

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

T VANDENBROEK, CTH JJ

CTH N INTERSECTION

CTH JJ

OUTAGAMIE COUNTY

STATE PROJECT NUMBER

6018-04-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6018-04-70	WISC 2023042	1

ORDER OF SHEETS

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

TOTAL SHEETS = 174



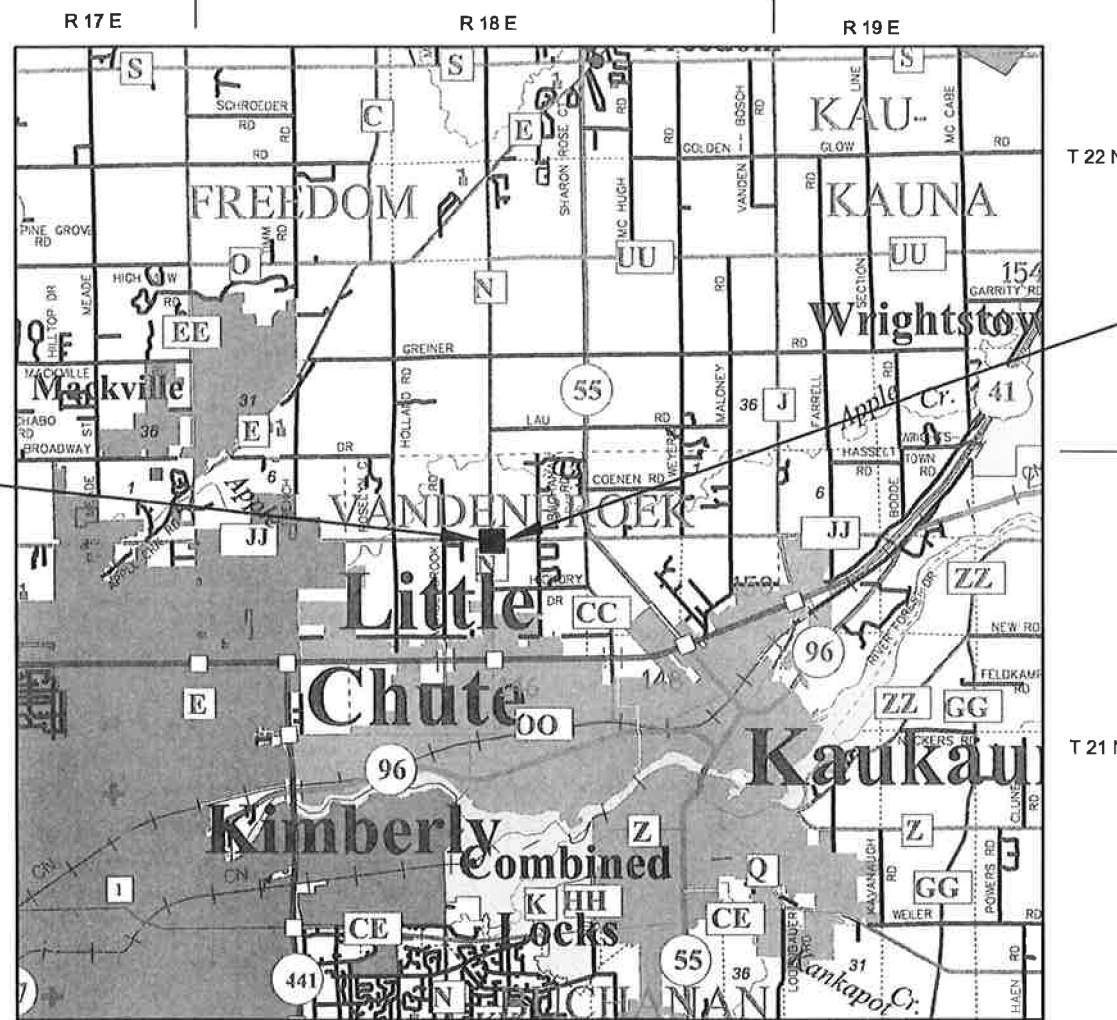
DESIGN DESIGNATION	CTH JJ	CTH N
A.A.D.T. (2023)	= 3400	5518
A.A.D.T. (2043)	= 5000	8200
D.H.V.	= -	-
D.D.	= 0.5	0.5
T.	= 18.1%	18.1%
DESIGN SPEED	= 55 MPH	45 MPH
ESALS	= 2,511,200	2,511,200

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
MARSH AREA	STORM SEWER
WOODED OR SHRUB AREA	TELEPHONE
	WATER
	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE

BEGIN PROJECT
STA. 180+50
Y=581863.398
X=851778.320

END PROJECT
STA. 189+00



LAYOUT
SCALE 0 2 MI
TOTAL NET LENGTH OF CENTERLINE = 0.161 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), OUTAGAMIE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARING, 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.

ACCEPTED FOR
OUTAGAMIE COUNTY

7/19/2022
DATE
COUNTY HIGHWAY COMMISSIONER

ORIGINAL PLANS PREPARED BY

AYRES



7-19-22
(Date)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor AYRES
Designer AYRES
Project Manager JODI JAROSINSKI, PE
Regional Supervisor BRIAN EDWARDS, PE

APPROVED FOR THE DEPARTMENT
DATE: 7/27/2022
Jodi Jarosinski
(Signature)

E

GENERAL NOTES

DISTURBED AREAS WITHIN THE RIGHT OF WAY, SHALL BE FERTILIZED, SEEDED AND MULCHED.
 THE LOCATION OF EXISTING UTILITY INSTALLATIONS AS SHOWN ON THE PLANS
 ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA
 THAT ARE NOT SHOWN.
 CURB AND GUTTER ELEVATIONS ARE ALONG THE FLANGE LINE UNLESS OTHERWISE NOTED.
 RADIUS POINTS UNLESS OTHERWISE NOTED ARE TO THE FACE OF CURB.
 ELEVATIONS SHOWN ON THE ROADWAY CROSS SECTIONS ARE SUBGRADE ELEVATIONS AT THE
 CONSTRUCTION REFERENCE LINES.
 BEARINGS SHOWN ON THIS PLAN ARE TRUE BEARINGS TO THE NEAREST SECOND.
 LIMITS OF GEOGRID TYPE SR TO BE ADJUSTED BY THE ENGINEER IN THE FIELD WITHIN SPLITTER
 ISLANDS AS FIELD CONDITIONS ALLOW.
 NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER IN THE FIELD.
 PROPERTY LINES AS SHOWN ARE APPROXIMATE.
 CURVE DATA IS BASED ON ARC DEFINITION.
 BOXOUTS SHALL BE PROVIDED IN CONCRETE SIDEWALK FOR SIGN PLACEMENT.
 LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

RUNOFF COEFFICIENT TABLE

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

TOTAL AREA = 4.31 ACRES
 TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 3.86 ACRES
 SOIL GROUP C AND D

STANDARD ABBREVIATIONS

ADT	AVERAGE DAILY TRAFFIC	NC	NORMAL CROWN
AC	ASPHALT CEMENT	PT	POINT OF TANGENCY
AGG	AGGREGATE	PC	POINT OF CURVATURE
ASPH	ASPHALT	PI	POINT OF INTERSECTION
BM	BENCH MARK	PE	PRIVATE ENTRANCE
C/L	CENTERLINE	R	RADIUS
CONC	CONCRETE	REM	REMOVE
CMP	CORRUGATED METAL PIPE	R/L OR RL	REFERENCE LINE
CR.	CREEK	RCCP	REINFORCED CONCRETE CULVERT PIPE
D	DEGREE OF CURVE	RCPSS	REINFORCED CONCRETE PIPE STORM SEWER
DHV	DESIGN HOUR VOLUME	R.O.	RUNOUT
ESALS	EQUIVALENT SINGLE AXIS LOADS	R/W	RIGHT-OF-WAY
EXIST	EXISTING	STA	STATION
FE	FIELD ENTRANCE	SE	SUPER ELEVATION
HYD	HYDRANT	SS	STORM SEWER
IP	IRON PIPE OR PIN	T	TANGENT
L	LENGTH OF CURVE	TEL	TELEPHONE
LC	LONG CHORD OF CURVE	TLE	TEMPORARY LIMITED EASEMENT
LR	LENGTH OF RUNOFF	T	TRUCKS
MH	MANHOLE	VC	VERTICAL CURVE
		W	WELL

UTILITIES

* AT&T DISTRIBUTION
 3198 S RIDGE ROAD
 GREEN BAY, WI 54304
 ATTENTION: MATT WIRZ
 E-MAIL: MW2416@ATT.COM

TELEPHONE 920-465-3882
 CELL 920-227-3535

* WE ENERGIES-ELECTRIC
 800 S. LYNDAL DRIVE
 APPLETON, WI 54914
 ATTENTION: REIJO MURTO
 E-MAIL: REIJO.MURTO@WE-ENERGIES.COM

TELEPHONE: 920-380-3369

* CHARTER
 3520 EAST DESTINATION DRIVE
 APPLETON, WI 54915
 ATTENTION: VINCE ALBIN
 E-MAIL: VINCE.ALBIN@CHARTER.COM

TELEPHONE: 920-831-9249

* WE ENERGIES-GAS
 800 S. LYNDAL DRIVE
 APPLETON, WI 54914
 ATTENTION: EDDIE HEDLUND
 E-MAIL: EDDIE.HEDLUND@WE-ENERGIES.COM

TELEPHONE: 920-380-3240

* US SIGNAL
 7020 SOUTHBELT DRIVE SE
 CALEDONIA, MI 49316
 ATTENTION: BOB HODOROWICZ
 E-MAIL: RHODOROWICZ@TKNS.NET

TELEPHONE: 224-762-1249

*-MEMBER OF DIGGERS HOTLINE



DEPARTMENT OF NATURAL RESOURCES

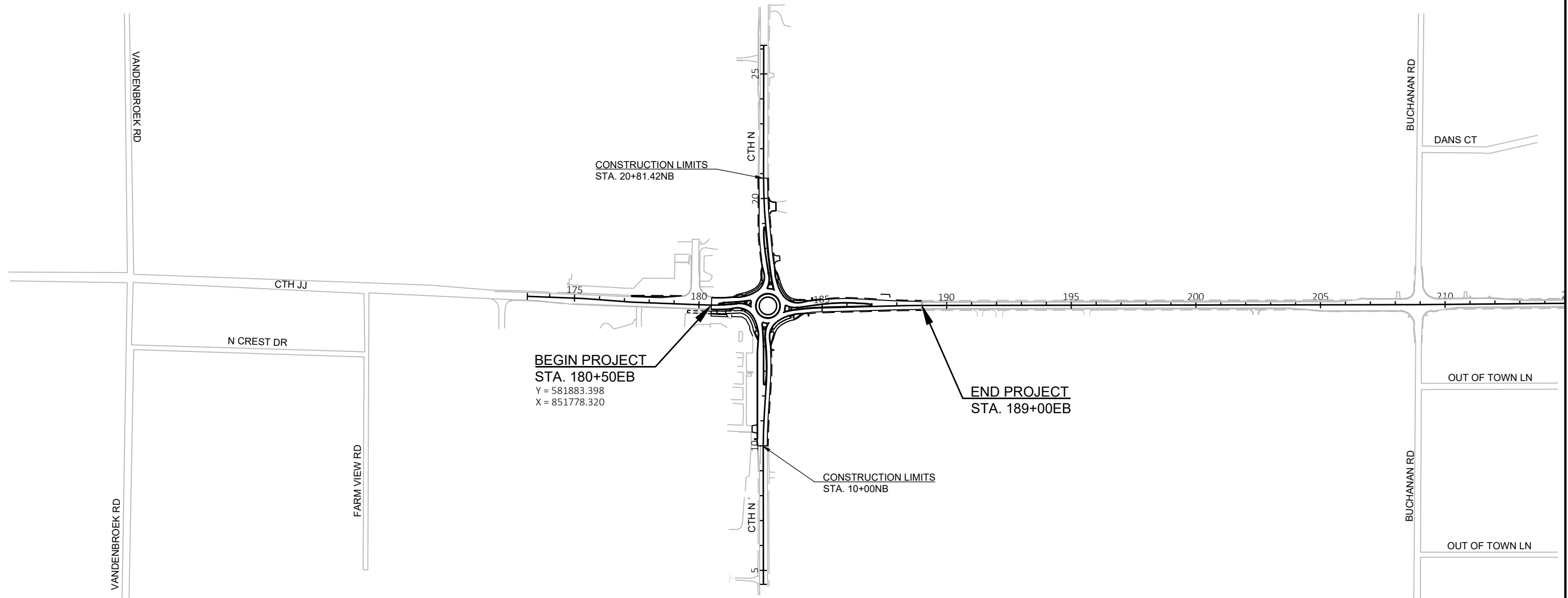
WDNR
 2984 SHAWANO AVE.
 P.O. BOX 10448
 GREEN BAY, WISCONSIN 54313
 ATTENTION: MATT SCHAEVE
 E-MAIL: MATTHEW.SCHAEVE@WISCONSIN.GOV

TELEPHONE 920-366-1544

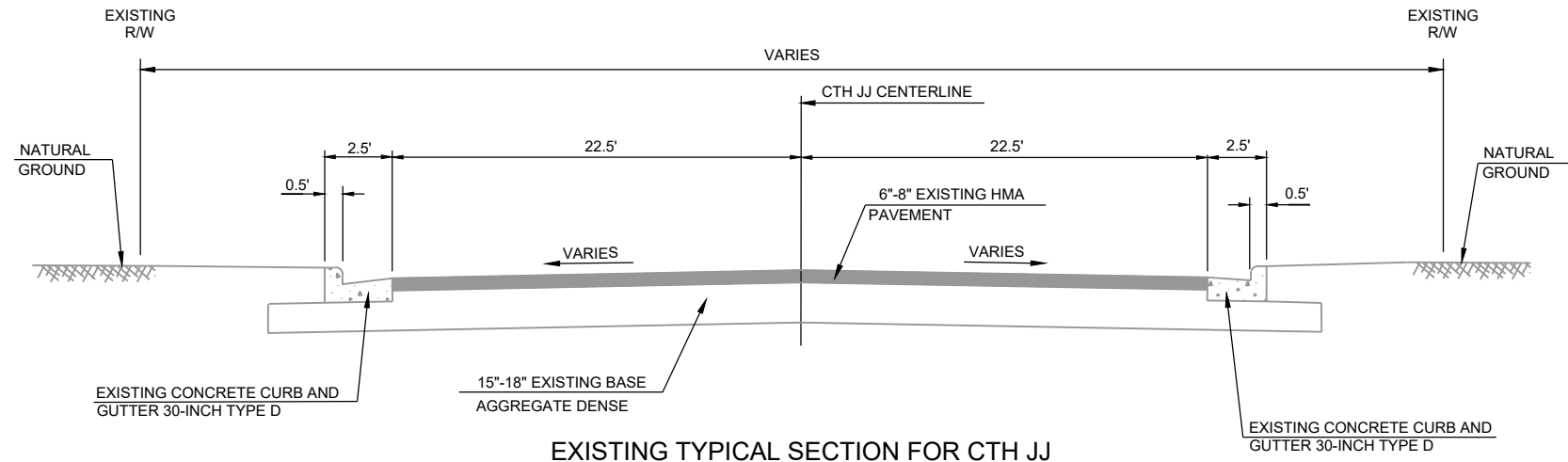
DESIGN CONTACT

AYRES
 3376 PACKERLAND DRIVE
 DE PERE, WISCONSIN 54115-9586
 ATTENTION: RYAN SCHAITEL
 EMAIL: SchaiteIR@AyresAssociates.com

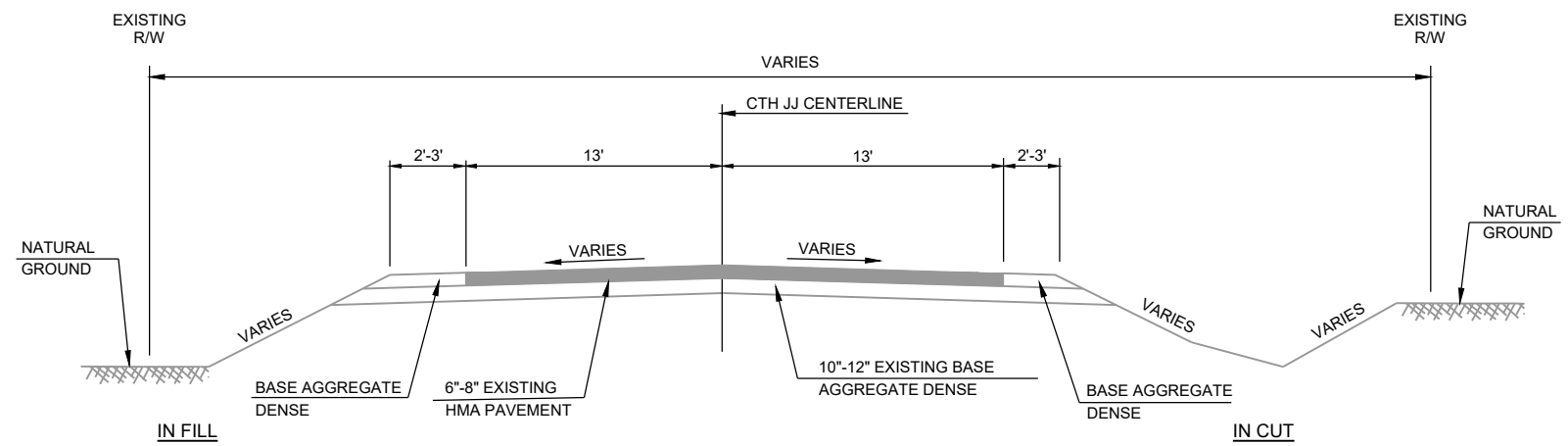
TELEPHONE 920-327-7840



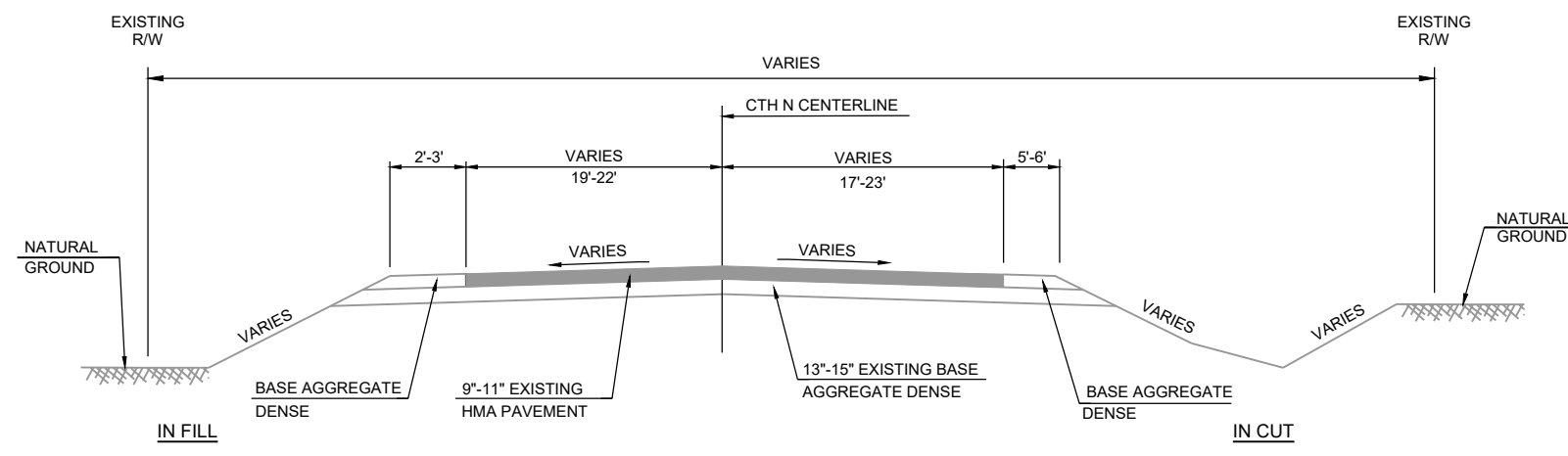
PROJECT NO: 6018-04-70	HWY: CTH JJ	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET	E
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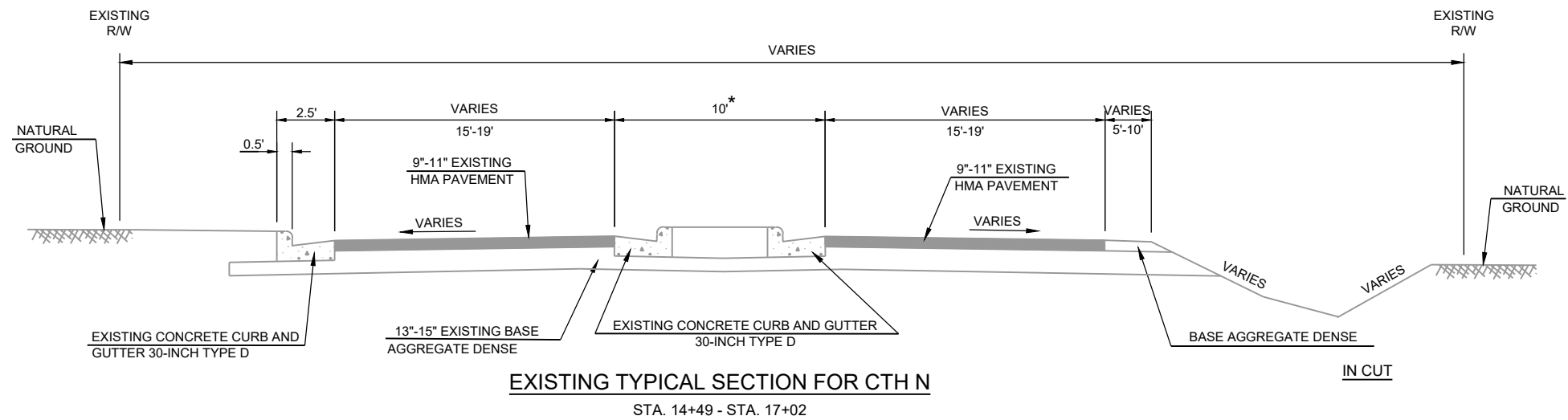
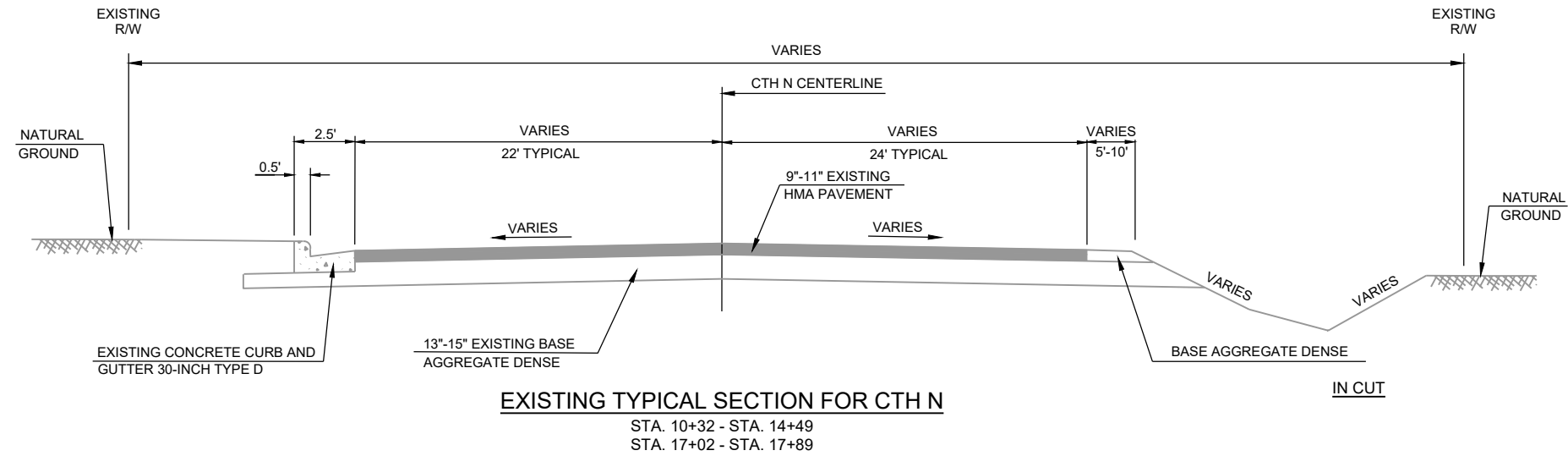
EXISTING TYPICAL SECTION FOR CTH JJ
STA. 180+50 - STA. 182+50



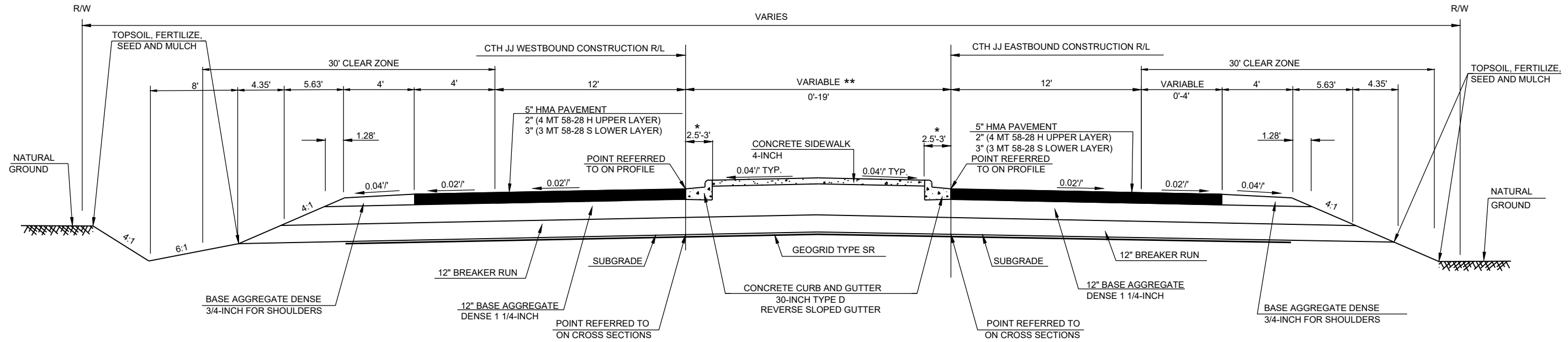
EXISTING TYPICAL SECTION FOR CTH JJ
STA. 182+50 - STA. 189+00



EXISTING TYPICAL SECTION FOR CTH N
STA. 10+00 - STA. 10+32
STA. 17+89 - STA. 20+81.4



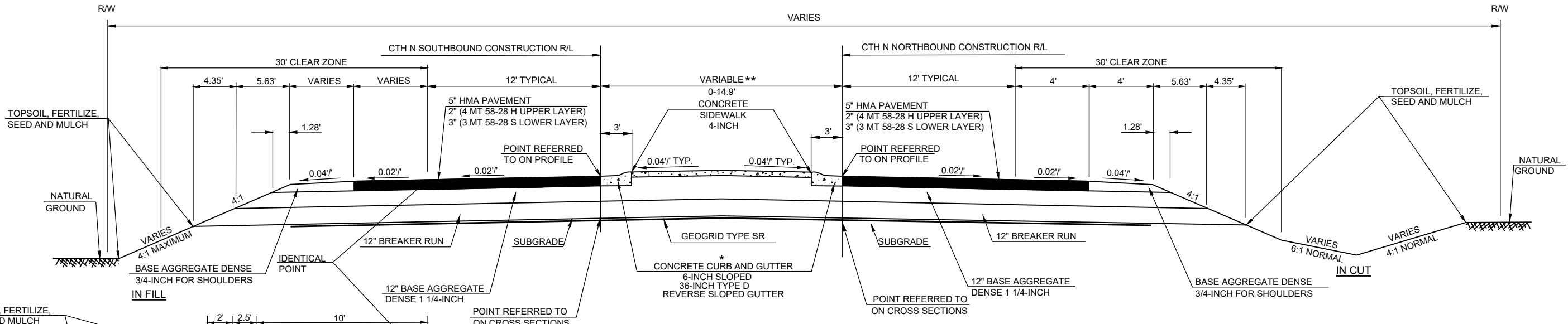
* ISLANDS ONLY PRESENT BETWEEN
 STA. 14+49 - STA. 15+02 AND
 STA. 16+51 - STA. 17+02



FINISHED TYPICAL SECTION FOR CTH JJ

STA. 184+37.9 - STA. 189+00.0 CTH JJ EASTBOUND CONSTRUCTION R/L
 STA. 184+55.6 - STA. 188+97.5 CTH JJ WESTBOUND CONSTRUCTION R/L

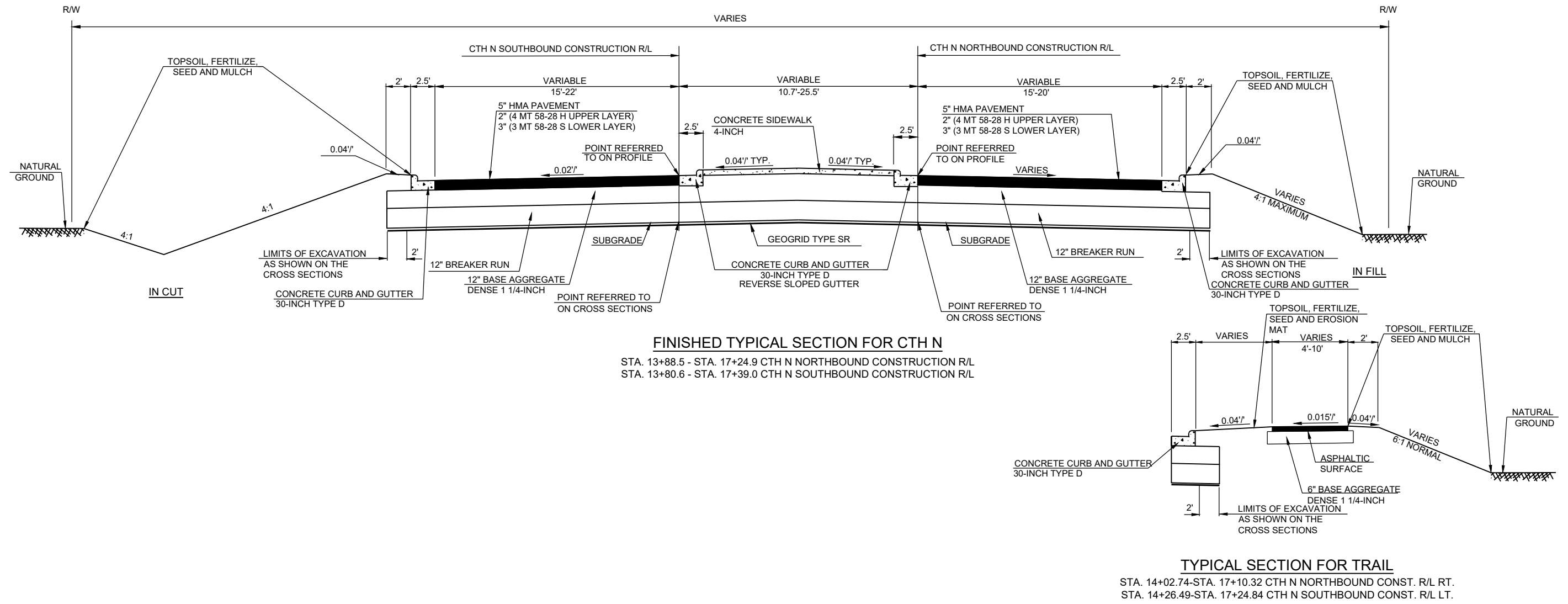
- * BEGIN CONCRETE CURB AND GUTTER TRANSITION FROM 30-INCH TO 36-INCH 6-INCH SLOPED AT STA. 184+81.65EB AND STA. 184+78.63WB
- ** END MEDIAN AT STA. 187+00.7 CTH JJ EASTBOUND CONSTRUCTION R/L

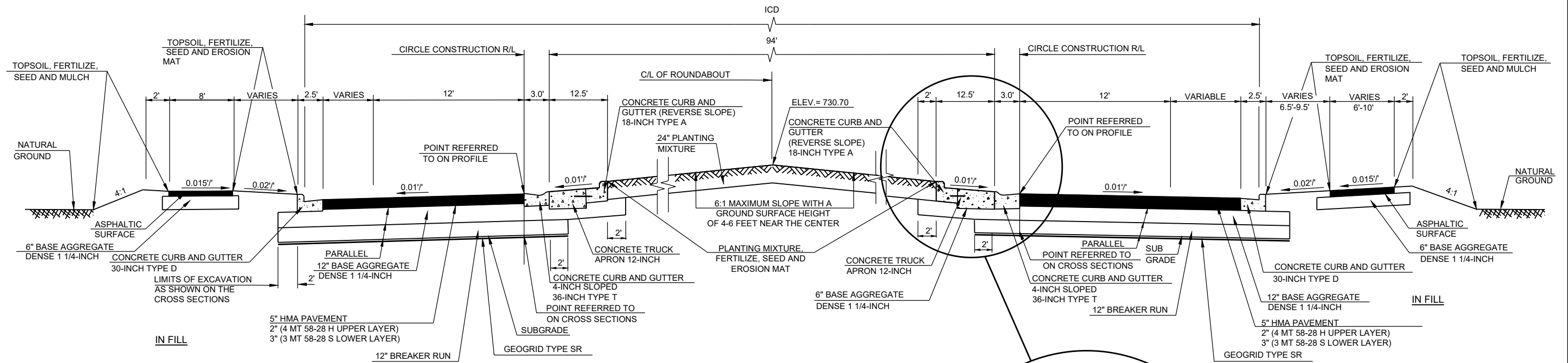


FINISHED TYPICAL SECTION FOR CTH N

STA. 10+00.0 - STA. 13+88.5 CTH N NORTHBOUND CONST. R/L
 STA. 10+00.0 - STA. 13+80.6 CTH N SOUTHBOUND CONST. R/L
 STA. 17+24.9 - STA. 20+81.4 CTH N NORTHBOUND CONST. R/L
 STA. 17+39.0 - STA. 20+79.4 CTH N SOUTHBOUND CONST. R/L

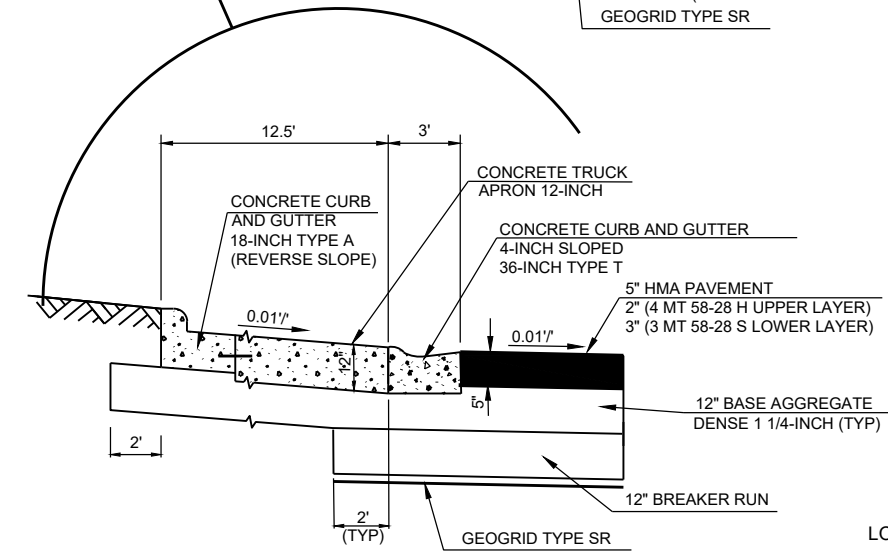
- * TRANSITION CONCRETE CURB AND GUTTER FROM 36-INCH SLOPED TO 30-INCH AT STA. 13+76.36 CTH N NORTHBOUND CONST. R/L AND STA. 13+75.69 CTH N SOUTHBOUND CONST. R/L. TRANSITION CONCRETE CURB AND GUTTER FROM 30-INCH TO 36-INCH SLOPED AT STA. 17+60.42 CTH N NORTHBOUND CONST. R/L AND STA. 17+56.99 CTH N SOUTHBOUND CONST. R/L
- ** BEGIN MEDIAN AT STA. 12+43.48 CTH N NORTHBOUND CONST. R/L END MEDIAN AT STA. 18+86.46 CTH N NORTHBOUND CONST. R/L





FINISHED TYPICAL SECTION FOR CTH JJ

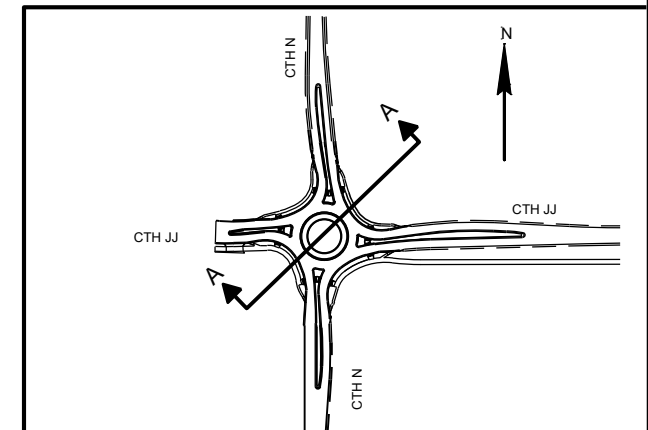
SECTION A-A
ROUNDABOUT DETAIL

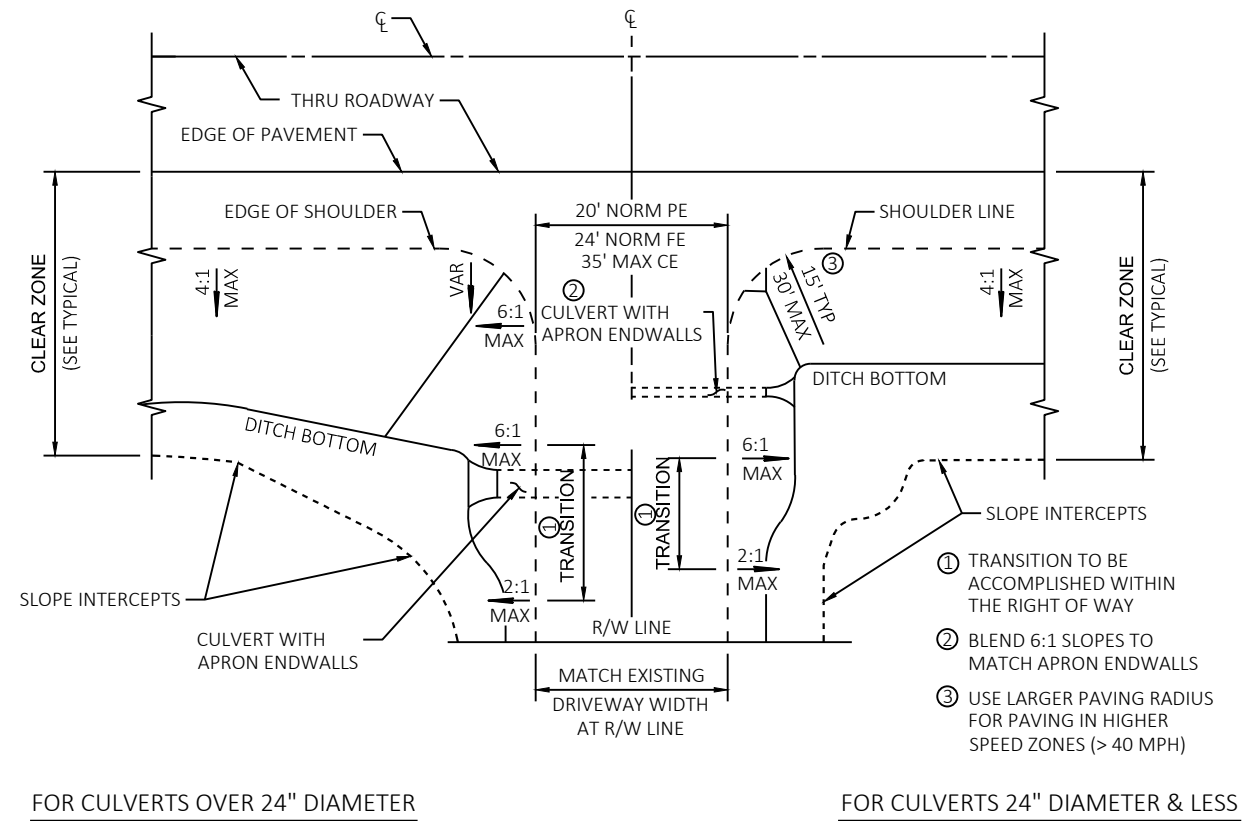


ROUNDABOUT TRUCK APRON DETAIL

NOT TO SCALE

LOCATION MAP



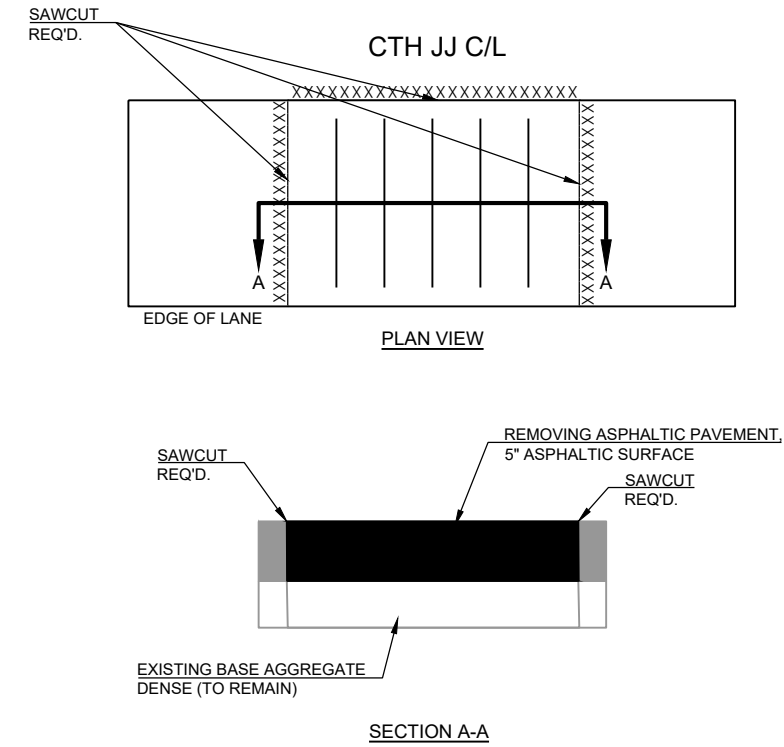


FOR CULVERTS OVER 24" DIAMETER

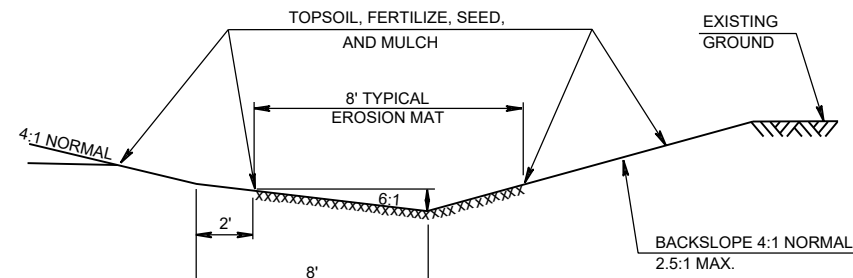
FOR CULVERTS 24" DIAMETER & LESS

PLAN VIEW

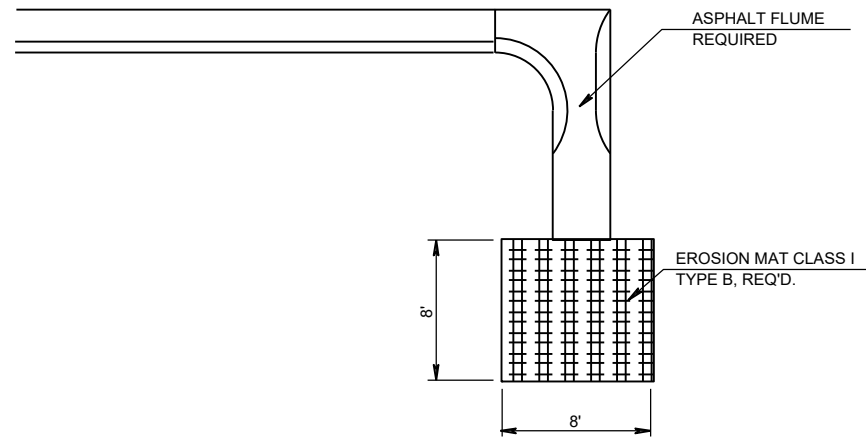
RURAL DRIVEWAY GRADING AND/OR PAVING DETAIL



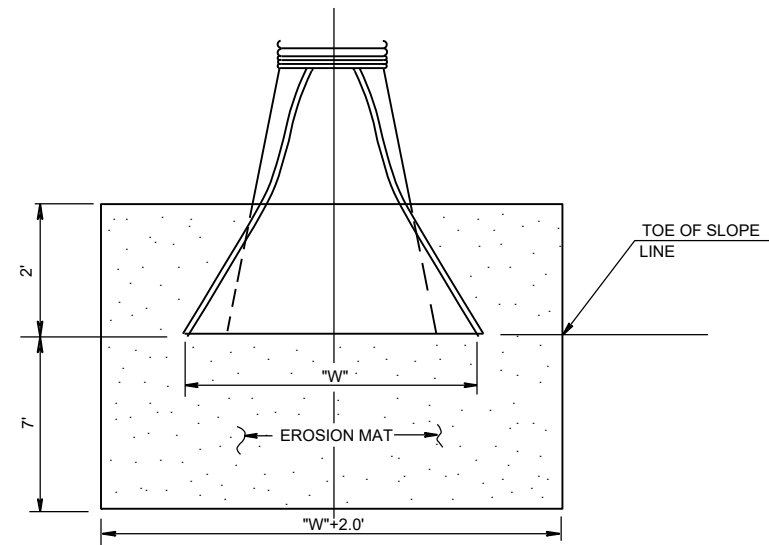
RUMBLE STRIP REMOVAL
(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)



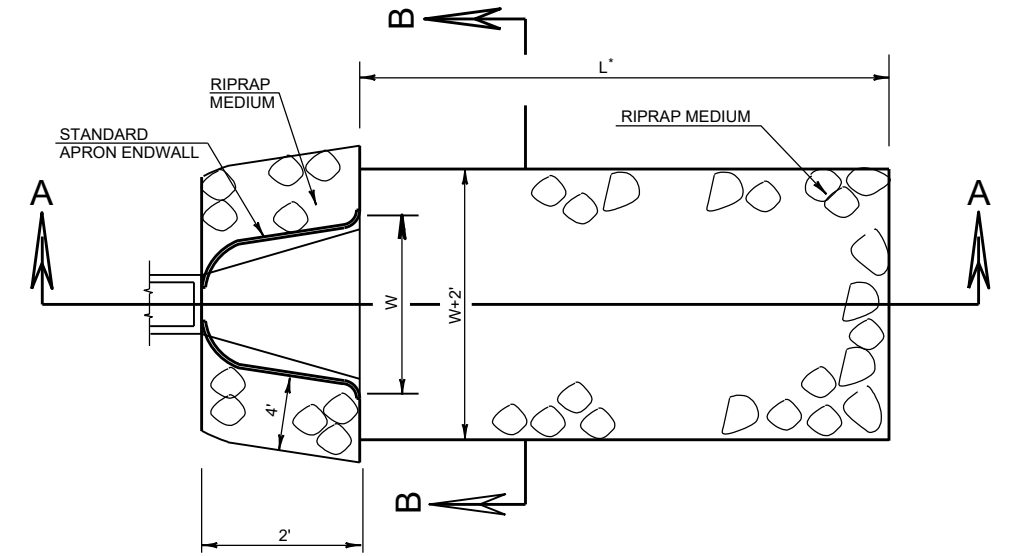
TYPICAL INSTALLATION FOR EROSION MAT
DITCH LINING
(SEE EROSION CONTROL PLAN FOR LOCATIONS)



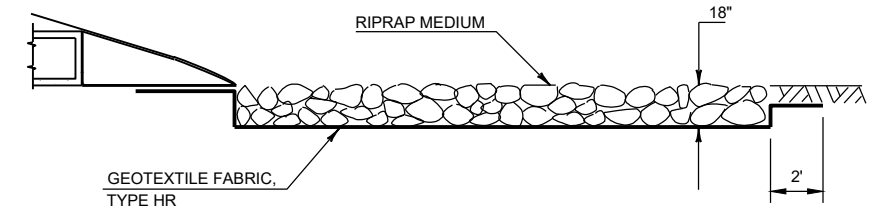
EROSION MAT AT ASPHALT FLUME
(SEE MISCELLANEOUS QUANTITIES FOR LOCATION)



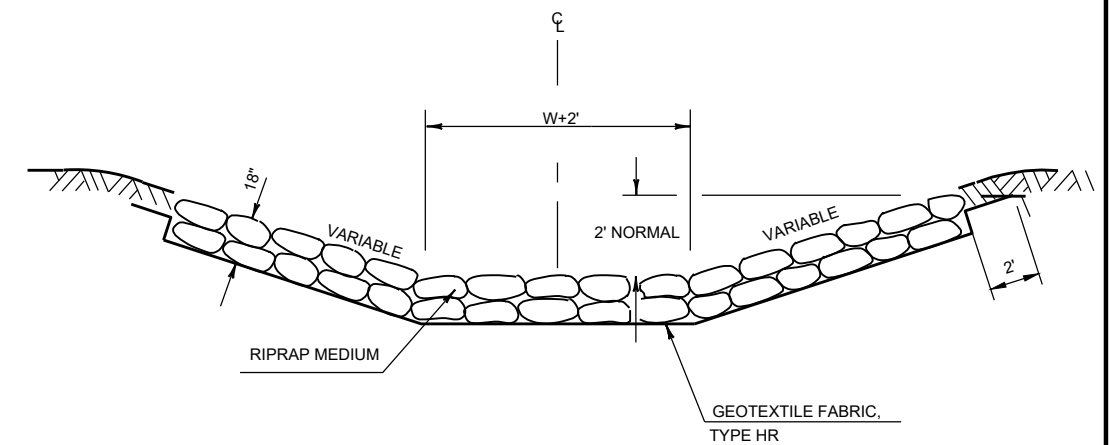
EROSION MAT AT END OF PIPE
(CONCRETE OR METAL)
(SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS)



* L = 3 TIMES DIAMETER (NORMAL) OR 10' MIN. OR AS DIRECTED BY THE ENGINEER

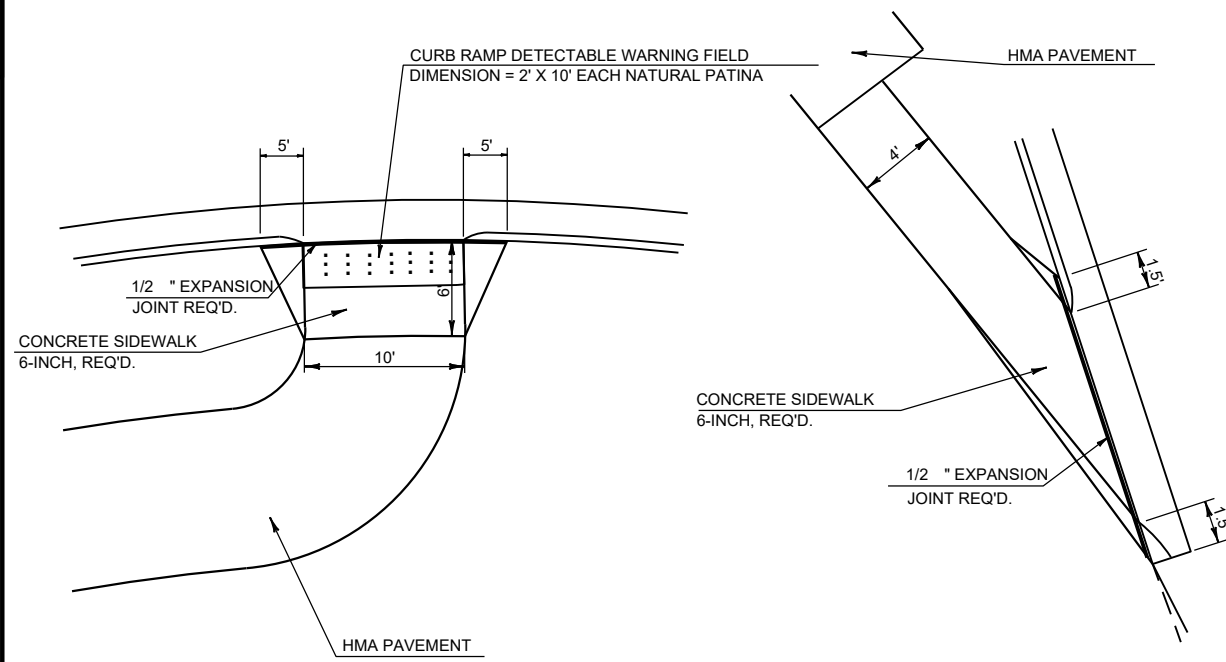


SECTION A-A



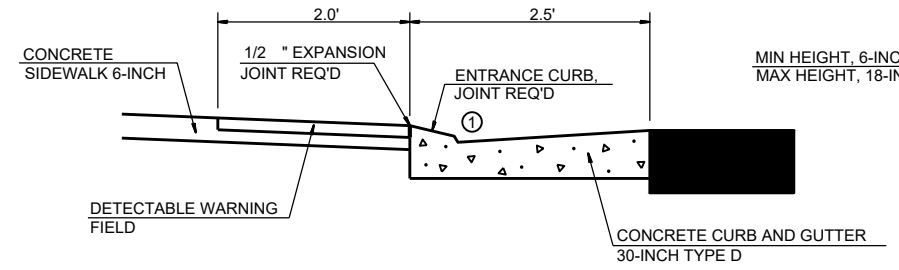
SECTION B-B

**RIPRAP MEDIUM AND GEOTEXTILE FABRIC
DETAIL AT APRON ENDWALLS**

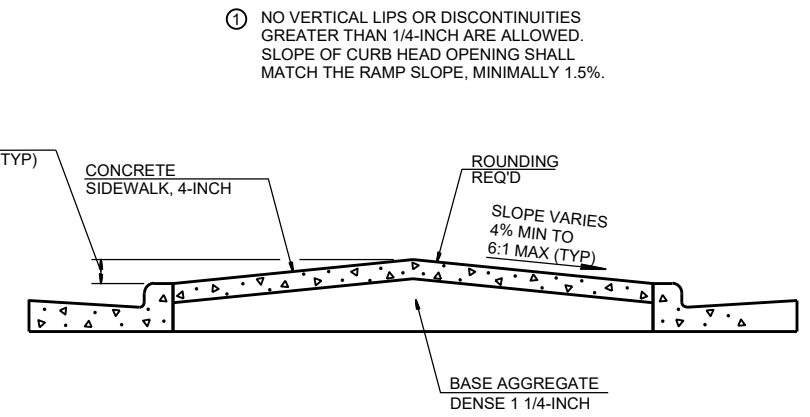


CURB RAMP DETAIL FOR CTH JJ AND CTH N

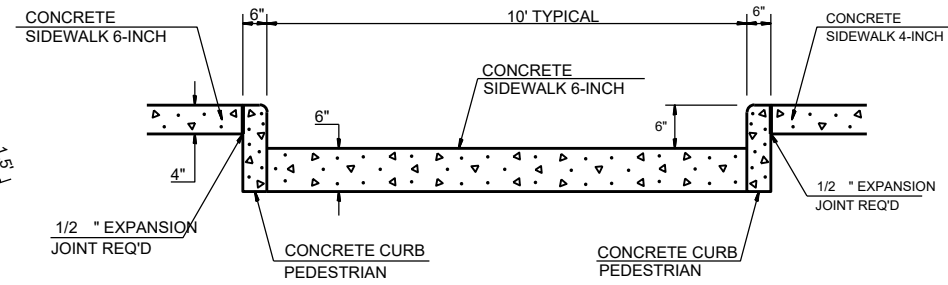
BICYCLE SLIP LANE DETAIL FOR CTH JJ AND CTH N



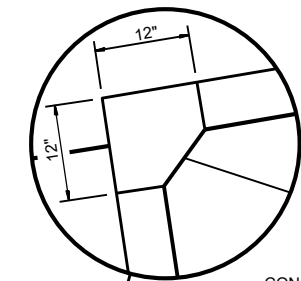
SECTION A-A



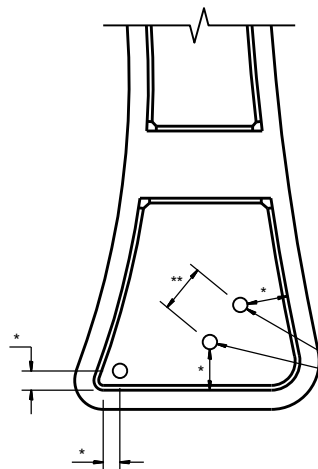
SECTION C-C



SECTION B-B



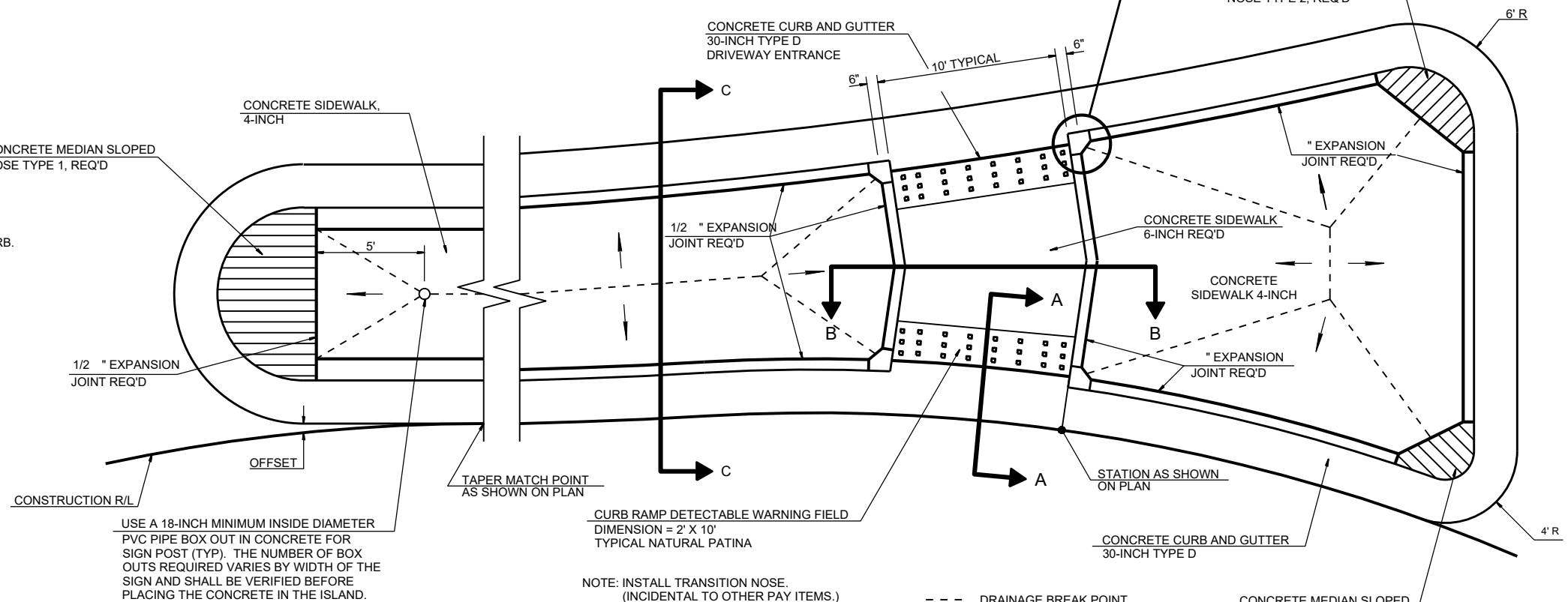
TRANSITION NOSE TYPICAL AT 4 CROSSWALK CORNERS



ISLAND SIGN LOCATION DETAIL (TYP)

* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.
 SEE A4-3 SIGN PLATE FOR "TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POST"
 SEE A4-3B SIGN PLATE "SIGN POST BOX-OUTS"
 ** SEE A4-4 SIGN PLATE "TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE SUPPORTS".

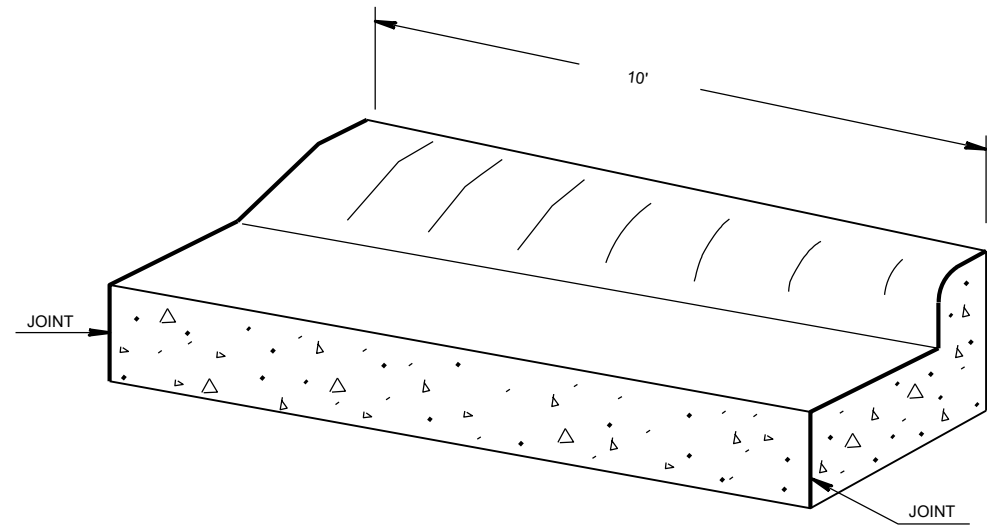
USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND.



SPLITTER ISLAND DETAIL

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

--- DRAINAGE BREAK POINT
 - - - DIRECTION OF DRAINAGE

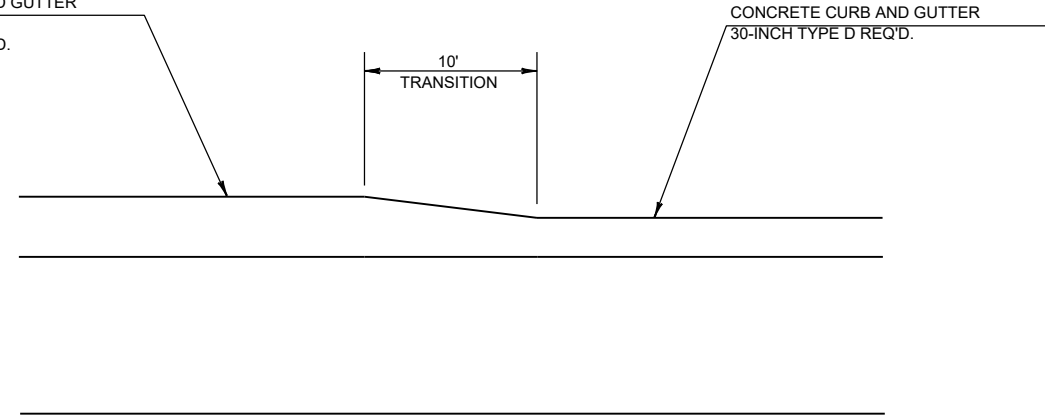


CONCRETE CURB AND GUTTER TRANSITION DETAIL

CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D TO CONCRETE
CURB AND GUTTER 30-INCH TYPE D

(TO BE MEASURED AND PAID FOR AS CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D)

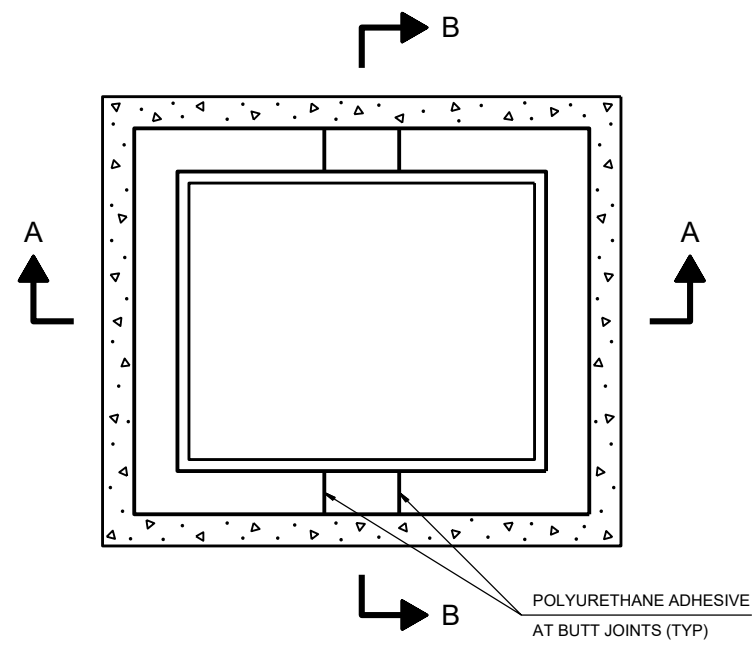
CONCRETE CURB AND GUTTER
6-INCH SLOPED
36-INCH TYPE D REQ'D.



CONCRETE CURB AND GUTTER
30-INCH TYPE D REQ'D.

CONCRETE CURB AND GUTTER TRANSITION DETAIL

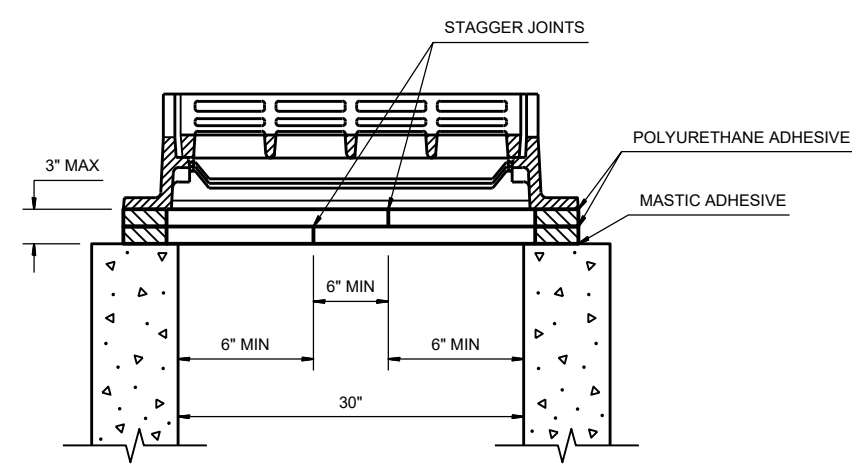
SEE PLAN DETAIL SHEETS FOR LOCATION



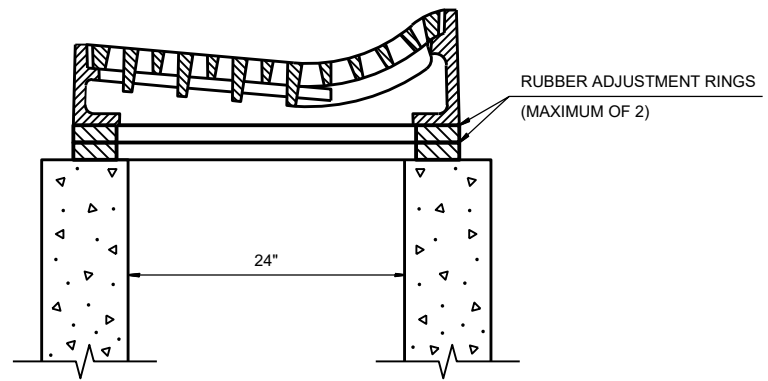
PLAN VIEW

POLYURETHANE ADHESIVE AT BUTT JOINTS (TYP)

NOTE: ALL CUTS MADE TO RUBBER ADJUSTMENT RINGS WILL BE PERPENDICULAR AND PROVIDE A TIGHT JOINT.

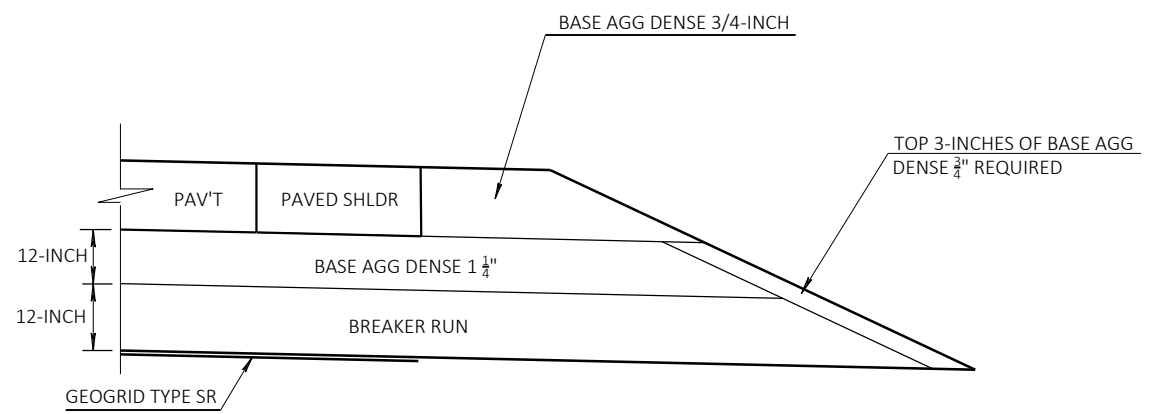


SECTION A-A

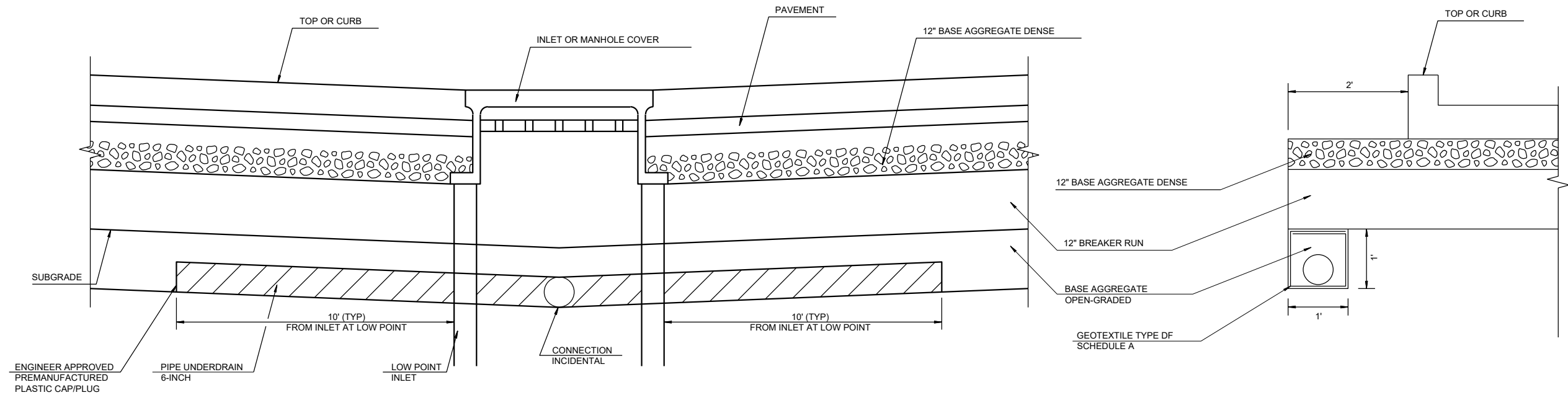


SECTION B-B

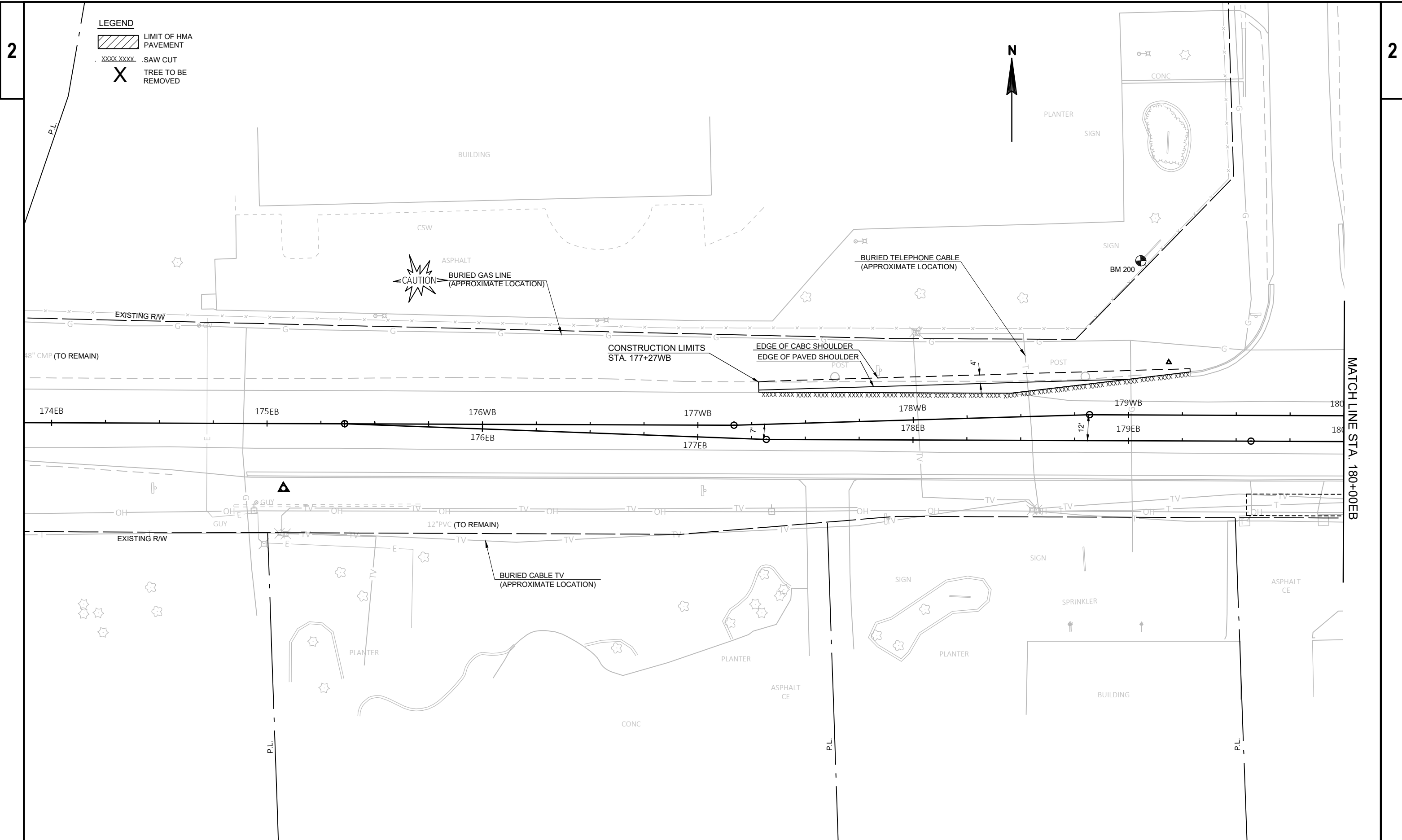
RUBBER RING CUTTING DETAIL FOR INLET 2X2.5-FT



BASE AGGREGATE DENSE 3/4-INCH FOR SHOULDERS



PIPE UNDERDRAIN DETAIL



PROJECT NO: 6018-04-70

HWY: CTH JJ




COUNTY: OUTAGAMIE

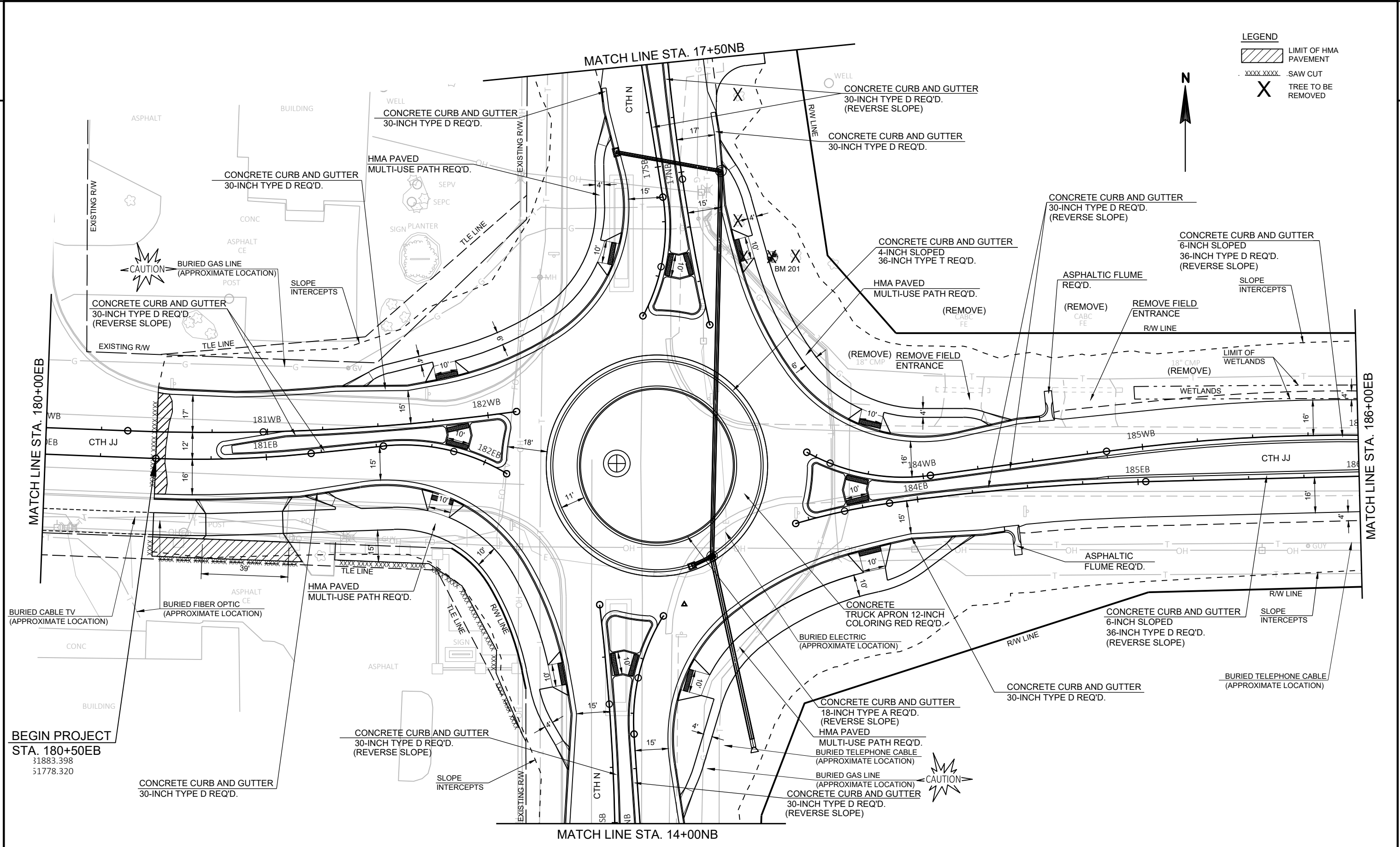
PLAN DETAIL

SHEET

E

LEGEND




-  LIMIT OF HMA PAVEMENT
-  .XXXX XXXX. SAW CUT
-  TREE TO BE REMOVED

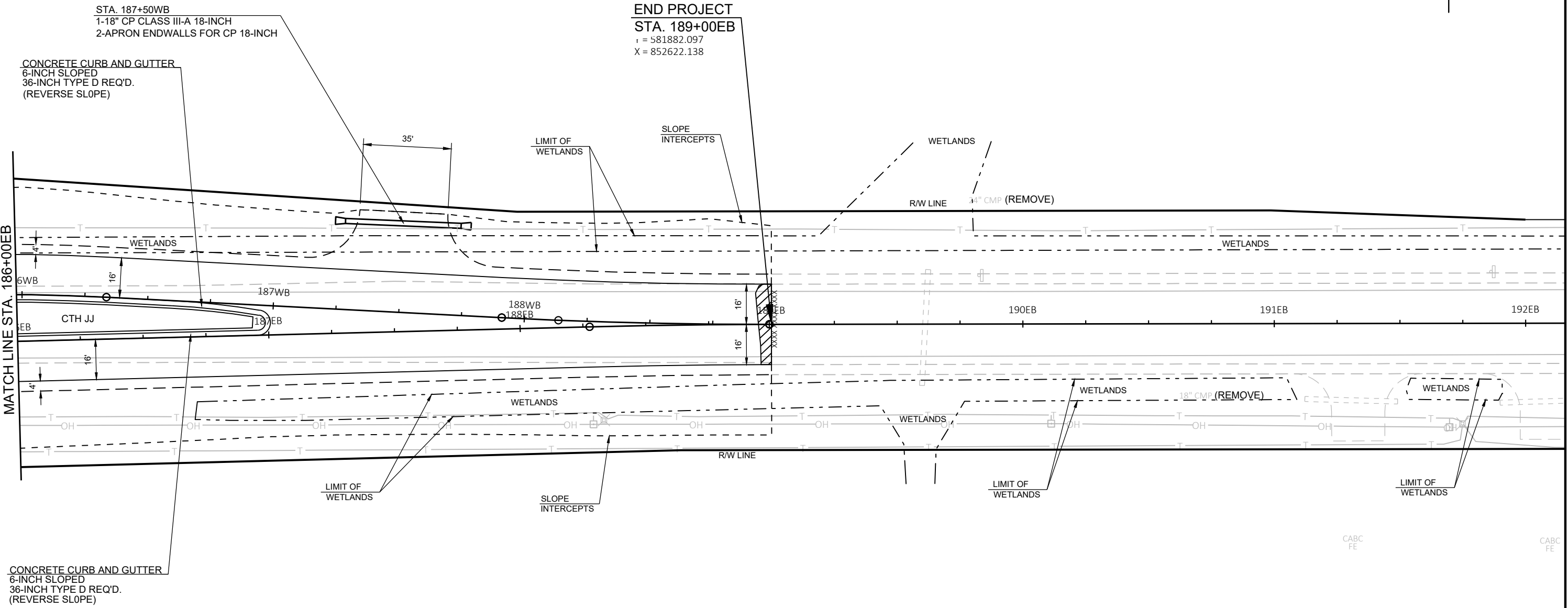





BEGIN PROJECT
STA. 180+50EB
 31883.398
 51778.320

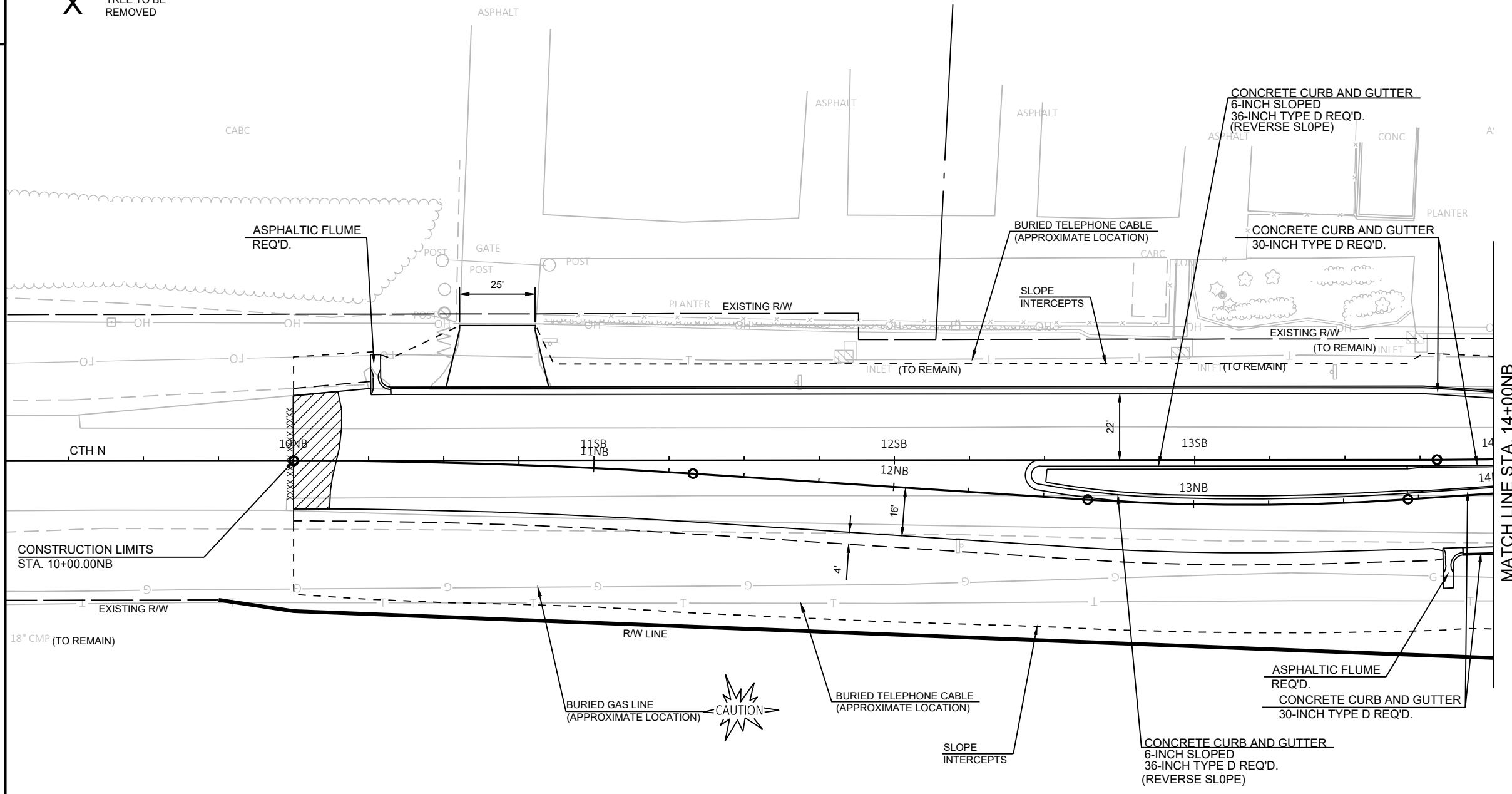
PROJECT NO: 6018-04-70	HWY: CTH JJ	COUNTY: OUTAGAMIE	PLAN DETAIL
SHEET			E

LEGEND

-  LIMIT OF HMA PAVEMENT
-  .SAW CUT
-  TREE TO BE REMOVED

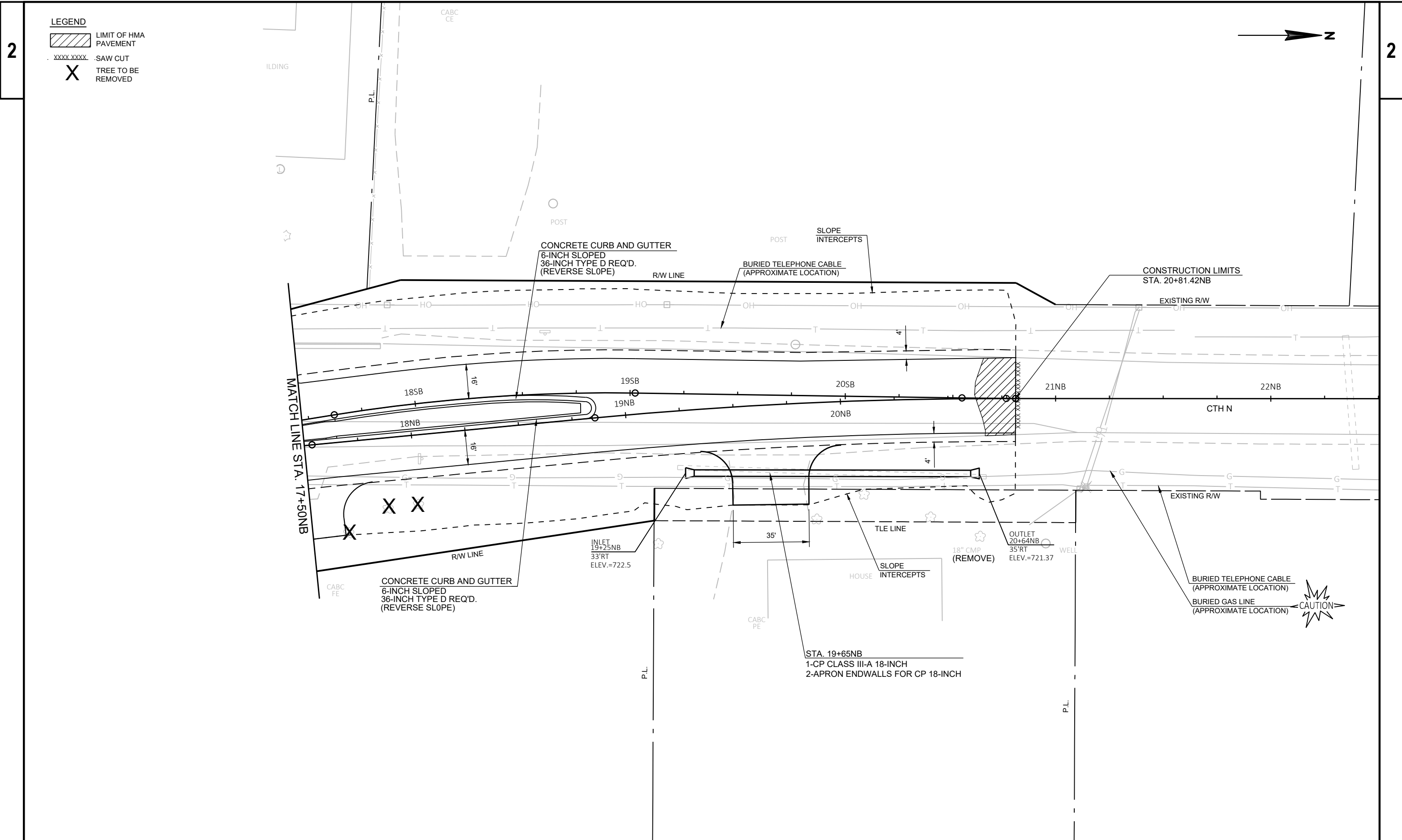


- LEGEND**
-  LIMIT OF HMA PAVEMENT
 -  SAW CUT
 -  TREE TO BE REMOVED



MATCH LINE STA. 14+00NB





PROJECT NO: 6018-04-70

HWY: CTH JJ

COUNTY: OUTAGAMIE

PLAN DETAIL-CTH N

SHEET

E

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NOTE:
FINAL LOCATIONS OF CURB RAMP OPENINGS TO BE VERIFIED BY THE FIELD ENGINEER PRIOR TO INSTALLATION.

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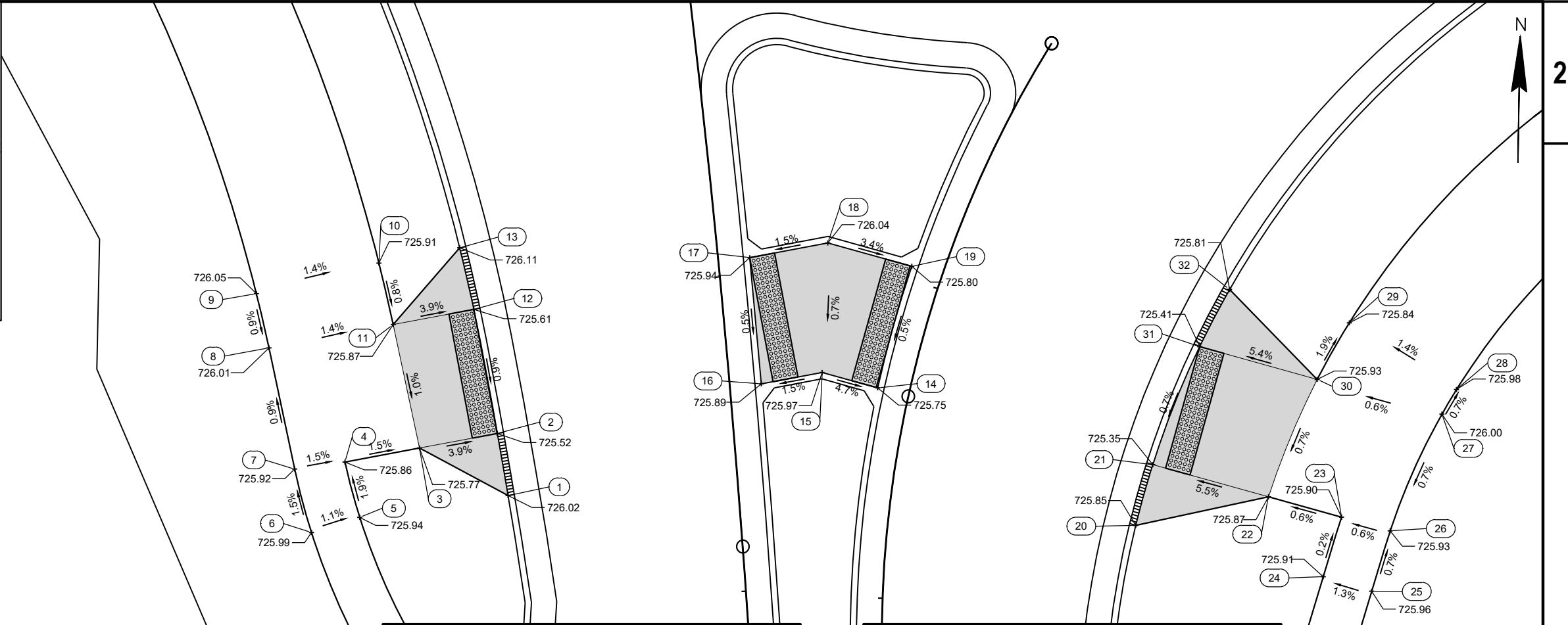
SLOPES MUST BE LESS THAN THE MAXIMUM ALLOWED FOR ADA COMPLIANCE. SEE STANDARD DETAIL DRAWINGS SDD 8D5 FOR MORE INFORMATION.

CURB RAMP FLARES ARE 5 FEET ALONG FLOWLINE.

ALL ROUNDABOUT SIDE PATH CURB RAMP BOTTOMS ARE 10 FEET.

LEGEND

CONCRETE SIDEWALK 6-INCH



STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS
1	14+59.0 CTH N (SB)	18.2 LT	581776.340	851964.663
2	14+64.1 CTH N (SB)	18.7 LT	581781.265	851963.797
3	14+63.5 CTH N (SB)	24.9 LT	581780.108	851957.640
4	14+62.8 CTH N (SB)	30.9 LT	581779.000	851951.742
5	14+58.2 CTH N (SB)	30.1 LT	581774.619	851952.910
6	14+57.3 CTH N (SB)	34.0 LT	581773.415	851949.095
7	14+62.6 CTH N (SB)	34.9 LT	581778.445	851947.770
8	14+72.7 CTH N (SB)	36.1 LT	581788.045	851945.730
9	14+77.2 CTH N (SB)	36.7 LT	581792.344	851944.732
10	14+78.8 CTH N (SB)	26.8 LT	581794.768	851954.433
11	14+73.6 CTH N (SB)	26.1 LT	581789.893	851955.560
12	14+74.3 CTH N (SB)	19.6 LT	581791.093	851961.950
13	14+79.3 CTH N (SB)	20.3 LT	581795.971	851960.832
14	14+66.3 CTH N (NB)	2.5 LT	581784.873	851993.937
15	14+66.5 CTH N (NB)	7.1 LT	581786.101	851989.533
16	14+64.8 CTH N (NB)	11.6 LT	581785.196	851984.716

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS
17	14+73.0 CTH N (NB)	14.9 LT	581795.199	851983.797
18	14+75.7 CTH N (NB)	9.4 LT	581796.360	851989.976
19	14+76.0 CTH N (NB)	2.5 LT	581794.505	851996.624
20	14+58.3 CTH N (NB)	19.5 RT	581773.984	852014.362
21	14+64.7 CTH N (NB)	20.1 RT	581778.798	852015.714
22	14+63.7 CTH N (NB)	29.5 RT	581776.243	852024.871
23	14+62.9 CTH N (NB)	35.5 RT	581774.629	852030.656
24	14+54.9 CTH N (NB)	34.7 RT	581769.923	852029.220
25	14+53.5 CTH N (NB)	38.7 RT	581768.770	852033.050
26	14+62.2 CTH N (NB)	39.5 RT	581773.553	852034.514
27	14+80.3 CTH N (NB)	41.0 RT	581782.793	852038.608
28	14+84.5 CTH N (NB)	41.3 RT	581784.755	852039.769
29	14+86.6 CTH N (NB)	31.4 RT	581790.030	852031.273
30	14+78.8 CTH N (NB)	30.8 RT	581785.546	852028.737
31	14+77.7 CTH N (NB)	21.1 RT	581788.145	852019.423
32	14+84.4 CTH N (NB)	21.6 RT	581792.674	852021.795

NOTE:
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CURB AND GUTTER PLACEMENT.

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INFORMATION.

CURB RAMP FLARES ARE 5 FEET ALONG FLOWLINE.

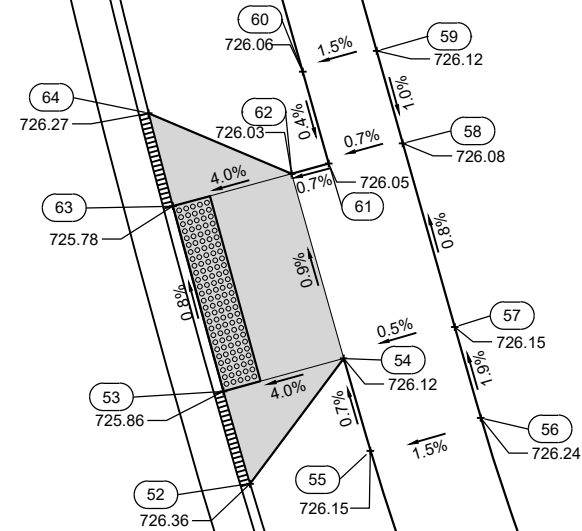
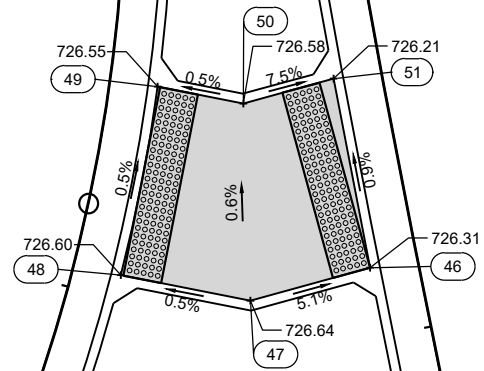
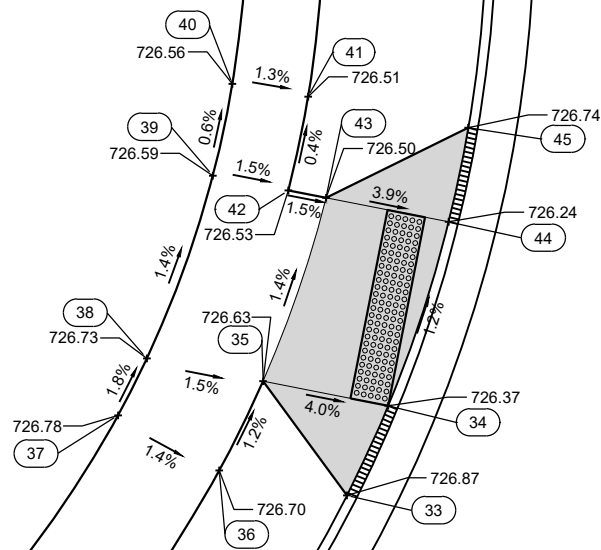
ALL ROUNDABOUT SIDE PATH CURB RAMP BOTTOMS ARE 10 FEET.

LEGEND

CONCRETE SIDEWALK 6-INCH

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
33	16+42.5 CTH N (SB)	22.3 LT	581966.269	851982.348
34	16+49.4 CTH N (SB)	21.7 LT	581970.943	851984.495
35	16+48.6 CTH N (SB)	28.3 LT	581972.219	851977.973
36	16+40.8 CTH N (SB)	29.0 LT	581967.571	851975.690
37	16+42.1 CTH N (SB)	35.0 LT	581970.442	851970.422
38	16+47.7 CTH N (SB)	34.5 LT	581973.403	851971.921
39	16+64.3 CTH N (SB)	32.9 LT	581982.920	851975.358
40	16+72.1 CTH N (SB)	32.2 LT	581987.703	851976.377
41	16+71.2 CTH N (SB)	28.2 LT	581987.044	851980.322
42	16+63.7 CTH N (SB)	29.0 LT	581982.151	851979.290
43	16+63.4 CTH N (SB)	27.0 LT	581981.766	851981.256
44	16+62.7 CTH N (SB)	20.5 LT	581980.517	851987.644
45	16+69.2 CTH N (SB)	19.8 LT	581985.412	851988.667
46	16+53.6 CTH N (NB)	2.5 LT	581966.665	852021.311
47	16+53.2 CTH N (NB)	8.9 LT	581964.961	852015.082
48	16+55.7 CTH N (NB)	15.3 LT	581966.283	852008.324

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
49	16+64.9 CTH N (NB)	11.6 LT	581976.097	852010.243
50	16+63.2 CTH N (NB)	7.4 LT	581975.224	852014.703
51	16+63.6 CTH N (NB)	2.5 LT	581976.514	852019.415
52	16+50.2 CTH N (NB)	19.9 RT	581967.663	852043.909
53	16+55.2 CTH N (NB)	19.4 RT	581972.469	852042.528
54	16+55.7 CTH N (NB)	25.9 RT	581974.184	852048.798
55	16+50.6 CTH N (NB)	26.3 RT	581969.379	852050.180
56	16+51.2 CTH N (NB)	32.3 RT	581971.086	852055.932
57	16+56.2 CTH N (NB)	31.9 RT	581975.817	852054.571
58	16+66.5 CTH N (NB)	31.0 RT	581985.391	852051.865
59	16+71.6 CTH N (NB)	30.5 RT	581990.203	852050.505
60	16+71.2 CTH N (NB)	26.6 RT	581989.114	852046.656
61	16+66.1 CTH N (NB)	27.0 RT	581984.335	852048.007
62	16+65.9 CTH N (NB)	25.0 RT	581983.808	852046.077
63	16+65.4 CTH N (NB)	18.7 RT	581982.115	852039.889
64	16+70.5 CTH N (NB)	18.3 RT	581986.954	852038.630



NOTE:
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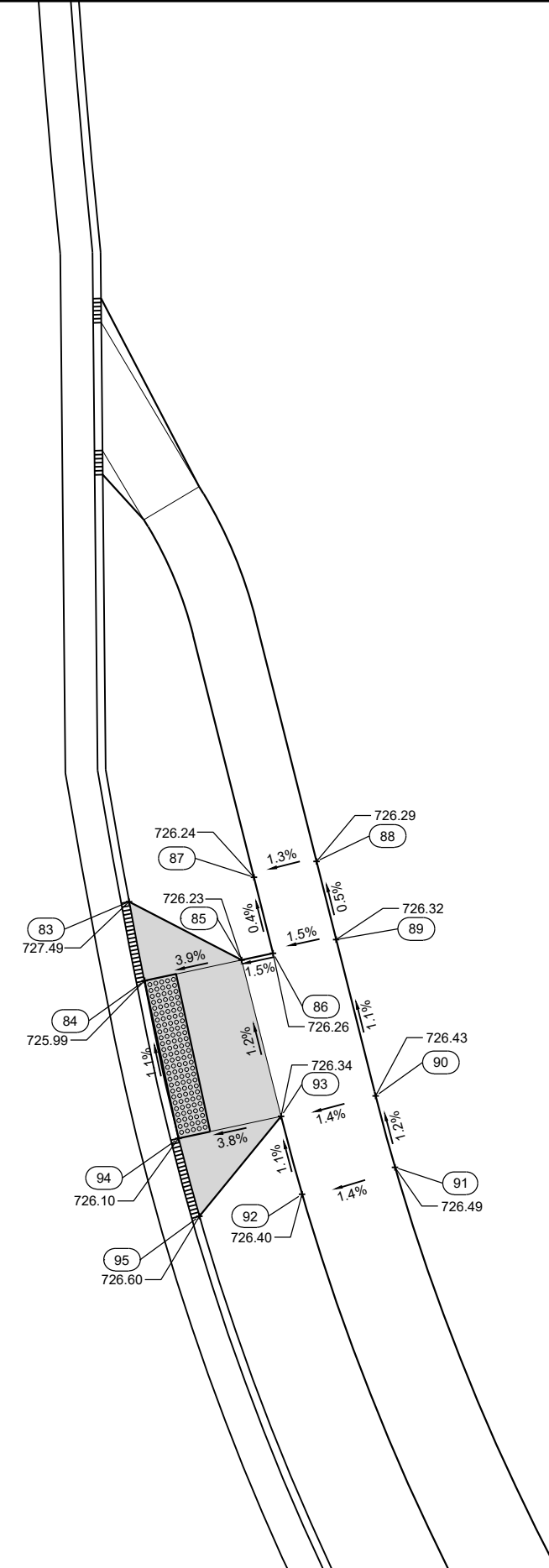
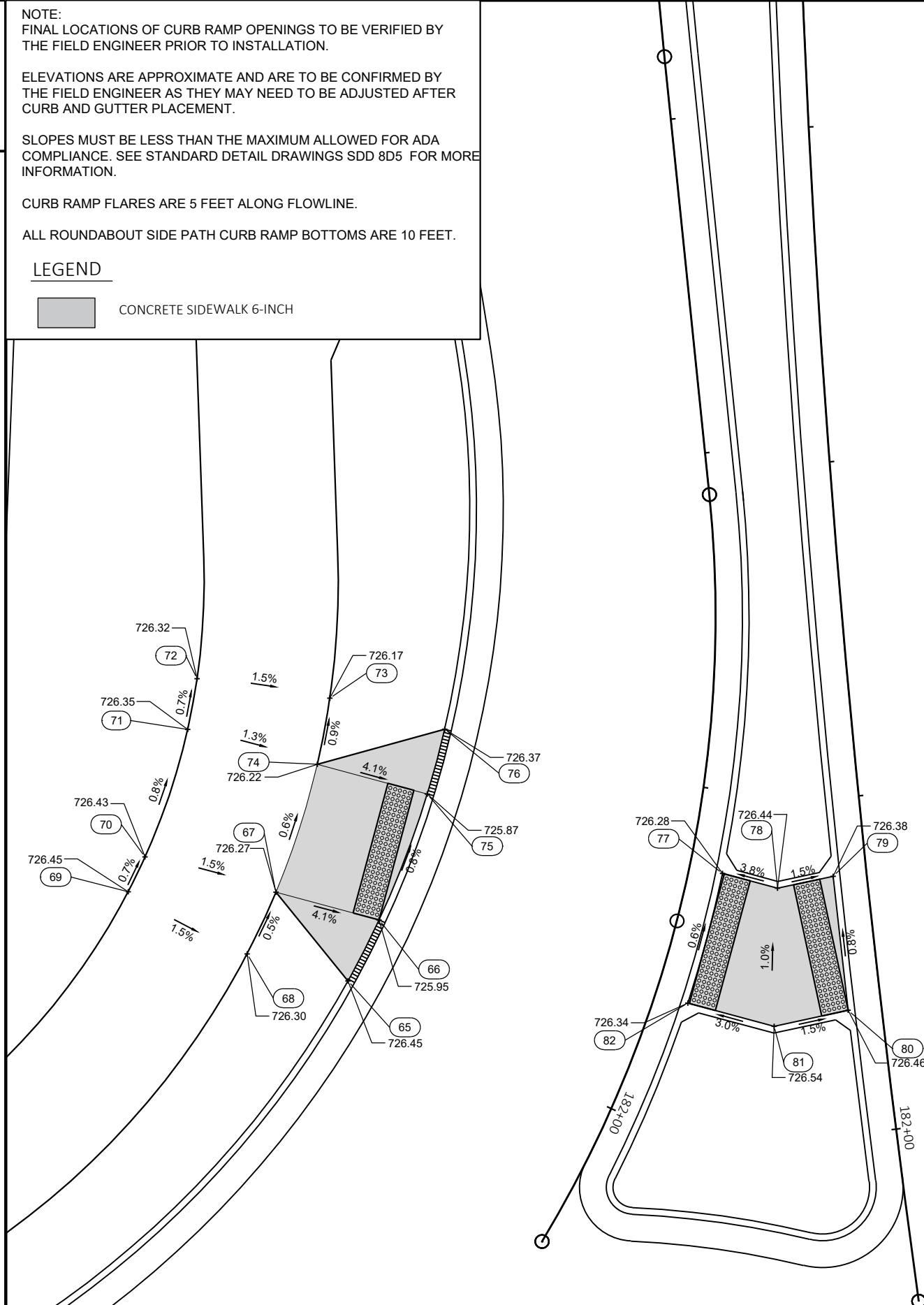
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CURB RAMP FLARES ARE 5 FEET ALONG FLOWLINE.

ALL ROUNDABOUT SIDE PATH CURB RAMP BOTTOMS ARE 10 FEET.

LEGEND

CONCRETE SIDEWALK 6-INCH



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
65	181+99.1 CTH JJ (EB)	21.8 RT	581862.015	851917.435
66	181+92.4 CTH JJ (EB)	21.3 RT	581864.333	851912.881
67	181+93.2 CTH JJ (EB)	29.2 RT	581856.648	851910.813
68	182+00.8 CTH JJ (EB)	29.5 RT	581854.492	851915.411
69	181+99.8 CTH JJ (EB)	39.5 RT	581845.626	851910.787
70	181+94.7 CTH JJ (EB)	39.3 RT	581846.888	851908.186
71	181+77.0 CTH JJ (EB)	38.7 RT	581850.063	851898.685
72	181+70.3 CTH JJ (EB)	38.5 RT	581850.765	851894.910
73	181+71.1 CTH JJ (EB)	28.5 RT	581860.659	851896.359
74	181+78.4 CTH JJ (EB)	28.7 RT	581859.726	851901.286
75	181+79.4 CTH JJ (EB)	20.2 RT	581867.933	851903.495
76	181+73.0 CTH JJ (EB)	19.7 RT	581869.230	851898.666
77	181+81.0 CTH JJ (EB)	2.5 LT	581889.945	851909.418
78	181+81.2 CTH JJ (EB)	6.8 LT	581894.056	851910.525
79	181+79.7 CTH JJ (EB)	10.6 LT	581898.202	851909.633
80	181+88.0 CTH JJ (EB)	14.1 LT	581899.309	851919.624
81	181+90.4 CTH JJ (EB)	9.2 LT	581893.794	851920.810
82	181+90.7 CTH JJ (EB)	2.5 LT	581887.359	851919.078
83	181+73.4 CTH JJ (WB)	18.2 LT	581918.039	851900.252
84	181+78.5 CTH JJ (WB)	18.7 LT	581919.002	851905.159
85	181+77.8 CTH JJ (WB)	24.8 LT	581925.018	851903.865
86	181+77.6 CTH JJ (WB)	26.8 LT	581926.975	851903.445
87	181+72.6 CTH JJ (WB)	26.0 LT	581925.786	851898.729
88	181+72.0 CTH JJ (WB)	30.0 LT	581929.665	851897.752
89	181+77.1 CTH JJ (WB)	30.7 LT	581930.888	851902.603
90	181+87.3 CTH JJ (WB)	32.1 LT	581933.333	851912.306
91	181+92.0 CTH JJ (WB)	32.8 LT	581934.536	851916.726
92	181+93.0 CTH JJ (WB)	26.9 LT	581928.775	851918.400
93	181+87.9 CTH JJ (WB)	26.2 LT	581927.463	851913.568
94	181+88.6 CTH JJ (WB)	19.7 LT	581921.104	851914.936
95	181+93.6 CTH JJ (WB)	20.4 LT	581922.405	851919.770

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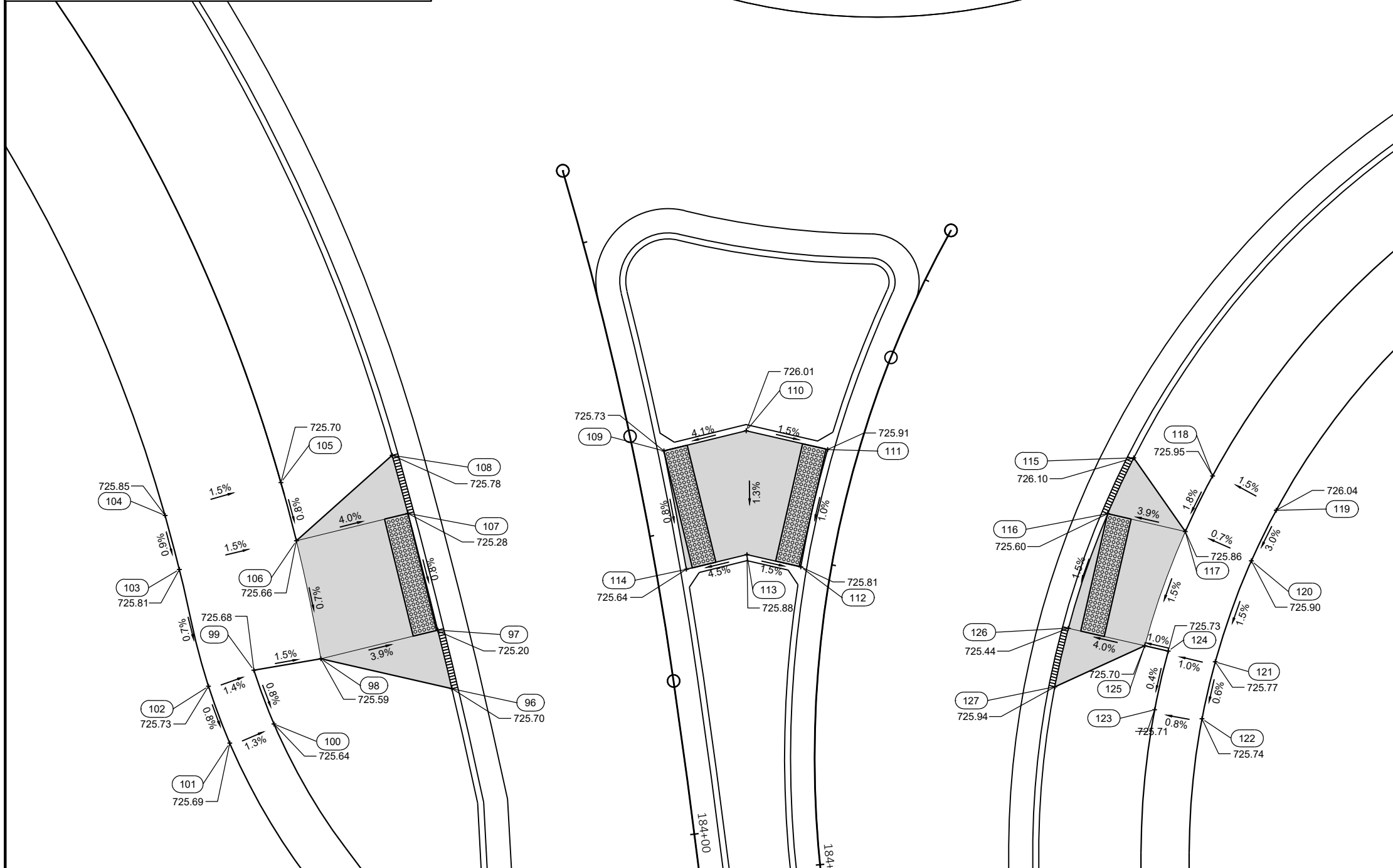
ALL ROUNDABOUT SIDE PATH CURB RAMP BOTTOMS ARE 10 FEET.

LEGEND

 CONCRETE SIDEWALK 6-INCH



STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y COORDS	X COORDS
96	183+85.1 CTH JJ (EB)	18.3 RT	581844.781	852110.529
97	183+79.8 CTH JJ (EB)	18.7 RT	581843.613	852105.667
98	183+80.6 CTH JJ (EB)	28.7 RT	581833.892	852108.044
99	183+80.6 CTH JJ (EB)	34.3 RT	581828.332	852108.989
100	183+85.9 CTH JJ (EB)	33.4 RT	581830.002	852113.467
101	183+87.0 CTH JJ (EB)	37.2 RT	581826.325	852115.042
102	183+81.4 CTH JJ (EB)	38.3 RT	581824.560	852110.326
103	183+70.0 CTH JJ (EB)	38.9 RT	581822.146	852100.622
104	183+64.6 CTH JJ (EB)	39.1 RT	581820.961	852096.147
105	183+64.0 CTH JJ (EB)	29.1 RT	581830.579	852093.412
106	183+69.5 CTH JJ (EB)	28.9 RT	581831.860	852098.247
107	183+69.1 CTH JJ (EB)	19.4 RT	581841.130	852095.980
108	183+63.8 CTH JJ (EB)	19.6 RT	581839.813	852091.154
109	183+68.3 CTH JJ (EB)	2.5 LT	581862.378	852090.784
110	183+68.0 CTH JJ (EB)	9.5 LT	581869.209	852089.114
111	183+70.8 CTH JJ (EB)	15.9 LT	581875.987	852090.667
112	183+79.6 CTH JJ (EB)	11.9 LT	581873.753	852100.414
113	183+77.9 CTH JJ (EB)	7.7 LT	581869.284	852099.390
114	183+78.2 CTH JJ (EB)	2.5 LT	581864.251	852100.621
115	183+57.5 CTH JJ (WB)	21.8 LT	581901.396	852091.361
116	183+64.2 CTH JJ (WB)	21.3 LT	581899.238	852095.996
117	183+63.5 CTH JJ (WB)	27.9 LT	581905.682	852097.473
118	183+56.0 CTH JJ (WB)	28.5 LT	581907.948	852092.863
119	183+57.1 CTH JJ (WB)	34.4 LT	581913.225	852095.717
120	183+64.6 CTH JJ (WB)	33.9 LT	581911.166	852099.908
121	183+78.6 CTH JJ (WB)	32.7 LT	581908.164	852108.301
122	183+86.1 CTH JJ (WB)	32.1 LT	581907.064	852113.027
123	183+85.3 CTH JJ (WB)	28.1 LT	581903.134	852112.278
124	183+78.1 CTH JJ (WB)	28.7 LT	581904.261	852107.407
125	183+77.9 CTH JJ (WB)	26.7 LT	581902.310	852106.960
126	183+77.2 CTH JJ (WB)	20.2 LT	581895.970	852105.507
127	183+83.6 CTH JJ (WB)	19.7 LT	581894.844	852110.378





CTH JJ EASTBOUND REFERENCE LINE

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	173+10.58EB	0.00'	581918.47	851039.74	----
4	177+27.28 EB	26.56'LT	581922.52	851457.76	----
5	177+27.54 EB	22.76'LT	581918.71	851457.74	----
6	177+16.64 EB	6.00'LT	581902.77	851445.66	----
7	177+16.04 EB	18.00'LT	581914.77	851445.93	----
8	177+31.84 EB	0.00'	581895.70	851460.40	----
9	178+81.46 EB	24.00'LT	581913.89	851610.84	----
10	178+81.86 EB	12.00'LT	581901.89	851610.77	----
236	175+35.75 EB	12.00'RT	581897.77	851264.35	----
237	177+31.84 EB	12.00'RT	581883.71	851459.74	----

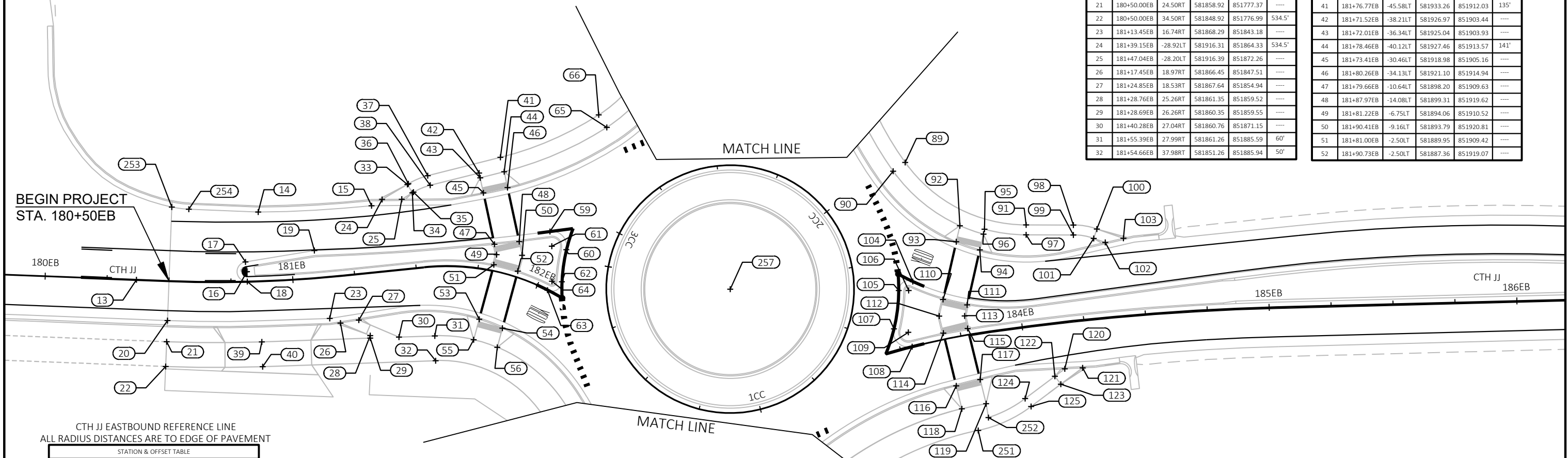
ROUNDBOUT CENTER CIRCLE REFERENCE LINE
ALL RADIUS DISTANCES ARE TO EDGE OF PAVEMENT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
257	2+37.69CC	-50.00LT	581880.12	852004.77	36' & 50'

CTH JJ EASTBOUND REFERENCE LINE
ALL RADIUS DISTANCES ARE TO EDGE OF PAVEMENT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
13	180+36.83EB	0.00	581883.91	851765.16	---
14	180+87.01EB	-27.88LT	581911.20	851814.34	---
15	181+34.66EB	-26.83LT	581913.77	851860.08	---
16	180+81.60EB	-4.00LT	581887.17	851809.81	4'
17	180+81.04EB	-7.96LT	581891.12	851809.16	4'
18	180+81.60EB	0.00	581883.17	851809.91	4'
19	181+09.64EB	-11.07LT	581895.69	851837.02	---
20	180+50.00EB	15.97RT	581867.44	851777.70	---
21	180+50.00EB	24.50RT	581858.92	851777.37	---
22	180+50.00EB	34.50RT	581848.92	851776.99	534.5'
23	181+13.45EB	16.74RT	581868.29	851843.18	---
24	181+39.15EB	-28.92LT	581916.31	851864.33	534.5'
25	181+47.04EB	-28.20LT	581916.39	851872.26	---
26	181+17.45EB	18.97RT	581866.45	851847.51	---
27	181+24.85EB	18.53RT	581867.64	851854.94	---
28	181+28.76EB	25.26RT	581861.35	851859.52	---
29	181+28.69EB	26.26RT	581860.35	851859.55	---
30	181+40.28EB	27.04RT	581860.76	851871.15	---
31	181+55.39EB	27.99RT	581861.26	851885.59	60'
32	181+54.66EB	37.98RT	581851.26	851885.94	50'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
33	181+49.88EB	-33.94LT	581922.39	851874.50	---
34	181+51.58EB	-30.31LT	581918.96	851876.55	---
35	181+52.04EB	-30.53LT	581919.22	851877.00	25'
36	181+50.35EB	-34.15LT	581922.65	851874.94	29'
37	181+56.90EB	-36.68LT	581925.88	851882.73	29'
38	181+57.44EB	-32.75LT	581922.00	851883.71	25'
39	180+86.65EB	24.50RT	581858.84	851815.81	524.5'
40	180+86.65EB	34.50RT	581848.84	851816.15	534.5'
41	181+76.77EB	-45.58LT	581933.26	851912.03	135'
42	181+71.52EB	-38.21LT	581926.97	851903.44	---
43	181+72.01EB	-36.34LT	581925.04	851903.93	---
44	181+78.46EB	-40.12LT	581927.46	851913.57	141'
45	181+73.41EB	-30.46LT	581918.98	851905.16	---
46	181+80.26EB	-34.13LT	581921.10	851914.94	---
47	181+79.66EB	-10.64LT	581898.20	851909.63	---
48	181+87.97EB	-14.08LT	581899.31	851919.62	---
49	181+81.22EB	-6.75LT	581894.06	851910.52	---
50	181+90.41EB	-9.16LT	581893.79	851920.81	---
51	181+81.00EB	-2.50LT	581889.95	851909.42	---
52	181+90.73EB	-2.50LT	581887.36	851919.07	---



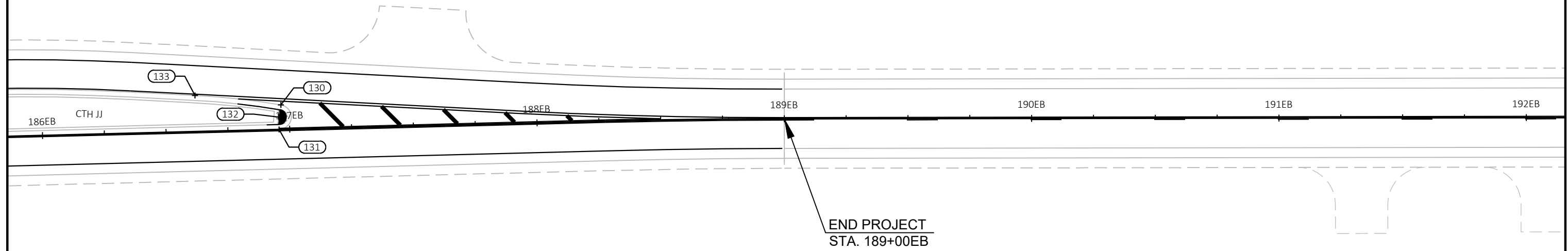
CTH JJ EASTBOUND REFERENCE LINE
ALL RADIUS DISTANCES ARE TO EDGE OF PAVEMENT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
53	181+79.37EB	20.25RT	581867.93	851903.49	---
54	181+92.38EB	21.30RT	581864.33	851912.88	---
55	181+78.45EB	28.72RT	581859.73	851901.29	60'
56	181+93.22EB	29.24RT	581856.65	851910.81	60'
59	181+96.65EB	-21.97LT	581903.35	851932.04	6'
60	182+04.05EB	-17.97LT	581896.00	851938.64	6'
61	181+99.12EB	-16.77LT	581897.40	851932.81	6'
62	182+07.94EB	-5.72LT	581883.11	851936.83	4'
63	182+04.52EB	0.00	581879.72	851931.03	4'
64	182+04.52EB	-4.00LT	581883.29	851932.84	4'
65	181+99.83EB	-69.60LT	581945.36	851954.97	141'
66	181+97.07EB	-72.99LT	581950.42	851951.74	55'
89	183+67.41EB	-73.02LT	581931.20	852075.38	60'
90	183+62.96EB	-70.66LT	581927.72	852070.49	66'
91	184+06.56EB	-40.57LT	581906.00	852124.17	60'
92	183+81.68EB	-43.88LT	581905.68	852097.47	66'
93	183+79.47EB	-37.77LT	581899.24	852096.00	---
94	183+87.45EB	-33.08LT	581895.97	852105.51	---
95	183+90.38EB	-41.02LT	581904.26	852107.41	64'
96	183+89.69EB	-39.15LT	581902.31	852106.96	66"

CTH JJ EASTBOUND REFERENCE LINE
ALL RADIUS DISTANCES ARE TO EDGE OF PAVEMENT

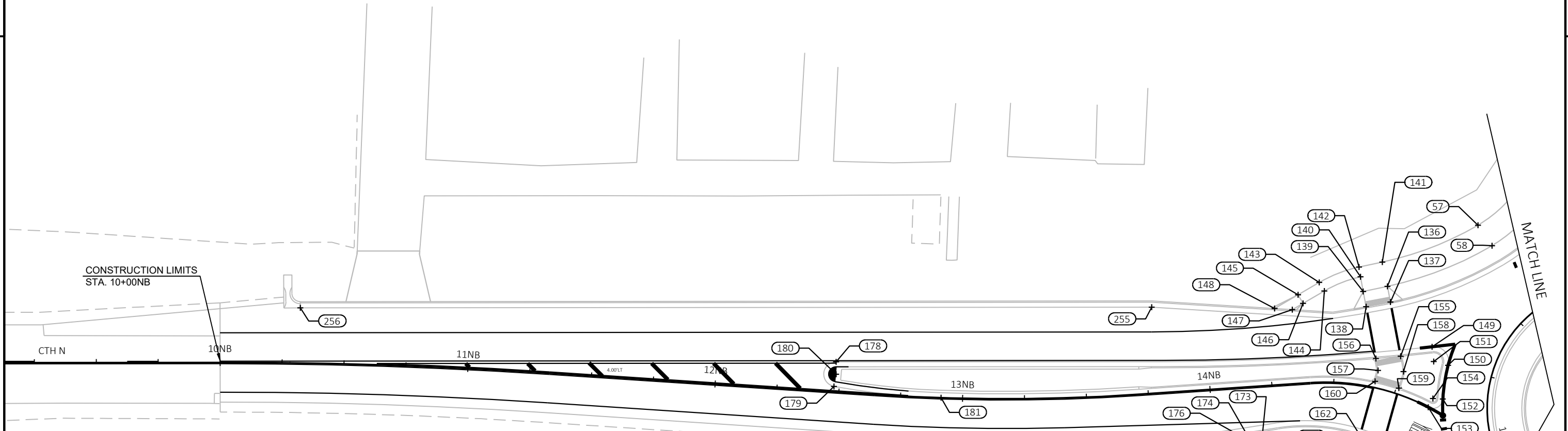
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
97	184+06.09EB	-36.60LT	581902.00	852124.16	---
98	184+24.81EB	-38.38LT	581905.98	852143.26	---
99	184+24.40EB	-34.41LT	581901.98	852143.25	60'
100	184+33.76EB	-35.84LT	581904.36	852152.75	60'
101	184+32.15EB	-32.20LT	581900.59	852151.43	6'
102	184+36.55EB	-30.12LT	581898.94	852156.16	6'
103	184+43.78EB	-31.15LT	581900.63	852163.49	6'
104	183+61.04EB	-25.48LT	581883.19	852078.44	4'
105	183+55.16EB	-23.33LT	581879.59	852072.76	4'
106	183+58.76EB	-22.34LT	581879.56	852076.76	4'
107	183+49.67EB	-8.85LT	581864.12	852070.86	6'
108	183+54.82EB	0.00	581856.90	852078.17	6'
109	183+54.82EB	-6.00LT	581862.71	852076.69	60'
110	183+70.80EB	-15.86LT	581875.99	852090.67	66'
111	183+79.58EB	-11.90LT	581873.75	852100.41	60'
112	183+68.04EB	-9.53LT	581869.21	852089.11	66"
113	183+77.87EB	-7.67LT	581869.28	852099.39	---
114	183+68.28EB	-2.50LT	581862.38	852090.78	---
115	183+78.22EB	-2.50LT	581864.25	852100.62	64'
116	183+69.10EB	19.36RT	581841.13	852095.98	66"

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
117	183+79.76EB	18.69RT	581843.61	852105.67	---
118	183+69.50EB	28.90RT	581831.86	852098.25	138'
119	183+80.57EB	28.67RT	581833.89	852108.04	138"
120	184+15.16EB	18.88RT	581847.99	852139.79	---
121	184+22.49EB	19.28RT	581848.38	852146.98	---
122	184+10.74EB	21.41RT	581844.98	852135.79	---
123	184+12.79EB	24.87RT	581841.78	852138.18	---
124	183+97.38EB	28.85RT	581835.97	852123.79	50'
125	183+99.41EB	32.34RT	581832.77	852126.19	54'
251	183+74.95EB	38.74RT	581823.11	852104.87	128' & 54"
252	183+80.60EB	34.31RT	581828.33	852108.99	50'
253	180+50.00EB	-29.86LT	581913.24	851779.47	38'
254	180+57.29EB	-29.20LT	581912.36	851786.31	38'



CTH JJ EASTBOUND REFERENCE LINE
 ALL RADIUS DISTANCES ARE TO EDGE OF PAVEMENT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
130	186+96.66 EB	9.91'LT	581887.70	852418.60	5' & 300'
131	186+95.70 EB	0.00'	581877.78	852417.89	5'
132	186+95.70 EB	5.00'LT	581882.78	852417.76	5'
133	186+62.05 EB	14.62'LT	581891.54	852383.88	300'



CTH N NORTHBOUND REFERENCE LINE
ALL RADIUS DISTANCES ARE TO EDGE OF PAVEMENT

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
57	14+81.01NB	-75.25LT	581826.42	851930.89	90' & 131'
58	14+85.70NB	-69.88LT	581832.07	851939.18	90' & 141'
136	14+63.94NB	-41.10LT	581789.89	851955.56	141'
137	14+65.67NB	-35.08LT	581791.09	851961.95	----
138	14+58.84NB	-31.55LT	581781.27	851963.81	----
139	14+57.44NB	-37.52LT	581780.11	851957.64	----
140	14+56.22NB	-43.26LT	581779.00	851951.74	50'
141	14+61.44NB	-50.36LT	581787.81	851945.78	131'
142	14+55.58NB	-47.15LT	581778.44	851947.77	54'
143	14+44.94NB	-40.28LT	581762.38	851953.99	54'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
144	14+46.33NB	-36.80LT	581764.40	851957.44	50'
145	14+38.00NB	-35.69LT	581753.81	851959.01	----
146	14+39.78NB	-32.11LT	581755.83	851962.47	----
147	14+35.31NB	-29.88LT	581751.51	851964.99	----
148	14+28.20NB	-30.81LT	581744.36	851964.55	----
149	14+81.88NB	-22.81LT	581807.90	851979.97	6'
150	14+89.20NB	-18.71LT	581814.36	851987.46	6'
151	14+84.29NB	-17.58LT	581808.56	851985.93	6'
152	14+93.23NB	-5.72LT	581812.22	852001.06	4'
153	14+89.81NB	0.00	581806.38	852004.39	4'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
154	14+89.81NB	-4.00LT	581808.23	852000.84	4'
155	14+73.05NB	-14.93LT	581795.20	851983.80	----
156	14+64.79NB	-11.59LT	581785.20	851984.72	----
157	14+66.51NB	-7.07LT	581786.10	851989.53	----
158	14+75.67NB	-9.39LT	581796.36	851989.98	----
159	14+76.01NB	-2.50LT	581794.51	851996.62	----
160	14+66.28NB	-2.50LT	581784.87	851993.94	----
161	14+77.68NB	21.12RT	581788.14	852019.42	----
162	14+64.70NB	20.06RT	581778.80	852015.71	----
163	14+78.75NB	30.76RT	581785.55	852028.74	63'

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
164	14+63.69NB	29.54RT	581776.24	852024.87	63'
165	14+62.87NB	35.53RT	581774.63	852030.66	----
166	14+96.70NB	38.61RT	581806.32	852045.85	53'
167	0+00.00NB	0.00	581798.46	852052.04	57'
168	14+59.48NB	39.28RT	581772.07	852034.04	50'
169	14+60.47NB	35.32RT	581773.23	852030.21	54'
170	14+24.37NB	26.04RT	581744.38	852021.53	54'
171	14+22.96NB	29.79RT	581743.23	852025.36	50'
172	14+17.30NB	27.28RT	581737.41	852023.24	----
173	14+19.13NB	23.72RT	581739.00	852019.57	----

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
174	14+14.68NB	21.43RT	581734.41	852017.59	----
175	14+12.85NB	24.99RT	581732.82	852021.26	----
176	14+10.23NB	19.15RT	581729.81	852015.61	5'
177	14+02.74NB	19.79RT	581722.38	852016.76	----
178	12+48.13NB	-12.10LT	581567.41	851986.08	5'
179	12+47.91NB	-2.14LT	581566.54	851996.00	300'
180	12+48.47NB	-7.11LT	581567.42	851991.08	----
181	12+91.30NB	0.00	581609.72	852000.55	----
255	13+78.72NB	-34.74LT	581694.73	851963.97	----
256	10+32.04NB	-22.26LT	581351.21	851964.27	----

CTH N NO'RTHBOUND REFERENCE LINE
ALL RADIUS DISTANCES ARE TO EDGE OF PAVEMENT

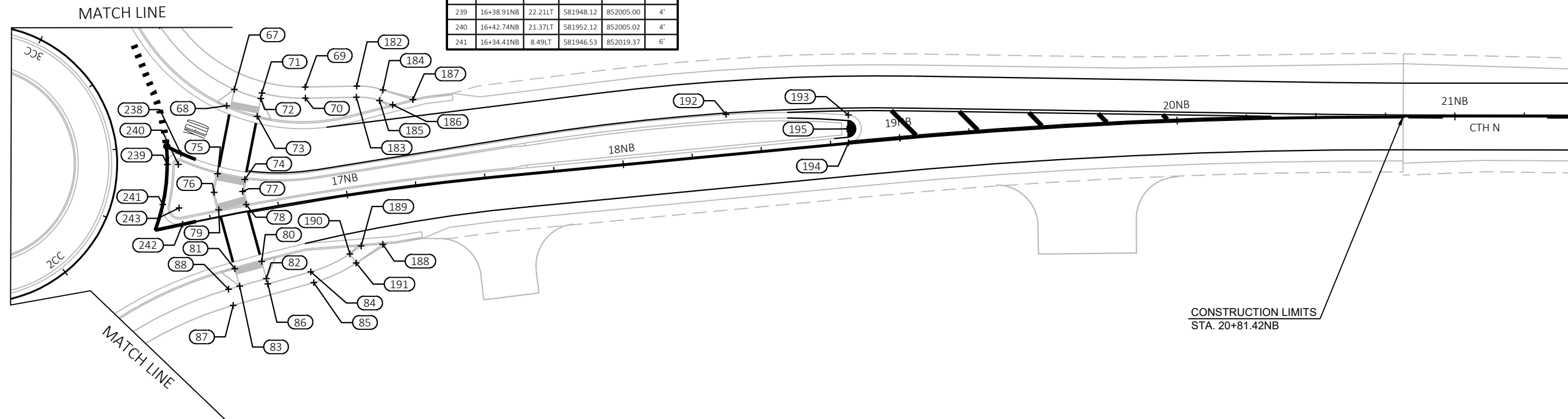
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
67	16+66.89NB	44.03LT	581972.22	851977.97	61'
68	16+63.31NB	38.70LT	581969.53	851983.89	----
69	16+91.17NB	40.56LT	581997.75	851977.12	55'
70	16+90.63NB	36.60LT	581997.82	851981.12	59'
71	16+76.04NB	40.98LT	581982.15	851979.29	59'
72	16+75.35NB	39.11LT	581981.77	851981.26	----
73	16+73.09NB	33.04LT	581980.52	851987.64	----
74	16+64.84NB	11.46LT	581976.07	852010.38	----
75	16+55.73NB	15.32LT	581966.28	852008.32	----
76	16+53.16NB	8.94LT	581964.96	852015.08	----

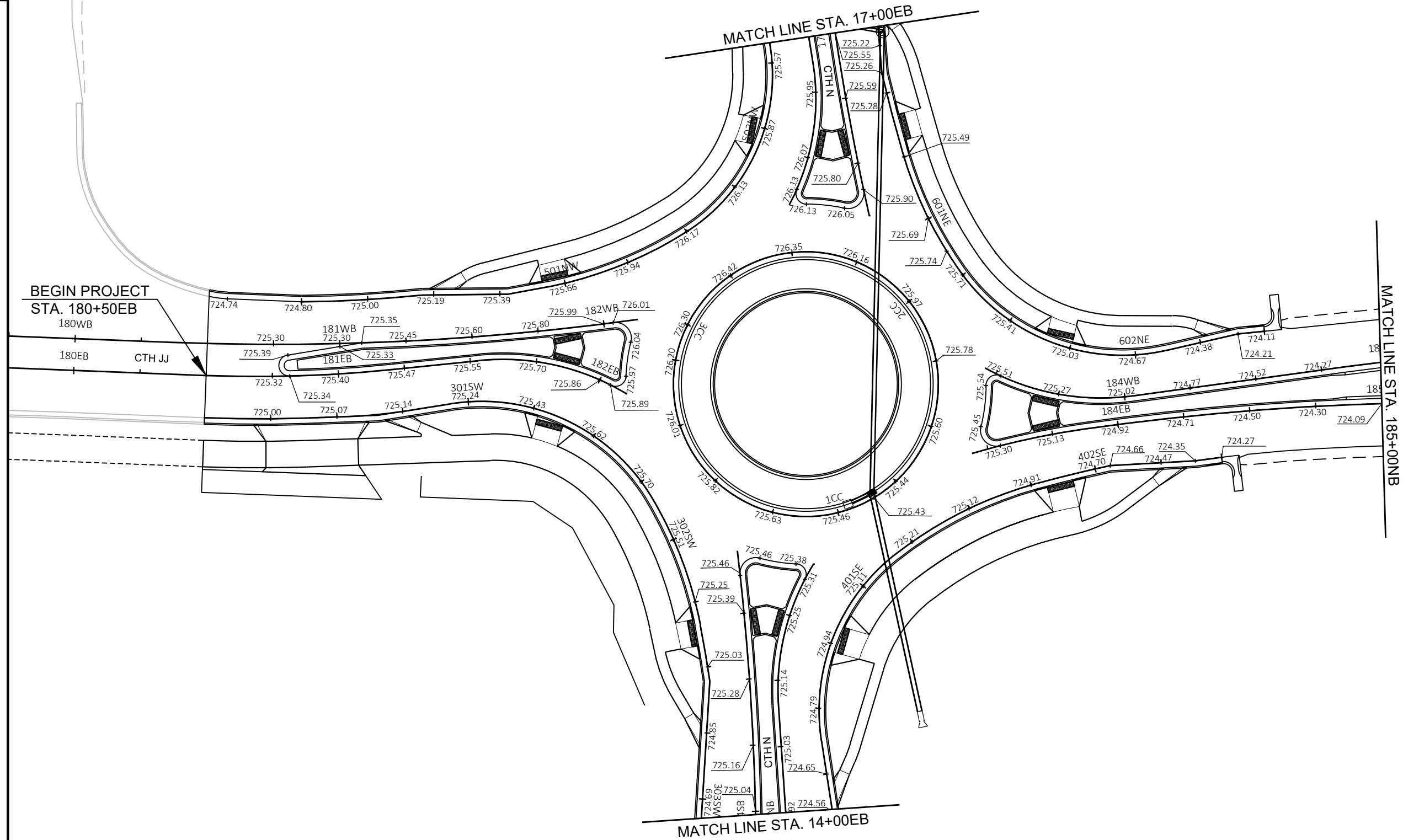
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
77	16+63.23NB	7.37LT	581975.22	852014.70	----
78	16+63.62NB	2.50LT	581976.51	852019.41	----
79	16+53.62NB	2.50LT	581966.66	852021.31	----
80	16+65.39NB	18.65RT	581982.11	852039.89	----
81	16+55.23NB	19.44RT	581972.47	852042.53	----
82	16+65.94NB	25.05RT	581983.81	852046.08	----
83	16+55.72NB	25.92RT	581974.18	852048.80	----
84	16+82.49NB	25.42RT	581999.76	852043.65	50'
85	16+82.94NB	29.40RT	582000.85	852047.50	54'
86	16+66.12NB	27.04RT	581984.34	852048.01	----

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
87	16+52.01NB	32.25RT	581971.87	852055.70	135'
88	16+51.48NB	26.27RT	581970.20	852049.94	141'
182	17+08.85NB	38.14LT	582016.28	851976.79	29'
183	17+08.20NB	34.19LT	582016.17	851980.79	25'
184	17+17.68NB	35.48LT	582025.71	851978.18	29'
185	17+16.02NB	31.87LT	582024.49	851981.99	25'
186	17+20.40NB	29.73LT	582029.24	851983.53	----
187	17+27.65NB	30.66LT	582036.54	851981.68	----
188	17+10.32NB	19.53RT	582025.75	852033.70	----
189	17+02.32NB	19.04RT	582017.91	852034.32	----

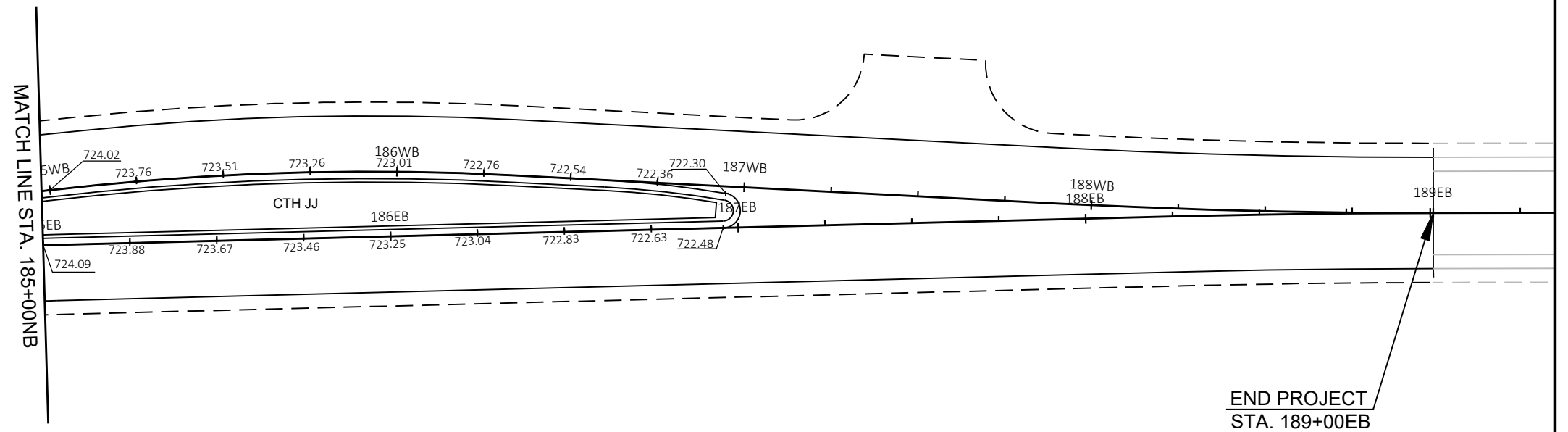
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
190	16+97.76NB	21.28RT	582013.83	852037.20	50'
191	16+99.58NB	24.84RT	582016.12	852040.46	54'
192	18+38.54NB	14.32LT	582149.24	851986.98	300'
193	18+82.34NB	9.93LT	582193.26	851987.20	5' & 300'
194	18+81.48NB	0.00	582193.34	851997.16	5'
195	18+81.48NB	5.00LT	582192.87	851992.18	----
238	16+44.39NB	25.08LT	581953.02	852001.04	4'
239	16+38.91NB	22.21LT	581948.12	852005.00	4'
240	16+42.74NB	21.37LT	581952.12	852005.02	4'
241	16+34.41NB	8.49LT	581946.53	852019.37	6'

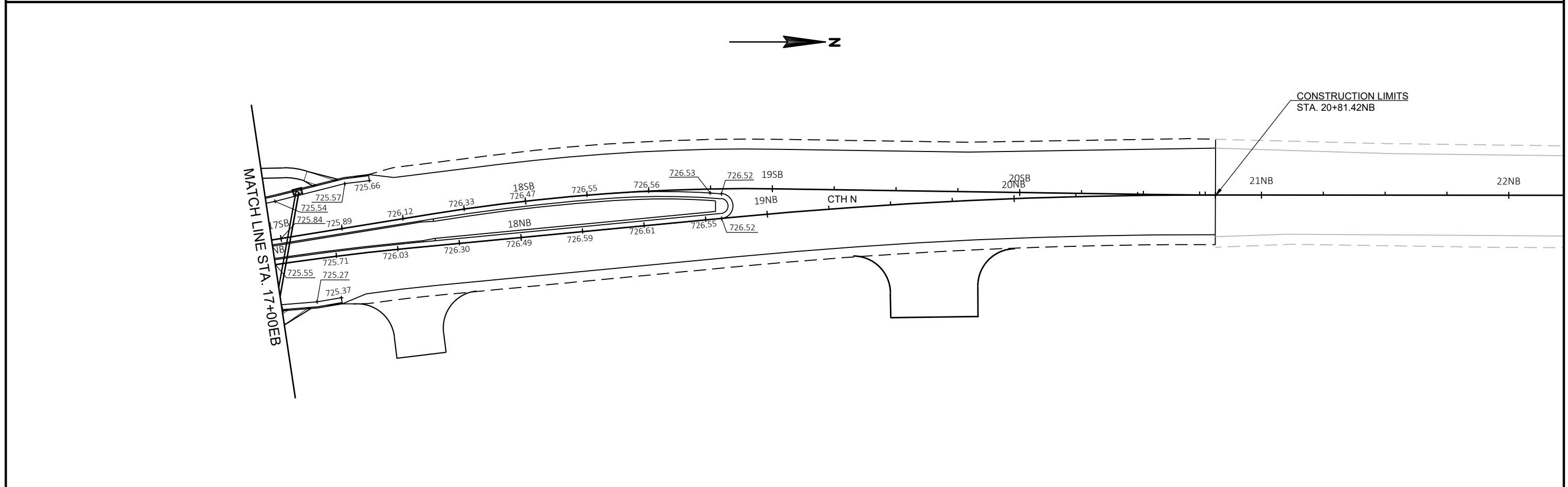
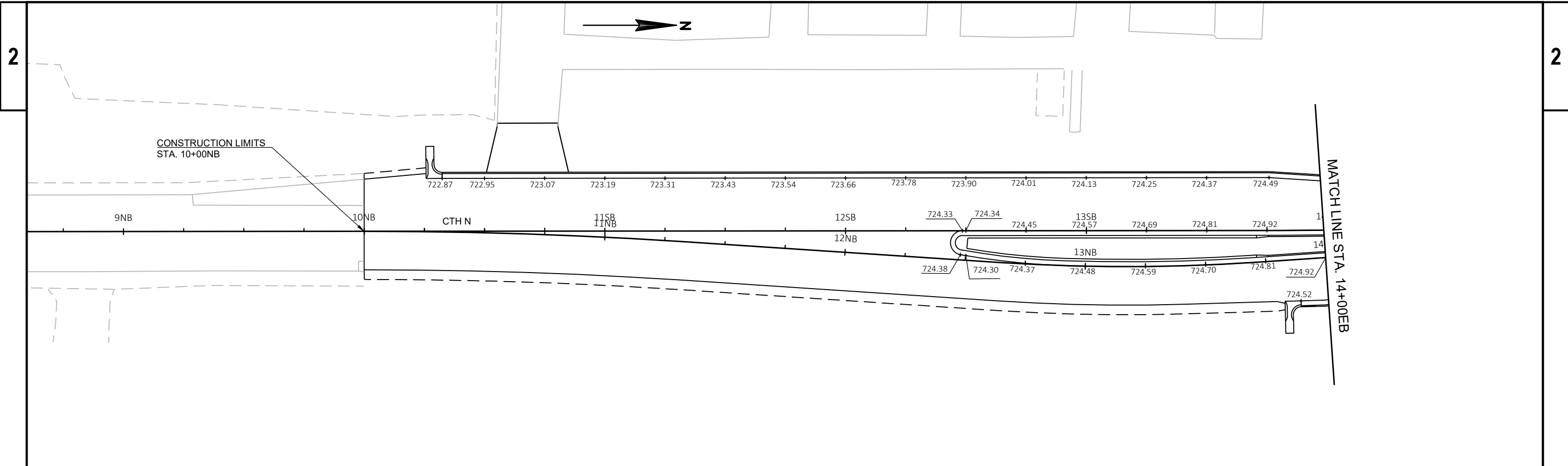
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
242	16+39.83NB	0.00	581953.64	852026.53	6'
243	16+39.83NB	6.00LT	581952.39	852020.66	6'





PROJECT NO: 6018-04-70	HWY: CTH JJ	COUNTY: OUTAGAMIE	PLAN GRADES	SHEET	E
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PROJECT NO: 6018-04-70	HWY: CTH JJ	COUNTY: OUTAGAMIE	PLAN GRADES	SHEET	E
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NOTE:

TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT.

AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.

INSTALL MULCH IN AREAS NOT SHOWN WITH EROSION MAT.



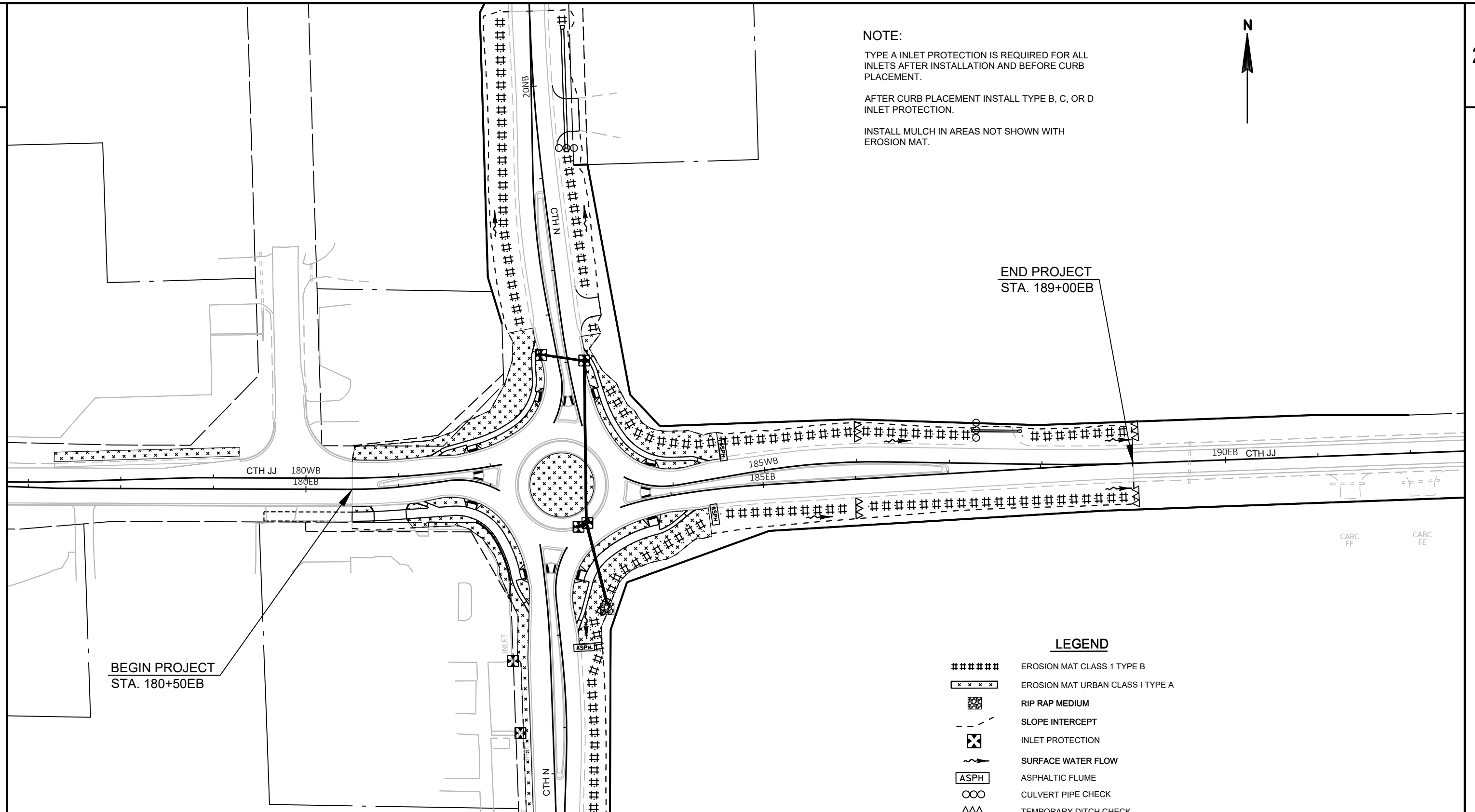
END PROJECT
STA. 189+00EB

BEGIN PROJECT
STA. 180+50EB

MATCH LINE STA. 12+00NB

LEGEND

- ##### EROSION MAT CLASS 1 TYPE B
- ***** EROSION MAT URBAN CLASS I TYPE A
- ▣ RIP RAP MEDIUM
- - - SLOPE INTERCEPT
- ⊗ INLET PROTECTION
- ~> SURFACE WATER FLOW
- ASPH ASPHALTIC FLUME
- CULVERT PIPE CHECK
- △△ TEMPORARY DITCH CHECK



LEGEND

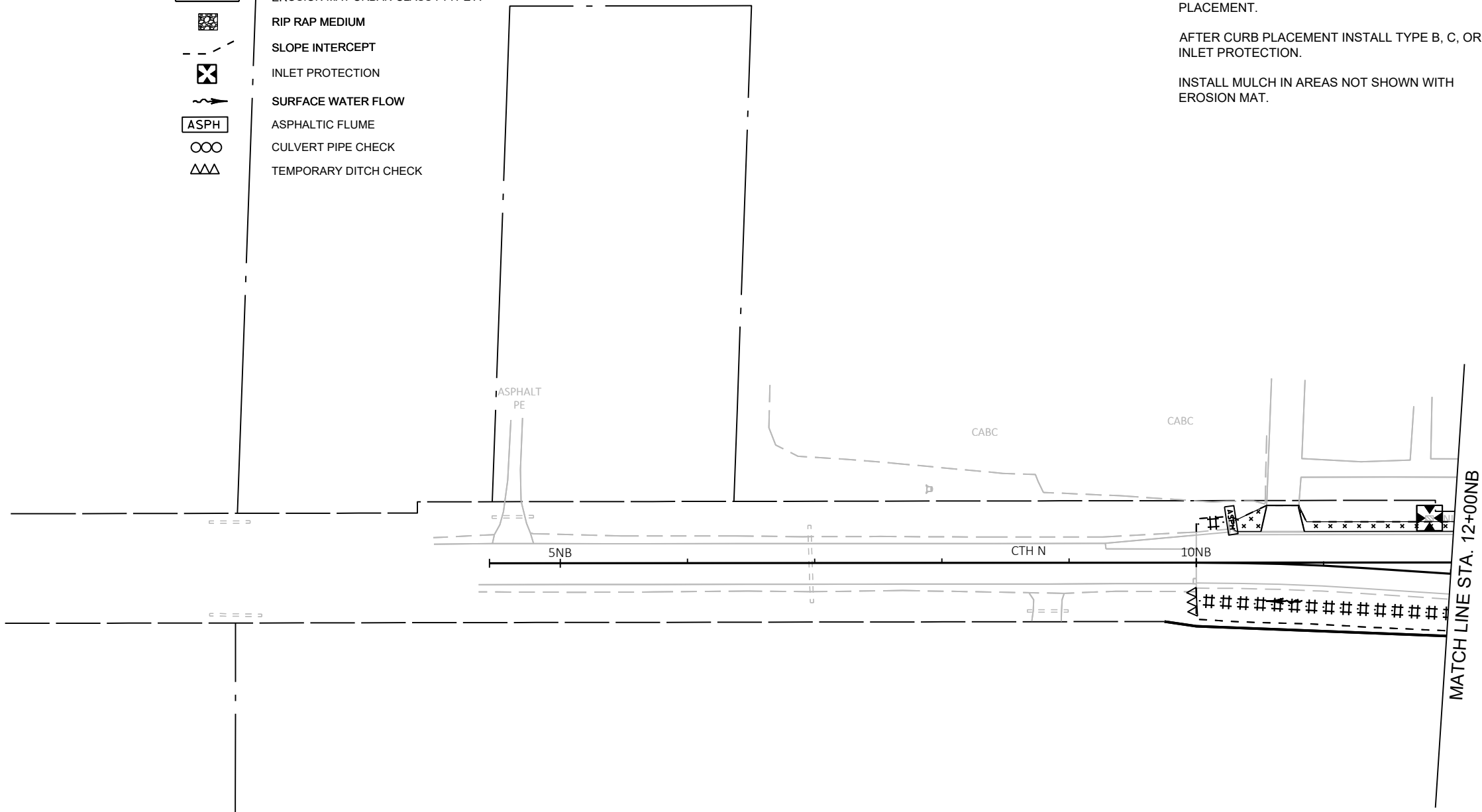
- ##### EROSION MAT CLASS 1 TYPE B
- x x x x EROSION MAT URBAN CLASS I TYPE A
- [Pattern] RIP RAP MEDIUM
- - - SLOPE INTERCEPT
- [X] INLET PROTECTION
- ~> SURFACE WATER FLOW
- ASPH ASPHALTIC FLUME
- OOO CULVERT PIPE CHECK
- AAA TEMPORARY DITCH CHECK

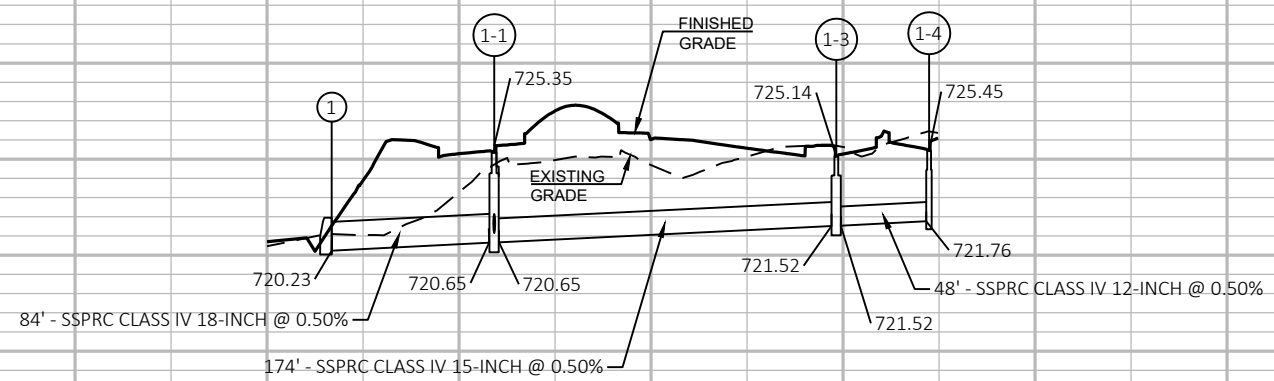
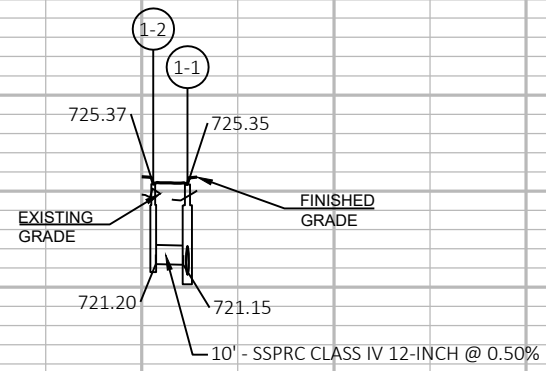
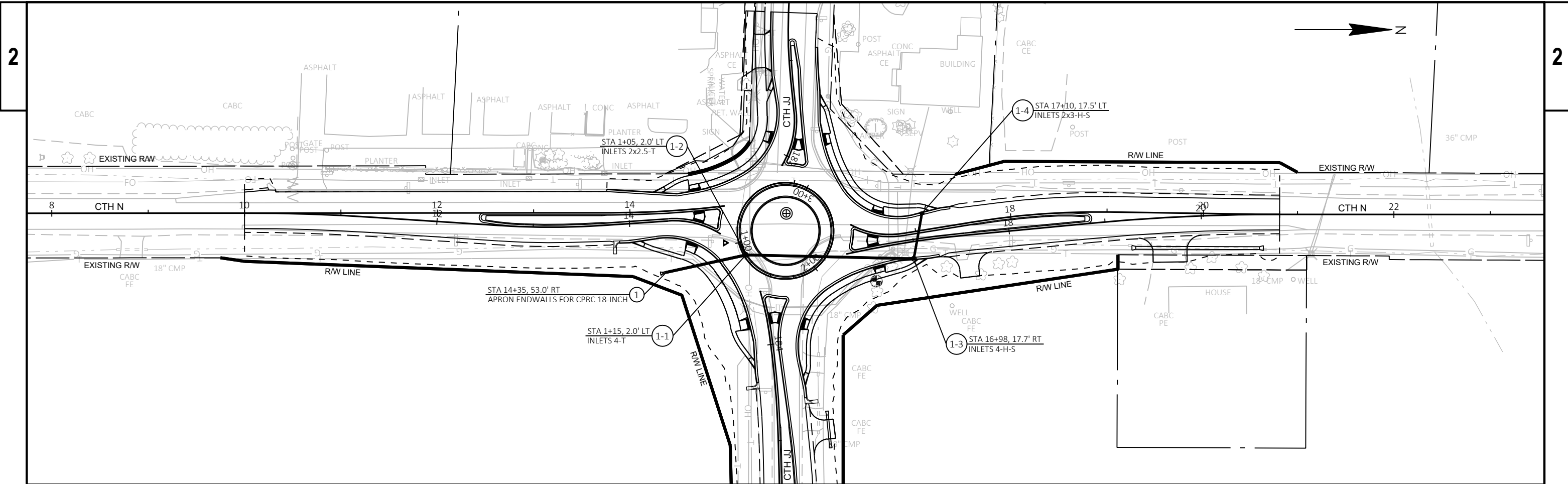
NOTE:

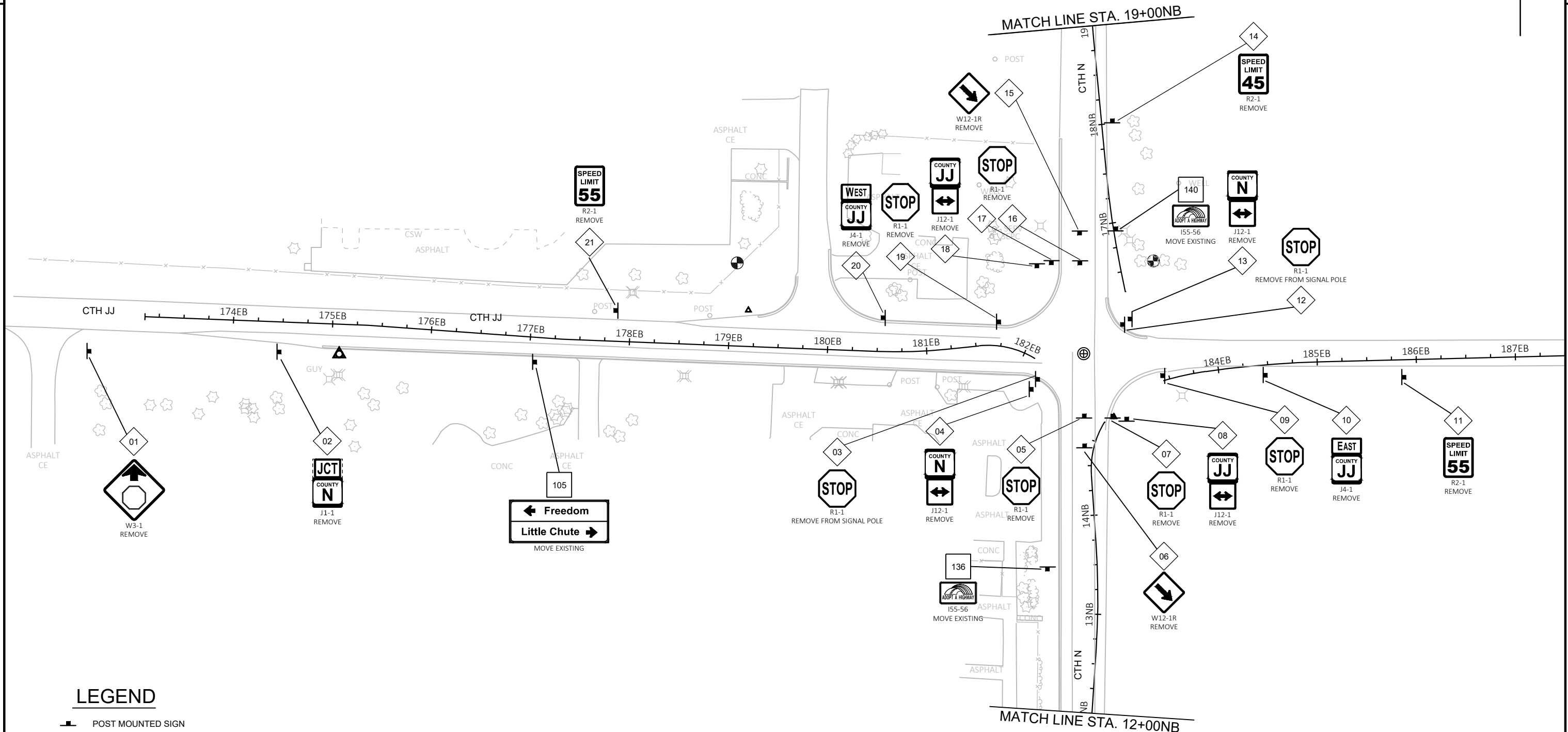
TYPE A INLET PROTECTION IS REQUIRED FOR ALL INLETS AFTER INSTALLATION AND BEFORE CURB PLACEMENT.

AFTER CURB PLACEMENT INSTALL TYPE B, C, OR D INLET PROTECTION.





INSTALL MULCH IN AREAS NOT SHOWN WITH EROSION MAT.

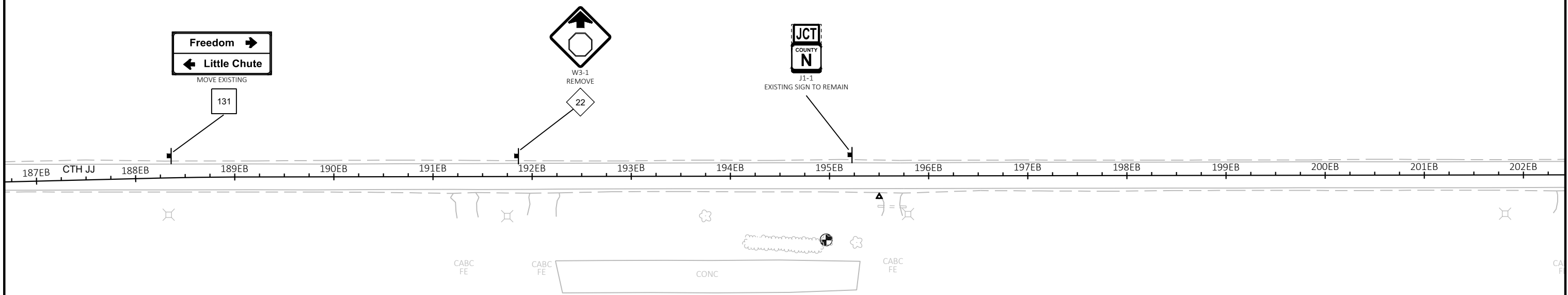










LEGEND

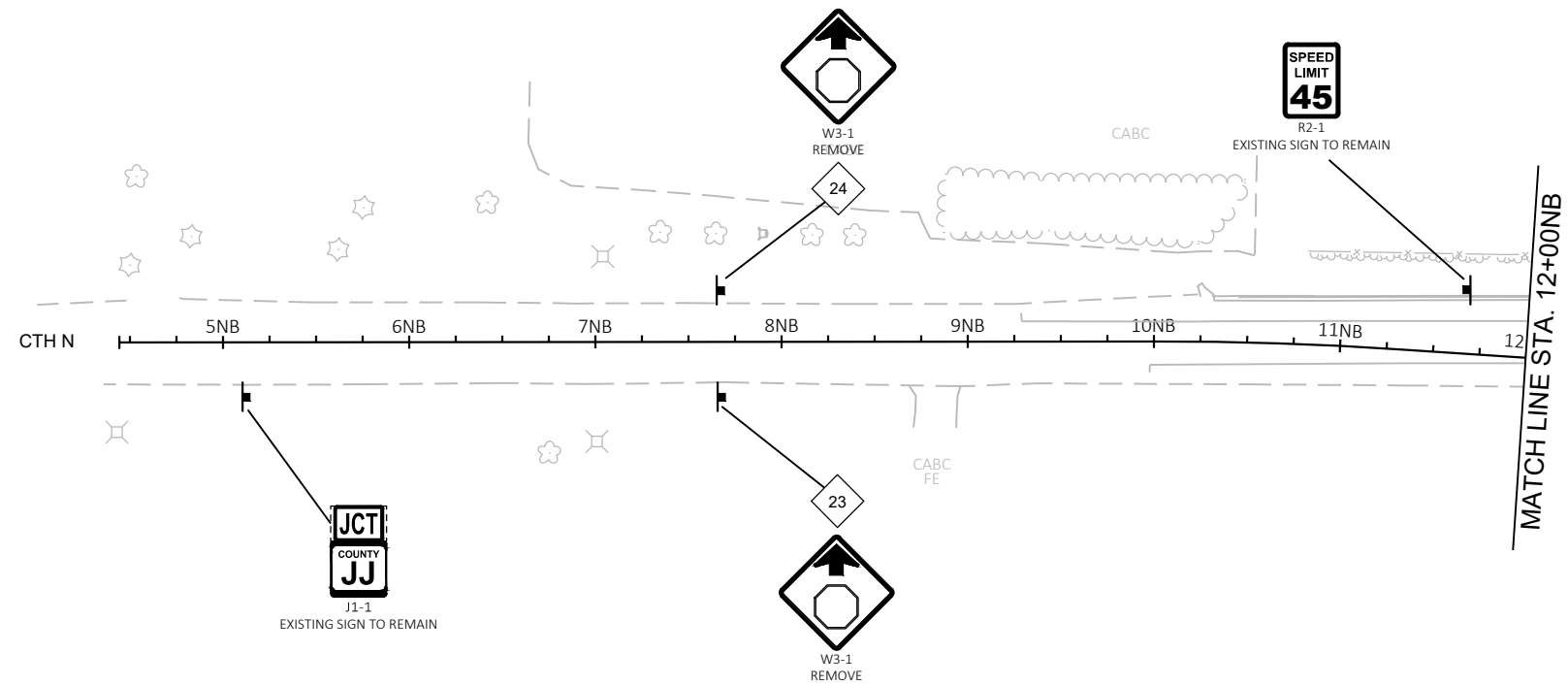
-  POST MOUNTED SIGN
-  REMOVING SIGN
-  MOVING SIGN
-  PROPOSED SIGN TYPE II







LEGEND

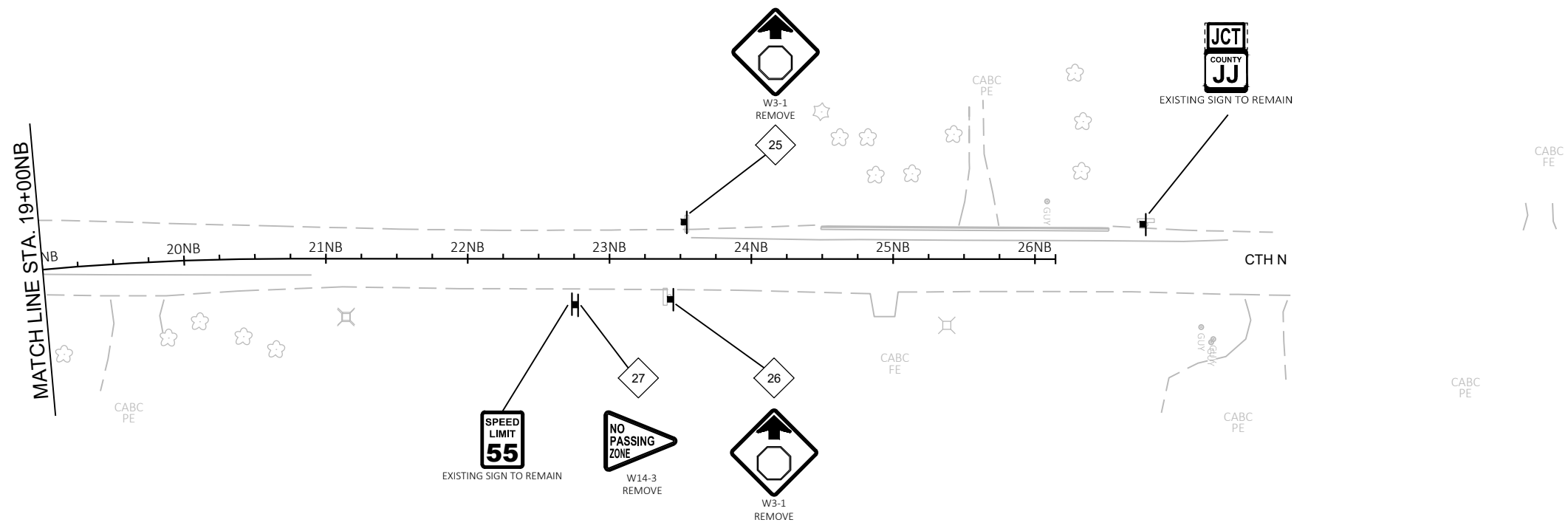
-  POST MOUNTED SIGN
-  REMOVING SIGN
-  MOVING SIGN
-  PROPOSED SIGN TYPE II

PROJECT NO: 6018-04-70	HWY: CTH JJ	COUNTY: OUTAGAMIE	EXISTING SIGNS	SHEET	E
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



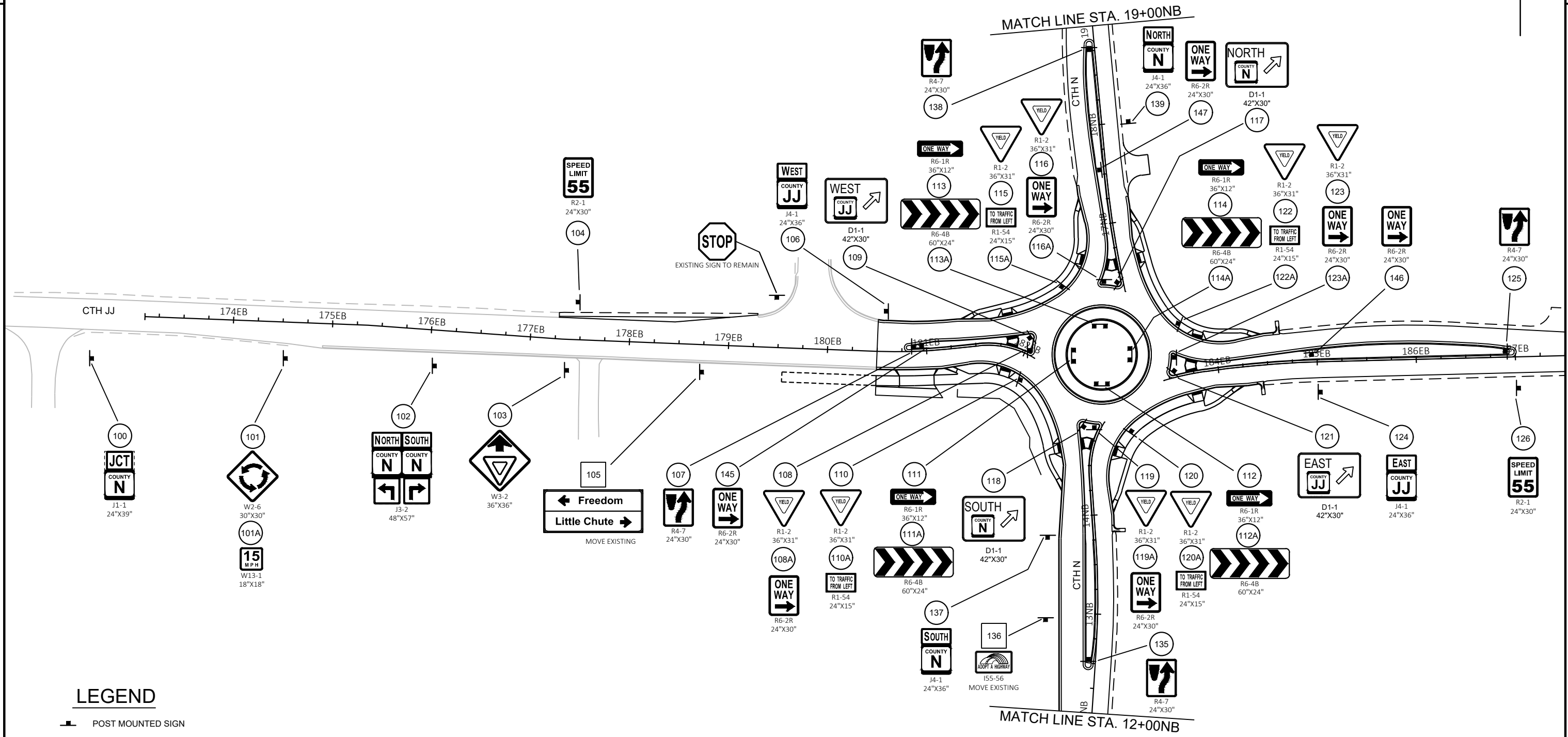
LEGEND

-  POST MOUNTED SIGN
-  REMOVING SIGN
-  MOVING SIGN
-  PROPOSED SIGN TYPE II







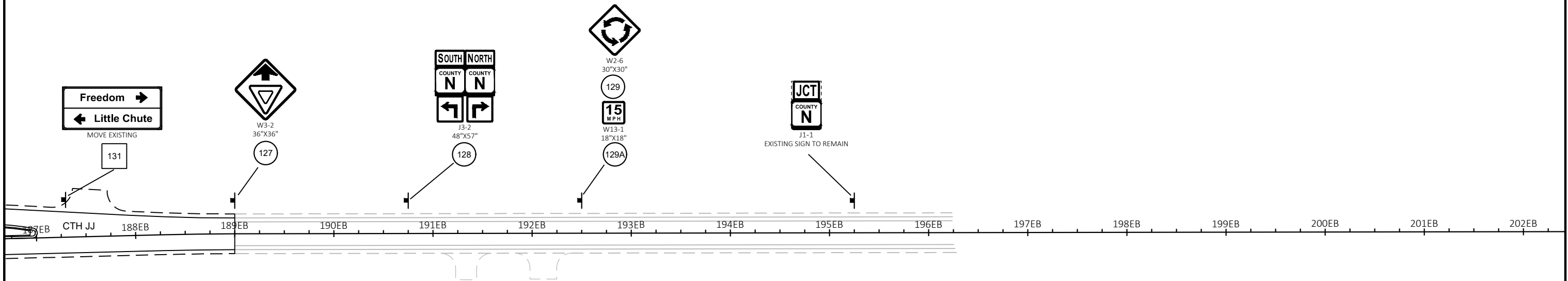
LEGEND

-  POST MOUNTED SIGN
-  REMOVING SIGN
-  MOVING SIGN
-  PROPOSED SIGN TYPE II







LEGEND

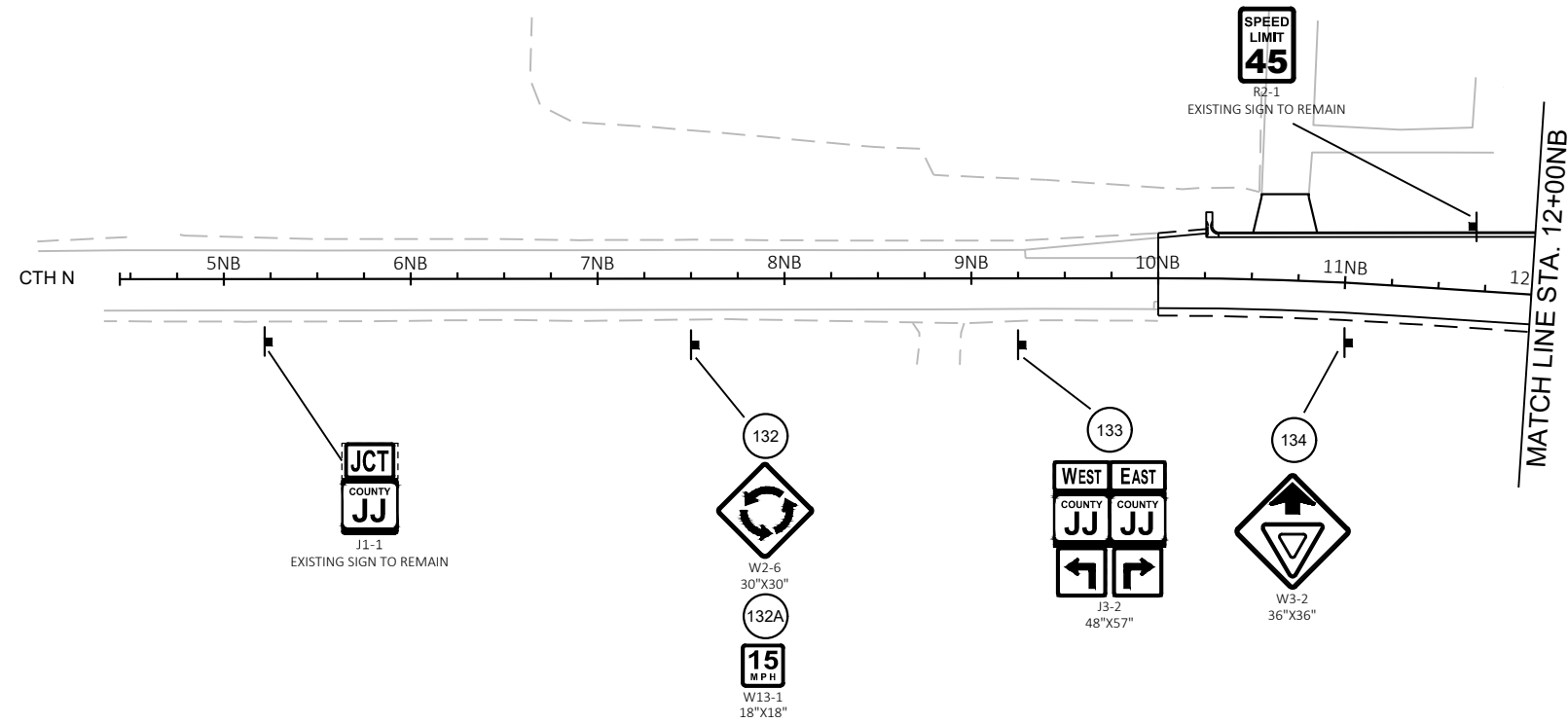
-  POST MOUNTED SIGN
-  REMOVING SIGN
-  MOVING SIGN
-  PROPOSED SIGN TYPE II







LEGEND

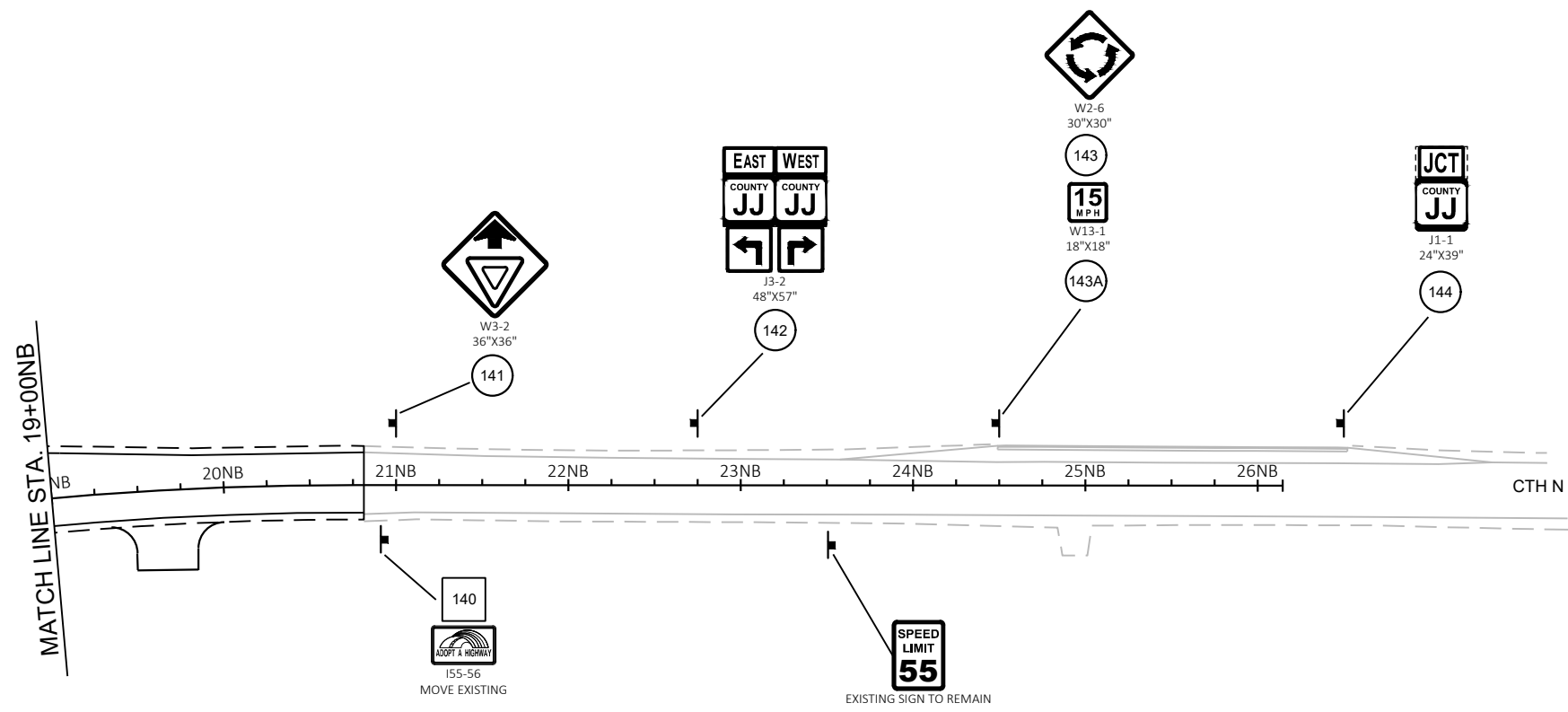
-  POST MOUNTED SIGN
-  REMOVING SIGN
-  MOVING SIGN
-  PROPOSED SIGN TYPE II

PROJECT NO: 6018-04-70	HWY: CTH JJ	COUNTY: OUTAGAMIE	PERMANENT SIGNING
SHEET			E







LEGEND

-  POST MOUNTED SIGN
-  REMOVING SIGN
-  MOVING SIGN
-  PROPOSED SIGN TYPE II



LEGEND

-  POST MOUNTED SIGN
-  REMOVING SIGN
-  MOVING SIGN
-  PROPOSED SIGN TYPE II



EXTEND EASTBOUND
NO PASSING LINE TO
STA. 170+35EB

177+16 EB, 18'
MATCH EXISTING PAVEMENT
MARKINGS.
REMOVE CONFLICTING MARKINGS

172+92 EB, 12'
MATCH EXISTING PAVEMENT
MARKINGS.
REMOVE CONFLICTING MARKINGS

175+36.2EB
12.0'

177+31.8EB
12.0'

178+81.9EB
-12.0'

179EB

CTH JJ

174EB

175EB

176EB

177EB

178EB

(D)
(M)

(C)

(A)

(B)

(C)

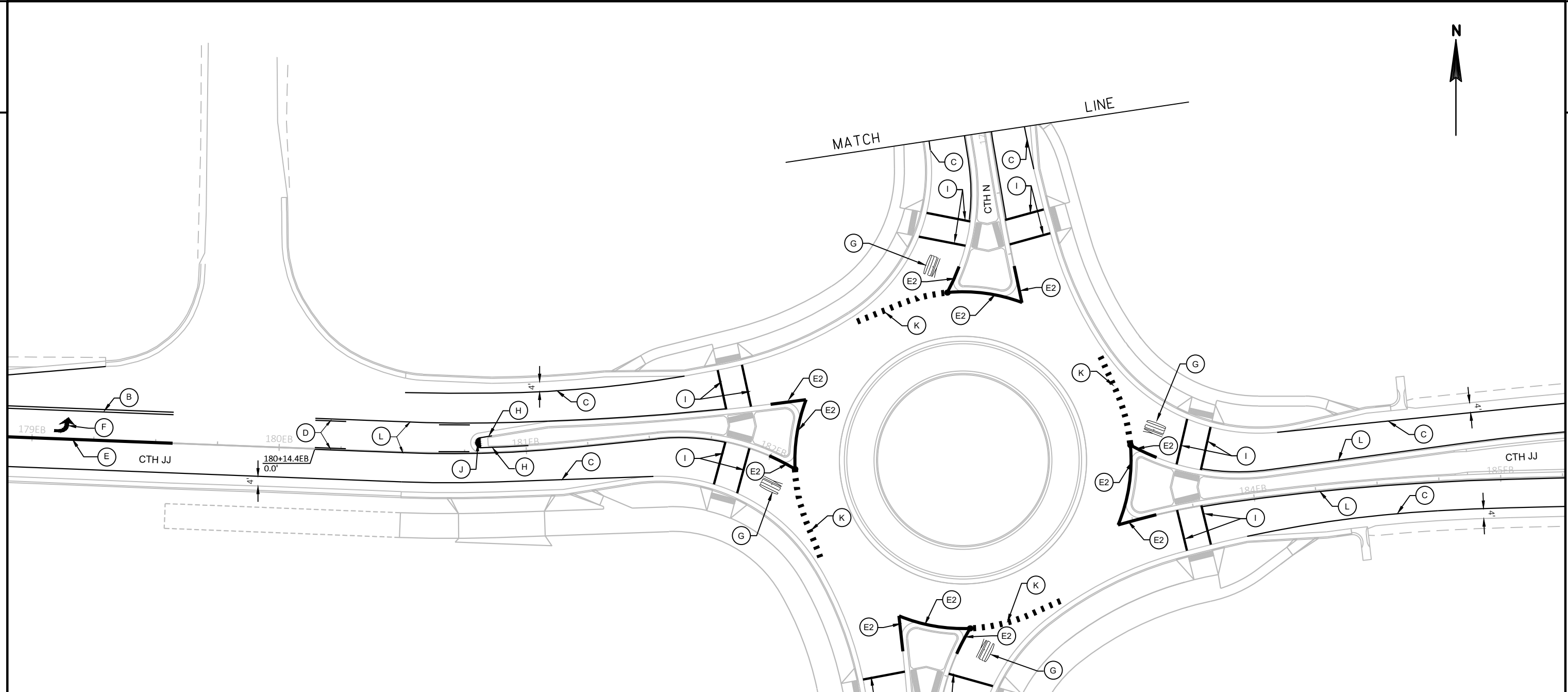
(B)

(B)

(B)

LEGEND

- (A) MARKING DIAGONAL EPOXY 12-INCH (YELLOW) 25' SPACING
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (WHITE)
- (D) MARKING LINE EPOXY 4-INCH (YELLOW) 12.5' LINE 37.5' GAP
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (E2) MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)
- (F) MARKING ARROW EPOXY (WHITE)
- (G) MARKING WORD GROOVED EPOXY (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (J) MARKING ISLAND NOSE EPOXY (YELLOW)
- (K) MARKING LINE GROOVED EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (L) MARKING LINE EPOXY 4-INCH (YELLOW)

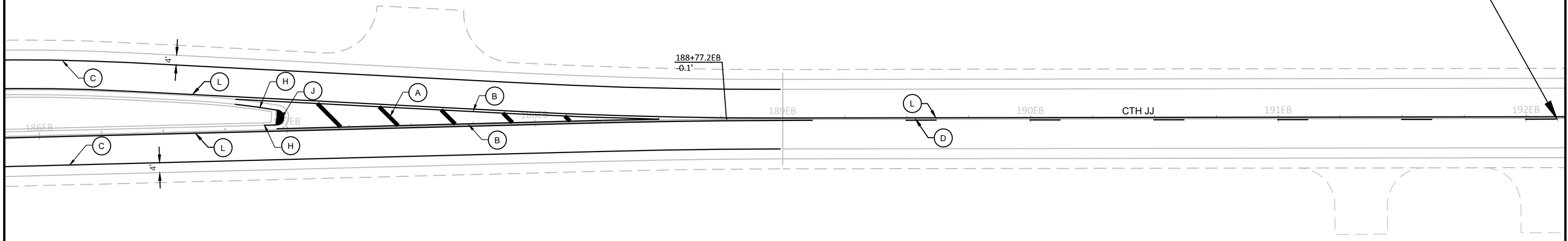


LEGEND

- (A) MARKING DIAGONAL EPOXY 12-INCH (YELLOW) 25' SPACING
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (WHITE)
- (D) MARKING LINE EPOXY 4-INCH (YELLOW) 12.5' LINE 37.5' GAP
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (E2) MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)
- (F) MARKING ARROW EPOXY (WHITE)
- (G) MARKING WORD GROOVED EPOXY (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (J) MARKING ISLAND NOSE EPOXY (YELLOW)
- (K) MARKING LINE GROOVED EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (L) MARKING LINE EPOXY 4-INCH (YELLOW)

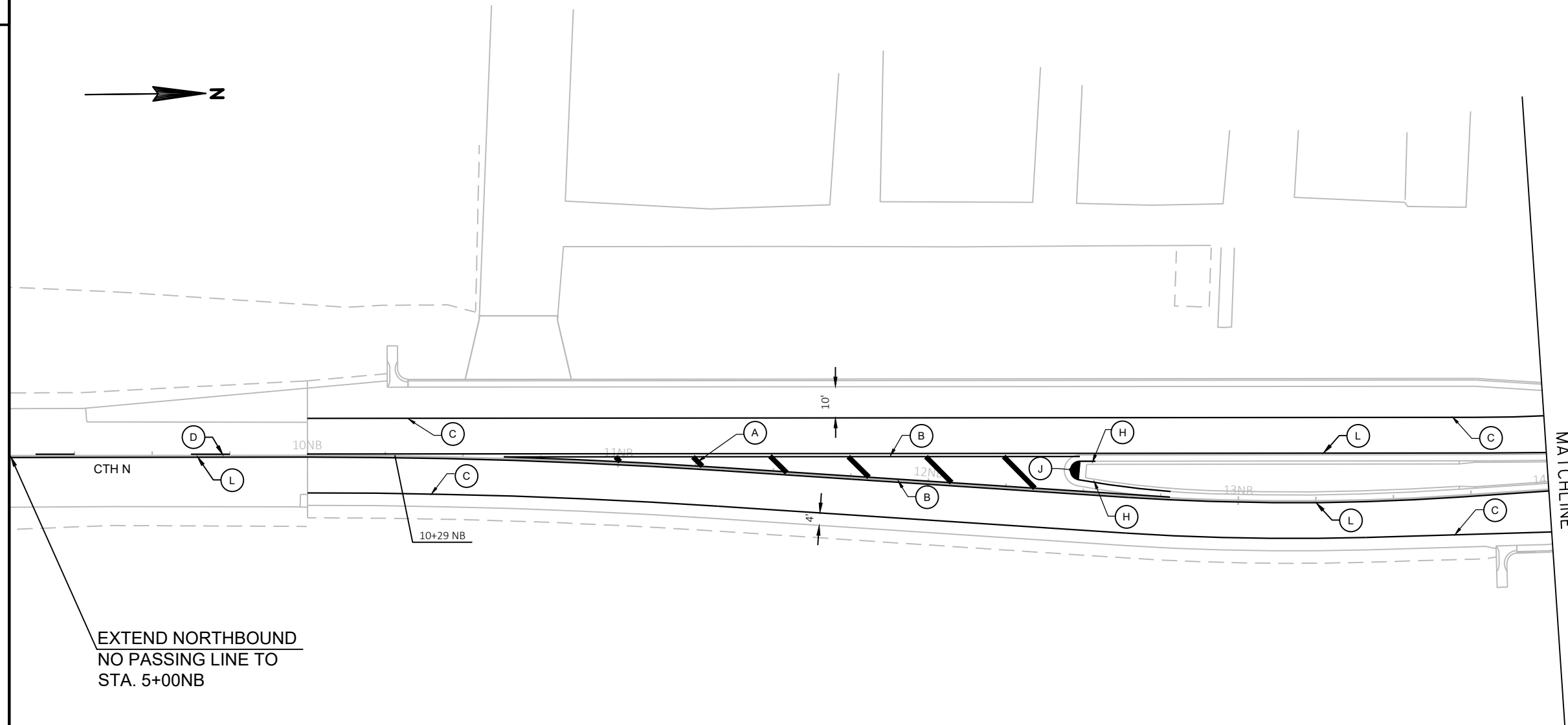


EXTEND WESTBOUND
NO PASSING LINE TO
STA. 194+00



LEGEND

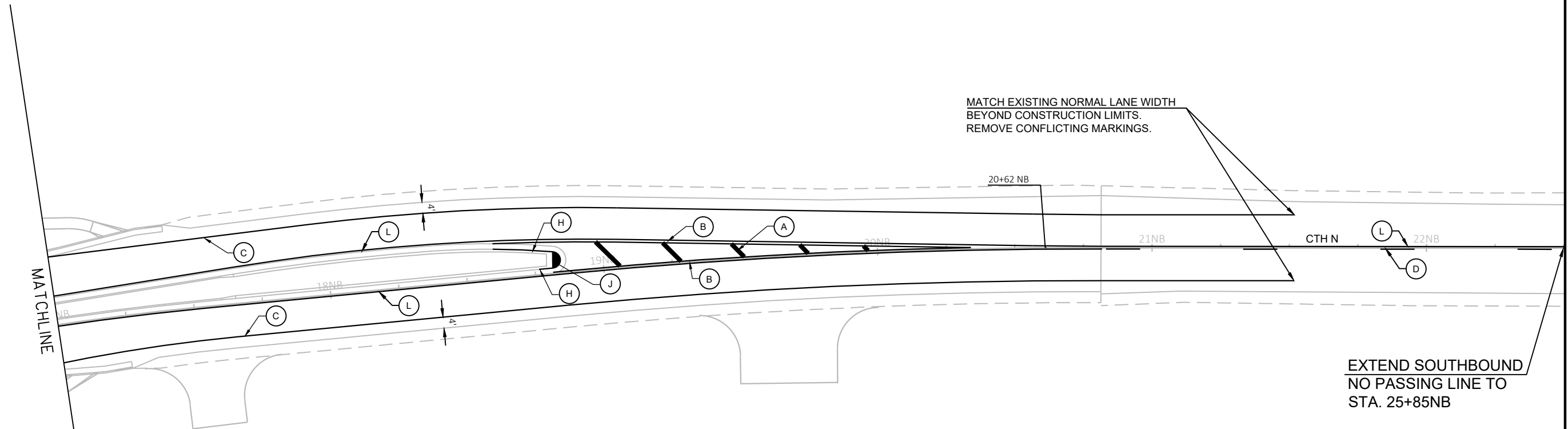
- (A) MARKING DIAGONAL EPOXY 12-INCH (YELLOW) 25' SPACING
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (WHITE)
- (D) MARKING LINE EPOXY 4-INCH (YELLOW) 12.5' LINE 37.5' GAP
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (E2) MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)
- (F) MARKING ARROW EPOXY (WHITE)
- (G) MARKING WORD GROOVED EPOXY (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (J) MARKING ISLAND NOSE EPOXY (YELLOW)
- (K) MARKING LINE GROOVED EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (L) MARKING LINE EPOXY 4-INCH (YELLOW)



EXTEND NORTHBOUND
NO PASSING LINE TO
STA. 5+00NB

LEGEND

- (A) MARKING DIAGONAL EPOXY 12-INCH (YELLOW) 25' SPACING
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (WHITE)
- (D) MARKING LINE EPOXY 4-INCH (YELLOW) 12.5' LINE 37.5' GAP
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (E2) MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)
- (F) MARKING ARROW EPOXY (WHITE)
- (G) MARKING WORD GROOVED EPOXY (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (J) MARKING ISLAND NOSE EPOXY (YELLOW)
- (K) MARKING LINE GROOVED EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (L) MARKING LINE EPOXY 4-INCH (YELLOW)

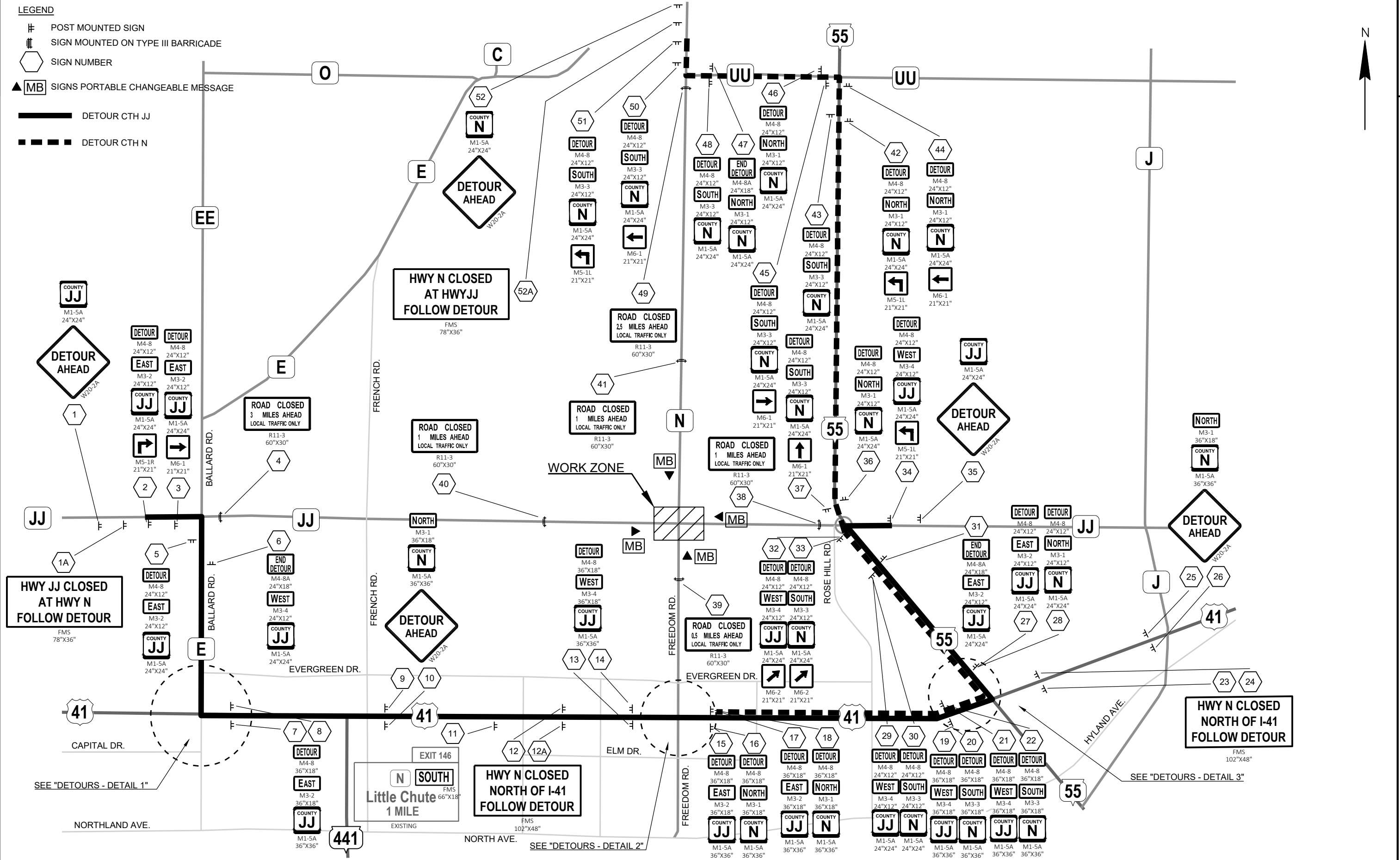


LEGEND

- (A) MARKING DIAGONAL EPOXY 12-INCH (YELLOW) 25' SPACING
- (B) MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
- (C) MARKING LINE EPOXY 4-INCH (WHITE)
- (D) MARKING LINE EPOXY 4-INCH (YELLOW) 12.5' LINE 37.5' GAP
- (E) MARKING LINE EPOXY 8-INCH (WHITE)
- (E2) MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE)
- (F) MARKING ARROW EPOXY (WHITE)
- (G) MARKING WORD GROOVED EPOXY (WHITE)
- (H) MARKING CURB EPOXY (YELLOW)
- (I) MARKING CROSSWALK GROOVED EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- (J) MARKING ISLAND NOSE EPOXY (YELLOW)
- (K) MARKING LINE GROOVED EPOXY 18-INCH (WHITE) 2' LINE 2' GAP
- (L) MARKING LINE EPOXY 4-INCH (YELLOW)

- LEGEND**
- # POST MOUNTED SIGN
 - ⚡ SIGN MOUNTED ON TYPE III BARRICADE
 - ⬠ SIGN NUMBER
 - ▲ [MB] SIGNS PORTABLE CHANGEABLE MESSAGE

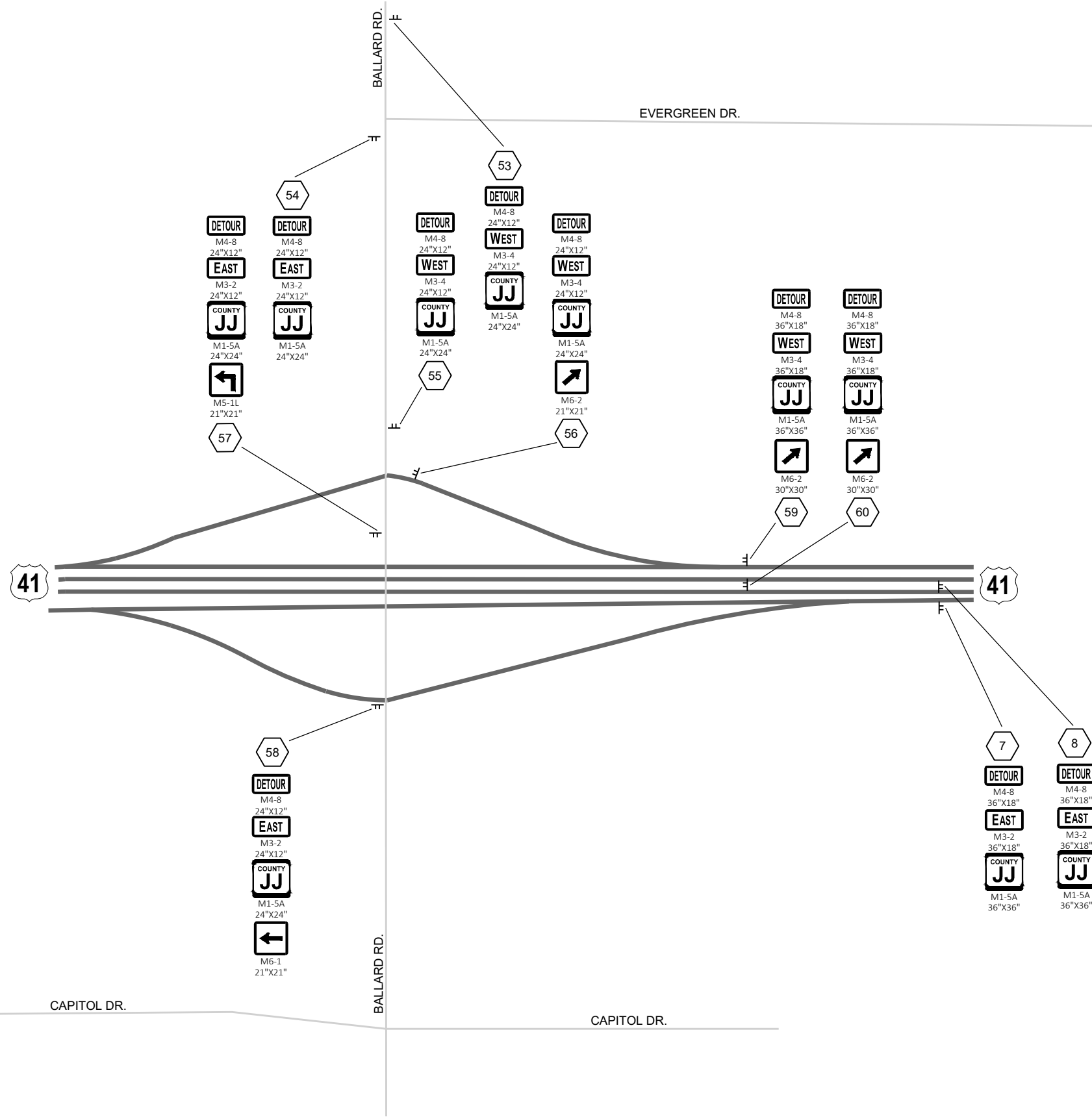
- DETOUR CTH JJ
- - - DETOUR CTH N



PROJECT NO: 6018-04-70	HWY: CTH JJ	COUNTY: OUTAGAMIE	DETOURS
SHEET			E

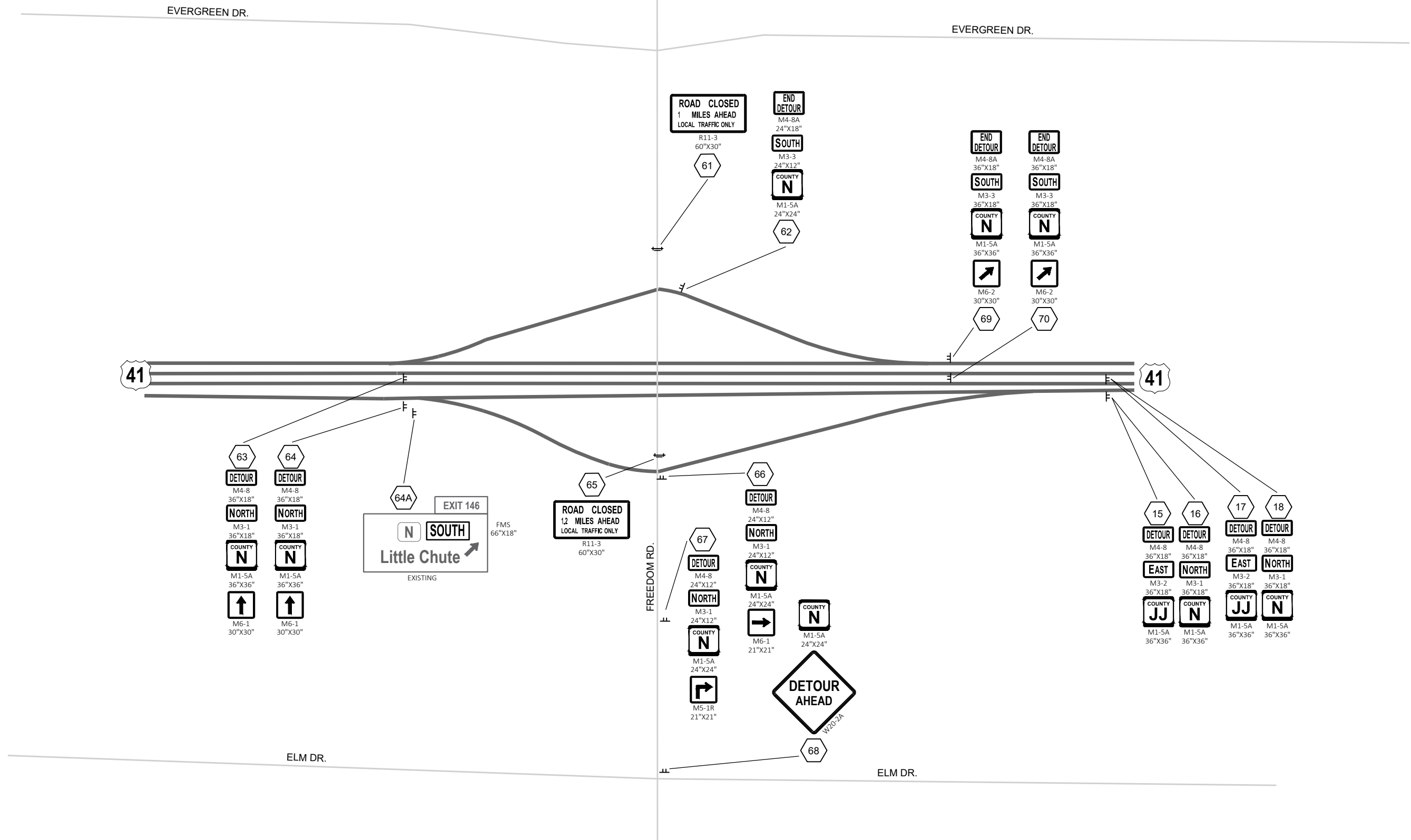
LEGEND

- F POST MOUNTED SIGN
- ↓ SIGN MOUNTED ON TYPE III BARRICADE
- ⬡ SIGN NUMBER



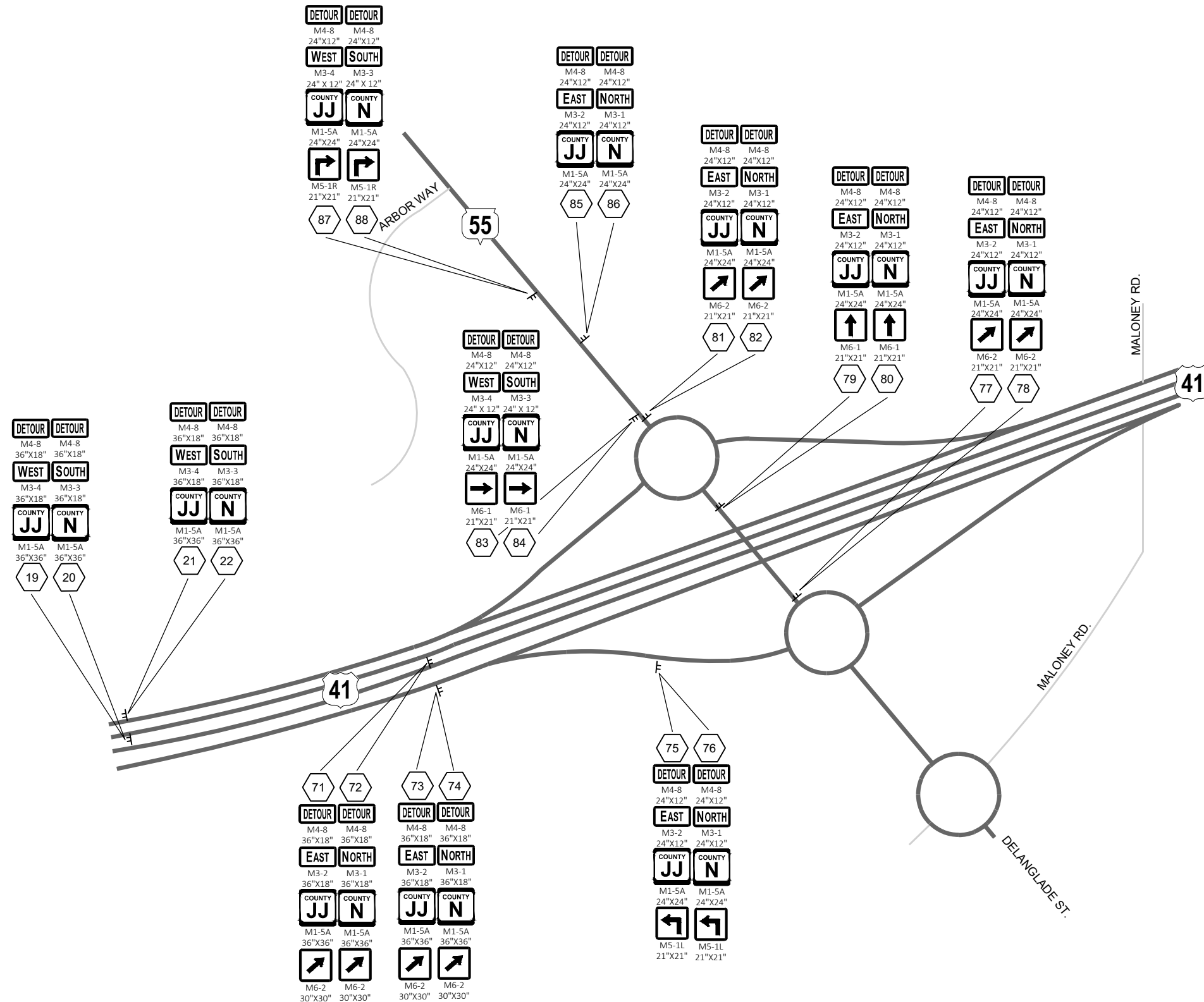
LEGEND

- ⊥ POST MOUNTED SIGN
- ↓ SIGN MOUNTED ON TYPE III BARRICADE
- ⬡ SIGN NUMBER



LEGEND

- ⊥ POST MOUNTED SIGN
- ↓ SIGN MOUNTED ON TYPE III BARRICADE
- ⬡ SIGN NUMBER



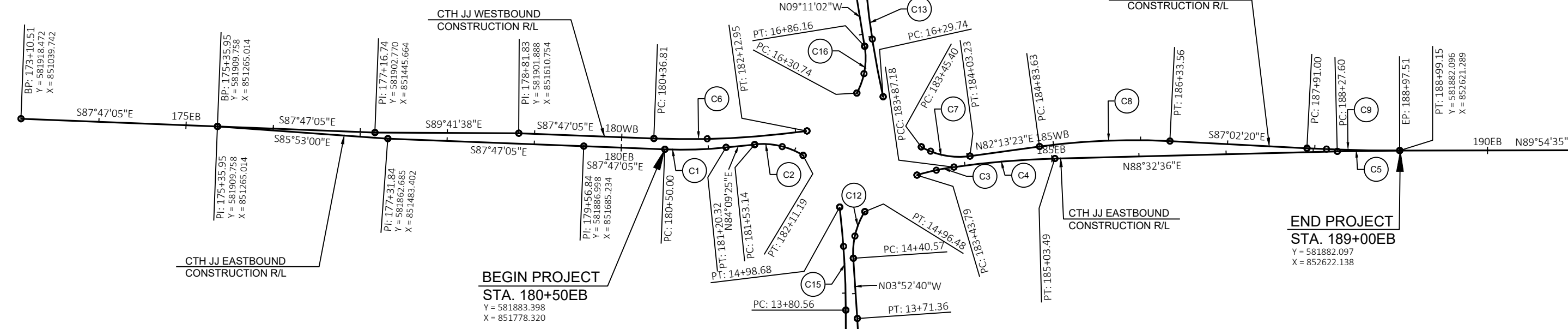


CTH JJ EASTBOUND CONSTRUCTION R/L

CTH JJ WESTBOUND CONSTRUCTION R/L

C1	C2	C3	C4	C5
PI STA = 180+85.22 Y = 581882.036 X = 851813.512 DELTA = 8°03'30" D = 11°27'33" T = 35.22' L = 70.32' R = 500.00' PC STA = 180+50.00 Y = 581883.398 X = 851778.320 PT STA = 181+20.32 Y = 581885.622 X = 851848.548 BK = S87°47'05"E AH = N84°09'25"E	PI STA = 181+83.21 Y = 581892.024 X = 851911.114 DELTA = 36°57'22" D = 63°39'43" T = 30.08' L = 58.05' R = 90.00' PC STA = 181+53.14 Y = 581888.963 X = 851881.195 PT STA = 182+11.19 Y = 581876.484 X = 851936.863 BK = N84°09'25"E AH = S58°53'13"E	PI STA = 183+65.52 Y = 581860.117 X = 852088.388 DELTA = 8°17'13" D = 19°05'55" T = 21.73' L = 43.39' R = 300.00' PC STA = 183+43.79 Y = 581853.978 X = 852067.540 PT STA = 183+87.18 Y = 581863.187 X = 852109.903 BK = N73°35'33"E AH = N81°52'46"E	PI STA = 184+45.40 Y = 581871.410 X = 852167.538 DELTA = 6°39'50" D = 5°43'46" T = 58.22' L = 116.31' R = 1000.00' PC STA = 183+87.18 Y = 581863.187 X = 852109.903 PT STA = 185+03.49 Y = 581872.891 X = 852225.738 BK = N81°52'46"E AH = N88°32'36"E	PI STA = 188+63.38 Y = 581882.040 X = 852585.514 DELTA = 1°21'59" D = 1°54'35" T = 35.78' L = 71.55' R = 3000.00' PC STA = 188+27.60 Y = 581881.130 X = 852549.750 PT STA = 188+99.15 Y = 581882.096 X = 852621.289 BK = N88°32'36"E AH = N89°54'35"E

C6	C7	C8	C9
PI STA = 181+25.11 Y = 581892.485 X = 851853.853 DELTA = 10°05'32" D = 5°43'46" T = 88.30' L = 176.14' R = 1000.00' PC STA = 180+36.81 Y = 581895.898 X = 851765.620 PT STA = 182+12.95 Y = 581904.586 X = 851941.320 BK = S87°47'05"E AH = N82°07'23"E	PI STA = 183+75.36 Y = 581871.675 X = 852098.679 DELTA = 36°48'51" D = 63°39'43" T = 29.95' L = 57.83' R = 90.00' PC STA = 183+45.40 Y = 581886.213 X = 852072.492 PT STA = 184+03.23 Y = 581875.728 X = 852128.355 BK = S60°57'46"E AH = N82°13'23"E	PI STA = 185+58.82 Y = 581896.781 X = 852282.507 DELTA = 10°44'18" D = 7°09'43" T = 75.19' L = 149.93' R = 800.00' PC STA = 184+83.63 Y = 581886.607 X = 852208.012 PT STA = 186+33.56 Y = 581892.897 X = 852357.594 BK = N82°13'23"E AH = S87°02'20"E	PI STA = 188+44.27 Y = 581882.012 X = 852568.017 DELTA = 3°03'05" D = 2°51'53" T = 53.27' L = 106.52' R = 2000.00' PC STA = 187+91.00 Y = 581884.764 X = 852514.817 PT STA = 188+97.51 Y = 581882.096 X = 852621.289 BK = S87°02'20"E AH = N89°54'35"E



CTH N NORTHBOUND CONSTRUCTION R/L

CTH N SOUTHBOUND CONSTRUCTION R/L

C10	C11	C12	C13	C14
PI STA = 10+66.54 Y = 581385.374 X = 851986.239 DELTA = 3°48'41" D = 2°51'53" T = 66.54' L = 133.04' R = 2000.00' PC STA = 10+00.00 Y = 581318.830 X = 851986.296 PT STA = 11+33.04 Y = 581451.775 X = 851990.605 BK = N00°02'58"W AH = N03°45'43"E	PI STA = 13+18.10 Y = 581636.441 X = 852002.747 DELTA = 7°38'23" D = 7°09'43" T = 53.41' L = 106.67' R = 800.00' PC STA = 12+64.69 Y = 581583.141 X = 851999.242 PT STA = 13+71.36 Y = 581689.733 X = 851999.135 BK = N03°45'43"E AH = N03°52'40"W	PI STA = 14+69.46 Y = 581787.607 X = 851992.500 DELTA = 35°35'35" D = 63°39'43" T = 28.89' L = 55.91' R = 90.00' PC STA = 14+40.57 Y = 581758.783 X = 851994.454 PT STA = 14+96.48 Y = 581812.182 X = 852007.688 BK = N03°52'40"W AH = N31°42'55"E	PI STA = 16+91.77 Y = 582004.326 X = 852015.195 DELTA = 7°05'56" D = 5°43'46" T = 62.03' L = 123.90' R = 1000.00' PC STA = 16+29.74 Y = 581943.778 X = 852028.673 PT STA = 17+53.64 Y = 582066.075 X = 852009.303 BK = N12°32'58"W AH = N05°27'02"W	PI STA = 19+81.44 Y = 582292.844 X = 851987.665 DELTA = 5°29'02" D = 2°51'53" T = 95.79' L = 191.43' R = 2000.00' PC STA = 18+85.65 Y = 582197.490 X = 851996.764 PT STA = 20+77.08 Y = 582388.631 X = 851987.721 BK = N05°27'02"W AH = N00°02'00"E

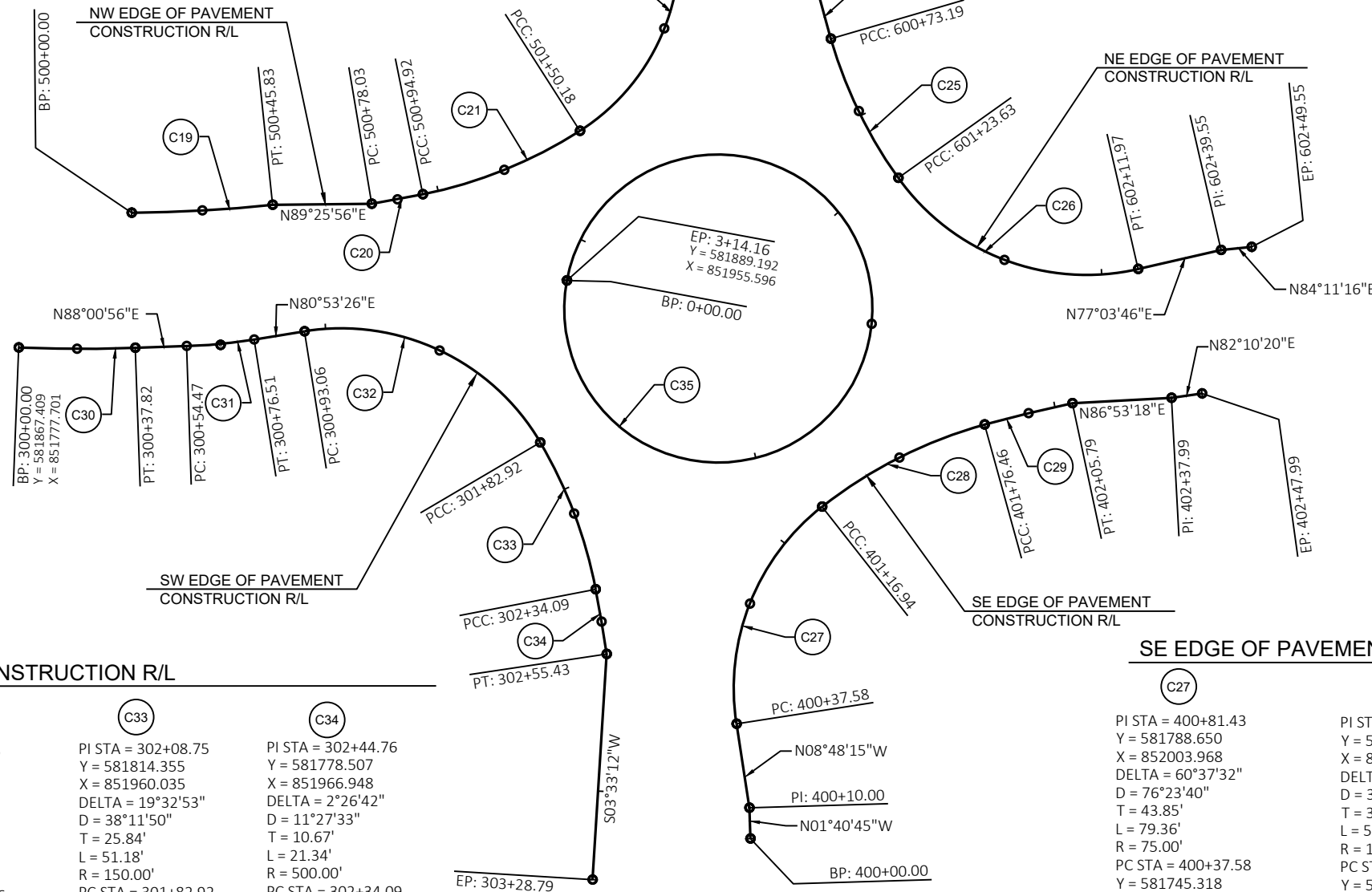
C15	C16	C17	C18
PI STA = 14+39.69 Y = 581758.521 X = 851985.917 DELTA = 6°46'04" D = 5°43'46" T = 59.13' L = 118.12' R = 1000.00' PC STA = 13+80.56 Y = 581699.393 X = 851985.968 PT STA = 14+98.68 Y = 581817.232 X = 851978.899 BK = N00°02'58"W AH = N06°49'01"W	PI STA = 16+59.47 Y = 581973.159 X = 852012.048 DELTA = 37°21'20" D = 67°24'24" T = 28.73' L = 55.42' R = 85.00' PC STA = 16+30.74 Y = 581947.829 X = 851998.482 PT STA = 16+86.16 Y = 582001.525 X = 852007.462 BK = N28°10'18"E AH = N09°11'02"W	PI STA = 18+32.36 Y = 582145.851 X = 851984.127 DELTA = 10°03'13" D = 7°09'43" T = 70.37' L = 140.37' R = 800.00' PC STA = 17+61.99 Y = 582076.385 X = 851995.358 PT STA = 19+02.36 Y = 582216.211 X = 851985.195 BK = N09°11'02"W AH = N00°52'11"E	PI STA = 20+66.69 Y = 582380.522 X = 851987.690 DELTA = 0°42'48" D = 2°51'53" T = 12.45' L = 24.90' R = 2000.00' PC STA = 20+54.25 Y = 582368.074 X = 851987.501 PT STA = 20+79.14 Y = 582392.972 X = 851987.724 BK = N00°52'11"E AH = N00°09'23"E

NW EDGE OF PAVEMENT CONSTRUCTION R/L

NE EDGE OF PAVEMENT CONSTRUCTION R/L

C19	C20	C21	C22
PI STA = 500+22.93 Y = 581911.429 X = 851837.268 DELTA = 5°17'37" D = 11°33'06" T = 22.93' L = 45.83' R = 496.00' PC STA = 500+00.00 Y = 581911.202 X = 851814.340 PT STA = 500+45.83 Y = 581913.771 X = 851860.078 BK = N89°25'57"E AH = N84°08'19"E	PI STA = 500+86.48 Y = 581915.490 X = 851900.609 DELTA = 1°56'09" D = 11°27'33" T = 8.45' L = 16.89' R = 500.00' PC STA = 500+78.03 Y = 581914.090 X = 851892.278 PT STA = 500+94.92 Y = 581917.170 X = 851908.888 BK = N80°27'43"E AH = N78°31'34"E	PI STA = 501+22.87 Y = 581922.729 X = 851936.274 DELTA = 21°06'22" D = 38°11'50" T = 27.94' L = 55.26' R = 150.00' PC STA = 500+94.92 Y = 581917.170 X = 851908.888 PT STA = 501+50.18 Y = 581937.776 X = 851959.821 BK = N78°31'34"E AH = N57°25'12"E	PI STA = 502+00.71 Y = 581964.990 X = 852002.406 DELTA = 71°39'21" D = 81°51'04" T = 50.54' L = 87.54' R = 70.00' PC STA = 501+50.18 Y = 581937.776 X = 851959.821 PT STA = 502+37.72 Y = 582013.975 X = 851989.978 BK = N57°25'12"E AH = N14°14'09"W

C23	C24	C25	C26
PI STA = 600+05.00 Y = 582034.684 X = 852029.985 DELTA = 0°57'41" D = 9°36'48" T = 5.00' L = 10.00' R = 596.00' PC STA = 600+00.00 Y = 582039.619 X = 852029.185 PT STA = 600+10.00 Y = 582029.762 X = 852030.867 BK = S09°12'15"E AH = S10°09'56"E	PI STA = 600+57.70 Y = 581982.573 X = 852036.976 DELTA = 2°57'31" D = 9°32'57" T = 15.50' L = 30.98' R = 600.00' PC STA = 600+42.21 Y = 581997.657 X = 852033.430 PT STA = 600+73.19 Y = 581967.692 X = 852041.296 BK = S13°13'40"E AH = S16°11'12"E	PI STA = 600+98.65 Y = 581943.240 X = 852048.393 DELTA = 19°16'01" D = 38°11'50" T = 25.46' L = 50.44' R = 150.00' PC STA = 600+73.19 Y = 581967.692 X = 852041.296 PT STA = 601+23.63 Y = 581922.500 X = 852063.162 BK = S16°11'12"E AH = S35°27'13"E	PI STA = 601+73.73 Y = 581881.691 X = 852092.221 DELTA = 67°29'01" D = 76°23'40" T = 50.10' L = 88.34' R = 75.00' PC STA = 601+23.63 Y = 581922.500 X = 852063.162 PT STA = 602+11.97 Y = 581892.907 X = 852141.047 BK = S35°27'13"E AH = N77°03'46"E



CENTER CIRCLE CONSTRUCTION R/L

C35
PI STA = -0+00.00 Y = 581889.192 X = 851955.596 DELTA = 360°00'00" D = 114°35'30" T = 0.00' L = 314.16' R = 50.00' PC STA = 0+00.00 Y = 581889.192 X = 851955.596 PT STA = 3+14.16 Y = 581889.192 X = 851955.596 BK = S10°27'14"W AH = S10°27'14"W

SW EDGE OF PAVEMENT CONSTRUCTION R/L

SE EDGE OF PAVEMENT CONSTRUCTION R/L

C30	C31	C32	C33	C34
PI STA = 300+18.92 Y = 581866.678 X = 851796.606 DELTA = 4°11'59" D = 11°06'14" T = 18.92' L = 37.82' R = 516.00' PC STA = 300+00.00 Y = 581867.409 X = 851777.701 PT STA = 300+37.82 Y = 581867.333 X = 851815.514 BK = S87°47'05"E AH = N88°00'56"E	PI STA = 300+65.51 Y = 581868.292 X = 851843.182 DELTA = 7°07'30" D = 32°20'04" T = 11.03' L = 22.04' R = 177.20' PC STA = 300+54.47 Y = 581867.910 X = 851832.156 PT STA = 300+76.51 Y = 581870.039 X = 851854.074 BK = N88°00'56"E AH = N80°53'26"E	PI STA = 301+44.26 Y = 581880.766 X = 851920.974 DELTA = 68°38'48" D = 76°23'40" T = 51.21' L = 89.86' R = 75.00' PC STA = 300+93.06 Y = 581872.658 X = 851870.414 PT STA = 301+82.92 Y = 581836.628 X = 851946.935 BK = N80°53'26"E AH = S30°27'46"E	PI STA = 302+08.75 Y = 581814.355 X = 851960.035 DELTA = 19°32'53" D = 38°11'50" T = 25.84' L = 51.18' R = 150.00' PC STA = 301+82.92 Y = 581836.628 X = 851946.935 PT STA = 302+34.09 Y = 581788.983 X = 851964.927 BK = N80°53'26"E AH = S10°54'53"E	PI STA = 302+44.76 Y = 581778.507 X = 851966.948 DELTA = 2°26'42" D = 11°27'33" T = 10.67' L = 21.34' R = 500.00' PC STA = 302+34.09 Y = 581788.983 X = 851964.927 PT STA = 302+55.43 Y = 581767.953 X = 851968.519 BK = S10°54'53"E AH = S08°28'11"E

C27	C28	C29
PI STA = 400+81.43 Y = 581788.650 X = 852003.968 DELTA = 60°37'32" D = 76°23'40" T = 43.85' L = 79.36' R = 75.00' PC STA = 400+37.58 Y = 581745.318 X = 852010.679 PT STA = 401+16.94 Y = 581815.754 X = 852038.436 BK = N08°48'15"W AH = N51°49'17"E	PI STA = 401+47.10 Y = 581834.395 X = 852062.143 DELTA = 22°44'09" D = 38°11'50" T = 30.16' L = 59.52' R = 150.00' PC STA = 401+16.94 Y = 581815.754 X = 852038.436 PT STA = 401+76.46 Y = 581842.425 X = 852091.212 BK = N51°49'17"E AH = N74°33'26"E	PI STA = 401+91.13 Y = 581846.331 X = 852105.351 DELTA = 3°21'38" D = 11°27'33" T = 14.67' L = 29.33' R = 500.00' PC STA = 401+76.46 Y = 581842.425 X = 852091.212 PT STA = 402+05.79 Y = 581849.401 X = 852119.694 BK = N74°33'26"E AH = N77°55'04"E

Estimate Of Quantities

6018-04-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	5.000	5.000
0004	201.0205	Grubbing	STA	5.000	5.000
0006	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0008	204.0110	Removing Asphaltic Surface	SY	164.000	164.000
0010	204.0150	Removing Curb & Gutter	LF	1,250.000	1,250.000
0012	204.0195	Removing Concrete Bases	EACH	2.000	2.000
0014	204.9060.S	Removing (item description) 01. Flashing Beacons CTH JJ & CTH N	EACH	1.000	1.000
0016	205.0100	Excavation Common	CY	8,152.000	8,152.000
0018	213.0100	Finishing Roadway (project) 01. 6018-04-70	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	780.000	780.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	8,980.000	8,980.000
0024	310.0115	Base Aggregate Open-Graded	CY	12.000	12.000
0026	311.0110	Breaker Run	TON	7,890.000	7,890.000
0028	405.0100	Coloring Concrete WisDOT Red	CY	106.000	106.000
0030	416.0160	Concrete Driveway 6-Inch	SY	30.000	30.000
0032	416.0512	Concrete Truck Apron 12-Inch	SY	319.000	319.000
0034	455.0605	Tack Coat	GAL	535.000	535.000
0036	460.2000	Incentive Density HMA Pavement	DOL	1,410.000	1,410.000
0038	460.6223	HMA Pavement 3 MT 58-28 S	TON	1,320.000	1,320.000
0040	460.6424	HMA Pavement 4 MT 58-28 H	TON	880.000	880.000
0042	465.0105	Asphaltic Surface	TON	105.000	105.000
0044	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	5.000	5.000
0046	465.0315	Asphaltic Flumes	SY	28.000	28.000
0048	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	5.000	5.000
0050	520.3318	Culvert Pipe Class III-A 18-Inch	LF	190.000	190.000
0052	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	220.000	220.000
0054	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,600.000	2,600.000
0056	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	973.000	973.000
0058	601.0582	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type T	LF	302.000	302.000
0060	601.0600	Concrete Curb Pedestrian	LF	84.000	84.000
0062	602.0405	Concrete Sidewalk 4-Inch	SF	7,510.000	7,510.000
0064	602.0415	Concrete Sidewalk 6-Inch	SF	1,450.000	1,450.000
0066	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	320.000	320.000
0068	606.0200	Riprap Medium	CY	3.000	3.000
0070	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	58.000	58.000
0072	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	15.000	15.000
0074	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	85.000	85.000
0076	611.0639	Inlet Covers Type H-S	EACH	2.000	2.000
0078	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0080	611.3004	Inlets 4-FT Diameter	EACH	2.000	2.000
0082	611.3225	Inlets 2x2.5-FT	EACH	1.000	1.000
0084	611.3230	Inlets 2x3-FT	EACH	1.000	1.000
0086	612.0106	Pipe Underdrain 6-Inch	LF	80.000	80.000
0088	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6018-04-70	EACH	1.000	1.000
0090	619.1000	Mobilization	EACH	1.000	1.000
0092	620.0300	Concrete Median Sloped Nose	SF	410.000	410.000
0094	624.0100	Water	MGAL	265.000	265.000
0096	625.0100	Topsoil	SY	11,300.000	11,300.000
0098	627.0200	Mulching	SY	5,560.000	5,560.000

Estimate Of Quantities

6018-04-70

Line	Item	Item Description	Unit	Total	Qty
0100	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0102	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0104	628.2004	Erosion Mat Class I Type B	SY	2,330.000	2,330.000
0106	628.2006	Erosion Mat Urban Class I Type A	SY	3,910.000	3,910.000
0108	628.7005	Inlet Protection Type A	EACH	4.000	4.000
0110	628.7010	Inlet Protection Type B	EACH	3.000	3.000
0112	628.7015	Inlet Protection Type C	EACH	3.000	3.000
0114	628.7020	Inlet Protection Type D	EACH	1.000	1.000
0116	628.7504	Temporary Ditch Checks	LF	90.000	90.000
0118	628.7555	Culvert Pipe Checks	EACH	6.000	6.000
0120	629.0210	Fertilizer Type B	CWT	7.000	7.000
0122	630.0120	Seeding Mixture No. 20	LB	34.000	34.000
0124	630.0140	Seeding Mixture No. 40	LB	190.000	190.000
0126	630.0200	Seeding Temporary	LB	320.000	320.000
0128	630.0500	Seed Water	MGAL	260.000	260.000
0130	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	43.000	43.000
0132	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	4.000	4.000
0134	637.2210	Signs Type II Reflective H	SF	306.040	306.040
0136	637.2230	Signs Type II Reflective F	SF	70.000	70.000
0138	638.2102	Moving Signs Type II	EACH	4.000	4.000
0140	638.2602	Removing Signs Type II	EACH	27.000	27.000
0142	638.3000	Removing Small Sign Supports	EACH	24.000	24.000
0144	638.4000	Moving Small Sign Supports	EACH	4.000	4.000
0146	642.5001	Field Office Type B	EACH	1.000	1.000
0148	643.0300	Traffic Control Drums	DAY	1,880.000	1,880.000
0150	643.0420	Traffic Control Barricades Type III	DAY	2,516.000	2,516.000
0152	643.0705	Traffic Control Warning Lights Type A	DAY	3,848.000	3,848.000
0154	643.0900	Traffic Control Signs	DAY	21,400.000	21,400.000
0156	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
0158	643.1000	Traffic Control Signs Fixed Message	SF	191.500	191.500
0160	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0162	643.5000	Traffic Control	EACH	1.000	1.000
0164	645.0111	Geotextile Type DF Schedule A	SY	76.000	76.000
0166	645.0120	Geotextile Type HR	SY	4.000	4.000
0168	645.0220	Geogrid Type SR	SY	8,719.000	8,719.000
0170	646.1020	Marking Line Epoxy 4-Inch	LF	11,700.000	11,700.000
0172	646.3020	Marking Line Epoxy 8-Inch	LF	75.000	75.000
0174	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	240.000	240.000
0176	646.5020	Marking Arrow Epoxy	EACH	1.000	1.000
0178	646.7120	Marking Diagonal Epoxy 12-Inch	LF	180.000	180.000
0180	646.8120	Marking Curb Epoxy	LF	125.000	125.000
0182	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0184	646.9000	Marking Removal Line 4-Inch	LF	4,100.000	4,100.000
0186	650.4000	Construction Staking Storm Sewer	EACH	5.000	5.000
0188	650.4500	Construction Staking Subgrade	LF	1,980.000	1,980.000
0190	650.5000	Construction Staking Base	LF	1,980.000	1,980.000
0192	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	4,179.000	4,179.000
0194	650.9000	Construction Staking Curb Ramps	EACH	16.000	16.000
0196	650.9500	Construction Staking Sidewalk (project) 01. 6018-04-70	EACH	1.000	1.000

Estimate Of Quantities

6018-04-70

Line	Item	Item Description	Unit	Total	Qty
0198	650.9911	Construction Staking Supplemental Control (project) 01. 6018-04-70	EACH	1.000	1.000
0200	650.9920	Construction Staking Slope Stakes	LF	1,483.000	1,483.000
0202	690.0150	Sawing Asphalt	LF	518.000	518.000
0204	690.0250	Sawing Concrete	LF	6.000	6.000
0206	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,000.000	2,000.000
0208	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	1,320.000	1,320.000
0210	SPV.0035	Special 01. Planting Mixture	CY	280.000	280.000
0212	SPV.0060	Special 01. Marking Word Grooved Epoxy	EACH	4.000	4.000
0214	SPV.0090	Special 01. Marking Crosswalk Grooved Epoxy Traverse Line 6-Inch	LF	280.000	280.000
0216	SPV.0090	Special 02. Marking Line Grooved Epoxy 18-Inch	LF	80.000	80.000

EARTHWORK SUMMARY

Division	From/To Station	Location	Common Excavation (Item #205.0100)	Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/-	Waste	COMMENT:
			CUT (2)				Factor 1.30			
1	180+50 to 189+00	CTH JJ (EB)	2,325	897	1,428	1,204	1,565	-137	-137	
	181+50 to 183+50	CTH JJ (WB)	115	20	95	28	36	59	59	
	10+00 to 20+81	CTH N (NB)	4,845	1,185	3,660	603	784	2,876	2,876	
	14+99 to 16+31	CTH N (SB)	281	95	186	110	143	43	43	
	0+00 to 3+00	RAB	586	460	126	1,374	1,786	-1,660	-1,660	
Division 1 Totals			8,152	2,657	5,495	3,319	4,315	1,180	1,180	

Notes:
 2) Unusable Pavement Material is included in Cut
 4) Unusable Pavement Material = Existing Asphaltic Pavement. Backfill any areas below subgrade with borrow.
 5) Available Material = Cut - Unusable Pavement Material
 13) Expanded Fill. Factor = 1.3 Expanded Fill = Unexpanded Fill * Fill Factor
 14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

3

CLEARING AND GRUBBING

REMOVING SMALL PIPE CULVERTS

REMOVING CONCRETE BASES AND FLASHING BEACONS

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS	CATEGORY	STATION	LOCATION	204.0195 REMOVING CONCRETE BASES EACH	204.9060.S.01 REMOVING FLASHING BEACONS CTH JJ & CTH N EACH
0010	16+00 NB	-	21+00 NB	CTH N	5	5										
TOTAL 0010						5	5			3					2	1

REMOVING ASPHALTIC SURFACE

REMOVING RUMBLE STRIPS

REMOVING CURB & GUTTER

CATEGORY	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	REMARKS	CATEGORY	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	465.0105 ASPHALTIC SURFACE TON	690.0150 SAWING ASPHALT LF	CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF	REMARKS	
0010	180+90	EB	CTH JJ, RT	80	C.E.	0010	171+55	CTH JJ, RT	28	8	66	0010	13+79	NB	-	15+23 NB	500	SW QUADRANT
TOTAL 0010				80		0010	175+55	CTH JJ, RT	28	8	66	0010	180+50	EB	-	182+33 EB	180	SW QUADRANT
						0010	178+00	CTH JJ, RT	28	8	66	0010	14+68	NB	-	15+12 NB	110	SOUTH LEG ISLAND
						TOTAL 0010			84	24	198	0010	180+50	EB	-	182+00 EB	170	NW QUADRANT
												0010	15+96	NB	-	17+90 NB	180	NW QUADRANT
												0010	16+47	NB	-	16+88 NB	110	NORTH LEG ISLAND
												TOTAL 0010				1,250		

*QUANTITIES SHOWN ELSEWHERE

*QUANTITIES SHOWN ELSEWHERE

BASE AGGREGATE DENSE & WATER

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4- INCH TON	311.0110 BREAKER RUN TON	624.0100 WATER MGAL	REMARKS
0010	10+00	SB -	14+99	SB	6	1,130	981	32	SOUTH LEG SB LANE
0010	10+00	NB -	14+97	NB	106	1,173	1,124	36	SOUTH LEG NB LANE
0010	16+31	SB -	20+81	SB	97	1,139	1,082	35	NORTH LEG SB LANE
0010	16+30	NB -	20+81	NB	99	926	894	29	NORTH LEG NB LANE
0010	180+50	EB -	182+11	EB	-	329	277	9	WEST LEG EB LANE
0010	180+50	WB -	182+13	WB	-	374	318	10	WEST LEG WB LANE
0010	183+44	EB -	189+00	EB	127	1,195	1,133	37	EAST LEG EB LANE
0010	183+45	WB -	189+00	WB	125	1,481	1,386	45	EAST LEG WB LANE
0010	0+00	-	3+14	RAB CC	-	885	695	24	ROUNDABOUT
0010	300+00	-	302+70	SOUTHWEST QUADRANT	-	107	-	2	SOUTHWEST QUADRANT PATH
0010	402+24	-	400+24	SOUTHEAST QUADRANT	-	68	-	1	SOUTHEAST QUADRANT PATH
0010	502+52	-	500+60	NORTHWEST QUADRANT	-	49	-	1	NORTHWEST QUADRANT PATH
0010	600+24	-	602+26	NORTHEAST QUADRANT	-	51	-	1	NORTHEAST QUADRANT PATH
0010	177+28	EB -	179+28	EB	55	23	-	1	WEST LEG SHOULDER WIDENING
0010				PRIVATE ENTRANCES	165	-	-	2	PRIVATE ENTRANCES
0010				TEMPORARY DRIVEWAY ACCESS	-	50	-	-	
TOTAL 0010					780	8,980	7,890	265	

UNDERDRAIN

CATEGORY	STATION	LOCATION	310.0115 BASE AGGREGATE OPEN-GRADED CY	612.0106 PIPE UNDERDRAIN 6- INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY	REMARKS
0010	1+15	RAB CC	3	20	19	1-1
0010	1+05	RAB CC	3	20	19	1-2
0010	16+98	NB CTH N	3	20	19	1-3
0010	17+10	NB CTH N	3	20	19	1-4
TOTAL 0010			12	80	76	

COLORING CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	REMARKS
0010	0+00	-	3+14	RAB CC	106	ROUNDABOUT
TOTAL 0010					106	

CONCRETE DRIVEWAY 6-INCH

CATEGORY	STATION	LOCATION	416.0160 CONCRETE DRIVEWAY 6- INCH SY	REMARKS
0010	180+90	EB CTH JJ, RT	30	C.E.
TOTAL 0010			30	

CONCRETE TRUCK APRON 12-INCH

CATEGORY	STATION	TO	STATION	LOCATION	416.0512 CONCRETE TRUCK APRON 12-INCH SY
0010	0+00	-	3+14	RAB CC	319
TOTAL 0010					319

HMA PAVEMENT

ASPHALTIC FLUMES

CATEGORY	STATION	TO	STATION	LOCATION	TACK COAT GAL	HMA PAVEMENT		ASPHALTIC SURFACE TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	REMARKS
						3 MT 58-28 S TON	4 MT 58-28 H TON			
0010	10+00	SB	14+99	SB	82	204	136	-	-	SOUTH LEG SB LANE
0010	10+00	NB	14+97	NB	72	178	119	-	-	SOUTH LEG NB LANE
0010	16+31	SB	20+81	SB	68	169	113	-	-	NORTH LEG SB LANE
0010	16+30	NB	20+81	NB	53	131	87	-	-	NORTH LEG NB LANE
0010	180+50	EB	182+11	EB	22	56	37	-	-	WEST LEG EB LANE
0010	180+50	WB	182+13	WB	23	58	38	-	-	WEST LEG WB LANE
0010	183+44	EB	189+00	EB	70	173	116	-	-	EAST LEG EB LANE
0010	183+45	WB	189+00	WB	78	193	129	-	-	EAST LEG WB LANE
0010	0+00	-	3+14		64	158	105	-	-	ROUNDABOUT
0010	300+00	-	302+70		-	-	-	30	-	SOUTHWEST QUADRANT PATH
0010	402+24	-	400+24		-	-	-	17	-	SOUTHEAST QUADRANT PATH
0010	502+52	-	500+60		-	-	-	11	-	NORTHWEST QUADRANT PATH
0010	600+24	-	602+26		-	-	-	12	-	NORTHEAST QUADRANT PATH
0010	177+28	EB	179+28	EB	3	-	-	11	-	W LEG SHOULDER WIDENING
0010	180+72	EB	181+05	EB	-	-	-	-	5	C.E.
TOTAL 0010					535	1,320	880	81	5	

CATEGORY	STATION	TO	STATION	LOCATION	SY
0010	10+28	NB		CTH N, LT	7
0010	13+83	NB		CTH N, RT	7
0010	184+43	EB		CTH JJ, RT	7
0010	184+62	EB		CTH JJ, LT	7
TOTAL 0010					28

*QUANTITIES SHOWN ELSEWHERE

CONCRETE CURB & GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	LF	601.0405		601.0411		601.0557		601.0582		601.0600		REMARKS
						CONCRETE CURB & GUTTER 18- INCH TYPE A	CONCRETE CURB & GUTTER 30- INCH TYPE D	CONCRETE CURB & GUTTER 6- INCH SLOPED 36- INCH TYPE D	CONCRETE CURB & GUTTER 4- INCH SLOPED 36- INCH TYPE T	CONCRETE CURB PEDESTRIAN						
0010	10+00	NB	14+97	NB	-	605	270	-	21	-	-	-	-	-	-	SOUTH LEG MEDIAN ISLAND
0010	16+30	NB	20+81	NB	-	275	258	-	21	-	-	-	-	-	-	NORTH LEG MEDIAN ISLAND
0010	180+50	EB	182+11	EB	-	327	-	-	21	-	-	-	-	-	-	WEST LEG MEDIAN ISLAND
0010	183+44	EB	189+00	EB	-	290	445	-	21	-	-	-	-	-	-	EAST LEG MEDIAN ISLAND
0010	300+00	-	302+70		-	329	-	-	-	-	-	-	-	-	-	
0010	402+24	-	400+24		-	248	-	-	-	-	-	-	-	-	-	
0010	502+52	-	500+60		-	276	-	-	-	-	-	-	-	-	-	
0010	600+24	-	602+26		-	250	-	-	-	-	-	-	-	-	-	
0010	0+00	-	3+14		220	-	-	-	302	-	-	-	-	-	-	ROUNDABOUT
TOTAL 0010					220	2,600	973	302	84							

NOTE: ALL MEDIAN CURB AND GUTTER TO BE REVERSE SLOPE. SEE PLANS FOR LOCATIONS OF REVERSE SLOPE CURB AND GUTTER.
ALL CURB AND GUTTER ABUTTING RAB CENTER CIRCLE TO BE ACCEPT. TRANSITION TO REJECT AND MAINTAIN DRAINAGE ALONG SPLITTER ISLANDS OUTSIDE OF THE RAB CIRCLE.

CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4- INCH SF	602.0415 CONCRETE SIDEWALK 6- INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	REMARKS
0010	10+00	NB -	14+97	NB CTH N	1,816	113	40	SOUTH LEG MEDIAN ISLAND
0010	16+30	NB -	20+81	NB CTH N	1,762	114	40	NORTH LEG MEDIAN ISLAND
0010	180+50	EB -	182+11	EB CTH JJ	719	104	40	WEST LEG MEDIAN ISLAND
0010	183+44	EB -	189+00	EB CTH JJ	3,213	119	40	EAST LEG MEDIAN ISLAND
0010	300+00	-	303+29	SOUTHWEST QUADRANT	-	245	40	
0010	400+00	-	402+48	SOUTHEAST QUADRANT	-	300	40	
0010	500+00	-	502+76	NORTHWEST QUADRANT	-	225	40	
0010	600+00	-	602+50	NORTHEAST QUADRANT	-	230	40	
TOTAL 0010					7,510	1,450	320	

CONCRETE MEDIAN SLOPED

CATEGORY	STATION	TO	STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
0010	12+50	NB -	14+96	NB CTH N	105	S LEG MEDIAN ISLAND
0010	16+30	NB -	18+80	NB CTH N	105	N LEG MEDIAN ISLAND
0010	180+85	EB -	182+11	EB CTH JJ, LT	95	W LEG MEDIAN ISLAND
0010	183+87	EB -	186+95	EB CTH JJ, LT	105	E LEG MEDIAN ISLAND
TOTAL 0010					410	

RIPRAP & HR FABRIC

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	REMARKS
0010	14+22	NB CTH N, RT	3	4	SOUTHEAST QUADRANT
TOTAL 0010			3	4	

STORM SEWER STRUCTURES AND COVERS

CATEGORY	STRUCTURE	STATION	OFFSET	LOCATION	520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0652 INLET COVERS TYPE T EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3225 INLETS 2X2.5-FT EACH	611.3230 INLETS 2X3-FT EACH
0010	1	14+35	NB 53.0' RT	CTH N	1	-	-	-	-	-
0010	1-1	1+15	2.0' LT	RAB CC	-	-	1	1	-	-
0010	1-2	1+05	2.0' LT	RAB CC	-	-	1	-	1	-
0010	1-3	16+98	NB 17.7' RT	CTH N	-	1	-	1	-	-
0010	1-4	17+10	NB 17.5' LT	CTH N	-	1	-	-	-	1
TOTAL 0010					1	2	2	2	1	1

* QUANTITIES SHOWN ELSEWHERE

DRIVEWAY CULVERTS

CATEGORY	STATION	LOCATION	520.1018 APRON ENDWALLS FOR CULVERT PIPE 18-INCH EACH	520.3318 CULVERT PIPE CLASS III-A 18- INCH LF	THICKNESS STEEL INCH
0010	19+95	NB CTH N, RT	2	140	0.064
0010	187+50	EB CTH JJ, LT	2	50	0.064
TOTAL 0010			4	190	

STORM SEWER PIPE

CATEGORY	STRUCTURE	TO	STRUCTURE	LOCATION	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF
0010	1	-	1-1	CTH JJ AND CTH N INTERSECTION	-	-	85
0010	1-1	-	1-2	CTH JJ AND CTH N INTERSECTION	10	-	-
0010	1-1	-	1-3	CTH JJ AND CTH N INTERSECTION	-	15	-
0010	1-3	-	1-4	CTH JJ AND CTH N INTERSECTION	48	-	-
TOTAL 0010					58	15	85

* MISCELLANEOUS QUANTITIES SHOWN ELSEWHERE

LANDSCAPING ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100	627.0200	629.0210	630.0120	630.0140	630.0200	630.0500	SPV.0035.01	REMARKS
					TOPSOIL SY	MULCHING SY	FERTILIZER TYPE B CWT	SEEDING MIXTURE NO. 20 LB	SEEDING MIXTURE NO. 40 LB	SEEDING TEMPORARY LB	SEED WATER MGAL	SPECIAL PLANTING SOIL MIXTURE CY	
0010				SOUTHWEST QUADRANT	764	42	0.5	-	14	21	17	-	SOUTHWEST QUADRANT
0010				SOUTHEAST QUADRANT	2,998	1,486	1.9	-	54	81	67	-	SOUTHEAST QUADRANT
0010				NORTHWEST QUADRANT	1,746	715	1.1	-	31	47	39	-	NORTHWEST QUADRANT
0010				NORTHEAST QUADRANT	2,296	1,206	1.4	-	41	62	52	-	NORTHEAST QUADRANT
0010	177+28 EB	179+28	EB	CTH JJ, LT	221	-	0.1	-	4	6	5	-	WEST LEG SHOULDER WIDENING
0010	15+30 NB	15+95	NB	ROUNDABOUT	-	-	0.3	-	7	11	9	280	INNER CIRCLE
0010				WASTE SITE	1,000	1,000	0.6	27	-	27	22	-	
0010				UNDISTRIBUTED	2,275	1,111	0.9	7	39	65	49	-	
TOTAL 0010					11,300	5,560	7.0	34	190	320	260	280	

MOBILIZATION

CATEGORY	LOCATION	628.1905	628.1910
		MOBILIZATIONS EROSION CONTROL EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT	5	3
TOTAL 0010		5	3

DITCH CHECKS & PIPE CHECKS

CATEGORY	STATION	LOCATION	628.7504	628.7555
			TEMPORARY DITCH CHECKS LF	CULVERT PIPE CHECKS EACH
0010	184+76 EB	CTH JJ, RT	-	3
0010	186+00 EB	CTH JJ, RT & LT	30	-
0010	189+00 EB	CTH JJ, RT & LT	30	-
0010	10+00 NB	CTH N, RT	15	-
0010	19+30 NB	CTH N, RT	-	3
0010	20+81 NB	CTH N, LT	15	-
TOTAL 0010			90	6

EROSION MAT

CATEGORY	STATION	TO	STATION	LOCATION	628.2004	628.2006	REMARKS
					EROSION MAT CLASS I TYPE B SY	EROSION MAT URBAN CLASS I TYPE A SY	
				SOUTHWEST QUADRANT	18	704	
				SOUTHEAST QUADRANT	906	606	
				NORTHWEST QUADRANT	307	724	
				NORTHEAST QUADRANT	636	454	
0010	177+28 EB	179+28	EB	CTH JJ	-	221	WEST LEG SHOULDER WIDENING
				ROUNDABOUT	-	416	INNER CIRCLE
				UNDISTRIBUTED	463	785	
TOTAL 0010					2,330	3,910	

INLET PROTECTION

CATEGORY	STATION	LOCATION	628.7005	628.7010	628.7015	628.7020
			INLET PROTECTION TYPE A EACH	INLET PROTECTION TYPE B EACH	INLET PROTECTION TYPE C EACH	INLET PROTECTION TYPE D EACH
0010	11+81	CTH N, LT	-	1	-	-
0010	12+93	CTH N, LT	-	1	-	-
0010	13+77	CTH N, LT	-	1	-	-
0010	1+05	RAB CC	1	-	1	-
0010	1+15	RAB CC	1	-	-	1
0010	16+98	CTH N, RT	1	-	1	-
0010	17+12	CTH N, LT	1	-	1	-
TOTAL 0010			4	3	3	1

TRAFFIC CONTROL

CATEGORY	LOCATION	APPROXIMATE SERVICE DAYS	NO. IN SERVICE	643.0300		* 643.0420		* 643.0705		* 643.0900		643.1050		REMARKS
				TRAFFIC CONTROL DRUMS DAY	NO. IN SERVICE	TRAFFIC CONTROL BARRICADES TYPE III DAY	NO. IN SERVICE	TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	NO. IN SERVICE	TRAFFIC CONTROL SIGNS DAY	NO. IN SERVICE	TRAFFIC CONTROL SIGNS PCMS DAY		
0010	CTH JJ & CTH N	1	20	20	-	-	-	-	12	12	-	-		FOR SPRING TREE CLEARING OPERATIONS
0010	CTH JJ	7	-	-	-	-	-	-	-	-	2	14		ADVANCED WARNING FOR CTH JJ CLOSURE
0010	CTH JJ / VANDENBROEK RD	74	-	-	2	148	4	296	5	370	-	-		SEE BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL C
0010	CTH JJ WEST LIMITS	74	-	-	5	370	6	444	1	74	-	-		SEE BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL D
0010	CTH JJ EAST LIMITS	74	-	-	5	370	6	444	1	74	-	-		SEE BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL D
0010	CTH JJ / BUCHANAN RD	74	-	-	2	148	4	296	5	370	-	-		SEE BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL C
0010	CTH N	7	-	-	-	-	-	-	-	-	2	14		ADVANCED WARNING FOR CTH N CLOSURE
0010	CTH N / HICKORY DR	74	-	-	2	148	4	296	5	370	-	-		SEE BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL C
0010	CTH N SOUTH LIMITS	74	-	-	5	370	6	444	1	74	-	-		SEE BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL D
0010	CTH N NORTH LIMITS	74	-	-	5	370	6	444	1	74	-	-		SEE BARRICADES AND SIGNS FOR MAINLINE CLOSURES DETAIL D
0010	FLAGGING FOR RUMBLE STRIP REMOVALS	1	10	10	-	-	-	-	2	2	-	-		
0010	UNDISTRIBUTED	74	25	1,850	-	-	-	-	-	-	-	-		
TOTAL 0010					1,880	1,924	2,664	1,420	28					

* QUANTITIES SHOWN ELSEWHERE

PAVEMENT MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.1020		646.3020		646.3040		646.5020		646.7120		646.8120		646.8220		646.9000		SPV.0060.01	SPV.0090.01	SPV.0090.02
					MARKING LINE EPOXY 4-INCH YELLOW LF	MARKING LINE EPOXY 4-INCH WHITE LF	MARKING LINE EPOXY 4-INCH LF	MARKING LINE EPOXY 8-INCH LF	MARKING LINE GROOVED WET REF EPOXY 8-INCH LF	MARKING ARROW EPOXY EACH	MARKING DIAGONAL EPOXY 12-INCH LF	MARKING CURB EPOXY LF	MARKING ISLAND NOSE EPOXY EACH	MARKING REMOVAL LINE 4-INCH LF	MARKING WORD GROOVED EPOXY EACH	MARKING GROOVED EPOXY LINE 6-INCH LF	MARKING GROOVED EPOXY LINE 18-INCH LF						
0010	5+00	NB	14+97	NB	CTH N	1,915	880	2,795	-	60	-	53	35	1	500	1	70	20					
0010	16+30	NB	25+85	NB	CTH N	1,655	920	2,575	-	60	-	39	35	1	800	1	70	20					
0010	170+35	EB	179+55	EB	CTH JJ	1,975	875	2,850	75	-	1	44	-	-	1900	-	-	-					
0010	179+55	EB	182+11	EB	CTH JJ	390	320	710	-	60	-	-	25	1	400	1	70	20					
0010	183+44	EB	194+00	EB	CTH JJ	1,780	990	2,770	-	60	-	44	30	1	500	1	70	20					
TOTAL 0010						11,700	75	240	1	180	125	4	4,100	4	280	80							

ERECTION & REMOVAL OF PERMANENT SIGNING TYPE II

SIGN NO.	LOCATION	STATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
01	CTH JJ	172+55	W3-1	---	---	---	---	---	---	1	1	---	
02	CTH JJ	174+50	J1-1	---	---	---	---	---	---	1	1	---	
03	CTH JJ	182+10	R1-1	---	---	---	---	---	---	1	---	---	REMOVE FROM SIGNAL POLE
04	CTH JJ	182+00	J12-1	---	---	---	---	---	---	1	1	---	
05	CTH N	15+00	R1-1	---	---	---	---	---	---	1	1	---	
06	CTH N	14+60	W12-1R	---	---	---	---	---	---	1	1	---	
07	CTH N	15+00	R1-1	---	---	---	---	---	---	1	1	---	
08	CTH N	15+00	J12-1	---	---	---	---	---	---	1	1	---	
09	CTH JJ	184+55	R1-1	---	---	---	---	---	---	1	1	---	
10	CTH JJ	185+55	J4-1	---	---	---	---	---	---	1	1	---	
11	CTH JJ	186+20	R2-1	---	---	---	---	---	---	1	1	---	
12	CTH JJ	183+00	R1-1	---	---	---	---	---	---	1	---	---	REMOVE FROM SIGNAL POLE
13	CTH JJ	183+05	J12-1	---	---	---	---	---	---	1	1	---	
14	CTH N	18+00	R2-1	---	---	---	---	---	---	1	1	---	
15	CTH N	17+10	W12-1R	---	---	---	---	---	---	1	1	---	
16	CTH N	16+60	R1-1	---	---	---	---	---	---	1	1	---	
17	CTH N	16+60	J12-1	---	---	---	---	---	---	1	1	---	
18	CTH N	16+61	J12-2	---	---	---	---	---	---	1	1	---	
19	CTH JJ	181+75	R1-1	---	---	---	---	---	---	1	1	---	
20	CTH JJ	180+55	J4-1	---	---	---	---	---	---	1	1	---	
21	CTH JJ	177+90	R2-1	---	---	---	---	---	---	1	1	---	
22	CTH JJ	191+85	W3-1	---	---	---	---	---	---	1	1	---	
23	CTH N	7+65	W3-1	---	---	---	---	---	---	1	1	---	
24	CTH N	7+65	W3-1	---	---	---	---	---	---	1	1	---	
25	CTH N	23+50	W3-1	---	---	---	---	---	---	1	1	---	
26	CTH N	23+45	W3-1	---	---	---	---	---	---	1	1	---	
27	CTH N	22+75	W14-3	---	---	---	---	---	---	1	---	---	EXISTING POST TO REMAIN
100	CTH JJ	172+55	J1-1	24" X 39"	6.50	---	1	---	---	---	---	---	
			M2-1	21" X 15"									JCT
			M1-5A	24" X 24"									COUNTY N
101	CTH JJ	174+50	W2-6	30" X 30"	---	6.25	1	---	---	---	---	---	
101A	CTH JJ	174+50	W13-1	18" X 18"	---	2.25	---	---	---	---	---	---	15 MPH
102	CTH JJ	176+00	J3-2	48" X 57"	19.00	---	---	1	---	---	---	---	
			M3-1	24" X 12"									NORTH
			M1-5A	24" X 24"									COUNTY N
			M5-1L	21" X 21"									
			M3-3	24" X 12"									SOUTH
			M1-5A	24" X 24"									COUNTY N
			M5-1R	21" X 21"									
103	CTH JJ	177+30	W3-2	36" X 36"	---	9.00	1	---	---	---	---	---	
104	CTH JJ	177+50	R2-1	24" X 30"	5.00	---	1	---	---	---	---	---	SPEED LIMIT 55
105	CTH JJ	178+75	---	---	---	---	---	1	---	---	---	1	<- FREEDOM / LITTLE CHUTE ->
106	CTH JJ	180+65	J4-1	24" X 36"	6.00	---	1	---	---	---	---	---	
			M3-4	24" X 12"									WEST
			M1-5A	24" X 24"									COUNTY JJ
107	CTH JJ	180+80	R4-7	24" X 30"	5.00	---	1	---	---	---	---	---	
108	CTH JJ	182+00	R1-2	36" X 31"	3.88	---	1	---	---	---	---	---	
108A	CTH JJ	182+00	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	
109	CTH JJ	182+00	D1-1	42" X 30"	8.75	---	1	---	---	---	---	---	WEST JJ - SEE DETAIL
PAGE SUBTOTALS					59.13	17.50	8	1	1	27	24	1	

ERECTION & REMOVAL OF PERMANENT SIGNING TYPE II CONTINUED

SIGN NO.	LOCATION		SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
110	CTH JJ	181+90	R1-2	36" X 31"	3.88	---	1	---	---	---	---	---	
110A	CTH JJ	181+90	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	
111	CTH JJ	182+45	R6-1R	36" X 12"	3.00	---	2	---	---	---	---	---	
111A	CTH JJ	182+45	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	
112	CTH N	15+30	R6-1R	36" X 12"	3.00	---	2	---	---	---	---	---	
112A	CTH N	15+30	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	
113	CTH N	15+92	R6-1R	36" X 12"	3.00	---	2	---	---	---	---	---	
113A	CTH N	15+92	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	
114	CTH JJ	183+05	R6-1R	36" X 12"	3.00	---	2	---	---	---	---	---	
114A	CTH JJ	183+05	R6-4B	60" X 24"	10.00	---	---	---	---	---	---	---	
115	CTH N	16+31	R1-2	36" X 31"	3.88	---	1	---	---	---	---	---	
115A	CTH N	16+31	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	
116	CTH N	16+42	R1-2	36" X 31"	3.88	---	1	---	---	---	---	---	
116A	CTH N	16+42	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	
117	CTH N	16+41	D1-1	42" X 30"	8.75	---	1	---	---	---	---	---	NORTH N - SEE DETAIL
118	CTH N	14+88	D1-1	42" X 30"	8.75	---	1	---	---	---	---	---	SOUTH N - SEE DETAIL
119	CTH N	14+86	R1-2	36" X 31"	3.88	---	1	---	---	---	---	---	
119A	CTH N	14+86	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	
120	CTH N	14+86	R1-2	36" X 31"	3.88	---	1	---	---	---	---	---	
120A	CTH N	14+86	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	
121	CTH JJ	183+56	D1-1	42" X 30"	8.75	---	1	---	---	---	---	---	EAST JJ - SEE DETAIL
122	CTH JJ	183+56	R1-2	36" X 31"	3.88	---	1	---	---	---	---	---	
122A	CTH JJ	183+56	R1-54	24" X 15"	2.50	---	---	---	---	---	---	---	
123	CTH JJ	183+56	R1-2	36" X 31"	3.88	---	1	---	---	---	---	---	
123A	CTH JJ	183+56	R6-2R	24" X 30"	5.00	---	---	---	---	---	---	---	
124	CTH JJ	185+00	J4-1	24" X 36"	6.00	---	1	---	---	---	---	---	
			M3-2	24" X 12"									EAST
			M1-5A	24" X 24"									COUNTY JJ
125	CTH JJ	186+90	R4-7	24" X 30"	5.00	---	1	---	---	---	---	---	
126	CTH JJ	187+00	R2-1	24" X 30"	5.00	---	1	---	---	---	---	---	SPEED LIMIT 55
127	CTH JJ	189+00	W3-2	36" X 36"	---	9.00	1	---	---	---	---	---	
128	CTH JJ	190+75	J3-2	48" X 57"	19.00	---	---	1	---	---	---	---	
			M3-3	24" X 12"									SOUTH
			M1-5A	24" X 24"									COUNTY N
			M5-1L	21" X 21"									
			M1-1	24" X 12"									NORTH
			M1-5A	24" X 24"									COUNTY N
			M5-1R	21" X 21"									
129	CTH JJ	192+50	W2-6	30" X 30"	---	6.25	1	---	---	---	---	---	
129A	CTH JJ	192+50	W13-1	18" X 18"	---	2.25	---	---	---	---	---	---	15 MPH
131	CTH JJ	187+30	---	---	---	---	---	1	---	---	---	1	FREEDOM ->/<- LITTLE CHUTE
132	CTH N	7+50	W2-6	30" X 30"	---	6.25	1	---	---	---	---	---	
132A	CTH N	7+50	W13-1	18" X 18"	---	2.25	---	---	---	---	---	---	15 MPH
133	CTH N	9+25	J3-2	48" X 57"	19.00	---	---	1	---	---	---	---	
			M3-2	24" X 12"									EAST
			M1-5A	24" X 24"									COUNTY JJ
			M5-1L	21" X 21"									
			M1-1	24" X 12"									WEST
			M1-5A	24" X 24"									COUNTY JJ
			M5-1R	21" X 21"									
PAGE SUBTOTALS					184.41	26.00	24	2	1	0	0	1	

ERECTION & REMOVAL OF PERMANENT SIGNING TYPE II CONTINUED

SIGN NO.	LOCATION		SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE H S.F.	637.2230 SIGNS TYPE II REFLECTIVE F S.F.	634.0614 POSTS WOOD 4x6x14 EACH	634.0616 POSTS WOOD 4x6x16 EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
134	CTH N	11+00	W3-2	36" X 36"	---	9.00	1	---	---	---	---	---	
135	CTH N	12+50	R4-7	24" X 30"	5.00	---	1	---	---	---	---	---	
136	CTH N	12+90	---	---	---	---	---	1	---	---	---	1	ADOPT A HIGHWAY - NESTLE
137	CTH N	13+90	J4-1	24" X 36"	6.00	---	1	---	---	---	---	---	
			M3-3	24" X 12"									SOUTH
			M1-5A	24" X 24"									COUNTY N
138	CTH N	19+00	R4-7	24" X 30"	5.00	---	1	---	---	---	---	---	
139	CTH N	17+80	J4-1	24" X 36"	6.00	---	1	---	---	---	---	---	
			M3-1	24" X 12"									NORTH
			M1-5A	24" X 24"									COUNTY N
140	CTH N	20+90	---	---	---	---	---	1	---	---	---	1	ADOPT A HIGHWAY - ROYAL ORDER
141	CTH N	21+00	W3-2	36" X 36"	---	9.00	1	---	---	---	---	---	
142	CTH N	22+75	J3-2	48" X 57"	19.00	---	---	1	---	---	---	---	
			M3-4	24" X 12"									WEST
			M1-5A	24" X 24"									COUNTY JJ
			M5-1L	21" X 21"									ARROW TO LEFT
			M3-2	24" X 12"									EAST
			M1-5A	24" X 24"									COUNTY JJ
			M5-1R	21" X 21"									ARROW TO RIGHT
143	CTH N	24+50	W2-6	30" X 30"	---	6.25	1	---	---	---	---	---	
143A	CTH N	24+50	W13-1	18" X 18"	---	2.25	---	---	---	---	---	---	15 MPH
144	CTH N	26+59	J1-1	24" X 39"	6.50	---	1	---	---	---	---	---	
			M2-1	21" X 15"									JCT
			M1-5A	24" X 24"									COUNTY JJ
145	CTH JJ	180+95	R4-7	24" X 30"	5.00	---	1	---	---	---	---	---	
146	CTH N	184+95	R4-7	24" X 30"	5.00	---	1	---	---	---	---	---	
147	CTH N	17+55	R4-7	24" X 30"	5.00	---	1	---	---	---	---	---	
PAGE SUBTOTALS					62.50	26.50	11	1	2	0	0	2	
PROJECT TOTALS					306.04	70.00	43	4	4	27	24	4	

TRAFFIC CONTROL DETOUR SIGN SUMMARY

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 74 DAYS	643.0900	643.0420	643.0705	643.1000	NO OF CYCLES	643.0920	REMARKS
						SIGNS	BARRICADES TYPE III	WARNING LIGHTS TYPE A	FIXED MESSAGE SIGNS SF		COVERING SIGNS TYPE II EACH	
1	CTH JJ, 1/2 MILE WEST OF BALLARD RD	M1-5A	24 X 24	1	74	74						JJ
	"	W 20-2A	48 X 48	1	74	74						
1A	CTH JJ, 2000 FT WEST OF BALLARD RD	FMS	78 X 36	1	74	--			19.5			SEE SIGN DETAIL
2	CTH JJ, 1/4 MILE WEST OF BALLARD RD	MO 4-8	24 X 12	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M 1-6	24 X 24	1	74	74						JJ
	"	MO 5-1R	21 X 21	1	74	74						
3	CTH JJ, 500 FT WEST OF BALLARD RD	MO 4-8	24 X 12	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M 1-6	24 X 24	1	74	74						JJ
	"	MO 6-1	21 X 21	1	74	74						
4	CTH JJ, AT BALLARD RD	R 11-3	60 X 30	1	74	74	74	148				3 MILES AHEAD
5	BALLARD RD, 500 FT SOUTH OF CTH JJ	MO4-8	24 X 12	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
6	BALLARD RD, 1/4 MILE SOUTH OF CTH JJ	M04-8A	24 X 18	1	74	74						
	"	M3-4	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
7	IH 41, 1/4 MILE EAST OF BALLARD	MO4-8	36 X 18	1	74	74						
	"	M3-2	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						JJ
8	IH 41, 1/4 MILE EAST OF BALLARD	MO4-8	36 X 18	1	74	74						
	"	M3-2	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						JJ
9	IH 41, 1/4 MILE EAST OF STH 441	M3-1	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
	"	W20-2A	48 X 48	1	74	74						
10	IH 41, 1/4 MILE EAST OF STH 441	M3-1	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
	"	W20-2A	48 X 48	1	74	74						
11	IH 41, 1 MILE WEST OF CTH N	FMS	66 X 18	--	74	--			8.25			SEE SIGN DETAIL
12	IH 41, 3/4 MILE WEST OF CTH N	FMS	102 X 48	--	74	--			34			SEE SIGN DETAIL
12A	IH 41, 3/4 MILE WEST OF CTH N	FMS	102 X 48	--	74	--			34			SEE SIGN DETAIL
13	IH 41, 1/4 MILE WEST OF CTH N	MO4-8	36 X 18	1	74	74						
	"	M3-4	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						JJ
14	IH 41, 1/4 MILE WEST OF CTH N	MO4-8	36 X 18	1	74	74						
	"	M3-4	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						JJ
15	IH 41, 1/4 MILE EAST OF CTH N	MO4-8	36 X 18	1	74	74						
	"	M3-2	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						JJ
16	IH 41, 1/4 MILE EAST OF CTH N	MO4-8	36 X 18	1	74	74						
	"	M3-1	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
17	IH 41, 1/4 MILE EAST OF CTH N	MO4-8	36 X 18	1	74	74						
	"	M3-2	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						JJ
PAGE SUBTOTALS				45		3,256	74	148	95.75		0	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL DETOUR SIGN SUMMARY CONTINUED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 74 DAYS	643.0900	643.0420	643.0705	643.1000	NO OF CYCLES	643.0920	REMARKS
						SIGNS	BARRICADES TYPE III	WARNING LIGHTS TYPE A	FIXED MESSAGE SIGNS		COVERING SIGNS TYPE II	
						74	74	74	SF			
18	IH 41, 1/4 MILE EAST OF CTH N	MO4-8	36 X 18	1	74	74						
	"	M3-1	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
19	IH 41, 1/4 MILE WEST OF STH 55	MO4-8	36 X 18	1	74	74						
	"	M3-4	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						JJ
20	IH 41, 1/4 MILE WEST OF STH 55	MO4-8	36 X 18	1	74	74						
	"	M3-3	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
21	IH 41, 1/4 MILE WEST OF STH 55	MO4-8	36 X 18	1	74	74						
	"	M3-4	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						JJ
22	IH 41, 1/4 MILE WEST OF STH 55	MO4-8	36 X 18	1	74	74						
	"	M3-3	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
23	IH 41, 3/4 MILE EAST OF STH 55	FMS	102 X 48	--	74	--			34			SEE SIGN DETAIL
24	IH 41, 3/4 MILE EAST OF STH 55	FMS	102 X 48	--	74	--			34			SEE SIGN DETAIL
25	IH 41, 1/4 MILE WEST OF CTH J	M3-1	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
	"	W20-2A	48 X 48	1	74	74						
26	IH 41, 1/4 MILE WEST OF CTH J	M3-1	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
	"	W20-2A	48 X 48	1	74	74						
27	STH 55, 500 FT NORTH OF IH 41	MO4-8	24 X 12	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
28	STH 55, 500 FT NORTH OF IH 41	MO4-8	24 X 12	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
29	STH 55, 500 FT SOUTH OF CTH JJ	MO4-8	24 X 12	1	74	74						
	"	M3-4	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
30	STH 55, 500 FT SOUTH OF CTH JJ	MO4-8	24 X 12	1	74	74						
	"	M3-3	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
31	STH 55, 1/4 MILE SOUTH OF CTH JJ	MO4-8A	24 X 18	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
32	STH 55, 500 FT SOUTH OF CTH JJ	MO4-8	24 X 12	1	74	74						
	"	M3-4	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
	"	M06-2	21 X 21	1	74	74						
33	STH 55, 500 FT SOUTH OF CTH JJ	MO4-8	24 X 12	1	74	74						
	"	M3-3	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	M06-2	21 X 21	1	74	74						
PAGE SUBTOTALS				44		3,256	0	0	68.0		0	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL DETOUR SIGN SUMMARY CONTINUED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 74 DAYS	643.0900	643.0420	643.0705	643.1000	NO OF CYCLES	643.0920	REMARKS
						SIGNS	BARRICADES TYPE III	WARNING LIGHTS TYPE A	FIXED MESSAGE SIGNS		COVERING SIGNS TYPE II	
						74	74	74	SF			
34	CTH JJ, 500 FT EAST OF STH 55	MO4-8	24 X 12	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 12	1	74	74						JJ
	"	MO5-1L	21 X 21	1	74	74						
35	CTH JJ, 1/4 MILE EAST OF STH 55	W20- 2A	48 X 48	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
36	STH 55, 500 FEET NORTH OF CTH JJ	MO4-8	24 X 12	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
37	STH 55, 500 FEET NORTH OF CTH JJ	MO4-8	24 X 12	1	74	74						
	"	M3-3	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	MO6-1	21 X 21	1	74	74						
38	CTH JJ, AT ROSE HILL RD	R11-3	60 X 30	1	74	74	74	148				1 MILE AHEAD
39	CTH N, AT HICKORY DR	R11-3	60 X 30	1	74	74	74	148				0.5 MILES AHEAD
40	CTH JJ, AT HOLLAND RD	R11-3	60 X 30	1	74	74	74	148				1 MILE AHEAD
41	CTH N, AT LAU ROAD	R11-3	60 X 30	1	74	74	74	148				1 MILE AHEAD
42	STH 55, 1/4 MILE SOUTH OF CTH UU	MO4-8	24 X 12	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	MO5-1L	21 X 21	1	74	74						
43	STH 55, 500 FT SOUTH OF CTH UU	MO4-8	24 X 12	1	74	74						
	"	M3-3	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
44	STH 55, 500 FT SOUTH OF CTH UU	MO4-8	24 X 12	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	MO6-1	21 X 21	1	74	74						
45	CTH UU, 500 FT WEST OF STH 55	MO4-8	24 X 12	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	MO5-1R	21 X 21	1	74	74						
46	CTH UU, 500 FT WEST OF STH 55	MO4-8	24 X 12	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
47	CTH UU, 500 FT EAST OF CTH N	MO4-8A	24 X 18	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
48	CTH UU, 500 FT EAST OF CTH N	MO4-8	24 X 12	1	74	74						
	"	M3-3	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
49	CTH N, AT CTH UU	R11-3	60 X 30	1	74	74	74	148				2.5 MILES AHEAD
50	CTH N, 500 FT NORTH OF CTH UU	MO4-8	24 X 12	1	74	74						
	"	M3-3	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	M6-1	21 X 21	1	74	74						
PAGE SUBTOTALS				46		3,404	370	740	0.0		0	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL DETOUR SIGN SUMMARY CONTINUED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 74 DAYS	643.0900	643.0420	643.0705	643.1000	NO OF CYCLES	643.0920	REMARKS
						SIGNS	BARRICADES TYPE III	WARNING LIGHTS TYPE A	FIXED MESSAGE SIGNS		COVERING SIGNS TYPE II	
						DAYS	DAYS	DAYS	SF	EACH		
51	CTH N, 1/4 MILE NORTH OF CTH UU	MO4-8	24 X 12	1	74	74						
	"	M3-3	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	M5-1L	21 X 21	1	74	74						
52	CTH N, 1/2 MILE NORTH OF CTH UU	M1-5A	24 X 24	1	74	74						N
	"	W20-2A	48 X 48	1	74	74						
52A	CTH N, 2000 FT NORTH OF CTH UU	FMS	78 X 36	--	74	--			19.5			SEE SIGN DETAIL
53	BALLARD RD, 500 FT NORTH OF EVERGREEN DR	M4-8	24 X 12	1	74	74						
	"	M3-4	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
54	BALLARD RD, 500 FT SOUTH OF EVERGREEN DR	M4-8	24 X 12	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
55	BALLARD RD, 250 FT NORTH OF IH 41 SOUTHBOUND OFF RAMP	M4-8	24 X 12	1	74	74						
	"	M3-4	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
56	IH 41 SOUTHBOUND OFF RAMP, 500 FT EAST OF BALLARD RD	MO4-8	24 X 12	1	74	74						
	"	M3-4	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
	"	MO6-2	21 X 21	1	74	74						
57	BALLARD RD, 1000 FT NORTH OF IH 41 NORTHBOUND ON RAMP	MO4-8	24 X 12	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M1-24	24 X 24	1	74	74						JJ
	"	MO5-1L	21 X 21	1	74	74						
58	BALLARD RD, AT IH 41 NORTHBOUND ON RAMP	MO4-8	24 X 12	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M1-24	24 X 24	1	74	74						JJ
	"	MO6-1	21 X 21	1	74	74						
59	IH 41 AT SOUTHBOUND OFF RAMP TO BALLARD RD	MO4-8	36 X 18	1	74	74						
	"	M3-4	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						JJ
	"	MO6-2	30 X 30	1	74	74						
60	IH 41 AT SOUTHBOUND OFF RAMP TO BALLARD RD	MO4-8	36 X 18	1	74	74						
	"	M3-4	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						JJ
	"	MO6-2	30 X 30	1	74	74						
61	CTH N, JUST NORTH OF SOUTHBOUND OFF RAMP	R11-3	60 X 30	1	74	74	74	148				1 MILE AHEAD
62	IH 41 SOUTHBOUND OFF RAMP, 500 FT EAST OF CTH N	MO4-8A	24 X 18	1	74	74						
	"	M3-3	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
63	IH 41, AT NORTHBOUND OFF RAMP TO CTH N	MO4-8	36 X 18	1	74	74						
	"	M3-1	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
	"	MO6-1	30 X 30	1	74	74						
64	IH 41, AT NORTHBOUND OFF RAMP TO CTH N	MO4-8	36 X 18	1	74	74						
	"	M3-1	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
	"	MO6-1	30 X 30	1	74	74						
64A	IH 41, AT NORTHBOUND OFF RAMP TO CTH N	FMS	66 X 18	--	74	--			8.25			SEE SIGN DETAIL
PAGE SUBTOTALS				47		3,478	74	148	27.75		0	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL DETOUR SIGN SUMMARY CONTINUED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 74 DAYS	643.0900	643.0420	643.0705	643.1000	NO OF CYCLES	643.0920	REMARKS
						SIGNS	BARRICADES TYPE III	WARNING LIGHTS TYPE A	FIXED MESSAGE SIGNS		COVERING SIGNS TYPE II	
						74	74	148	SF			
65	CTH N, AT NORTHBOUND ON RAMP TO IH 41	R11-3	60 X 30	1	74	74	74	148				1.2 MILES AHEAD
66	CTH N, 250 FT SOUTH OF NORTHBOUND ON RAMP TO IH 41	MO4-8	36 X 18	1	74	74						
	"	M3-1	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
	"	MO6-1	30 X 30	1	74	74						
67	CTH N, 1000 FT SOUTH OF NORTHBOUND ON RAMP TO IH 41	MO4-8	36 X 18	1	74	74						
	"	M3-1	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
	"	MO5-1R	30 X 30	1	74	74						
68	CTH N, 1500 FT SOUTH OF NORTHBOUND ON RAMP TO IH 41	M1-5A	24 X 24	1	74	74						N
	"	W20-2A	48 X 48	1	74	74						
69	IH 41, AT SOUTHBOUND OFF RAMP TO CTH N	MO4-8A	36 X 18	1	74	74						
	"	M3-3	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
	"	MO6-2	30 X 30	1	74	74						
70	IH 41, AT SOUTHBOUND OFF RAMP TO CTH N	MO4-8A	36 X 18	1	74	74						
	"	M3-3	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
	"	MO6-2	30 X 30	1	74	74						
71	IH 41, AT NORTHBOUND OFF RAMP TO STH 55	MO4-8	36 X 18	1	74	74						
	"	M3-2	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						JJ
	"	MO6-2	30 X 30	1	74	74						
72	IH 41, AT NORTHBOUND OFF RAMP TO STH 55	MO4-8	36 X 18	1	74	74						
	"	M3-1	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
	"	MO6-2	30 X 30	1	74	74						
73	IH 41, AT NORTHBOUND OFF RAMP TO STH 55	MO4-8	36 X 18	1	74	74						
	"	M3-2	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						JJ
	"	MO6-2	30 X 30	1	74	74						
74	IH 41, AT NORTHBOUND OFF RAMP TO STH 55	MO4-8	36 X 18	1	74	74						
	"	M3-1	36 X 18	1	74	74						
	"	M1-5A	36 X 36	1	74	74						N
	"	MO6-2	30 X 30	1	74	74						
75	IH 41 NORTHBOUND OFF RAMP TO STH 55, 1000 FT WEST OF STH 55	MO4-8	24 X 12	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
	"	MO5-1L	21 X 21	1	74	74						
76	IH 41 NORTHBOUND OFF RAMP TO STH 55, 1000 FT WEST OF STH 55	MO4-8	24 X 12	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	M5-1L	21 X 21	1	74	74						
77	STH 55, AT ROUNDABOUT EXIT TO STH 55 NORTHBOUND	MO4-8	24 X 12	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
	"	MO6-1	21 X 21	1	74	74						

PAGE SUBTOTALS

47

3,478

74

148

0.0

0

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL DETOUR SIGN SUMMARY CONTINUED

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 74 DAYS	643.0900	643.0420	643.0705	643.1000	NO OF CYCLES	643.0920	REMARKS
						SIGNS	BARRICADES TYPE III	WARNING LIGHTS TYPE A	FIXED MESSAGE SIGNS SF		COVERING SIGNS TYPE II	
						DAYS	DAYS	DAYS		EACH		
78	STH 55, AT ROUNDABOUT EXIT TO STH 55 NORTHBOUND	MO4-8	24 X 12	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	MO6-1	21 X 21	1	74	74						
79	STH 55, 500 FT SOUTH OF IH 41 SOUTHBOUND OFF RAMP	MO4-8	24 X 12	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
	"	MO6-1	21 X 21	1	74	74						
80	STH 55, 500 FT SOUTH OF IH 41 SOUTHBOUND OFF RAMP	MO4-8	24 X 12	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	MO6-1	21 X 21	1	74	74						
81	STH 55, AT ROUNDABOUT EXIT TO STH 55 NORTHBOUND	MO4-8	24 X 12	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
	"	MO6-1	21 X 21	1	74	74						
82	STH 55, AT ROUNDABOUT EXIT TO STH 55 NORTHBOUND	MO4-8	24 X 12	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	MO6-1	21 X 21	1	74	74						
83	STH 55, 250 FT NORTH OF RIGHT TURN ISLAND TO IH 41 SOUTHBOUND ON RAMP	MO4-8	24 X 12	1	74	74						
	"	M3-4	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
	"	MO6-1	21 X 21	1	74	74						
84	STH 55, 250 FT NORTH OF RIGHT TURN ISLAND TO IH 41 SOUTHBOUND ON RAMP	MO4-8	24 X 12	1	74	74						
	"	M3-3	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	MO6-1	21 X 21	1	74	74						
85	STH 55, 500 FT NORTH OF IH 41 SOUTHBOUND OFF RAMP	MO4-8	24 X 12	1	74	74						
	"	M3-2	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
86	STH 55, 500 FT NORTH OF IH 41 SOUTHBOUND OFF RAMP	MO4-8	24 X 12	1	74	74						
	"	M3-1	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
87	STH 55, 1000 FT NORTH OF IH 41 SOUTHBOUND OFF RAMP	MO4-8	24 X 12	1	74	74						
	"	M3-4	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						JJ
	"	MO5-1R	21 X 21	1	74	74						
88	STH 55, 1000 FT NORTH OF IH 41 SOUTHBOUND OFF RAMP	MO4-8	24 X 12	1	74	74						
	"	M3-3	24 X 12	1	74	74						
	"	M1-5A	24 X 24	1	74	74						N
	"	MO5-1R	21 X 21	1	74	74						
89	CTH JJ, WEST OF CTH CC									1	2	COVER WEST / JJ
90	CTH CC, AT CTH JJ									1	2	COVER JJ <->
PAGE SUBTOTALS				42		3,108	0	0	0.0		4	
				271		19,980	592	1,184	191.5		4	

* ADDITIONAL QUANTITIES SHOWN ELSEWHERE

GEOGRID TYPE SR

645.0220
GEOGRID TYPE
SR

CATEGORY	STATION	TO	STATION	LOCATION	SY	REMARKS	
0010	10+00	NB -	14+97	NB	CTH N	1,578	SB SOUTH LEG
0010	10+00	NB -	14+97	NB	CTH N	1,023	NB SOUTH LEG
0010	16+30	NB -	20+81	NB	CTH N	1,042	SB NORTH LEG
0010	16+30	NB -	20+81	NB	CTH N	706	NB NORTH LEG
0010	180+50	EB -	182+11	EB	CTH JJ	464	EB WEST LEG
0010	180+50	EB -	182+11	EB	CTH JJ	532	WB WEST LEG
0010	183+44	EB -	189+00	EB	CTH JJ	882	EB EAST LEG
0010	183+44	EB -	189+00	EB	CTH JJ	1,337	WB EAST LEG
0010	0+00	NB -	3+14	NB	RAB CC	1,155	ROUNDAABOUT

TOTAL 0010 8,719

SAWING PAVEMENT

*
690.0150 690.0250
SAWING SAWING
ASPHALT CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	REMARKS	
0010			10+00	NB	CTH N, RT & LT	38	-	SOUTH LEG
0010	10+55	SB -	10+80	SB	CTH N, LT	25	-	C.E.
	14+43	SB -	14+74	SB	CTH N, LT	31	-	
0010			20+79	NB	CTH N, RT & LT	33	-	NORTH LEG
0010			180+50	EB	CTH JJ, RT & LT	46	6	WEST LEG
0010	180+50	EB -	182+16	EB	CTH JJ, RT	123	-	
0010			230+20	EB	CTH JJ, RT & LT	24	-	EAST LEG

TOTAL 0010 320 6

CONSTRUCTION STAKING

650.4000 650.4500 650.5000 650.5500 650.9000 650.9500.01 650.9911.01 650.9920

CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION
STAKING STORM STAKING STAKING STAKING CURB STAKING CURB STAKING STAKING STAKING
SEWER SUBGRADE STAKING BASE GUTTER AND STAKING CURB (PROJECT) (6018- SUPPLEMENTAL CONSTRUCTION
EACH LF LF CURB & GUTTER RAMPS 04-70) CONTROL (6018- STAKING SLOPE
STAKES

CATEGORY	STATION	TO	STATION	LOCATION	EACH	LF	LF	LF	EACH	EACH	EACH	LF	REMARKS	
0010	10+00	NB -	14+97	NB	CTH N	-	497	497	1,185	4	-	-	452	SOUTH LEG
0010	16+30	NB -	20+81	NB	CTH N	-	452	452	817	4	-	-	161	NORTH LEG
0010	180+50	EB -	182+11	EB	CTH JJ	-	161	161	651	4	-	-	556	WEST LEG
0010	183+44	EB -	189+00	EB	CTH JJ	-	556	556	1,005	4	-	-	314	EAST LEG
0010	0+00		3+14		RAB CC	-	314	314	#REF!	-	-	-	-	ROUNDAABOUT
					PROJECT	5	-	-	-	-	1	1	-	

TOTAL 0010 5 1,980 1,980 #REF! 16 1 1 1,483

TRANSPORTATION PROJECT PLAT NO: 589700-21 - 4.01 AMENDMENT NO: 1 - AMENDS PARCEL 4 OF TRANSPORTATION PROJECT PLAT NO:589700-21-4.01 RECORDED AS DOCUMENT NUMBER 2208961 AND FILED IN CABINET N, PAGE 57

THAT PART OF LOT 1, VOLUME 17 OF CERTIFIED SURVEY MAPS, PAGE 3327, DOC. NO. 1294201, OUTAGAMIE COUNTY RECORDS, BEING IN AND INCLUDING PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 4; AND THAT PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 9; AND THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 10; AND THAT PART OF LOTS 1 AND 2, VOLUME 29 OF CERTIFIED SURVEY MAPS, PAGE 5159, DOC. NO. 1675958, OUTAGAMIE COUNTY RECORDS, BEING IN AND INCLUDING PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 3, ALL IN T21N-R18E, TOWN OF VANDENBROEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER - OUTAGAMIE COUNTY CTH JJ - (CTH N TO 5TH 55)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF OUTAGAMIE 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 NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE OUTAGAMIE COUNTY, PURSUANT TO THE PROVISIONS OF SECTIONS 83.07 AND 83.08, WISCONSIN STATUTES.

NOTES:

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

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.

EXISTING HIGHWAY RIGHT-OF-WAY HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

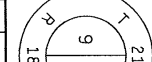
EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH JJ SHOWN HEREIN BASED ON DEDICATION SHOWN ON VOLUME 29 OF CERTIFIED SURVEY MAPS, ON PAGE 5159, DOCUMENT NO. 1675958, AND PREVIOUS PROJECT E2129A14, DATED JANUARY 2015 AND PROJECT 6560-1-21, DATED MARCH 1993, AND PROJECT 6018-03-00, DATED AUGUST 1989, AND PROJECT 100-61, DATED DECEMBER 1951.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH N SHOWN HEREIN BASED ON PREVIOUS PROJECT 100-97, DATED FEBRUARY 1957 AND OMNIBUS RIGHT-OF-WAY PLAT DATED JANUARY 22, 1996 AND PREVIOUS PROJECT 5876-CTH N & JJ.

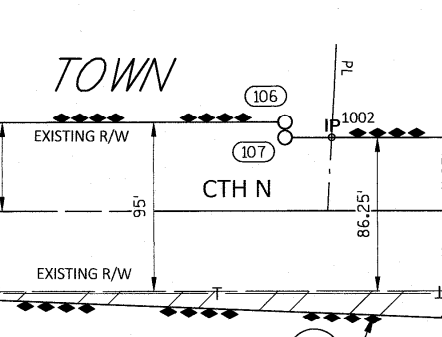
EXISTING ACCESS CONTROL ALONG CTH JJ AND CTH N HAS BEEN ESTABLISHED FROM JACKET 8320, IMAGE 16, AS DOCUMENT NO. 933501 WHERE SAID ROAD IS DESIGNATED AS A CONTROLLED ACCESS ROAD UNDER THE PROVISIONS OF SECTION 83.027 OF THE WISCONSIN STATUTES.

R/W STATION & OFFSET TABLE

POINT	STATION	OFFSET	NORTHING	EASTING
100	186+00.00	50.00'	581825.360	852323.491
124	185+03.49	50.00'	581822.907	852227.009
101	14+96.48N*	75.00'	581772.755	852071.488
102	13+50.00N*	50.00'	581772.051	852052.073
103	10+00.00N*	50.00'	581318.873	852036.296
104	9+75.00N*	46.27'	581293.870	852032.585
105	183+10.80	574.12'	581293.789	851937.585
106	182+74.30	364.17'	581506.888	851937.249
107	182+82.92	362.67'	581506.902	851945.999
108	182+36.29	94.42'	581779.174	851945.570
109	182+33.17	86.61'	581787.398	851943.823
110	182+12.27	51.63'	581825.417	851929.163
111	182+03.84	41.64'	581842.733	851911.887
112	180+00.00	35.41'	581849.942	851726.988
113	180+16.97	-47.08'	581931.720	851747.130
IP 1003	181+53.75	-37.76'	581926.928	851878.559
IP 1004	181+87.67	-109.87'	581991.448	851945.844
114	181+81.60	-172.74'	582056.168	851946.208
115	181+74.62	-220.68'	582107.215	851932.690
116	181+68.92	-505.38'	582393.204	851933.994
117	181+70.20	-524.50'	582411.578	851944.078
118	181+70.08	-534.35'	582421.462	851944.123
119	181+82.26	547.21'	582421.069	852030.372
IP 1006	181+90.74	-357.93'	582225.129	852029.500
120	182+58.09	-361.87'	582225.142	852044.497
121	183+78.59	-114.99'	581975.172	852081.917
122	184+00.00	-75.73'	581940.018	852112.870
123	186+00.00	-64.79'	581940.113	852320.573



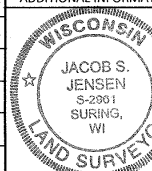
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X=851988.734



* SEE PROJECT NO. 589700-21 DESIGN PLANS FOR CTH N ALIGNMENT DATA

- 50 AT&T JACKET 18026, IMAGE 25 DOC. NO. 1187558 - PARCEL 4
- 51 WE ENERGIES - ELEC VOL. 243, PAGE 141 DOC. NO. 318683 - PARCEL 4
- JACKET 17744, IMAGE 03 DOC. NO. 1179938 - PARCEL 6
- NO RECORD EASEMENT - PARCEL 2
- 53 TIME WARNER CABLE NO RECORD EASEMENT - PARCEL 2
- 52 WE ENERGIES - GAS NO RECORD EASEMENT - PARCEL 2

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 IN CABINET N, PAGES 57-58, AS DOCUMENT NO. 2208961 FOR ADDITIONAL INFORMATION.



I, JACOB S. JENSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE COUNTY OF OUTAGAMIE, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 589700-21 - 4.01 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

JACOB S. JENSEN
REGISTRATION NUMBER: S-2961
DATE: FEBRUARY 17, 2021



THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR OUTAGAMIE COUNTY.

DATE: 2/19/2021
COUNTY HIGHWAY COMMISSIONER

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	NEW R/W ACRES	EXISTING R/W ACRES	TOTAL R/W ACRES	TLE ACRES
1	KSI PROPERTIES, LLC	FEE	0.072	0.341	0.413	-----
2	LINDA J. VOSTER	FEE & TLE	0.004	0.429	0.433	0.035
3	VANDE HEY HOLDINGS, LLC	FEE & TLE	0.016	0.547	0.563	0.070
4	GREGORY J. VAN HANDEL & JEAN A. VAN HANDEL, ET AL	FEE	0.348	0.195	0.543	-----
6	SCI ENTERPRISES II, LLC	FEE	0.317	0.195	0.512	-----
7	GORDON E. SPRANGERS	TLE	-----	-----	-----	0.068

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

BEGIN RELOCATION ORDER

PROJECT 589700-21
STA. -180+00.00 BLDG
Y=581885.330
X=851728.357
LOCATED 127.12' SOUTH AND 2303.46' EAST OF SOUTH QUARTER CORNER OF SECTION 4, T 21 N, R 18 E.

PI STA = 180+85.22
Y = 581882.036
X = 851813.512
DELTA = 8°03'30" RT.
D = 11°27'33"
T = 35.22'
L = 70.32'
R = 500.00'
PC STA = 180+50.00
PT STA = 181+20.32

FOUND PK NAIL
Y=581881.096
X=851986.660



FOUND PK NAIL
Y=580563.626
X=851988.734

FOUND PK NAIL
Y=581881.096
X=851986.660

FOUND PK NAIL
Y=581881.096
X=851986.660

FOUND PK NAIL
Y=581881.096
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X=851986.660

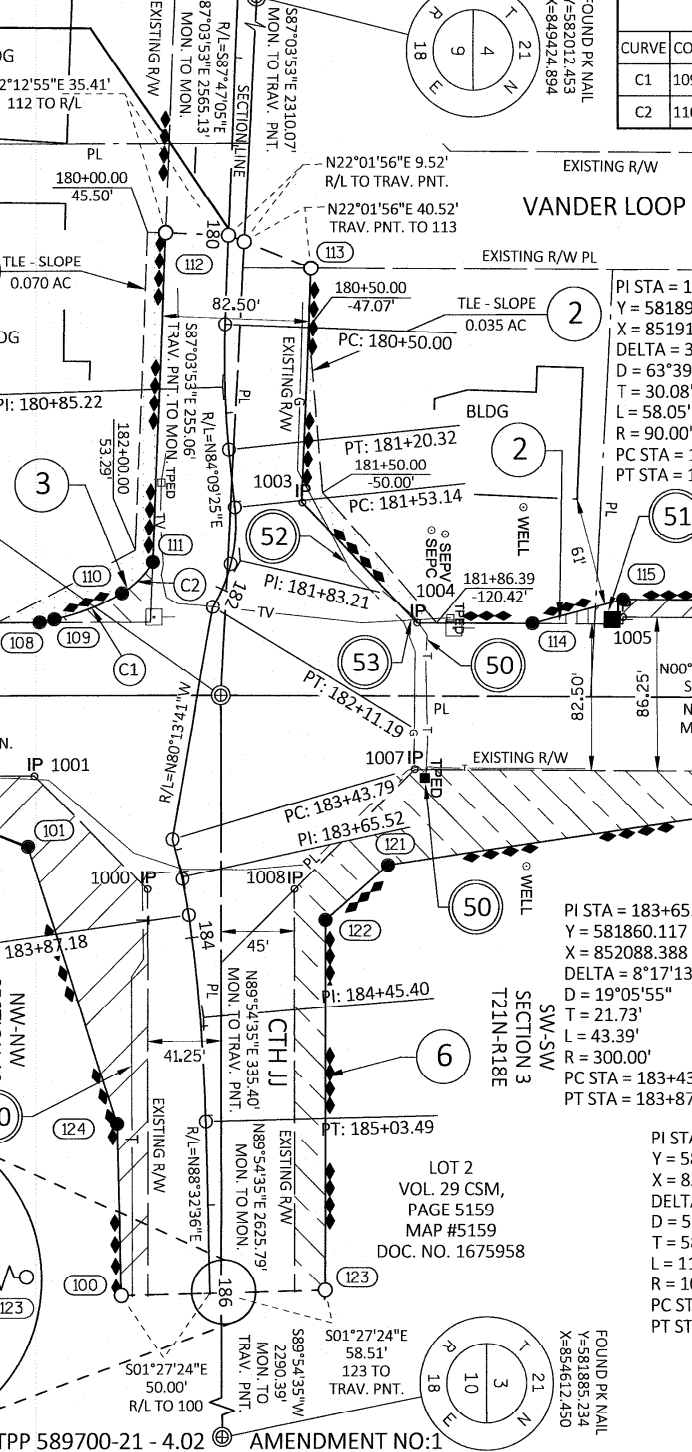
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FOUND PK NAIL
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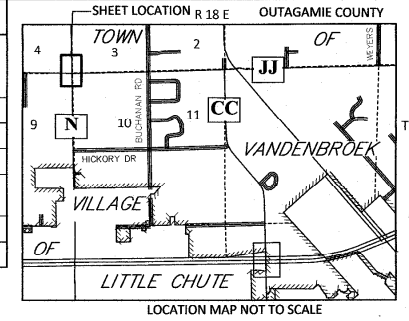
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FOUND PK NAIL
Y=581881.096
X=851986.660

FOUND PK NAIL
Y=581881.096
X=851986.660



SEE TPP 589700-21 - 4.02 AMENDMENT NO: 1



R/W CURVE TABLE

CURVE	COURSE	LENGTH	RADIUS	LONG CHORD	LONG CHORD BEARING
C1	109-110	40.92'	129.00'	40.75'	N21°05'08"W
C2	110-111	24.73'	48.00'	24.46'	N44°56'02"W

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X=849424.894

FOUND PK NAIL
Y=581885.234
X=854612.450

FOUND PK NAIL
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X=854612.450

FOUND PK NAIL
Y=581885.234
X=854612.450

FOUND PK NAIL
Y=581885.234
X=854612.450

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X=854612.450

FOUND PK NAIL
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X=854612.450

FOUND PK NAIL
Y=581885.234
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Y=581885.234
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FOUND PK NAIL
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X=854612.450

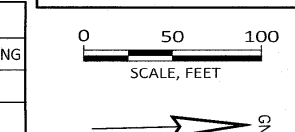
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X=854612.450

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Pages: 1 File: 925.00
Country: OUTAGAMIE COUNTY State: WI

Jacob S. Jensen
SARAH R VAN CAMP, REGISTER OF DEEDS
FOR THE STATE OF WISCONSIN
OUTAGAMIE COUNTY HIGHWAY

Cabinet N Page 88

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 589700-21 - 4.01
AMENDMENT NO: 1



SCALE, FEET

0 50 100

SCALE, FEET

SCALE, FEET

SCALE, FEET

SCALE, FEET

SCALE, FEET

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SCALE, FEET

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SCALE, FEET

TRANSPORTATION PROJECT PLAT NO: 589700-21 - 4.02 AMENDMENT NO: 1 - AMENDS PARCEL 4 OF TRANSPORTATION PROJECT PLAT NO: 589700-21-4.02 RECORDED AS DOCUMENT NUMBER 2209754 AND FILED IN CABINET N, PAGE 59

THAT PART OF LOT 2, VOLUME 29 OF CERTIFIED SURVEY MAPS, PAGE 5159, DOC. NO. 1675958, OUTAGAMIE COUNTY RECORDS, BEING IN AND INCLUDING PART OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 3, AND THAT PART OF THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 10, T21N, R18E, TOWN OF VANDENBROEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER - OUTAGAMIE COUNTY CTH JJ - (CTH N TO STH 55)

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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 83.07 AND 83.08, WISCONSIN STATUTES, THE COUNTY OF OUTAGAMIE 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 NAMED PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE COUNTY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF OUTAGAMIE COUNTY, PURSUANT TO THE PROVISIONS OF SECTION 83.07 AND 83.08, WISCONSIN STATUTES.

NOTES:

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

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.

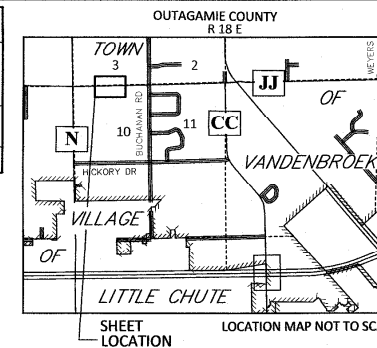
EXISTING HIGHWAY RIGHT-OF-WAY HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH JJ SHOWN HEREIN BASED ON DEDICATION SHOWN ON VOLUME 29 OF CERTIFIED SURVEY MAPS, ON PAGE 5159, DOCUMENT NO. 1675958, AND PREVIOUS PROJECT E2129A14, DATED JANUARY 2015 AND PROJECT 6560-1-21, DATED MARCH 1993, AND PROJECT 6018-03-00, DATED AUGUST 1989, AND PROJECT 100-61, DATED DECEMBER 1951.

EXISTING ACCESS CONTROL ALONG CTH JJ HAS BEEN ESTABLISHED FROM JACKET 8370, IMAGE 16, AS DOCUMENT NO. 933501 WHERE SAID ROAD IS DESIGNATED AS A CONTROLLED ACCESS ROAD UNDER THE PROVISIONS OF SECTION 83.027 OF THE WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	NEW R/W ACRES	EXISTING R/W ACRES	TOTAL R/W ACRES	TLE ACRES
4	GREGORY J. VAN HANDEL & JEAN A. VAN HANDEL, ET AL	FEE	0.215	0.925	1.140	-----
6	SCI ENTERPRISES II, LLC	FEE	0.078	0.926	1.004	-----

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



Document #: 2224665
Date: 02-23-2021 Time: 9:57 AM
Pages: 8 File: 525180
County: OUTAGAMIE COUNTY State: WI

Jacob S. Jensen
SARAH R VAN CAMP, REGISTER OF DEEDS
Return via MAIL (REGULAR)
OUTAGAMIE COUNTY HIGHWAY
Cabinet N Page 89

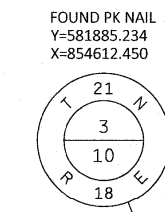
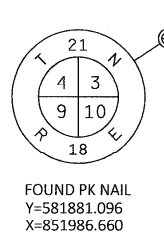
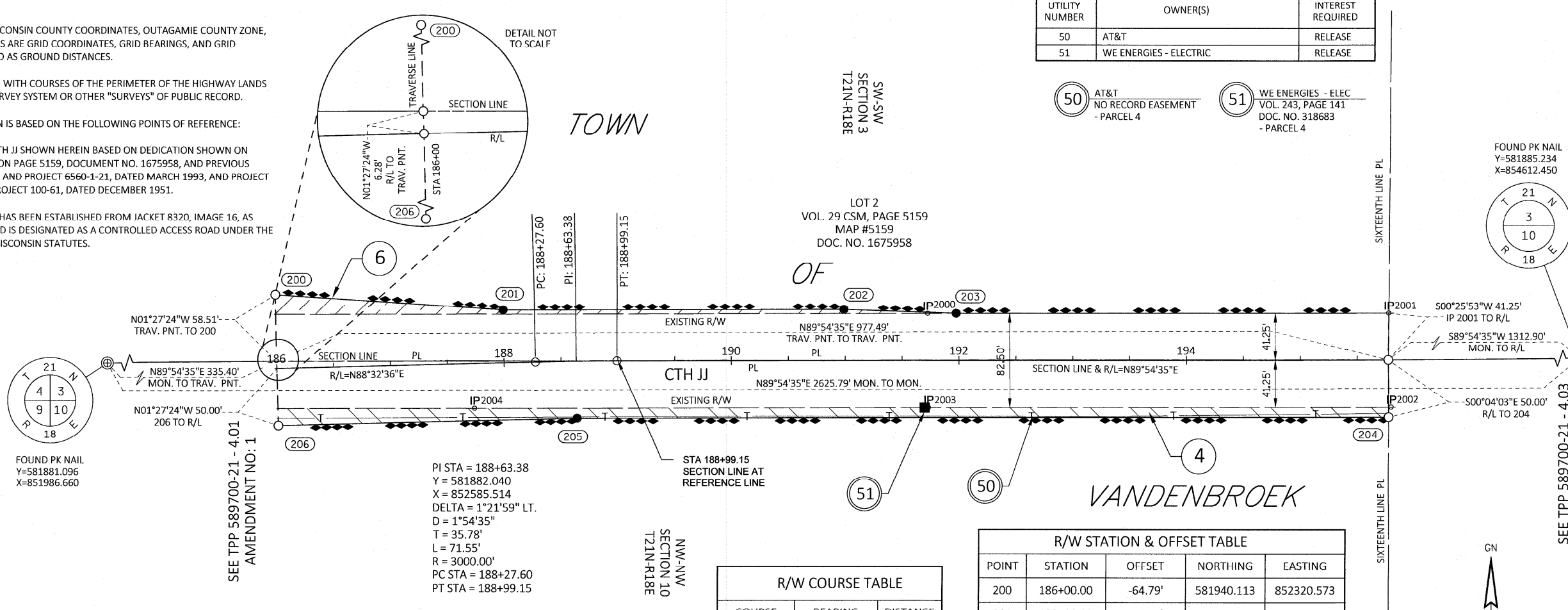
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 589700-21 - 4.02
AMENDMENT NO: 1

SCHEDULE OF UTILITIES & INTERESTS REQUIRED		
UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
50	AT&T	RELEASE
51	WE ENERGIES - ELECTRIC	RELEASE



4

4



PI STA = 188+63.38
Y = 581882.040
X = 852585.514
DELTA = 1°21'59" LT.
D = 1°54'35"
T = 35.78'
L = 71.55'
R = 3000.00'
PC STA = 188+27.60
PT STA = 188+99.15

SEE TPP 589700-21 - 4.01
AMENDMENT NO: 1

SEE TPP 589700-21 - 4.03
AMENDMENT NO: 1

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 IN CABINET N, PAGES 57-58, AS DOCUMENT NO. 2208961 FOR ADDITIONAL INFORMATION.

WISCONSIN LAND SURVEYOR

JACOB S. JENSEN
S-2961
SURING, WI

I, JACOB S. JENSEN, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE COUNTY OF OUTAGAMIE, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT 589700-21 - 4.02 AMENDMENT NO: 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

Jacob S. Jensen
JACOB S. JENSEN
REGISTRATION NUMBER: S-2961
FEBRUARY 17, 2021
DATE

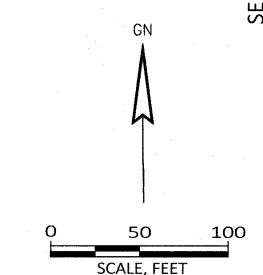
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR OUTAGAMIE COUNTY.

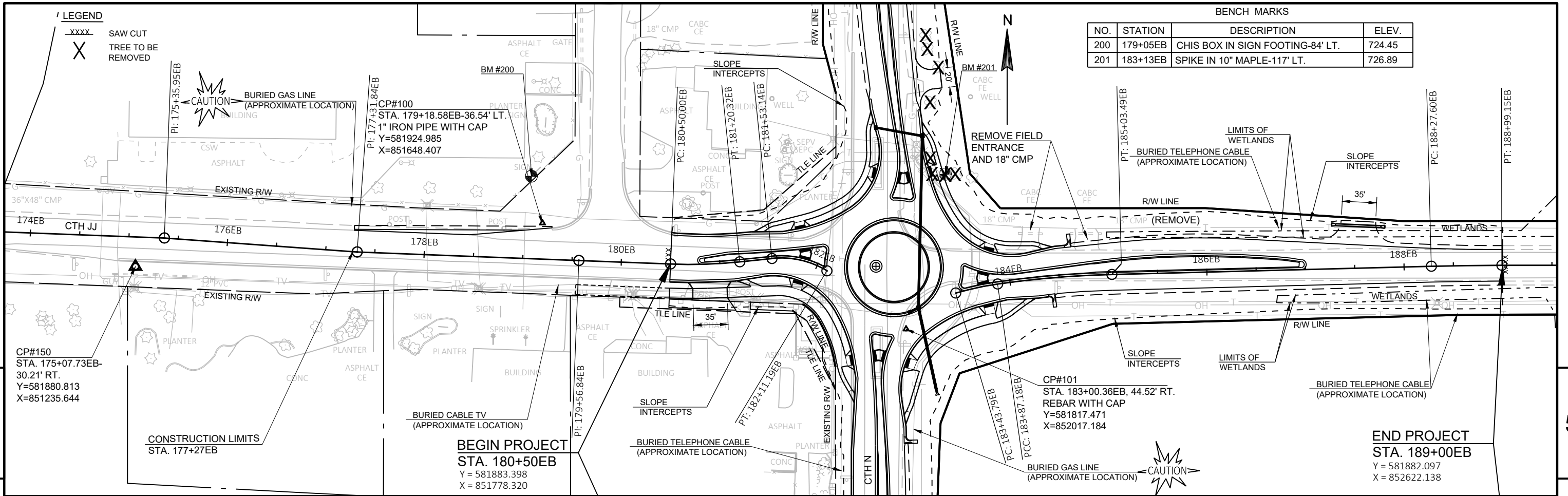
County Highway Commissioner
COUNTY HIGHWAY COMMISSIONER
2/19/2021
DATE

FOUND EXISTING MONUMENTS TABLE			
POINT	Y	X	DESCRIPTION
IP 2000	581923.784	852894.447	1" IRON PIPE
IP 2001	581924.416	853299.862	1" IRON PIPE
IP 2002	581841.917	853301.764	1" IRON PIPE
IP 2003	581841.245	852895.078	1" IRON PIPE
IP 2004	581840.610	852496.017	1" IRON PIPE

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
200-201	S86°14'19"E	200.83'
201-202	N89°54'35"E	299.82'
202-203	S87°54'46"E	98.69'
203-IP 2001	N89°54'35"E	380.44'
204-205	S89°54'35"W	713.41'
205-206	S88°32'36"W	262.79'

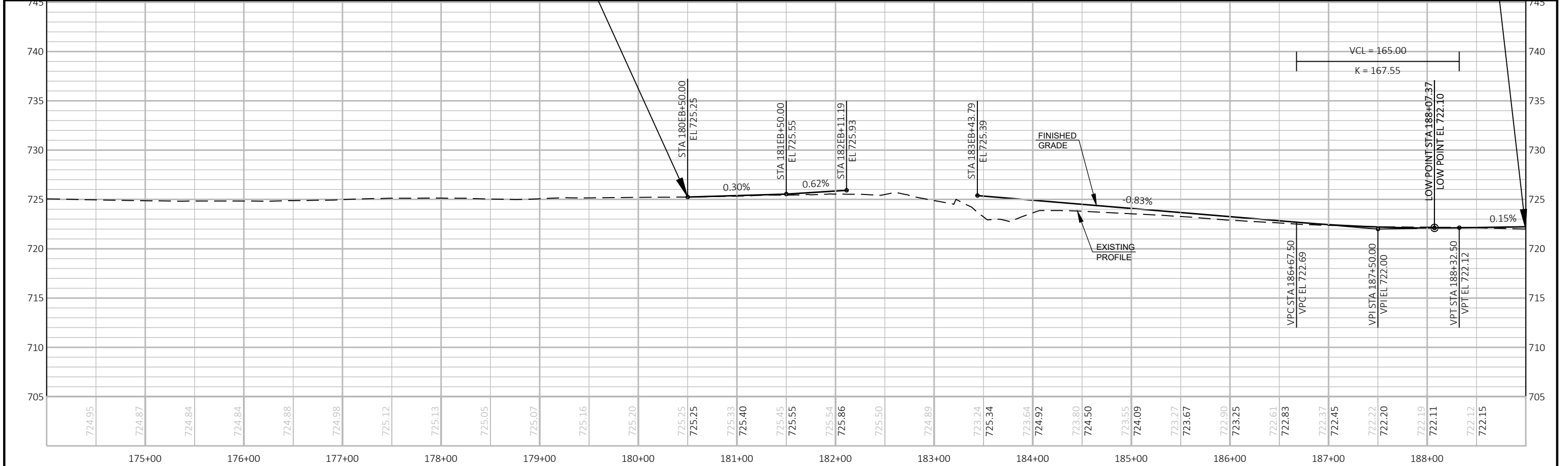
R/W STATION & OFFSET TABLE				
POINT	STATION	OFFSET	NORTHING	EASTING
200	186+00.00	-64.79'	581940.113	852320.573
201	188+00.00	-46.52'	581926.938	852520.972
202	190+98.72	-45.00'	581927.411	852820.790
203	191+97.35	-41.25'	581923.816	852919.418
IP 2001	195+77.79	-41.25'	581924.416	853299.862
204	195+77.39	50.00'	581833.165	853299.610
205	188+63.39	49.79'	581832.041	852586.196
206	186+00.00	50.00'	581825.360	852323.491



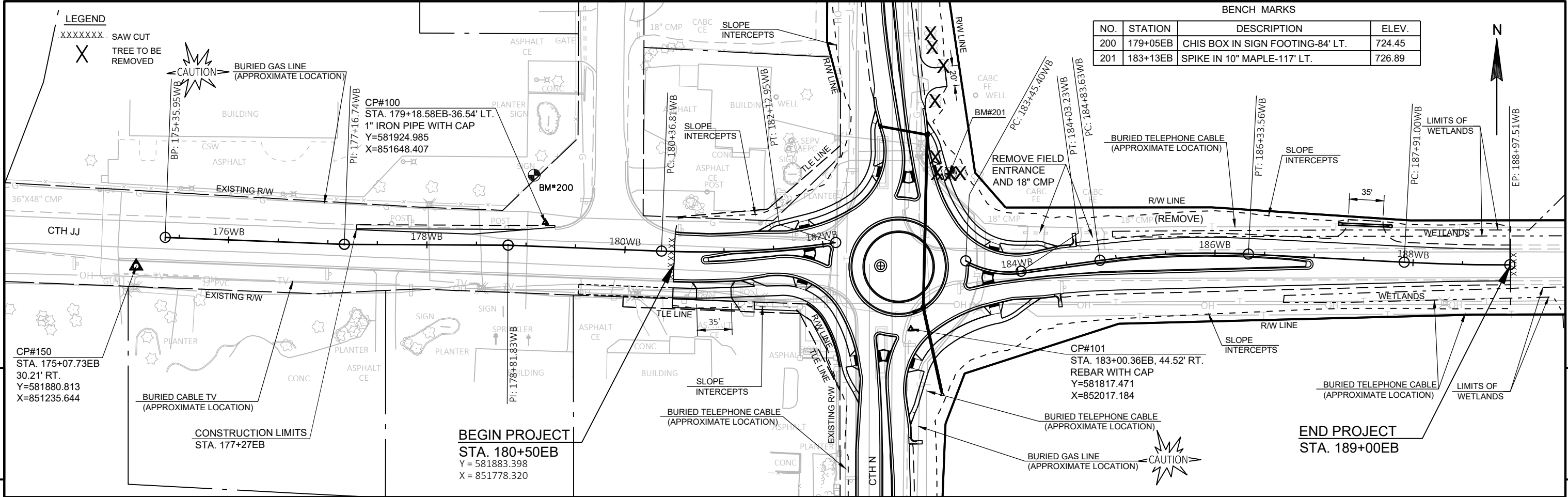


BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
200	179+05EB	CHIS BOX IN SIGN FOOTING-84' LT.	724.45
201	183+13EB	SPIKE IN 10" MAPLE-117' LT.	726.89



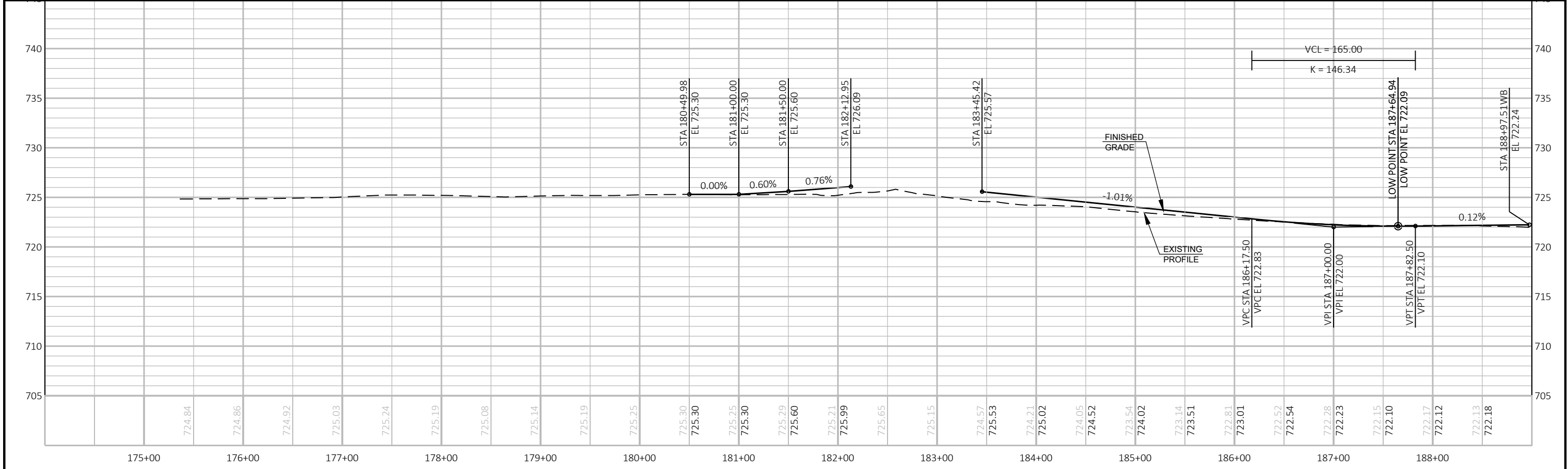
PROJECT NO: 6018-04-70	HWY: CTH JJ	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH JJ EASTBOUND	SHEET	E
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BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
200	179+05EB	CHIS BOX IN SIGN FOOTING-84' LT.	724.45
201	183+13EB	SPIKE IN 10" MAPLE-117' LT.	726.89

5

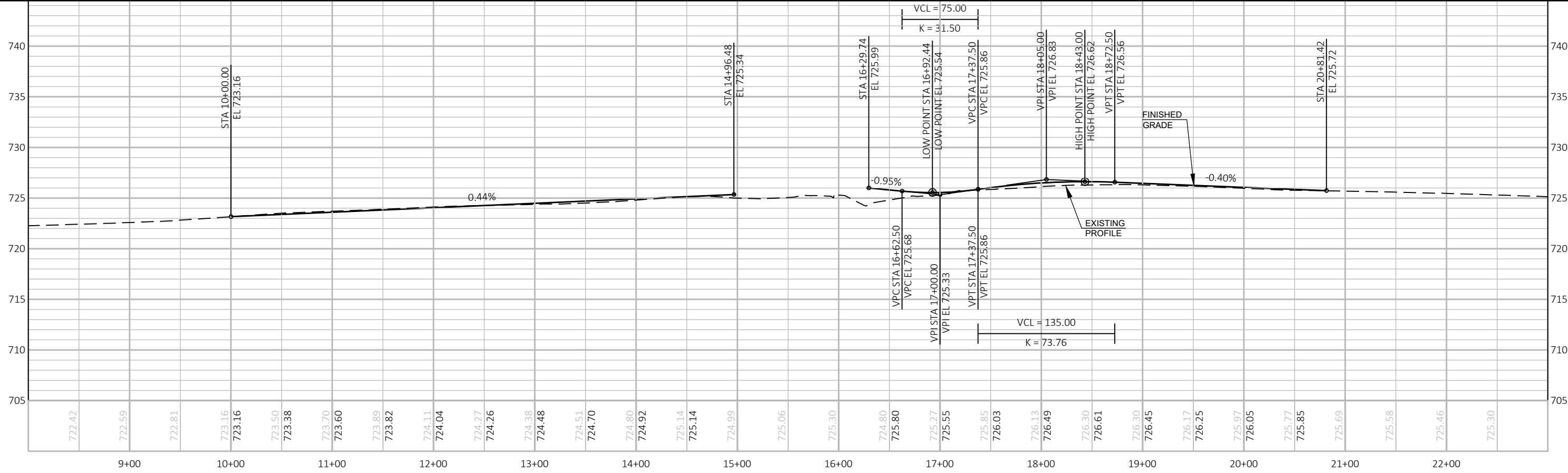
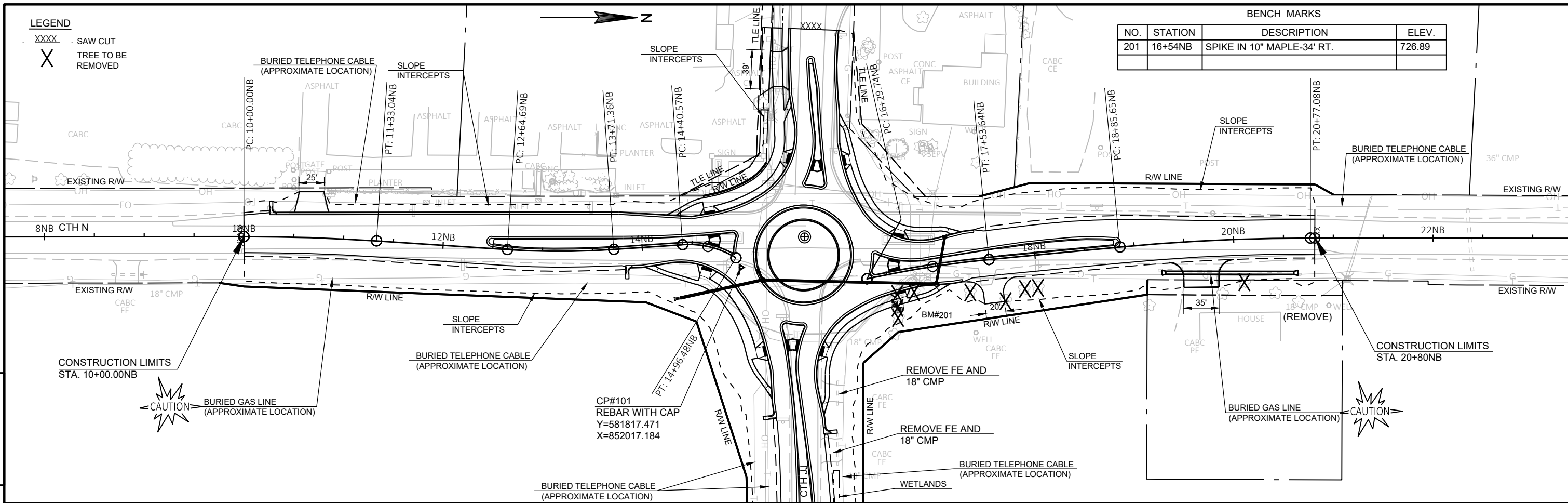
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PROJECT NO: 6018-04-70	HWY: CTH JJ	COUNTY: OUTAGAMIE	PLAN AND PROFILE: CTH JJ WESTBOUND	SHEET	E
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- LEGEND**
- XXXX SAW CUT
 - X TREE TO BE REMOVED

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
201	16+54NB	SPIKE IN 10" MAPLE-34' RT.	726.89



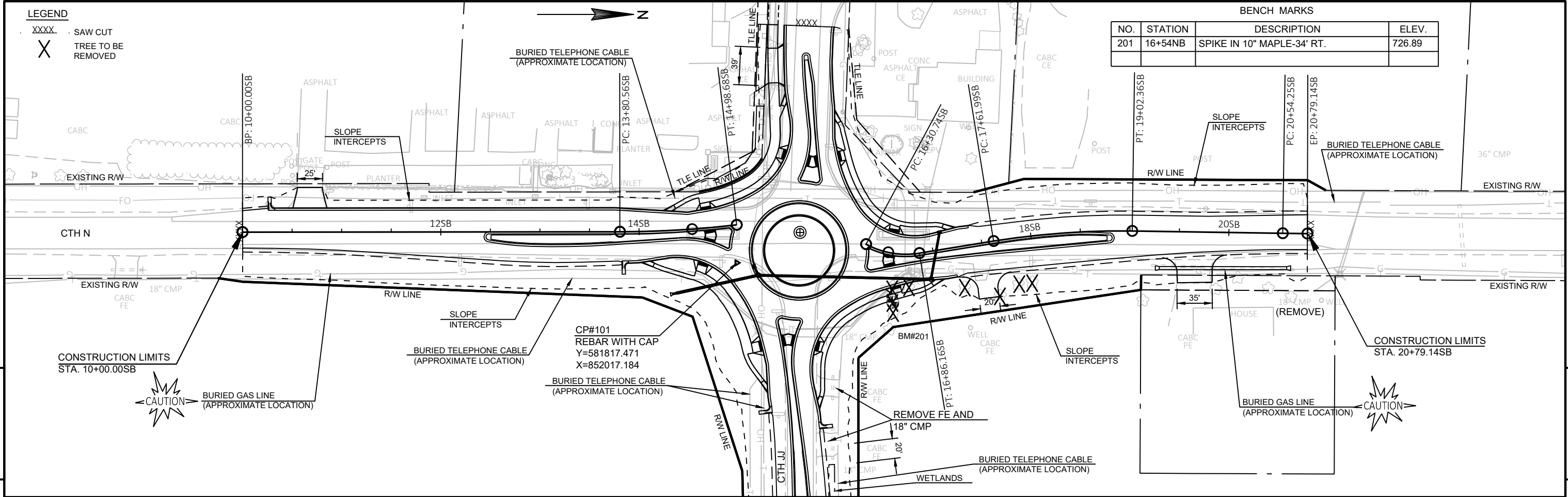
PROJECT NO: 6018-04-70 HWY: CTH JJ COUNTY: OUTAGAMIE PLAN AND PROFILE: CTH N NORTHBOUND SHEET: 5

LEGEND

- XXXX SAW CUT
- X TREE TO BE REMOVED

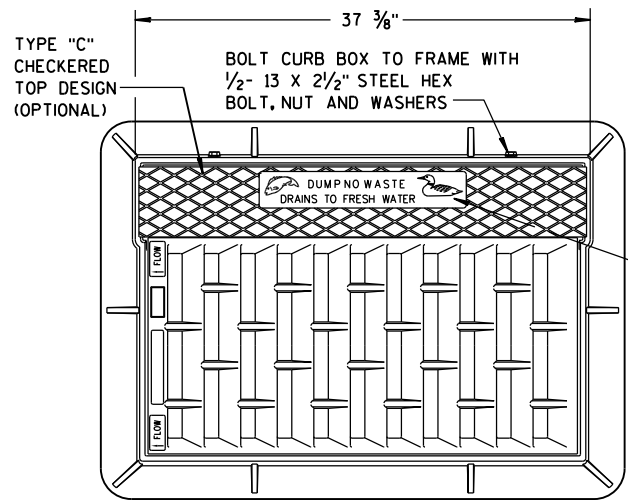
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
201	16+54NB	SPIKE IN 10" MAPLE-34' RT.	726.89

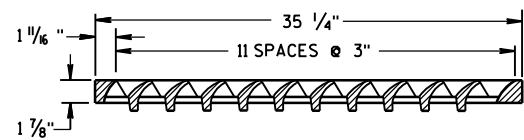
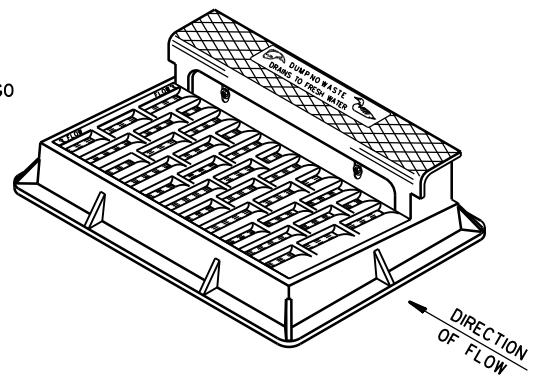


Standard Detail Drawing List

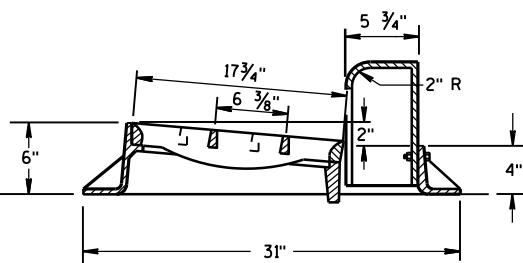
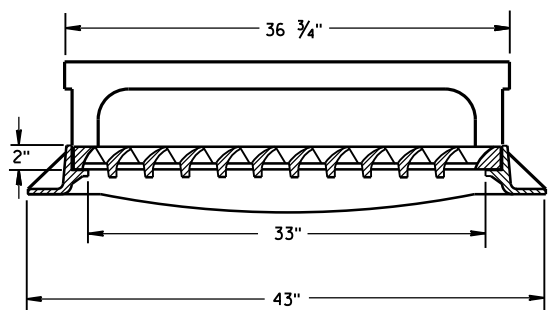
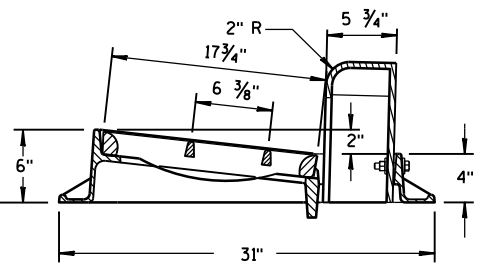
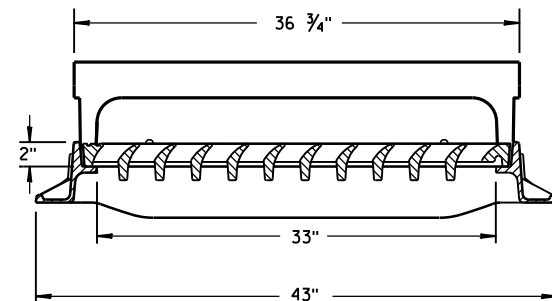
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-06	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D18-03	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D21-01	DRIVEWAYS WITHOUT CURB & GUTTER
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-08	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
14B29-01	SAFETY EDGE
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21C	PAVEMENT MARKING (TURN LANES)
15C08-21D	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-06A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-06B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING



**NOTE:
GRATE IS REVERSIBLE.**

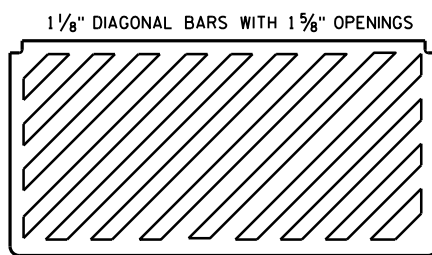


NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

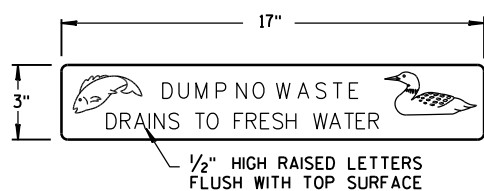


TYPE "H"

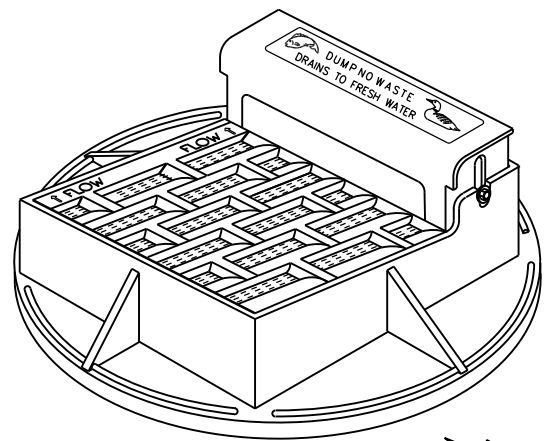
NOTE: EITHER CASTING IS ACCEPTABLE



**SPECIAL GRATE FOR
TYPE "H" COVER**
(MEASURES 35 1/4" X 17 3/4" X 2")
(NOTED AS TYPE H-S ON DRAINAGE TABLE)

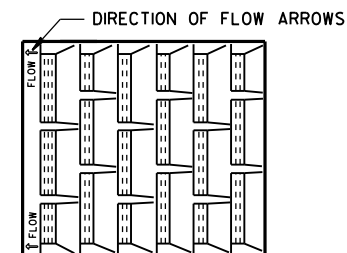


LOGO DETAIL

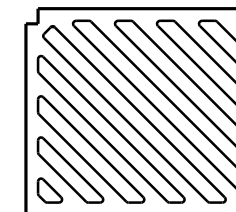


NOTE: CURB BOX ADJUSTABLE 4" TO 9"

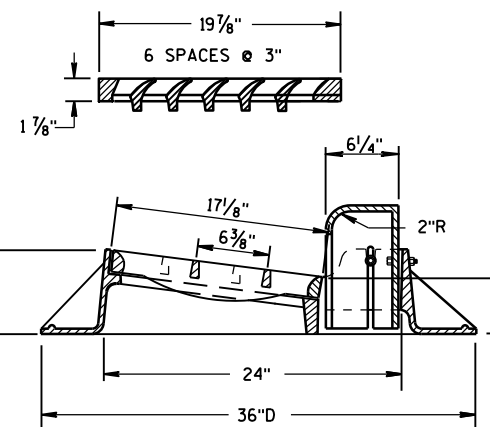
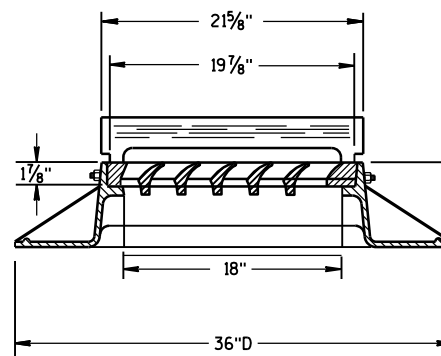
**NOTE:
GRATE IS REVERSIBLE.**



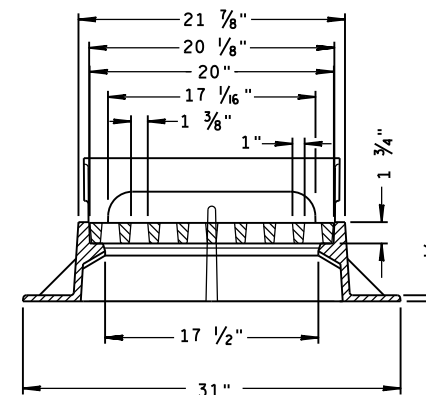
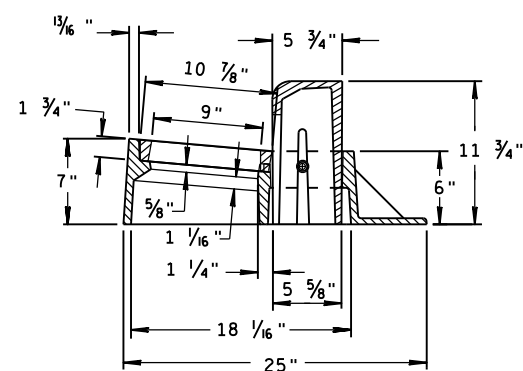
**1" DIAGONAL BARS
WITH 1 1/2" OPENINGS**



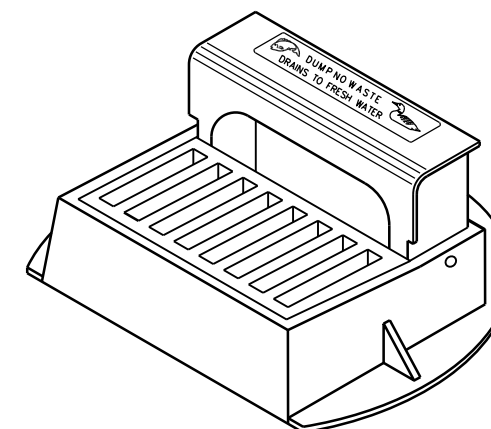
**SPECIAL GRATE FOR
TYPE "A" COVER**
(MEASURES 19 3/4" X 17" X 1 1/8")
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"



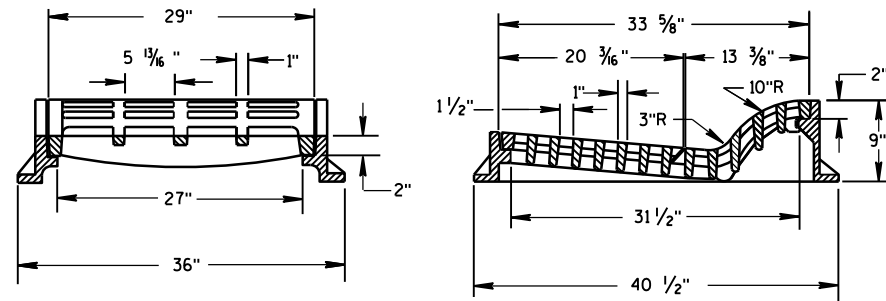
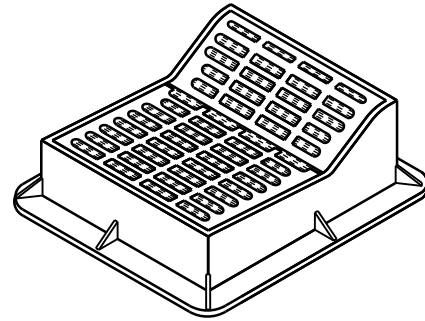
TYPE "Z"



**INLET COVERS
TYPE A, H, A-S, H-S & Z**

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**

APPROVED
11-27-13
DATE /S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



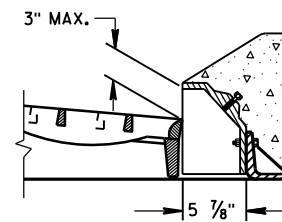
TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

GENERAL NOTES

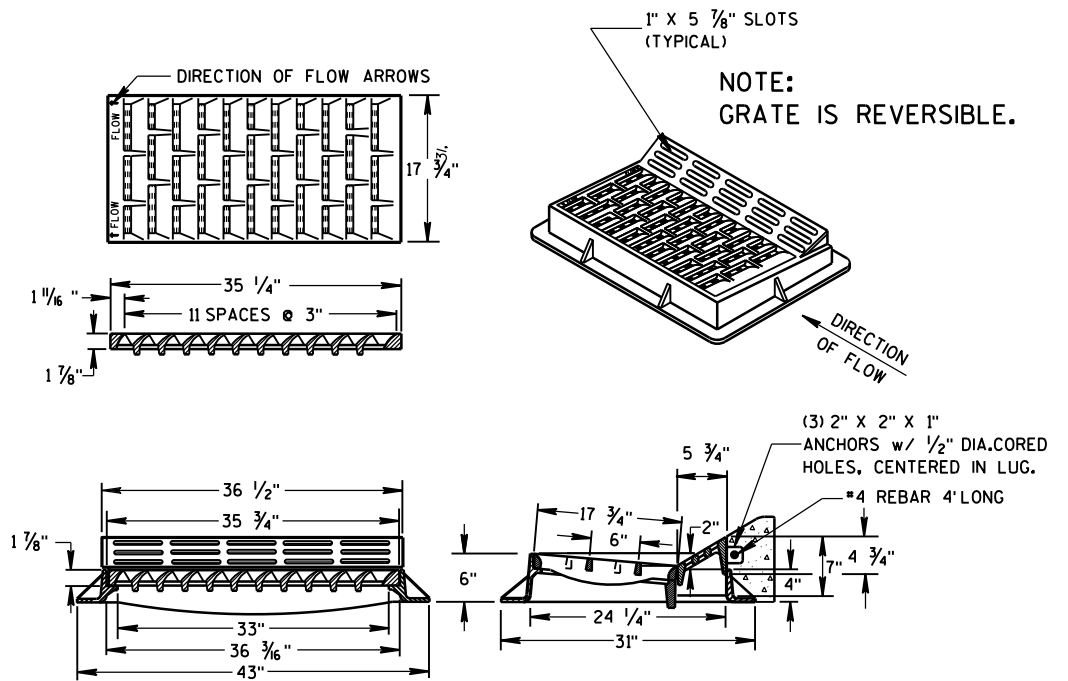
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH NOTED AS TYPE HM-GJ ON DRAINAGE TABLE



TYPE "HM"

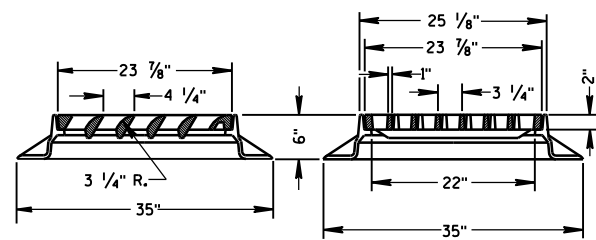
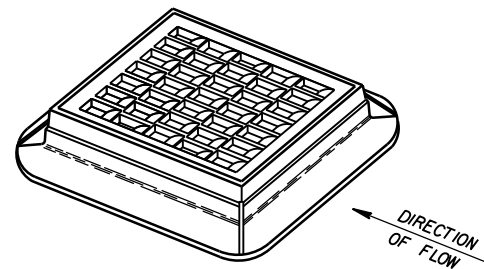
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

NOTE: SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM" COVER NOTED AS TYPE HM-S ON DRAINAGE TABLE

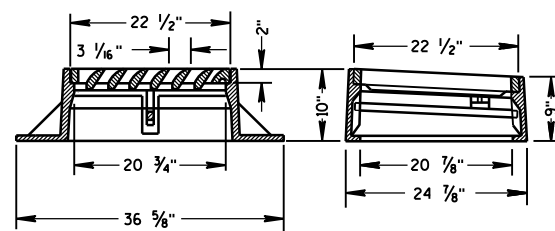
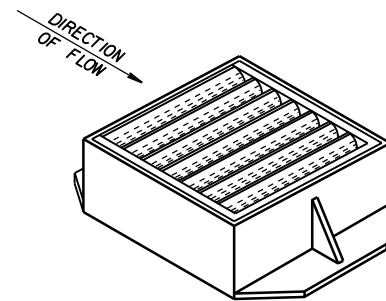
NOTE: SPECIAL GRATE FOR THE TYPE "H" COVER MAY ALSO BE USED FOR THE TYPE "HM-GJ" COVER NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

6

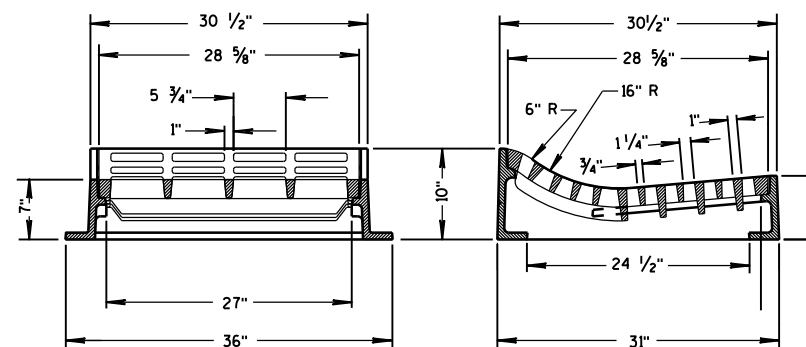
6



TYPE "S"

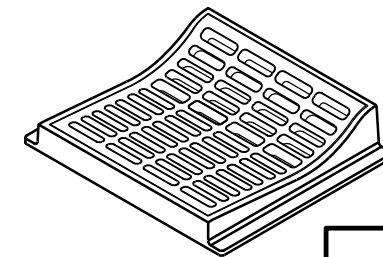


TYPE "V"



TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



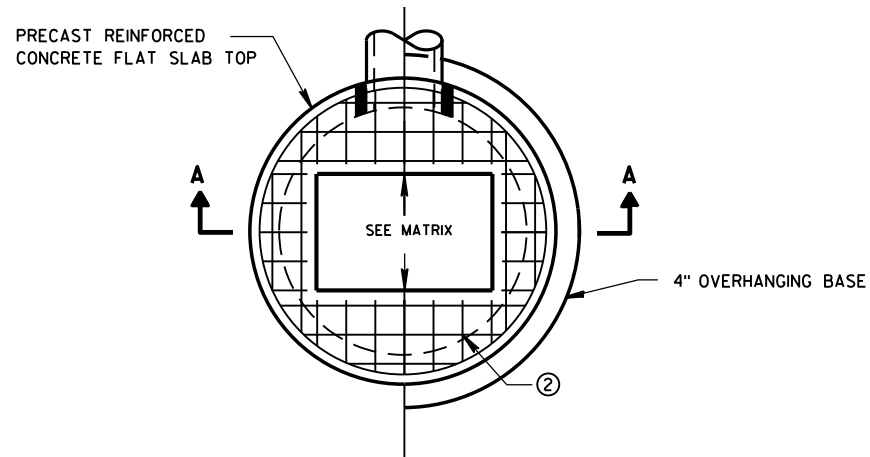
INLET COVERS
TYPE F, HM, HM-S, S, T, V,
HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

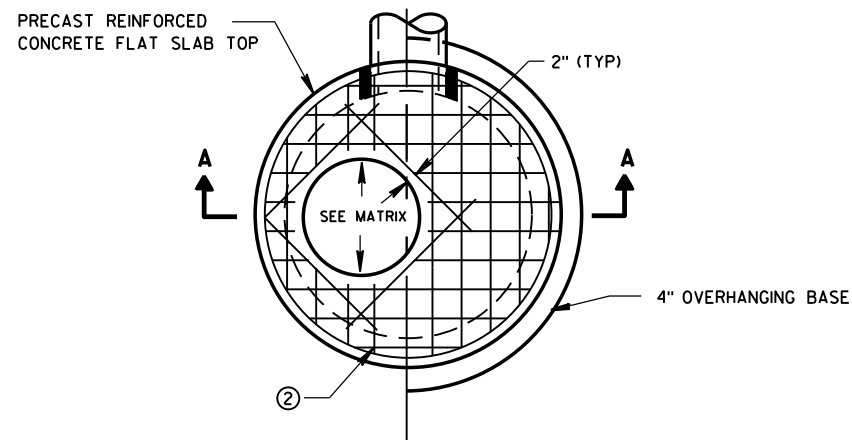
APPROVED
11/27/2013 DATE /s/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

S.D.D. 8 A 5-19C

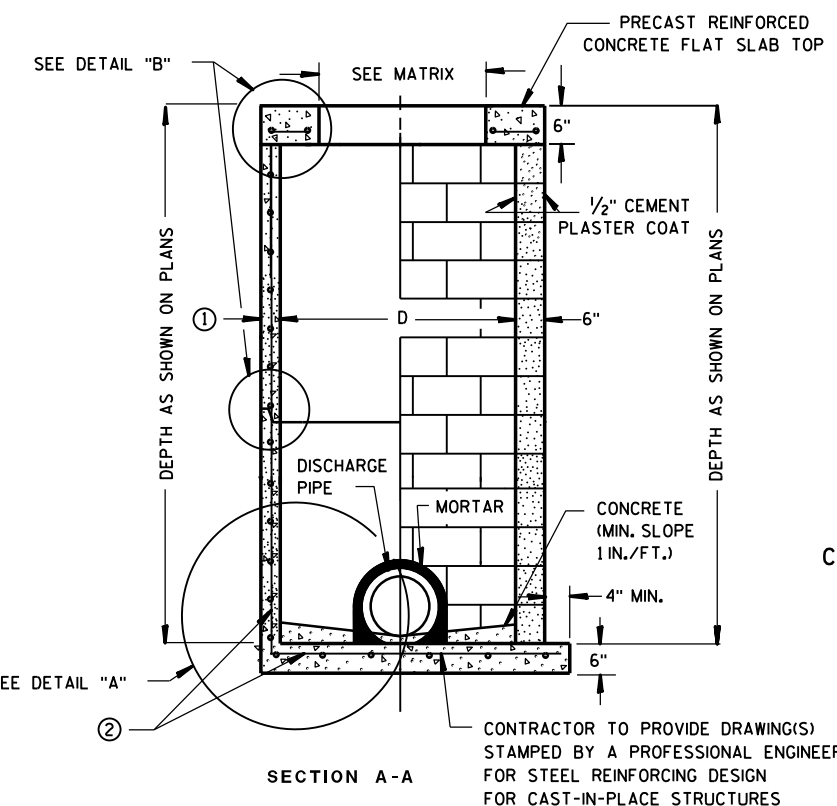
S.D.D. 8 A 5-19C



PLAN VIEW RECTANGULAR OPENING



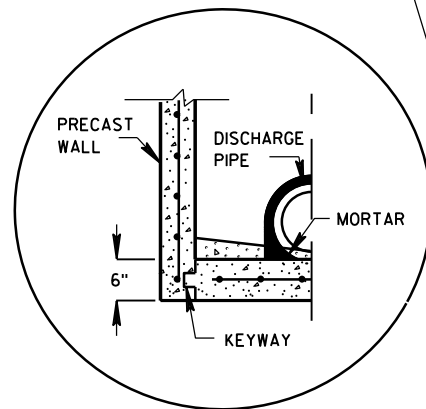
PLAN VIEW CIRCULAR OPENING



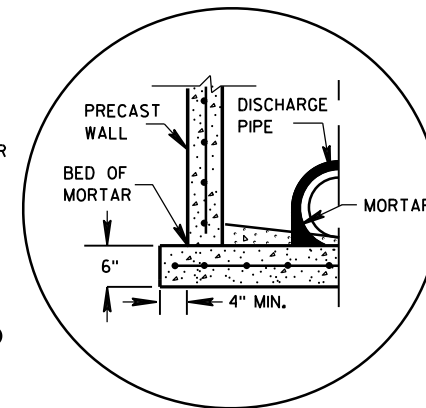
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE OR CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

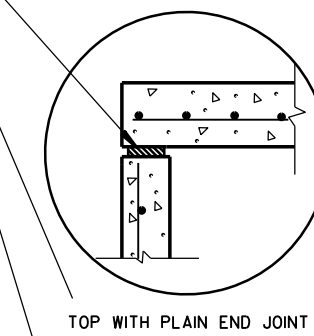


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

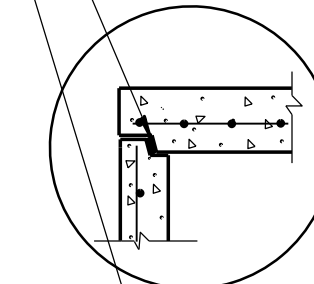


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

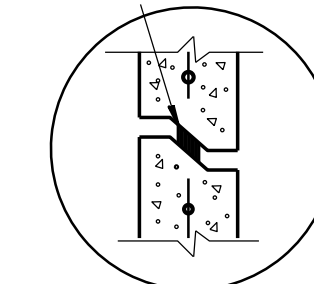
DETAIL "A"



TOP WITH PLAIN END JOINT



TOP WITH TONGUE AND GROOVE JOINT



RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

INLETS 3-FT AND 4-FT DIAMETER

GENERAL NOTES

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

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

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

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

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

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

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

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

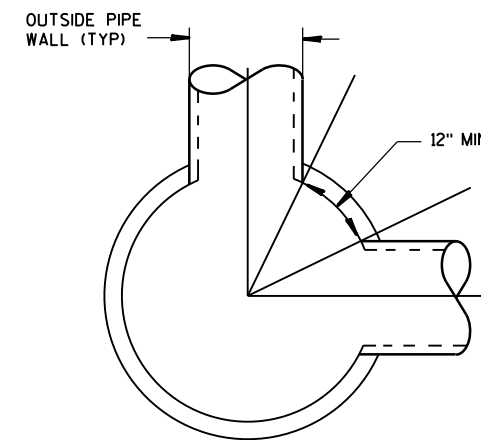
4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

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

- ① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.
- ② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X	X	
	2X2.5			X								
	2X3						X					
	2.5X3					X						



DETAIL "C"

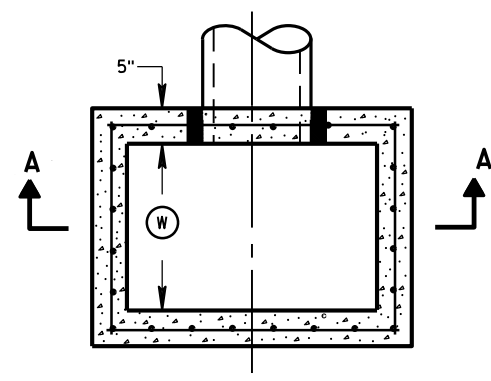
PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

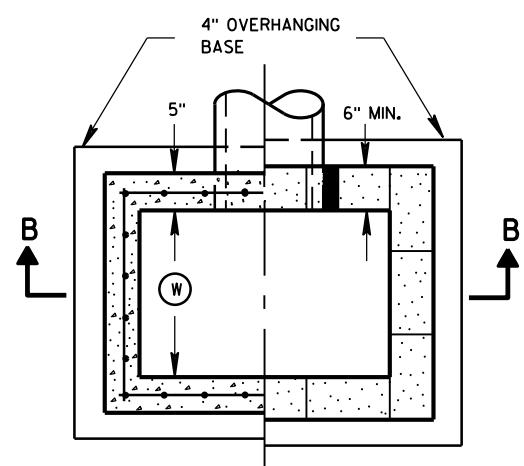
INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

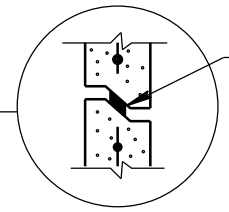
APPROVED
 Sept., 2016 /S/ Rodney Taylor
 DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
 FHWA



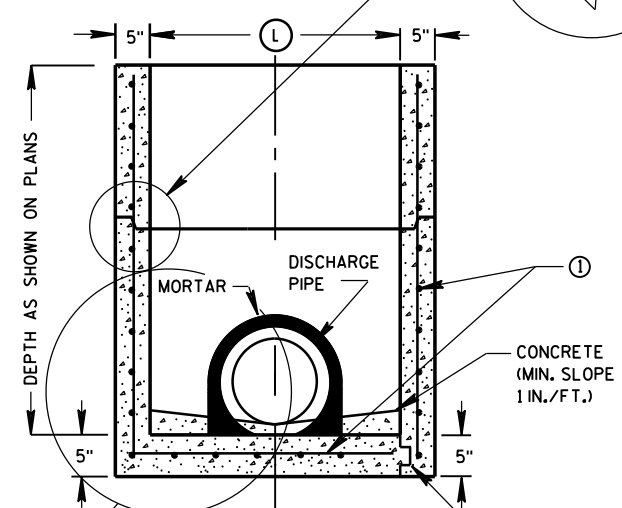
PLAN VIEW



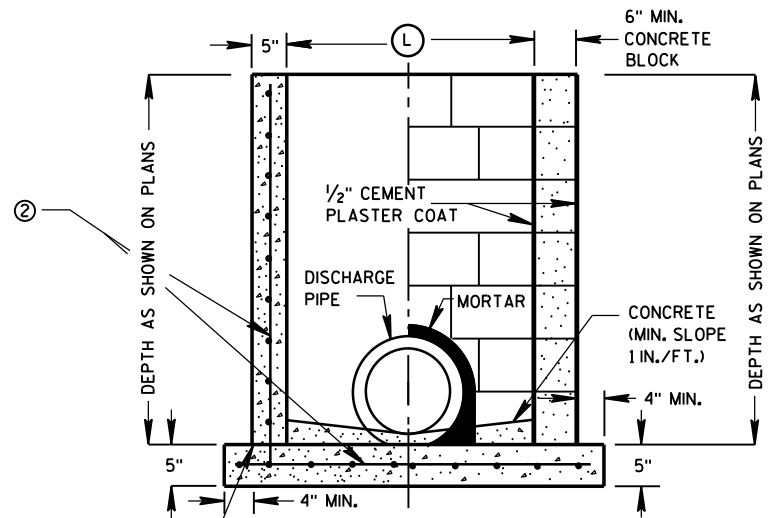
PLAN VIEW



RISER JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



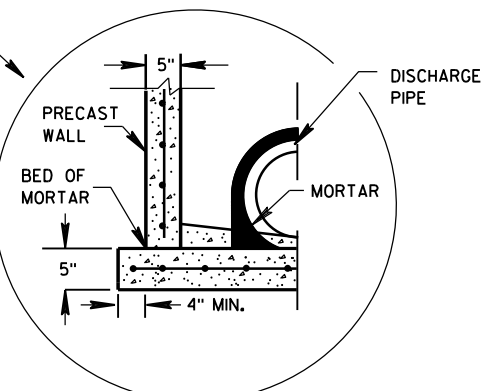
SECTION A-A



SECTION B-B

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE
 PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE
 KEYWAY

CONSTRUCTION JOINT
 CAST-IN-PLACE REINFORCED CONCRETE
 CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ①



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

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

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

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

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

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

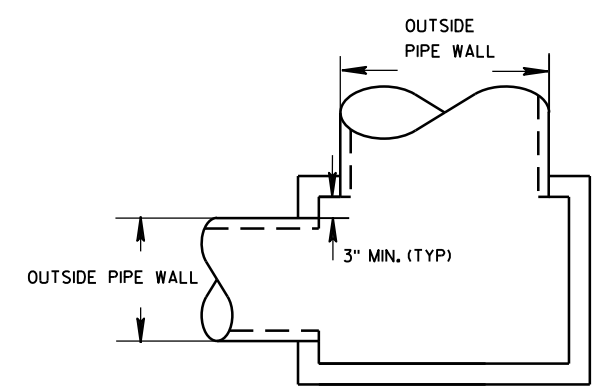
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE	INLET COVER TYPE		ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



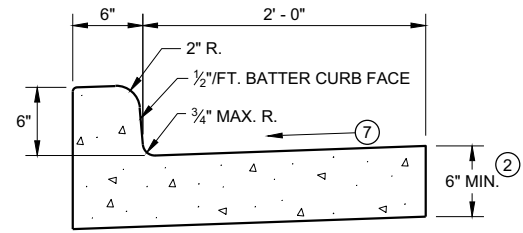
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

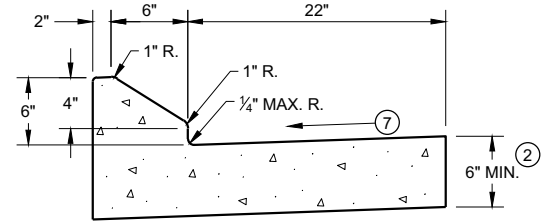
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

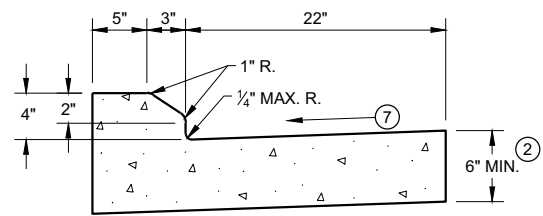
APPROVED
 Sept., 2016 /S/ Rodney Taylor
 DATE ROADWAY STANDARDS DEVELOPMENT
 FHWA UNIT SUPERVISOR



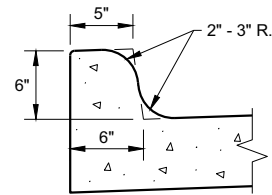
TYPES A¹ & D



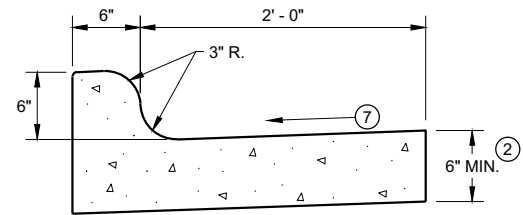
6" SLOPED CURB TYPES G¹ & J



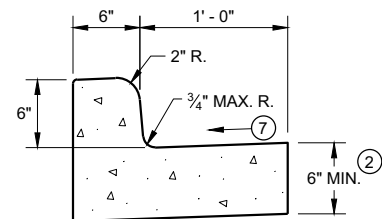
4" SLOPED CURB TYPES G¹ & J



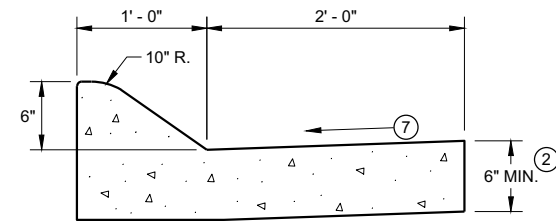
TYPES K¹ & L
(OPTIONAL CURB SHAPE)



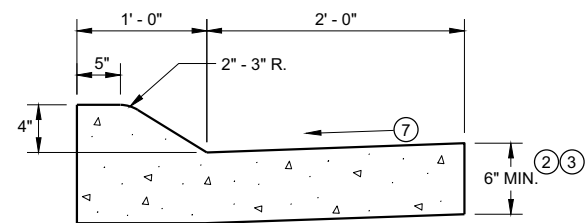
TYPES K¹ & L
CONCRETE CURB AND GUTTER 30"



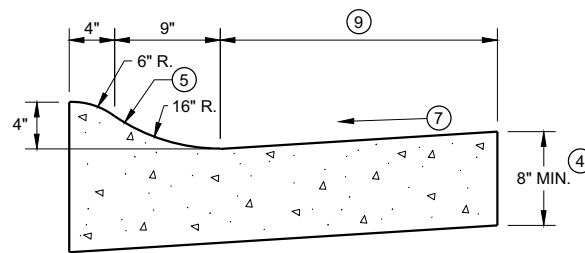
TYPES A¹ & D
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A¹ & D

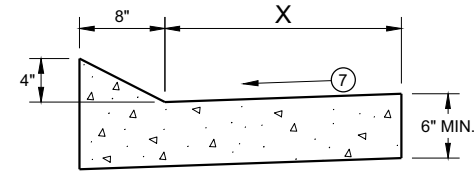


4" SLOPED CURB TYPES A¹ & D
CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R¹ & T

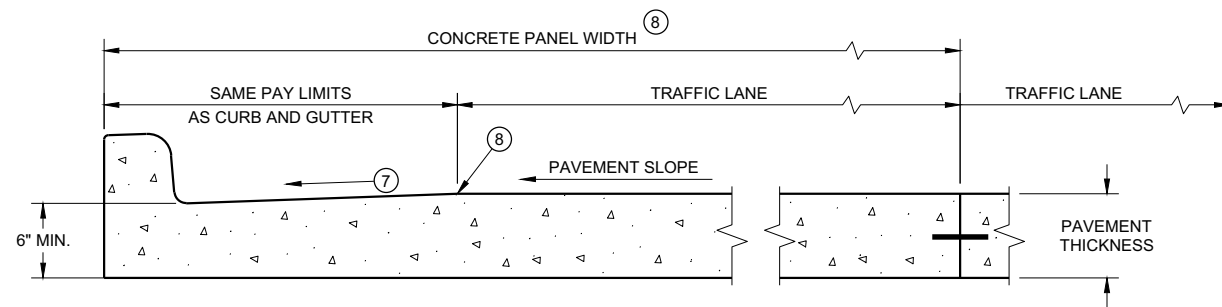
TBT & TBTT	X
30"	22"
36"	28"



TYPES TBT & TBTT¹
CONCRETE CURB AND GUTTER

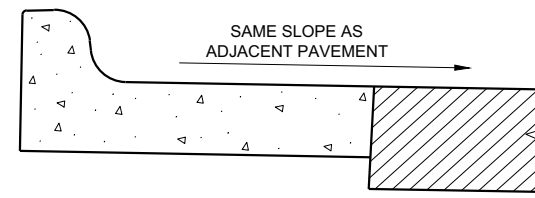
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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 GUTTER⁶
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

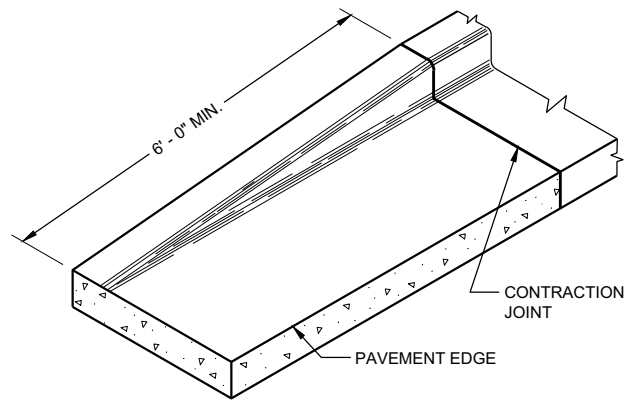
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

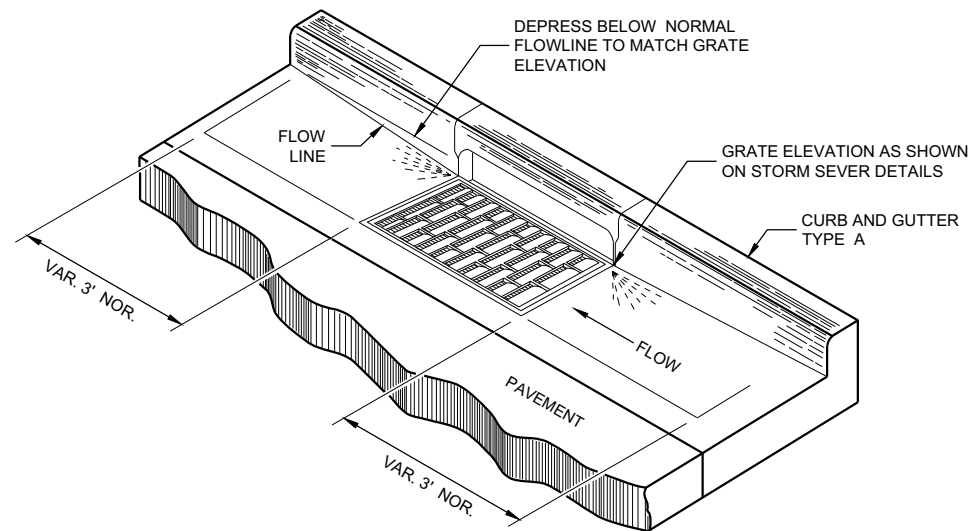
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- ④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑤ UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- ⑦ USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- ⑧ INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
- ⑨ CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

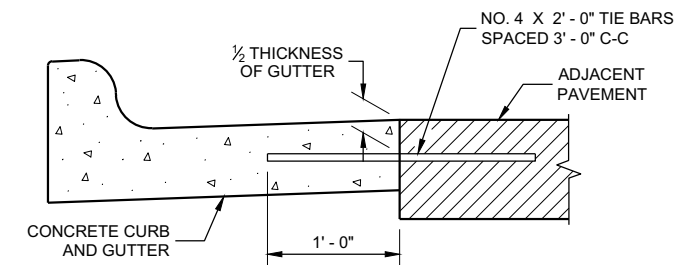
GENERAL NOTES

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

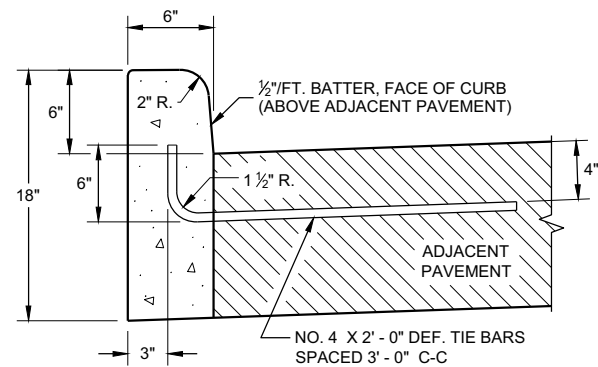
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

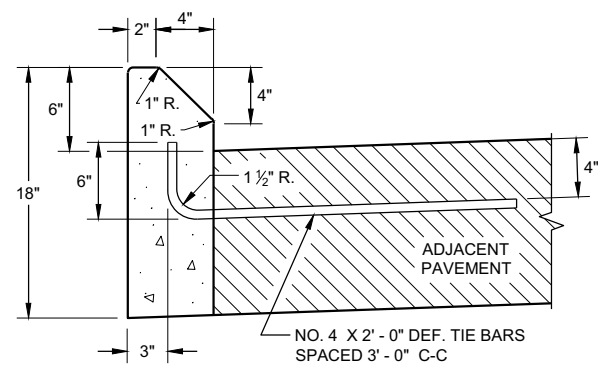
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑨ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION ①

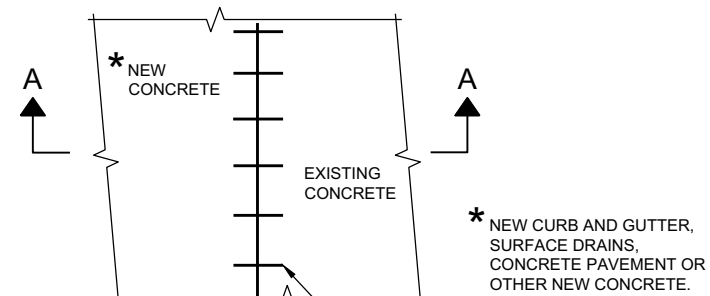


TYPES A ① & D

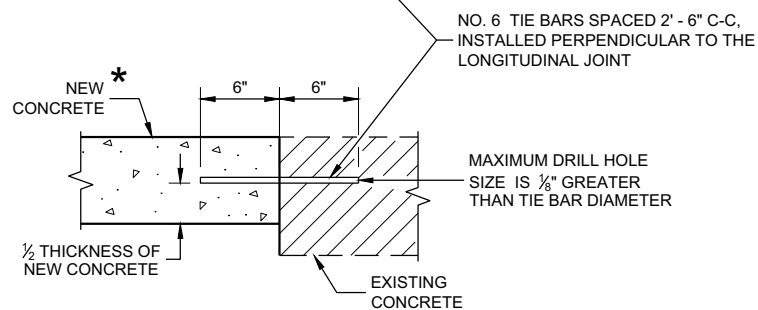


TYPES G ① & J

CONCRETE CURB

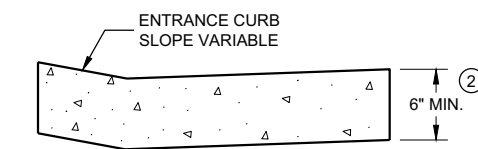


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB ⑨
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

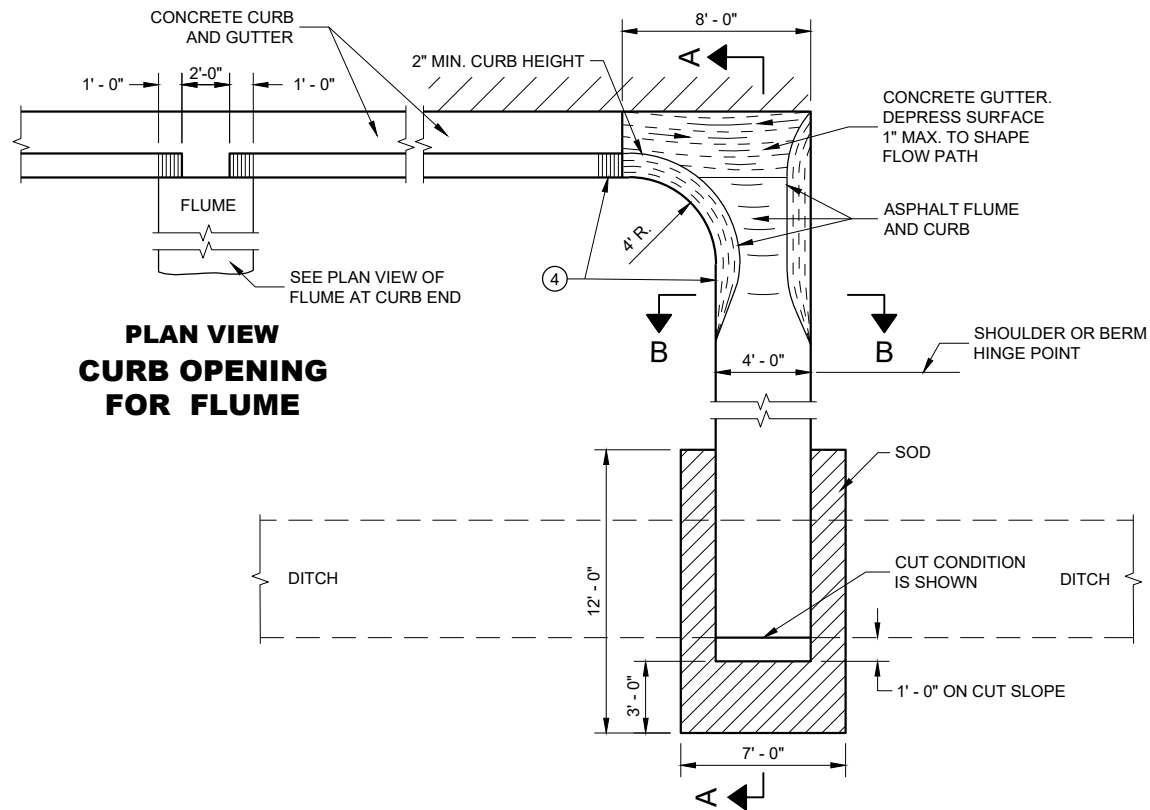
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

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

ASPHALTIC FLUME



**PLAN VIEW
CURB OPENING
FOR FLUME**

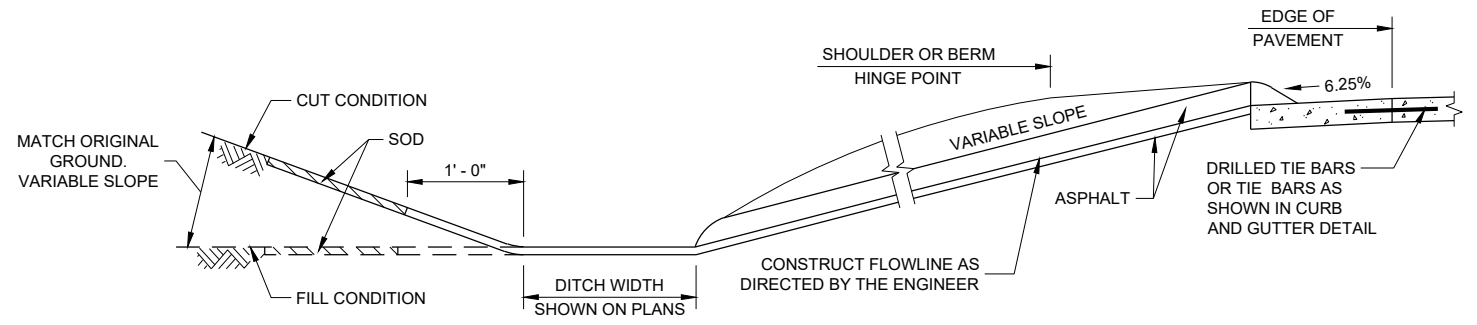
**PLAN VIEW
FLUME AT CURB END**

GENERAL NOTES

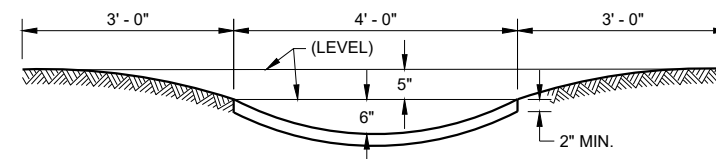
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

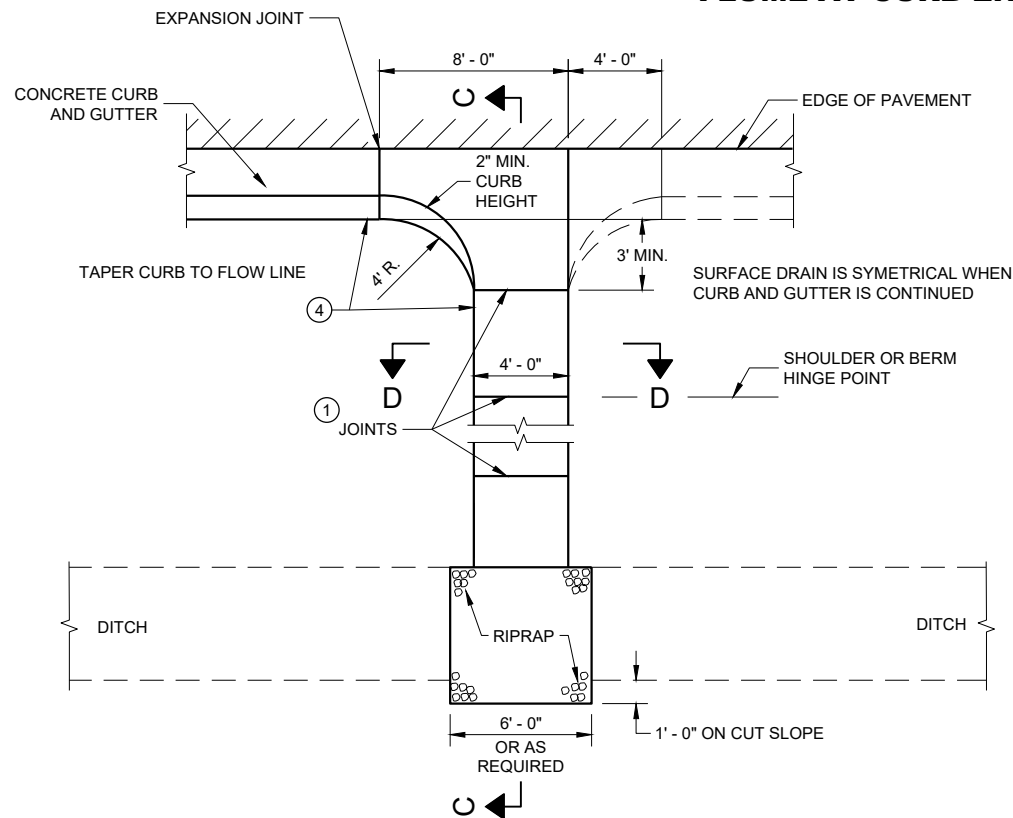
- ① JOINTS SHALL BE 1/8" TO 1/4" WIDE BY 1 1/2" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- ② GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- ③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
- 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.



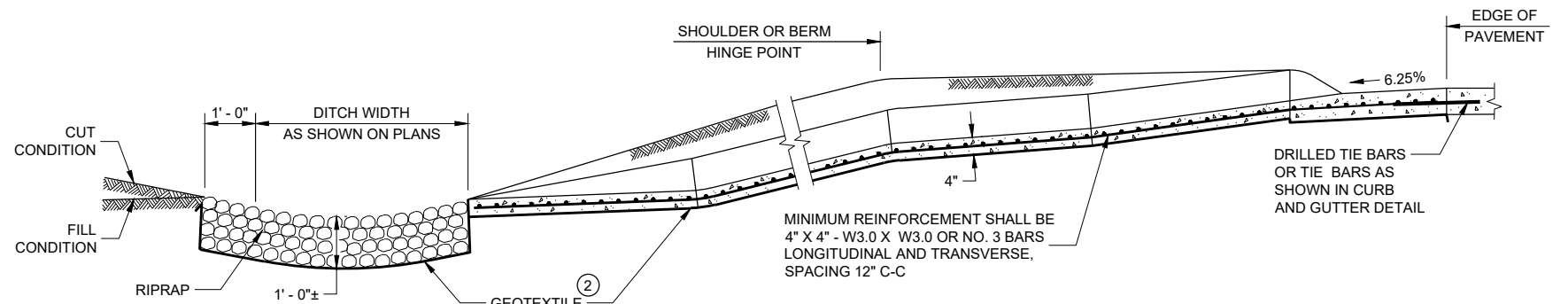
SECTION A - A



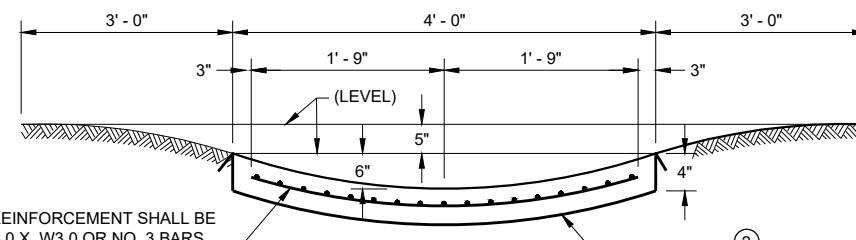
SECTION B - B



**PLAN VIEW
CONCRETE SURFACE DRAIN**



SECTION C - C



SECTION D - D

MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE, SPACING 12" C-C

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER

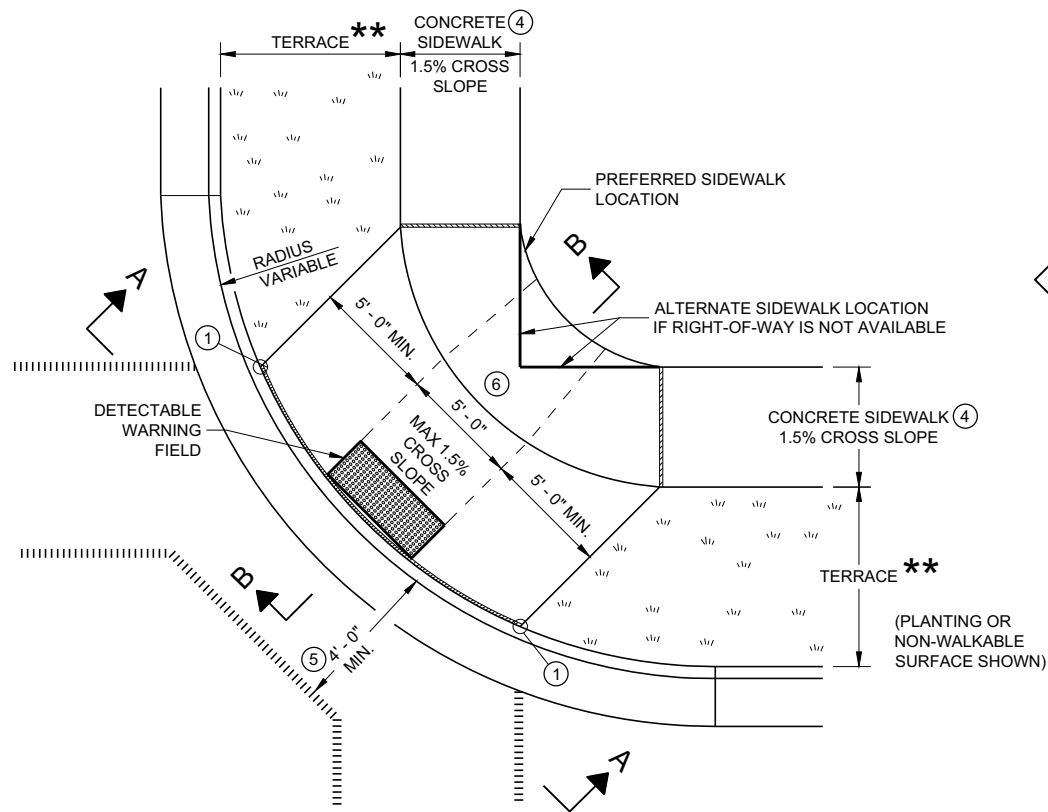
FHWA

6

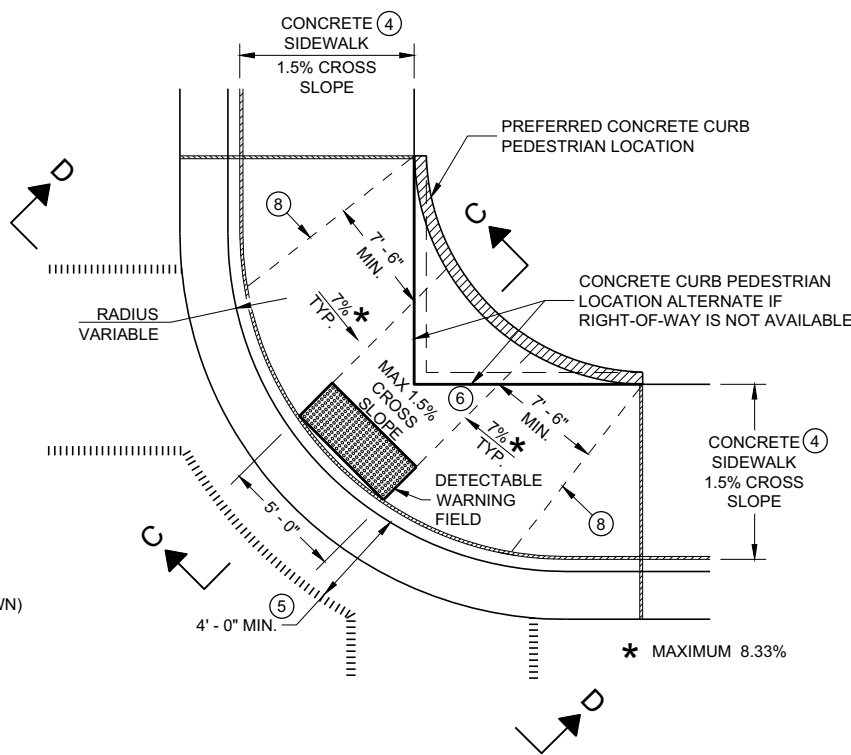
6

SDD 08D04 - 06

SDD 08D04 - 06



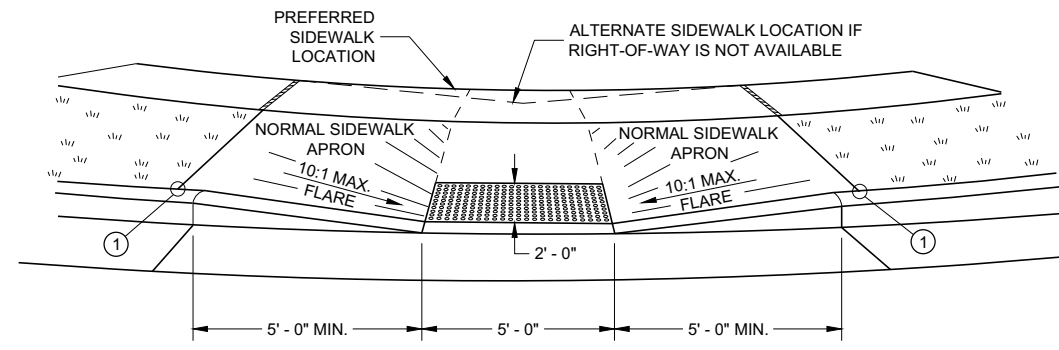
PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)



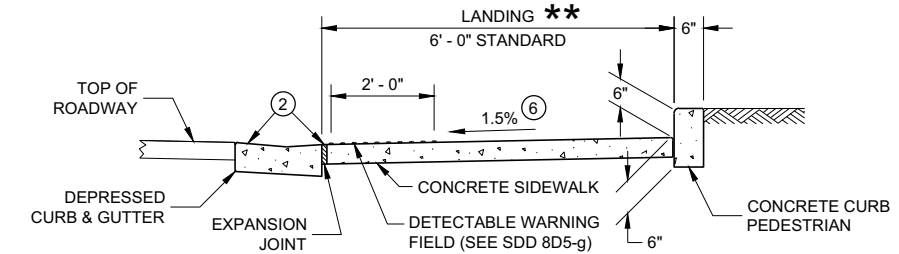
PLAN VIEW
CURB RAMP TYPE 1 - A
(NO TERRACE)

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.
- TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.
- DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.
- SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
 - ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - ③ MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
 - ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
 - ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
 - ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



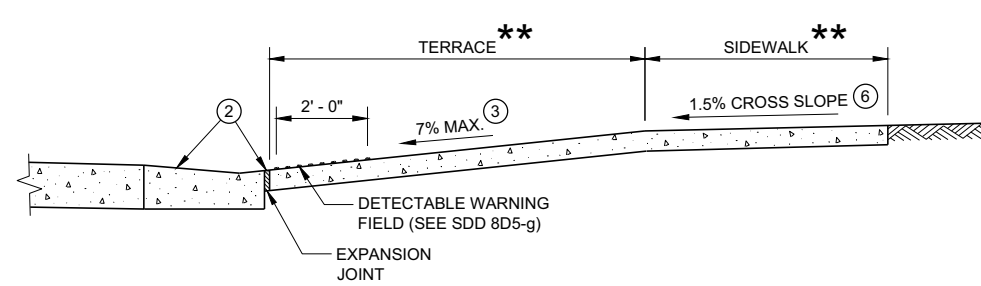
VIEW A - A FOR TYPE 1



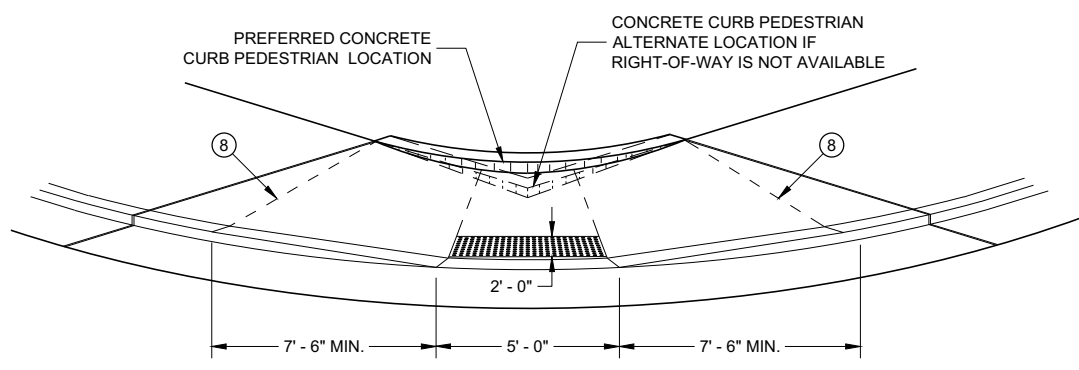
SECTION C - C FOR TYPE 1 - A

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)



SECTION B - B FOR TYPE 1

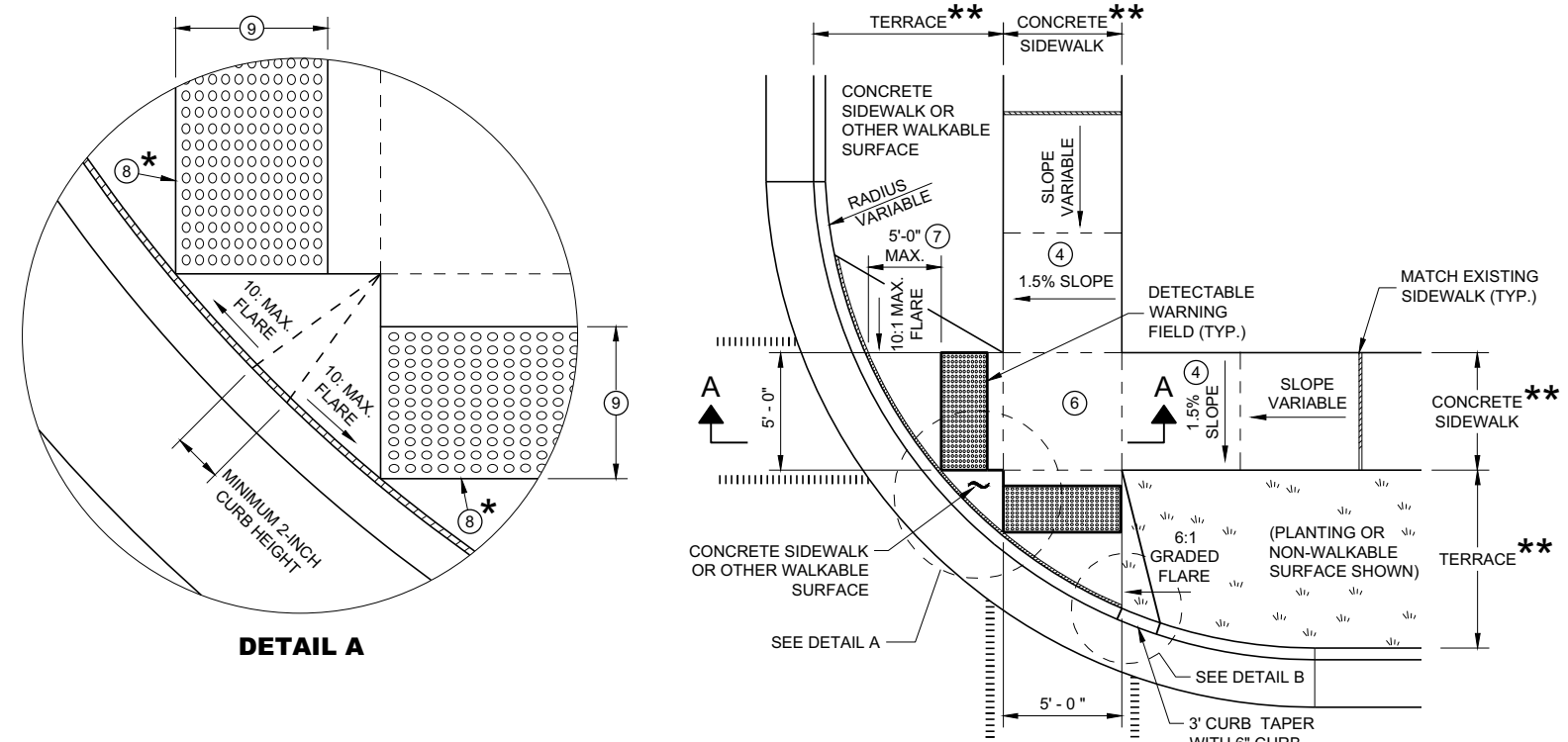


VIEW D - D FOR TYPE 1 - A

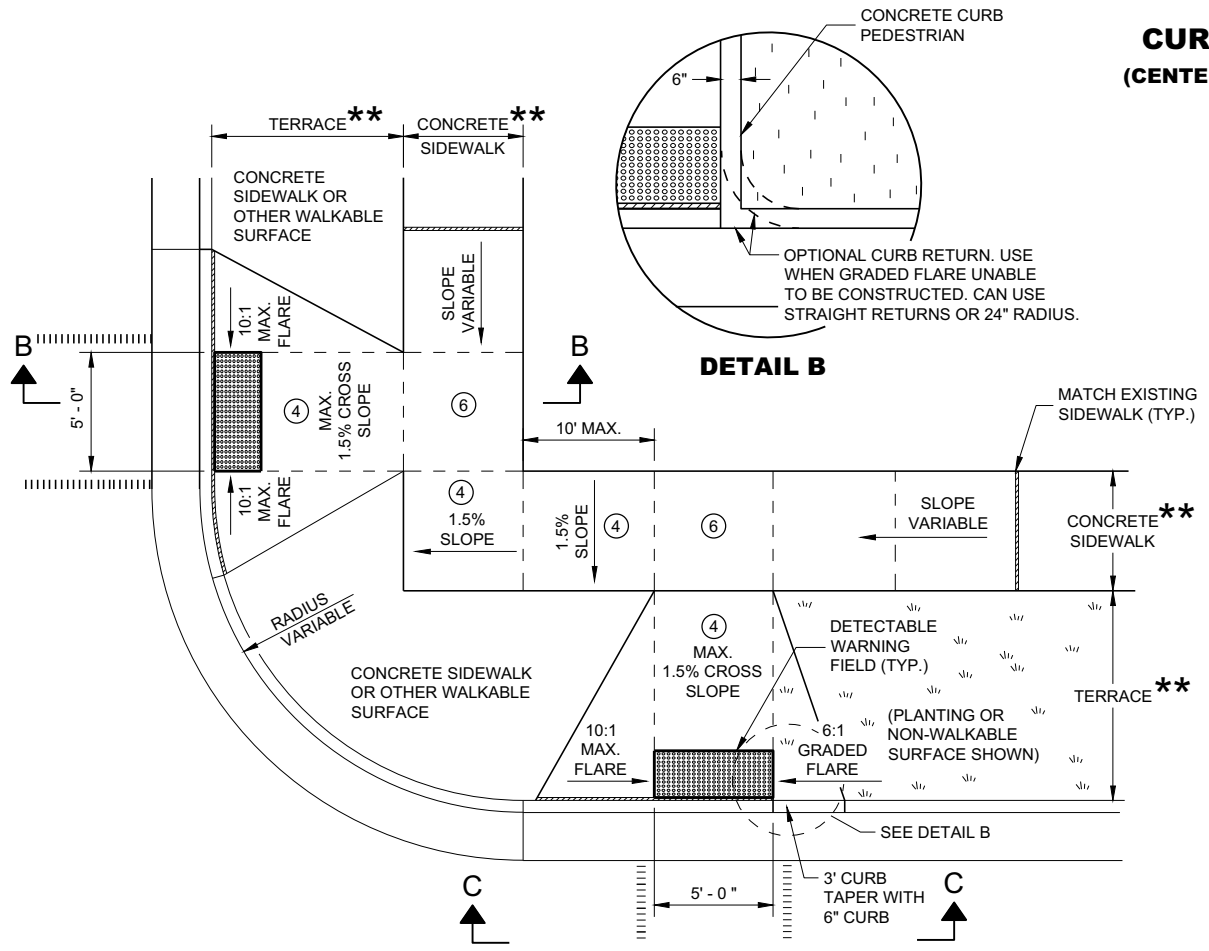
** WIDTH SHOWN ELSEWHERE IN THE PLANS

CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



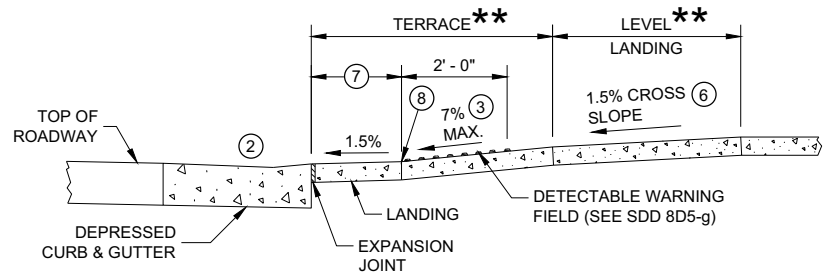
PLAN VIEW CURB RAMP TYPE 2 (CENTER OF CORNER RADIUS)



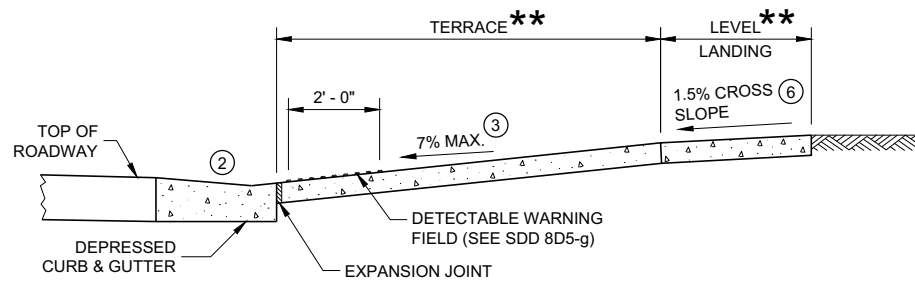
PLAN VIEW CURB RAMP TYPE 3 (OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

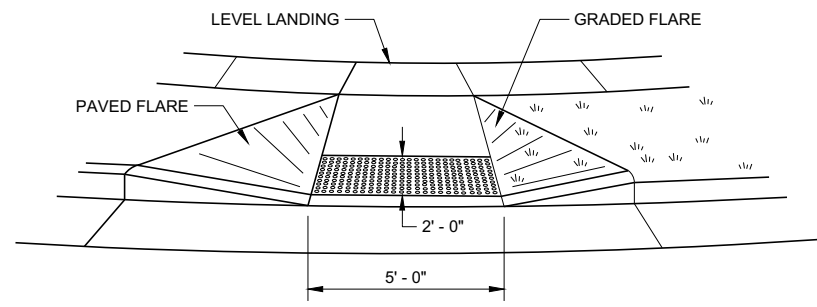
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

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

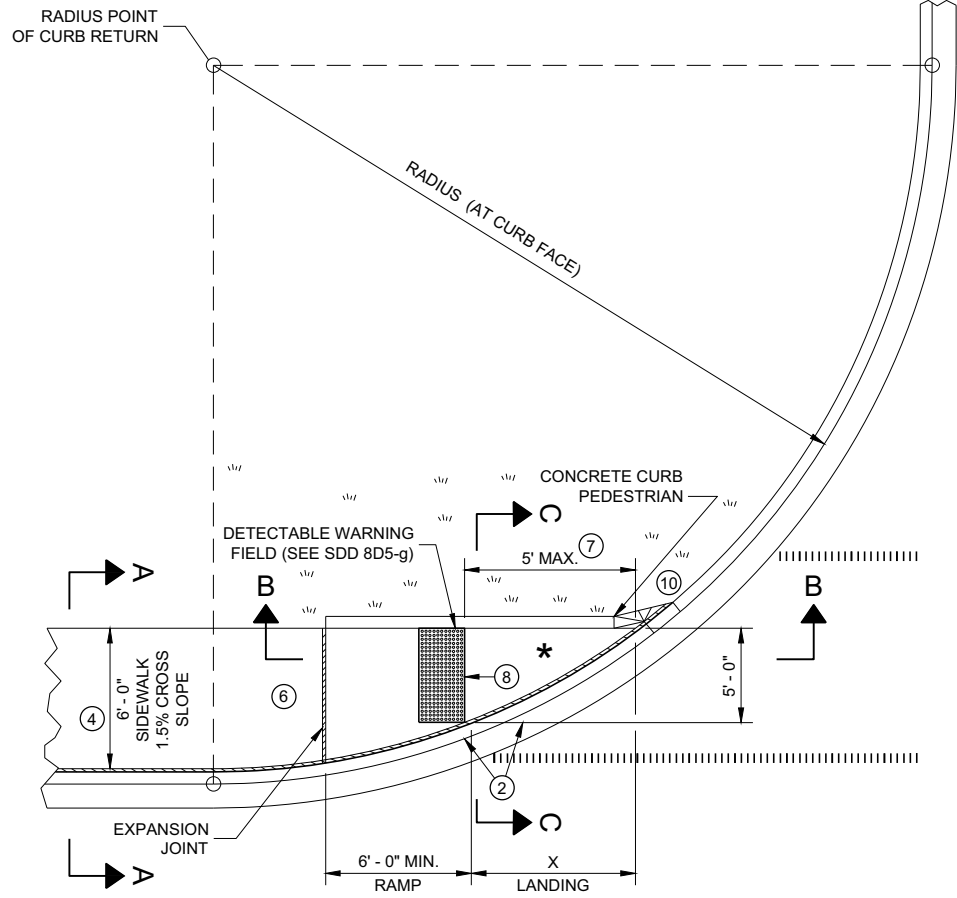
** WIDTH SHOWN ELSEWHERE IN THE PLANS

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

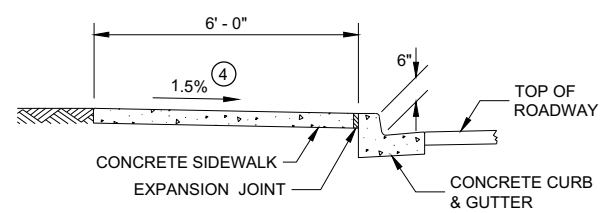
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW
CURB RAMP TYPE 4A**

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



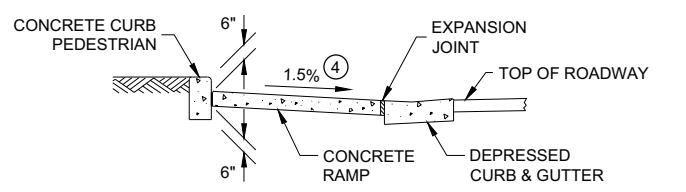
SECTION A - A FOR TYPE 4A

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

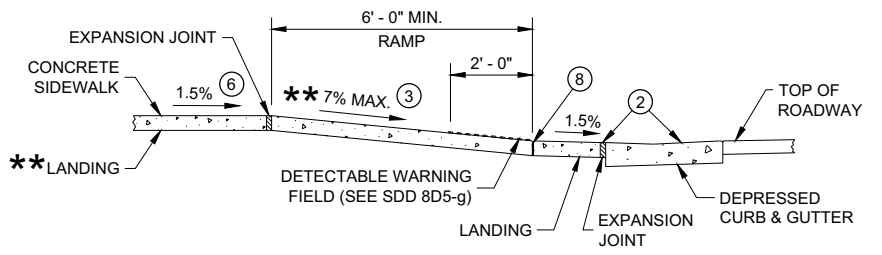
LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- - - CONTRACTION JOINT SIDEWALK
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)



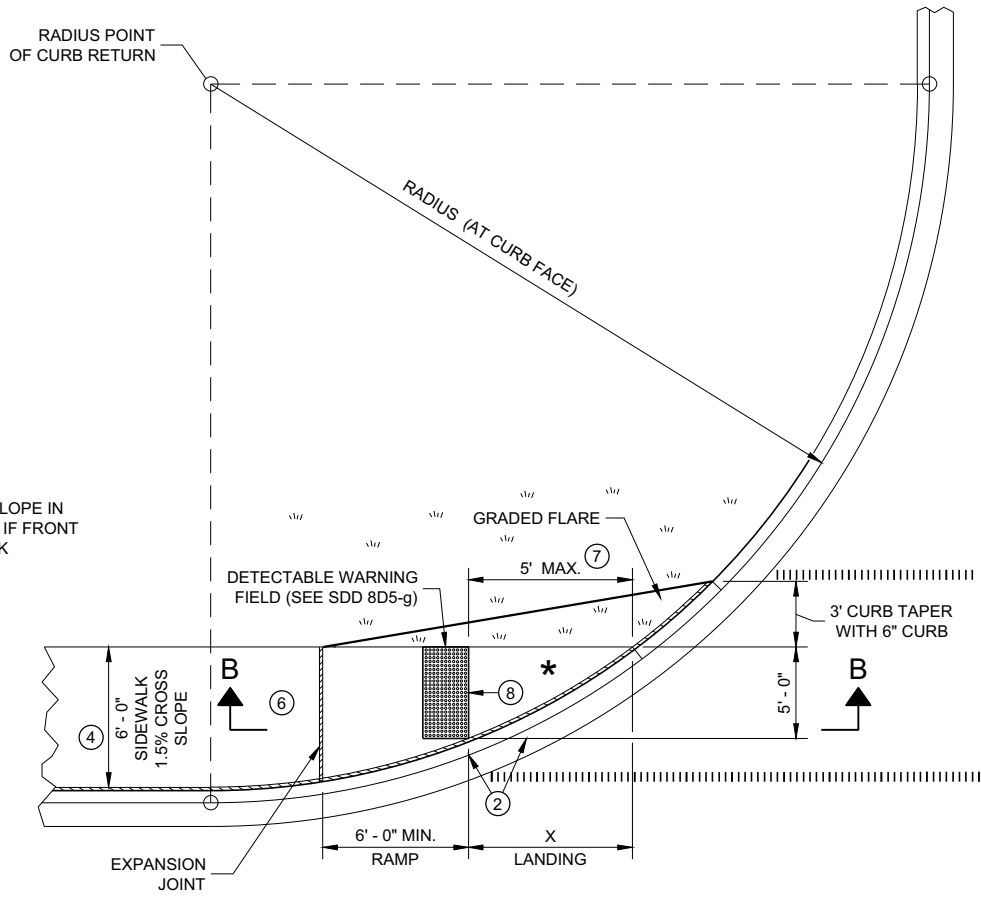
SECTION C - C FOR TYPE 4A

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

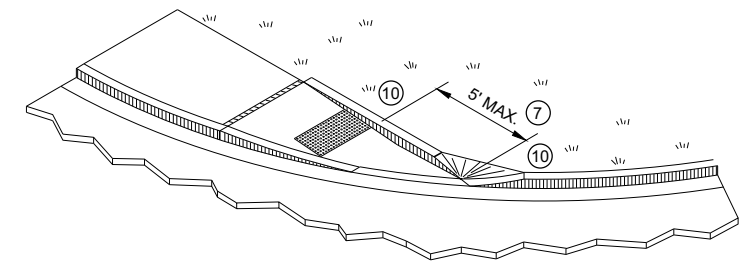


**SECTION B - B FOR
TYPE 4A AND TYPE 4A1**

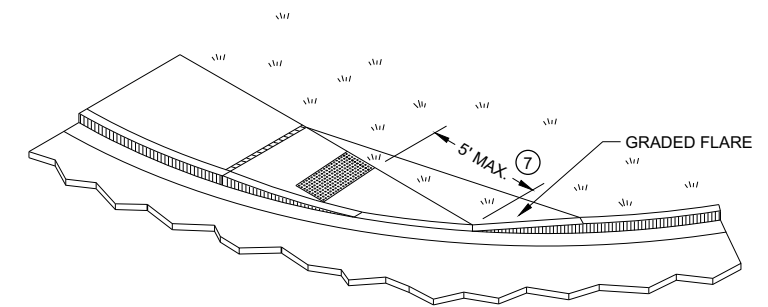
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED



**PLAN VIEW
CURB RAMP TYPE 4A1**



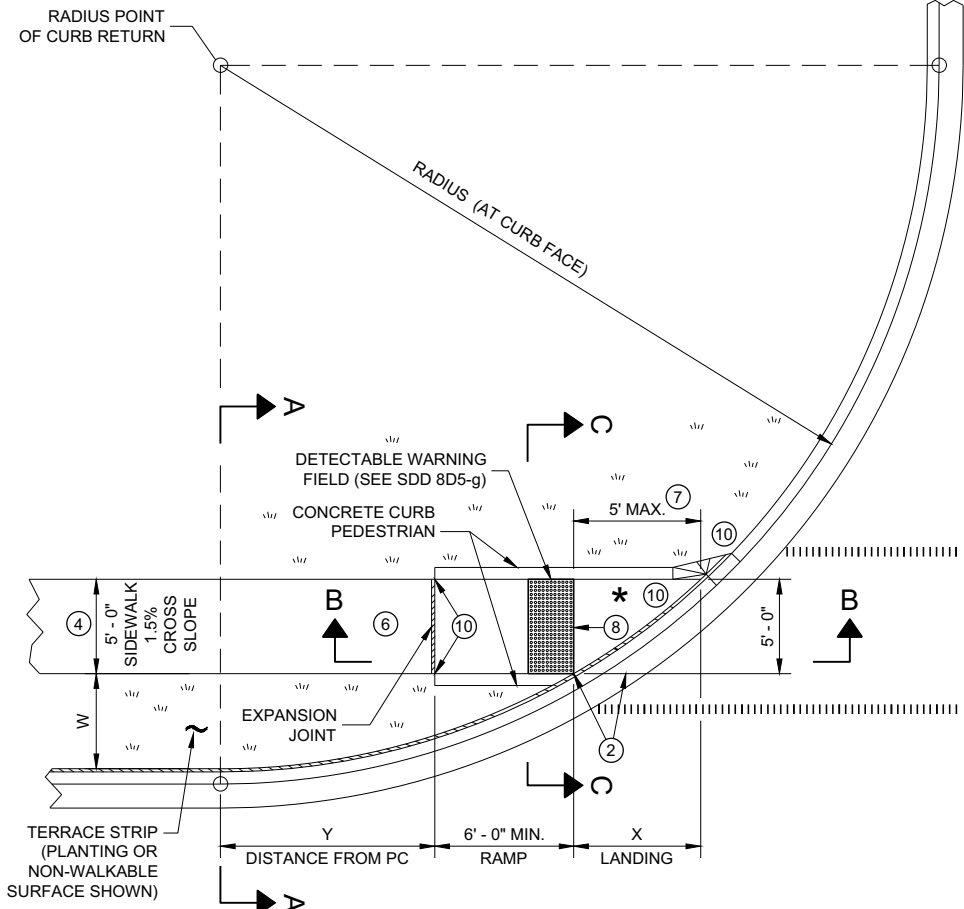
ISOMETRIC VIEW FOR TYPE 4A



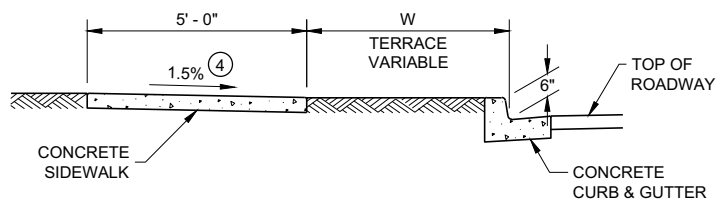
ISOMETRIC VIEW FOR TYPE 4A1

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

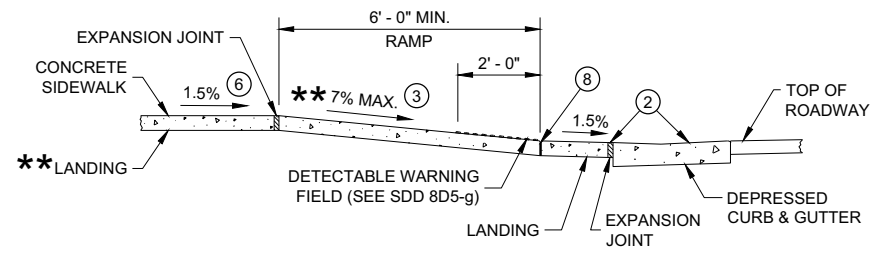
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW CURB RAMP TYPE 4B



SECTION A - A FOR TYPE 4B



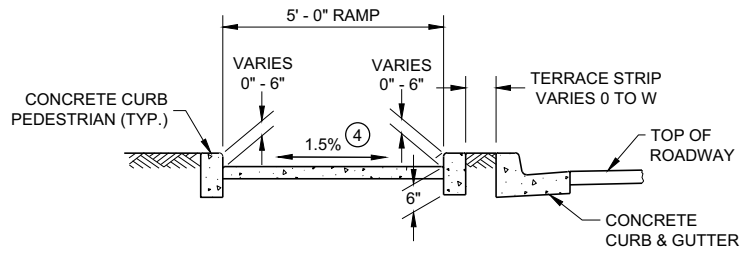
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

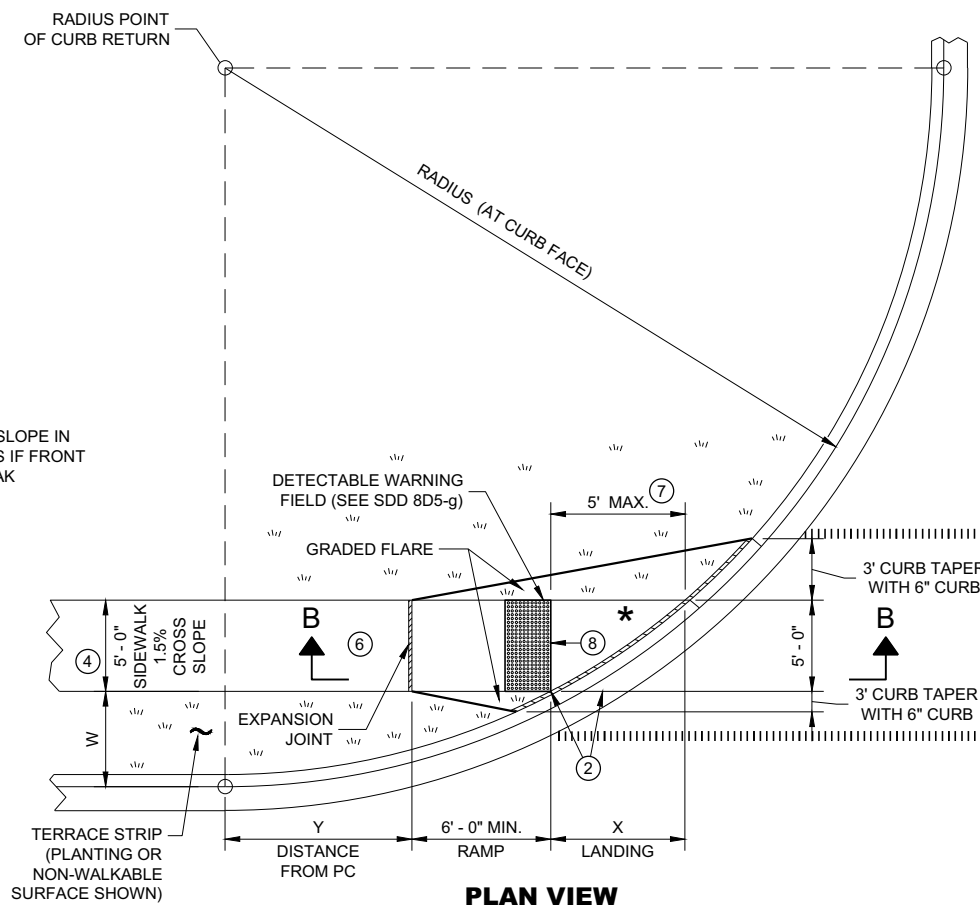
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET	5' - 9 3/4"	3' - 6 1/2"	4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET			6' - 9 1/4"	7' - 11 1/4"	6' - 0 1/4"	9' - 8"	5' - 5"	11' - 1 3/4"	4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET									6' - 1 3/4"	15' - 8 1/2"	5' - 8"	17' - 2"	5' - 3"	18' - 5 3/4"	4' - 10 3/4"	19' - 8 1/4"
50 FEET															5' - 10 1/4"	23' - 2"

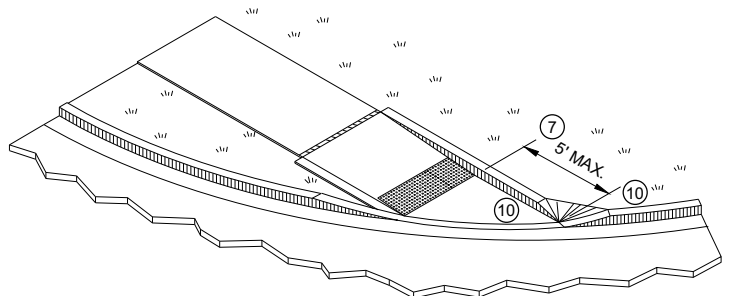
INTERMEDIATE RADII CAN BE INTERPOLATED
 DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
 DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



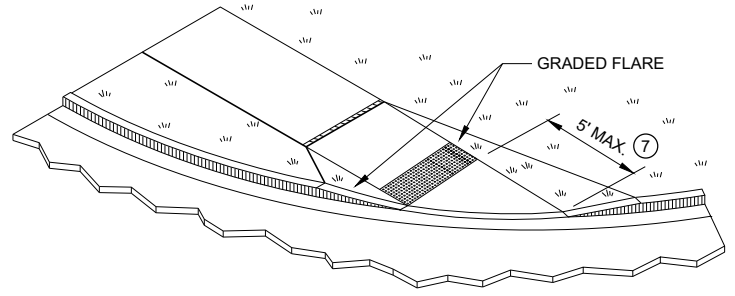
SECTION C - C FOR TYPE 4B



PLAN VIEW CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

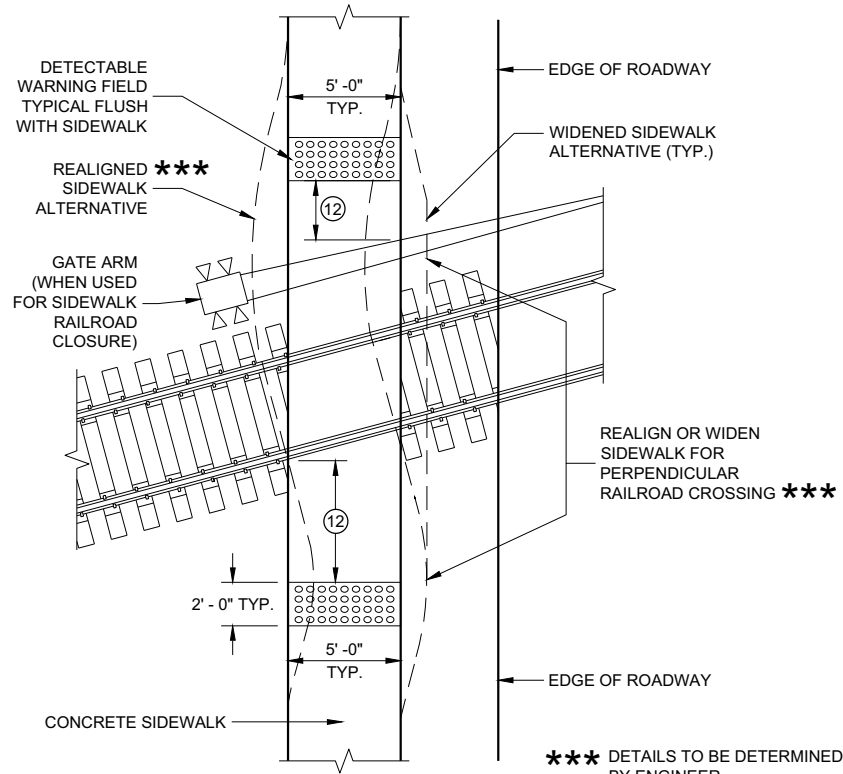
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/2 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

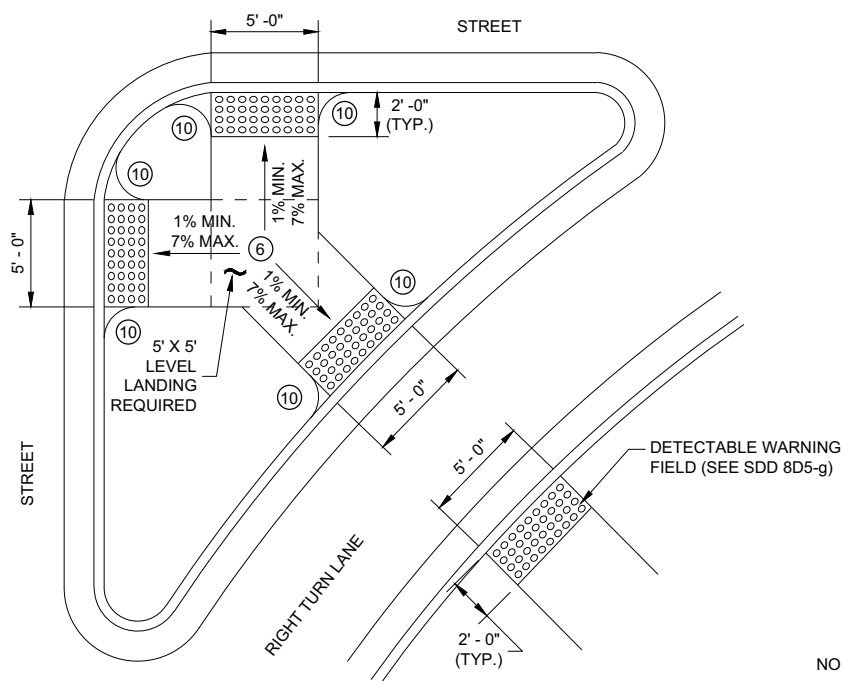
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

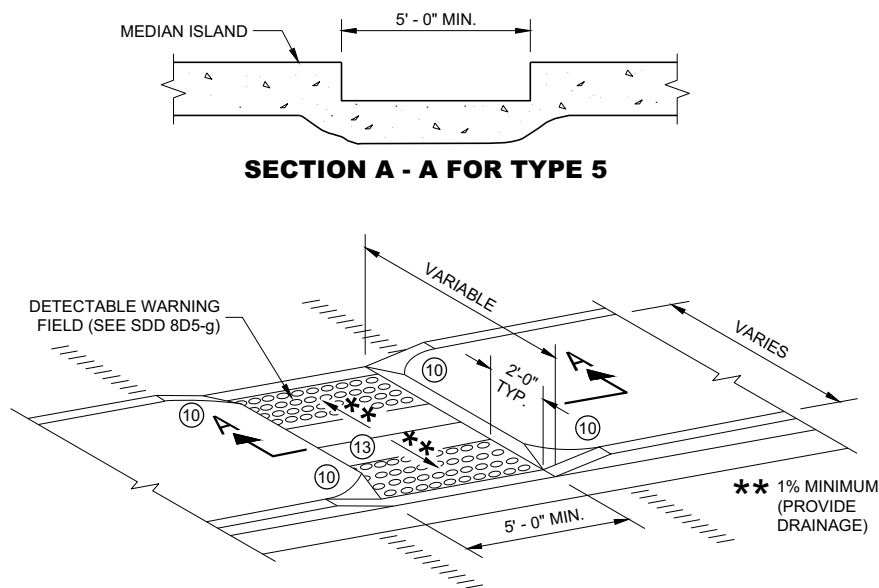
DETECTABLE WARNINGS AT RAILROAD CROSSING



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

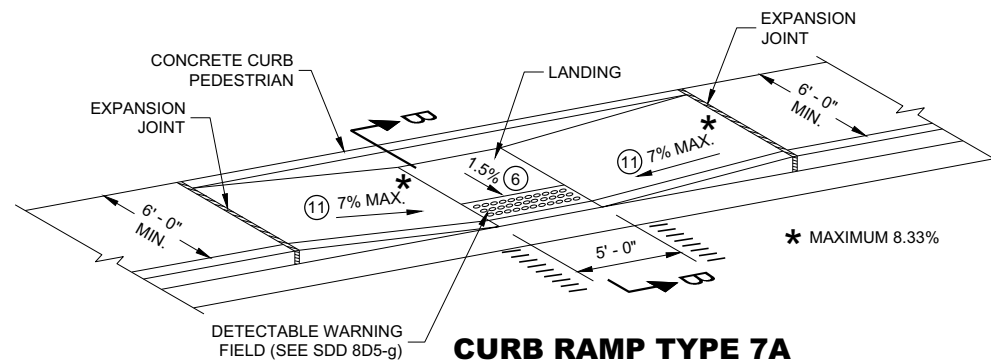
REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



SECTION A - A FOR TYPE 5

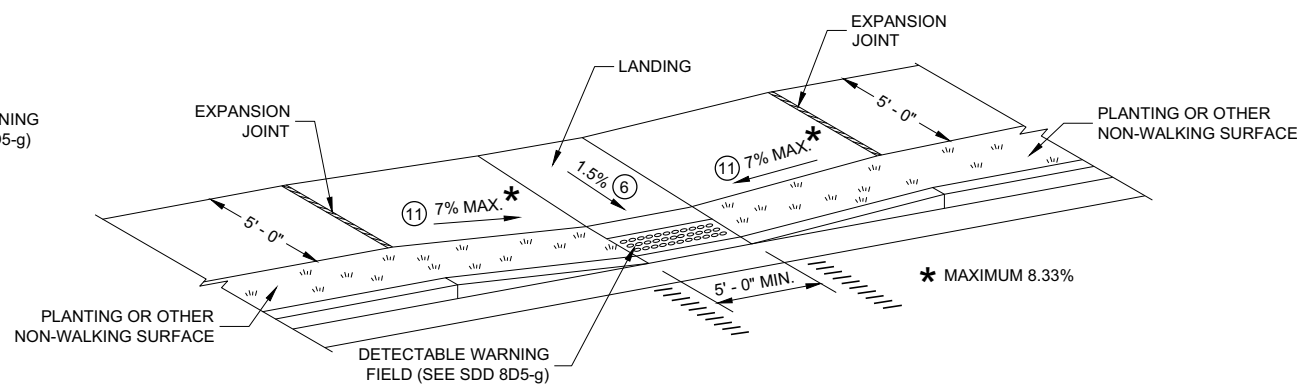
CURB RAMP TYPE 5

**MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING**



CURB RAMP TYPE 7A

MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

GENERAL NOTES

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

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

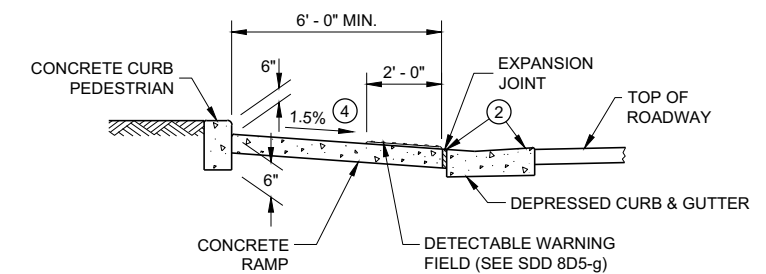
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- (4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- (11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- (12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- (13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

- ===== 1/2" EXPANSION JOINT SIDEWALK
- - - - - CONTRACTION JOINT FIELD LOCATED
- ||||||| PAVEMENT MARKING CROSSWALK (WHITE)

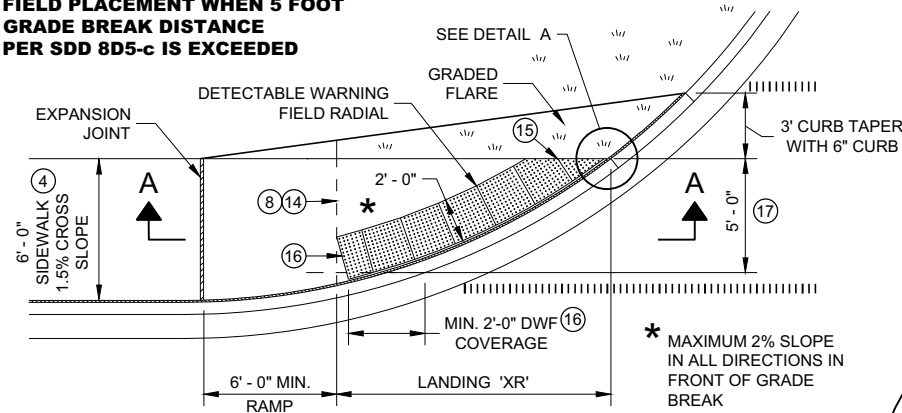


SECTION B - B FOR TYPE 7A

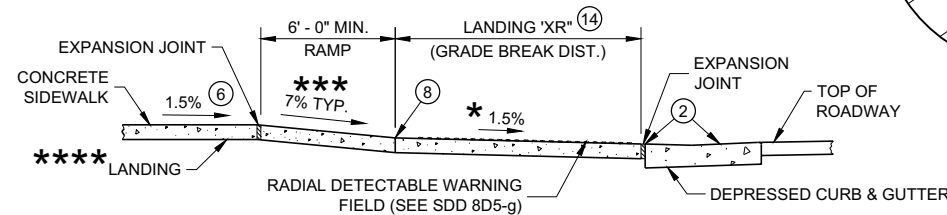
**CURB RAMPS
TYPE 5, 6, 7A, 7B & 8**

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)**

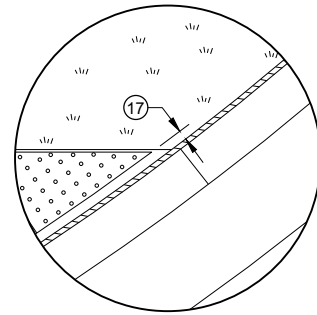


SECTION A - A FOR TYPE 4A1

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

*** MAXIMUM 8.33%

- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - - - - - CONTRACTION JOINT SIDEWALK
 - ||||| PAVEMENT MARKING CROSSWALK (WHITE)



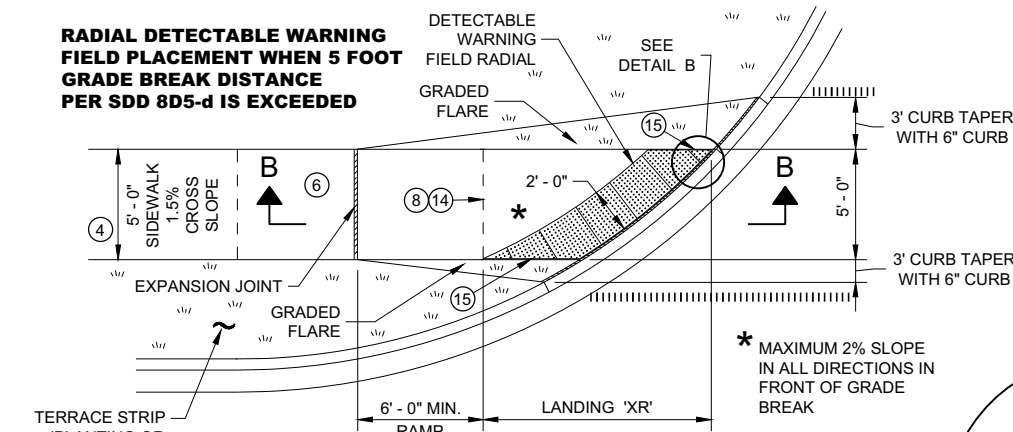
DETAIL A

GENERAL NOTES

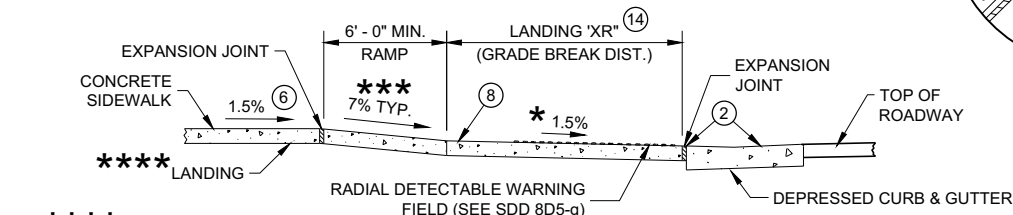
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE 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 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 AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
 - ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
 - ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
 - ⑭ CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
 - ⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
 - ⑯ USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
 - ⑰ A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

6

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



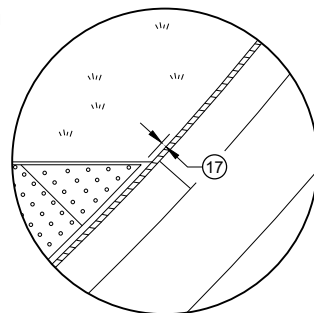
**PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)**



SECTION B - B FOR TYPE 4B1

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

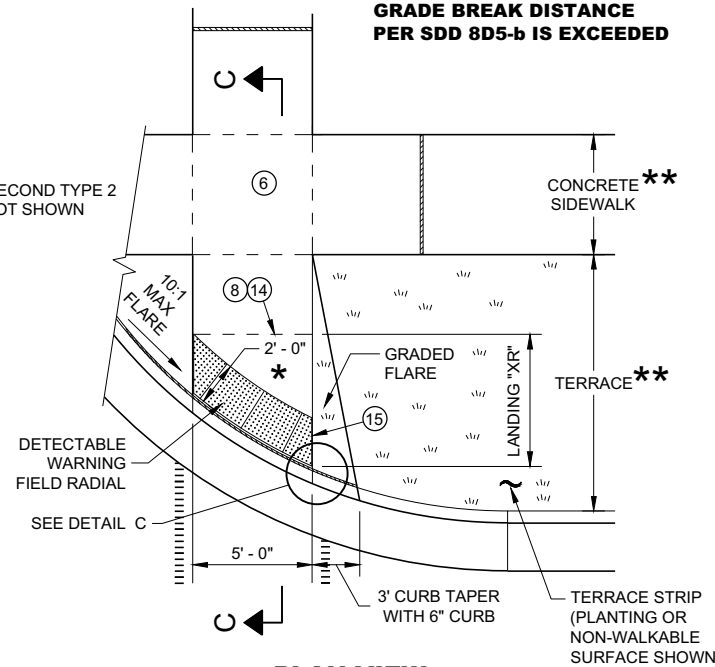
*** MAXIMUM 8.33%



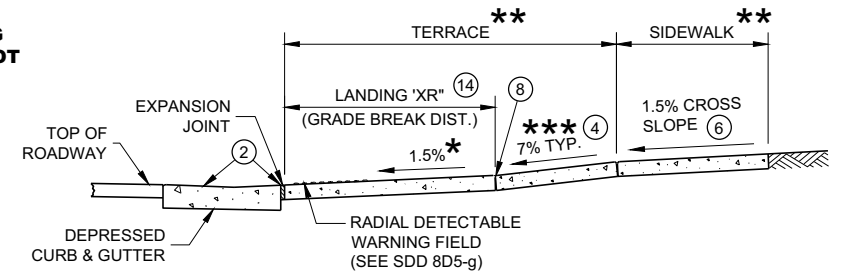
DETAIL B

NOTE: SECOND TYPE 2 RAMP NOT SHOWN

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

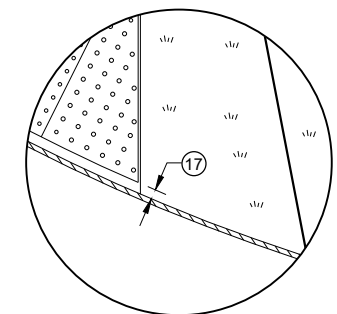


**PLAN VIEW
CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)**



SECTION C - C FOR TYPE 2

- * MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK
- ** WIDTH SHOWN ELSEWHERE IN THE PLANS
- *** MAXIMUM 8.33%



DETAIL C

**CURB RAMPS
RADIAL DETECTABLE WARNING
FIELD APPLICATIONS**

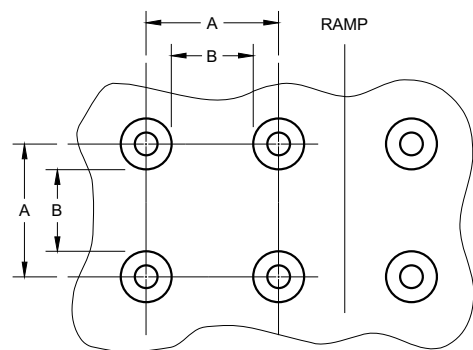
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

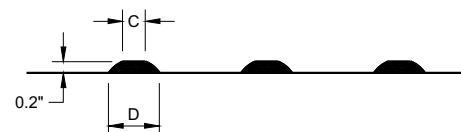
SDD 08D05 - 20f

	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.

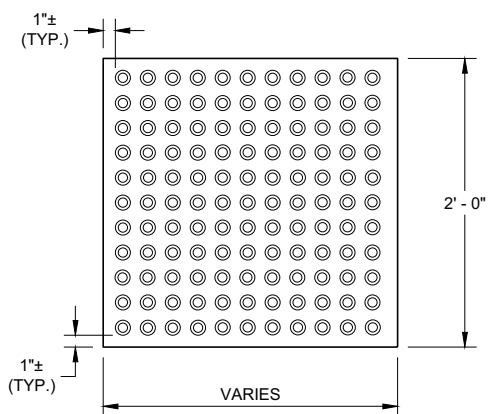


PLAN VIEW

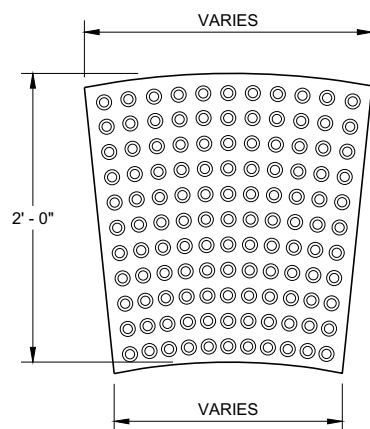


ELEVATION VIEW

**TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL**

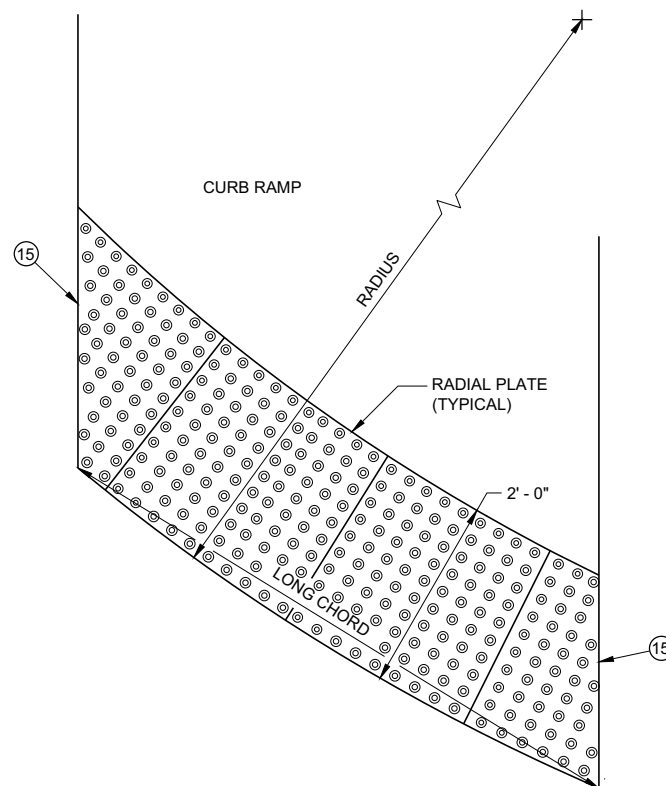


RECTANGULAR
PLATES

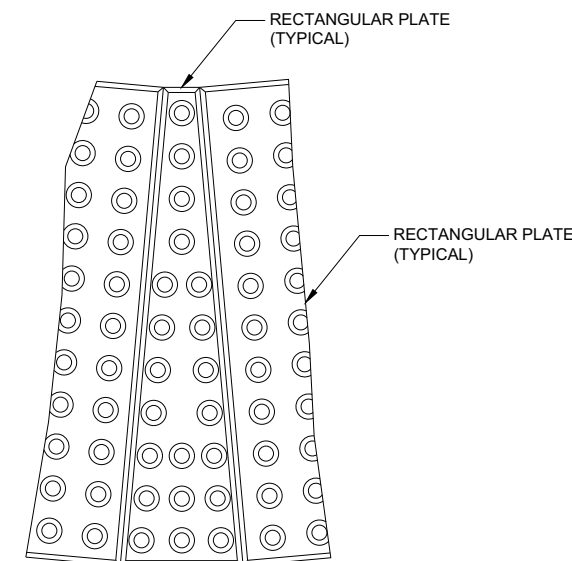


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

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 FIELD 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.

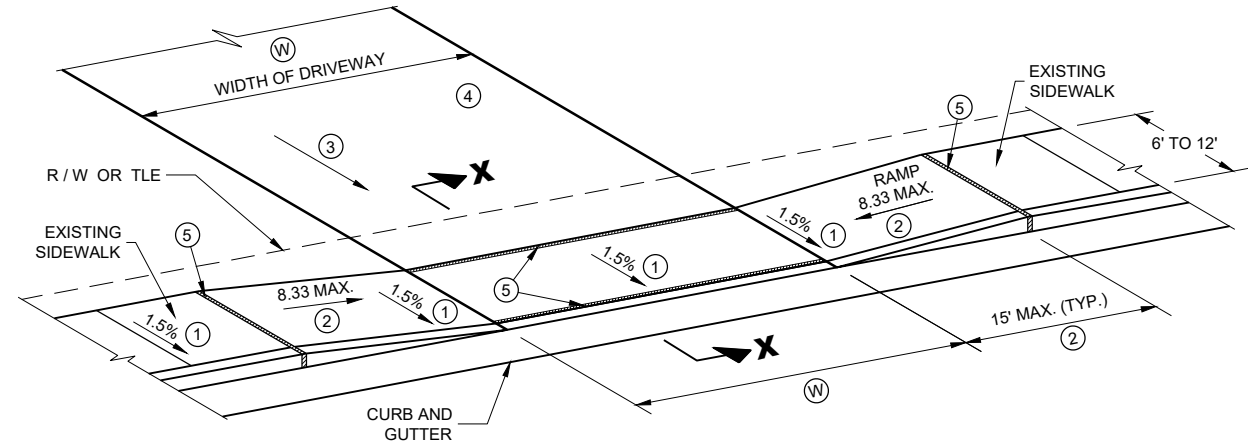
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE.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

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

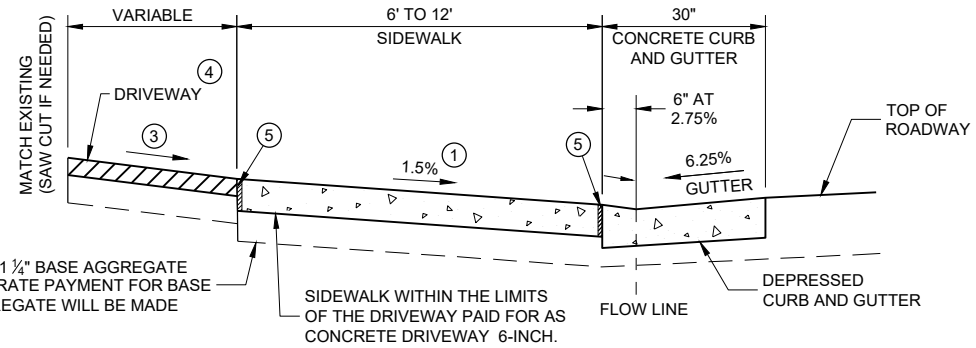
DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

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 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

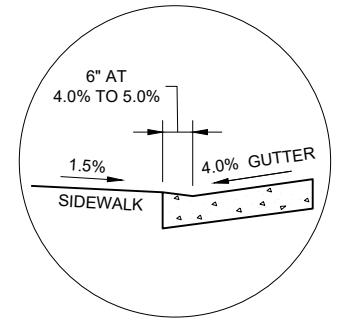
CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
<small>FHWA</small>	



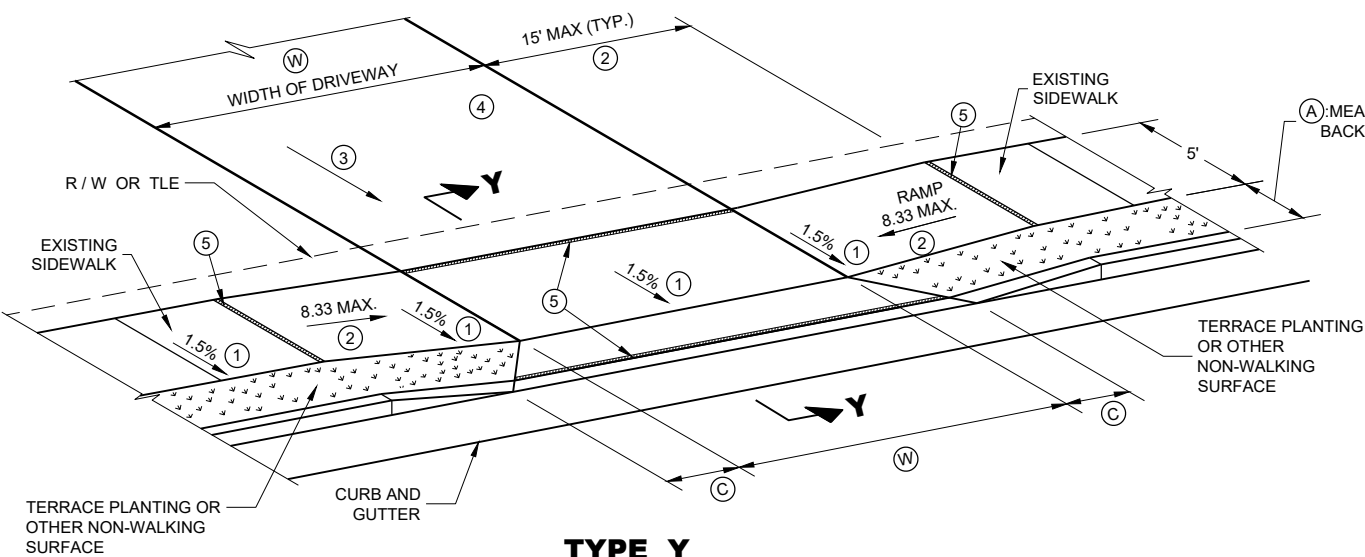
TYPE X
SIDWALK ABUTS CURB AND GUTTER
TERRACE VARIES 0 TO 3 FEET



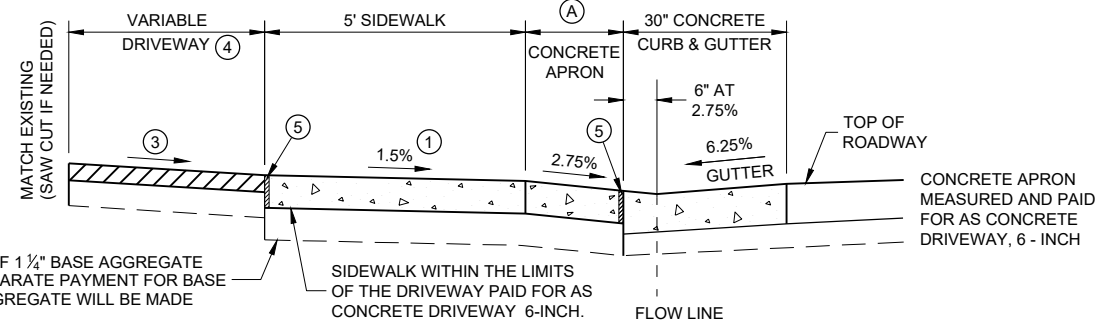
SECTION X - X



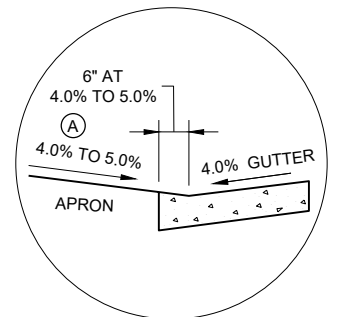
SECTION X - X
4% GUTTER SLOPE



TYPE Y
SIDWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET



SECTION Y - Y
DRIVEWAY DETAIL WITH CONCRETE
CURB AND GUTTER
(URBAN AND SUBURBAN)



SECTION Y - Y
4% GUTTER SLOPE

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)
 16' MIN. - 35' MAX. COMMERCIAL (CE)

TABLE Y

(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

(A): MEASURE FROM BACK OF CURB

6" OF 1 1/4" BASE AGGREGATE SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

- ① CONSTRUCTION TOLERANCE OF 0.5%± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ② THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

- ③ **DRIVEWAY SLOPES: DESIRABLE MAXIMUM**
 10.5% UP AWAY FROM SIDEWALK (SAG)
 8.5% DOWN AWAY FROM SIDEWALK (CREST)
 ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

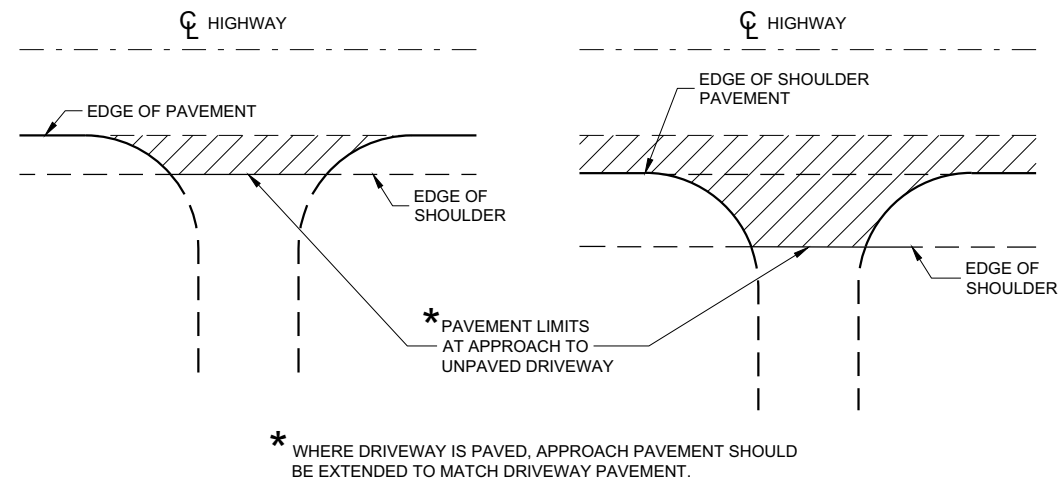
- ④ **DRIVEWAY TYPES**
 • 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
 • 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
 • 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES.)

- ⑤ 1/2" EXPANSION JOINT FILLER

DRIVEWAY AND
SIDWALK RAMPS
TYPES X AND Y

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

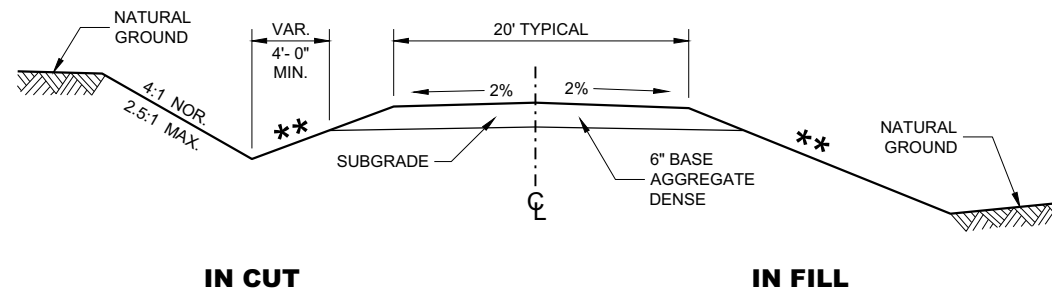
APPROVED
 February 2022 /S/ Rodney Taylor
 DATE ROADWAY STANDARDS DEVELOPMENT
 ENGINEER



PLAN VIEW
(UNPAVED SHOULDER ON HIGHWAY)

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

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

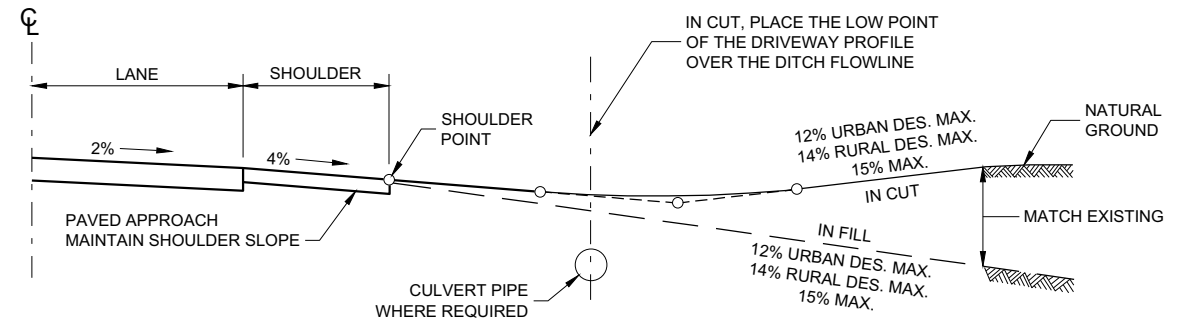


IN CUT **IN FILL**

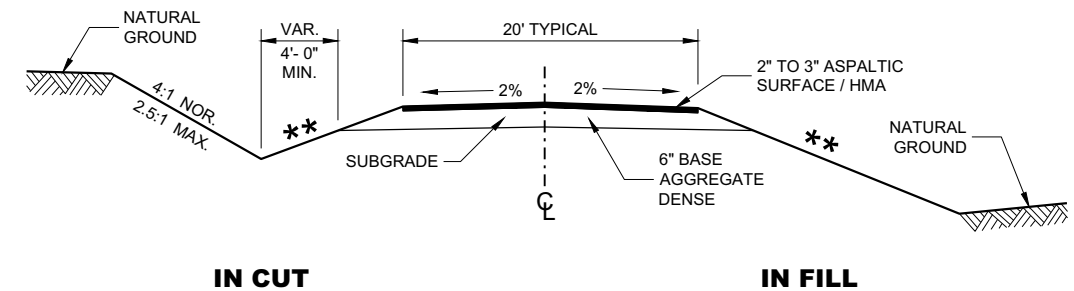
**TYPICAL CROSS SECTION FOR
PRIVATE DRIVE OR FIELD ENTRANCE
AGGREGATE SURFACE**

** SLOPE CAN VARY WITH SPEED. SEE 11-45-30.6.2

POSTED SPEED MPH	MAX. SLOPE
<35	4:1
≥ 35 TO < 60	6:1
≥60	10:1



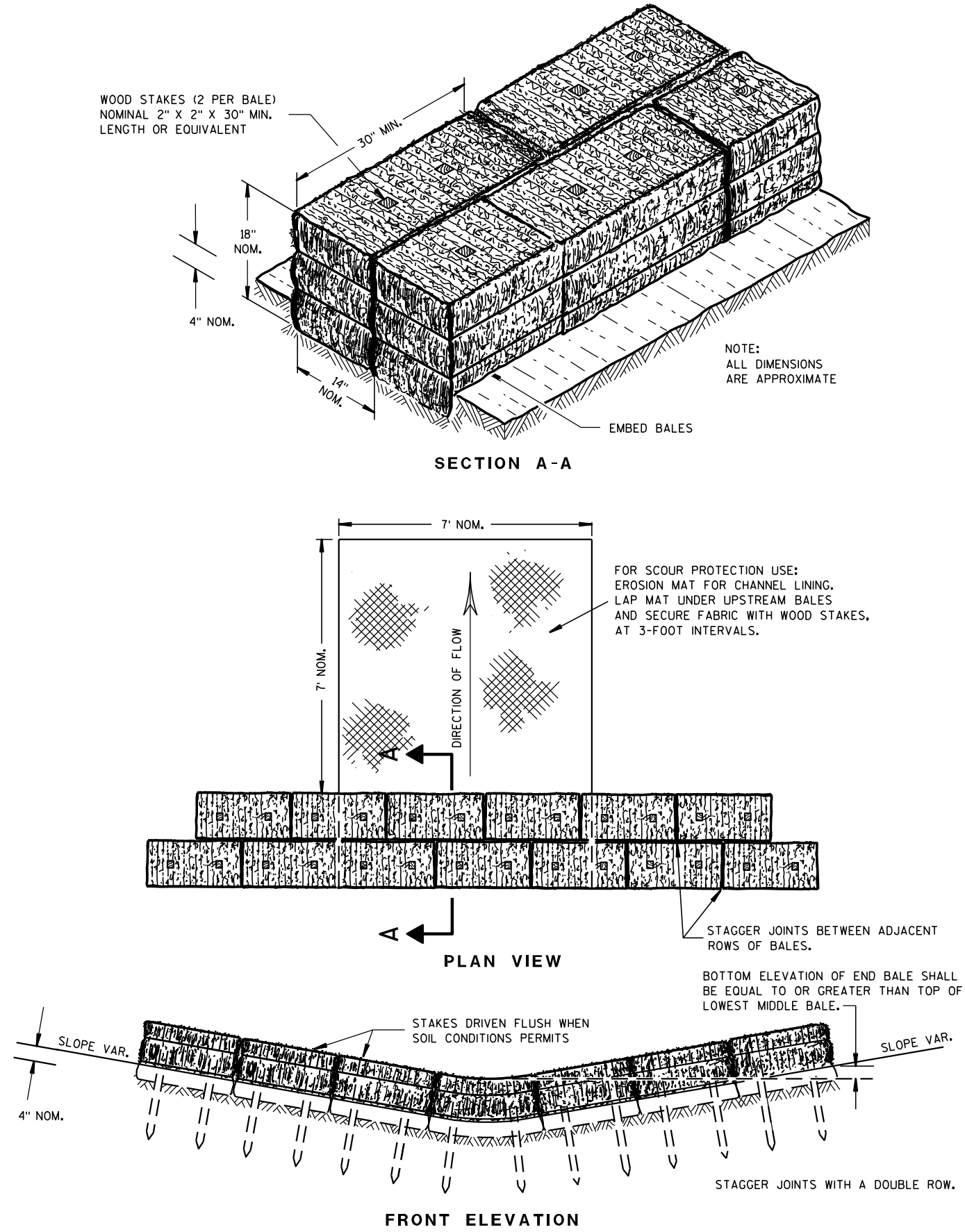
TYPICAL DRIVEWAY PROFILES



IN CUT **IN FILL**

**TYPICAL CROSS SECTION FOR
PRIVATE DRIVE OR FIELD ENTRANCE
ASPHALTIC SURFACE**

DRIVEWAYS WITHOUT CURB AND GUTTER	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2017 DATE	/s/ Rodney Taylor ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA	

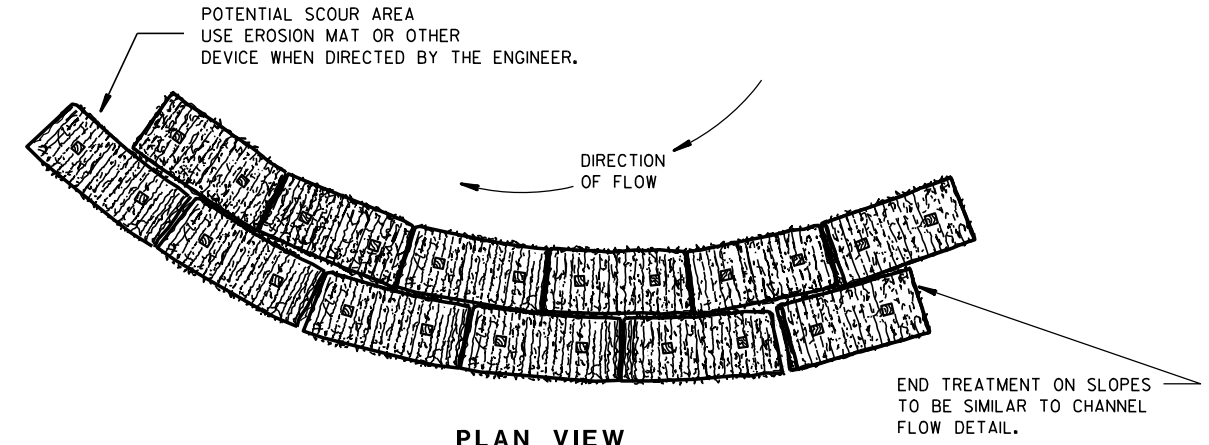


TEMPORARY DITCH CHECK USING EROSION BALES ①

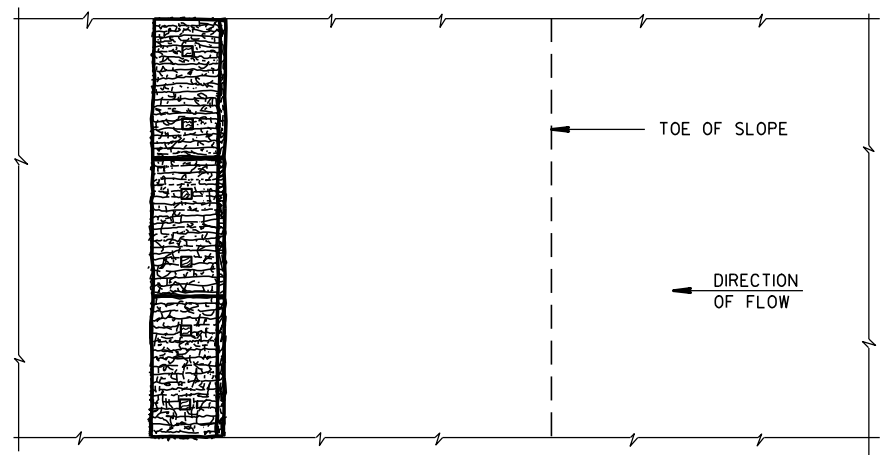
GENERAL NOTES

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

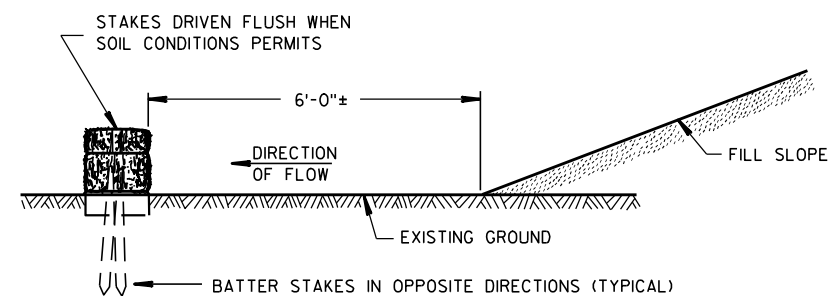
- ① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.



PLAN VIEW WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW

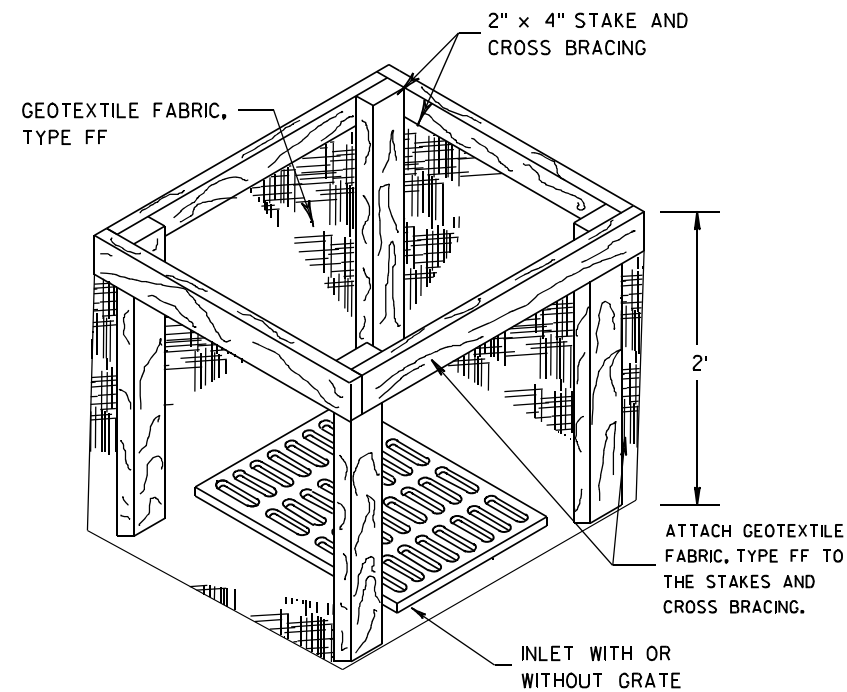
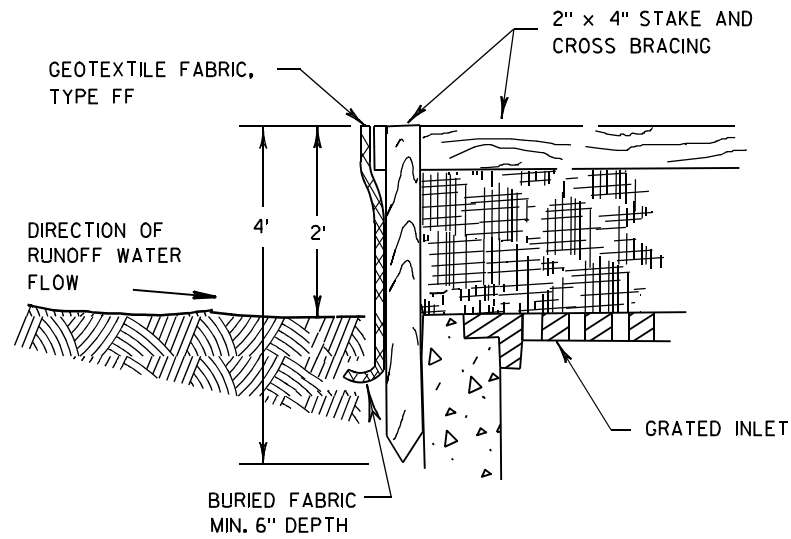


FRONT ELEVATION WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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



INLET PROTECTION, TYPE A

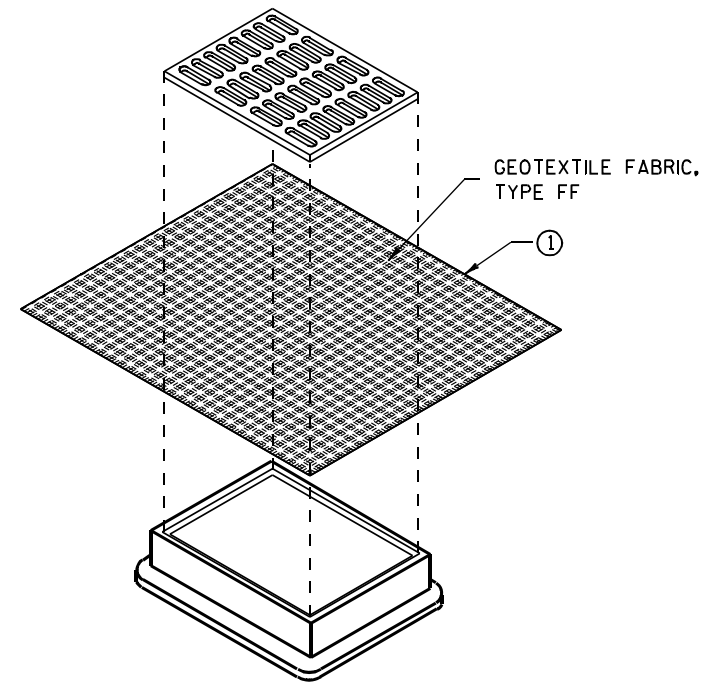
GENERAL NOTES

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.

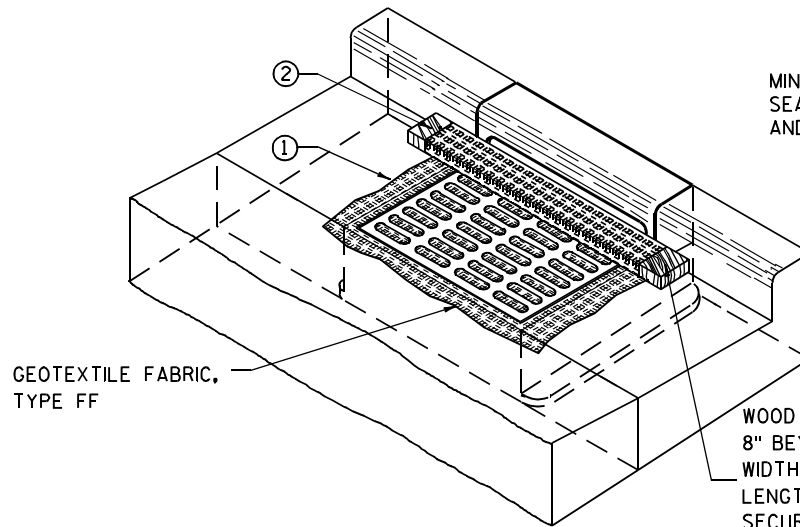
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

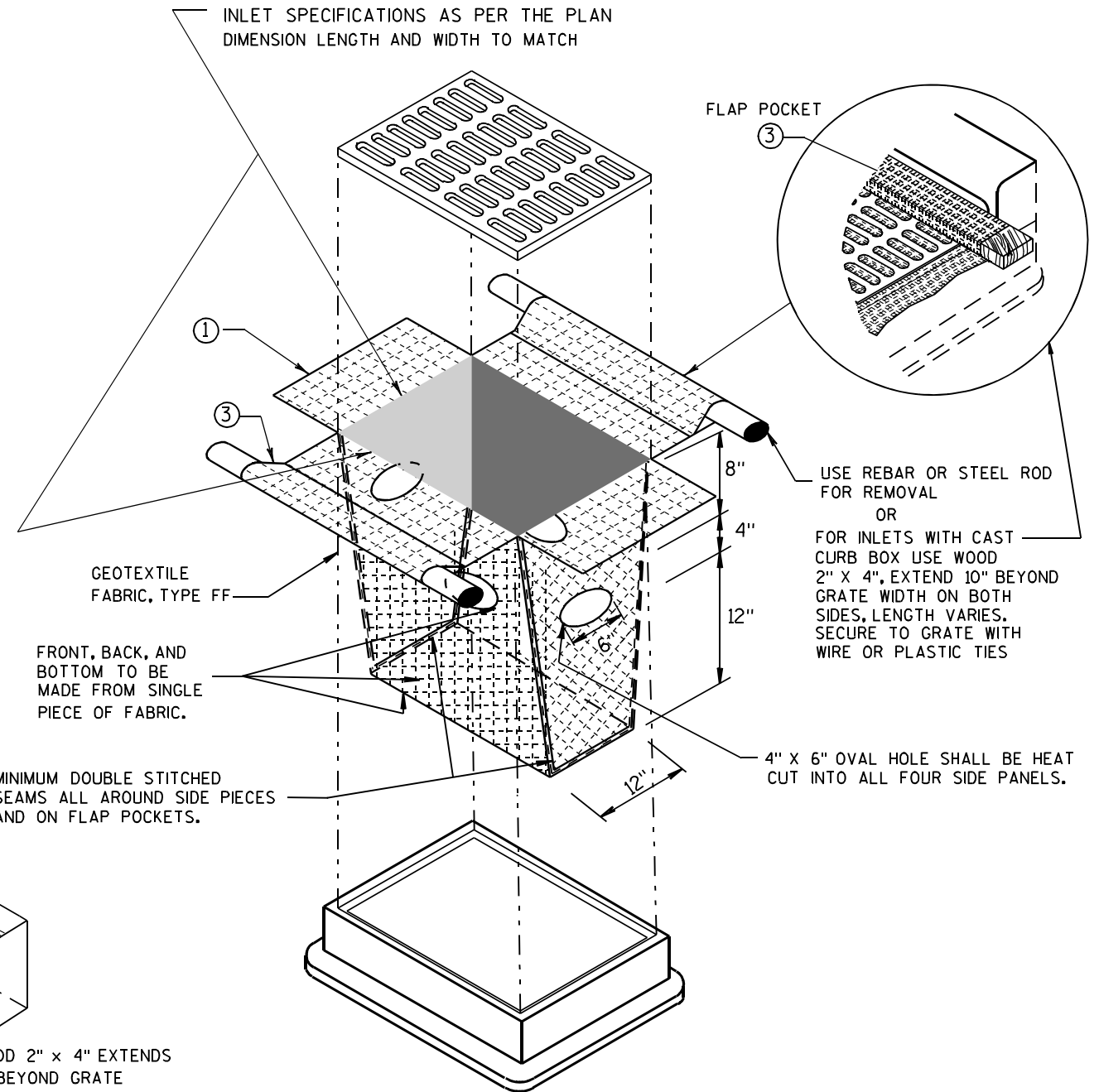
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.

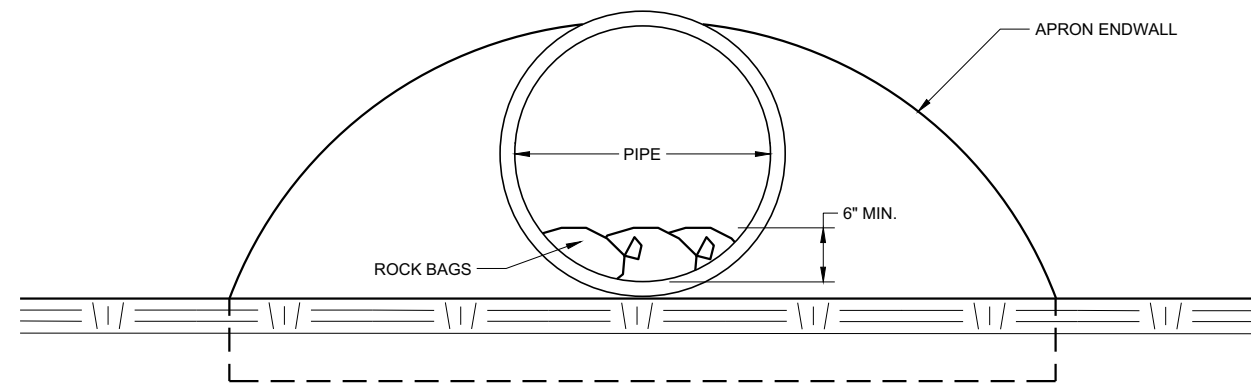
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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



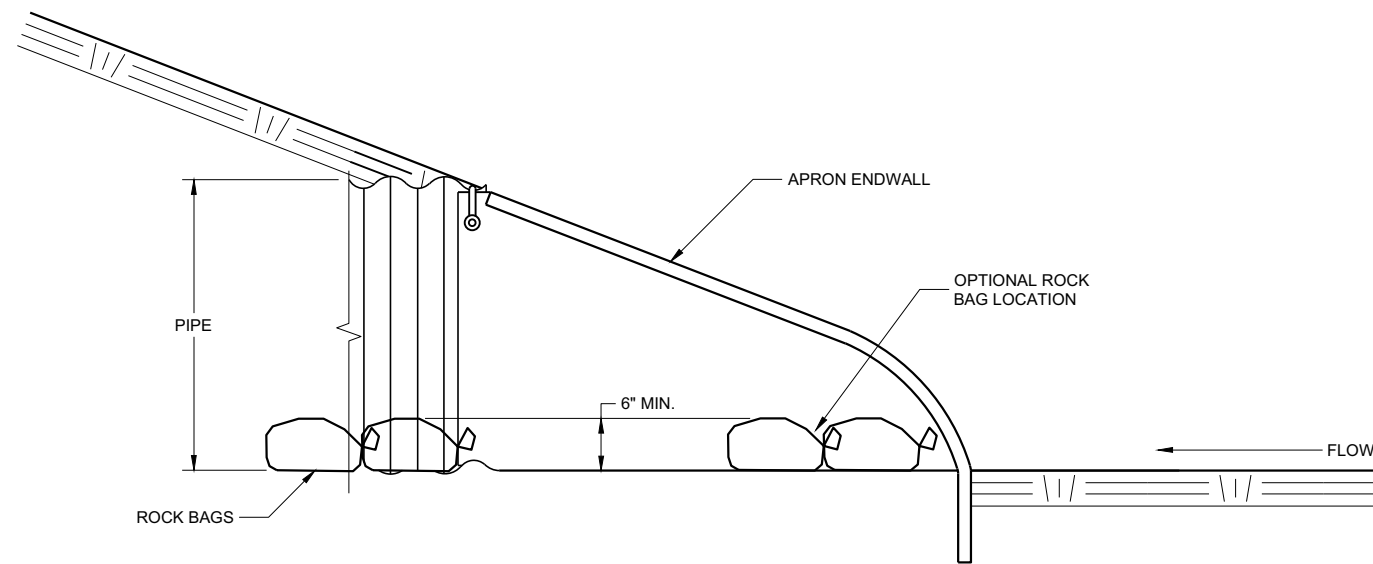
INLET PROTECTION, TYPE D

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

INLET PROTECTION TYPE A, B, C, AND D	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/s/ Beth Connestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



END VIEW



SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Daniel Schave
DATE EROSION CONTROL ENGINEER

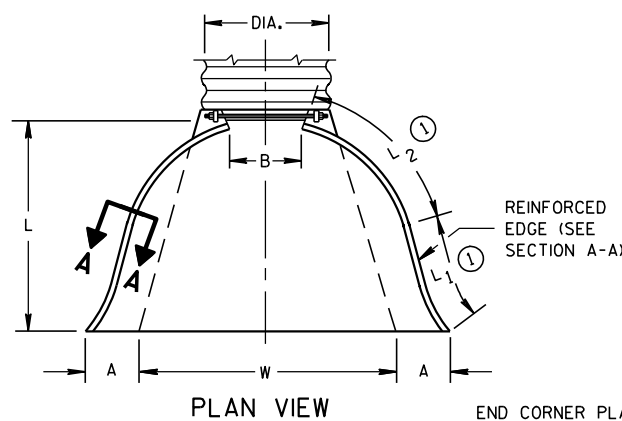
FHWA

METAL APRON ENDWALLS											
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1	L2	W (±2")		
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	.109x	.105x	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

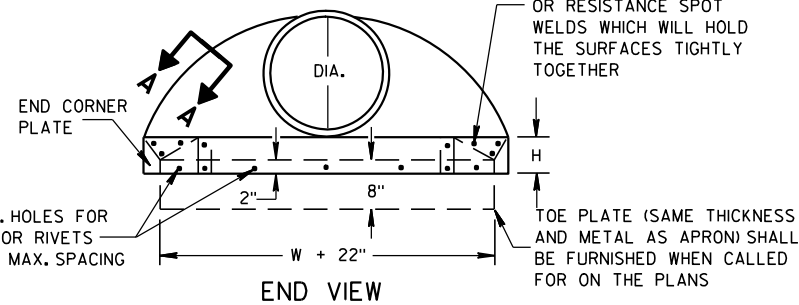
* EXCEPT CENTER PANEL SEE GENERAL NOTES

REINFORCED CONCRETE APRON ENDWALLS									
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE	
	T	A	B	C	D	E	G		
12	2	4	24	48 1/8	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 1/2 to 1	
60	6	30-35	60	39	99	96	5	2 to 1	
66	6 1/2	30-35	72-78	21-27	99	102	5 1/2	2 to 1	
72	7	30-35	78	21	99	108	6	2 to 1	
78	7 1/2	30-35	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	

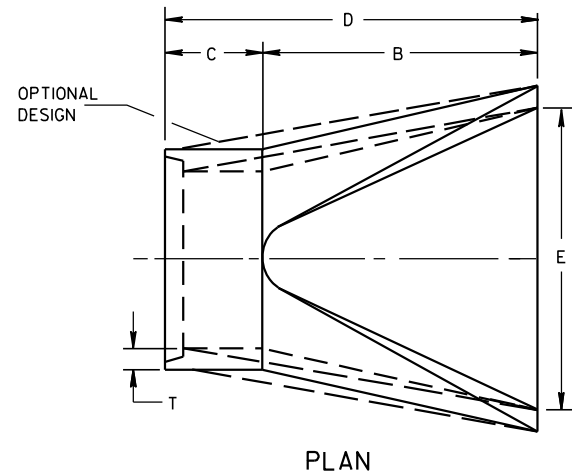
* MINIMUM
** MAXIMUM



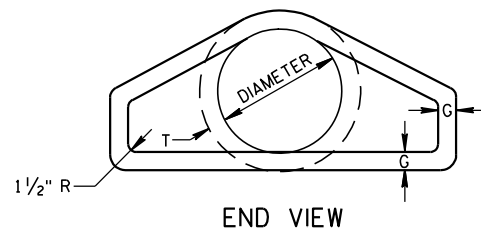
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER



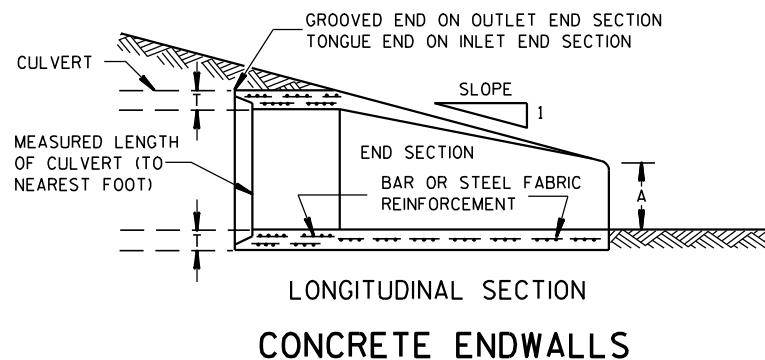
SIDE ELEVATION
METAL ENDWALLS



PLAN

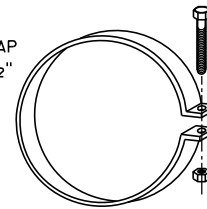


END VIEW



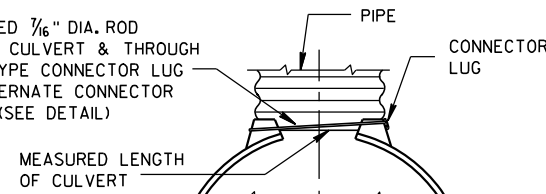
LONGITUDINAL SECTION
CONCRETE ENDWALLS

1" WIDE, 12 GA. (0.109" THICK) GALVANIZED STRAP WITH STANDARD 6" X 1/2" BAND BOLT AND NUT



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP

THREADED 3/16" DIA. ROD AROUND CULVERT & THROUGH TANK TYPE CONNECTOR LUG OR ALTERNATE CONNECTOR STRAP (SEE DETAIL)



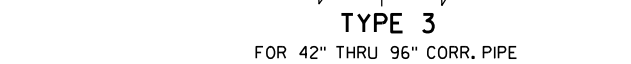
TYPE 1
FOR 12" THRU 24" CORR. PIPE

THREADED 3/16" DIA. ROD OVER TOP OF APRON, SIDE LUGS TO BE RIVETED TO APRON



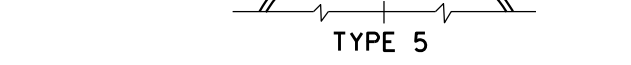
TYPE 2
FOR 30" THRU 96" CORR. PIPE

MEASURED LENGTH OF CULVERT



TYPE 3
FOR 42" THRU 96" CORR. PIPE

DIMPLED OR CORRUGATED COUPLING BAND



ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

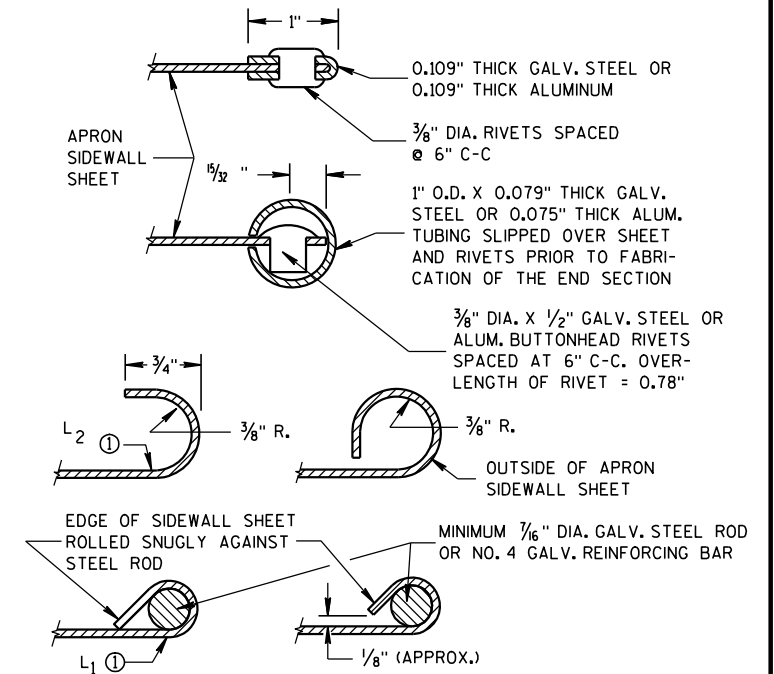
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

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 VICE 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.

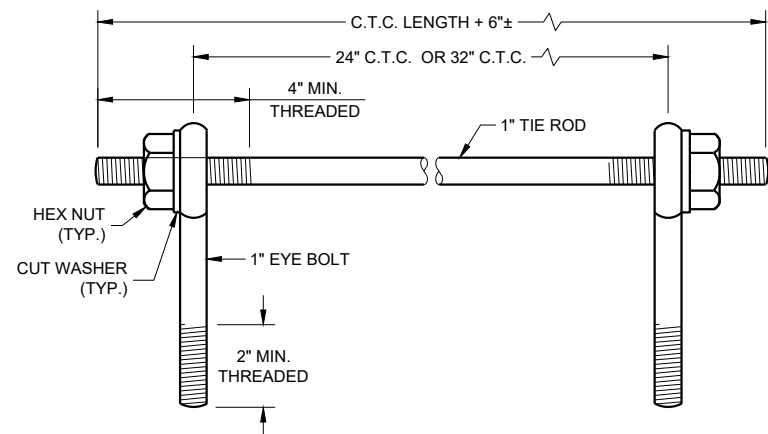
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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

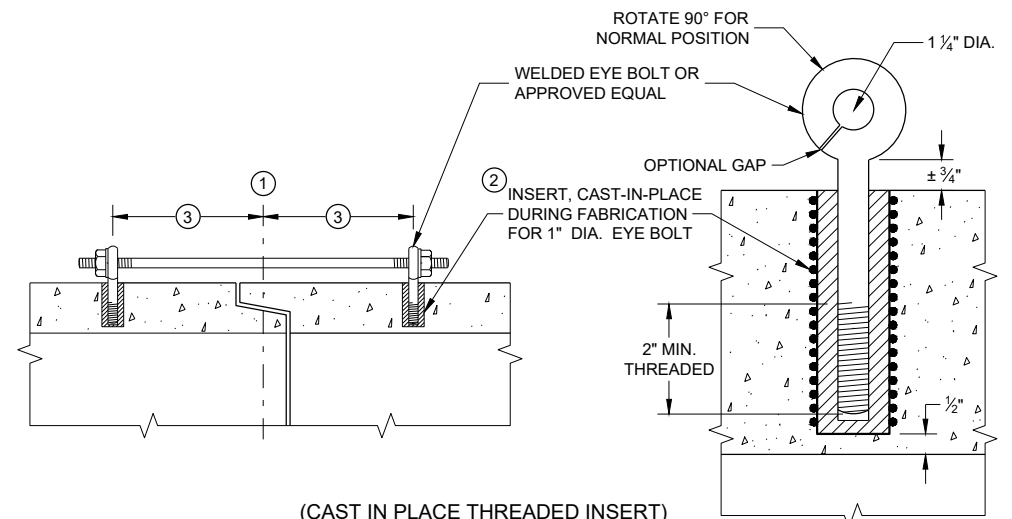
APRON ENDWALLS FOR
CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



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



(CAST IN PLACE THREADED INSERT)
LONGITUDINAL SECTIONS

GENERAL NOTES

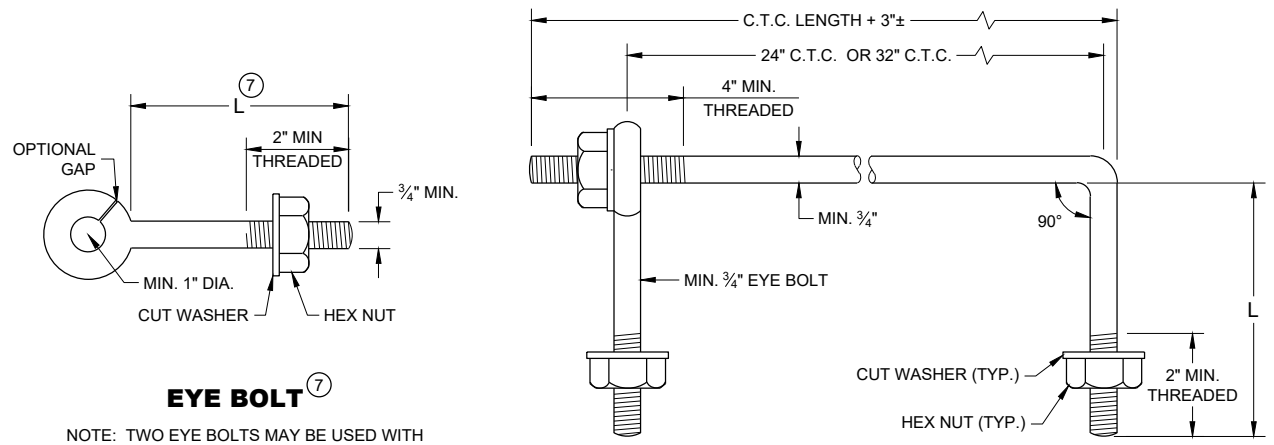
DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.

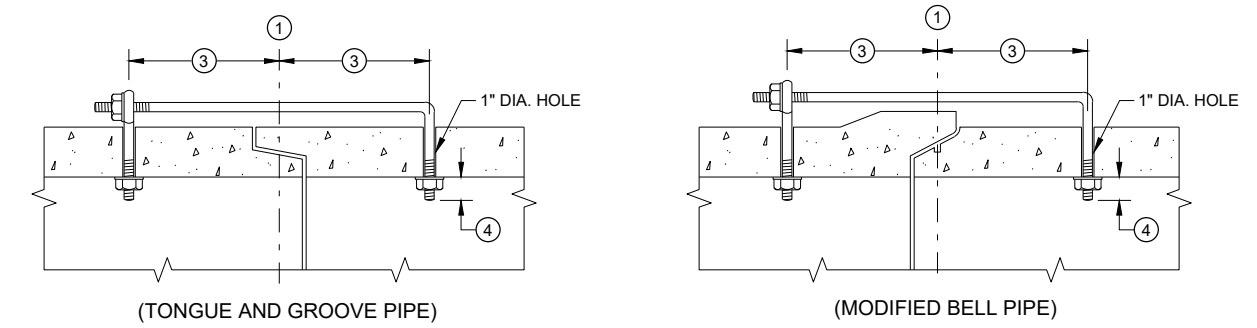
JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

- 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 1/2 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 AND TIE ROD

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



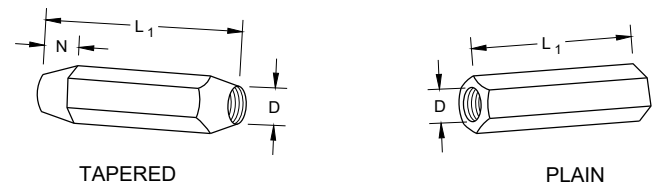
LONGITUDINAL SECTION
 (JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

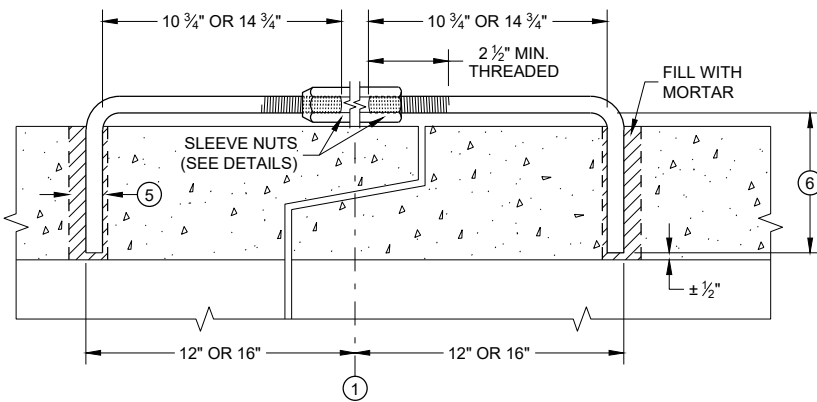
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L ₁	N
12 - 60	5/8	5/8	5	1/2
66 - 84	3/4	3/4	5	1/2
90 - 144	1	1	7	1 1/16

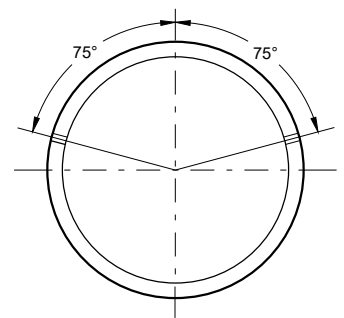
DIMENSIONS SHOWN ARE IN INCHES



RIGHT AND LEFT THREADS
SLEEVE NUTS

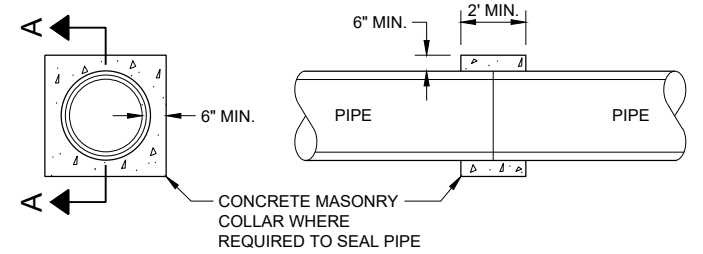


LONGITUDINAL SECTION
ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



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

TRANSVERSE SECTION

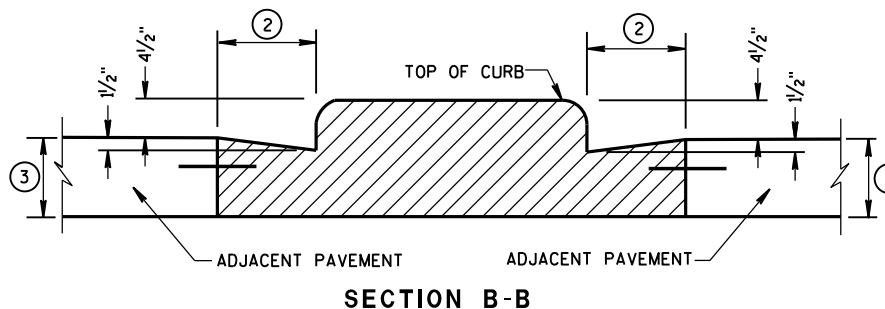
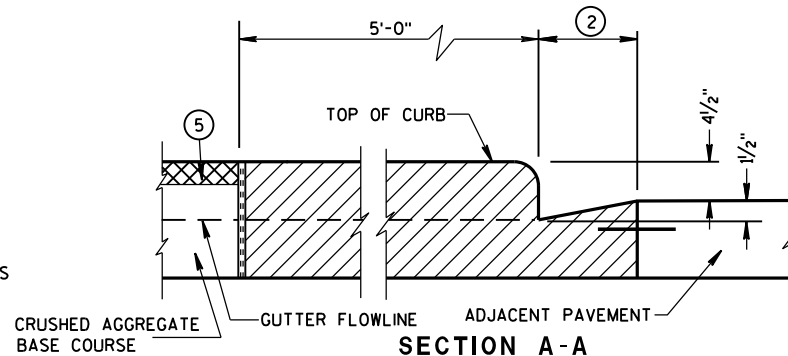
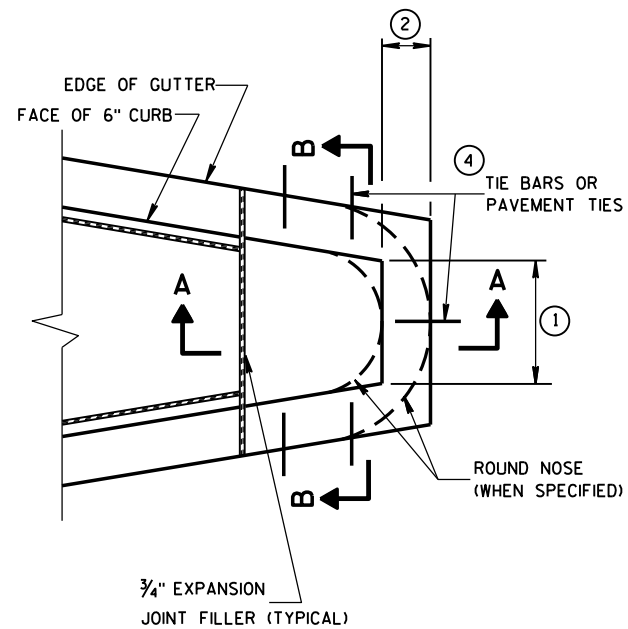
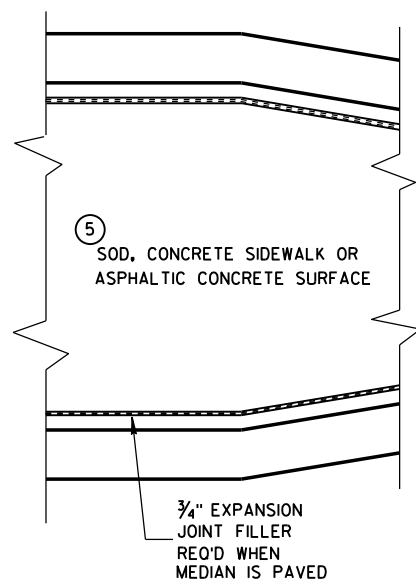


SECTION A - A
CONCRETE COLLAR DETAIL

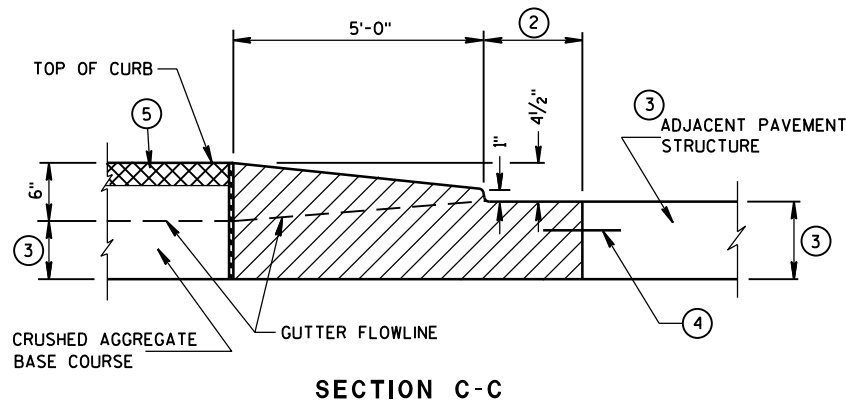
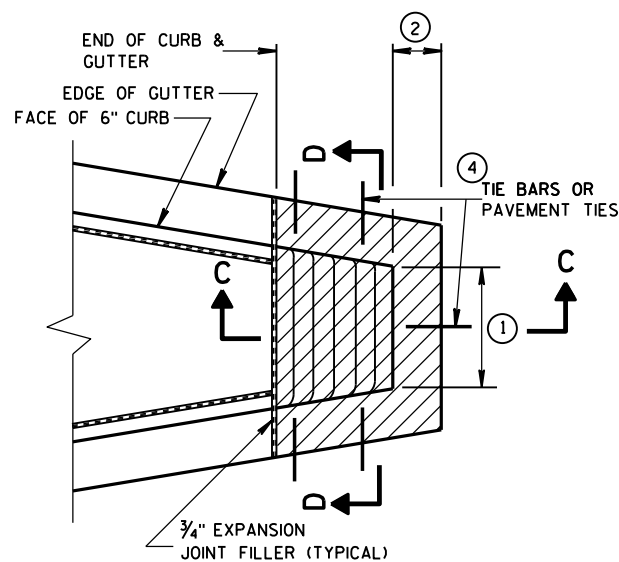
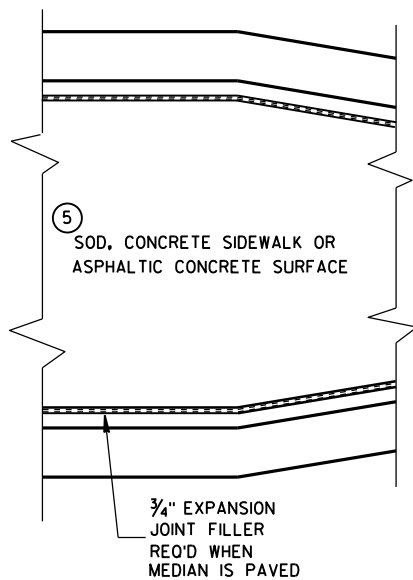
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

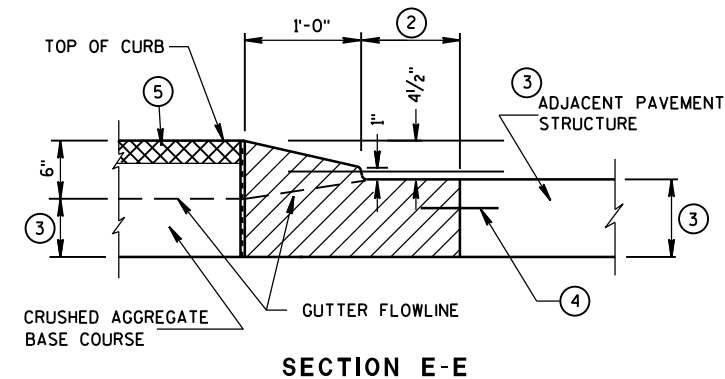
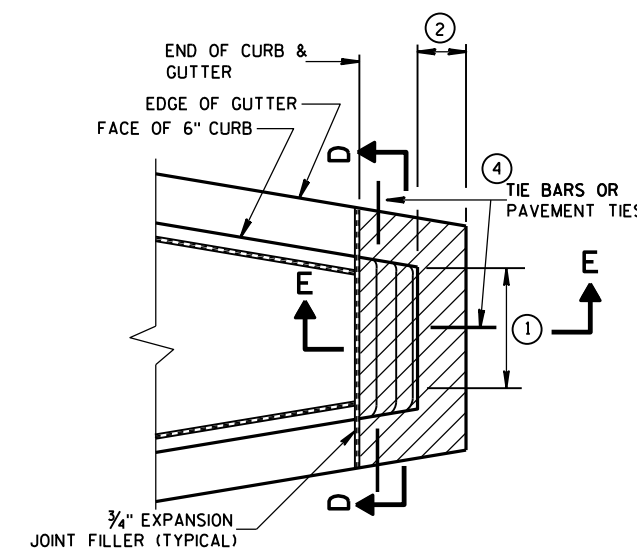
APPROVED
 November 2021 /S/ Rodney Taylor
 DATE ROADWAY STANDARDS DEVELOPMENT
 ENGINEER
 FHWA



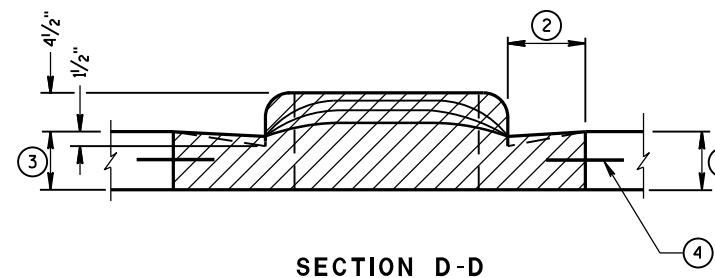
CONCRETE MEDIAN BLUNT NOSE DETAIL



CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



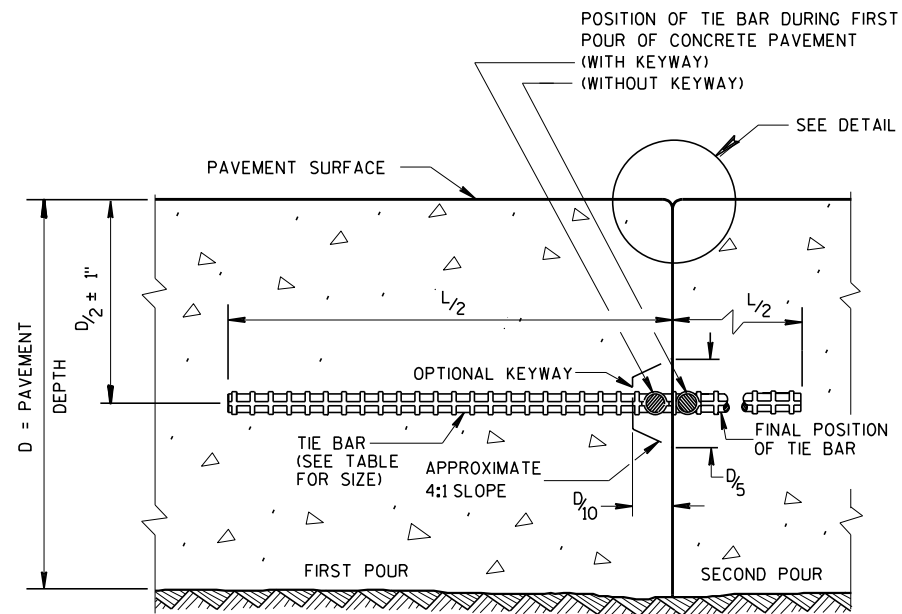
SECTION D-D

GENERAL NOTES

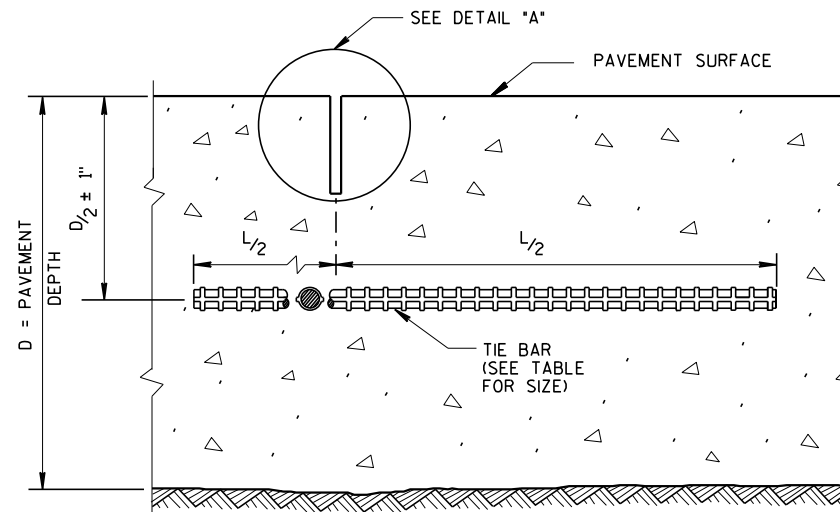
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

- ① SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
- ② WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
- ③ DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
 - (1) NEW OR EXISTING CONCRETE PAVEMENT.
 - (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
 - (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.
- ④ TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.
- PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.
- ⑤ SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE	/s/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



CONSTRUCTION JOINT



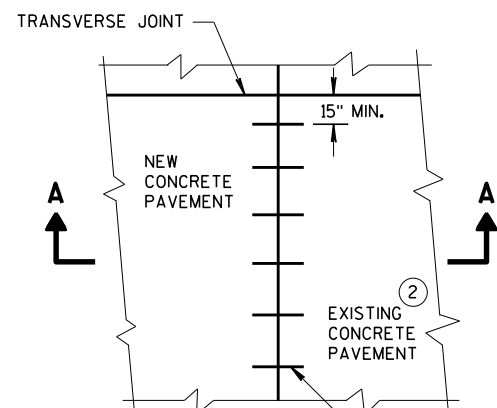
SAWED JOINT

GENERAL NOTES

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

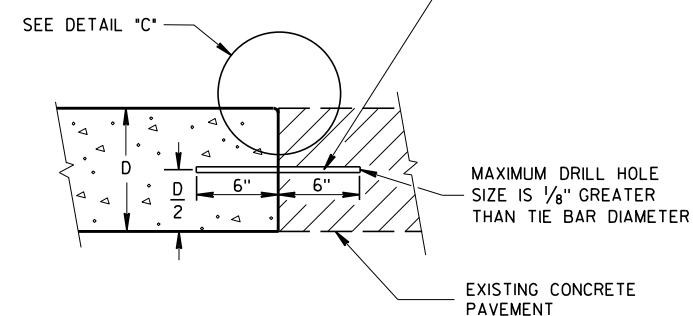
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

- ① ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
- ② PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

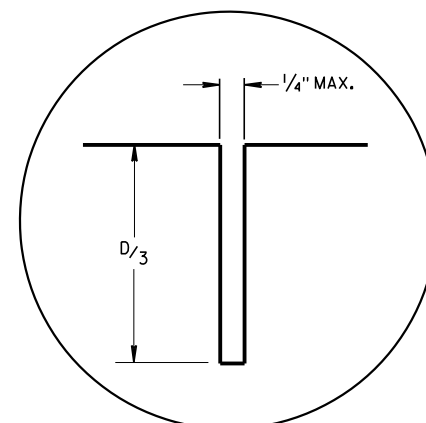


PLAN VIEW

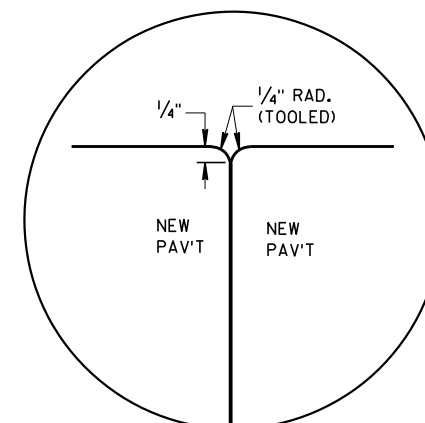
NO. 6 TIE BARS SPACED 30" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT. ①



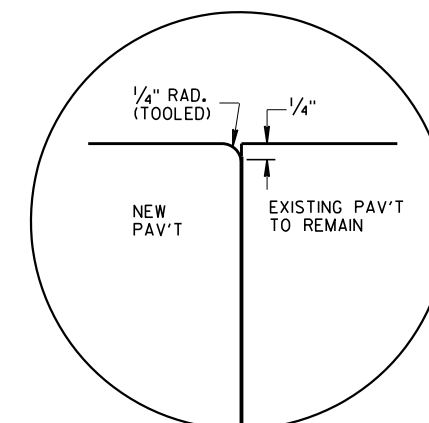
**SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT**



DETAIL "A"



DETAIL "B"



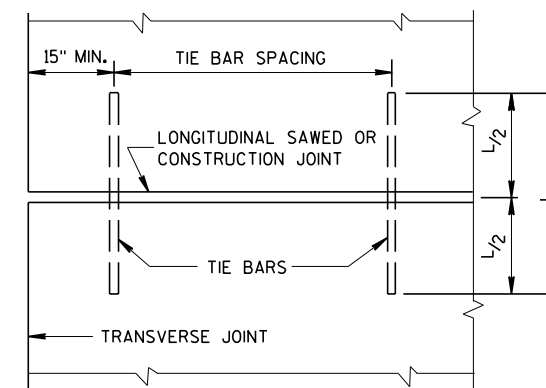
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

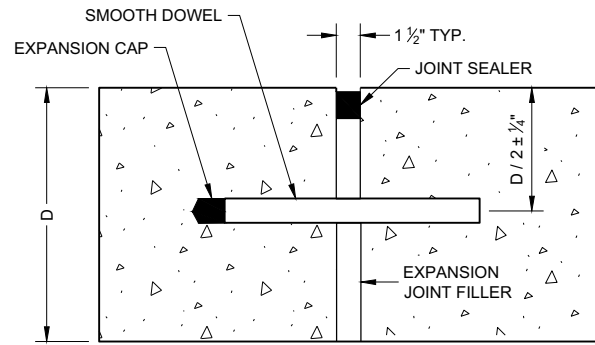


**PLAN VIEW
SHOWING LOCATION OF TIE BARS**

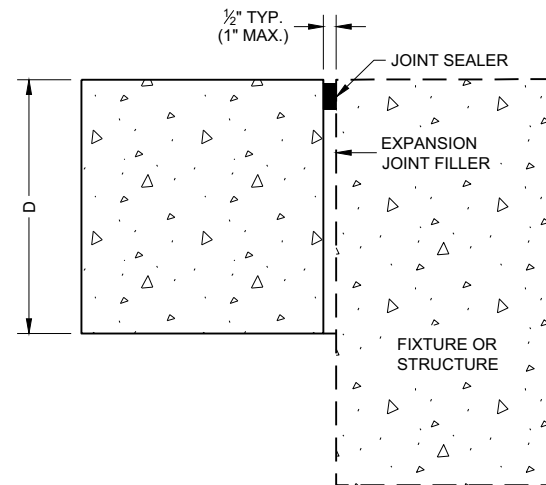
**CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Peter Kemp, P.E.
DATE PAVEMENT SUPERVISOR
FHWA



DOWELED TRANSVERSE ①



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

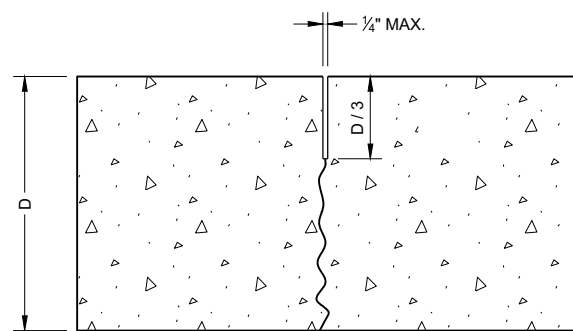
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4*	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

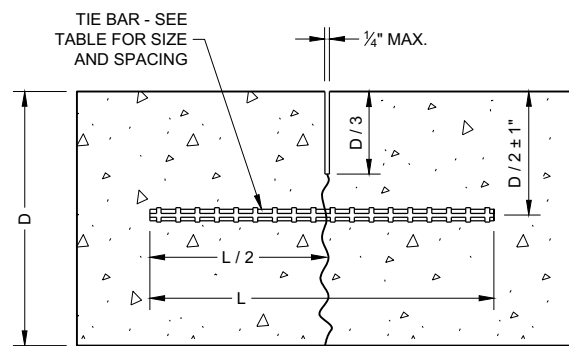
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

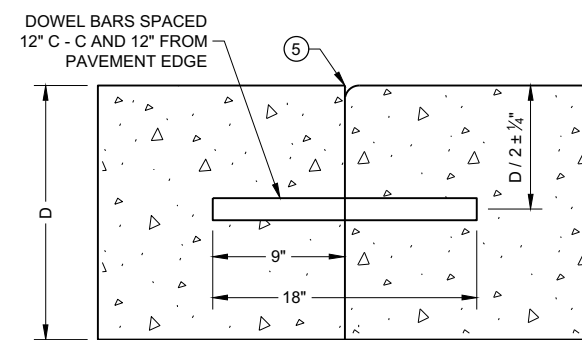
- ① USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
- ② SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
- ③ LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
- ④ CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
- ⑤ IF JOINT IS FORMED, PROVIDE A 1/4" RADIUS.
- ⑥ ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



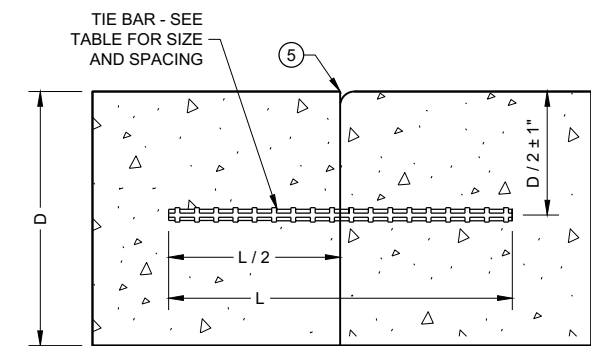
UNDOWELED TRANSVERSE



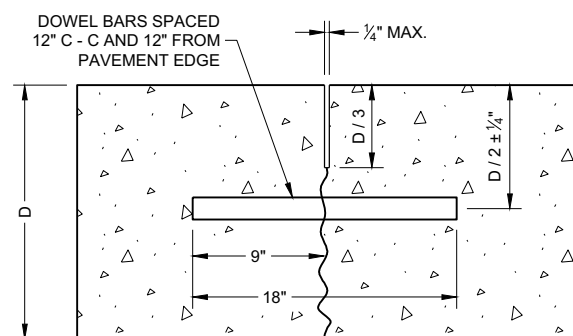
TIED LONGITUDINAL



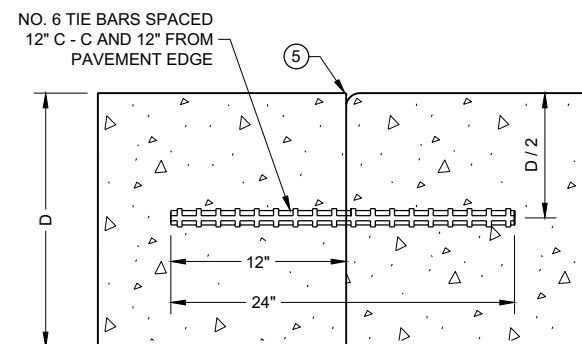
DOWELED TRANSVERSE ③



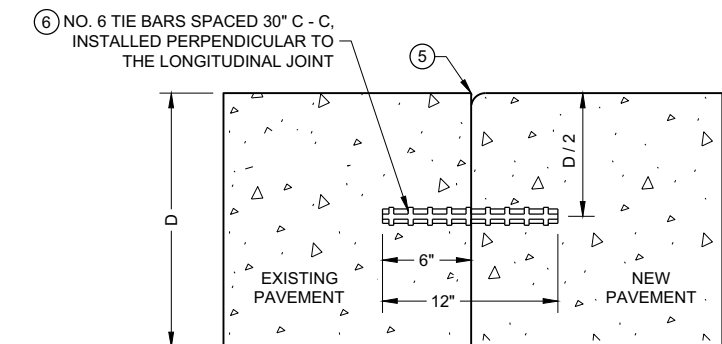
TIED LONGITUDINAL



DOWELED TRANSVERSE



TIED TRANSVERSE ③
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



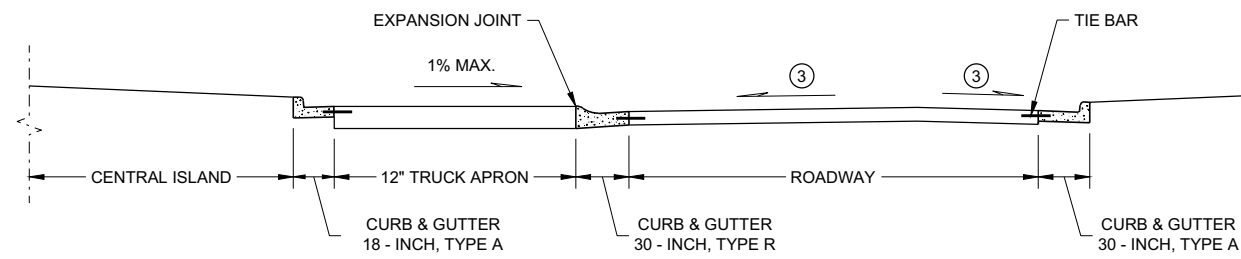
TIED LONGITUDINAL TO EXISTING

CONTRACTION JOINTS ②

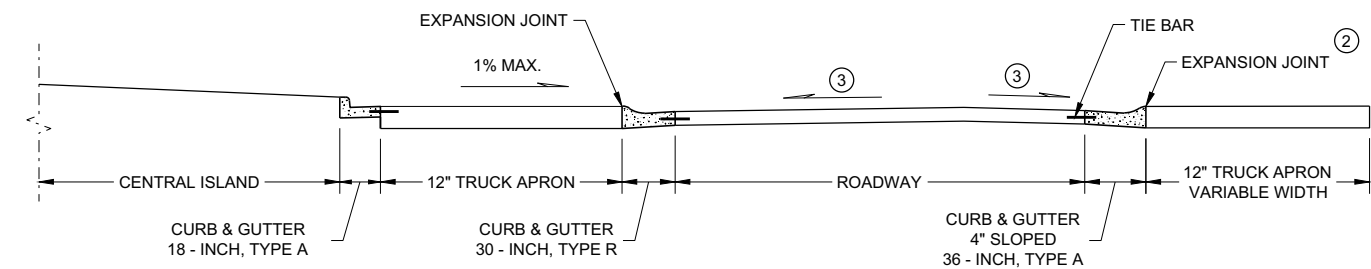
CONSTRUCTION JOINTS ④

CONCRETE PAVEMENT JOINT TYPES

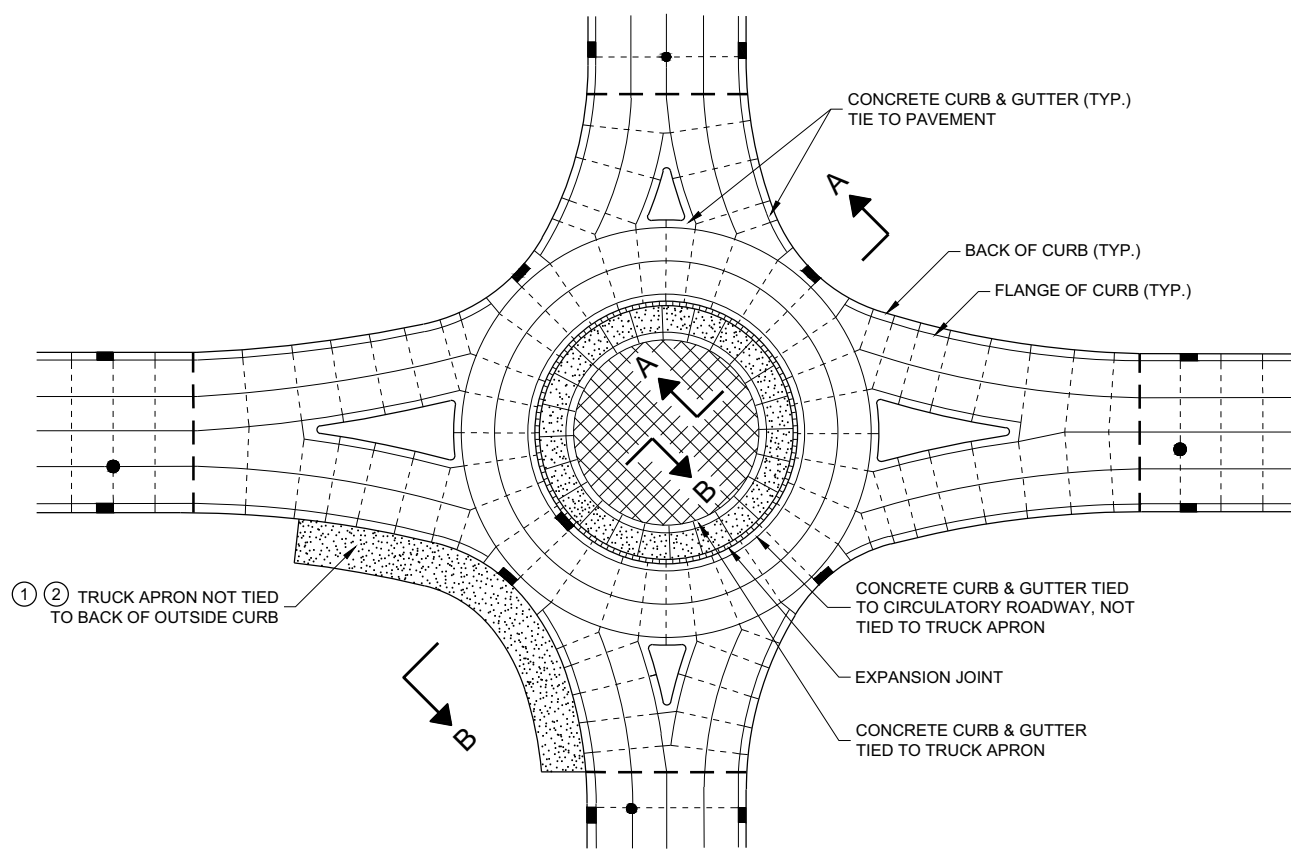
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



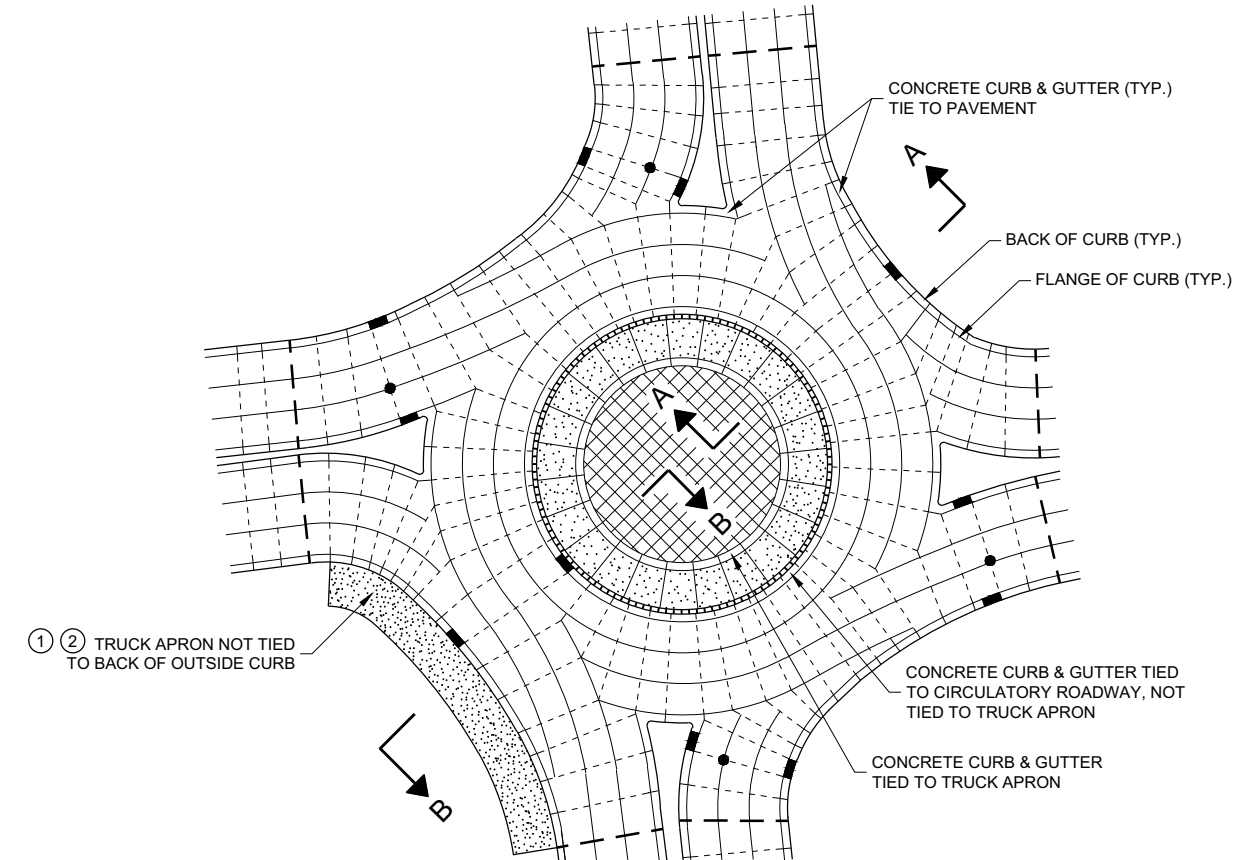
SECTION A - A



SECTION B - B



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"
 USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.
 DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

- ① DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.
- ② TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.
- ③ CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

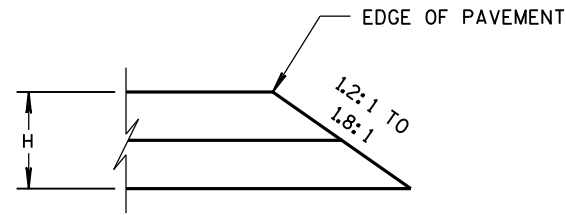
LEGEND

- DOWELED JOINT
- TIED JOINT
- ===== EXPANSION JOINT
- — — — — POTENTIAL DOWELED EXPANSION JOINT
- [Stippled Box] TRUCK APRON
- [Cross-hatched Box] CENTRAL ISLAND
- ● UTILITY STRUCTURES

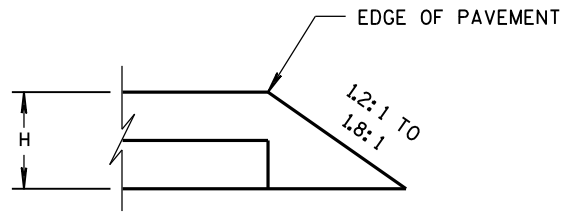
CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION

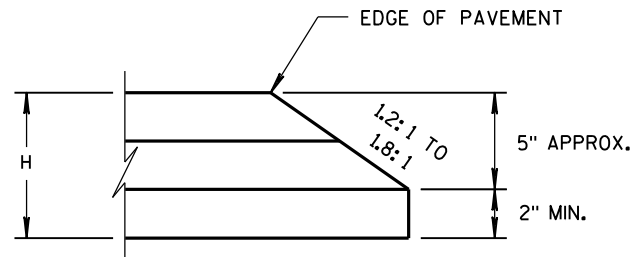
APPROVED
 November 2018 /S/ Peter Kemp P.E.
 DATE PAVEMENT SUPERVISOR
 FHWA



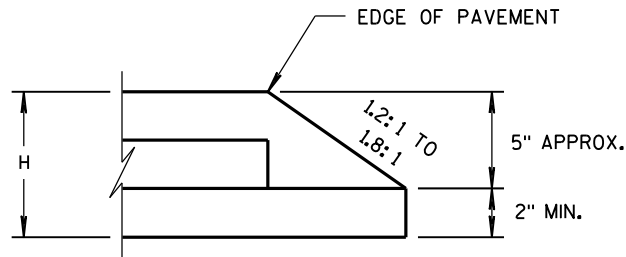
CONSTRUCTED WITH FINAL TWO LAYERS
FOR H 5" OR LESS



CONSTRUCTED WITH FINAL LAYER
FOR H 5" OR LESS

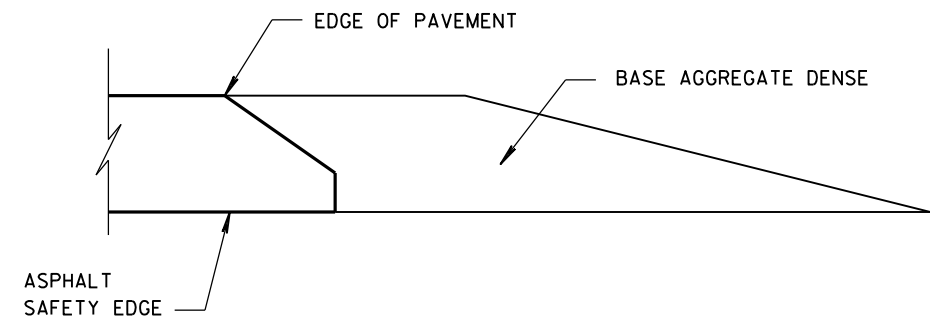


CONSTRUCTED WITH FINAL TWO LAYERS
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER
FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

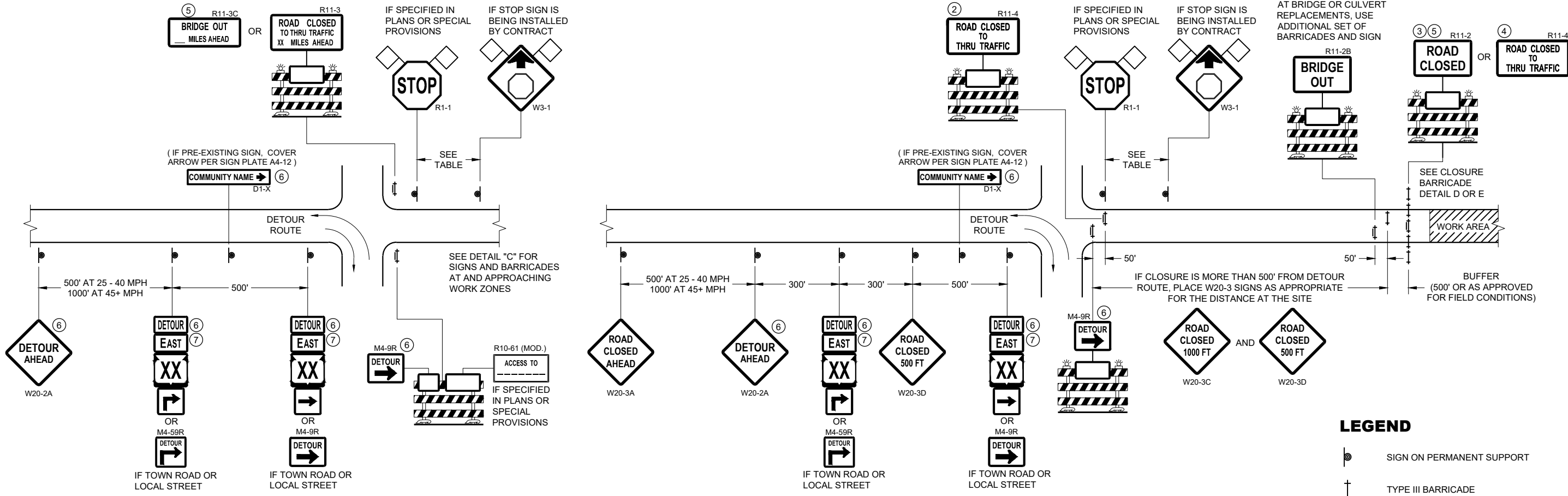
6

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 DATE	/s/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



**DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

**DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR**

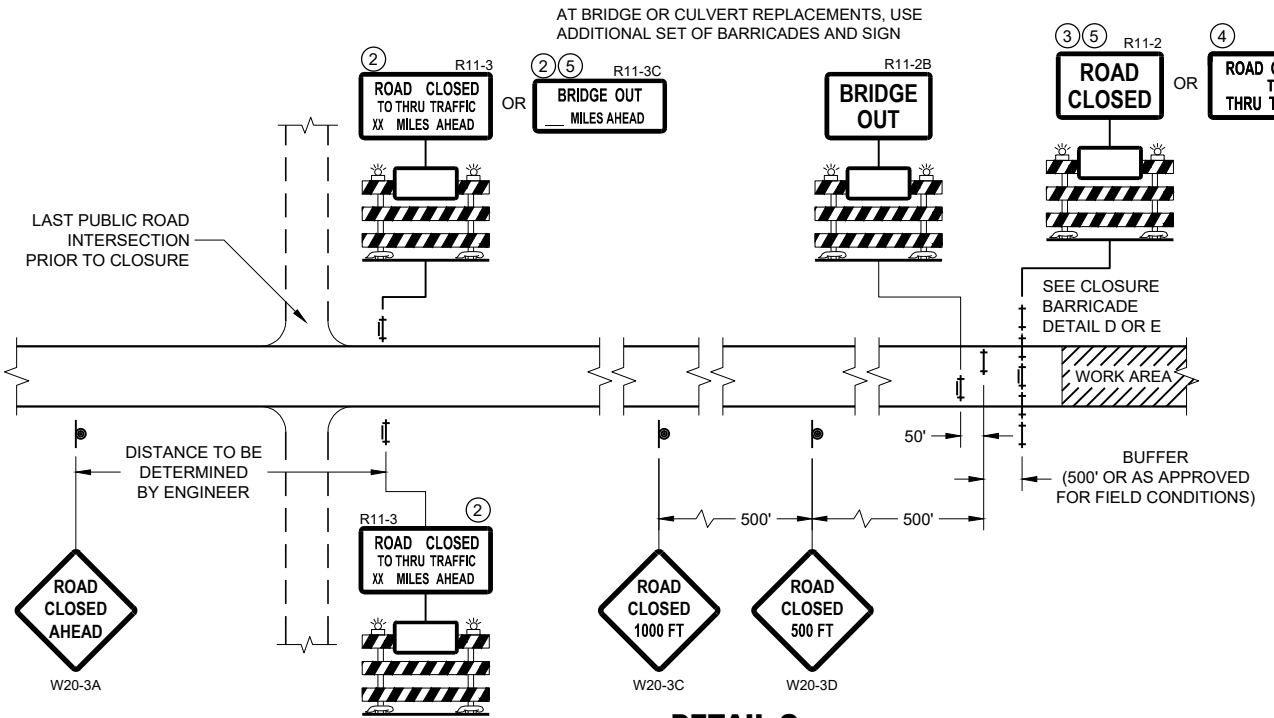
WORK ZONE LESS THAN 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

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)

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1



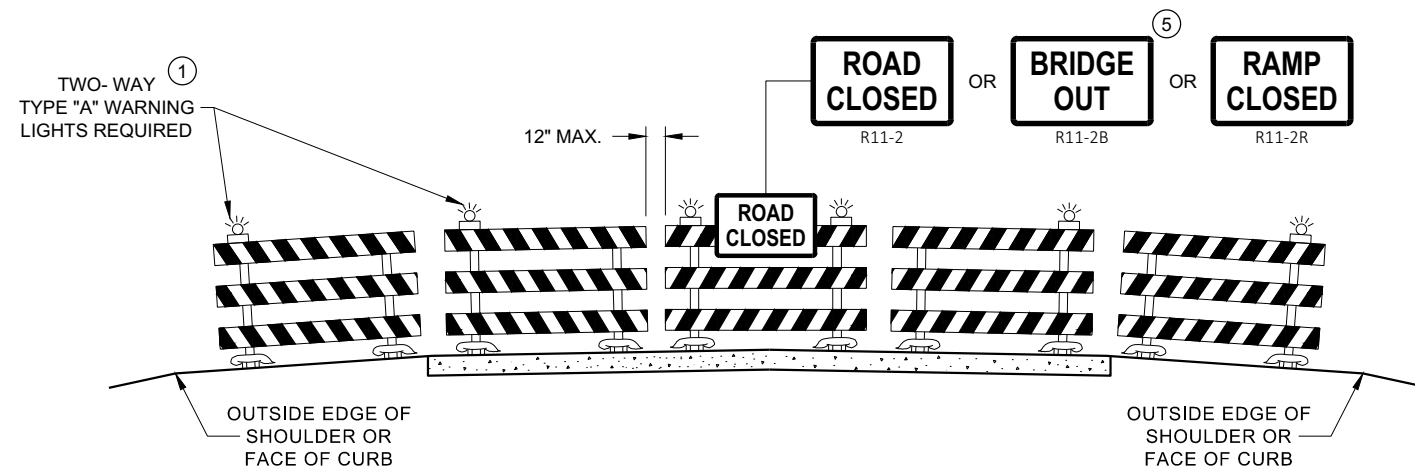
**DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR**

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

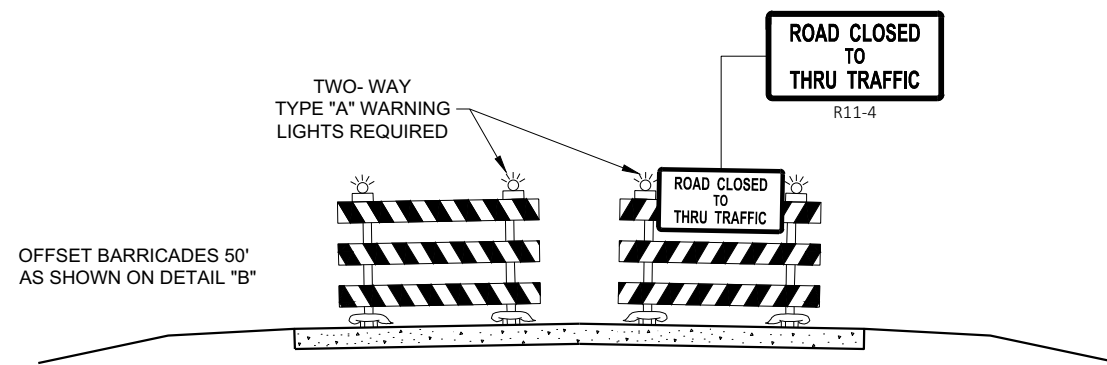
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE DATE WORK ZONE ENGINEER
FHWA



**DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW**



**DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

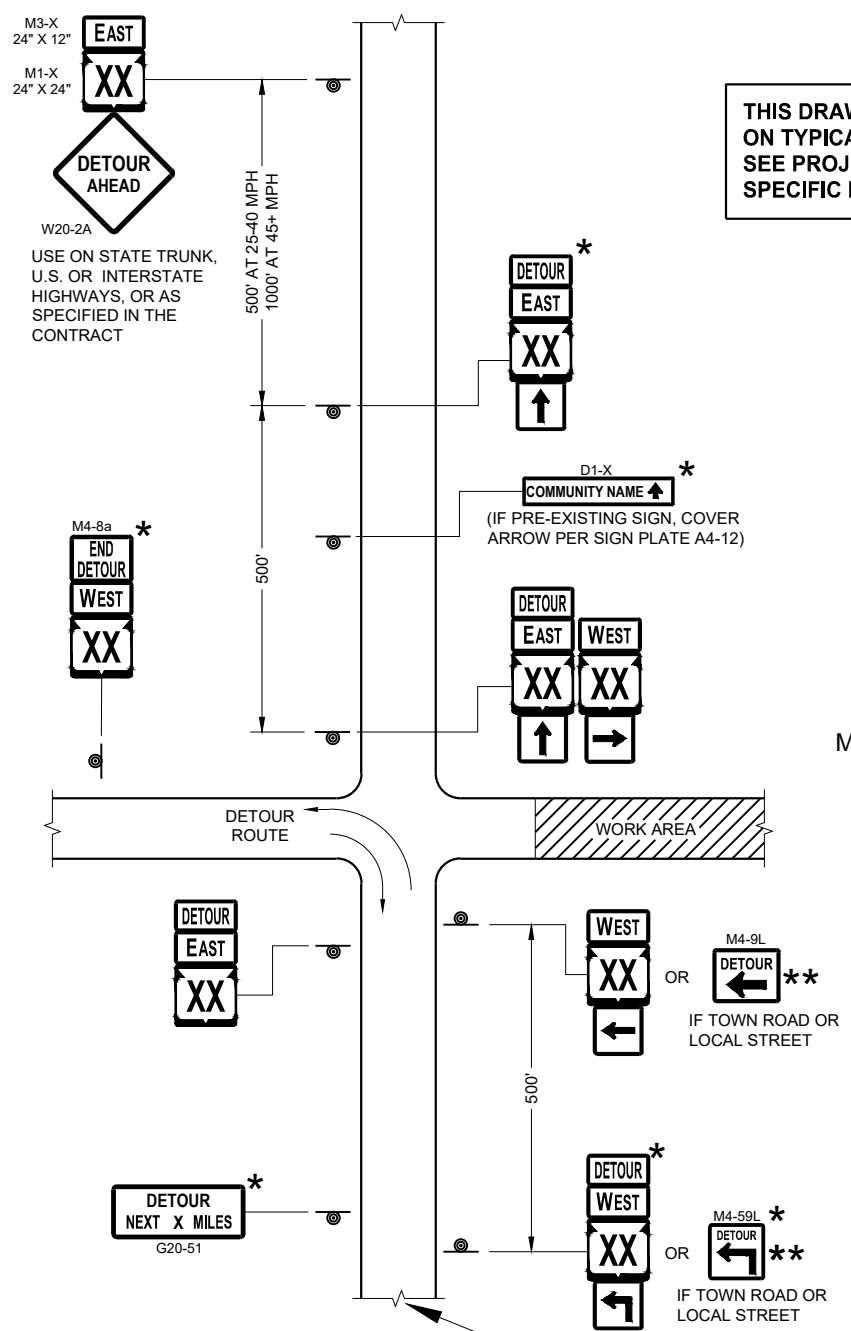
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER



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
- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1
- 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.

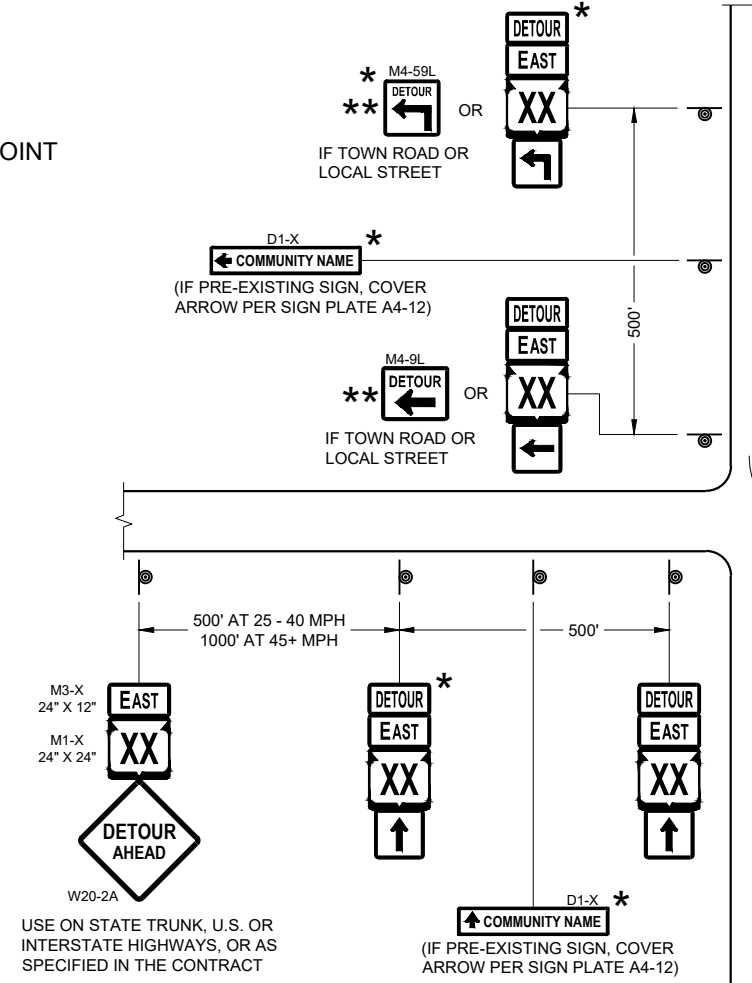
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

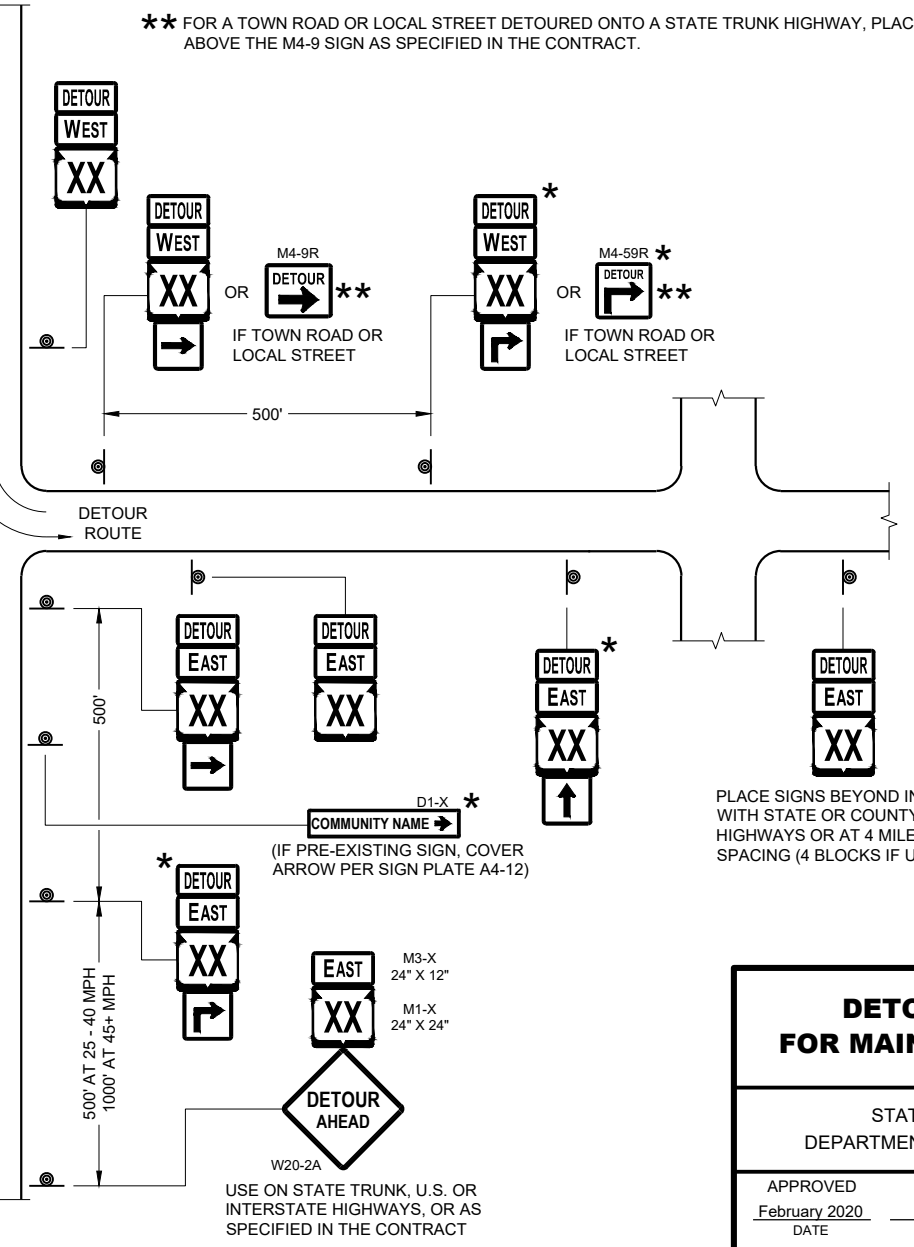
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING 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.

MATCH POINT



**DETAIL F
DETOUR SIGNING**



**DETOUR SIGNING
FOR MAINLINE CLOSURES**

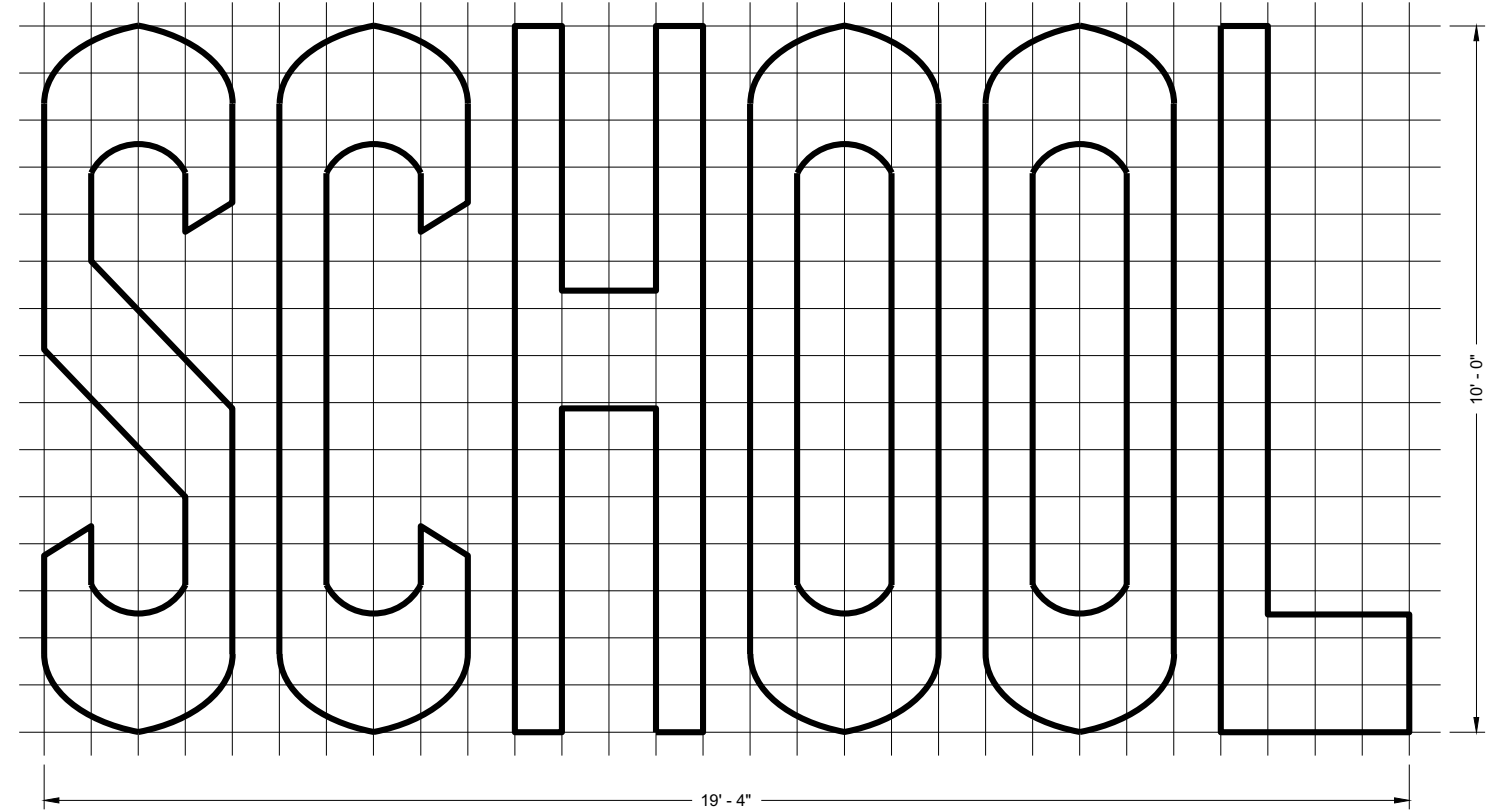
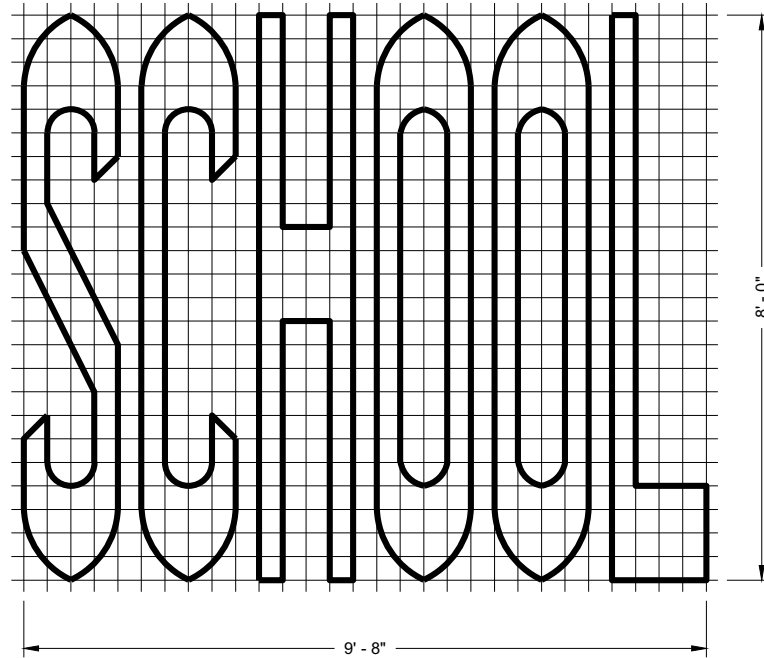
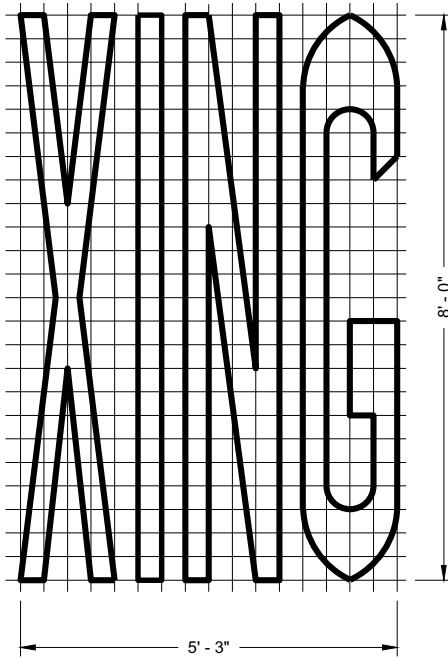
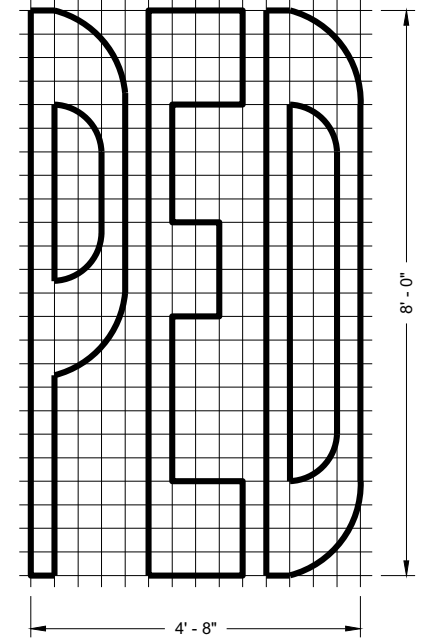
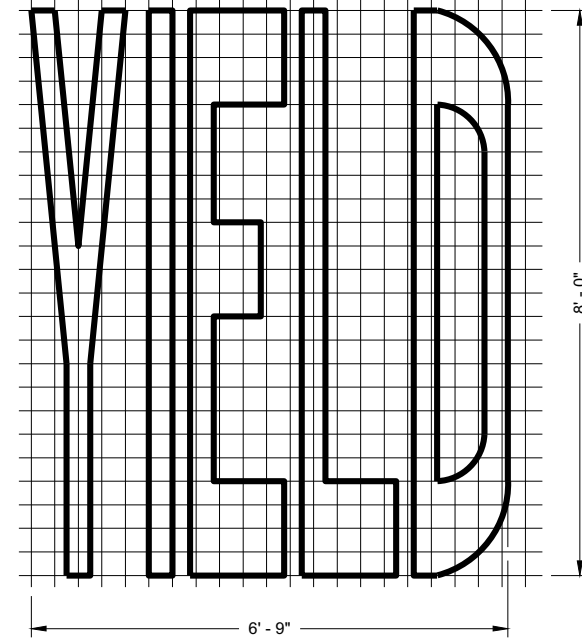
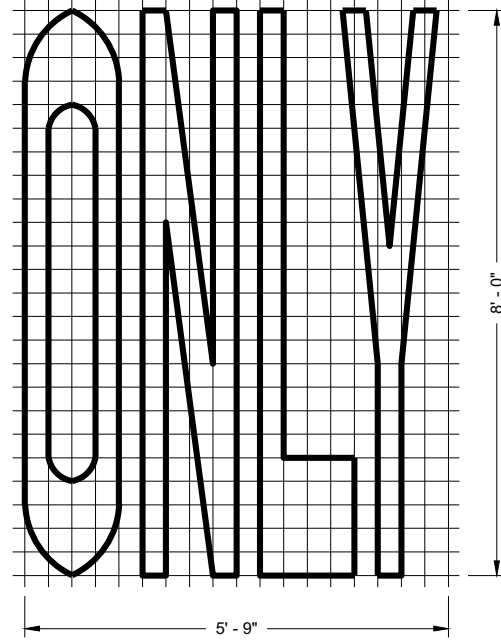
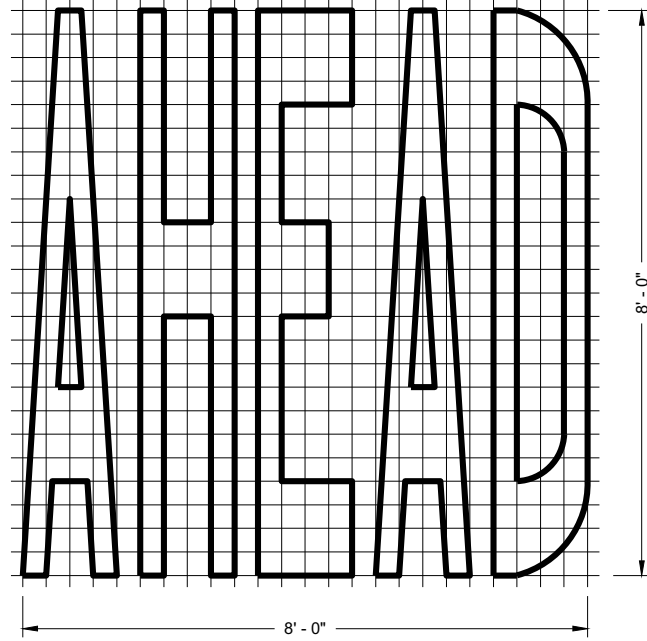
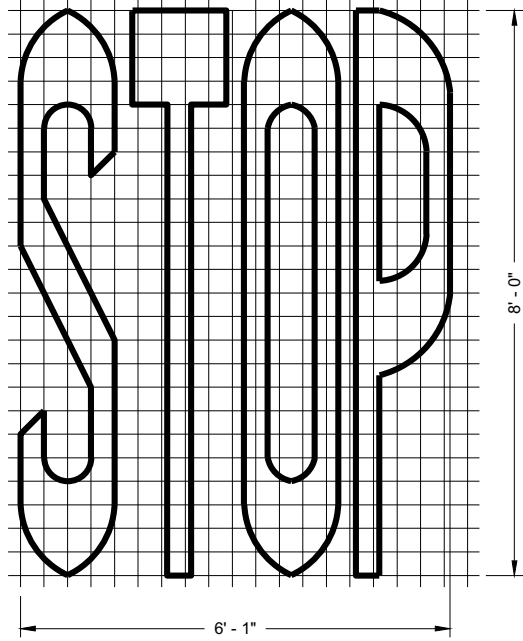
STATE OF WISCONSIN
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APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

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SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

PLACE SIGNS BEYOND INTERSECTIONS WITH STATE OR COUNTY TRUNK HIGHWAYS OR AT 4 MILE MAXIMUM SPACING (4 BLOCKS IF URBAN AREA)



SINGLE LANE

TWO - LANE

GENERAL NOTES

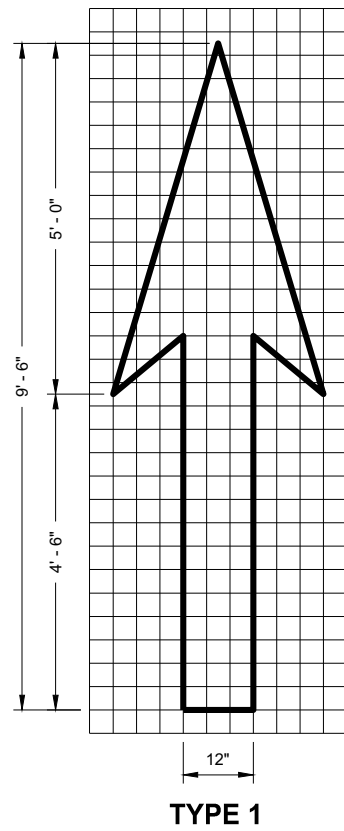
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING WORDS

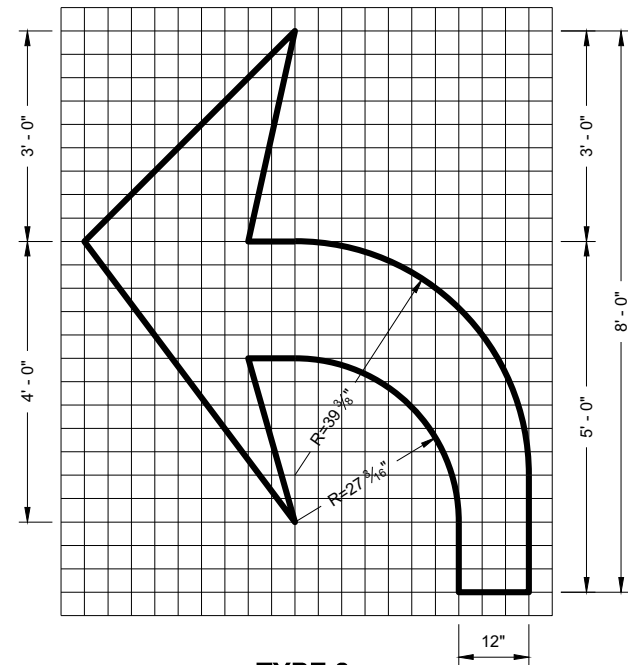
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER

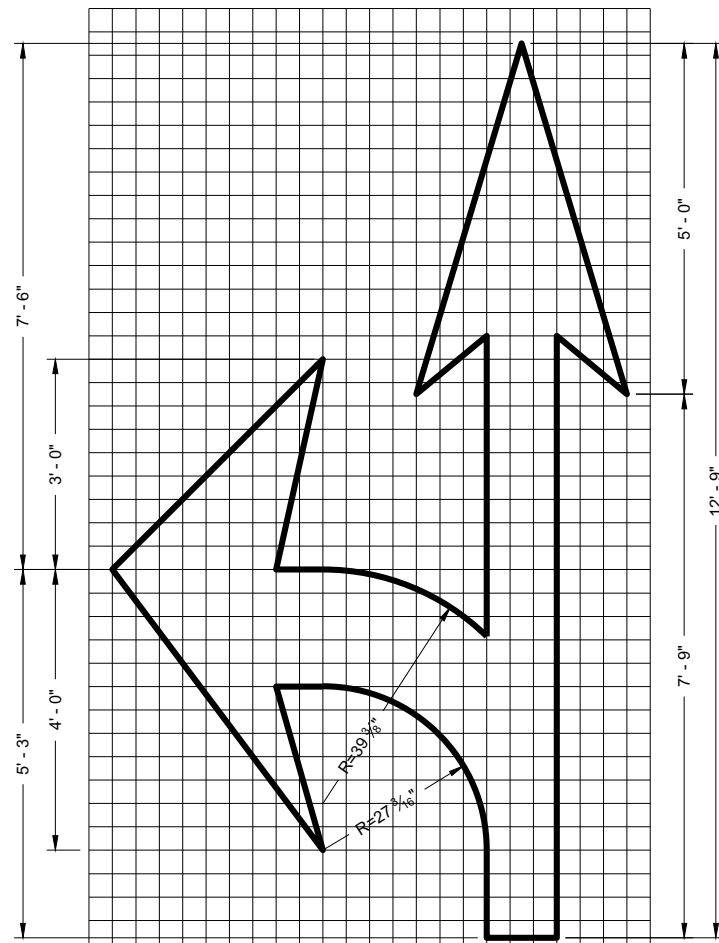
FHWA



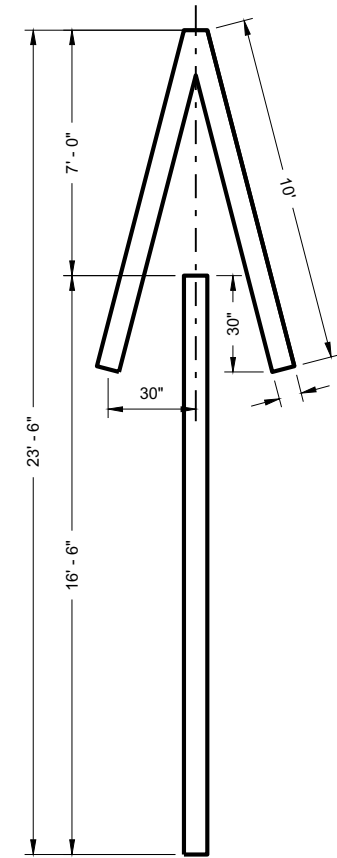
TYPE 1



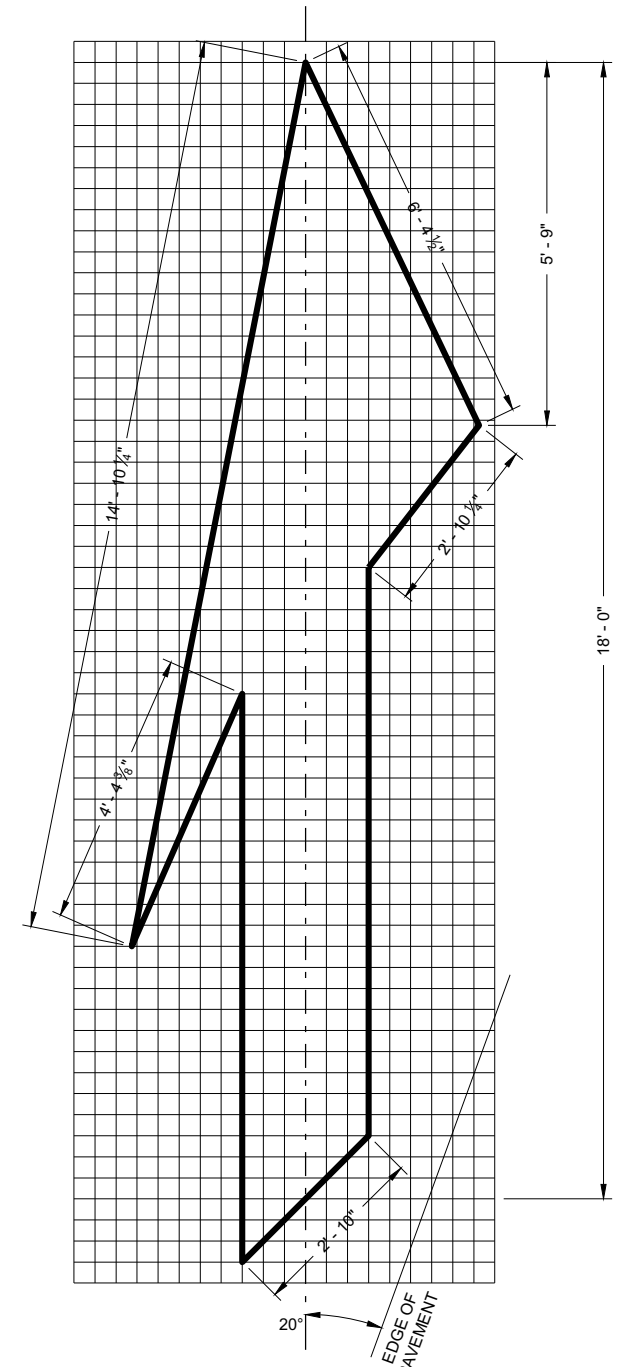
TYPE 2



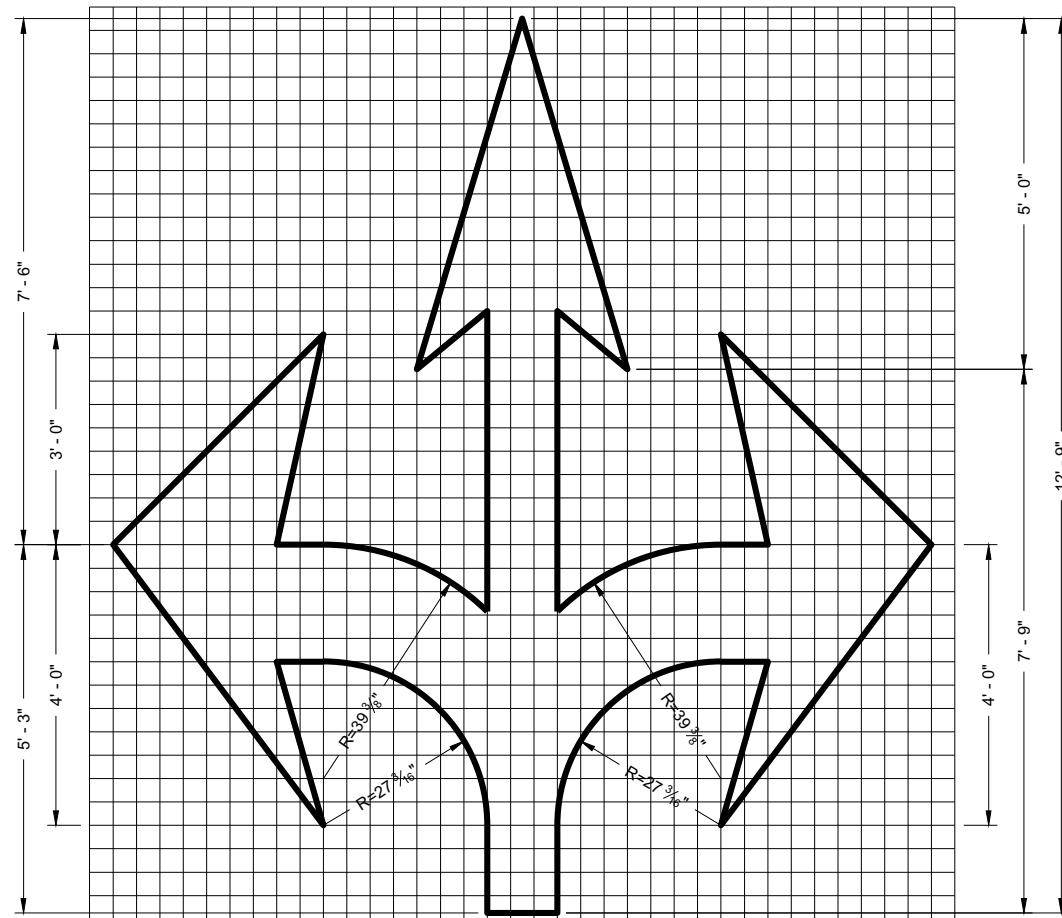
TYPE 3



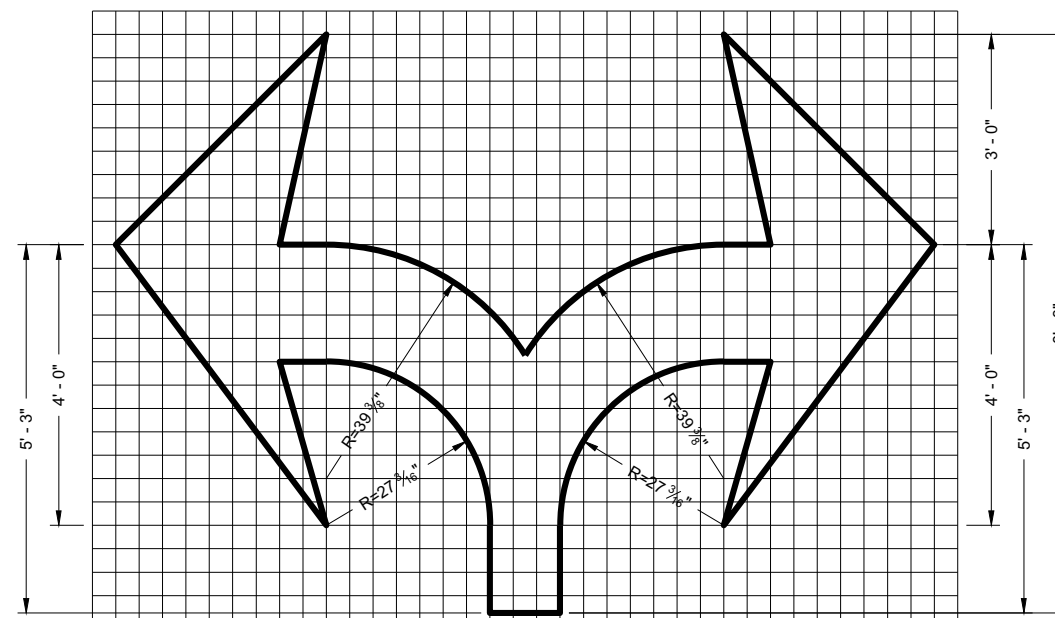
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

GENERAL NOTES

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

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2019

DATE

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
/s/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

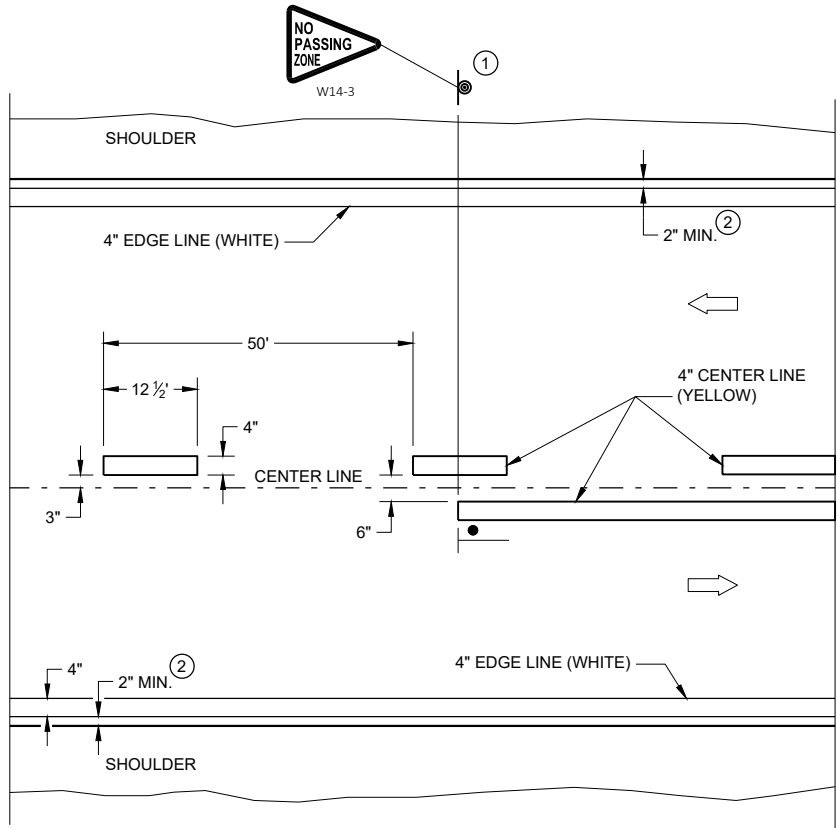
GENERAL NOTES

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

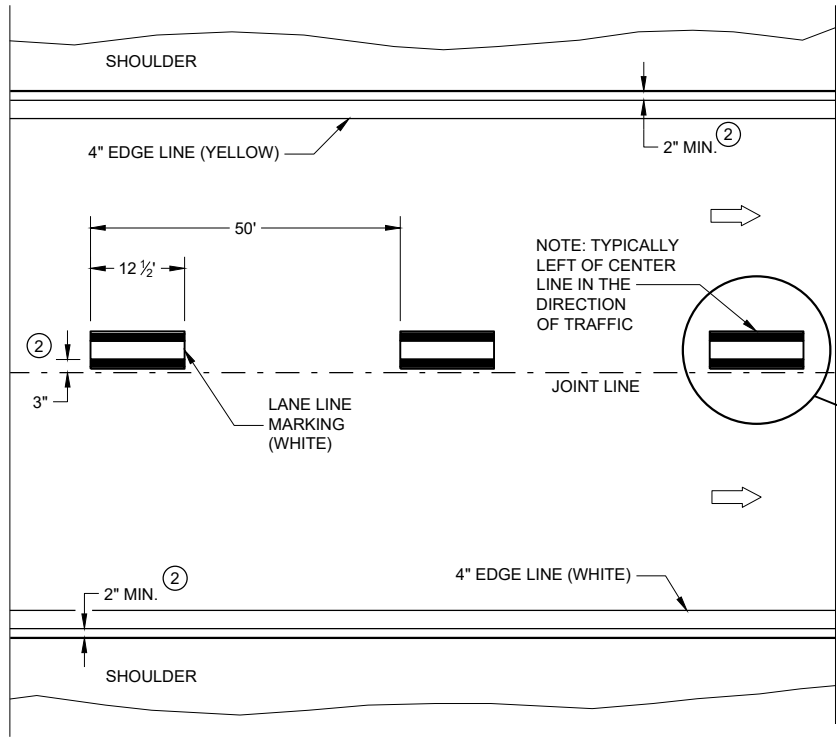
- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

-  "T" MARKING
-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC

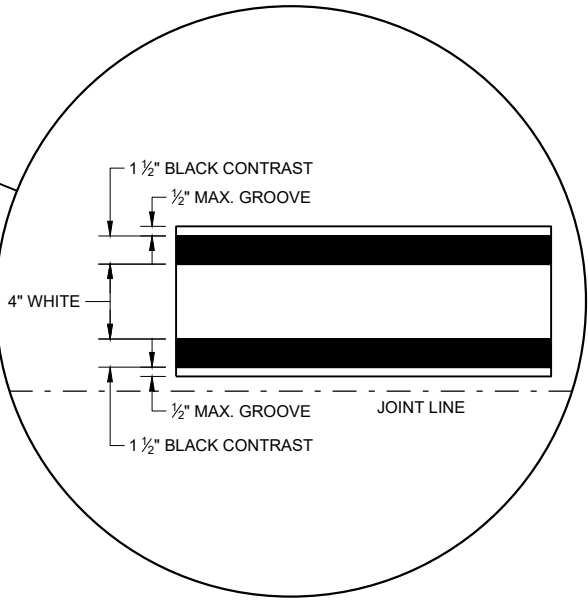


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

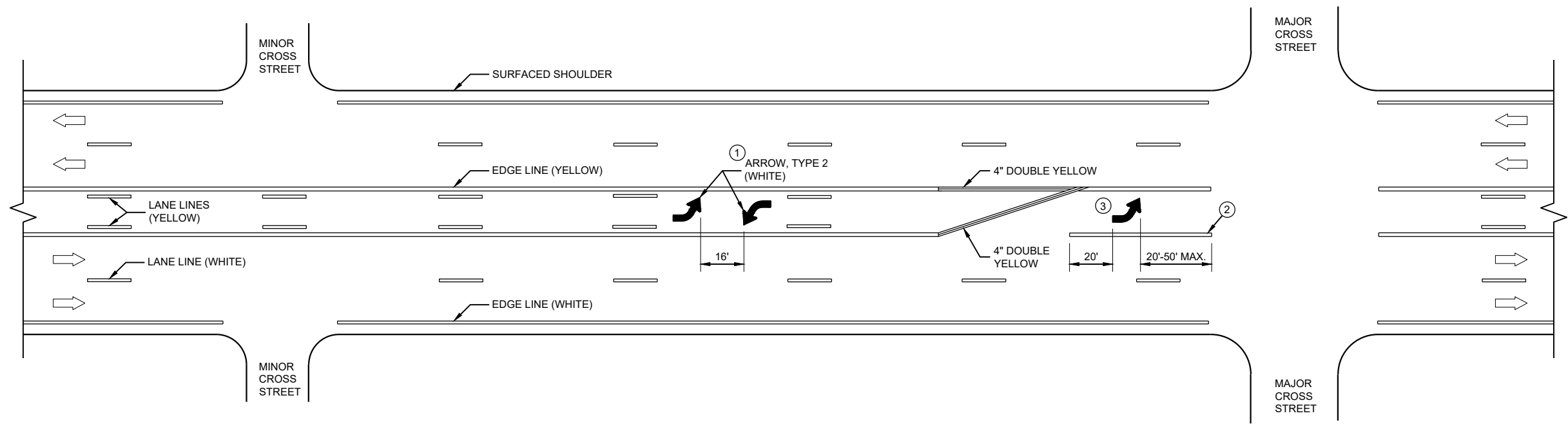
APPROVED
DATE: May 2022 /S/ Jeannie Silver
STATEWIDE SIGNING AND MARKING ENGINEER

FHWA

GENERAL NOTES

- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 8" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC



TWO WAY LEFT TURN LANE

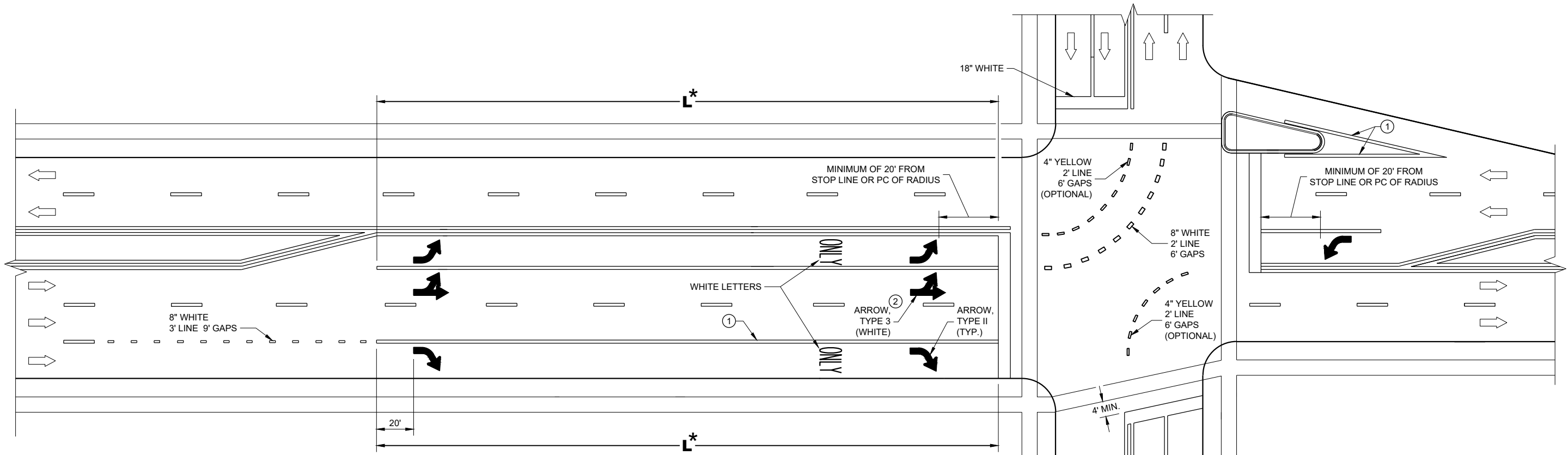
6

6

SDD 15C08 - 21c

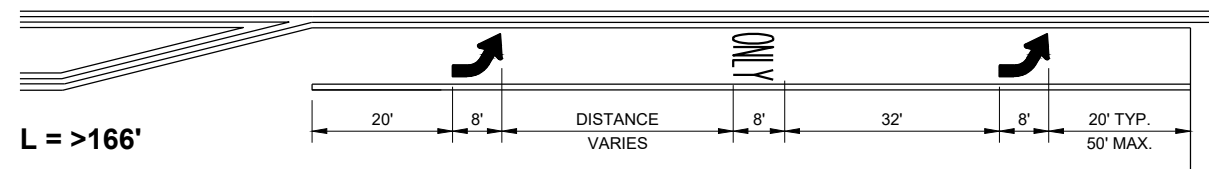
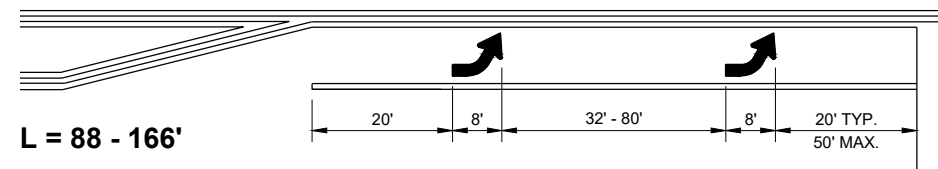
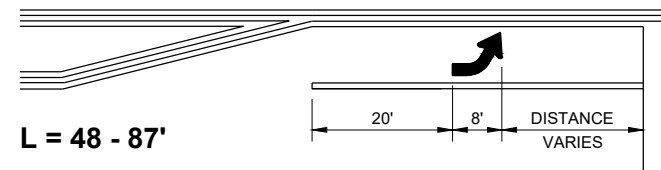
SDD 15C08 - 21c

<p>PAVEMENT MARKING (TURN LANES)</p>
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>



TURN LANE OPTIONS

LENGTH OF TURN BAY (L) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



*(SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

GENERAL NOTES

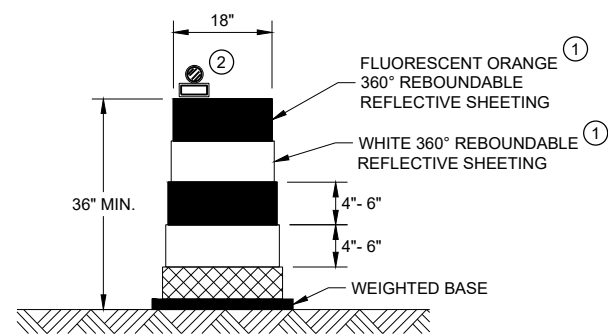
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC

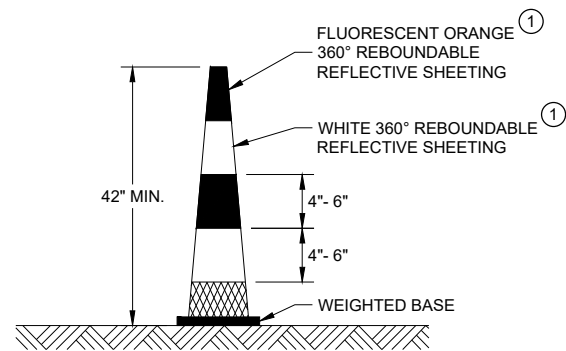
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

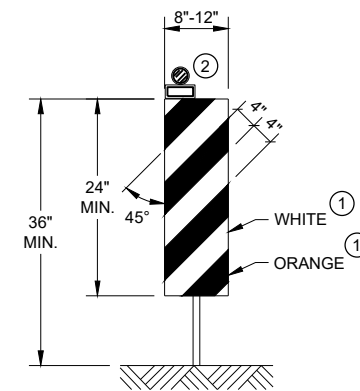


DRUM



42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

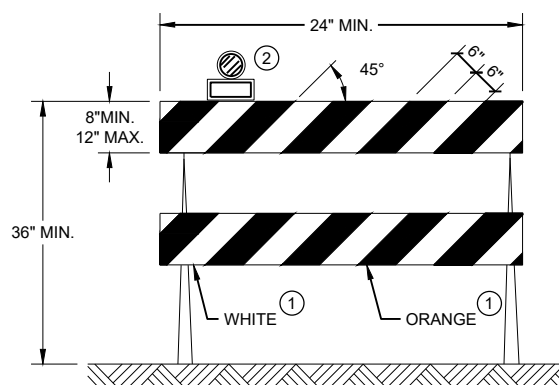


VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.

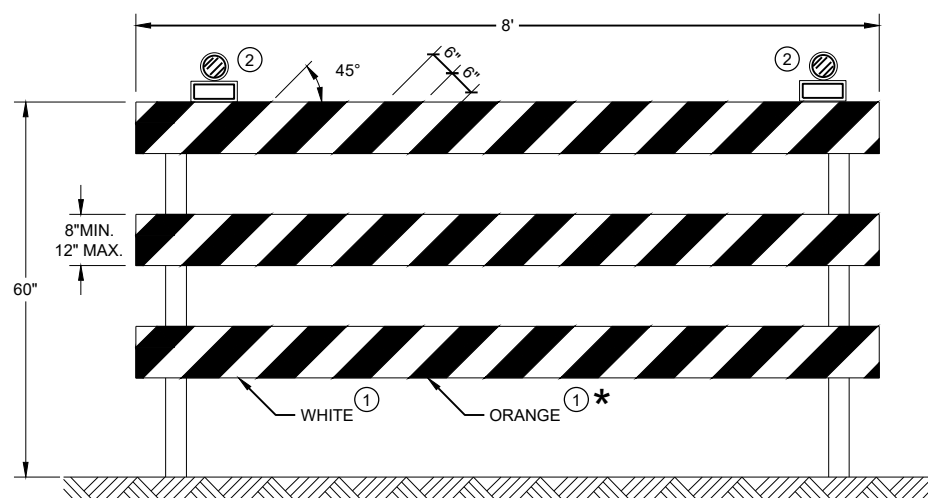
GENERAL NOTES

- 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.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.








TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2021 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

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.

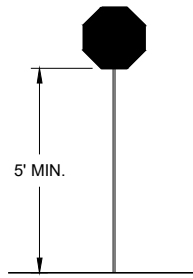
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



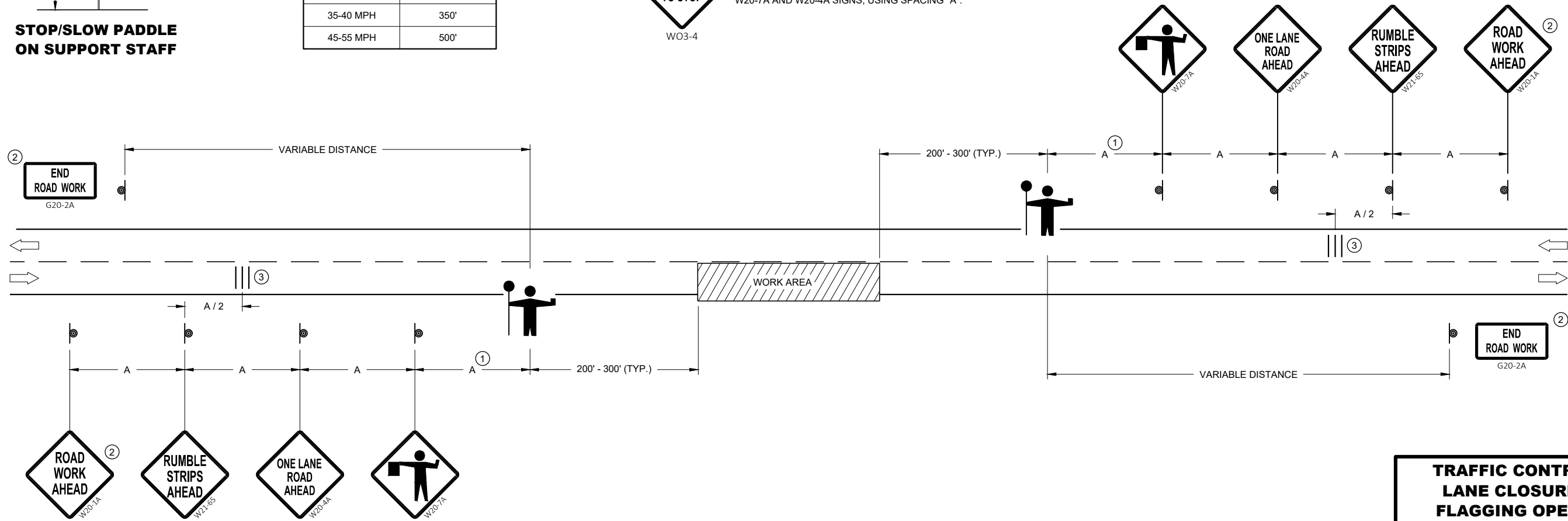
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



6

6

SDD 15C12 - 09a

SDD 15C12 - 09a

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE May 2022 /S/ Andrew Heidtke
WORK ZONE ENGINEER

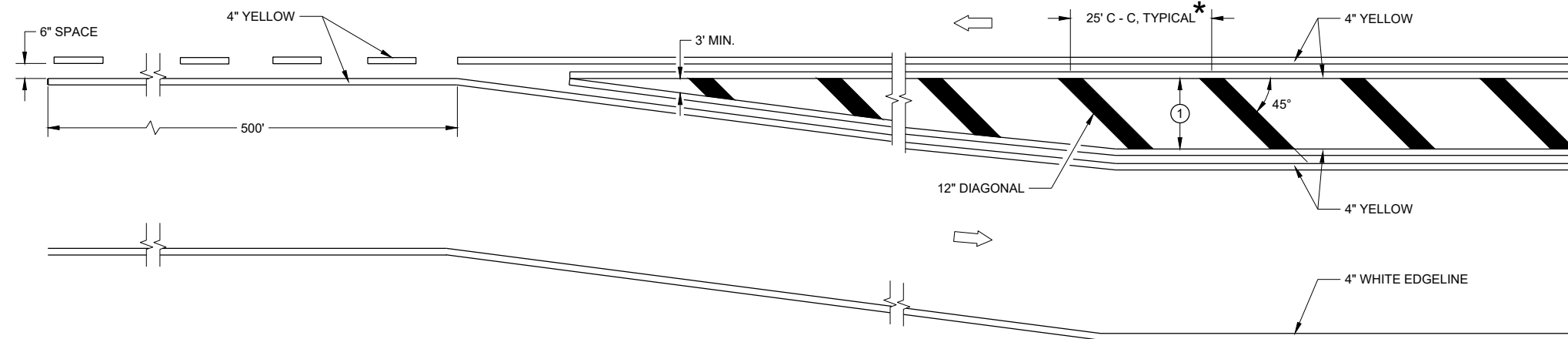
FHWA

GENERAL NOTES

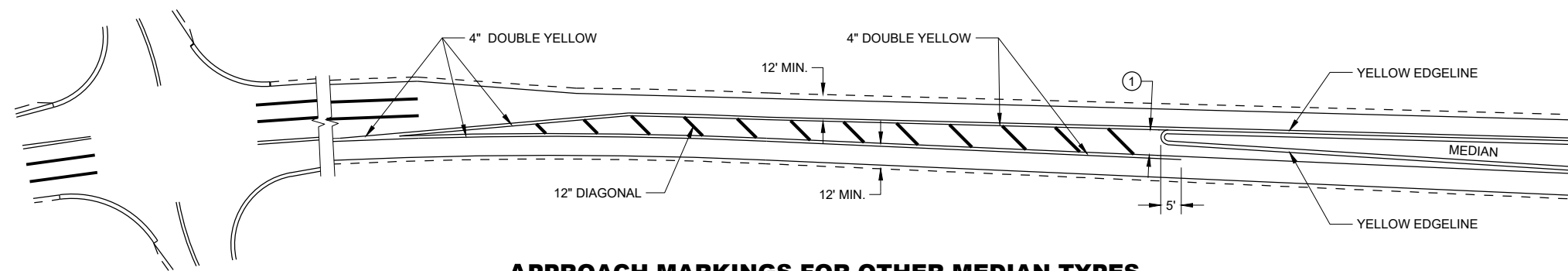
- ① DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

➔ DIRECTION OF TRAVEL

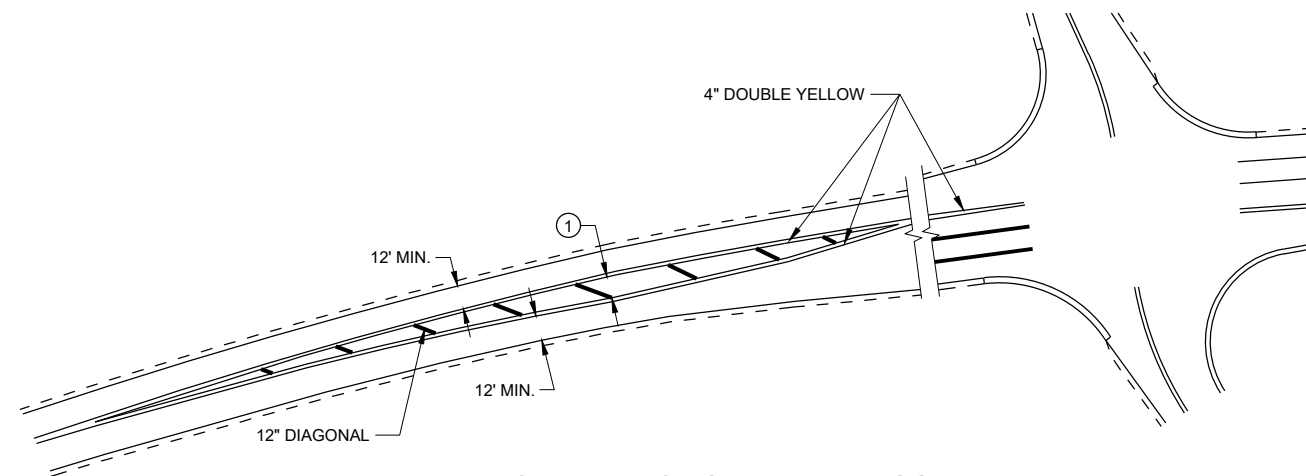
* WHEN THE PAINTED MEDIAN LENGTH IS LESS THAN 50 FEET THE SPACING IS 10'.



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

6

6

SDD 15C18 - 06a

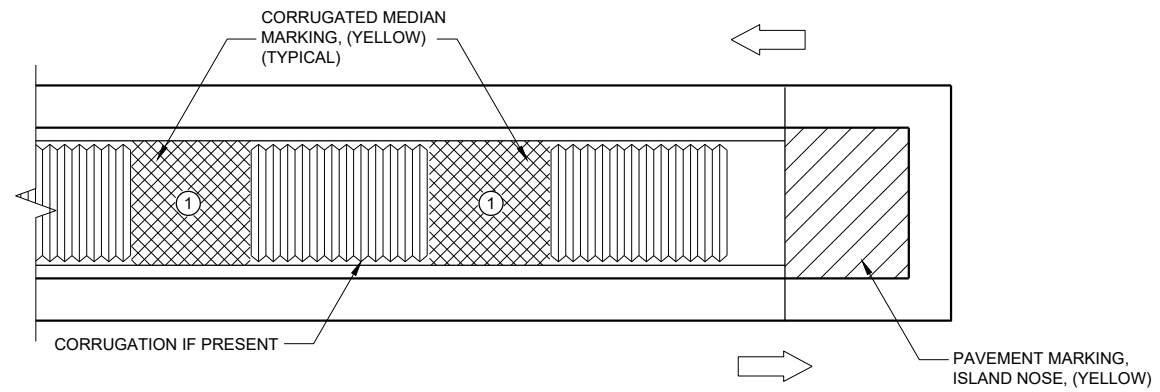
SDD 15C18 - 06a

**MEDIAN ISLAND
PAVEMENT MARKINGS**

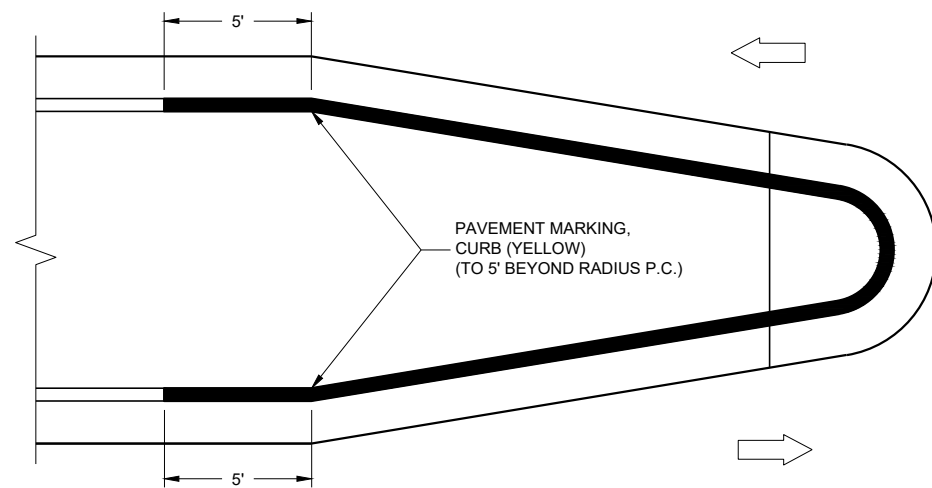
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 DATE /S/ Jeannie Silver
STATE SIGNING AND MARKING ENGINEER

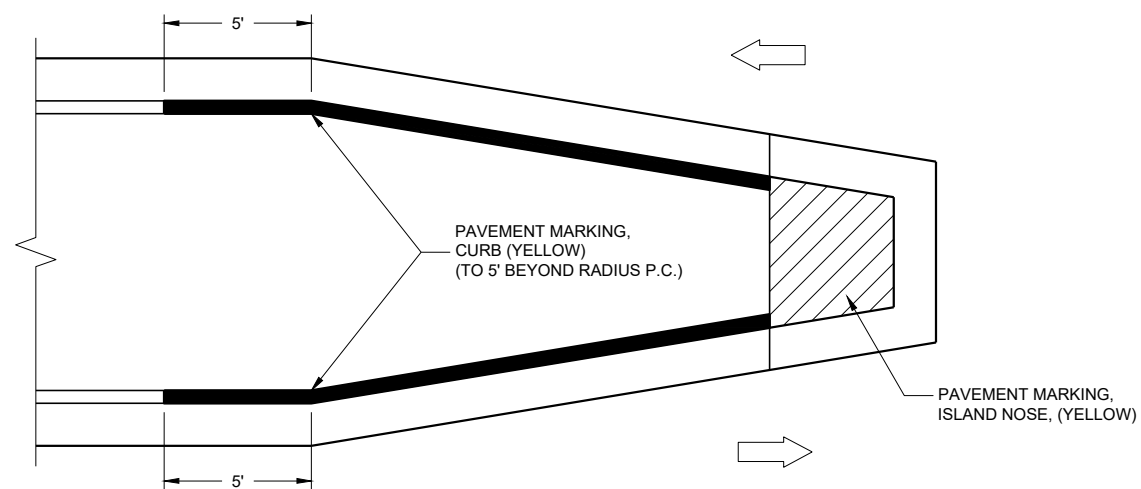
FHWA



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

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

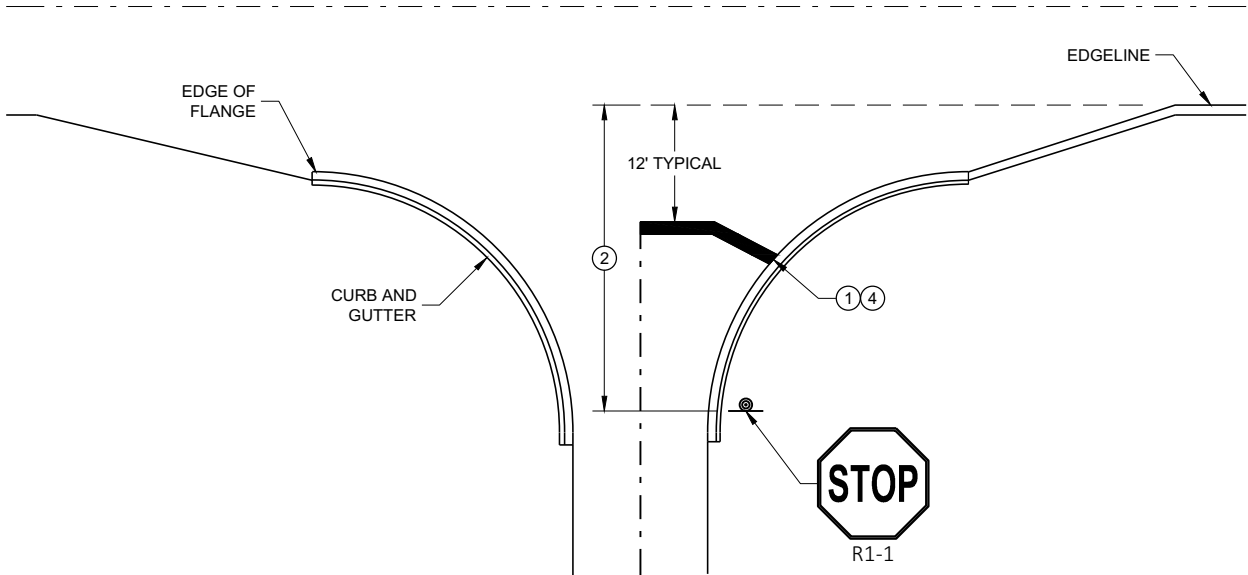
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Jeannie Silver
DATE STATE SIGNING AND MARKING
ENGINEER

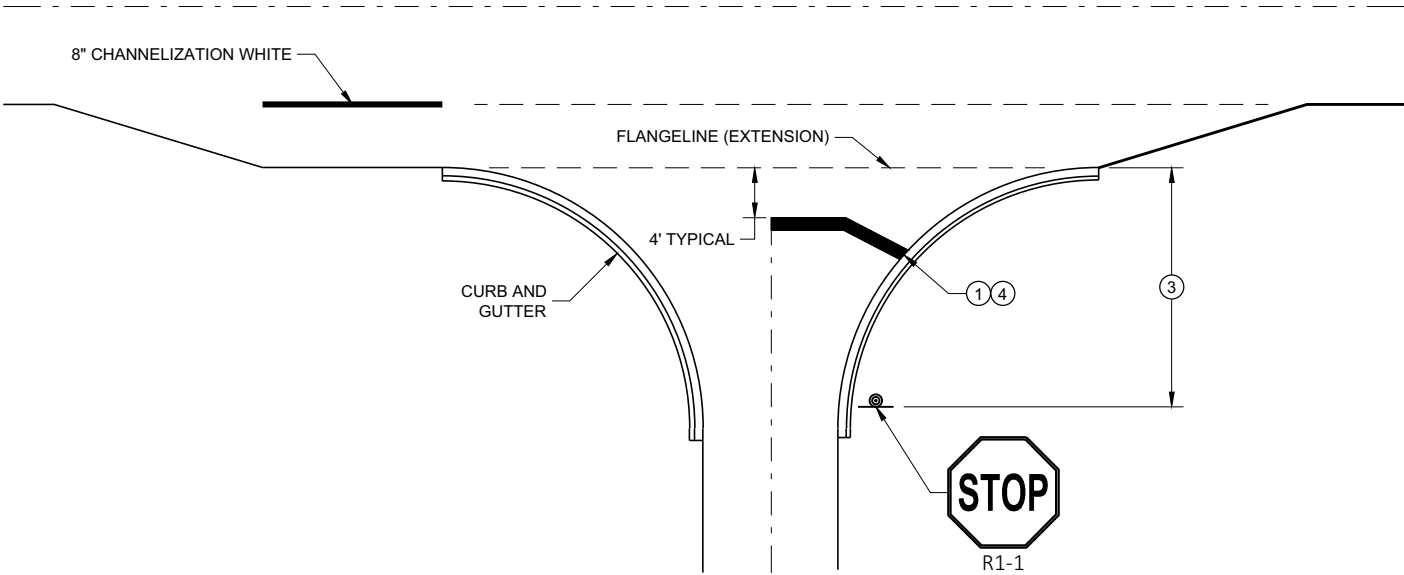
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

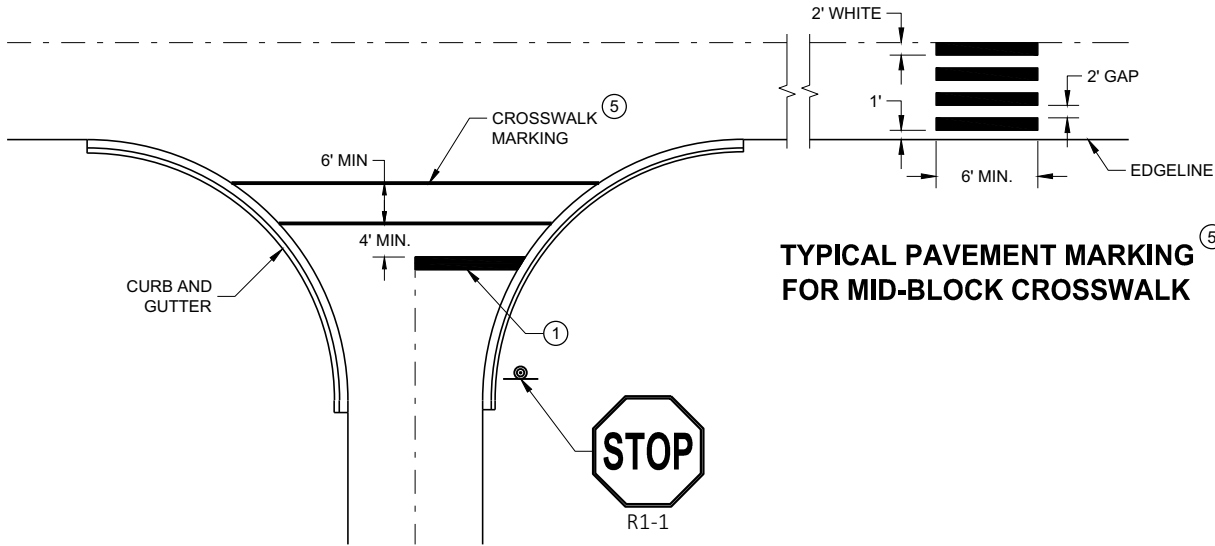
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

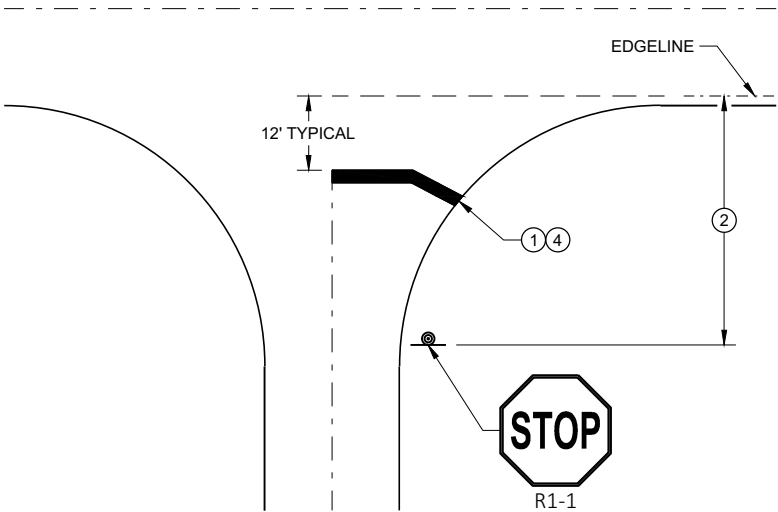


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

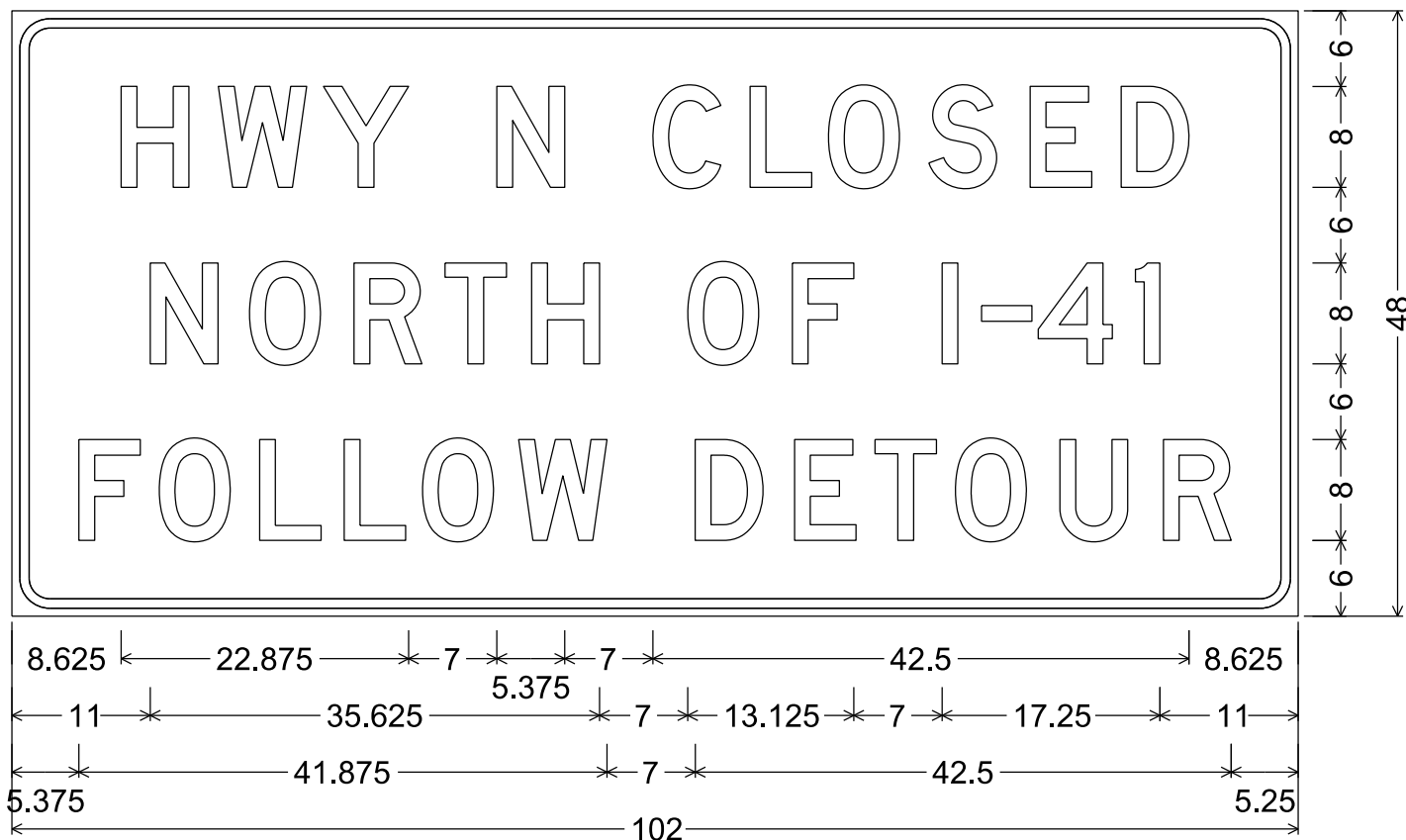
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING ENGINEER

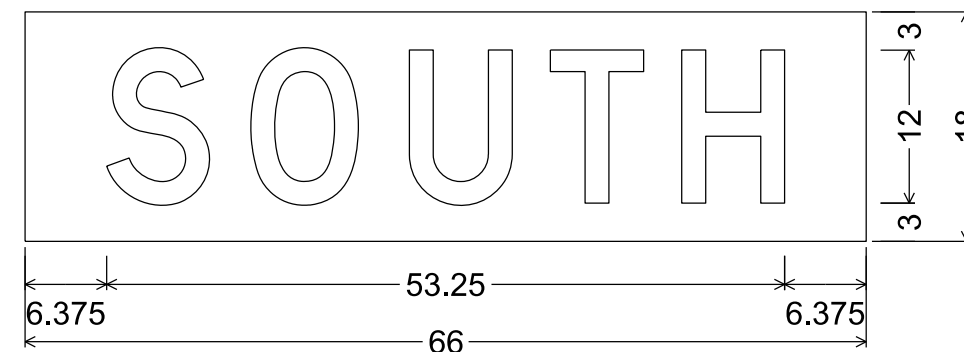
FHWA

NOTES

1. Fixed Message signs are Type II- Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - D

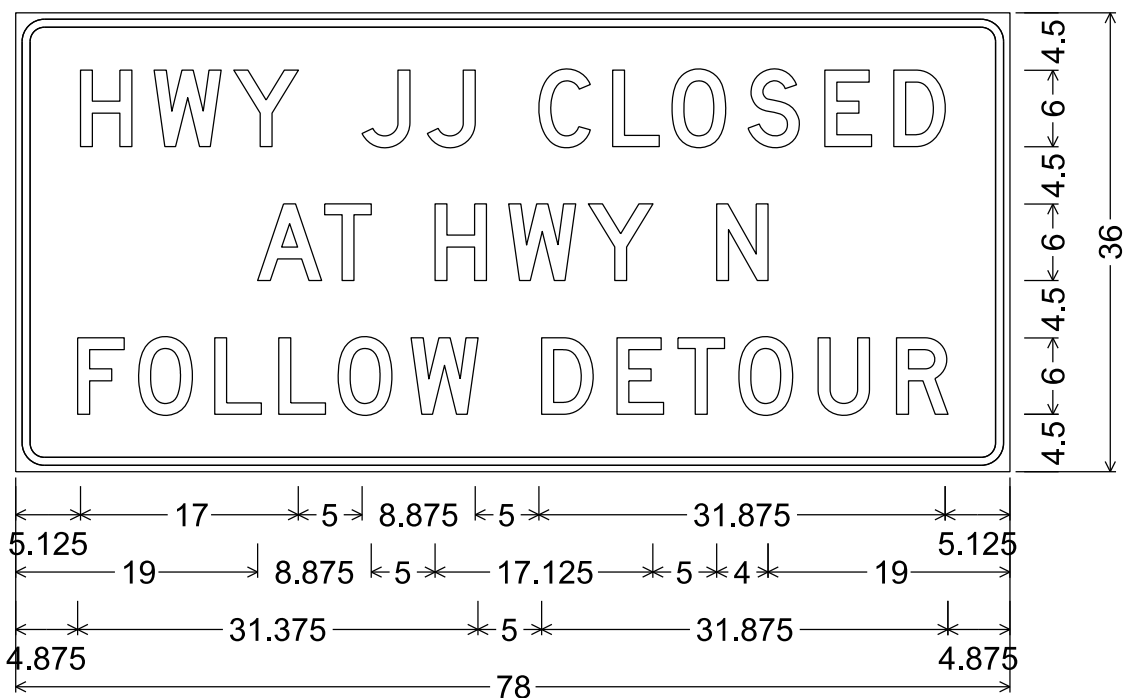


3.000" Radius, 0.750" Border, 0.625" Indent

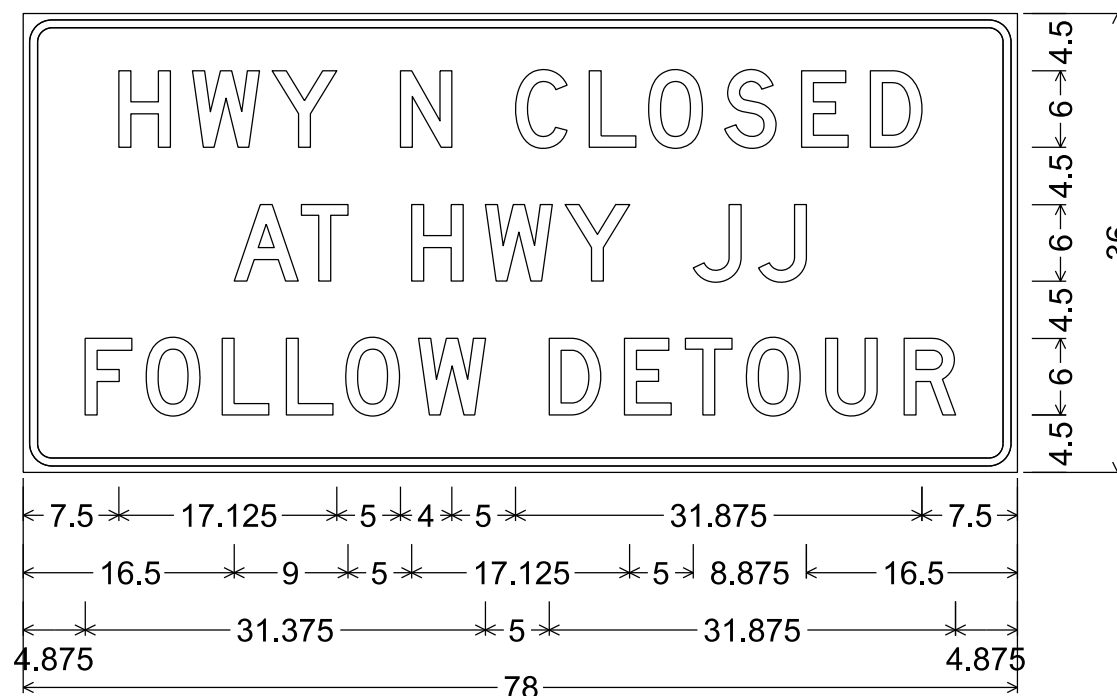


No border

7



2.250" Radius, 0.625" Border, 0.500" Indent

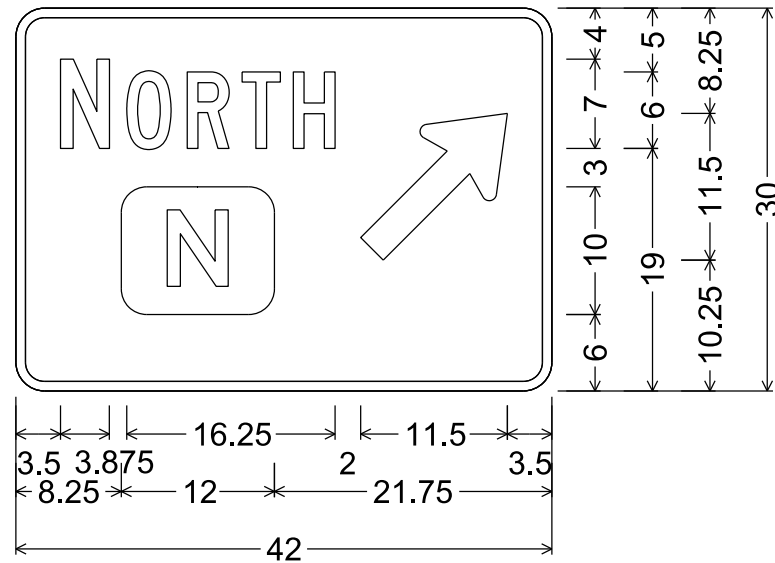


2.250" Radius, 0.625" Border, 0.500" Indent

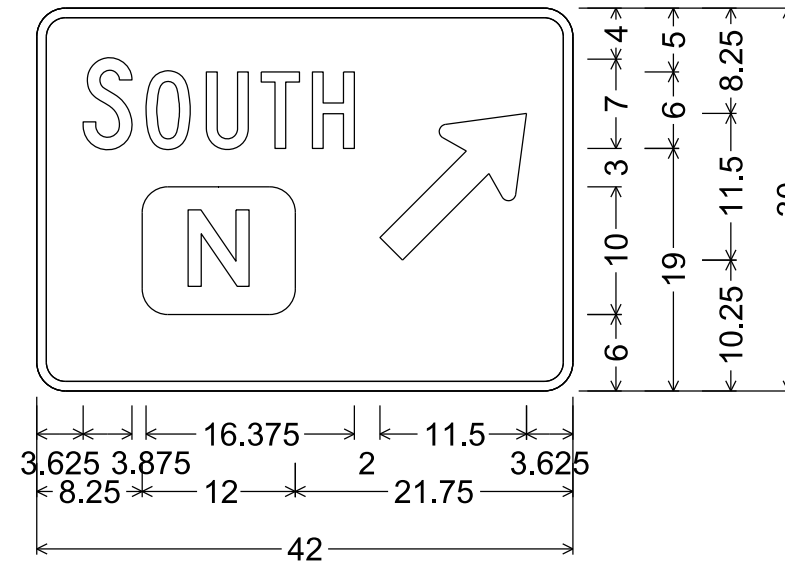
7

NOTES

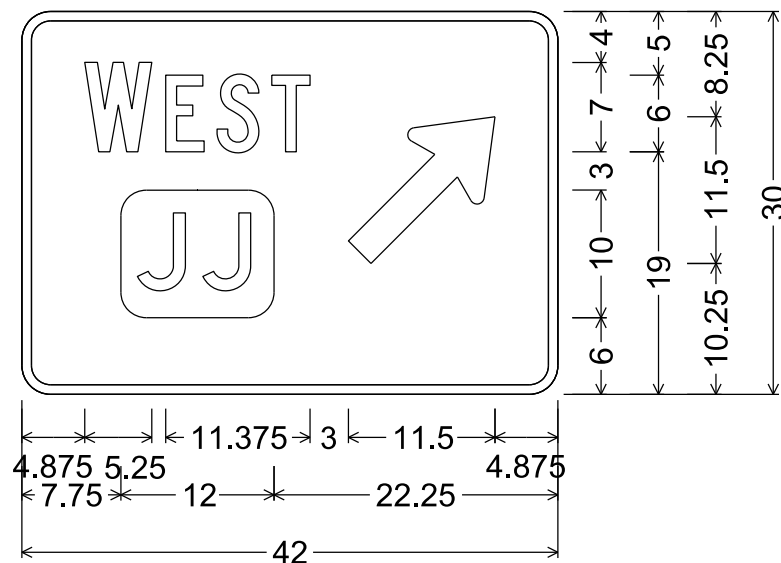
1. Signs are Type II - Type H Reflective
2. Color:
 - Background - Green
 - Message - White
3. Message Series - C



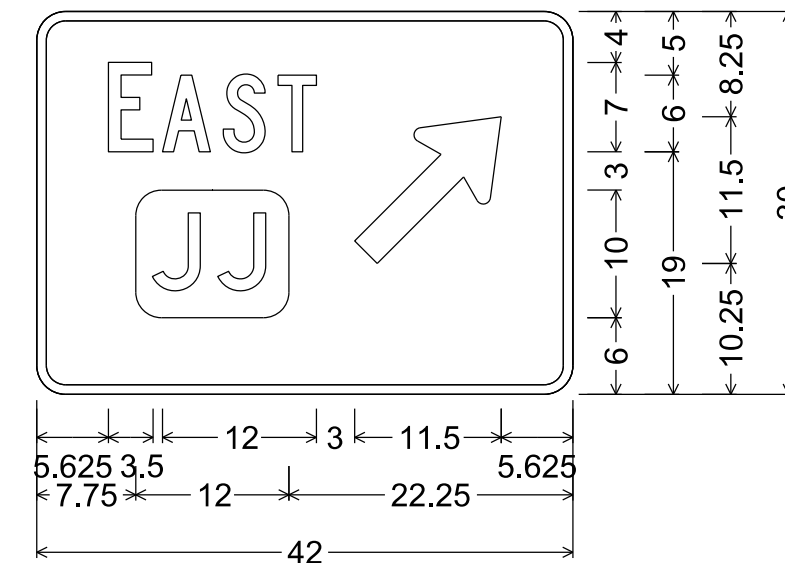
D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border

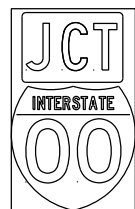


D1-1; 2.250" Radius, 0.750" Border

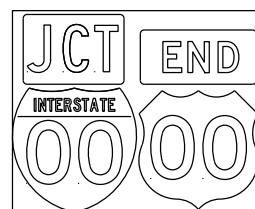
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7

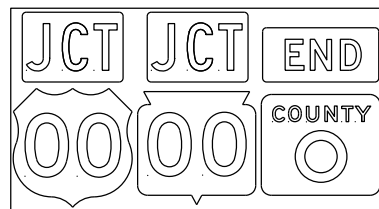
TYPICAL ASSEMBLIES



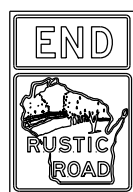
J1-1



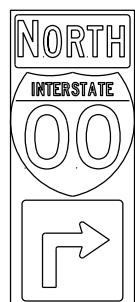
J1-2



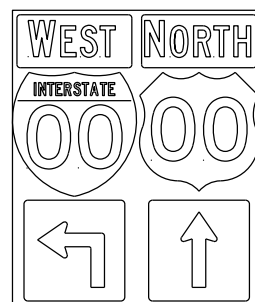
J1-3



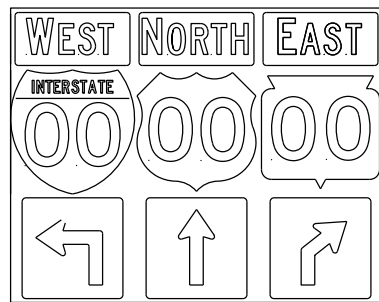
JR1-1



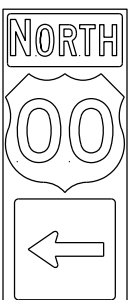
J2-1



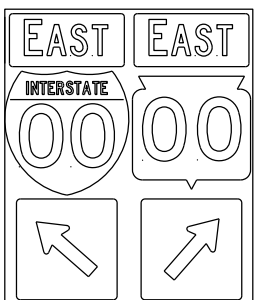
J2-2



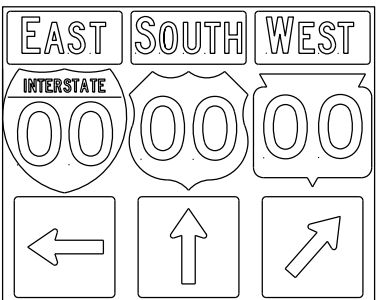
J2-3



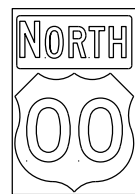
J3-1



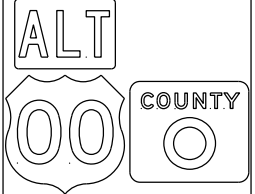
J3-2



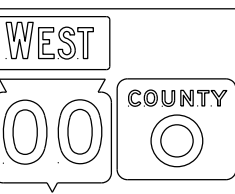
J3-3



J4-1



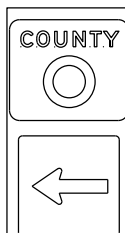
J4-2



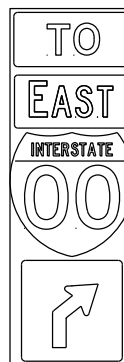
J4-2



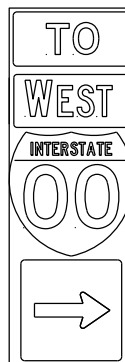
J12-1



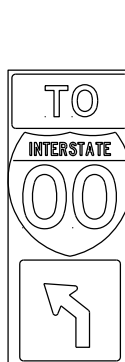
J13-1



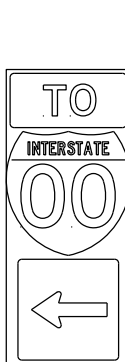
J32-1



J33-1



J22-1



J23-1



JR13-1



JR23-1

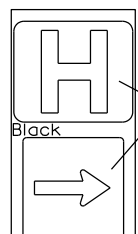


JR99-1



JV

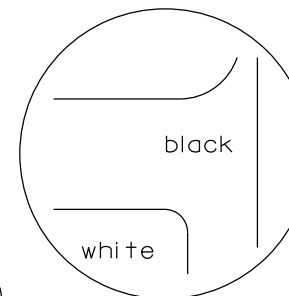
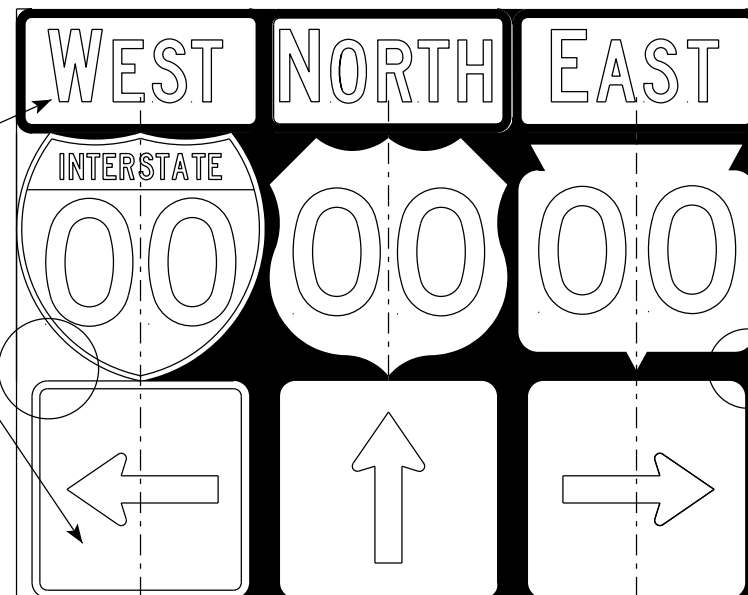
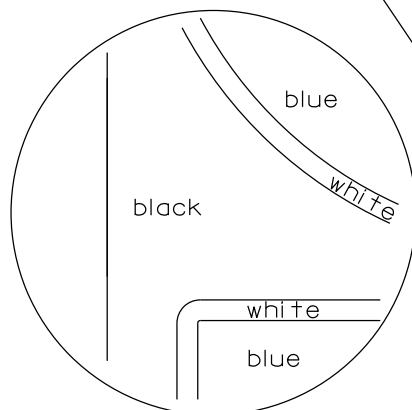
(Typical Vertical J-Assembly See Note 10 and 11)



JH-1

Blue Background

blue background with interstate



black background

NOTES

- Signs are Type II - Type H Reflective
- Color:
 - Background - Black Non-reflective
 - Message - see Note 5
- Message Series - See Note 5
- Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
- The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
- Certain marker heads require the component pieces to be the same color. As an example, all the components used with an MI-1 Interstate marker shall be blue.
- Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
- Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
- Route assemblies that have 36 inch shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
- All Vertical J Assemblies are given a Sign Code of JV
- For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

7

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PROJECT NO:

FILE NAME : C:\CAEfiles\Projects\tr_stdplote_A21S.dgn

PLOT DATE : 18-MAR 2021 1:37

PLOT BY : mscj9h

PLOT NAME :

SHEET NO:

E

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

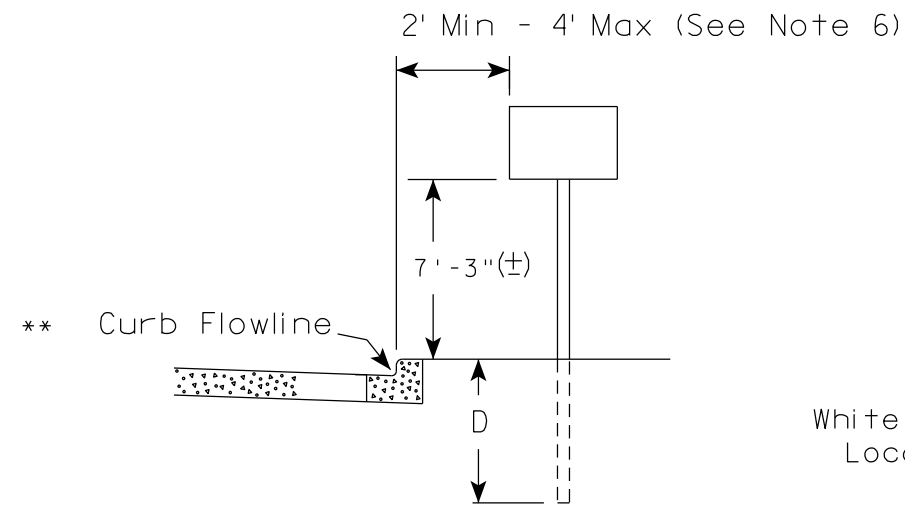
DATE 3/18/21

PLATE NO. A2-1S.9

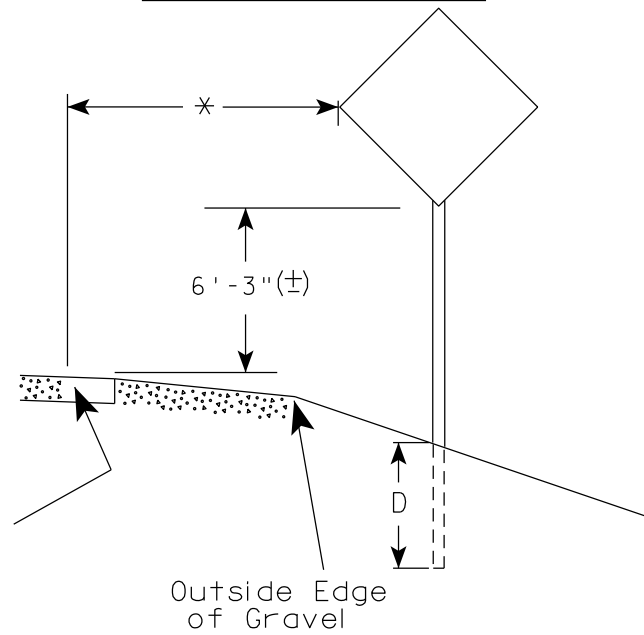
WISDOT/CADD SHEET 42

URBAN AREA

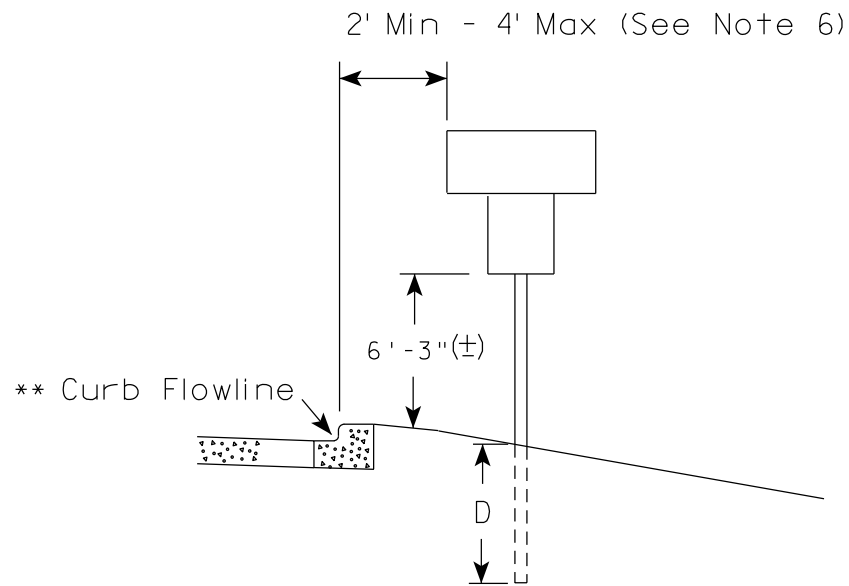
RURAL AREA (See Note 2)



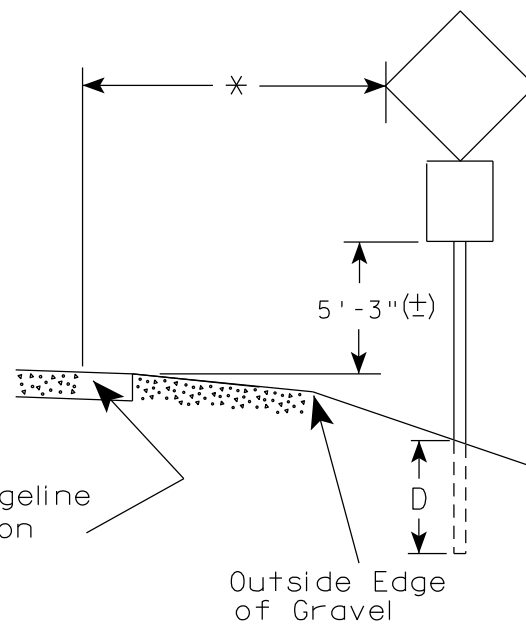
White Edgeline Location



Outside Edge of Gravel



White Edgeline Location



Outside Edge of Gravel

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). 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. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.

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* * 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.

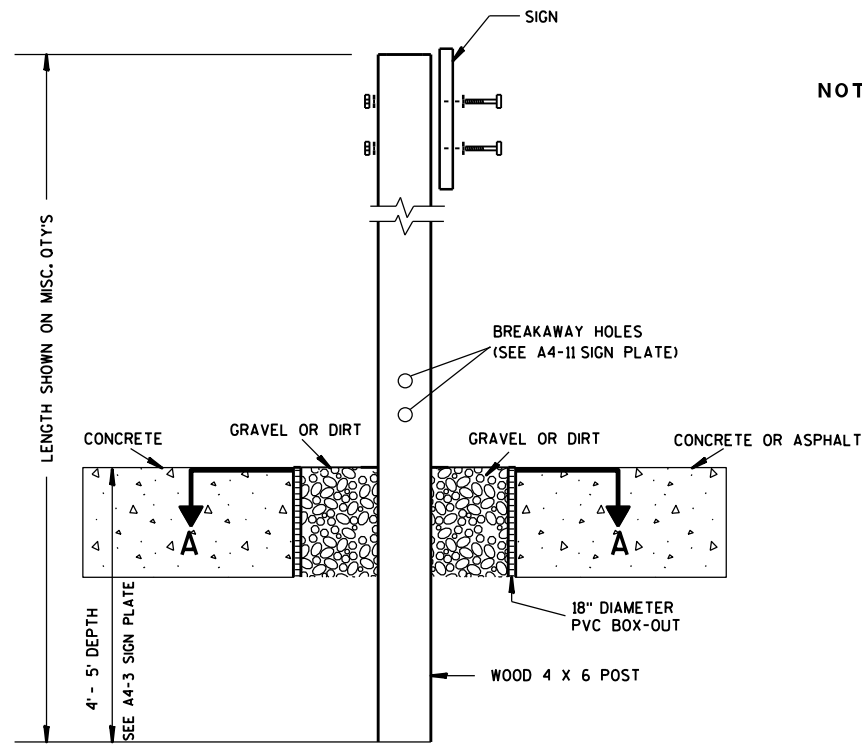
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

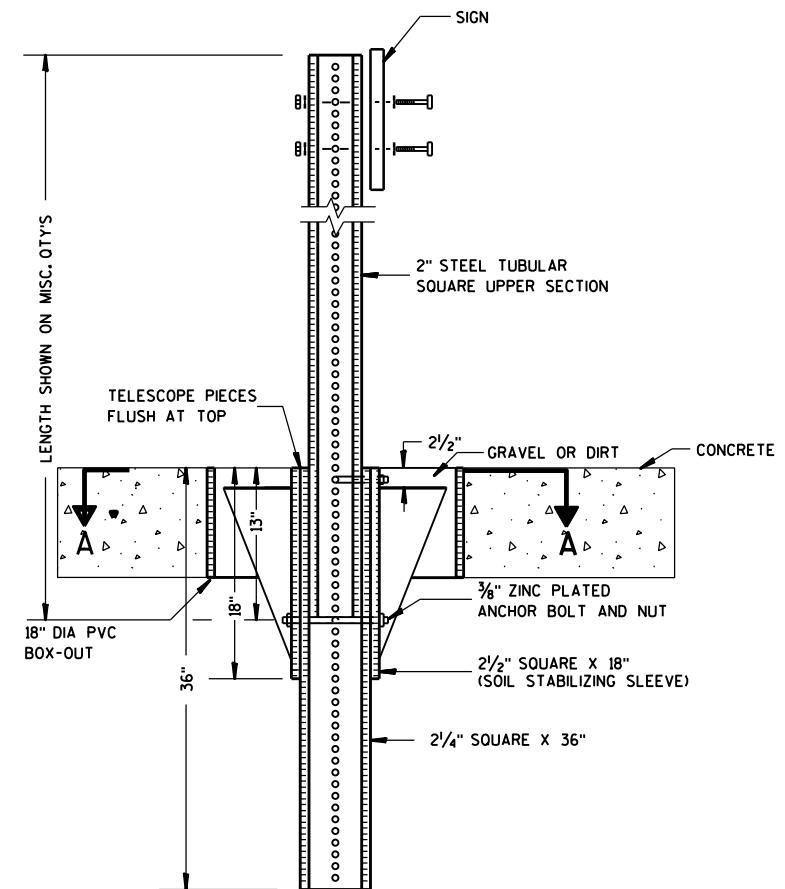
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

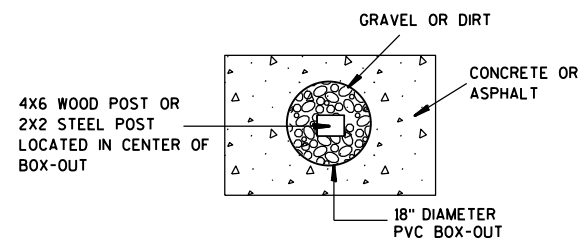
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

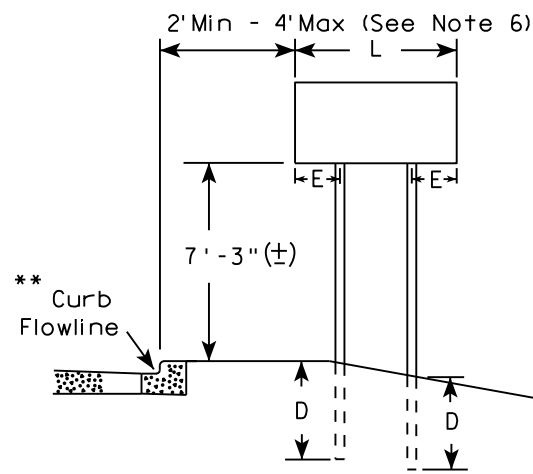
FOR NEW CONCRETE/ ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B	
<small>WISCONSIN DEPT OF TRANSPORTATION</small>	
APPROVED <i>Matthew R. Rauch</i> <small>for State Traffic Engineer</small>	
<small>DATE 1/27/14</small>	<small>PLATE NO. A4-3B.1</small>

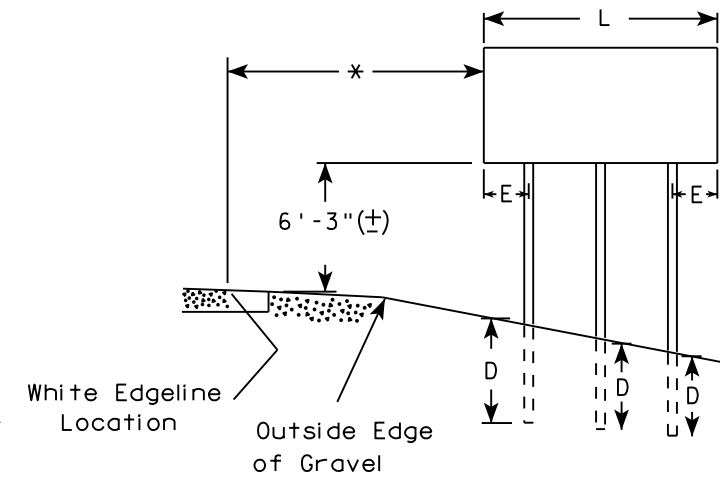
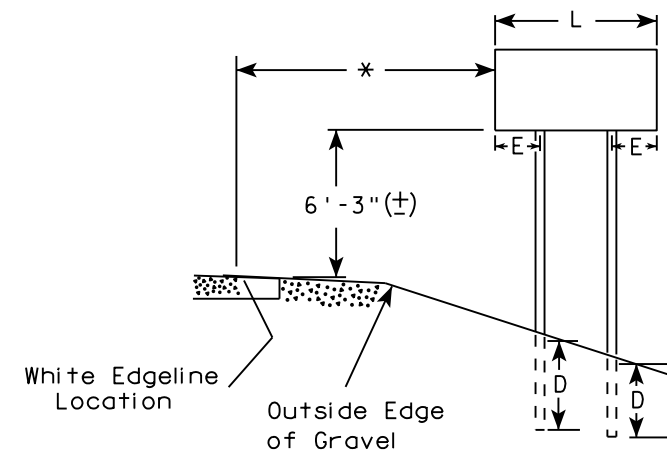
GENERAL NOTES

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" (±) or 6'-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" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-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" (±).

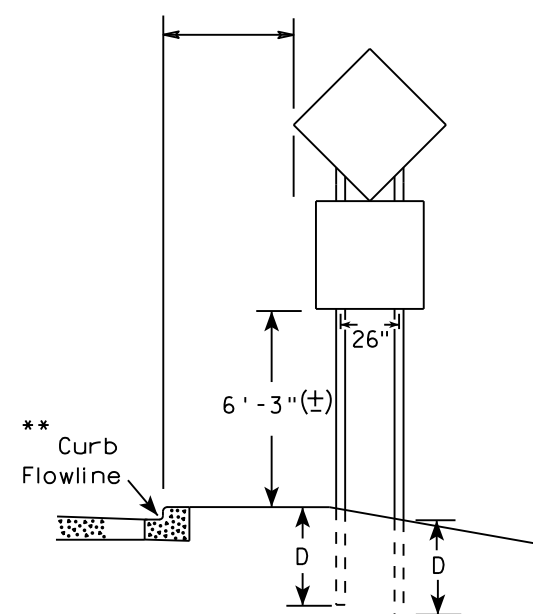
URBAN AREA



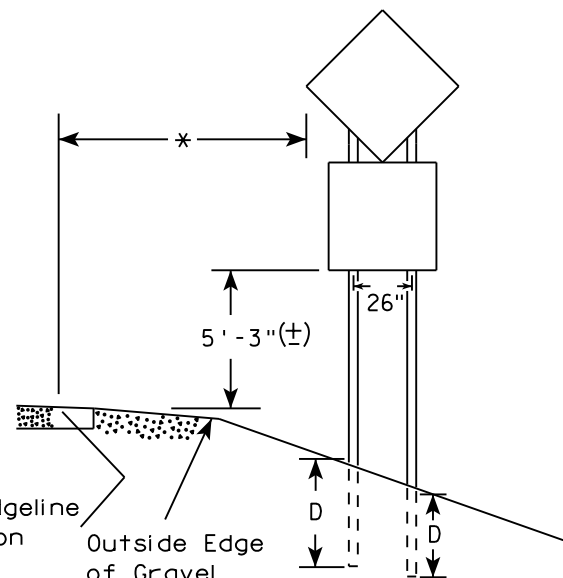
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

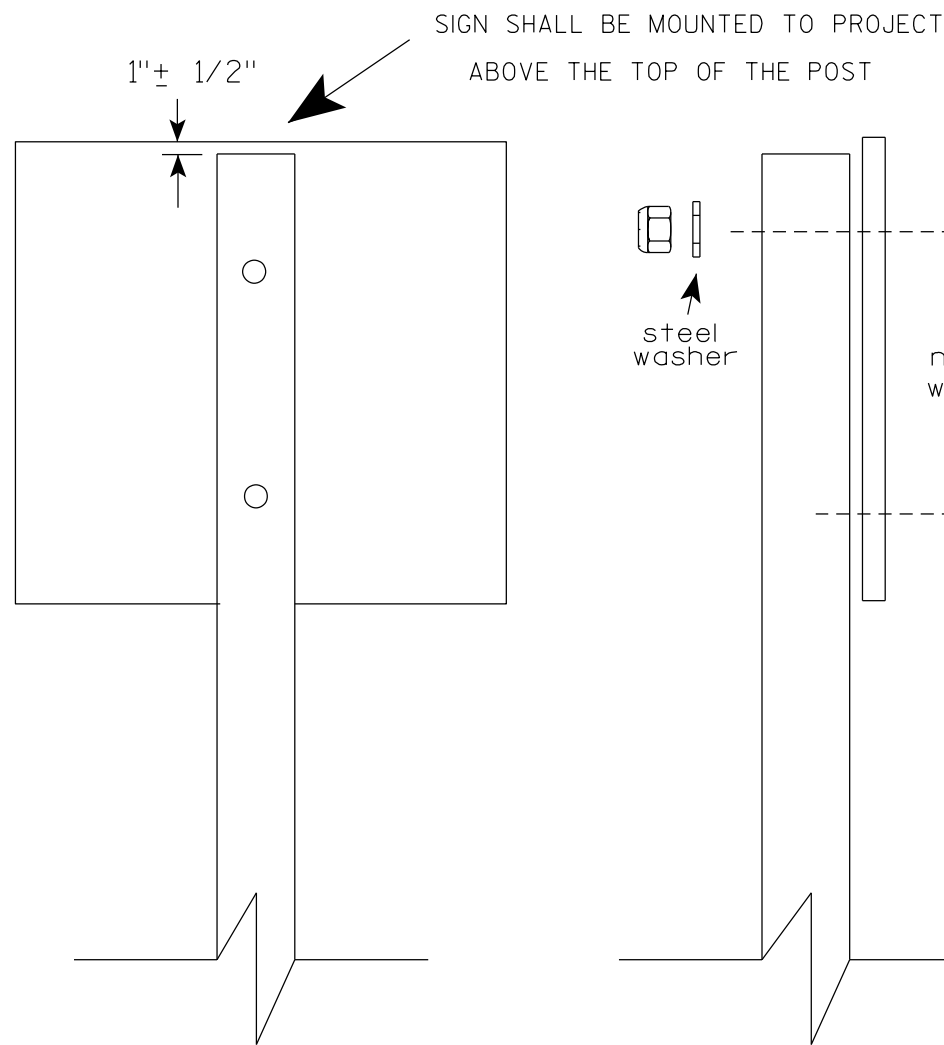
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION
 APPROVED *Matthew R. Rauch*
 For State Traffic Engineer
 DATE 8/21/17 PLATE NO. A4-4.15



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- 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.

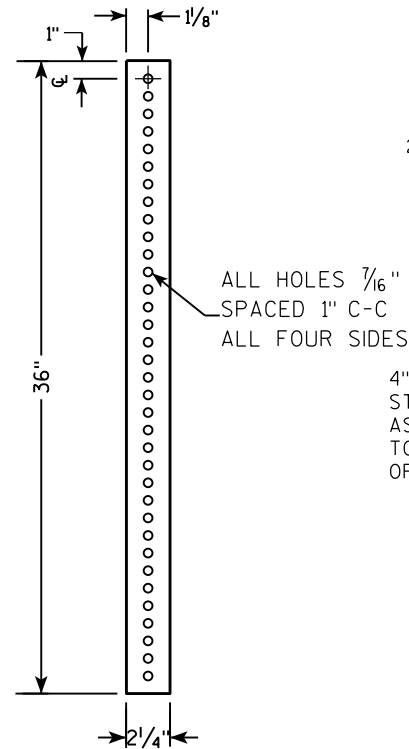
- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (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 $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " 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.

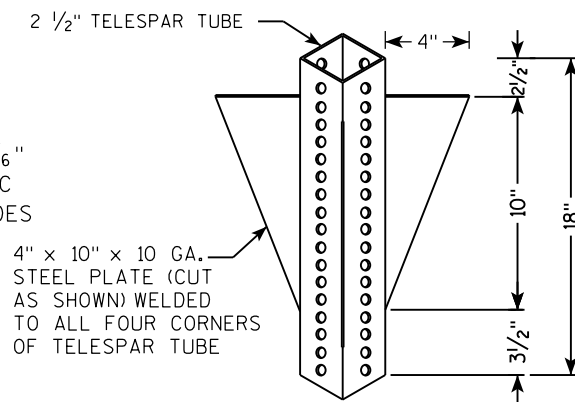
ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R Rauch</i> For State Traffic Engineer
DATE <u>4/1/2020</u>	PLATE NO. <u>A4-8.9</u>

**TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM**

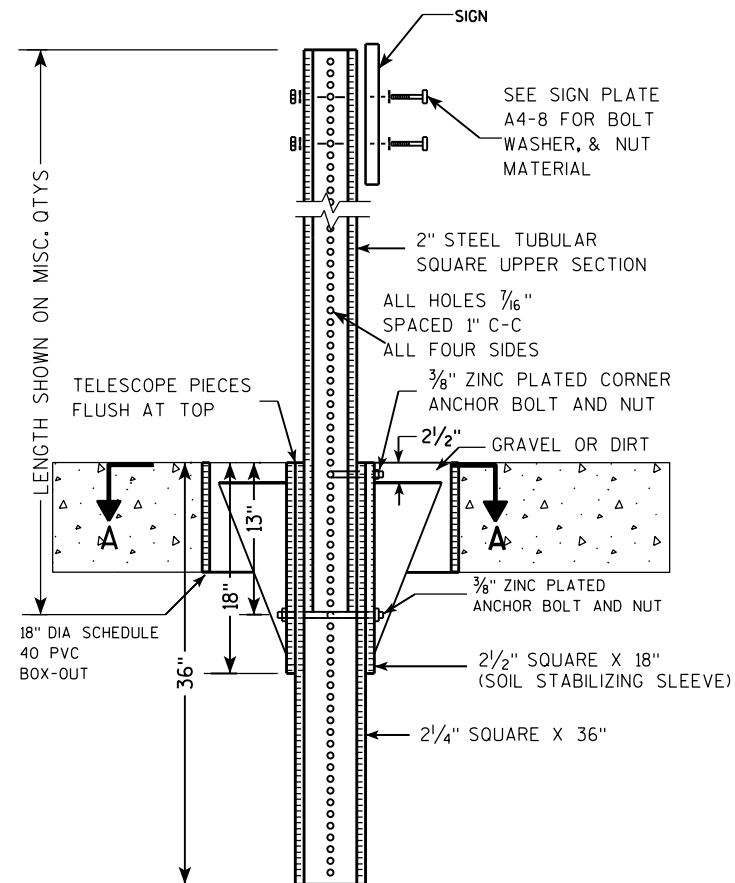
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



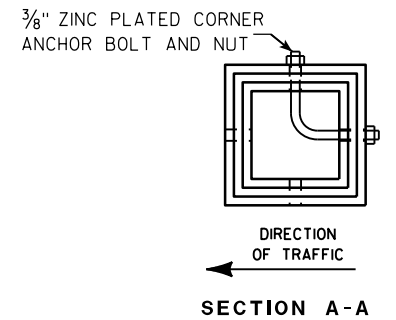
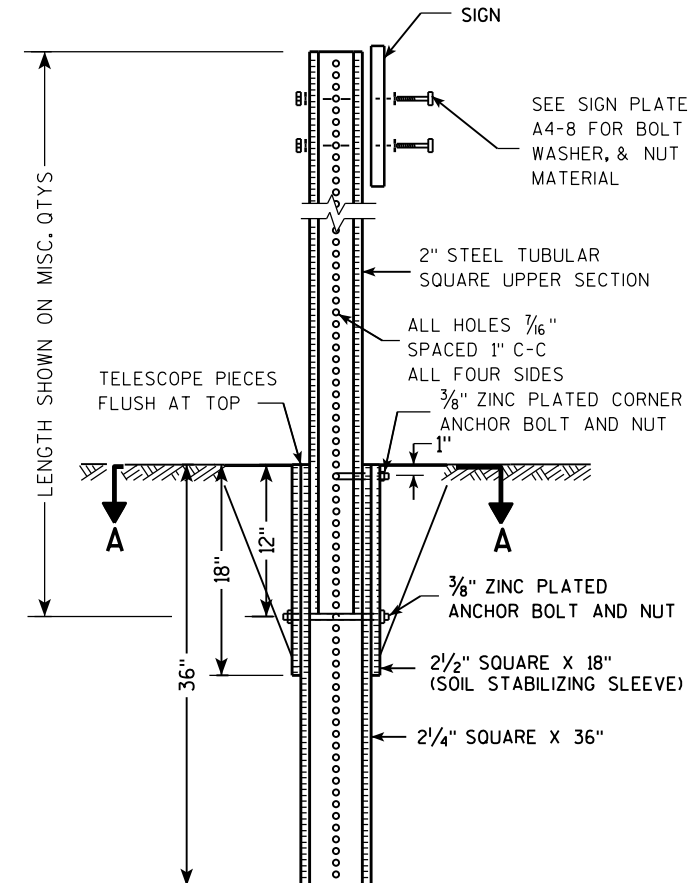
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH



**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)**



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 NO. A4-9.9

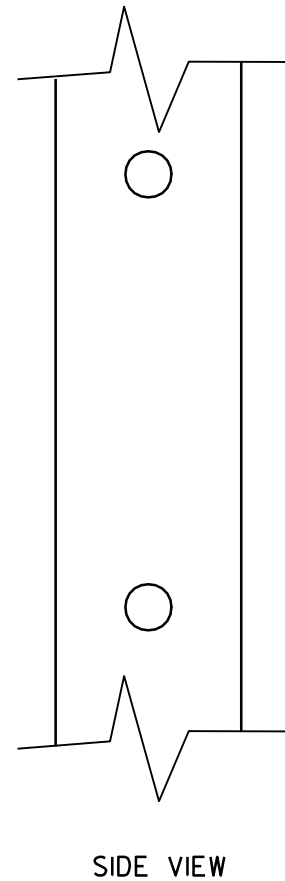
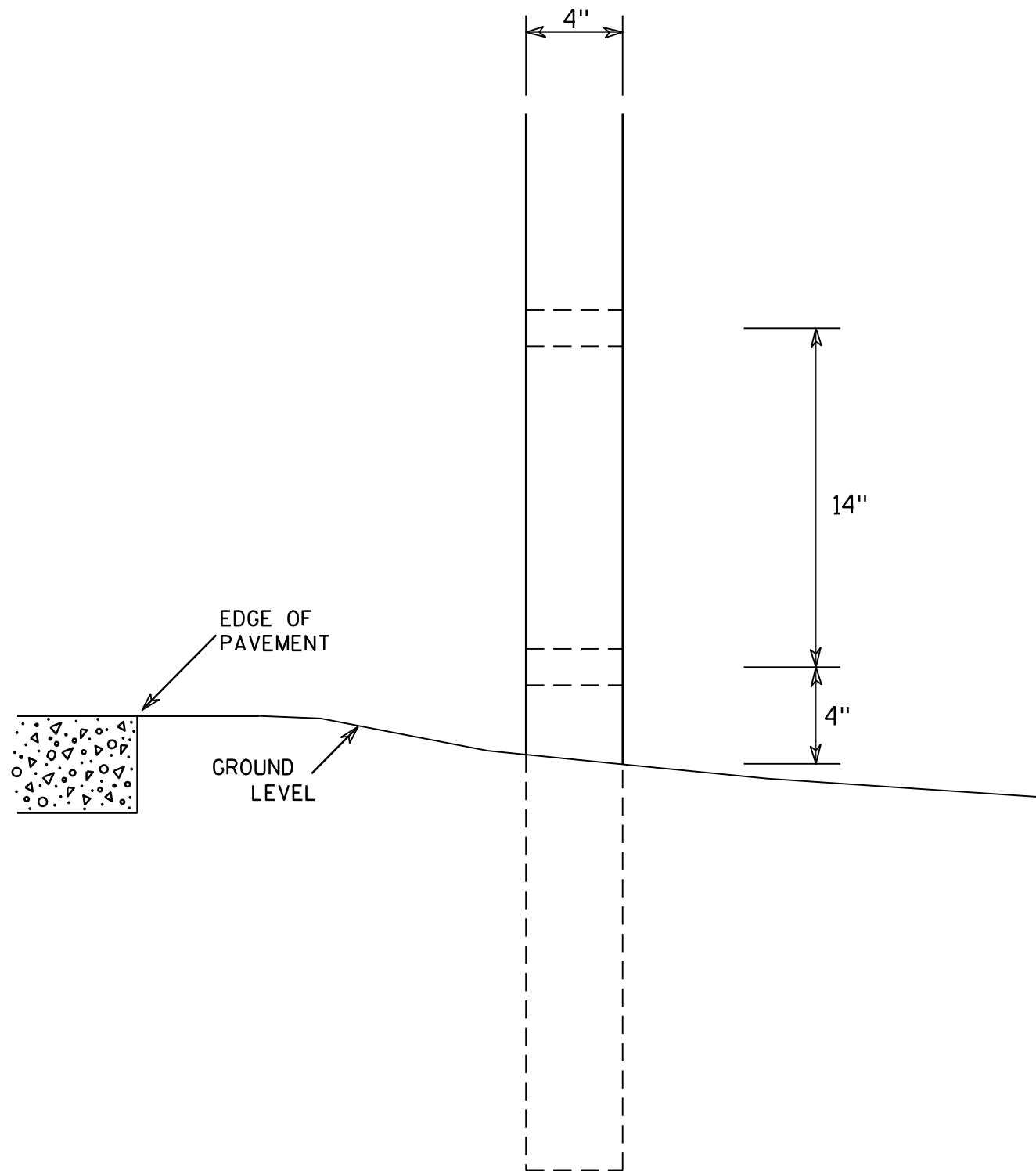
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



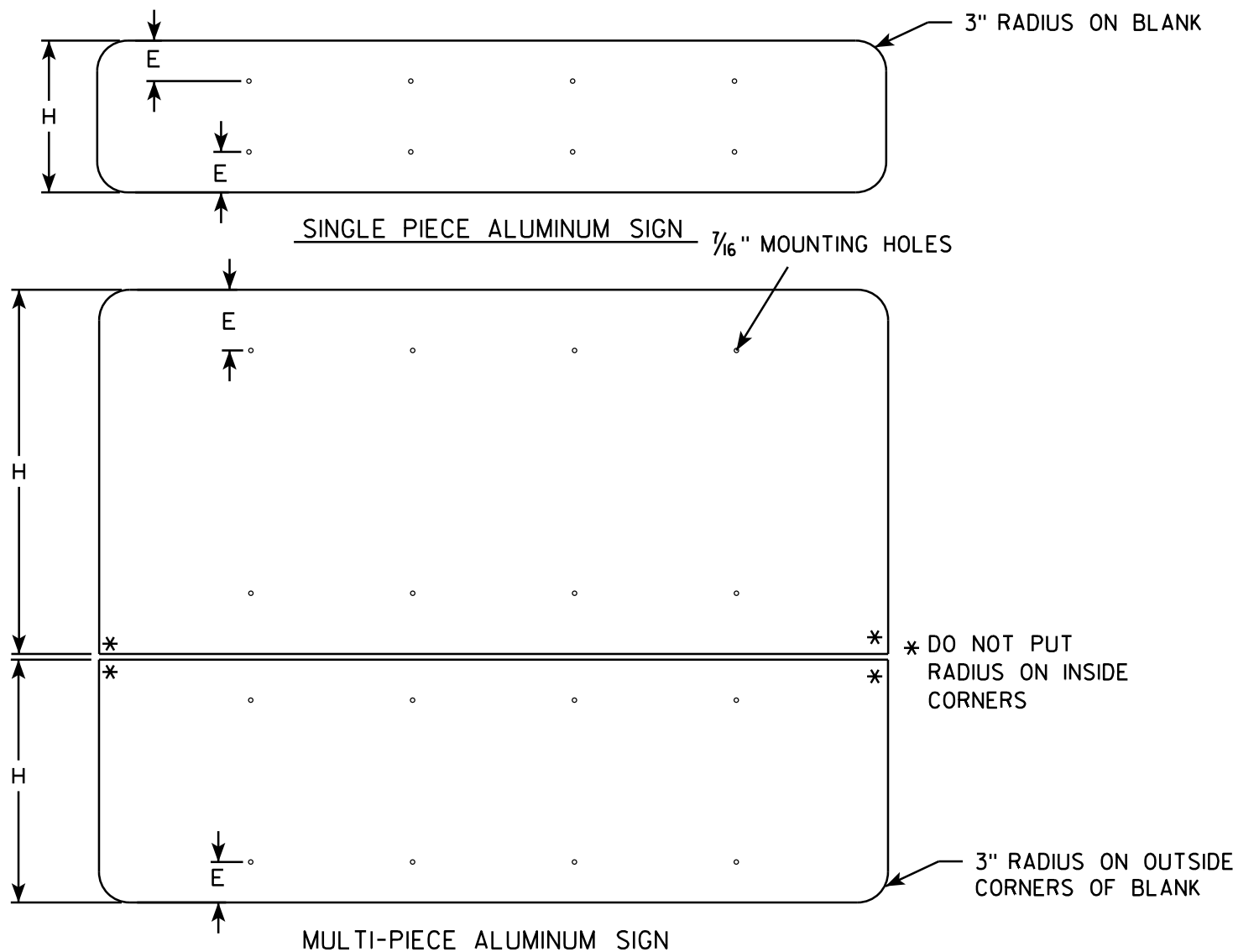
GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

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4 X 6 WOOD POST MODIFICATIONS	
<i>WISCONSIN DEPT OF TRANSPORTATION</i>	
APPROVED	<i>Chester J Spang</i> for State Traffic Engineer
DATE <u>3/27/97</u>	PLATE NO. <u>A4-11.2</u>

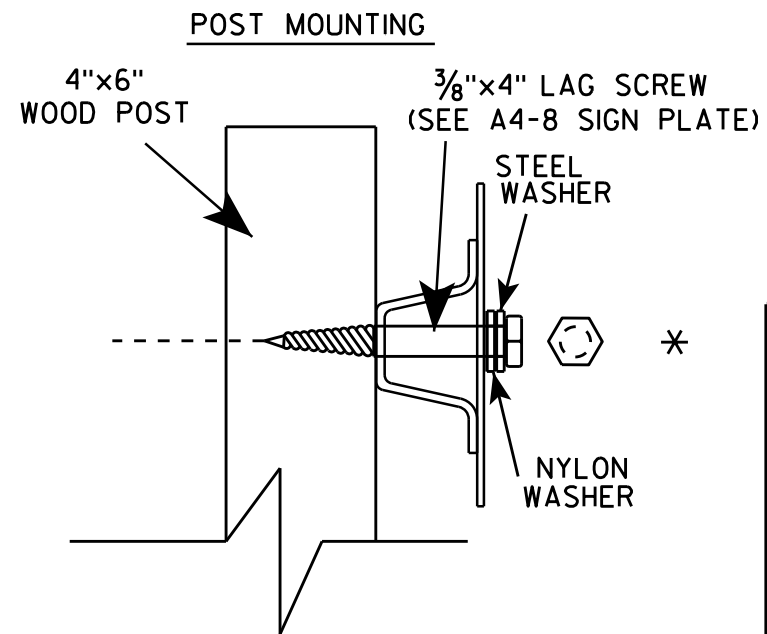
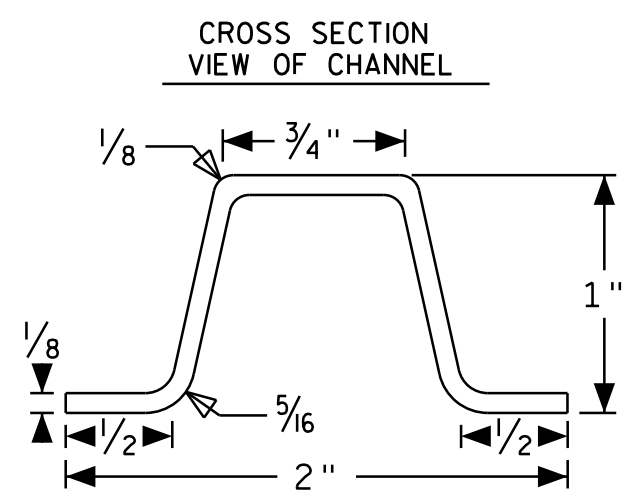
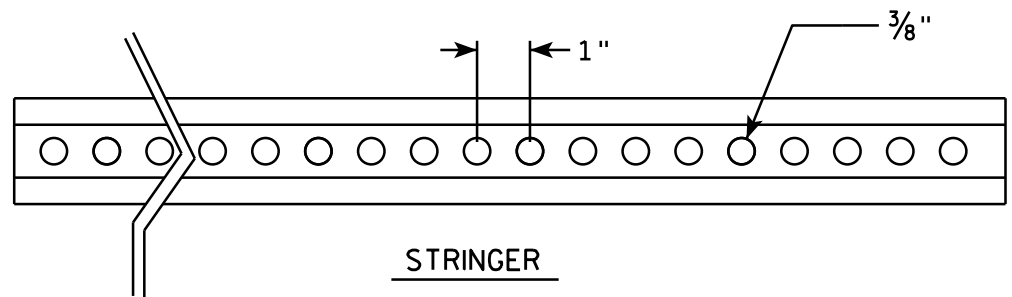


GENERAL NOTES

- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE $\frac{7}{16}$ " 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"	16 $\frac{1}{2}$ " 33 $\frac{1}{2}$ " 50 $\frac{1}{2}$ " 67 $\frac{1}{2}$ "
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19 $\frac{1}{2}$ " 38 $\frac{1}{2}$ " 57 $\frac{1}{2}$ " 76 $\frac{1}{2}$ "
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22 $\frac{1}{2}$ " 43 $\frac{1}{2}$ " 64 $\frac{1}{2}$ " 85 $\frac{1}{2}$ "
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"

7



7

SIGN STRINGER MOUNTING REQUIREMENTS

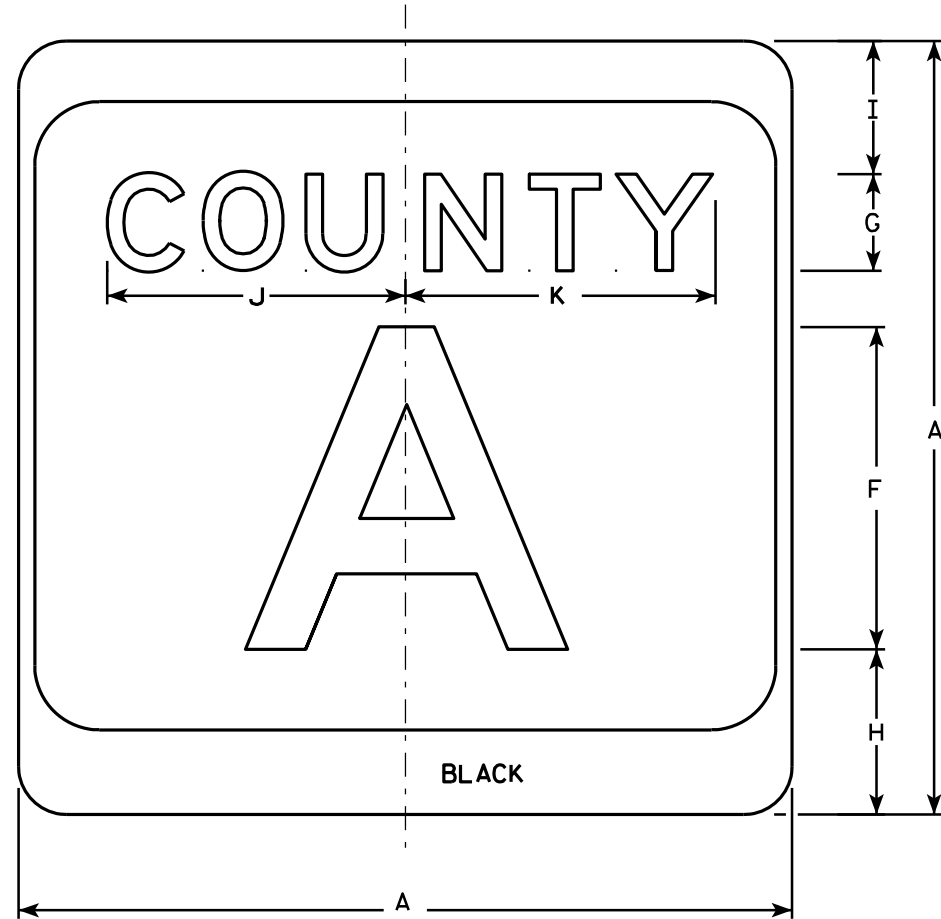
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

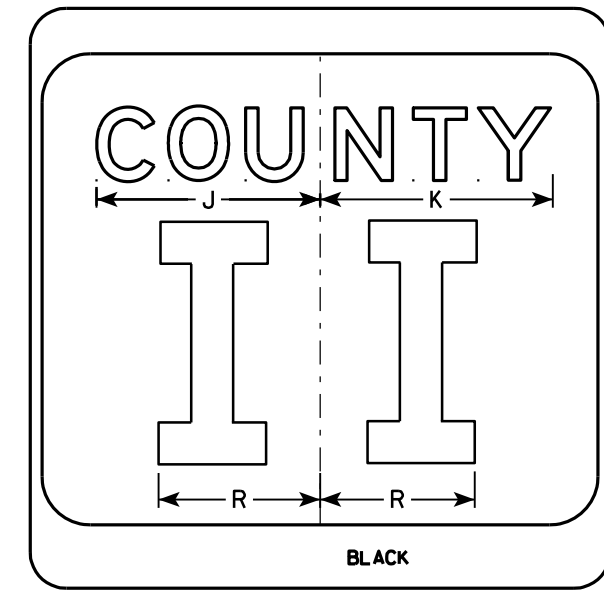
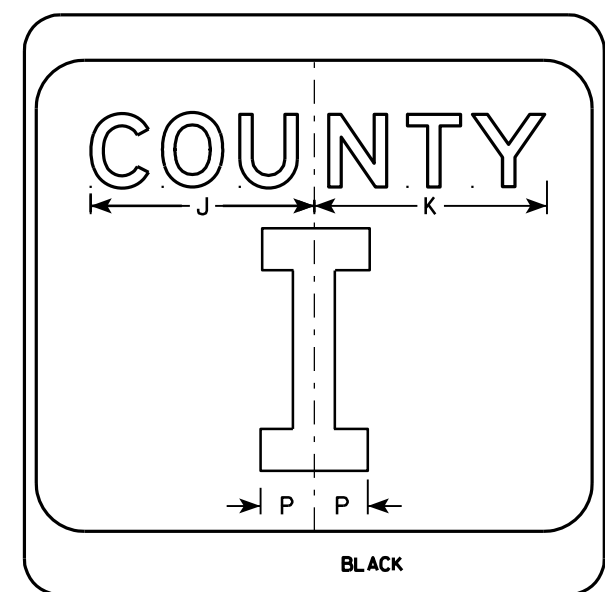
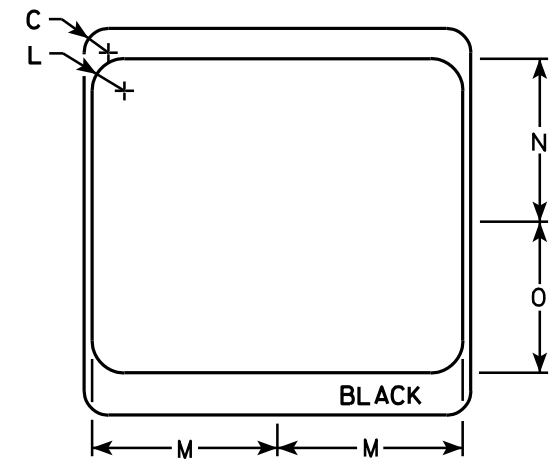
DATE 4/26/16 PLATE NO. A4-18.1

NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White & Black - See Note 7
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. Message Series E for 1 letter.
Message Series D for 2 letters unless message is too big then Series C.
Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
Background - Type H Reflective
Detour or temporary Signs
Background - Reflective



M1-5A



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

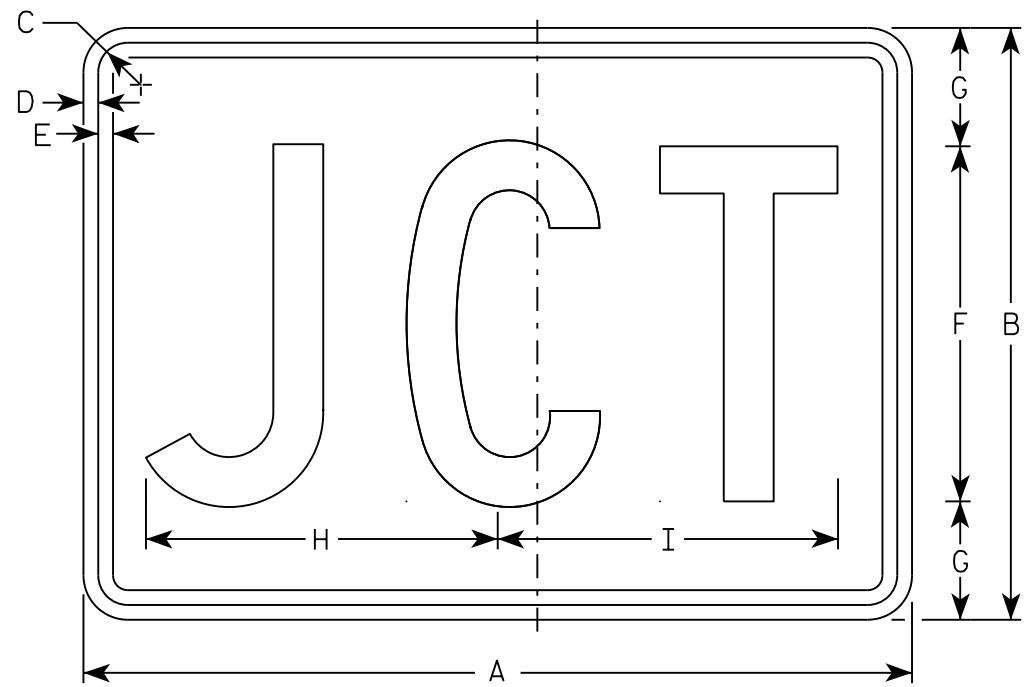
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

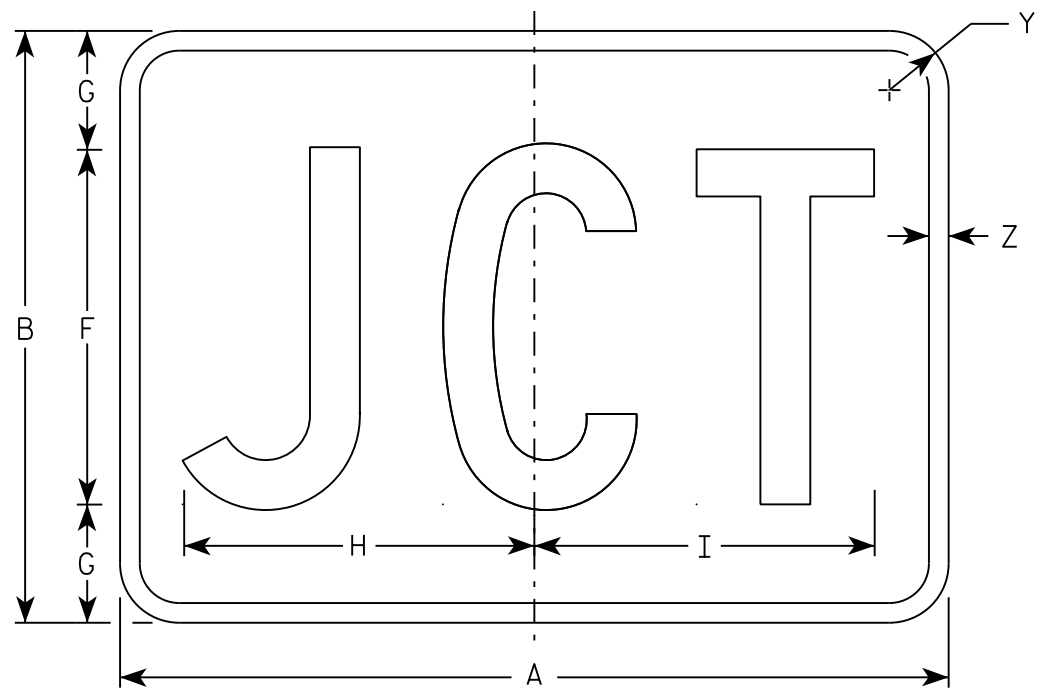
APPROVED *Matthew R. Raub*
For State Traffic Engineer

DATE 9/27/11 PLATE NO. MI-5A.8

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
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. M2-1 Background - White
Message - Black
MB2-1 Background - Blue
Message - White
MK2-1 Background - Green
Message - White
MM2-1 Background - White
Message - Green
MN2-1 Background - Brown
Message - White
MP2-1 Background - White
Message - Blue
MR2-1 Background - Brown
Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

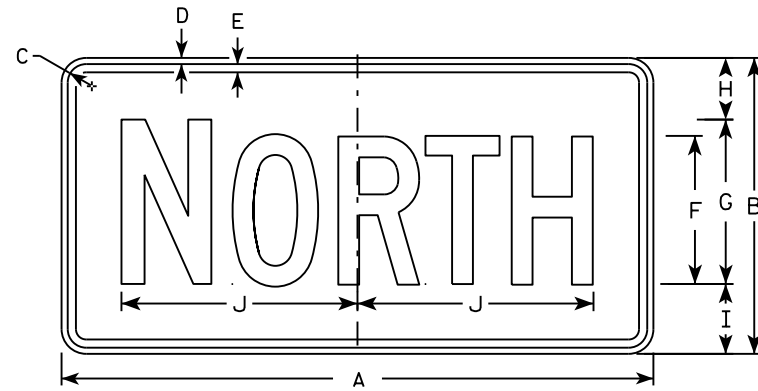
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

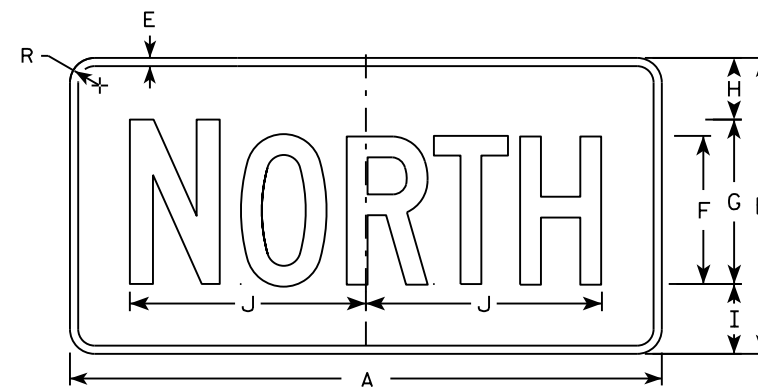
DATE 10/15/15 PLATE NO. M2-1.12

NOTES

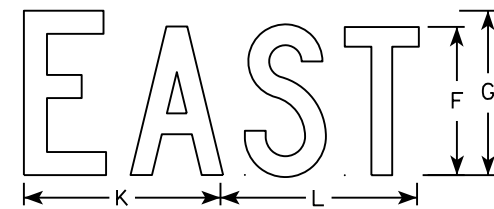
- All Signs Type II - Type H
- Color:
 - Background - See note 5
 - Message - See note 5
- Message Series - C
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M3-1 thru M3-4 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
- Note the first letter of each direction is larger than the remainder of the message.



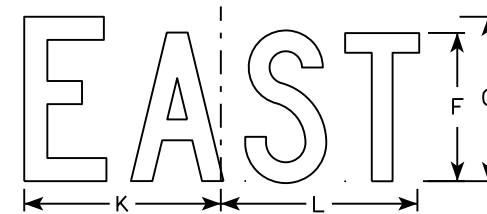
M3-1
MM3-1
MP3-1



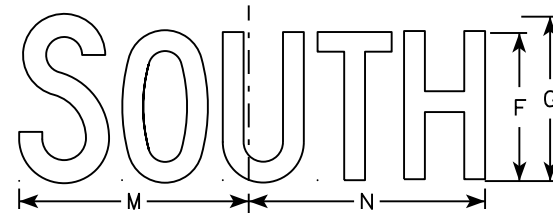
MB3-1
MK3-1
MN3-1



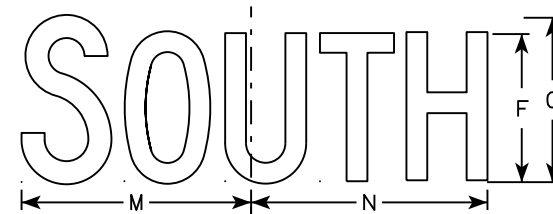
M3-2
MM3-2
MP3-2



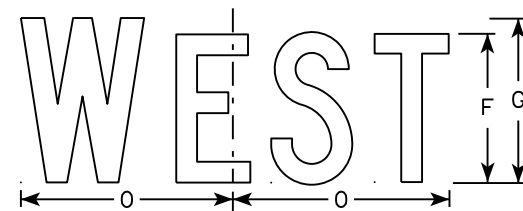
MB3-2
MK3-2
MN3-2



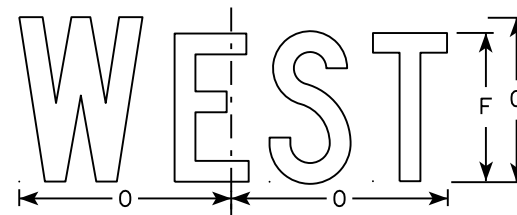
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

7

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 1/8	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			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thru M3-4
SERIES

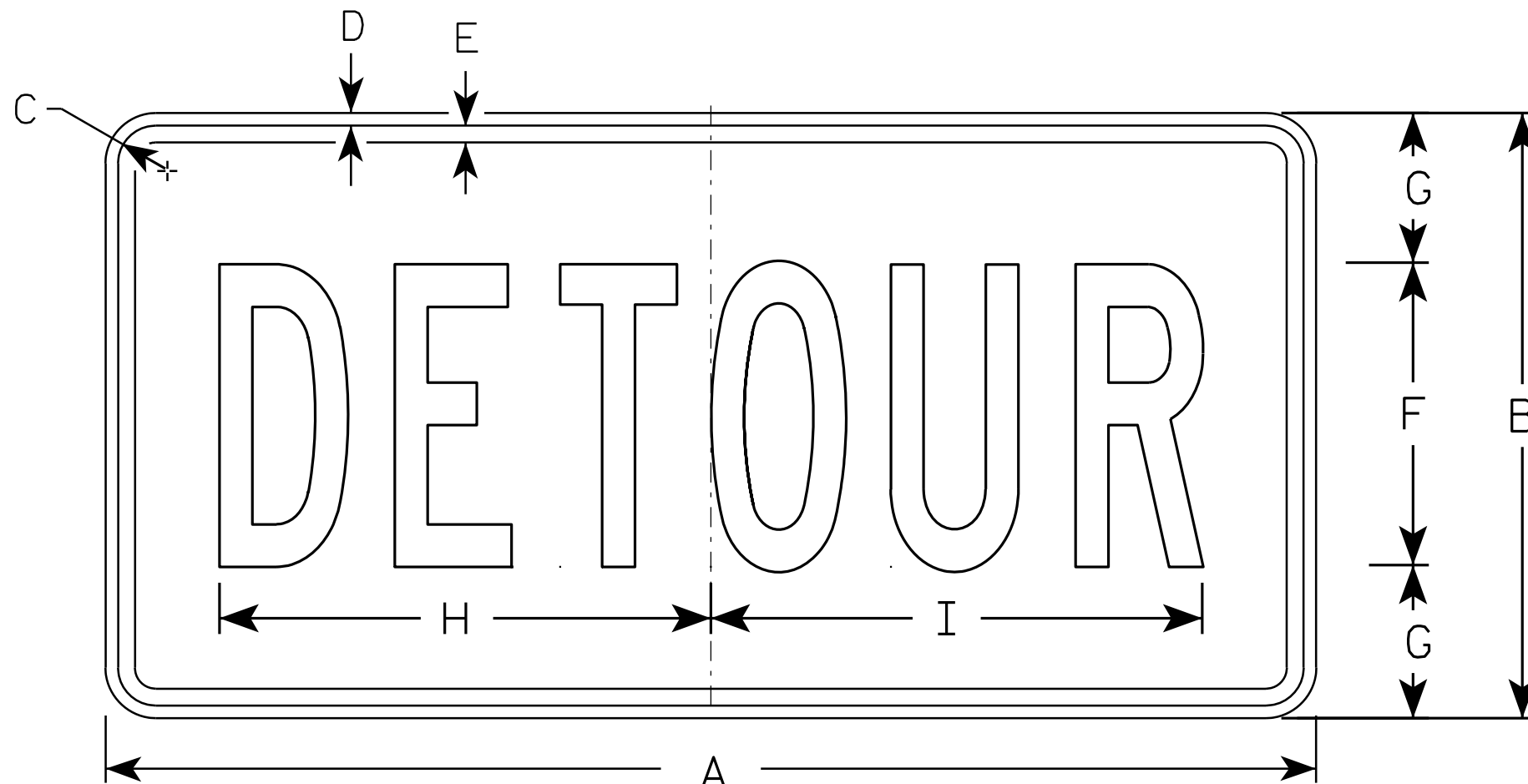
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M3-1.14

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



M4-8

7

7

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 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

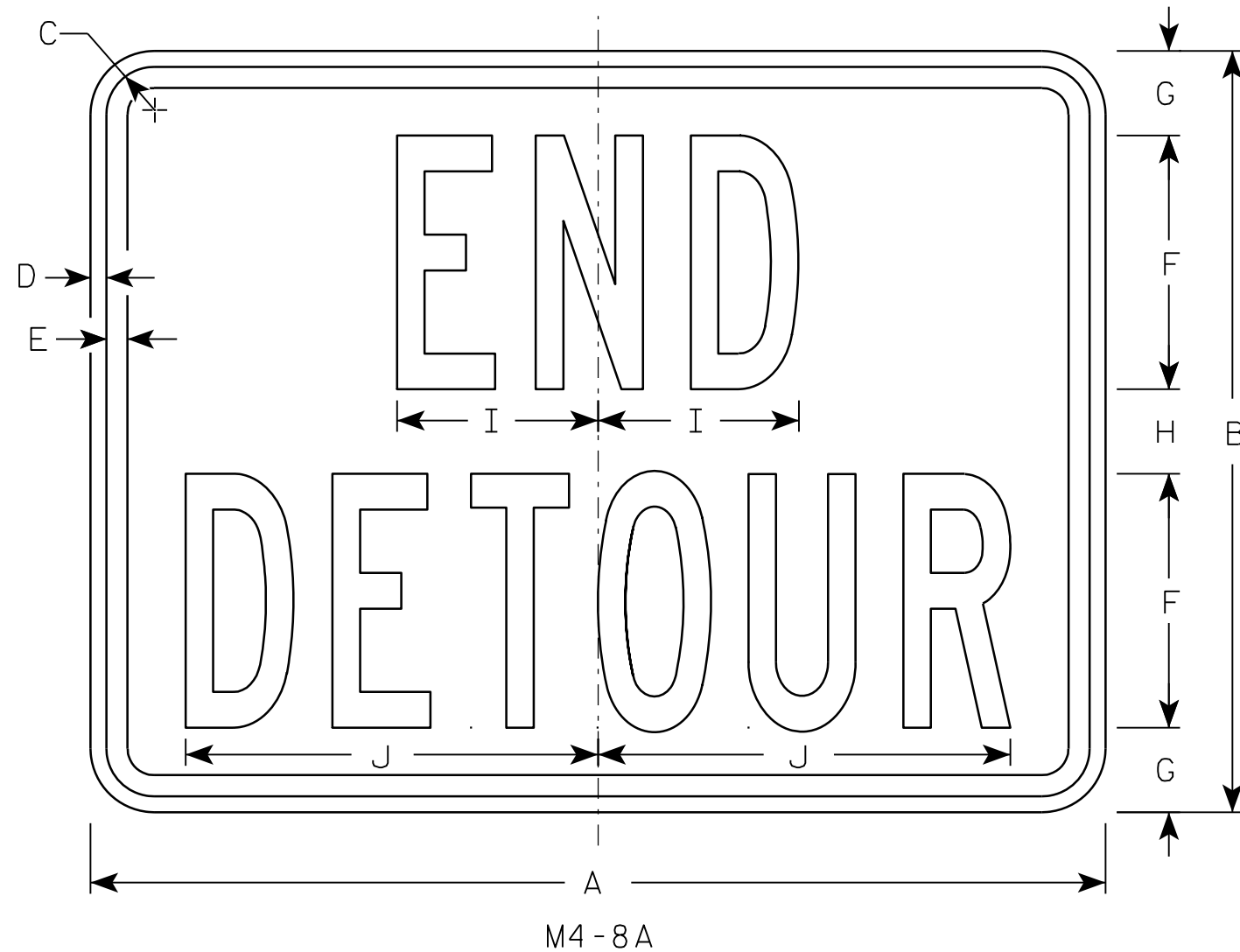
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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.



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

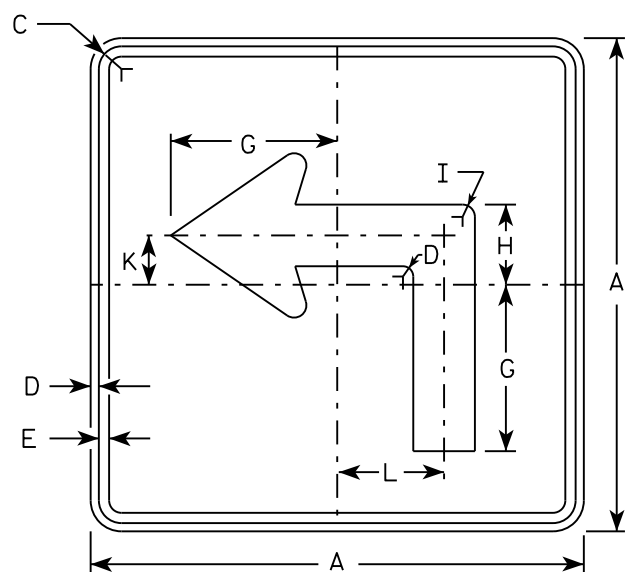
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

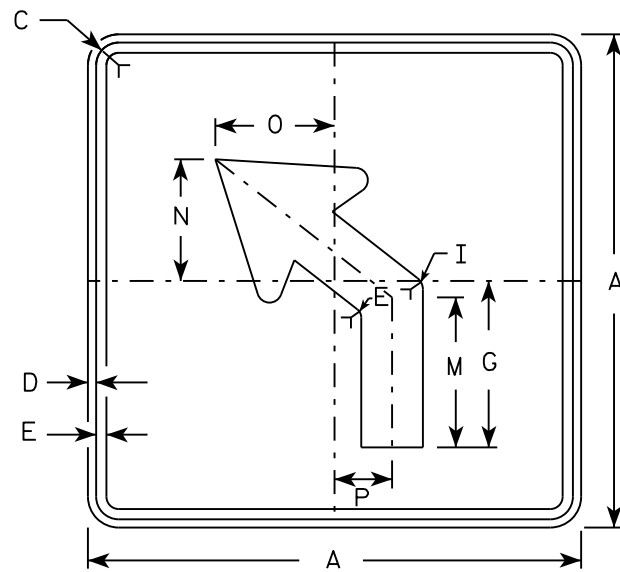
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

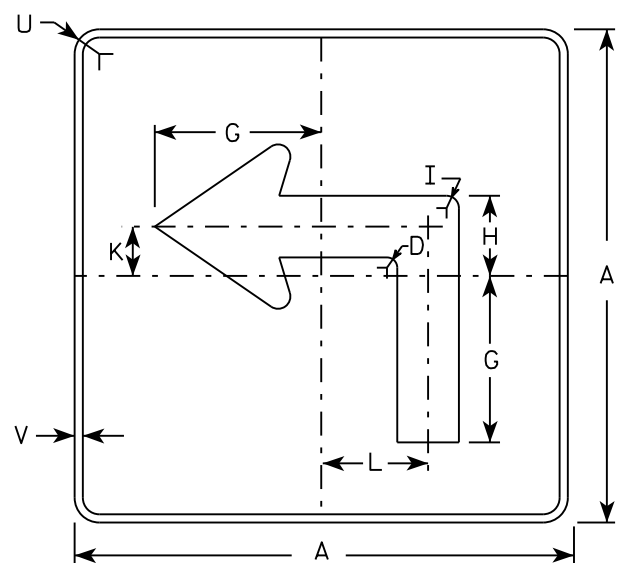
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



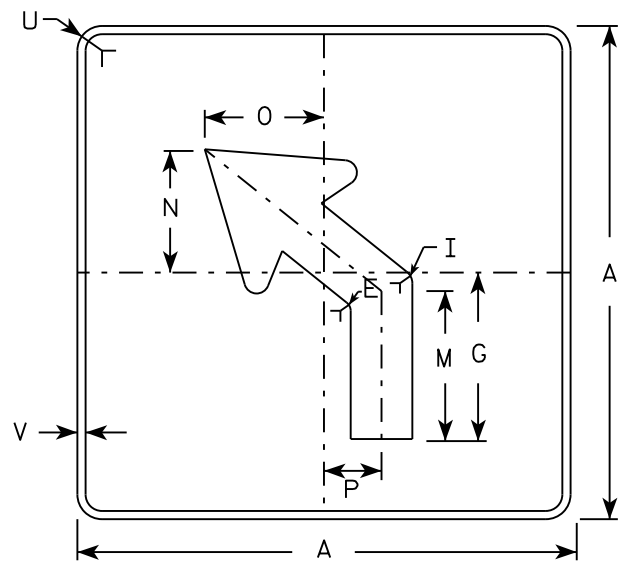
M5-1L
MM5-1L
M05-1L
MP5-1L



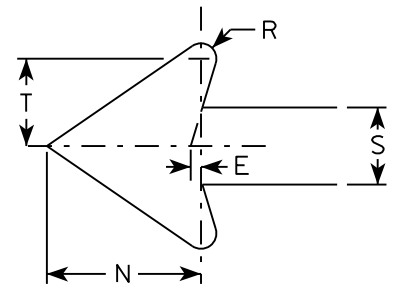
M5-2L
MM5-2L
M05-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

- Signs are Type II - Type H reflective except as shown
- Color:
 - Background - See note 4
 - Message - See note 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.
- 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
 - M05-1 and M05-2 Background - Orange - Type F Reflective
Message - Black
 - MP5-1 and MP5-2 Background - White - Type H Reflective
Message - Blue
 - MR5-1 and MR5-2 Background - Brown
Message - Yellow
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

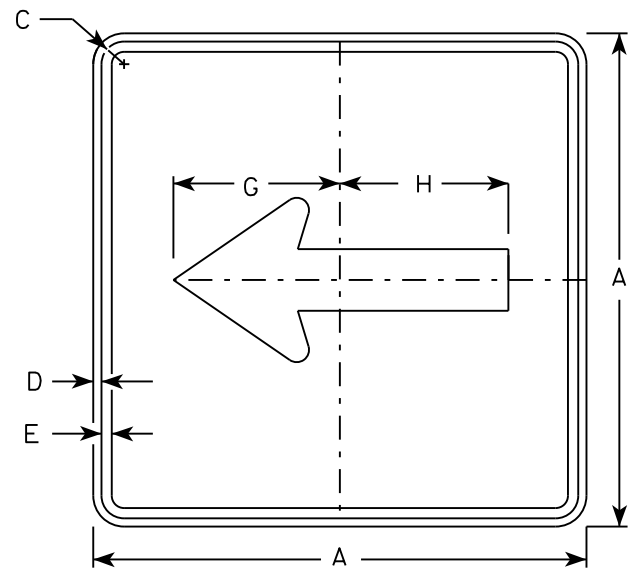
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	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 7/8	1/2					6.25
5	30		1 3/8	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 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

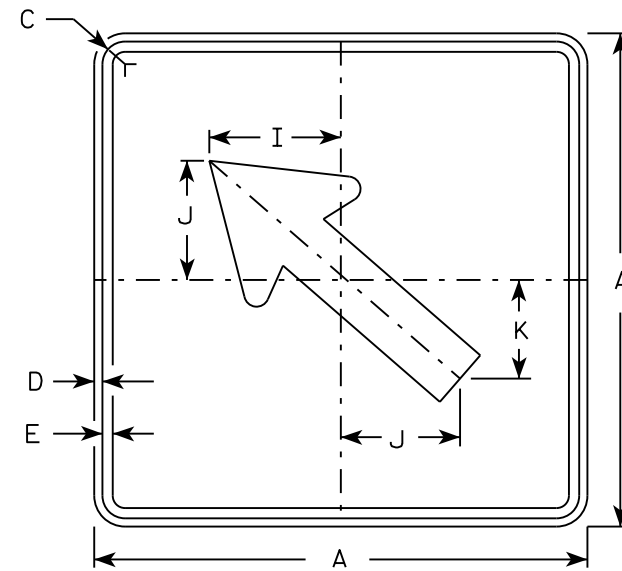
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

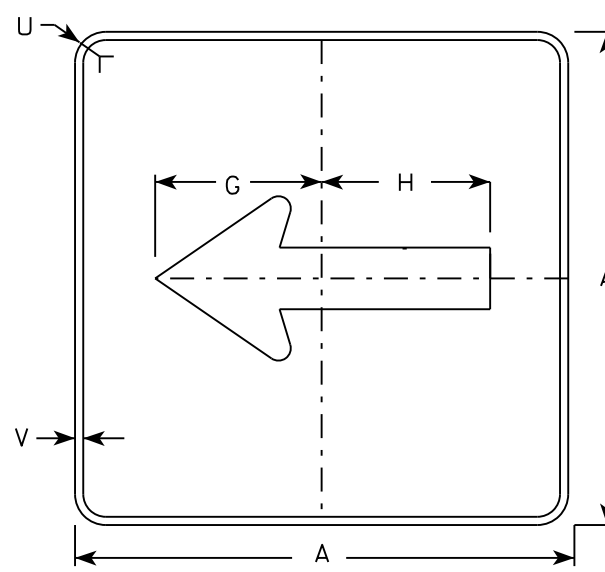
DATE 10/15/15 PLATE NO. M5-1.13



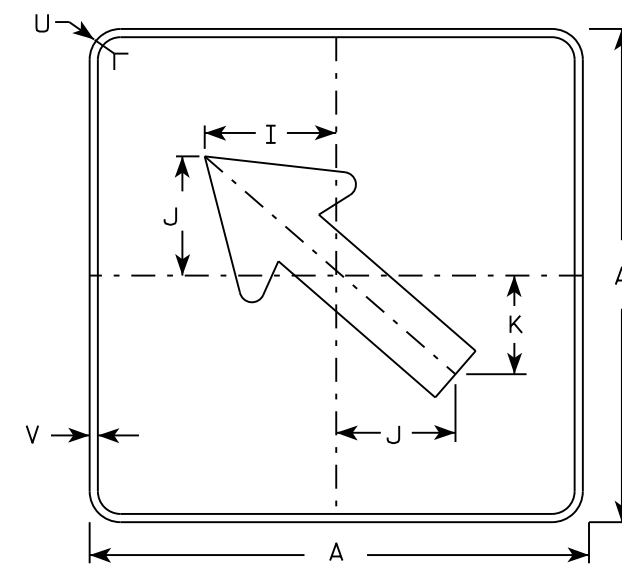
M6-1
MM6-1
M06-1
MP6-1



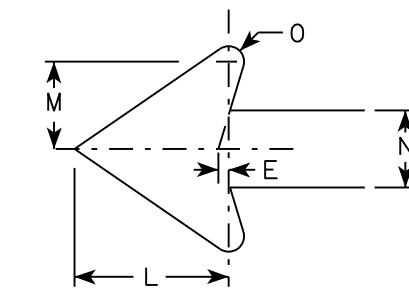
M6-2
MM6-2
M06-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



NOTES

- Signs are Type II - Type H except as Shown
- Color:
Background - See note 4
Message - See note 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.
- 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
M06-1 and M06-2 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

7

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	21		1 1/8	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 1/2	1/2				3.06
3	30		1 3/8	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 7/8	1/2				6.25
4	30		1 3/8	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 7/8	1/2				6.25
5	30		1 3/8	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 7/8	1/2				6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

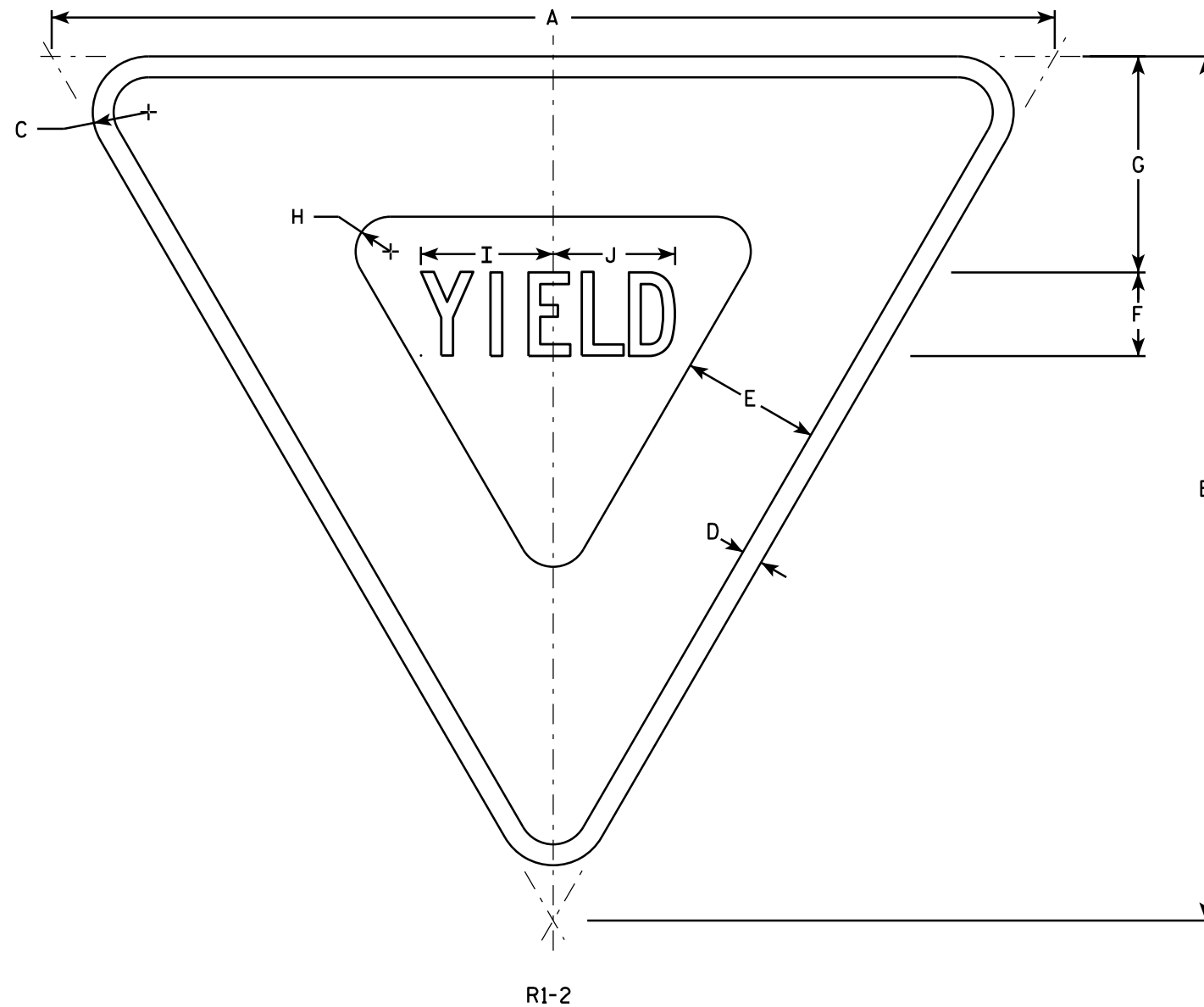
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M6-1.15

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
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. The border strip and word message are reflectorized red.



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

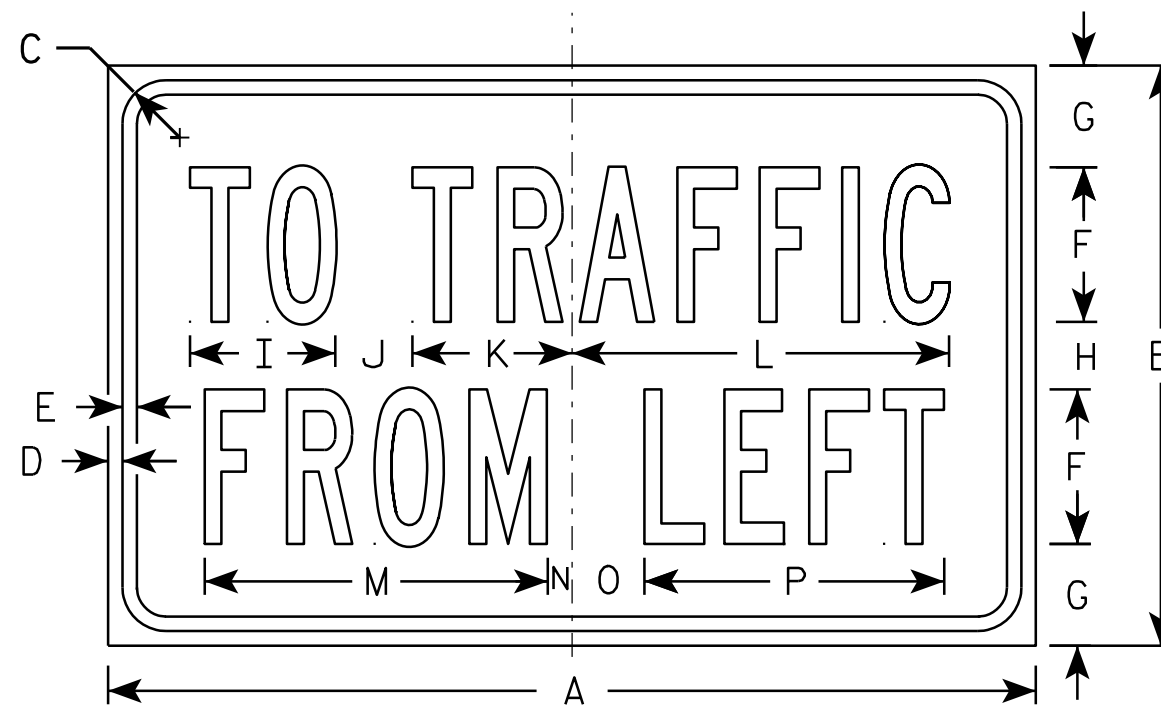
STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/13/14 PLATE NO. R1-2.12

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E



R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - B

7

7

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	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

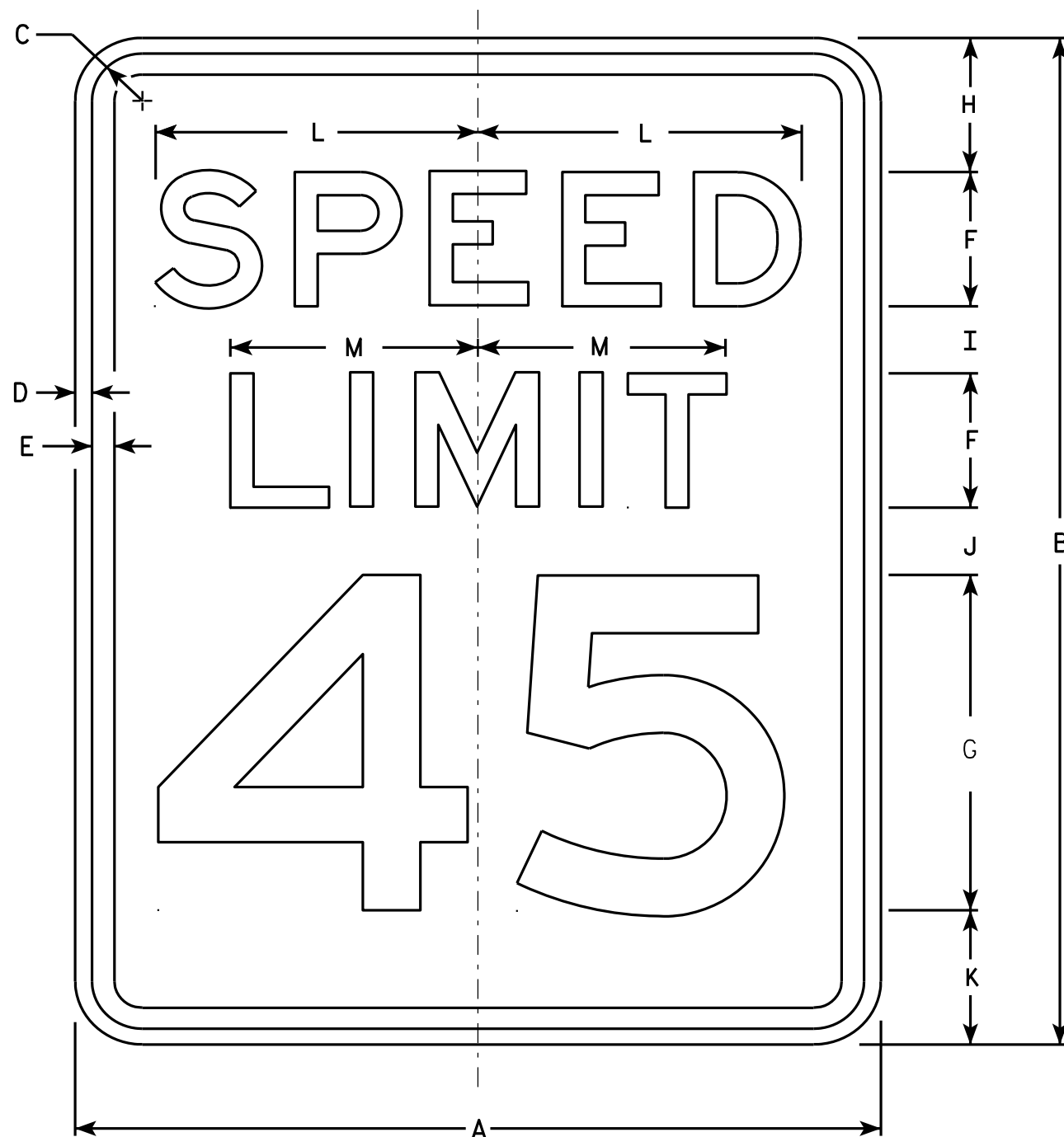
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
For State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

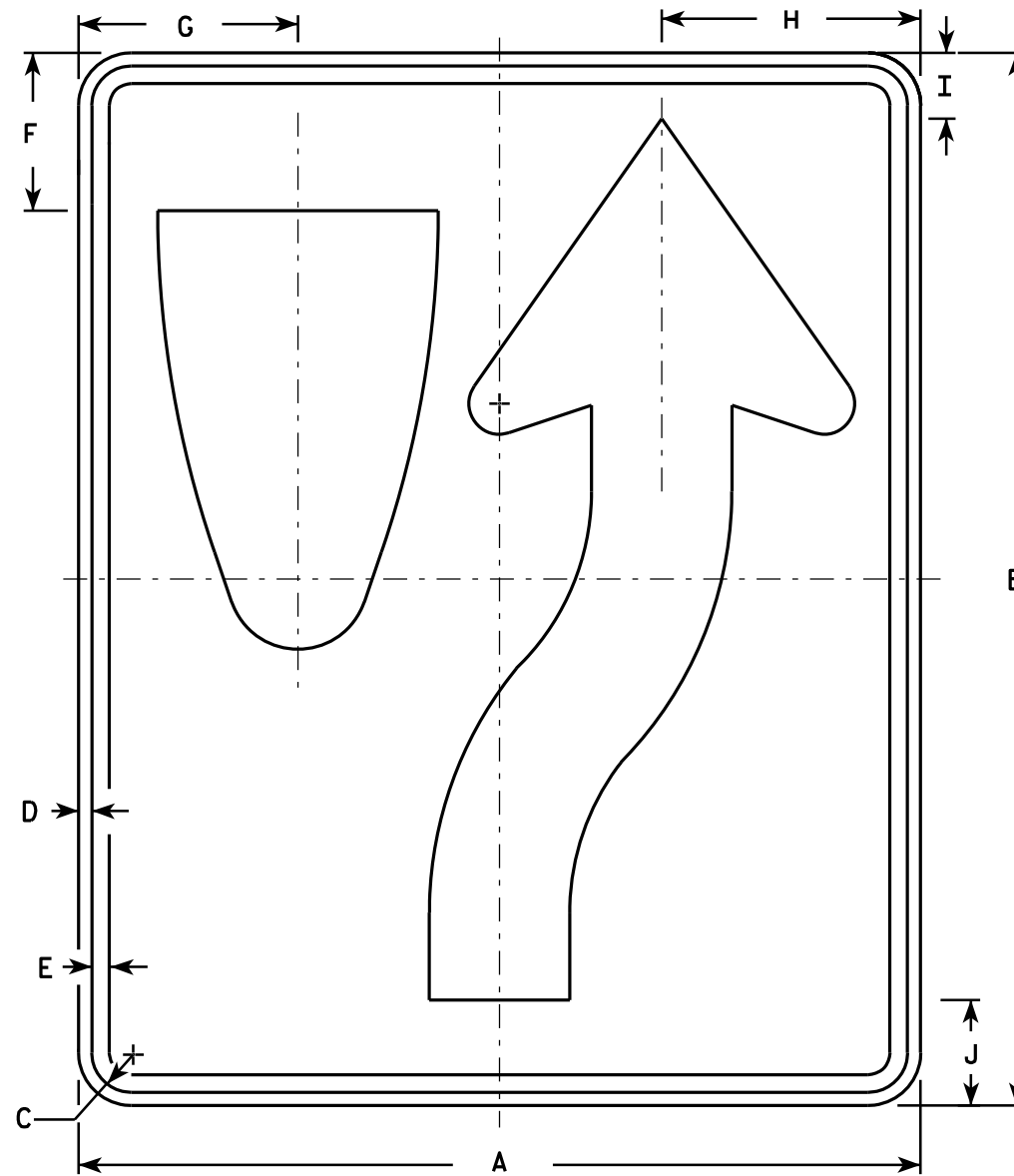
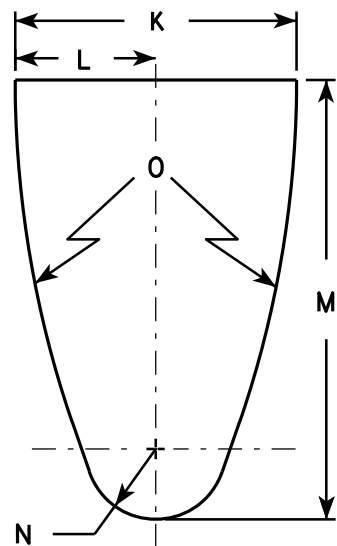
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

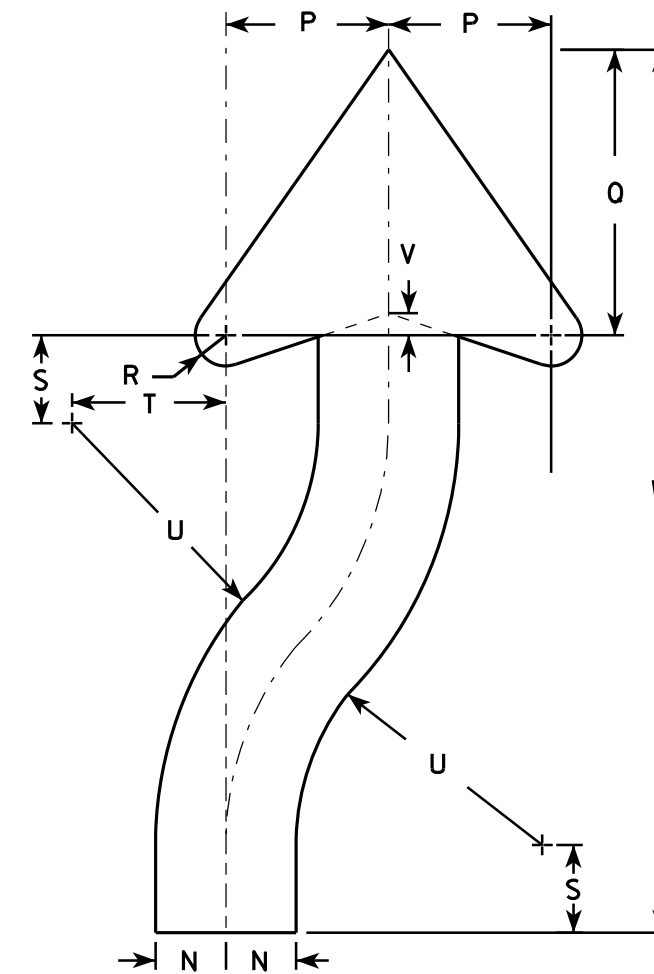
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
Background - White
Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



R4-7



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

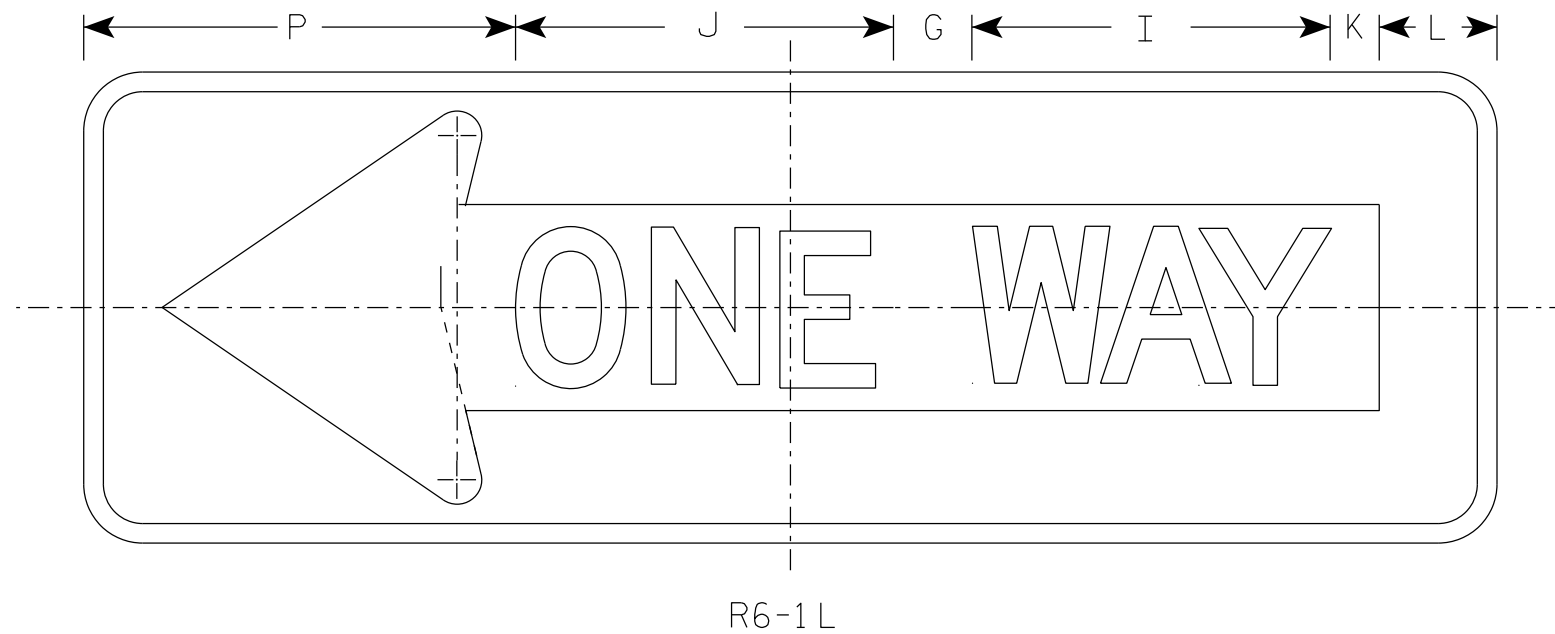
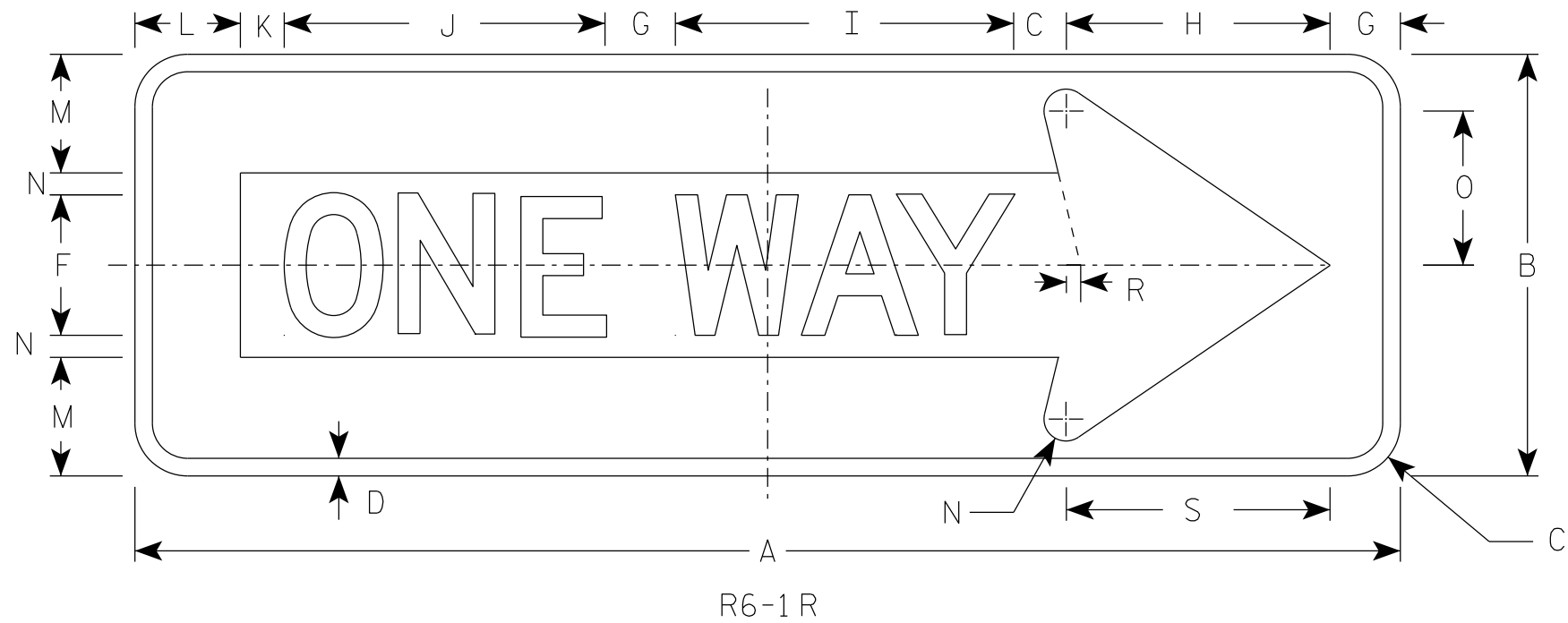
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - BLACK
Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

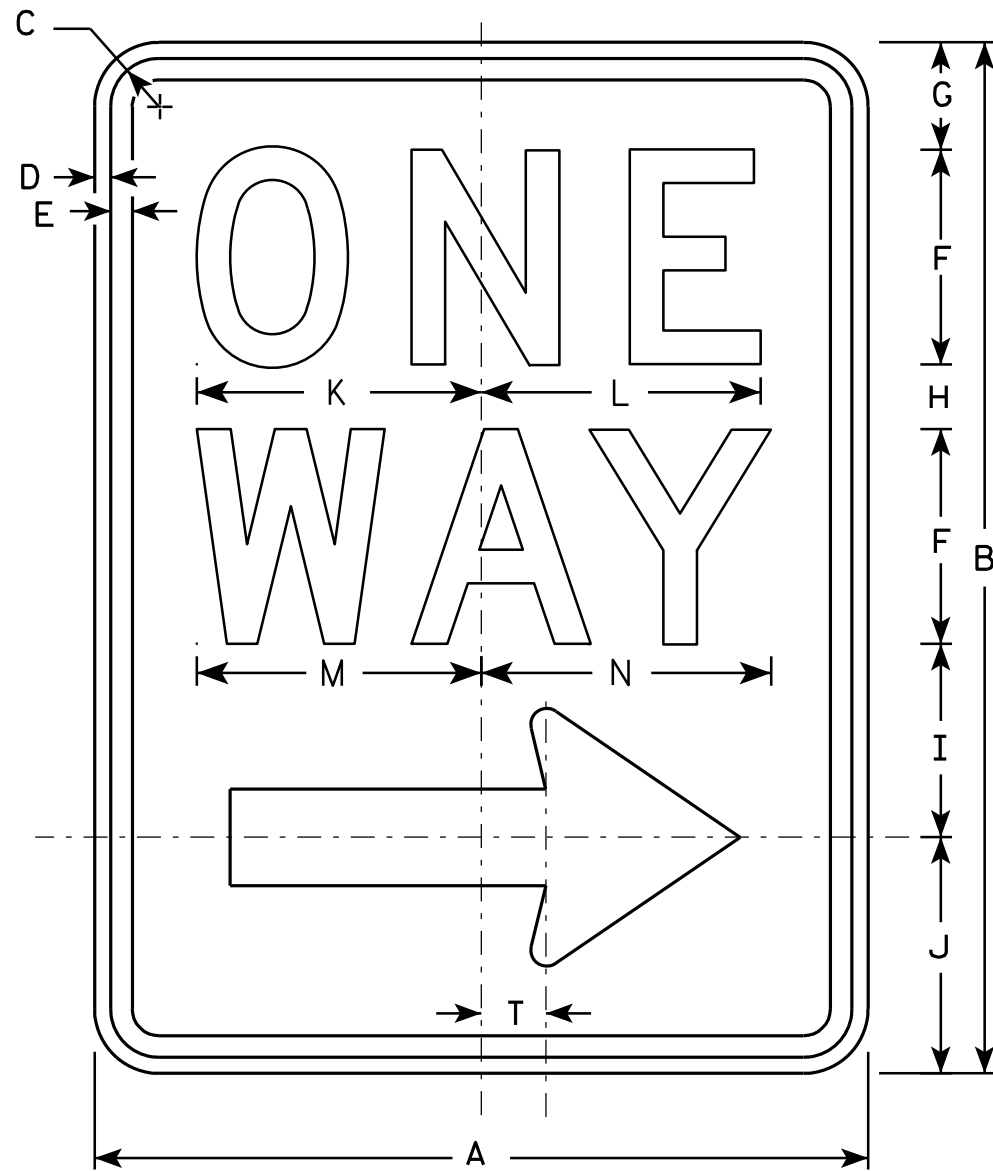
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

7

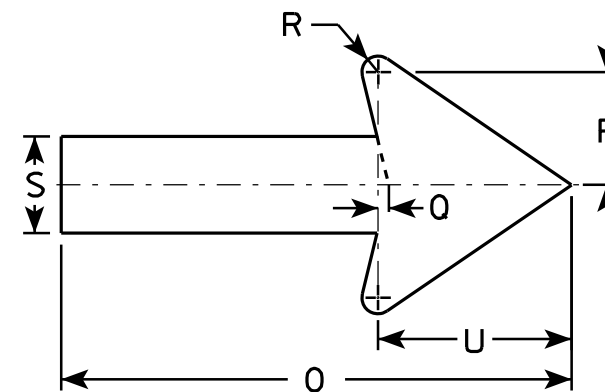
7



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



7

7

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
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

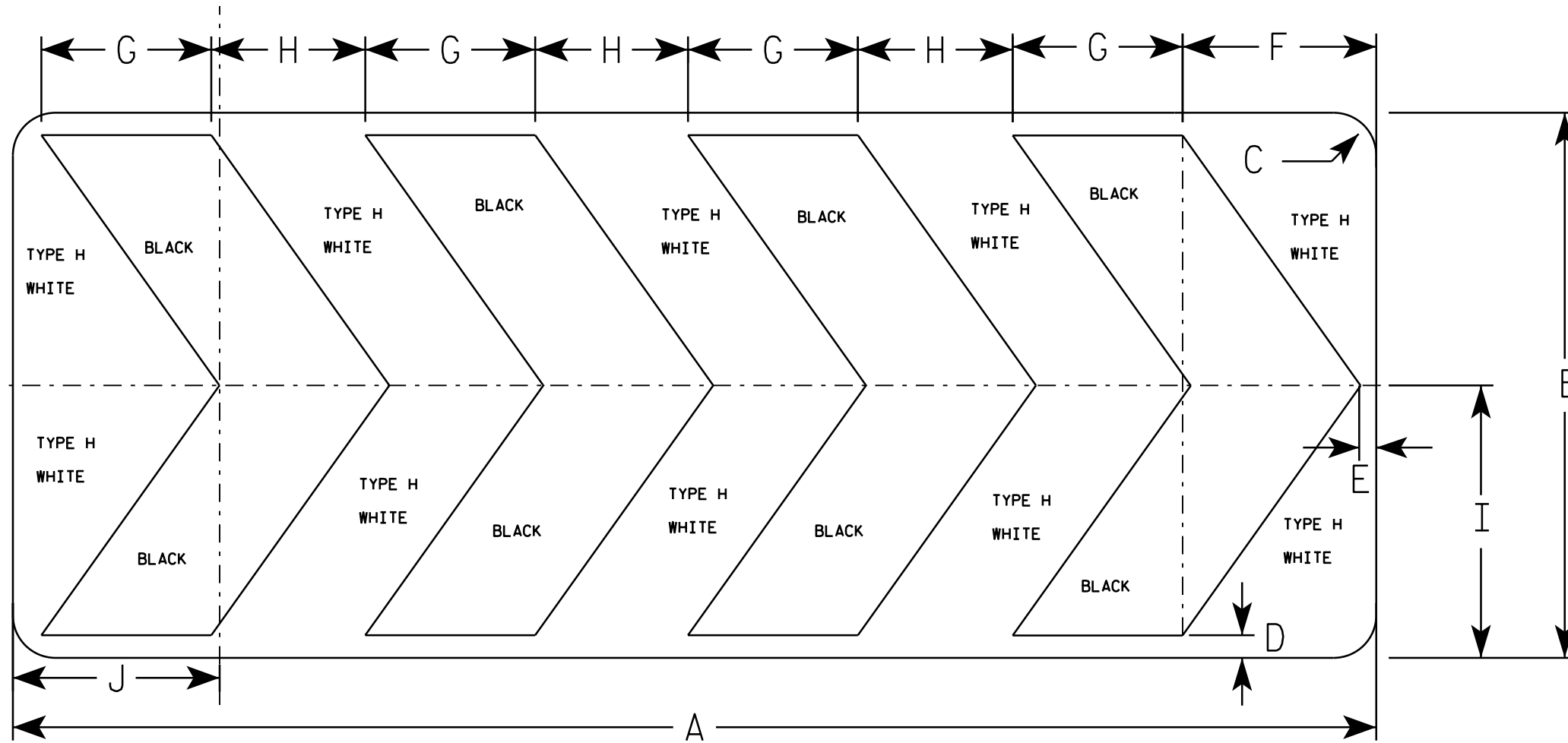
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - WHITE
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.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

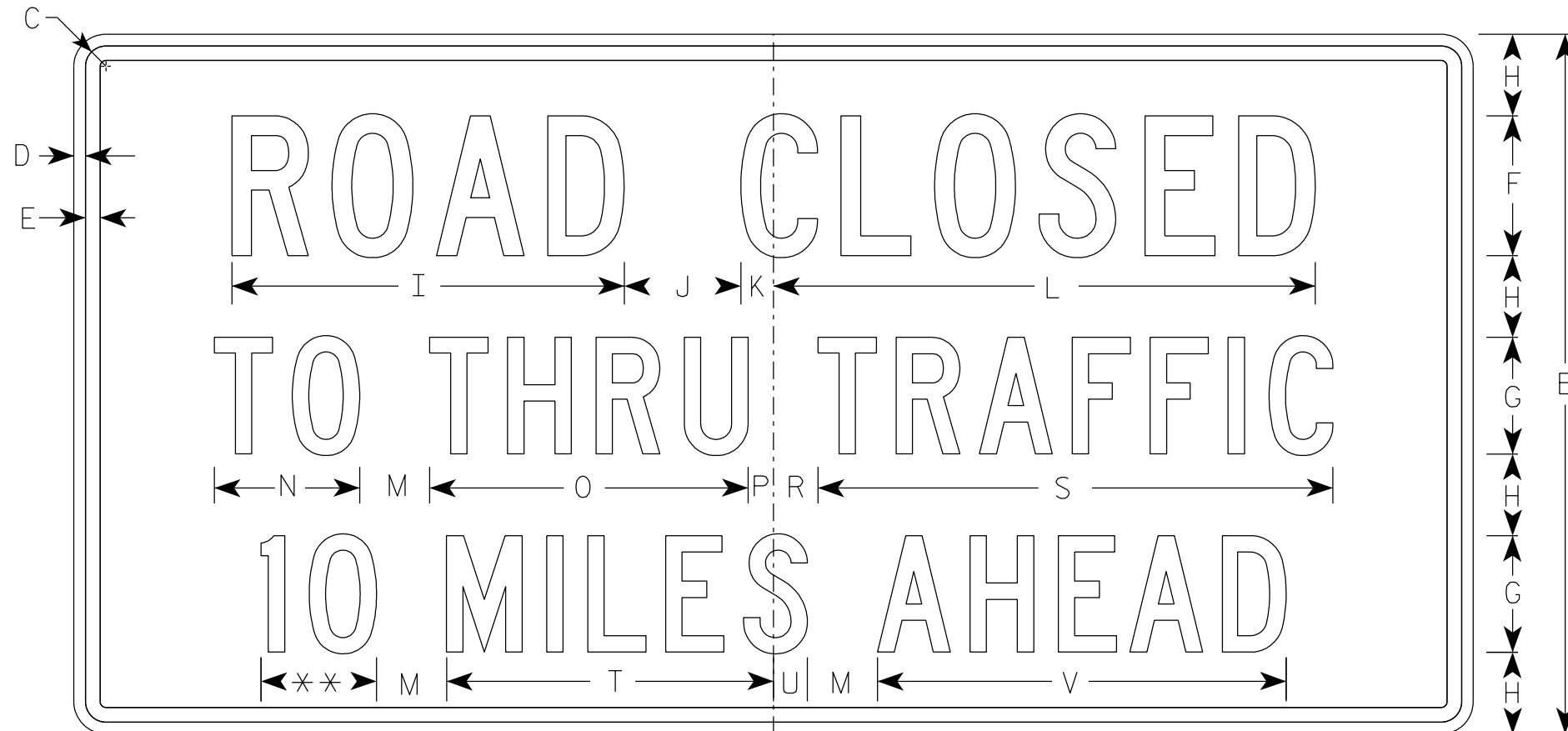
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

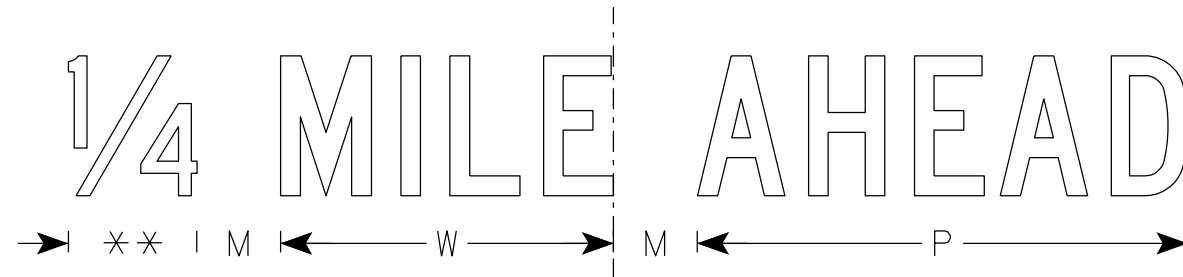
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	w	X	Y	Z	Area sq. ft.	
1	36	18	1 1/4	3/8	3/8	4	3	2	11 1/4	3	1 1/8	15 3/8	2	3 3/4	8 1/4	5/8		1 3/8	13 1/4	8 3/8	7/8	10 1/2	7 1/8				4.5	
2S	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5	
2M	60	30	1 3/8	1/2	5/8	6	5	3 1/2	16 7/8	5	1 3/8	23 1/4	3	6 1/4	13 5/8	1 1/8		1 7/8	22 1/8	14	1 1/2	17 1/2	11 7/8				12.5	
3																												
4																												
5																												

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

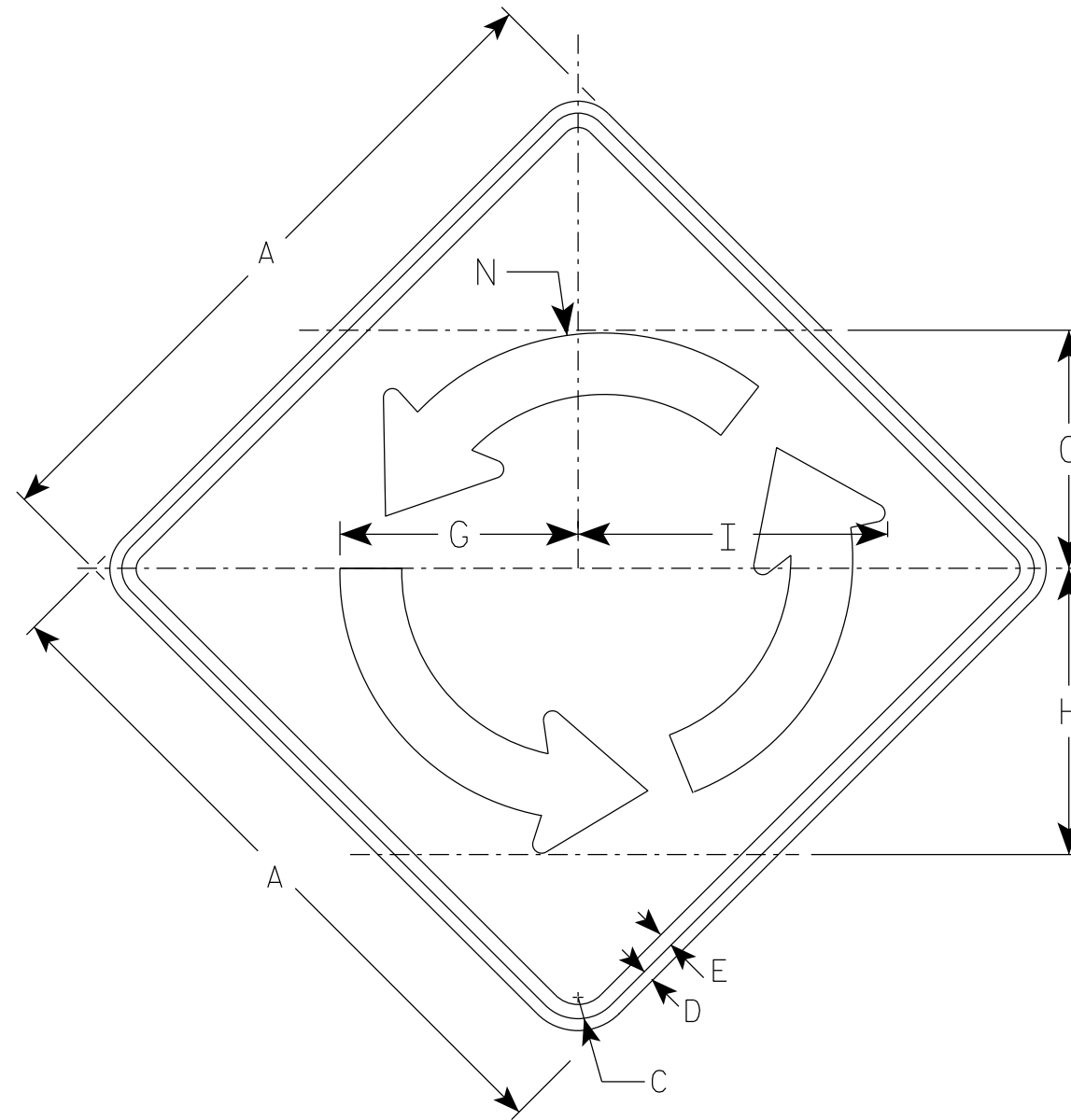
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/14/2021 PLATE NO. R11-3.9

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ **E**

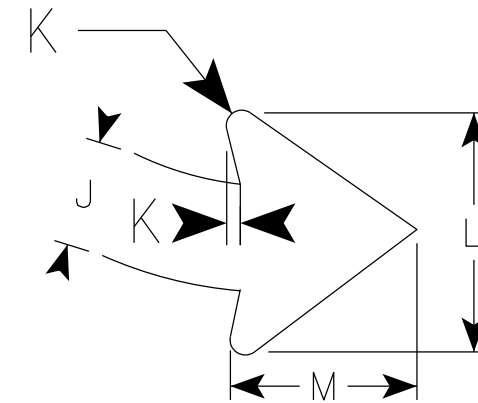
NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black



W2-6

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Area sq. ft.
1																									
2S	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		1 5/8	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		2 1/4	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R Rauch*
for State Traffic Engineer

DATE 3/24/21 PLATE NO. W2-6.7

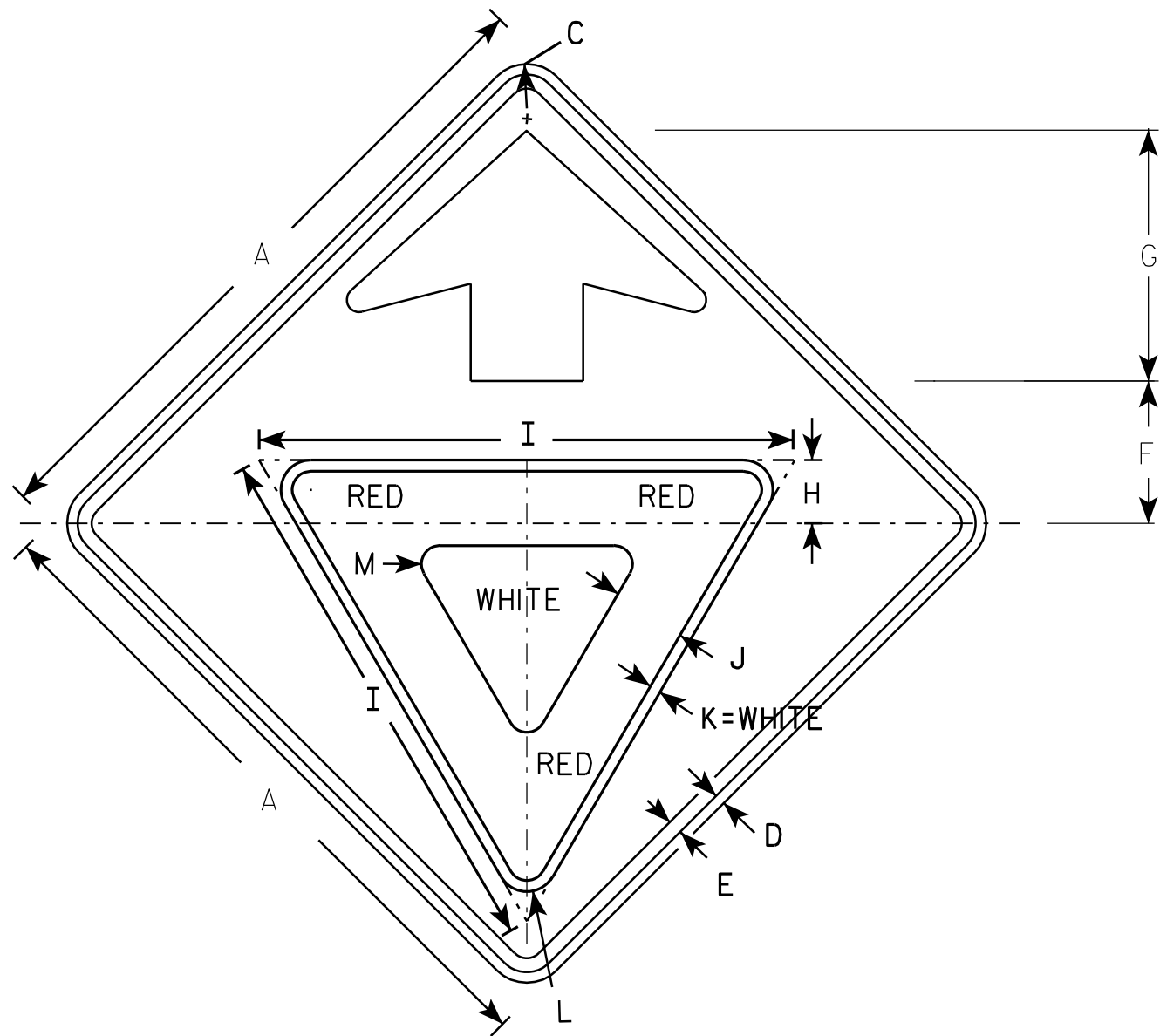
PROJECT NO:

SHEET NO:

E

7

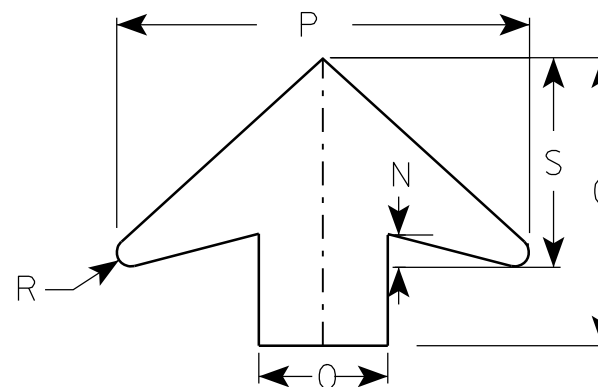
7



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
 Background - YELLOW
 Arrow & Border - BLACK
 Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

7

7

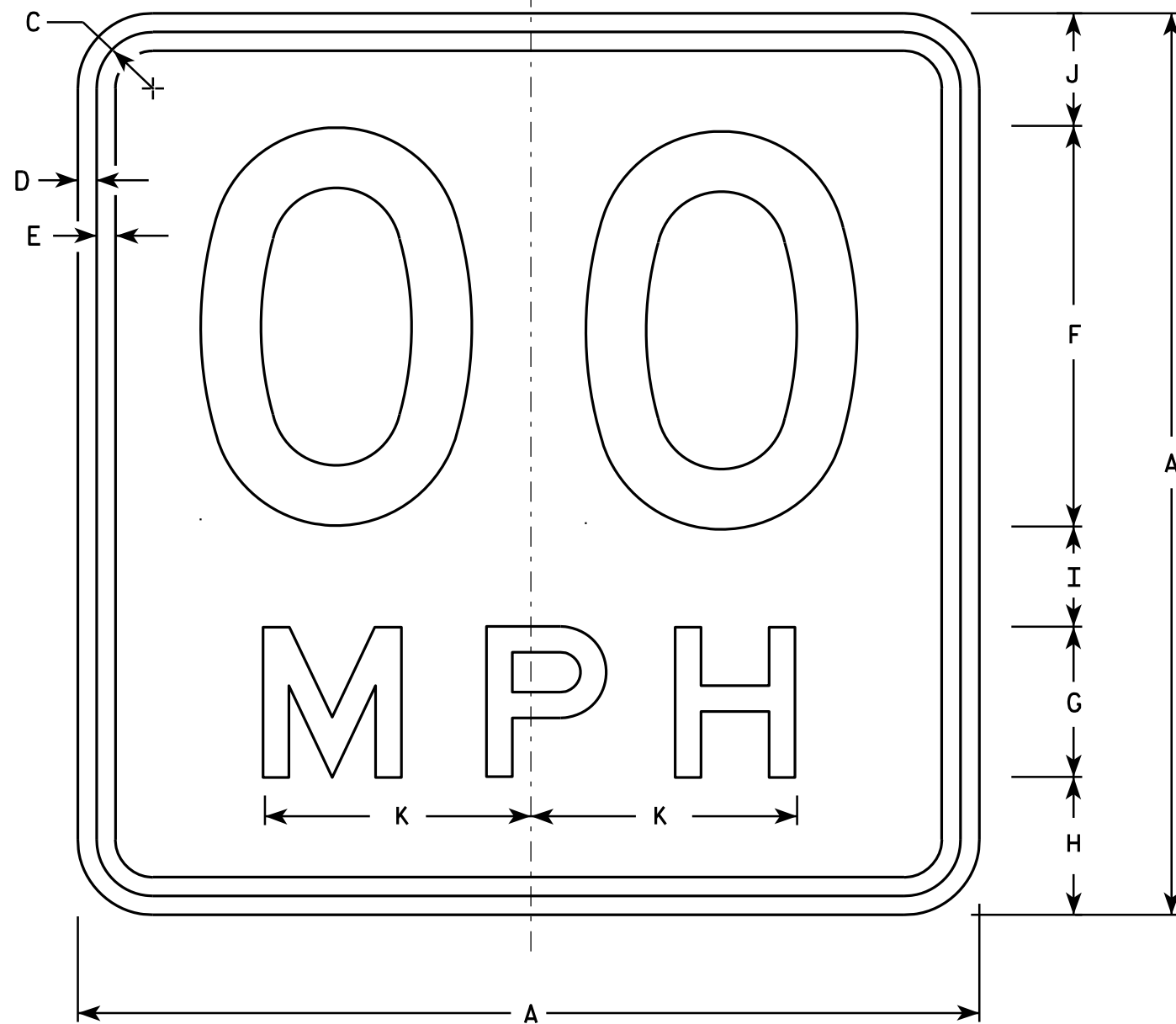
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
Line 2 is Series E

W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

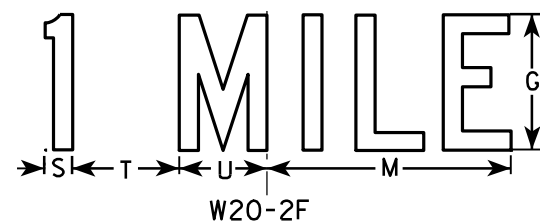
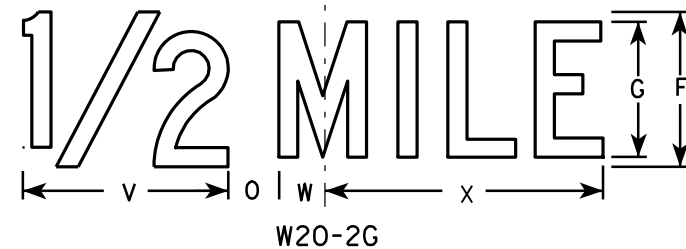
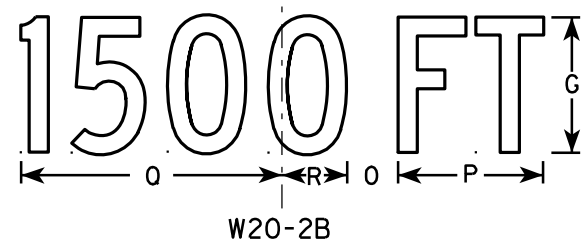
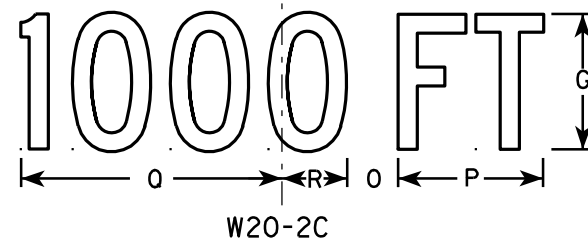
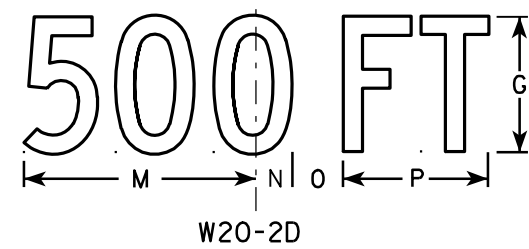
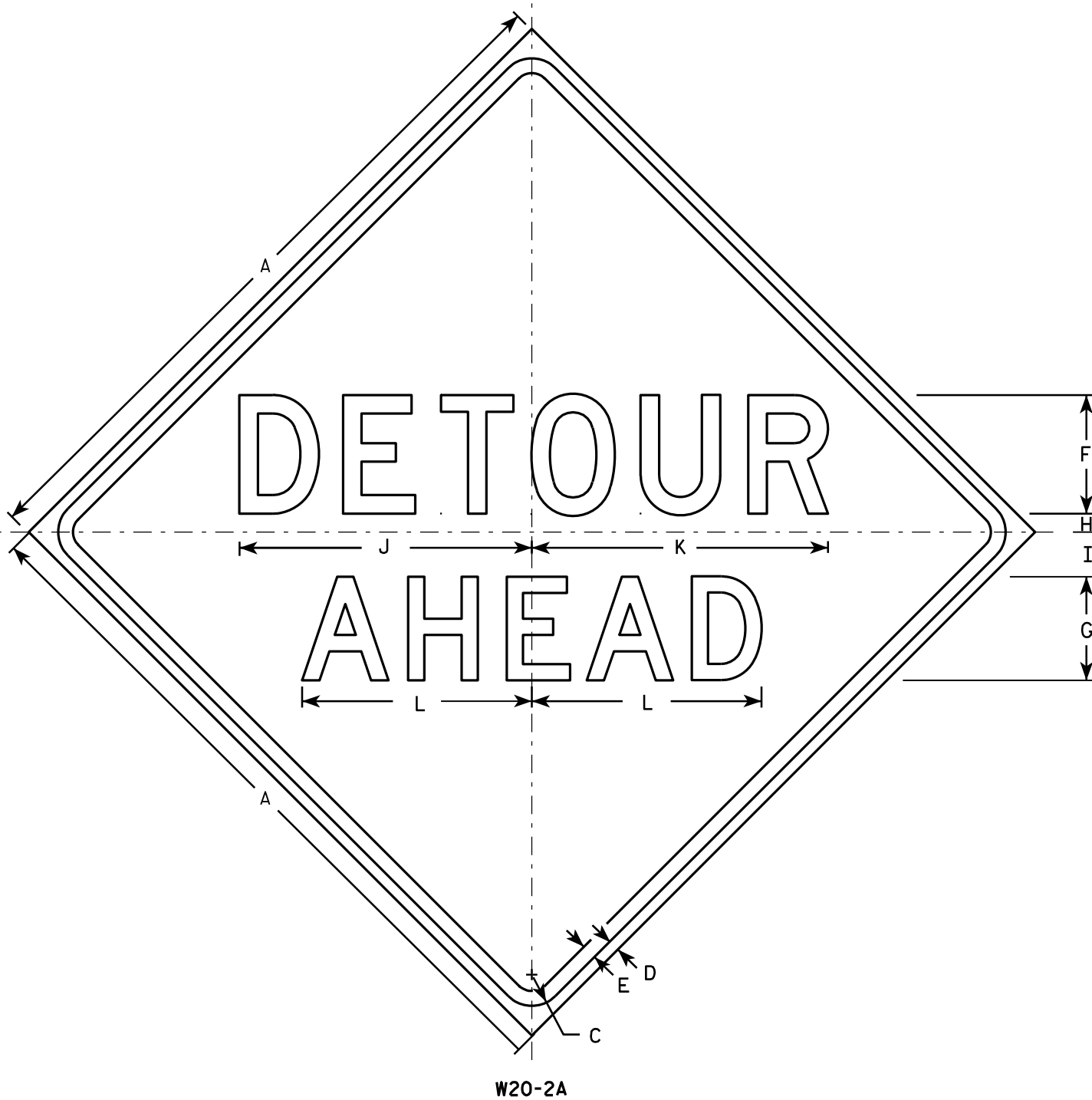
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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.

7

7

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		1 5/8	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		2 1/4	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		2 1/4	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		2 1/4	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		2 1/4	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		2 1/4	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. Raub*
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E

EARTHWORK - CTH JJ (EB)

STATION	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)		Mass Ordinate Note 8
	Cut	Unusable Pavement Material	Fill	Cut Note 1	Unusable Pavement Material Note 2	Fill Note 3	Expanded		
							Cut 1.00 Note 1	Fill 1.30	
180+50	124.33	33.75	8.45	0	0	0	0	0	0
181+00	131.75	33.75	5.20	237	62	13	237	16	158
181+50	115.33	33.75	18.31	229	63	22	466	45	296
182+00	55.77	33.75	16.36	158	63	32	624	86	350
182+11.19	52.81	33.75	11.72	22	14	6	647	94	351
183+43.79	3.28	33.75	151.60	0	0	0	647	94	351
183+50	1.73	33.75	156.04	1	8	35	647	140	298
184+00	66.19	33.75	200.01	63	63	330	710	569	-130
184+50	86.98	33.75	65.03	142	63	245	852	888	-370
185+00	79.46	33.75	42.60	154	63	100	1,006	1,017	-408
185+50	81.00	33.75	45.44	149	63	82	1,155	1,123	-428
186+00	86.01	33.75	41.11	155	63	80	1,309	1,227	-440
186+50	89.29	33.75	30.39	162	63	66	1,472	1,313	-426
187+00	92.74	33.75	22.81	169	63	49	1,640	1,377	-384
187+50	94.01	33.75	18.73	173	63	38	1,813	1,427	-323
188+00	96.72	33.75	18.36	177	63	34	1,990	1,472	-254
188+50	91.52	33.75	19.59	174	63	35	2,164	1,518	-188
189+00	82.33	33.75	19.81	161	63	36	2,325	1,565	-137

2,325 897 1,204

EARTHWORK - CTH JJ (WB)

STATION	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)		Mass Ordinate Note 8
	Cut	Unusable Pavement Material	Fill	Cut Note 1	Unusable Pavement Material Note 2	Fill Note 3	Expanded		
							Cut 1.00 Note 1	Fill 1.30	
181+50	46.62	8.25	2.55	0	0	0	0	0	0
182+00	46.60	7.13	9.34	86	14	11	86	14	58
182+12.95	50.17	10.31	13.15	23	4	5	110	21	70
183+45.41	27.76	8.63	67.71	0	0	0	110	21	70
183+50	33.23	10.13	67.39	5	2	11	115	36	58

115 20 28

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Unusable Pavement Material	This does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Exc volume
8 - Mass Ordinate	Cut - Unusable Pavement - (Fill * Fill Factor)

EARTHWORK - CTH N (NB)

STATION	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)		Mass Ordinate Note 8
	Cut	Unusable Pavement Material	Fill	Cut Note 1	Unusable Pavement Material Note 2	Fill Note 3	Expanded		
							Cut 1.00 Note 1	Fill 1.30	
10+00	129.89	33.75	2.85	0	0	0	0	0	0
10+50	135.90	33.75	2.01	246	63	4	246	6	178
10+66	143.92	33.75	4.56	83	20	2	329	8	238
11+00	143.29	33.75	3.43	181	43	5	510	15	370
11+50	146.50	33.75	5.07	268	63	8	778	25	566
12+00	144.75	33.75	8.30	270	63	12	1,048	41	757
12+50	138.18	33.75	10.47	262	63	17	1,310	64	933
13+00	135.62	33.75	14.94	254	63	24	1,563	94	1,094
13+50	133.23	33.75	12.12	249	63	25	1,812	127	1,248
14+00	131.72	33.75	29.17	245	63	38	2,058	177	1,381
14+50	122.13	33.75	124.23	235	63	142	2,293	361	1,369
14+96.47	31.09	33.75	121.38	132	58	211	2,425	636	1,168
16+29.75	25.83	33.75	33.34	0	0	0	2,425	636	1,168
16+50	58.65	33.75	12.28	32	25	17	2,456	658	1,152
17+00	138.05	33.75	4.68	182	63	16	2,638	679	1,251
17+50	210.67	33.75	0.00	323	63	4	2,961	684	1,506
18+00	209.51	33.75	0.00	389	63	0	3,350	684	1,832
18+50	166.83	33.75	0.06	348	63	0	3,699	684	2,118
19+00	150.65	33.75	2.19	294	63	2	3,993	687	2,347
19+50	143.30	33.75	1.65	272	63	4	4,265	692	2,552
20+00	114.96	33.75	15.29	239	63	16	4,504	712	2,708
20+50	109.20	33.75	22.09	208	63	35	4,712	757	2,808
20+81.38	119.93	33.75	12.45	133	39	20	4,845	783	2,876

4,845 1,185 603

EARTHWORK - CTH N (SB)

STATION	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)		Mass Ordinate Note 8
	Cut	Unusable Pavement Material	Fill	Cut Note 1	Unusable Pavement Material Note 2	Fill Note 3	Expanded		
							Cut 1.00 Note 1	Fill 1.30	
14+98.68	58.11	11.25	26.23	0	0	0	0	0	0
16+30.8	56.66	27.38	18.76	281	95	110	281	143	43

281 95 110

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Unusable Pavement Material	This does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Exc volume
8 - Mass Ordinate	Cut - Unusable Pavement - (Fill * Fill Factor)

9

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EARTHWORK - RAB-CC

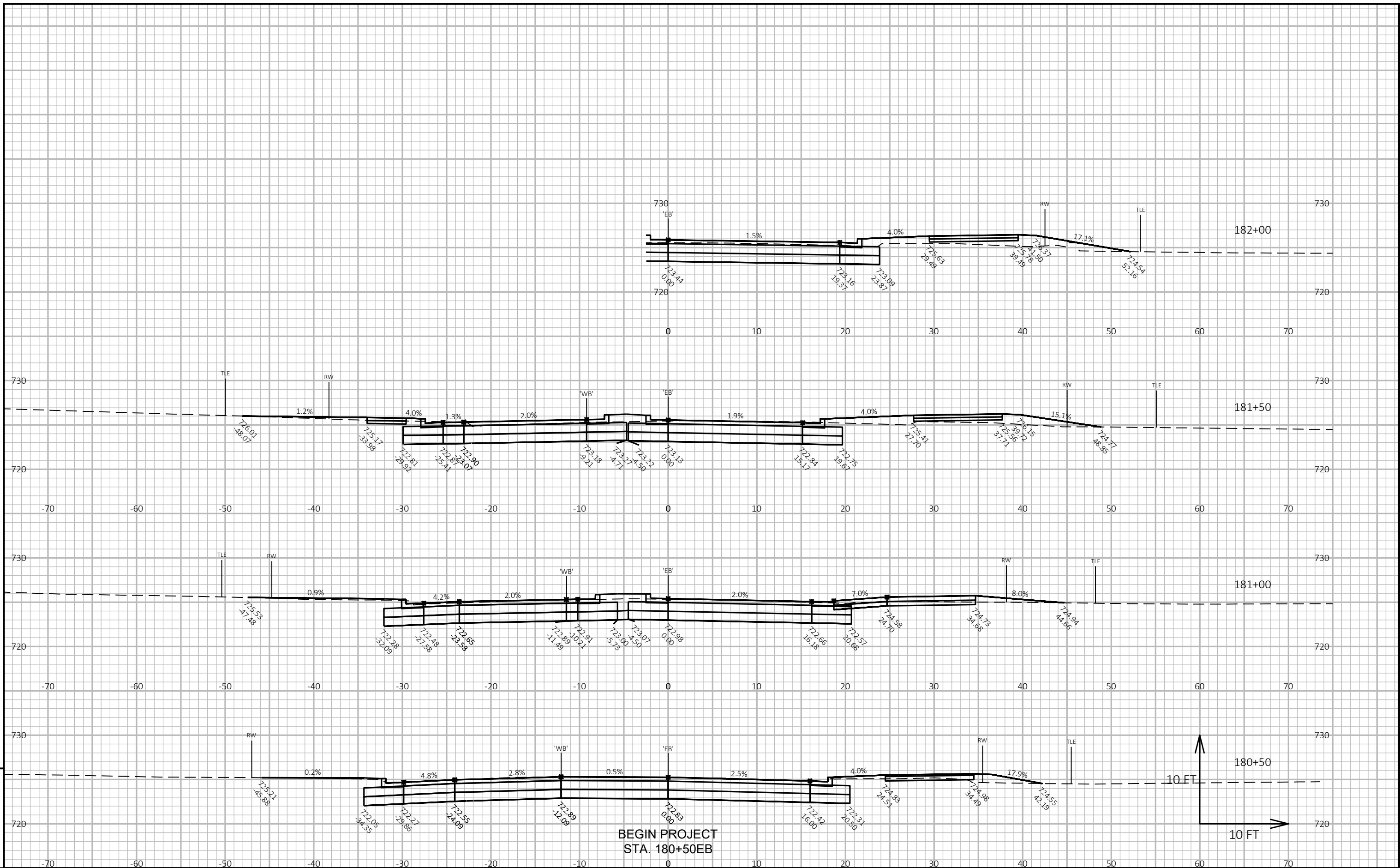
STATION	AREA (SF)			Incremental Vol (CY)			Cumulative Vol (CY)		Mass Ordinate Note 8
	Cut	Unusable Pavement Material	Fill	Cut Note 1	Unusable Pavement Material Note 2	Fill Note 3	Expanded		
							Cut 1.00 Note 1	Fill 1.30	
0+00	56.84	53.25	102.95	0	0	0	0	0	0
0+25	83.46	51.00	101.74	65	48	95	65	123	-107
0+50	86.32	45.38	105.49	79	45	96	144	248	-197
0+75	77.96	53.25	100.58	76	46	95	220	372	-291
1+00	56.93	34.28	103.88	62	41	95	282	495	-392
1+25	30.24	27.30	250.77	40	29	164	322	708	-594
1+50	37.27	37.35	107.61	31	30	166	354	924	-808
1+75	43.63	49.50	107.44	37	40	100	391	1,054	-940
2+00	16.36	23.78	163.47	28	34	125	419	1,217	-1,109
2+25	29.63	24.23	109.96	21	22	127	440	1,381	-1,275
2+50	48.87	49.50	108.27	36	34	101	477	1,513	-1,404
2+75	67.27	49.50	122.07	54	46	107	530	1,651	-1,535
3+00	52.08	49.50	102.62	55	46	104	586	1,786	-1,660

586 460 1,374

Notes:	
1 - Cut	Cut includes Salvaged/Unusable Pavement material
2 - Unusable Pavement Material	This does not show up in cross sections
3 - Fill	Does not include Unusable Pavement Exc volume
8 - Mass Ordinate	Cut - Unusable Pavement - (Fill * Fill Factor)

9

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PROJECT NO: 6018-04-70

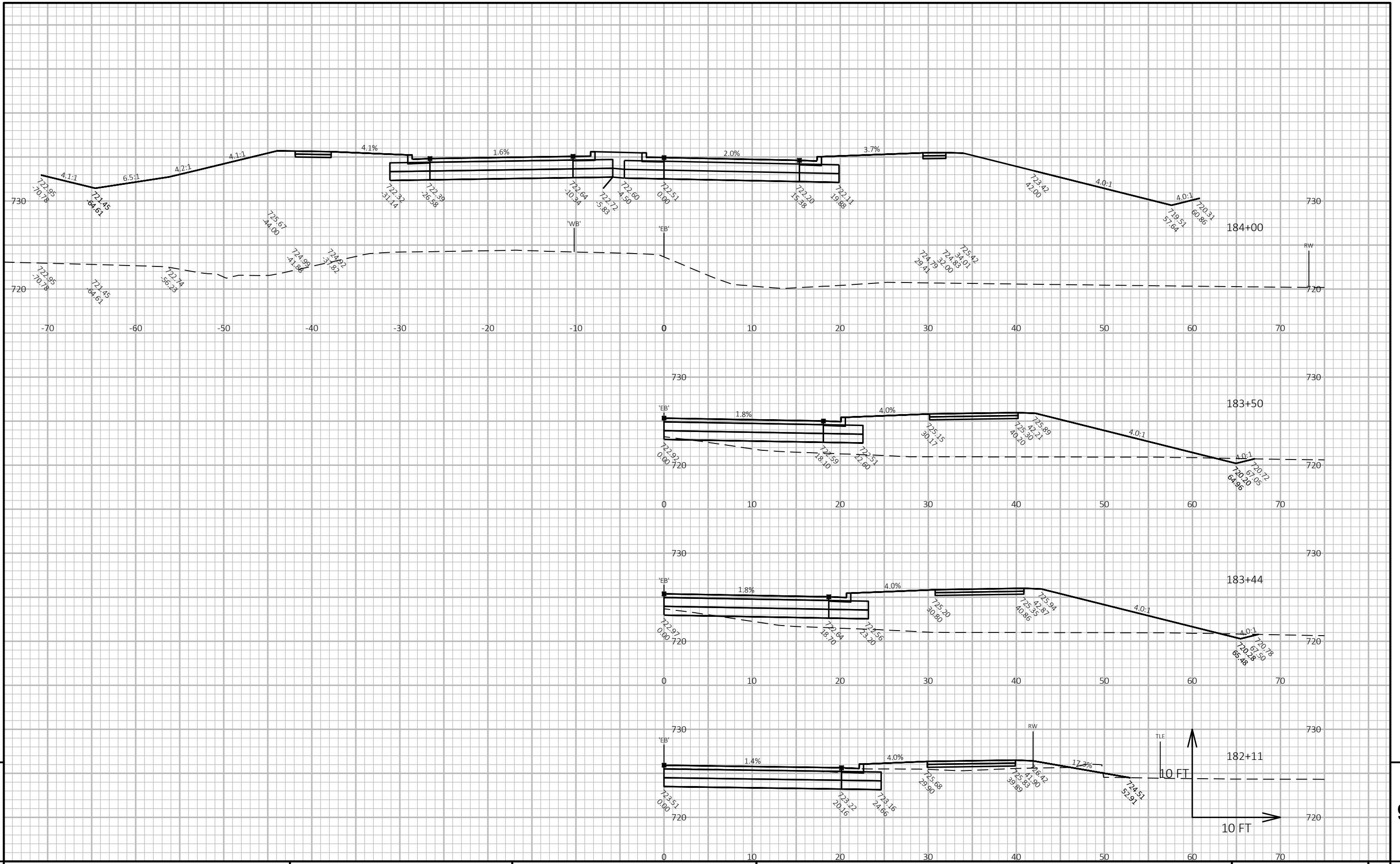
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COUNTY: OUTAGAMIE

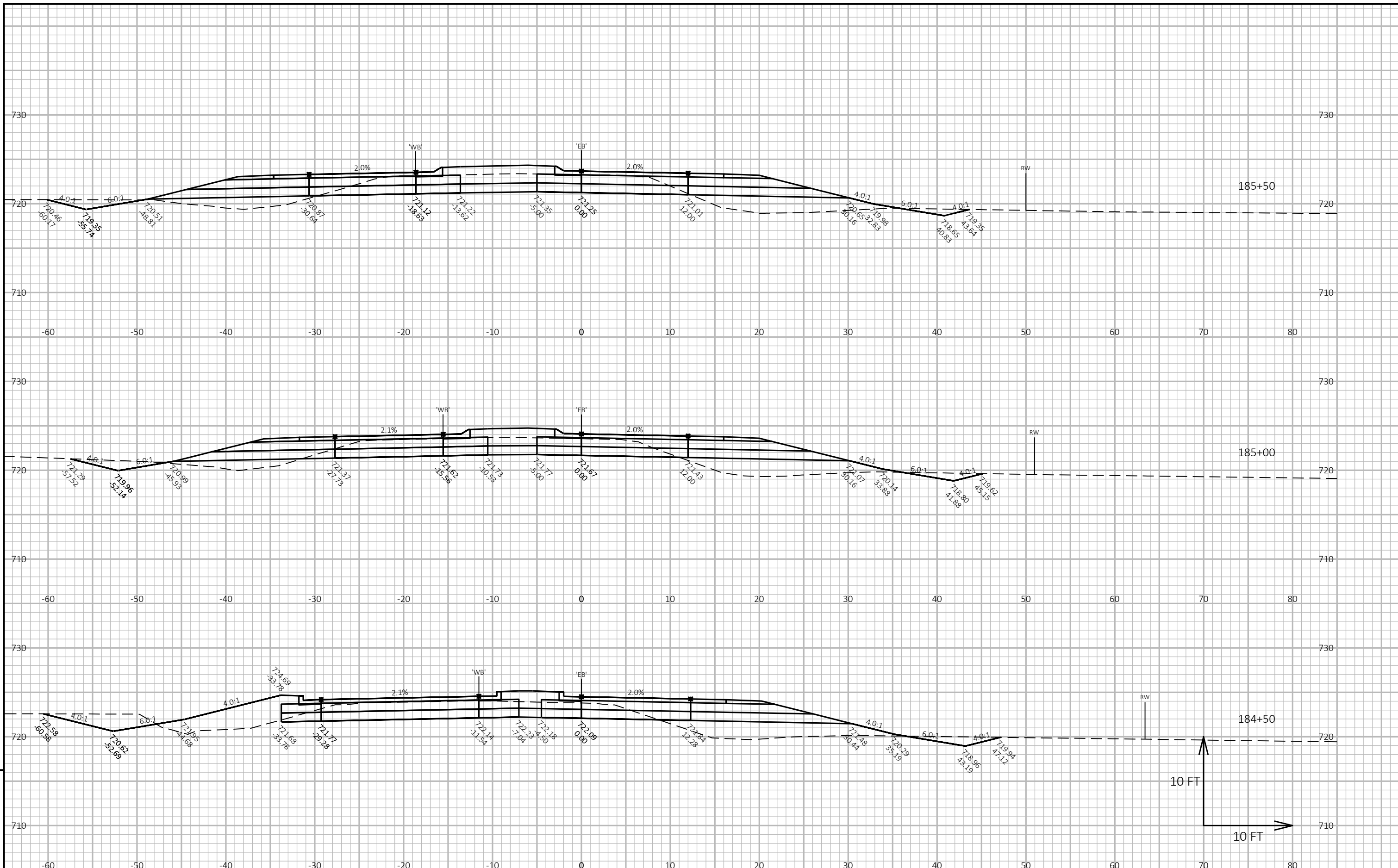
CROSS SECTIONS: CTH JJ (EB)

SHEET

E



PROJECT NO: 6018-04-70	HWY: CTH JJ	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH JJ (EB)	SHEET E
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PROJECT NO: 6018-04-70

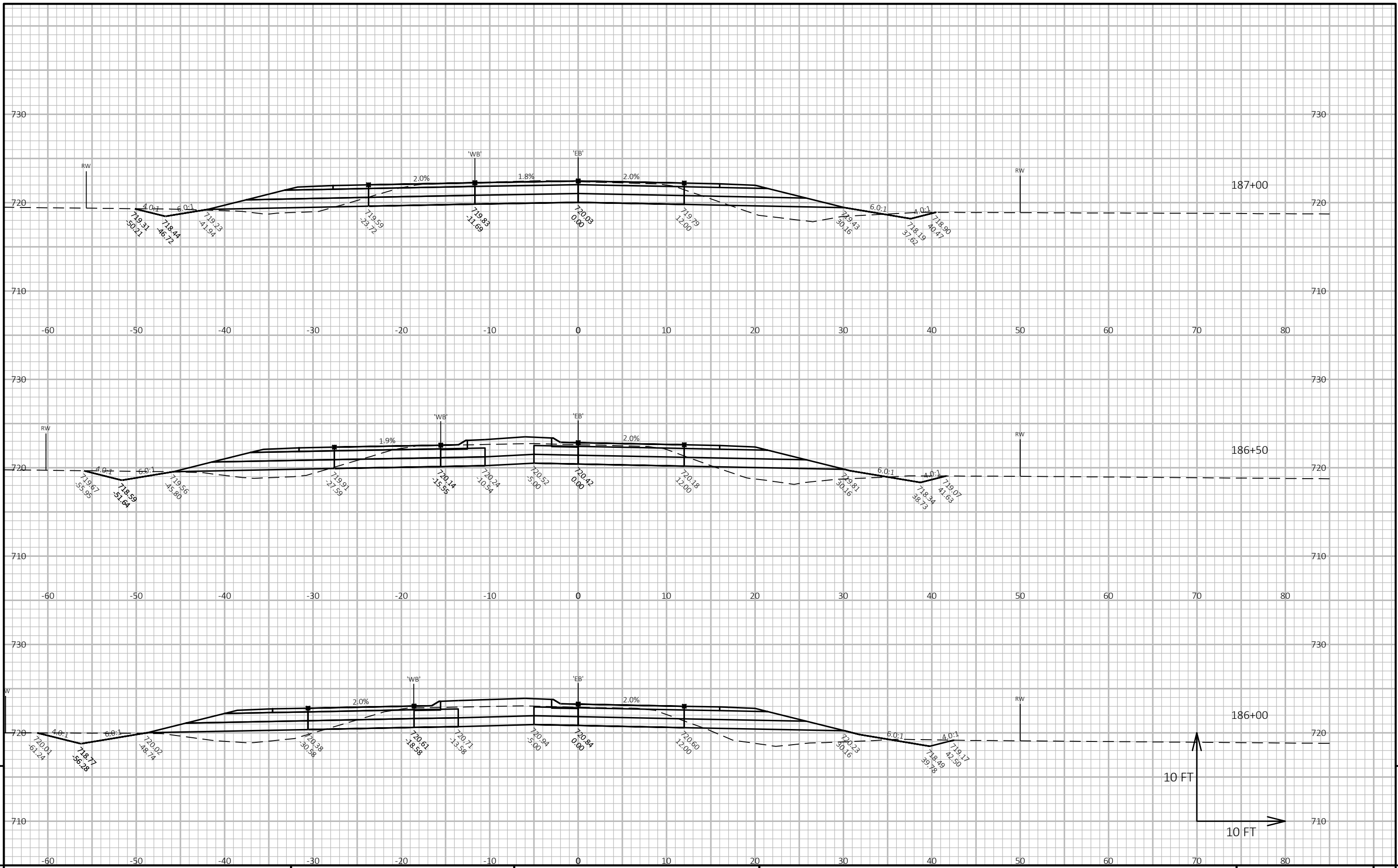
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COUNTY: OUTAGAMIE

CROSS SECTIONS: CTH JJ (EB)

SHEET

E



PROJECT NO: 6018-04-70

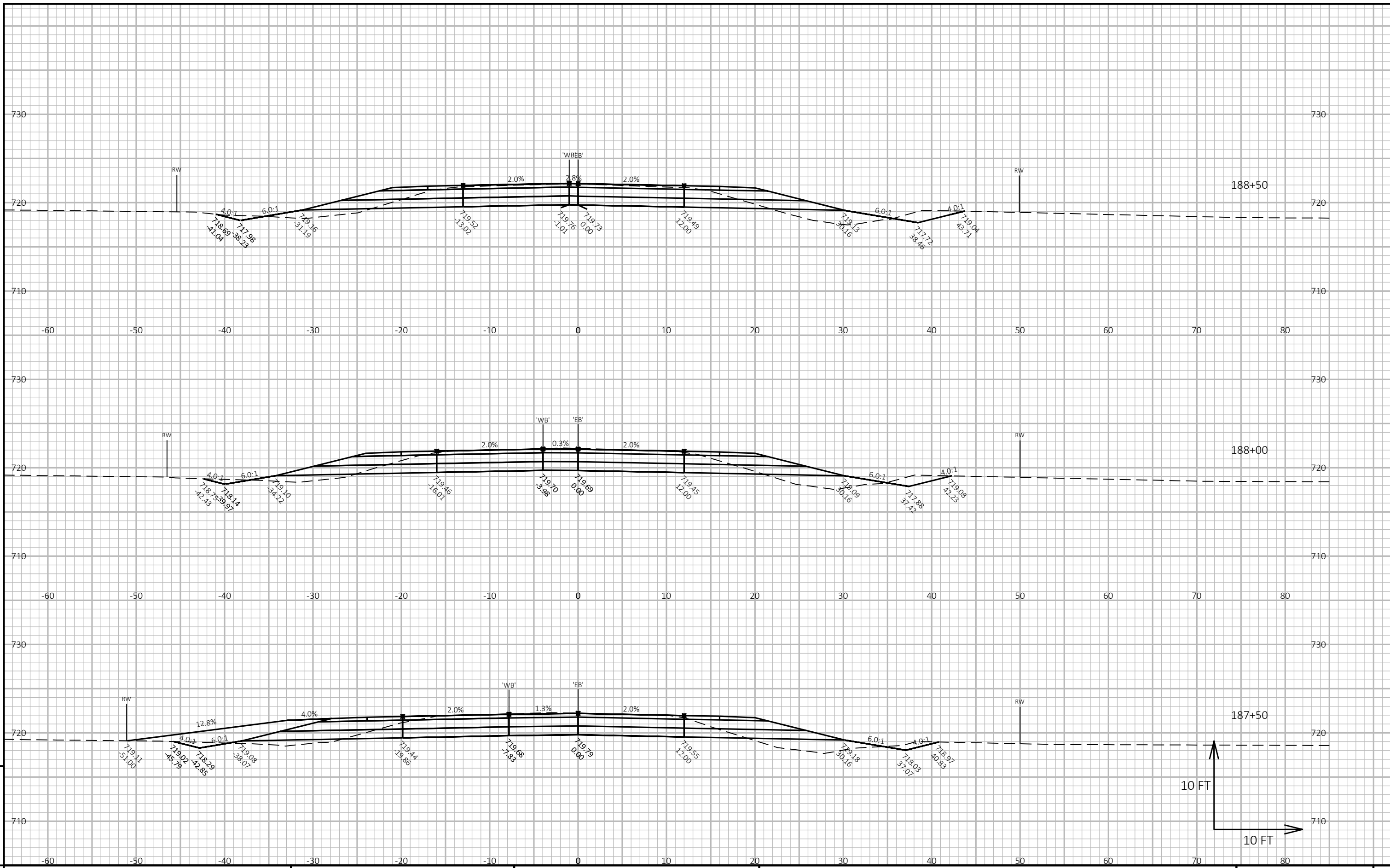
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COUNTY: OUTAGAMIE

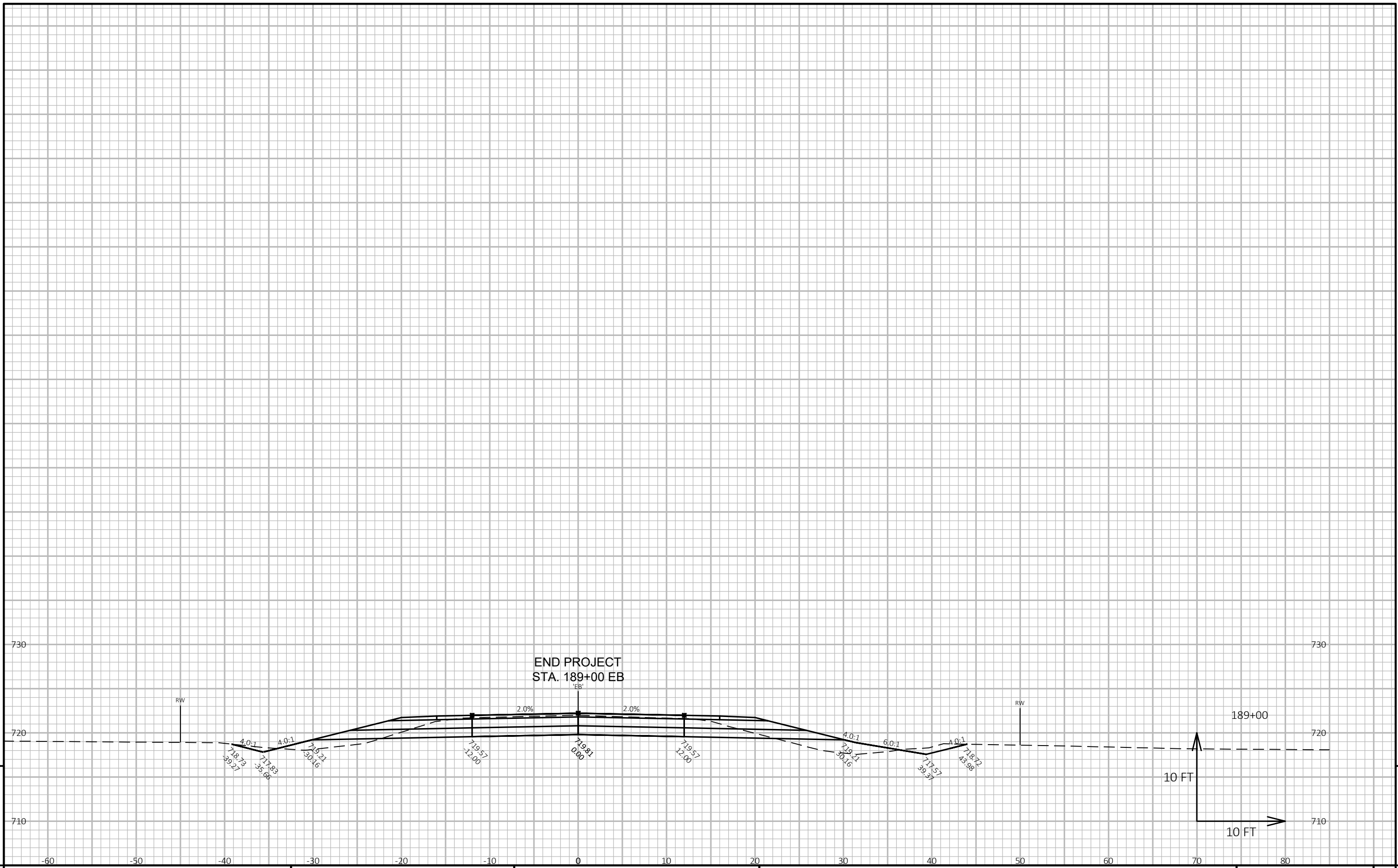
CROSS SECTIONS: CTH JJ (EB)

SHEET

E



PROJECT NO: 6018-04-70 HWY: CTH JJ COUNTY: OUTAGAMIE CROSS SECTIONS: CTH JJ (EB) SHEET 9



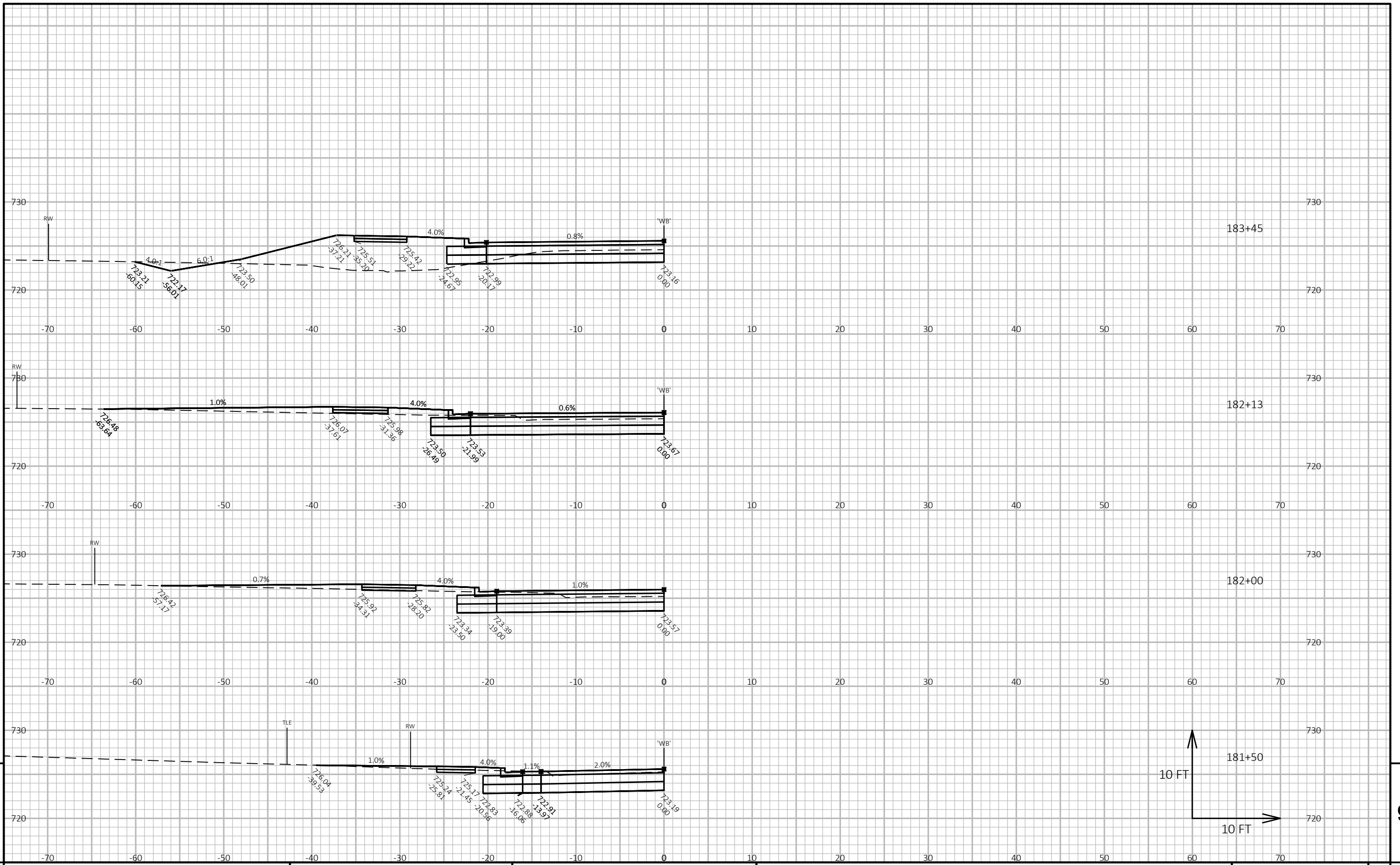
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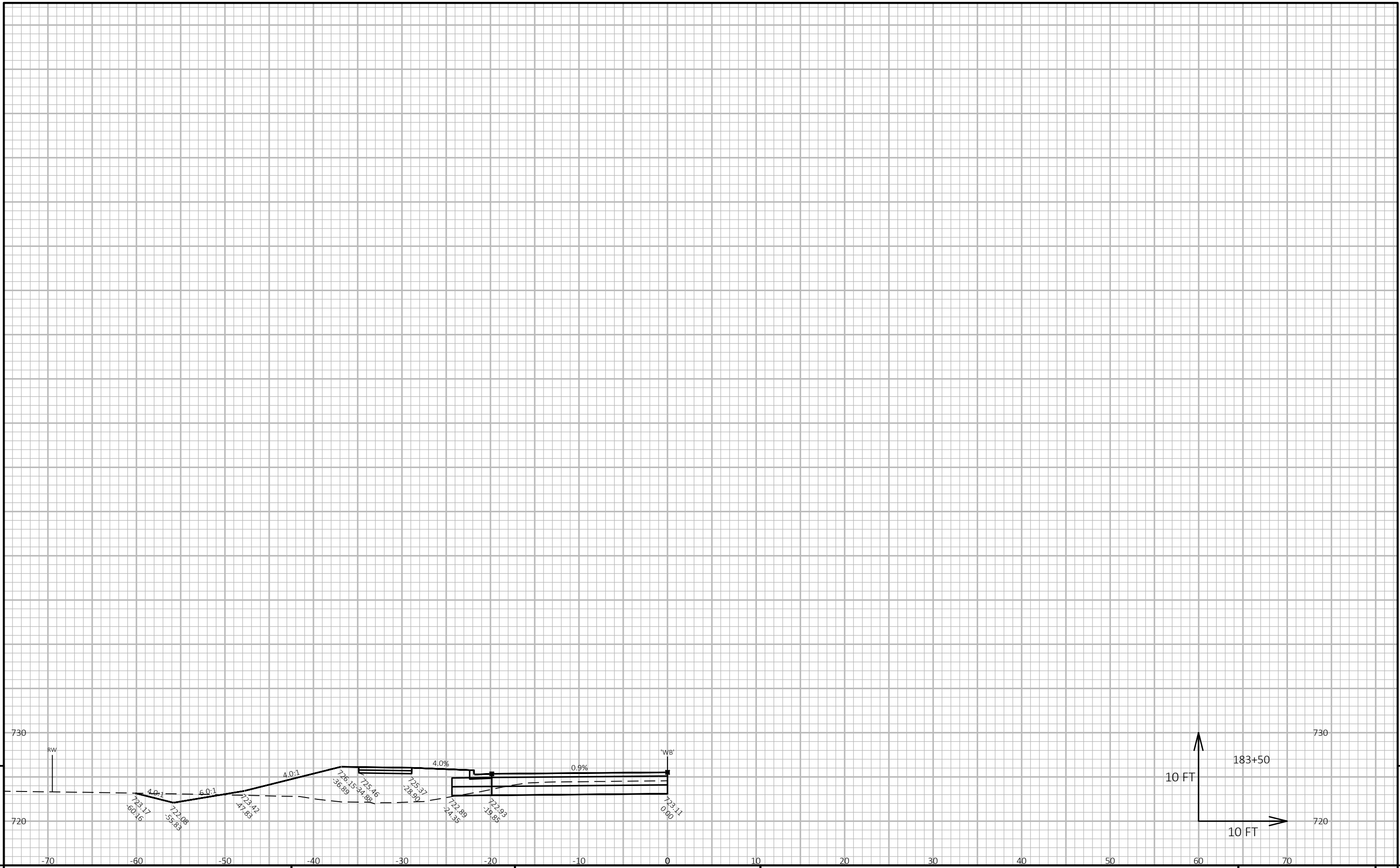
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LAYOUT NAME - 090206-xs



PROJECT NO: 6018-04-70 HWY: CTH JJ COUNTY: OUTAGAMIE CROSS SECTIONS: CTH JJ (WB) SHEET E



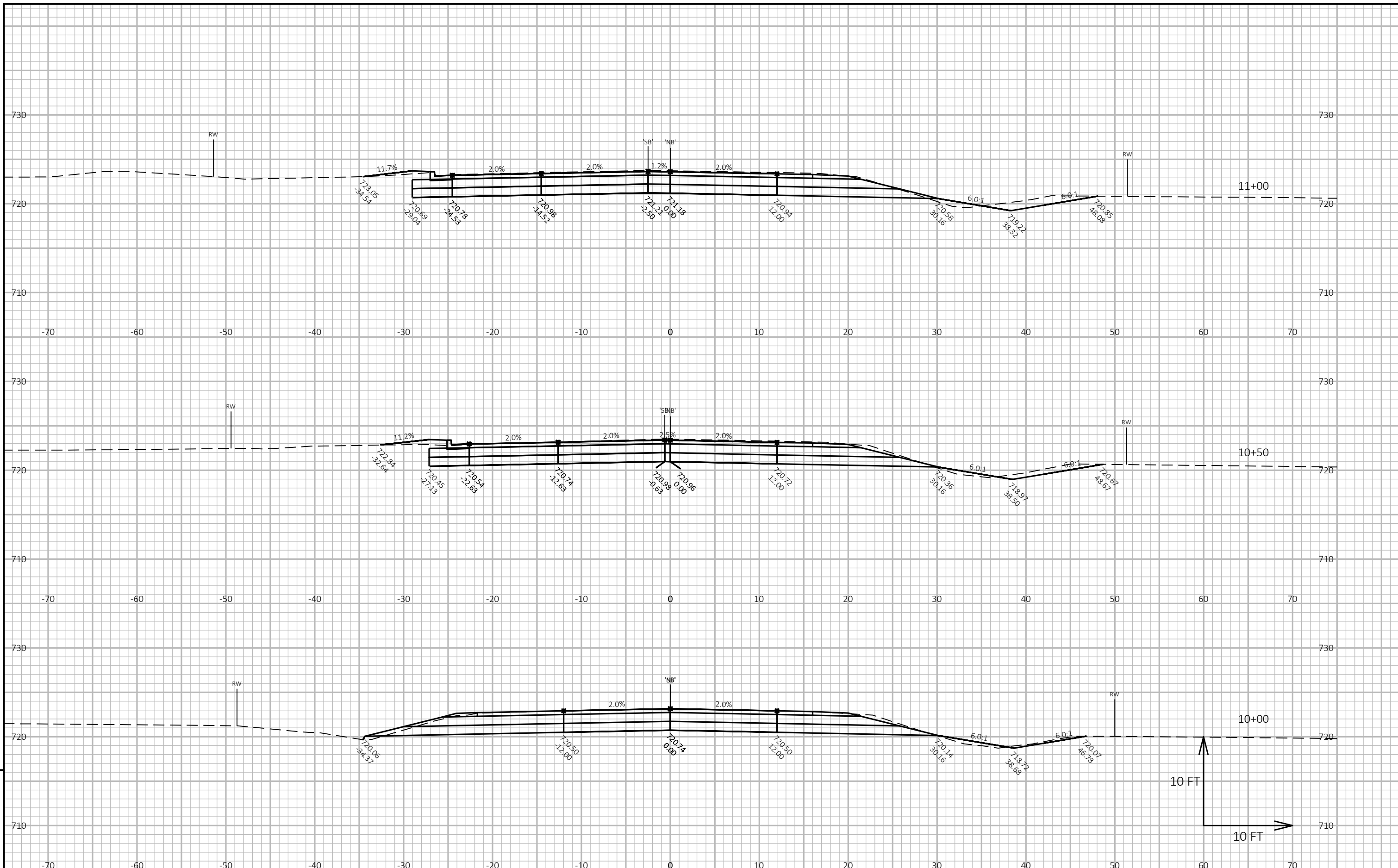
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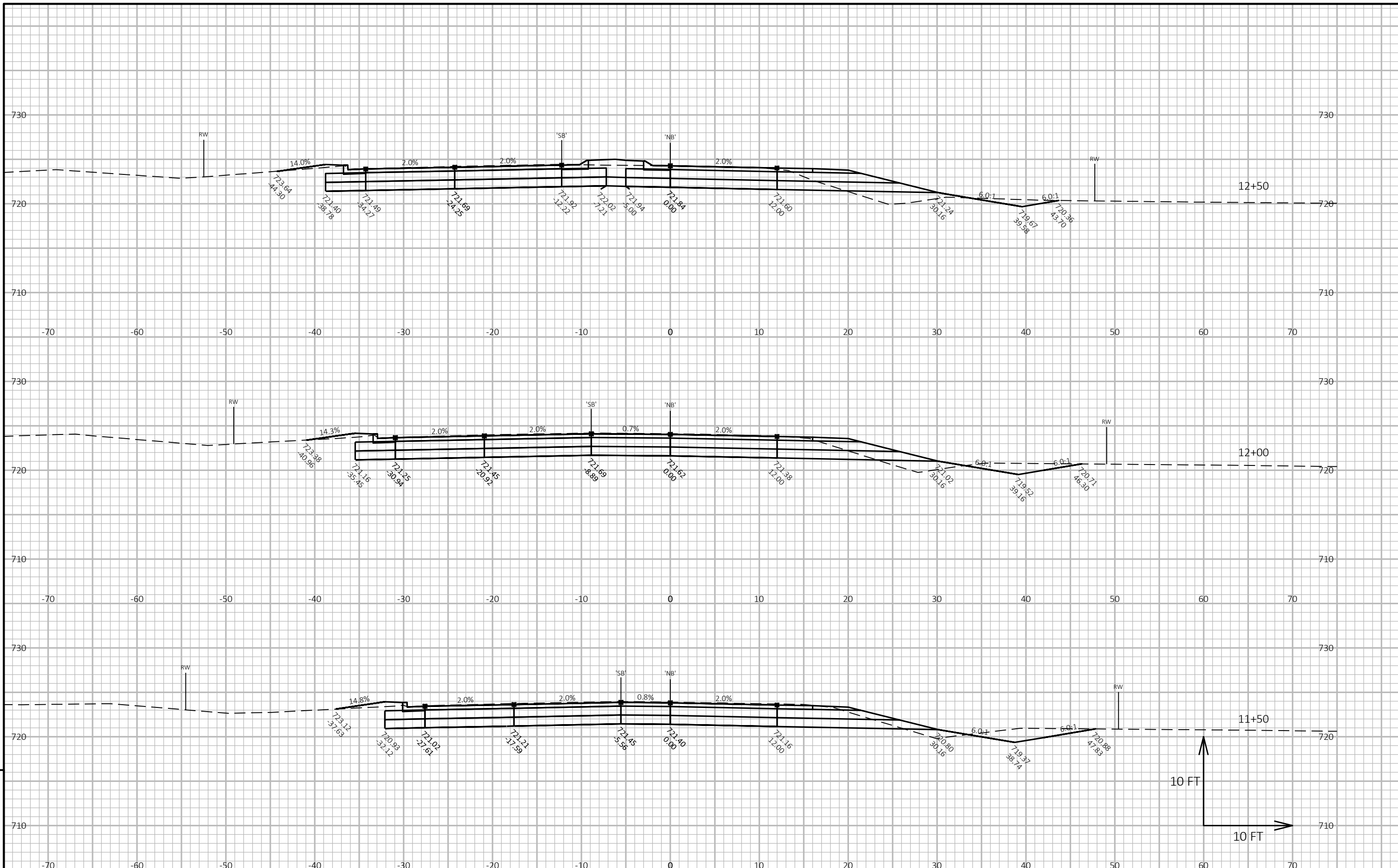
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LAYOUT NAME - 090208-xs



PROJECT NO: 6018-04-70 HWY: CTH JJ COUNTY: OUTAGAMIE CROSS SECTIONS: CTH N (NB) SHEET 9



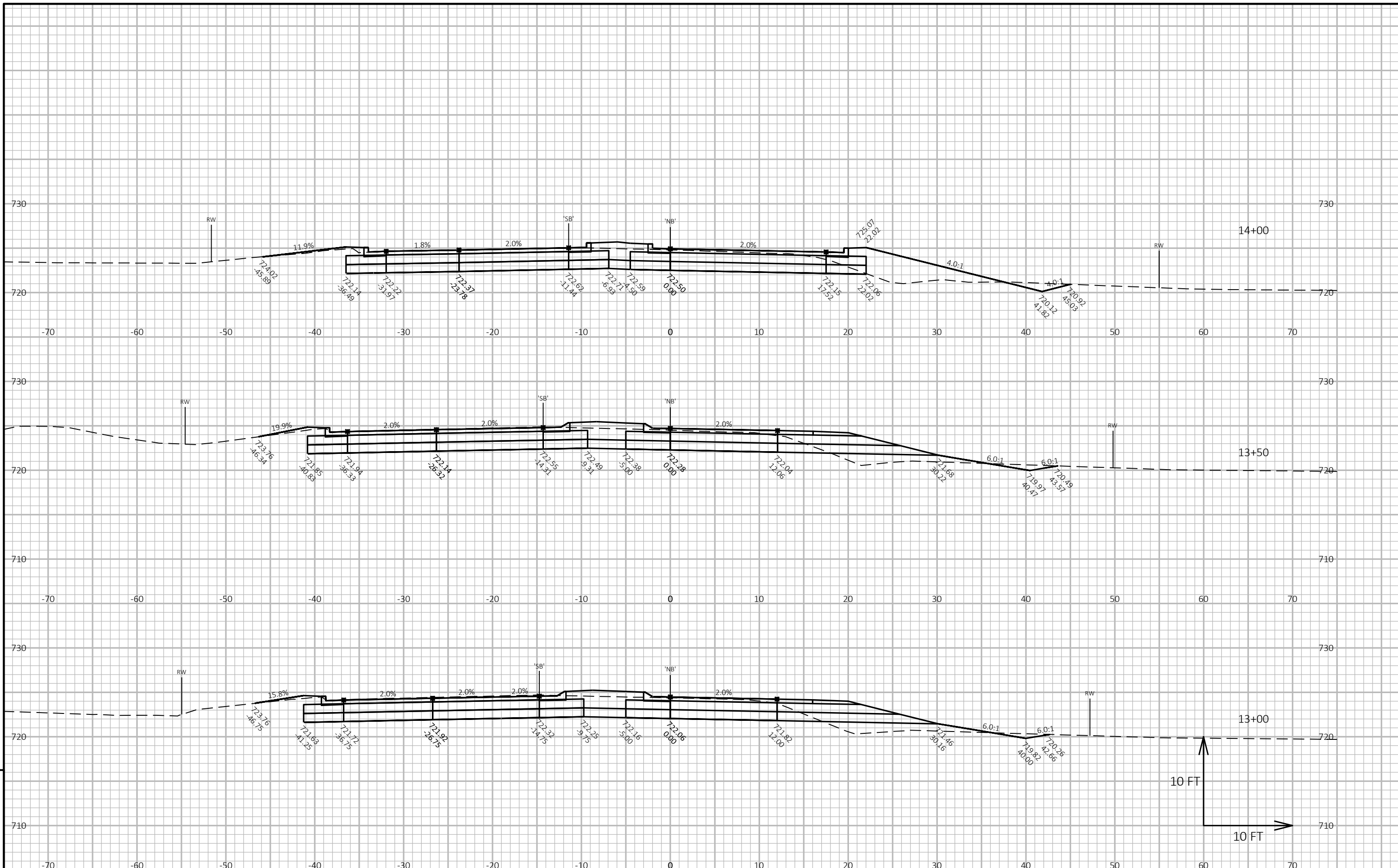
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PROJECT NO: 6018-04-70 HWY: CTH JJ COUNTY: OUTAGAMIE CROSS SECTIONS: CTH N (NB) SHEET E

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LAYOUT NAME - 090210-xs



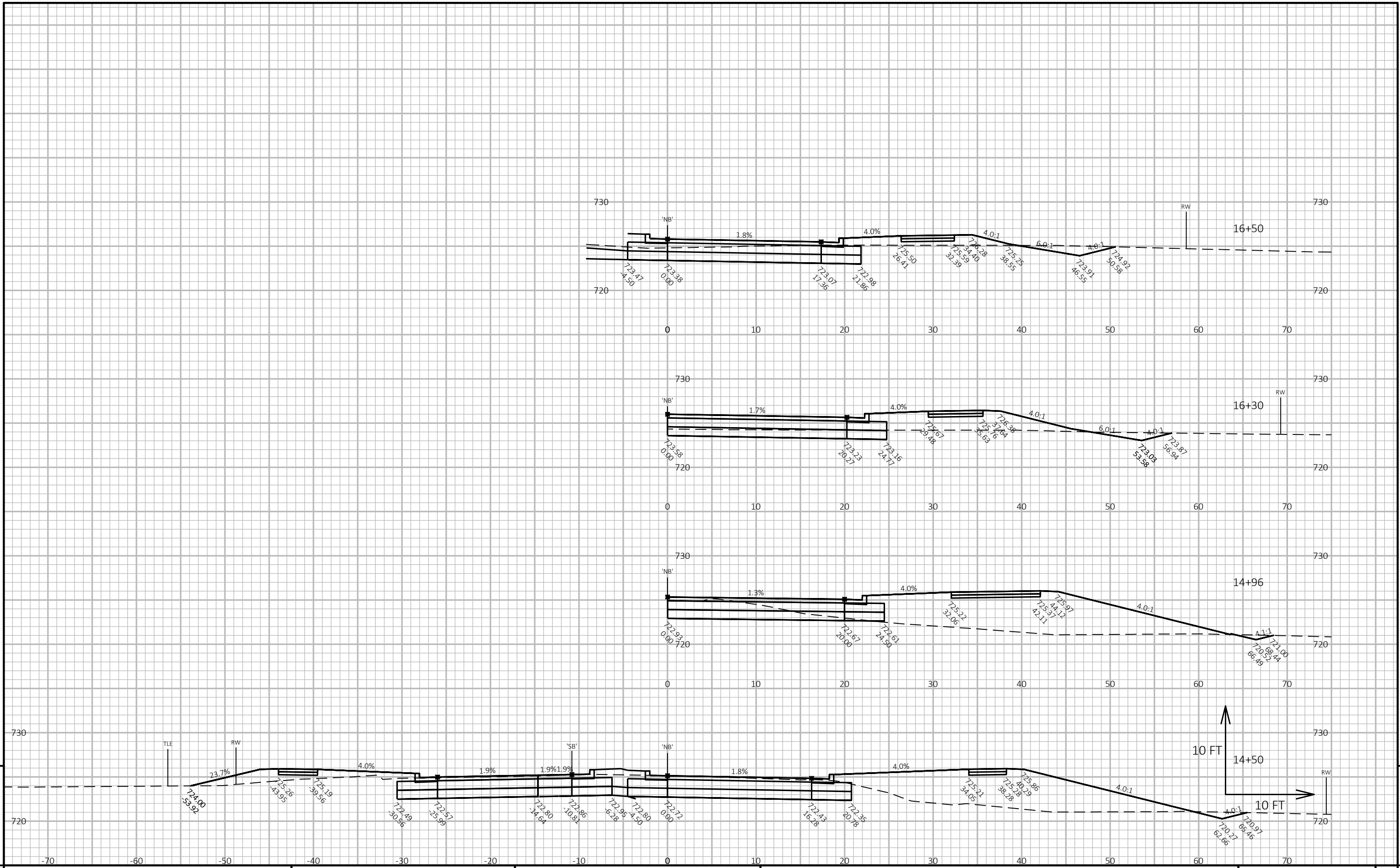
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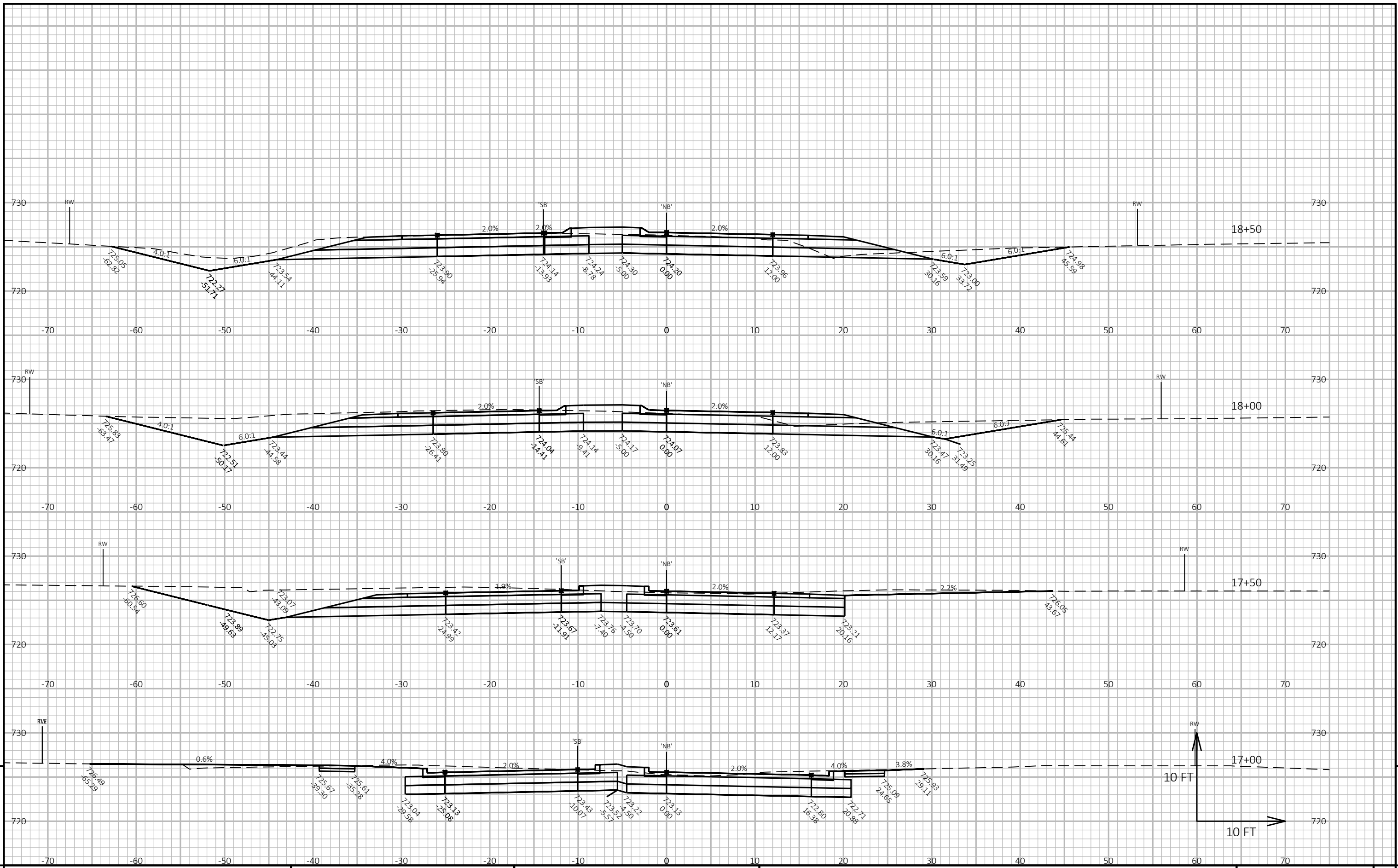
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LAYOUT NAME - 090211-xs



PROJECT NO: 6018-04-70	HWY: CTH JJ	COUNTY: OUTAGAMIE	CROSS SECTIONS: CTH N (NB)	SHEET 9
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PROJECT NO: 6018-04-70

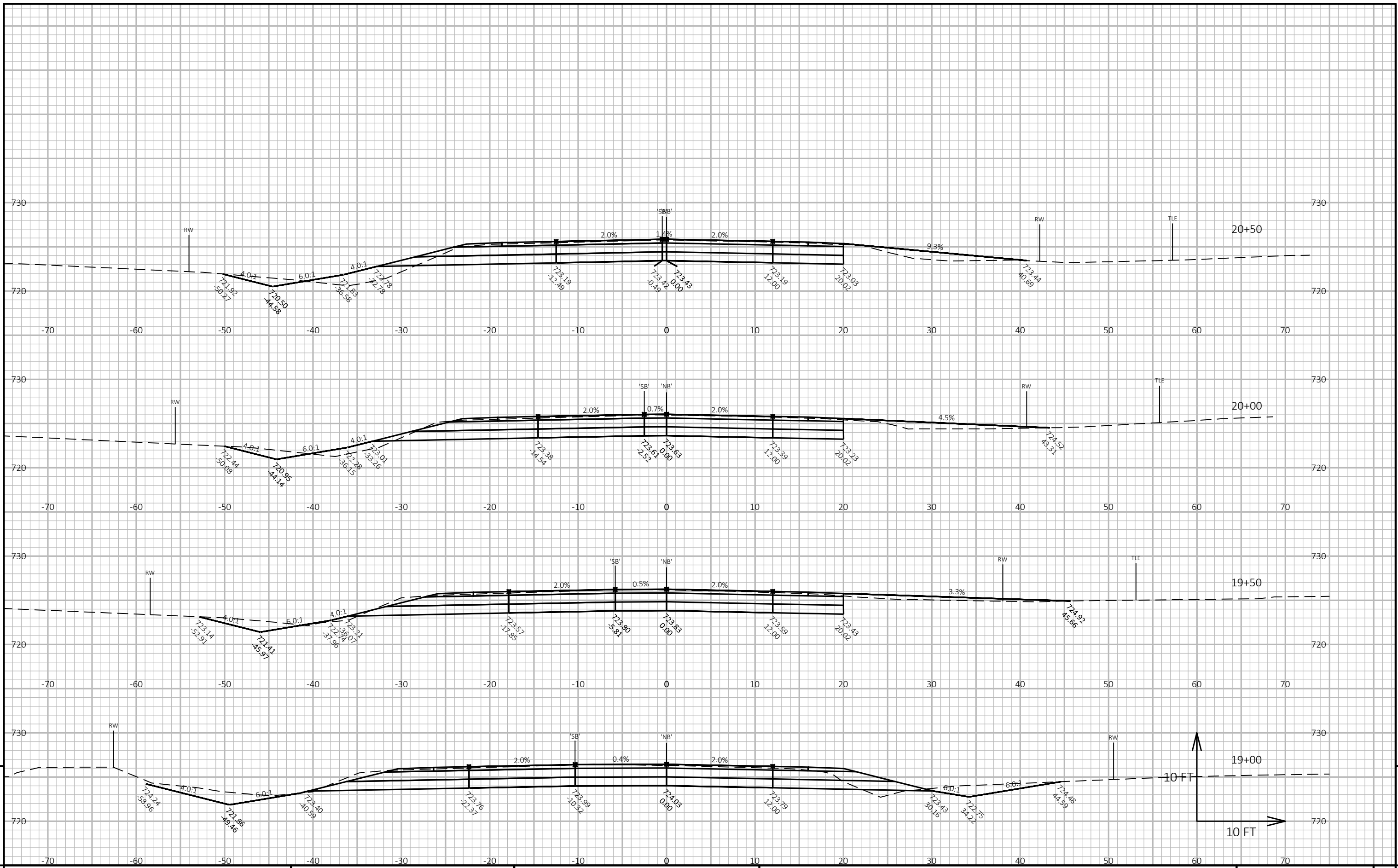
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COUNTY: OUTAGAMIE

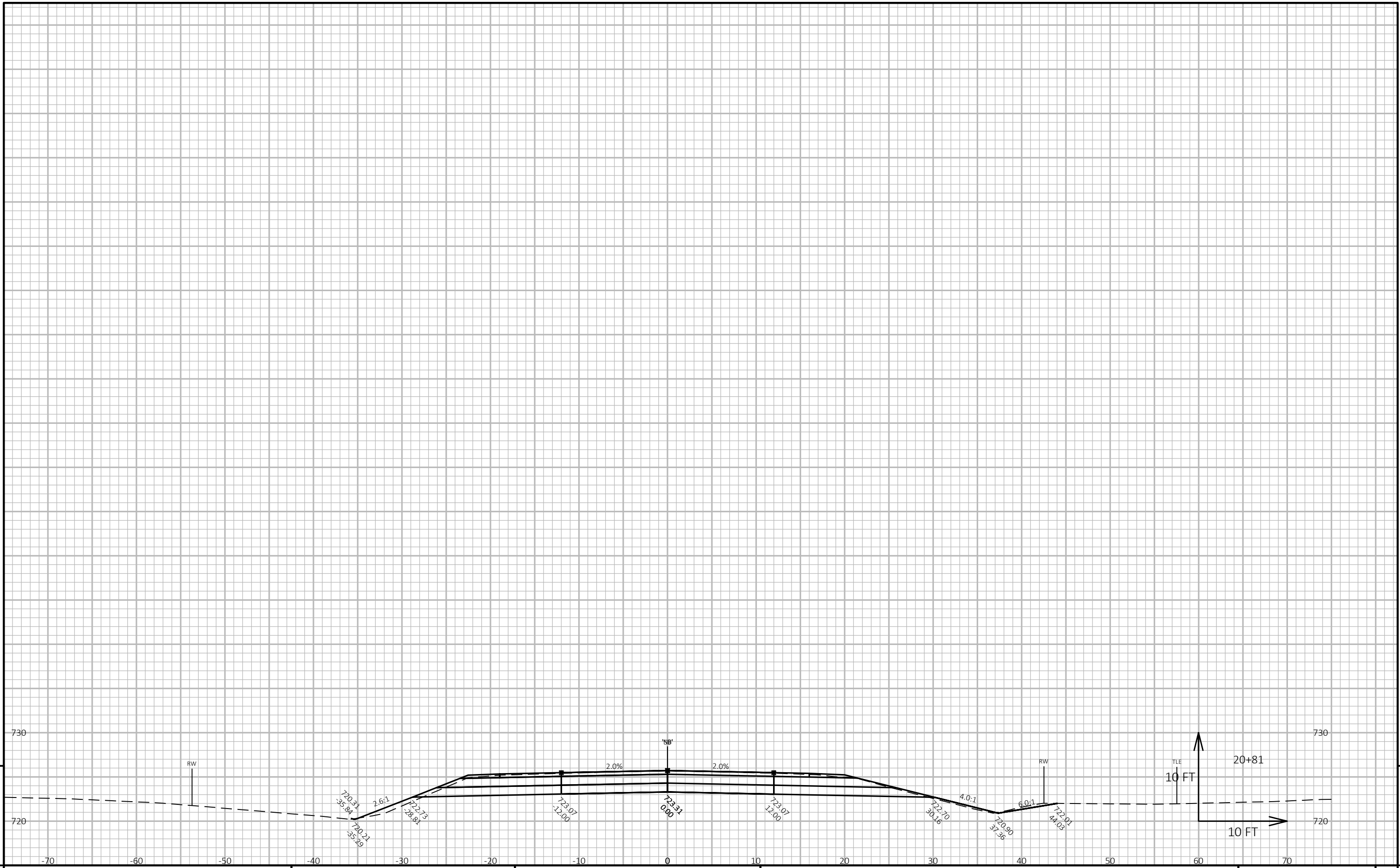
CROSS SECTIONS: CTH N (NB)

SHEET

E



PROJECT NO: 6018-04-70 HWY: CTH JJ COUNTY: OUTAGAMIE CROSS SECTIONS: CTH N (NB) SHEET E



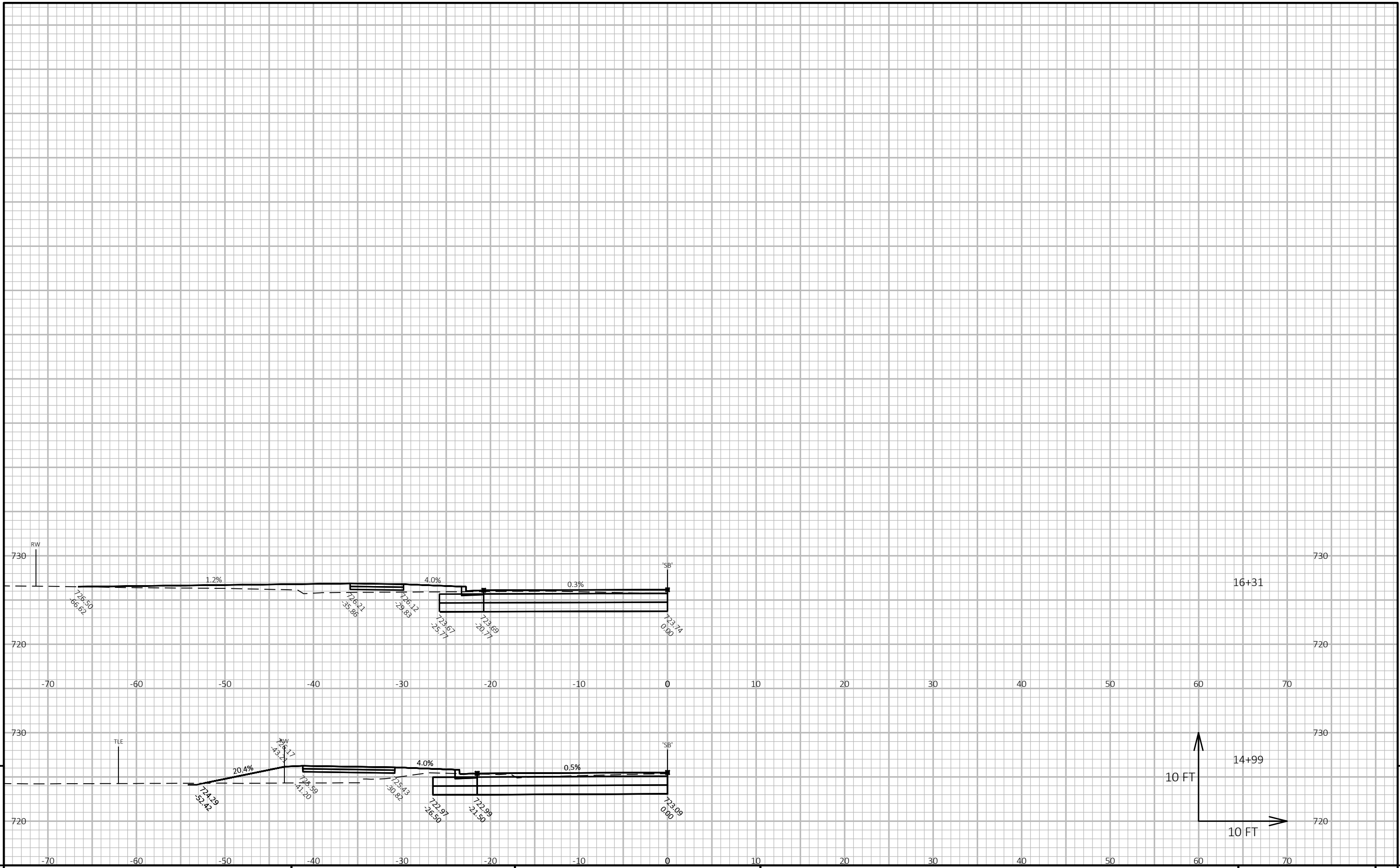
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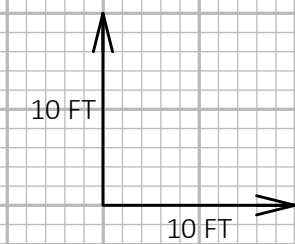
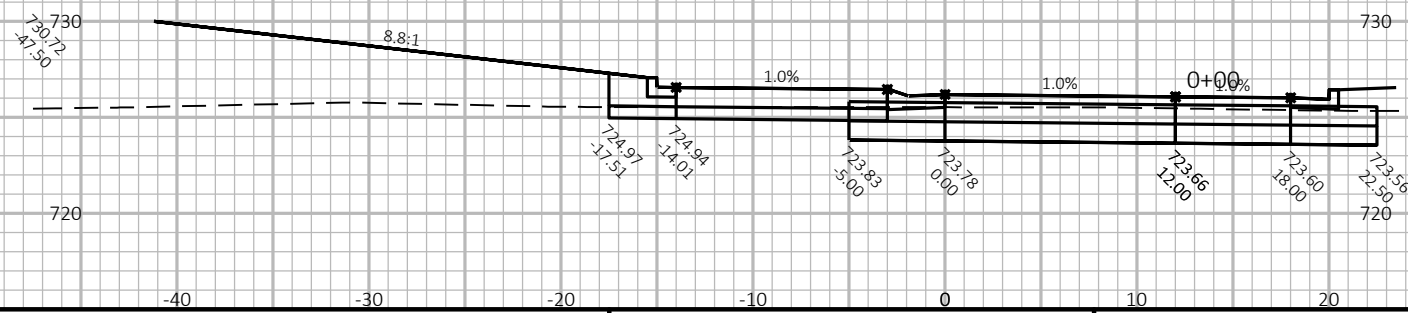
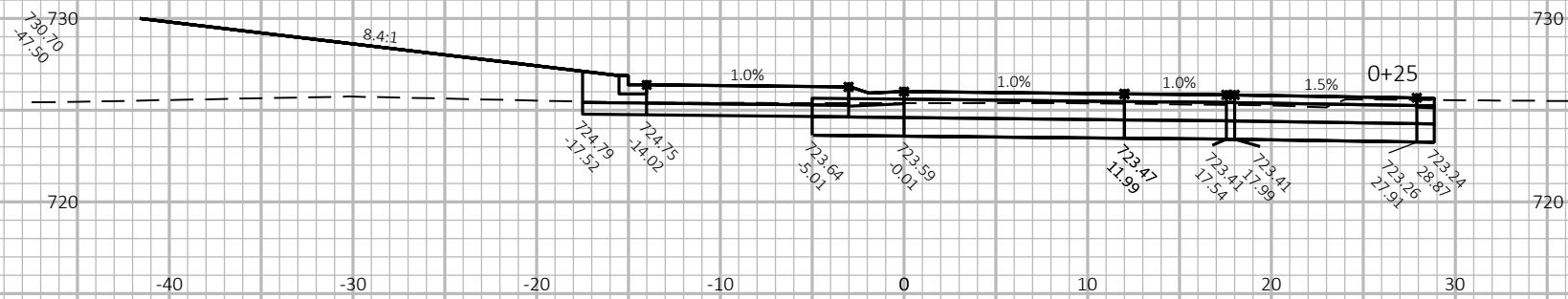
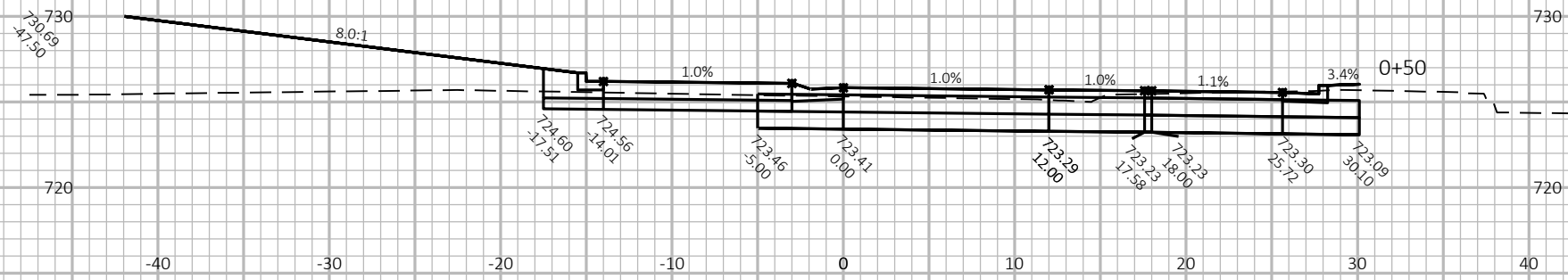
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E



PROJECT NO: 6018-04-70 HWY: CTH JJ COUNTY: OUTAGAMIE CROSS SECTIONS: CTH N (SB) SHEET E



PROJECT NO: 6018-04-70

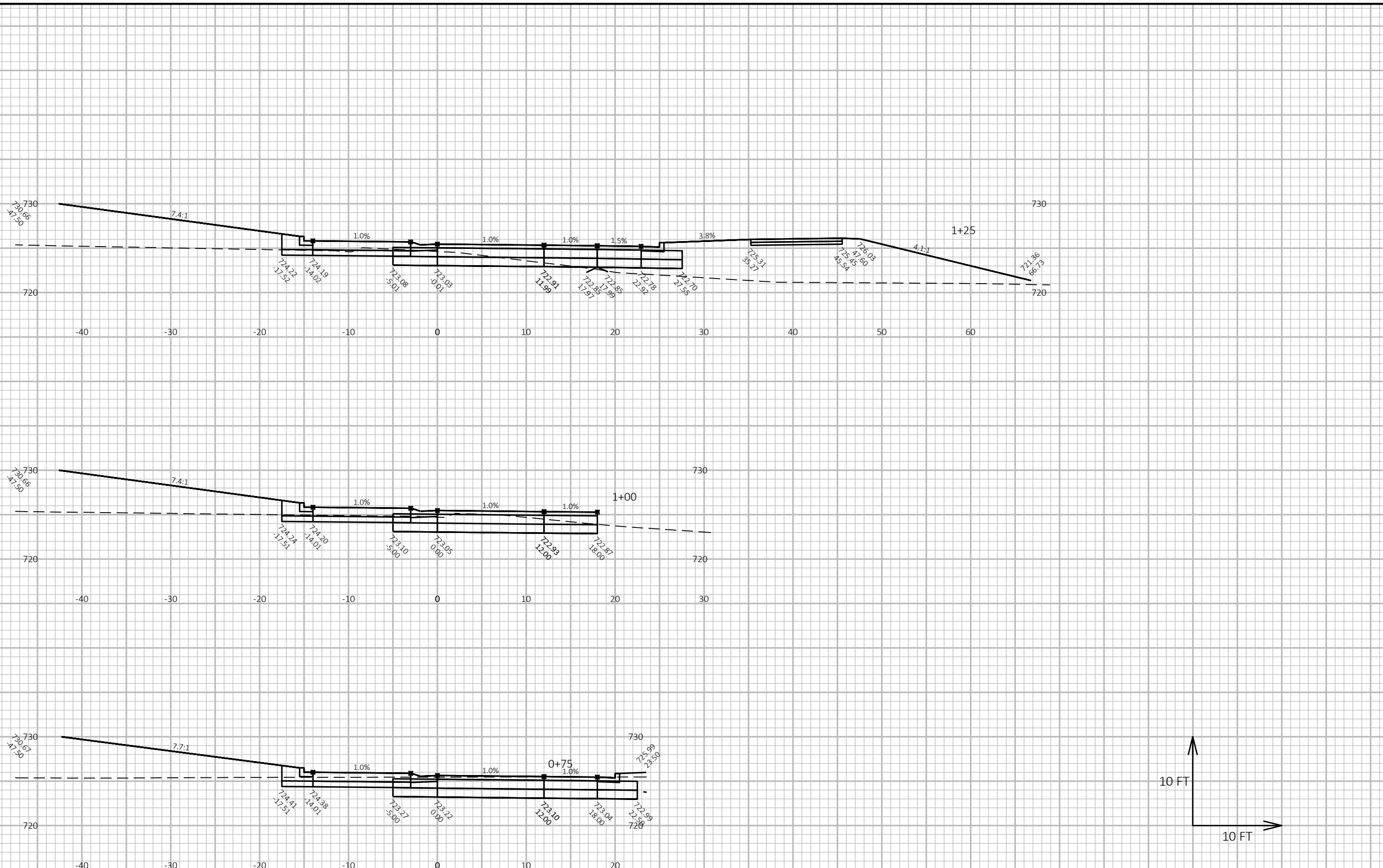
HWY: CTH JJ

COUNTY: OUTAGAMIE

CROSS SECTIONS: ROUNDABOUT

SHEET

E



PROJECT NO: 6018-04-70

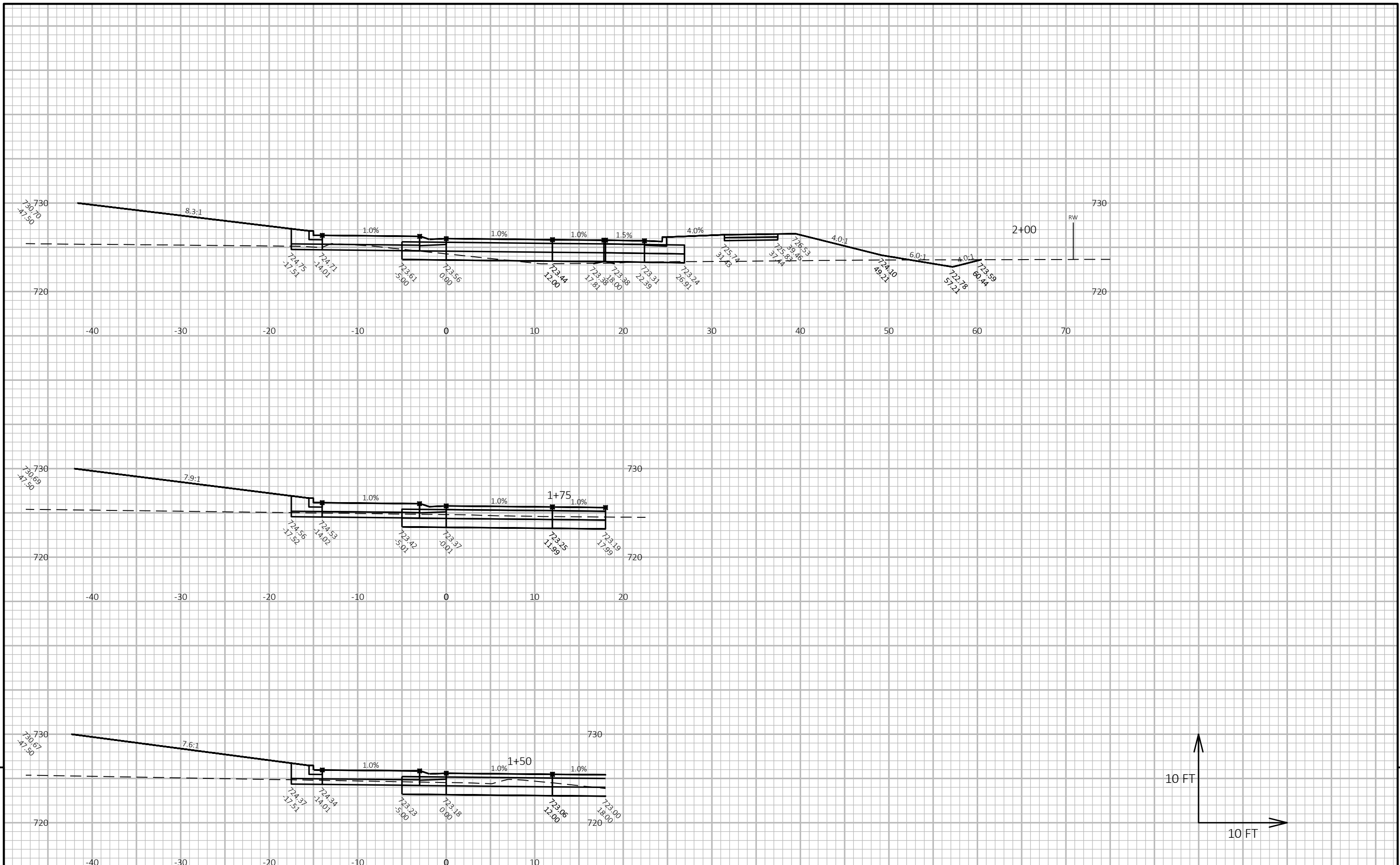
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COUNTY: OUTAGAMIE

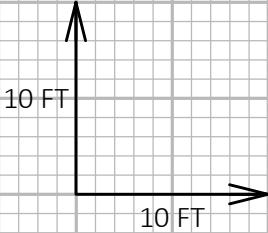
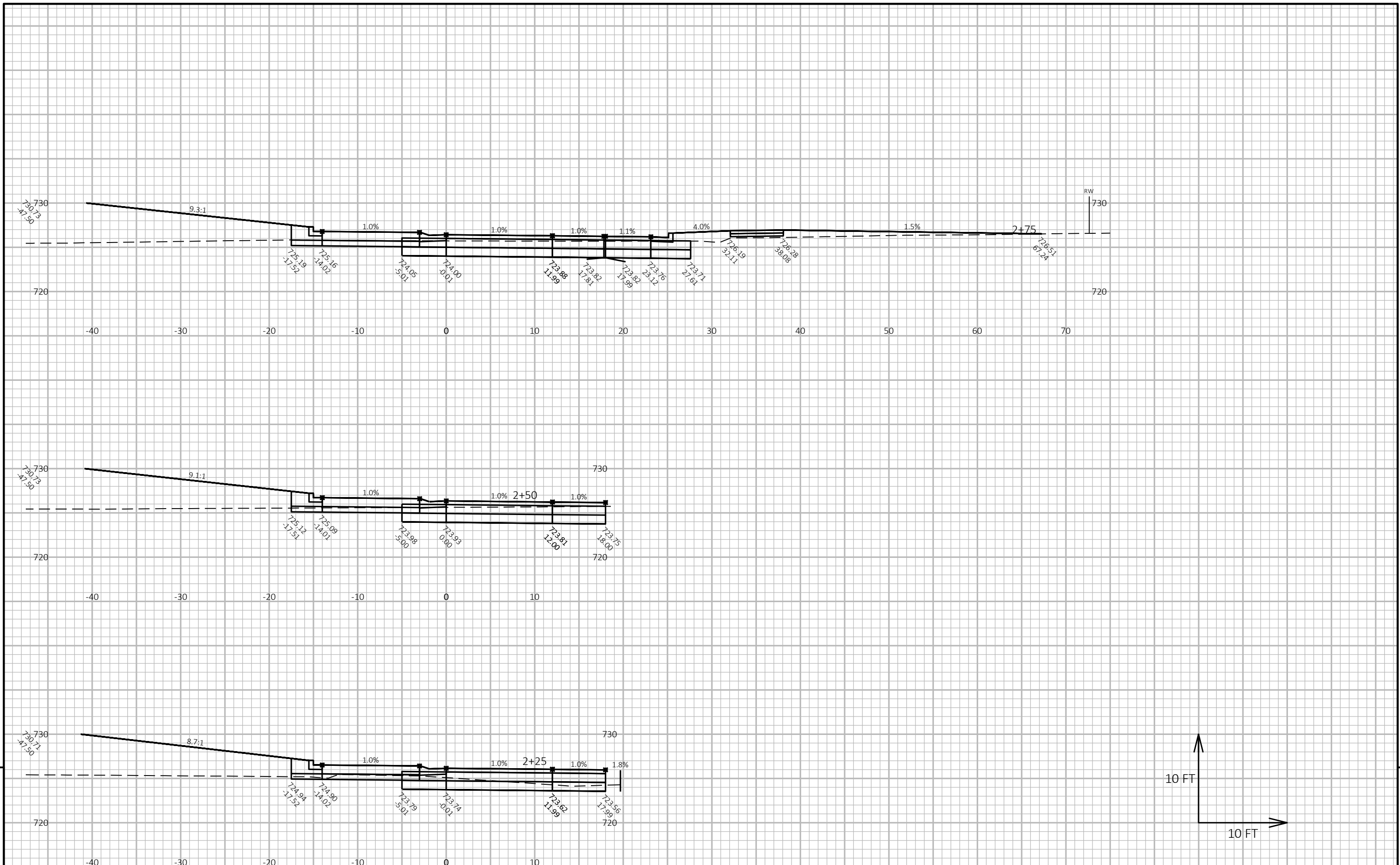
CROSS SECTIONS: ROUNDABOUT

SHEET

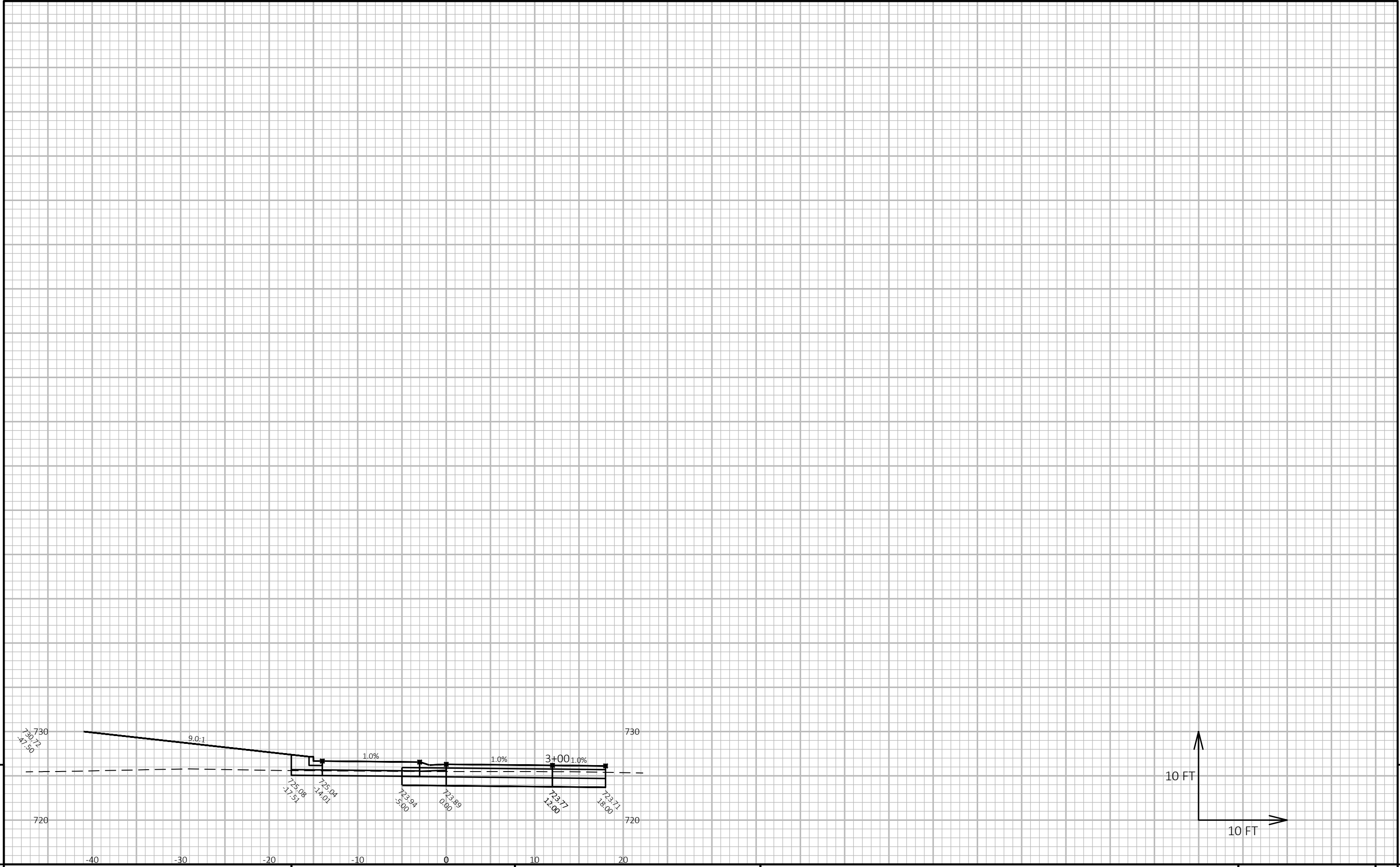
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PROJECT NO: 6018-04-70 HWY: CTH JJ COUNTY: OUTAGAMIE CROSS SECTIONS: ROUNDABOUT SHEET E



PROJECT NO: 6018-04-70 HWY: CTH JJ COUNTY: OUTAGAMIE CROSS SECTIONS: ROUNDABOUT SHEET E



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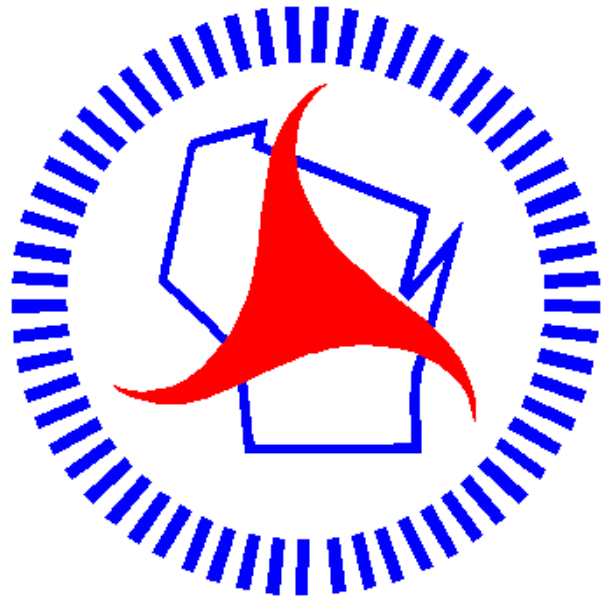
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PROJECT NO: 6018-04-70 HWY: CTH JJ COUNTY: OUTAGAMIE CROSS SECTIONS: ROUNDABOUT SHEET E

FILE NAME : I:\45\450450 CTH JJ\C3D\SHEETSPLAN\60180400\090201-XS.DWG PLOT DATE : 7/29/2022 1:53 PM PLOT BY : GARNICA, BRANDON PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT. WISDOT/CADD SHEET 49

LAYOUT NAME - 090221-xs

Notes



Wisconsin Department of Transportation

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