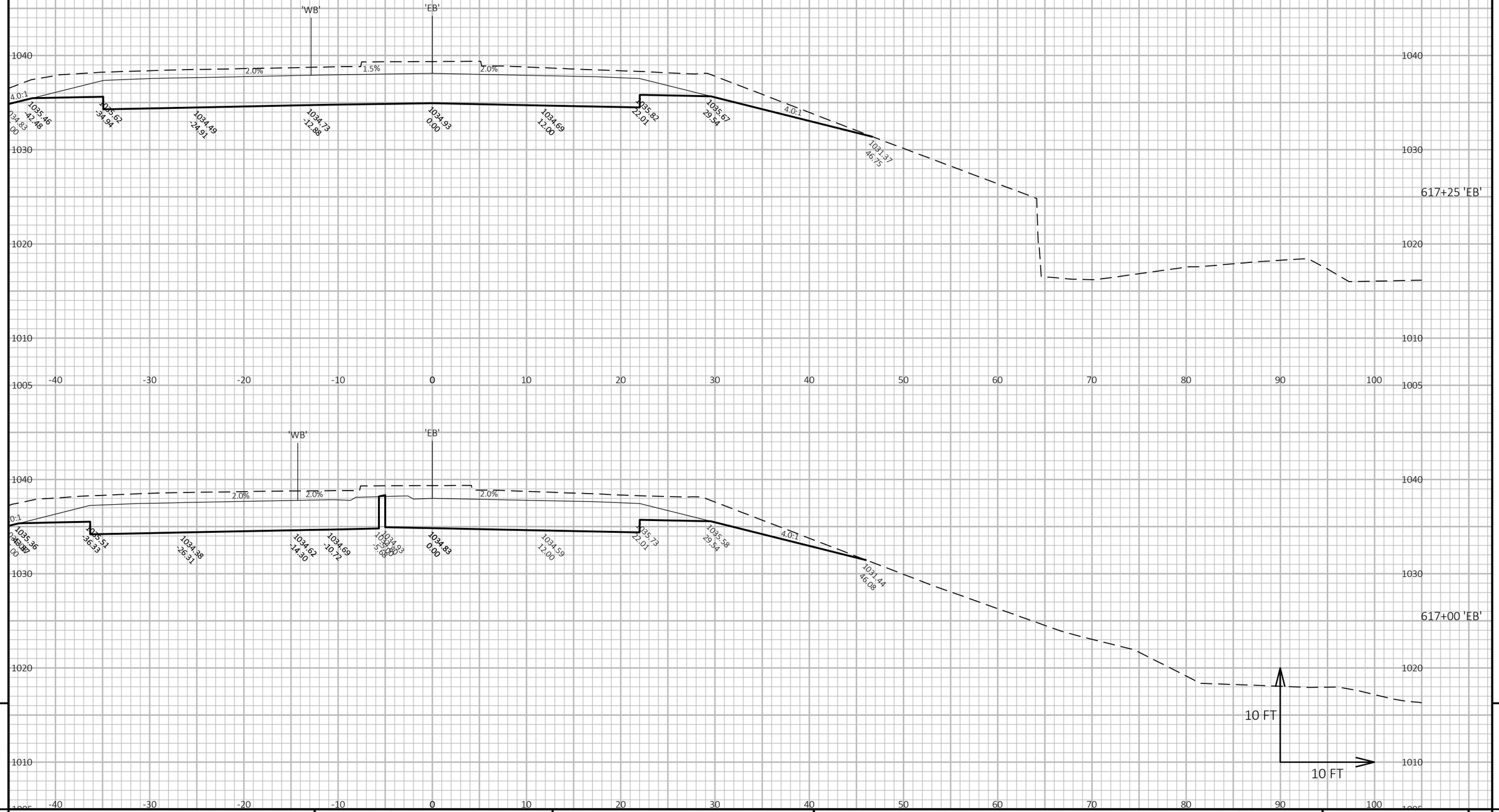

9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 241 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-10

PLOT DATE : 1/22/2026 1:15 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 242 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-11

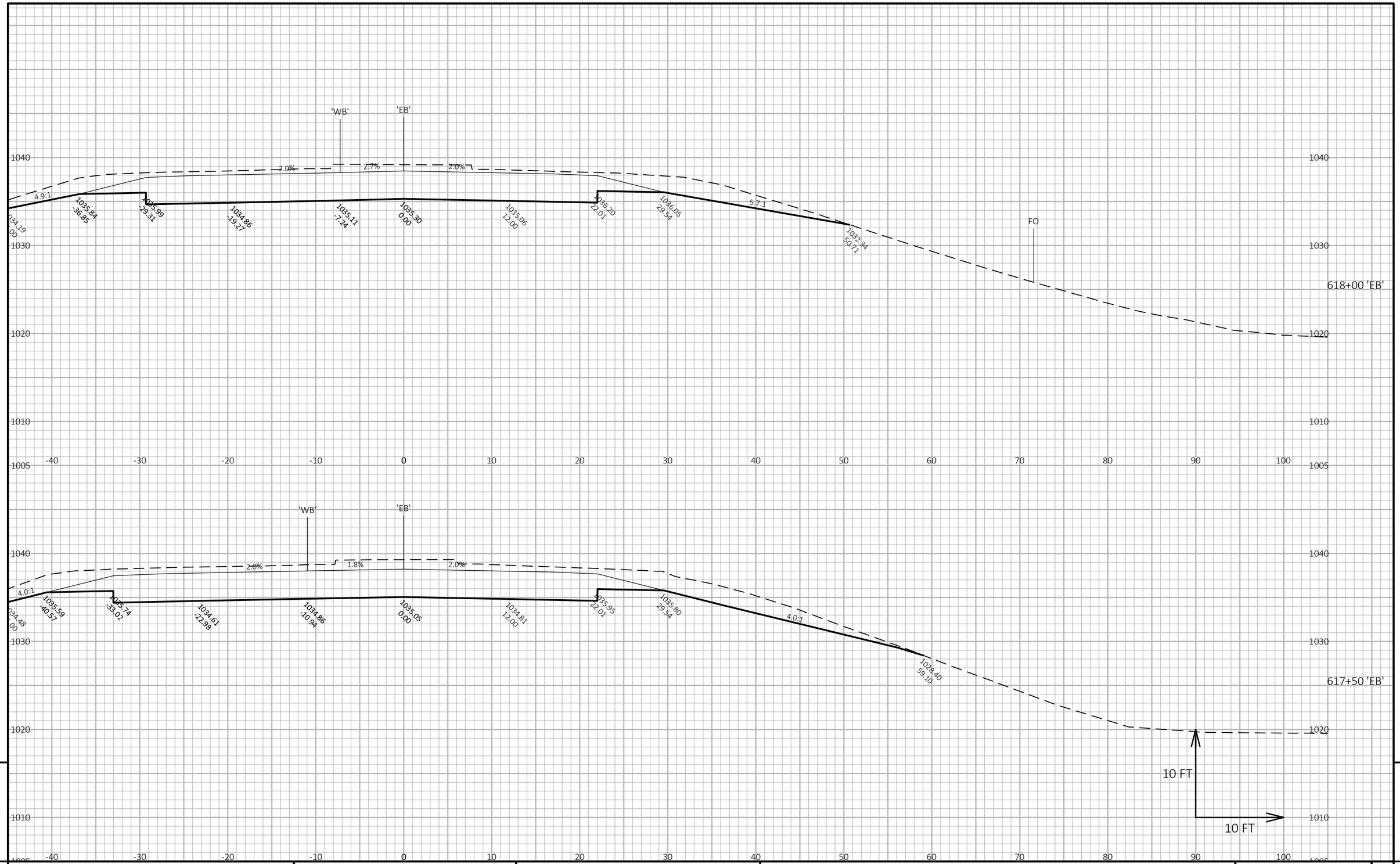
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 243 | E |
|---|---|---|---|---|---|

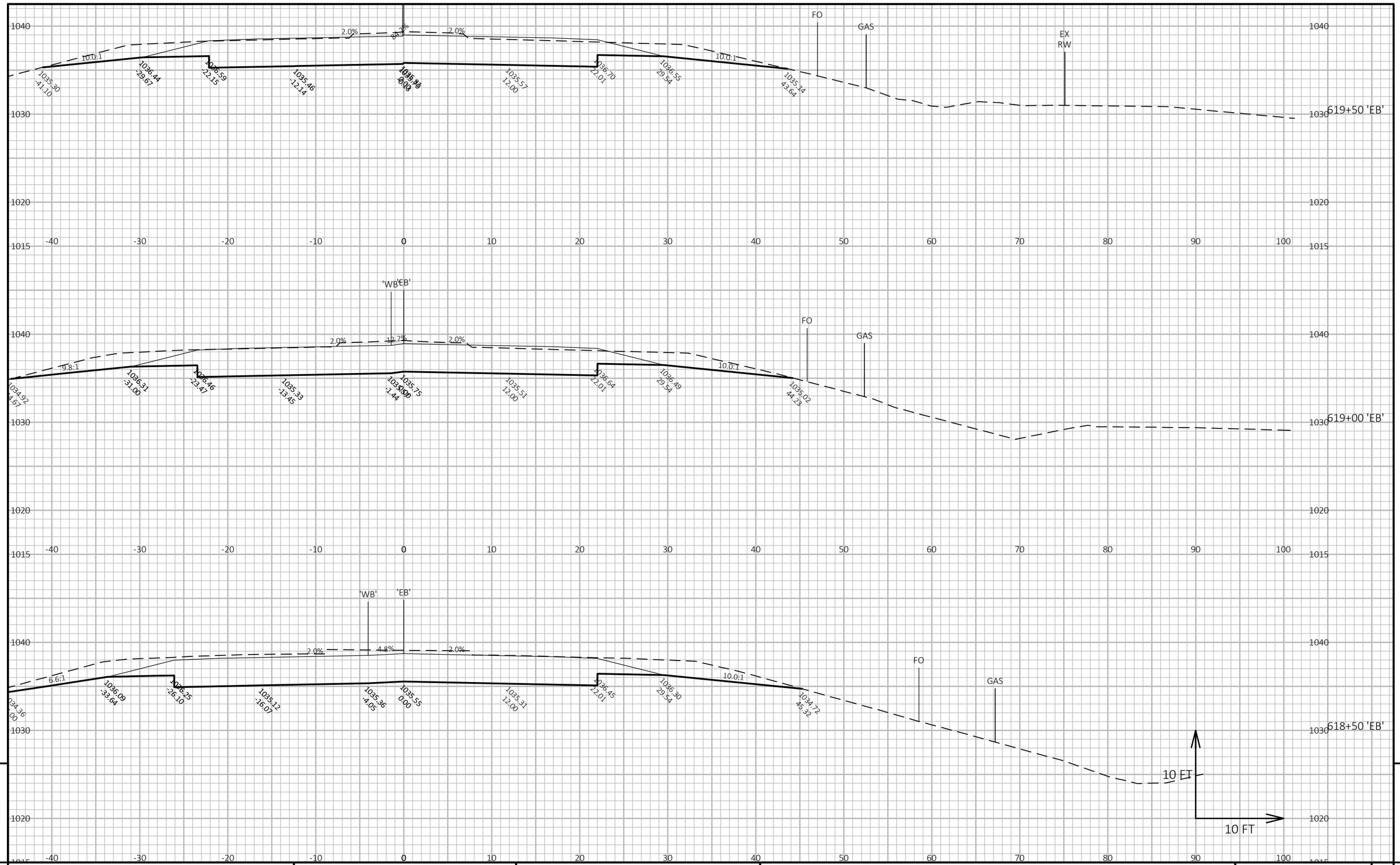
FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-12

PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

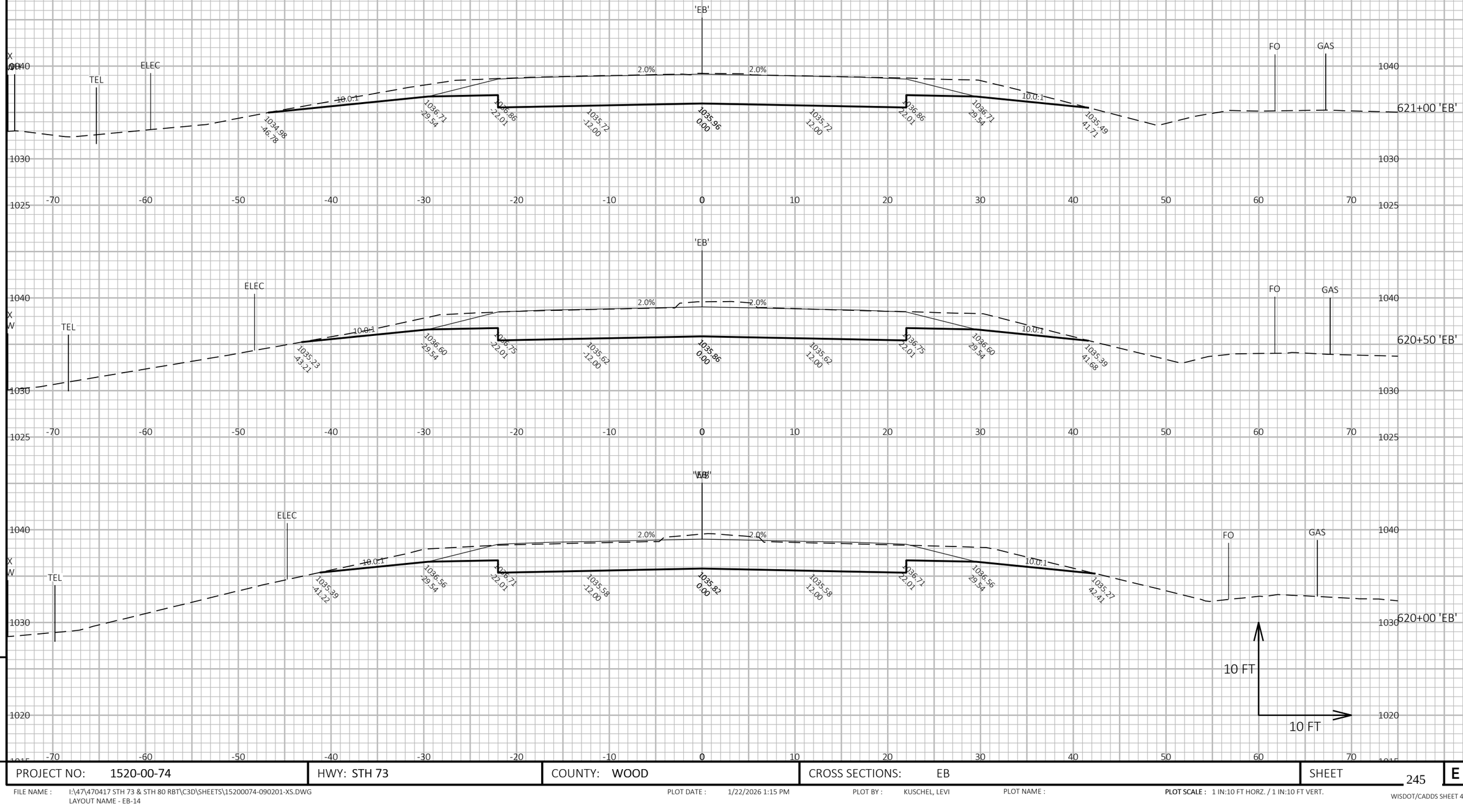
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 244 | E |
|---|---|---|---|---|---|

9

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-13

PLOT DATE : 1/22/2026 1:15 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 245 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-14

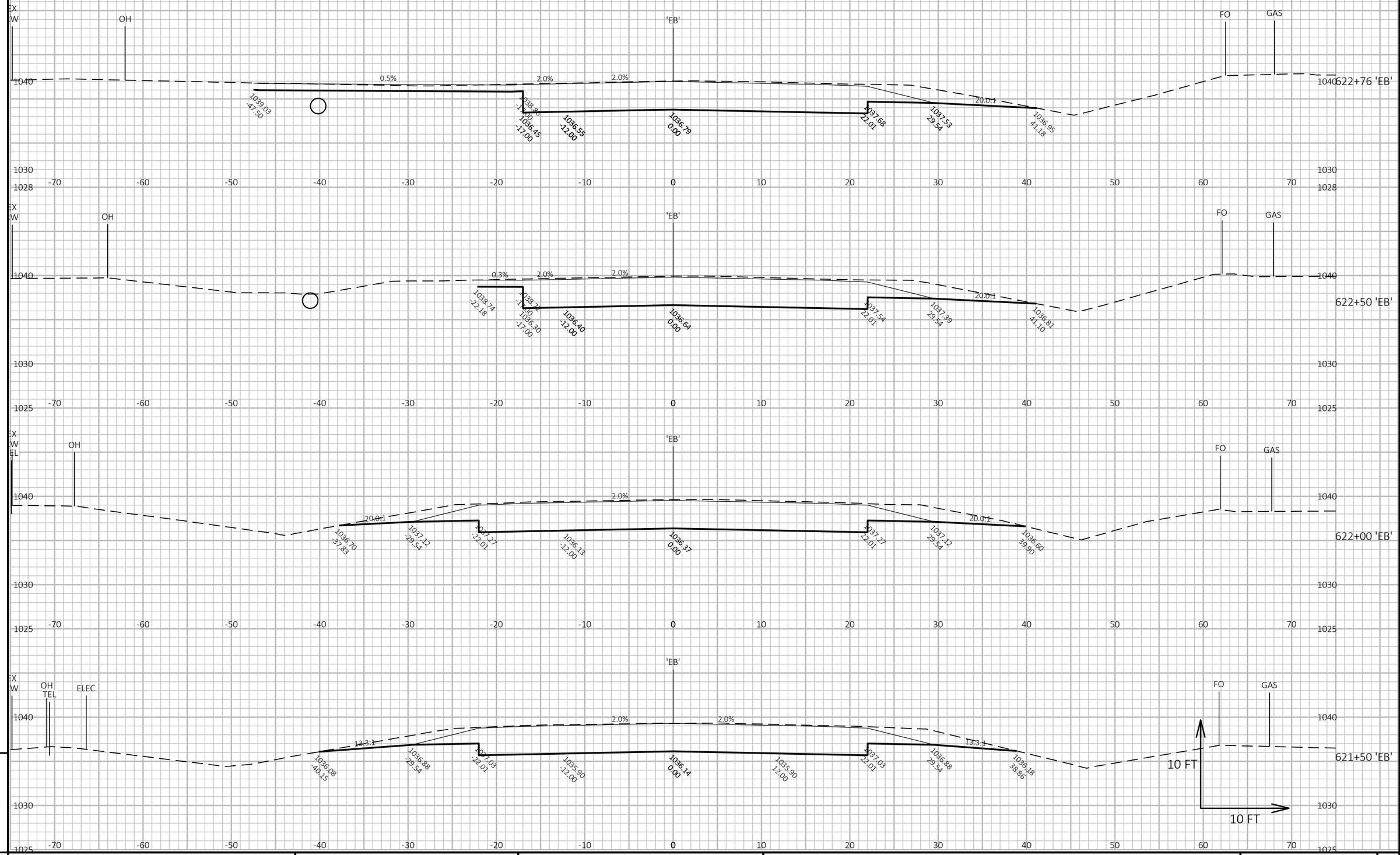
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

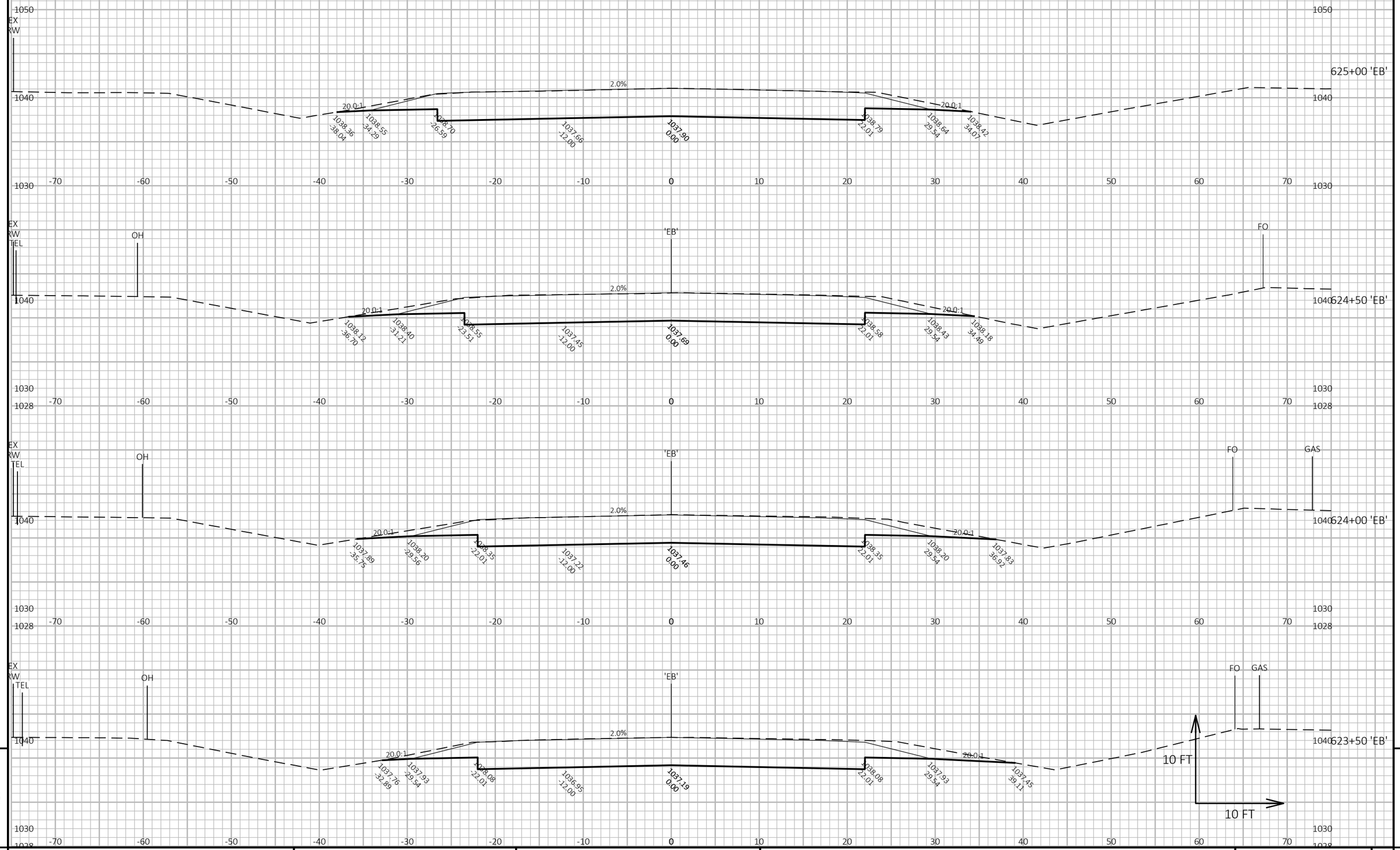
WISDOT/CADDS SHEET 49




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 246 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-15

PLOT DATE : 1/22/2026 1:15 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: EB | SHEET 247 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - EB-16

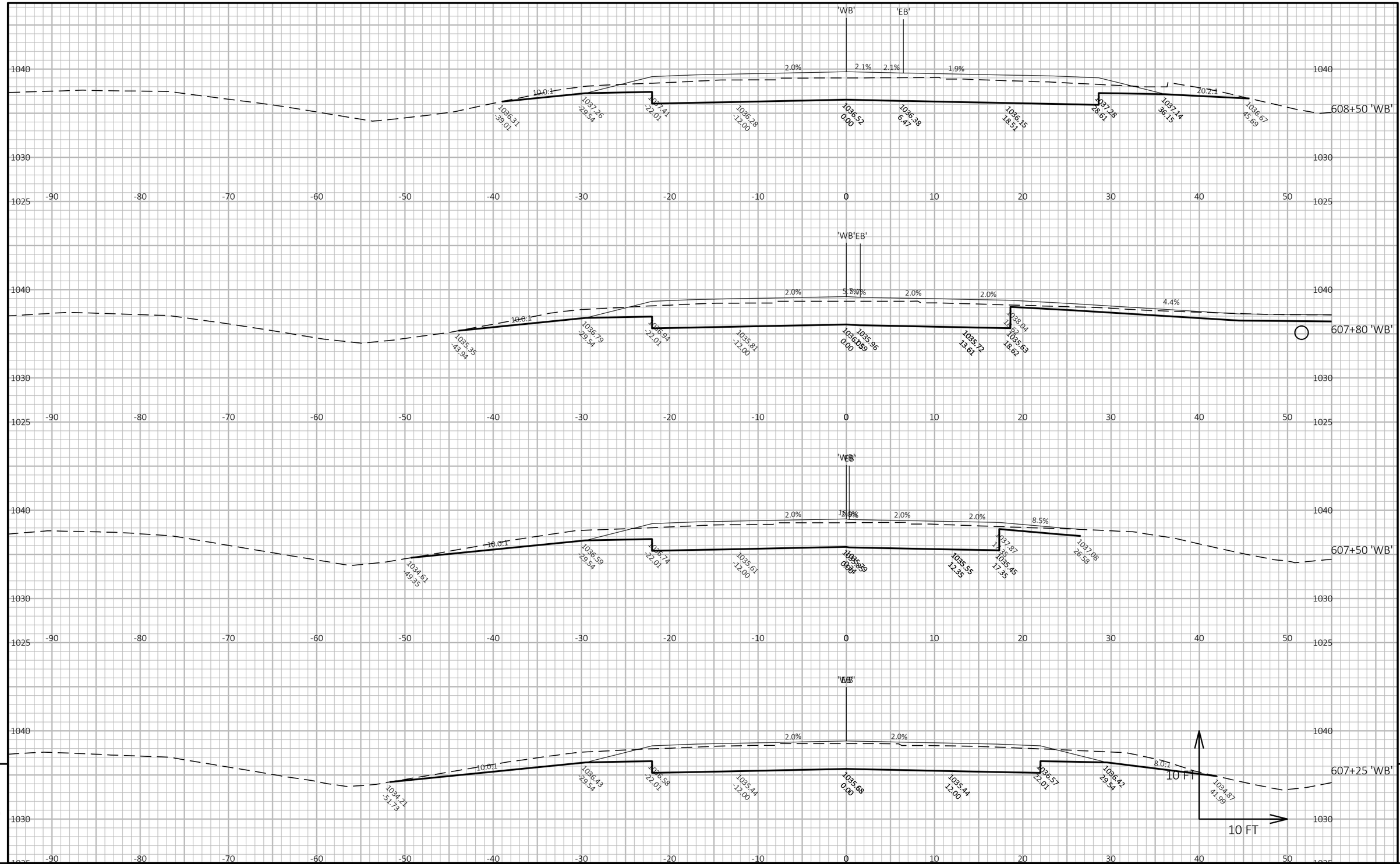
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: WB | SHEET 248 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - WB-01

PLOT DATE : 1/22/2026 1:15 PM

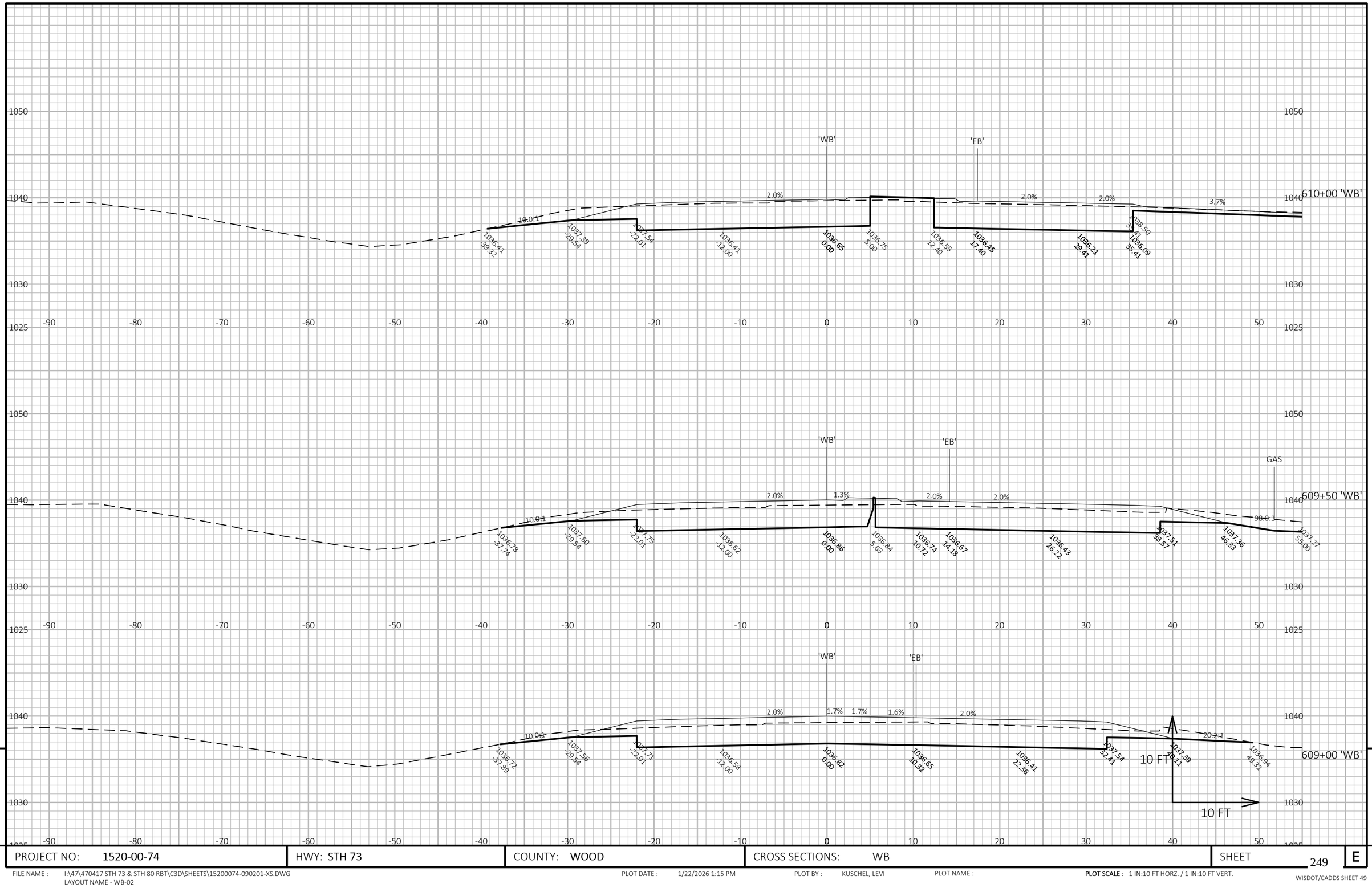
PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: WB | SHEET 249 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - WB-02

PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: WB | SHEET 250 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - WB-03

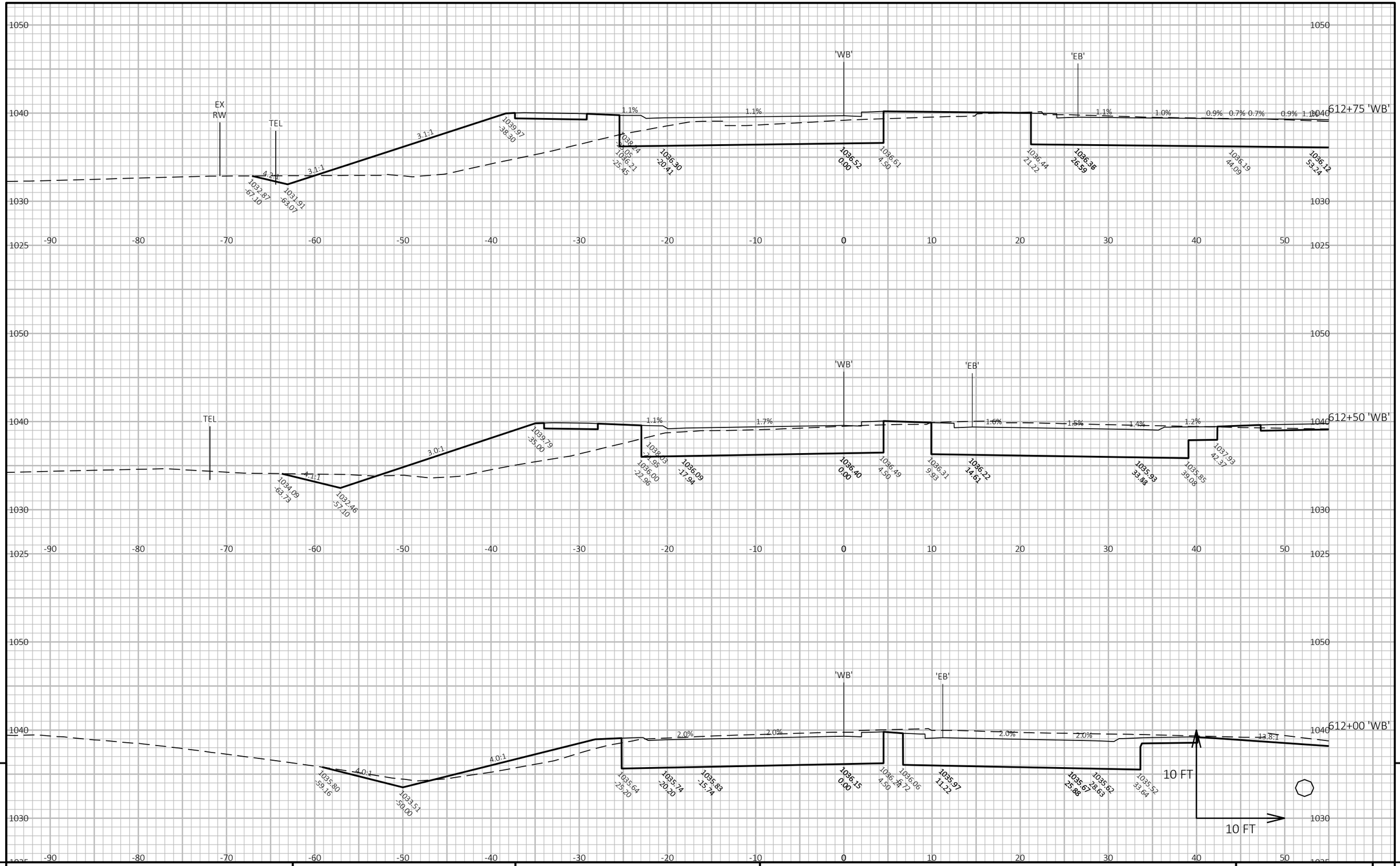
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

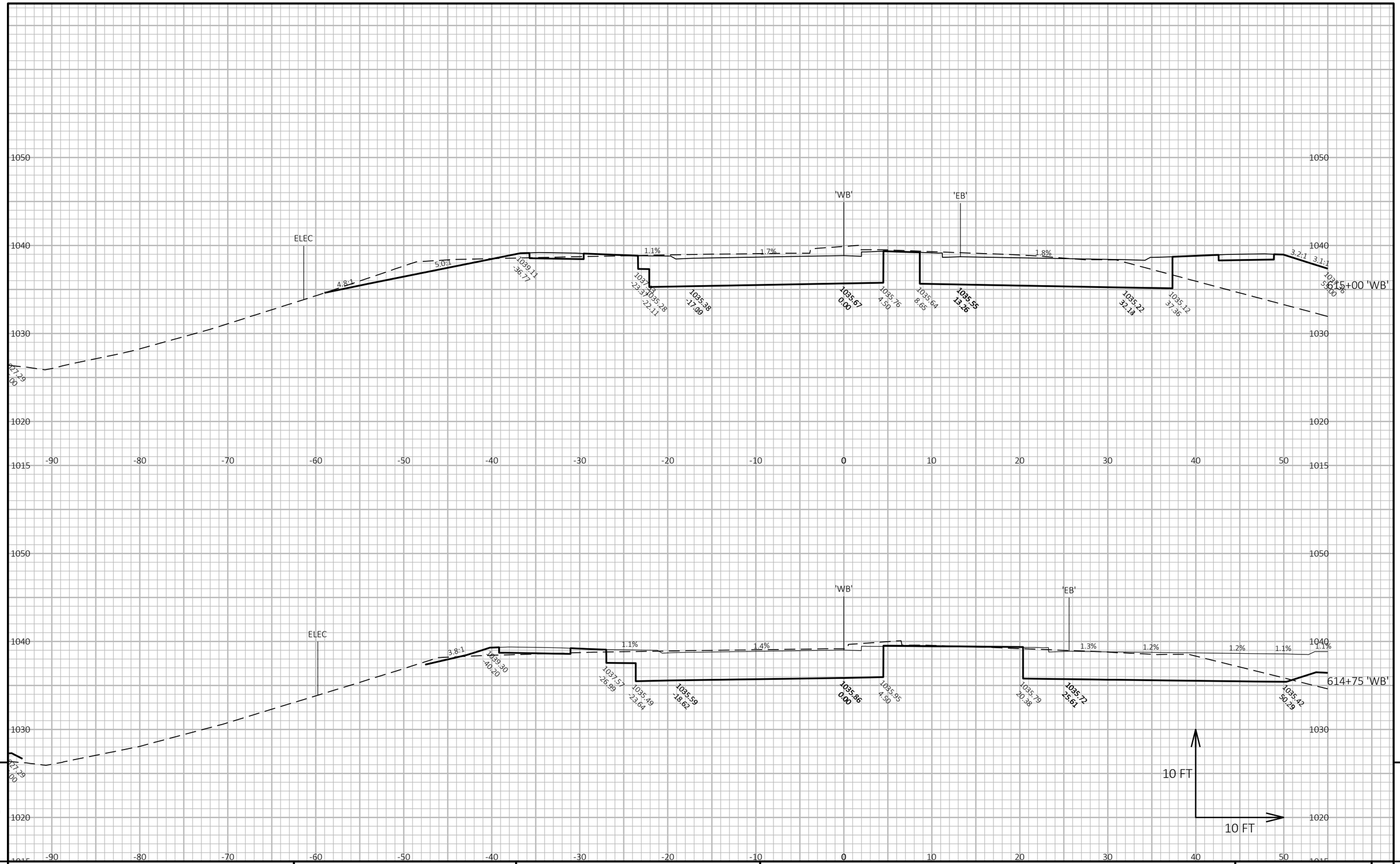



| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: WB | SHEET 251 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - WB-04

PLOT DATE : 1/22/2026 1:15 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: WB | SHEET 252 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - WB-05

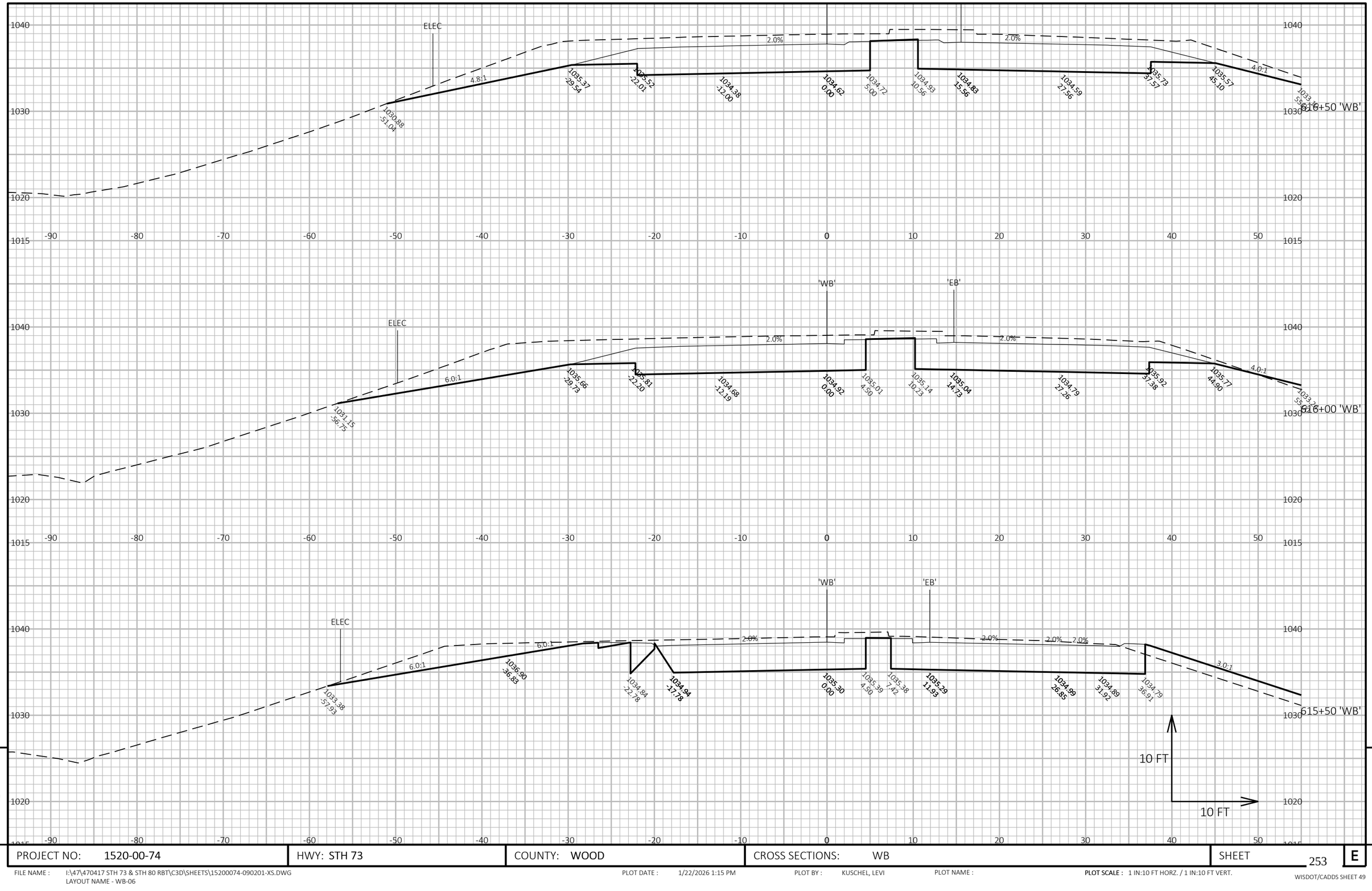
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: WB | SHEET 253 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - WB-06

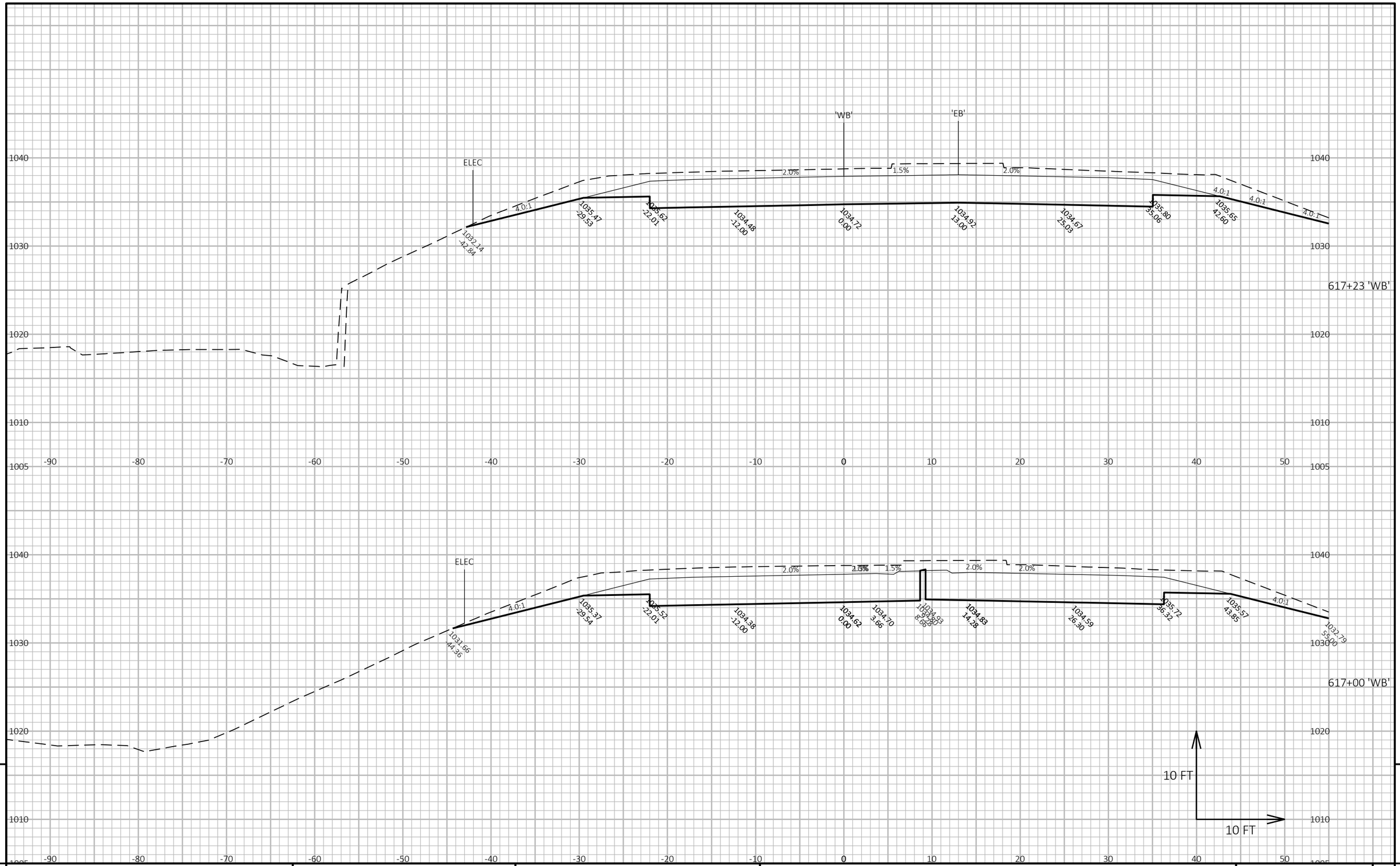
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

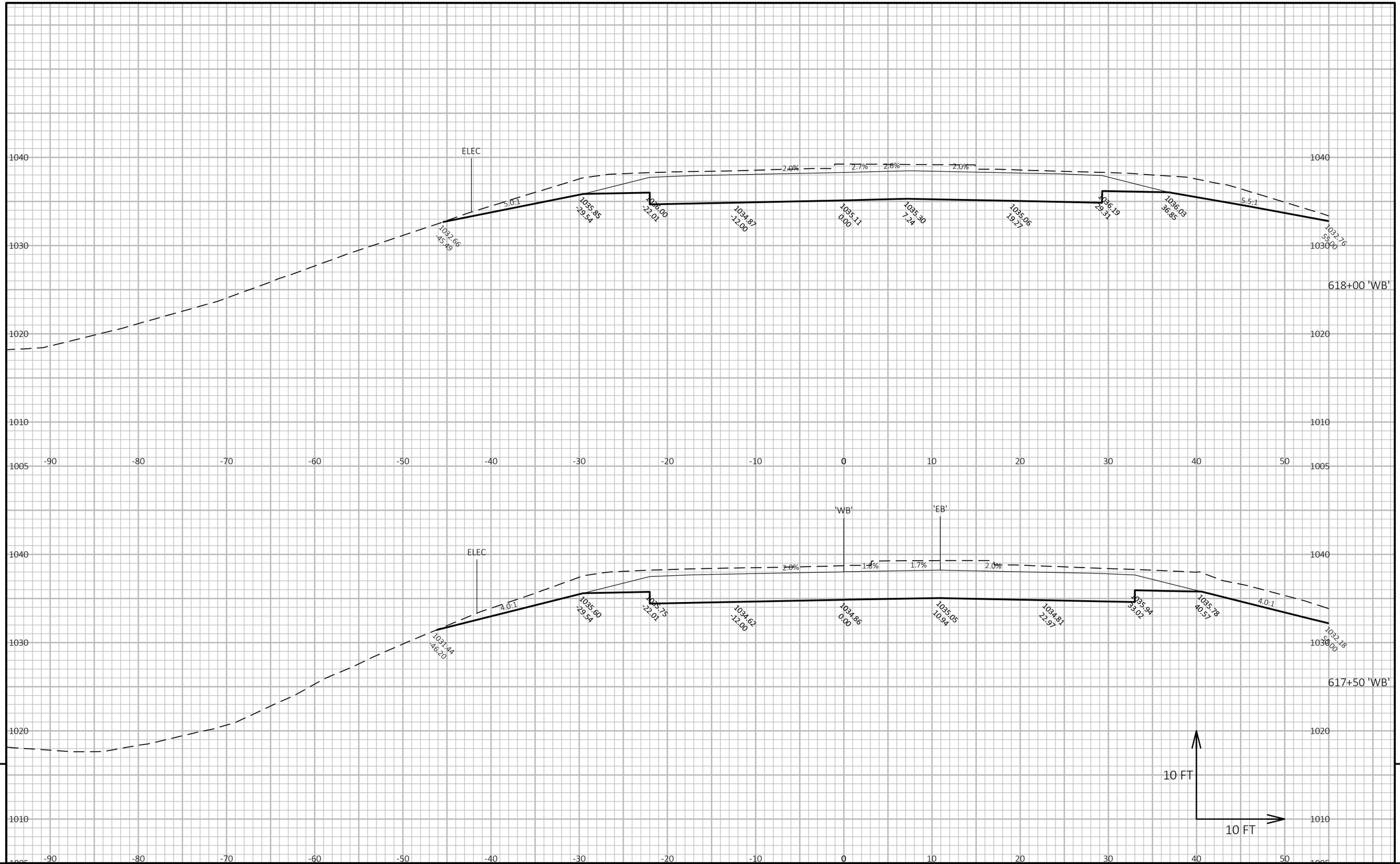



| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: WB | SHEET 254 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - WB-07

PLOT DATE : 1/22/2026 1:15 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: WB | SHEET 255 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - WB-08

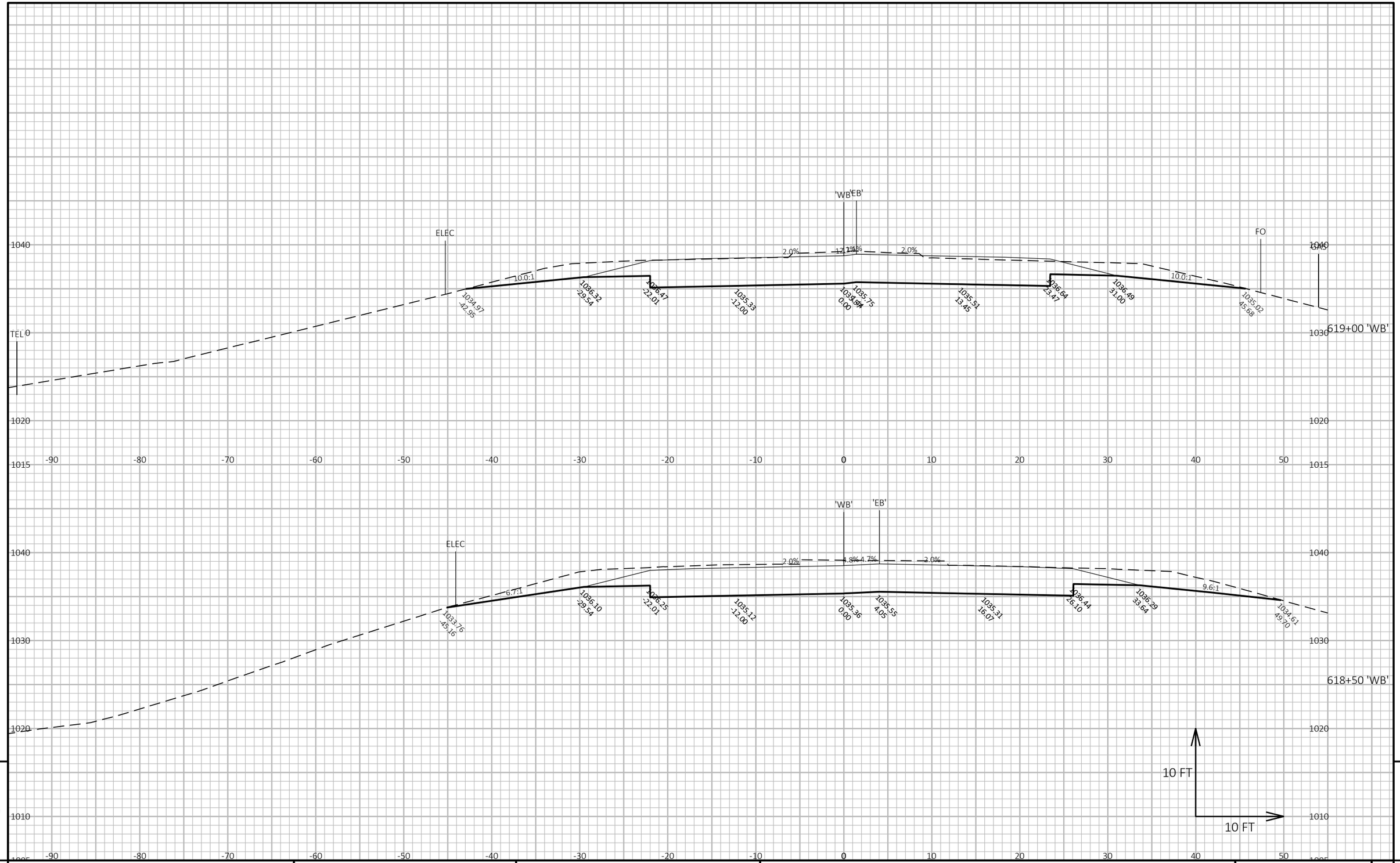
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

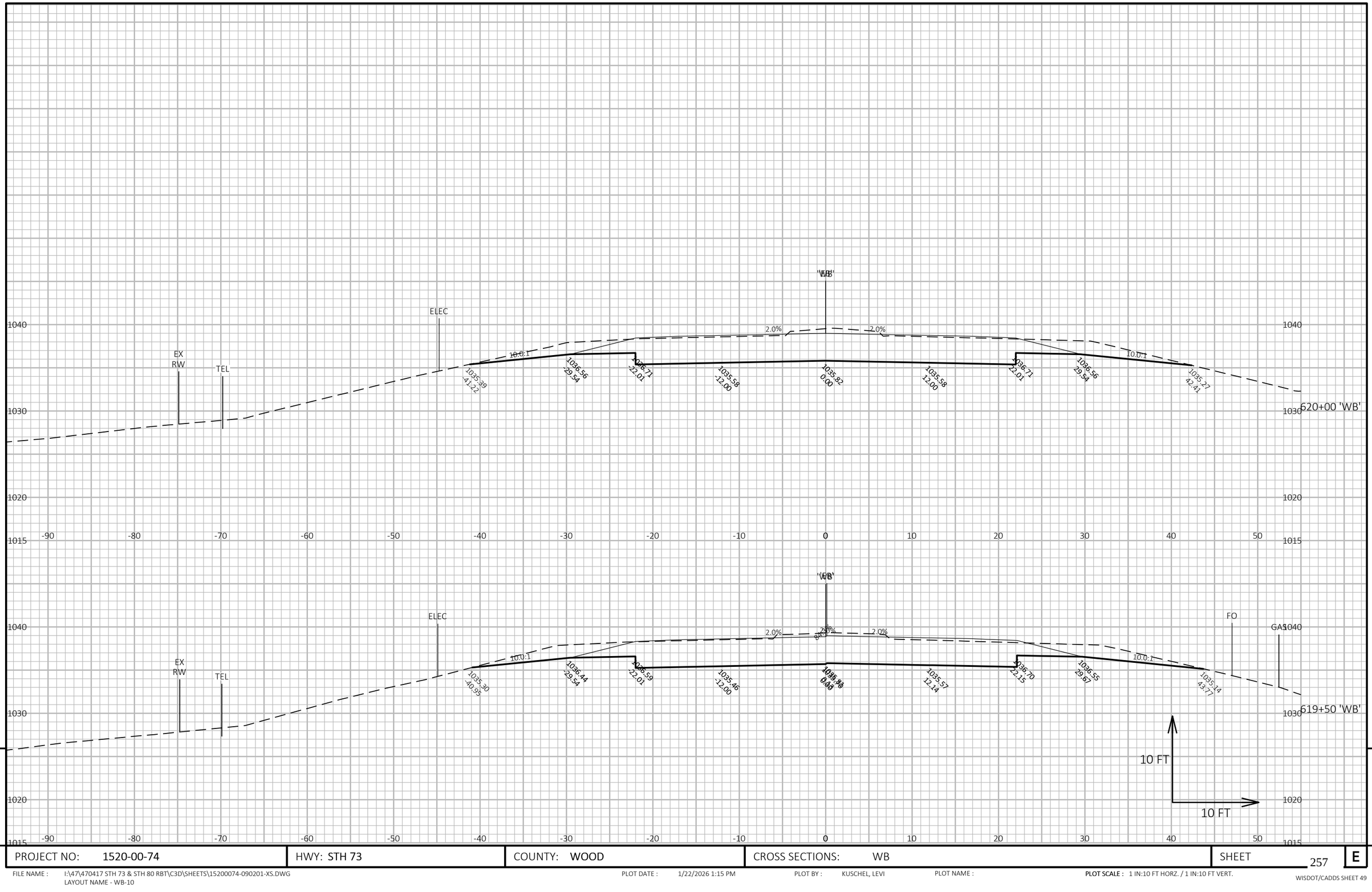



| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: WB | SHEET 256 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - WB-09

PLOT DATE : 1/22/2026 1:15 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: WB | SHEET 257 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - WB-10

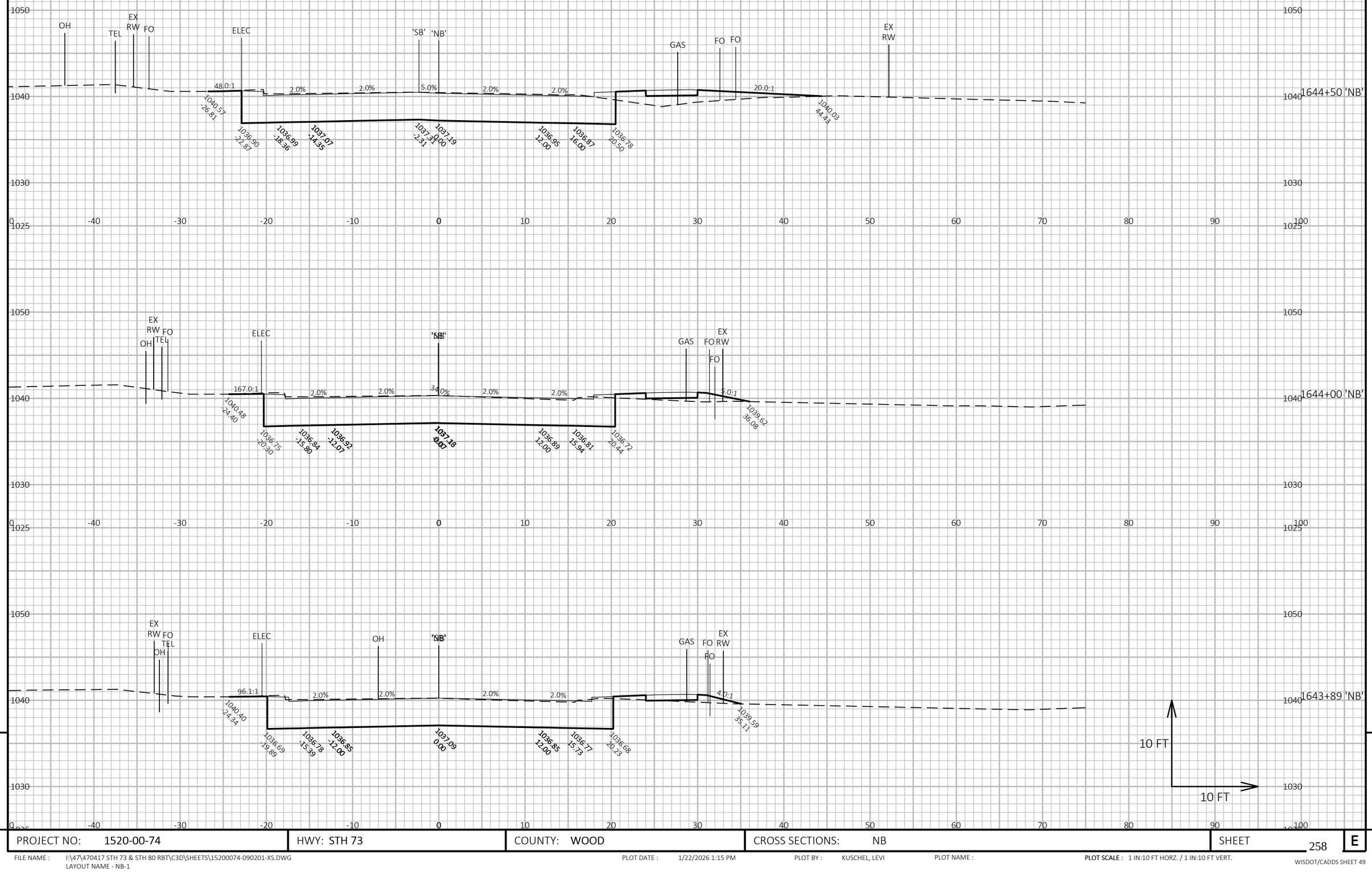
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: NB | SHEET 258 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - NB-1

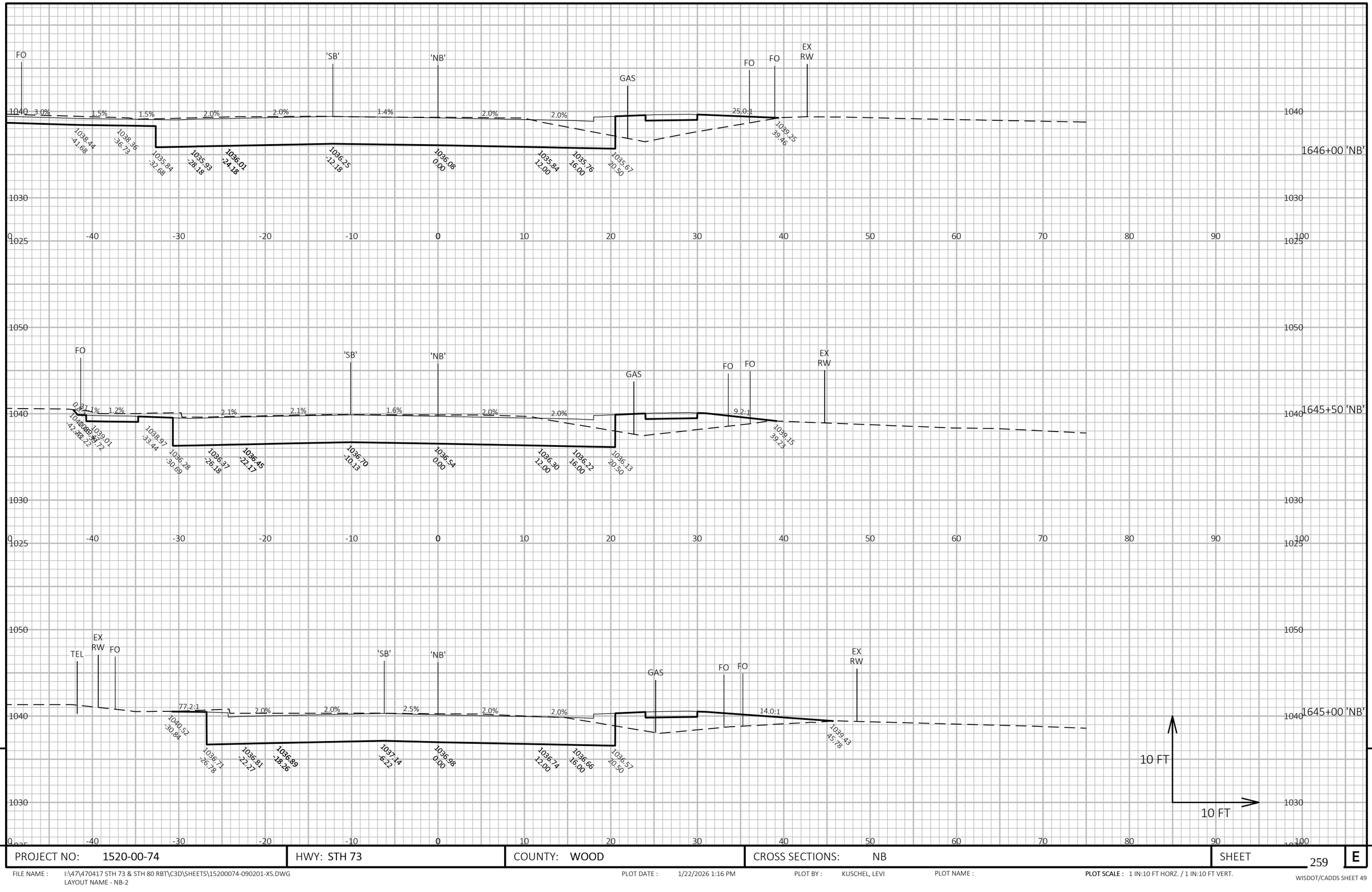
PLOT DATE : 1/22/2026 1:15 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: NB | SHEET 259 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - NB-2

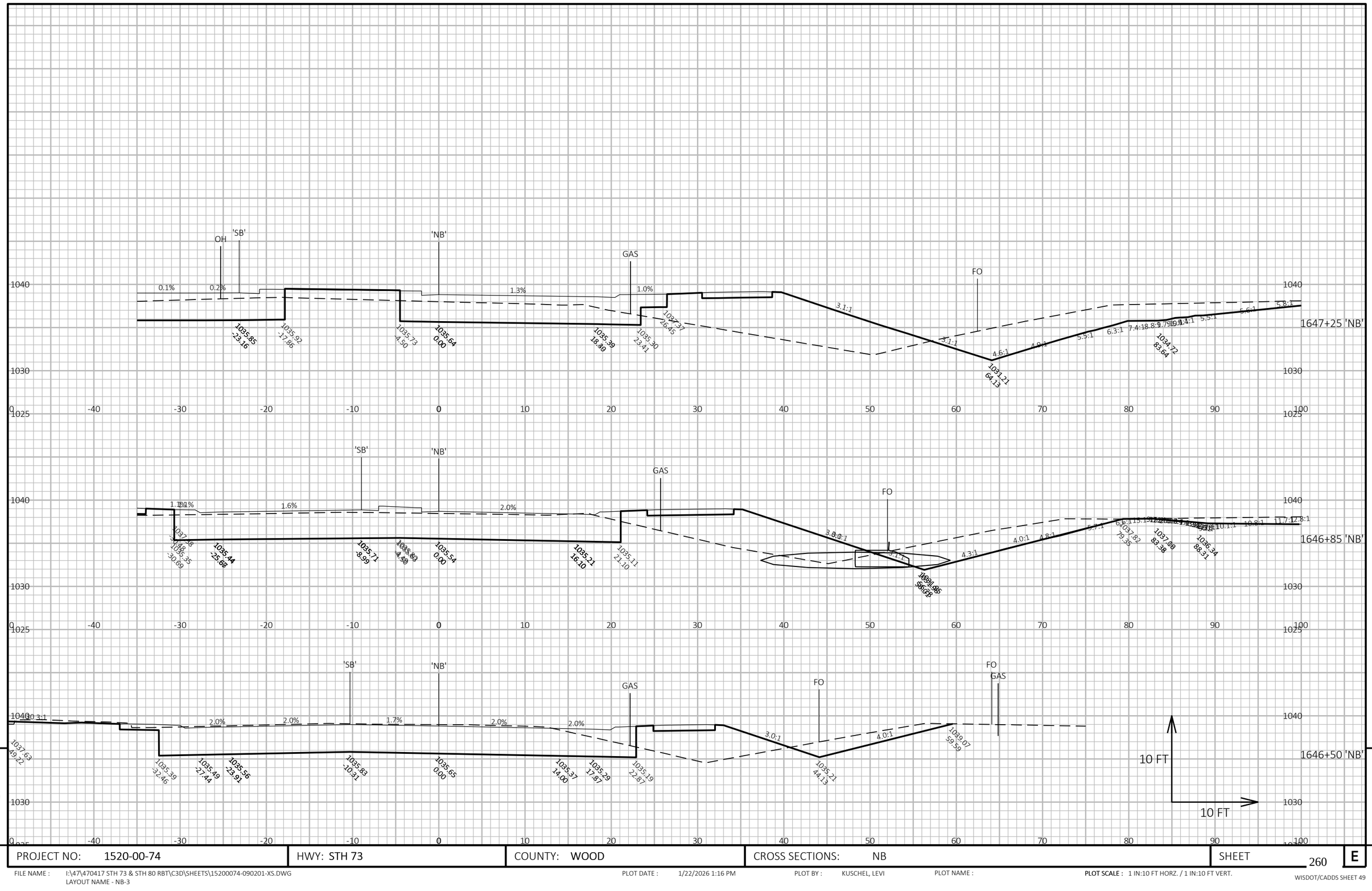
PLOT DATE : 1/22/2026 1:16 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: NB | SHEET 260 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - NB-3

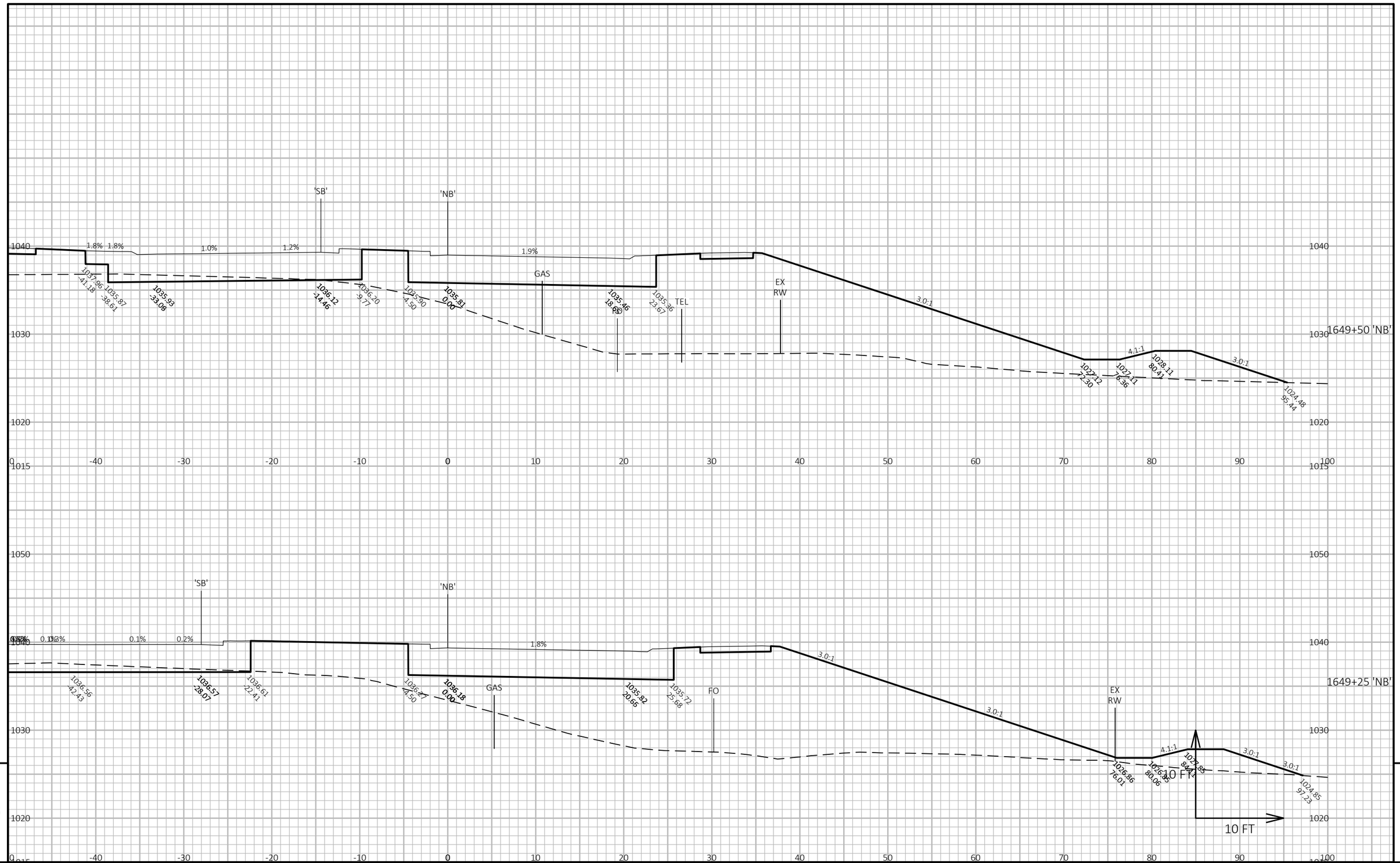
PLOT DATE : 1/22/2026 1:16 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: NB | SHEET 261 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - NB-4

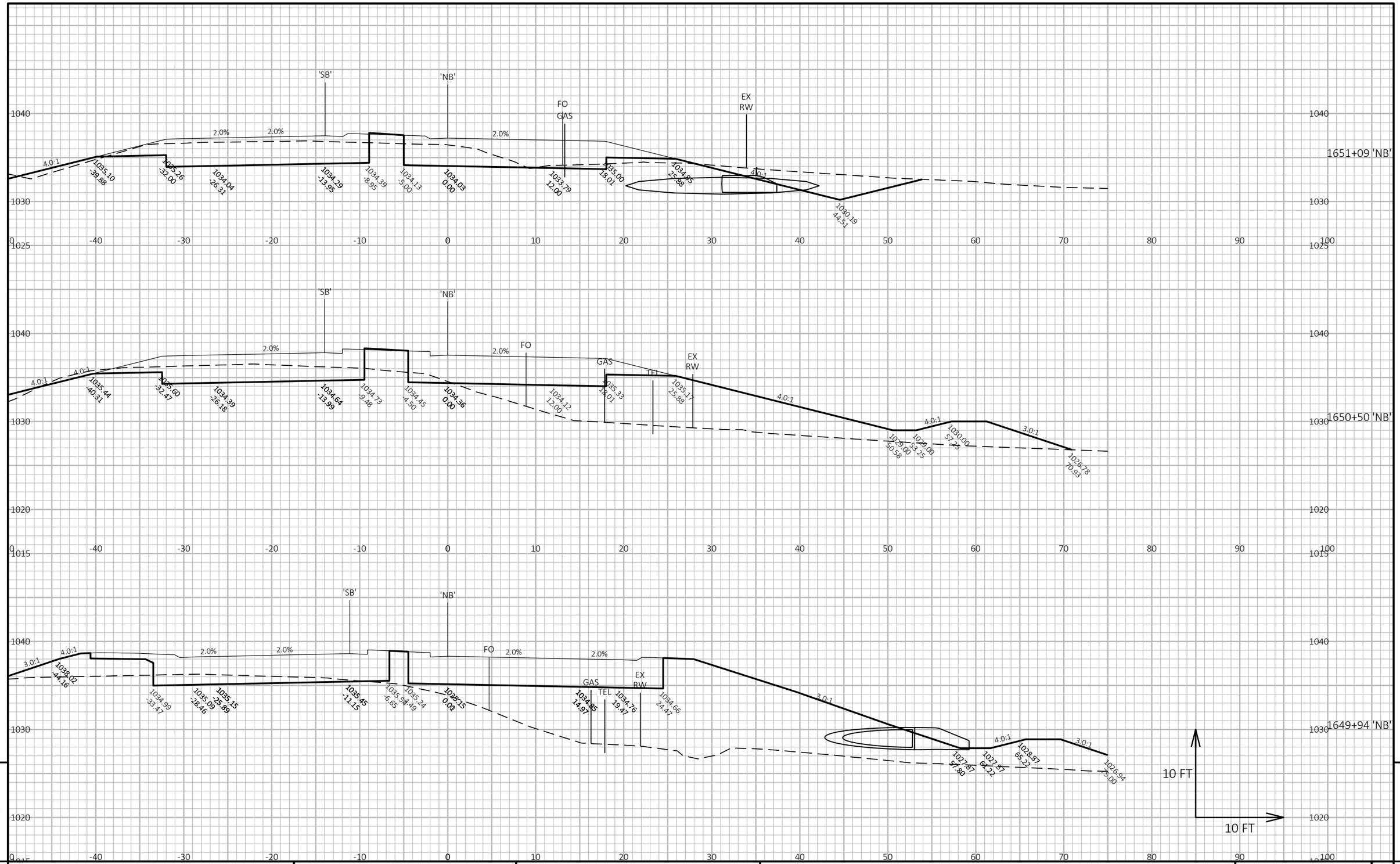
PLOT DATE : 1/22/2026 1:16 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: NB | SHEET 262 E |

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - NB-5

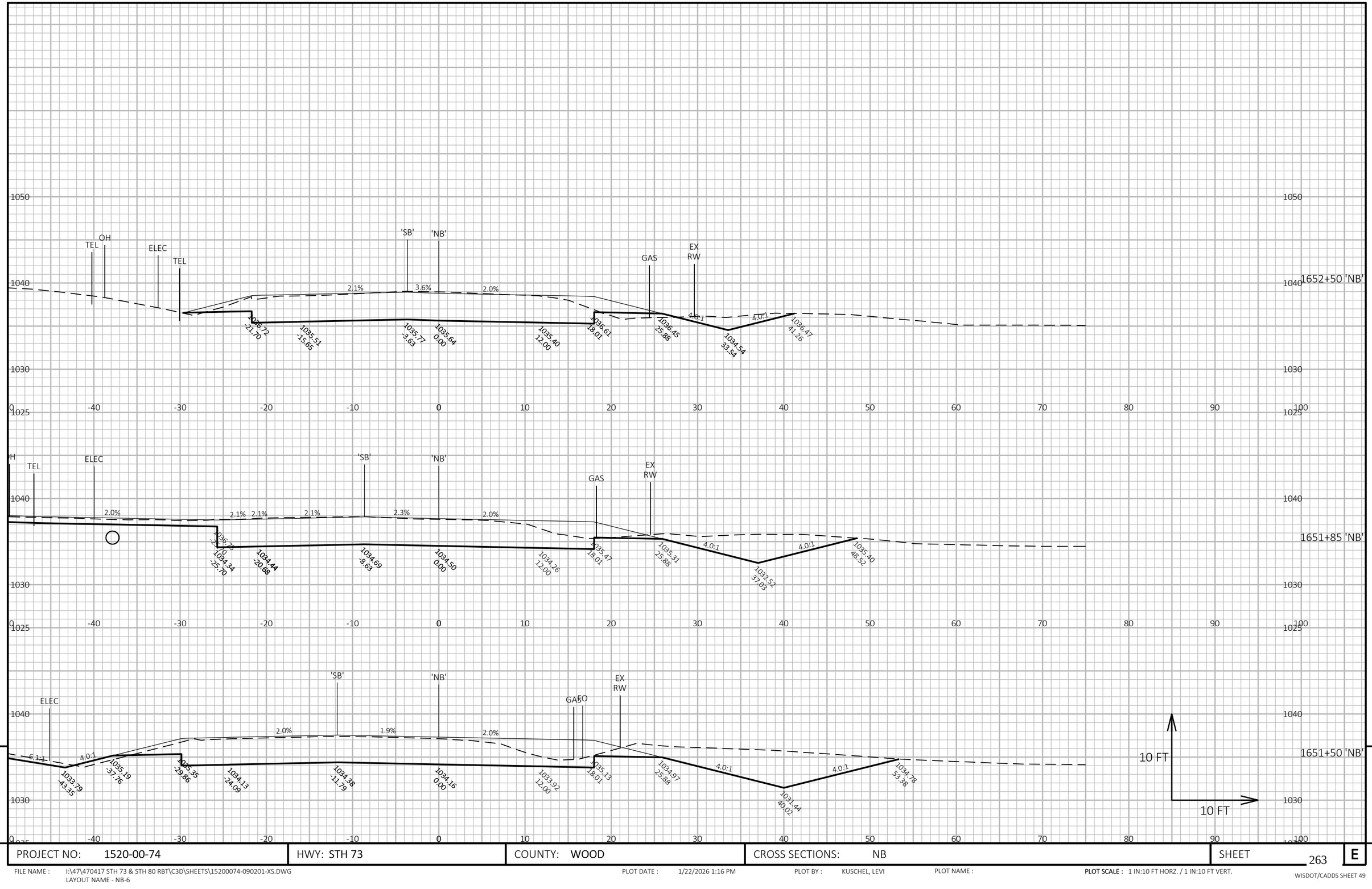
PLOT DATE : 1/22/2026 1:16 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: NB | SHEET 263 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - NB-6

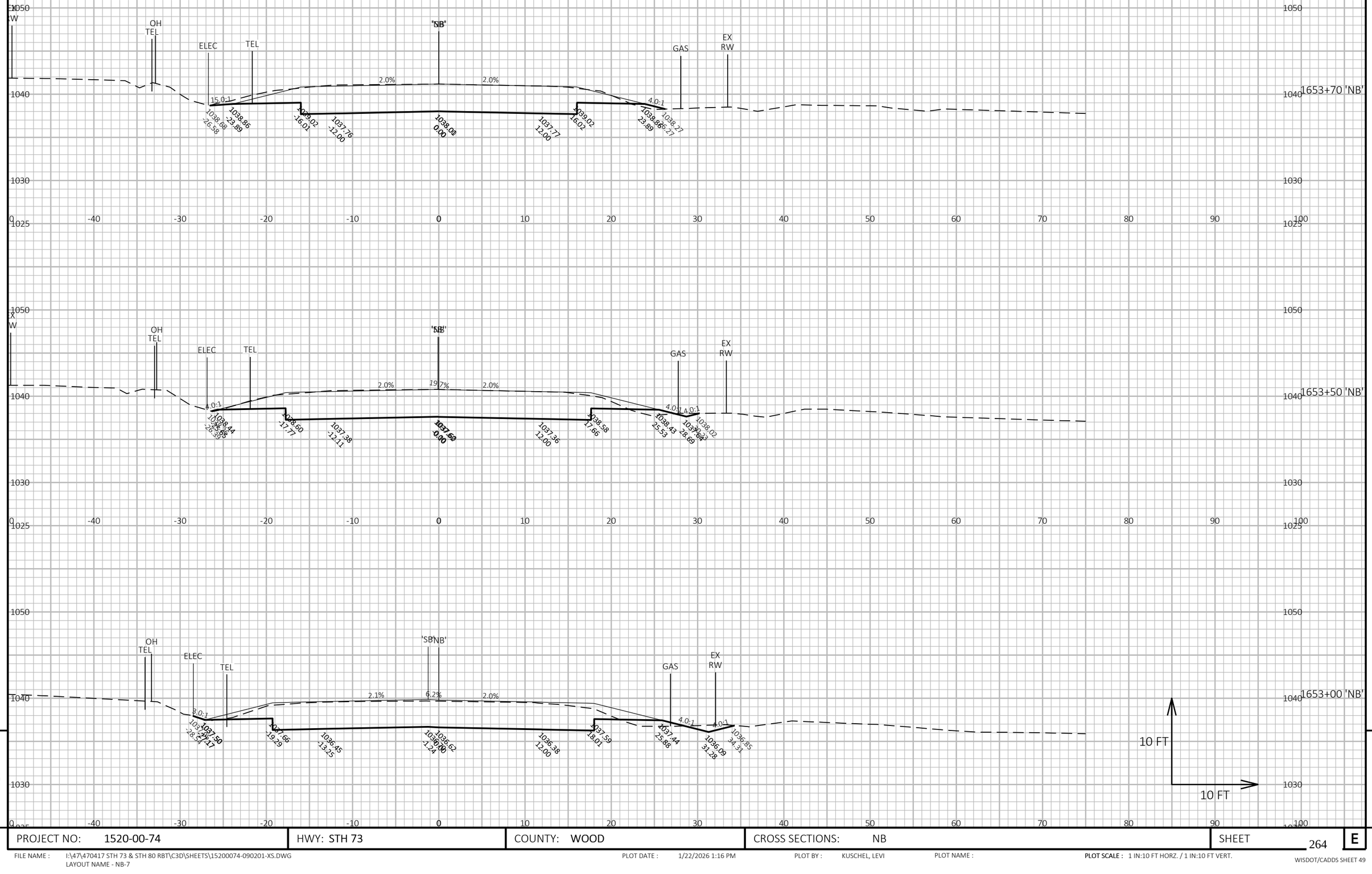
PLOT DATE : 1/22/2026 1:16 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: NB | SHEET 264 E |

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - NB-7

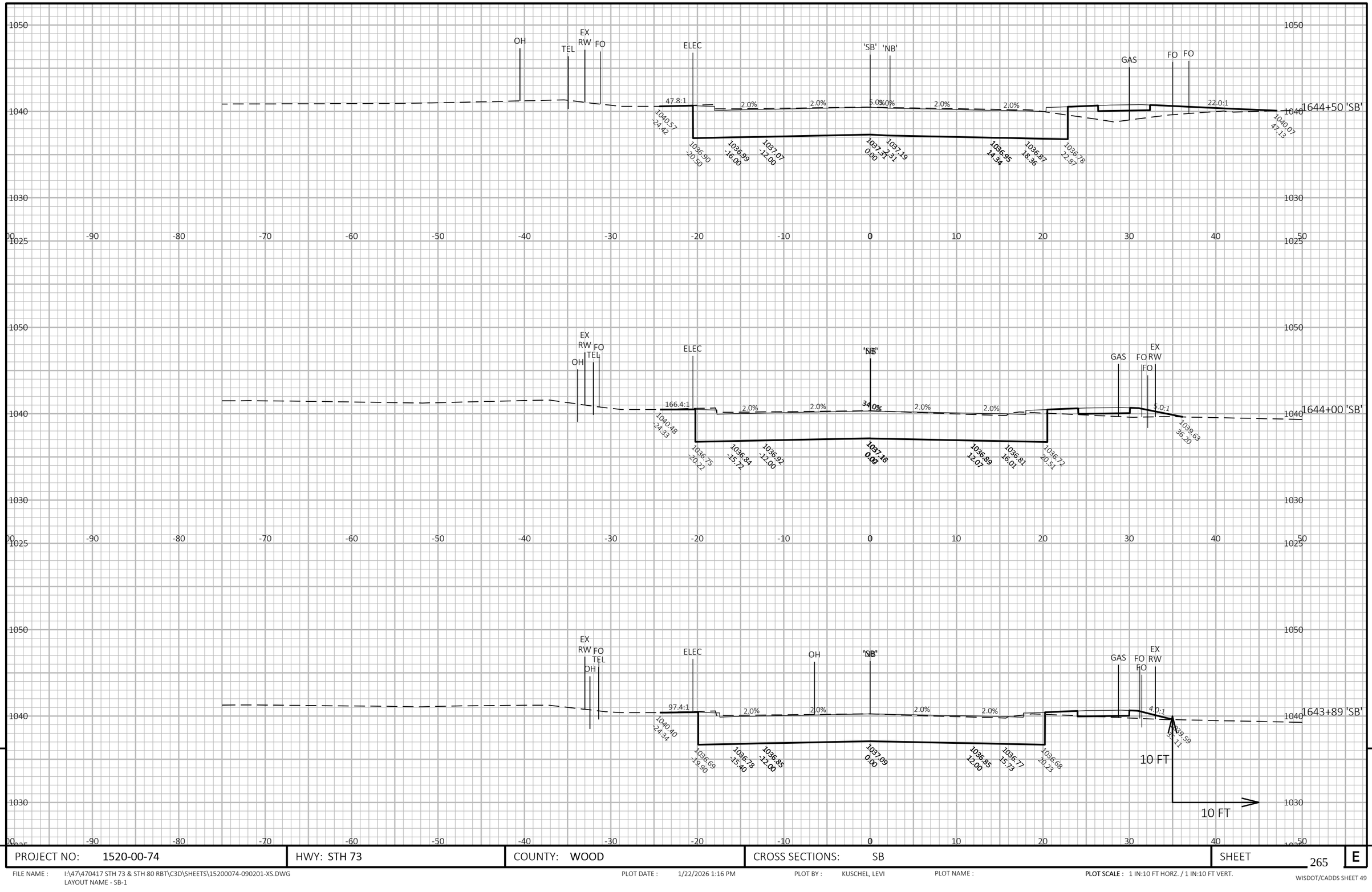
PLOT DATE : 1/22/2026 1:16 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: SB | SHEET 265 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - SB-1

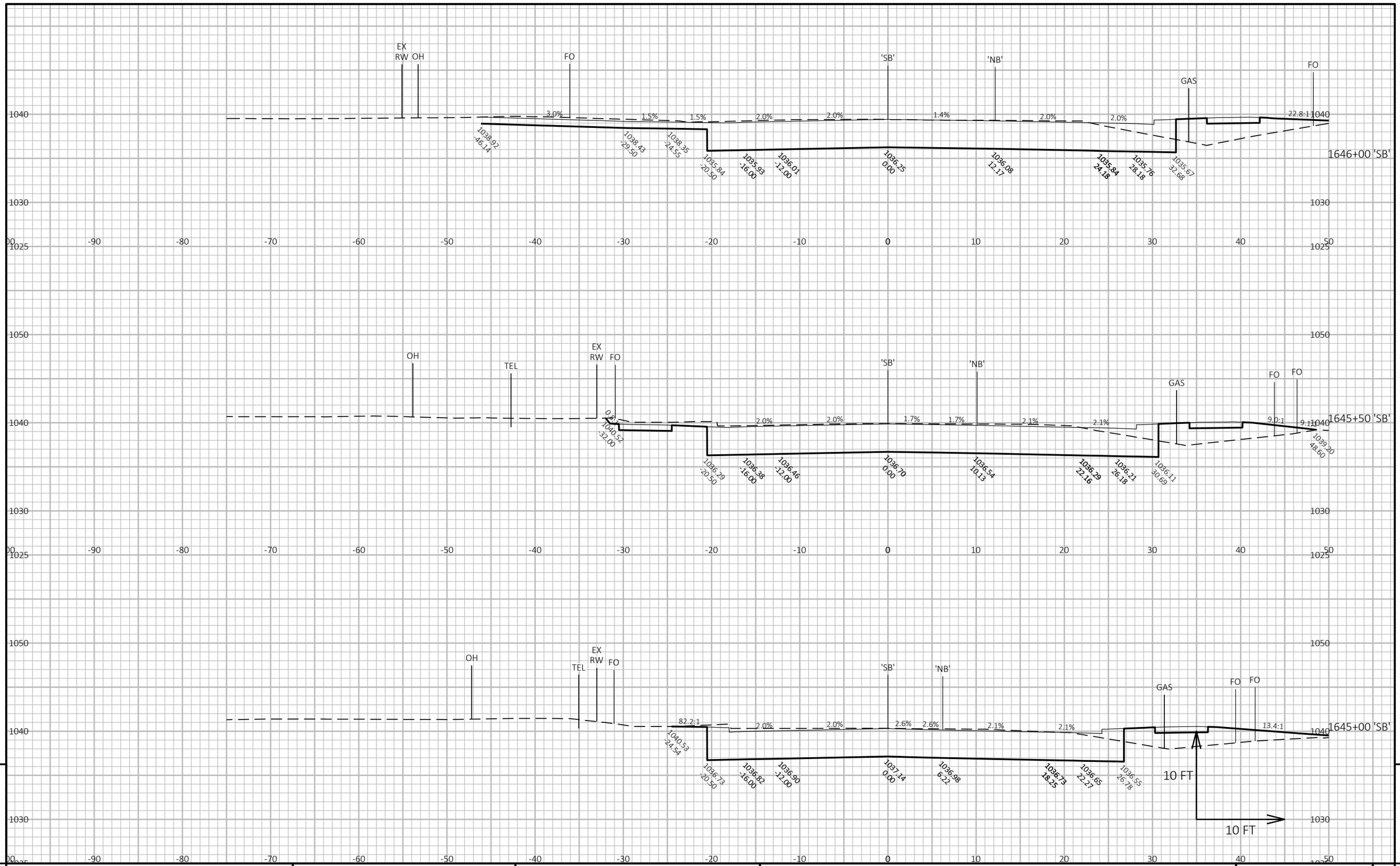
PLOT DATE : 1/22/2026 1:16 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: SB | SHEET 266 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - SB-2

PLOT DATE : 1/22/2026 1:16 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

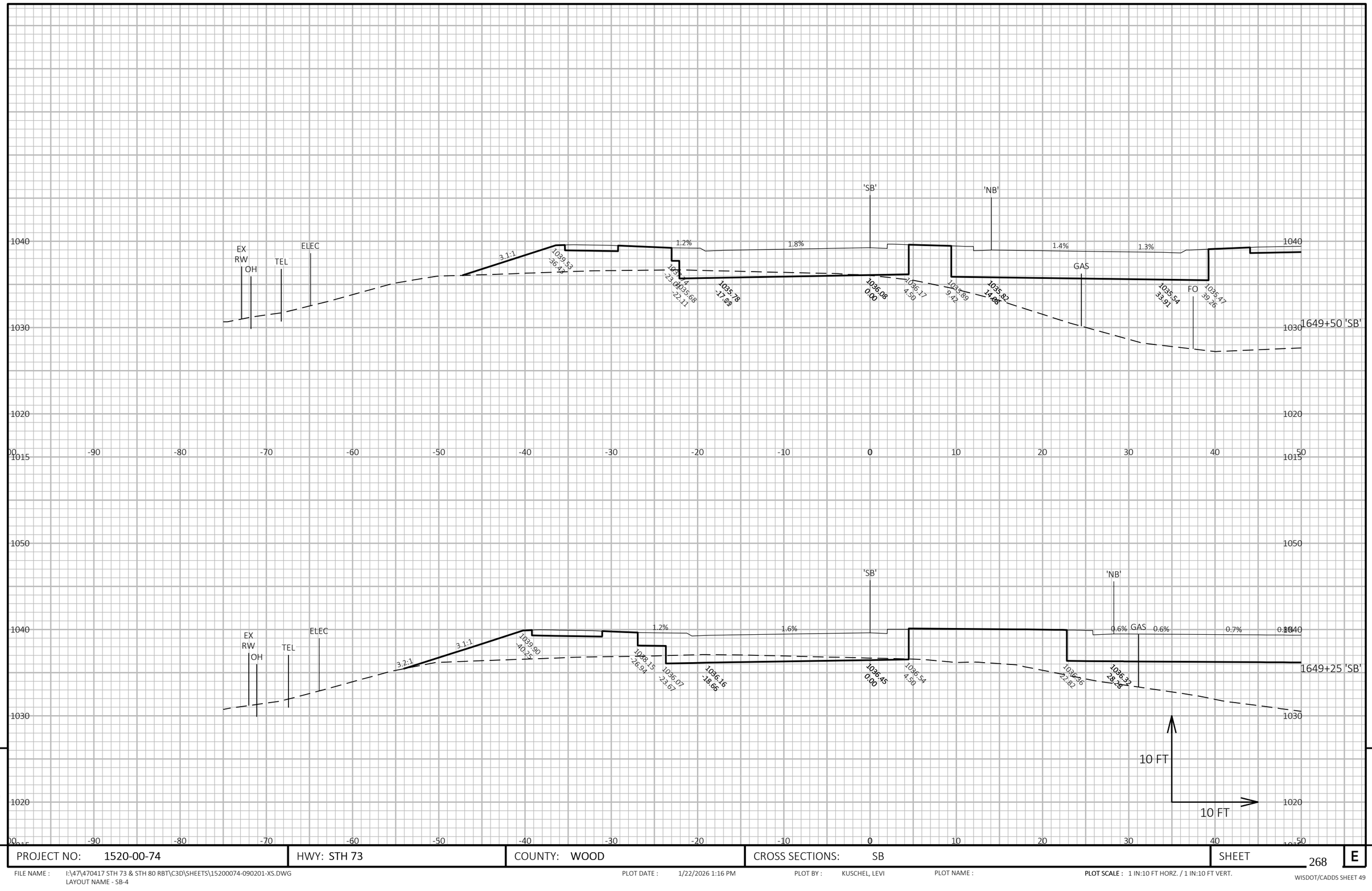
WISDOT/CADDS SHEET 49

| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: SB | SHEET 267 E |

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - SB-3

PLOT DATE : 1/22/2026 1:16 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: SB | SHEET 268 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - SB-4

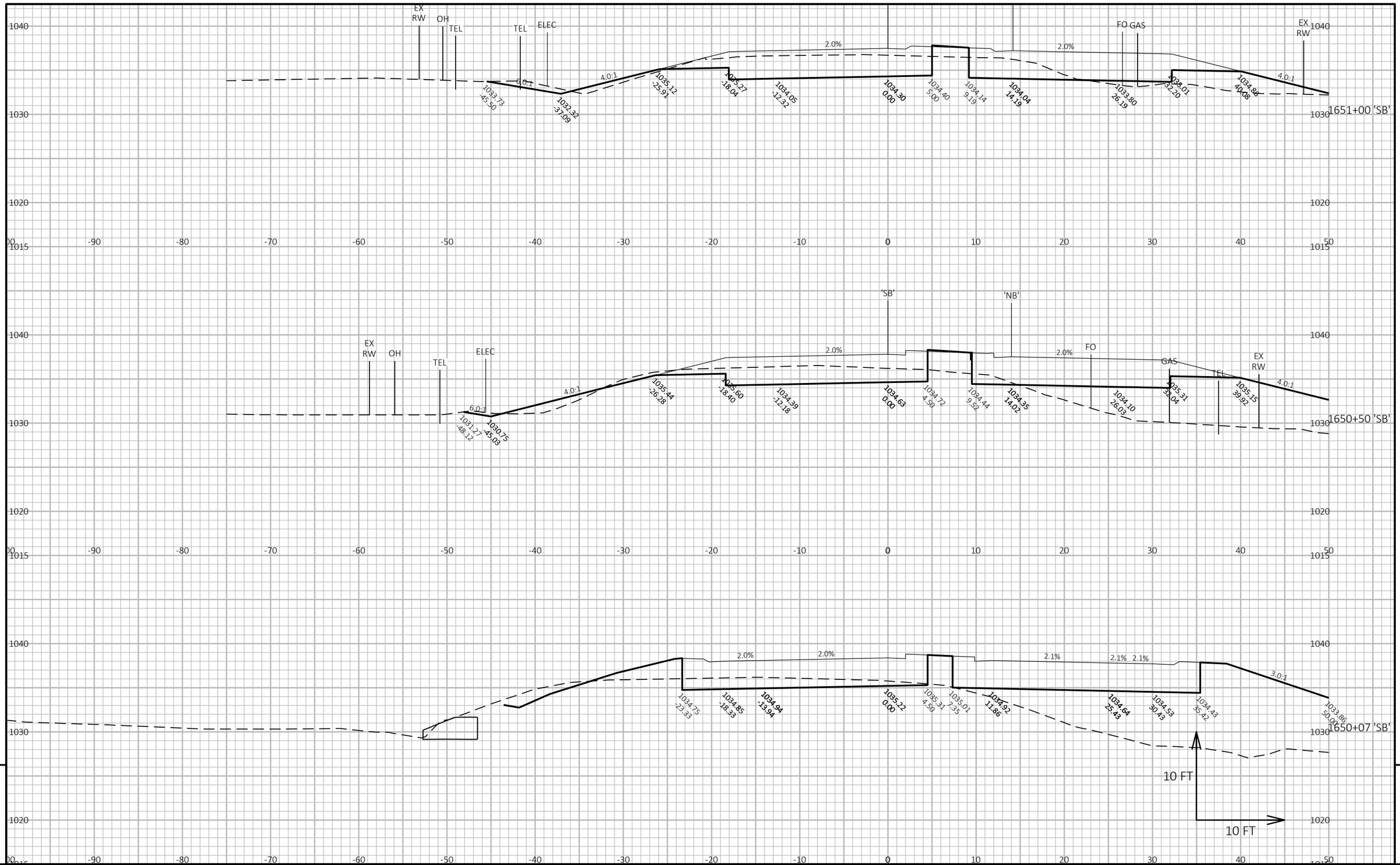
PLOT DATE : 1/22/2026 1:16 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: SB | SHEET 269 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - SB-5

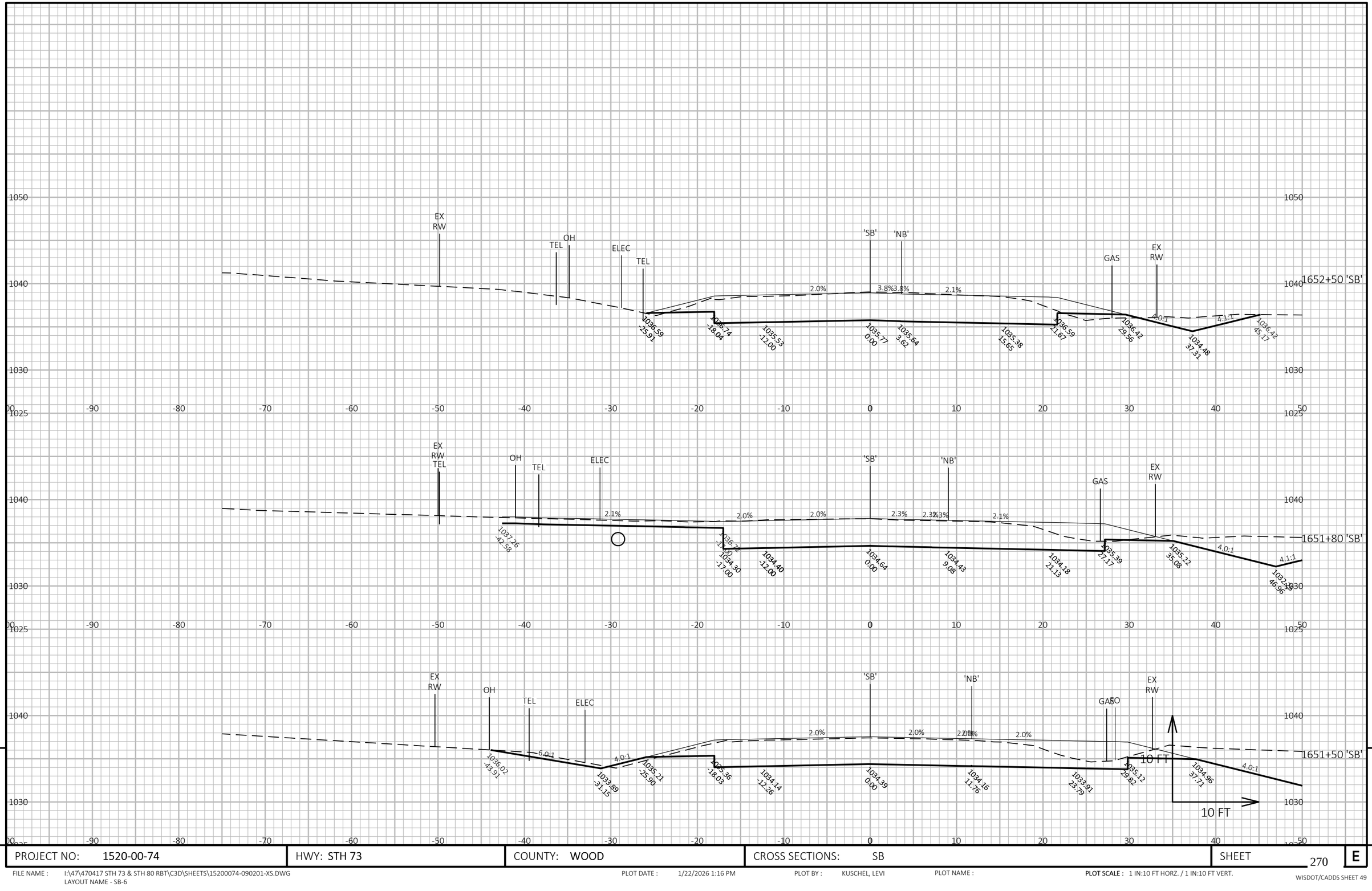
PLOT DATE : 1/22/2026 1:16 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: SB | SHEET 270 E |

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - SB-6

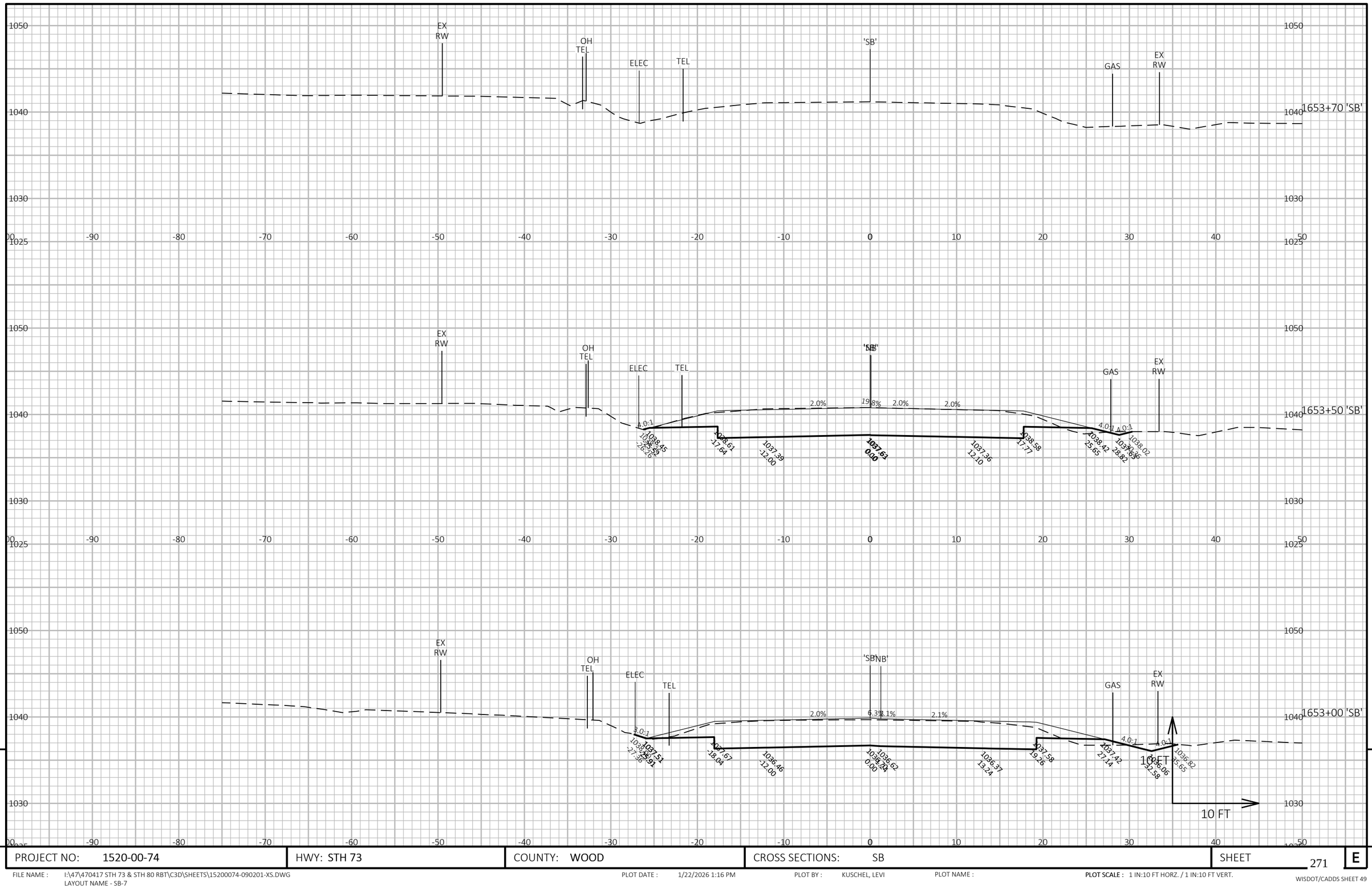
PLOT DATE : 1/22/2026 1:16 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1520-00-74 | HWY: STH 73 | COUNTY: WOOD | CROSS SECTIONS: SB | SHEET 271 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470417 STH 73 & STH 80 RBT\C3D\SHEETS\15200074-090201-XS.DWG
LAYOUT NAME - SB-7

PLOT DATE : 1/22/2026 1:16 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

*Wisconsin Department of Transportation*

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

WIS

MARCH 2026

ORDER OF SHEETS

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

TOTAL SHEETS = 156

PROJECT ID: 1620-02-77

WITH: 1520-00-74



N

25

COUNTY: WOOD

DESIGN DESIGNATION STH 80

| | | | |
|---|---|---|---|
| A.A.D.T. | 2026 | = | 4,400 |
| A.A.D.T. | 2046 | = | 4,800 |
| D.H.V. | | = | 11.2% |
| D.D. | | = | 60/40 |
| T. | | = | 22.8% |
| DESIGN SPEED | | = | 40 MPH |
| ESALS | | = | 2,200,000 |

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'ER)
- 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 OF PITTSVILLE

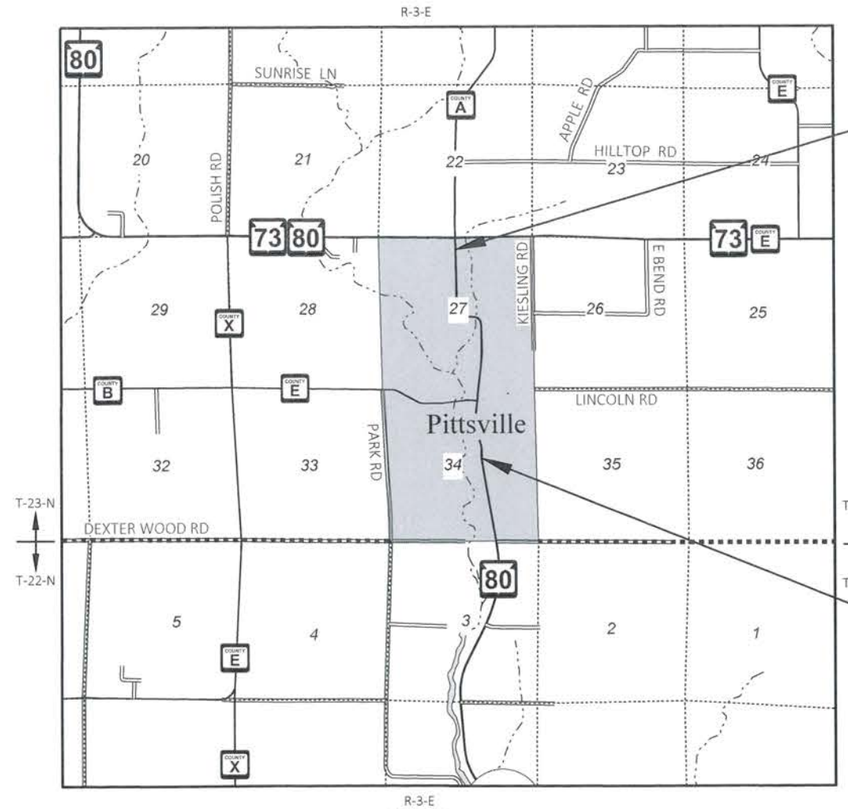
POPLAR STREET TO STH 73

## STH 80

## WOOD COUNTY

| STATE PROJECT NUMBER |
|---|
| 1620-02-77 |

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1620-02-77 | | |
| | | |
| | | |
| | | |




LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 1.529 MI

END PROJECT 1620-02-77
STA 1645+89.26

BEGIN PROJECT 1620-02-77
STA 1565+16.66
Y = 467006.019
X = 650773.667

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), {WQOD},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

AYRES

WISCONSIN
KEVIN M. KUHLOW
E-34276
MADISON
WI
PROFESSIONAL ENGINEER

DATE: 10/23/25 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | QUEST CIVIL ENGINEERS LLC |
| Designer | AYRES ASSOCIATES |
| Project Manager | ELIZABETH MILLER |
| Regional Examiner | FRED SCHUNKE |
| Regional Supervisor | NICHOLE LYSNE |

APPROVED FOR THE DEPARTMENT

DATE: 10/29/25 (Signature)

E

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-010101_TI.DWG

PLOT DATE : 10/23/2025 11:02 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME :

## GENERAL NOTES

1. NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
3. DO NOT USE FERTILIZER WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.
4. PLACE TOPSOIL IN ALL GRADED AREAS AS DESIGNATED BY THE ENGINEER IMMEDIATELY AFTER GRADING HAS BEEN COMPLETED. PLACE SEED, EROSION MAT, AND FERTILIZE ALL AREAS 5 DAYS AFTER PLACEMENT OF TOPSOIL.

## STANDARD ABBREVIATIONS

| | |
|---|---|
| A.A.D.T. | ANNUAL AVERAGE DAILY TRAFFIC |
| BM | BENCHMARK |
| C/L | CENTERLINE |
| CP | CONTROL POINT |
| DD | DIRECTIONAL DISTRIBUTION |
| D.H.V. | DESIGN HOURLY VOLUME |
| EB | EASTBOUND |
| ELEC | ELECTRIC |
| ESALS | EQUIVALENT SINGLE AXLE LOADS |
| EXIST | EXISTING |
| CWT | HUNDRED WEIGHT |
| INV | INVERT |
| LF | LINEAR FOOT |
| LT | LEFT |
| MH | MANHOLE |
| NB | NORTHBOUND |
| PC | POINT OF CURVATURE |
| PCC | POINT OF COMPOUND CURVATURE |
| PI | POINT OF INTERSECTION |
| PRC | POINT OF REVERSE CURVATURE |
| PT | POINT OF TANGENCY |
| R/L | REFERENCE LINE |
| REQD | REQUIRED |
| RT | RIGHT |
| SB | SOUTHBOUND |
| SS | STORM SEWER |
| STA | STATION |
| SW | SOUTHWEST |
| SY | SQUARE YARD |
| T. | PERCENT TRUCKS |
| TYP | TYPICAL |
| VAR | VARIABLE |
| WB | WESTBOUND |

## PROJECT CONTACTS

DNR LIASON
BRAD BETTHAUSER
NORTH CENTRAL REGION
BLACK RIVER FALLS DNR SERVICE CENTER
910 HWY 54 E
BLACK RIVER FALLS, WI 54615
715-213-9064
BRADLEY.BETTHAUSER@WISCONSIN.GOV

## UTILITY CONTACTS

ELECTRIC
ALLIANT ENERGY
GREG MCTAVISH
2710 JEFFERSON STREET
WISCONSIN RAPIDS, WI 54495
C: 715-459-4359
E: GREGMCTAVISH@ALLIANTENERGY.COM

GAS/PETROLEUM
WE ENERGIES
SANDRA BEHLEN
1921 8th STREET S
WISCONSIN RAPIDS, WI 54494
C: 715-213-5189

SEWER
PITTSVILLE WATER AND SEWER DEPT WWFT
PETER PETERSON
PO BOX 100
PITTSVILLE, WI 54466
C: 715-213-0585
E: PITTSVILLEDPW@GMAIL.COM

WATER
CITY OF PITTSVILLE
PETER PETERSON
PO BOX 100
PITTSVILLE, WI 54466
C: 715-213-0585
E: PITTSVILLEDPW@GMAIL.COM

COMMUNICATIONS
NSIGHT TELSERVICES
RICK VINCENT
450 SECURITY BLVD
GREEN BAY, WI 54313
P: 920-660-6644
E: RICK.VINCENT@NSIGHT.COM

SPECTRUM
JESSE GRUNY
606 NORTH DIVISION STREET
COLBY, WI 54421
P: 715-651-5605
E: JESSE.GRUNY@CHARTER.COM

TDS TELECOM
KEN SCHEUNNEMAN
6576 VIRGINIA STREET
VESPER, WI 54489
C: 715-421-9191
E: KEVIN.SCHEUNNEMAN@TDSTELECOM.COM

## ORDER OF SECTION 2 SHEETS

GENERAL NOTES AND CONTACTS
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
DETOUR
ALIGNMENT DIAGRAM

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

2

N

CITY OF PITTSVILLE

BEGIN PROJECT
STA 1565+16.66

STA 1555+69
CULVERT REPLACEMENT

END PROJECT
STA 1643+89.26

STA 1629+24 TO STA 1631+34
PAVEMENT REPLACEMENT

WASHINGTON ST
VEEDUM ST
MONROE ST
POPLAR ST
OAK ST
MAPLE ST
PINE ST
JEFFERSON ST
MAIN ST
JACKSON ST
SHORT ST
EDWARD ST
3RD ST
JONATHAN ST
1ST AVE
1ST ST
1620

1560 1570 1580 1590 1600 1610 1630 1640

80 COUNTY E 80 COUNTY A 80 73 COUNTY E 73

TOWN OF WOOD

CITY OF PITTSVILLE

TOWN OF WOOD

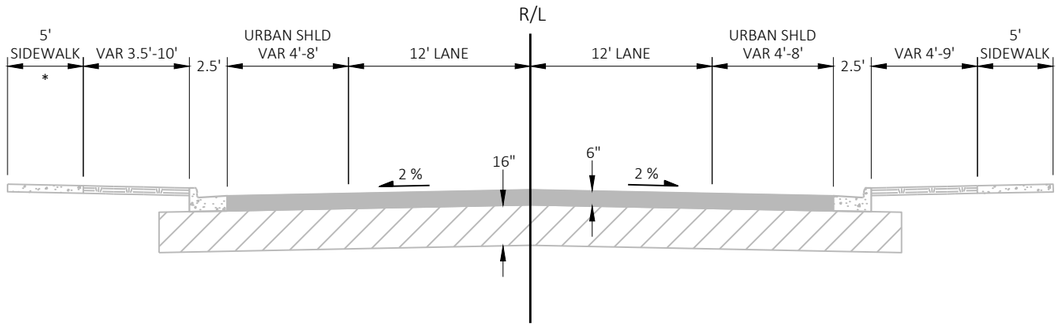
| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | PROJECT OVERVIEW | SHEET 3 E |
|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-020201_PO.DWG
LAYOUT NAME - 01

PLOT DATE : 9/18/2024 12:05 PM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:600 FT

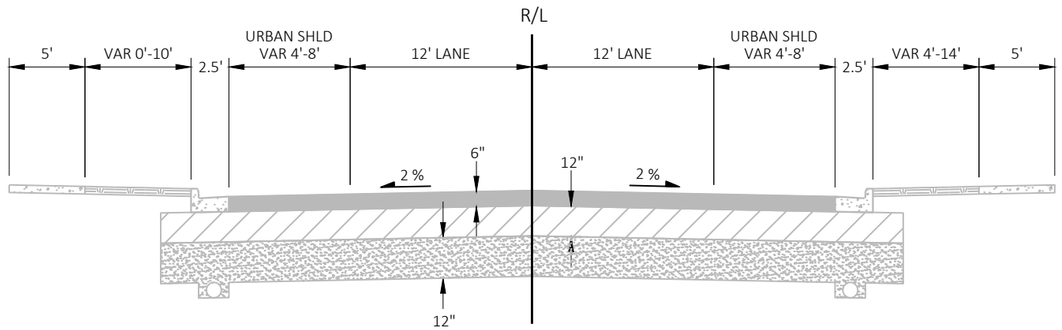
2

*NO SIDEWALK EXISTS FROM STA 1565+00 LT -
STA 1568+25 LT (POPLAR STREET - OAK STREET)




EXISTING TYPICAL SECTION

STA 1565+00 - STA 1568+25 (POPLAR STREET - OAK STREET)
STA 1596+00 - STA 1643+89.26 (MONROE STREET - EAST CEMETERY)




EXISTING TYPICAL SECTION

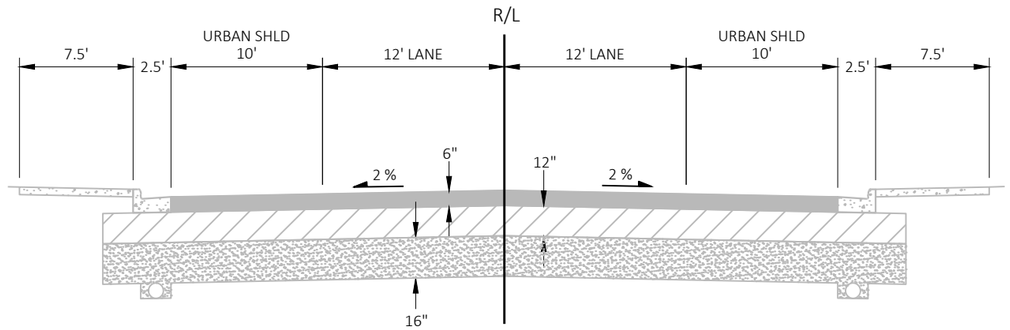
STA 1568+25 - STA 1589+50 (OAK STREET - MAIN STREET)

LEGEND

- EXISTING ASPHALTIC PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING GRANULAR SUBBASE
- EXISTING TOPSOIL
- ASPHALTIC PAVEMENT
- BASE AGGREGATE DENSE 1 ¼-INCH
- SELECT CRUSHED MATERIAL

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | TYPICAL SECTIONS | SHEET 4 | E |
|---|---|---|---|---|---|

2




EXISTING TYPICAL SECTION

STA 1589+50 - STA 1596+00 (MAIN STREET - MONROE STREET)

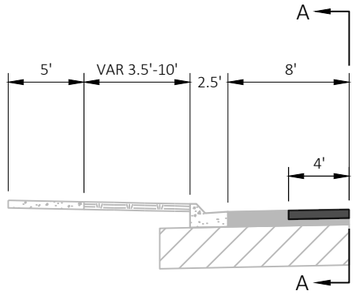
LEGEND

- EXISTING ASPHALTIC PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING GRANULAR SUBBASE
- EXISTING TOPSOIL
- ASPHALTIC PAVEMENT
- BASE AGGREGATE DENSE 1 ¼-INCH
- SELECT CRUSHED MATERIAL

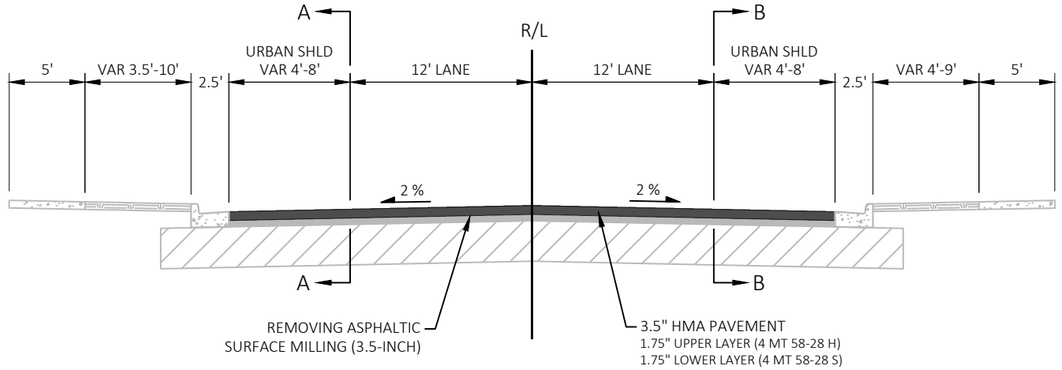
| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-020301_TS.DWG
LAYOUT NAME - 02

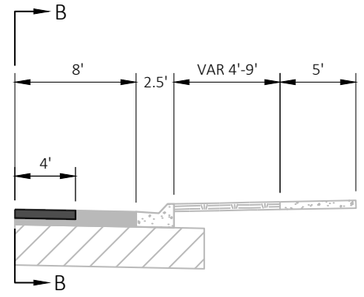
PLOT DATE : 10/30/2025 1:51 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:10 FT



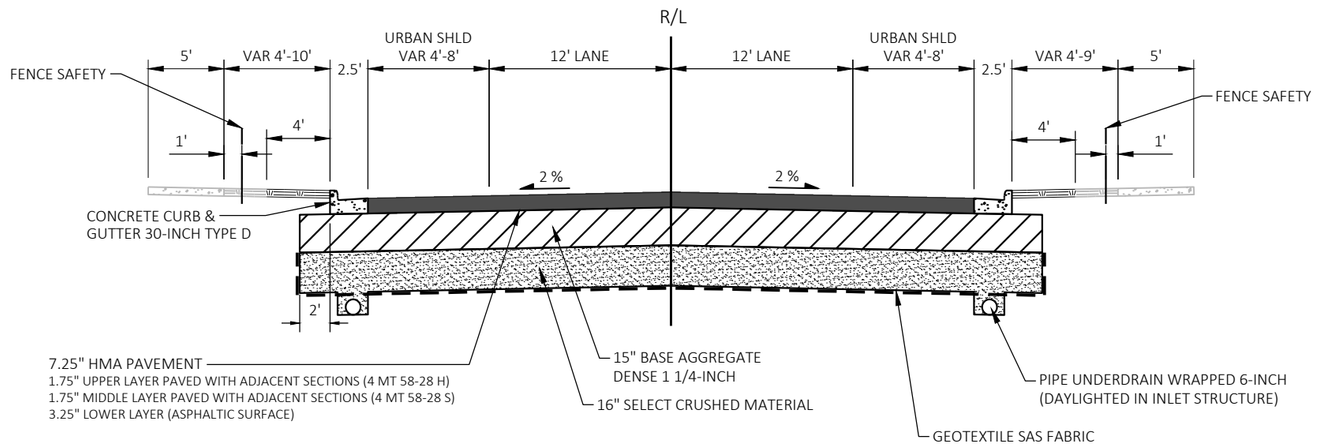

SECTION A-A
STA 1596+64 - STA 1602+13
STA 1633+15 - STA 1638+18




FINISHED TYPICAL SECTION
STA 1565+17 - STA 1568+25 (POPLAR STREET - OAK STREET)
STA 1596+00 - STA 1643+89 (MONROE STREET - EAST CEMETERY)




SECTION B-B
STA 1596+62 - STA 1602+16




FINISHED TYPICAL SECTION
STA 1629+24 - STA 1631+34

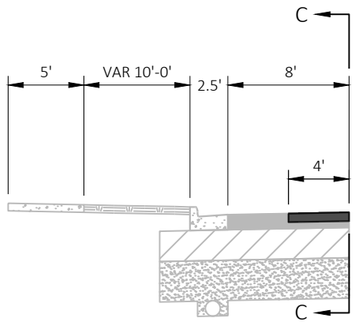
LEGEND

- EXISTING ASPHALTIC PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING GRANULAR SUBBASE
- EXISTING TOPSOIL
- ASPHALTIC PAVEMENT
- BASE AGGREGATE DENSE 1 ¼-INCH
- SELECT CRUSHED MATERIAL

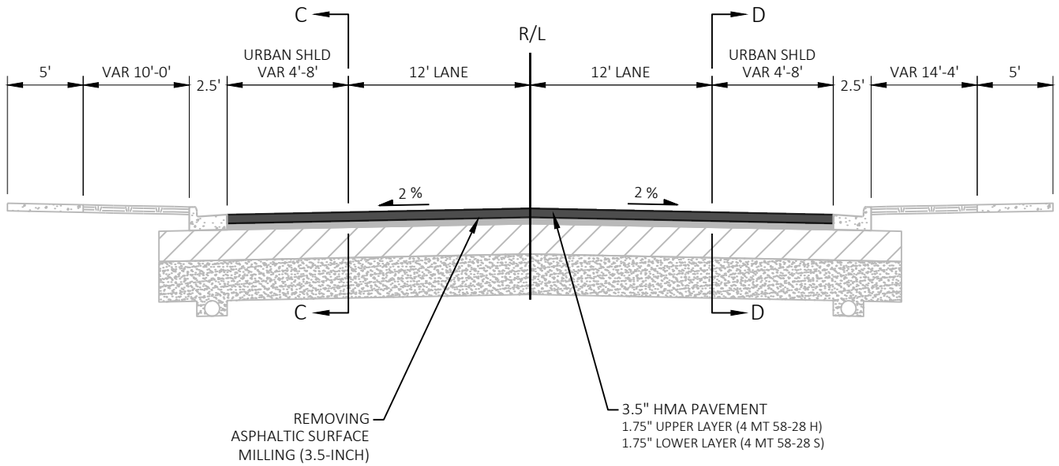
| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-020301_TS.DWG
LAYOUT NAME - 03
PLOT DATE : 10/30/2025 1:51 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:10 FT

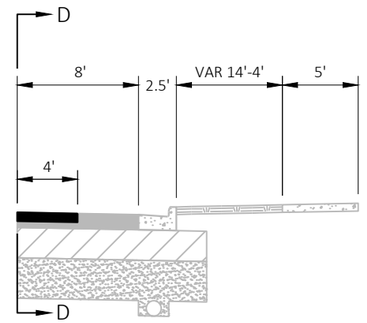
2




SECTION C-C
STA 1578+30 - STA 1589+50




FINISHED TYPICAL SECTION
STA 1568+25 - STA 1589+50 (OAK STREET - MAIN STREET)




SECTION D-D
STA 1578+30 - STA 1589+50

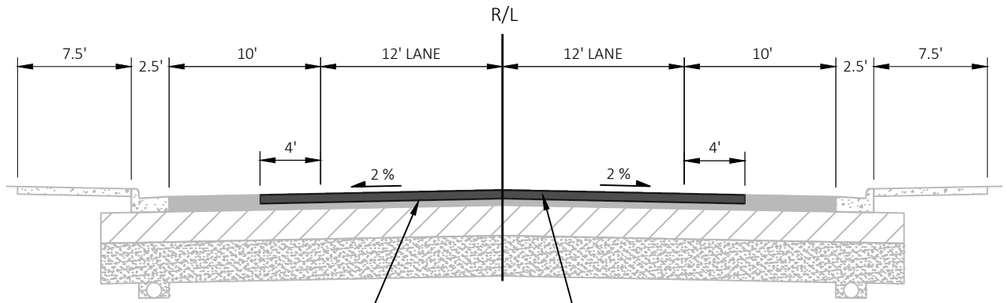
LEGEND

- EXISTING ASPHALTIC PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING GRANULAR SUBBASE
- EXISTING TOPSOIL
- ASPHALTIC PAVEMENT
- BASE AGGREGATE DENSE 1 ¼-INCH
- SELECT CRUSHED MATERIAL

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | TYPICAL SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-020301_TS.DWG
LAYOUT NAME - 04
PLOT DATE : 10/30/2025 1:51 PM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

2




FINISHED TYPICAL SECTION

STA 1589+50 - STA 1596+00 (MAIN STREET - MONROE STREET)

LEGEND

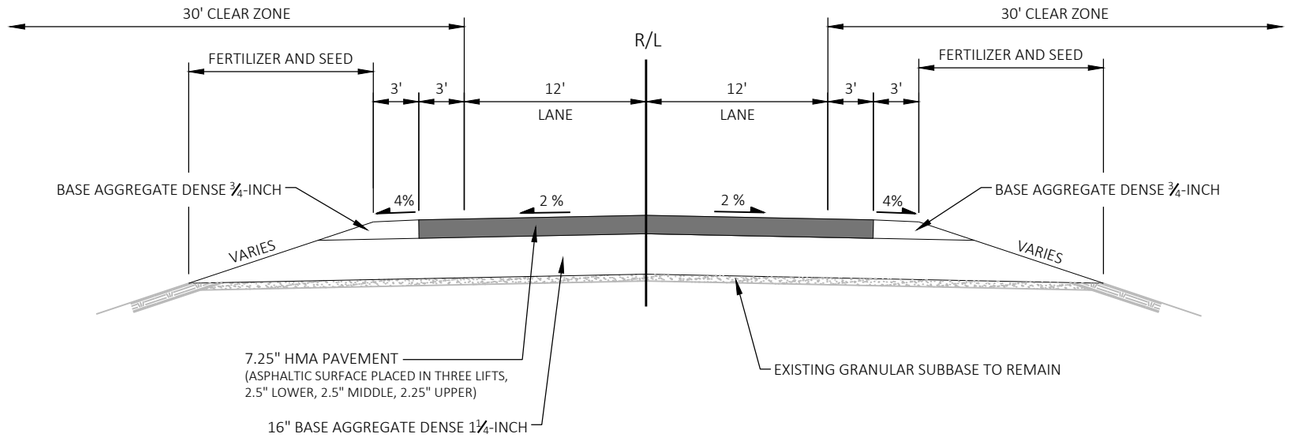
- EXISTING ASPHALTIC PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING GRANULAR SUBBASE
- EXISTING TOPSOIL
- ASPHALTIC PAVEMENT
- BASE AGGREGATE DENSE 1 ¼-INCH
- SELECT CRUSHED MATERIAL

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | TYPICAL SECTIONS | SHEET 8 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-020301_TS.DWG
LAYOUT NAME - 05

PLOT DATE : 10/30/2025 1:51 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:10 FT

2




## TYPICAL FINISHED SECTION - CULVERT REPLACEMENT

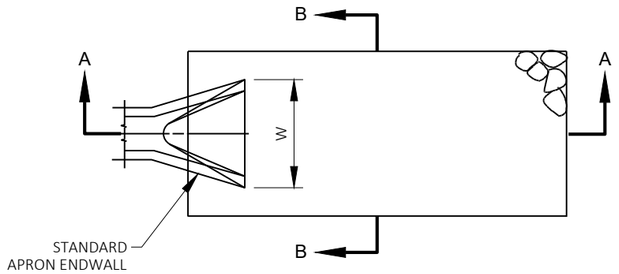
STA 1555+12 - STA 1556+23

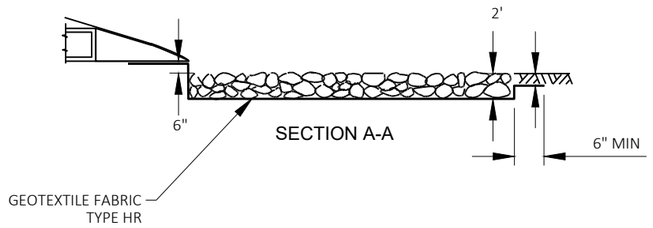
### LEGEND

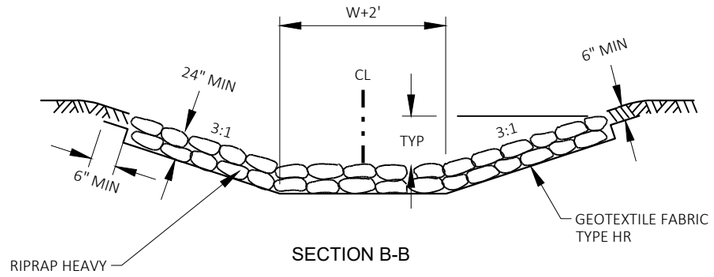
- EXISTING ASPHALTIC PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING GRANULAR SUBBASE
- EXISTING TOPSOIL
- ASPHALTIC PAVEMENT
- BASE AGGREGATE DENSE 1 ¼-INCH
- SELECT CRUSHED MATERIAL

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | TYPICAL SECTIONS | SHEET 9 | E |
|---|---|---|---|---|---|

2



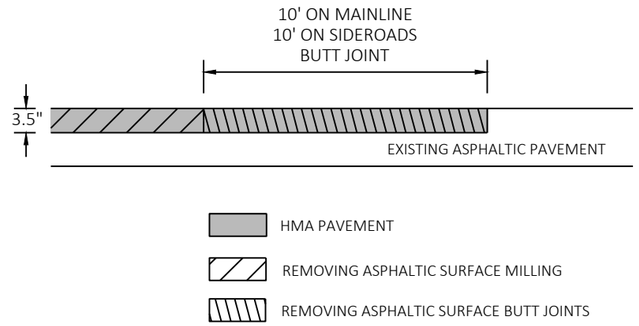

## RIP RAP AND GEOTEXTILE

**NOTES**

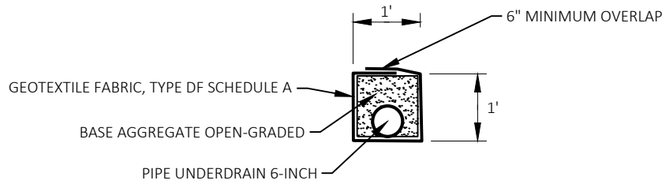
STATION AND OFFSETS ARE MEASURED FROM THE CENTER OF THE PIPE

| ROUTE | STA (CL) | OFFSET | ENDWALL ELEV. | RIPRAP ELEV. |
|---|---|---|---|---|
| STH 80 | 1555+64 | 52.2' RT | 999.01' | 998.51' |
| STH 80 | 1555+71 | 52.8' LT | 997.96' | 997.46' |

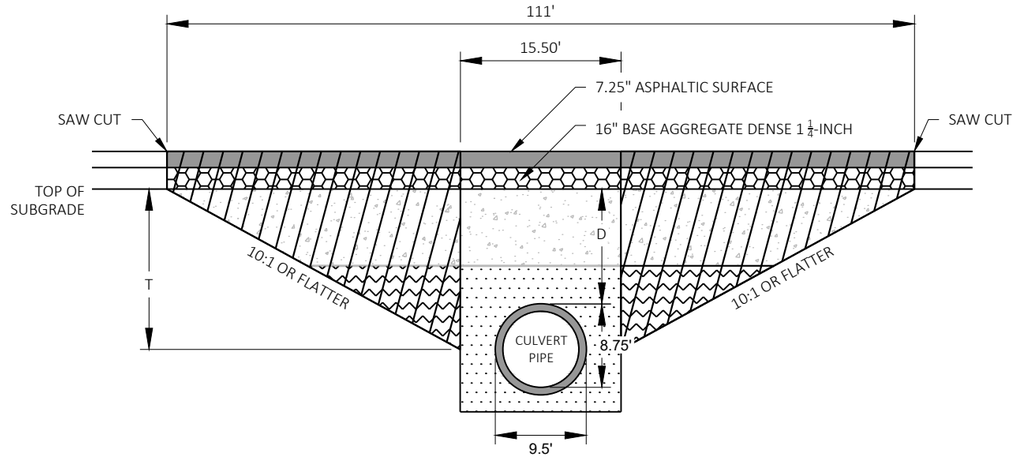
| Runoff Coefficient Table | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Hydrologic Soil Group | | | | | | | | | | | |
| | A | | | B | | | C | | | D | | |
| | Slope Range (Percent) | | | | | | | | | | | |
| **Land Use** | 0 - 2 | 2 - 6 | 6 & Over | 0 - 2 | 2 - 6 | 6 & Over | 0 - 2 | 2 - 6 | 6 & Over | 0 - 2 | 2 - 6 | 6 & Over |
| Row Crops | 0.08 | 0.16 | 0.22 | 0.12 | 0.20 | 0.27 | 0.15 | 0.24 | 0.33 | 0.19 | 0.28 | 0.38 |
| | 0.22 | 0.30 | 0.38 | 0.26 | 0.34 | 0.44 | 0.30 | 0.37 | 0.50 | 0.34 | 0.41 | 0.56 |
| Median Strip-Turf | 0.19 | 0.20 | 0.24 | 0.19 | 0.22 | 0.26 | 0.20 | 0.23 | 0.30 | 0.20 | 0.25 | 0.30 |
| | 0.24 | 0.26 | 0.30 | 0.25 | 0.28 | 0.33 | 0.26 | 0.30 | 0.37 | 0.27 | 0.32 | 0.40 |
| Side Slope Turf | | | 0.25 | | | 0.27 | | | 0.28 | | | 0.30 |
| | | | 0.32 | | | 0.34 | | | 0.36 | | | 0.38 |
| **Pavement** | | | | | | | | | | | | |
| Asphalt | 0.70 - 0.95 | | | | | | | | | | | |
| Concrete | 0.80 - 0.95 | | | | | | | | | | | |
| Brick | 0.70 - 0.80 | | | | | | | | | | | |
| Drives, Sidewalks | 0.75 - 0.85 | | | | | | | | | | | |
| Roofs | 0.75 - 0.95 | | | | | | | | | | | |
| Gravel Roads, Shoulders | 0.40 - 0.60 | | | | | | | | | | | |
| | | | | | | | | | | | | |
| Total Project Area = 14.88 Acres | | | | | | | | | | | | |
| Total Area Expected To Be Disturbed By Construction Activities = 7.30 Acres | | | | | | | | | | | | |




BUTT JOINT
MAINLINE AND SIDE ROADS

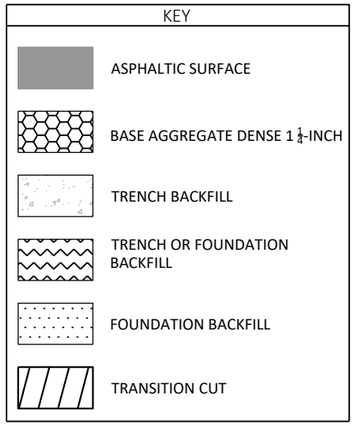



PIPE UNDERDRAIN DETAIL




DEPTH D < 6 FT

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




**NOTES**

TRANSITION CUT IS PAID AS EXCAVATION COMMON.
TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.
BACKFILL THE TRANSITION CUT AREAS WITH FOUNDATION AND TRENCH BACKFILL AS SPECIFIED IN STANDARD SPEC 520.
ASPHALTIC SURFACE TO BE PLACED IN THREE LIFTS, 2.5" LOWER, 2.5" MIDDLE, 2.25" UPPER.

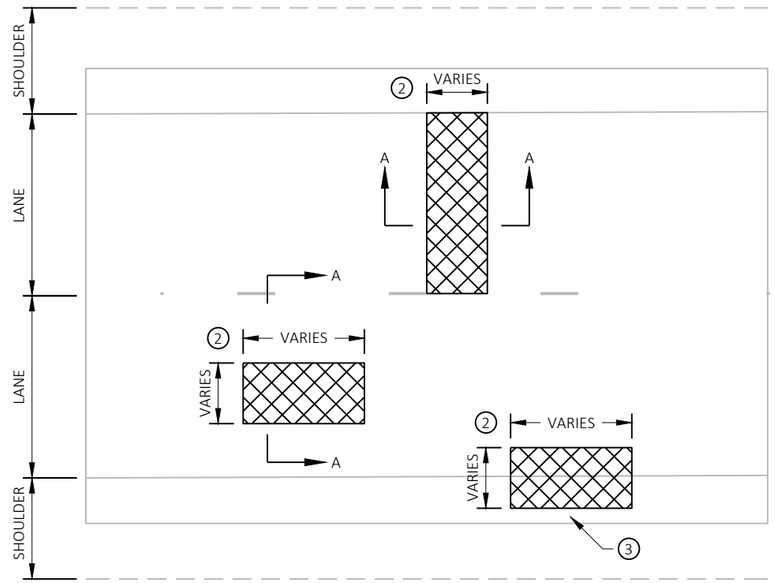
| ROUTE | STA (CL) | DEPTH D (FT) | PIPE DIA (IN) | REMARKS |
|---|---|---|---|---|
| STH 80 | 1555+67 | 3.45 FT | 96-INCH | 71080008680 |

CULVERT PIPE PLACEMENT

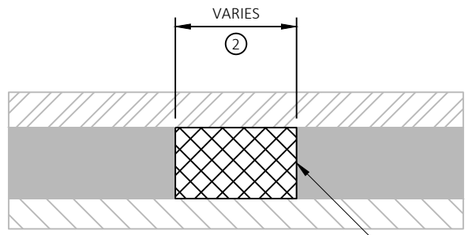
NOTES:

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

1. MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.
2. THE SMALLEST DIMENSION OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS 4 FEET IN ANY DIRECTION.
3. WHEN THE DISTANCE FROM THE EDGE OF PAVEMENT TO EDGE OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS LESS THAN 1-FOOT, EXTEND THE REMOVING DISTRESSED ASPHALTIC SURFACE MILLING TO THE EDGE OF PAVEMENT.




PLAN VIEW




FULL DEPTH




SECTION A-A

REMOVING ASPHALTIC SURFACE MILLING

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
ASPHALTIC SURFACE PATCHING

EXISTING ASPHALT

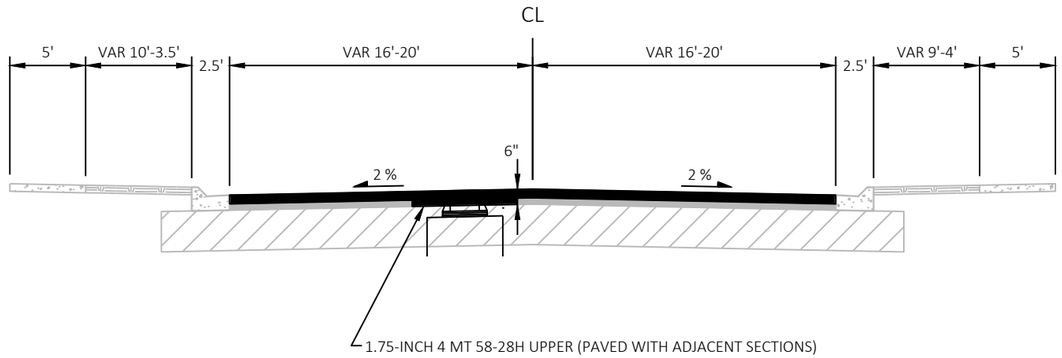
EXISTING BASE COURSE

## REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CONSTRUCTION DETAILS | SHEET 13 | E |
|---|---|---|---|---|---|

2

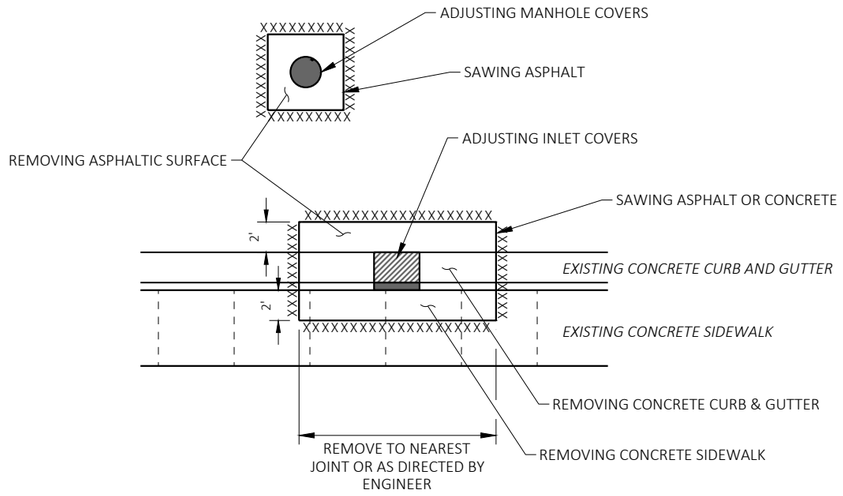



## FULL DEPTH PAVEMENT

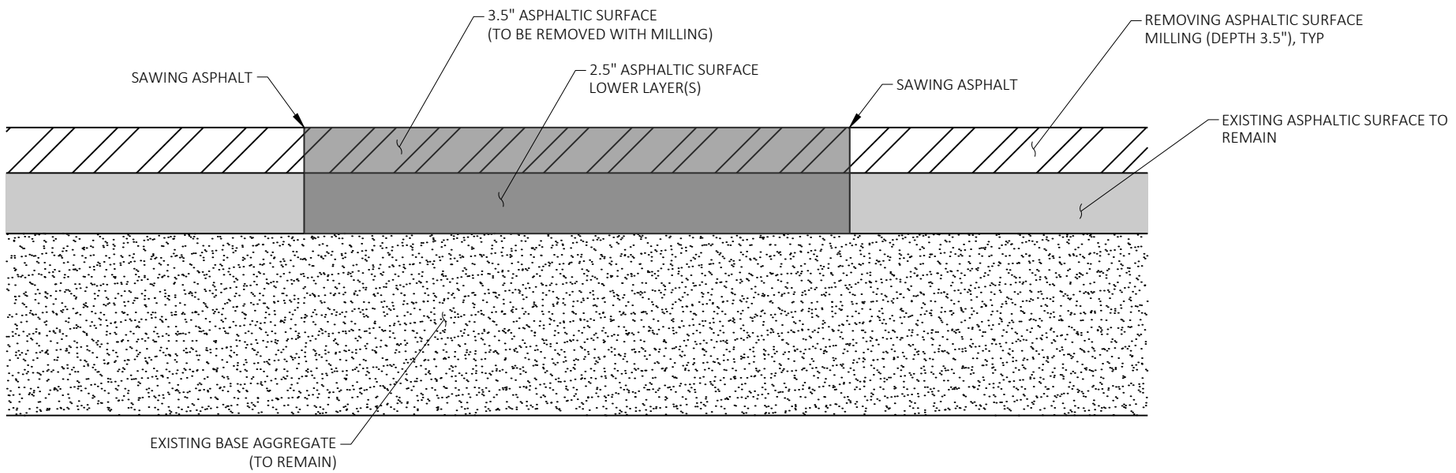
AT MANHOLES (SEE MISCELLANEOUS QUANTITIES)

## LEGEND

- EXISTING ASPHALTIC PAVEMENT
- EXISTING CRUSHED AGGREGATE BASE COURSE
- EXISTING GRANULAR SUBBASE
- EXISTING TOPSOIL
- HMA PAVEMENT




PLAN VIEW




CROSS SECTION VIEW

## DETAIL OF CURB AND GUTTER AT INLETS

(SEE PLAN SHEETS FOR LOCATIONS)

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CONSTRUCTION DETAILS | SHEET 15 | E |
|---|---|---|---|---|---|

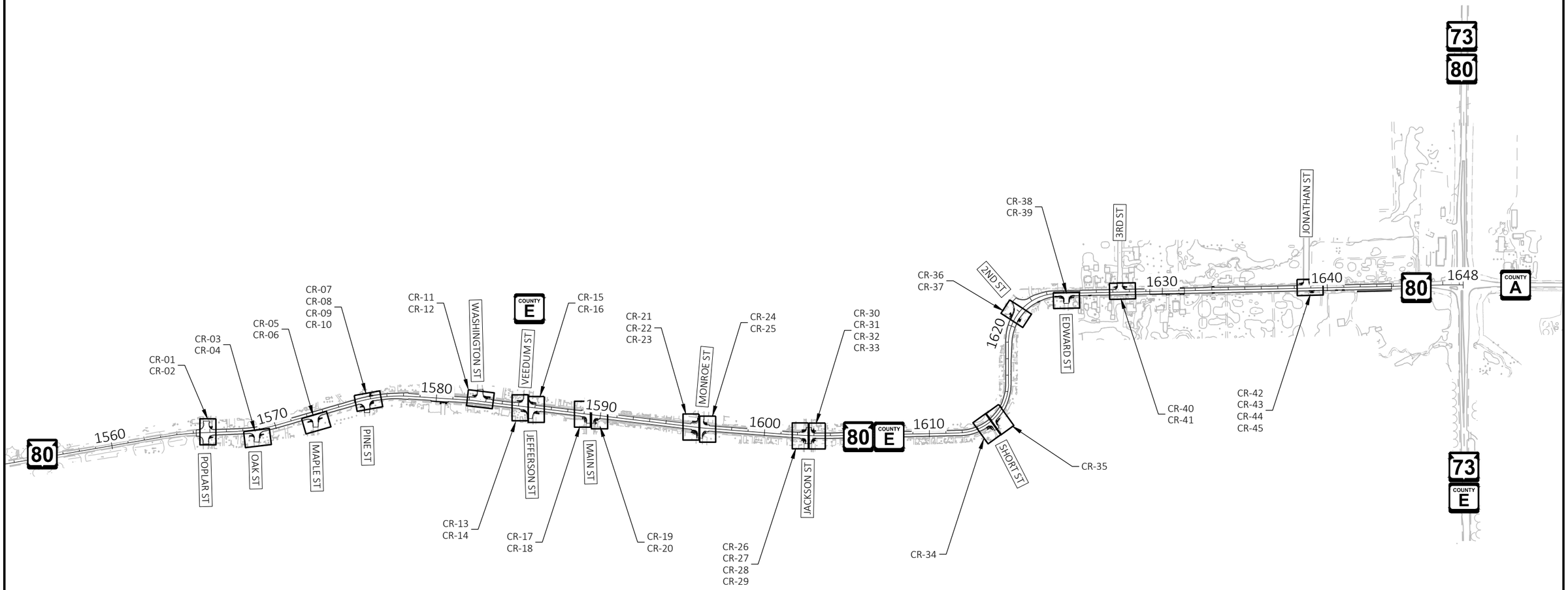
FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021001_CD.DWG
LAYOUT NAME - 06

PLOT DATE : 10/30/2025 4:24 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1:10

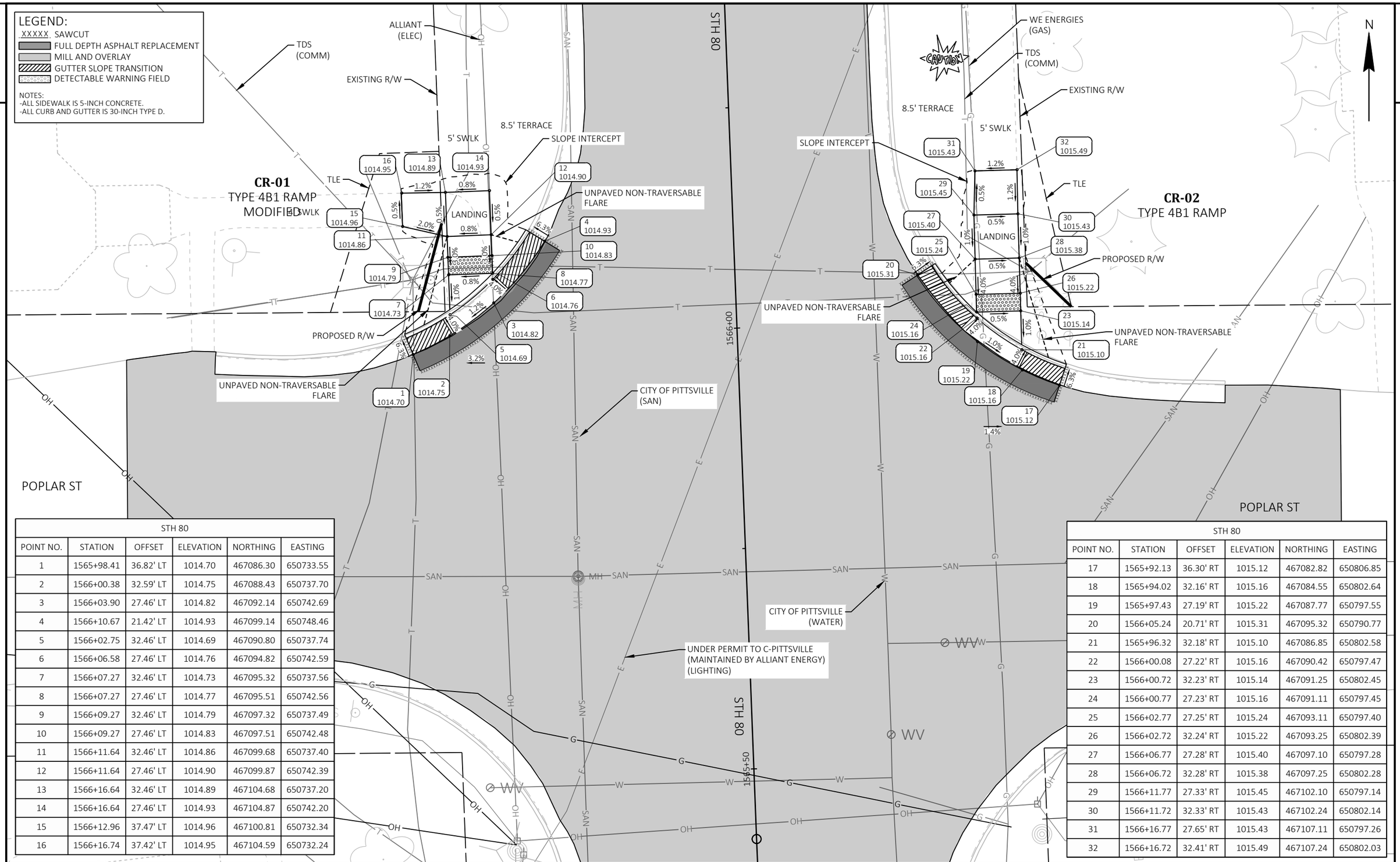
WISDOT/CADDS SHEET 42

2

N




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS - OVERVIEW | SHEET 16 | E |
|---|---|---|---|---|---|

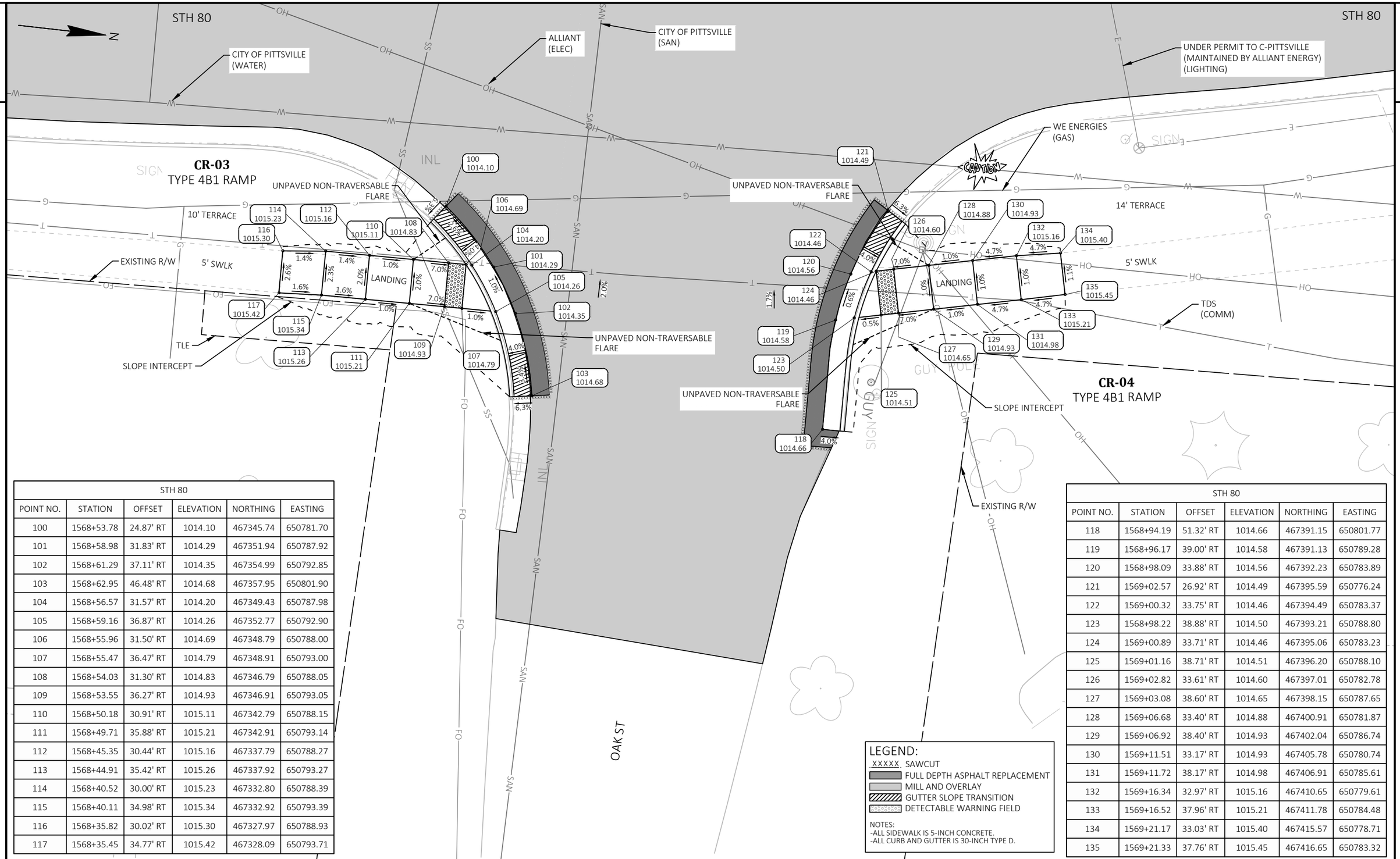



| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1 | 1565+98.41 | 36.82' LT | 1014.70 | 467086.30 | 650733.55 |
| 2 | 1566+00.38 | 32.59' LT | 1014.75 | 467088.43 | 650737.70 |
| 3 | 1566+03.90 | 27.46' LT | 1014.82 | 467092.14 | 650742.69 |
| 4 | 1566+10.67 | 21.42' LT | 1014.93 | 467099.14 | 650748.46 |
| 5 | 1566+02.75 | 32.46' LT | 1014.69 | 467090.80 | 650737.74 |
| 6 | 1566+06.58 | 27.46' LT | 1014.76 | 467094.82 | 650742.59 |
| 7 | 1566+07.27 | 32.46' LT | 1014.73 | 467095.32 | 650737.56 |
| 8 | 1566+07.27 | 27.46' LT | 1014.77 | 467095.51 | 650742.56 |
| 9 | 1566+09.27 | 32.46' LT | 1014.79 | 467097.32 | 650737.49 |
| 10 | 1566+09.27 | 27.46' LT | 1014.83 | 467097.51 | 650742.48 |
| 11 | 1566+11.64 | 32.46' LT | 1014.86 | 467099.68 | 650737.40 |
| 12 | 1566+11.64 | 27.46' LT | 1014.90 | 467099.87 | 650742.39 |
| 13 | 1566+16.64 | 32.46' LT | 1014.89 | 467104.68 | 650737.20 |
| 14 | 1566+16.64 | 27.46' LT | 1014.93 | 467104.87 | 650742.20 |
| 15 | 1566+12.96 | 37.47' LT | 1014.96 | 467100.81 | 650732.34 |
| 16 | 1566+16.74 | 37.42' LT | 1014.95 | 467104.59 | 650732.24 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 17 | 1565+92.13 | 36.30' RT | 1015.12 | 467082.82 | 650806.85 |
| 18 | 1565+94.02 | 32.16' RT | 1015.16 | 467084.55 | 650802.64 |
| 19 | 1565+97.43 | 27.19' RT | 1015.22 | 467087.77 | 650797.55 |
| 20 | 1566+05.24 | 20.71' RT | 1015.31 | 467095.32 | 650790.77 |
| 21 | 1565+96.32 | 32.18' RT | 1015.10 | 467086.85 | 650802.58 |
| 22 | 1566+00.08 | 27.22' RT | 1015.16 | 467090.42 | 650797.47 |
| 23 | 1566+00.72 | 32.23' RT | 1015.14 | 467091.25 | 650802.45 |
| 24 | 1566+00.77 | 27.23' RT | 1015.16 | 467091.11 | 650797.45 |
| 25 | 1566+02.77 | 27.25' RT | 1015.24 | 467093.11 | 650797.40 |
| 26 | 1566+02.72 | 32.24' RT | 1015.22 | 467093.25 | 650802.39 |
| 27 | 1566+06.77 | 27.28' RT | 1015.40 | 467097.10 | 650797.28 |
| 28 | 1566+06.72 | 32.28' RT | 1015.38 | 467097.25 | 650802.28 |
| 29 | 1566+11.77 | 27.33' RT | 1015.45 | 467102.10 | 650797.14 |
| 30 | 1566+11.72 | 32.33' RT | 1015.43 | 467102.24 | 650802.14 |
| 31 | 1566+16.77 | 27.65' RT | 1015.43 | 467107.11 | 650797.26 |
| 32 | 1566+16.72 | 32.41' RT | 1015.49 | 467107.24 | 650802.03 |

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 17 | E |
|---|---|---|---|---|---|


FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 01
PLOT DATE : 10/22/2025 11:10 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 100 | 1568+53.78 | 24.87' RT | 1014.10 | 467345.74 | 650781.70 |
| 101 | 1568+58.98 | 31.83' RT | 1014.29 | 467351.94 | 650787.92 |
| 102 | 1568+61.29 | 37.11' RT | 1014.35 | 467354.99 | 650792.85 |
| 103 | 1568+62.95 | 46.48' RT | 1014.68 | 467357.95 | 650801.90 |
| 104 | 1568+56.57 | 31.57' RT | 1014.20 | 467349.43 | 650787.98 |
| 105 | 1568+59.16 | 36.87' RT | 1014.26 | 467352.77 | 650792.90 |
| 106 | 1568+55.96 | 31.50' RT | 1014.69 | 467348.79 | 650788.00 |
| 107 | 1568+55.47 | 36.47' RT | 1014.79 | 467348.91 | 650793.00 |
| 108 | 1568+54.03 | 31.30' RT | 1014.83 | 467346.79 | 650788.05 |
| 109 | 1568+53.55 | 36.27' RT | 1014.93 | 467346.91 | 650793.05 |
| 110 | 1568+50.18 | 30.91' RT | 1015.11 | 467342.79 | 650788.15 |
| 111 | 1568+49.71 | 35.88' RT | 1015.21 | 467342.91 | 650793.14 |
| 112 | 1568+45.35 | 30.44' RT | 1015.16 | 467337.79 | 650788.27 |
| 113 | 1568+44.91 | 35.42' RT | 1015.26 | 467337.92 | 650793.27 |
| 114 | 1568+40.52 | 30.00' RT | 1015.23 | 467332.80 | 650788.39 |
| 115 | 1568+40.11 | 34.98' RT | 1015.34 | 467332.92 | 650793.39 |
| 116 | 1568+35.82 | 30.02' RT | 1015.30 | 467327.97 | 650788.93 |
| 117 | 1568+35.45 | 34.77' RT | 1015.42 | 467328.09 | 650793.71 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 118 | 1568+94.19 | 51.32' RT | 1014.66 | 467391.15 | 650801.77 |
| 119 | 1568+96.17 | 39.00' RT | 1014.58 | 467391.13 | 650789.28 |
| 120 | 1568+98.09 | 33.88' RT | 1014.56 | 467392.23 | 650783.89 |
| 121 | 1569+02.57 | 26.92' RT | 1014.49 | 467395.59 | 650776.24 |
| 122 | 1569+00.32 | 33.75' RT | 1014.46 | 467394.49 | 650783.37 |
| 123 | 1568+98.22 | 38.88' RT | 1014.50 | 467393.21 | 650788.80 |
| 124 | 1569+00.89 | 33.71' RT | 1014.46 | 467395.06 | 650783.23 |
| 125 | 1569+01.16 | 38.71' RT | 1014.51 | 467396.20 | 650788.10 |
| 126 | 1569+02.82 | 33.61' RT | 1014.60 | 467397.01 | 650782.78 |
| 127 | 1569+03.08 | 38.60' RT | 1014.65 | 467398.15 | 650787.65 |
| 128 | 1569+06.68 | 33.40' RT | 1014.88 | 467400.91 | 650781.87 |
| 129 | 1569+06.92 | 38.40' RT | 1014.93 | 467402.04 | 650786.74 |
| 130 | 1569+11.51 | 33.17' RT | 1014.93 | 467405.78 | 650780.74 |
| 131 | 1569+11.72 | 38.17' RT | 1014.98 | 467406.91 | 650785.61 |
| 132 | 1569+16.34 | 32.97' RT | 1015.16 | 467410.65 | 650779.61 |
| 133 | 1569+16.52 | 37.96' RT | 1015.21 | 467411.78 | 650784.48 |
| 134 | 1569+21.17 | 33.03' RT | 1015.40 | 467415.57 | 650778.71 |
| 135 | 1569+21.33 | 37.76' RT | 1015.45 | 467416.65 | 650783.32 |

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 18 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 02
PLOT DATE : 10/22/2025 11:11 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

STH 80

STH 80

UNPAVED NON-TRAVERSABLE FLARE

UNDER PERMIT TO C-PITTSVILLE (MAINTAINED BY ALLIANT ENERGY) (LIGHTING)

14' TERRACE

WE ENERGIES (GAS)

5' SWLK

LANDING

SLOPE INTERCEPT

UNPAVED NON-TRAVERSABLE FLARE

**CR-05**
TYPE 4B1 RAMP

**CR-06**
TYPE 4B1 RAMP

EXISTING R/W

TLE

CITY OF PITTSVILLE (SAN)

ALLIANT (ELEC)

MAPLE ST

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 200 | 1572+14.67 | 25.90' RT | 1013.92 | 467699.24 | 650693.33 |
| 201 | 1572+19.42 | 32.42' RT | 1014.16 | 467705.61 | 650698.28 |
| 202 | 1572+21.63 | 37.45' RT | 1014.22 | 467709.12 | 650702.49 |
| 203 | 1572+22.84 | 42.23' RT | 1014.45 | 467711.61 | 650706.75 |
| 204 | 1572+17.11 | 32.41' RT | 1014.07 | 467703.39 | 650698.90 |
| 205 | 1572+19.50 | 37.42' RT | 1014.13 | 467707.07 | 650703.06 |
| 206 | 1572+16.50 | 37.41' RT | 1014.14 | 467704.18 | 650703.88 |
| 207 | 1572+14.52 | 32.40' RT | 1014.21 | 467700.90 | 650699.61 |
| 208 | 1572+14.50 | 37.40' RT | 1014.28 | 467702.26 | 650704.42 |
| 209 | 1572+10.52 | 32.38' RT | 1014.49 | 467697.05 | 650700.70 |
| 210 | 1572+10.50 | 37.38' RT | 1014.56 | 467698.41 | 650705.51 |
| 211 | 1572+05.52 | 32.35' RT | 1014.54 | 467692.24 | 650702.05 |
| 212 | 1572+05.50 | 37.35' RT | 1014.61 | 467693.59 | 650706.87 |
| 213 | 1572+00.52 | 32.33' RT | 1014.66 | 467687.42 | 650703.41 |
| 214 | 1572+00.50 | 37.33' RT | 1014.80 | 467688.78 | 650708.23 |
| 215 | 1571+95.52 | 32.45' RT | 1014.78 | 467682.65 | 650704.92 |
| 216 | 1571+95.50 | 37.30' RT | 1014.99 | 467683.97 | 650709.59 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 217 | 1572+56.39 | 50.40' RT | 1014.73 | 467746.11 | 650705.32 |
| 218 | 1572+59.97 | 37.33' RT | 1014.54 | 467745.94 | 650691.77 |
| 219 | 1572+62.13 | 32.33' RT | 1014.46 | 467746.63 | 650686.36 |
| 220 | 1572+64.43 | 32.33' RT | 1014.37 | 467748.83 | 650685.73 |
| 221 | 1572+62.09 | 37.33' RT | 1014.45 | 467747.97 | 650691.18 |
| 222 | 1572+65.01 | 32.33' RT | 1014.36 | 467749.39 | 650685.56 |
| 223 | 1572+65.02 | 37.33' RT | 1014.46 | 467750.78 | 650690.37 |
| 224 | 1572+67.01 | 32.32' RT | 1014.50 | 467751.31 | 650685.01 |
| 225 | 1572+67.02 | 37.32' RT | 1014.60 | 467752.70 | 650689.81 |
| 226 | 1572+71.01 | 32.32' RT | 1014.78 | 467755.15 | 650683.90 |
| 227 | 1572+71.02 | 37.32' RT | 1014.88 | 467756.54 | 650688.70 |
| 228 | 1572+76.01 | 32.31' RT | 1014.83 | 467759.96 | 650682.51 |
| 229 | 1572+76.02 | 37.31' RT | 1014.93 | 467761.35 | 650687.31 |
| 230 | 1572+81.01 | 32.31' RT | 1014.99 | 467764.76 | 650681.12 |
| 231 | 1572+81.02 | 37.31' RT | 1015.05 | 467766.15 | 650685.92 |
| 232 | 1572+86.01 | 32.30' RT | 1015.14 | 467769.56 | 650679.73 |
| 233 | 1572+86.02 | 37.11' RT | 1015.17 | 467770.90 | 650684.35 |
| 234 | 1572+66.59 | 26.03' RT | 1014.35 | 467749.17 | 650679.08 |

LEGEND:
- XXXXX SAWCUT
- FULL DEPTH ASPHALT REPLACEMENT
- MILL AND OVERLAY
- GUTTER SLOPE TRANSITION
- DETECTABLE WARNING FIELD

NOTES:
-ALL SIDEWALK IS 5-INCH CONCRETE.
-ALL CURB AND GUTTER IS 30-INCH TYPE D.

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 19 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 03
PLOT DATE : 10/22/2025 11:11 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 300 | 1575+32.16 | 19.63' RT | 1015.37 | 468002.24 | 650599.74 |
| 301 | 1575+44.90 | 31.52' RT | 1015.66 | 468017.21 | 650608.17 |
| 302 | 1575+47.34 | 36.44' RT | 1015.72 | 468020.67 | 650612.37 |
| 303 | 1575+48.55 | 54.45' RT | 1016.09 | 468026.11 | 650629.58 |
| 304 | 1575+42.53 | 31.60' RT | 1015.57 | 468015.00 | 650608.80 |
| 305 | 1575+45.14 | 36.52' RT | 1015.63 | 468018.64 | 650612.96 |
| 306 | 1575+41.92 | 31.62' RT | 1015.57 | 468014.44 | 650608.96 |
| 307 | 1575+42.09 | 36.62' RT | 1015.65 | 468015.82 | 650613.77 |
| 308 | 1575+39.86 | 31.68' RT | 1015.69 | 468012.52 | 650609.52 |
| 309 | 1575+40.01 | 36.68' RT | 1015.77 | 468013.90 | 650614.32 |
| 310 | 1575+35.72 | 31.79' RT | 1015.93 | 468008.67 | 650610.62 |
| 311 | 1575+35.85 | 36.79' RT | 1016.01 | 468010.06 | 650615.43 |
| 312 | 1575+30.55 | 31.91' RT | 1015.98 | 468003.87 | 650612.01 |
| 313 | 1575+30.66 | 36.90' RT | 1016.06 | 468005.25 | 650616.81 |
| 314 | 1575+25.38 | 32.29' RT | 1016.14 | 467999.14 | 650613.67 |
| 315 | 1575+25.45 | 36.83' RT | 1016.18 | 468000.40 | 650618.04 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 339 | 1575+93.82 | 16.23' LT | 1015.52 | 468054.16 | 650551.01 |
| 340 | 1575+99.68 | 16.16' LT | 1015.55 | 468060.02 | 650549.95 |
| 341 | 1576+04.59 | 16.13' LT | 1015.57 | 468064.94 | 650549.05 |
| 342 | 1576+17.28 | 16.14' LT | 1015.65 | 468077.64 | 650546.79 |
| 343 | 1575+99.69 | 18.72' LT | 1015.47 | 468059.56 | 650547.42 |
| 344 | 1576+04.58 | 18.71' LT | 1015.50 | 468064.46 | 650546.52 |
| 345 | 1575+99.72 | 20.66' LT | 1015.55 | 468059.22 | 650545.52 |
| 346 | 1576+04.61 | 20.63' LT | 1015.57 | 468064.14 | 650544.63 |
| 347 | 1575+99.79 | 27.73' LT | 1015.83 | 468057.97 | 650538.56 |
| 348 | 1576+04.65 | 27.69' LT | 1015.86 | 468062.90 | 650537.68 |
| 349 | 1575+99.84 | 32.73' LT | 1015.91 | 468057.09 | 650533.64 |
| 350 | 1576+04.67 | 32.69' LT | 1015.93 | 468062.01 | 650532.75 |
| 351 | 1576+09.51 | 28.04' LT | 1016.07 | 468067.75 | 650536.43 |
| 352 | 1576+09.47 | 32.68' LT | 1016.16 | 468066.90 | 650531.87 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 316 | 1575+86.47 | 38.94' RT | 1016.25 | 468057.88 | 650606.53 |
| 317 | 1575+90.29 | 30.75' RT | 1015.81 | 468059.87 | 650597.76 |
| 318 | 1575+94.84 | 25.58' RT | 1015.76 | 468063.20 | 650591.84 |
| 319 | 1576+03.93 | 18.79' RT | 1015.65 | 468070.65 | 650583.50 |
| 320 | 1576+09.20 | 16.69' RT | 1015.60 | 468075.36 | 650580.51 |
| 321 | 1576+09.18 | 19.71' RT | 1015.53 | 468075.88 | 650583.49 |
| 322 | 1576+03.99 | 21.49' RT | 1015.59 | 468071.20 | 650586.15 |
| 323 | 1576+09.17 | 22.07' RT | 1015.57 | 468076.28 | 650585.81 |
| 324 | 1576+04.06 | 22.03' RT | 1015.59 | 468071.36 | 650586.67 |
| 325 | 1576+09.17 | 23.58' RT | 1015.68 | 468076.54 | 650587.30 |
| 326 | 1576+04.04 | 23.55' RT | 1015.71 | 468071.62 | 650588.16 |
| 327 | 1576+09.15 | 26.02' RT | 1015.86 | 468076.96 | 650589.70 |
| 328 | 1576+04.01 | 25.98' RT | 1015.89 | 468072.04 | 650590.56 |
| 329 | 1575+97.97 | 25.83' RT | 1015.66 | 468066.24 | 650591.51 |
| 330 | 1575+94.12 | 30.83' RT | 1015.72 | 468063.52 | 650597.13 |
| 331 | 1575+98.60 | 25.91' RT | 1015.65 | 468066.85 | 650591.47 |
| 332 | 1575+98.51 | 30.91' RT | 1015.78 | 468067.71 | 650596.39 |
| 333 | 1576+00.65 | 25.94' RT | 1015.76 | 468068.82 | 650591.12 |
| 334 | 1576+00.58 | 30.94' RT | 1015.86 | 468069.68 | 650596.05 |
| 335 | 1576+03.96 | 30.98' RT | 1015.98 | 468072.90 | 650595.49 |
| 336 | 1576+09.13 | 31.02' RT | 1015.96 | 468077.82 | 650594.63 |
| 337 | 1576+14.29 | 25.90' RT | 1016.09 | 468081.87 | 650588.71 |
| 338 | 1576+14.29 | 31.02' RT | 1016.29 | 468082.75 | 650593.76 |
| FL-01 | 1575+89.10 | 39.70' RT | 1016.23 | 468060.50 | 650606.76 |
| FL-02 | 1576+00.57 | 23.73' RT | 1015.65 | 468068.32 | 650588.96 |
| FL-03 | 1576+01.27 | 23.17' RT | 1015.62 | 468068.90 | 650588.29 |
| FL-04 | 1576+14.46 | 18.36' RT | 1015.93 | 468080.73 | 650581.26 |

**CR-07**
TYPE 4B1 RAMP

**CR-08, CR-09**
TYPE 2 RAMP

**CR-10**
TYPE 4B1 RAMP

STH 80

1575+50

1576+00

CITY OF PITTSVILLE (SAN)

CITY OF PITTSVILLE (WATER)

ALLIANT (ELEC)

UNDER PERMIT TO C-PITTSVILLE (MAINTAINED BY ALLIANT ENERGY) (LIGHTING)

WE ENERGIES (GAS)

CAUTION

14' TERRACE

5' SWLK

LANDING

SLOPE INTERCEPT

UNPAVED NON-TRAVERSABLE FLARE

PAVED TRAVERSABLE FLARE

EXISTING R/W

TLE

TDS (COMM)

PINE ST

9.5' TERRACE

8.5' TERRACE

ADJUSTING INLET COVERS

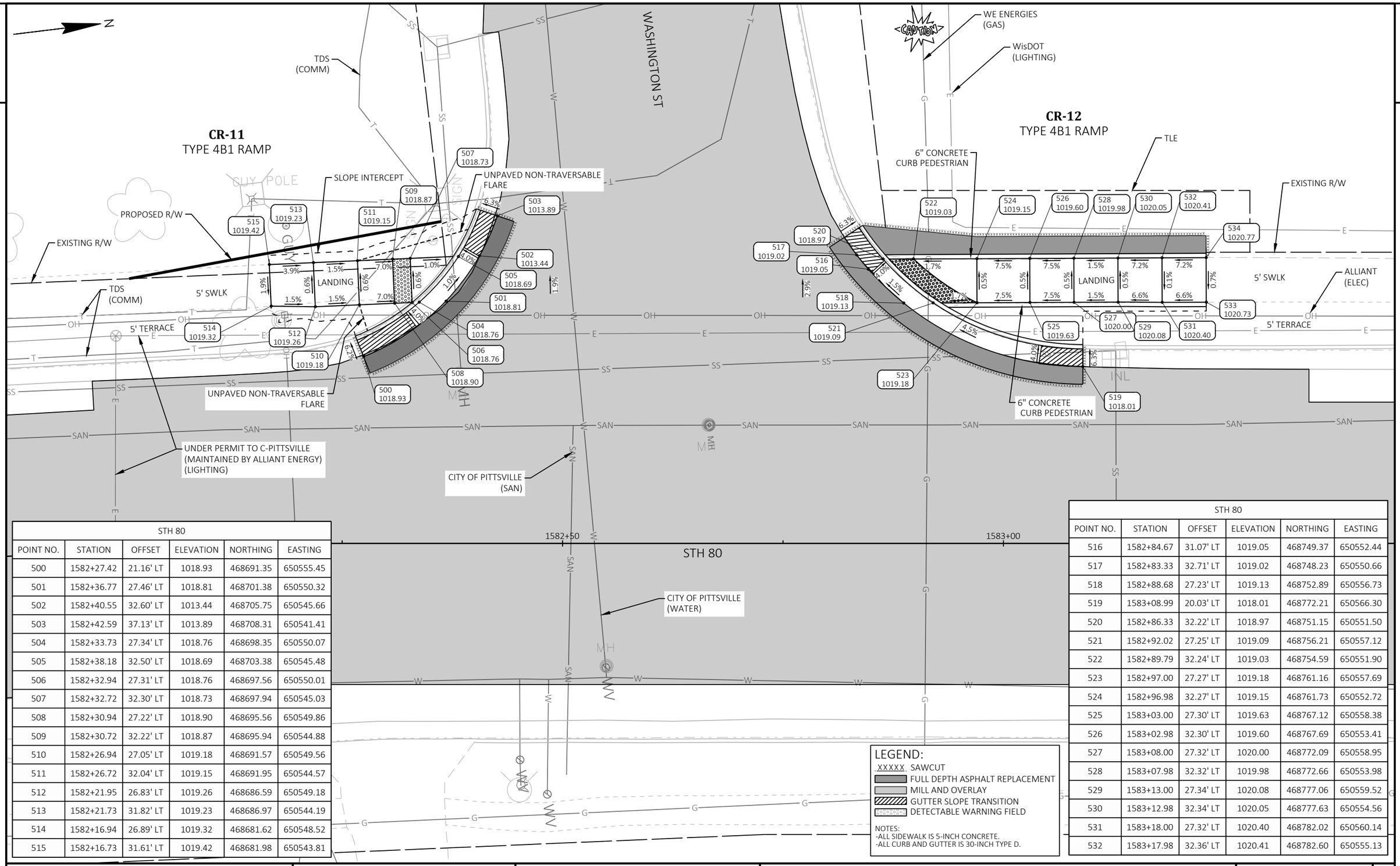
LEGEND:
- .XXXXX. SAWCUT
- FULL DEPTH ASPHALT REPLACEMENT
- MILL AND OVERLAY
- GUTTER SLOPE TRANSITION
- DETECTABLE WARNING FIELD

NOTES:
-ALL SIDEWALK IS 5-INCH CONCRETE.
-ALL CURB AND GUTTER IS 30-INCH TYPE D.

| | | | | | |
|---|---|---|---|---|---|
| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 20 | E |

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 04
PLOT DATE : 10/22/2025 11:11 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

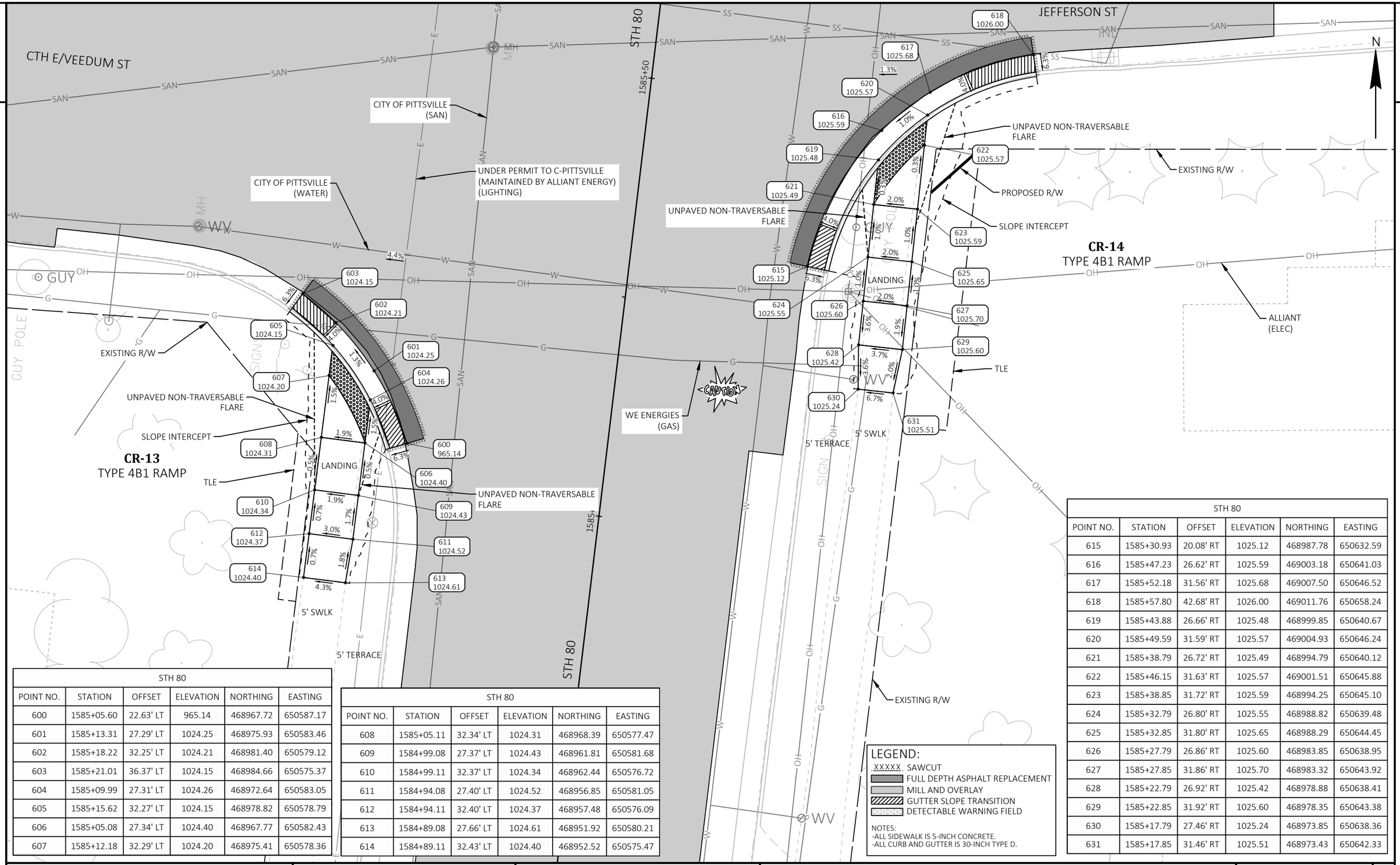



| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 500 | 1582+27.42 | 21.16' LT | 1018.93 | 468691.35 | 650555.45 |
| 501 | 1582+36.77 | 27.46' LT | 1018.81 | 468701.38 | 650550.32 |
| 502 | 1582+40.55 | 32.60' LT | 1013.44 | 468705.75 | 650545.66 |
| 503 | 1582+42.59 | 37.13' LT | 1013.89 | 468708.31 | 650541.41 |
| 504 | 1582+33.73 | 27.34' LT | 1018.76 | 468698.35 | 650550.07 |
| 505 | 1582+38.18 | 32.50' LT | 1018.69 | 468703.38 | 650545.48 |
| 506 | 1582+32.94 | 27.31' LT | 1018.76 | 468697.56 | 650550.01 |
| 507 | 1582+32.72 | 32.30' LT | 1018.73 | 468697.94 | 650545.03 |
| 508 | 1582+30.94 | 27.22' LT | 1018.90 | 468695.56 | 650549.86 |
| 509 | 1582+30.72 | 32.22' LT | 1018.87 | 468695.94 | 650544.88 |
| 510 | 1582+26.94 | 27.05' LT | 1019.18 | 468691.57 | 650549.56 |
| 511 | 1582+26.72 | 32.04' LT | 1019.15 | 468691.95 | 650544.57 |
| 512 | 1582+21.95 | 26.83' LT | 1019.26 | 468686.59 | 650549.18 |
| 513 | 1582+21.73 | 31.82' LT | 1019.23 | 468686.97 | 650544.19 |
| 514 | 1582+16.94 | 26.89' LT | 1019.32 | 468681.62 | 650548.52 |
| 515 | 1582+16.73 | 31.61' LT | 1019.42 | 468681.98 | 650543.81 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 516 | 1582+84.67 | 31.07' LT | 1019.05 | 468749.37 | 650552.44 |
| 517 | 1582+83.33 | 32.71' LT | 1019.02 | 468748.23 | 650550.66 |
| 518 | 1582+88.68 | 27.23' LT | 1019.13 | 468752.89 | 650556.73 |
| 519 | 1583+08.99 | 20.03' LT | 1018.01 | 468772.21 | 650566.30 |
| 520 | 1582+86.33 | 32.22' LT | 1018.97 | 468751.15 | 650551.50 |
| 521 | 1582+92.02 | 27.25' LT | 1019.09 | 468756.21 | 650557.12 |
| 522 | 1582+89.79 | 32.24' LT | 1019.03 | 468754.59 | 650551.90 |
| 523 | 1582+97.00 | 27.27' LT | 1019.18 | 468761.16 | 650557.69 |
| 524 | 1582+96.98 | 32.27' LT | 1019.15 | 468761.73 | 650552.72 |
| 525 | 1583+03.00 | 27.30' LT | 1019.63 | 468767.12 | 650558.38 |
| 526 | 1583+02.98 | 32.30' LT | 1019.60 | 468767.69 | 650553.41 |
| 527 | 1583+08.00 | 27.32' LT | 1020.00 | 468772.09 | 650558.95 |
| 528 | 1583+07.98 | 32.32' LT | 1019.98 | 468772.66 | 650553.98 |
| 529 | 1583+13.00 | 27.34' LT | 1020.08 | 468777.06 | 650559.52 |
| 530 | 1583+12.98 | 32.34' LT | 1020.05 | 468777.63 | 650554.56 |
| 531 | 1583+18.00 | 27.32' LT | 1020.40 | 468782.02 | 650560.14 |
| 532 | 1583+17.98 | 32.36' LT | 1020.41 | 468782.60 | 650555.13 |

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 21 | E |
|---|---|---|---|---|---|


FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 05
PLOT DATE : 10/22/2025 11:11 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 600 | 1585+05.60 | 22.63' LT | 965.14 | 468967.72 | 650587.17 |
| 601 | 1585+13.31 | 27.29' LT | 1024.25 | 468975.93 | 650583.46 |
| 602 | 1585+18.22 | 32.25' LT | 1024.21 | 468981.40 | 650579.12 |
| 603 | 1585+21.01 | 36.37' LT | 1024.15 | 468984.66 | 650575.37 |
| 604 | 1585+09.99 | 27.31' LT | 1024.26 | 468972.64 | 650583.05 |
| 605 | 1585+15.62 | 32.27' LT | 1024.15 | 468978.82 | 650578.79 |
| 606 | 1585+05.08 | 27.34' LT | 1024.40 | 468967.77 | 650582.43 |
| 607 | 1585+12.18 | 32.29' LT | 1024.20 | 468975.41 | 650578.36 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 608 | 1585+05.11 | 32.34' LT | 1024.31 | 468968.39 | 650577.47 |
| 609 | 1584+99.08 | 27.37' LT | 1024.43 | 468961.81 | 650581.68 |
| 610 | 1584+99.11 | 32.37' LT | 1024.34 | 468962.44 | 650576.72 |
| 611 | 1584+94.08 | 27.40' LT | 1024.52 | 468956.85 | 650581.05 |
| 612 | 1584+94.11 | 32.40' LT | 1024.37 | 468957.48 | 650576.09 |
| 613 | 1584+89.08 | 27.66' LT | 1024.61 | 468951.92 | 650580.21 |
| 614 | 1584+89.11 | 32.43' LT | 1024.40 | 468952.52 | 650575.47 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 615 | 1585+30.93 | 20.08' RT | 1025.12 | 468987.78 | 650632.59 |
| 616 | 1585+47.23 | 26.62' RT | 1025.59 | 469003.18 | 650641.03 |
| 617 | 1585+52.18 | 31.56' RT | 1025.68 | 469007.50 | 650646.52 |
| 618 | 1585+57.80 | 42.68' RT | 1026.00 | 469011.76 | 650658.24 |
| 619 | 1585+43.88 | 26.66' RT | 1025.48 | 468999.85 | 650640.67 |
| 620 | 1585+49.59 | 31.59' RT | 1025.57 | 469004.93 | 650646.24 |
| 621 | 1585+38.79 | 26.72' RT | 1025.49 | 468994.79 | 650640.12 |
| 622 | 1585+46.15 | 31.63' RT | 1025.57 | 469001.51 | 650645.88 |
| 623 | 1585+38.85 | 31.72' RT | 1025.59 | 468994.25 | 650645.10 |
| 624 | 1585+32.79 | 26.80' RT | 1025.55 | 468988.82 | 650639.48 |
| 625 | 1585+32.85 | 31.80' RT | 1025.65 | 468988.29 | 650644.45 |
| 626 | 1585+27.79 | 26.86' RT | 1025.60 | 468983.85 | 650638.95 |
| 627 | 1585+27.85 | 31.86' RT | 1025.70 | 468983.32 | 650643.92 |
| 628 | 1585+22.79 | 26.92' RT | 1025.42 | 468978.88 | 650638.41 |
| 629 | 1585+22.85 | 31.92' RT | 1025.60 | 468978.35 | 650643.38 |
| 630 | 1585+17.79 | 27.46' RT | 1025.24 | 468973.85 | 650638.36 |
| 631 | 1585+17.85 | 31.46' RT | 1025.51 | 468973.43 | 650642.33 |

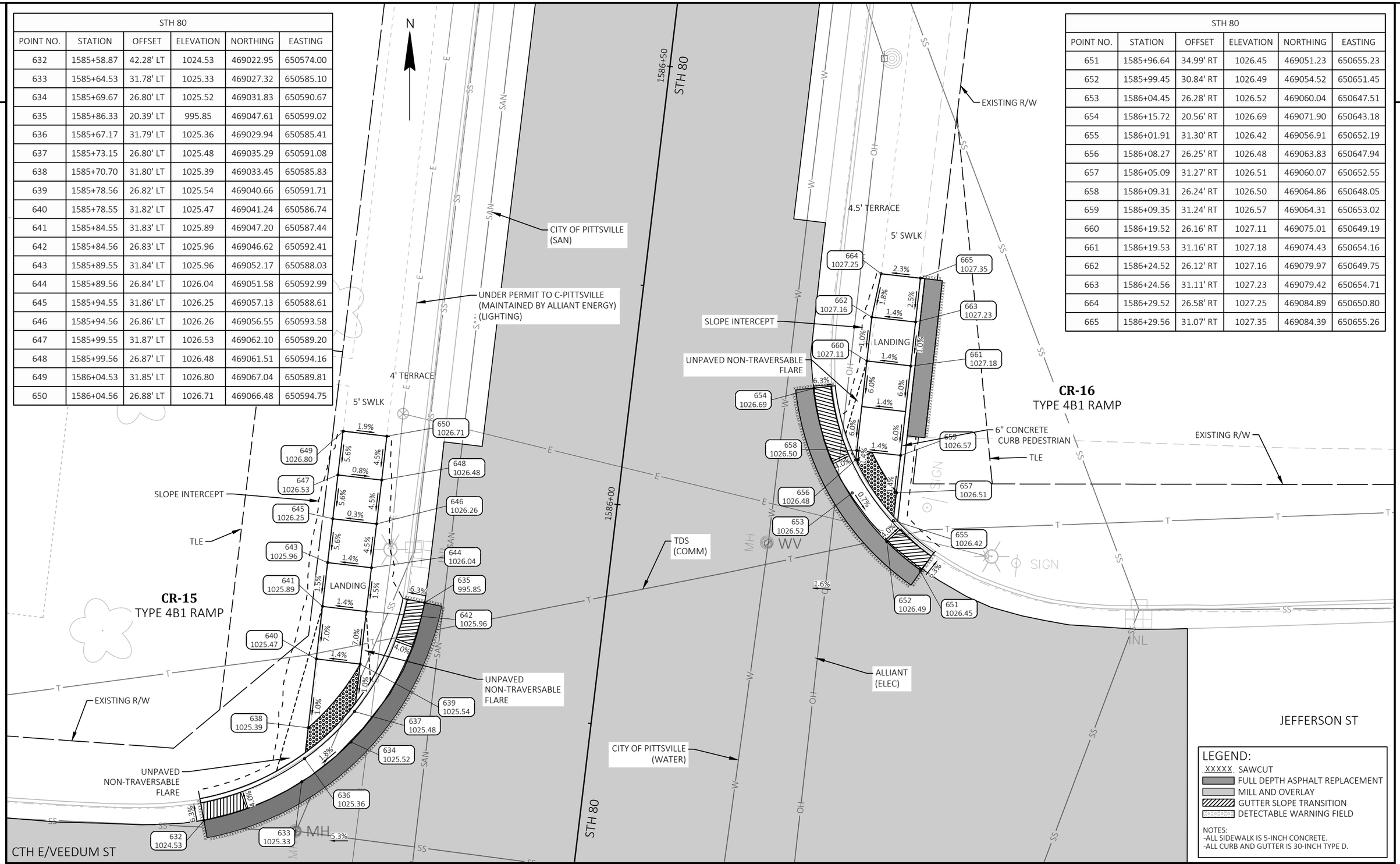
| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 22 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 06
PLOT DATE : 10/22/2025 11:11 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

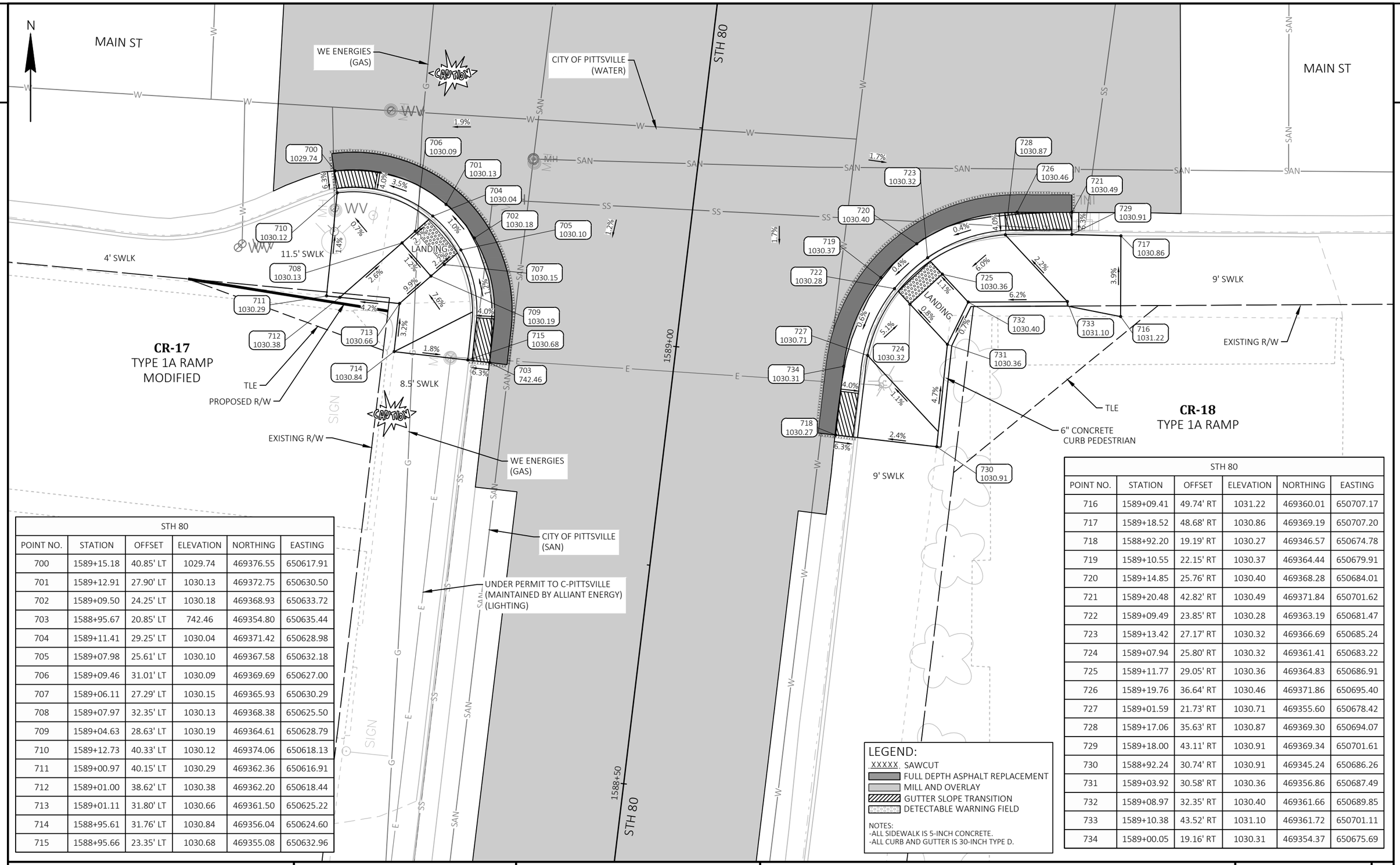
2

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 632 | 1585+58.87 | 42.28' LT | 1024.53 | 469022.95 | 650574.00 |
| 633 | 1585+64.53 | 31.78' LT | 1025.33 | 469027.32 | 650585.10 |
| 634 | 1585+69.67 | 26.80' LT | 1025.52 | 469031.83 | 650590.67 |
| 635 | 1585+86.33 | 20.39' LT | 995.85 | 469047.61 | 650599.02 |
| 636 | 1585+67.17 | 31.79' LT | 1025.36 | 469029.94 | 650585.41 |
| 637 | 1585+73.15 | 26.80' LT | 1025.48 | 469035.29 | 650591.08 |
| 638 | 1585+70.70 | 31.80' LT | 1025.39 | 469033.45 | 650585.83 |
| 639 | 1585+78.56 | 26.82' LT | 1025.54 | 469040.66 | 650591.71 |
| 640 | 1585+78.55 | 31.82' LT | 1025.47 | 469041.24 | 650586.74 |
| 641 | 1585+84.55 | 31.83' LT | 1025.89 | 469047.20 | 650587.44 |
| 642 | 1585+84.56 | 26.83' LT | 1025.96 | 469046.62 | 650592.41 |
| 643 | 1585+89.55 | 31.84' LT | 1025.96 | 469052.17 | 650588.03 |
| 644 | 1585+89.56 | 26.84' LT | 1026.04 | 469051.58 | 650592.99 |
| 645 | 1585+94.55 | 31.86' LT | 1026.25 | 469057.13 | 650588.61 |
| 646 | 1585+94.56 | 26.86' LT | 1026.26 | 469056.55 | 650593.58 |
| 647 | 1585+99.55 | 31.87' LT | 1026.53 | 469062.10 | 650589.20 |
| 648 | 1585+99.56 | 26.87' LT | 1026.48 | 469061.51 | 650594.16 |
| 649 | 1586+04.53 | 31.85' LT | 1026.80 | 469067.04 | 650589.81 |
| 650 | 1586+04.56 | 26.88' LT | 1026.71 | 469066.48 | 650594.75 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 651 | 1585+96.64 | 34.99' RT | 1026.45 | 469051.23 | 650655.23 |
| 652 | 1585+99.45 | 30.84' RT | 1026.49 | 469054.52 | 650651.45 |
| 653 | 1586+04.45 | 26.28' RT | 1026.52 | 469060.04 | 650647.51 |
| 654 | 1586+15.72 | 20.56' RT | 1026.69 | 469071.90 | 650643.18 |
| 655 | 1586+01.91 | 31.30' RT | 1026.42 | 469056.91 | 650652.19 |
| 656 | 1586+08.27 | 26.25' RT | 1026.48 | 469063.83 | 650647.94 |
| 657 | 1586+05.09 | 31.27' RT | 1026.51 | 469060.07 | 650652.55 |
| 658 | 1586+09.31 | 26.24' RT | 1026.50 | 469064.86 | 650648.05 |
| 659 | 1586+09.35 | 31.24' RT | 1026.57 | 469064.31 | 650653.02 |
| 660 | 1586+19.52 | 26.16' RT | 1027.11 | 469075.01 | 650649.19 |
| 661 | 1586+19.53 | 31.16' RT | 1027.18 | 469074.43 | 650654.16 |
| 662 | 1586+24.52 | 26.12' RT | 1027.16 | 469079.97 | 650649.75 |
| 663 | 1586+24.56 | 31.11' RT | 1027.23 | 469079.42 | 650654.71 |
| 664 | 1586+29.52 | 26.58' RT | 1027.25 | 469084.89 | 650650.80 |
| 665 | 1586+29.56 | 31.07' RT | 1027.35 | 469084.39 | 650655.26 |




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 23 | E |
|---|---|---|---|---|---|




| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 700 | 1589+15.18 | 40.85' LT | 1029.74 | 469376.55 | 650617.91 |
| 701 | 1589+12.91 | 27.90' LT | 1030.13 | 469372.75 | 650630.50 |
| 702 | 1589+09.50 | 24.25' LT | 1030.18 | 469368.93 | 650633.72 |
| 703 | 1588+95.67 | 20.85' LT | 742.46 | 469354.80 | 650635.44 |
| 704 | 1589+11.41 | 29.25' LT | 1030.04 | 469371.42 | 650628.98 |
| 705 | 1589+07.98 | 25.61' LT | 1030.10 | 469367.58 | 650632.18 |
| 706 | 1589+09.46 | 31.01' LT | 1030.09 | 469369.69 | 650627.00 |
| 707 | 1589+06.11 | 27.29' LT | 1030.15 | 469365.93 | 650630.29 |
| 708 | 1589+07.97 | 32.35' LT | 1030.13 | 469368.38 | 650625.50 |
| 709 | 1589+04.63 | 28.63' LT | 1030.19 | 469364.61 | 650628.79 |
| 710 | 1589+12.73 | 40.33' LT | 1030.12 | 469374.06 | 650618.13 |
| 711 | 1589+00.97 | 40.15' LT | 1030.29 | 469362.36 | 650616.91 |
| 712 | 1589+01.00 | 38.62' LT | 1030.38 | 469362.20 | 650618.44 |
| 713 | 1589+01.11 | 31.80' LT | 1030.66 | 469361.50 | 650625.22 |
| 714 | 1588+95.61 | 31.76' LT | 1030.84 | 469356.04 | 650624.60 |
| 715 | 1588+95.66 | 23.35' LT | 1030.68 | 469355.08 | 650632.96 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 716 | 1589+09.41 | 49.74' RT | 1031.22 | 469360.01 | 650707.17 |
| 717 | 1589+18.52 | 48.68' RT | 1030.86 | 469369.19 | 650707.20 |
| 718 | 1588+92.20 | 19.19' RT | 1030.27 | 469346.57 | 650674.78 |
| 719 | 1589+10.55 | 22.15' RT | 1030.37 | 469364.44 | 650679.91 |
| 720 | 1589+14.85 | 25.76' RT | 1030.40 | 469368.28 | 650684.01 |
| 721 | 1589+20.48 | 42.82' RT | 1030.49 | 469371.84 | 650701.62 |
| 722 | 1589+09.49 | 23.85' RT | 1030.28 | 469363.19 | 650681.47 |
| 723 | 1589+13.42 | 27.17' RT | 1030.32 | 469366.69 | 650685.24 |
| 724 | 1589+07.94 | 25.80' RT | 1030.32 | 469361.41 | 650683.22 |
| 725 | 1589+11.77 | 29.05' RT | 1030.36 | 469364.83 | 650686.91 |
| 726 | 1589+19.76 | 36.64' RT | 1030.46 | 469371.86 | 650695.40 |
| 727 | 1589+01.59 | 21.73' RT | 1030.71 | 469355.60 | 650678.42 |
| 728 | 1589+17.06 | 35.63' RT | 1030.87 | 469369.30 | 650694.07 |
| 729 | 1589+18.00 | 43.11' RT | 1030.91 | 469369.34 | 650701.61 |
| 730 | 1588+92.24 | 30.74' RT | 1030.91 | 469345.24 | 650686.26 |
| 731 | 1589+03.92 | 30.58' RT | 1030.36 | 469356.86 | 650687.49 |
| 732 | 1589+08.97 | 32.35' RT | 1030.40 | 469361.66 | 650689.85 |
| 733 | 1589+10.38 | 43.52' RT | 1031.10 | 469361.72 | 650701.11 |
| 734 | 1589+00.05 | 19.16' RT | 1030.31 | 469354.37 | 650675.69 |

LEGEND:
- XXXXX SAWCUT
- FULL DEPTH ASPHALT REPLACEMENT
- MILL AND OVERLAY
- GUTTER SLOPE TRANSITION
- DETECTABLE WARNING FIELD

NOTES:
-ALL SIDEWALK IS 5-INCH CONCRETE.
-ALL CURB AND GUTTER IS 30-INCH TYPE D.

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 24 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 08
PLOT DATE : 10/22/2025 11:11 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 735 | 1589+52.23 | 39.09' LT | 1030.19 | 469413.13 | 650624.08 |
| 736 | 1589+54.31 | 32.98' LT | 1030.32 | 469414.46 | 650630.39 |
| 737 | 1589+68.18 | 23.17' LT | 1030.50 | 469427.07 | 650641.79 |
| 738 | 1589+78.59 | 22.69' LT | 0.00 | 469437.34 | 650643.50 |
| 739 | 1589+54.71 | 39.43' LT | 1030.57 | 469415.63 | 650624.04 |
| 740 | 1589+56.66 | 32.98' LT | 1030.27 | 469416.80 | 650630.67 |
| 741 | 1589+68.01 | 25.26' LT | 1030.42 | 469427.14 | 650639.69 |
| 742 | 1589+67.97 | 25.79' LT | 1030.43 | 469427.16 | 650639.16 |
| 743 | 1589+61.76 | 40.07' LT | 1030.75 | 469422.70 | 650624.24 |
| 744 | 1589+62.35 | 32.98' LT | 1030.35 | 469422.44 | 650631.35 |
| 745 | 1589+62.77 | 27.98' LT | 1030.35 | 469422.26 | 650636.36 |
| 746 | 1589+66.74 | 40.53' LT | 1030.88 | 469427.70 | 650624.38 |
| 747 | 1589+67.36 | 32.98' LT | 1030.43 | 469427.42 | 650631.94 |
| 748 | 1589+67.78 | 27.98' LT | 1030.43 | 469427.24 | 650636.96 |
| 749 | 1589+71.45 | 40.93' LT | 1030.96 | 469432.43 | 650624.54 |
| 750 | 1589+71.40 | 32.98' LT | 1030.65 | 469431.43 | 650632.43 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 751 | 1589+71.37 | 27.98' LT | 1030.67 | 469430.80 | 650637.39 |
| 752 | 1589+78.62 | 40.94' LT | 1031.00 | 469439.55 | 650625.39 |
| 753 | 1589+78.57 | 32.98' LT | 1030.96 | 469438.55 | 650633.28 |
| 754 | 1589+78.54 | 27.98' LT | 1030.93 | 469437.92 | 650638.24 |
| 755 | 1589+78.52 | 25.16' LT | 1030.91 | 469437.57 | 650641.04 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 766 | 1589+64.41 | 40.24' RT | 829.16 | 469415.76 | 650704.29 |
| 767 | 1589+67.22 | 29.30' RT | 1030.55 | 469419.85 | 650693.77 |
| 768 | 1589+70.55 | 25.57' RT | 1030.59 | 469423.60 | 650690.46 |
| 769 | 1589+88.77 | 21.82' RT | 1030.55 | 469442.14 | 650688.91 |
| 770 | 1589+72.06 | 26.95' RT | 1030.51 | 469424.94 | 650692.01 |
| 771 | 1589+68.69 | 30.68' RT | 1030.47 | 469421.15 | 650695.32 |
| 772 | 1589+73.91 | 28.64' RT | 1030.54 | 469426.57 | 650693.91 |
| 773 | 1589+70.54 | 32.34' RT | 1030.50 | 469422.79 | 650697.18 |
| 774 | 1589+80.33 | 24.35' RT | 1031.02 | 469433.46 | 650690.41 |
| 775 | 1589+67.09 | 35.96' RT | 1030.92 | 469418.93 | 650700.36 |
| 776 | 1589+88.75 | 24.32' RT | 1031.15 | 469441.82 | 650691.39 |
| 777 | 1589+88.76 | 32.04' RT | 1031.15 | 469440.91 | 650699.05 |
| 778 | 1589+78.36 | 32.71' RT | 1030.63 | 469430.51 | 650698.48 |
| 779 | 1589+75.70 | 37.05' RT | 1030.61 | 469427.35 | 650702.47 |
| 780 | 1589+76.58 | 44.60' RT | 1031.06 | 469427.32 | 650710.08 |
| 781 | 1589+77.21 | 50.07' RT | 1031.14 | 469427.29 | 650715.58 |
| 782 | 1589+72.24 | 50.64' RT | 1031.04 | 469422.30 | 650715.55 |
| 783 | 1589+71.61 | 45.18' RT | 1030.98 | 469422.32 | 650710.05 |
| 784 | 1589+70.95 | 39.48' RT | 1030.71 | 469422.34 | 650704.32 |
| 785 | 1589+81.65 | 44.96' RT | 1031.37 | 469432.31 | 650711.04 |
| 786 | 1589+81.78 | 50.24' RT | 1031.51 | 469431.82 | 650716.29 |
| 787 | 1589+77.58 | 54.55' RT | 1031.32 | 469427.13 | 650720.07 |
| 789 | 1589+73.07 | 55.07' RT | 1031.13 | 469422.58 | 650720.06 |

LEGEND:
- XXXXX SAWCUT
- FULL DEPTH ASPHALT REPLACEMENT
- MILL AND OVERLAY
- GUTTER SLOPE TRANSITION
- DETECTABLE WARNING FIELD

NOTES:
-ALL SIDEWALK IS 5-INCH CONCRETE.
-ALL CURB AND GUTTER IS 30-INCH TYPE D.

STH 80

EXISTING R/W

8' SWLK

TLE

CITY OF PITTSVILLE (SAN)

UNDER PERMIT TO C-PITTSVILLE (MAINTAINED BY ALLIANT ENERGY) (LIGHTING)

1590+00

1589+50

CR-19
PARALLEL RAMP
MODIFIED

6.5' SWLK

LANDING

CAUTION

WE ENERGIES (GAS)

CITY OF PITTSVILLE (WATER)

MAIN ST

7.5' SWLK

PROPOSED R/W

5' SWLK

TLE

CR-20
TYPE 1A RAMP
MODIFIED

EXISTING R/W

4.5' SWLK

4.5' TERRACE

SLOPE INTERCEPT

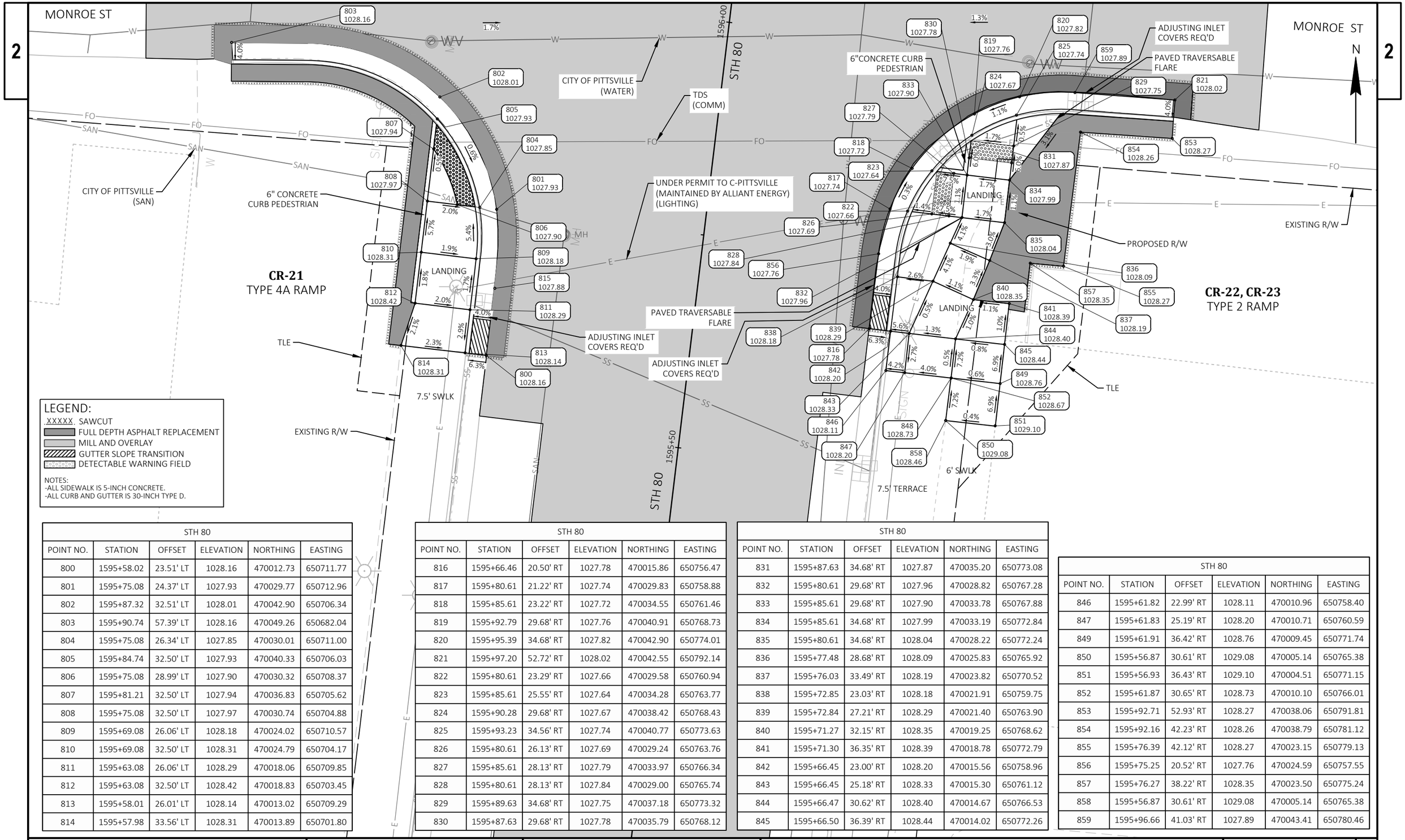
MAIN ST

N

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 25 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 09
PLOT DATE : 10/22/2025 11:12 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42




| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 800 | 1595+58.02 | 23.51' LT | 1028.16 | 470012.73 | 650711.77 |
| 801 | 1595+75.08 | 24.37' LT | 1027.93 | 470029.77 | 650712.96 |
| 802 | 1595+87.32 | 32.51' LT | 1028.01 | 470042.90 | 650706.34 |
| 803 | 1595+90.74 | 57.39' LT | 1028.16 | 470049.26 | 650682.04 |
| 804 | 1595+75.08 | 26.34' LT | 1027.85 | 470030.01 | 650711.00 |
| 805 | 1595+84.74 | 32.50' LT | 1027.93 | 470040.33 | 650706.03 |
| 806 | 1595+75.08 | 28.99' LT | 1027.90 | 470030.32 | 650708.37 |
| 807 | 1595+81.21 | 32.50' LT | 1027.94 | 470036.83 | 650705.62 |
| 808 | 1595+75.08 | 32.50' LT | 1027.97 | 470030.74 | 650704.88 |
| 809 | 1595+69.08 | 26.06' LT | 1028.18 | 470024.02 | 650710.57 |
| 810 | 1595+69.08 | 32.50' LT | 1028.31 | 470024.79 | 650704.17 |
| 811 | 1595+63.08 | 26.06' LT | 1028.29 | 470018.06 | 650709.85 |
| 812 | 1595+63.08 | 32.50' LT | 1028.42 | 470018.83 | 650703.45 |
| 813 | 1595+58.01 | 26.01' LT | 1028.14 | 470013.02 | 650709.29 |
| 814 | 1595+57.98 | 33.56' LT | 1028.31 | 470013.89 | 650701.80 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 816 | 1595+66.46 | 20.50' RT | 1027.78 | 470015.86 | 650756.47 |
| 817 | 1595+80.61 | 21.22' RT | 1027.74 | 470029.83 | 650758.88 |
| 818 | 1595+85.61 | 23.22' RT | 1027.72 | 470034.55 | 650761.46 |
| 819 | 1595+92.79 | 29.68' RT | 1027.76 | 470040.91 | 650768.73 |
| 820 | 1595+95.39 | 34.68' RT | 1027.82 | 470042.90 | 650774.01 |
| 821 | 1595+97.20 | 52.72' RT | 1028.02 | 470042.55 | 650792.14 |
| 822 | 1595+80.61 | 23.29' RT | 1027.66 | 470029.58 | 650760.94 |
| 823 | 1595+85.61 | 25.55' RT | 1027.64 | 470034.28 | 650763.77 |
| 824 | 1595+90.28 | 29.68' RT | 1027.67 | 470038.42 | 650768.43 |
| 825 | 1595+93.23 | 34.56' RT | 1027.74 | 470040.77 | 650773.63 |
| 826 | 1595+80.61 | 26.13' RT | 1027.69 | 470029.24 | 650763.76 |
| 827 | 1595+85.61 | 28.13' RT | 1027.79 | 470033.97 | 650766.34 |
| 828 | 1595+80.61 | 28.13' RT | 1027.84 | 470029.00 | 650765.74 |
| 829 | 1595+89.63 | 34.68' RT | 1027.75 | 470037.18 | 650773.32 |
| 830 | 1595+87.63 | 29.68' RT | 1027.78 | 470035.79 | 650768.12 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 831 | 1595+87.63 | 34.68' RT | 1027.87 | 470035.20 | 650773.08 |
| 832 | 1595+80.61 | 29.68' RT | 1027.96 | 470028.82 | 650767.28 |
| 833 | 1595+85.61 | 29.68' RT | 1027.90 | 470033.78 | 650767.88 |
| 834 | 1595+85.61 | 34.68' RT | 1027.99 | 470033.19 | 650772.84 |
| 835 | 1595+80.61 | 34.68' RT | 1028.04 | 470028.22 | 650772.24 |
| 836 | 1595+77.48 | 28.68' RT | 1028.09 | 470025.83 | 650765.92 |
| 837 | 1595+76.03 | 33.49' RT | 1028.19 | 470023.82 | 650770.52 |
| 838 | 1595+72.85 | 23.03' RT | 1028.18 | 470021.91 | 650759.75 |
| 839 | 1595+72.84 | 27.21' RT | 1028.29 | 470021.40 | 650763.90 |
| 840 | 1595+71.27 | 32.15' RT | 1028.35 | 470019.25 | 650768.62 |
| 841 | 1595+71.30 | 36.35' RT | 1028.39 | 470018.78 | 650772.79 |
| 842 | 1595+66.45 | 23.00' RT | 1028.20 | 470015.56 | 650758.96 |
| 843 | 1595+66.45 | 25.18' RT | 1028.33 | 470015.30 | 650761.12 |
| 844 | 1595+66.47 | 30.62' RT | 1028.40 | 470014.67 | 650766.53 |
| 845 | 1595+66.50 | 36.39' RT | 1028.44 | 470014.02 | 650772.26 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 846 | 1595+61.82 | 22.99' RT | 1028.11 | 470010.96 | 650758.40 |
| 847 | 1595+61.83 | 25.19' RT | 1028.20 | 470010.71 | 650760.59 |
| 849 | 1595+61.91 | 36.42' RT | 1028.76 | 470009.45 | 650771.74 |
| 850 | 1595+56.87 | 30.61' RT | 1029.08 | 470005.14 | 650765.38 |
| 851 | 1595+56.93 | 36.43' RT | 1029.10 | 470004.51 | 650771.15 |
| 852 | 1595+61.87 | 30.65' RT | 1028.73 | 470010.10 | 650766.01 |
| 853 | 1595+92.71 | 52.93' RT | 1028.27 | 470038.06 | 650791.81 |
| 854 | 1595+92.16 | 42.23' RT | 1028.26 | 470038.79 | 650781.12 |
| 855 | 1595+76.39 | 42.12' RT | 1028.27 | 470023.15 | 650779.13 |
| 856 | 1595+75.25 | 20.52' RT | 1027.76 | 470024.59 | 650757.55 |
| 857 | 1595+76.27 | 38.22' RT | 1028.35 | 470023.50 | 650775.24 |
| 858 | 1595+56.87 | 30.61' RT | 1029.08 | 470005.14 | 650765.38 |
| 859 | 1595+96.66 | 41.03' RT | 1027.89 | 470043.41 | 650780.46 |

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 26 | E |
|---|---|---|---|---|---|

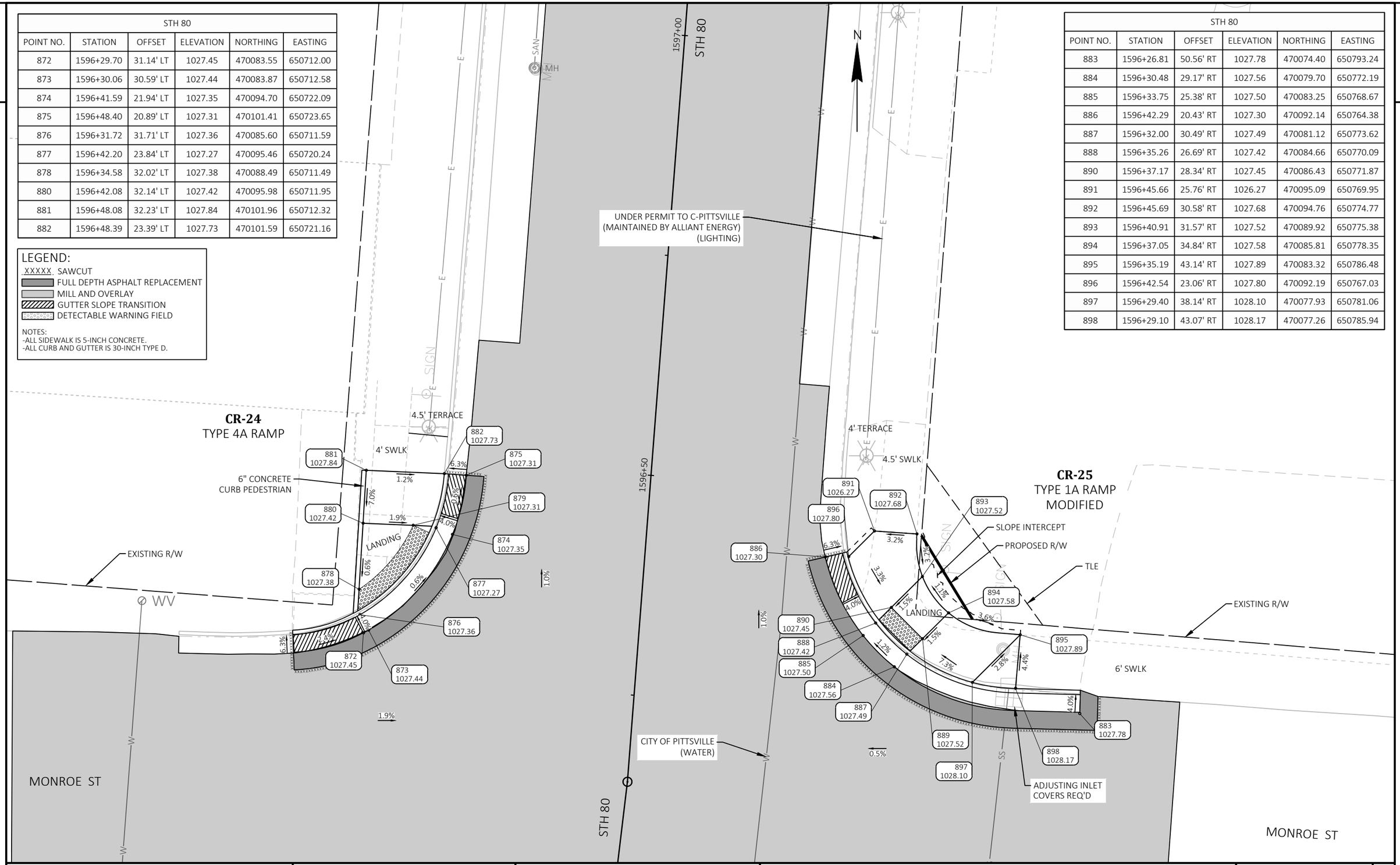
FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 10
PLOT DATE : 10/22/2025 11:12 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 872 | 1596+29.70 | 31.14' LT | 1027.45 | 470083.55 | 650712.00 |
| 873 | 1596+30.06 | 30.59' LT | 1027.44 | 470083.87 | 650712.58 |
| 874 | 1596+41.59 | 21.94' LT | 1027.35 | 470094.70 | 650722.09 |
| 875 | 1596+48.40 | 20.89' LT | 1027.31 | 470101.41 | 650723.65 |
| 876 | 1596+31.72 | 31.71' LT | 1027.36 | 470085.60 | 650711.59 |
| 877 | 1596+42.20 | 23.84' LT | 1027.27 | 470095.46 | 650720.24 |
| 878 | 1596+34.58 | 32.02' LT | 1027.38 | 470088.49 | 650711.49 |
| 880 | 1596+42.08 | 32.14' LT | 1027.42 | 470095.98 | 650711.95 |
| 881 | 1596+48.08 | 32.23' LT | 1027.84 | 470101.96 | 650712.32 |
| 882 | 1596+48.39 | 23.39' LT | 1027.73 | 470101.59 | 650721.16 |

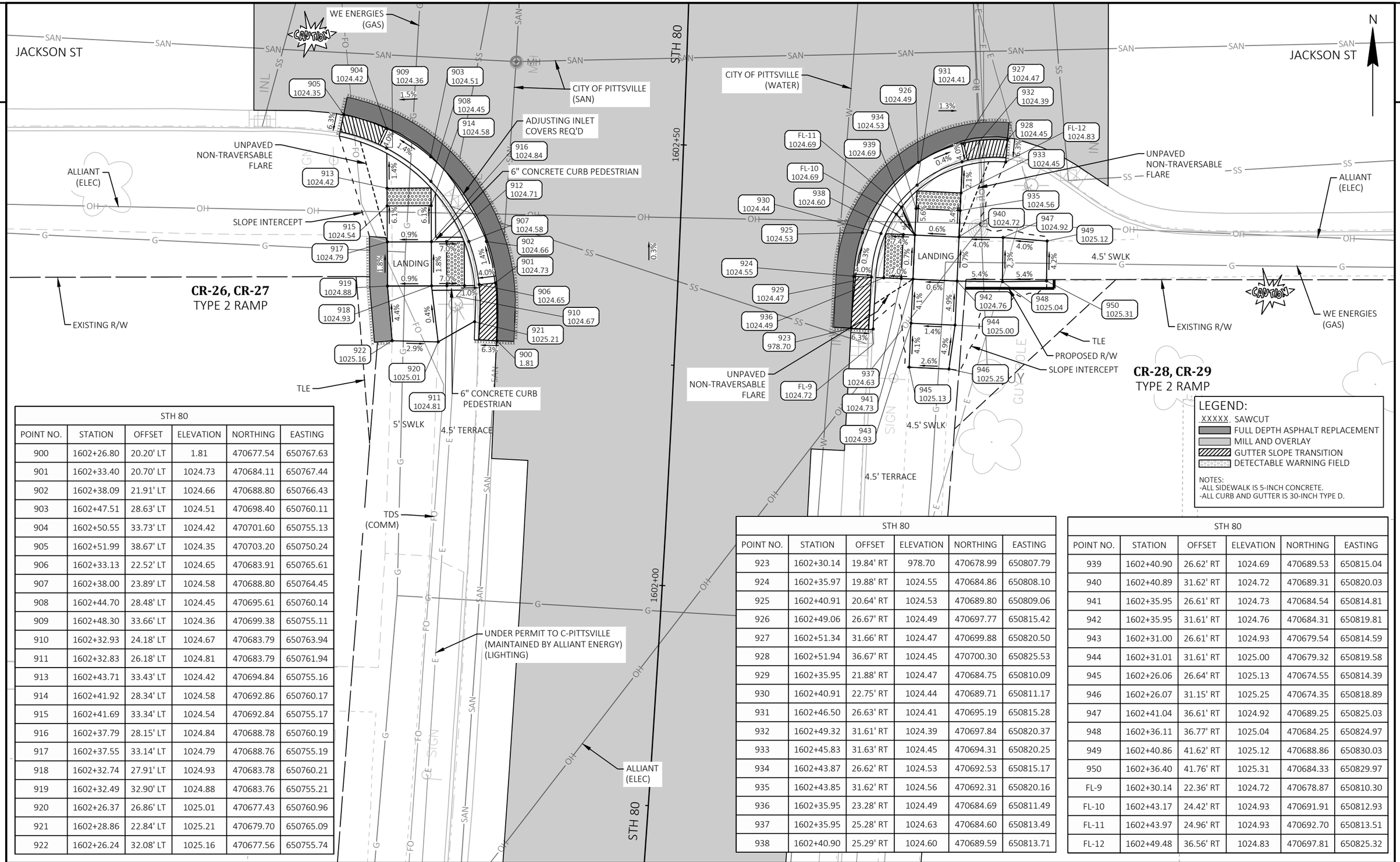
LEGEND:
- XXXXX SAWCUT
- FULL DEPTH ASPHALT REPLACEMENT
- MILL AND OVERLAY
- GUTTER SLOPE TRANSITION
- DETECTABLE WARNING FIELD

NOTES:
-ALL SIDEWALK IS 5-INCH CONCRETE.
-ALL CURB AND GUTTER IS 30-INCH TYPE D.

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 883 | 1596+26.81 | 50.56' RT | 1027.78 | 470074.40 | 650793.24 |
| 884 | 1596+30.48 | 29.17' RT | 1027.56 | 470079.70 | 650772.19 |
| 885 | 1596+33.75 | 25.38' RT | 1027.50 | 470083.25 | 650768.67 |
| 886 | 1596+42.29 | 20.43' RT | 1027.30 | 470092.14 | 650764.38 |
| 887 | 1596+32.00 | 30.49' RT | 1027.49 | 470081.12 | 650773.62 |
| 888 | 1596+35.26 | 26.69' RT | 1027.42 | 470084.66 | 650770.09 |
| 890 | 1596+37.17 | 28.34' RT | 1027.45 | 470086.43 | 650771.87 |
| 891 | 1596+45.66 | 25.76' RT | 1026.27 | 470095.09 | 650769.95 |
| 892 | 1596+45.69 | 30.58' RT | 1027.68 | 470094.76 | 650774.77 |
| 893 | 1596+40.91 | 31.57' RT | 1027.52 | 470089.92 | 650775.38 |
| 894 | 1596+37.05 | 34.84' RT | 1027.58 | 470085.81 | 650778.35 |
| 895 | 1596+35.19 | 43.14' RT | 1027.89 | 470083.32 | 650786.48 |
| 896 | 1596+42.54 | 23.06' RT | 1027.80 | 470092.19 | 650767.03 |
| 897 | 1596+29.40 | 38.14' RT | 1028.10 | 470077.93 | 650781.06 |
| 898 | 1596+29.10 | 43.07' RT | 1028.17 | 470077.26 | 650785.94 |




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 27 | E |
|---|---|---|---|---|---|


2
JACKSON ST
SAN
SAN
SAN

2

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 951 | 1602+83.87 | 36.93' LT | 1024.49 | 470734.54 | 650752.98 |
| 952 | 1602+84.71 | 32.05' LT | 1024.67 | 470735.24 | 650757.88 |
| 953 | 1602+86.89 | 27.07' LT | 1024.75 | 470737.28 | 650762.91 |
| 954 | 1602+95.00 | 19.22' LT | 1024.88 | 470745.13 | 650770.94 |
| 955 | 1603+00.05 | 17.18' LT | 1024.95 | 470750.11 | 650773.08 |
| 956 | 1603+05.73 | 16.45' LT | 1025.08 | 470755.74 | 650773.91 |
| 957 | 1602+86.84 | 32.07' LT | 1024.61 | 470737.35 | 650757.91 |
| 958 | 1602+89.25 | 27.12' LT | 1024.68 | 470739.62 | 650762.92 |
| 959 | 1602+94.97 | 21.57' LT | 1024.79 | 470745.15 | 650768.59 |
| 960 | 1603+00.03 | 19.27' LT | 1024.86 | 470750.13 | 650770.99 |
| 961 | 1602+89.80 | 32.11' LT | 1024.65 | 470740.27 | 650757.94 |
| 962 | 1602+91.82 | 32.14' LT | 1024.79 | 470742.27 | 650757.96 |
| 963 | 1602+91.89 | 27.14' LT | 1024.83 | 470742.22 | 650762.96 |
| 964 | 1602+94.94 | 24.18' LT | 1024.89 | 470745.17 | 650765.98 |
| 965 | 1602+99.98 | 24.23' LT | 1024.98 | 470750.17 | 650766.03 |
| 966 | 1602+94.84 | 32.18' LT | 1024.99 | 470745.25 | 650757.98 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 967 | 1602+94.90 | 27.18' LT | 1025.04 | 470745.20 | 650762.98 |
| 968 | 1602+99.95 | 27.23' LT | 1025.13 | 470750.20 | 650763.03 |
| 969 | 1602+99.90 | 32.23' LT | 1025.08 | 470750.25 | 650758.03 |
| 970 | 1602+94.78 | 37.18' LT | 1025.13 | 470745.29 | 650752.98 |
| 971 | 1602+99.85 | 37.23' LT | 1025.16 | 470750.29 | 650753.03 |
| 972 | 1602+94.74 | 42.15' LT | 1025.26 | 470745.36 | 650748.01 |
| 973 | 1602+99.69 | 42.23' LT | 1025.23 | 470750.23 | 650748.03 |
| 974 | 1603+04.97 | 32.28' LT | 1025.34 | 470755.25 | 650758.08 |
| 975 | 1603+05.01 | 27.28' LT | 1025.29 | 470755.20 | 650763.08 |
| 976 | 1603+10.03 | 32.31' LT | 1025.60 | 470760.25 | 650758.12 |
| 977 | 1603+10.06 | 26.87' LT | 1025.44 | 470760.20 | 650763.56 |
| FL-5 | 1602+86.62 | 35.07' LT | 1024.99 | 470737.20 | 650754.91 |
| FL-6 | 1602+91.81 | 24.78' LT | 1025.23 | 470742.10 | 650765.32 |
| FL-7 | 1602+92.54 | 24.08' LT | 1025.24 | 470742.79 | 650766.03 |
| FL-8 | 1603+03.06 | 19.19' LT | 1025.42 | 470753.13 | 650771.13 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 978 | 1602+86.42 | 36.66' RT | 938.81 | 470735.26 | 650826.61 |
| 979 | 1602+87.50 | 30.74' RT | 1024.80 | 470736.50 | 650820.72 |
| 980 | 1602+89.94 | 25.66' RT | 1024.83 | 470739.08 | 650815.70 |
| 981 | 1602+95.90 | 19.60' RT | 1024.87 | 470745.23 | 650809.77 |
| 982 | 1603+00.82 | 17.13' RT | 1024.90 | 470750.23 | 650807.40 |
| 983 | 1603+11.77 | 15.80' RT | 1025.12 | 470761.27 | 650806.25 |
| 984 | 1602+89.67 | 30.67' RT | 1024.72 | 470738.70 | 650820.70 |
| 985 | 1602+92.42 | 25.61' RT | 1024.76 | 470741.58 | 650815.70 |
| 986 | 1602+93.16 | 30.57' RT | 1024.75 | 470742.23 | 650820.68 |
| 987 | 1602+95.03 | 25.55' RT | 1024.93 | 470744.23 | 650815.70 |
| 988 | 1602+95.14 | 30.55' RT | 1024.90 | 470744.23 | 650820.70 |
| 989 | 1602+96.02 | 25.53' RT | 1025.00 | 470745.23 | 650815.70 |
| 990 | 1602+96.13 | 30.53' RT | 1024.98 | 470745.23 | 650820.70 |
| 991 | 1602+95.95 | 22.03' RT | 1024.78 | 470745.23 | 650812.20 |
| 992 | 1603+00.92 | 22.56' RT | 1024.86 | 470750.23 | 650812.83 |
| 993 | 1603+00.97 | 25.43' RT | 1025.07 | 470750.23 | 650815.70 |
| 994 | 1603+00.86 | 19.25' RT | 1024.81 | 470750.23 | 650809.52 |
| 995 | 1603+05.62 | 25.35' RT | 1025.35 | 470754.92 | 650815.70 |
| 996 | 1603+01.07 | 30.43' RT | 1025.04 | 470750.23 | 650820.70 |
| 997 | 1603+10.57 | 25.21' RT | 1025.65 | 470759.92 | 650815.64 |
| 998 | 1603+10.63 | 29.65' RT | 1025.75 | 470759.92 | 650820.08 |
| 999 | 1603+05.70 | 30.35' RT | 1025.38 | 470754.92 | 650820.70 |
| 1077 | 1602+94.33 | 35.57' RT | 1025.19 | 470743.31 | 650825.70 |
| 1078 | 1602+99.26 | 35.46' RT | 1025.26 | 470748.31 | 650825.70 |
| 1079 | 1602+98.74 | 40.48' RT | 1025.47 | 470747.67 | 650830.70 |
| 1080 | 1602+94.44 | 40.56' RT | 1025.38 | 470743.31 | 650830.70 |

LEGEND:
- XXXXX SAWCUT
- FULL DEPTH ASPHALT REPLACEMENT
- MILL AND OVERLAY
- GUTTER SLOPE TRANSITION
- DETECTABLE WARNING FIELD

NOTES:
-ALL SIDEWALK IS 5-INCH CONCRETE.
-ALL CURB AND GUTTER IS 30-INCH TYPE D.

N

STH 80

1603+50

1603+00

WE ENERGIES (GAS)

CITY OF PITTSVILLE (SAN)

CITY OF PITTSVILLE (WATER)

ALLIANT (ELEC)

UNDER PERMIT TO C-PITTSVILLE (MAINTAINED BY ALLIANT ENERGY) (LIGHTING)

PROPOSED R/W

EXISTING R/W

TLE

SLOPE INTERCEPT

UNPAVED NON-TRAVERSABLE FLARE

**CR-30, CR-31**
TYPE 2 RAMP

**CR-32, CR-33**
TYPE 2 RAMP

8' TERRACE

5' SWLK

8.5' SWLK

LANDING

5' TERRACE

4.3' SWLK

4.2' SWLK

6.5' TERRACE

TDS (COMM)

JACKSON ST

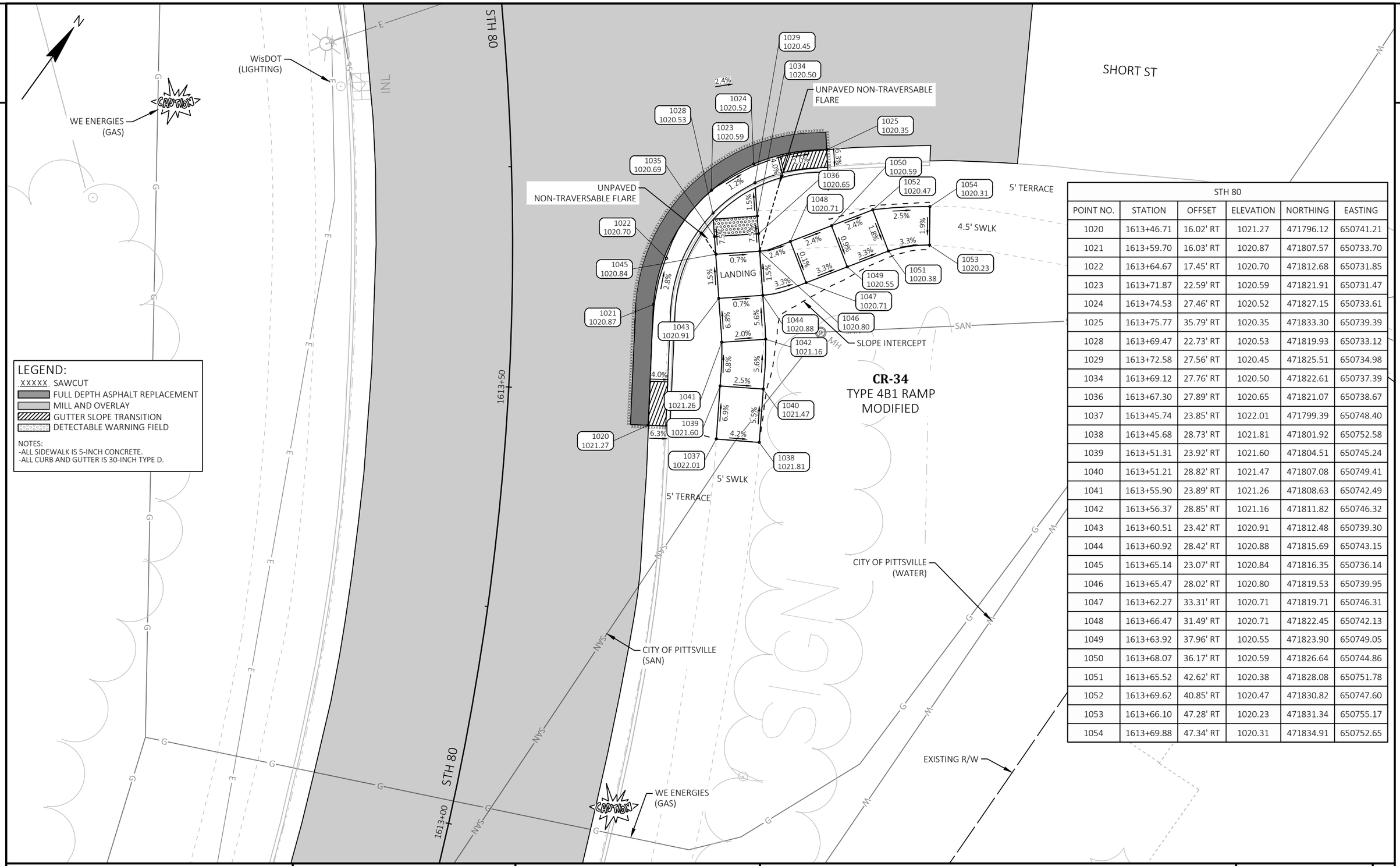
2

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 29 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 13

PLOT DATE : 10/22/2025 11:12 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT

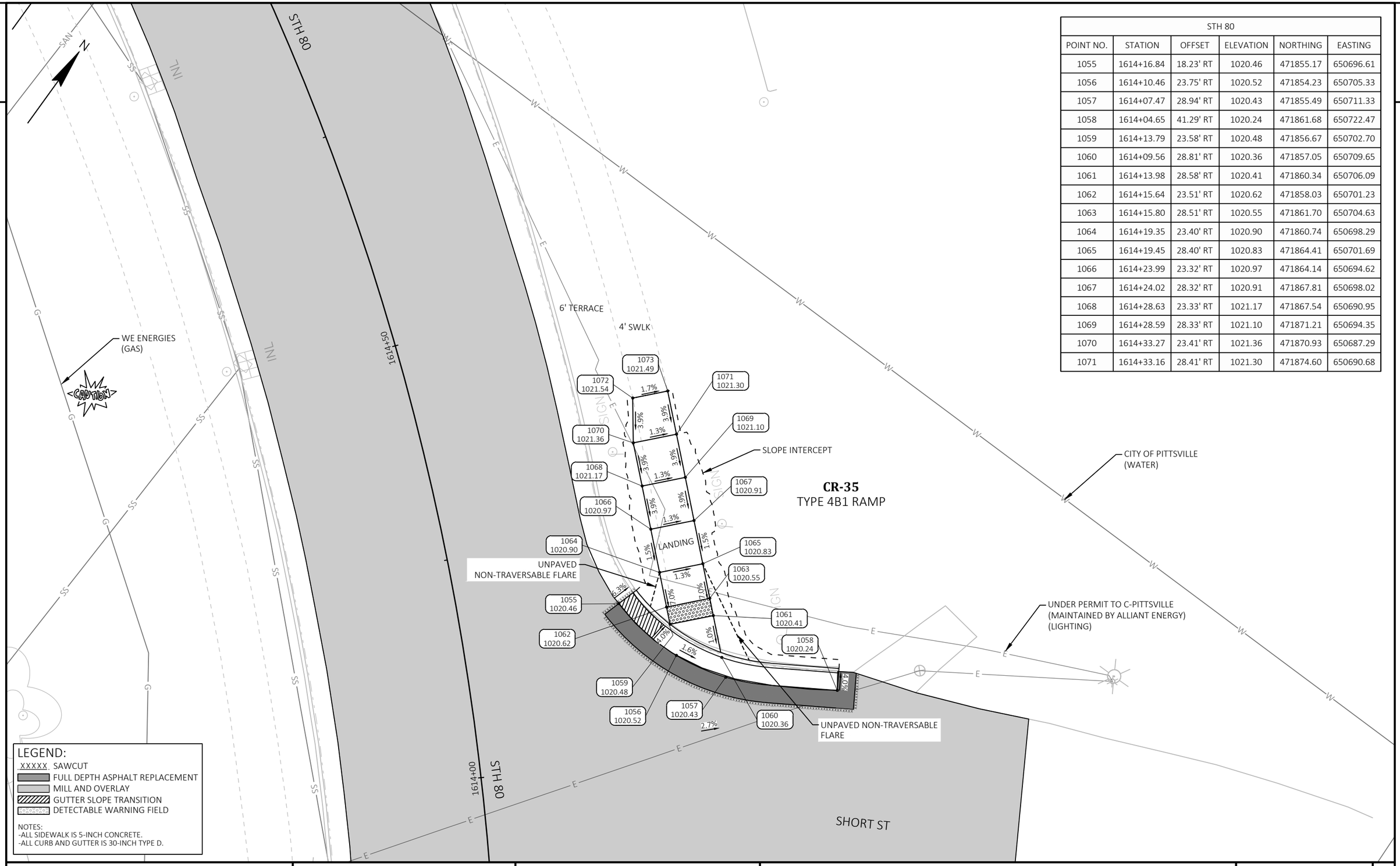
WISDOT/CADDS SHEET 42




| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1020 | 1613+46.71 | 16.02' RT | 1021.27 | 471796.12 | 650741.21 |
| 1021 | 1613+59.70 | 16.03' RT | 1020.87 | 471807.57 | 650733.70 |
| 1022 | 1613+64.67 | 17.45' RT | 1020.70 | 471812.68 | 650731.85 |
| 1023 | 1613+71.87 | 22.59' RT | 1020.59 | 471821.91 | 650731.47 |
| 1024 | 1613+74.53 | 27.46' RT | 1020.52 | 471827.15 | 650733.61 |
| 1025 | 1613+75.77 | 35.79' RT | 1020.35 | 471833.30 | 650739.39 |
| 1028 | 1613+69.47 | 22.73' RT | 1020.53 | 471819.93 | 650733.12 |
| 1029 | 1613+72.58 | 27.56' RT | 1020.45 | 471825.51 | 650734.98 |
| 1034 | 1613+69.12 | 27.76' RT | 1020.50 | 471822.61 | 650737.39 |
| 1036 | 1613+67.30 | 27.89' RT | 1020.65 | 471821.07 | 650738.67 |
| 1037 | 1613+45.74 | 23.85' RT | 1022.01 | 471799.39 | 650748.40 |
| 1038 | 1613+45.68 | 28.73' RT | 1021.81 | 471801.92 | 650752.58 |
| 1039 | 1613+51.31 | 23.92' RT | 1021.60 | 471804.51 | 650745.24 |
| 1040 | 1613+51.21 | 28.82' RT | 1021.47 | 471807.08 | 650749.41 |
| 1041 | 1613+55.90 | 23.89' RT | 1021.26 | 471808.63 | 650742.49 |
| 1042 | 1613+56.37 | 28.85' RT | 1021.16 | 471811.82 | 650746.32 |
| 1043 | 1613+60.51 | 23.42' RT | 1020.91 | 471812.48 | 650739.30 |
| 1044 | 1613+60.92 | 28.42' RT | 1020.88 | 471815.69 | 650743.15 |
| 1045 | 1613+65.14 | 23.07' RT | 1020.84 | 471816.35 | 650736.14 |
| 1046 | 1613+65.47 | 28.02' RT | 1020.80 | 471819.53 | 650739.95 |
| 1047 | 1613+62.27 | 33.31' RT | 1020.71 | 471819.71 | 650746.31 |
| 1048 | 1613+66.47 | 31.49' RT | 1020.71 | 471822.45 | 650742.13 |
| 1049 | 1613+63.92 | 37.96' RT | 1020.55 | 471823.90 | 650749.05 |
| 1050 | 1613+68.07 | 36.17' RT | 1020.59 | 471826.64 | 650744.86 |
| 1051 | 1613+65.52 | 42.62' RT | 1020.38 | 471828.08 | 650751.78 |
| 1052 | 1613+69.62 | 40.85' RT | 1020.47 | 471830.82 | 650747.60 |
| 1053 | 1613+66.10 | 47.28' RT | 1020.23 | 471831.34 | 650755.17 |
| 1054 | 1613+69.88 | 47.34' RT | 1020.31 | 471834.91 | 650752.65 |

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 30 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 14
PLOT DATE : 10/22/2025 11:12 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1055 | 1614+16.84 | 18.23' RT | 1020.46 | 471855.17 | 650696.61 |
| 1056 | 1614+10.46 | 23.75' RT | 1020.52 | 471854.23 | 650705.33 |
| 1057 | 1614+07.47 | 28.94' RT | 1020.43 | 471855.49 | 650711.33 |
| 1058 | 1614+04.65 | 41.29' RT | 1020.24 | 471861.68 | 650722.47 |
| 1059 | 1614+13.79 | 23.58' RT | 1020.48 | 471856.67 | 650702.70 |
| 1060 | 1614+09.56 | 28.81' RT | 1020.36 | 471857.05 | 650709.65 |
| 1061 | 1614+13.98 | 28.58' RT | 1020.41 | 471860.34 | 650706.09 |
| 1062 | 1614+15.64 | 23.51' RT | 1020.62 | 471858.03 | 650701.23 |
| 1063 | 1614+15.80 | 28.51' RT | 1020.55 | 471861.70 | 650704.63 |
| 1064 | 1614+19.35 | 23.40' RT | 1020.90 | 471860.74 | 650698.29 |
| 1065 | 1614+19.45 | 28.40' RT | 1020.83 | 471864.41 | 650701.69 |
| 1066 | 1614+23.99 | 23.32' RT | 1020.97 | 471864.14 | 650694.62 |
| 1067 | 1614+24.02 | 28.32' RT | 1020.91 | 471867.81 | 650698.02 |
| 1068 | 1614+28.63 | 23.33' RT | 1021.17 | 471867.54 | 650690.95 |
| 1069 | 1614+28.59 | 28.33' RT | 1021.10 | 471871.21 | 650694.35 |
| 1070 | 1614+33.27 | 23.41' RT | 1021.36 | 471870.93 | 650687.29 |
| 1071 | 1614+33.16 | 28.41' RT | 1021.30 | 471874.60 | 650690.68 |

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 31 | E |
|---|---|---|---|---|---|

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1100 | 1620+48.32 | 21.87' LT | 1028.24 | 471947.48 | 650070.98 |
| 1101 | 1620+53.95 | 22.41' LT | 1028.21 | 471950.02 | 650065.46 |
| 1102 | 1620+58.58 | 22.93' LT | 1028.19 | 471952.11 | 650060.92 |
| 1103 | 1620+95.60 | 38.17' LT | 1027.98 | 471962.79 | 650018.74 |
| 1104 | 1620+53.78 | 24.40' LT | 1028.13 | 471948.20 | 650064.63 |
| 1105 | 1620+58.37 | 24.92' LT | 1028.11 | 471950.29 | 650060.08 |
| 1106 | 1620+53.55 | 26.88' LT | 1028.27 | 471945.93 | 650063.58 |
| 1107 | 1620+58.11 | 27.40' LT | 1028.25 | 471948.02 | 650059.04 |
| 1108 | 1620+53.38 | 28.91' LT | 1028.42 | 471944.09 | 650062.73 |
| 1109 | 1620+57.79 | 30.57' LT | 1028.47 | 471945.12 | 650057.71 |
| 1110 | 1620+43.05 | 28.37' LT | 1028.67 | 471939.04 | 650072.88 |
| 1111 | 1620+47.64 | 28.18' LT | 1028.56 | 471941.61 | 650068.56 |
| 1112 | 1620+60.35 | 32.13' LT | 1028.51 | 471945.25 | 650054.49 |
| 1113 | 1620+63.71 | 35.11' LT | 1028.56 | 471944.69 | 650049.74 |
| 1114 | 1620+66.62 | 39.99' LT | 1028.83 | 471942.32 | 650044.36 |
| 1115 | 1620+42.84 | 32.44' LT | 1028.76 | 471935.34 | 650071.15 |
| 1116 | 1620+47.32 | 33.16' LT | 1028.64 | 471937.08 | 650066.45 |
| 1117 | 1620+52.39 | 33.80' LT | 1028.50 | 471939.30 | 650061.23 |
| 1118 | 1620+55.90 | 35.10' LT | 1028.56 | 471940.15 | 650057.19 |
| 1119 | 1620+57.93 | 36.34' LT | 1028.60 | 471940.25 | 650054.61 |
| 1120 | 1620+60.62 | 38.71' LT | 1028.65 | 471939.80 | 650050.79 |
| 1121 | 1620+63.43 | 42.42' LT | 1028.86 | 471938.33 | 650046.12 |
| 1122 | 1620+55.47 | 40.52' LT | 1028.86 | 471935.25 | 650054.85 |
| 1123 | 1620+57.91 | 42.65' LT | 1028.88 | 471934.84 | 650051.38 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1124 | 1620+47.54 | 23.89' RT | 1027.39 | 471987.08 | 650093.92 |
| 1125 | 1620+54.08 | 23.87' RT | 1027.37 | 471990.05 | 650088.68 |
| 1126 | 1620+59.56 | 23.85' RT | 1027.34 | 471992.62 | 650084.34 |
| 1127 | 1620+66.12 | 23.84' RT | 1027.31 | 471995.81 | 650079.21 |
| 1128 | 1620+54.08 | 25.87' RT | 1027.29 | 471991.78 | 650089.68 |
| 1129 | 1620+59.57 | 25.85' RT | 1027.26 | 471994.33 | 650085.37 |
| 1130 | 1620+54.07 | 28.37' RT | 1027.43 | 471993.93 | 650090.95 |
| 1131 | 1620+59.59 | 28.35' RT | 1027.40 | 471996.48 | 650086.65 |
| 1132 | 1620+54.06 | 30.37' RT | 1027.57 | 471995.65 | 650091.97 |
| 1133 | 1620+59.62 | 30.35' RT | 1027.54 | 471998.20 | 650087.67 |
| 1134 | 1620+54.02 | 35.37' RT | 1027.63 | 471999.95 | 650094.52 |
| 1135 | 1620+59.68 | 35.33' RT | 1027.60 | 472002.47 | 650090.21 |
| 1136 | 1620+65.18 | 30.63' RT | 1027.63 | 472001.07 | 650083.57 |
| 1137 | 1620+65.19 | 35.17' RT | 1027.66 | 472004.91 | 650086.00 |
| 1138 | 1620+48.43 | 30.67' RT | 1027.66 | 471993.41 | 650096.51 |
| 1139 | 1620+48.35 | 35.23' RT | 1027.78 | 471997.35 | 650098.80 |

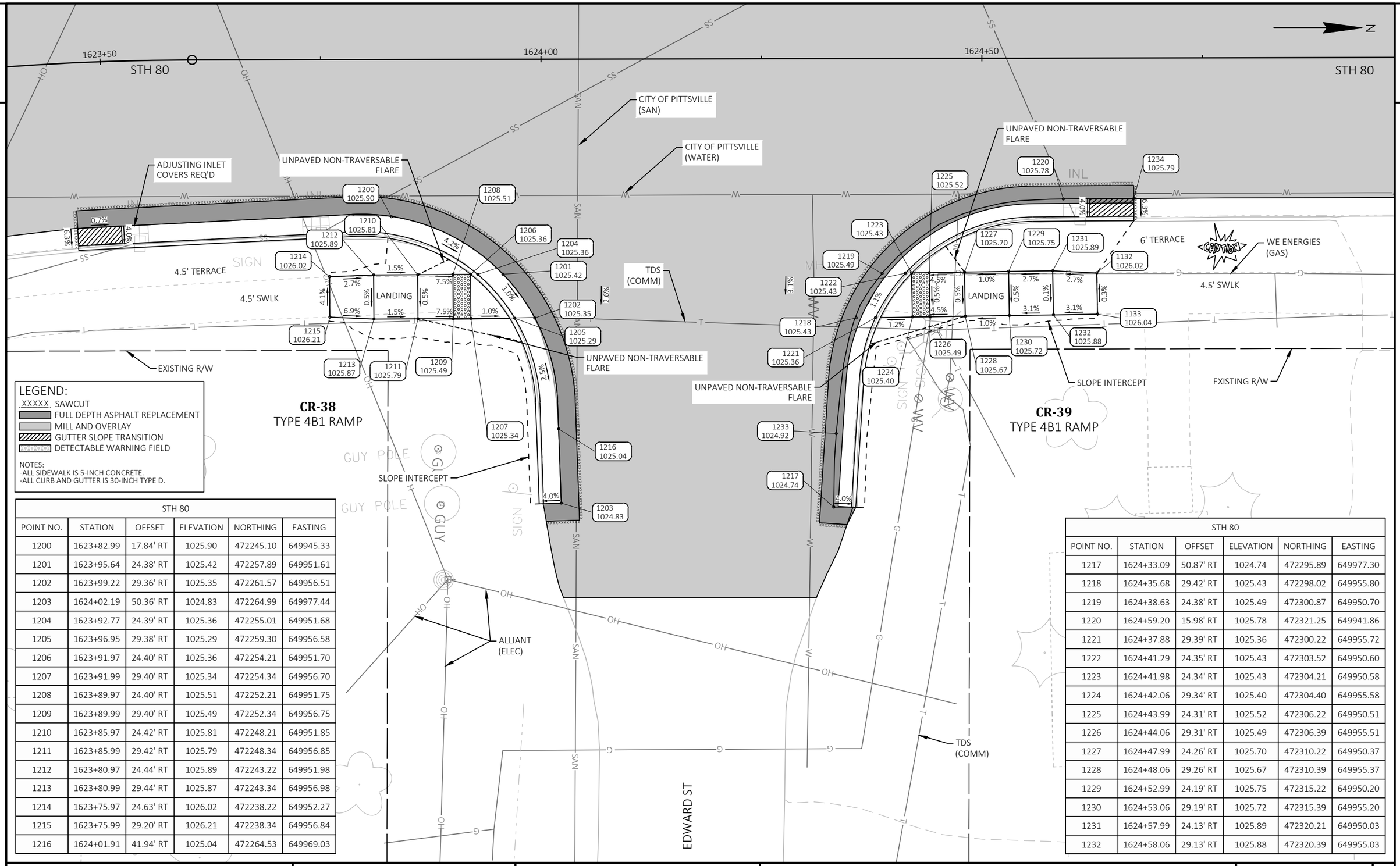
LEGEND:
- XXXXX SAWCUT
- FULL DEPTH ASPHALT REPLACEMENT
- MILL AND OVERLAY
- GUTTER SLOPE TRANSITION
- DETECTABLE WARNING FIELD

NOTES:
-ALL SIDEWALK IS 5-INCH CONCRETE.
-ALL CURB AND GUTTER IS 30-INCH TYPE D.

2ND ST
STH 80
1621+00
1620+50
UNDER PERMIT TO C-PITTSVILLE (MAINTAINED BY ALLIANT ENERGY) (LIGHTING)
CITY OF PITTSVILLE (WATER)
ALLIANT (ELEC)
CR-36 TYPE 7B RAMP
CR-37 TYPE 7B RAMP
UNPAVED NON-TRAVERSABLE FLARE
SLOPE INTERCEPT
4.5' SWLK
4' SWLK
4.5' TERRACE
LANDING
EXISTING R/W
6" CONCRETE CURB PEDESTRIAN
TLE
SIGN
OH
E
W
G

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 32 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 16
PLOT DATE : 10/22/2025 11:12 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



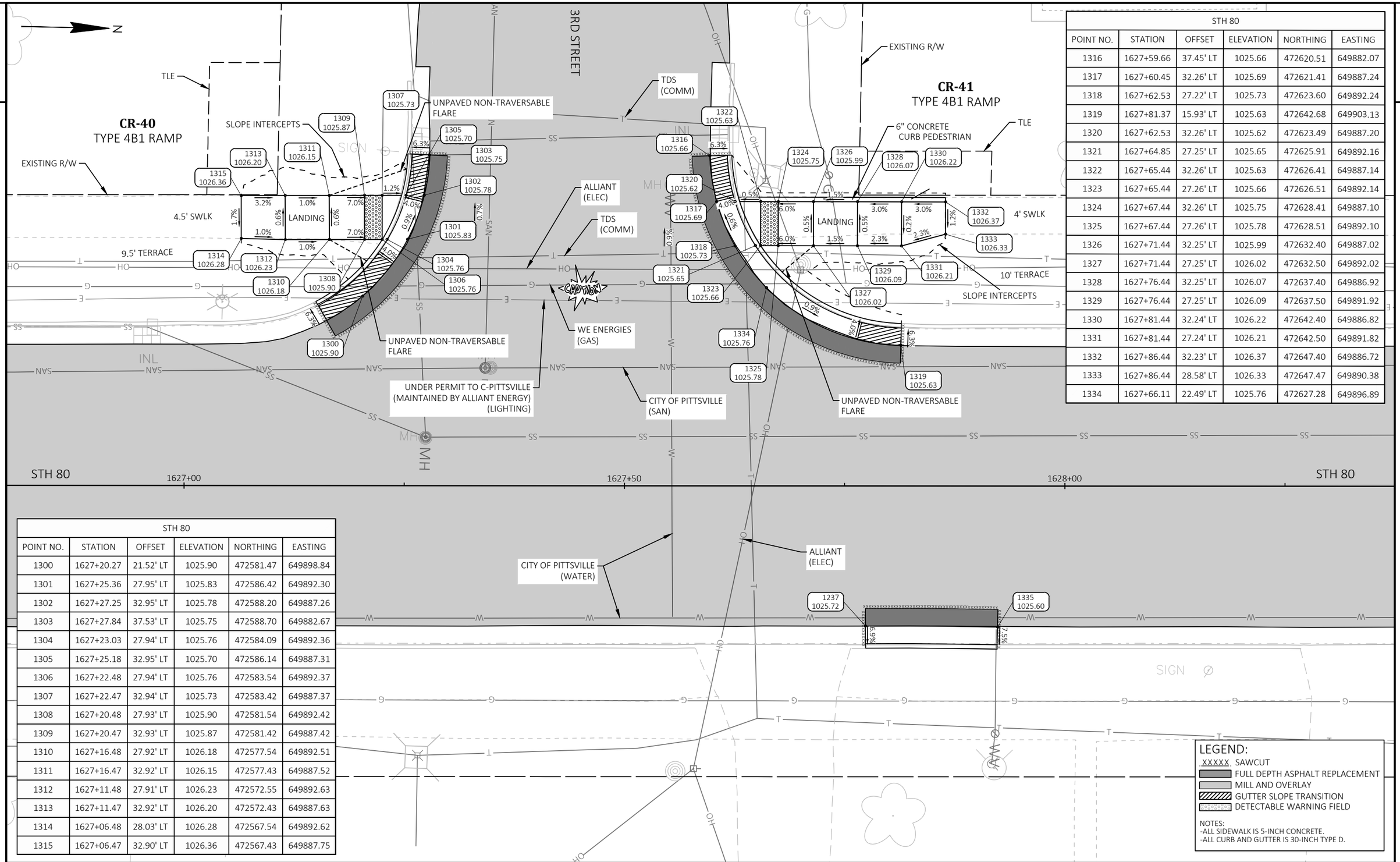

LEGEND:
- XXXXX SAWCUT
- FULL DEPTH ASPHALT REPLACEMENT
- MILL AND OVERLAY
- GUTTER SLOPE TRANSITION
- DETECTABLE WARNING FIELD

NOTES:
-ALL SIDEWALK IS 5-INCH CONCRETE.
-ALL CURB AND GUTTER IS 30-INCH TYPE D.

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1200 | 1623+82.99 | 17.84' RT | 1025.90 | 472245.10 | 649945.33 |
| 1201 | 1623+95.64 | 24.38' RT | 1025.42 | 472257.89 | 649951.61 |
| 1202 | 1623+99.22 | 29.36' RT | 1025.35 | 472261.57 | 649956.51 |
| 1203 | 1624+02.19 | 50.36' RT | 1024.83 | 472264.99 | 649977.44 |
| 1204 | 1623+92.77 | 24.39' RT | 1025.36 | 472255.01 | 649951.68 |
| 1205 | 1623+96.95 | 29.38' RT | 1025.29 | 472259.30 | 649956.58 |
| 1206 | 1623+91.97 | 24.40' RT | 1025.36 | 472254.21 | 649951.70 |
| 1207 | 1623+91.99 | 29.40' RT | 1025.34 | 472254.34 | 649956.70 |
| 1208 | 1623+89.97 | 24.40' RT | 1025.51 | 472252.21 | 649951.75 |
| 1209 | 1623+89.99 | 29.40' RT | 1025.49 | 472252.34 | 649956.75 |
| 1210 | 1623+85.97 | 24.42' RT | 1025.81 | 472248.21 | 649951.85 |
| 1211 | 1623+85.99 | 29.42' RT | 1025.79 | 472248.34 | 649956.85 |
| 1212 | 1623+80.97 | 24.44' RT | 1025.89 | 472243.22 | 649951.98 |
| 1213 | 1623+80.99 | 29.44' RT | 1025.87 | 472243.34 | 649956.98 |
| 1214 | 1623+75.97 | 24.63' RT | 1026.02 | 472238.22 | 649952.27 |
| 1215 | 1623+75.99 | 29.20' RT | 1026.21 | 472238.34 | 649956.84 |
| 1216 | 1624+01.91 | 41.94' RT | 1025.04 | 472264.53 | 649969.03 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1217 | 1624+33.09 | 50.87' RT | 1024.74 | 472295.89 | 649977.30 |
| 1218 | 1624+35.68 | 29.42' RT | 1025.43 | 472298.02 | 649955.80 |
| 1219 | 1624+38.63 | 24.38' RT | 1025.49 | 472300.87 | 649950.70 |
| 1220 | 1624+59.20 | 15.98' RT | 1025.78 | 472321.25 | 649941.86 |
| 1221 | 1624+37.88 | 29.39' RT | 1025.36 | 472300.22 | 649955.72 |
| 1222 | 1624+41.29 | 24.35' RT | 1025.43 | 472303.52 | 649950.60 |
| 1223 | 1624+41.98 | 24.34' RT | 1025.43 | 472304.21 | 649950.58 |
| 1224 | 1624+42.06 | 29.34' RT | 1025.40 | 472304.40 | 649955.58 |
| 1225 | 1624+43.99 | 24.31' RT | 1025.52 | 472306.22 | 649950.51 |
| 1226 | 1624+44.06 | 29.31' RT | 1025.49 | 472306.39 | 649955.51 |
| 1227 | 1624+47.99 | 24.26' RT | 1025.70 | 472310.22 | 649950.37 |
| 1228 | 1624+48.06 | 29.26' RT | 1025.67 | 472310.39 | 649955.37 |
| 1229 | 1624+52.99 | 24.19' RT | 1025.75 | 472315.22 | 649950.20 |
| 1230 | 1624+53.06 | 29.19' RT | 1025.72 | 472315.39 | 649955.20 |
| 1231 | 1624+57.99 | 24.13' RT | 1025.89 | 472320.21 | 649950.03 |
| 1232 | 1624+58.06 | 29.13' RT | 1025.88 | 472320.39 | 649955.03 |

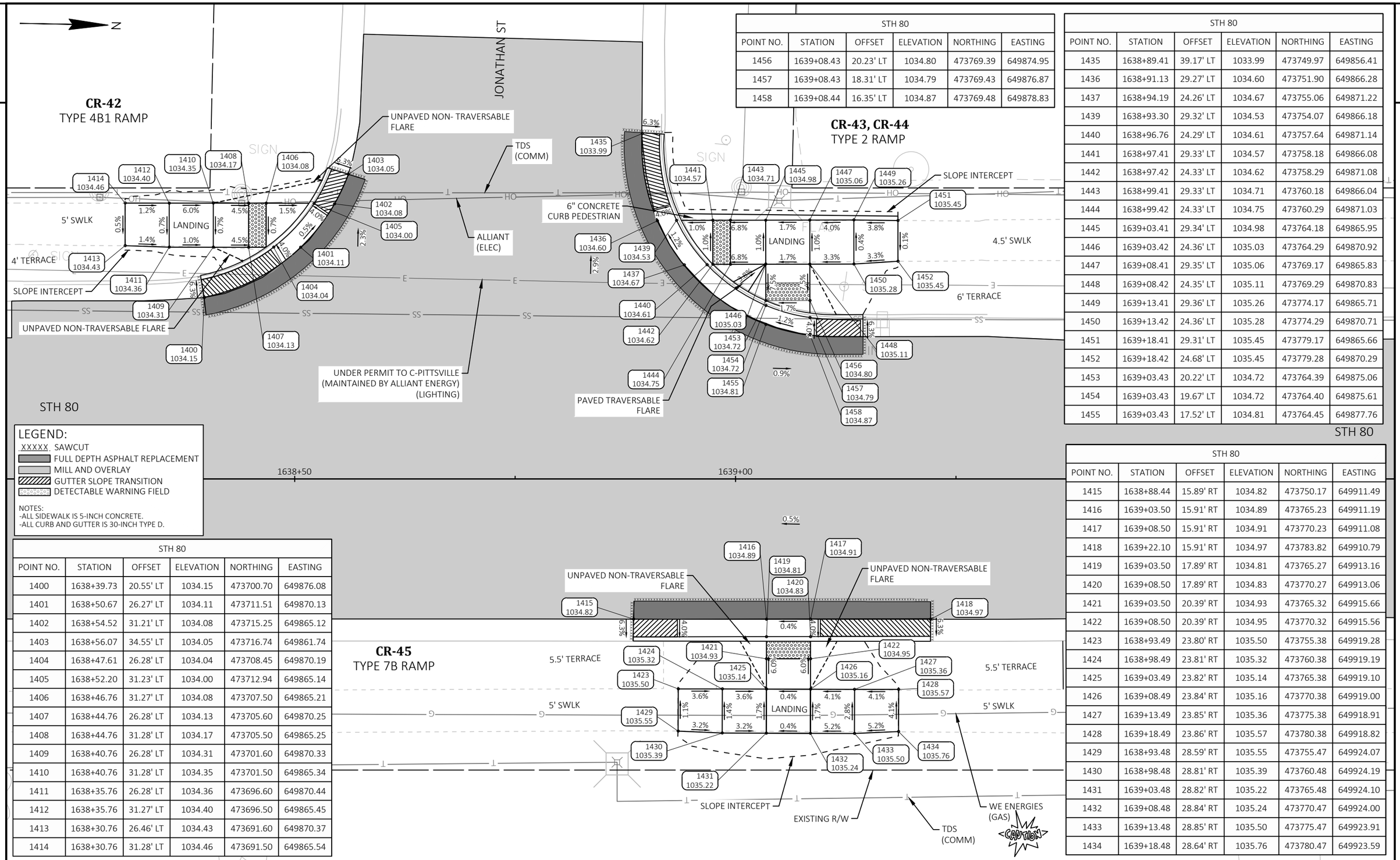
| | | | | |
|---|---|---|---|---|
| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 33 E |




| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1316 | 1627+59.66 | 37.45' LT | 1025.66 | 472620.51 | 649882.07 |
| 1317 | 1627+60.45 | 32.26' LT | 1025.69 | 472621.41 | 649887.24 |
| 1318 | 1627+62.53 | 27.22' LT | 1025.73 | 472623.60 | 649892.24 |
| 1319 | 1627+81.37 | 15.93' LT | 1025.63 | 472642.68 | 649903.13 |
| 1320 | 1627+62.53 | 32.26' LT | 1025.62 | 472623.49 | 649887.20 |
| 1321 | 1627+64.85 | 27.25' LT | 1025.65 | 472625.91 | 649892.16 |
| 1322 | 1627+65.44 | 32.26' LT | 1025.63 | 472626.41 | 649887.14 |
| 1323 | 1627+65.44 | 27.26' LT | 1025.66 | 472626.51 | 649892.14 |
| 1324 | 1627+67.44 | 32.26' LT | 1025.75 | 472628.41 | 649887.10 |
| 1325 | 1627+67.44 | 27.26' LT | 1025.78 | 472628.51 | 649892.10 |
| 1326 | 1627+71.44 | 32.25' LT | 1025.99 | 472632.40 | 649887.02 |
| 1327 | 1627+71.44 | 27.25' LT | 1026.02 | 472632.50 | 649892.02 |
| 1328 | 1627+76.44 | 32.25' LT | 1026.07 | 472637.40 | 649886.92 |
| 1329 | 1627+76.44 | 27.25' LT | 1026.09 | 472637.50 | 649891.92 |
| 1330 | 1627+81.44 | 32.24' LT | 1026.22 | 472642.40 | 649886.82 |
| 1331 | 1627+81.44 | 27.24' LT | 1026.21 | 472642.50 | 649891.82 |
| 1332 | 1627+86.44 | 32.23' LT | 1026.37 | 472647.40 | 649886.72 |
| 1333 | 1627+86.44 | 28.58' LT | 1026.33 | 472647.47 | 649890.38 |
| 1334 | 1627+66.11 | 22.49' LT | 1025.76 | 472627.28 | 649896.89 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1300 | 1627+20.27 | 21.52' LT | 1025.90 | 472581.47 | 649898.84 |
| 1301 | 1627+25.36 | 27.95' LT | 1025.83 | 472586.42 | 649892.30 |
| 1302 | 1627+27.25 | 32.95' LT | 1025.78 | 472588.20 | 649887.26 |
| 1303 | 1627+27.84 | 37.53' LT | 1025.75 | 472588.70 | 649882.67 |
| 1304 | 1627+23.03 | 27.94' LT | 1025.76 | 472584.09 | 649892.36 |
| 1305 | 1627+25.18 | 32.95' LT | 1025.70 | 472586.14 | 649887.31 |
| 1306 | 1627+22.48 | 27.94' LT | 1025.76 | 472583.54 | 649892.37 |
| 1307 | 1627+22.47 | 32.94' LT | 1025.73 | 472583.42 | 649887.37 |
| 1308 | 1627+20.48 | 27.93' LT | 1025.90 | 472581.54 | 649892.42 |
| 1309 | 1627+20.47 | 32.93' LT | 1025.87 | 472581.42 | 649887.42 |
| 1310 | 1627+16.48 | 27.92' LT | 1026.18 | 472577.54 | 649892.51 |
| 1311 | 1627+16.47 | 32.92' LT | 1026.15 | 472577.43 | 649887.52 |
| 1312 | 1627+11.48 | 27.91' LT | 1026.23 | 472572.55 | 649892.63 |
| 1313 | 1627+11.47 | 32.92' LT | 1026.20 | 472572.43 | 649887.63 |
| 1314 | 1627+06.48 | 28.03' LT | 1026.28 | 472567.54 | 649892.62 |
| 1315 | 1627+06.47 | 32.90' LT | 1026.36 | 472567.43 | 649887.75 |

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 34 | E |
|---|---|---|---|---|---|




LEGEND:

XXXXX SAWCUT
FULL DEPTH ASPHALT REPLACEMENT
MILL AND OVERLAY
GUTTER SLOPE TRANSITION
DETECTABLE WARNING FIELD

NOTES:
-ALL SIDEWALK IS 5-INCH CONCRETE.
-ALL CURB AND GUTTER IS 30-INCH TYPE D.

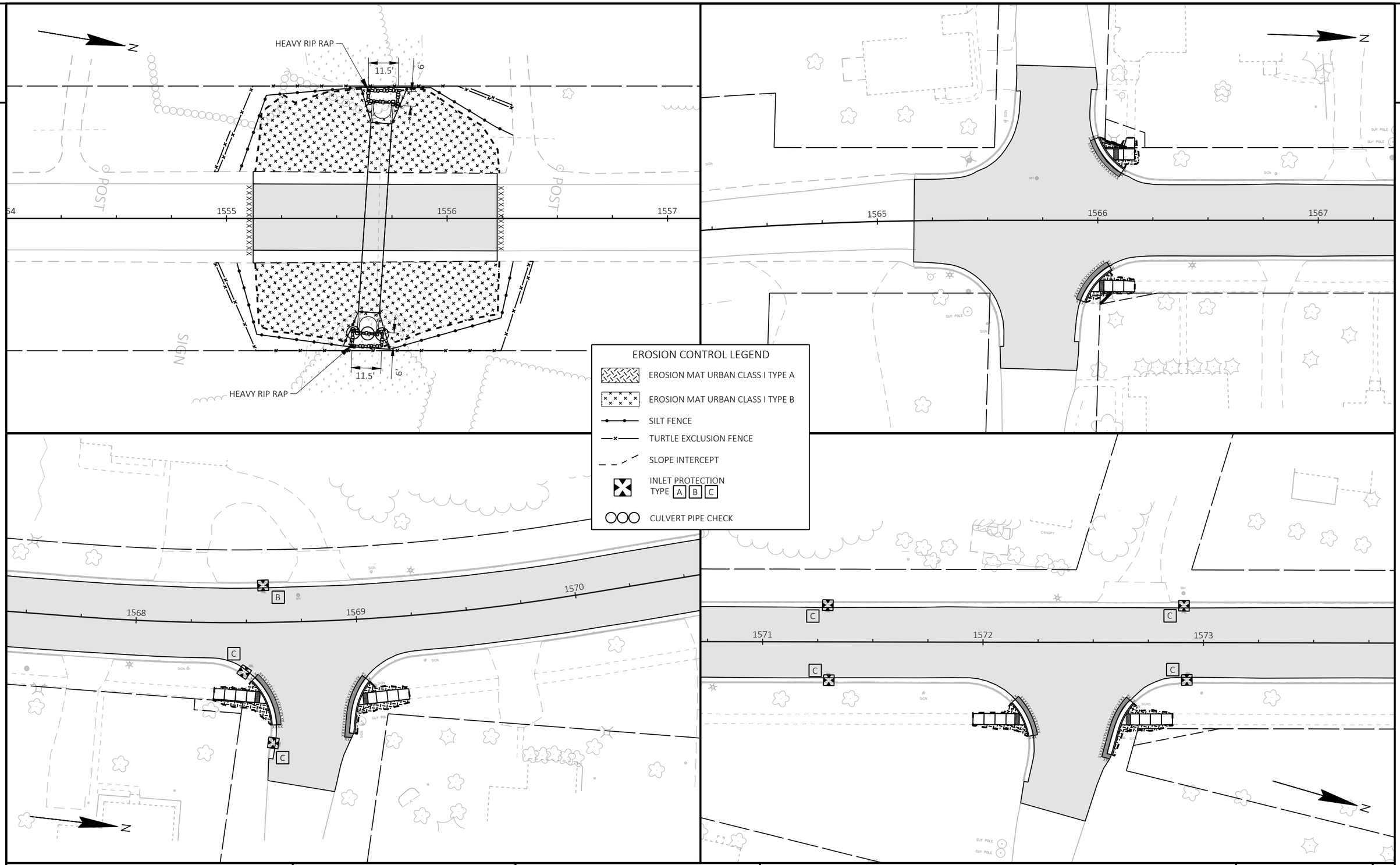
| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1400 | 1638+39.73 | 20.55' LT | 1034.15 | 473700.70 | 649876.08 |
| 1401 | 1638+50.67 | 26.27' LT | 1034.11 | 473711.51 | 649870.13 |
| 1402 | 1638+54.52 | 31.21' LT | 1034.08 | 473715.25 | 649865.12 |
| 1403 | 1638+56.07 | 34.55' LT | 1034.05 | 473716.74 | 649861.74 |
| 1404 | 1638+47.61 | 26.28' LT | 1034.04 | 473708.45 | 649870.19 |
| 1405 | 1638+52.20 | 31.23' LT | 1034.00 | 473712.94 | 649865.14 |
| 1406 | 1638+46.76 | 31.27' LT | 1034.08 | 473707.50 | 649865.21 |
| 1407 | 1638+44.76 | 26.28' LT | 1034.13 | 473705.60 | 649870.25 |
| 1408 | 1638+44.76 | 31.28' LT | 1034.17 | 473705.50 | 649865.25 |
| 1409 | 1638+40.76 | 26.28' LT | 1034.31 | 473701.60 | 649870.33 |
| 1410 | 1638+40.76 | 31.28' LT | 1034.35 | 473701.50 | 649865.34 |
| 1411 | 1638+35.76 | 26.28' LT | 1034.36 | 473696.60 | 649870.44 |
| 1412 | 1638+35.76 | 31.27' LT | 1034.40 | 473696.50 | 649865.45 |
| 1413 | 1638+30.76 | 26.46' LT | 1034.43 | 473691.60 | 649870.37 |
| 1414 | 1638+30.76 | 31.28' LT | 1034.46 | 473691.50 | 649865.54 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1435 | 1638+89.41 | 39.17' LT | 1033.99 | 473749.97 | 649856.41 |
| 1436 | 1638+91.13 | 29.27' LT | 1034.60 | 473751.90 | 649866.28 |
| 1437 | 1638+94.19 | 24.26' LT | 1034.67 | 473755.06 | 649871.22 |
| 1439 | 1638+93.30 | 29.32' LT | 1034.53 | 473754.07 | 649866.18 |
| 1440 | 1638+96.76 | 24.29' LT | 1034.61 | 473757.64 | 649871.14 |
| 1441 | 1638+97.41 | 29.33' LT | 1034.57 | 473758.18 | 649866.08 |
| 1442 | 1638+97.42 | 24.33' LT | 1034.62 | 473758.29 | 649871.08 |
| 1443 | 1638+99.41 | 29.33' LT | 1034.71 | 473760.18 | 649866.04 |
| 1444 | 1638+99.42 | 24.33' LT | 1034.75 | 473760.29 | 649871.03 |
| 1445 | 1639+03.41 | 29.34' LT | 1034.98 | 473764.18 | 649865.95 |
| 1446 | 1639+03.42 | 24.36' LT | 1035.03 | 473764.29 | 649870.92 |
| 1447 | 1639+08.41 | 29.35' LT | 1035.06 | 473769.17 | 649865.83 |
| 1448 | 1639+08.42 | 24.35' LT | 1035.11 | 473769.29 | 649870.83 |
| 1449 | 1639+13.41 | 29.36' LT | 1035.26 | 473774.17 | 649865.71 |
| 1450 | 1639+13.42 | 24.36' LT | 1035.28 | 473774.29 | 649870.71 |
| 1451 | 1639+18.41 | 29.31' LT | 1035.45 | 473779.17 | 649865.66 |
| 1452 | 1639+18.42 | 24.68' LT | 1035.45 | 473779.28 | 649870.29 |
| 1453 | 1639+03.43 | 20.22' LT | 1034.72 | 473764.39 | 649875.06 |
| 1454 | 1639+03.43 | 19.67' LT | 1034.72 | 473764.40 | 649875.61 |
| 1455 | 1639+03.43 | 17.52' LT | 1034.81 | 473764.45 | 649877.76 |

| STH 80 | | | | | |
|---|---|---|---|---|---|
| POINT NO. | STATION | OFFSET | ELEVATION | NORTHING | EASTING |
| 1415 | 1638+88.44 | 15.89' RT | 1034.82 | 473750.17 | 649911.49 |
| 1416 | 1639+03.50 | 15.91' RT | 1034.89 | 473765.23 | 649911.19 |
| 1417 | 1639+08.50 | 15.91' RT | 1034.91 | 473770.23 | 649911.08 |
| 1418 | 1639+22.10 | 15.91' RT | 1034.97 | 473783.82 | 649910.79 |
| 1419 | 1639+03.50 | 17.89' RT | 1034.81 | 473765.27 | 649913.16 |
| 1420 | 1639+08.50 | 17.89' RT | 1034.83 | 473770.27 | 649913.06 |
| 1421 | 1639+03.50 | 20.39' RT | 1034.93 | 473765.32 | 649915.66 |
| 1422 | 1639+08.50 | 20.39' RT | 1034.95 | 473770.32 | 649915.56 |
| 1423 | 1638+93.49 | 23.80' RT | 1035.50 | 473755.38 | 649919.28 |
| 1424 | 1638+98.49 | 23.81' RT | 1035.32 | 473760.38 | 649919.19 |
| 1425 | 1639+03.49 | 23.82' RT | 1035.14 | 473765.38 | 649919.10 |
| 1426 | 1639+08.49 | 23.84' RT | 1035.16 | 473770.38 | 649919.00 |
| 1427 | 1639+13.49 | 23.85' RT | 1035.36 | 473775.38 | 649918.91 |
| 1428 | 1639+18.49 | 23.86' RT | 1035.57 | 473780.38 | 649918.82 |
| 1429 | 1638+93.48 | 28.59' RT | 1035.55 | 473755.47 | 649924.07 |
| 1430 | 1638+98.48 | 28.81' RT | 1035.39 | 473760.48 | 649924.19 |
| 1431 | 1639+03.48 | 28.82' RT | 1035.22 | 473765.48 | 649924.10 |
| 1432 | 1639+08.48 | 28.84' RT | 1035.24 | 473770.47 | 649924.00 |
| 1433 | 1639+13.48 | 28.85' RT | 1035.50 | 473775.47 | 649923.91 |
| 1434 | 1639+18.48 | 28.64' RT | 1035.76 | 473780.47 | 649923.59 |

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP DETAILS | SHEET 35 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-021301_CR.DWG
LAYOUT NAME - 19
PLOT DATE : 10/22/2025 11:13 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



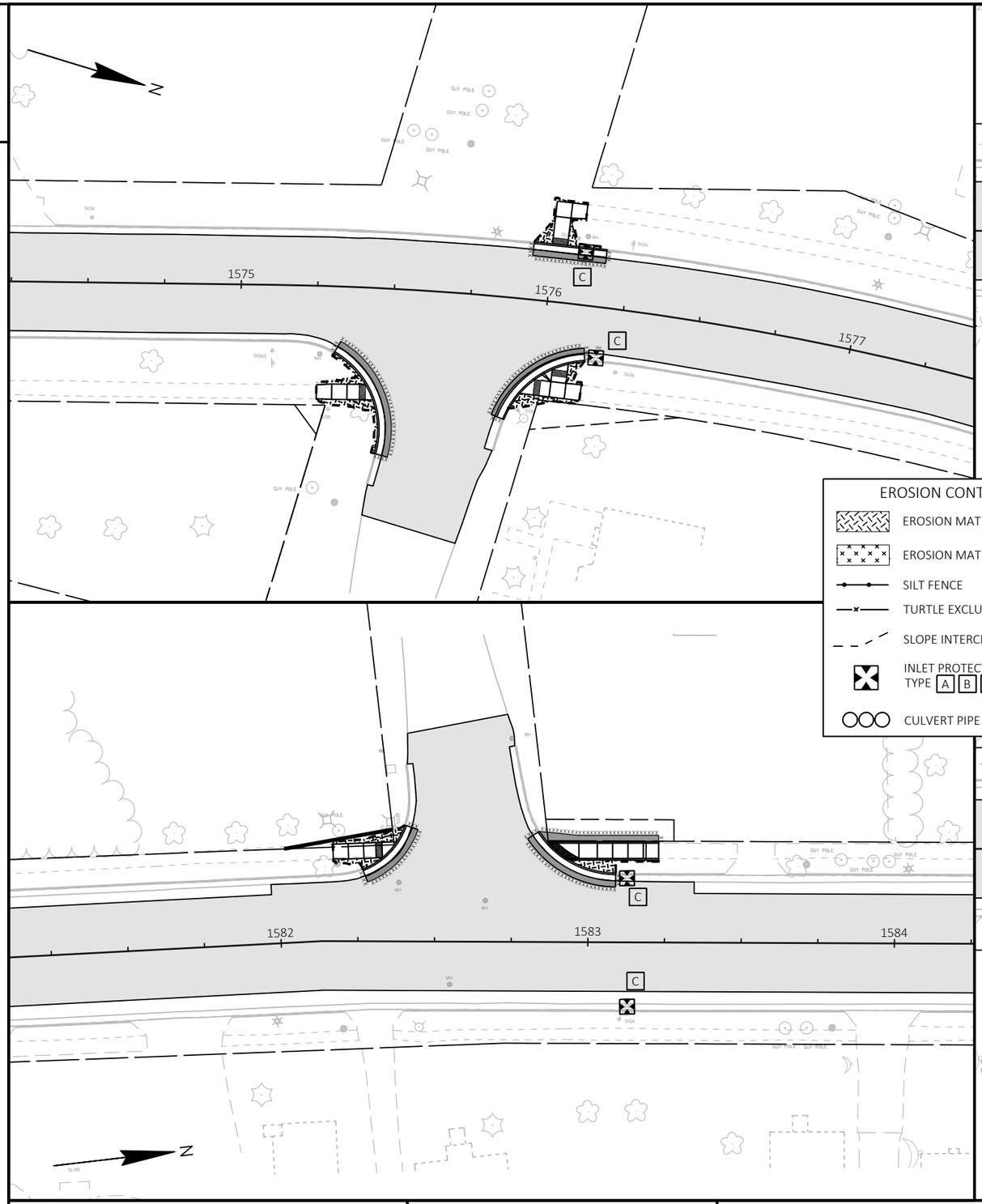

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | EROSION CONTROL PLAN | SHEET 36 | E |
|---|---|---|---|---|---|

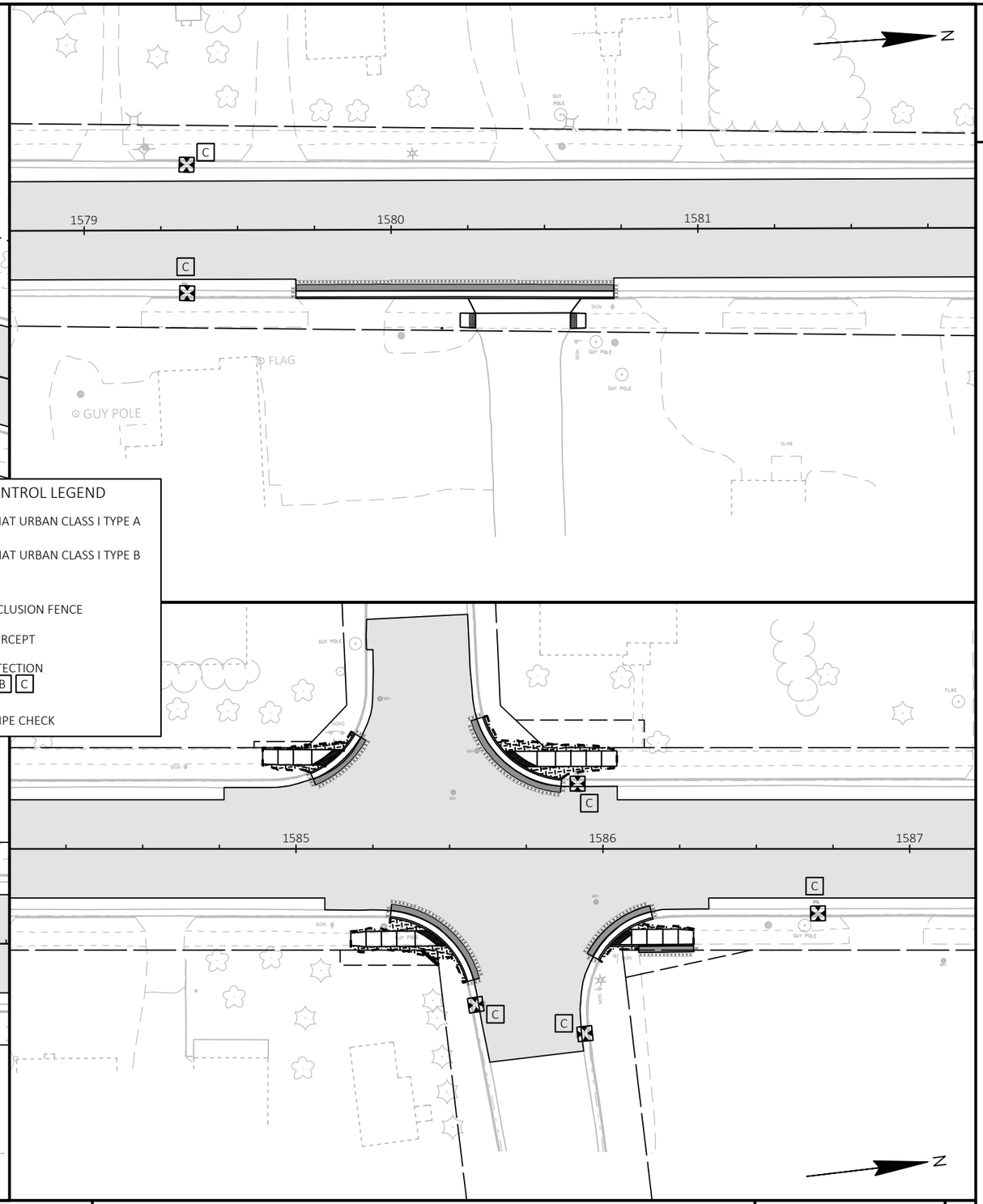
FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-022001-EC.DWG
LAYOUT NAME - 01

PLOT DATE : 10/23/2025 11:33 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2




EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- TURTLE EXCLUSION FENCE
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A B C
- CULVERT PIPE CHECK





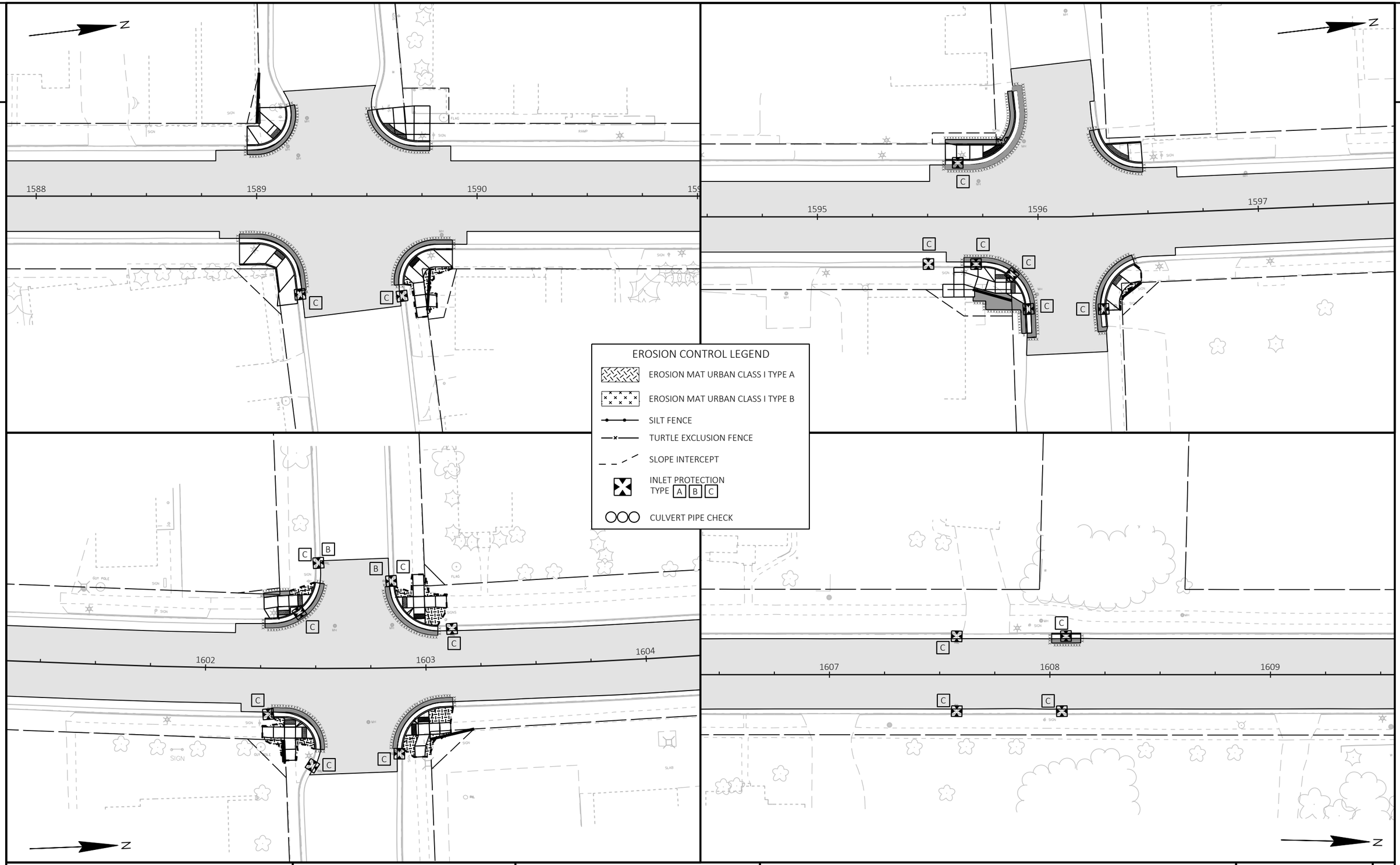


| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | EROSION CONTROL PLAN | SHEET 37 | E |
|---|---|---|---|---|---|


FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 10/23/2025 11:33 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44



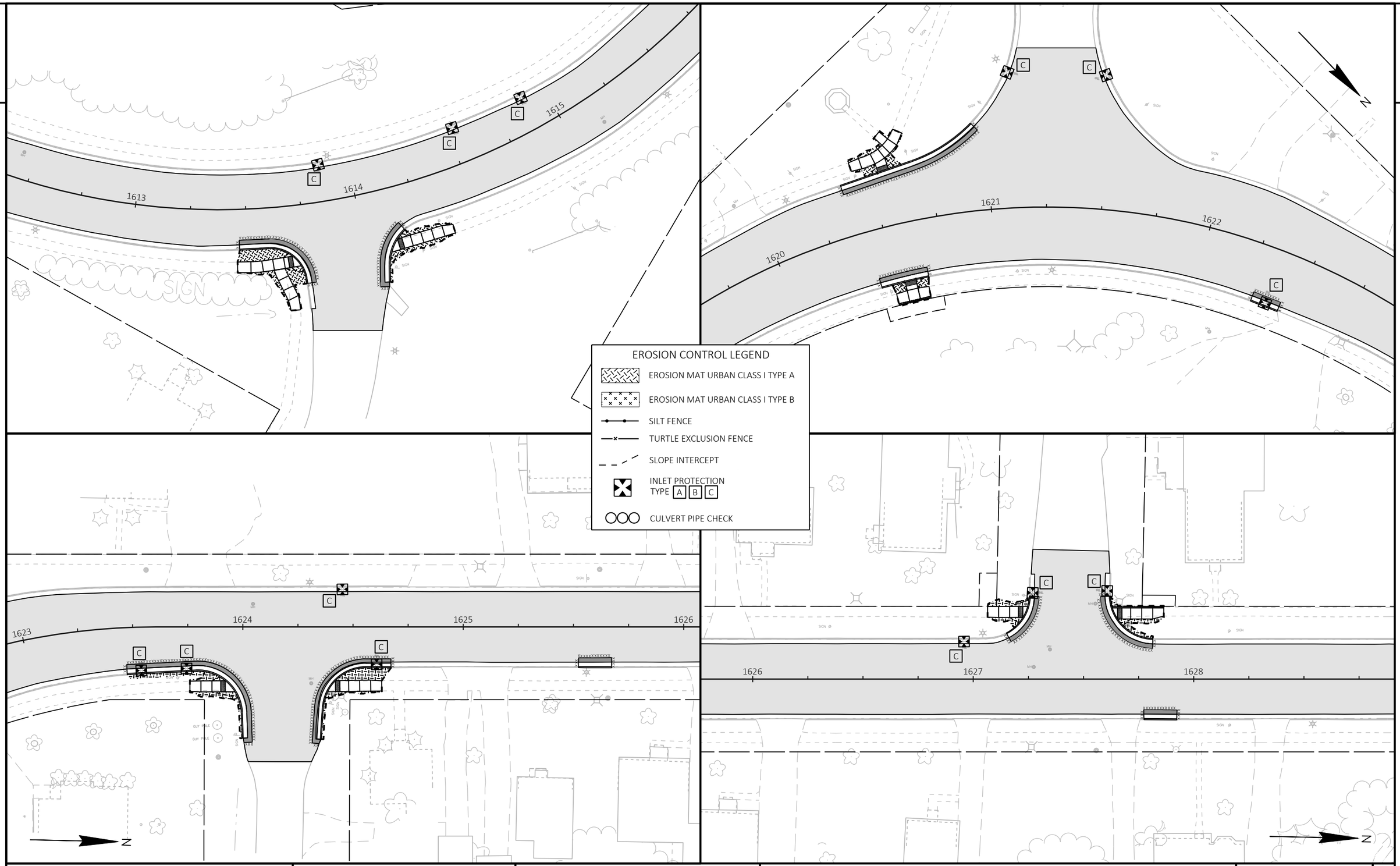

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | EROSION CONTROL PLAN | SHEET 38 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 10/23/2025 11:34 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

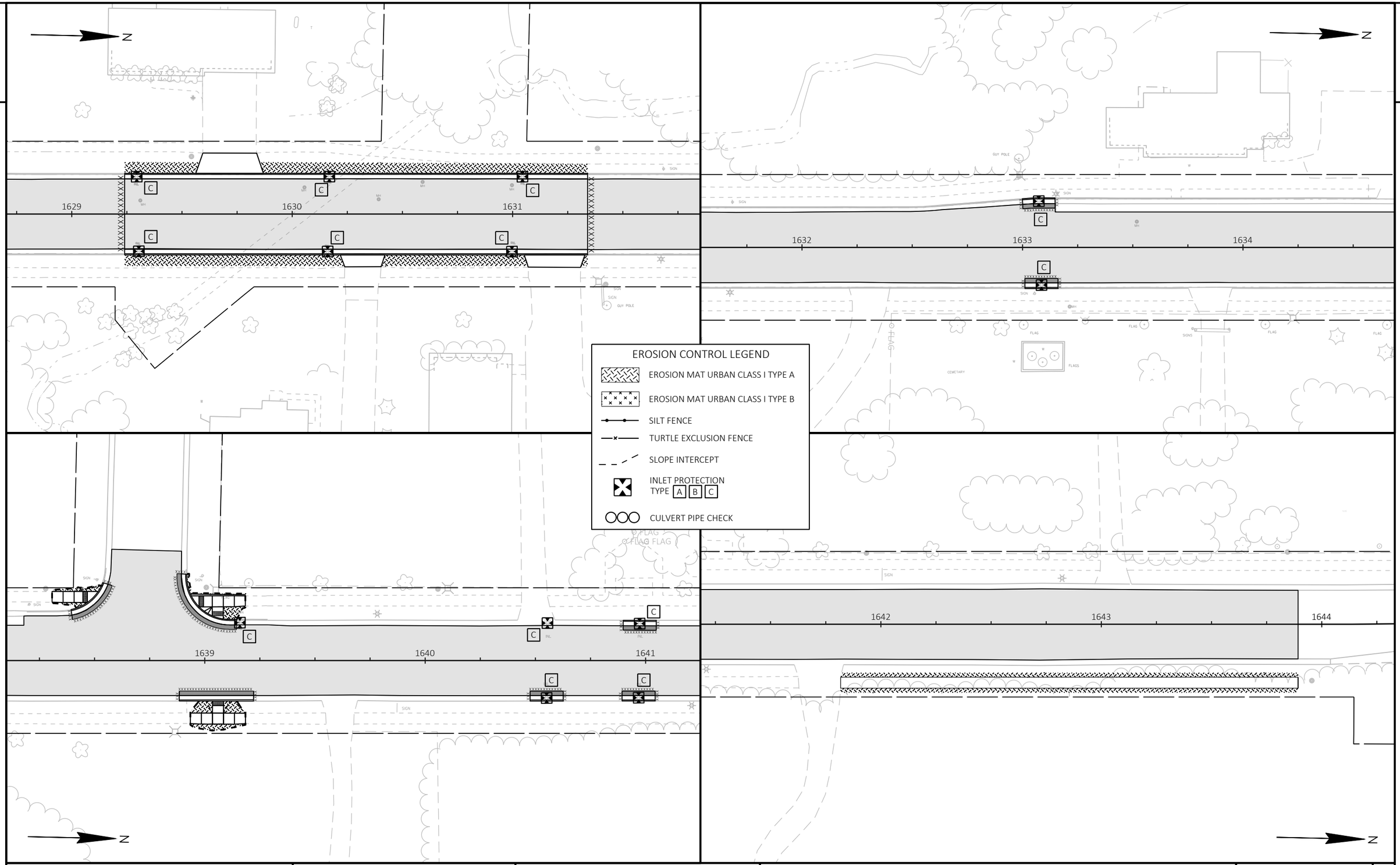



EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- SILT FENCE
- TURTLE EXCLUSION FENCE
- SLOPE INTERCEPT
- INLET PROTECTION TYPE A B C
- CULVERT PIPE CHECK

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | EROSION CONTROL PLAN | SHEET 39 E |
|---|---|---|---|---|


FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-022001-EC.DWG
LAYOUT NAME - 04
PLOT DATE : 10/23/2025 11:34 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | EROSION CONTROL PLAN | SHEET 40 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-022001-EC.DWG
LAYOUT NAME - 05

PLOT DATE : 10/23/2025 11:34 AM PLOT BY : MUENCH, DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

N

3RD ST

JONATHAN ST

STH 80

1626 1628 1630 1632 1634 1636 1638 1640

STH 80

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

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

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

TRAFFIC CONTROL LEGEND

WORK ZONE

TYPE III BARRICADE WITH/WITHOUT SIGN

TRAFFIC CONTROL NOTES

-FULL CLOSURE OF STH 80 BETWEEN 3RD STREET AND JONATHAN STREET ALLOWED FOR UP TO 7 CALENDAR DAYS.

-INSTALL AT A MINIMUM THE LOWER LAYER OF 3.25-INCHES OF ASPHALTIC SURFACE PRIOR TO OPENING TO TRAFFIC.

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | TRAFFIC CONTROL - FULL CLOSURE FOR PAVEMENT REPLACEMENT | SHEET 41 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-025001_TC.DWG
LAYOUT NAME - PAVEMENT REPLACEMENT
PLOT DATE : 5/14/2025 3:31 PM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

N

POPLAR ST

STH 80

1566

1567

1568

1569

1570

1571

15' TYP

PED

23

TDWF

TXW-6

5'

SHLDR

R8-3A
24"X24"

NO CENTER LINE
W8-12
48"X48"
(KEEP SIGN THROUGH STAGE 4)

SIDEWALK CLOSED
R9-9
24"X12"

MO4-60L
30"X24"

MO4-60R
30"X24"

OAK ST

POPLAR ST

## TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE (MATTING)
- TEMPORARY PEDESTRIAN SURFACE (PLATE)
- TRAFFIC CONTROL DRUM (25' SPACING)
- TRAFFIC CONTROL SIGNS ON PERMANENT/TEMPORARY SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TDWF — TEMPORARY DETECTABLE WARNING FIELD
- TXW-6 — TEMPORARY MARKING LINE CROSSWALK REMOVABLE TAPE 6-INCH

REFERENCED STANDARD DETAIL DRAWINGS

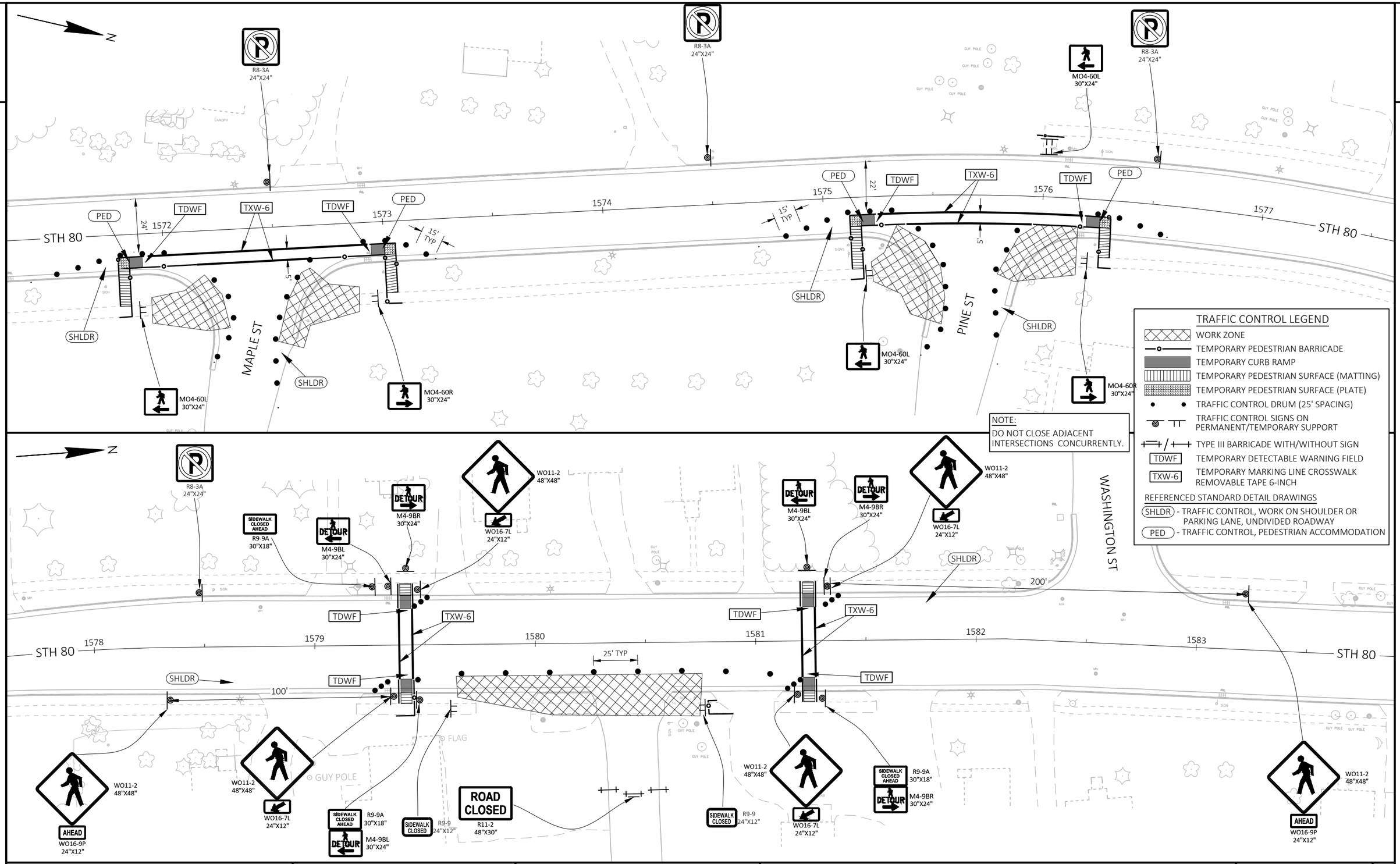
- SHLDR - TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- PED - TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

NOTE:
DO NOT CLOSE ADJACENT INTERSECTIONS CONCURRENTLY.

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 1 | SHEET 42 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-026101-S1.DWG
LAYOUT NAME - 01

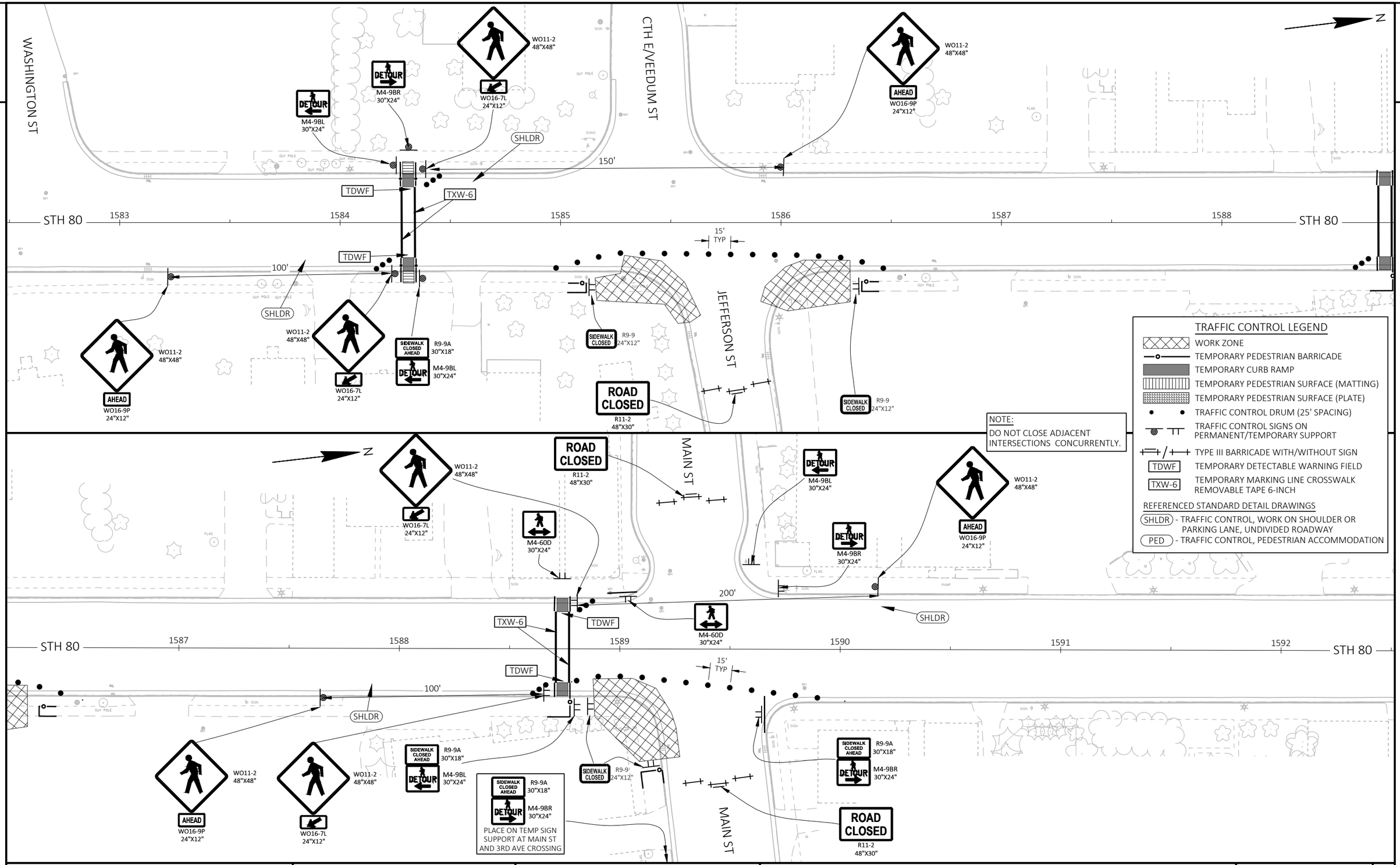
PLOT DATE : 10/29/2025 8:06 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : ##########




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 1 | SHEET 43 E |
|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-026101-S1.DWG
LAYOUT NAME - 02

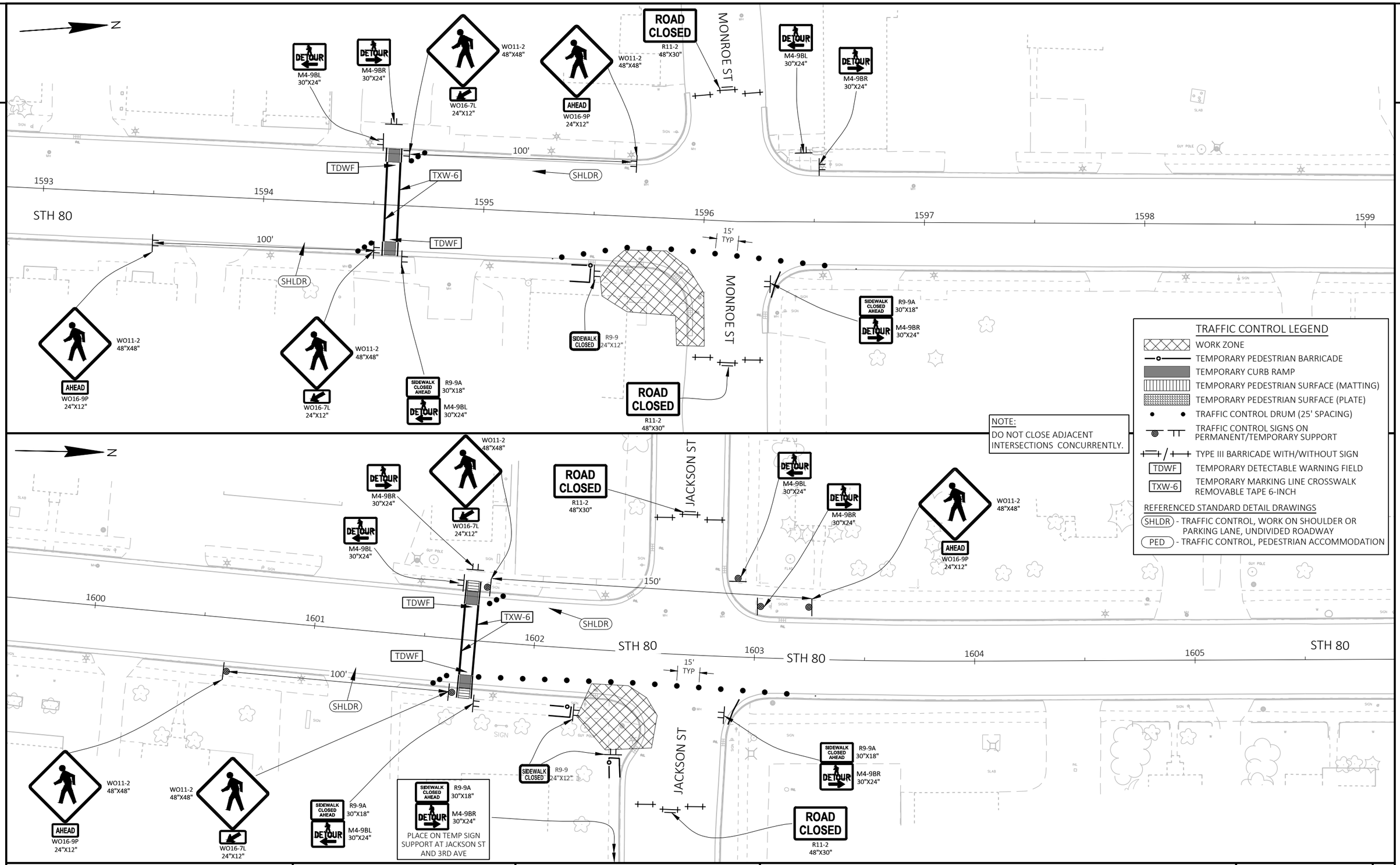
PLOT DATE : 10/29/2025 8:06 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 1 | SHEET 44 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-026101-S1.DWG
LAYOUT NAME - 03

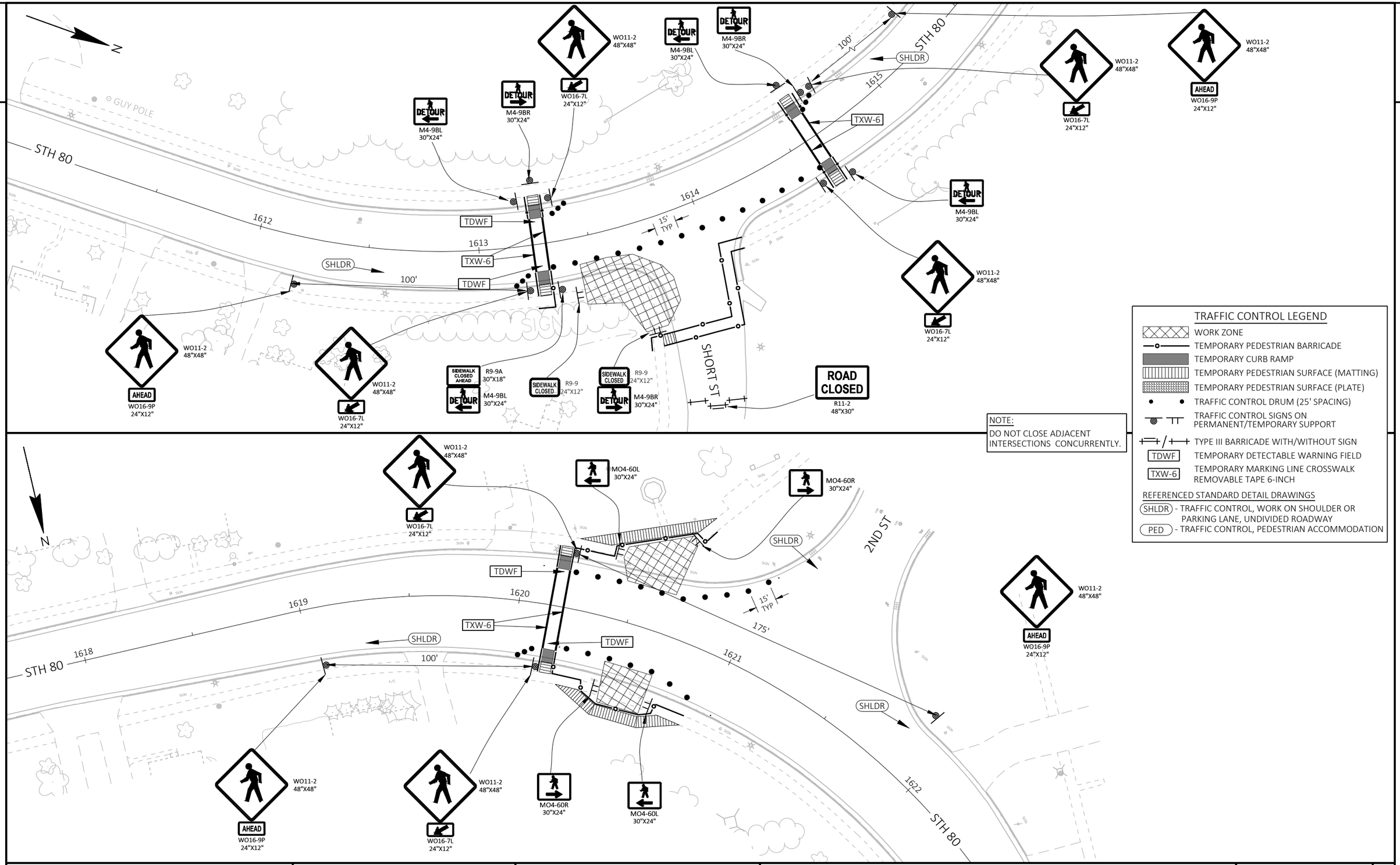
PLOT DATE : 10/29/2025 8:06 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 1 | SHEET 45 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-026101-S1.DWG
LAYOUT NAME - 04

PLOT DATE : 10/29/2025 8:06 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT




## TRAFFIC CONTROL LEGEND

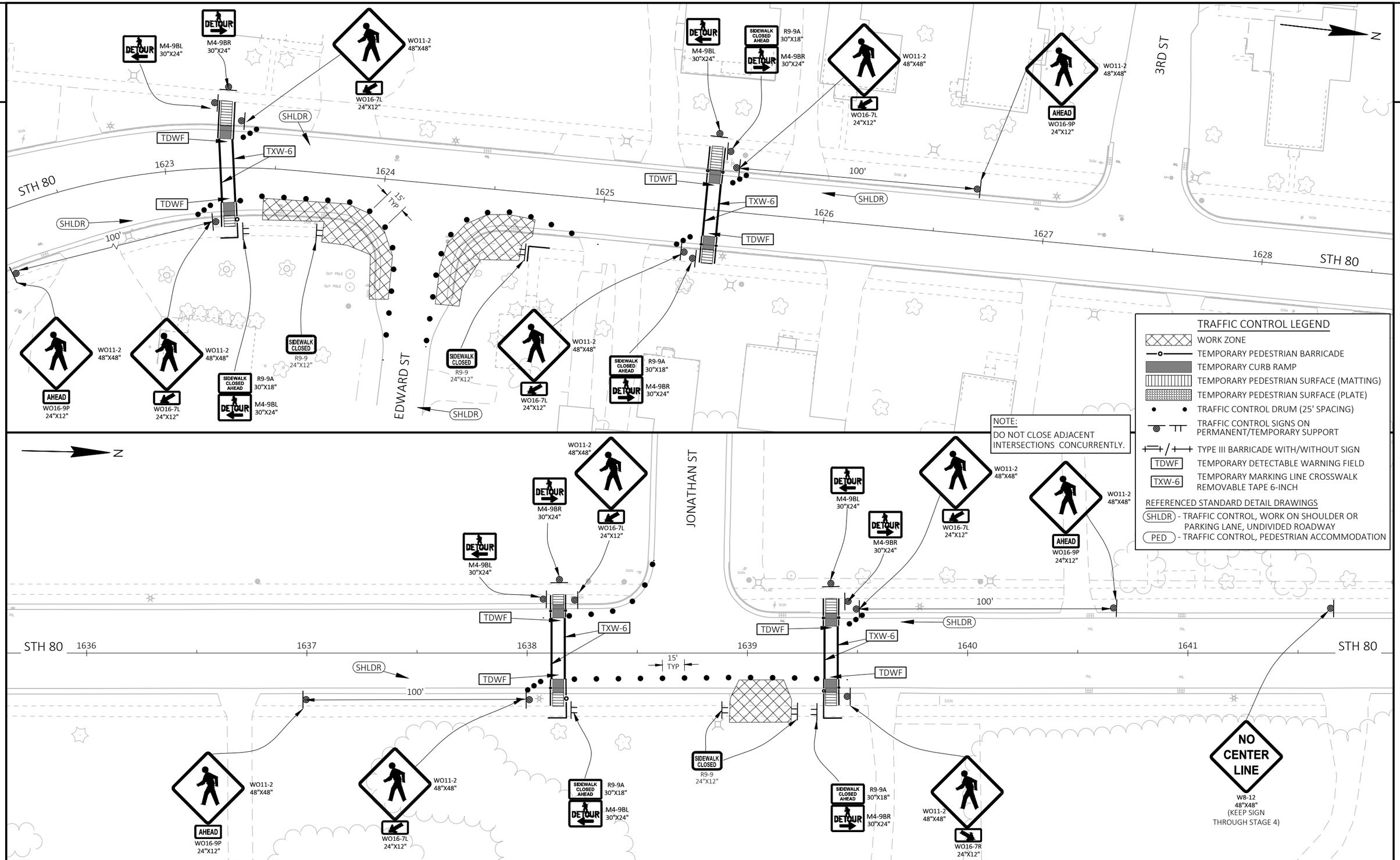
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE (MATTING)
- TEMPORARY PEDESTRIAN SURFACE (PLATE)
- TRAFFIC CONTROL DRUM (25' SPACING)
- TRAFFIC CONTROL SIGNS ON PERMANENT/TEMPORARY SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TDWF — TEMPORARY DETECTABLE WARNING FIELD
- TXW-6 — TEMPORARY MARKING LINE CROSSWALK REMOVABLE TAPE 6-INCH

NOTE:
DO NOT CLOSE ADJACENT INTERSECTIONS CONCURRENTLY.

REFERENCED STANDARD DETAIL DRAWINGS

- SHLDR - TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- PED - TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

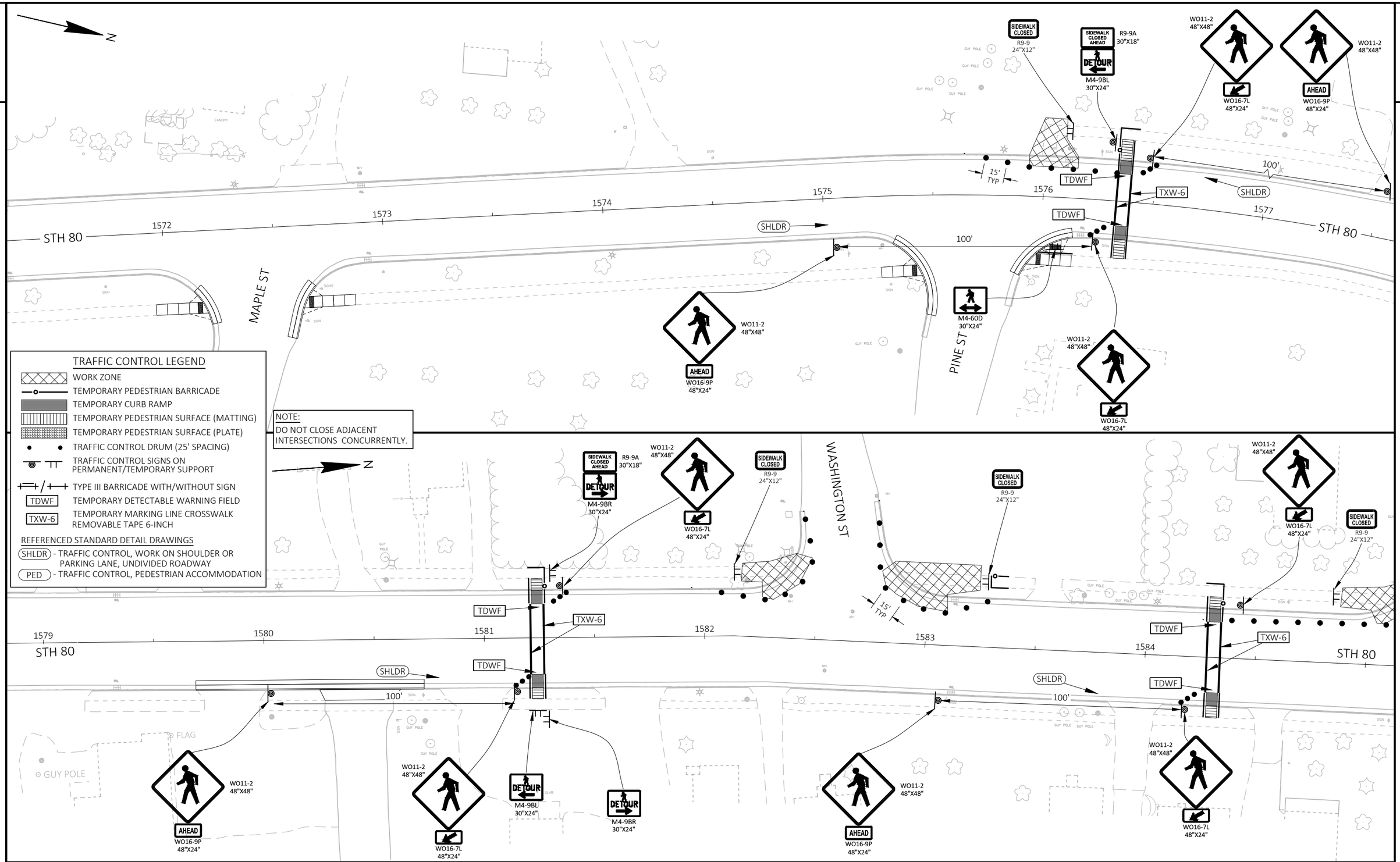
| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 1 | SHEET 46 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 1 | SHEET 47 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-026101-S1.DWG
LAYOUT NAME - 06

PLOT DATE : 10/29/2025 8:07 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : ##########




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 2 | SHEET 48 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-026201-S2.DWG
LAYOUT NAME - 01

PLOT DATE : 10/29/2025 9:20 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT

WASHINGTON ST

CTH E/VEEDUM ST

JEFFERSON ST

MAIN ST

STH 80

1583 1584 1585 1586 1587 1588

1587 1588 1589 1590 1591 1592

SIDEWALK CLOSED
R9-9
24"X12"

WO11-2
48"X48"

WO16-7L
48"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

AHEAD
WO16-9P
48"X24"

ROAD CLOSED
R11-2
48"X30"

M4-60D
30"X24"

TDWF

TXW-6

SHLDR

100'

15' TYP

N

## TRAFFIC CONTROL LEGEND

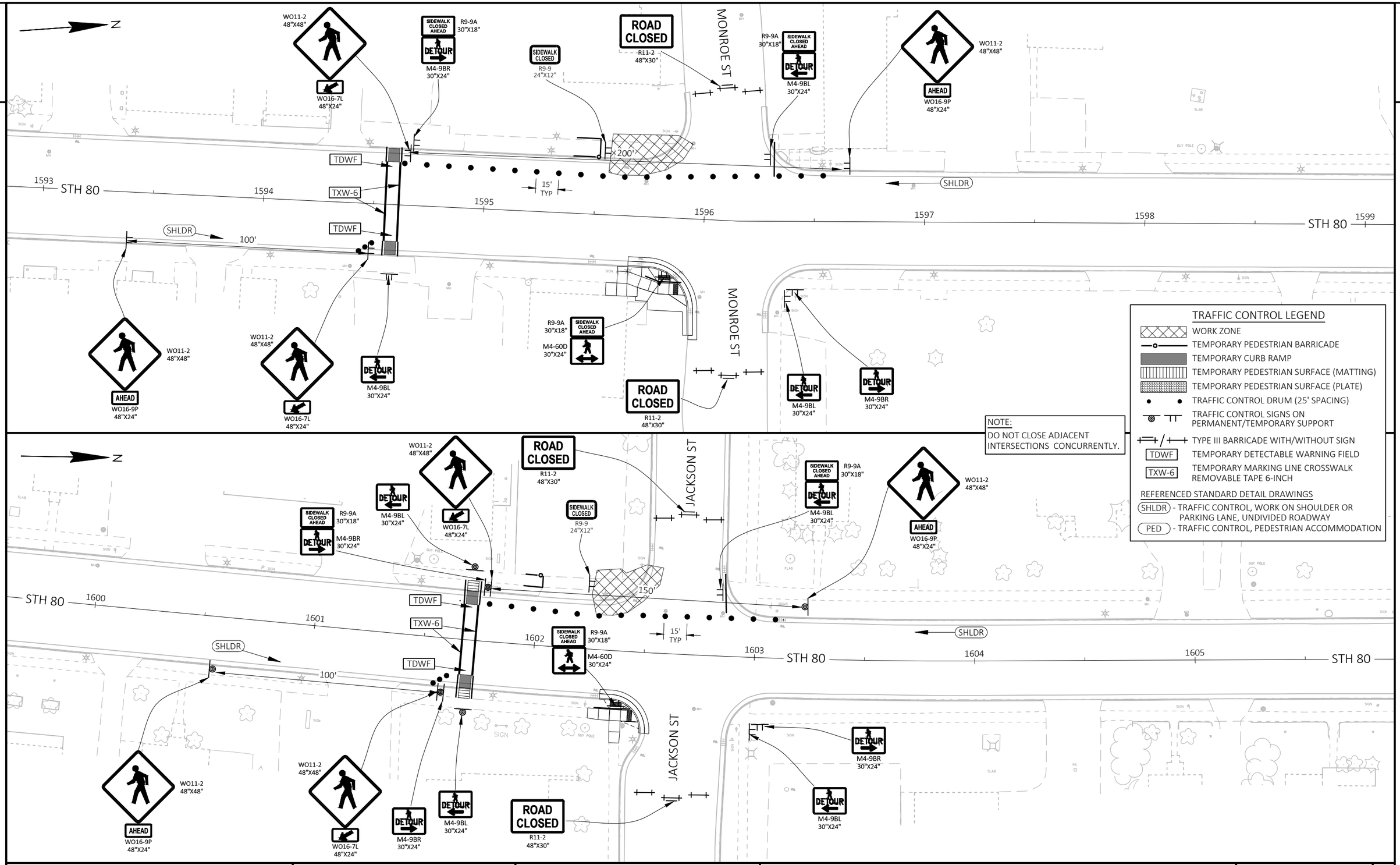
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE (MATTING)
- TEMPORARY PEDESTRIAN SURFACE (PLATE)
- TRAFFIC CONTROL DRUM (25' SPACING)
- TRAFFIC CONTROL SIGNS ON PERMANENT/TEMPORARY SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TDWF — TEMPORARY DETECTABLE WARNING FIELD
- TXW-6 — TEMPORARY MARKING LINE CROSSWALK REMOVABLE TAPE 6-INCH

REFERENCED STANDARD DETAIL DRAWINGS

- (SHLDR) - TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- (PED) - TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

NOTE:
DO NOT CLOSE ADJACENT INTERSECTIONS CONCURRENTLY.

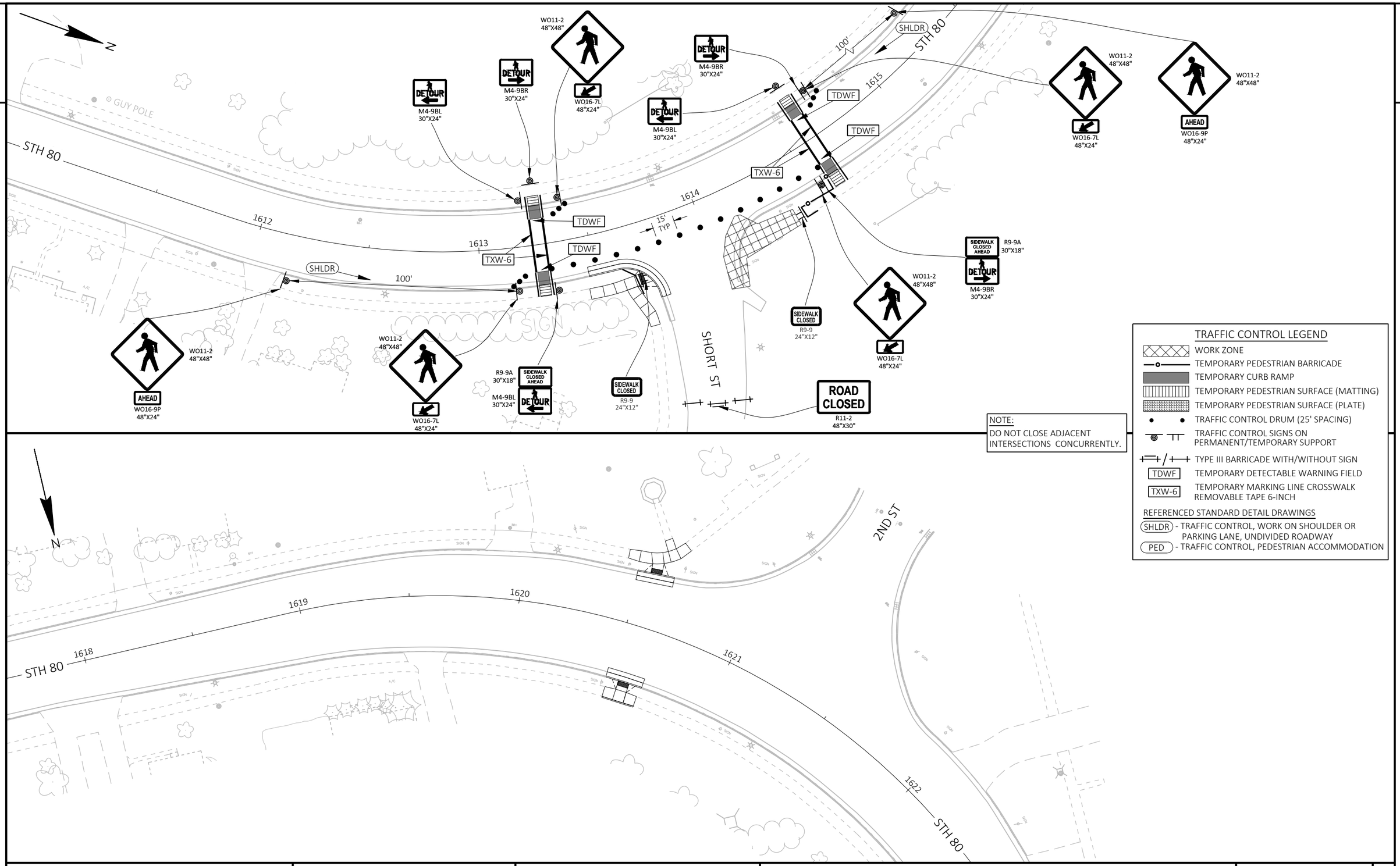
| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 2 | SHEET 49 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 2 | SHEET 50 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-026201-S2.DWG
LAYOUT NAME - 03

PLOT DATE : 10/29/2025 9:20 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT




NOTE:
DO NOT CLOSE ADJACENT INTERSECTIONS CONCURRENTLY.

## TRAFFIC CONTROL LEGEND

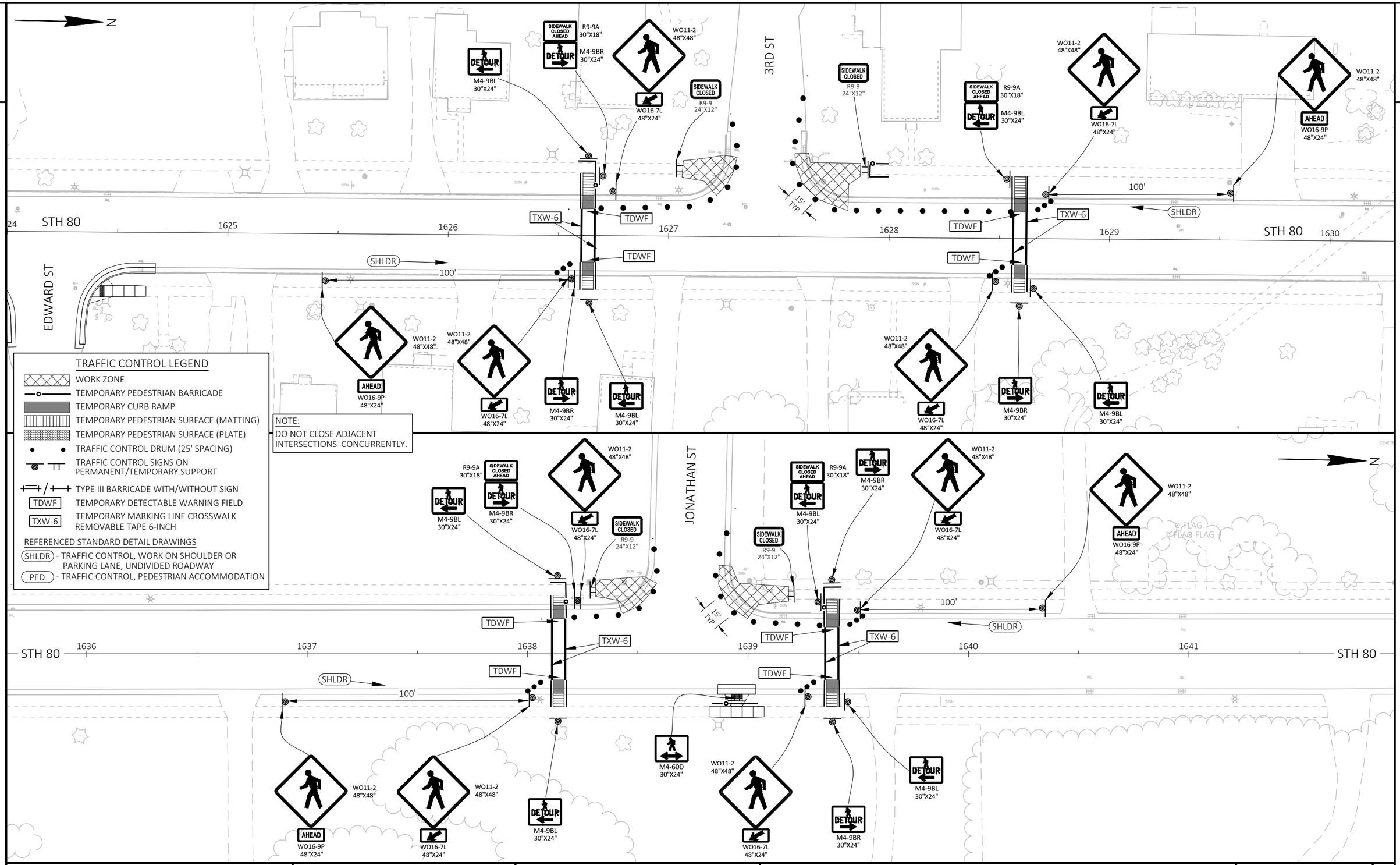
- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE (MATTING)
- TEMPORARY PEDESTRIAN SURFACE (PLATE)
- TRAFFIC CONTROL DRUM (25' SPACING)
- TRAFFIC CONTROL SIGNS ON PERMANENT/TEMPORARY SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TDWF — TEMPORARY DETECTABLE WARNING FIELD
- TXW-6 — TEMPORARY MARKING LINE CROSSWALK REMOVABLE TAPE 6-INCH

REFERENCED STANDARD DETAIL DRAWINGS

- SHLDR - TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- PED - TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 2 | SHEET 51 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-026201-S2.DWG
LAYOUT NAME - 04
PLOT DATE : 10/29/2025 9:20 AM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : 1 IN:40 FT




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 2 | SHEET 52 | E |
|---|---|---|---|---|---|

2

2

WASHINGTON ST

CTH E/VEEDUM ST

STH 80

1583 1584 1585 1586 1587 1588

STH 80

JEFFERSON ST

MAIN ST

## TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE (MATTING)
- TEMPORARY PEDESTRIAN SURFACE (PLATE)
- TRAFFIC CONTROL DRUM (25' SPACING)
- TRAFFIC CONTROL SIGNS ON PERMANENT/TEMPORARY SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TDWF — TEMPORARY DETECTABLE WARNING FIELD
- TXW-6 — TEMPORARY MARKING LINE CROSSWALK REMOVABLE TAPE 6-INCH

REFERENCED STANDARD DETAIL DRAWINGS

- (SHLDR) - TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- (PED) - TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

NOTE:
DO NOT CLOSE ADJACENT INTERSECTIONS CONCURRENTLY.

ROAD CLOSED
R11-2
48"X30"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

SIDEWALK CLOSED
R9-9
24"X12"

TXW-6

TDWF

15' TYP

100'

SHLDR

WO11-2
48"X48"

AHEAD
WO16-9P
48"X24"

WO16-7L
48"X24"

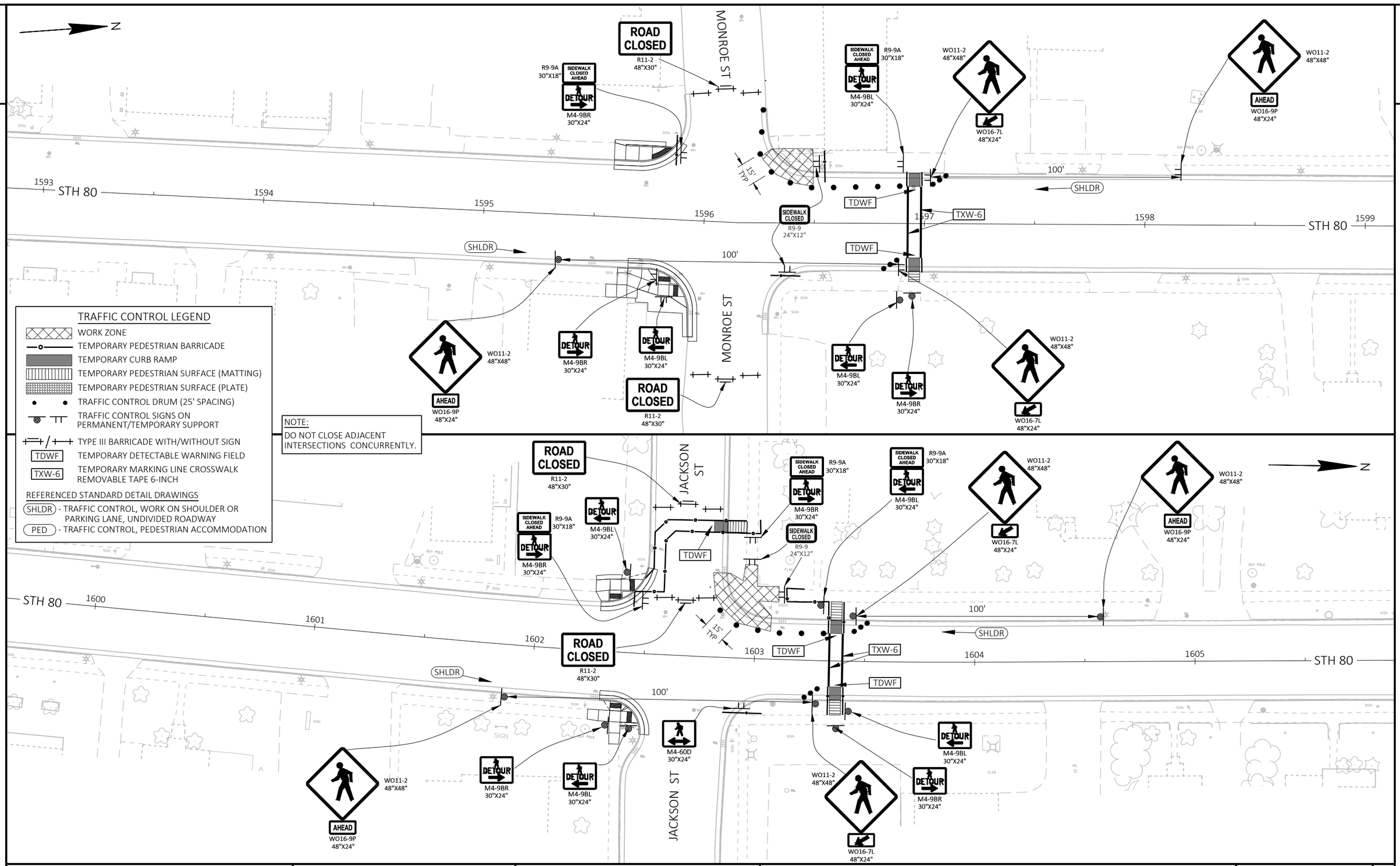
M4-60D
30"X24"

STH 80

1587 1588 1589 1590 1591 1592

STH 80

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 3 | SHEET 53 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 3 | SHEET 54 | E |
|---|---|---|---|---|---|

2

2

WASHINGTON ST

CTH E/VEEDUM ST

N

STH 80

1583 1584 1585 1586 1587 1588

STH 80

JEFFERSON ST

## TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE (A)
- TEMPORARY PEDESTRIAN SURFACE (B)
- TRAFFIC CONTROL DRUM (25' SPACING)
- TRAFFIC CONTROL SIGNS ON PERMANENT/TEMPORARY SUPPORT
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TDWF — TEMPORARY DETECTABLE WARNING FIELD
- TXW-6 — TEMPORARY MARKING LINE CROSSWALK REMOVABLE TAPE 6-INCH

REFERENCED STANDARD DETAIL DRAWINGS

- SHLDR - TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
- PED - TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

ROAD CLOSED
R11-2
48"X30"

MAIN ST

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

M4-60D
30"X24"

WO11-2
48"X48"

WO16-7L
48"X24"

AHEAD
WO16-9P
48"X24"

100'

SHLDR

TDWF

TXW-6

SIDEWALK CLOSED
R9-9
24"X12"

15' Typ

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"

PLACE ON TEMP SIGN SUPPORT AT MAIN ST AND 3RD AVE CROSSING

STH 80

1587 1588 1589 1590 1591 1592

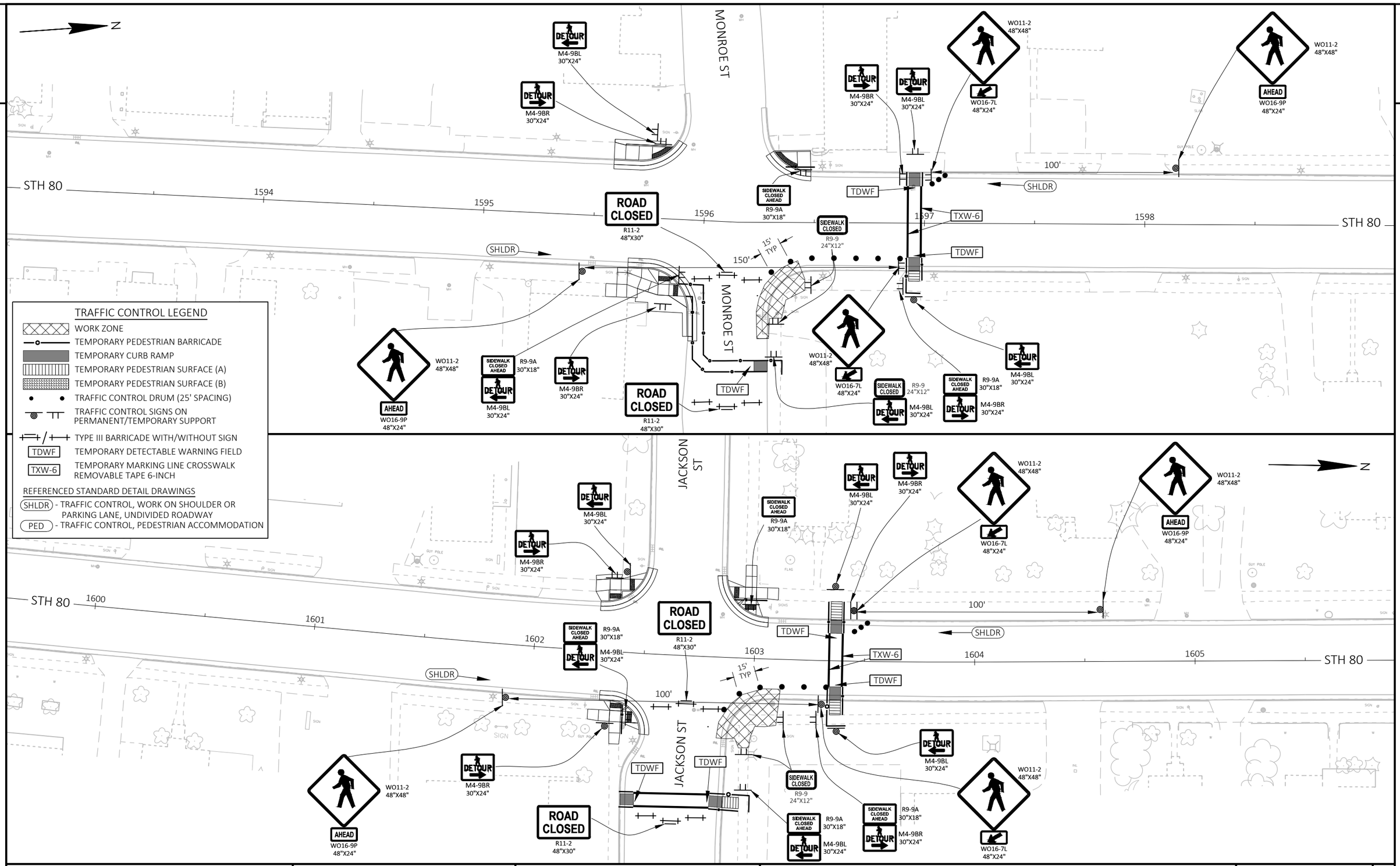
STH 80

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 4 | SHEET 55 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-026401-S4.DWG
LAYOUT NAME - 01

PLOT DATE : 10/29/2025 9:47 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CURB RAMP CONSTRUCTION STAGING - STAGE 4 | SHEET 56 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-026401-S4.DWG
LAYOUT NAME - 02
PLOT DATE : 10/29/2025 9:47 AM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

PI STA = 1564+34.05
Y = 466923.147
X = 650776.647
DELTA = 7°34'09" RT
D = 3°29'59"
T = 108.30'
L = 216.28'
R = 1637.19'
PC STA = 1563+25.75
Y = 466816.417
X = 650795.015
PT STA = 1565+42.03
Y = 467031.366
X = 650772.498
DB = N09°45'53"W
DA = N02°11'44"W

PI STA = 1568+87.75
Y = 467376.835
X = 650759.253
DELTA = 13°52'33" LT
D = 6°00'01"
T = 116.19'
L = 231.25'
R = 954.89'
PC STA = 1567+71.56
Y = 467260.725
X = 650763.705
PT STA = 1570+02.81
Y = 467488.488
X = 650727.087
DB = N02°11'44"W
DA = N16°04'17"W

PI STA = 1576+77.36
Y = 468136.672
X = 650540.349
DELTA = 19°44'01" RT
D = 6°00'01"
T = 166.08'
L = 328.88'
R = 954.89'
PC STA = 1575+11.27
Y = 467977.079
X = 650586.327
PT STA = 1578+40.15
Y = 468302.416
X = 650550.957
DB = N16°04'17"W
DA = N03°39'44"E

PI STA = 1602+78.16
Y = 470727.713
X = 650792.821
DELTA = 5°37'56" LT
D = 2°15'00"
T = 125.26'
L = 250.32'
R = 2546.48'
PC STA = 1601+52.91
Y = 470602.824
X = 650783.207
PT STA = 1604+03.22
Y = 470852.943
X = 650790.132
DB = N04°24'07"E
DA = N01°13'48"W

N

PC: 1563+25.75
PT: 1565+42.03
PC: 1567+71.56
PT: 1570+02.81
PC: 1575+11.27
PT: 1578+40.15
PI: 1596+15.16
Y = 470066.660
X = 650741.932
PC: 1601+52.91
PT: 1604+03.22

N9°45'53"W
1565
N2°11'44"W
1570
N16°04'17"W
1575
N3°39'44"E
1585
N6°50'52"E
1590
1595
N4°24'07"E
1600
1605

80
N1

POPLAR ST
OAK ST
MAPLE ST
PINE ST
WASHINGTON ST
JEFFERSON ST
MAIN ST
MONROE ST
JACKSON ST

COUNTY E

Y = 466692.491
X = 650816.342

PI: 1582+13.45
Y = 468767.911
X = 650185.771

PI STA = 1621+89.25
Y = 471928.715
X = 649934.198
DELTA = 88°44'42" RT
D = 19°05'55"
T = 293.50'
L = 464.67'
R = 300.00'
PC STA = 1618+95.75
Y = 471928.507
X = 650227.698
PT STA = 1623+60.41
Y = 472222.149
X = 649927.978
DB = N89°57'34"W
DA = N01°12'51"W

PI STA = 1614+78.65
Y = 471928.125
X = 650767.046
DELTA = 88°43'46" LT
D = 19°05'55"
T = 293.42'
L = 464.59'
R = 300.00'
PC STA = 1611+85.23
Y = 471634.773
X = 650773.345
PT STA = 1616+49.82
Y = 471928.333
X = 650473.627
DB = N01°13'48"W
DA = N89°57'34"W

PT: 1623+60.41
3RD ST
JONATHAN ST
PI: 1644+13.71
Y = 474274.984
X = 649884.465
EP: 1646+56.17

1625
1630
N1°12'51"W
1635
1640
N1°42'08"W

80
73
COUNTY A

2ND ST
1620
PC: 1618+95.75
N89°57'34"W
PT: 1616+49.82
PC: 1611+85.23
1615
1610
N1°13'48"W

EDWARD ST
SHORT ST

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | ALIGNMENT DIAGRAM | SHEET 57 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-027201-AD.DWG
LAYOUT NAME - 01
PLOT DATE : 7/10/2025 8:25 AM
PLOT BY : MUENCH, DOUGLAS
PLOT NAME :
PLOT SCALE : 1 IN:300 FT
WISDOT/CADDS SHEET 44

1620-02-77

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0004 | 203.0220 | Removing Structure (structure) 01. C-71-9002 | EACH | 1.000 | 1.000 |
| 0006 | 204.0100 | Removing Concrete Pavement | SY | 73.000 | 73.000 |
| 0008 | 204.0110 | Removing Asphaltic Surface | SY | 410.000 | 410.000 |
| 0010 | 204.0115 | Removing Asphaltic Surface Butt Joints | SY | 786.000 | 786.000 |
| 0012 | 204.0120 | Removing Asphaltic Surface Milling | SY | 32,340.000 | 32,340.000 |
| 0016 | 204.0150 | Removing Curb & Gutter | LF | 1,897.000 | 1,897.000 |
| 0018 | 204.0155 | Removing Concrete Sidewalk | SY | 645.000 | 645.000 |
| 0024 | 205.0100 | Excavation Common | CY | 1,451.000 | 1,451.000 |
| 0026 | 209.2500 | Backfill Granular Grade 2 | TON | 540.000 | 540.000 |
| 0030 | 213.0100 | Finishing Roadway (project) 02. 1620-02-77 | EACH | 1.000 | 1.000 |
| 0032 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 30.000 | 30.000 |
| 0034 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 1,290.000 | 1,290.000 |
| 0036 | 310.0110 | Base Aggregate Open-Graded | TON | 24.000 | 24.000 |
| 0038 | 312.0110 | Select Crushed Material | TON | 810.000 | 810.000 |
| 0046 | 455.0605 | Tack Coat | GAL | 4,810.000 | 4,810.000 |
| 0048 | 460.2000 | Incentive Density HMA Pavement | DOL | 4,157.000 | 4,157.000 |
| 0050 | 460.6224 | HMA Pavement 4 MT 58-28 S | TON | 3,247.000 | 3,247.000 |
| 0052 | 460.6424 | HMA Pavement 4 MT 58-28 H | TON | 3,247.000 | 3,247.000 |
| 0058 | 465.0105 | Asphaltic Surface | TON | 423.000 | 423.000 |
| 0060 | 465.0110 | Asphaltic Surface Patching | TON | 104.000 | 104.000 |
| 0066 | 465.0560 | Asphaltic Rumble Strips, Centerline | LF | 111.000 | 111.000 |
| 0080 | 522.0196 | Culvert Pipe Reinforced Concrete Class III 96-Inch | LF | 86.000 | 86.000 |
| 0088 | 601.0411 | Concrete Curb & Gutter 30-Inch Type D | LF | 1,897.000 | 1,897.000 |
| 0096 | 601.0600 | Concrete Curb Pedestrian | LF | 236.000 | 236.000 |
| 0100 | 602.0410 | Concrete Sidewalk 5-Inch | SF | 6,845.000 | 6,845.000 |
| 0104 | 602.0505 | Curb Ramp Detectable Warning Field Yellow | SF | 390.000 | 390.000 |
| 0106 | 602.0605 | Curb Ramp Detectable Warning Field Radial Yellow | SF | 143.000 | 143.000 |
| 0108 | 602.0810 | Concrete Driveway 6-Inch | SY | 73.000 | 73.000 |
| 0114 | 606.0300 | Riprap Heavy | CY | 12.000 | 12.000 |
| 0142 | 611.8110 | Adjusting Manhole Covers | EACH | 10.000 | 10.000 |
| 0144 | 611.8115 | Adjusting Inlet Covers | EACH | 23.000 | 23.000 |
| 0146 | 612.0106 | Pipe Underdrain 6-Inch | LF | 390.000 | 390.000 |
| 0148 | 616.0700.S | Fence Safety | LF | 456.000 | 456.000 |
| 0152 | 618.0100 | Maintenance and Repair of Haul Roads (project) 02. 1620-02-77 | EACH | 1.000 | 1.000 |
| 0154 | 619.1000 | Mobilization | EACH | 0.250 | 0.250 |
| 0158 | 624.0100 | Water | MGAL | 13.200 | 13.200 |
| 0160 | 625.0100 | Topsoil | SY | 1,825.000 | 1,825.000 |
| 0162 | 628.1504 | Silt Fence | LF | 458.000 | 458.000 |
| 0164 | 628.1520 | Silt Fence Maintenance | LF | 458.000 | 458.000 |
| 0166 | 628.1905 | Mobilizations Erosion Control | EACH | 4.000 | 4.000 |
| 0168 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 4.000 | 4.000 |
| 0174 | 628.2006 | Erosion Mat Urban Class I Type A | SY | 991.000 | 991.000 |
| 0176 | 628.2008 | Erosion Mat Urban Class I Type B | SY | 829.000 | 829.000 |
| 0182 | 628.7015 | Inlet Protection Type C | EACH | 68.000 | 68.000 |
| 0188 | 628.7555 | Culvert Pipe Checks | EACH | 18.000 | 18.000 |
| 0192 | 629.0210 | Fertilizer Type B | CWT | 2.000 | 2.000 |
| 0194 | 630.0120 | Seeding Mixture No. 20 | LB | 37.000 | 37.000 |
| 0196 | 630.0140 | Seeding Mixture No. 40 | LB | 45.000 | 45.000 |
| 0198 | 630.0500 | Seed Water | MGAL | 41.800 | 41.800 |

1620-02-77

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0200 | 633.5200 | Markers Culvert End | EACH | 2.000 | 2.000 |
| 0224 | 643.0300 | Traffic Control Drums | DAY | 10,445.000 | 10,445.000 |
| 0226 | 643.0420 | Traffic Control Barricades Type III | DAY | 1,723.000 | 1,723.000 |
| 0228 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 172.000 | 172.000 |
| 0230 | 643.0900 | Traffic Control Signs | DAY | 10,966.000 | 10,966.000 |
| 0236 | 643.3350 | Temporary Marking Crosswalk Removable Tape 6-Inch | LF | 2,625.000 | 2,625.000 |
| 0240 | 644.1430 | Temporary Pedestrian Surface Plate | SF | 148.000 | 148.000 |
| 0242 | 644.1440 | Temporary Pedestrian Surface Matting | SF | 2,258.000 | 2,258.000 |
| 0244 | 644.1601 | Temporary Pedestrian Curb Ramp | DAY | 1,730.000 | 1,730.000 |
| 0246 | 644.1605 | Temporary Pedestrian Detectable Warning Field | SF | 800.000 | 800.000 |
| 0248 | 644.1810 | Temporary Pedestrian Barricade | LF | 3,775.000 | 3,775.000 |
| 0250 | 645.0111 | Geotextile Type DF Schedule A | SY | 197.000 | 197.000 |
| 0252 | 645.0120 | Geotextile Type HR | SY | 40.000 | 40.000 |
| 0256 | 645.0140 | Geotextile Type SAS | SY | 960.000 | 960.000 |
| 0258 | 646.2040 | Marking Line Grooved Wet Ref Epoxy 6-Inch | LF | 26,086.000 | 26,086.000 |
| 0262 | 646.6120 | Marking Stop Line Epoxy 18-Inch | LF | 359.000 | 359.000 |
| 0268 | 646.7420 | Marking Crosswalk Epoxy Transverse Line 6-Inch | LF | 2,138.000 | 2,138.000 |
| 0276 | 650.4500 | Construction Staking Subgrade | LF | 321.000 | 321.000 |
| 0278 | 650.5000 | Construction Staking Base | LF | 321.000 | 321.000 |
| 0280 | 650.5500 | Construction Staking Curb Gutter and Curb & Gutter | LF | 1,763.000 | 1,763.000 |
| 0282 | 650.6000 | Construction Staking Pipe Culverts | EACH | 1.000 | 1.000 |
| 0284 | 650.8000 | Construction Staking Resurfacing Reference | LF | 7,873.000 | 7,873.000 |
| 0288 | 650.9000 | Construction Staking Curb Ramps | EACH | 45.000 | 45.000 |
| 0292 | 650.9500 | Construction Staking Sidewalk (project) 02. 1620-02-77 | EACH | 1.000 | 1.000 |
| 0296 | 650.9911 | Construction Staking Supplemental Control (project) 02. 1620-02-77 | EACH | 1.000 | 1.000 |
| 0298 | 650.9920 | Construction Staking Slope Stakes | LF | 222.000 | 222.000 |
| 0328 | 690.0150 | Sawing Asphalt | LF | 2,174.000 | 2,174.000 |
| 0330 | 690.0250 | Sawing Concrete | LF | 228.000 | 228.000 |
| 0332 | 740.0440 | Incentive IRI Ride | DOL | 2,984.000 | 2,984.000 |
| 0334 | 999.2100.S | Installing and Maintaining Climbing Turtle Exclusion Fence | LF | 490.000 | 490.000 |
| 0342 | SPV.0060 | Special 02. Temporary Water Diversion - STA 1555+67 | EACH | 1.000 | 1.000 |
| 0344 | SPV.0060 | Special 03. Cored Holes 6-Inch | EACH | 11.000 | 11.000 |
| 0346 | SPV.0060 | Special 04. Adjusting Water Valve Boxes | EACH | 1.000 | 1.000 |
| 0348 | SPV.0060 | Special 05. Apron Endwalls For Culvert Pipe Reinforced Concrete 96-Inch | EACH | 2.000 | 2.000 |
| 0352 | SPV.0180 | Special 01. Removing Distressed Pavement Milling | SY | 734.000 | 734.000 |

3

3

## BASE AGGREGATE DENSE

| CATEGORY | STATION | TO | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4-INCH TON | 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON | 312.0110 SELECT CRUSHED MATERIAL TON | 624.0100 WATER MGAL | 645.0140 GEOTEXTILE TYPE SAS SY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 1555+12 | - | 1556+23 | STH 80 | 30 | 470 | - | 5.0 | - | FOR 96-INCH RCCP |
| | 1629+24 | - | 1631+34 | STH 80 | - | 820 | 810 | 8.2 | 960 | FULL RECONSTRUCT AREA |
| | | | | **TOTAL 0010** | 30 | 1,290 | 810 | 13.2 | 960 | |

## EARTHWORK SUMMARY (PROJECT ID 1620-02-77)

CATEGORY 0010

| FROM/TO STATION | LOCATION | 205.0100 COMMON EXCAVATION (1) CUT (2) | 205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3) | SALVAGED/UNUSABLE PAVEMENT MATERIAL (4) | AVAILABLE MATERIAL (5) | UNEXPANDED FILL | EXPANDED FILL (13) FACTOR 1.25 | MASS ORDINATE +/- (14) | WASTE (15) |
|---|---|---|---|---|---|---|---|---|---|
| 1555+12 - 1556+23 | CULVERT PIPE REPLACEMENT | 349 | - | 73 | 276 | 262 | 328 | -52 | 0 |
| 16229+24 - 1631+34 | STH 80 | 988 | - | 125 | 863 | - | - | 863 | 863 |
| 1641+82 - 1643+89 | STH 80 RT SIDEWALK | 14 | - | - | 14 | 12 | 15 | -1 | 0 |
| - | UNDISTRIBUTED | - | 100 | - | 100 | - | - | 100 | 100 |
| GRAND TOTAL | | 1,351 | 100 | 198 | 1,253 | 274 | 343 | 910 | 963 |
| TOTAL COMMON EXC | | 1,451 | | | | | | | |

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT COLUMN. ITEM NUMBER 205.0100

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

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

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

(13) EXPANDED FILL FACTOR = 1.25

EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR

(14) 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.

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

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

3

## REMOVALS

| CATEGORY | STAGE | STATION TO STATION | LOCATION | 203.0220.01 REMOVING STRUCTURE (STRUCTURE) (01. C-71-9002) EACH | 204.0100 REMOVING CONCRETE PAVEMENT SY | 204.0110 REMOVING ASPHALTIC SURFACE SY | 204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY | 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY | 204.0150 REMOVING CURB & GUTTER LF | 204.0155 REMOVING CONCRETE SIDEWALK SY | SPV.0180.01 SPECIAL (01. REMOVING DISTRESSED PAVEMENT MILLING) SY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | - | 1555+67 | STH 80 | 1 | - | - | - | - | - | - | - | |
| | - | 1565+16 - 1584+77 | STH 80 | - | - | - | 270 | 8,390 | - | - | - | |
| | - | 1584+77 - 1603+06 | STH 80 | - | - | - | 320 | 8,010 | - | - | 84 | DISTRESSED PAVEMENT MILLING AT JACKSON STREET |
| | - | 1603+06 - 1629+24 | STH 80 | - | - | 12 | 160 | 10,600 | 56 | - | - | |
| | - | 1629+24 - 1631+34 | STH 80 | - | 55 | - | - | 750 | 420 | - | - | |
| | - | 1631+34 - 1643+89 | STH 80 | - | - | 17 | 36 | 4,590 | 75 | - | - | |
| | 1 | 1565+81 | STH 80 | - | - | 10 | - | - | 39 | 19 | - | POPLAR STREET CURB RAMPS |
| | 1 | 1568+73 | STH 80, RT | - | - | 12 | - | - | 48 | 25 | - | OAK STREET CURB RAMPS |
| | 1 | 1572+32 | STH 80, RT | - | - | 11 | - | - | 43 | 25 | - | MAPLE STREET CURB RAMPS |
| | 1 | 1575+60 | STH 80, RT | - | - | 20 | - | - | 74 | 24 | - | PINE STREET EAST CURB RAMPS |
| | 1 | 1579+69 - 1580+73 | STH 80, RT | - | 18 | 23 | - | - | 104 | 5 | - | 3RD AVE CURB AND GUTTER REPAIR |
| | 1 | 1585+78 | STH 80, RT | - | - | 18 | - | - | 58 | 29 | - | JEFFERSON STREET CURB RAMPS |
| | 1 | 1589+44 | STH 80, RT | - | - | 10 | - | - | 40 | 37 | - | MAIN STREET SOUTHEAST CURB RAMP |
| | 1 | 1596+13 | STH 80, RT | - | - | 31 | - | - | 50 | 39 | - | MONROE STREET SOUTHEAST CURB RAMP |
| | 1 | 1602+67 | STH 80, RT | - | - | 7 | - | - | 29 | 21 | - | JACKSON STREET SOUTHEAST CURB RAMP |
| | 1 | 1613+87 | STH 80, RT | - | - | 10 | - | - | 40 | 26 | - | SHORT STREET SOUTHEAST CURB RAMP |
| | 1 | 1621+29 | STH 80, LT | - | - | 21 | - | - | 88 | 30 | - | 2ND STREET CURB RAMPS |
| | 1 | 1624+17 | STH 80, RT | - | - | 33 | - | - | 130 | 23 | - | EDWARD STREET CURB RAMPS |
| | 1 | 1638+74 | STH 80, RT | - | - | 8 | - | - | 34 | 17 | - | JONATHAN STREET NORTHEAST CURB RAMP |
| | 2 | 1575+60 | STH 80, LT | - | - | 5 | - | - | 24 | 10 | - | PINE STREET WEST CURB RAMP |
| | 2 | 1582+57 | STH 80, LT | - | - | 22 | - | - | 51 | 29 | - | WASHINGTON STREET CURB RAMPS |
| | 2 | 1585+39 | STH 80, LT | - | - | 13 | - | - | 55 | 32 | - | CTH E/VEEDUM STREET CURB RAMPS |
| | 2 | 1589+33 | STH 80, LT | - | - | 8 | - | - | 30 | 23 | - | MAIN STREET SOUTHWEST CURB RAMP |
| | 2 | 1596+06 | STH 80, LT | - | - | 25 | - | - | 55 | 16 | - | MONROE STREET SOUTHWEST CURB RAMP |
| | 2 | 1602+68 | STH 80, LT | - | - | 11 | - | - | 31 | 16 | - | JACKSON STREET SOUTHWEST CURB RAMP |
| | 2 | 1613+87 | STH 80, RT | - | - | 7 | - | - | 26 | 15 | - | SHORT STREET NORTHEAST CURB RAMP |
| | 2 | 1627+44 | STH 80, LT | - | - | 13 | - | - | 52 | 22 | - | 3RD STREET CURB RAMPS |
| | 2 | 1638+74 | STH 80, LT | - | - | 15 | - | - | 56 | 27 | - | JONATHAN STREET WEST CURB RAMPS |
| | 3 | 1589+33 | STH 80, LT | - | - | 8 | - | - | 31 | 33 | - | MAIN STREET NORTHWEST CURB RAMP |
| | 3 | 1596+06 | STH 80, LT | - | - | 7 | - | - | 28 | 11 | - | MONROE STREET NORTHWEST CURB RAMP |
| | 3 | 1602+68 | STH 80, LT | - | - | 8 | - | - | 30 | 23 | - | JACKSON STREET NORTHWEST CURB RAMP |
| | 4 | 1589+44 | STH 80, RT | - | - | 8 | - | - | 31 | 32 | - | MAIN STREET NORTHEAST CURB RAMP |
| | 4 | 1596+13 | STH 80, RT | - | - | 9 | - | - | 35 | 17 | - | MONROE STREET NORTHEAST CURB RAMP |
| | 4 | 1602+67 | STH 80, RT | - | - | 8 | - | - | 34 | 19 | - | JACKSON STREET NORTHEAST CURB RAMP |
| | | UNDISTRIBUTED | STH 80 | - | - | - | - | - | - | - | 650 | |
| | | | **TOTAL 0010** | 1 | 73 | 410 | 786 | 32,340 | 1,897 | 645 | 734 | |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

3

## HMA PAVEMENT

| CATEGORY | STATION | TO | STATION | LOWER LAYER THICKNESS IN | MIDDLE LAYER THICKNESS IN | UPPER LAYER THICKNESS IN | LOCATION | 455.0605 TACK COAT GAL | 460.6224 HMA PAVEMENT 4 MT 58-28 S TON | 460.6424 HMA PAVEMENT 4 MT 58-28 H TON | 465.0105 ASPHALTIC SURFACE TON | 465.0110 ASPHALTIC SURFACE PATCHING TON | 465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 1555+12 | - | 1556+23 | 2.50 | 2.50 | 2.25 | STH 80 | 52 | - | - | 150 | - | 111 | FOR 96-INCH RCCP |
| | 1565+16 | - | 1584+77 | 1.75 | - | 1.75 | STH 80 | 1,211 | 848 | 848 | - | - | - | |
| | 1584+77 | - | 1603+06 | 1.75 | - | 1.75 | STH 80 | 1,166 | 816 | 816 | - | - | - | |
| | 1603+06 | - | 1629+24 | 1.75 | - | 1.75 | STH 80 | 1,510 | 1,057 | 1,057 | - | - | - | |
| | 1629+24 | - | 1631+34 | 3.25 | 1.75 | 1.75 | STH 80 | 104 | 73 | 73 | 135 | - | - | FULL RECONSTRUCT AREA |
| | 1631+34 | - | 1643+89 | 1.75 | - | 1.75 | STH 80 | 646 | 453 | 453 | - | - | - | |
| | 1565+16 | - | 1643+89 | 2.50 | - | - | PROJECT WIDE | 52 | - | - | - | 104 | - | DISTRESSED PAVEMENT MILLING |
| | 1565+16 | - | 1643+89 | 2.50 | - | - | PROJECT WIDE | 69 | - | - | 138 | - | - | ALL SIDEWALK AND CURB PATCHES |
| | | | | | | | **TOTAL 0010** | 4,810 | 3,247 | 3,247 | 423 | 104 | 111 | |

## RIPRAP & GEOTEXTILE FABRIC

| CATEGORY | STATION | LOCATION | 606.0300 RIPRAP HEAVY CY | 645.0120 GEOTEXTILE TYPE HR SY |
|---|---|---|---|---|
| 0010 | 1555+64 | STH 80, RT | 6 | 20 |
| | 1555+71 | STH 80, LT | 6 | 20 |
| | | **TOTAL 0010** | 12 | 40 |

## PIPE UNDERDRAIN

| CATEGORY | BEGIN STATION | BEGIN OFFSET | BEGIN ELEV. | BEGIN STR. NO. | END STATION | END OFFSET | END ELEV. | END STR. NO. | LOCATION | 310.0110 BASE AGGREGATE OPEN-GRADED TON | 612.0106 PIPE UNDERDRAIN 6-INCH LF | 645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY | SPV.0060.03 SPECIAL (03. CORED HOLES 6-INCH) EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 1629+24 | 18.5' LT | 1022.3 | END CAP REQ'D | 1629+29 | 18.5' LT | 1022.31 | EXISTING INLET | STH 80 | 1 | 5 | 3 | 1 |
| | 1629+29 | 18.5' LT | 1022.3 | EXISTING INLET | 1630+16 | 18.5' LT | 1021.65 | EXISTING INLET | STH 80 | 5 | 87 | 44 | 2 |
| | 1630+32 | 18.5' LT | 1022.2 | END CAP REQ'D | 1631+04 | 18.5' LT | 1022.03 | EXISTING INLET | STH 80 | 4 | 72 | 36 | 1 |
| | 1631+04 | 18.5' LT | 1022 | EXISTING INLET | 1631+34 | 18.5' LT | 1022.17 | END CAP REQ'D | STH 80 | 2 | 30 | 15 | 1 |
| | 1629+24 | 18.5' RT | 1022.3 | END CAP REQ'D | 1629+30 | 18.5' RT | 1022.31 | EXISTING INLET | STH 80 | 1 | 6 | 3 | 1 |
| | 1629+30 | 18.5' RT | 1022.3 | EXISTING INLET | 1629+77 | 18.5' RT | 1022.47 | END CAP REQ'D | STH 80 | 3 | 47 | 24 | 1 |
| | 1629+91 | 18.5' RT | 1020.7 | END CAP REQ'D | 1630+16 | 18.5' RT | 1020.65 | EXISTING INLET | STH 80 | 1 | 25 | 13 | 1 |
| | 1630+16 | 18.5' RT | 1020.7 | EXISTING INLET | 1631+00 | 18.5' RT | 1022.01 | EXISTING INLET | STH 80 | 5 | 84 | 42 | 2 |
| | 1631+00 | 18.5' RT | 1022 | EXISTING INLET | 1631+34 | 18.5' RT | 1022.17 | END CAP REQ'D | STH 80 | 2 | 34 | 17 | 1 |
| | | | | | | | | | **TOTAL 0010** | 24 | 390 | 197 | 11 |

## FENCE SAFETY

| CATEGORY | STATION | TO | STATION | LOCATION | 616.0700.S FENCE SAFETY LF |
|---|---|---|---|---|---|
| 0010 | 1629+00 | - | 1631+60 | STH 80, LT | 236 |
| | 1629+00 | - | 1631+60 | STH 80, RT | 220 |
| | | | | **TOTAL 0010** | 456 |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

## EROSION CONTROL ITEMS

| CATEGORY | STATION | TO | STATION | LOCATION | 625.0100 TOPSOIL SY | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.2006 EROSION MAT URBAN CLASS I TYPE A SY | 628.2008 EROSION MAT URBAN CLASS I TYPE B SY | 628.7555 CULVERT PIPE CHECKS EACH | 629.0210 FERTILIZER TYPE B CWT | 630.0120 SEEDING MIXTURE NO. 20 LB | 630.0140 SEEDING MIXTURE NO. 40 LB | 630.0500 SEED WATER MGAL | 999.2100.S. INSTALLING AND MAINTAINING CLIMBING TURTLE EXCLUSION FENCE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 1555+12 | - | 1556+23 | STH 80 | 754 | 416 | 416 | - | 754 | 16 | 1 | 34 | - | 17.0 | 445 | FOR 96-INCH RCCP |
| | 1565+16 | - | 1643+89 | PROJECT WIDE | 901 | - | - | 901 | - | - | 1 | - | 41 | 21.0 | - | |
| | | | | UNDISTRIBUTED | 170 | 42 | 42 | 90 | 75 | 2 | - | 3 | 4 | 3.8 | 45 | |
| | | | | **TOTAL 0010** | 1,825 | 458 | 458 | 991 | 829 | 18 | 2 | 37 | 45 | 41.8 | 490 | |

## ADJUSTING INLETS AND MANHOLES

| CATEGORY | STATION | TO | STATION | LOCATION | 611.8110 ADJUSTING MANHOLE COVERS EACH | 611.8115 ADJUSTING INLET COVERS EACH | 628.7015 INLET PROTECTION TYPE C EACH | SPV.0060.04 SPECIAL (04. ADJUSTING WATER VALVE BOXES) EACH |
|---|---|---|---|---|---|---|---|---|
| 0010 | 1576+11 | | | STH 80, LT | - | 1 | - | - |
| | 1582+39 | | | STH 80, LT | 1 | - | - | - |
| | 1589+14 | | | STH 80, LT | 1 | - | - | - |
| | 1595+64 | | | STH 80, LT | - | 1 | - | - |
| | 1595+72 | | | STH 80, RT | - | 1 | - | - |
| | 1595+88 | | | STH 80, RT | - | 1 | - | - |
| | 1595+95 | | | STH 80, RT | - | 1 | - | - |
| | 1596+28 | | | STH 80, RT | - | 1 | - | - |
| | 1602+43 | | | STH 80, LT | - | 1 | - | - |
| | 1602+59 | | | STH 80, LT | 1 | - | - | - |
| | 1606+00 | | | STH 80, LT | 1 | - | - | - |
| | 1608+08 | | | STH 80, LT | - | 1 | - | - |
| | 1622+36 | | | STH 80, RT | - | 1 | - | - |
| | 1623+54 | | | STH 80, RT | - | 1 | - | - |
| | 1623+74 | | | STH 80, RT | - | 1 | - | - |
| | 1624+31 | | | STH 80, RT | 1 | - | - | - |
| | 1624+61 | | | STH 80, RT | - | 1 | - | - |
| | 1629+24 | - | 1631+34 | STH 80 | 4 | 6 | - | 1 |
| | 1633+07 | | | STH 80 | - | 2 | - | - |
| | 1640+55 | | | STH 80, RT | - | 1 | - | - |
| | 1640+96 | | | STH 80 | - | 2 | - | - |
| | 1565+16 | - | 1643+89 | PROJECT | - | - | 68 | - |
| | | | | **TOTAL 0010** | 9 | 23 | 68 | 1 |
| 0020 | 1630+60 | | | STH 80, LT | 1 | - | - | - |
| | | | | **TOTAL 0020** | 1 | 0 | 0 | 0 |
| | | | | **PROJECT TOTAL** | 10 | 23 | 68 | 1 |

## CULVERT PIPE ITEMS

| CATEGORY | *INLET STATION | *INLET OFFSET | *INLET ELEV. (FT) | *OUTLET STATION | *OUTLET OFFSET | *OUTLET ELEV. (FT) | SLOPE (%) | PIPE THICKNESS (IN) | LOCATION | 209.2500 BACKFILL GRANULAR GRADE 2 TON | 522.0196 CULVERT PIPE REINFORCED CONCRETE CLASS III 96-INCH LF | SPV.0060.05 SPECIAL (05. APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 96-INCH) EACH |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 1555+64 | 42.6' RT | 999.6 | 1555+70 | 43.2' LT | 998.8 | 0.93 | 0.064 | STH 80 | 540 | 86 | 2 |
| | | | | | | | | | **TOTAL 0010** | 540 | 86 | 2 |

*** PIPE INVERT AT END OF PIPE & STATION /OFFSET TO CENTER OF STRUCTURE**

## CULVERT ENDS

| CATEGORY | STATION | LOCATION | 633.5200 MARKERS CULVERT END EACH | REMARKS |
|---|---|---|---|---|
| 0010 | 1555+67 | STH 80 | 2 | 96" CULVERT PIPE INSTALL |
| | | **TOTAL 0010** | 2 | |

## EROSION CONTROL MOBILIZATION

| CATEGORY | LOCATION | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH |
|---|---|---|---|
| 0010 | PROJECT WIDE | 4 | 4 |
| | **TOTAL 0010** | 4 | 4 |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

3

## CONCRETE ITEMS

| CATEGORY | STAGE | STATION TO STATION | LOCATION | 601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF | 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 | 602.0810 CONCRETE DRIVEWAY 6-INCH SY | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | - | 1629+24 - 1631+34 | STH 80 | 420 | - | - | - | - | 55 | FULL RECONSTRUCT SECTION |
| | - | 1641+81 - 1643+89 | STH 80, RT | - | - | 1035 | - | - | - | SIDEWALK ADDITION |
| | 1 | 1565+81 | STH 80 | 39 | - | 171 | 20 | - | - | POPLAR STREET CURB RAMPS |
| | 1 | 1568+73 | STH 80, RT | 48 | - | 225 | 20 | - | - | OAK STREET CURB RAMPS |
| | 1 | 1572+32 | STH 80, RT | 43 | - | 225 | 20 | - | - | MAPLE STREET CURB RAMPS |
| | 1 | 1575+60 | STH 80, RT | 74 | - | 216 | 30 | - | - | PINE STREET EAST CURB RAMPS |
| | 1 | 1579+69 - 1580+73 | STH 80, RT | 104 | - | 50 | 20 | - | 18 | 3RD AVE CURB AND GUTTER REPAIR |
| | 1 | 1585+78 | STH 80, RT | 58 | 27 | 261 | - | 30 | - | JEFFERSON STREET CURB RAMPS |
| | 1 | 1589+44 | STH 80, RT | 40 | 28 | 333 | 10 | - | - | MAIN STREET SOUTHEAST CURB RAMP |
| | 1 | 1596+13 | STH 80, RT | 50 | - | 351 | 20 | - | - | MONROE STREET SOUTHEAST CURB RAMP |
| | 1 | 1602+67 | STH 80, RT | 29 | - | 189 | 20 | - | - | JACKSON STREET SOUTHEAST CURB RAMP |
| | 1 | 1613+87 | STH 80, RT | 40 | - | 234 | 10 | - | - | SHORT STREET SOUTHEAST CURB RAMP |
| | 1 | 1621+29 | STH 80, LT | 88 | 15 | 270 | 20 | - | - | 2ND STREET CURB RAMPS |
| | 1 | 1624+17 | STH 80, RT | 130 | - | 207 | 20 | - | - | EDWARD STREET CURB RAMPS |
| | 1 | 1638+74 | STH 80, RT | 34 | - | 153 | 10 | - | - | JONATHAN STREET NORTHEAST CURB RAMP |
| | 2 | 1575+60 | STH 80, LT | 24 | - | 90 | 10 | - | - | PINE STREET WEST CURB RAMP |
| | 2 | 1582+57 | STH 80, LT | 51 | 66 | 261 | 10 | 17 | - | WASHINGTON STREET CURB RAMPS |
| | 2 | 1585+39 | STH 80, LT | 55 | - | 288 | - | 34 | - | CTH E/VEEDUM STREET CURB RAMPS |
| | 2 | 1589+33 | STH 80, LT | 30 | - | 207 | 10 | - | - | MAIN STREET SOUTHWEST CURB RAMP |
| | 2 | 1596+06 | STH 80, LT | 55 | 21 | 144 | - | 18 | - | MONROE STREET SOUTHWEST CURB RAMP |
| | 2 | 1602+68 | STH 80, LT | 31 | 14 | 144 | 20 | - | - | JACKSON STREET SOUTHWEST CURB RAMP |
| | 2 | 1613+87 | STH 80, RT | 26 | - | 135 | 10 | - | - | SHORT STREET NORTHEAST CURB RAMP |
| | 2 | 1627+44 | STH 80, LT | 52 | 24 | 198 | 20 | - | - | 3RD STREET CURB RAMPS |
| | 2 | 1638+74 | STH 80, LT | 56 | 25 | 243 | 30 | - | - | JONATHAN STREET WEST CURB RAMPS |
| | 3 | 1589+33 | STH 80, LT | 31 | - | 297 | - | 23 | - | MAIN STREET NORTHWEST CURB RAMP |
| | 3 | 1596+06 | STH 80, LT | 28 | 16 | 99 | - | 22 | - | MONROE STREET NORTHWEST CURB RAMP |
| | 3 | 1602+68 | STH 80, LT | 30 | - | 207 | 20 | - | - | JACKSON STREET NORTHWEST CURB RAMP |
| | 4 | 1589+44 | STH 80, RT | 31 | - | 288 | 10 | - | - | MAIN STREET NORTHEAST CURB RAMP |
| | 4 | 1596+13 | STH 80, RT | 35 | - | 153 | 10 | - | - | MONROE STREET NORTHEAST CURB RAMP |
| | 4 | 1602+67 | STH 80, RT | 34 | - | 171 | 20 | - | - | JACKSON STREET NORTHEAST CURB RAMP |
| | - | - - - | PROJECT WIDE | 131 | - | - | - | - | - | INLET CURB AND GUTTER REPLACEMENTS |
| | | | **TOTAL 0010** | 1,897 | 236 | 6,845 | 390 | 143 | 73 | |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

## TRAFFIC CONTROL ITEMS

| CATEGORY | STAGE | LOCATION | APPRX. SERVICE PERIOD DAYS | QTY | 643.0300 TRAFFIC CONTROL DRUMS DAY | QTY | 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY | QTY | 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY | QTY | 643.0900 TRAFFIC CONTROL SIGNS DAY | 643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF | 644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF | 644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF | QTY | 644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY | 644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF | 644.1810 TEMPORARY PEDESTRIAN BARRICADE LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | - | STH 80 | 5 | - | - | 14 | 70 | 12 | 60 | 11 | 55 | - | - | - | - | - | - | - | 96" CULVERT PIPE INSTALL |
| | - | STH 80 | 14 | - | - | 12 | 168 | 8 | 112 | 4 | 56 | - | - | - | - | - | - | - | FULL RECONSTRUCT AREA |
| | 1 | PROJECT WIDE | 25 | 232 | 5,800 | 24 | 600 | - | - | 200 | 5,000 | 1,224 | 148 | 1,349 | 32 | 800 | 320 | 1,782 | TEMP PED ACCOMMODATIONS |
| | 2 | PROJECT WIDE | 25 | 161 | 4,025 | 21 | 525 | - | - | 187 | 4,675 | 880 | - | 676 | 30 | 750 | 300 | 1,101 | TEMP PED ACCOMMODATIONS |
| | 3 | PROJECT WIDE | 10 | 38 | 380 | 18 | 180 | - | - | 56 | 560 | 266 | - | 120 | 9 | 90 | 90 | 436 | TEMP PED ACCOMMODATIONS |
| | 4 | PROJECT WIDE | 10 | 24 | 240 | 18 | 180 | - | - | 62 | 620 | 255 | - | 113 | 9 | 90 | 90 | 456 | TEMP PED ACCOMMODATIONS |
| | | **TOTAL 0010** | | | 10,445 | | 1,723 | | 172 | | 10,966 | 2,625 | 148 | 2,258 | | 1,730 | 800 | 3,775 | |

## PERMANENT PAVEMENT MARKINGS

| CATEGORY | STATION | TO | STATION | LOCATION | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (SOLID WHITE) LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (SKIP WHITE/YELLOW) LF | 646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (SOLID YELLOW) LF | 646.6120 MARKING STOP LINE EPOXY 18-INCH (SOLID WHITE) LF | 646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (SOLID WHITE) LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 1555+12 | - | 1556+23 | STH 80 | 260 | 38 | - | - | - | SKIP IS CENTERLINE YELLOW |
| | 1565+16 | - | 1576+07 | STH 80 | 1690 | - | 2,170 | 91 | 318 | |
| | 1576+07 | - | 1589+71 | STH 80 | 1710 | - | 2,600 | 101 | 676 | |
| | 1589+71 | - | 1603+01 | STH 80 | - | - | 2,410 | 68 | 666 | |
| | 1603+01 | - | 1620+59 | STH 80 | 3010 | 107 | 3,510 | 17 | 172 | SKIP IS BYPASS/TURN LANE WHITE |
| | 1620+59 | - | 1638+98 | STH 80 | 2830 | 121 | 3,670 | 82 | 306 | SKIP IS BYPASS/TURN LANE WHITE |
| | 1638+98 | - | 1643+89 | STH 80 | 980 | - | 980 | - | - | |
| | | | | **SUBTOTALS** | 10480 | 266 | 15340 | 359 | 2,138 | |
| | | | | **TOTAL 0010** | | 26,086 | | 359 | 2,138 | |

## SAWING ITEMS

| CATEGORY | STATION | TO | STATION | LOCATION | 690.0150 SAWING ASPHALT LF | 690.0250 SAWING CONCRETE LF | REMARKS |
|---|---|---|---|---|---|---|---|
| 0010 | 1555+12 | - | 1556+23 | STH 80 | 60 | - | FOR 96-INCH RCCP |
| | 1579+69 | - | 1580+72 | STH 80 | 108 | 5 | 3RD AVE CURB AND GUTTER REPAIR |
| | 1629+24 | - | 1631+34 | STH 80 | 64 | 10 | FULL RECONSTRUCT AREA |
| | 1565+16 | - | 1643+89 | PROJECT WIDE | 1,942 | 213 | CURB RAMPS AND INLET WORK |
| | | | | **TOTAL 0010** | 2,174 | 228 | |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

3

3

## STAKING ITEMS

| CATEGORY | STATION | TO | STATION | LOCATION | 650.4500 CONSTRUCTION STAKING SUBGRADE LF | 650.5000 CONSTRUCTION STAKING BASE LF | 650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF | 650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH | 650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF | 650.9000 CONSTRUCTION STAKING CURB RAMPS EACH | 650.9920 CONSTRUCTION STAKING SLOPE STAKES LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0010 | 1555+12 | - | 1556+23 | STH 80 | 111 | 111 | - | 1 | - | - | 222 | 96" CULVERT PIPE INSTALL |
| | 1629+24 | - | 1631+34 | STH 80 | 210 | 210 | 420 | - | - | - | - | FULL RECONSTRUCT AREA |
| | 1565+16 | - | 1643+89 | PROJECT WIDE | - | - | 1,343 | - | 7,873 | 45 | - | |
| | | | | **TOTAL 0010** | 321 | 321 | 1,763 | 1 | 7,873 | 45 | 222 | |

## TEMPORARY WATER DIVERSION

| CATEGORY | STATION | LOCATION | SPV.0060.01 SPECIAL (01. TEMPORARY WATER DIVERSION – STA 1555+67) EACH | REMARKS |
|---|---|---|---|---|
| 0010 | 1555+67 | STH 80 | 1 | 96-INCH CULVERT PIPE |
| | | **TOTAL 0010** | 1 | |

ALL QUANTITIES CATEGORY 0010 UNLESS OTHERWISE NOTED

# TRANSPORTATION PROJECT PLAT NO: 1620-02-27 - 4.01 AMENDMENT NO. 1

AMENDS PARCEL 1 OF TRANSPORTATION PROJECT PLAT NO. 1620-02-27-4.01, RECORDED AS DOCUMENT NUMBER 2022R04981 LOCATED IN PART OF LOT 2 AND LOT 10, BLOCK 45 AND LOT 7, BLOCK 46 OF M$^{C}$ DOUGALS ADDITION TO PITTSVILLE, LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "80", CITY OF PITTSVILLE (POPLAR ST TO STH 73) WOOD COUNTY

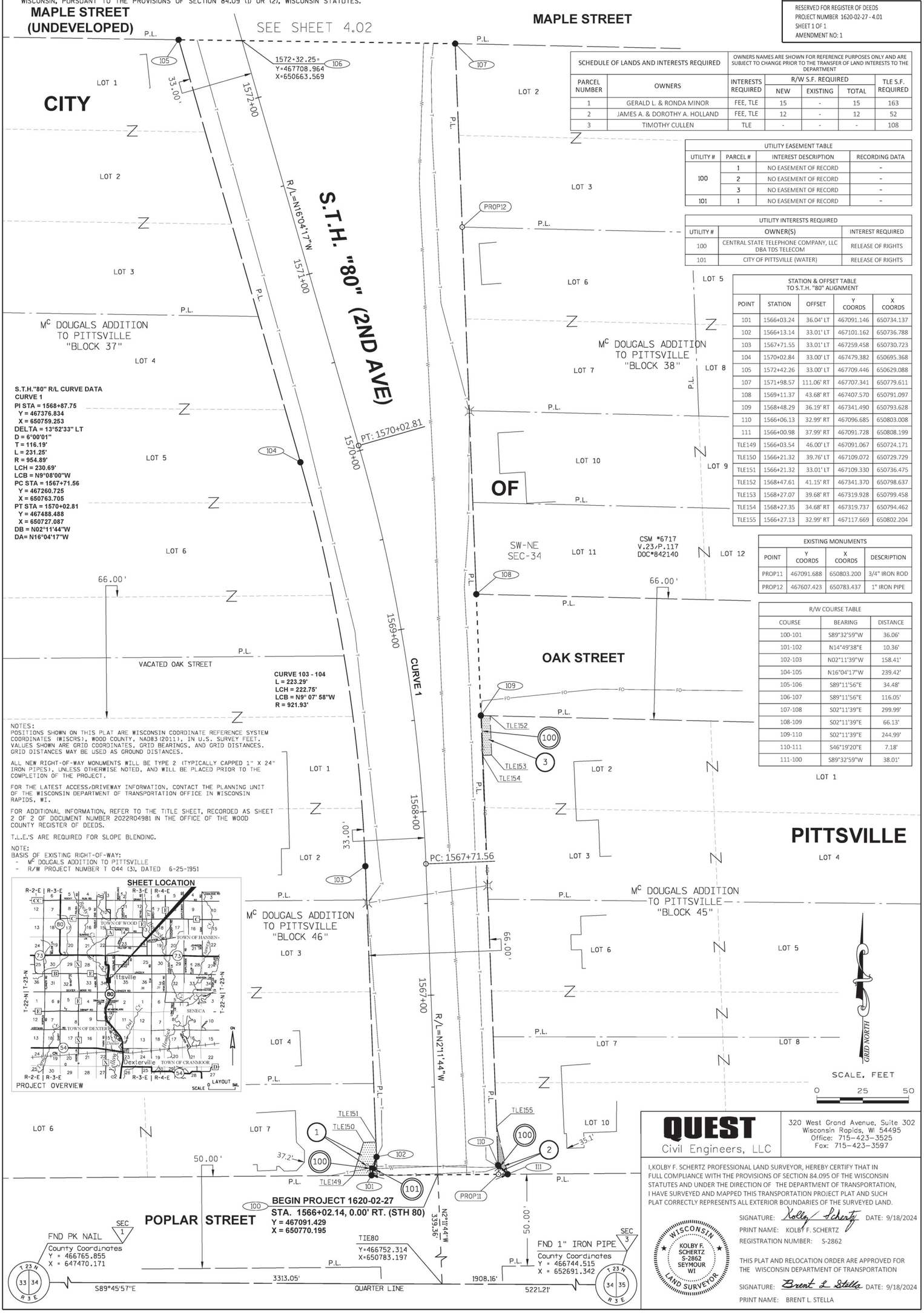
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

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


2024R07153
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
09/18/2024 10:06 AM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMITTER


67

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1620-02-27 - 4.01
SHEET 1 OF 1
AMENDMENT NO: 1




| SCHEDULE OF LANDS AND INTERESTS REQUIRED | | | OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT | | | | |
|---|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W S.F. REQUIRED | | | TLE S.F. REQUIRED |
| | | | NEW | EXISTING | TOTAL | |
| 1 | GERALD L. & RONDA MINOR | FEE, TLE | 15 | - | 15 | 163 |
| 2 | JAMES A. & DOROTHY A. HOLLAND | FEE, TLE | 12 | - | 12 | 52 |
| 3 | TIMOTHY CULLEN | TLE | - | - | - | 108 |

| UTILITY EASEMENT TABLE | | | |
|---|---|---|---|
| UTILITY # | PARCEL # | INTEREST DESCRIPTION | RECORDING DATA |
| 100 | 1 | NO EASEMENT OF RECORD | - |
| | 2 | NO EASEMENT OF RECORD | - |
| | 3 | NO EASEMENT OF RECORD | - |
| 101 | 1 | NO EASEMENT OF RECORD | - |

| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY # | OWNER(S) | INTEREST REQUIRED |
| 100 | CENTRAL STATE TELEPHONE COMPANY, LLC DBA TDS TELECOM | RELEASE OF RIGHTS |
| 101 | CITY OF PITTSVILLE (WATER) | RELEASE OF RIGHTS |

| STATION & OFFSET TABLE TO S.T.H. "80" ALIGNMENT | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 101 | 1566+03.24 | 36.04' LT | 467091.146 | 650734.137 |
| 102 | 1566+13.14 | 33.01' LT | 467101.162 | 650736.788 |
| 103 | 1567+71.55 | 33.01' LT | 467259.458 | 650730.723 |
| 104 | 1570+02.84 | 33.00' LT | 467479.382 | 650695.368 |
| 105 | 1572+42.26 | 33.00' LT | 467709.446 | 650629.088 |
| 107 | 1571+98.57 | 111.06' RT | 467707.341 | 650779.611 |
| 108 | 1569+11.37 | 43.68' RT | 467407.570 | 650791.097 |
| 109 | 1568+48.29 | 36.19' RT | 467341.490 | 650793.628 |
| 110 | 1566+06.13 | 32.99' RT | 467096.685 | 650803.008 |
| 111 | 1566+00.98 | 37.99' RT | 467091.728 | 650808.199 |
| TLE149 | 1566+03.54 | 46.00' LT | 467091.067 | 650724.171 |
| TLE150 | 1566+21.32 | 39.76' LT | 467109.072 | 650729.729 |
| TLE151 | 1566+21.32 | 33.01' LT | 467109.330 | 650736.475 |
| TLE152 | 1568+47.61 | 41.15' RT | 467341.370 | 650798.637 |
| TLE153 | 1568+27.07 | 39.68' RT | 467319.928 | 650799.458 |
| TLE154 | 1568+27.35 | 34.68' RT | 467319.737 | 650794.462 |
| TLE155 | 1566+27.13 | 32.99' RT | 467117.669 | 650802.204 |

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y COORDS | X COORDS | DESCRIPTION |
| PROP11 | 467091.688 | 650803.200 | 3/4" IRON ROD |
| PROP12 | 467607.423 | 650783.437 | 1" IRON PIPE |

| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 100-101 | S89°32'59"W | 36.06' |
| 101-102 | N14°49'38"E | 10.36' |
| 102-103 | N02°11'39"W | 158.41' |
| 104-105 | N16°04'17"W | 239.42' |
| 105-106 | S89°11'56"E | 34.48' |
| 106-107 | S89°11'56"E | 116.05' |
| 107-108 | S02°11'39"E | 299.99' |
| 108-109 | S02°11'39"E | 66.13' |
| 109-110 | S02°11'39"E | 244.99' |
| 110-111 | S46°19'20"E | 7.18' |
| 111-100 | S89°32'59"W | 38.01' |

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2022R04981 IN THE OFFICE OF THE WOOD COUNTY REGISTER OF DEEDS.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING.

NOTE:
BASIS OF EXISTING RIGHT-OF-WAY:
- M$^{C}$ DOUGALS ADDITION TO PITTSVILLE
- R/W PROJECT NUMBER T 044 (3), DATED 6-25-1951





QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597


I, KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN
KOLBY F. SCHERTZ
S-2862
SEYMOUR
WI
LAND SURVEYOR

SIGNATURE: Kolby Schertz DATE: 9/18/2024
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

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

SIGNATURE: Brent L Stella DATE: 9/18/2024
PRINT NAME: BRENT L. STELLA

1620-02-27 - 4.01 A1
PLOT NAME : STH 80
PLOT BY : KOLBY SCHERTZ
PLOT DATE : September 17, 2024
FILE NAME : S:\SURVEY\LAND SURVEYS\2021 PROJECTS\WO#7_NC_MC-06972379_JV10094215_16200207_STH80_TOPO-TPP\C3D\16200207_STH80_TPP_A1.DWG
APPRAISAL PLAT DATE : 9/18/2024

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION
# TRANSPORTATION PROJECT PLAT TITLE SHEET
# PROJECT NO. 1620-02-27
## CITY OF PITTSVILLE
### POPLAR STREET TO S.T.H. "73"
## S.T.H. "80"
## WOOD COUNTY



## CONVENTIONAL SYMBOLS

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

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

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (AS NOTED)

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| ELECTRIC POLE | | |
| TELEPHONE POLE | | |
| PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.) | | |
| LIGHT POLE | | |
| FIRE HYDRANT | | |
| MANHOLE | | |

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)
EXISTING MONUMENT NUMBER (****)
R/W BOUNDARY POINT NUMBER (***)

## CONVENTIONAL ABBREVIATIONS

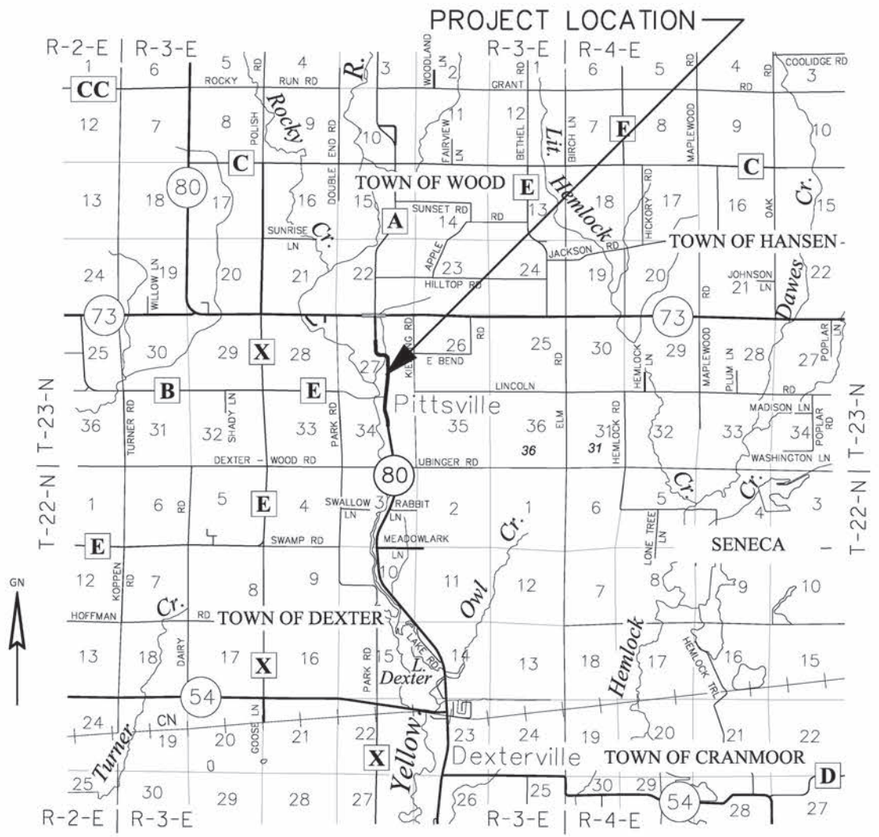
| | | | |
|---|---|---|---|
| ACCESS RIGHTS | AR | POINT OF INTERSECTION | PI |
| ACRES | AC | PROPERTY LINE | P.L. |
| AHEAD | AH | RECORDED AS | (100') |
| ALUMINUM | ALUM | REEL / IMAGE | R/I |
| AND OTHERS | ET AL | REFERENCE LINE | R/L |
| BACK | BK | REMAINING | REM |
| BLOCK | BLK | RESTRICTIVE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

## CURVE DATA

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

## CONVENTIONAL UTILITY SYMBOLS

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




LAYOUT
SCALE 0 1 MI.

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1620-02-27.

NOTES:

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

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

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

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

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

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

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

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

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

PROJECT NUMBER 1620-02-27 -4.01
SHEET 2 OF 2
AMENDMENT NO:



FILE NAME : S:\SURVEY\LAND SURVEYS\2021 PROJECTS\WO#7_NC_MC-06972379_JV10094215_16200207_STH80_TOPO-TPP\C3D\16200207_STH80_TPP.DWG
LAYOUT NAME: TPP Title Sheet
PLOT DATE : May 18, 2022 PLOT BY : KOLBY SCHERTZ PLOT NAME : STH 80
APPRAISAL PLAT DATE : 5/18/2022

2022R05946
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
06/27/2022 11:11 AM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMI

69

# TRANSPORTATION PROJECT PLAT NO: 1620-02-27 - 4.02

LOCATED IN PART OF OUTLOT 1 OF CSM NO. 9651 AND LOT 2 OF CSM NO. 4812, LOCATED IN THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4 AND THE NORTHWEST 1/4 OF THE NORTHEAST 1/4; ALL OF SECTION 34, TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "80", CITY OF PITTSVILLE (POPLAR ST TO STH 73) WOOD COUNTY

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

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

SEE SHEET 4.03

FND 1 1/8" AXLE
County Coordinates
Y = 469395.184
X = 649988.168

1579+06.34=
Y=468368.471
X=650555.185

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2022R04981 IN THE OFFICE OF THE WOOD COUNTY REGISTER OF DEED'S.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING

BASIS OF EXISTING RIGHT-OF-WAY:
- CSM NUMBERS: 4812, 9651
- MC DOUGALS ADDITION TO PITTSVILLE
- SARGENT'S PLAT OF THE CITY OF PITTSVILLE
- R/W PROJECT NUMBER T 044 (3), DATED 6-25-1951

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1620-02-27 - 4.02
AMENDMENT NO:___

| SCHEDULE OF LANDS AND INTERESTS REQUIRED | | | OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W S.F. REQUIRED | | | TLE S.F. REQUIRED |
| | | | NEW | EXISTING | TOTAL | |
| 4 | CITY OF PITTSVILLE | TLE | - | - | - | 191 |
| 5 | FRANCIS M. & ANGELA C. ESSER | TLE | - | - | - | 238 |

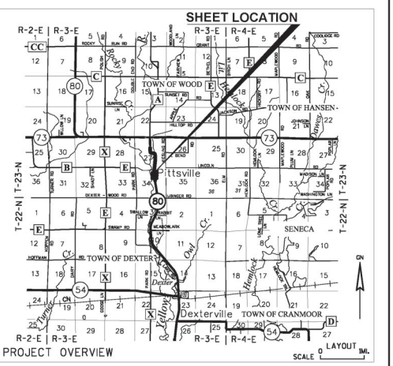
| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 106-105 | N89°11'56"W | 34.48' |
| 105-200 | N16°04'17"W | 52.26' |
| 200-201 | N16°04'17"W | 250.77' |
| 201-202 | N16°04'17"W | 68.69' |
| 202-203 | N16°04'17"W | 7.55' |
| 203-204 | N16°04'17"W | 74.95' |
| 204-205 | N04°24'59"E | 225.89' |
| 205-206 | S85°35'01"E | 34.55' |
| 206-207 | S85°35'01"E | 31.45' |
| 207-208 | S04°24'59"W | 47.35' |
| 210-PROP13 | S18°11'46"E | 69.48' |
| PROP13-PROP15 | S16°04'17"E (N16°04'53"W) | 257.51' (257.53') |
| PROP15-PROP16 | N89°23'15"E (S89°31'19"W) | 19.85' (19.83') |
| PROP16-107 | S54°34'49"E | 85.00' |
| 107-106 | N89°11'56"W | 116.05' |

| STATION & OFFSET TABLE TO S.T.H. "80" ALIGNMENT | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 105 | 1572+42.26 | -33.00' LT | 467709.446 | 650629.088 |
| 107 | 1571+98.57 | 111.06' RT | 467707.341 | 650779.611 |
| 200 | 1572+94.52 | -33.00' LT | 467759.664 | 650614.620 |
| 201 | 1575+44.14 | -33.59' LT | 468000.628 | 650545.200 |
| 202 | 1576+10.19 | -38.32' LT | 468066.637 | 650526.183 |
| 203 | 1576+17.40 | -39.13' LT | 468073.888 | 650524.094 |
| 204 | 1576+88.24 | -50.21' LT | 468145.913 | 650503.344 |
| 205 | 1579+06.80 | -34.55' LT | 468371.132 | 650520.739 |
| 207 | 1579+05.93 | 31.45' RT | 468366.049 | 650586.543 |
| 208 | 1578+58.58 | 30.83' RT | 468318.838 | 650582.897 |
| 209 | 1576+04.53 | 32.37' RT | 468073.696 | 650596.757 |
| 210 | 1576+00.48 | 32.40' RT | 468069.850 | 650597.505 |
| PROP13 | 1575+28.59 | 38.85' RT | 468003.841 | 650619.203 |
| PROP15 | 1572+70.37 | 39.00' RT | 467756.391 | 650690.492 |
| PROP16 | 1572+65.08 | 58.13' RT | 467756.603 | 650710.342 |
| TLE250 | 1576+48.46 | 32.07' RT | 468115.550 | 650589.701 |
| TLE251 | 1575+98.53 | 42.22' RT | 468069.847 | 650607.505 |
| TLE252 | 1575+25.86 | 48.50' RT | 468003.837 | 650629.203 |
| TLE253 | 1575+18.17 | 38.98' RT | 467994.232 | 650621.971 |
| TLE254 | 1573+07.37 | 39.00' RT | 467791.945 | 650680.249 |
| TLE255 | 1572+68.24 | 46.71' RT | 467756.477 | 650698.491 |

| UTILITY EASEMENT TABLE | | | |
|---|---|---|---|
| UTILITY # | PARCEL # | INTEREST DESCRIPTION | RECORDING DATA |
| 102 | 5 | NO EASEMENT OF RECORD | - |

| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY # | OWNER(S) | INTEREST REQUIRED |
| 102 | WISCONSIN GAS LLC DBA WE ENERGIES (GAS) | RELEASE OF RIGHTS |

SHEET LOCATION




CITY

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 14"

PT: 1578+40.15

R/L=N3°39'44"E

NW-NE SEC-34

LOT 2

LOT 5

LOT 1 CSM #4812 V.17/P.12 DOC#719597

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 13"

CURVE 208 - 209
L = 246.27'
LCH = 245.53'
LCB = S3° 14' 09"E
R = 921.93'

CURVE 209 - 210
L = 3.92'
LCH = 3.92'
LCB = S11° 00' 36"E
R = 921.93'

S.T.H."80" R/L CURVE DATA
CURVE 2
PI STA = 1576+77.36
Y = 468136.672
X = 650540.349
DELTA = 19°44'01" RT
D = 6°00'01"
T = 166.08'
L = 328.88'
R = 954.89'
LCH = 327.25'
LCB = N6°12'17"W
PC STA = 1575+11.27
Y = 467977.079
X = 650586.327
PT STA = 1578+40.15
Y = 468302.416
X = 650550.957
DB = N16°04'17"W
DA= N03°39'44"E

CURVE PC:1575+11.27 - 211
L = 99.33'
LCH = 99.28'
LCB = N13° 05' 29"W
R = 954.89'

CURVE 211 - PT:1578+40.15
L = 229.55'
LCH = 229.00'
LCB = N3° 13' 29"W
R = 954.89'

LOT 2 CSM #4812 V.17/P.12 DOC#719597

LOT 3 CSM #4812 V.17/P.12 DOC#719597

LOT 4 CSM #4812 V.17/P.12 DOC#719597

GRID NORTH

SCALE, FEET
0 25 50

FND SURVEY SPIKE
County Coordinates
Y = 469391.933
X = 652629.189

LOT 2 CSM #7502 V.26/P.2 DOC#899527

TIE82
Y=468075.190
X=650033.060

TIE83
Y=468068.224
X=652660.265

1576+10.60=
Y=468073.783
X=650563.838

QUARTER LINE

SIXTEENTH LINE

SECTION LINE

PINE STREET (UNDEVELOPED)

PINE STREET

FND 1 1/4" IRON PIPE
County Coordinates
Y = 464115.445
X = 650167.729

FND PK NAIL
County Coordinates
Y = 466765.855
X = 647470.171

COMPUTED FROM FOUND SECTION CORNER MONUMENTS
County Coordinates
Y = 466755.197
X = 650077.953

FND 1" IRON PIPE
County Coordinates
Y = 466744.515
X = 652691.342

MC DOUGALS ADDITION TO PITTSVILLE "BLOCK 34"

MC DOUGALS ADDITION TO PITTSVILLE "BLOCK 33"

OUTLOT 1 CSM #9651 V.34/P.151 DOC#2013R07498

S.T.H. "80" (2ND AVE)

SECOND STREET (UNDEVELOPED)

SW-NE SEC-34

PITTSVILLE

TLE-48 S.F.

TLE-143 S.F.

| SECTION COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 2-5 | N 1°56'52" W | 5282.79' |
| 5-4 | S 89°55'46" E | 2641.02' |
| 2-81 | N 1°56'52" W | 2641.27' |
| 81-5 | N 1°56'52" W | 2641.52' |
| 81-82 | N 1°56'52" W | 1320.76' |
| 82-5 | N 1°56'52" W | 1320.76' |
| 1-3 | S 89°45'57" E | 5221.21' |
| 1-81 | S 89°45'57" E | 2607.80' |
| 81-3 | S 89°45'57" E | 2613.41' |
| 3-4 | N 1°20'42" W | 2648.14' |
| 3-83 | N 1°20'42" W | 1324.07' |
| 83-4 | N 1°20'42" W | 1324.07' |
| 82-83 | S 89°50'53" E | 2627.21' |
| 82-211 | S 89°50'53" E | 530.78' |
| 211-83 | S 89°50'53" E | 2096.43' |
| 82-203 | S 89°50'53" E | 491.04' |
| 203-211 | S 89°50'53" E | 39.74' |
| 211-209 | S 89°50'53" E | 32.92' |
| 209-83 | S 89°50'53" E | 2063.51' |

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y COORDS | X COORDS | DESCRIPTION |
| PROP13 | 468003.841 | 650619.203 | 1" IRON PIPE W/CAP |
| PROP15 | 467756.391 | 650690.492 | 1" IRON PIPE W/CAP |
| PROP16 | 467756.603 | 650710.342 | 1" IRON PIPE W/CAP |
| PROP17 | 467752.018 | 651027.308 | 2" IRON PIPE |
| PROP18 | 468003.805 | 650700.430 | 1" IRON PIPE W/CAP |
| PROP19 | 468069.640 | 651072.020 | PROP 3/4IR |
| PROP21 | 468070.791 | 650763.769 | 1" IRON ROD BENT |
| PROP22 | 468072.782 | 650694.766 | 1" IRON ROD |
| PROP23 | 468245.164 | 650580.290 | 3/4" IRON ROD |

MAPLE STREET (UNDEVELOPED)

MAPLE ST.

1572+32.25=
Y=467708.964
X=650663.569

SEE SHEET 4.01

QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I,KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Kolby Schertz DATE: 6/22/2022
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

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

SIGNATURE: Brent L Stella DATE: 6/22/2022
PRINT NAME: BRENT L. STELLA

1620-02-27 - 4.02
PLOT NAME : STH 80
PLOT BY : KOLBY SCHERTZ
PLOT DATE : June 22, 2022
FILE NAME : S:\SURVEY\LAND SURVEYS\2021 PROJECTS\WO#7_NC_MC-06972379_JV100942I5_16200207_STH80_TOPO-TPP\C3D\16200207_STH80_TPP.DWG
APPRAISAL PLAT DATE : 5/18/2022

2024R07154
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
09/18/2024 10:09 AM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMI

70

# TRANSPORTATION PROJECT PLAT NO: 1620-02-27 - 4.03 AMENDMENT NO. 1

AMENDS PARCELS 6 AND 7 OF TRANSPORTATION PROJECT PLAT NO. 1620-02-27-4.03, RECORDED AS DOCUMENT NUMBER 2022R05947 LOCATED IN PART OF LOT 1, BLOCK 14 AND LOT 10 BLOCK 5, OF SARGENT'S PLAT OF THE CITY OF PITTSVILLE, LOT 1 OF CSM NO. 5637, LOT 2 OF CSM NO. 1679, LOT 2 OF CSM NO. 10175 AND LOT 1 OF CSM NO. 2127; ALL LOCATED IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "80", CITY OF PITTSVILLE (POPLAR ST TO STH 73) WOOD COUNTY

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

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

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2022R04981 IN THE OFFICE OF THE WOOD COUNTY REGISTER OF DEED'S.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING

BASIS OF EXISTING RIGHT-OF-WAY:
- CSM NUMBERS: 1679, 2127, 5637, 6332, 10175, 10278
- SARGENT'S PLAT OF THE CITY OF PITTSVILLE
- R/W PROJECT NUMBER 1 044 (3), DATED 6-25-1951
- R/W PROJECT NUMBER 1628-00-23, DATED 10-13-1998

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1620-02-27 - 4.03
AMENDMENT NO: 1

SEE SHEET 4.04

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 11"

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 6"

JEFFERSON STREET

C.T.H. "E" (VEEDUM STREET)

CITY OF PITTSVILLE

S.T.H. "80" (2ND AVE)

WASHINGTON STREET

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 5"

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 13"

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 14"

LOT 1 CSM #10175 V.37/P.75 DOC#2017R03130

LOT 2 CSM #10175 V.37/P.75 DOC#2017R03130

LOT 1 CSM #2127 V.8/P.27 DOC#586432

LOT 10

LOT 9

LOT 8

LOT 7

LOT 6

LOT 11

LOT 2 CSM #1679 V.6/P.179 DOC#565253

LOT 3 CSM #1679 V.6/P.179 DOC#565253

LOT 1 CSM #5637 V.19/P.237 DOC#771395

LOT 1 CSM #6332 V.22/P.32 DOC#814885

LOT 2 CSM #10278 V.37/P.178 DOC#2017R09318

LOT 4

LOT 1

LOT 2

LOT 3

LOT 9

NW-NE SEC-34

PI: 1582+13.45
Y=468674.950
X=650574.801
Δ=3°11'09"RT

R/L=N6°50'52"E

R/L=N3°39'44"E

1586+48.35
Y=469106.750
X=650626.656

1586+00
1585+00
1584+00
1583+00
1582+00
1581+00
1580+00

66.00'
50.00'
60.00'

P.L.

| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 206-205 | N85°35'01"W | 34.55' |
| 205-300 | N04°24'59"E | 295.75' |
| 300-301 | N03°33'01"W | 35.98' |
| 301-302 | N10°46'58"E | 50.87' |
| 302-303 | N06°50'52"E | 216.41' |
| 303-304 | N39°27'32"W | 19.02' |
| 304-PROP35 | N06°55'53"E | 50.06' |
| PROP35-305 | N50°09'47"E | 19.94' |
| 305-306 | N06°50'52"E | 67.26' |
| 306-307 | S83°09'08"E | 33.00' |
| 307-308 | S83°09'08"E | 33.00' |
| 308-309 | S06°50'52"W | 42.03' |
| 309-310 | S02°06'15"W | 60.04' |
| 310-311 | S48°27'32"W | 7.48' |
| 311-PROP28 | S06°50'52"W | 267.95' |
| PROP28-207 | S04°24'59"W | 365.12' |
| 207-206 | N85°35'01"W | 31.45' |

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y COORDS | X COORDS | DESCRIPTION |
| PROP24 | 468462.003 | 650593.954 | 3/4" IRON ROD W/CAP |
| PROP25 | 468530.710 | 650598.888 | 3/4" IRON ROD W/CAP |
| PROP26 | 468531.119 | 650763.811 | 3/4" IRON ROD W/CAP |
| PROP27 | 468534.312 | 650533.342 | 1" IRON PIPE |
| PROP28 | 468730.090 | 650614.660 | 1" IRON PIPE |
| PROP29 | 468703.245 | 650388.444 | 1" IRON PIPE |
| PROP30 | 468752.691 | 650270.933 | 1" BY 1" IRON BAR BENT |
| PROP31 | 468863.997 | 650564.267 | 3/4" IRON ROD |
| PROP32 | 468981.970 | 650564.084 | 3/4" IRON ROD W/CAP |
| PROP33 | 469049.453 | 650318.268 | 1" IRON PIPE W/CAP |
| PROP34 | 469040.946 | 650435.404 | 1" IRON PIPE |
| PROP35 | 469031.130 | 650570.563 | 3/4" IRON ROD W/CAP |
| PROP36 | 469044.946 | 650587.123 | 1" IRON PIPE W/CAP |
| PROP37 | 468952.736 | 650641.541 | 1" IRON PIPE |
| PROP38 | 469001.092 | 650646.053 | 3/4" IRON ROD |
| PROP39 | 469060.864 | 650832.352 | 1" IRON PIPE |

| STATION & OFFSET TABLE TO S.T.H. "80" ALIGNMENT | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 205 | 1579+06.80 | 34.55' LT | 468371.132 | 650520.739 |
| 207 | 1579+05.93 | 31.45' RT | 468366.049 | 650586.543 |
| 300 | 1582+02.52 | 30.65' LT | 468666.005 | 650543.514 |
| 301 | 1582+36.22 | 36.49' LT | 468701.913 | 650541.286 |
| 302 | 1582+86.97 | 33.00' LT | 468751.886 | 650550.803 |
| 303 | 1585+03.39 | 33.00' LT | 468966.756 | 650576.607 |
| 304 | 1585+16.52 | 46.75' LT | 468981.437 | 650564.522 |
| 305 | 1585+81.09 | 33.00' LT | 469043.902 | 650585.871 |
| 306 | 1586+48.35 | 33.00' LT | 469110.685 | 650593.891 |
| 308 | 1586+48.35 | 33.00' RT | 469102.816 | 650659.421 |
| 309 | 1586+06.32 | 33.00' RT | 469061.082 | 650654.409 |
| 310 | 1585+46.48 | 37.97' RT | 469001.084 | 650652.204 |
| 311 | 1585+40.89 | 33.00' RT | 468996.126 | 650646.608 |
| PROP28 | 1582+72.94 | 33.00' RT | 468730.090 | 650614.660 |
| PROP35 | 1585+66.58 | 46.68' LT | 469031.130 | 650570.563 |
| TLE352 | 1582+86.15 | 40.00' LT | 468751.906 | 650543.755 |
| TLE353 | 1583+27.94 | 40.00' LT | 468793.398 | 650548.738 |
| TLE354 | 1583+27.94 | 33.00' LT | 468792.564 | 650555.688 |
| TLE355 | 1584+86.31 | 33.00' LT | 468949.806 | 650574.571 |
| TLE356 | 1584+86.31 | 35.00' LT | 468950.045 | 650572.586 |
| TLE357 | 1585+05.30 | 35.00' LT | 468968.891 | 650574.849 |
| TLE358 | 1585+71.54 | 42.00' LT | 469035.497 | 650575.797 |
| TLE359 | 1586+13.47 | 42.00' LT | 469077.132 | 650580.797 |
| TLE360 | 1586+13.47 | 33.00' LT | 469076.059 | 650589.733 |
| TLE361 | 1586+07.38 | 41.94' RT | 469061.071 | 650663.409 |
| TLE362 | 1585+14.34 | 37.97' RT | 468969.175 | 650648.372 |
| TLE363 | 1585+14.34 | 33.00' RT | 468969.767 | 650643.443 |

| UTILITY EASEMENT TABLE | | | |
|---|---|---|---|
| UTILITY # | PARCEL # | INTEREST DESCRIPTION | RECORDING DATA |
| 100 | 6 | NO EASEMENT OF RECORD | - |
| | 9 | NO EASEMENT OF RECORD | - |

| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY # | OWNER(S) | INTEREST REQUIRED |
| 100 | CENTRAL STATE TELEPHONE COMPANY, LLC DBA TDS TELECOM | RELEASE OF RIGHTS |

| SCHEDULE OF LANDS AND INTERESTS REQUIRED | | OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W S.F. REQUIRED | | | TLE S.F. REQUIRED |
| | | | NEW | EXISTING | TOTAL | |
| 6 | JESSE WILKE | FEE | 90 | - | 90 | - |
| 7 | LARENUF, LLC | TLE | - | - | - | 290 |
| 8 | DAVID & SANDRA OLSON | TLE | - | - | - | 36 |
| 9 | MARA L. SEARING & WENDY S. BASS | TLE | - | - | - | 334 |
| 10 | SETH R. FROST | FEE, TLE | 12 | - | 12 | 146 |
| 11 | PEOPLES STATE BANK | TLE | - | - | - | 188 |

SCALE, FEET
0 25 50

GRID NORTH

SHEET LOCATION

PROJECT OVERVIEW

FND 1 1/8" AXLE
County Coordinates
Y = 469395.184
X = 649988.168

TIE84
Y=468409.676
X=650021.685

QUARTER LINE S85°55'52"W 4256.71'

5282.79'
986.08'

S85°35'01"E 500.54'

FND 1 1/4" IRON PIPE
County Coordinates
Y = 464115.445
X = 650167.729

535.09'

205 1579+06.34
Y=468368.471
X=650555.185

206

207

SEE SHEET 4.02

QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby Schertz DATE: 9/18/2024
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

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

SIGNATURE: Brent L Stella DATE: 9/18/2024
PRINT NAME: BRENT L. STELLA

1620-02-27 - 4.03 A1
PLOT NAME : STH 80
PLOT BY : KOLBY SCHERTZ
PLOT DATE : September 17, 2024
FILE NAME : S:\SURVEY\LAND SURVEYS\2021 PROJECTS\WO#7_NC_MC-06972379_JV10094215_16200207_STH80_TOPO-TPP\C3D\16200207_STH80_TPP_A1.DWG
APPRAISAL PLAT DATE : 9/18/2024

2022R05947
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
06/27/2022 11:12 AM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMI



# TRANSPORTATION PROJECT PLAT NO: 1620-02-27 - 4.03

LOCATED IN PART OF LOT 1, BLOCK 14 AND LOT 10 BLOCK 5, OF SARGENT'S PLAT OF THE CITY OF PITTSVILLE, LOT 1 OF CSM NO. 5637, LOT 2 OF CSM NO. 1679, LOT 2 OF CSM NO. 10175 AND LOT 1 OF CSM NO. 2127; ALL LOCATED IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 34, TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "80", CITY OF PITTSVILLE (POPLAR ST TO STH 73) WOOD COUNTY

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

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

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

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

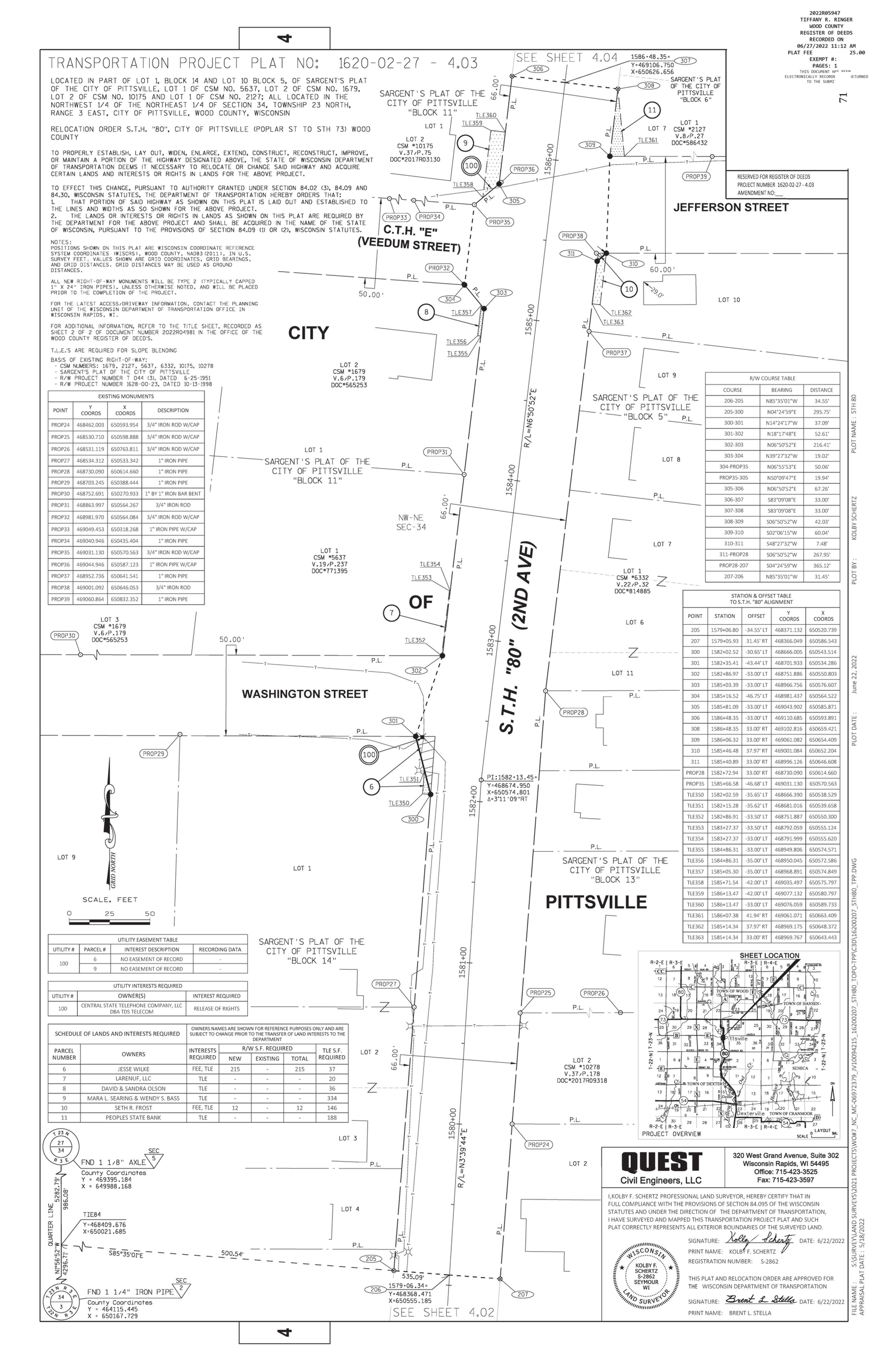
FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2022R04981 IN THE OFFICE OF THE WOOD COUNTY REGISTER OF DEEDS.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING

BASIS OF EXISTING RIGHT-OF-WAY:
- CSM NUMBERS: 1679, 2127, 5637, 6332, 10175, 10278
- SARGENT'S PLAT OF THE CITY OF PITTSVILLE
- R/W PROJECT NUMBER T 044 (3), DATED 6-25-1951
- R/W PROJECT NUMBER 1628-00-23, DATED 10-13-1998

SEE SHEET 4.04




| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y COORDS | X COORDS | DESCRIPTION |
| PROP24 | 468462.003 | 650593.954 | 3/4" IRON ROD W/CAP |
| PROP25 | 468530.710 | 650598.888 | 3/4" IRON ROD W/CAP |
| PROP26 | 468531.119 | 650763.811 | 3/4" IRON ROD W/CAP |
| PROP27 | 468534.312 | 650533.342 | 1" IRON PIPE |
| PROP28 | 468730.090 | 650614.660 | 1" IRON PIPE |
| PROP29 | 468703.245 | 650388.444 | 1" IRON PIPE |
| PROP30 | 468752.691 | 650270.933 | 1" BY 1" IRON BAR BENT |
| PROP31 | 468863.997 | 650564.267 | 3/4" IRON ROD |
| PROP32 | 468981.970 | 650564.084 | 3/4" IRON ROD W/CAP |
| PROP33 | 469049.453 | 650318.268 | 1" IRON PIPE W/CAP |
| PROP34 | 469040.946 | 650435.404 | 1" IRON PIPE |
| PROP35 | 469031.130 | 650570.563 | 3/4" IRON ROD W/CAP |
| PROP36 | 469044.946 | 650587.123 | 1" IRON PIPE W/CAP |
| PROP37 | 468952.736 | 650641.541 | 1" IRON PIPE |
| PROP38 | 469001.092 | 650646.053 | 3/4" IRON ROD |
| PROP39 | 469060.864 | 650832.352 | 1" IRON PIPE |

| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 206-205 | N85°35'01"W | 34.55' |
| 205-300 | N04°24'59"E | 295.75' |
| 300-301 | N14°24'17"W | 37.09' |
| 301-302 | N18°17'48"E | 52.61' |
| 302-303 | N06°50'52"E | 216.41' |
| 303-304 | N39°27'32"W | 19.02' |
| 304-PROP35 | N06°55'53"E | 50.06' |
| PROP35-305 | N50°09'47"E | 19.94' |
| 305-306 | N06°50'52"E | 67.26' |
| 306-307 | S83°09'08"E | 33.00' |
| 307-308 | S83°09'08"E | 33.00' |
| 308-309 | S06°50'52"W | 42.03' |
| 309-310 | S02°06'15"W | 60.04' |
| 310-311 | S48°27'32"W | 7.48' |
| 311-PROP28 | S06°50'52"W | 267.95' |
| PROP28-207 | S04°24'59"W | 365.12' |
| 207-206 | N85°35'01"W | 31.45' |

| STATION & OFFSET TABLE TO S.T.H. "80" ALIGNMENT | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 205 | 1579+06.80 | -34.55' LT | 468371.132 | 650520.739 |
| 207 | 1579+05.93 | 31.45' RT | 468366.049 | 650586.543 |
| 300 | 1582+02.52 | -30.65' LT | 468666.005 | 650543.514 |
| 301 | 1582+35.41 | -43.44' LT | 468701.933 | 650534.286 |
| 302 | 1582+86.97 | -33.00' LT | 468751.886 | 650550.803 |
| 303 | 1585+03.39 | -33.00' LT | 468966.756 | 650576.607 |
| 304 | 1585+16.52 | -46.75' LT | 468981.437 | 650564.522 |
| 305 | 1585+81.09 | -33.00' LT | 469043.902 | 650585.871 |
| 306 | 1586+48.35 | -33.00' LT | 469110.685 | 650593.891 |
| 308 | 1586+48.35 | 33.00' RT | 469102.816 | 650659.421 |
| 309 | 1586+06.32 | 33.00' RT | 469061.082 | 650654.409 |
| 310 | 1585+46.48 | 37.97' RT | 469001.084 | 650652.204 |
| 311 | 1585+40.89 | 33.00' RT | 468996.126 | 650646.608 |
| PROP28 | 1582+72.94 | 33.00' RT | 468730.090 | 650614.660 |
| PROP35 | 1585+66.58 | -46.68' LT | 469031.130 | 650570.563 |
| TLE350 | 1582+02.59 | -35.65' LT | 468666.390 | 650538.529 |
| TLE351 | 1582+15.28 | -35.62' LT | 468681.016 | 650539.658 |
| TLE352 | 1582+86.91 | -33.50' LT | 468751.887 | 650550.300 |
| TLE353 | 1583+27.37 | -33.50' LT | 468792.059 | 650555.124 |
| TLE354 | 1583+27.37 | -33.00' LT | 468791.999 | 650555.620 |
| TLE355 | 1584+86.31 | -33.00' LT | 468949.806 | 650574.571 |
| TLE356 | 1584+86.31 | -35.00' LT | 468950.045 | 650572.586 |
| TLE357 | 1585+05.30 | -35.00' LT | 468968.891 | 650574.849 |
| TLE358 | 1585+71.54 | -42.00' LT | 469035.497 | 650575.797 |
| TLE359 | 1586+13.47 | -42.00' LT | 469077.132 | 650580.797 |
| TLE360 | 1586+13.47 | -33.00' LT | 469076.059 | 650589.733 |
| TLE361 | 1586+07.38 | 41.94' RT | 469061.071 | 650663.409 |
| TLE362 | 1585+14.34 | 37.97' RT | 468969.175 | 650648.372 |
| TLE363 | 1585+14.34 | 33.00' RT | 468969.767 | 650643.443 |

| UTILITY EASEMENT TABLE | | | |
|---|---|---|---|
| UTILITY # | PARCEL # | INTEREST DESCRIPTION | RECORDING DATA |
| 100 | 6 | NO EASEMENT OF RECORD | - |
| | 9 | NO EASEMENT OF RECORD | - |

| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY # | OWNER(S) | INTEREST REQUIRED |
| 100 | CENTRAL STATE TELEPHONE COMPANY, LLC DBA TDS TELECOM | RELEASE OF RIGHTS |

| SCHEDULE OF LANDS AND INTERESTS REQUIRED | | OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W S.F. REQUIRED | | | TLE S.F. REQUIRED |
| | | | NEW | EXISTING | TOTAL | |
| 6 | JESSE WILKE | FEE, TLE | 215 | - | 215 | 37 |
| 7 | LARENUF, LLC | TLE | - | - | - | 20 |
| 8 | DAVID & SANDRA OLSON | TLE | - | - | - | 36 |
| 9 | MARA L. SEARING & WENDY S. BASS | TLE | - | - | - | 334 |
| 10 | SETH R. FROST | FEE, TLE | 12 | - | 12 | 146 |
| 11 | PEOPLES STATE BANK | TLE | - | - | - | 188 |

SHEET LOCATION




RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1620-02-27-4.03
AMENDMENT NO:___

**QUEST**
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby F Schertz DATE: 6/22/2022
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

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

SIGNATURE: Brent L Stella DATE: 6/22/2022
PRINT NAME: BRENT L. STELLA

PLOT NAME : STH 80
PLOT BY : KOLBY SCHERTZ
PLOT DATE : June 22, 2022
FILE NAME : S:\SURVEY\LAND SURVEYS\2021 PROJECTS\WO#7_NC_MC-06972379_JV10094215_1620207_STH80_TOPO-TPP\C3D\1620207_STH80_TPP.DWG
APPRAISAL PLAT DATE : 5/18/2022

SEE SHEET 4.02

2024R07155
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
09/18/2024 10:10 AM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMI

72

# TRANSPORTATION PROJECT PLAT NO: 1620-02-27 - 4.04 AMENDMENT NO. 1

AMENDS PARCELS 12, 13 AND 14 OF TRANSPORTATION PROJECT PLAT NO. 1620-02-27-4.04, RECORDED AS DOCUMENT NUMBER 2022R05948 LOCATED IN PART OF LOT 1, BLOCK 9 AND LOT 12 BLOCK 7, OF SARGENT'S PLAT OF THE CITY OF PITTSVILLE, LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 27, AND LOT 1 OF CSM NO. 2127, AND LOT 1 OF CSM NO. 1900, LOCATED IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 34; ALL IN TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "80", CITY OF PITTSVILLE (POPLAR ST TO STH 73) WOOD COUNTY

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

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

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2022R04981 IN THE OFFICE OF THE WOOD COUNTY REGISTER OF DEED'S.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED.

BASIS OF EXISTING RIGHT-OF-WAY:
- CSM NUMBERS: 985, 986, 998, 1342, 1900, 2127
- SARGENT'S PLAT OF THE CITY OF PITTSVILLE
- R/W PROJECT NUMBER T 044 (3), DATED 6-25-1951
- R/W PROJECT NUMBER 1628-00-23, DATED 10-13-1998

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1620-02-27 - 4.04
AMENDMENT NO: 1

SCHEDULE OF LANDS AND INTERESTS REQUIRED

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

| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W S.F. REQUIRED | | | TLE S.F. REQUIRED |
|---|---|---|---|---|---|---|
| | | | NEW | EXISTING | TOTAL | |
| 11 | PEOPLES STATE BANK | TLE | - | - | - | 198 |
| 12 | TABITHA K. DUPEE | FEE, TLE | 17 | - | 17 | 52 |
| 13 | INVESTMENTS REALTY, LLC | TLE | - | - | - | 324 |
| 14 | THOMAS J. KOLBECK | FEE, TLE | 33 | - | 33 | 219 |

EXISTING MONUMENTS

| POINT | Y COORDS | X COORDS | DESCRIPTION |
|---|---|---|---|
| PROP40 | 469128.986 | 650597.534 | CHISELED X |
| PROP41 | 469234.019 | 650609.281 | 1" IRON PIPE |
| PROP42 | 469310.173 | 650619.136 | 1" IRON PIPE |
| PROP43 | 469384.027 | 650390.642 | 3/4" IRON ROD LEANING |
| PROP44 | 469427.741 | 650798.463 | 1" IRON ROD |
| PROP45 | 469428.008 | 650848.488 | 1" IRON ROD |
| PROP46 | 469585.698 | 650650.936 | 3/4" IRON ROD |
| PROP47 | 469685.860 | 650662.964 | CHISELED X |
| PROP48 | 469658.135 | 650726.260 | 1" IRON PIPE LEANING |
| PROP49 | 469707.535 | 650732.041 | 3/4" IRON ROD |
| PROP50 | 469787.091 | 650675.121 | CHISELED X |
| PROP51 | 469778.841 | 650740.605 | 1" IRON PIPE |

R/W COURSE TABLE

| COURSE | BEARING | DISTANCE |
|---|---|---|
| 307-306 | N83°09'08"W | 33.00' |
| 306-400 | N06°50'52"E | 251.77' |
| 400-401 | N80°54'32"W | 23.01' |
| 401-402 | N25°53'39"E | 33.48' |
| 402-403 | N25°53'39"E | 36.98' |
| 403-PROP50 | N06°50'52"E | 362.00' |
| PROP50-404 | S82°49'11"E | 33.00' |
| 404-PROP51 | S82°49'11"E | 33.00' |
| PROP51-405 | S06°50'52"W | 350.66' |
| 405-406 | S79°42'38"E | 18.89' |
| 406-408 | S22°09'13"W | 35.64' |
| 408-409 | S22°09'13"W | 35.78' |
| 409-308 | S06°50'52"W | 260.20' |
| 308-307 | N83°09'08"W | 33.00' |

STATION & OFFSET TABLE TO S.T.H. "80" ALIGNMENT

| POINT | STATION | OFFSET | Y COORDS | X COORDS |
|---|---|---|---|---|
| 306 | 1586+48.35 | 33.00' LT | 469110.685 | 650593.891 |
| 308 | 1586+48.35 | 33.00' RT | 469102.816 | 650659.421 |
| 400 | 1589+00.12 | 33.00' LT | 469360.657 | 650623.911 |
| 401 | 1589+01.02 | 55.99' LT | 469364.293 | 650601.190 |
| 402 | 1589+32.66 | 45.07' LT | 469394.411 | 650615.811 |
| 403 | 1589+67.62 | 33.00' LT | 469427.675 | 650631.959 |
| 405 | 1589+78.57 | 33.00' RT | 469430.681 | 650698.794 |
| 406 | 1589+77.44 | 51.85' RT | 469427.307 | 650717.376 |
| 408 | 1589+43.06 | 42.45' RT | 469394.303 | 650703.939 |
| 409 | 1589+08.55 | 33.00' RT | 469361.163 | 650690.445 |
| PROP50 | 1593+29.61 | 33.00' LT | 469787.091 | 650675.121 |
| PROP51 | 1593+29.23 | 33.00' RT | 469778.841 | 650740.605 |
| TLE448 | 1588+95.62 | 33.00' LT | 469356.189 | 650623.374 |
| TLE449 | 1589+66.17 | 49.00' LT | 469428.151 | 650615.901 |
| TLE450 | 1589+87.17 | 49.00' LT | 469449.001 | 650618.405 |
| TLE451 | 1589+87.15 | 33.00' LT | 469447.072 | 650634.288 |
| TLE452 | 1589+90.72 | 33.00' RT | 469442.749 | 650700.243 |
| TLE453 | 1589+84.88 | 54.95' RT | 469434.329 | 650721.339 |
| TLE454 | 1589+11.17 | 53.84' RT | 469361.275 | 650711.445 |
| TLE455 | 1588+89.55 | 33.00' RT | 469342.298 | 650688.180 |
| TLE456 | 1589+77.93 | 55.82' RT | 469427.329 | 650721.376 |

SEE SHEET 4.05

SEE SHEET 4.03

1593+29.42" Y=469782.966 X=650707.863

1589+38.02" Y=469394.356 X=650661.195

1586+48.35" Y=469106.750 X=650626.656

S.T.H. "80" (2ND AVE)

MAIN STREET

SECTION LINE 616.21' S89°55'46"E

SECTION LINE 1925.25'

2641.02'

FND 1 1/8" AXLE
County Coordinates
Y = 469395.184
X = 649988.168

FND SURVEY SPIKE
County Coordinates
Y = 469391.933
X = 652629.189

R/L=N6°50'52"E

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 7"

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 9"

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 11"

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 6"

CITY OF PITTSVILLE

LOT 1 CSM #986 V.4/P.86 DOC#531632

LOT 2 CSM #985 V.4/P.85 DOC#531631

LOT 3 CSM #985 V.4/P.85 DOC#531631

LOT 1 CSM #998 V.4/P.98 DOC#531988

LOT 1 CSM #1900 V.7/P.100 DOC#577417

LOT 2 CSM #1900 V.7/P.100 DOC#577417

LOT 1 CSM #1342 V.5/P.142 DOC#548212

LOT 1 CSM #2127 V.8/P.27 DOC#586432

30.00' P.L.E. PROJECT: 1680-00-23

66.00'

SW-SE SEC-27

NW-NE SEC-34

SHEET LOCATION

PROJECT OVERVIEW

SCALE, FEET 0 25 50

GRID NORTH

QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby F Schertz DATE: 9/18/2024
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

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

SIGNATURE: Brent L Stella DATE: 9/18/2024
PRINT NAME: BRENT L. STELLA

1620-02-27 - 4.04 A1
PLOT NAME : STH 80
PLOT BY : KOLBY SCHERTZ
PLOT DATE : September 17, 2024
FILE NAME : S:\SURVEY\LAND SURVEYS\2021 PROJECTS\WO#7_NC_MC-06972379_JV10094215_16200207_STH80_TOPO-TPP\C3D\16200207_STH80_TPP_A1.DWG
APPRAISAL PLAT DATE : 9/18/2024

2022R05948
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
06/27/2022 11:14 AM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMI

4

73

# TRANSPORTATION PROJECT PLAT NO: 1620-02-27 - 4.04

LOCATED IN PART OF LOT 1, BLOCK 9 AND LOT 12 BLOCK 7, OF SARGENT'S PLAT OF THE CITY OF PITTSVILLE, LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 27, AND LOT 1 OF CSM NO. 2127, AND LOT 1 OF CSM NO. 1900, LOCATED IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 34; ALL IN TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "80", CITY OF PITTSVILLE (POPLAR ST TO STH 73) WOOD COUNTY

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

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

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2022R04981 IN THE OFFICE OF THE WOOD COUNTY REGISTER OF DEED'S.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED.

BASIS OF EXISTING RIGHT-OF-WAY:
- CSM NUMBERS: 985, 986, 998, 1342, 1900, 2127
- SARGENT'S PLAT OF THE CITY OF PITTSVILLE
- R/W PROJECT NUMBER 1 044 (3), DATED 6-25-1951
- R/W PROJECT NUMBER 1628-00-23, DATED 10-13-1998

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1620-02-27 - 4.04
AMENDMENT NO:___

SEE SHEET 4.05

| SCHEDULE OF LANDS AND INTERESTS REQUIRED | | OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W S.F. REQUIRED | | | TLE S.F. REQUIRED |
| | | | NEW | EXISTING | TOTAL | |
| 11 | PEOPLES STATE BANK | TLE | - | - | - | 198 |
| 12 | TABITHA K. DUPEE | TLE | - | - | - | 69 |
| 13 | INVESTMENTS REALTY, LLC | FEE, TLE | 42 | - | 42 | 452 |
| 14 | THOMAS J. KOLBECK | FEE, TLE | 58 | - | 58 | 45 |

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y COORDS | X COORDS | DESCRIPTION |
| PROP40 | 469128.986 | 650597.534 | CHISELED X |
| PROP41 | 469234.019 | 650609.281 | 1" IRON PIPE |
| PROP42 | 469310.173 | 650619.136 | 1" IRON PIPE |
| PROP43 | 469384.027 | 650390.642 | 3/4" IRON ROD LEANING |
| PROP44 | 469427.741 | 650798.463 | 1" IRON ROD |
| PROP45 | 469428.008 | 650848.488 | 1" IRON ROD |
| PROP46 | 469585.698 | 650650.936 | 3/4" IRON ROD |
| PROP47 | 469685.860 | 650662.964 | CHISELED X |
| PROP48 | 469658.135 | 650726.260 | 1" IRON PIPE LEANING |
| PROP49 | 469707.535 | 650732.041 | 3/4" IRON ROD |
| PROP50 | 469787.091 | 650675.121 | CHISELED X |
| PROP51 | 469778.841 | 650740.605 | 1" IRON PIPE |

| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 307-306 | N83°09'08"W | 33.00' |
| 306-400 | N06°50'52"E | 253.27' |
| 400-401 | N13°41'21"W | 33.21' |
| 401-402 | N13°41'21"W | 34.97' |
| 402-403 | N87°43'57"E | 21.69' |
| 403-404 | N14°38'44"E | 18.43' |
| 404-PROP50 | N06°50'52"E | 342.46' |
| PROP50-405 | S82°49'11"E | 33.00' |
| 405-PROP51 | S82°49'11"E | 33.00' |
| PROP51-406 | S06°50'52"W | 345.16' |
| 406-407 | S53°22'22"E | 14.86' |
| 407-408 | S17°34'03"W | 34.58' |
| 408-409 | S17°34'03"W | 34.77' |
| 409-308 | S06°50'52"W | 260.20' |
| 308-307 | N83°09'08"W | 33.00' |

| STATION & OFFSET TABLE TO S.T.H. "80" ALIGNMENT | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 306 | 1586+48.35 | -33.00' LT | 469110.685 | 650593.891 |
| 308 | 1586+48.35 | 33.00' RT | 469102.816 | 650659.421 |
| 400 | 1589+01.62 | -33.00' LT | 469362.146 | 650624.089 |
| 401 | 1589+32.71 | -44.65' LT | 469394.411 | 650616.231 |
| 402 | 1589+65.46 | -56.92' LT | 469428.387 | 650607.955 |
| 403 | 1589+68.90 | -35.50' LT | 469429.245 | 650629.629 |
| 404 | 1589+87.15 | -33.00' LT | 469447.072 | 650634.288 |
| 406 | 1589+84.07 | 33.00' RT | 469436.142 | 650699.450 |
| 407 | 1589+76.69 | 45.90' RT | 469427.275 | 650711.376 |
| 408 | 1589+42.71 | 39.47' RT | 469394.307 | 650700.939 |
| 409 | 1589+08.55 | 33.00' RT | 469361.163 | 650690.445 |
| PROP50 | 1593+29.61 | -33.00' LT | 469787.091 | 650675.121 |
| PROP51 | 1593+29.23 | 33.00' RT | 469778.841 | 650740.605 |
| TLE450 | 1588+95.62 | -33.00' LT | 469356.189 | 650623.374 |
| TLE451 | 1589+01.02 | -55.99' LT | 469364.293 | 650601.190 |
| TLE452 | 1589+87.31 | -56.87' LT | 469450.074 | 650610.608 |
| TLE453 | 1589+77.93 | 55.82' RT | 469427.329 | 650721.376 |
| TLE454 | 1589+11.17 | 53.84' RT | 469361.275 | 650711.445 |
| TLE455 | 1588+89.55 | 33.00' RT | 469342.298 | 650688.180 |

SHEET LOCATION

PROJECT OVERVIEW

**QUEST**
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Kolby Schertz DATE: 6/22/2022
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

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

SIGNATURE: Brent L Stella DATE: 6/22/2022
PRINT NAME: BRENT L. STELLA

PLOT NAME : STH 80
PLOT BY : KOLBY SCHERTZ
PLOT DATE : June 22, 2022
FILE NAME : S:\SURVEY\LAND SURVEYS\2021 PROJECTS\WO#7_NC_MC-06972379_JV10094215_16200207_STH80_TOPO-TPP\C3D\16200207_STH80_TPP.DWG
APPRAISAL PLAT DATE : 5/18/2022

4

2024R07187
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
09/19/2024 08:53 AM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMI

74

# TRANSPORTATION PROJECT PLAT NO: 1620-02-27 - 4.05 AMENDMENT NO. 1

AMENDS PARCELS 15 AND 16 OF TRANSPORTATION PROJECT PLAT NO. 1620-02-27-4.05, RECORDED AS DOCUMENT NUMBER 2022R05949 LOCATED IN PART OF LOT 4, BLOCK 9 OF SARGENT'S PLAT OF THE CITY OF PITTSVILLE, LOT 1 OF CSM NO. 4539, AND LOT 1 OF CSM NO. 10767: ALL LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "80", CITY OF PITTSVILLE (POPLAR ST TO STH 73) WOOD COUNTY

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

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

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2022R04981 IN THE OFFICE OF THE WOOD COUNTY REGISTER OF DEED'S.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED.

BASIS OF EXISTING RIGHT-OF-WAY:
- CSM NUMBERS: 286, 986, 999, 1000, 3370, 4539, 7875, 9171, 9504, 10767
- SARGENT'S PLAT OF THE CITY OF PITTSVILLE

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1620-02-27-4.05
AMENDMENT NO: 1

| SCHEDULE OF LANDS AND INTERESTS REQUIRED | | | OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W S.F. REQUIRED | | | TLE S.F. REQUIRED |
| | | | NEW | EXISTING | TOTAL | |
| 15 | BRUCE BROOKS | TLE | - | - | - | 145 |
| 16 | THIEL REAL ESTATE, LLC | FEE, TLE | 44 | - | 44 | 321 |
| 17 | CITY OF PITTSVILLE | FEE, TLE | 29 | - | 29 | 94 |

| UTILITY EASEMENT TABLE | | | |
|---|---|---|---|
| UTILITY # | PARCEL # | INTEREST DESCRIPTION | RECORDING DATA |
| 103 | 15 | NO EASEMENT OF RECORD | - |

| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY # | OWNER(S) | INTEREST REQUIRED |
| 103 | CITY OF PITTSVILLE (SANITARY) | RELEASE OF RIGHTS |

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y COORDS | X COORDS | DESCRIPTION |
| PROP50 | 469787.091 | 650675.121 | CHISELED X |
| PROP51 | 469778.841 | 650740.605 | 1" IRON PIPE |
| PROP52 | 469838.454 | 650748.126 | 3/4" IRON ROD |
| PROP53 | 470025.329 | 650896.330 | 1" IRON PIPE |
| PROP54 | 470020.183 | 650958.287 | 1" IRON PIPE W/CAP |
| PROP55 | 470101.608 | 650515.459 | 1" IRON PIPE |
| PROP56 | 470188.273 | 650718.589 | 1" IRON PIPE |
| PROP57 | 470283.156 | 650725.503 | 1" IRON PIPE W/CAP |
| PROP58 | 470261.675 | 650788.304 | 3/4" IRON ROD |
| PROP59 | 470361.764 | 650795.723 | 3/4" IRON PIPE |
| PROP60 | 470445.620 | 650802.391 | 1" IRON PIPE |

| STATION & OFFSET TABLE TO S.T.H. "80" ALIGNMENT | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 500 | 1595+81.14 | 33.00' LT | 470036.822 | 650705.111 |
| 501 | 1596+32.58 | 34.89' LT | 470086.710 | 650708.486 |
| 502 | 1599+97.65 | 34.81' LT | 470450.700 | 650736.586 |
| 504 | 1596+45.56 | 31.12' RT | 470094.585 | 650775.290 |
| 505 | 1596+36.52 | 37.61' RT | 470085.074 | 650781.075 |
| 506 | 1595+88.12 | 38.00' RT | 470035.287 | 650776.434 |
| 507 | 1595+70.44 | 33.00' RT | 470018.326 | 650769.364 |
| PROP50 | 1593+29.61 | 33.00' LT | 469787.091 | 650675.121 |
| PROP51 | 1593+29.23 | 33.00' RT | 469778.841 | 650740.605 |
| PROP60 | 1599+97.64 | 31.19' RT | 470445.620 | 650802.391 |
| TLE550 | 1595+52.14 | 33.00' LT | 470008.029 | 650701.654 |
| TLE551 | 1595+52.14 | 38.00' LT | 470008.625 | 650696.689 |
| TLE552 | 1596+53.56 | 31.12' RT | 470102.561 | 650775.906 |
| TLE553 | 1596+36.47 | 45.61' RT | 470084.412 | 650789.048 |
| TLE554 | 1595+80.93 | 38.00' LT | 470037.207 | 650700.122 |
| TLE555 | 1595+88.38 | 44.99' RT | 470034.708 | 650783.410 |
| TLE556 | 1595+66.44 | 44.99' RT | 470012.925 | 650780.794 |
| TLE557 | 1595+49.12 | 33.00' RT | 469997.165 | 650766.823 |

| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 406-PROP50 | N82°49'11"W | 33.00' |
| PROP50-500 | N06°50'52"E | 251.52' |
| 500-501 | N03°52'12"E | 50.00' |
| 501-502 | N04°24'52"E | 365.07' |
| 502-503 | S85°35'08"E | 34.81' |
| 503-PROP60 | S85°35'08"E | 31.19' |
| PROP60-504 | S04°24'52"W | 352.08' |
| 504-505 | S31°18'31"E | 11.13' |
| 505-506 | S05°19'34"W | 50.00' |
| 506-507 | S22°37'35"W | 18.38' |
| 507-PROP51 | S06°50'52"W | 241.21' |
| PROP51-406 | N82°49'11"W | 33.00' |

SEE SHEET 4.06

SEE SHEET 4.04

CITY OF PITTSVILLE

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 9"

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 8"

S.T.H. "80" (2ND AVE)

MONROE STREET

MONROE STREET

SW-SE SEC-27

LOT 1 CSM #7875 V.27/P.75 DOC#2003R16915

LOT 2 CSM #7875 V.27/P.75 DOC#2003R16915

LOT 1 CSM #286 V.1/P.286 DOC#482878

LOT 1 CSM #9171 V.32/P.71 DOC#2010R06932

LOT 2 CSM #9171 V.32/P.71 DOC#2010R06932

LOT 1 CSM #10767 V.40/P.67 DOC#2020R08735

LOT 2 CSM #9504 V.34/P.4 DOC#2012R09829

LOT 1 CSM #3370 V.12/P.70 DOC#642037

OUTLOT 1 CSM #3370 V.12/P.70 DOC#642037

LOT 1 CSM #4539 V.16/P.39 DOC#705525

LOT 1 CSM #4539 V.16/P.39 DOC#705525

LOT 1 CSM #1000 V.4/P.100 DOC#531990

LOT 1 CSM #999 V.4/P.99 DOC#531989

LOT 1 CSM #986 V.4/P.86 DOC#531632

LOT 10 SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 9"

PITTSVILLE

LOT 4 LOT 5 LOT 7 LOT 3 LOT 2 LOT 20 LOT 21 LOT 22 LOT 19 LOT 18 LOT 12 LOT 11 LOT 10 LOT 9 LOT 8

PROP50 PROP51 PROP52 PROP53 PROP54 PROP55 PROP56 PROP57 PROP58 PROP59 PROP60

500 501 502 503 504 505 506 507

TLE550 TLE551 TLE552 TLE553 TLE554 TLE555 TLE556 TLE557

15 16 17 103

406

1599+97.64* Y=470448.021 X=650771.290

PI:1596+15.16* Y=470066.660 X=650741.932 Δ=2°26'45"LT

R/L=N4°24'07"E

R/L=N6°50'52"E

1599+00 1598+00 1597+00 1596+00 1595+00 1594+00

66.00' 50.00' 4.68'

SCALE, FEET 0 25 50

GRID NORTH

SHEET LOCATION

PROJECT OVERVIEW

TIE85 Y=469874.922 X=649977.951

S82°49'11"E 702.68'

QUARTER LINE 2649.06' 2169.21'

N1°13'12"W 479.85'

735.68'

CNTR 6 FND 3/4" IRON ROD County Coordinates Y = 472043.639 X = 649931.762

SEC 5 FND 1 1/8" AXLE County Coordinates Y = 469395.184 X = 649988.168

1593+29.42* Y=469782.966 X=650707.863

QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby Scherty DATE: 9/18/2024
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

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

SIGNATURE: Brent L Stella DATE: 9/18/2024
PRINT NAME: BRENT L. STELLA

1620-02-27 - 4.05 A1
PLOT NAME : STH 80
PLOT BY : KOLBY SCHERTZ
PLOT DATE : September 17, 2024
FILE NAME : S:\SURVEY\LAND SURVEYS\2021 PROJECTS\WO#7_NC_MC-06972379_JV100994215_16200207_STH80_TOPO-TPP\C3D\16200207_STH80_TPP_A1.DWG
APPRAISAL PLAT DATE : 9/18/2024

2022R05949
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
06/27/2022 11:16 AM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMI

75

# TRANSPORTATION PROJECT PLAT NO: 1620-02-27 - 4.05

LOCATED IN PART OF LOT 4, BLOCK 9 OF SARGENT'S PLAT OF THE CITY OF PITTSVILLE, LOT 1 OF CSM NO. 4539, AND LOT 1 OF CSM NO. 10767; ALL LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 27, TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "80", CITY OF PITTSVILLE (POPLAR ST TO STH 73) WOOD COUNTY

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

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

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2022R04981 IN THE OFFICE OF THE WOOD COUNTY REGISTER OF DEED'S.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED.

BASIS OF EXISTING RIGHT-OF-WAY:
- CSM NUMBERS: 286, 986, 999, 1000, 3370, 4539, 7875, 9171, 9504, 10767
- SARGENT'S PLAT OF THE CITY OF PITTSVILLE

| SCHEDULE OF LANDS AND INTERESTS REQUIRED | | OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W S.F. REQUIRED | | | TLE S.F. REQUIRED |
| | | | NEW | EXISTING | TOTAL | |
| 15 | BRUCE BROOKS | TLE | - | - | - | 43 |
| 16 | THIEL REAL ESTATE, LLC | FEE, TLE | 129 | - | 129 | 132 |
| 17 | CITY OF PITTSVILLE | FEE, TLE | 29 | - | 29 | 94 |

| UTILITY EASEMENT TABLE | | | |
|---|---|---|---|
| UTILITY # | PARCEL # | INTEREST DESCRIPTION | RECORDING DATA |
| 103 | 15 | NO EASEMENT OF RECORD | - |

| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY # | OWNER(S) | INTEREST REQUIRED |
| 103 | CITY OF PITTSVILLE (SANITARY) | RELEASE OF RIGHTS |

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y COORDS | X COORDS | DESCRIPTION |
| PROP50 | 469787.091 | 650675.121 | CHISELED X |
| PROP51 | 469778.841 | 650740.605 | 1" IRON PIPE |
| PROP52 | 469838.454 | 650748.126 | 3/4" IRON ROD |
| PROP53 | 470025.329 | 650896.330 | 1" IRON PIPE |
| PROP54 | 470020.183 | 650958.287 | 1" IRON PIPE W/CAP |
| PROP55 | 470101.608 | 650515.459 | 1" IRON PIPE |
| PROP56 | 470188.273 | 650718.589 | 1" IRON PIPE |
| PROP57 | 470283.156 | 650725.503 | 1" IRON PIPE W/CAP |
| PROP58 | 470261.675 | 650788.304 | 3/4" IRON ROD |
| PROP59 | 470361.764 | 650795.723 | 3/4" IRON PIPE |
| PROP60 | 470445.620 | 650802.391 | 1" IRON PIPE |

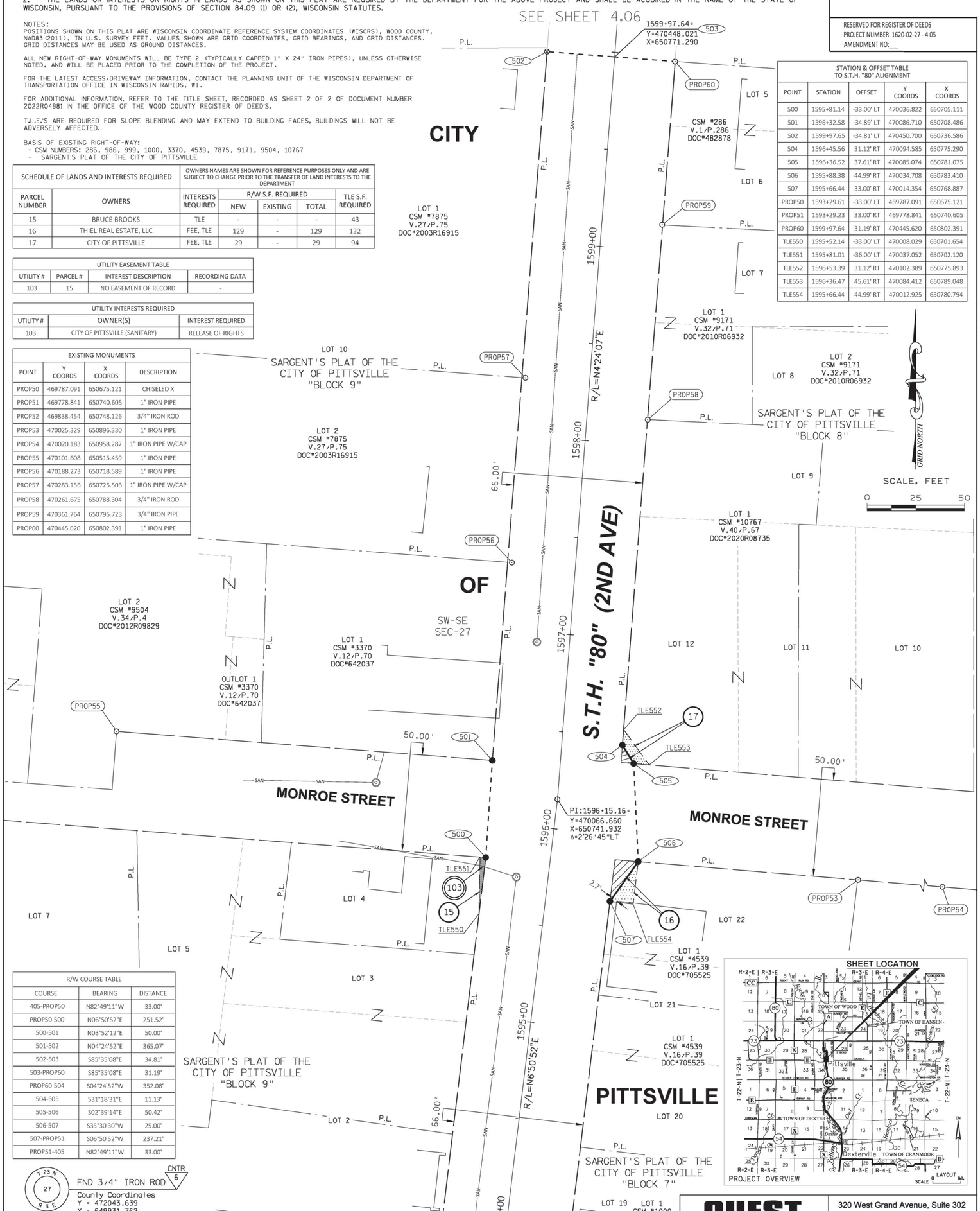
| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 405-PROP50 | N82°49'11"W | 33.00' |
| PROP50-500 | N06°50'52"E | 251.52' |
| 500-501 | N03°52'12"E | 50.00' |
| 501-502 | N04°24'52"E | 365.07' |
| 502-503 | S85°35'08"E | 34.81' |
| 503-PROP60 | S85°35'08"E | 31.19' |
| PROP60-504 | S04°24'52"W | 352.08' |
| 504-505 | S31°18'31"E | 11.13' |
| 505-506 | S02°39'14"E | 50.42' |
| 506-507 | S35°30'30"W | 25.00' |
| 507-PROP51 | S06°50'52"W | 237.21' |
| PROP51-405 | N82°49'11"W | 33.00' |

| STATION & OFFSET TABLE TO S.T.H. "80" ALIGNMENT | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 500 | 1595+81.14 | -33.00' LT | 470036.822 | 650705.111 |
| 501 | 1596+32.58 | -34.89' LT | 470086.710 | 650708.486 |
| 502 | 1599+97.65 | -34.81' LT | 470450.700 | 650736.586 |
| 504 | 1596+45.56 | 31.12' RT | 470094.585 | 650775.290 |
| 505 | 1596+36.52 | 37.61' RT | 470085.074 | 650781.075 |
| 506 | 1595+88.38 | 44.99' RT | 470034.708 | 650783.410 |
| 507 | 1595+66.44 | 33.00' RT | 470014.354 | 650768.887 |
| PROP50 | 1593+29.61 | -33.00' LT | 469787.091 | 650675.121 |
| PROP51 | 1593+29.23 | 33.00' RT | 469778.841 | 650740.605 |
| PROP60 | 1599+97.64 | 31.19' RT | 470445.620 | 650802.391 |
| TLE550 | 1595+52.14 | -33.00' LT | 470008.029 | 650701.654 |
| TLE551 | 1595+81.01 | -36.00' LT | 470037.052 | 650702.120 |
| TLE552 | 1596+53.39 | 31.12' RT | 470102.389 | 650775.893 |
| TLE553 | 1596+36.47 | 45.61' RT | 470084.412 | 650789.048 |
| TLE554 | 1595+66.44 | 44.99' RT | 470012.925 | 650780.794 |

SEE SHEET 4.06

SEE SHEET 4.04

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1620-02-27 - 4.05
AMENDMENT NO:___







**QUEST**
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby Schertz DATE: 6/22/2022
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SIGNATURE: Brent L Stella DATE: 6/22/2022
PRINT NAME: BRENT L. STELLA

PLOT NAME : STH 80
PLOT BY : KOLBY SCHERTZ
PLOT DATE : June 22, 2022
FILE NAME : S:\SURVEY\LAND SURVEYS\2021 PROJECTS\WO#7_NC_MC-06972379_JV100994215_16200207_STH80_TOPO-TPP\C3D\16200207_STH80_TPP.DWG
APPRAISAL PLAT DATE : 5/18/2022

# TRANSPORTATION PROJECT PLAT NO: 1620-02-27 - 4.06 AMENDMENT NO. 1

AMENDS PARCELS 20 AND 21 OF TRANSPORTATION PROJECT PLAT NO. 1620-02-27-4.06, RECORDED AS DOCUMENT NUMBER 2022R05950 LOCATED IN PART OF LOT 1, BLOCK 8 OF SARGENT'S PLAT OF THE CITY OF PITTSVILLE AND LOT 1 OF CSM NO. 3889, LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 AND LOT 5, BLOCK 10 AND LOT 1, BLOCK 11, OF J. Q. SEVERNS SUBDIVISION, LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4; ALL OF SECTION 27, TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "80", CITY OF PITTSVILLE (POPLAR ST TO STH 73) WOOD COUNTY

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

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

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2022R04981 IN THE OFFICE OF THE WOOD COUNTY REGISTER OF DEED'S.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED.

BASIS OF EXISTING RIGHT-OF-WAY:
- CSM NUMBERS: 2518, 3889, 6003
- SARGENT'S PLAT OF THE CITY OF PITTSVILLE
- J.Q. SEVERNS SUBDIVISION

2024R07156
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
09/18/2024 10:12 AM
PLAT FEE 25.
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMITTER

76

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1620-02-27-4.06
AMENDMENT NO: 1

| SCHEDULE OF LANDS AND INTERESTS REQUIRED | | | OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W S.F. REQUIRED | | | TLE S.F. REQUIRED |
| | | | NEW | EXISTING | TOTAL | |
| 18 | OPDENT, LLC | TLE | - | - | - | 28 |
| 19 | MICHELLE R. WIX | TLE | - | - | - | 45 |
| 20 | CENTER OF THE STATE PROPERTIES LLC | FEE, TLE | 35 | - | 35 | 136 |
| 21 | FIRST CONGREGATIONAL CHURCH | FEE, TLE | 10 | - | 10 | 134 |

| UTILITY EASEMENT TABLE | | | |
|---|---|---|---|
| UTILITY # | PARCEL # | INTEREST DESCRIPTION | RECORDING DATA |
| 104 | 20 | NO EASEMENT OF RECORD | - |

| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY # | OWNER(S) | INTEREST REQUIRED |
| 104 | WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION DBA ALLIANT ENERGY | RELEASE OF RIGHTS |

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y COORDS | X COORDS | DESCRIPTION |
| PROP60 | 470445.620 | 650802.391 | 1" IRON PIPE |
| PROP61 | 470525.340 | 650808.717 | 3/4" IRON ROD |
| PROP62 | 470684.499 | 650820.832 | 3/4" IRON ROD |
| PROP63 | 470684.402 | 650955.306 | 1 1/4" IRON ROD |
| PROP64 | 470684.196 | 651249.780 | 2" IRON PIPE |
| PROP65 | 470750.359 | 651014.170 | 1 1/2" IRON PIPE |
| PROP66 | 470750.402 | 650954.187 | 1 1/2" IRON PIPE |
| PROP67 | 470684.828 | 650754.661 | 1" IRON PIPE |
| PROP68 | 470750.826 | 650753.380 | 3/4" IRON ROD |
| PROP69 | 470684.525 | 650599.675 | 1" IRON PIPE |
| PROP70 | 470684.408 | 650539.934 | 1 1/2" IRON PIPE |
| PROP71 | 470684.220 | 650443.354 | 1" IRON PIPE |
| PROP72 | 470751.084 | 650621.357 | 1" IRON ROD |
| PROP73 | 470825.901 | 650752.344 | 1" IRON PIPE |
| PROP74 | 471163.888 | 650744.755 | 3/4" IRON ROD |

| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 503-502 | N85°35'08"W | 34.81' |
| 502-PROP67 | N04°24'52"E | 234.83' |
| PROP67-600 | N01°06'44"W | 35.39' |
| 600-PROP68 | N01°06'44"W | 30.62' |
| PROP68-601 | N01°11'46"W | 339.04' |
| 601-602 | N88°48'14"E | 38.74' |
| 602-603 | N88°48'14"E | 27.26' |
| 603-604 | S01°11'46"E | 320.74' |
| 604-605 | S11°05'01"E | 20.38' |
| 605-606 | S06°51'06"E | 30.43' |
| 606-607 | S06°51'06"E | 36.06' |
| 607-608 | S00°02'30"W | 1.00' |
| 608-609 | N89°57'30"W | 10.08' |
| 609-PROP60 | S04°24'52"W | 238.59' |
| PROP60-503 | N85°35'08"W | 31.19' |

| STATION & OFFSET TABLE TO S.T.H. "80" ALIGNMENT | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 502 | 1599+97.65 | 34.81' LT | 470450.700 | 650736.586 |
| 600 | 1602+69.37 | 35.53' LT | 470720.216 | 650753.974 |
| 601 | 1606+40.96 | 38.74' LT | 471089.793 | 650746.302 |
| 603 | 1606+40.92 | 27.26' RT | 471091.170 | 650812.288 |
| 604 | 1603+21.08 | 28.41' RT | 470770.496 | 650818.984 |
| 605 | 1603+01.37 | 32.62' RT | 470750.498 | 650822.901 |
| 606 | 1602+71.67 | 36.99' RT | 470720.290 | 650826.531 |
| 607 | 1602+36.60 | 42.61' RT | 470684.492 | 650830.832 |
| 608 | 1602+35.62 | 42.66' RT | 470683.492 | 650830.832 |
| 609 | 1602+35.19 | 32.59' RT | 470683.499 | 650820.755 |
| PROP60 | 1599+97.64 | 31.19' RT | 470445.620 | 650802.391 |
| PROP67 | 1602+33.55 | 33.50' LT | 470684.828 | 650754.661 |
| PROP68 | 1603+00.40 | 36.89' LT | 470750.826 | 650753.380 |
| TLE650 | 1602+14.30 | 34.03' LT | 470665.885 | 650753.199 |
| TLE651 | 1602+33.41 | 36.49' LT | 470684.822 | 650751.661 |
| TLE652 | 1603+00.19 | 46.89' LT | 470750.806 | 650743.380 |
| TLE653 | 1603+09.53 | 37.23' LT | 470759.824 | 650753.192 |
| TLE654 | 1603+01.61 | 46.21' RT | 470750.488 | 650836.486 |
| TLE656 | 1602+36.90 | 49.61' RT | 470684.487 | 650837.832 |
| TLE657 | 1602+19.40 | 32.12' RT | 470667.550 | 650819.524 |

1606+40.93=
Y=471090.601
X=650785.029

1602+70.51=
Y=470720.252
X=650789.523

1599+97.64=
Y=470448.021
X=650771.290

**S.T.H."80" R/L CURVE DATA**
**CURVE 3**
**PI STA = 1602+78.16**
**Y = 470727.713**
**X = 650792.821**
**DELTA = 5°37'56" LT**
**D = 2°15'00"**
**T = 125.26'**
**L = 250.32'**
**R = 2546.48'**
**LCH = 250.21'**
**LCB = N1°35'10"E**
**PC STA = 1601+52.91**
**Y = 470602.824**
**X = 650783.207**
**PT STA = 1604+03.22**
**Y = 470852.942**
**X = 650790.132**
**DB = N04°24'07"E**
**DA= N01°13'48"W**

**CURVE PC:1601+52.91 - 609**
**L = 117.61'**
**LCH = 117.60'**
**LCB = N3° 04' 44"E**
**R = 2546.48'**

**CURVE 609 - PT:1604+03.22**
**L = 132.71'**
**LCH = 132.69'**
**LCB = N0° 15' 47"E**
**R = 2546.48'**

FND 3/4" IRON ROD
County Coordinates
Y = 472043.639
X = 649931.762

FND SURVEY SPIKE
County Coordinates
Y = 472052.264
X = 652593.701

FND 1 1/8" AXLE
County Coordinates
Y = 469395.184
X = 649988.168

FND SURVEY SPIKE
County Coordinates
Y = 469391.933
X = 652629.189

TIE86
Y=470719.412
X=649959.965

TIE87
Y=470722.099
X=652611.445

PT: 1604+03.22
PC: 1601+52.91

CSM #2518
V.9/P.118
DOC#600540

LOT 1
CSM #6003
V.21/P.3
DOC#794808

LOT 1
CSM #3889
V.13/P.289
DOC#672465

LOT 2
CSM #6003
V.21/P.3
DOC#794808

LOT 10
SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 9"

SARGENT'S PLAT OF THE CITY OF PITTSVILLE "BLOCK 8"

J. Q. SEVERNS SUBDIVISION "BLOCK 10"

J. Q. SEVERNS SUBDIVISION "BLOCK 11"

CITY OF PITTSVILLE

S.T.H. "80" (2ND AVE)

JACKSON STREET

JACKSON STREET

NW-SE SEC-27

SW-SE SEC-27

SECTION LINE

QUARTER LINE

SIXTEENTH LINE

SIXTEENTH LINE

SCALE, FEET
0 25 50

GRID NORTH

SEE SHEET 4.05

SHEET LOCATION

PROJECT OVERVIEW


QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597


I, KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

SIGNATURE: Kolby F. Schertz DATE: 9/18/2024
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

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

SIGNATURE: Brent L Stella DATE: 9/18/2024
PRINT NAME: BRENT L. STELLA

1620-02-27 - 4.06 A1
PLOT NAME : STH 80
PLOT BY : KOLBY SCHERTZ
PLOT DATE : September 17, 2024
FILE NAME : S:\SURVEY\LAND SURVEYS\2021 PROJECTS\WO#7_NC_MC-06972379_JV10094215_16200207_STH80_TOPO-TPP\C3D\16200207_STH80_TPP_A1.DWG
APPRAISAL PLAT DATE : 9/18/2024

2022R05950
TIFFANY R. RINGER
WOOD COUNTY
REGISTER OF DEEDS
RECORDED ON
06/27/2022 11:17 AM
PLAT FEE 25.00
EXEMPT #:
PAGES: 1
THIS DOCUMENT HAS BEEN ELECTRONICALLY RECORDED AND RETURNED TO THE SUBMI
77



# TRANSPORTATION PROJECT PLAT NO: 1620-02-27 - 4.06

LOCATED IN PART OF LOT 1, BLOCK 8 OF SARGENT'S PLAT OF THE CITY OF PITTSVILLE AND LOT 1 OF CSM NO. 3889, LOCATED IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 AND LOT 5, BLOCK 10 AND LOT 1, BLOCK 11, OF J. Q. SEVERNS SUBDIVISION, LOCATED IN THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4; ALL OF SECTION 27, TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

RELOCATION ORDER S.T.H. "80", CITY OF PITTSVILLE (POPLAR ST TO STH 73) WOOD COUNTY

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

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

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1620-02-27 - 4.06
AMENDMENT NO:___

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

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

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WISCONSIN RAPIDS, WI.

FOR ADDITIONAL INFORMATION, REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT NUMBER 2022R04981 IN THE OFFICE OF THE WOOD COUNTY REGISTER OF DEED'S.

T.L.E.'S ARE REQUIRED FOR SLOPE BLENDING AND MAY EXTEND TO BUILDING FACES, BUILDINGS WILL NOT BE ADVERSELY AFFECTED.

BASIS OF EXISTING RIGHT-OF-WAY:
- CSM NUMBERS: 2518, 3889, 6003
- SARGENT'S PLAT OF THE CITY OF PITTSVILLE
- J.Q. SEVERNS SUBDIVISION

| SCHEDULE OF LANDS AND INTERESTS REQUIRED | | OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNERS | INTERESTS REQUIRED | R/W S.F. REQUIRED | | | TLE S.F. REQUIRED |
| | | | NEW | EXISTING | TOTAL | |
| 18 | OPDENT, LLC | TLE | - | - | - | 28 |
| 19 | MICHELLE R. WIX | TLE | - | - | - | 45 |
| 20 | CENTER OF THE STATE PROPERTIES LLC | FEE, TLE | 112 | - | 112 | 70 |
| 21 | FIRST CONGREGATIONAL CHURCH | FEE, TLE | 50 | - | 50 | 94 |

| UTILITY EASEMENT TABLE | | | |
|---|---|---|---|
| UTILITY # | PARCEL # | INTEREST DESCRIPTION | RECORDING DATA |
| 104 | 20 | NO EASEMENT OF RECORD | - |

| UTILITY INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY # | OWNER(S) | INTEREST REQUIRED |
| 104 | WISCONSIN POWER AND LIGHT COMPANY, A WISCONSIN CORPORATION DBA ALLIANT ENERGY | RELEASE OF RIGHTS |

| EXISTING MONUMENTS | | | |
|---|---|---|---|
| POINT | Y COORDS | X COORDS | DESCRIPTION |
| PROP60 | 470445.620 | 650802.391 | 1" IRON PIPE |
| PROP61 | 470525.340 | 650808.717 | 3/4" IRON ROD |
| PROP62 | 470684.499 | 650820.832 | 3/4" IRON ROD |
| PROP63 | 470684.402 | 650955.306 | 1 1/4" IRON ROD |
| PROP64 | 470684.196 | 651249.780 | 2" IRON PIPE |
| PROP65 | 470750.359 | 651014.170 | 1 1/2" IRON PIPE |
| PROP66 | 470750.402 | 650954.187 | 1 1/2" IRON PIPE |
| PROP67 | 470684.828 | 650754.661 | 1" IRON PIPE |
| PROP68 | 470750.826 | 650753.380 | 3/4" IRON ROD |
| PROP69 | 470684.525 | 650599.675 | 1" IRON PIPE |
| PROP70 | 470684.408 | 650539.934 | 1 1/2" IRON PIPE |
| PROP71 | 470684.220 | 650443.354 | 1" IRON PIPE |
| PROP72 | 470751.084 | 650621.357 | 1" IRON ROD |
| PROP73 | 470825.901 | 650752.344 | 1" IRON PIPE |
| PROP74 | 471163.888 | 650744.755 | 3/4" IRON ROD |

| STATION & OFFSET TABLE TO S.T.H. "80" ALIGNMENT | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | Y COORDS | X COORDS |
| 502 | 1599+97.65 | -34.81' LT | 470450.700 | 650736.586 |
| 600 | 1602+69.37 | -35.53' LT | 470720.216 | 650753.974 |
| 601 | 1606+40.96 | -38.74' LT | 471089.793 | 650746.302 |
| 603 | 1606+40.92 | 27.26' RT | 471091.170 | 650812.288 |
| 604 | 1603+16.13 | 28.58' RT | 470765.497 | 650819.088 |
| 605 | 1603+01.58 | 44.12' RT | 470750.490 | 650834.401 |
| 606 | 1602+71.86 | 43.22' RT | 470720.296 | 650832.768 |
| 607 | 1602+36.60 | 42.61' RT | 470684.492 | 650830.832 |
| 608 | 1602+26.31 | 32.31' RT | 470674.529 | 650820.063 |
| PROP60 | 1599+97.64 | 31.19' RT | 470445.620 | 650802.391 |
| PROP67 | 1602+33.55 | -33.50' LT | 470684.828 | 650754.661 |
| PROP68 | 1603+00.40 | -36.89' LT | 470750.826 | 650753.380 |
| TLE650 | 1602+14.30 | -34.03' LT | 470665.885 | 650753.199 |
| TLE651 | 1602+33.41 | -36.49' LT | 470684.822 | 650751.661 |
| TLE652 | 1603+00.19 | -46.89' LT | 470750.806 | 650743.380 |
| TLE653 | 1603+09.53 | -37.23' LT | 470759.824 | 650753.192 |
| TLE654 | 1603+22.43 | 28.37' RT | 470771.867 | 650818.955 |
| TLE655 | 1603+01.61 | 46.21' RT | 470750.488 | 650836.486 |
| TLE656 | 1602+36.90 | 49.61' RT | 470684.487 | 650837.832 |
| TLE657 | 1602+19.40 | 32.12' RT | 470667.550 | 650819.524 |

| R/W COURSE TABLE | | |
|---|---|---|
| COURSE | BEARING | DISTANCE |
| 503-502 | N85°35'08"W | 34.81' |
| 502-PROP67 | N04°24'52"E | 234.83' |
| PROP67-600 | N01°06'44"W | 35.39' |
| 600-PROP68 | N01°06'44"W | 30.62' |
| PROP68-601 | N01°11'46"W | 339.04' |
| 601-602 | N88°48'14"E | 38.74' |
| 602-603 | N88°48'14"E | 27.26' |
| 603-604 | S01°11'46"E | 325.74' |
| 604-605 | S45°34'38"E | 21.44' |
| 605-606 | S03°05'43"W | 30.24' |
| 606-607 | S03°05'43"W | 35.86' |
| 607-608 | S47°13'41"W | 14.67' |
| 608-PROP60 | S04°24'52"W | 229.59' |
| PROP60-503 | N85°35'08"W | 31.19' |







QUEST
Civil Engineers, LLC
320 West Grand Avenue, Suite 302
Wisconsin Rapids, WI 54495
Office: 715-423-3525
Fax: 715-423-3597

I, KOLBY F. SCHERTZ PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Kolby Schertz DATE: 6/22/2022
PRINT NAME: KOLBY F. SCHERTZ
REGISTRATION NUMBER: S-2862

WISCONSIN KOLBY F. SCHERTZ S-2862 SEYMOUR WI LAND SURVEYOR

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

SIGNATURE: Brent L Stella DATE: 6/22/2022
PRINT NAME: BRENT L. STELLA

PLOT NAME : STH 80
PLOT BY : KOLBY SCHERTZ
PLOT DATE : June 22, 2022
FILE NAME : S:\SURVEY\LAND SURVEYS\2021 PROJECTS\WO#7_NC_MC-06972379_JV10094215_16200207_STH80_TOPO-TPP\C3D\16200207_STH80_TPP.DWG
APPRAISAL PLAT DATE : 5/18/2022

| TPP PROJECT NUMBER: 1620-02-27 | SHEET NUMBER: 1 |
|---|---|

TLE ACQUISITION MAP
POPLAR ST - S.T.H. 73
CITY OF PITTSVILLE
S.T.H. "80" WOOD COUNTY

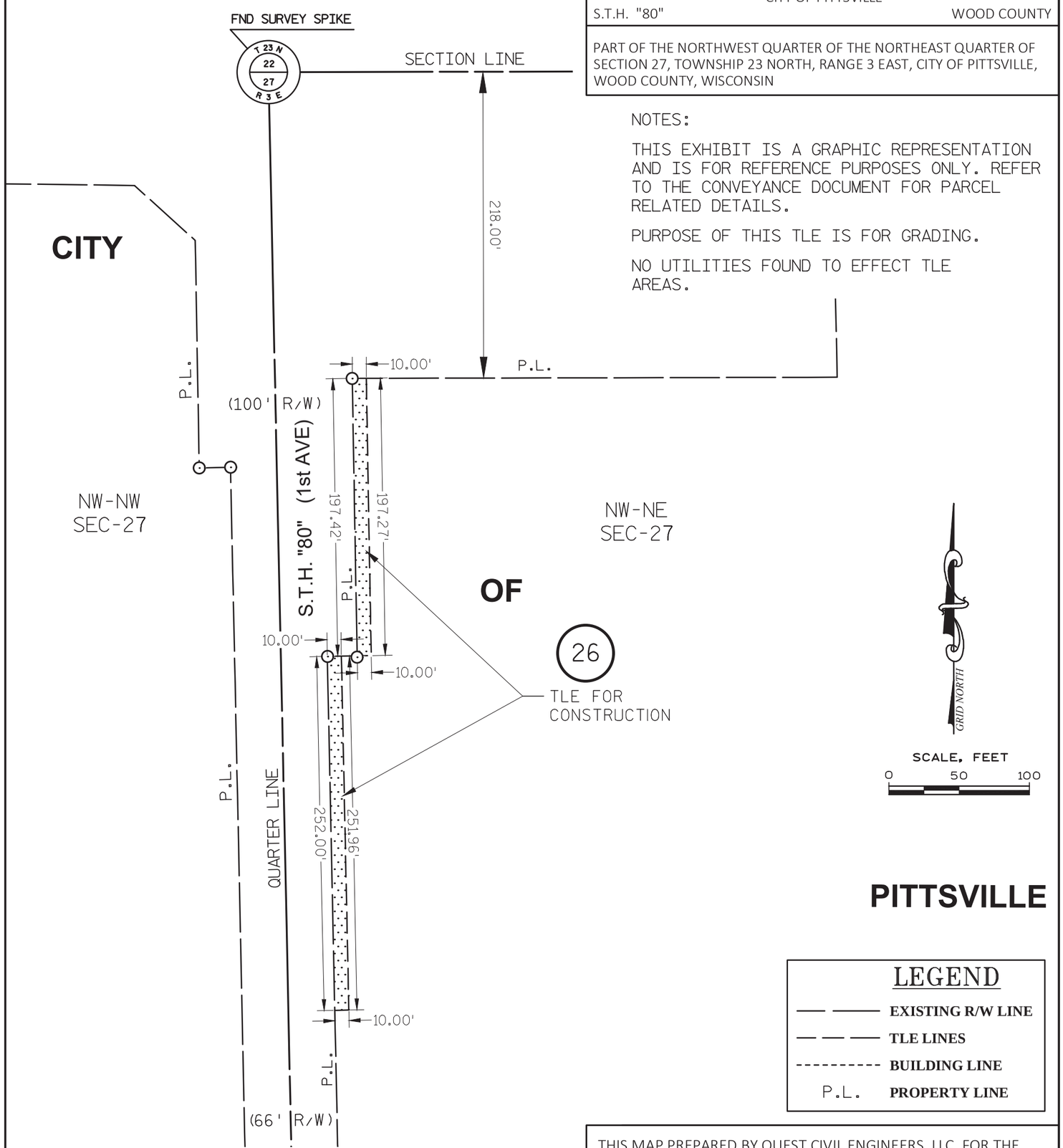
PART OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 27, TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

NOTES:

THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE OF THIS TLE IS FOR GRADING.

NO UTILITIES FOUND TO EFFECT TLE AREAS.




LEGEND

| | |
|---|---|
| —— —— | EXISTING R/W LINE |
| — — — | TLE LINES |
| ---------- | BUILDING LINE |
| P.L. | PROPERTY LINE |

| SCHEDULE OF LANDS AND INTERESTS REQUIRED | | OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT | |
|---|---|---|---|
| PARCEL NUMBER | OWNERS | INTEREST REQUIRED | TLE S.F. REQUIRED |
| 26 | DUANE & DENISE TRITZ | TLE | 4,493 |

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 9/30/24

PRINT NAME: Brent L Stella

| TPP PROJECT NUMBER: 1620-02-27 | SHEET NUMBER: 2 |
|---|---|

TLE ACQUISITION MAP
POPLAR ST - S.T.H. 73
CITY OF PITTSVILLE
S.T.H. "80" WOOD COUNTY

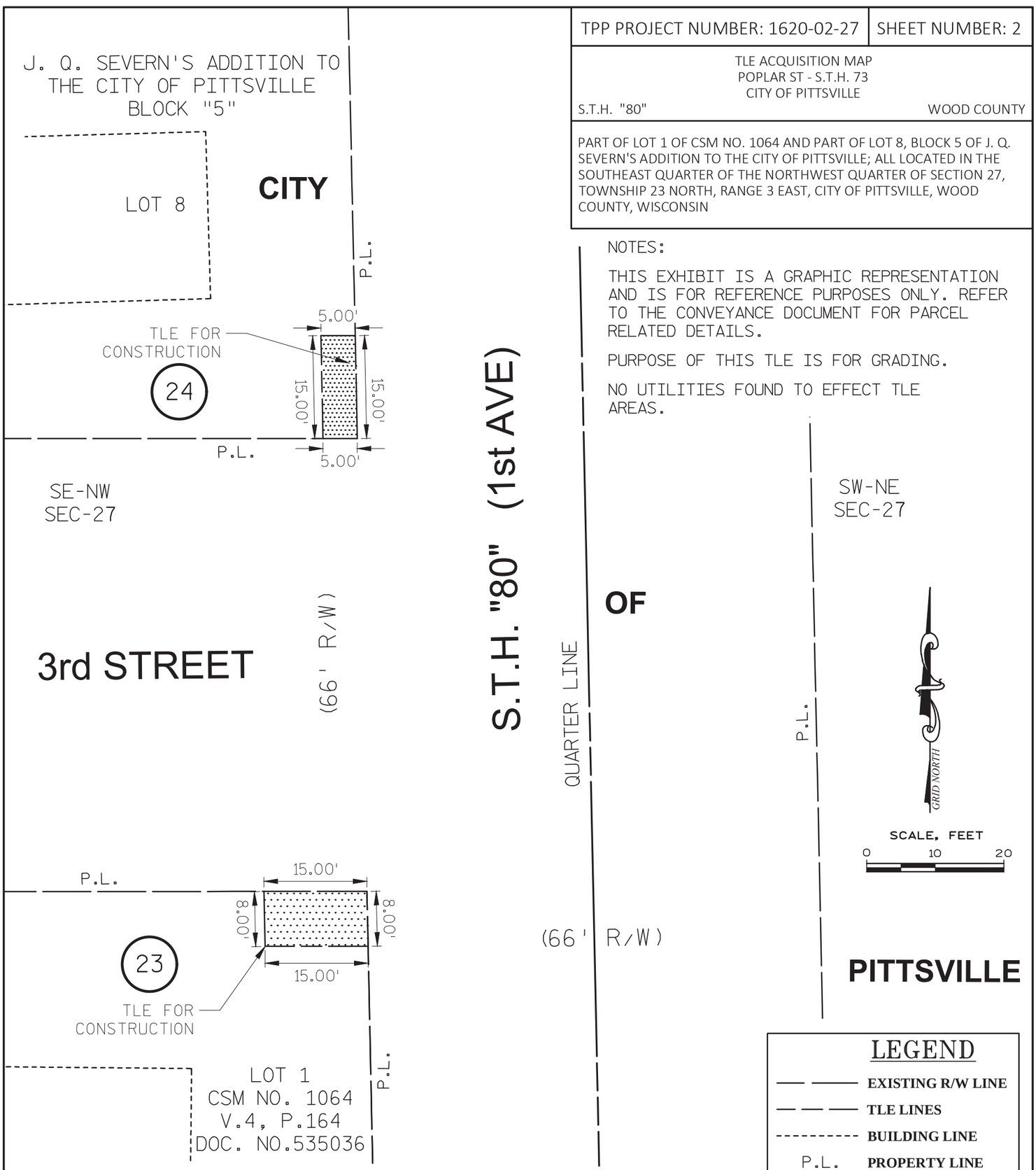
PART OF LOT 1 OF CSM NO. 1064 AND PART OF LOT 8, BLOCK 5 OF J. Q. SEVERN'S ADDITION TO THE CITY OF PITTSVILLE; ALL LOCATED IN THE SOUTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

NOTES:

THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE OF THIS TLE IS FOR GRADING.

NO UTILITIES FOUND TO EFFECT TLE AREAS.




LEGEND

| | |
|---|---|
| —— —— | EXISTING R/W LINE |
| — — — | TLE LINES |
| ---------- | BUILDING LINE |
| P.L. | PROPERTY LINE |

| SCHEDULE OF LANDS AND INTERESTS REQUIRED | | OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT | |
|---|---|---|---|
| PARCEL NUMBER | OWNERS | INTEREST REQUIRED | TLE S.F. REQUIRED |
| 23 | MELVIN & MARY SCHILLER | TLE | 120 |
| 24 | JOSEPH E. & RENEE M. LOSIEVSKI | TLE | 75 |

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 9/30/24

PRINT NAME: Brent L Stella

| TPP PROJECT NUMBER: 1620-02-27 | SHEET NUMBER: 3 |
|---|---|

TLE ACQUISITION MAP
POPLAR ST - S.T.H. 73
CITY OF PITTSVILLE

S.T.H. "80" WOOD COUNTY

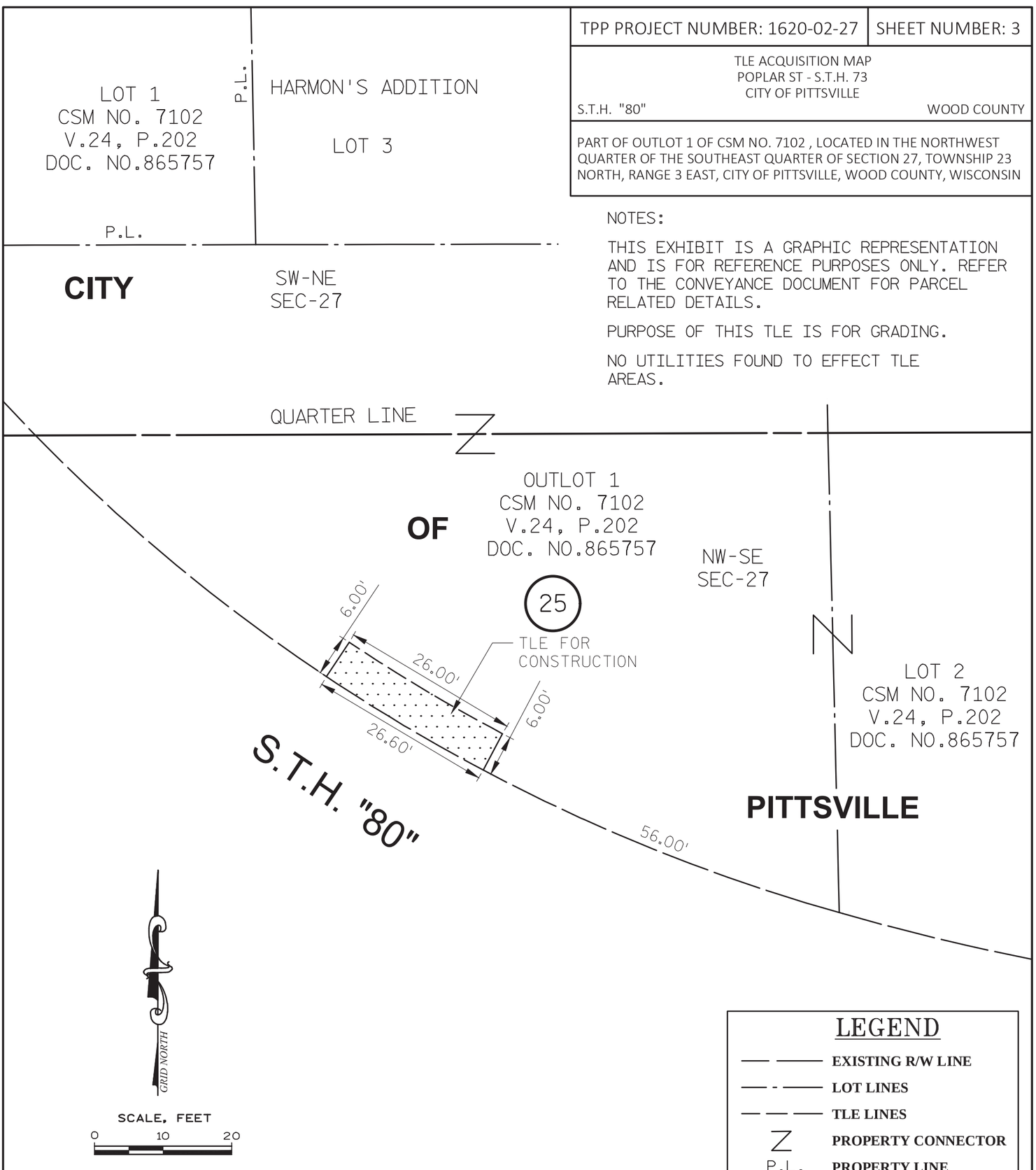
PART OF OUTLOT 1 OF CSM NO. 7102 , LOCATED IN THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 23 NORTH, RANGE 3 EAST, CITY OF PITTSVILLE, WOOD COUNTY, WISCONSIN

NOTES:

THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

PURPOSE OF THIS TLE IS FOR GRADING.

NO UTILITIES FOUND TO EFFECT TLE AREAS.




LEGEND

- EXISTING R/W LINE
- LOT LINES
- TLE LINES
- PROPERTY CONNECTOR
- P.L. PROPERTY LINE

| SCHEDULE OF LANDS AND INTERESTS REQUIRED | | OWNER NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT | |
|---|---|---|---|
| PARCEL NUMBER | OWNERS | INTEREST REQUIRED | TLE S.F. REQUIRED |
| 25 | SHORTT FAMILY PROPERTIES LLC | TLE | 158 |

THIS MAP PREPARED BY QUEST CIVIL ENGINEERS, LLC, FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

THIS MAP APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTH CENTRAL REGION.

SIGNATURE: Brent L Stella DATE: 9/30/24

PRINT NAME: Brent L Stella

WETLANDS (TYP)

UNDER PERMIT TO C-PITTSVILLE
(MAINTAINED BY ALLIANT ENERGY)
(LIGHTING)

WE ENERGIES
(GAS)

ALLIANT
(ELEC)

STA 1555+70.2, 43.2' LT
INV ELEV: 998.79'

6W

6-SD-Y

END CONSTRUCTION
STA 1556+23
(SAWCUT REQ'D)

STH 80

1553 1554 1555 1556 1557 1558

BEGIN CONSTRUCTION
STA 1555+12
(SAWCUT REQ'D)

12'

12'

STA 1555+64.6, 42.6' RT
INV ELEV: 999.66'

ALLIANT
(ELEC)

STA 1555+67
REMOVE C-71-9002 (84"X61" CSCP & 6'X4' RCCP)
1 - 86' CPRC CLASS III 96-INCH REQ'D
2 - APRON ENDWALLS REQ'D
SKEW 4° LHF
(SEE CONSTRUCTION DETAILS)

5

5

## PAVEMENT MARKING LEGEND

| | |
|---|---|
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 6DY | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOUBLE YELLOW) |
| 6-SD-Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW 12.5' DASH, 37.5' SKIP) |
| 3-9-6 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE 3' DASH, 9' SKIP) |
| 6X | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| STOP-L | MARKING STOP LINE EPOXY 18-INCH (WHITE) |

TDS
(COMM)

1565+81,
69.89' LT

BUTT JOINT REQ'D

STOP-L

BUTT JOINT REQ'D

ALLIANT
(ELEC)

CITY OF PITTSVILLE
(SAN)

6W

STH 80

1565 1566 1567 1568 1569 1570 1571

12'

12'

STH 80

6DY

TDS
(COMM)

STOP-L

6DY

WE ENERGIES
(GAS)

1565+73,
67.59' RT

BUTT JOINT REQ'D

UNDER PERMIT TO C-PITTSVILLE
(MAINTAINED BY ALLIANT ENERGY)
(LIGHTING)

POPLAR ST

BEGIN PROJECT
STA 1565+16.66

TDS
(COMM)

6X

OAK ST

STOP-L

1568+73,
74.53' RT

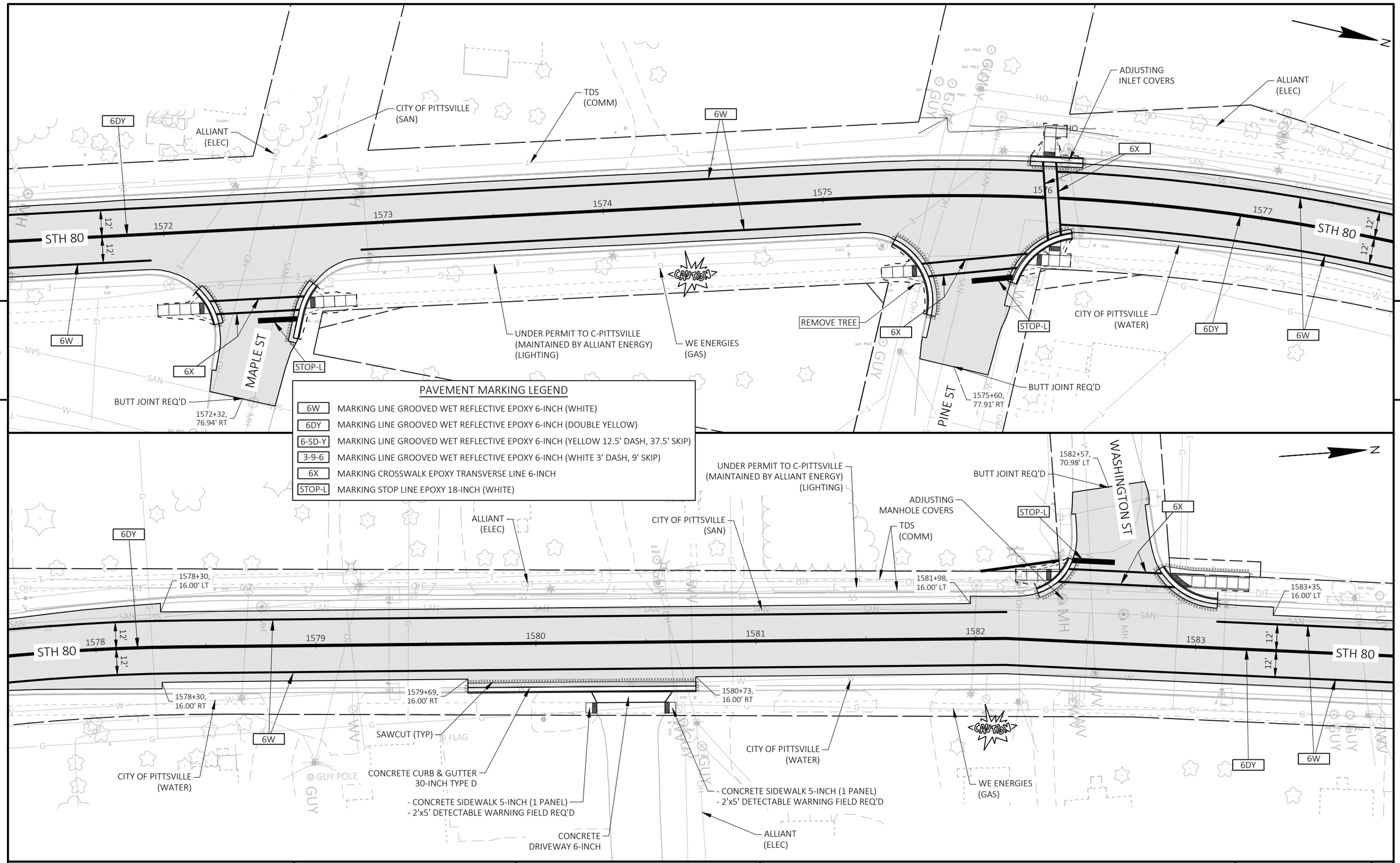
BUTT JOINT REQ'D

6W

UNDER PERMIT TO C-PITTSVILLE
(MAINTAINED BY ALLIANT ENERGY)
(LIGHTING)

CITY OF PITTSVILLE
(WATER)

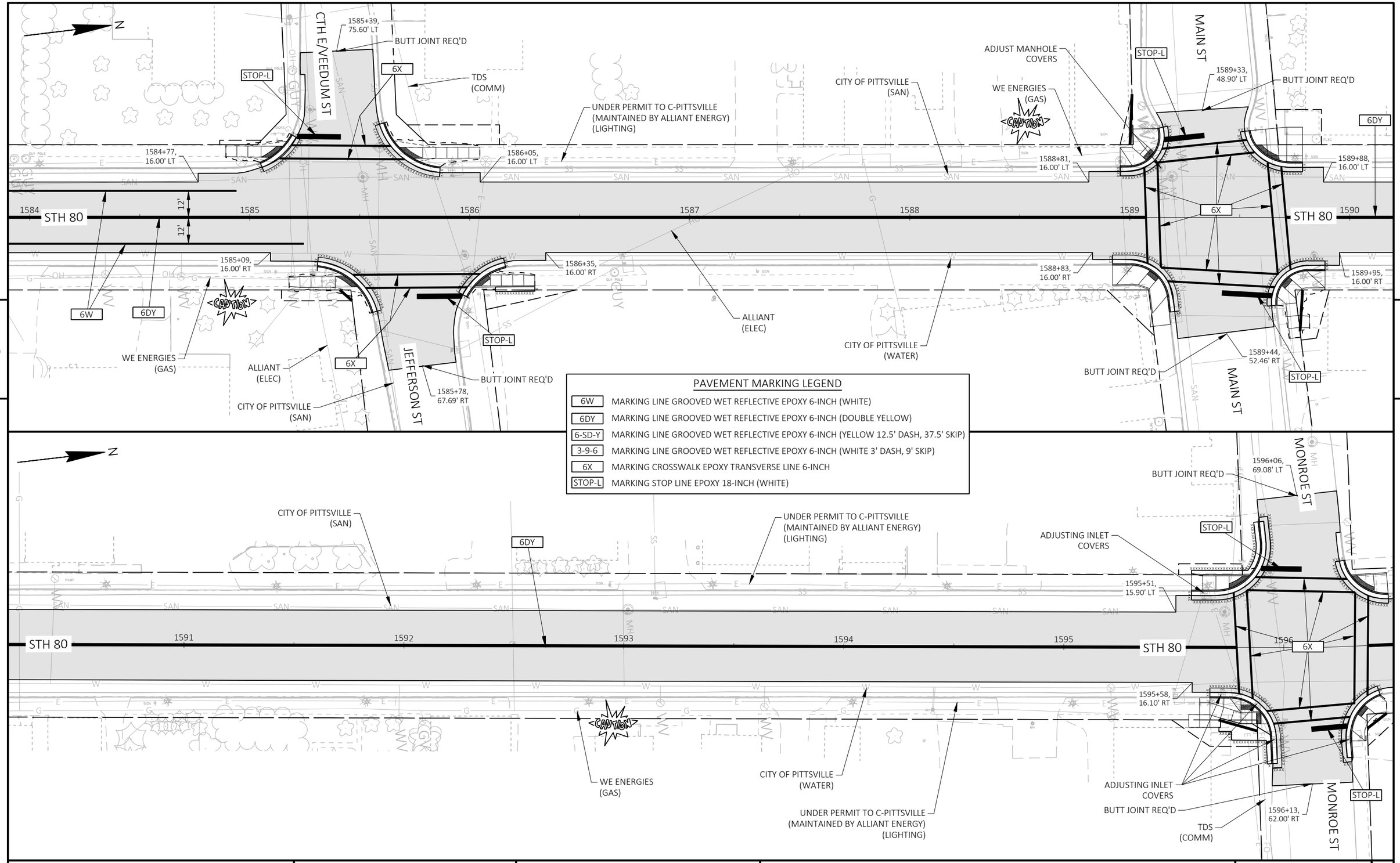
| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | PLAN SHEETS | SHEET 81 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | PLAN SHEETS | SHEET 82 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-050201-PN.DWG
LAYOUT NAME - 02
PLOT DATE : 1/22/2026 9:57 AM
PLOT BY : KUSCHEL, LEVI
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

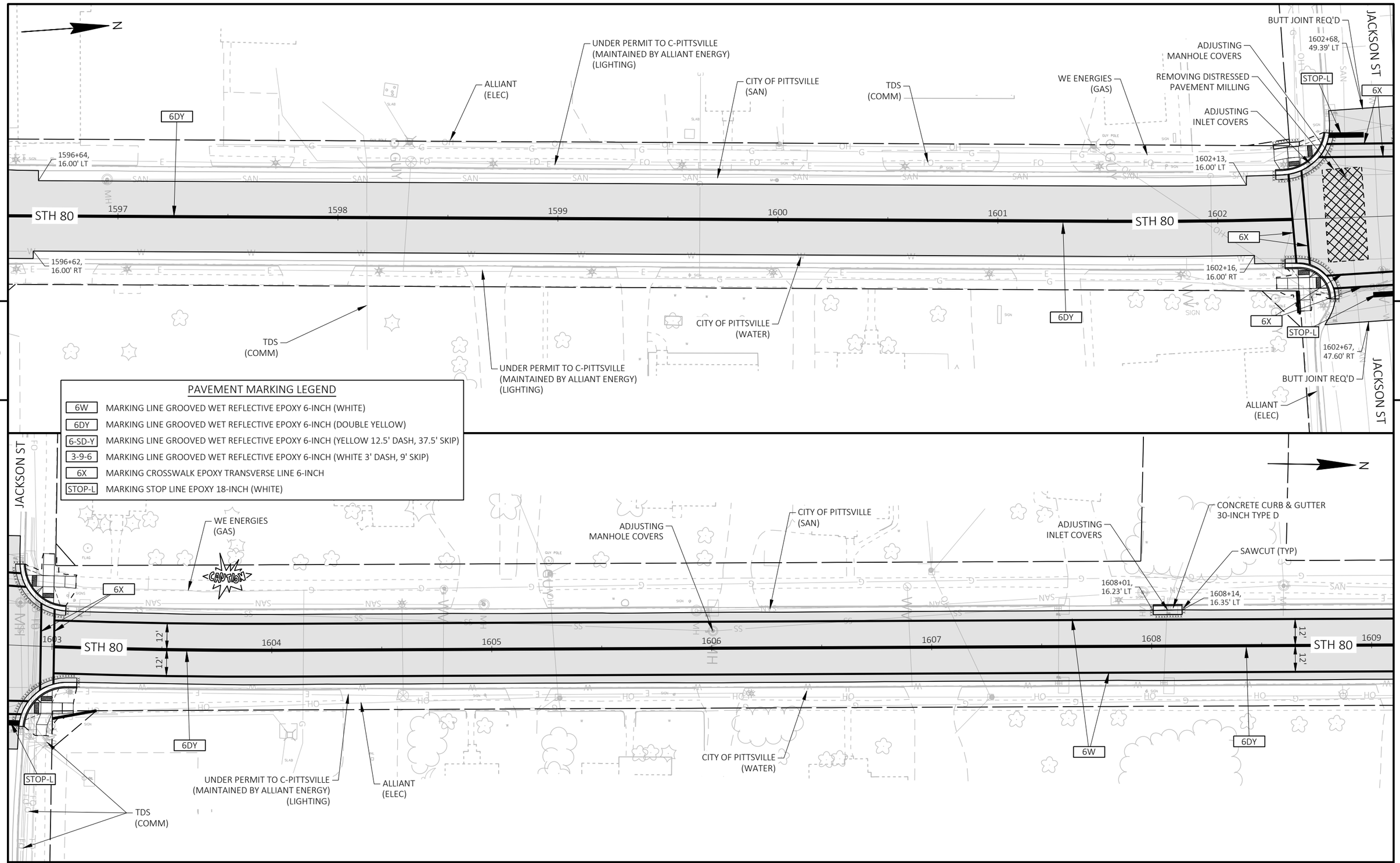
WISDOT/CADDS SHEET 44




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | PLAN SHEETS | SHEET 83 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-050201-PN.DWG
LAYOUT NAME - 03

PLOT DATE : 1/22/2026 9:58 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | PLAN SHEETS | SHEET 84 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-050201-PN.DWG
LAYOUT NAME - 04

PLOT DATE : 1/22/2026 9:58 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT

## PAVEMENT MARKING LEGEND

| | |
|---|---|
| 6W | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |
| 6DY | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (DOUBLE YELLOW) |
| 6-SD-Y | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW 12.5' DASH, 37.5' SKIP) |
| 3-9-6 | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE 3' DASH, 9' SKIP) |
| 6X | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH |
| STOP-L | MARKING STOP LINE EPOXY 18-INCH (WHITE) |

5

5

WE ENERGIES (GAS)

6DY

6W

ALLIANT (ELEC)

CITY OF PITTSVILLE (SAN)

UNDER PERMIT TO C-PITTSVILLE (MAINTAINED BY ALLIANT ENERGY) (LIGHTING)

CITY OF PITTSVILLE (WATER)

WE ENERGIES (GAS)

STH 80

SHORT ST

STOP-L

BUTT JOINT REQ'D

1613+87, 59.59' RT

6X

1609

1610

1611

1612

1613

1614

1615

12'

12'

N

CITY OF PITTSVILLE (SAN)

6DY

ALLIANT (ELEC)

WE ENERGIES (GAS)

1618+96, 12.00' LT

3-9-6

CITY OF PITTSVILLE (WATER)

BUTT JOINT REQ'D

1621+29, 72.15' LT

STOP-L

2ND ST

1616

1617

1618

1619

1620

1621

STH 80

1617+84, 12.00' RT

6W

3-9-6

UNDER PERMIT TO C-PITTSVILLE (MAINTAINED BY ALLIANT ENERGY) (LIGHTING)

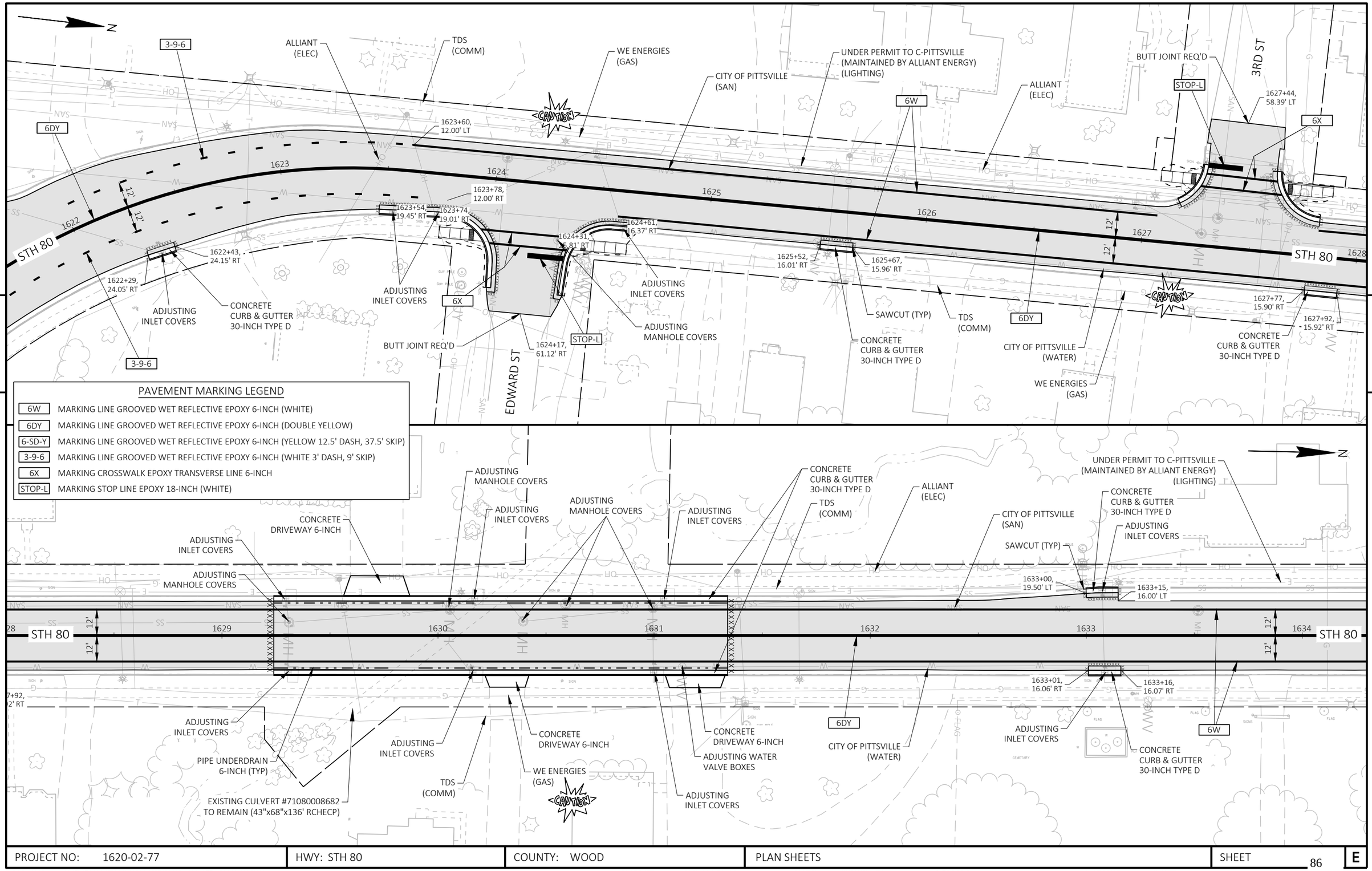
6X

6DY

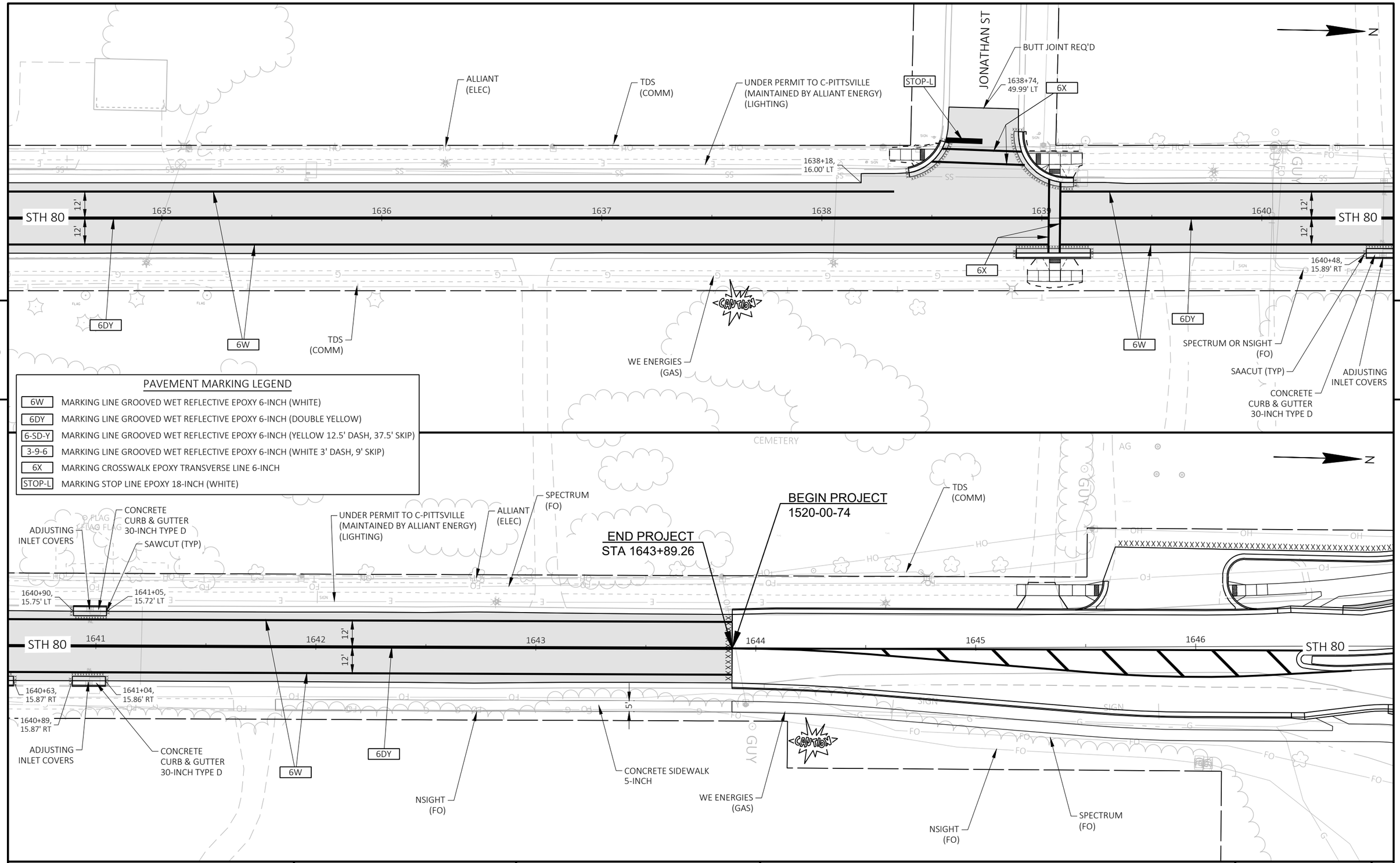
3-9-6

1622+29, 24.05' RT

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | PLAN SHEETS | SHEET 85 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | PLAN SHEETS | SHEET 86 | E |
|---|---|---|---|---|---|




| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | PLAN SHEETS | SHEET 87 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-050201-PN.DWG
LAYOUT NAME - 07

PLOT DATE : 1/22/2026 9:58 AM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

N

FENCE SAFETY
1' OFF EDGE OF SIDEWALK

EXISTING SIDEWALK
TO REMAIN

SLOPE INTERCEPT

ALLIANT
(ELEC)

TDS
(COMM)

UNDER PERMIT TO C-PITTSVILLE
(LIGHTING)
(MAINTAINED BY ALLIANT ENERGY)

CONCRETE CURB &
GUTTER 30-INCH TYPE D

CITY OF PITTSVILLE
(SAN)

CONCRETE
DRIVEWAY 6-INCH

STH 80

1630

STH 80

CULVERT #71080008682

PIPE UNDERDRAIN (TYP)

5

5

CAUTION

BEGIN RECONSTRUCTION
STA 1629+24
SAW CUT REQ'D

WE ENERGIES
(GAS)

SLOPE INTERCEPT

FENCE SAFETY
1' OFF EDGE OF SIDEWALK

CONCRETE
DRIVEWAY 6-INCH

EXISTING SIDEWALK
TO REMAIN

TDS
(COMM)

CONCRETE
DRIVEWAY 6-INCH

SURFACE LIFT PAVED CONTINUOUS BETWEEN PAVEMENT
REPLACEMENT AND MILL AND OVERLAY SECTIONS

CITY OF PITTSVILLE
(WATER)

END RECONSTRUCTION
STA 1631+34
SAW CUT REQ'D

VCL = 50.00

K = 55.97

STA 1629+24.00
EL 1025.35

LP STA 1630+16.62
LP EL 1025.10

STA 1631+34.00
EL 1025.70

PROPOSED PROFILE

-0.30%

0.60%

EXISTING PROFILE

1025

1022

VPC STA 1630+00.00
VPC EL 1025.12

VPI STA 1630+25.00
VPI EL 1025.05

VPT STA 1630+50.00
VPT EL 1025.20

CULVERT #71080008682
(43"x68"x136' RCHECP)

1025.54 1025.46 1025.29 1025.27 1025.16 1025.12 1025.23 1025.20 1025.42 1025.50 1025.88 1026.21

1629+00 1629+50 1630+00 1630+50 1631+00 1631+50

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | PLAN AND PROFILE: STH 80 RECONSTRUCTION | SHEET 88 | E |
|---|---|---|---|---|---|

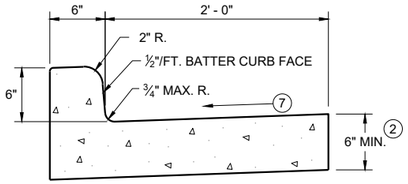
FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-050201-PP.DWG
LAYOUT NAME - 01

PLOT DATE : 10/16/2025 5:02 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:20 FT

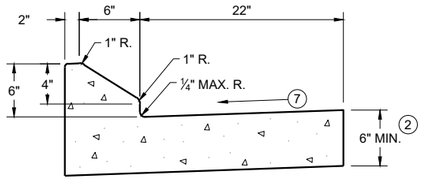
# Standard Detail Drawing List

| | |
|---|---|
| 08D01-24A | CONCRETE CURB & GUTTER |
| 08D01-24B | CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS |
| 08D05-22A | CURB RAMPS TYPES 1 AND 1-A |
| 08D05-22B | CURB RAMPS TYPES 2 AND 3 |
| 08D05-22C | CURB RAMPS TYPES 4A AND 4A1 |
| 08D05-22D | CURB RAMPS TYPES 4B AND 4B1 |
| 08D05-22E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8 |
| 08D05-22F | CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS |
| 08D05-22G | CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES |
| 08D18-05 | DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y |
| 08D19-05 | DRIVEWAY AND SIDEWALK RAMPS TYPE Z |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 08E15-01 | CULVERT PIPE CHECK |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F04-08 | JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL |
| 13A11-04A | CENTERLINE RUMBLE STRIPS - ASPHALT |
| 13A11-04D | CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS |
| 13C19-03 | HMA LONGITUDINAL JOINTS |
| 14D01-01 | TURTLE EXCLUSION FENCE CLIMBING TURTLE |
| 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 |
| 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 TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |
| 15C08-24A | PERMANENT LONGITUDINAL PAVEMENT MARKINGS |
| 15C11-10B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15C33-05 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15D28-04 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY |
| 15D30-11A | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11B | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11C | TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION |
| 15D30-11F | 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 |
| 15D44-02 | TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES |
| 15D51-01 | TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY |

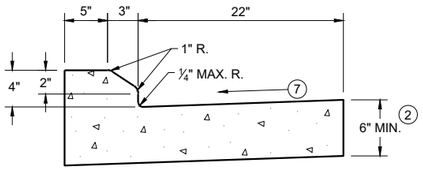
6



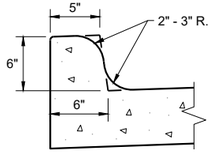

**TYPES A (1) & D**



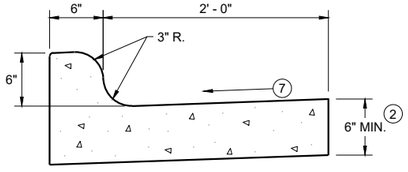

**6" SLOPED CURB TYPES G (1) & J**




**4" SLOPED CURB TYPES G (1) & J**

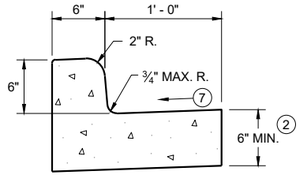



**TYPES K (1) & L**
(OPTIONAL CURB SHAPE)



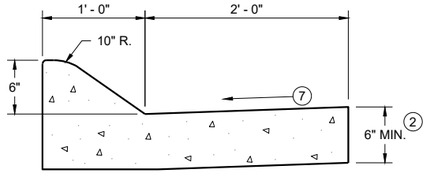

**TYPES K (1) & L**

**CONCRETE CURB AND GUTTER 30"**

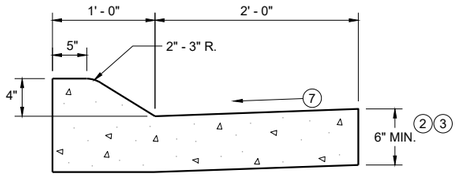



**TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 18"**

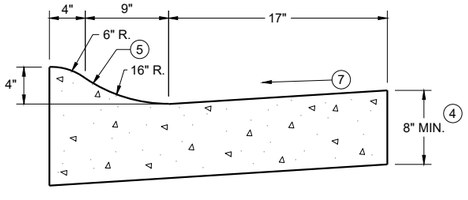



**6" SLOPED CURB TYPES A (1) & D**



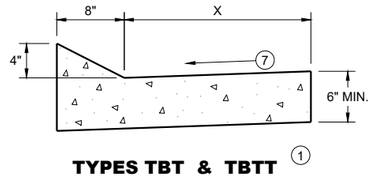

**4" SLOPED CURB TYPES A (1) & D**

**CONCRETE CURB AND GUTTER 36"**




**4" SLOPED CURB TYPES R (1) & T**
**CONCRETE CURB AND GUTTER 30"**

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

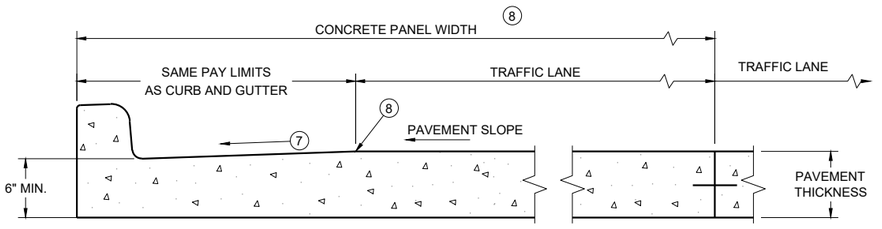



**TYPES TBT & TBTT (1)**

**CONCRETE CURB AND GUTTER**

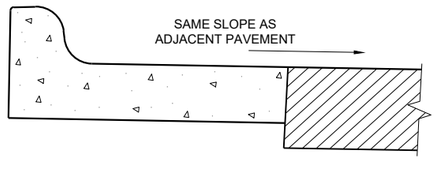
**PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE**

| 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.

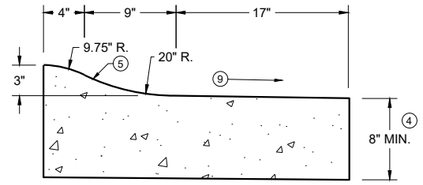
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(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.

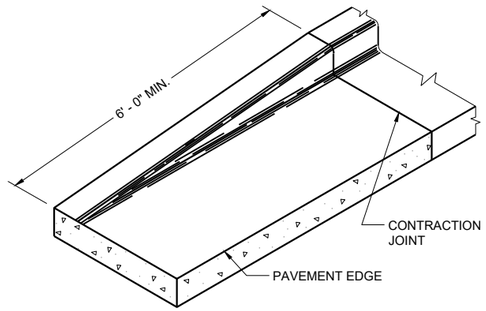
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



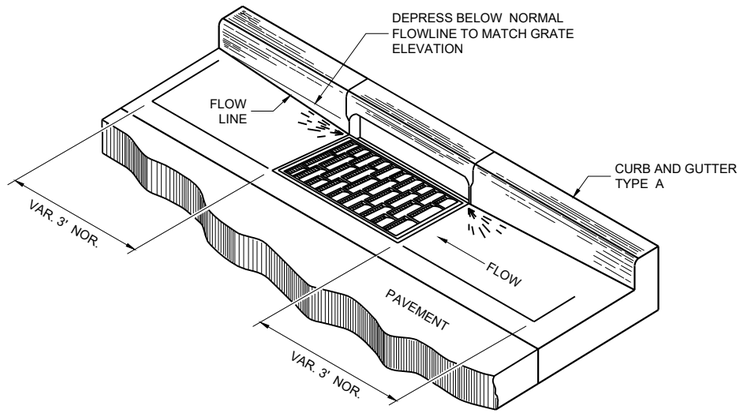

**3" SLOPED CURB TYPES R (1) & T**

**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.

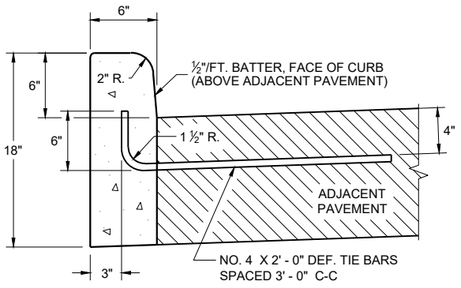
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

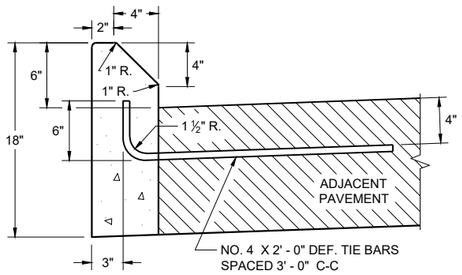
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(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.

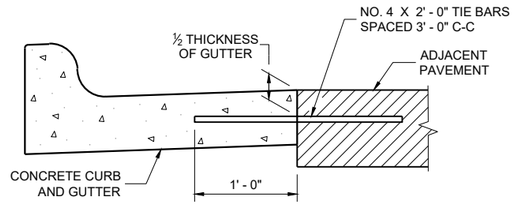



**TYPES A (1) & D**

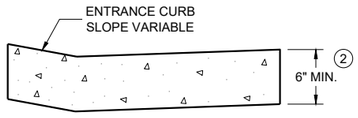



**TYPES G (1) & J**

**CONCRETE CURB**

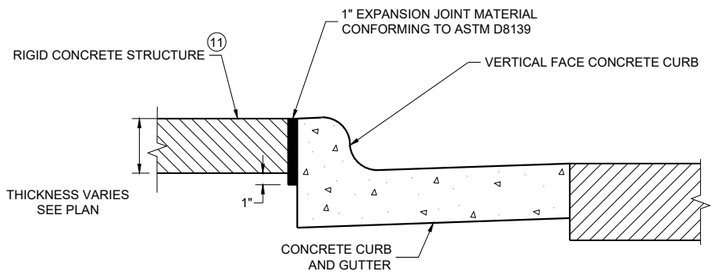



**TYPICAL TIE BAR LOCATION** (1)

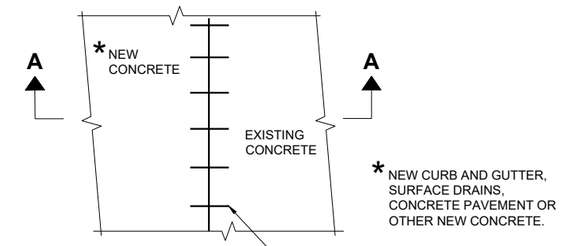



**DRIVEWAY ENTRANCE CURB** (10)

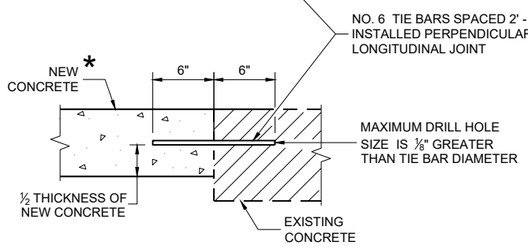
(WHEN DIRECTED BY THE ENGINEER)




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




**PLAN VIEW**




**SECTION A - A**

**TIE BARS DRILLED INTO EXISTING PAVEMENT**

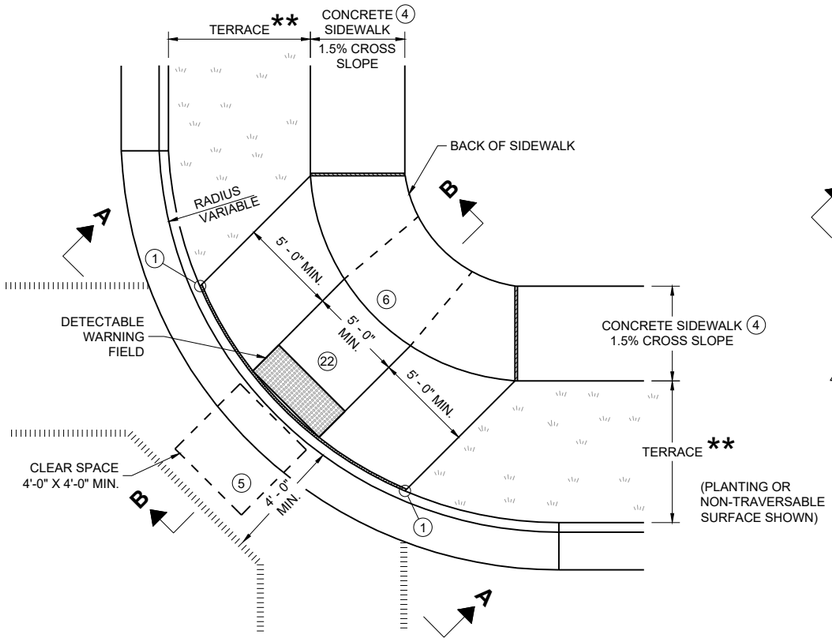
**CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

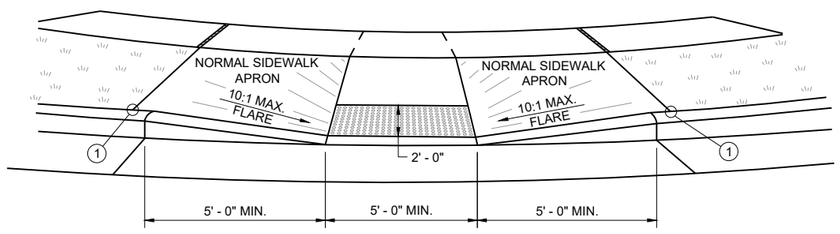

6
SDD 08D01-24b



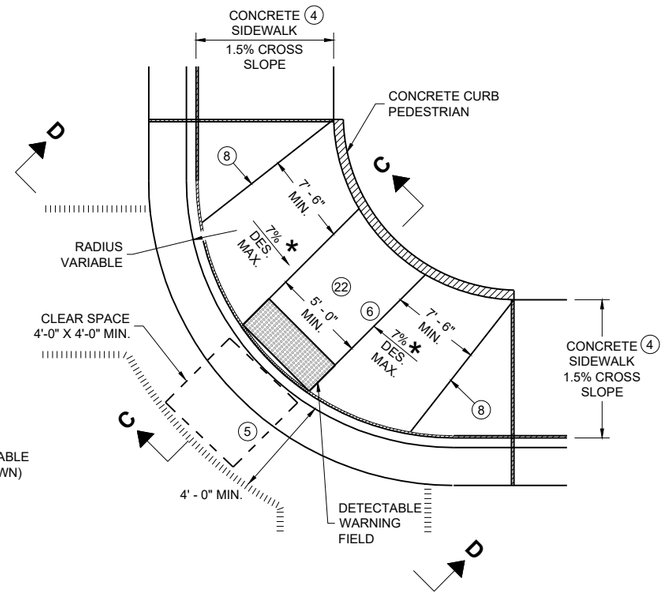

**PLAN VIEW**

## CURB RAMP TYPE 1

**(CENTER OF CORNER RADIUS)**



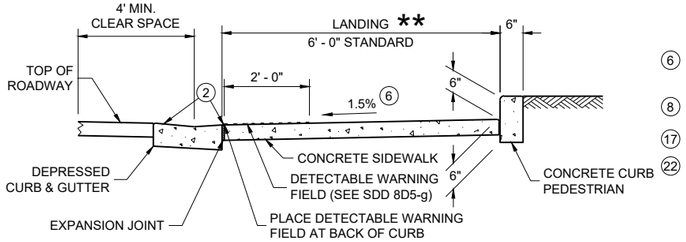

**VIEW A - A FOR TYPE 1**



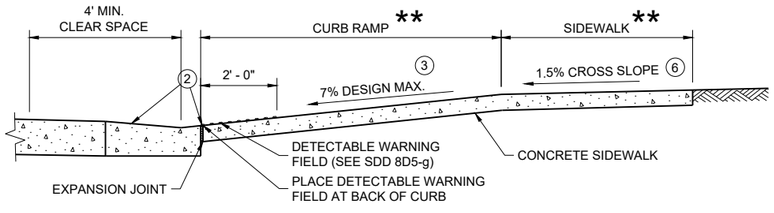

**PLAN VIEW**

## CURB RAMP TYPE 1 - A

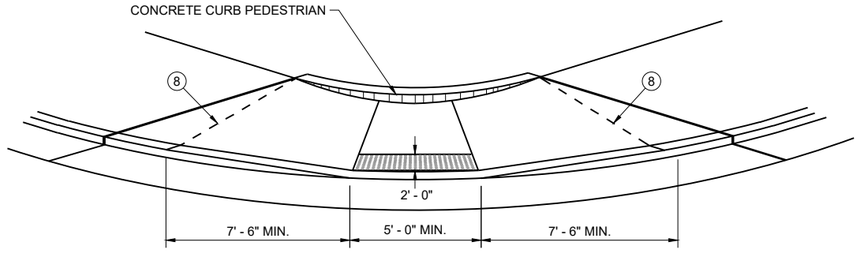
**(NO TERRACE)**




**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.

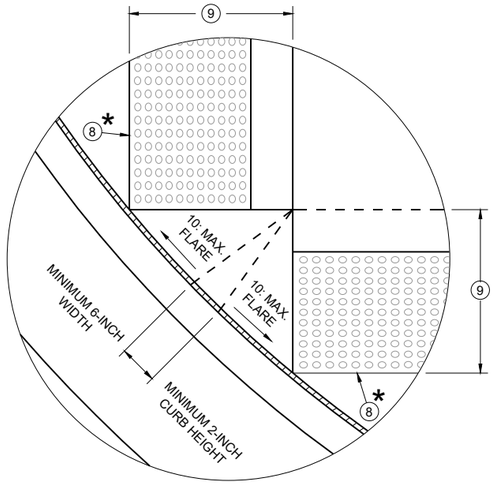
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

## LEGEND

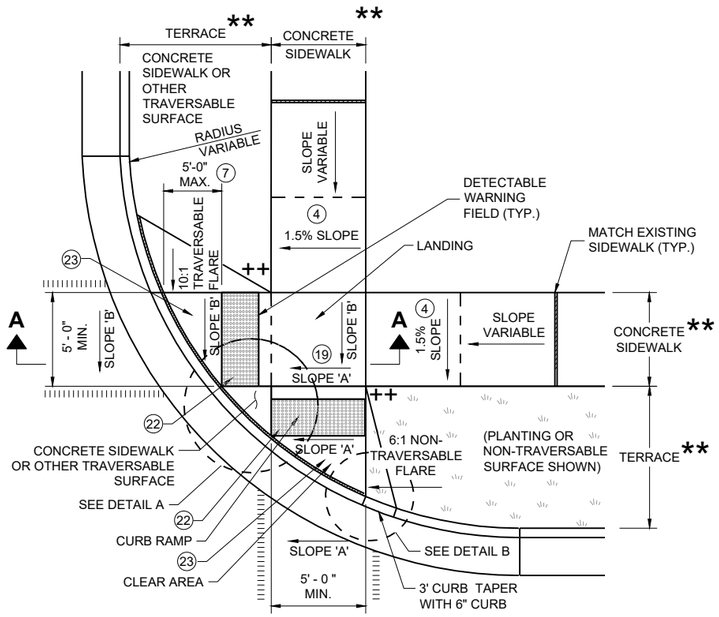
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

**CURB RAMPS TYPE 1 AND 1-A**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



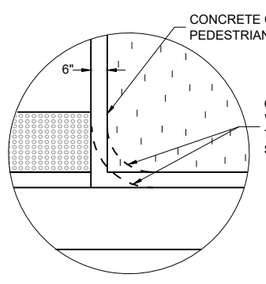

**DETAIL A**



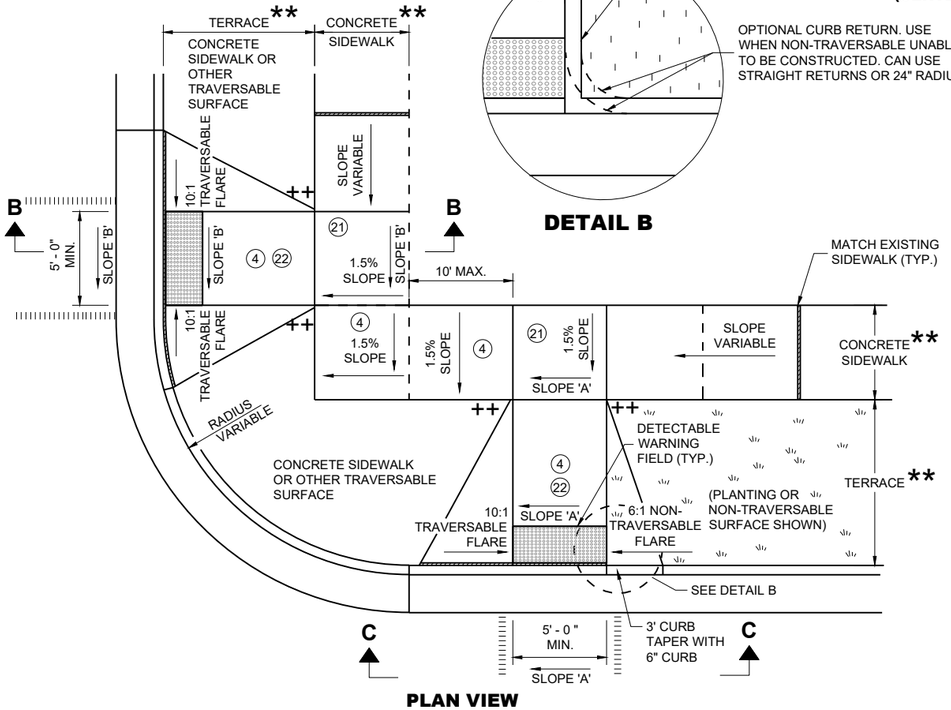

**PLAN VIEW**

## 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.

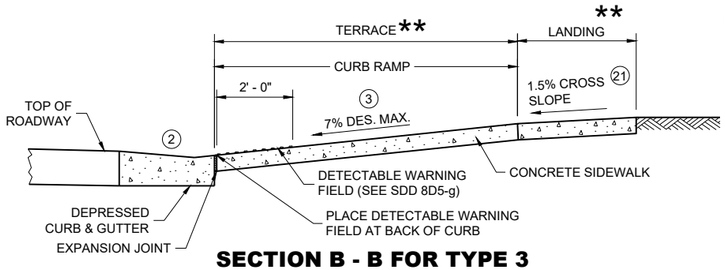
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(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.

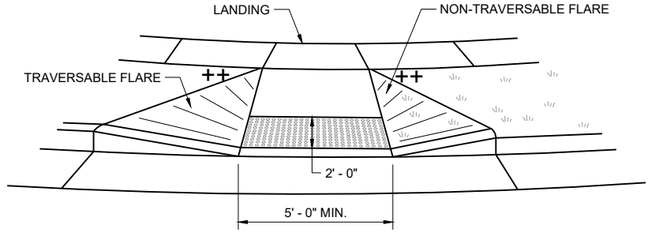
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(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.

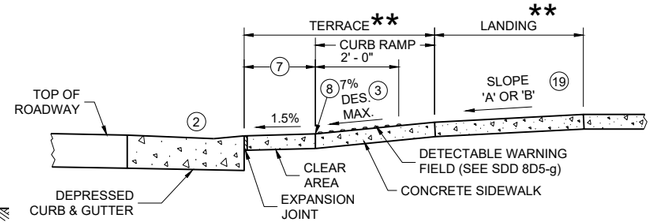
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.




**SECTION B - B FOR TYPE 3**




**VIEW C - C FOR TYPE 3**




**SECTION A - A FOR TYPE 2**

### LEGEND

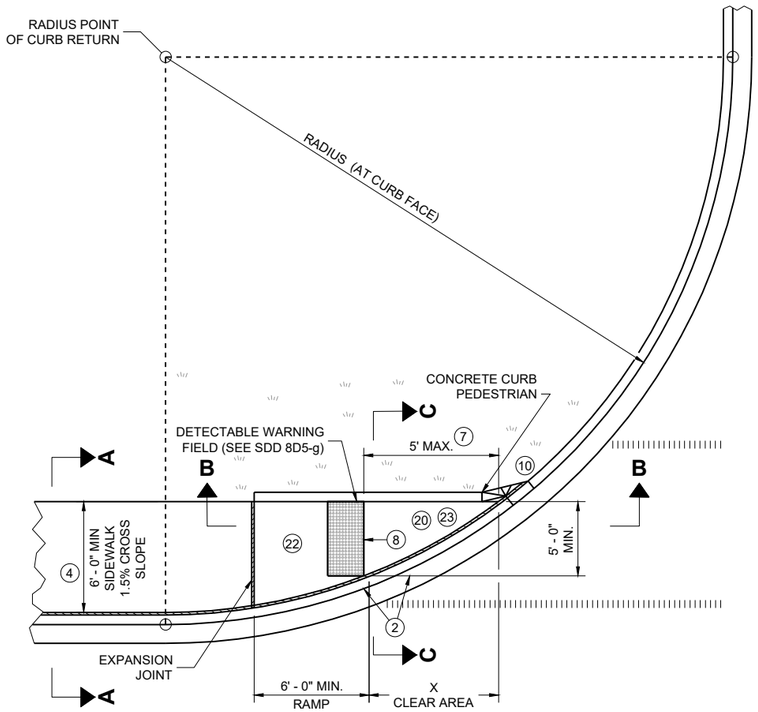
| | |
|---|---|
| ▨ | ½" EXPANSION JOINT SIDEWALK |
| - - - - | CONTRACTION JOINT SIDEWALK |
| ıllıllıllıllıllı | PAVEMENT MARKING CROSSWALK (WHITE) |
| * | MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK |
| ** | WIDTH SHOWN ELSEWHERE IN THE PLANS |
| ++ | CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE |

**CURB RAMPS TYPE 2 AND 3**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

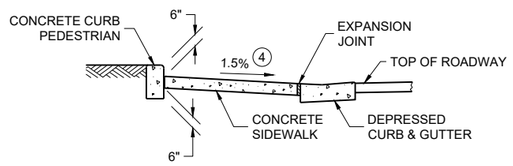


6
SDD 08D05-22b

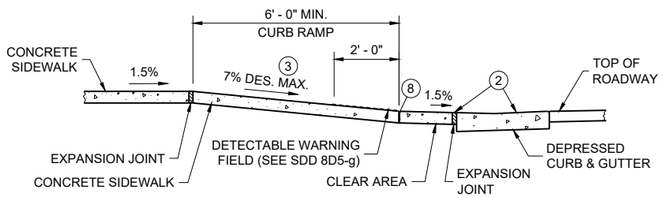



**PLAN VIEW**

**CURB RAMP TYPE 4A**




**SECTION C - C FOR TYPE 4A**



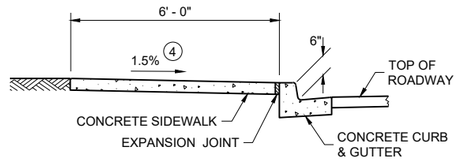

**SECTION B - B FOR TYPE 4A AND TYPE 4A1**

## LEGEND

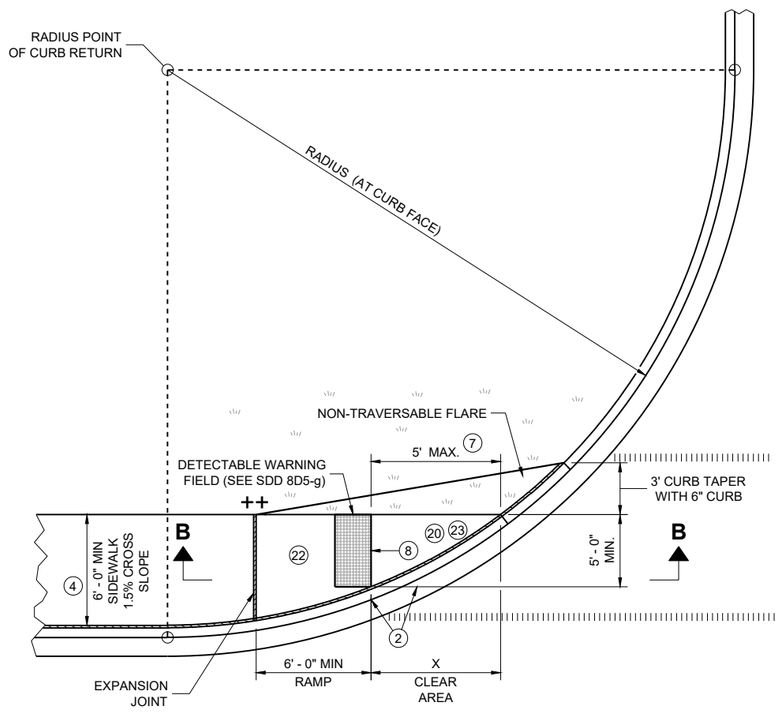
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

| 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.

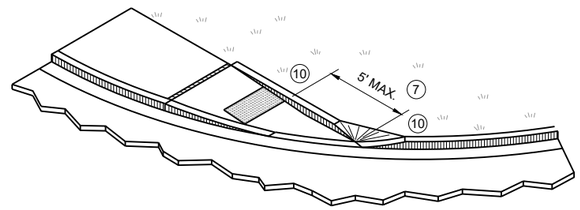
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

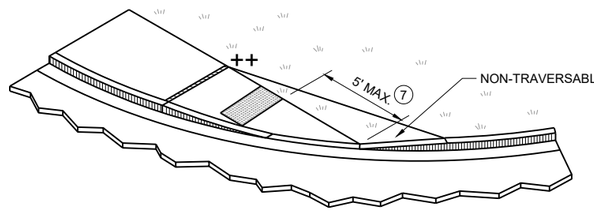
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(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**

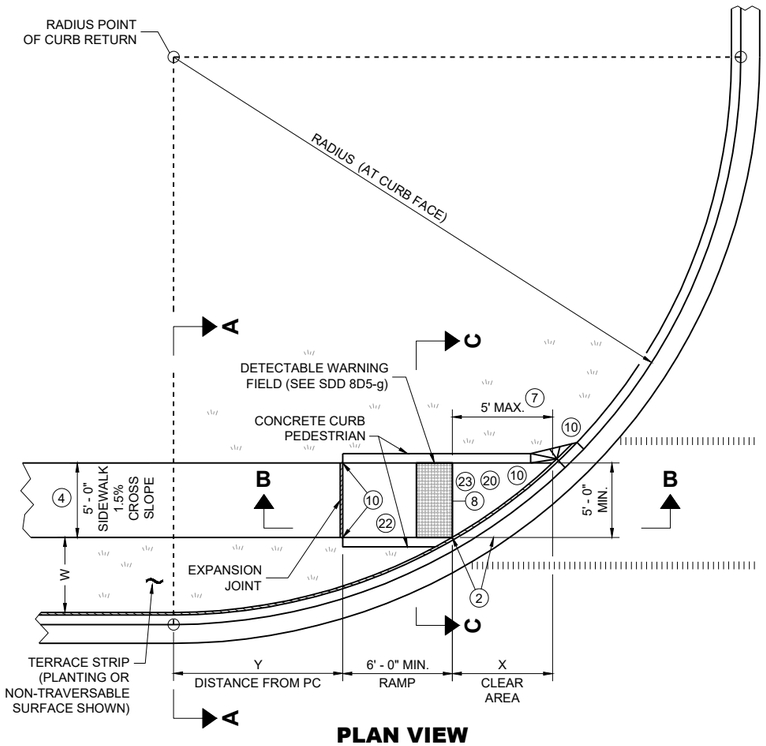
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION





6

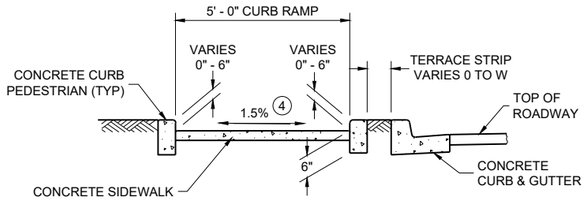
SDD 08D05-22c




**PLAN VIEW**
**CURB RAMP TYPE 4B**

| RADIUS (AT CURB FACE) | W = 3' - 0" | | W = 4' - 0" | | W = 5' - 0" | | W = 6' - 0" | | W = 7' - 0" | | W = 8' - 0" | | W = 9' - 0" | | W = 10' - 0" | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y | X | Y |
| 10 FEET | 2' - 10 ¼" | 0' - 5" | 2' - 1" | 1' - 4 ½" | 1' - 5" | 2' - 1" | 0' - 10" | 2' - 7 ½" | 0' - 3 ¼" | 3' - 0 ¼" | | | | | | |
| 15 FEET | 4' - 6 ¾" | 2' - 1 ¾" | 3' - 9" | 3' - 5 ¾" | 3' - 1 ¼" | 4' - 6" | 2' - 6 ¾" | 5' - 4 ½" | 2' - 1" | 6' - 1" | 1' - 8" | 6' - 8 ½" | 1' - 3 ¼" | 7' - 2 ½" | 0' - 10 ¾" | 7' - 7 ¼" |
| 20 FEET | | | 4' - 11 ½" | 5' - 1 ¾" | 4' - 3 ¼" | 6' - 5 ½" | 3' - 8 ¾" | 7' - 7" | 3' - 3" | 8' - 6 ½" | 2' - 10" | 9' - 4 ½" | 2' - 5 ½" | 10' - 1 ¼" | 2' - 1 ¼" | 10' - 9" |
| 30 FEET | | | | | | | | | 4' - 10 ¾" | 12' - 5 ¾" | 4' - 5 ½" | 13' - 7 ¾" | 4' - 0 ¾" | 14' - 8 ½" | 3' - 8 ½" | 15' - 8 ¼" |
| 40 FEET | | | | | | | | | | | | | | | 4' - 10 ¾" | 19' - 8 ¼" |

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




**SECTION C - C FOR TYPE 4B**

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

## GENERAL NOTES

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

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

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

(2) GRADE CHANGE BETWEEN GUTTER COUNTER SLOPE AND THE CURB RAMP SLOPE IS DESIRABLY 11% OR LESS AND SHALL NOT EXCEED 13.3%. TYPICAL GUTTER COUNTER SLOPE IS 4% BUT MAY BE MODIFIED TO FIT FIELD CONDITIONS. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5%, DESIRABLY 7% OR LESS, AND SHALL NOT EXCEED A MAXIMUM OF 8.3%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.3% CURB RAMP SLOPE IS ALLOWABLE WITH GUTTER COUNTER SLOPE OF 5% MAXIMUM AND A 13.3% MAXIMUM GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

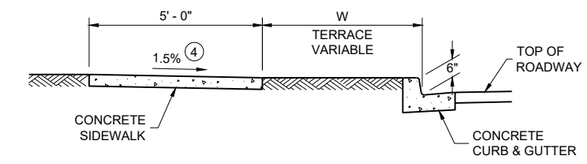
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

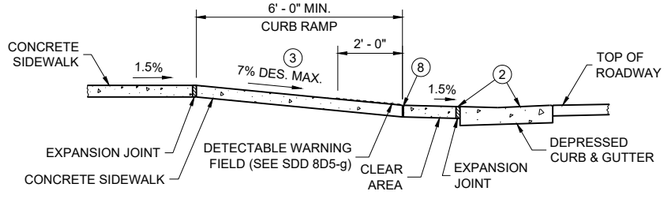
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

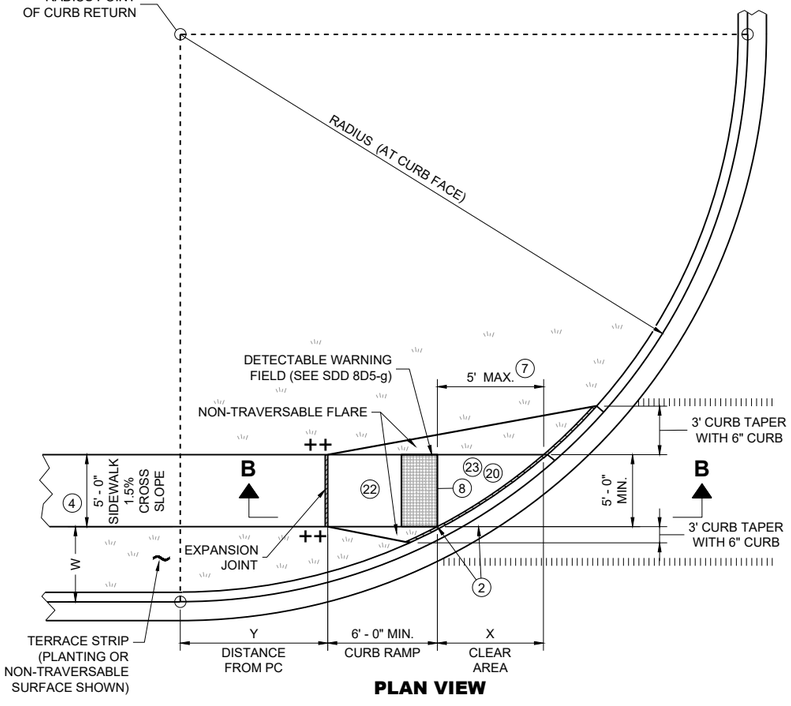
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



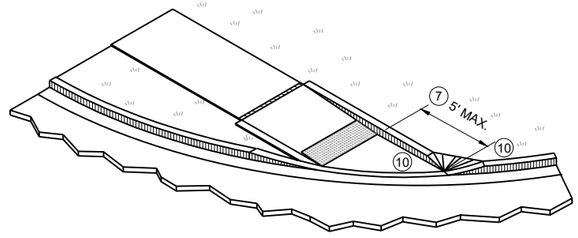

**SECTION A - A FOR TYPE 4B**



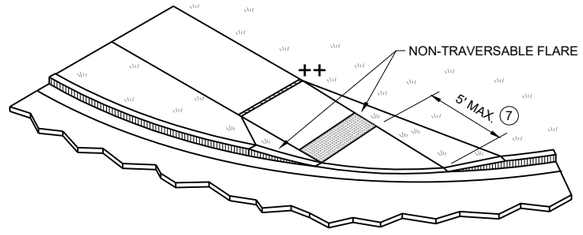

**SECTION B - B FOR TYPE 4B AND TYPE 4B1**




**PLAN VIEW**
**CURB RAMP TYPE 4B1**



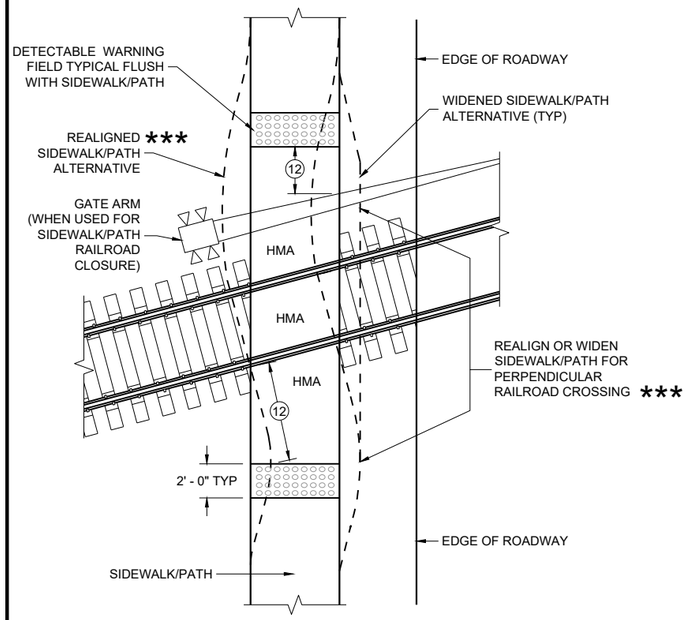

**ISOMETRIC VIEW FOR TYPE 4B**




**ISOMETRIC VIEW FOR TYPE 4B1**

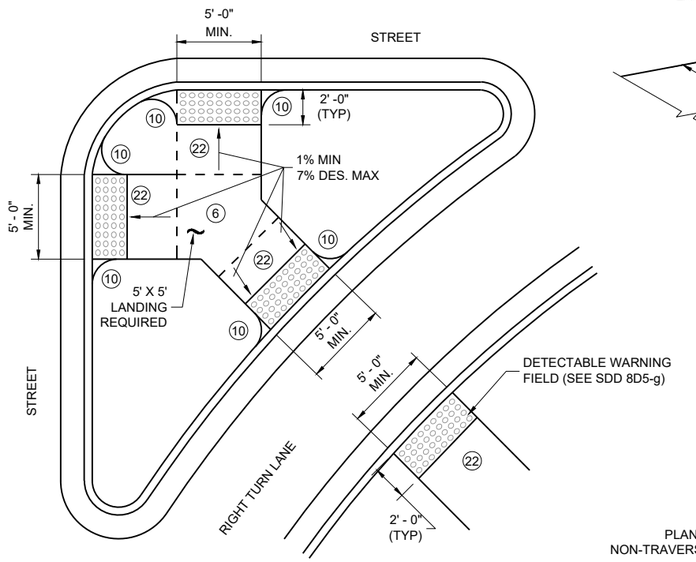
**CURB RAMPS**
**TYPE 4B AND 4B1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




## CURB RAMP TYPE 8

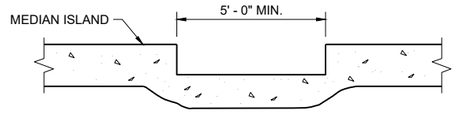
### DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



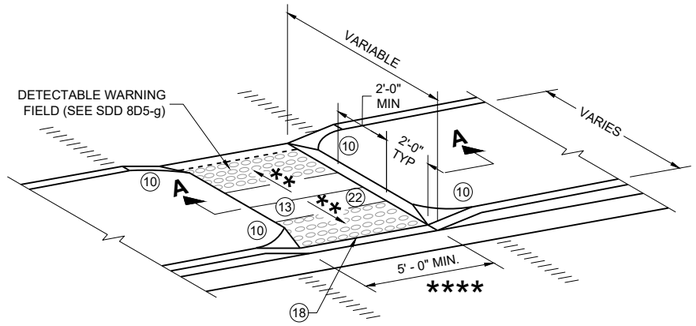

## CURB RAMP TYPE 6

### DETECTABLE WARNING AT ISLANDS

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

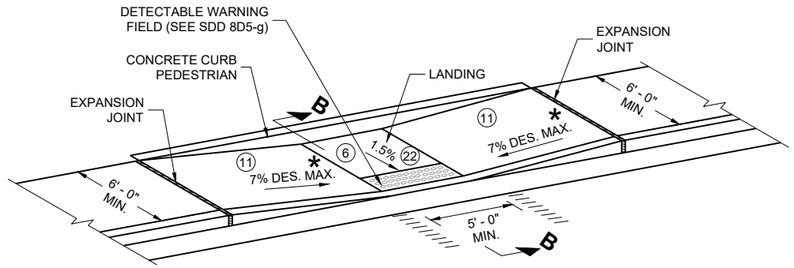



## SECTION A - A FOR TYPE 5



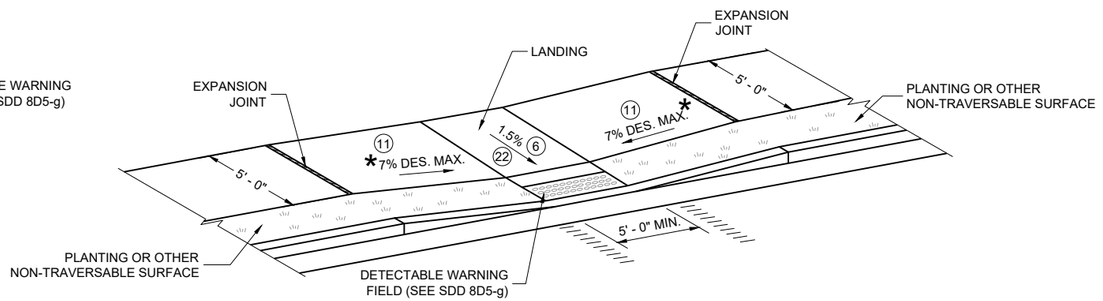

## CURB RAMP TYPE 5

### MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING




## CURB RAMP TYPE 7A

### FOR INTERSECTIONS AND MID BLOCK CROSSINGS




## CURB RAMP TYPE 7B

### FOR INTERSECTIONS AND MID BLOCK CROSSINGS

## 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.

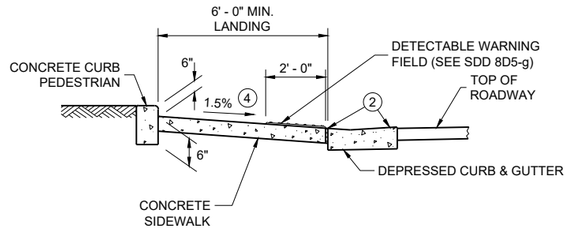
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(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.

## 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**

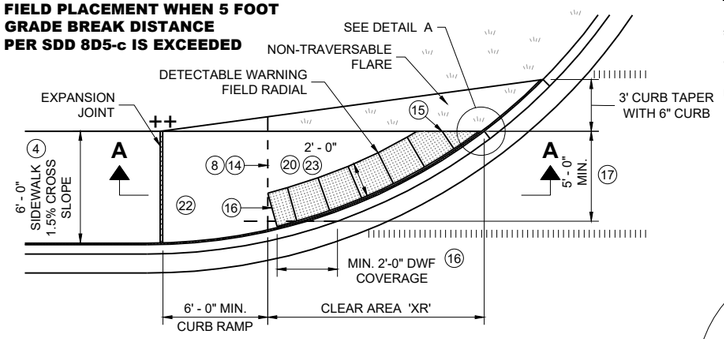
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



SDD 08D05-22e

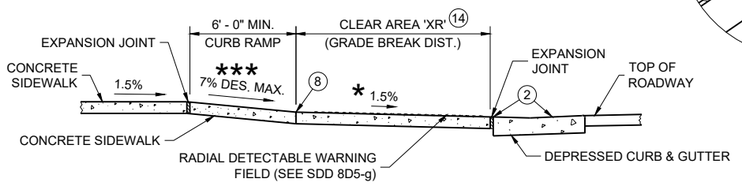
6

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




**PLAN VIEW**

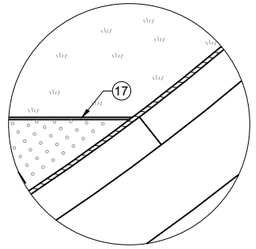
## CURB RAMP TYPE 4A1
## (GRADE BREAK DISTANCE GREATER THAN 5 FEET)




**SECTION A - A FOR TYPE 4A1**

## LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- 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.

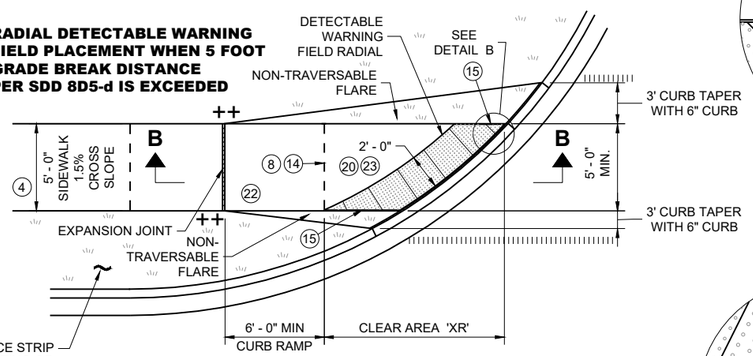
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

(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.

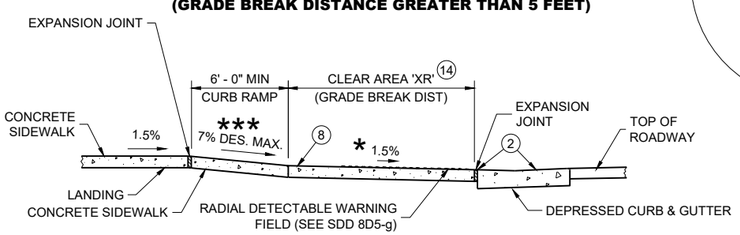
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.

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

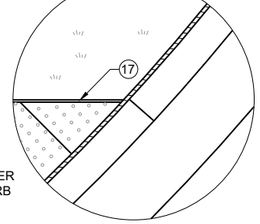



**PLAN VIEW**

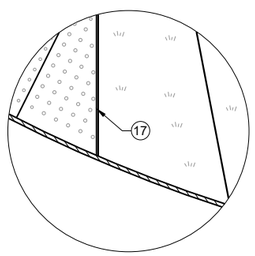
## CURB RAMP TYPE 4B1
**(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**




**SECTION B - B FOR TYPE 4B1**

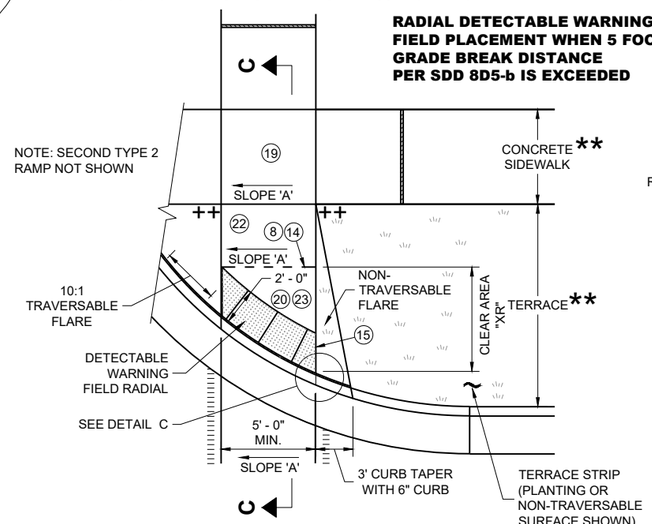



**DETAIL B**



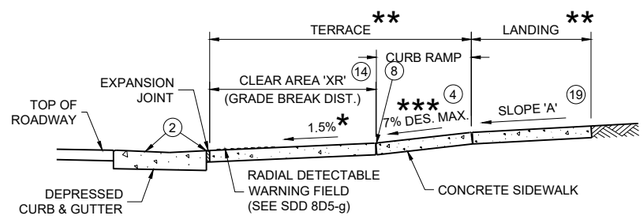

**DETAIL C**

**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)**



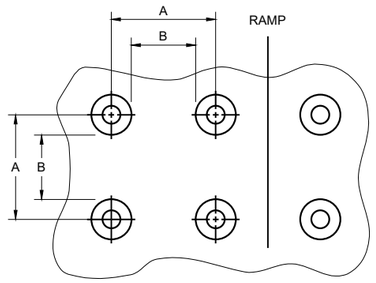

**SECTION C - C FOR TYPE 2**

**CURB RAMPS**
**RADIAL DETECTABLE WARNING**

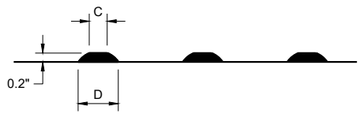
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

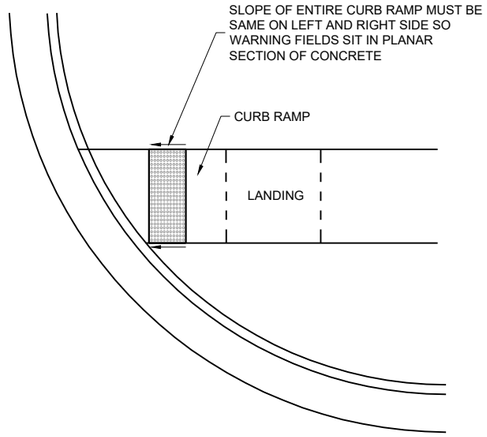
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.




**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.

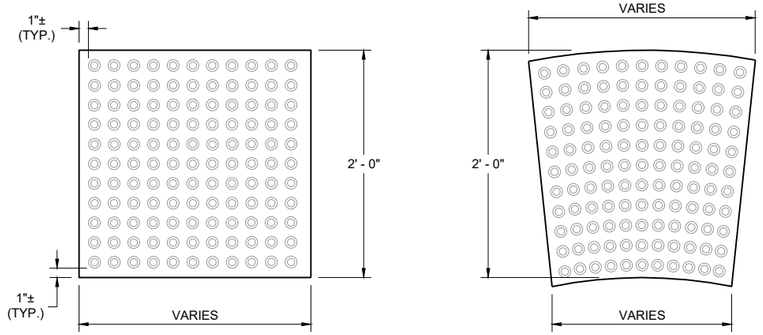
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

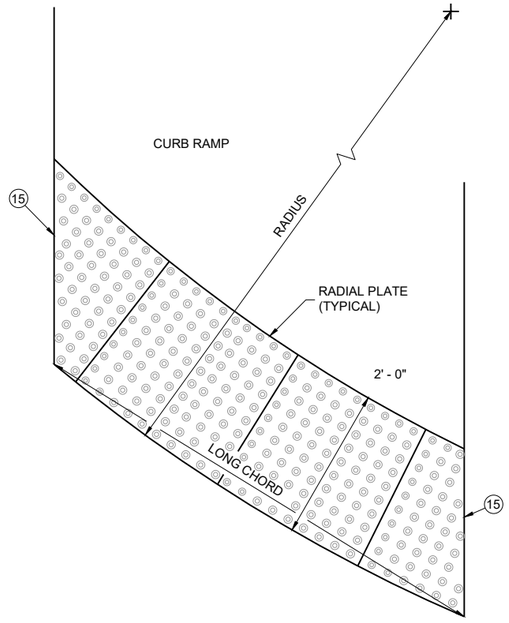
## TRUNCATED DOMES
### DETECTABLE WARNING PATTERN DETAIL



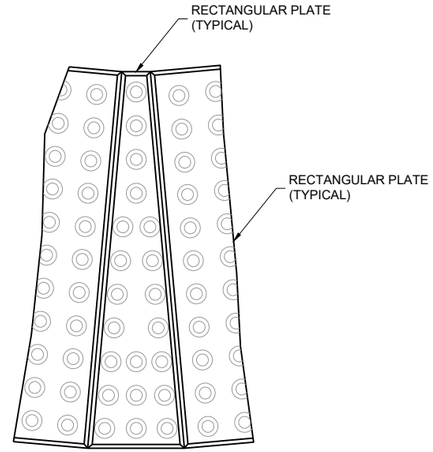

**RECTANGULAR PLATES**

**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

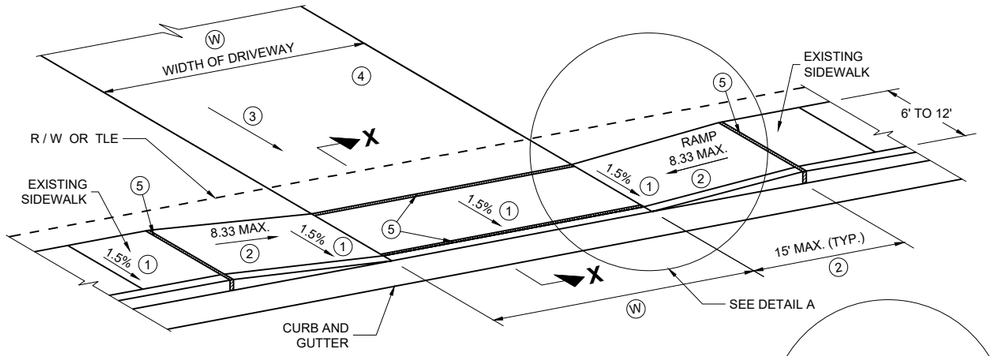


6

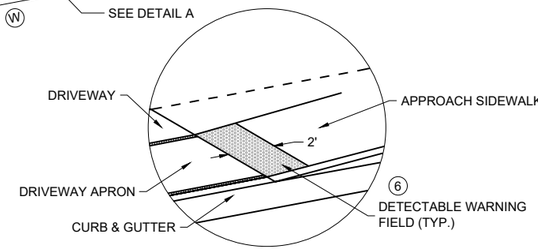
SDD 08D05-22g

6

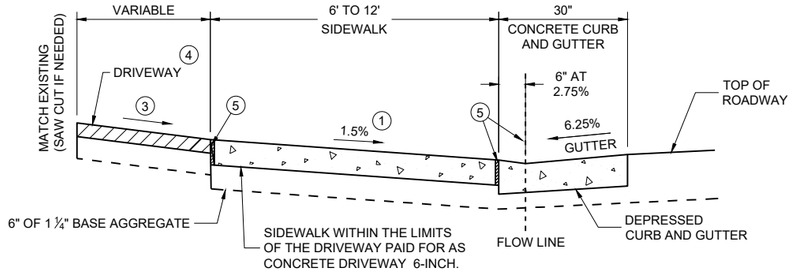
SDD 08D05-22g



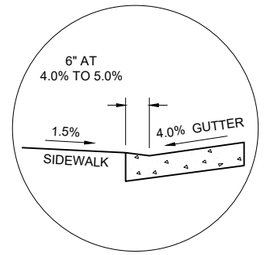

**TYPE X**
**SIDEWALK ABUTS CURB AND GUTTER**
**TERRACE VARIES 0 TO 3 FEET**




**DETAIL A**




**SECTION X - X**



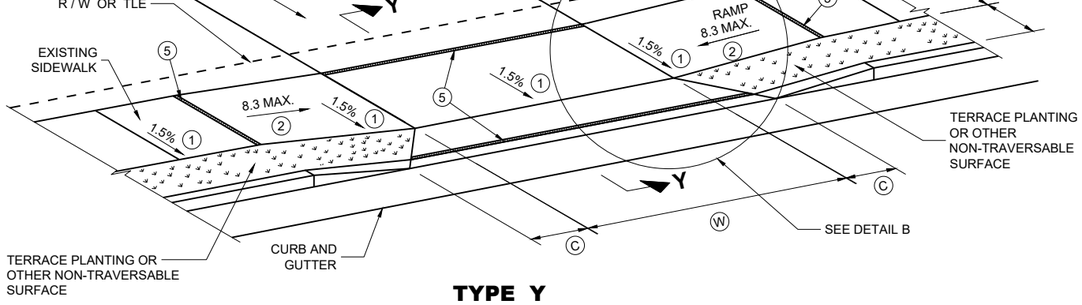

**SECTION X - X**
**4% GUTTER SLOPE**

Ⓦ: 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

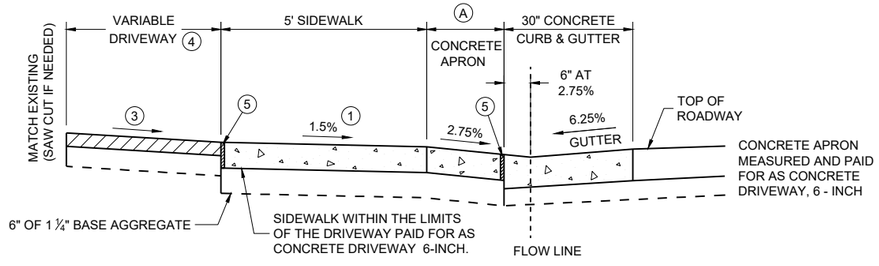
**TABLE Y**

| Ⓐ FEET | Ⓒ FEET |
|---|---|
| 3.5' | 2.0' |
| 4.5' | 3.0' |
| 5.5' | 3.5' |



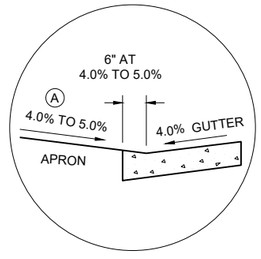

**TYPE Y**
**SIDEWALK WITH NARROWER TERRACE**
**TERRACE VARIES 4 TO 6 FEET**

Ⓐ:MEASURE FROM BACK OF CURB




NOTE: SIDEWALK MY BE DEPRESSED IN DRIVEWAY AREAS

**SECTION Y - Y**




**SECTION Y - Y**
**4% GUTTER SLOPE**

**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%.

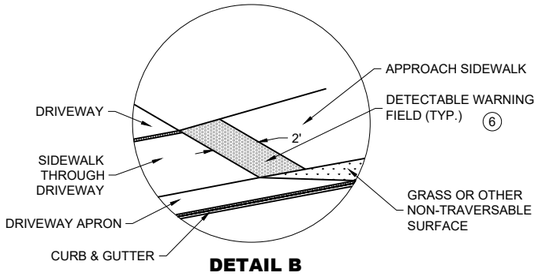
② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL 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**

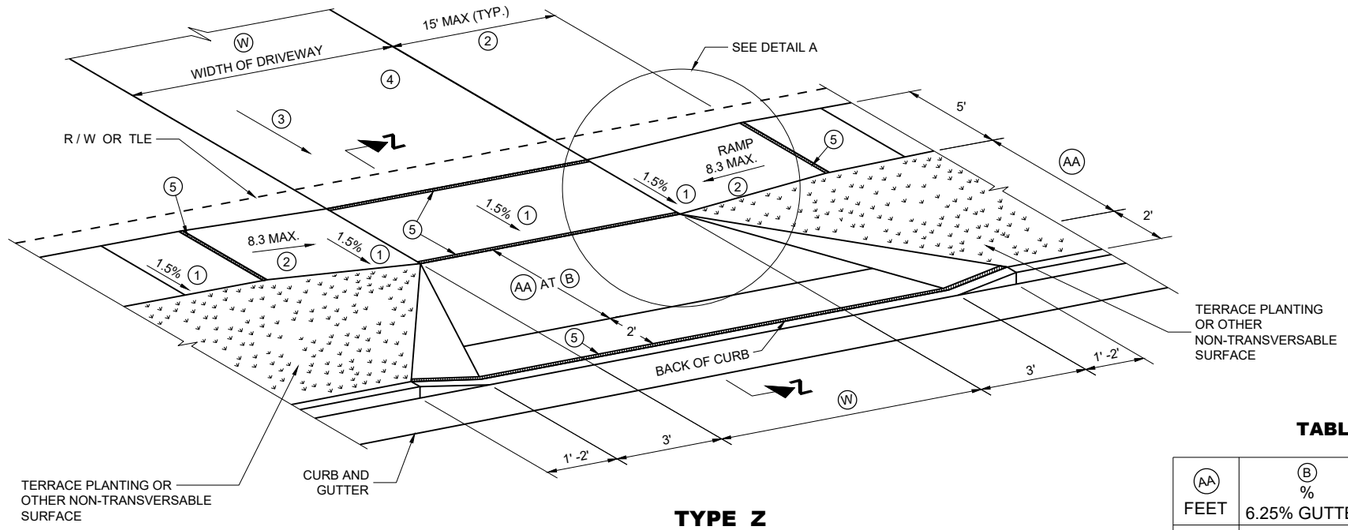
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 (DATE)
/S/ Rodney Taylor

FHWA




6
SDD 08D18-05




## 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.

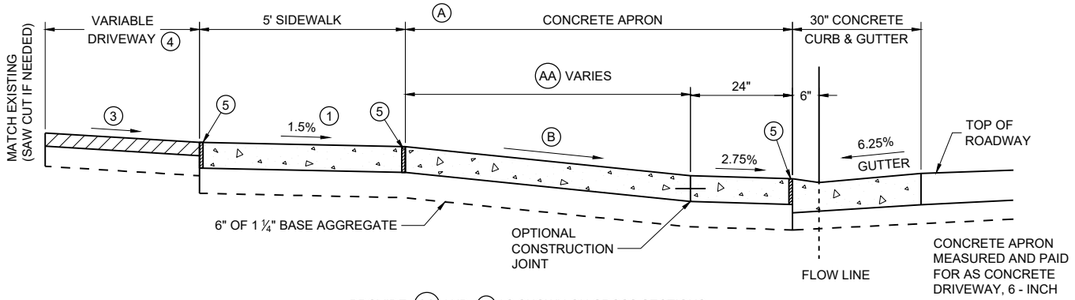
(6) DETECABLE WARNING FIELDS ARE REQUIRED WHEN A PEDESTRIAN CIRCULATION ROUTE CROSSES A DRIVEWAY THAT IS TRAFFIC SIGNAL, STOP, OR YIELD CONTROLLED. DETECTABLE WARNING FIELDS TO BE 2 FT DEEP AND EXTEND THE WIDTH OF THE PEDESTRIAN CIRCULATION ROUTE.

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

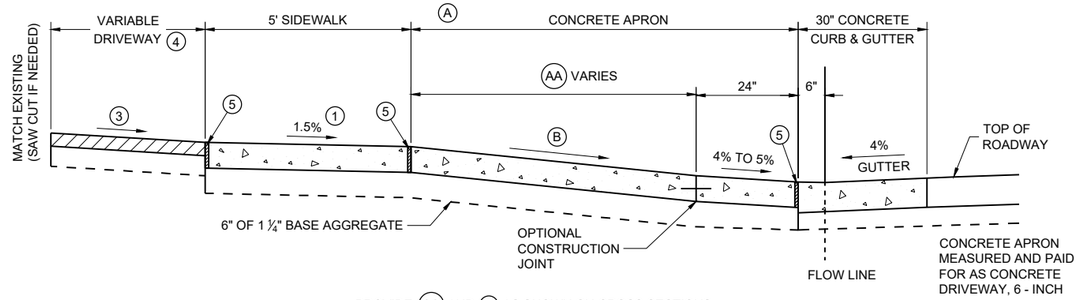
### TABLE Z

| (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% |



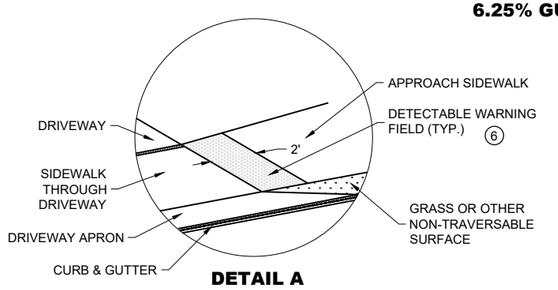

PROVIDE (AA) AND (B) AS SHOWN ON CROSS SECTIONS.

### 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.

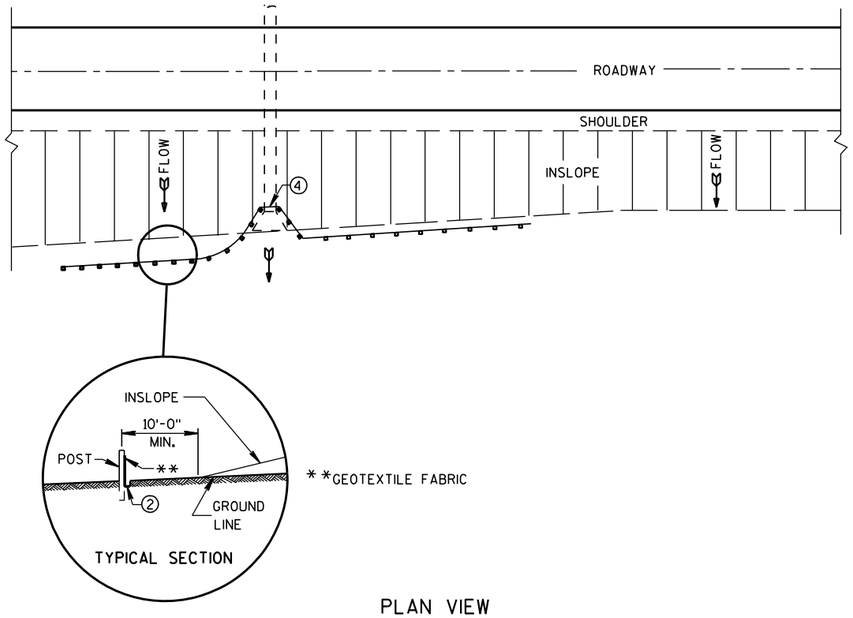
### SECTION Z - Z
## DRIVEWAY DETAIL WITH CONCRETE CURB AND GUTTER
### (URBAN AND SUBURBAN)

**DRIVEWAY AND SIDEWALK RAMPS TYPE Z**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

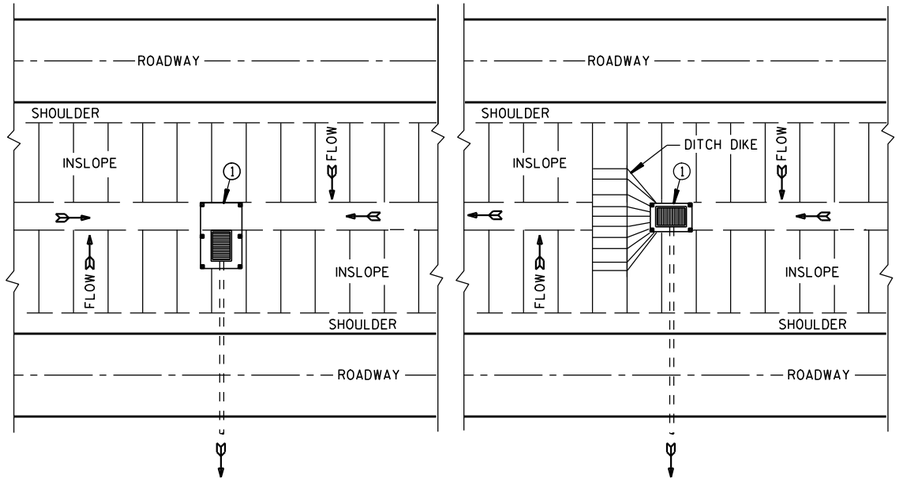
APPROVED
July 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE




PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

## GENERAL NOTES

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

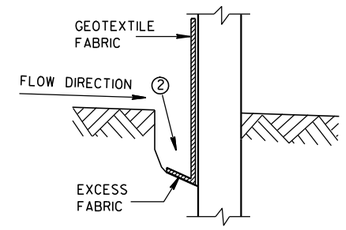
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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

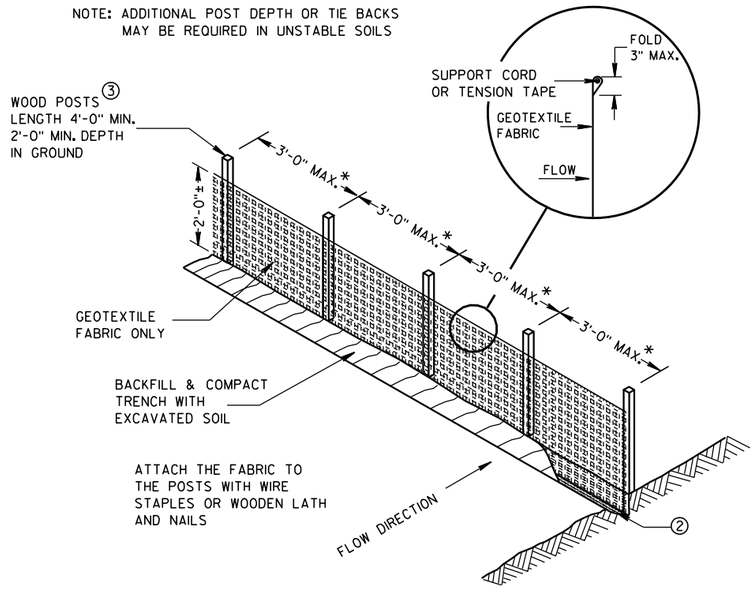
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

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

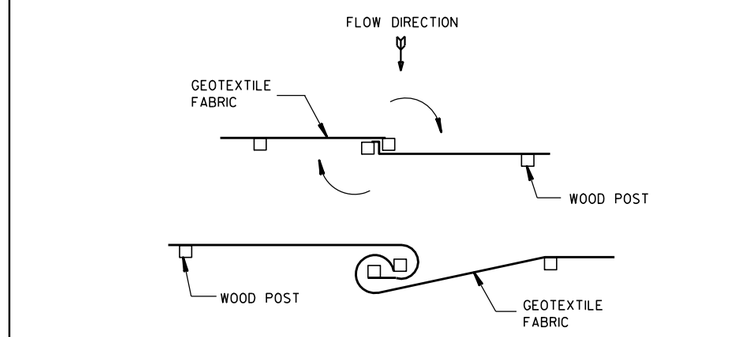



## TRENCH DETAIL

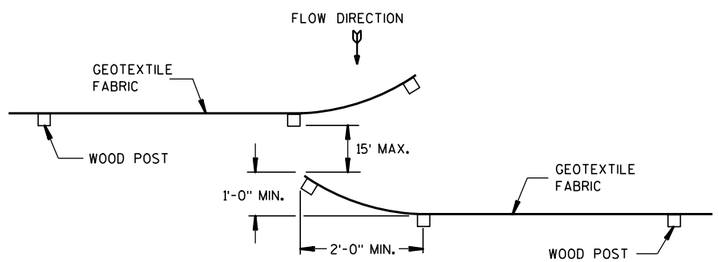



*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

## SILT FENCE

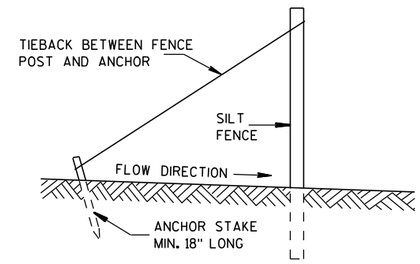



TWIST METHOD




HOOK METHOD

## JOINING TWO LENGTHS OF SILT FENCE ⑤




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

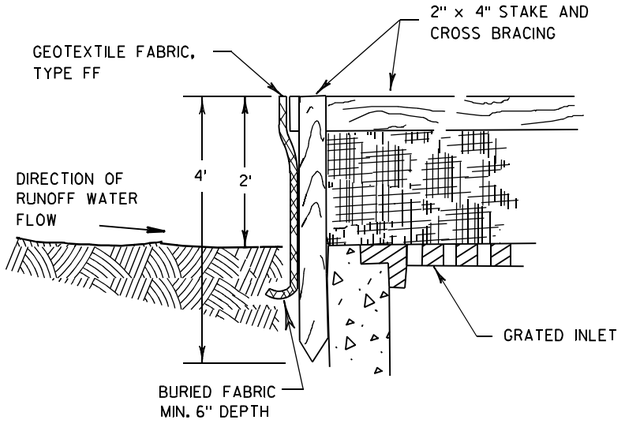


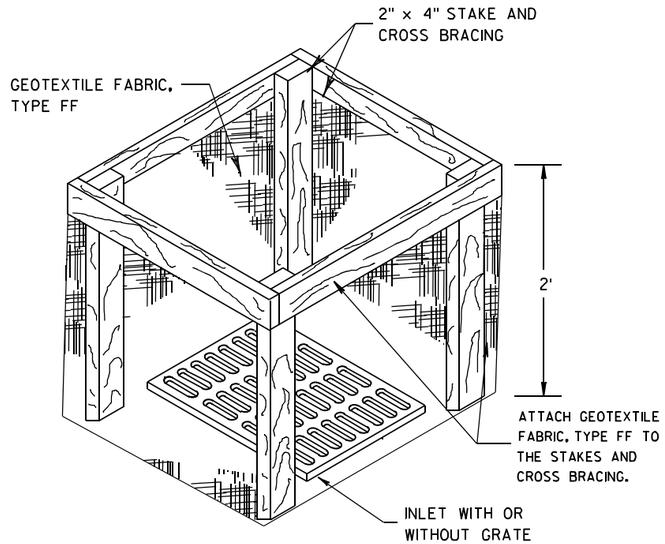
6

S.D.D. 8 E 9-6

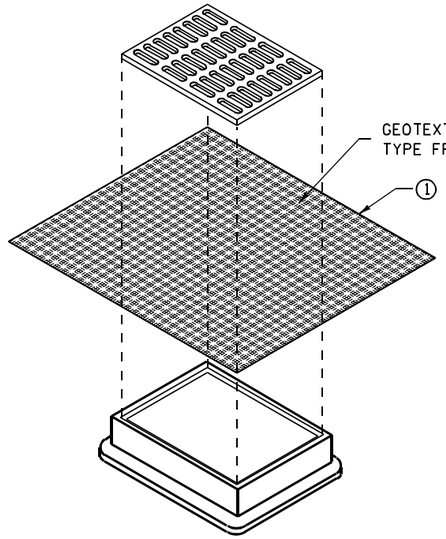
6

S.D.D. 8 E 9-6



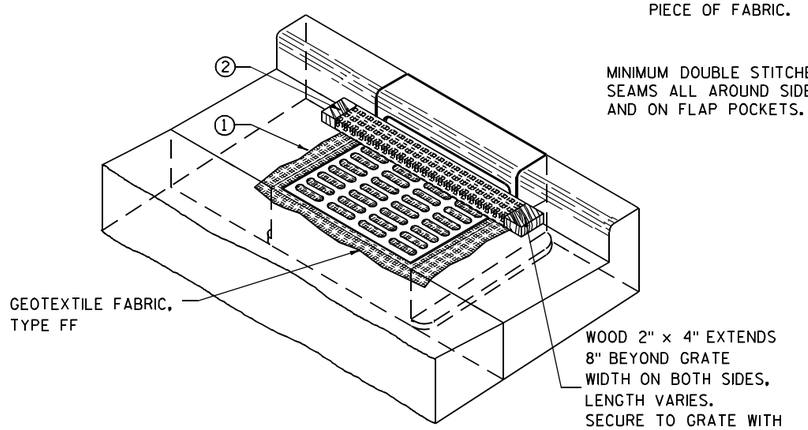




## INLET PROTECTION, TYPE A

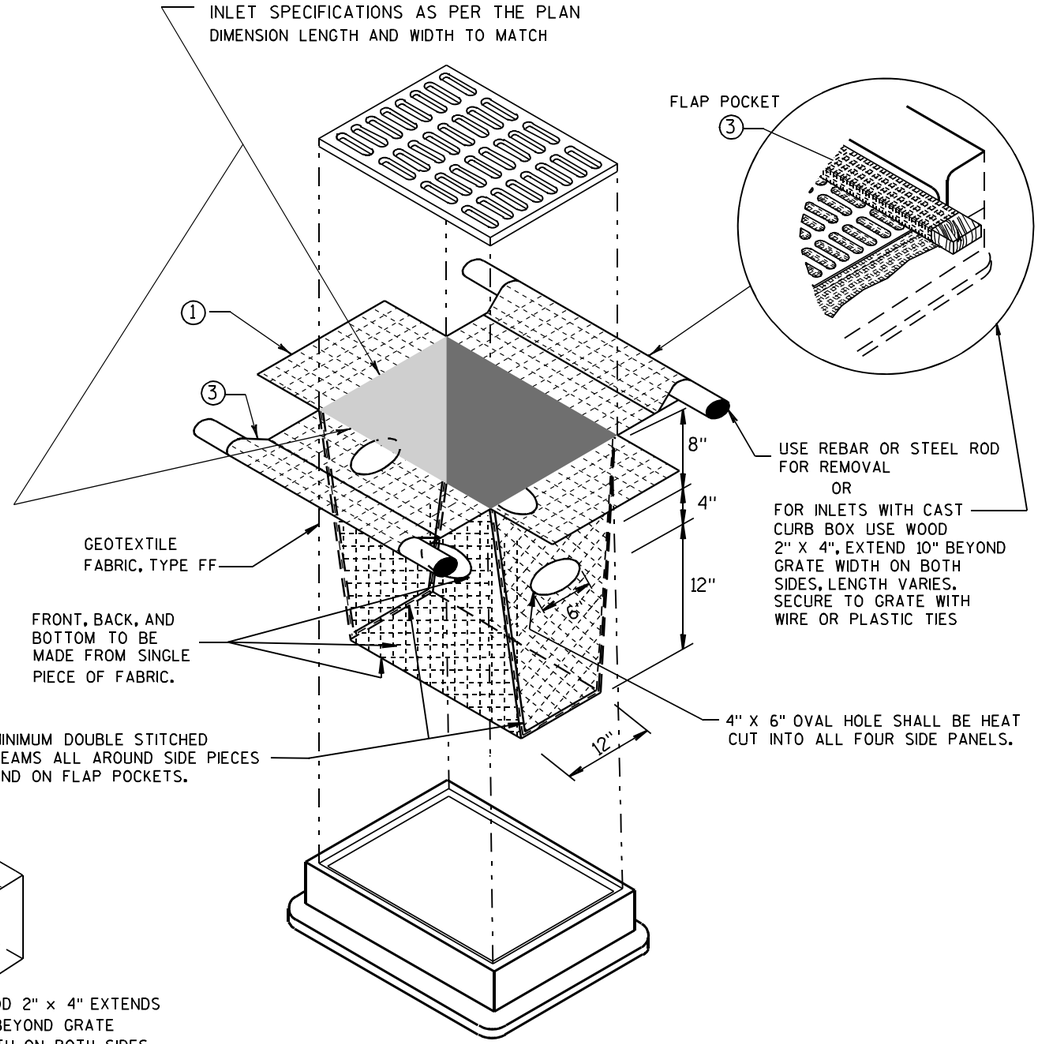



## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

(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.

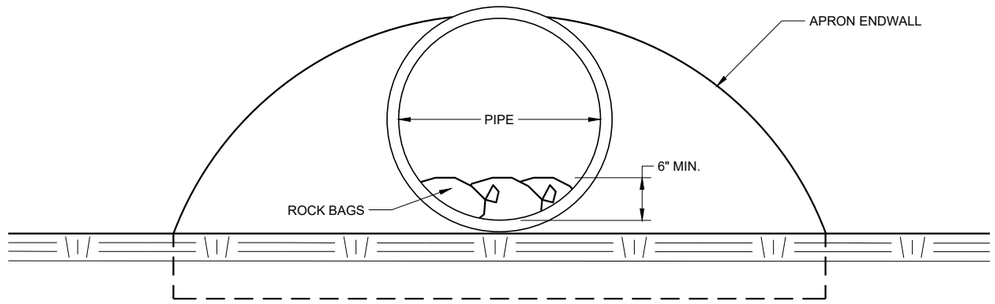
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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.

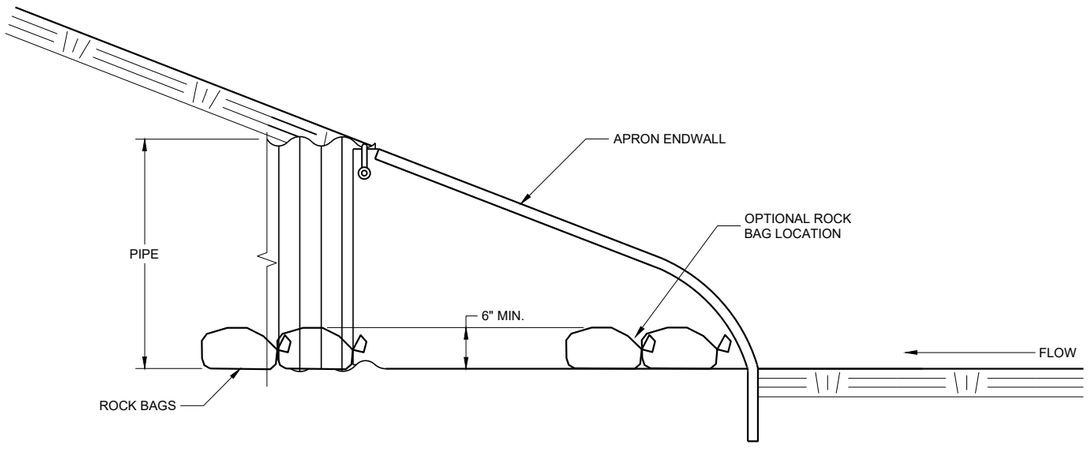
**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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




**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

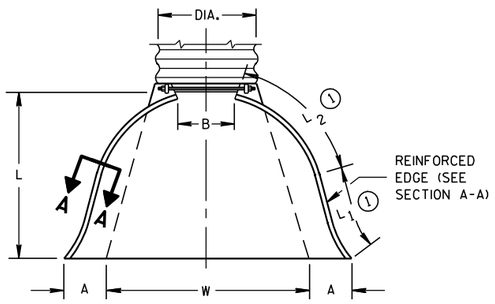
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2 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

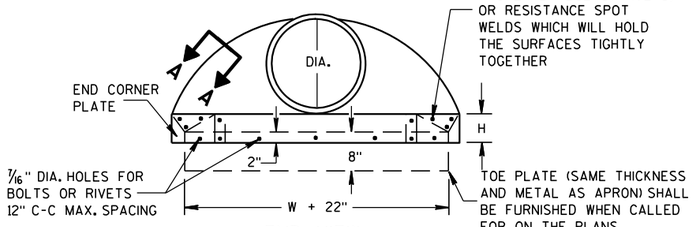
## REINFORCED CONCRETE APRON ENDWALLS

| 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 |

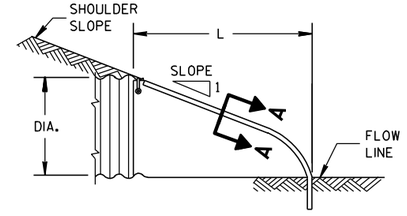
*MINIMUM
**MAXIMUM




PLAN VIEW

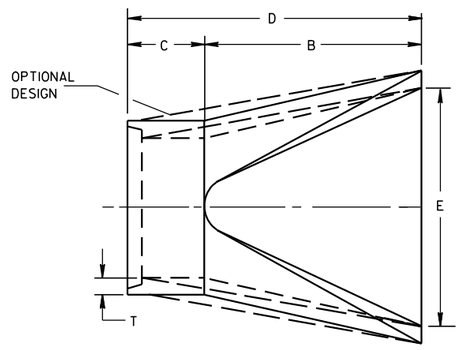



END VIEW

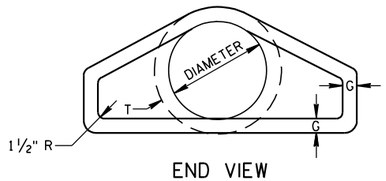



SIDE ELEVATION

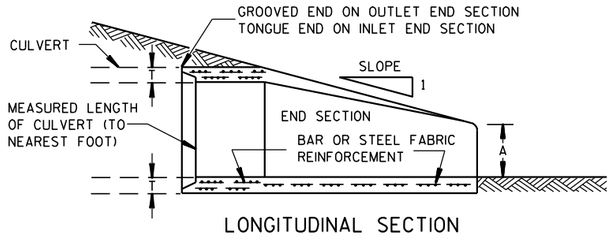
## METAL ENDWALLS




PLAN

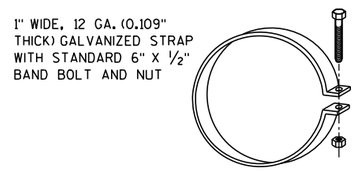



END VIEW



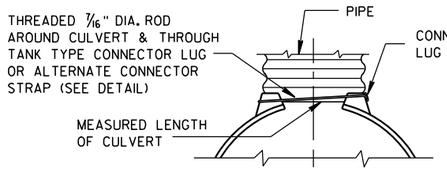

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

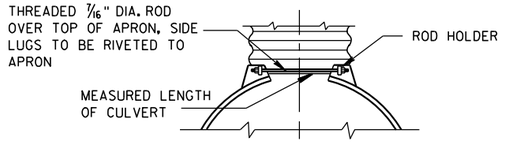



ALTERNATE FOR TYPE 1 CONNECTION

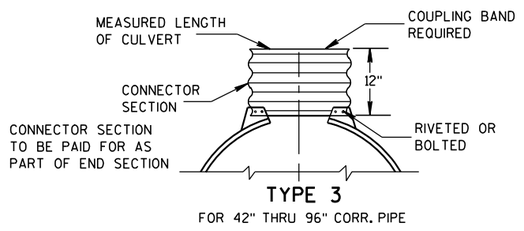
## END SECTION CONNECTOR STRAP



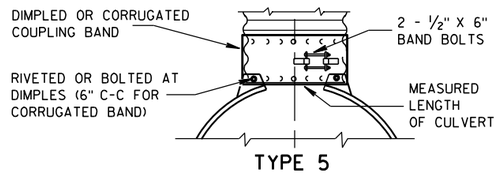

TYPE 1
FOR 12" THRU 24" CORR. PIPE




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

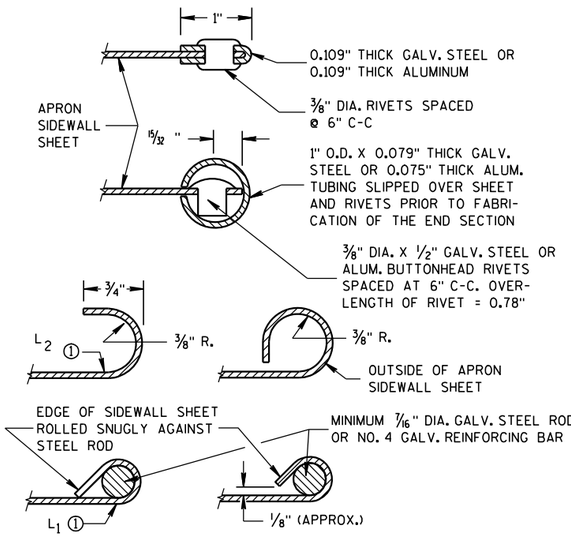
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

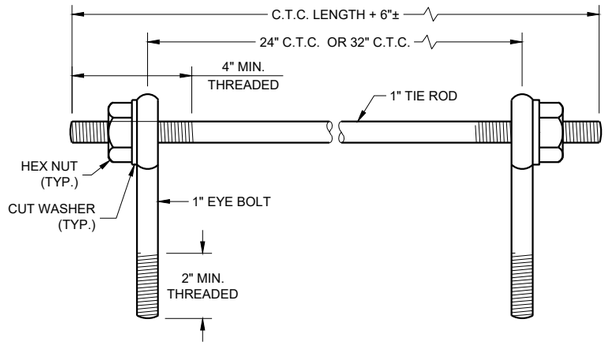
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

# APRON ENDWALLS FOR CULVERT PIPE

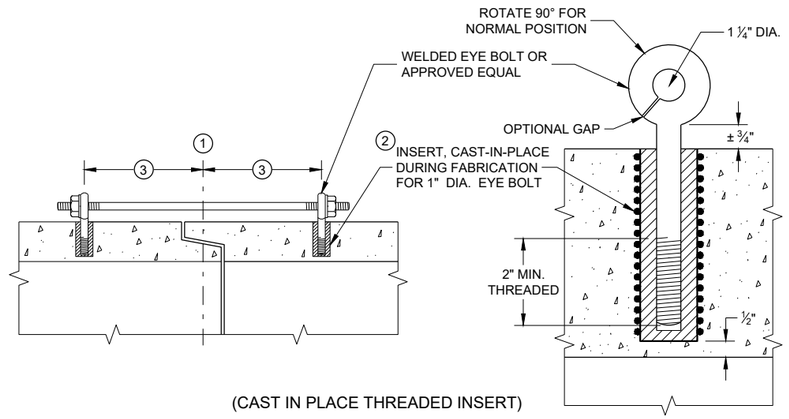
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

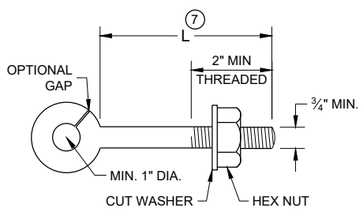
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

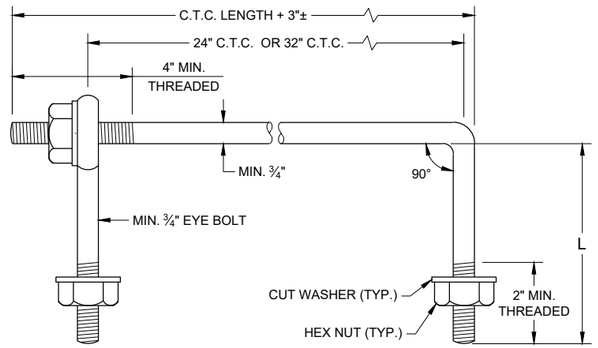
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

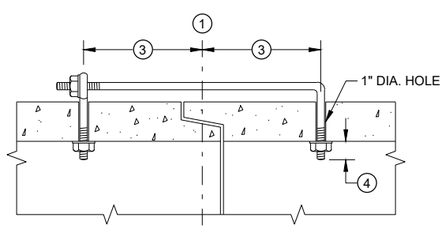



**EYE BOLT** (7)

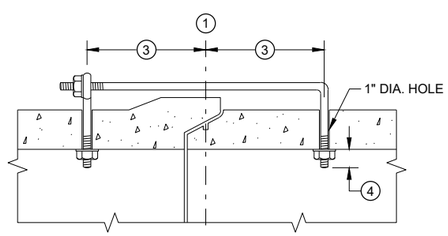
NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" OR 38" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




**EYE BOLT AND TIE ROD**




(TONGUE AND GROOVE PIPE)




(MODIFIED BELL PIPE)

**LONGITUDINAL SECTION**

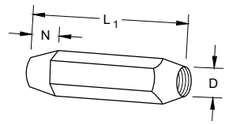
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

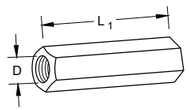
ADJUSTABLE TIE ROD TABLE

| 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



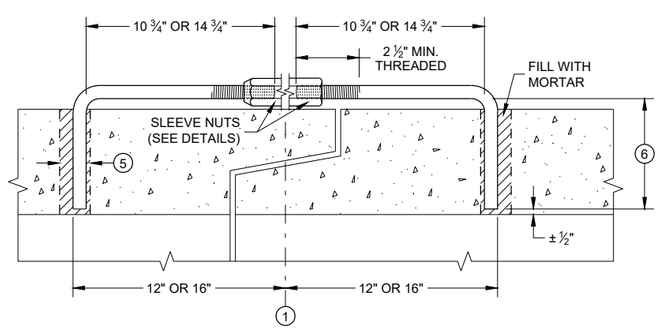

TAPERED




PLAIN

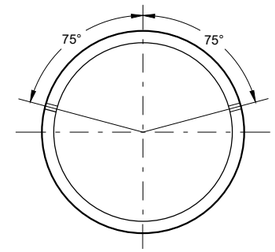
RIGHT AND LEFT THREADS

**SLEEVE NUTS**



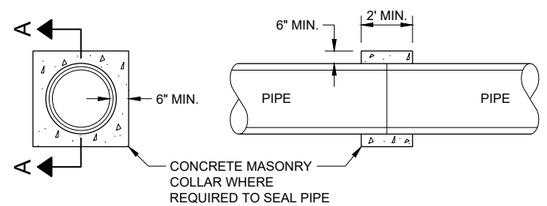

**LONGITUDINAL SECTION**

## 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



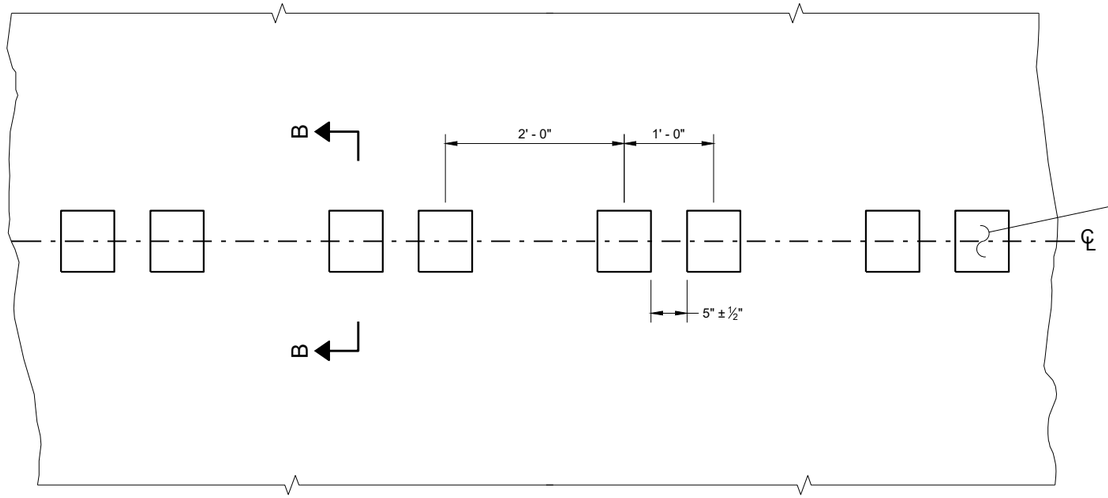
SDD 08F04 - 08

SDD 08F04 - 08

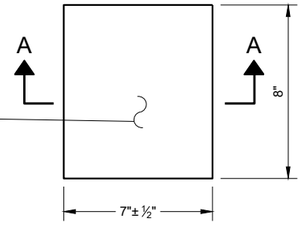
## GENERAL NOTES

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

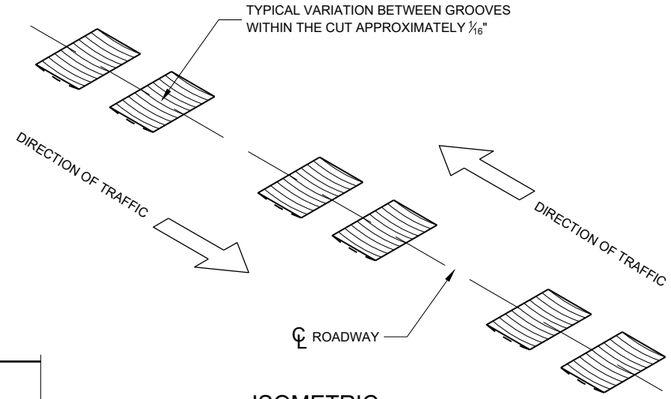
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



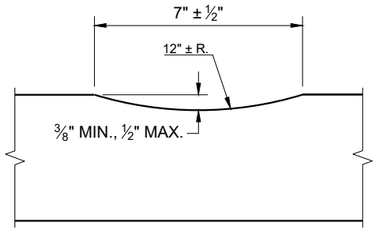

**PLAN DETAIL VIEW**



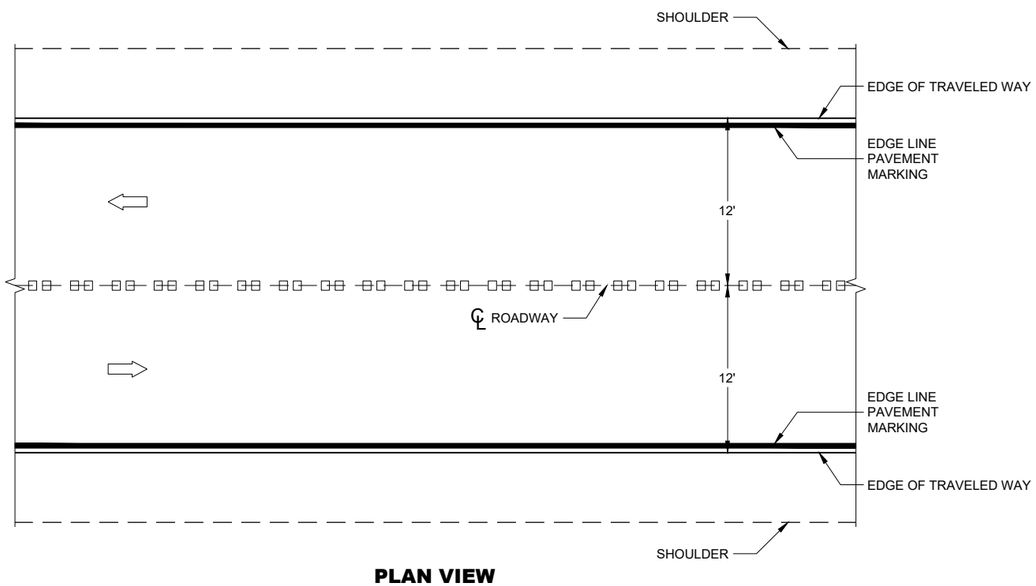

**PLAN VIEW**
**(SINGLE GROOVE)**



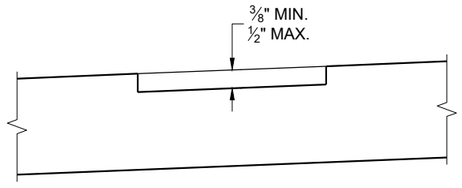

ISOMETRIC



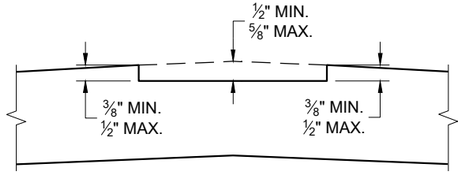

**SECTION A - A**




**PLAN VIEW**




**SECTION B - B**
**SUPERELEVATED ROADWAY**




**SECTION B - B**
**CROWNED ROADWAY**

**CENTERLINE RUMBLE STRIPS - ASPHALT**

**CENTERLINE RUMBLE STRIPS - ASPHALT**

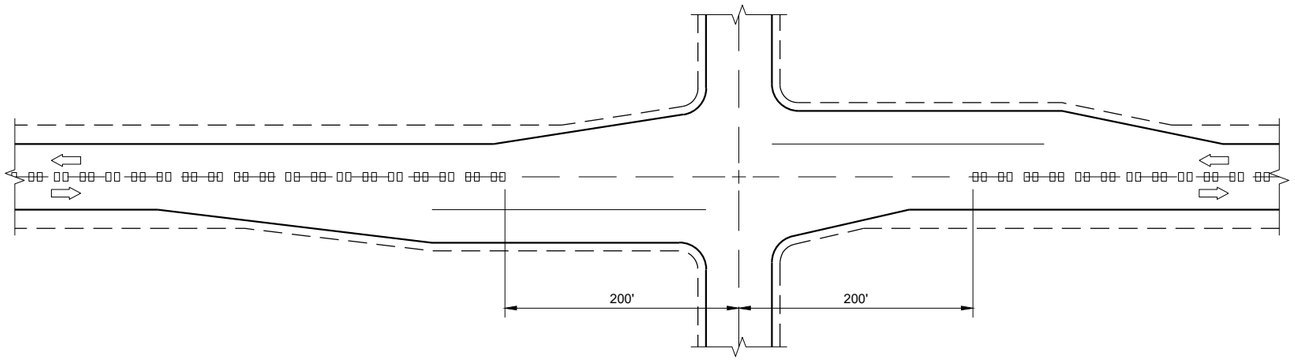
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



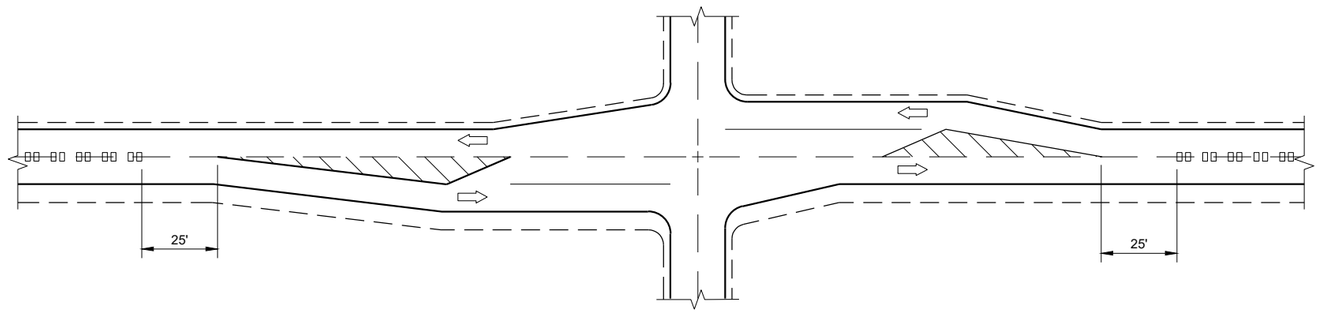


6

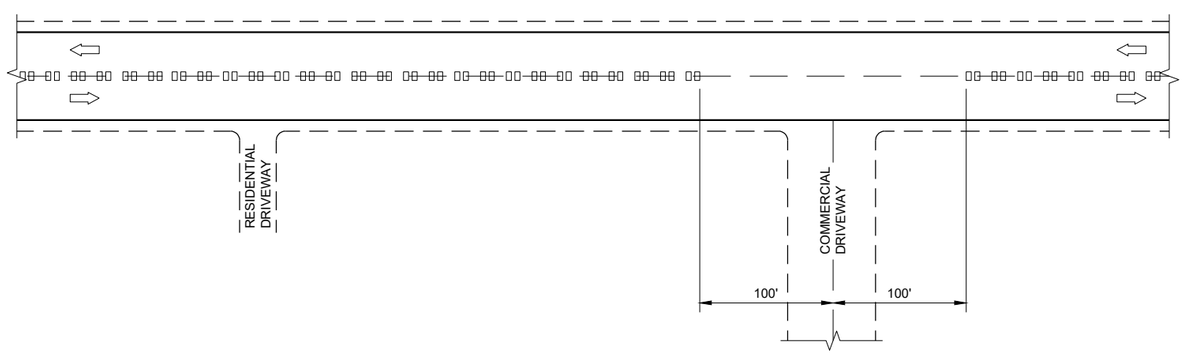
SDD 13A11 - 04a




## CENTERLINE GROOVES AT INTERSECTIONS



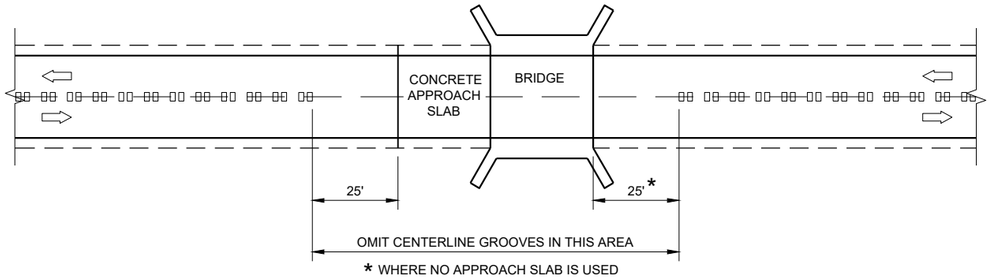

## CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



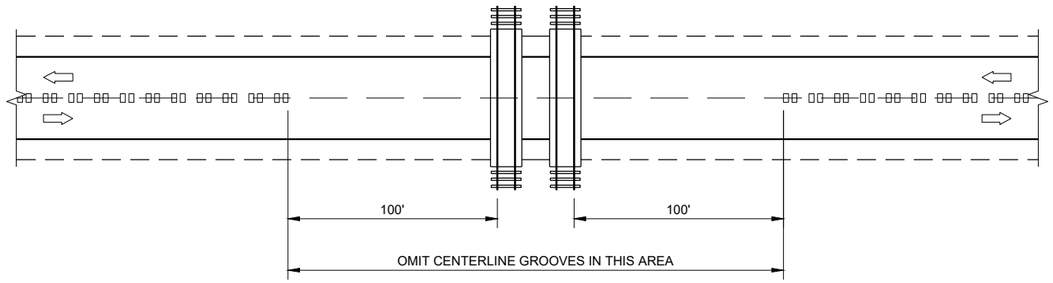

## CENTERLINE GROOVES AT DRIVEWAYS (1)

## GENERAL NOTES

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




## CENTERLINE GROOVES AT BRIDGES




## CENTERLINE GROOVES AT RAILROADS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

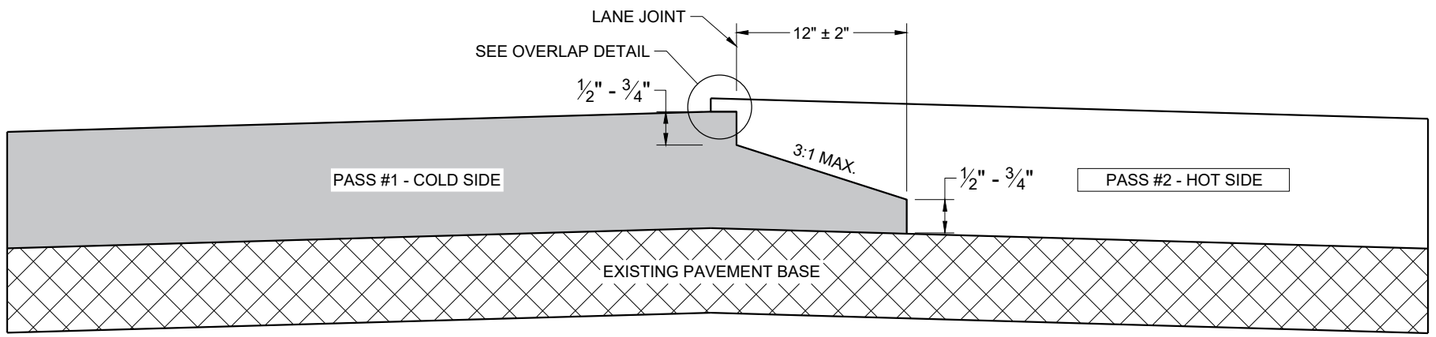


6

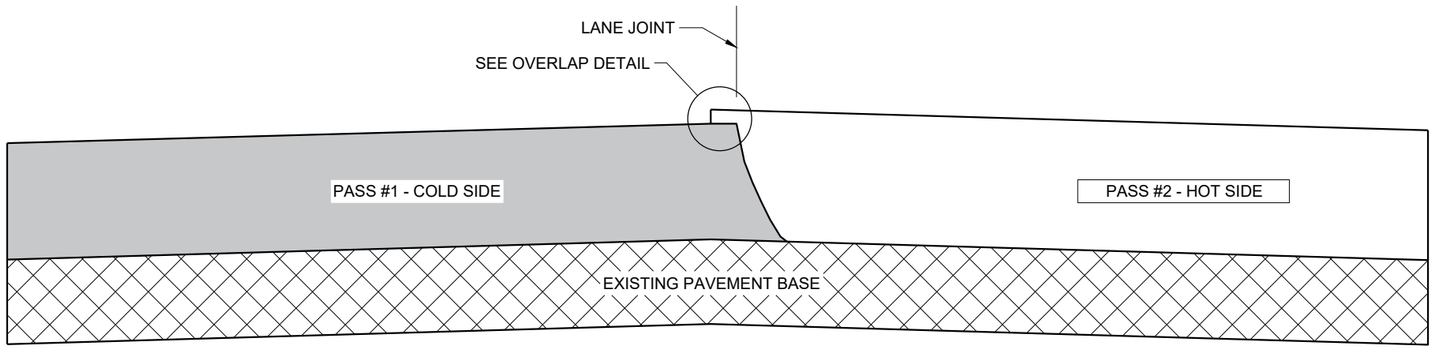
SDD 13A11 - 04d

6

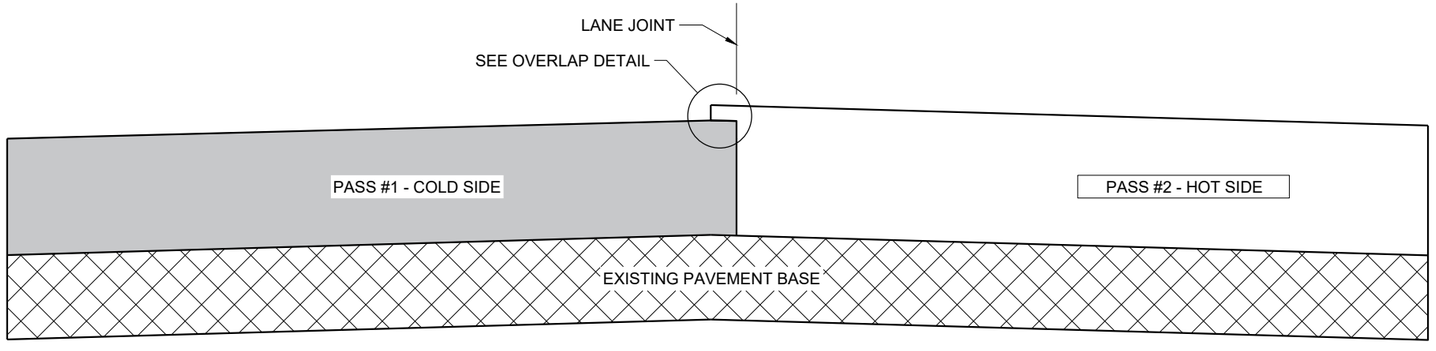
SDD 13A11 - 04d




**TYPICAL PAVEMENT CROSS SECTION**
**NOTCHED WEDGE JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT**




**TYPICAL PAVEMENT CROSS SECTION**
**VERTICAL JOINT (MILLED)**

## GENERAL NOTES

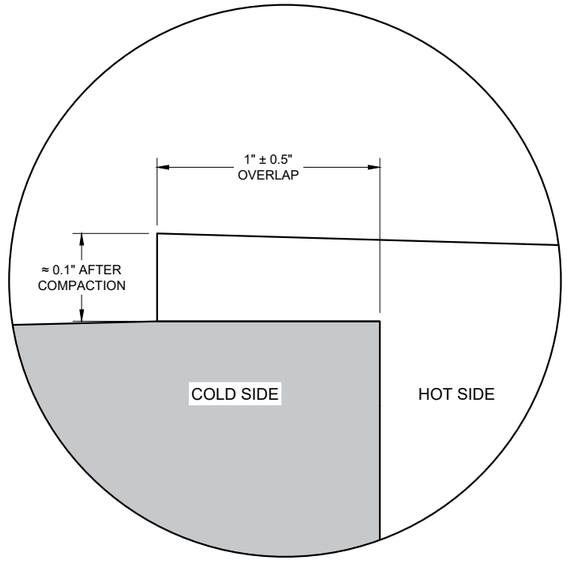
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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




**OVERLAP DETAIL (TYPICAL)**

6

6

SDD 13C19 - 03

SDD 13C19 - 03

**HMA LONGITUDINAL JOINTS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

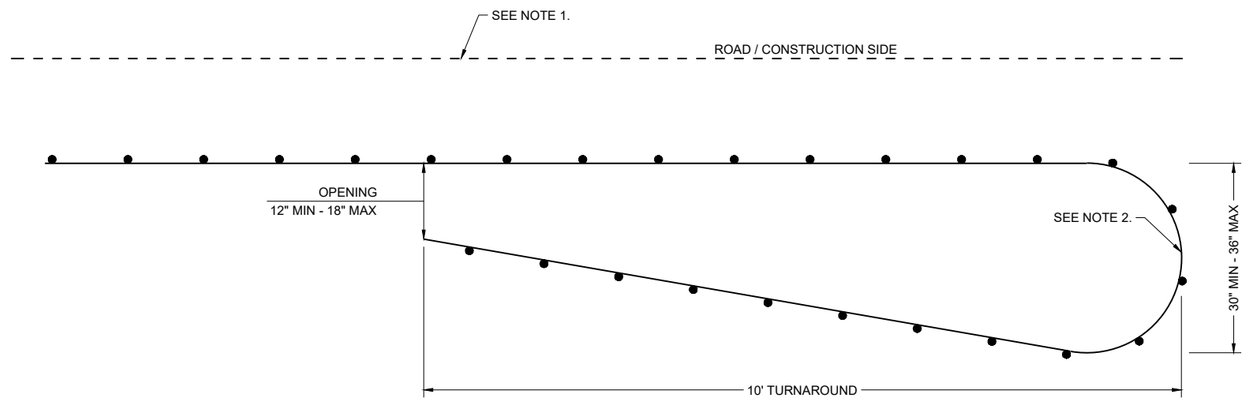
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA

## GENERAL NOTES:

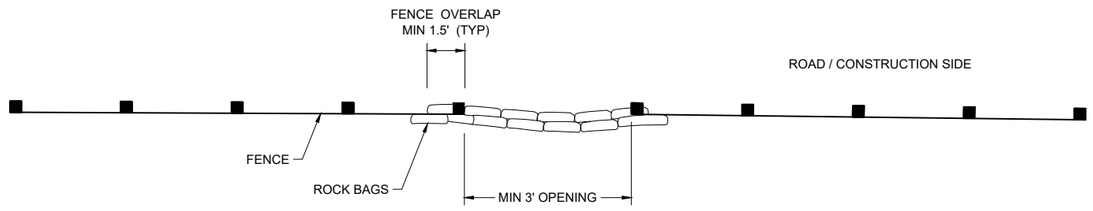
1. WHERE SILT FENCE IS REQUIRED, IT SHALL BE PLACED ON THE CONSTRUCTION SIDE OF THE EXCLUSION FENCING, OR COMBINED WITH THE EXCLUSION FENCING AS ALLOWED IN THE SPECIFICATIONS. STAKES ON THIS DETAIL ARE OPPOSITE OF STANDARD SILT FENCE FOR SEDIMENT CONTROL.
2. PLACE TURNAROUNDS AT ALL TERMINI ENDS OF THE 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.

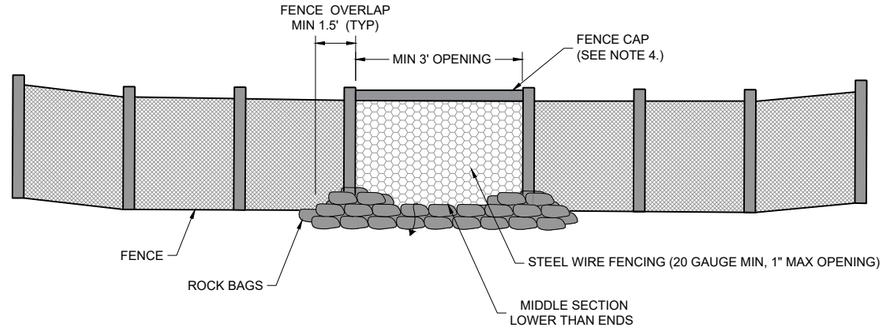



**PLAN VIEW**

## CLIMBING TURTLE EXCLUSION FENCE DETAIL




**PLAN VIEW**




**FRONT VIEW**

## CLIMBING TURTLE FENCE RELIEF DETAIL

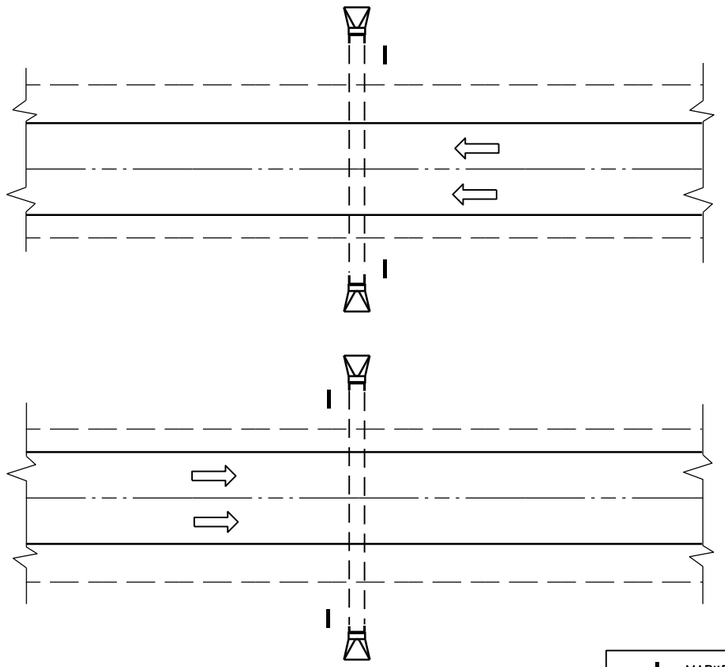
**TURTLE EXCLUSION FENCE**
**CLIMBING TURTLE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
AUGUST 2025
DATE

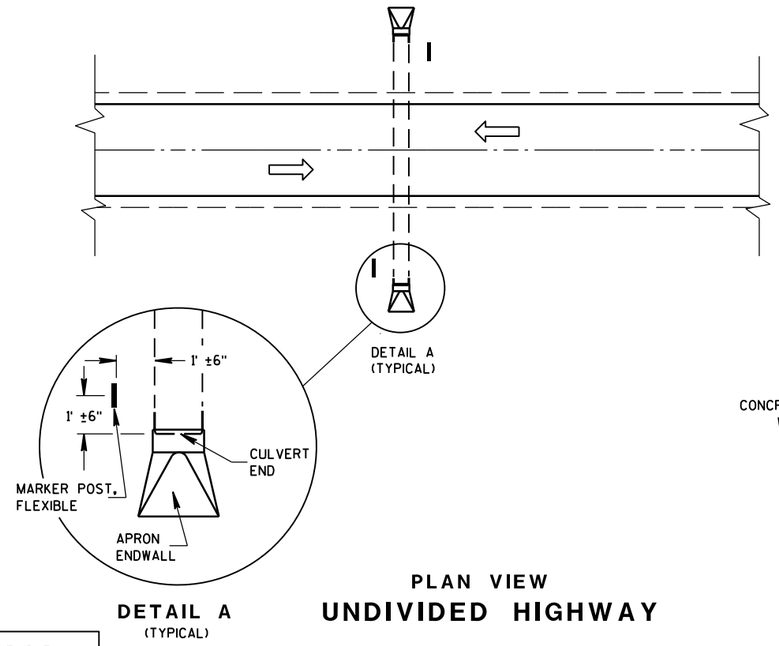
/S/ ALYSSA BARRETTE
CHIEF STATEWIDE ENVIRONMENTAL SERVICES
BUREAU OF TECHNICAL SER

FHWA



PLAN VIEW

## DIVIDED HIGHWAY




DETAIL A
(TYPICAL)

PLAN VIEW

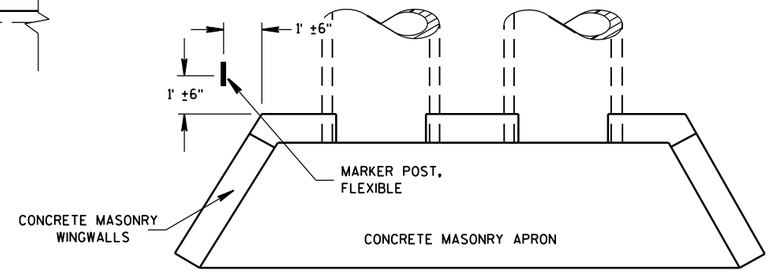
## UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

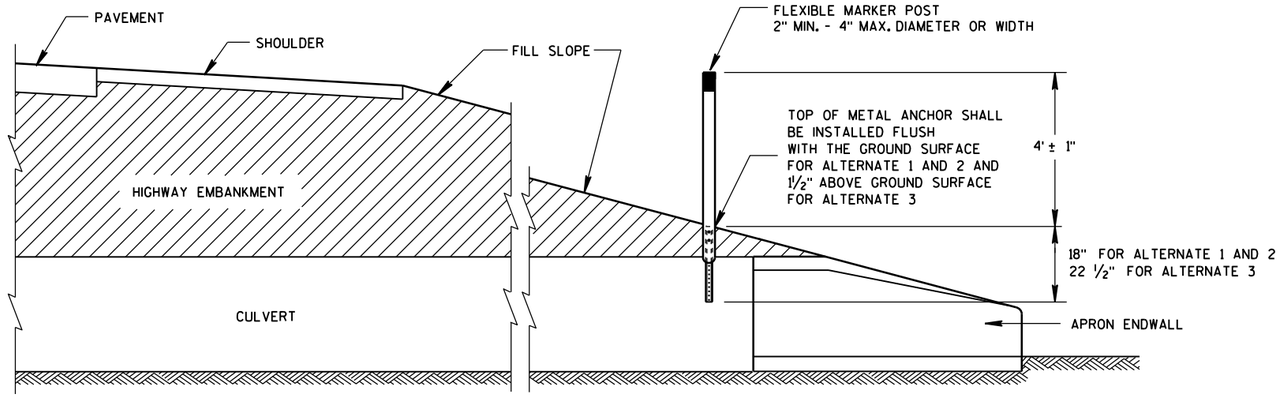
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




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

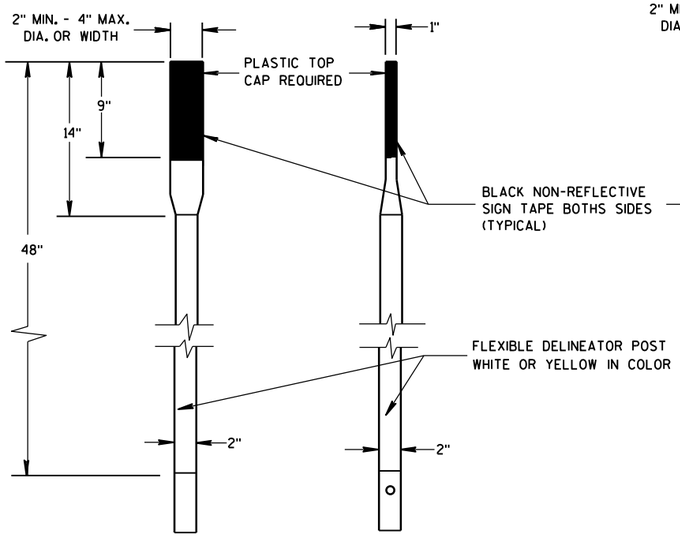


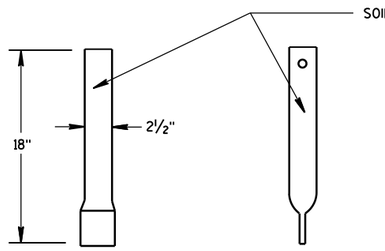


6



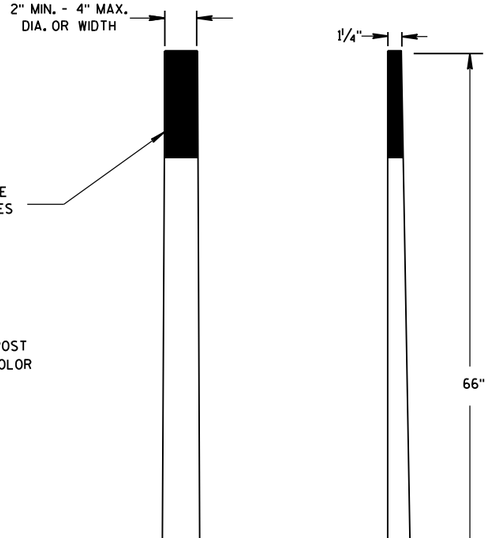
S.D.D. 15 A 3-2a



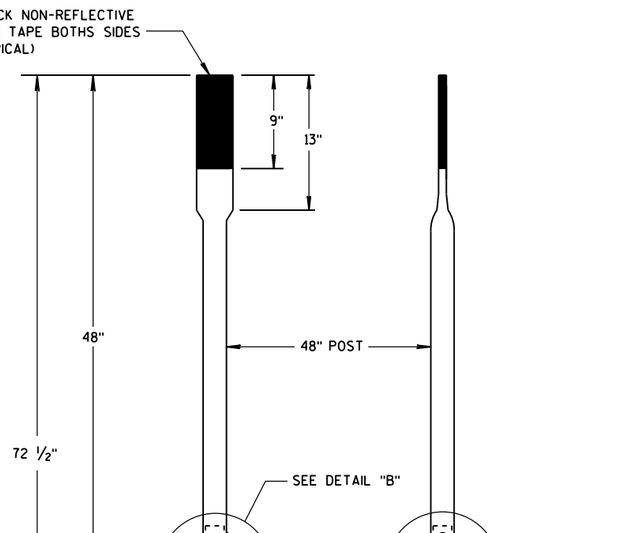

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

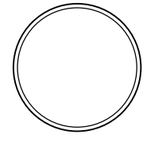
ALTERNATE 2



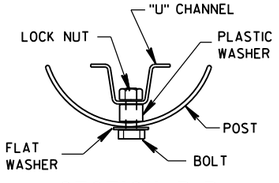

FRONT VIEW SIDE VIEW

ALTERNATE 3

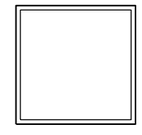
## FLEXIBLE MARKER POSTS



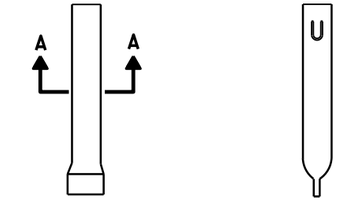
SECTION A-A




SECTION B-B

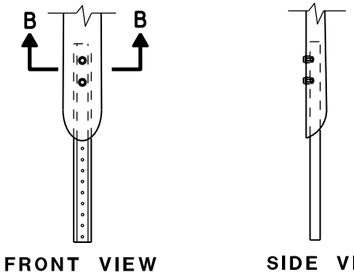


SECTION C-C



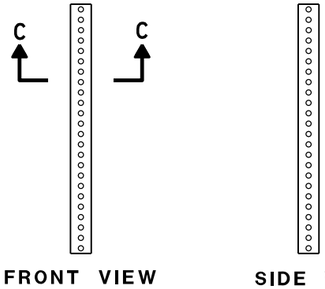

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

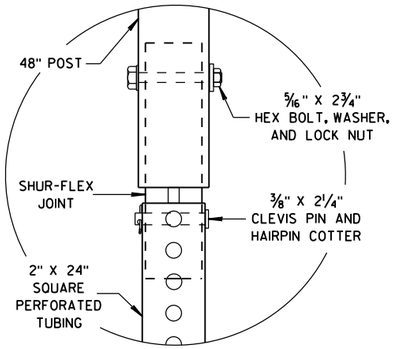
ALTERNATE 2



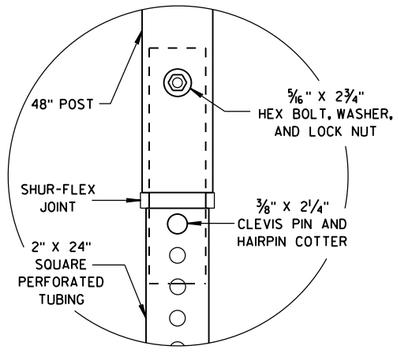

FRONT VIEW SIDE VIEW

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

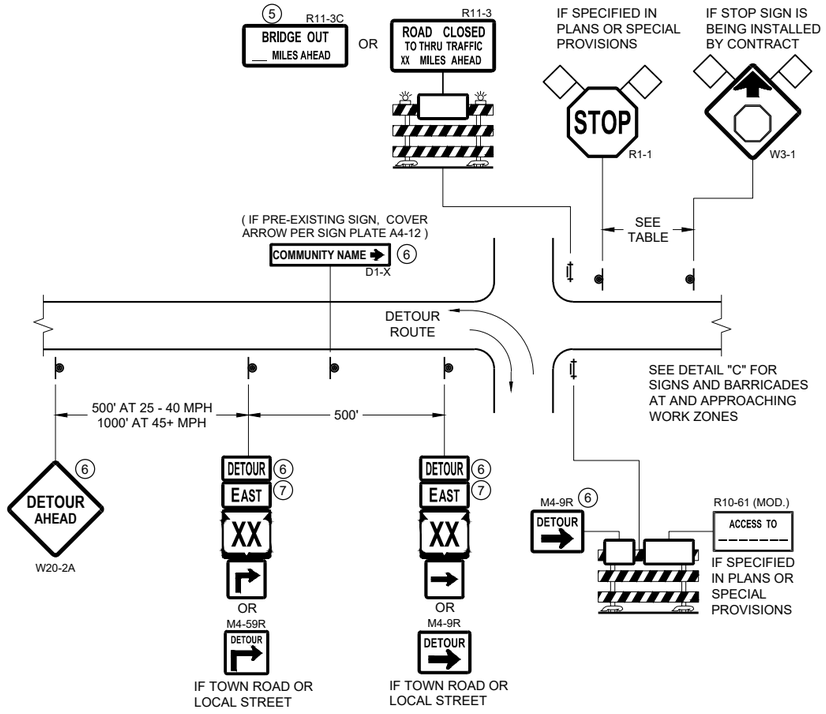


6

S.D.D. 15 A 3-2b

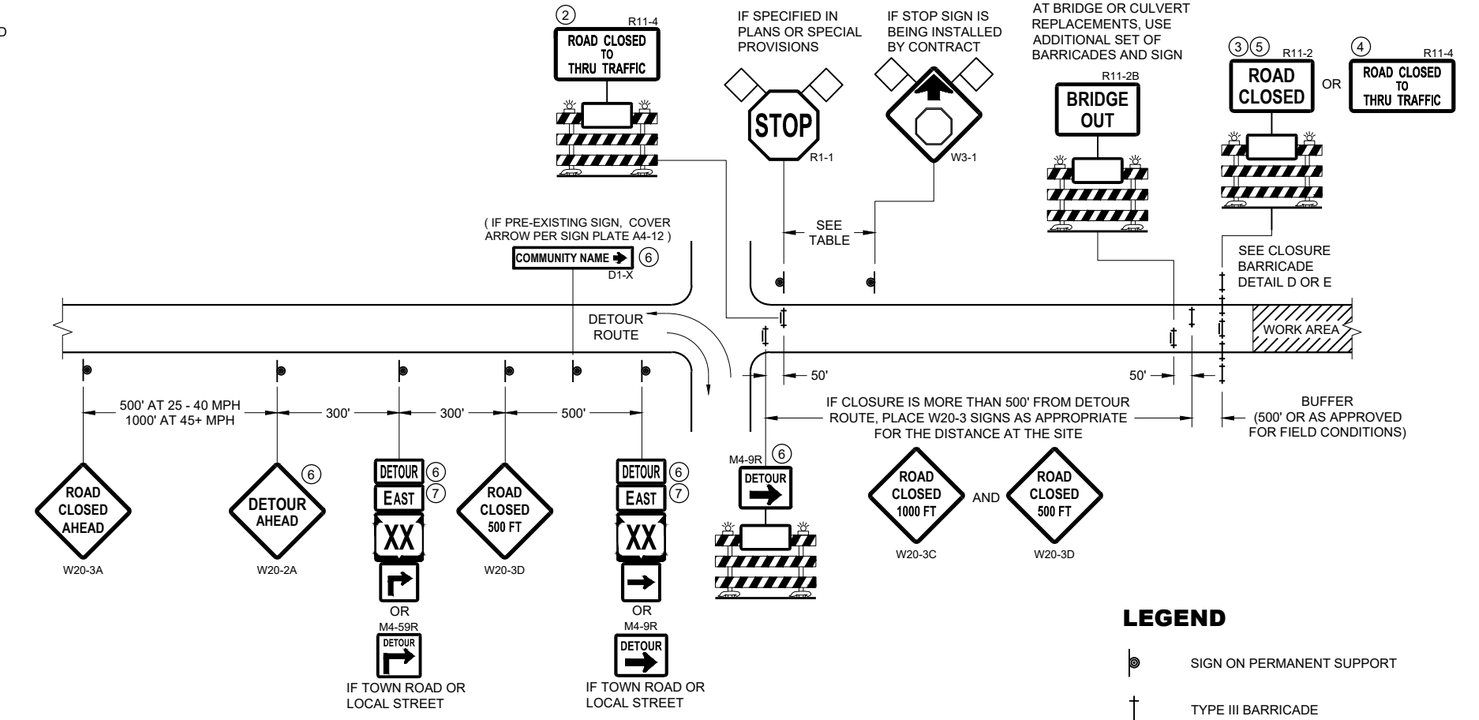
6

S.D.D. 15 A 3-2b



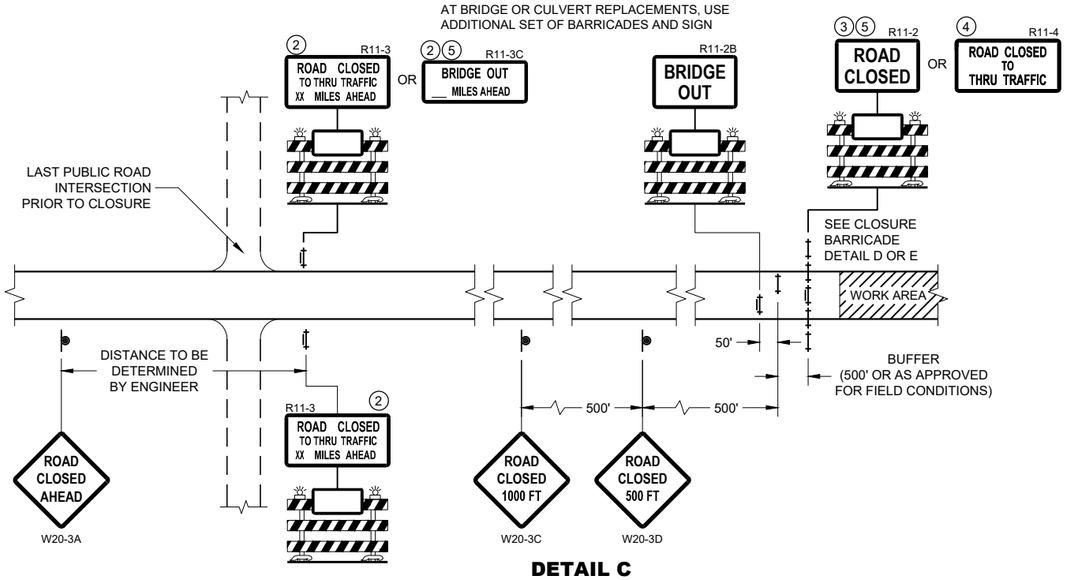

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

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

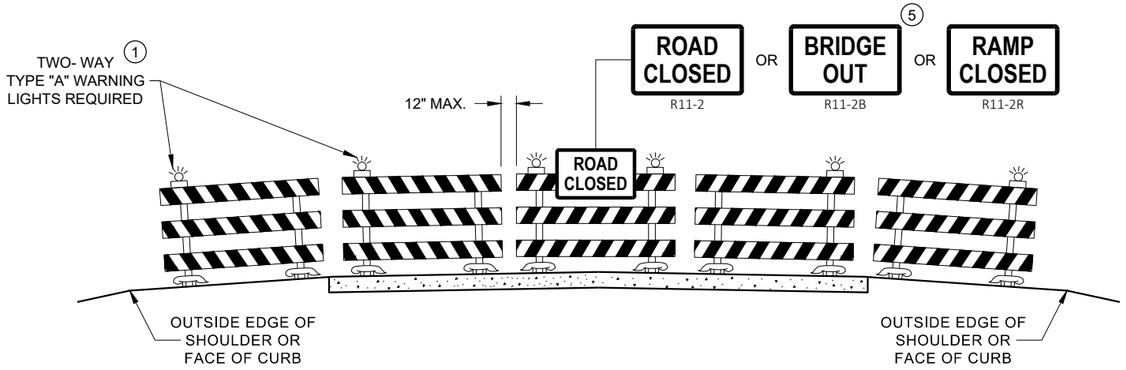
FHWA



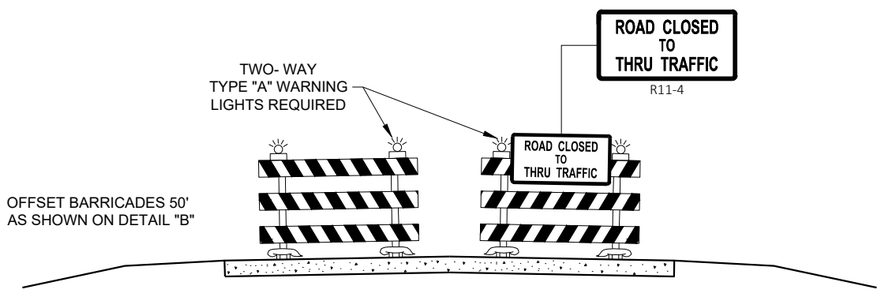
6

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
FHWA



6

SDD 15C02 - 09b

6

SDD 15C02 - 09b

**THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.**

## LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- M05 - 1
- OR M06 - 1
- OR M06 - 1

## GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

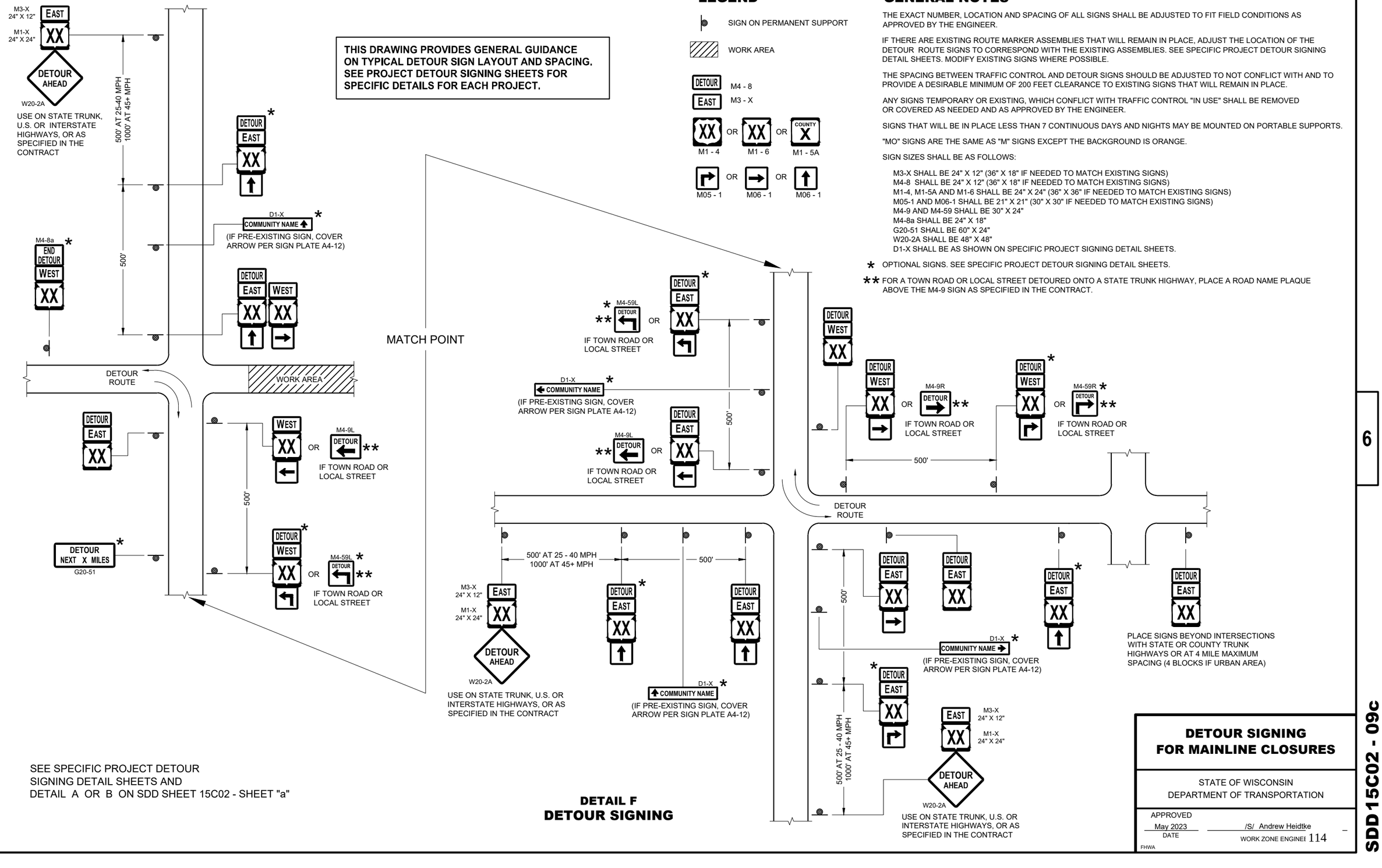
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.




SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

**DETAIL F**
**DETOUR SIGNING**

# DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA





6

SDD 15C02 - 09c

## 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.

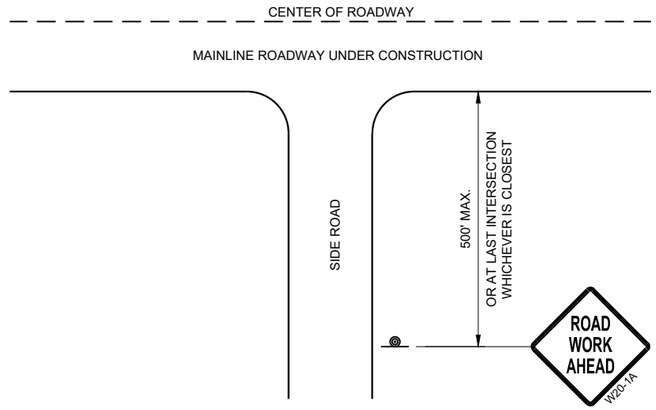
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

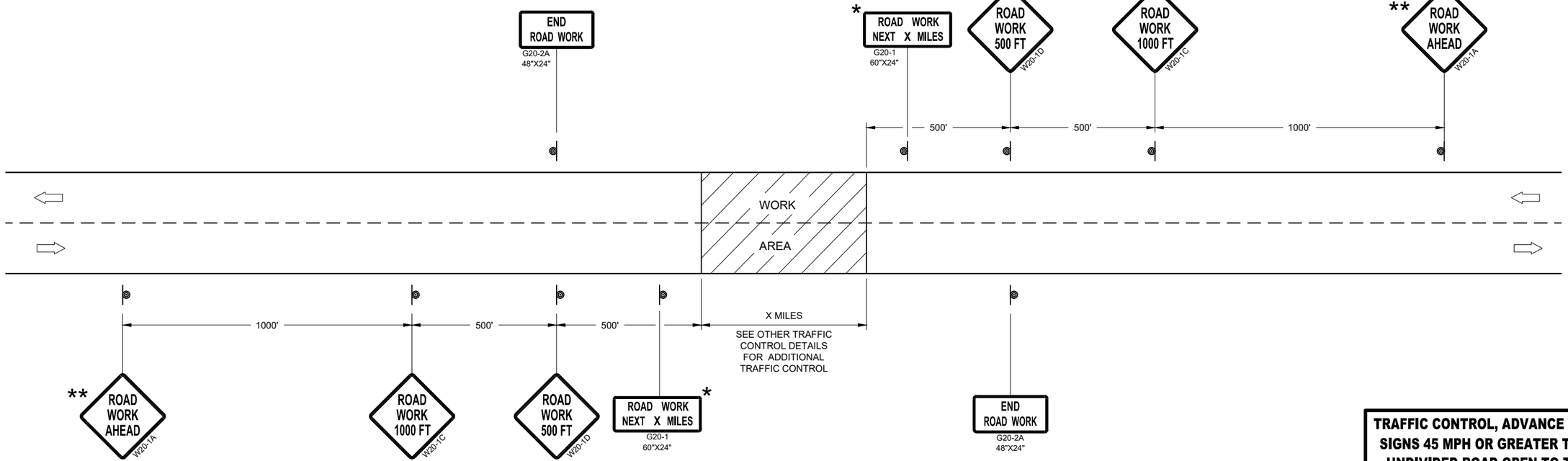
** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.




**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.

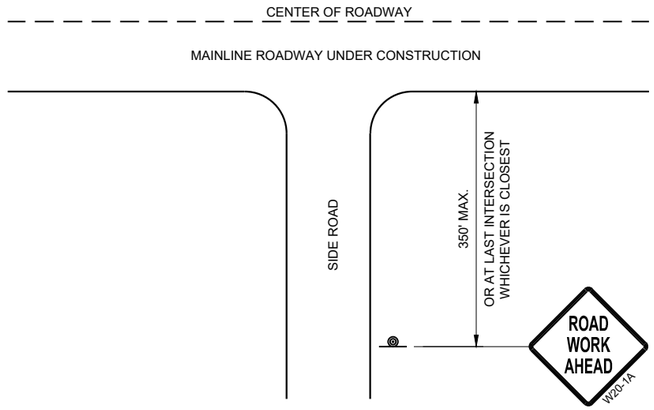
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



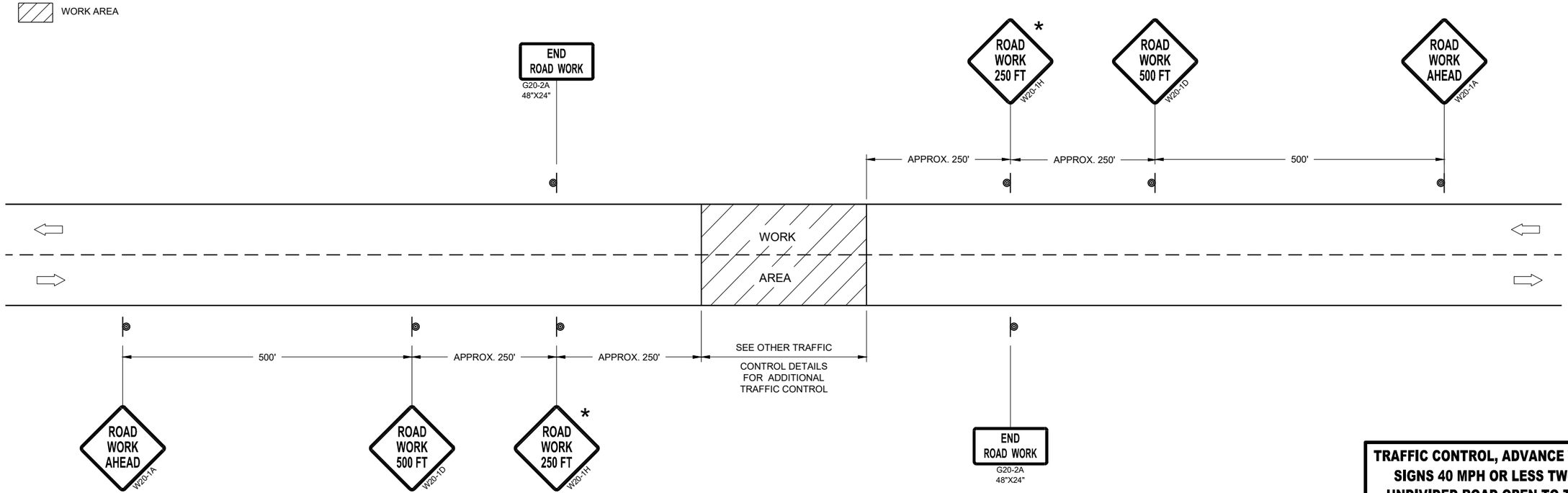

**TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL**

## 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

## GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

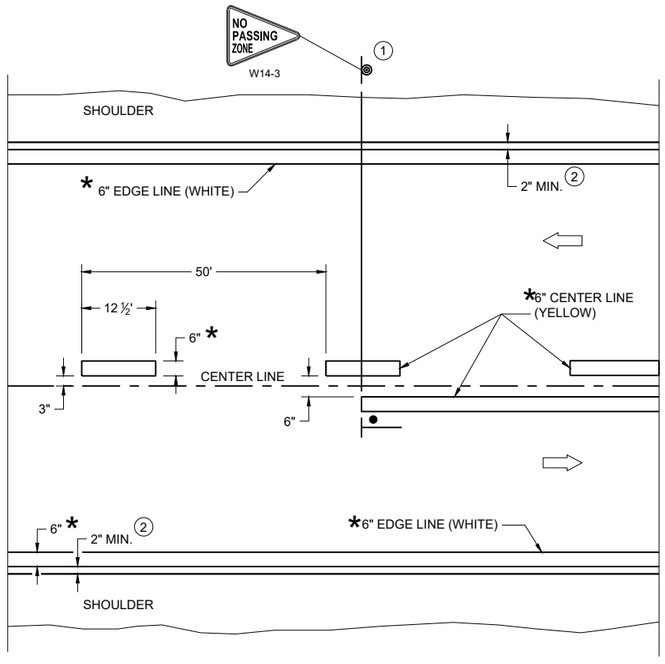
## LEGEND

"T" MARKING

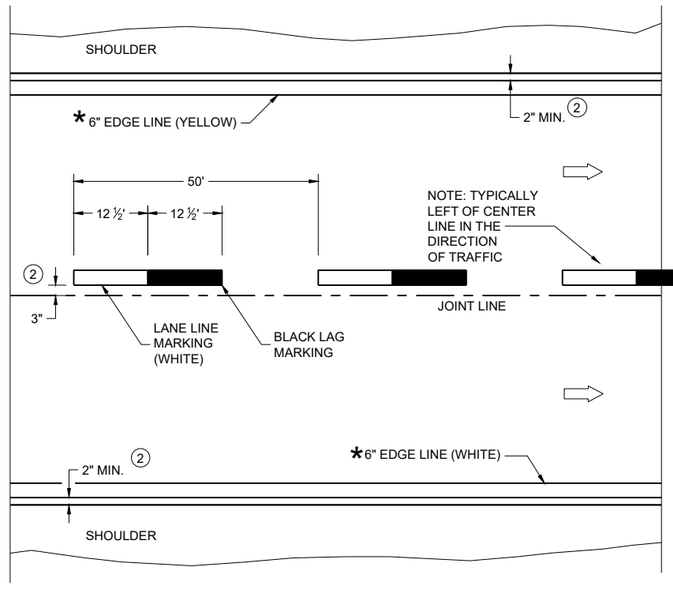
SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES




TWO WAY TRAFFIC




ONE WAY TRAFFIC

**PERMANENT PAVEMENT MARKING**

6

SDD 15C08-24a

**PERMANENT LONGITUDINAL PAVEMENT MARKINGS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

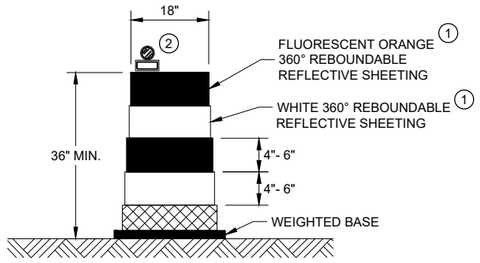


6

SDD 15C08-24a

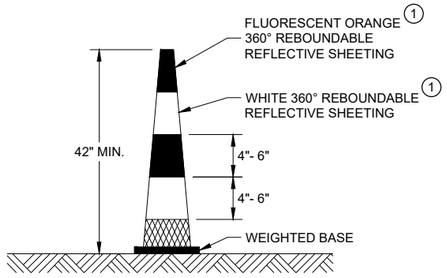
## GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.




### DRUM

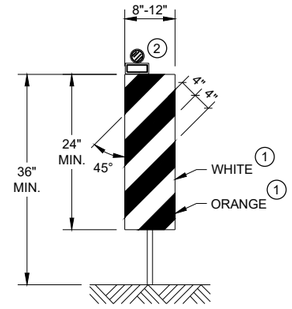
BALLAST WIDTHS
RANGE FROM 24"-36"




### 42" CONE

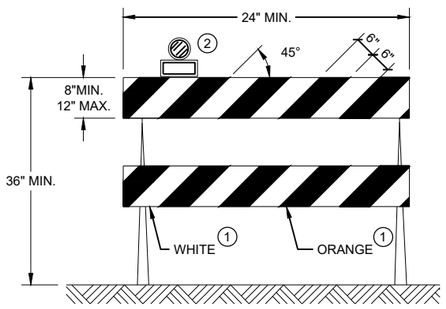
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



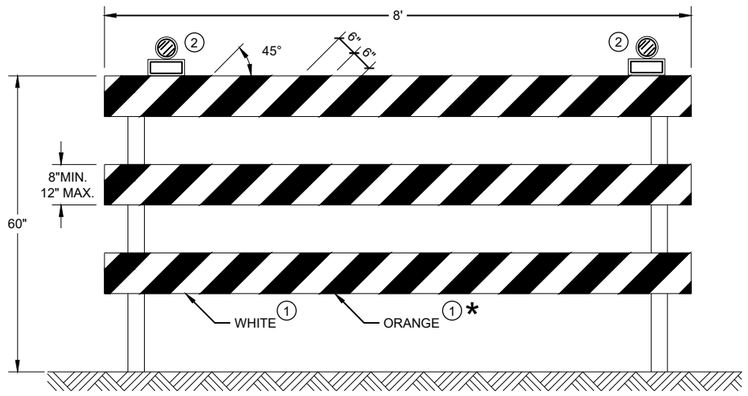

### VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.




### TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.




### TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

## CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA



6

SDD 15C11 - 10b

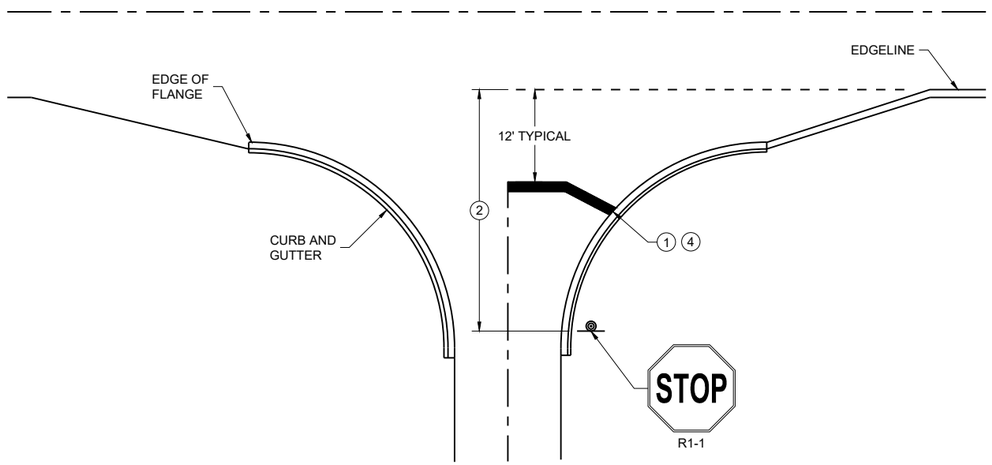
6

SDD 15C11 - 10b

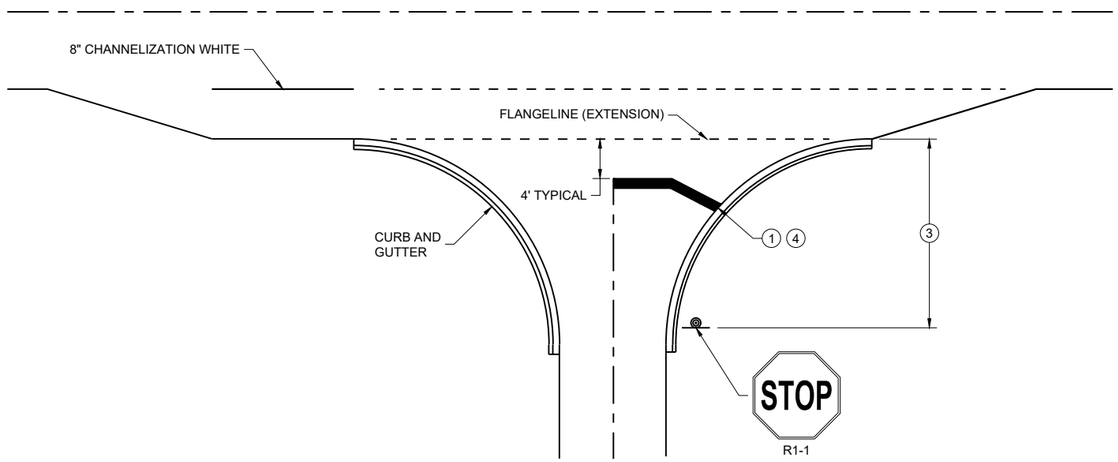
## GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

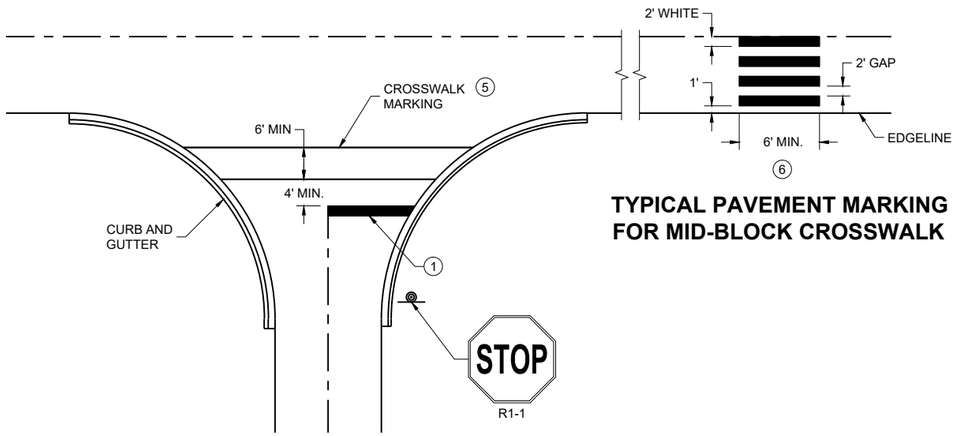
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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**

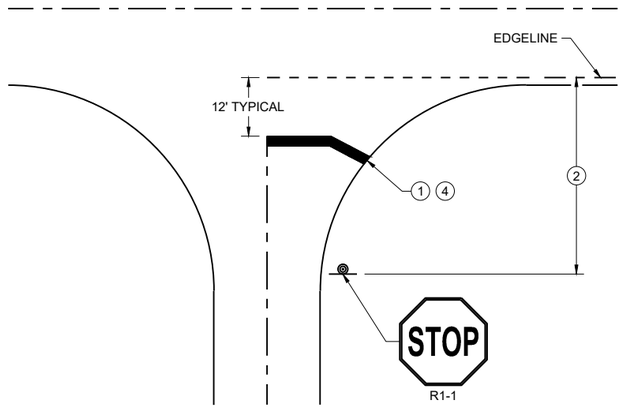



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE**




**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

## 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.

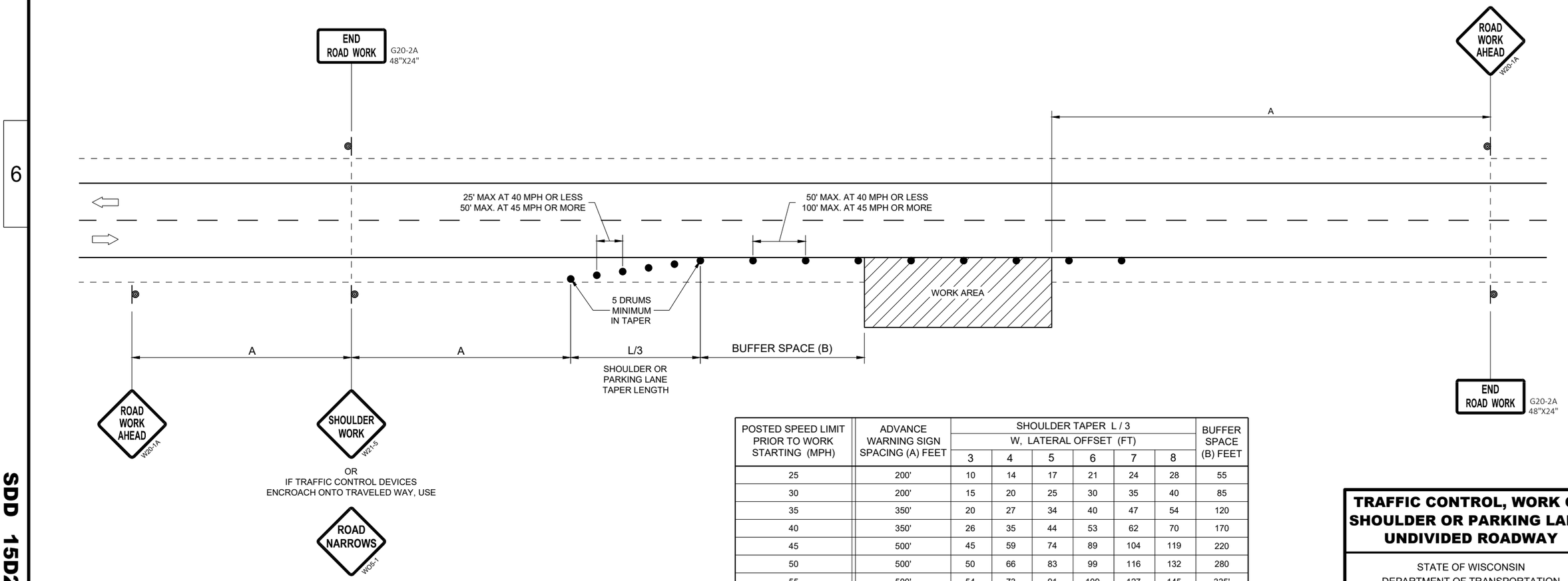
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

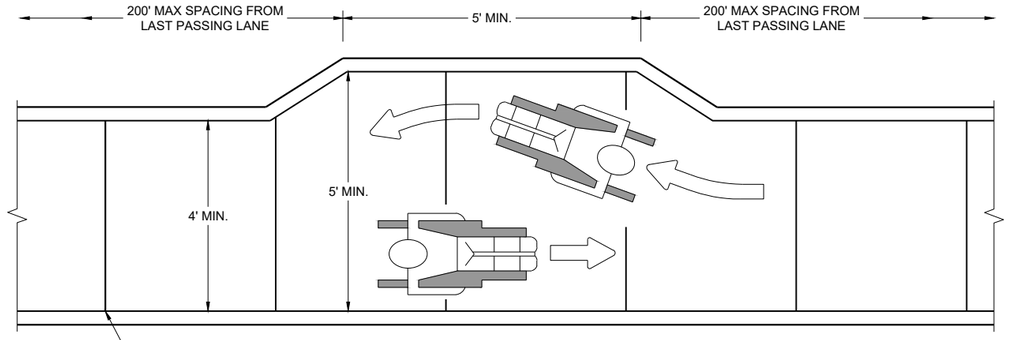
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

FHWA

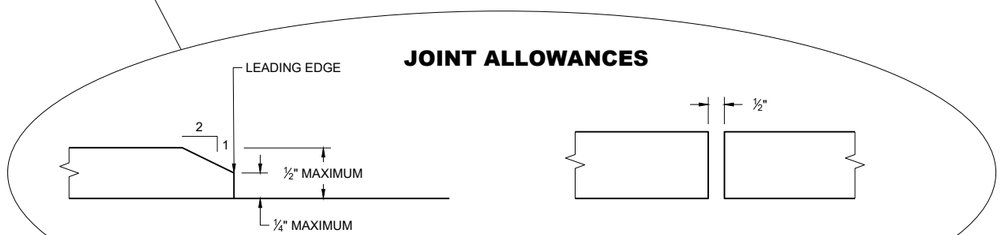


SDD 15D28 - 04

SDD 15D28 - 04




**NARROW SIDEWALK PASSING DETAIL**



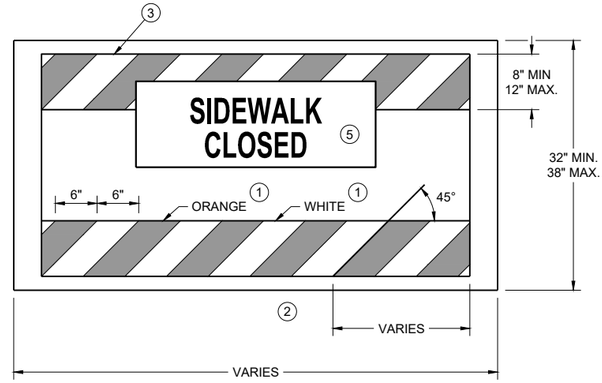

**MAXIMUM VERTICAL GAP**

**MAXIMUM HORIZONTAL GAP**

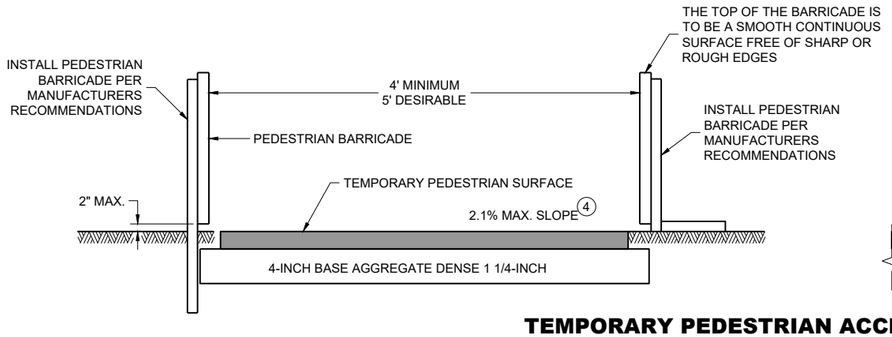
## GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

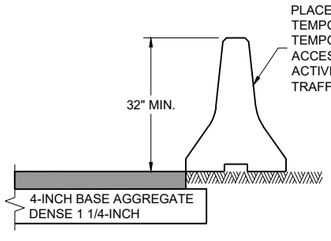
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
5. WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

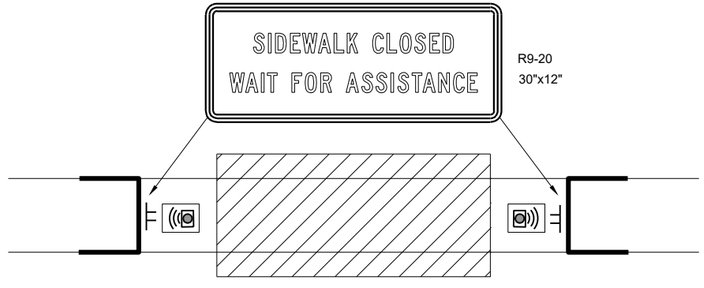



**TEMPORARY PEDESTRIAN BARRICADE ***




**TEMPORARY PEDESTRIAN ACCESS**



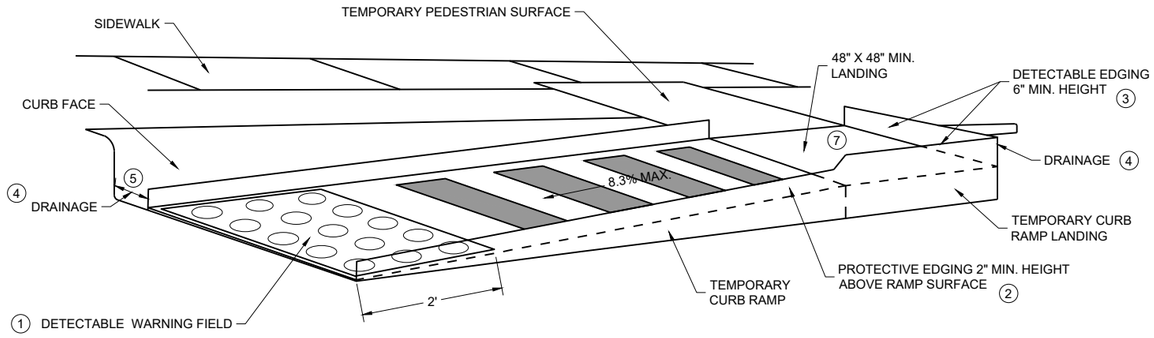

**TEMPORARY PEDESTRIAN FLAGGING**

**LEGEND**

- TEMPORARY PEDESTRIAN BARRICADE
- AUDIBLE MESSAGE DEVICE
- TEMPORARY SIGN SUPPORT
- WORK AREA

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**PERSPECTIVE VIEW**

## GENERAL NOTES

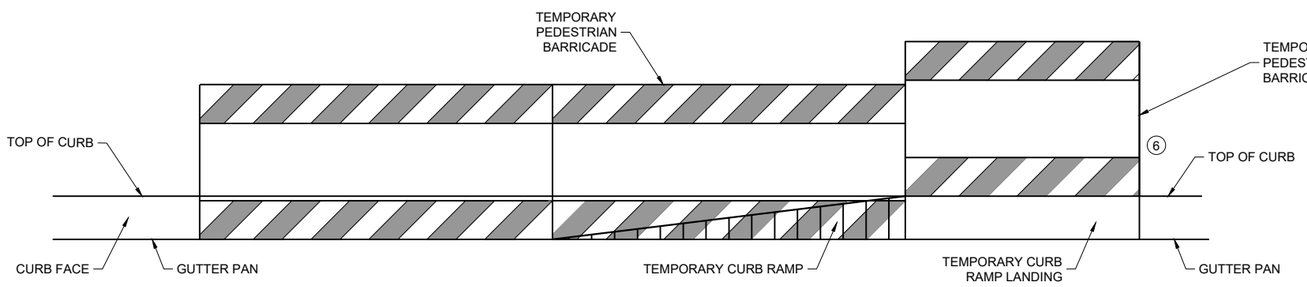
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

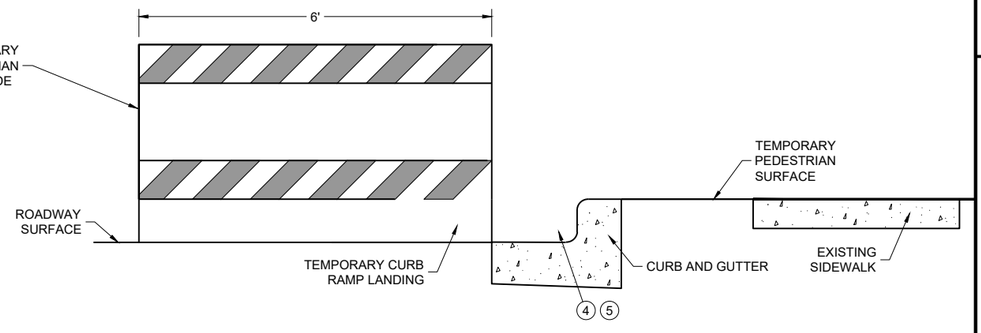
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

1. INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
2. PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
3. DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
4. DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
5. ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
6. IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.
7. LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.




**FRONT VIEW**




**SIDE VIEW**

**TEMPORARY CURB RAMP PARALLEL TO CURB**

6

SDD 15D30-12b

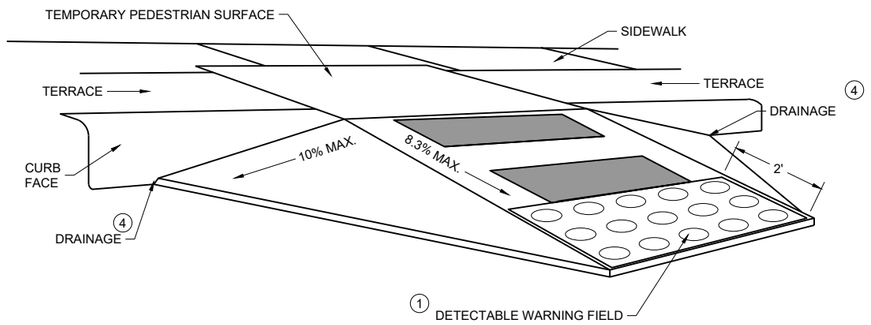
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

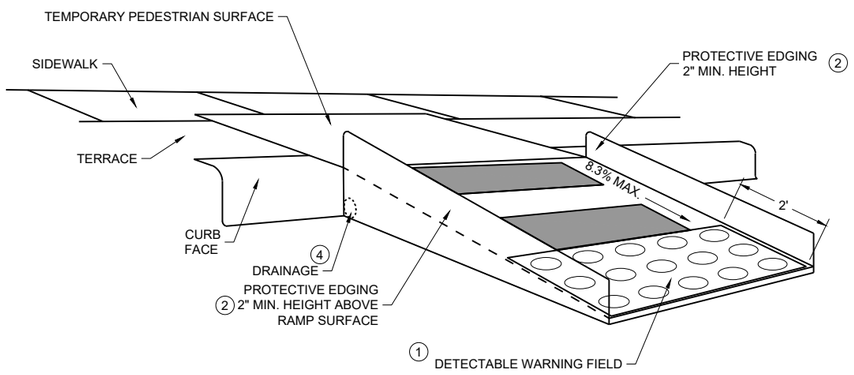


6

SDD 15D30-12b




**WITH SIDE APRON** (5)




**WITH PROTECTIVE EDGE**

## TEMPORARY CURB RAMP PERPENDICULAR TO CURB

## GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

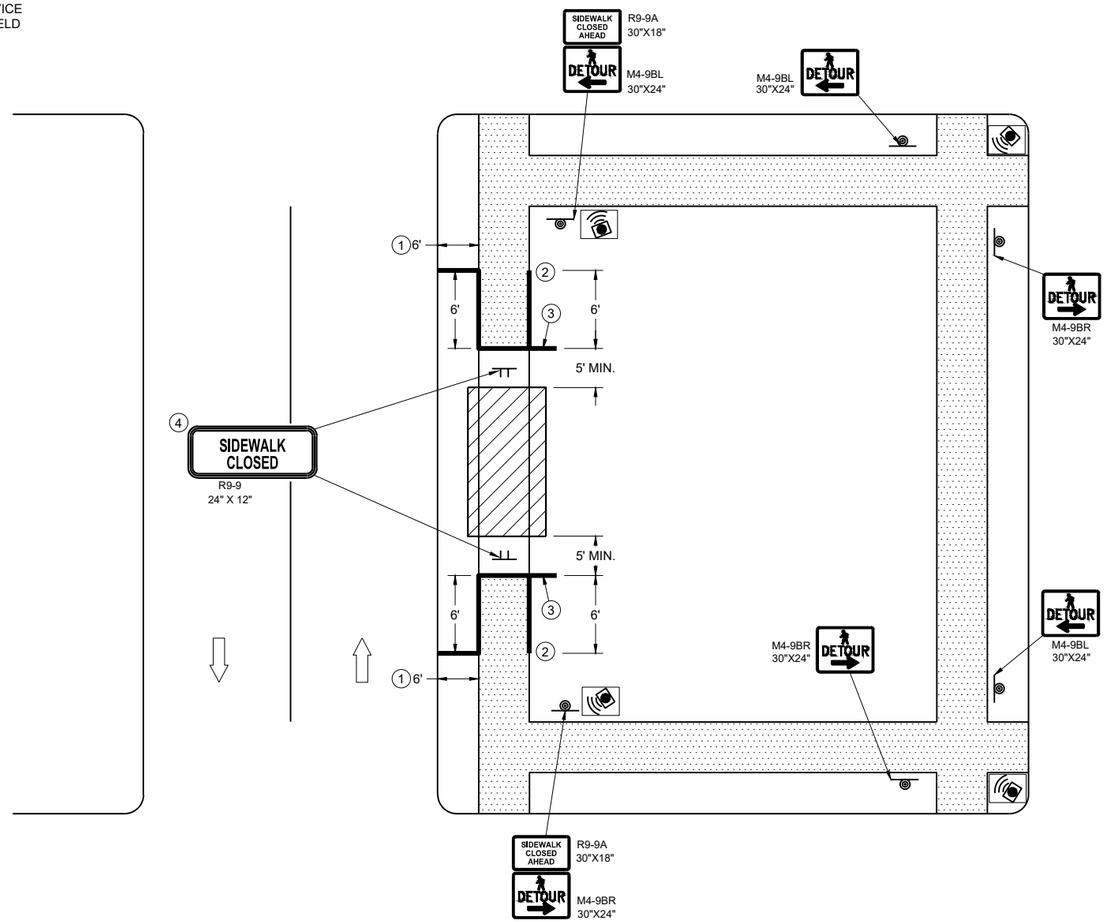
(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

## 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 15D30-12f

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

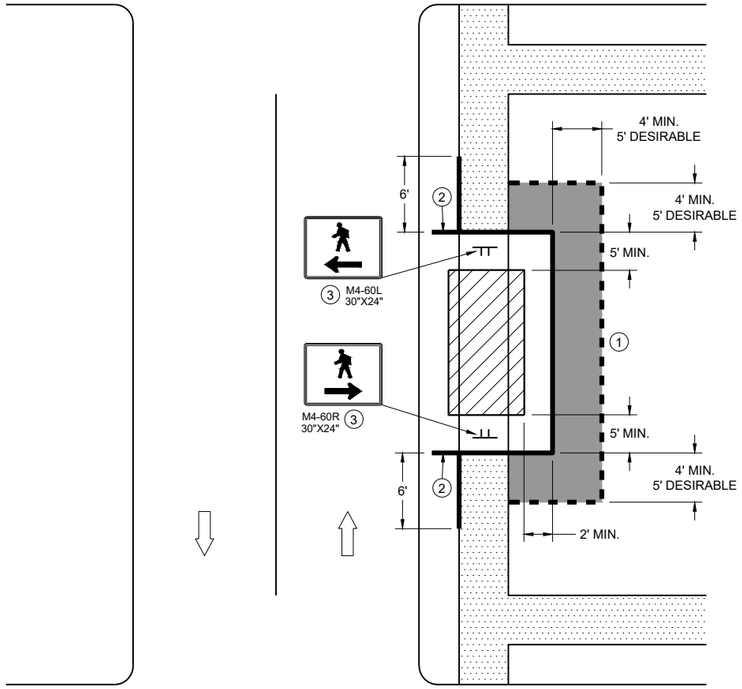
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

(1) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(2) IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.

(3) MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.




**SIDEWALK BYPASS**
**SINGLE SIDE**

6

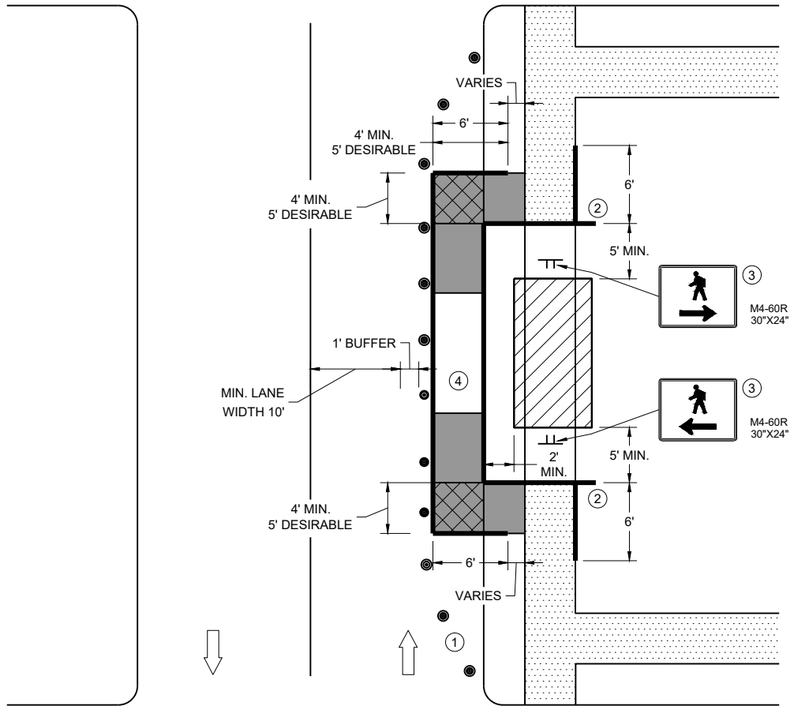
SDD 15D30-12g

**TRAFFIC CONTROL,**
**PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC




**SIDEWALK BYPASS, SINGLE SIDE**

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

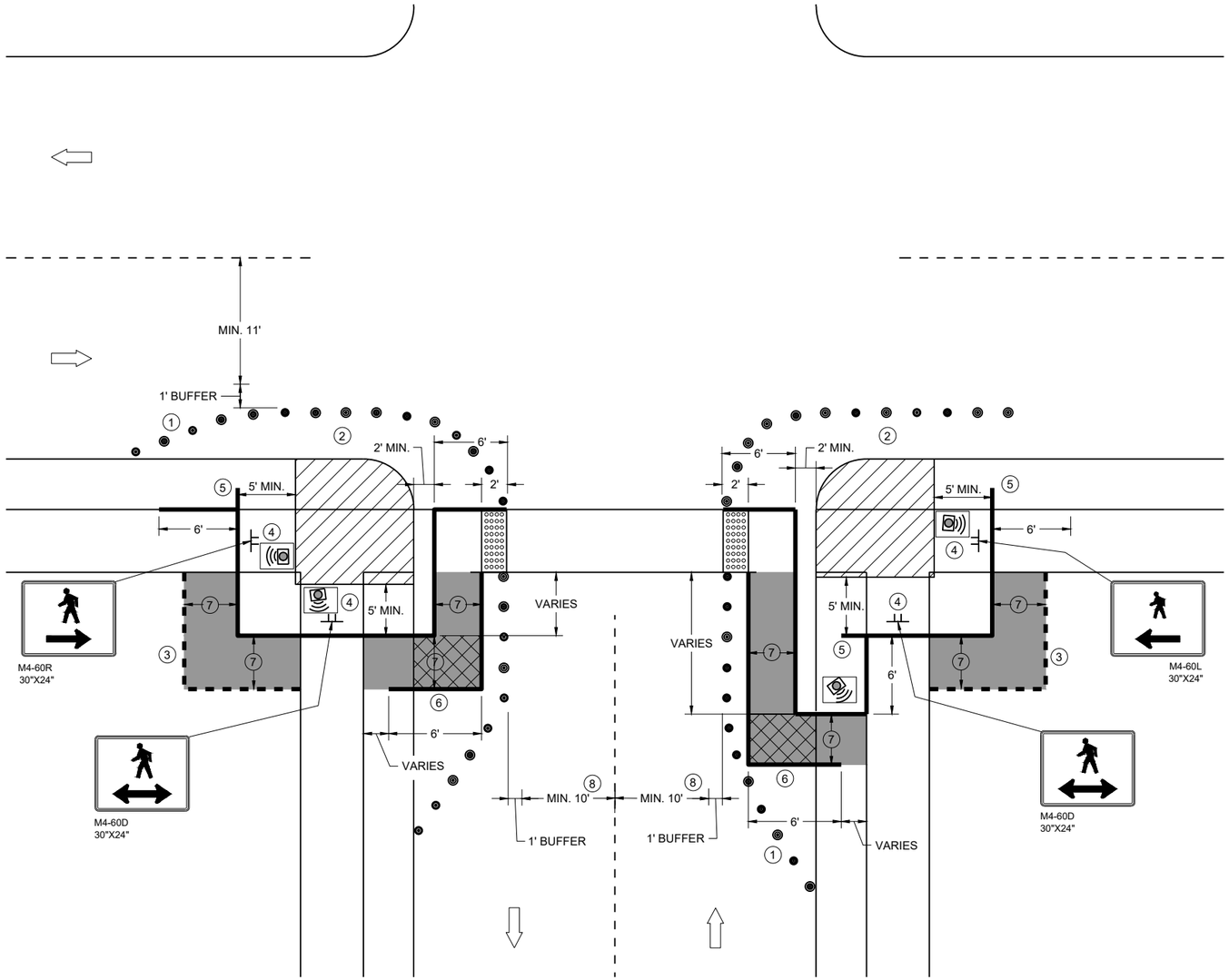
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.





**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION




**CURB RAMP PEDESTRIAN TRAFFIC CONTROL**
**SIDEWALK ON SINGLE SIDE**

## GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

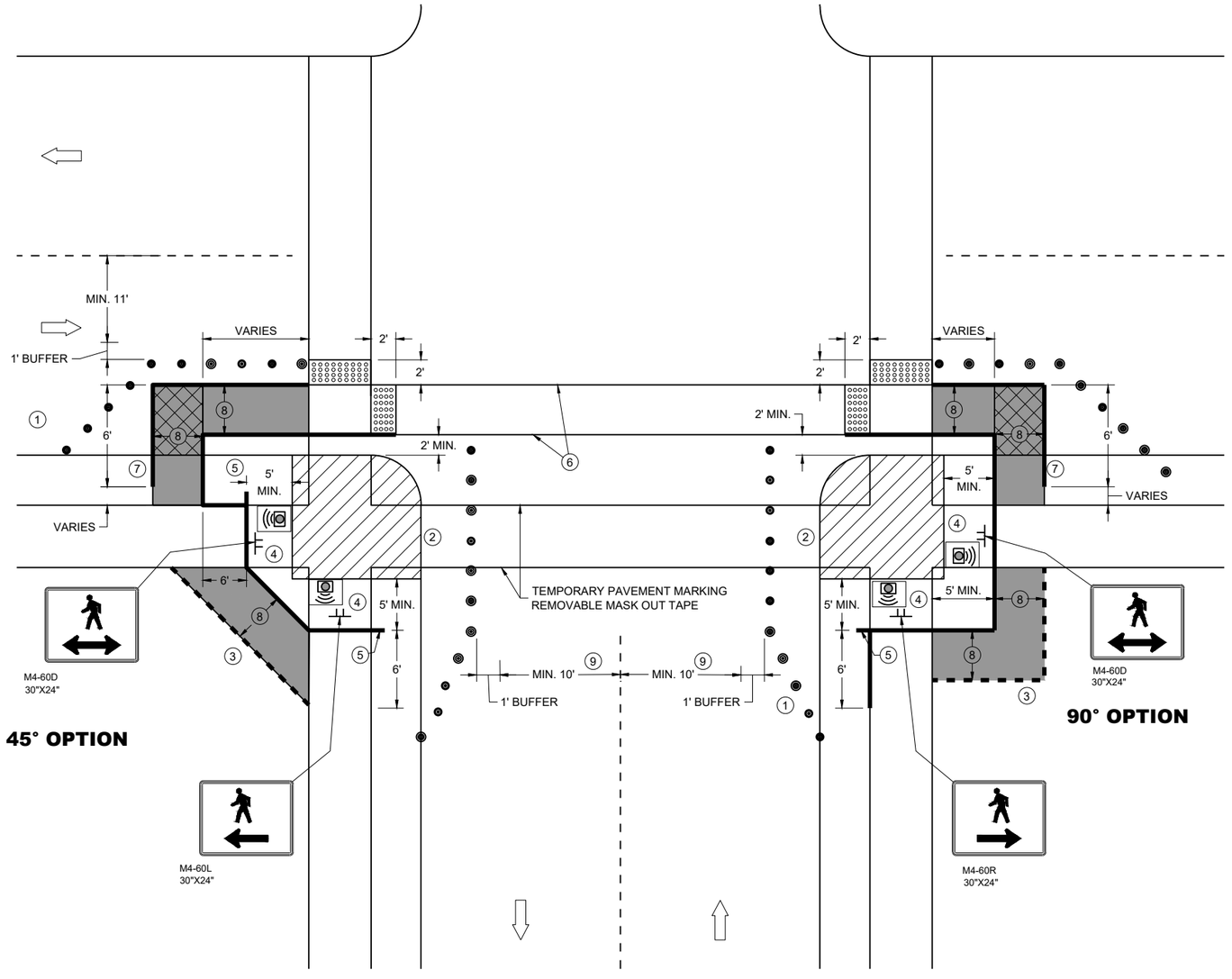
## LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION


6
SDD 15D30-12i




**CURB RAMP PEDESTRIAN TRAFFIC CONTROL**

## GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

(1) SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.

(2) PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS

(3) USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.

(4) MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.

(5) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.

(6) WHITE 6" TEMPORARY PAVEMENT MARKING

(7) IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.

(8) 4 FEET MINIMUM, 5 FEET DESIRABLE

(9) IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

## LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION


6
SDD 15D30-12j

## LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

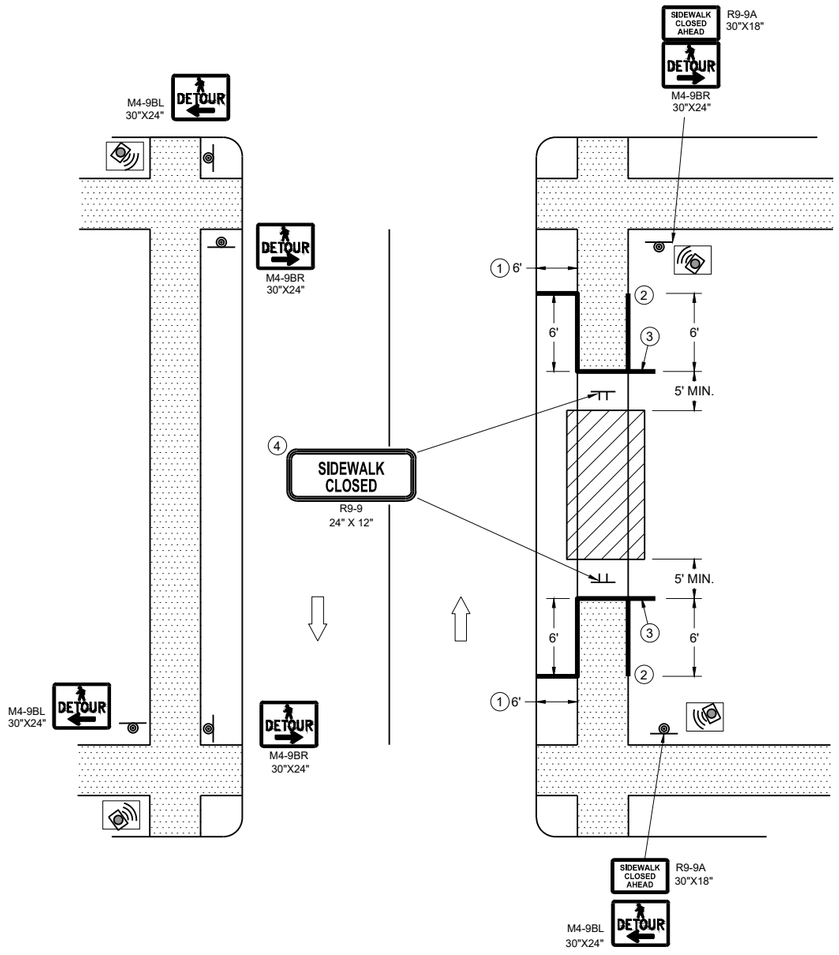
UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC

TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)




**SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES**

## GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.





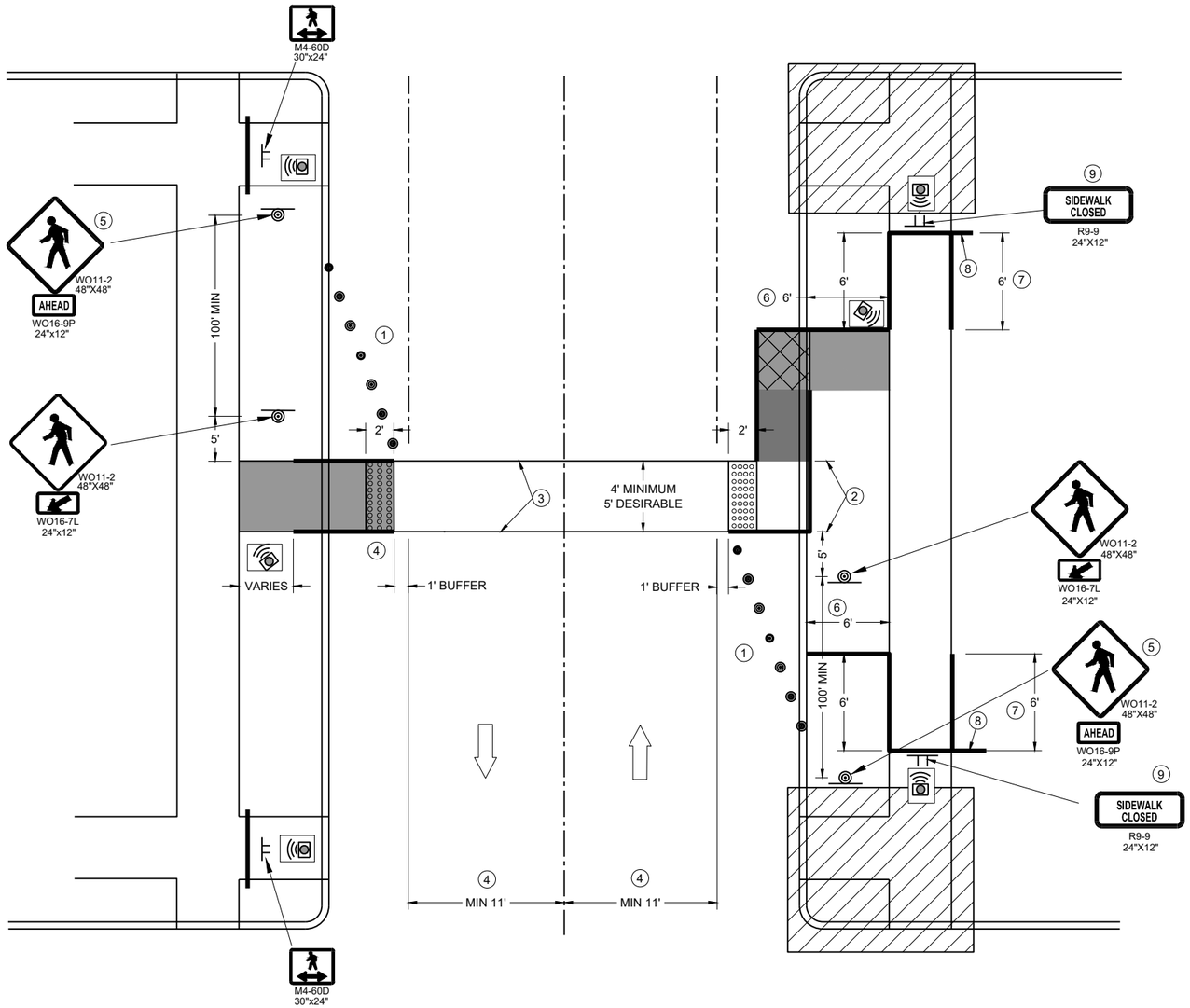
**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

SDD 15D30-12k




**TEMPORARY PEDESTRIAN CROSSING**

## GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

**TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA





6

SDD 15D30-12I

## GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

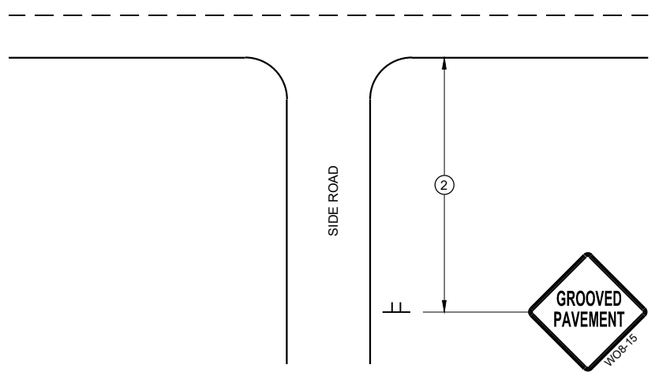
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

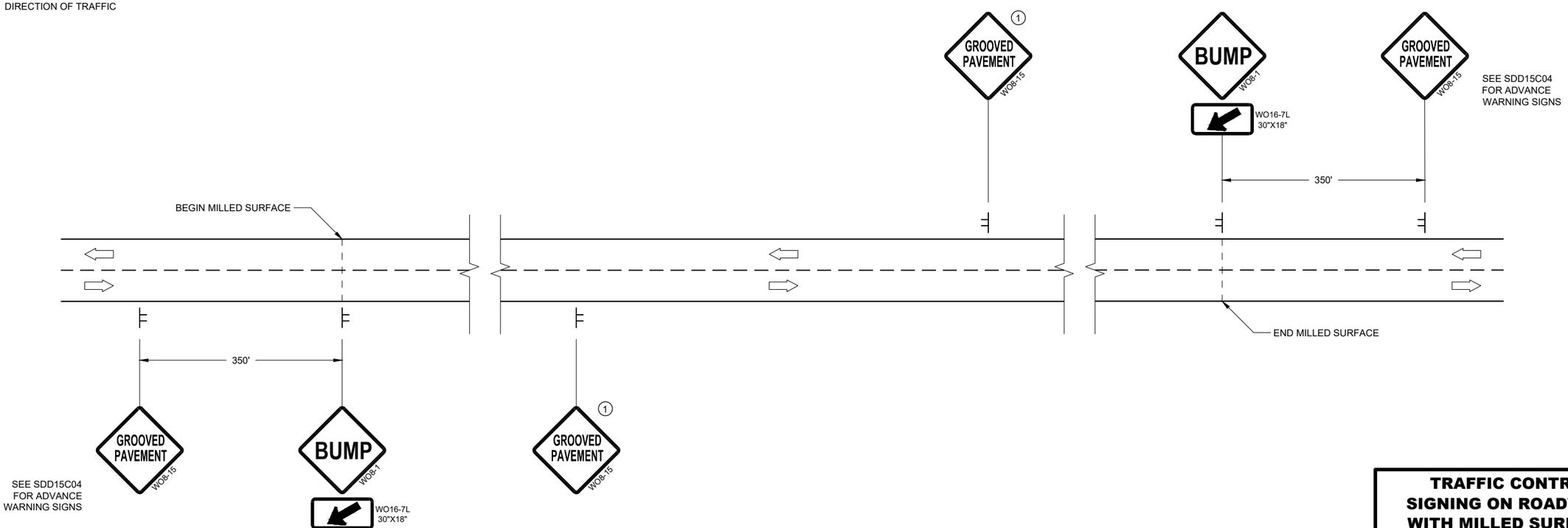
## LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC




**TYPICAL SIDE ROAD APPROACH SIGN DETAIL**




**DETAIL FOR SIGNING ON MILLED SURFACES**

**TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA





6
SDD 15D44 - 02

## LEGEND

V1 WORK VEHICLE

V2 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

FLASHING ARROW PANEL (CAUTION)

WORK AREA

DIRECTION OF TRAFFIC

| POSTED SPEED PRIOR TO WORK STARTING (MPH) | DECISION SIGHT DISTANCE (D) |
|---|---|
| 0 - 25 | 550' |
| 30 | 550' |
| 35 | 700' |
| 40 | 700' |
| 45 | 900' |
| 50 | 900' |
| 55 | 1200' |

## GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

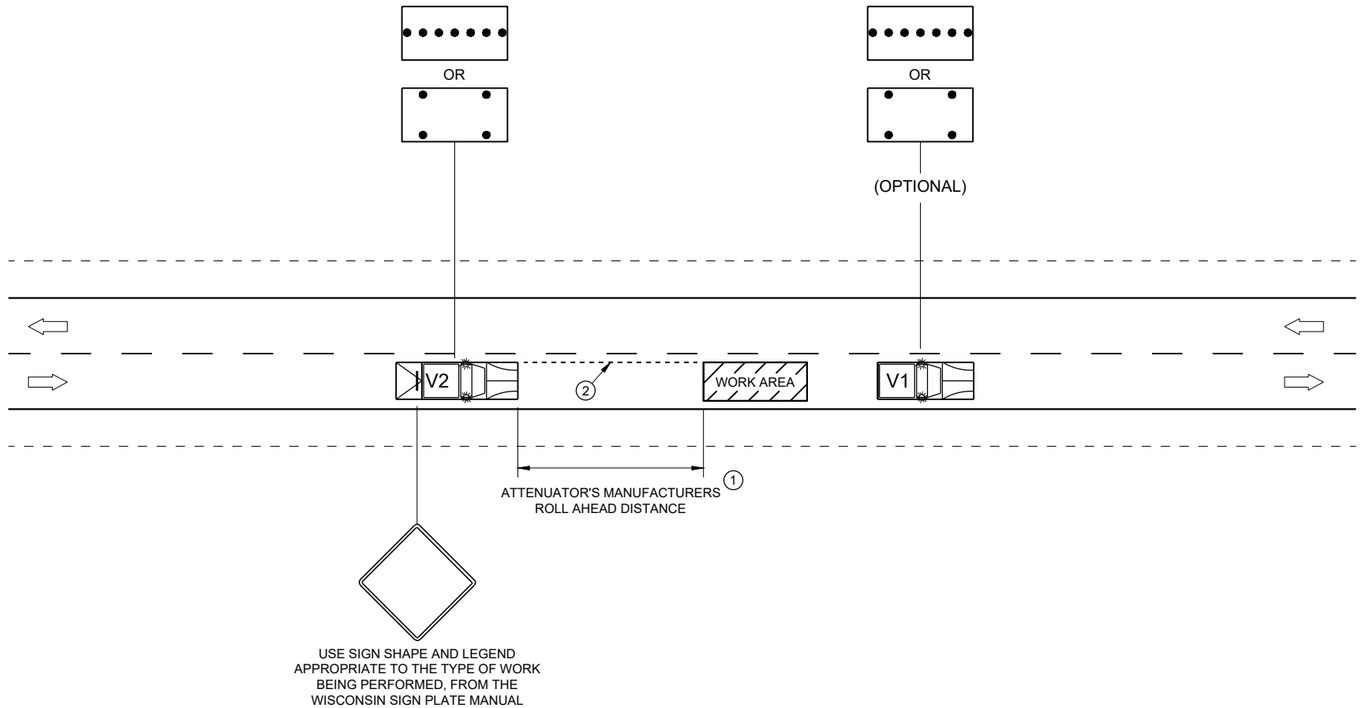
ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

(1) DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

(2) ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.




**TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

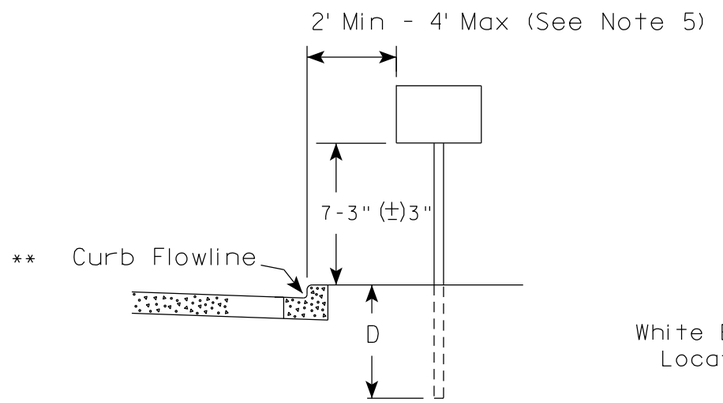
APPROVED
February 2021 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA



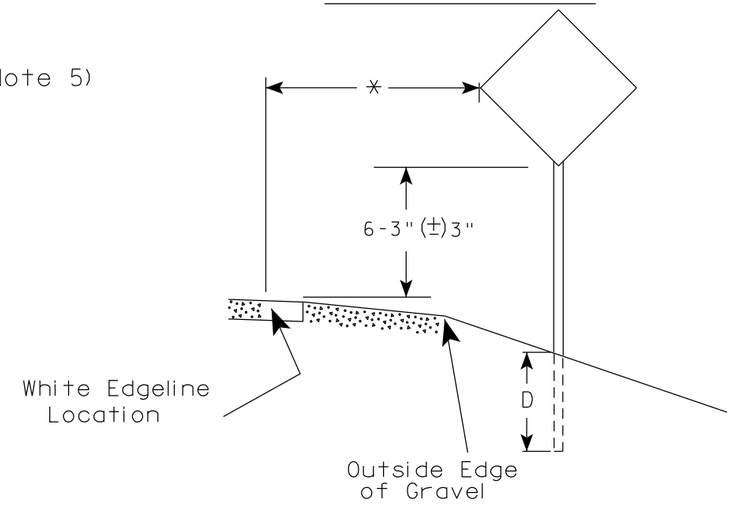

6

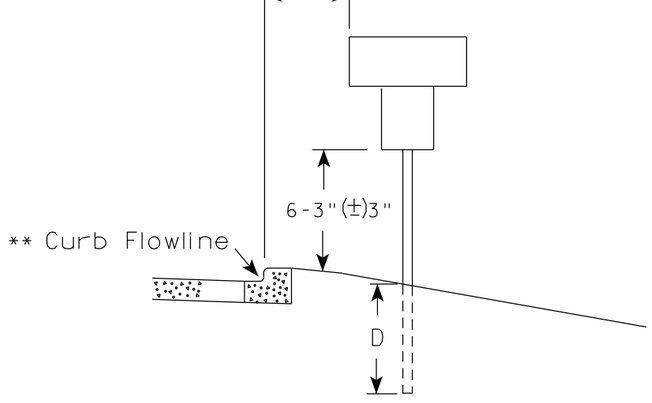

SDD 15D51 - 01

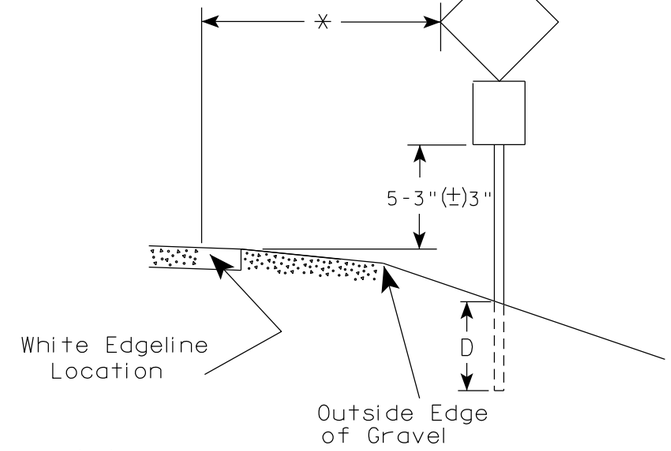
## URBAN AREA




## 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.

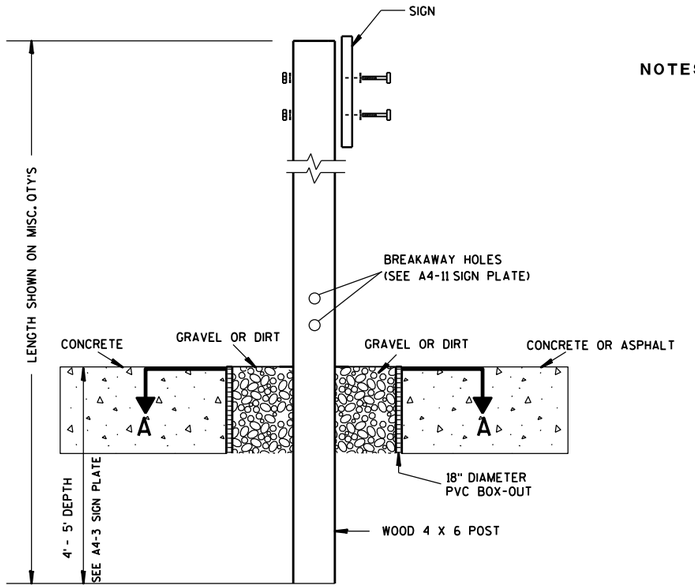
# TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

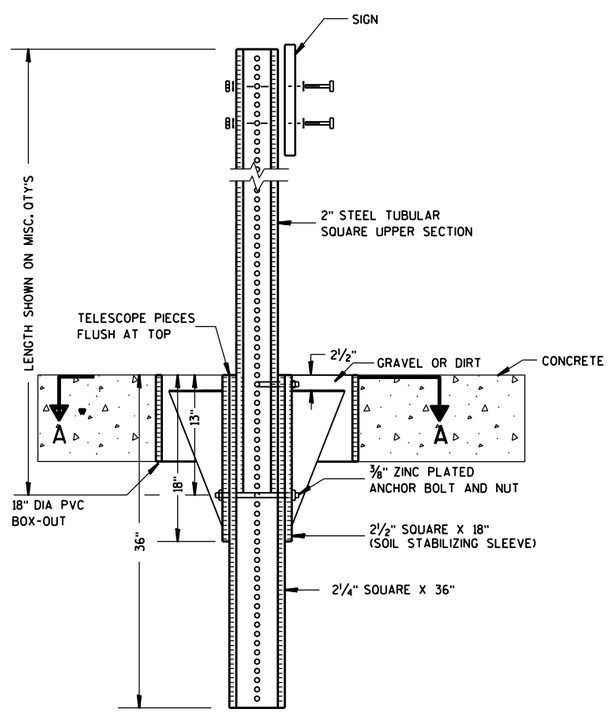
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 133 | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

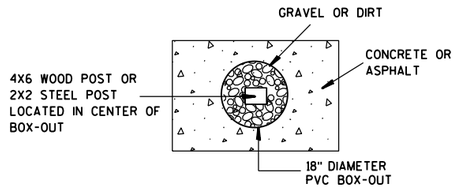
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.




**ELEVATION VIEW**

**DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT**




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

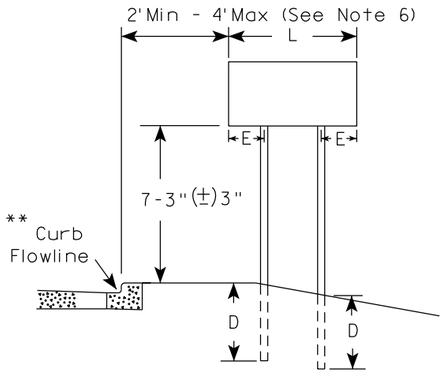
DATE 1/27/14 PLATE NO. A4-3B.1

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

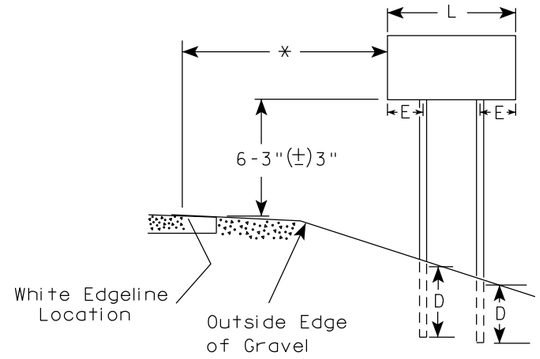


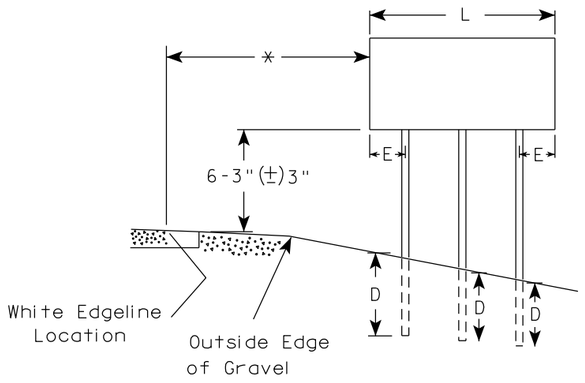
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

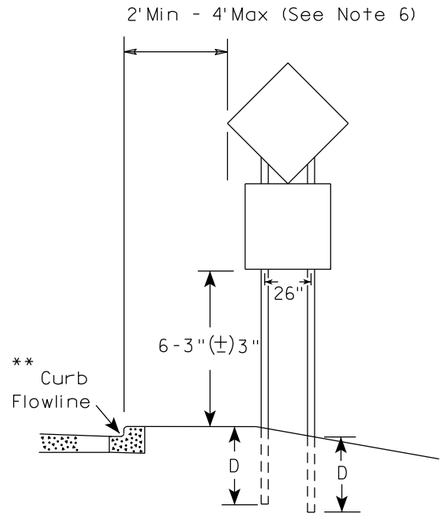
## URBAN AREA



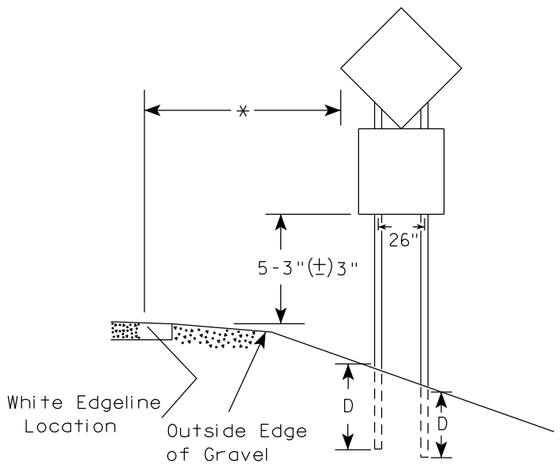

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




48" DIAMOND WARNING SIGN

| SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | | |
|---|---|---|
| | L | E |
| *** | Greater than 48" Less than 60" | 12" |
| | 60" to 108" | L/5 |

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 108" to 144" | 12" |

## GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

## POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

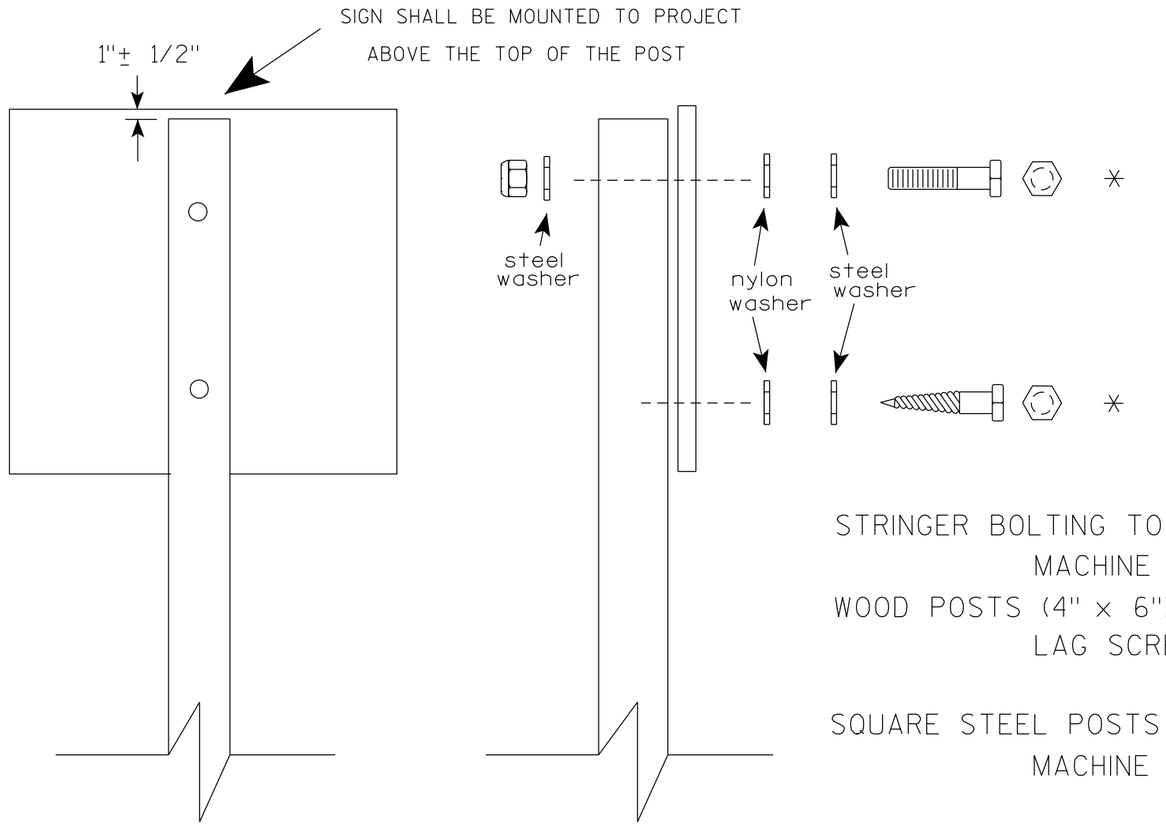
# TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 135 | E |
|---|---|---|---|---|---|




Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

# ATTACHMENT OF SIGNS TO POSTS

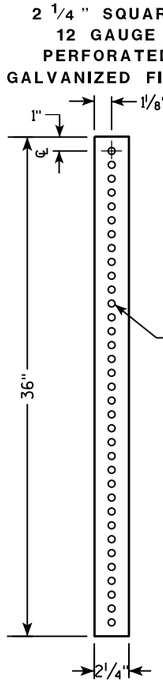
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

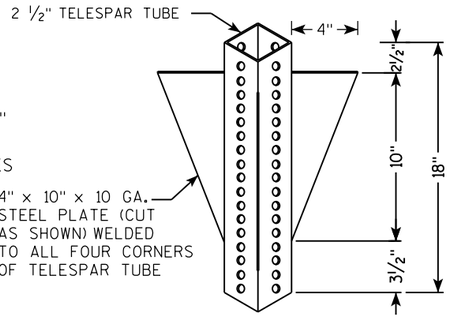
DATE 4/1/2020 PLATE NO. A4-8.9

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

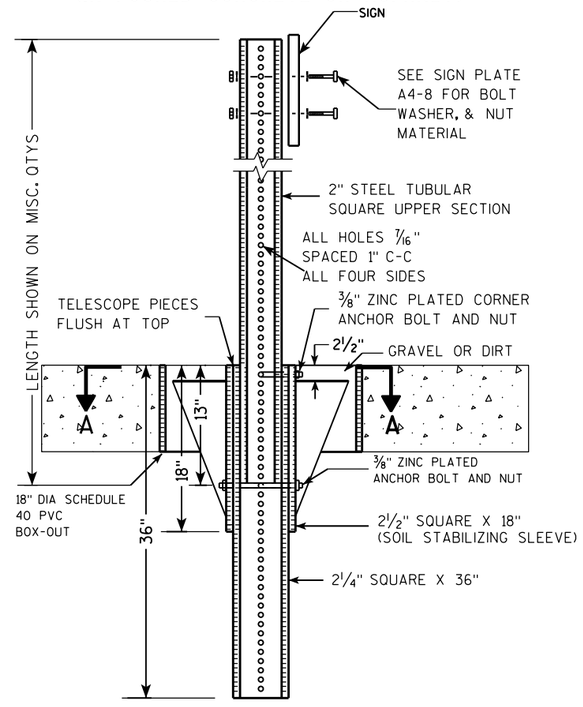
**2 1/4 " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



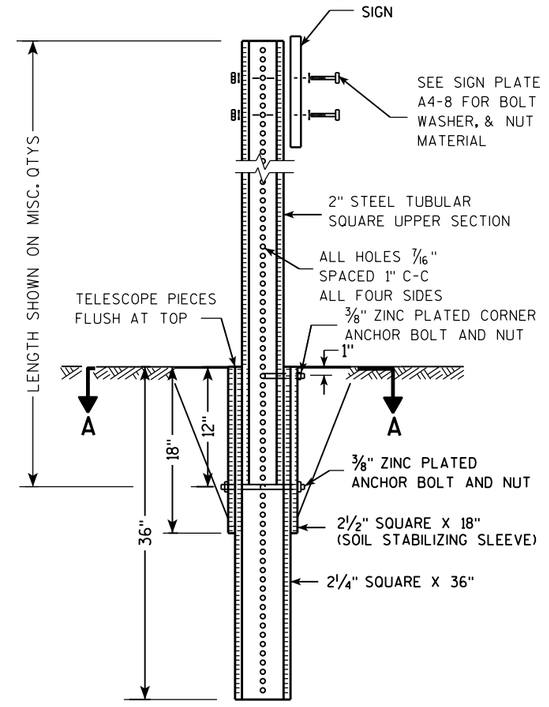

**2 1/2 " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

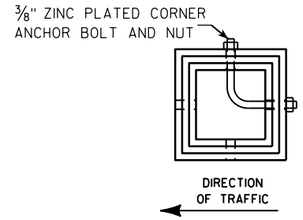



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## DETAIL OF TUBULAR STEEL SIGN POST
**(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)**




**SECTION A-A**

| Area of Sign Installation (Sq. Ft.) | Number of Required Posts |
|---|---|
| 9 or less | 1 |
| Greater than 9 less than or equal to 18 | 2 |
| Greater than 18 less than or equal to 27 | 3 |

**Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).**

TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

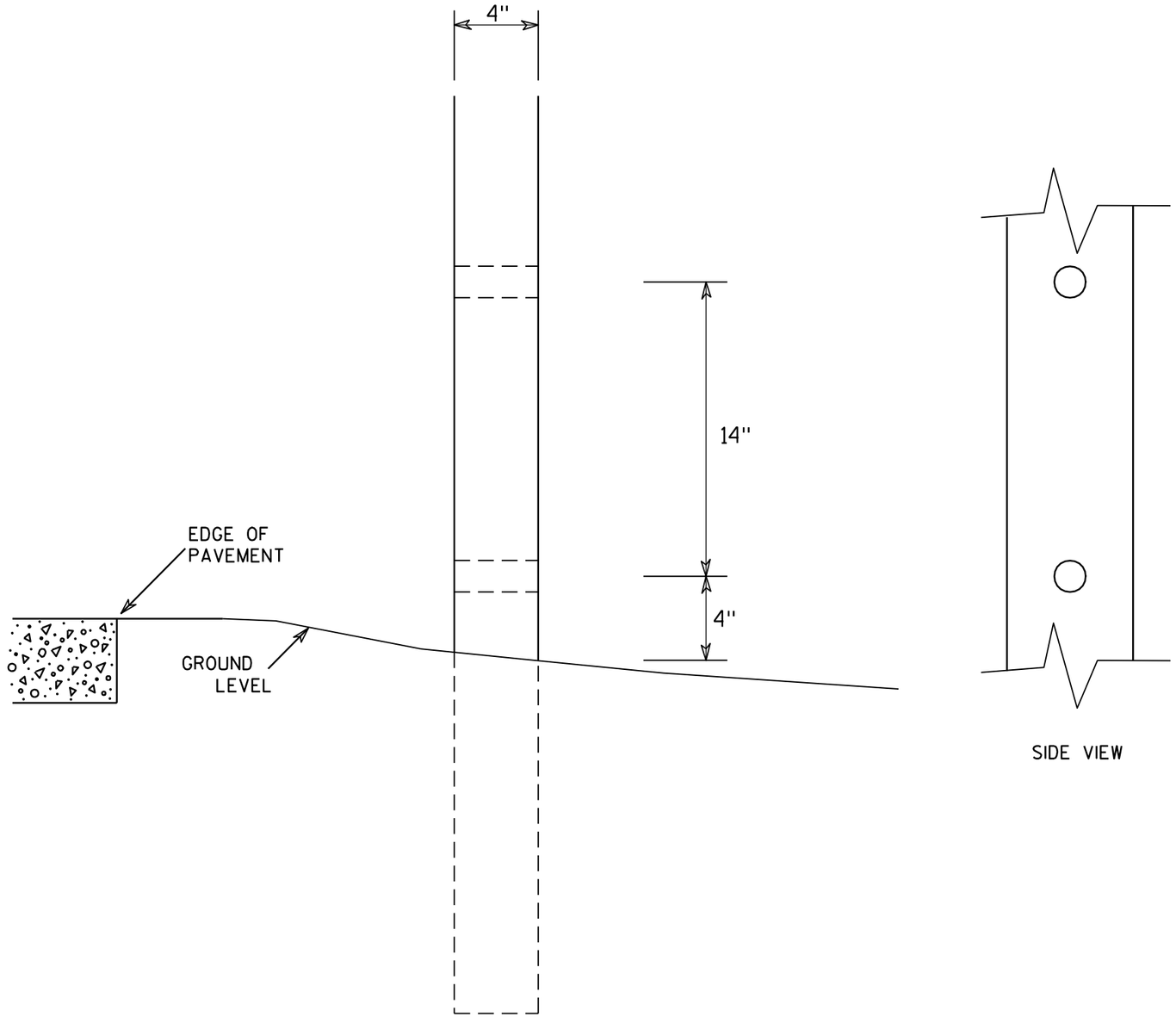
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9



| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42






SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

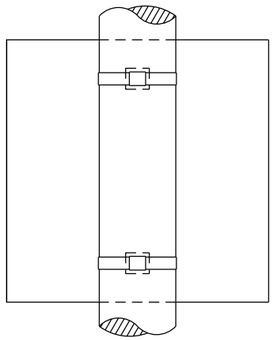
APPROVED Chester J Spang for State Traffic Engineer

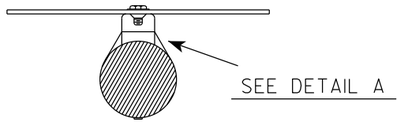
DATE 3/27/97 PLATE NO. A4-11.2

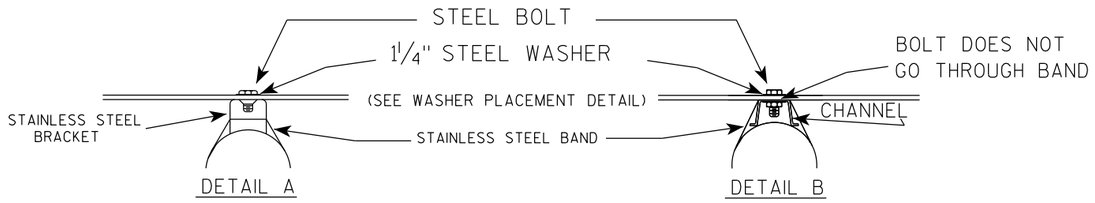
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 138 | E |
|---|---|---|---|---|---|

# BANDING

SINGLE SIGN



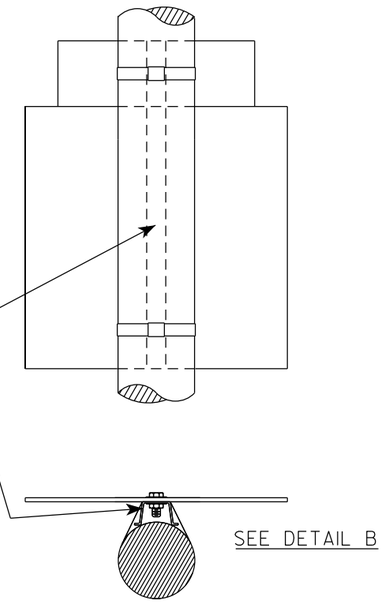


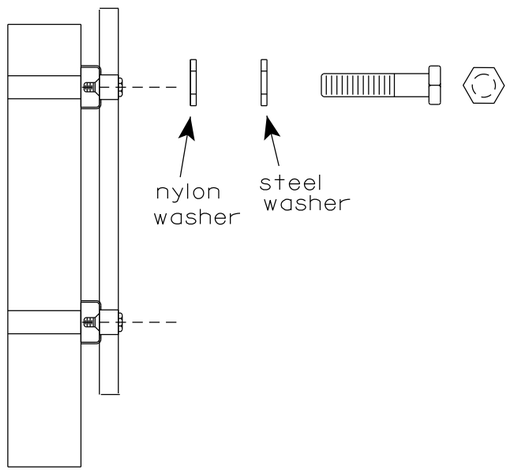

## GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY




WASHER PLACEMENT




WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

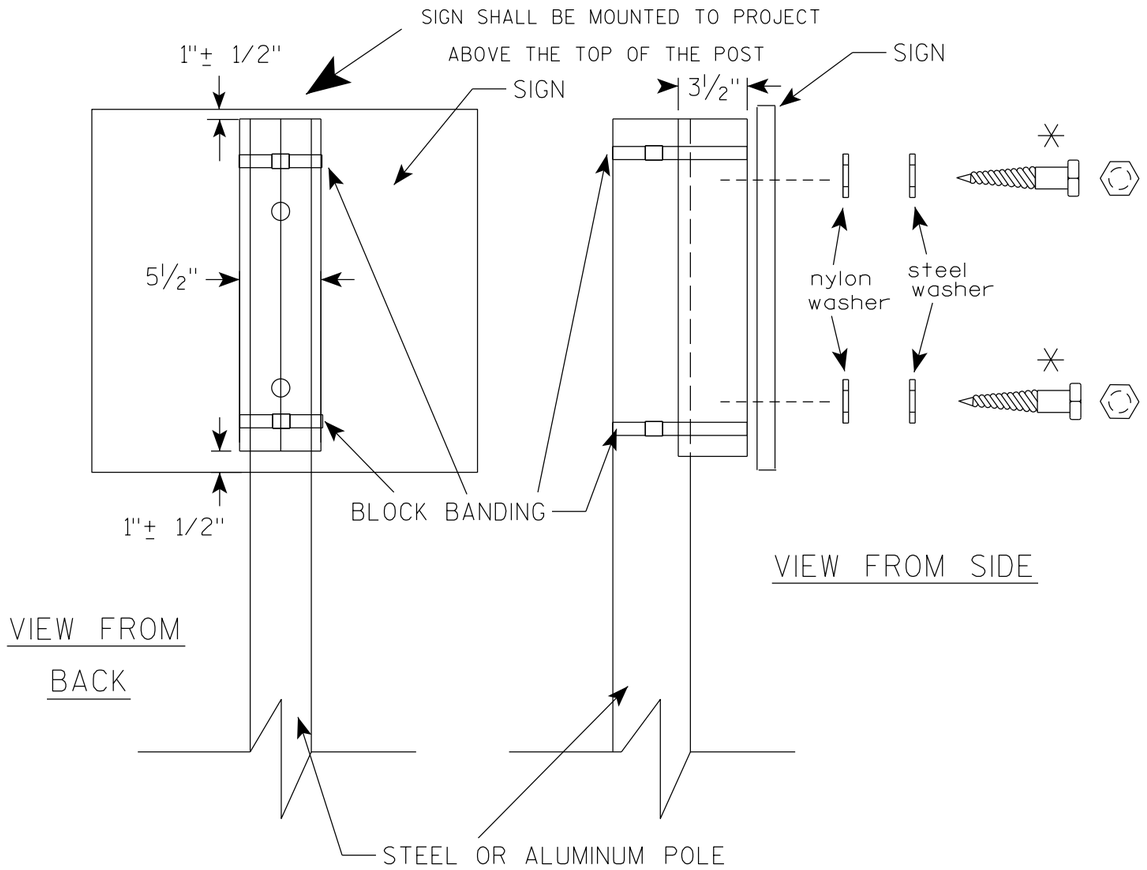
DATE 6/10/19 PLATE NO. A5-9.4

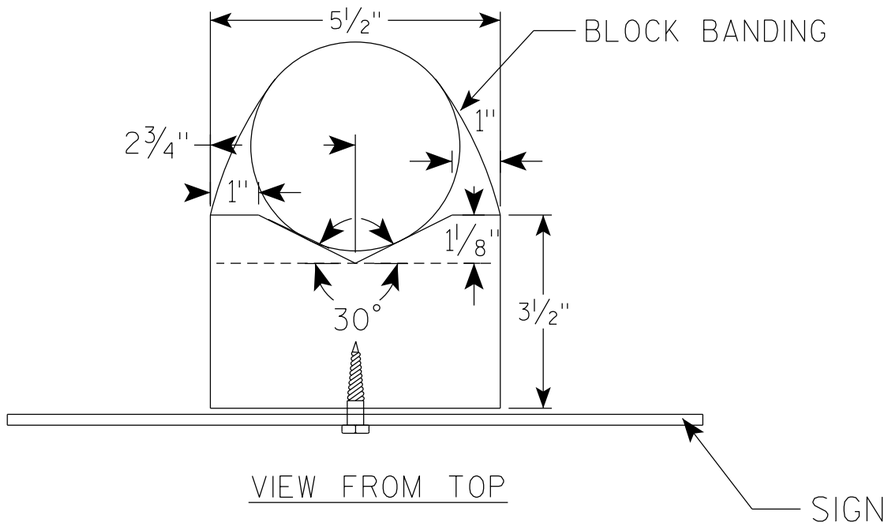
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 139 | E |
|---|---|---|---|---|---|

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 )

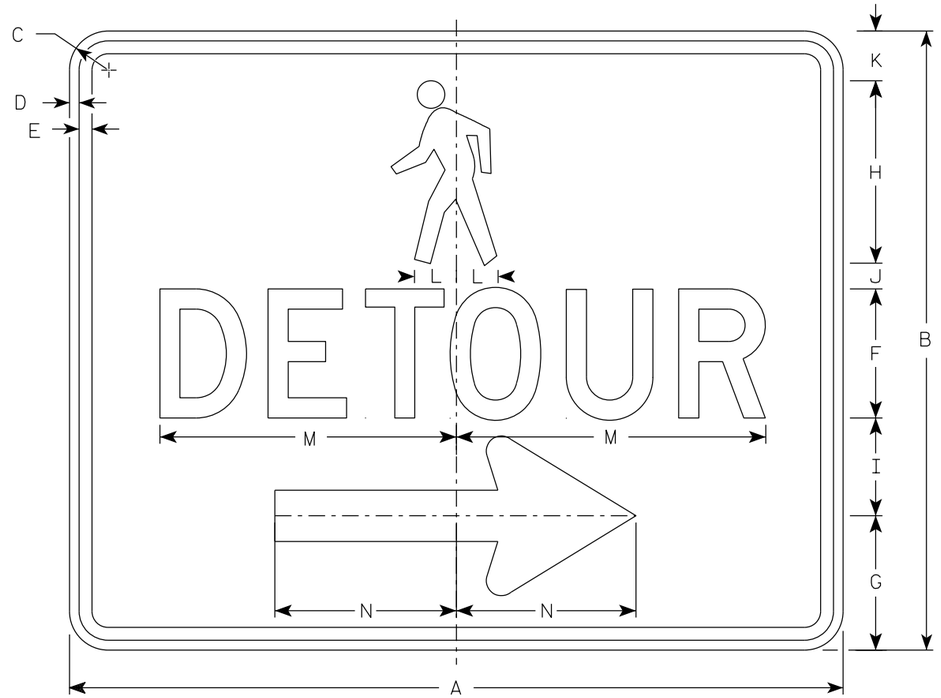
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

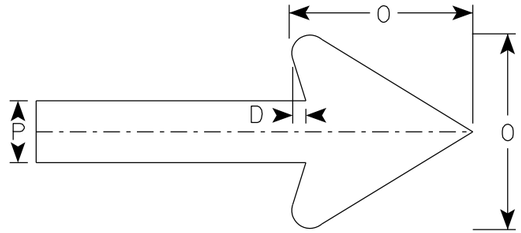
SHEET NO: 140 E




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

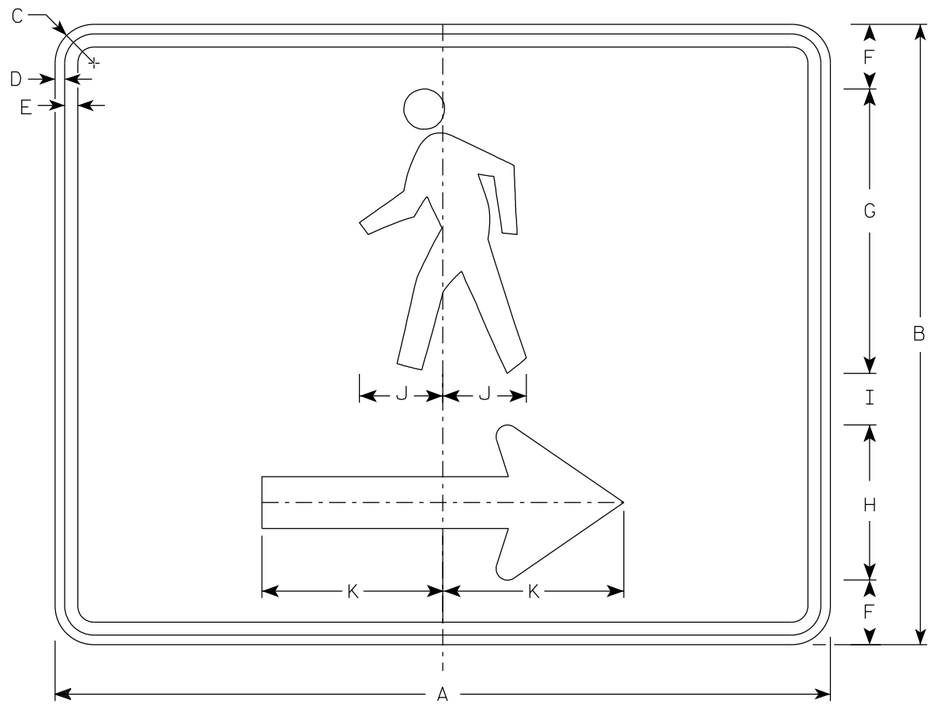
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

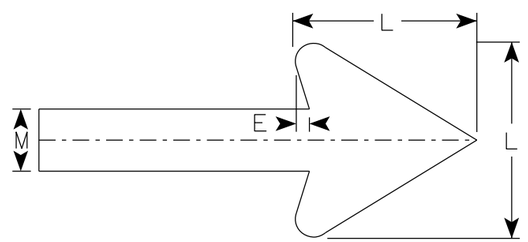
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 141 | E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M4-60L is the same as M4-60R except the arrow is reversed.




M4-60R




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 ½ | ⅜ | ½ | 2 ½ | 11 | 6 | 2 | 3 ¼ | 7 | 6 | 2 | | | | | | | | | | | | | | 5.00 |
| 2M | 30 | 24 | 1 ½ | ⅜ | ½ | 2 ½ | 11 | 6 | 2 | 3 ¼ | 7 | 6 | 2 | | | | | | | | | | | | | | 5.00 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

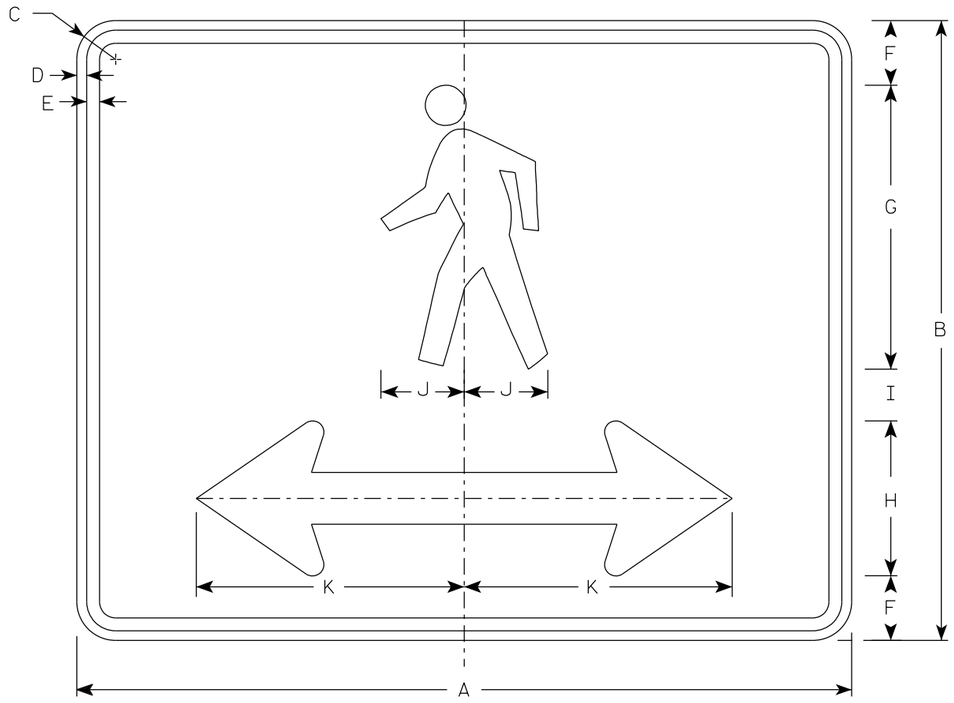
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

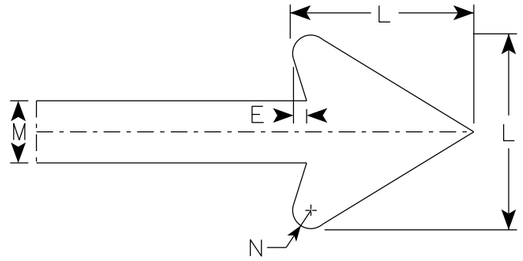
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 142 | E




M4-60D

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 2 1/2 | 11 | 6 | 2 | 3 1/4 | 10 3/8 | 6 | 2 | 3/8 | | | | | | | | | | | | | 5.00 |
| 2M | 30 | 24 | 1 1/2 | 3/8 | 1/2 | 2 1/2 | 11 | 6 | 2 | 3 1/4 | 10 3/8 | 6 | 2 | 3/8 | | | | | | | | | | | | | 5.00 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

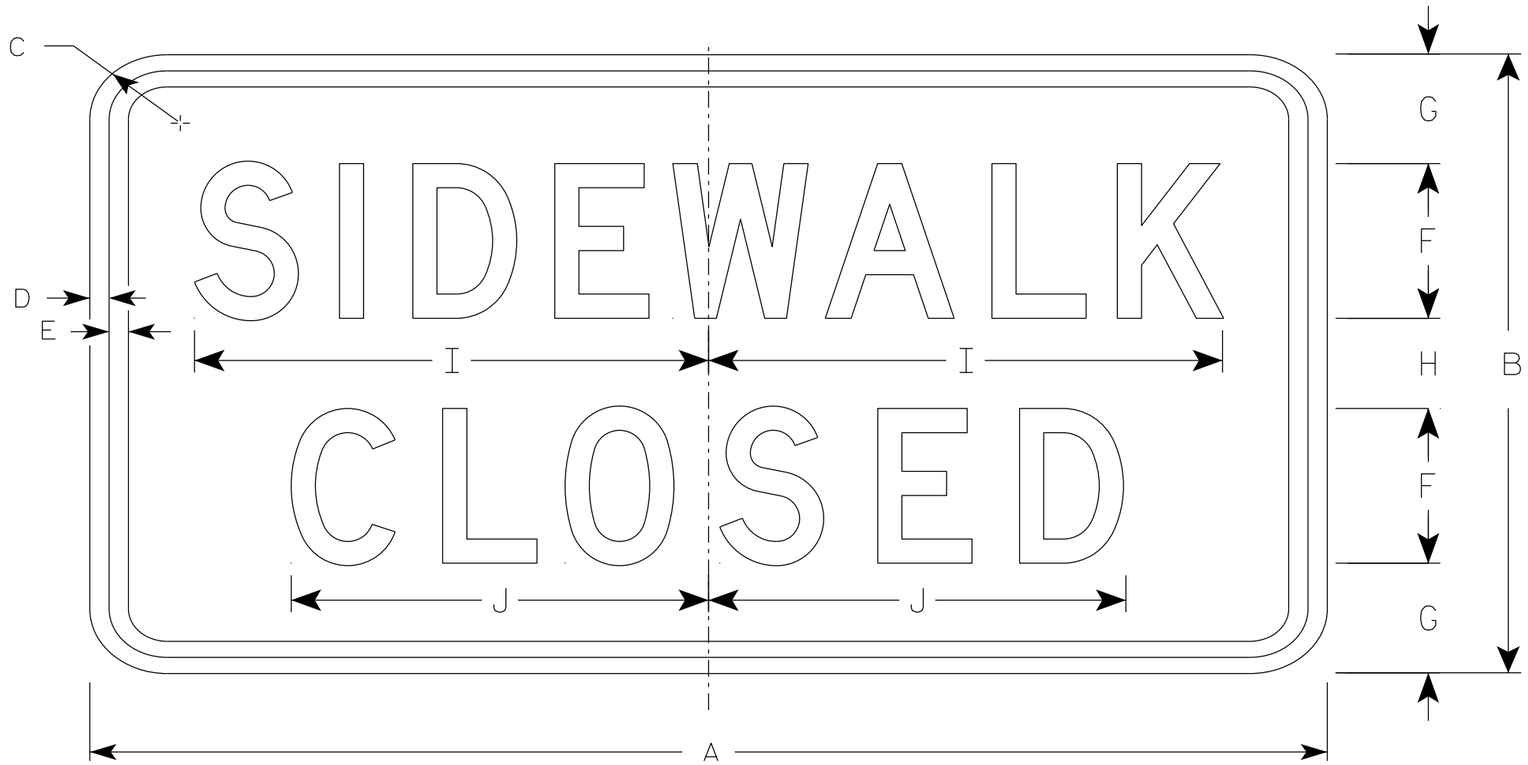
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 143 | 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

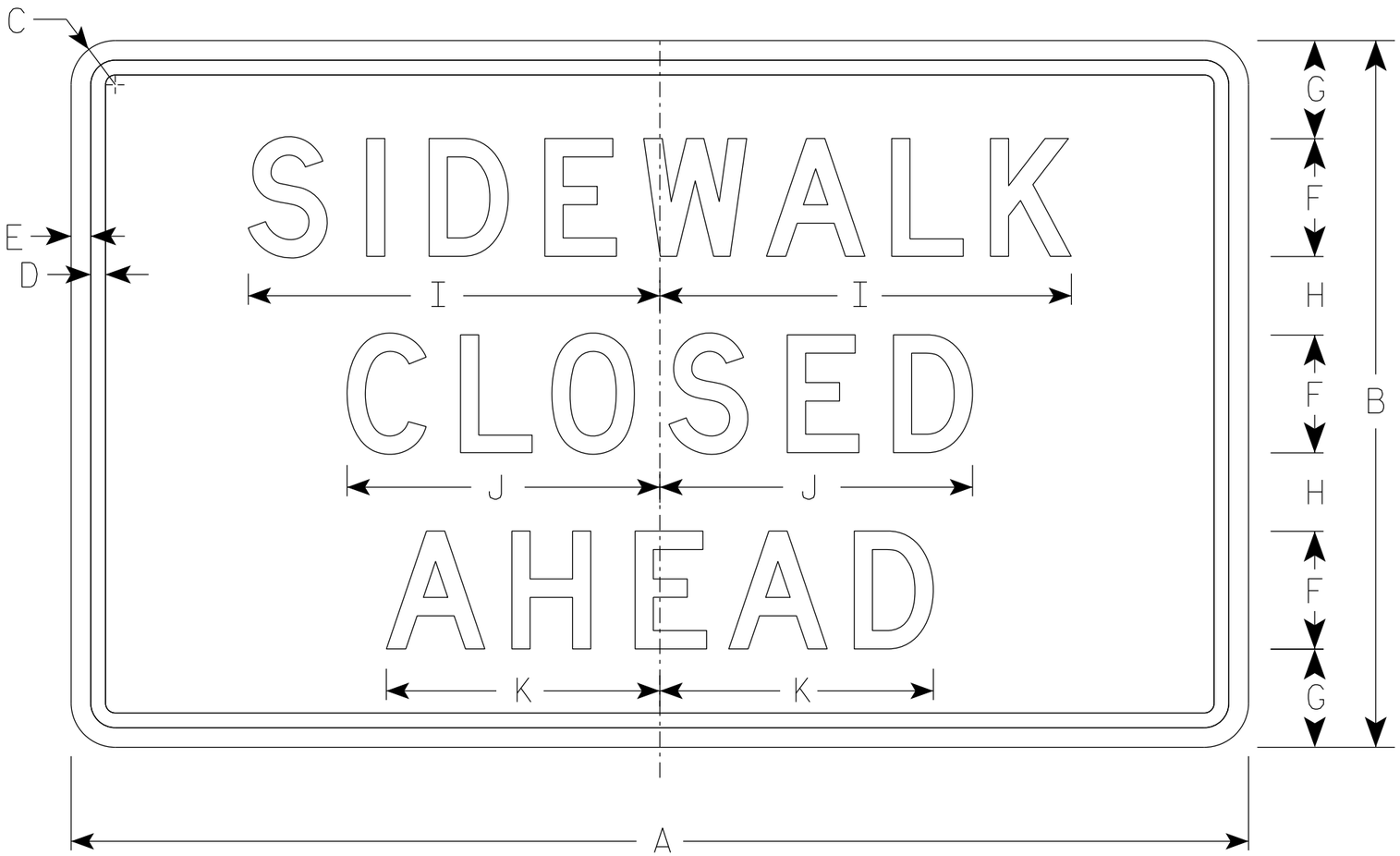
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 144 | 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 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

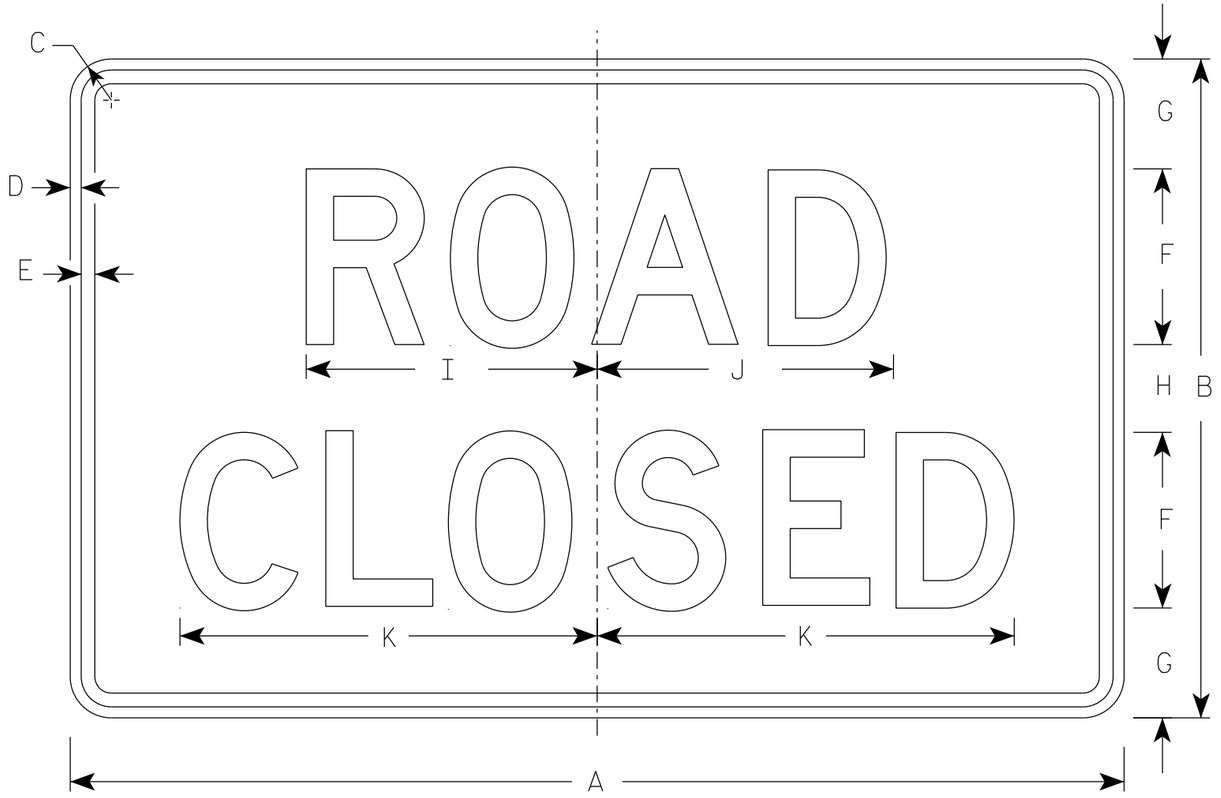
STANDARD SIGN
R9-9A

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

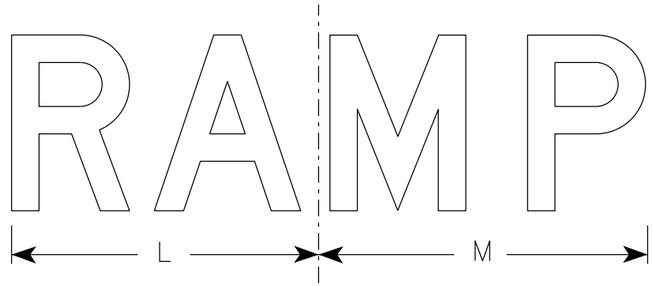
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 145 | E



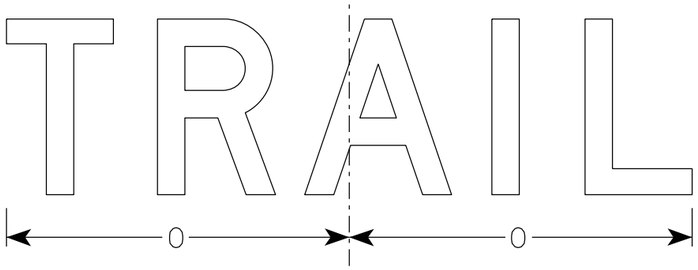

R11-2

NOTES

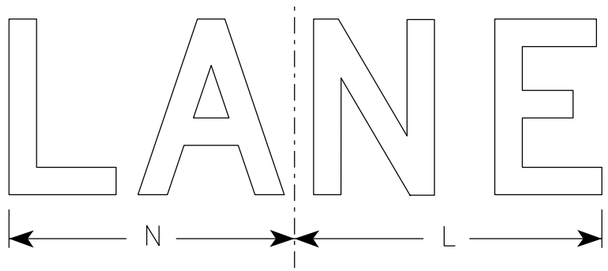
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.




R11-2R




R11-2T




R11-2L

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 2M | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 3 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 4 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |
| 5 | 48 | 30 | 1 7/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | 15 5/8 | | | | | | | | | | | | 10.0 |

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

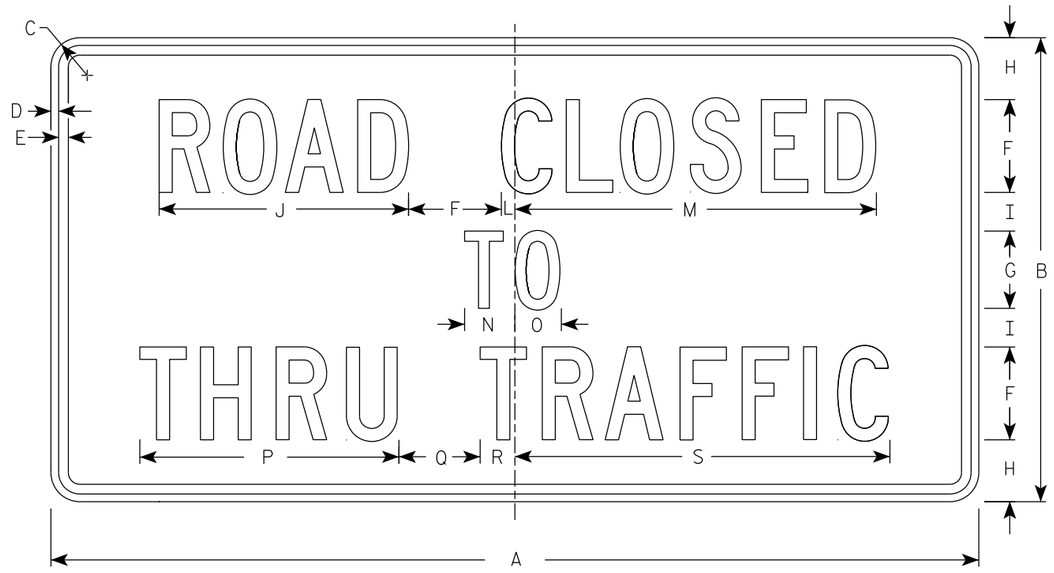
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|




FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.dgn PLOT DATE : 5-FEB 2024 2:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42




R11-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 2M | 60 | 30 | 1 7/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

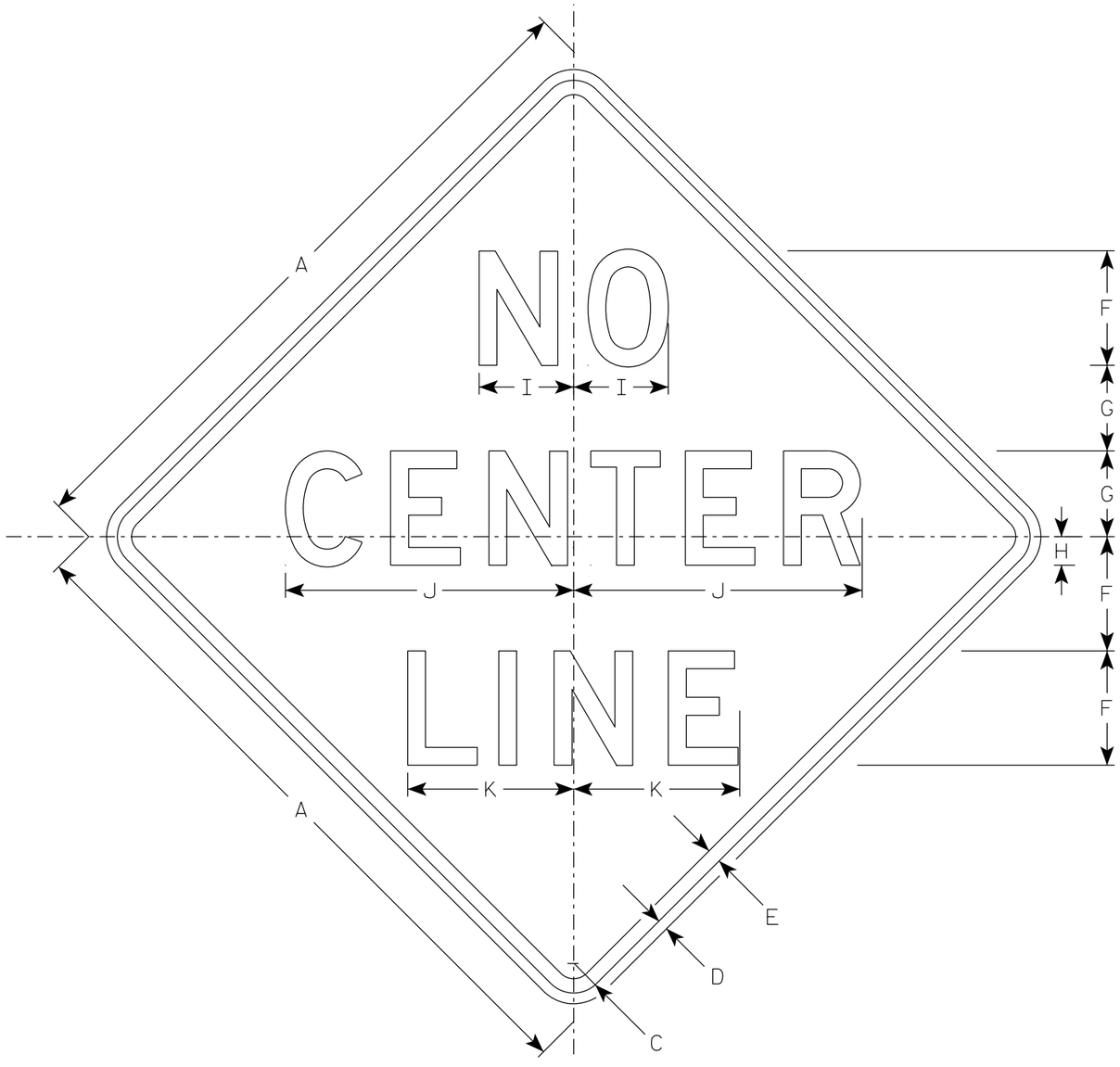
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 147 | E




W8-12

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.

| 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 | 4 1/2 | 1 1/2 | 5 1/8 | 16 | 9 | | | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 8 | 6 | 2 | 6 5/8 | 20 1/4 | 11 5/8 | | | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 8 | 6 | 2 | 6 5/8 | 20 1/4 | 11 5/8 | | | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 8 | 6 | 2 | 6 5/8 | 20 1/4 | 11 5/8 | | | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 8 | 6 | 2 | 6 5/8 | 20 1/4 | 11 5/8 | | | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 3 | 3/4 | 1 | 8 | 6 | 2 | 6 5/8 | 20 1/4 | 11 5/8 | | | | | | | | | | | | | | | | 16.0 |

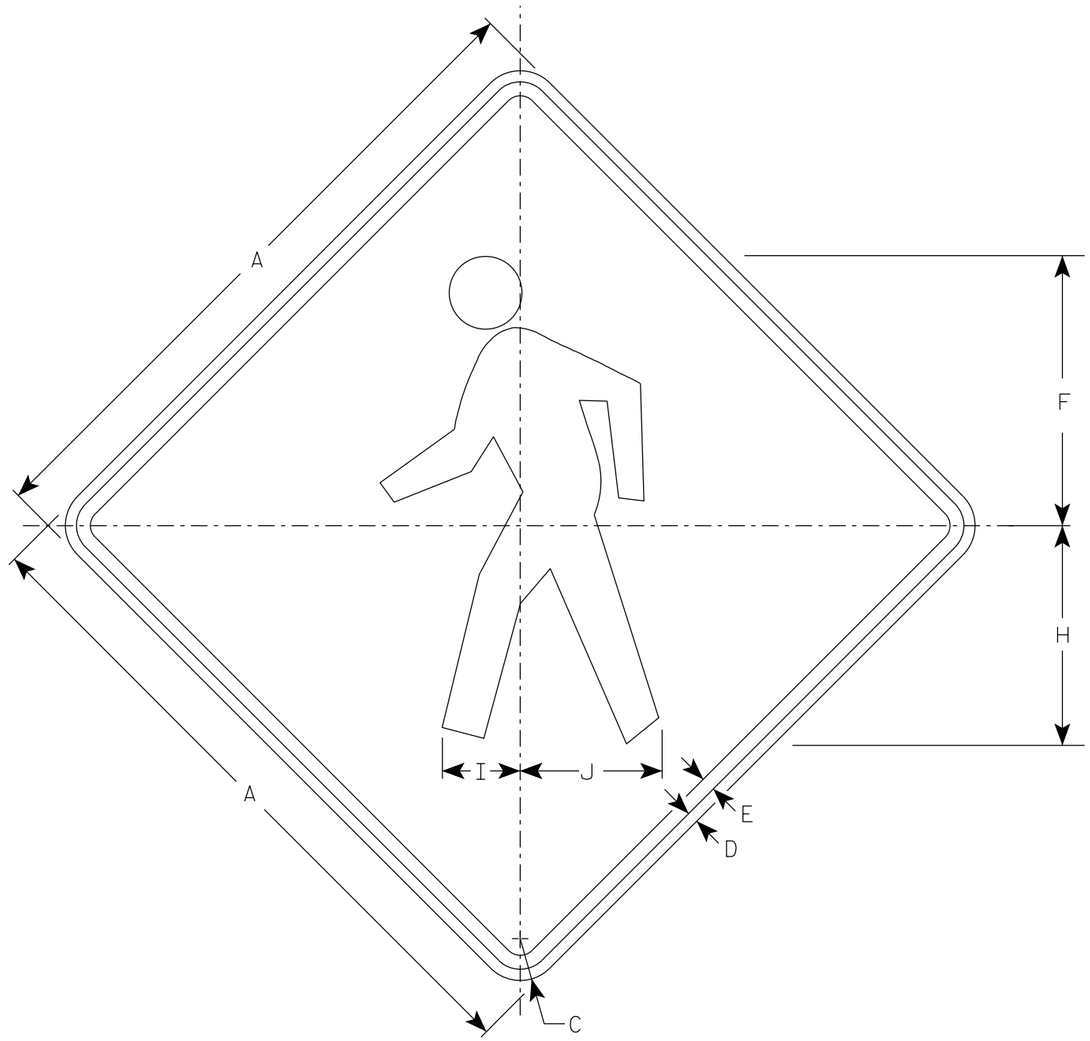
STANDARD SIGN
W8-12

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/2023 PLATE NO. W8-12.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 148 E




WO11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 2 1/4 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 3 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN

WO11-2

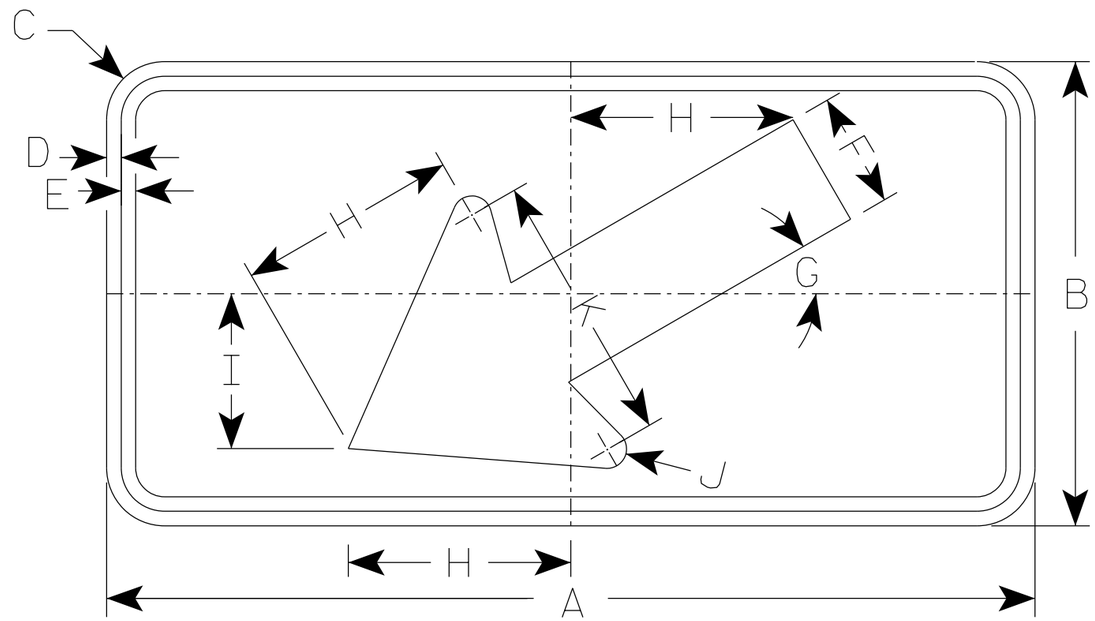
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 149 E




W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded but corners shall be rounded when base material is metal.
4. W016-7R is the same as W016-L except the arrow is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 18 | 1 ½ | ⅜ | ½ | 4 ½ | 30° | 8 ½ | 6 | ⅝ | 10 ¼ | | | | | | | | | | | | | | | | 3.75 |
| 2S | 48 | 24 | 1 ⅞ | ½ | ⅝ | 6 | 30° | 11 ½ | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 ⅞ | ½ | ⅝ | 6 | 30° | 11 ½ | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |
| 3 | 48 | 24 | 1 ⅞ | ½ | ⅝ | 6 | 30° | 11 ½ | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |
| 4 | 48 | 24 | 1 ⅞ | ½ | ⅝ | 6 | 30° | 11 ½ | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |
| 5 | 48 | 24 | 1 ⅞ | ½ | ⅝ | 6 | 30° | 11 ½ | 8 | 1 | 14 | | | | | | | | | | | | | | | | 8.0 |

STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

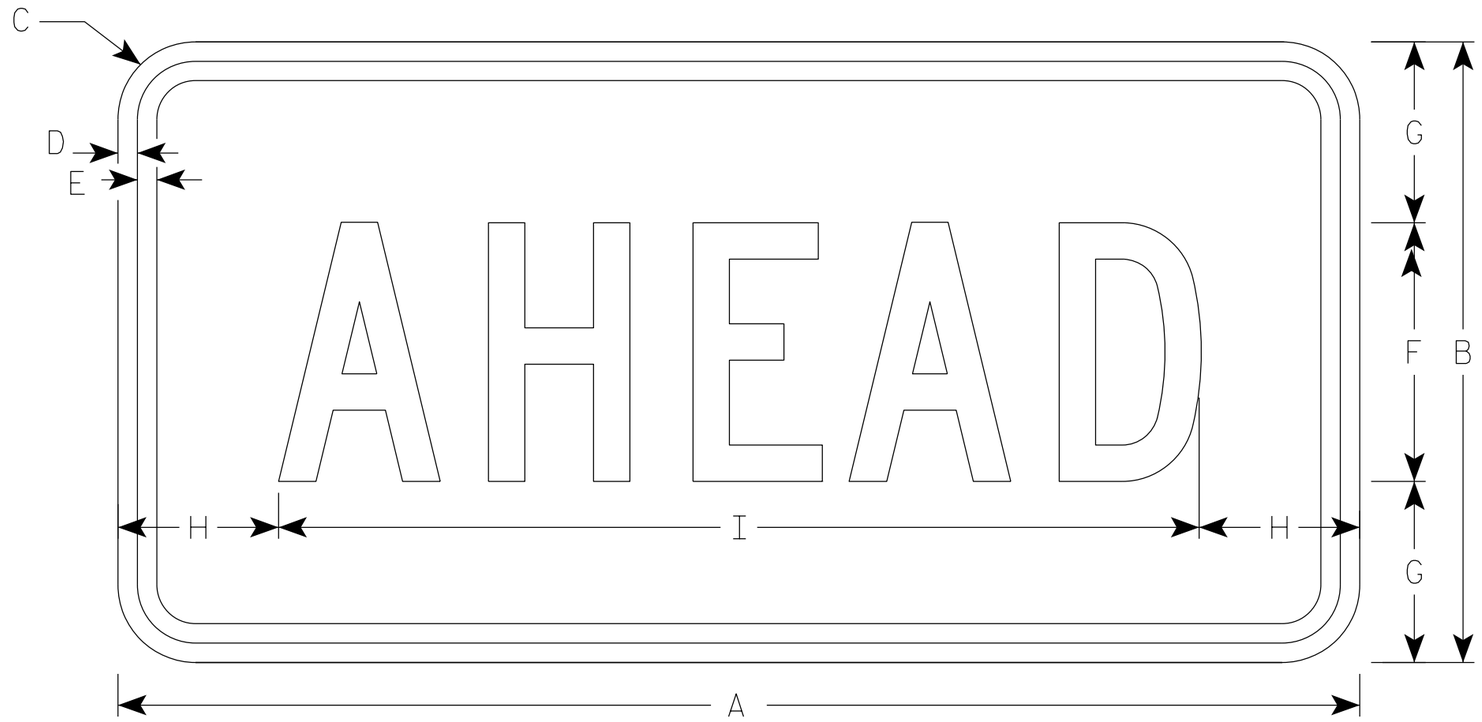
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 150 | E




7




W016-9P

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | 18 | 1 1/2 | 3/8 | 1/2 | 7 | 5 1/2 | 2 3/4 | 24 1/2 | | | | | | | | | | | | | | | | | | 3.75 |
| 2S | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 10 | 7 | 6 1/8 | 35 3/4 | | | | | | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 10 | 7 | 6 1/8 | 35 3/4 | | | | | | | | | | | | | | | | | | 8.0 |
| 3 | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 10 | 7 | 6 1/8 | 35 3/4 | | | | | | | | | | | | | | | | | | 8.0 |
| 4 | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 10 | 7 | 6 1/8 | 35 3/4 | | | | | | | | | | | | | | | | | | 8.0 |
| 5 | 48 | 24 | 1 7/8 | 1/2 | 5/8 | 10 | 7 | 6 1/8 | 35 3/4 | | | | | | | | | | | | | | | | | | 8.0 |

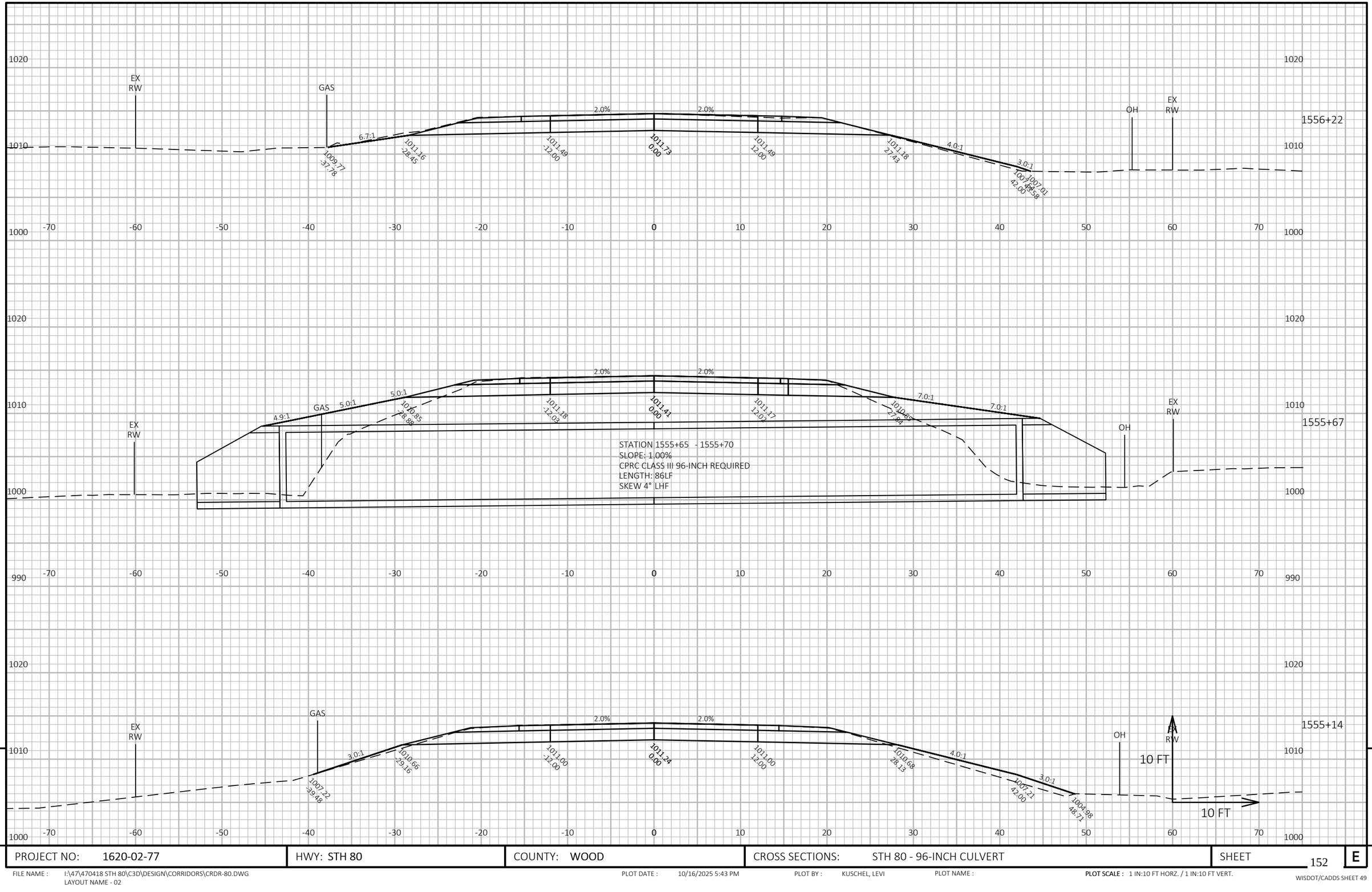
STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-9P.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 151 | E

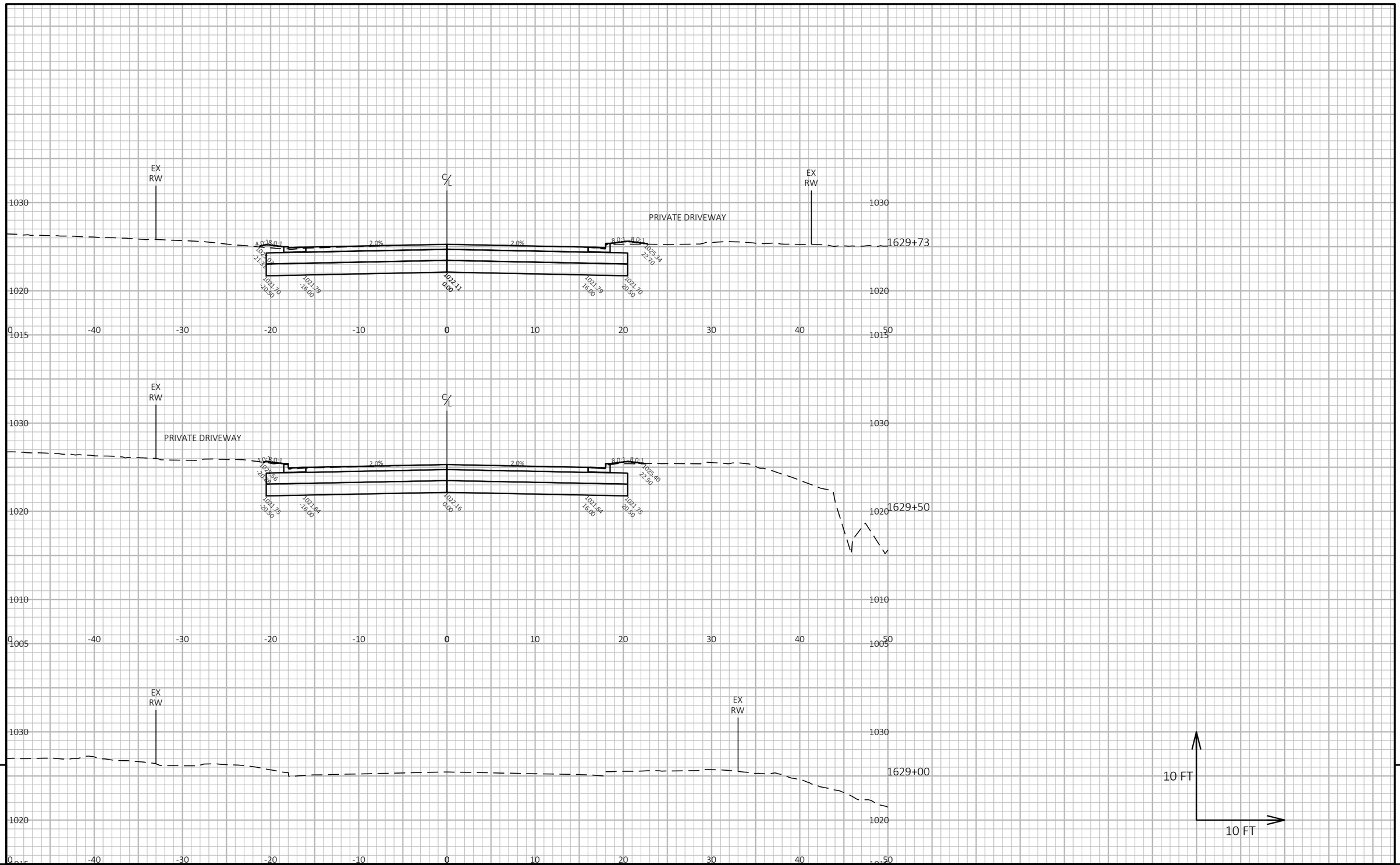



| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CROSS SECTIONS: STH 80 - 96-INCH CULVERT | SHEET 152 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\DESIGN\CORRIDORS\CRDR-80.DWG
LAYOUT NAME - 02

PLOT DATE : 10/16/2025 5:43 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CROSS SECTIONS: PAVEMENT REPLACEMENT | SHEET 153 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-090201-XS.DWG
LAYOUT NAME - 01

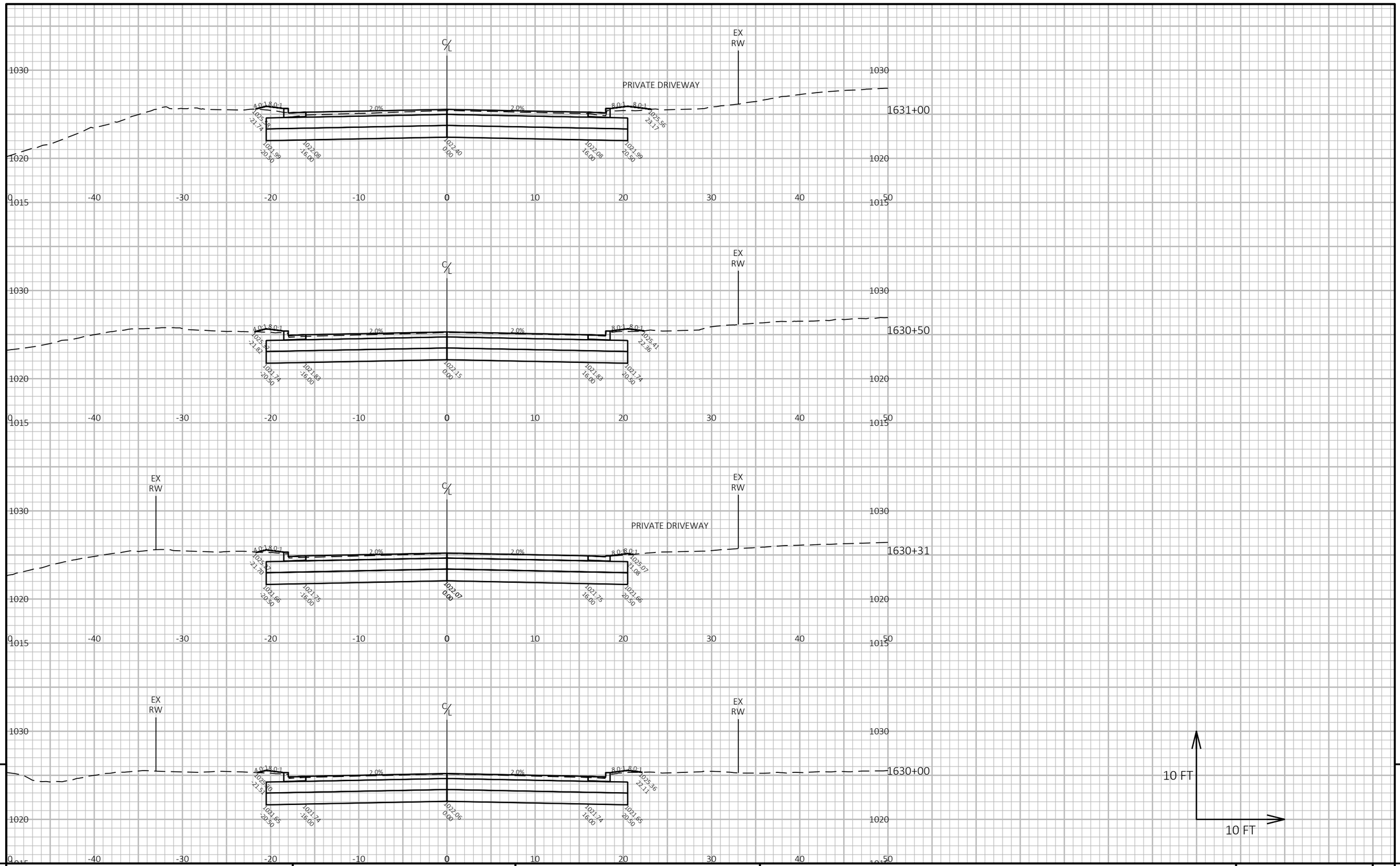
PLOT DATE : 10/16/2025 5:38 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

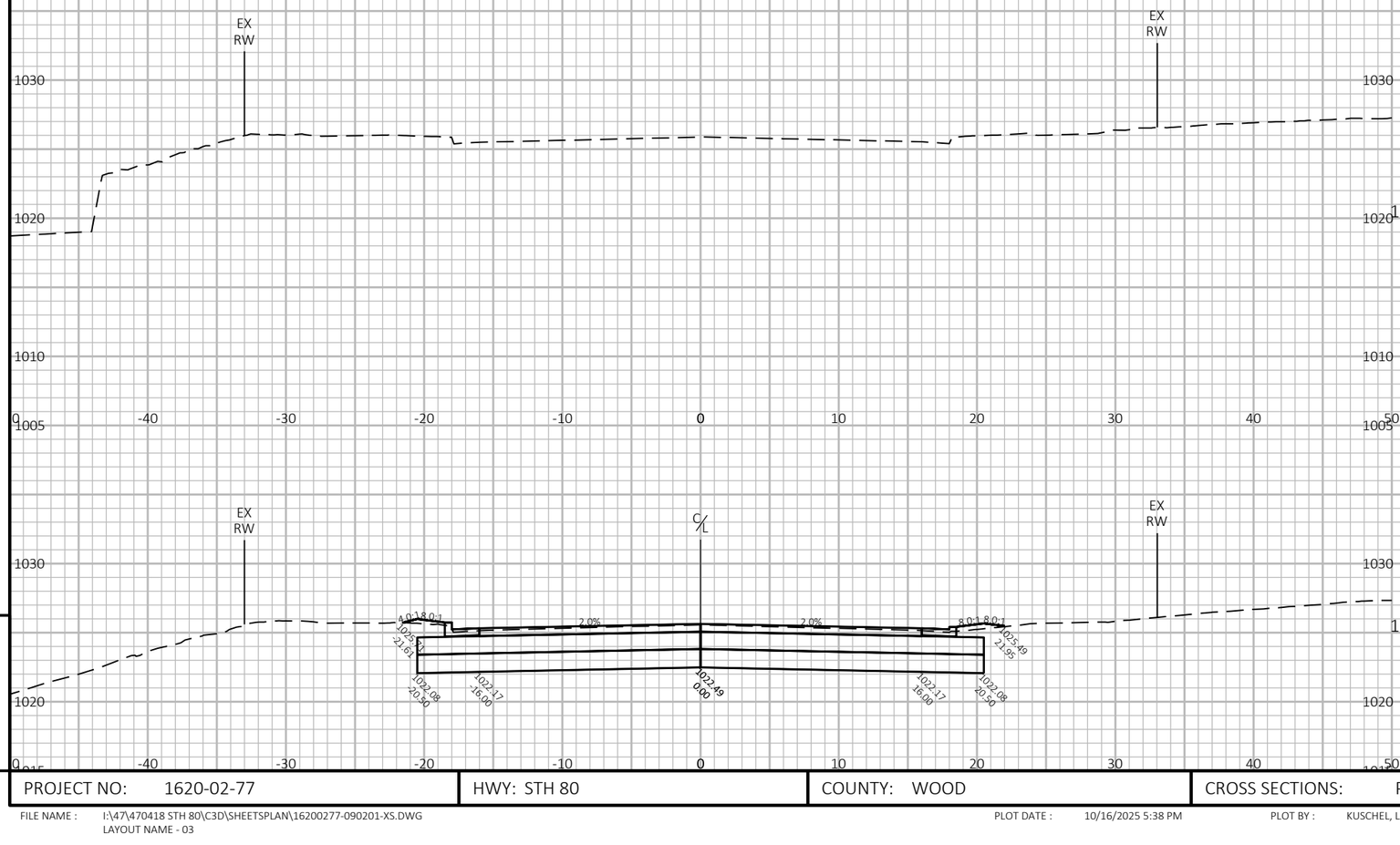
9

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CROSS SECTIONS: PAVEMENT REPLACEMENT | SHEET 154 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/16/2025 5:38 PM PLOT BY : KUSCHEL, LEVI PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49




9

9

| PROJECT NO: 1620-02-77 | HWY: STH 80 | COUNTY: WOOD | CROSS SECTIONS: PAVEMENT REPLACEMENT | SHEET 155 | E |
|---|---|---|---|---|---|

FILE NAME : I:\47\470418 STH 80\C3D\SHEETSPLAN\16200277-090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/16/2025 5:38 PM

PLOT BY : KUSCHEL, LEVI

PLOT NAME :

**PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov