GRE

PROJECT ID: 4322-10-71

WITH: N/A

COUNTY: MANITOWOC

NOVEMBER 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 = 284



N

2026

DESIGN DESIGNATION

A.A.D.T.	(2027)	=	5040
A.A.D.T.	(2047)	=	5040
D.H.V.		=	1130
D.D.		=	59/41
T.		=	16.7%
DESIGN SPEED		=	45 MPH/60 MPH
ESALS		=	1,600,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

KIEL - USH 151

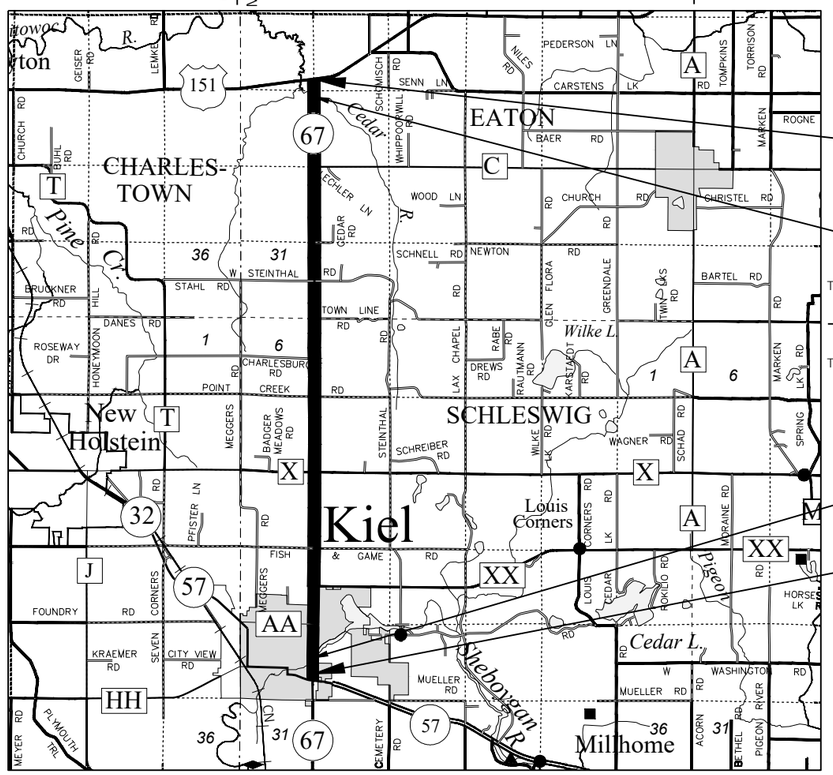
STH 32 - USH 151

STH 67

MANITOWOC COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4322-10-71	WISC 2027034	1

STATE PROJECT NUMBER **4322-10-71**



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 7.808 MI

END PROJECT
STA 421+50.00
Y = 276,578.090
X = 137,536.486

NET EXCEPTION TO CL LENGTH
STA 410+23 - STA 410+66

NET EXCEPTION TO CL LENGTH
STA 15+82 - STA 16+76

BEGIN PROJECT
STA 7+85.39
Y = 235,236.362
X = 137,473.876

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MANITOWOC 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
KAPUR AND ASSOCIATES

kapur

WISCONSIN
JUSTIN M. ARNDT
E-37695
ONTARIO, WI
PROFESSIONAL ENGINEER

DATE: 07/28/2026
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NE REGION
Designer	KAPUR AND ASSOCIATES
Project Manager	B. HAEN
Regional Examiner	NE REGION
Regional Supervisor	K. BERG

APPROVED FOR THE DEPARTMENT

DATE: 7/29/26
(Signature)

E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\010101-TI.DWG PLOT DATE : 7/28/2026 2:53 PM PLOT BY : WALTER A. WOLAK II PLOT NAME :

GENERAL NOTES

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

CONCRETE CURB AND GUTTER GRADES ARE TO THE FLANGE OF CURB AND GUTTER OR THE THEORETICAL FLANGE POINT OF INTEGRAL CURB AND GUTTER. DISTANCES SHOWN FOR CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.

THE EXACT LOCATION OF DRIVEWAYS IS TO BE DETERMINED BY THE ENGINEER AND REPLACED IN KIND UNLESS NOTED OTHERWISE.

CURB AND GUTTER LOCATIONS AND RADII ARE GIVEN TO THE FLANGE LINE.

STANDARD ABBREVIATIONS

AEW	APRON ENDWALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
BTWN	BETWEEN
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CULVERT PIPE CORRUGATED METAL
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
FE	FIELD ENTRANCE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RRSP	RAILROAD SPIKE
RT	RIGHT
SALV	SALVAGED
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COURSE
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWING
SE	SUPERELEVATION
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT

2

UTILITIES CONTACTS

ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION

CHRIS DAILEY
P.O. BOX 47
WAUKESHA, WI 53187
(262) 506-6884
CDAILEY@ATCLLC.COM

CITY OF KIEL - ELECTRICITY

KRIS AUGUST
621 SIXTH ST
P.O. BOX 98
KIEL, WI 53042
(920) 894-2909
KRIS.AUGUST@KIELWI.GOV

CITY OF KIEL - SEWER

KRIS AUGUST
621 SIXTH ST
P.O. BOX 98
KIEL, WI 53042
(920) 894-2909
KRIS.AUGUST@KIELWI.GOV

CITY OF KIEL - WATER

KRIS AUGUST
621 SIXTH ST
P.O. BOX 98
KIEL, WI 53042
(920) 894-2909
KRIS.AUGUST@KIELWI.GOV

FRONTIER COMMUNICATIONS OF WI LLC - COMMUNICATION LINE

CHRIS BLUMER
451 BROADWAY
SUN PRAIRIE, WI 53590
(608) 622-3807
CHRISTOPHER.BLUMER@VERIZON.COM

NEW HOLSTEIN PUBLIC UTILITIES - ELECTRICITY

JUSTIN SCHNEIDER
2110 WASHINGTON STREET
NEW HOLSTEIN, WI 53061-1045
(920) 898-5776
JSCHNEIDER@NHUTILITIES.ORG

SPECTRUM - COMMUNICATION LINE

JOHN BLADE
1623 BROADWAY AVE
SHEBOYGAN, WI 53081
(414) 460-6712
JOHN.BLADE@CHARTER.COM

TDS TELECOM - COMMUNICATION LINE

JIM KOHLER
525 JUNCTION ROAD
MADISON, WI 53717
(920) 882-3120
JIM.KOHLER@TDSMETRO.COM

WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRICITY

CHUCK WINDUS
227 W CALUMET STREET
CHILTON, WI 53014
(920) 617-5281
MOBILE: (920) 606-1141
CHARLES.WINDUS@WISCONSINPUBLICSERVICE.COM

WISCONSIN PUBLIC SERVICE CORPORATION - GAS/PETROLEUM

MATT GABODA
933 S WILDWOOD AVENUE
SHEBOYGAN, WI 53081
(920) 451-3743
MATT.GABODA@WISCONSINPUBLICSERVICE.COM

ADDITIONAL CONTACTS

DNR LIAISON

MATT SCHAEVE
DNR NORTHEAST REGIONAL HEADQUARTERS
2984 SHAWANO AVE.
GREEN BAY, WI 54313
(920) 366-1544
MATTHEW.SCHAEVE@WISCONSIN.GOV

MANITOWOC COUNTY HIGHWAY COMMISSIONER

GREG GROTEGUT
3500 STATE RD 310
MANITOWOC, WI 54220-2398
(920) 683-4353
GREG GROTEGUT@CO.MANITOWOC.WI.US

NE REGION SURVEY COORDINATOR

CORMAC MCINNIS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-5638
CORMAC.MCINNIS@DOT.WI.GOV

NE REGION DESIGN PROJECT MANAGER

BRIAN HAEN, PE
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 366-4788
BRIAN.HAEN@DOT.WI.GOV

KAPUR & ASSOCIATES
JUSTIN ARNDT, PE
7711 N. PORT WASHINGTON RD
MILWAUKEE, WI 53217
(608) 673-4403
JARNDT@KAPURINC.COM

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL PLANS
CURB RAMP DETAILS
EROSION CONTROL
PAVEMENT MARKING PLAN
STAGE CONSTRUCTION
DETOUR PLAN
ALIGNMENT PLAN

2

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

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	GENERAL NOTES	SHEET 3	E

2

2

N

CITY OF KIEL RECREATIONAL TRAIL

NET EXCEPTION TO CL LENGTH
STA 15+82 - STA 16+76

END PROJECT
STA 421+50.00
Y = 276,578.090
X = 137,536.486

NET EXCEPTION TO CL LENGTH
STA 410+25 - STA 410+66

FREMONT ST
W PARK AVE
PERSNICKETY PL
FISH AND GAME RD
CTH X
POINT CREEK RD
CHARLESBURG RD
W STEINTHAL RD
CHARLESTOWN
USH 151

SERVICE RD
STH 67
20 40 60 80 100 120 140 160 180 200 220 240 260 280 300 320 340 360 380 400 420
STH 67

RIVER RD
B-36-132
(NO WORK)

ROCKVILLE RD
CTH XX
CITY OF KIEL BOUNDARY

TOWN LINE RD
CEDAR RD
CTH C
B-36-75
(NO WORK)

STH 32/STH 57

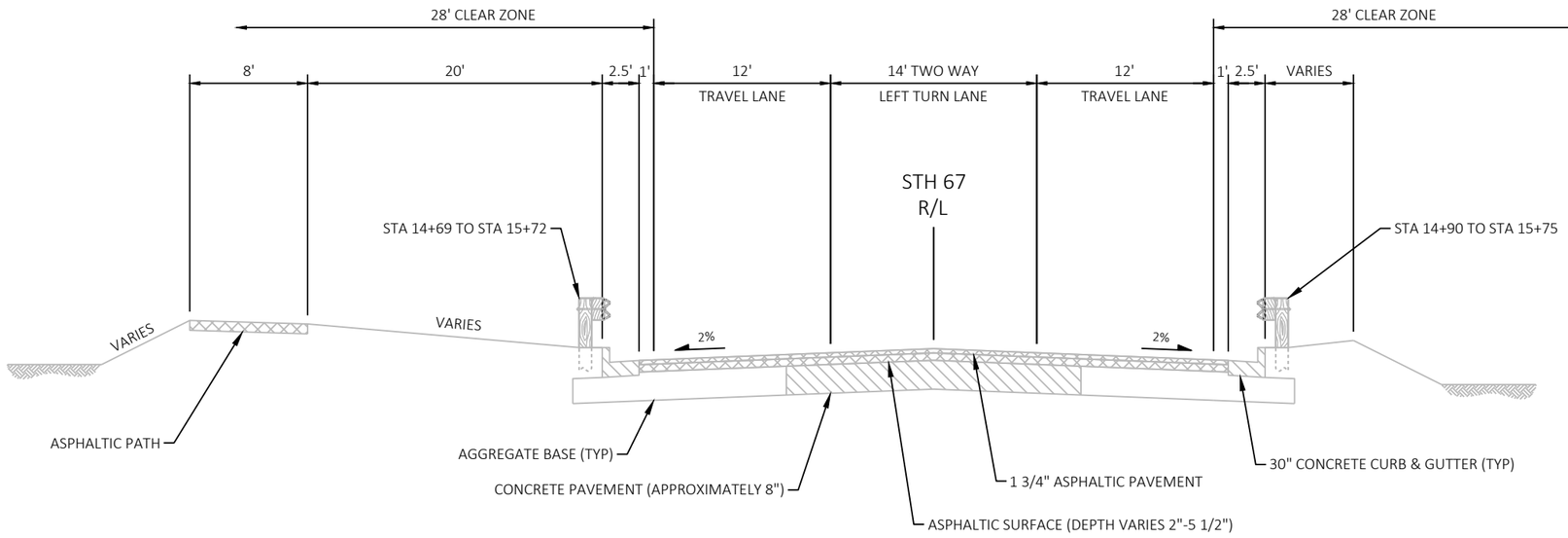
BEGIN PROJECT
STA 7+85.39
Y = 235,236.362
X = 137,473.876

SHEBOYGAN RIVER

FISH AND GAME RD

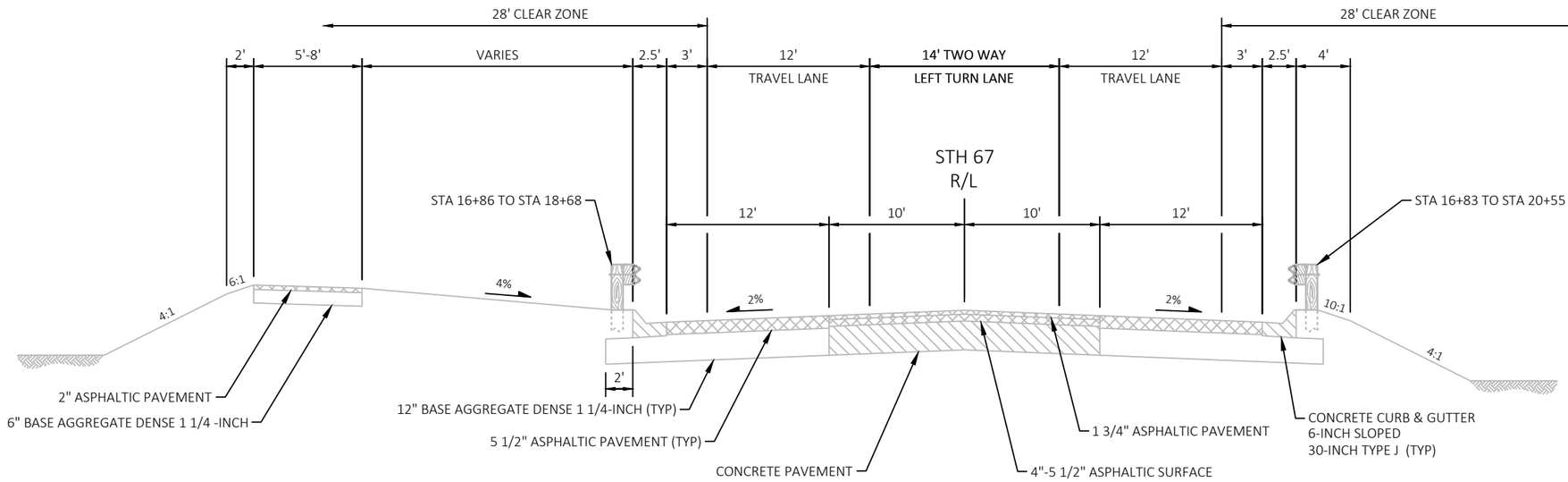
CEDAR RIVER

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PROJECT OVERVIEW	SHEET 4	E



EXISTING TYPICAL SECTION STH 67

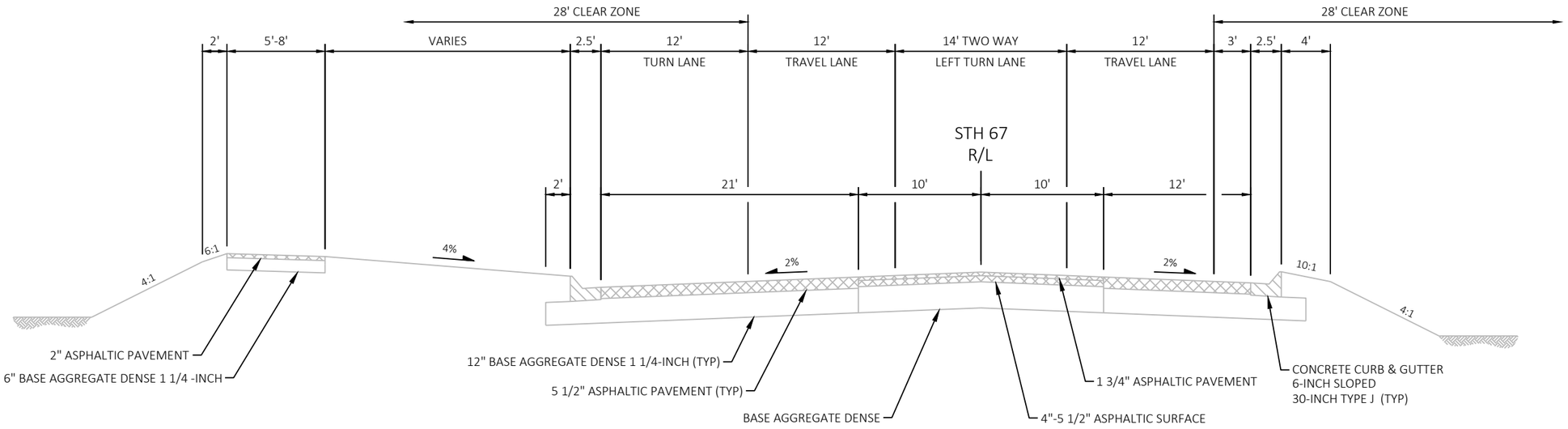
STA 7+85 TO STA 15+82



EXISTING TYPICAL SECTION STH 67

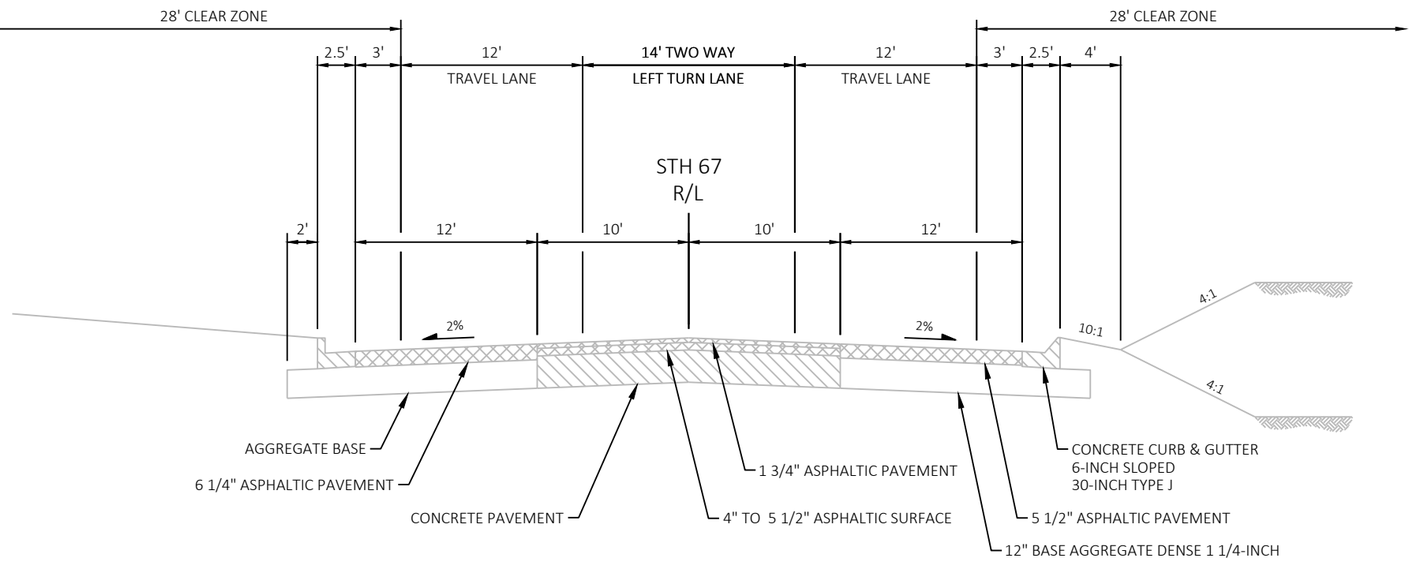
STA 16+76 TO STA 21+70

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EXISTING TYPICAL SECTIONS	SHEET 5	E



EXISTING TYPICAL SECTION STH 67

STA 21+70 TO STA 24+22



EXISTING TYPICAL SECTION STH 67

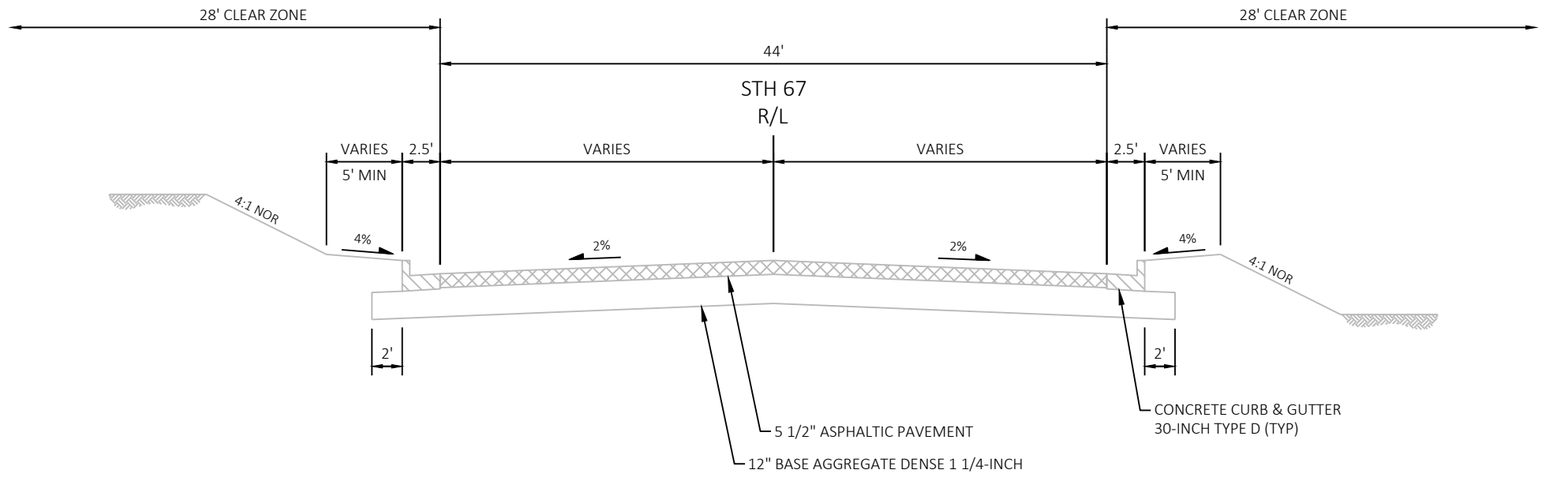
STA 24+22 TO STA 38+37

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EXISTING TYPICAL SECTIONS	SHEET 6	E

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LAYOUT NAME - 020302-ts

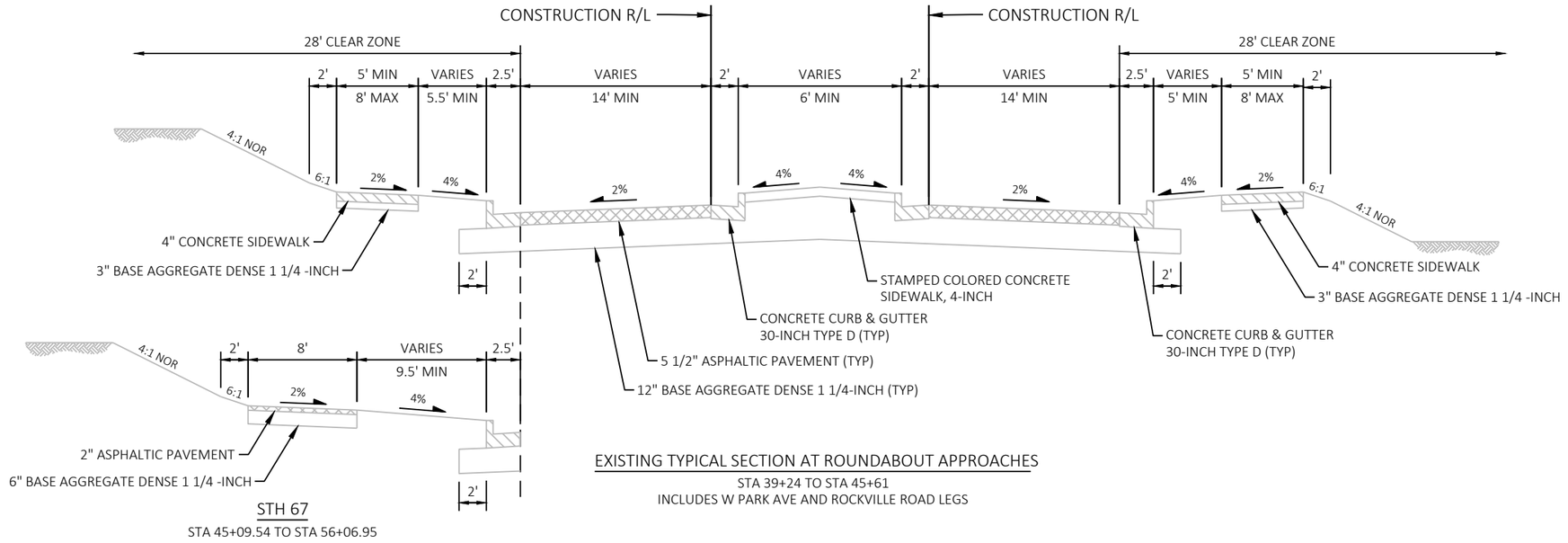
PLOT DATE : 9/29/2026 11:24 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1IN:10 FT

2



EXISTING TYPICAL SECTION STH 67

STA 38+37 TO STA 39+24



STH 67

STA 45+09.54 TO STA 56+06.95

EXISTING TYPICAL SECTION AT ROUNDABOUT APPROACHES

STA 39+24 TO STA 45+61

INCLUDES W PARK AVE AND ROCKVILLE ROAD LEGS

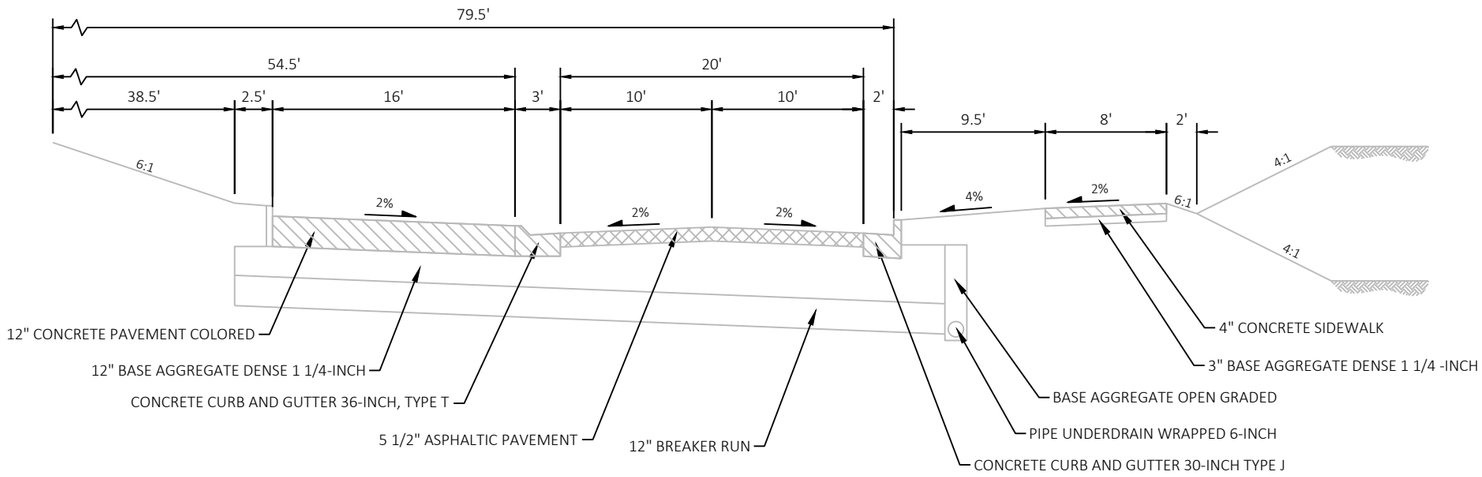
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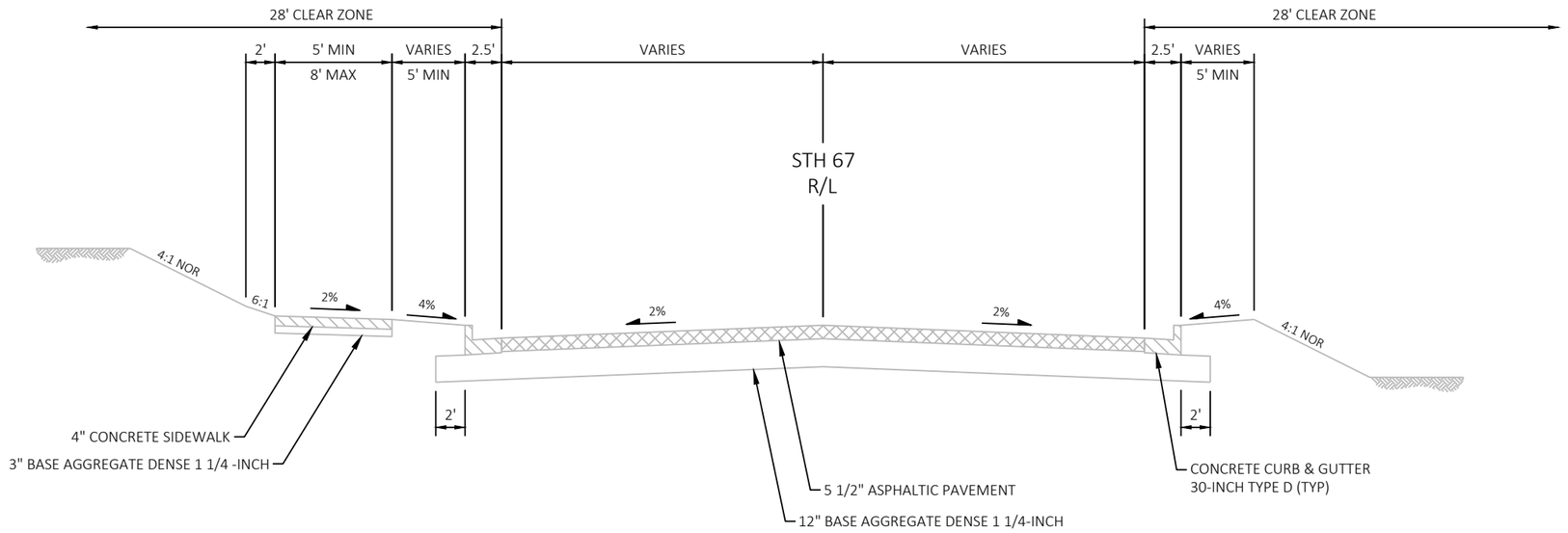
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WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION AT PARK AVENUE/ROCKVILLE ROAD ROUNDABOUT



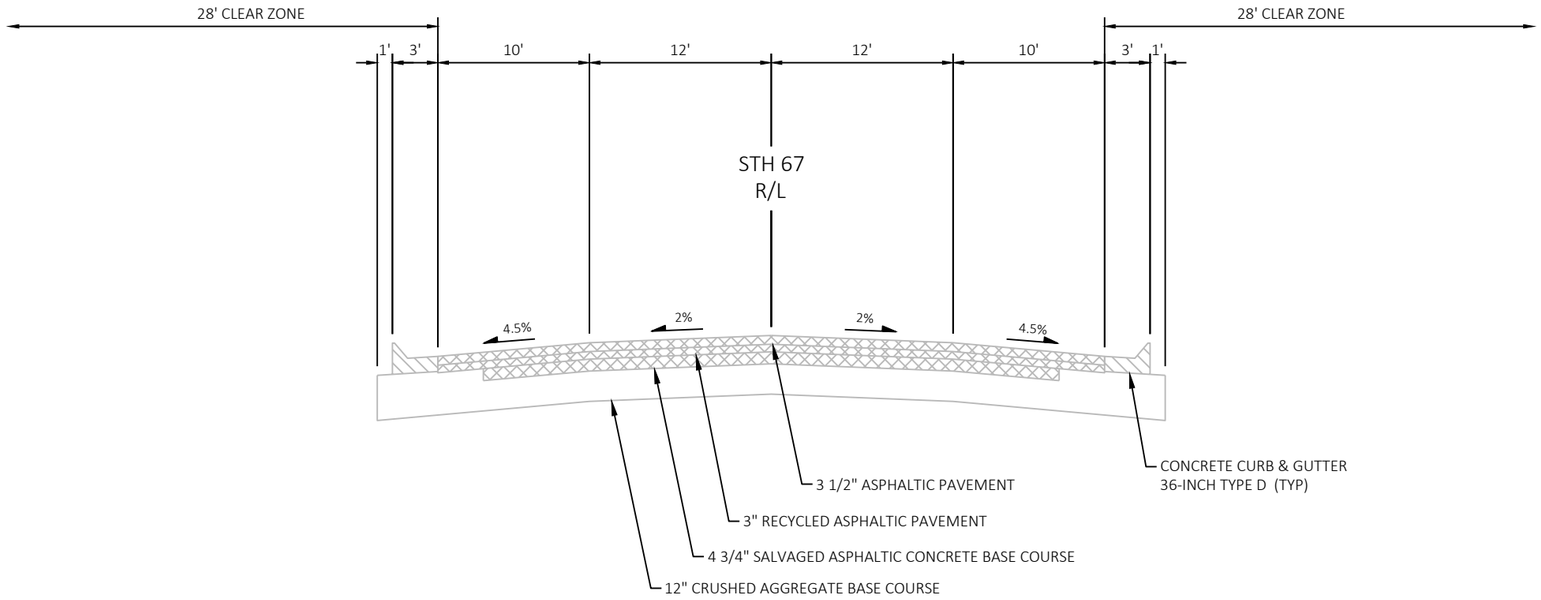
EXISTING TYPICAL SECTION STH 67

STA 45+61 TO STA 48+18

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EXISTING TYPICAL SECTIONS	SHEET 8	E

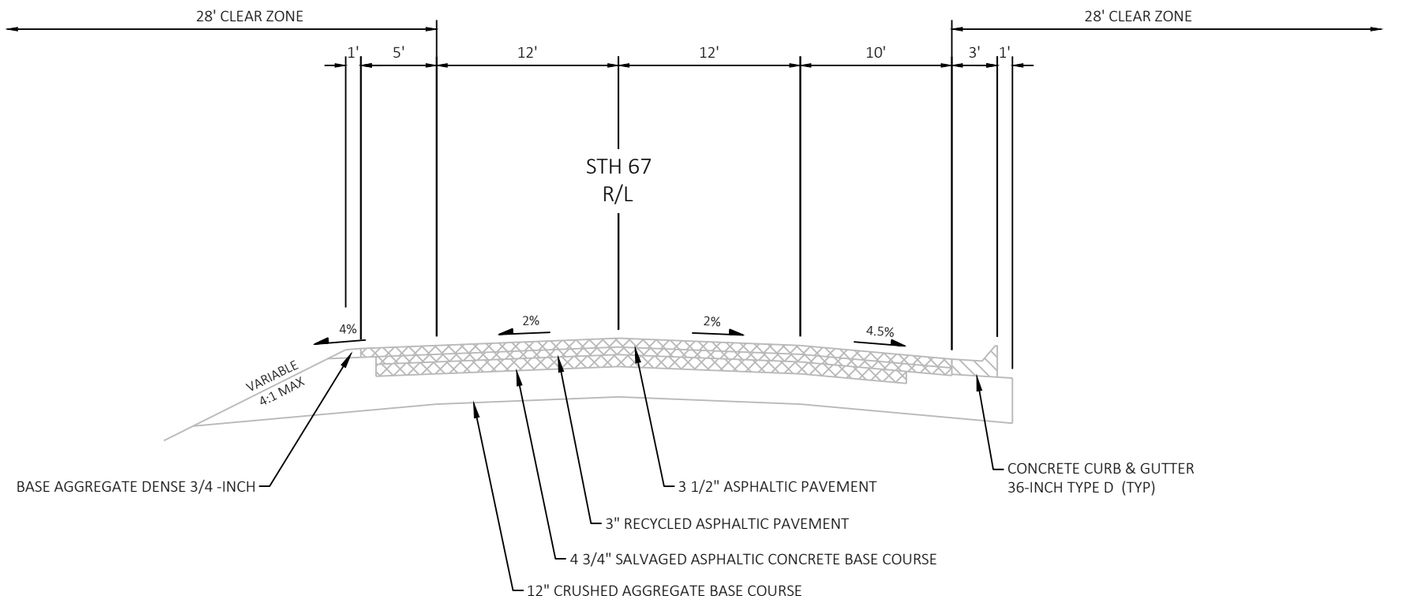
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LAYOUT NAME - 020304-ts
PLOT DATE : 9/29/2026 11:24 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION STH 67

STA 48+18 TO STA 54+93

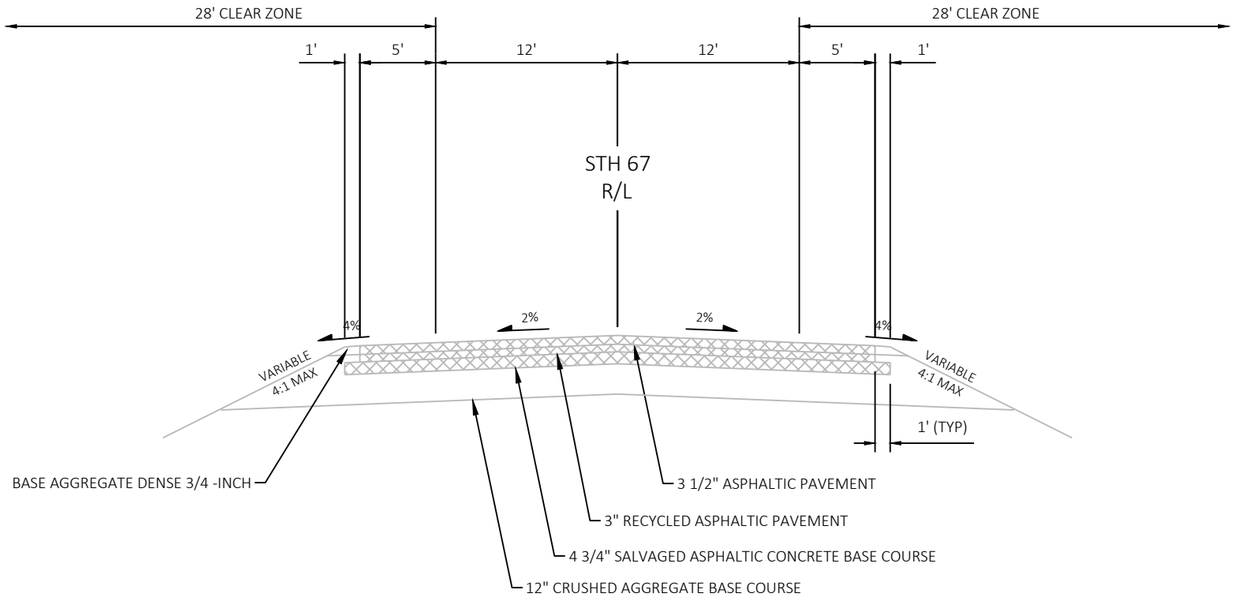


EXISTING TYPICAL SECTION STH 67

STA 54+93 TO STA 70+90

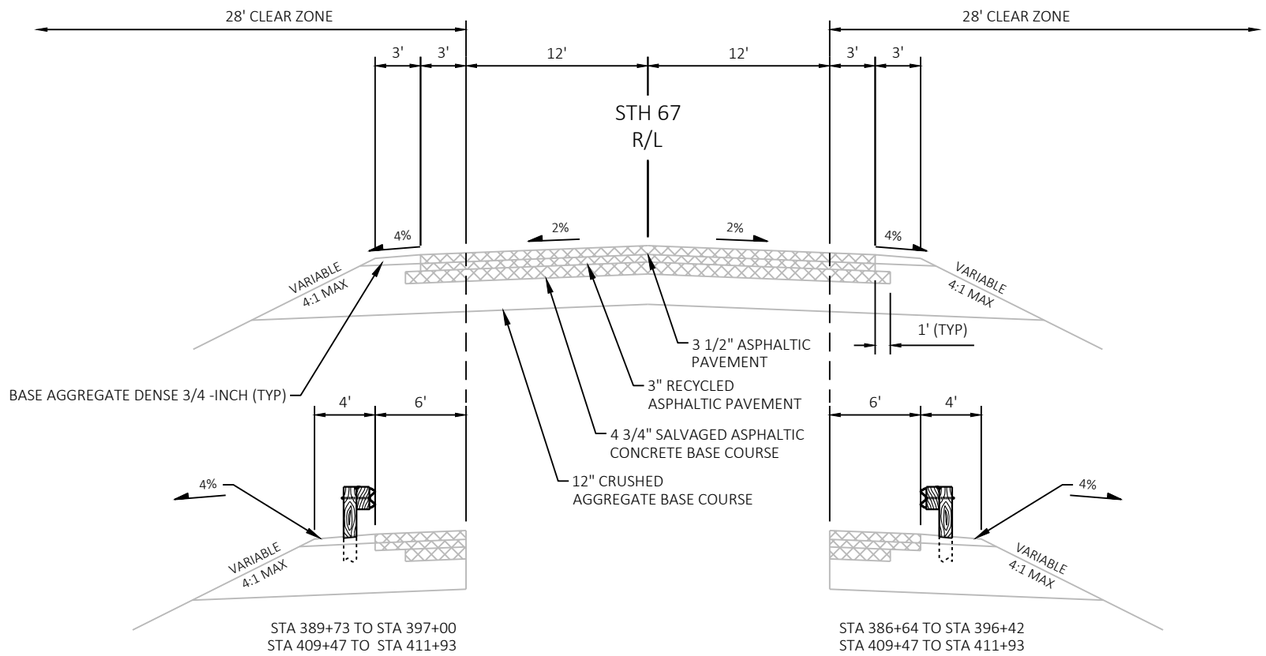
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WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION STH 67

STA 70+90 TO STA 149+31



STA 389+73 TO STA 397+00
STA 409+47 TO STA 411+93

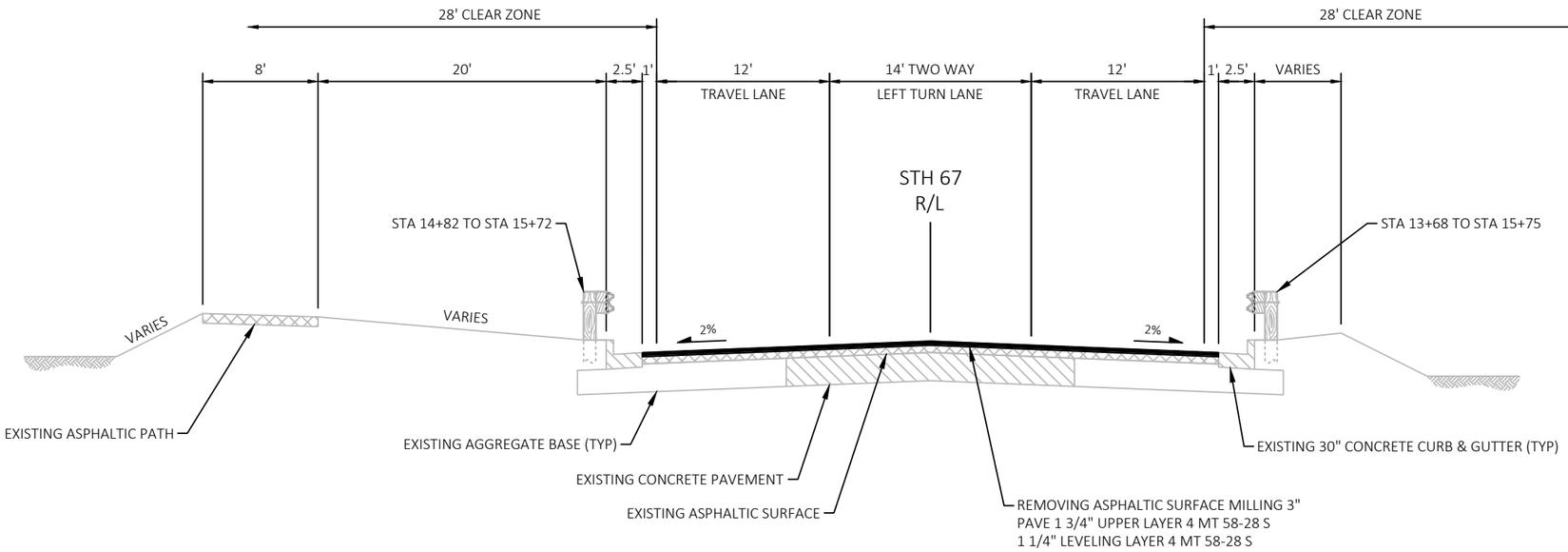
STA 386+64 TO STA 396+42
STA 409+47 TO STA 411+93

EXISTING TYPICAL SECTION STH 67

STA 149+31 TO STA 421+50

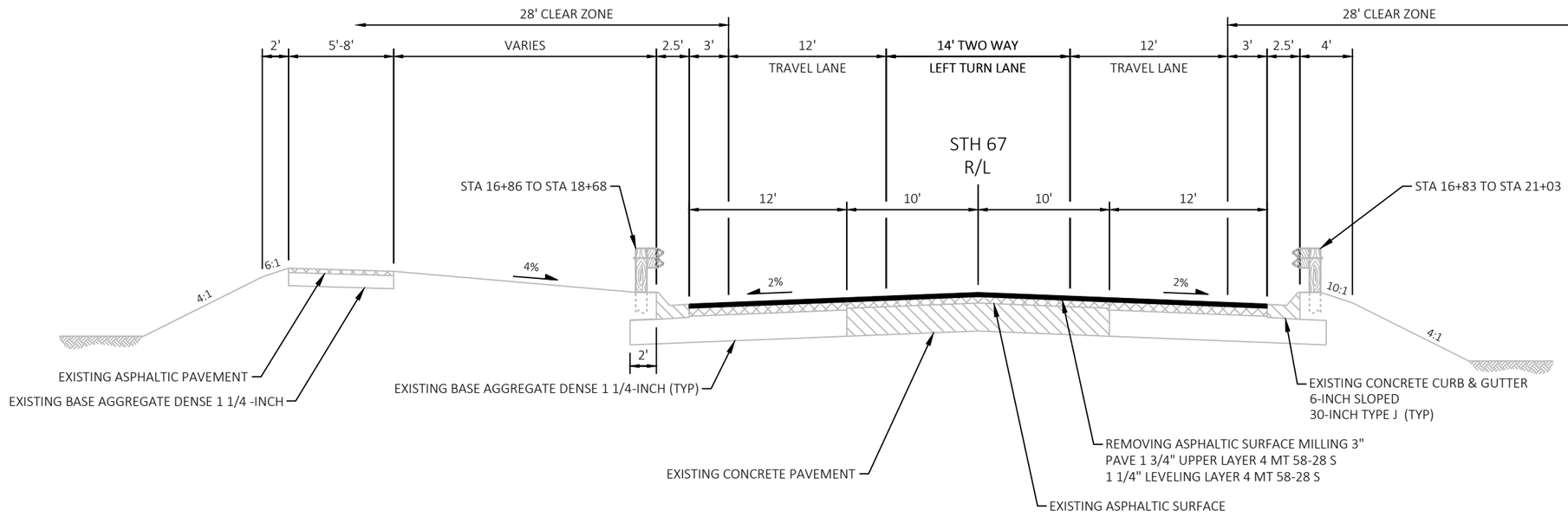
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PLOT DATE : 9/29/2026 11:24 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION STH 67

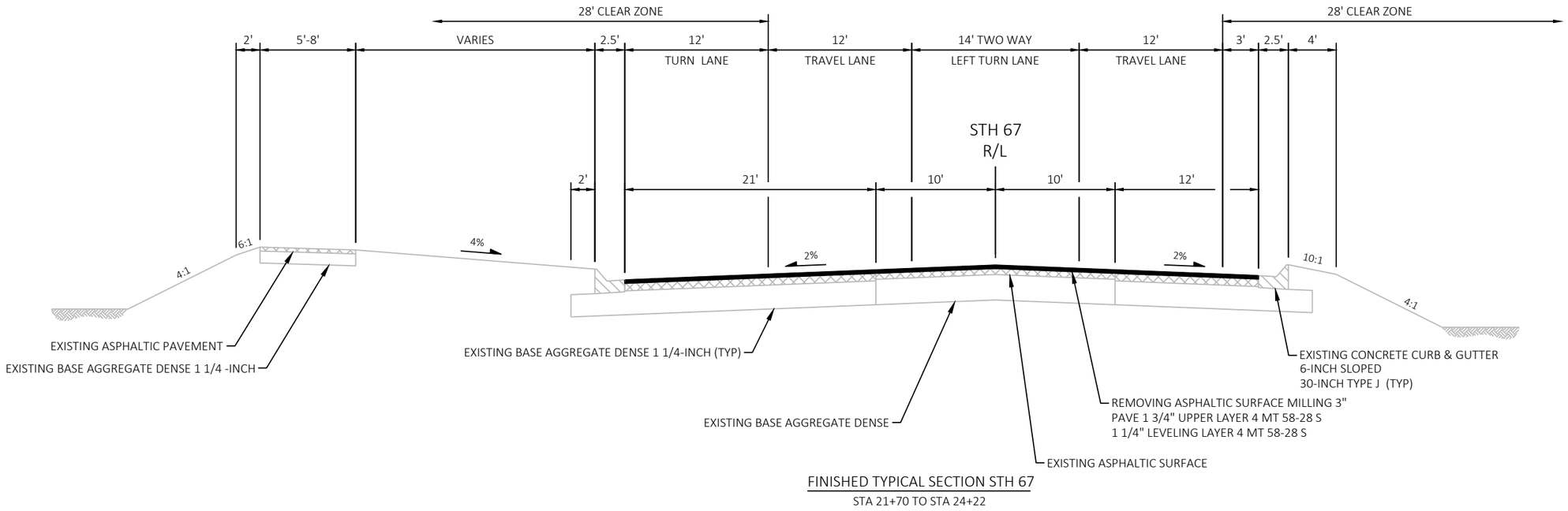
STA 7+85 TO STA 15+82



FINISHED TYPICAL SECTION STH 67

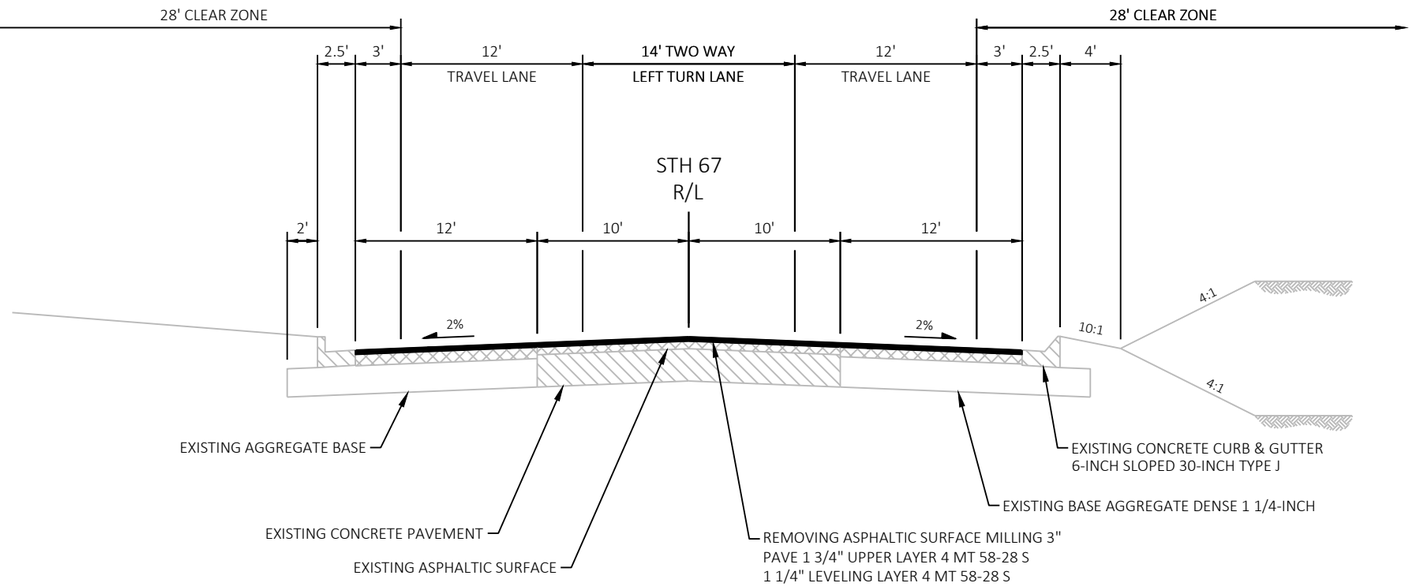
STA 16+76 TO STA 21+70

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	FINISHED TYPICAL SECTIONS	SHEET 11	E



FINISHED TYPICAL SECTION STH 67

STA 21+70 TO STA 24+22



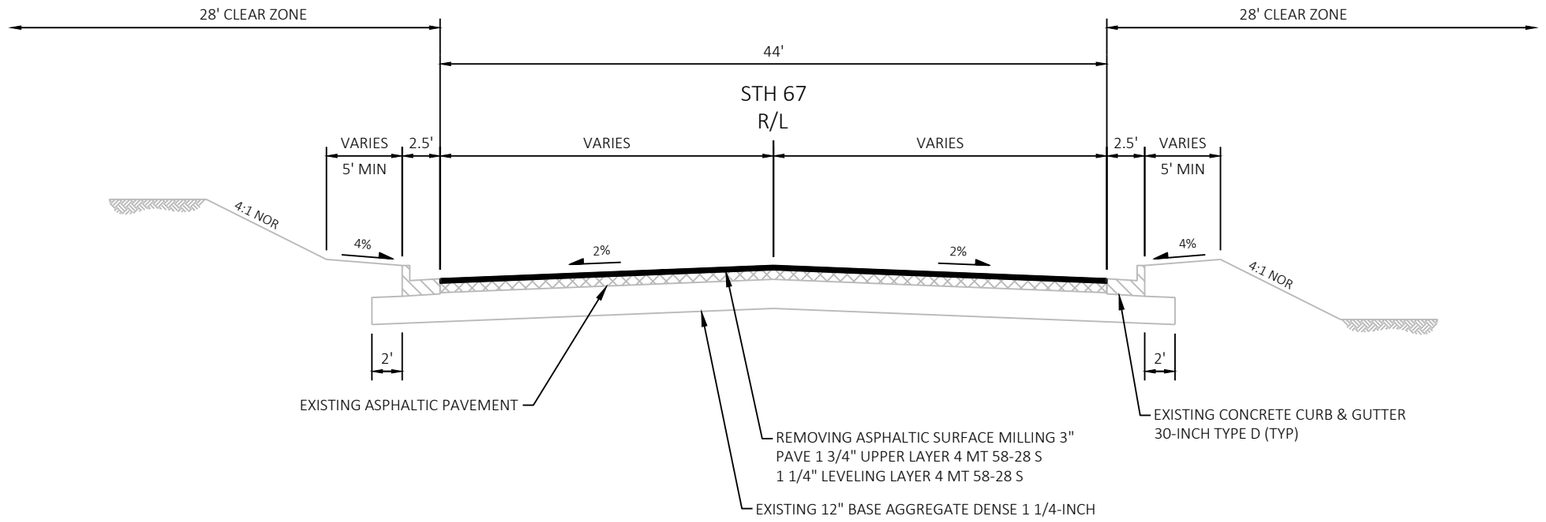
FINISHED TYPICAL SECTION STH 67

STA 24+22 TO STA 38+37

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	FINISHED TYPICAL SECTIONS	SHEET 12	E

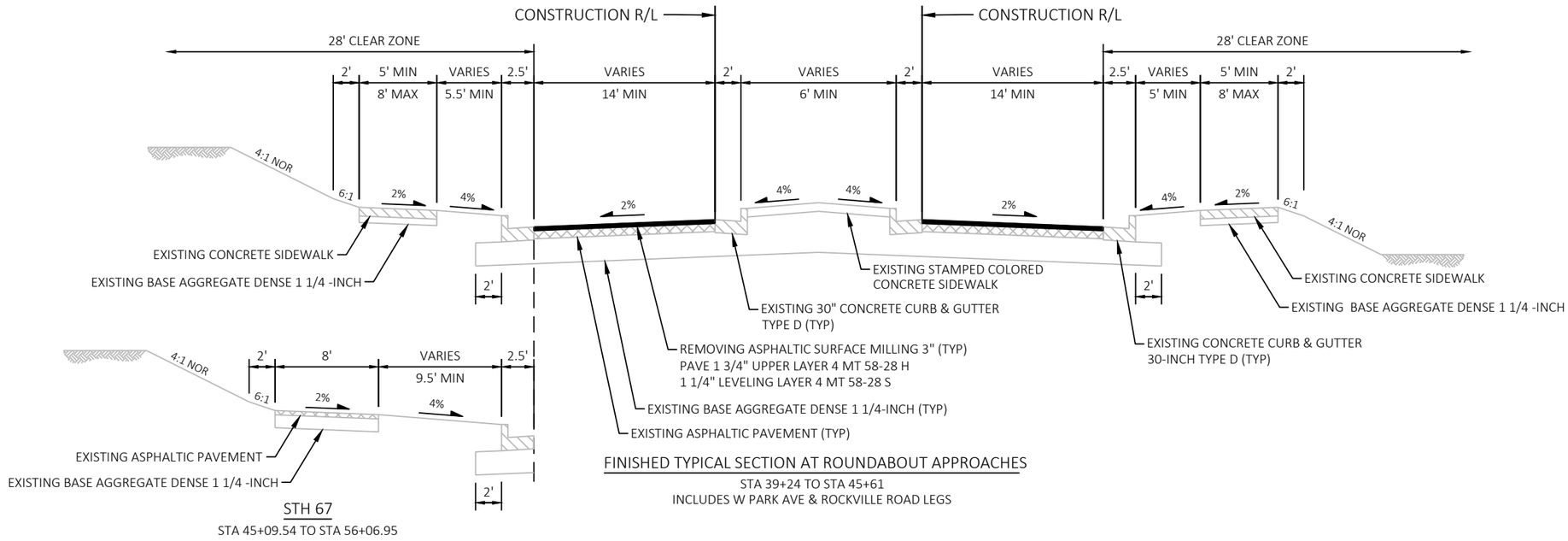
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PLOT DATE : 9/29/2026 11:25 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42

2



FINISHED TYPICAL SECTION STH 67

STA 38+37 TO STA 39+24



FINISHED TYPICAL SECTION AT ROUNDABOUT APPROACHES

STA 39+24 TO STA 45+61

INCLUDES W PARK AVE & ROCKVILLE ROAD LEGS

STH 67

STA 45+09.54 TO STA 56+06.95

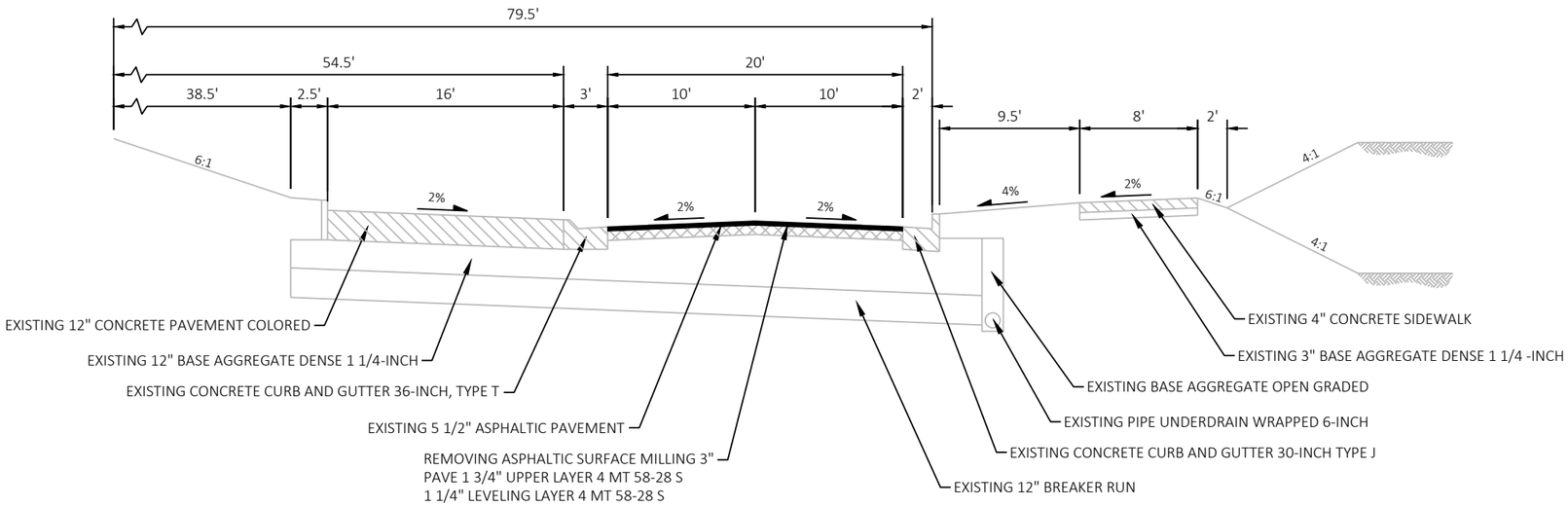
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FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\020301-TS.DWG
LAYOUT NAME - 020308-ts

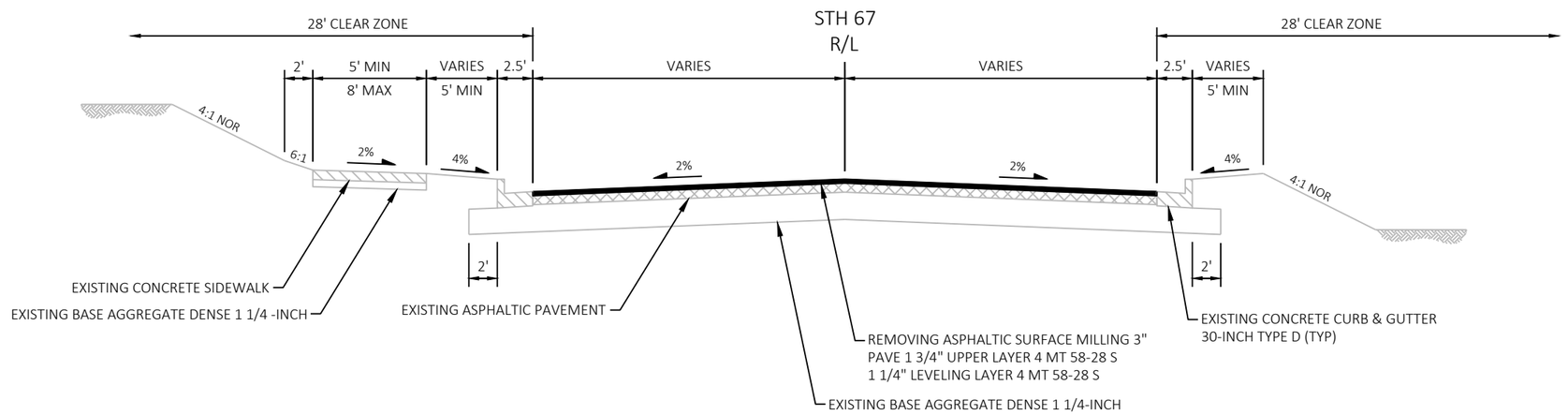
PLOT DATE : 9/29/2026 11:25 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1IN:10 FT

WISDOT/CADDS SHEET 42

2



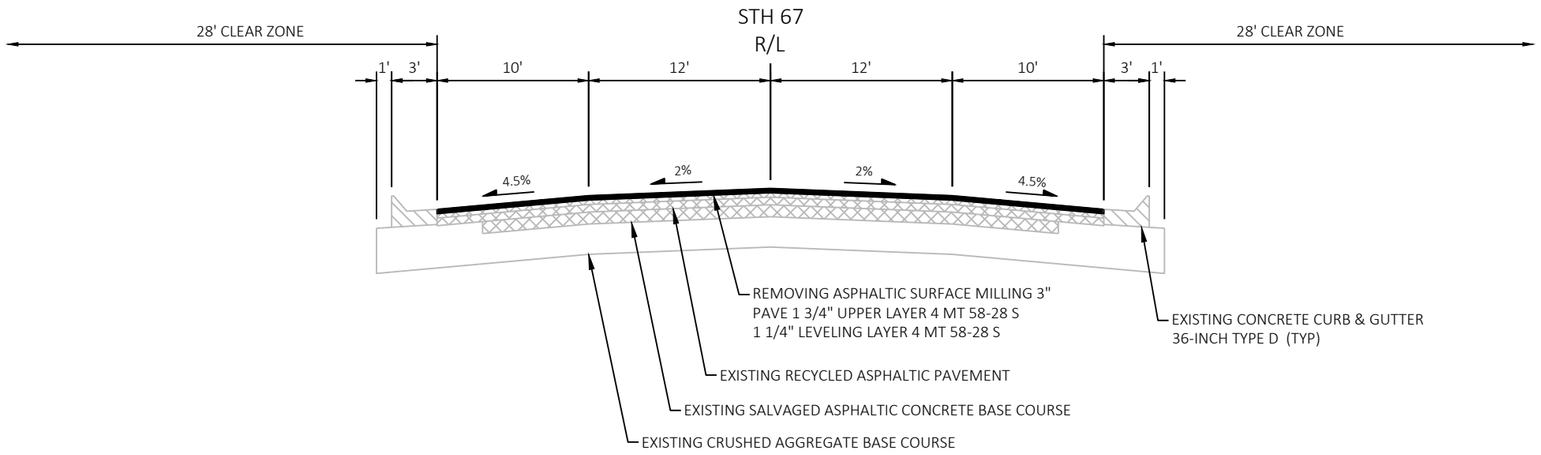
FINISHED TYPICAL SECTION AT PARK AVENUE/ROCKVILLE ROAD ROUNDABOUT



FINISHED TYPICAL SECTION STH 67

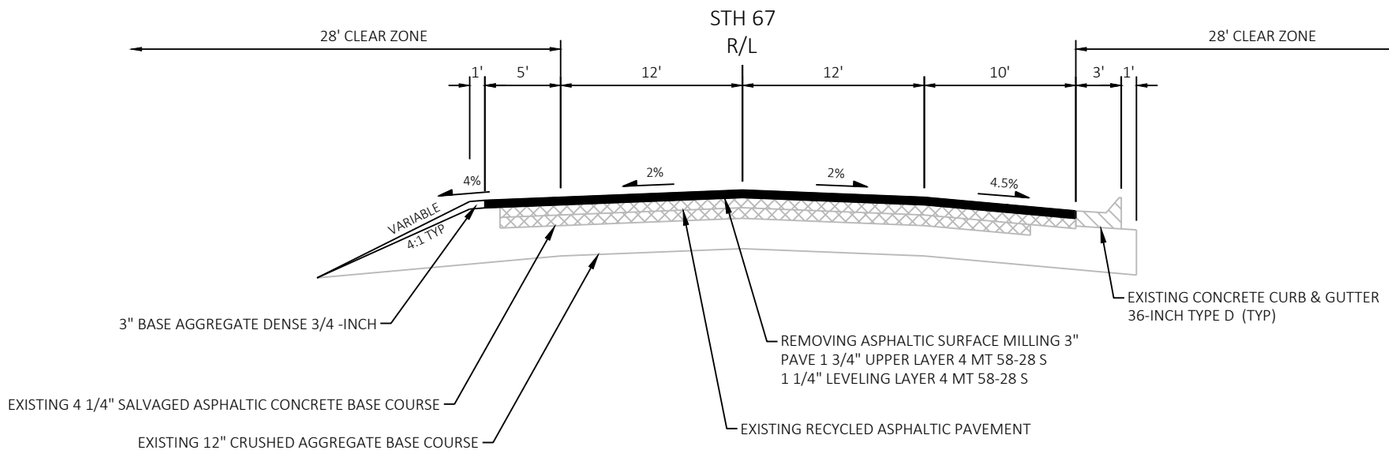
STA 45+61 TO STA 48+18

2



FINISHED TYPICAL SECTION STH 67

STA 48+18 TO STA 54+93

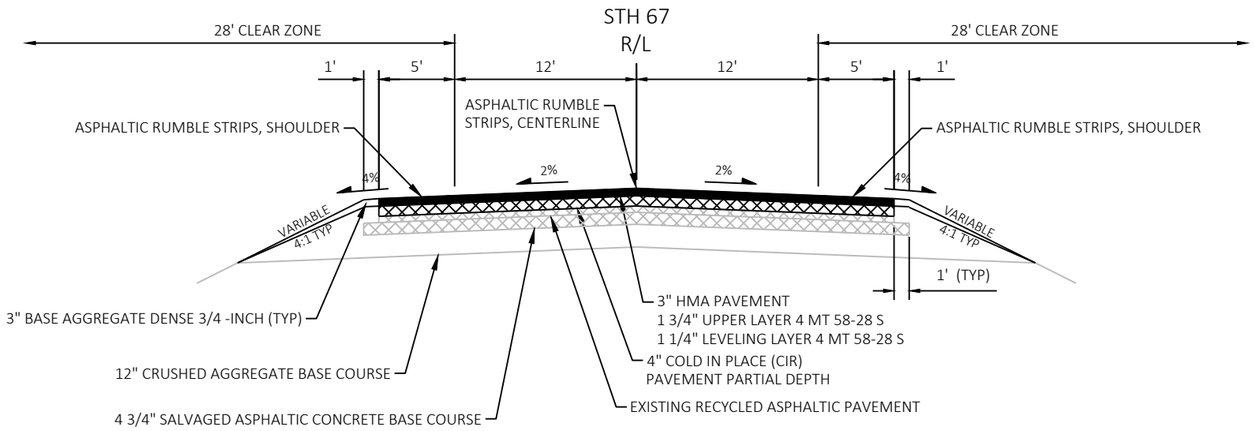


FINISHED TYPICAL SECTION STH 67

STA 54+93 TO STA 70+90

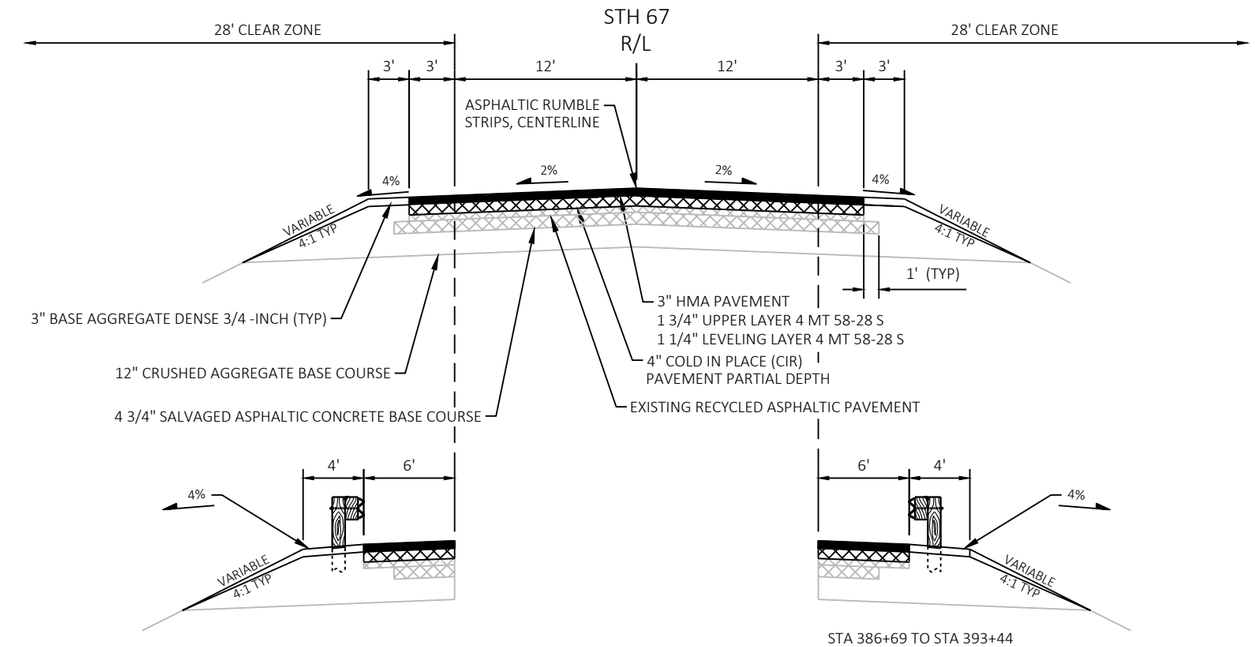
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	FINISHED TYPICAL SECTIONS	SHEET 15	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\020301-TS.DWG
LAYOUT NAME - 020310-ts
PLOT DATE : 9/29/2026 11:25 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION STH 67

STA 70+90 TO STA 149+31



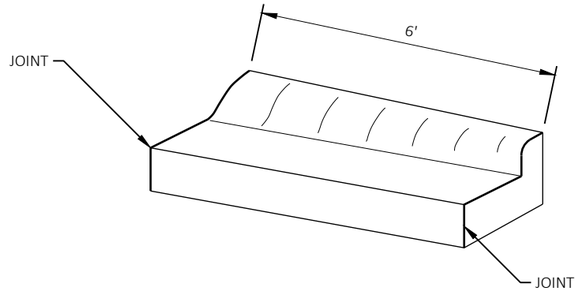
STA 388+24 TO STA 397+21
STA 409+05 TO STA 410+24
STA 410+64 TO STA 411+96

STA 386+69 TO STA 393+44
STA 393+82 TO STA 396+81
STA 408+30 TO STA 410+24
STA 410+63 TO STA 411+70

FINISHED TYPICAL SECTION STH 67

STA 149+31 TO STA 421+50

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	FINISHED TYPICAL SECTIONS	SHEET 16	E

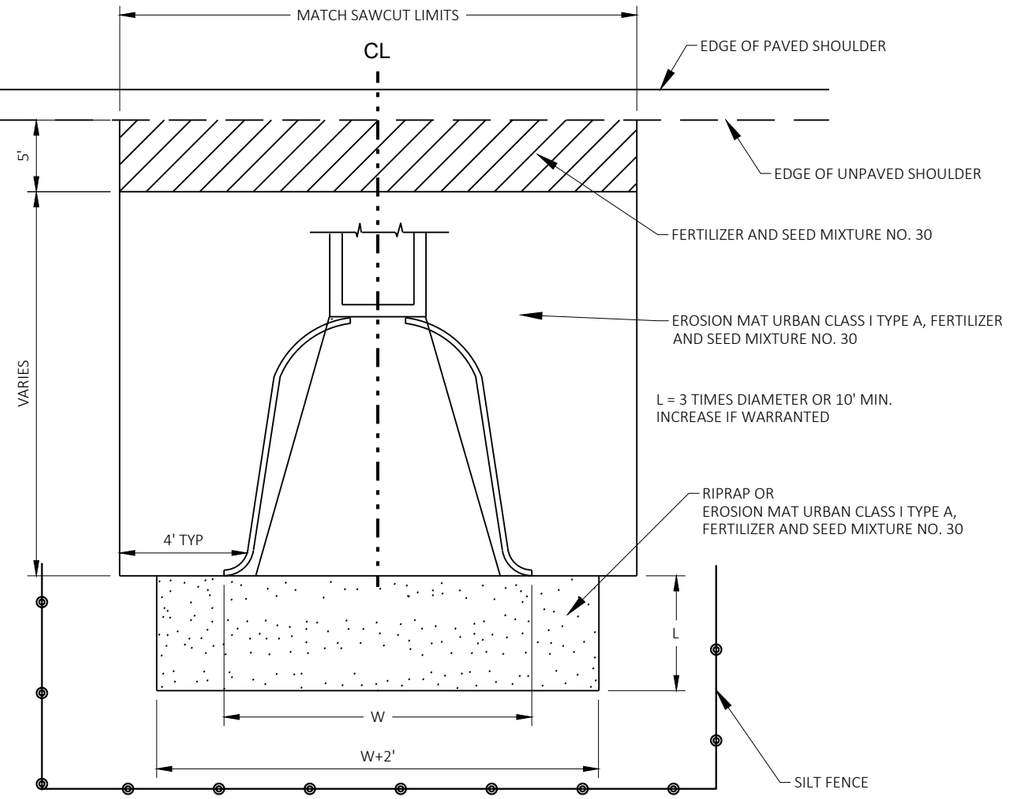


CURB AND GUTTER TRANSITION

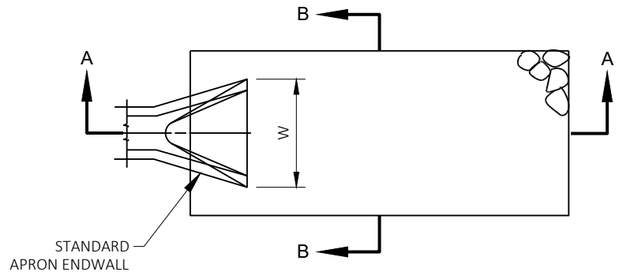
36" TYPE D CURB & GUTTER TO 30" TYPE D CURB & GUTTER

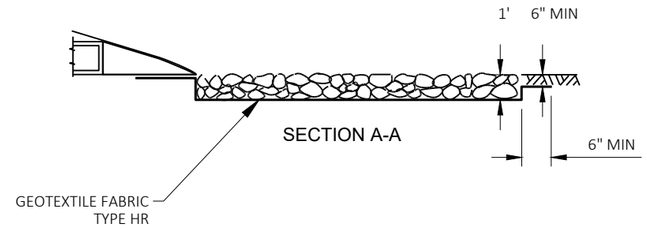
NOTE:

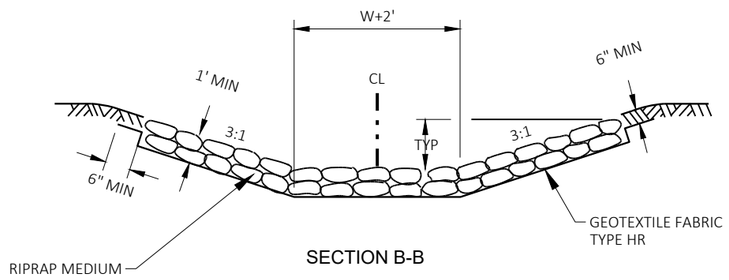
ALL CULVERT PIPE ENDS ON THIS PROJECT ARE USING EROSION MAT URBAN CLASS I TYPE A, FERTILIZER AND SEED WITH THE EXCEPTION OF THE DOWNSTREAM END OF THE CULVERT PIPE END AT STA 221+24 WHICH IS RIP RAP. SEE EROSION CONTROL PLAN.



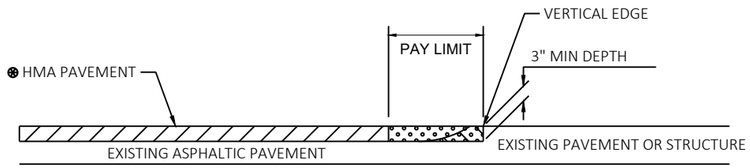
EROSION CONTROL AT PIPE ENDS







RIP RAP AND GEOTEXTILE



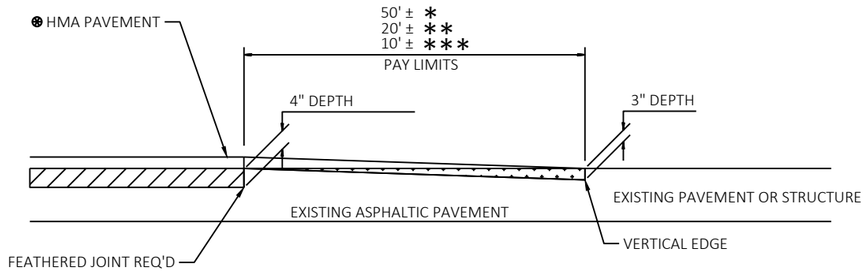
REMOVING ASPHALTIC SURFACE, MILLING

REMOVING ASPHALTIC SURFACE, BUTT JOINTS

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

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

BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)



COLD IN-PLACE RECYCLED (CIR) PAVEMENT

REMOVING ASPHALTIC SURFACE, BUTT JOINTS

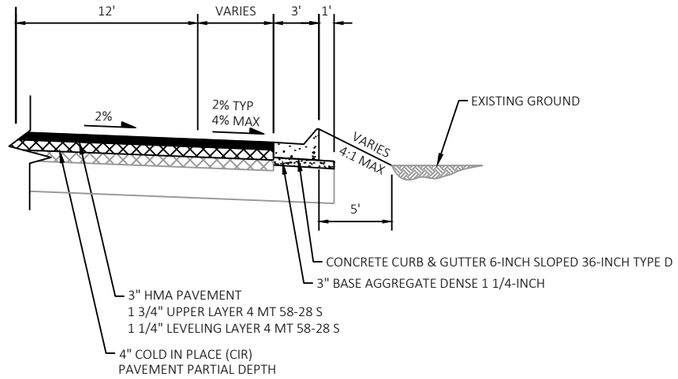
REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

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

BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS (PROFILE CHANGE)

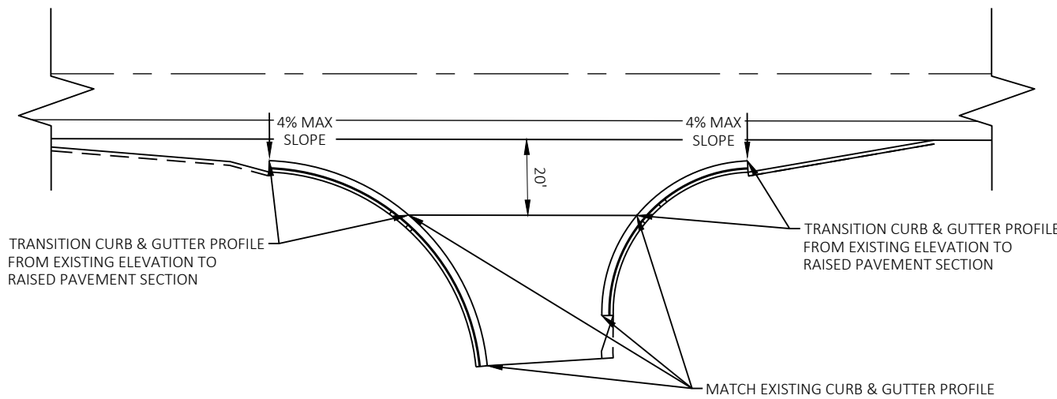
* MAINLINE
** SIDEROADS
*** PRIVATE ENTRANCES

STH 67
R/L



GRADING AT RURAL INTERSECTION CURB AND GUTTER

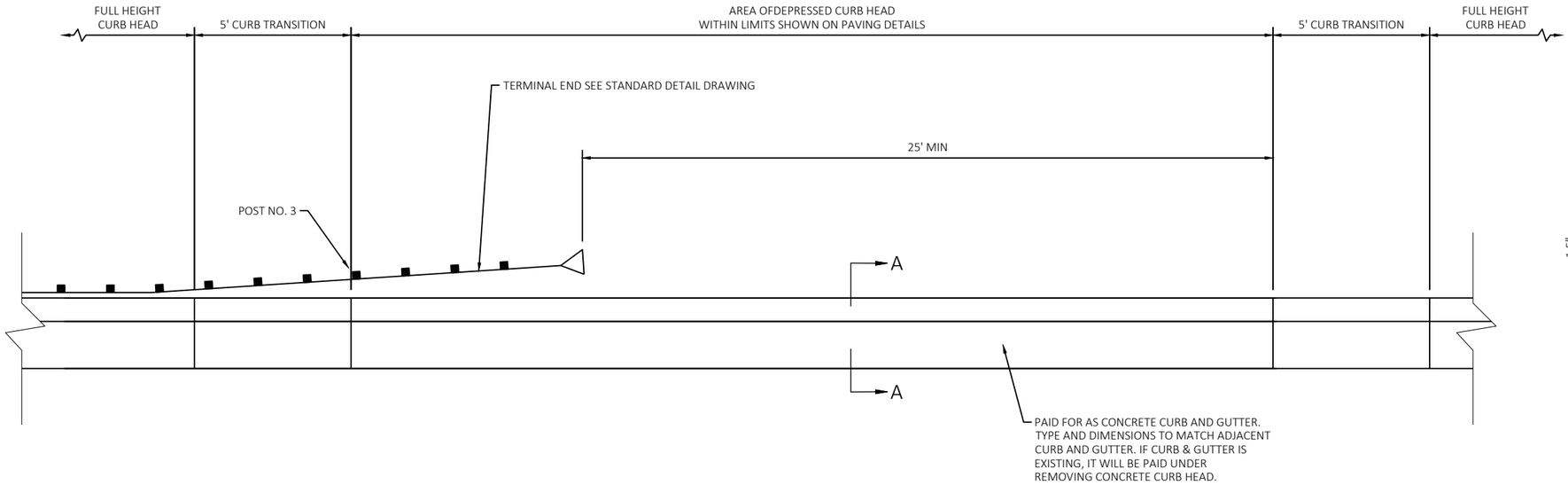
FISH AND GAME ROAD
NORTH AVENUE
POINT CREEK ROAD
CHARLESBURG ROAD
WEST STEINTHAL ROAD
CTH C

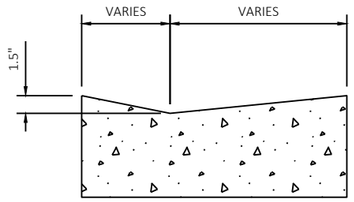


CURB & GUTTER REPLACEMENT AT RURAL INTERSECTION

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CONSTRUCTION DETAIL	SHEET 18	E

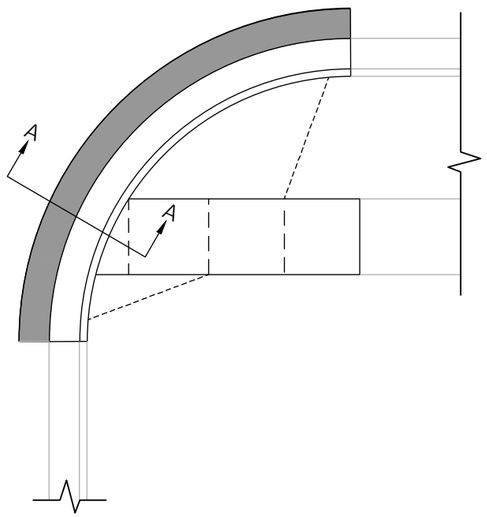
FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021001-CD.DWG
LAYOUT NAME - 02
PLOT DATE : 9/29/2026 11:25 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

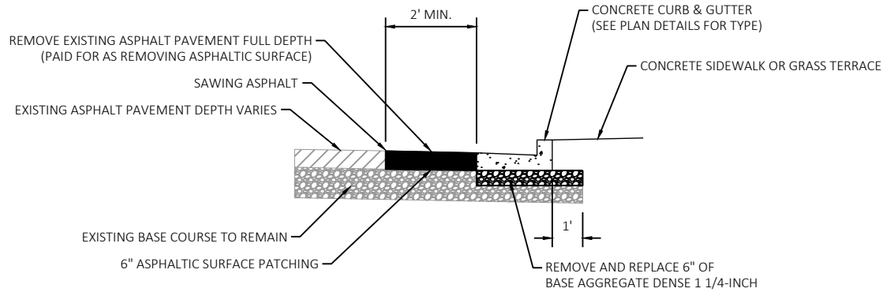




SECTION A-A
DEPRESSED CURB

DEPRESSED CURB HEAD AT BEAM GUARD TERMINAL

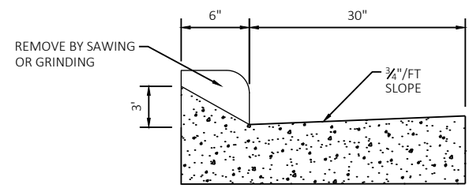




SECTION A-A

CURB & GUTTER REPLACEMENT ADJACENT TO ASPHALT PAVEMENT

NTS



REMOVING CONCRETE CURB HEAD

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CONSTRUCTION DETAIL	SHEET 19	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021001-CD.DWG
LAYOUT NAME - 02A
PLOT DATE : 9/29/2026 11:25 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

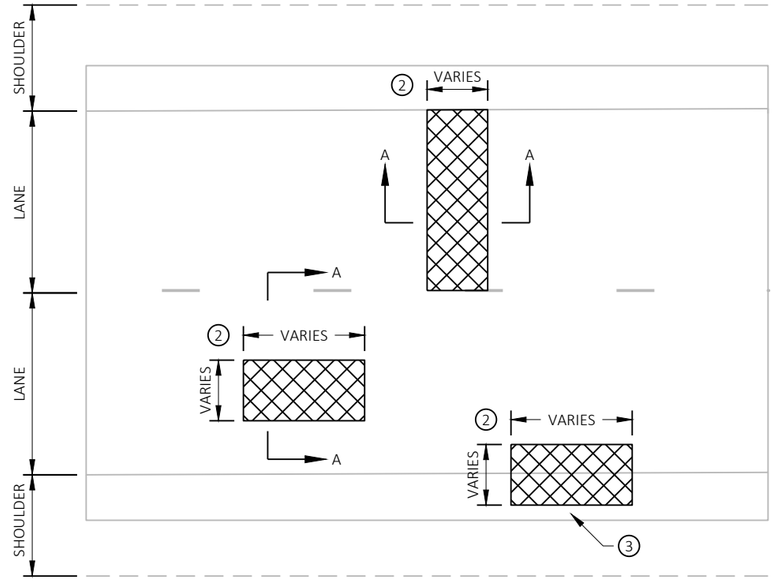
NOTES:

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

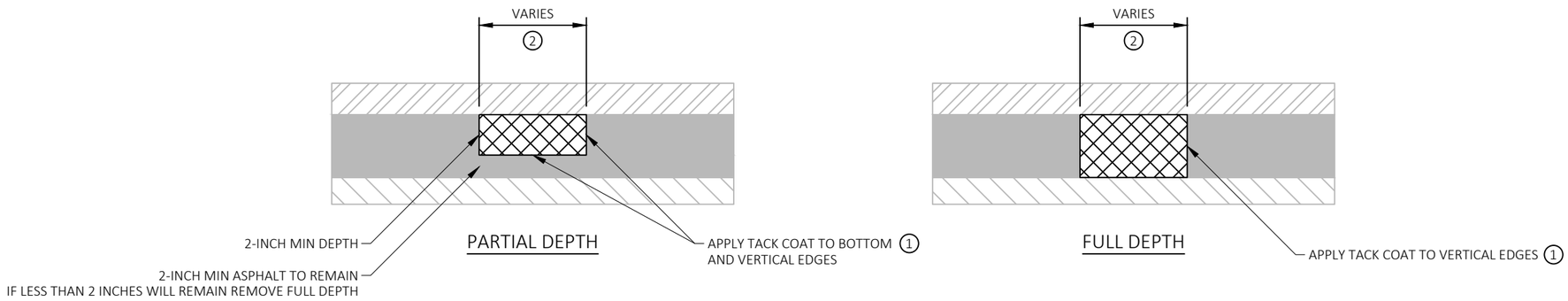
(1) MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.

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

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



PLAN VIEW



SECTION A-A

REMOVING ASPHALTIC SURFACE MILLING

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING
ASPHALTIC SURFACE PATCHING

EXISTING ASPHALT

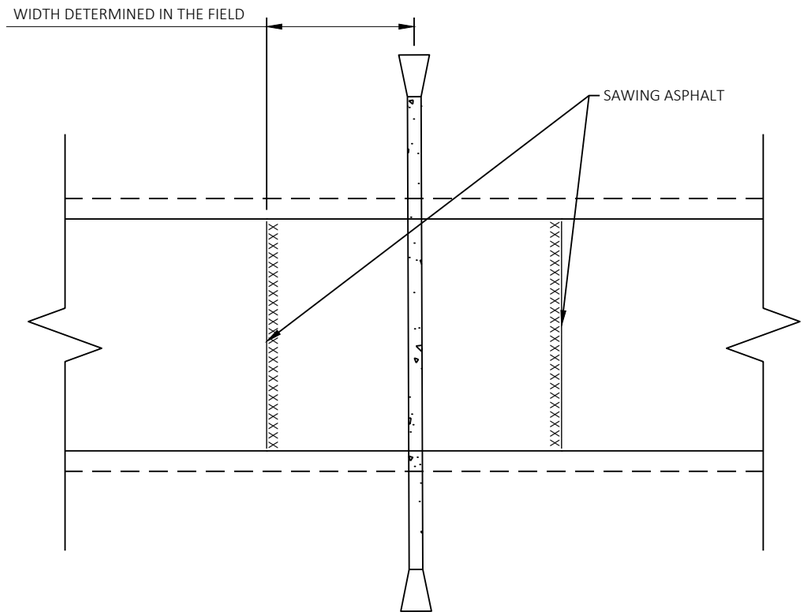
EXISTING BASE COURSE

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

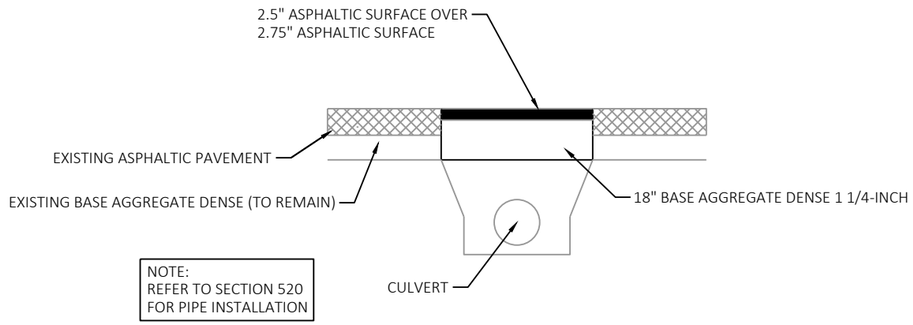
LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CONSTRUCTION DETAIL	SHEET 20	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021001-CD.DWG
LAYOUT NAME - 03
PLOT DATE : 9/29/2026 11:25 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42



PLAN VIEW

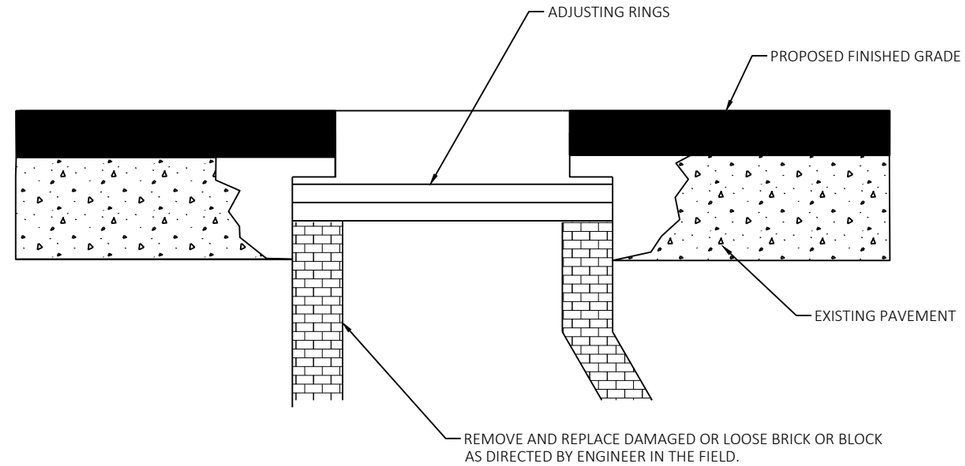


PAVEMENT AT CULVERT REPLACEMENTS

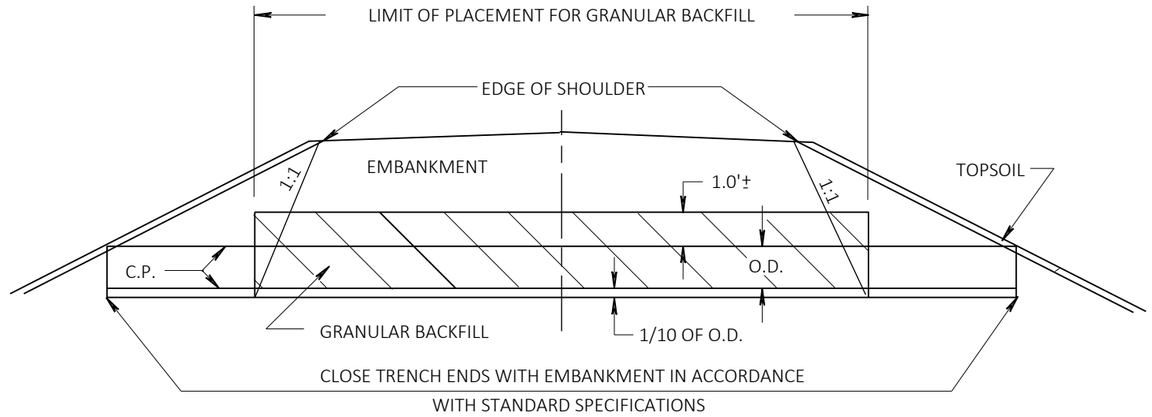
(SEE CULVERT PIPE TABLE FOR LOCATIONS)

NOTE:

ADJUST CHIMNEY WITH PROPER SIZE CONCRETE ADJUSTING RINGS (SIZE OF OPENING OF CONCRETE ADJUSTING RING TO BE DETERMINED BY SIZE OF OPENING IN FRAME) AND REINSTALL EXISTING FRAME AND LID TO FINISHED GRADE. (BACKFILL AND OTHER WORK TO BE DONE IN ACCORDANCE WITH ITEM ADJUSTING INLET COVER.)



ADJUSTING INLET COVERS

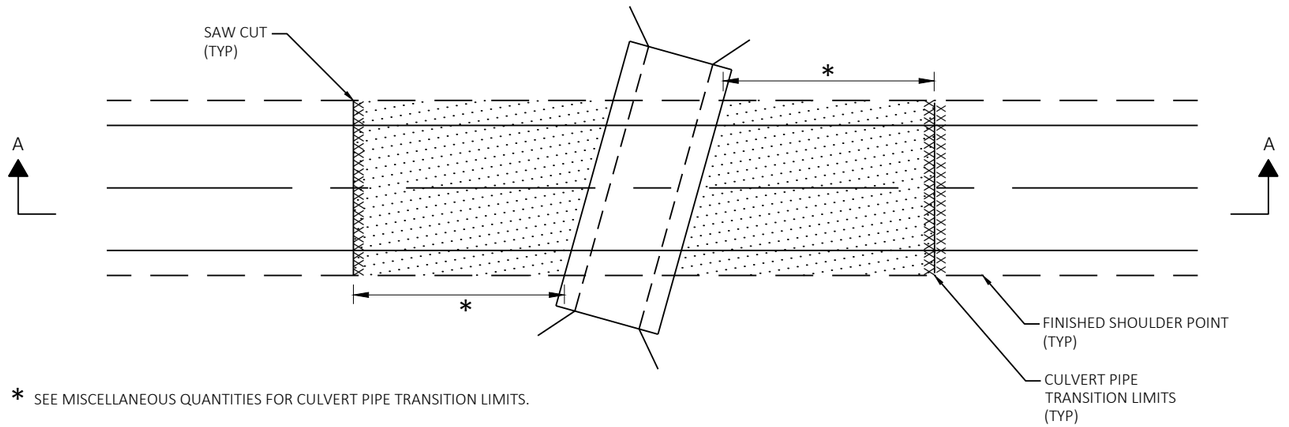


CULVERT BACKFILL DETAIL

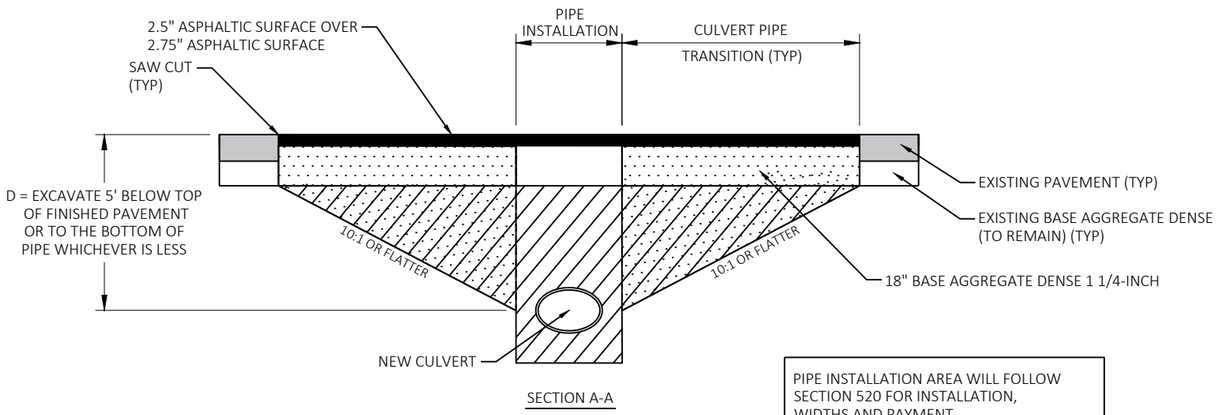
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CONSTRUCTION DETAIL	SHEET 21	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021001-CD.DWG
LAYOUT NAME - 04
PLOT DATE : 9/29/2026 11:25 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1:10
WISDOT/CADDS SHEET 42

2



* SEE MISCELLANEOUS QUANTITIES FOR CULVERT PIPE TRANSITION LIMITS.



PIPE INSTALLATION AREA WILL FOLLOW SECTION 520 FOR INSTALLATION, WIDTHS AND PAYMENT.

CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

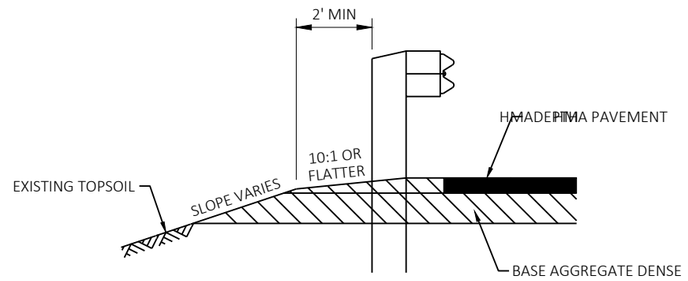
CULVERT PIPE TRANSITION AREAS WILL BE PAID BY COMMON EXCAVATION & SPV FOUNDATION BACKFILL.

PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

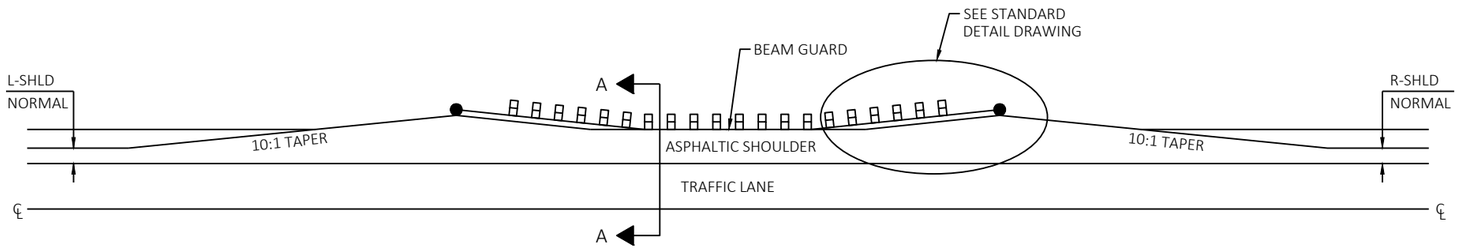
NEW CULVERT PIPES WITH TRANSITION

STA 155+15.43
STA 186+75.13
STA 281+36.08
STA 316+55.82
STA 324+52.48
STA360+35.75
STA 415+13.75

2

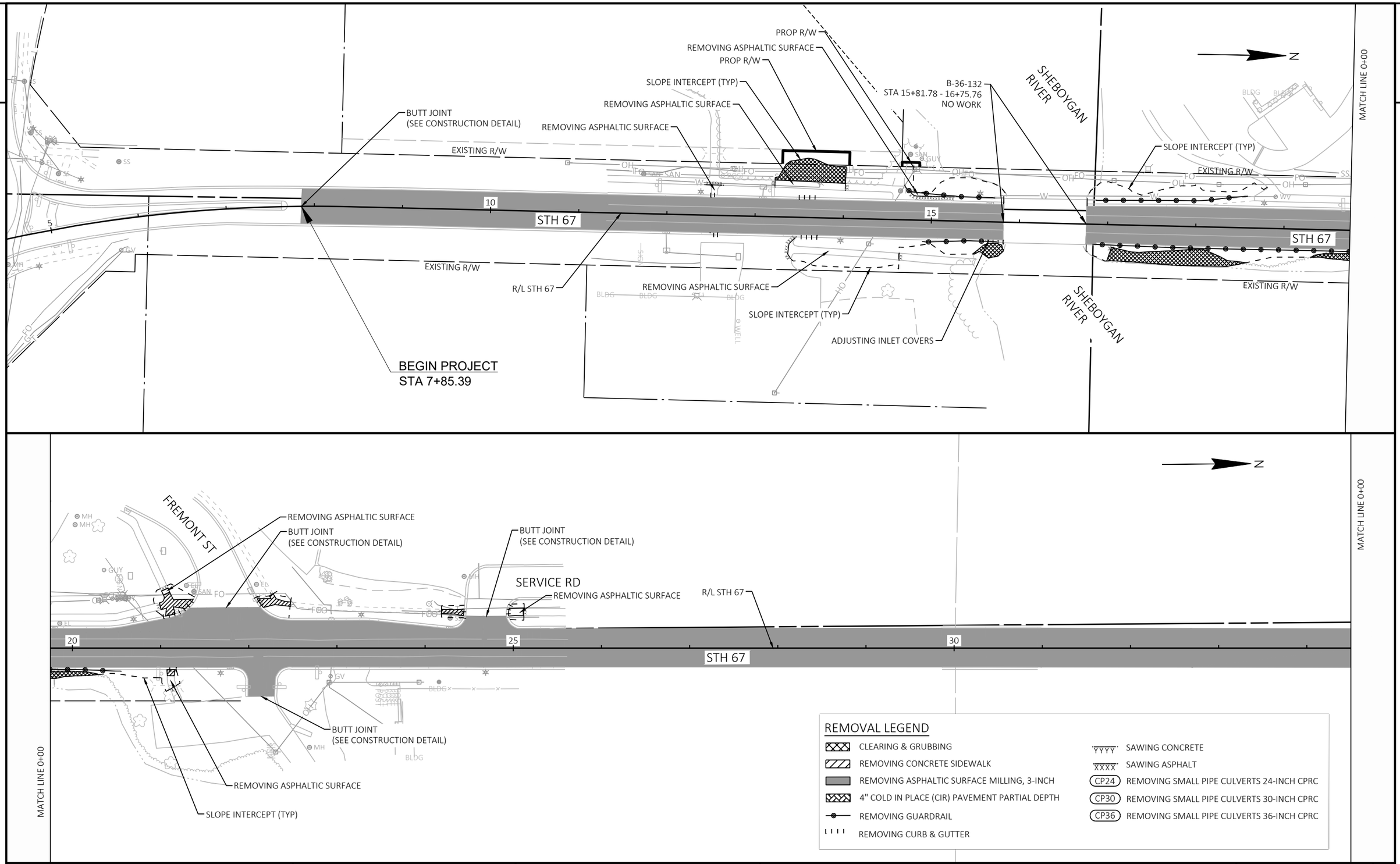


SECTION A-A



DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CONSTRUCTION DETAIL	SHEET 23	E



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 24	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM1

PLOT DATE : 9/29/2026 11:27 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

MATCHLINE 34+50

NOTES:

1) SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION.

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

N

W PARK AVE

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

REMOVING ASPHALTIC SURFACE

SERVICE RD

REMOVING ASPHALTIC SURFACE

REMOVING ASPHALTIC SURFACE

EXISTING R/W

R/L STH 67

EXISTING R/W

R/L STH 67

35

40

45

STH 67

STH 67

EXISTING R/W

EXISTING R/W

ROCKVILLE RD

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

MATCHLINE 49+25

REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING, 3-INCH
- 4" COLD IN PLACE (CIR) PAVEMENT PARTIAL DEPTH
- REMOVING GUARDRAIL
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- CP24 REMOVING SMALL PIPE CULVERTS 24-INCH CPRC
- CP30 REMOVING SMALL PIPE CULVERTS 30-INCH CPRC
- CP36 REMOVING SMALL PIPE CULVERTS 36-INCH CPRC

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 25	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM2

PLOT DATE : 9/29/2026 11:27 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

MATCH LINE 0+00

RIVERVIEW RD

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

EXISTING R/W

R/L STH 67

50

55

60

STH 67

STH 67

EXISTING R/W

EXISTING R/W

R/L STH 67

PERSNICKETY PL

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

MATCH LINE 0+00

2

N

REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING, 3-INCH
- 4" COLD IN PLACE (CIR) PAVEMENT PARTIAL DEPTH
- REMOVING GUARDRAIL
- REMOVING CURB & GUTTER
- YYYY SAWING CONCRETE
- XXXX SAWING ASPHALT
- CP24 REMOVING SMALL PIPE CULVERTS 24-INCH CPRC
- CP30 REMOVING SMALL PIPE CULVERTS 30-INCH CPRC
- CP36 REMOVING SMALL PIPE CULVERTS 36-INCH CPRC

MATCH LINE 0+00

N

EXISTING R/W

R/L STH 67

65

70

75

STH 67

STH 67

EXISTING R/W

REMOVING ASPHALTIC SURFACE
(REMOVE MAXIMUM 5'
OF ASPHALTIC FLUME NEXT
TO SHOULDER)

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

CTH XX

MATCH LINE 0+00

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 26	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM3

PLOT DATE : 9/29/2026 11:28 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCH LINE 0+00

N

CP24

EXISTING R/W

OH

R/L STH 67

80

85

STH 67

POST

BLDG

MATCH LINE 0+00

2

FISH AND GAME RD

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

CP24

POWER POLE

95

100

105

REMOVING ASPHALTIC SURFACE
(REMOVE MAXIMUM 5'
OF ASPHALTIC FLUME NEXT
TO SHOULDER)

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING, 3-INCH
- 4" COLD IN PLACE (CIR) PAVEMENT PARTIAL DEPTH
- REMOVING GUARDRAIL
- REMOVING CURB & GUTTER
- YYYY SAWING CONCRETE
- XXXX SAWING ASPHALT
- CP24 REMOVING SMALL PIPE CULVERTS 24-INCH CPRC
- CP30 REMOVING SMALL PIPE CULVERTS 30-INCH CPRC
- CP36 REMOVING SMALL PIPE CULVERTS 36-INCH CPRC

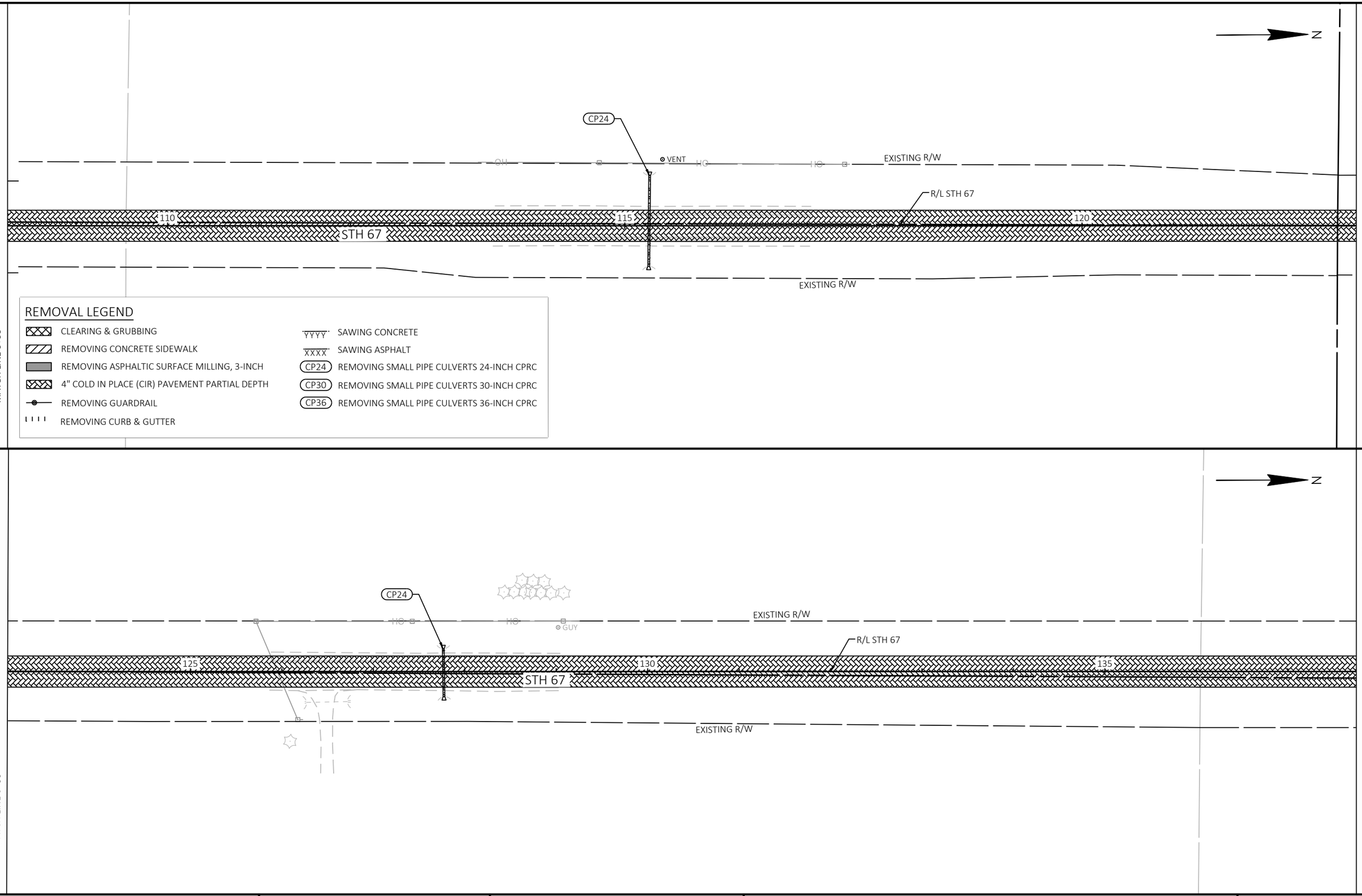
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 27	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM4

PLOT DATE : 9/29/2026 11:28 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



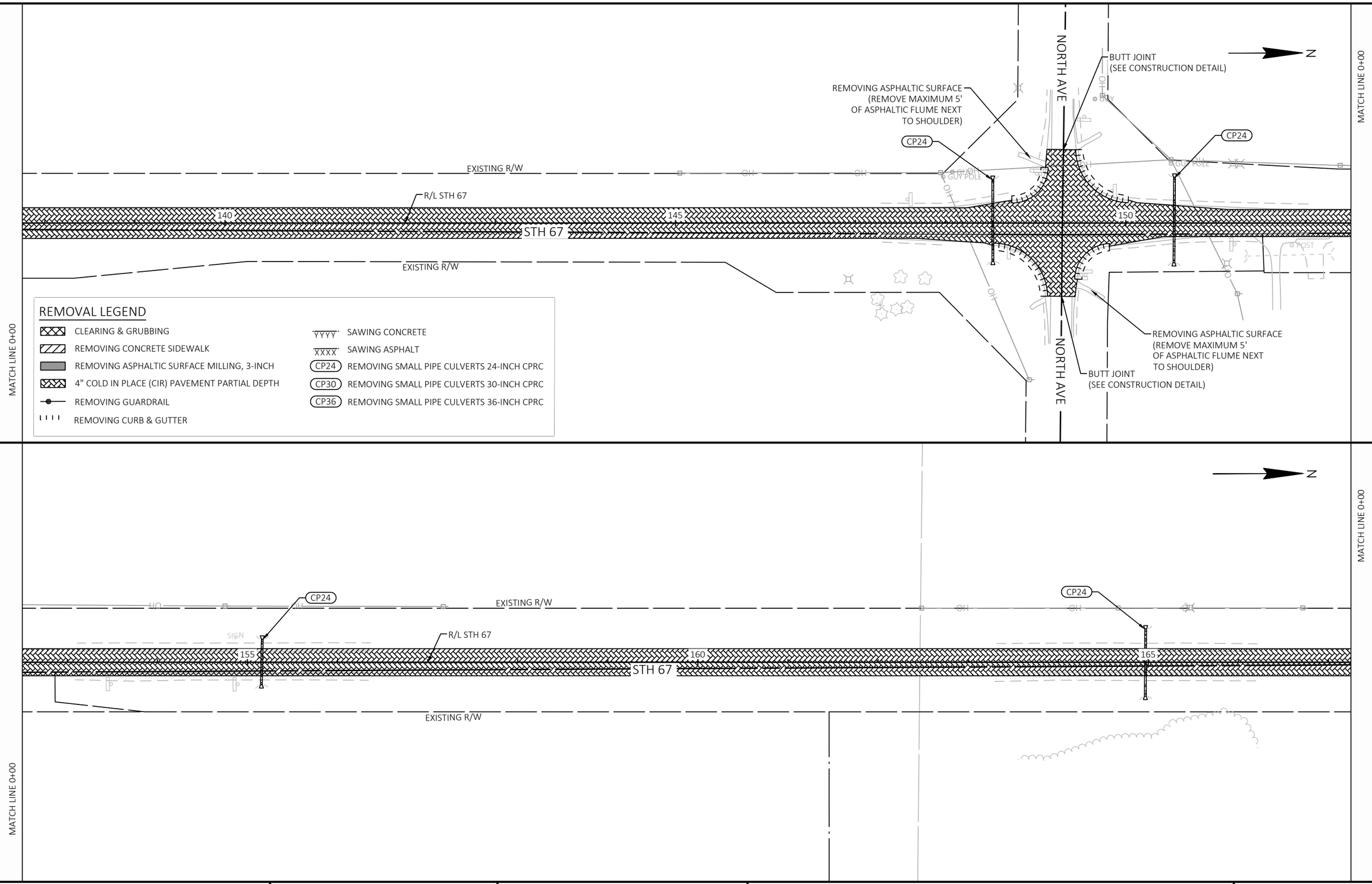
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 28	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM5

PLOT DATE : 9/29/2026 11:28 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

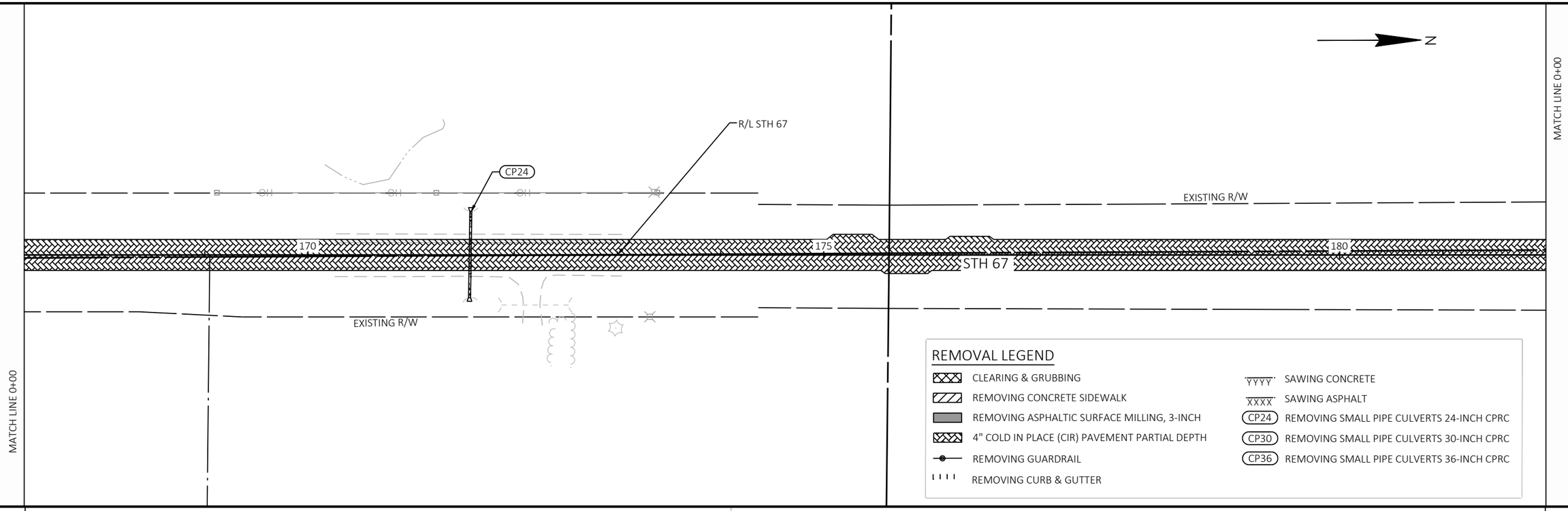


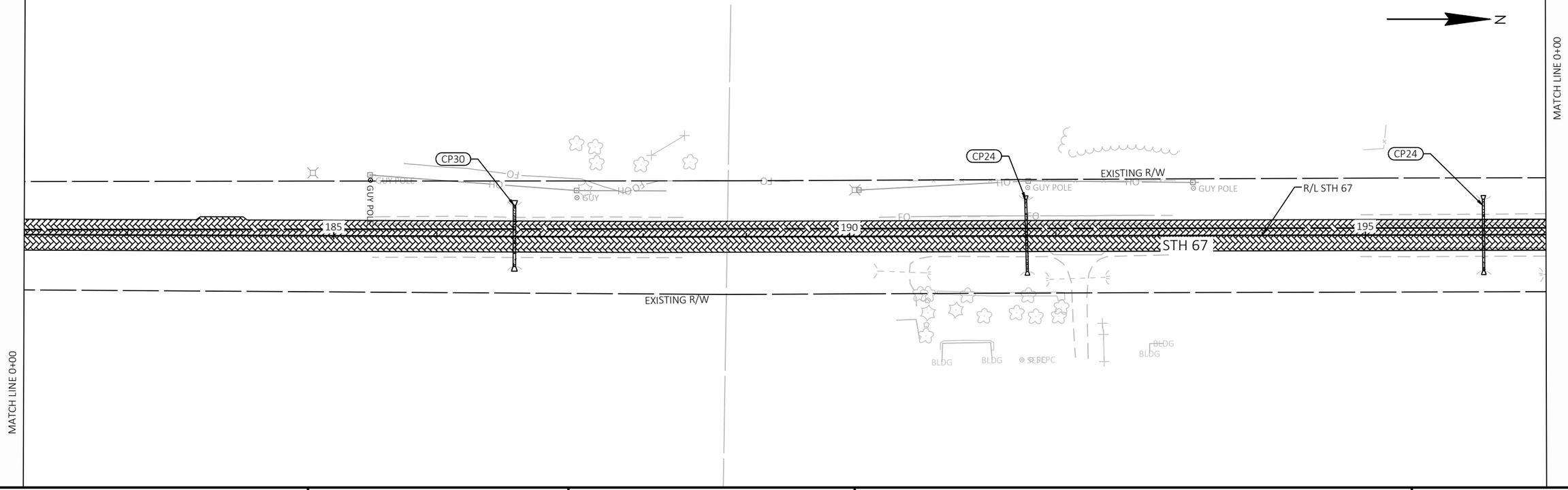
2

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 29	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM6
PLOT DATE : 9/29/2026 11:28 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2





PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 30	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM7
PLOT DATE : 9/29/2026 11:28 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

POINT CREEK RD

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

REMOVING ASPHALTIC SURFACE
(REMOVE MAXIMUM 5'
OF ASPHALTIC FLUME NEXT
TO SHOULDER)

EXISTING R/W

CP24

HO

POST

R/L STH 67

200

205

210

STH 67

REMOVING ASPHALTIC SURFACE
(REMOVE MAXIMUM 5'
OF ASPHALTIC FLUME NEXT
TO SHOULDER)

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

MATCH LINE 0+00

N

REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING, 3-INCH
- 4" COLD IN PLACE (CIR) PAVEMENT PARTIAL DEPTH
- REMOVING GUARDRAIL
- REMOVING CURB & GUTTER
- YYYY SAWING CONCRETE
- XXXX SAWING ASPHALT
- CP24 REMOVING SMALL PIPE CULVERTS 24-INCH CPRC
- CP30 REMOVING SMALL PIPE CULVERTS 30-INCH CPRC
- CP36 REMOVING SMALL PIPE CULVERTS 36-INCH CPRC

PROP R/W

CP36

EXISTING R/W

R/L STH 67

215

220

225

STH 67

EXISTING R/W

MATCH LINE 0+00

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 31	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM8

PLOT DATE : 9/29/2026 11:28 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

CHARLESBURG RD

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

REMOVING ASPHALTIC SURFACE
(REMOVE MAXIMUM 5'
OF ASPHALTIC FLUME NEXT
TO SHOULDER)

REMOVING ASPHALTIC SURFACE
(REMOVE MAXIMUM 5'
OF ASPHALTIC FLUME NEXT
TO SHOULDER)

N

MATCH LINE 0+00

EXISTING R/W

CP24

R/L STH 67

230

235

240

STH 67

EXISTING R/W

MATCH LINE 0+00

2

REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING, 3-INCH
- 4" COLD IN PLACE (CIR) PAVEMENT PARTIAL DEPTH
- REMOVING GUARDRAIL
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- CP24 REMOVING SMALL PIPE CULVERTS 24-INCH CPRC
- CP30 REMOVING SMALL PIPE CULVERTS 30-INCH CPRC
- CP36 REMOVING SMALL PIPE CULVERTS 36-INCH CPRC

N

MATCH LINE 0+00

EXISTING R/W

R/L STH 67

CP24

245

250

255

STH 67

EXISTING R/W

MATCH LINE 0+00

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 32	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM9

PLOT DATE : 9/29/2026 11:28 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCH LINE 0+00

EXISTING R/W

R/L STH 67

260 265 270

STH 67

EXISTING R/W

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

TOWN LINE RD

MATCH LINE 0+00

REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING, 3-INCH
- 4" COLD IN PLACE (CIR) PAVEMENT PARTIAL DEPTH
- REMOVING GUARDRAIL
- REMOVING CURB & GUTTER
- SAWING CONCRETE
- SAWING ASPHALT
- CP24 REMOVING SMALL PIPE CULVERTS 24-INCH CPRC
- CP30 REMOVING SMALL PIPE CULVERTS 30-INCH CPRC
- CP36 REMOVING SMALL PIPE CULVERTS 36-INCH CPRC

N

WEST STEINTHAL RD

MATCH LINE 0+00

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

REMOVING ASPHALTIC SURFACE
(REMOVE MAXIMUM 5'
OF ASPHALTIC FLUME NEXT
TO SHOULDER)

CP30

HO

FO

FO

EXISTING R/W

R/L STH 67

275 280 285

STH 67

EXISTING R/W

REMOVING ASPHALTIC SURFACE
(REMOVE MAXIMUM 5'
OF ASPHALTIC FLUME NEXT
TO SHOULDER)

REMOVING ASPHALTIC SURFACE
(REMOVE MAXIMUM 5'
OF ASPHALTIC FLUME NEXT
TO SHOULDER)

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

WEST STEINTHAL RD

MATCH LINE 0+00

R/L STH 67

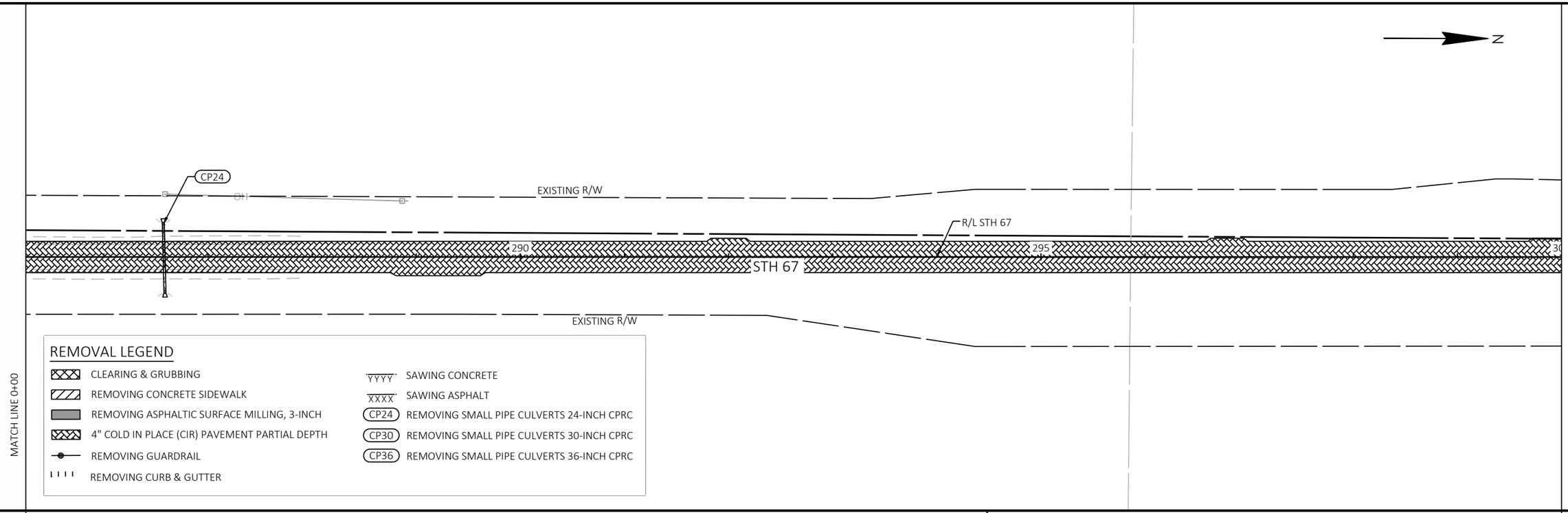
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 33	E

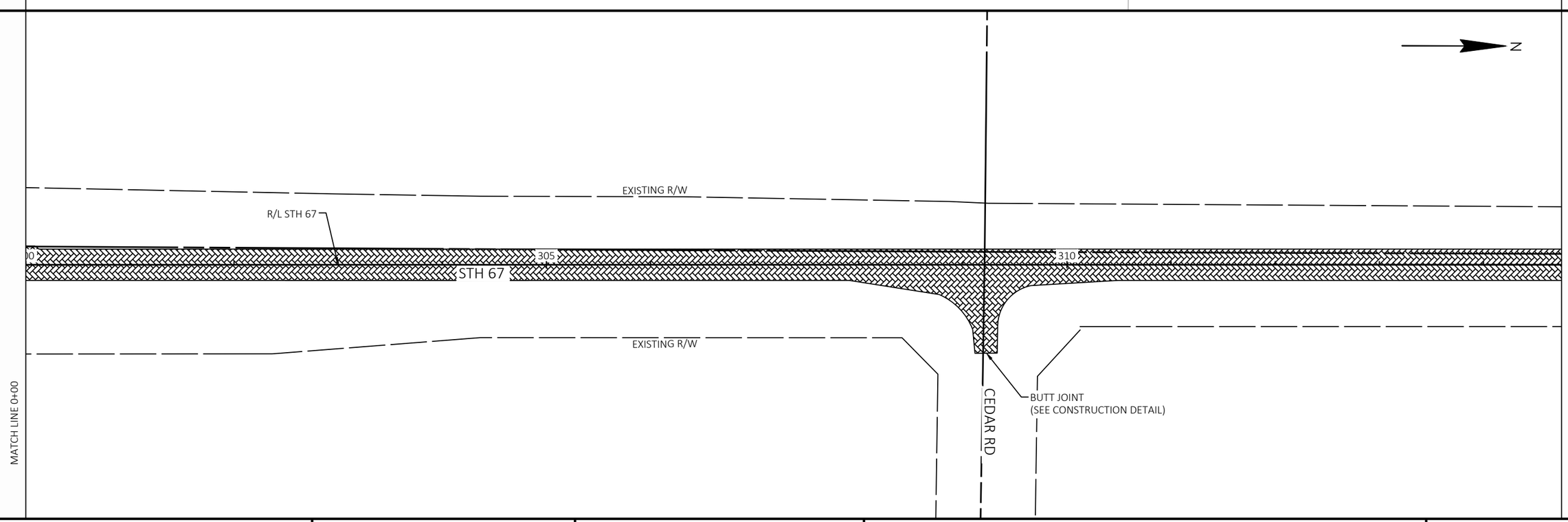
FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM10

PLOT DATE : 9/29/2026 11:28 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

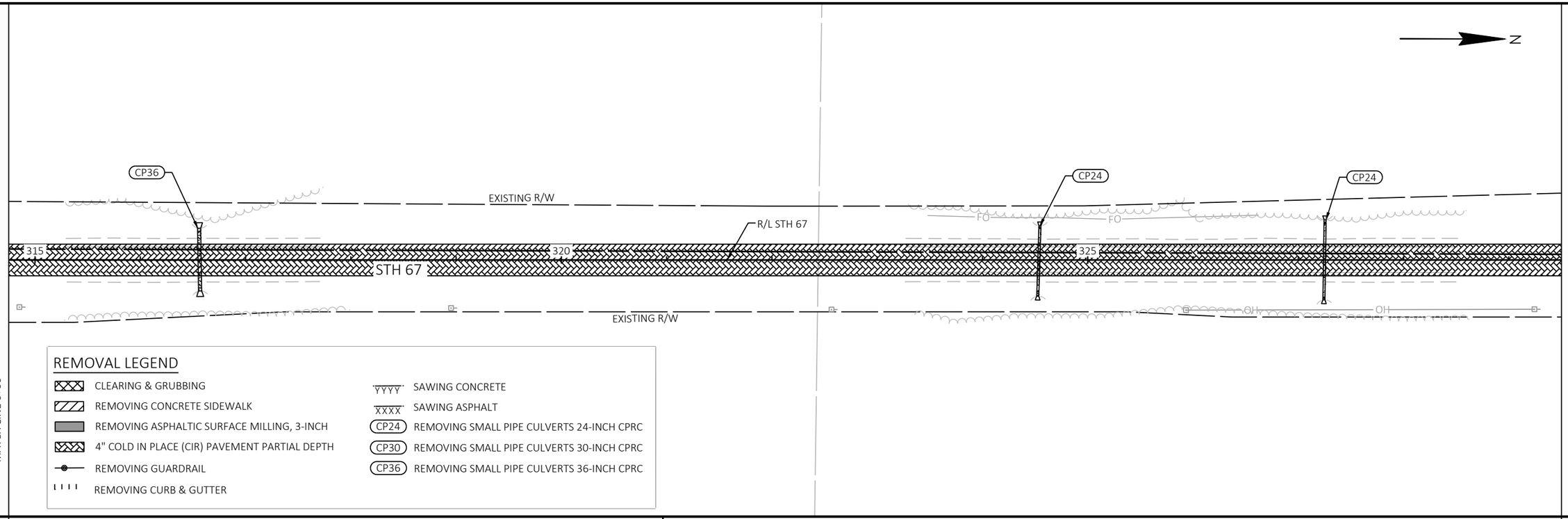




PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 34	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM11
PLOT DATE : 9/29/2026 11:29 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING, 3-INCH
- 4" COLD IN PLACE (CIR) PAVEMENT PARTIAL DEPTH
- REMOVING GUARDRAIL
- REMOVING CURB & GUTTER
- YYYY SAWING CONCRETE
- XXXX SAWING ASPHALT
- CP24 REMOVING SMALL PIPE CULVERTS 24-INCH CPRC
- CP30 REMOVING SMALL PIPE CULVERTS 30-INCH CPRC
- CP36 REMOVING SMALL PIPE CULVERTS 36-INCH CPRC

2

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 35	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM12

PLOT DATE : 9/29/2026 11:29 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCH LINE 0+00

CP36

CP24

EXISTING R/W

FO

R/L STH 67

345

350

355

STH 67

OH

EXISTING R/W

MATCH LINE 0+00

2

N

MATCH LINE 0+00

CP24

FO

GUY

EXISTING R/W

R/L STH 67

360

365

370

STH 67

OH

GUY

EXISTING R/W

MATCH LINE 0+00

REMOVING ASPHALTIC SURFACE
(REMOVE MAXIMUM 5'
OF ASPHALTIC FLUME NEXT
TO SHOULDER)

CTH C

REMOVING ASPHALTIC SURFACE
(REMOVE MAXIMUM 5'
OF ASPHALTIC FLUME NEXT
TO SHOULDER)

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING, 3-INCH
- 4" COLD IN PLACE (CIR) PAVEMENT PARTIAL DEPTH
- REMOVING GUARDRAIL
- REMOVING CURB & GUTTER
- YYYY SAWING CONCRETE
- XXXX SAWING ASPHALT
- CP24 REMOVING SMALL PIPE CULVERTS 24-INCH CPRC
- CP30 REMOVING SMALL PIPE CULVERTS 30-INCH CPRC
- CP36 REMOVING SMALL PIPE CULVERTS 36-INCH CPRC

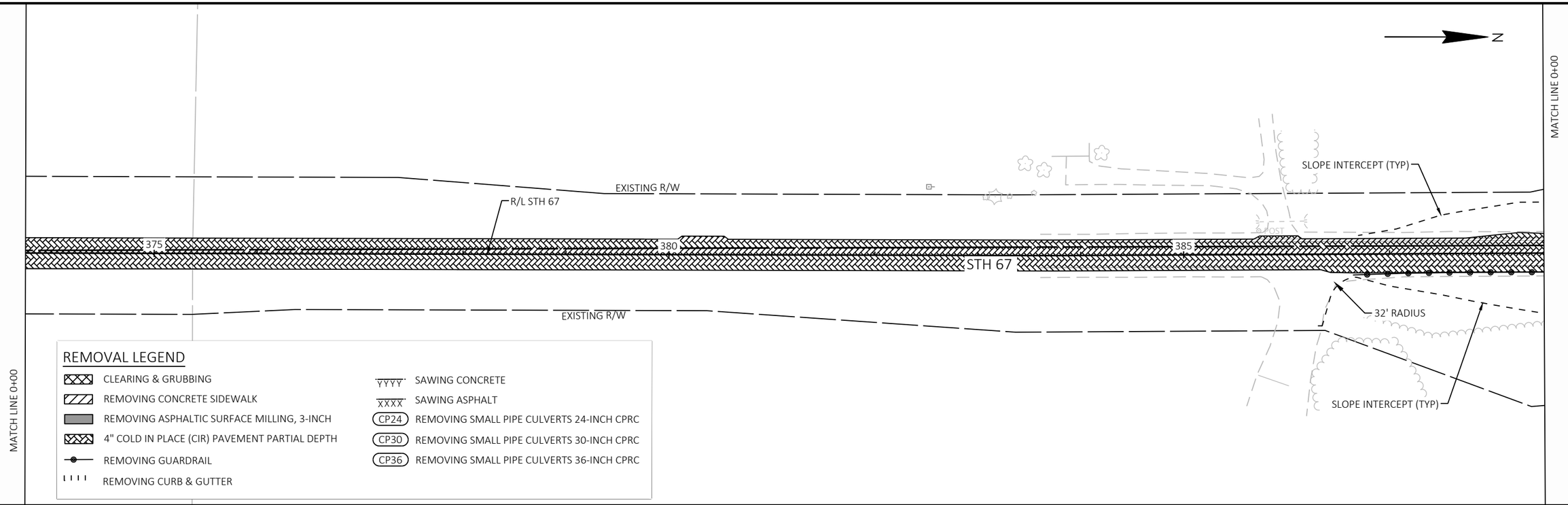
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 36	E

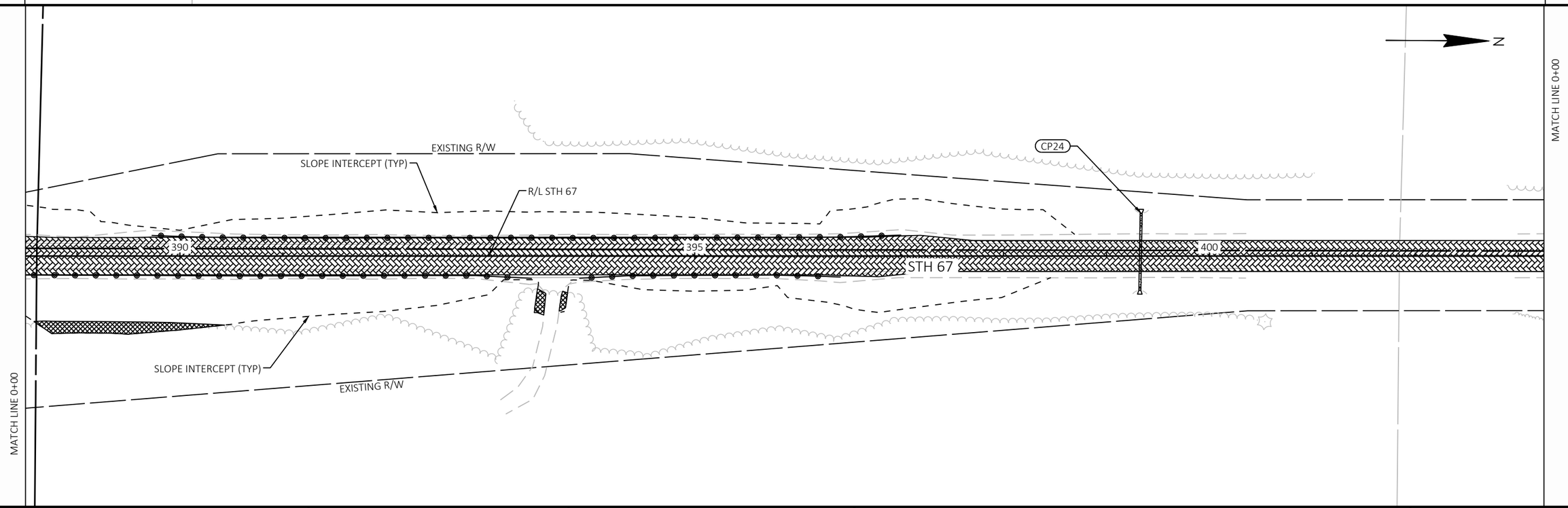
FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM13

PLOT DATE : 9/29/2026 11:29 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2





PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 37	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM14

PLOT DATE : 9/29/2026 11:29 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

MATCH LINE 0+00

CEDAR CREEK

CP24

R/L STH 67

EXISTING R/W

405

410

SLOPE INTERCEPT (TYP)

EXISTING R/W

SLOPE INTERCEPT (TYP)

B-36-75
STA 410+23.50 - 410+66.00
NO WORK

CEDAR CREEK

CP36

PROP R/W

415

STH 67

EXISTING R/W

TLE

N

REMOVAL LEGEND

- CLEARING & GRUBBING
- REMOVING CONCRETE SIDEWALK
- REMOVING ASPHALTIC SURFACE MILLING, 3-INCH
- 4" COLD IN PLACE (CIR) PAVEMENT PARTIAL DEPTH
- REMOVING GUARDRAIL
- REMOVING CURB & GUTTER
- YYYY SAWING CONCRETE
- XXXX SAWING ASPHALT
- CP24 REMOVING SMALL PIPE CULVERTS 24-INCH CPRC
- CP30 REMOVING SMALL PIPE CULVERTS 30-INCH CPRC
- CP36 REMOVING SMALL PIPE CULVERTS 36-INCH CPRC

MATCH LINE 0+00

2

N

BUTT JOINT
(SEE CONSTRUCTION DETAIL)

R/L STH 67

EXISTING R/W

420

STH 67

EXISTING R/W

END PROJECT
STA 421+50.00

USH 151

MATCH LINE 0+00

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	REMOVAL PLAN	SHEET 38	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021201-RM.DWG
LAYOUT NAME - RM15

PLOT DATE : 9/29/2026 11:29 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

- DETECTABLE WARNING FIELD
- 3" ASPHALTIC SURFACE OVER 6" BASE AGGREGATE DENSE 1 ¼-INCH
- CONCRETE SIDEWALK 5-INCH OVER 4" AGGREGATE DENSE 1 ¼-INCH
- CONCRETE CURB PEDESTRIAN
- GRASS
- ASPHALT SURFACE (SIDEWALK)
- (MEF) MAX EXTENT FEASIBLE
- (L) LEVEL LANDING

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
629	13+65.59	20.45 LT	235816.72	137457.83	888.70
630	13+57.59	20.45 LT	235808.72	137457.76	888.72
631	13+68.80	20.45 LT	235819.94	137457.86	888.68
632	13+53.60	20.45 LT	235804.74	137457.72	888.74
633	13+53.61	22.88 LT	235804.77	137455.30	889.12
634	13+68.80	22.88 LT	235819.96	137455.43	889.10
635	13+65.59	22.87 LT	235816.74	137455.41	888.60
636	13+57.59	22.87 LT	235808.74	137455.34	888.62
637	13+57.59	33.14 LT	235808.84	137445.07	887.81
644	13+65.59	32.91 LT	235816.83	137445.37	887.81
645	13+65.59	40.86 LT	235816.91	137437.42	887.69
651	13+57.59	41.11 LT	235808.91	137437.10	887.69
654	13+42.42	33.53 LT	235793.68	137444.54	886.57
663	13+42.59	41.49 LT	235793.92	137436.58	886.45
667	13+80.35	32.48 LT	235831.59	137445.94	886.58
668	13+80.58	40.41 LT	235831.89	137438.01	886.45
669	13+65.59	22.46 LT	235816.74	137455.82	888.62
670	13+68.80	22.46 LT	235819.95	137455.85	888.60
671	13+57.59	22.45 LT	235808.74	137455.76	888.64
672	13+53.60	22.39 LT	235804.76	137455.79	888.66
673	13+49.59	22.87 LT	235800.75	137455.27	889.13
674	13+49.59	22.33 LT	235800.74	137455.81	888.67
675	13+73.58	22.90 LT	235824.74	137455.45	889.06
676	13+73.58	22.31 LT	235824.73	137456.04	888.58
677	13+37.42	33.57 LT	235788.68	137444.45	886.50
678	13+37.59	41.52 LT	235788.92	137436.51	886.38
679	13+21.79	33.67 LT	235773.05	137444.22	886.29
680	13+21.84	41.58 LT	235773.17	137436.30	885.93
685	13+85.35	32.33 LT	235836.59	137446.13	886.50
686	13+85.58	40.26 LT	235836.89	137438.21	886.37
687	14+01.57	31.94 LT	235852.81	137446.67	886.58
688	14+01.70	39.86 LT	235853.01	137438.75	886.17
782	13+49.59	20.46 LT	235800.72	137457.68	888.75
783	13+73.58	20.45 LT	235824.72	137457.91	888.67

MEF
EXISTING CROSS SLOPE EXCEEDING 2.1%
7.9'
5.2%
688
687
1.2%
0.5%
686
1.6%
685
1.6%
1.6%
1.6%
667
668
EXISTING FIRE HYDRANT (NOT TO SCALE)
TYPE 7B
MODIFIED
675
676
783
644
634
4.8%
0.4%
4.0%
670
631
635
645
15.6%
0.6%
669
1.5%
7.9%
4.0%
629
8.0'
0.0%
0.0%
636
0.2%
0.3%
0.3%
671
7.9%
4.0%
630
651
1.5%
637
12.6%
0.5%
0.1%
633
632
8.3%
8.2%
0.2%
673
672
4.3%
663
654
674
782
1.5%
1.4%
1.4%
1.5%
678
677
2.9%
1.4%
MEF
EXISTING CROSS SLOPE EXCEEDING 2.1%
680
4.6%
679
7.9'
EXISTING R/W
OH
SAN
FO
W
14+00
R/L STH 67
STH 67
0.4%
0.5%

SEE INSET TO RIGHT
FOR END OF PATH
788
7.4'
789
1.4%
2.6%
2.6%
786
787
1.4%
733
1.3%
1.4%
1.3%
732
697
745
781
790
791
792
2.8%
2.7%
0.5%
5.8%
6.8%
8.6%
695
694
731
693
7.9%
1.5%
692
0.5%
0.4%
0.4%
0.4%
714
7.3%
730
705
704
7.9%
7.6%
9.0%
696
727
728
729
780
737
738
1.6%
4.7%
784
11.5%
11.8'
785
MEF
SLOPE TRANSITION RATE EXCEEDS 0.5% PER FOOT
EXISTING CROSS SLOPE EXCEEDING 2.1%
TYPE 7B
MODIFIED

847
848
INSET SHOWING END OF PATH
N

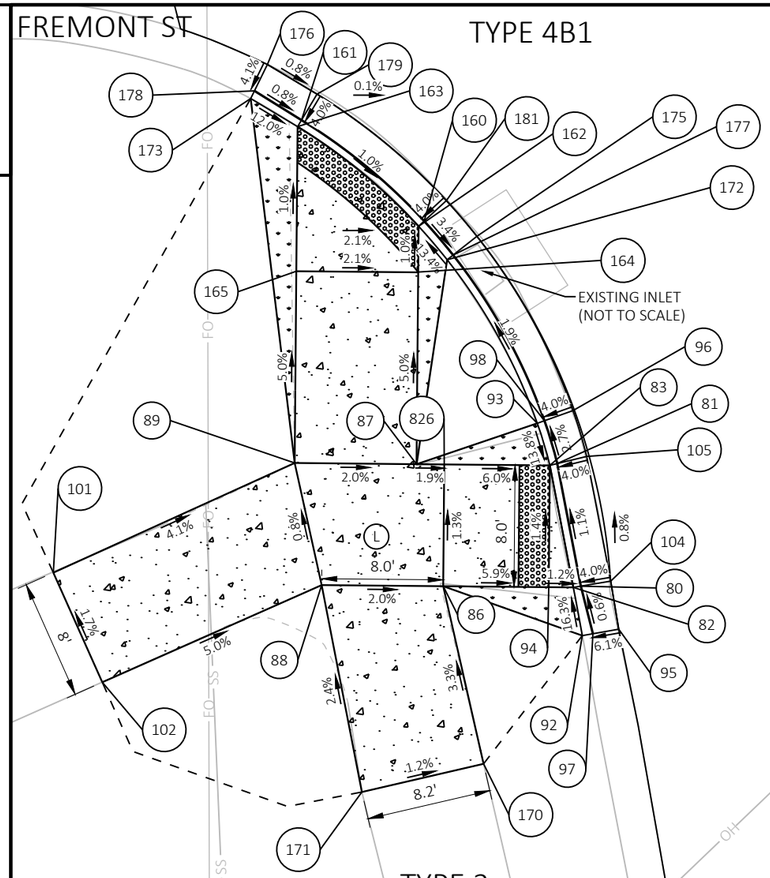
POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
692	13+65.59	22.29 RT	235816.34	137500.57	888.62
693	13+65.59	21.79 RT	235816.34	137500.07	888.64
694	13+65.59	19.88 RT	235816.36	137498.16	888.77
695	13+65.59	33.30 RT	235816.24	137511.58	887.75
696	13+57.59	33.30 RT	235808.24	137511.51	887.78
697	13+70.59	21.72 RT	235821.35	137500.05	888.62
704	13+57.59	22.29 RT	235808.34	137500.50	888.65
705	13+57.58	21.79 RT	235808.34	137500.00	888.67
714	13+57.57	19.88 RT	235808.34	137498.09	888.81
727	13+52.57	19.88 RT	235803.34	137498.04	888.83
728	13+52.58	21.74 RT	235803.34	137499.90	888.69
729	13+52.59	22.24 RT	235803.34	137500.40	889.10
730	13+57.59	41.30 RT	235808.16	137519.51	887.66
731	13+65.59	41.30 RT	235816.16	137519.58	887.63
732	13+80.58	41.64 RT	235831.16	137520.05	887.22
733	13+80.85	34.18 RT	235831.49	137512.60	887.32
737	13+46.96	21.78 RT	235797.71	137499.90	888.71
738	13+47.05	22.28 RT	235797.80	137500.39	889.16
745	13+70.59	22.36 RT	235821.34	137500.69	889.05
780	13+46.97	19.87 RT	235797.74	137497.99	888.86
781	13+70.60	19.89 RT	235821.37	137498.21	888.74
784	13+39.20	30.16 RT	235789.88	137508.20	888.09
785	13+38.02	41.89 RT	235788.59	137519.92	886.74
786	13+85.85	34.37 RT	235836.49	137512.83	887.26
787	13+85.58	41.82 RT	235836.15	137520.28	887.15
788	14+05.57	35.23 RT	235856.20	137513.87	886.74
789	14+05.31	42.59 RT	235855.87	137521.24	886.63
790	13+68.59	19.87 RT	235819.36	137498.18	888.75
791	13+68.58	21.76 RT	235819.33	137500.07	888.63
792	13+68.58	22.36 RT	235819.33	137500.67	889.13
847	14+05.57	35.23 RT	235914.81	137516.99	886.74
848	14+05.57	35.23 RT	235914.74	137525.01	885.00

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN DETAILS - CURB RAMPS	SHEET 40	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021301-CR.DWG
LAYOUT NAME - River Path
PLOT DATE : 9/29/2026 11:30 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : Custom

FREMONT ST

TYPE 4B1



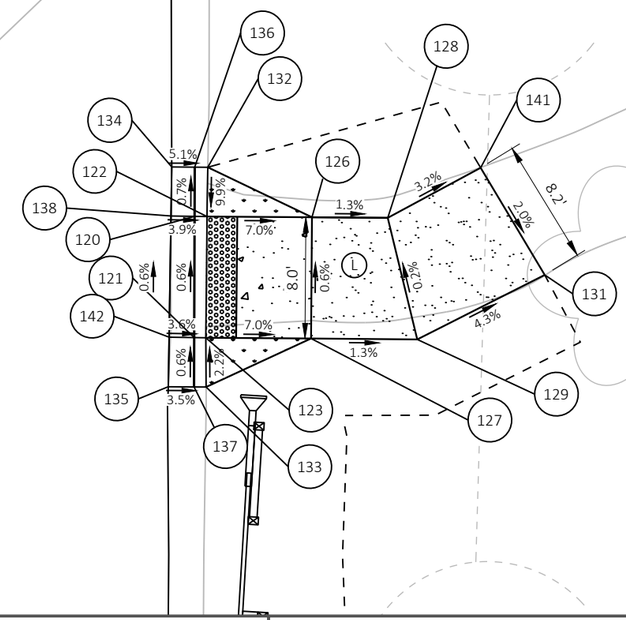
TYPE 3

R/L STH 67

STH 67

21+00

0.5%



RADIAL WARNING FIELD PANEL				
QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONGITUDINAL CHORD (FT)
NW	37.8	9.5	21.2	10.3

POINT TABLE

PT #	STA	OFFSET	Y	X	ELEV
80	21+06.52	35.97 LT	236557.76	137449.00	885.41
81	21+14.59	37.60 LT	236565.85	137447.44	885.32
82	21+06.43	36.46 LT	236557.68	137448.51	885.43
83	21+14.47	38.09 LT	236565.73	137446.96	885.34
86	21+06.43	45.05 LT	236557.76	137439.92	885.86
87	21+14.47	46.88 LT	236565.81	137438.16	885.79
88	21+06.43	53.07 LT	236557.83	137431.90	886.02
89	21+14.48	54.93 LT	236565.89	137430.12	885.95
92	21+03.26	35.84 LT	236554.50	137449.10	885.96
93	21+17.24	38.94 LT	236568.51	137446.13	885.74
94	21+06.43	38.09 LT	236557.70	137446.89	885.45
95	21+03.70	33.44 LT	236554.92	137451.50	885.54
96	21+18.10	36.59 LT	236569.35	137448.49	885.32
97	21+03.39	35.14 LT	236554.62	137449.80	885.43
98	21+17.41	38.47 LT	236568.68	137446.60	885.24
101	21+07.09	70.79 LT	236558.65	137414.19	886.67
102	20+99.89	67.49 LT	236551.42	137417.42	886.81
104	21+06.87	34.00 LT	236558.09	137450.98	885.49

POINT TABLE

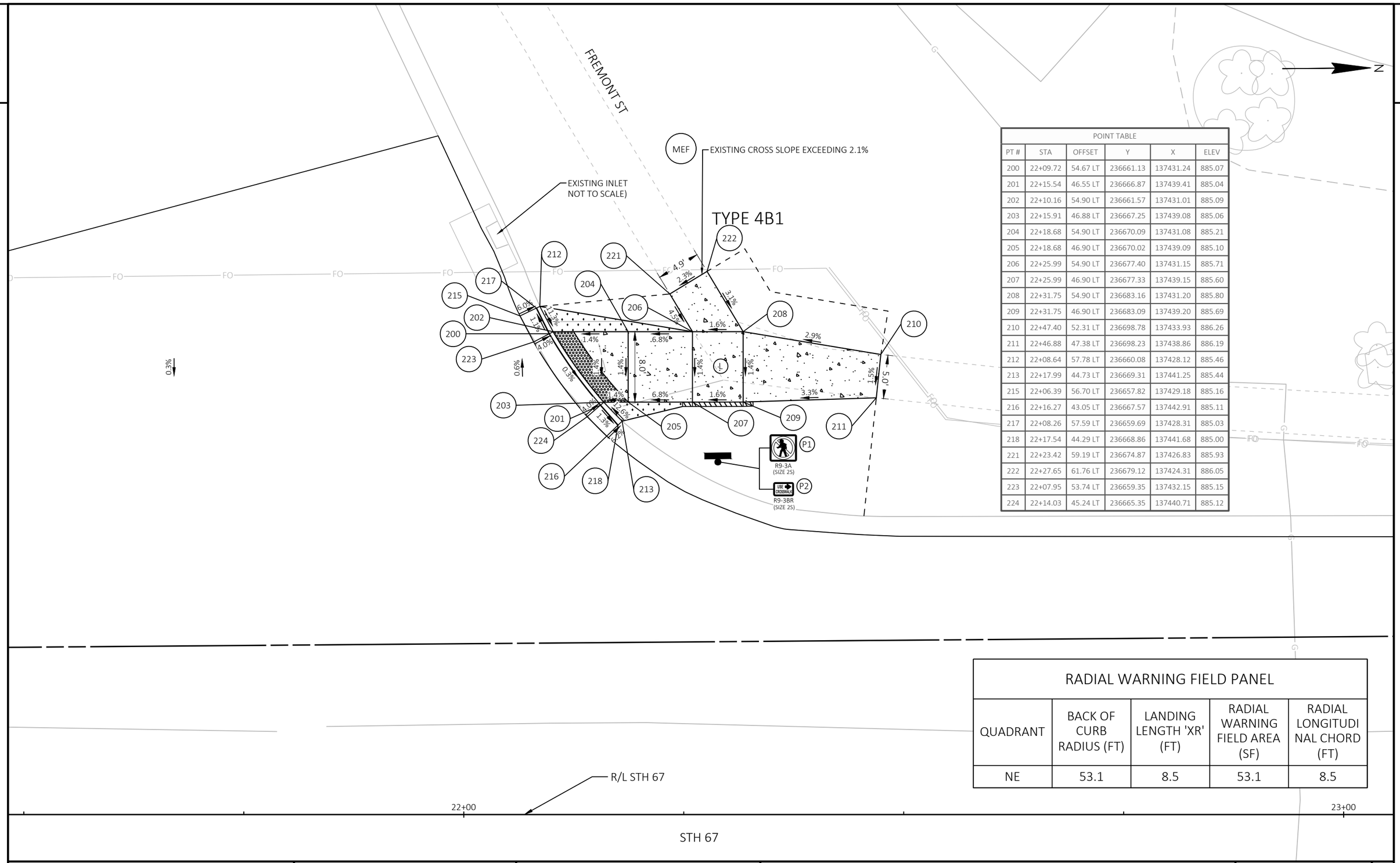
PT #	STA	OFFSET	Y	X	ELEV
105	21+15.08	35.66 LT	236566.32	137449.39	885.40
120	21+14.43	23.47 RT	236565.14	137508.51	885.76
121	21+06.43	23.52 RT	236557.14	137508.49	885.81
122	21+14.43	24.29 RT	236565.13	137509.33	885.79
123	21+06.43	24.28 RT	236557.13	137509.25	885.84
126	21+14.44	31.22 RT	236565.08	137516.26	885.31
127	21+06.44	31.23 RT	236557.08	137516.20	885.35
128	21+14.45	36.22 RT	236565.04	137521.26	885.24
129	21+06.44	38.24 RT	236557.02	137523.21	885.26
131	21+10.78	46.61 RT	236561.27	137531.62	884.85
132	21+17.68	24.31 RT	236568.38	137509.38	886.11
133	21+03.18	24.33 RT	236553.88	137509.27	885.91
134	21+17.68	21.93 RT	236568.40	137507.01	885.81
135	21+03.18	21.84 RT	236553.90	137506.78	885.89
136	21+17.69	23.45 RT	236568.40	137508.52	885.74
137	21+03.18	23.54 RT	236553.89	137508.48	885.83
138	21+14.44	21.91 RT	236565.16	137506.96	885.82
141	21+17.81	42.32 RT	236568.34	137527.39	885.02

POINT TABLE

PT #	STA	OFFSET	Y	X	ELEV
142	21+06.44	21.86 RT	236557.17	137506.83	885.87
160	21+30.51	46.52 LT	236581.85	137438.67	885.10
161	21+37.10	54.68 LT	236588.51	137430.57	885.20
162	21+30.17	46.89 LT	236581.51	137438.30	885.12
163	21+36.67	54.93 LT	236588.08	137430.31	885.22
164	21+27.15	46.89 LT	236578.49	137438.27	885.15
165	21+27.13	54.93 LT	236578.54	137430.23	885.32
170	20+94.74	42.28 LT	236546.04	137442.58	886.26
171	20+92.80	50.30 LT	236544.18	137434.55	886.36
172	21+27.98	44.98 LT	236579.30	137440.18	885.50
173	21+38.50	58.04 LT	236589.94	137427.22	885.65
175	21+29.54	43.04 LT	236580.85	137442.15	885.08
176	21+40.75	56.96 LT	236592.19	137428.32	885.31
177	21+28.29	44.59 LT	236579.61	137440.57	885.00
178	21+39.00	57.80 LT	236590.44	137427.46	885.23
179	21+38.83	53.67 LT	236590.23	137431.59	885.28
181	21+31.88	45.07 LT	236583.21	137440.13	885.18
826	21+14.47	45.05 LT	236565.79	137439.99	885.76

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN DETAILS - CURB RAMPS	SHEET 41	E

2



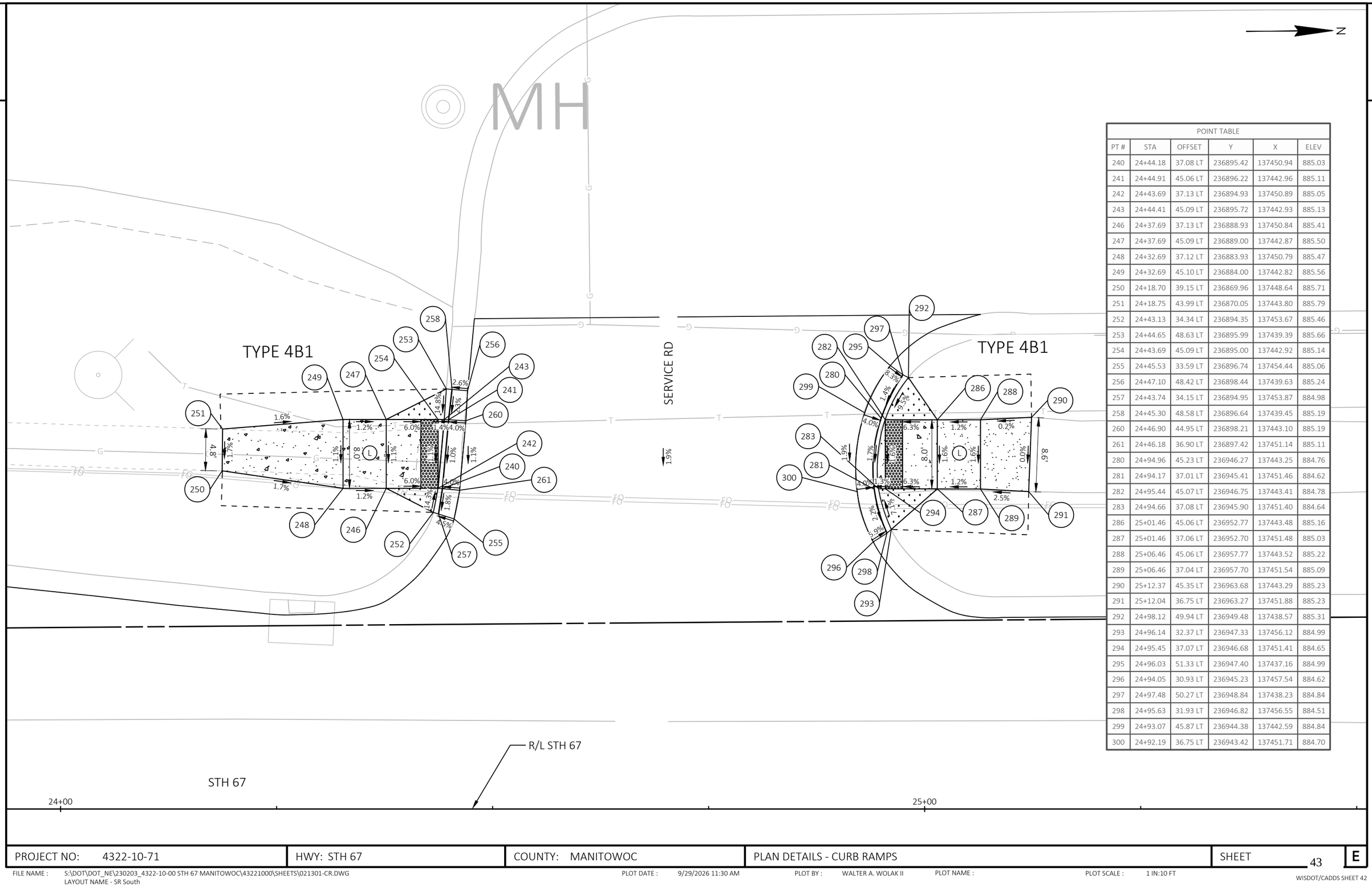
POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
200	22+09.72	54.67 LT	236661.13	137431.24	885.07
201	22+15.54	46.55 LT	236666.87	137439.41	885.04
202	22+10.16	54.90 LT	236661.57	137431.01	885.09
203	22+15.91	46.88 LT	236667.25	137439.08	885.06
204	22+18.68	54.90 LT	236670.09	137431.08	885.21
205	22+18.68	46.90 LT	236670.02	137439.09	885.10
206	22+25.99	54.90 LT	236677.40	137431.15	885.71
207	22+25.99	46.90 LT	236677.33	137439.15	885.60
208	22+31.75	54.90 LT	236683.16	137431.20	885.80
209	22+31.75	46.90 LT	236683.09	137439.20	885.69
210	22+47.40	52.31 LT	236698.78	137433.93	886.26
211	22+46.88	47.38 LT	236698.23	137438.86	886.19
212	22+08.64	57.78 LT	236660.08	137428.12	885.46
213	22+17.99	44.73 LT	236669.31	137441.25	885.44
215	22+06.39	56.70 LT	236657.82	137429.18	885.16
216	22+16.27	43.05 LT	236667.57	137442.91	885.11
217	22+08.26	57.59 LT	236659.69	137428.31	885.03
218	22+17.54	44.29 LT	236668.86	137441.68	885.00
221	22+23.42	59.19 LT	236674.87	137426.83	885.93
222	22+27.65	61.76 LT	236679.12	137424.31	886.05
223	22+07.95	53.74 LT	236659.35	137432.15	885.15
224	22+14.03	45.24 LT	236665.35	137440.71	885.12

RADIAL WARNING FIELD PANEL				
QUADRANT	BACK OF CURB RADIUS (FT)	LANDING LENGTH 'XR' (FT)	RADIAL WARNING FIELD AREA (SF)	RADIAL LONGITUDINAL CHORD (FT)
NE	53.1	8.5	53.1	8.5

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN DETAILS - CURB RAMPS	SHEET 42 E

2

N



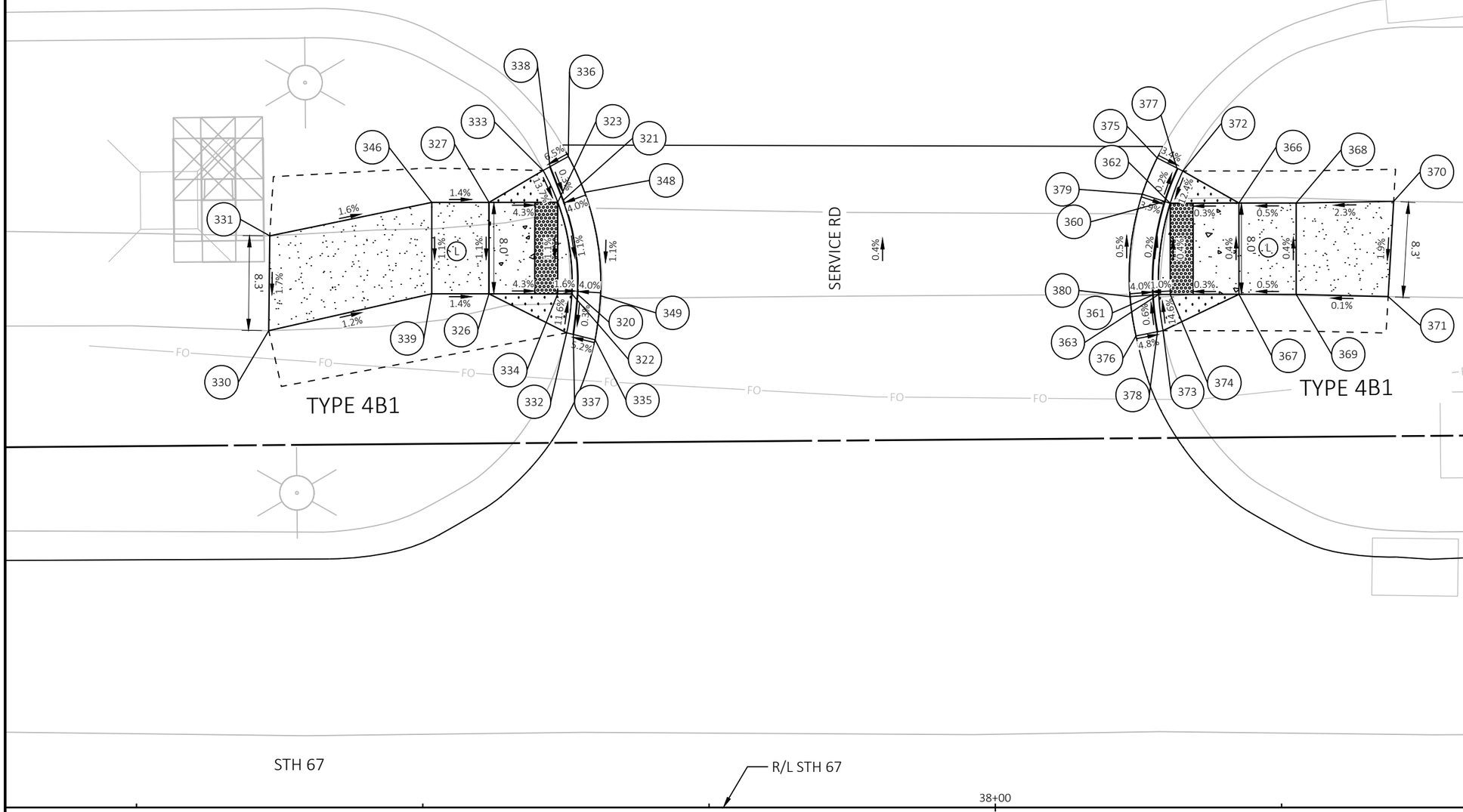
POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
240	24+44.18	37.08 LT	236895.42	137450.94	885.03
241	24+44.91	45.06 LT	236896.22	137442.96	885.11
242	24+43.69	37.13 LT	236894.93	137450.89	885.05
243	24+44.41	45.09 LT	236895.72	137442.93	885.13
246	24+37.69	37.13 LT	236888.93	137450.84	885.41
247	24+37.69	45.09 LT	236889.00	137442.87	885.50
248	24+32.69	37.12 LT	236883.93	137450.79	885.47
249	24+32.69	45.10 LT	236884.00	137442.82	885.56
250	24+18.70	39.15 LT	236869.96	137448.64	885.71
251	24+18.75	43.99 LT	236870.05	137443.80	885.79
252	24+43.13	34.34 LT	236894.35	137453.67	885.46
253	24+44.65	48.63 LT	236895.99	137439.39	885.66
254	24+43.69	45.09 LT	236895.00	137442.92	885.14
255	24+45.53	33.59 LT	236896.74	137454.44	885.06
256	24+47.10	48.42 LT	236898.44	137439.63	885.24
257	24+43.74	34.15 LT	236894.95	137453.87	884.98
258	24+45.30	48.58 LT	236896.64	137439.45	885.19
260	24+46.90	44.95 LT	236898.21	137443.10	885.19
261	24+46.18	36.90 LT	236897.42	137451.14	885.11
280	24+94.96	45.23 LT	236946.27	137443.25	884.76
281	24+94.17	37.01 LT	236945.41	137451.46	884.62
282	24+95.44	45.07 LT	236946.75	137443.41	884.78
283	24+94.66	37.08 LT	236945.90	137451.40	884.64
286	25+01.46	45.06 LT	236952.77	137443.48	885.16
287	25+01.46	37.06 LT	236952.70	137451.48	885.03
288	25+06.46	45.06 LT	236957.77	137443.52	885.22
289	25+06.46	37.04 LT	236957.70	137451.54	885.09
290	25+12.37	45.35 LT	236963.68	137443.29	885.23
291	25+12.04	36.75 LT	236963.27	137451.88	885.23
292	24+98.12	49.94 LT	236949.48	137438.57	885.31
293	24+96.14	32.37 LT	236947.33	137456.12	884.99
294	24+95.45	37.07 LT	236946.68	137451.41	884.65
295	24+96.03	51.33 LT	236947.40	137437.16	884.99
296	24+94.05	30.93 LT	236945.23	137457.54	884.62
297	24+97.48	50.27 LT	236948.84	137438.23	884.84
298	24+95.63	31.93 LT	236946.82	137456.55	884.51
299	24+93.07	45.87 LT	236944.38	137442.59	884.84
300	24+92.19	36.75 LT	236943.42	137451.71	884.70

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN DETAILS - CURB RAMPS	SHEET 43	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021301-CR.DWG
LAYOUT NAME - SR South
PLOT DATE : 9/29/2026 11:30 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

N



POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
320	37+63.52	44.83 LT	238214.78	137455.10	898.81
321	37+62.26	53.05 LT	238213.59	137446.88	898.90
322	37+63.02	44.87 LT	238214.28	137455.06	898.83
323	37+61.79	52.87 LT	238213.12	137447.05	898.94
326	37+55.78	44.87 LT	238207.04	137454.99	899.11
327	37+55.79	52.86 LT	238207.12	137447.00	899.20
330	37+36.55	41.66 LT	238187.78	137458.03	899.36
331	37+36.64	49.94 LT	238187.94	137449.76	899.50
332	37+62.57	41.47 LT	238213.79	137458.46	899.23
333	37+60.51	55.65 LT	238211.87	137444.26	899.36
334	37+61.78	44.87 LT	238213.04	137455.05	898.85
335	37+65.04	40.86 LT	238216.27	137459.09	898.90
336	37+62.71	56.87 LT	238214.08	137443.05	899.03
337	37+63.14	41.33 LT	238214.37	137458.60	898.80
338	37+61.11	55.98 LT	238212.46	137443.93	898.91
339	37+50.78	44.88 LT	238202.04	137454.94	899.18
346	37+50.79	52.86 LT	238202.12	137446.96	899.27
348	37+64.13	53.74 LT	238215.47	137446.20	898.98
349	37+65.52	44.71 LT	238216.77	137455.24	898.89
360	38+14.80	52.94 LT	238266.13	137447.46	900.13
361	38+13.76	44.78 LT	238265.02	137455.61	900.15
362	38+15.27	52.78 LT	238266.60	137447.62	900.15
363	38+14.26	44.82 LT	238265.52	137455.57	900.17
366	38+21.27	52.81 LT	238272.60	137447.65	900.17
367	38+21.28	44.83 LT	238272.53	137455.62	900.20
368	38+26.27	52.81 LT	238277.60	137447.69	900.20
369	38+26.28	44.82 LT	238277.53	137455.68	900.22
370	38+34.79	52.95 LT	238286.11	137447.62	900.39
371	38+34.31	44.63 LT	238285.56	137455.94	900.23
372	38+16.37	55.60 LT	238267.72	137444.81	900.52
373	38+14.65	41.66 LT	238265.87	137458.74	900.63
374	38+15.28	44.82 LT	238266.53	137455.58	900.18
375	38+14.13	56.75 LT	238265.50	137443.64	900.19
376	38+12.29	41.20 LT	238263.51	137459.18	900.26
377	38+15.85	55.87 LT	238267.20	137444.54	900.12
378	38+14.16	41.56 LT	238265.38	137458.83	900.17
379	38+12.83	53.58 LT	238264.16	137446.80	900.21
380	38+11.76	44.63 LT	238263.01	137455.74	900.23

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN DETAILS - CURB RAMPS	SHEET 44	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021301-CR.DWG
LAYOUT NAME - SR North

PLOT DATE : 9/29/2026 11:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT

RAB SOUTH CROSSING

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
400	42+11.12	21.26 RT	238656.35	137514.00	904.50
401	42+01.30	21.37 RT	238648.41	137512.81	904.43
403	42+01.31	21.89 RT	238648.36	137513.32	904.45
406	42+11.79	31.51 RT	238654.75	137524.13	904.94
407	42+00.83	31.38 RT	238646.87	137522.71	904.86
408	42+12.43	39.52 RT	238653.50	137532.06	905.04
409	42+00.34	39.38 RT	238645.63	137530.62	904.97
412	42+15.36	21.68 RT	238659.63	137515.16	905.02
413	41+97.65	21.86 RT	238645.40	137512.99	904.81
414	42+11.15	21.76 RT	238656.27	137514.49	904.52
415	42+15.20	19.17 RT	238660.09	137512.70	904.62
416	41+97.69	19.34 RT	238645.66	137510.48	904.48
417	42+15.32	21.17 RT	238659.72	137514.67	904.52
418	41+97.65	21.30 RT	238645.45	137512.43	904.37
419	42+32.75	32.13 RT	238669.12	137529.22	905.45
420	42+32.16	40.07 RT	238665.75	137536.41	905.52
423	41+91.15	31.46 RT	238639.81	137522.26	905.15
424	41+90.84	39.37 RT	238639.35	137530.16	905.28
427	42+11.02	19.26 RT	238656.67	137512.02	904.58
428	42+01.24	19.38 RT	238648.60	137510.83	904.51
740	41+93.86	41.45 LT	238645.89	137449.55	904.72
741	41+99.20	44.75 LT	238653.43	137446.84	904.76
742	41+93.72	41.91 LT	238645.72	137449.08	904.74
743	41+99.03	45.20 LT	238653.25	137446.37	904.78
746	41+91.40	51.82 LT	238642.93	137439.03	905.36
748	41+89.42	59.27 LT	238640.20	137431.51	905.48
749	41+94.30	62.29 LT	238647.73	137428.79	905.50
752	41+91.64	40.81 LT	238642.86	137450.05	905.20
753	42+01.04	46.76 LT	238656.20	137445.13	905.28
755	41+92.33	38.46 LT	238643.69	137452.44	904.78
756	42+01.89	44.58 LT	238657.11	137447.44	904.87
757	41+91.79	40.30 LT	238643.04	137450.57	904.70
758	42+01.22	46.29 LT	238656.40	137445.62	904.77
759	41+80.09	54.58 LT	238626.43	137436.50	905.65
760	41+81.47	46.38 LT	238628.86	137444.57	905.44
762	41+99.88	42.98 LT	238654.18	137448.70	904.84
763	42+06.07	62.55 LT	238665.71	137430.52	905.86
764	42+03.65	69.31 LT	238662.99	137423.26	905.96
768	41+96.45	54.97 LT	238650.45	137436.31	905.40
770	41+94.43	39.60 LT	238646.55	137451.44	904.80
793	41+87.39	38.73 LT	238637.13	137452.03	905.09
794	41+87.53	38.13 LT	238637.30	137452.63	904.62
795	41+87.92	36.36 LT	238637.82	137454.40	904.73
796	42+01.92	47.46 LT	238657.52	137444.58	905.25
797	42+02.09	46.97 LT	238657.68	137445.09	904.78

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
798	42+02.70	45.24 LT	238658.32	137446.92	904.89
799	41+92.96	21.76 RT	238641.60	137512.63	904.80
800	41+92.76	21.14 RT	238641.47	137512.00	904.33
801	41+92.79	19.24 RT	238641.58	137510.10	904.43
802	42+19.63	19.14 RT	238663.68	137513.61	904.66
803	42+19.77	21.10 RT	238663.26	137515.53	904.53
804	42+19.81	21.66 RT	238663.13	137516.08	904.99
829	41+93.12	44.37 LT	238645.03	137446.58	904.85
830	41+98.51	47.07 LT	238652.71	137444.44	904.88
831	41+93.58	42.47 LT	238645.57	137448.51	904.75
832	41+96.59	54.40 LT	238650.61	137436.89	905.39

TYPE 3

*EXISTING MEDIAN CURB RAMP TO REMAIN IN PLACE

R/L STH 67

STH 67 SB

STH 67 NB

42+00

EXISTING CROSS SLOPE EXCEEDING 2.1%

TYPE 3

N

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN DETAILS - CURB RAMPS	SHEET 45	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021301-CR.DWG
LAYOUT NAME - RAB South

PLOT DATE : 9/29/2026 11:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

RAB EAST CROSSING

2

2

43+00

STH 67

R/L STH 67

N

EXISTING R/W

*EXISTING MEDIAN CURB RAMP TO REMAIN IN PLACE

ROCKVILLE RD EB

ROCKVILLE RD WB

TYPE 2

TYPE 3

MEF EXISTING CROSS SLOPE EXCEEDING 2.1%

EXISTING CROSS SLOPE EXCEEDING 2.1% MEF

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
814	43+31.62	60.26 RT	238777.42	137599.61	904.99
815	43+31.35	60.09 RT	238776.84	137599.54	904.53
816	43+30.47	59.66 RT	238775.00	137599.37	904.66
845	42+95.55	53.75 RT	238708.54	137582.36	904.92

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
478	43+00.39	47.88 RT	238719.28	137580.84	904.40
479	43+02.90	54.53 RT	238721.34	137588.74	904.32
480	43+02.06	55.64 RT	238719.41	137589.22	904.24
481	42+99.54	49.11 RT	238717.37	137581.37	904.32
482	43+01.84	55.93 RT	238718.91	137589.34	904.26
483	42+99.32	49.44 RT	238716.86	137581.51	904.34
486	42+97.66	60.54 RT	238709.35	137590.31	904.86
487	42+95.06	54.36 RT	238707.42	137582.47	904.94
488	42+94.41	64.86 RT	238701.34	137591.13	904.96
489	42+91.72	59.02 RT	238699.34	137583.29	905.04
492	43+02.69	58.44 RT	238719.62	137592.29	904.71
493	42+97.93	46.36 RT	238715.78	137577.66	904.88
495	43+03.74	57.09 RT	238722.06	137591.71	904.31
496	42+98.98	44.73 RT	238718.17	137576.94	904.48
497	43+02.90	58.17 RT	238720.11	137592.17	904.21
498	42+98.16	46.00 RT	238716.31	137577.50	904.38
514	42+98.02	75.93 RT	238703.62	137604.61	905.13
515	43+01.03	72.04 RT	238711.48	137603.74	904.94
516	42+87.79	52.74 RT	238696.24	137573.81	905.48
517	42+90.38	46.47 RT	238703.73	137571.24	905.33
518	43+33.34	46.04 RT	238778.27	137585.04	904.88
519	43+31.47	53.62 RT	238776.09	137593.10	904.77
520	43+34.31	47.01 RT	238780.18	137585.65	904.80
521	43+32.42	54.36 RT	238778.05	137593.53	904.69
522	43+34.55	47.25 RT	238780.65	137585.80	904.82
523	43+32.66	54.55 RT	238778.54	137593.64	904.71
526	43+39.97	52.78 RT	238791.85	137588.59	905.33
527	43+37.69	59.41 RT	238789.37	137596.21	905.22
528	43+43.41	57.16 RT	238799.66	137590.54	905.42
529	43+41.01	63.50 RT	238797.14	137598.15	905.32
532	43+35.54	44.30 RT	238781.76	137582.53	905.35
533	43+32.14	57.15 RT	238777.97	137596.38	905.15
535	43+34.34	42.96 RT	238779.41	137581.68	904.93
536	43+30.96	56.31 RT	238775.52	137595.91	904.73
537	43+35.31	44.03 RT	238781.29	137582.36	904.85
538	43+31.91	56.98 RT	238777.48	137596.28	904.65
541	43+47.75	49.14 RT	238804.23	137579.90	905.99
542	43+45.40	42.42 RT	238797.65	137575.46	905.81
543	43+36.09	65.57 RT	238787.64	137603.00	905.50
544	43+39.14	70.06 RT	238795.22	137605.62	905.65
777	43+01.28	56.49 RT	238717.67	137589.47	904.28
805	42+98.39	43.51 RT	238717.70	137575.40	904.51
806	42+97.62	44.82 RT	238715.93	137576.04	904.39
807	42+97.36	45.18 RT	238715.35	137576.16	904.84
808	43+05.61	64.33 RT	238723.48	137599.78	904.28
809	43+04.77	65.28 RT	238721.49	137600.16	904.16
810	43+04.55	65.63 RT	238720.94	137600.34	904.60
811	43+37.37	39.85 RT	238783.78	137577.45	905.34
812	43+37.11	39.55 RT	238783.28	137577.28	904.88
813	43+36.17	38.36 RT	238781.47	137576.51	905.00

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN DETAILS - CURB RAMPS	SHEET 46	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021301-CR.DWG
LAYOUT NAME - RAB East

PLOT DATE : 9/29/2026 11:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT

RAB WEST CROSSING

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
638	44+03.57	132.70 LT	238802.76	137382.97	906.30
639	44+03.77	140.75 LT	238801.23	137375.05	906.22
640	44+05.00	140.66 LT	238803.20	137374.69	906.14
641	44+04.84	132.65 LT	238804.72	137382.56	906.22
642	44+05.31	140.63 LT	238803.69	137374.60	906.16
643	44+05.15	132.64 LT	238805.21	137382.46	906.24
646	44+09.74	140.35 LT	238810.73	137373.37	906.59
647	44+09.77	132.34 LT	238812.39	137381.20	906.68
648	44+14.71	140.19 LT	238818.61	137371.98	906.64
649	44+14.84	132.19 LT	238820.27	137379.81	906.72
650	44+15.06	124.61 LT	238821.98	137387.21	907.05
652	44+05.41	143.63 LT	238803.17	137371.65	906.41
653	44+05.12	129.36 LT	238805.90	137385.66	906.74
655	44+03.87	143.80 LT	238800.70	137372.04	906.19
656	44+03.53	129.39 LT	238803.45	137386.20	906.34
657	44+05.01	143.67 LT	238802.54	137371.75	906.09
658	44+04.80	129.37 LT	238805.41	137385.77	906.24
659	44+14.68	151.80 LT	238816.46	137360.57	907.00
660	44+09.91	151.43 LT	238808.74	137362.46	906.79
664	44+09.99	124.34 LT	238814.34	137388.97	906.84
698	42+38.48	142.74 LT	238747.16	137372.56	906.36
699	42+38.90	134.61 LT	238744.54	137380.31	906.33
700	42+37.99	134.47 LT	238742.68	137379.60	906.25
701	42+37.59	142.45 LT	238745.25	137371.99	906.28
702	42+37.75	134.44 LT	238742.22	137379.42	906.27
703	42+37.37	142.38 LT	238744.77	137371.85	906.32
706	42+34.55	133.26 LT	238735.47	137377.70	906.74
707	42+34.01	141.17 LT	238737.48	137369.96	906.80
708	42+30.16	133.58 LT	238726.87	137373.87	906.82
709	42+30.39	141.41 LT	238730.15	137366.74	906.86
712	42+37.82	131.49 LT	238741.11	137382.15	906.65
713	42+37.13	145.59 LT	238745.62	137368.71	906.70
715	42+39.00	131.55 LT	238743.40	137383.16	906.30
716	42+38.23	146.05 LT	238748.06	137369.33	906.39
717	42+38.12	131.50 LT	238741.69	137382.41	906.20
718	42+37.35	145.68 LT	238746.11	137368.84	906.29
719	42+29.73	124.90 LT	238722.92	137381.65	907.15
720	42+33.40	123.23 LT	238729.33	137386.00	907.01
723	42+33.82	149.99 LT	238740.50	137361.66	907.07
724	42+30.49	149.70 LT	238733.35	137359.08	907.22
779	42+37.12	142.28 LT	238744.22	137371.71	906.32
823	44+05.12	124.41 LT	238807.00	137390.49	906.73
824	44+04.77	124.41 LT	238806.46	137390.62	906.26
825	44+03.52	124.40 LT	238804.59	137391.06	906.36
840	42+33.89	133.05 LT	238734.07	137377.34	906.75

E PARK AVE EB

E PARK AVE WB

TYPE 2

EXISTING INLET
NOT TO SCALE)

*EXISTING MEDIAN CURB RAMP
TO REMAIN IN PLACE

TYPE 3

EXISTING INLET
NOT TO SCALE)

EXISTING CROSS SLOPE EXCEEDING 2.1%

EXISTING CROSS SLOPE
EXCEEDING 2.1%

MEF

MEF

N

2

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN DETAILS - CURB RAMPS	SHEET 47	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021301-CR.DWG
LAYOUT NAME - RAB West
PLOT DATE : 9/29/2026 11:31 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

RAB NORTH CROSSING

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
553	44+33.20	17.86 RT	238864.18	137524.99	906.21
554	44+24.43	18.32 RT	238856.22	137526.43	906.11
560	44+33.33	19.85 RT	238864.50	137526.96	906.13
561	44+24.56	20.32 RT	238856.61	137528.39	906.03
562	44+33.37	20.35 RT	238864.58	137527.45	906.15
563	44+24.59	20.82 RT	238856.71	137528.88	906.05
566	44+33.86	38.92 RT	238866.87	137545.89	906.26
567	44+24.24	38.94 RT	238858.94	137546.87	906.16
568	44+32.83	47.92 RT	238866.94	137554.93	906.40
569	44+22.75	46.85 RT	238858.88	137554.87	906.28
570	44+33.89	39.97 RT	238867.00	137546.93	906.28
572	44+36.65	20.17 RT	238867.55	137527.00	906.64
573	44+21.24	20.99 RT	238853.72	137529.50	906.49
575	44+36.49	17.68 RT	238867.18	137524.52	906.22
576	44+21.09	18.50 RT	238853.20	137527.05	906.07
577	44+36.62	19.67 RT	238867.47	137526.50	906.14
578	44+21.21	20.49 RT	238853.62	137529.01	905.99
581	44+52.08	48.87 RT	238882.16	137554.94	906.50
582	44+52.44	41.02 RT	238882.30	137547.08	906.34
585	44+14.12	37.41 RT	238850.37	137546.72	906.16
586	44+12.27	45.17 RT	238850.33	137554.63	906.36
598	44+42.65	33.45 LT	238869.75	137473.07	906.40
599	44+36.13	36.71 LT	238862.00	137470.38	906.43
600	44+36.89	38.50 LT	238862.74	137468.52	906.35
601	44+43.25	35.32 LT	238870.33	137471.16	906.32
602	44+37.09	38.95 LT	238862.92	137468.06	906.38
603	44+43.44	35.91 LT	238870.51	137470.56	906.35
606	44+41.05	50.35 LT	238866.78	137456.33	907.23
607	44+47.19	47.44 LT	238874.38	137458.83	907.19
609	44+49.46	55.85 LT	238876.84	137450.32	907.24
612	44+34.83	40.34 LT	238860.16	137466.91	906.83
613	44+45.84	34.82 LT	238873.34	137471.50	906.81
615	44+33.85	38.35 LT	238859.21	137468.99	906.45
616	44+45.15	32.37 LT	238872.66	137473.99	906.41
617	44+34.61	39.91 LT	238859.95	137467.36	906.37
618	44+45.69	34.28 LT	238873.19	137472.06	906.29
619	44+35.33	61.63 LT	238858.78	137445.66	907.40
620	44+31.62	54.99 LT	238854.82	137452.73	907.29
624	44+58.82	46.24 LT	238888.39	137459.81	907.43
625	44+59.85	54.05 LT	238889.74	137452.01	907.55
817	44+14.81	18.84 RT	238847.57	137528.36	906.05
818	44+14.82	20.77 RT	238847.93	137530.25	905.94
819	44+14.83	21.32 RT	238848.04	137530.79	906.40
820	44+42.93	17.28 RT	238873.09	137523.69	906.20
821	44+43.05	19.32 RT	238873.31	137525.72	906.11
822	44+43.08	19.82 RT	238873.37	137526.21	906.58
833	44+33.38	20.79 RT	238864.64	137527.90	906.15
843	44+47.43	48.21 LT	238874.63	137458.04	907.19
844	44+43.46	57.80 LT	238869.29	137448.70	907.26

STH 67 SB

STH 67 NB

EXISTING INLET NOT TO SCALE)

EXISTING INLET NOT TO SCALE)

TYPE 3

TYPE 3

*EXISTING MEDIAN CURB RAMP TO REMAIN IN PLACE

EXISTING R/W

EXISTING CROSS SLOPE EXCEEDING 2.1%

44+00

R/L STH 67

MEF

N

RIVERVIEW RD

PERSNICKETY PL

R/L STH 67

STH 67

EXISTING R/W

EXISTING POWER POLE
(NOT TO SCALE)

TYPE 4
MODIFIED

TYPE 4
MODIFIED

TYPE 4
MODIFIED

N

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
508	54+65.20	26.97 LT	239894.52	137488.30	910.96
509	54+66.41	24.78 LT	239895.72	137490.49	910.54
510	54+62.46	25.72 LT	239891.77	137489.52	910.51
511	54+62.63	25.25 LT	239891.93	137489.99	910.49
512	54+63.30	23.37 LT	239892.59	137491.88	910.57
530	54+57.50	24.18 LT	239886.80	137491.01	910.53
531	54+57.66	22.19 LT	239886.94	137493.00	910.61
557	54+62.46	38.06 LT	239891.88	137477.18	910.80
558	54+57.45	38.06 LT	239886.88	137477.13	910.85
559	54+57.46	33.06 LT	239886.84	137482.13	910.80
571	54+54.12	24.45 LT	239883.42	137490.71	910.91
574	54+57.46	24.68 LT	239886.76	137490.51	910.55
587	54+64.51	48.15 LT	239894.03	137467.11	910.84
588	54+57.46	25.72 LT	239886.77	137489.47	910.56
589	54+77.19	42.96 LT	239906.66	137472.42	910.49
590	54+76.39	37.35 LT	239905.80	137478.02	910.51
772	54+62.46	33.06 LT	239891.84	137482.18	910.75
993	54+54.15	23.83 LT	239883.45	137491.33	910.55
994	54+54.31	21.99 LT	239883.59	137493.18	910.64
1018	54+65.44	26.53 LT	239894.76	137488.74	910.48
1020	54+49.39	33.05 LT	239878.77	137482.06	911.05
1021	54+69.33	33.04 LT	239898.71	137482.27	910.67
1023	54+69.39	48.03 LT	239898.91	137467.27	910.75
1025	54+64.33	33.04 LT	239893.71	137482.22	910.72
1026	54+49.51	37.95 LT	239878.94	137477.17	911.11
1040	54+74.46	37.90 LT	239903.89	137477.45	910.43
1041	54+75.19	43.01 LT	239904.66	137472.35	910.41
1042	54+73.98	38.04 LT	239903.41	137477.31	910.45
1043	54+74.69	43.02 LT	239904.16	137472.33	910.42
1046	54+69.33	38.05 LT	239898.75	137477.25	910.70
1047	54+69.33	43.03 LT	239898.80	137472.27	910.68
1048	54+64.33	38.06 LT	239893.75	137477.20	910.77
1049	54+64.33	43.04 LT	239893.80	137472.22	910.75
1052	54+72.93	35.24 LT	239902.33	137480.10	910.94
1053	54+74.82	45.80 LT	239904.32	137469.55	910.67
1054	54+74.00	43.03 LT	239903.47	137472.32	910.43
1055	54+75.19	34.17 LT	239904.58	137481.19	910.52
1056	54+77.28	45.82 LT	239906.77	137469.55	910.48
1057	54+73.38	35.02 LT	239902.78	137480.32	910.44
1058	54+75.33	45.81 LT	239904.83	137469.55	910.40

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
773	54+58.84	26.96 RT	239887.68	137542.16	910.44
774	54+62.82	32.72 RT	239891.60	137547.96	910.28
775	54+64.26	31.29 RT	239893.05	137546.54	910.34
776	54+57.48	33.05 RT	239886.26	137548.24	910.38
1066	54+52.64	48.81 RT	239881.27	137563.95	910.79
1067	54+52.69	43.93 RT	239881.37	137559.07	910.84
1068	54+57.45	44.20 RT	239886.12	137559.39	910.76
1069	54+57.46	39.20 RT	239886.18	137554.39	910.70
1070	54+57.50	29.08 RT	239886.31	137544.27	910.38
1072	54+62.47	33.07 RT	239891.24	137548.31	910.30
1073	54+62.45	39.21 RT	239891.17	137554.45	910.62
1075	54+57.68	55.50 RT	239886.25	137570.69	910.79
1076	54+62.53	55.59 RT	239891.09	137570.82	910.73
1077	54+54.96	26.83 RT	239883.79	137542.00	910.37
1078	54+55.74	25.27 RT	239884.59	137540.44	910.48
1079	54+57.77	28.66 RT	239886.58	137543.85	910.36
1092	54+64.45	35.27 RT	239893.20	137550.52	910.75
1093	54+54.64	27.48 RT	239883.47	137542.64	910.85
1099	54+64.84	34.95 RT	239893.59	137550.20	910.25
1104	54+66.39	33.69 RT	239895.15	137548.96	910.33

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1118	54+71.78	43.34 RT	239900.46	137558.66	910.29
1119	54+73.15	48.85 RT	239901.78	137564.18	910.26
1120	54+71.17	49.11 RT	239899.80	137564.43	910.18
1121	54+69.89	44.00 RT	239898.56	137559.30	910.21
1122	54+70.67	49.18 RT	239899.30	137564.49	910.20
1123	54+69.41	44.16 RT	239898.09	137559.46	910.23
1126	54+62.42	49.17 RT	239891.05	137564.41	910.66
1127	54+62.43	44.16 RT	239891.10	137559.40	910.68
1128	54+57.48	49.18 RT	239886.11	137564.37	910.74
1132	54+71.15	53.12 RT	239899.74	137568.44	910.49
1133	54+68.18	41.16 RT	239896.88	137556.44	910.73
1134	54+69.42	49.18 RT	239898.05	137564.48	910.21
1135	54+73.58	53.09 RT	239902.17	137568.43	910.19
1136	54+70.44	40.08 RT	239899.15	137555.39	910.30
1137	54+71.88	53.12 RT	239900.47	137568.45	910.05
1138	54+68.63	40.94 RT	239897.34	137556.23	910.23

54+00

2

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1151	55+09.34	42.88 LT	239938.81	137472.79	910.68
1152	55+10.41	37.25 LT	239939.83	137478.43	910.72
1160	55+11.34	43.00 LT	239940.81	137472.69	910.60
1161	55+12.31	37.88 LT	239941.73	137477.82	910.64
1162	55+11.84	43.02 LT	239941.31	137472.67	910.62
1163	55+12.79	38.03 LT	239942.21	137477.67	910.66
1166	55+17.50	43.03 LT	239946.97	137472.72	910.96
1167	55+17.50	38.03 LT	239946.92	137477.71	910.99
1168	55+22.64	43.03 LT	239952.11	137472.76	911.02
1172	55+11.85	46.02 LT	239941.35	137469.68	910.96
1173	55+13.95	35.25 LT	239943.35	137480.47	911.15
1174	55+12.79	43.02 LT	239942.25	137472.68	910.63
1175	55+09.44	46.05 LT	239938.93	137469.62	910.61
1176	55+11.73	34.11 LT	239941.11	137481.58	910.73
1177	55+11.27	46.02 LT	239940.77	137469.66	910.53
1178	55+13.51	35.02 LT	239942.90	137480.69	910.65
1179	55+17.64	48.11 LT	239947.15	137467.64	911.20
1180	55+22.55	48.03 LT	239952.06	137467.76	911.22
1198	55+25.08	23.04 LT	239954.36	137492.78	910.90
1199	55+19.44	25.61 LT	239948.74	137490.15	910.82
1200	55+20.52	27.30 LT	239949.84	137488.47	910.74
1201	55+25.65	24.95 LT	239954.95	137490.87	910.82
1202	55+20.78	27.72 LT	239950.11	137488.05	910.76
1203	55+25.80	25.43 LT	239955.10	137490.39	910.84
1205	55+25.79	27.72 LT	239955.12	137488.10	910.85

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1206	55+20.78	33.03 LT	239950.16	137482.74	910.94
1207	55+25.79	33.04 LT	239955.17	137482.78	911.03
1209	55+25.79	38.03 LT	239955.21	137477.79	911.05
1212	55+18.50	29.43 LT	239947.84	137486.32	911.18
1213	55+28.79	24.77 LT	239958.09	137491.08	910.99
1215	55+16.86	27.54 LT	239946.19	137488.19	910.76
1216	55+28.47	22.32 LT	239957.75	137493.53	910.89
1217	55+18.17	29.05 LT	239947.51	137486.69	910.68
1218	55+28.72	24.19 LT	239958.01	137491.66	910.85

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1238	55+10.03	48.73 RT	239938.66	137564.41	910.25
1239	55+11.45	43.34 RT	239940.12	137559.02	910.28
1240	55+13.33	44.01 RT	239942.00	137559.71	910.20
1241	55+12.00	49.07 RT	239940.63	137564.76	910.17
1242	55+13.80	44.18 RT	239942.47	137559.89	910.22
1243	55+12.50	49.15 RT	239941.12	137564.85	910.19
1246	55+20.76	44.20 RT	239949.42	137559.97	910.62
1247	55+20.74	49.18 RT	239949.37	137564.94	910.60
1248	55+25.75	44.21 RT	239954.42	137560.03	910.70
1249	55+25.74	49.19 RT	239954.37	137565.00	910.68
1252	55+15.20	40.92 RT	239943.90	137556.64	910.75
1253	55+12.14	52.16 RT	239940.74	137567.85	910.50
1254	55+13.79	49.16 RT	239942.41	137564.86	910.20
1255	55+12.96	39.80 RT	239941.67	137555.49	910.33
1256	55+09.66	51.98 RT	239938.26	137567.65	910.16
1257	55+14.75	40.69 RT	239943.45	137556.41	910.25
1258	55+11.34	52.11 RT	239939.94	137567.79	910.05
1263	55+30.19	49.20 RT	239958.82	137565.06	910.76
1264	55+30.23	44.30 RT	239958.90	137560.15	910.76
1278	55+19.02	31.44 RT	239947.81	137547.20	910.61

POINT TABLE					
PT #	STA	OFFSET	Y	X	ELEV
1279	55+24.48	27.11 RT	239953.30	137542.92	910.67
1280	55+25.54	28.81 RT	239954.35	137544.62	910.59
1281	55+20.43	32.86 RT	239949.20	137548.63	910.53
1282	55+25.81	29.23 RT	239954.62	137545.04	910.61
1283	55+20.78	33.22 RT	239949.55	137548.99	910.55
1286	55+25.79	39.19 RT	239954.50	137555.00	910.68
1287	55+20.77	39.18 RT	239949.48	137554.95	910.60
1290	55+25.55	54.19 RT	239954.13	137570.15	910.71
1291	55+20.61	54.18 RT	239949.19	137570.15	910.63
1292	55+28.62	27.67 RT	239957.44	137543.51	911.13
1293	55+18.88	35.29 RT	239947.63	137551.05	910.97
1294	55+25.80	33.23 RT	239954.57	137549.05	910.63
1295	55+27.57	25.54 RT	239956.41	137541.37	910.72
1296	55+16.96	33.69 RT	239945.73	137549.43	910.55
1297	55+28.34	27.08 RT	239957.16	137542.92	910.63
1298	55+18.50	34.97 RT	239947.25	137550.72	910.47

2

EXISTING INLET (NOT TO SCALE)

N

STH 67

0.7%

0.7%

55+00

R/L STH 67

EXISTING R/W

EXISTING R/W

TYPE 4 MODIFIED

TYPE 4 MODIFIED

TYPE 4 MODIFIED

RIVERVIEW RD

PERSNICKETY PL

FO

OH

SS

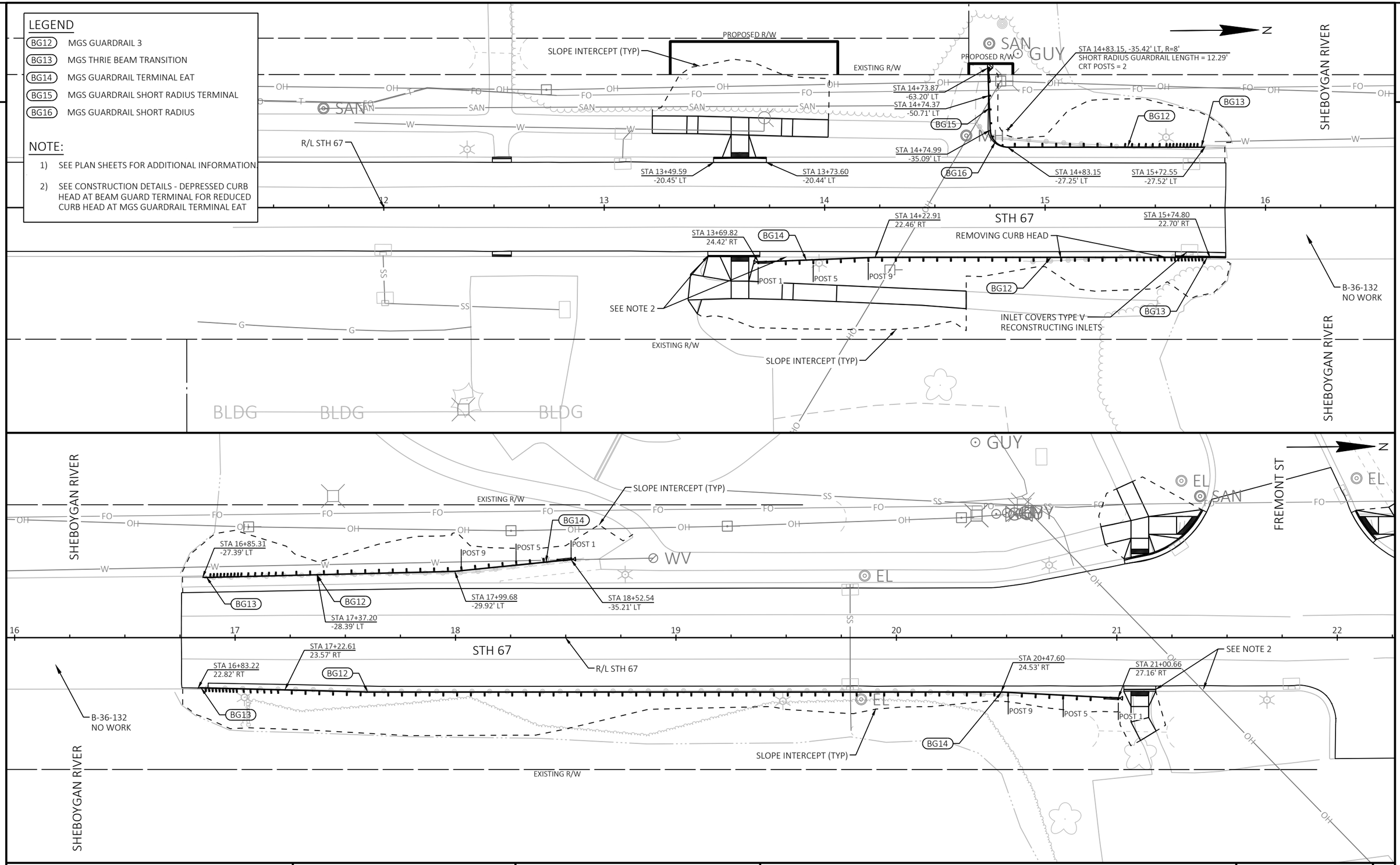
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN DETAILS - CURB RAMPS	SHEET 50	E

LEGEND

- BG12 MGS GUARDRAIL 3
- BG13 MGS THRIE BEAM TRANSITION
- BG14 MGS GUARDRAIL TERMINAL EAT
- BG15 MGS GUARDRAIL SHORT RADIUS TERMINAL
- BG16 MGS GUARDRAIL SHORT RADIUS

NOTE:

1) SEE PLAN SHEETS FOR ADDITIONAL INFORMATION.
2) SEE CONSTRUCTION DETAILS - DEPRESSED CURB HEAD AT BEAM GUARD TERMINAL FOR REDUCED CURB HEAD AT MGS GUARDRAIL TERMINAL EAT



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN DETAILS - GUARDRAILS	SHEET 51	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021321-BG.DWG
LAYOUT NAME - PNBG1

PLOT DATE : 9/29/2026 11:32 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

EXISTING R/W

SLOPE INTERCEPT (TYP)

N

R/L STH 67

BG12

POST 1

POST 5

POST 9

STA 388+25.67
-20.00' LT

STA 388+78.76
-18.00' LT

BG14

386 387 388 389 390 391 392

STH 67

BG16

BG15

BG12

STA 386+69.03
18.26' RT

STA 386+69.03, 50.27' RT, R=32'
SHORT RADIUS GUARDRAIL LENGTH = 41.45'
CRT POSTS = 7

STA 386+38.28
41.39' RT

BG12

SLOPE INTERCEPT (TYP)

LEGEND

BG12	MGS GUARDRAIL 3
BG13	MGS THRIE BEAM TRANSITION
BG14	MGS GUARDRAIL TERMINAL EAT
BG15	MGS GUARDRAIL SHORT RADIUS TERMINAL
BG16	MGS GUARDRAIL SHORT RADIUS

NOTE:

1) SEE PLAN SHEETS FOR ADDITIONAL INFORMATION.

2) SEE CONSTRUCTION DETAILS - DEPRESSED CURB HEAD AT BEAM GUARD TERMINAL FOR REDUCED CURB HEAD AT MGS GUARDRAIL TERMINAL EAT

SLOPE INTERCEPT (TYP)

R/L STH 67

BG12

N

BG14

POST 9

POST 5

POST 1

STA 396+66.26
-18.00' LT

STA 397+19.34
-20.00' LT

392 393 394 395 396 397 398

STH 67

STA 396+25.84
18.00' RT

STA 396+78.92
20.00' RT

BG16

BG16

STA 393+44.03
18.26' RT

STA 393+44.09, 26.27' RT, R=8'
SHORT RADIUS GUARDRAIL LENGTH = 12.71'
CRT POSTS = 3

STA 393+51.95
27.42' RT

STA 393+82.03
18.26' RT

STA 393+82.09, 26.27' RT, R=8'
SHORT RADIUS GUARDRAIL LENGTH = 11.60'
CRT POSTS = 2

STA 393+74.11
25.10' RT

BG12

SLOPE INTERCEPT (TYP)

BG15

BG15

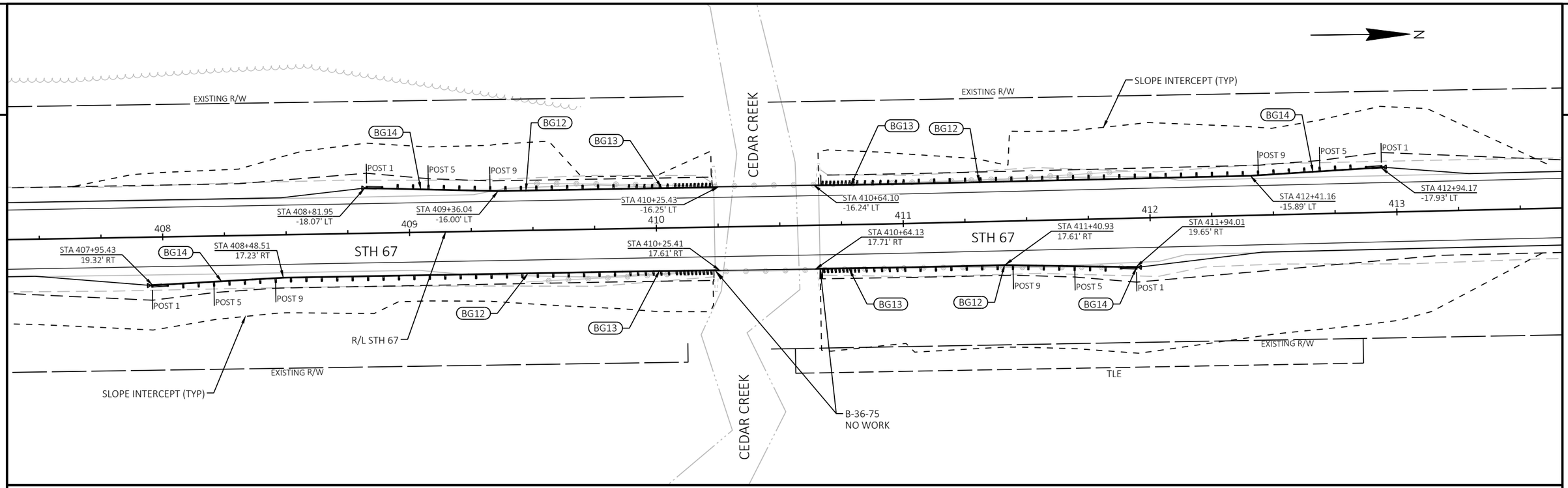
EXISTING R/W

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN DETAILS - GUARDRAILS	SHEET 52	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\021321-BG.DWG
LAYOUT NAME - PNBG2

PLOT DATE : 9/29/2026 11:33 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

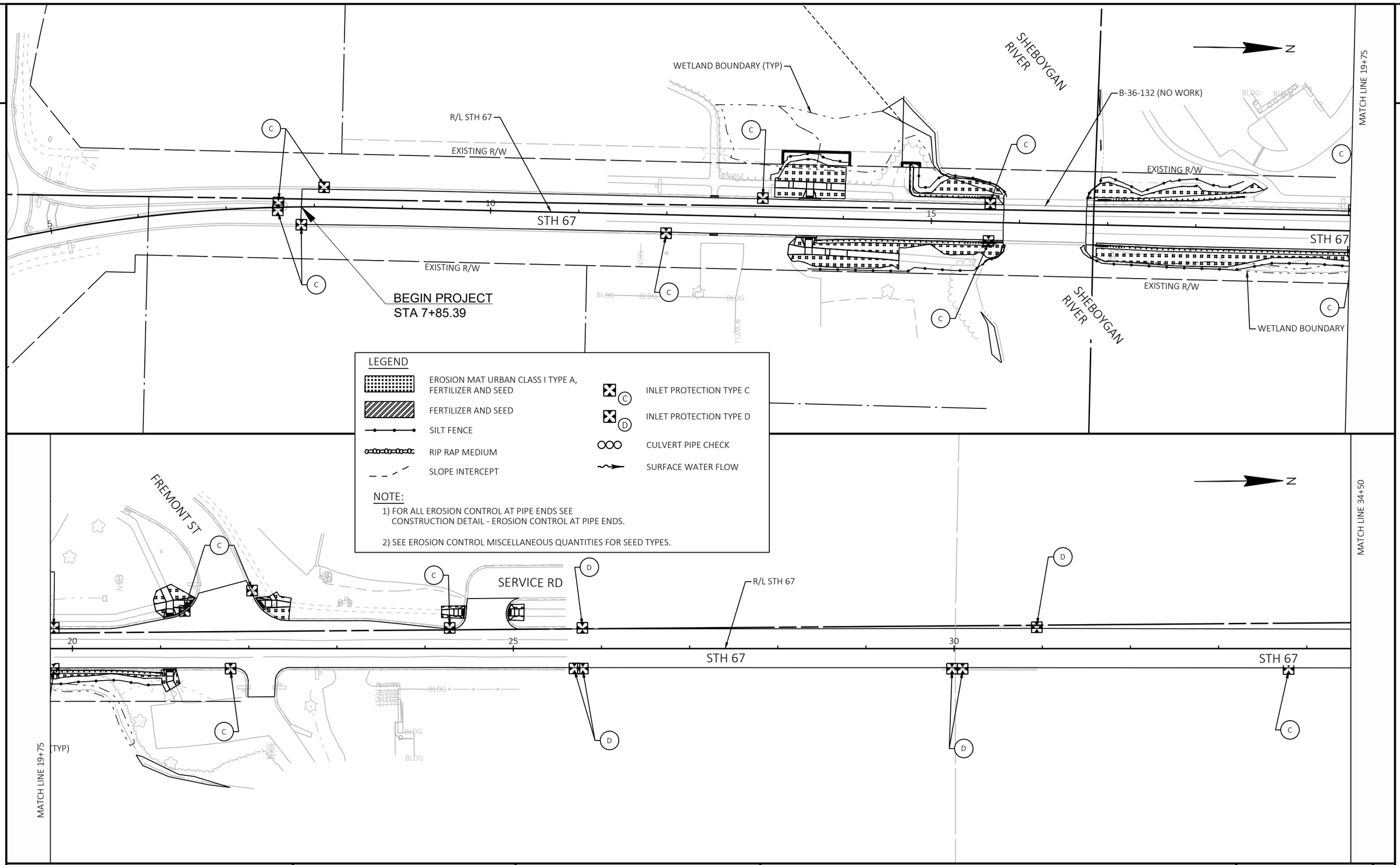


LEGEND

- BG12 MGS GUARDRAIL 3
- BG13 MGS THRIE BEAM TRANSITION
- BG14 MGS GUARDRAIL TERMINAL EAT
- BG15 MGS GUARDRAIL SHORT RADIUS TERMINAL
- BG16 MGS GUARDRAIL SHORT RADIUS

NOTE:

1) SEE PLAN SHEETS FOR ADDITIONAL INFORMATION.
2) SEE CONSTRUCTION DETAILS - DEPRESSED CURB HEAD AT BEAM GUARD TERMINAL FOR REDUCED CURB HEAD AT MGS GUARDRAIL TERMINAL EAT



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 54	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\022001-EC.DWG
LAYOUT NAME - 01
PLOT DATE : 9/29/2026 11:35 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

MATCH LINE 49+25

W PARK AVE

SERVICE RD

EXISTING R/W

R/L STH 67

EXISTING R/W

35

40

45

STH 67

STH 67

EXISTING R/W

EXISTING R/W

FROST

ROCKVILLE RD

MATCH LINE 34+50

LEGEND

- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER AND SEED
- FERTILIZER AND SEED
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

NOTE:

1) FOR ALL EROSION CONTROL AT PIPE ENDS SEE CONSTRUCTION DETAIL - EROSION CONTROL AT PIPE ENDS.

2) SEE EROSION CONTROL MISCELLANEOUS QUANTITIES FOR SEED TYPES.

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 55	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 9/29/2026 11:35 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

RIVERVIEW RD

D

R/L STH 67

EXISTING R/W

EXISTING R/W

50

55

60

STH 67

STH 67

EXISTING R/W

EXISTING R/W

PERSNICKETY PL

D

C

C

MATCH LINE 49+25

MATCH LINE 64+00

LEGEND

EROSION MAT URBAN CLASS I TYPE A, FERTILIZER AND SEED

FERTILIZER AND SEED

SILT FENCE

RIP RAP MEDIUM

SLOPE INTERCEPT

C INLET PROTECTION TYPE C

D INLET PROTECTION TYPE D

CULVERT PIPE CHECK

SURFACE WATER FLOW

NOTE:

1) FOR ALL EROSION CONTROL AT PIPE ENDS SEE CONSTRUCTION DETAIL - EROSION CONTROL AT PIPE ENDS.

2) SEE EROSION CONTROL MISCELLANEOUS QUANTITIES FOR SEED TYPES.

N

MATCH LINE 78+75

R/L STH 67

EXISTING R/W

65

70

75

STH 67

STH 67

EXISTING R/W

C

C

MATCH LINE 64+00

CTH XX

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 56	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\022001-EC.DWG
LAYOUT NAME - 03

PLOT DATE : 9/29/2026 11:35 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE 78+75

N

WETLAND BOUNDARY (TYP)

R/L STH 67

EXISTING R/W

80 85 90

STH 67

EXISTING R/W

WETLAND BOUNDARY (TYP)

POST

BLDG

BLDG

BLDG

MATCH LINE 93+50

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER AND SEED
- FERTILIZER AND SEED
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

NOTE:

1) FOR ALL EROSION CONTROL AT PIPE ENDS SEE CONSTRUCTION DETAIL - EROSION CONTROL AT PIPE ENDS.

2) SEE EROSION CONTROL MISCELLANEOUS QUANTITIES FOR SEED TYPES.

MATCH LINE 93+50

FISH AND GAME RD

FISH AND GAME RD

N

MATCH LINE 108+25

R/L STH 67

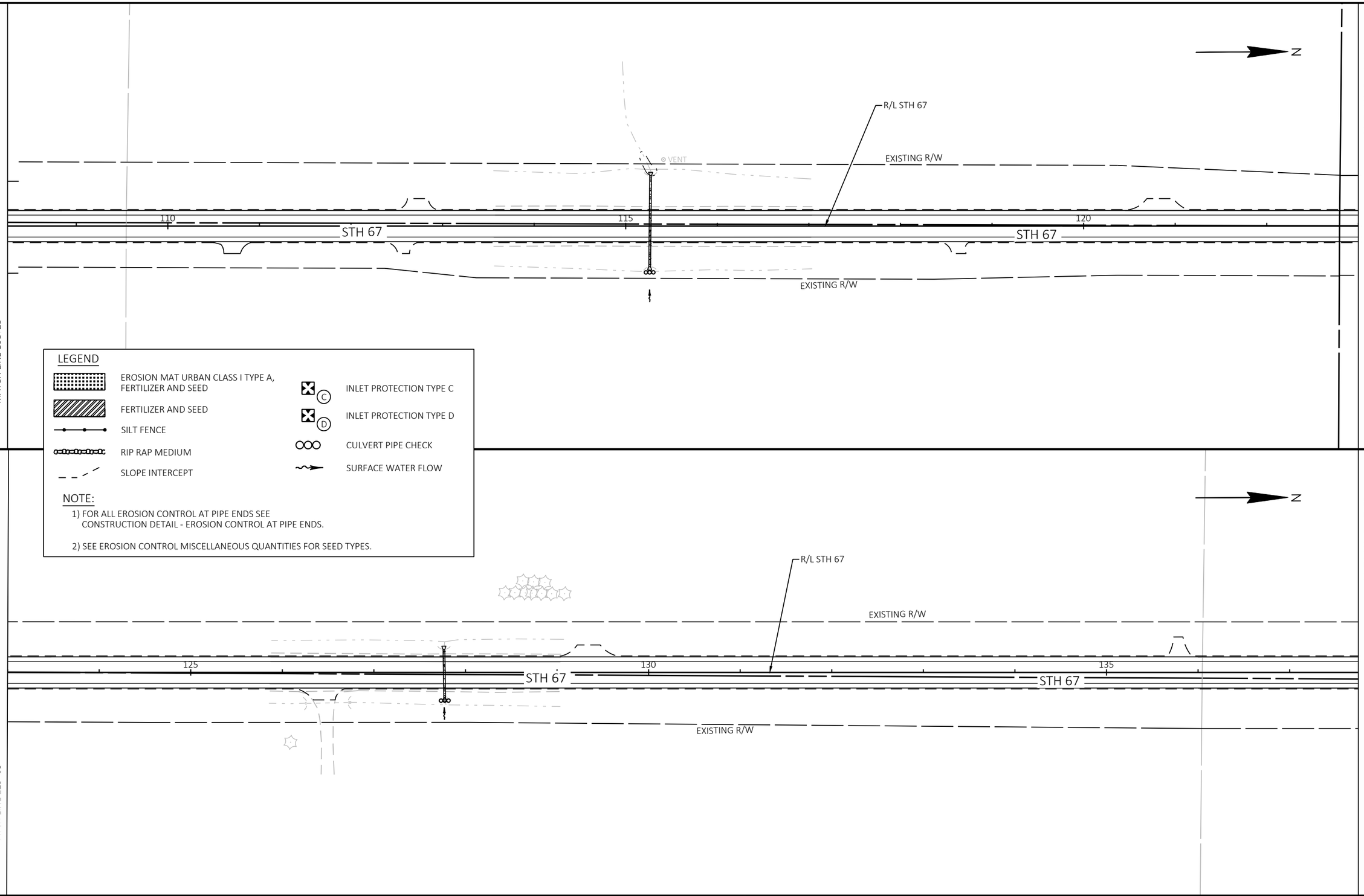
EXISTING R/W

95 100 105

STH 67

EXISTING R/W

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 57	E


N
R/L STH 67
EXISTING R/W
VENT
110
115
120
STH 67
STH 67
EXISTING R/W
MATCH LINE 108+25
MATCH LINE 123+00
LEGEND
EROSION MAT URBAN CLASS I TYPE A, FERTILIZER AND SEED
FERTILIZER AND SEED
SILT FENCE
RIP RAP MEDIUM
SLOPE INTERCEPT
INLET PROTECTION TYPE C
INLET PROTECTION TYPE D
CULVERT PIPE CHECK
SURFACE WATER FLOW
NOTE:
1) FOR ALL EROSION CONTROL AT PIPE ENDS SEE CONSTRUCTION DETAIL - EROSION CONTROL AT PIPE ENDS.
2) SEE EROSION CONTROL MISCELLANEOUS QUANTITIES FOR SEED TYPES.
N
R/L STH 67
EXISTING R/W
125
130
135
STH 67
STH 67
EXISTING R/W
MATCH LINE 123+00
MATCH LINE 137+75

2

MATCH LINE 137+75

EXISTING R/W

R/L STH 67

140

145

150

STH 67

EXISTING R/W

NORTH AVE

NORTH AVE

N

MATCH LINE 152+50

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER AND SEED
- FERTILIZER AND SEED
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

NOTE:

1) FOR ALL EROSION CONTROL AT PIPE ENDS SEE CONSTRUCTION DETAIL - EROSION CONTROL AT PIPE ENDS.

2) SEE EROSION CONTROL MISCELLANEOUS QUANTITIES FOR SEED TYPES.

MATCH LINE 152+50

WETLAND BOUNDARY (TYP)

EXISTING R/W

R/L STH 67

155

160

STH 67

EXISTING R/W

WETLAND BOUNDARY (TYP)

N

MATCH LINE 167+25

WETLAND BOUNDARY (TYP)

165

WETLAND BOUNDARY (TYP)

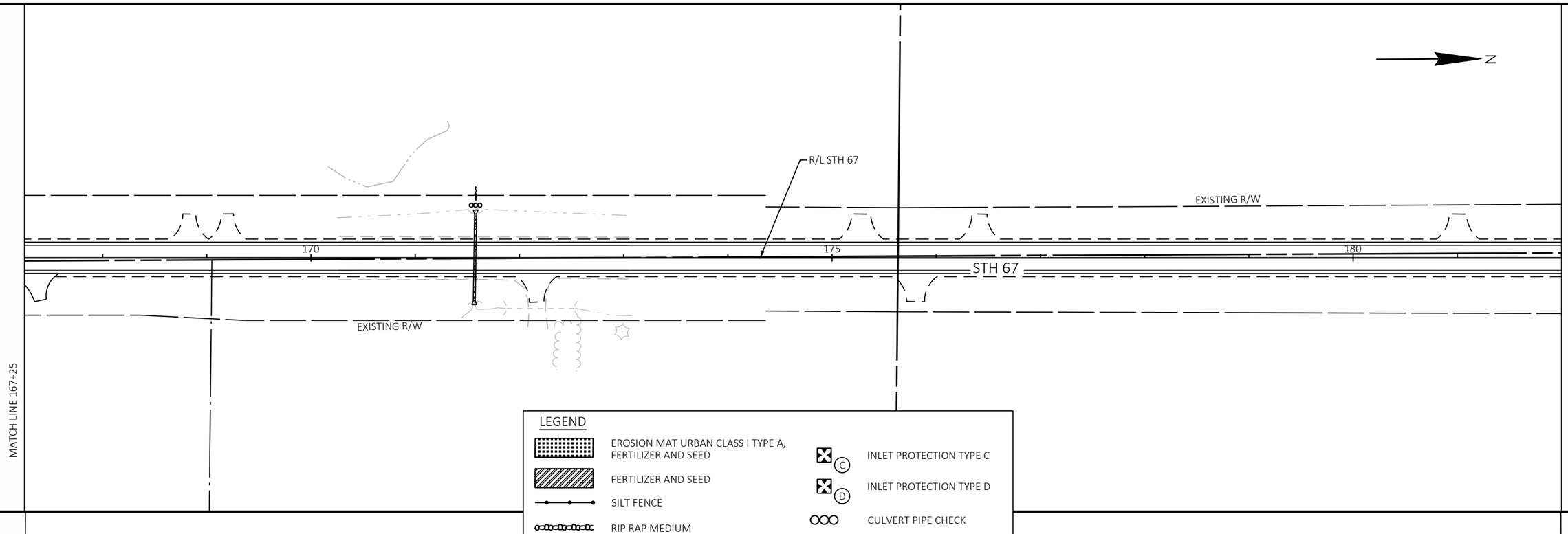
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 59	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\022001-EC.DWG
LAYOUT NAME - 06

PLOT DATE : 9/29/2026 11:36 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



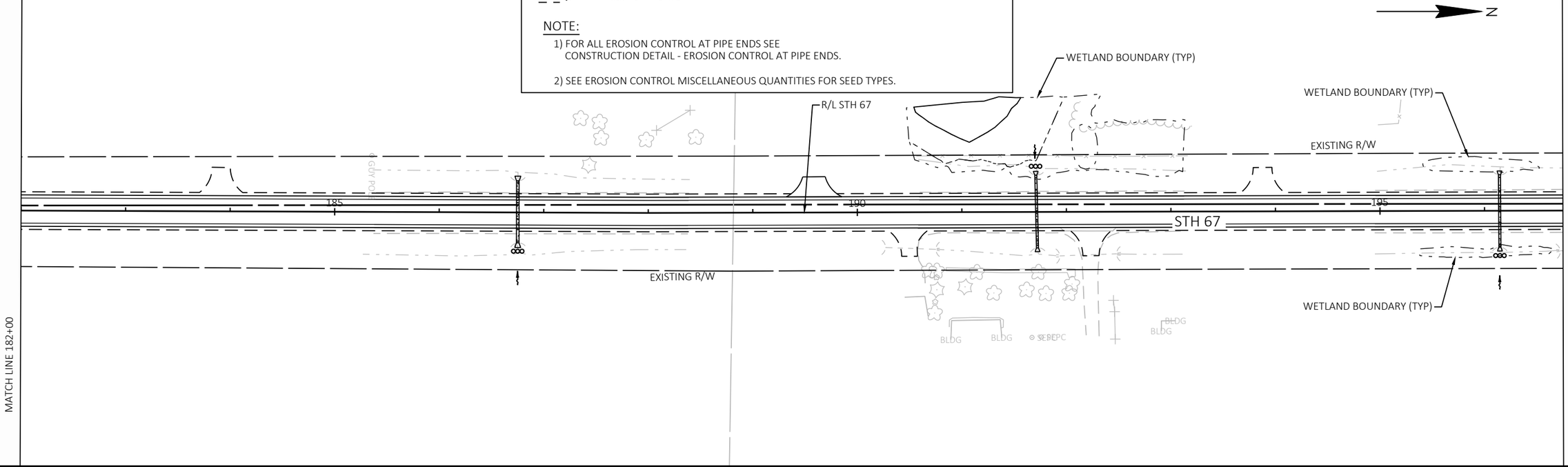
LEGEND

- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER AND SEED
- FERTILIZER AND SEED
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

NOTE:

1) FOR ALL EROSION CONTROL AT PIPE ENDS SEE CONSTRUCTION DETAIL - EROSION CONTROL AT PIPE ENDS.

2) SEE EROSION CONTROL MISCELLANEOUS QUANTITIES FOR SEED TYPES.



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 60	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\022001-EC.DWG
LAYOUT NAME - 07

PLOT DATE : 9/29/2026 11:37 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

POINT CREEK RD

N

WETLAND BOUNDARY (TYP)

MATCH LINE 211+50

R/L STH 67

EXISTING R/W

200

205

210

STH 67

EXISTING R/W

WETLAND BOUNDARY (TYP)

MATCH LINE 196+75

POINT CREEK RD

LEGEND

- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER AND SEED
- FERTILIZER AND SEED
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

NOTE:

1) FOR ALL EROSION CONTROL AT PIPE ENDS SEE CONSTRUCTION DETAIL - EROSION CONTROL AT PIPE ENDS.

2) SEE EROSION CONTROL MISCELLANEOUS QUANTITIES FOR SEED TYPES.

N

WETLAND BOUNDARY (TYP)

RIP RAP

PROPOSED R/W

MATCH LINE 226+25

R/L STH 67

EXISTING R/W

215

220

225

STH 67

EXISTING R/W

WETLAND BOUNDARY (TYP)

MATCH LINE 211+50

2

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 61	E

2

CHARLESBURG RD

N

WETLAND BOUNDARY (TYP)

R/L STH 67

EXISTING R/W

230

235

240

STH 67

EXISTING R/W

MATCH LINE 226+25

MATCH LINE 241+00

2

LEGEND

- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER AND SEED
- FERTILIZER AND SEED
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

NOTE:

1) FOR ALL EROSION CONTROL AT PIPE ENDS SEE CONSTRUCTION DETAIL - EROSION CONTROL AT PIPE ENDS.

2) SEE EROSION CONTROL MISCELLANEOUS QUANTITIES FOR SEED TYPES.

N

MATCH LINE 241+00

R/L STH 67

EXISTING R/W

245

250

255

STH 67

EXISTING R/W

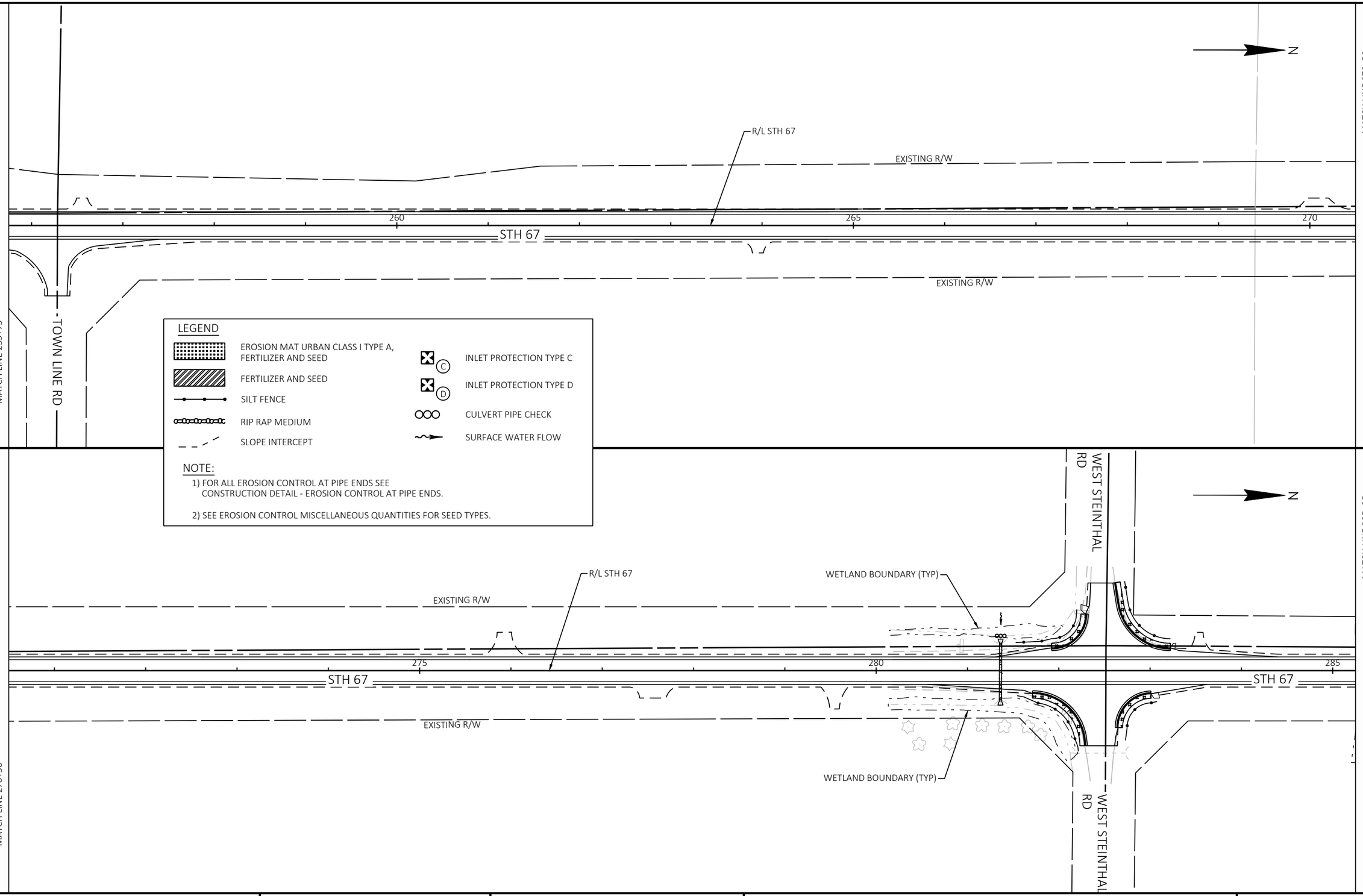
MATCH LINE 255+75

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 62	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\022001-EC.DWG
LAYOUT NAME - 09

PLOT DATE : 9/29/2026 11:37 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

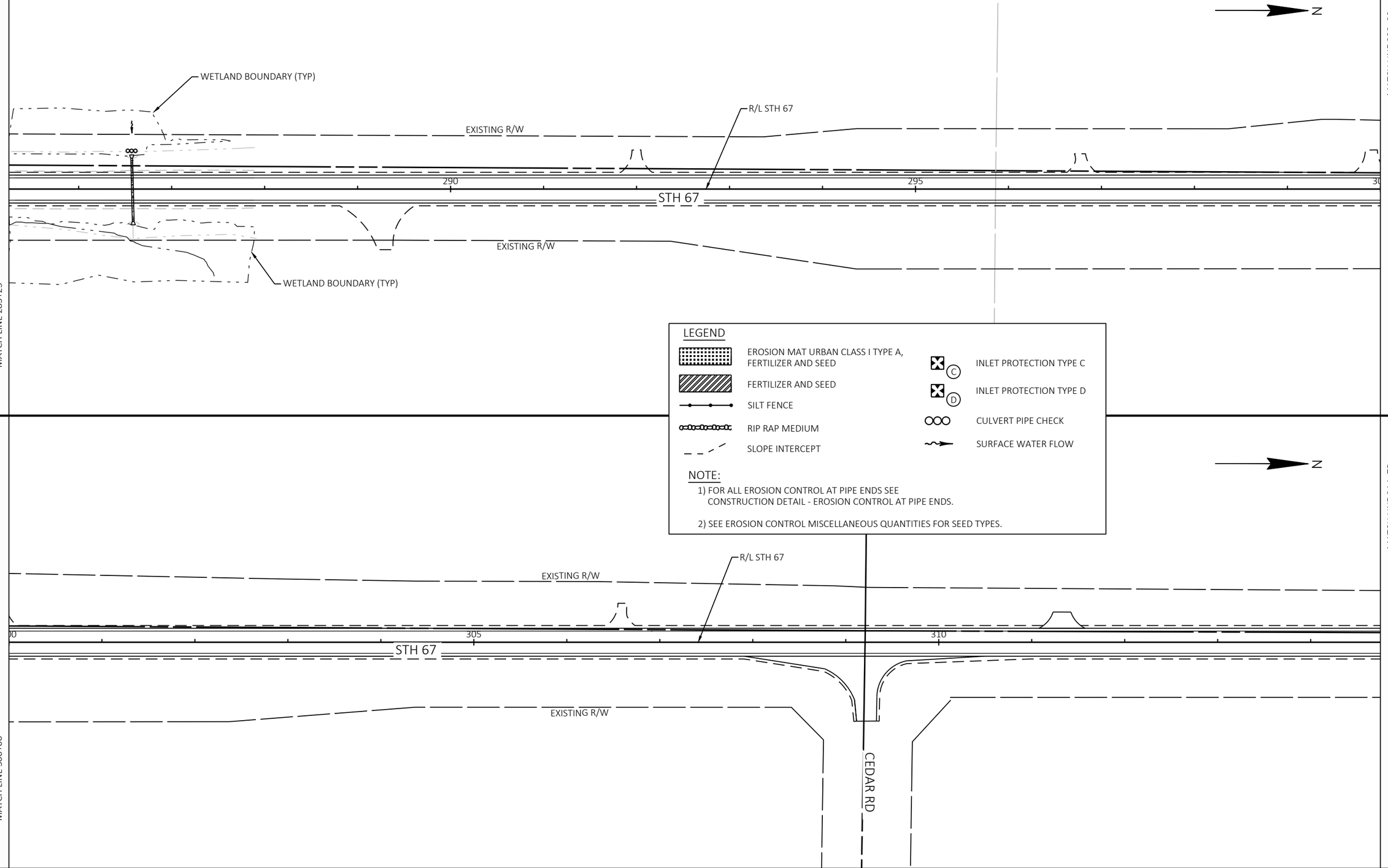
2

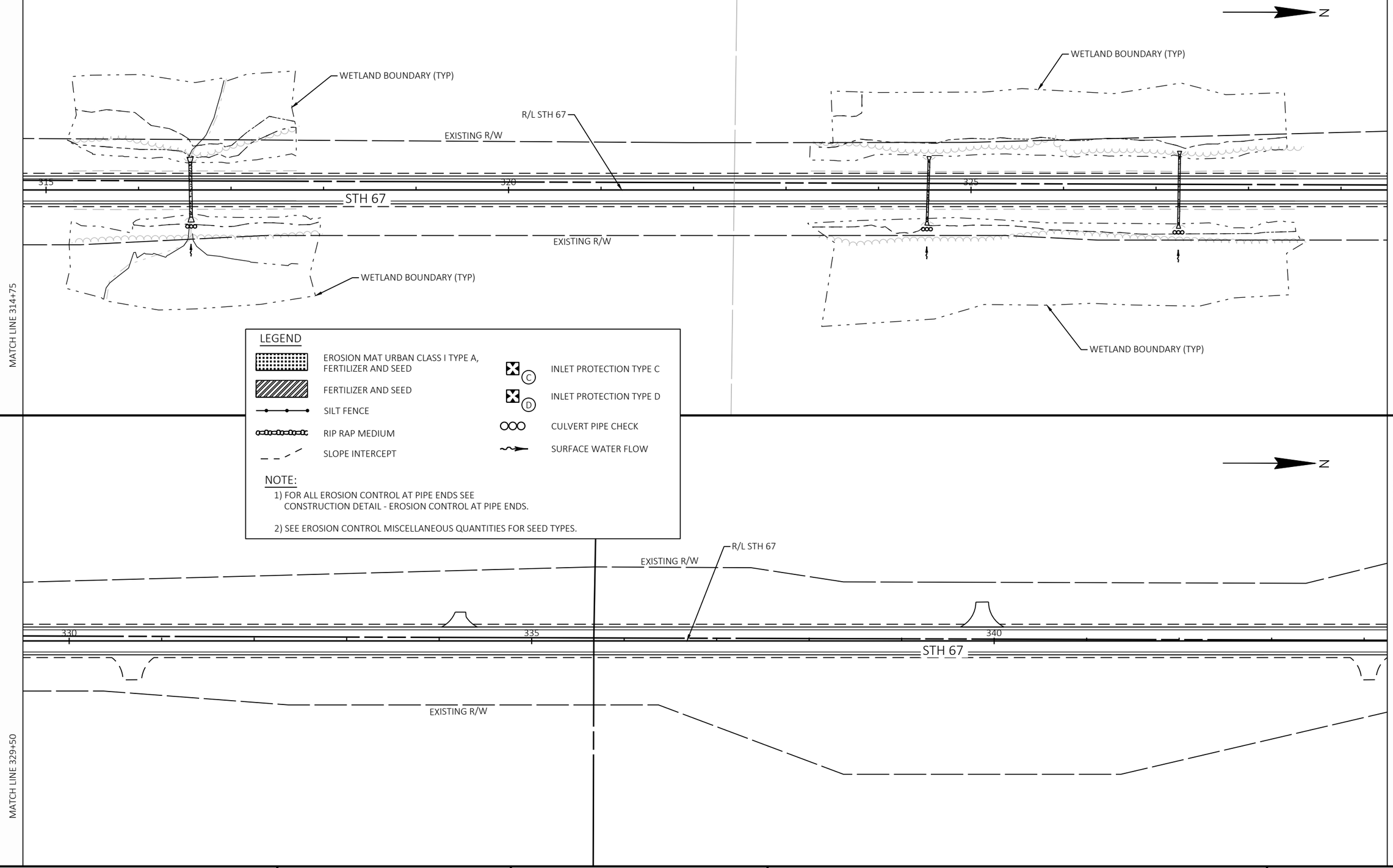


2

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 63	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\022001-EC.DWG
LAYOUT NAME - 10
PLOT DATE : 9/29/2026 11:38 AM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44


N
WETLAND BOUNDARY (TYP)
EXISTING R/W
R/L STH 67
290
295
STH 67
EXISTING R/W
WETLAND BOUNDARY (TYP)
MATCH LINE 285+25
MATCH LINE 300+00
LEGEND
EROSION MAT URBAN CLASS I TYPE A, FERTILIZER AND SEED
FERTILIZER AND SEED
SILT FENCE
RIP RAP MEDIUM
SLOPE INTERCEPT
INLET PROTECTION TYPE C
INLET PROTECTION TYPE D
CULVERT PIPE CHECK
SURFACE WATER FLOW
NOTE:
1) FOR ALL EROSION CONTROL AT PIPE ENDS SEE CONSTRUCTION DETAIL - EROSION CONTROL AT PIPE ENDS.
2) SEE EROSION CONTROL MISCELLANEOUS QUANTITIES FOR SEED TYPES.
N
MATCH LINE 300+00
MATCH LINE 314+75
R/L STH 67
EXISTING R/W
305
310
STH 67
EXISTING R/W
CEDAR RD



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 65	E

2

N

MATCH LINE 359+00

2

R/L STH 67

EXISTING R/W

345

350

355

STH 67

EXISTING R/W

MATCH LINE 344+25

LEGEND

- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER AND SEED
- FERTILIZER AND SEED
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

NOTE:

1) FOR ALL EROSION CONTROL AT PIPE ENDS SEE CONSTRUCTION DETAIL - EROSION CONTROL AT PIPE ENDS.

2) SEE EROSION CONTROL MISCELLANEOUS QUANTITIES FOR SEED TYPES.

N

MATCH LINE 373+75

R/L STH 67

EXISTING R/W

360

365

370

STH 67

EXISTING R/W

MATCH LINE 359+00

CTH C

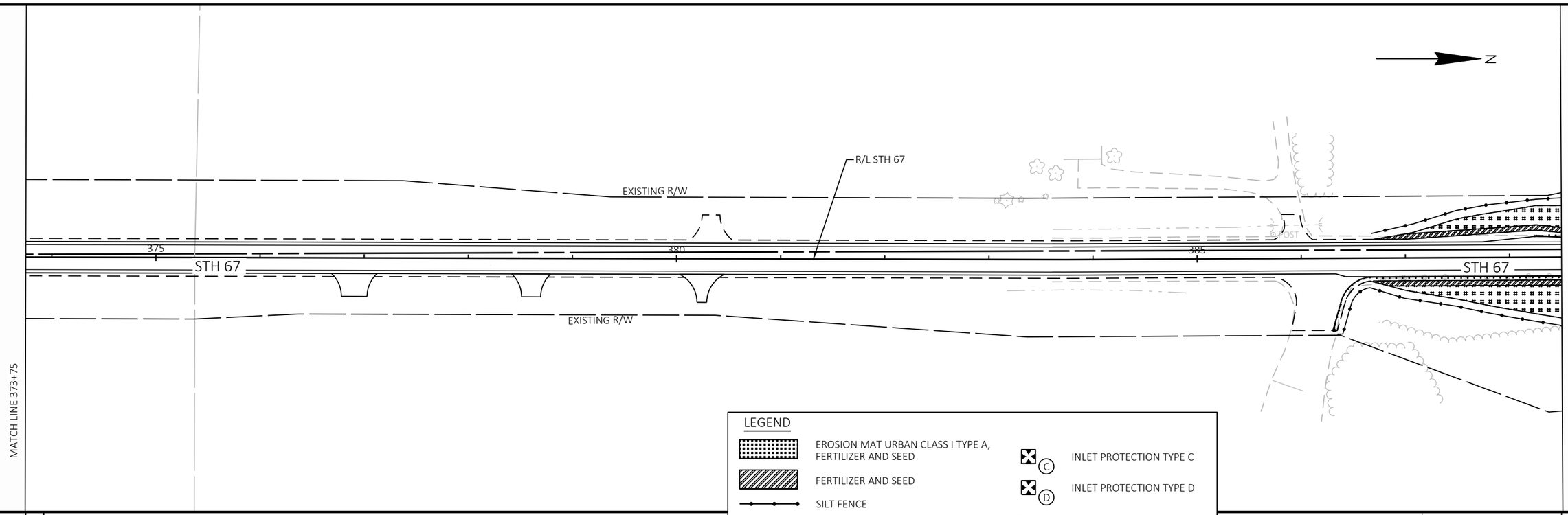
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 66	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\022001-EC.DWG
LAYOUT NAME - 13

PLOT DATE : 9/29/2026 11:39 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



2

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 67	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\022001-EC.DWG
LAYOUT NAME - 14

PLOT DATE : 9/29/2026 11:39 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

WETLAND BOUNDARY (TYP)

WETLAND BOUNDARY (TYP)

WETLAND BOUNDARY (TYP)

CEDAR CREEK

R/L STH 67

EXISTING R/W

PROPOSED R/W

405

410

415

STH 67

EXISTING R/W

TLE

B-36-75
STA 410+23.50 - 410+66.00
NO WORK

CEDAR CREEK

WETLAND BOUNDARY (TYP)

WETLAND BOUNDARY (TYP)

MATCH LINE 403+25

MATCH LINE 418+00

2

N

R/L STH 67

EXISTING R/W

420

STH 67

EXISTING R/W

END PROJECT
STA 421+50.00

USH 151

MATCH LINE 418+00

N

LEGEND

- EROSION MAT URBAN CLASS I TYPE A, FERTILIZER AND SEED
- FERTILIZER AND SEED
- SILT FENCE
- RIP RAP MEDIUM
- SLOPE INTERCEPT
- INLET PROTECTION TYPE C
- INLET PROTECTION TYPE D
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

NOTE:

1) FOR ALL EROSION CONTROL AT PIPE ENDS SEE CONSTRUCTION DETAIL - EROSION CONTROL AT PIPE ENDS.

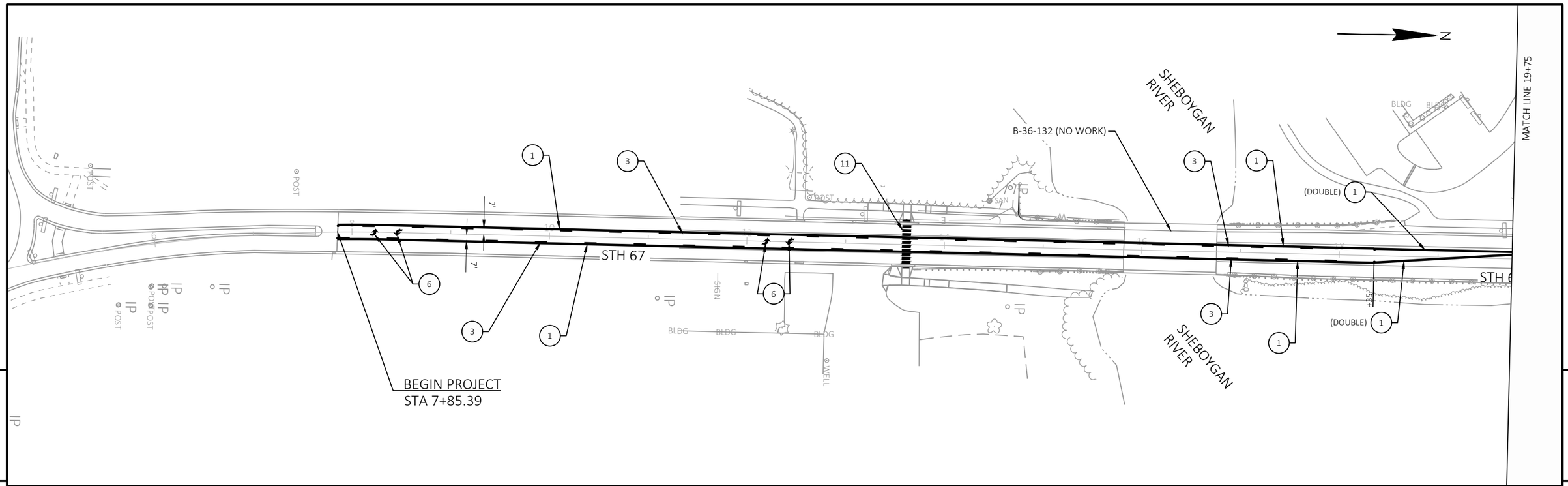
2) SEE EROSION CONTROL MISCELLANEOUS QUANTITIES FOR SEED TYPES.

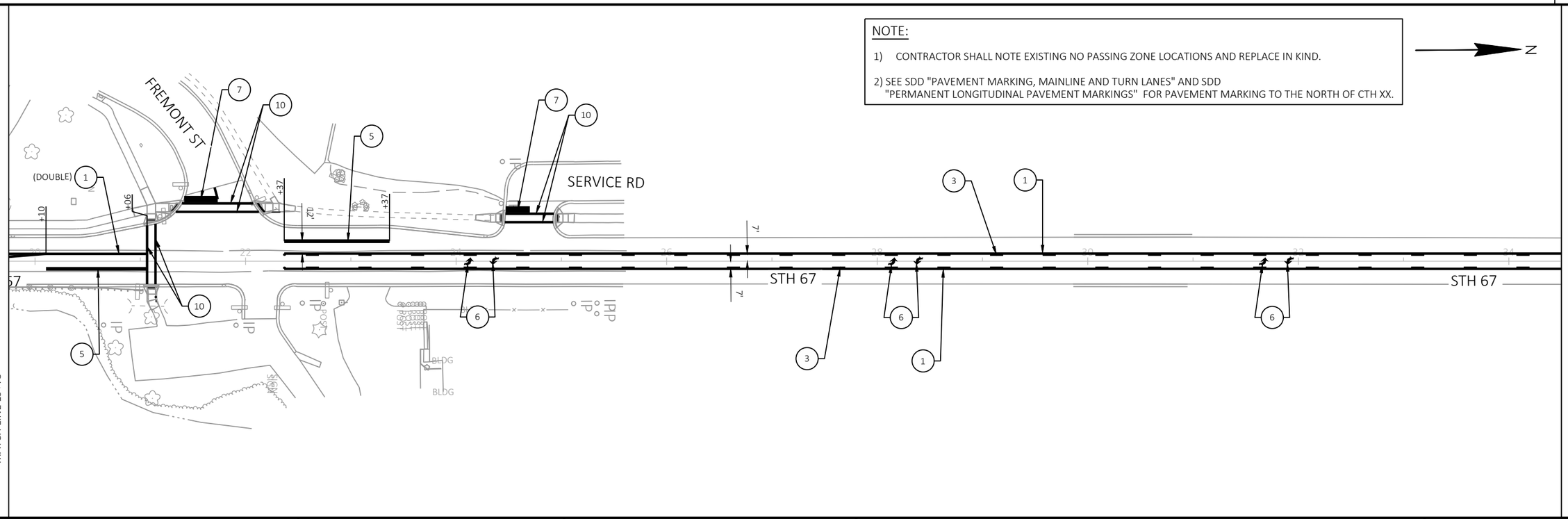
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EROSION CONTROL	SHEET 68	E

2

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE EPOXY GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE EPOXY GROOVED WET REF EPOXY 6-INCH (YELLOW DASH, 12.5' LINE, 37.5' GAP)
4. MARKING LINE EPOXY GROOVED WET REF EPOXY 6-INCH (WHITE DASH, 3' LINE, 9' GAP)
5. MARKING LINE EPOXY GROOVED WET REF EPOXY 10-INCH (WHITE)
6. MARKING ARROW EPOXY (WHITE)
7. MARKING STOP LINE EPOXY 18-INCH (WHITE)
8. MARKING DOTTED EXTENSION EPOXY 18-INCH
9. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
10. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
11. MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH (WHITE)
12. MARKING ISLAND NOSE EPOXY (YELLOW)
13. MARKING CURB EPOXY





PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PAVEMENT MARKING PLAN	SHEET 70	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\024501-PM.DWG
LAYOUT NAME - PM01

PLOT DATE : 9/29/2026 11:40 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

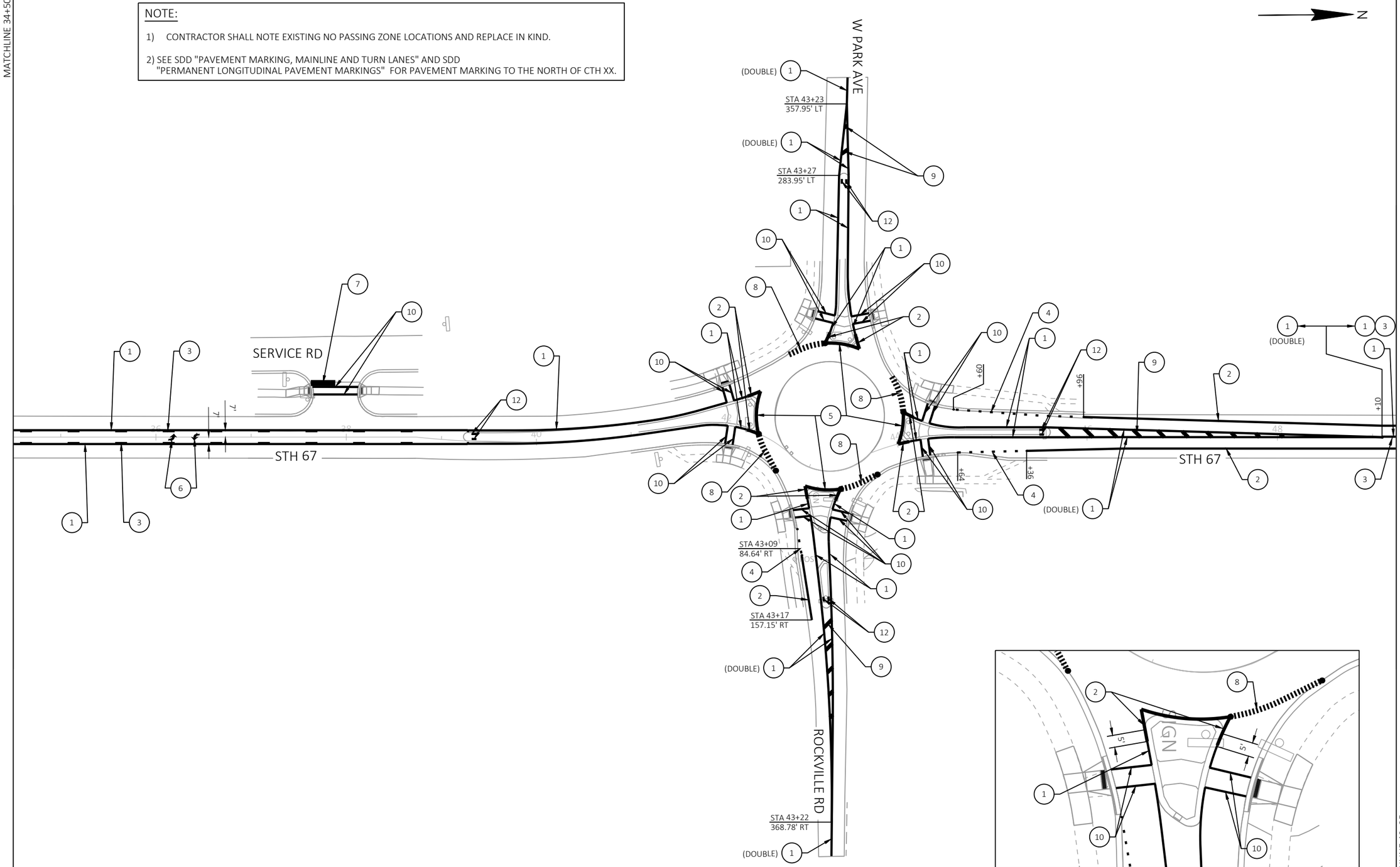
WISDOT/CADDS SHEET 44

MATCHLINE 34+50

NOTE:

1) CONTRACTOR SHALL NOTE EXISTING NO PASSING ZONE LOCATIONS AND REPLACE IN KIND.

2) SEE SDD "PAVEMENT MARKING, MAINLINE AND TURN LANES" AND SDD "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" FOR PAVEMENT MARKING TO THE NORTH OF CTH XX.



TYPICAL ROUNDABOUT SPLITTER ISLAND MARKING DETAIL

MATCHLINE 49+25

5

5

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PAVEMENT MARKING PLAN	SHEET 71	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\024501-PM.DWG
LAYOUT NAME - PM02

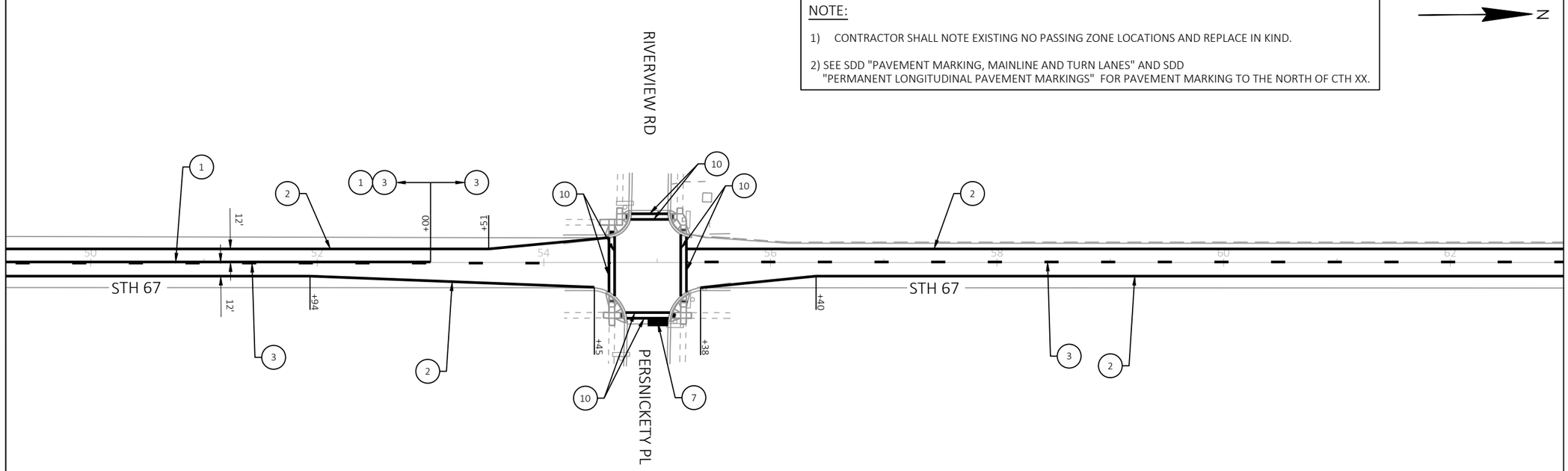
PLOT DATE : 9/29/2026 11:40 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

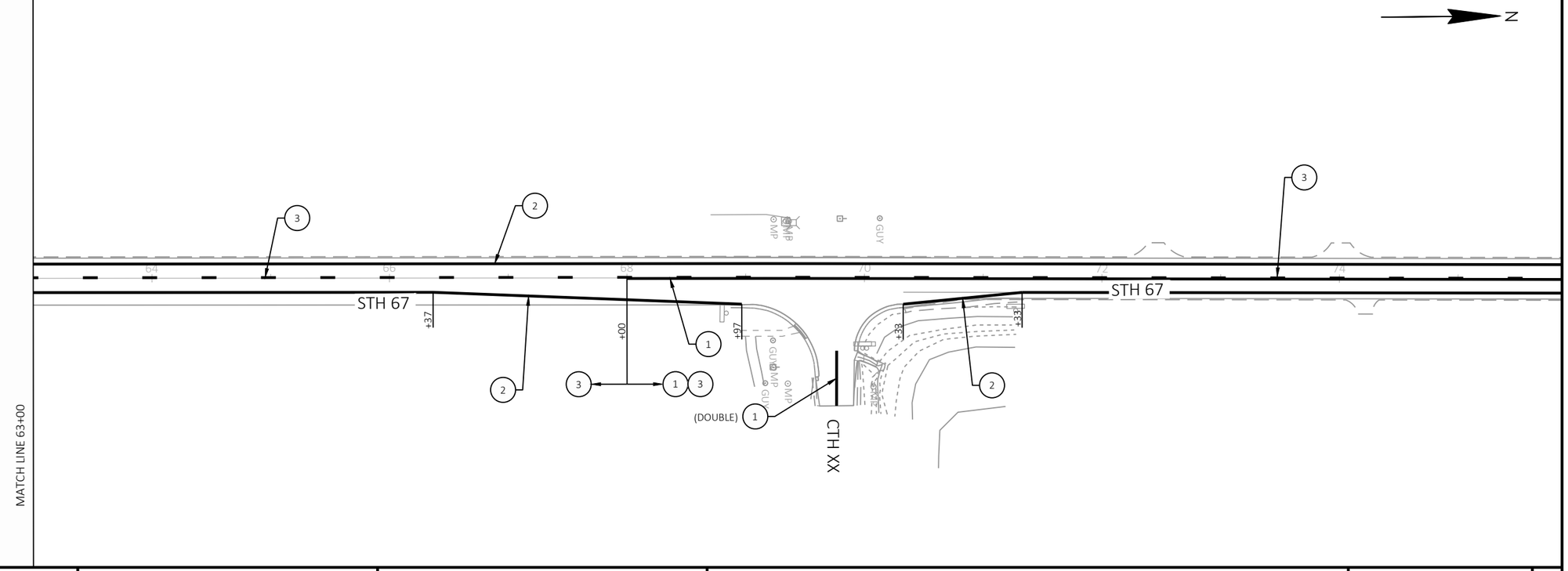
WISDOT/CADDS SHEET 44

NOTE:

1) CONTRACTOR SHALL NOTE EXISTING NO PASSING ZONE LOCATIONS AND REPLACE IN KIND.

2) SEE SDD "PAVEMENT MARKING, MAINLINE AND TURN LANES" AND SDD "PERMANENT LONGITUDINAL PAVEMENT MARKINGS" FOR PAVEMENT MARKING TO THE NORTH OF CTH XX.





PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PAVEMENT MARKING PLAN	SHEET 72	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\024501-PM.DWG
LAYOUT NAME - PM03

PLOT DATE : 9/29/2026 11:40 AM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

STAGE 1

CONSTRUCTION
- REMOVE EXISTING CURB RAMPS AND PLACE NEW CURB RAMPS AND DETECTABLE WARNING FIELDS BETWEEN STH 32 AND CTH XX
- REMOVE EXISTING CROSS CULVERTS AND PLACE NEW CROSS CULVERT BETWEEN CTH XX AND USH 151
- PLACE PAVEMENT SECTION OVER REPLACED CULVERT PIPES

TRAFFIC
- STH 67 IS OPEN TO TRAFFIC FROM STH 32 TO CTH XX
- STH 67 IS CLOSED TO TRAFFIC FROM CTH XX TO USH 151 FOR UP TO 10 WORKING DAYS
- STH 67 TRAFFIC IS DETOURED TO USE STH 32 AND USH 151
- PARK AVENUE IS OPEN TO TRAFFIC
- ROCKVILLE RD IS OPEN TO TRAFFIC
- MAINTAIN ACCESS TO ALL PROPERTIES

STAGE 2

CONSTRUCTION
- REMOVING ASPHALTIC SURFACE MILLING 3" FROM STH 32 TO CTH XX
- PLACE 3" HMA PAVEMENT FROM STH 32 TO CTH XX
- CIR PAVEMENT 4" FROM CTH XX TO USH 151
- PLACE 3" HMA PAVEMENT FROM CTH XX TO USH 151
- REMOVE AND REPLACE GUARDRAIL
- REMOVE AND REPLACE INTERSECTION CURB & GUTTER FROM CTH XX TO USH 151

TRAFFIC
- STH 67 IS OPEN TO TRAFFIC FROM STH 32 TO USH 151 BY FLAGGING OPERATION
- PARK AVENUE IS OPEN TO TRAFFIC
- ROCKVILLE RD IS OPEN TO TRAFFIC
- MAINTAIN ACCESS TO ALL PROPERTIES

STAGE 2A

CONSTRUCTION
- REMOVING ASPHALTIC SURFACE MILLING 3" IN THE PARK AVENUE/ROCKVILLE ROAD ROUNDABOUT
- PLACE 3" HMA PAVEMENT IN THE PARK AVENUE/ROCKVILLE ROAD ROUNDABOUT

TRAFFIC
- STH 67 IS OPEN TO TRAFFIC FROM STH 32 TO NORTHERN SERVICE RD ACCESS
- RAB CLOSED TO TRAFFIC FOR 3 WORKING DAYS
- STH 67 IS OPEN TO TRAFFIC FROM O'REILLY AUTO PARTS DRIVEWAY TO USH 151
- STH 67 TRAFFIC IS DETOURED TO USE STH 32 AND USH 151
- PARK AVENUE IS CLOSED TO TRAFFIC FROM THE MOBIL STATION WEST DRIVEWAY TO STH 67
- ROCKVILLE RD IS CLOSED TO TRAFFIC FROM STH 67 TO RIVER ROCK CT
- MAINTAIN ACCESS TO ALL PROPERTIES

NOTES:

1) SEE THE FOLLOWING STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES:

(A) BARRICADE AND SIGNS FOR MAINLINE CLOSURES

(B) BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

(C) TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

N

BEGIN PROJECT
STA 7+85.39

END PROJECT
STA 421+50.00

B-36-132
(NO WORK)

B-36-75
(NO WORK)

STH 67

SERVICE RD

FREMONT ST

W PARK AVE

PERSNICKETY PL

FISH AND GAME RD

CTH X

POINT CREEK RD

CHARLESBURG RD

W STEINTHAL RD

CEDAR RD

CTH C

TOWN LINE RD

USH 151

CHARLESTOWN

RIVER RD

CTH XX

STH 32/STH 57

ROCKVILLE RD

SHEBOYGAN RIVER

CROSS CULVERT REPLACEMENT

CURB RAMP REPLACEMENT (C)

CEDAR RIVER

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CONSTRUCTION OVERVIEW - STAGE 1	SHEET 74	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\026001-S1.DWG
LAYOUT NAME - 026001-s1
PLOT DATE : 7/30/2026 12:46 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:0.55 MI
WISDOT/CADDS SHEET 42

2

2

LEGEND

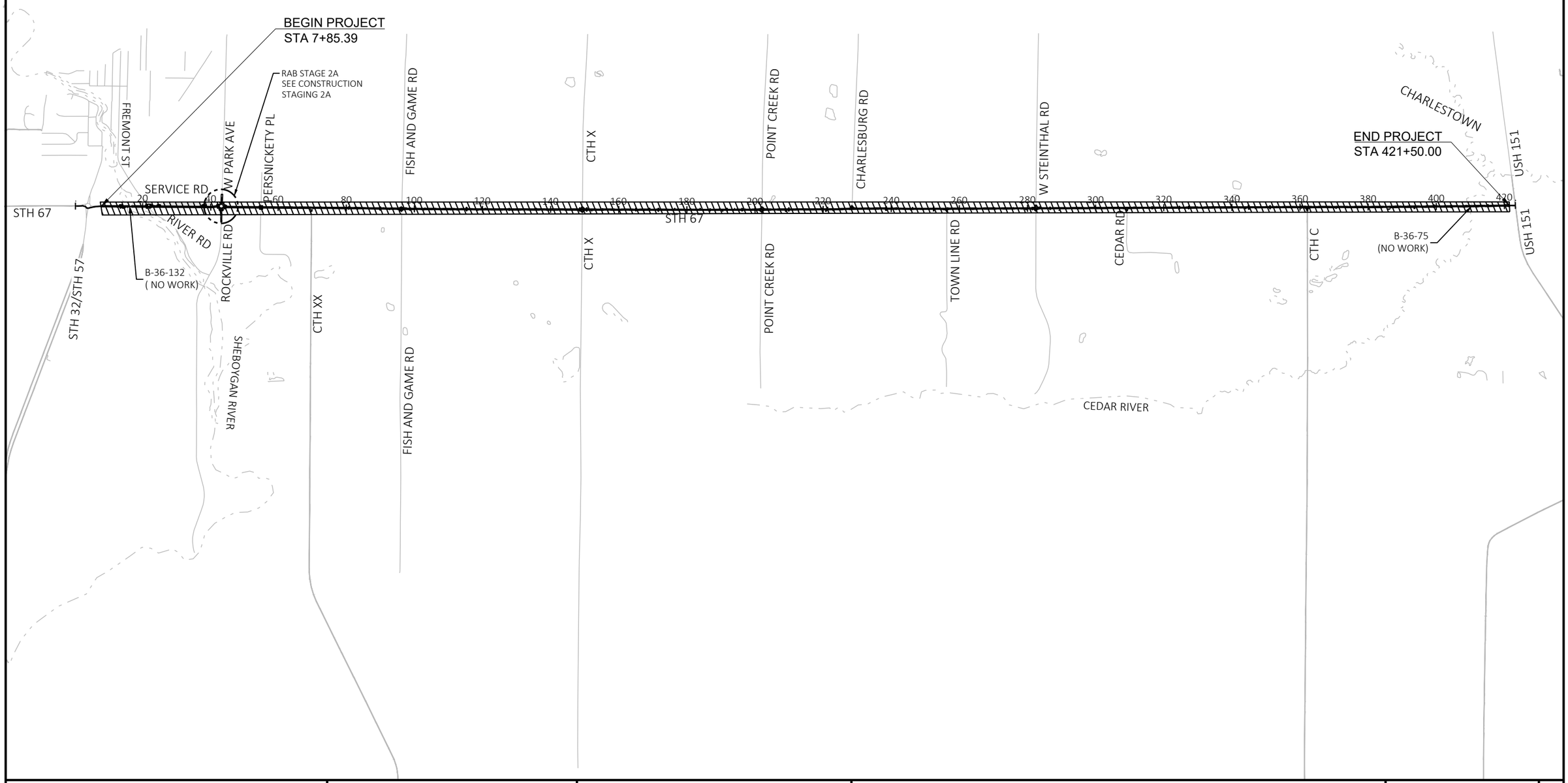
WORKZONE

N

NOTES:

1) SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS FOR TRAFFIC CONTROL DEVICES DURING CIR, MILLING, AND OVERLAYING OPERATIONS.

2) SEE SDD MOVING PAVEMENT MARKING OPERATIONS FOR TRAFFIC CONTROL DEVICES DURING PAVEMENT MARKING OPERATIONS.



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CONSTRUCTION OVERVIEW - STAGE 2	SHEET 75	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\026001-S2.DWG
LAYOUT NAME - 026001-s2

PLOT DATE : 7/30/2026 12:36 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:0.55 MI

WISDOT/CADDS SHEET 42

2

2

LEGEND

TYPE III BARRICADE WITH TWO TYPE "A" WARNING LIGHTS

TYPE III BARRICADE WITH ATTACHED SIGN AND TWO TYPE "A" WARNING LIGHTS

WORK AREA

NOTE

1) REFER TO PLAN SHEETS FOR PARK AVE/ROCKVILLE RD PAVING LIMITS.

N

ROAD CLOSED 1000 FT W20-3C

ROAD CLOSED 500 FT W20-3D

ROAD CLOSED R11-2 48"X30"

500'

W PARK AVE

STH 67

33+00 34+00 35+00 36+00 37+00 38+00 39+00 40+00 41+00 42+00 43+00 44+00 45+00 46+00 47+00 48+00 49+00 50+00 51+00 52+00 53+00 54+00 55+00 56+00

COORDINATE WITH LOCAL RESIDENTS ON DRIVEWAY CLOSURES

ROCKVILLE RD

PERSNICKETY PL

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CONSTRUCTION OVERVIEW - STAGE 2A	SHEET 76 E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\026001-S2A.DWG
LAYOUT NAME - 026001-s2a

PLOT DATE : 7/30/2026 12:55 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:150 FT

WISDOT/CADDS SHEET 42

NOTE

1) ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED

1



2



3



4



5



6



7



8



9



10



11



12



13



14



15



16



17



18



19



20



21



22

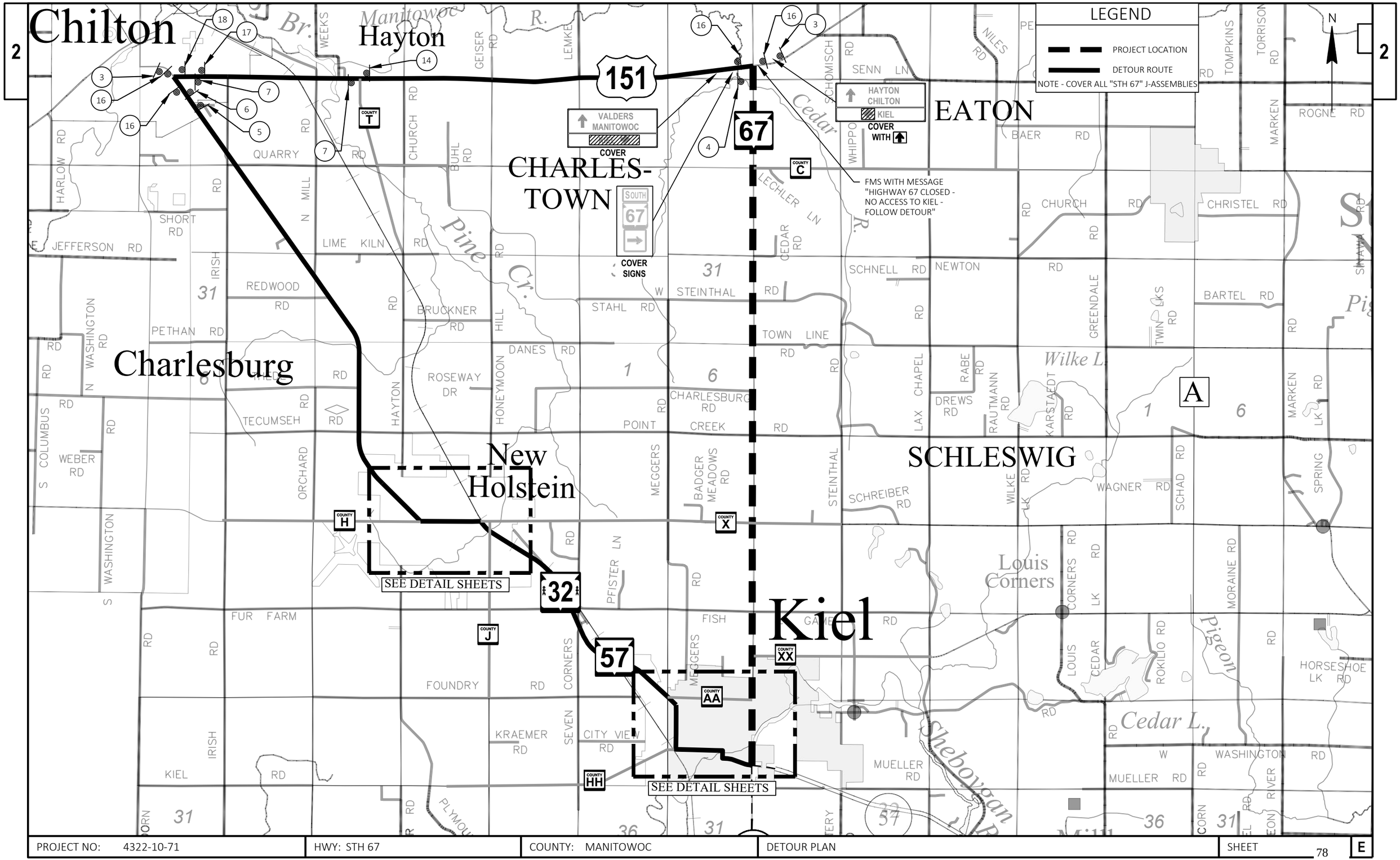


PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	DETOUR PLAN	SHEET 77	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027001-DT.DWG
LAYOUT NAME - Signage Legend

PLOT DATE : 7/30/2026 12:47 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	DETOUR PLAN	SHEET 78 E

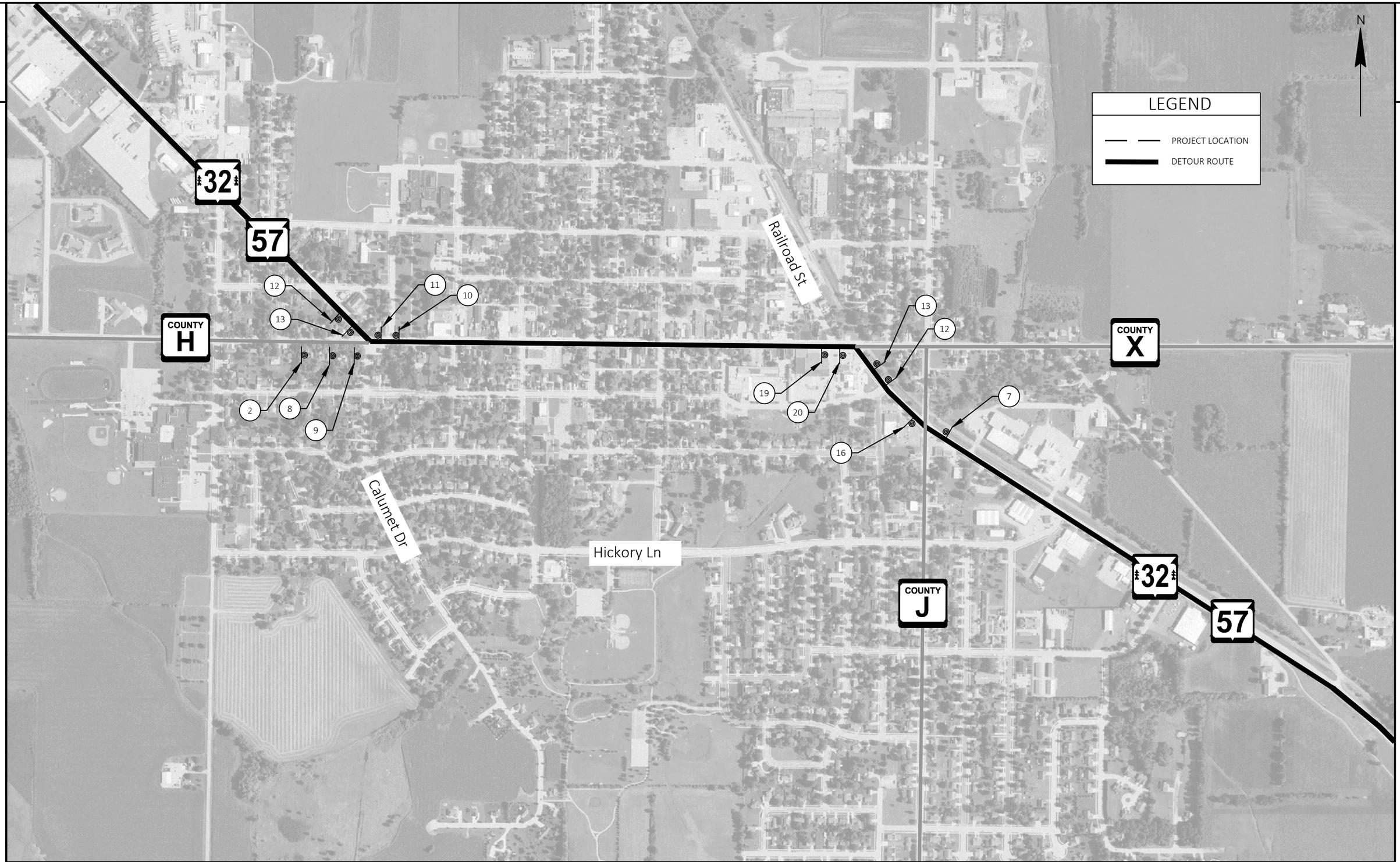
FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027001-DT.DWG
LAYOUT NAME - Detour Plan

PLOT DATE : 7/30/2026 12:51 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	DETOUR PLAN	SHEET 79	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027001-DT.DWG
LAYOUT NAME - Kiel Detail
PLOT DATE : 7/30/2026 12:38 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	DETOUR PLAN	SHEET 80	E

2

PEDESTRIAN DETOUR LEGEND

X X X X X X X	CLOSED PEDESTRIAN ROUTE
— — — —	OPEN PEDESTRIAN ROUTE
	WORK ZONE
CR	TEMPORARY PEDESTRIAN CURB RAMP
DWF	TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD
	TEMPORARY PEDESTRIAN SURFACE
	TEMPORARY PEDESTRIAN BARRICADE
	SIGN ON TEMPORARY SUPPORT
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	TRAFFIC CONTROL 42-INCH CONE

NOTE

1) SEE TRAFFIC CONTROL PLAN AND DETOUR PLAN FOR ADDITIONAL INFORMATION.

2) MAINTAIN ALL OPEN CROSSWALKS ON EXISTING PAVEMENT, TEMPORARY PAVEMENT, OR PROPOSED PAVEMENT.



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PEDESTRIAN DETOUR SOUTH OVERVIEW	SHEET 82	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027025-DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/30/2026 12:44 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

CTH XX

70+00

65+00

60+00

55+00

STH 67

RIVERVIEW RD

PERSNICKETY PL

SEE PEDESTRIAN DETOUR PLAN - CTH XX
FOR ADDITIONAL INFORMATION

SEE PEDESTRIAN DETOUR PLAN - PERSNICKETY & RIVERVIEW STAGE B
FOR ADDITIONAL INFORMATION

TEMPORARY AUDIBLE
MESSAGE DEVICE

N

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PEDESTRIAN DETOUR NORTH OVERVIEW	SHEET 83	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027025-DT.DWG
LAYOUT NAME - 02

PLOT DATE : 7/30/2026 12:52 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

SHEBOYGAN RIVER

M4-60R
30"X24"

TEMPORARY AUDIBLE MESSAGE DEVICE

WO11-2
48"X48"

WO16-7L
24"X12"

WO11-2
48"X48"

AHEAD
WO16-9P
24"X12"

M4-60L
30"X24"

25:1 TAPER

25:1 TAPER

11+00

12+00

13+00

14+00

15+00

16+00

17+00

STH 67

12' MIN

12' MIN

25:1 TAPER

25:1 TAPER

M4-60L
30"X24"

TEMPORARY AUDIBLE MESSAGE DEVICE

WO11-2
48"X48"

AHEAD
WO16-9P
24"X12"

WO11-2
48"X48"

WO16-7L
24"X12"

SHEBOYGAN RIVER

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PEDESTRIAN DETOUR - SOUTH	SHEET 84	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027030A-DT.DWG
LAYOUT NAME - 01

PLOT DATE : 7/30/2026 12:49 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

M4-9BR
30"X24"

M4-9BL
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

M4-9BL
30"X24"

M4-9BR
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

M4-9BR
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

M4-60D
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

FREMONT ST

WO11-2
48"X48"

WO16-7L
24"X12"

M4-9BL
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

M4-60R
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

M4-60R
30"X24"

SERVICE RD

M4-60L
30"X24"

25:1 TAPER

CR

TMC

TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH WHITE

20+00

21+00

22+00

23+00

24+00

25+00

12'
MIN

STH 67

25:1 TAPER

M4-60L
30"X24"

WO11-2
48"X48"

AHEAD
WO16-9P
24"X12"

WO11-2
48"X48"

WO16-7L
24"X12"

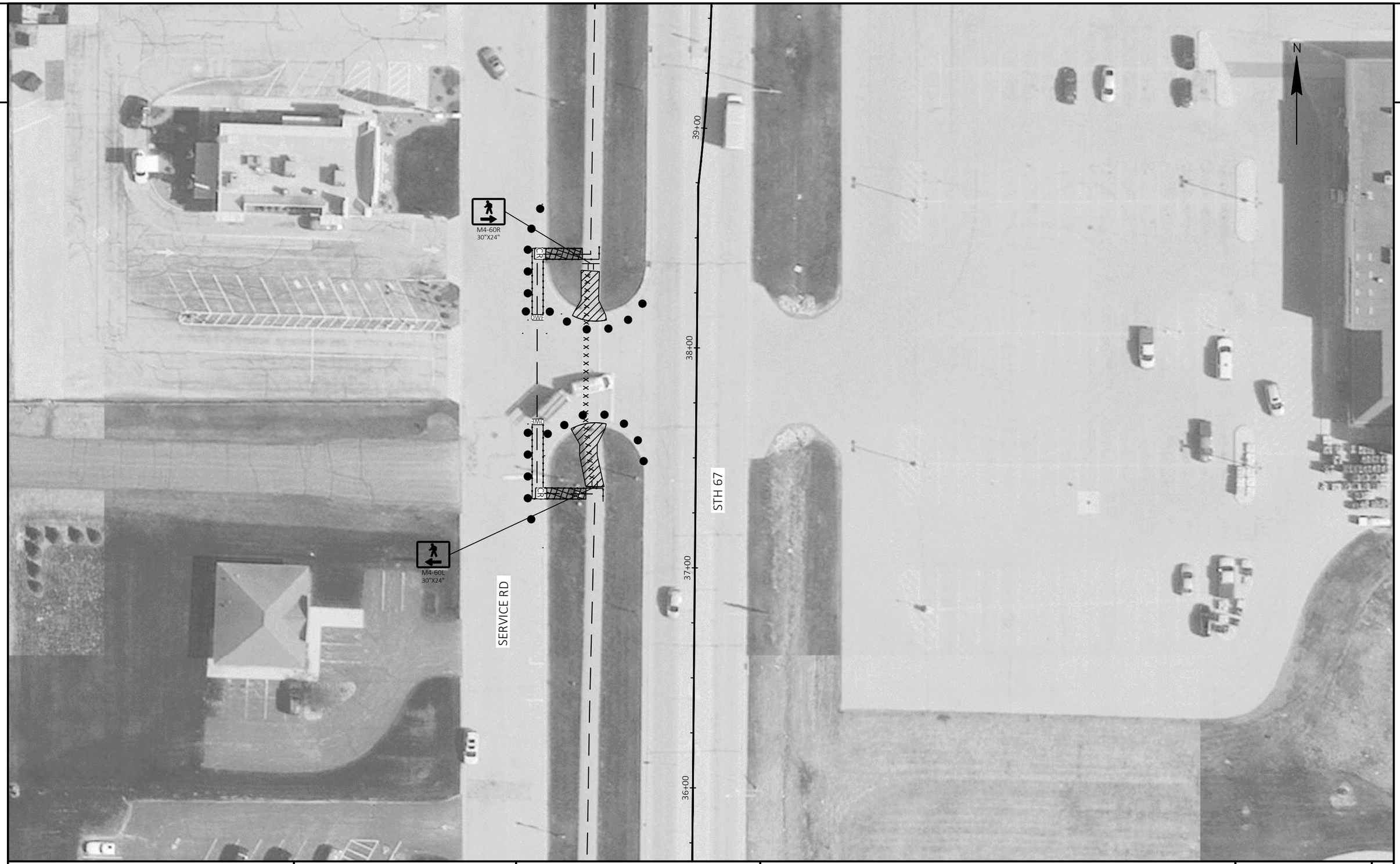
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PEDESTRIAN DETOUR - FREMONT & SERVICE ROAD SOUTH	SHEET 85	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027030A-DT.DWG
LAYOUT NAME - 02

PLOT DATE : 7/30/2026 12:38 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



2

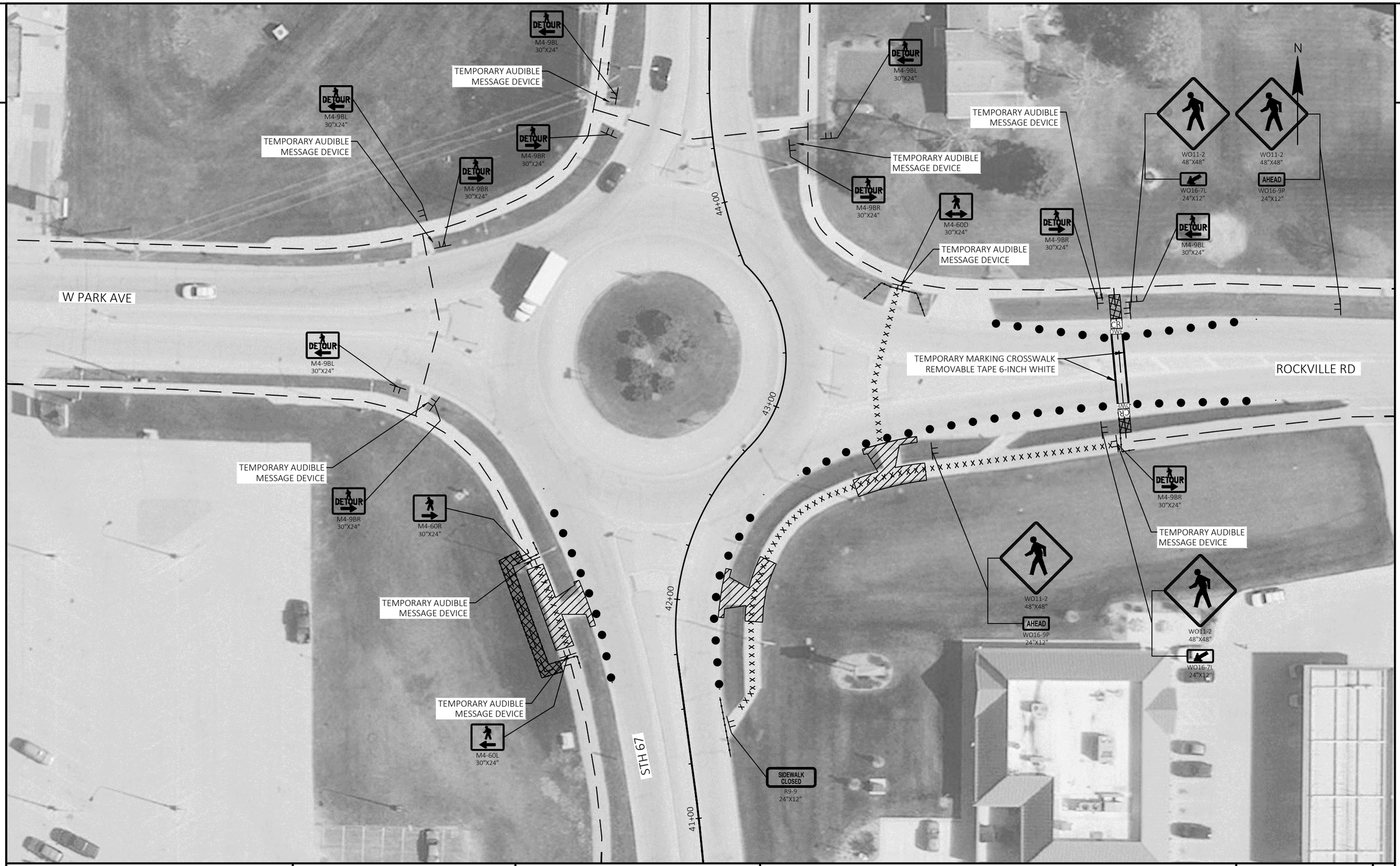
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PEDESTRIAN DETOUR - NORTH SERVICE ROAD	SHEET 86	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027030A-DT.DWG
LAYOUT NAME - 03

PLOT DATE : 7/30/2026 12:50 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PEDESTRIAN DETOUR - RAB STAGE A	SHEET 87	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027030A-DT.DWG
LAYOUT NAME - A

PLOT DATE : 7/30/2026 12:38 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

PLACE SIGNS NORTH OF
O'REILLY AUTO PARTS DRIVEWAY

WO11-2
48"X48"

AHEAD
WO16-9P
24"X12"

WO11-2
48"X48"

WO16-7L
24"X12"

DETOUR
M4-9BL
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

DETOUR
M4-9BR
30"X24"

TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH WHITE

DETOUR
M4-9BR
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

DETOUR
M4-9BL
30"X24"

M4-60D
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

TEMPORARY AUDIBLE
MESSAGE DEVICE

STH 67

46+00

45+00

44+00

43+00

42+00

CROSSWALK

W PARK AVE

TEMPORARY AUDIBLE
MESSAGE DEVICE

DETOUR
M4-9BR
30"X24"

WO11-2
48"X48"

WO16-7L
24"X12"

WO11-2
48"X48"

AHEAD
WO16-9P
24"X12"

DETOUR
M4-9BL
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

WO11-2
48"X48"

WO16-7L
24"X12"

WO11-2
48"X48"

AHEAD
WO16-9P
24"X12"

ROCKVILLE RD

TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH WHITE

TEMPORARY AUDIBLE
MESSAGE DEVICE

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BL
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BR
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

M4-60D
30"X24"

WO11-2
48"X48"

AHEAD
WO16-9P
24"X12"

TEMPORARY AUDIBLE
MESSAGE DEVICE

WO11-2
48"X48"

WO16-7L
24"X12"

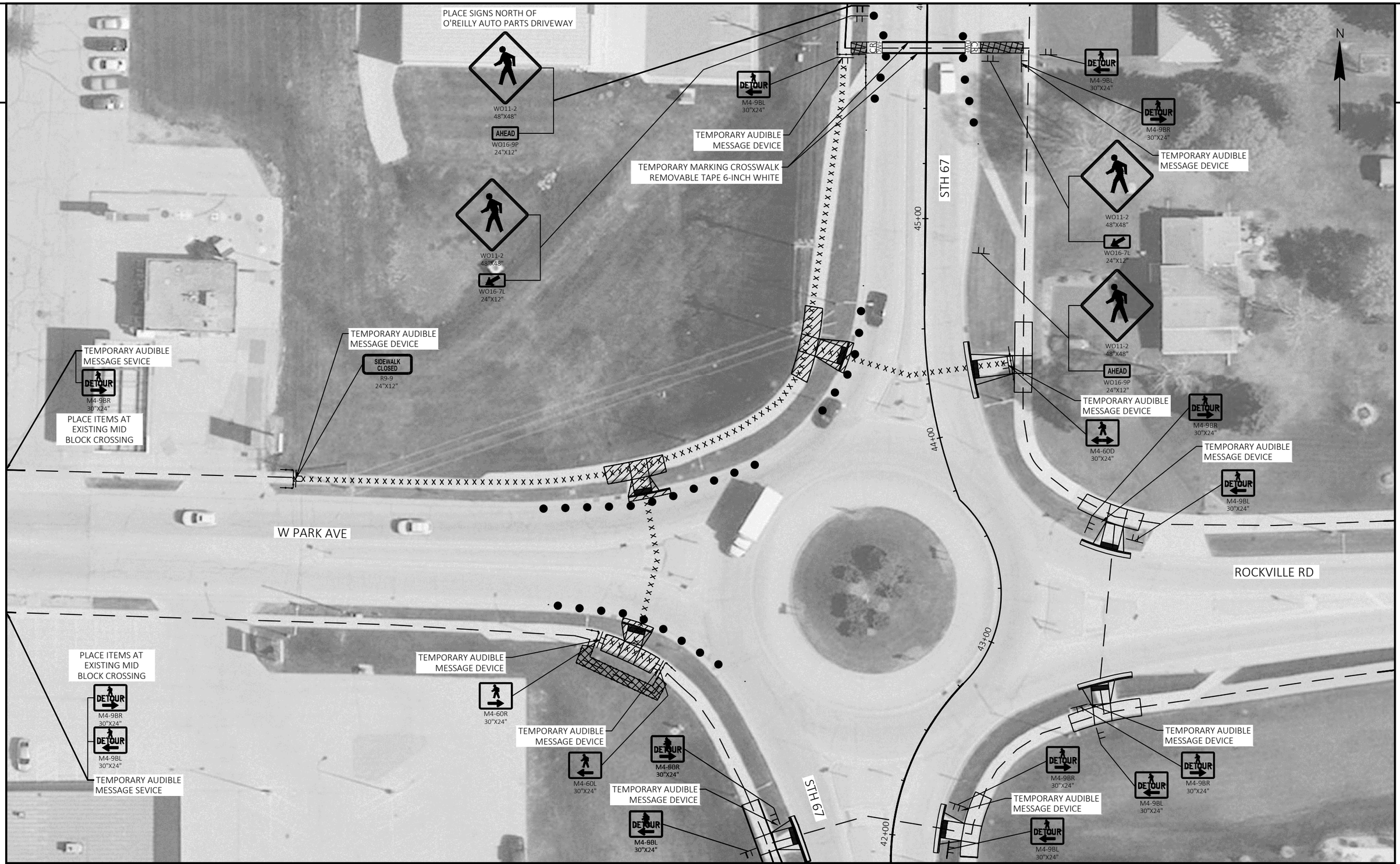
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PEDESTRIAN DETOUR - RAB STAGE B	SHEET 88	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027030B-DT.DWG
LAYOUT NAME - B

PLOT DATE : 7/30/2026 12:43 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PEDESTRIAN DETOUR - RAB STAGE C	SHEET 89	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027030C-DT.DWG
LAYOUT NAME - C

PLOT DATE : 7/30/2026 12:46 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

57+00

56+00

55+00

54+00

STH 67

RIVERVIEW RD

PERSNICKETY PL

22' MIN

22' MIN

CR
DWY

CR
DWY

M4-60D
30"X24"

M4-9BR
30"X24"

M4-9BL
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

WO11-2
48"X48"

WO16-7L
24"X12"

TEMPORARY MARKING CROSSWALK
REMOVABLE TAPE 6-INCH WHITE

AHEAD
WO16-9P
24"X12"

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PEDESTRIAN DETOUR - PERSNICKETY & RIVERVIEW STAGE A	SHEET 90	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027030A-DT.DWG
LAYOUT NAME - 04A

PLOT DATE : 7/30/2026 12:55 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

STH 67

57+00

56+00

55+00

54+00

RIVERVIEW RD

PERSNICKETY PL

22' MIN

22' MIN

CR
DWF

CR
DWF

TEMPORARY AUDIBLE
MESSAGE DEVICE

DETOUR
M4-9BR
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

SIDEWALK
CLOSED
R9-9
24"X12"

TEMPORARY AUDIBLE
MESSAGE DEVICE

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

DETOUR
M4-9BL
30"X24"

DETOUR
M4-9BR
30"X24"

M4-60D
30"X24"

TEMPORARY AUDIBLE
MESSAGE DEVICE

TEMPORARY AUDIBLE
MESSAGE DEVICE

DETOUR
M4-9BR
30"X24"

M4-60D
30"X24"

DETOUR
M4-9BL
30"X24"

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PEDESTRIAN DETOUR - PERSNICKETY & RIVERVIEW STAGE B	SHEET 91	E

2

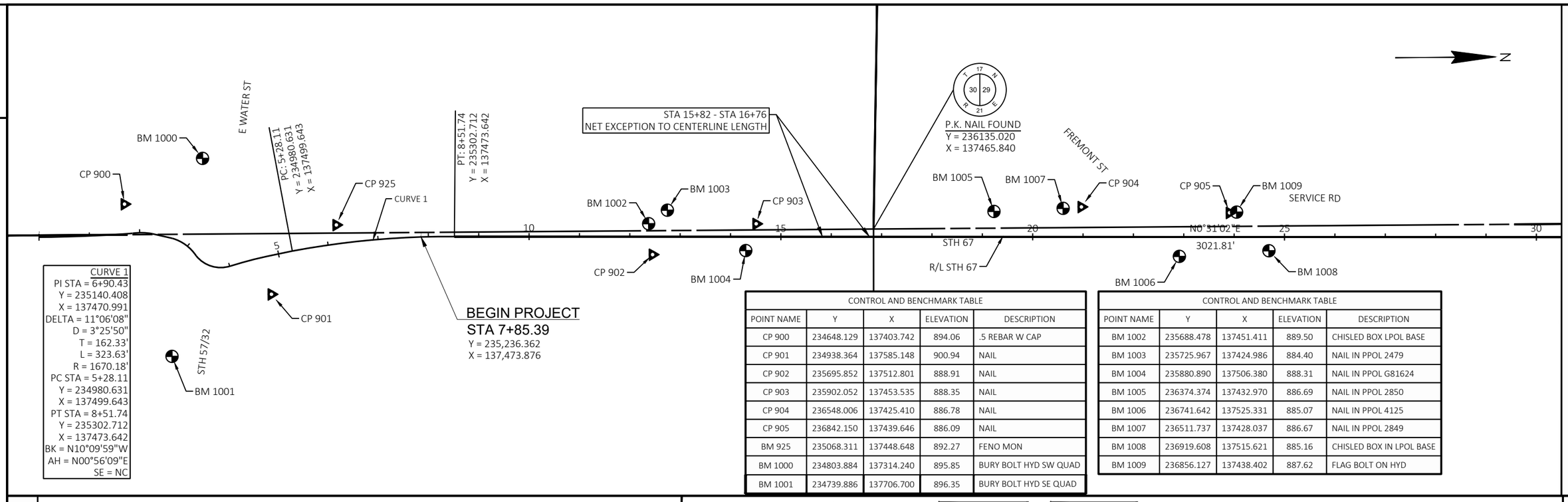


2

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PEDESTRIAN DETOUR - CTH XX	SHEET 92	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027030A-DT.DWG
LAYOUT NAME - 05

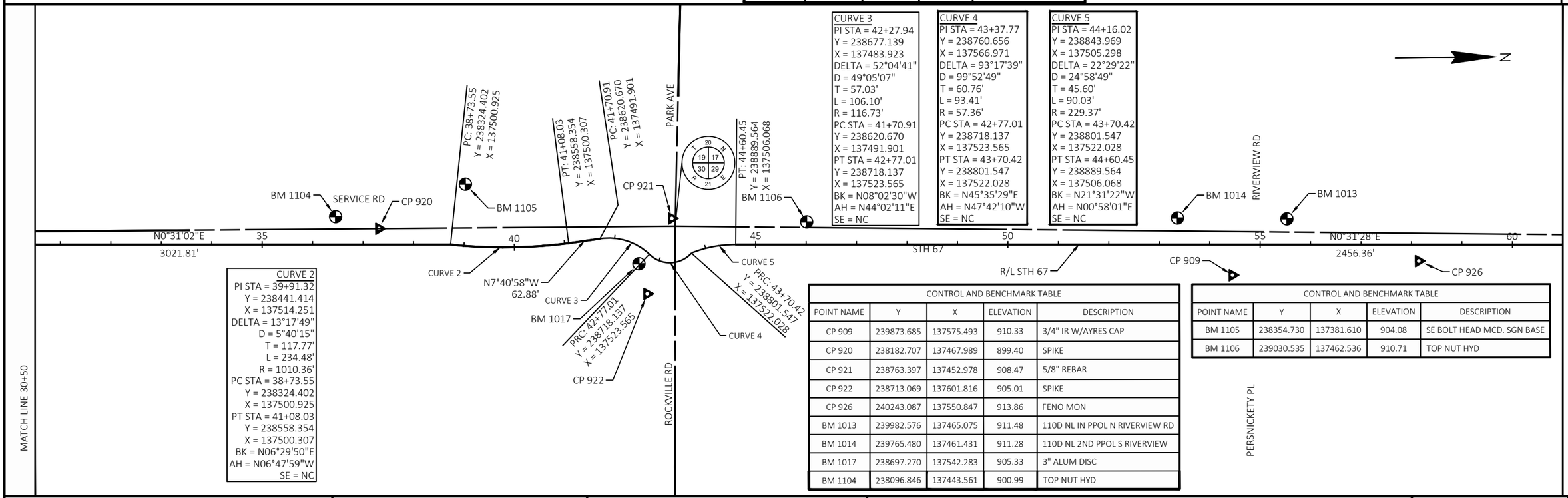
PLOT DATE : 7/30/2026 12:43 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:40 FT



CURVE 1
PI STA = 6+90.43
Y = 235140.408
X = 137470.991
DELTA = 11°06'08"
D = 3°25'50"
T = 162.33'
L = 323.63'
R = 1670.18'
PC STA = 5+28.11
Y = 234980.631
X = 137499.643
PT STA = 8+51.74
Y = 235302.712
X = 137473.642
BK = N10°09'59"W
AH = N00°56'09"E
SE = NC

CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
CP 900	234648.129	137403.742	894.06	.5 REBAR W CAP
CP 901	234938.364	137585.148	900.94	NAIL
CP 902	235695.852	137512.801	888.91	NAIL
CP 903	235902.052	137453.535	888.35	NAIL
CP 904	236548.006	137425.410	886.78	NAIL
CP 905	236842.150	137439.646	886.09	NAIL
BM 925	235068.311	137448.648	892.27	FENO MON
BM 1000	234803.884	137314.240	895.85	BURY BOLT HYD SW QUAD
BM 1001	234739.886	137706.700	896.35	BURY BOLT HYD SE QUAD

CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
BM 1002	235688.478	137451.411	889.50	CHISLED BOX LPOL BASE
BM 1003	235725.967	137424.986	884.40	NAIL IN PPOL 2479
BM 1004	235880.890	137506.380	888.31	NAIL IN PPOL G81624
BM 1005	236374.374	137432.970	886.69	NAIL IN PPOL 2850
BM 1006	236741.642	137525.331	885.07	NAIL IN PPOL 4125
BM 1007	236511.737	137428.037	886.67	NAIL IN PPOL 2849
BM 1008	236919.608	137515.621	885.16	CHISLED BOX IN LPOL BASE
BM 1009	236856.127	137438.402	887.62	FLAG BOLT ON HYD



CURVE 2
PI STA = 39+91.32
Y = 238441.414
X = 137514.251
DELTA = 13°17'49"
D = 5°40'15"
T = 117.77'
L = 234.48'
R = 1010.36'
PC STA = 38+73.55
Y = 238324.402
X = 137500.925
PT STA = 41+08.03
Y = 238558.354
X = 137500.307
BK = N06°29'50"E
AH = N06°47'59"W
SE = NC

CURVE 3
PI STA = 42+27.94
Y = 238677.139
X = 137483.923
DELTA = 52°04'41"
D = 49°05'07"
T = 57.03'
L = 106.10'
R = 116.73'
PC STA = 41+70.91
Y = 238620.670
X = 137491.901
PT STA = 42+77.01
Y = 238718.137
X = 137523.565
BK = N08°02'30"W
AH = N44°02'11"E
SE = NC

CURVE 4
PI STA = 43+37.77
Y = 238760.656
X = 137566.971
DELTA = 93°17'39"
D = 99°52'49"
T = 60.76'
L = 93.41'
R = 57.36'
PC STA = 42+77.01
Y = 238718.137
X = 137523.565
PT STA = 43+70.42
Y = 238801.547
X = 137522.028
BK = N45°35'29"E
AH = N47°42'10"W
SE = NC

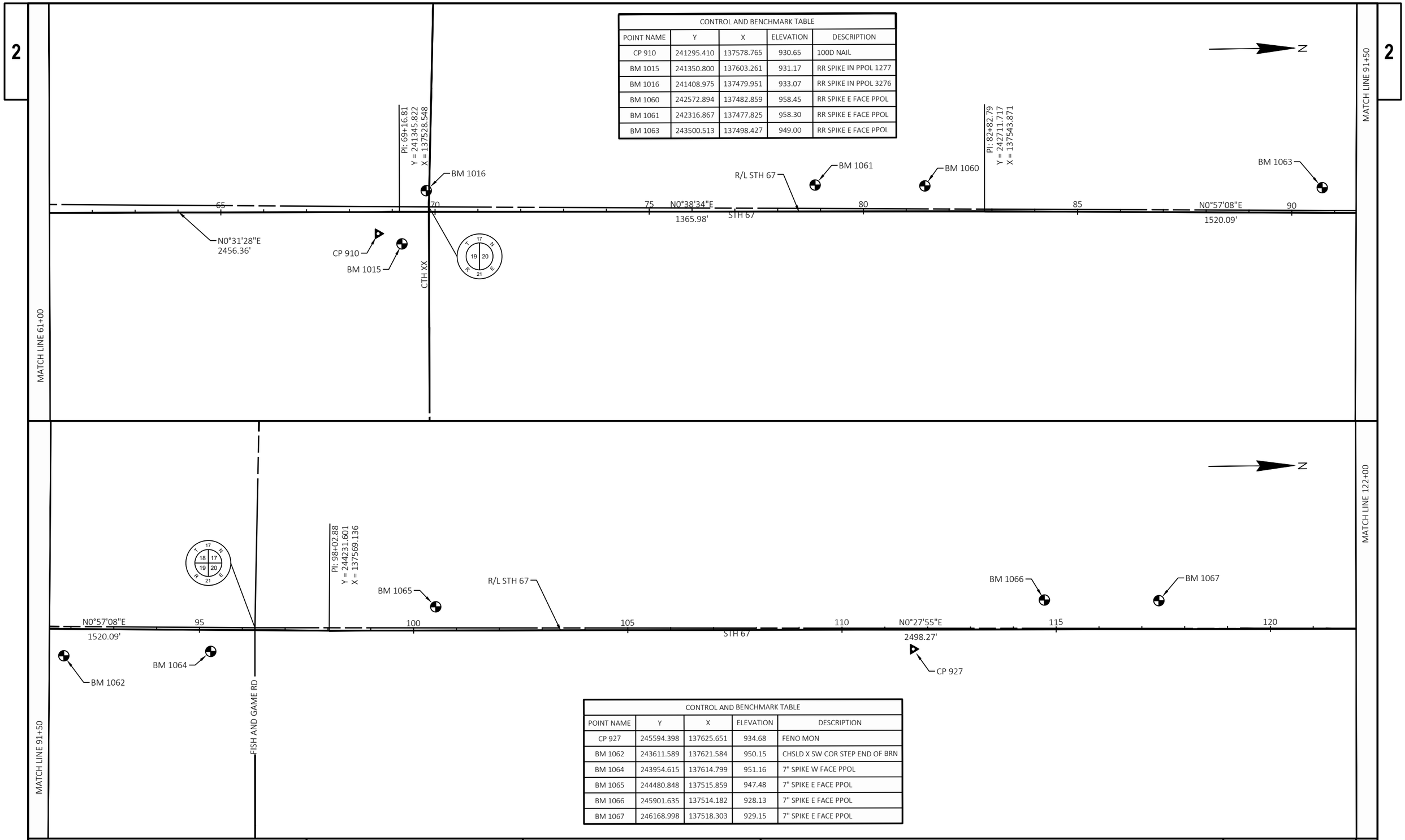
CURVE 5
PI STA = 44+16.02
Y = 238843.969
X = 137505.298
DELTA = 22°29'22"
D = 24°58'49"
T = 45.60'
L = 90.03'
R = 229.37'
PC STA = 43+70.42
Y = 238801.547
X = 137522.028
PT STA = 44+60.45
Y = 238889.564
X = 137506.068
BK = N21°31'22"W
AH = N00°58'01"E
SE = NC

CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
CP 909	239873.685	137575.493	910.33	3/4" IR W/AYRES CAP
CP 920	238182.707	137467.989	899.40	SPIKE
CP 921	238763.397	137452.978	908.47	5/8" REBAR
CP 922	238713.069	137601.816	905.01	SPIKE
CP 926	240243.087	137550.847	913.86	FENO MON
BM 1013	239982.576	137465.075	911.48	110D NL IN PPOL N RIVERVIEW RD
BM 1014	239765.480	137461.431	911.28	110D NL 2ND PPOL S RIVERVIEW
BM 1017	238697.270	137542.283	905.33	3" ALUM DISC
BM 1104	238096.846	137443.561	900.99	TOP NUT HYD

CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
BM 1105	238354.730	137381.610	904.08	SE BOLT HEAD MCD. SGN BASE
BM 1106	239030.535	137462.536	910.71	TOP NUT HYD

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	ALIGNMENT PLAN	SHEET 93	E

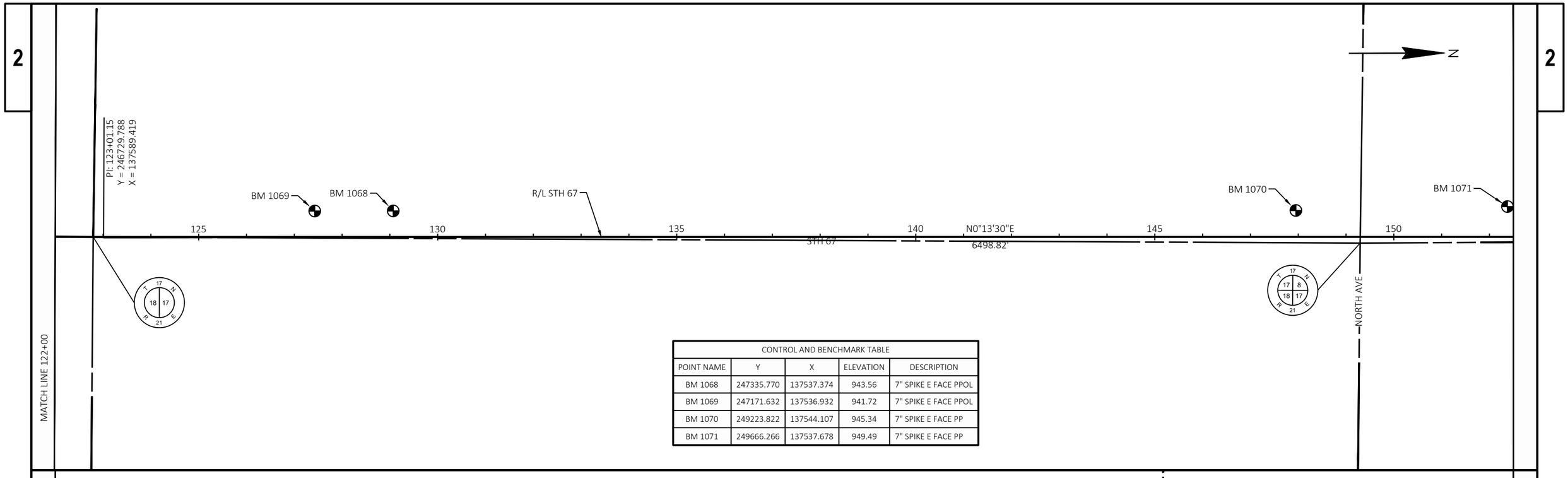
CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
CP 910	241295.410	137578.765	930.65	100D NAIL
BM 1015	241350.800	137603.261	931.17	RR SPIKE IN PPOL 1277
BM 1016	241408.975	137479.951	933.07	RR SPIKE IN PPOL 3276
BM 1060	242572.894	137482.859	958.45	RR SPIKE E FACE PPOL
BM 1061	242316.867	137477.825	958.30	RR SPIKE E FACE PPOL
BM 1063	243500.513	137498.427	949.00	RR SPIKE E FACE PPOL



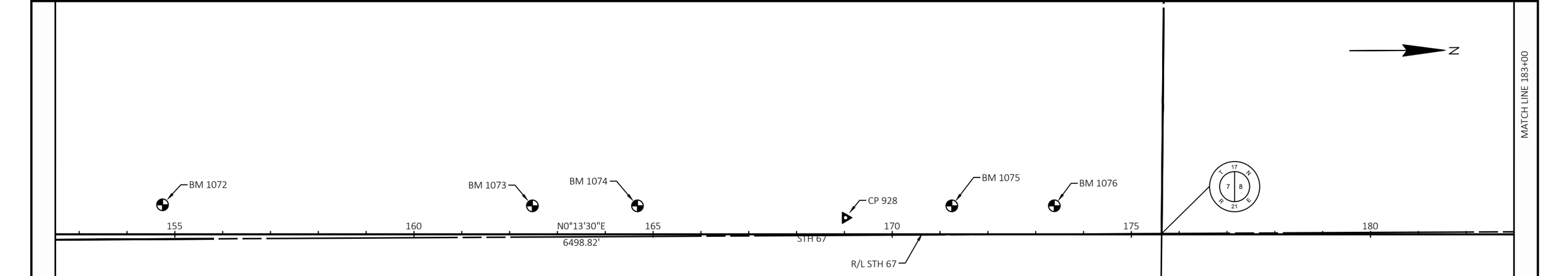
CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
CP 927	245594.398	137625.651	934.68	FENO MON
BM 1062	243611.589	137621.584	950.15	CHSLD X SW COR STEP END OF BRN
BM 1064	243954.615	137614.799	951.16	7" SPIKE W FACE PPOL
BM 1065	244480.848	137515.859	947.48	7" SPIKE E FACE PPOL
BM 1066	245901.635	137514.182	928.13	7" SPIKE E FACE PPOL
BM 1067	246168.998	137518.303	929.15	7" SPIKE E FACE PPOL

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	ALIGNMENT PLAN	SHEET 94	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027201-AD.DWG
LAYOUT NAME - AD2
PLOT DATE : 7/30/2026 12:54 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

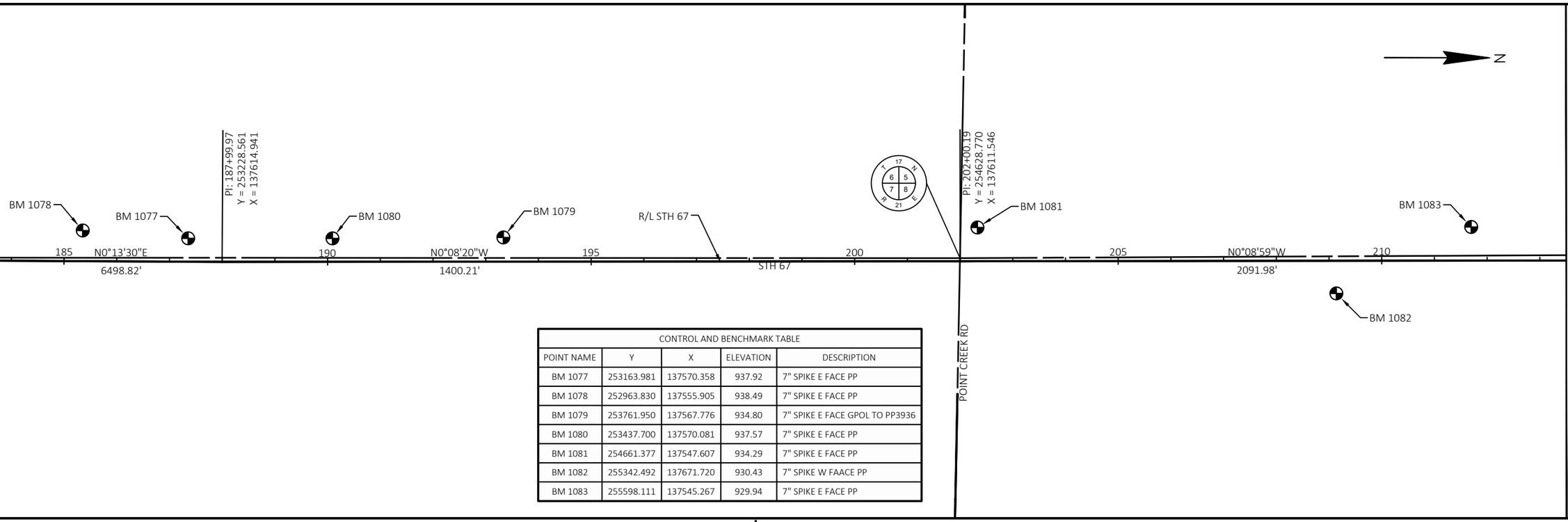


CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
BM 1068	247335.770	137537.374	943.56	7" SPIKE E FACE PPOL
BM 1069	247171.632	137536.932	941.72	7" SPIKE E FACE PPOL
BM 1070	249223.822	137544.107	945.34	7" SPIKE E FACE PP
BM 1071	249666.266	137537.678	949.49	7" SPIKE E FACE PP

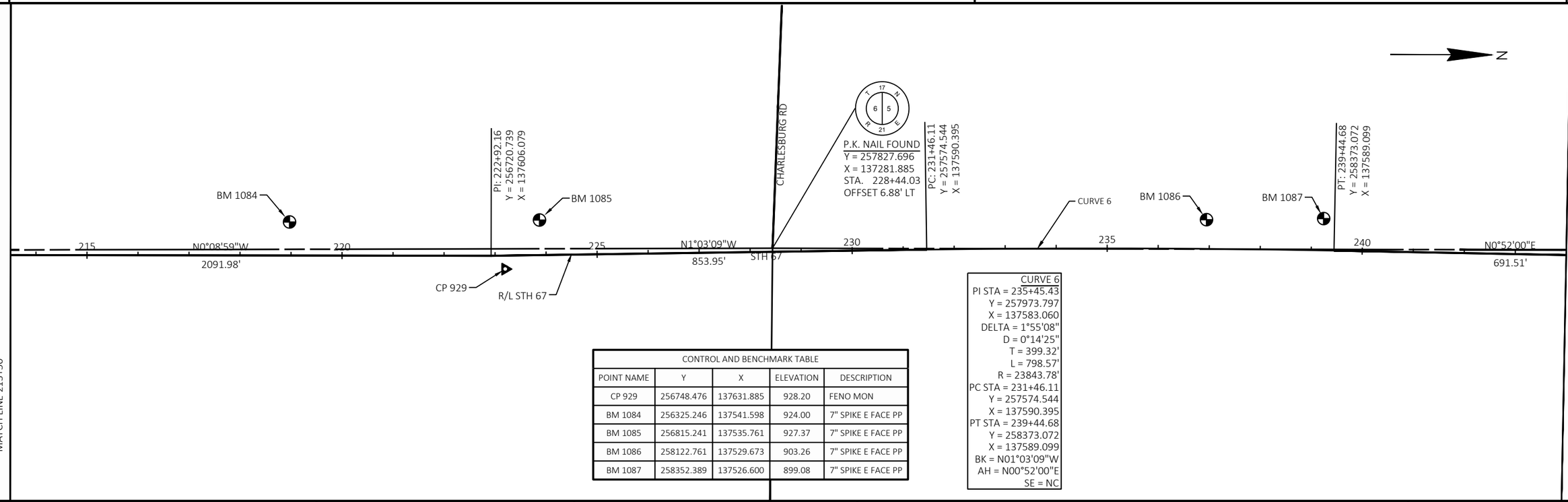


CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
CP 928	251331.087	137572.747	947.10	FENO MON
BM 1072	249903.132	137540.146	946.71	7" SPIKE E FACE PP
BM 1073	250676.382	137545.375	945.80	7" SPIKE E FACE PP
BM 1074	250896.088	137546.212	942.26	7" SPIKE E FACE PP
BM 1075	251553.350	137548.891	945.86	7" SPIKE E FACE PP
BM 1076	251767.558	137549.627	949.03	7" SPIKE E FACE PP

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	ALIGNMENT PLAN	SHEET 95	E



CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
BM 1077	253163.981	137570.358	937.92	7" SPIKE E FACE PP
BM 1078	252963.830	137555.905	938.49	7" SPIKE E FACE PP
BM 1079	253761.950	137567.776	934.80	7" SPIKE E FACE GPOL TO PP3936
BM 1080	253437.700	137570.081	937.57	7" SPIKE E FACE PP
BM 1081	254661.377	137547.607	934.29	7" SPIKE E FACE PP
BM 1082	255342.492	137671.720	930.43	7" SPIKE W FAACE PP
BM 1083	255598.111	137545.267	929.94	7" SPIKE E FACE PP



CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
CP 929	256748.476	137631.885	928.20	FENO MON
BM 1084	256325.246	137541.598	924.00	7" SPIKE E FACE PP
BM 1085	256815.241	137535.761	927.37	7" SPIKE E FACE PP
BM 1086	258122.761	137529.673	903.26	7" SPIKE E FACE PP
BM 1087	258352.389	137526.600	899.08	7" SPIKE E FACE PP

CURVE 6
PI STA = 235+45.43
Y = 257973.797
X = 137583.060
DELTA = 1°55'08"
D = 0°14'25"
T = 399.32'
L = 798.57'
R = 23843.78'
PC STA = 231+46.11
Y = 257574.544
X = 137590.395
PT STA = 239+44.68
Y = 258373.072
X = 137589.099
BK = N01°03'09"W
AH = N00°52'00"E
SE = NC

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	ALIGNMENT PLAN	SHEET 96	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027201-AD.DWG
LAYOUT NAME - AD4
PLOT DATE : 7/30/2026 12:51 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

MATCH LINE 244+00

PI: 246+36.19
Y = 259064.500
X = 137599.557

BM 1088

BM 1089

T 17 N
R 21 E
31 32
6 5

245 N0°52'00"E 250 255 260 N0°09'19"W 265 270

691.51'

STH 67

11422.75'

R/L STH 67

TOWN LINE RD

MATCH LINE 274+50

2

N

CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
BM 1088	259649.307	137524.393	887.24	7 IN SPIKE E UM9890
BM 1089	259855.925	137523.129	887.75	7 IN SPIKE E UM9889

MATCH LINE 274+50

T 18 N
R 21 E
31 32

CP 1090

CP 1091

CP 1092

R/L STH 67

CP 930

275 280 285 N0°09'19"W 290 295 300

11422.75'

STH 67

STEINTHAL RD

MATCH LINE 305+00

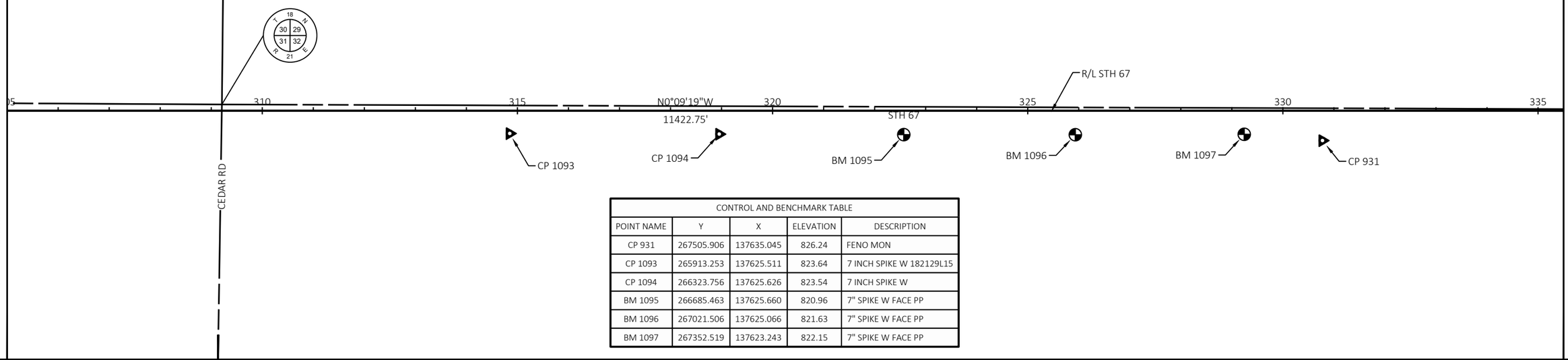
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CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
CP 930	262043.597	137568.256	870.47	FENO MON
CP 1090	262625.469	137522.031	866.67	7 INCH SPIKE E UN9898
CP 1091	262860.181	137528.646	863.85	7 INCH SPIKE E UO9805
CP 1092	263314.933	137535.233	862.85	7 INCH SPIKE E UO9824

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	ALIGNMENT PLAN	SHEET 97	E

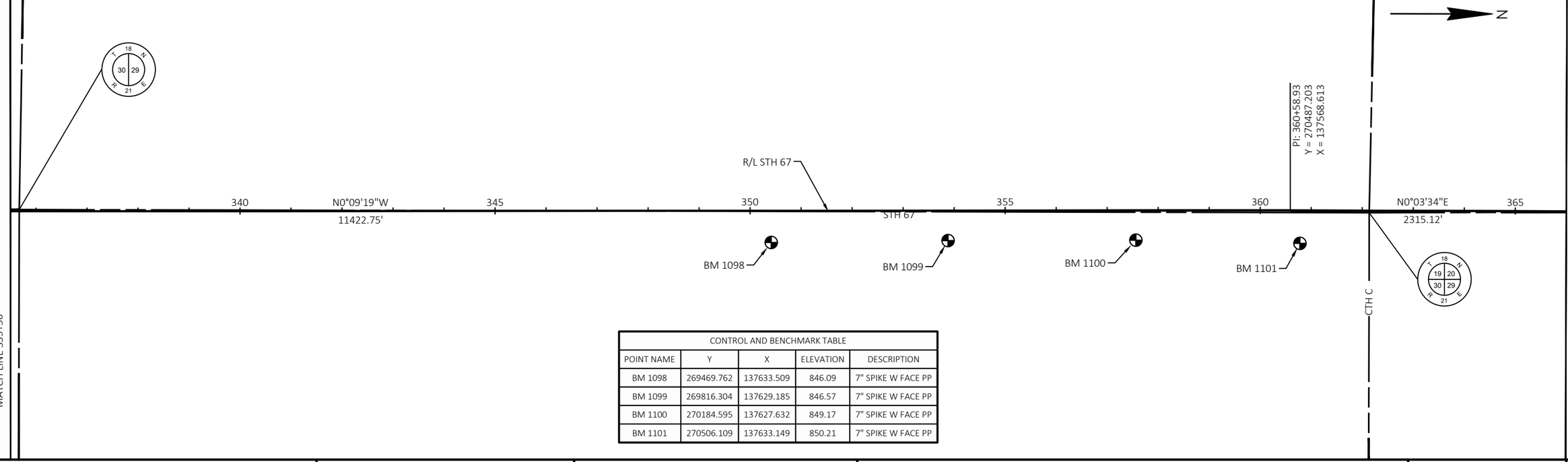
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MATCH LINE 305+00



CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
CP 931	267505.906	137635.045	826.24	FENO MON
CP 1093	265913.253	137625.511	823.64	7 INCH SPIKE W 182129L15
CP 1094	266323.756	137625.626	823.54	7 INCH SPIKE W
BM 1095	266685.463	137625.660	820.96	7" SPIKE W FACE PP
BM 1096	267021.506	137625.066	821.63	7" SPIKE W FACE PP
BM 1097	267352.519	137623.243	822.15	7" SPIKE W FACE PP

MATCH LINE 335+50



CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
BM 1098	269469.762	137633.509	846.09	7" SPIKE W FACE PP
BM 1099	269816.304	137629.185	846.57	7" SPIKE W FACE PP
BM 1100	270184.595	137627.632	849.17	7" SPIKE W FACE PP
BM 1101	270506.109	137633.149	850.21	7" SPIKE W FACE PP

MATCH LINE 366+00

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	ALIGNMENT PLAN	SHEET 98	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\027201-AD.DWG
LAYOUT NAME - AD6

PLOT DATE : 7/30/2026 12:51 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

MATCH LINE 366+00

N

18 19 20 21

MAG NAIL FOUND
Y = 273289.220
X = 137560.470
STA. 388+61.01
OFFSET 7.41'LT

MATCH LINE 396+50

2

PI: 383+74.05
Y = 272802.324
X = 137571.014

BM 1102

R/L STH 67

CP 932

370 N0°03'34"E 375 380 385 390 N0°22'08"W 395

2315.12' 2067.63'

STH 67

CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
CP 932	272475.733	137540.901	885.11	FENO MON
BM 1102	272681.013	137505.367	890.41	7" SPIKE E FACE PP

MATCH LINE 396+50

N

PI: 404+41.68
Y = 274869.906
X = 137557.703

STA 410+23 - 410+66
NET EXCEPTION TO CENTERLINE LENGTH

CEDAR CREEK

PI: 410+91.95
Y = 275520.156
X = 137551.978

EP: 423+22.38
Y = 276750.454
X = 137533.962

R/L STH 67

400 N0°22'08"W 405 N0°30'16"W 410 415 N0°50'20"W 420

2067.63' STH 67 650.27' 1230.43'

BM 1103

BM 1012

BM 908

18 19 20 21

MAG NAIL FOUND
Y = 275936.470
X = 137548.070

BM 1010

BM 906

BM 1011

BM 907

USH 151

CP 933

END PROJECT
STA 421+50.00
Y = 276,578.090
X = 137,536.486

CONTROL AND BENCHMARK TABLE				
POINT NAME	Y	X	ELEVATION	DESCRIPTION
BM 906	275452.246	137571.872	808.93	3" DISC SE WWAL
BM 907	275494.415	137534.099	808.93	CHISELED BQX NW WWAL
BM 908	274957.833	137636.283	806.76	100D NAIL IN DTRE 45' S OF FE
CP 933	276601.140	137583.662	808.27	FENO MON
BM 1010	275452.246	137571.872	809.08	3" DISC SE WWAL
BM 1011	275494.415	137534.099	809.03	CHISELED BQX NW WWAL
BM 1012	274957.833	137636.283	806.94	100D NAIL IN DTRE 45' S OF FE
BM 1103	274482.113	137623.760	810.83	7" SPIKE W FACE OF 12" CEDAR

MATCH LINE 396+50

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	ALIGNMENT PLAN	SHEET 99	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\4322000\SHEETS\027201-AD.DWG
LAYOUT NAME - AD7

PLOT DATE : 7/30/2026 12:43 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

Estimate Of Quantities

4322-10-71

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	11.000	11.000
0004	201.0205	Grubbing	STA	11.000	11.000
0006	203.0100	Removing Small Pipe Culverts	EACH	28.000	28.000
0008	204.0110	Removing Asphaltic Surface	SY	1,351.000	1,351.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,446.000	1,446.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	33,772.000	33,772.000
0014	204.0150	Removing Curb & Gutter	LF	2,185.000	2,185.000
0016	204.0155	Removing Concrete Sidewalk	SY	507.000	507.000
0018	204.0165	Removing Guardrail	LF	2,806.000	2,806.000
0020	204.9090.S	Removing (item description) 01. Concrete Curb Head	LF	42.000	42.000
0022	205.0100	Excavation Common	CY	6,288.000	6,288.000
0024	209.1100	Backfill Granular Grade 1	CY	2,348.000	2,348.000
0026	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 4322-10-71	EACH	1.000	1.000
0028	211.0700.S	Prepare Foundation for CIR Base Layer (project) 01. 4322-10-71	EACH	1.000	1.000
0030	211.0800.S	Base Repair for CIR Layer	CY	270.000	270.000
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,923.000	4,923.000
0034	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	5,685.000	5,685.000
0036	305.0500	Shaping Shoulders	STA	706.000	706.000
0038	327.1000.S	CIR Asphaltic Base Layer	SY	121,157.000	121,157.000
0040	455.0605	Tack Coat	GAL	20,627.000	20,627.000
0042	455.0770.S	Asphalt Stabilizing Agent	TON	573.000	573.000
0044	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0046	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0048	460.6224	HMA Pavement 4 MT 58-28 S	TON	28,343.000	28,343.000
0050	460.6424	HMA Pavement 4 MT 58-28 H	TON	590.000	590.000
0052	465.0105	Asphaltic Surface	TON	1,013.000	1,013.000
0054	465.0110	Asphaltic Surface Patching	TON	88.000	88.000
0056	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	211.000	211.000
0058	465.0315	Asphaltic Flumes	SY	77.000	77.000
0060	465.0520	Asphaltic Rumble Strips, Shoulder	LF	14,371.000	14,371.000
0062	465.0560	Asphaltic Rumble Strips, Centerline	LF	35,060.000	35,060.000
0064	465.0580	Asphaltic Rumble Strips, Transverse	SY	79.000	79.000
0066	522.0124	Culvert Pipe Reinforced Concrete Class III 24-Inch	LF	1,490.000	1,490.000
0068	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	57.000	57.000
0070	522.0136	Culvert Pipe Reinforced Concrete Class III 36-Inch	LF	172.000	172.000
0072	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	212.000	212.000
0074	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	60.000	60.000
0076	522.0436	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	111.000	111.000
0078	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	46.000	46.000
0080	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	4.000	4.000
0082	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	6.000	6.000
0084	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	591.000	591.000
0086	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	1,571.000	1,571.000
0088	601.0584	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type TBT	LF	23.000	23.000
0090	601.0600	Concrete Curb Pedestrian	LF	9.000	9.000
0092	602.0410	Concrete Sidewalk 5-Inch	SF	4,758.000	4,758.000
0094	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	336.000	336.000
0096	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	42.000	42.000
0098	606.0200	Riprap Medium	CY	7.000	7.000

Estimate Of Quantities

4322-10-71

Line	Item	Item Description	Unit	Total	Qty
0100	611.0654	Inlet Covers Type V	EACH	1.000	1.000
0102	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000
0104	614.2300	MGS Guardrail 3	LF	2,741.000	2,741.000
0106	614.2350	MGS Guardrail Short Radius	LF	81.000	81.000
0108	614.2500	MGS Thrie Beam Transition	LF	320.000	320.000
0110	614.2610	MGS Guardrail Terminal EAT	EACH	10.000	10.000
0112	614.2630	MGS Guardrail Short Radius Terminal	EACH	4.000	4.000
0114	616.0700.S	Fence Safety	LF	1,000.000	1,000.000
0116	618.0100	Maintenance and Repair of Haul Roads (project) 01. 4322-10-71	EACH	1.000	1.000
0118	619.1000	Mobilization	EACH	1.000	1.000
0120	623.0200	Dust Control Surface Treatment	SY	33,836.000	33,836.000
0122	624.0100	Water	MGAL	43.000	43.000
0124	625.0500	Salvaged Topsoil	SY	11,200.000	11,200.000
0126	628.1504	Silt Fence	LF	7,817.000	7,817.000
0128	628.1520	Silt Fence Maintenance	LF	7,817.000	7,817.000
0130	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0132	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0134	628.2006	Erosion Mat Urban Class I Type A	SY	12,700.000	12,700.000
0136	628.7015	Inlet Protection Type C	EACH	34.000	34.000
0138	628.7020	Inlet Protection Type D	EACH	16.000	16.000
0140	628.7555	Culvert Pipe Checks	EACH	160.000	160.000
0142	629.0210	Fertilizer Type B	CWT	19.000	19.000
0144	630.0130	Seeding Mixture No. 30	LB	380.000	380.000
0146	630.0140	Seeding Mixture No. 40	LB	140.000	140.000
0148	630.0200	Seeding Temporary	LB	110.000	110.000
0150	630.0400	Seeding Nurse Crop	LB	37.000	37.000
0152	630.0500	Seed Water	MGAL	210.000	210.000
0154	633.5200	Markers Culvert End	EACH	56.000	56.000
0156	634.0808	Posts Tubular Steel 2x2-Inch x 8-FT	EACH	1.000	1.000
0158	637.2210	Signs Type II Reflective H	SF	5.500	5.500
0160	642.5201	Field Office Type C	EACH	1.000	1.000
0162	643.0300	Traffic Control Drums	DAY	9,518.000	9,518.000
0164	643.0420	Traffic Control Barricades Type III	DAY	2,458.000	2,458.000
0166	643.0705	Traffic Control Warning Lights Type A	DAY	4,660.000	4,660.000
0168	643.0715	Traffic Control Warning Lights Type C	DAY	555.000	555.000
0170	643.0900	Traffic Control Signs	DAY	11,773.000	11,773.000
0172	643.0920	Traffic Control Covering Signs Type II	EACH	32.000	32.000
0174	643.1000	Traffic Control Signs Fixed Message	SF	78.000	78.000
0176	643.1050	Traffic Control Signs PCMS	DAY	47.000	47.000
0178	643.1070	Traffic Control Cones 42-Inch	DAY	809.000	809.000
0180	643.3165	Temporary Marking Line Paint 6-Inch	LF	107,550.000	107,550.000
0182	643.3350	Temporary Marking Crosswalk Removable Tape 6-Inch	LF	441.000	441.000
0184	643.5000	Traffic Control	EACH	1.000	1.000
0186	644.1430	Temporary Pedestrian Surface Plate	SF	600.000	600.000
0188	644.1440	Temporary Pedestrian Surface Matting	SF	1,380.000	1,380.000
0190	644.1601	Temporary Pedestrian Curb Ramp	DAY	336.000	336.000
0192	644.1605	Temporary Pedestrian Detectable Warning Field	SF	240.000	240.000
0194	644.1810	Temporary Pedestrian Barricade	LF	2,430.000	2,430.000
0196	644.1900.S	Temporary Audible Message Devices	DAY	742.000	742.000

4322-10-71

Line	Item	Item Description	Unit	Total	Qty
0198	645.0120	Geotextile Type HR	SY	19.000	19.000
0200	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	109,058.000	109,058.000
0202	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	459.000	459.000
0204	646.5020	Marking Arrow Epoxy	EACH	12.000	12.000
0206	646.6120	Marking Stop Line Epoxy 18-Inch	LF	100.000	100.000
0208	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	86.000	86.000
0210	646.7120	Marking Diagonal Epoxy 12-Inch	LF	147.000	147.000
0212	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	1,090.000	1,090.000
0214	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	80.000	80.000
0216	646.8120	Marking Curb Epoxy	LF	40.000	40.000
0218	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0220	650.4500	Construction Staking Subgrade	LF	280.000	280.000
0222	650.5000	Construction Staking Base	LF	280.000	280.000
0224	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	2,194.000	2,194.000
0226	650.6000	Construction Staking Pipe Culverts	EACH	28.000	28.000
0228	650.8000	Construction Staking Resurfacing Reference	LF	41,365.000	41,365.000
0230	650.9000	Construction Staking Curb Ramps	EACH	24.000	24.000
0232	650.9500	Construction Staking Sidewalk (project) 01. 4322-10-71	EACH	1.000	1.000
0234	650.9911	Construction Staking Supplemental Control (project) 01. 4322-10-71	EACH	1.000	1.000
0236	650.9920	Construction Staking Slope Stakes	LF	1,903.000	1,903.000
0238	690.0150	Sawing Asphalt	LF	2,625.000	2,625.000
0240	690.0250	Sawing Concrete	LF	181.000	181.000
0242	740.0440	Incentive IRI Ride	DOL	62,682.000	62,682.000
0244	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0246	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,400.000	2,400.000
0248	SPV.0035	Special 01. Foundation Backfill	CY	1,406.000	1,406.000
0250	SPV.0055	Special 01. Incentive Density PWL HMA Pavement	DOL	12,921.000	12,921.000
0252	SPV.0055	Special 02. Incentive Air Voids HMA Pavement	DOL	28,933.000	28,933.000
0254	SPV.0055	Special 03. Incentive Density HMA Pavement Longitudinal Joints	DOL	8,250.000	8,250.000
0256	SPV.0180	Special 01. Removing Distressed Asphaltic Surface Milling	SY	1,000.000	1,000.000

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CLEARING & GRUBBING

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	201.0105 CLEARING STA	201.0205 GRUBBING STA
0010	STH 67	13+21	-	14+02	LT	2	2
0010	STH 67	15+47	-	15+82	RT	1	1
0010	STH 67	17+00	-	18+59	RT	2	2
0010	STH 67	19+31	-	20+30	RT	2	2
0010	STH 67	388+57	-	390+50	RT	3	3
0010	STH 67	393+44	-	393+77	RT	1	1
					TOTAL 0010	11	11

REMOVING SMALL PIPE CULVERTS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
0010	STH 67	80+68	-	80+68	RL	1	24 INCH CPRC
0010	STH 67	89+88	-	89+90	RL	1	24 INCH CPRC
0010	STH 67	98+61	-	98+62	RL	1	24 INCH CPRC
0010	STH 67	115+26	-	115+27	RL	1	24 INCH CPRC
0010	STH 67	127+76	-	127+77	RL	1	24 INCH CPRC
0010	STH 67	148+52	-	148+53	RL	1	24 INCH CPRC
0010	STH 67	150+54	-	150+54	RL	1	24 INCH CPRC
0010	STH 67	155+15	-	155+16	RL	1	24 INCH CPRC
0010	STH 67	164+97	-	164+97	RL	1	24 INCH CPRC
0010	STH 67	171+57	-	171+58	RL	1	24 INCH CPRC
0010	STH 67	186+75	-	186+72	RL	1	30 INCH CPRC
0010	STH 67	191+71	-	191+72	RL	1	24 INCH CPRC
0010	STH 67	196+14	-	196+15	RL	1	24 INCH CPRC
0010	STH 67	209+85	-	209+87	RL	1	24 INCH CPRC
0010	STH 67	220+72	-	221+24	RL	1	36 INCH CPRC
0010	STH 67	238+41	-	238+44	RL	1	24 INCH CPRC
0010	STH 67	252+36	-	252+38	RL	1	24 INCH CPRC
0010	STH 67	281+36	-	281+36	RL	1	30 INCH CPRC
0010	STH 67	286+57	-	286+59	RL	1	24 INCH CPRC
0010	STH 67	316+56	-	316+57	RL	1	36 INCH CPRC
0010	STH 67	324+52	-	324+55	RL	1	24 INCH CPRC
0010	STH 67	327+24	-	327+25	RL	1	24 INCH CPRC
0010	STH 67	344+79	-	345+04	RL	1	36 INCH CPRC
0010	STH 67	351+12	-	351+12	RL	1	24 INCH CPRC
0010	STH 67	360+36	-	360+36	RL	1	24 INCH CPRC
0010	STH 67	399+32	-	399+34	RL	1	24 INCH CPRC
0010	STH 67	404+34	-	404+36	RL	1	24 INCH CPRC
0010	STH 67	415+14	-	415+14	RL	1	24 INCH CPRC
					TOTAL 0010	28	

REMOVING ASPHALTIC SURFACE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	SPV.0180.01 REMOVING DISTRESSED ASPHALTIC SURFACE MILLING SY	REMARKS
0010	STH 67	7+85	-	7+95	RL	--	45	--	--	BEGIN PROJECT
0010	STH 67	7+85	-	15+82	RL	--	--	3,569	--	
0010	STH 67	12+42	-	12+63	LT	11	--	--	--	
0010	STH 67	12+49	-	69+50	LT/RT	121	--	--	--	URBAN CURB & GUTTER REPLACEMENT LOCATIONS
0010	STH 67	14+76	-	15+27	LT	12	--	--	--	
0010	STH 67	16+76	-	70+90	RL	--	--	30,203	--	
0010	STH 67	21+33	-	22+31	LT/RT	8	102	--	--	FREMONT STREET INTERSECTION
0010	STH 67	24+46	-	24+93	LT	17	56	--	--	SERVICE ROAD SOUTH INTERSECTION
0010	STH 67	37+64	-	38+13	LT	39	54	--	--	SERVICE ROAD NORTH INTERSECTION
0010	STH 67	42+16	-	44+26	LT/RT	12	78	--	--	W PARK AVE/ROCKVILLE RD/STH 67 ROUNDABOUT
0010	STH 67	54+73	-	55+10	LT/RT	--	78	--	--	RIVERVIEW ROAD/PERSNICKETY PLACE INTERSECTION
0010	STH 67	69+62	-	69+90	RT	16	33	--	--	CTH XX INTERSECTION
0010	STH 67	70+90	-	421+50	LT/RT	1,055	--	--	--	ASPHALT DRIVEWAYS
0010	STH 67	96+00	-	96+35	LT/RT	8	154	--	--	FISH AND GAME ROAD INTERSECTION
0010	STH 67	149+14	-	149+43	LT/RT	9	149	--	--	NORTH AVENUE INTERSECTION
0010	STH 67	201+83	-	202+17	LT/RT	10	145	--	--	POINT CREEK ROAD INTERSECTION
0010	STH 67	228+33	-	228+60	LT	12	67	--	--	CHARLESBURG ROAD INTERSECTION
0010	STH 67	256+17	-	256+38	RT	--	52	--	--	TOWN LINE ROAD INTERSECTION
0010	STH 67	282+35	-	282+59	LT/RT	10	132	--	--	WEST STEINTHAL ROAD INTERSECTION
0010	STH 67	309+12	-	309+33	RT	--	50	--	--	CEDAR ROAD INTERSECTION
0010	STH 67	362+00	-	362+29	RT	11	70	--	--	CTH C INTERSECTION
0010	STH 67	421+00	-	421+50	RL	--	181	--	--	END OF PROJECT
					UNDISTRIBUTED	--	--	--	1,000	USE AS NEEDING IN MILLING AREAS
					TOTAL 0010	1,351	1,446	33,772	1,000	

REMOVALS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	204.0150 REMOVING CURB & GUTTER LF	204.0155 REMOVING CONCRETE SIDEWALK SY	204.0165 REMOVING GUARDRAIL LF	204.9090.S.01 REMOVING CURB HEAD LF	REMARKS
0010	STH 67	12+49	-	12+58	LT/RT	18	--	--	--	
0010	STH 67	13+47	-	13+74	LT/RT	48	--	--	--	
0010	STH 67	14+69	-	15+75	LT/RT	23	--	192	42	
0010	STH 67	16+83	-	20+56	LT/RT	--	--	546	--	
0010	STH 67	20+98	-	22+48	LT/RT	75	88	--	--	FREMONT STREET INTERSECTION
0010	STH 67	24+18	-	24+96	LT	34	16	--	--	SERVICE ROAD SOUTH INTERSECTION
0010	STH 67	37+61	-	38+16	LT	30	--	--	--	SERVICE ROAD NORTH INTERSECTION
0010	STH 67	41+87	-	44+55	LT/RT	166	299	--	--	W PARK AVE/ROCKVILLE RD/STH 67 ROUNDABOUT
0010	STH 67	54+52	-	55+31	LT/RT	132	83	--	--	RIVERVIEW ROAD/PERSNICKETY PLACE INTERSECTION
0010	STH 67	69+41	-	69+50	RT	15	21	--	--	CTH XX INTERSECTION
0010	STH 67	95+44	-	97+73	LT/RT	356	--	--	--	FISH AND GAME ROAD INTERSECTION
0010	STH 67	148+53	-	150+03	LT/RT	296	--	--	--	NORTH AVENUE INTERSECTION
0010	STH 67	201+24	-	202+76	LT/RT	300	--	--	--	POINT CREEK ROAD INTERSECTION
0010	STH 67	227+87	-	229+17	LT	151	--	--	--	CHARLESBURG ROAD INTERSECTION
0010	STH 67	281+71	-	283+21	LT/RT	300	--	--	--	WEST STEINTHAL ROAD INTERSECTION
0010	STH 67	361+39	-	362+70	RT	153	--	--	--	CTH C INTERSECTION
0010	STH 67	386+64	-	397+01	LT/RT	--	--	1,660	--	
0010	STH 67	409+47	-	410+24	LT/RT	--	--	154	--	
0010	STH 67	410+66	-	411+93	LT/RT	--	--	254	--	
0010	STH 67	420+62	-	421+50	LT	88	--	--	--	
					TOTAL 0010	2,185	507	2,806	42	

3

DIVISION	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON CUT	AVAILABLE MATERIAL	UNEXPANDED FILL	EXPANDED FILL FACTOR 1.00	MASS ORDINATE +/- (1)	COMMENT
URBAN CURB & GUTTER REPLACEMENT LOCATIONS	12+49/69+50	STH 67	45	45	0	0	45	
STH 67 PATH	13+21.86/14+19.79	STH 67	11	11	88	88	-77	
SHEBOYGAN RIVER BEAM GUARD	13+21.86/21+00.63	STH 67	4	4	180	180	-176	
PIPE CULVERTS AT 28 APPROXIMATE LOCATIONS	80+68.00/415+14.00	STH 67	6,215	6,215	1,383	1,383	4,832	
CURB & GUTTER AT 6 INTERSECTIONS	95+44.00/362+70.00	STH 67	0	0	1,945	1,945	-1,945	
STH 67 BEAM GUARD AT DRIVEWAY	387+00.00/398+00.00	STH 67	4	4	2,133	2,133	-2,129	
CEDAR CREEK BEAM GUARD	407+50.00/413+00.00	STH 67	9	9	442	442	-433	
TOTAL COMMON EXC			6,288	6,288	6,171	6,171	117	

NOTES:
(1) 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.

3

BACKFILL GRANULAR

CATEGORY	STATION	TO	STATION	OFFSET	209.1100 BACKFILL GRANULAR GRADE 1 CY	SPV.0035.01 FOUNDATION BACKFILL CY	REMARKS
0010	80+68	-	415+14	RL	2,348	1,406	SEE CULVERT PIPE TABLE FOR 28 APPROXIMATE CULVERT PIPE LOCATIONS
				TOTAL 0010	2,348	1,406	

PREPARE FOUNDATION

CATEGORY	STATION	TO	STATION	LOCATION	211.0101.01 PREPARE FOUNDATION FOR ASPHALTIC PAVING (PROJECT) (4322-10-71) EACH	211.0700.S.01 PREPARE FOUNDATION FOR CIR BASE LAYER (PROJECT) (4322-10-71) EACH
0010	7+85	-	70+90	PROJECT 4322-10-71	1	--
0010	70+90	-	421+50	PROJECT 4322-10-71	--	1
				TOTAL 0010	1	1

AGGREGATE

CATEGORY	STAGE	STATION	TO	STATION	OFFSET	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	REMARKS
0010	1	12+49	-	69+50	LT/RT	--	104	URBAN CURB & GUTTER REPLACEMENT LOCATIONS
0010	1	13+22	-	13+58	LT/RT	--	22	
0010	1	13+55	-	13+66	LT/RT	--	8	
0010	1	13+66	-	14+64	LT/RT	--	44	
0010	1	20+99	-	22+47	LT/RT	--	25	
0010	1	21+06	-	21+18	RT	--	5	
0010	1	24+19	-	25+01	LT	--	7	
0010	1	25+01	-	25+11	LT	--	4	
0010	1	37+41	-	37+56	LT	--	7	
0010	1	37+56	-	38+21	LT	--	3	
0010	1	38+21	-	38+35	LT	--	5	
0010	1	41+80	-	41+92	LT	--	5	
0010	1	41+89	-	44+55	LT/RT	--	72	
0010	1	54+52	-	55+31	LT/RT	--	21	
0010	1	80+68	-	415+14	RL	--	5,024	SEE CULVERT PIPE TABLE FOR 28 APPROXIMATE CULVERT PIPE LOCATIONS
					SUBTOTAL STAGE 1	--	5,356	
0010	2	12+49	-	15+82	LT/RT	--	9	
0010	2	21+03	-	22+18	LT/RT	--	7	FREMONT STREET INTERSECTION
0010	2	24+44	-	24+96	LT	--	3	SERVICE ROAD SOUTH INTERSECTION
0010	2	37+61	-	38+16	LT	--	3	SERVICE ROAD NORTH INTERSECTION
0010	2	41+88	-	44+46	LT/RT	3	16	W PARK AVE/ROCKVILLE RD/STH 67 ROUNDABOUT
0010	2	54+54	-	55+29	LT/RT	--	13	RIVERVIEW ROAD/PERSNICKETY PLACE INTERSECTION
0010	2	54+93	-	70+90	LT/RT	35	--	AGGREGATE SHOULDER
0010	2	69+41	-	69+50	RT	5	2	CTH XX INTERSECTION
0010	2	70+90	-	421+50	LT/RT	4,868	--	AGGREGATE SHOULDERS & 66 DRIVEWAYS
0010	2	70+90	-	421+50	LT/RT	--	102	UNDER ASPHALT DRIVEWAYS
0010	2	95+44	-	96+70	LT/RT	1	38	FISH AND GAME ROAD INTERSECTION
0010	2	148+53	-	150+03	LT/RT	2	32	NORTH AVENUE INTERSECTION
0010	2	201+24	-	202+76	LT/RT	2	32	POINT CREEK ROAD INTERSECTION
0010	2	227+87	-	229+17	LT	1	16	CHARLESBURG ROAD INTERSECTION
0010	2	281+71	-	283+01	LT/RT	3	32	WEST STEINTHAL ROAD INTERSECTION
0010	2	361+39	-	362+70	RT	3	16	CTH C INTERSECTION
0010	2	420+62	-	421+50	LT	--	8	
					SUBTOTAL STAGE 2	4,923	329	
					TOTAL 0010	4,923	5,685	

COLD IN-PLACE RECYCLING

CATEGORY	STATION	TO	STATION	OFFSET	211.0800.S BASE REPAIR FOR CIR LAYER CY	305.0500 SHAPING SHOULDERS STA	327.1000.S CIR ASPHALTIC BASE LAYER SY	455.0770.S ASPHALT STABILIZING AGENT TON
0010	70+90	-	410+24	RL	261	682	117,424	555
0010	410+66	-	421+50	RL	9	24	3,733	18
				TOTAL 0010	270	706	121,157	573

HMA PAVEMENT

CATEGORY	STAGE	STATION	TO	STATION	OFFSET	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	REMARKS
0010	1	80+68	-	415+14	RL	369	--	--	SEE CULVERT PIPE TABLE FOR 28 APPROXIMATE CULVERT PIPE LOCATIONS
					SUBTOTAL STAGE 1	369	--	--	
0010	2	7+85	-	15+82	RL	451	642	--	MILL & OVERLAY
0010	2	16+76	-	39+23	RL	1,538	2,197	--	MILL & OVERLAY
0010	2	39+23	-	45+61	RL	708	421	590	ROUNDABOUT MILL & OVERLAY
0010	2	45+61	-	70+90	RL	1,562	2,229	--	MILL & OVERLAY
0010	2	70+90	-	410+24	RL	15,528	22,182	--	CIR
0010	2	410+66	-	421+50	RL	471	672	--	CIR
					SUBTOTAL STAGE 2	20,258	28,343	590	
					TOTAL 0010	20,627	28,343	590	

TEST STRIPS

CATEGORY	LOCATION	460.0105.S HMA PERCENT WITHIN LIMITS (PWL) TEST STRIP VOLUMETRICS EACH
0010	PROJECT 4322-10-71	1
	TOTAL 0010	1

ASPHALTIC SURFACE

CATEGORY	STAGE	STATION	TO	STATION	OFFSET	465.0105 ASPHALTIC SURFACE TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0315 ASPHALTIC FLUMES SY	465.0520 ASPHALTIC RUMBLE STRIPS, SHOULDER LF	465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE LF	465.0580 ASPHALTIC RUMBLE STRIPS, TRANSVERSE SY	REMARKS
0010	1	12+49	-	69+50	LT/RT	--	88	--	--	--	--	--	URBAN CURB & GUTTER REPLACEMENT LOCATIONS
0010	1	13+22	-	13+58	LT/RT	11	--	--	--	--	--	--	SIDEWALK
0010	1	13+66	-	14+64	LT/RT	22	--	--	--	--	--	--	SIDEWALK
0010	1	21+06	-	21+18	RT	3	--	--	--	--	--	--	SIDEWALK
0010	1	25+01	-	25+11	LT	2	--	--	--	--	--	--	SIDEWALK
0010	1	37+41	-	37+56	LT	4	--	--	--	--	--	--	SIDEWALK
0010	1	38+21	-	38+35	LT	3	--	--	--	--	--	--	SIDEWALK
0010	1	41+80	-	41+92	LT	3	--	--	--	--	--	--	SIDEWALK
0010	1	80+68	-	415+14	RL	965	--	--	--	--	--	--	SEE CULVERT PIPE TABLE FOR 28 APPROXIMATE CULVERT PIPE LOCATIONS
					SUBTOTAL STAGE 1	1,013	88	--	--	--	--	--	
0010	2	70+90	-	430+00	LT/RT	--	--	--	--	14,371	35,060	79	
0010	2	69+41	-	70+16	RT	--	--	--	6	--	--	--	CTH XX INTERSECTION
0010	2	95+44	-	96+70	LT/RT	--	--	--	13	--	--	--	FISH AND GAME ROAD INTERSECTION
0010	2	97+23	-	97+46	LT	--	--	3	--	--	--	--	
0010	2	110+46	-	110+91	RT	--	--	7	--	--	--	--	
0010	2	148+53	-	150+03	LT/RT	--	--	--	9	--	--	--	NORTH AVENUE INTERSECTION
0010	2	151+43	-	151+86	RT	--	--	8	--	--	--	--	
0010	2	167+11	-	167+59	RT	--	--	13	--	--	--	--	
0010	2	189+31	-	189+86	LT	--	--	14	--	--	--	--	
0010	2	201+24	-	202+76	LT/RT	--	--	--	10	--	--	--	POINT CREEK ROAD INTERSECTION
0010	2	208+61	-	209+24	RT	--	--	24	--	--	--	--	
0010	2	219+31	-	219+96	LT	--	--	18	--	--	--	--	
0010	2	222+61	-	223+23	RT	--	--	21	--	--	--	--	
0010	2	227+87	-	229+17	LT	--	--	--	13	--	--	--	CHARLESBURG ROAD INTERSECTION
0010	2	281+71	-	283+01	LT/RT	--	--	--	16	--	--	--	WEST STEINTHAL ROAD INTERSECTION
0010	2	311+07	-	311+58	LT	--	--	12	--	--	--	--	
0010	2	334+02	-	334+42	LT	--	--	8	--	--	--	--	
0010	2	339+63	-	340+11	LT	--	--	14	--	--	--	--	
0010	2	361+39	-	362+70	RT	--	--	--	10	--	--	--	CTH C INTERSECTION
0010	2	376+68	-	377+13	RT	--	--	15	--	--	--	--	
0010	2	378+41	-	378+80	RT	--	--	12	--	--	--	--	
0010	2	380+02	-	380+47	RT	--	--	11	--	--	--	--	
0010	2	419+76	-	421+50	LT	--	--	31	--	--	--	--	
					SUBTOTAL STAGE 2	--	--	211	77	14,371	35,060	79	
					TOTAL 0010	1,013	88	211	77	14,371	35,060	79	

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PWL MIXTURE USE TABLE

The following acceptance criteria are applicable for this project:

Location	Station / Location	Mixture Use	Underlying Surface	Bid Item	Tons	Thickness	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
Sidewalks	See Asphaltic Surface Table For Sidewalk Locations	Upper Layer	Base Aggregate	Apshaltic Surface	48	3"	SS 465	Ordinary Compaction (SS 450.3.2.6.2)
12 foot Driving Lane	See Culvert Pipe Table For 28 Approximate Culvert Pipe Locations	Upper Layer	Asphaltic Surface	Asphaltic Surface	459	2 1/2"	SS 465	Ordinary Compaction (SS 450.3.2.6.2)
12 foot Driving Lane	See Culvert Pipe Table For 28 Approximate Culvert Pipe Locations	Lower Layer	Base Aggregate	Asphaltic Surface	505	2 3/4"	SS 465	Ordinary Compaction (SS 450.3.2.6.2)
12 foot Driving Lane	7+85 to 70+90	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	2675	1 3/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Incentive Density PWL HMA Pavement SPV.0055.01
12 foot Driving Lane	7+85 to 70+90	Lower Layer	Milled Existing HMA Surface	4 MT 58-28 S	1911	1 1/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Ordinary Compaction (SS 450.3.2.6.2)
12 foot Driving Lane	7+85 to 70+90 Sideroads	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	198	1 3/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Acceptance by Cores; Not elegible for incentive
12 foot Driving Lane	7+85 to 70+90 Sideroads	Lower Layer	Milled Existing HMA Surface	4 MT 58-28 S	141	1 1/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Ordinary Compaction (SS 450.3.2.6.2)
Roundabout	39+24 to 45+61	Upper Layer	4 MT 58-28 S	4 MT 58-28 H	441	1 3/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Incentive Density PWL HMA Pavement SPV.0055.01
Roundabout	39+24 to 45+61	Lower Layer	Milled Existing HMA Surface	4 MT 58-28 S	315	1 1/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Ordinary Compaction (SS 450.3.2.6.2)
12 foot Driving Lane	W Park Avenue & Rockville Road	Upper Layer	4 MT 58-28 S	4 MT 58-28 H	148	1 3/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Acceptance by Cores; Not elegible for incentive
12 foot Driving Lane	W Park Avenue & Rockville Road	Lower Layer	Milled Existing HMA Surface	4 MT 58-28 S	106	1 1/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Ordinary Compaction (SS 450.3.2.6.2)
5 foot shoulder	54+93 to 70+90	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	84	1 3/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Acceptance by Cores; Not elegible for incentive
5 foot shoulder	54+93 to 70+90	Lower Layer	Milled Existing HMA Surface	4 MT 58-28 S	60	1 1/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Ordinary Compaction (SS 450.3.2.6.2)
12 foot Driving Lane	70+90 to 421+50	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	9805	1 3/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Incentive Density PWL HMA Pavement SPV.0055.01
12 foot Driving Lane	70+90 to 421+50	Lower Layer	CIR Asphaltic Base Layer	4 MT 58-28 S	7004	1 1/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Ordinary Compaction (SS 450.3.2.6.2)
3-5 foot shoulder	70+90 to 421+50	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	2916	1 3/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Acceptance by Cores; Not elegible for incentive
3-5 foot shoulder	70+90 to 421+50	Lower Layer	CIR Asphaltic Base Layer	4 MT 58-28 S	2083	1 1/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Ordinary Compaction (SS 450.3.2.6.2)
12 foot Driving Lane	70+90 to 421+50 Sideroads	Upper Layer	4 MT 58-28 S	4 MT 58-28 S	610	1 3/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Acceptance by Cores; Not elegible for incentive
12 foot Driving Lane	70+90 to 421+50 Sideroads	Lower Layer	Existing HMA Surface	4 MT 58-28 S	436	1 1/4"	PWL Incentive Air Voids HMA Pavement SPV.0055.02	Ordinary Compaction (SS 450.3.2.6.2)
Driveways	See Asphaltic Surface Table For Driveway Locations	Upper Layer	Base Aggregate	Asphaltic Surface Driveways and Field Entrances	211	3"	SS 465	Ordinary Compaction (SS 450.3.2.6.2)

NOTE:DEPARTMENT ACCEPTANCE CORES ARE CUT AND DRIED BY THE CONTRACTOR UNDER THE SUPERVISION OF THE ENGINEER. THE DEPARTMENT WILL TEST AND MAINTAIN CUSTODY OF THE CORES

CULVERT PIPE

CATEGORY	STATION	TO	STATION	OFFSET	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.0430 CULVERT PIPE REINFORCED CONCRETE CLASS IV 30-INCH LF	522.0436 CULVERT PIPE REINFORCED CONCRETE CLASS IV 36-INCH LF	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	633.5200 MARKERS CULVERT END EACH	WALL THICKNESS CONCRETE
0010	80+68	-	80+68	RL	63	--	--	--	--	--	2	--	--	2	3 INCHES
0010	89+88	-	89+90	RL	88	--	--	--	--	--	2	--	--	2	3 INCHES
0010	98+61	-	98+62	RL	65	--	--	--	--	--	2	--	--	2	3 INCHES
0010	115+26	-	115+27	RL	95	--	--	--	--	--	2	--	--	2	3 INCHES
0010	127+76	-	127+77	RL	--	--	--	48	--	--	2	--	--	2	3 INCHES
0010	148+52	-	148+52	RL	87	--	--	--	--	--	2	--	--	2	3 INCHES
0010	150+54	-	150+54	RL	91	--	--	--	--	--	2	--	--	2	3 INCHES
0010	155+15	-	155+16	RL	--	--	--	46	--	--	2	--	--	2	3 INCHES
0010	164+97	-	164+97	RL	70	--	--	--	--	--	2	--	--	2	3 INCHES
0010	171+57	-	171+58	RL	79	--	--	--	--	--	2	--	--	2	3 INCHES
0010	186+75	-	186+75	RL	--	57	--	--	--	--	--	2	--	2	3.5 INCHES
0010	191+71	-	191+72	RL	65	--	--	--	--	--	2	--	--	2	3 INCHES
0010	196+14	-	196+15	RL	65	--	--	--	--	--	2	--	--	2	3 INCHES
0010	209+85	-	209+87	RL	85	--	--	--	--	--	2	--	--	2	3 INCHES
0010	220+72	-	221+24	RL	--	--	118	--	--	--	--	--	2	2	4 INCHES
0010	238+41	-	238+44	RL	104	--	--	--	--	--	2	--	--	2	3 INCHES
0010	252+36	-	252+38	RL	123	--	--	--	--	--	2	--	--	2	3 INCHES
0010	281+36	-	281+36	RL	--	--	--	--	60	--	--	2	--	2	3.5 INCHES
0010	286+57	-	286+59	RL	63	--	--	--	--	--	2	--	--	2	3 INCHES
0010	316+56	-	316+57	RL	--	--	54	--	--	--	--	--	2	2	4 INCHES
0010	324+52	-	324+55	RL	--	--	--	62	--	--	2	--	--	2	3 INCHES
0010	327+24	-	327+25	RL	72	--	--	--	--	--	2	--	--	2	3 INCHES
0010	344+79	-	345+04	RL	--	--	--	--	--	111	--	--	2	2	4 INCHES
0010	351+12	-	351+12	RL	78	--	--	--	--	--	2	--	--	2	3 INCHES
0010	360+36	-	360+36	RL	56	--	--	--	--	--	2	--	--	2	3 INCHES
0010	399+32	-	399+34	RL	71	--	--	--	--	--	2	--	--	2	3 INCHES
0010	404+34	-	404+36	RL	70	--	--	--	--	--	2	--	--	2	3 INCHES
0010	415+14	-	415+14	RL	--	--	--	56	--	--	2	--	--	2	3 INCHES
				TOTAL 0010	1,490	57	172	212	60	111	46	4	6	56	

CURB & GUTTER

CATEGORY	STATION	TO	STATION	OFFSET	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0584 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT LF	601.0600 CONCRETE CURB PEDESTRIAN LF	REMARKS
0010	12+49	-	12+58	LT/RT	18	--	--	--	
0010	13+47	-	15+82	LT/RT	48	--	23	--	
0010	21+03	-	22+18	LT/RT	75	--	--	9	FREMONT STREET INTERSECTION
0010	24+44	-	24+96	LT	34	--	--	--	SERVICE ROAD SOUTH INTERSECTION
0010	37+61	-	38+16	LT	30	--	--	--	SERVICE ROAD NORTH INTERSECTION
0010	41+88	-	44+46	LT/RT	166	--	--	--	W PARK AVE/ROCKVILLE RD/STH 67 ROUNDABOUT
0010	54+54	-	55+29	LT/RT	132	--	--	--	RIVERVIEW ROAD/PERSNICKETY PLACE INTERSECTION
0010	69+41	-	69+50	RT	--	15	--	--	CTH XX INTERSECTION
0010	95+44	-	96+70	LT/RT	--	356	--	--	FISH AND GAME ROAD INTERSECTION
0010	148+53	-	150+03	LT/RT	--	296	--	--	NORTH AVENUE INTERSECTION
0010	201+24	-	202+76	LT/RT	--	300	--	--	POINT CREEK ROAD INTERSECTION
0010	227+87	-	229+17	LT	--	151	--	--	CHARLESBURG ROAD INTERSECTION
0010	281+71	-	283+01	LT/RT	--	300	--	--	WEST STEINTHAL ROAD INTERSECTION
0010	361+39	-	362+70	RT	--	153	--	--	CTH C INTERSECTION
0010	420+62	-	421+50	LT	88	--	--	--	
				TOTAL 0010	591	1,571	23	9	

CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	OFFSET	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	REMARKS
0010	13+55	-	13+66	LT/RT	298	32	--	
0010	20+99	-	22+47	LT/RT	866	32	42	FREMONT STREET INTERSECTION
0010	24+19	-	25+01	LT	234	32	--	SERVICE ROAD SOUTH INTERSECTION
0010	37+56	-	38+21	LT	109	32	--	SERVICE ROAD NORTH INTERSECTION
0010	41+89	-	44+55	LT/RT	2,524	128	--	W PARK AVE/ROCKVILLE RD/STH 67 ROUNDABOUT
0010	54+52	-	55+31	LT/RT	727	80	--	PERSNICKETY PLACE INTERSECTION
				TOTAL 0010	4,758	336	42	

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RIPRAP

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY
0010	STH 67	221+23	-	221+40	LT	7	19
					TOTAL 0010	7	19

INLETS

CATEGORY	ROADWAY	STATION	OFFSET	611.0654 INLET COVERS TYPE V EACH	611.8115 ADJUSTING INLET COVERS EACH
0010	STH 67	15+66	RT	1	1
			TOTAL 0010	1	1

GUARDRAIL

CATEGORY	STATION	TO	STATION	OFFSET	614.2300 MGS GUARDRAIL 3 LF	614.2350 MGS GUARDRAIL SHORT RADIUS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2630 MGS GUARDRAIL SHORT RADIUS TERMINAL EACH
0010	13+70	-	15+75	RT	113	--	40	1	--
0010	14+74	-	15+72	LT	79	13	40	--	1
0010	16+83	-	21+01	RT	325	--	40	1	--
0010	16+86	-	18+66	LT	75	--	40	1	--
0010	386+30	-	396+79	RT	997	68	--	1	3
0010	388+26	-	397+19	LT	788	--	--	2	--
0010	407+95	-	410+24	RT	138	--	40	1	--
0010	408+82	-	410+24	LT	50	--	40	1	--
0010	410+63	-	411+94	RT	38	--	40	1	--
0010	410+64	-	412+95	LT	138	--	40	1	--
				TOTAL 0010	2,741	81	320	10	4

FENCE SAFETY

CATEGORY	LOCATION	616.0700.S FENCE SAFETY LF
0010	PROJECT 4322-10-71	1,000
	TOTAL 0010	1,000

DUST CONTROL

CATEGORY	PROJECT	623.0200 DUST CONTROL SURFACE TREATMENT SY
0010	4322-10-71	33,836
	TOTAL 0010	33,836

WATER

LOCATION	624.0100 WATER MGAL
PROJECT-BASE AGGREGATE	18
PROJECT- EXCAVATION	25
TOTAL 0010	43

EROSION CONTROL & RESTORATION

CATEGORY	STATION	TO	STATION	OFFSET	625.0500 SALVAGED TOPSOIL SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH	628.7555 CULVERT PIPE CHECKS EACH	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0200 SEEDING TEMPORARY LB	630.0400 SEEDING NURSE CROP LB	630.0500 SEED WATER MGAL	REMARKS
0010	7+85	-	20+00	LT/RT	1,299	1,036	1,036	--	--	1,299	10	--	--	1	--	59	12	4	24.3	
0010	20+00	-	34+50	LT/RT	183	102	102	--	--	183	5	6	--	1	--	9	2	1	3.5	
0010	34+50	-	49+25	LT/RT	276	--	--	--	--	276	15	7	--	1	--	13	3	1	5.2	
0010	49+25	-	64+00	LT/RT	60	--	--	--	--	60	2	3	--	1	--	3	1	1	1.2	
0010	64+00	-	70+90	LT/RT	21	--	--	--	--	21	2	--	--	1	--	1	1	1	0.4	CTH XX INTERSECTION
0010	70+90		421+50	LT/RT	1,888	--	--	--	--	1,888	--	--	128	2	85	--	17	5	35.4	SEE CULVERT PIPE TABLE FOR 28 APPROXIMATE CULVERT PIPE LOCATIONS
0010	95+44	-	97+74	LT/RT	175	275	275	--	--	175	--	--	--	1	--	8	2	1	3.3	FISH AND GAME ROAD INTERSECTION
0010	148+53	-	150+03	LT/RT	153	229	229	--	--	153	--	--	--	1	--	7	2	1	2.9	NORTH AVENUE INTERSECTION
0010	201+24	-	202+76	LT/RT	155	232	232	--	--	155	--	--	--	1	--	7	2	1	2.9	POINT CREEK ROAD INTERSECTION
0010	227+87	-	229+17	LT	78	117	117	--	--	78	--	--	--	1	--	4	1	1	1.5	CHARLESBURG ROAD INTERSECTION
0010	281+71	-	283+23	LT/RT	164	339	339	--	--	164	--	--	--	1	--	8	2	1	3.1	WEST STEINTHAL ROAD INTERSECTION
0010	361+39	-	362+70	RT	79	118	118	--	--	79	--	--	--	1	--	4	1	1	1.5	CTH C INTERSECTION
0010	386+00	-	399+00	LT/RT	4,359	2,538	2,538	--	--	4,359	--	--	--	3	197	--	40	11	81.6	
0010	406+50	-	414+00	LT/RT	1,228	1,267	1,267	--	--	1,228	--	--	--	1	56	--	12	3	23.0	
				SUBTOTAL	10,118	6,253	6,253	--	--	10,118	34	16	128	17	338	123	98	33	189.8	
				UNDISTRIBUTED	1,082	1,564	1,564	6	3	2,582	--	--	32	2	42	17	12	4	20.2	
				TOTAL 0010	11,200	7,817	7,817	6	3	12,700	34	16	160	19	380	140	110	37	210.0	

PERMANENT SIGNING

CATEGORY	SIGN NO.	STATION	OFFSET	LOCATION	SIGN CODE & SIZE	SIGN MESSAGE	SIGN SIZE W x H [IN.] x [IN.]	634.0808 POSTS TUBULAR STEEL 2X2-INCH X 8-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	REMARKS
0010	P1	22+28	LT	STH 67	R9-3A (2S)	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	24 x 24	1	4.00	
0010	P2	22+28	LT	STH 67	R9-3BR (2S)	USE CROSSWALK (RIGHT ARROW)	18 x 12	--	1.50	ON SAME POST AS P1
						TOTAL 0010		1	5.50	

TRAFFIC CONTROL

CATEGORY	STAGE	STAGE DURATION DAYS	LOCATION	643.0300 TRAFFIC CONTROL DRUMS EACH**	643.0300 DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH**	643.0420 DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH**	643.0705 DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH**	643.0715 DAY	643.0900 TRAFFIC CONTROL SIGNS EACH**	643.0900 DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II CYCLES**	643.0920 SIGNS**	643.0920 EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE EACH**	643.1000 SF	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH**	643.1050 DAY	643.1070 TRAFFIC CONTROL CONES 42-INCH EACH**	643.1070 DAY
0010	1	21	STH 67	412	8,652	102	2,142	196	4,116	24	504	213	4,473	--	--	--	--	--	2	14	35	735
			STAGE 1 SUBTOTAL		8,652		2,142		4,116		504		4,473			--		--		14		735
0010	2	97	STH 67	--	--	--	--	--	--	--	--	10	970	--	--	--	--	--	--	--	--	--
			STAGE 2 SUBTOTAL		--		--		--		--		970			--		--		--		--
0010	2A	4	STH 67/PARK AVE/ROCKVILLE RD	--	--	23	92	30	120	--	--	15	60	--	--	--	--	--	4	28	--	--
			STAGE 2A SUBTOTAL		--		92		120		--		60			--		--		28		--
0010	DETOUR	25		--	--	--	--	--	--	--	--	208	5,200	2	11	22	3	78	--	--	--	--
			DETOUR SUBTOTAL		--		--		--		--		5,200			22		78		--		--
			TOTAL ALL STAGES		8,652		2,234		4,236		504		10,703			22		78		42		735
UNDISTRIBUTED					866		224		424		51		1,070	1	10	10				5		74
			TOTAL 0010		9,518		2,458		4,660		555		11,773			32		78		47		809

**FOR INFORMATION ONLY

TEMP PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH LF	643.3350 TEMPORARY MARKING CROSSWALK REMOVABLE TAPE 6-INCH LF	REMARKS
0010	STH 67	7+80	-	421+50	RL	107,550	--	CENTERLINE
0010	STH 67	7+80	-	421+50	RL	--	441	PED DETOUR CROSSWALKS
					TOTAL 0010	107,550	441	

PEDESTRIAN DETOUR

CATEGORY	STAGE	STATION	TO	STATION	ROADWAY	644.1430 TEMPORARY PEDESTRIAN SURFACE PLATE SF	644.1440 TEMPORARY PEDESTRIAN SURFACE MATTING SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1605 TEMPORARY PEDESTRIAN DETECTABLE WARNING FIELD SF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	644.1900.S TEMPORARY AUDIBLE MESSAGE DEVICES DAY
0010	1	7+85	-	69+75	STH 67	600	1,380	336	240	2,430	742
					TOTAL 0010	600	1,380	336	240	2,430	742

PAVEMENT MARKING

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW) LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED YELLOW) (12.5 FT LINE 37.5 FT SKIP) LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH (DASHED WHITE) (3 FT LINE 9 FT SKIP) LF	646.4040 MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.7520 MARKING CROSSWALK EPOXY BLOCK STYLE 24-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	REMARKS
0010	STH 67	7+85	-	39+28	LT/RT	6,399	--	1,371	--	196	12	81	--	--	447	80	--	--	BEGIN PROJECT TO ROUNDABOUT
0010	STH 67/PARK AVE/ROCKVILLE RD	39+28	-	45+55	LT/RT	2,710	69	--	60	263	--	--	86	53	296	--	40	4	W PARK AVE/ROCKVILLE RD/STH 67 ROUNDABOUT
0010	STH 67	45+55	-	70+90	LT/RT	2,197	4,752	528	--	--	--	19	--	94	347	--	--	--	ROUNDABOUT TO CTH XX
0010	STH 67	70+90	-	421+50	LT/RT	15,481	66,947	8,525	19	--	--	--	--	--	--	--	--	--	CTH XX TO END OF PROJECT
					SUBTOTAL	26,787	71,768	10,424	79	459	12	100	86	147	1,090	80	40	4	
					TOTAL 0010		109,058			459	12	100	86	147	1,090	80	40	4	

CONSTRUCTION STAKING

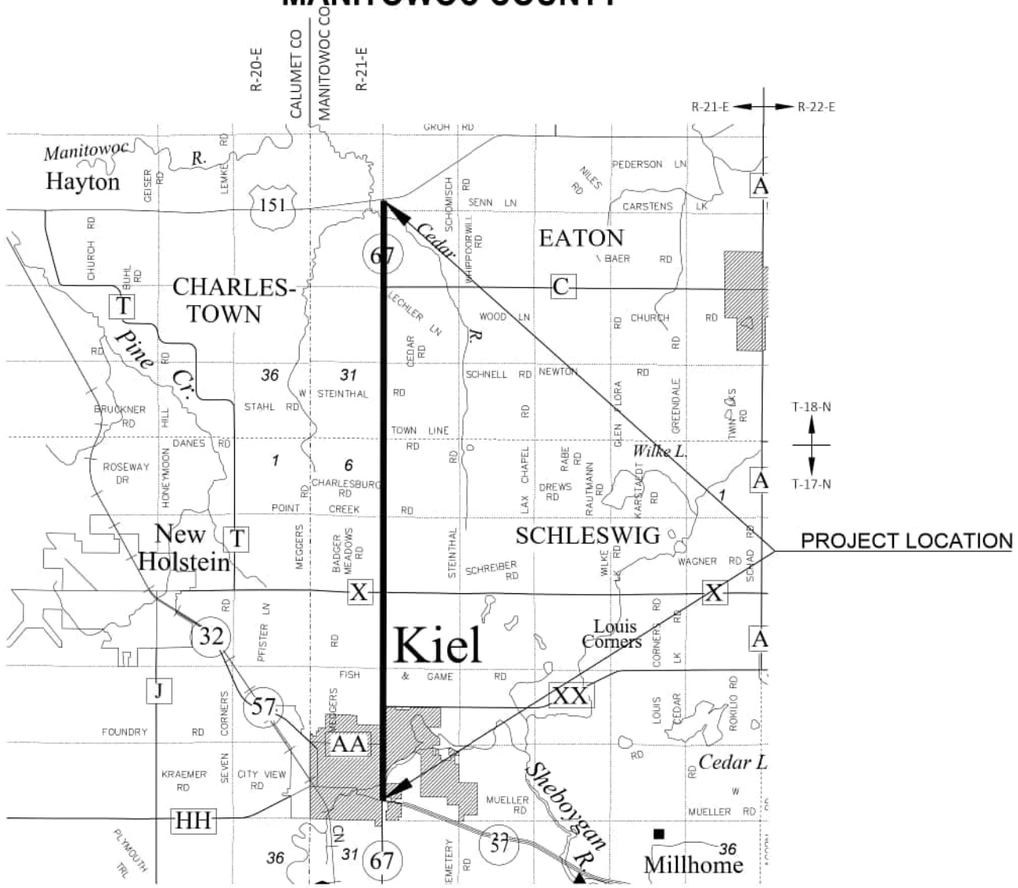
CATEGORY	STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9500.01 CONSTRUCTION STAKING SIDEWALK (PROJECT) (4322-10-71) EACH	650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (4322-10-71) EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	7+85	-	421+50	STH 67	280	280	--	28	--	--	--	--	--	SEE CULVERT PIPE TABLE FOR 28 APPROXIMATE CULVERT PIPE LOCATIONS
0010	7+85	-	421+50	STH 67	--	--	2,194	--	41,365	24	1	1	1,903	
				TOTAL 0010	280	280	2,194	28	41,365	24	1	1	1,903	

SAWING

CATEGORY	STATION	TO	STATION	OFFSET	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	12+49	-	69+50	LT/RT	641	--	URBAN CURB & GUTTER REPLACEMENT LOCATIONS
0010	13+21	-	15+82	LT/RT	128	--	
0010	20+98	-	22+48	LT/RT	17	18	FREMONT STREET INTERSECTION
0010	24+18	-	25+12	LT	9	5	SERVICE ROAD SOUTH INTERSECTION
0010	37+40	-	38+35	LT	17	--	SERVICE ROAD NORTH INTERSECTION
0010	41+89	-	44+55	LT/RT	9	118	W PARK AVE/ROCKVILLE RD/STH 67 ROUNDABOUT
0010	54+52	-	55+31	LT/RT	--	35	PERSNICKETY PLACE INTERSECTION
0010	69+29	-	69+48	RT	--	5	CTH XX INTERSECTION
0010	80+68	-	415+14	RL	1,804	--	SEE CULVERT PIPE TABLE FOR 28 APPROXIMATE CULVERT PIPE LOCATIONS
				TOTAL 0010	2,625	181	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
4322-10-20
KIEL - USH 151
STH 32 - USH 151
STH 67
MANITOWOC COUNTY





THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 4322-10-20

NOTES:

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

ALL NEW RIGHT-OF-WAY AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 18" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

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

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

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

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

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.

CONVENTIONAL SYMBOLS

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

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

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

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

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA ABBREVIATIONS

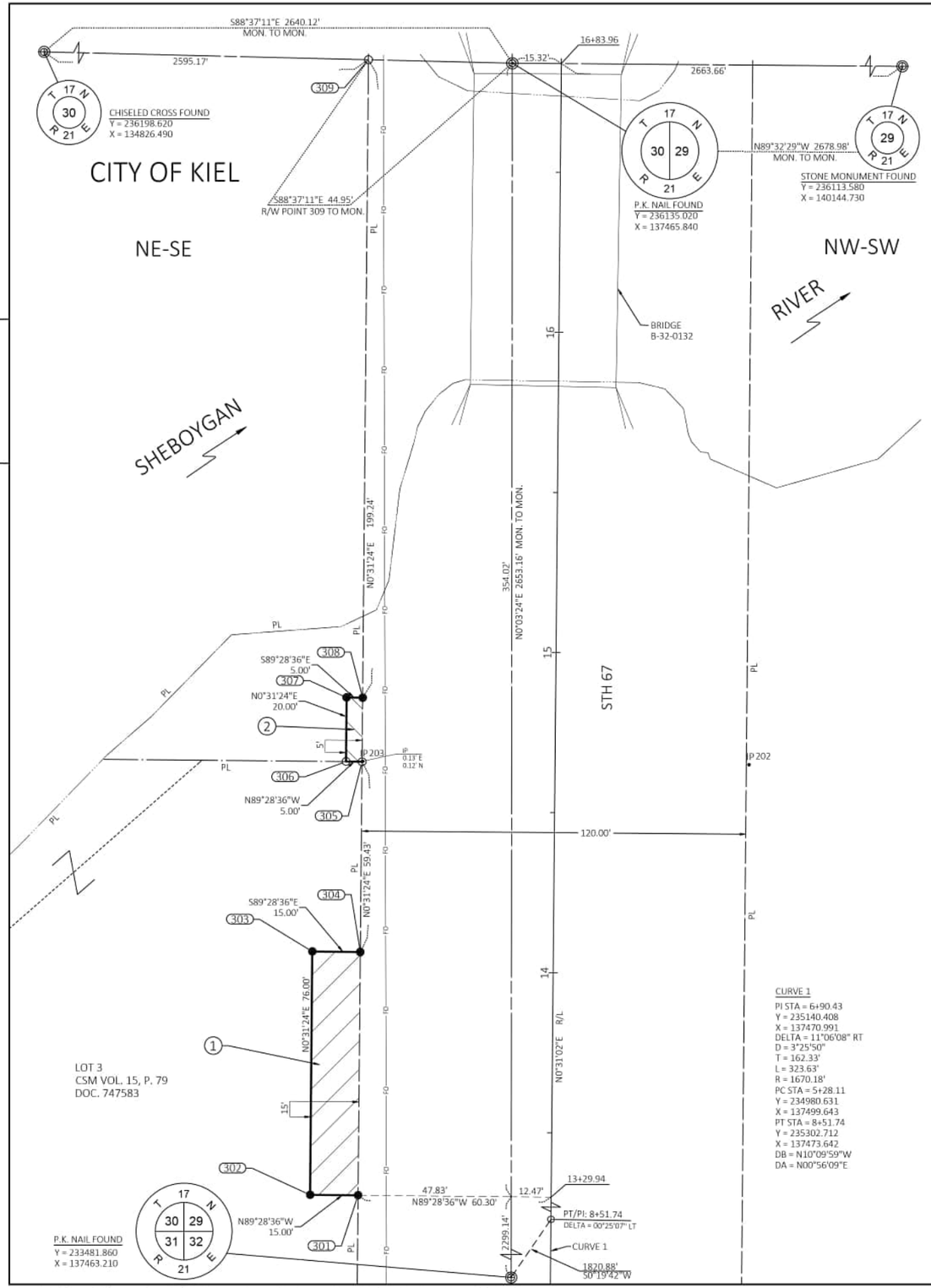
LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

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

PROJECT NUMBER 4322-10-20 -4. 01
SHEET 2 OF 2

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\RW\DWG\TPP-TITLE-43221020.DWG
LAYOUT NAME: 010101-ti
PLOT DATE : 1/16/2024 10:30 AM PLOT BY : RAISA KHAYTINA PLOT NAME :



CURVE 1
PI STA = 6+90.43
Y = 235140.408
X = 137470.991
DELTA = 11°06'08" RT
D = 3°25'50"
T = 162.33'
L = 323.63'
R = 1670.18'
PC STA = 5+28.11
Y = 234980.631
X = 137499.643
PT STA = 8+51.74
Y = 235302.712
X = 137473.642
DB = N10°09'59"W
DA = N00°56'09"E

TRANSPORTATION PROJECT PLAT NO: 4322-10-20 - 4.01

THAT PART OF LOT 3, CSM VOLUME 15, PAGE 79 DOC. 747583 BEING IN AND INCLUDING PART OF THE NE 1/4 OF THE SE 1/4 SECTION 30 IN TOWN 17 NORTH, RANGE 21 EAST, CITY OF KIEL, MANITOWOC COUNTY, WISCONSIN .

RELOCATION ORDER STH 67 KIEL - USH 151, STH 32 - USH 151 MANITOWOC 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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN MANITOWOC COUNTY, WISCONSIN AT 1:15 PM ON AUGUST 21, 2024
AS DOCUMENT # 1275429 AND FILED IN CAB-D / JACKET 95
Kristi Vrieshaus
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4322-10-20-4.01
SHEET 1 OF 2

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MANITOWOC 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 AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 18" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

EXISTING STH 67 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING COMPLETED RIGHT-OF-WAY PROJECTS: TRANSPORTATION PROJECT PLAT 4322-08-21.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, SHEET 2 OF 2.

GN
SCALE, FEET
0 20 40

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
201	FRONTIER COMMUNICATIONS OF WISCONSIN, LLC	RELEASE OF RIGHTS

201 FRONTIER COMMUNICATIONS OF WISCONSIN, LLC
Doc. 848702 - PARCEL 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	FEE R/W ACRES REQUIRED				TLE (ACRES)
		INTEREST(S) REQUIRED	NEW (ACRES)	EXIST (ACRES)	TOTAL (ACRES)	
1	J GRESENS PROPERTIES LLC	FEE	0.026	-	0.026	-
2	CITY OF KIEL	FEE	0.002	-	0.002	-

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

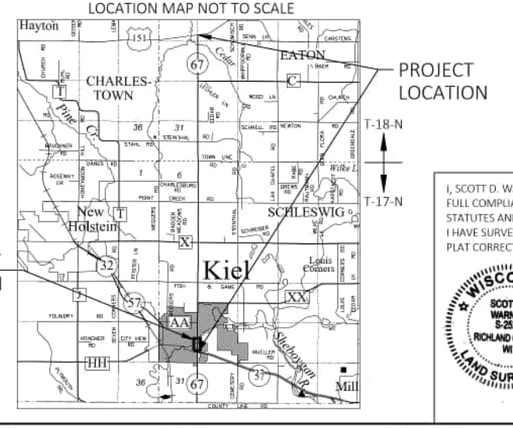
FOUND MONUMENT TABLE			
POINT NUMBER	Y	X	DESCRIPTION
202	235915.822	137539.599	IP 3/4" REBAR YEL CAP
203	235916.994	137419.029	IP 1" ID

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

R/W POINTS STATION OFFSET TABLE		
POINT	STATION	OFFSET
301	13+29.95	-60.30'
302	13+29.95	-75.30'
303	14+05.95	-75.29'
304	14+05.95	-60.29'
305	14+65.38	-60.28'
306	14+65.38	-65.28'
307	14+85.38	-65.28'
308	14+85.38	-60.28'
309	16+84.62	-60.26'

R-20-E | CALUMET CO / MANITOWOC CO | R-21-E

LOCATION MAP NOT TO SCALE



kapur

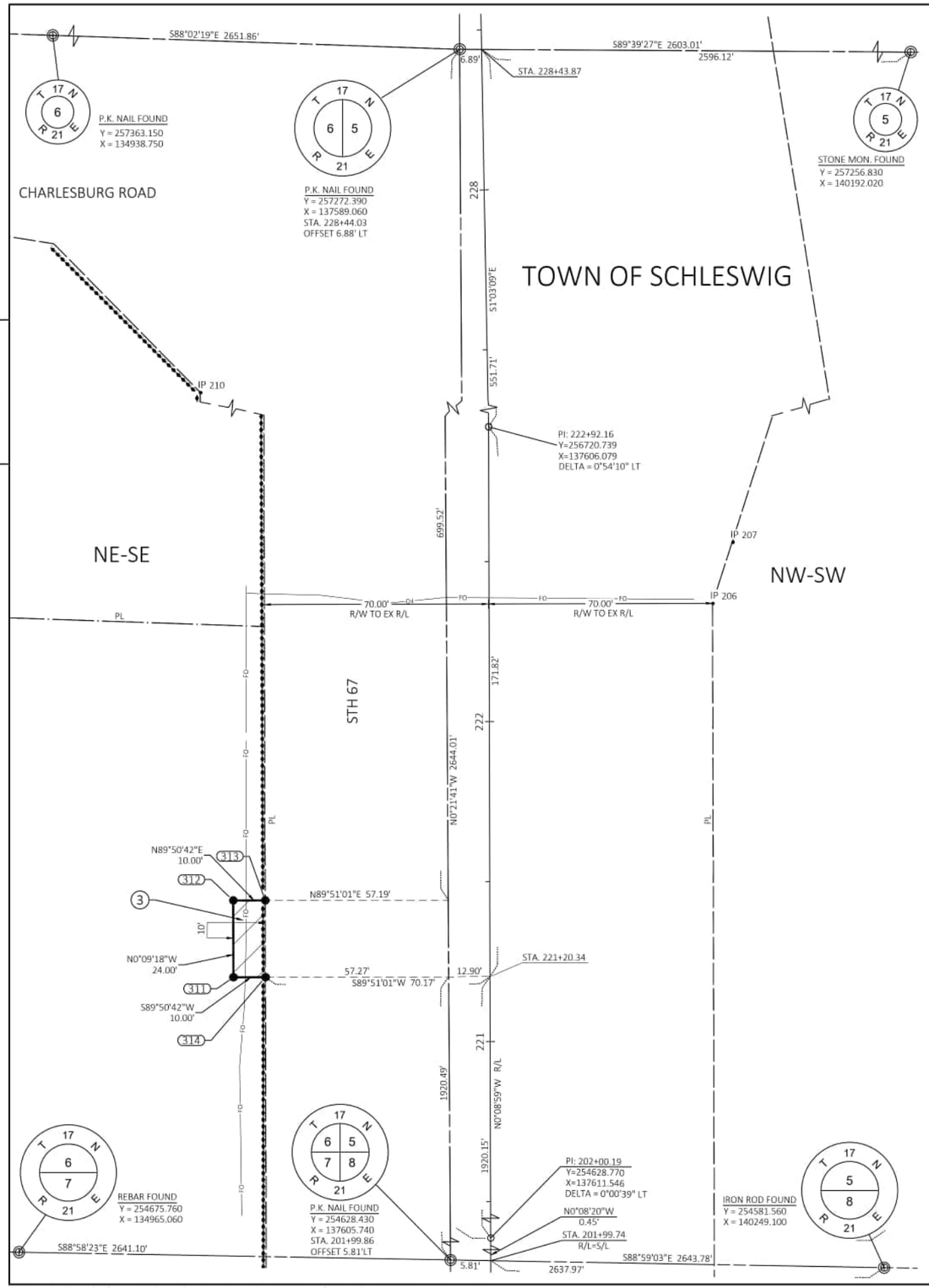
I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS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

SIGNATURE: DATE: 8/22/2024
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION NORTHEAST REGION
SIGNATURE: DATE: 8/22/2024
PRINT NAME: MARK KRAUSE

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\RW\DWG\TPP-43221020.DWG
APPRAISAL PLAT DATE : 8/22/2024
PLOT DATE : 8/22/2024 2:05 PM PLOT BY : RAISA KHAYTINA PLOT NAME : PLOT SCALE :



TRANSPORTATION PROJECT PLAT NO: 4322-10-20 - 4.02

THAT PART OF THE NE 1/4 OF THE SE 1/4 SECTION 6 IN TOWN 17 NORTH, RANGE 21 EAST, TOWN OF SCHLESWIG, MANITOWOC COUNTY, WISCONSIN .

RELOCATION ORDER STH 67 KIEL - USH 151, STH 32 - USH 151 MANITOWOC 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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN MANITOWOC COUNTY, WISCONSIN AT 1:45 PM ON SEPTEMBER 23, 2024
AS DOCUMENT # 1276304 AND FILED IN CAB-D|JKT 95
Kristi Vyfvinkel
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4322-10-20-4.02

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MANITOWOC 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 AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 18" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING ACCESS CONTROL ALONG STH 67 ESTABLISHED FROM RIGHT-OF -WAY PROJECT: 4322-03-21

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

EXISTING STH 67 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING COMPLETED RIGHT-OF-WAY PROJECT: 4322-03-21.

EXISTING CHARLESBURG ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING COMPLETED RIGHT-OF -WAY PROJECT: 4322-03-21

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN MANITOWOC COUNTY, AS SHEET 2 OF 2 OF DOCUMENT NO. 1275429

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
201	FRONTIER COMMUNICATIONS OF WISCONSIN, LLC	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	FEE R/W ACRES REQUIRED				TLE (ACRES)
		INTEREST(S) REQUIRED	NEW (ACRES)	EXIST (ACRES)	TOTAL (ACRES)	
3	WILLIAM & BERNADINE KWIECIEN	FEE	0.006		0.006	-

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

FOUND MONUMENT TABLE			
POINT NUMBER	Y	X	DESCRIPTION
206	256665.551	137676.159	IP 1" ID
207	256684.671	137682.460	IP 1" ID
210	257165.095	137508.162	IP 1" ID

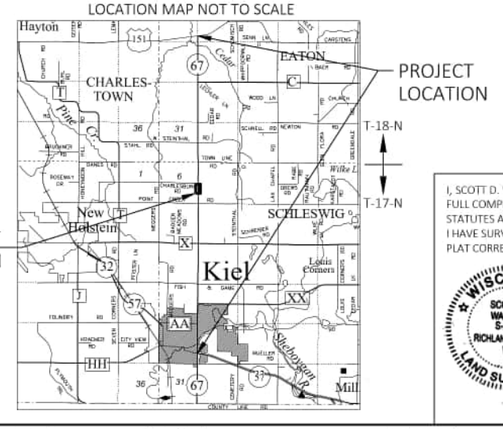
FOUND MONUMENT INFORMATION SHOWN REPRESENTS TYPE AND LOCATION OF EXISTING MONUMENTS WITHOUT OPINION AS TO THEIR VALIDITY AND USE AS A PROPERTY CORNER.

STATION OFFSET TABLE		
POINT	STATION	OFFSET
311	221+20.34	-80.17'
312	221+44.34	-80.18'
313	221+44.34	-70.18'
314	221+20.34	-70.17'

201 FRONTIER COMMUNICATIONS OF WISCONSIN, LLC
Doc. 641136 - PARCEL 3

R-20-E CALUMET CO MANITOWOC CO R-21-E

LOCATION MAP NOT TO SCALE



GN

SCALE, FEET
0 20 40

kapur

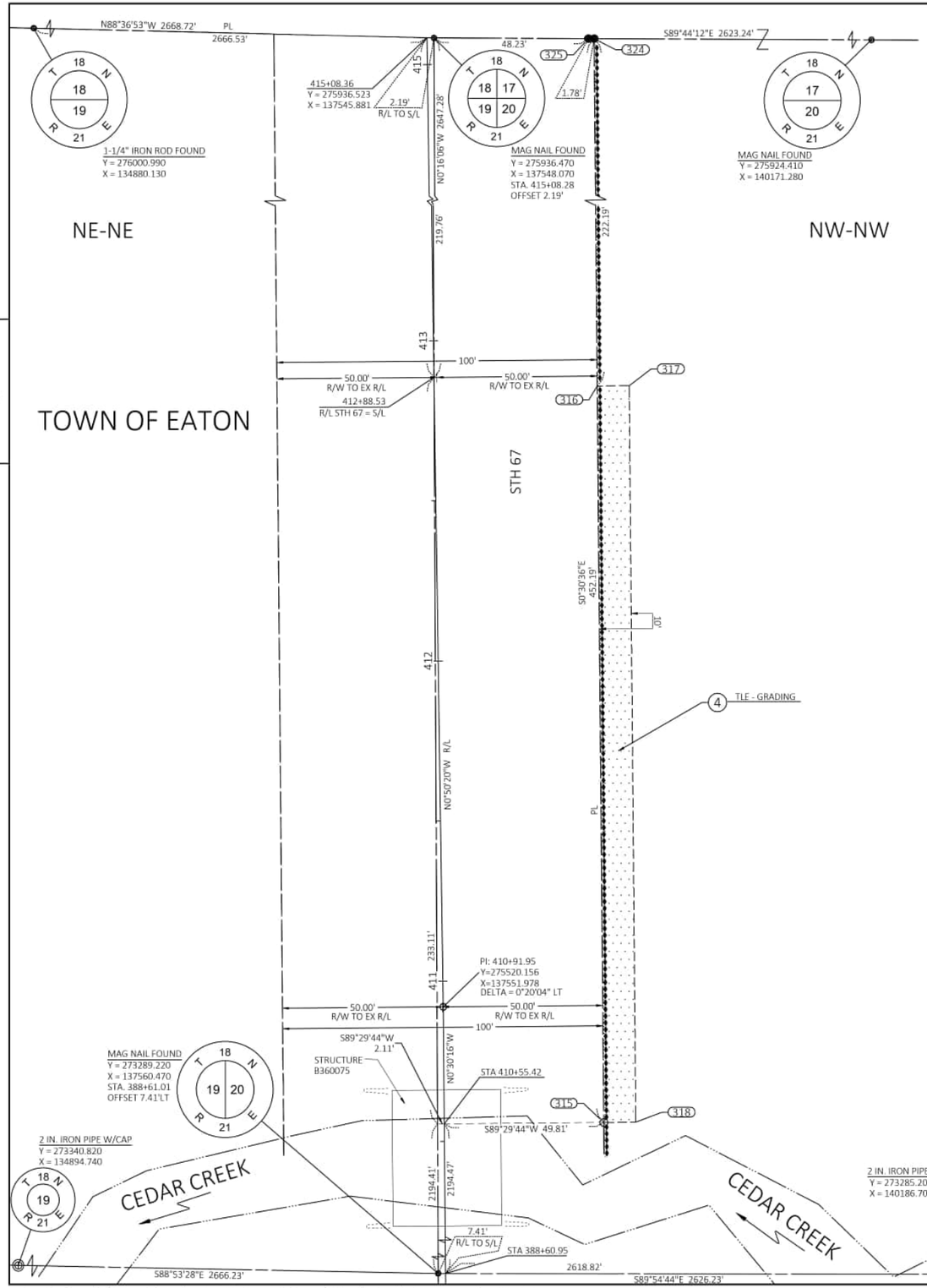
I, SCOTT D. WARNER , PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS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

SIGNATURE: DATE: 9/17/2024
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION NORTHEAST REGION
SIGNATURE: DATE: 9/17/2024
PRINT NAME: MARK KRAUSE

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\RW\DWG\TPP-43221020.DWG
APPRAISAL PLAT DATE : 9/17/2024
PLOT DATE : 9/17/2024 2:24 PM PLOT BY : RAISA KHAYTINA PLOT NAME : PLOT SCALE :



TRANSPORTATION PROJECT PLAT NO: 4322-10-20 - 4.03

THAT PART OF THE NW 1/4 OF THE NW 1/4 SECTION 20 IN TOWN 18 NORTH, RANGE 21 EAST, TOWN OF EATON, MANITOWOC COUNTY, WISCONSIN .

RELOCATION ORDER STH 67 KIEL - USH 151, STH 32 - USH 151 MANITOWOC 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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN MANITOWOC COUNTY, WISCONSIN AT 1:45 PM ON SEPTEMBER 23, 2024
AS DOCUMENT # 1276305 AND
FILED IN CAB-D/JKT 910
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4322-10-20-4.03

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MANITOWOC 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 AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 18" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING ACCESS CONTROL ALONG STH 67 ESTABLISHED FROM RIGHT-OF -WAY PROJECT: 4322-03-21

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

EXISTING STH 67 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING COMPLETED RIGHT-OF-WAY PROJECT: 4322-03-21 AND 4322-01-21

EXISTING CHARLESBURG ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING COMPLETED RIGHT-OF -WAY PROJECT: 4322-03-21

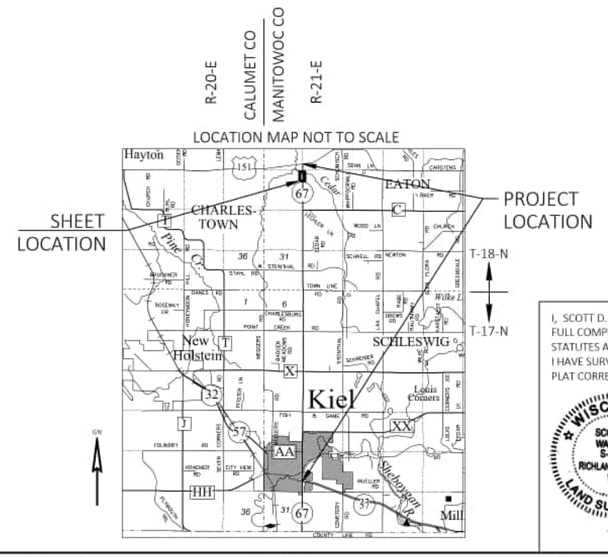
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN MANITOWOC COUNTY, AS SHEET 2 OF 2 OF DOCUMENT NO. 1275429

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	FEE R/W ACRES REQUIRED				TLE (ACRES)
		INTEREST(S) REQUIRED	NEW (ACRES)	EXIST (ACRES)	TOTAL (ACRES)	
4	CULLEN REAL ESTATE LLC	TLE	-	-	-	0.053

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

STATION OFFSET TABLE		
POINT	STATION	OFFSET
315	410+55.42	49.81'
316	412+85.13	50.91'
317	412+85.07	60.91'
318	410+55.42	59.81'
324	415+07.32	52.19'
325	415+07.35	50.40'



GN

SCALE, FEET
0 20 40

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

SIGNATURE: DATE: 9/17/2024
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTHEAST REGION
SIGNATURE: DATE: 9/17/2024
PRINT NAME: MARK KRAUSE

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

kapur

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\RW\DWG\TPP-43221020.DWG
APPRAISAL PLAT DATE : 9/17/2024
PLOT DATE : 9/17/2024 2:24 PM
PLOT BY : RAISA KHAYTINA
PLOT NAME :
PLOT SCALE :

TRANSPORTATION PROJECT PLAT NO: 4322-10-20 - 4.04

THAT PART OF LOT 1, CSM VOLUME 28, PAGE 239 DOC. 1072369 BEING IN PART OF
THE SE1/4 OF THE SE 1/4 OF SECTION 18, ALL IN TOWN 18 NORTH, RANGE 21 EAST, TOWN OF EATON,
MANITOWOC COUNTY, WISCONSIN .

RELOCATION ORDER STH 67 KIEL - USH 151, STH 32 - USH 151 MANITOWOC 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.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN MANITOWOC COUNTY, WISCONSIN AT 1:45 PM ON SEPTEMBER 23, 2024
AS DOCUMENT # 1276306 AND FILED IN CAB-D | TKT 96
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 4322-10-20-4.04

4

4

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), MANITOWOC 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 AND PERMANENT EASEMENT MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" X 18" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

EXISTING ACCESS CONTROL ALONG STH 67 ESTABLISHED FROM RIGHT-OF -WAY PROJECT: 4322-03-21.

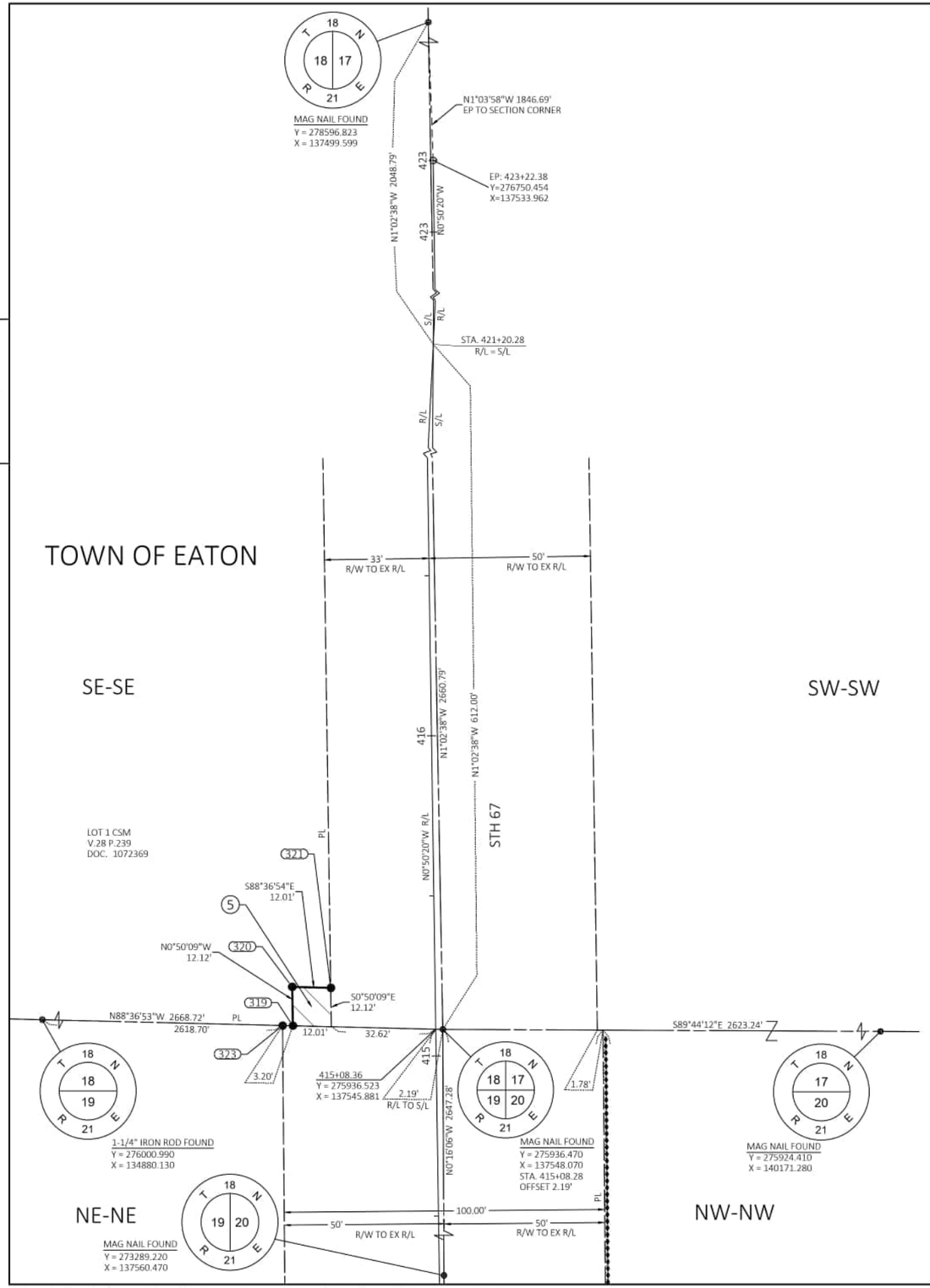
FOR THE CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

EXISTING STH 67 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON CSM V.28 P.239 AND ON THE FOLLOWING COMPLETED RIGHT-OF-WAY PROJECT: 4322-03-21.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN MANITOWOC COUNTY, AS SHEET 2 OF 2 OF DOCUMENT NO. 1275429.

GN

SCALE, FEET
0 20 40

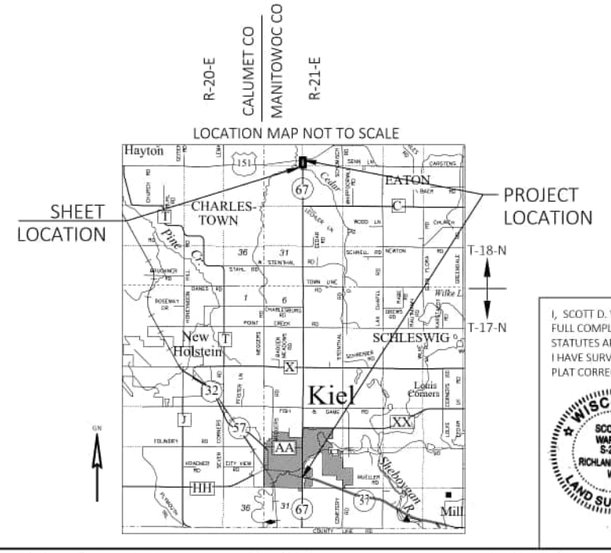


SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	FEE R/W ACRES REQUIRED				TLE (ACRES)
		INTEREST(S) REQUIRED	NEW (ACRES)	EXIST (ACRES)	TOTAL (ACRES)	
5	CEDAR CREEK GARAGE PROPERTIES LLC	FEE	0.003	-	0.003	

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

STATION OFFSET TABLE		
POINT	STATION	OFFSET
319	415+10.10	-44.60'
320	415+22.22	-44.60'
321	415+21.75	-32.59'
323	415+10.22	-47.80'

LOCATION MAP NOT TO SCALE



kapur

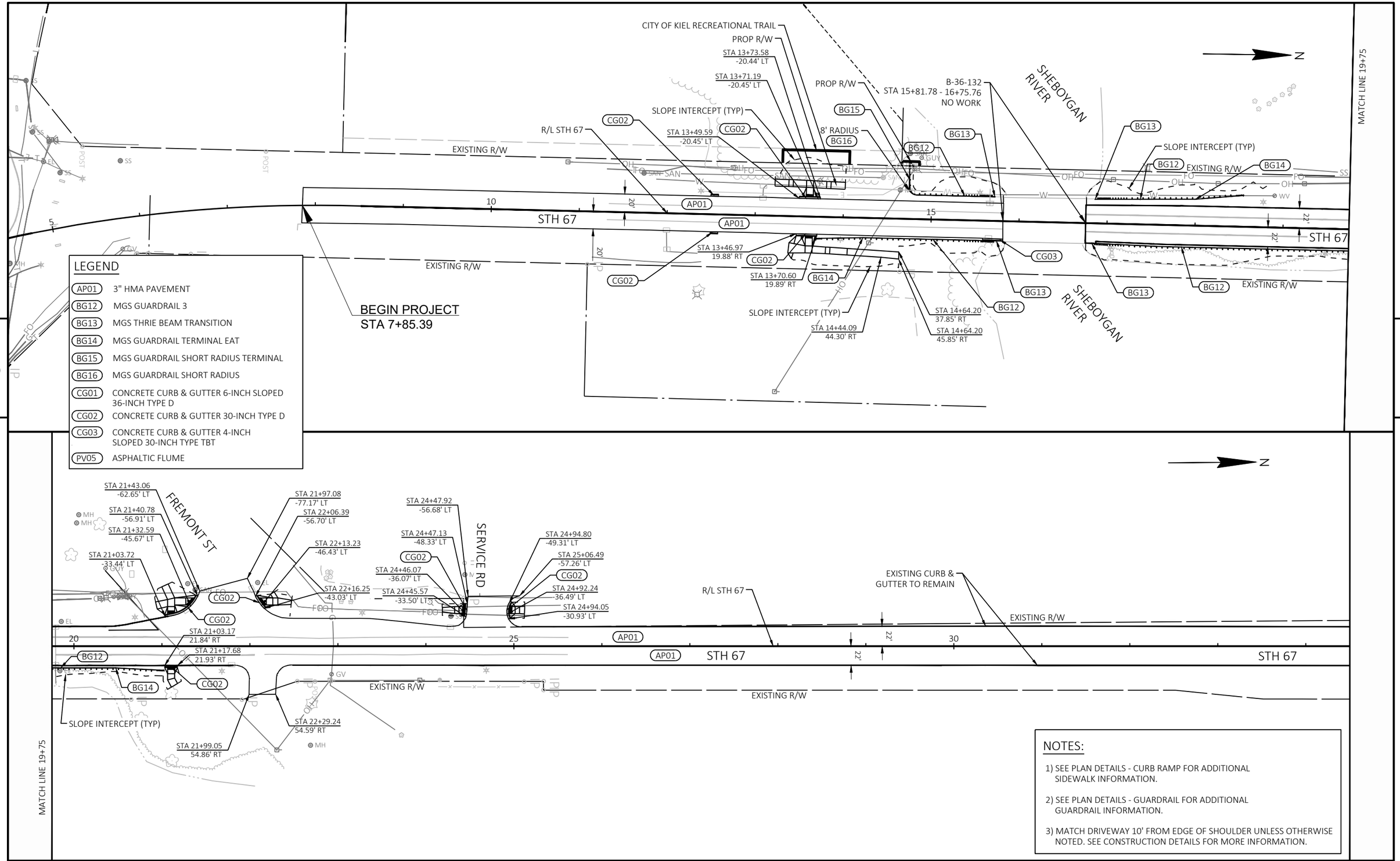
I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS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

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

SIGNATURE: DATE: 9/17/2024
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
NORTHEAST REGION
SIGNATURE: DATE: 9/17/2024
PRINT NAME: MARK KRAUSE

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\RW\DWG\TPP-43221020.DWG
APPRAISAL PLAT DATE : 9/17/2024
PLOT DATE : 9/17/2024 2:23 PM PLOT BY : RAISA KHAYTINA PLOT NAME : PLOT SCALE :



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 115	E

MATCHLINE 34+50

LEGEND

AP01	3" HMA PAVEMENT
BG12	MGS GUARDRAIL 3
BG13	MGS THRIE BEAM TRANSITION
BG14	MGS GUARDRAIL TERMINAL EAT
BG15	MGS GUARDRAIL SHORT RADIUS TERMINAL
BG16	MGS GUARDRAIL SHORT RADIUS
CG01	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT
PV05	ASPHALTIC FLUME

N

NOTES:

1) SEE PLAN DETAILS - CURB RAMP FOR ADDITIONAL SIDEWALK INFORMATION.
2) SEE PLAN DETAILS - GUARDRAIL FOR ADDITIONAL GUARDRAIL INFORMATION.
3) MATCH DRIVEWAY 10' FROM EDGE OF SHOULDER UNLESS OTHERWISE NOTED. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

STA 42+16.42
-378.95' LT

STA 44+25.28
-384.68' LT

W PARK AVE

STA 44+03.87
-143.80' LT

STA 42+38.23
-146.05' LT

STA 42+02.70
-45.24' LT

STA 42+39
-131.55' LT

STA 44+03.50
-124.40' LT

STA 44+33.75
-38.16' LT

STA 44+45.15
-32.37' LT

STA 37+62.16
-57.87' LT

STA 37+62.71
-56.87' LT

STA 37+65.04
-40.86' LT

STA 37+63.94
-37.23' LT

SERVICE RD

STA 38+14.67
-57.75' LT

STA 38+14.13
-56.75' LT

STA 38+12.29
-41.20' LT

STA 38+13.21
-37.74' LT

EXISTING CURB & GUTTER TO REMAIN

EXISTING R/W

STA 41+87.92
-36.36' LT

CG02

AP01

35

40

45

22'

23'

STH 67

R/L STH 67

STA 38+72.35
22.50' RT

STA 41+92.79
19.24' RT

STA 42+19.63
19.14' RT

STA 42+98.39
43.51' RT

STA 43+05.67
64.63' RT

STA 44+42.93
17.28' RT

STA 44+14.81
18.84' RT

STA 43+36.17
38.36' RT

STA 43+30.47
59.66' RT

ROCKVILLE RD

STA 43+24.35
348.07' RT

STA 43+24.01
404.85' RT

STA 43+20.68
405.27' RT

MATCHLINE 49+25

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 116 E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN FULL1

PLOT DATE : 7/30/2026 12:54 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

NOTES:

1) SEE PLAN DETAILS - CURB RAMP FOR ADDITIONAL SIDEWALK INFORMATION.

2) SEE PLAN DETAILS - GUARDRAIL FOR ADDITIONAL GUARDRAIL INFORMATION.

3) MATCH DRIVEWAY 10' FROM EDGE OF SHOULDER UNLESS OTHERWISE NOTED. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

N

MATCH LINE 64+00

RIVERVIEW RD

PERSNICKETY PL

EXISTING CURB & GUTTER TO REMAIN

EXISTING R/W

R/L STH 67

STH 67

STA 54+77.28
-45.96' LT

STA 54+54.31
-21.99' LT

STA 55+09.44
-46.05' LT

STA 55+28.47
-22.32' LT

STA 54+55.74
25.27' RT

STA 54+73.58
53.09' RT

STA 54+73.63
54.30' RT

STA 55+27.56
25.52' RT

STA 55+09.65
51.98' RT

STA 55+09.58
53.97' RT

50 55 60

AP01 CG02

23' 22' 12' 5' 1'

LEGEND

AP01	3" HMA PAVEMENT
BG12	MGS GUARDRAIL 3
BG13	MGS THRIE BEAM TRANSITION
BG14	MGS GUARDRAIL TERMINAL EAT
BG15	MGS GUARDRAIL SHORT RADIUS TERMINAL
BG16	MGS GUARDRAIL SHORT RADIUS
CG01	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT
PV05	ASPHALTIC FLUME

N

MATCH LINE 78+75

MATCH LINE 64+00

STA 70+90

3" MILL & OVERLAY

4" CIR WITH
3" HMA OVERLAY

AGGREGATE DRIVEWAY, MATCH EXISTING

AGGREGATE DRIVEWAY, MATCH EXISTING

EXISTING R/W

R/L STH 67

STH 67

65 70 75

AP01 CG01 PV05

STA 69+42.48
38.41' RT

STA 69+52.21
50.09' RT

STA 69+62.40
107.94' RT

STA 69+90.98
107.56' RT

PROFILE TRANSITION
RAISE 3" OVER 75'

EXISTING CURB & GUTTER TO REMAIN

ASPHALTIC DRIVEWAY, MATCH EXISTING

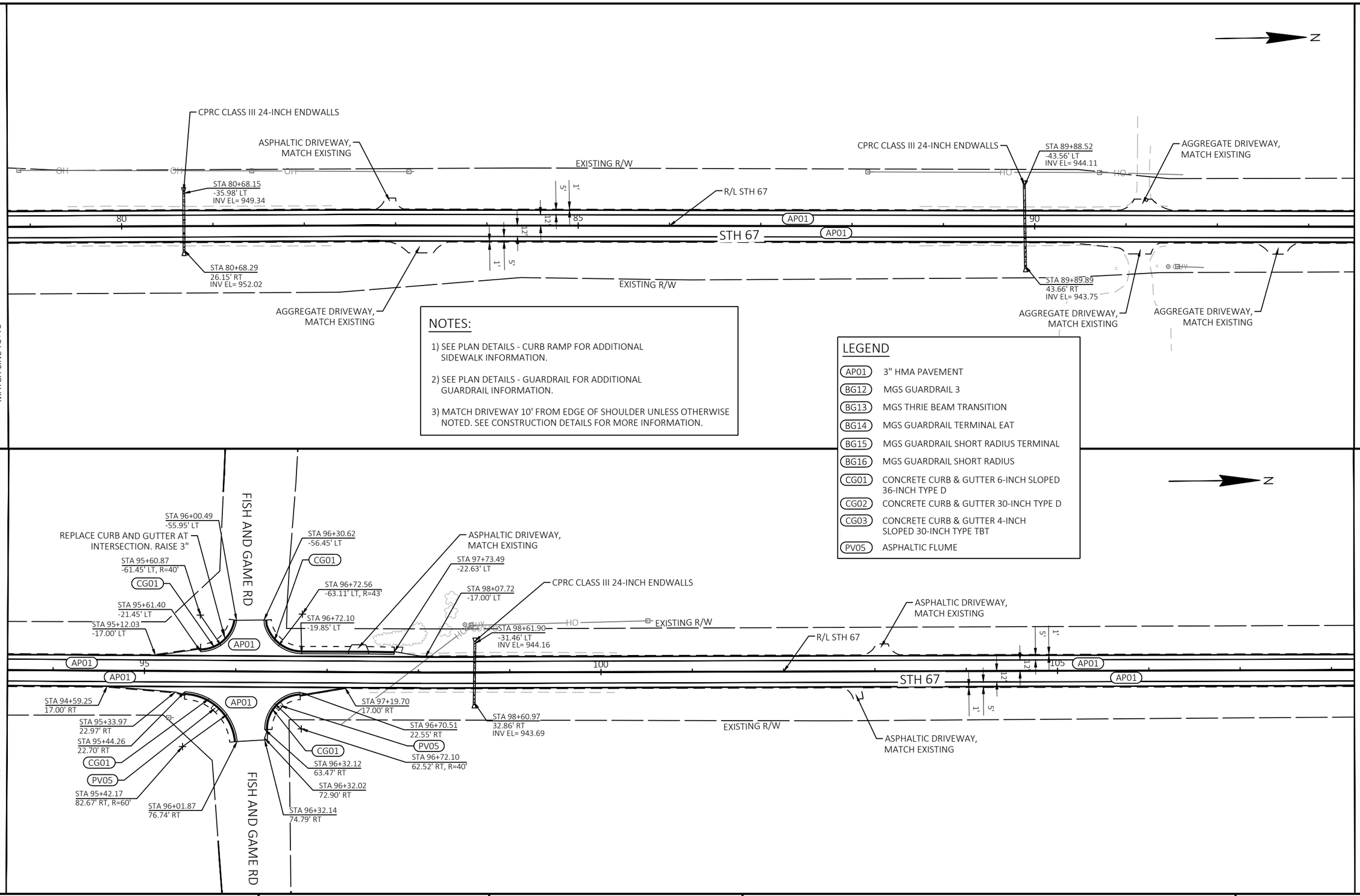
CTH XX

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 117	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN2

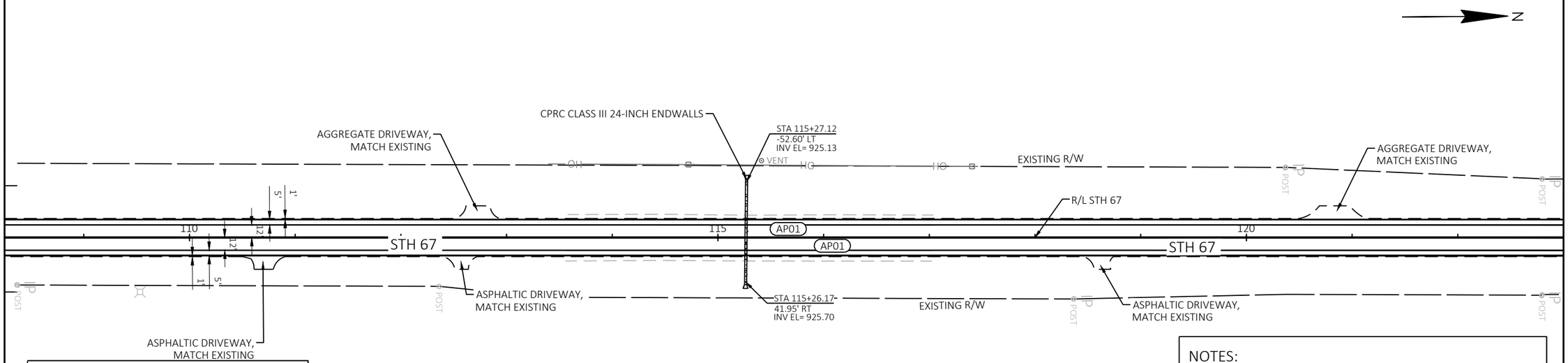
PLOT DATE : 7/30/2026 12:38 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 118	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN3
PLOT DATE : 7/30/2026 12:39 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



LEGEND

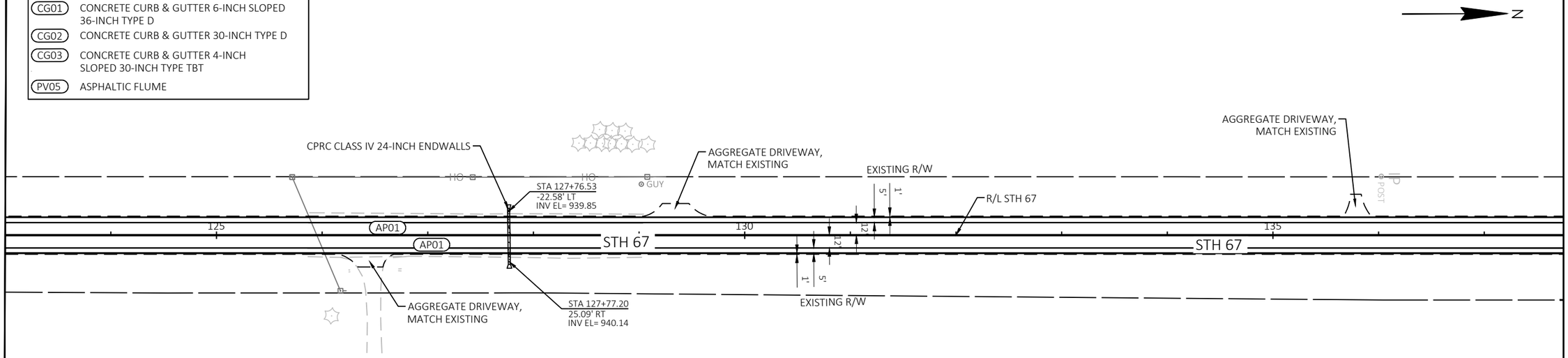
AP01	3" HMA PAVEMENT
BG12	MGS GUARDRAIL 3
BG13	MGS THRIE BEAM TRANSITION
BG14	MGS GUARDRAIL TERMINAL EAT
BG15	MGS GUARDRAIL SHORT RADIUS TERMINAL
BG16	MGS GUARDRAIL SHORT RADIUS
CG01	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT
PV05	ASPHALTIC FLUME

NOTES:

1) SEE PLAN DETAILS - CURB RAMP FOR ADDITIONAL SIDEWALK INFORMATION.

2) SEE PLAN DETAILS - GUARDRAIL FOR ADDITIONAL GUARDRAIL INFORMATION.

3) MATCH DRIVEWAY 10' FROM EDGE OF SHOULDER UNLESS OTHERWISE NOTED. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.



NOTES:

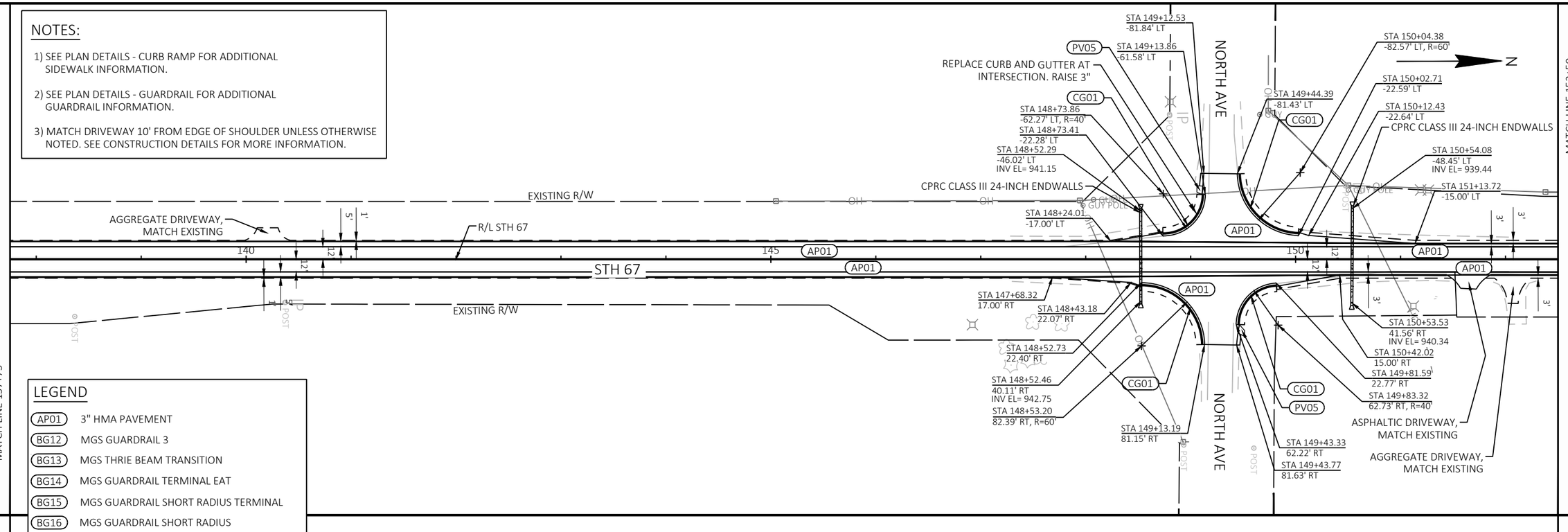
1) SEE PLAN DETAILS - CURB RAMP FOR ADDITIONAL SIDEWALK INFORMATION.

2) SEE PLAN DETAILS - GUARDRAIL FOR ADDITIONAL GUARDRAIL INFORMATION.

3) MATCH DRIVEWAY 10' FROM EDGE OF SHOULDER UNLESS OTHERWISE NOTED. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

LEGEND

AP01	3" HMA PAVEMENT
BG12	MGS GUARDRAIL 3
BG13	MGS THRIE BEAM TRANSITION
BG14	MGS GUARDRAIL TERMINAL EAT
BG15	MGS GUARDRAIL SHORT RADIUS TERMINAL
BG16	MGS GUARDRAIL SHORT RADIUS
CG01	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT
PV05	ASPHALTIC FLUME

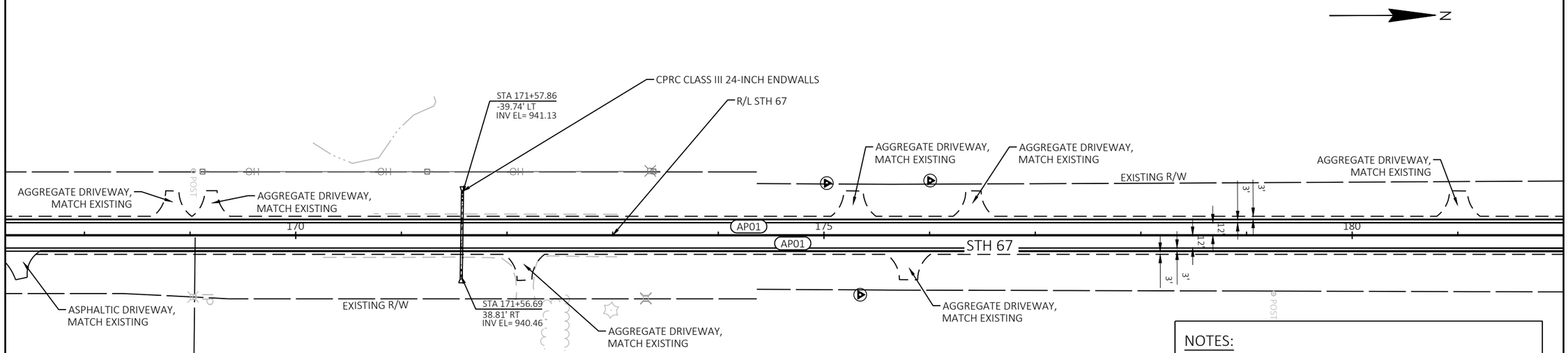


PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 120	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN5

PLOT DATE : 7/30/2026 12:47 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

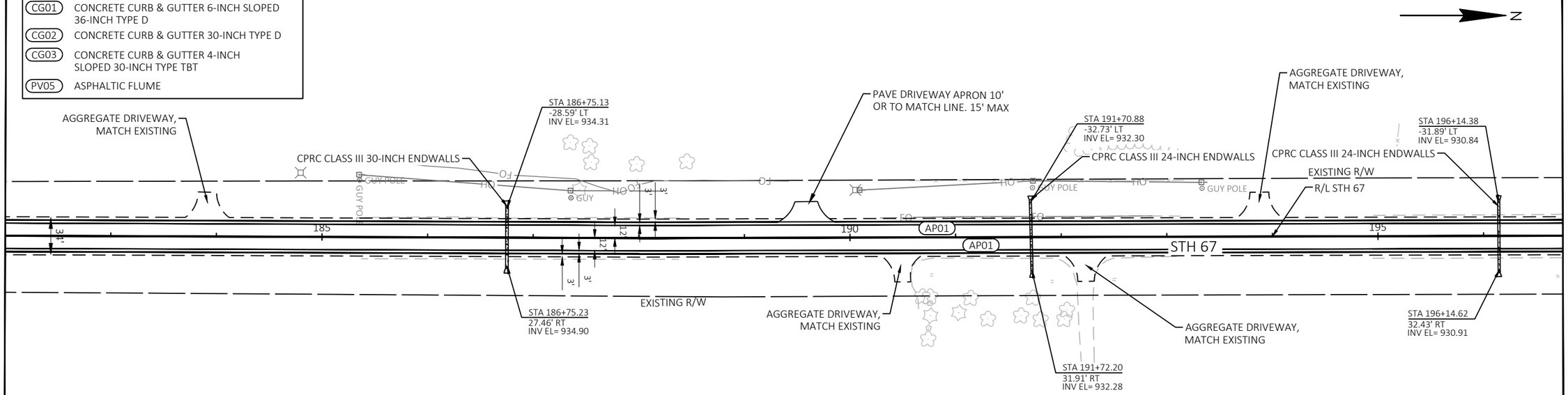


LEGEND

AP01	3" HMA PAVEMENT
BG12	MGS GUARDRAIL 3
BG13	MGS THRIE BEAM TRANSITION
BG14	MGS GUARDRAIL TERMINAL EAT
BG15	MGS GUARDRAIL SHORT RADIUS TERMINAL
BG16	MGS GUARDRAIL SHORT RADIUS
CG01	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT
PV05	ASPHALTIC FLUME

NOTES:

1) SEE PLAN DETAILS - CURB RAMP FOR ADDITIONAL SIDEWALK INFORMATION.
2) SEE PLAN DETAILS - GUARDRAIL FOR ADDITIONAL GUARDRAIL INFORMATION.
3) MATCH DRIVEWAY 10' FROM EDGE OF SHOULDER UNLESS OTHERWISE NOTED. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 121	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN6

PLOT DATE : 7/30/2026 12:40 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

NOTES:

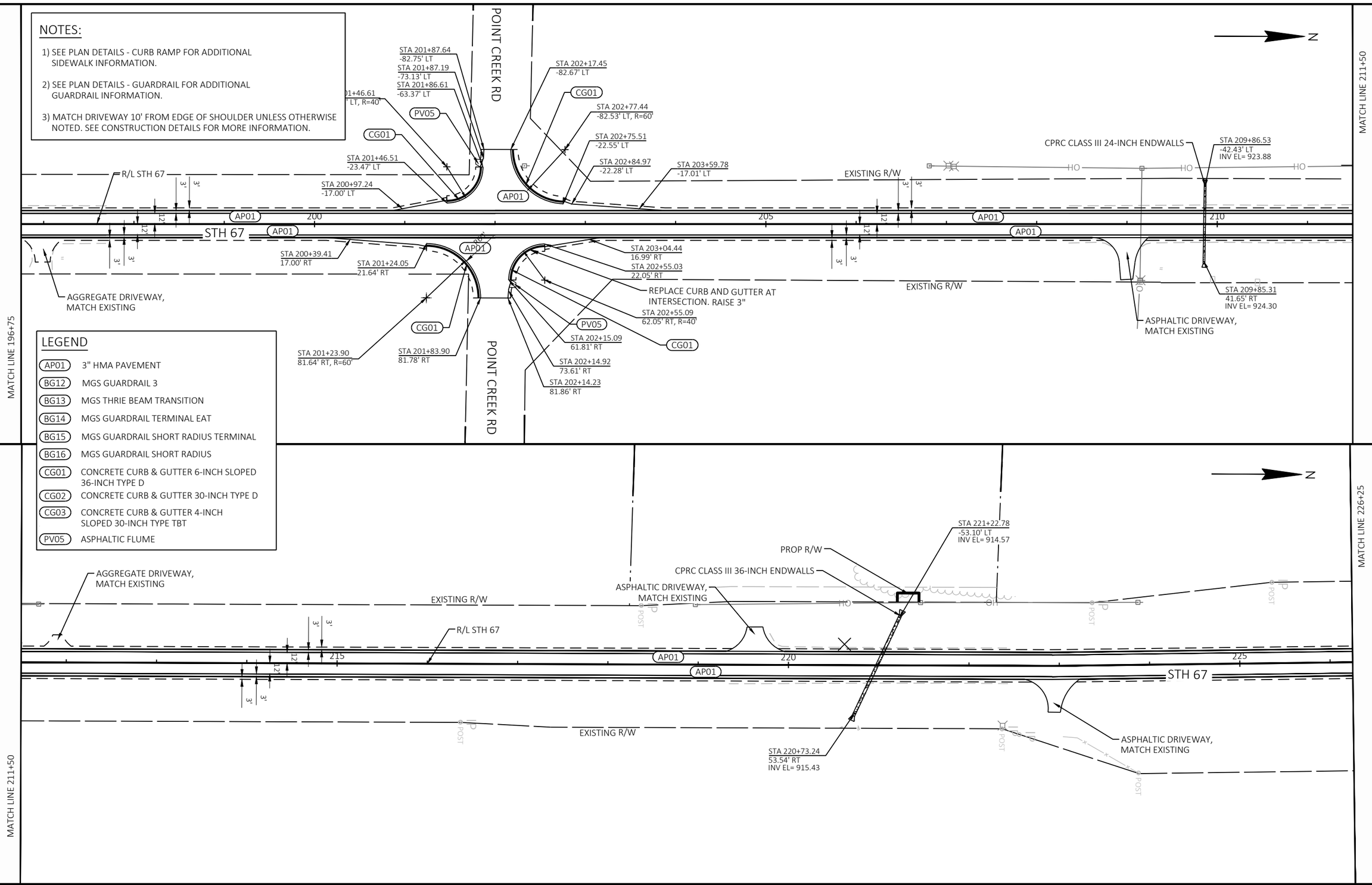
1) SEE PLAN DETAILS - CURB RAMP FOR ADDITIONAL SIDEWALK INFORMATION.

2) SEE PLAN DETAILS - GUARDRAIL FOR ADDITIONAL GUARDRAIL INFORMATION.

3) MATCH DRIVEWAY 10' FROM EDGE OF SHOULDER UNLESS OTHERWISE NOTED. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

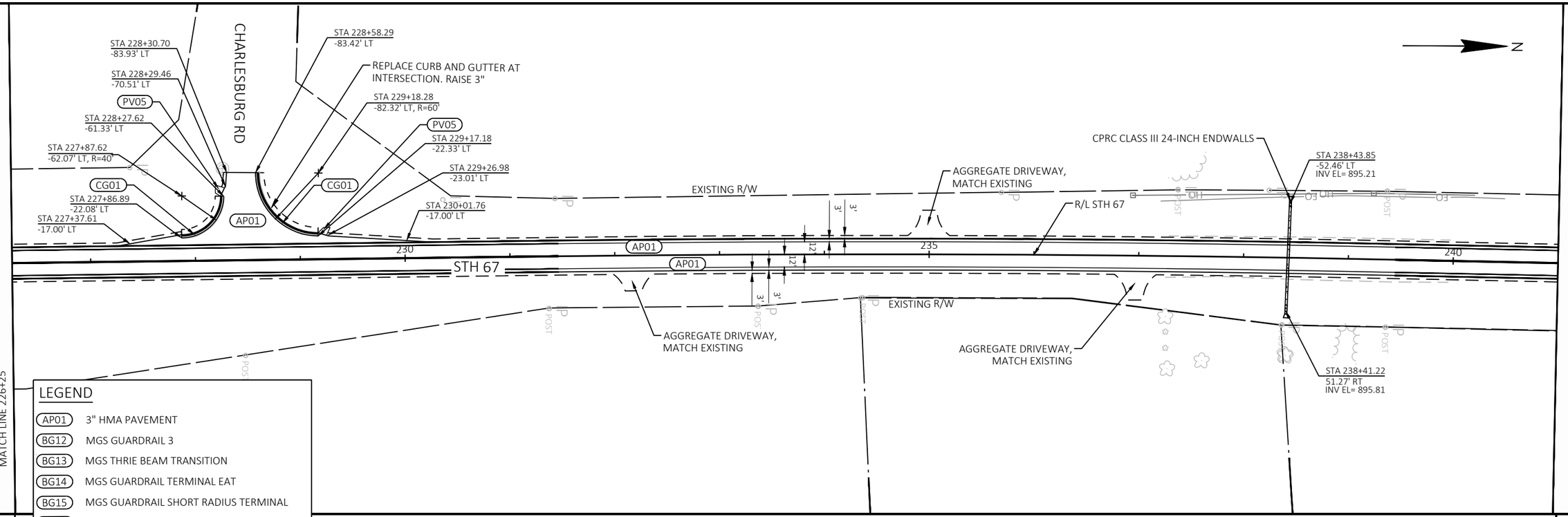
LEGEND

- AP01 — 3" HMA PAVEMENT
- BG12 — MGS GUARDRAIL 3
- BG13 — MGS THRIE BEAM TRANSITION
- BG14 — MGS GUARDRAIL TERMINAL EAT
- BG15 — MGS GUARDRAIL SHORT RADIUS TERMINAL
- BG16 — MGS GUARDRAIL SHORT RADIUS
- CG01 — CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
- CG02 — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG03 — CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT
- PV05 — ASPHALTIC FLUME



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 122	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN7
PLOT DATE : 7/30/2026 12:40 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



LEGEND

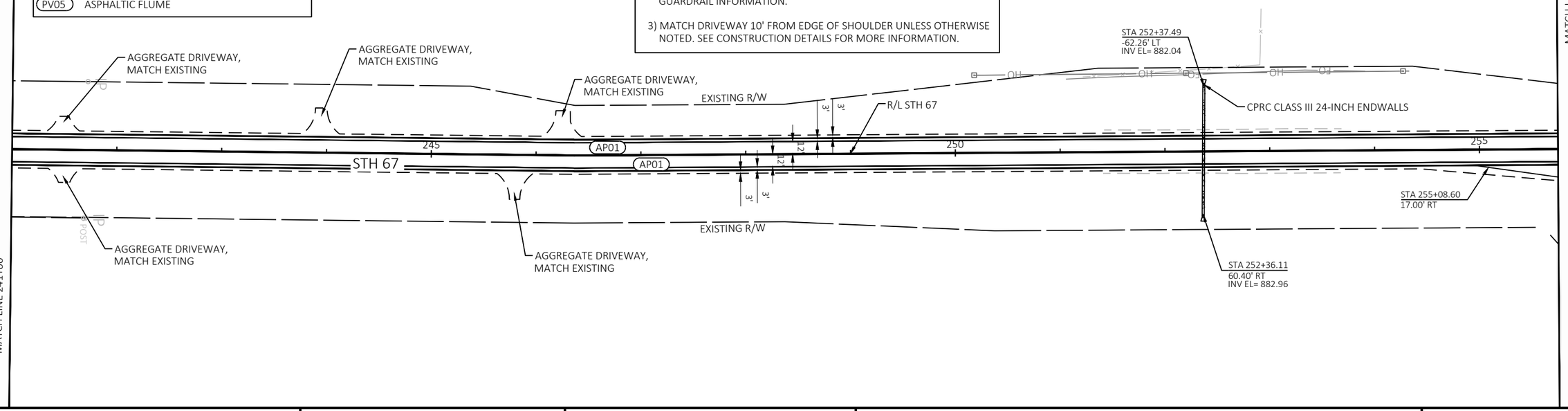
AP01	3" HMA PAVEMENT
BG12	MGS GUARDRAIL 3
BG13	MGS THRIE BEAM TRANSITION
BG14	MGS GUARDRAIL TERMINAL EAT
BG15	MGS GUARDRAIL SHORT RADIUS TERMINAL
BG16	MGS GUARDRAIL SHORT RADIUS
CG01	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT
PV05	ASPHALTIC FLUME

NOTES:

1) SEE PLAN DETAILS - CURB RAMP FOR ADDITIONAL SIDEWALK INFORMATION.

2) SEE PLAN DETAILS - GUARDRAIL FOR ADDITIONAL GUARDRAIL INFORMATION.

3) MATCH DRIVEWAY 10' FROM EDGE OF SHOULDER UNLESS OTHERWISE NOTED. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 123	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN8

PLOT DATE : 7/30/2026 12:42 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

NOTES:

1) SEE PLAN DETAILS - CURB RAMP FOR ADDITIONAL SIDEWALK INFORMATION.

2) SEE PLAN DETAILS - GUARDRAIL FOR ADDITIONAL GUARDRAIL INFORMATION.

3) MATCH DRIVEWAY 10' FROM EDGE OF SHOULDER UNLESS OTHERWISE NOTED. SEE CONSTRUCTION DETAILS FOR MORE INFORMATION.

N

MATCH LINE 255+75

MATCH LINE 270+50

MATCH LINE 285+25

5

5

STA 255+82.88
27.87' RT

ASPHALTIC DRIVEWAY, MATCH EXISTING

EXISTING R/W

AGGREGATE DRIVEWAY, MATCH EXISTING

R/L STH 67

AP01

260

265

270

STH 67

3'

12'

STA 257+21.44
17.00' RT

STA 257+77.65
17.00' RT

STA 256+71.73
22.38' RT

STA 256+40.43
45.18' RT

STA 256+38.81
77.17' RT

STA 256+17.43
70.82' RT

STA 256+17.41
77.11' RT

TOWN LINE RD

ASPHALTIC DRIVEWAY, MATCH EXISTING

EXISTING R/W

LEGEND

AP01	3" HMA PAVEMENT
BG12	MGS GUARDRAIL 3
BG13	MGS THRIE BEAM TRANSITION
BG14	MGS GUARDRAIL TERMINAL EAT
BG15	MGS GUARDRAIL SHORT RADIUS TERMINAL
BG16	MGS GUARDRAIL SHORT RADIUS
CG01	CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D
CG02	CONCRETE CURB & GUTTER 30-INCH TYPE D
CG03	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE TBT
PV05	ASPHALTIC FLUME

N

STA 282+34.86
-96.00' LT

STA 282+33.64
-71.88' LT

STA 282+32.26
-61.89' LT

STA 281+92.26
-62.00' LT, R=40'

STA 281+92.15
-22.00' LT

STA 281+42.99
-17.00' LT

STA 281+36.29
-28.37' LT
INV EL= 859.98

WEST STEINTHAL RD

STA 282+58.91
-95.92' LT

STA 282+61.69
-83.84' LT

STA 283+22.26
-81.92' LT, R=60'

STA 283+20.81
-21.92' LT

STA 283+30.33
-21.36' LT

STA 283+39.99
-20.80' LT

CPRC CLASS IV 30-INCH ENDWALLS

AGGREGATE DRIVEWAY, MATCH EXISTING

STA 283+69.05
-19.11' LT

STA 284+05.21
-17.00' LT

R/L STH 67

275

280

285

STH 67

STA 283+50.44
17.03' RT

STA 283+00.83
22.29' RT

REPLACE CURB AND GUTTER AT INTERSECTION. RAISE 3"

STA 283+01.83
62.28' RT, R=40'

STA 282+61.83
62.33' RT

STA 282+64.10
82.37' RT

STA 280+87.07
16.97' RT

STA 281+36.08
31.62' RT
INV EL= 859.72

STA 281+61.92
21.62' RT

STA 281+71.22
22.07' RT

STA 281+71.03
82.07' RT, R=60'

STA 282+31.03
82.26' RT

AGGREGATE DRIVEWAY, MATCH EXISTING

AGGREGATE DRIVEWAY, MATCH EXISTING

EXISTING R/W

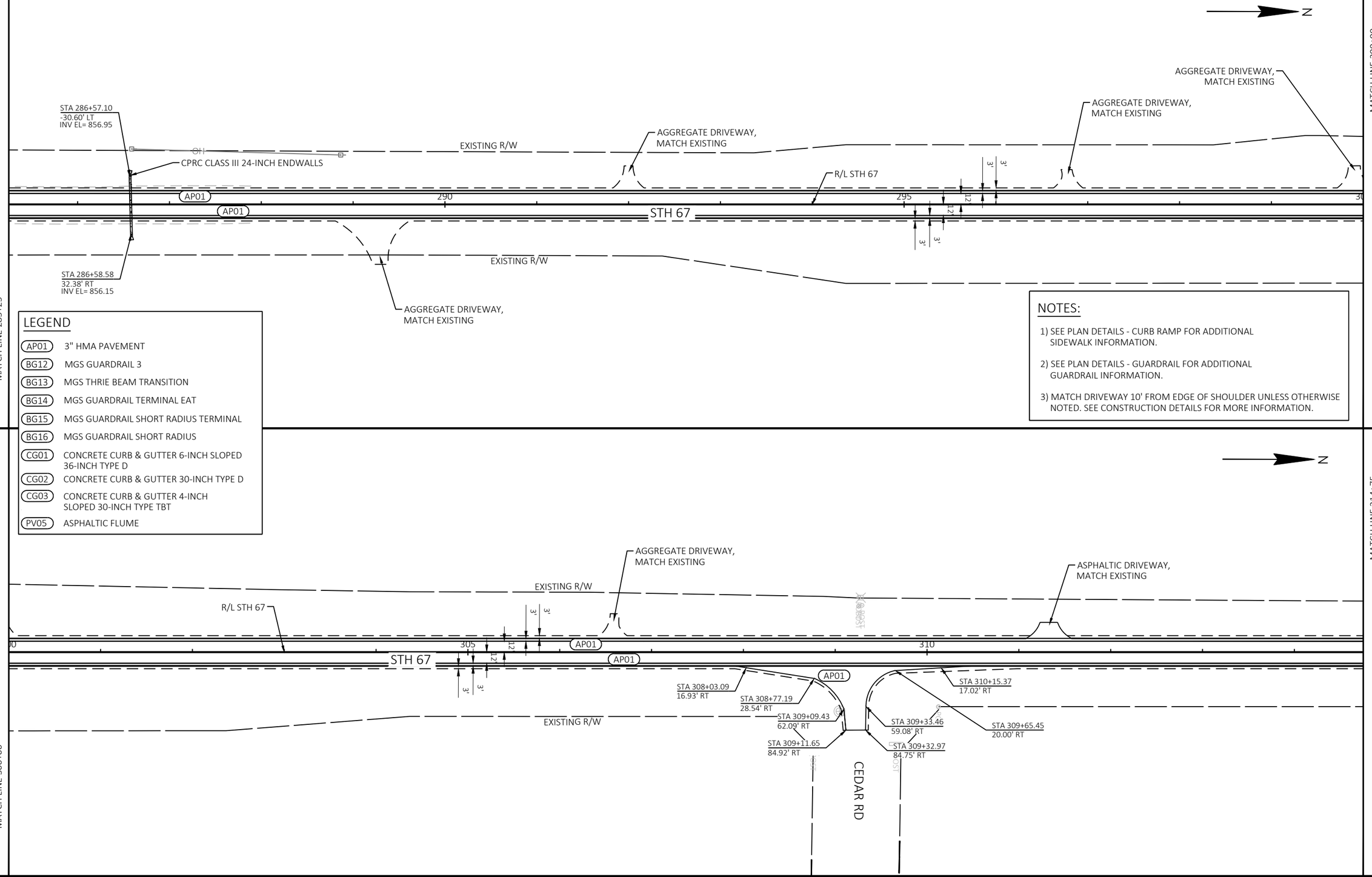
R/L STH 67

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 124	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN9

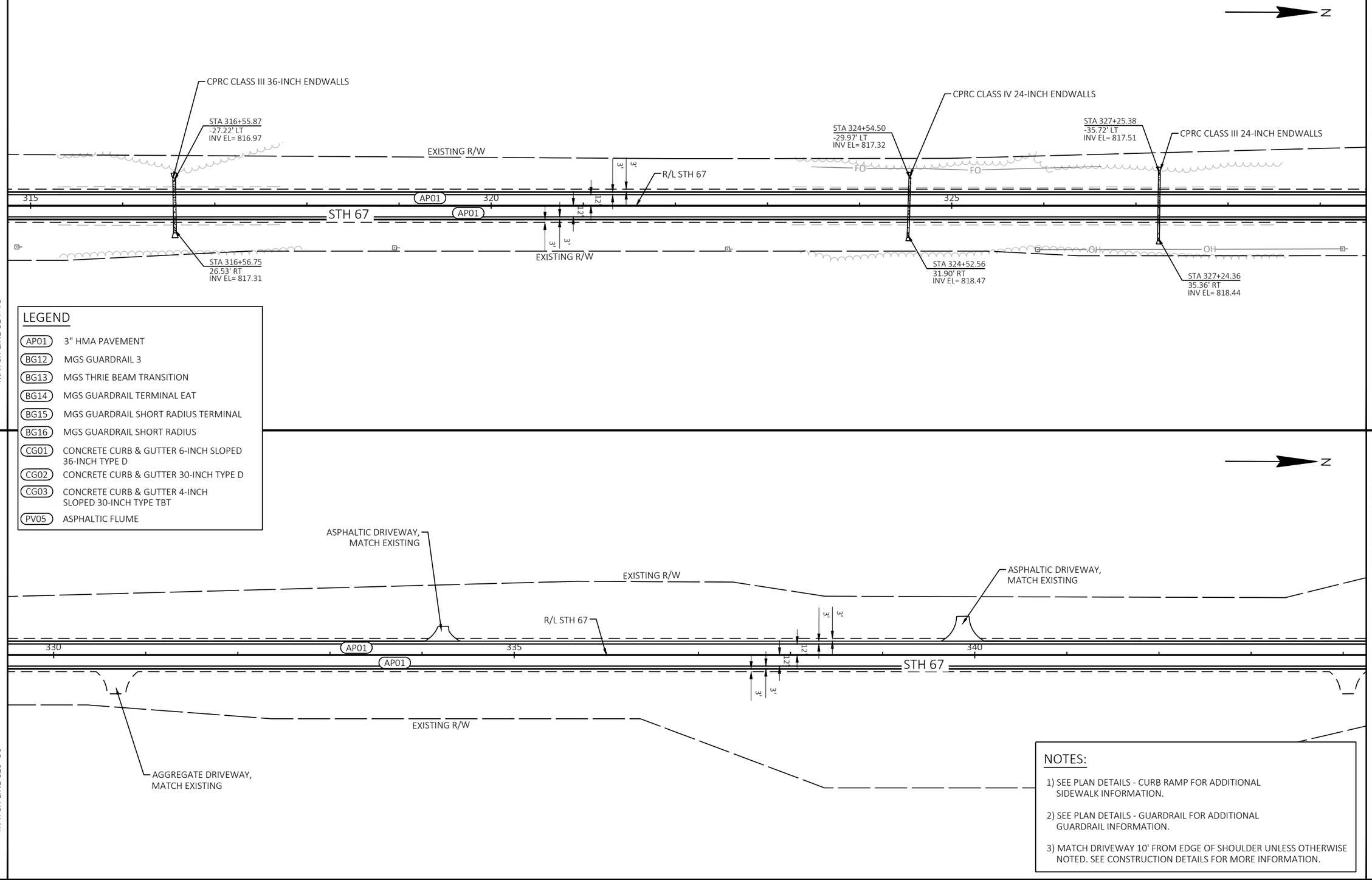
PLOT DATE : 7/30/2026 12:48 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



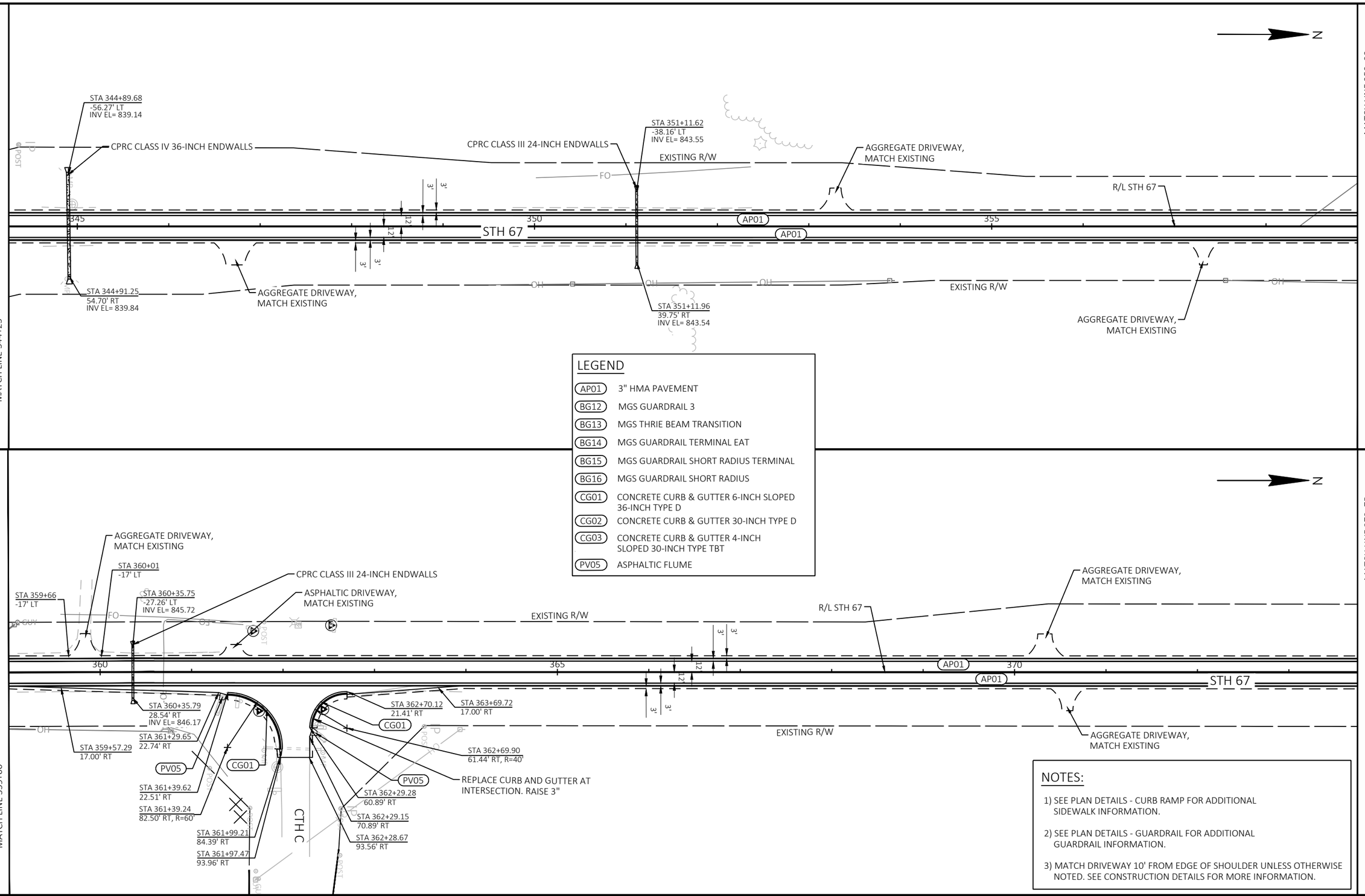
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 125	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN10
PLOT DATE : 7/30/2026 12:48 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



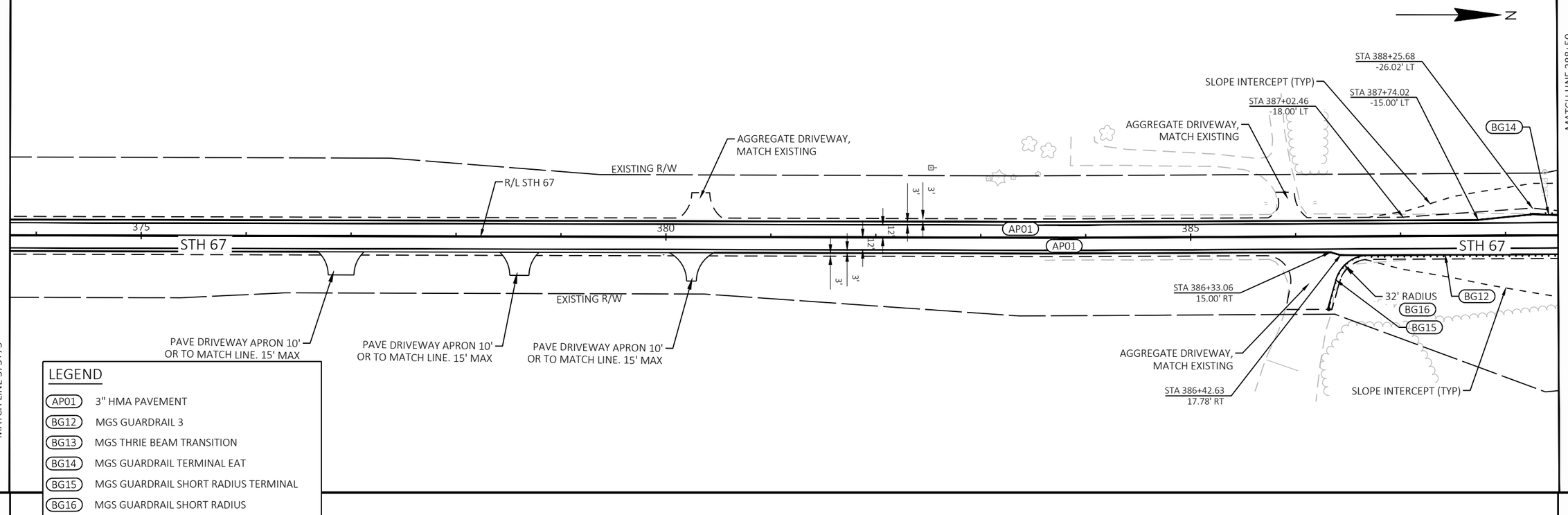
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 126	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN11
PLOT DATE : 7/30/2026 12:41 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



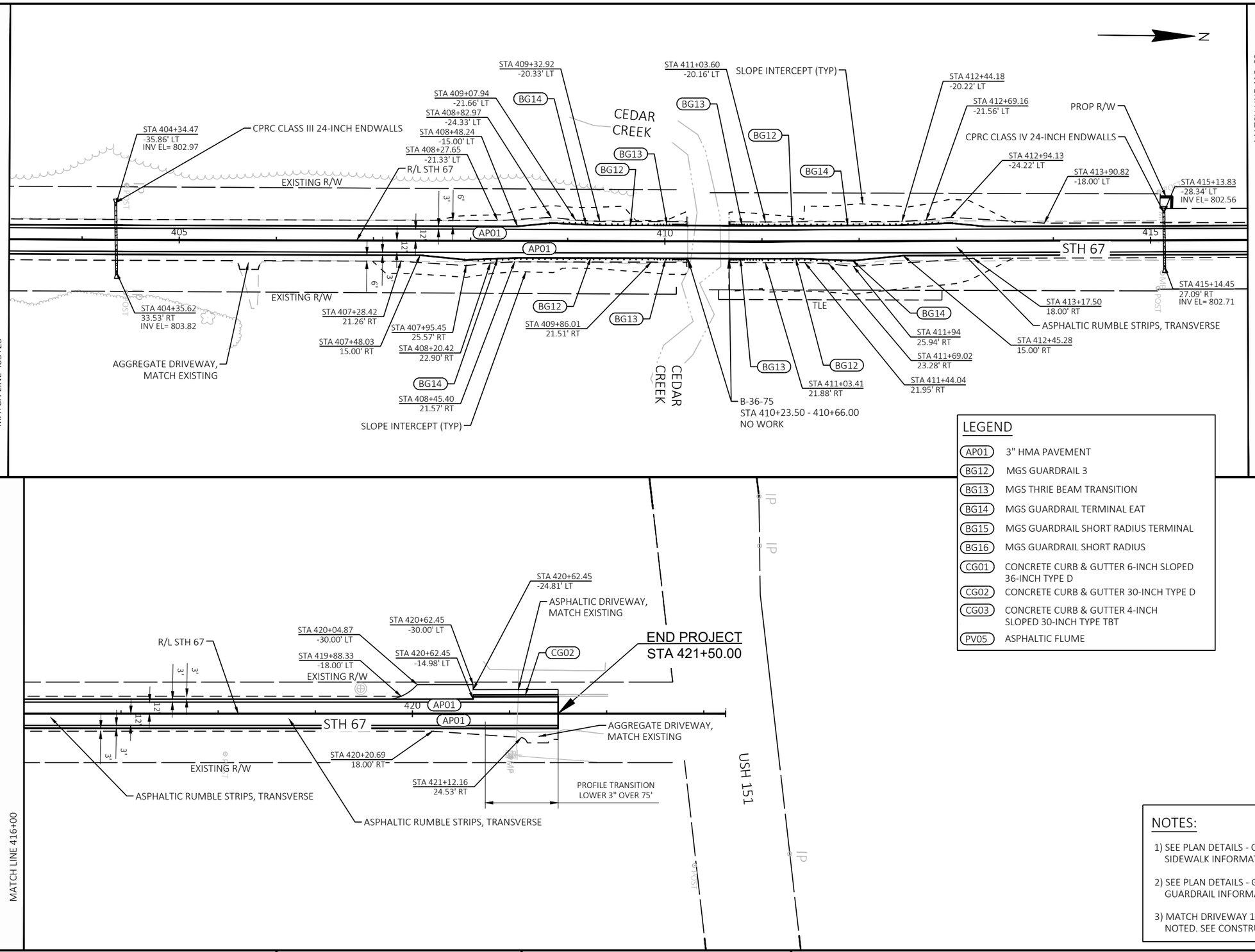
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 127	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN12
PLOT DATE : 7/30/2026 12:45 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 128	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN13
PLOT DATE : 7/30/2026 12:43 PM
PLOT BY : WALTER A. WOLAK II
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	PLAN SHEETS	SHEET 129	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\050201-PN.DWG
LAYOUT NAME - PN14

PLOT DATE : 7/30/2026 12:42 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

08A05-22D	INLET COVERS TYPE V, V-B, AND VV-B
08D01-24A	CONCRETE CURB AND GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES
08D05-23A	CURB RAMPS TYPES 1 AND 1-A
08D05-23B	CURB RAMPS TYPES 2 AND 3
08D05-23C	CURB RAMPS TYPES 4A AND 4A1
08D05-23D	CURB RAMPS TYPES 4B AND 4B1
08D05-23E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-23F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD
08D05-23G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPES 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
13A08-02	TRANSVERSE RUMBLE STRIPS, ASPHALTIC
13A10-03A	SHOULDER RUMBLE STRIPS ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B53-03A	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03B	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03C	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03D	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03E	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03F	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03G	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03H	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
14B53-03I	SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A04-08E	DELINEATOR POST WITH REFLECTIVE SHEETING
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-10H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-16C	PAVEMENT MARKING ARROWS
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-24C	PAVEMENT MARKING (TURN LANES)
15C08-24D	PAVEMENT MARKING (TURN LANES)
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

6

Standard Detail Drawing List

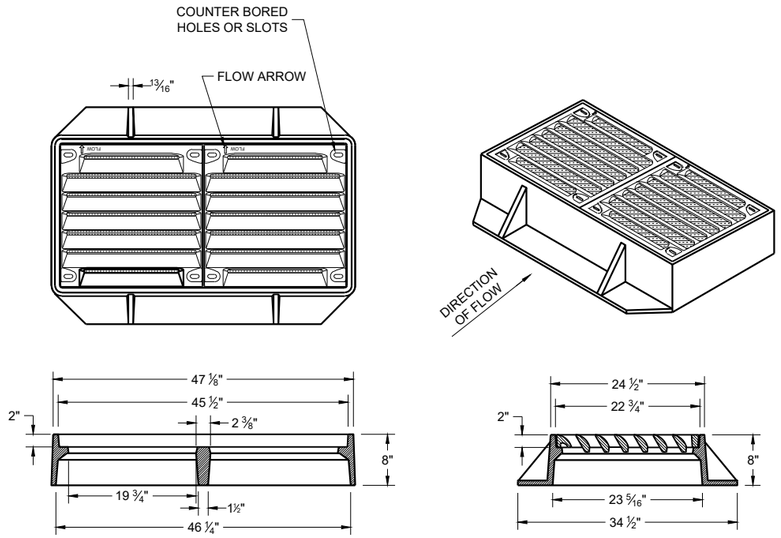
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C19-11A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-11B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-11C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D12-17A	TRAFFIC CONTROL, LANE CLOSURE
15D28-06	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D51-02	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

6

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.

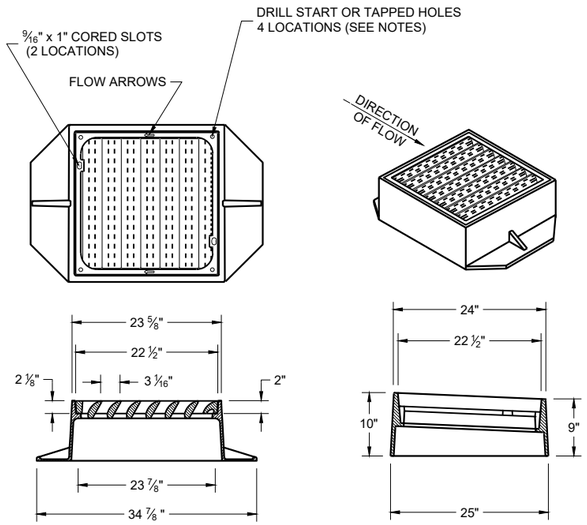
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



TYPE "VV-B"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER
ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

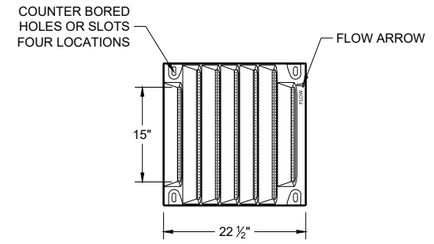
TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 35B
⅜" DIA. X 1/16" DRILL START IN 8 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



TYPE "V"

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER ALL DRILLING AND TAPPING GRATES AND FRAMES BY CASTING MANUFACTURER

TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A
⅜" DIA. X 1/16" DRILL START IN 4 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



BOLT DOWN GRATE FOR TYPE "V" AND "VV-B" COVER

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER NOTED AS TYPE "V-B" OR "VV-B" (FOR DOUBLE GRATE) ON DRAINAGE TABLE

TAP ½" -13 HOLES IN FOUR LOCATIONS PER GRATE IN FRAME TO BOLT GRATE(S).
FRAME - CAST GRAY IRON ASTM A48 CLASS 40A

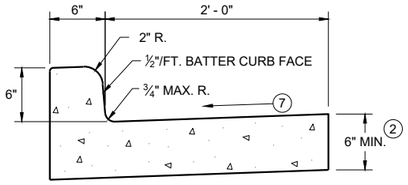
GRATE - CAST DUCTILE IRON ASTM A536, 55+KSI YIELD
BOLTS - ½" -13 STAINLESS STEEL BOLTS WITH WASHERS
TORQUE BOLTS TO MANUFACTURER SPECIFICATION DO NOT OVERTIGHTEN.

INLET COVERS
TYPES V, V-B, AND VV-B

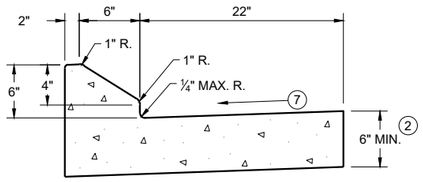
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

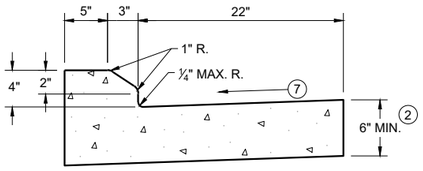
6
SDD 08A05-22d



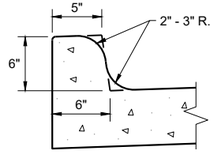
TYPES A (1) & D



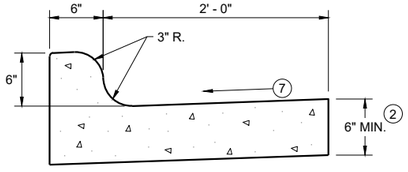
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

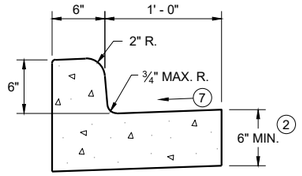


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



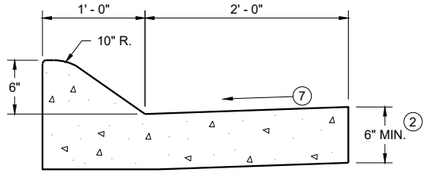
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

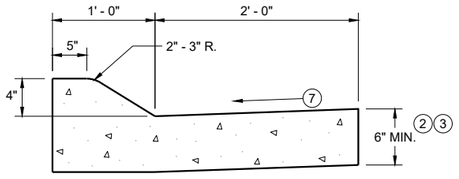


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

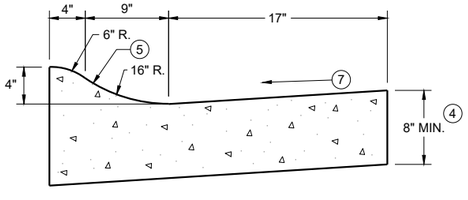


6" SLOPED CURB TYPES A (1) & D



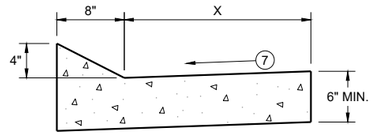
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



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

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

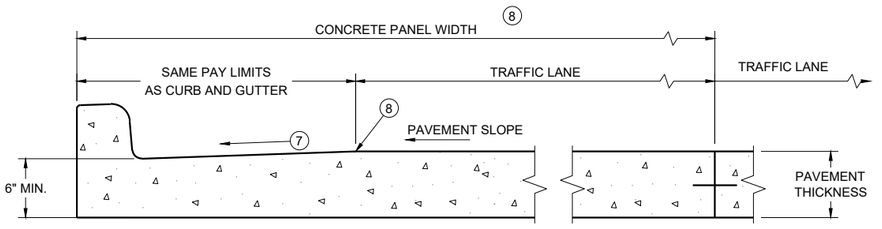


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

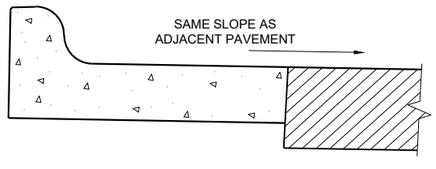
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

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

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

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

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

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

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

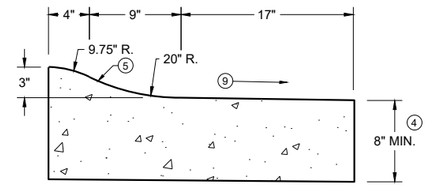
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

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

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

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

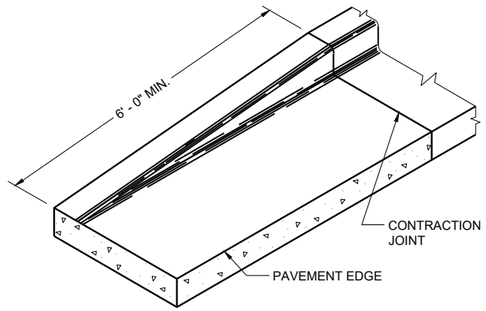
(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



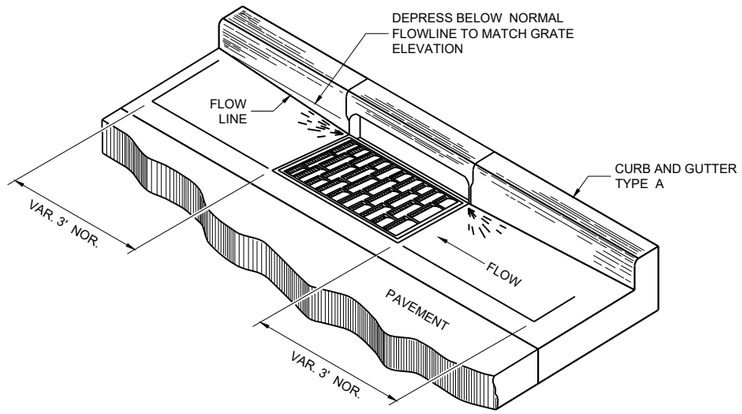
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

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

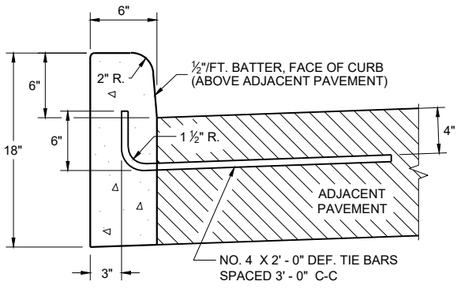
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

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

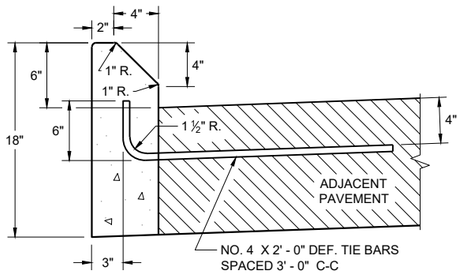
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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

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

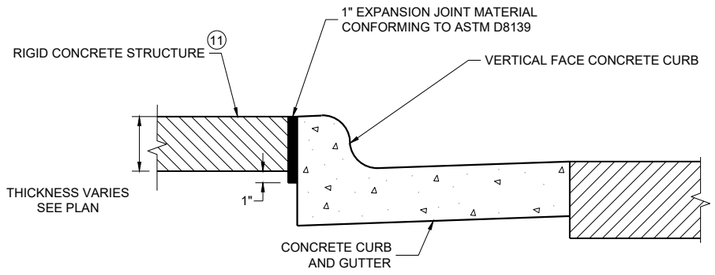


TYPES A (1) & D

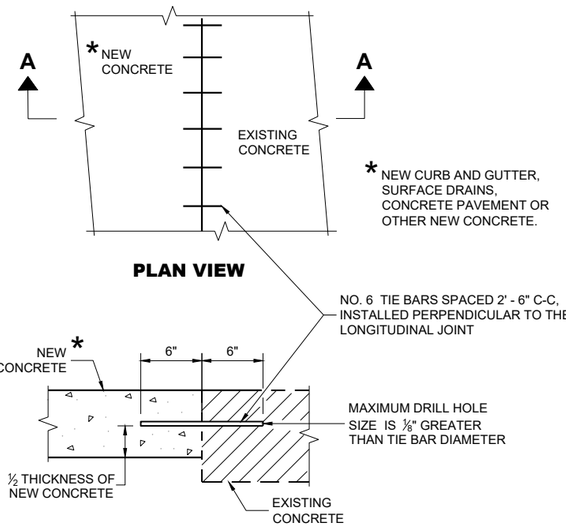


TYPES G (1) & J

CONCRETE CURB



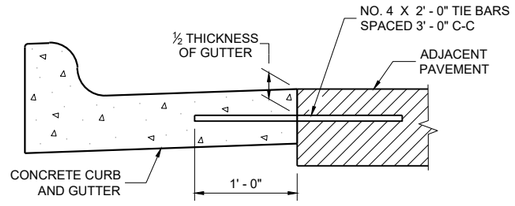
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



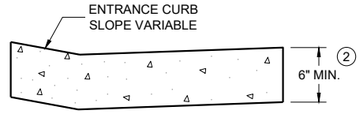
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

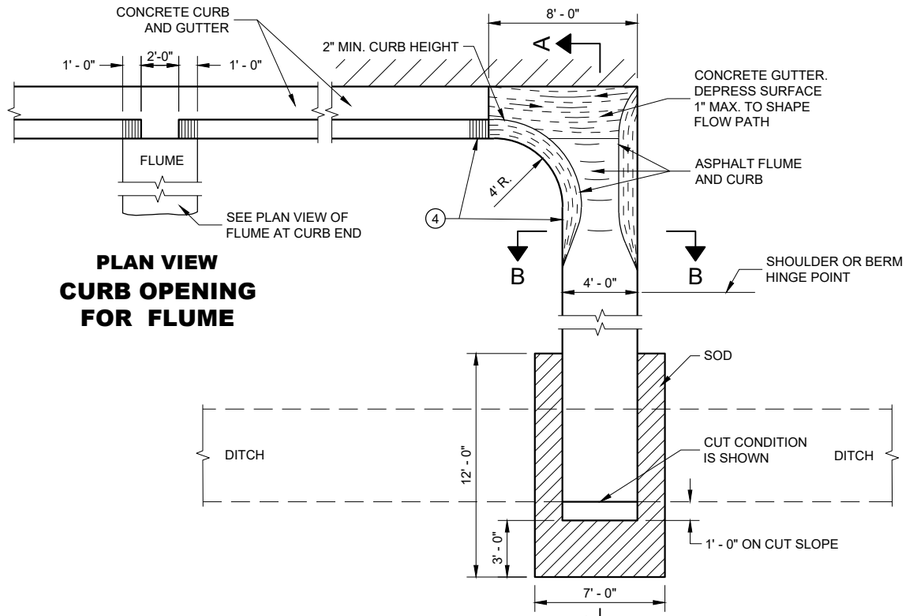
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

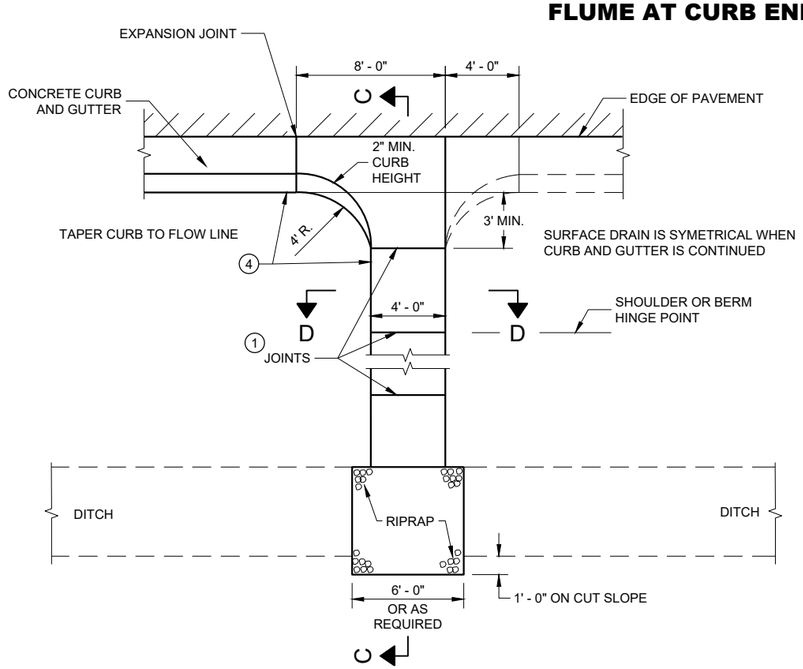
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



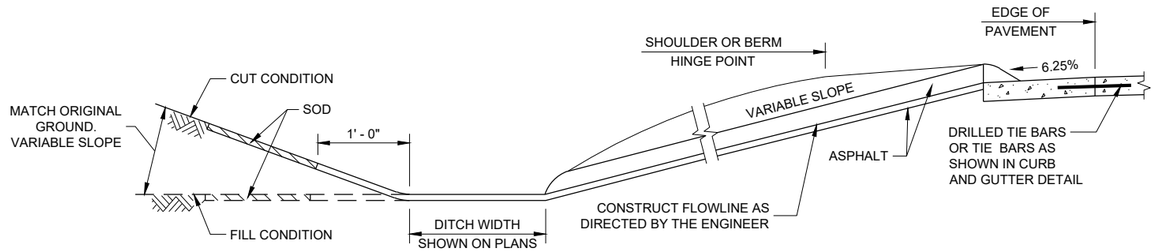
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

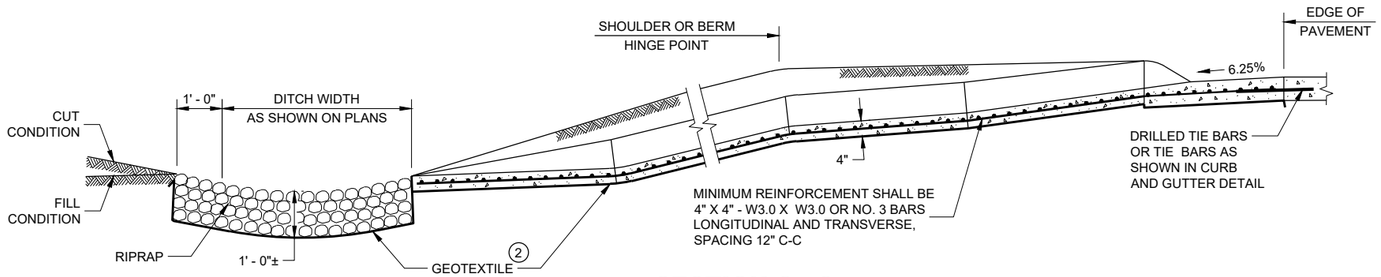
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

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

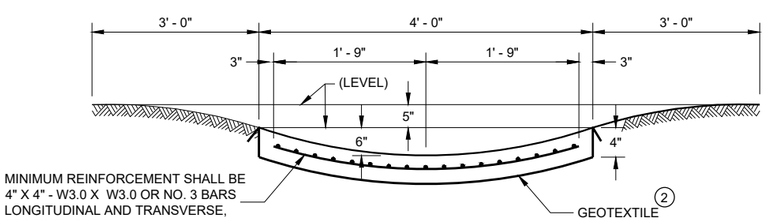


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

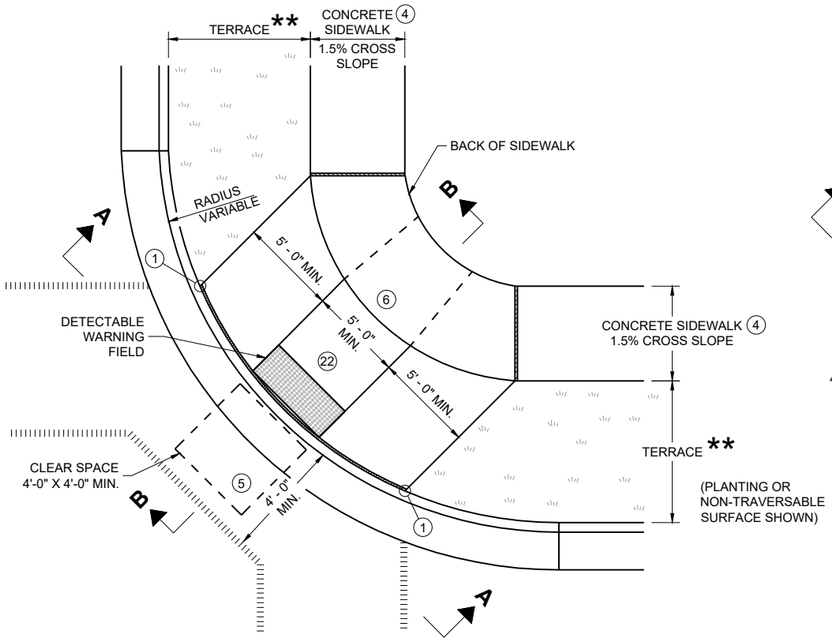
FHWA

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SDD 08D04 - 07

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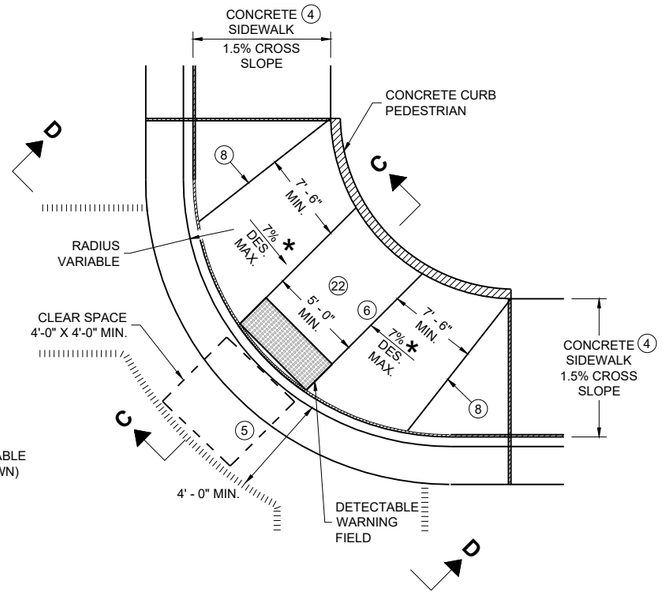
SDD 08D04 - 07



PLAN VIEW

CURB RAMP TYPE 1

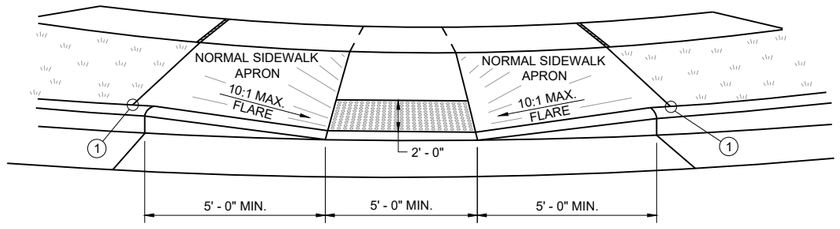
(CENTER OF CORNER RADIUS)



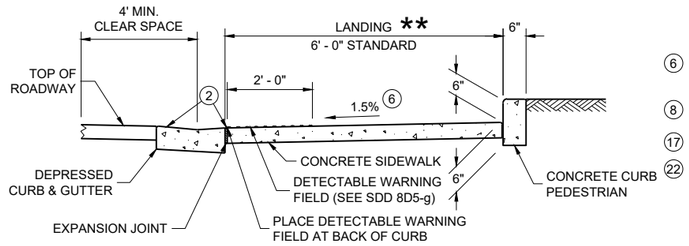
PLAN VIEW

CURB RAMP TYPE 1 - A

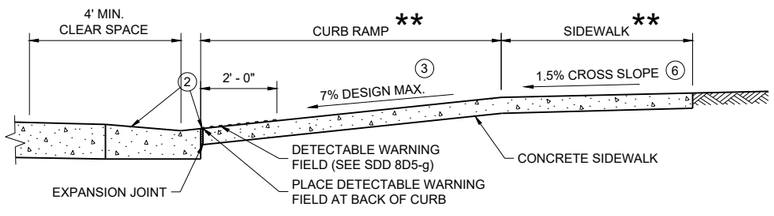
(NO TERRACE)



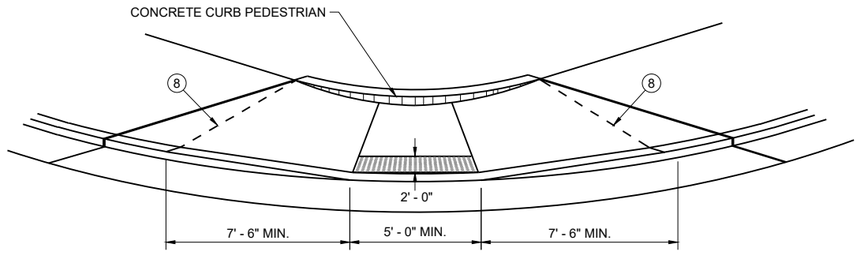
VIEW A - A FOR TYPE 1



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.

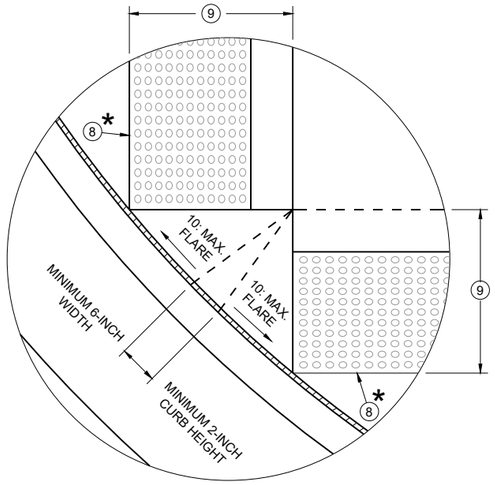
(22) THE ENTIRE RAMP SHALL BE A PLANAR SURFACE. DO NOT WARP THE RUNNING SLOPE OR CROSS SLOPE OF THE RAMP. WARPING OF THE SIDEWALK CROSS SLOPE SHALL TAKE PLACE BETWEEN THE LANDING AND MATCH POINT.

LEGEND

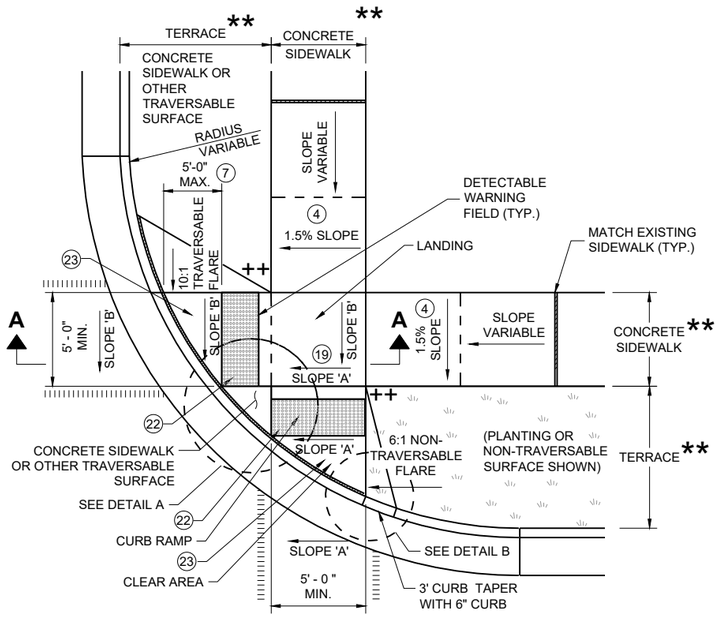
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 8.3%
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



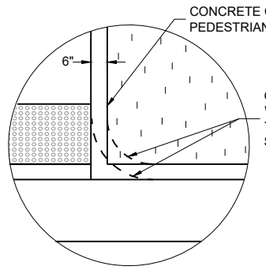
DETAIL A



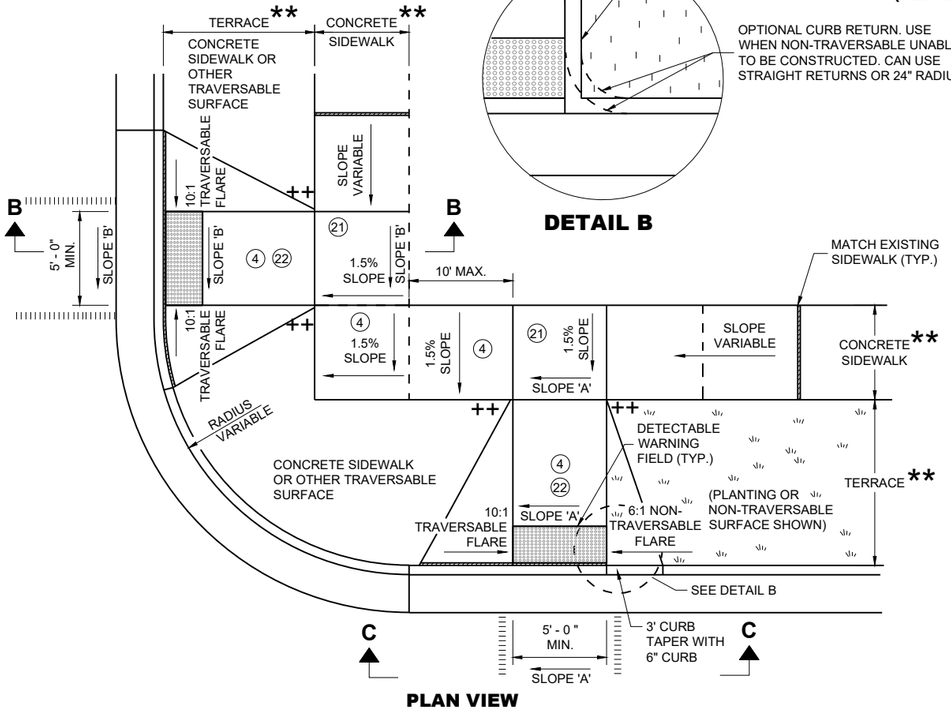
PLAN VIEW

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.

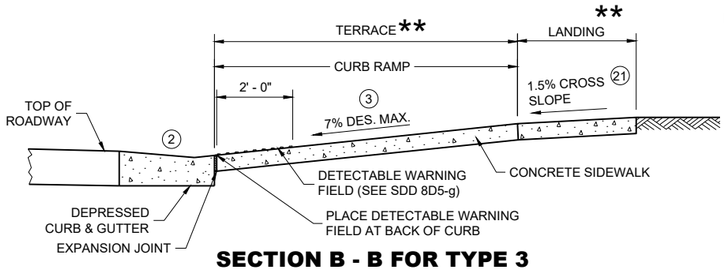
(17) A MAXIMUM 2-INCH CONCRETE BORDER IS PERMITTED ALONG ALL SIDES OF THE DETECTABLE WARNING FIELD SURFACE.

(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.

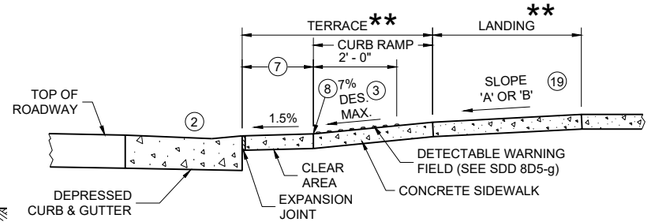
(21) PROVIDE A LANDING WITH A SLOPE PARALLEL TO ROADWAY THAT MATCHES SLOPE AT THE BOTTOM OF THE ADJACENT RAMP. SLOPE PERPENDICULAR TO ROADWAY SHALL BE 2.1% MAXIMUM. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(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.

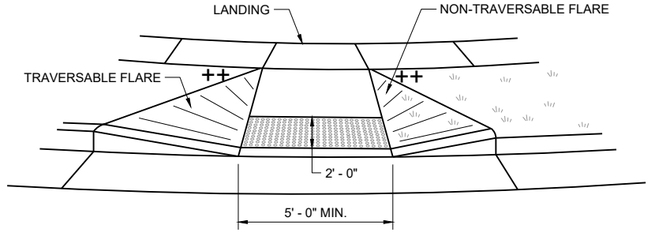
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



SECTION B - B FOR TYPE 3



SECTION A - A FOR TYPE 2



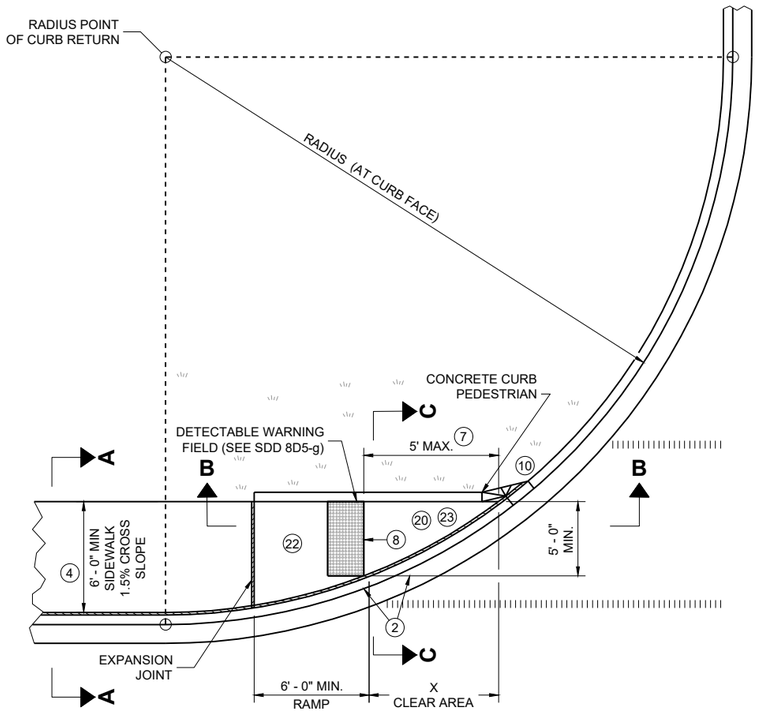
VIEW C - C FOR TYPE 3

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

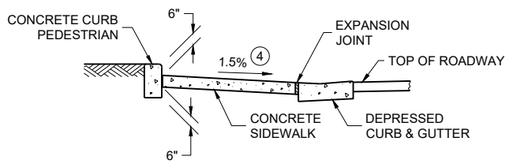
CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

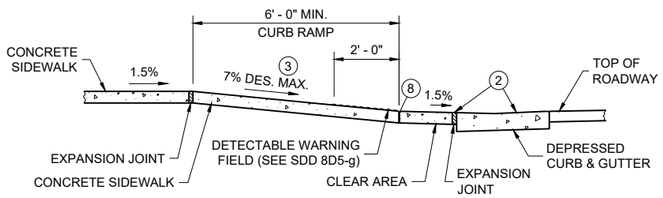


PLAN VIEW

CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



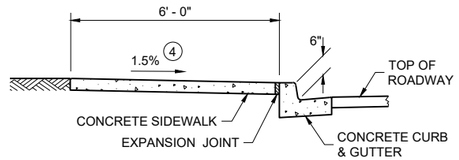
SECTION B - B FOR TYPE 4A AND TYPE 4A1

LEGEND

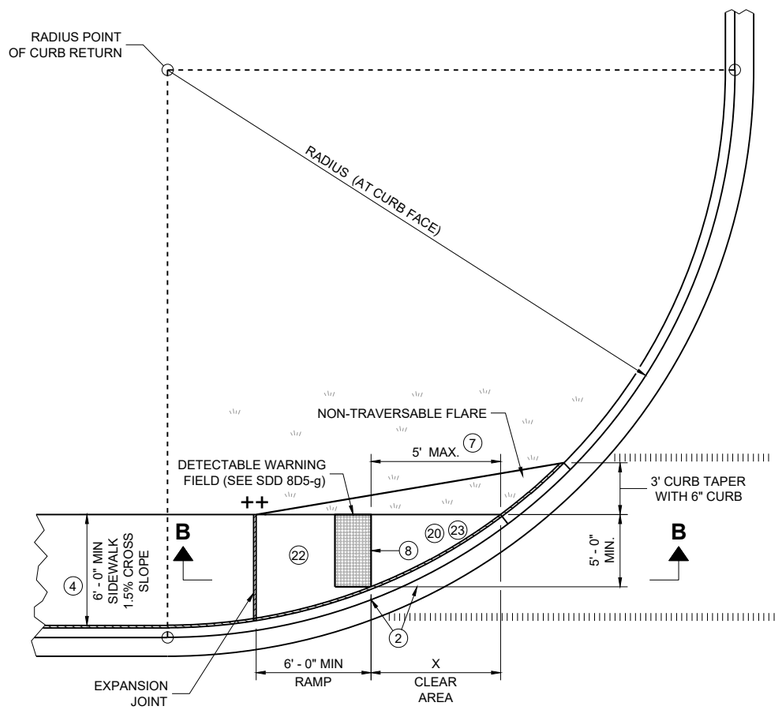
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

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

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



PLAN VIEW

CURB RAMP TYPE 4A1

GENERAL NOTES

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

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

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

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

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

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

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

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

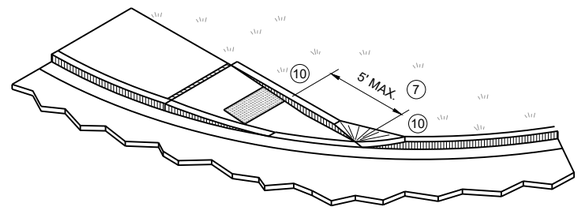
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

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

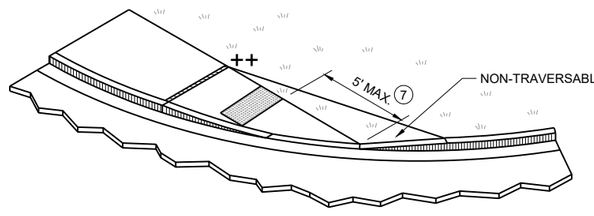
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

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



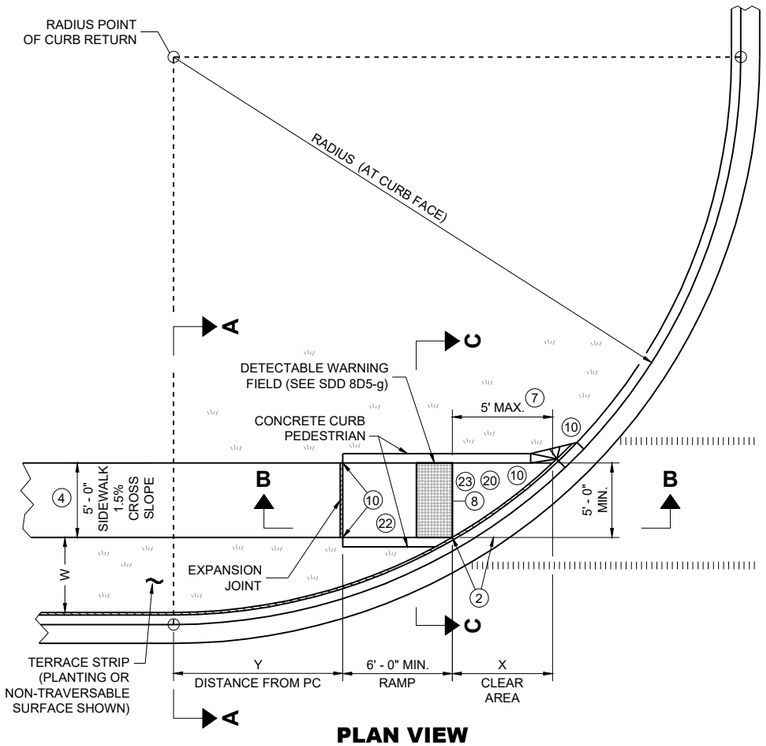
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

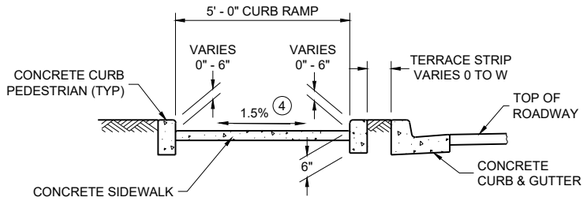
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET			4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET									4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET															4' - 10 ¾"	19' - 8 ¼"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)
- * MAXIMUM 2.1% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK
- ++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

GENERAL NOTES

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

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

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

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

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

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

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

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

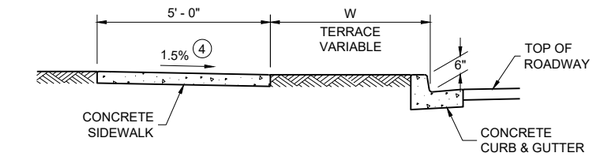
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

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

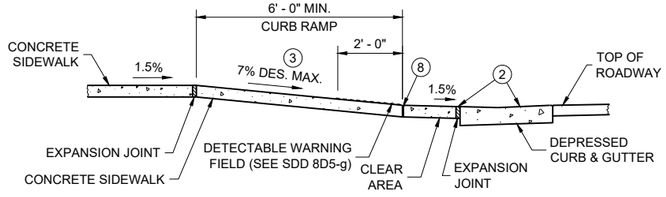
(20) MAXIMUM 1.5% DESIGN MAXIMUM AND 2.1% PROWAG MAXIMUM RUNNING SLOPE ON CLEAR AREA. CROSS SLOPE OF CLEAR AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT CROSSWALK.

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

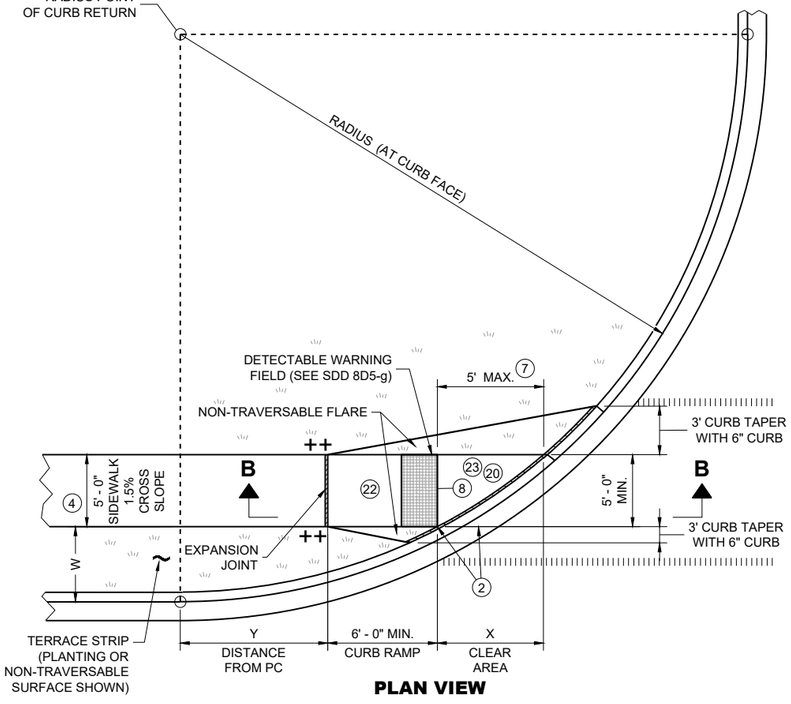
(23) THE CLEAR AREA BETWEEN THE BOTTOM OF RAMP AND BACK OF CURB SHALL BE SLOPED SO THAT WATER DRAINS OUT OF ONE SIDE OR BOTH SIDES OF THE CURB OPENING.



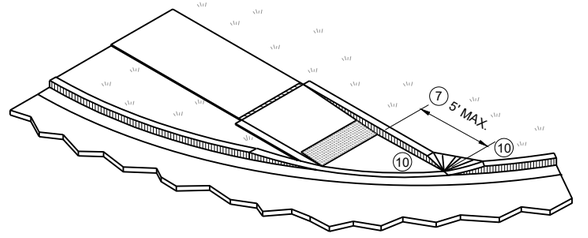
SECTION A - A FOR TYPE 4B



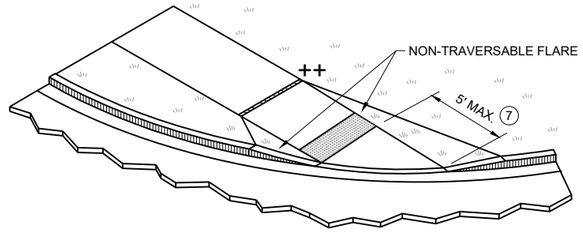
SECTION B - B FOR TYPE 4B AND TYPE 4B1



PLAN VIEW
CURB RAMP TYPE 4B1



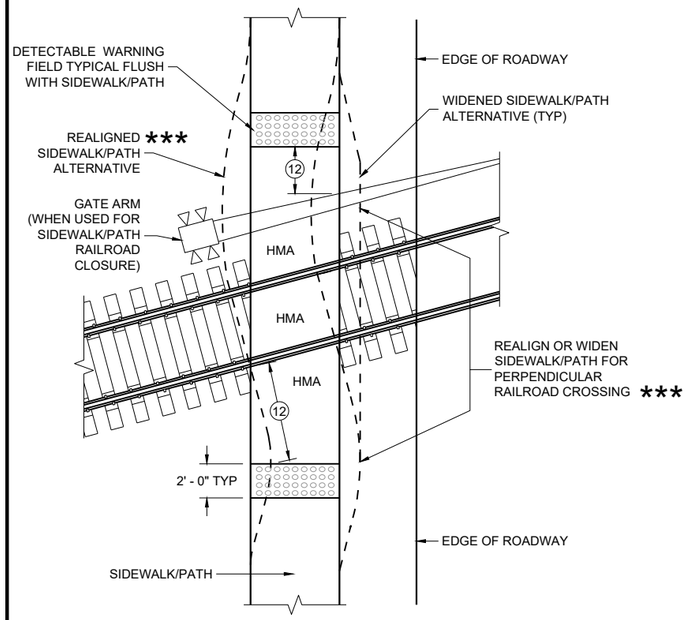
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

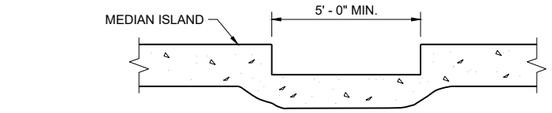
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

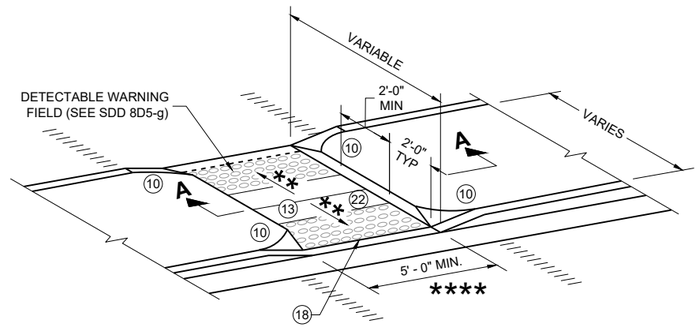


CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

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

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2.1%.

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

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

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

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

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

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

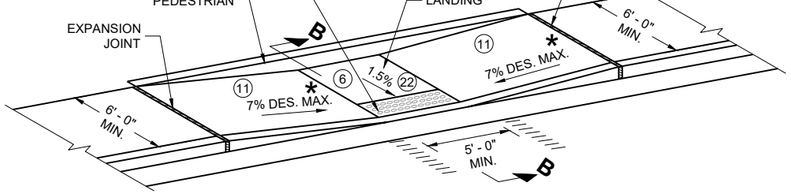
(12) THE DOWNSTREAM EDGE OF THE DETECTABLE WARNING SHOULD BE LOCATED AT LEAST 2 FEET UPSTREAM FROM THE AUTOMATIC GATE, COUNTERWEIGHT, FLASHING-LIGHT SIGNALS, OR CROSSBUCK ASSEMBLY SPECIFIC TO THE PATHWAY OR SIDEWALK (IF ANY ARE PRESENT) AND AT LEAST 12 FEET FROM THE NEAREST RAIL.

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

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

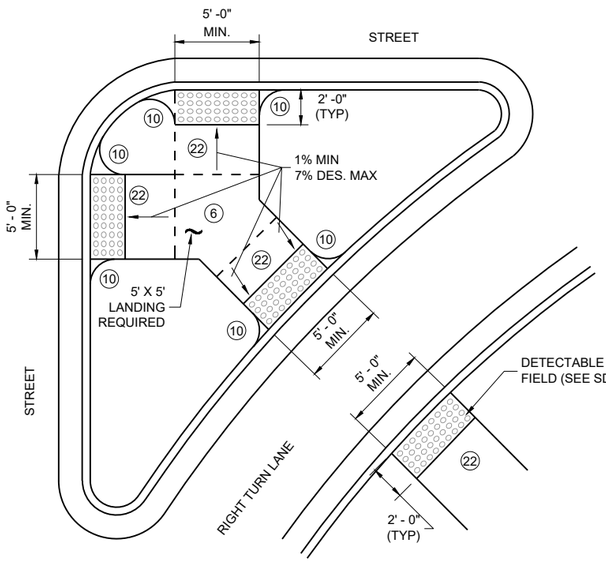
(18) WHEN THE DISTANCE BETWEEN THE BACK OF CURBS IS LESS THAN 6 FEET BUT THE FACE OF CURB TO FACE OF CURB DISTANCE IS 6 FEET OR GREATER THEN THE DETECTABLE WARNING FIELDS MAY BE MOVED SO THAT THE EDGE OF THE WARNING FIELD IS PLACED AT THE GUTTER FLOWLINE. MAINTAIN A MINIMUM OF TWO FEET BETWEEN DETECTABLE WARNING FIELD PANELS.

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



CURB RAMP TYPE 7A

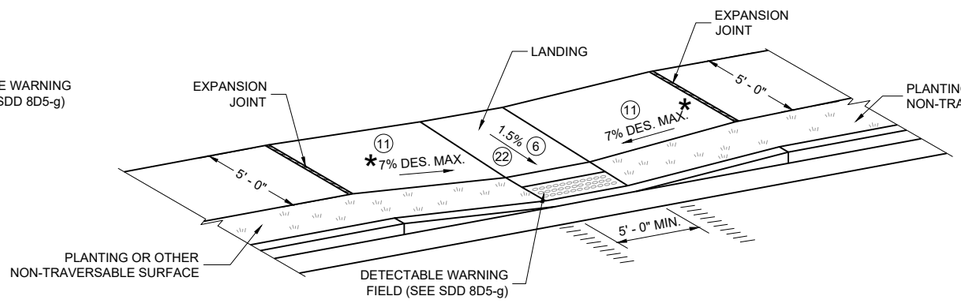
FOR INTERSECTIONS AND MID BLOCK CROSSINGS



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

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

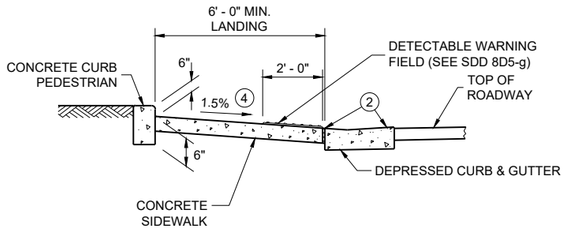


CURB RAMP TYPE 7B

FOR INTERSECTIONS AND MID BLOCK CROSSINGS

LEGEND

═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT FIELD LOCATED
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

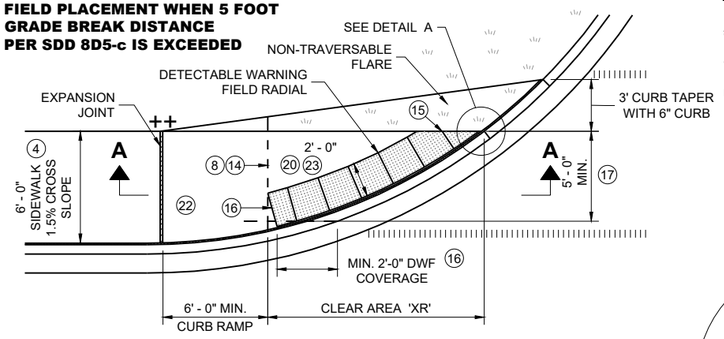


SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

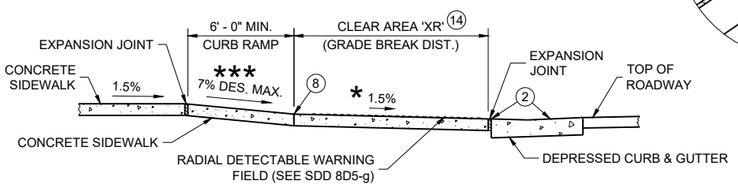
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

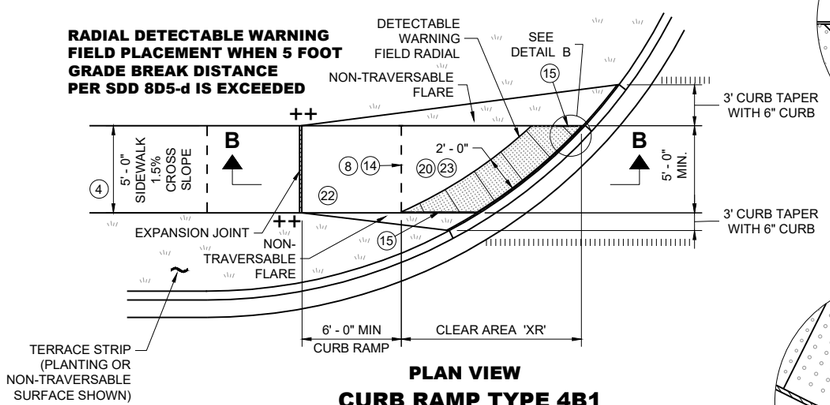
CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION A - A FOR TYPE 4A1

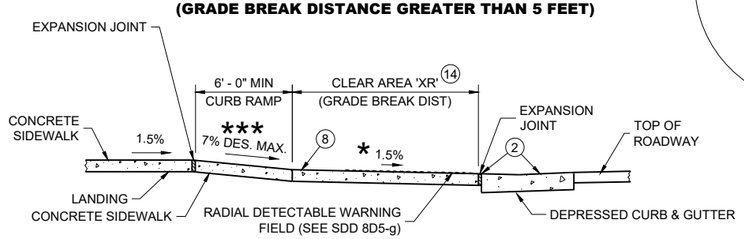
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4B1

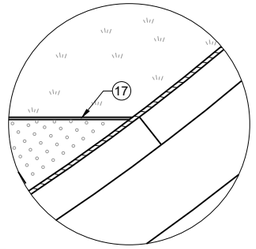
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



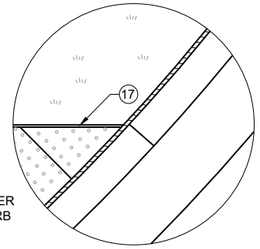
SECTION B - B FOR TYPE 4B1

LEGEND

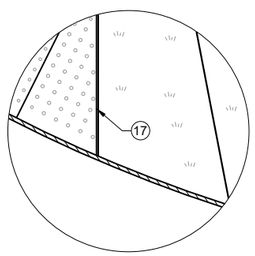
═══	½" EXPANSION JOINT SIDEWALK
– – – –	CONTRACTION JOINT SIDEWALK
ıı ıı ıı ıı	PAVEMENT MARKING CROSSWALK (WHITE)
**	WIDTH SHOWN ELSEWHERE IN THE PLANS
***	MAXIMUM 8.3%
++	CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



DETAIL A



DETAIL B



DETAIL C

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

(6) PROVIDE A 5 FOOT BY 5 FOOT LANDING. SLOPE PERPENDICULAR TO CURB SHALL BE 2.1% MAXIMUM. SLOPE PARALLEL TO CURB SHALL MATCH THE CURB AND GUTTER LONGITUDINAL SLOPE.

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

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

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

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

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

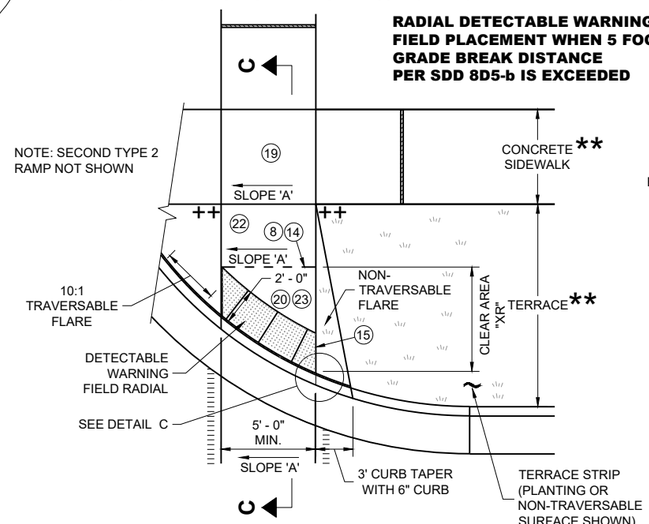
(19) WHERE A LANDING SERVES TWO CURB RAMPS, THE LANDING SLOPE SHALL NOT EXCEED THE CROSS SLOPE AT THE BOTTOM OF THE RAMP OR WITHIN THE CROSSWALK PARALLEL TO THE DIRECTION OF TRAVEL.

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

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

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

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

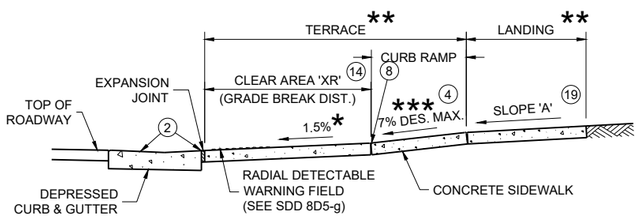


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)



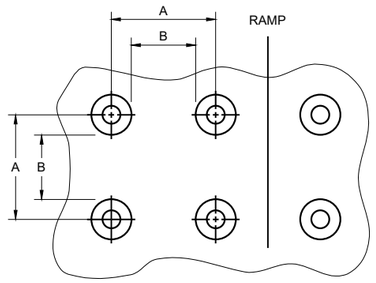
SECTION C - C FOR TYPE 2

CURB RAMPS RADIAL DETECTABLE WARNING

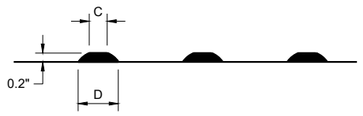
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

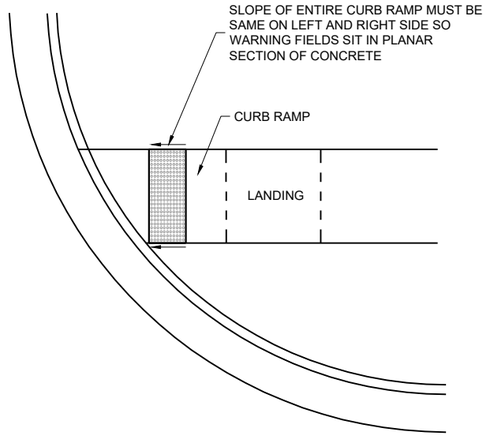
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

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

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

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

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

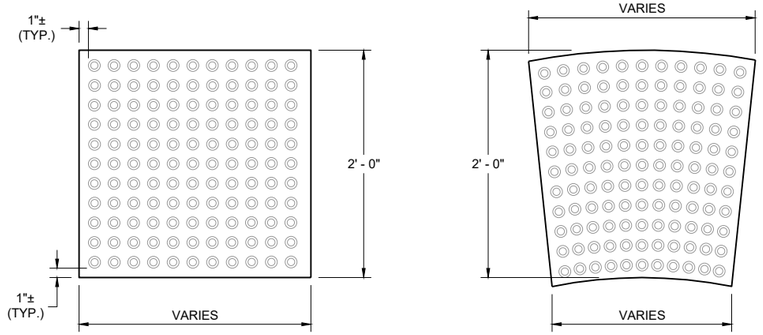
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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

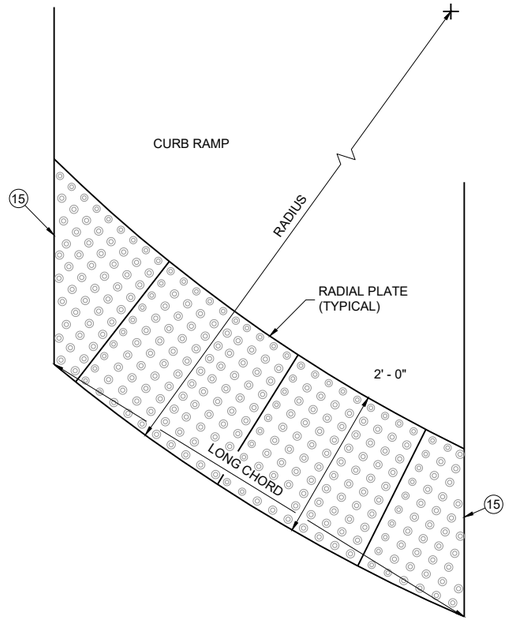
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



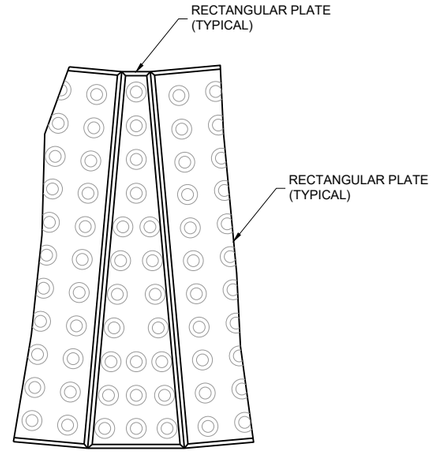
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

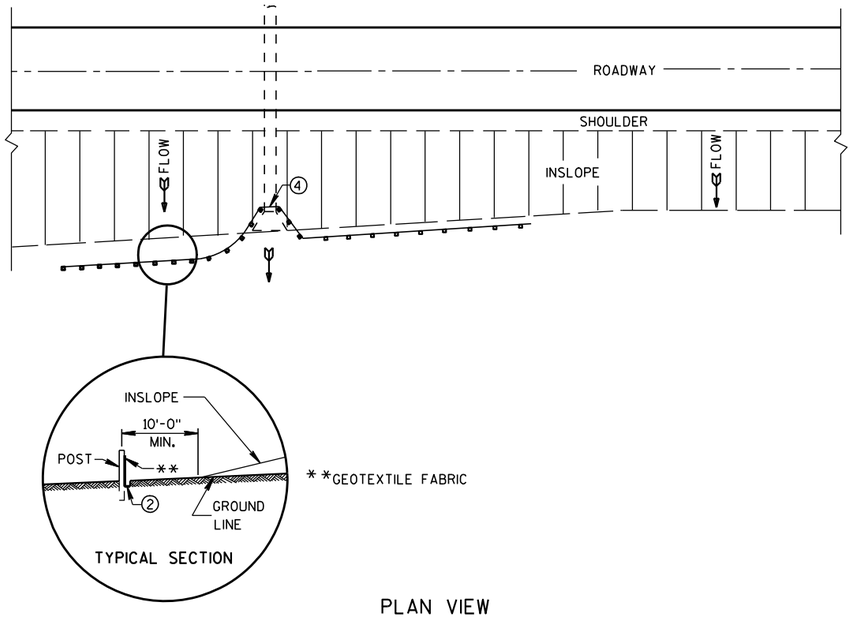
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

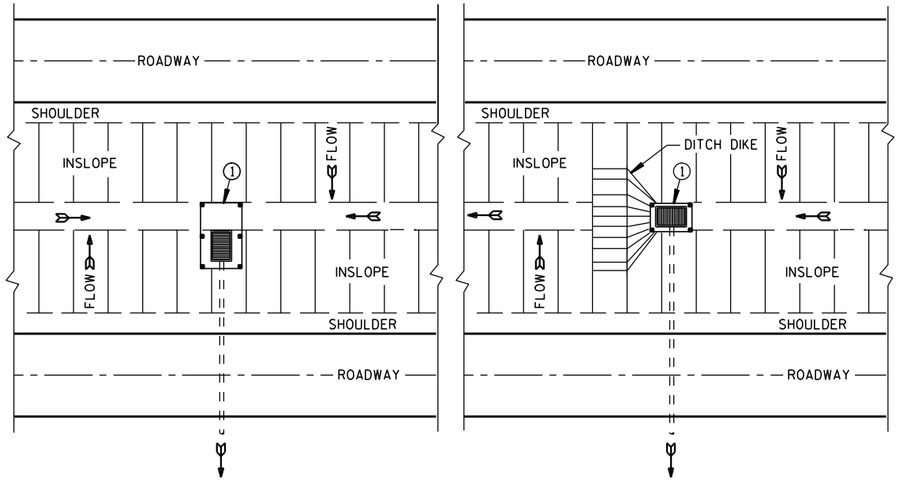
FHWA

6
SDD 08D05-23g



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.

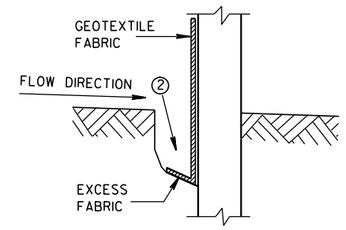
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

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.

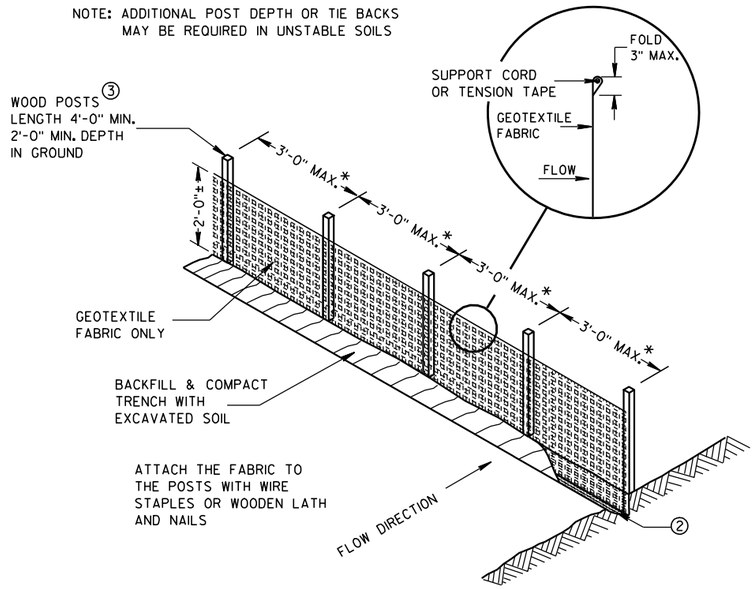
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

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

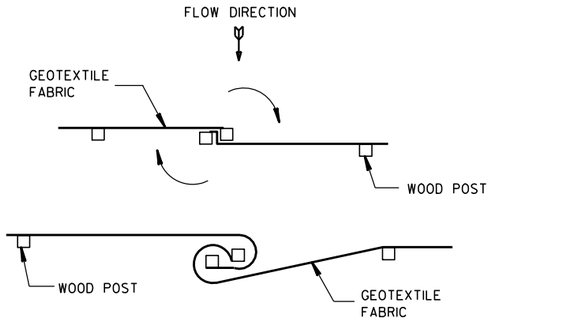
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



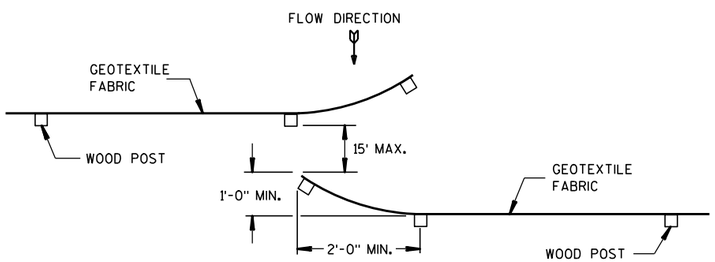
TRENCH DETAIL



SILT FENCE

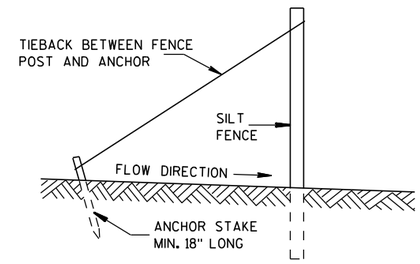


TWIST METHOD



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

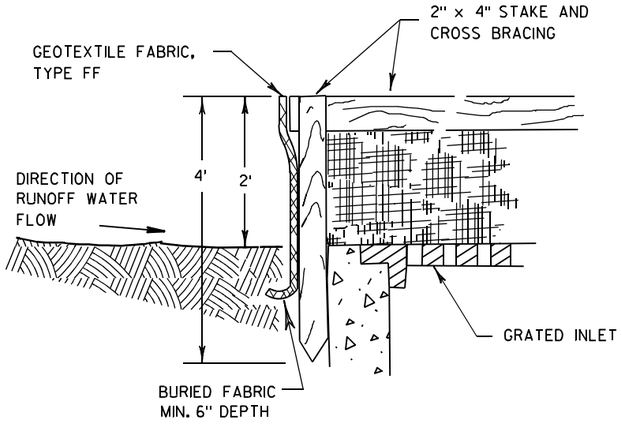
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

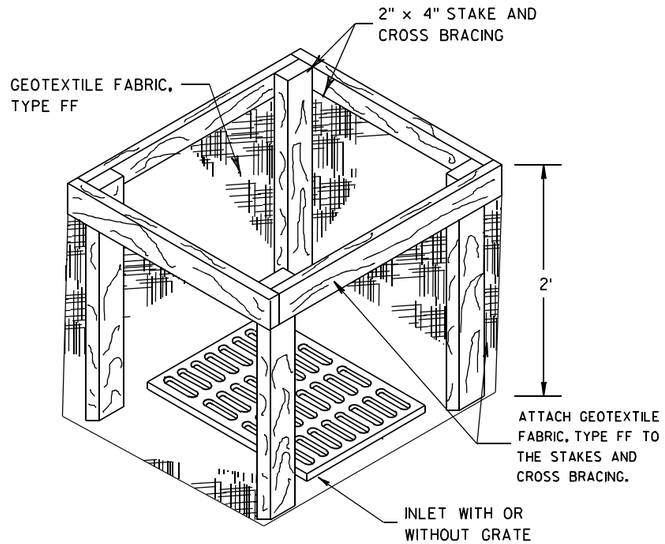
6

S.D.D. 8 E 9-6

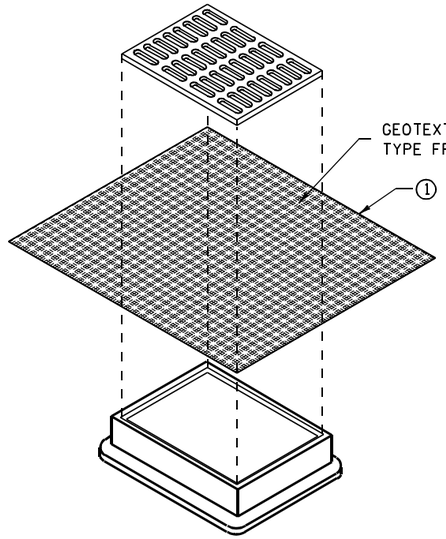
6

S.D.D. 8 E 9-6



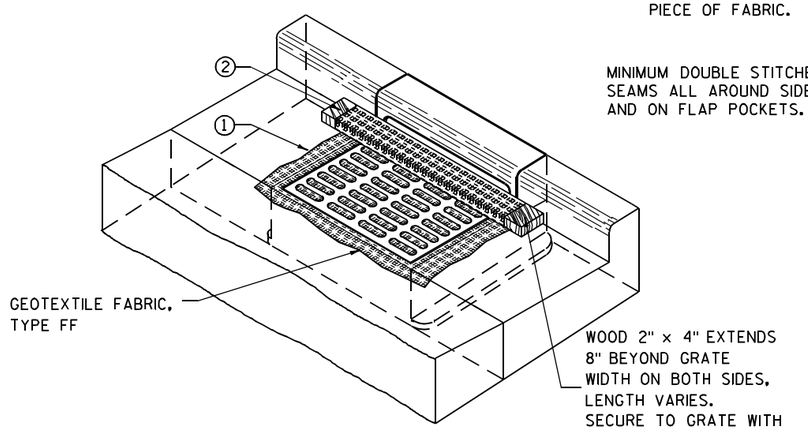


INLET PROTECTION, TYPE A

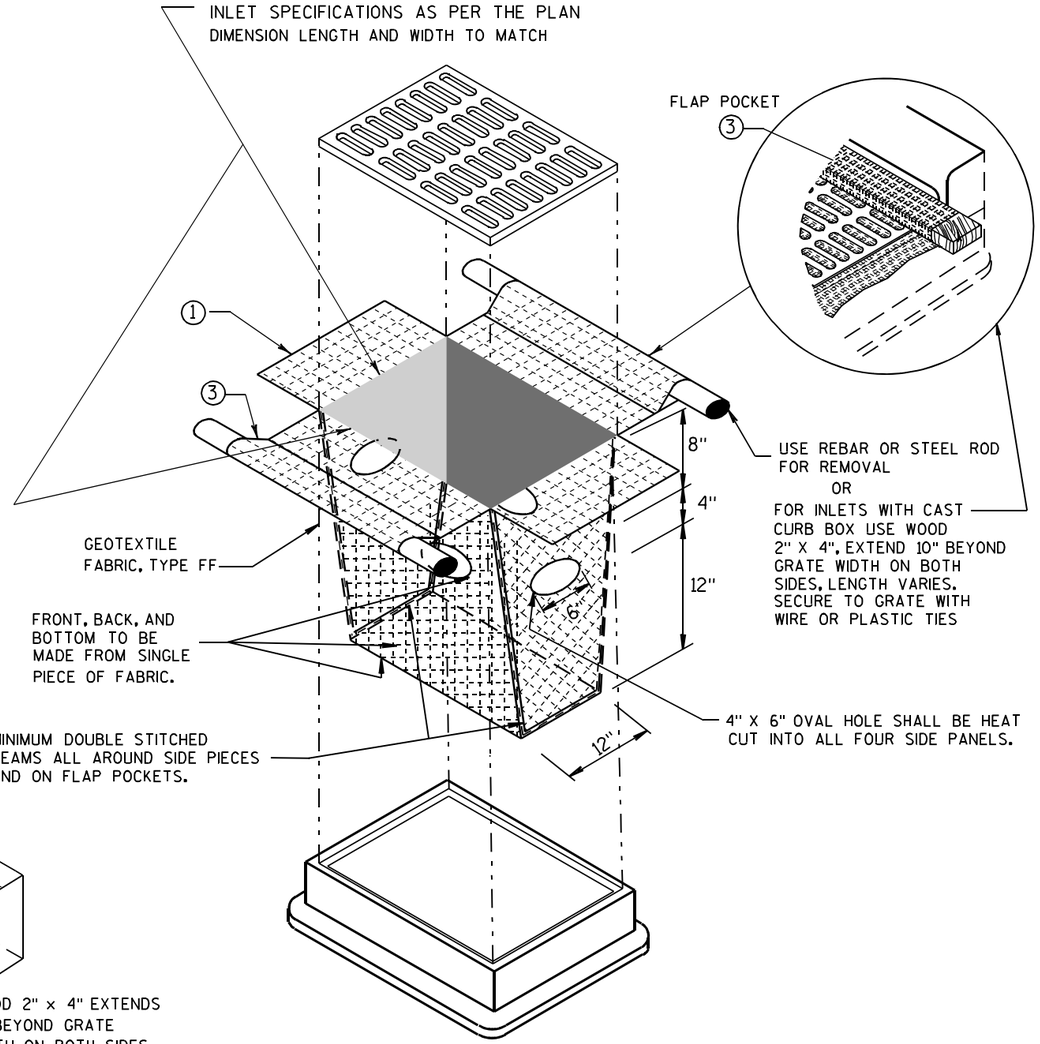


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

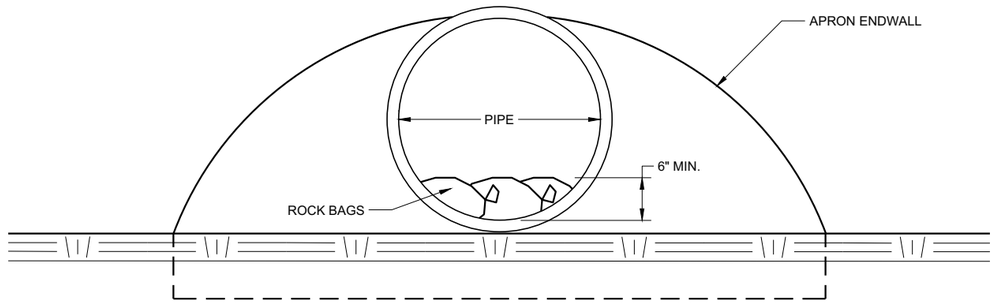
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

INLET PROTECTION
TYPE A, B, C, AND D

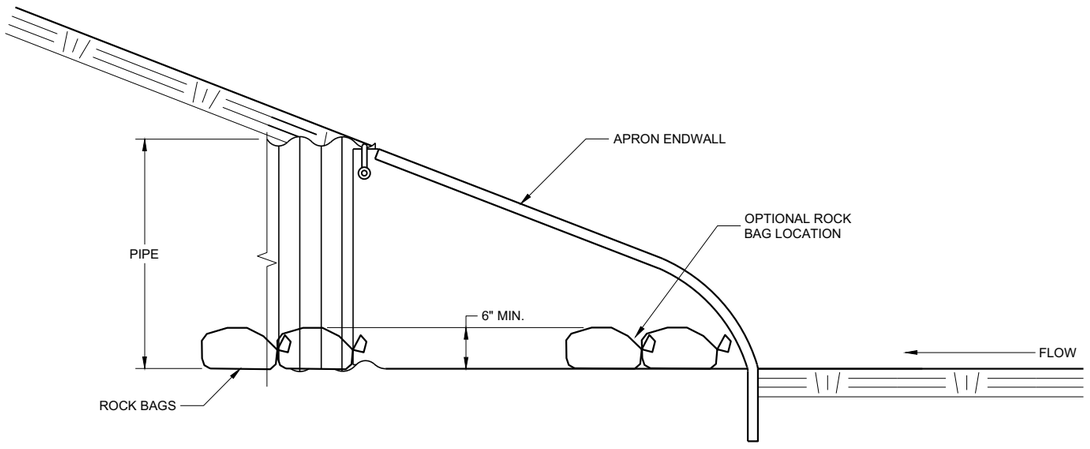
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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 DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGI
FHWA	

6
SDD 08E15 - 01

METAL APRON ENDWALLS

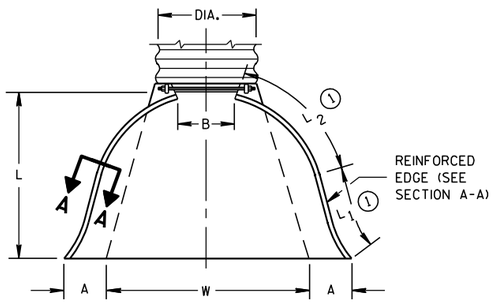
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	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

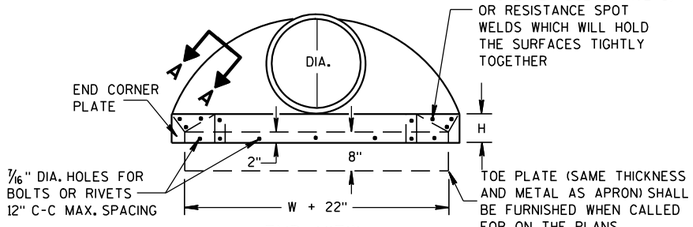
REINFORCED CONCRETE APRON ENDWALLS

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

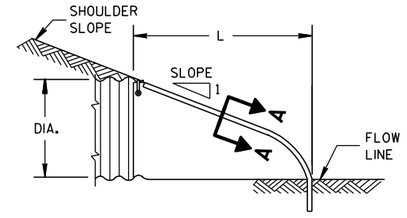
*MINIMUM
**MAXIMUM



PLAN VIEW

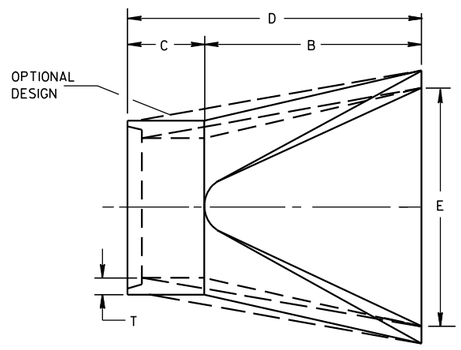


END VIEW

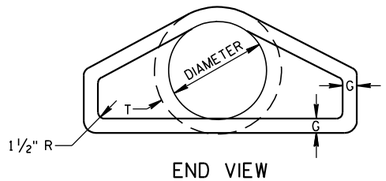


SIDE ELEVATION

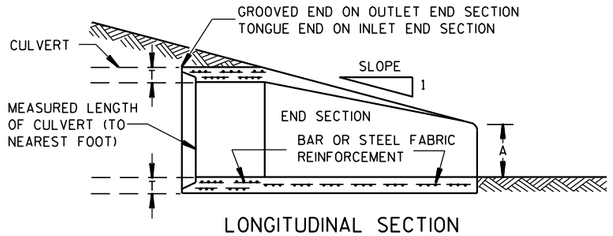
METAL ENDWALLS



PLAN

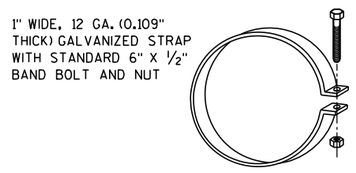


END VIEW



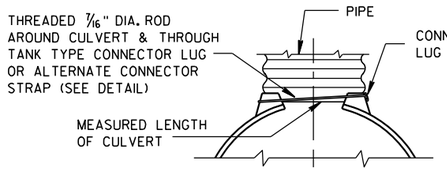
LONGITUDINAL SECTION

CONCRETE ENDWALLS

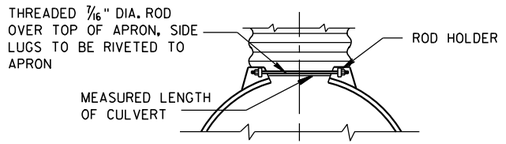


ALTERNATE FOR TYPE 1 CONNECTION

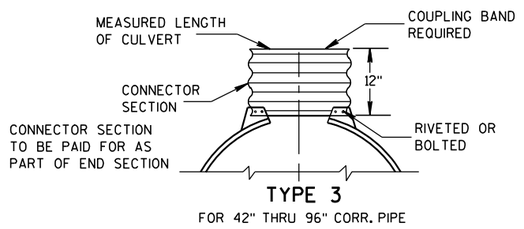
END SECTION CONNECTOR STRAP



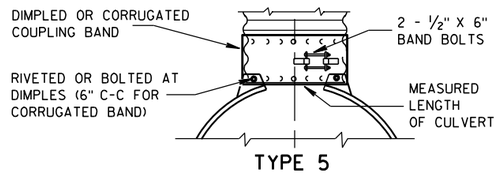
TYPE 1
FOR 12" THRU 24" CORR. PIPE



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

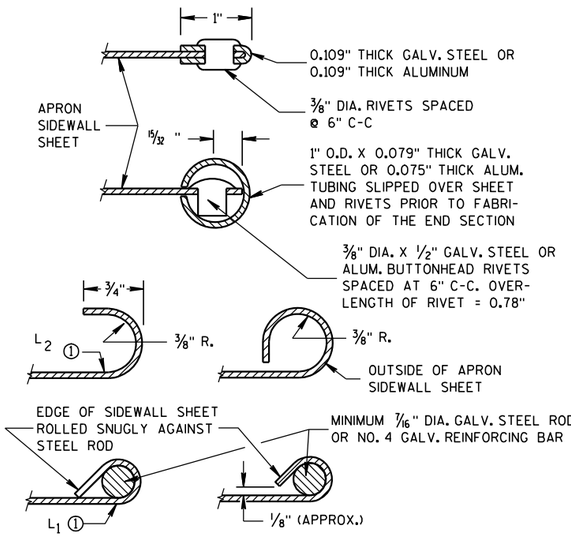
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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.

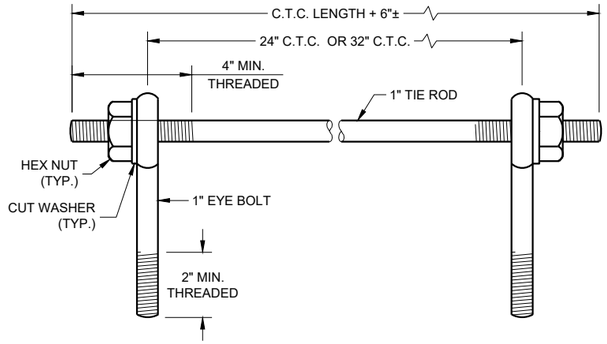
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

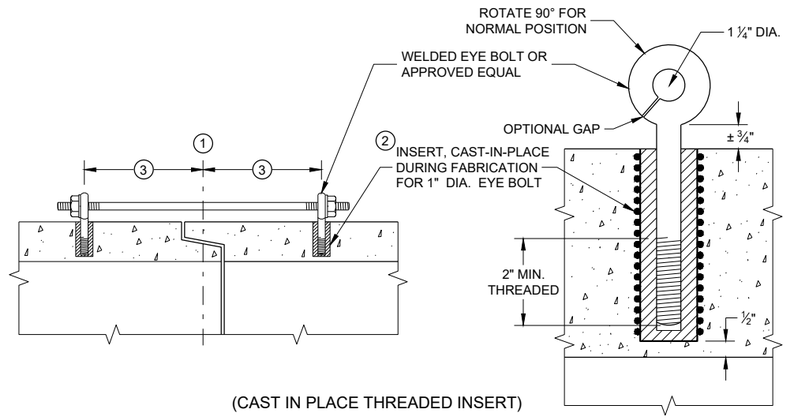
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

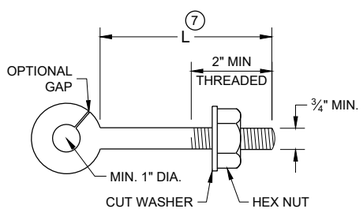
(3) HOLES SHALL BE CAST-IN-PLACE OR DRILLED PER THE APPLICABLE DETAIL, AND EQUAL DISTANCE FROM THE CENTERLINE OF THE JOINT.

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

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

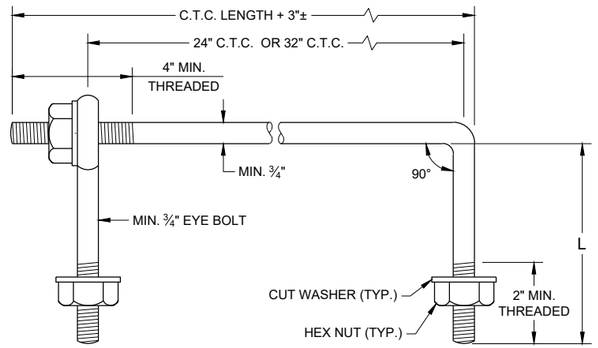
(6) LENGTH ADEQUATE TO EXTEND TO WITHIN ½ INCH OF THE INNER SURFACE OF THE PIPE.

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

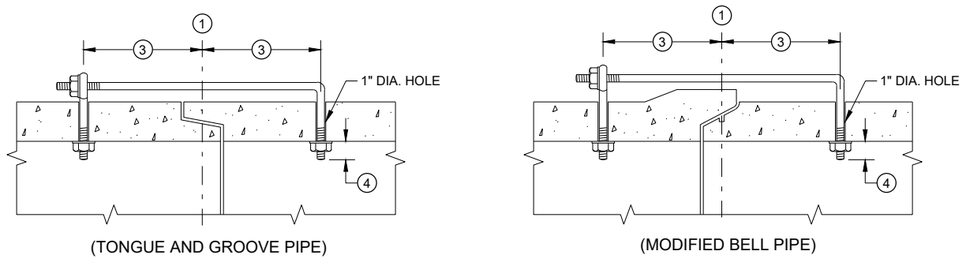


EYE BOLT (7)

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

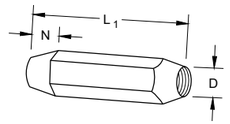
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

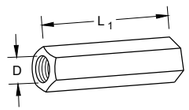
ADJUSTABLE TIE ROD TABLE

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



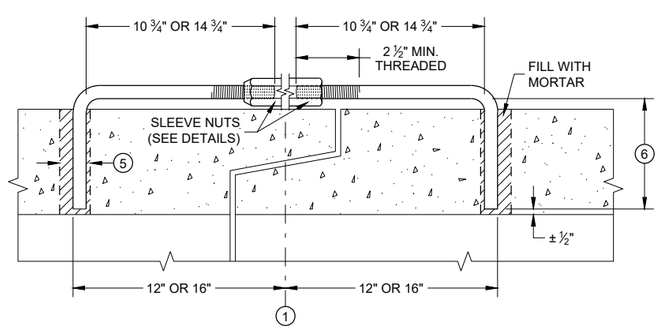
TAPERED



PLAIN

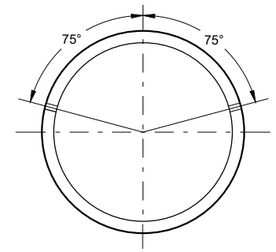
RIGHT AND LEFT THREADS

SLEEVE NUTS



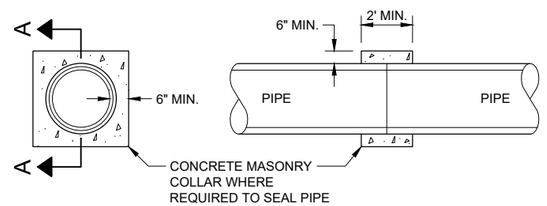
LONGITUDINAL SECTION

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

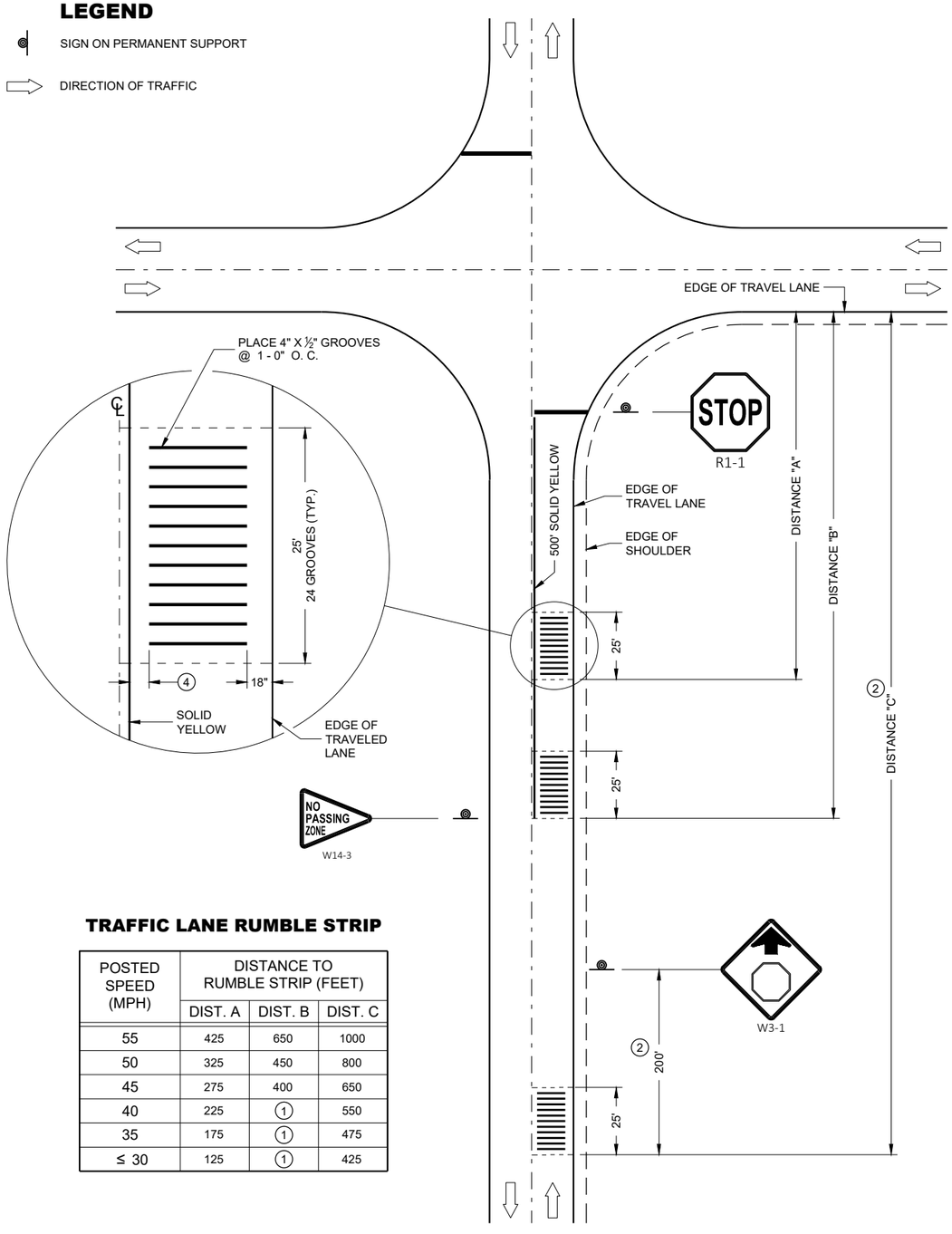
SDD 08F04 - 08

SDD 08F04 - 08

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TRAFFIC LANE RUMBLE STRIP

POSTED SPEED (MPH)	DISTANCE TO RUMBLE STRIP (FEET)		
	DIST. A	DIST. B	DIST. C
55	425	650	1000
50	325	450	800
45	275	400	650
40	225	(1)	550
35	175	(1)	475
≤ 30	125	(1)	425

RUMBLE STRIP LOCATION

GENERAL NOTES

CONTRACTOR SHALL CONFIRM RUMBLE STRIP LOCATION WITH THE ENGINEER PRIOR TO INSTALLATION. THE ENGINEER MAY MODIFY THE RUMBLE STRIP LOCATION AS FIELD CONDITIONS DICTATE.

WHEN ASPHALTIC PAVEMENT IS NEW IN THE RUMBLE AREA, THE CONTRACTOR SHALL ALLOW THE PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO RUMBLE INSTALLATION.

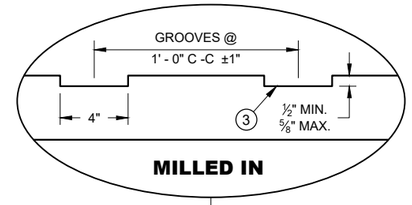
PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDE ELSEWHERE IN THE CONTRACT.

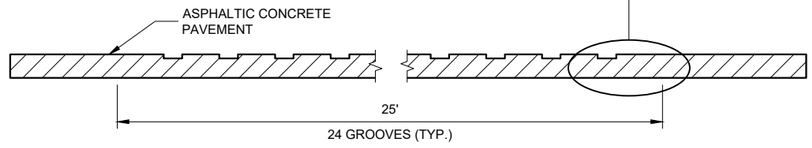
(1) ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.

(2) LOCATE RUMBLE STRIP 200 FEET IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE "C".

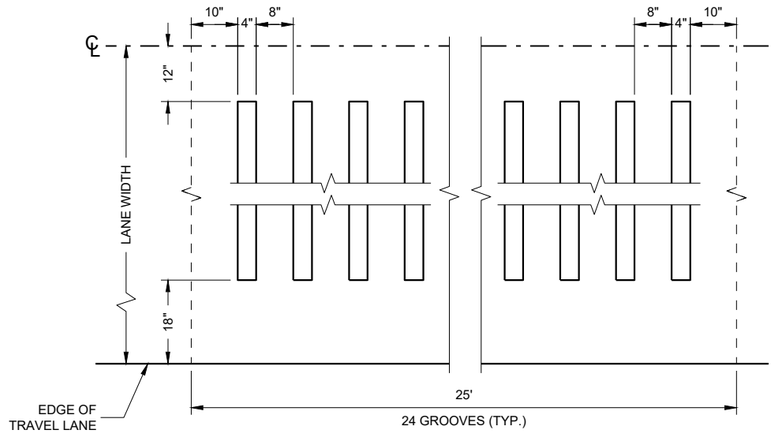
(3) TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY 1/16".

(4) 12 INCH CLEAR BETWEEN THE SOLID YELLOW LINE AND THE EDGE OF THE RUMBLE.





ELEVATION VIEW



PLAN VIEW

ASPHALTIC PAVEMENT MILLED IN

TRANSVERSE RUMBLE STRIPS, ASPHALTIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY DESIGN STANDARDS
UNIT SUPERVISOR

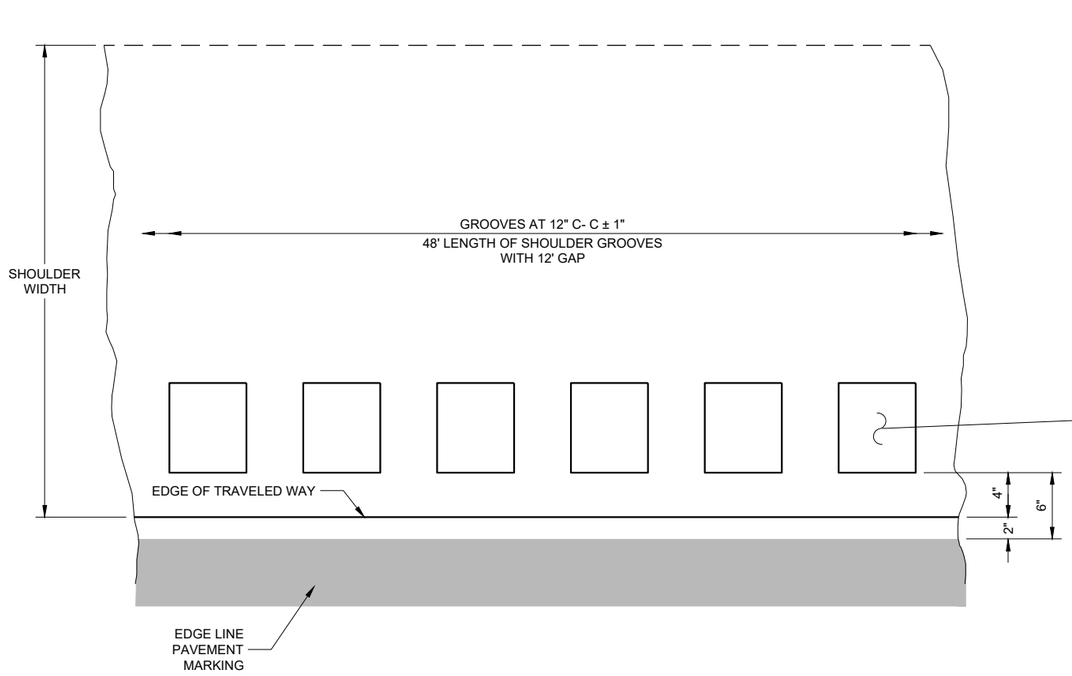
FHWA

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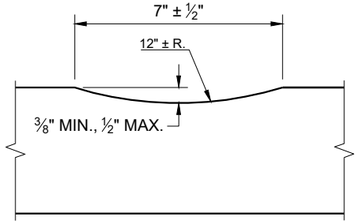
SDD 13A08 - 02

6

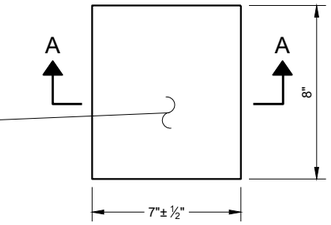
SDD 13A08 - 02



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

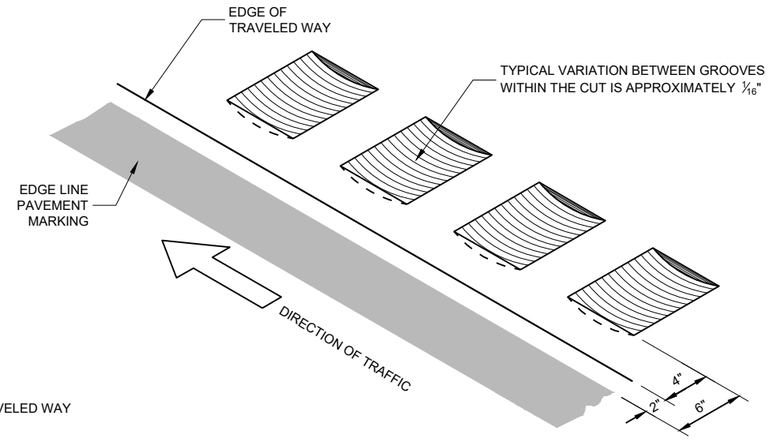


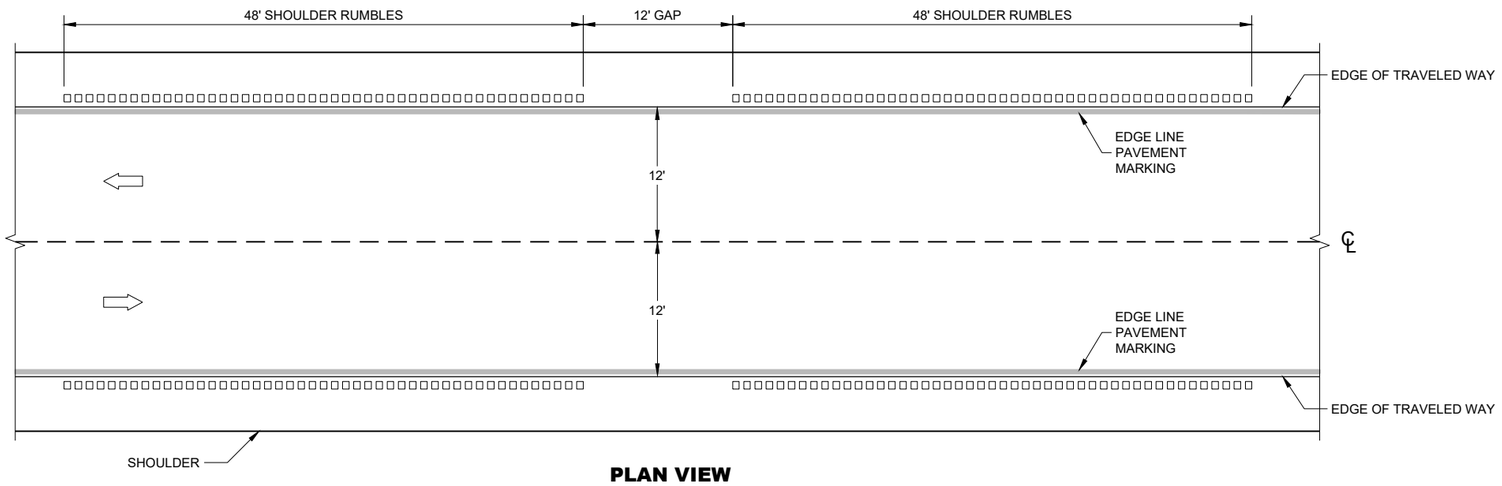
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

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





PLAN VIEW

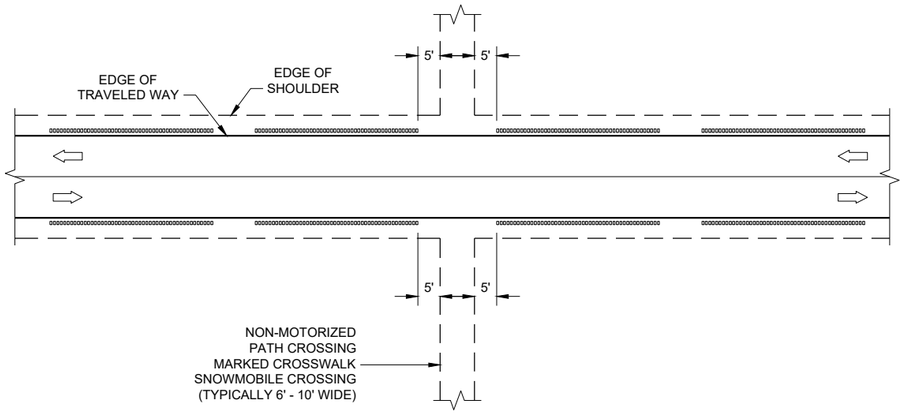
SHOULDER RUMBLE STRIPS - ASPHALT

SHOULDER RUMBLE STRIPS ASPHALT

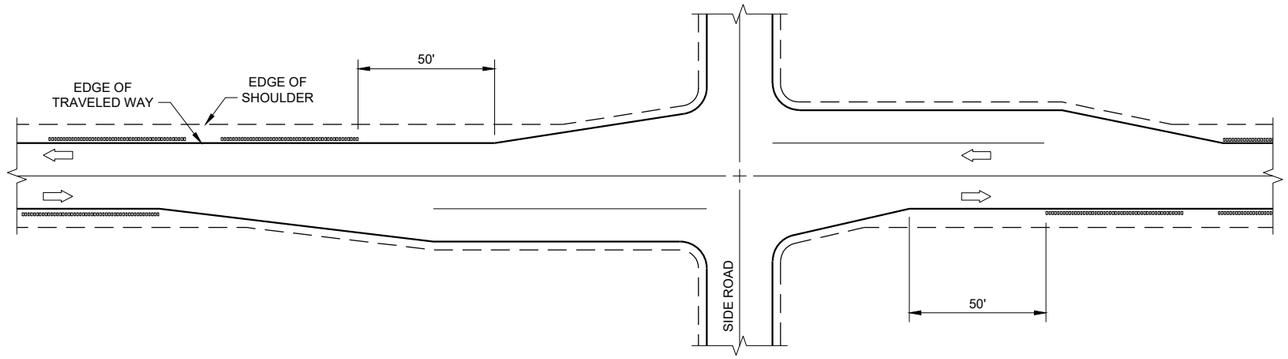
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

6

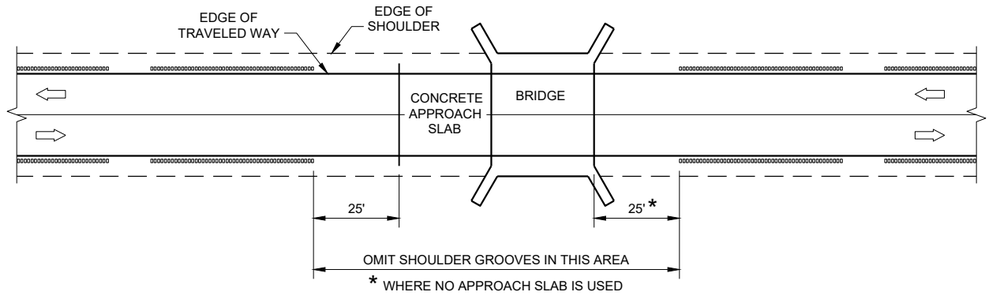
SDD 13A10 - 03a



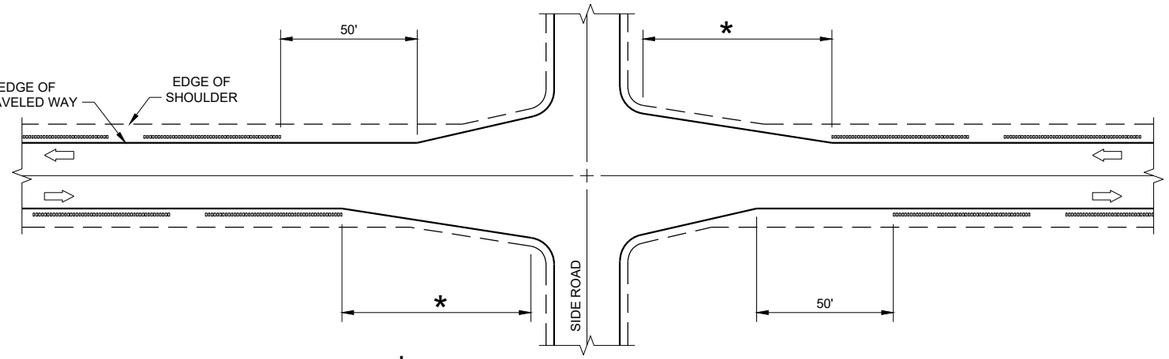
GROOVES AT MISCELLANEOUS CROSSINGS



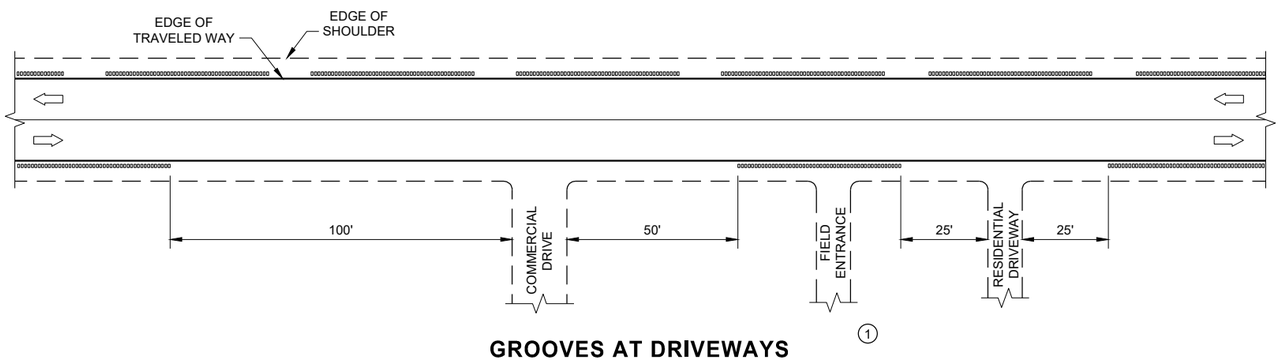
GROOVES AT RIGHT TURN LANE



GROOVES AT BRIDGES



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



GROOVES AT DRIVEWAYS ①

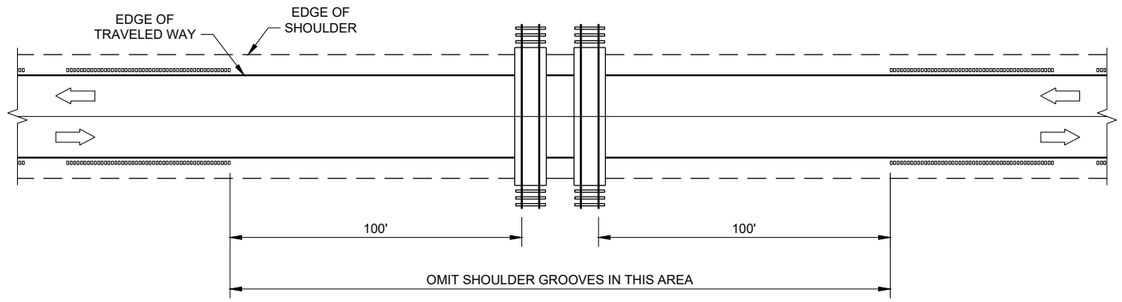
GENERAL NOTES

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

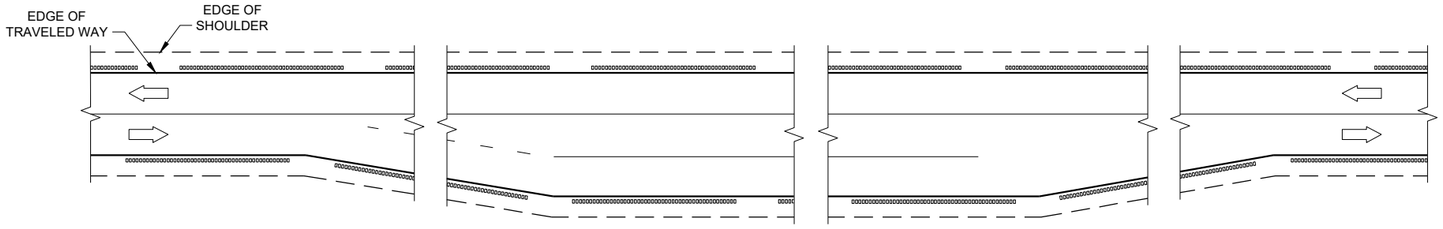
SHOULDER AND EDGE LINE RUMBLE STRIPS CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

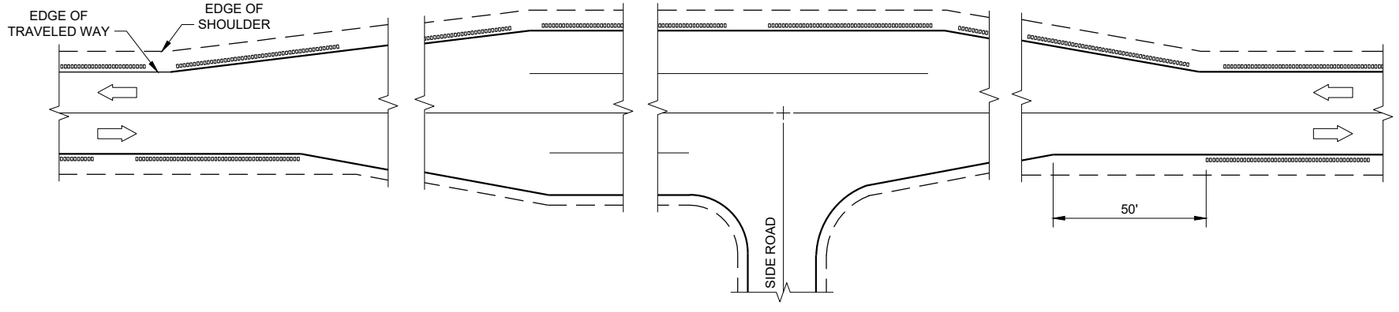
6
SDD 13A10 - 03g



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES



GROOVES AT BYPASS LANES

SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ John Jenkins
ROADWAY STANDARDS DEVE ENGINEER

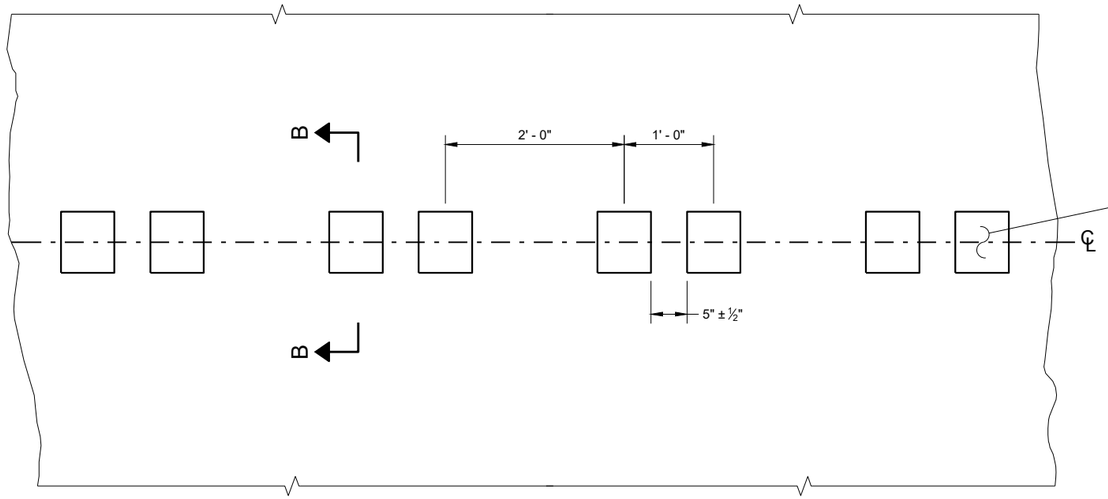
FHWA

6
SDD13A10 - 03h

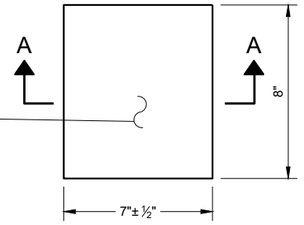
GENERAL NOTES

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

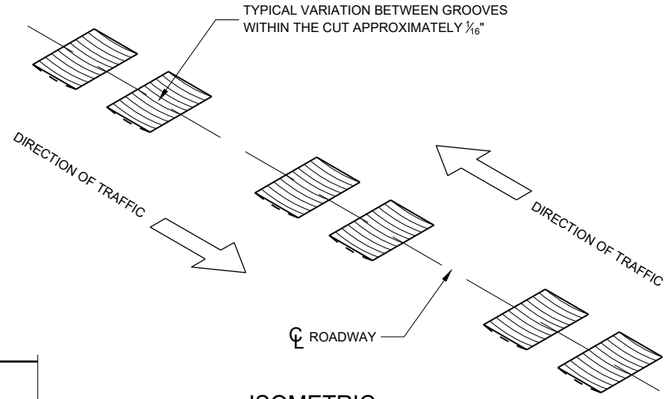
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



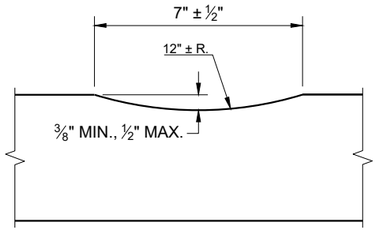
PLAN DETAIL VIEW



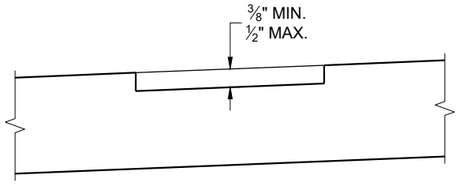
PLAN VIEW
(SINGLE GROOVE)



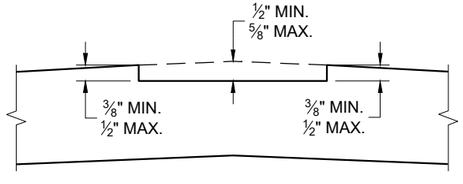
ISOMETRIC



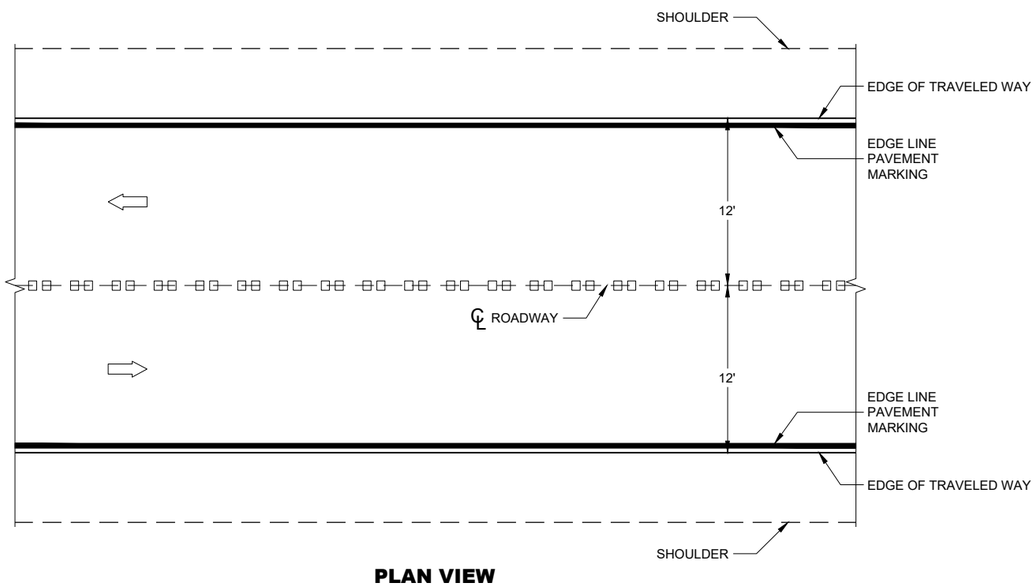
SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY



SECTION B - B
CROWNED ROADWAY



PLAN VIEW

CENTERLINE RUMBLE STRIPS - ASPHALT

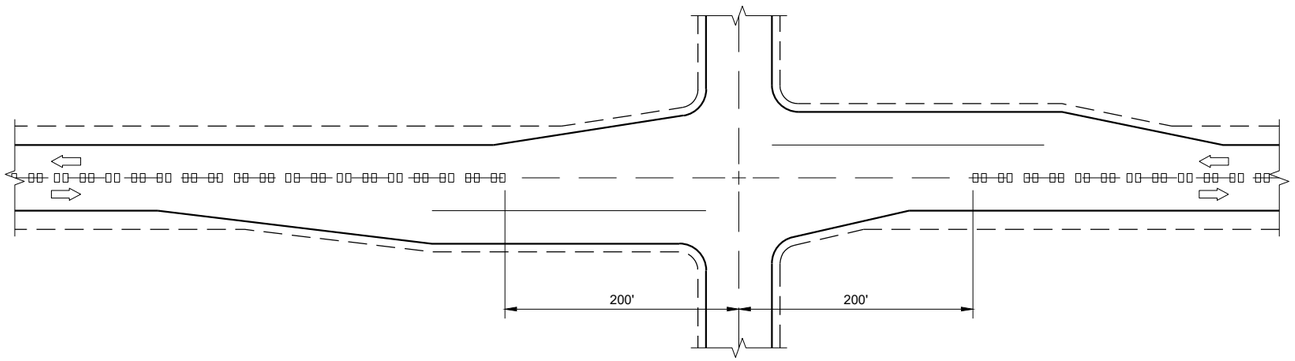
CENTERLINE RUMBLE STRIPS - ASPHALT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTA	152

6

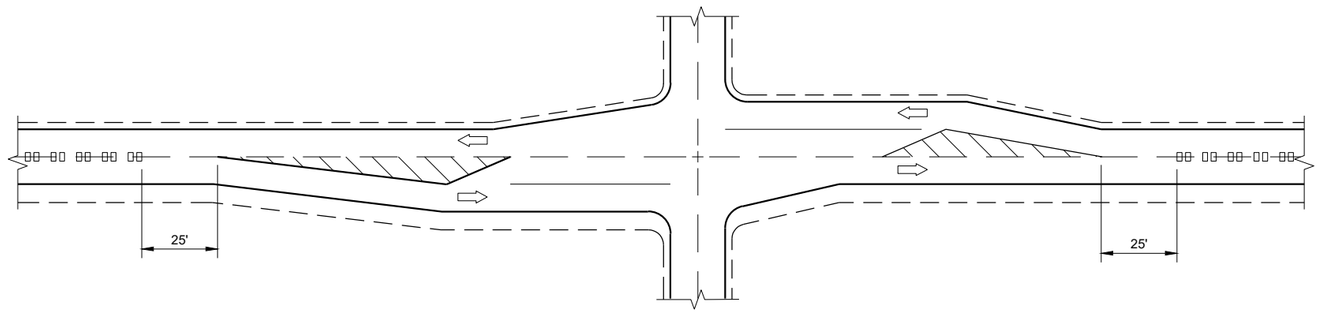
SDD 13A11 - 04a

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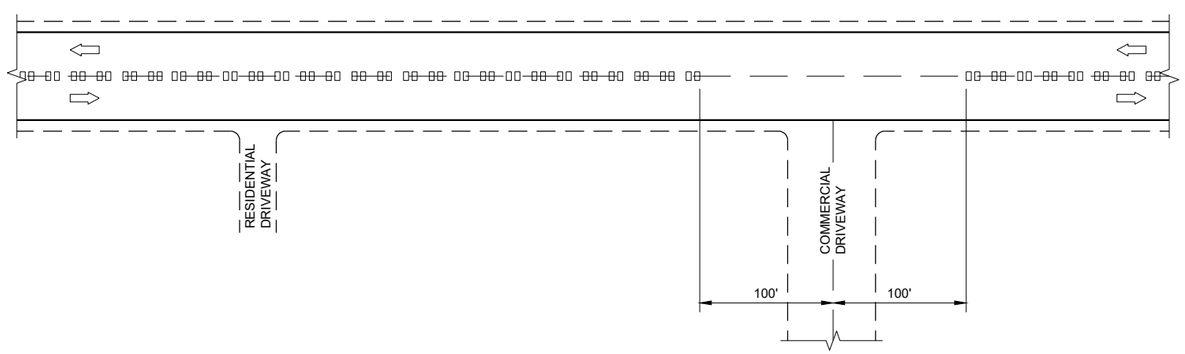
SDD 13A11 - 04a



CENTERLINE GROOVES AT INTERSECTIONS



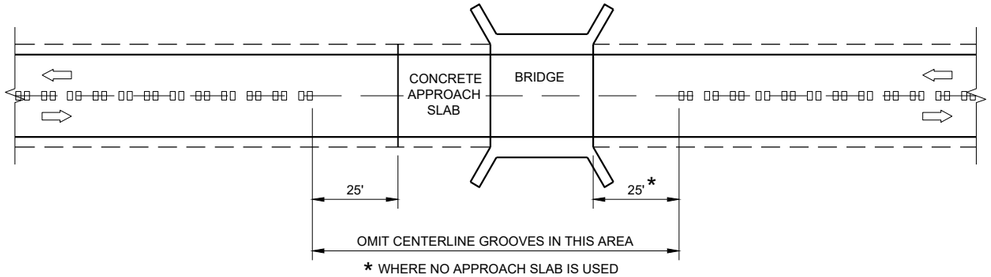
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



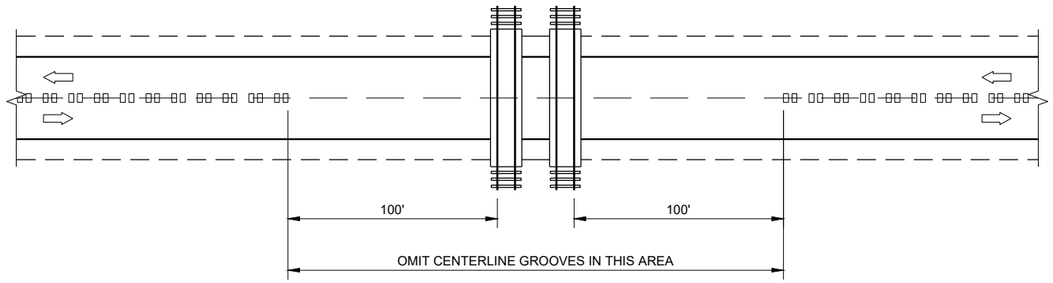
CENTERLINE GROOVES AT DRIVEWAYS (1)

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

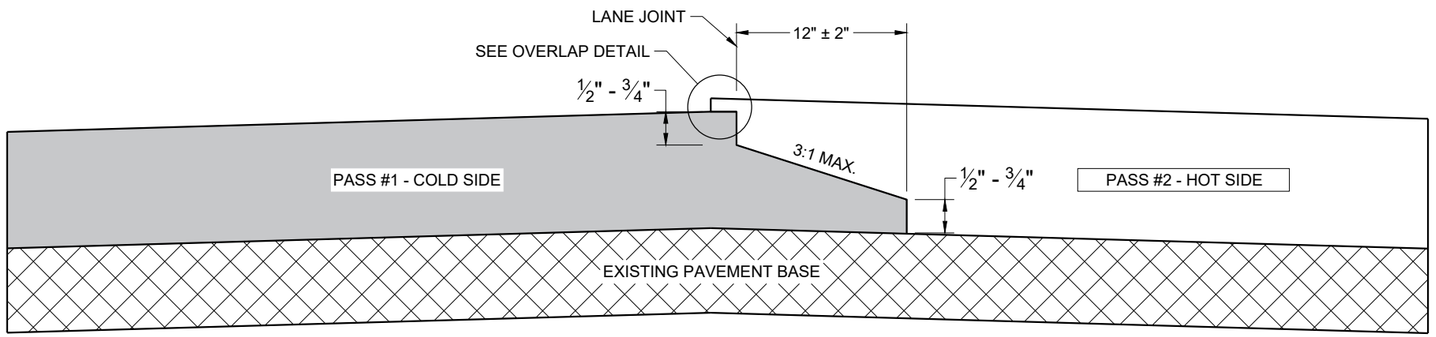
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ John Jenkins — ROADWAY STANDARDS DEVE ENGINEER

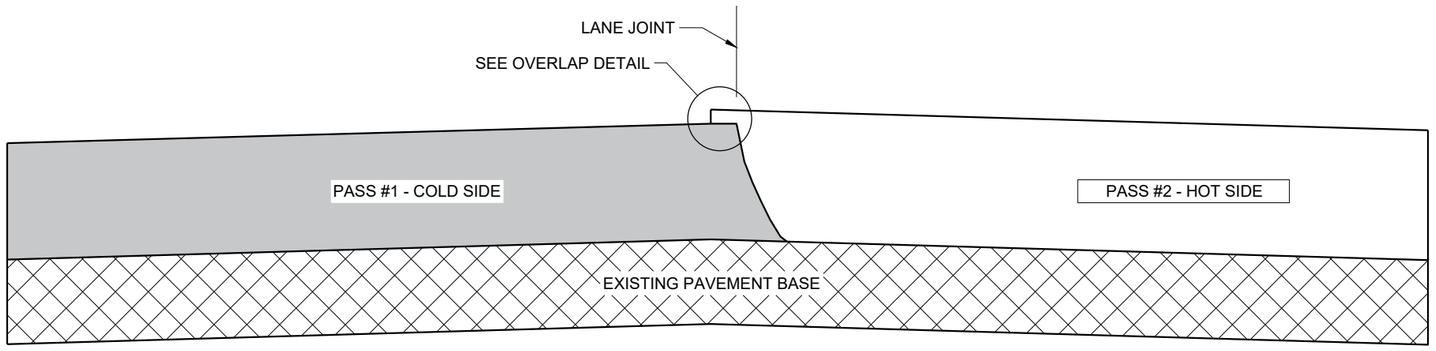
FHWA

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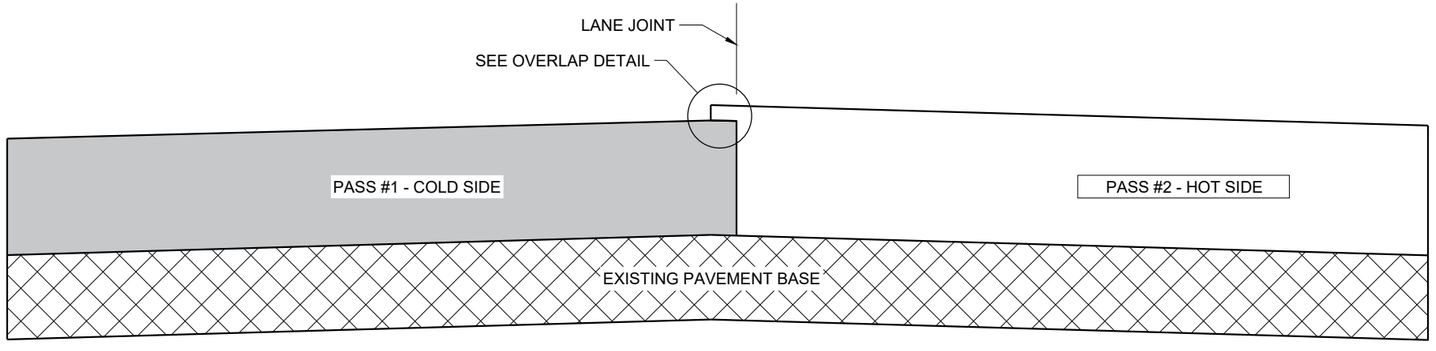
SDD 13A11 - 04d
SDD 13A11 - 04d



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

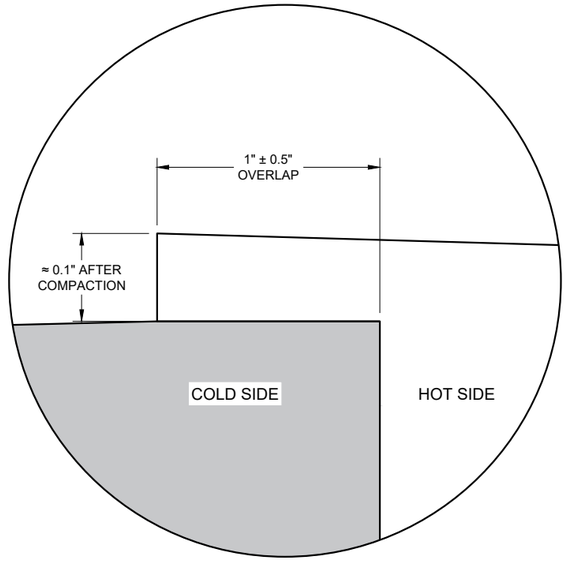
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

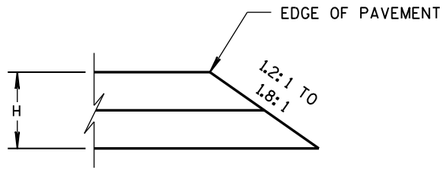
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

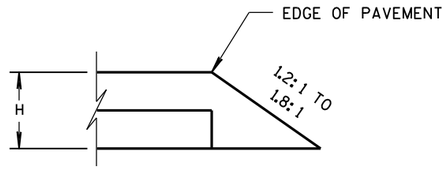
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



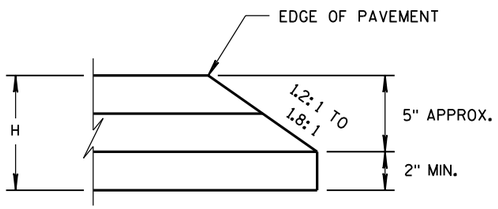
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



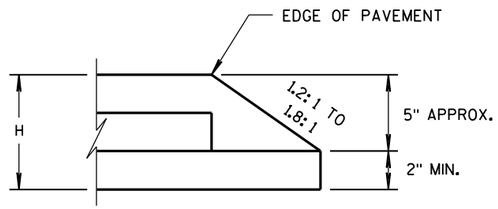
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

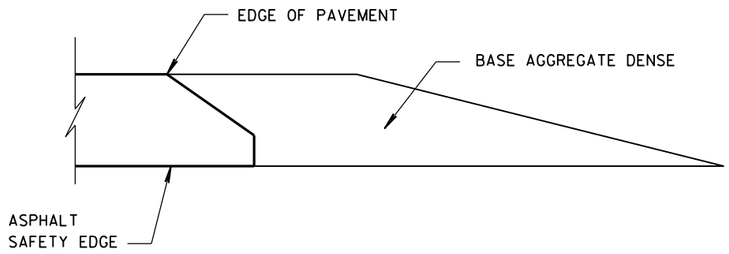
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

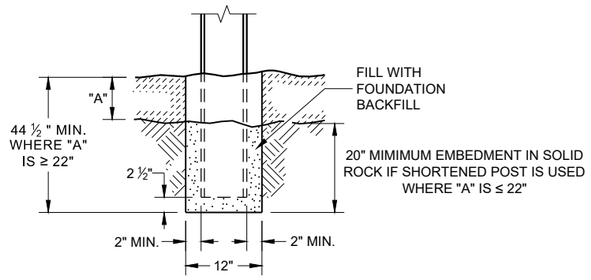
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

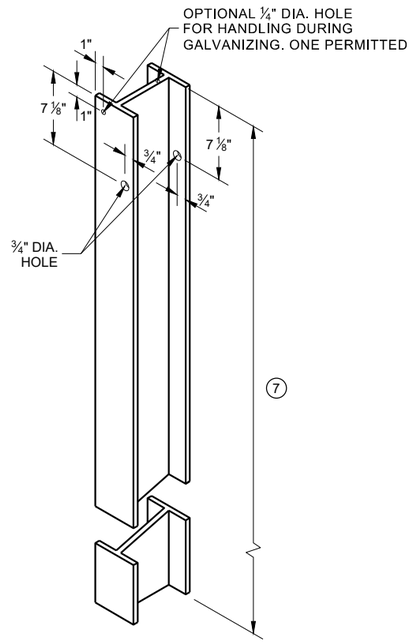
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

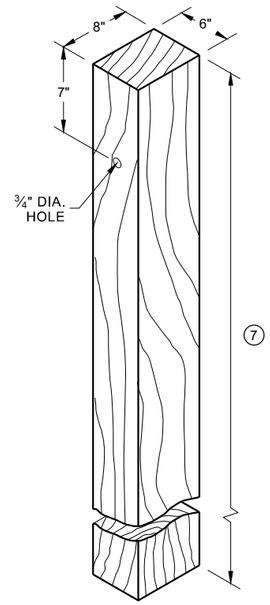
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



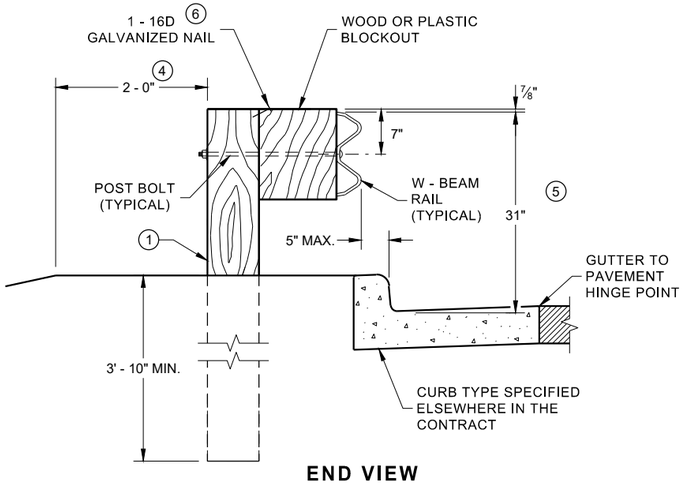
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



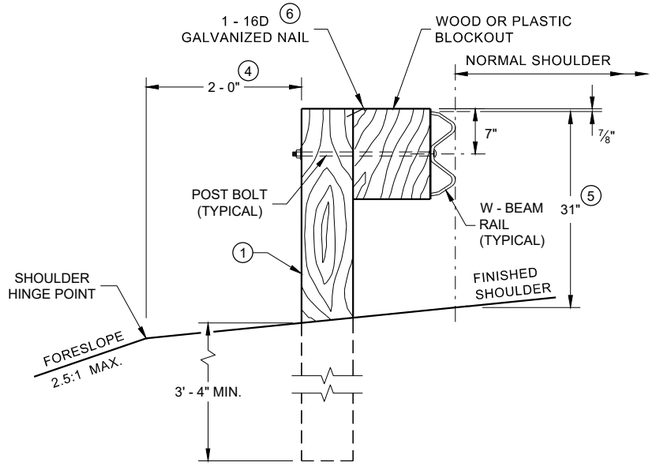
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



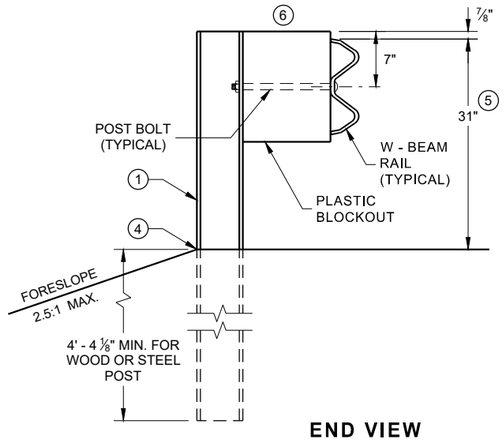
WOOD POST (6" X 8") NOMINAL (1)



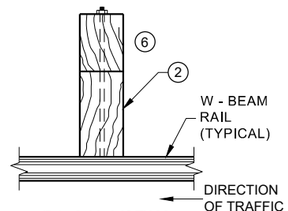
END VIEW
LOCATED ALONG A CURBED ROADWAY



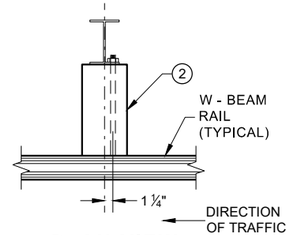
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



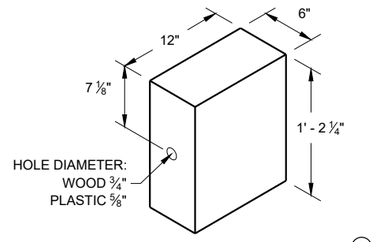
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



WOOD OR PLASTIC BLOCKOUT (2)

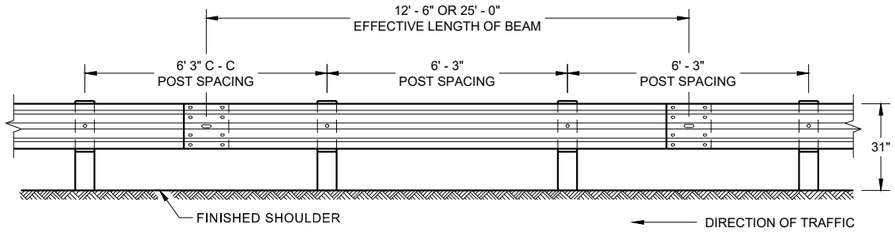
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

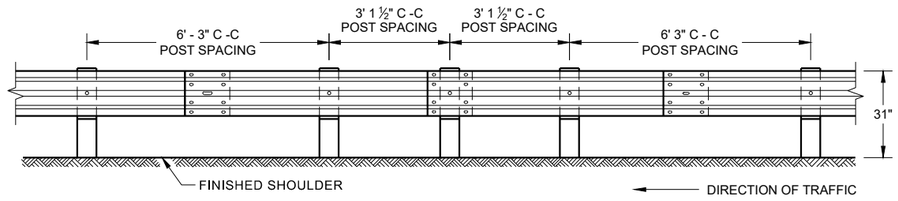
SDD 14B42 - 07a

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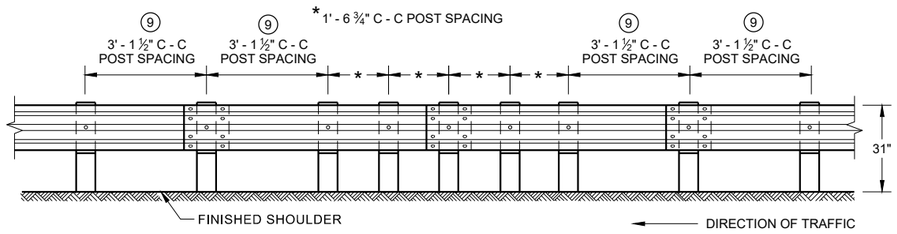
SDD 14B42 - 07a



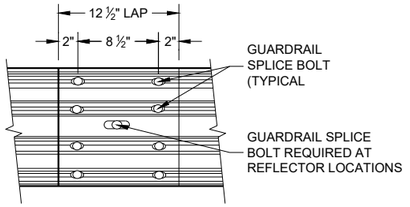
FRONT VIEW
POST SPACING STANDARD INSTALLATION



FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



FRONT VIEW
QUARTER POST SPACING (QS)



FRONT VIEW
MID-SPAN BEAM SPLICE

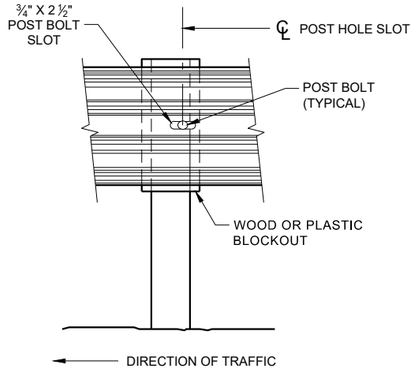
GENERAL NOTES

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

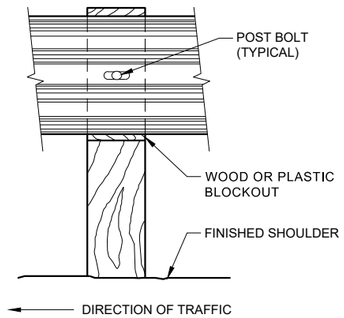
(9) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

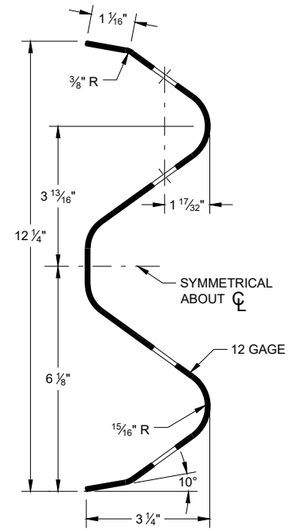
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



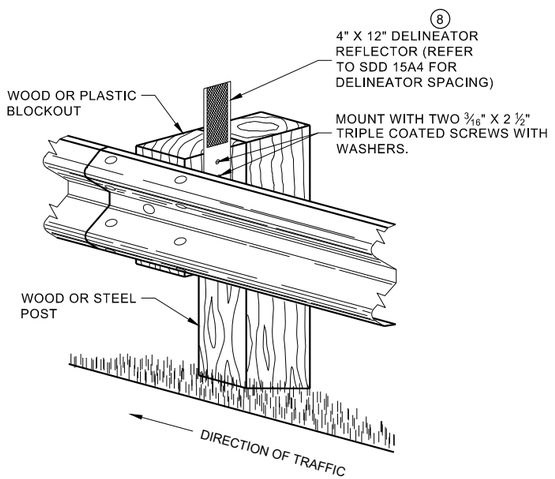
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



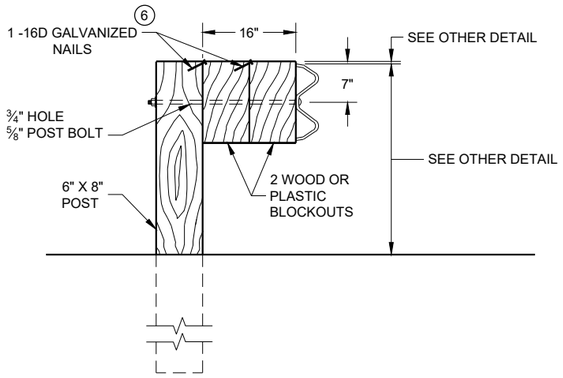
ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b
SDD 14B42 - 07b

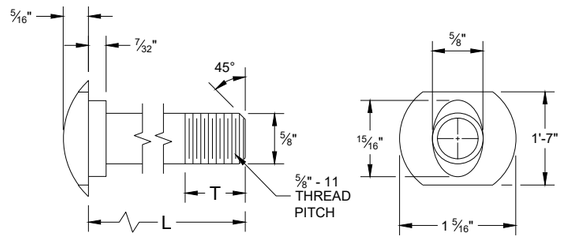


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

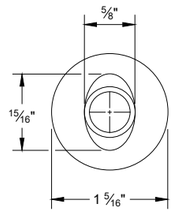
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

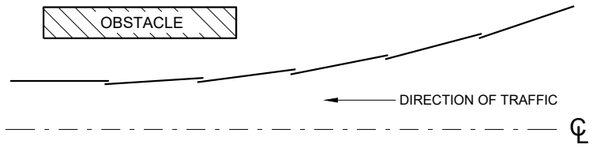


POST BOLT TABLE

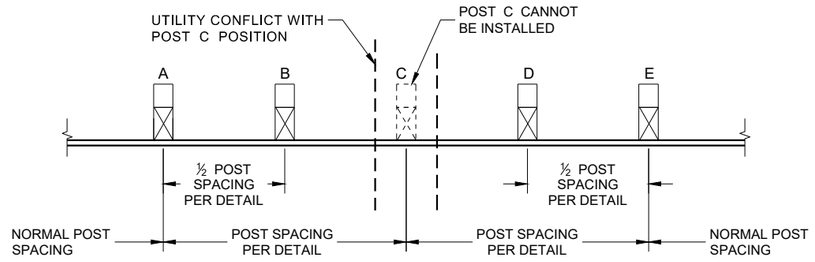
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



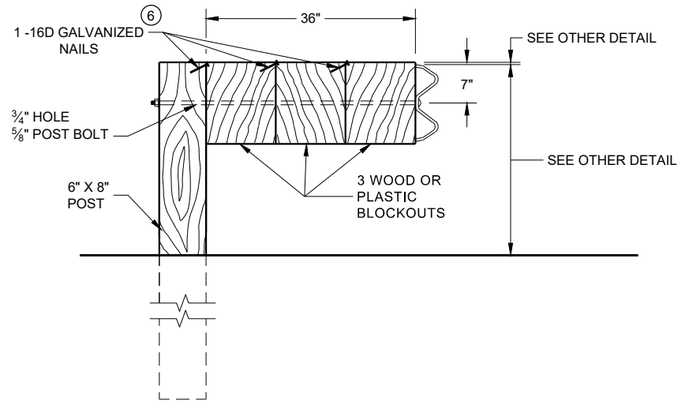
ALTERNATE BOLT HEAD



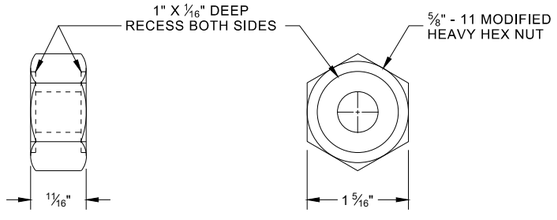
PLAN VIEW
BEAM LAPPING DETAIL



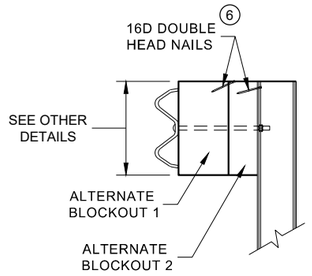
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



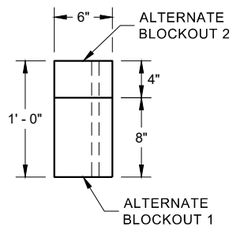
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

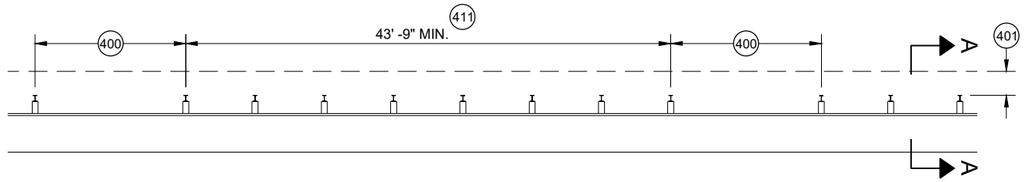
ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

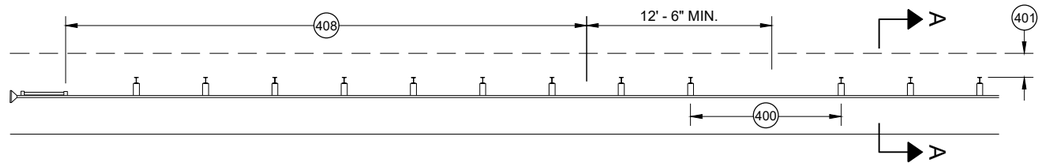
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

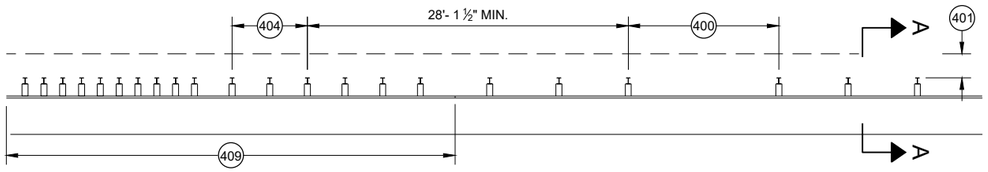
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL



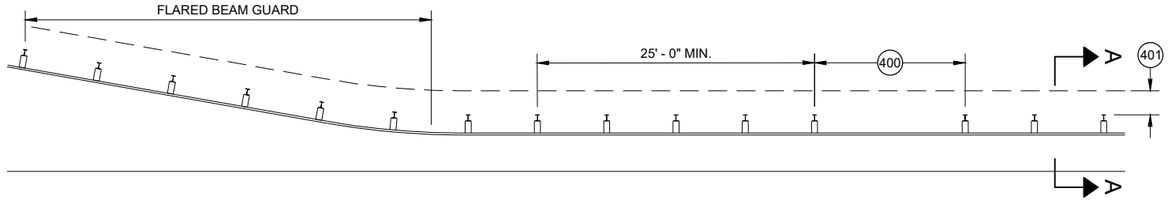
MISSING POST IN MGS GUARDRAIL



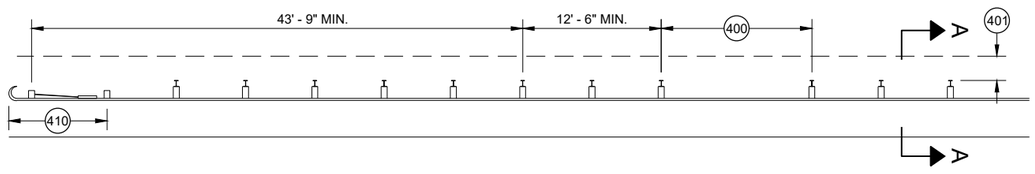
MISSING POST IN MGS GUARDRAIL NEAR EAT



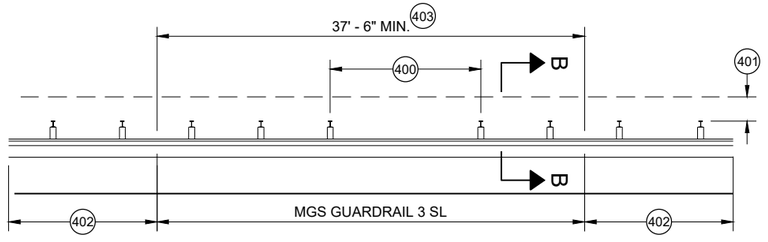
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

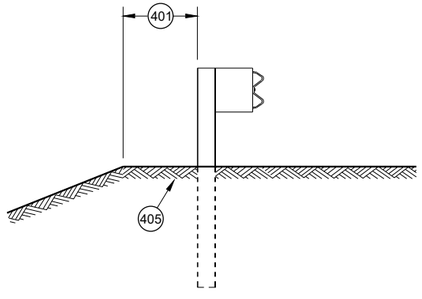


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

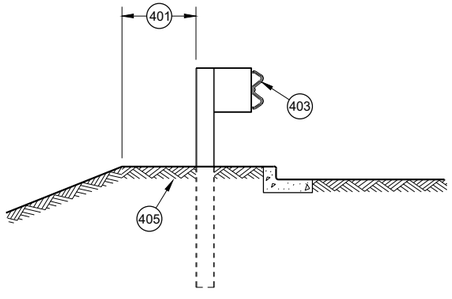


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

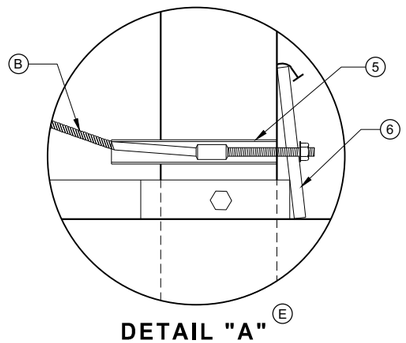
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

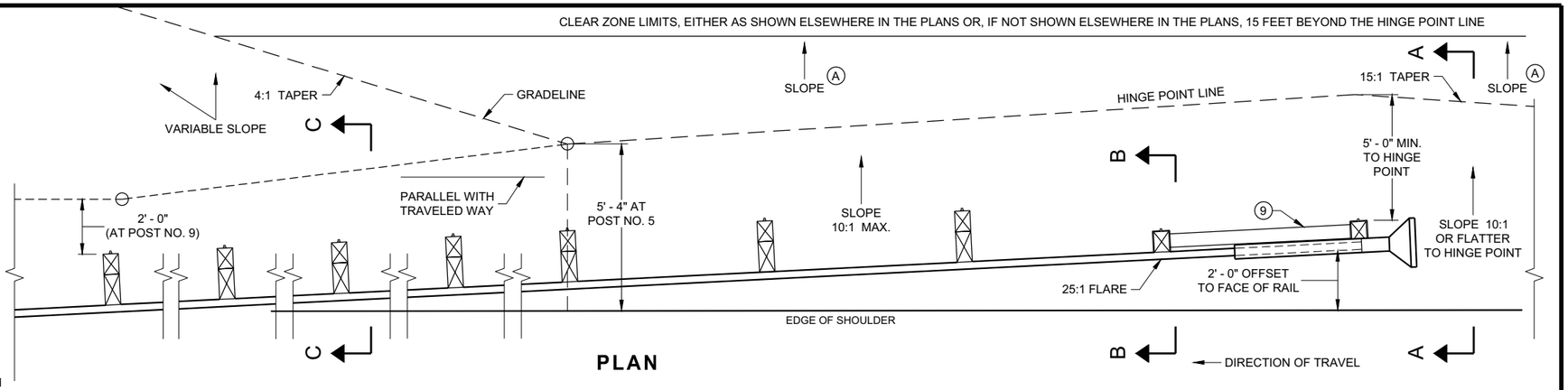
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

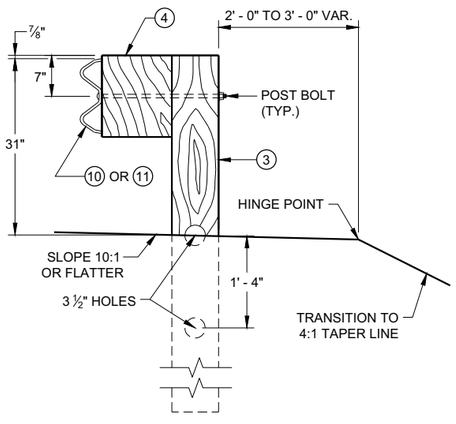
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.

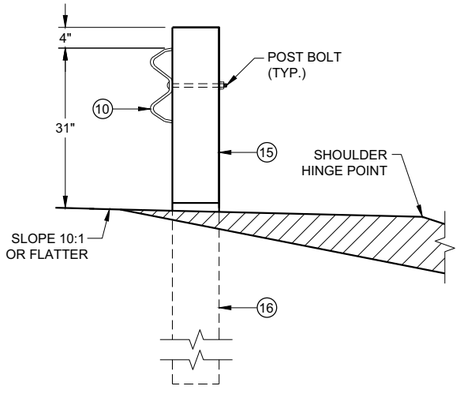


DETAIL "A" (E)

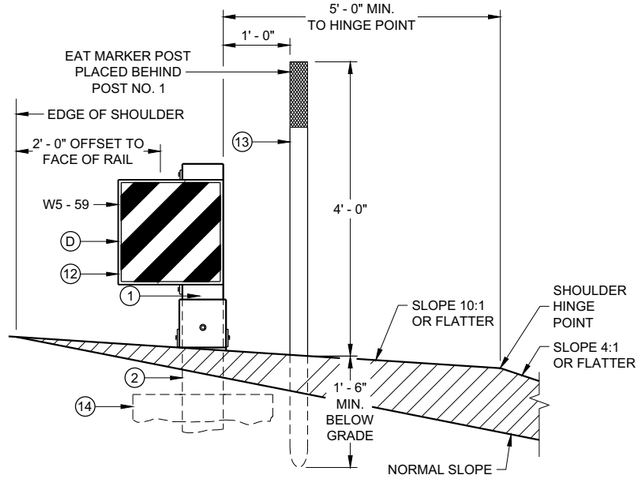




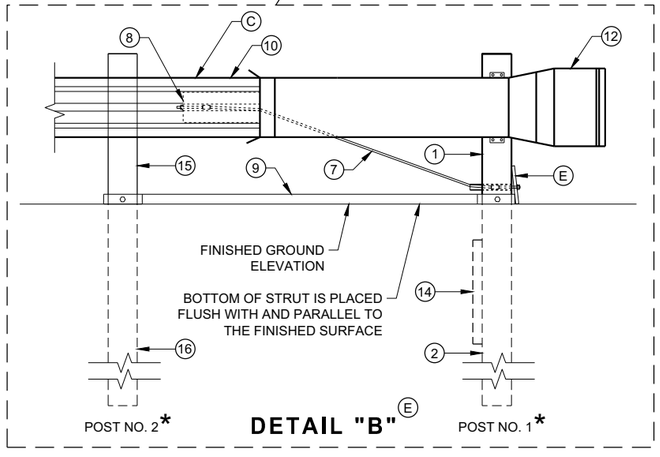
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



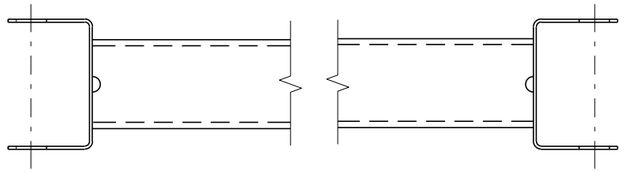
DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

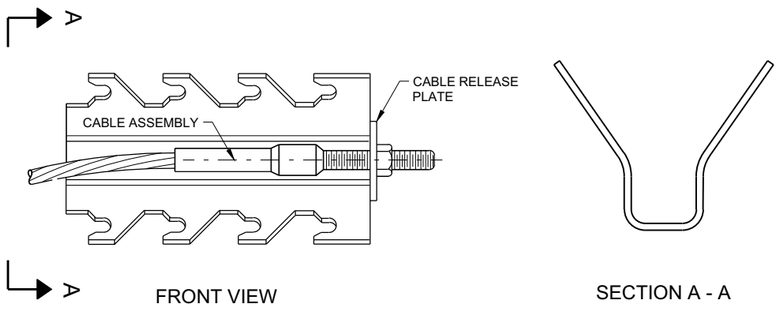
SDD 14B44 - 04a



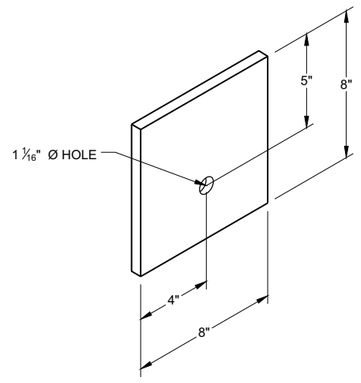
GENERIC GROUND STRUT (9) (E)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX (9) (E)



BEARING PLATE (6) (E)

6

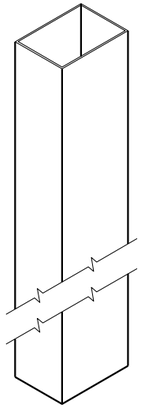
6

SDD 14B44 - 04b

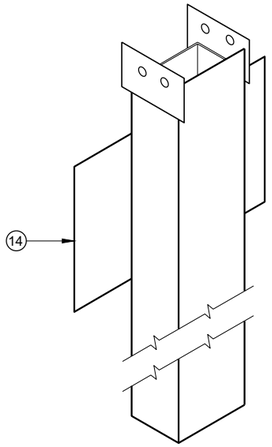
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

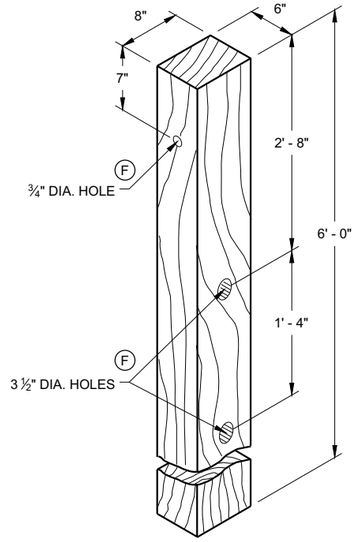
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



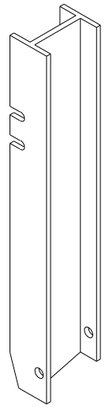
UPPER POST NO. 1 (1) (E)



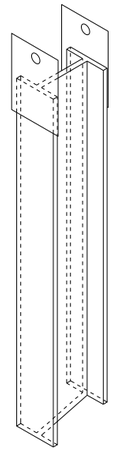
LOWER POST NO. 1 (2) (E)



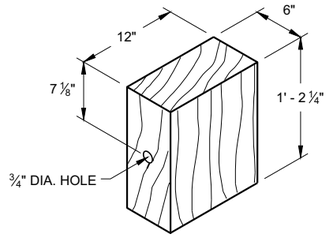
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



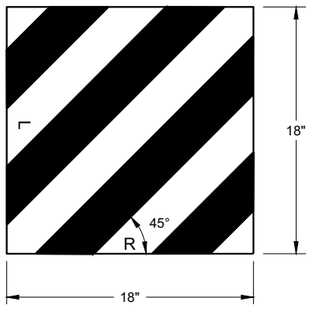
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

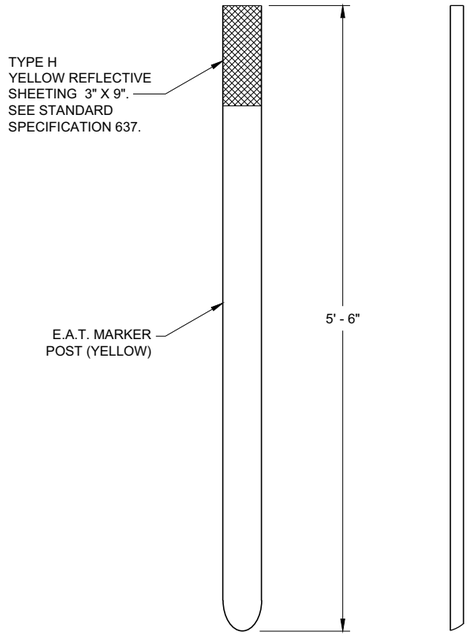


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



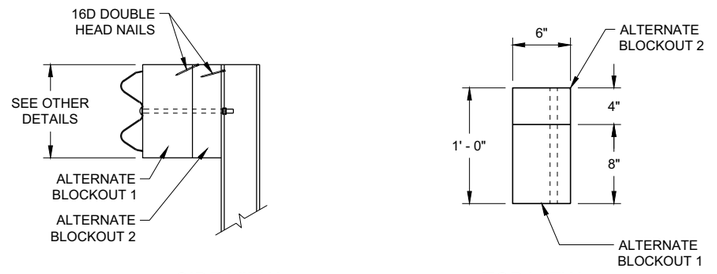
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

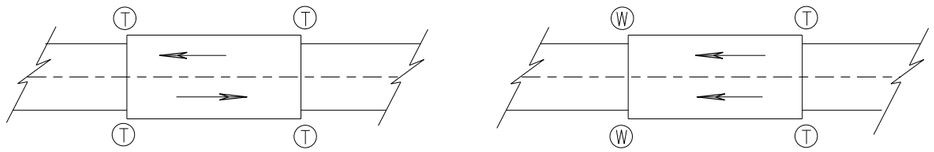
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7/2018 — DATE
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SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

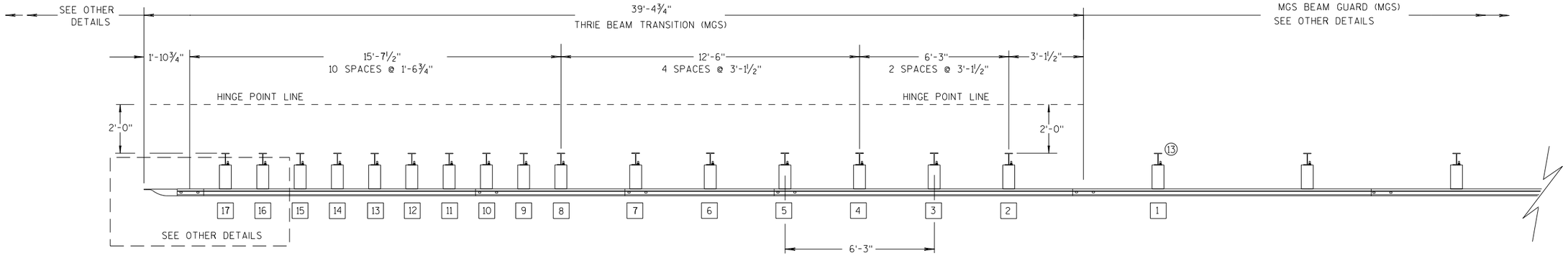
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

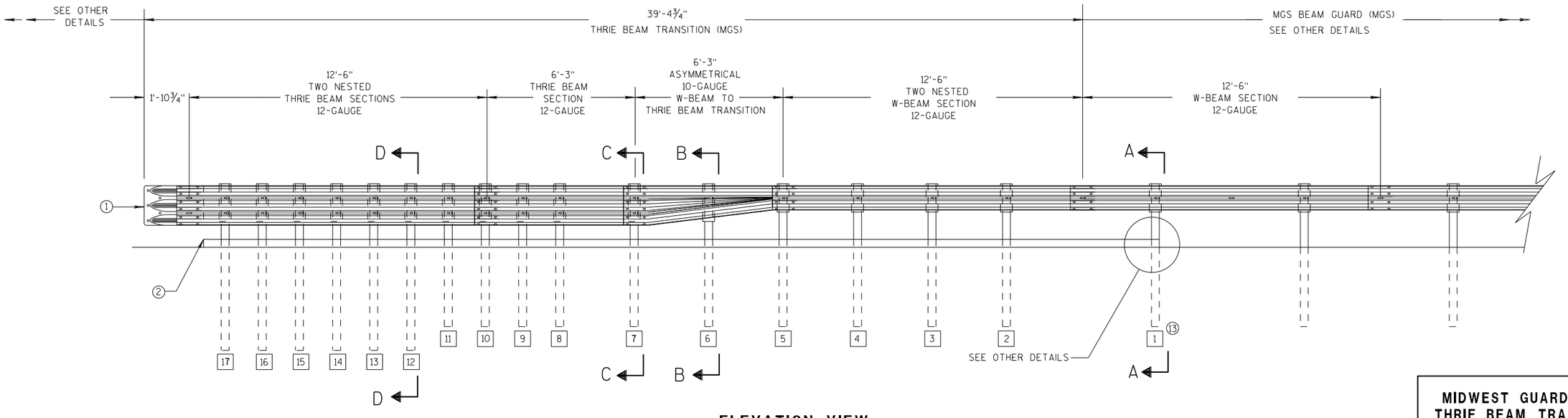
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 45-5a

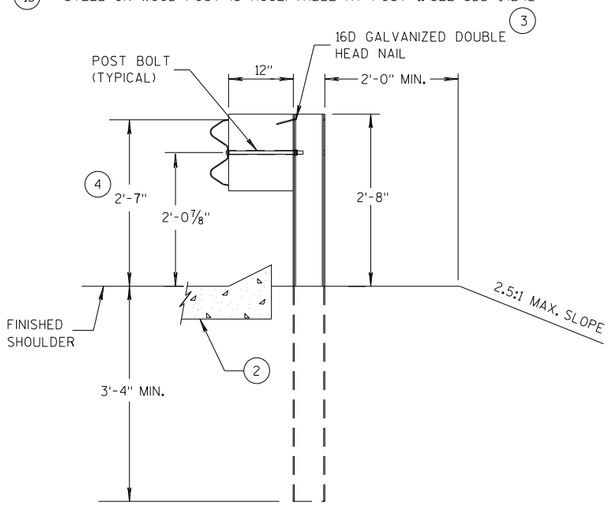
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

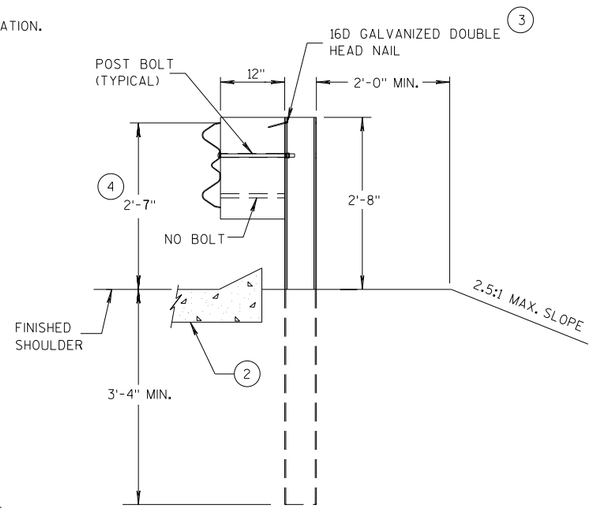
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



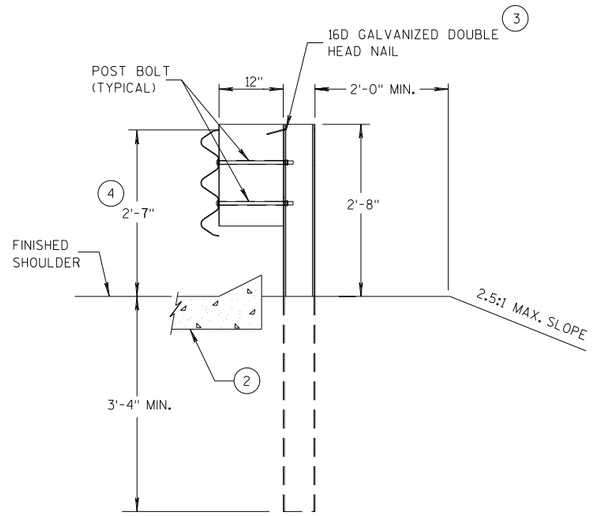
SECTION A-A (13)

POSTS 1-5



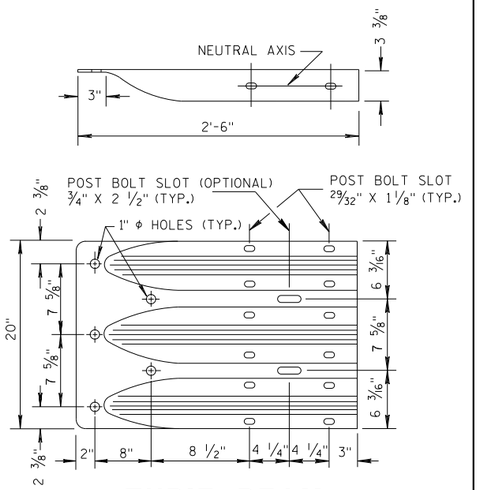
SECTION B-B

POST 6

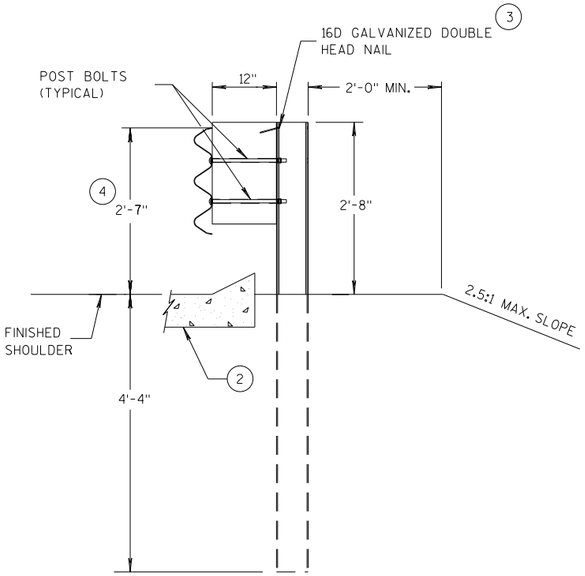


SECTION C-C

POSTS 7-11

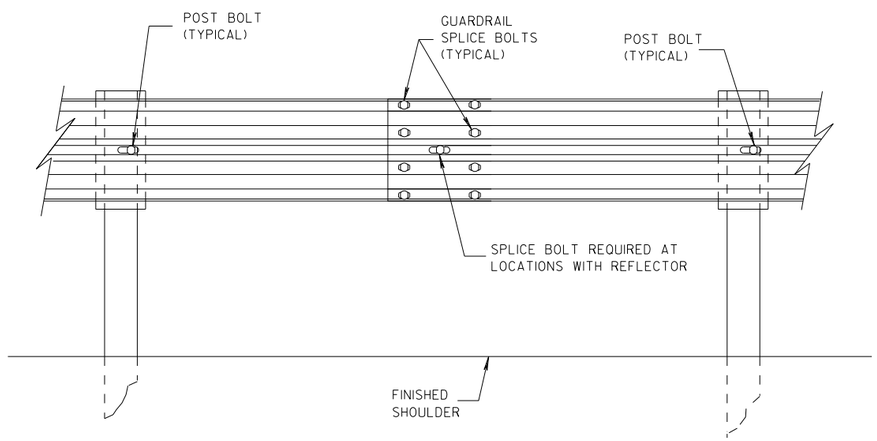


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

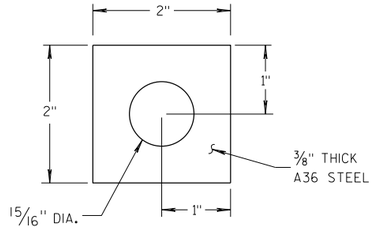
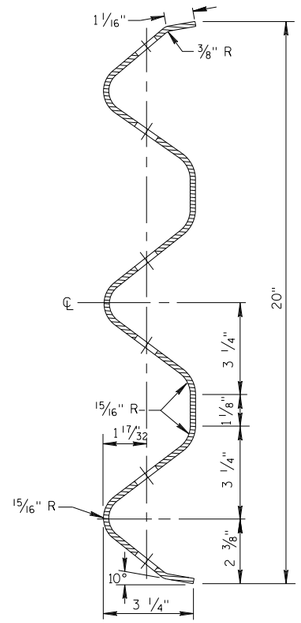


PLATE WASHER DETAIL



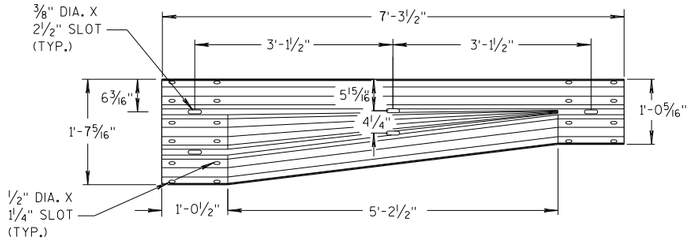
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

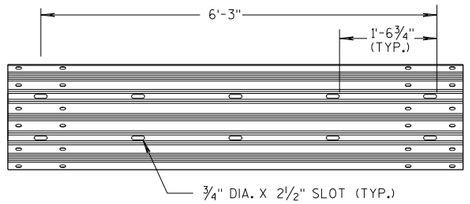
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

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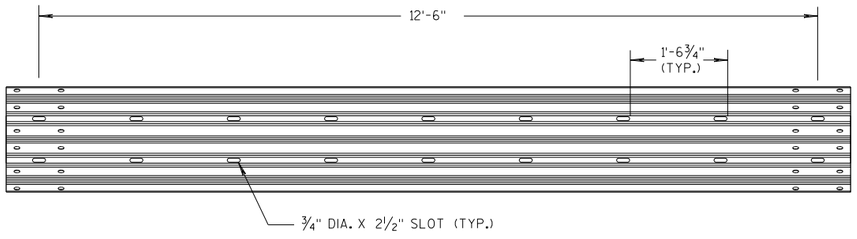
S.D.D. 14 B 45-5b



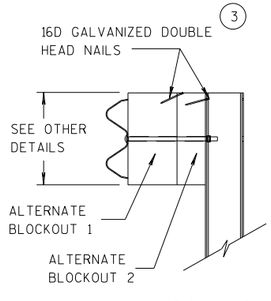
W-BEAM TO THRIE BEAM TRANSITION SECTION



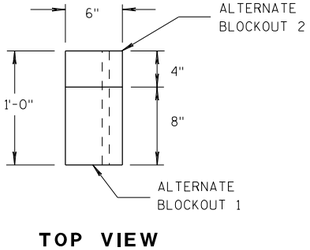
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

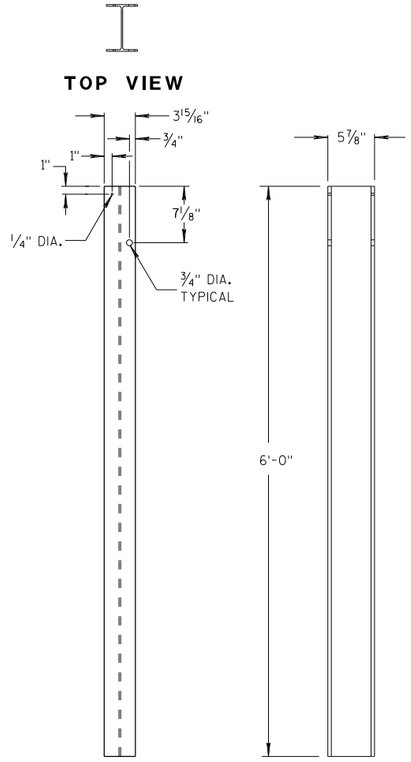


SIDE VIEW



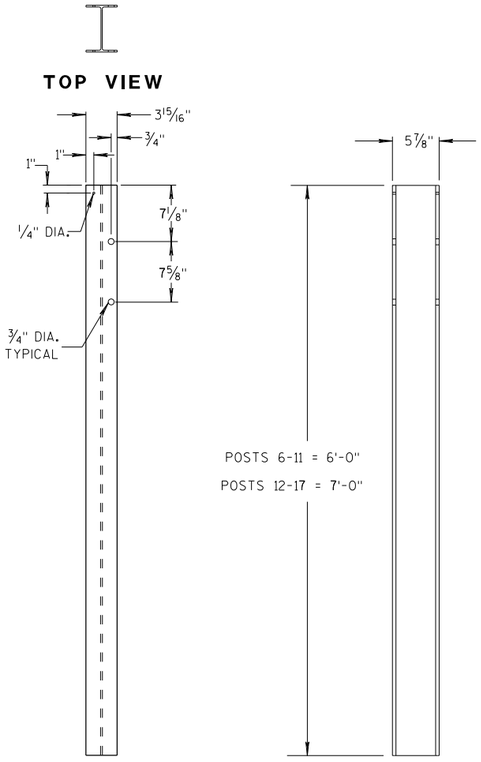
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



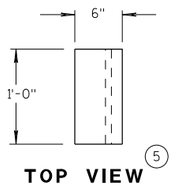
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

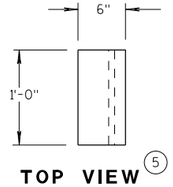


FRONT VIEW SIDE VIEW

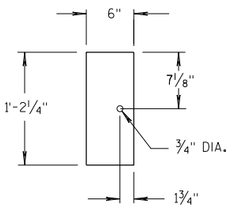
STEEL POSTS 6-17



TOP VIEW (5)

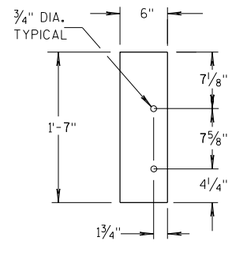


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

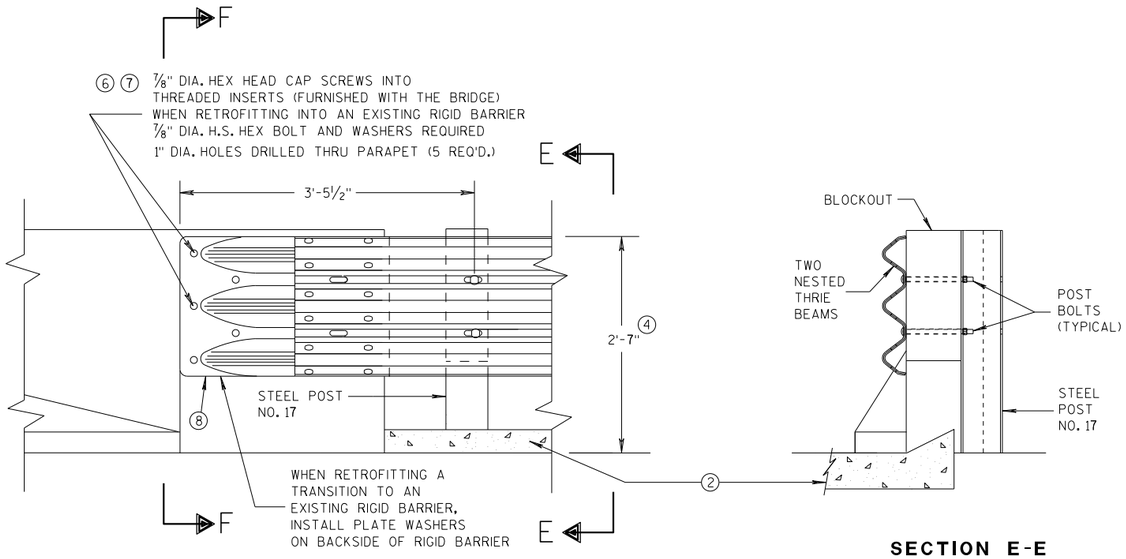
(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

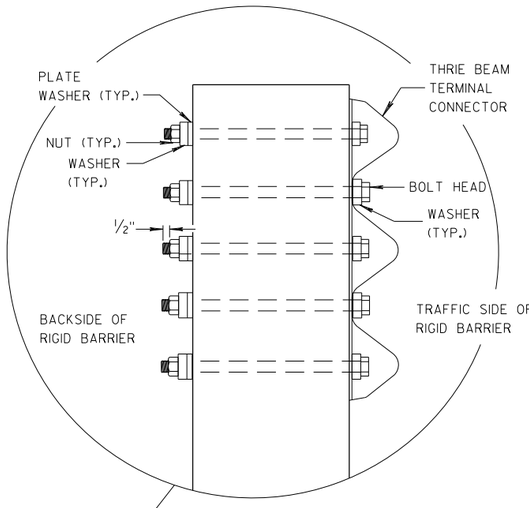
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

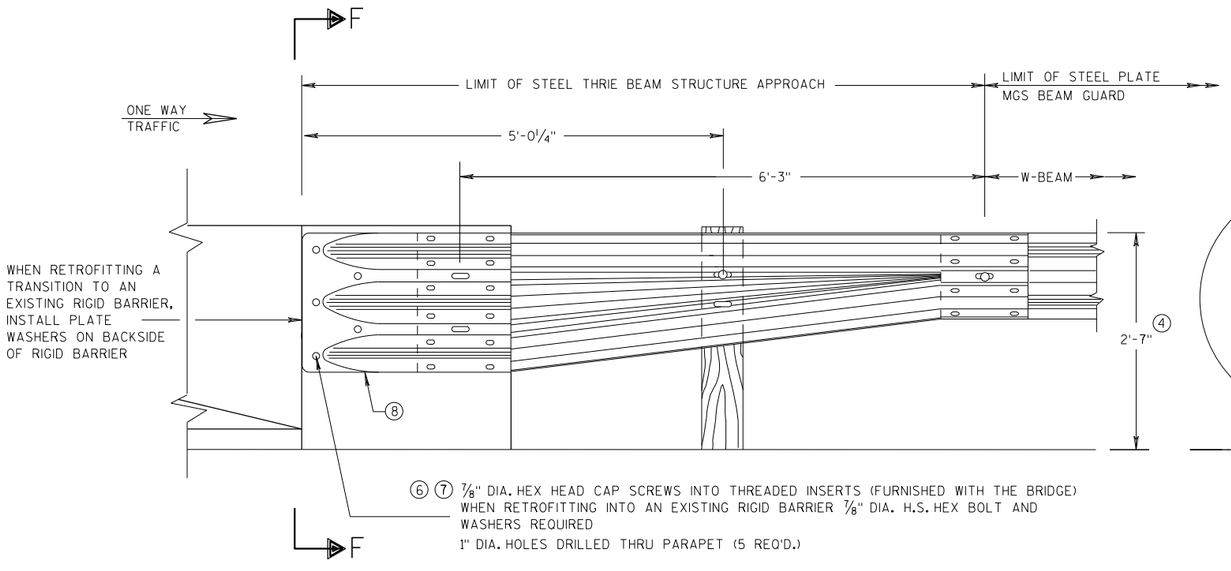
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

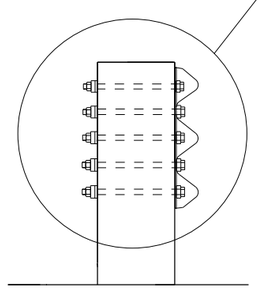
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

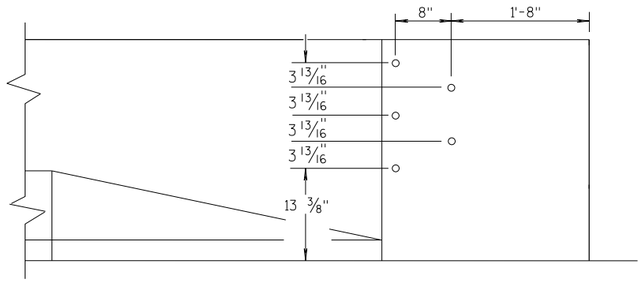




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

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S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

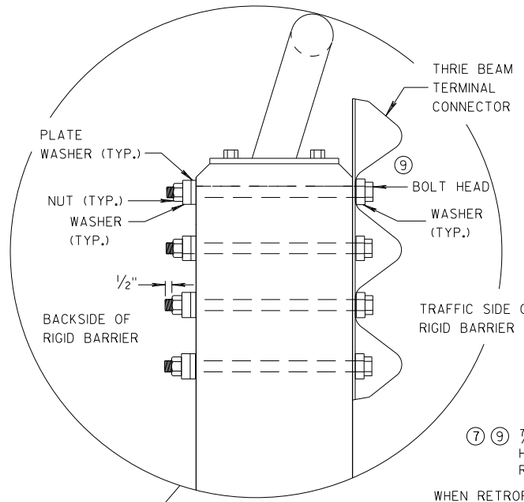
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

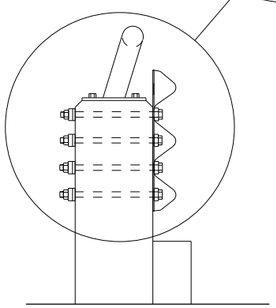
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

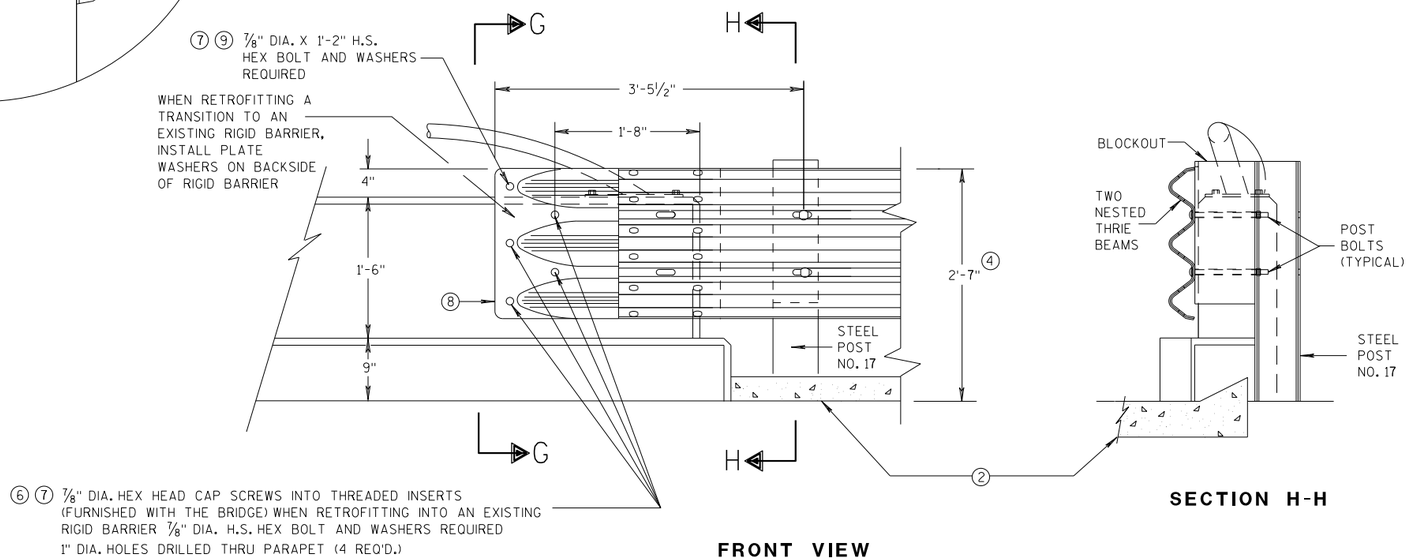
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





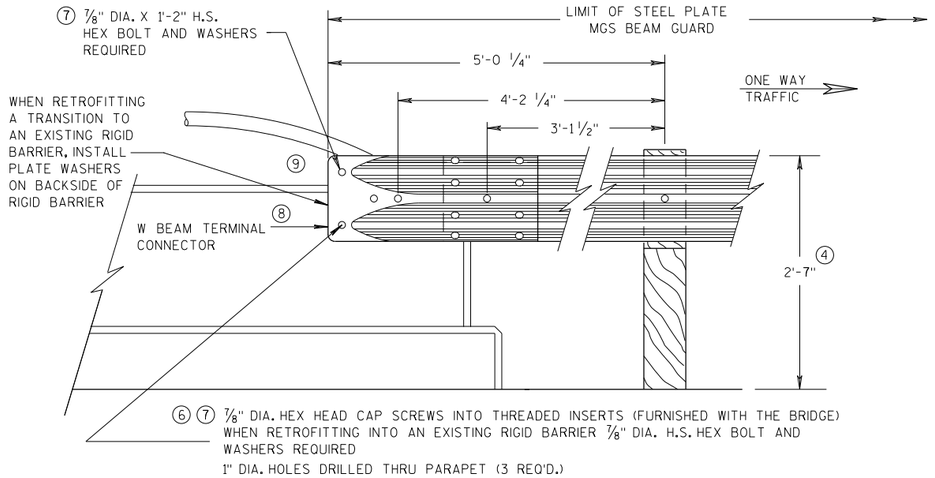
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

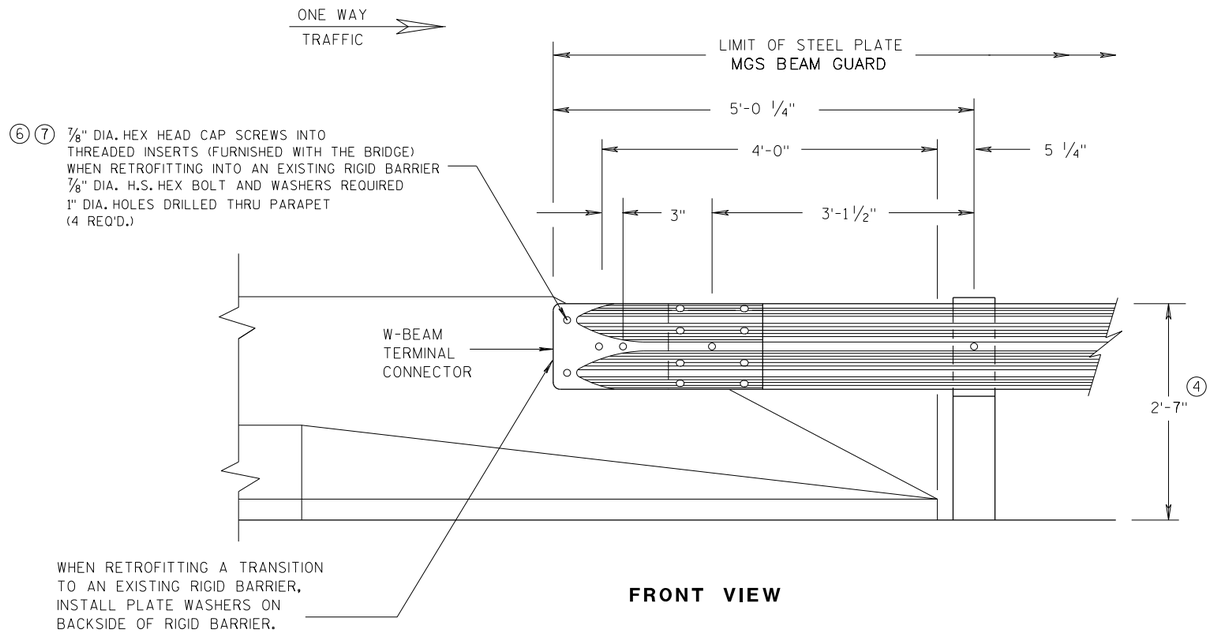
APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS NT
FHWA

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S.D.D. 14 B 45-5e

6

S.D.D. 14 B 45-5e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

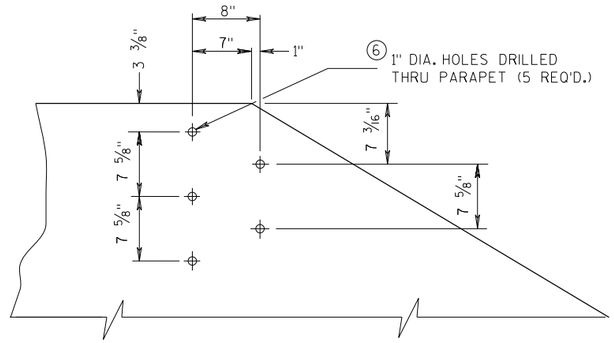
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

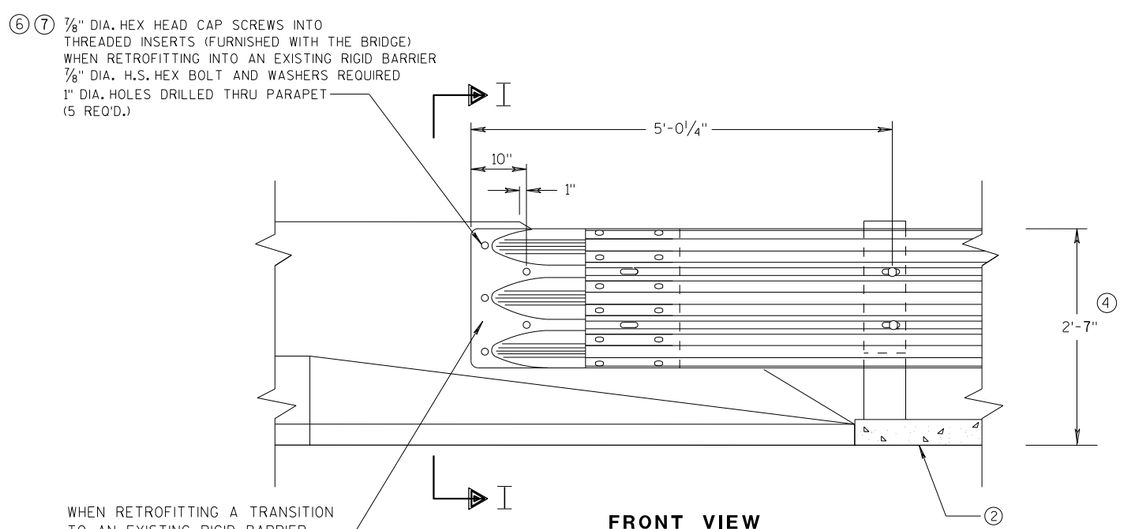
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

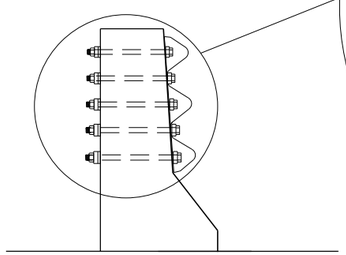
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



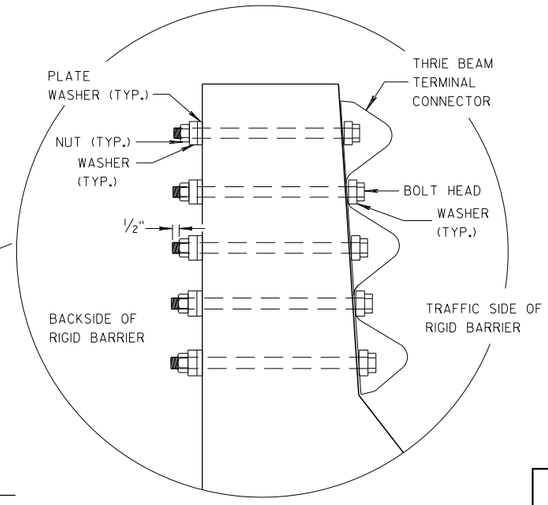
DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

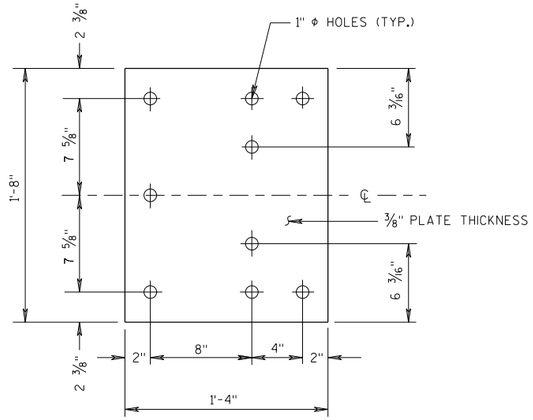
APPROVED
07/2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS [illegible] UNIT SUPERVI[illegible]ENT
FHWA

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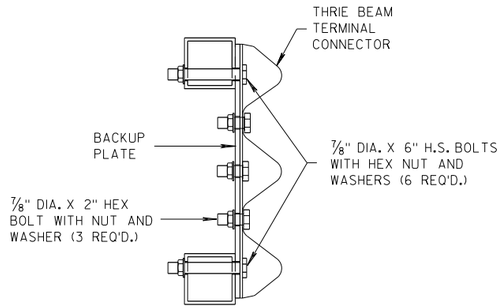
S.D.D. 14 B 45-5f

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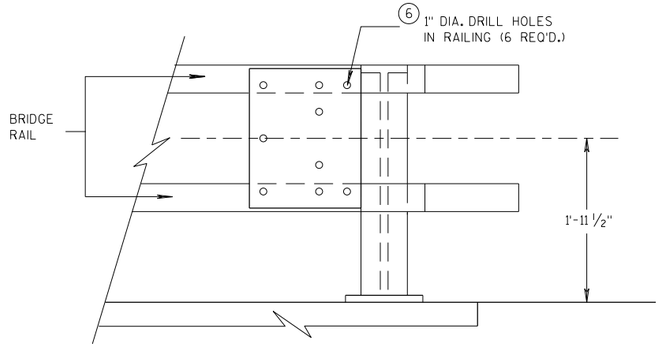
S.D.D. 14 B 45-5f



BACK-UP PLATE DETAIL



SECTION J-J

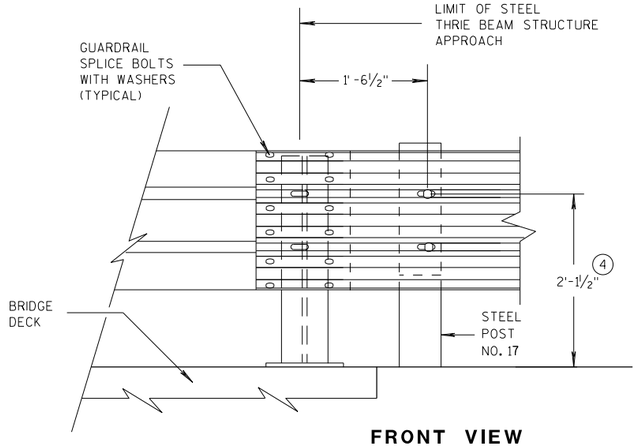


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

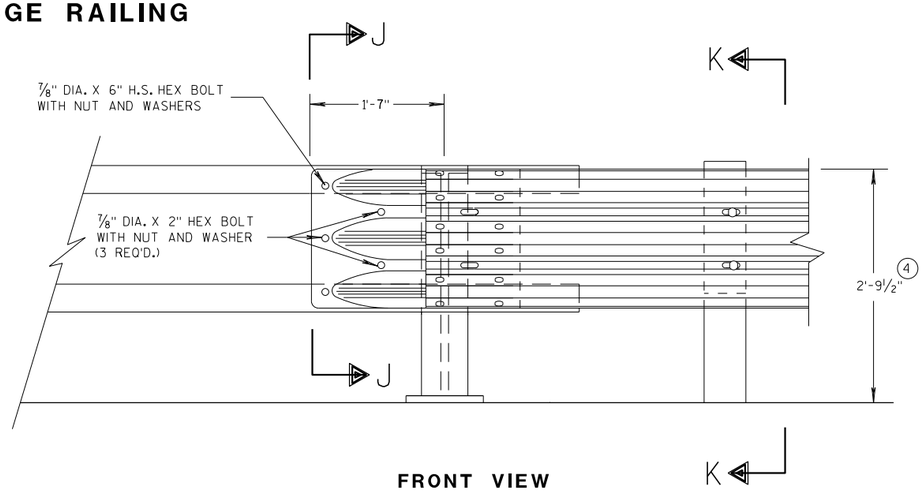
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

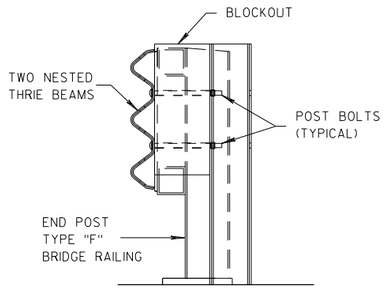


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE
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/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

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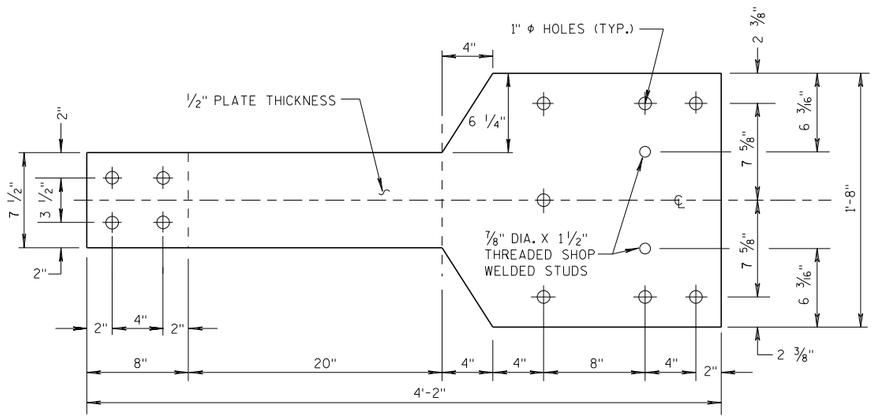
S.D.D. 14 B 45-5g

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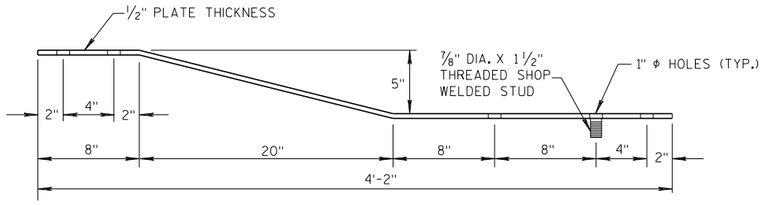
S.D.D. 14 B 45-5g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

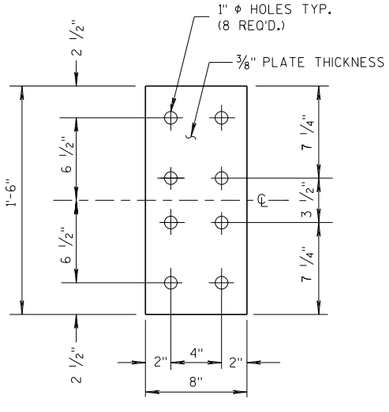


FRONT VIEW



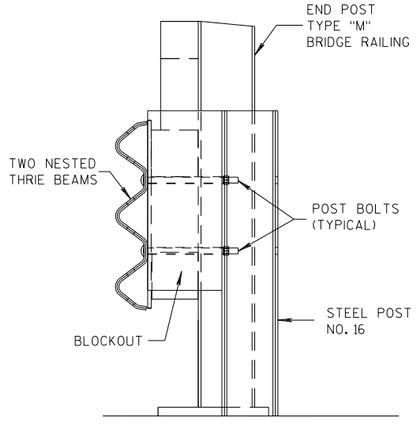
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

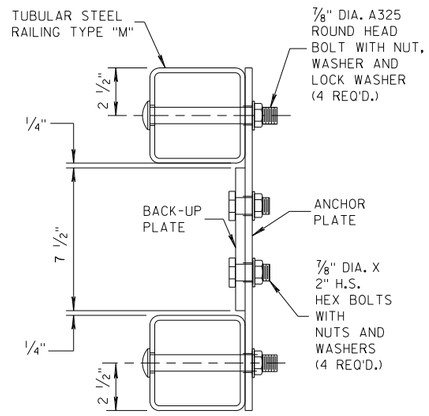


FRONT VIEW

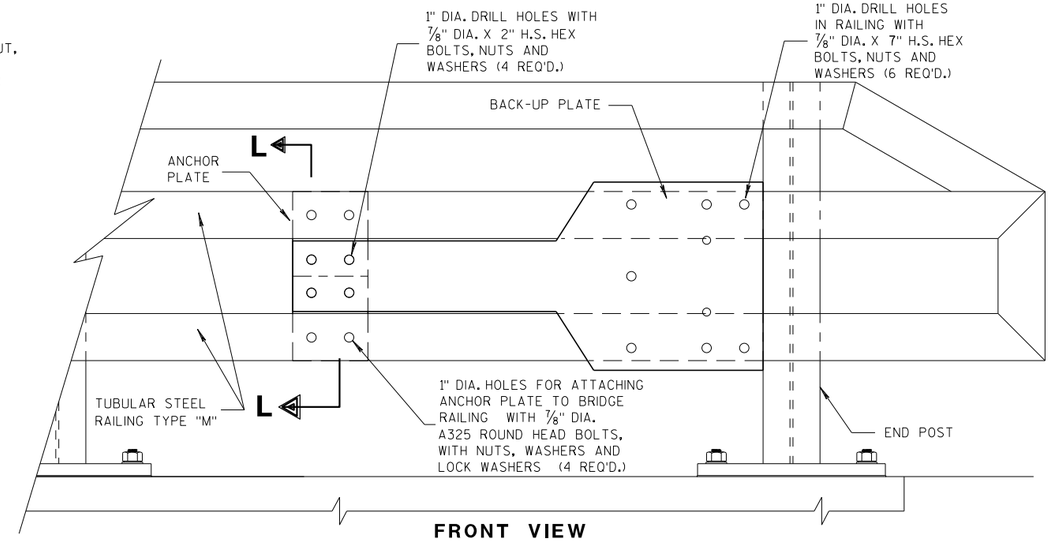
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

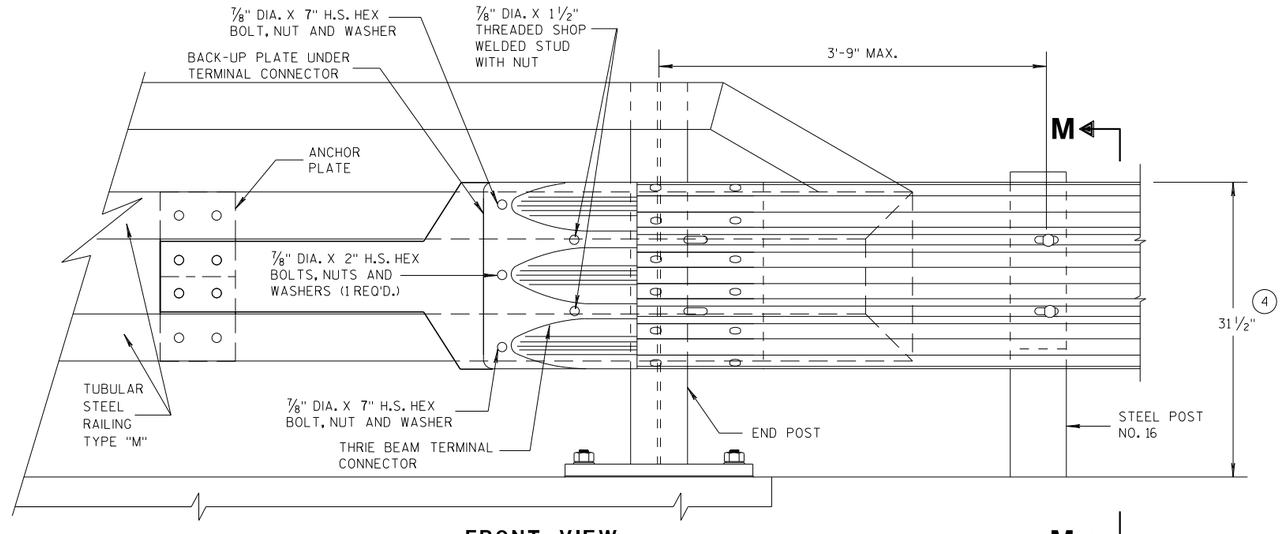


SECTION L-L

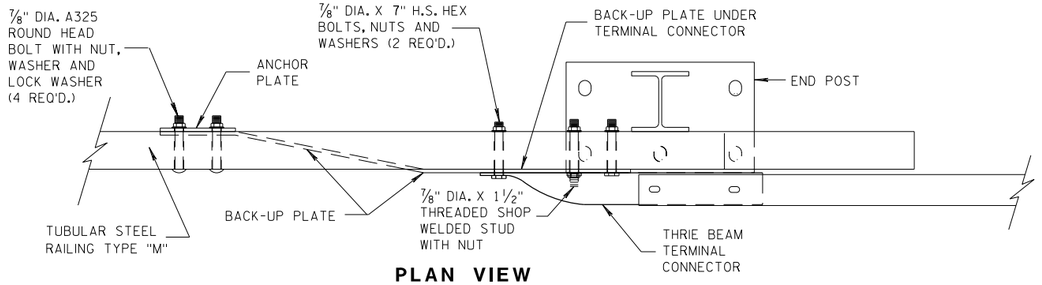


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

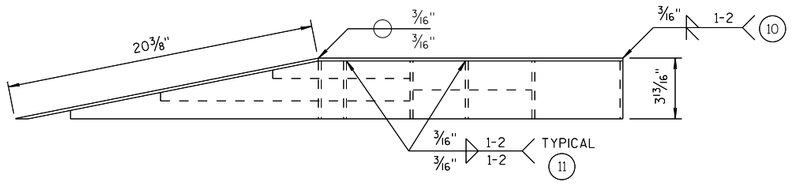
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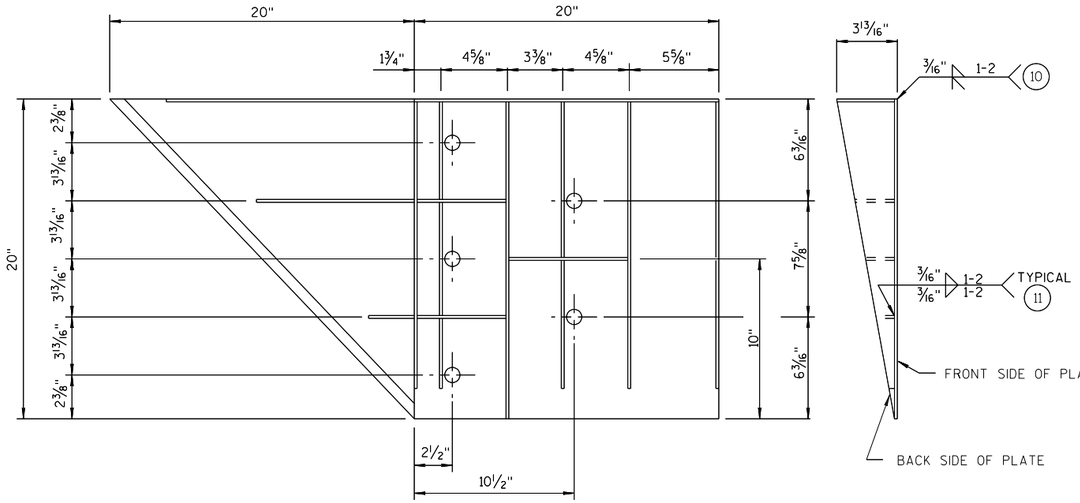
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WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

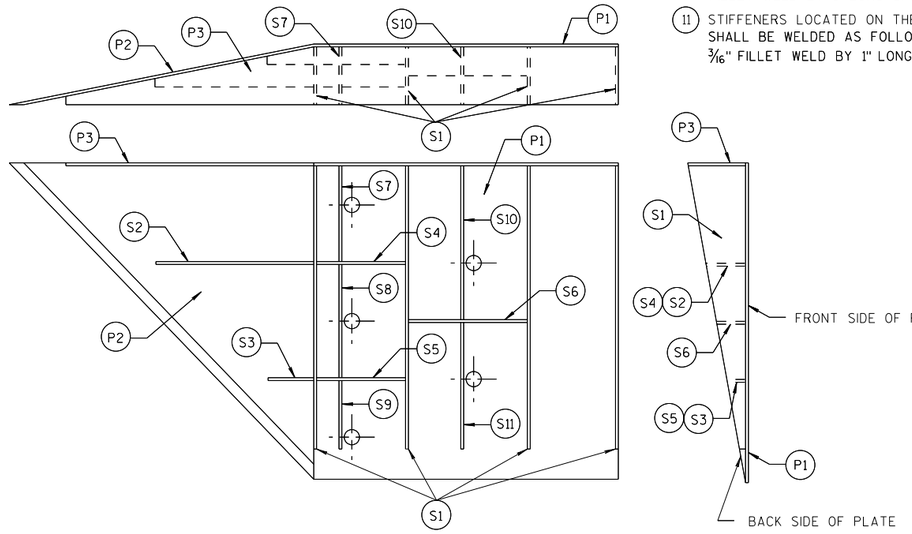


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

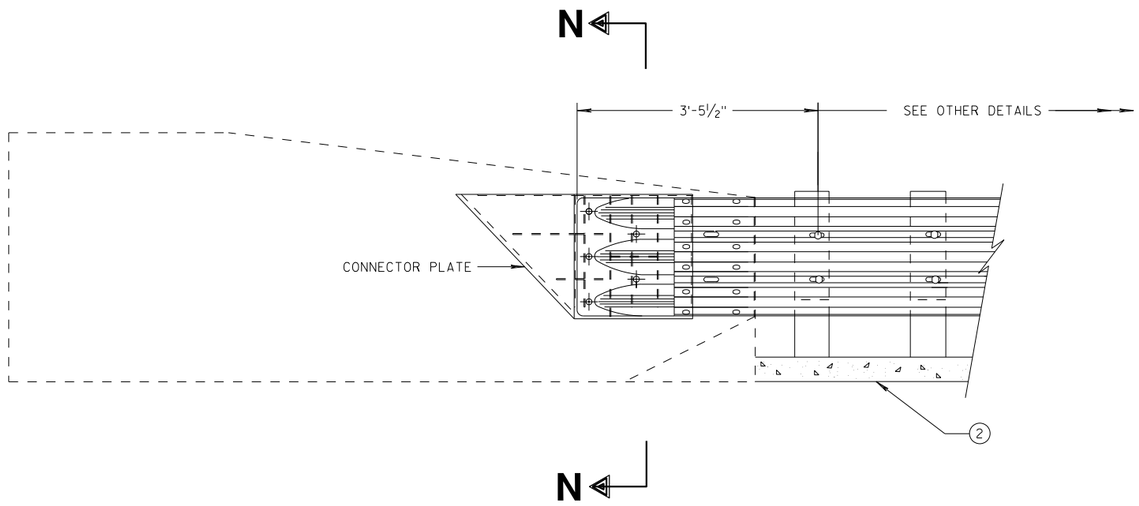
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

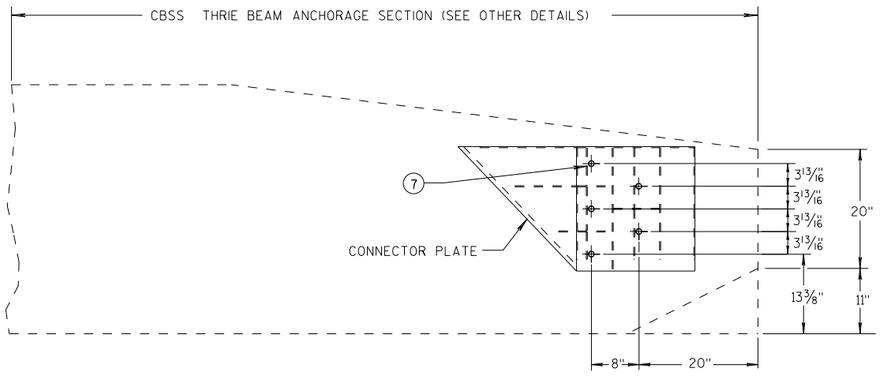
APPROVED
7/2018
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS I
UNIT SUPERVI

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S.D.D. 14 B 45-5i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



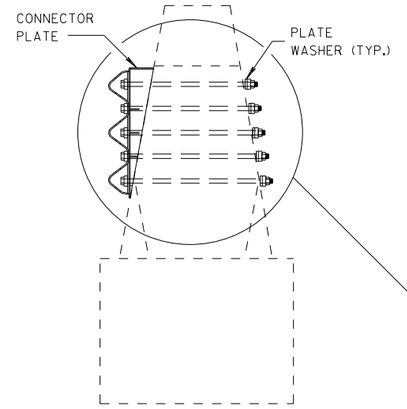
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

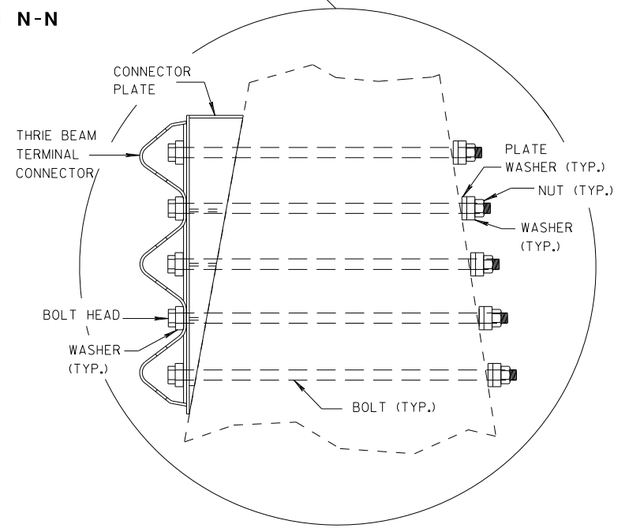
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

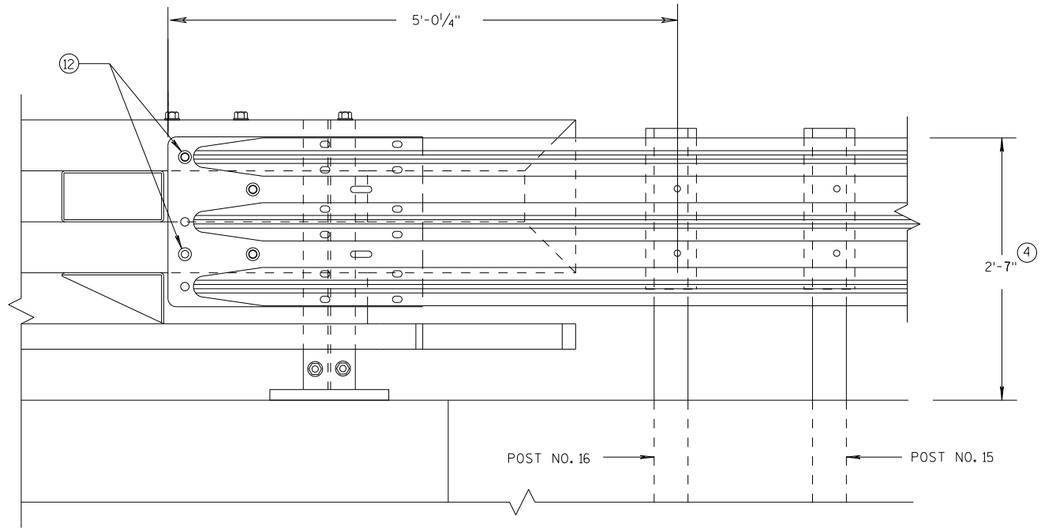
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7/2018
DATE
/S/ Rodney Taylor
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UNIT SUPERVIS
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FHWA

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S.D.D. 14 B 45-5j

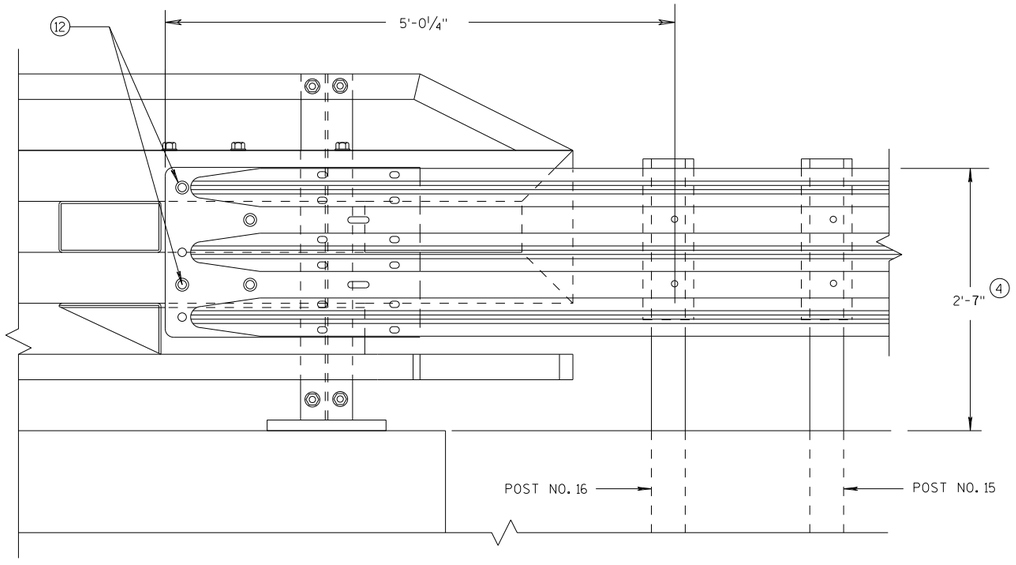
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S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

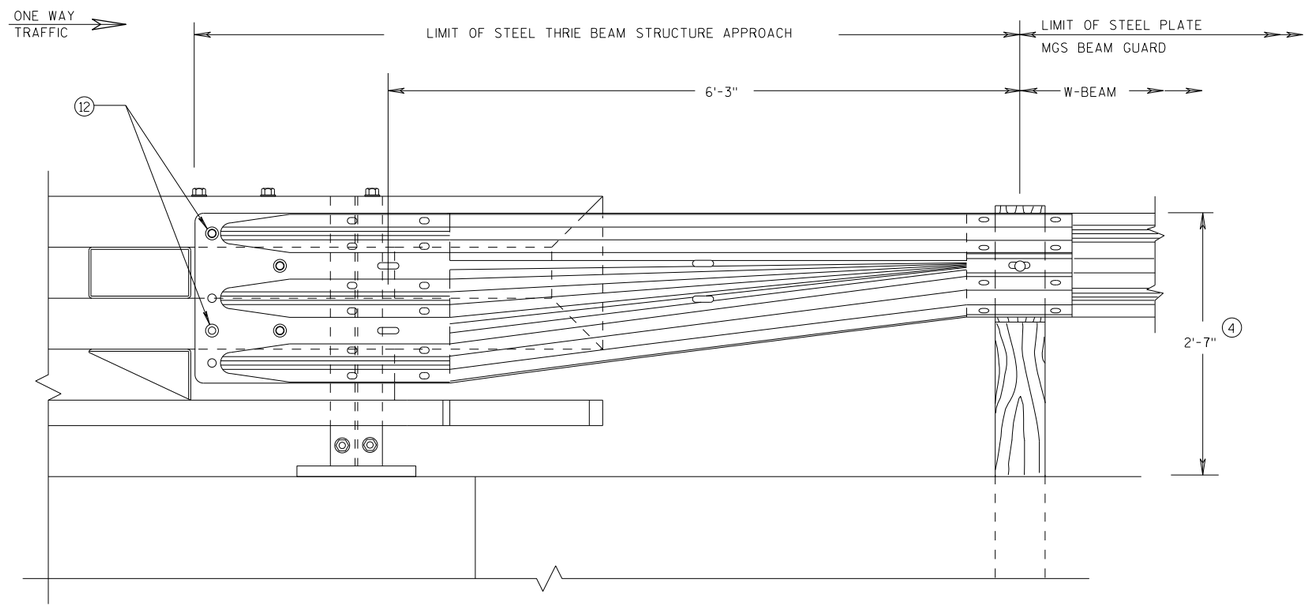
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S.D.D. 14 B 45-5k



FRONT VIEW

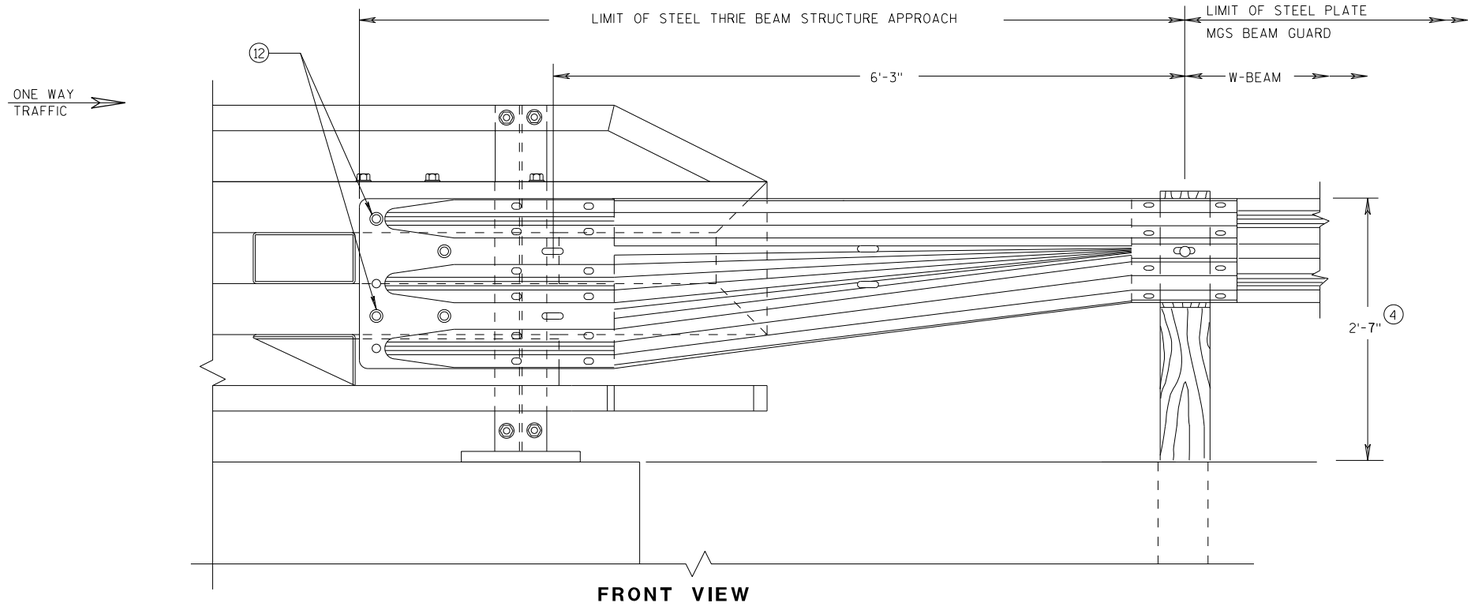
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.



FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVIS

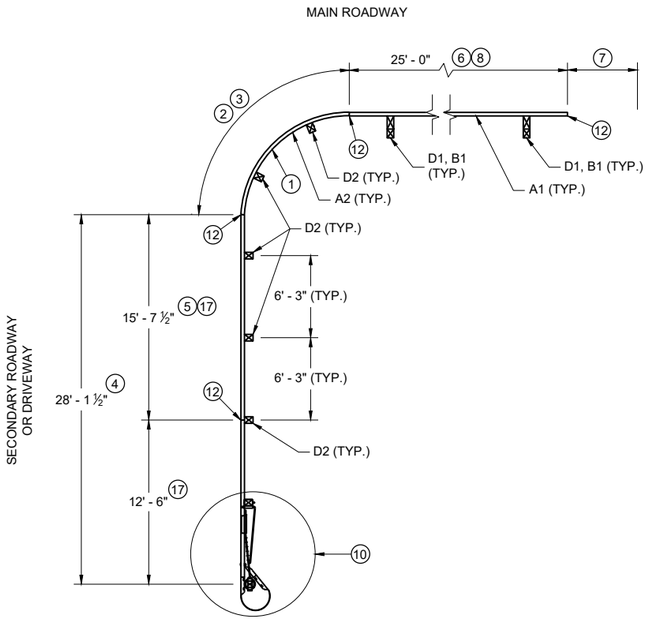
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S.D.D. 14 B 45-5L

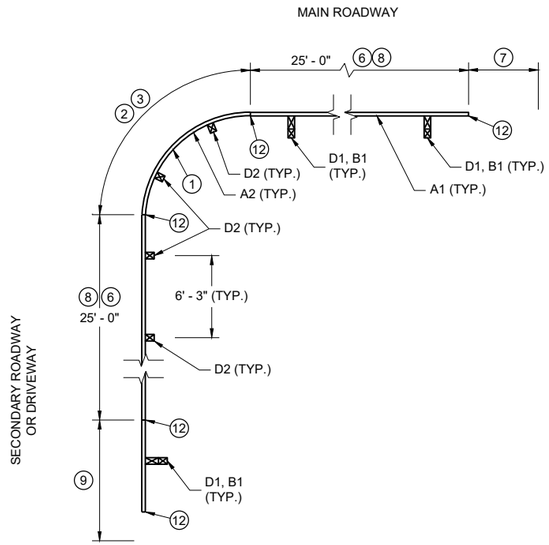
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S.D.D. 14 B 45-5L



PLAN VIEW

SHORT RADIUS BEAM GUARD WITH SHORT RADIUS TERMINAL ON SECONDARY ROAD OR DRIVEWAY

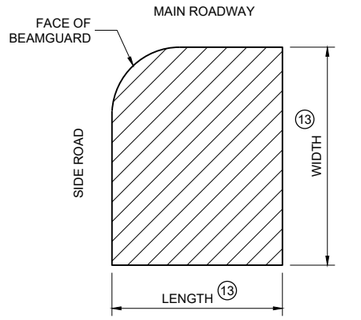


PLAN VIEW

SHORT RADIUS BEAM GUARD WITH EAT, ADDITIONAL BEAM GUARD OR TRANSITION TO RIGID BARRIER ON SECONDARY ROAD OR DRIVEWAY

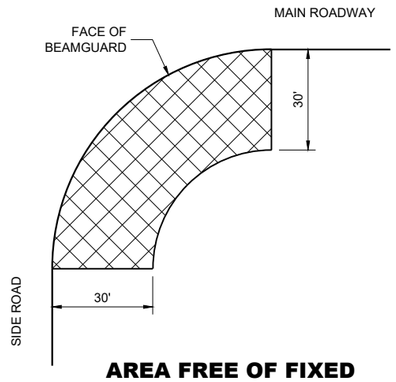
TABLE FOR RADIUS OF 32' AND LESS

RADIUS (FT)	LENGTH (FT)	WIDTH (FT)
8	25	15
16	30	15
24	40	20
32	50	30

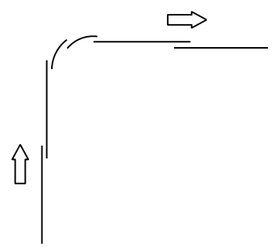


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AREA FREE OF FIXED OBJECTS FOR RADIUS 32' AND LESS



AREA FREE OF FIXED OBJECTS FOR RADIUS GREATER THAN 32'



LAP SPLICE DETAIL

GENERAL NOTES

SEE PLANS FOR OTHER BARRIER SYSTEM AND LOCATION SPECIFICS.

SEE SDD 14B42 FOR MORE INFORMATION ON BEAM GUARD INSTALLATION, PARTS, MATERIALS, AND INSTALLATION INFORMATION.

GALVANIZE PARTS AFTER FABRICATION.

WELDING TO FOLLOW CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI / AWS D1.1.

UNLESS NOTED OTHERWISE, ALL PLATES ARE FLAT AND FREE OF WARP.

UNLESS NOTED OTHERWISE, ALL EDGES ARE SMOOTH, STRAIGHT AND VERTICAL.

ALL CUTS AND HOLES, EXCEPT IN BEAM GUARD RAIL ARE TO BE MACHINED OR MACHINE FLAME CUT.

UNLESS NOTED OTHERWISE, CUT OR PROVIDE BOLTS THAT ARE ¼" TO ½" BEYOND THE NUT.

DRAWINGS ARE NOT TO SCALE.

(1) RADIUS MEASURE FROM INSIDE OF RAIL. LENGTH OF BEAM GUARD SHORT RADIUS GUARD MEASURED ALONG TRAFFIC SIDE OF RAIL. RADIUS BETWEEN 8 FEET TO 150 FEET. SEE PLAN FOR REQUIRED RADIUS. BEAM GUARD RAIL IN RADIUS IS SHOP BENT. ODD RAIL LENGTH OR FIELD CUTS MAY BE REQUIRED.

(2) CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE USED IN THE RADIUS. CONTROLLED RELEASE TERMINAL (CRT) POSTS ARE SPACED 6' - 3". SEE PLAN FOR NUMBER OF CONTROLLED RELEASE (CRT) POSTS.

(3) WITHIN RADIUS BEAM GUARD RAILS ARE NOT BOLTED TO POSTS. BEAM GUARD RAIL IS RESTED ON TOP OF LAG SCREW.

(4) MINIMUM LENGTH OF BEAM GUARD ALONG SIDE ROAD OR DRIVEWAY TO INSTALL SHORT RADIUS TERMINAL. BEAM GUARD IS PAID WITH BEAM GUARD ITEM.

(5) ODD LENGTH OF BEAM GUARD REQUIRED TO INSTALL SHORT RADIUS TERMINAL.

(6) MINIMUM AMOUNT OF BEAM GUARD TO BE INSTALLED PRIOR TO TRANSITION TO RIGID BARRIER. ADDITIONAL BEAM GUARD, OR EAT. BEAM GUARD PAID FOR WITH BEAM GUARD ITEM. SEE PLANS FOR MORE DETAIL.

(7) BEAM GUARD, EAT, OR TRANSITION TO RIGID BARRIER. SEE PLAN.

(8) TOP OF BEAM GUARD BY THE RADIUS IS 27". HEIGHT OF BEAM GUARD IS 31" BY TRANSITION TO RIGID BARRIER, ADDITIONAL BEAM GUARD OR EAT.

(9) ADDITIONAL BEAM GUARD, EAT OR TRANSITION TO RIGID BARRIER. BEAM GUARD SHOWN. SEE PLAN FOR DETAILS.

(10) SHORT RADIUS TERMINAL (SEE OTHER DETAILS).

(11) HEIGHT VARIES. SEE NOTE (8) AND (17).

(12) BEAM GUARD RAIL SPLICE LOCATION. SPLICE LOCATION REQUIRES PART F1 AND F2. SEE SDD 14B42 FOR DETAILS.

(13) SEE TABLE FOR VALUES.

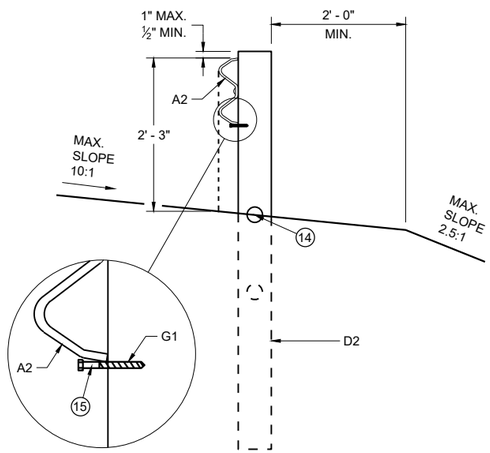
(14) MAXIMUM HEIGHT FOR CENTER OF HOLE IS ¾ " ABOVE FINISHED GROUND ±1".

(15) DRILL POST $^{15}/_{64}$ " DIA. PILOT HOLE. DO NOT HAMMER LAG SCREW INTO POST.

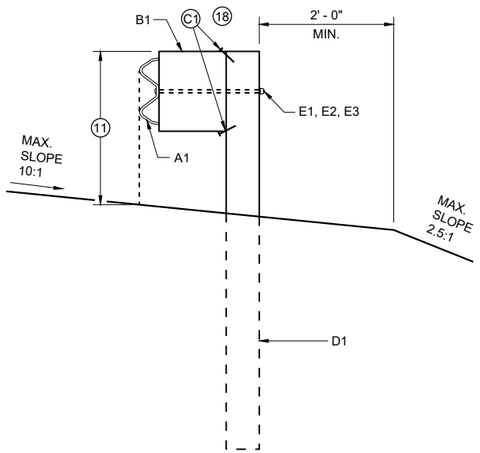
(16) SMALL SIGNS ON BREAKAWAY HARDWARE ARE ACCEPTABLE.

(17) TOP OF RAIL HEIGHT IS 27" WHEN USING A SHORT RADIUS TERMINAL (CRT).

(18) INITIAL 1 NAIL AT EACH CORNER OF THE BLOCK TO CONNECT BLOCKS.



CONTROLLED RELEASE TERMINAL POST (CRT) IN RADIUS



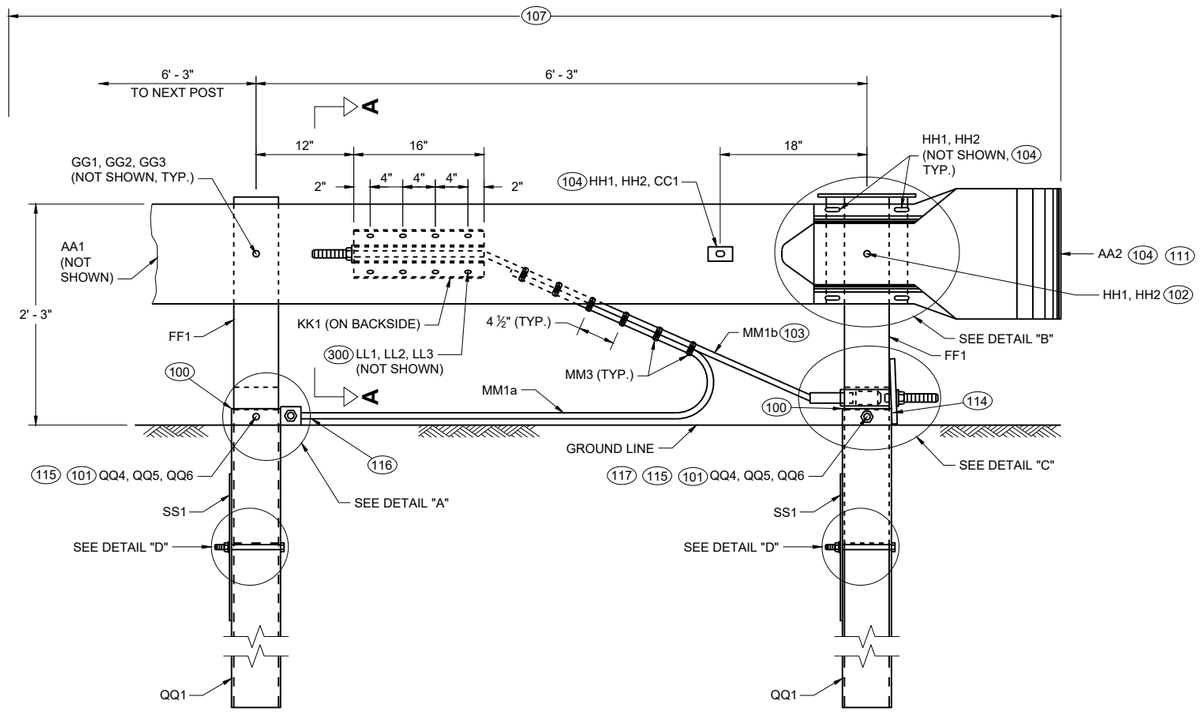
BEAM GUARD POSTS IN HEIGHT TRANSITION

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

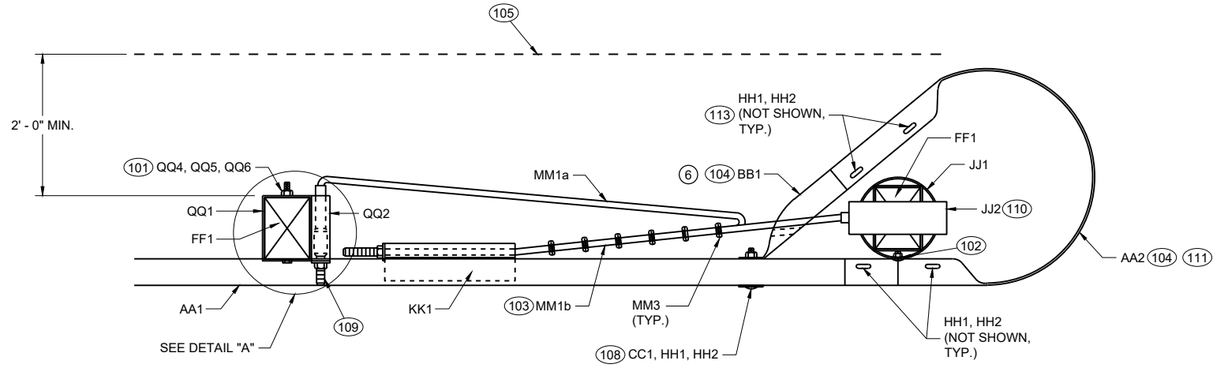
6

SDD 14B53-04a



PROFILE VIEW

SHORT RADIUS TERMINAL



TOP VIEW

SHORT RADIUS TERMINAL

GENERAL NOTES

(100) TOP OF FOUNDATION TUBE 2 INCHES MAXIMUM ABOVE FINISHED GROUND.

(101) WASHERS REQUIRED BETWEEN BOLT HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

(102) SPLICE BOLT AND NUT CONNECTS BEAM GUARD RAIL, W-BEAM SECTION BUFFER, AND STEEL PIPE ASSEMBLY. NO WASHER REQUIRED. SEE DETAIL "B".

(103) CABLE IS TAUT.

(104) ADJUST AA2 AND BB1 TO FIT.

(105) BREAK POINT OF SHOULDER.

(106) TACK WELD CABLE CONNECTOR TUBE PLATE TO CABLE CONNECTION TUBE. SEE DETAIL "A" PROFILE VIEW.

(107) PAY LIMIT FOR BEAM GUARD.

(108) SQUARE WASHER BETWEEN HEAD OF BOLT AND TRAFFIC FACE OF BEAM GUARD. ROUND WASHER REQUIRED BETWEEN NUT AND BB1.

(109) CUT OR PROVIDE THREADED STUD THAT IS FLUSH WITH FACE OF BEAM GUARD RAIL KK1 (PLUS OR MINUS 1/2" TOLERANCE). DEBURR AFTER CUTTING.

(110) SEE STEEL PIPE ASSEMBLY DETAILS.

(111) ATTACH UU2 WITH UU3. SHOP APPLY UU1 TO UU2.

(112) FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA1 TO AA2.

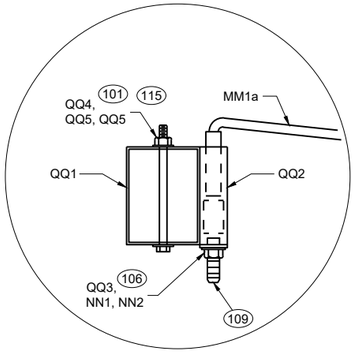
(113) FOUR (4) HH1 AND HH2 REQUIRED TO ATTACH AA2 TO BB1.

(114) NO MATERIAL IS TO BE PLACED AGAINST THE VERTICAL FACES OF BEARING PLATE.

(115) PREVENT OR REMOVE MATERIALS THAT BLOCK ACCESS TO BOLTS FOR POST AND SOIL TUBE.

(116) PREVENT OR REMOVE MATERIALS THAT BLOCK ACCESS TO BOLT. PLACE CABLE ON TOP OF MATERIAL.

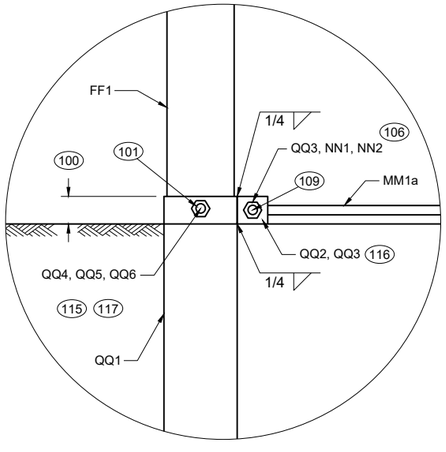
(117) ONE WASHER BETWEEN BOLD HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.



TOP VIEW

DETAIL "A"

(WOOD BREAKAWAY AND BEAM GUARD RAIL POSTS NOT SHOWN)



PROFILE VIEW

DETAIL "A"

6

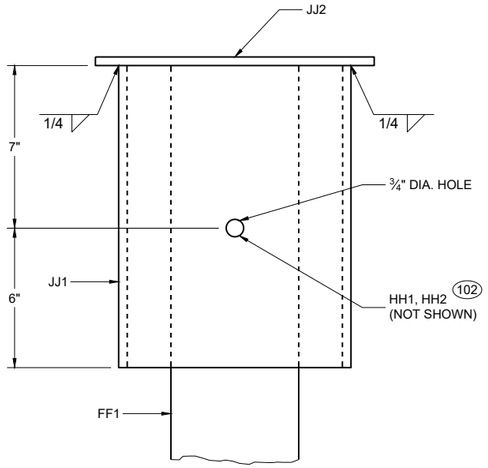
SDD 14B53-04b

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

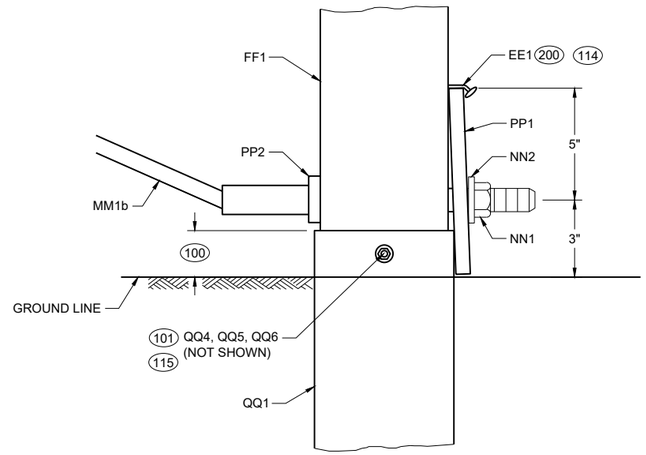
GENERAL NOTES

(200) TWO (2) NAILS SPACED 4 INCHES CENTER TO CENTER.



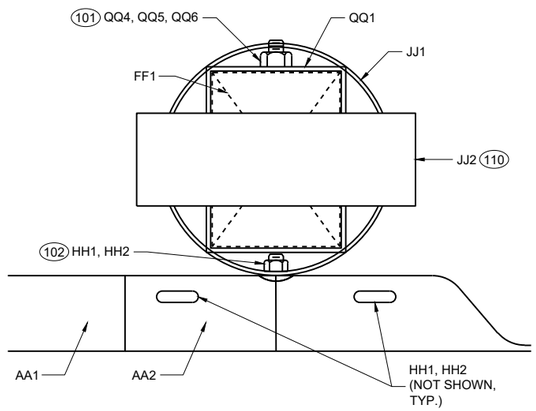
PROFILE VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY
(BEAM GUARD AND W BEAM END SECTION NOT SHOWN)



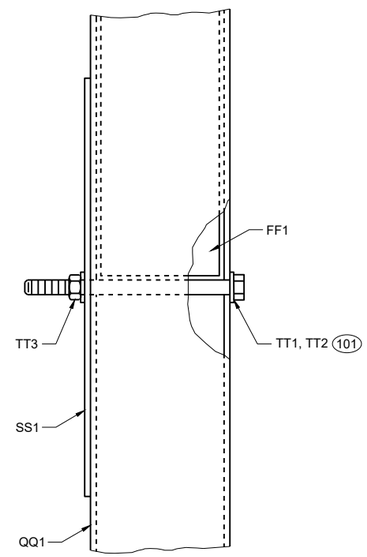
PROFILE VIEW

DETAIL "C"



PLAN VIEW

DETAIL "B"
STEEL PIPE ASSEMBLY



PROFILE VIEW

DETAIL "D"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

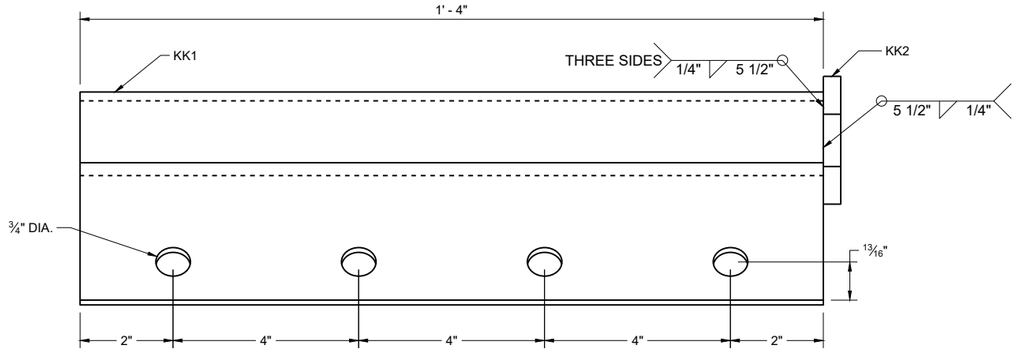
SDD 14B53-04c

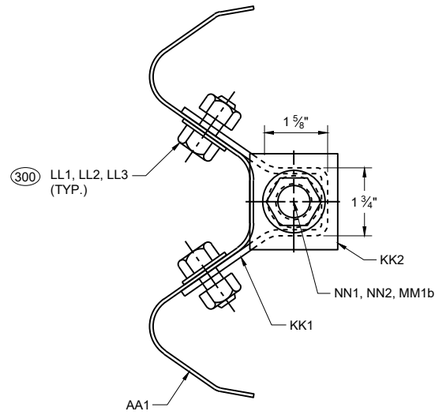
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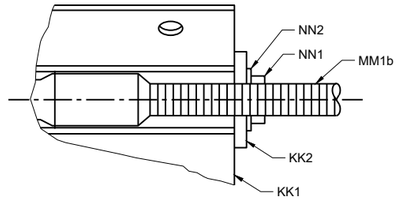
SDD 14B53-04c

GENERAL NOTES

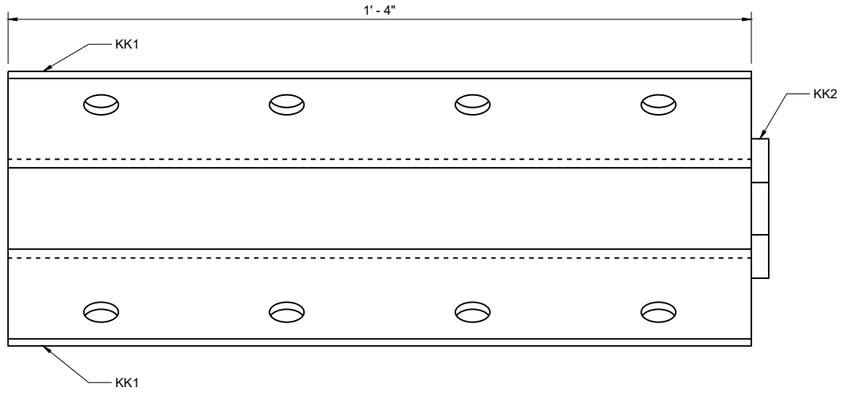
(300) WASHERS REQUIRED BETWEEN BOLT HEAD AND BEAM GUARD RAIL AND BETWEEN NUT AND ANCHOR BRACKET. EIGHT (8) LL1 AND LL3 REQUIRED. SIXTEEN (16) LL2 REQUIRED.

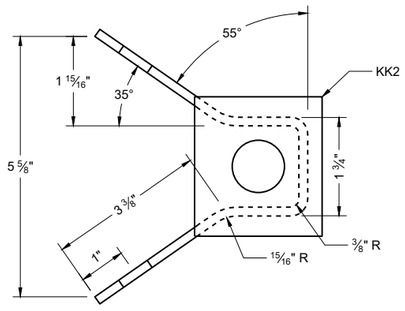




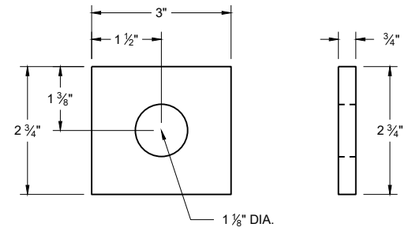


SECTION A - A





ANCHOR BRACKET (KK1, KK2)



ANCHOR BRACKET BEARING PLATE (KK2)

6

SDD 14B53-04d

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

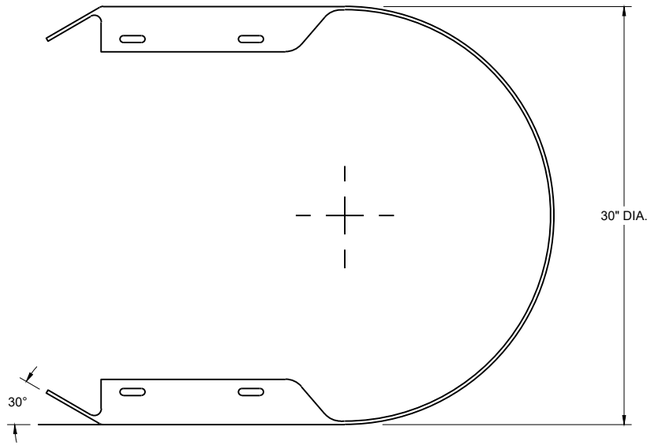
6

SDD 14B53-04d

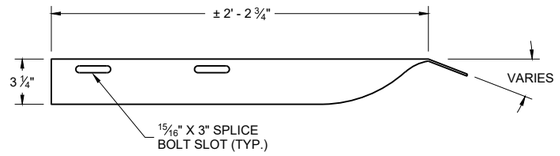
GENERAL NOTES

(400) CROSS SECTION OF PART IS TO FIT OVER AA1 .

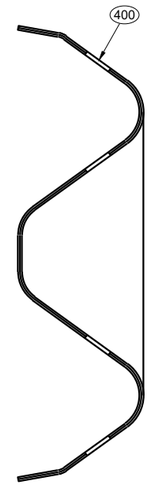
(401) CROSS SECTION OF PART IS TO FIT OVER OR UNDER AA1 .



TOP VIEW



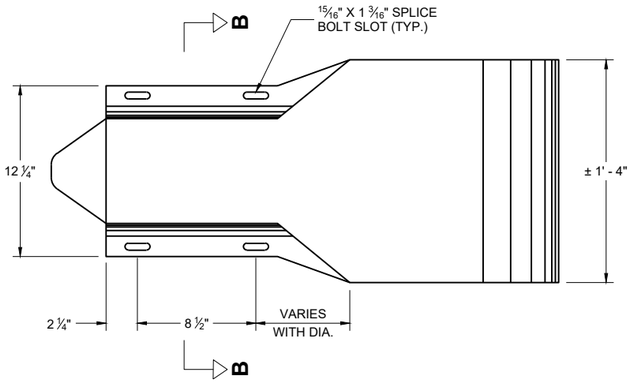
TOP VIEW



SECTION B -B

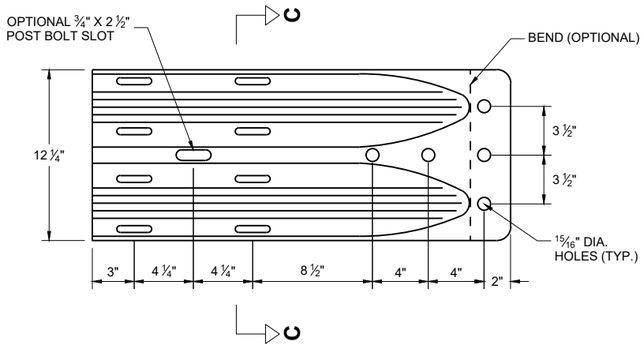


SECTION C -C



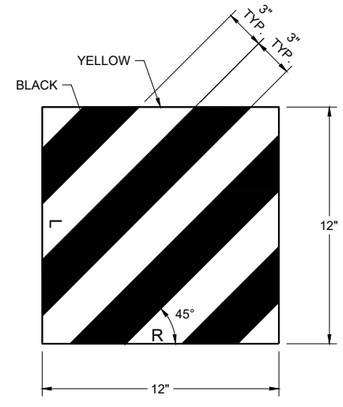
PROFILE VIEW

W BEAM
END SECTION BUFFER (AA2)



PROFILE VIEW

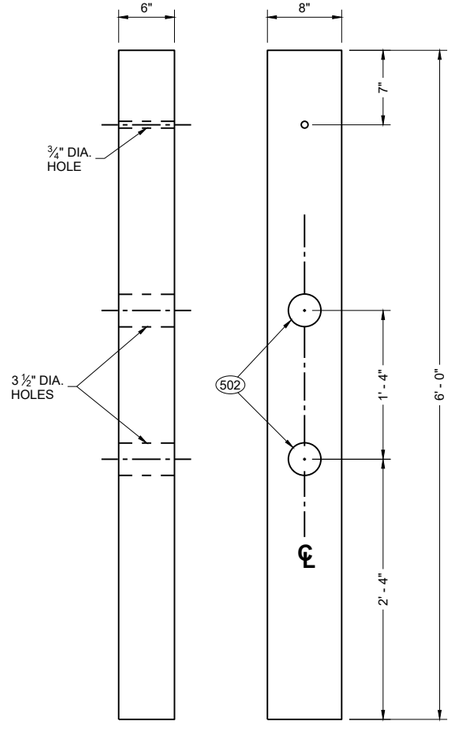
W BEAM
TERMINAL CONNECTOR (BB1)



REFLECTIVE SHEETING (UU1, UU2)

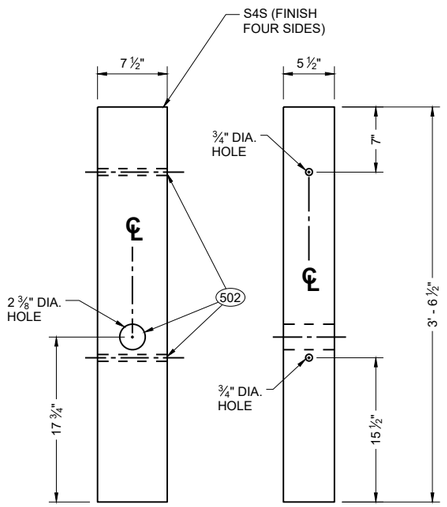
SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



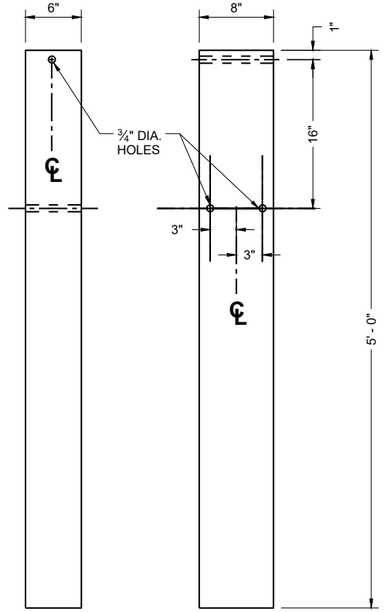
FRONT VIEW SIDE VIEW

CONTROLLED RELEASE POST (CRT) (DD2)



FRONT VIEW SIDE VIEW

WOOD BREAKAWAY POST (FF1)



FRONT VIEW SIDE VIEW

FOUNDATION TUBE (QQ1) (500)

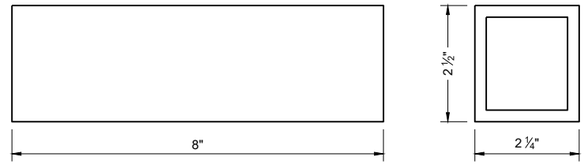
GENERAL NOTES

(500) SEE DETAIL "D" FOR LOCATION AND ATTACHMENT OF SS1.

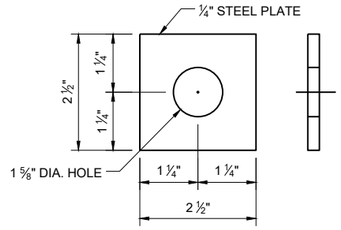
(501) FOR MM1a THREADED STUD ONLY REQUIRED ON ONE END. SWAGED FITTING REQUIRED.

(502) LOCATE HOLES ON THE CENTERLINE OF THE SIDE OF THE POST.

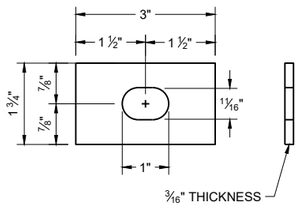
(503) MM1a MAY HAVE ONE THREADED STUD 4 INCHES LONG. SEE NOTE (109)



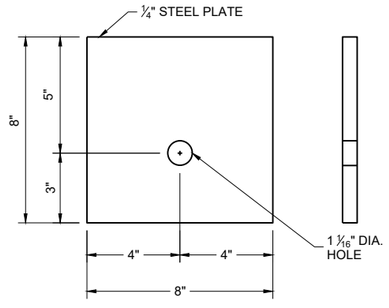
FOUNDATION TUBE - ANCHOR CABLE TUBE (QQ2)



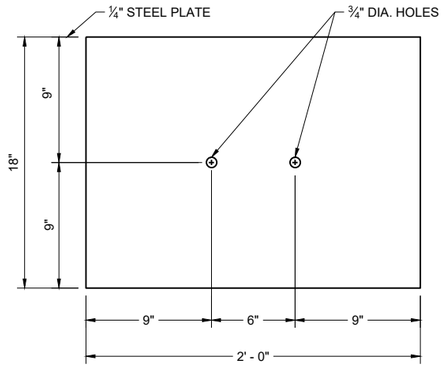
ANCHOR CABLE TUBE END PLATE (QQ3)



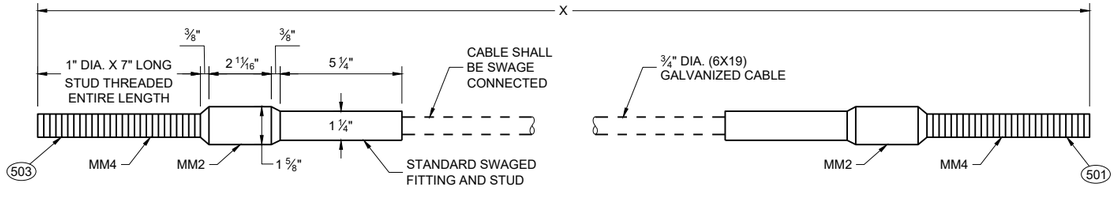
RECTANGULAR PLATE WASHER (CC1)



BEARING PLATE (PP1)



SOIL PLATE (SS1)



CABLE ASSEMBLY (MM1a, MM1b)

"X" LENGTH

MM1b	9' - 0"
MM1b	6' - 8"

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B53-04f

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	BEAM GUARD RAIL	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
A2	BEAM GUARD RAIL - SHOP BENT	INDICATE ON BACK OF RAIL THE RADIUS THAT RAIL WAS BENT TO. SHOP BEND RADIUS IS TO THE NEAREST FOOT. FOLLOW AASHTO M180 ON HOW TO MARK RADIUS INFORMATION.	
		AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
B1	BLOCK - WOOD	WISDOT SPEC. 614	SEE SDD 14B42
C1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEAD)	
D1	POST-STRONG POST-WOOD	WISDOT SPEC. 614	SEE SDD 14B42
D2	POST-CRT-WOOD	WISDOT SPEC. 614	
E1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
E2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
E3	POST BOLT - NUT	AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
F1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
F2	SPLICE BOLT - NUT	ASTM A563 GRADE A	5/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
G1	LAG SCREW	ASTM A308 GRADE A ASTM A153 CLASS D	1/2" DIA. 6" LONG
H1	DELINEATOR - BEAM GUARD		SEE SDD 14B42 FOR MORE INFORMATION
H2	DELINEATION - SHEETING	YELLOW OR WHITE	
		WISDOT SPEC 637 TYPE SH	
		APPROVED PRODUCT LIST	
J1	FOUNDATION BACKFILL	STANDARD SPEC. 614	
AA1	BEAM GUARD RAIL - PUNCHED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
AA2	BEAM GUARD RAIL - END SECTION BUFFER	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
BB1	BEAM GUARD RAIL - TERMINAL CONNECTOR MODIFIED	AASHTO M180, CLASS A, TYPE 2	
		APPROVED PRODUCER	
CC1	SHORT RADIUS - SQUARE WASHER	AASHTO M180	
		GALV. AASHTO M111 / ASTM A123	
EE1	NAIL	ASTM A153 HOT DIP CLASS D	
		ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)	
FF1	POST - BCT - WOOD	S4S FINISH ON 4 SIDES	
		WISDOT SPEC. 614	
GG1	POST BOLT	ASTM A307 GRADE A OR SAE J429 GRADE 2	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180	
		GALV. HOT DIP TO AASHTO M232 CLASS C/ASTM A153 CLASS C/ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1/ASTM B695 CLASS 50, TYPE 1	
		UNC	
GG2	POST BOLT - WASHER	ASTM F436 TYPE 1 (HARDEN TYPICALLY USED WITH STEEL) OR ASTM F844 (UNHARDENED TYPICALLY WITH WOOD)	3/8" DIA.
		GALV. AASHTO M111 / ASTM A 123 OR GALV. HOT DIP. TO AASHTO M232 CLASS C/ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53-04g

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
GG3	POST BOLT - NUT	ASTM A563 GRADE A	3/8" DIA. SEE 14B42 FOR GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		ASTM A563 GRADE A HEAVY HEX HEAD	
HH1	SPLICE BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		ASTM A307 GRADE A OR SAE J429 GRADE 2	
		UNC	
		AASHTO M180 HEAD GEOMETRY	
HH2	SPLICE BOLT - NUT	ASTM A563 GRADE A	3/8" DIA. SEE SDD 14B42 FOR BOLT GEOMETRY
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
JJ1	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	10" O.D.
JJ2	TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 3/8" X 4" X 1' - 0"
		GALV. AASHTO M111 / ASTM A123	
KK1	ANCHOR BRACKET	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
KK2	ANCHOR BRACKET - BEARING PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
LL1	ANCHOR BRACKET - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
LL2	ANCHOR BRACKET - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
LL3	ANCHOR BRACKET - NUT	ASTM A563 GRADE A	5/8" DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
MM1a	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM1b	ANCHOR CABLE	AASHTO M30 / ASTM A741 INDEPENDENT WIRE CORE (IWRC) OR WIRE STRAND CORE (WCS), IMPROVED PLOW STEEL (IPS), 6X19, TYPE II OR IIc CLASS C ZINC COATED	
MM2	ANCHOR CABLE - SWAGE FITTING	ASTM A576 GRADE 1035	
		SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. WITH A BREAKING STRENGTH 40,000 LBS.	
		GALV. AASHTO M111 / ASTM A123	
		ASME B30.26 FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING INTO CONNECTION: NAME OF MANUFACTURER OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE.	
MM3	WIRE ROPE CABLE CLAMPS	FF-C-450D TYPE 1 CLASS 1	3/4"
		ASTM A153 HOT DIP CLASS D	
MM4	ANCHOR CABLE - SWAGE FITTING - STUD	ASTM F3125 GRADE A325 TYPE 1 OR SAE GRADE 5 OR ASTM A449 TYPE 1 HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
NN1	ANCHOR CABLE - NUT	ASTM A563 GRADE A	1" DIA.
		AASHTO M180 DOUBLE RECESSED HEAVY HEX HEAD	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		OVER TAPPED NUTS OVER-SIZE AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		UNC	
NN2	ANCHOR CABLE - NUT - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	1" DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B53-04h

BILL OF MATERIALS - SHORT RADIUS BEAM GUARD (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
PP1	BEARING PLATE AT POST	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / ASTM A123	
PP2	PIPE - STEEL	ASTM A53 GALVANIZED GRADE B SCHEDULE 40	2" DIA. x 6" LONG
QQ1	FOUNDATION TUBE	ASTM A500 GRADE B	8" X 6" X 3/16"
		GALV. AASHTO M111 / ASTM A123	
QQ2	SHORT RADIUS - FOUNDATION TUBE - ANCHOR CABLE - TUBE	ASTM A500 GRADE B	DIMENSIONS 2 1/2" X 2 1/4" X 1/4" X 8"
		GALV. AASHTO M111 / ASTM A123	
QQ3	SHORT RADIUS - SOIL TUBE - ANCHOR CABLE - TUBE - END PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	DIMENSIONS 2 1/2" X 2 1/2" X 1/4"
		GALV. AASHTO M111 / ASTM A123	
QQ4	GROUND STRUT AND YOKE - BOLT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
		ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	
		UNC	
QQ5	GROUND PLATE AND YOKE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
QQ6	GROUND STRUT AND YOKE - NUT	HEAVY HEX	5/8 DIA.
		UNC	
		ASTM A563 GRADE A	
		OVER TAPPED NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563	
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
SS1	SOIL PLATE	ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI OR ASTM A709 MAX STRENGTH 50 KSI OR ASTM A992 MAX STRENGTH 50 KSI	
		GALV. AASHTO M111 / A123	
TT1	SOIL PLATE - BOLT	ASTM A307 GRADE B HEAVY HEX HEAD OR SAE J429 GRADE 2 HEAVY HEX HEAD	5/8 DIA.
		GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	
		UNC	
TT2	SOIL PLATE - WASHER	ASTM F436 TYPE 1 (HARDEN WASHER ONLY)	5/8 DIA.
		GALV. AASHTO M111 / ASTM A123 OR GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329	
TT3	SOIL PLATE - NUT	GALV. HOT DIP TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 50, TYPE 1	5/8 DIA.
UU1	OBJECT MARKER - SHEETING	MUTCD / WISDOT OBJECT MARKER TYPE 3	PATTERN AND COLOR FOR SHEETING. SHEETING TYPE FOR MARKER.
		WISDOT SPEC 637 TYPE F	
		APPROVED PRODUCT LIST	
UU2	OBJECT MARKER - ALUMINUM PLATE	WISDOT SPEC 637 ALUMINUM PLATE	MATERIAL AND THICKNESS OF MATERIALS
UU3	OBJECT MARKER - SCREWS	STAINLESS SELF-TAPPING SCREWS	
VV1	FOUNDATION BACKFILL	WISDOT SPEC 614	

6

SDD 14B53-04i

SHORT RADIUS BEAM GUARD (MGS) SHORT RADIUS TERMINAL (MGS)

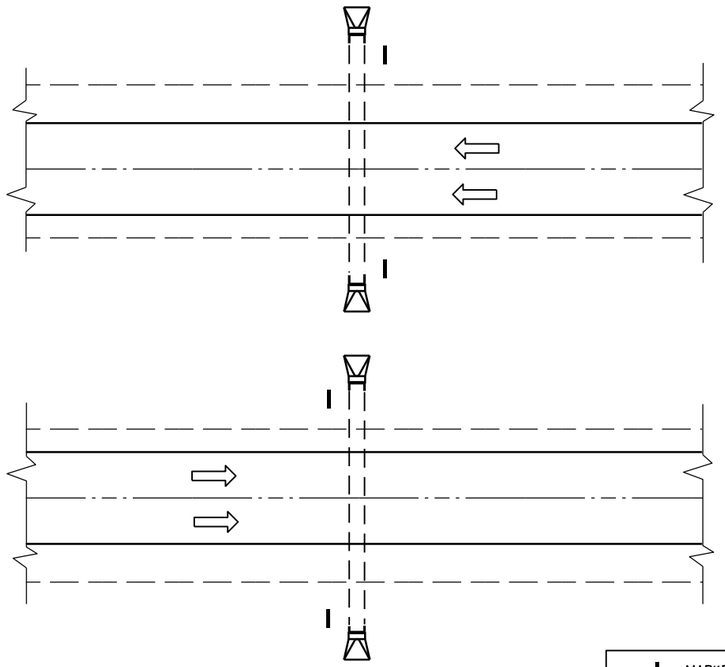
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

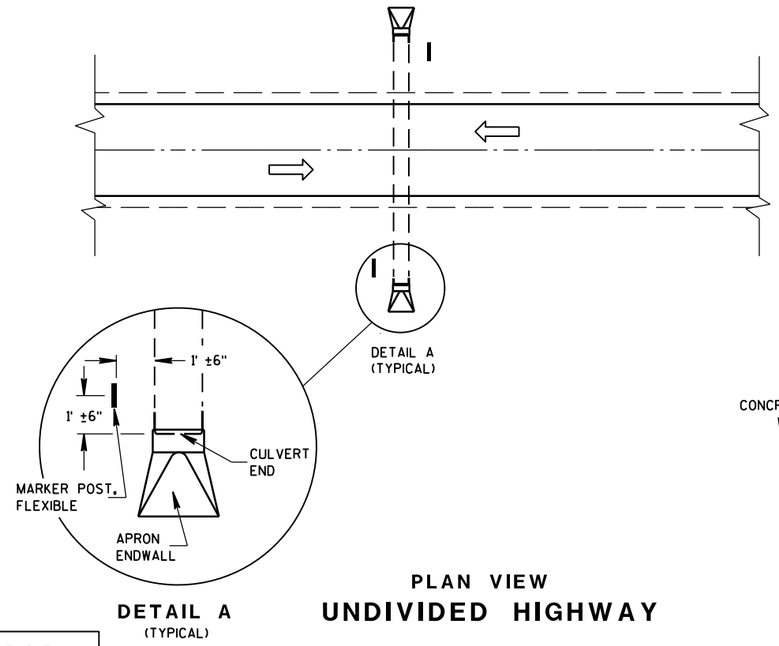
6

SDD 14B53-04i



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

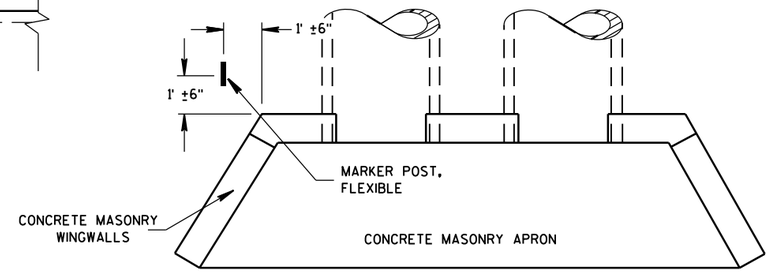
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

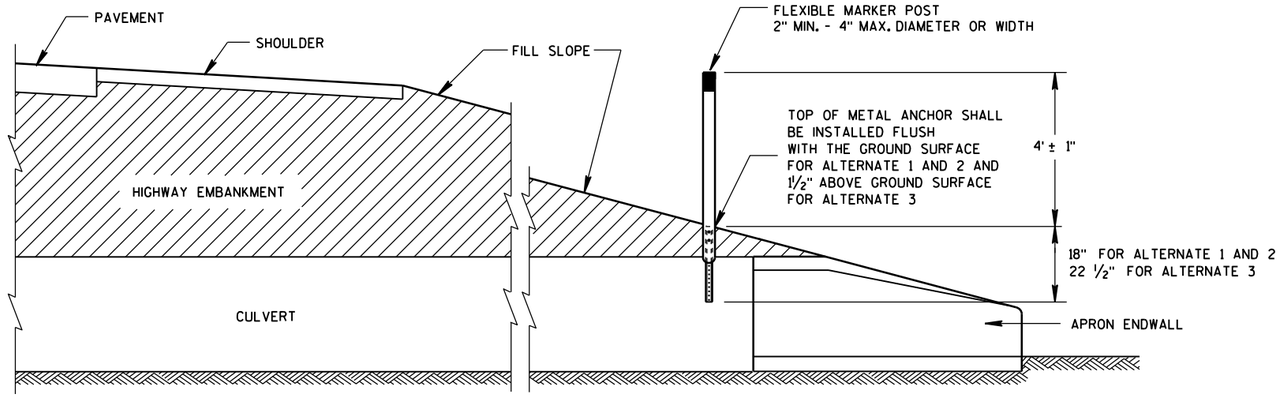
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

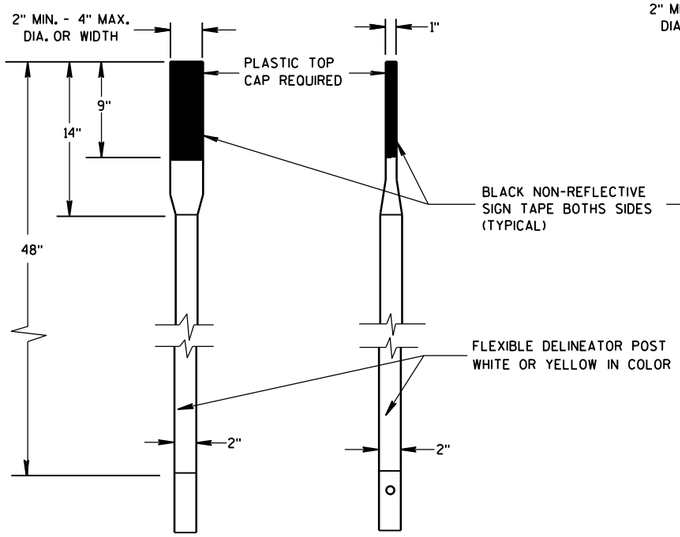
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

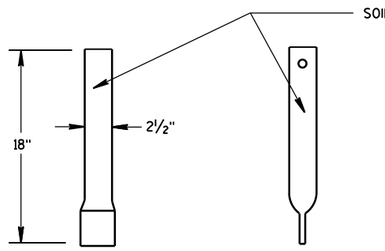
6

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

6

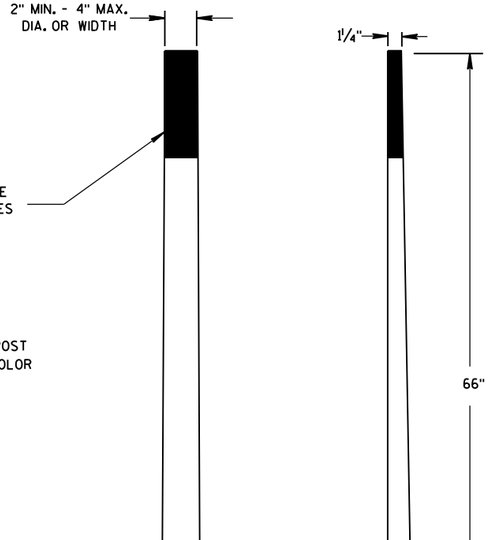
S.D.D. 15 A 3-2a





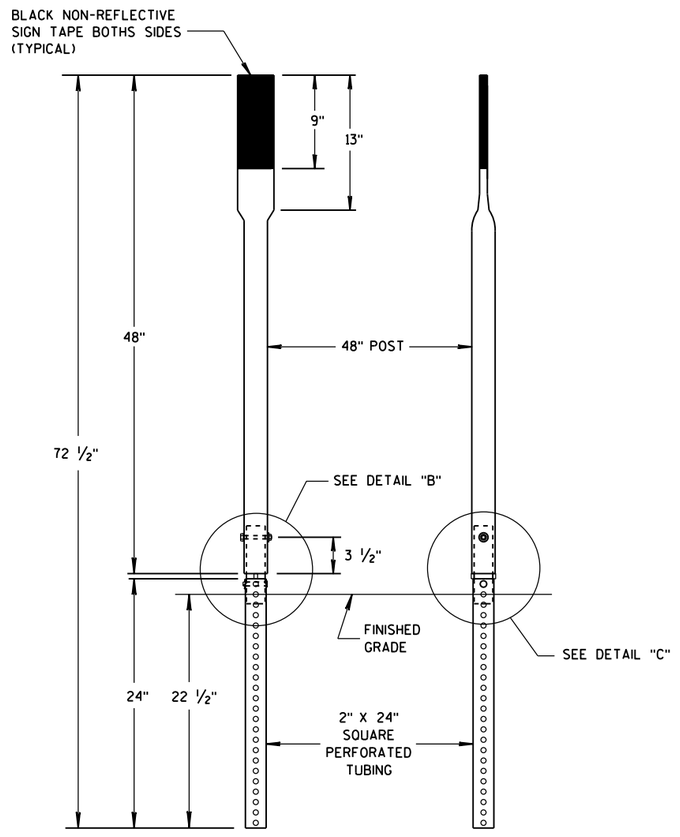
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

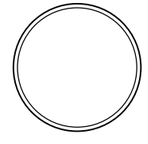
ALTERNATE 2



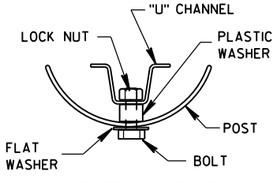
FRONT VIEW SIDE VIEW

ALTERNATE 3

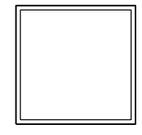
FLEXIBLE MARKER POSTS



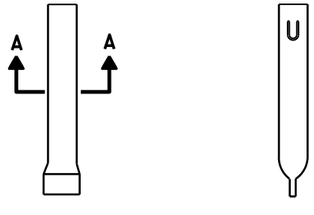
SECTION A-A



SECTION B-B

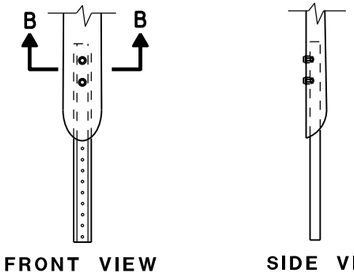


SECTION C-C



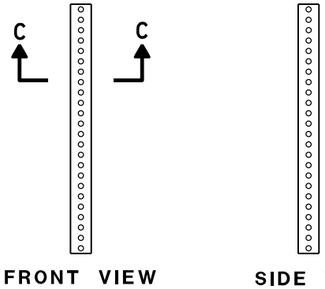
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

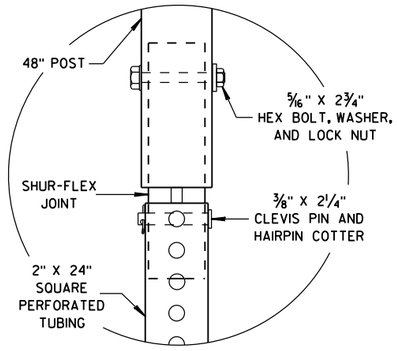
ALTERNATE 2



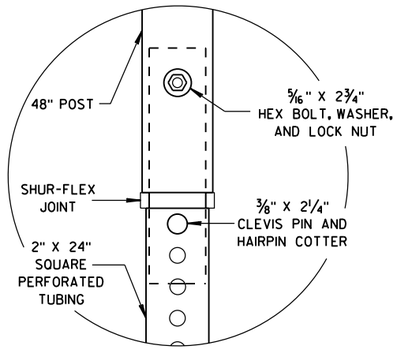
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

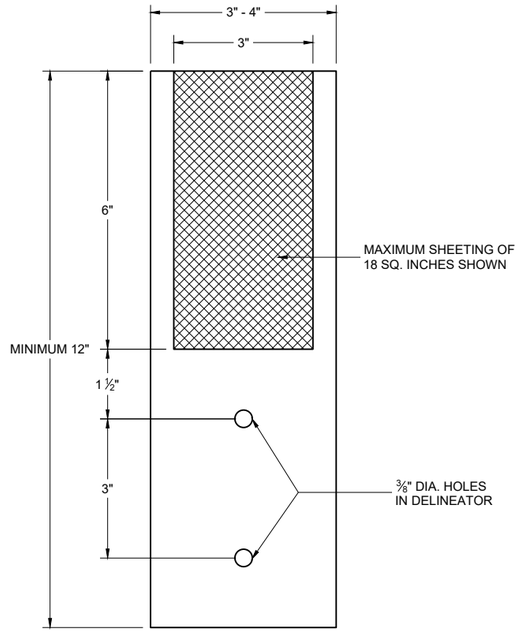
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

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

6

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



4" x 12" DELINEATOR
WITH REFLECTIVE SHEETING

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

DELINEATOR POST
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

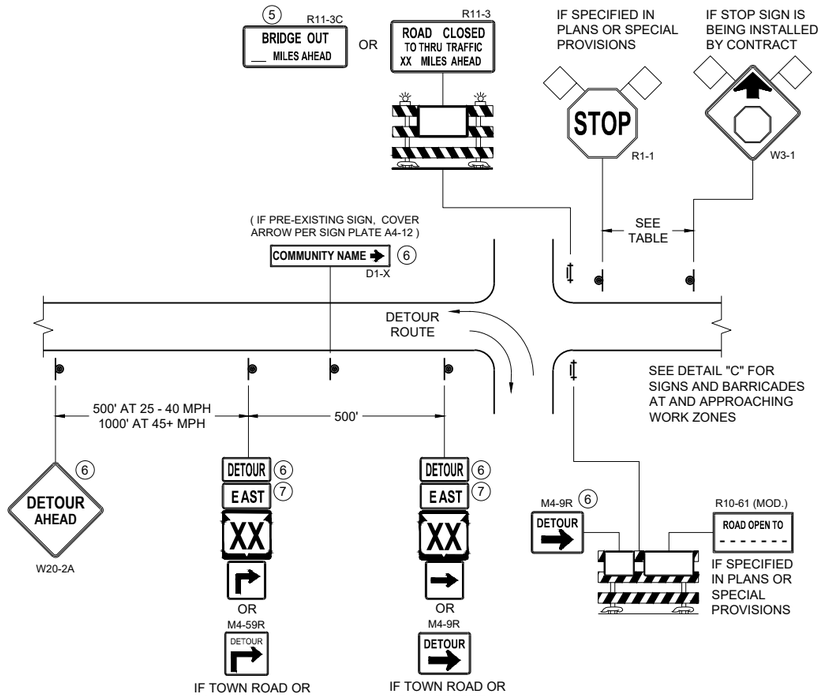
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

6

SDD 15A04-08e

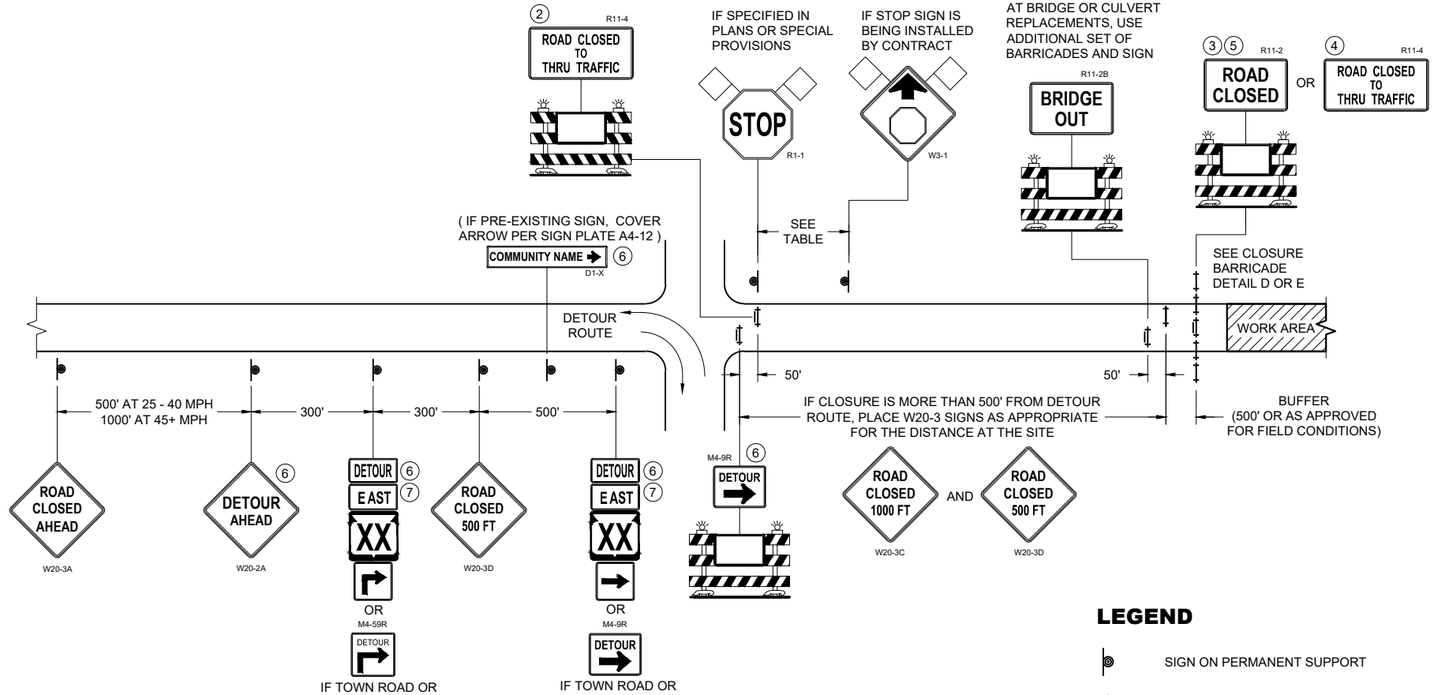
SDD 15A04-08e



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

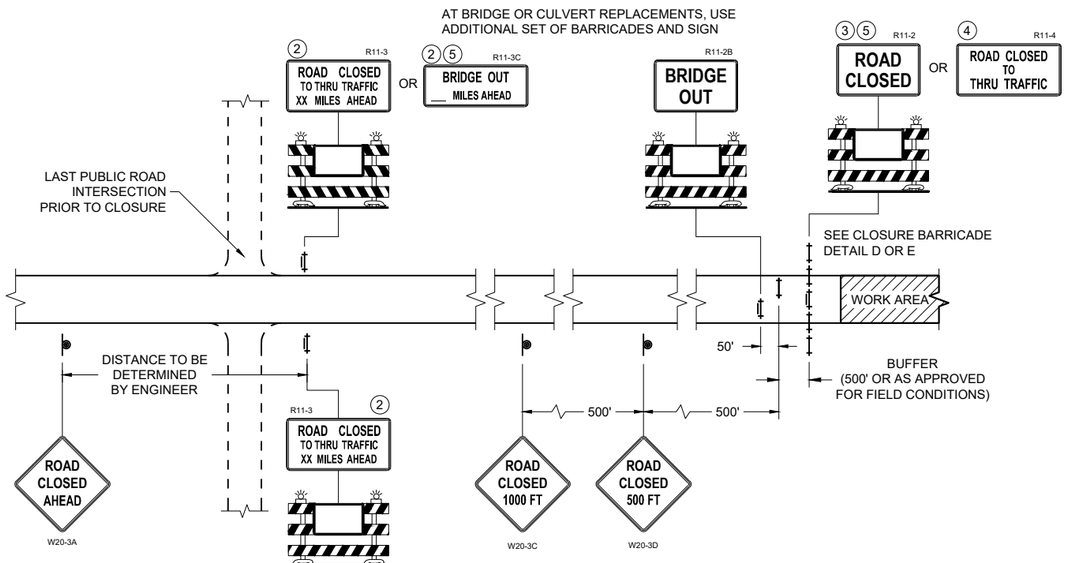
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



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

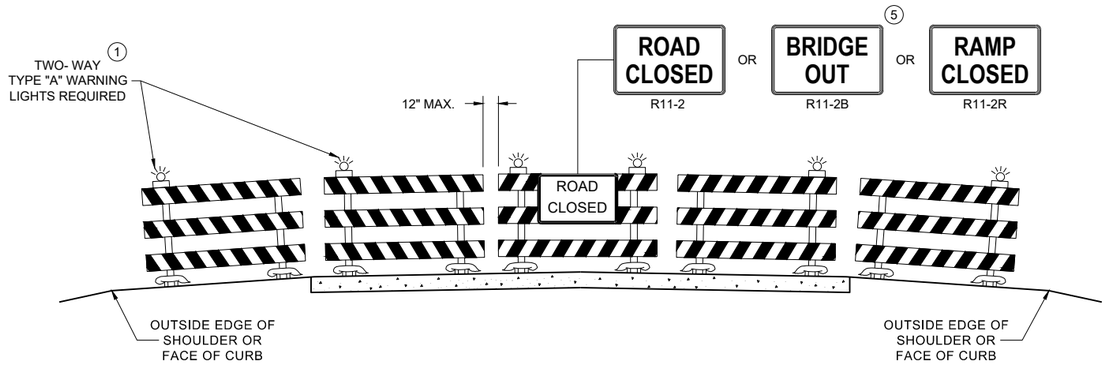
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

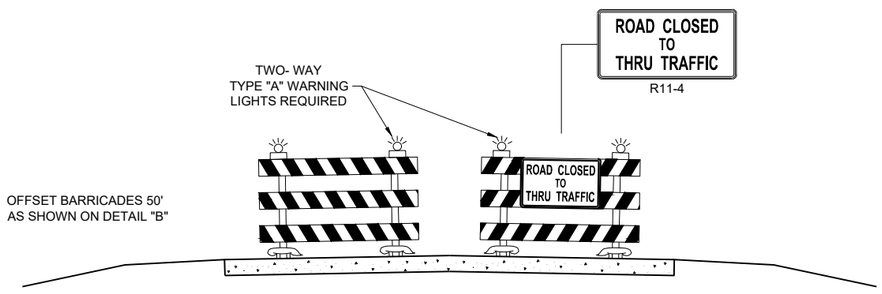
6
SDD 15C02-10a



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.

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

"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"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

(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
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

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SDD 15C02-10b

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

LEGEND

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

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

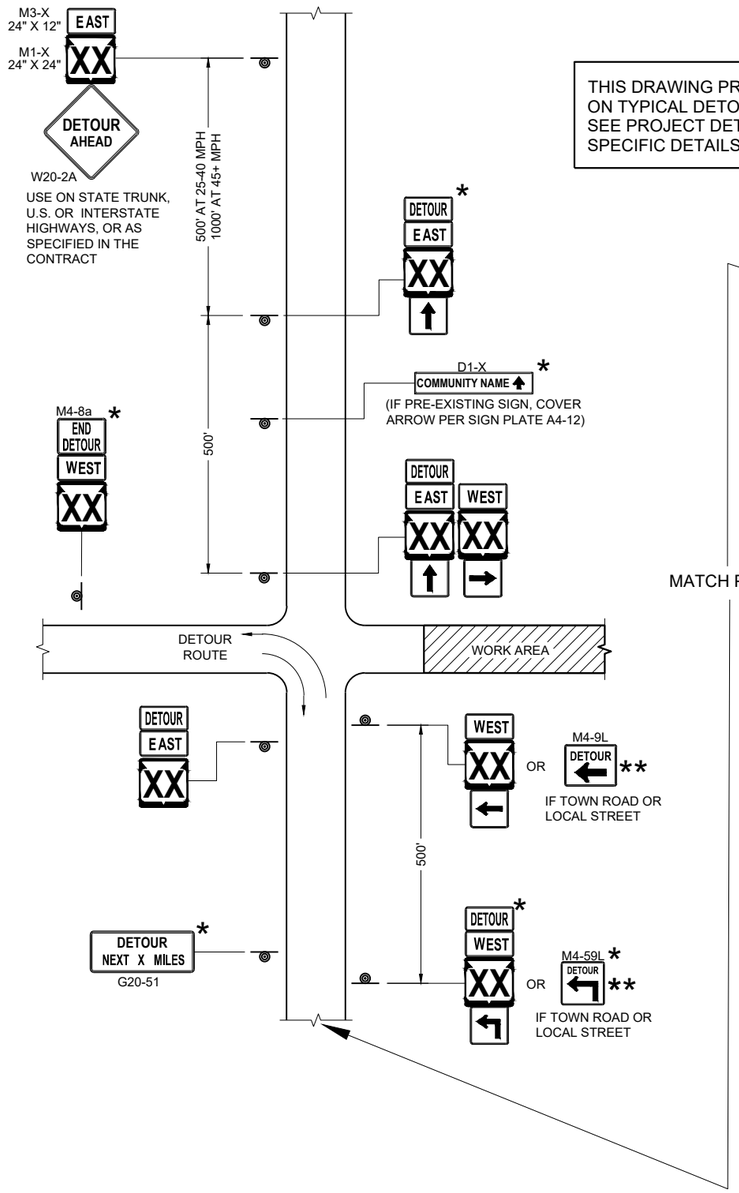
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

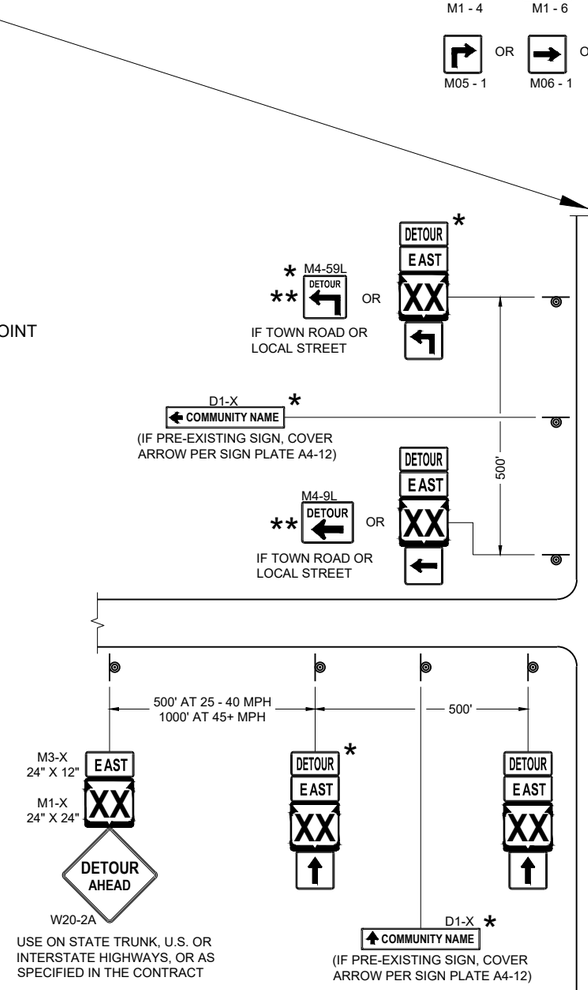
SIGN SIZES SHALL BE AS FOLLOWS:

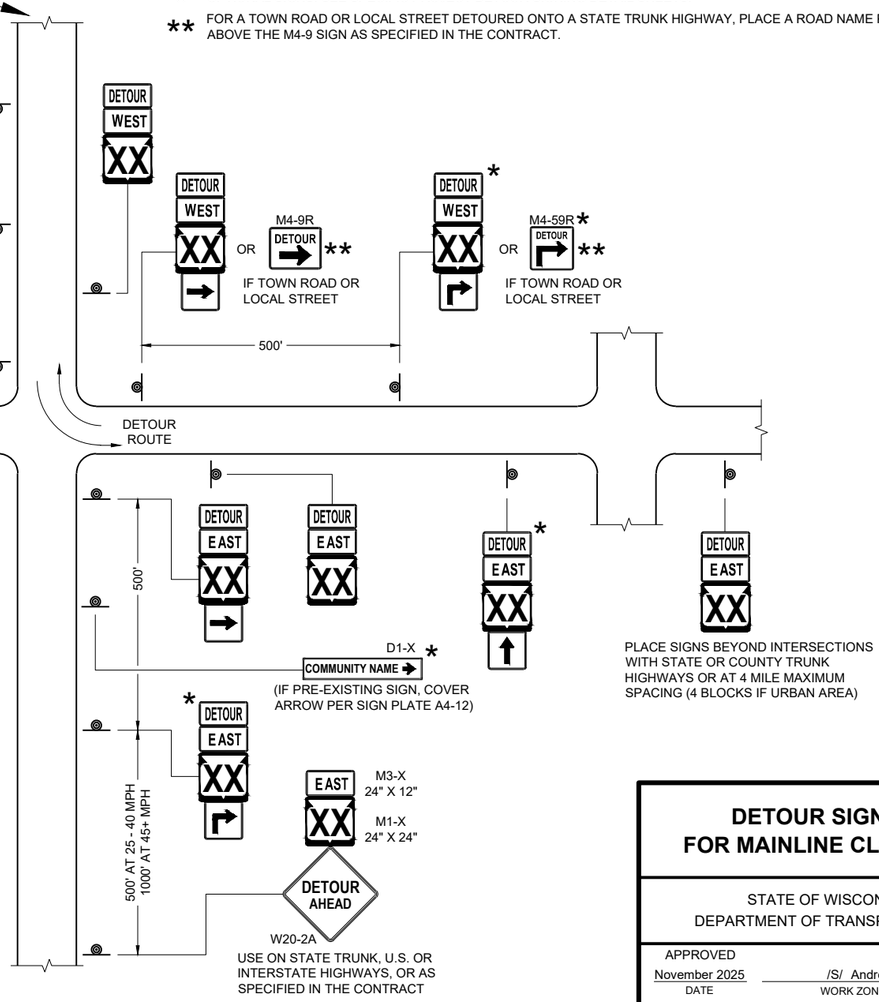
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.







SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

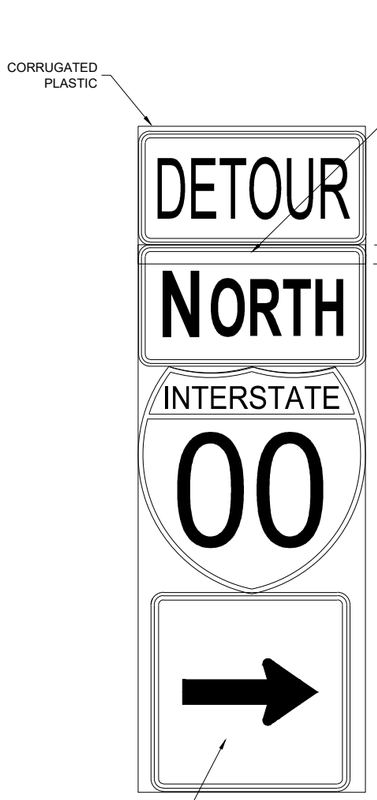
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

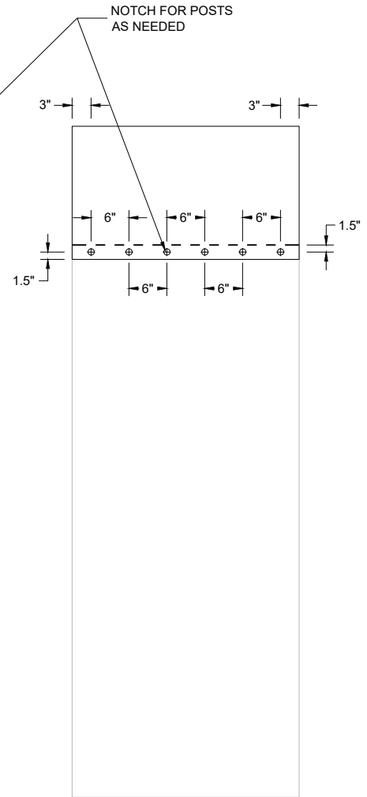
FHWA

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SDD 15C02-10c

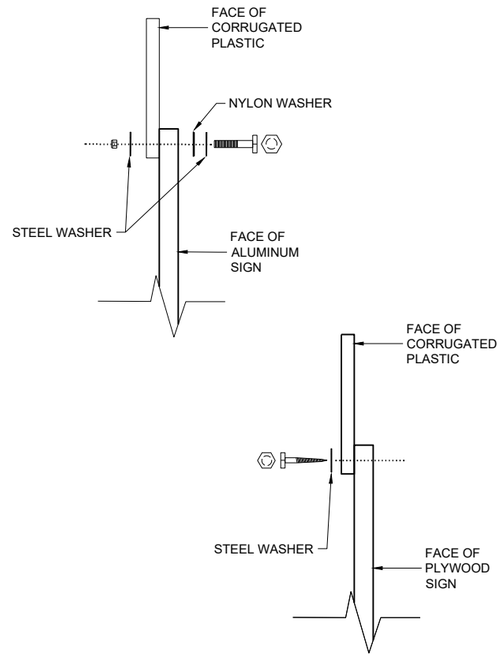
FRONT SIDE



BACK SIDE



SIDE VIEW



COVER EXISTING ARROW WITH APPROPRIATE DETOUR ARROW

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

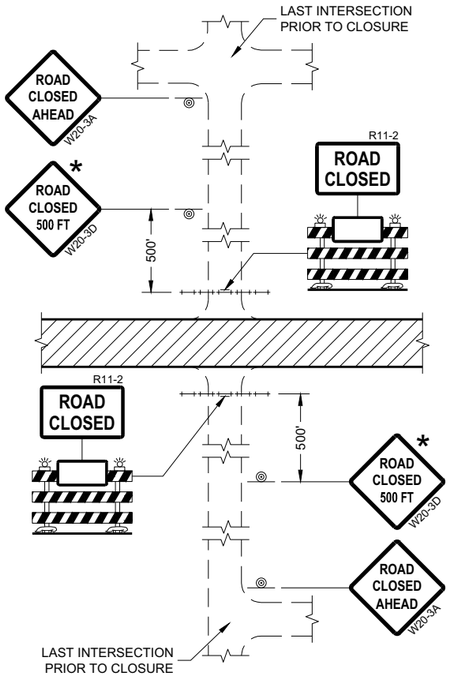
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

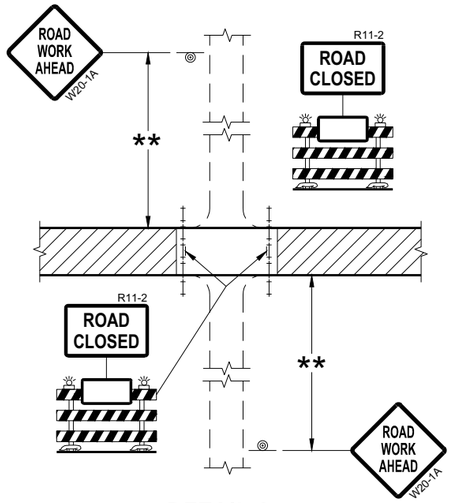
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C02-10h



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

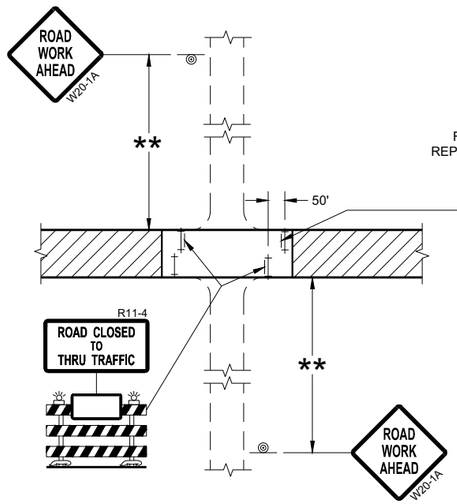
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

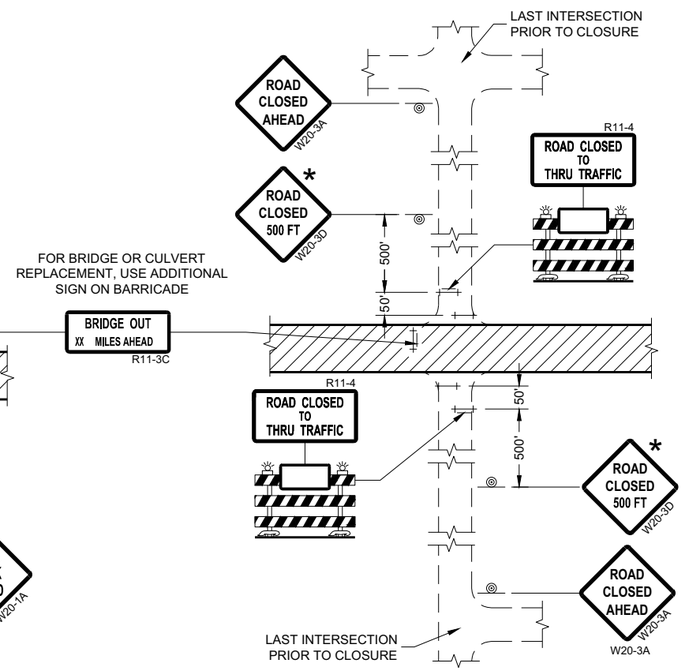
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

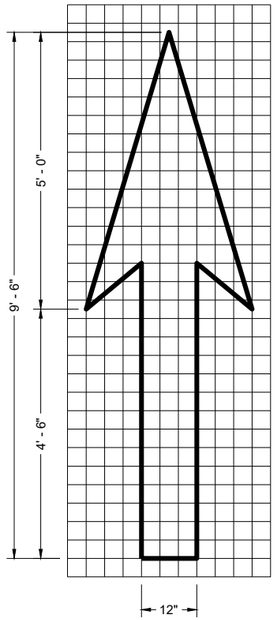
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

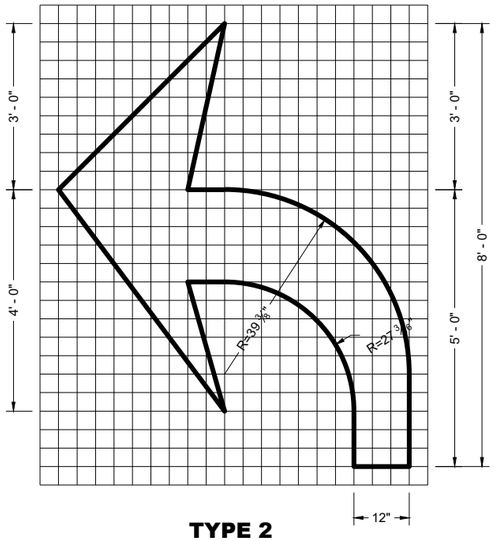
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SDD 15C03 - 05

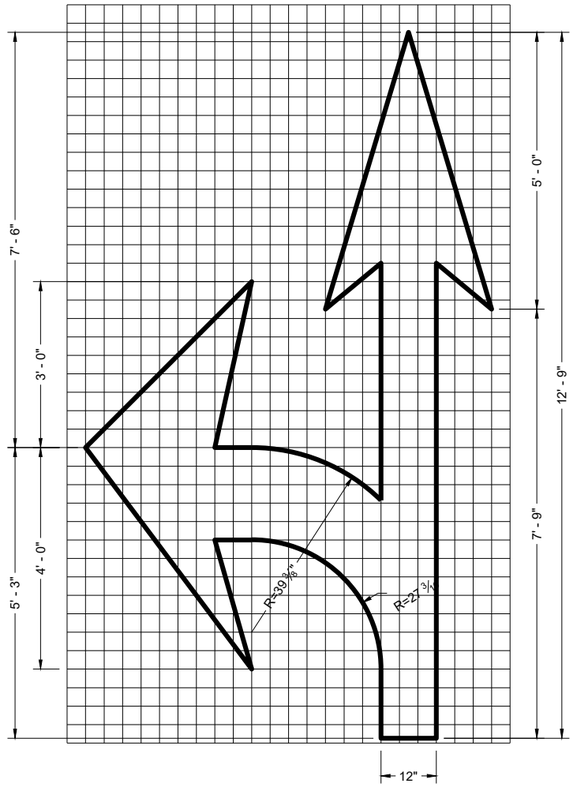
SDD 15C03 - 05



TYPE 1



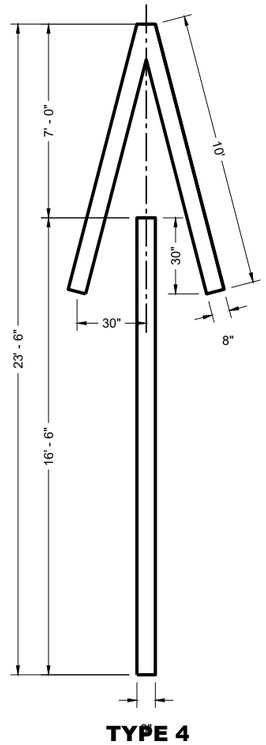
TYPE 2



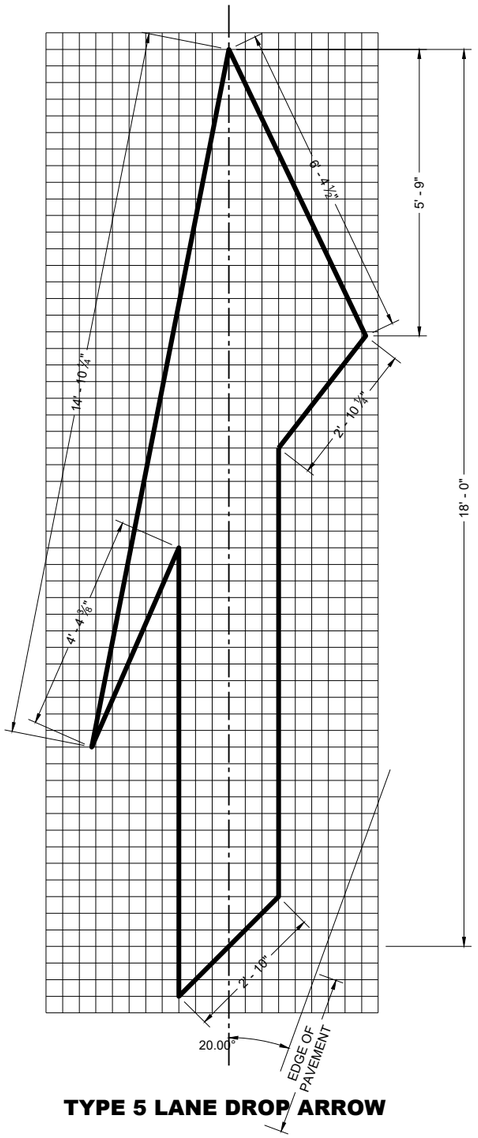
TYPE 3

GENERAL NOTES

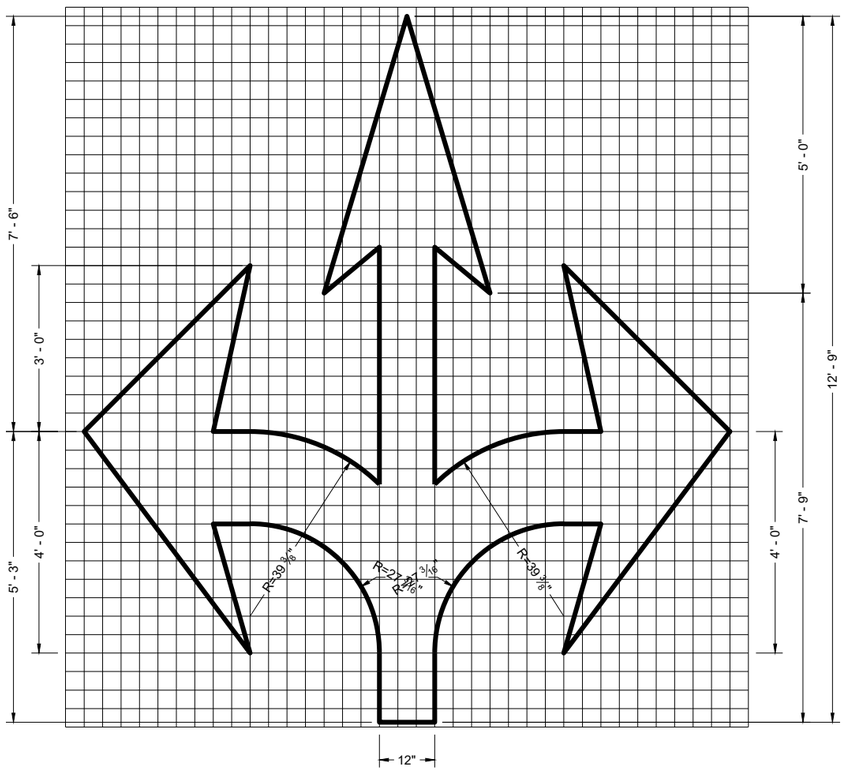
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



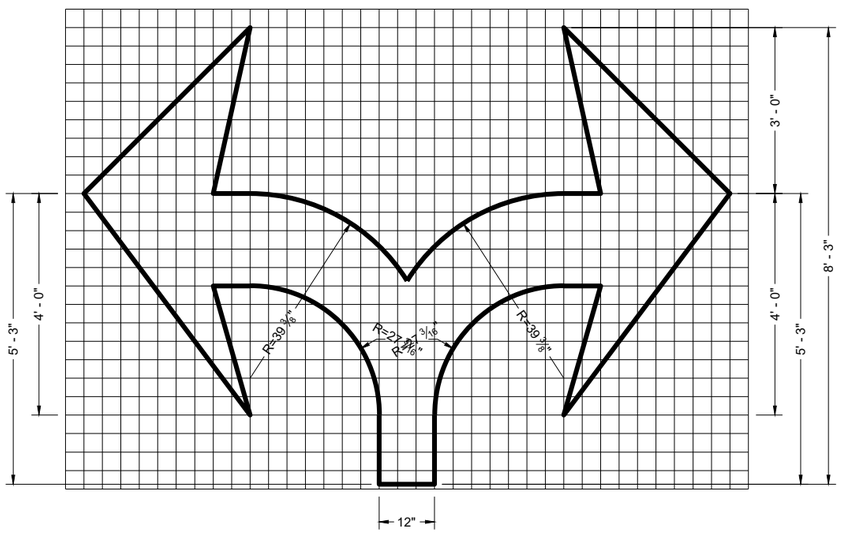
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 — DATE
/S/ Jeannie Silver — STATE SIGNING AND MARKING ENGINEER

FHWA

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SDD 15C07-16c

SDD 15C07-16c

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

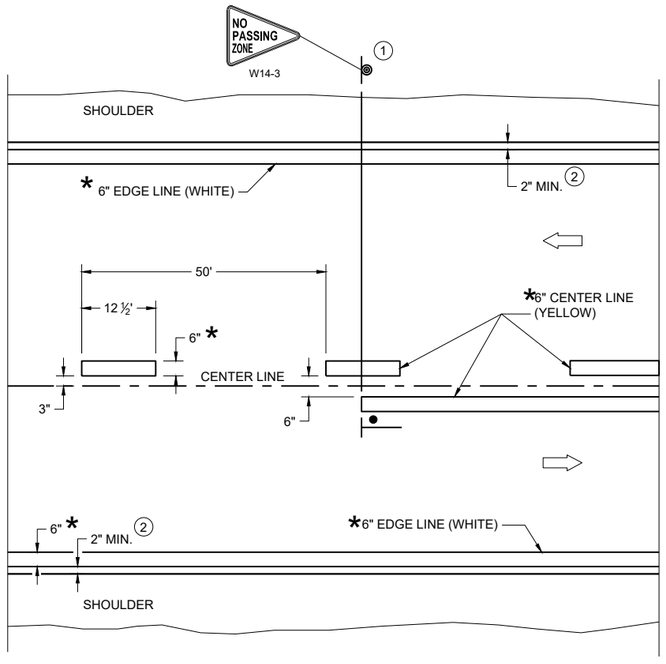
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

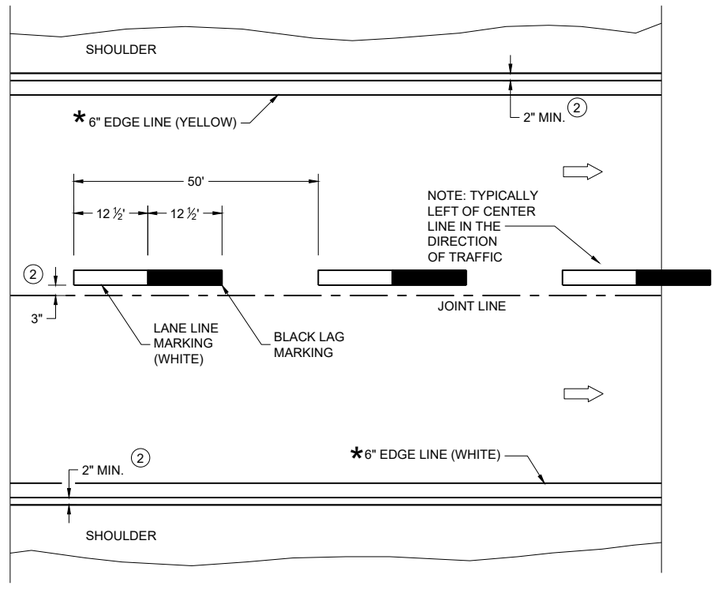
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

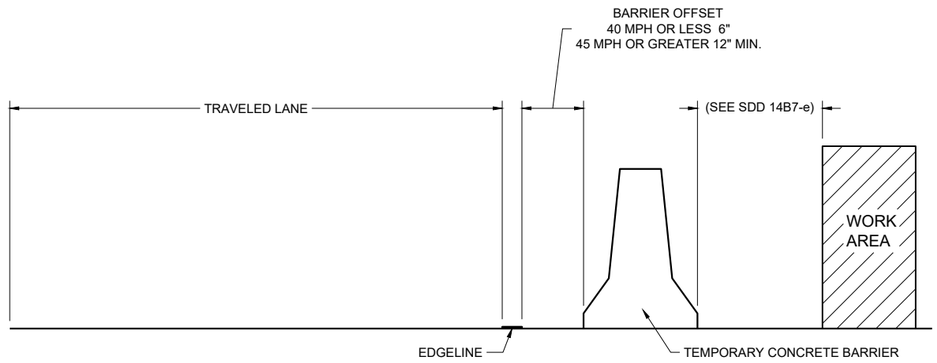
PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	

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SDD 15C08-24a

6

SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

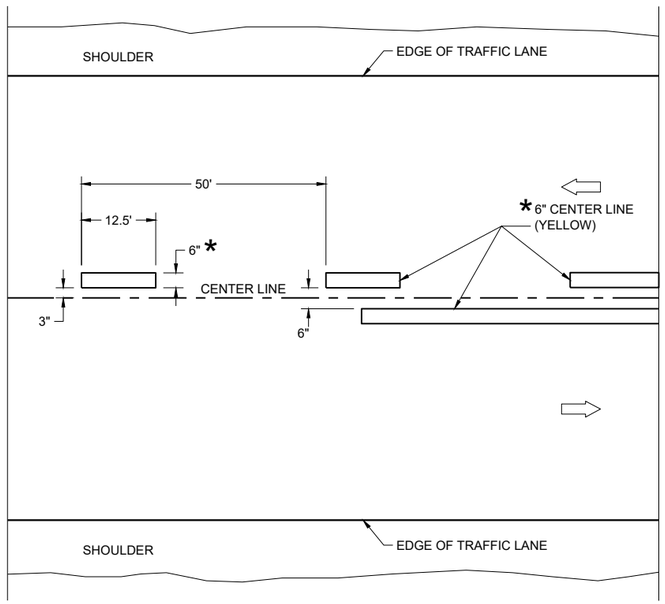
GENERAL NOTES

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

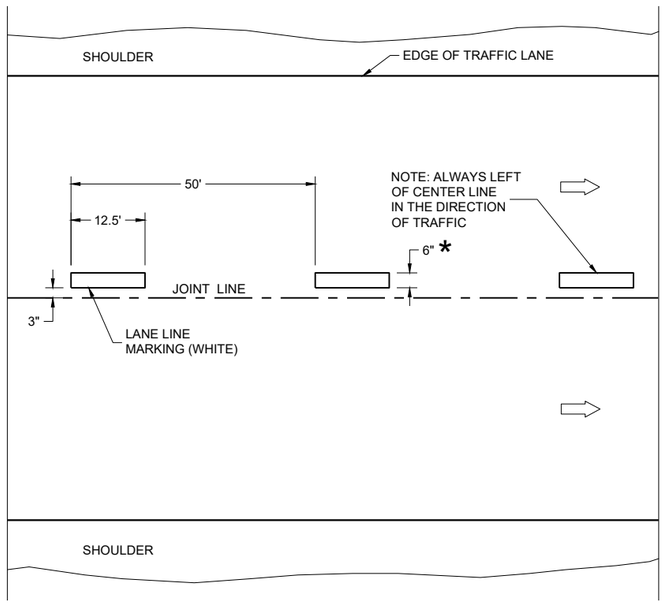
LEGEND

DIRECTION OF TRAFFIC

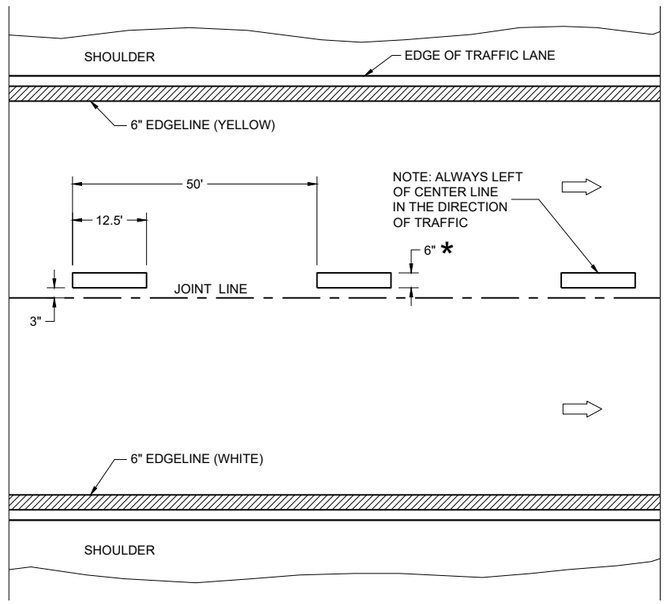
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer
FHWA

6

SDD 15C08-24b

6

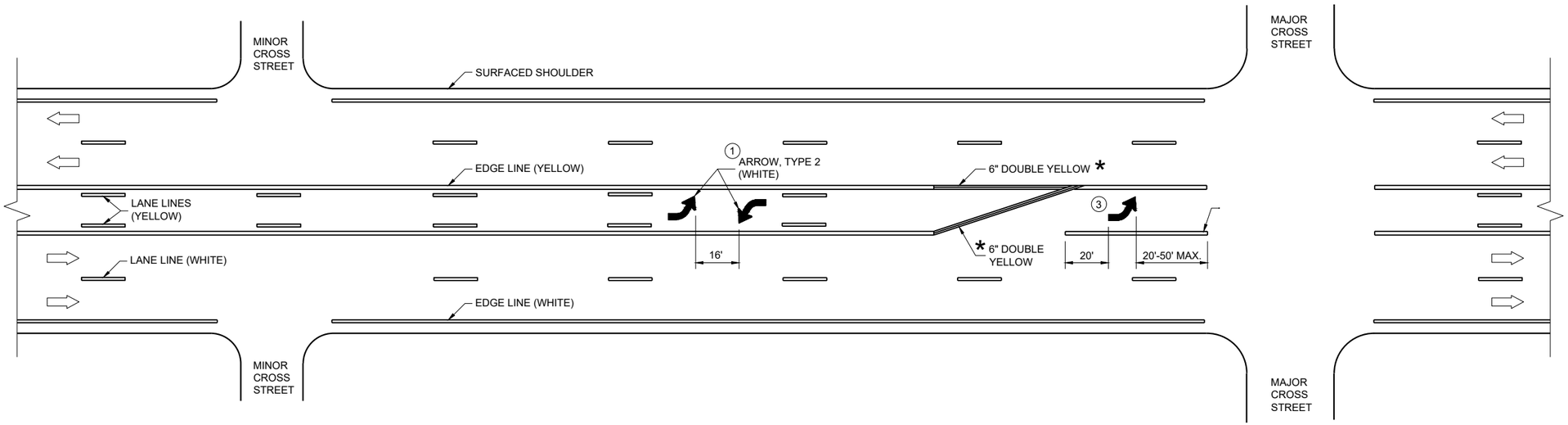
SDD 15C08-24b

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 10" WHITE
3. TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

⇨ DIRECTION OF TRAFFIC

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



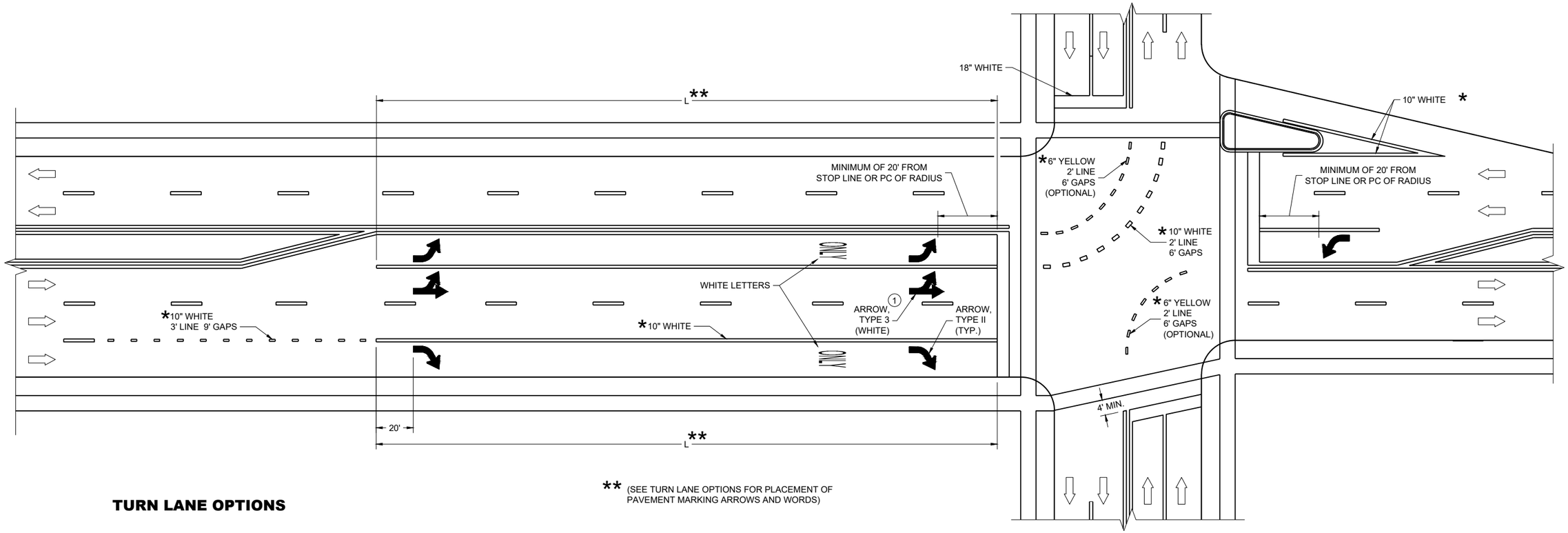
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

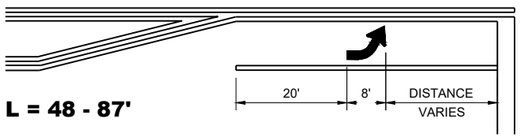
SDD 15C08-24c



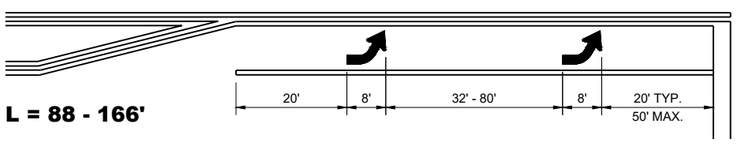
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

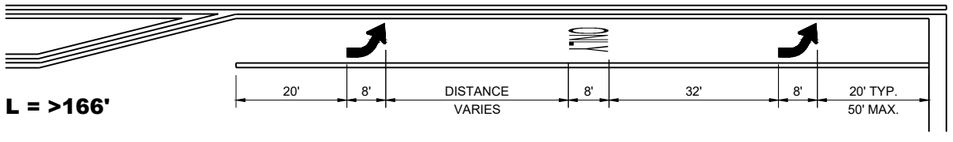
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48 - 87'



L = 88 - 166'



L = >166'

GENERAL NOTES

1. QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

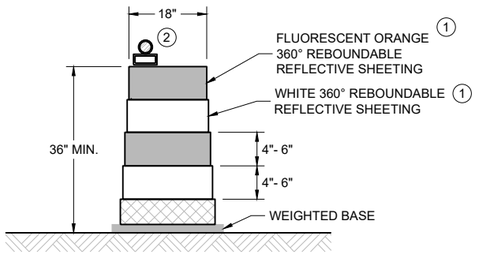
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

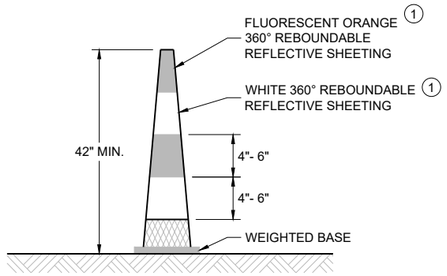
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

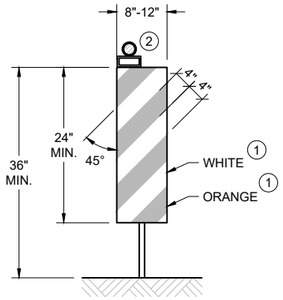
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

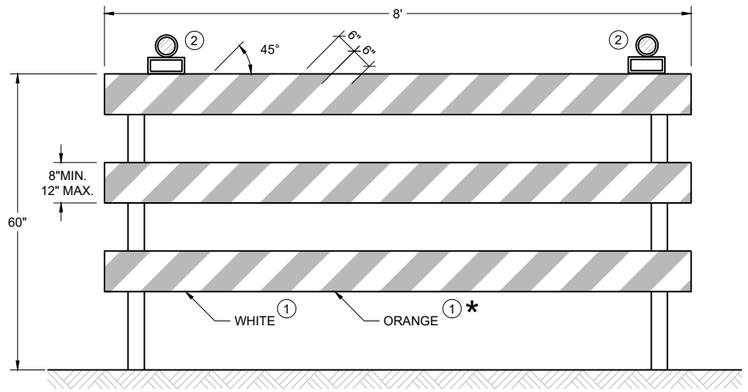
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 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
February 2026 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15C11-11b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

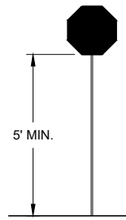
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

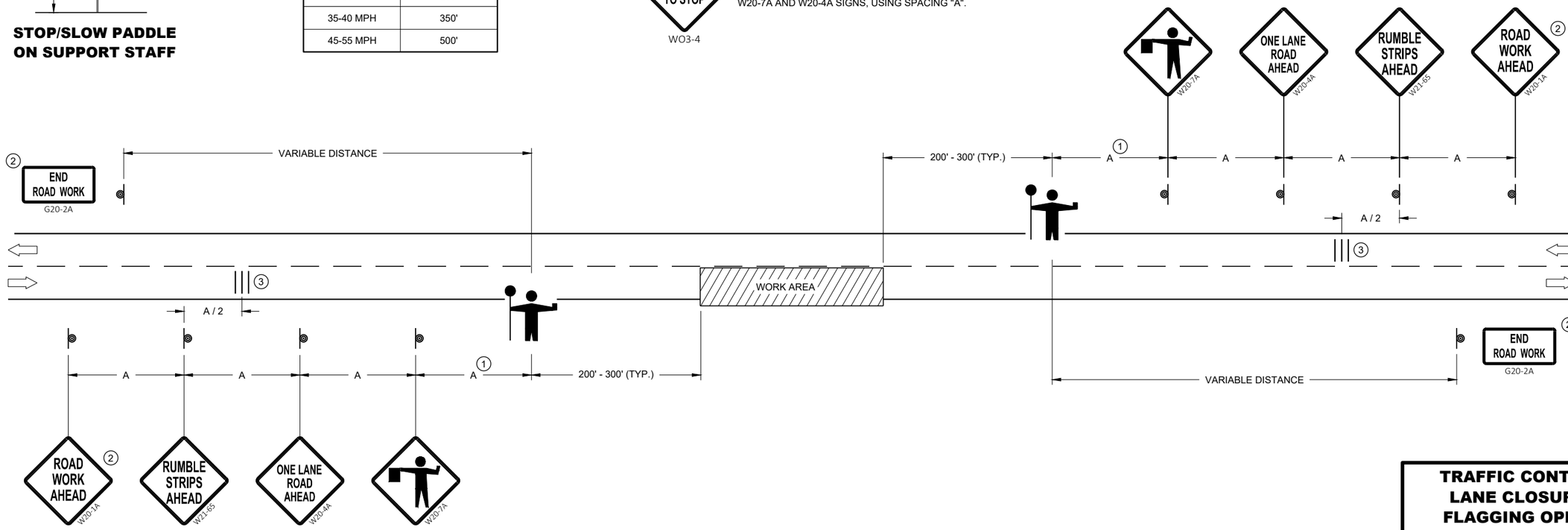
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 09a

6

SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

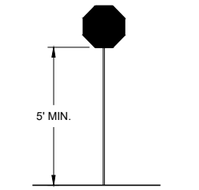
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

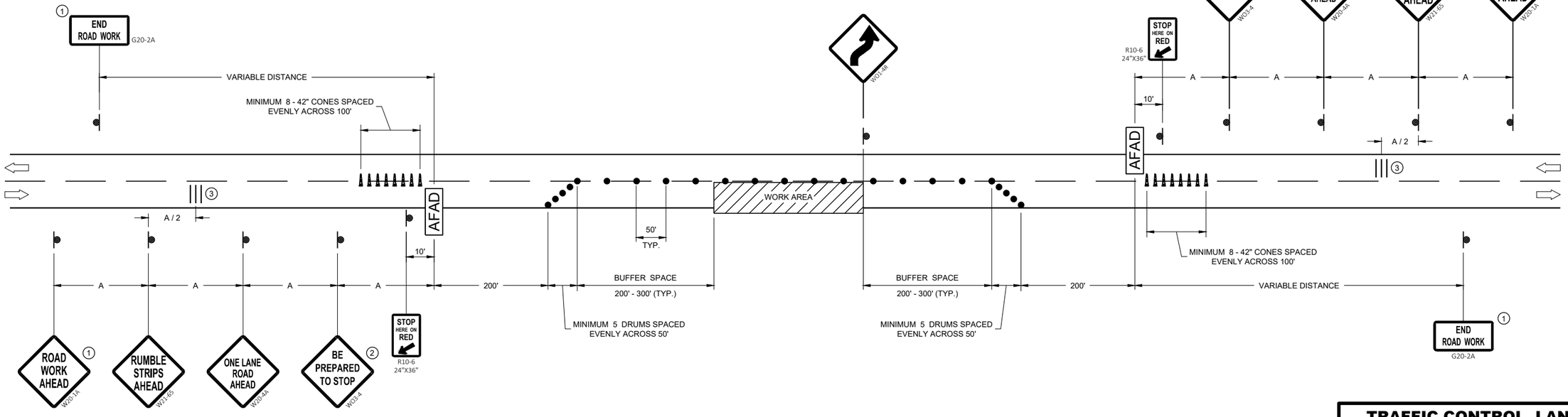
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



6

SDD 15C12 - 09b

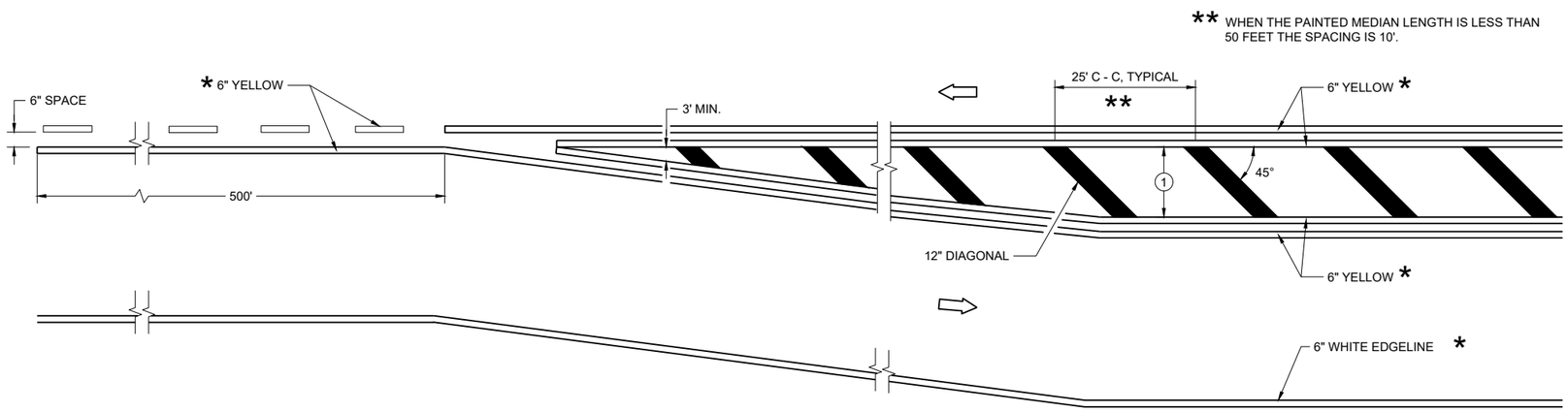
SDD 15C12 - 09b

TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA



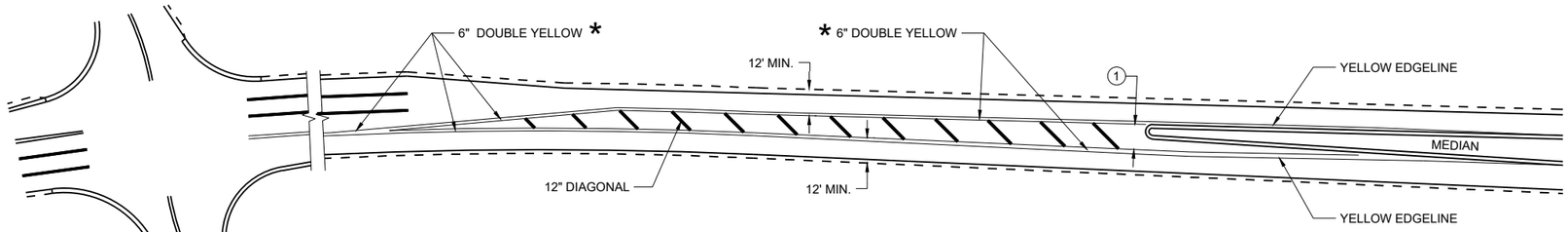
MEDIAN ISLAND DETAIL

GENERAL NOTES

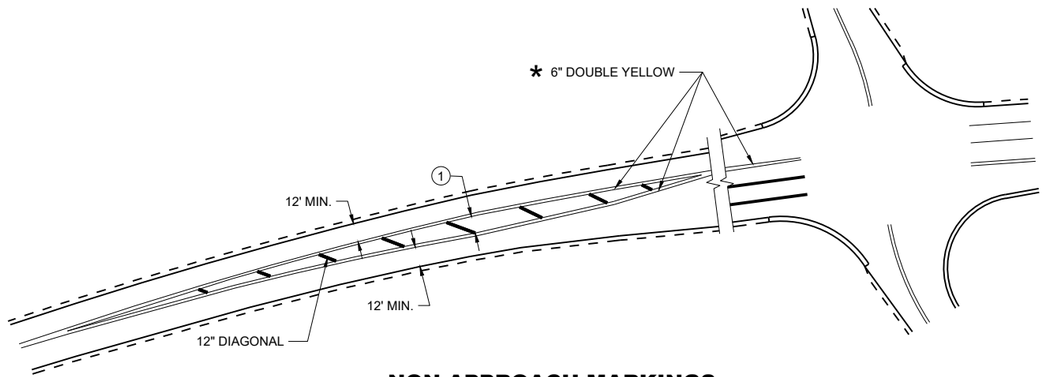
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

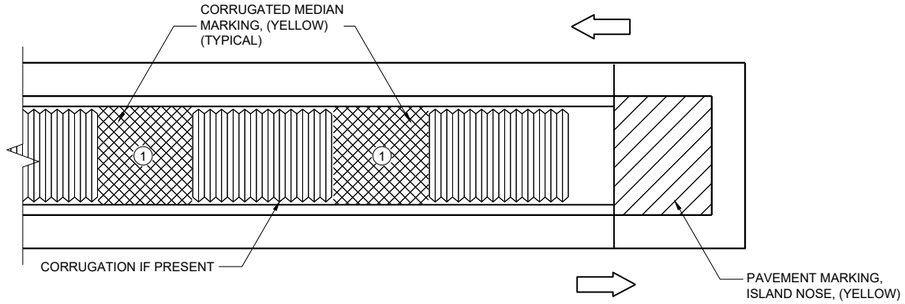
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

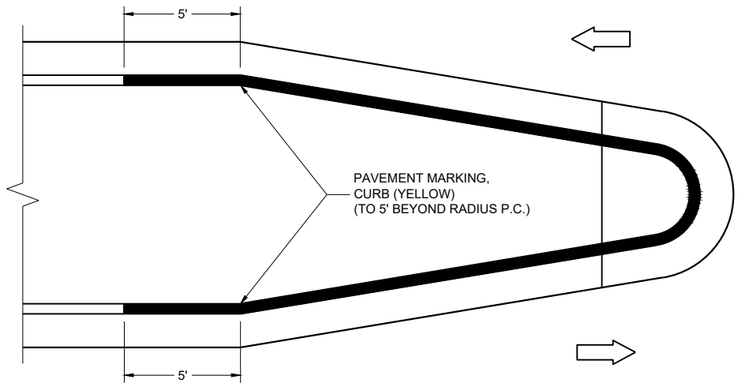
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SDD 15C18-09a

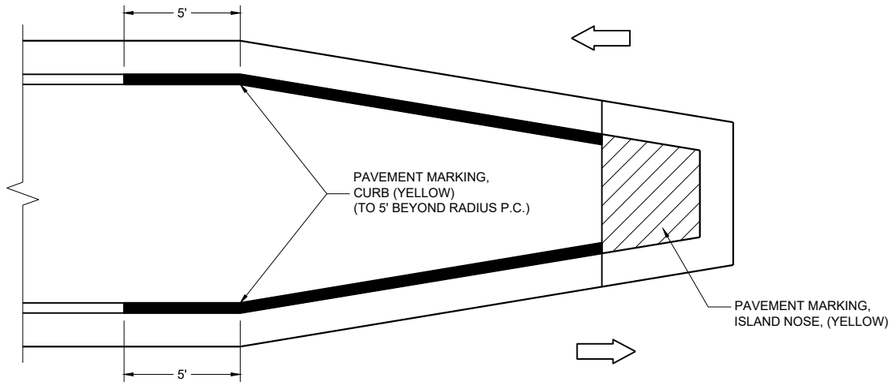
SDD 15C18-09a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

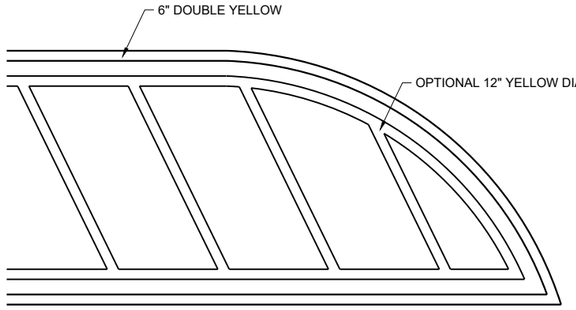
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C18-09b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

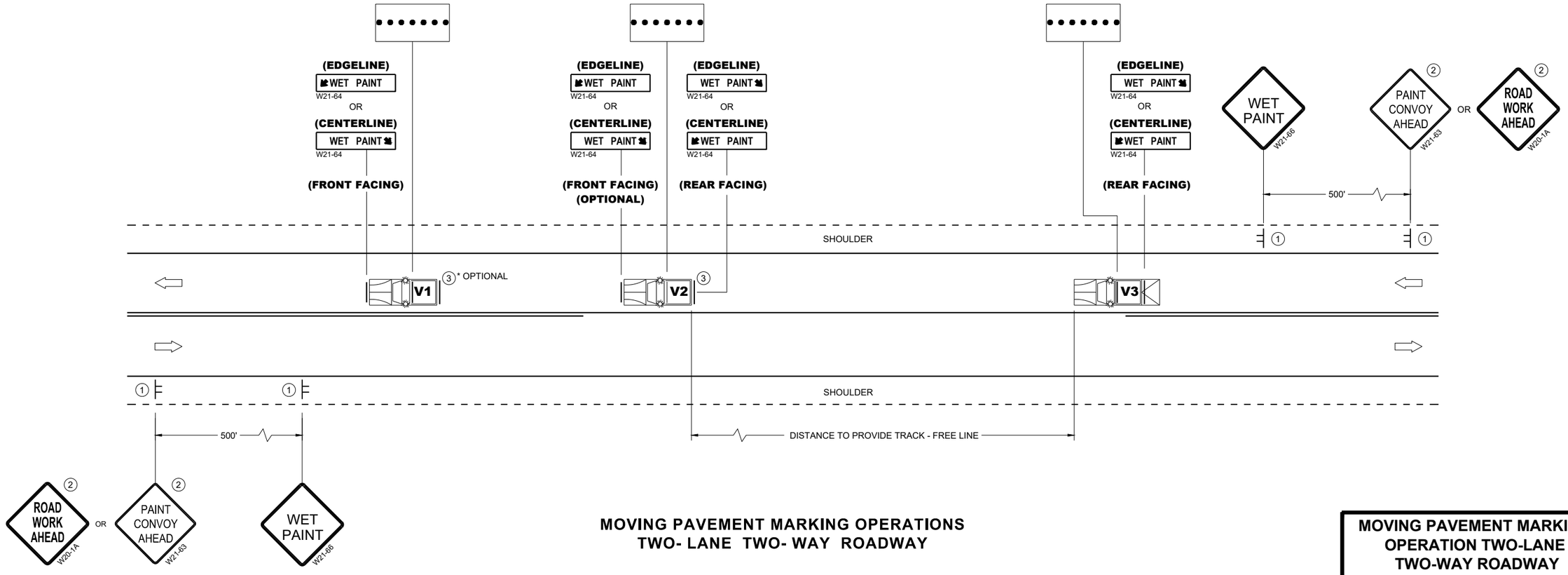
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.

(3) V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER

FHWA

6

SDD 15C19-11a

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

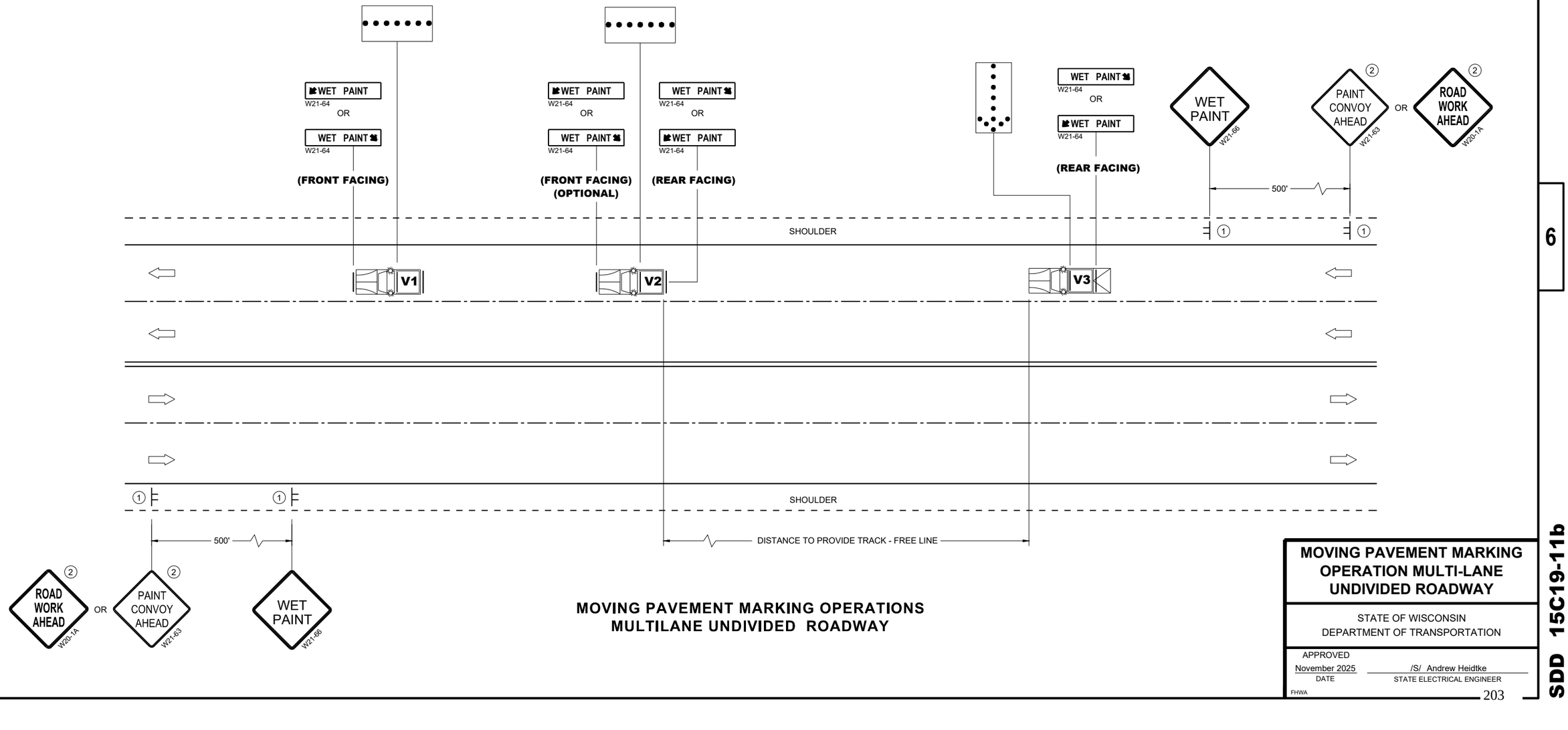
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — STATE ELECTRICAL ENGINEER
FHWA

6
SDD 15C19-11b

LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

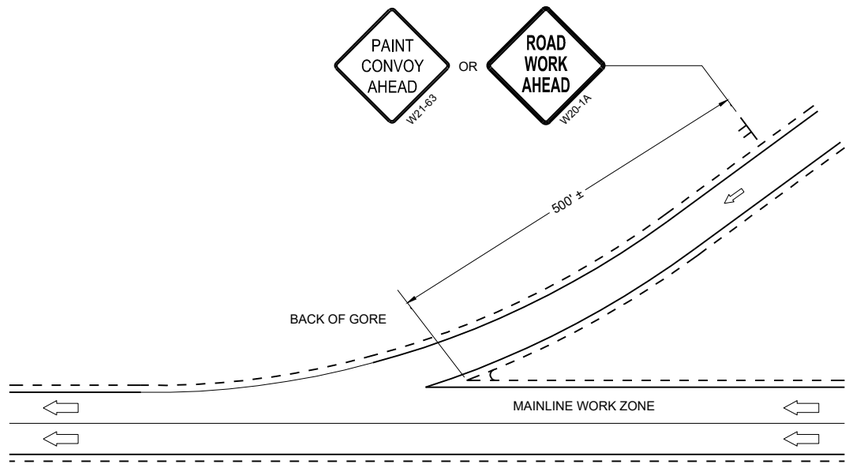
V3 TRAIL VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

ARROW PANEL (CAUTION)



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

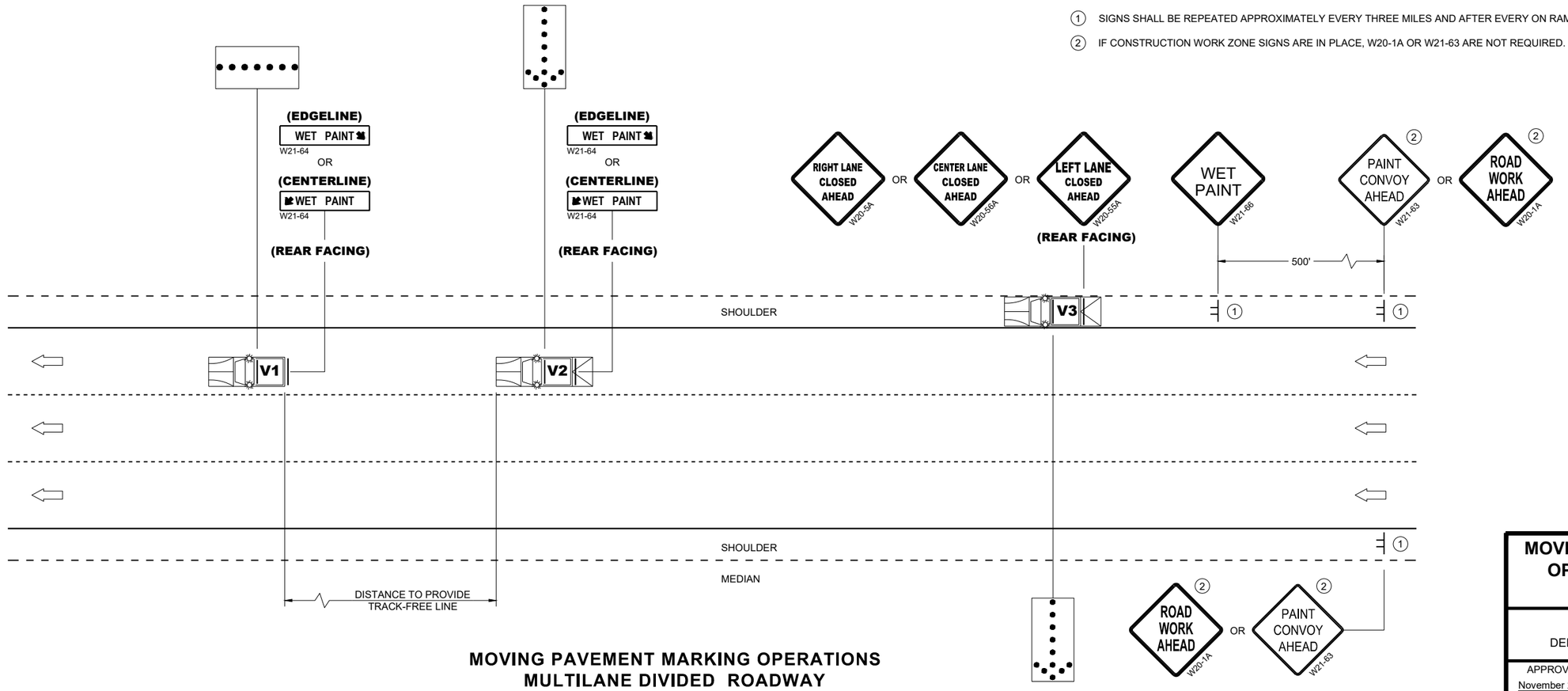
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025
DATE

/S/ Andrew Heidtke
STATE ELECTRICAL ENGINEER

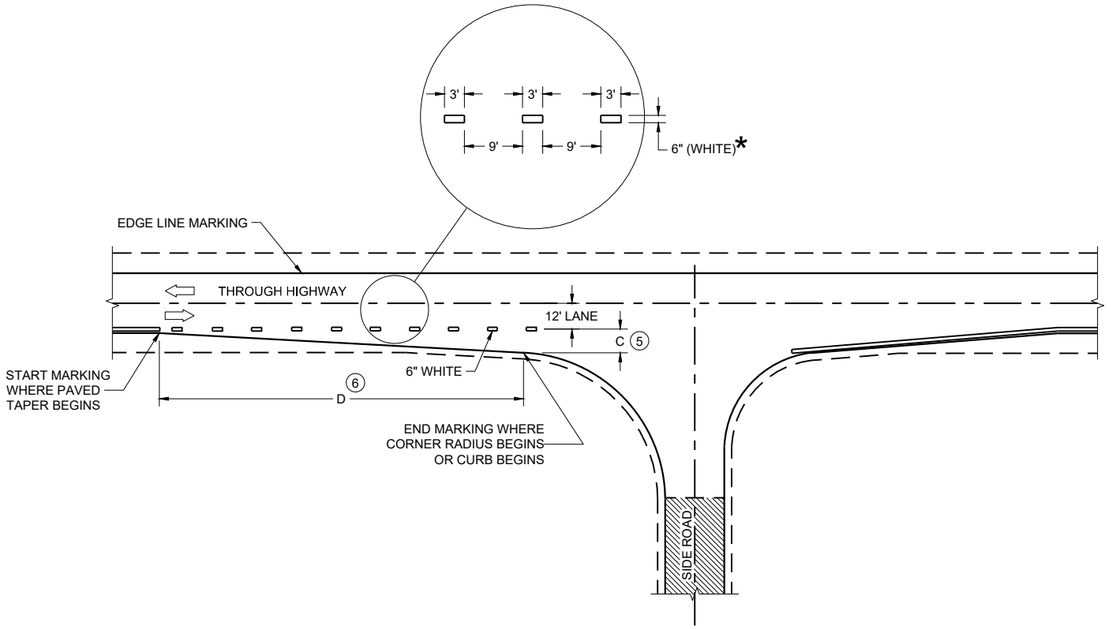
FHWA

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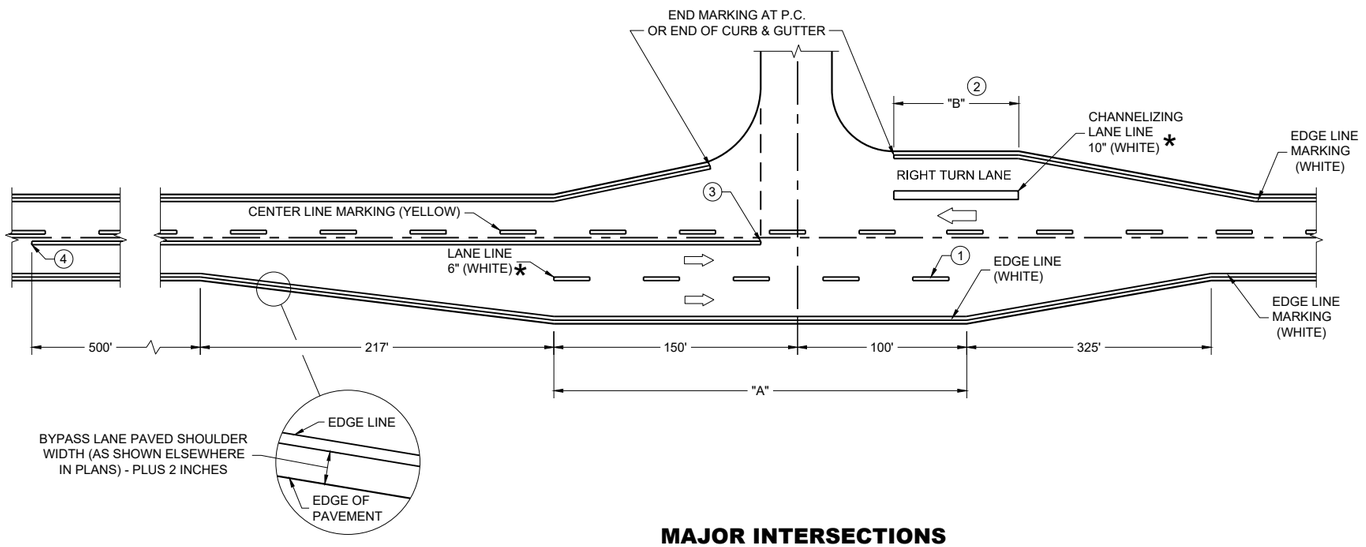
SDD 15C19-11c

6

SDD 15C19-11c



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

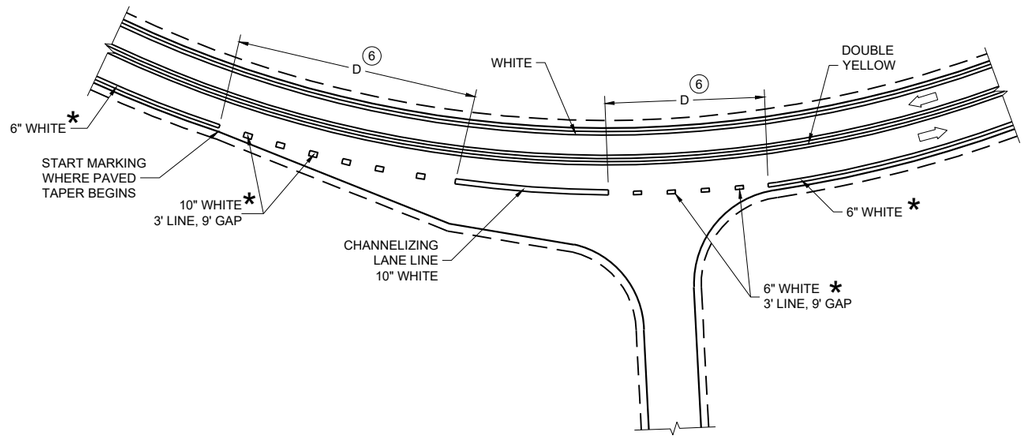
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
5. WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
6. WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

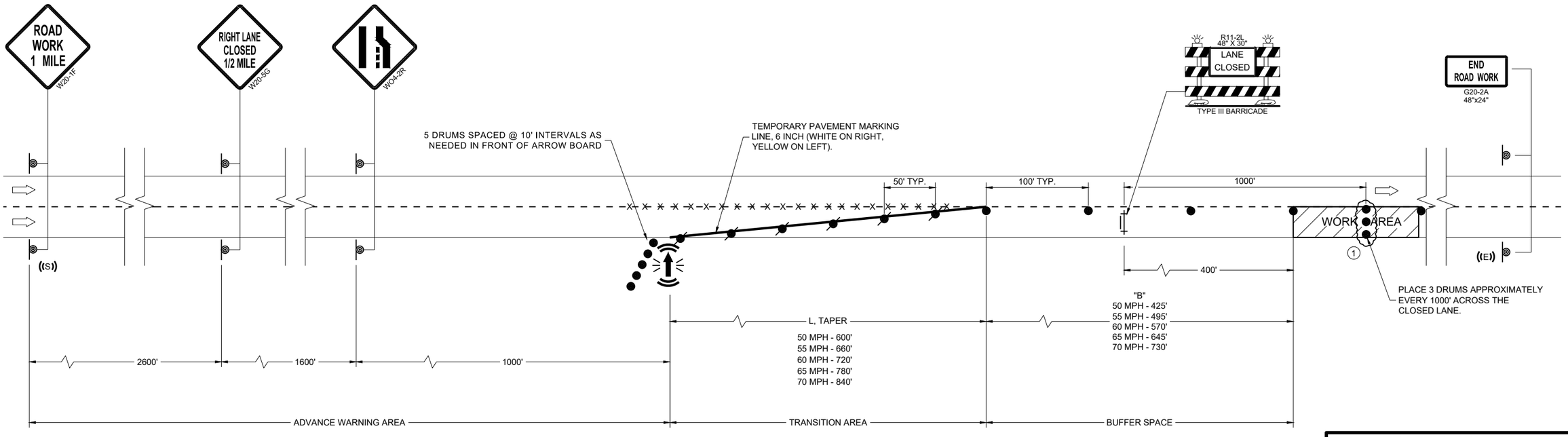
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

(1) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6
SDD 15D12-17a

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.

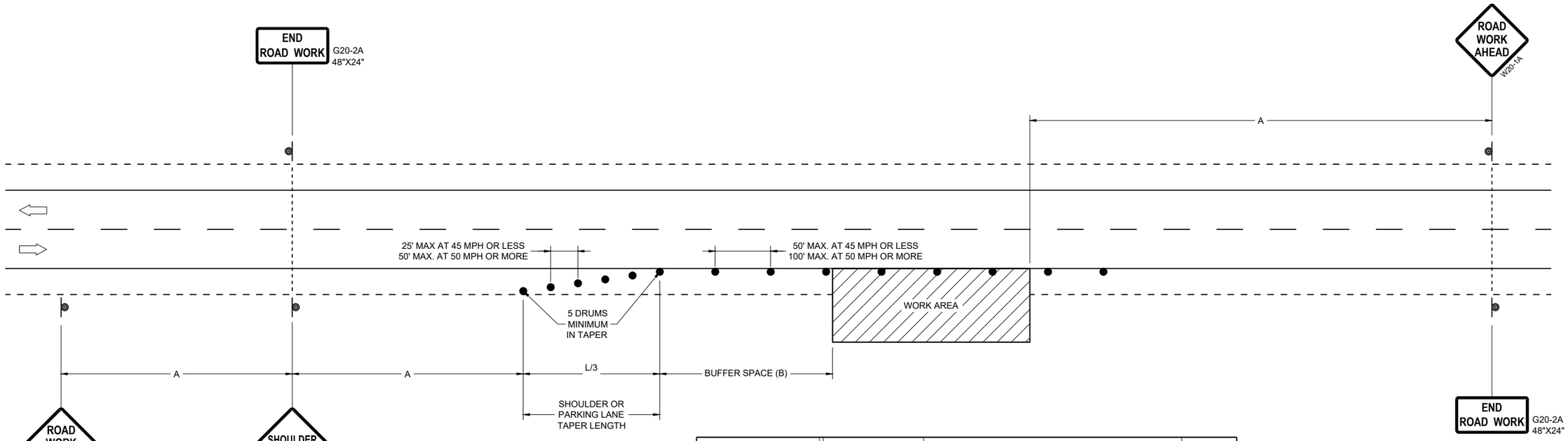
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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.



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	155
30	200'	15	20	25	30	35	40	200
35	350'	20	27	34	40	47	54	250
40	350'	26	35	44	53	62	70	305
45	500'	45	59	74	89	104	119	360
50	500'	50	66	83	99	116	132	425
55	500'	54	73	91	109	127	145	495

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

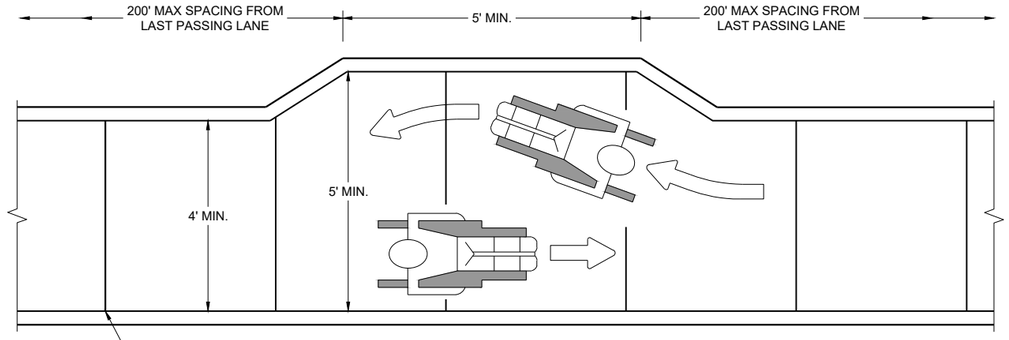
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2026
DATE

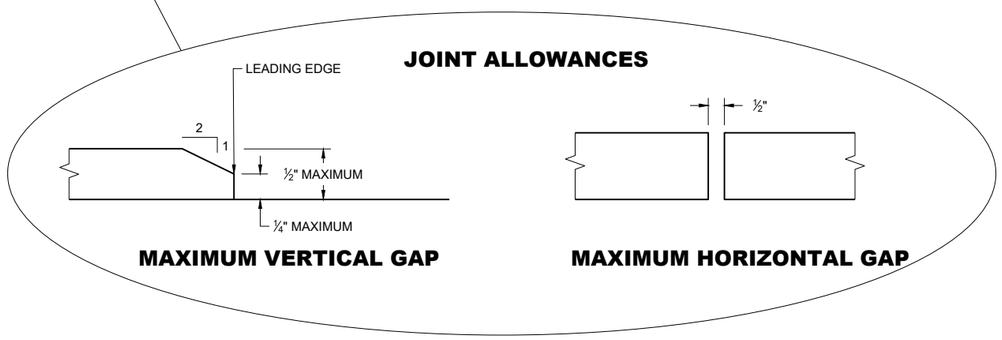
/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

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SDD 15D28-06



NARROW SIDEWALK PASSING DETAIL



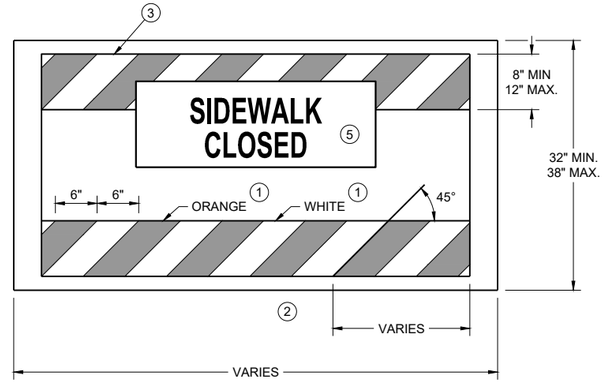
MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

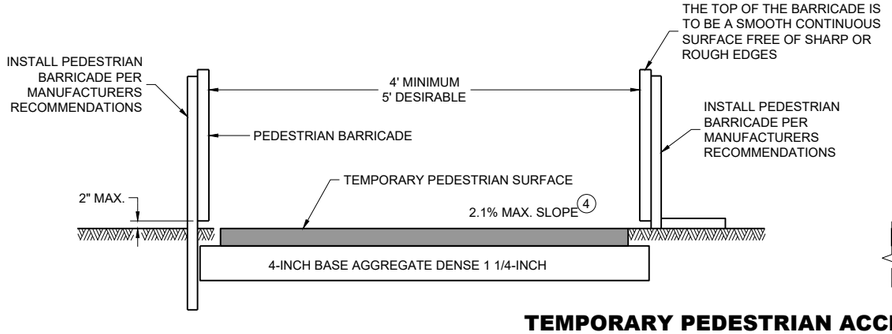
GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

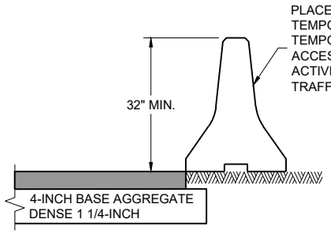
1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
3. PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
4. WHEN THE TEMPORARY PEDESTRIAN ACCESS 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.

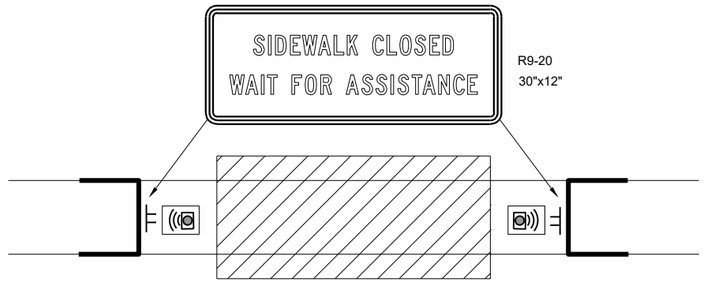


TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS





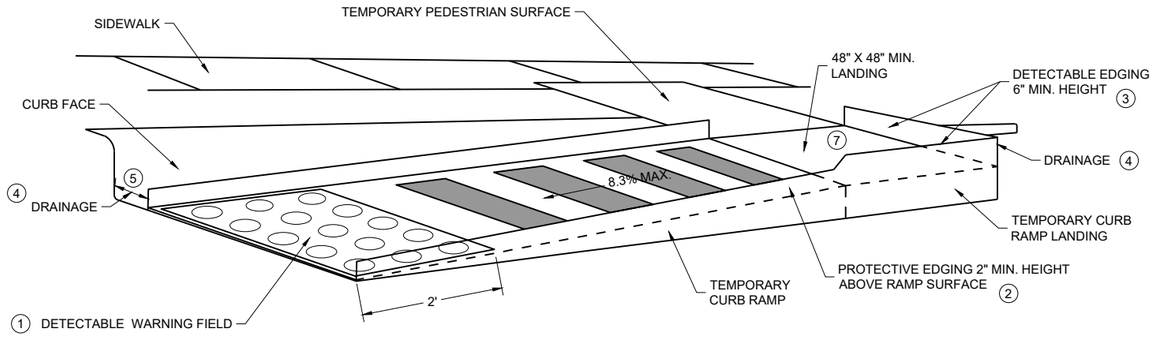
TEMPORARY PEDESTRIAN FLAGGING

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

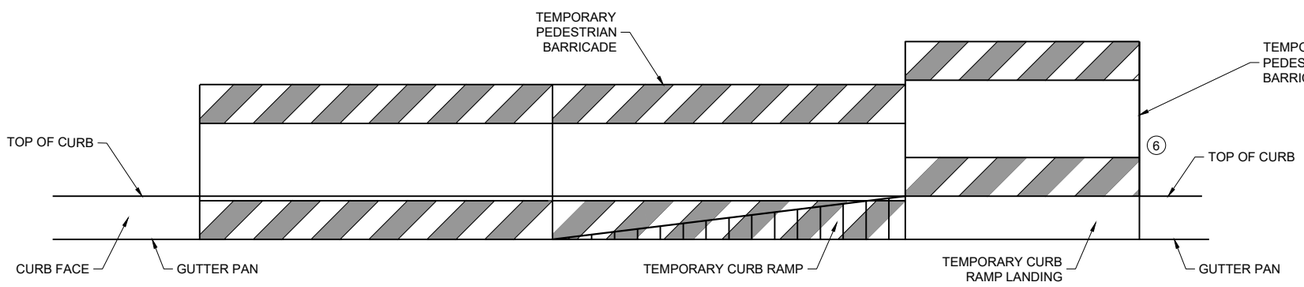
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

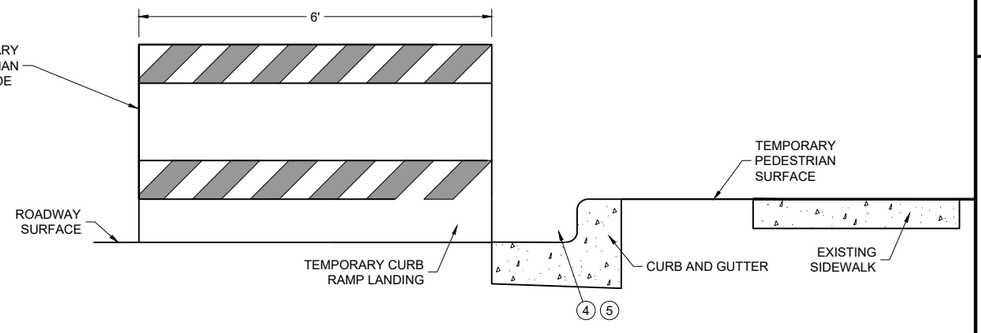
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

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

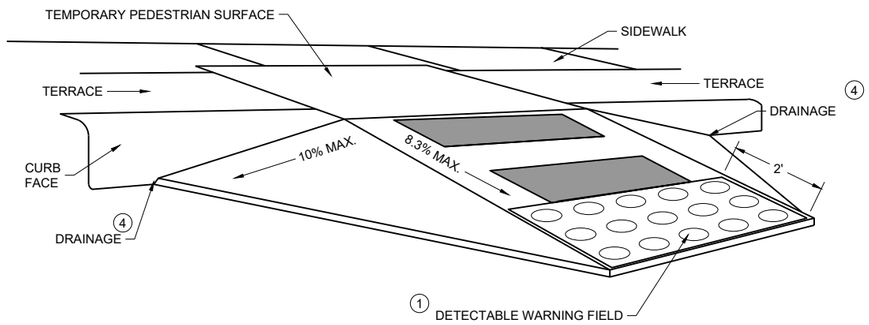
SDD 15D30-12b

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

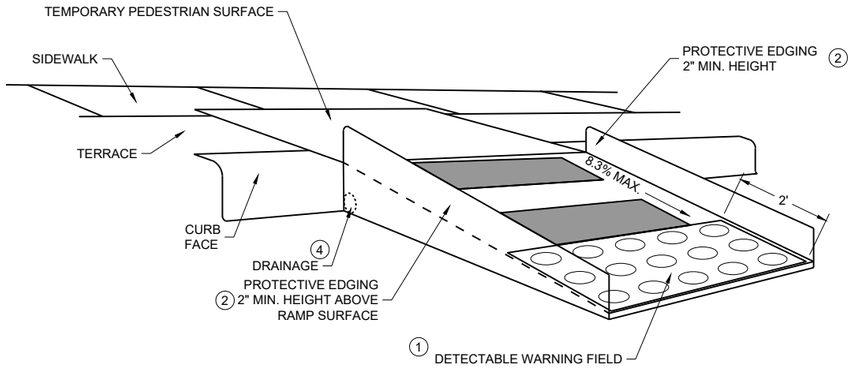
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

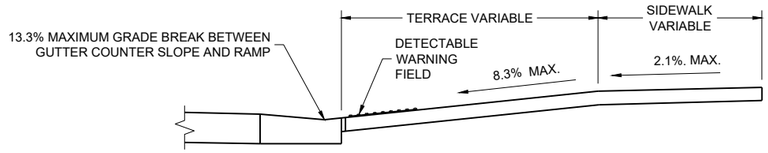
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

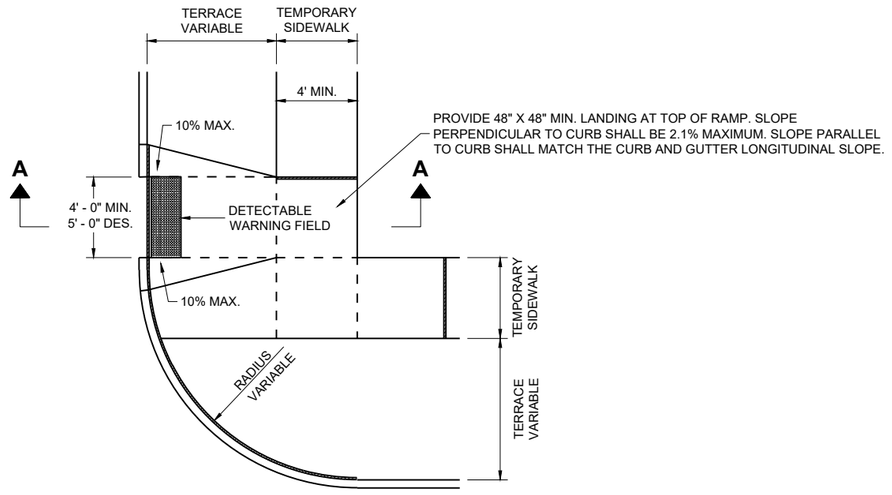
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES



SECTION A - A



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

6

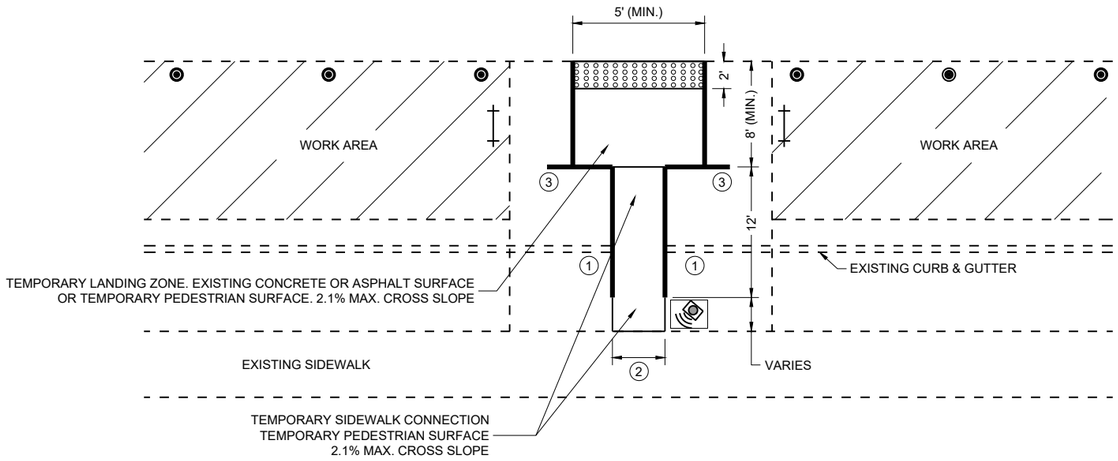
SDD 15D30-12d

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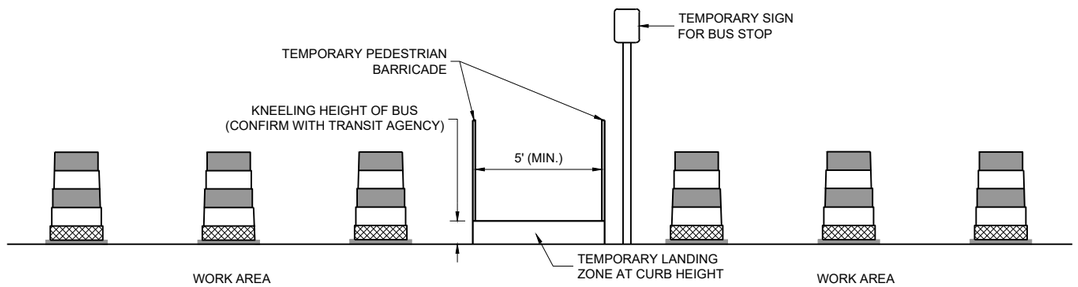
SDD 15D30-12d

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW



PROFILE VIEW TEMPORARY BUS STOP PAD

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

(1) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(2) 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.

(3) PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

6

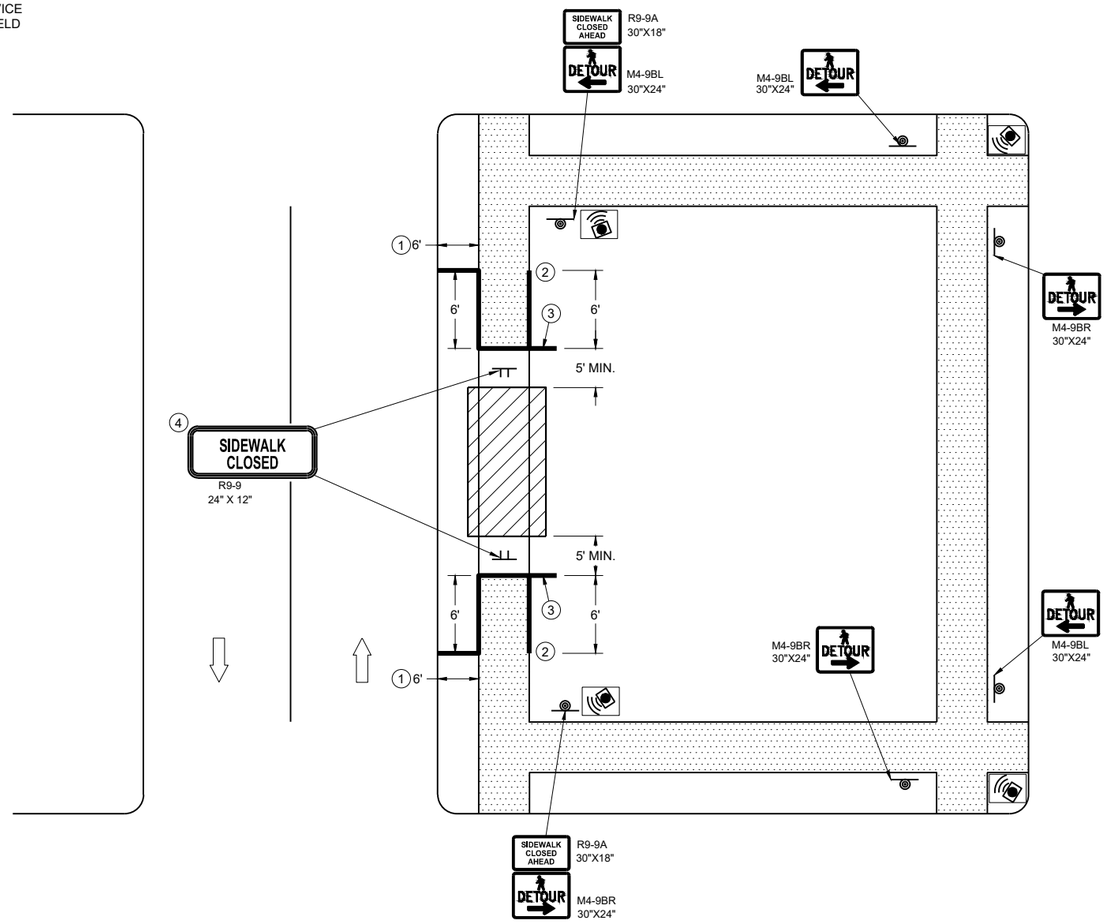
SDD 15D30-12e

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

GENERAL NOTES

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

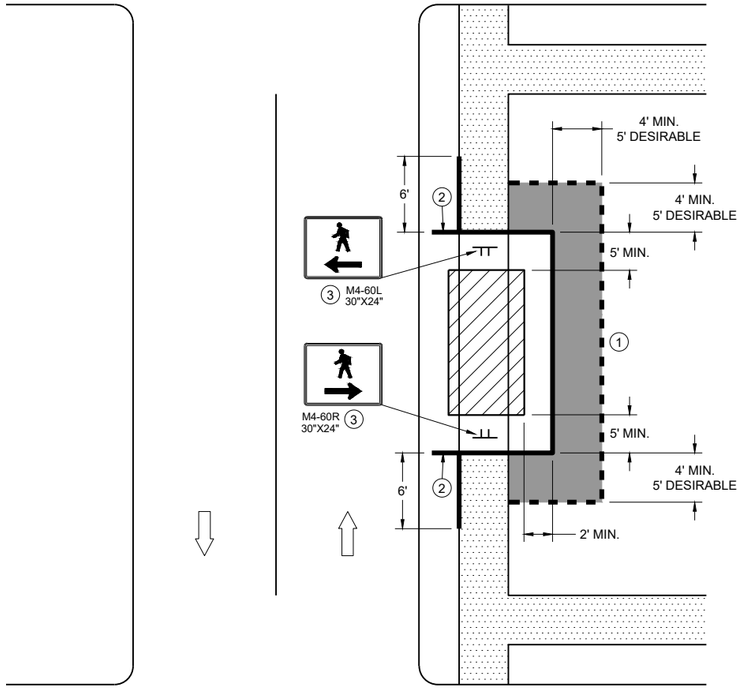
WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

6

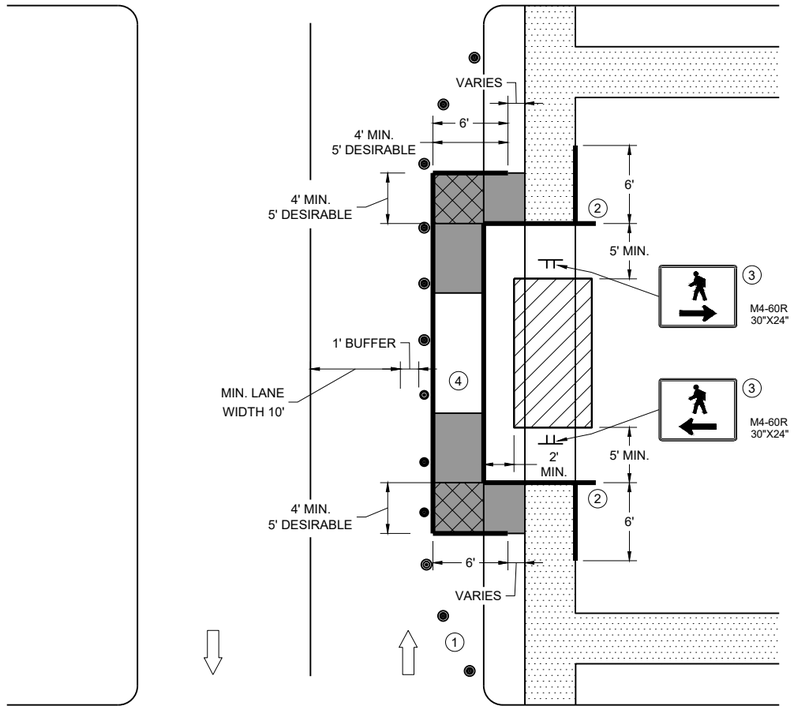
SDD 15D30-12g

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.

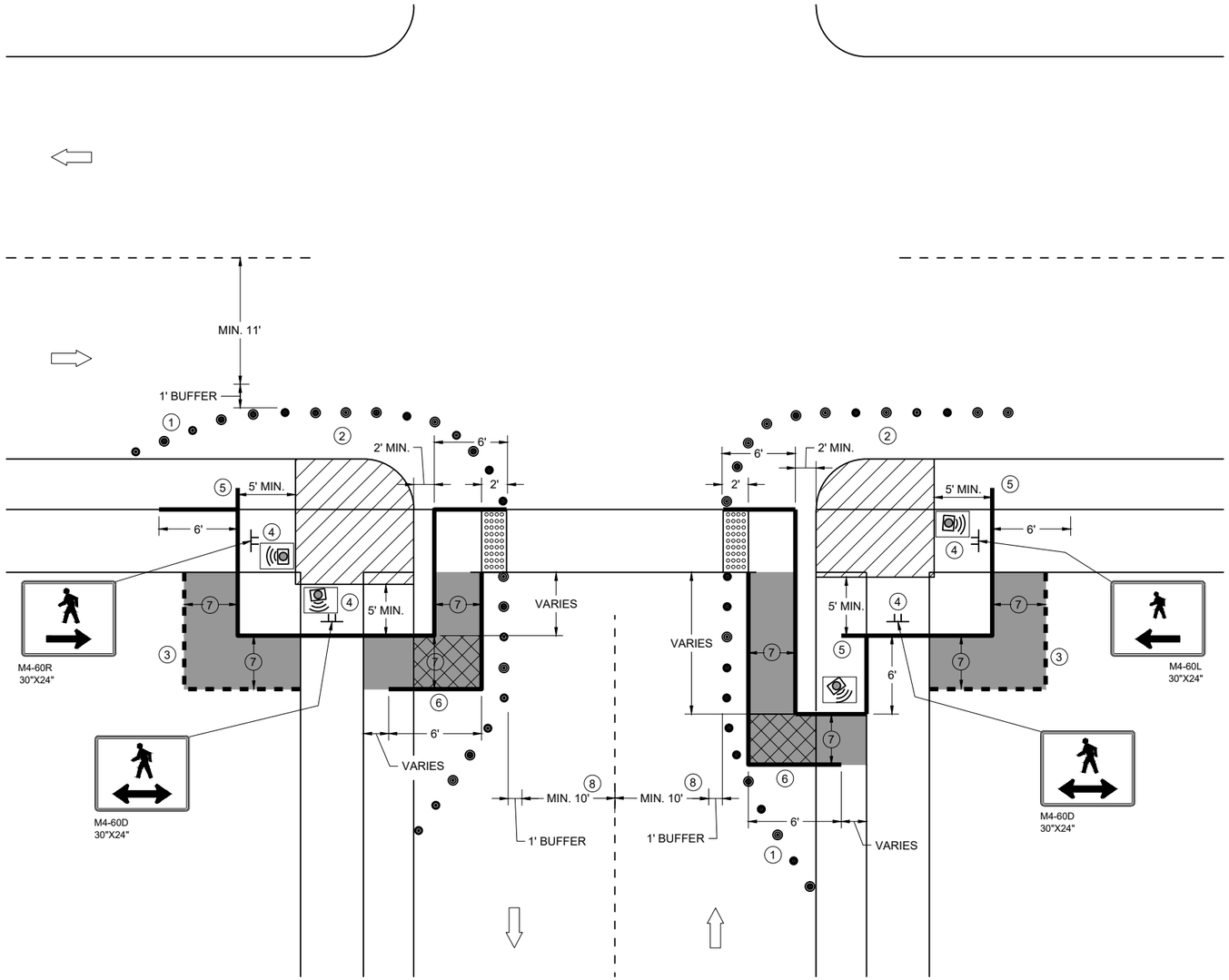
1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT 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.

6

SDD 15D30-12h

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
2. PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
3. USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
4. MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
5. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
6. IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
7. 4 FEET MINIMUM, 5 FEET DESIRABLE
8. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

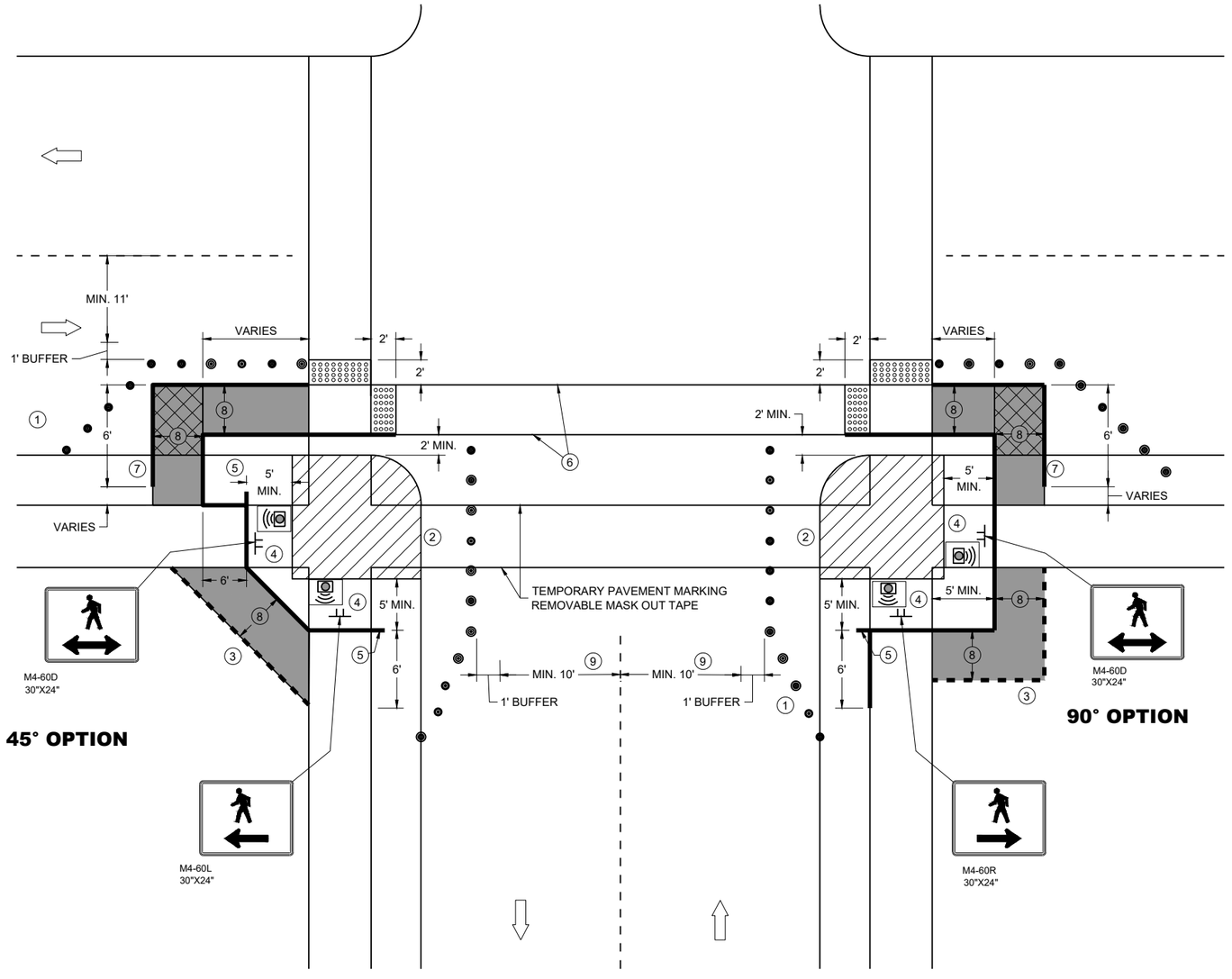
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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)

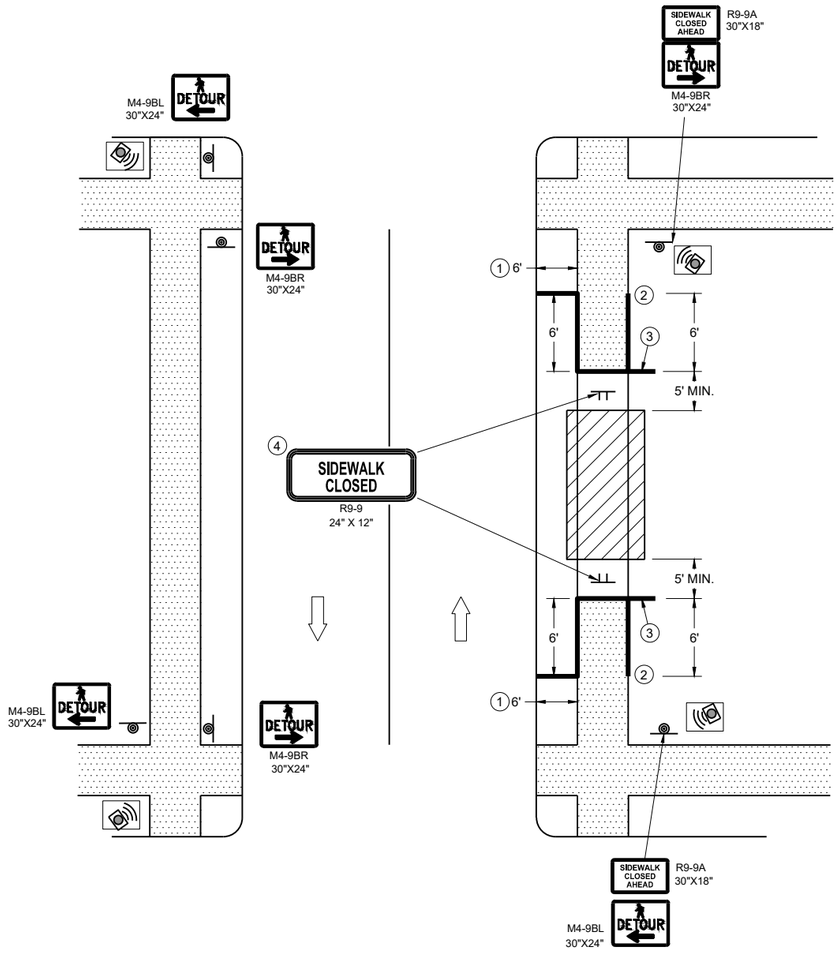
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

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.

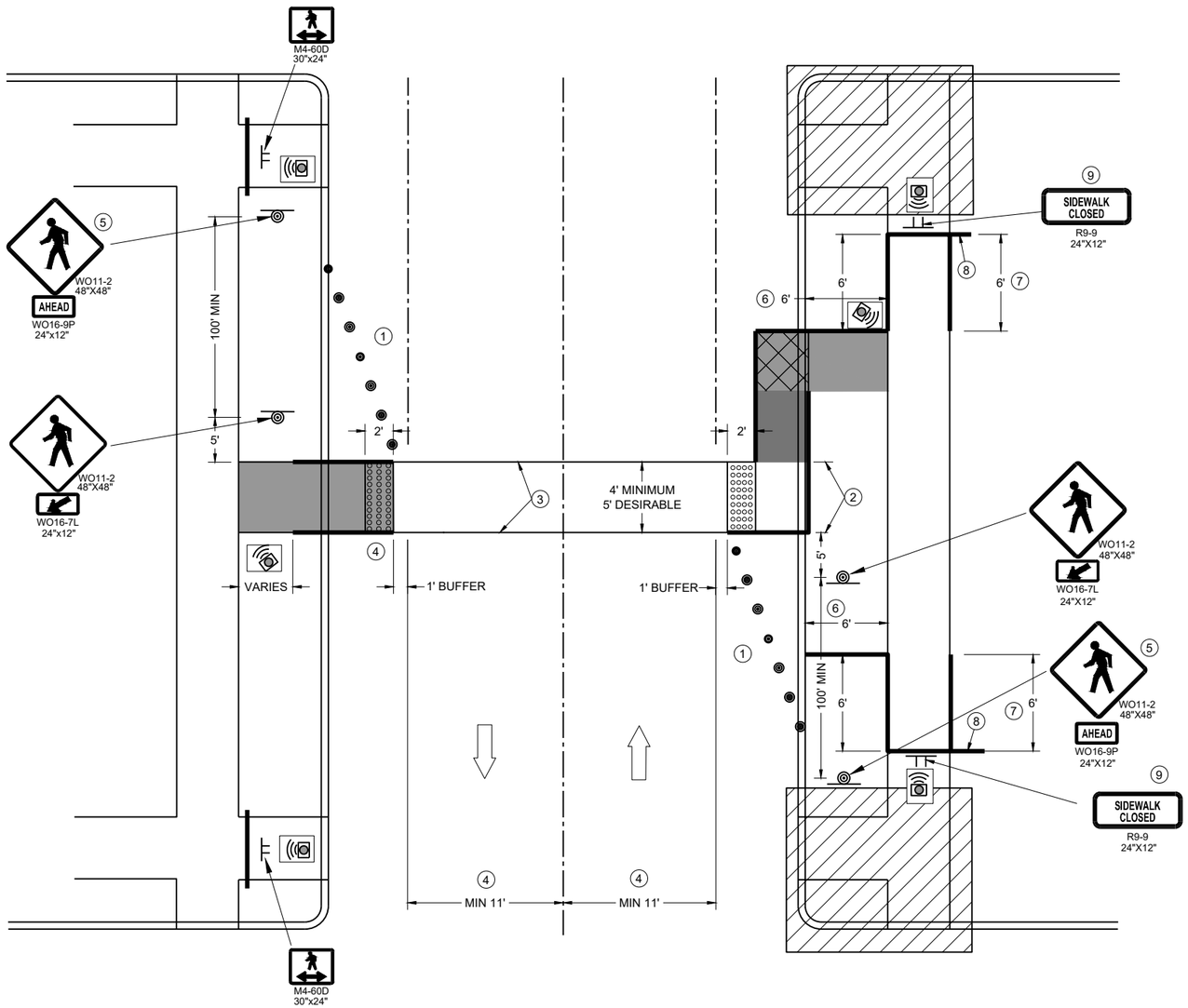
SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

1. SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
2. 4 FEET MINIMUM, 5 FEET DESIRABLE.
3. WHITE 6" TEMPORARY PAVEMENT MARKING.
4. IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
5. IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
6. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
7. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
8. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
9. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON TEMPORARY SUPPORT
- TEMPORARY CURB RAMP
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

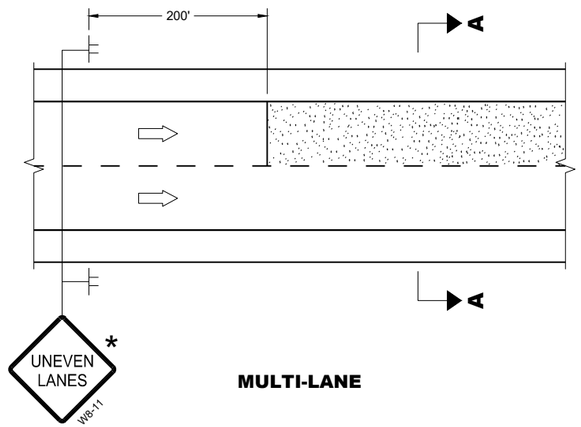
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

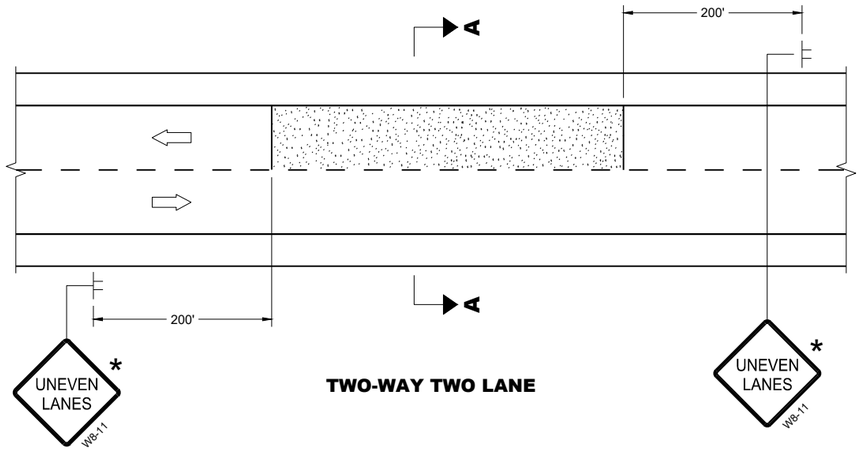
APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

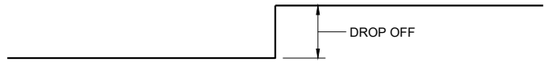
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SDD 15D30-12I



MULTI-LANE

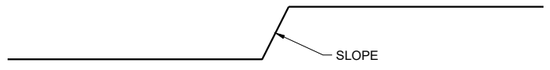


TWO-WAY TWO LANE

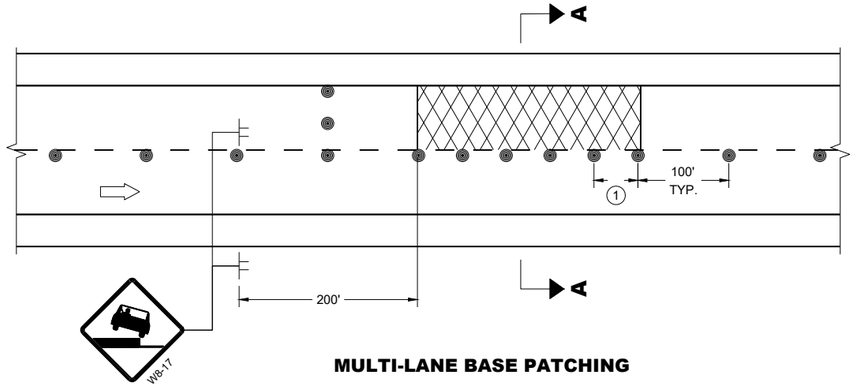


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

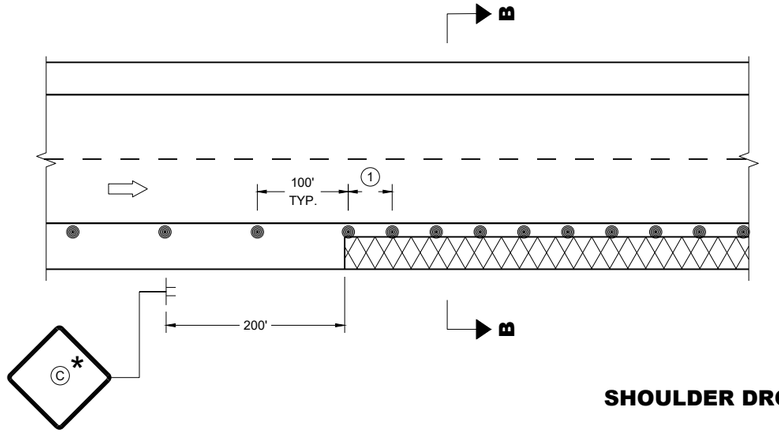
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

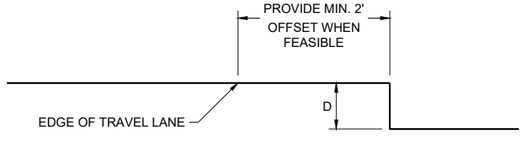
(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A
	PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6
SDD 15D39-03

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.

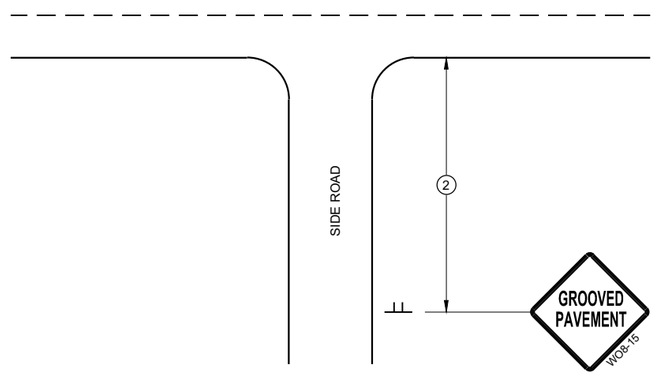
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

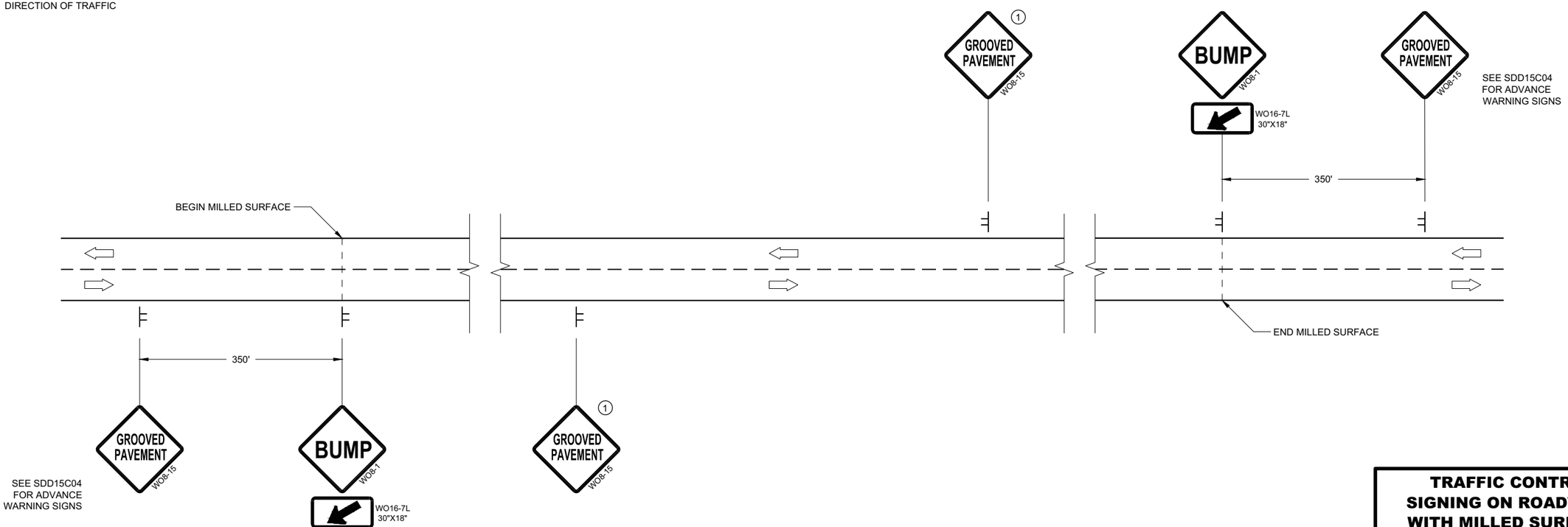
LEGEND

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.

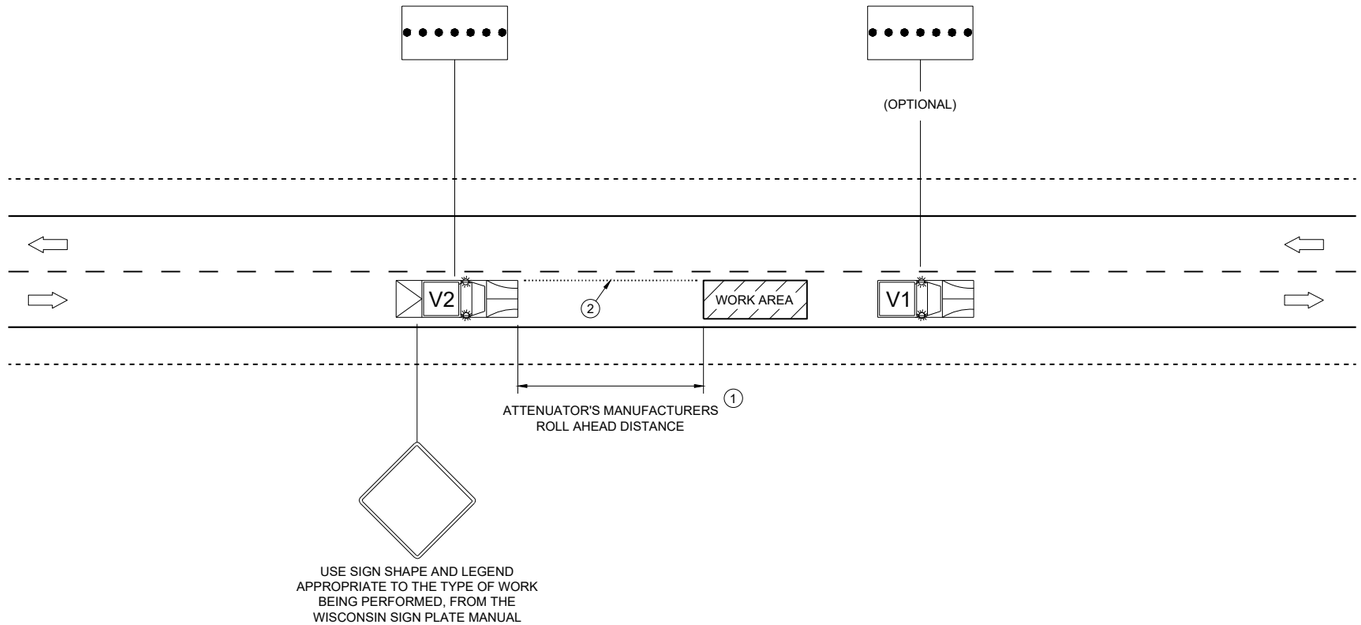
ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

(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

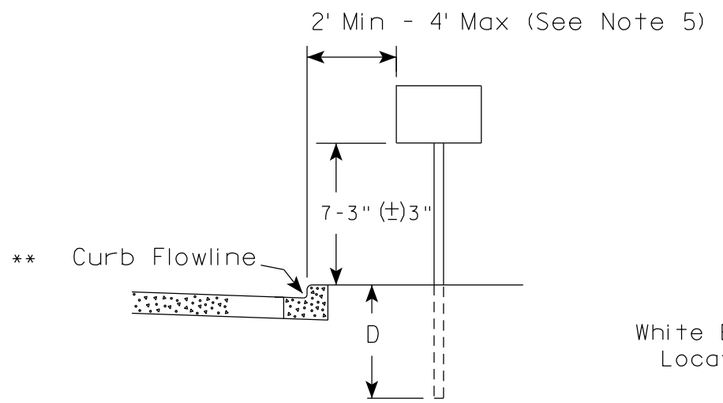
November 2025 — DATE

/S/ Andrew Heidtke — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

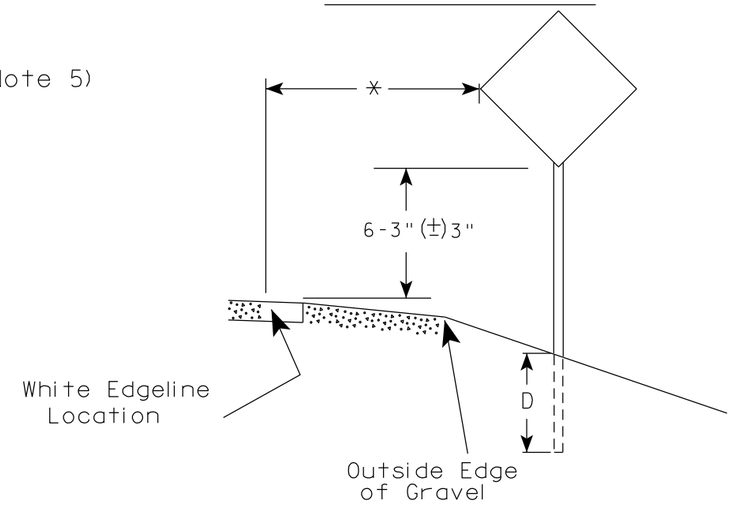
FHWA

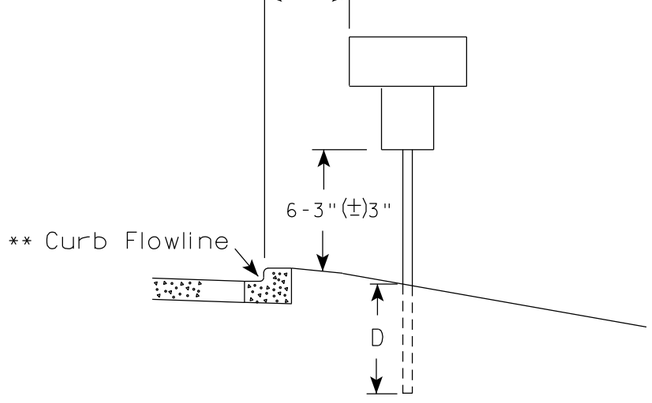
6 SDD 15D51-02

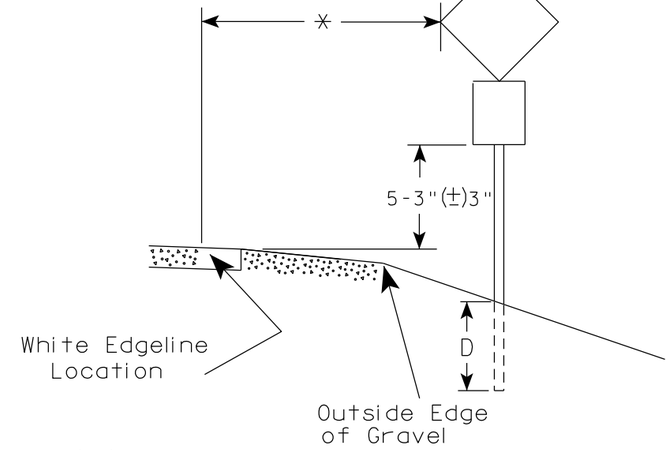
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

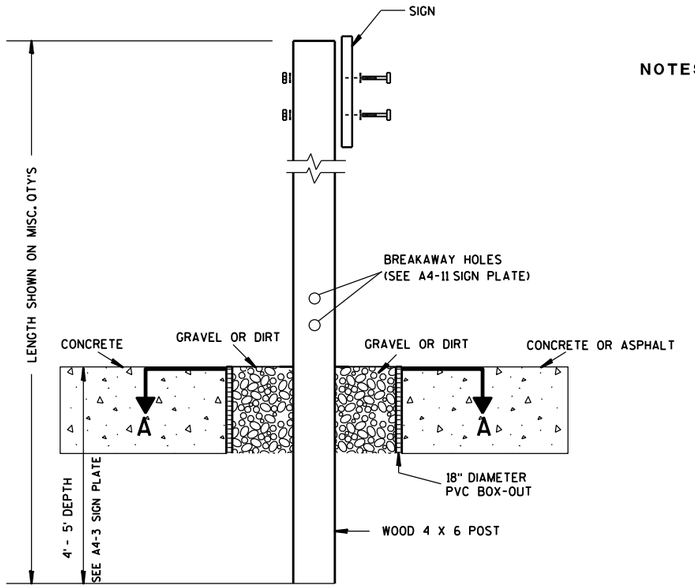
DATE 12/6/23 PLATE NO. A4-3.23

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 223	E

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7

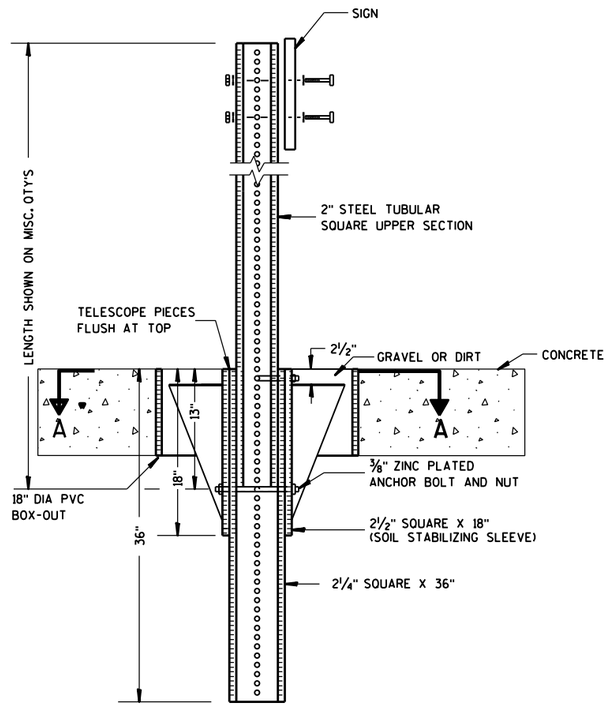
7



ELEVATION VIEW

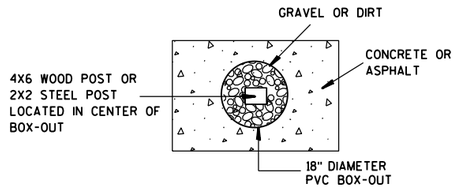
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

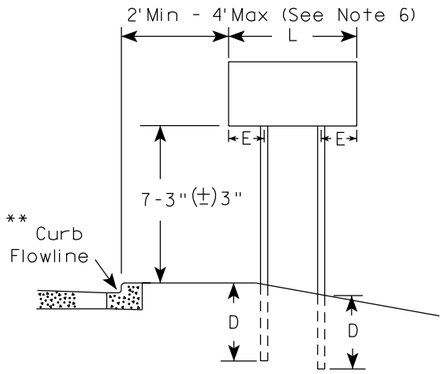
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

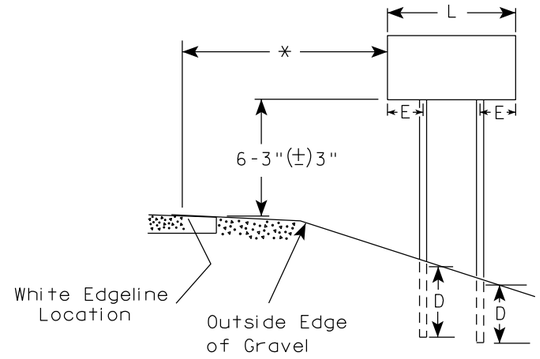
DATE 1/27/14 PLATE NO. A4-3B.1

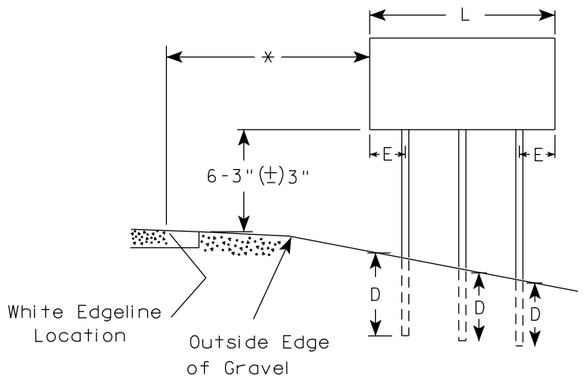
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

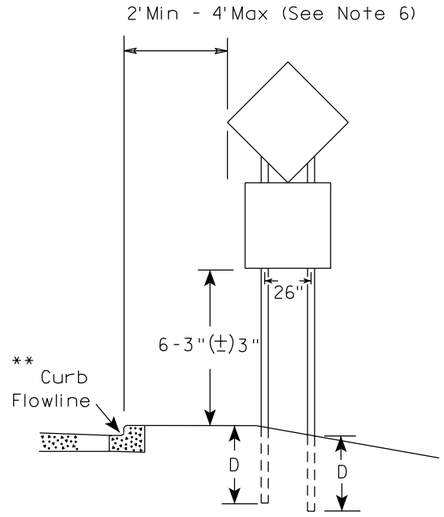
URBAN AREA



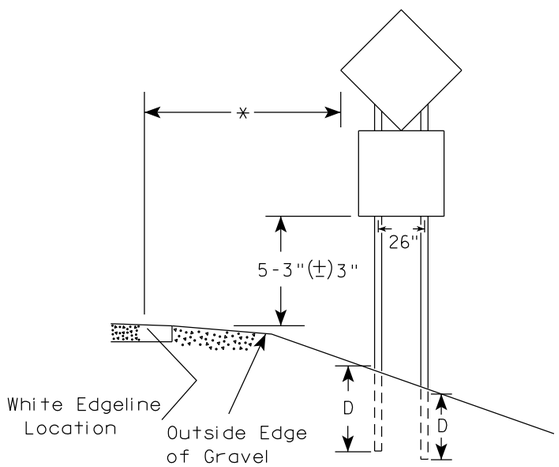
RURAL AREA (See Note 3)







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'

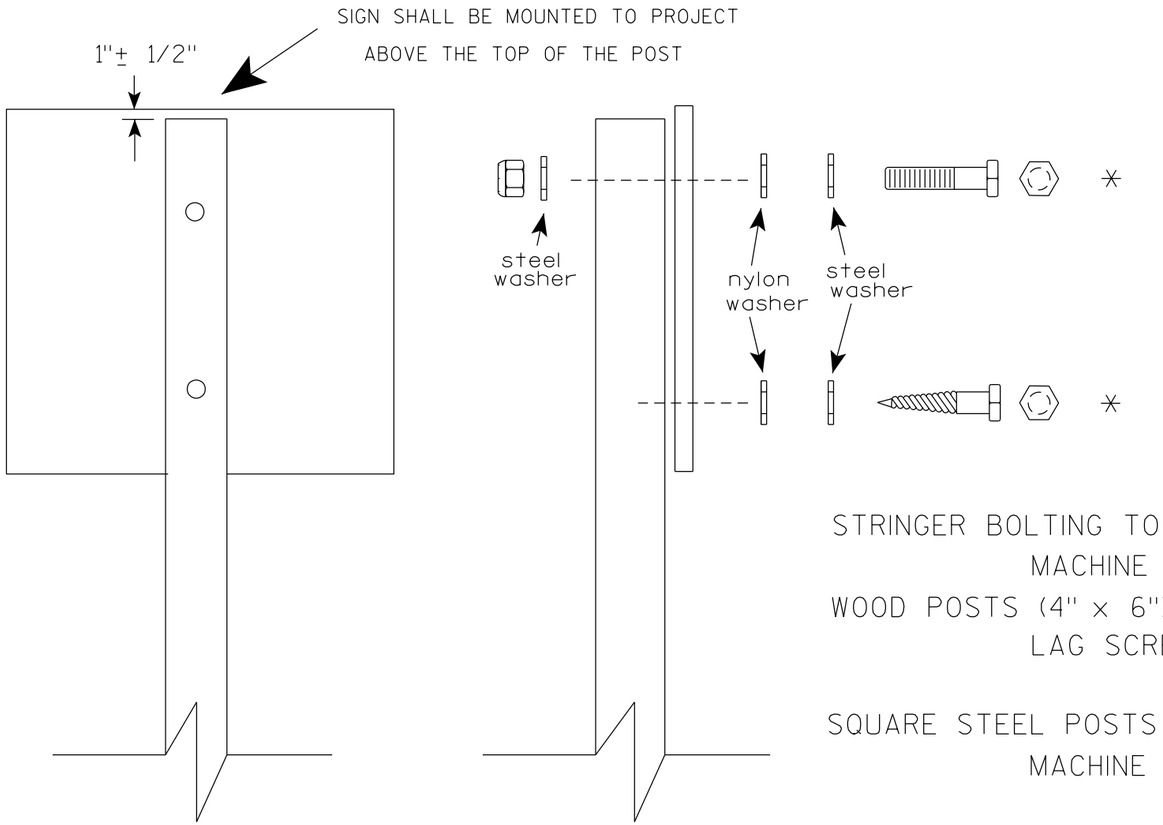
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 225	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

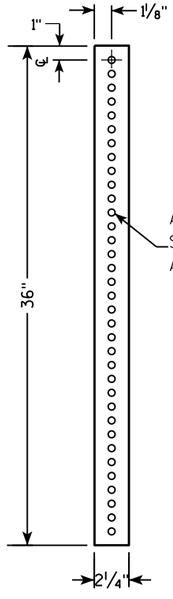
SHEET NO: 226 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

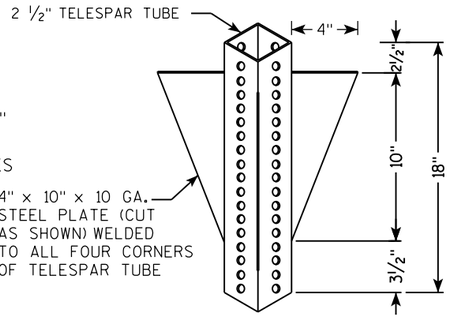
WISDOT/CADDS SHEET 42

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

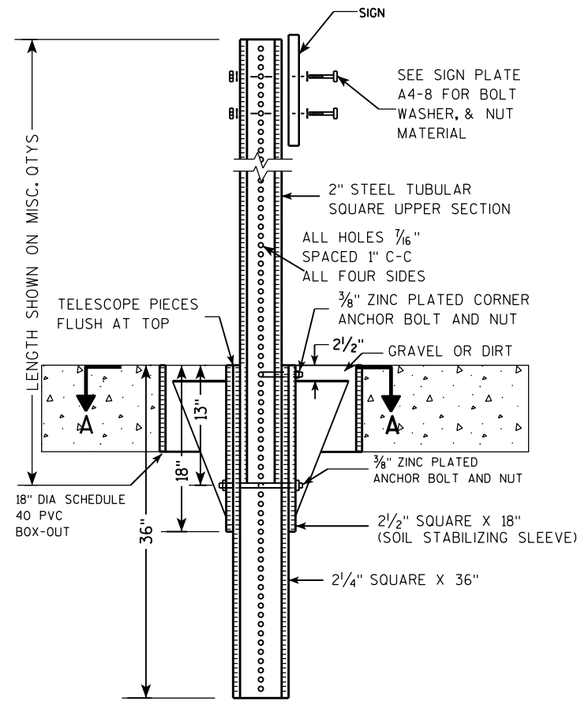
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



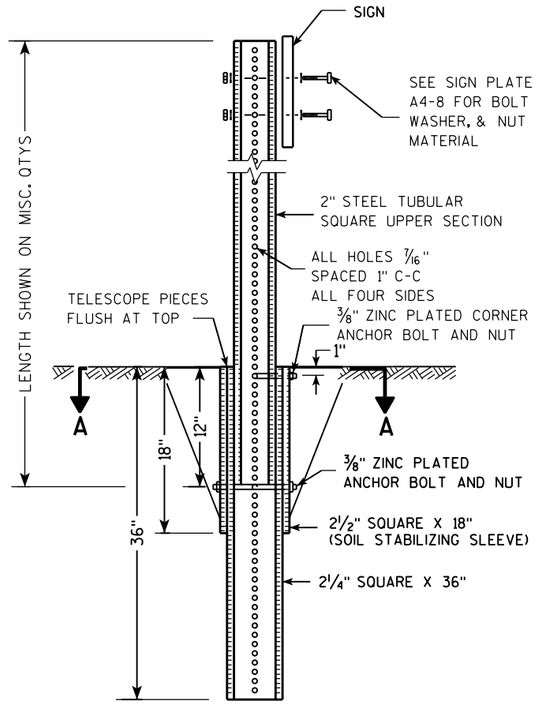
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

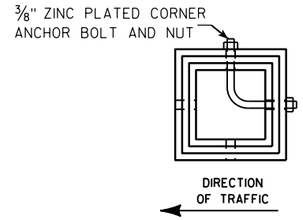


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

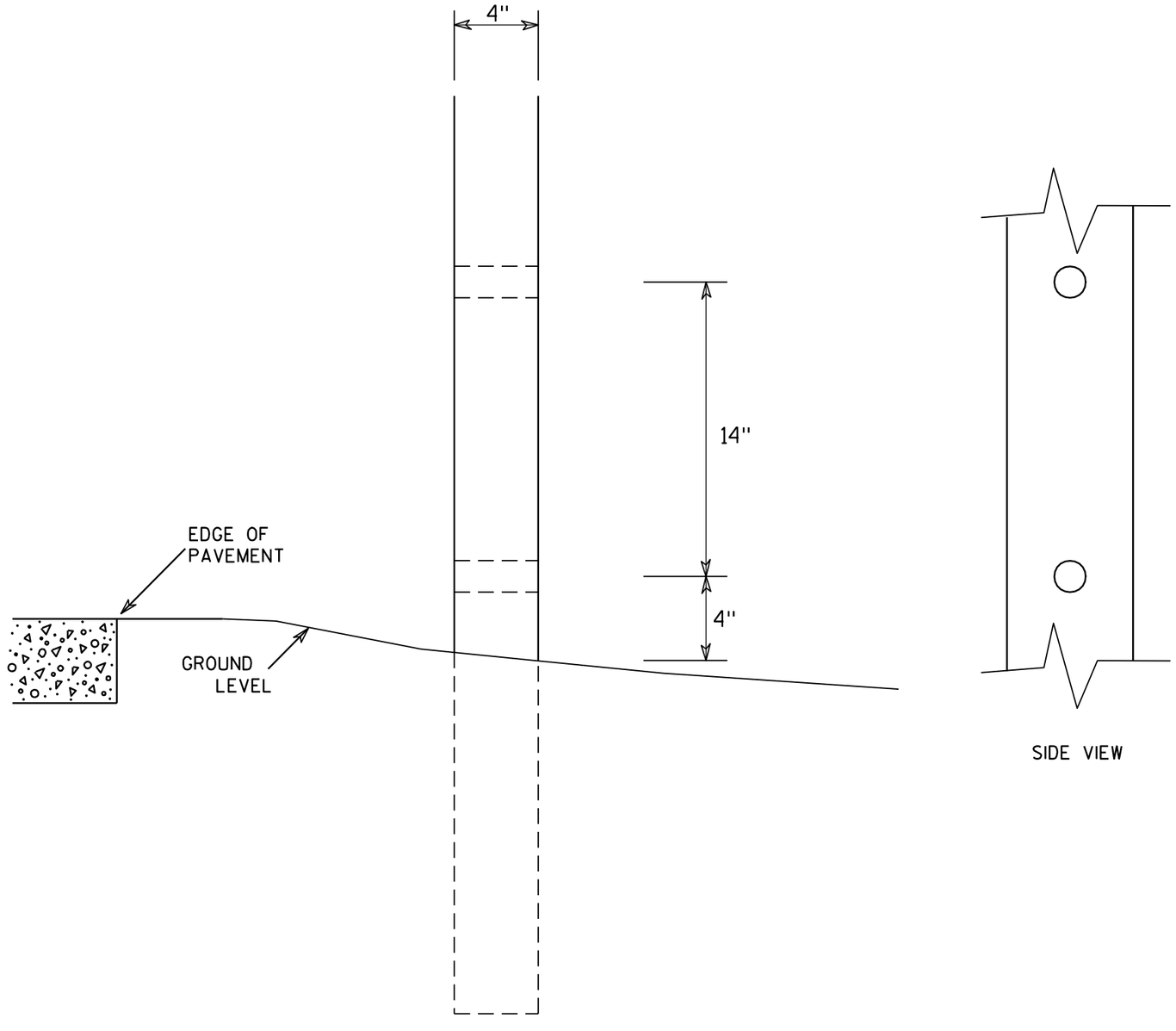
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 227 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

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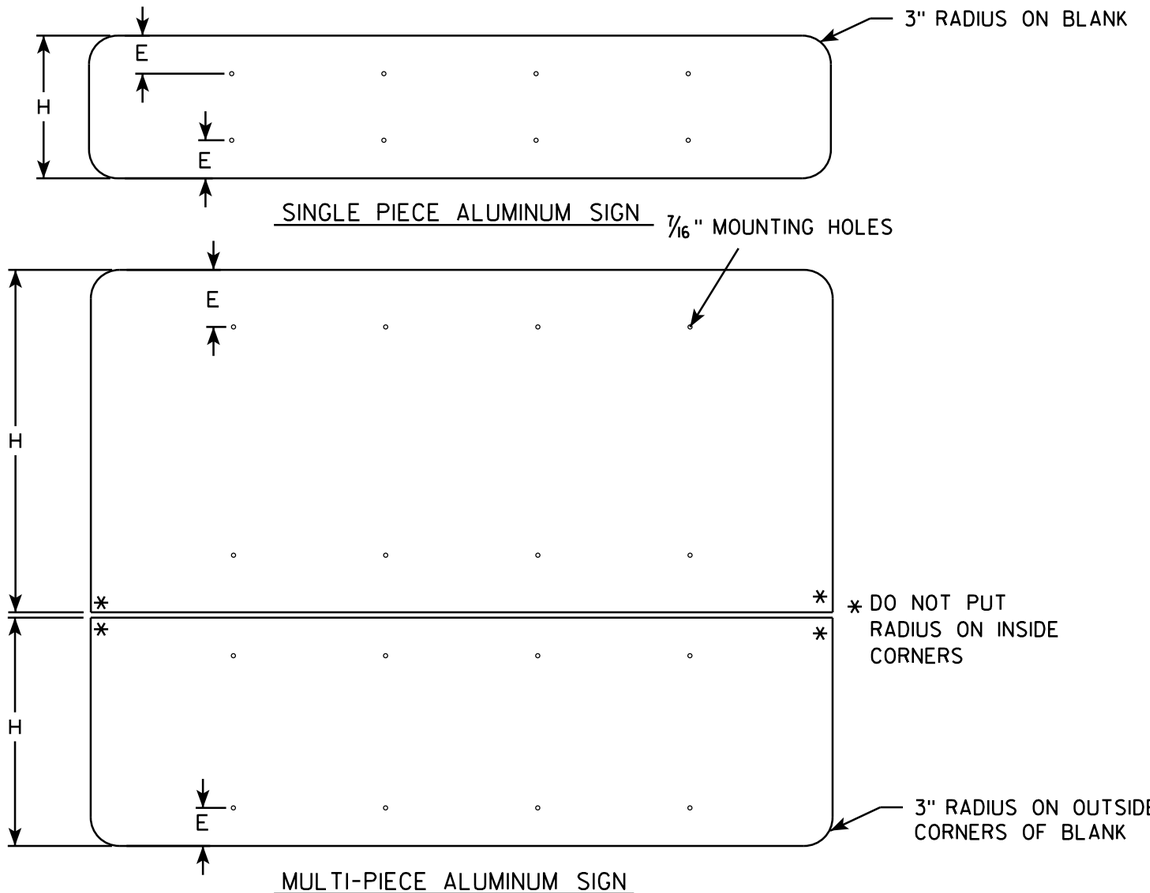
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

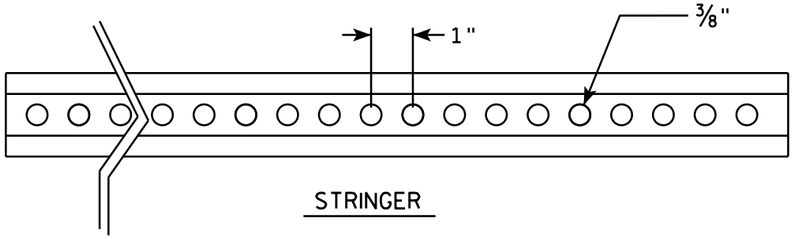
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 228	E



GENERAL NOTES

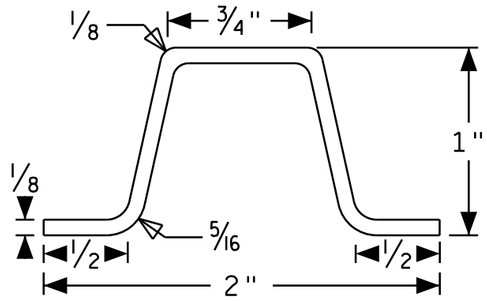
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 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"

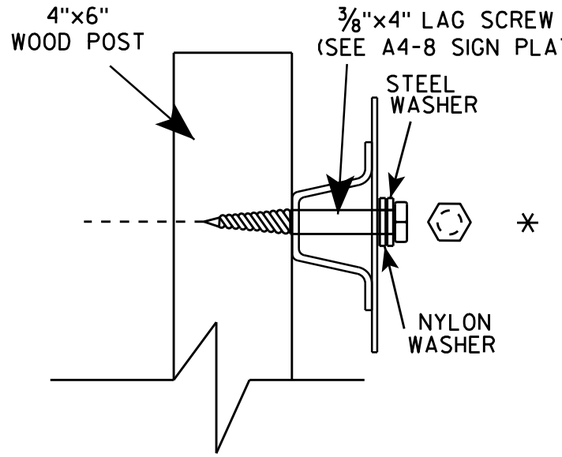


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

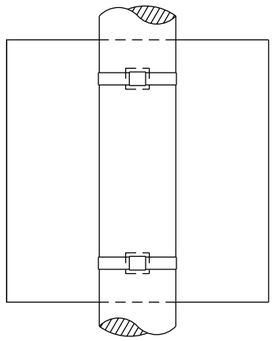
DATE 4/26/16 PLATE NO A4-18.1

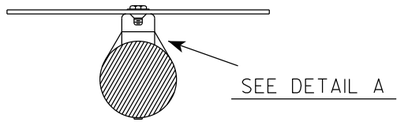
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

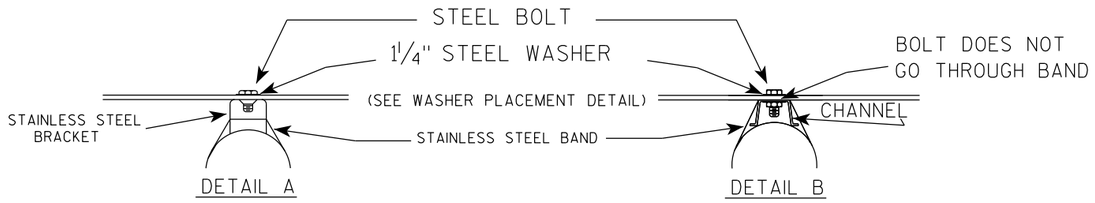
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BANDING

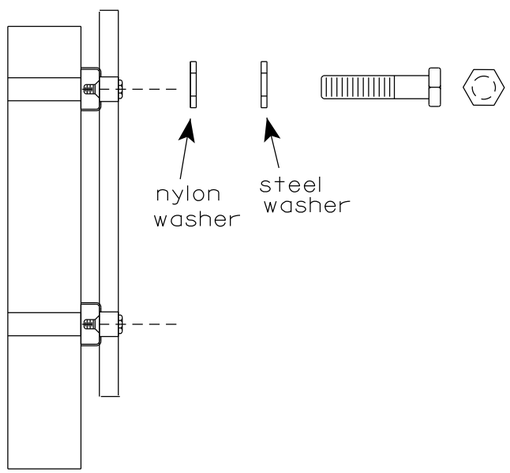
SINGLE SIGN







WASHER PLACEMENT

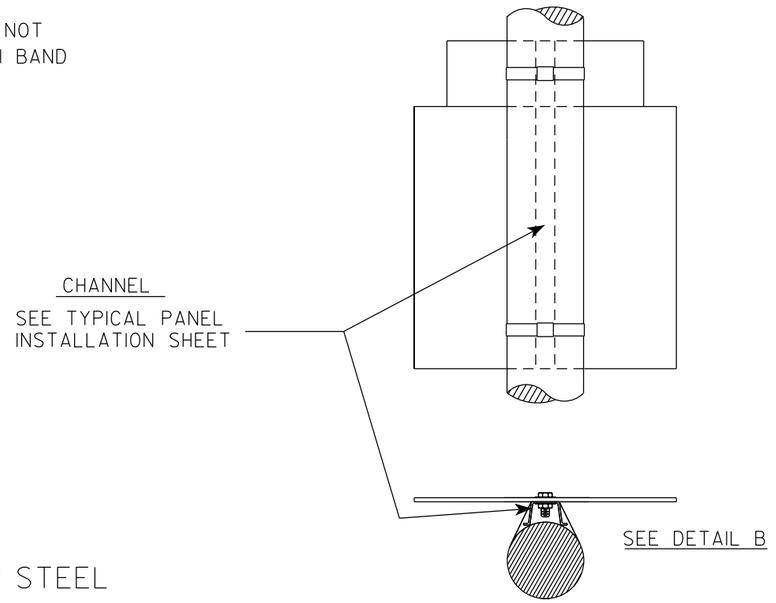


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

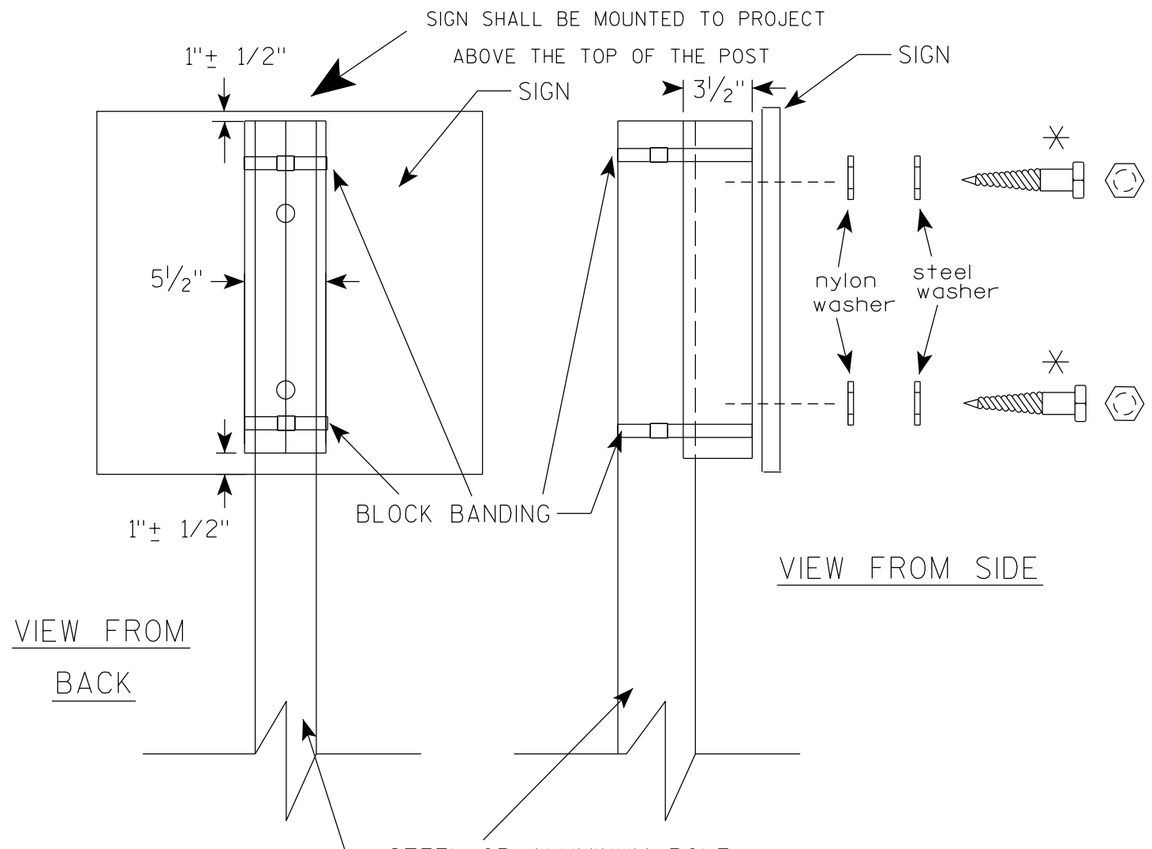
DATE 6/10/19 PLATE NO. A5-9.4

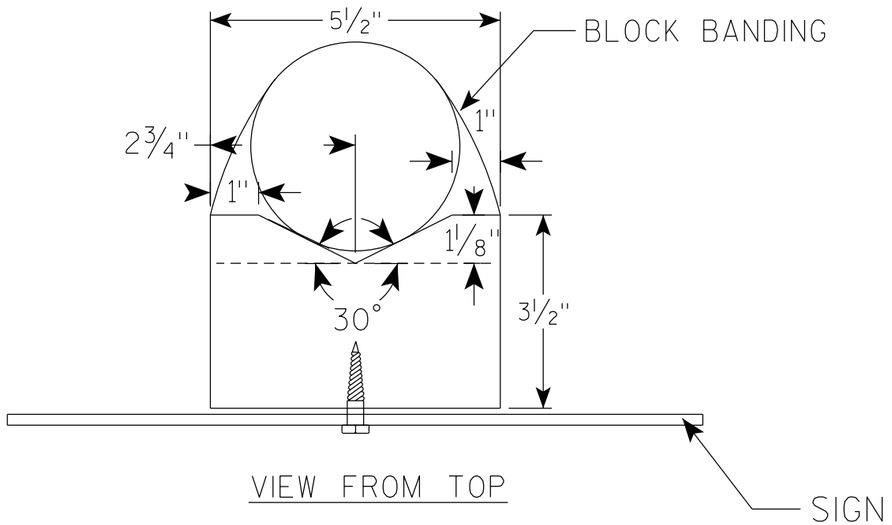
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GENERAL NOTES

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)

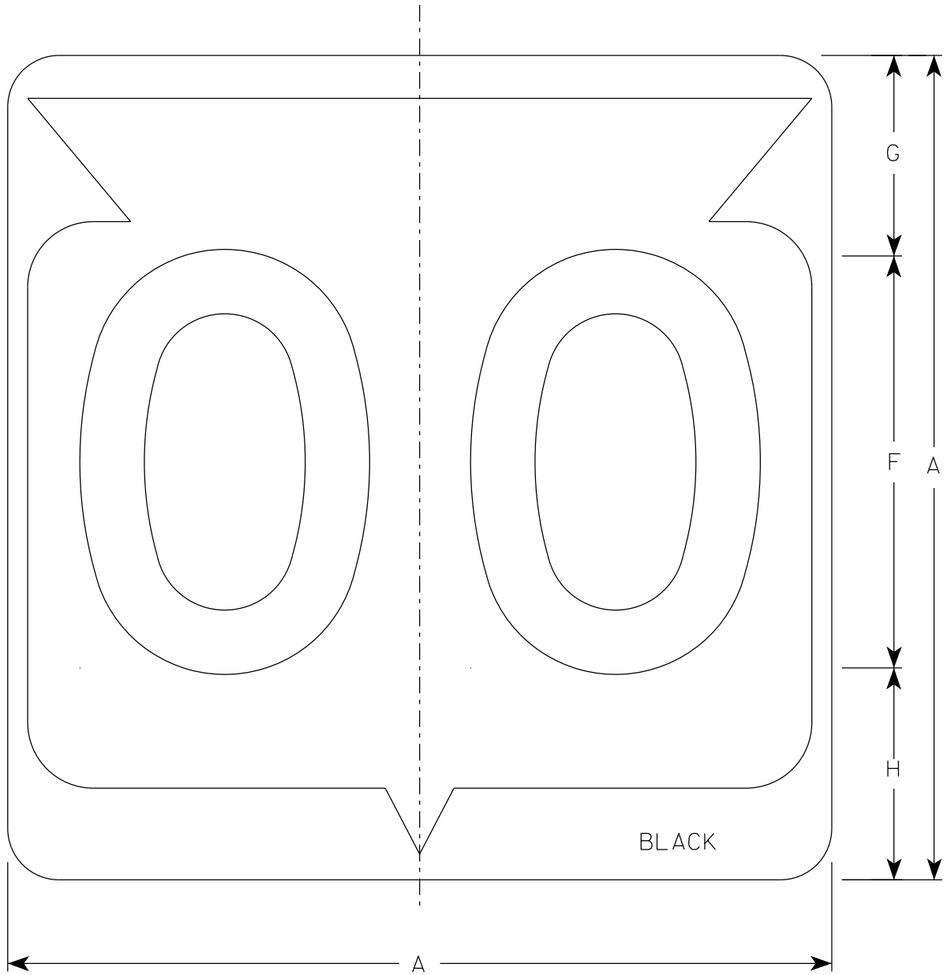
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

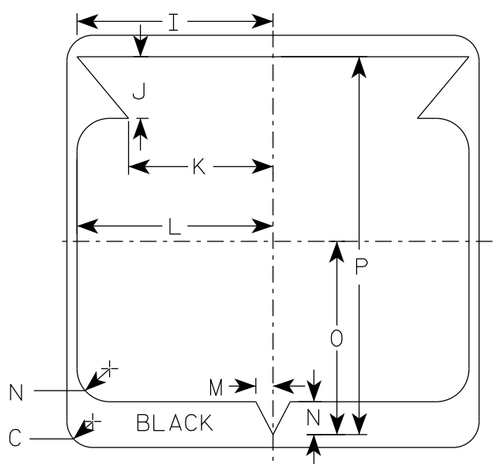
SHEET NO: 231 E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

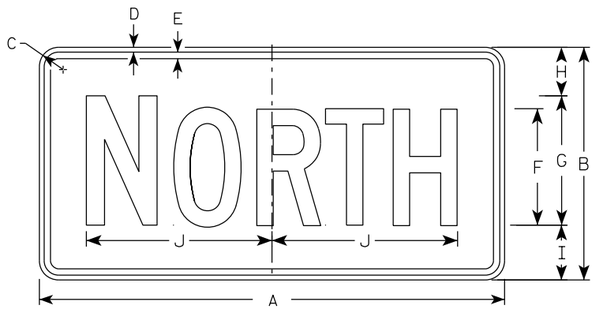
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

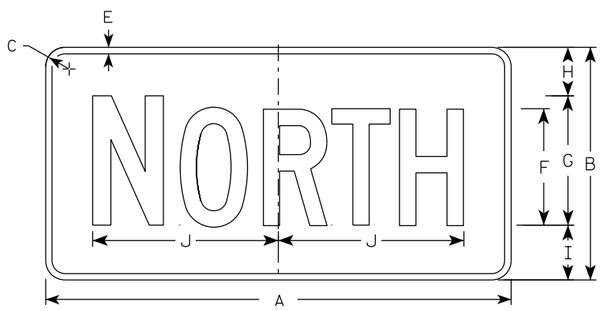
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

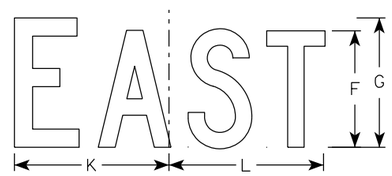
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 232	E



M3-1
MM3-1
MP3-1



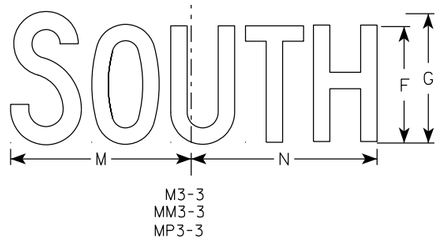
MB3-1
MK3-1
MN3-1



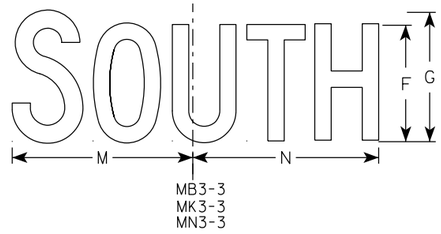
M3-2
MM3-2
MP3-2



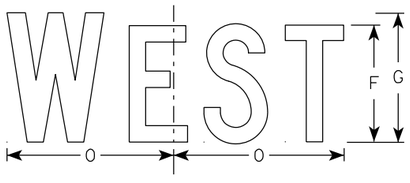
MB3-2
MK3-2
MN3-2



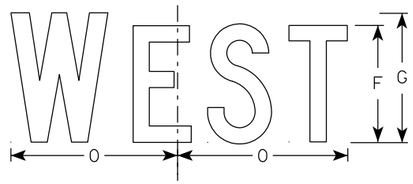
M3-3
MM3-3
MP3-3



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

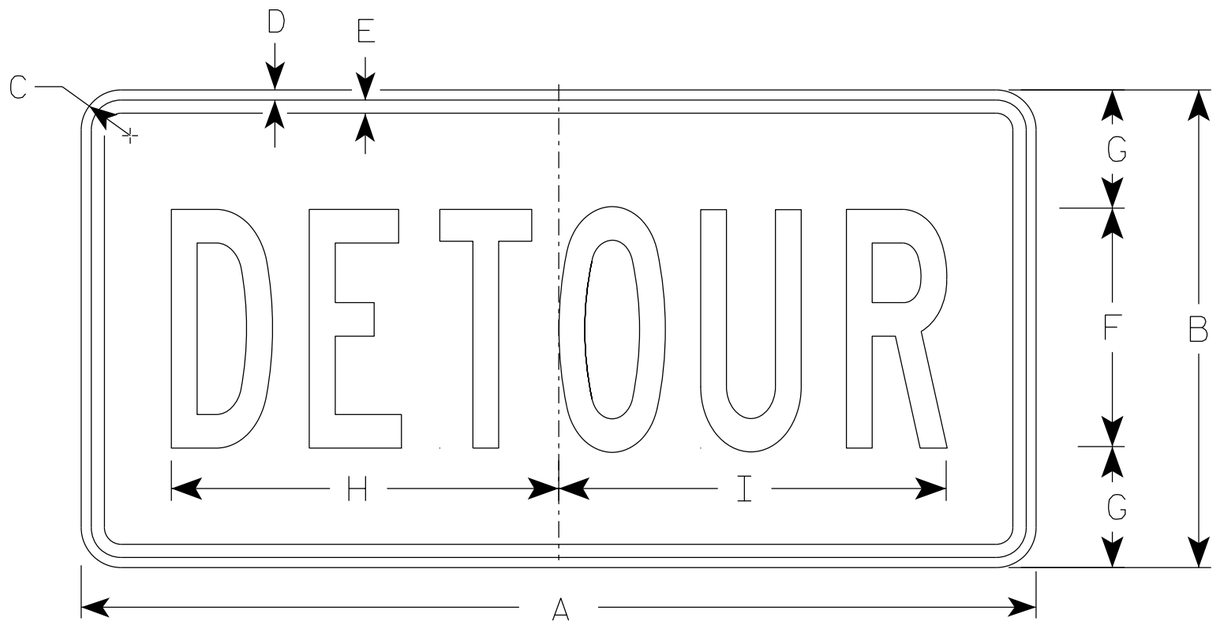
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

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: 233 | E



M4-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
2M	24	12	1 1/2	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
5	36	18	1 1/2	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5

STANDARD SIGN
M4-8

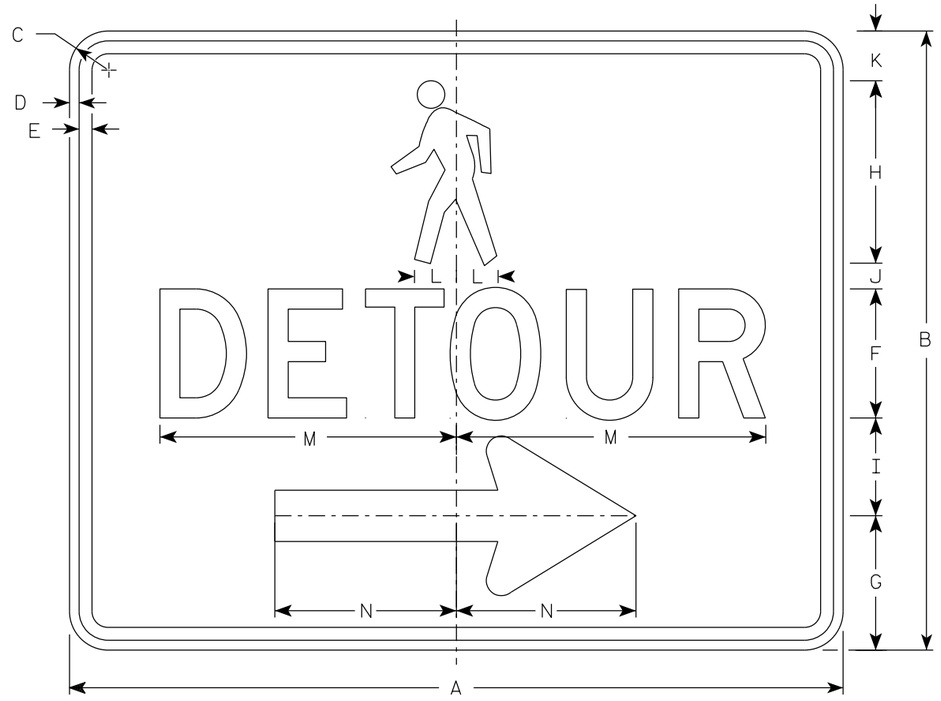
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

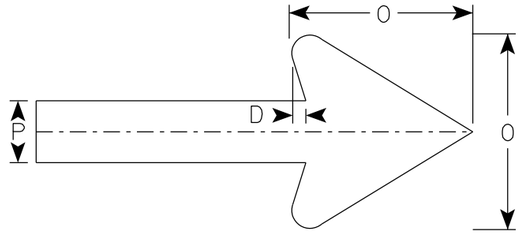
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M48.dgn PLOT DATE : 9-FEB 2023 7:38 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



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

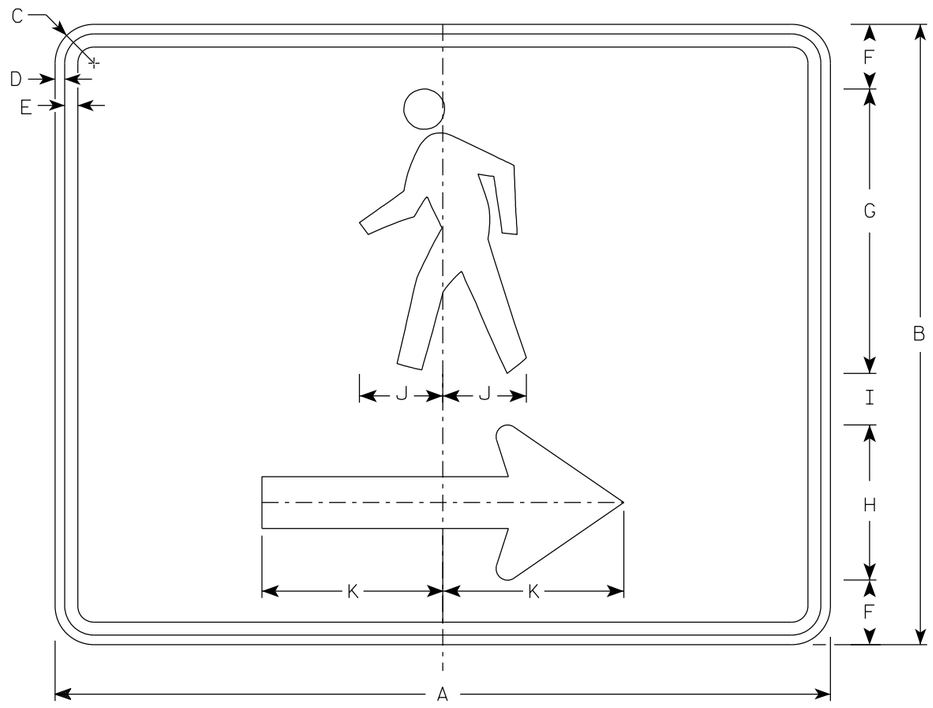
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

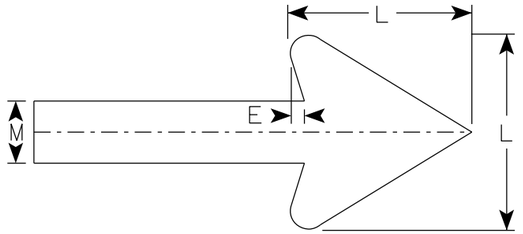
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 235 | E

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																											

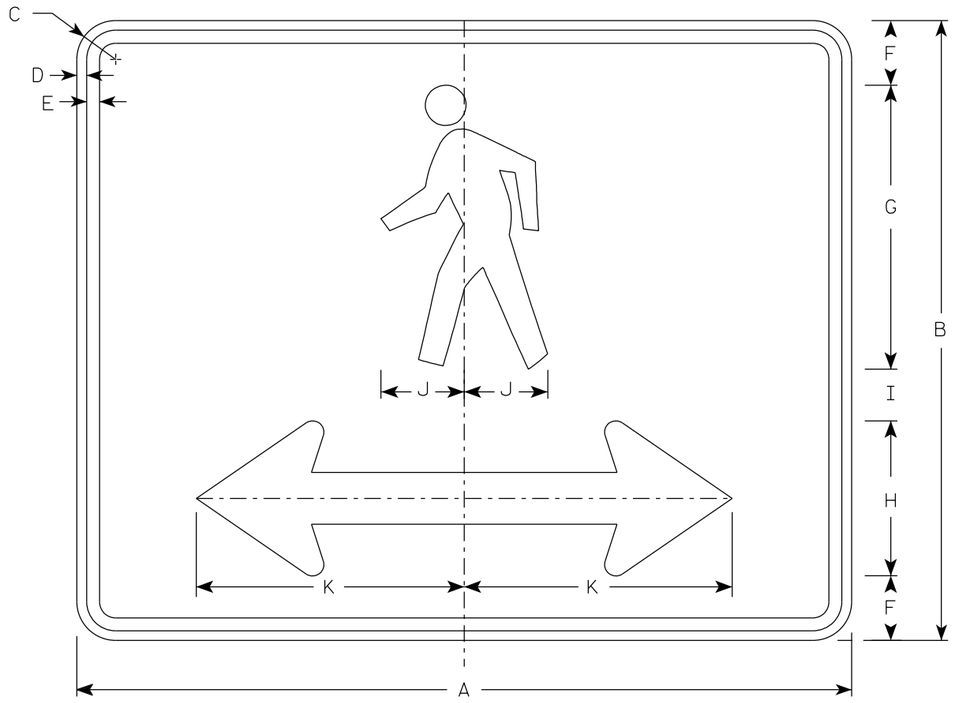
STANDARD SIGN
M4-60 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60.2

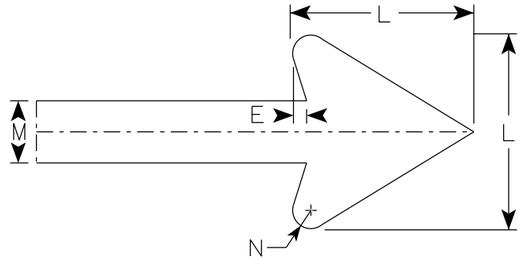
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 236 | E



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																											

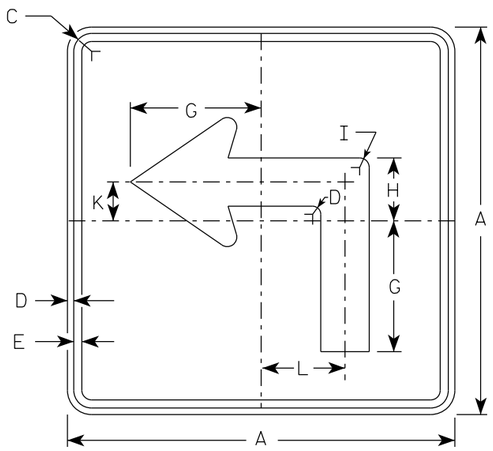
STANDARD SIGN
M4-60D

WISCONSIN DEPT OF TRANSPORTATION

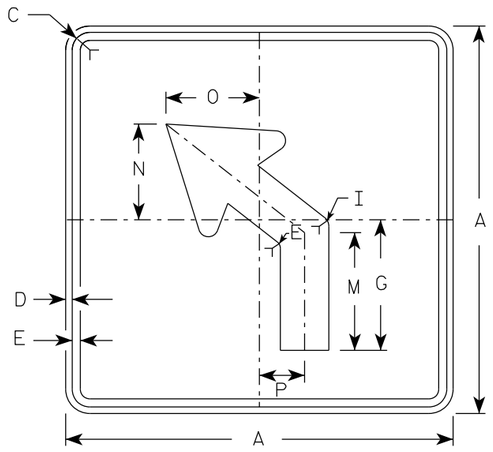
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/2023 PLATE NO. M4-60D.2

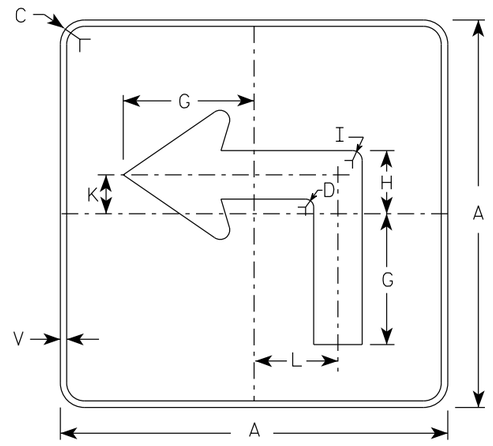
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 237 | E



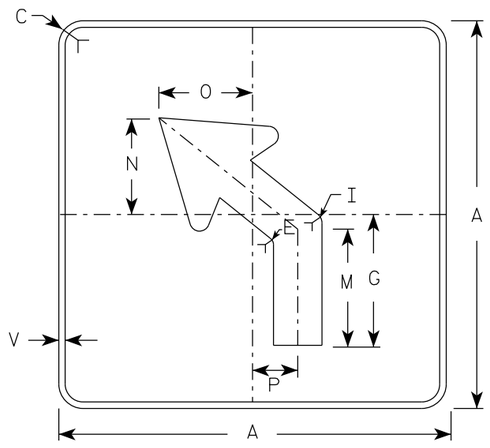
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

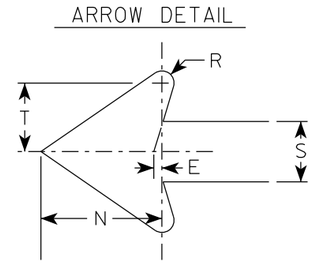


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

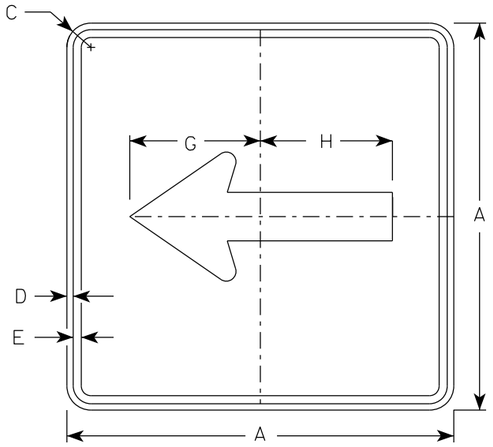
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

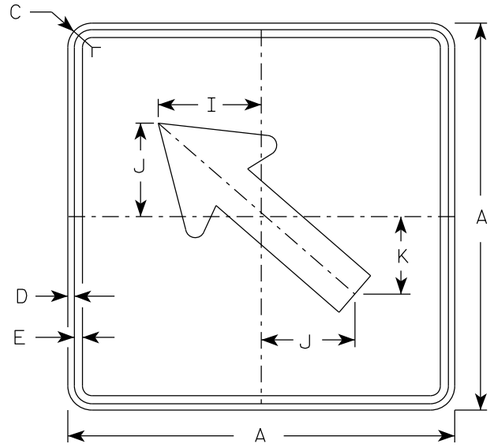
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

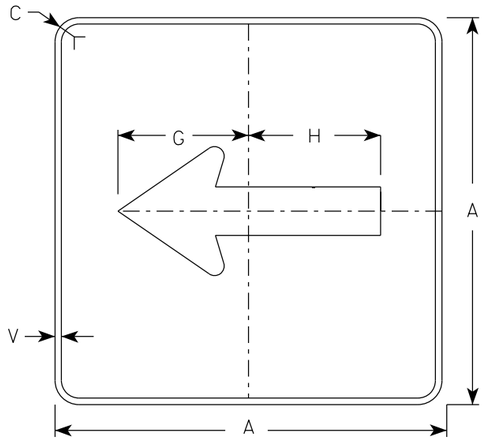
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 238 | E



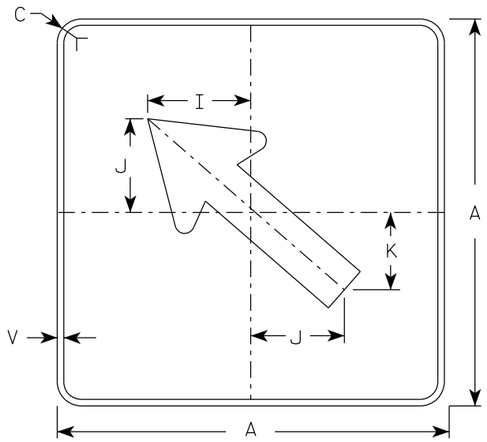
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

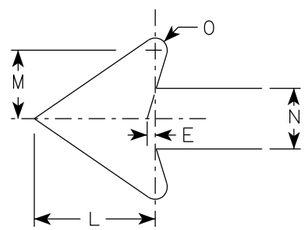


MB6-2
MK6-2
MN6-2
MR6-2

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: 239 | E

7

7



R9-3A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1 & 3 are Series C
   Line 2 is Series B

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	12	18	1 1/2	3/8	3/8	3	2	2 1/4	3 1/2	4 7/8																	1.5
2M	12	18	1 1/2	3/8	3/8	3	2	2 1/4	3 1/2	4 7/8																	1.5
3																											
4																											
5																											

STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

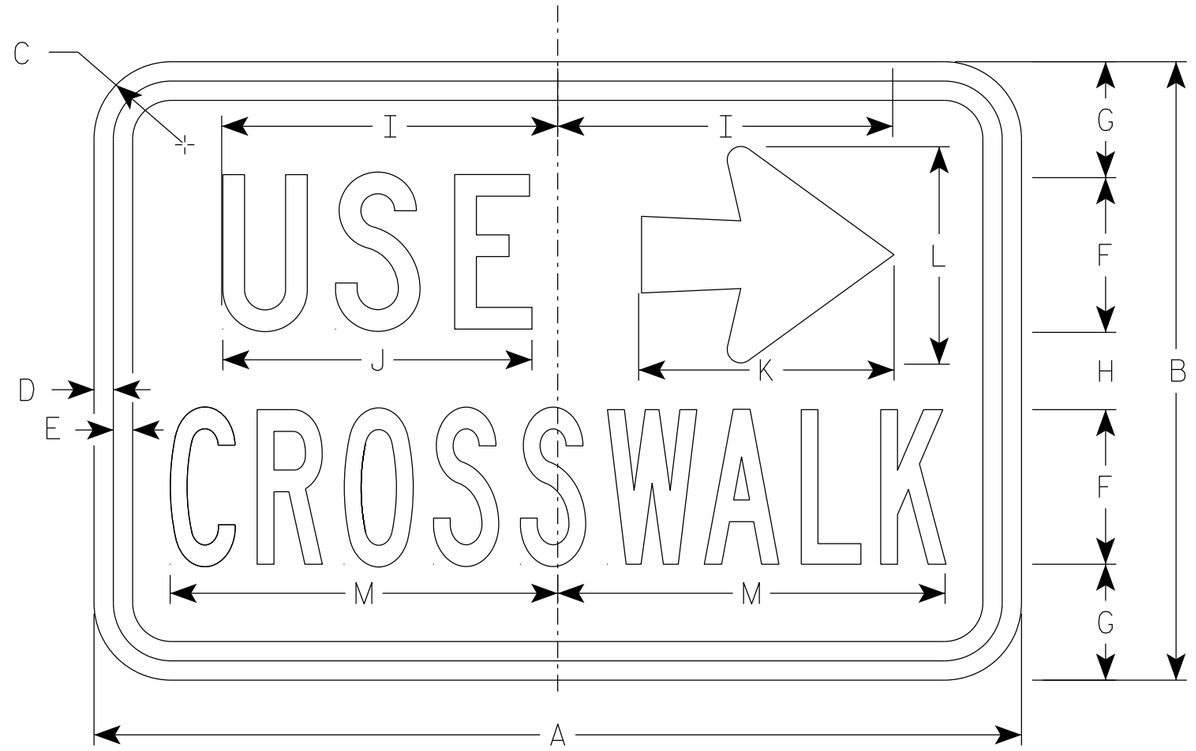
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/25 PLATE NO. R9-3A.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 240 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C Line 1, Series B Line 2



R9-3B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/2	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

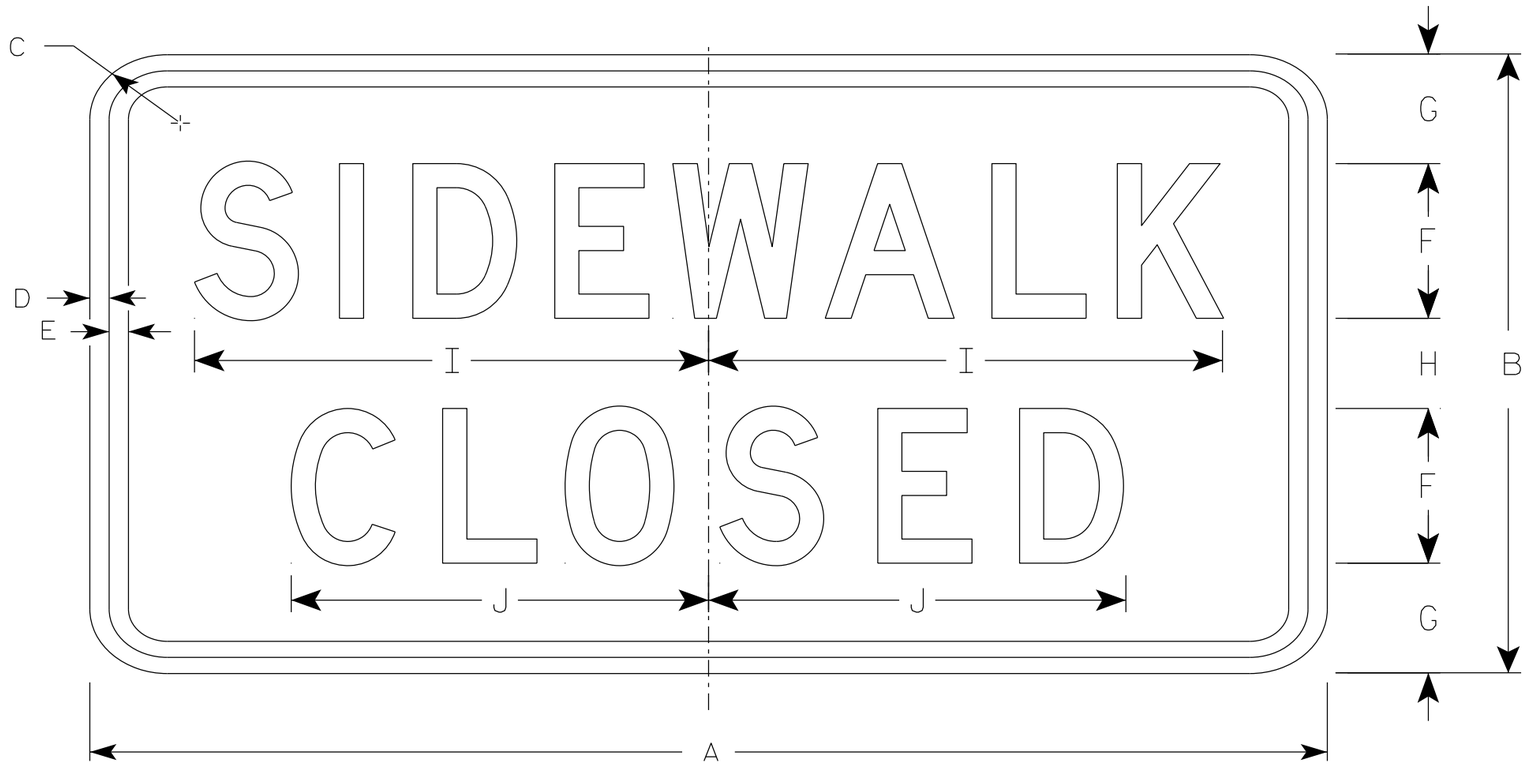
STANDARD SIGN
R9-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/23/24 PLATE NO. R9-3B.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 241 | 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																											

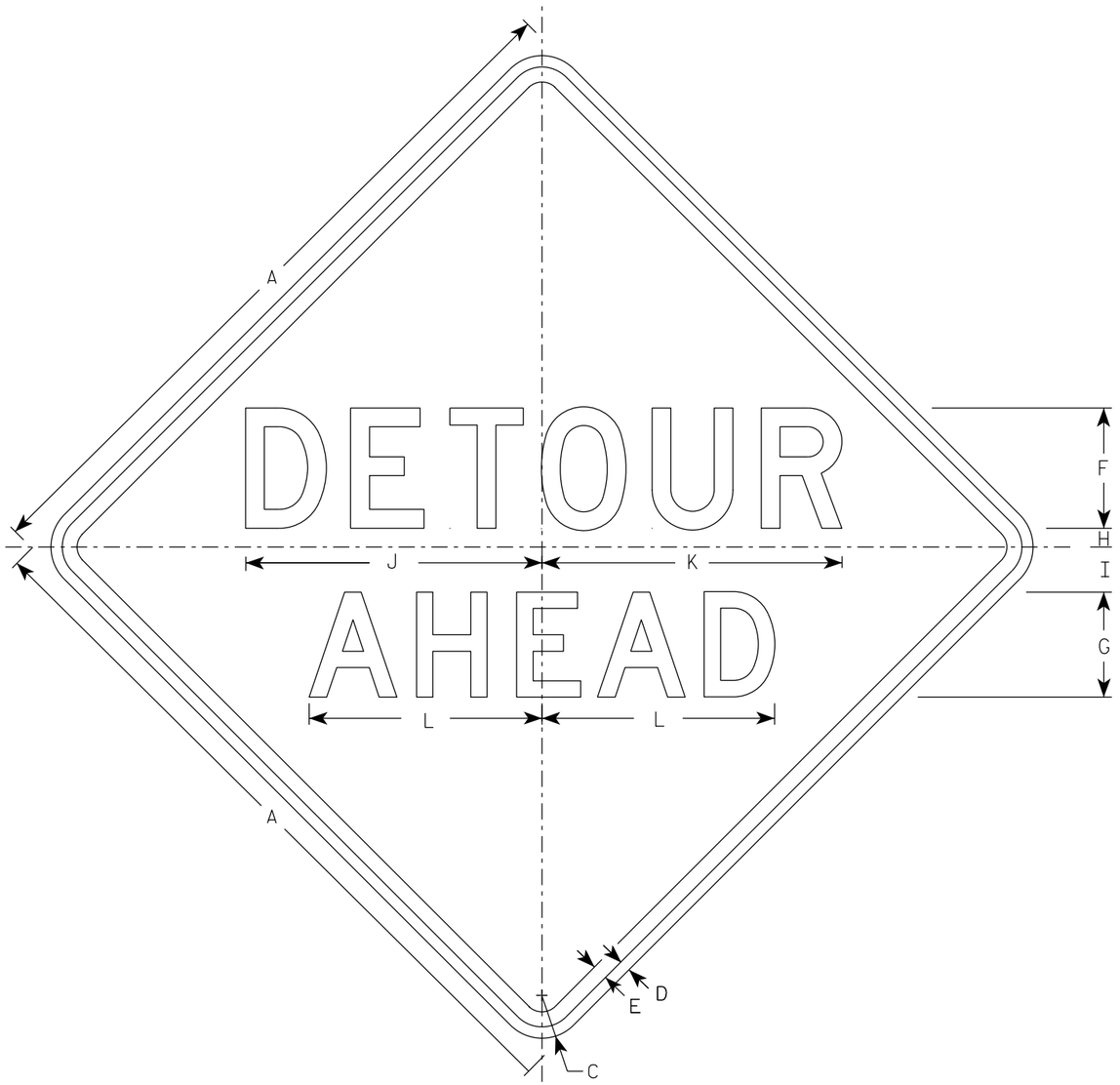
STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

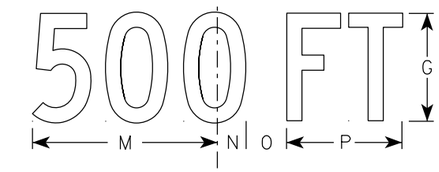
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

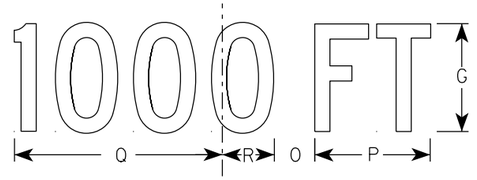
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 242 | E



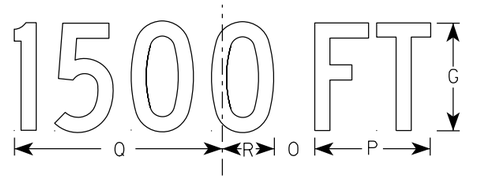
W20-2A



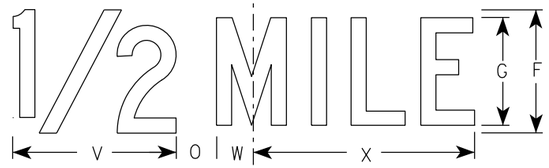
W20-2D



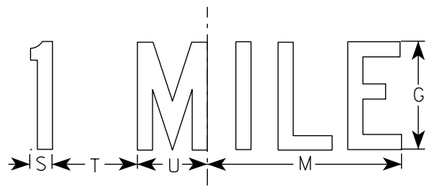
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		3	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

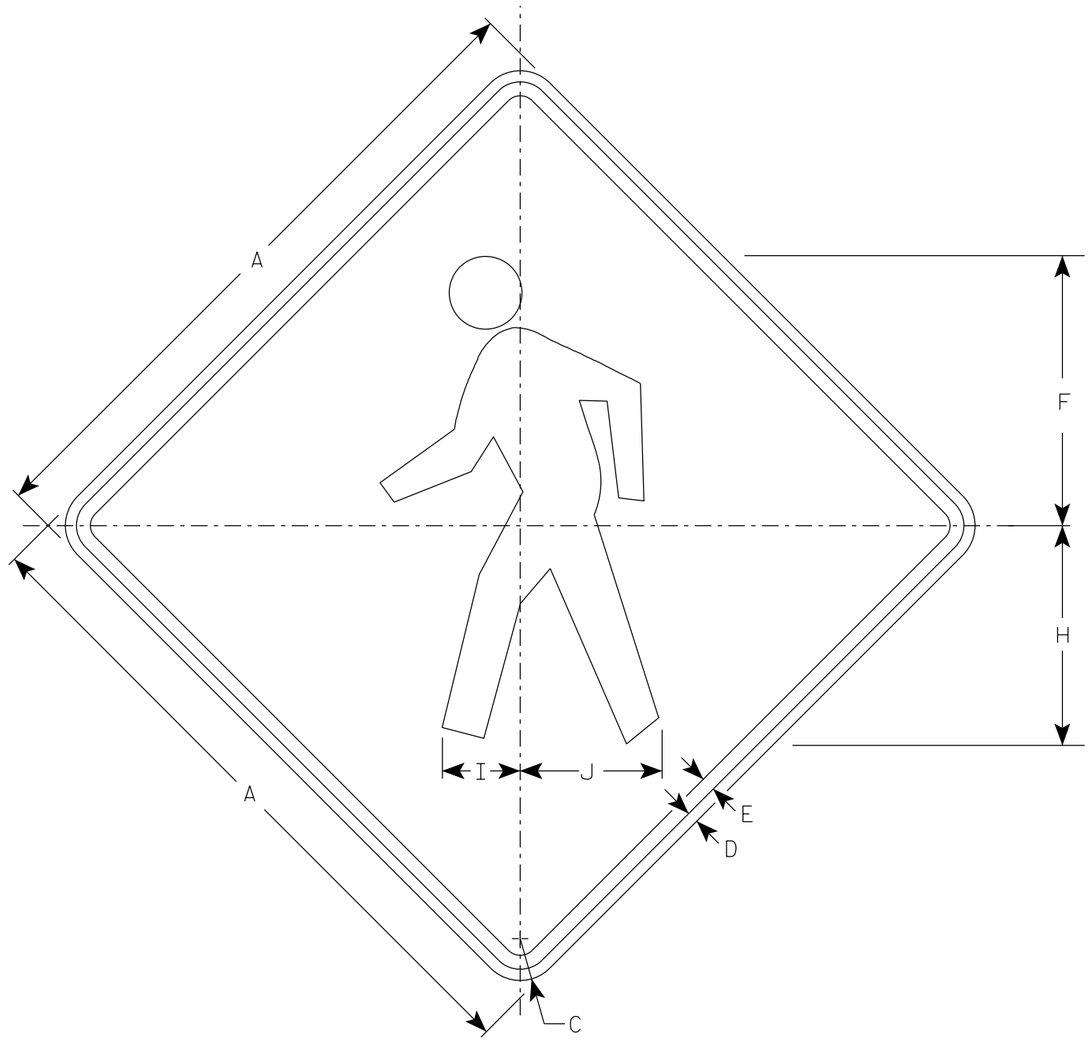
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



WO11-2

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
2S	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
2M	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
3	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
4	48		3	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

STANDARD SIGN

WO11-2

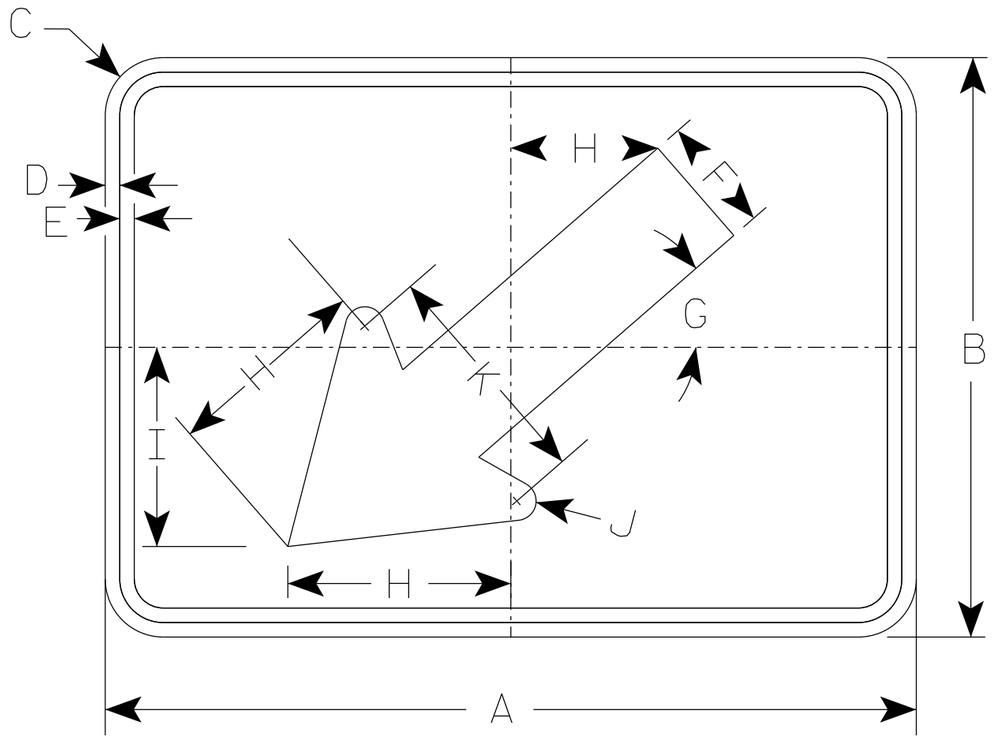
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

For State Traffic Engineer

DATE 2/1/2024 PLATE NO. WO11-2.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 244 | E



W016-7L

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. W016-7R is the same as W016-7L except the arrow is reversed along the vertical centerline.

* For 36" x 36" Warning Signs, use 30" x 21" W016-7L signs.
* For 48" x 48" Warning Signs, use 42" x 24" W016-7L signs.

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1																											
	2S	21	15	1 1/2	3/8	3/8	3	41°	5 1/4	5 1/8	1/2	6																2.19
*	2M	30	21	1 1/2	3/8	1/2	4 1/2	41°	8 5/8	7 3/4	5/8	9 1/4																4.38
*	3	30	21	1 1/2	3/8	1/2	4 1/2	41°	8 5/8	7 3/4	5/8	9 1/4																4.38
*	4	42	24	1 7/8	1/2	5/8	6	41°	10 1/4	9 1/8	1	12																7.0
	5																											

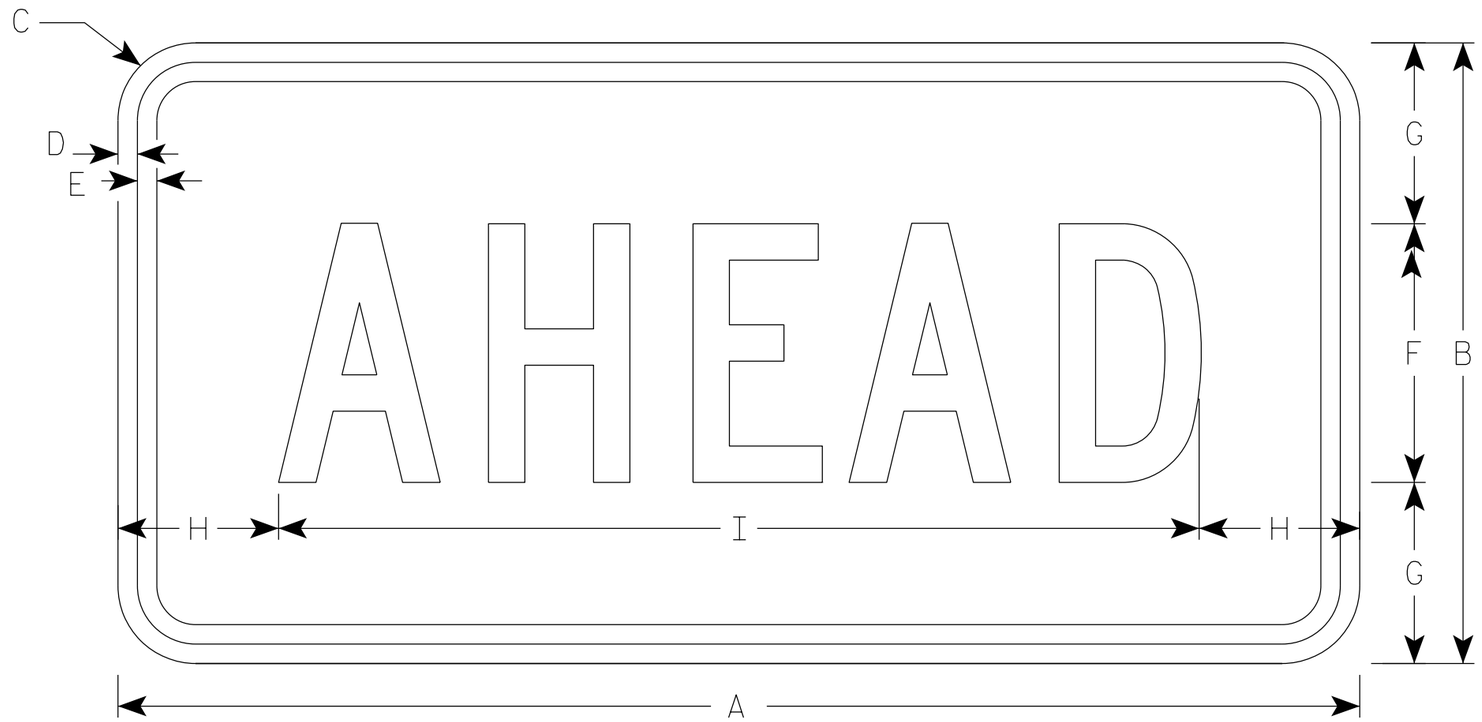
STANDARD SIGN
W016-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/30/26 PLATE NO. W016-7.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 245 E



W016-9P

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2S	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
2M	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
3	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0

STANDARD SIGN
W016-9P

WISCONSIN DEPT OF TRANSPORTATION

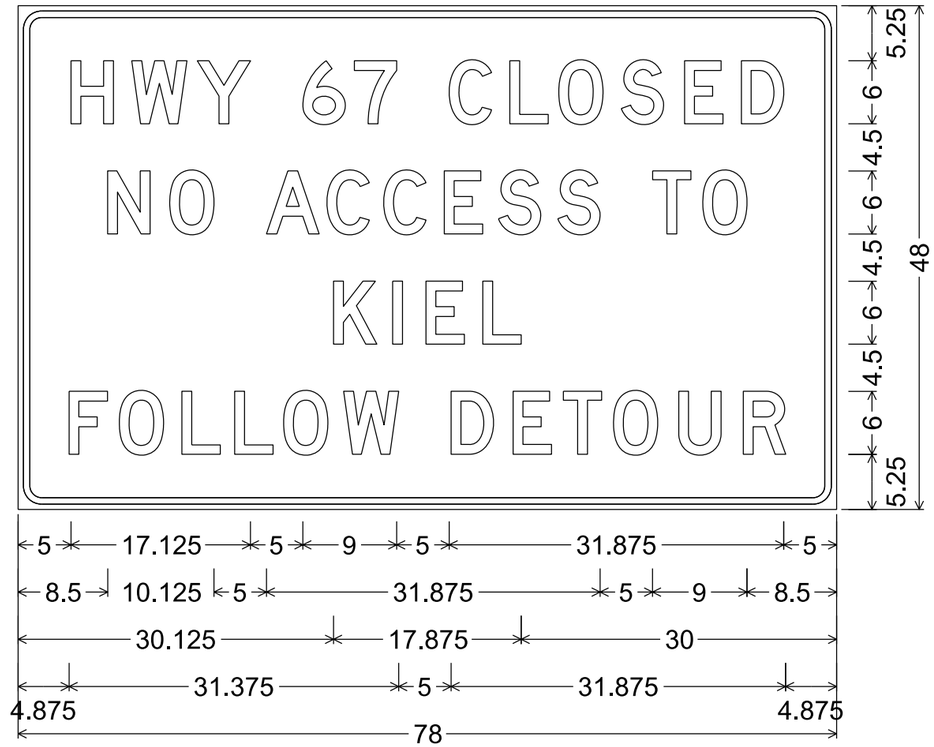
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/2024 PLATE NO. W016-9P.8

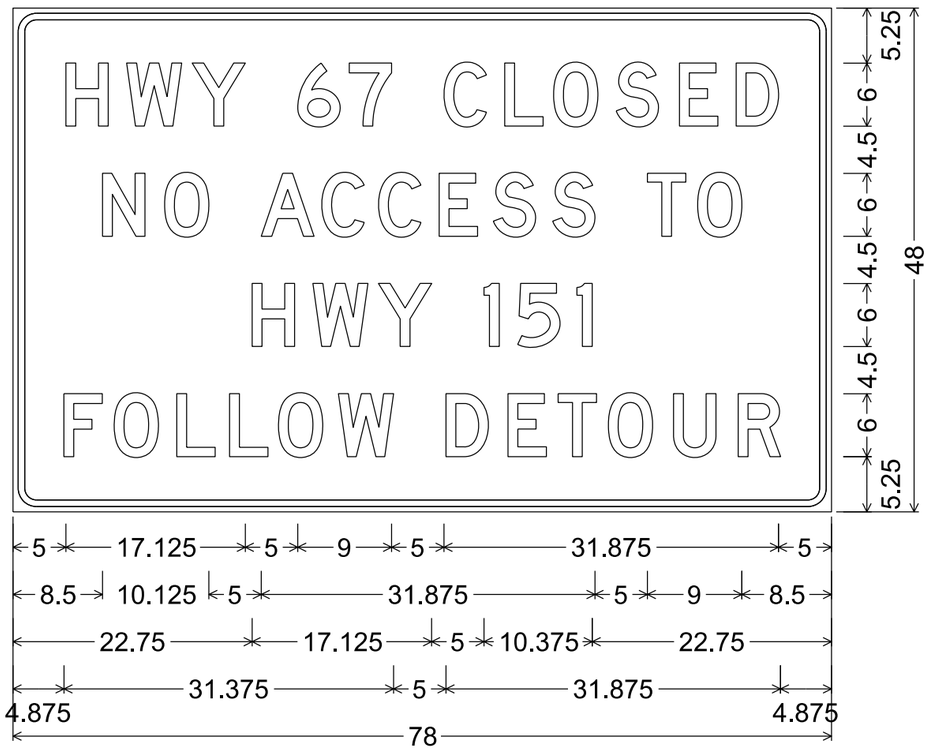
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 246 | E

NOTES

1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



2.250" Radius, 0.625" Border, 0.500" Indent



2.250" Radius, 0.625" Border, 0.500" Indent

STH 67 PATH

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
							1.00	1.00	
					NOTE 1	NOTE 2	NOTE 1		
13+21.86	1321.86	0.00	7.30	0.18	0	0	0	0	0
13+50.00	1350.00	28.14	0.00	45.63	4	24	4	24	-20
13+69.82	1369.82	19.82	0.00	48.97	0	35	4	59	-55
13+94.80	1394.80	24.98	6.35	7.89	3	26	7	85	-78
14+00.00	1400.00	5.20	7.04	5.85	1	1	8	86	-78
14+19.79	1419.79	19.79	0.00	0.00	3	2	11	88	-77

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

9

9

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EARTHWORK DATA	SHEET 248	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\090101-EW.DWG
LAYOUT NAME - 01

PLOT DATE : 9/29/2026 9:51 AM PLOT BY : BENJAMIN EWERT PLOT NAME : PLOT SCALE : 1" = 1'

SHEBOYGAN RIVER BEAM GUARD

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
							1.00	1.00	
					NOTE 1	NOTE 2	NOTE 1		
13+21.86	1321.86	0.00	0.00	0.00	0	0	0	0	0
13+50.00	1350.00	28.14	0.99	7.12	1	4	1	4	-3
13+69.82	1369.82	19.82	0.84	22.71	1	11	2	15	-13
13+94.80	1394.80	24.98	0.02	27.02	0	23	2	38	-36
14+00.00	1400.00	5.20	0.01	26.70	0	5	2	43	-41
14+19.79	1419.79	19.79	0.00	25.63	0	19	2	62	-60
14+50.00	1450.00	30.21	0.92	8.07	1	19	3	81	-78
15+00.00	1500.00	50.00	0.00	0.39	1	8	4	89	-85
15+50.00	1550.00	50.00	0.00	9.32	0	9	4	98	-94
15+69.91	1569.91	19.91	0.04	18.98	0	10	4	108	-104
16+87.79	1687.79	0.00	0.00	26.09	0	0	4	108	-104
17+00.00	1700.00	12.21	0.40	24.20	0	11	4	119	-115
17+50.00	1750.00	50.00	0.00	5.44	0	27	4	146	-142
17+99.68	1799.68	49.68	0.05	9.31	0	14	4	160	-156
18+00.00	1800.00	0.32	0.05	9.35	0	0	4	160	-156
18+27.66	1827.66	27.66	0.06	4.79	0	7	4	167	-163
18+50.00	1850.00	22.34	0.19	3.78	0	4	4	171	-167
18+52.53	1852.53	2.53	0.20	3.65	0	0	4	171	-167
19+00.00	1900.00	47.47	0.00	0.53	0	4	4	175	-171
19+50.00	1950.00	50.00	0.00	1.08	0	1	4	176	-172
20+00.00	2000.00	50.00	0.00	0.68	0	2	4	178	-174
20+50.00	2050.00	50.00	0.03	0.05	0	1	4	179	-175
20+50.64	2050.64	0.64	0.04	0.06	0	0	4	179	-175
20+75.59	2075.59	24.95	0.00	0.86	0	0	4	179	-175
21+00.63	2100.63	25.04	0.00	0.61	0	1	4	180	-176

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

9

9

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	EARTHWORK DATA	SHEET 249	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\090101-EW.DWG
LAYOUT NAME - 02

PLOT DATE : 9/29/2026 9:51 AM PLOT BY : BENJAMIN EWERT PLOT NAME : PLOT SCALE : 1" = 1'

STH 67 BEAM GUARD AT HILL

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT	FILL	CUT	EXPANDED FILL	MASS ORDINATE
							1.00	1.00	
					NOTE 1	NOTE 2	NOTE 1		
387+00.00	38700.00	0.00	0.00	1.48	0	0	0	0	0
387+50.00	38750.00	50.00	0.00	19.45	0	19	0	19	-19
388+00.00	38800.00	50.00	0.00	51.80	0	66	0	85	-85
388+25.70	38825.70	25.70	0.00	78.71	0	62	0	147	-147
388+50.00	38850.00	24.30	0.01	87.70	0	75	0	222	-222
388+50.72	38850.72	0.72	0.01	87.21	0	2	0	224	-224
388+75.70	38875.70	24.98	0.01	111.31	0	92	0	316	-316
389+00.00	38900.00	24.30	0.08	121.37	0	105	0	421	-421
389+50.00	38950.00	50.00	0.18	90.55	0	196	0	617	-617
390+00.00	39000.00	50.00	0.13	72.91	0	151	0	768	-768
390+50.00	39050.00	50.00	0.17	76.00	0	138	0	906	-906
391+00.00	39100.00	50.00	0.26	66.22	0	132	0	1038	-1038
391+50.00	39150.00	50.00	0.20	68.80	0	125	0	1163	-1163
392+00.00	39200.00	50.00	0.09	65.66	0	124	0	1287	-1287
392+50.00	39250.00	50.00	0.44	51.26	0	108	0	1395	-1395
393+00.00	39300.00	50.00	0.67	40.32	1	85	1	1480	-1479
393+50.00	39350.00	50.00	0.00	30.45	1	66	2	1546	-1544
394+00.00	39400.00	50.00	0.00	25.92	0	52	2	1598	-1596
394+50.00	39450.00	50.00	0.00	22.95	0	45	2	1643	-1641
395+00.00	39500.00	50.00	0.00	18.79	0	39	2	1682	-1680
395+50.00	39550.00	50.00	0.42	10.58	0	27	2	1709	-1707
396+00.00	39600.00	50.00	0.67	10.13	1	19	3	1728	-1725
396+29.00	39629.00	29.00	0.35	16.66	1	14	4	1742	-1738
396+50.00	39650.00	21.00	0.00	30.18	0	18	4	1760	-1756
396+54.00	39654.00	4.00	0.00	33.48	0	5	4	1765	-1761
396+69.32	39669.32	15.32	0.00	55.64	0	25	4	1790	-1786
396+78.90	39678.90	9.58	0.00	72.90	0	23	4	1813	-1809
396+94.30	39694.30	15.40	0.00	84.23	0	45	4	1858	-1854
397+00.00	39700.00	5.70	0.00	87.05	0	18	4	1876	-1872
397+19.32	39719.32	19.32	0.00	92.98	0	64	4	1940	-1936
397+50.00	39750.00	30.68	0.00	75.59	0	96	4	2036	-2032
398+00.00	39800.00	50.00	0.00	29.55	0	97	4	2133	-2129

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

9

9

PROJECT NO: 4322-10-71 | HWY: STH 67 | COUNTY: MANITOWOC | EARTHWORK DATA | SHEET 250 | E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\090101-EW.DWG
LAYOUT NAME - 03

PLOT DATE : 9/29/2026 9:51 AM PLOT BY : BENJAMIN EWERT PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49

CEDAR CREEK BEAM GUARD

STATION	REAL STATION	DISTANCE	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
			CUT	FILL	CUT NOTE 1	FILL NOTE 2	CUT 1.00 NOTE 1	EXPANDED FILL 1.00	MASS ORDINATE
407+50.00	40750.00	0.00	0.00	10.22	0	0	0	0	0
407+95.43	40795.43	45.43	0.04	16.91	0	23	0	23	-23
408+00.00	40800.00	4.57	0.03	15.63	0	3	0	26	-26
408+20.42	40820.42	20.42	0.00	10.46	0	10	0	36	-36
408+45.39	40845.39	24.97	0.00	9.35	0	9	0	45	-45
408+50.00	40850.00	4.61	0.00	9.96	0	2	0	47	-47
408+82.97	40882.97	32.97	0.01	17.41	0	17	0	64	-64
409+00.00	40900.00	17.03	0.00	11.78	0	9	0	73	-73
409+07.94	40907.94	7.94	0.00	10.50	0	3	0	76	-76
409+32.92	40932.92	24.98	0.00	7.80	0	8	0	84	-84
409+50.00	40950.00	17.08	0.00	6.70	0	5	0	89	-89
410+00.00	41000.00	50.00	0.75	4.63	1	10	1	99	-98
411+00.00	41100.00	0.00	0.16	44.08	0	0	1	99	-98
411+44.05	41144.05	44.05	1.37	41.18	1	70	2	169	-167
411+50.00	41150.00	5.95	1.52	43.17	0	9	2	178	-176
411+69.03	41169.03	19.03	2.10	46.33	1	32	3	210	-207
411+94.01	41194.01	24.98	2.98	59.36	2	49	5	259	-254
412+00.00	41200.00	5.99	2.72	58.76	1	13	6	272	-266
412+44.21	41244.21	44.21	0.47	46.45	3	86	9	358	-349
412+50.00	41250.00	5.79	0.38	44.65	0	10	9	368	-359
412+69.19	41269.19	19.19	0.43	39.73	0	30	9	398	-389
412+94.15	41294.15	24.96	0.29	38.79	0	36	9	434	-425
413+00.00	41300.00	5.85	0.00	33.80	0	8	9	442	-433

NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME

9

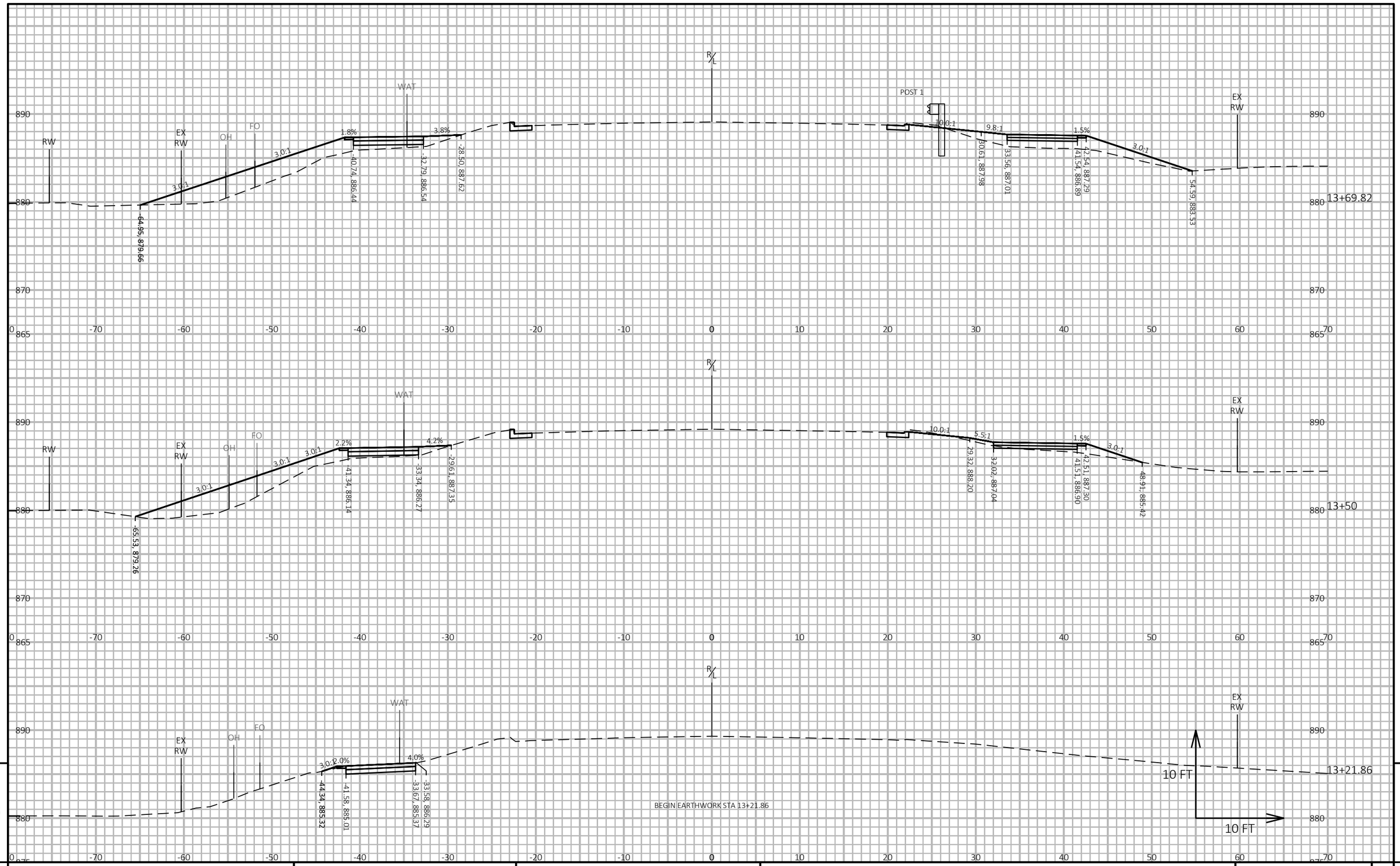
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PROJECT NO: 4322-10-71 | HWY: STH 67 | COUNTY: MANITOWOC | EARTHWORK DATA | SHEET 251 | E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\SHEETS\090101-EW.DWG
LAYOUT NAME - 04

PLOT DATE : 9/29/2026 9:51 AM PLOT BY : BENJAMIN EWERT PLOT NAME : PLOT SCALE : 1" = 1'

WISDOT/CADDS SHEET 49



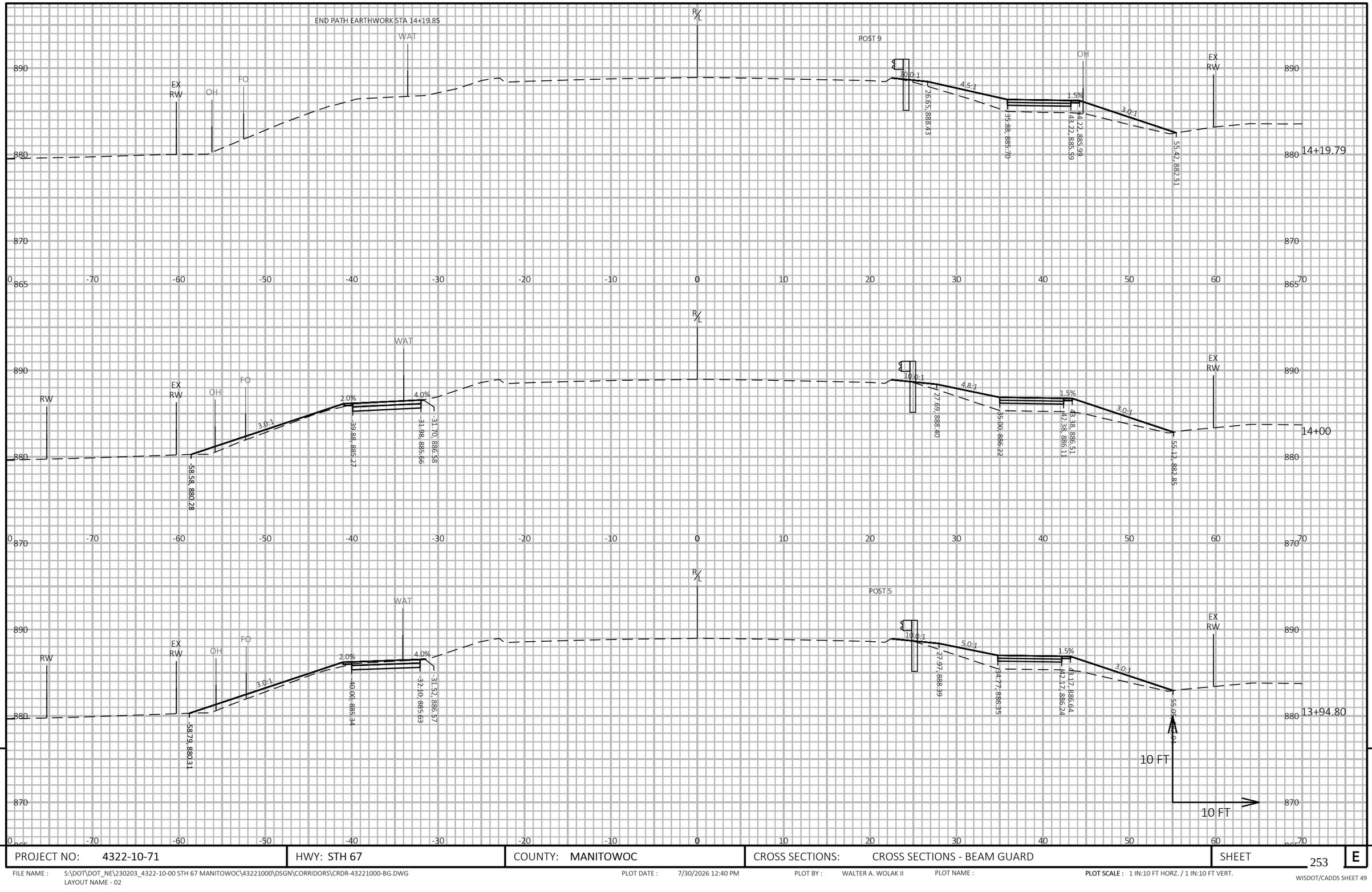
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 252	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 01

PLOT DATE : 7/30/2026 12:53 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END PATH EARTHWORK STA 14+19.85



9

9

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 253	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 02

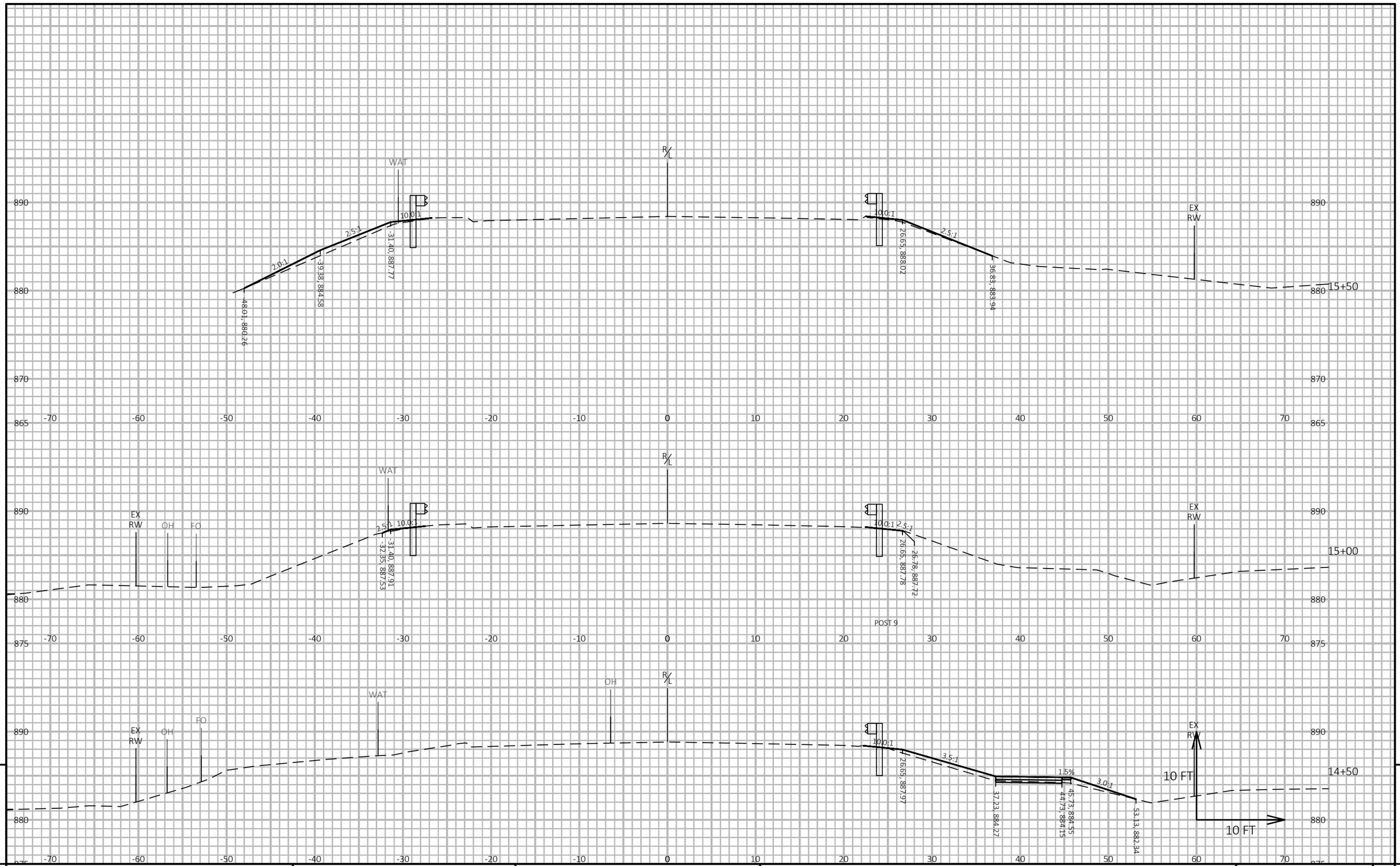
PLOT DATE : 7/30/2026 12:40 PM

PLOT BY : WALTER A. WOLAK II

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

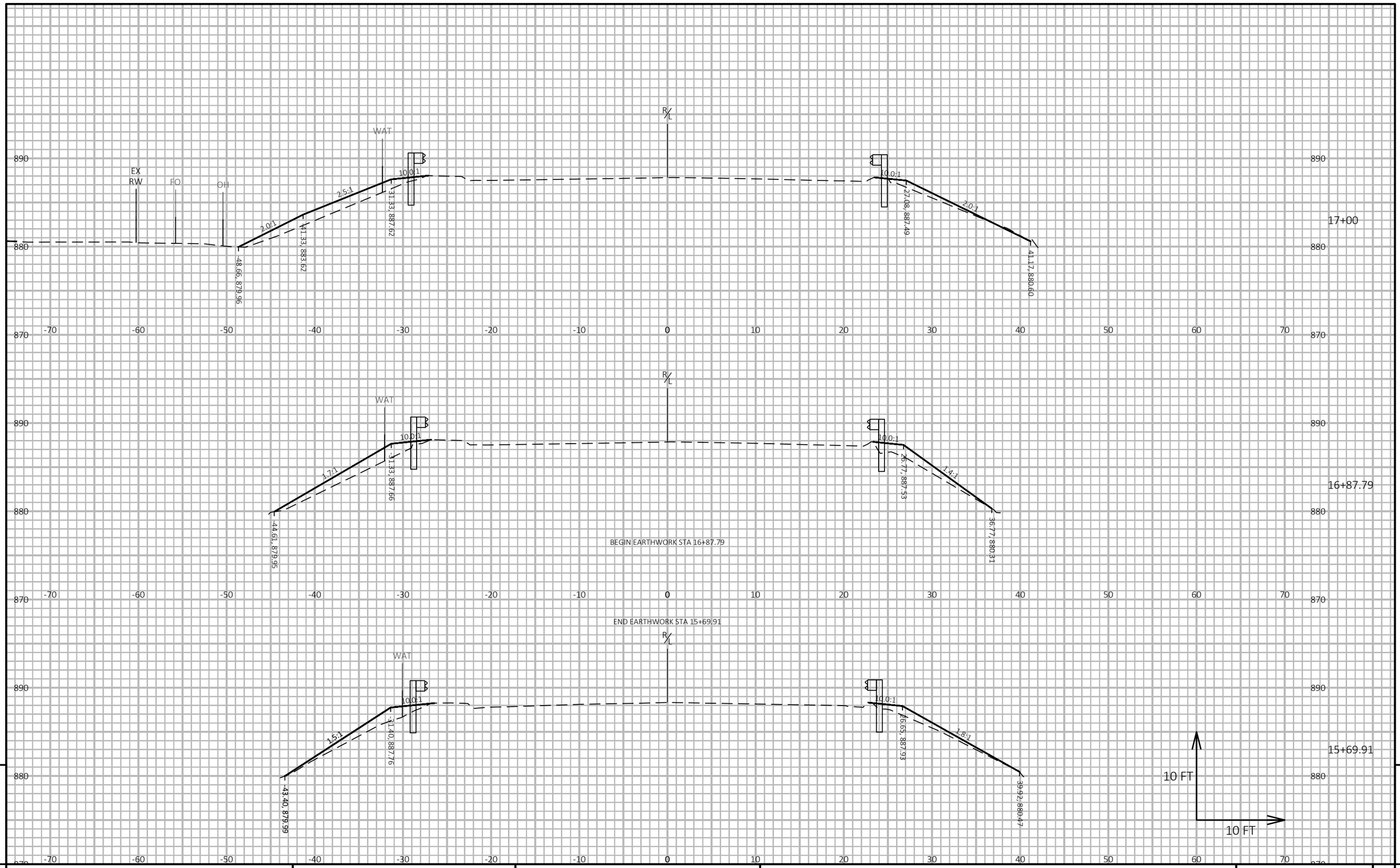
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 254	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 03

PLOT DATE : 7/30/2026 12:55 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

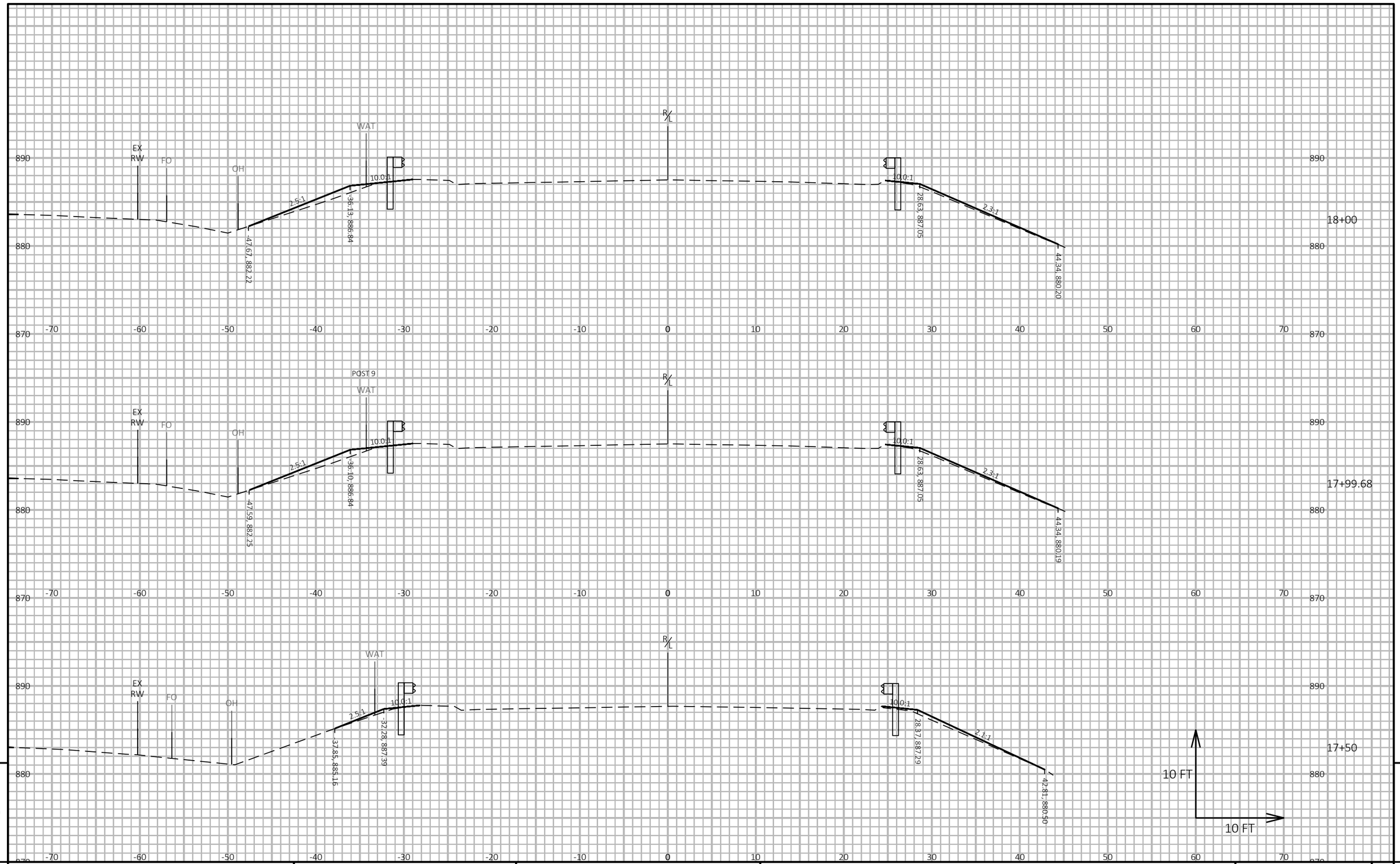
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 255	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 04

PLOT DATE : 7/30/2026 12:49 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

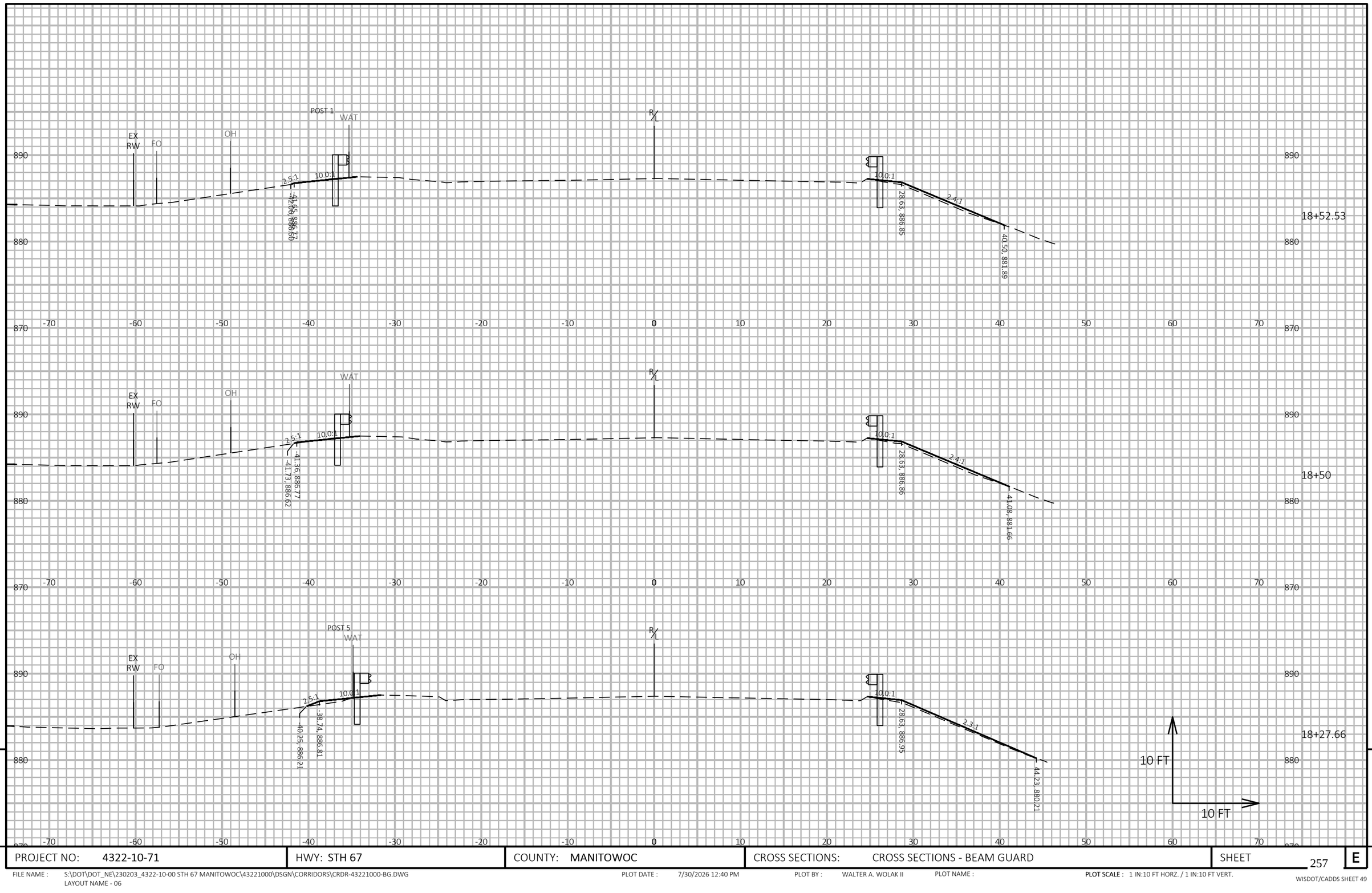
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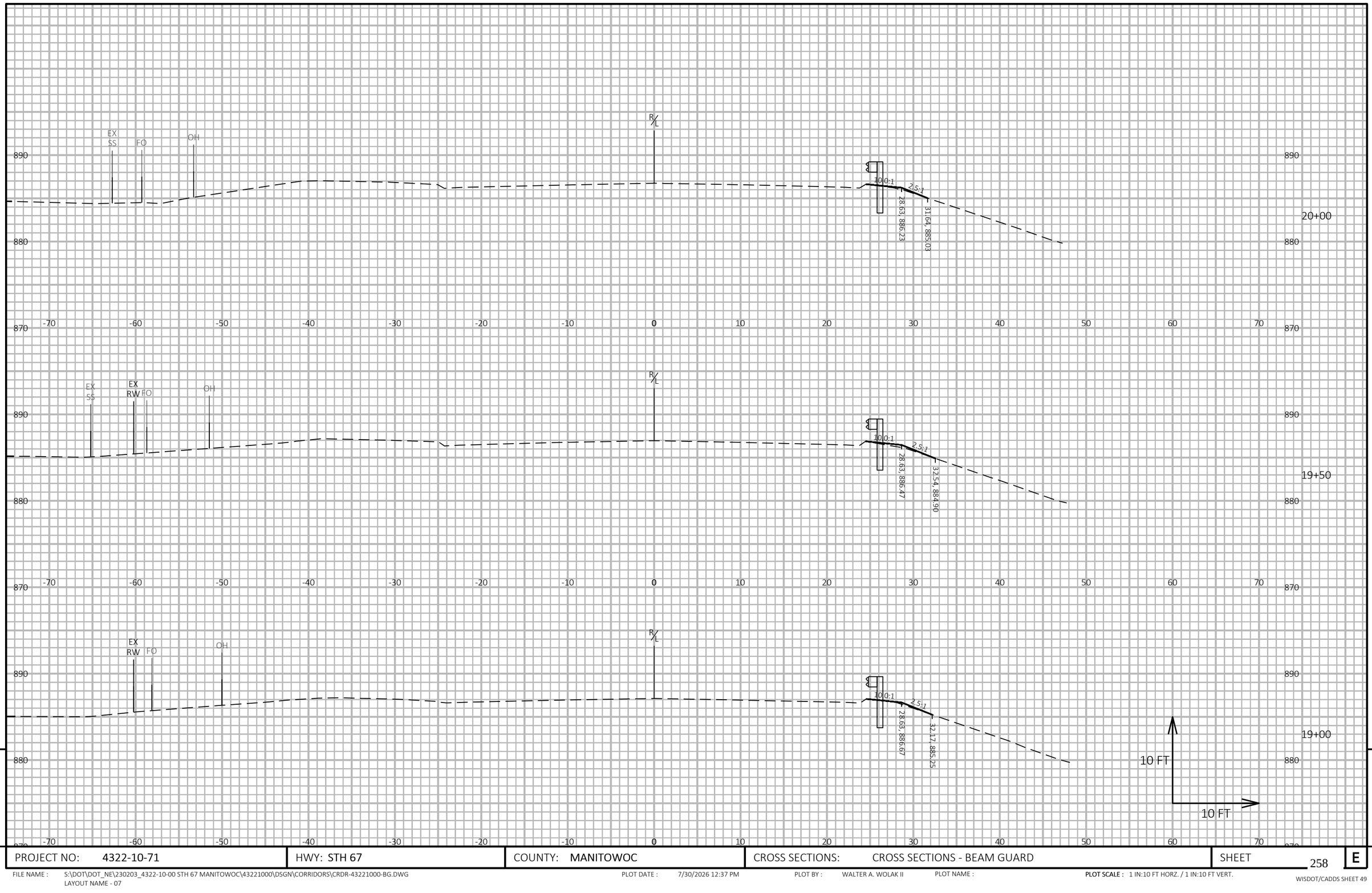
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 256	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 05

PLOT DATE : 7/30/2026 12:51 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49


POST 1
WAT
EX
RW
FO
OH
R
L
2.5:1
10.0:1
41.36, 886.77
41.73, 886.62
10.0:1
28.63, 886.86
2.4:1
41.08, 883.66
18+50
POST 5
WAT
EX
RW
FO
OH
R
L
2.5:1
10.0:1
38.74, 886.81
40.25, 886.21
10.0:1
28.63, 886.95
2.3:1
44.23, 880.21
18+27.66
10 FT
10 FT
890
880
870
-70
-60
-50
-40
-30
-20
-10
0
10
20
30
40
50
60
70



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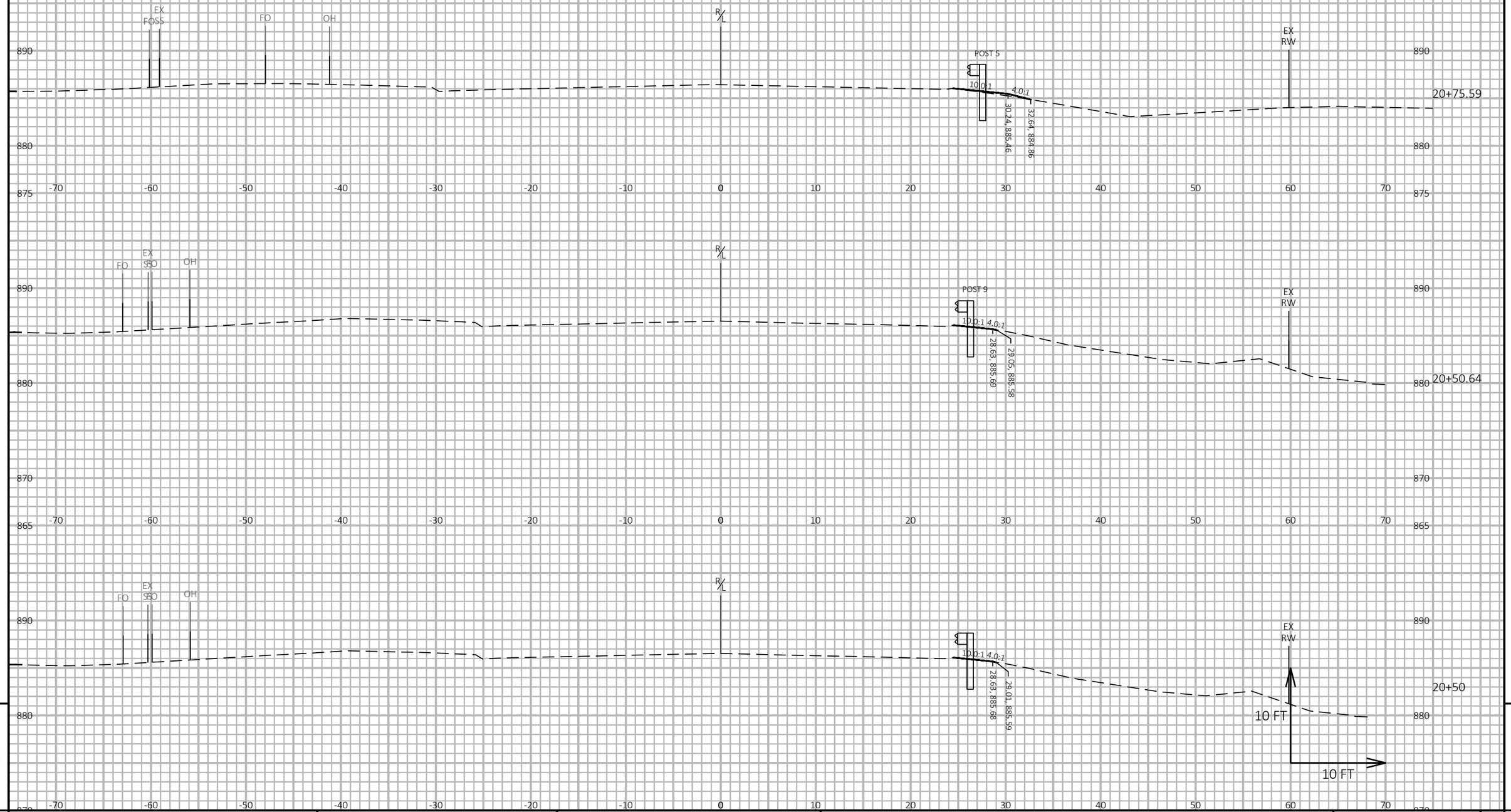
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 258	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 07

PLOT DATE : 7/30/2026 12:37 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

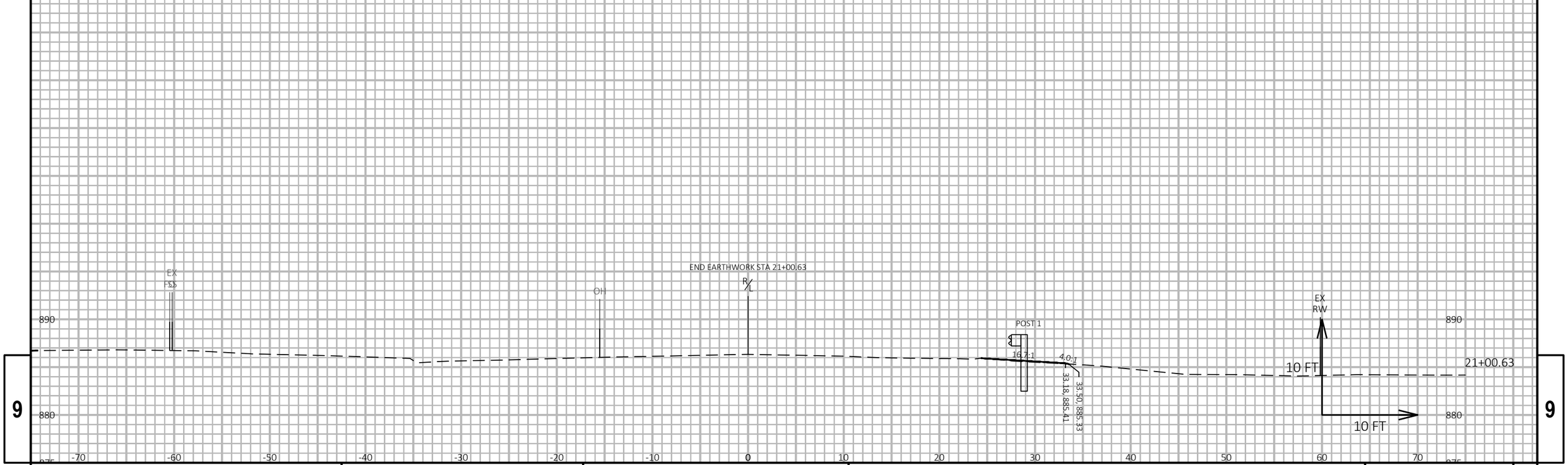
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 259	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 08

PLOT DATE : 7/30/2026 12:36 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

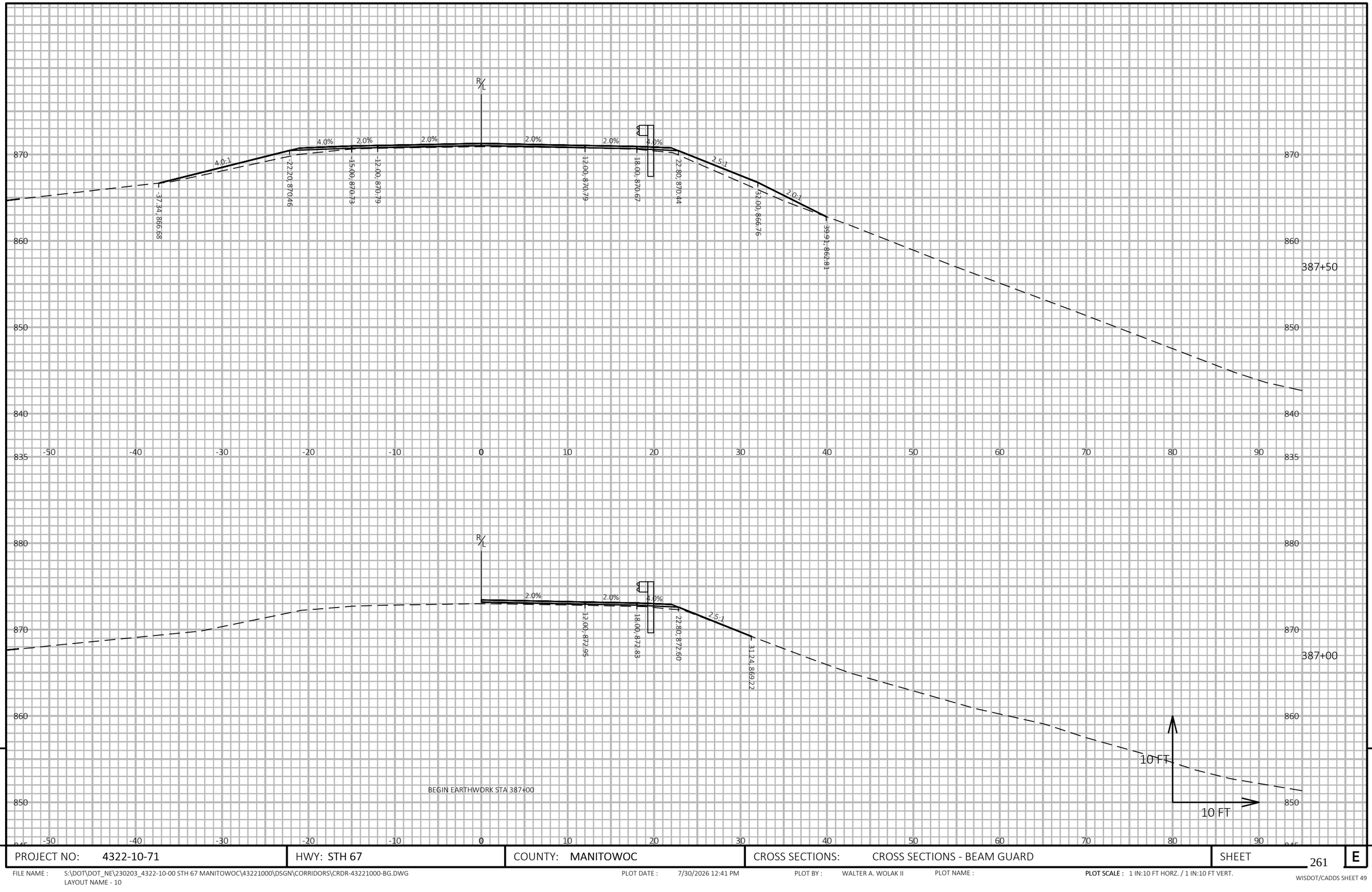
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 260	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 09

PLOT DATE : 7/30/2026 12:40 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



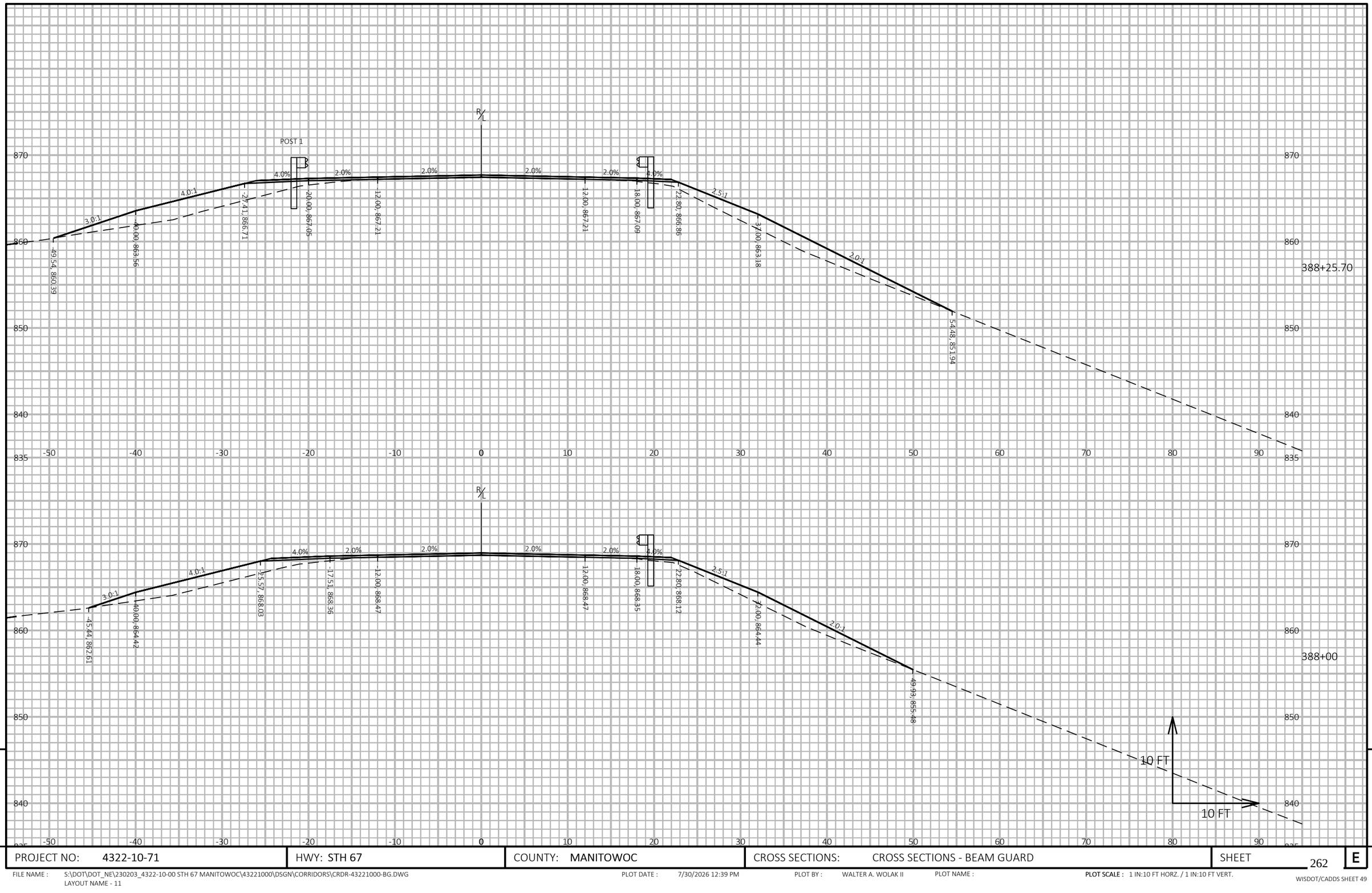
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 261	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 10

PLOT DATE : 7/30/2026 12:41 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

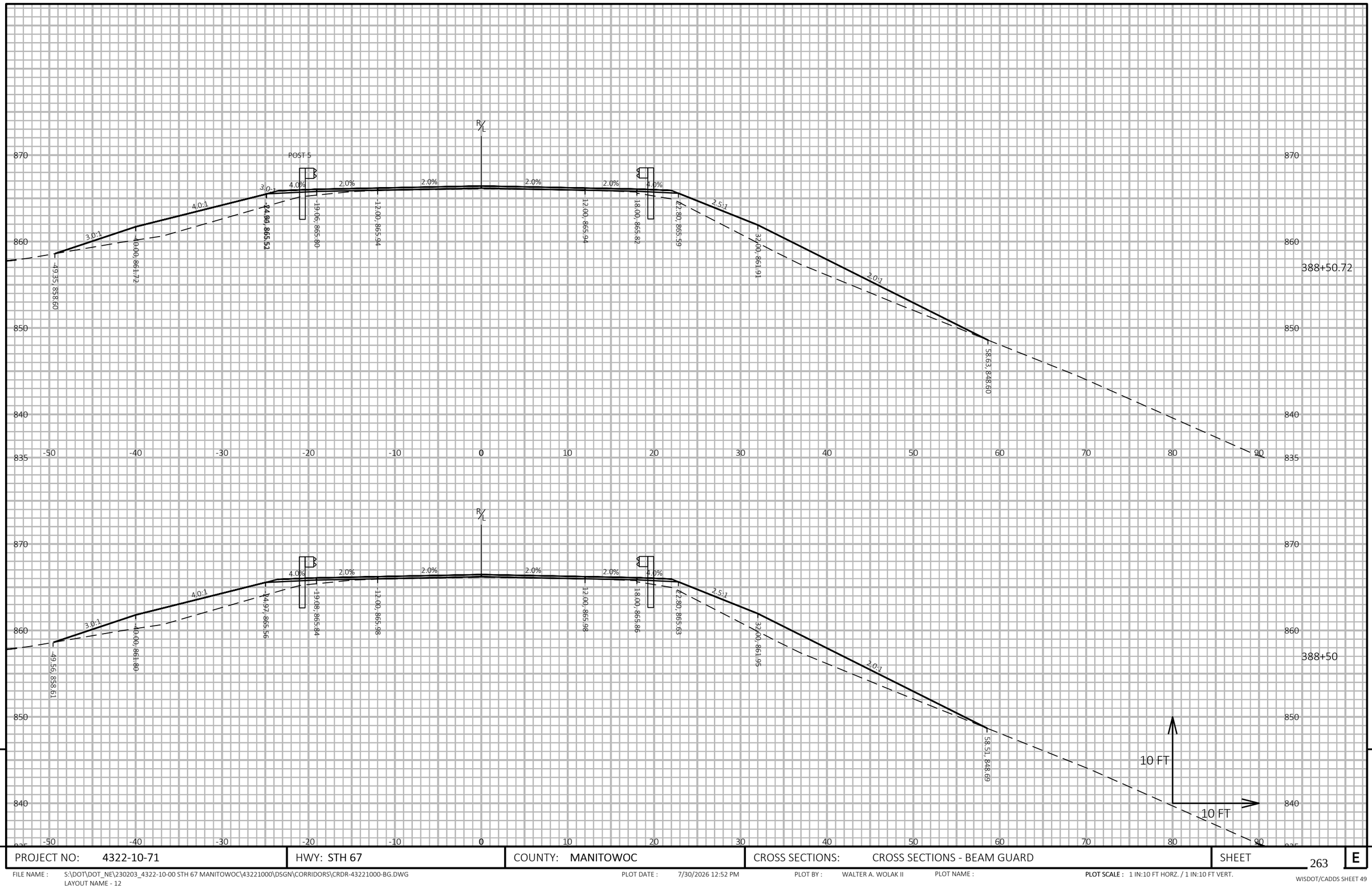


PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 262	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 11

PLOT DATE : 7/30/2026 12:39 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

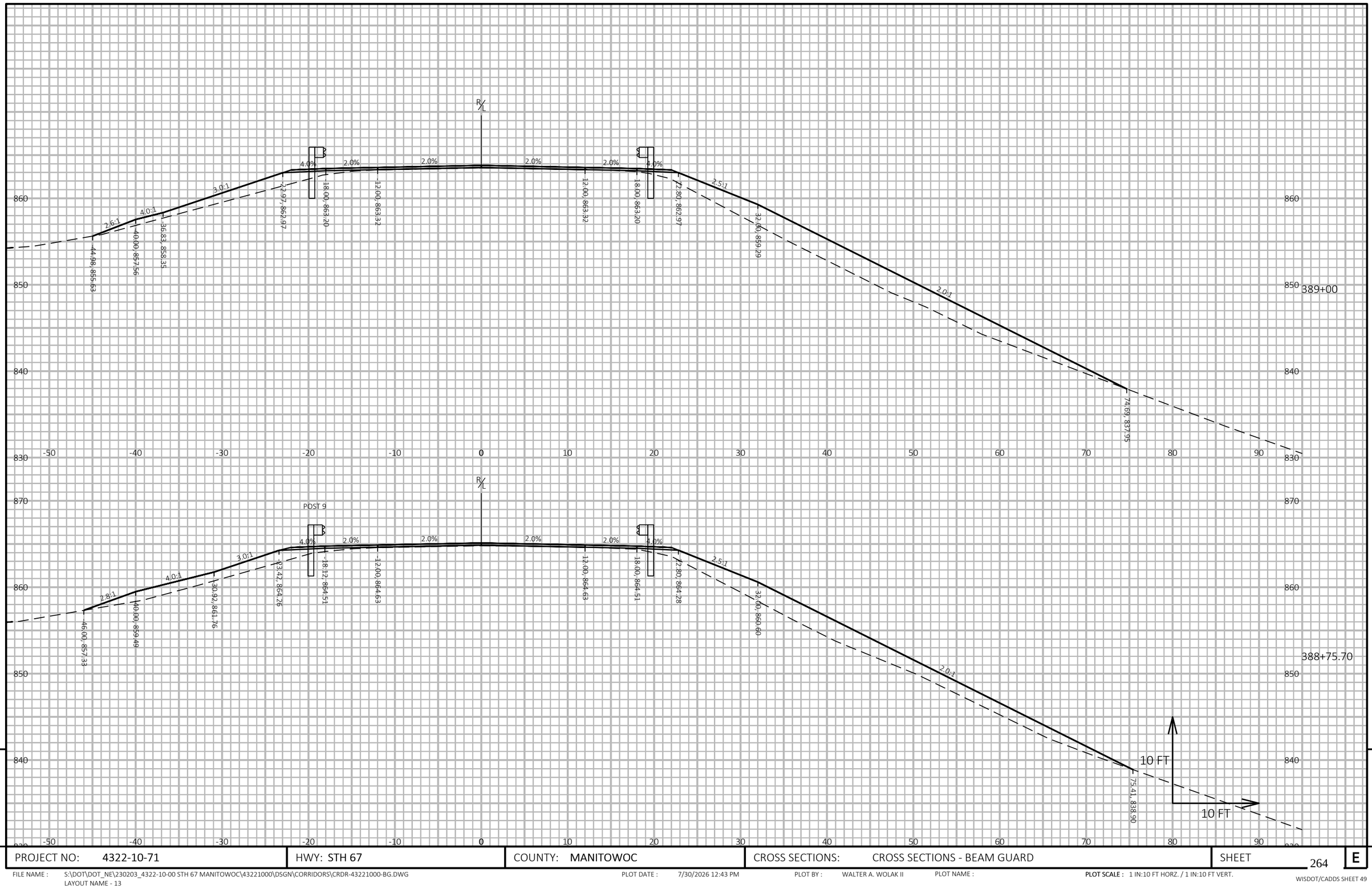
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 263	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 12

PLOT DATE : 7/30/2026 12:52 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

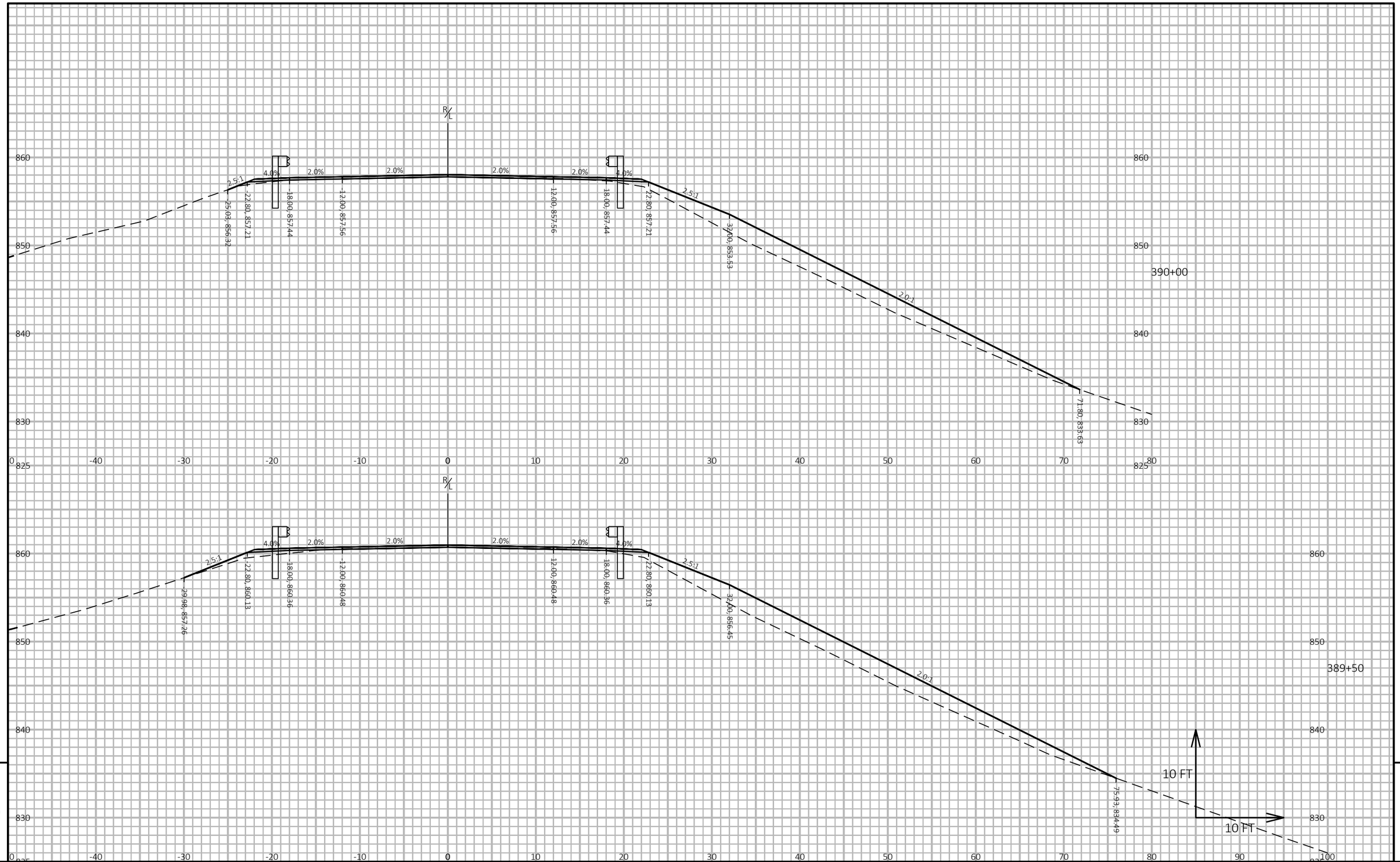


PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 264	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 13

PLOT DATE : 7/30/2026 12:43 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

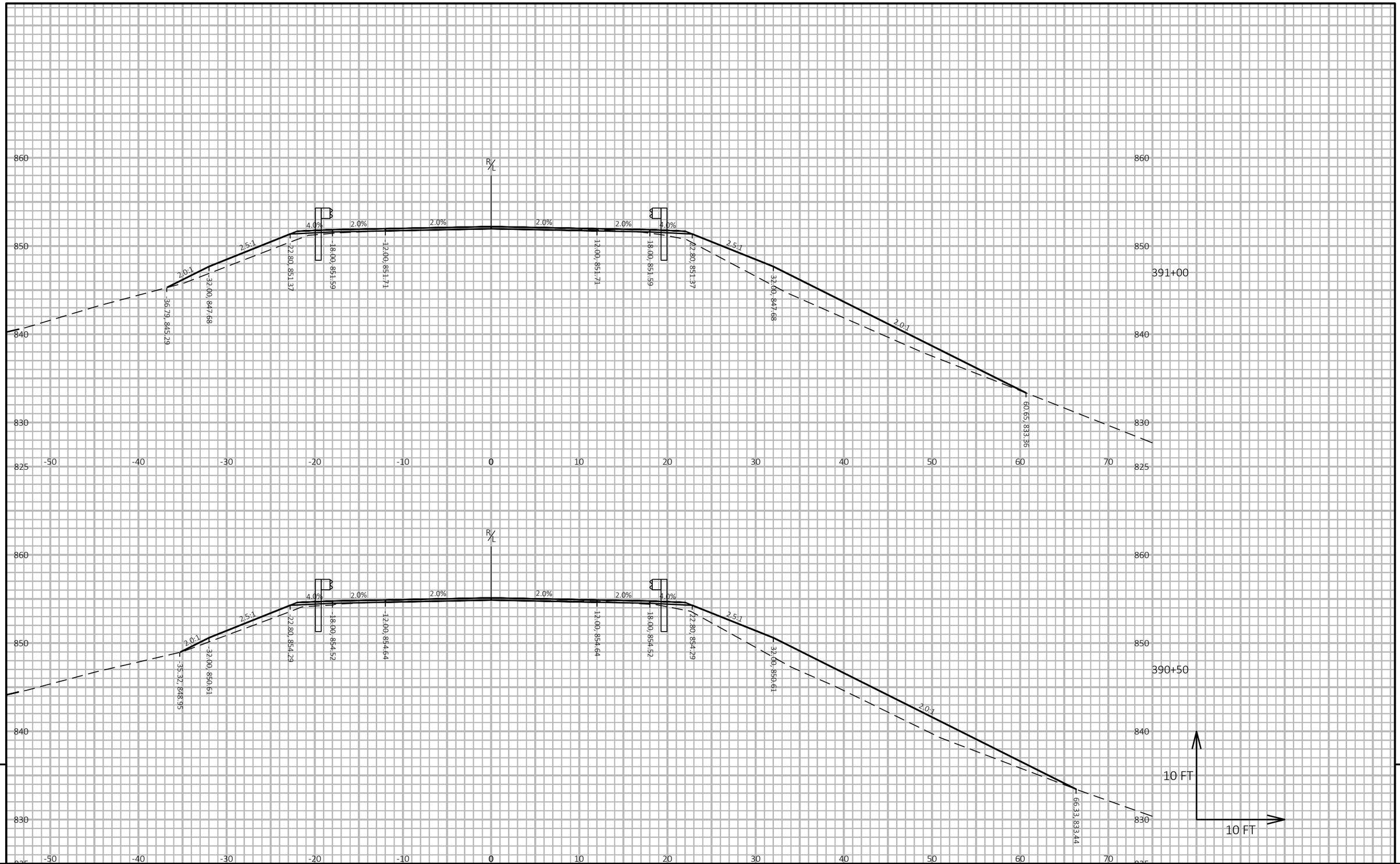
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 265	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 14

PLOT DATE : 7/30/2026 12:50 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

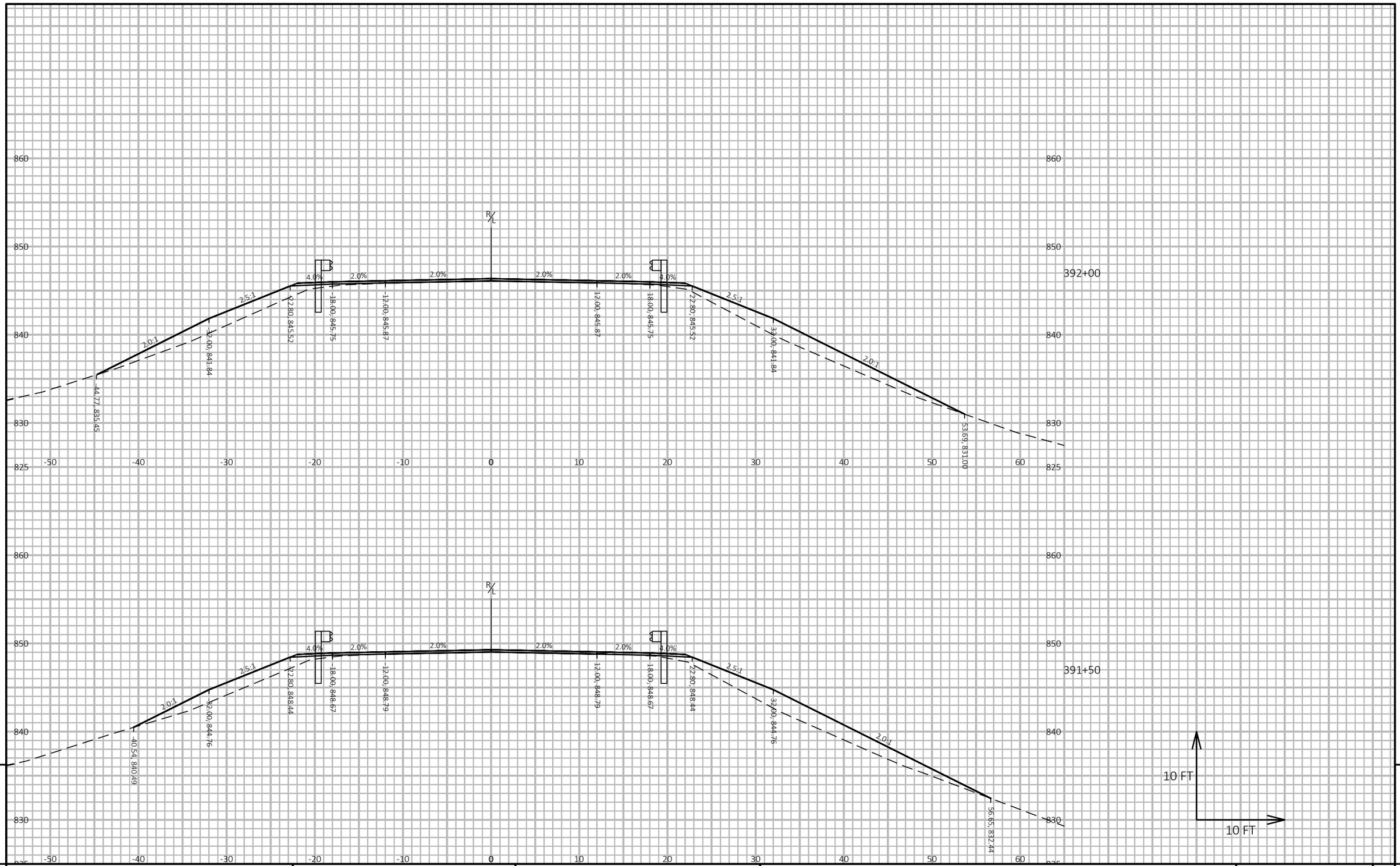


PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 266	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 15

PLOT DATE : 7/30/2026 12:41 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

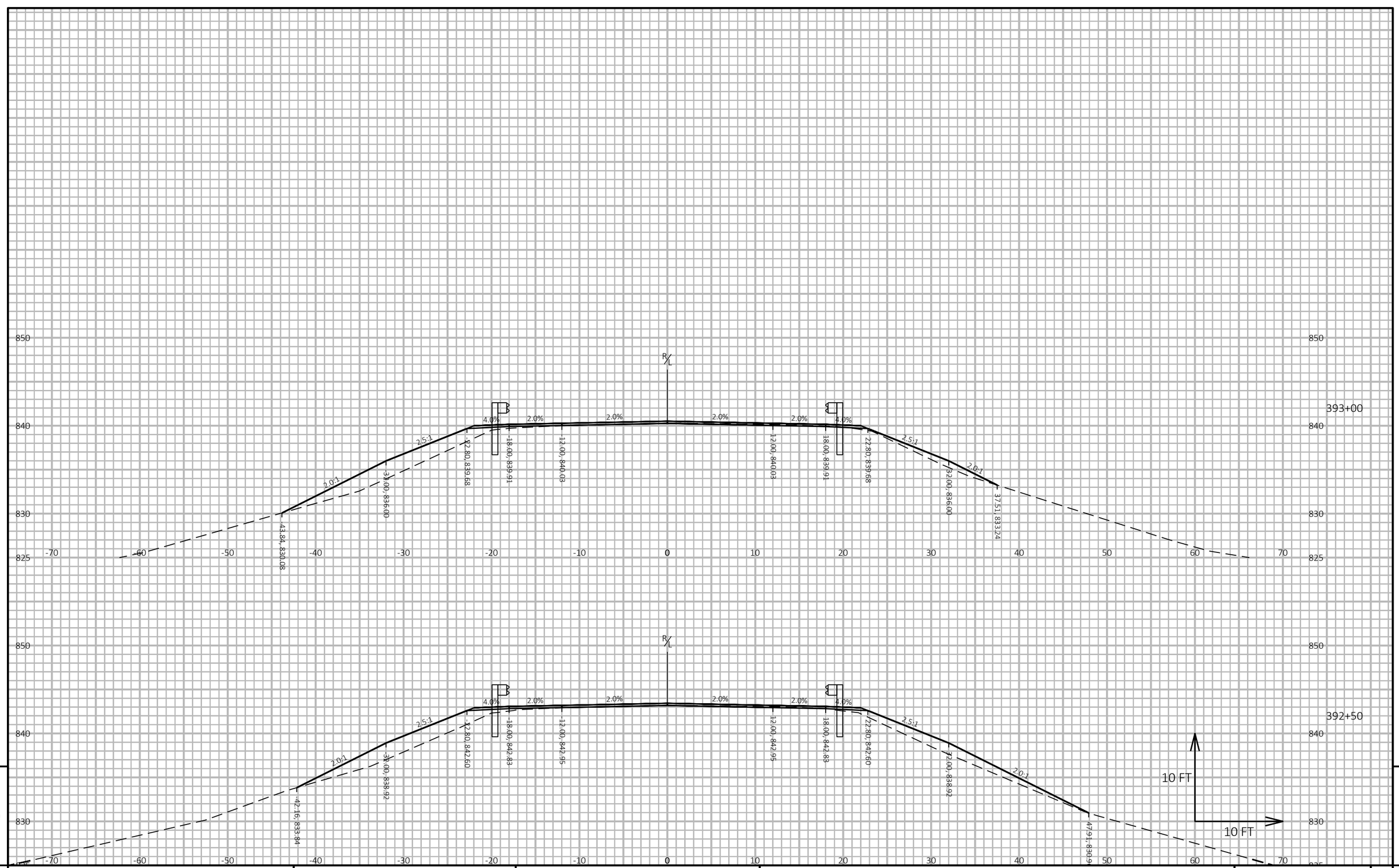


PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 267	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 16

PLOT DATE : 7/30/2026 12:47 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



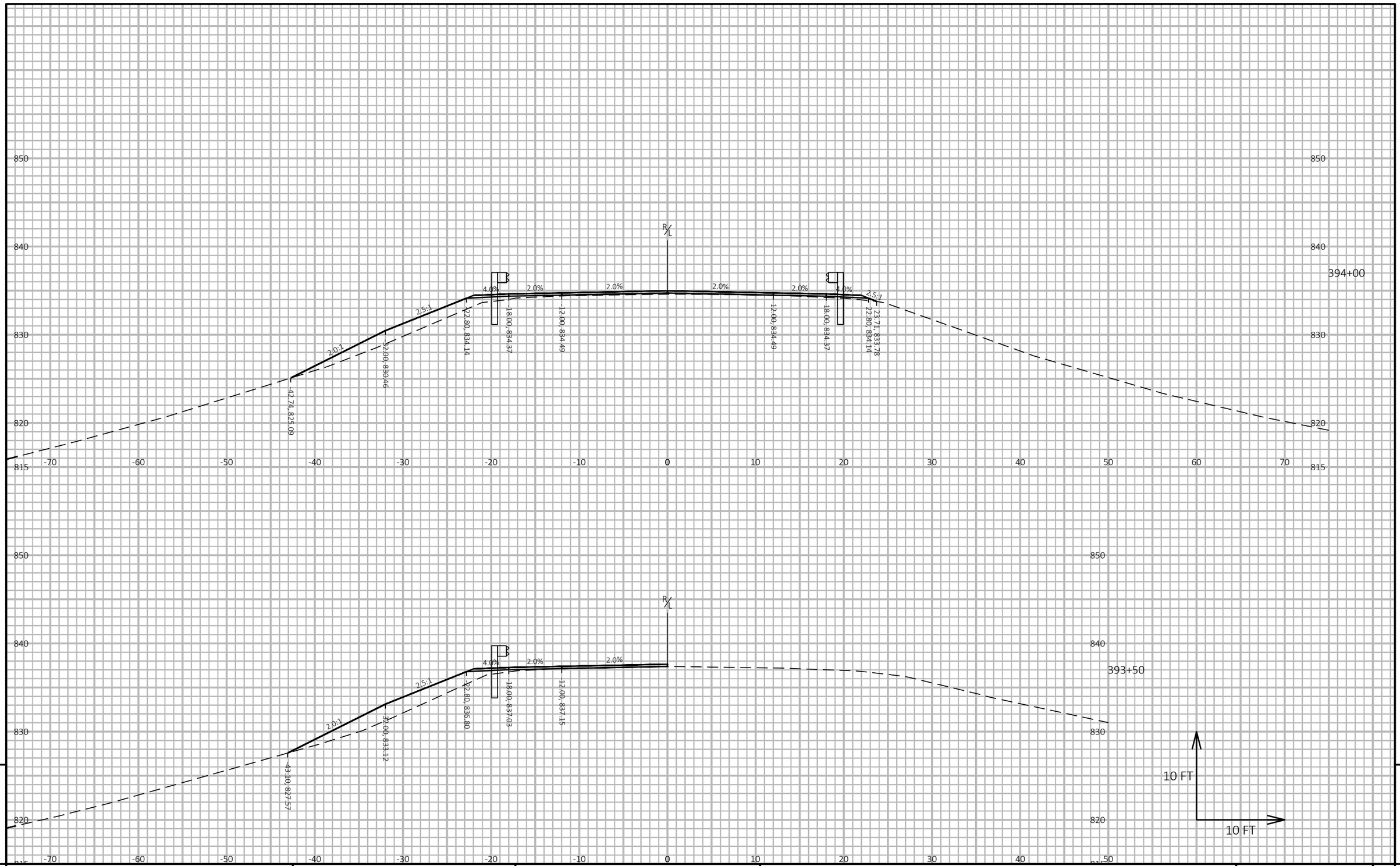
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 268	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 17

PLOT DATE : 7/30/2026 12:46 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

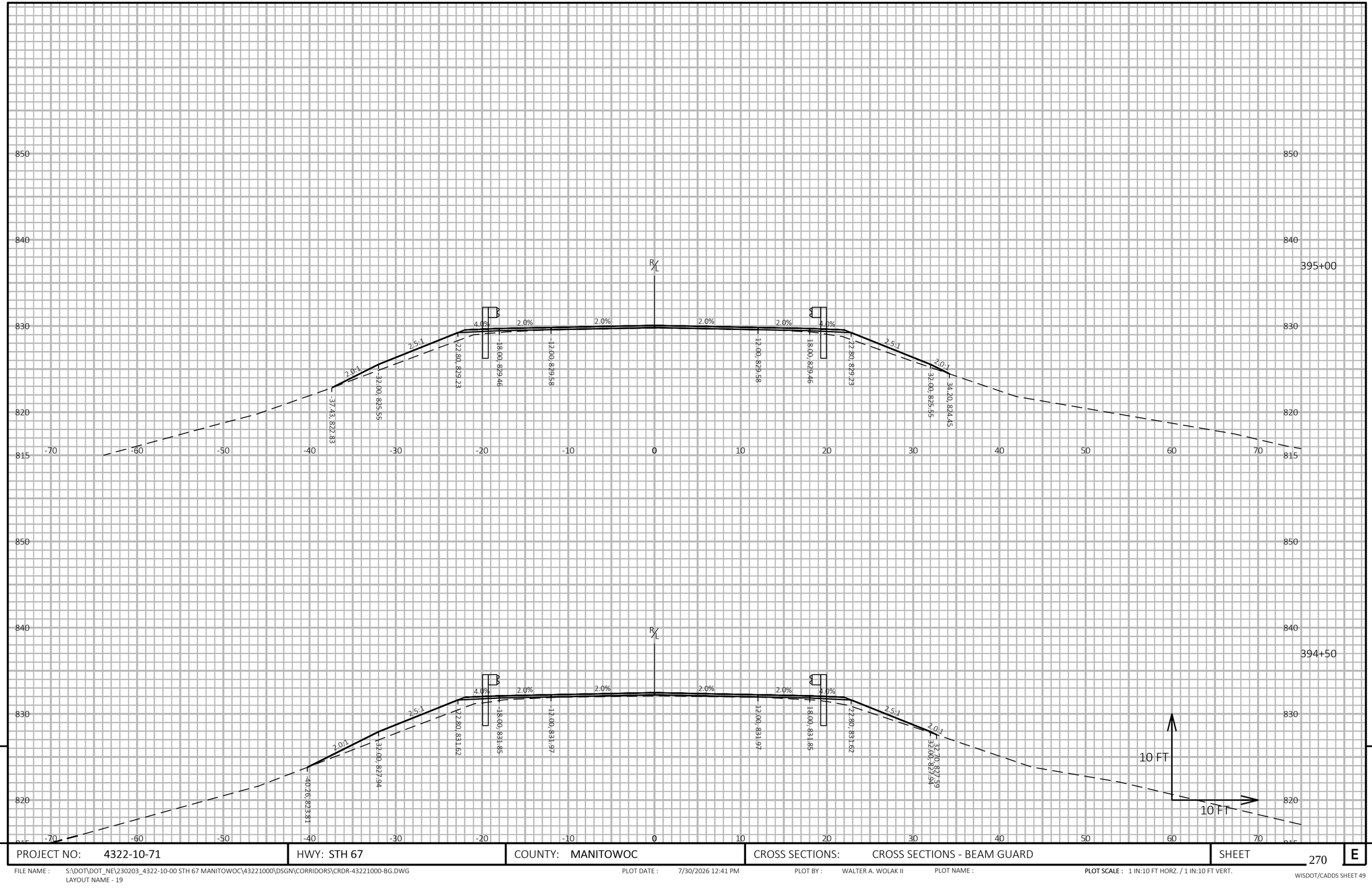


PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 269	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 18

PLOT DATE : 7/30/2026 12:47 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

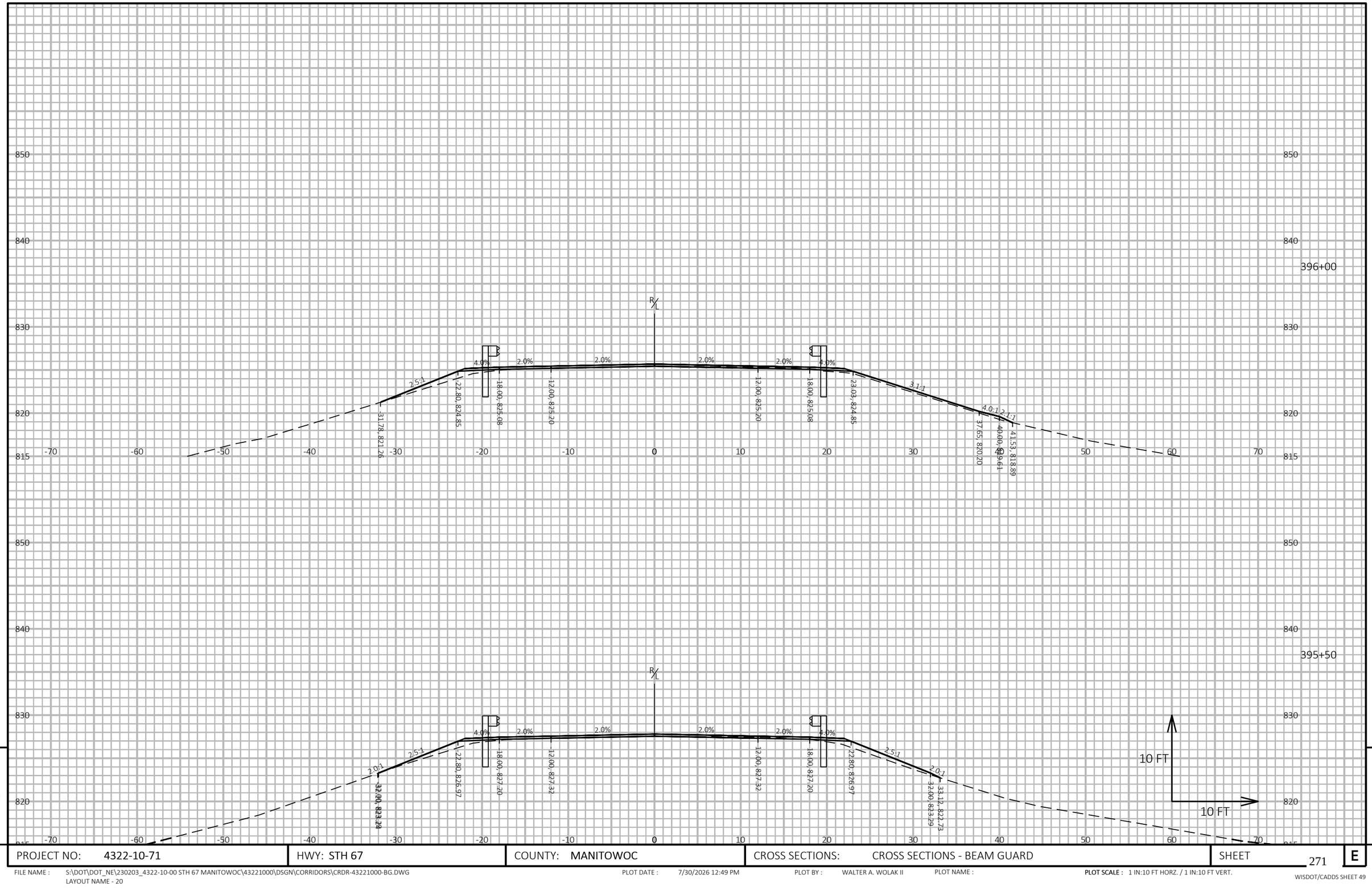
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 270	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 19

PLOT DATE : 7/30/2026 12:41 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

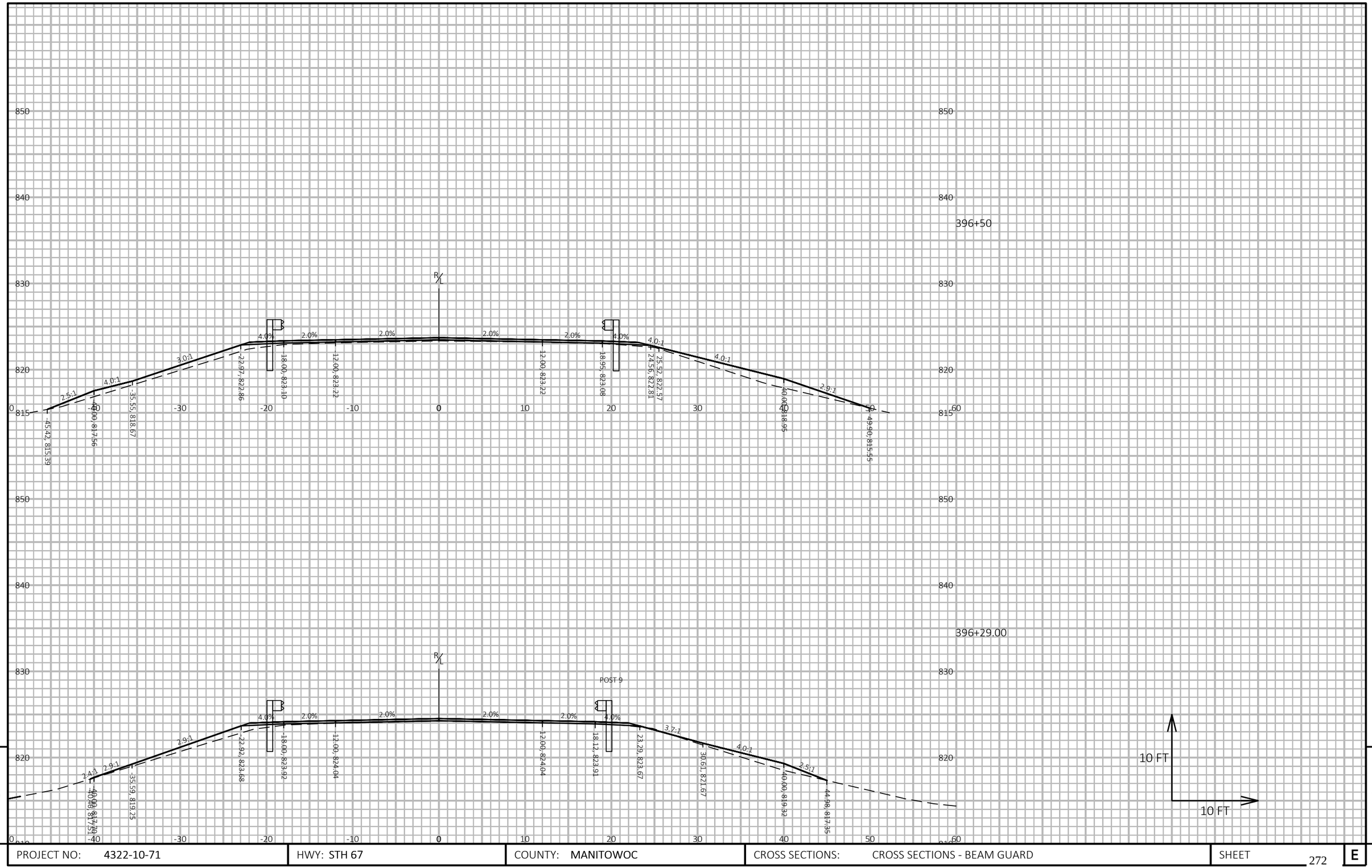
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 271	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 20

PLOT DATE : 7/30/2026 12:49 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

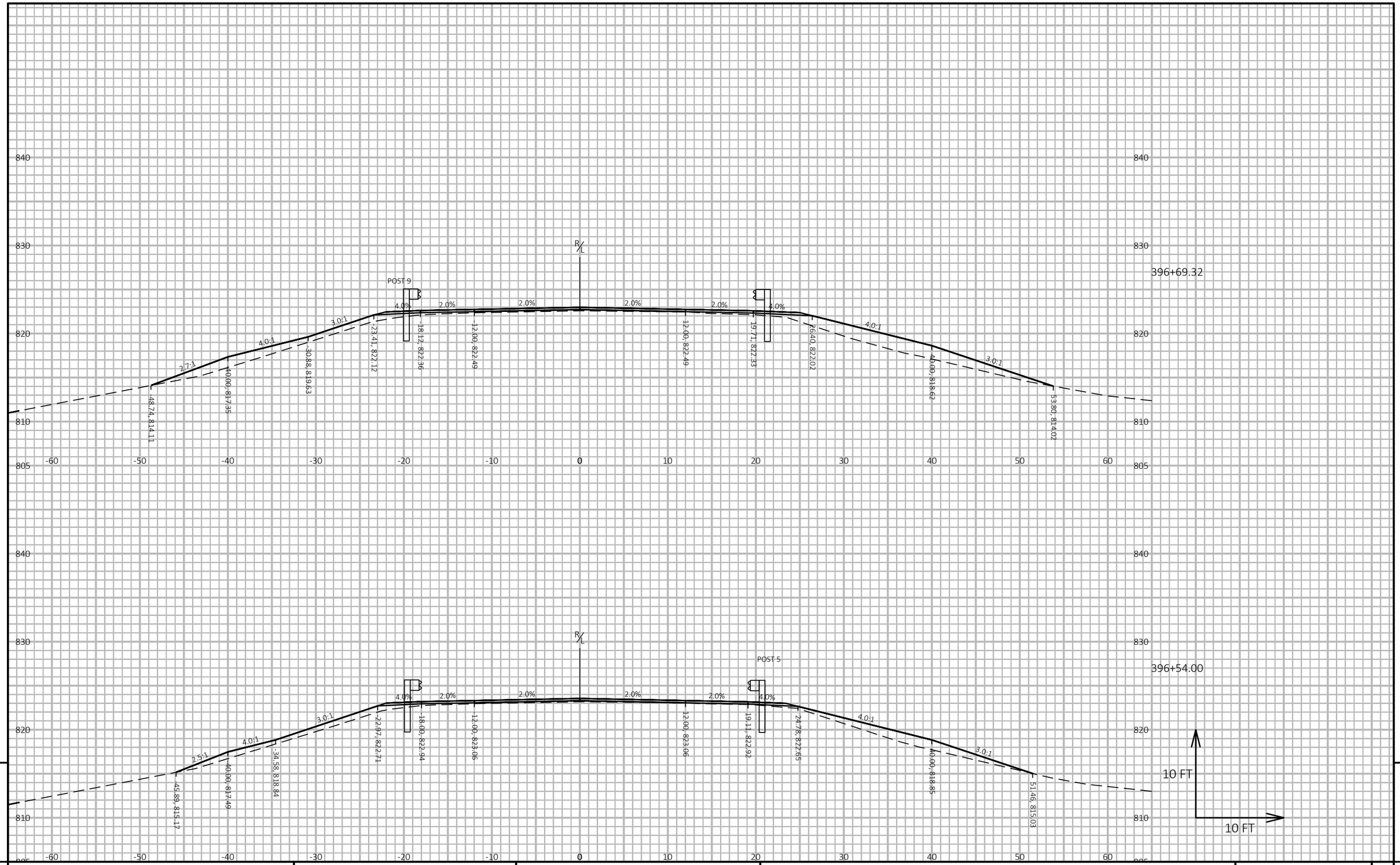


PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 272	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 21

PLOT DATE : 7/30/2026 12:36 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

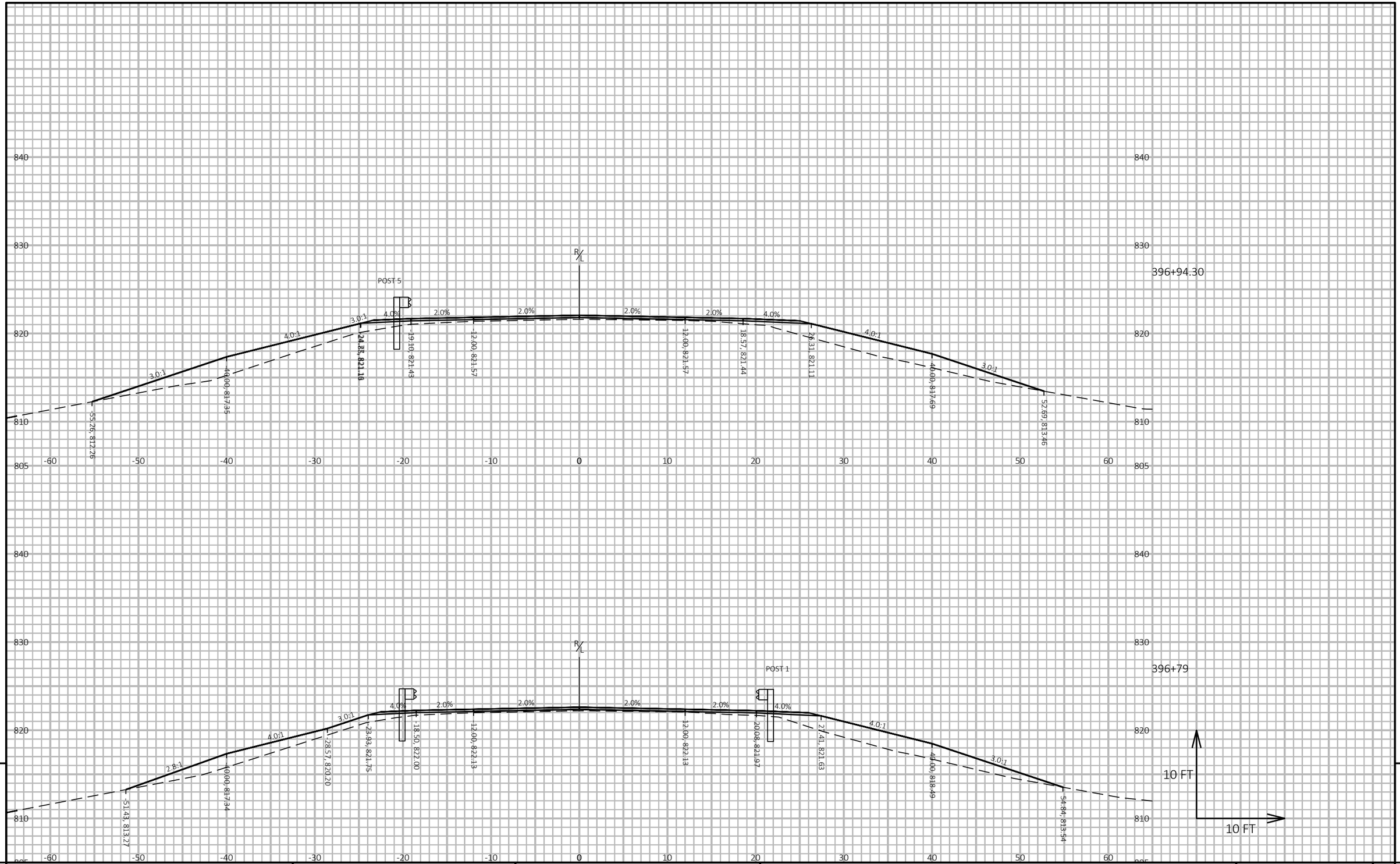
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 273	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 22

PLOT DATE : 7/30/2026 12:41 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

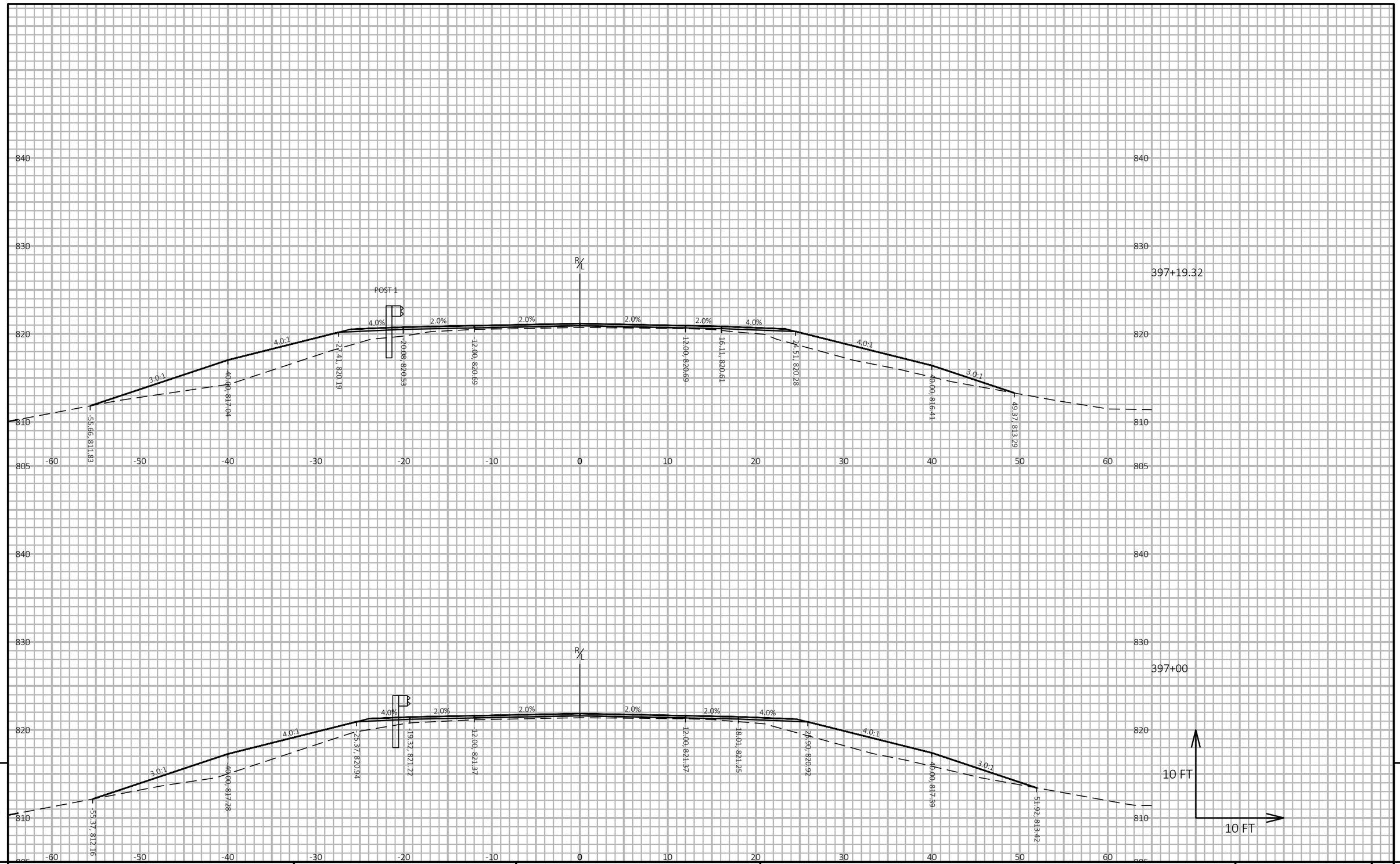


PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 274	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 23

PLOT DATE : 7/30/2026 12:50 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



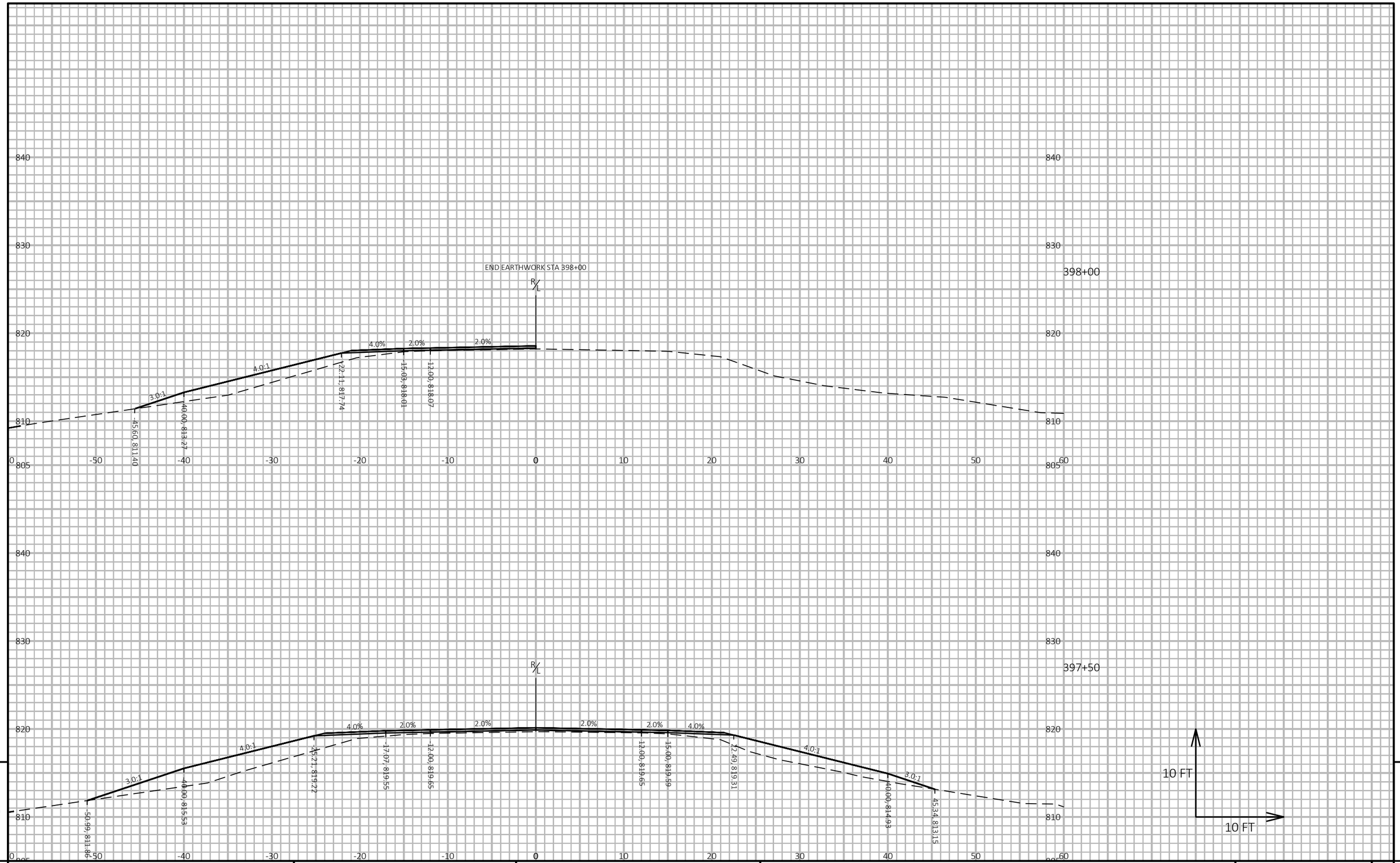
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 275	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 24

PLOT DATE : 7/30/2026 12:54 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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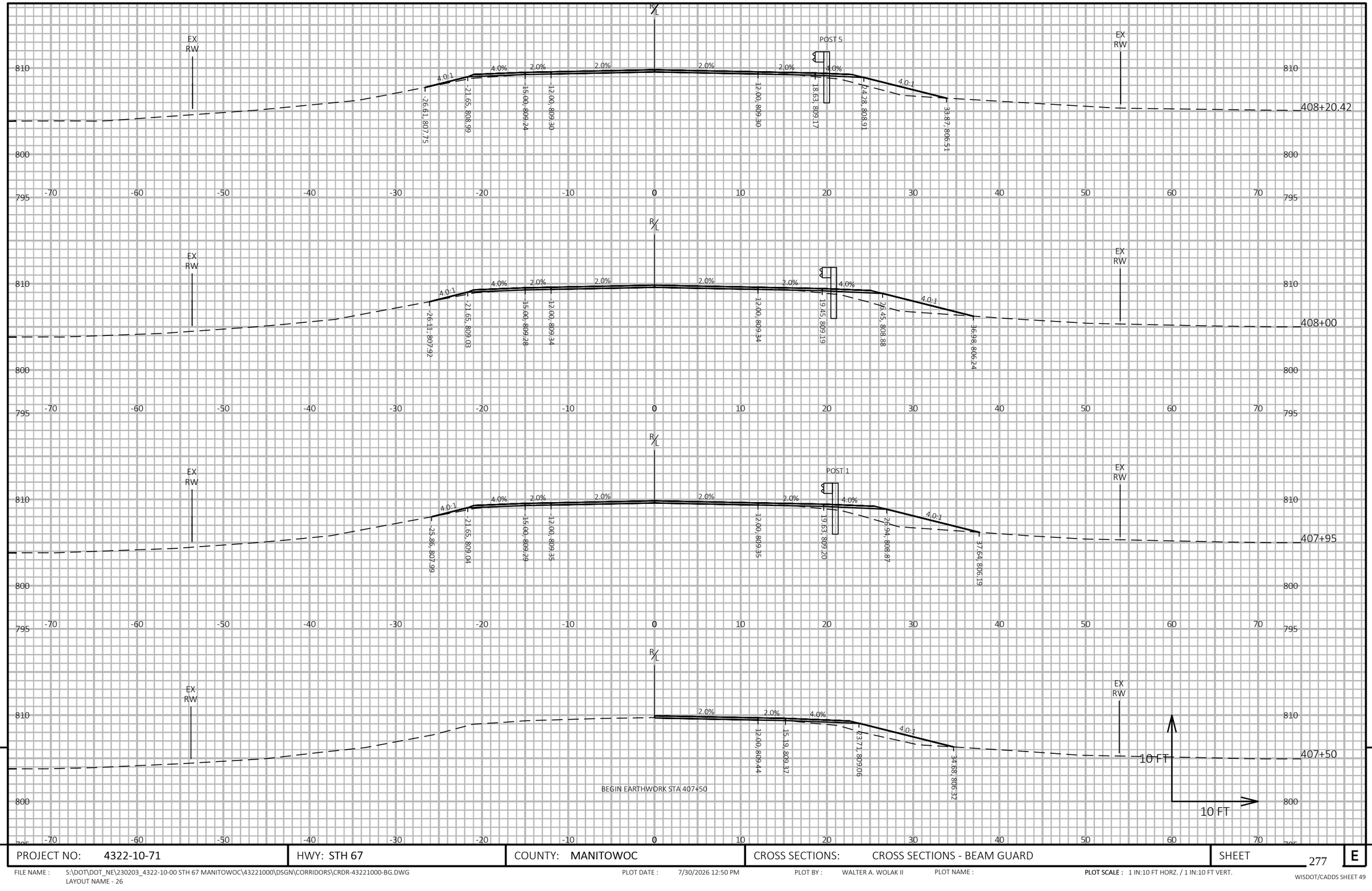
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 276	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 25

PLOT DATE : 7/30/2026 12:38 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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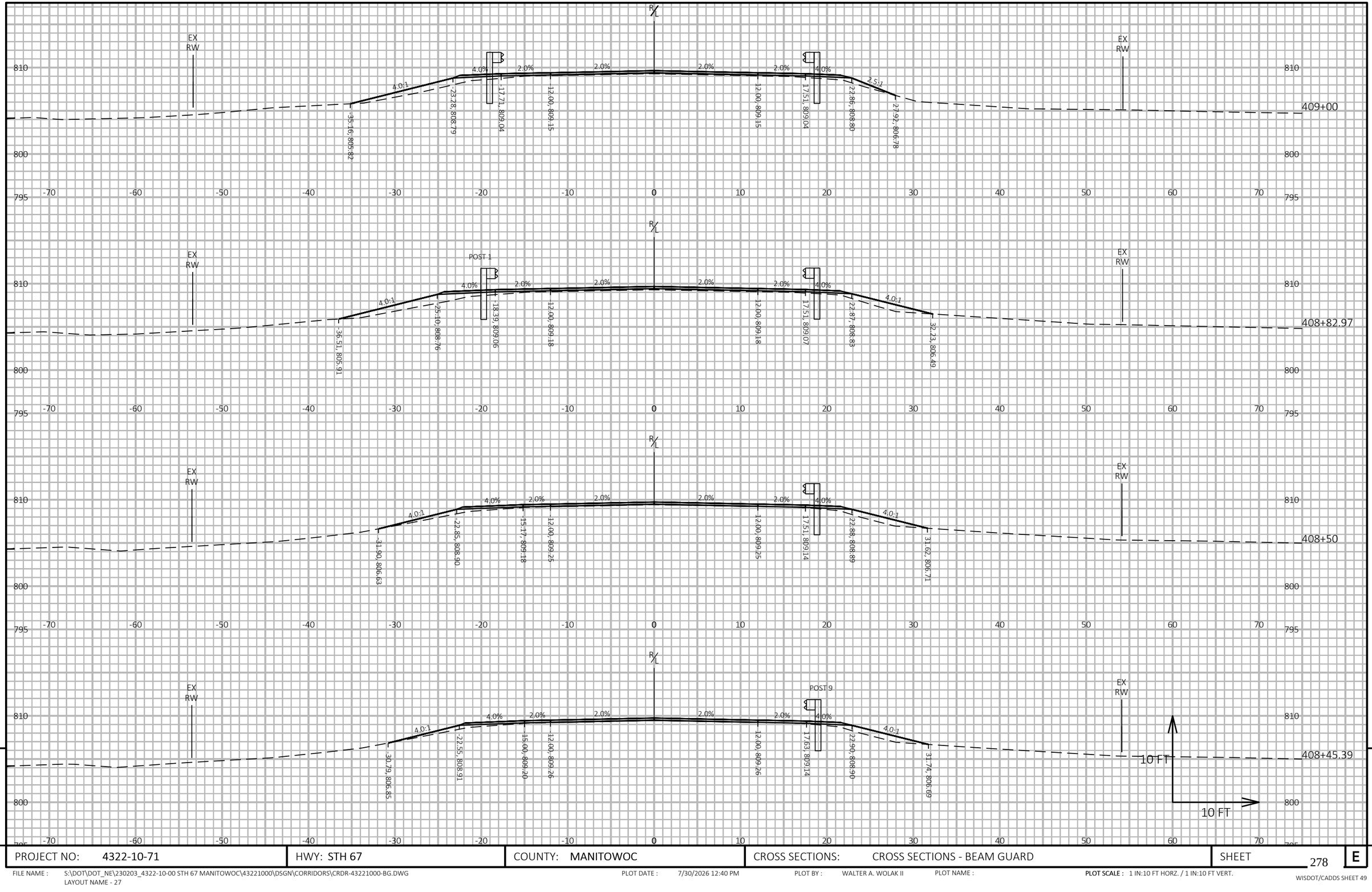
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 277	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 26

PLOT DATE : 7/30/2026 12:50 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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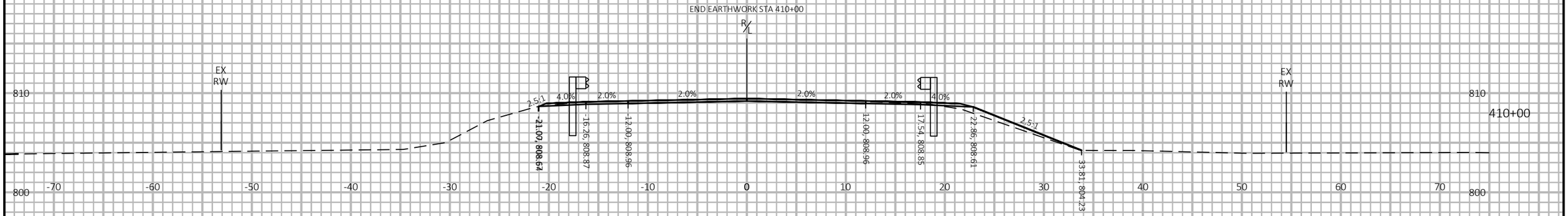
PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 278	E

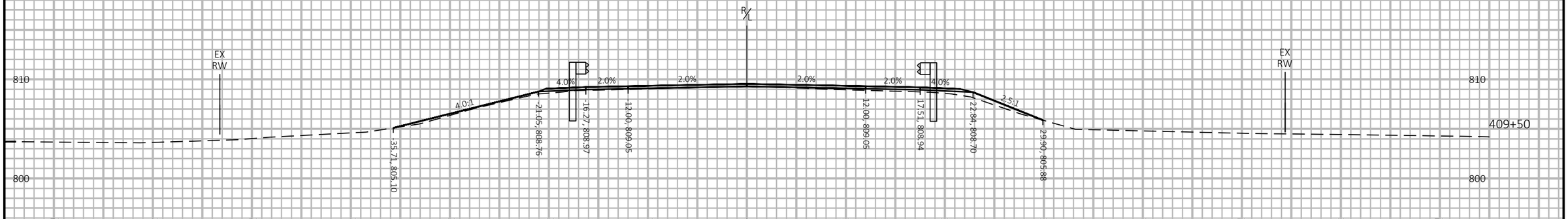
FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 27

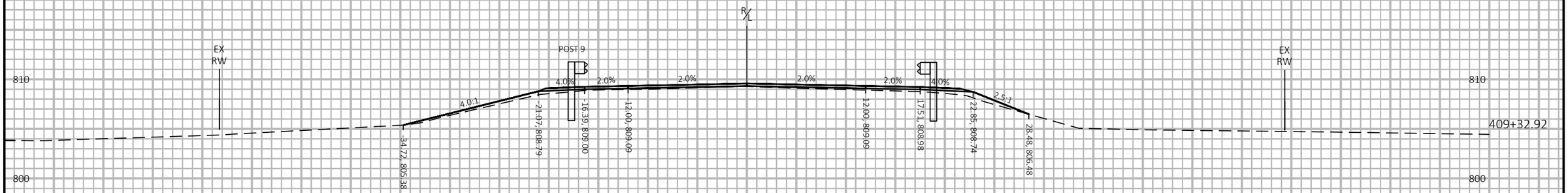
PLOT DATE : 7/30/2026 12:40 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

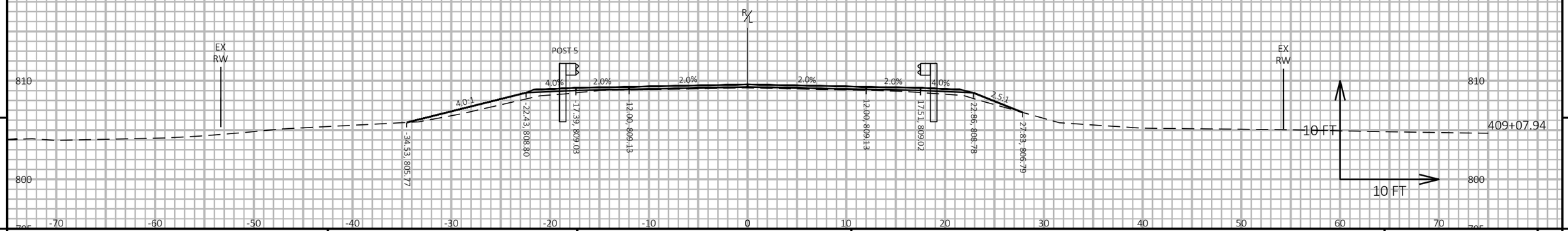
WISDOT/CADDS SHEET 49

END EARTHWORK STA 410+00









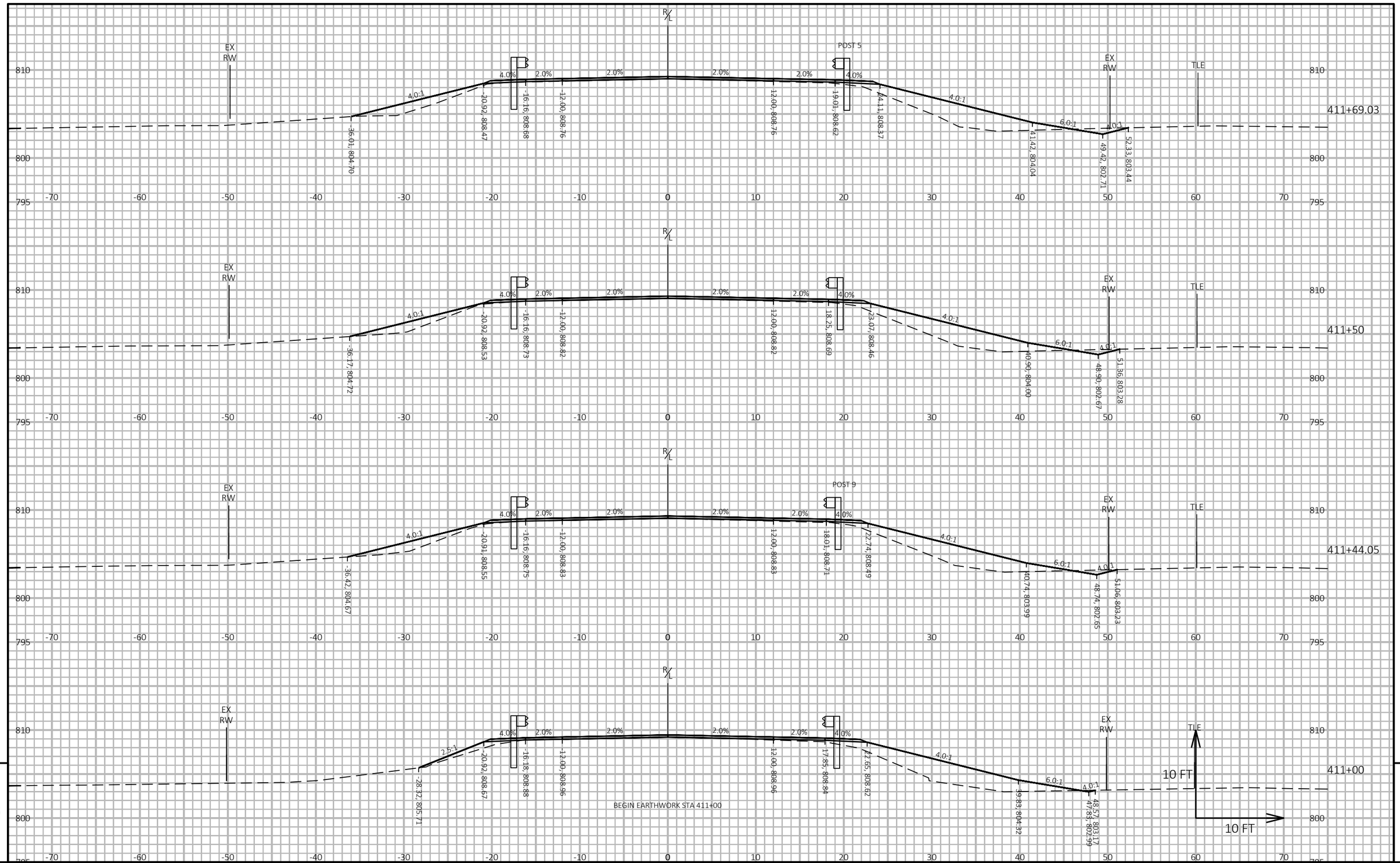
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 279	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 28

PLOT DATE : 7/30/2026 12:39 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

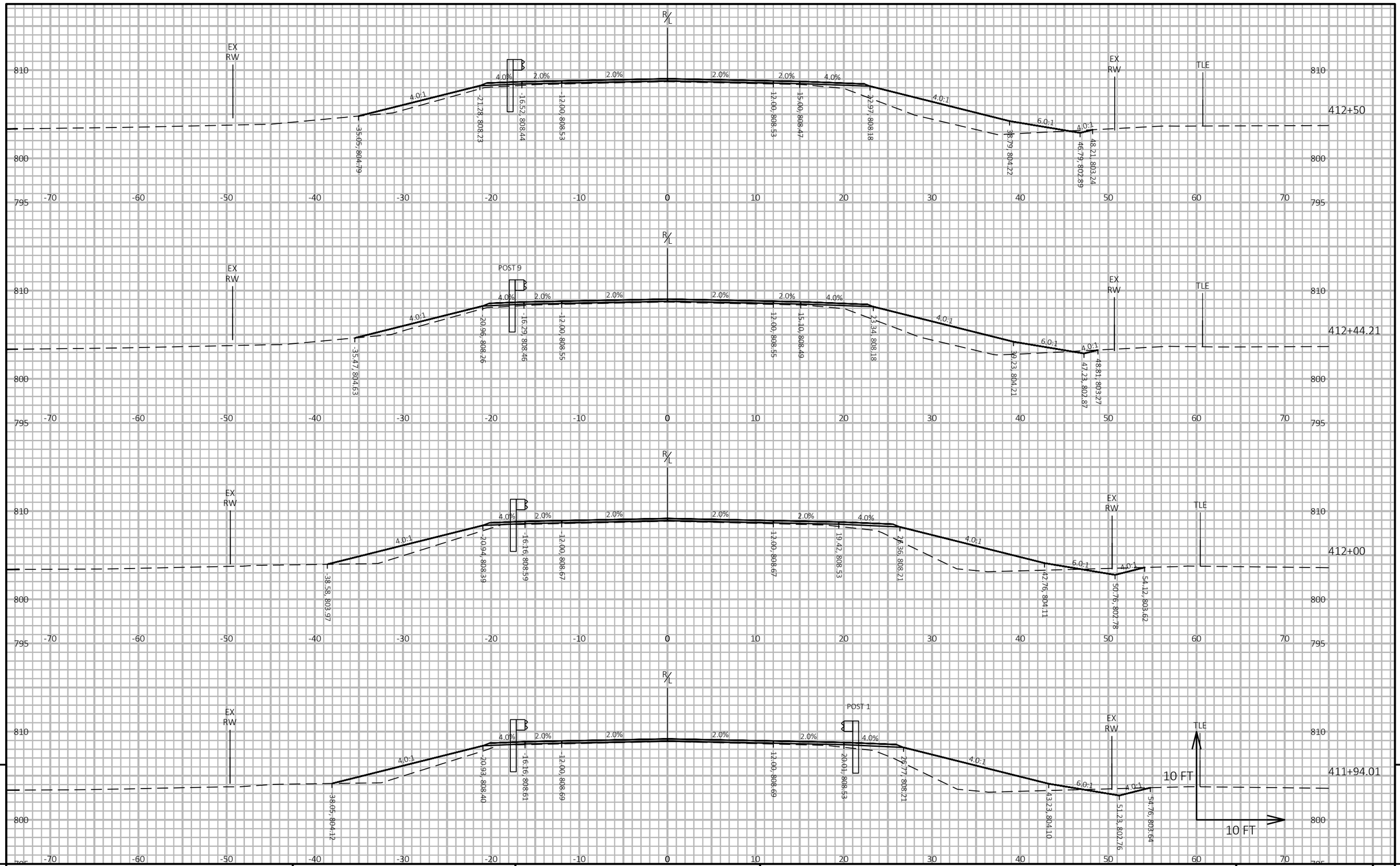
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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 280	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 29

PLOT DATE : 7/30/2026 12:51 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 281	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 30

PLOT DATE : 7/30/2026 12:52 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

PROJECT NO: 4322-10-71	HWY: STH 67	COUNTY: MANITOWOC	CROSS SECTIONS: CROSS SECTIONS - BEAM GUARD	SHEET 282	E

FILE NAME : S:\DOT\DOT_NE\230203_4322-10-00 STH 67 MANITOWOC\43221000\DSGN\CORRIDORS\CRDR-43221000-BG.DWG
LAYOUT NAME - 31

PLOT DATE : 7/30/2026 12:49 PM PLOT BY : WALTER A. WOLAK II PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
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